



MEETING AGENDA

Please be advised that the River to Sea Transportation Planning Organization (TPO) **CITIZENS ADVISORY COMMITTEE (CAC) & TECHNICAL COORDINATING COMMITTEE (TCC)** will be meeting on:

DATE: Tuesday, April 18, 2017
TIME: 1:30 P.M. (CAC) & 3:00 P.M. (TCC)
PLACE: River to Sea TPO Conference Room
2570 W. International Speedway Blvd., Suite 100
Daytona Beach, Florida 32114

Ms. Judy Craig, CAC Chairperson

Mr. Tim Burman, TCC Chairman

CAC & TCC AGENDA

- I. **CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM**
- II. **PUBLIC COMMENT/PARTICIPATION** *(Public comments may be limited to three (3) minutes at the discretion of the Chairperson)*
- III. **CONSENT AGENDA**
 - A. **REVIEW AND APPROVAL OF MARCH 21, 2017 CAC/TCC MEETING MINUTES** *(Contact: Debbie Stewart) (Enclosure, CAC: pages 4-15; TCC: pages 4, 16-28)*
- IV. **ACTION ITEMS**
 - A. **REVIEW AND RECOMMEND APPROVAL OF REQUEST FROM VOLUSIA COUNTY TO INCREASE FUNDING FOR THE CONSTRUCTION PHASE OF THE DOYLE ROAD PAVED SHOULDERS PROJECT** *(Contact: Robert Keeth) (Enclosure, pages 29-36)*
 - B. **REVIEW AND RECOMMEND APPROVAL OF REQUEST FROM SOUTH DAYTONA TO INCREASE FUNDING FOR THE CONSTRUCTION PHASE OF THE BIG TREE ROAD SHARED USE PATH** *(Contact: Stephan Harris) (Enclosure, pages 37-39)*
- V. **PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS**
 - A. **PRESENTATION AND DISCUSSION OF THE R2CTPO'S DRAFT TITLE VI AND LIMITED ENGLISH PROFICIENCY (LEP) PLANS** *(Contact: Pamela Blankenship) (Enclosure, pages 40-55)*

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS (Continued)

- C. PRESENTATION AND DISCUSSION OF UPDATES TO THE FLORIDA GREENWAYS AND TRAIL SYSTEM (FGTS) PLAN AND THE OPPORTUNITY AND PRIORITY MAPS** *(Contact: Stephan Harris) (Enclosure, pages 56-60)*
- D. PRESENTATION AND DISCUSSION OF PEDESTRIAN CRASH STATISTICS** *(Contact: Stephan Harris & Lois Bollenback) (Enclosure, pages 61-69)*
- E. PRESENTATION AND DISCUSSION OF PROJECT APPLICATIONS RECEIVED FROM THE ANNUAL CALL FOR PROJECTS** *(Contact: Robert Keeth & Stephan Harris) (Enclosure, page 70)*
- F. PRESENTATION AND DISCUSSION OF THE FLAGLER BICYCLE & PEDESTRIAN SCHOOL SAFETY REVIEW STUDIES (PART 2)** *(Contact: Stephan Harris) (Enclosure, pages 71-86)*
- G. PRESENTATION AND DISCUSSION OF RESILIENCY TO SEA LEVEL RISE, STORM SURGE AND COASTAL FLOODING** *(Contact: Stephan Harris) (Enclosure, pages 87-94)*
- H. FDOT REPORT** *(Contact: Gene Ferguson, FDOT District 5) (Enclosure, pages 95-104)*
- I. VOLUSIA COUNTY AND FLAGLER COUNTY CONSTRUCTION REPORTS** *(Contact: Volusia & Flagler County Traffic Engineering) (Enclosure, pages 105-106)*

VI. STAFF COMMENTS *(Enclosure, page 107)*

- Update on SunRail
- Update on the I-95 to SR 417 Connector Environmental Study
- Update on development of the new FY 2017/18 – FY 2021/22 Transportation Improvement Program (TIP)
- Legislative Update

VII. CAC/TCC MEMBER COMMENTS *(Enclosure, page 107)*

VIII. INFORMATION ITEMS *(Enclosure, pages 107-110)*

- March 22, 2017 River to Sea TPO Board Meeting Summary
- March TPO Outreach and Events
- Bicycle and Pedestrian Plan Public Meeting News Release

IX. ADJOURNMENT *(Enclosure, page 107)*

*****The next CAC and TCC meetings will be on Tuesday, May 16, 2017*****

Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the River to Sea TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, Florida 32114-8145; (386) 226-0422, extension 20425, at least five (5) working days prior to the meeting date.

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

Note: The River to Sea TPO does not discriminate in any of its programs or services. To learn more about our commitment to nondiscrimination and diversity, visit our Title VI page at www.r2ctpo.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or pblankenship@r2ctpo.org. Persons who require translation services, which are provided at no cost, should contact the River to Sea TPO at (386) 226-0422 or by email at PBlankenship@r2ctpo.org at least five (5) business days prior to the event.

**MEETING SUMMARY
CAC & TCC
APRIL 18, 2017**

III. CONSENT AGENDA

A. REVIEW AND APPROVAL OF MARCH 21, 2017 CAC/TCC MEETING MINUTES

Background Information:

Minutes are prepared for each CAC and TCC meeting and said minutes must be approved by their respective committees.

ACTION REQUESTED:

MOTION TO APPROVE THE CONSENT AGENDA

**Citizens Advisory Committee (CAC)
Meeting Minutes
March 21, 2017**

CAC Members Present:

Donald Smart
Janet Deyette
Bliss Jamison
Bob Owens
Gilles Blais
Nora Jane Gillespie
Alan Peterson
Bob Storke
Susan Elliott
Joe Villanella
Jack Delaney
Dan D'Antonio
Judy Craig, Chairperson
Elizabeth Alicia Lendian
Edie Biro
Melissa Winsett (non-voting)
Gene Ferguson (non-voting advisor)
Bob Owens (non-voting)
Adam Mengel (non-voting)

CAC Members Absent:

Ralph Bove (excused)
Greg Feldman, Vice Chairman (excused)
Bobby Ball (excused)
Terry Bledsoe (excused)

Others Present:

Debbie Stewart, Recording Secretary
Pamela Blankenship
Lois Bollenback
Robert Keeth
Stephan Harris
Vince Wang
Chad Lingenfelter

Representing:

Daytona Beach
Deltona
Edgewater
Flagler County Transit
Holly Hill
New Smyrna Beach
Palm Coast
Orange City
Pierson
Ponce Inlet
South Daytona
Volusia County Chair
Volusia County
Volusia County
Votran (CTC)
Volusia County Traffic Engineering
FDOT District 5
Flagler County
Flagler County Traffic Engineering

Representing:

DeBary
Flagler County
Port Orange
Volusia County

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
FDOT

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

Chairperson Craig called the meeting of the River to Sea Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) to order at 1:39 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

There were no press/citizen comments.

III. Consent Agenda

A. Review and Approval of February 21, 2017 CAC Meeting Minutes

MOTION: *A motion was made by Ms. Deyette to approve the February 21, 2017 CAC meeting minutes. The motion was seconded by Mr. Blais and carried unanimously.*

IV. Action Items

A. Review and Recommend Approval of Request from Volusia County to Increase Funding for the Construction Phase of the Doyle Road Paved Shoulders Project

Mr. Keeth stated this project is one of four paved shoulder projects on Doyle Road that Volusia County is undertaking. The first project was completed, the second is underway and this represents the third project. It was originally submitted in 2011 with a cost estimate of \$630,000; it was adjusted for inflation in the Transportation Improvement Program (TIP). The county adjusted the cost estimate last spring and the cost came in considerably higher than what was originally expected; a 50% increase from \$677,000 to \$1,035,000. The increase amount is approximately \$359,000. It is indicated in the agenda packet what is primarily responsible for this increase. In accordance with the TPO's adopted policy, the TPO staff is permitted to approve administratively a cost increase up to 10%; this exceeds that and so it is being brought to the committees and board for review and approval.

Mr. Blais asked how old Doyle Road is.

Mr. Keeth replied it is very old.

Mr. Blais asked if the road had started as an Indian trail and if that is why it needs excavation.

Mr. Keeth replied he was not sure what the excavation is; Volusia County is extending the width of the roadway with the paved shoulders and widening the travel lanes. With the extension, the project gets into fresh ground and that may be where the excavation is.

Chairperson Craig asked what "grubbing" is.

Mr. Keeth replied it is pulling out trees and weeds.

Mr. Storke commented this is the third request for an increase in funding and it is going to add up to a lot of money taken out of the TPO's account. Since the rules were changed this seems to keep happening.

Mr. Keeth stated the TPO has been reminding the TCC members to be very diligent in their estimations. If an estimate comes in that is obviously low, the TPO staff asks the agency to readdress it. The TPO wants to fund projects through to completion but it interferes with the ability to program projects if the TPO does not know how much they will cost. The TPO recognizes that sometimes the project may need to get into advanced design work before the full cost is known but a better job needs to be done in the preliminary and conceptual estimates.

Mr. Storke stated the original estimates are rather old but it is still a large increase.

Mr. Keeth replied the TPO would rather preliminary estimates come in high instead of low.

Mr. Ferguson stated FDOT's projects have had consistent increases in their cost estimates over the last year. A lot of this is just the way things work now; they are in a flexible environment with all the economic activity and contractors have a lot of work to choose from.

Ms. Winsett stated she works for a big department in a small division of Volusia County Traffic Engineering which is separate from Engineering and Construction. Mr. Jon Cheney, Director of Traffic Engineering, has put the Engineering and Construction department on notice that when this type of situation occurs, they must present it to the TPO. That department was unable to attend today's meeting and they asked her to delay this action item until next month since there is not enough information today for a discussion. The reason for the increase is there is a six-year difference from when it was originally put together and now. There are also a lot of sidewalks and some need to be reconstructed. While the county is working there, it may as well connect them so there is one facility instead of many segments.

Mr. Owens asked for confirmation that this was originally submitted in 2011.

Mr. Keeth confirmed that it was originally submitted in 2011.

Mr. Owens asked when it was scheduled to be done.

Mr. Keeth replied next year in July.

Mr. Owens asked if the estimate should have been updated each year.

Mr. Keeth replied that the TPO does request updated estimates; once a project is programmed a cost increase trips a formal review. Until a project is programmed, the applicant can update the cost at any time without a penalty. This project has been programmed for a couple of years. Once it is in the Work Program, the TPO cannot change the cost without going through the formal process. If the cost increase is less than ten percent the TPO can approve it administratively, but if it is over ten percent it must be approved through the committees.

Mr. Owens asked if there was a policy for a project that sits on the list for more than three years that it be dropped. If a project is kept on the list for five or six years, this will happen each time.

Mr. Keeth replied a project is usually not in the process this long after being initially programmed.

Chairperson Craig commented she has been working on some other projects that have funding budgeted and then there is a cost increase due to inflation and labor costs. She has found if a project is over funded, then those dollars are tied up on a project that will not use them. By funding according to what is projected and waiting five or ten years, the project will go up automatically. She feels this project should go forward specifically because of the unsafe sidewalks.

Mr. Villanella asked if the six line items in the agenda were on the original estimate or if they were newly added.

Mr. Keeth replied he thought some of the line items are new and were not on the original cost estimate but that does not mean they were not included somewhere in it.

Mr. Villanella commented the \$85,000 added for excavation could be due to the widening of the travel lanes and asked if that was originally in the estimate.

Mr. Keeth replied it may be partially; the initial cost estimate may not have considered the widening of the lanes.

Mr. Peterson stated he wanted to make a motion to deny this request for additional funding for several reasons. First, last fall a policy change was approved so a bridge that was deteriorating and deemed to be an emergency safety hazard be could be reconstructed. If the bridge was to collapse it would create significant problems for people that live in the area. There is no mention in this request of any kind of an emergency. The TPO policy that was just reaffirmed states any cost overruns will be the responsibility of the government entity identified as the project originator, in this case, Volusia County. The money has to

come from somewhere and it will come from projects that could affect everyone. Mr. Keeth mentioned that some items had been added to the original estimate because they were not considered or circumstances have changed. If the TPO continues to vote for overrides of the policy, then there is no reason for this committee to be here. This is the time the committee should decide that policies mean something. This is not an emergency and it is not a safety hazard. The applicant could not be here today, but if it was important the applicant should have been here.

MOTION: A motion was made by Mr. Peterson to deny approval of the request from Volusia County to increase funding for the construction phase of the Doyle Road paved shoulders project. The motion was seconded by Mr. Owens.

Mr. D'Antonio stated since Volusia County has asked for this action item to be postponed to next month, the committee should be courteous and give them an opportunity to provide the facts as to why the increase is needed.

Ms. Gillespie stated this item should be postponed until next month's agenda and Volusia County needs to present the facts. This increase could have been done in 10% increments and no one would have known the difference.

Ms. Bollenback asked Ms. Winsett for clarification if Volusia County wanted the item withdrawn from all the agendas, including the TPO Board. If this committee defers and the board takes it as an action item, they do not have the benefit of input of this committee. It is on the agenda because the TPO has a letter from the county asking that it be placed on the agenda. The TPO has not received anything withdrawing the item.

Ms. Winsett replied she was told to ask that the item to be deferred and to see how the conversation goes. There are a lot of questions and some are good policy questions that have nothing to do with Volusia County. There will probably also be some questions from the Technical Coordinating Committee (TCC) and on the board level. It is really a TPO decision.

Ms. Bollenback stated it is less a TPO decision because the TPO has a written letter from the county asking for the item to be put on the agenda; if the request is being withdrawn the TPO needs to know and will start the TCC meeting this way and withdraw it from the TPO Board agenda.

Ms. Winsett asked to withdraw the request from the agendas.

Chairperson Craig stated there is a motion on the floor to deny the request and a second; she asked for a hand count vote.

The motion made by Mr. Peterson to deny approval of the request from Volusia County to increase funding for the construction phase of the Doyle Road paved shoulders project and seconded by Mr. Owens did not carry after a vote of three in favor and nine opposing.

MOTION: A motion was then made by Mr. Villanella to postpone the item until the April CAC meeting. The motion was seconded by Ms. Deyette and carried unanimously.

B. Review and Recommend Approval of Resolution 2017-## Amending the FY 2016/17 – 2020/21 Transportation Improvement Program (TIP)

Mr. Keeth stated this request had been presented to the advisory committees and TPO Board for consideration in February and is back as a formal TIP amendment. It is a request to add \$1.48 million to the Daytona Beach streetscape project between Nova Road and Lincoln Street. There is an additional \$1.5 million dollars that was programmed in FY 2015 that is not shown in the current TIP because it is a past year. This brings the total project cost to \$2.9 million.

Mr. Peterson asked if this is utilizing money originally programmed but not used.

Mr. Keeth replied that it is money not programmed.

Chairperson Craig asked if it was money that is in the “piggy bank.”

Mr. Keeth replied yes, it is money that needs to be programmed this fiscal year.

Ms. Gillespie asked what caused the difference in cost.

Mr. Keeth replied that is a complicated project; partly due to maintenance of traffic requirements, it is a tight right-of-way and a relatively long stretch. The project first came in at a higher cost but the city was able to work on it to bring the cost down; it is an expensive project.

Ms. Gillespie asked if the high cost was due to state or federal regulations.

Mr. Keeth replied no; there are certain state and federal regulations to comply with, but they are not responsible for the cost increase.

Mr. Villanella asked if these funds included money left over from prior years.

Mr. Keeth replied it is un-programmed funds; funding that is allocated to the TPO this year. \$586,000 is Urban Attributable (SU) funding and \$895,000 is Advanced Construction (AC) funding. The AC funds are not actual dollars; it is a budget item available for the TPO to program and will be repaid in future years by cost savings on projects or from money brought in from other districts.

MOTION: *A motion was made by Mr. Blais to recommend approval of Resolution 2017-## amending the FY 2016/17 -2020/21 Transportation Improvement Program (TIP) as amended. The motion was seconded by Ms. Elliott. The motion carried with Ms. Gillespie opposing.*

C. Review and Recommend Approval of Resolution 2017-## Adopting the Accessible Pedestrian Signal (APS) Action Plan Report

Mr. Wang stated the Accessible Pedestrian Signal (APS) Action Plan was initiated in August of last year. The goal of the APS Action Plan is to help cities and local jurisdictions identify key locations that would benefit from the installation of the APS in the future based on an analysis. It aims to improve safety and accessibility for pedestrians and transportation disadvantaged users, especially those with visual impairments. The study is based on evaluations of intersections obtained from the community’s input. The evaluations include many aspects, such as travel destination, and pedestrian safety data, connections to existing APS networks, as well as population density data. After evaluating the data, 22 key locations were identified based on the total scores from the criteria described. These are the locations that are in the most need of the installation of APS equipment. Twelve of the 22 key locations are also identified as simple or short-term implementations because of the complete needs of sidewalk infrastructure; there is no need to do actual work on the sidewalk for the APS upgrade. By adopting this plan, the TPO hopes the cities will start to look at the need for APS equipment at these key locations during roadway projects or as small, individual cost effective projects in their planning process.

Mr. Villanella asked how this system functioned for time of day, day of week and level of traffic and if the device is programmable.

Mr. Wang replied that there are options; it could be automatic, or semi-automatic with a push button. This plan discusses the locations and not the actual devices. FDOT’s website has a guidebook on the selection and usage of the different types of APS devices.

Mr. Villanella asked if the device was self-controlled or remotely controlled at the traffic center.

Mr. Wang replied he was not sure; the signal itself is consistent with the traffic. The traffic signal can be controlled to coordinate with the pedestrian signal.

Mr. Peterson asked if the committee was going to see the locations identified in the report.

Mr. Wang replied there is an interactive report posted on the TPO website.

Mr. Keeth stated Mr. Ferguson convened a couple of meetings last week to review some FDOT resurfacing projects and asked the local governments to identify any projects they may have that would relate to those resurfacing projects. He did not think they discussed the APS plan with respect to those resurfacing projects and whether there are any APS improvements that might relate.

Mr. Ferguson replied FDOT was still accepting comments and if the local governments would like to compare FDOT's resurfacing project list to the APS list that would be welcome information for FDOT.

Chairperson Craig commented that APS are pedestrian signals for those with vision impairments, white canes, walkers and people in wheelchairs. She attended a White Cane event at the Ocean Center and crossing the road was scary. Some of the bigger vehicles cannot see people in a wheelchair.

Mr. Wang asked if there was a particular intersection the committee wanted APS installed at.

Mr. Peterson replied he wanted to see the plan.

Mr. Wang showed the committee the comprehensive list compiled before the analysis of the date, 22 final preliminary key locations and the 12 that are suitable for short-term implementation.

Ms. Lendian asked if any were in New Smyrna Beach.

Mr. Wang replied no, adding that all the data collected is from public participation. There were three public meetings held in East Volusia County, West Volusia County and Flagler County and public comments were received on what additional locations need to be studied. They initially received 58 locations that were analyzed and these final 22 ranked the highest.

Mr. Peterson asked how the APS signals differ from normal pedestrian signals.

Mr. Wang replied the APS are also called audible pedestrian signals and emit a sound to help the blind cross the road. When the walk signal is green, the APS will beep, say walk or make some other audible cue so the blind know which direction to go and when to go.

Mr. Peterson asked if the sound was the only difference.

Mr. Wang replied the ramps around the APS are American with Disabilities Act (ADA) compliant and wheelchair accessible.

MOTION: *A motion was made by Mr. Blais to recommend approval of Resolution 2017-## adopting the Accessible Pedestrian Signal (APS) Action Plan Report. The motion was seconded by Mr. Villanella and carried unanimously.*

V. Presentation Items

A. Presentation and Discussion of the FDOT Florida Transportation Plan (FTP) Complete Streets Design Update

Mr. Ferguson gave a PowerPoint presentation on the FDOT Florida Transportation Plan (FTP) Complete Streets Design Update. He explained that FDOT's Complete Street Handbook will be used to guide FDOT as they plan, design and build state projects consistent with a community focus within the community context. He gave the goals and explained FDOT has reached out to different partners including the MPO's throughout the state and the counties not associated with an MPO. FDOT is aligning this with their other plans and handbooks to support the Complete Streets effort and he gave the dates these will be modified to incorporate the Complete Streets approach. Complete Streets on state roads will provide flexibility in planning, design and the maintenance of state roads and their facilities. There is a degree of coordination between the plan goals and principles; they complement and support each other. He went over the context classifications FDOT is using and the differences between a natural and urban core and the different phases of roadway designs to best serve the community. FDOT is trying to set design speeds lower than before depending on community contexts, which is the one significant difference between this effort and previous efforts. FDOT welcomes comments on the draft and expects to release the draft to the MPO's and local agency partners in April. He also gave a short list of manuals and processes to incorporate the Complete Streets approach. FDOT wants to be a good neighbor and make the roads fit in better for the neighborhoods they serve.

Mr. Peterson stated a road designed for 25-30 miles per hour (mph) would not accommodate a vehicle going 55 mph. He asked how the range would affect the design of the road and who determines what the speed will be; does the state or the individual community decide speed limit?

Mr. Ferguson replied it would be the role of the local community to tell FDOT what speed they would like the road to operate on. Before, FDOT used its design manuals, which had tighter groupings of speed. This is now deliberately much broader to allow the roads to be designed for a slower speed. For a continuous corridor passing through multiple jurisdictions, FDOT will work with each community as they can. Occasionally, a road is the only one available to serve a particular purpose on a statewide basis for moving traffic and commercial vehicles. FDOT will need to think beyond the local context for the statewide needs. For the most part it will be determined by FDOT working with the local agency partners to work out a good fit for their roadways and communities.

Mr. Peterson used SR A1A as an example and stated if Daytona Beach wants to set one speed limit, Ormond Beach wants a different speed limit at 25 mph and then Flagler Beach sets it at 45 mph, he asked if that was possible or if state approval was required.

Mr. Ferguson replied FDOT does allow for speed limit changes within these limits. Primarily this is meant from a roadway design, plan and construction perspective; new roads or upgrading existing roads so FDOT can incorporate all needed improvements. Speed is one factor; what really determines speed is what drivers feel comfortable driving at and why a different design can encourage people to slow down. For example, taking 12 foot lanes and making them 10 foot wide, people will have to slow down. An example of a road diet design concept, which is part of a Complete Streets design, would be to take a travel lane and turn it into a parallel parking facility in a downtown area so people could park and shop. There is a wide variety of things that ideally are part of a Complete Streets design; it is not just about speed limits although that is the most substantial change. FDOT receives a lot of feedback from local agencies as well as citizens as to how high or how low the speed limits are.

Mr. Peterson asked if this changed the procedure for a community and the state on how the determination of the speed limit is ultimately decided. It is his impression that the state will make the decision.

Mr. Ferguson replied partially yes, that was mostly the case because FDOT is the responsible entity from a legal perspective. He wants to wait to see how the new handbook works this question out; it has not yet been released and he does not know what the handbook will say.

B. Presentation and Discussion of the Local Agency Program (LAP) (TCC Only)

C. Presentation and Discussion of Transportation and Tourism

Ms. Bollenback gave a PowerPoint presentation on transportation and tourism and stated a little over a year ago a new transportation bill came out called the Fixing America's Surface Transportation (FAST) Act, which replaced MAP-21. It outlines the transportation programs, funding levels and some of the rules a TPO must operate under. The FAST Act emphasizes planning and tourism. This is at the federal level; if you are operating anywhere in Volusia County, Florida, the coastline of Florida or anywhere else in the state of Florida, you are already doing this. This is not news for us. Tourism is a huge part of our local economy and very much influences how we develop our communities, roadway networks and transportation systems that support those communities. People come from all over the nation and the world to visit this area for events. The Daytona 500 was ranked as the fifth highest revenue event which is huge for this little area. A recent marketing study was done in Volusia County and identified the top employment industries and retail trade, accommodations and food service ranked second and largest industries. A lot of people are employed in the tourism field. She gave visitor statistics and how much money they spent in Volusia and Flagler counties and stated both counties experienced record levels of tourism in 2015. She stated that not only is tourism a big part of our economy, but it continues to grow.

Ms. Bollenback gave examples of how the TPO incorporates tourism into planning and developing the Long Range Transportation Plan (Long Range Transportation Plan (LRTP); the TPO met with the operations staff at the Daytona International Speedway to discuss event management. They discussed beach access with all the coastal communities, met with Team Volusia and chambers of commerce to discuss how it impacts their marketing and programs and asked if there were any specific issues or areas of concern. The TPO takes that feedback to the committees and the board. The traffic model forecasts activity and where congestion may be on the network in addition to where it is now, it takes hotel/motel occupancy into consideration and looks at residence during peak seasons. The TPO tries to capture times when the area is the busiest. The TPO cannot improve all the roads to handle maximum traffic but does want to prioritize corridors with the heaviest volume, such as Dunlawton Avenue, SR 44, and U.S. 92. She stated the TPO presents to various groups and noted that it ensures people have an opportunity to know who the TPO is, what it is doing and that they have an opportunity to participate.

Ms. Bollenback went over the various issues that the TPO is aware of such as the lack of attractive streetscapes in key tourism areas, lack of coordination, wayfinding, event congestion, the Dangerous by Design report and perception of that report. She stated the TPO was doing a more detailed analysis on bicycle/pedestrian injuries and fatalities and will be back to present the information to the committees. She gave some potential ideas to put into place including adding a tourism related question in the next Tell the TPO survey or a separate survey that targets visitors to the area, modifying the call for projects to specify tourism under economic development to continue talking to people in the tourism industry; having an Annual Planning Retreat that focuses on tourism.

Ms. Jamison commented during the last Tell the TPO survey a lot of people had a hard time finding it and she asked if the link could be sent to all committee members to forward in addition to making the link available through the local chambers commerce.

Ms. Bollenback replied the TPO typically does; she did not understand why some had an issue but would address it during the survey coming up next year.

