



MEETING NOTICE & AGENDA

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

DATE: Wednesday, June 8, 2022

TIME: 2:00 P.M.

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

NOTE:

Microsoft Teams has been established for remote participation.

Masks are requested to be worn by those physically present according to CDC guidelines.

BPAC
Wednesday, June 8, 2022 2:00 PM (EDT)

Join the BPAC meeting on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

+1 561-484-5911 603201279# United States, West Palm Beach

Phone Conference ID: 603 201 279#

[Find a local number](#) | [Reset PIN](#)

Dr. Jason Aufdenberg, Chairperson

AGENDA

- I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. PUBLIC COMMENT/PARTICIPATION** *(Length of time at the discretion of the Chairperson)*

III. ACTION ITEMS

- A. **REVIEW AND APPROVAL OF THE MAY 11, 2022 BPAC MEETING MINUTES** *(Contact: Debbie Stewart) (Enclosure, pages 4-11)*
- B. **NOMINATION AND ELECTION OF BPAC CHAIRPERSON** *(Contact: Stephan Harris) (Enclosure, page 12)*
- C. **NOMINATION AND ELECTION OF BPAC VICE CHAIRPERSON** *(Contact: Stephan Harris) (Enclosure, page 13)*
- D. **REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2022-## ADOPTING THE FY 2022/23 TO FY 2026/27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ROLL CALL VOTE REQUIRED** *(Contact: Colleen Nicoulin) (Enclosure, pages 14-16)*
- E. **REVIEW AND RECOMMEND APPROVAL OF THE DRAFT LIST OF PRIORITIZED BICYCLE/PEDESTRIAN PROJECTS** *(Contact: Stephan Harris) (Enclosure, pages 17-22)*
- F. **REVIEW AND RECOMMEND APPROVAL OF THE DRAFT LIST OF SHARED USE NON-MOTORIZED (SUN) TRAIL PROJECTS** *(Contact: Stephan Harris) (Enclosure, pages 23-25)*
- G. **REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2022-## ADOPTING THE PUBLIC PARTICIPATION PLAN (PPP)** *(Contact: Pamela Blankenship) (Enclosure, pages 26-28)*
- H. **CANCELLATION OF THE JULY 13, 2022 BPAC MEETING** *(Contact: Debbie Stewart) (Enclosure, page 29)*

IV. PRESENTATIONS AND DISCUSSION ITEMS

- A. **PRESENTATION AND DISCUSSION OF THE I-95 AT LPGA BOULEVARD PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY** *(Contact: Colleen Nicoulin) (Enclosure, pages 30-38)*
- B. **PRESENTATION AND DISCUSSION OF THE I-95 AT US 1 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY** *(Contact: Colleen Nicoulin) (Enclosure, pages 39-47)*

V. STAFF COMMENTS *(Enclosure, pages 48-54)*

→ Pedestrian Fatalities in 2021

VI. INFORMATION ITEMS *(Enclosure, pages 48, 55-59)*

→ BPAC Attendance Record
→ TPO Board Report
→ TPO Outreach & Activities

VII. BPAC MEMBER COMMENTS *(Enclosure, page 48)*

VIII. ADJOURNMENT *(Enclosure, page 48)*

******The next meeting of the BPAC will be on Wednesday, August 10, 2022******

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

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

NOTE: The River to Sea TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Those with questions or concerns about nondiscrimination, those requiring special assistance under the Americans with Disabilities Act (ADA) of 1990, or those requiring language assistance (free of charge) should contact Pamela Blankenship at 386.226.0422 or pblankenship@r2ctpo.org.

**SUMMARY SHEET
BPAC
JUNE 8, 2022**

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE MAY 11, 2022 BPAC MEETING MINUTES

BACKGROUND INFORMATION:

Minutes are prepared for each meeting and must be approved by the BPAC. The May 11, 2022 BPAC meeting minutes were revised to incorporate additional member comments as requested and are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO APPROVE THE MAY 11, 2022 BPAC MEETING MINUTES

Bicycle/Pedestrian Advisory Committee (BPAC)

Meeting Minutes

May 11, 2022

Members Physically Present:

Doug Hall
Terry Lodge
Ted Wendler, Vice Chairperson
Luis Leal
Paul Eik
Bob Storke
Nic Mostert
Gayle Belin
Mark Oebbecke
Maggie Ardito
Jason Aufdenberg, Chairperson
Melissa Winsett (non-voting)

Members Virtually Present:

Larry Coletti
Tom Ryan
Patrick McCallister
Christy Gillis
Tim Grigsby

Non-Voting Technical Appointees Virtually Present:

Gwen Perney
Stephanie Moss (non-voting)
John Cotton (non-voting)

Members/Technical Appointees Absent:

Adam Mengel
Andrew Dodzik (excused)
Nancy Epps (excused)
Chris Daun (excused)
Roy Walters (excused)
Rob Brinson

Others Physically Present:

Stephan Harris
Colleen Nicoulin
Mike Holmes

Others Virtually Present:

Debbie Stewart, Recording Secretary
Pam Blankenship
Anita Gallentine
Richard Hamilton
Brian Woodworth
Jay Williams

Representing:

Daytona Beach Alternate
DeBary
DeLand
Deltona
Flagler Beach
Orange City
New Smyrna Beach
Ormond Beach
Ponce Inlet
Volusia County District 1
Volusia County At-Large Alternate
Volusia County

Representing:

Flagler County
Holly Hill
Lake Helen
South Daytona
Volusia County, District 4

Representing:

Port Orange
FDOT
Votran

Representing:

Flagler County
Palm Coast Alternate
Ponce Inlet Alternate
Volusia County Council Chair
Volusia County At-Large
Volusia County School Board

Representing:

TPO Staff
TPO Staff
DeLand

Representing:

TPO Staff
TPO Staff
Citizen
Citizen
Daytona Beach
Volusia County

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

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 2:00 p.m. by Chairperson Jason Aufdenberg. The roll was called and it was determined that a quorum was physically present. Due to the COVID-19 virus, the meeting was held in a hybrid format with 11

voting and one non-voting members physically present; and five voting and three non-voting members virtually present.

