



# **Volusia-Flagler TPO TPO Board Meeting**

**January 22, 2025  
9:00 am**

# TPO Board Meeting January 22, 2025

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





# TPO Board Meeting January 22, 2025

## 2. Public Comment/Participation





# **TPO Board Meeting January 22, 2025**

## **3. Consent Agenda**

- A. October 23, 2024 River to Sea TPO Board Meeting Minutes**
- B. Treasurer's Reports**
- C. Executive Committee Reports**
- D. Transportation Disadvantaged Local Coordinating Board Reports**
- E. Quality Assurance Committee Report**
- F. Bicycle/Pedestrian Advisory Committee Reports**
- G. Citizens Advisory Committee Reports**
- H. Technical Coordinating Committee Reports**
- I. River to Sea TPO Board Reports**
- J. Executive Director Timesheet Review Reports**
- K. TDLCB Appointments**
- L. 2025 Volusia-Flagler TPO Policy Positions**
- M. Approval of Resolution 2024-20 reaffirming the Policy for the Annual Allocation of Surface Transportation Block Grant (STBG) Program Urban Attributable (SU) Funding and other State and Federal Funds Identified in the 2045 Long Range Transportation Plan (LRTP)**
- N. Approval of Resolution 2024-21 reaffirming the Policy for Defining the Local Match Requirements Placed on Local Governments for Projects Prioritized for Funding by the TPO**
- O. Approval of Resolution 2024-22 reaffirming the Policy for Establishing and Maintaining Transportation Priority Projects**
- P. Approval of the Priority Project Applications for Traffic Operations/Safety and Local Initiatives Projects, Transportation Planning Studies, and Bicycle/Pedestrian Projects**





TRANSPORTATION PLANNING ORGANIZATION

The Volusia-Flagler TPO is the transportation planning organization for Volusia and Flagler Counties; providing a forum for cooperative decision-making by local elected officials with input from citizens and stakeholder groups to develop a series of transportation plans and programs that create the framework for making transportation investment decisions.

**Councilman Eric Sander**  
TPO Chairperson

**Colleen Nicoulin**  
TPO Executive Director  
CNicoulin@r2ctpo.org  
386.226.0422 x20417

1 Deuce Court, Suite 100  
Daytona Beach FL 32124  
www.VFTPO.org

# 2025 Volusia-Flagler TPO Policy Positions

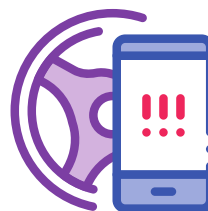
November 20, 2024



## Top Priorities



Increasing transportation investment through dedicated, flexible, and sustainable funding



Improving transportation safety by discouraging distracted driving, designing for appropriate speeds, and improving pedestrian and bicycle safety



Increasing the efficiency and resiliency of transportation systems by maximizing the deployment of advanced transportation technologies

# The Volusia-Flagler TPO supports:

## Funding Priorities:

### Increase transportation investment:

- ✓ Analyze potential **new revenue sources** needed to preserve the transportation system
- ✓ Develop a **resilient network** of transportation infrastructure
- ✓ Establish **flexible and predictable funding** for transit projects
- ✓ **Stabilize funding levels** for the Transportation Regional Incentive Program (TRIP)
- ✓ Allow Strategic Intermodal System (SIS) and State Transportation Trust Fund (STTF) dollars to be used on **local road improvements** that are needed **to support the SIS** or state facility

## Safety Priorities:

### Improve transportation safety for all users:

- ✓ Enhance funding for **educational programs** that show positive results
- ✓ Strengthen existing **pedestrian and bicycle safety laws**
- ✓ Increase **performance-driven funding** for projects that address unsafe conditions
- ✓ Install **pedestrian crossing traffic control devices** (beacons) in areas with documented safety concerns
- ✓ Engineer and redesign of roadways for **appropriate speeds**
- ✓ Local participation in FDOT's **High Visibility Enforcement (HVE) Program**
- ✓ **Expand regulations** on distracted driving
- ✓ Support **Vision Zero** safety initiatives to reach zero fatalities and serious injuries

## Advancing Technology Priorities:

### Develop and implement the following technological advances:

- ✓ **Increase infrastructure funding** for projects that advance automated, connected, electric, and shared (ACES) technologies
- ✓ Increase funding and technical assistance to support the planning and implementation of **smart cities, automated vehicle pilot projects**, and other **technology innovations**
- ✓ Establish laws that address the **malicious and intentional interference** of the proper functioning of transportation vehicles and systems
- ✓ Continue promotion of interoperable and **multi-modal smartcard technology** that is compatible, universal, and **accessible for use by all** other smartcard technology systems
- ✓ Support and funding for the regulation and **infrastructure modifications** needed to safely and effectively manage the **expansion of micro-mobility devices**
- ✓ Require public **electric vehicle support equipment** (EVSE) to be **open to all users** regardless of membership to a specific charging network
- ✓ **Equitable contributions** to support transportation





**TPO Board Meeting**  
**January 22, 2025**

**4. Action Items**

**A. Review and Approval of the TPO's FY 2023/24  
Independent Audit Report**





# River to Sea Transportation Planning Organization Audit for the Year Ended June 30, 2024

## Overview

- ❖ Thank You
- ❖ Audit Process

## Required Communications

- ❖ Our Responsibility in Relation to Financial Statement Audit
- ❖ Significant Risks Considered
  - Improper revenue recognition, management override of internal controls, improper use of restricted resources
- ❖ Significant Estimates and/or Disclosures:
  - Net Pension Liability (\$402,379) – (Note 8)
- ❖ Corrected and/or Uncorrected Audit Adjustments:
  - One uncorrected adjustment to consider GASB 87 impacts
  - Two entries to adjust to reconcile year-end balances
- ❖ Significant Difficulties Performing Audit, Disagreements with Management: None

## Audit Reports

- ❖ Report on Financial Statements (page 2): Unmodified Opinion
- ❖ Report on Compliance for Major Federal Programs (page 37): Unmod. Opinion
- ❖ Report on Internal Control and Compliance (page 40):
  - No findings (prior year significant deficiency resolved)
- ❖ Management Letter Required by Auditor General (page 43):
  - One recommendation regarding audit adjustments
- ❖ Independent Accountant's Examination Report (page 45): TPO in Compliance

## Financial Highlights

- ❖ Grant Revenues - \$895,692
- ❖ Total Fund Balance - \$712,659
- ❖ Governmental Activities
  - Unrestricted \$375,016

## Questions



Zach Chalifour, CPA  
Partner  
www.jmco.com  
386.257.4100  
Zach.Chalifour@jmco.com



## **Financial Snapshot**

### ***Balance Sheet (page 13)***

	<b>General Fund</b>	<b>Special Revenue Fund</b>	<b>Total Governmental Funds</b>
<b>ASSETS</b>			
Equity in pooled cash	\$ 153,612	\$ -	\$ 153,612
Investments	271,087	-	271,087
Due from other governments	-	302,062	302,062
Due from other funds	221,991	-	221,991
Prepaid expenses	5,230	5,394	10,624
Deposits	5,000	-	5,000
<b>Total assets</b>	<b>\$ 656,920</b>	<b>\$ 307,456</b>	<b>\$ 964,376</b>
<b>LIABILITIES</b>			
Accounts payable and accrued liabilities	\$ 14,361	\$ 15,365	\$ 29,726
Due to other funds	-	221,991	221,991
<b>Total liabilities</b>	<b>14,361</b>	<b>237,356</b>	<b>251,717</b>
<b>FUND BALANCES</b>			
Nonspendable:			
Prepaid expenses	5,230	5,394	10,624
Deposits	5,000	-	5,000
Assigned for:			
Transportation	-	64,706	64,706
Unassigned	632,329	-	632,329
<b>Total fund balances</b>	<b>642,559</b>	<b>70,100</b>	<b>712,659</b>
<b>Total liabilities and fund balances</b>	<b>\$ 656,920</b>	<b>\$ 307,456</b>	<b>\$ 964,376</b>

### ***Income Statement (page 15)***

	<b>General Fund</b>	<b>Special Revenue Fund</b>	<b>Total Governmental Funds</b>
<b>Revenues</b>			
Charges for services	\$ 63,112	\$ -	\$ 63,112
Intergovernmental:			
Federal	-	895,692	895,692
Non-federal	-	34,230	34,230
Investment income	10,829	-	10,829
<b>Total revenues</b>	<b>73,941</b>	<b>929,922</b>	<b>1,003,863</b>
<b>Expenditures</b>			
Current:			
General government	15,195	-	15,195
Transportation	-	884,310	884,310
Capital outlay	-	1,444	1,444
<b>Total expenditures</b>	<b>15,195</b>	<b>885,754</b>	<b>900,949</b>
<b>Excess (deficiency) of revenues over expenditures</b>	<b>58,746</b>	<b>44,168</b>	<b>102,914</b>
<b>Other financing sources (uses)</b>			
Transfers in	-	1,088	1,088
Transfers out	(1,088)	-	(1,088)
<b>Total other financing sources (uses)</b>	<b>(1,088)</b>	<b>1,088</b>	<b>-</b>
<b>Net change in fund balances</b>	<b>57,658</b>	<b>45,256</b>	<b>102,914</b>
<b>Fund balances, beginning of year</b>	<b>584,901</b>	<b>24,844</b>	<b>609,745</b>
<b>Fund balances, end of year</b>	<b>\$ 642,559</b>	<b>\$ 70,100</b>	<b>\$ 712,659</b>

TPO Board Meeting  
January 22, 2025

**4. Action Items**

**B. Approval (Ratification) of Resolution 2024-23  
amending the FY 2024/25 to FY 2028/29 Transportation  
Improvement Program (TIP) *Roll Call Vote Required***



**VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2024-23**

**EMERGENCY AMENDMENT TO THE FY 2024/25 TO FY 2028/29  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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**WHEREAS**, the River to Sea Transportation Planning Organization (DBA the Volusia-Flagler Transportation Planning Organization) (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

**WHEREAS**, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

**WHEREAS**, the Volusia-Flagler TPO shall annually endorse and amend as appropriate, the plans and programs required by 23 C.F.R. 450.300 through 450.324, among which is the Transportation Improvement Program (TIP); and

**WHEREAS**, the Volusia-Flagler TPO's adopted TIP is required to be consistent with the Florida Department of Transportation's adopted Five-Year Work Program; and

**WHEREAS**, the Florida Department of Transportation has requested an amendment to the Volusia-Flagler TPO's FY 2023/24 to FY 2027/28 TIP as shown in Attachment A; and

**WHEREAS**, the Volusia-Flagler TPO Citizens Advisory Committee and Technical Coordinating Committee recommended approval of the amendment at their November 19, 2024 meetings; and

**WHEREAS**, the November 20, 2024 meeting of the Volusia-Flagler TPO Board was canceled due to the inability to obtain a physical quorum; and

**WHEREAS**, in accordance with Section 3.3 of the Volusia-Flagler TPO Bylaws, emergency authorization of TPO programs, documents, or amendments may be made by the TPO Chairperson if the time constraint is such that action at the next scheduled meeting of the TPO Governing Board would significantly delay progress on a project, subject to the approval being brought back to the full TPO Board for ratification at their next scheduled meeting.

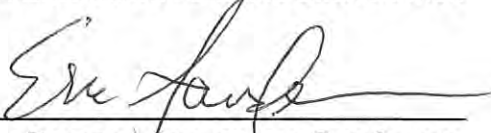


**NOW, THEREFORE, BE IT RESOLVED**, that the requested amendment to the FY 2024/25 to FY 2028/29 TIP, as shown in Attachment A, is authorized by the Volusia-Flagler TPO Board Chairperson, on behalf of the Volusia-Flagler TPO Board on November 20, 2024; and

**BE IT FURTHER RESOLVED** that the aforementioned amendment shall be ratified by the full Volusia-Flagler TPO Board at its regular scheduled meeting on January 22, 2025.

**SIGNED THIS 20<sup>TH</sup> DAY OF NOVEMBER, 2024.**

**VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**

  
\_\_\_\_\_  
**SOUTH DAYTONA COUNCILMAN ERIC SANDER  
CHAIRPERSON, VOLUSIA-FLAGLER TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the Volusia-Flagler TPO certifies that the foregoing is a true and correct copy of a resolution, authorized by the Volusia-Flagler TPO Chairperson on November 20, 2024.

**ATTEST:**

  
\_\_\_\_\_  
**DONNA KING, RECORDING SECRETARY  
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

<b>444033-3 Port Orange Sidewalk Gaps</b>				<b>Managed By:</b> City of Port Orange				Non-SIS	
<b>Project Type:</b> Bicycle/Pedestrian				<b>Length:</b> 0.246 miles				<b>County:</b> Volusia	
Sidewalk Gap Project - Multiple Locations				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
Fund	Phase	<2025	2025	2026	2027	2028	2029	>2029	Total
SU	CST		\$ 71,175	\$ -	\$ -	\$ -	\$ -		\$ 71,175
LF	CST		\$ 28,854	\$ -	\$ -	\$ -	\$ -		\$ 28,854
<b>TOTAL</b>		\$ -	\$ 100,029	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,029

<b>450227-2 I-95 Wrong Way Driving Bundle #2</b>				<b>Managed By:</b> FDOT				SIS	
<b>Project Type:</b> Traffic Operations/Safety				<b>Length:</b> 2.961 miles				<b>County:</b> Volusia	
Project Limits - SR 400/I-4/US 92 Interchanges				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
Fund	Phase	<2025	2025	2026	2027	2028	2029	>2029	Total
ACSS	CST		\$ 2,270,164	\$ -	\$ -	\$ -	\$ -		\$ 2,270,164
DS	CST		\$ 300,473	\$ -	\$ -	\$ -	\$ -		\$ 300,473
<b>TOTAL</b>		\$ -	\$ 2,570,637	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,570,637

<b>452902-1 5310 Capital-Small Urban UZA-Volusia County D/B/A Votran</b>				<b>Managed By:</b> N/A				Non-SIS	
<b>Project Type:</b> Transit				<b>Length:</b> N/A				<b>County:</b> Volusia	
-				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
Fund	Phase	<2025	2025	2026	2027	2028	2029	>2029	Total
DPTO	CAP		\$ 53,970	\$ -	\$ -	\$ -	\$ -		\$ 53,970
DU	CAP		\$ 431,760	\$ -	\$ -	\$ -	\$ -		\$ 431,760
LF	CAP		\$ 53,970	\$ -	\$ -	\$ -	\$ -		\$ 53,970
<b>TOTAL</b>		\$ -	\$ 539,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 539,700

454243-3 5310 Operating-Small UZA-Duvall Homes				Managed By: N/A				Non-SIS	
Project Type: Transit				Length: N/A				County: Volusia	
-				LRTP Ref: Pgs 2-3 to 2-5					
Fund	Phase	<2025	2025	2026	2027	2028	2029	>2029	Total
DU	OP		\$ 75,000	\$ -	\$ -	\$ -	\$ -		\$ 75,000
LF	OP		\$ 75,000	\$ -	\$ -	\$ -	\$ -		\$ 75,000
TOTAL		\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000

TPO Board Meeting  
January 22, 2025

**4. Action Items**

**C. Review and Approval of Resolution 2025-01  
amending the FY 2024/25 to 2028/29 Transportation  
Improvement Program (TIP)**

***Roll Call Vote Required***





*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

12/03/2024 | 12:13 PM EST

River to Sea Transportation Planning Organization  
ATTN: Ms. Colleen Nicoulin, Executive Director  
1 Deuce Court, Suite #100  
Daytona Beach, FL 32124

**RE: Request for Revision to Fiscal Year (FY) 2024/25-2028/29 Transportation Improvement Program (TIP)**

Dear Ms. Nicoulin:

Florida Department of Transportation requests River to Sea TPO revise the FY 2024/25-2028/29 TIP.

Projects #454927-1 and #456112-1 are Federal Transit Authority (FTA) grants awarded to VoTran in Volusia County. Both projects require formal TIP amendments to add them to the TIP.

Please use the information in the table below to amend the TIP accordingly:

FM#	Project Description	Project Limits	Length	Phase	Fund Source	Amount	FY
454927-1	Volusia – VoTran FTA Bus and Low- and No-Emissions Grant	N/A	N/A	CAP	FTA	\$1,625,564	2025
456112-1	Volusia-VoTran Areas of Persistent Poverty Grant	N/A	N/A	CAP	FTA LF Total	\$750,000 <u>\$179,000</u> <b>\$929,000</b>	2025

<b>454927-1 Volusia-Votran FTA Bus and Low and No Emmissions Grant</b>				<b>Managed By:</b> Volusia County				<b>Non-SIS</b>	
<b>Project Type:</b> Transit				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2025</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>&gt;2029</b>	<b>Total</b>
FTA	CAP		\$ 1,625,564	\$ -	\$ -	\$ -	\$ -		\$ 1,625,564
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 1,625,564</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,625,564</b>

<b>456112-1 Volusia-Votran Areas of Persistent Poverty</b>				<b>Managed By:</b> Volusia County				<b>Non-SIS</b>	
<b>Project Type:</b> Transit				<b>Length:</b> N/A				<b>County:</b> Volusia	
				<b>LRTP Ref:</b> Pgs 2-3 to 2-5					
<b>Fund</b>	<b>Phase</b>	<b>&lt;2025</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>&gt;2029</b>	<b>Total</b>
FTA	CAP		\$ 750,000	\$ -	\$ -	\$ -	\$ -		\$ 750,000
LF	CAP		\$ 179,000	\$ -	\$ -	\$ -	\$ -		\$ 179,000
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ 929,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 929,000</b>

**TPO Board Meeting  
January 22, 2025**

**4. Action Items**

**D. Review and Approval of Resolution 2025-02 adopting  
the 2025 Volusia-Flagler TPO Safety Data and Targets**



# PM1: Safety (All Public Roads)



Florida Department of Transportation  
Systems Forecasting & Trends Office

## Performance Management

November 2024

### OVERVIEW

The first of Federal Highway Administration's (FHWA) performance management rules establishes measures to assess safety on all public roads and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their safety targets.\*

### PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

<b>NUMBER OF FATALITIES</b>	<i>The total number of persons suffering fatal injuries in a motor vehicle crash calculated based on a 5-year rolling average.</i>	<b>RATE OF SERIOUS INJURIES</b>	<i>The total number of serious injuries per 100 million VMT calculated based on a 5-year rolling average.</i>
<b>RATE OF FATALITIES</b>	<i>The total number of fatalities per 100 million vehicle miles traveled (VMT) calculated based on a 5-year rolling average.</i>	<b>NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES</b>	<i>The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle calculated based on a 5-year rolling average.</i>
<b>NUMBER OF SERIOUS INJURIES</b>	<i>The total number of persons suffering at least one serious injury in a motor vehicle crash calculated based on a 5-year rolling average.</i>		

### TIMELINE

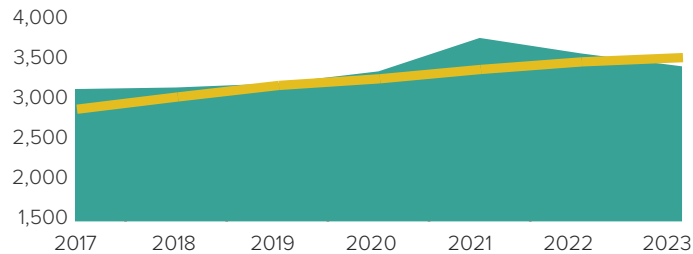


\* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

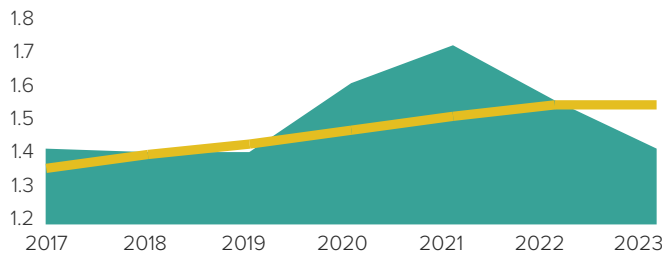


## EXISTING STATEWIDE CONDITIONS

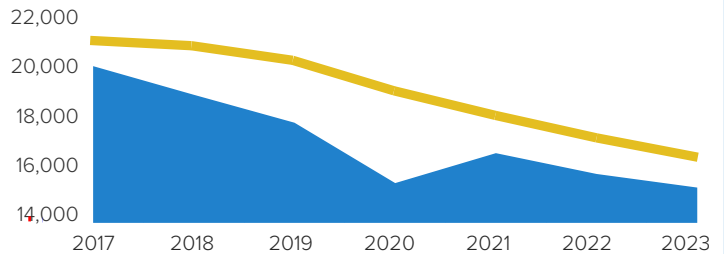
### ANNUAL FATALITIES



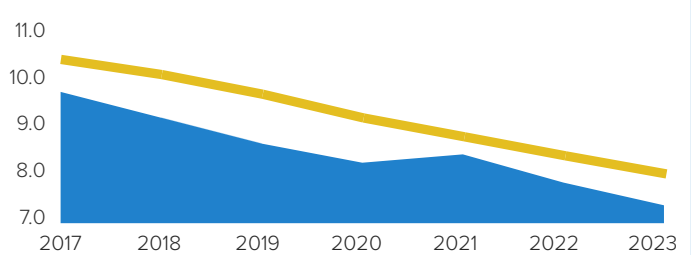
### FATALITY RATE (PER HUNDRED MILLION VMT)



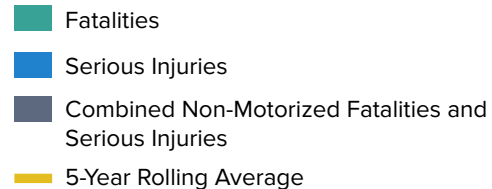
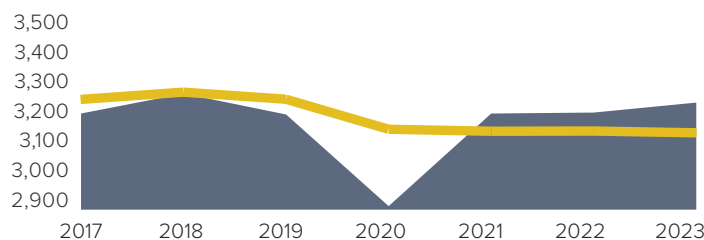
### ANNUAL SERIOUS INJURIES



### SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



### NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES



This is the current data available.

Source: Signal Four Analytics: 2024

## STATEWIDE TARGETS

FDOT establishes statewide safety targets for the following calendar year as part of the [HSIP Annual Report](#), which must be submitted by August 31 each year.

Given FDOT's firm belief that every life counts, the target set for all safety performance measures is ZERO.

## MPO TARGETS

MPOs must set targets by February 27 of each year (within 180 days after FDOT sets targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

MPOs must include the most recent reported performance and targets with each TIP update. The TIP must describe how the investments contribute to achieving the performance targets. The LRTP must include a System Performance Report that discusses the performance of the transportation system and progress achieved in meeting the targets over time.

## ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four of the five safety targets are met or the actual outcome is better than baseline performance. Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users.

As requested by FHWA, FDOT annually develops an [HSIP Implementation Plan](#) to highlight strategies it will undertake in support of these targets. MPOs are encouraged to review this Plan each year to identify strategies appropriate for their planning area.