Mr. Peterson stated the issue that bothers him is the Dangerous by Design report. He noticed a lot of the fatal accidents that have occurred in Volusia County and Flagler County in the last 12 months appear to be pedestrian error or gross operator error. He asked if the TPO received statistics from the various police

and sheriff's departments on the determination for the accidents so that information can be factored in. In many cases it is not a roadway or transportation issue, but gross negligence on the part of the people involved.

Ms. Bollenback replied changing human behavior is difficult. In the five-year approach, the TPO can engineer and design things well but that is not always done well. There is not always have lighting where it needs to be or crosswalks spaced accordingly. Law enforcement must make sure people follow those laws; drinking and driving, hours of darkness; there are a host of things that can cause accidents. The TPO has to recognize what improvements can be made through land use. The TPO does have access to the reports through different programs. The official programs are usually way behind because that information gets reviewed over and over before it is actually posted. The TPO also has access to traffic reports for serious injuries and fatalities through the University of Florida.

Mr. Peterson asked if the data was factored into decisions and recommendations.

Ms. Bollenback replied ideally it was.

Mr. Keeth stated the reasons for accidents are all over the board and it is hard to focus on any particular causes and address them.

Ms. Bollenback stated the data requires sorting through. As a result of the Dangerous by Design report, the TPO has looked at injuries and fatalities and found two-thirds occurred on state roads and 80% happened during hours of darkness. Wider lanes, higher speeds, alcohol, driver fatigue, bad lighting or risky behavior could be causes but it is hard to say why. Knowing what actually led to the accident requires looking at the reports.

Mr. Peterson stated there is a big difference between lack of lighting or improper lighting that can be corrected and someone speeding at 65 mph in a 25 mph zone that causes accidents.

Ms. Bollenback stated in regards to the Dangerous by Design report, and regardless of the things the TPO can or cannot do, this area's rates are higher than other areas. There has got to be something others are doing that this area needs to continue to work on.

Mr. Villanella asked if this area's rates are higher because of the visitors from all over the country and the world that bring their habits here. What may be acceptable in Europe or Canada is not always acceptable here.

Ms. Bollenback replied that in Florida, drivers are supposed to stop if a pedestrian steps into a crosswalk but they do not always stop. Statistics do not include the involvement of tourists; there are lots of vehicles and people outside 12 months of the year so our exposure level may be higher than in other areas. As a rate of people walking per vehicle miles driven, she is not sure the statistics show the same as other areas. Some factors could just be people making poor choices; wearing dark colors at night, not walking on a sidewalk, texting and driving; there is a lot that can play into this. The TPO will continue to look at this.

Mr. Peterson asked how the peak population during events factor in when they do not count in the community population statistics.

Ms. Bollenback replied that is one of the criticisms of the Dangerous by Design report; it used a formula for people walking to work and this area does not have a lot of people that identify themselves as walking to work. However, there are a lot of people that are part-time residents and tourists so the exposure rate is higher. There is not a good measure for pedestrians as we do for vehicles; there is not good walking data.

D. Presentation and Discussion of Votran's Bus Stop Improvement Program

Mr. Wang stated the Bus Stop Improvement Program has not yet begun; this is an informative presentation to the TPO's committee members that the TPO is going to conduct such a project in partnership with Votran. The Bus Stop Improvement Plan is one of the projects that is programmed in the FY 2017/18 Unified Planning Work Program (UPWP). Votran has been collecting bus stop data at each individual bus stop throughout the county for years. The Bus Stop Improvement Plan will build on the collected data and aims to help the county and cities identify existing bus stop infrastructure conditions for over 2,000 bus stops in Volusia County, provide improvement plans for the cities to fix deteriorating conditions and improve the American with Disabilities Act (ADA) accessibility at the sites. This will be a two-phase study; a comprehensive report will be prepared for each individual city to identify all current bus stop conditions and will include a priority list for implementing the necessary improvements.

E. FDOT Report

Mr. Ferguson gave the FDOT report and gave details of various projects.

F. Volusia and Flagler County Construction Reports

[Handout provided]

Ms. Winsett gave the Volusia County Construction Report and Mr. Mengel gave the Flagler County Construction Report as a handout.

VI. Staff Comments

→ **Update on SunRail**

There was no update.

→ **Update on the I-95 to SR 417 Connector Environmental Study**

Mr. Keeth stated a copy of the draft scope of services is being reviewed by Ms. Bollenback; no schedule has been provided yet for commencement and completion.

→ **Update on the Annual Planning Retreat**

[handout provided]

Mr. Keeth stated the Annual Retreat was held March 3, 2017 at the Daytona International Speedway Visitor's Center in the Bill France Room and was attended by 88 people. There were four speakers representing different specialty areas relating to climate change and sea level rise such as the effects, liability of local governments, sustainability strategies, and insurance issues. The retreat discussion was just the beginning of consideration of sea level rise and climate change in this area. The TPO will be looking closely at this in the future. There are plans to incorporate climate change and sea level rise in the next Long Range Transportation Plan (LRTP) and address it in the evaluation of priority projects and in reviewing individual projects. Local governments should also follow suit and make what adjustments need to be made in light of the liability issues explained at the retreat.

Mr. Peterson stated the information given by the attorney at the retreat regarding liability was very scary. Once a community does an improvement due to a problem with the sea level rise, then it will need to be maintained forever.

Chairperson Craig commented on the area in Flagler County that is losing the road, adding that an artificial reef could be considered at \$1 million per mile.

→ **Reminder – Call for Projects closing date March 31, 2017**

Mr. Keeth reminded the committee the closing date for the Call for Projects is March 31, 2017 at noon. He stated the TPO has had a number of meetings with local governments regarding the projects they are submitting.

→ **Update on RFPs for ITS Master Plan Phase 2 & General Planning Consultant (GPC)**

Mr. Keeth announced the TPO issued a request for proposal (RFP) for a consultant to do the ITS Master Plan Phase 2 in late January 2017. When it closed, there were only two applicants, therefore, the TPO was unable to proceed with consultant selection due to the rules that apply; a minimum of three proposals is required. The TPO is re-issuing the RFP tomorrow and it will close April 13, 2017. Consultant selection hopefully will be wrapped up in April and the study will begin in May.

Mr. Keeth stated an RFP for a general planning consultant went out on March 6, 2017. The TPO generally has two consultants on call to work on task orders and for any special work the TPO staff is unable to do. The contract will run for three years, with the possibility of extending it one year for two consecutive years; a total of five years.

VII. CAC Member Comments

Chairperson Craig stated she, Mr. Wang, Ms. Blanck, Ms. Ottman and others went to Tallahassee on National Transportation Disadvantaged Day and the three areas the legislature will work on this year are infrastructure, education and safety; two of those relate back to the TPO's work here. It was great to be able to talk to the newly elected legislature.

VIII. Information Items

- February 22, 2017 River to Sea TPO Board Meeting Summary
- February TPO Outreach and Events

IX. Adjournment

There being no further business, the CAC meeting adjourned at 3:00 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**JUDY CRAIG, CHAIRPERSON
CITIZENS' ADVISORY COMMITTEE (CAC)**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the March 21, 2017 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 18th day of April 2017.

**DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

Technical Coordinating Committee (TCC)

Meeting Minutes

March 21, 2017

TCC Members Present:

Rich Walton
Laura Dodd
Mike Holmes
Ron Paradise
Darren Lear
Amye King
Becky Mendez
Ric Goss, Vice Chairman
Jose Papa
Mark Karet
Tim Burman, Chairman
John Dillard
Melissa Winsett
Heather Blanck
Gene Ferguson (non-voting advisor)
Adam Mengel

TCC Members Absent:

Fred Griffith
Stewart Cruz
Arlene Smith
Larry Newsom
Tom Harowski
Jason Yarborough
Aref Joulani
Larry LaHue
Eric Kozielski

Others Present:

Debbie Stewart, Recording Secretary
Robert Keeth
Pamela Blankenship
Lois Bollenback
Stephan Harris
Auba Joseph
Heather Roberts
Chad Lingenfelter
Lisa Buscher

Representing:

Daytona Beach
DeBary
DeLand
Deltona
Edgewater
New Smyrna Beach
Orange City
Ormond Beach
Palm Coast
Pierson
Port Orange
South Daytona
V.C. Traffic Engineering
Votran
FDOT District 5
F.C. Traffic Engineering

Representing:

Bunnell
Daytona Beach Shores
Daytona Beach Int'l Airport
Flagler Beach
Holly Hill
Lake Helen
Ponce Inlet
V.C. Emergency Management
Volusia County School District

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
DeLand
Kimley-Horn
FDOT
FDOT

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

Chairman Tim Burman called the meeting of the River to Sea Transportation Planning Organization (TPO) Technical Coordinating Committee (TCC) to order at 3:09 p.m. The roll was called and it was determined that a quorum was present.

II. Press/Citizen Comments

There were no press/citizen comments.

III. Consent Agenda

A. Review and Approval of February 21, 2017 TCC Meeting Minutes

MOTION: *A motion was made by Mr. Lear to approve the February 21, 2017 TCC meeting minutes. The motion was seconded by Mr. Holmes and carried unanimously.*

IV. Action Items

A. Review and Recommend Approval of Request from Volusia County to Increase Funding for the Construction Phase of the Doyle Road Paved Shoulders Project

Mr. Keeth announced that Volusia County has asked that this item be deferred until next month because representatives familiar with the project were unable to be here today.

Mr. Holmes asked if next month the committee be informed where the money was going to come from.

MOTION: *A motion was made by Mr. Lear to postpone recommendation of approval of the request from Volusia County to increase funding for the construction phase of the Doyle Road paved shoulders project until April. The motion was seconded by Ms. Winsett and carried unanimously.*

B. Review and Recommend Approval of Resolution 2017-## Amending the FY 2016/17 – 2020/21 Transportation Improvement Program (TIP)

Mr. Keeth stated this cost increase for the U.S. 92 improvements between Nova Road and Lincoln Street was requested by Daytona Beach last month. It was reviewed by this committee, the CAC and the board and the action was to proceed with the amendment. The request was for \$1.4 million over and above the \$1.5 that was programmed in 2015 that is not reflected in the TIP because it is from the year that precedes the period covered by this TIP. The funding would be \$895,000 in Advanced Construction (ACSU) funds and \$586,000 in Urban Attributable (SU) funds. The TPO has not identified any projects to be deferred or eliminated as a result of this funding.

MOTION: *A motion was made by Mr. Walton to recommend approval of Resolution 2017-## amending the FY 2016/17 – 2020/21 Transportation Improvement Program (TIP). The motion was seconded by Mr. Karet and carried unanimously.*

C. Review and Recommend Approval of Resolution 2017-## Adopting the Accessible Pedestrian Signal (APS) Action Plan Report

Mr. Wang stated the Accessible Pedestrian Signal (APS) Action Plan was initiated in August of last year. The goal of the APS Action Plan is to help cities and local jurisdictions identify key locations that would benefit from the installation of the APS in the future based on an analysis. It aims to improve safety and accessibility for pedestrians and transportation disadvantaged users, especially those with visual impairments. The study is based on evaluations of intersections obtained from the community's input. The evaluations include many aspects, such as travel destination, and pedestrian safety data, connections to existing APS networks, as well as population density data. After evaluating the data, 22 key locations were identified based on the total scores from the criteria described. He showed the website page of the 22 locations and stated these are the locations that are in the most need of the installation of APS equipment. Twelve of the 22 key locations are also identified as simple or short-term implementations because of the complete needs of sidewalk infrastructure. By adopting this plan, the TPO hopes the cities will start to look at the need for APS equipment at these key locations during roadway projects or as small, individual cost effective projects in their planning process.

Mr. Lear referred to the website page listing the 22 locations and asked what road in South Daytona was “doy”.

Mr. Wang replied that was a typo and he would fix it.

Mr. Lingenfelter stated FDOT is looking to put together APS bundles; projects that can be done as a group for approximately \$500,000 maximum. For example, a Clyde Morris Boulevard bundle or a Mason Avenue corridor bundle to implement APS if they are in close proximity to each other which can reduce mobilization. Also, when FDOT rebuilds an intersection, they are making it APS ready. This is a recent practice; there are some new signals such as Highbanks Road at U.S. 17/92 that was not APS ready when it was put in but now FDOT is putting in separate curb ramps and the pedestrians posts; the buttons have to be ten feet apart to be APS ready. Regarding the projects in Daytona Beach on SR A1A and the recommendations that came from the focus area study, the streetscapes will be difficult to implement as APS. Earl Street and Ora Street and the paving material in the roadway will not adhere to thermoplastic and the curb ramps are not positioned for that. FDOT would have to rip up a lot of streetscaping and it would be up to the city of Daytona Beach as to what went back in. It will be a very difficult project to install APS in. There have been a lot of requests for these locations and as FDOT has looked at them, the crosswalks do not have good contrast in the pavement and the curb ramps are not across from each other or ten feet apart and not conducive to that. For FDOT to mount the pedestrian buttons and signals they would have to get into the streetscape materials. If any of these locations are in a streetscape area there are additional challenges but FDOT is looking to bundle projects and for efficiency. FDOT is making signals APS ready so APS equipment could be added later. FDOT received requests for 132 locations for APS and it was difficult for them to prioritize those so this plan is great in helping to know what to do first.

MOTION: *A motion was made by Mr. Goss to recommend approval of Resolution 2017-## adopting the Accessible Pedestrian Signal (APS) Action Plan Report. The motion was seconded by Mr. Holmes and carried unanimously.*

V. Presentation Items

A. Presentation and Discussion of the FDOT Florida Transportation Plan (FTP) Complete Streets Design Update

Mr. Ferguson gave a PowerPoint presentation on the FDOT Florida Transportation Plan (FTP) Complete Streets Design Update and explained FDOT’s Complete Street Handbook will be used to guide FDOT as they plan, design and build state projects consistent with a community focus within the community context. He gave the goals and explained FDOT has reached out to different partners including the MPO’s throughout the state and the counties not associated with an MPO. FDOT is aligning this with their other plans and handbooks to support the Complete Streets effort and he gave the dates these will be modified to incorporate the Complete Street approach. Complete Streets on state roads will provide flexibility in planning, design and the maintenance of state roads and their facilities. There is a degree of coordination between the plan goals and principles; they complement and support each other. He went over the context classifications FDOT is using, the differences between a natural and urban core and the different phases of roadway designs to best serve the community. FDOT is trying to set design speeds lower than before depending on community contexts, which is the one significant difference between this effort and previous efforts. FDOT welcomes comments on the draft and expects to release the draft to the MPOs and local agency partners in April. He also gave a short list of manuals and processes to incorporate the Complete Streets approach. FDOT wants to be a good neighbor and make the roads fit in better for the neighborhoods they serve.

Mr. Goss asked what documents would be required under maintenance and permitting.

Mr. Ferguson replied the maintenance section will include intersections and resurfacing projects; there are a variety of changes that can be made within the existing right-of-way. FDOT needs right-of-way to do major projects. Some of these Complete Streets improvements can be implemented through maintenance efforts or even routine maintenance such as sidewalk width as long as it is within the existing right-of-way.

In addition, the striping of lane width can be used to alter driver behavior. Marked crosswalks also can be done under maintenance with greater flexibility than before. Cities can also ask to have speed limits lowered.

Mr. Goss asked if there would be a guidebook for those in maintenance and operations. He stated the planning and preparing of documents is always good but permitting and maintenance does not always work out that way.

Mr. Ferguson replied that is why FDOT is not doing just a handbook; they are updating all other documentation as well such as the Work Program instructions, performance reports and all plans, etc. These will be incorporated into everything FDOT does, including the design handbook. Design standards will also be modified.

B. Presentation and Discussion of the Local Agency Program (LAP) (TCC Only)

Mr. Keeth introduced Ms. Lisa Buscher, FDOT District 5 Local Agency Program Administrator.

Ms. Buscher stated she oversees the Local Agency Program (LAP). At Ms. Bollenback's request, she will be speaking specifically about the performance evaluation process. Although it has been a portion of the LAP agreement for several years, FDOT has not been actively doing it. When it was first added to the LAP agreement the tool available for performance evaluations was lacking, and none of the jurisdictions used it. A year and a half ago, the performance evaluation tool was revamped into the current format. There is a link to the tool in the agenda packet and she has performance evaluation packet with her as well. The performance evaluation is broken into sections; professional services procurement, design, the construction advertisement process and the actual construction phase. Depending on what particular phase an agency is receiving federal funding for it may or may not be evaluated on all sections. Some agencies like to do the design or construction, engineering and inspection (CEI) itself as part of the local match. If an agency is not procuring design or CEI it would not be evaluated on the professional service. Every project going into construction has some form of a design phase; even if an agency is doing design itself, there are some aspects that will carry over into the evaluation such as the bid package review. Every section of the performance evaluation has a section on communication with FDOT; is the agency communicating with FDOT and are they replying promptly to requests for information? Every section of the performance evaluation tool has a section on the Local Agency Program Information Tool (LAP-IT) the program in which FDOT scores documents. Every section of the evaluation looks at if the agency is entering documents in LAP-IT in a timely manner correctly and whether FDOT has to follow up. FDOT realizes that most agencies going through this evaluation may or may not get a satisfactory rating. If an agency does not get a satisfactory rating, it does not mean it will not get another project. The purpose of the tool is to provide a means for FDOT to know where an agency may need additional training or assistance going into the next project. If after multiple projects working with an agency, FDOT continues to see the same deficiencies, then that could potentially impact FDOT's ability to certify an agency in the future.

Mr. Keeth asked how they scored.

Ms. Buscher replied FDOT has just started the process; even though it has been in the LAP agreement for several years, her focus has been on certification and trying to get a process in place to make certification as smooth as possible for the local agencies. Now that FDOT has that process in place it is taking it to the next level and starting the performance evaluations. Every project from FY 2016 going forward will have a performance evaluation done on the appropriate phase. If in FY 2016 an agency had a construction phase, but design was FY 2014, FDOT will not go back and evaluate design but will start with the construction phase. If an agency has a design phase in 2016 and construction in 2018, that agency will have an evaluation on design when it completes it and a second evaluation on construction when it is completed. The LAP agreement states FDOT has 30 days from project completion to do an evaluation. FDOT is deeming project completion as once the final invoice is paid. Once FDOT knows the final invoice is paid

and there are no other issues, FDOT plans to have the evaluation done within 30 days. In the beginning it may take a little longer because FDOT is trying to figure out the best process for getting this information to the agencies using the tool provided. FDOT is just starting its first evaluation with an agency in another county.

Mr. Keeth stated he receives a number of questions regarding what the jurisdictions' role is with respect to LAP certification; some have the assumption they can contract with a consultant to administer the LAP programs.

Ms. Buscher replied LAP certification looks at the agency; at the start of the certification process, FDOT asks the agency to complete the certification tool that looks at different information. It looks at what staff an agency has available. If an agency supplements staff with consultants, FDOT will need to know what role the consultant has. The expectation is if an agency is supplementing staff that someone within the agency must be the responsible charge for that project. Chapter 2 of the LAP manual gives the Federal Highway Administration's (FHWA) definition of a responsible charge as the day-to-day person overseeing the project. If FDOT has an issue it will go to that person. As a responsible charge for the city, they know what is going on with that project. FDOT realizes that every project will most likely have some form of consultant support and that there are very few agencies that have sufficient staff to be certified to do CEI in house. FDOT does require city or county staff to manage the project. There are a few extra steps in an agency's process for LAP. Also, FDOT looks for local preferences in procurement documents, but on a federal project an agency must remove the local preference because FHWA does not allow it. When FDOT certifies an agency, it has confidence that there is a sufficient level of staff to manage the project, what level of skill that project needs, and what the federal compliant requirements are for that project.

Mr. Keeth stated the TPO has tried to be accommodating with local governments on certification and sometimes that has led to a project getting programmed late in the year. That puts the TPO in a difficult situation if the project is deferred or eliminated it may be hard to find another project to program those funds. It has been discussed to start requiring LAP certification at the beginning of the year so that if something happens it allows the TPO time to make the adjustments.

Ms. Buscher replied it is hard for FDOT to do a certification until it knows the project will be programmed or what the project is because it is project specific. It is also difficult to certify too far in advance of a project because there could be staff turnover and the process would need to start over. For example, FDOT knows that some agencies with projects in 2018 have already started the process. Full certification is only good for three years. Because of the volume of projects programmed, FDOT scrutinizes current year projects for "shovel readiness". Next year FDOT is starting with 38 LAP projects already programmed; that is 60% more than the current fiscal year started with. For those projects not already programmed that the TPO or other jurisdictions are looking to do, FDOT will ask for all of the documentation in hand before it programs that project; the construction phase, bid package, plans and what the CEI will be. It is now three months from the end of FDOT's fiscal year and they are still waiting on documents for projects programmed in current fiscal year. It becomes very difficult to manage and puts the TPO's money in jeopardy because if these projects do not get executed within the current fiscal year and those funds roll, there may not be budget available in the next fiscal year which could create obligatory constraints.

C. Presentation and Discussion of Transportation and Tourism

Ms. Bollenback gave a PowerPoint presentation on transportation and tourism and stated a little over a year ago a new transportation bill came out called the Fixing America's Surface Transportation (FAST) Act, which replaced MAP-21. It outlines the transportation programs, funding levels and some of the rules a TPO must operate under. The FAST Act emphasizes planning and tourism. This is at the federal level; if you are operating anywhere in Volusia County, Florida, the coastline of Florida or anywhere else in the state of Florida, you are already doing this. This is not news for the TPO. Tourism is a huge part of the local economy and very much influences how we develop our communities, roadway networks and transportation systems that support those communities. People come from all over the nation and the world to visit this area for events. The Daytona 500 was ranked as the fifth highest revenue event which is

huge for this little area. A recent marketing study was done in Volusia County that identified the top employment industries and retail trade; accommodations and food service ranked as the second and largest industries. A lot of people are employed in the tourism field. She gave visitor statistics and how much money they spent in Volusia and Flagler counties and stated both counties experienced record levels of tourism in 2015. She stated that not only is tourism a big part of our economy, but it continues to grow.

Ms. Bollenback gave examples of how the TPO incorporates tourism into planning and developing the Long Range Transportation Plan (LRTP); the TPO met with the operations staff at the Daytona International Speedway to discuss event management. They discussed beach access with all the coastal communities, met with Team Volusia and chambers of commerce to discuss how it impacts their marketing and programs and asked if there were any specific issues or areas of concern. The TPO takes that feedback to the committees and the board. The traffic model forecasts activity and where congestion may be on the network in addition to where it is now, it takes hotel/motel occupancy into consideration and looks at residence during peak seasons. The TPO tries to capture times when the area is the busiest. The TPO cannot improve all the roads to handle maximum traffic but does want to prioritize corridors with the heaviest volume, such as Dunlawton Avenue, SR 44, and U.S. 92. She stated the TPO presents to various groups and noted that it ensures people have an opportunity to know who the TPO is, what it is doing and that they have an opportunity to participate.

Ms. Bollenback went over the various issues that the TPO is aware of such as the lack of attractive streetscapes in key tourism areas, lack of coordination, wayfinding, event congestion, the Dangerous by Design report and perception of that report. She stated the TPO was doing a more detailed analysis on bicycle/pedestrian injuries and fatalities and will be back to present the information to the committees. She gave some potential ideas to put into place including adding a tourism related question in the next Tell the TPO survey or a separate survey that targets visitors to the area, modifying the call for projects to specify tourism under economic development to continue talking to people in the tourism industry; and having an Annual Planning Retreat that focuses on tourism.

Ms. Blanck stated one of her first efforts in a professional workplace was to conduct the tourism study for Campus Capital which was a useful document for the agency that planned all the activities and deployment of federal lands and services. It was conducted by an intercept survey, on-the-street approaching people. After government and high-tech, tourism is the third industry giant. She asked if there is a designated agency here that actively collects tourist data directly from the tourists and if the TPO could do something such as an integrated approach. How did they get here and how do they prefer to get around. When the Canadians get here, they come together on a tour bus, and need Votran schedules because the tour bus is not going to take them everywhere they want to go. Each of the committee members represents a different organization and if we could explain what the tourists are telling us, it might be beneficial.

Ms. Bollenback agreed, Volusia County does get a lot of people that visit the area from around the world that are more accustomed to using public transit at greater levels. The Halifax Advertising Authority (HAA) Board is issuing a request for proposal (RFP) for a marketing survey that will be more data driven. There seems to be a lack of available data in the Flagler Beach area. What came out of their review a couple of years ago, when they decided to do the combination of advertising and tourism organizations, it was that it was not data driven enough and they wanted to come up with symmetrics to do that. Transportation, in most surveys, ends up factoring in, which is where the lack of attractive streetscapes came out of a marketing survey asking tourists about their experiences. She stated she will do some more research.

Mr. Lear asked why Flagler County could not count tourists and know how much money they spent if Volusia County can.

Ms. Bollenback replied 9.5 million visitors and \$5.5 million dollars; it is important. Volusia County has been doing this in this area for a long time with major events. Volusia County is a half a million people and Flagler County is one-fifth of that. She is not saying Flagler County does not have the data; she just was not able to easily find it.

Ms. Blanck reminded the committee Votran is directly participating in FDOT projects and stated when project was undertaken to do the Cross County Connector Study to connect SunRail from the east side to the west side it was known tourists were not a factor to be taken into consideration for FDOT traffic analysis. She would like any help in providing an explanation for that.

Ms. Bollenback replied that was surprising because we know that it does factor in. The ridership of Votran is really the day to day rider to school and work, and adds up the numbers over time more so than the tourists. But there are so many events in this area and so many people for a week here it is almost like an FTE or a half-time employee and it does add up.

Ms. Blanck stated that the snowbirds count too; Votran knows when they start to arrive.