Chairperson Aufdenberg stated the members participating virtually are doing so as a result of social distancing restrictions associated with COVID-19. Rulings from the Florida Attorney General require that the members physically present vote to allow virtual participation due to “extraordinary circumstances”.

MOTION: *A motion was made by Mr. Eik to allow members attending virtually to participate and vote. The motion was seconded by Mr. Hall and carried unanimously.*

The Pledge of Allegiance was given.

A moment of silence was observed for Ms. Nancy Burgess-Hall who passed away April 24, 2022. Mr. Hall announced a Celebration of Life ceremony will be held for her on May 21, 2022 with another Zoom Celebration of Life on May 22, 2022; Ms. Stewart emailed the details to members earlier this week.

II. Public Comment/Participation

Ms. Gallantine stated she emailed Mr. Stephan Buck, FDOT, earlier today regarding the artistic concept for the area from Seabreeze Boulevard to University Boulevard which shows a concept design for Grandview Avenue. She has a personal interest in this issue as she and her husband are long-time residents of 836 Grandview Avenue and own a duplex next door on the corner of Grandview Avenue and Jessamine Boulevard. The grassy parking for both properties is landscaped with irrigation systems; a lot of time and money has been spent to maintain these beautiful areas and will not easily give them up for an 12’ shared use path. She is against this 12’ shared use path FDOT is considering through the neighborhood. She personally knows Governor Ron DeSantis and Representative Michael Waltz and will take this issue to their offices if she needs to. She would like to know what the next step in this process is, when there will be additional meetings regarding this plan, and if she can be included on a list to be notified when meetings are being held.

Chairperson Aufdenberg replied that FDOTs scheduled meetings are not on this agenda but Mr. Buck likely has the information on the plans and any upcoming public meetings. He is not aware of these plans.

Ms. Gallentine asked if this meeting includes discussion on this item.

Chairperson Aufdenberg replied no; subjects like this do come before the BPAC but this is not on the priority list and has not come before this committee.

Ms. Gallentine stated this project is on a drawing for a potential plan through her neighborhood; they are going to fight it. There was a double murder during Bike Week and there have been many vagrants because they are close to the commercial areas so the last thing they want is a public bike path through the neighborhood that may bring in people they do not want in the neighborhood. She appreciates the BPAC hearing her today and if this project does come up, she hopes they will remember her comments.

Ms. Nicoulin explained that this is an FDOT project in our planning area; the TPO is involved with coordination with FDOT. The drawings Ms. Gallentine referred to are from a public meeting FDOT held in the past. If Ms. Gallentine will provide her contact information, she will coordinate with Mr. Buck on any future meetings and make sure FDOT is aware of her comments. The TPO is a forum for the local governments and citizens to come together and discuss projects; this project is not on the TPO’s priority list but since it is in the TPO’s planning area, we do have input on it. Her contact information is available on the TPO’s website under the staff contacts.

III. Action Items

A. Review and Recommend Approval of April 13, 2022 BPAC Meeting Minutes

Chairperson Aufdenberg referred to his comment under Member Comments and noted that Oakridge Boulevard should be Clyde Morris Boulevard.

Mr. Eik noted that his comment under Member Comments should read Flagler County and not Flagler Beach.

MOTION: *A motion was made by to Mr. Storke approve the April 13, 2022 BPAC meeting minutes as amended. The motion was seconded by Mr. Hall and carried unanimously.*

B. Review and Recommend Approval of Resolution 2022-## Amending the FY 2021/22 to 2025/26 Transportation Improvement Program (TIP) Roll Call Vote Required

Mr. Harris stated this TIP amendment is for SR A1A safety improvements in Ormond Beach from Millsap Drive to SR 40; the project is on the bicycle/pedestrian priority list. The amendment adds funding for construction in fiscal year 2022 totaling \$5.8 million. Many of the improvements are additional mid-block crossings.

Mr. Eik asked when the project was submitted to the TPO and how long has it been on the priority list.

Mr. Harris replied he does not have that information in front of him but he can find out; this project originated from the SR A1A Safety and Mobility Study which suggested these improvements. The city of Ormond Beach submitted some of the recommendations to the TPO with their project application.

Members discussed the project and the improvements; it was noted that construction costs increased due to the rising costs of building materials which is why additional funds are being added. It was also noted that this project is funded with state dollars and not the TPO's set-aside funds; this amendment is an FDOT request.

MOTION: *A motion was made by Mr. Wendler to recommend approval of Resolution 2022-## amending the FY 2021/22 to 2025/26 Transportation Improvement Program (TIP). The motion was seconded by Mr. Storke and carried unanimously by a roll call vote.*

C. Review and Recommend Approval of Resolution 2022-## Adopting the FY 2022/23 and 2023/24 Unified Planning Work Program (UPWP) Roll Call Vote Required

Ms. Nicoulin stated discussion was held a couple of months ago with the advisory committees and TPO Board regarding the new Unified Planning Work Program (UPWP) tasks, deliverables and funding; staff compiled a complete draft and submitted it to FDOT and the Federal Highway Administration (FHWA) for review and comment. It was also posted for a 30-day public comment period; comments were received from FDOT and FHWA; she reviewed those comments and added that there were no changes to the bicycle/pedestrian tasks. The draft UPWP will be adopted by the TPO Board in June and then will be submitted to FDOT for final review; it will become effective on July 1, 2022 and be the TPO's two-year work plan.

Chairperson Aufdenberg asked if the extension of the Interim Executive Director status provided more clarity with developing the plan.

Ms. Nicoulin replied when the development of the new UPWP began in January; assumptions had to be made which are being carried forward into this document. The TPO has the ability to amend or modify the UPWP if needed.