FHWA will not assess MPO target achievement. However, FHWA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

## FOR MORE INFORMATION PLEASE CONTACT

Regina Colson, Transportation Performance Measures Coordinator

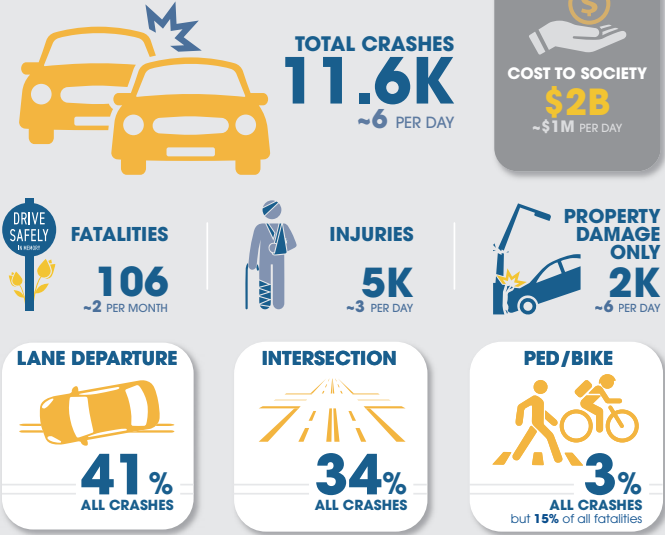
Florida Department of Transportation | [Regina.Colson@dot.state.fl.us](mailto:Regina.Colson@dot.state.fl.us) | (850) 414-5271

# FLAGLER COUNTY | SUMMARY OF CRASHES

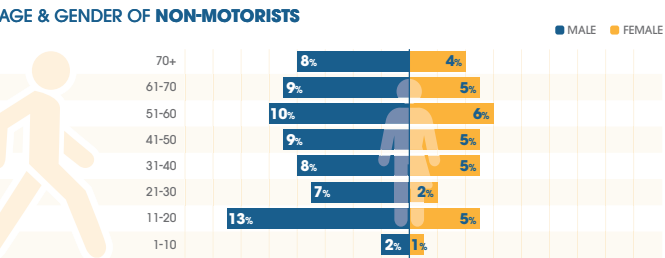
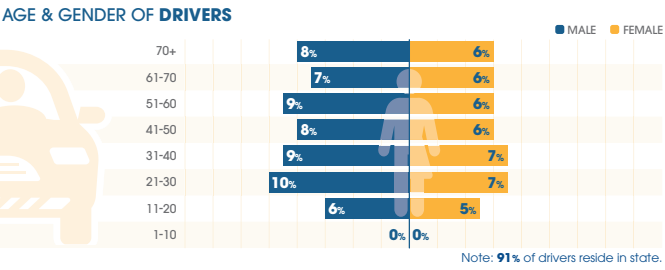
FIVE YEARS OF CRASH DATA 2019-2023



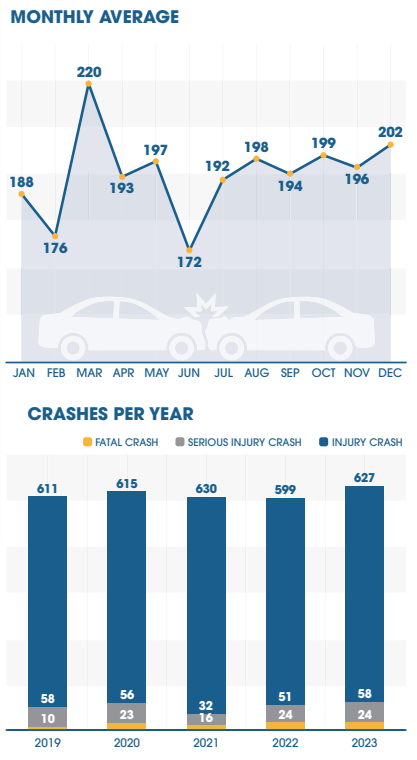
## HOW MANY CRASHES OCCURRED?



## WHO WAS INVOLVED IN THE CRASHES?



## WHEN DID THE CRASHES OCCUR?



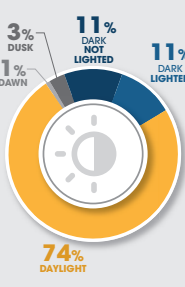
## Commonly occur from



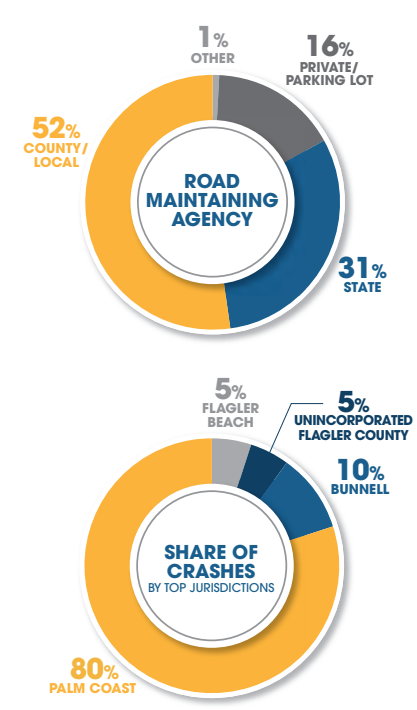
## Commonly occur On



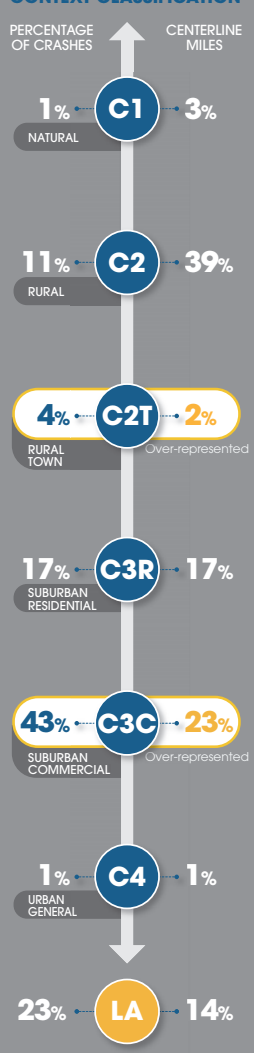
## LIGHTING CONDITIONS



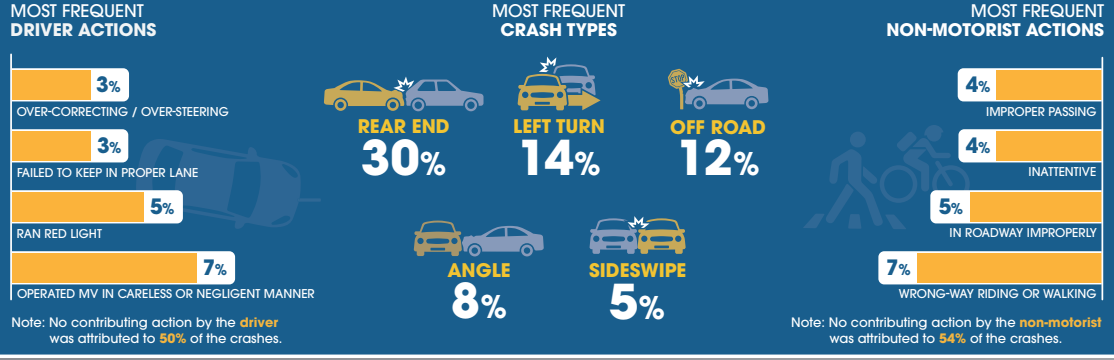
## WHERE DID THE CRASHES OCCUR?



## CRASHES BY CONTEXT CLASSIFICATION<sup>1</sup>



## WHAT CONTRIBUTED TO THE FATAL AND INJURY CRASHES?



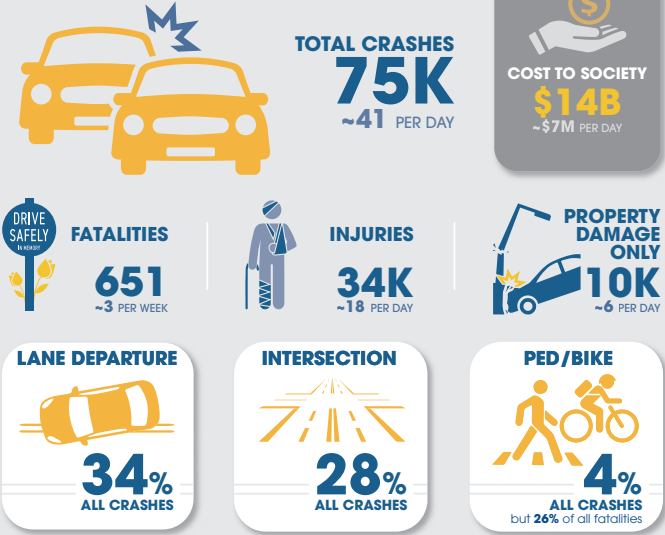
<sup>1</sup>Based on the subset of crashes that occurred on the State Highway System  
Sources: Signal-4 Analytics, download date of August 2024 for all crashes.

# VOLUSIA COUNTY | SUMMARY OF CRASHES

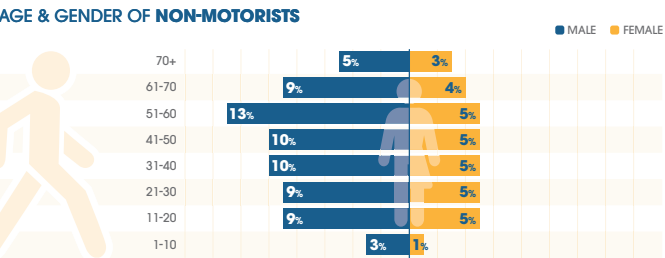
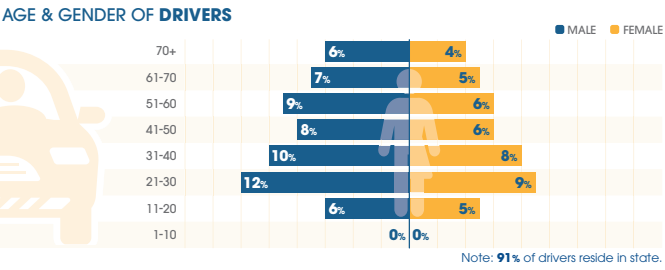
FIVE YEARS OF CRASH DATA 2019-2023



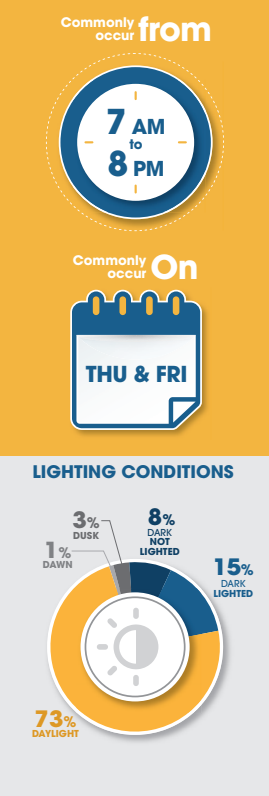
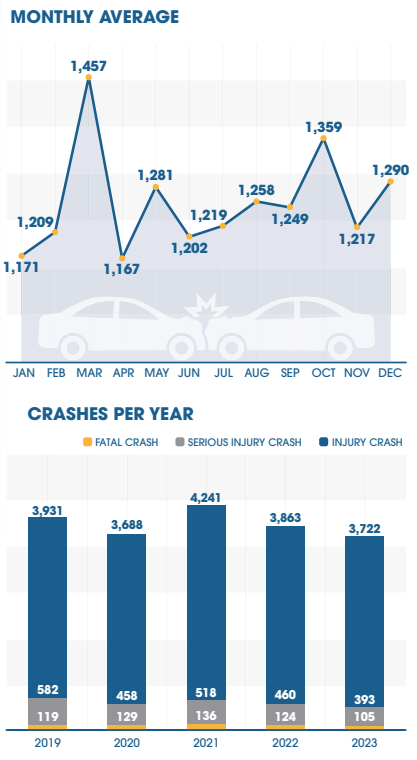
## HOW MANY CRASHES OCCURRED?



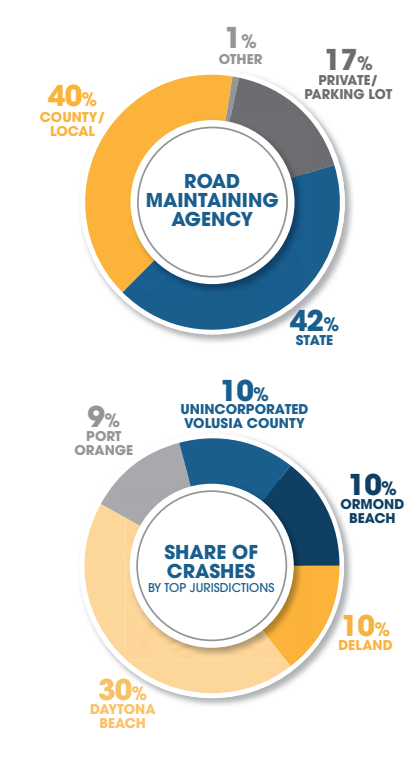
## WHO WAS INVOLVED IN THE CRASHES?



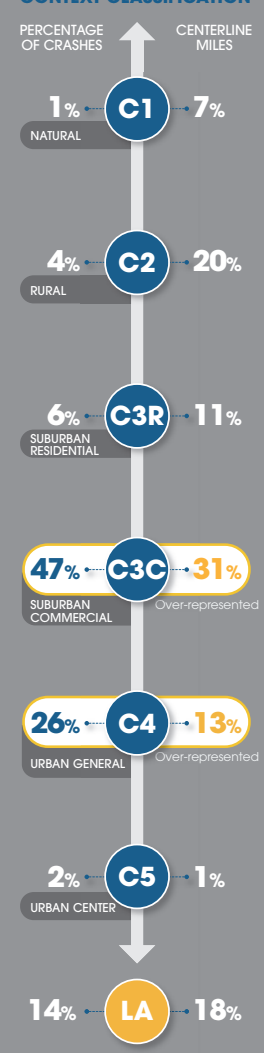
## WHEN DID THE CRASHES OCCUR?



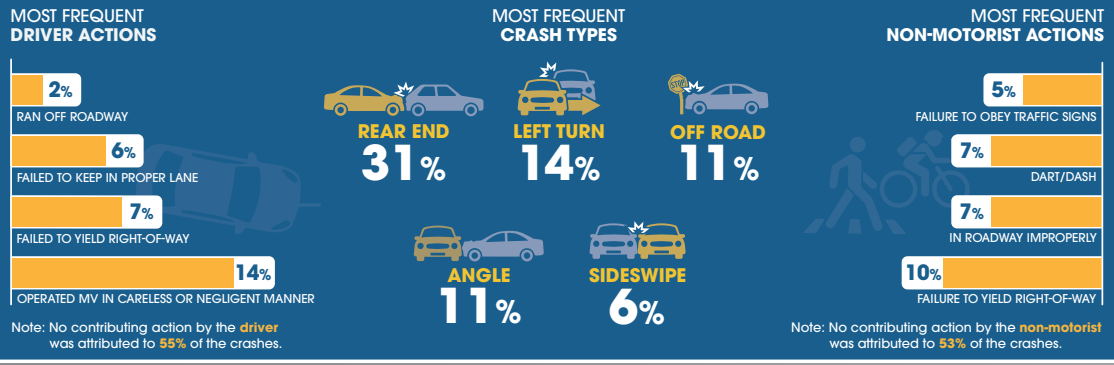
## WHERE DID THE CRASHES OCCUR?



## CRASHES BY CONTEXT CLASSIFICATION<sup>1</sup>



## WHAT CONTRIBUTED TO THE FATAL AND INJURY CRASHES?



<sup>1</sup>Based on the subset of crashes that occurred on the State Highway System  
Sources: Signal-4 Analytics, download date of August 2024 for all crashes.

TPO Board Meeting  
January 22, 2025

## **5. Presentation and Discussion Items**

### **A. Presentation and Discussion of FDOT's Tentative Work Program Public Hearing for FY 2025/26 to 2029/2030**



TPO Board Meeting  
January 22, 2025

## **5. Presentation and Discussion Items**

### **B. Presentation and Discussion of the Development of the Volusia-Flagler 2050 Long Range Transportation Plan (LRTP)**





# 2050



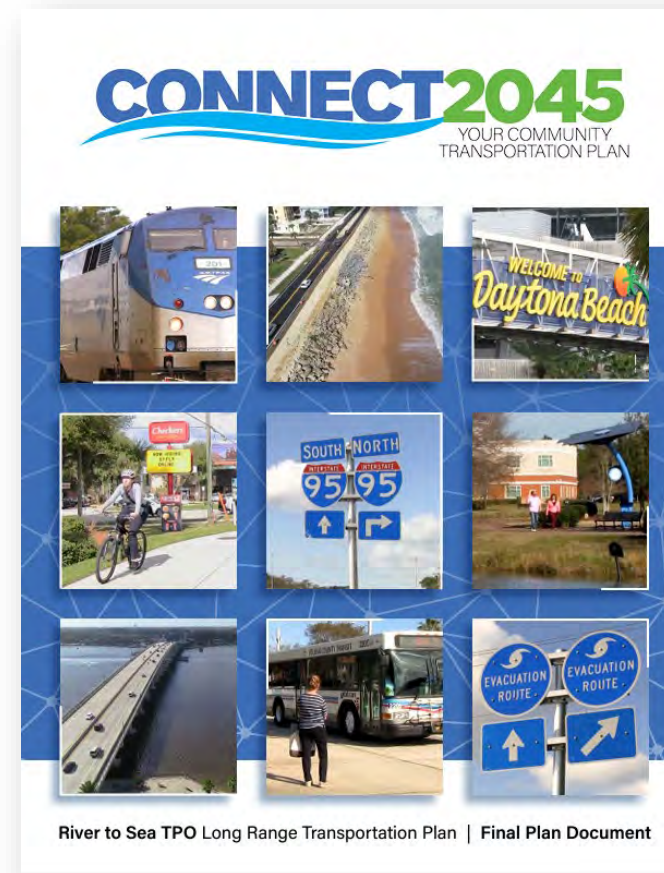
## Long Range Transportation Plan





# Introduction

- What is the LRTP?
- Goals and Objectives
- Financial Resources Introduction
- Public Involvement Plan
- Schedule / Next Steps
- Q & A



**2050**



Long Range Transportation Plan



# What is a Long Range Transportation Plan?

- **Federally-required** short- and long-term plan addressing multimodal transportation needs within Volusia and Flagler counties
- **Updated every five years** covering at least 20 years into the future
- **Identifies future needs and improvements** for pedestrian, bicycle, transit, highway, and freight mobility
- Results in a **fiscally-constrained list of projects**
- Adoption Due Date: **September 23, 2025**



# Performance-Based Planning

- Goals, objectives, performance measures, and targets inform decision-making
- Consistent with federal/state guidance and requirements
- Performance measures and targets provide a means for evaluating and monitoring progress over time
  - Safety (PM 1), Bridge and Pavement Condition (PM 2), System Performance (PM 3), Transit Asset Management Plan

# Volusia-Flagler 2050 LRTP Goals and Objectives

## Resources

### Federal

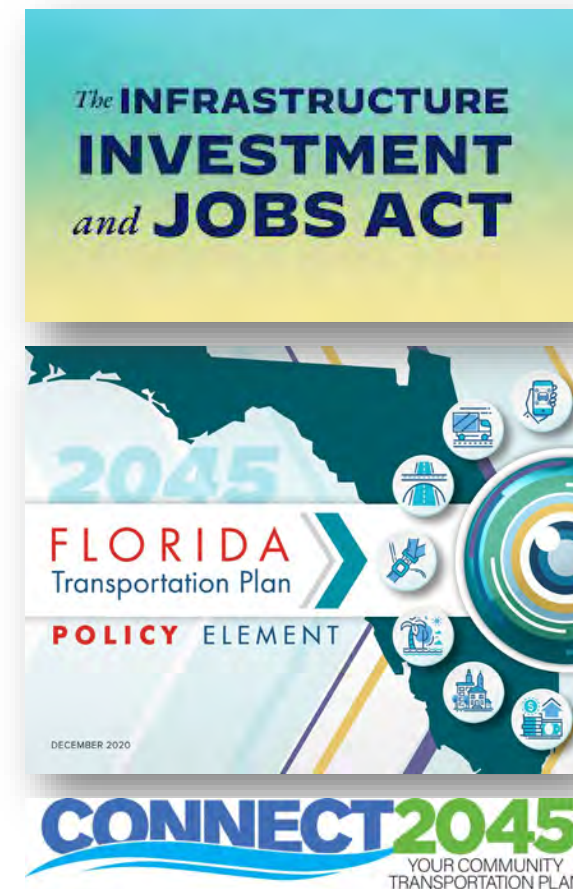
- IIJA, FAST Act

### State

- Florida Transportation Plan, Trade and Mobility Plan

### Local

- 2045 LRTP, local comprehensive plans



# Volusia-Flagler 2050 LRTP Goals

Multimodal	Develop and maintain a balanced and efficient multimodal transportation system
Economic Development	Support the economic development and growth of the TPO area and region
Connectivity	Enhance and expand transportation connectivity and choice for all users
Safety	Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network
Livability	Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources
Involvement	Promote equity, transparency, and opportunities for the public to be involved with their transportation system

## 2050 Financial Resources

- Required financial plan that **estimates funds** that can be available to support implementation of the LRTP
- Indicate funds that are **reasonably expected** to be made available to carry out the LRTP
- Demonstrate **fiscal constraint** and ensure the LRTP reflects realistic assumptions about future revenues.
- Guidance for the development of the **LRTP Cost Feasible Plan**

# Trends Affecting Available Resources

## Rising Project Costs

- Impact on number of projects that can advance/scope of project elements
- Example: Cost per mile for new construction = \$7.5 million (FY 2024) vs. \$4.8 million (FY 2020)\*

## Impacts on Fuel Tax Revenues

- Increasing fuel efficiency and share of alternative fuels

*\*FDOT Construction Cost Indicators, September 20, 2023*



## Trends Affecting Available Resources

### Resurfacing Cost per Mile



Source: FDOT Office of Forecasting and Performance

## 2050 Revenue Forecast

- Provided by FDOT in *2050 Revenue Forecast Handbook*
- Revenue estimates specific to Volusia-Flagler TPO
- Districtwide level revenue estimates
  - Estimated allocations for some funds developed through Central Florida MPO Alliance coordination – based on population





# Federal/State Revenues

Estimates Specific to Volusia-Flagler TPO	2045 LRTP (2026-2045) (YOE)	2050 LRTP (2031-2050) (YOE)
Surface Transportation Block Grant – Urbanized Area (SU)/TMA Funds	\$112,910,000	\$155,910,000
Transportation Alternatives – Urbanized Area (TALU)	\$9,120,000	\$28,480,000
Carbon Reduction - Urbanized (CARU)	N/A	\$23,640,000
State Highway System (non-SIS)	\$785,480,000	\$102,220,000
Other Roads (non-SIS/non-SHS) – “Off System”	\$87,270,000	\$53,930,000
Total	\$994,780,000	\$364,180,000



# Federal/State Revenues (Districtwide)

Districtwide Revenue Source	Total Projected Districtwide Revenues (2031-2050) (YOE)	Estimated Volusia-Flagler TPO Allocation*
Surface Transportation Block Grant – Any Area (SA)	\$1,208,760,000	\$177,200,000
Transportation Alternatives – Any Area (TALT)	\$147,160,000	\$28,480,000

*\*Based on Volusia-Flagler TPO proportion of total population within FDOT District Five*

## Local Revenue Sources

- Coordination with local agencies to identify anticipated future revenue sources and assumptions
  - Fuel taxes
  - Impact Fees
  - Sales Taxes
- Allocations between capital projects and operations & maintenance

## Transit Revenue Sources

- Identify and project federal, state, and local sources funding transit service in Volusia and Flagler counties
- Volusia County Transit Development Plan (TDP) 2022 Annual Update
- Flagler County FY 2022-2031 TDP



# Strategic Intermodal System (SIS) Revenues

- Planned future improvements on to be incorporated by reference in the Volusia-Flagler 2050 LRTP
- Based on *SIS Adopted 2nd Five Year Plan* and *2050 SIS Cost Feasible Plan*



# 2050 LRTP Public Involvement Plan

- Outlines the public involvement approach for *Volusia-Flagler 2050*
- A range of strategies including:
  - Webpage, Social Media, and Videos
  - Mini-Surveys
  - Virtual Workshops
  - Open Houses and Public Meetings
  - Media and Stakeholder Outreach
  - TPO Board and Committee Coordination
- Targets for Measures of Effectiveness (e.g. attendance and number of comments provided)

## Project Schedule: Anticipated Key Milestones

- **January-March** – Preliminary Planning/Needs Assessment
  - Virtual Workshops
- **April-May** – Finalize Needs Assessment/Draft Cost Feasible Plan (CFP)
  - Virtual Workshops / Needs Assessment Public Open Houses
- **June-July** – Finalize CFP and LRTP Documentation
  - Virtual CFP Public Meetings & Public Hearing Period
- **August** – Anticipated Adoption

## Next Steps – February 2025

- Approval of final Goals and Objectives
- Approval of final Public Involvement Plan (PIP)
- Conduct initial Virtual Workshop (tentative)
- Continue preparation of draft Needs Assessment
- Continue development of revenue forecast and equity assessment



# Questions?

## Goal 1 – Develop and maintain a balanced and efficient multimodal transportation system

**Objective 1.1** Develop a multimodal transportation system that improves accessibility and mobility to economic centers for all users (including motor vehicle, bicycle, pedestrian, transit) as well as the movement of goods.