D. Presentation and Discussion of Votran's Bus Stop Improvement Plan

Mr. Wang stated this project has not yet begun; this is a formal presentation to the TPO's committee members that the TPO is going to conduct this project in partnership with Votran. The Bus Stop Improvement Plan is one of the projects that are programmed in the FY 2017/18 Unified Planning Work Program (UPWP). Votran has been collecting bus stop data at each individual bus stop throughout the county for years. The Plan will build on the collected data and aims to help the Volusia County and the cities identify existing bus stop infrastructure conditions for over 2,000 bus stops in Volusia County, provide improvement plans for the cities to fix deteriorating conditions and improve the American with Disabilities Act (ADA) accessibility at the sites. This will be a two-phase study; Phase 1 will include an overall review of the existing bus stop conditions and a simple city profile that categorizes the bus stop conditions and corresponding improvement strategies. Phase 2 will produce similar city profiles for each individual city within Votran's service area and a comprehensive priority list for Volusia County. Eventually, a comprehensive report will be prepared for each for the individual cities to identify all current bus stop conditions and include a priority list of implementing the necessary improvements. He is presenting this to the city representatives of the TCC to inform them that there is this opportunity for them to take advantage of this two phase study.

Mr. Walton asked what the intent of Phase 2 is and if the Volusia County Council is supportive of funding this study to identify improvements.

Mr. Wang replied that the TPO, the TPO's consultant and Votran will work with each city to prioritize the improvements for all bus stops within their local jurisdiction. The city profile is an individual improvement plan with the list of bus stops and improvements needed.

Ms. Blanck stated the hope is by the time this study is done there will be a draft interlocal agreement that Votran could enter into with the cities to understand the relative responsibilities that the cities will have vis-a-vis bus stop, the investment that Votran will have and that the city will have with regard to the improvements that are identified. The objective is to identify what improvements should be made and whose responsibility should be associated with each improvement.

Ms. Mendez stated a county thoroughfare that is inside a city; the report will be given to the city to repair those Votran bus stops on the county thoroughfare and then the county will respond that the city is responsible for maintaining that bus stop and asked if that would be what happened.

Ms. Blanck replied there are many dimensions to it; what the study will be doing is identifying each bus stop, what type of thoroughfare it is on and what investment the county will be able to make, most likely to bring it to minimum standards with a bus pad. That will be identified through a coordinated agreement and the intention is for it to be the same; there will be a template prototype. No city will have a better agreement than another.

Mr. Goss asked if the agreement will identify those bus stops in that jurisdiction, the need for improvement, who will make those improvements and who will maintain it.

Ms. Blanck replied yes; and it might be a partner arrangement. That is the push to go forward; to take stock of where we are and come up with a profile for each city.

Mr. Walton asked if there was a lawsuit recently for liability at the bus stops and if this report will identify who is liable.

Ms. Blanck replied that by going forward with this report it will satisfy the need for establishing an ADA Transition Plan; a requirement that shows there are steps being taken to mitigate problems with accessibility.

Mr. Walton asked if the criteria would be the same as the recent design guideline manual; to identify a need for a shelter, trash can, a bigger pad or drainage improvements.

Ms. Blanck replied the ADA standard would be the minimum standard; the idea would be to identify within an interlocal agreement those bus stops that must be approved according to their failing. That is the first step, identifying what is necessary for accessibility issues. Beyond that, the city could, according to their codes and development agreements, bring forward improvements that would become developer responsibilities. The trash cans and other amenities are the purveyors of the cities within which Votran operates.

Ms. King stated the things the city is requiring the developer to do, do not tie in to anything yet like making it transit ready, SR 44, in hopes that Votran will tie it all in. There is a fixed route along SR 44 that was objected to at first because the city was not ready for it and she asked if that was what is being said.

Ms. Blanck replied right now Votran does not have service on SR 44; it has identified the location at which Votran would provide service when a route gets started. The Volusia County Council heard information on March 2, 2017 about the request for restoration of fixed route service in New Smyrna Beach. What Votran will do at the next meeting with the Volusia County Council is describe what fixed route service along SR 44 will look like with the consideration that bus stops need to be installed there; bus stops do not currently exist there. Any new bus stops created must be done according to ADA's minimum standard and that is an investment. The nature of that investment and who actually pays for it will be what develops out of this project.

Ms. King asked when the next Volusia County Council meeting will be.

Ms. Blanck replied there was not a timeframe for the next opportunity to meet with council, but a notice will be sent to everyone after a time is scheduled.

Mr. Goss asked who takes the liability at the bus stops and if that would be addressed in the local agreement.

Ms. Blanck replied that will be addressed in the local agreements.

Mr. Goss asked if the local agreement would have liability, maintenance responsibility, and capital costs.

Ms. Blanck replied that is why the study will be done in phases; hopefully, by September there will be a template local agreement. The objective is to have a prototype of what a city profile and local agreement will look like; then Votran will be able to start individual discussions with the city.

Mr. Goss asked if there would be criteria for installing a new bus stop.

Ms. Blanck replied that is the nature of the discussion Votran would like to have regarding this effort with the cities. There are causes for bus stops to be requested by people who are in transit mode and depend on Votran's services. She gave an example of an added bus stop requested by a disabled rider in Daytona

Beach along a stretch of the U.S. 1 corridor with more than a quarter mile between stops. In this case, the information went to the city to make the improvement.

Mr. Walton asked if it would better to have the interlocal agreements in place and have this discussion with the cities before the study gets underway because the amount of improvements in unincorporated areas would be huge.

Ms. Blanck replied Volusia County has approximately 300 bus stops in the unincorporated area and Votran has made improvements at 100 of those. The purpose of doing this study in a phased approach is the first part will look at the unincorporated part of the county and what improvements need to be done which will show what a prototype will look like and the second part is going to be a sample of one city. They are not going right into Phase 2; Phase 1 will benefit all of us to understand what the countywide picture looks like. There will be an analysis of what the distribution of all the bus stops are within each of the cities.

Ms. King stated she knows Votran has on-call and fixed route services and asked if Votran had actual paratransit service as well.

Ms. Blanck replied the requirement to have door-to-door service, on-call or on-demand service is to provide complimentary paratransit service, Votran Gold, within three-quarters of a mile of a fixed route service. It is an unfunded mandate that Votran must provide transportation for individuals who cannot use fixed route service. Within Volusia County, Votran also has other paratransit service that provides beyond the three-quarter mile distance.

Ms. King asked if this was the paratransit and is it considered a separate service.

Ms. Blanck replied yes, it is the paratransit; Votran Gold provides three types of service. Transportation Disadvantaged service is part of Votran Gold and serves urbanized areas beyond the three-quarters mile.

Mr. Holmes asked if this was being presented at the TPO Board meeting.

Ms. Blanck replied yes.

Mr. Goss commented he did not understand; Votran is a county department and yet wants the cities to help out. He understands that Votran needs help. Recently all the city managers met to discuss the half-cent sales tax and it was asked if Votran would be a recipient of any money collected and the answer was no; it was all for roads.

Ms. Blanck replied that it is important to understand the bus stop conditions; the service provided is on a thoroughfare in the right-of-way. Votran does not own the bus stop because it is situated on the right-of-way of the owner of the thoroughfare. The conditions of those bus stops fall as a responsibility of each jurisdiction to participate in making those needed improvements. How to do that and what responsibility Volusia County can undertake to make this happen is what Votran wants to go forward with in this project.

Ms. Bollenback stated the point Mr. Goss is making is those issues have always existed but there is no framework for it. Referring to the APS plan that Mr. Wang just presented, the TPO has discussed accessible pedestrian signals for a long time but there has not been a planning study as to where those intersections are that matter. Votran has a bus stop inventory and these bus stops are being maintained. They are being maintained by a city, through a contract or by Votran but there is no clarity about it. The point of this study is to create that framework. People have been uncomfortable about this because they felt Votran was going to mandate what kind of bus stop to be installed; that was never the intent. In some circumstances, it may be a sign in the ground and other areas may require a full shelter or a transfer point, depending on boarding criteria. All that is funded between now and September, when the current transit funding expires, is to update the inventory. Port Orange volunteered to be the pilot study. She suggested that the committee pay attention to how this unfolds and use it as an opportunity to influence the Phase 2

and take the pilot further into each of the cities and create that structural framework but not to force changes.

Ms. Blanck explained the ADA has a framework of its own; Votran has been in service since 1975, the requirements to bring bus stops to standards are required for every bus stop to be up to ADA standard since 1992 or 1998 for any new stops and there are some bus stops that are grandfathered in that Votran is operating now. There are a lot of issues associated in moving a bus stop; people in the immediate area of a bus stop have an understanding of what the activity at the bus stop is like and are used to using it; there may not be enough right-of-way to make changes and other issues. Votran would like to have the local agreements in place before undertaking Phase 2.

Mr. Walton asked if the liability lawsuit was on a grandfathered bus stop or a new one.

Ms. Blanck replied that was what Votran did; to fully understand the conditions at every bus stop. There were 100 bus stops identified and Votran went in to understand the circumstances for each one for the jurisdictions and whether it met the ADA standard.

E. FDOT Report

Mr. Ferguson gave the FDOT report and directed the committee to Page 60 of the agenda for details of various projects.

F. Volusia and Flagler County Construction Reports

[Handout provided]

Ms. Winsett gave the Volusia County Construction Report and Mr. Mengel gave the Flagler County Construction Report as a handout.

Mr. Lingenfelter stated last month Mr. Cheney gave a report on the Work Program and mentioned 10th Street in the road program report in regards to an agreement sent to FEC and that the county has not received comment in five years. The signals at 10th Street are 40 years old and FDOT has delayed replacing those signals the last five to ten years. He has searched the schedule for the 10th Street re-construction and it states mid 2018; he is not sure if the design is complete. FDOT is in a position to replace those signals and when the road is rebuilt, those signals will have to be relocated or replaced.

Ms. Winsett stated 10th Street has been a challenge. The Engineering & Construction Department handles this and she suggested Mr. Lingenfelter have his supervisor contact Mr. Gerald Brinton, Volusia County Engineer to discuss this issue.

Mr. Lingenfelter replied Mr. Cheney had mentioned he has not heard anything in five years; FDOT corresponds with the railroad and they sent the cost estimate for the trestle five years ago.

Ms. Winsett suggested he send an e-mail to her and she can relay the message. She stated she did not hear what Mr. Cheney had said; the Volusia County Construction Report comes from the Engineering & Construction Department, not Traffic Engineering which is her department. The report is given so that the committee members know what to expect in their respective cities.

Mr. Lingenfelter replied he raised the issue in this forum because it was raised in this forum last month. FDOT is challenged with replacing the signals as a safety issue. The railroad signals on 10th Street are long past their life. FDOT has postponed replacing them because it was going to be done in conjunction with this project. Also mentioned last month was the Kepler Road and SR 44 intersection that was in the 2015/16 program, but it is not in the 2016/17 program.

Ms. Winsett replied that project was removed at the request of FDOT.

VI. Staff Comments

→ Update on SunRail

There was no update.

→ Update on the I-95 to SR 417 Connector Environmental Study

Mr. Keeth stated the TPO has received the draft Scope of Services and it is under review. There is no schedule yet for approval of the Scope of Service for the I-95 to SR 417 Connector Environmental Study.

→ Update on the Annual Planning Retreat

Mr. Keeth stated the Annual Retreat in partnership with VCARD was held March 3, 2017 at the Daytona International Speedway Visitor's Center in the Bill France Room and was attended by 88 people. There were four speakers representing different specialty areas relating to climate change and sea level rise such as the effects, liability of local governments, sustainability strategies and insurance issues. The retreat discussion was just the beginning of consideration of sea level rise and climate change in this area. The TPO will be looking closely at this in the future. There are plans to incorporate climate change and sea level rise in the next Long Range Transportation Plan (LRTP) and address it in the evaluation of priority projects and in reviewing individual projects. Local governments should also follow suit and make what adjustments need to be made in light of the liability issues explained at the retreat. He stated the TPO would like to know if any of the committee member's jurisdictions was doing anything regarding climate change and sea level rise.

Ms. King commented that New Smyrna Beach is working with the Department of Economic Opportunity (DEO) on a pilot project regarding sea level rise resilience.

Mr. Keeth asked if the project was funded.

Ms. King replied yes, Satellite Beach was the first one but New Smyrna Beach has not been approved yet.

→ Reminder – Call for Projects closing date March 31, 2017

Mr. Keeth reminded the committee the closing date for the Call for Projects is March 31, 2017 at noon. He stated the TPO has had a number of meetings with local governments regarding the projects they are submitting.

→ Update on RFPs for ITS Master Plan Phase 2 & General Planning Consultant (GPC)

Mr. Keeth announced the TPO issued a request for proposal (RFP) for a consultant to do the ITS Master Plan Phase 2 in late January 2017. When it closed, there were only two applicants; therefore, the TPO was unable to proceed with consultant selection due to the rules that apply; a minimum of three proposals is required. The TPO is re-issuing the RFP tomorrow and it will close April 13, 2017. Consultant selection hopefully will be wrapped up in April and the study will begin in May.

Mr. Keeth stated the RFP for a general planning consultant went out on March 6, 2017. The TPO generally has two consultants on call to work on task orders and for any special work the TPO staff is unable to do. The contract will run for three years, with the possibility of extending it one year for two consecutive years; a total of five years.

Ms. King asked who the consultant was.

Mr. Keeth replied there are no new consultants yet; the current consultants are Kittleson & Associates and Tindale-Oliver.

Ms. Bollenback suggested if the committee members had an opportunity attend an event where Mr. Tom Ruppert is speaking to do so. He spoke specifically about local government liability and comprehensive planning. This is a big deal when it comes to sea level rise and where development activities are being permitted. He talks about case law and this is important to what the TCC members do. One item she thought interesting was a half-billion dollar project in Miami to put in pumps all over the city. There was a retail building next to an elevated road that flooded after the pump system failed. Insurance now classifies the first floor retail level as a basement, so it was not properly insured based on the change. There is a lot to this that can be impactful.

VII. TCC Member Comments

Ms. King asked if any of the coastal cities had a local coastal construction set-back line; not a state but a local set-back line.

Mr. Keeth replied there is the Coastal Control Line which is different from the set-back line.

Mr. Karet stated there is the bulkhead line that is not a state line that controls the height of structures as you move westward.

Mr. Lear stated Edgewater has a fifty-foot from high-water line.

Ms. King stated this is a set-back line controlled by zoning that states you cannot build anything but dune crossovers without city commission approval.

Mr. Keeth asked if she had recently received a variance or a recent request.

Ms. King replied they cannot do a variance; they received several requests and the attorney claims New Smyrna Beach is the only one in the state.

Ms. Winsett asked if any cities have traffic count data for 2016 to please forward the data to her.

Mr. Lingenfelter announced if a local agency was going to submit a Safe Routes to School application for the 2017 cycle, which is September 1, 2017, they will have to attend a mandatory three and half hour workshop that explains the Safe Routes to School program. It will be held in DeLand on May 12, 2017 at 1:00 pm. He has shared the registration link with the TPO. Ms. Buscher has also distributed the link via email. This is the first time the workshop is mandatory. If a jurisdiction has already received funds or previously applied, it is not mandatory but it is a requirement for all future applications.

Mr. Walton asked where it was going to be held.

Mr. Lingenfelter replied the Kepler Road Operations Facility in DeLand, on May 12, 2017 at 1:00 p.m. There are other locations; the link is on FDOT's website.

VIII. Information Items

- February 22, 2017 River to Sea TPO Board Meeting Summary
- February TPO Outreach and Events

IX. Adjournment

There being no further business, the TCC meeting adjourned at 4:42 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**MR. TIM BURMAN, CHAIRMAN
TECHNICAL COORDINATING COMMITTEE (TCC)**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the March 21, 2017 regular meeting of the Technical Coordinating Committee (TCC), approved and duly signed this 18th day of April 2017.

**DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**MEETING SUMMARY
CAC & TCC
APRIL 18, 2017**

IV. ACTION ITEMS

A. REVIEW AND RECOMMEND APPROVAL OF REQUEST FROM VOLUSIA COUNTY TO INCREASE FUNDING FOR THE CONSTRUCTION PHASE OF THE DOYLE ROAD PAVED SHOULDERS PROJECT

Background Information:

The Doyle Road paved shoulders project from Lush Lane to Courtland Blvd. (FM# 4355951) was programmed in June 2015 with \$677,074 for construction in FY 2017/18. A revised construction cost estimate (see attached) set the cost at \$1,035,620. Volusia County, the project sponsor, is requesting \$358,546 in additional construction funds to address the shortfall. The construction cost increase relates primarily to adjustments in these work items:

- Mobilization (+ \$45,912)
- Maintenance of Traffic (+\$45,912)
- Clearing and Grubbing (+ \$90,000)
- Regular Excavation (+ \$85,000)
- Embankment (+ \$100,000)
- Concrete Sidewalks (+ \$55,113)

More details regarding the cost estimates are attached.

Resolution 2016-01 (see attached) defines a cost overrun as the difference between the amount programmed on any project phase and the actual cost for that phase. The resolution also reaffirms the TPO's policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator (Volusia County).

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF REQUEST FROM VOLUSIA COUNTY TO INCREASE FUNDING FOR THE CONSTRUCTION PHASE OF THE DOYLE ROAD PAVED SHOULDERS PROJECT



**Public Works Department
Engineering Division**

January 10, 2017

Re: Doyle Road Paved Shoulders from Lush Lane to Courtland Blvd.
Budget Adjustment

Dear Bob Keeth:

As part of the R2CTPO Call for Projects in early 2016, Volusia County reexamined several previous project applications for updates and cost adjustments in part due to the recent trend of increasing project costs. Following this project review, Volusia County submitted some project updates to the TPO including the Doyle Road paved shoulders project (from Lush Lane to Courtland Blvd.). The initial project application for this project was several years old and the cost estimate was out-of-date. The construction cost estimate was adjusted higher based upon the FDOT unit costs available in early 2016.

Unfortunately, the updated construction cost estimate for this project was not included in the most recent FDOT work program. As a result, we would like to ask the R2CTPO to request the additional funding from FDOT to reflect the construction cost estimate of \$1,035,620.00.

If you have any questions or comments please contact me at (386) 736-5967, extension 12511 or at tterpstra@volusia.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Travis Terpstra", with a long horizontal flourish extending to the right.

Travis Terpstra
Senior Project Manager

cc: Gerald Brinton, P.E., County Engineer
Tadd Kasbeer, P.E., Assistant County Engineer
Jon Cheney, P.E., County Traffic Engineer

123 West Indiana Avenue, 4th Floor • DeLand, Florida 32720
Tel: (386) 736-5967, 257-6067, 423-3874 • Fax: (386) 822-5736

www.volusia.org

DOYLE ROAD
LUSH LANE TO COURTLAND BLVD
(5' PAVED SHOULDERS)
COST ESTIMATE 3-16-2016
4120 LF (0.78 MILES)

ITEM NUMBER	DESCRIPTION	UNIT	QUANT	UNIT PRICE	TOTAL
I01-1	MOBILIZATION	LS	1	10%	\$86,301.70
102- 1	MAINTENANCE OF TRAFFIC	LS	1	10%	\$86,301.70
104-10-3	SEDIMENT BARRIER	LF	8,200	\$1.20	\$9,840.00
110-I-1	CLEARING & GRUBBING	LS	1	\$100,000.00	\$100,000.00
120-1	REGULAR EXCAVATION	LS	1	\$100,000.00	\$100,000.00
120-6	EMBANKMENT	LS	1	\$100,000.00	\$100,000.00
160-4	TYPE B STABILIZATION (12")	SY	9,250	\$3.60	\$33,300.00
285-709	OPTIONAL BASE, GROUP 9	SY	6,500	\$16.50	\$107,250.00
327-70-1	MILLING EXISTING PAVEMENT (1" AVG. DEPTH)	SY	9,900	\$2.25	\$22,275.00
334-1-13	ASPHALTIC PAVEMENT OVERLAY TRAFFIC C (TYPE SP 12.5)(2")	TN	802	\$120.00	\$96,240.00
337-7-42	ASPHALTIC CONCRETE TRAFFIC C (TYPE FC 9.5)(1")(PG 76-22)	TN	1,150	\$130.00	\$149,500.00
425-1-521	INLETS,DBI,TYPE C, <10' W/TRAFFIC GRATE	EA	8	\$3,000.00	\$24,000.00
430-175-118	PIPE CULVERT,OPTIONAL,MATERIAL, ROUND,18" S/CD	LF	200	\$65.00	\$13,000.00
522-1	CONCRETE SIDEWALK (4" THICK)	SY	860	\$35.00	\$30,100.00
522-2	CONCRETE SIDEWALK AND DRIVEWAYS (6" THICK)	SY	575	\$43.50	\$25,012.50
527-2	DETECTABLE WARNING	SF	50	\$32.00	\$1,600.00
570-1-2	PERFORMANCE TURF (SOD)	SY	6,000	\$2.30	\$13,800.00
700-1-11	SIGN, (SINGLE POST <12')(F&I)	AS	4	\$340.00	\$1,360.00
700-1-60	SIGNAL POST SIGN, REMOVE	AS	4	\$25.00	\$100.00

DOYLE ROAD
LUSH LANE TO COURTLAND BLVD
(5' PAVED SHOULDERS)
COST ESTIMATE 3-16-2016
4120 LF (0.78 MILES)

ITEM NUMBER	DESCRIPTION	UNIT	QUANT	UNIT PRICE	TOTAL
706-3	RETRO-REFLECTIVE PAVEMENT MARKER (F&I) YELLOW	EA	233	\$4.00	\$932.00
711-11-111	SOLID TRAFFIC STRIPE, THERMOPLASTIC (6" WHITE)	LF	7,750	\$1.25	\$9,687.50
711-11-125	SOLID TRAFFIC STRIPE, THERMOPLASTIC (24" WHITE)	LF	40	\$4.25	\$170.00
711-11-211	SOLID TRAFFIC STRIPE, THERMOPLASTIC (6" YELLOW)	LF	7,880	\$1.25	\$9,850.00
999-1	POWER POLE RELOCATION	EA	1	\$15,000.00	\$15,000.00
	SUB-TOTAL				\$1,035,620.40
	TOTAL				\$1,035,620.40

COST ESTIMATE

County of Volusia DOYLE ROAD (LUSH LANE TO COURTLAND BLVD.) PAVED SHOULDERS Cost Estimate 4-6-11

PAY ITEM NO.	DESCRIPTION	QTY	UN	UNIT COST	TOTAL COST
101-1	Mobilization	1	LS	10%	\$40,390.05
102-1	Maintenance of Traffic	1	LS	10%	\$40,390.05
104-10-3	Sediment Barrier	9,000	LF	\$0.90	\$8,100.00
110-1-1	Clearing & Grubbing	1	LS	\$10,000.00	\$10,000.00
120-1	Regular Excavation	1	LS	\$15,000.00	\$15,000.00
160-4	Stabilization Type B (12")	7,700	SY	\$3.50	\$26,950.00
285-709	Optional Base Group 4 (10" Limerock)	5,300	SY	\$11.50	\$60,950.00
327-70-1	Milling Existing Asphalt Pavement (1" Avg. Depth)	11,905	SY	\$1.50	\$17,857.50
334-1-13	Superpave Asphaltic Concrete (Traffic C)(Type SP 9.5)(1")	1170	TN	\$100.00	\$117,000.00
334-1-13	Superpave Asphaltic Concrete (Traffic C)(Type SP 12.5)(2")	550	TN	\$100.00	\$55,000.00
425-1-551	Inlets, DT Bot., Type E<10'	18	EA	\$2,250.00	\$40,500.00
430-175-124	Pipe Culvert, Optional Material Round 24"	450	LF	\$45.00	\$20,250.00
570-1-2	Performance Turf (Sod)	5,500	SY	\$1.75	\$9,625.00
700-20-11	Sign, (Single Post <12 SF)(F&I)	5	AS	\$250.00	\$1,250.00
700-20-40	Sign, (Single Post)(Relocate)	5	AS	\$130.00	\$650.00
700-20-60	Sign, (Single Post)(Remove)	5	AS	\$50.00	\$250.00
706-3	Retro-Reflective Pavement Markers	300	EA	\$4.00	\$1,200.00
711-11-121	Solid Traffic Stripe, Thermoplastic (6" White)	8,600	LF	\$1.00	\$8,600.00
711-11-122	Solid Traffic Stripe, Thermoplastic (8" White)	720	LF	\$1.00	\$720.00
711-11-123	Solid Traffic Stripe, Thermoplastic (12" White)	200	LF	\$2.00	\$400.00
711-11-124	Solid Traffic Stripe, Thermoplastic (18" White)	100	LF	\$2.50	\$250.00
711-11-125	Solid Traffic Stripe, Thermoplastic (24" White)	28	LF	\$3.50	\$98.00
711-11-221	Solid Traffic Stripe, Thermoplastic (6" Yellow)	8,600	LF	\$1.00	\$8,600.00
711-11-224	Solid Traffic Stripe, Thermoplastic (18" Yellow)	100	LF	\$2.50	\$250.00
711-11-170	Thermoplastic, Standard, White, Arrow	8	EA	\$50.00	\$400.00
	SUBTOTAL				\$484,680.60
	CEI			10%	\$48,468.06
	Contingency			10%	48,468.06
	Total				\$581,616.72

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2016-01

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO)
DEFINING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR
PROJECTS PRIORITIZED FOR FUNDING BY THE TPO**

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 River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, the FDOT funds projects in the Work Program based on the plans and priorities set by the TPO; and

WHEREAS, the River to Sea TPO desires to provide, whenever possible, financial assistance to governmental entities to allow them to pursue transportation projects and programs which are consistent with the TPO's plans and priorities and benefit residents of and visitors to our planning area; and

WHEREAS, the River to Sea TPO wants to leverage the state and federal transportation funds programmed on transportation projects in TPO's MPA and ensure a measure of local financial commitment to transportation projects and programs utilizing these funds;

NOW, THEREFORE, BE IT RESOLVED by the River to Sea TPO that:

1. Every governmental entity receiving state and/or federal transportation funds for a project on any of the following Priority Project Lists shall provide a local match at the ratio of 10% local funds to 90% state and/or federal funds:
 - a. Traffic Operations, Safety, and Local Initiatives Projects;
 - b. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects.