MOTION: *A motion was made by Mr. Storke to recommend approval of Resolution 2022-## adopting the FY 2022/23 and 2023/24 Unified Planning Work Program (UPWP). The motion was seconded by Mr. Eik and carried unanimously by a roll call vote.*

D. Review and Recommend Approval of Resolution 2022-## Supporting Updates to the Florida Greenways and Trails System (FGTS) Plan and Maps

Mr. Harris reviewed the proposed updates that were presented last month; to elevate two opportunity trails to priority trails; Palm Coast to Ormond Beach and the SR 40 trail corridors. A presentation was given to the BPAC, CAC, TCC and TPO Board; staff recommendations were discussed as well as three potential trails to be added as opportunity trails. He reviewed the criteria for opportunity trail corridors to the FGTS Plan; it is uncertain if the

potential trail corridors proposed to be added as opportunity trails would meet the first two criteria. Additional vetting needs to take place as well as opportunities for public comment; support from each local government that the opportunity trail candidates are acceptable. Staff is recommending these two opportunity trails be elevated to priority trail corridors, the Palm Coast to Ormond Beach and the SR 40 trail corridors. They meet all eight criteria required. There was a lengthy discussion at the TPO Board meeting; they provided direction to staff to proceed with recommending these two trail corridors be elevated from opportunities to priority trail corridors.

A lengthy discussion ensued regarding the SR 40 trail corridor and the Palm Coast to Ormond Beach trail corridor. They discussed the vetting process for recommending a trail corridor as an opportunity trail and how to advocate for a trail; public workshops will be held for the required input public, local stakeholders and government. It was explained that the two trails proposed as priority trails are already established trail corridors on the statewide map system; they have trails in development and on the priority list; elevating them to priority trail corridors provides opportunities for additional funding such as SUN Trail funds. It is uncertain if the proposed opportunity trails discussed last month are ready to be added to the opportunity trail maps; they will have to wait to the next cycle to be added.

Ms. Ardito commented that the deadline to submit comments is May 31, 2022; she sent two documents to Mr. Harris yesterday that she would like to discuss. One was about the FGTS Plan with her comments; the other document was about how the Office of Greenways and Trails (OGT) interacts with us and other groups. She did not include the goals, objectives and actions; she asked if there is a way to ask them to discuss what has been done within the last two years. She would like to include a consensus from the BPAC on this.

Ms. Nicoulin explained that this is the OGT's schedule and not the TPO's; comments from stakeholders are due by May 31, 2022. When the TPO makes a recommendation to another organization, a presentation is given one month with action to be taken the next month; one of the concerns the TPO Board has with identifying opportunity trails was not having enough time to vet them. The deadline did not give us enough time to research and be able to provide the necessary documentation for them to be added. The TPO is not the only stakeholder in the area; the St. Johns River to Sea Alliance is also a stakeholder and can provide comments. At this point, the action is to move the two opportunity trails to priority trails. Once the OGT receives stakeholder comments, public meetings will be held for additional comments. She noted that there was not enough time to vet the proposed opportunity trails; moving forward the TPO hopes to work more closely with the OGT to understand their schedule and be able to provide those comments.

Discussion continued. Mr. Harris reviewed the routes of the SR 40 trail corridor and the Palm Coast to Ormond Beach trail corridor.

MOTION: A motion was made by Mr. Storke to recommend approval of Resolution 2022-## supporting updates to the Florida Greenways and Trails System (FGTS) Plan and Maps. The motion was seconded by Mr. Hall and carried unanimously.

IV. Presentation and Discussion Items

A. Presentation and Discussion of the Draft FY 2022/23 to 2026/27 Transportation Improvement Program (TIP)

Ms. Nicoulin explained the Transportation Improvement Program (TIP) represents five years of project programming within our planning area and includes all types of projects including all capital and non-capital surface transportation projects; any project within our planning area that receives state or federal funding is listed in the TIP; it must be consistent with the Long Range Transportation Plan (LRTP). There are projects funded with other sources that are included in the TIP. Each year when the TPO updates the TIP, the year that is ending is dropped and a new fifth year is added; any projects currently in the TIP carry forward and staff programs new projects into the TIP. She reviewed the bicycle/pedestrian projects that are being programmed into the TIP from the List of Priority Projects (LOPP) and projects that have received funding for new phases. The TIP is currently in development; it is required to undergo a 30-day public review prior to adoption so it will be posted to the TPO's website by May 23, 2022. She noted it is a large document but it is sectioned into

different categories; she encouraged members to review the projects in their area and provide comments. The draft TIP will be back next month for a recommendation of approval.

Members discussed the draft TIP and FM numbers; it was explained that new projects going in will be assigned an FM number and that projects in the current TIP already have an FM number. It was noted that project information can be found on the CFLroads.com website with the FM number. They discussed the various projects going into the TIP.

Mr. Obbecke referred to the Ponce Inlet Mobility Study project programmed for design in 2025/26 and asked if it was possible to affect the timing of projects. He commented that residents along Peninsula Drive are anxious to see the design because they are probably going to have to include sewer lines; they are concerned and hope that is part of the design.

Ms. Nicoulin explained that project was programmed in that particular year because that is when the amount needed for design is available; once a project is the Work Program there is the potential to advance it. Once the priority list is adopted it is submitted to FDOT and then the TPO begins work on the list for next year in the fall and looks to see if any projects can be advanced before trying to program something new. The TIP is a rolling document and the early years were programmed years ago which is why new projects are three to four years out. If members have any comments, please contact staff. The draft will be back next month for a recommendation of approval.

B. Presentation and Discussion of the Draft List of Prioritized Bicycle/Pedestrian Projects

(Handout)

Mr. Harris stated the changes to the draft list of prioritized bicycle/pedestrian projects have been provided in strikethrough/underline format. He reviewed the changes including projects being removed and new projects being added.

Ms. Belin asked if there is a timeline for the Williamson Boulevard widening from Strickland Range Road to Hand Avenue.

Ms. Winsett replied no; there is not a timeline yet because they do not have construction funding.

Mr. Harris continued to review the draft list of bicycle/pedestrian projects including Tier A, B and C projects.

Members discussed some of the projects being removed and those being added. It was explained that the projects that do not show a local match are projects on the state road system and FDOT is responsible for those. It was also explained that the three Port Orange sidewalk projects were bundled into one project so that design and construction can be done at the same time; the projects were submitted individually so they have three FM numbers and are listed separately although there is one FM number for design. Mr. Harris continued reviewing the draft priority list and members discussed the projects and funding. It was explained that the BPAC Project Review Subcommittee reviewed and scored the project applications that came in through the Call for Projects and this is what will be recommended to the TPO Board. Meetings with the consultants and project sponsors regarding the feasibility studies will be scheduled after June 22, 2022 which is when the TPO Board will adopt this list.