**Objective 1.2** Minimize congestion/delay and maintain travel time reliability on roadways and intersections through projects that improve capacity, provide for the more efficient use and operation of existing transportation facilities, and reduce transportation demand.

**Objective 1.3** Provide public transit systems that serve diverse populations and deliver efficient and convenient transit service.

**Objective 1.4** Develop a plan that maximizes the use of all available existing and alternative revenue sources and is financially feasible.

**Objective 1.5** Incorporate measures that give priority to projects that provide high benefit-to-cost value.

**Objective 1.6** Adequately fund preservation of transportation assets (National Highway System Pavement Condition, Bridge Condition, and Transit Assets).

**Objective 1.7** Address incident management including improving response and mitigating impacts through development of alternative routes and other solutions.

## Goal 2 – Support the economic development and growth of the TPO area and region

**Objective 2.1** Develop a transportation system that supports diverse economic growth, advances tourism, and improves the economic competitiveness of the region.

**Objective 2.2** Identify and support safe and efficient truck routes and other facilities that improve the movement of freight and goods.

**Objective 2.3** Improve connectivity and access to rail, port, bus, and airport facilities.

**Objective 2.4** Support funding of transit service that improves access to employment activity centers.

## Goal 3 – Enhance and expand transportation connectivity and choice for all users

**Objective 3.1** Provide a range of transportation alternatives to improve mobility for all residents and visitors which includes addressing the unique needs of the elderly, people with disabilities, and those unable to drive.

**Objective 3.2** Maximize the interconnectivity of roadways, sidewalks, bicycle facilities, trails, transit, and other transportation system components to provide safe and convenient pedestrian, bicycle, transit, and motor vehicle mobility.

**Objective 3.3** Enhance regional connectivity to employment, education, health, entertainment, and other major activity centers.

**Objective 3.4** Enhance transportation connectivity between local government jurisdictions within the region.

**Objective 3.5** Plan for transportation infrastructure resiliency to maintain and ensure system connectivity.

## Goal 4 – Eliminate crash-related fatalities and serious injuries and improve safety and security throughout the transportation network

**Objective 4.1** Identify and prioritize improvements to reduce the frequency and severity of crashes, and eliminate fatalities and serious injuries to reach Vision Zero.

**Objective 4.2** Identify and implement safety programs, enhancements, and innovations to improve the safety for all roadway users, including the most vulnerable users such as pedestrians, bicyclists, motorcyclists, and those using mobility devices (e.g. wheelchairs and scooters).

**Objective 4.3** Enhance the safety and security of transit systems and other modes such as airports through appropriate design, monitoring, and enforcement programs.

**Objective 4.4** Develop a transportation plan that supports emergency evacuation, response, and post-disaster recovery, and improves national, state, and local security and emergency management functions.

## Goal 5 – Promote livability through a multimodal transportation system that fosters quality communities and protects natural resources

**Objective 5.1** Promote compact, walkable, mixed-use development and redevelopment opportunities that encourage a range of transportation options and maximize the effectiveness of the transportation system.

**Objective 5.2** Develop a transportation plan with components planned and designed to preserve and enhance the existing character of both urban and rural communities.

**Objective 5.3** Support local visioning and planning principles by developing a plan that is consistent with local government comprehensive plans to the maximum extent feasible.

**Objective 5.4** Locate and design transportation facilities to avoid or minimize the impact to natural resources including environmentally sensitive areas and critical lands, waters, and habitats.

**Objective 5.5** Develop and support a multimodal transportation system that maintains or reduces vehicle greenhouse gas emissions and reduces or mitigates stormwater impacts.

**Objective 5.6** Locate and design transportation facilities to avoid or minimize impacts to historic and cultural assets.

## Goal 6 – Promote equity, transparency, and opportunities for the public to be involved with their transportation system

**Objective 6.1** Provide opportunities for public participation that are open, inclusive, and accessible for all members of the community; and develop outreach programs to engage all jurisdictions as well as the traditionally underserved and underrepresented.

**Objective 6.2** Include provisions to identify the needs of low income and minority populations and ensure that projects in the plan do not disproportionately burden these populations, and include measures to avoid, minimize, or mitigate adverse impacts.

**Objective 6.3** Support transportation investments that improve public transit services for low income and transit-dependent populations to gain access to jobs, schools, health services, and other needed services.

## 1. Introduction

The Volusia-Flagler Transportation Planning Organization (VFTPO) (formerly the River to Sea TPO) is a federally authorized agency responsible for planning and programming federal and state transportation funds for the Metropolitan Planning Area that consists of Volusia and Flagler counties. For urbanized areas exceeding a population of 50,000, a Transportation/Metropolitan Planning Organization (TPO/MPO) is necessary to meet federal requirements for obtaining and expending federal transportation funds. To that end, the VFTPO is responsible for managing a continuing, cooperative, and comprehensive transportation planning process. This “3-C” process must result in plans and programs consistent with the comprehensively planned development of the urbanized area. Importantly, this consists of preparing and adopting a long-range transportation plan (LRTP) per federal and state requirements that include 23 Code of Federal Regulations (CFR) 450.104, 450.306, 450.316, 450.322, 450.324 and Section 339.175, Florida Statutes.

**This Public Involvement Plan (PIP) outlines the public involvement approach for Volusia-Flagler 2050, hereafter referred to as the 2050 LRTP.** The purpose of this approach is to:

- Engage the public in meaningful and measurable ways;
- Inform the public of transportation issues facing the community; and
- Provide reasonable and continuing opportunity for public input on planning priorities and solutions being considered.

The TPO planning area includes a diverse population and the 2050 LRTP will be developed to reflect community values and benefits for all socioeconomic segments. This includes making a concerted effort to communicate and address the needs of traditionally underserved segments of the population. **This PIP is consistent with the TPO’s Public Participation Plan adopted on June 22, 2022.**

This PIP outlines a process that:

- Requires timely public notice of all public outreach activities via press releases and public service announcements to be provided by the TPO staff;
- Supports early and continuing involvement of the public in the plan development process;
- Includes multiple events and activities to inform the public of planning efforts and provide opportunities for input and access to key decisions;
- Recognizes that the public includes not only residents, but also business owners, freight operators, environmental groups, and others who have an interest in the transportation decisions being made through the 2050 LRTP;
- Includes a variety of activities and strategies to engage members of the community in ways that are innovative and informative including the use of web-based formats; and
- Identifies principles to guide and evaluate the effectiveness of the PIP.

## 2. Long Range Transportation Plan (LRTP) Overview

The LRTP is a federally required plan that addresses future transportation needs for a minimum of twenty years. The LRTP is updated every five years to ensure that it is consistent with current and forecast transportation conditions and needs, and reflective of public input. The 2050 LRTP is financially constrained and includes projects to enhance the performance of the transportation system over the next twenty-five years.

The 2050 LRTP is developed to:

- 1) Identify future needs and improvements for pedestrian, bicycle, transit, highway and freight mobility;
- 2) Guide the expenditure of transportation funds;
- 3) Ensure new transportation improvements meet community values;
- 4) Prioritize transportation projects; and
- 5) Promote safe and efficient transportation services.

Local and state planning officials use the LRTP to select projects for inclusion in their work programs.

The LRTP will be the result of a 3-C planning process that provides for consideration and implementation of projects, strategies, and services that will address the following planning factors per the Code of Federal Regulations (23 CFR 450.306(a) and (b)):

- Economic Vitality: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Safety: Increase the safety of the transportation system for motorized and non-motorized users
- Security: Increase the security of the transportation system for motorized and non-motorized users
- Accessibility & Mobility: Increase the accessibility and mobility of people and freight
- Environmental Quality: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Multimodal Connectivity: Enhance the integration and connectivity of the transportation system across and between modes for people and freight
- System Efficiency: Promote efficient system management and operations
- System Preservation: Emphasize the preservation of the existing transportation system
- Resiliency & Reliability: Improve the resiliency and reliability of the transportation system, and reduce or mitigate storm water impacts of surface transportation
- Travel & Tourism: Enhance travel and tourism

The effectiveness of the LRTP is dependent upon a successful public involvement effort that fosters community interaction. The process should be guided by public sentiment about long term transportation investments to achieve the best possible mobility connections. The result is expanded public awareness of and support for the resulting LRTP.

### 3. Evaluating Public Involvement Activities

It is critical to continuously evaluate public involvement activities to ensure they are meaningful and effective. The following principles advance the TPO’s public participation objectives and will be utilized to guide and evaluate the LRTP public involvement process:

- 1) Meaningful input will be sought from various groups across the socioeconomic spectrum, and target audiences will be identified including residents, business and property owners, and those traditionally underserved and underrepresented populations including disabled, low income, and minority households within the planning area.
- 2) LRTP public meetings and workshops will be held at locations and times that are convenient to potentially affected residents and will be geographically dispersed throughout the TPO planning area.
- 3) Up-to-date information about the planning process and clearly identified opportunities for the public to participate will be provided through the TPO’s website and social media channels.
- 4) The quality and effectiveness of the public involvement approach will be continuously monitored during LRTP development.
- 5) Input regarding the public involvement process will be sought from non-transportation professionals to help ensure that the information being presented is interpreted as intended.

See Table 1 for the complete list of measures with targets to evaluate effectiveness of key activities that are defined in *Section 4. Public Involvement Approach*.

DRAFT



**Table 1. Public Involvement Targets for Measures of Effectiveness**

<b>Activity</b>	<b>Schedule</b>	<b>Target</b>
LRTP Web Page and Social Media (Section 4.1)	Monitoring will be conducted from January 2025 until September 2025.	<ul style="list-style-type: none"> <li>• 250 unique visitors to 2050 LRTP Web Page</li> <li>• 150 likes on LRTP-specific Facebook posts</li> </ul>
Mini-Surveys (4.2)	Up to three (3) Mini-Surveys launched and available on LRTP web page during strategic points during LRTP development.	<ul style="list-style-type: none"> <li>• 300 total respondents across all mini-surveys</li> </ul>
LRTP Virtual Workshops (4.3)	Up to five (5) virtual workshops to be held at strategic points during LRTP development.	<ul style="list-style-type: none"> <li>• Target 20 attendees per LRTP Workshop</li> </ul>
Needs Assessment Public Open Houses (4.4)	Three (3) Needs Assessment Public Open Houses will be held in geographically dispersed locations. Anticipated in April 2025.	<ul style="list-style-type: none"> <li>• 50 combined attendees across all Needs Assessment Public Open House</li> </ul>
Interactive Public Comment Map (4.4)	Interactive Public Comment Map will be available at strategic points during LRTP development. Tied to Needs Assessment Public Open House.	<ul style="list-style-type: none"> <li>• 100 participants providing comments</li> </ul>
Pop-Up Events (4.5)	Up to four (4) Pop-Events where LRTP will be highlighted at existing community events. Schedule based upon event availability.	<ul style="list-style-type: none"> <li>• 50 total engagements per pop-up event</li> </ul>
Virtual Cost Feasible Plan Public Meetings (4.6)	Two (2) Virtual Cost Feasible Plan Public Meetings to be held on the same day. Anticipated in June 2025.	<ul style="list-style-type: none"> <li>• 100 combined attendees across Virtual CFP Meetings</li> </ul>
Environmental Mitigation Consultation (4.7)	Input will be solicited from applicable environmental agencies regarding Needs Assessment. Anticipated in April 2025.	<ul style="list-style-type: none"> <li>• Contact and communicate with applicable federal, state, and local agencies</li> </ul>
Freight Coordination (4.8)	Input will be solicited from representatives of the freight community. Anticipated by April 2025.	<ul style="list-style-type: none"> <li>• Contact and communicate with five (5) freight-related entities</li> </ul>
LRTP Promotional Videos (4.9)	Up to three (3) 30-60 second videos to promote the LRTP and key topics at strategic points during LRTP development.	<ul style="list-style-type: none"> <li>• 500 viewings total across videos</li> </ul>
Media and Stakeholder Outreach (4.12)	Presentations will be made to various interest groups to promote the LRTP. As available.	<ul style="list-style-type: none"> <li>• 200 combined attendees across all presentations</li> </ul>

## 4. Public Involvement Approach

The LRTP public involvement approach encompasses a range of strategies to involve the public in the development of the 2050 LRTP, including outreach and involvement of traditionally underrepresented populations. In addition, the participation of community stakeholders, agency representatives, planners, engineers, and other knowledgeable public and private sector professionals will provide valuable input so that key issues are identified, and appropriate solutions are generated. The goal is a consensus-based LRTP that accurately reflects the area's needs.

Public outreach efforts include a need to both inform and solicit input from various members of the public. Since these efforts target people with various levels of education, interest, background, goals and desires, socioeconomic status, and available time, multiple public involvement tools will make up the approach for the 2050 LRTP. The primary tools proposed are described in the following sections.

### 4.1 Long Range Transportation Plan (LRTP) Web Page and Social Media

A project web page will be established for the LRTP and updated regularly throughout the long-range planning process. The web page will be compliant with the Americans with Disabilities Act (ADA) and meet the appropriate Web Content Accessibility Guidelines (WCAG 2.0 AA). The web page contents will include:

- General information about the 2050 LRTP including the approved goals and an overview of the long-range transportation planning process;
- Project schedule showing key activities and plan development steps;
- Notices of open houses, meetings, workshops, and activities where the public can participate in the development of the 2050 LRTP;
- A platform for the public to provide comments online and by email; and
- Draft documents and information for public review, and final plan documents as they are approved.

The increasing access that the public has to the Internet enables it to be a forum for the dissemination and exchange of information. Social media tools are an important component of this effort. The TPO's Facebook site ([www.facebook.com/RivertoSeaTPO](https://www.facebook.com/RivertoSeaTPO)) will be utilized, in companion with the TPO website and LRTP web page to maximize the exposure of the LRTP effort and opportunities for public involvement.

The advantages of a project website and social media include the following:

- low-cost to set up and maintain;
- readily able to be edited and updated;
- generally accessible at any time; and
- offers two-way communication (opportunities for site visitors to offer input as well as become informed).

The primary limitations of these tools are that they are only available to those with Internet access. This means that groups with lower utilization rates such as elderly or low-income populations may

be less likely to access the planning process using this resource. This is important to recognize when considering the collective approach to public engagement.

#### 4.2 LRTP Mini-Surveys

Over time, the TPO has leveraged the use of general and plan-specific surveys to gauge public sentiment towards issues and projects. Continuing with that approach for the 2050 LRTP, mini-surveys will be conducted at key points during the LRTP development process. The intent is to gain insight into the public's thoughts on relevant topics that are useful in helping to shape the final LRTP. Each mini-survey will consist of up to five (5) questions and will be promoted on the TPO's Facebook page and available on the LRTP web page for a period of time to provide sufficient opportunity for the public to complete it. Survey results will be summarized in a user-friendly format for distribution to the TPO Board and Committees, and for presentation to the public.

Survey results will be presented in a user-friendly format during TPO Board and Advisory Committee meetings, and LRTP Virtual Workshops. Survey results will be used in companion with other outreach efforts to inform LRTP development and help to understand the changing needs of the region. Although the exchange of information in a survey is limited, the opportunity to reach a greater number of people is very beneficial. Most survey respondents are willing to provide their contact information which helps to expand the TPO's database of contacts for other public outreach efforts.

#### 4.3 LRTP Virtual Workshops

LRTP Virtual Workshops will be held at defined points during LRTP development to advise the stakeholders and the public regarding the planning activities and to receive input. Notice of the workshops will be provided on the TPO's website and promoted via the TPO's Facebook page, during meetings of the TPO's Board and Advisory Committees, and through email distribution to the database of TPO interested parties and stakeholders. The LRTP Virtual Workshops will be held up to five (5) times during the LRTP development process. The workshops will provide summaries of information and data supporting plan development, updates on milestone activities, and information to engage stakeholder partners and the public for their input at key decision points during the development of the plan.

#### 4.4 Needs Assessment Public Open Houses

Public Open Houses will be held to present the Draft Needs Assessment to the public and receive their input. The Open Houses will provide information that reviews the study process, reviews the needs assessment by mode, and solicits comments on identified needs projects as well as unidentified needs. The Needs Assessment stage includes the Open Houses which will be held in three (3) geographically dispersed areas throughout the TPO's planning area. Participants at the open houses will be given the opportunity to comment on projects within the Needs Assessment. This input will be considered for the development of the draft Cost Feasible Plan.

Input for the Needs Assessment will also include an interactive online public comment map that will provide an opportunity for the public to share feedback on specific locations in Volusia and Flagler counties related to potential transportation needs. The online public comment map will be

released to coincide with the Open Houses and will remain available during the specified comment period.

#### 4.5 Pop-up Events

Existing community events are an effective location to connect with the public where they are. As available, the TPO will use “pop-up” events like these to connect with the community to maximize LRTP outreach. Example materials that might be shared at these events include an overview of the long-range planning process, a map of the TPO area showing potential transportation needs, and a card with a link to the LRTP web page for more information. The intent of connecting with the public at these events is to provide information and encourage greater participation in the development of the LRTP.

#### 4.6 Virtual Cost Feasible Plan Public Meetings

Two (2) Virtual Public Meetings will be facilitated to provide information on and receive input for the draft Cost Feasible Plan. These meetings will provide the same materials and be presented on the same day, with one scheduled in the daytime and one in the evening to increase the opportunity for public attendance. One of the meetings will be recorded to be available for on-demand viewing with the intent to maximize the opportunity for public viewing. All of this will be accompanied by a mechanism for the public to provide comments.

#### 4.7 Environmental Mitigation Consultation

The LRTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including those that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP [CFR 450.324(g)(10)]. This discussion can focus on policies, programs, or strategies, rather than at the project level. The TPO will develop this discussion in consultation with the applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies that include, but are not limited to:

- US Environmental Protection Agency
- US Fish and Wildlife Service (US Department of the Interior)
- National Park Service (US Department of the Interior)
- Florida Department of Environmental Protection
- St. Johns River Water Management District
- Florida Fish and Wildlife Conservation Commission
- Florida Forest Service (Florida Department of Agriculture and Consumer Services)

The consultation period will take place after the LRTP Needs Assessment is conducted and will consist of direct solicitation of input from the applicable agencies to develop the discussion. The consultation process will be documented in a separate Environmental Mitigation Consultation report.

#### 4.8 Freight Coordination

The Volusia-Flagler TPO is focused on providing effective supporting infrastructure for trade and industry. This includes supporting existing activity as well as new freight-dependent commercial interests. The TPO will engage the freight community, as available, including the FDOT Freight Coordinator and local organizations such as TEAM Volusia to identify possible needs in the planning area.

#### 4.9 LRTP Promotional Videos

Brief videos (30-60 seconds) can be an effective tool to reach a broader community audience to stimulate interest in transportation-related issues. Videos of this format were effective and well-received during the development of Connect 2045. Up to three (3) brief videos will be developed to promote the development of the 2050 LRTP and encourage public engagement in the process. The videos will be used in marketing promotions, on the TPO's social media, and during related public meetings and events.

#### 4.10 LRTP One-Pager

A one-pager will be developed to notify the public that the Volusia-Flagler TPO is engaged in a public outreach effort to seek input for the development of the 2050 LRTP. The one-pager will succinctly promote the long-range planning process that is underway and provide a link to the LRTP web page. It will be easily printed offering the advantage of being made available in a range of settings including TPO meetings, events, and other locations. The intent of the one-pager is to encourage the engagement of the public in the long-range planning process.

#### 4.11 Volusia-Flagler TPO Board and Committee Coordination

A significant amount of input and review for the development of the 2050 LRTP will also occur as part of the regular meetings of the Volusia-Flagler TPO Board and Advisory Committees. These groups include citizen representatives, elected officials, local government staff, and special interest advocates representing segments throughout the larger planning area. The Transportation Disadvantaged Local Coordinating Board will also provide a forum for LRTP updates and input. Public notice is provided for each of the meetings in accordance with Florida Statutes and the adopted bylaws of the organization.

##### 4.11.1 TPO Board

The Volusia-Flagler TPO Board membership consists of elected officials representing local governments in the planning area, including municipal and county entities. The TPO Board is comprised of 21 voting members. In addition, there are six non-voting members that represent the Technical Coordinating Committee, Citizen's Advisory Committee, Bicycle/Pedestrian Advisory Committee, FDOT District 5, and a representative from the Volusia County and Flagler County School Boards. These members are appointed primarily to provide information and recommendations to the Volusia-Flagler TPO Board.

The Volusia-Flagler TPO Board typically meets on the fourth Wednesday of each month at 9:00 a.m., and meetings are properly noticed and open to the public. An agenda is developed in advance of the meetings and, in accordance with the adopted Bylaws of the TPO, each meeting agenda

includes an opportunity for “citizens to comment or be heard on any matter pertinent to the urban transportation planning process.” As appropriate, 2050 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the TPO Board where the public will be provided an opportunity for comment.

#### 4.11.2 Technical Coordinating Committee

The Technical Coordinating Committee (TCC) consists of transportation planners, professional engineers, and technical personnel made available by the units of local government participating in the TPO, as well as transportation service providers. The TCC’s purpose is to seek input on planning proposals and to provide comment with respect to various segments of the population in regard to their transportation needs.