This match requirement shall not apply to projects on the State Highway System; and

2. Every governmental entity receiving state and/or federal transportation funds for a project on the TPO's Priority List of Transportation Planning Studies shall provide a local match at the ratio of 10% local funds to 90% state and/or federal funds; and

3. A local match shall not be required for any project on the TPO's Priority Lists of Strategic Intermodal System (SIS) Projects, Regionally-Significant, Non-SIS Roadway Projects, or Transit Projects, subject to the any other funding program requirements that may apply (e.g., Transportation Regional Incentive Program); and
4. the River to Sea TPO determines that "local match" shall be defined as non-state/non-federal cash match and/or in-kind services that advance the project in question; and
5. notwithstanding the terms prescribed in subparagraph 2, above, the required local match shall not exceed the ratio required in the current policy of the TPO Board at the time the governmental entity requesting the funds commits to its amount of local match for the project; and
6. the River to Sea TPO reserves the right to waive or adjust the local match requirements if the TPO Board deems there exists sufficient reason or circumstance; and
7. the River to Sea TPO also reaffirms its policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator with the following exception: if the project is on the state highway system and the State DOT is the project manager of record then the state shall be responsible for any cost overruns utilizing state dollars; and
8. the River to Sea TPO Executive Director may authorize the use of state or federal funds to cover some or all of a cost overrun on any project phase up to and including 10% of the project cost estimate for that phase; and
9. the use of state or federal funds to cover cost overruns exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and
10. the River to Sea TPO deems that a cost overrun shall be the difference between the amount programmed on any project phase and the actual cost for that phase; and
11. the Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to submit this resolution to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (through the Florida Department of Transportation);
 - c. Federal Highway Administration (through the Florida Department of Transportation); and
 - d. Councils, Commissions, and Managers of the TPO Member Local Governments.

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 27th day of January 2016.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**VOLUSIA COUNTY COUNCIL MEMBER, PAT PATTERSON
CHAIRMAN, RIVER TO SEA TPO**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 27, 2016.

ATTEST:



PAMELA C. BLANKENSHIP, RECORDING SECRETARY

**MEETING SUMMARY
CAC & TCC
APRIL 18, 2017**

IV. ACTION ITEMS

B. REVIEW AND RECOMMEND APPROVAL OF REQUEST FROM SOUTH DAYTONA TO INCREASE FUNDING FOR THE CONSTRUCTION PHASE OF THE BIG TREE ROAD SHARED USE PATH

Background Information:

The city of South Daytona is requesting \$107,655 in additional funds for the construction phase of the Big Tree Road Shared Use Path. The additional funds are being requested to correct unforeseen deficiencies such as replacing a pedestrian signal, extending pedestrian railing and installing patterned pavement in a crosswalk.

Big Tree Road Shared Use Path

\$607,655 Actual Construction Cost

\$500,000 Funds Currently Programmed for Construction (FY 2016/17)

\$107,655 Funding Request (Cost Overrun)

The original cost estimate of \$500,000 was recommended in the Bicycle & Pedestrian School Safety Review Study for South Daytona Elementary School. Resolution 2016-01 defines a cost overrun as the difference between the amounts programmed on any project phase and the actual cost for that phase. The resolution also reaffirms the TPO's policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator (the city of South Daytona).

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF REQUEST FROM SOUTH DAYTONA TO INCREASE FUNDING FOR THE CONSTRUCTION PHASE OF THE BIG TREE ROAD SHARED USE PATH

It is my intent with this email to formally request additional funding for the Big Tree Road Shared Use Path. The costs for the project have escalated due to the unforeseen correction of deficiencies with the existing sidewalk on Big Tree Road (such as replacing an existing pedestrian signal to make it ADA compliant, extending pedestrian railing to cover those areas currently deficient and installing patterned pavement across the entire frontage of a shopping center to more clearly delineate the existing sidewalk there). The current cost of the project is comprised of three items: design, construction and inspection.

Design - \$19,700

The City contracted with QLH for the design of the project. Attached above is the proposal, executed work authorization and invoices paid to date for the design.

Construction - \$607,655.28

Attached is the latest cost estimate for the construction.

Inspection (CEI) - \$47,267.53

Attached is the fee breakdown for the CEI costs.

This puts the total cost at \$19,700 + \$607,655.28 + \$47,267.53 = \$674,622.81.

If the City's match is kept at 10%, then the funding would breakdown as follows:

LAP Funds:	\$607,160.53
City Match:	<u>\$ 67,462.28</u>
Total Funds:	\$674,622.81

I believe the original cost breakdown was as follows:

LAP Funds:	\$500,000
City Match	<u>\$ 50,000</u>
Total Funds:	\$550,000

So, if additional funding is awarded, **the LAP Funds would increase by \$107,160.53** (= \$607,160.53 - \$500,000) and **the City's match would increase by \$17,462.28** (= \$67,462.28 - \$50,000).

I sincerely appreciate any help the TPO could provide with moving this project forward. If you have any questions or require additional information, please do not hesitate to let me know.

Les Gillis, P.E.
Director of Public Works
"Continuing a Commitment to Excellence"
1770 Segrave Street
South Daytona, FL 32119
Office: (386) 322-3080
Fax: (386) 322-3090



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Item	Description	Qty	Unit	Unit Cost	Cost
101-1	Mobilization	1	LS	\$50,000.00	\$50,000.00
102-1	Maintenance of Traffic	1	LS	\$10,000.00	\$10,000.00
104-10-3	Sediment Barrier	1,610	LF	\$1.50	\$2,415.00
110-1-1	Clearing and Grubbing	1	LS	\$29,400.00	\$29,400.00
110-4	Removal of Existing Concrete Pavement	737	SY	\$22.00	\$16,214.00
285-701	Optional Base, Base Group 01	413	SY	\$17.50	\$7,227.50
334-1-11	Asphalt Pavement	46.5	TN	\$150.00	\$6,975.00
425-5-1	Adjust Manholes	11	EA	\$1,442.00	\$15,862.00
425-6	Adjust Valve Box	1	EA	\$600.00	\$600.00
425-11	Modify Existing Drainage Structure	12	EA	\$2,250.00	\$27,000.00
425-71	Relocate Inlet	1	EA	\$1,500.00	\$1,500.00
515-2-311	Pedestrian/Bicycle Railing , Aluminum Only, 42" Type 1	368	LF	\$75.00	\$27,600.00
520-1-10	Concrete Curb and Gutter, Type F	602	LF	\$29.86	\$17,975.72
520-2-5	Concrete Curb and Gutter, Ribbon Curb Repair/Replace	11	LF	\$25.50	\$280.50
522-1	Concrete Sidewalk, 4" Thick	4,596	SY	\$40.00	\$183,840.00
522-2	Concrete Sidewalk, 6" Thick	1,174	SY	\$50.00	\$58,700.00
523-1	Patterned Pavement-Vehicular Areas	974	SY	\$85.00	\$82,790.00
523-2	Patterned Pavement-Non-Vehicular Areas	5	SY	\$45.00	\$225.00
527-2	Detectable Warnings	549	SF	\$30.00	\$16,470.00
580-1-1	Landscaping	1	LS	\$5,000.00	\$5,000.00
646-1-12	Alum Signals Pole, F&I Pedestrian Detector Post	4	EA	\$850.00	\$3,400.00
646-1-60	Aluminum Signal Pole, Remove	2	EA	\$177.00	\$354.00
653-1-60	Pedestrian Signal, Remove	4	AS	\$62.00	\$248.00
665-1-11	Pedestrian Detector, Furnish and Install, Standard	4	EA	\$264.00	\$1,056.00
665-1-60	Pedestrian Detector, Remove	11	EA	\$39.00	\$429.00
700-1-11	Single Post Sign, F&I, Less than 12 SF	18	AS	\$350.00	\$6,300.00
700-1-12	Single Post Sign, F&I, 12-20 SF	11	AS	\$1,000.00	\$11,000.00
700-1-60	Single Post Sign, Remove	26	AS	\$25.00	\$650.00
700-3-202	Overhead Sign 18 SF	4	EA	\$1,250.00	\$5,000.00
710-11-290	Painted Pavement Markings, Standard, Yellow, Island Nose	337	LF	\$6.87	\$2,315.19
711-11-123	Thermoplastic, Standard, White, Solid, 12"	1,673	LF	\$2.40	\$4,015.20
711-11-125	Thermoplastic, Standard, White, Solid, 24"	706	LF	\$5.48	\$3,868.88
711-17	Thermoplastic, Remove	4,239	SF	\$2.11	\$8,944.29
Grand Total					\$607,655.28

Notes:

1. QLH does not guarantee prices.
2. Actual costs may vary.
3. Cost for Item 101-1 is based on +/-10% of total costs for all other items.

**MEETING SUMMARY
CAC & TCC
APRIL 18, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE R2CTPO'S DRAFT TITLE VI AND LIMITED ENGLISH PROFICIENCY (LEP) PLANS

Background Information:

The purpose of the River to Sea TPO's Title VI Plan is to establish and implement procedures that comply with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990 (ADA), as well as other related federal and state statutes and regulations. These procedures are necessary to conform to Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) regulations, as well to Florida Department of Transportation (FDOT) guidelines. The TPO's Title VI plan defines what Title VI is, includes a written process on how to file a Title VI complaint, and describes the complaint investigation process. Title VI states "no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The Limited English Proficiency (LEP) Plan addresses the TPO's responsibilities as recipients of federal financial assistance as they relate to the needs of individuals with limited English language skills. The goal of the River to Sea TPO Limited English Proficiency (LEP) Plan is to ensure that the TPO recognizes the needs of limited English proficient (LEP) members of the community, implements a plan to communicate effectively and ensures reasonable access to our processes, information and decision-making.

The River to Sea TPO's Title VI and Limited English Proficiency Plans have been updated to reflect updated Federal Highway Administration requirements. In addition, the demographic and socioeconomic data for the TPO's metropolitan planning area has been updated in the LEP Plan. Both the Title VI and LEP documents are provided for your review and comment.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE



RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

TITLE VI POLICY STATEMENT AND DISCRIMINATION COMPLAINT PROCEDURES

TITLE VI POLICY STATEMENT

The River to Sea Transportation Planning Organization (R2CTPO) values diversity and both welcomes and actively seeks input from all interested parties, regardless of cultural identity, background or income level. Moreover, the River to Sea TPO does not tolerate discrimination in any of its programs, services or activities. The River to Sea TPO will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status. The River to Sea TPO will actively work to ensure the inclusion of everyone in our community so that the River to Sea TPO's programs, services and activities represent the diversity we enjoy.

The purpose of the River to Sea TPO Title VI program is to establish and implement procedures that comply with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990 (ADA), and other related federal and state statutes and regulations. These procedures have been adopted to conform to Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) regulations, as well as to the Florida Department of Transportation (FDOT) guidelines.

COMPLAINT PROCEDURE

Filing of Title VI Complaints of Discrimination

Any person who feels that he/she has been subjected to race, color or national origin discrimination under Title VI of the Civil Rights Act of 1964, or other forms of discrimination based upon sex, age, disability, religion, family or income status discrimination under related nondiscrimination laws and regulations, may file a complaint with the River to Sea TPO.

A complaint must be filed within one hundred eighty (180) days after the date of the alleged discrimination, unless the time for filing is extended by the FTA, FHWA or other federal authorities.

If possible, complaints should be submitted in writing, signed by the complainant or his/her representative(s), and must include the following information:

1. Complainant(s) name, address and telephone number
2. Basis of the complaint (i.e. race, color, national origin, sex, age, disability, religion, family or income discrimination)
3. Date of the alleged discrimination
4. Statement of the complaint
5. Other agencies (state, local or federal) where the complaint has been filed
6. Explanation of the actions the complainant has taken or proposed to resolve the allegation in the complaint

Allegations of discrimination received via facsimile, mail or e-mail will be acknowledged and processed within five (5) business days. Allegations received by telephone will be documented in writing and provided to the complainant(s) for review before processing. If the complainant is hearing or speech-impaired, call the Florida Relay Service (FRS) by dialing 711 or 1-800-955-8771 (TTY) or email the Title VI Coordinator for assistance.

Complaints should be submitted to:

River to Sea Transportation Planning Organization
ATTN: Pamela Blankenship, Title VI Coordinator
2570 W. International Speedway Boulevard, Suite 100
Daytona Beach, FL 32114
Phone: 386.226.0422, ext. 20416
Fax: 386.226.0428
pblankenship@r2ctpo.org

Complaint Investigation

Upon receipt of a signed complaint, the River to Sea TPO Title VI Coordinator will, within five (5) business days, provide the complainant or his/her representative with a written acknowledgement of the complaint.

The Title VI Coordinator will take reasonable steps to resolve the matter and respond to the complaint within thirty (30) business days of receipt. The Title VI Coordinator will notify the complainant in writing of the final decision and/or action recommended to be taken. The River to Sea TPO's Title VI Coordinator has 'easy access' to the TPO Executive Director and will immediately report allegations of discrimination to the Executive Director.

If the complainant is dissatisfied with the River to Sea TPO's final decision, the River to Sea Title VI Coordinator shall forward the complaint, along with a record of its disposition, to the Florida Department of Transportation (FDOT) Title VI Coordinator for further processing.

Should the complainant be unable or unwilling to complain to the River to Sea TPO, or if the complainant is dissatisfied with the River to Sea TPO's handling of a complaint, a written complaint may be submitted directly to the Florida Department of Transportation (FDOT) Title VI Coordinator.

The Florida Department of Transportation (FDOT) Title VI Coordinator can be contacted at:

Jacqueline E. Paramore

Florida Department of Transportation (FDOT) Title VI Coordinator

605 Suwannee Street

Tallahassee, FL 32399-0450

850-414-4753

Jacqueline.Paramore@dot.state.fl.us

Complaints may also be submitted directly to the U.S. Department of Justice (DOJ). The DOJ will ensure that the matter is assigned to the correct federal or state authority for processing.

The U.S. Department of Justice may be contacted at:

U.S. Department of Justice

Civil Rights Division

Federal Coordination and Compliance Section, NWB

950 Pennsylvania Avenue, N.W.

Washington, D.C. 20530

Title VI Hotline: 1-888-TITLE-06 (1-888-848-5306) (Voice / TTY)

<https://www.justice.gov/crt/fcs/TitleVI-Overview>

RETALIATION

Retaliation is prohibited under Title VI of the Civil Rights Act of 1964 and related federal and state nondiscrimination authorities. It is the policy of the River to Sea TPO that persons filing a complaint of discrimination should have the right to do so without interference, intimidation, coercion or fear of reprisal. Anyone who feels he/she has been subjected to retaliation should report such incident to the River to Sea TPO's Title VI Coordinator.

The TPO Title VI Coordinator will maintain a log of all verbal and written complaints received by the TPO. The log will include:

1. Name of Complainant
2. Basis of Complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation)
3. Date of verbal or written complaint
- 1-4. Explanation of the actions the TPO has taken or proposed to resolve the issue raised in the complaint

ADA/504 STATEMENT

Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), and related federal and state laws and regulations forbid discrimination against those who have disabilities. Furthermore, these laws require federal aid recipients and other government entities to take affirmative steps to reasonably accommodate the disabled and ensure that their needs are equitably represented in the transportation planning process.

The River to Sea TPO will make every effort to ensure that its facilities, programs, services and activities are accessible to those with disabilities. The River to Sea TPO will also make every effort to ensure that its advisory committees and public involvement activities include representation of the disabled community and disability service groups.

The River to Sea TPO encourages the public to report any facility, program, service or activity that appears inaccessible to the disabled. Furthermore, the River to Sea TPO will provide reasonable accommodations to disabled individuals who wish to participate in public involvement events or who require special assistance to access River to Sea TPO facilities, programs, services or activities. Because providing reasonable accommodation may require outside assistance, organization or

resources, the River to Sea TPO asks that requests be made at least five (5) calendar days prior to the need for accommodations.

The following notice is provided on all meeting agendas and notices:

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

Questions, concerns, comments or requests for accommodations should be made to:

River to Sea Transportation Planning Organization

ATTN: Pamela Blankenship, Title VI Coordinator

2570 W. International Speedway Boulevard, Suite 100

Daytona Beach, FL 32114

386.226.0422, ext. 20416

Fax: 386.226.0428

pblankenship@r2ctpo.org

PUBLIC INVOLVEMENT

In order to plan for efficient, effective, safe, equitable and reliable transportation systems, the River to Sea TPO must solicit the input of the public. The TPO expends extensive staff and financial resources in the furtherance of this goal and strongly encourages the participation of the entire community. The TPO offers a number of volunteer roles for those wishing to become more involved in the planning process. The TPO also holds a number of transportation meetings, workshops and other events designed to gather public input on planning activities. In addition, the TPO attends and participates in other community events to promote its services and improve its name recognition among the public. The TPO is constantly seeking ways of measuring the effectiveness of its public involvement.

For more information on the TPO's public involvement and measures of effectiveness, the public may view the TPO Public Participation Plan (PPP), on the [River to Sea TPO's](http://www.r2ctpo.org/resources/planning-documents) website (<http://www.r2ctpo.org/resources/planning-documents>) and at the TPO office. Persons wishing to request special presentations by the TPO, volunteer for any of its activities or offer suggestions for

the improvement of TPO public involvement activities may contact:

River to Sea Transportation Planning Organization
ATTN: Pamela Blankenship, Title VI Coordinator
2570 W. International Speedway Boulevard, Suite 100
Daytona Beach, FL 32114
386.226.0422 ext. 20416
Fax: 386.226.0428
pblankenship@r2ctpo.org

DATA COLLECTION

Federal Highway Administration (FHWA) regulations require federal-aid recipients to collect racial, ethnic and other similar demographic data on beneficiaries of those affected by TPO programs, services and activities. The TPO accomplishes this through the use of Census data, American Community Survey reports, Environmental Screening Tools (EST), driver and ridership surveys as well as other methods. From time to time, the TPO may find it necessary to request voluntary identification of certain racial, ethnic or other data from those who participate in its public involvement events. This information assists the TPO with improving its targeted outreach and measures of effectiveness. Self-identification of personal data to the TPO will always be voluntary and anonymous. Moreover, the TPO will not release or otherwise use this data in any manner inconsistent with the federal regulations.

ASSURANCES

Each year, the TPO must certify to FHWA and FDOT that its programs, services and activities are being conducted in a nondiscriminatory manner. These certifications are termed ‘assurances’ and serve two important purposes. First, they document the TPO’s commitment to nondiscrimination and equitable service to its community. Second, they serve as a legally enforceable agreement by which the TPO may be held liable for breach. The public may view the annual assurances on the TPO website (www.r2ctpo.org) or by visiting the TPO offices.

TITLE VI PROGRAM REVIEW AND TRAINING

The TPO's Title VI Program will be reviewed on an annual basis by the Title VI Coordinator to ensure compliance with Title VI (policies, regulations, procedures, etc.). Updates to the Title VI

Plan will be made as needed.

The TPO's Title VI Coordinator will provide comprehensive staff training on Title VI and Limited English Proficiency (LEP) on an annual basis.

~~ADOPTED AND RESOLVED~~ by the River to Sea Transportation Planning Organization at their regularly scheduled meeting held on the 25th day of June, 2014.

~~RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION~~

~~CITY OF SOUTH DAYTONA, VICE MAYOR NANCY LONG~~

~~CHAIRPERSON, RIVER TO SEA TPO~~

~~CERTIFICATE:~~

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on June 25, 2014.

~~ATTEST:~~

~~PAMELA C. BLANKENSHIP, RECORDING SECRETARY~~

~~RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION~~

Title VI / Nondiscrimination Program

Complaint of Discrimination

Complainant(s) Name:		Complainant(s) Address:	
Complainant(s) Phone Number:		E-mail Address:	
Complainant's Representative's Name, Address, Phone Number and Relationship (e.g. friend, attorney, parent, etc.):			
Name and Address of Agency, Institution, or Department Whom You Allege Discriminated Against You:			
Names of the Individual(s) Whom You Allege Discriminated Against You (If Known):			
Discrimination Because of:	<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin <input type="checkbox"/> Sex <input type="checkbox"/> Age <input type="checkbox"/> Handicap/Disability <input type="checkbox"/> Income Status <input type="checkbox"/> Retaliation <input type="checkbox"/> Other	Date of Alleged Discrimination:	
Please list the name(s) and phone number(s) of any person, if known, that the River to Sea Transportation Planning Organization could contact for additional information to support or clarify your allegation(s).			
Please explain as clearly as possible how , why , when and where you believe you were discriminated against. Include as much background information as possible about the alleged acts of discrimination. Additional pages may be attached if needed.			
Complainant(s) or Complainant(s) Representative(s) Signature:		Date of Signature:	

Título VI / Programa Antidiscriminatorio

Querella de Discriminación

Nombre del querellante:		Dirección:	
Número de teléfono:		Dirección de correo electrónico:	
Nombre, dirección, teléfono y relación (ej. amigo, abogado, pariente, etc.) del Representante del querellante:			
Nombre y dirección de la Agencia, Institución, o Departamento que usted alega discrimino en su contra:			
Nombre(s) del Individuo(s) Quien(es) Usted Alega Discrimino Contra Usted Si lo(s) Conoce:			
Razón de la discriminación:	<input type="checkbox"/> Raza <input type="checkbox"/> Incapacidad/Impedimento Físico <input type="checkbox"/> Sexo <input type="checkbox"/> Otro	<input type="checkbox"/> Color <input type="checkbox"/> Represalia <input type="checkbox"/> Edad <input type="checkbox"/> Status de Ingreso	Fecha de la alegada discriminación:
Favor de indicar el nombre (s) y número(s) de teléfono(s) de alguna persona(s) que el Rio al Mar Organización de Planificación Transporte puede comunicarse para información adicional que clarifique o respalde su alegación o alegaciones.			
Favor de explicar tan claro como sea posible, como, porque, cuando y donde usted cree que fue discriminado. Incluya suficiente información acerca de los antecedentes según le sea posible, de los alegados actos de discrimen. Puede añadir paginas adicionales, si es necesario.			
Firma del Querellante(s) o su Representante:		Fecha:	



River to Sea Transportation Planning Organization

Limited English Proficiency Access Plan

I. Introduction

Title VI of the Civil Rights Act of 1964 prohibits recipients of federal financial assistance from discriminating against or otherwise excluding individuals on the basis of race, color, or national origin in any of their activities. It has been recognized that one form of discrimination occurs through an inability to communicate due to a limited proficiency in the English language. This limitation is often the result of an individual's national origin. Title VI of the Civil Rights Act of 1964, Executive Order 13166 and various directives from the U.S. Department of Justice (DOJ) and U.S. Department of Transportation (DOT) require federal aid recipients to take reasonable steps to ensure meaningful access to programs, services and activities by those who do not speak English well.

To determine the extent to which LEP services are required and in which languages, the law requires the analysis of four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the River to Sea TPO's programs, services or activities;
2. The frequency with which LEP individuals come in contact with these programs, services or activities;
3. The nature and importance of the program, service, or activity to people's lives; and
4. The resources available and the overall cost to the River to Sea TPO.

The goal of the *River to Sea Transportation Planning Organization (R2CTPO) Limited English Proficiency (LEP) Access Plan* is to ensure that the River to Sea TPO recognizes the needs of limited English proficient (LEP) members of the community, implements a plan to communicate effectively and ensures reasonable access to our processes, information and decision-making.

Background

On August 11, 2000, the President issued Executive Order 13166, entitled "Improving Access to Services by Persons with Limited English Proficiency," 65 FR 50121 (August 16, 2000). On the same day, the Assistant Attorney General for Civil Rights at the U.S. Department of Justice (DOJ) issued a Policy Guidance Document, entitled "Enforcement of Title VI of the Civil Rights Act of 1964 – National Origin Discrimination Against Persons With Limited English Proficiency" (*hereinafter referred to as "DOJ LEP Guidance"*), reprinted at 65 FR 50123 (August 16, 2000). In addition, the U.S. Department of

Transportation (USDOT) issued a policy guidance document, titled "Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons," reprinted at 70 FR 74087, dated December 14, 2005.

Executive Order 13166 requires federal agencies to: (1) examine services provided, (2) identify specific needs necessary to provide meaningful access for Limited English Proficiency (LEP) persons, and (3) implement a system to provide meaningful access to such services.~~requires federal agencies to assess and address the needs of otherwise eligible persons seeking access to federally conducted programs and activities who, due to limited English proficiency, cannot fully and equally participate in or benefit from those programs and activities.~~ The DOJ LEP Guidance advises each federal department or agency to "take reasonable steps to ensure 'meaningful' access [to LEP individuals] to the information and services they provide." [DOJ LEP Guidance, 65 FR at 50124]. The DOJ LEP Guidance goes on to provide that:

{W}hat constitutes reasonable steps to ensure meaningful access will be contingent on a number of factors. Among the factors to be considered is the number or proportion of LEP persons in the eligible service population, the frequency with which LEP individuals come in contact with the program, the importance of the service provided by the program, and the resources available to the agency.

The DOJ LEP Guidance explains that the identification of "reasonable steps" to provide oral and written services in languages other than English is to be determined on a case-by-case basis through a balancing of all four factors. The DOJ LEP and USDOT Guidance focus principally on the obligation of federal departments and agencies extending federal financial assistance to clarify the long-standing legal obligation on the part of recipients of such assistance to address the language needs of their otherwise-eligible LEP beneficiaries. Executive Order 13166 applies this same obligation to programs and activities undertaken directly by a federal department or agency. Section 2 of the Executive Order directs each federal department or agency "to prepare a plan to improve access to . . . federally conducted programs and activities by eligible LEP persons . . . consistent with the standards set forth in the LEP Guidance . . ."