C. Presentation and Discussion of the Draft List of Shared Use Non-Motorized (SUN) Trail Projects

Mr. Harris reviewed the draft list of Tier A and B of the Shared Use Non-Motorized (SUN) Trail projects; he noted that projects on the Tier B list are not prioritized. These projects are also shown in strikethrough/underline format. He referred to the Spring-to-Spring Trail gaps and noted some of them require right-of-way; however, SUN Trail funds cannot be used for right-of-way so Volusia County will have to either use local ECHO funds or they can ask for federal funds from the TPO. He would like for the Tier B projects to be prioritized; he hopes that can be done in the next cycle of the Call for Projects and development of the next List of Priority Projects (LOPP); this will be discussed in the fall.

V. Staff Comments

Mr. Harris expressed the condolences on behalf of the TPO to Mr. Hall in loss of his wife, Ms. Nancy Burgess-Hall, who was also a BPAC member. He had the pleasure of working with her for many years and is grateful for that.

VI. Information Items

- BPAC Attendance Record
- TPO Board Report
- TPO Outreach and Activities

VII. BPAC Member Comments

Chairperson Aufdenberg announced that bicyclists raising their left hand to turn has stopped; he investigated it and it comes from Asia.

Mr. Leal commented that due to the price of gas the physical quorum for the BPAC should be flexible; traveling 30 miles is expensive.

Mr. Harris noted that the BPAC Bylaws call for a physical quorum of nine members; however, a motion can be made to change that but it would be up to the TPO Board to approve. In his experience they do listen to the advisory committees but the Bylaws would have to be changed.

Mr. Mostert expressed his condolences to Mr. Hall in the loss of his wife, Ms. Nancy Burgess-Hall.

Mr. Oebbecke announced Ponce Inlet will be holding a Memorial Day service; it is the only regional service within Central Florida that is approved by the Veteran's Administration. There will be a speaker who is a veteran, a Gold Star father as well as an author. The service will be held at the park south of the Ponce Inlet lighthouse.

Ms. Ardito announced she will be traveling and not be here physically next month but will attend remotely; she took photos of members in order to remember their voices; please let her know if anyone has an issue. She announced an informal bike/walk will be the last week in May from Gemini Springs to Blue Springs State Park; if anyone is interested, please let her know. She also will add BPAC members to the St. John's River to Sea Loop Alliance newsletter.

Ms. Winsett provided an update on the Williamson Boulevard widening project from Strickland Range Road to Hand Avenue; it is currently in design. It is not currently funded for construction but they are working on it.

Chairperson Aufdenberg announced Daytona Beach's Esplanade will be opening on June 4, 2022; the St. Johns River to Sea Loop and East Coast Greenway between Main Street and International Speedway Boulevard (ISB) has been closed for years due to this renovation. He will provide more information on the opening when he receives it. He announced a third leading pedestrian interval signal has been installed at Nova Road and Orange Avenue. Public comments were due May 9, 2022 for the New Car Assessment Program (NCAP) and noted that they are now going to begin rating cars for safety outside the vehicle with a pedestrian detection system; the League of American Bicyclists is pushing for a bicyclist detection system as well. The Florida Bicycle Association is looking for a new Executive Director so please let him know if anyone is interested. He attended the Avenza Map Conference this morning which is the program used to develop his bicycle map and he added that he would like to have embedded GIS codes; it is a free service to upload maps and share on phones.

Ms. Belin commented she has been a tester for the Florida's "Love to Ride" Challenge and has found many glitches; however, the heat map is great.

Mr. Cotton announced that beginning May 22, Votran will be reducing service; all half-hour routes are converting to hour routes during part of the day; they will run normal half-hour routes from 6:00 am to 10:00 am and from 3:00 pm to 7:00 pm. The in-between hours will be hourly; he noted that this is not a cost saving measure but they do not have enough employees to operate the buses on the normal schedule. Votran will pay for a CDL license if members know of anyone that would be interested in becoming a bus driver.

VIII. Adjournment

The BPAC meeting adjourned at 3:59 p.m.

River to Sea Transportation Planning Organization

**Dr. Jason Aufdenberg, Chairperson
Bicycle/Pedestrian Advisory Committee (BPAC)**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the May 11, 2022 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 8th day of June 2022.

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

***** A recording of the May 11, 2022 BPAC meeting is available upon request.***

**SUMMARY SHEET
BPAC
JUNE 8, 2022**

III. ACTION ITEMS

B. NOMINATION AND ELECTION OF BPAC CHAIRPERSON

BACKGROUND INFORMATION:

The Bylaws of the BPAC (Section 7.2: Officers and Duties) call for the election of a Chairperson for FY 2022/23 by a majority of the voting members present at this meeting. The position is effective July 1, 2022. BPAC officers serve a term of one year and cannot serve more than two consecutive terms for the same office. Chairperson Dr. Jason Aufdenberg was elected on June 9, 2021 and has served for one term.

ACTION REQUESTED:

***MOTION TO NOMINATE BPAC CHAIRPERSON
MOTION TO ELECT BPAC CHAIRPERSON***

**SUMMARY SHEET
BPAC
JUNE 8, 2022**

III. ACTION ITEMS

C. NOMINATION AND ELECTION OF BPAC VICE CHAIRPERSON

BACKGROUND INFORMATION:

The Bylaws of the BPAC (Section 7.2: Officers and Duties) call for the election of a Vice Chairperson for FY 2022/23 by a majority of the voting members present at this meeting. The position is effective July 1, 2022. BPAC officers serve a term of one year and cannot serve more than two consecutive terms for the same office. Vice Chairperson Ted Wendler was elected on June 9, 2021 and has served for one term.