The TCC typically meets on the third Tuesday of each month at 3:00 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2050 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the TCC where the public will be provided an opportunity for comment.

#### 4.11.3 Citizens’ Advisory Committee

The Citizens’ Advisory Committee (CAC) membership consists of representatives from the public as appointed by each of the TPO Board members. The CAC members use their knowledge of the local community, special interests, and experiences to review transportation-related studies and information and provide citizen-based recommendations to the TPO board.

The CAC typically meets on the third Tuesday of each month at 1:15 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for other citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2050 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the CAC where the public will be provided an opportunity for comment.

#### 4.11.4 Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee (BPAC) membership consists of representatives from the public who serve as advocates for walking, cycling, and other non-motorized activities. Members of the BPAC are appointed by each of the TPO Board members and use their knowledge of the local community, special interests, and experiences to review transportation-related studies and information and provide recommendations to the TPO Board.

The BPAC typically meets on the second Wednesday of each month at 2:00 p.m., and meetings are properly noticed and open to the public. As with the TPO Board, an agenda is developed in advance of each meeting and there is an opportunity for other citizens to provide comment or be heard on any matter pertinent to the business of the organization. As appropriate, 2050 LRTP activities will be placed on the agenda and considered during regularly scheduled meetings of the BPAC where the public will be provided an opportunity for comment.



#### 4.11.5 Transportation Disadvantaged Local Coordinating Board

The Transportation Disadvantaged Local Coordinating Board (TDLCB) is comprised of various agency and non-agency members as outlined in Chapter 427, Florida Statutes and Rule 41-2.012, Florida Administrative Code to represent persons who are transportation disadvantaged. Committee representatives are recommended from specific agencies or volunteers (for non-agency positions) and are approved by the TPO Board. The purpose of the coordinating board is to assist the TPO in identifying local service needs and to provide information, advice, and direction to the Community Transportation Coordinator (CTC) regarding the coordination of services to be provided to the transportation disadvantaged. As such, the TDLCB provides a forum for the needs of the transportation disadvantaged to be heard. The TDLCB is recognized as an advisory body to the Commission for the Transportation Disadvantaged in its service area.

The TDLCB typically meets quarterly. TDLCB meetings are properly noticed and open to the public. In addition, each meeting agenda includes an opportunity for press and citizen comments. This provides time for citizens to address the TDLCB regarding an unlimited range of transportation-disadvantaged related topics. **During LRTP development, the TPO will present to the TDLCB on April 9, 2025 to share and receive input on the Equity Assessment being conducted for the LRTP.** As appropriate, the TPO will also provide briefings during other meetings of the TDLCB regarding the LRTP development process.

#### 4.12 Media and Stakeholder Outreach

In addition to the efforts above, there will be outreach to news media at key points for coverage to promote the long-range planning efforts of the Volusia-Flagler TPO and encourage public participation. Targeted presentations and work sessions will also be conducted with stakeholder groups, as warranted, such as chambers of commerce, business associations, community organizations, transportation providers, freight interests, education and health organizations, professional associations, and state, regional, and local government agencies.

TPO Board Meeting  
January 22, 2025

## **5. Presentation and Discussion Items**

### **C. Presentation and Discussion of Bike/Walk Central Florida's Best Foot Forward Annual Program Report for FY 2024**







# Best Foot Forward for pedestrian safety

# Who We Are: Bike/Walk Central Florida



Bike/Walk Central Florida is a 501c3 **NONPROFIT** organization dedicated to **EDUCATING** and **ADVOCATING** to make communities more **WALKABLE, BIKEABLE** and **ROLLABLE**.

We strive towards a connected **EQUITABLE TRANSPORTATION** system that is **SAFE** and **COMFORTABLE** for all.

## *Programs Adminstrated by BWCF:*





# One of the Most Dangerous Regions in U.S.



## 2024 Most Deadly Metro Areas in the US

Rank	↕ Metro area	↕ Average ped deaths/100k per year	Rank	↕ Metro area	↕ Average ped deaths/100k per year
1	Memphis, TN-MS-AR	5.14	12(t)	Riverside-San Bernardino-Ontario, CA	3.46
2	Albuquerque, NM	4.83	14	Miami-Fort Lauderdale-Pompano Beach, FL	3.44
3	Tucson, AZ	4.16	15	Jacksonville, FL	3.40
4	Bakersfield, CA	3.99	16	Cape Coral-Fort Myers, FL	3.29
5(t)	Deltona-Daytona Beach-Ormond Beach, FL	3.96	17	North Port-Sarasota-Bradenton, FL	3.27
5(t)	Baton Rouge, LA	3.96	18	Orlando-Kissimmee-Sanford, FL	3.26
7	Fresno, CA	3.89	19	Stockton, CA	3.23
8	Tampa-St. Petersburg-Clearwater, FL	3.75	20	Sacramento-Roseville-Folsom, CA	3.15
9	Charleston-North Charleston, SC	3.66	21(t)	Lakeland-Winter Haven, FL	3.12
10	Little Rock-North Little Rock-Conway, AR	3.63	21(t)	New Orleans-Metairie, LA	3.12
11	Palm Bay-Melbourne-Titusville, FL	3.47	23	Phoenix-Mesa-Chandler, AZ	3.10
12(t)	Columbia, SC	3.46	24	Jackson, MS	2.98

Florida metro areas are ranked among the most dangerous for pedestrians in the nation according to Smart Growth America’s Dangerous by Design reports

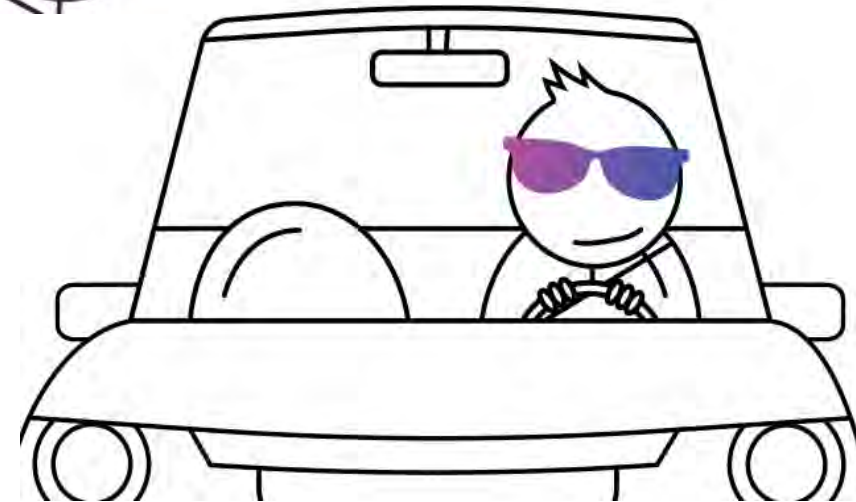


# Contributing Factor: Distracted Driving



## MULTITASKING

**DRIVE TIME IS YOU TIME**  
Ride with DO NOT DISTURB





# Speeding & Aggressive Driving



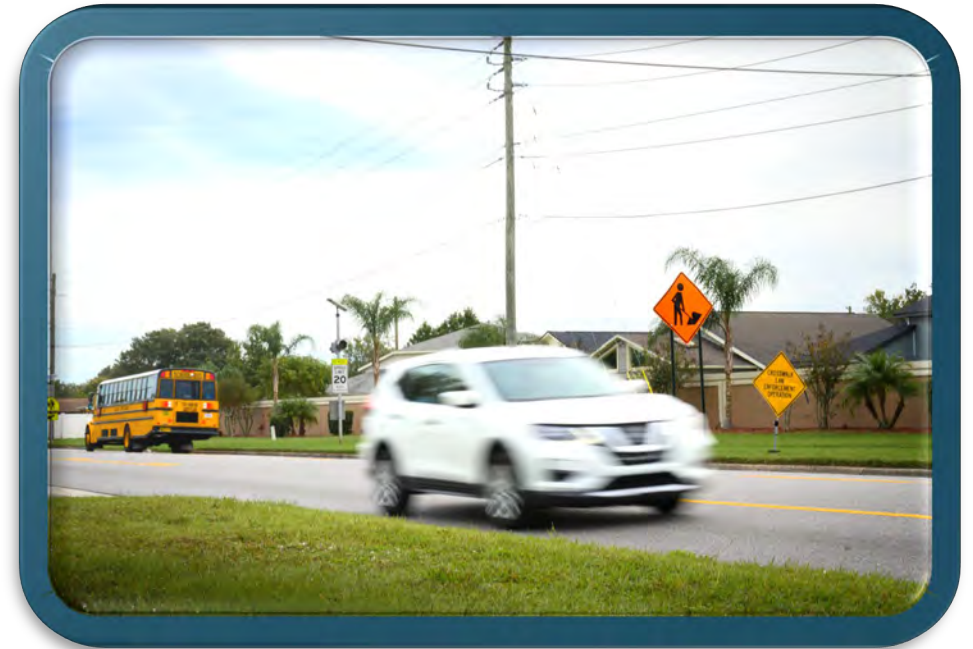
- Our roads are built for moving cars fast. Many of our communities' speed limits have not been updated to reflect development in the area.



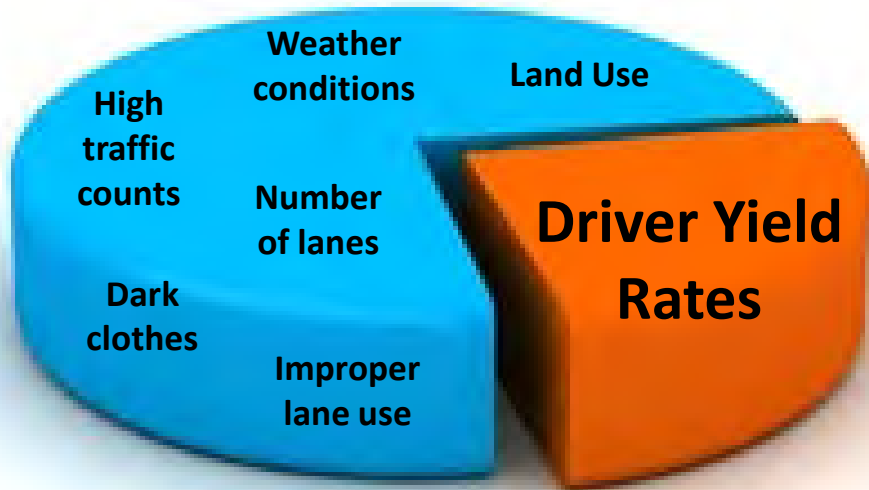
**1 out of 10** survives



**9 out of 10** survive



# Changing the Culture of Drivers vs. Walkers



Focus on one behavior to monitor, measure, & change

## *BFF Program Vision:*

**IF**

we increase the rate of drivers that stop for pedestrians in crosswalks...

**THEN**

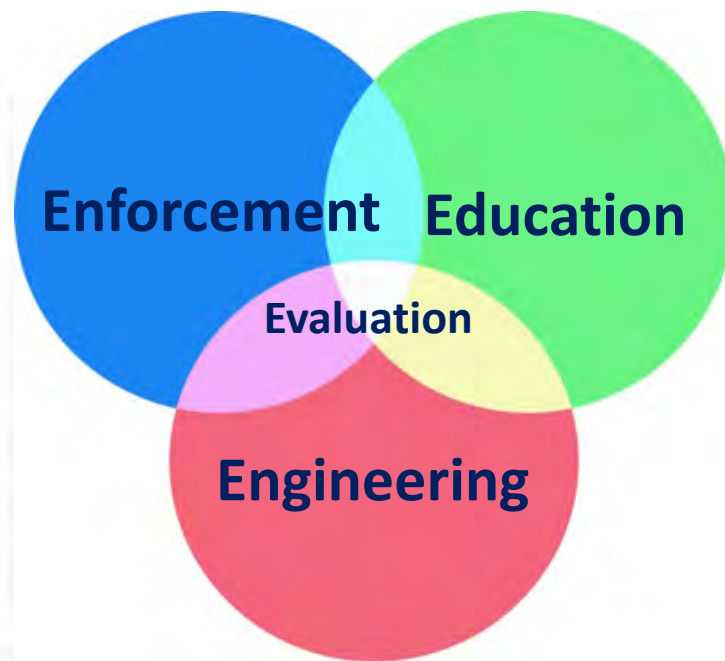
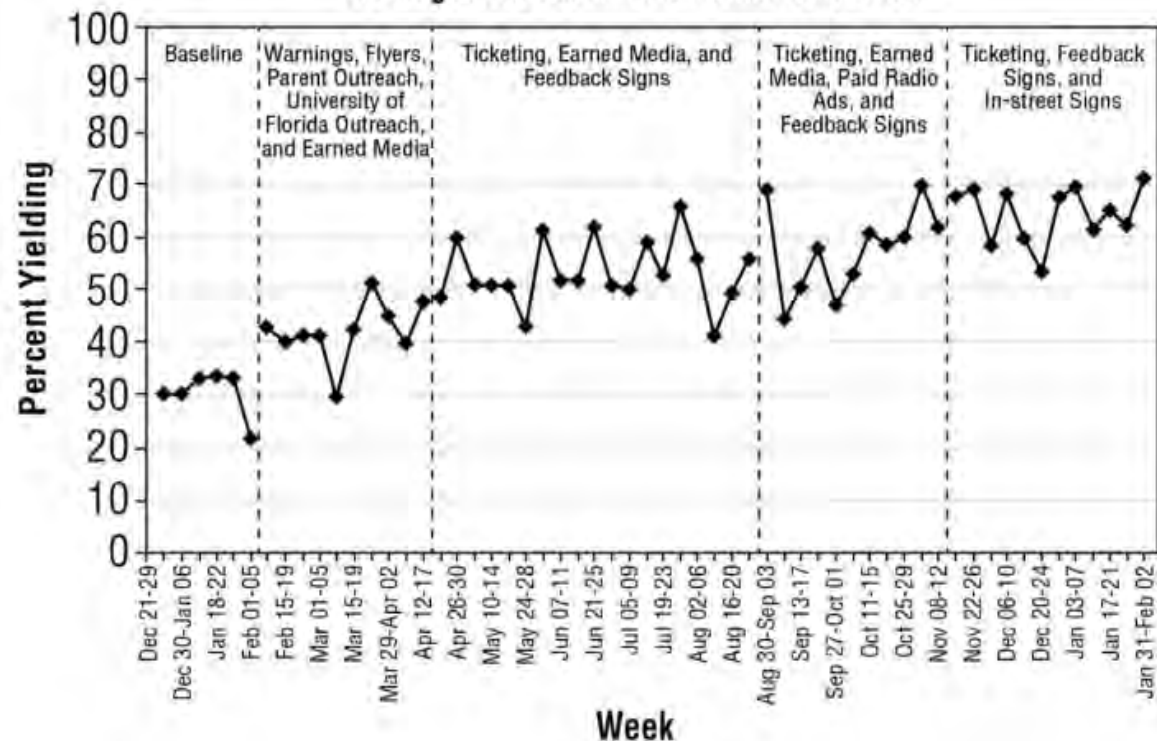
...more pedestrians will cross in crosswalks.

# Changing the Culture of Drivers vs. Walkers



2013 NHSTA Study: Percent of Drivers Yielding to Pedestrians

Averages Across All 6 Enforcement Sites





# Program Progress to Date (2012-Present)



12,000+

TOTAL CITATIONS  
AND WARNINGS



700+

ENFORCEMENT  
DETAILS



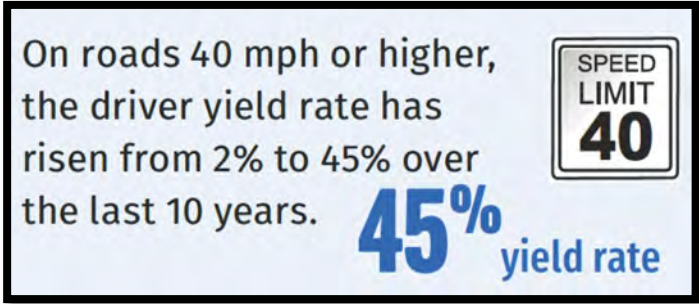
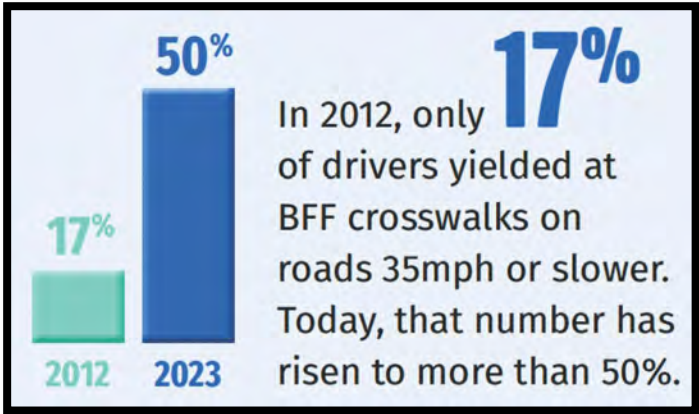
300+

MONITORED  
CROSSWALKS



800+

PRESENTATIONS  
AND EVENTS



Enforcement

Engineering

Education

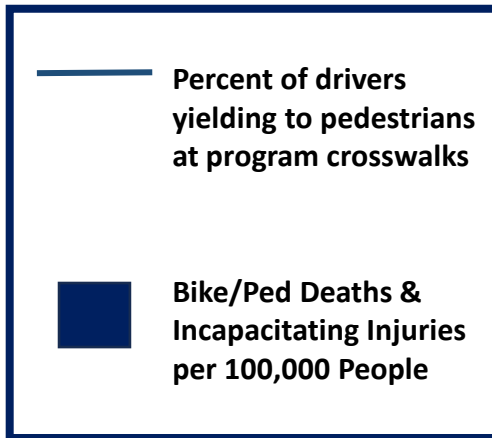
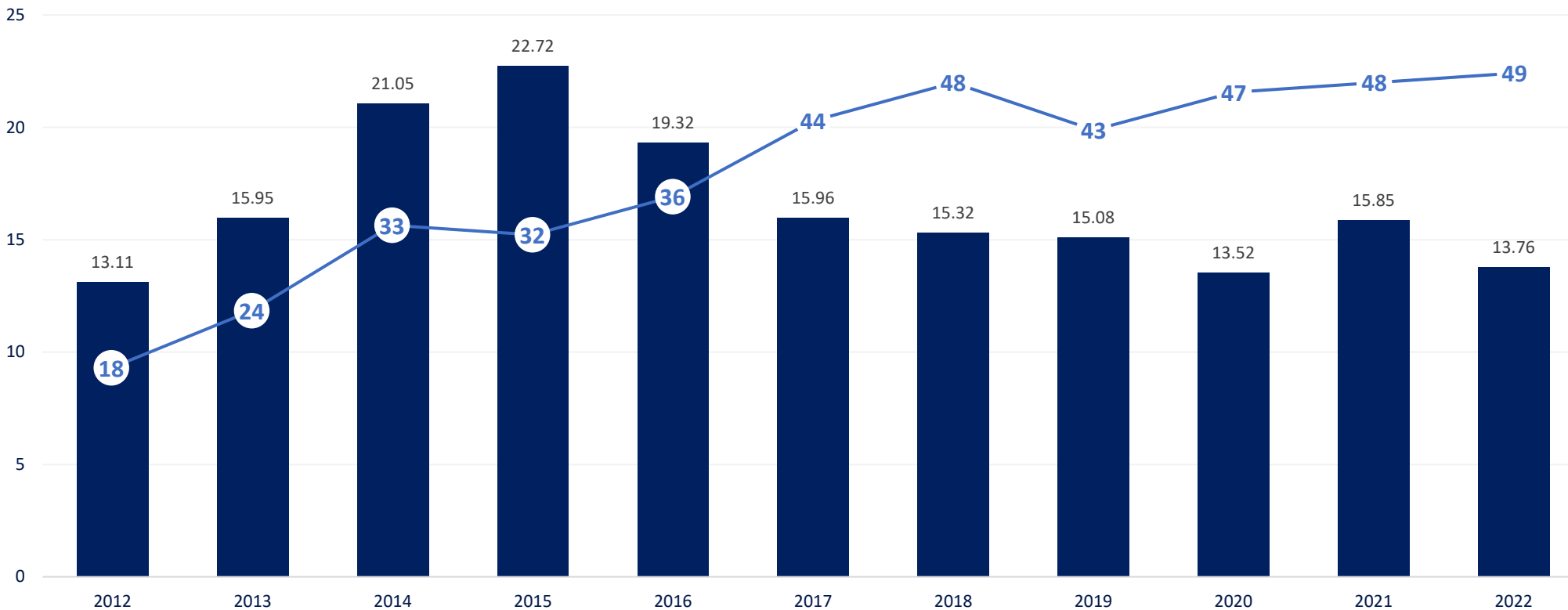
# Tracking Progress: Serious Injuries vs. DYR



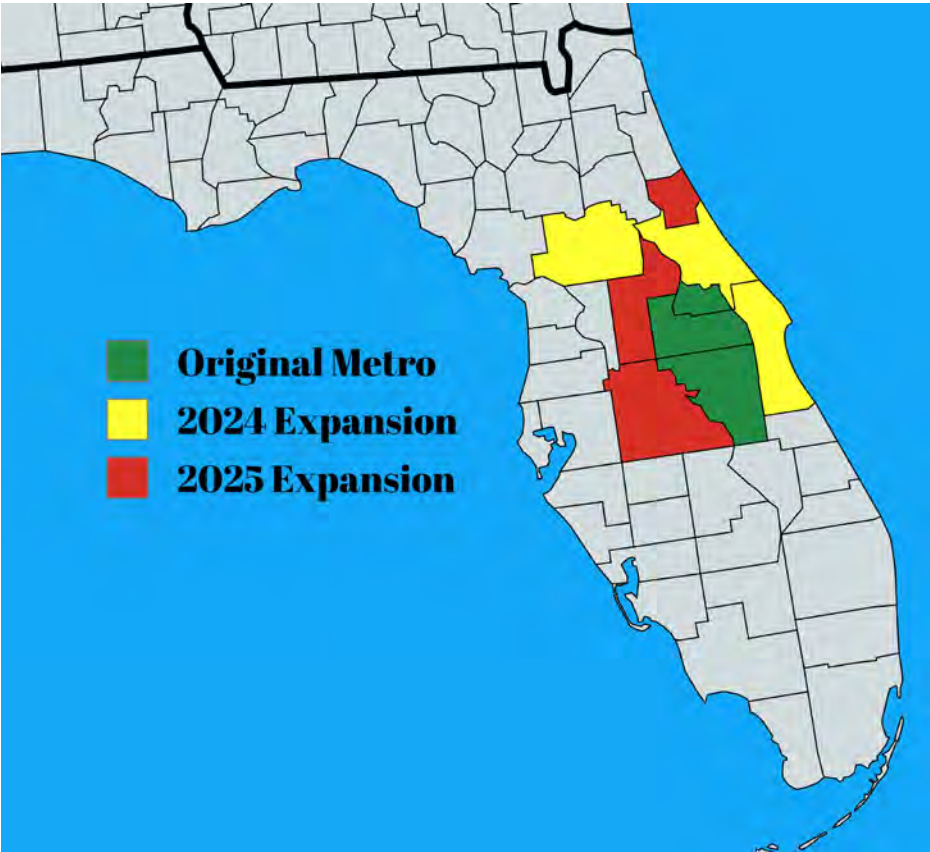
## Bike/Ped Deaths & Incapacitating Injuries Per 100,000 Population