The River to Sea TPO's Limited English Proficiency Plan works in concert with its Public Participation Plan (PPP), which identifies specific tactics for outreach and involvement.

II. River to Sea TPO Four-Factor Analysis

To determine the extent to which LEP services are required and in which languages, the law requires the analysis of four factors. The following sections address each of these factors with respect to the River to Sea TPO planning area.

Factor 1: Review of LEP Populations

Understanding the needs of the community begins with identifying the number of Limited English Proficiency (LEP) persons eligible to be served, likely to be served or likely to be encountered by the River to Sea TPO through its programs, services or activities. In an effort to determine potential LEP needs within the River to Sea TPO planning area, TPO staff reviewed the data available through the U.S. Census Bureau American Fact Finder for the period of 20¹¹ through 201⁵. Data collected for Volusia

County indicated that 4.43% of households speak English “less than very well.” A further breakdown of the data showed that 33.01% speak Spanish as the primary language. Other languages (other than Spanish) spoken in households that speak English “less than very well” include Indo-European (9.07%), Asian and Pacific Islander (0.44%) and Other (0.22%) (see Table 1). This information led staff to review the Spanish speaking LEP group to identify whether this population was concentrated into specific communities.

Table 1: The Top Languages Spoken at Home in Volusia County and Flagler County

Table 1: The Top Five Languages Spoken at Home in Volusia County (US Census Bureau’s 2007-2011-2015 American Community Survey)						
Population 5 years and older	Number of LEP Persons	Percent of Population over 5 years old that are Percent age of LEP Persons	LEP Persons who speak Spanish	LEP Persons who speak Indo-European Languages	LEP Persons who speak Asian and Pacific Islander Languages	LEP Persons who speak Other Languages
471,406 479,923	20,815 20,799	4.44.3%	3.010%	0.87%	0.4%	0.2%

After reviewing a breakdown of Volusia County Spanish LEP populations by city, (2007 — 2011-2015 American Community Survey Five-Year Estimates), it became clear that much of the data was not statistically significant when viewed on a local level; however, the data did appear to indicate a slight concentration of Spanish speaking LEP persons in the city of Deltona (7.5-9.3%) and the town of Pierson (18.1-23.0%). Because the River to Sea TPO realizes that statistical data can be outdated or inaccurate, TPO staff worked with the local public transit provider, Votran, to confirm estimates of LEP populations. Under the Title VI program, Spanish was reported to be the prevalent LEP language and the geographic locations of those populations were consistent with the TPO analysis.

Table 2: The Top Languages Spoken at Home in Flagler County

Table 2: The Top Five Languages Spoken at Home in Flagler County (US Census Bureau’s 2011-2015 American Community Survey)						
Population 5 years and older	Number of LEP Persons	Percent of Population over 5 years old that are LEP Percent age of LEP Persons	LEP Persons who speak Spanish	LEP Persons who speak Indo-European Languages	LEP Persons who speak Asian and Pacific Islander Languages	LEP Persons who speak Other Languages
89,592 96,414	6,153 6,465	6.76.9%	2.76 2.5%	3.76.7%	0.5 1.6%	0.2 0.3%

Flagler County does not have a substantial population of people who rely solely on a language other than English; however, as Table 2 (above) shows, an estimated 6.7% of the population 5 years and over speak English “less than very well.” While a sizeable portion of that group is comprised of Spanish speakers ~~more than half (3.7(2.7%))~~, 6.7% are those who speak Indo-European languages. This family of languages (other than Spanish) includes Russian, along with other major language groups such as Irish, Polish, French, German, Portuguese and Italian. Anecdotally, this has been attributed to a significant Russian-speaking population in Flagler County (See Table 2).

Factor 2: Assessing Frequency of Contact with LEP Persons

The results of the ~~census~~Census data indicate that Spanish is the most prevalent language spoken by the LEP population in the area covered by the River to Sea TPO. To date, the TPO has not received any requests for translation or interpretation of its programs, services or activities into Spanish or any other language. The TPO has translated and distributed a Spanish language version of the “Tell the TPO” transportation survey ~~during the development of its 2035 Long Range Transportation Plan (LRTP)~~ and ~~none-four~~ were returned to the TPO. The TPO has not, generally for the most part,~~not~~ had any LEP attendees at public events. ~~One exception, however, is the TPO's annual participation in the Univision Telefutera Fair, which is attended predominantly by Spanish-speaking people. Informal estimates are that more than half of the encounters at this event are with LEP individuals.~~

Factor 3: Assessing the Importance of TPO Programs

All of the River to Sea TPO programs are important; however, those related to safety, public transit, right-of-way, the environment, nondiscrimination and public involvement are among the most important. The TPO must ensure that all segments of the population, including LEP persons, have been involved or have had the opportunity to be involved in the transportation planning process to be consistent with the goal of the Federal Environmental Justice Program and Policy.

Factor 4: Determining Available Resources

When planning any activity, it is imperative that an organization assess the resources available to conduct the activity in a way that is meaningful and balances those efforts with the overall cost to the organization. ~~Given the size of the Spanish LEP population in the River to Sea TPO planning area and current financial constraints, full language translations of plan documents are not considered warranted or cost feasible at this time; however, the River to Sea TPO is fortunate to house within its jurisdiction a number of institutions of higher education and military facilities, both of which have extensive language services. In addition, the TPO maintains cordial relationships with a number of faith-based and community organizations that offer competent language services at no cost to the TPO.~~ The TPO will continue to evaluate its programs, services and activities to ensure that persons who may be LEP are always provided with meaningful access.

The analyses of these four factors suggest that, although the costs for providing access are reasonable, the need is limited and extensive LEP services are not required at this time. Nevertheless, the River to

Sea TPO believes that Spanish language assistance is necessary for certain activities in order to provide broad access by members of the public.

III. Language Access Implementation Plan and Procedures

A limited English proficiency plan helps management and staff members understand their roles and responsibilities with respect to overcoming language barriers for LEP individuals. It is a management roadmap that outlines how the agency defines tasks, assigns responsibilities and allocates the resources necessary to come into, or maintain compliance with, language access requirements. It describes how the agency will meet the service delivery standards delineated in the policy directives, provide notice of language assistance services, provide staff training and conduct ongoing monitoring and evaluation. The following sections outline the activities that are being undertaken by the River to Sea TPO to comply with LEP needs.

Administer LEP services by:

1. Assigning a staff member to oversee the LEP program; this includes the development and implementation of this plan and annually examining the LEP plan to ensure that it remains reflective of the community's needs.
2. Documenting the number and type of contacts by LEP persons and activities and events requiring LEP assistance.
3. Ensuring that the River to Sea TPO staff is familiar with the requirements and resources for LEP persons.

Provide verbal translation as follows:

1. The Census Bureau's "I Speak" language cards are available at the TPO's reception desk and TPO staff is able to identify language needs in order to match them with available services.
2. A list of support contacts who competently speak Spanish and who are willing to provide translation and/or interpretation services is maintained. The resource list has been distributed to TPO staff.
3. Agreements have been made with local agencies, colleges, universities and community partners to provide oral and written LEP services with reasonable notification.
4. Events and activities that may require a translator to ensure meaningful access by LEP persons have been identified and will be periodically updated.

Provide written translation as follows:

1. Meeting notifications are provided in English and Spanish, where appropriate.
2. Outreach documents include a notice that language services are available free of charge in a language LEP persons can understand: "Persons who require translation services, which are provided at no cost, should contact the River to Sea TPO at (386) 226-0422 or by email at PBlankenship@r2ctpo.org at least five (5) business days prior to the event."

3. Spanish language outreach materials from other organizations including federal, state and local transportation agencies are provided whenever possible.
4. Documents that will be provided in Spanish language format have been, and will continue to be, identified.

LEP Services Required

Given the four-factor analysis, the River to Sea TPO has identified the following documents for translation into Spanish language format:

- The Walk and Ride Bicycle & Pedestrian Safety Video
- The Tell the TPO Survey, which is issued biannually
- Spanish, as well as other language formats, have been made available on the TPO website using Google Translate

The TPO has also identified the following events and activities that will require a Spanish language translator:

- Univision Telefutura Health Fair
- Public outreach events in Northwest Volusia

For questions or concerns regarding the River to Sea TPO's commitment to nondiscrimination or to request LEP services, contact Pamela Blankenship, Title VI Coordinator, at (386) 226-0422 ext. 20416 or by email at PBlankenship@r2ctpo.org.

~~ADOPTED AND RESOLVED by the River to Sea Transportation Planning Organization at their regularly scheduled meeting held on the 25th day of June, 2014.~~

~~RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION~~

~~_____

CITY OF SOUTH DAYTONA, VICE MAYOR NANCY LONG
CHAIRPERSON, RIVER TO SEA TPO~~

~~CERTIFICATE:~~

~~The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on June 25, 2014.~~

~~ATTEST:-~~

~~_____

PAMELA C. BLANKENSHIP, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION~~

**SUMMARY SHEET
CAC & TCC
APRIL 18, 2017**

V. PRESENTATIONS AND DISCUSSION ITEMS

B. PRESENTATION AND DISCUSSION OF UPDATES TO THE FLORIDA GREENWAYS AND TRAIL SYSTEM (FGTS) PLAN AND THE OPPORTUNITY AND PRIORITY MAPS

Background Information:

The Florida Office of Greenways and Trails (OGT) is seeking input for the update of the Florida Greenways and Trails System (FGTS) Plan and the Opportunity and Priority Maps. The FGTS Plan establishes the vision for implementing a connected statewide system of greenways and trails for recreation, conservation, alternative transportation, healthy lifestyles, a vibrant economy and a high quality of life. The original FGTS Plan was completed in 1998 and adopted by the Florida Legislature in 1999, laying the groundwork for many programs, projects and initiatives which exist today. The FGTS Plan and Priority Maps were last updated in 2012 and the Opportunity Maps updated in 2015. The FGTS Plan and maps are being updated in 2016 through 2017 through a detailed schedule. Updates are requested on or before June 30, 2017. The updated FGTS Plan and maps will guide implementation of the connected statewide trail system from 2018 through 2022.

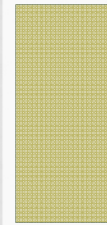
ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE



UPDATES TO THE FLORIDA GREENWAYS AND TRAILS SYSTEM (FGTS) PLAN AND MAPS

BPAC MEETING
APRIL 12, 2017



FLORIDA GREENWAYS AND TRAILS SYSTEM (FGTS)

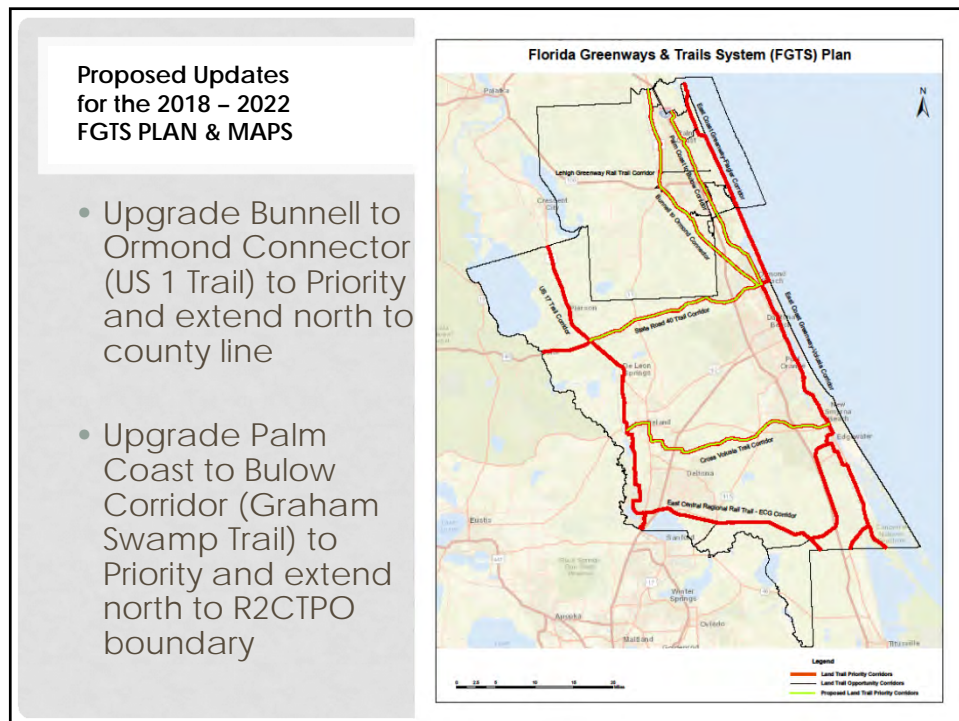
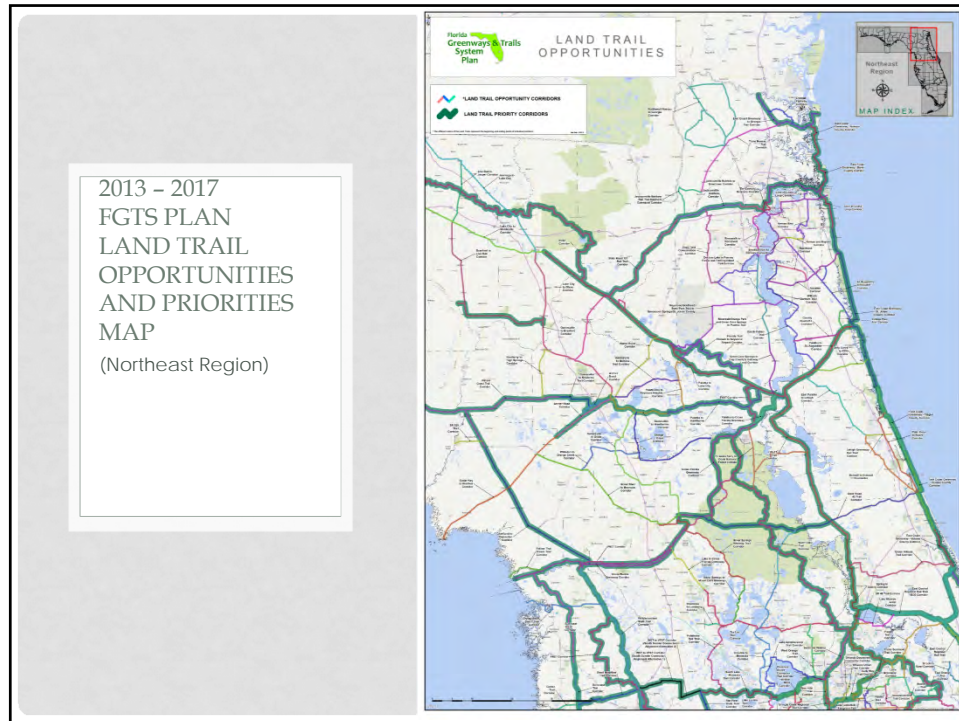
Florida Greenways and Trails System (FGTS) is made up of existing, planned and conceptual trails and ecological greenways that form a connected, integrated statewide network

FGTS PLAN

- FGTS Plan establishes the vision for implementing a connected statewide system of greenways and trails
- Initial FGTS Plan was completed in 1998 and adopted by the Florida Legislature in 1999
- 2013 - 2017 FGTS Plan and Priority Map were last updated in 2012; Opportunity Maps were last updated in 2015
- Updates for the 2018 – 2022 FGTS Plan and Priority Map are requested on or before June 30, 2017

FGTS MAPS

1. **Land Trails Opportunity Map** - existing, planned and conceptual non-motorized trails that form a land-based trail network of state and regional importance
2. **Paddling Trails Opportunity Map** - comprehensive water based trails system
3. **Ecological Greenways Opportunity Map** - areas necessary to protect a statewide network of conservation land and connecting wildlife corridors
4. **Priority Trails Map** - the most important corridors and connections within #1 and #2
5. **Gap Map** – delineates the unacquired and undeveloped segments within #4; **Strategic Protection Area Map** delineates gaps within #3



Proposed Updates for the 2018 – 2022 FGTS PLAN & MAPS

- Upgrade SR 40 Trail Corridor to Priority
- Upgrade Cross Volusia Trail Corridor to Priority



QUESTIONS/COMMENTS



**MEETING SUMMARY
CAC & TCC
APRIL 18, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

C. PRESENTATION AND DISCUSSION OF PEDESTRIAN CRASH STATISTICS

Background Information:

The presentation on Pedestrian Crash Statistics covers the Five “E’s” of Safety (education, encouragement, engineering, enforcement, evaluation), recent pedestrian safety statistics on the federal, state and local levels, R2CTPO efforts to improve pedestrian safety, and pedestrian safety best practices.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE



Pedestrian Safety 2017

CAC and TCC Meetings

April 18, 2017



Overview

- Five E's of Safety
- Safety Statistics
 - National
 - State
 - Local
- R2CTPO Projects and Programs
- R2CTPO Pedestrian Focused Studies
- R2CTPO Public Awareness Efforts
- R2CTPO Pedestrian Safety Programs/Complete Streets
- Pedestrian Safety Best Practices



Five E's of Safety

Education:	Giving people of all ages and abilities, skills and confidence to walk & ride
Encouragement:	Creating a strong culture that recognizes and welcomes walking and bicycling
Engineering:	Planning, designing and constructing safe and convenient places to walk and ride
Enforcement:	Utilizing Law Enforcement to ensure safe driving, walking and riding practices for all users
Evaluation:	Monitoring, measuring and analyzing mobility data to understand factors contributing to unsafe conditions

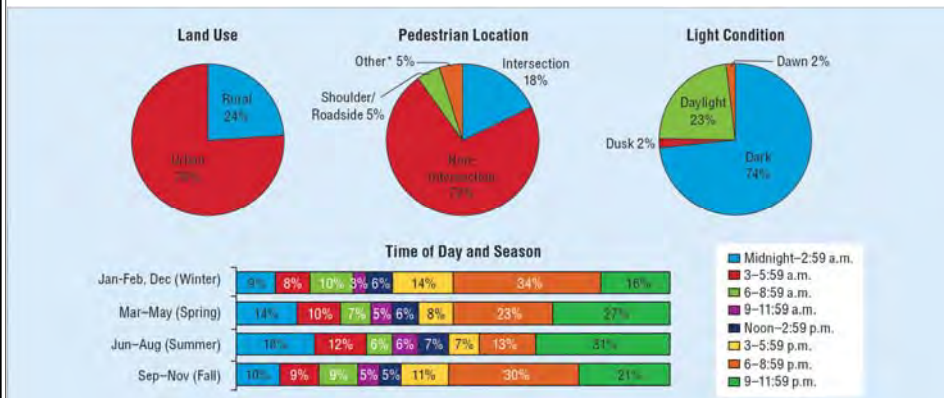
This includes land-use decisions and site planning

National Statistics

According to the National Highway Traffic Safety Administration's Fatality Analysis Reporting System in 2015:

- There were 5,376 pedestrians killed in traffic crashes (9.5% increase over pedestrian fatalities in 2014)
- Pedestrian deaths accounted for 15% of all traffic fatalities
- 26% of pedestrian fatalities occurred from 6:00 pm to 9:00 pm (61% of the fatalities occurred between 6:00 pm and 3:00 am)
- More than 21% of the children 14 and younger killed in traffic crashes were pedestrians
- Alcohol involvement for the driver and/or pedestrian was reported in 48% of all fatal pedestrian crashes

Percentage of Pedestrian Fatalities in Relation to Land Use, Pedestrian Location, Light Condition and Time of Day and Season in 2015



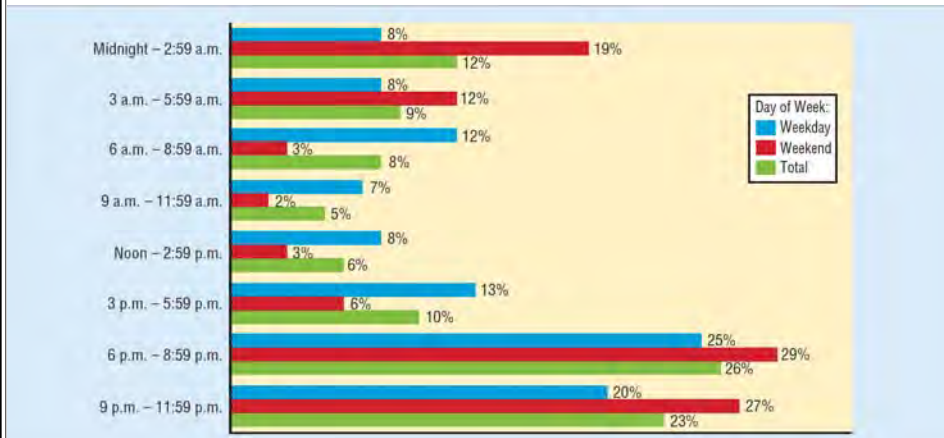
Source: FARS 2015 ARF.

Note: Unknown values were removed before calculating percentages.

* Other includes parking lane/zone, bicycle lane, sidewalk, median/crossing island, driveway access, shared-use path/trail, non-traffic area, and other.

Percent values may not add up to 100% due to independent rounding.

Percentage of Pedestrian Fatalities, by Time of Day and Day of Week in 2015



Source: FARS 2015 ARF.

Note: Weekday: 6 a.m. Monday to 5:59 p.m.

Friday; Weekend: 6 p.m. Friday to 5:59 a.m.

Monday

Florida Statistics

- Florida ranks #2 nationally in pedestrian deaths (628)
- Dangerous by Design 2016 Report listed the Deltona-Daytona Beach-Ormond Beach metropolitan area as the 5th most dangerous metro area for people walking based on Pedestrian Danger Index (PDI)
- 9 of the top 11 metro areas were in Florida

Source: FARS 2015 ARF; Dangerous by Design 2016



Local Statistics

Table 3 - Pedestrian Fatalities by Age – Volusia County

Age	2011	2012	2013	2014	2015	Total
0 to 5 Total	1	0	0	0	0	1
6 to 10 Total	0	0	0	0	0	0
11 to 15 Total	0	2	1	0	0	3
16 to 20 Total	1	1	0	0	1	3
21 to 25 Total	1	1	1	0	1	4
26 to 30 Total	1	2	3	2	1	9
31 to 35 Total	4	0	3	1	2	10
36 to 40 Total	3	0	0	2	0	5
41 to 45 Total	0	0	0	2	0	2
46 to 50 Total	1	3	1	4	2	11
51 to 55 Total	2	0	1	0	1	4
56 to 60 Total	2	2	2	6	1	13
61 to 65 Total	1	2	1	1	3	8
66 to 70 Total	0	3	1	0	3	7
71 to 75 Total	0	0	1	1	0	2
76 to 80 Total	1	0	1	1	1	4
81 to 85 Total	0	1	0	1	0	2
86 to 90 Total	0	0	1	0	0	1
91 to 95 Total	0	0	0	0	0	0
96 to 100 Total	0	0	0	1	0	1
Total	18	17	17	22	16	90

Table 1 - Volusia County Pedestrian Fatalities by City (2011-2015)

	Pedestrian Fatalities	Percent of All Pedestrian Fatalities	Population	Fatalities per 100,000 Population
Daytona Beach	22	24.44%	63,534	34.63
Daytona Beach Shores	1	1.11%	4,263	23.46
DeBary	1	1.11%	20,002	5.00
DeLand	5	5.56%	30,493	16.40
Deltona	4	4.44%	87,497	4.57
Edgewater	5	5.56%	20,958	23.86
Holly Hill	3	3.33%	11,712	25.61
New Smyrna Beach	4	4.44%	24,285	16.47
Orange City	7	7.78%	11,569	60.51
Ormond Beach	2	2.22%	40,013	5.00
Pierson	1	1.11%	1,691	59.14
Port Orange	7	7.78%	58,656	11.93
South Daytona	1	1.11%	12,538	7.98
Not Applicable	27	30.00%		
Total	90	100.00%	387,211	

Table 2 - Pedestrian Fatalities by Light Conditions – Volusia County

Light Condition	2011	2012	2013	2014	2015	Total
Daylight	4	1	2	4	4	15
Dark – Not Lighted	8	11	13	12	7	51
Dark – Lighted	5	5	2	6	5	23
Dark – Unknown Lighting	1	0	0	0	0	1
Total	18	17	17	22	16	90

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

Local Statistics

Table 7 - Pedestrian Fatalities by Work Zone – Volusia County

Work Zone	2011	2012	2013	2014	2015	Total
None	17	17	16	22	15	87
Construction	0	0	0	0	0	0
Maintenance	0	0	1	0	0	1
Utility	0	0	0	0	0	0
Work Zone, Type Unknown	1	0	0	0	1	2
Total	18	17	17	22	16	90

Table 8 - Pedestrian Fatalities by Police-Reported Alcohol Involvement – Volusia County

Alcohol Involvement	2011	2012	2013	2014	2015	Total
No (Alcohol Not Involved)	8	6	6	4	7	31
Yes (Alcohol Involved)	3	3	2	6	2	16
Not Reported	1	0	1	0	0	2
Unknown (Police Reported)	6	8	8	12	7	41
Total	18	17	17	22	16	90

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

Table 6 - Pedestrian Fatalities by Road – Volusia County (2011 – 2015)

Road	Pedestrian Fatalities	Percent of All Pedestrian Fatalities
US-1	18	20.0%
US-17	14	15.6%
US-92	10	11.1%
SR-A1A	6	6.7%
SR-5A	6	6.7%
I-4	4	4.4%
I-95	4	4.4%
Howland Blvd	3	3.3%
SR-44	3	3.3%
SR-483	3	3.3%
CR-4164	2	2.2%
SR-415	2	2.2%
CR-4009	1	1.1%
CR-4418	1	1.1%
Fentress Blvd	1	1.1%
Grand Avenue	1	1.1%
Highbanks Rd	1	1.1%
Hollywood Ave	1	1.1%
Madeline Ave	1	1.1%
N Halifax Ave	1	1.1%
Osteen Rd	1	1.1%
Reynolds Rd	1	1.1%
S. Spring Garden Ave	1	1.1%
SR-15A	1	1.1%
SR-400	1	1.1%
Tomoka Farms Rd	1	1.1%
Williamson Blvd	1	1.1%
Total	90	100.0%

Local Statistics

Table 11 - Pedestrian Crashes by Crash Severity and Behavioral Factors – Volusia County (2011 – 2015)

	Aggressive Driving	Distracted Driving	Alcohol Involved	Drugs Involved	Total Crashes
Fatality	2	11	26	15	89
Injury	45	69	92	15	941
Property Damage Only	2	6	5	2	94
Total	49	86	123	32	1,124

Table 12 - Pedestrian Crashes by Crash Severity and Day of Week – Volusia County (2011 – 2015)

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Fatality	7	11	19	18	12	12	10
Injury	109	134	128	133	136	173	128
Property Damage Only	11	16	11	13	13	15	15
Total	127	161	158	164	161	200	153

Table 13 - Pedestrian Crashes by Crash Severity and Road System Identifier – Volusia County (2011 – 2015)

	Interstate	US	State	County	Local
Fatality	7	32	26	9	12
Injury	6	110	212	83	333
Property Damage Only	0	10	21	5	33
Total	13	152	259	97	378

Streets with Highest Pedestrian Crashes in Volusia County (2011 – 2015)

	Crash Street	Injuries	Crashes
1	US 1	102	89
2	SR A1A	73	67
3	SR 5A	55	53
4	US 17-92	56	51
5	US 92	39	39
6	SR 400	24	23
7	Ocean Beach	22	20
8	SR 40	20	19
9	SR 421	19	18
10	SR 430	17	16
11	SR 44	16	16
12	Clyde Morris Blvd	15	15
13	Howland Blvd	11	11
14	Seabreeze Blvd	11	10
15	US 17	10	10
16	Orange Ave	8	8
17	Williamson Blvd	9	8
18	Beach St	7	7
19	Saxon Blvd	7	7
20	Martin Luther King Blvd	7	6
21	Palmetto Ave	6	6
22	Providence Blvd	6	6
23	Mary McLeod Bethune Blvd	5	5
24	Deltona Blvd	6	5
25	Enterprise Rd	5	5

R2CTPO Projects and Programs

- **Funding** – The TPO allocates:
 - 30% of TMA set-aside funding and all of the Transportation Alternatives Program (TAP) funding for bicycle and pedestrian projects (roughly \$2 - 6 million per year).
 - \$100,000 per year for bicycle and pedestrian feasibility studies.
 - approximately \$38 million in Capacity Program funding through the 2040 LRTP for Local Initiative projects, which include complete streets retrofits, safety and other improvements that support the goals of the plan.
- **Partnerships** – The TPO has partnered with the State of Florida Department of Transportation, local transit providers, tourism agencies, school boards, law enforcement agencies, State of Florida Department of Health, Community Traffic Safety Teams, Safe Kids Coalition, the East Central Florida Regional Planning Council and the Central Florida MPO Alliance to promote pedestrian safety through various education and awareness events.
- **Events** – Over the previous two years, the River to Sea TPO staff have participated in 24 events to promote safety education and awareness including programs such as bicycle and pedestrian safety programs in schools, White Cane Awareness, International Walk to School Day, Port Orange Family Days, and Light Up Daytona.