ACTION REQUESTED:

***MOTION TO NOMINATE BPAC VICE CHAIRPERSON
MOTION TO ELECT BPAC VICE CHAIRPERSON***

**SUMMARY SHEET
BPAC
JUNE 8, 2022**

III. ACTION ITEMS

- D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2022-## ADOPTING THE FY 2022/23 TO FY 2026/27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ROLL CALL VOTE REQUIRED**

BACKGROUND INFORMATION:

The TPO is required by 23 U.S.C. 134(j) Florida Statute 339.175 to develop a Transportation Improvement Program (TIP). The TIP is a program of transportation projects covering a period of five years. The TIP is developed and formally adopted by the TPO each year. It must be consistent with the Long Range Transportation Plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. The TIP is developed in cooperation with FDOT, local governments, public transit operators and the public.

The TIP lists capital and non-capital surface transportation projects supported with state and/or federal funds. Also required to be included are all regionally significant projects requiring an action by FHWA or FTA regardless of funding source and projects that implement paratransit plans required for compliance with the Americans with Disabilities Act. Florida law also requires the TIP to include a list of locally and privately-funded projects for informational purposes.

The initial draft FY 2022/23 – FY 2026/27 TIP was presented to the TPO advisory committees and board for review in May. Resolution 2022-## is for adoption of the FY 2022/23 – 2026/27 TIP. Due to its relatively large size, we are providing the draft TIP for viewing and downloading from the TPO's website at:

Draft FY 2022/23 – 2026/27 TIP:

<https://www.r2ctpo.org/wp-content/uploads/FY-2022-23-to-FY-2026-27-DRAFT-TIP-June-Review.pdf>

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2022-## ADOPTING THE FY 2022/23 TO FY 2026/27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ROLL CALL VOTE REQUIRED

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2022-##

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
ADOPTING THE FY 2022/23 TO FY 2026/27
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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 Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach and portions of Palm Coast and Bunnell; and

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

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

WHEREAS, the construction-phase highway projects funded in the Transportation Improvement Program have been identified as needed projects in the River to Sea TPO's 2040 Long Range Transportation Plan and all other projects contained within the Transportation Improvement Program are consistent with the River to Sea TPO's 2045 long Range Transportation Plan.

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

1. FY 2022/23 to FY 2026/27 Transportation Improvement Program (TIP) is hereby endorsed and adopted as an accurate representation of the area's priorities developed through a continuing, cooperative and comprehensive planning process in accordance with applicable state and federal requirements; and
2. Federally-aided projects listed in the FY 2022/23 to FY 2026/27 TIP shall be initiated within the urbanized area; and
3. The Chairperson of the River to Sea TPO (or her designee) is hereby authorized and directed to submit the FY 2022/23 to FY 2026/27 TIP to the:
 - a. Florida Department of Transportation;

- b. Federal Transit Administration (FTA) (through the Florida Department of Transportation);
- c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation);
- d. Federal Aviation Administration (FAA); and the
- e. Florida Department of Economic Opportunity (DEO).

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the **22nd** day of **June 2022**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER BILLIE WHEELER
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 22, 2022**.

ATTEST:

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**SUMMARY SHEET
BPAC
JUNE 8, 2022**

III. ACTION ITEMS

E. REVIEW AND RECOMMEND APPROVAL OF THE DRAFT LIST OF PRIORITIZED BICYCLE/PEDESTRIAN PROJECTS

BACKGROUND INFORMATION:

Each year, the River to Sea TPO develops a list of priority projects (LOPP) for bicycle and pedestrian projects. Once adopted, the list is transmitted to the Florida Department of Transportation (FDOT) district office for use in allocating transportation funds to the area.

The River to Sea TPO accepted new and updated application packets for Transportation Projects from December 3, 2021 to February 25, 2022. The BPAC Project Review Subcommittee met on March 23, 2021 to evaluate and rank the applications. A draft list was presented to the BPAC at the May 11, 2022 meeting for review. A final draft List of Prioritized Bicycle/Pedestrian Projects is provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF THE DRAFT LIST OF PRIORITIZED BICYCLE/PEDESTRIAN PROJECTS

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects
Draft 6/8/2022

Tier "A" - Projects with One or More Phases Funded										
FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)⁸	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4379421	East International Speedway Blvd. Beachside Corridor Improvement Project	from Halifax River to SR A1A	Corridor Improvements	Daytona Beach	Safety	ROW-\$3,920,983 FY 22/23-24/25 CST-\$7,538,599 FY 22/23 CEI-\$801,410 FY 22/23	None	\$23,285,375	0%	FULLY FUNDED
4379351	Barracuda Bv Bridge	Middle Way to Quay Assisi	Bridge	New Smyrna Beach	Safety	PE-\$348,007 FY 21/22 CST-\$3,932,779 FY 21/22 CEI-\$356,454 FY 21/22	None	\$4,637,240	25%	FULLY-FUNDED
4379361	Fifth (5th) St Bridge	Riverside Dr to Commodore Dr	Bridge	New Smyrna Beach	Safety	PE-\$3,691 FY 21/22 CST-\$3,587,986 FY 21/22 CEI-\$416,586 FY 21/22	None	\$2,583,695	25%	FULLY-FUNDED
4390371	Beville Rd Shared Use Path	Andros Isles Blvd to Clyde Morris Blvd	Trail	Daytona Beach	Safety	PE-\$4,459 FY 21/22 CEI-\$2,933 FY 21/22	None	TBD	0%	Fully-funded with local funds. Request for addl. SU funds denied.
4409061	Navy Canal Trail	Museum Blvd to Clyde Morris Blvd	Trail	Daytona Beach	Safety	CST-\$803,000-FY 25/26 CEI-\$24,597-FY 25/26	None	TBD	10%	\$577,027 needed for CST phase (local funds). No action needed from R2CTPO.
4435121	SR A1A Pedestrian Safety Improvements	Multiple Locations	Midblock Pedestrian Crosswalks	Ormond Beach	Safety	PE-\$151,069-FY 21/22 CST-\$5,430,741 FY 21/22 CEI-\$410,650-FY 21/22	\$3,893,345	TBD	0%	FULLY-FUNDED
4106761	Black Bear Scenic Trail (SR 40)	SR 35 (Marion Co) to US 17 (Volusia Co)	Trail	Volusia County	Safety	PD&E-\$4,620-FY 21/22	CST - \$29,000,000	TBD	0%	Also known as SR 40 Trail
4355381	W. French Ave Shared Use Path	Werley Trail to Valentine Park	Trail	Orange City	Safety	PE-\$18,294-FY 20/21	CST-\$747,756 CEI-\$112,163	\$859,920	10%	Revised western limit.
4364731	Lehigh Trailhead	Palm Coast Tennis Center	Trailhead	Palm Coast	Safety	CEI-\$9,927 FY 21/22	None	TBD	10%	FULLY-FUNDED
4399712	Fremont Av Sidewalk	Niles St to US 1	Sidewalk	Daytona Beach	Safety	CST-\$281,673 FY 21/22 CEI-\$59,105 FY 21/22	None	\$317,935	10%	FULLY-FUNDED
4411321	SR 442 Shared Use Path	Trail Overpass to Air Park Rd	Trail and Sidewalk	Edgewater	Safety	CST \$2,615,273-FY 21/22	None	\$3,171,826	0%	FULLY FUNDED
4432362	Derbyshire Park Area Sidewalks, Phase 2	Multiple Limits	Sidewalk	Daytona Beach	Safety	CST \$1,558,571 FY 22/23 CEI \$229,103 FY 22/23	None	\$1,812,329	10%	FULLY FUNDED
4440331 4440332	Port Orange Sidewalk Gaps	Multiple Limits	Sidewalk	Port Orange	Safety	PE-\$118,478 FY 22/23 CST-\$403,511 FY 24/25 CEI-\$71,175	CST CEI	TBD	10%	Bundled: FM # 4440331, 4440332, 4487721, 4487722, 4462851, 4462852