3-County Orlando Metro Area, 2012-2022

Sources: Signal Four Analytics, U.S. Census



# Growing a Multi-County Footprint



## Best Foot Forward Partners





Best Foot Forward  
for pedestrian safety

# THE 4-E APPROACH



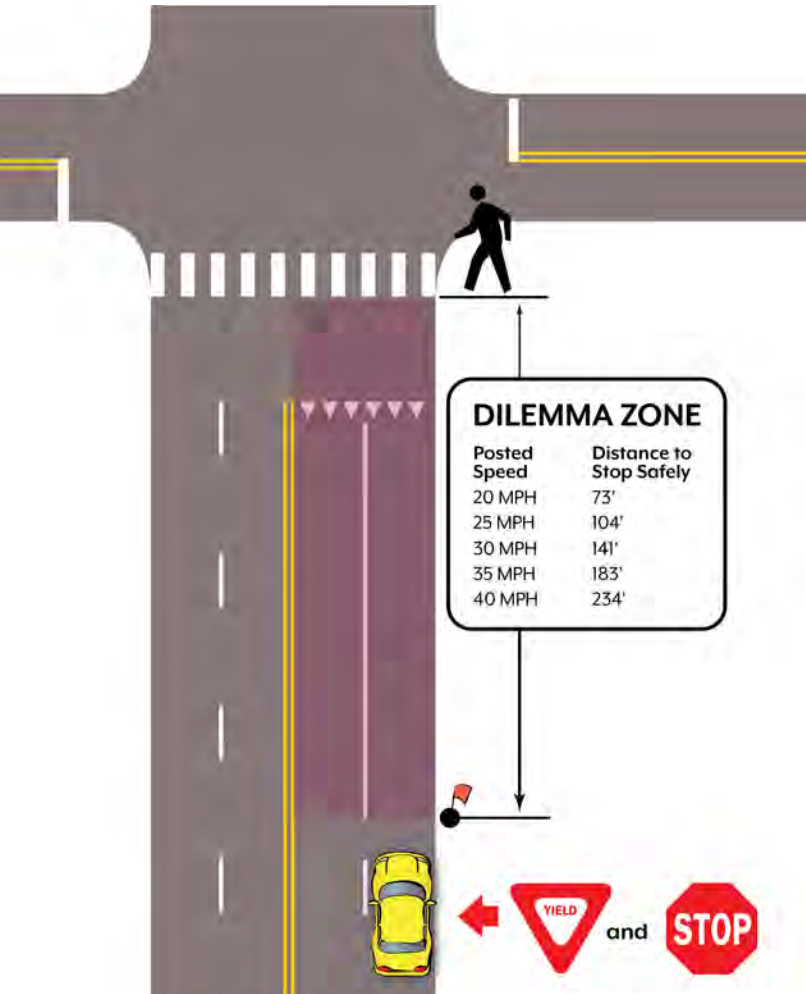


# Evaluate: Collecting Driver Yield Rate Data




## BFF Data Collectors:

- Take **photos** of the crosswalk and record **observations**
- Set up **flag markers** at a safe stopping distance for drivers
- Conduct 40 **staged crossings** over two times of day
- Return throughout the year to **monitor changes** and collect an average yield rate



# Evaluate: Driver Yield Rates in Volusia County



SITE ID & NAME	SITE DETAILS				YIELD RATES
 Best Foot Forward for pedestrian safety	Program Partner	Speed Limit (Wave)	Daily Traffic (Wave)	Travel Lanes (Wave)	FY 23-24 AVG
S. Atlantic Ave. & Winterhaven Park	Ponce Inlet	35	5,300	4	78%
S. Atlantic Ave. & Bellemead Dr.	Daytona Beach Shores	35	13,200	4	49%
S. Atlantic Ave & Ocean Ave.	New Smyrna Beach	35	3,900	3	37%
Walker St. & Center Ave.	Holly Hill	25	1,700	2	93%
S. Beach St. & Cedar St.	Daytona Beach	30	3,600	2	41%
S. Atlantic Ave. & Poinsettia Rd.	Daytona Beach	35	11,400	4	35%
Seville St. & S. Beach St.	Ormond Beach	35	4,700	4	55%
Ocean Shore Blvd & Tom Renick Park	Ormond Beach	40	9,900	2	42%
Dirksen Dr. & Mansion Blvd.	DeBary	45	9,400	3	12%
W. Highbanks Rd. & Spring to Spring Trail	DeBary	40	4,100	2	75%



# Enforcement: Creating High Visibility



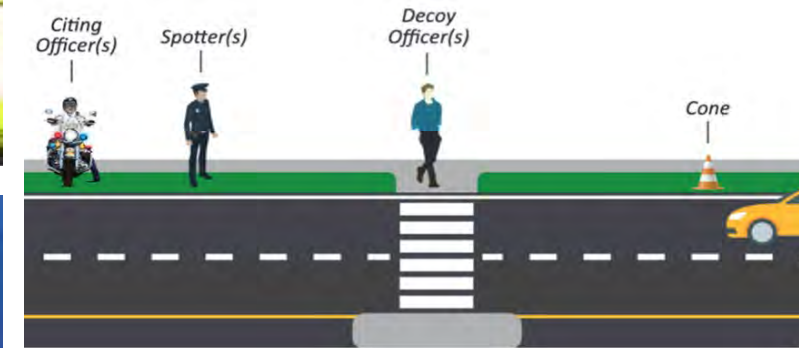
High visibility enforcements are an **evidence-based** way to help educate drivers about Florida's driver yield laws.

## *How we create high visibility:*

- Creating **press releases** and contacting local broadcast, radio, & print **media**
- Inviting **elected officials** to attend
- Posting full list of locations, dates, and times across Central FL on our **website**
- Promoting the operation through **social media** & our **weekly newsletter**




## EXAMPLE OPERATIONS LAYOUT:



# Enforcement: Volusia County

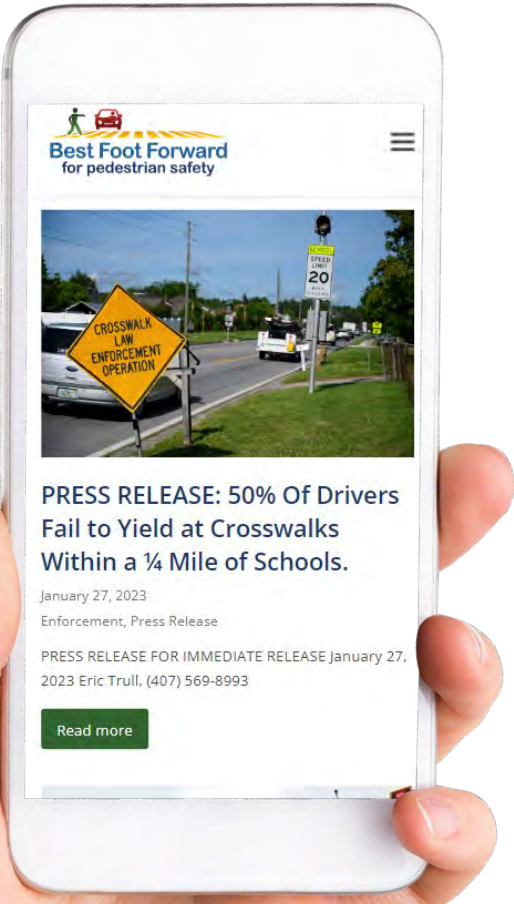


SITE ID & NAME	ENFORCEMENT			
 <p>Best Foot Forward for pedestrian safety</p>	<p>Law Enforcement Agency</p>	<p>FY 23-24 DETAILS</p>	<p>FY 23-24 WARNINGS</p>	<p>FY 23-24 CITATIONS</p>
S. Atlantic Ave. & Winterhaven Park	Ponce Inlet PD	2	12	10
S. Atlantic Ave. & Bellemead Dr.	Daytona Beach Shores PD	3	33	51
S. Atlantic Ave & Ocean Ave.	New Smyrna Beach PD	3	1	62
Walker St. & Center Ave.	Holly Hill PD	1	6	0
S. Beach St. & Cedar St.	Daytona Beach PD	2	23	4
S. Atlantic Ave. & Poinsettia Rd.	Daytona Beach PD	2	28	14
Ocean Shore Blvd & Tom Renick Park	Volusia Sheriff	2	11	64
Dirksen Dr. & Mansion Blvd.	Volusia Sheriff	2	6	43
W. Highbanks Rd. & Spring to Spring Trail	Volusia Sheriff	1	1	5
<b>Total:</b>		<b>18</b>	<b>126</b>	<b>253</b>





# Educate: Through Digital Channels

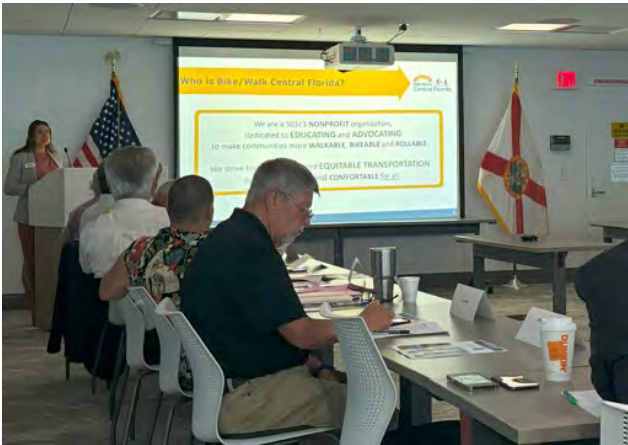




# Presentations & Events: Volusia County

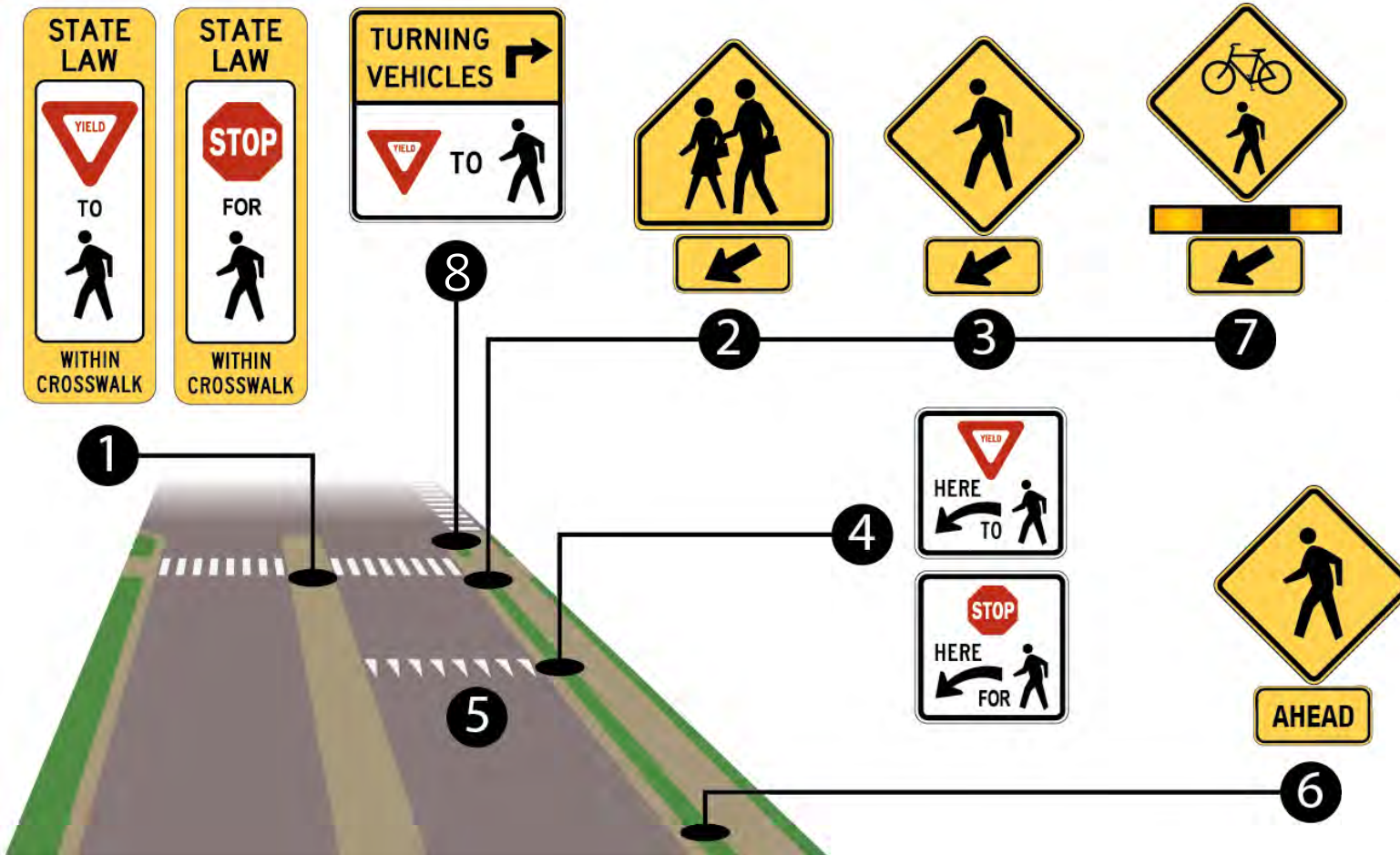


Best Foot Forward  
for pedestrian safety





# Engineer: Recommend Countermeasures



We create customized **crosswalk improvement plans** that evaluate each crosswalk and recommend potential countermeasures based the unique characteristics of the location from our observations and data collection

Then we **evaluate the effect** of any new countermeasures



# Engineer: Recommend Countermeasures



## CROSSWALK OVERVIEW

**Years Monitored:** 1

**Speed:** 35 mph

**Number of Lanes:** 6

**Crossing Type:** Semi-controlled

**Average Daily Traffic:** 22000

**Average Pedestrians/hour:** 5

**Average Cyclists/hour:** 3

**Ped Crashes within 70 ft:** 1

### Operation Best Foot Forward

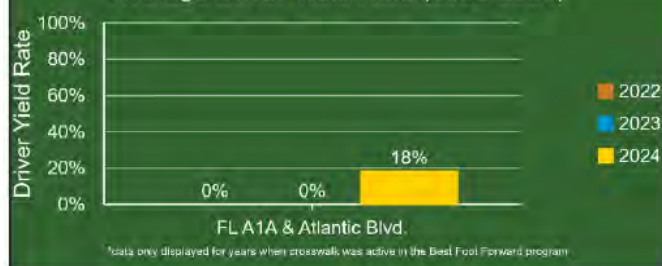


**2**  
Details

**11**  
Warnings

**21**  
Citations

### Average Driver Yield Rate (2022-2024)



## Data Collector Observations:

- Moderate percentage of drivers (32 - 64%) yield to pedestrians at this crosswalk
- High pedestrian activity in the immediate area (>20 per hr. avg.)
- Maximum speed recorded on pocket radar was 50 MPH (in a 30 MPH zone)
- Crosswalk is also commonly used by golf carts, including by students at the nearby schools
- No street lighting near the crosswalk
- Large refuge in the middle adds comfort and safety for pedestrians
- In spring 2024, the crosswalk markings were delineated to make them more visible, and Stop Here for Peds signs were added with stop bars. This improved driver compliance during the following enforcement
- In summer 2024, the northbound 30 mph speed limit sign was moved back to the location of the 40 mph that was shortly ahead of it. Yield rates improved to 65% on the most recent data collection in August, after multiple engineering improvements and multiple enforcements



## EXISTING COUNTERMEASURES

School Crossing + Arrow (S1-1)	
PED Crossing + Ahead	X
PED Crossing + Arrow	X
Vertical State Law (in-street)	
Vertical State Law (off-street)	X
Yield Here to PED (R1-5)	
Stop Here for PED (R1-5b)	X
Advance Stop/Yield Markings	X
Turning Vehicles Yield (R10-15)	
Special Emphasis Markings	X
Refuge Island	X
Raised Median	X
ADA Compliant	X
RRFB	
Other	



## COUNTERMEASURE RECOMMENDATIONS

- Install pedestrian crossing W11-2 signs in median as well to bring extra visibility to the crosswalk. The existing State Law sign can be mounted under the W11-2 sign (TEM 5.2)
- Install vertical in-street signage (State Law: Stop for Peds, R1-6a) before crosswalk to encourage slower speeds and increase visibility of crosswalk (TEM 5.2)
- Add street lighting near the crosswalk to improve visibility at night and early morning

# 2024 Volusia County Progress



Intervention	Crosswalk	Increase
Enforcement	Ormond Beach: Ocean Shore Blvd. & Tom Renick Park	23%
	Daytona Beach: S. Atlantic Ave. & Poinsettia Rd.	13%
	Daytona Beach: S. Beach St. & Cedar St.	9%
Enforcement & Engineering	DeBary: W. Highbanks Rd. & Spring to Spring Trail	22%
	Daytona Beach Shores: S. Atlantic Ave. & Bellemead Dr.	8%

# 2025 What's Next



- FDOT will continue program funding in Volusia for FY 24/25
  - o *FDOT funding expires September 30, 2025*
- Volusia Flagler TPO will be funding Flagler County Expansion
  - o *Currently building stakeholder coalition*
  - o *Crosswalk selection workshop by end of year*
  - o *Baseline crosswalk data in January*
  - o *Next enforcement window: February 11 - 21*







**Emily Bush**  
Executive Director  
Emily@bikewalkcf.org



**Kayla Mitchell**  
Operations Director  
Kayla@bikewalkcf.org



**Patrick Panza**  
Programs Director  
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**Vince Dyer**  
Program Manager  
Vince@bikewalkcf.org



**Kenzie Anderson**  
Program Coordinator  
Mackenzie@bikewalkcf.org



**Jenna Mousseau**  
Outreach Coordinator  
Jenna@bikewalkcf.org

## Questions?

Contact our outreach team and visit us on our website & social media pages:



**Best Foot Forward**  
for pedestrian safety

**@BestFootCFL**



**@BikeWalkCFL**

TPO Board Meeting  
January 22, 2025

## **5. Presentation and Discussion Items**

### **D. Presentation and Discussion of reThink Your Commute**





A Program of the Florida Department of Transportation

**Volusia/Flagler TPO, Board Meeting**

**reThink Your Commute Update**

**Date: January 22, 2024**



# Agenda

- What is reThink Your Commute?
- How we help commuters
- Employer, Commuter, & Stakeholder Outreach
- Return on Investment
- Strategic Plan
- Vision, Mission and Goals
- Marketing Efforts
- Upcoming Events and Initiatives



# What is reThink Your Commute?

## FDOT's Transportation Demand Management (TDM) Policy

- Policy sets out to ensure that the Florida Department of Transportation (FDOT) considers TDM strategies in all studies, plans, and programs
- States that the Department will encourage and promote single occupancy vehicle (SOV) trip reduction programs at the local and regional levels through the Commuter Assistance Programs (CAPs)



PLANNING



POLICIES



PRICING



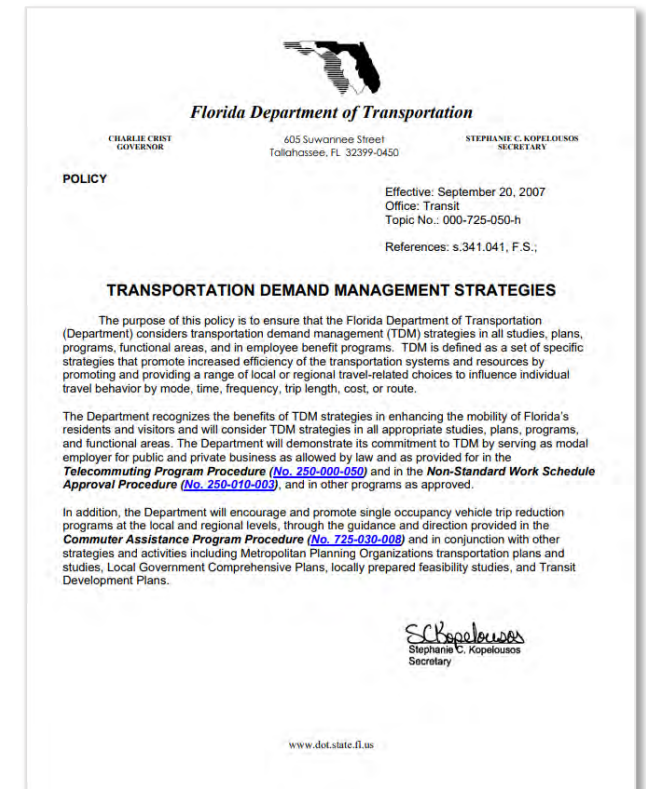
MARKETING &  
COMMUNICATIONS



INCENTIVES



TECHNOLOGY



# What is reThink Your Commute?

## FDOT District Five Commuter Assistance Program (CAP)

### What is the purpose of FDOT's CAP?

- Aid Commuters
- Help alleviate traffic
- Promote a variety of transportation modes and travel options

### What is the focus?

- Encourage drivers to explore other modes of transportation
- Moving people through the built environment by offering safe, efficient travel options

Approved: \_\_\_\_\_ Effective: September 24, 2002  
Office: Transit  
Topic No.: 725-030-008-g

Thomas F. Barry, Jr., P.E.  
Secretary

**COMMUTER ASSISTANCE PROGRAM**

**PURPOSE:**

To establish procedures and guidelines to the implementation of the Department's Commuter Assistance Program, identify effective employer-based transportation demand management (TDM) strategies, foster development of public/private partnerships, and fund appropriate eligible recipients to carry out commuter assistance program projects.

**AUTHORITY:**

Chapters 187 and 341, Florida Statutes (F.S.)

**SCOPE:**

The requirements or processes related to this procedure affect the State Public Transportation Office, District Offices and recipients of funds administered as part of the commuter assistance program.

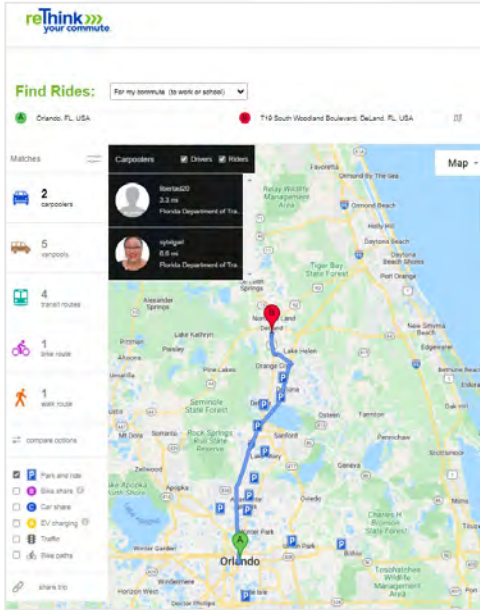
**DEFINITIONS:**

**Agency Annual Work Plan** - An annual written plan submitted by agencies requesting state participation in local ridesharing projects or Transportation Management Associations (TMAs) and/or Transportation Management Organizations (TMOs). This plan identifies project goals, objectives and related project information, and serves in evaluating a project's progress and success.