R2CTPO Pedestrian Focused Studies

Underway

- **Flagler Bicycle & Pedestrian School Safety Review Studies** (currently underway) – Safe Routes to School (SRTS) studies are now underway for 7 schools in Flagler County. These studies will identify hazards and obstacles to walking and bicycling throughout the walk zones for each of these schools and make recommendations for safety improvements.
- **Bicycle and Pedestrian Masterplan** (currently underway) – This plan aims to reduce pedestrian injuries and fatalities throughout the R2CTPO's planning area.
- **Thompson Creek Trail Feasibility Study**

Recently Completed (March 2016)

- Accessible Pedestrian Signal (APS) Action Plan
- Port Orange Sidewalk Gaps Feasibility Study
- 15th Street Sidewalk Feasibility Study
- Center Avenue Sidewalk Feasibility Study
- East Highbanks Road Sidewalk Feasibility Study



R2CTPO Pedestrian Focused Studies

Recently Completed

- SR/CR A1A Pedestrian Safety & Mobility Study (September 2016)
- SR A1A Pedestrian Safety Study/Daytona Beach Shores (October 2014)
- Pedestrian Safety Study - CR A1A (S Atlantic Av)/New Smyrna Beach (January 2012)
- Feasibility Study for Pedestrian Lighting along SR 421 (Dunlawton Av)/Port Orange (January 2012)
- Volusia Bicycle & Pedestrian School Safety Review Studies (2005 to 2011)
- High Visibility Enforcement for Pedestrian Safety (2012 – 2014)
- Daytona Beach Shores Pedestrian Safety Study on SR A1A (2015)
- Walkability Audit (2012) Orange Ave. & Keech St. area
- Regional Trails Corridor Assessment (RTCA) (2015)

R2CTPO Public Awareness Efforts

Recently Completed

- The River to Sea TPO partnered with Brighthouse Media Strategies to air more than 1,350 Public Service Announcements (PSA's) promoting pedestrian safety and awareness.
- A separate PSA promoting Walking School Buses was also produced.
- Walk/Ride Safety DVD was produced by the TPO and is used in Volusia County Schools to promote walking and bicycling safety. This effort resulted in a Telly Award for the TPO.

R2CTPO Studies & Programs with a Pedestrian Safety/Complete Streets Component

- **US 17/SR 15 Multimodal Corridor Planning Study Phase II (August 2016)** – Included consideration of safety for pedestrians throughout the 41 mile corridor. Like the US 1 Corridor Study, this study identified character districts, and recommended a broad range of contextually appropriate improvements (sidewalks, crosswalks, traffic calming, etc.) for the enhanced safety and convenience of pedestrians.
- **US 1 Corridor Improvement Program Phase II (April 2014)** – Included consideration of safety for pedestrians throughout the 22 mile corridor. The study recognized a desire to better accommodate pedestrians generally throughout the corridor, but particularly in the more urban “character districts”. It identified sidewalk gaps where improvements are needed.
- **US 17 at Washington Avenue Intersection / Safety and Traffic Flow Improvement Study (July 2009)** – Included consideration of safety for pedestrians in the immediate vicinity of the Dewitt Taylor Middle-High School and Pierson Elementary School. Recommendations included new sidewalks and crosswalks.

Pedestrian Safety Best Practices

- Walk on a sidewalk or path when one is available.
- Be predictable. Cross streets at crosswalks or intersections when possible. This is where drivers expect pedestrians.
- Look left, right, left again and behind you before crossing the street and continue to look while crossing.
- Never step into an oncoming lane of traffic until you can see that no vehicle is approaching.
- Be visible. Wear bright colored clothing during the day, and wear reflective materials or use a flashlight at night.
- Stay alert. Don't be distracted by electronic devices that take your eyes and ears off the road.
- Avoid alcohol and drugs when walking.
- Thank drivers who yield to pedestrians.



**MEETING SUMMARY
CAC & TCC
APRIL 18, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

D. PRESENTATION AND DISCUSSION OF PROJECT APPLICATIONS RECEIVED FROM THE ANNUAL CALL FOR PROJECTS

Background Information:

Forty-nine (49) Priority Project applications had been received from 14 jurisdictions when the 2017 Call for Projects closed on March 31. These included:

- Bicycle/Pedestrian Projects - 12 for Implementation and 9 for Feasibility Study
- Transportation Operations, Safety & Local Initiatives projects – 10 for Implementation and 13 for Feasibility Study
- Transportation Planning Studies - 5

TPO staff will report on the general outcome and note any applications that may warrant special consideration or direction.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

**MEETING SUMMARY
CAC & TCC
APRIL 18, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

E. PRESENTATION AND DISCUSSION OF THE FLAGLER BICYCLE & PEDESTRIAN SCHOOL SAFETY REVIEW STUDIES (PART 2)

Background Information:

The purposes of the Flagler Bicycle and Pedestrian School Safety Review Studies are to:

- Increase mobility and safety for students who bicycle and/or walk to school
- Recommend safety improvement projects
- Support goals of the Florida Strategic Highway Safety Plan and Safe Routes to School National Partnership
- Support Safe Routes to School Initiatives
- Improve coordination, communication and involvement of Flagler County Schools, Flagler County, Palm Coast, FDOT, Flagler County Sheriff's Office and the River to Sea TPO

This project is Task 3.05 in the R2CTPO's FY 2016/17 and 2017/18 Unified Planning Work Program (UPWP). The studies are being performed by Kittelson & Associates, Inc. and are nearing completion. This presentation will focus on assessments for Belle Terre Elementary School, Buddy Taylor Middle School, Bunnell Elementary School, Indian Trails Middle School, Old Kings Elementary School and Wadsworth Elementary School.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

Flagler County Bicycle and Pedestrian School Safety Review Studies

Project Background and Progress

April, 2017



PROJECT BACKGROUND

Project Background

- Volusia County Schools have previously had Bicycle and Pedestrian School Safety Review Studies to identify projects to improve safety of students who walk or bike to school
 - 2007-2011
- The TPO is now moving forward with Flagler County elementary and middle schools
- Seven elementary and middle schools are included in this project



PROJECT UPDATE

Project Progress

- *Coordination meetings and field visits have been conducted for all seven Flagler County elementary and middle schools*
 - *Belle Terre Elementary School*
 - *Buddy Taylor Middle School*
 - *Bunnell Elementary School*
 - *Indian Trails Middle School*
 - *Old Kings Elementary School*
 - *Rymfire Elementary School*
 - *Wadsworth Elementary School*
- *Implementation and Assessment Report drafts have been submitted for stakeholder review*



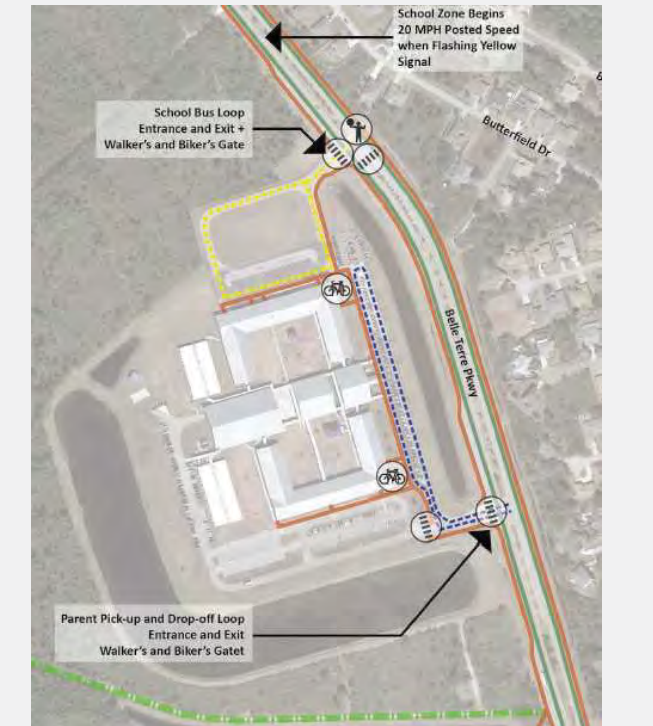
FIELD VISIT SUMMARIES

Field Visit: Belle Terre Elementary

Belle Terre Elementary School's Walk Zone Pick-up and Drop-off Circulation

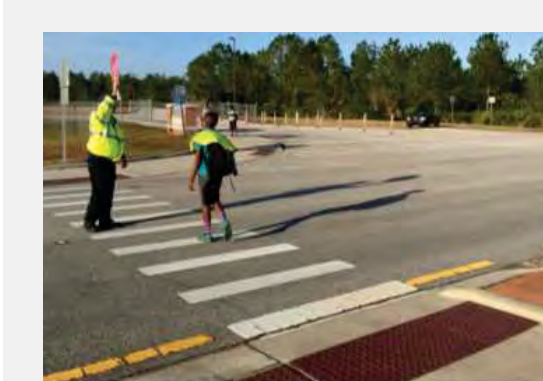


Pick-up and Drop-off Circulation



Field Visit: Belle Terre Elementary

Images from site visit

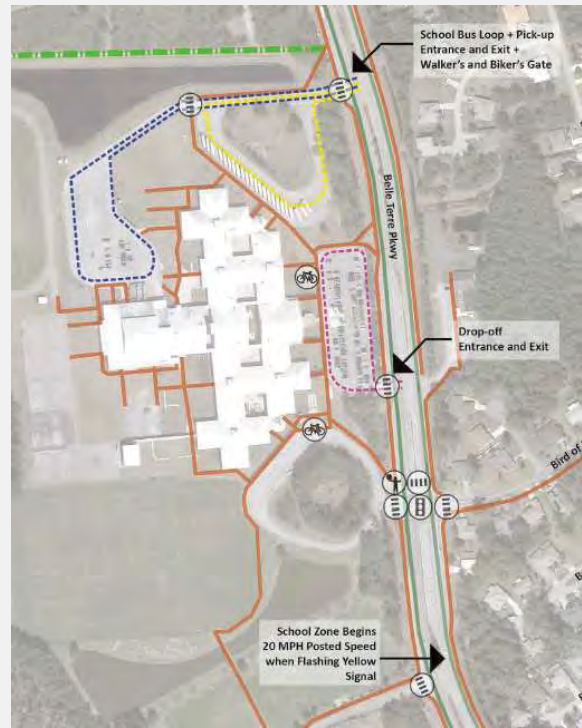


Field Visit: Indian Trails Middle School

Indian Trails Middle School's Walk Zone



Pick-up and Drop-off Circulation



Field Visit: Indian Trails Middle School

Images from site visit

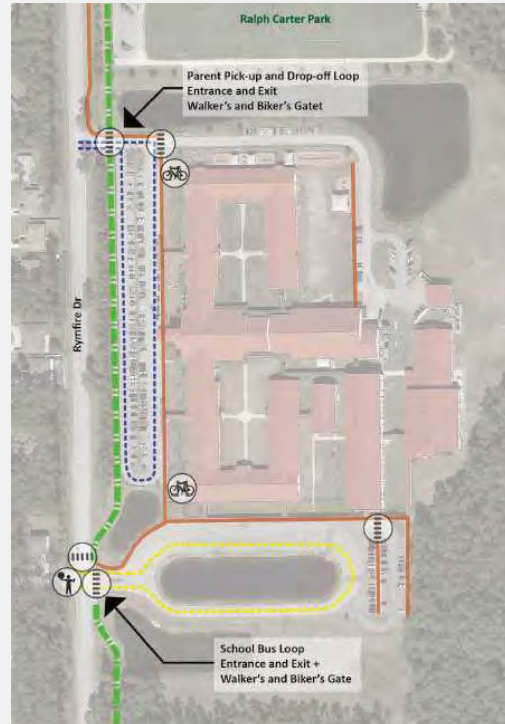


Field Visit: Rymfire Elementary School

Rymfire Elementary School's Walk Zone

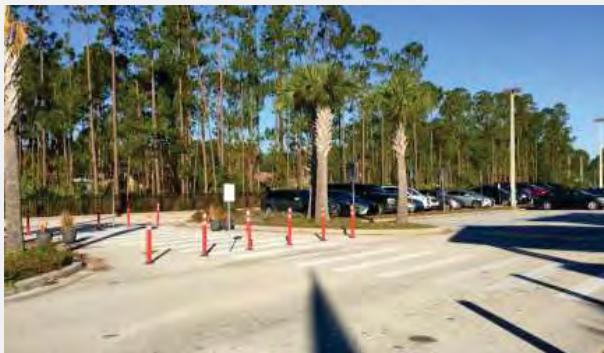


Pick-up and Drop-off Circulation



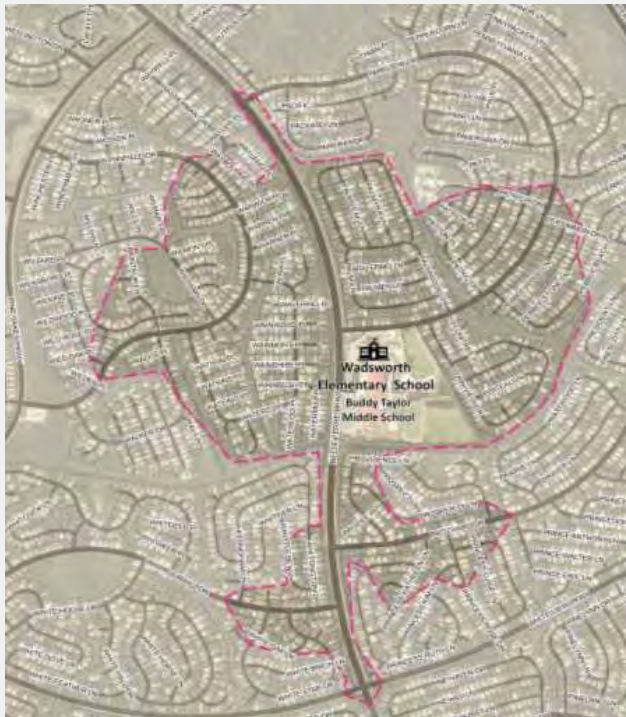
Field Visit: Rymfire Elementary School

Images from site visit



Field Visit: Wadsworth Elementary School

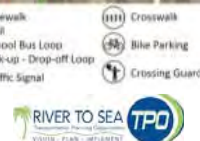
Wadsworth Elementary School's Walk Zone



Pick-up and Drop-off Circulation



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TRANSPORTATION ENGINEERING/PLANNING



RIVER TO SEA TPO
TRANSPORTATION PLANNING ORGANIZATION
VISION - PLAN - IMPLEMENT

Field Visit: Wadsworth Elementary School

Images from site visit

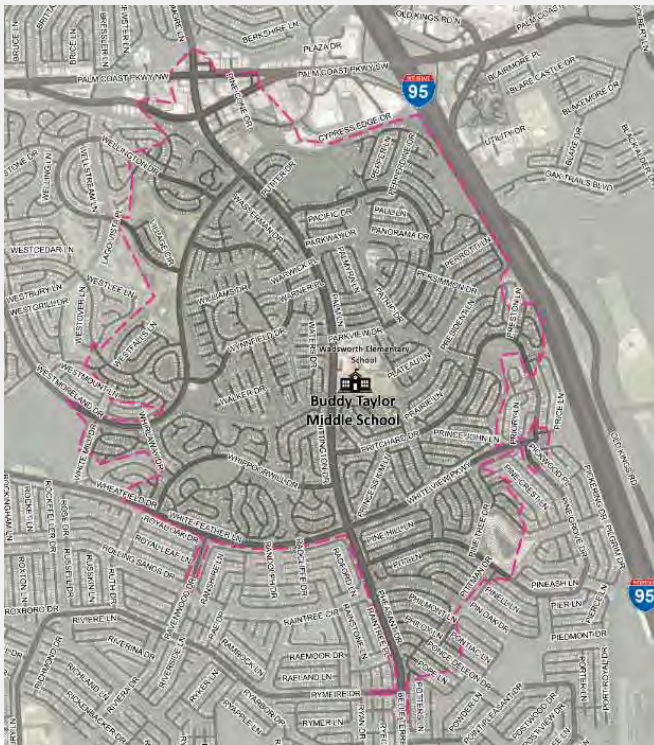


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TRANSPORTATION ENGINEERING/PLANNING

RIVER TO SEA TPO
TRANSPORTATION PLANNING ORGANIZATION
VISION - PLAN - IMPLEMENT

Field Visit: Buddy Taylor Middle School

Buddy Taylor Middle School's Walk Zone



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

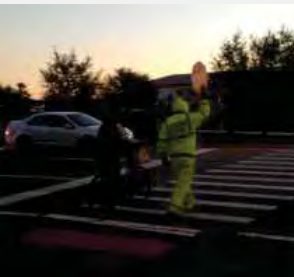
Pick-up and Drop-off Circulation



RIVER TO SEA TPO
TRANSPORTATION PLANNING ORGANIZATION
VISION · PLAN · IMPLEMENT

Field Visit: Buddy Taylor Middle School

Images from site visit



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

RIVER TO SEA TPO
TRANSPORTATION PLANNING ORGANIZATION
VISION · PLAN · IMPLEMENT

Field Visit: Bunnell Elementary School

Bunnell Elementary School's Walk Zone

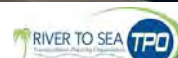


Pick-up and Drop-off Circulation



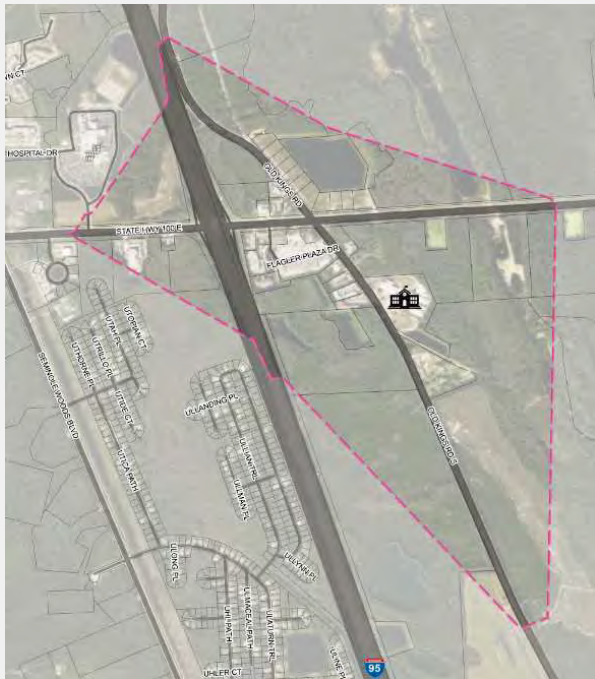
Field Visit: Bunnell Elementary School

Images from site visit



Field Visit: Old Kings Elementary School

Old Kings Elementary School's Walk Zone



Pick-up and Drop-off Circulation



Field Visit: Old Kings Elementary School

Images from site visit



GENERAL OBSERVATIONS

Interim Findings

Observation

- *Many of the observed problems stem from very long automobile queue lengths waiting to pick-up and drop off students (despite good management of queues by school officials)*
 - *Some queue paths measure over a half a mile and were described as taking nearly an hour to pass through*
 - *Cars were observed pulling up at unsanctioned locations to avoid queues*
 - *Students dropped at unsanctioned locations sometimes dash across the street to reach their schools*
 - *Queues spilled off of campus through crosswalks and into turn lanes*

Interim Findings

Recommendations related to long queues

- *Each school that has problems with unsanctioned drop-off areas should consider the following measures:*
 - *Programming to reduce the number of students*
 - *Walk and bike to school days*
 - *Bicycle and pedestrian education*
 - *Walking school bus programs*
 - *Carpooling, walking, and biking incentives*
 - *Measures to make parents/guardians more comfortable with their students walking and biking (to be determined as parent survey is processed)*
 - *Reorganization of the queues on campus to reduce waiting*

Interim Findings

Observation

- *“Collector” level streets that provide connectivity between neighborhoods and schools have nonexistent or incomplete sidewalks*
 - *These streets have higher traffic speeds and volumes than local streets, carry more pedestrian traffic*
 - *Due to their role in connecting neighborhoods to schools, they also have more pedestrians than local streets*
 - *Whippoorwill Drive is one such street that had a recent fatal pedestrian crash*

Interim Findings

Recommendations related to incomplete sidewalks on collector streets

- *Conduct sidewalk feasibility studies and complete the sidewalk network on these streets wherever possible*

Interim Findings

Observation

- *Local neighborhood streets typically do not have sidewalks within the study*
 - *Most students live on these streets and if they choose to walk or bike must start their trip riding or walking in the street itself*
 - *Traffic volumes and speeds are generally low on these streets*

Recommendations related to absent sidewalks on local neighborhood streets

- *Conduct a cost/benefit analysis among approaches to providing a safer way to walk and bike on these streets*
 - *Sidewalks*
 - *Explore Advisory Shoulder Pilot Program*

NEXT STEPS

Next Steps

- *Finalize Assessment and Implementation reports for all seven schools*



**MEETING SUMMARY
CAC & TCC
APRIL 18, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

F. PRESENTATION AND DISCUSSION OF RESILIENCY TO SEA LEVEL RISE, STORM SURGE AND COASTAL FLOODING


Background Information:

Resiliency to Sea Level Rise, Storm Surge and Coastal Flooding is a follow up to the Sea Level Rise Vulnerability Assessment adopted by the R2CTPO in September 2016. Volusia County Emergency Management, in partnership with the East Central Florida Regional Planning Council, FDOT, R2CTPO and the University of Florida Geoplan Center, received a Florida Department of Environmental Protection Coastal Partnership Initiative Grant to assess impacts sea level rise may have on the 100-year storm coastal flooding levels and extent. Modeling results were piloted through the Sea Level Rise Vulnerability Assessment through a coordinated review, training and analysis process. This project:

- Analyzed new impact areas resulting from the 100-year storm coastal flooding and storm surge based on sea level rise projections from the FDOT Sea Level Rise Sketch Planning Tool
- Conducted a quality assurance review of model outputs
- Identified implementation strategies and educational materials to enhance community resiliency
- Provided model training for local stakeholders



ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE




Resiliency to Sea Level Rise Storm Surge Coastal Flooding

CAC and TCC Meetings
April 18, 2017

Background



2016

- Sea Level Rise Vulnerability Assessment adopted by R2CTPO
- Conducted quality assurance review of model outputs
- Workshop on FDOT Sea Level Scenario Sketch Planning Tool provided to local stakeholders