⁸ Funds and phases programmed in prior years are not reported here, but can be found in the R2CTPO's Transportation Improvement Program (TIP)

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

Tier "A" - Projects with One or More Phases Funded										
FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)⁸	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4487721 4487722	Williamson-Willow Run Bv Sidewalk	Town Park Subdivision to Chardonay Dr	Sidewalk	Port Orange	Safety	PE-\$202,184 FY 22/23 CST-\$582,191 FY 24/25 CEI-\$93,151 FY 24/25	None	TBD	10%	Bundled: FM # 4440331, 4440332, 4487721, 4487722, 4462851, 4462852
4450282	Providence Bv Shared Use Path	Perimeter Dr to Alexander Av	Trail	Deltona	Safety	CST-\$1,055,252 FY 21/22 CEI-\$146,898 FY 21/22	None	\$1,202,150	33%	Phase 1 trail segment FULLY FUNDED
4458081	Deltona School Crosswalk Embedded Lights	Multiple Limits	Crosswalk Lights	Deltona	Safety	CST-\$27,300 FY 20/21	CEI	\$800,000	33%	FULLY FUNDED
4462851 4462852	Willow Run Bv Sidewalk	Harms Way to Clyde Morris Bv	Sidewalk	Port Orange	Safety	PE-\$120,000 FY 22/23 CST-\$472,218 FY 24/25 CEI-\$70,743 FY 24/25	CST \$395,181, CEI \$59,277	TBD	10%	Bundled: FM # 4440331, 4440332, 4487721, 4487722, 4462851, 4462852
4470191	Reed Canal Rd Sidewalk	Nova Rd to US 1	Sidewalk	South Daytona	Safety	PE-\$412,377 FY 23/24 CST-\$2,261,759 FY 25/26 CEI-\$236,108 FY 25/26	None	\$2,910,244	10%	FULLY FUNDED
4475171	SJR2C Wayfinding Signage Project	Multiple Limits	Signage	Volusia County	Safety	PE-\$143,590 FY 22/23 CST-\$358,469 FY 24/25 CEI-\$5,000 FY 24/25	None	\$507,059	10%	FULLY FUNDED
4487861	North US 1 Sidewalk	Airport Rd to Broadway Av	Sidewalk	Ormond Beach	Safety	PE-\$434,400 FY 23/24	CST, CEI	\$3,267,500	0%	
4502471	Ponce Inlet Mobility Project	Lighthouse Dr to north town limit	Sidewalk	Ponce Inlet	Safety	PE-\$823,744 FY 25/26	CST	\$4,638,853	15%	

⁸ Funds and phases programmed in prior years are not reported here, but can be found in the R2CTPO's Transportation Improvement Program (TIP)