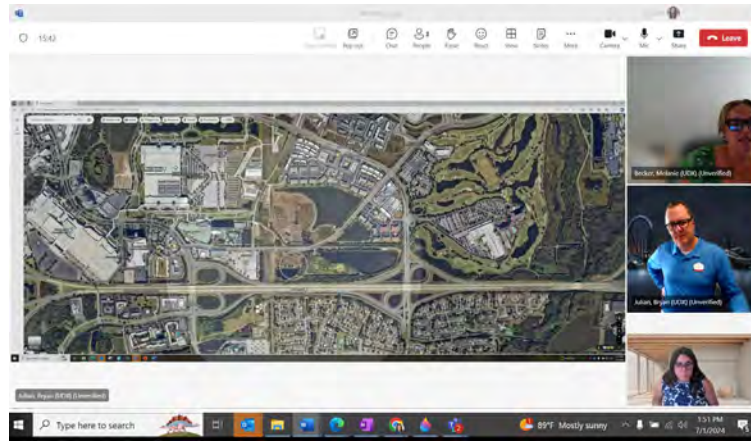
**Annual Summary Report and Survey** - An annual summary report and survey administered by regional or local commuter assistance services. The summary report analyzes the success of the agency efforts for the year. The survey is used to verify monitoring and reporting data. The survey is to be done annually or biannually at the discretion of the District, and with the agreement of the Central Office.

**Central Office** - For the purposes of this procedure, it means the Department of Transportation, Public Transit Office.

# What reThink Your Commute Offers



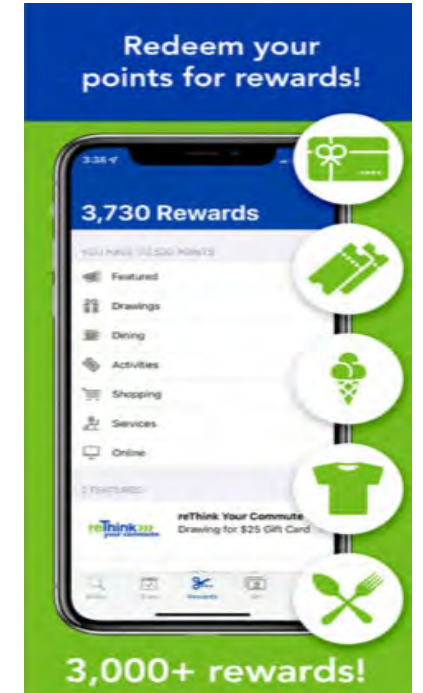
**Ridematching**



**Employer Outreach**



**Commuter Outreach**



**Incentive Programs**



# Employer Outreach

## **Employer partnerships are critical**

- Inform - Engage - Invest

## **Benefits for employers**

- Wider recruitment area for a larger pool of potential employees
- Reason for employees to stay by improved retention
- Stand out in a competitive market by being differentiator in respective industry
- Improved employee retention, saves on hiring and training costs

## **Top 10 Reasons to Partner with reThink!**

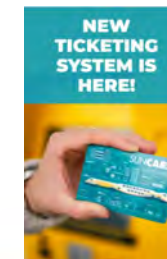
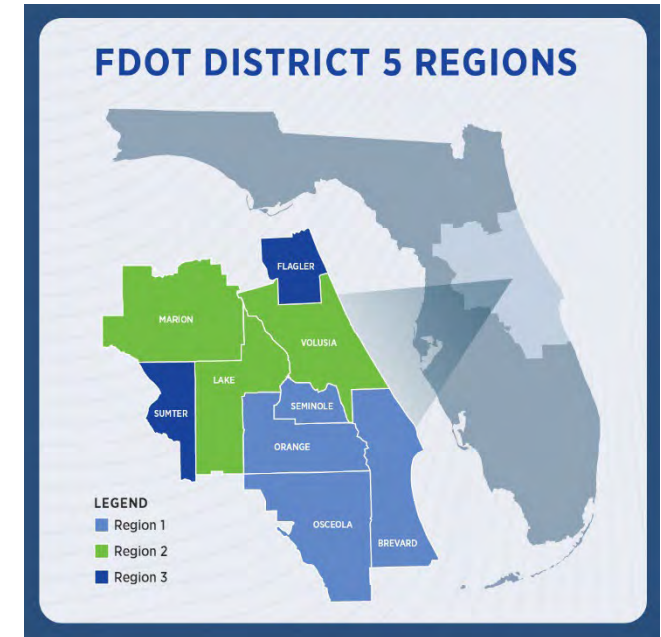
1. Cost-Effective Options
2. Financial Sustainability
3. Improve Productivity
4. Increase Retention
5. Promotes Health and Wellness
6. Reduce Traffic Congestion
7. Be part of Best Workplaces for Commuters
8. Increase Parking Space Availability
9. Hire the Best Talent
10. Tax Advantages

# reThink Your Commute Employer Partners



# Employer Outreach

- New Employer Outreach Program
- Employee Pass Program
- Best Workplaces for Commuters Partner





# Commuter Outreach





# Stakeholder Outreach

Advocacy  
Organizations

Metropolitan/  
Transportation  
Planning  
Organizations

Regional  
Planning  
Councils

Employers &  
Employer  
Organizations

**reThink>>>**  
your commute®

Public Transit  
Providers

Private  
Transportation  
Providers

Local  
Municipalities



# MPO/TPO TDM Planning Collaboration

- Support development of TDM strategy incorporation MPO/TPO planning products:
  - Long Range Transportation Plans (LRTP)
  - Unified Planning Work Programs (UPWPs)
  - Transportation Improvement Programs (TIPs)
  - Congestion Management Process (CMPs)
- Promote TDM project priority within existing modal projects and opportunities
- Share data, metrics, and performance indicators between all parties to track progress toward shared goals
- Collaborate on public outreach initiatives to promote mobility options
- Cross-promotion of communication strategies and promotional efforts





# Return on Investment



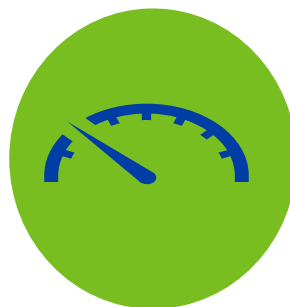
# Return on Investment



**16,529**  
Total Members



**64%**  
Carpool Matching



**1,291,521**  
Reduced Vehicle Miles  
Traveled



**\$837,446**  
Money Saved



**20 +** Commuter Outreach  
Events  
**120** Employer &  
Stakeholder Meetings



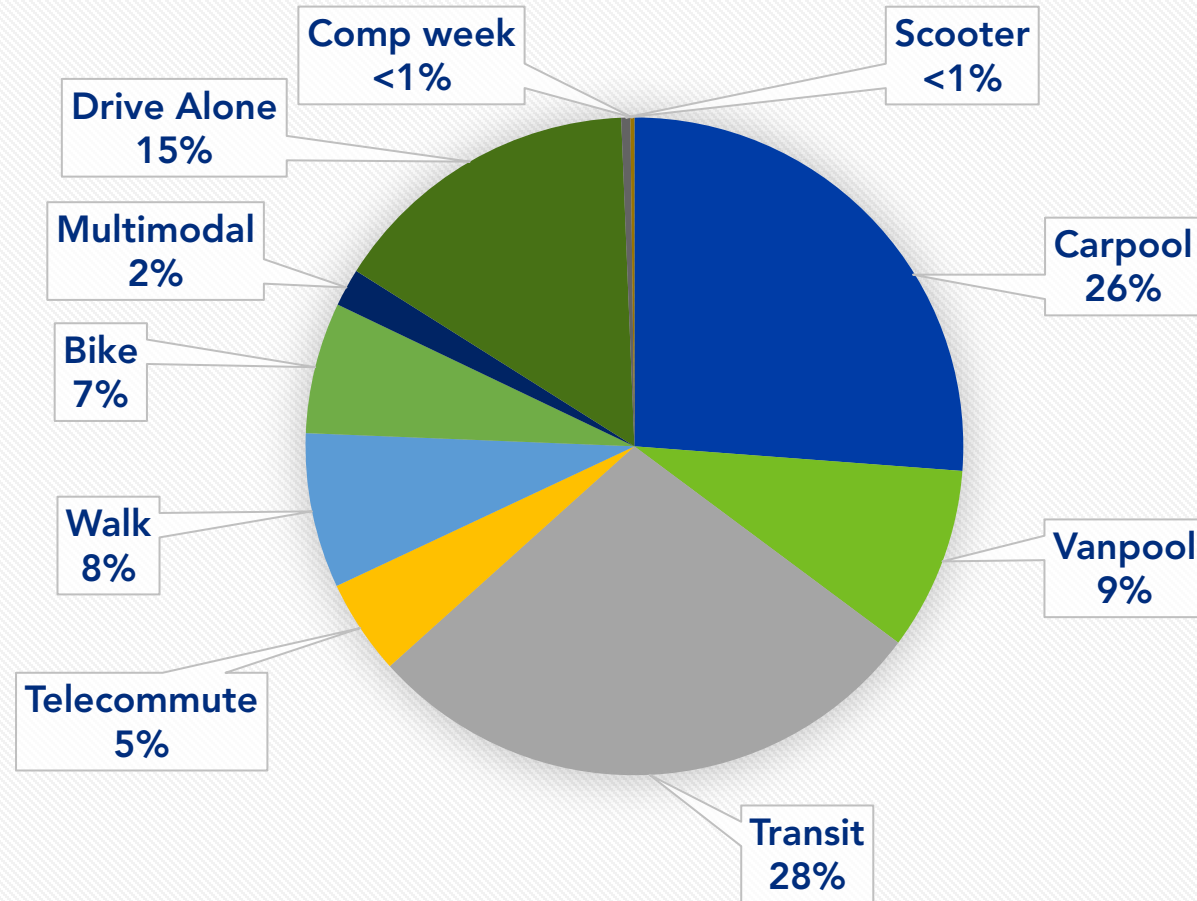
**1,378**  
New Members



**66,573**  
Reduced SOV Trips

# Trip Recording by Mode FY 2023-2024

Mode	TOTAL FY
Carpool	19,386
Vanpool	6,653
Transit	20,843
Telecommute	3,462
Walk	5,638
Bike	4,776
Multimodal	1,377
Drive Alone	11,400
Scooter	331
Comp week	145
<b>Total</b>	<b>74,011</b>







Calendar Year

2024 -2033

# Strategic Plan



# reThink Your Commutes Strategic Plan

- The first Transportation Demand Management (TDM) Strategic Plan for FDOT District Five provides a ten-year framework to guide transportation management across nine counties in central and eastern Florida.
- The plan focuses on offering a variety of travel options to meet the unique needs of commuters, aiming to shift travel behaviors voluntarily by promoting safe, efficient, and accessible alternatives.
- The TDM Strategic Plan aligns with the Transit Development Plan's schedule and includes annual progress reports, five-year updates, and surveys to monitor effectiveness.



# Our 2024 Vision, Mission, and Goals



## **VISION STATEMENT:**

To achieve a culture shift embracing transportation options and fostering vital, livable, connected communities.



## **MISSION STATEMENT:**

To help people make informed decisions on how, when, and where they travel by promoting travel choices, connecting people to local resources, and supporting access to transportation options for all commuters.



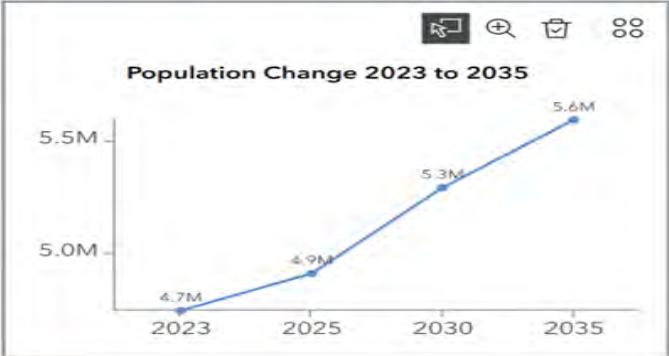
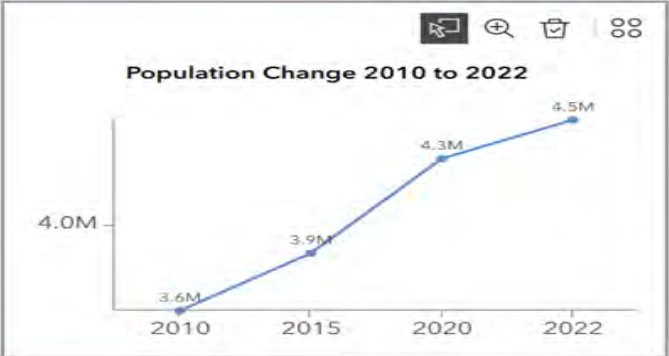
## **GOALS AHEAD**

- Promote travel choices
- Connect people to local resources
- Support access to transportation options for all commuters

# Strategic Plan - Experience Builder

- FDOT District Five
- Brevard
- Flagler
- Lake
- Marion
- Orange
- Osceola
- Seminole
- Sumter
- Volusia

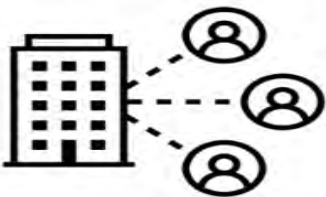
## POPULATION



## COMMUTE CHARACTERISTICS

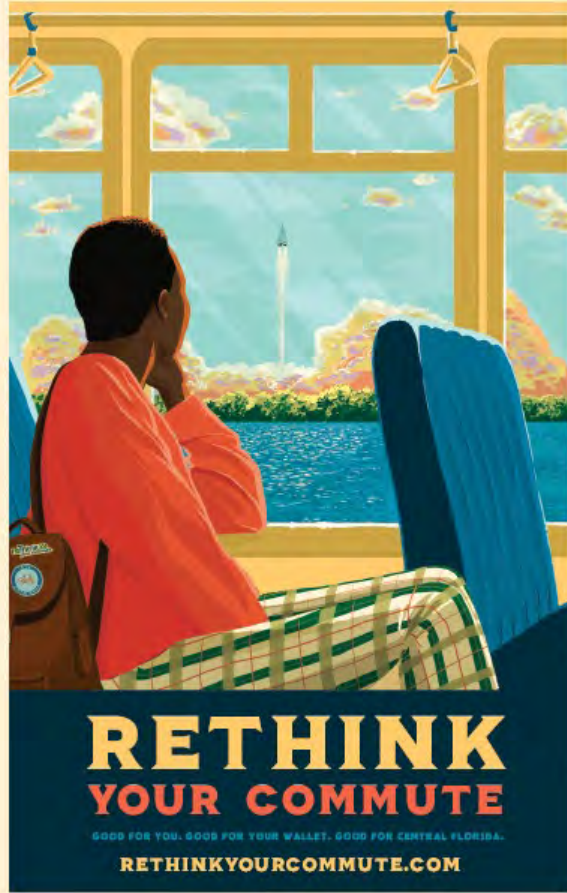


2,184,794  
Labor Force 2022





# reThink Your Commute's Retro Look Campaign





# reThink Your Commute's Retro Look Campaign





# reThink Your Commute's CraneRIDES Campaign



Check out our Video!



# reThinking the Future

- **Continue to grow the employer outreach program**
- **Implement the Employee Pass Program**
- **Continue to build relationships with our MPO/TPO Partners**
- **Expand access to transportation for all commuters**





# Thank You!

## Connect with us!



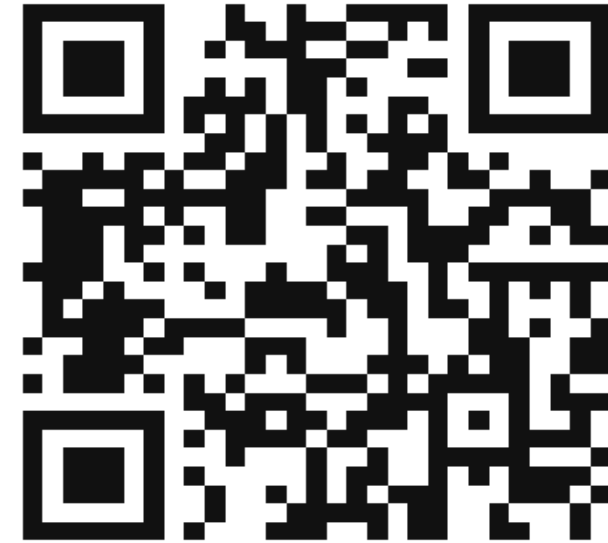
Jo Santiago-Mercer

Transit Intermodal Supervisor

Florida Department of Transportation D-5

[Jo.Santiago-Mercer@dot.state.fl.us](mailto:Jo.Santiago-Mercer@dot.state.fl.us)

<https://www.rethinkyourcommute.com/>



Brendan Guess

Program Manager

reThink Your Commute

[Brendan@reThinkYourCommute.com](mailto:Brendan@reThinkYourCommute.com)

<https://www.rethinkyourcommute.com/>

TPO Board Meeting  
January 22, 2025

## **5. Presentation and Discussion Items**

### **E. FDOT Report**





## Florida Department of Transportation

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GOVERNOR

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DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.  
SECRETARY

### Volusia and Flagler Counties Project Status Update as of December 31, 2024

The following is a brief status update on major FDOT road construction projects in Volusia and Flagler Counties as of the December cutoff. The next cutoff date is January 31, 2025. Information is also available on [www.cflroads.com](http://www.cflroads.com). For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at [D5-MPOLiaisons@dot.state.fl.us](mailto:D5-MPOLiaisons@dot.state.fl.us).

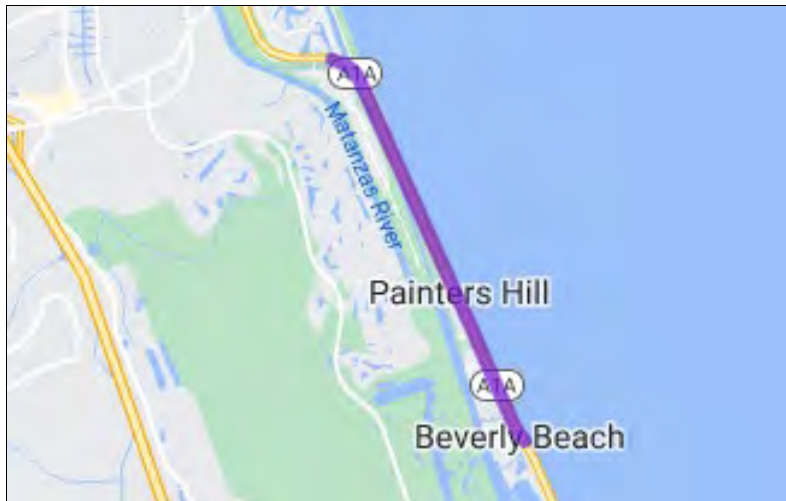
### VOLUSIA COUNTY

#### Current Projects:

#### 439124-1 SR A1A from Osprey Drive to north of Mariners Drive

- Contract: E51F9
- Project Start: July 2024
- Estimated Completion: Spring 2025

**Update:** The contractor is working on sod placement and installing electrical boxes, driveway aprons, and foundations.



Work Type:	Resurfacing
Phase:	Construction
Length:	3.798 miles
City:	Beverly Beach Flagler Beach Palm Coast
County:	Flagler
Road:	SR A1A
Construction Cost:	\$4.4 Million
Project Start:	Summer 2024
Est. Completion:	Spring 2025

The purpose of the project is to resurface State Road (S.R.) A1A from Osprey Drive to north of Mariners Drive to extend the service life of the existing roadway. The project will also add two new midblock crossings equipped with pedestrian activated signals known as Rectangular Rapid Flashing Beacons (RRFBs) to alert drivers that a pedestrian is ready to cross. The crossings are planned at Varn Park and south of Westmayer Place. Improved crossings are also planned north of Painters Walk, north of Driftway Terrace, and south of Mariners Drive.

**There are currently no lane closures.**



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### **431922-1 SR 44 (E. New York Avenue) at Kepler Road Roundabout and Safety Improvements**

- Contract: T5822
- Project Start: June 2024
- Estimated Completion: Fall 2025

**Update:** The contractor is working on storm drainage installation.

	<table><tr><td><b>Work Type:</b></td><td>Roundabout</td></tr><tr><td><b>Phase:</b></td><td>Construction</td></tr><tr><td><b>Length:</b></td><td>0.475 miles</td></tr><tr><td><b>City:</b></td><td>DeLand</td></tr><tr><td><b>County:</b></td><td>Volusia</td></tr><tr><td><b>Road:</b></td><td>SR 44</td></tr><tr><td><b>Construction Cost:</b></td><td>\$8.5 Million</td></tr><tr><td><b>Project Start:</b></td><td>Summer 2024</td></tr><tr><td><b>Est. Completion:</b></td><td>Fall 2025</td></tr></table>	<b>Work Type:</b>	Roundabout	<b>Phase:</b>	Construction	<b>Length:</b>	0.475 miles	<b>City:</b>	DeLand	<b>County:</b>	Volusia	<b>Road:</b>	SR 44	<b>Construction Cost:</b>	\$8.5 Million	<b>Project Start:</b>	Summer 2024	<b>Est. Completion:</b>	Fall 2025
<b>Work Type:</b>	Roundabout																		
<b>Phase:</b>	Construction																		
<b>Length:</b>	0.475 miles																		
<b>City:</b>	DeLand																		
<b>County:</b>	Volusia																		
<b>Road:</b>	SR 44																		
<b>Construction Cost:</b>	\$8.5 Million																		
<b>Project Start:</b>	Summer 2024																		
<b>Est. Completion:</b>	Fall 2025																		
<p>The Florida Department of Transportation (FDOT) is constructing a two-lane roundabout at the intersection of State Road (S.R.) 44 (E. New York Avenue) and Kepler Road in DeLand, Volusia County, to enhance safety and improve the flow of traffic.</p> <p>Once completed, the roundabout will replace the existing signalized intersection. The roundabout will also have two travel lanes in each direction with right turn bypass lanes at three of the four road connections, a concrete apron to accommodate large trucks, and landscaping in the center island.</p> <p>Pedestrian safety enhancements include new sidewalks and crosswalks equipped with Rectangular Rapid Flashing Beacons (RRFBs) at the roundabout approaches. Each RRFB will include flashing yellow LED lights to increase drivers' awareness of pedestrians crossing at the roundabout. For more information about RRFBs and how to use them, visit: <a href="https://www.alerttodayflorida.com/Pedestrian">https://www.alerttodayflorida.com/Pedestrian</a>.</p> <p>S.R. 44 will also be resurfaced from approximately 800 feet west of Kepler Road to Talisman Road. Kepler Road will be resurfaced from 650 feet south of S.R. 44 to 1,250 feet north of S.R. 44. Additionally, a center bi-directional turn lane will be added along S.R. 44 from east of Kepler Road to Lake Winnemissett Drive.</p> <p>To learn more about roundabouts, including how to use them: <a href="http://www.fdot.gov/agencyresources/roundabouts/">http://www.fdot.gov/agencyresources/roundabouts/</a> <a href="https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/">https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/</a></p>																			
<b>There are currently no lane closures.</b>																			
<b>The project is currently in Phase 1 of construction. Work will require intermittent traffic shifts and nighttime lane closures, but no detours. The intersection of S.R. 44 and Kepler</b>																			





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**Road will remain open throughout the duration of the project.** See below for a visual representation of the intersection and project work zones during Phase 1. The project work zones are represented by the areas shaded in orange.