2017

- Analyzed new impact areas resulting from 100-year storm coastal flooding + storm surge based on SLR projections
- Identified implementation strategies and educational materials to enhance community resiliency

Areas of Assessment

- Designated Evacuation Routes
- Parcel Infrastructure and Land Uses
- Shelters
- Transportation Facilities
- Public Works Facilities
- Emergency Management Centers
- Other Critical Facilities
- Other County/City Facilities



Coastal Flooding/Surge Modeling Methods

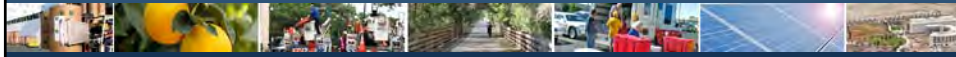
Coastal Flood Hazards Model

- Utilizes FEMA's methodology for developing Flood Insurance Rate Maps, where flood frequency and flood magnitude (or depth) are used to define flood hazard
- Relies on the 100-year Stillwater elevation and Stillwater depth to identify inland impacts of storm surge

Coastal Surge Model

- Couples storm surge and wave modeling functionality
- Develops an overall estimate of combined coastal wind and flood losses for a single hurricane event

Findings: Land Area and Flood Depth



Coastal Flood Extent Change by SLR Scenario and Year

Hazus-MH Coastal Flood Model Run	Max Flood Depth (Inches)	Max Flood Depth (Feet)	Increase (feet)	RSLR Feet
Base 100-year	129	10.75		0
100-year + 2040 Low SLR	168	14.00	3.25	0.37
100-year + 2070 Low SLR	171	14.25	3.50	0.59
100-year + 2100 Low SLR	174	14.50	3.75	0.82
100-year + 2040 Int SLR	171	14.25	3.50	0.57
100-year + 2070 Int SLR	178	14.83	4.08	1.14
100-year + 2100 Int SLR	186	15.50	4.75	1.86
100-year + 2040 High SLR	179	14.92	4.17	1.22
100-year + 2070 High SLR	198	16.50	5.75	2.85
100-year + 2100 High SLR	226	18.83	8.08	5.15

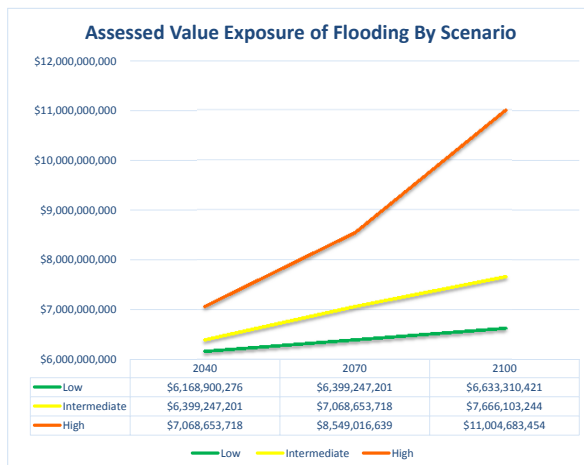
Findings: Land Use



Land Use Summary by Sea Level Rise Scenario

Land Use Summary of Parcels Vulnerable to Coastal Flooding from 100-Year Storm Influenced by Sea Level Rise									
			Residential	Commercial and Office	Vacant/Other	Industrial	Institutional	Agriculture	
		Base	89.4%	5.9%	0.9%	2.0%	1.6%	0.2%	Base
	LOW	2040	89.2%	6.0%	0.9%	2.0%	1.6%	0.2%	2040
		2070	89.4%	5.9%	0.9%	2.0%	1.6%	0.2%	2070
		2100	89.4%	6.0%	0.9%	1.9%	1.5%	0.2%	2100
	INTER	2040	89.4%	5.9%	0.9%	2.0%	1.6%	0.2%	2040
		2070	89.4%	6.0%	0.9%	1.9%	1.5%	0.2%	2070
		2100	89.4%	6.1%	1.0%	1.9%	1.5%	0.2%	2100
	HIGH	2040	89.4%	6.0%	0.9%	1.9%	1.5%	0.2%	2040
		2070	89.7%	6.0%	0.9%	1.9%	1.4%	0.2%	2070
		2100	90.8%	5.5%	0.8%	1.5%	1.2%	0.2%	2100

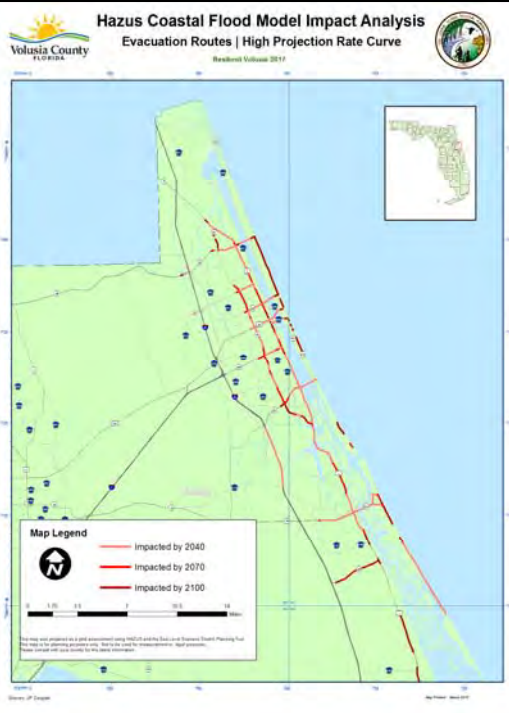
Findings: Financial Exposure



This table includes all parcels, built and unimproved

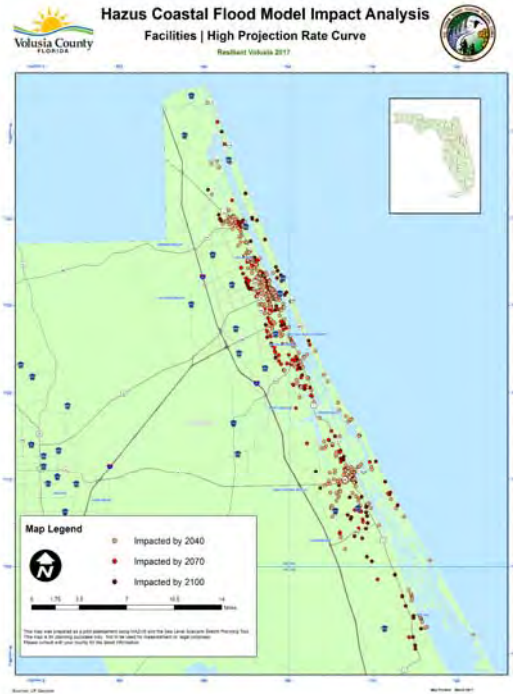
Findings: Evacuation Routes

Evacuation Route	Miles of Evacuation Routes Vulnerable to Coastal Flooding from 100-Year Storm Influenced by Sea Level Rise*								
	Low			Intermediate			High		
	2040	2070	2100	2040	2070	2100	2040	2070	2100
CR 4019 (PGA Blvd.)	1	1	1	1	1	1	1	1	2
CR A1A (Atlantic Ave./Turtlemeadow)	9	9	9	9	9	9	9	9	11
Interstate 4									
Interstate 95	4	4	4	4	4	4	4	4	4
S Peninsula Ave.	1	1	1	1	1	1	1	1	1
Flagler Ave.			<1			<1			<1
Silver Beach / Orange Ave.			<1			<1			<1
State Road 40	1	1	2	1	2	2	2	2	3
State Road 400			<1	<1	<1	1	1	2	2
State Road 421	1	1	1	1	1	1	1	2	2
State Road 430	1	1	2	1	2	2	2	2	2
State Road 44	2	2	2	2	3	3	3	3	3
State Road 442							1	3	
State Road 46									
State Road 5A	2	2	2	2	4	9	4	10	12
State Highway A1A (Atlantic Ave./Lytle Ave./Causeway)	2	2	2	2	2	2	2	2	8
US Highway 1	18	18	18	18	19	23	19	27	34
US Highway 92	2	2	2	2	2	2	2	2	3



Findings: Facilities

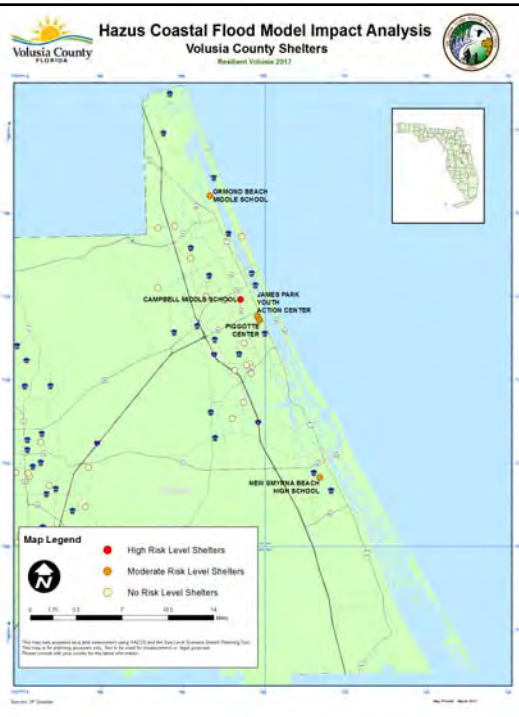
Critical Facility Type*	Facilities Vulnerable to Coastal Flooding from 100-Year Storm Influenced by Sea Level Rise									
	Low			Intermediate			High			210
	2040	2070	2100	2040	2070	2100	2040	2070	2100	210
Airports	2	2	3	2	3	3	3	3	3	5
Disaster Recovery Center			1		1	1	1	1	1	1
City Facilities (city hall, public works, community centers, etc.)	12	12	13	12	13	14	13	16	22	
County Facilities	9	10	10	10	11	11	11	12	17	
Electric Power Plant	1	1	1	1	1	1	1	1	1	1
Electric Substation	7	7	7	7	7	7	7	8	10	
Emergency Operations Center/EOC										3
Fuel Station	8	8	8	8	8	9	8	12	13	
Hazardous Materials Facility	44	44	45	44	47	56	48	60	67	
Law Enforcement	2	3	3	3	3	6	3	6	10	
State Government Facility	3	3	4	3	4	4	4	4	4	
Public Water Supply Plant	5	5	5	5	6	7	6	8	13	
Public Works	4	4	5	4	5	5	5	6	9	
Solid Waste Facility	8	8	8	8	8	10	8	13	15	
Transportation Facilities	7	7	7	7	7	7	7	7	8	
Wastewater Facility	8	8	8	8	8	10	8	13	15	



Findings: Shelters

The following shelters are vulnerable to coastal flooding from a 100-year storm event combined with sea level rise:

- Campbell Middle School
- NSB Middle School
- James Park Youth Action Center
- Piggotte Center
- Ormond Beach Middle School



Hurricane Dora Analysis



- Hurricane Dora (Category 3 storm that made landfall in St. Augustine in 1964) modeled for a baseline representation of historical storm surge
- Using Coastal Surge Model, SLR added to initial water levels to simulate Dora making landfall from higher sea levels

Strategies



Existing Plans

- Volusia County Local Mitigation Strategy Plan (LMS)
- Volusia County Floodplain Management Plan (FMP)

Strategic Approaches

- Retreat - limits and discourages development in vulnerable areas and plans for relocation or removing existing structures
- Accommodation - continues development but requires new standards and regulations
- Protection - strategies that protect people, infrastructure and property from sea level rise impacts often implemented through engineering solutions

Next Steps



- Adoption of Sea Level Rise/Storm Surge/Coastal Flooding Resiliency Report
- Development of a Resiliency Action Plan, including strategies for implementation and public engagement
- Incorporate transportation system resiliency and reliability into TPO plans and priorities, including the 2045 LRTP

**MEETING SUMMARY
CAC & TCC
APRIL 18, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

G. FDOT REPORT

Background Information:

Mr. Gene Ferguson, Florida Department of Transportation (FDOT), will be present to answer questions regarding projects on the FDOT Construction Status Report.

The Construction Status Report is provided for your information.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE



FDOT District 5 - DeLand Operations Office
 1650 N. Kepler Road , DeLand, FL 32724
 Phone (386) 740-3548 Fax (386) 736-5469
 DeLand Operations Engineer Ron Meade, P.E

Outside Consultant

In-House Construction

Maintenance

Project Status Report as of March 24, 2017

Volusia County						
I-4 WIDENING - SR 44 to East of I-95						
FIN #	408464-1-52-01					
CONTRACT #	E5R16					
DESIGN BUILD						
PROJECT DESCRIPTION: Interstate widening from four lanes to six lanes						
					TIME	COST
CONTRACTOR:	Condotte / DeMoya Group	LET DATE:	2/3/2012	ORIGINAL:	900	\$134,462,000.00
CCEI:	Parsons Brinkerhoff Inc.	NTP:	5/9/2012	CURRENT:	1,790	\$142,782,597.66
FED. AID #:	422501	TIME BEGAN:	5/9/2012	ELAPSED:	1,776	\$140,375,014.85
FUND TYPE	FAO	WORK BEGAN:	5/9/2012	% ORIGINAL:	197.33%	104.40%
DBE Achieved	10.25%	EST. COMPLETION:	Spring 2017	% TO DATE:	99.22%	98.31%
Current CPPR:	96%			LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ENGINEER		Steve Wigle, P.E.	C: 407.509.8541		wigle@pbworld.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Mike Atkins	C: 407.406.1218		matkins@metriceng.com	
CEI PROJECT ADMINISTRATOR		Barry Johnson	C: 407.947.7426 O: 386.873.0772		johnsonba@pbworld.com	
CONTRACTOR'S SUPERINTENDENT:		Grant Cool	C: 305.322.5597 O: 386.873.0770		grant.cool@demoya.com	
FDOT PROJECT MANAGER:		Brad Bauknecht, P.E.	C: 386.846.4149 Alt 386.748.6502		tyler.malmborg@dot.state.fl.us	
SENIOR ROADWAY INSPECTOR:		Jay Johnson	C: 321.229.9821			
SENIOR BRIDGE INSPECTOR:						
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Grant Cool	C: 305.322.5597 O: 386.873.0770		grant.cool@demoya.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Wade Knowlton	C: 305.338.8027			
MEETING SCHEUDLE: Thursday 1:30 p.m. at the Field Office						

Volusia County						
SR 400 (I-4) RESURFACING ST. JOHN'S RIVER BRIDGE TO SAXON BOULEVARD						
FIN #	432455-1-52-01					
CONTRACT #	T5542					
LUMP SUM						
PROJECT DESCRIPTION: Milling and resurfacing of I-4 from east end of St. John's River Bridge to just west of Saxon Boulevard, including ramps at Exit 108						
					TIME	COST
CONTRACTOR:	Ranger Construction Industries	LET DATE:	10/28/2015	ORIGINAL:	260	\$6,389,000.00
CCEI:	Mehta and Associates Inc.	NTP:	12/29/2015	CURRENT:	405	\$6,567,625.98
FED. AID #:	0042 270 I	TIME BEGAN:	2/27/2016	ELAPSED:	387	\$5,506,885.73
FUND TYPE	CLS	WORK BEGAN:	2/27/2016	% ORIGINAL:	148.85%	86.19%
DBE Achieved	4.54%	EST. COMPLETION:	Spring 2017	% TO DATE:	95.56%	83.85%
Current CPPR	96			LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ADMINISTRATOR		Kerry Worrell, P.E.	O: 407.657.6662 C: 321.239.7308		kworrell@mehtaeng.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Chris Kochis	O: 407.754.6425 C: 386.690.9690		ckochis@mehtaeng.com	
CONTRACTOR'S PROJECT MANAGER:		Juan Arce	C: 407.948.4553		juan.arce@rangerconstruction.com	
CONTRACTOR'S SUPERINTENDENT:		Terry Overcash	C: 863.559.1206		terry.overcash@rangerconstruction.co	
FDOT PROJECT MANAGER:		Glenn Raney	O: 386.740.3524 C: 386.846.4862		michael.raney@dot.state.fl.us	
SENIOR PROJECT ENGINEER:		Anu Shah, P.E.	O: 407.657.8662 C: 850.341.6114		ashah@mehtaeng.com	
SENIOR INSPECTOR:		Alan Forget	C: 321.377.5848		aforget@mehtaeng.com	
RESIDENT ASPHALT SPECIALIST		Chris McKenzie	C: 386-290-9301		chrisopher.mckenzie@atkinsglobal.com	
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Juan Arce	C: 407.948.4553		juan.arce@rangerconstruction.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Trent Dion	C: 386.527.3436		trentdion@rangerconstruction.com	
MEETING SCHEUDLE: Tuesdays 10:30 a.m., Mehta & Associates, 1 Purlieu Place, Suite 100, Winter Park						

Project Status Report as of March 24, 2017

Volusia County						
I-95, I-4, US 92 SYSTEM TO SYSTEM INTERCHANGE						
FIN #	242715-2-52-01					
CONTRACT #	E5W26					
DESIGN BUILD						
PROJECT DESCRIPTION: Widening of I-95 from four to six lanes, complete reconstruction of the I-4/SR 400 and US 92 interchanges, reconstruction of Bellevue Bridge, improvements to SR 400, US 92, Bellevue Road and Tomoka Farms Road						
					TIME	COST
CONTRACTOR:	Archer Western Contractors LLC	LET DATE:	9/05/2014	ORIGINAL:	1,100	\$204,975,000.00
CCEI:	Jacobs Engineering Group	NTP:	11/25/2014	CURRENT:	1,280	\$204,975,000.00
FED. AID #:	0954-140-1	TIME BEGAN:	11/25/2014	ELAPSED:	846	\$127,065,200.00
FUND TYPE	Federal	WORK BEGAN:	11/25/2014	% ORIGINAL:	76.91%	61.99%
DBE Achieved	3.43%	EST. COMPLETION:	Spring 2018	% TO DATE:	66.09%	61.99%
Current CPPR:	100			LIQ. DAMAGES:	0	
CONTACT			PHONE		EMAIL	
CEI SENIOR PROJECT ADMINISTRATOR		Robert Parker	C: 904.449.0923 O: 386.333.9537		robert.parker@jacobs.com	
CEI PROJECT ADMINISTRATOR		David Bowden	C: 407.873.1905 O: 386.333.9538		dbowden@go-iei.com	
CONTRACT SUPPORT SPECIALIST (CSS)		Catherine Abernethy	C: 407.335.6390 O: 386.333.9537		catherine.abernethy@jacobs.com	
CONTRACTOR'S PROJECT MANAGER:		Jeff Hutchinson, P.E.	C: 904.669.8931 O: 386.333.9575		jhutchinson@walshgroup.com	
CONTRACTOR'S ASST PROJECT MANAGER		Eric Jones	C: 504.202.5340 O: 813.489.4128		eejones@walshgroup.com	
CONTRACTOR'S ASST PROJECT MANAGER		Jaime Venegas	C: 817.721.5071 O: 386.333.9576		jvenegas@walshgroup.com	
FDOT PROJECT MANAGER:		Bradley Bauknecht, P.E.	C: 386.290.6844 O: 386.740.3519		bradley.bauknecht@dot.state.fl.us	
SENIOR PROJECT ENGINEER:						
SENIOR INSPECTOR:		Tony Phillips	C: 904.626.0076 O: 386.333.9537		tony.phillips@jacobs.com	
SENIOR INSPECTOR:		Jose Medina	C: 386.804.2403 O: 386.333.9537		jose.medina@jacobs.com	
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406		jim.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Jeff Hutchinson, P.E.	C: 904.669.8931 O: 386.333.9575		jhutchinson@walshgroup.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Jason Roberts	C: 386.916.4439 O: 386.333.9575		jroberts@walshgroup.com	
MEETING SCHEUDLE: Tuesday 9:30 a.m., Field Office, 735 Fentress Blvd.						

VOLUSIA						
SR 5/US 1 Resurfacing Oak Hill-Edgewater						
FIN #	430678-1-52-01					
CONTRACT #	T5563					
Construction Pay Item						
PROJECT DESCRIPTION: Resurfacing from South Street in Oak Hill to Magnolia Ave/Shangri-La Circle in Edgewater. Also includes new sidewalks, drainage and signal improvements.						
					TIME	COST
CONTRACTOR:	P&S Paving Inc.	LET DATE:	6/15/2016	ORIGINAL:	480	\$10,074,300.00
FED. AID #:	4857054P	NTP:	8/11/2016	CURRENT:	517	\$10,109,055.06
FUND TYPE		TIME BEGAN:	8/15/2016	ELAPSED:	220	\$3,862,155.56
DBE Achieved	1.20%	WORK BEGAN:	8/15/2016	% ORIGINAL:	45.83%	38.34%
Current CPPR:	100	EST. COMPLETION:	12/30/2017	% TO DATE:	42.55%	38.20%
				LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Dwight Grube	C: 386.846.4587 O: 386.740.3482		dwightgrube@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ernie Saltar	O: 386.740.3416		ernesto.saltar@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Brian Davidson	C: 386.566.0551		bdavidson@pandspavinginc.com	
CONTRACTOR'S SUPERINTENDENT:		John Dunlap	C: 386.214.8896		jd@pandspavinginc.com	
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		Jessy Hefflin	C: 407.973.6510		jhefflin@go-iei.com	
ADD'L SENIOR INSPECTOR		Kamlesh Suthar	C: 863.399.0304		ksuthar@pics-llc.com	
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406		james.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		John Dunlap	C: 386.214.8896		jd@pandspavinginc.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Brian Davidson	C: 386.566.0551		bdavidson@pandspavinginc.com	
MEETING SCHEDULE:						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of March 24, 2017

VOLUSIA						
SR 40 from Interchange Boulevard to I-95 South Ramp						
FIN #	434455-1-52-01					
CONTRACT #	E5Y32					
Construction Pay Item						
PROJECT DESCRIPTION: Widen and lengthen the right turn lane from SR 40 to the I-95 SB ramp						
					TIME	COST
CONTRACTOR:	Blacktip Services Inc.	LET DATE:	8/02/2016	ORIGINAL:	120	\$622,133.25
FED. AID #:		NTP:	10/07/2016	CURRENT:	178	\$622,133.25
FUND TYPE		TIME BEGAN:	11/4/2016	ELAPSED:	137	\$522,278.03
DBE Achieved	0.81%	WORK BEGAN:	11/7/2016	% ORIGINAL:	114.17%	83.95%
Current CPPR:	94	EST. COMPLETION:	4/27/2017	% TO DATE:	76.97%	83.95%
				LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Dwight Grube	C: 386.846.4587 O: 386.740.3482		dwight.grube@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Billy Rose	C: 954.303.4593		billy@blacktip.us	
CONTRACTOR'S SUPERINTENDENT:		Dusty Baumgarther	C: 239.601.1536		dusty@blacktip.us	
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		Kristina Widup	C: 561.385.6358		kristina.widup@rsandh.com	
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:		Charles Woods	O: 386.740.3541 C: 386.847.3700		charles.woods@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Billy Rose	C: 954.303.4593		billy@blacktip.us	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Gina Spencer	C: 954.324.5300		blacktipemail@yahoo.com	
MEETING SCHEDULE:						
FLAGLER						
SR 20/100 Milling and Resurfacing from West of Bunnell to SR 5/US 1						
FIN #	432346-1-52-01					
CONTRACT #	E5Y63					
Construction Pay Item						
PROJECT DESCRIPTION: Mill and resurface SR 20/SR 100 from west of Bunnell City limits to SR 5/US 1 with minor safety upgrades.						
					TIME	COST
CONTRACTOR:	Cheyenne Associates Inc.	LET DATE:	10/04/2016	ORIGINAL:	90	\$862,770.36
FED. AID #:	N/A	NTP:	11/29/2016	CURRENT:	106	\$862,770.36
FUND TYPE	CPI	TIME BEGAN:	1/3/2017	ELAPSED:	75	\$406,281.14
DBE Achieved	0.00%	WORK BEGAN:	1/9/2017	% ORIGINAL:	83.33%	47.09%
Current CPPR:	98	EST. COMPLETION:	4/19/2017	% TO DATE:	70.75%	47.09%
				LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Glenn Raney	C:386.846.4862 O: 386.740.3524		michael.raney@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Jeff Hansen	C: 708.254.5333		jhansen@cai-fl.com	
CONTRACTOR'S SUPERINTENDENT:		Gary Wingate	O: 352.544.2723 C: 727.271.6441		gwingate@cai-fl.com	
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		Paul Stacks	C: 863-243-9440		paul.stacks@aecom.com	
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406		james.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Gary Wingate	O: 352.544.2723 C: 727.271.6441		gwingate@cai-fl.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Jeff Hansen	C: 708.254.5333		jhansen@cai-fl.com	
MEETING SCHEDULE:						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of March 24, 2017

VOLUSIA						
SR 40 (Granada Boulevard) Bridge Pier Repair over the Halifax River						
FIN #	436937-1-52-01					
CONTRACT #	E5Y33					
Construction Lump Sum						
PROJECT DESCRIPTION: Repairs to Pier 8 crash wall of bridge No. 790132 in Ormond Beach						
					TIME	COST
CONTRACTOR:	CMA Corporation	LET DATE:	9/07/2016	ORIGINAL:	250	\$1,750,000.00
FED. AID #:		NTP:	11/14/2016	CURRENT:	250	\$1,750,000.00
FUND TYPE		TIME BEGAN:	2/27/2017	ELAPSED:	36	\$85,000.00
DBE Achieved	0.00%	WORK BEGAN:	3/27/2017	% ORIGINAL:	14.40%	4.86%
Current CPPR:	98	EST. COMPLETION:	11/04/2017	% TO DATE:	14.40%	4.86%
				LIQ. DAMAGES:		
Work to Begin 3/27/2017						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Rick Coe	C: 386.527.3831 O: 386.740.3490		frederick.coe@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Armando Cardona Jr.	C: 786.586.0597		acardonajr@cmacorporation.net	
CONTRACTOR'S SUPERINTENDENT:		Robert Bell	C: 305.923.0508			
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		Churck Crossman	C: 407.427.8027		crossman@etmnc.com	
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:		Chris Eckert	O: 386.740.3463 C: 386.801.5505		chris.eckert@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Armando Cardona Jr.	C: 786.586.0597		acardonajr@cmacorporation.net	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Robert Bell	C: 305.923.0508			
MEETING SCHEDULE:						