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

Tier "B" - Projects Ready for Funding											
Rank⁹	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
1	Golfview Shared Use Path	Big Tree Rd to Beville Rd	Trail	South Daytona	Safety	PE-\$58,000 CST-\$424,625 CEI-\$42,463	\$515,820	10%	2021	75.50	
2	Thompson Creek Shared Use Path	Division Av to Wilmette Av	Trail	Ormond Beach	Safety	PE-\$594,716 CST-\$1,982,387 CEI-\$219,150	\$2,796,253	10%	2022	72.17	
3	N Nova Rd Corridor Improvements	SR 40 to US 1	Complete Street	Ormond Beach	Safety	PE-\$461,000 CST-\$3,077,000 CEI-\$307,700	\$3,845,700	0%	2019	71.43	
4	Halifax River/East Coast Greenway Trail	Orange Ave to VM Bridge (Phase 1); VM Bridge to ISB (Phase 2)	Trail	Daytona Beach	Safety	CST-\$340,788 (P1) CST-\$417,770 (P2) CEI-\$68,158 (P1) CEI-\$83,554 (P2)	TBD	10%	2016	70.67	AKA Sweetheart Trail Loop
5	Sauls St Bridge	Over Reed Canal	Bridge	South Daytona	Safety	PE-\$345,000 CST-\$1,975,388 CEI-\$185,000	\$2,527,712	10%	2020	68.33	
6	Fort Florida Rd Trail	Barwick Rd to Railroad Tracks	Trail	DeBary	Safety	CST-\$650,000 CEI-\$98,000	\$1,078,000	15%	2021	67.75	
7	Graham Swamp Trail Gap, Phase 2	Lehigh Trail to Graham Swamp Trail head	Trail	Palm Coast	Safety	PE-\$350,000 CST-\$2,450,000 CEI-\$245,000	\$2,800,000	10%	2017	66.75	
8	US 1 Sidewalk	Airport Rd to Wilmette Ave	Sidewalk	Ormond Beach	Safety	CEI-\$250,000	\$1,481,700	0%	2015	65.00	
9	Madeline Av Trail, Phase 1	Clyde Morris Bv to Nova Rd	Trail and Sidewalk	Port Orange	Safety	PE-\$341,134 CST-\$1,903,712 CEI-\$247,656	\$2,492,502	10%	2019	64.29	
10	Port Orange Sidewalk Bundle #1	Multiple Limits	Sidewalk	Port Orange	Safety	PE-\$1,116,008 CST-\$2,140,478 CEI-\$298,433	\$3,621,544	10%	2022	64.00	
11	Derbyshire Park Trail	Internal to Derbyshire Park	Trail	Daytona Beach	Safety	CST-\$621,480	\$825,105	10%	2014	63.50	
12	Madeline Av Trail, Phase 2	Williamson Bv to Clyde Morris Bv	Trail and Sidewalk	Port Orange	Safety	PE-\$410,939 CST-\$2,381,595 CEI-\$322,924	\$3,115,458	10%	2019	62.86	
13	Air Park Rd Sidewalk	30th St to SR 442	Sidewalk	Edgewater	Safety	PE-\$215,473 CST-\$1,740,085 CEI-\$40,000	\$1,995,558	10%	2021	61.00	
14	Turnbull Bay Rd Trail	Fairgreen Ave to Industrial Park Ave	Trail	New Smyrna Beach	Safety	PE-\$102,976 CST-\$541,882 CEI-\$51,488	\$821,762	10%	2018	60.20	

⁹ Projects ranked 1-3 on Tier "B" of the Bicycle Pedestrian Project List are protected and remain in their current spot or move to the next higher spot until they are programmed in Tier "A".

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

<i>Tier "B" - Projects Ready for Funding</i>											
Rank ⁹	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Year Submitted	Project Score	Comments
15	Magnolia Av Shared Use Path	Reed Canal Rd to Beville Rd	Trail	South Daytona	Safety	PE-\$369,000 ROW-\$250,000 CST-\$2,508,460 CEI-\$345,000	\$3,491,535	10%	2022	58.17	
16	County Rd 3 Shared Use Path	Washington Ave to Palmetto Ave	Trail	Pierson	Safety	CST-\$1,042,236	\$2,169,000	10%	2018	51.40	
17	Tarragona Way Sidewalk	Australia St to Museum St	Sidewalk	Daytona Beach	Safety	CST-TBD	TBD	10%	2006	35.00	PE is locally funded

DRAFT

⁹ Projects ranked 1-3 on Tier "B" of the Bicycle Pedestrian Project List are protected and remain in their current spot or move to the next higher spot until they are programmed in Tier "A".

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

Tier "C" - Projects Awaiting Feasibility Study									
Rank	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Local Match	Year Submitted	Project Score	Comments
1	Anastasia Dr Shared Use Path	Ridge Bv to Big Tree Rd	Trail	South Daytona	Safety	10%	2022	72.50	
2	DeLand West Greenway	DeLand SunRail Station to Alabama Av	Trail	DeLand	Safety	10%	2022	67.17	
3	Jackson St Sidewalk	Canal View Bv to Madeline Av	Sidewalk	Port Orange	Safety	10%	2022	65.00	
4	Spruce Creek Road Sidewalk Gaps	Oak River Dr to Commonwealth Bv	Sidewalk	Port Orange	Safety	10%	2021	55.75	
5	Ocean Ave Sidewalk	S. Peninsula Ave to S. Atlantic Ave	Sidewalk	New Smyrna Beach	Safety	10%	2017	52.25	
6	South Daytona Elementary Sidewalk Expansion	Multiple Limits	Sidewalk	South Daytona	Safety	10%	2018	52.00	
7	27th Street Sidewalk	Silver Palm Dr to Travelers Palm Dr	Sidewalk	Edgewater	Safety	10%	2022	50.67	
8	Hickory Bluff Preserve Trail	Hickory Bluff Preserve to Maytown Rd	Trail	Volusia County	Safety	10%	2018	48.75	
9	Art Center Blvd Sidewalk	Sundance Trail to US 1	Sidewalk	New Smyrna Beach	Safety	10%	2017	44.00	

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III. ACTION ITEMS

F. REVIEW AND RECOMMEND APPROVAL OF THE DRAFT LIST OF SHARED USE NON-MOTORIZED (SUN) TRAIL PROJECTS

BACKGROUND INFORMATION:

In 2015, the Shared-Use Non-Motorized (SUN) Trail Network was created by the Florida Legislature as a component of the Florida Greenways and Trails System. The network consists of multiuse trails separated from motor vehicle traffic and constructed with an asphalt or concrete surface. All projects on the draft list are considered “Tier A” (projects in the SUN Trail Adopted Work Program) or “Tier B” (projects ready for funding). A draft list was presented to the BPAC at the May 11, 2022 meeting for review. The revised draft List of SUN Trail Projects is provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF THE DRAFT LIST OF SHARED USE NON-MOTORIZED (SUN) TRAIL PROJECTS

River to Sea TPO List of Shared Use Nonmotorized (SUN) Trail Projects
Draft 6/8/2022