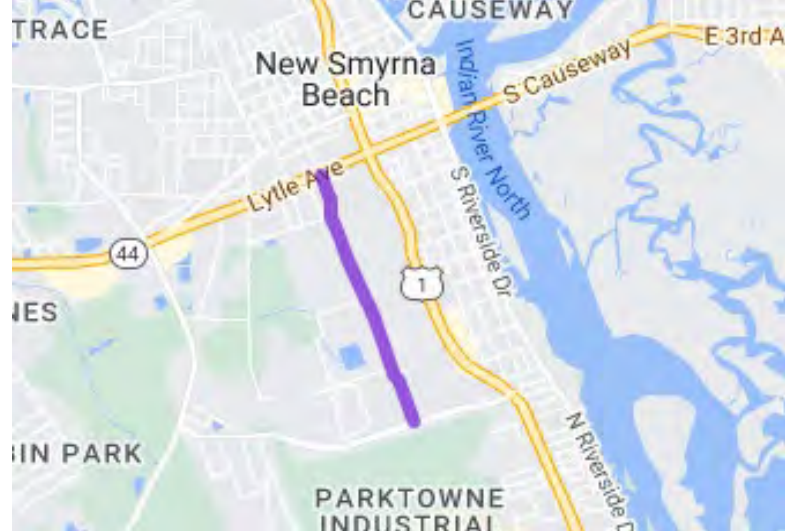
FDOT aims to minimize the impact of construction on the traveling public. Constructing this project without detours maintains consistent traffic flow, reducing inconvenience and travel time for motorists.

Drivers should expect delays, avoid distractions, and drive cautiously through work zones.

### **439864-1 St. Johns River-to-Sea Loop Myrtle Ave. from 10th St. to S.R. 44**

- Contract: E59B2
- Project Start: June 2024
- Estimated Completion: Early 2025

**Update:** The contractor is working on sod placement.

	<table><tr><td>Work Type:</td><td>Trail</td></tr><tr><td>Phase:</td><td>Construction</td></tr><tr><td>Length:</td><td>1.229 miles</td></tr><tr><td>City:</td><td>New Smyrna Beach</td></tr><tr><td>County:</td><td>Volusia</td></tr><tr><td>Road:</td><td>SR 44 Trails</td></tr><tr><td>Construction Cost:</td><td>\$3.1 Million</td></tr><tr><td>Project Start:</td><td>Spring 2024</td></tr><tr><td>Est. Completion:</td><td>Early 2025</td></tr></table>	Work Type:	Trail	Phase:	Construction	Length:	1.229 miles	City:	New Smyrna Beach	County:	Volusia	Road:	SR 44 Trails	Construction Cost:	\$3.1 Million	Project Start:	Spring 2024	Est. Completion:	Early 2025
Work Type:	Trail																		
Phase:	Construction																		
Length:	1.229 miles																		
City:	New Smyrna Beach																		
County:	Volusia																		
Road:	SR 44 Trails																		
Construction Cost:	\$3.1 Million																		
Project Start:	Spring 2024																		
Est. Completion:	Early 2025																		

The Florida Department of Transportation (FDOT) is constructing a 12-foot-wide asphalt multi-use trail that will travel roughly 1.2 miles along South Myrtle Avenue from 10th Street to Lytle Avenue (State Road (S.R.) 44) in New Smyrna Beach as part of the Florida Shared-Use Non-motorized (SUN) Trail Program. For more information about this program, visit [floridasuntrail.com](https://floridasuntrail.com).

The trail is a segment of the St. Johns River-to-Sea Loop. To learn more about the St. Johns River-to-Sea Loop, visit [river2sealoo.org](https://river2sealoo.org).

The goal of the project is to enhance pedestrian and bicyclist safety in the area as well as provide a vital connection through New Smyrna Beach between the City of Edgewater and the East Coast Greenway Trail.

**There are currently no lane closures.**



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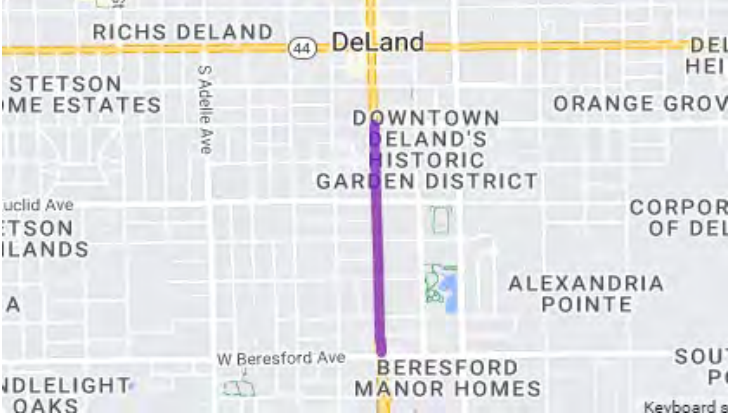
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DeLand, Florida 32720-6834

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SECRETARY

### **449457-2 US 17-92 from Beresford Ave to Plymouth Ave Safety Improvements**

- Contract: E54A6
- Project Start: May 2024
- Estimated Completion: Early 2025

**Update:** The contractor is working on punch-list items.

	<p><b>Work Type:</b> Safety Project</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 2 miles</p> <p><b>City:</b> DeLand</p> <p><b>County:</b> Volusia</p> <p><b>Road:</b> SR 15 SR 44 US 17 US 17/92 US 92</p> <p><b>Construction Cost:</b> \$1.5 Million</p> <p><b>Project Start:</b> Spring 2024</p> <p><b>Est. Completion:</b> Early 2025</p>
<p>The Florida Department of Transportation (FDOT) is implementing pedestrian safety improvements along Woodland Boulevard (U.S. 17-92) from East Beresford Avenue to Plymouth Avenue in DeLand. Improvements include upgrading existing pedestrian crossings and adding six new pedestrian crossings at the following locations:</p> <ul style="list-style-type: none"><li>• At East Winnemissett Avenue</li><li>• At the Intermodal Transportation Facility</li><li>• At Georgia Avenue</li><li>• At Michigan Avenue</li><li>• At University Avenue</li><li>• South of Pennsylvania Avenue</li></ul> <p>The crossings will be equipped with Rapid Rectangular Flashing Beacons (RRFBs), which are pedestrian-activated signals that display flashing yellow lights to alert drivers that a pedestrian is ready to cross. By state law, vehicles must stop at all marked crosswalks when a pedestrian is present. More information about RRFBs can be found by going to <a href="http://www.alerttodayflorida.com">www.alerttodayflorida.com</a>.</p> <p>Upgrades to existing crosswalks and pedestrian curb ramps are included.</p> <p><b>There are currently no lane closures.</b></p>	

### **447105-1 Granada Boulevard (S.R. 40) Safety Improvements from U.S. 1 to SR A1A, except for the Halifax River Bridge**

- Contract: E59B3
- Project Start: May 2024
- Estimated Completion: Fall 2025

**Update:** The contractor is working on soft digs, retrofit lighting, concrete removal, directional drilling, splice boxes, and conduit installation.



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	<p><b>Work Type:</b> Safety Project</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 1.481 miles</p> <p><b>City:</b> Ormond Beach</p> <p><b>County:</b> Volusia</p> <p><b>Road:</b> SR 40 SR 5 SR A1A US 1</p> <p><b>Construction Cost:</b> \$9.2 Million</p> <p><b>Project Start:</b> Spring 2024</p> <p><b>Est. Completion:</b> Fall 2025</p>
--	--

The Florida Department of Transportation (FDOT) is implementing safety improvements and resurfacing the roadway along Granada Boulevard (State Road (S.R.) 40) from U.S. 1 to S.R. A1A (Ocean Shore Boulevard/South Atlantic Avenue), except for the bridge over the Halifax River in Ormond Beach.

In addition to repaving this segment of S.R. 40, the travel lanes along this segment of Granada Boulevard will be slightly narrowed to ten feet and subtle changes in the roadway alignment will be introduced to encourage slower driving speeds. Pedestrian safety improvements include a new mid-block pedestrian crossing between Vining Court and Bovard Avenue. Upgrades will also be made to existing crossings at Washington Street and west of Beach Street.

The mid-block crossings located west of Beach Street and between Vining Court and Bovard Avenue will be slightly elevated to be level with the sidewalk and will include in-road lighting to further alert motorists of people crossing the roadway and encourage reduced speeds.

All three crossings will be equipped with a Pedestrian Hybrid Beacon (PHB) and overhead lighting to increase driver awareness and visibility of pedestrians. A PHB is an overhead traffic device that remains dark until a pedestrian activates the beacon, signaling for drivers to come to a stop and for pedestrians to cross. Audible pedestrian signals and detectable warning pads will also be installed at each crossing to provide accessibility for the visually impaired.

Intersection lighting will be upgraded, and new mast arm poles will be installed at the Ridgewood Avenue and S.R. A1A traffic signals. New bicycle lanes next to turn lanes, called keyholes, minor drainage improvements, median modifications, and a new directional median to reduce left-turn conflicts at Washington Street will also be included. Existing sidewalks and on-street parking will remain.

**There are currently no lane closures.**

### **445301-1 US 17-92 (SR 15 / 600) Resurfacing from Wisconsin Ave to north of SR 15A (Taylor Rd)**

- Contract: E51F3
- Project Start: May 2024
- Estimated Completion: Fall 2025

**Update:** The contractor is working on milling and paving operations.



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	<p><b>Work Type:</b> Resurfacing</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 2.852 miles</p> <p><b>City:</b> DeLand Orange City</p> <p><b>County:</b> Volusia</p> <p><b>Road:</b> SR 15A SR 472 SR 600 US 17 US 17/92 US 92</p> <p><b>Construction Cost:</b> \$10.6 Million</p> <p><b>Project Start:</b> Spring 2024</p> <p><b>Est. Completion:</b> Fall 2025</p>
<p>The Florida Department of Transportation (FDOT) is resurfacing Woodland Boulevard (U.S. 17-92/State Road (S.R.) 15/600) from Wisconsin Avenue in Orange City to north of Taylor Road (S.R. 15A) in DeLand to extend the life of the existing roadway.</p>	
<p>In addition to repaving the travel lanes, the project will upgrade pedestrian curb ramps and existing crosswalks. This project will also modify the existing drainage system to accommodate the proposed sidewalk, signal and roadway work.</p>	
<p><b>There are currently no lane closures.</b></p>	

### 412326-5-72-48: Nova Canal (S.R. 5A) Drainage System Restoration

- Contract: E56C8
- Project Start: April 2024
- Estimated Completion: Early 2025

**Update:** The contractor is working on punch-list items.

	<p><b>Work Type:</b> Drainage Work</p> <p><b>Phase:</b> Construction</p> <p><b>City:</b> Daytona Beach Melbourne</p> <p><b>County:</b> Brevard Volusia</p> <p><b>Road:</b> SR 5A</p> <p><b>Project Start:</b> Spring 2024</p> <p><b>Est. Completion:</b> Early 2025</p>
--	---

### **Nova Canal Drainage System Restoration (segment 48) from Nova Road (S.R. 5A) from 10th Street to Herbert Street in Daytona Beach.**

The Florida Department of Transportation (FDOT) will conduct a Nova Canal (S.R. 5A) Drainage System Restoration Project from 10th Street to 3rd Street and Orange Ave and Canal View Blvd. / Herbert St. along Nova Road. The work consists of the restoration of the design bottom width and depth





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of the Nova Canal drainage system; work includes cleaning, reshaping, clearing & grubbing, tree and vegetation removal, herbicide application, and turf restoration in a series of canal segments between Canal View Boulevard and 10th Street in Volusia County.

Construction Cost: \$875,000

Project Start: April 2024

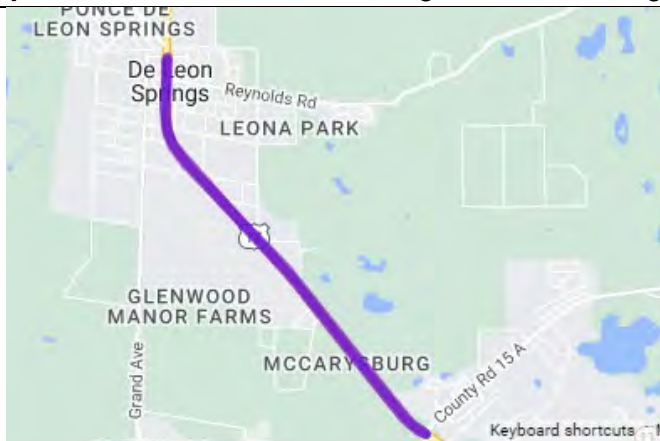
Estimated Project Completion: Late 2024

**There are currently no lane closures.**

### **445716-1: U.S. 17 (S.R. 15) Safety Improvements from Spring Garden Avenue (S.R. 15A) to Ponce Deleon Boulevard**

- Contract: T5799
- Project Start: January 2024
- Estimated Completion: Spring 2025

**Update:** The contractor is working on storm drainage.



<b>Work Type:</b>	Safety Project
<b>Phase:</b>	Construction
<b>Length:</b>	3.104 miles
<b>County:</b>	Volusia
<b>Road:</b>	SR 15 US 17
<b>Construction Cost:</b>	\$7 Million
<b>Project Start:</b>	Early 2024
<b>Est. Completion:</b>	Spring 2025

The purpose of this project is to provide median modifications on U.S. 17 (State Road 15) from Spring Garden Avenue (State Road 15A) to Ponce Deleon Boulevard in De Leon Springs. Other improvements include repaving, drainage modifications, sidewalk and pedestrian curb ramp reconstruction, updated signage and striping, and lighting improvements.

**There are currently no lane closures.**

### **410251-3 U.S. 17 (S.R. 15) Widening from south of Spring Street to Lake Winona Road**

- Contract: T5792
- Project Start: September 2023
- Estimated Completion: Summer 2025

**Update:** The contractor is working on shifting traffic to prepare for roundabout work.



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	<p><b>Work Type:</b> Widening</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 1.55 miles</p> <p><b>County:</b> Volusia</p> <p><b>Road:</b> US 17</p> <p><b>Construction Cost:</b> \$15.1 Million</p> <p><b>Project Start:</b> Summer 2023</p> <p><b>Est. Completion:</b> Summer 2025</p>
--	--

The purpose of this project is to increase capacity and enhance safety along U.S. 17/State Road (S.R.) 15 from south of Spring Street to Lake Winona Road. The project widens U.S. 17 from two lanes to four lanes to enhance mobility in the area. A new roundabout at the intersection of U.S. 17 and Spring Garden Avenue/Spring Garden Ranch Road is also being constructed to improve operations and safety. This project also includes a multi-use trail from Spring Garden Avenue to Lake Winona Road and a new entrance into the Department of Forestry compound. This project is a portion of the overall project approved in the 2006 PD&E study to widen U.S. 17 to north of S.R. 40 (FPID No. 410251-1). Another segment, project 410251-4, proposes to widen U.S. 17 from south of Winona Road to S.R. 40 and includes a new bridge over Deep Creek, as well as a wildlife crossing culvert.

**Beginning Monday Jan. 6,** there will be detours for Spring Garden Avenue. The closure, located on the east end of Spring Garden Avenue, is needed for roadway resurfacing and to begin transitioning into work on the first half of the roundabout included in this project. No driveways will be impacted by this closure.

The planned detour routes are as follows:

- Motorists traveling south on Lake Winona Road wishing to travel to Spring Garden Avenue will continue south on Lake Winona Road, turn left on County Road (C.R.) 3 North, and turn left on Spring Garden Avenue.
- Motorists traveling south on U.S. 17 wishing to travel to Spring Garden Avenue will turn right on Lake Winona Road, turn left on C.R. 3 North, and turn left on Spring Garden Avenue.
- Motorists traveling north on U.S. 17 wishing to travel to Spring Garden Avenue will turn left on Lake Winona Road, turn left on C.R. 3 North, and turn left on Spring Garden Avenue.
- Motorists traveling west on Spring Garden Ranch Road wishing to travel to Spring Garden Avenue will turn right on U.S. 17, turn left on Lake Winona Road, turn left on C.R. 3 North, and turn left on Spring Garden Avenue.
- Motorists traveling north on Ponce De Leon Boulevard wishing to travel to Spring Garden Ranch Road will continue north on Ponce De Leon Boulevard, turn right on Lake Winona Road, turn right on U.S. 17, and turn left on Spring Garden Ranch Road.

### **445300-1 S.R. 44 Resurfacing from N Hill Ave to Eastbound I-4 On Ramp**

- Contract: E50B5
- Project Start: September 2023
- Estimated Completion: Early 2025



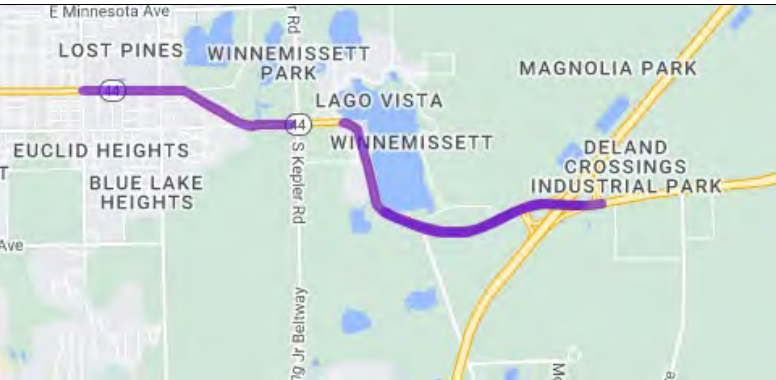
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**Update:** The contractor is working on punch-list items.

	<p><b>Work Type:</b> Resurfacing</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 3.792 miles</p> <p><b>City:</b> DeLand</p> <p><b>County:</b> Volusia</p> <p><b>Road:</b> I-4 SR 400 SR 44</p> <p><b>Construction Cost:</b> \$5.4 Million</p> <p><b>Project Start:</b> Fall 2023</p> <p><b>Est. Completion:</b> Early 2025</p>
<p>The purpose of this project is to repave State Road (S.R.) 44 from N. Hill Avenue to the eastbound Interstate 4 (I-4) on-ramp, except for the proposed limits of a new roundabout at the S.R. 44 intersection with Kepler Road. The roundabout will be constructed under a separate design-build project, (FPID No. <a href="#">431922-1</a>) scheduled to begin in summer 2024. Improvements also include safety and operational upgrades such as correcting slopes at two curves and upgrading the guardrail at the I-4 overpass. Pedestrian safety improvements include enhanced intersection lighting, upgraded pedestrian signals, and reconstructed sidewalk curb ramps to meet current Americans with Disabilities Act (ADA) standards.</p> <p><b>There are currently no lane closures.</b></p>	

### **445208-1 U.S. 92 Resurfacing from north of Educators Rd to north of Tomoka Farms Rd**

- Contract: E56B5
- Project Start: August 2023
- Estimated Completion: Early 2025

**Update:** The contractor is working on punch-list items.

	<p><b>Work Type:</b> Resurfacing</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 2.261 miles</p> <p><b>City:</b> Daytona Beach</p> <p><b>County:</b> Volusia</p> <p><b>Road:</b> SR 600 US 92</p> <p><b>Construction Cost:</b> \$4.4 Million</p> <p><b>Project Start:</b> Summer 2023</p> <p><b>Est. Completion:</b> Early 2025</p>
<p>The purpose of the project is to repave this segment of International Speedway Boulevard (U.S. 92/S.R. 600) from north of Educators Road to north of Tomoka Farms Road to rehabilitate the asphalt pavement and extend the life of the existing roadway.</p> <p><b>There are currently no lane closures.</b></p>	



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GOVERNOR

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JARED W. PERDUE, P.E.  
SECRETARY

### **437942-1 International Speedway Blvd (U.S. 92/S.R. 600) Safety Improvements from the Halifax River Bridge to S.R. A1A**

- Contract: E54B1
- Project Start: June 2023
- Estimated Completion: Early 2025

**Update:** The contractor is working on light poles and sidewalk corrections throughout the project limits.

	<table> <tr> <td><b>Work Type:</b></td><td>Safety Project</td></tr> <tr> <td><b>Phase:</b></td><td>Construction</td></tr> <tr> <td><b>Length:</b></td><td>0.682 miles</td></tr> <tr> <td><b>City:</b></td><td>Daytona Beach</td></tr> <tr> <td><b>County:</b></td><td>Volusia</td></tr> <tr> <td><b>Road:</b></td><td>SR 441 SR 600 SR A1A US 92</td></tr> <tr> <td><b>Construction Cost:</b></td><td>\$12 Million</td></tr> <tr> <td><b>Project Start:</b></td><td>Spring 2023</td></tr> <tr> <td><b>Est. Completion:</b></td><td>Early 2025</td></tr> </table>	<b>Work Type:</b>	Safety Project	<b>Phase:</b>	Construction	<b>Length:</b>	0.682 miles	<b>City:</b>	Daytona Beach	<b>County:</b>	Volusia	<b>Road:</b>	SR 441 SR 600 SR A1A US 92	<b>Construction Cost:</b>	\$12 Million	<b>Project Start:</b>	Spring 2023	<b>Est. Completion:</b>	Early 2025
<b>Work Type:</b>	Safety Project																		
<b>Phase:</b>	Construction																		
<b>Length:</b>	0.682 miles																		
<b>City:</b>	Daytona Beach																		
<b>County:</b>	Volusia																		
<b>Road:</b>	SR 441 SR 600 SR A1A US 92																		
<b>Construction Cost:</b>	\$12 Million																		
<b>Project Start:</b>	Spring 2023																		
<b>Est. Completion:</b>	Early 2025																		

This project involves widening International Speedway Boulevard (U.S. 92/S.R. 600) between the Halifax River Bridge and S.R. A1A to provide two travel lanes, a 6-foot-wide sidewalk headed westbound, and a 10-foot-wide sidewalk headed eastbound. Improvements also include resurfacing along International Speedway Boulevard, building a raised median, and upgrading the traffic signals at Halifax Avenue, Peninsula Drive (S.R. 441), Grandview Avenue and S.R. A1A.