VOLUSIA						
SR 46 Bridge Deck Epoxy/Flint Rock Overlay (Bridge No. 790030)						
FIN #	437448-1-52-01					
CONTRACT #	E5Y37					
Lump Sum Contract						
PROJECT DESCRIPTION: SR 46 bridge deck overlay of bridge #790030 over the St. John's River Bridge, with milling and resurfacing of east bridge approach						
					TIME	COST
CONTRACTOR:	Oceaneer Consulting LLC	LET DATE:	12/06/2016	ORIGINAL:	85	\$339,868.20
FED. AID #:	N/A	NTP:	2/15/2017	CURRENT:	85	\$339,868.20
FUND TYPE	CLS	TIME BEGAN:	2/15/2017	ELAPSED:	5	\$17,010.00
DBE Achieved	0.00%	WORK BEGAN:	2/15/2017	% ORIGINAL:	5.88%	5.00%
Current CPPR:		EST. COMPLETION:	5/10/2017	% TO DATE:	5.88%	5.00%
				LIQ. DAMAGES:		
Work to Begin 3/27/2017						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Glenn Raney	C:386.846.4862 O: 386.740.3524		michael.raney@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ernie Saltar	O: 386.740.3416		ernesto.saltar@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Christian Villegas	C: 321.604.1371		christian@oceaneer.us	
CONTRACTOR'S SUPERINTENDENT:		Edwin Aponte	C: 954.328.3477			
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		Prince Dorvilus	C: 407.276.5810		pdorvilus@pics-llc.com	
ADD'L SENIOR INSPECTOR		N/A				
MAINTENANCE CONTACT:		Chris Eckert	O: 386.740.3463 C: 386.801.5505		chris.eckert@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Christian Villegas	C: 321.604.1371		christian@oceaneer.us	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Edwin Aponte	C: 954.328.3477			
MEETING SCHEDULE: TBD						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of March 24, 2017

VOLUSIA						
SR 600 and SR 472 Resurfacing						
FIN #	432441-1-52-01 & 432441-2-52-01					
CONTRACT #	T5560					
Lump Sum Contract						
PROJECT DESCRIPTION: SR 600/US 92 from Woodland to Alabama, reconstruct turn lanes, mill & resurface; SR 472 from MLK Jr. Beltway to Graves Avenue mill & resurface of travel lanes and ramps at I-4 interchange						
					TIME	COST
CONTRACTOR:	P&S Paving Inc.	LET DATE:	4/27/2016	ORIGINAL:	200	\$2,552,653.92
FED. AID #:	3441031P	NTP:	6/22/2016	CURRENT:	246	\$2,681,573.81
FUND TYPE	CLS	TIME BEGAN:	7/18/2016	ELAPSED:	236	\$2,630,223.65
DBE Achieved	5.21%	WORK BEGAN:	7/18/2016	% ORIGINAL:	118.00%	103.04%
Current CPPR:	97	EST. COMPLETION:	3/10/2017	% TO DATE:	95.93%	98.09%
				LIQ. DAMAGES:	0	
Project Final Accepted						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Glenn Raney	C:386.846.4862 O: 386.740.3524		michael.raney@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Brian Davidson	C: 386.566.0551		bdavidson@pandspavinginc.com	
CONTRACTOR'S SUPERINTENDENT:		John Dunlap	C: 386.214.8896		jd@pandspavinginc.com	
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:						
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:		Jim Read	C: 386.801.5584 O: 386.740.3406		james.read@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Scott Sheridan	C: 386.212.8555		scottsheridan@pandspavinginc.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		John Dunlap	C: 386.214.8896		jd@pandspavinginc.com	
MEETING SCHEDULE:						

VOLUSIA						
SR 441 (S. Peninsula Drive) Pipe Lining and Repair						
FIN #	427986-1-72-10					
CONTRACT #	E5T55					
Maintenance Pay Item						
PROJECT DESCRIPTION: Desilt, video and line drainage pipes, repair concrete inlet caps, replace drainage pipe US 92 and SR A1A						
					TIME	COST
CONTRACTOR:	Evans Contracting Services Inc.	LET DATE:	3/01/2016	ORIGINAL:	220	\$1,831,436.50
FED. AID #:		NTP:	5/10/2016	CURRENT:	293	\$1,857,612.37
FUND TYPE		TIME BEGAN:	5/24/2016	ELAPSED:	262	\$1,354,311.87
DBE Achieved	0%	WORK BEGAN:	5/24/2016	% ORIGINAL:	119.09%	73.95%
Current CFPR:	86	EST. COMPLETION:	Spring 2017	% TO DATE:	89.42%	72.91%
				LIQ. DAMAGES:		
Maintenance Contract - Update as of February invoice						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Ernie Saltar	O: 386.740.3416		ernesto.saltar@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST		Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Clint McKee	C: 904.485.0158		clintevanscontracting@gmail.com	
CONTRACTOR'S SUPERINTENDENT:		Geoff Perry	C: 904.588.4302		geoffperry1955@gmail.com	
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR ROADWAY INSPECTOR:		Mallie Hunt	C: 407.509.2042		mhunt@pics-llc.com	
SENIOR BRIDGE INSPECTOR (if applicable):						
MAINTENANCE CONTACT:		Rick Snow	O: 386.740.3414		rick.snow@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Geoff Perry	C: 904.588.4302		geoffperry1955@gmail.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Clint McKee	C: 904.485.0158		clintevanscontracting@gmail.com	
MEETING SCHEDULE: Wednesdays as needed on site						



Outside Consultant
In-House Construction
Maintenance

Project Status Report as of March 24, 2017

VOLUSIA						
SR 600/US 92 Pipe Lining and Repair						
FIN #	427986-1-72-12					
CONTRACT #	E5T89					
Maintenance Pay Item						
PROJECT DESCRIPTION: Desilt, video and line drainage pipes, repair concrete inlet caps, between Nova Road and SR A1A.						
					TIME	COST
CONTRACTOR:	Evans Contracting Services Inc.	LET DATE:	9/07/2016	ORIGINAL:	180	\$1,077,875.00
FED. AID #:		NTP:	11/06/2016	CURRENT:	198	\$1,077,875.00
FUND TYPE		TIME BEGAN:	11/20/2016	ELAPSED:	120	\$301,207.50
DBE Achieved	0%	WORK BEGAN:	11/21/2016	% ORIGINAL:	66.67%	27.94%
Current CFPR:	98	EST. COMPLETION:	6/5/2017	% TO DATE:	60.61%	27.94%
				LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Rick Coe	C: 386.527.3831 O: 386.740.3490		frederick.coe@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST		Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Clint McKee	C: 904.485.0158		clintevanscontracting@gmail.com	
CONTRACTOR'S SUPERINTENDENT:		Sylvan Taylor	C: 904.353.2486			
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR ROADWAY INSPECTOR:		Alan Forget	C: 321.377.5848		aforget@mehtaeng.com	
SENIOR BRIDGE INSPECTOR (if applicable):						
MAINTENANCE CONTACT:		Charles Woods	O: 386.740.3541 C: 386.847.3700		charles.woods@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Clint McKee	C: 904.485.0158		clintevanscontracting@gmail.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Brian Frey	C: 904.203.3147			
MEETING SCHEDULE: Wednesdays as needed on site						

VOLUSIA						
US 17/92 Pipe Cleaning, Lining and Video Inspection						
FIN #	427986-1-72-11					
CONTRACT #	E5T88					
Maintenance Pay Item						
PROJECT DESCRIPTION: Desilt, video and line drainage pipes, repair concrete inlet caps, between US 92 and Beresford Avenue						
					TIME	COST
CONTRACTOR:	Shen-Line, LLC	LET DATE:	10/04/2016	ORIGINAL:	180	\$1,008,407.50
FED. AID #:		NTP:	11/20/2016	CURRENT:	180	\$1,008,407.50
FUND TYPE		TIME BEGAN:	12/4/2016	ELAPSED:	106	
DBE Achieved	0%	WORK BEGAN:	2/13/2017	% ORIGINAL:	58.89%	0.00%
Current CFPR:	96	EST. COMPLETION:	7/13/2017	% TO DATE:	58.89%	0.00%
				LIQ. DAMAGES:		
Work to Begin 3/27/2017						
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Rick Coe	C: 386.527.3831 O: 386.740.3490		frederick.coe@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST		Denise Druding	O: 386.740.3430		denise.druding@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Louis Woska	C: 386.479.8318			
CONTRACTOR'S SUPERINTENDENT:		Garrett Kulp				
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR ROADWAY INSPECTOR:		TBD				
SENIOR BRIDGE INSPECTOR (if applicable):						
MAINTENANCE CONTACT:		Charles Woods	O: 386.740.3541 C: 386.847.3700		charles.woods@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Louis Woska	C: 386.479.8318		l.woska@shenandoahconstruction.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Clint McKee	C: 904.485.0158		clintevanscontracting@gmail.com	
MEETING SCHEDULE: Wednesdays as needed on site						



Project Status Report as of March 24, 2017

VOLUSIA						
Pipe Cleaning, Lining, Repair and Video Inspection - Various Roads, Volusia County						
FIN #	429179-1-72-04					
CONTRACT #	E5T90					
Maintenance Pay Item						
PROJECT DESCRIPTION: Storm drain desilting, video inspection, lining and replacement on SR 15A, SR 5A, SR 430 and SR 44						
					TIME	COST
CONTRACTOR:	Envirowaste Services Group, Inc.	LET DATE:	12/06/2016	ORIGINAL:	250	\$1,085,190.00
FED. AID #:	N/A	NTP:	2/12/2017	CURRENT:	250	\$1,085,190.00
FUND TYPE		TIME BEGAN:	2/26/2017	ELAPSED:	22	\$59,676.10
DBE Achieved	0%	WORK BEGAN:	2/27/2017	% ORIGINAL:	8.80%	5.50%
Current CPPR:	100	EST. COMPLETION:	Late 2017	% TO DATE:	8.80%	5.50%
				LIQ. DAMAGES:		
CONTACT			PHONE		EMAIL	
PROJECT ADMINISTRATOR		Rick Coe	C: 386.527.3831 O: 386.740.3490		frederick.coe@dot.state.fl.us	
CONTRACT SUPPORT SPECIALIST (CSS)		Ernie Saltar	O: 386.740.3416		ernesto.saltar@dot.state.fl.us	
CONTRACTOR'S PROJECT MANAGER:		Cathy Oliphant	C: 407.276.0517		cathy.oliphantesg@gmail.com	
CONTRACTOR'S SUPERINTENDENT:		Cesar Maldonado	C: 813.270.0132		cesar.maldonado@envirowastesg.com	
CONSTRUCTION ENGINEER		Paul Wabi, P.E.	C: 386.279.5504 O: 386.740.3594		paul.wabi@dot.state.fl.us	
SENIOR INSPECTOR:		Tom Barry	C: 561.301.4509		tbarry@mehtaeng.com	
ADD'L SENIOR INSPECTOR						
MAINTENANCE CONTACT:		Charles Woods	O: 386.740.3541 C: 386.847.3700		charles.woods@dot.state.fl.us	
24 HR CONTRACTOR EMERGENCY CONTACT:		Cesar Maldonado	C: 813.270.0132		cesar.maldonado@envirowastesg.com	
ALT. 24 HR CONTRACTOR EMERGENCY CONTACT:		Cathy Oliphant	C: 407.276.0517		cathy.oliphantesg@gmail.com	
MEETING SCHEDULE:						

LANDSCAPE PROJECTS CURRENTLY IN ESTABLISHMENT PERIOD

VOLUSIA			
I-4 / Saxon Boulevard Interchange Landscaping			
FIN #	435469-2-52-01	Contract Days: 951	Days Elapsed: 205
CONTRACT #	E5Y26	Present Amount: \$827,000	Paid to Date: \$620,920
VOLUSIA			
I-4 / SR 44 Interchange Landscaping			
FIN #	435469-3-52-01	Contract Days: 907	Days Elapsed: 171
CONTRACT #	E5Y19	Present Amount: \$798,477.26	Paid to Date: \$630,715.22
VOLUSIA			
I-95/US 1 Interchange Landscaping			
FIN #	435469-1-52-01	Contract Days: 876	Days Elapsed: 158
CONTRACT #	E5W92	Present Amount: \$907,950.50	Paid to Date: \$802,691.93



Outside Consultant
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Volusia/Flagler County Project Status Update as of March 24, 2017

The following is a brief status update on major FDOT road construction projects in Volusia and Flagler counties as of the February cutoff. The next cutoff date is March 19, 2017. Information is also available on www.cflroads.com.

Interstate Projects

- **408464-1-52-01 -- I-4 Widening – from SR 44 to East of I-95**
 - Contract: E5R16
 - All travel lanes are open.
 - Contractor is completing final items.
 - Project completion is expected in April.
- **242715-2-52-01 -- I-95 Widening, I-4, US 92 System to System Interchange**
 - Contract: E5W26
 - Work Began: November 2014
 - Estimated Completion: Spring 2018
 - Traffic shift occurred at SR 421 in early March. Southbound traffic now on inside lanes and over newly constructed bridge at Spruce Creek.
 - Demolition of old Spruce Creek bridges to begin.
 - Contractor working to earn bonus by completing all contract work from just south of SR 400 to SR 44 by late June.
- **432455-1-52-01 -- SR 400 / I-4 Resurfacing between St. John's River Bridge and Saxon Boulevard**
 - Contract: T5542
 - Work Began: February 2016
 - Estimated Completion: By end of April 2017.
 - Paving resumed. The friction course (FC 5) requires paving temperatures above 65 degrees, which resulted in some delays.

Other Current Projects:

- **434455-1-52-01 – SR 40 from Interchange Blvd. to I-95 SB ramp, turn lane improvements, including drainage improvements**
 - Contract: E5Y32
 - Work Began: Nov. 7, 2016
 - Paving completed.
 - Final acceptance expected by end of April.
- **430678-1-52-01 – Resurfacing US 1 from South Street in Oak Hill to Magnolia Ave/Shangri-La Circle in Edgewater**
 - Contract: T5563
 - Work Began: August 2016
 - Estimated Completion: Early 2018
 - Contractor working on drainage and placing the new sidewalk.
 - Paving has resumed.
- **432346-1-52-01 – SR 20/SR 100 milling and resurfacing from west of City of Bunnell limits to SR 5/US 1**
 - Contract: E5Y63
 - Work Began: Jan. 9, 2017
 - Estimated Completion: April 2017
 - Project progressing to finish on schedule.
- **437448-1-52-01 -- SR 46 Bridge Deck Overlay – Bridge No. 790030 over the St. John's River just east of Little Big Econ State Park**
 - Contract: E5Y37
 - Work Began: march 27, 2017
 - Estimated Completion: May 2017
 - Work requires single lane closure with flagging operations Monday – Friday from 7 a.m. – 7 p.m.
- **436937-1-52-01 -- SR 40 (Granada Boulevard) Bridge Pier Repair – Bridge No. 790132 over the Halifax River.**
 - Contract: E5Y33
 - Work Began: March 27, 2017
 - Estimated Completion: Late 2017
 - Workers expected to begin building the coffer dam in early April. The channel will remain open.

**MEETING SUMMARY
CAC & TCC
APRIL 18, 2017**

V. PRESENTATIONS, STATUS REPORTS AND DISCUSSION ITEMS

H. VOLUSIA AND FLAGLER COUNTY CONSTRUCTION REPORTS

Background Information:

The staff from Volusia County Traffic Engineering and Flagler County Traffic Engineering will present an update on the county projects that are either under construction or close to being ready for construction. The Volusia County Construction Report is provided for your review. The Flagler County Construction Report will be provided under separate cover.

ACTION REQUESTED:

NO ACTION REQUIRED UNLESS OTHERWISE DIRECTED BY THE COMMITTEE

Volusia County Construction Report – MARCH 2017*

Recently Completed within the last 6 months:

- 1) ECRRT - Segment 6 Trail (Cow Creek to Dale St.)
- 2) Spring to Spring Trail (Blue Springs Park to Detroit Terrace)
- 3) Pioneer Trail Curve Realignment at Turnbull Bay Rd.
- 4) Beville Road/Airport Business Park (Pelican Bay) Signal (includes fire preemption)
- 5) Doyle Rd. (Courtland Bl. to SR 415) – Paved shoulders
- 6) Howland Blvd. 4-lane widening (Courtland Bl. to SR 415)
- 7) S. Williamson Blvd. Ext. 4-lane widening (Pioneer Tr. to Airport Rd.)
- 8) Plymouth Ave. Sidewalk (from E. of Hazen Rd. to W. of SR 15A)
- 9) Atlantic Ave. Sidewalk (Major Ave. to Marcelle Ave.)

Under Construction or Advertised for Construction:

- 1) Veterans Memorial Bridge (Orange Ave.) – Under construction
- 2) LPGA Blvd 4-lane widening (Jimmy Ann Dr. to Derbyshire)– Under construction
- 3) Turnbull Bay Bridge —Contract Awarded
- 4) Doyle Road paved shoulders (Providence Blvd to Saxon Blvd) – Under Construction
- 5) Spring to Spring Trail - Grand Ave. (Lemon St. to King St.) – Advertised for Construction

Near Construction Projects:

Design Projects:

- 1) ECRRT Segment 5 (Brevard County Line to Cow Creek Rd.) – Design/Build – Design underway
- 2) ECRRT – Segment 4B (Gobblers Lodge to Maytown Spur) – Design/Build - Design underway
- 3) Tenth St 4-lane widening (Myrtle to US 1) – Waiting for Railroad and interlocal agreements.
- 4) ECRRT – Segment 4A (Guise Rd. to Gobblers Lodge) - ROW LAP funded 2013/14, Const. 2017/18
- 5) Spring to Spring Trail Segment 3A (Detroit Terrace to Rob Sullivan Park) – Design funded 2016/17, Construction FY 2017/18
- 6) Spring to Spring Trail- Segment 3B (Rob Sullivan Park to Dirksen Dr) – Design funded 2016/17, Construction FY 2018/19
- 7) Orange Camp Rd. 4-lane widening (MLK Blvd. to I-4) – Design 2016/17. Construction funded in FY 2018/2019
- 8) Old New York paved shoulders (from Shell Rd. to SR 44) – Construction funded FY 20/21
- 9) Beresford Ave 2-lane Extension (Blue Lake to MLK)
- 10) W. Park Avenue 3-lane widening (Dale Street to Old Mission Rd) – Design underway
- 11) Howland Blvd 4-lane widening (Providence Blvd to Elkcam Blvd) –Design Funded FY 2016/17
- 12) Spring to Spring (DeLeon Springs gap) – Design Funded FY 2016/17
- 13) Spring to Spring (Lake Beresford to Grand Avenue) – PD&E study –Funded FY 2016/17
- 14) Doyle Road paved shoulders (Twisted Oak to Courtland Blvd) – Design Funded FY 2016/17, Construction unfunded
- 15) Turnbull Bay Road paved shoulders – Construction funded FY 2018/19
- 16) Doyle Road paved shoulders (Lush Lane to Courtland Blvd) – Construction funded FY 2017/18

***Changes/Updates since last report are underlined.**

Note: Dates are subject to change due to normal project development issues. Please see Volusia County's road program at <http://www.volusia.org/publicworks/> for more information.

**MEETING SUMMARY
CAC & TCC
APRIL 18, 2017**

VI. STAFF COMMENTS

- Update on SunRail
- Update on the I-95 to SR 417 Connector Environmental Study
- Update on development of the new FY 2017/18 – FY 2021/22 Transportation Improvement Program (TIP)
- Legislative Update

VII. CAC/TCC MEMBER COMMENTS

VIII. INFORMATION ITEMS

- March 22, 2017 River to Sea TPO Board Meeting Summary
- March 2017 TPO Outreach and Events
- Bicycle and Pedestrian Plan Public Meeting News Release

IX. ADJOURNMENT

*****The next meetings of the CAC & TCC will be on May 16, 2017*****



**River to Sea TPO Board
Meeting Summary
March 22, 2017**

- Approved the consent agenda items including the approval of the February 22, 2017 TPO Board meeting minutes
- Approved a motion to continue the request from Volusia County to increase funding for the construction phase of the Doyle Road paved shoulders project until the April TPO Board meeting
- Approved Resolution 2017-09 adopting the R2CTPO Bicycle Helmet Fitting Policy
- Approved Resolution 2017-10 amending the FY 2016/17 – 2020/21 Transportation Improvement Program (TIP) as amended
- Received a PowerPoint presentation of the FDOT Florida Transportation Plan (FTP) Complete Streets Design Update
- Received a TPO staff PowerPoint presentation on Transportation and Tourism
- Received the FDOT report
- Received the Executive Director's report providing an update on SunRail, the I-95- to SR 417 Connector Environmental Study, Votran's Bus Stop Improvement Plan and the Annual Planning Retreat
- Discussed Votran's Bus Stop Improvement Plan and directed TPO staff to send scope of services to Board members for input
- Received member comments on autonomous vehicles and sea level rise

Items Requiring Follow Up:

- TPO Staff to send link to video discussed regarding impacts of vehicle technology on the future transportation system
- TPO staff to send Votran's Bus Stop Improvement Plan Scope of Services to Board members for review and comment

The next River to Sea TPO Board meeting will be on Wednesday, April 26, 2017

TPO Outreach & Activities Completed in March 2017

1 Annual TPO/VCARD Planning Retreat

Date: Friday, March 3, 2017

Location: Daytona International Speedway

Description: Annual TPO Planning Retreat was held in partnership VCARD/FCARD. The topic of Sea Level Rise was explored.

2 Embry-Riddle Aeronautical University (ERAU) Bicycle Fest Event

Date: Wednesday, March 8, 2017

Location: Embry Riddle Aeronautical University

Description: TPO staff manned a display table at the first annual Bicycle Fest event at ERAU.



Annual Planning Retreat

3 Transportation-Disadvantaged (TD) Legislative Awareness Day

Date: Wednesday, March 15, 2017

Location: Tallahassee, FL

Description: TPO staff and TDLCB members attended TD Legislative Awareness Day where they met with local legislators to discuss matters related to the transportation disadvantaged.

4 FPZA Lunch & Learn Presentation on Pedestrian Safety

Date: Friday, March 24, 2017

Location: River to Sea TPO

Description: TPO staff gave a presentation at the FPZA luncheon on pedestrian safety and statistics.



Ongoing Projects & Studies:

- Update of the TPO's Citizens Guide to the R2CTPO
- Storm Surge Vulnerability Assessment
- Flagler Bicycle/Pedestrian School Safety Review Studies
- Bicycle/Pedestrian Master Plan
- General Planning Consultant (GPC) Request for Proposals
- Dunlawton Ave/Nova Rd Intersection Improvement Feasibility Study
- Dunlawton Ave/Clyde Morris Blvd Intersection Improvement Feasibility Study
- Crash Analysis Report
- US 92 @ Garfield Ave Intersection Analysis
- US 92 @ Woodland Blvd Intersection Feasibility Study
- ITS Masterplan Phase 2 Request for Proposals
- Annual R2CTPO Call for Projects
- Update to the TPO Title VI and Limited English Proficiency (LEP) Plans
- Website Upgrade and Ongoing Support Services Request for Quotes (RFQ)

April Events:

April 6: MPO Advisory Council (MPOAC) Meeting, Sunrise

April 19: Central Florida Commuter Rail Commission Meeting, MetroPlan Orlando

April 21: Central Florida MPO Alliance (CFMPOA) Meeting, MetroPlan Orlando

Other Upcoming Events:

May: Dates and Locations TBD, TPO Bicycle & Pedestrian Plan Public Meetings

June 3: National Trails Day- Bicycle Helmet Fitting, DeLand



FOR IMMEDIATE RELEASE

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**PUBLIC INPUT WORKSHOPS
 TO BE HELD FOR THE PROPOSED
 RIVER TO SEA TPO BICYCLE AND PEDESTRIAN PLAN**

The Bicycle & Pedestrian Advisory Committee (BPAC) of the River to Sea Transportation Planning Organization (TPO) will be conducting three workshops to solicit public input on a bicycle and pedestrian plan covering the urbanized areas of Volusia and Flagler Counties.

The proposed Bicycle and Pedestrian Plan is intended to serve as a resource for non-motorized travel on multi-use trails, sidewalks, and bicycle lanes in Volusia and Flagler Counties. The goals of the plan include identifying and mapping existing and proposed facilities; promoting an ongoing education program that will raise awareness, encourage a heightened recognition of safe practices, and improve perceptions and attitudes of motorists, pedestrians, and cyclists; and promoting the enforcement of existing traffic laws as related to bicycle and pedestrian safety. Interested citizens are encouraged to attend one of the following public workshops to review the draft plans and provide feedback:

Wednesday, May 10, 2017	Thursday, May 11, 2017	Friday, May 12, 2017
5:00 pm to 6:30 pm	5:00 pm to 6:30 pm	5:00 pm to 6:30 pm
River to Sea TPO	Palm Coast City Hall	Thomas C. Kelly Admin. Center
2570 W. Int'l. Speedway Blvd.	City Council Chambers	1 st Floor Training Room
Suite 100	160 Lake Avenue	123 W. Indiana Ave
Daytona Beach, FL 32114	Palm Coast, FL 32164	DeLand, FL 32720

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