**There are currently no lane closures.**

### **429556-1 S.R. 44 over the St. John's River Bridge Replacement**

- Contract: T5706
- Project Start: July 2020
- Estimated Completion: Early 2025

**Update:** The contractor is working on sidewalk work and installing rip rap.





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	<p><b>Work Type:</b> Bridge Work</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 0.807 miles</p> <p><b>City:</b> DeLand</p> <p><b>County:</b> Lake Volusia</p> <p><b>Road:</b> SR 44</p> <p><b>Construction Cost:</b> \$47 Million</p> <p><b>Project Start:</b> Summer 2020</p> <p><b>Est. Completion:</b> Early 2025</p>
<p>The purpose of this project is to replace the existing State Road (S.R.) 44 bridge over the St. Johns River, also known as the Whitehair Bridge, with a high-level fixed span bridge. During construction, the existing S.R. 44 bridge will remain open for drivers to use while the new bridge is constructed to the south of the existing bridge. After construction, the existing bridge will be removed.</p> <p><b>There are currently no lane closures.</b></p>	

### 447117-1 US 1 NB Bridge Replacement over Turnbull Creek

- Contract: T5830
- Project Start: November 2024
- Estimated Completion: Late 2025

**Update:** The contractor is working on installing temporary lighting.

	<p><b>Phase:</b> Construction</p> <p><b>Length:</b> 0.293 miles</p> <p><b>County:</b> Volusia</p> <p><b>Road:</b> SR 5 US 1</p> <p><b>Construction Cost:</b> \$9.4 Million</p>
<p>The purpose of this project is to replace the northbound U.S. 1 bridge over Turnbull Creek in southeastern Volusia County. This project is located just north of Scottsmoor and south of Oak Hill. This project will replace the northbound bridge with a slightly higher and wider structure meeting current standards. The 12-foot-wide travel lanes will remain. The project also includes milling and resurfacing the bridge and the approaches as well as restriping.</p> <p><b>There are currently no lane closures.</b></p>	



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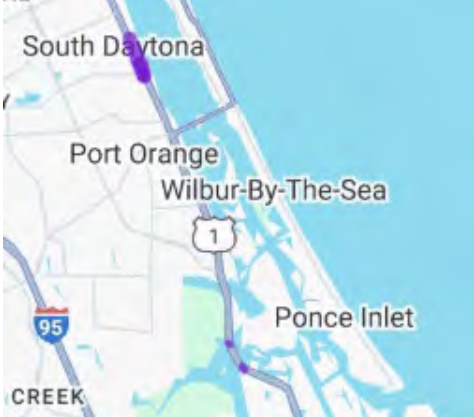
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### **447089-1 US 1 from Reed Canal Road to Ridge Blvd and Spruce Creek Bridge Approaches**

- Contract: T5833
- Project Start: December 2024
- Estimated Completion: Summer 2025

**Update:** The contractor is working on placing signage.

	<p><b>Work Type:</b> Resurfacing</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 1.027 miles</p> <p><b>City:</b> <a href="#">South Daytona</a></p> <p><b>County:</b> <a href="#">Volusia</a></p> <p><b>Road:</b> <a href="#">SR 5</a> <a href="#">US 1</a></p> <p><b>Construction Cost:</b> \$2.1 Million</p> <p><b>Project Start:</b> Late 2024</p> <p><b>Est. Completion:</b> Spring 2025</p>
<p>The purpose of this project is to resurface two areas of U.S. 1 to extend the life of the existing roadway. The first area is from north of Reed Canal Road to south of Ridge Boulevard in South Daytona. Included within this segment is a plan to convert the existing on-street parking lanes to bicycle lanes.</p> <p>The second area is at the three bridges over Spruce Creek. The project will replace the asphalt leading up to the bridges in both directions of U.S. 1.</p>	
<p><b>There are currently no lane closures.</b></p>	

## **UPCOMING VOLUSIA COUNTY PROJECTS**

### **446544-1 S.R. A1A at Williams Avenue**

- Contract: E54B2
- Expected Project Start: January 2025
- Estimated Completion: Fall 2026
- City: Daytona Beach

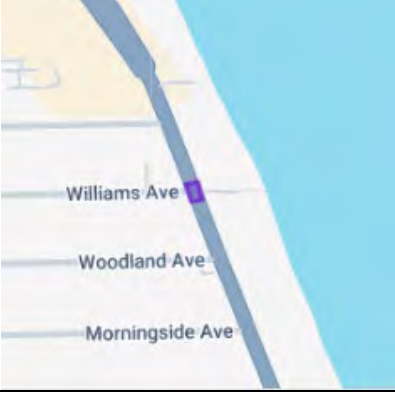


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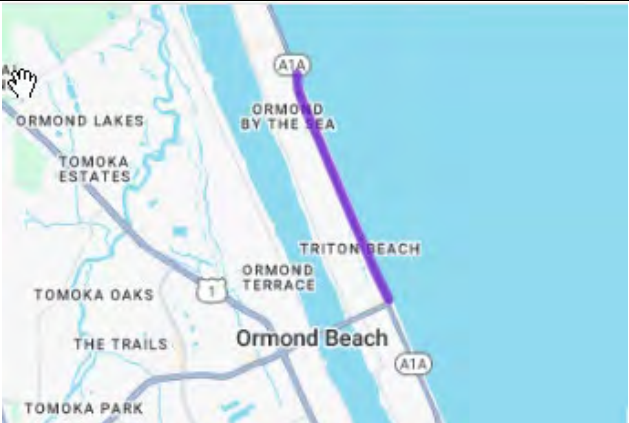
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	<p><b>Phase:</b> Construction</p> <p><b>Length:</b> 0.006 miles</p> <p><b>City:</b> Daytona Beach</p> <p><b>County:</b> Volusia</p> <p><b>Road:</b> SRA1A</p> <p><b>Construction Cost:</b> \$1.2 Million</p>
<p>The purpose of this project is to provide traffic signal upgrades at the intersection of State Road (S.R.) A1A (Atlantic Avenue) and Williams Avenue. This project also includes pedestrian lighting, curb ramp and sidewalk upgrades, drainage pipe and structures along with signing and pavement markings.</p> <p>Goes with 442884-1</p>	

### 442874-1 S.R. A1A from North of S.R. 40 (Granada Blvd) to North of Roberta Road

- Contract: E54B2
- Expected Project Start: January 2025
- Estimated Completion: Fall 2026
- City: Ormond Beach

	<p><b>Work Type:</b> Resurfacing</p> <p><b>Phase:</b> Construction</p> <p><b>City:</b> Ormond Beach</p> <p><b>County:</b> Volusia</p> <p><b>Road:</b> SR 40 SRA1A</p> <p><b>Construction Cost:</b> \$20.4 Million</p>
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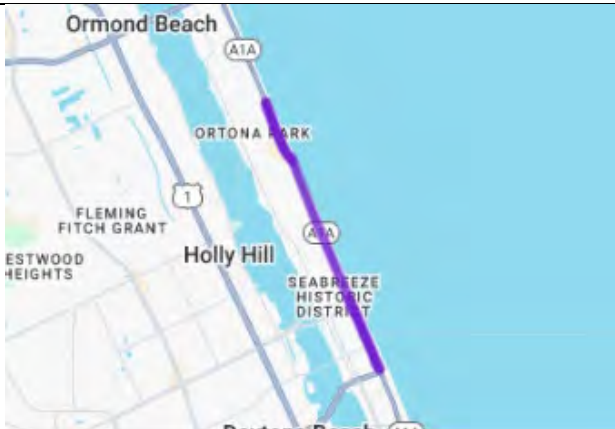
This project will make improvements along State Road (S.R.) A1A from north of Granada Boulevard (S.R. 40) to north of Roberta Road in Ormond Beach. The project will repave this portion of S.R. A1A and enhance safety and operations for all users.

To help encourage safer driving speeds, the project will introduce subtle alignment shifts and add curb and gutter along parts of the corridor. Improvements also include adding left turn lanes at the intersection of Neptune Avenue for enhanced traffic operations.

Pedestrian safety enhancements include new sidewalk where possible on the east side of the road, as well as a shared-use path on the west side of the road. Existing pedestrian curb ramps will be upgraded to current Americans with Disabilities Act (ADA) standards. Raised midblock crossings with pedestrian activated signals will be installed. Traffic signal, lighting upgrades and drainage improvements will also be included.

### **442884-1 S.R. A1A from North of International Speedway Blvd to Milsap Road**

- Contract: E54B2
- Expected Project Start: January 2025
- Estimated Completion: Fall 2026
- City: Daytona Beach



<b>Work Type:</b>	Resurfacing
<b>Phase:</b>	Construction
<b>Length:</b>	3.666 miles
<b>City:</b>	Daytona Beach
<b>County:</b>	Volusia
<b>Road:</b>	SR A1A
<b>Construction Cost:</b>	\$20.6 Million

The goal of the project is to extend the service life of the roadway and enhance safety and operations for all users along the corridor. In addition to repaving this segment of S.R. A1A, the project will introduce subtle alignment shifts and raised intersections to help encourage safer driving speeds and enhance pedestrian safety. Traffic signal and lighting upgrades, as well as drainage improvements are included.

Pedestrian safety enhancements include wider sidewalks, raised midblock crossings with pedestrian-activated signals, and upgraded curb ramps to comply with the Americans with Disabilities Act (ADA).

Goes with 446544-1





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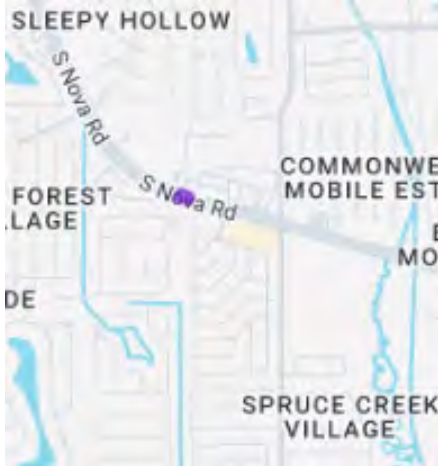
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### 452994-1 Nova Road (S.R. 5A) at Miles Drive New Traffic Signal

- Contract: Unknown
- Expected Project Start: January 2025
- Estimated Completion: Summer 2025
- City: Port Orange

	<p><b>Work Type:</b> Traffic Signal Work</p> <p><b>Phase:</b> Construction</p> <p><b>Limits:</b> Nova Road (S.R. 5A) at Miles Drive</p> <p><b>Length:</b> 0.1 miles</p> <p><b>City:</b> Port Orange</p> <p><b>County:</b> Volusia</p> <p><b>Road:</b> SR 5A</p> <p><b>Construction Cost:</b> \$1,000,000</p> <p><b>Project Start:</b> Early 2025</p> <p><b>Est. Completion:</b> Summer 2025</p>
<p>The purpose of the project is to improve overall safety and operations at the intersection of Nova Road (State Road 5A) and Miles Drive in Port Orange. Work involves constructing a traffic signal with new mast arms, new accessible pedestrian signals and crosswalks and new intersection lighting. Sidewalk and curb ramp construction and minor resurfacing within the intersection is included.</p>	

## FLAGLER COUNTY

### 441990-3-52-23 I-95 (S.R. 9) Virtual Weigh-In-Motion Station

- Contract: T9030
- Project Start: May 2024
- Estimated Completion: Early 2025

**Update:** The contractor is working on punch-list items.



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	<p><b>Work Type:</b> ITS</p> <p><b>Phase:</b> Construction</p> <p><b>Limits:</b> Mile Marker 281.99 to Mile Marker 289.05</p> <p><b>County:</b> Flagler</p> <p><b>Road:</b> I-95</p> <p><b>Construction Cost:</b> \$5.6 Million</p> <p><b>Project Start:</b> Spring 2024</p> <p><b>Est. Completion:</b> Early 2025</p>
<p>The Florida Department of Transportation (FDOT) is constructing virtual Weigh-In-Motion (WIM) and associated Intelligent Transportation System features for the northbound and southbound truck weigh stations in Flagler County. These improvements will be installed along Interstate 95 (I-95) from the Palm Coast Parkway interchange (Exit 289) to approximately 2 miles south of the State Road 100 (East Moody Boulevard) interchange.</p> <p>WIM systems utilize sensors embedded in the pavement to record the weights of moving commercial vehicles and allow underweight vehicles to bypass the weigh station. Because WIM systems do not require vehicles to stop, they help reduce congestion and keep goods moving to their destination.</p> <p><b>There are currently no lane closures.</b></p>	

### 445219-1 S.R. 100 from N. Palmetto Street to Old Kings Road South

- Contract: T5801
- Project Start: April 2024
- Estimated Completion: Summer 2025

**Update:** The contractor is working on concrete pouring, roadway widening, and drainage work.

	<p><b>Work Type:</b> Resurfacing</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 4.551 miles</p> <p><b>City:</b> Bunnell Palm Coast</p> <p><b>County:</b> Flagler</p> <p><b>Road:</b> SR 100</p> <p><b>Construction Cost:</b> \$15.3 Million</p> <p><b>Project Start:</b> Spring 2024</p> <p><b>Est. Completion:</b> Summer 2025</p>
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The purpose of the project is to resurface State Road (S.R.) 100 from east of N. Palmetto Road in Bunnell to east of Old Kings Road in Palm Coast to extend the service life of the existing roadway. Improvements include constructing 6-foot-wide sidewalk to close sidewalk gaps where existing right of way allows and improving pedestrian features at intersections within the project limits. The project will also upgrade traffic signals at two existing intersections with new signal poles and install Wrong Way Driving devices at the I-95 interchange off-ramps.

**There are currently no lane closures.**

### [439156-1](#) & [447082-1](#): S.R. 11 Resurfacing from the Volusia County Line to U.S. 1

- Contract: T5809
- Estimated Start: March 2024
- Estimated Completion: Summer 2025

**Update:** The contractor is working on pouring curbs.

<p><b>439156-1</b></p>	<p><b>447082-1</b></p>
<p><b>Work Type:</b> Roundabout</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 0.4 miles</p> <p><b>City:</b> Bunnell</p> <p><b>County:</b> Flagler</p> <p><b>Road:</b> SR 11</p> <p><b>Construction Cost:</b> \$4.7 Million</p> <p><b>Project Start:</b> Early 2024</p> <p><b>Est. Completion:</b> Summer 2025</p>	<p><b>Work Type:</b> Resurfacing</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 15.477 miles</p> <p><b>City:</b> Bunnell Palm Coast</p> <p><b>County:</b> Flagler</p> <p><b>Road:</b> SR 11</p> <p><b>Construction Cost:</b> \$14.4 Million</p> <p><b>Project Start:</b> Early 2024</p> <p><b>Est. Completion:</b> Summer 2025</p>
<p>The purpose of the project is to construct a roundabout at the intersection of State Road (S.R.) 11 (Perkins Highway) and County Road (C.R.) 304 in Flagler County to enhance safety and operations.</p>	<p>The purpose of this project is to repave State Road (S.R.) 11 from the Volusia County line to south of County Road (C.R.) 304 and from north of C.R. 304 to U.S. 1 in Flagler County. Additional improvements include the construction of a shared-use path, signal improvements, and minor widening.</p>



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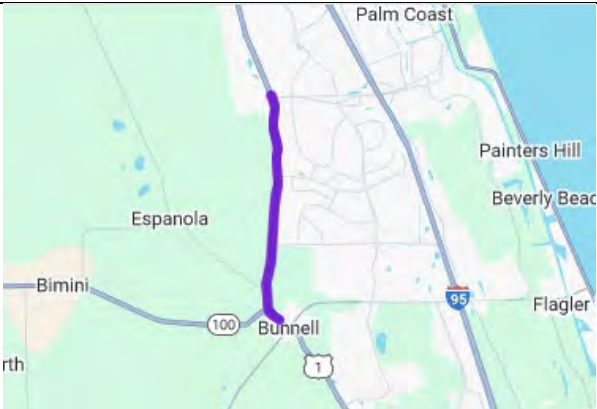
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There are currently no lane closures.

### **445216-1 US 1 (SR 5) from East Ridgewood Ave to north of Palm Coast Pkwy**

- Contract: T5825
- Project Start: November 2024
- Estimated Completion: Late 2025

**Update:** The contractor is working on drainage installation.

	<table><tr><td><b>Work Type:</b></td><td>Resurfacing</td></tr><tr><td><b>Phase:</b></td><td>Construction</td></tr><tr><td><b>Length:</b></td><td>5.966 miles</td></tr><tr><td><b>City:</b></td><td>Bunnell Palm Coast</td></tr><tr><td><b>County:</b></td><td>Flagler</td></tr><tr><td><b>Road:</b></td><td>SR 5 US 1</td></tr><tr><td><b>Construction Cost:</b></td><td>\$15.2 Million</td></tr></table>	<b>Work Type:</b>	Resurfacing	<b>Phase:</b>	Construction	<b>Length:</b>	5.966 miles	<b>City:</b>	Bunnell Palm Coast	<b>County:</b>	Flagler	<b>Road:</b>	SR 5 US 1	<b>Construction Cost:</b>	\$15.2 Million
<b>Work Type:</b>	Resurfacing														
<b>Phase:</b>	Construction														
<b>Length:</b>	5.966 miles														
<b>City:</b>	Bunnell Palm Coast														
<b>County:</b>	Flagler														
<b>Road:</b>	SR 5 US 1														
<b>Construction Cost:</b>	\$15.2 Million														

The purpose of the project is to repave this segment of U.S. 1 (State Road (S.R.) 5) to extend the service life of the existing roadway. To enhance safety, the project proposes to convert the existing median opening at East Plane Street to a directional median opening. Other improvements include constructing 6-foot-wide sidewalk to close sidewalk gaps where existing right of way allows and upgrading pedestrian features at intersections within the project limits.

There are currently no lane closures.

## **FLAGLER AND VOLUSIA COUNTIES**

### **450227-1 I-95/SR-9 Wrong Way Vehicle Detection System Installation at Palm Coast Parkway interchange, I-95 at Matanzas Woods Parkway interchange, and at I-4 at SR 44 interchange**

- Contract: E59B4
- Project Start: January 2024
- Estimated Completion: Early 2025

**Update:** The contractor is working on testing the wrong-way vehicle detection systems (WWVDS).





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	<p><b>Work Type:</b> Safety Project</p> <p><b>Phase:</b> Construction</p> <p><b>Limits:</b> Palm Coast Parkway interchange, I-95 at Matanzas Woods Parkway interchange, and at I-4 at SR 44 interchange</p> <p><b>Length:</b> 1.95 miles</p> <p><b>City:</b> DeLand Palm Coast</p> <p><b>County:</b> Flagler Volusia</p> <p><b>Road:</b> I-95</p> <p><b>Construction Cost:</b> \$6,200,000</p> <p><b>Project Start:</b> Early 2024</p> <p><b>Est. Completion:</b> Early 2025</p>
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The purpose of this project is to install wrong way vehicle detection systems (WWVDS) on interstate off-ramps to notify drivers, traffic emergency responders, and law enforcement of a wrong way driving activity. The goal of this project is to enhance safety for the travelling public by deterring and minimizing accidents due to wrong way driving. This technology will be implemented at all 6 ramps on I-95 at Palm Coast Parkway interchange, I-95 at Matanzas Woods Parkway interchange, and at I-4 at SR 44 interchange. The WWVDS initiative supports the FDOT's commitment to achieving zero fatalities and serious injuries on the State Highway System. For more information on the WWVDS initiative and technology visit <https://www.fdot.gov/traffic/teo-divisions.shtm/cav-ml-stamp/Wrong-Way-driving>

**There are currently no lane closures.**

### **445219-1 SR 421, Volusia County and Old Dixie Hwy, Flagler County Wrong Way Vehicle Detection System Installation**

- Contract: E53F8
- Project Start: November 2024
- Estimated Completion: Summer 2025

**Update:** The contractor is working on signage, wiring, and cabinet installation.

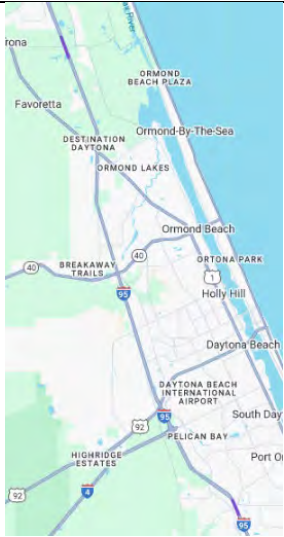


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	<p><b>Work Type:</b> Safety Project</p> <p><b>Phase:</b> Construction</p> <p><b>Length:</b> 1.83 miles</p> <p><b>Construction Cost:</b> \$1500000</p> <p><b>Project Start:</b> Fall 2024</p> <p><b>Est. Completion:</b> Summer 2025</p>
<p>The purpose of this project is to install wrong way vehicle detection systems (WWVDS) on interstate off-ramps to notify drivers, traffic emergency responders, and law enforcement of a wrong way driving activity. The goal of this project is to enhance safety for the travelling public by deterring and minimizing accidents due to wrong way driving. This technology will be implemented at SR 421, Volusia County and Old Dixie Hwy, Flagler County. The WWVDS initiative supports the FDOT's commitment to achieving zero fatalities and serious injuries on the State Highway System.</p>	

### [452444-1](#) & [452443-1](#) SR A1A Road/Slope Protection from SR 5 to Flagler Road and Volusia/Flagler County Line to Osprey Road

- Contract: H5461
- Project Start: March 2024
- Estimated Completion: Fall 2025
- **Update:** The contractor is working on guide wall construction, auger cast piles, and rebar cages.
- Contract: H5461
- Project Start: August 2024
- Estimated Completion: Fall 2025
- **Update:** The contractor is working on guide wall construction, auger cast piles, and rebar cages.


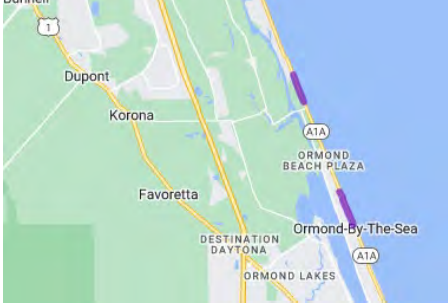


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452444-1	452443-1
	
<p><b>Work Type:</b> Erosion Protection</p> <p><b>Phase:</b> Construction</p> <p><b>Limits:</b> Flagler County line to S. Central Avenue</p> <p><b>City:</b> Flagler Beach</p> <p><b>County:</b> Flagler</p> <p><b>Road:</b> SR A1A</p> <p><b>Construction Cost:</b> \$21.4 Million</p> <p><b>Project Start:</b> Spring 2024</p>	<p><b>Work Type:</b> Erosion Protection</p> <p><b>Phase:</b> Construction</p> <p><b>City:</b> Ormond Beach</p> <p><b>County:</b> Volusia</p> <p><b>Road:</b> SR A1A</p> <p><b>Construction Cost:</b> \$82.5 Million</p>
<p>The purpose of this project is to construct a buried seawall in southern Flagler County to provide long-term protection for State Road (S.R.) A1A. The seawall will begin at South Central Avenue and extend south to the Flagler County line. The wall will continue to north of High Bridge Road in Volusia County. Construction is expected to begin near South Central Avenue in late February.</p> <p>The Volusia County portion is covered under project <a href="#">452443-1</a>, and is estimated to begin construction in Summer 2024.</p> <p>The project was recommended in the S.R. A1A Resiliency Plan, which was a joint effort by representatives from the FDOT, Flagler County, the City of Flagler Beach, and Volusia County to explore options to repair and strengthen S.R. A1A in Flagler and Volusia counties.</p>	<p>The purpose of this project is to construct buried seawalls in Volusia County to provide long-term protection for State Road (S.R.) A1A. The first location is from south of Sunrise Avenue to Marlin Drive. The second location begins one-half mile north of High Bridge Road and continues to the Flagler County line.</p> <p>The Flagler County portion is covered under project <a href="#">452444-1</a>, and is estimated to begin construction in Summer 2024.</p> <p>The project was recommended in the S.R. A1A Resiliency Plan, which was a joint effort by representatives from the FDOT, Flagler County, the City of Flagler Beach, and Volusia County to explore options to repair and strengthen S.R. A1A in Flagler and Volusia counties.</p>
<p><b>There are currently no lane closures.</b></p>	

# TPO Board Meeting January 22, 2025

## 6. Executive Director's Report





TPO Board Meeting  
January 22, 2025

## 7. Volusia-Flagler TPO Board Member Comments



TPO Board Meeting  
January 22, 2025

## 8. Volusia-Flagler TPO Chairperson Comments



**TPO Board Meeting  
January 22, 2025**

**9. Information Items**

- A. BPAC Attendance Record**
- B. CAC Attendance Record**
- C. TCC Attendance Record**
- D. TPO Outreach & Activities**
- E. Upcoming Events**
- F. Volusia and Flagler County Construction Reports**



**TPO Board Meeting  
January 22, 2025**

**10. Adjournment**

**The next Volusia-Flagler TPO Board meeting  
will be on February 26, 2025**