Tier "A" - Projects in the SUN Trail Adopted Work Program										
Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments
SJR2C, HOF	4102511	Volusia	US 17 Trail	W. Baxter St to SR 40	Trail	Volusia County	PE-\$66,000-FY 22/23	CST	TBD	
SJR2C	4390396	Volusia	Spring to Spring Gap: DeBary (Phase 3C)	W Highbanks Rd to DeBary Plantation Bv	Trail	Volusia County	CST-\$1,173,000-FY 23/24	None	\$1,500,000	FULLY-FUNDED
C2C, HOF	4391951	Volusia	Coast to Coast Gap: DeBary	Fort Florida Rd to Coast to Coast Trail	Trail	DeBary	CST \$225,000 FY 20/21	None	\$500,000	Currently in final design and permitting.
SJR2C	4398622	Volusia	Oak Hill to Edgewater: US 1	US 1 to Dale Ave	Trail	Volusia County	CST-\$5,589,944-FY 22/23	None	\$8,238,945	FULLY-FUNDED
SJR2C	4398641	Volusia	New Smyrna Gap: Myrtle Av	10 th St to SR 44/Lytle Av	Trail	New Smyrna Beach	CST-\$2,472,117-FY 23/24 CEI-\$157,932 FY 23/24	None	TBD	FULLY-FUNDED
SJR2C	4398652	Volusia	Palmetto Av Gap	Ridge Bv to Beville Rd	Trail	South Daytona	PE-\$50,000-FY 23/24 CST-\$1,441,746 FY 22/23 CEI-\$156,100 FY 22/23	None	TBD	FULLY-FUNDED
SJR2C	4398653	Volusia	Spruce Creek Rd Gap	S of Selin Cir to Herbert St	Trail	Port Orange	CST-\$421,600-FY 22/23	None	TBD	FULLY-FUNDED
SJR2C	447963-1	Volusia	New Smyrna Gap: SR 44 to US 1	SR 44/Lytle Av to US 1	Trail	Volusia County/ NSB	PE-\$750,000-FY 22/23	PE, CST	TBD	PD&E Study

River to Sea TPO List of Shared-Use Nonmotorized (SUN) Trail Projects

<i>Tier "B" - Projects Ready for Funding</i>											
Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments	
SJR2C	4398654	Volusia	South Daytona Gap	Sauls St/McDonald Rd to Carmen Dr/Ridge Bv	Trail	South Daytona	none	CST	TBD		
SJR2C	4398721	Volusia	Ormond Beach Gap: SR 40	Cassen Park to A1A	Trail	Ormond Beach	none	PE, CST	TBD		
SJR2C	4398741	Volusia	Spring to Spring Gap: DeLand	Lake Beresford Park to Grand Av	Trail	Volusia County	none	ROW, CST	TBD		
SJR2C	4398742	Volusia	Spring to Spring Gap: DeLand	Lake Beresford Park to Old New York Av	Trail	Volusia County	none	ROW, CST	TBD		
SJR2C	4398743	Volusia	Spring to Spring Gap: DeLand	Old New York Av to SR 44	Trail	Volusia County	none	ROW, CST	TBD		
SJR2C	4398744	Volusia	Spring to Spring Gap: DeLand	SR 44 to Grand Av Trailhead	Trail	Volusia County	none	ROW, CST	TBD		
SJR2C	4398761	Volusia	SR 15 (US 17)	SR 40 to Putnam County Line	Trail	Volusia County	none	CST	TBD		

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III. ACTION ITEMS

G. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2022-## ADOPTING THE PUBLIC PARTICIPATION PLAN (PPP)

BACKGROUND INFORMATION:

The River to Sea TPO's Public Participation Plan (PPP) outlines the various ways for people to provide input into planning and decision-making and it identifies how the TPO will promote and encourage public participation. The draft PPP is being updated to include more current information and to more accurately reflect outreach activities. Changes to the PPP require a minimum 45-day public comment period which began on April 27, 2022 and will end on June 10, 2022.

TPO staff reviewed changes to the draft PPP at the April BPAC meeting and will discuss any changes that may be made in response to public comments received at the June meeting. The draft Public Participation Plan is available on the TPO's website for your review and recommended approval at:

<https://www.r2ctpo.org/wp-content/uploads/Draft-Public-Participation-Plan-Updated-May-27-2022.pdf>

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2022-## ADOPTING THE PUBLIC PARTICIPATION PLAN (PPP)

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2022-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE PUBLIC PARTICIPATION PLAN (PPP)

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 Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

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

WHEREAS, the River to Sea Transportation Planning Organization has developed a Public Participation Plan (PPP) that has been provided for review by the general public during a 45-day period as required, the River to Sea TPO's Advisory Committees and the River to Sea TPO Board.

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

1. River to Sea TPO Board and advisory committees have reviewed and adopted the River to Sea TPO's Public Participation Plan (PPP); and the
2. River to Sea Transportation Planning Organization's Public Participation Plan is attached hereto as Attachment "A"; and the
3. Chairperson of the TPO (or her designee) is hereby authorized and directed to provide a copy of this resolution along with the adopted Public Participation Plan to the:
 - a. Florida Department of Transportation; and the
 - b. Federal Highway Administration (FHWA) (through the Florida Department of Transportation); and the
 - c. Federal Transit Administration (FTA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 22nd day of June 2022.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL VICE CHAIR BILLIE WHEELER
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 22, 2022.

ATTEST:

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**SUMMARY SHEET
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III. ACTION ITEMS

H. CANCELLATION OF THE JULY 13, 2022 BPAC MEETING

BACKGROUND INFORMATION:

Traditionally, none of the TPO Committees meet during the month of July if there is no outstanding business that needs to be conducted before the summer break.

ACTION REQUESTED:

MOTION TO CANCEL THE JULY 13, 2022 BPAC MEETING

**SUMMARY SHEET
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IV. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE I-95 AT LPGA BOULEVARD PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

BACKGROUND INFORMATION:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the Interstate 95 (I-95) at LPGA Boulevard interchange (exit 265) in Daytona Beach.

The I-95 at LPGA Boulevard study from US 92 to Williamson Boulevard will also include proposed improvements to the existing I-95 interchange (exit 265). The purpose of this PD&E study is to accommodate existing and future travel demand and improve safety on LPGA Boulevard and the I-95 interchange. The PD&E study will evaluate a range of improvements, known as alternatives, and their potential impacts and enhancements to the natural, social, cultural, and physical environments. Public involvement and agency coordination will take place throughout the study process. The I-95 at LPGA Boulevard study began in October 2021 and is anticipated to take 22 months to complete.

FDOT staff will deliver a presentation on the I-95 at LPGA Boulevard PD&E study.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC



LPGA BOULEVARD PD&E STUDY

**Presentation to
River to Sea Transportation Planning Organization**

June₃₁ 2022

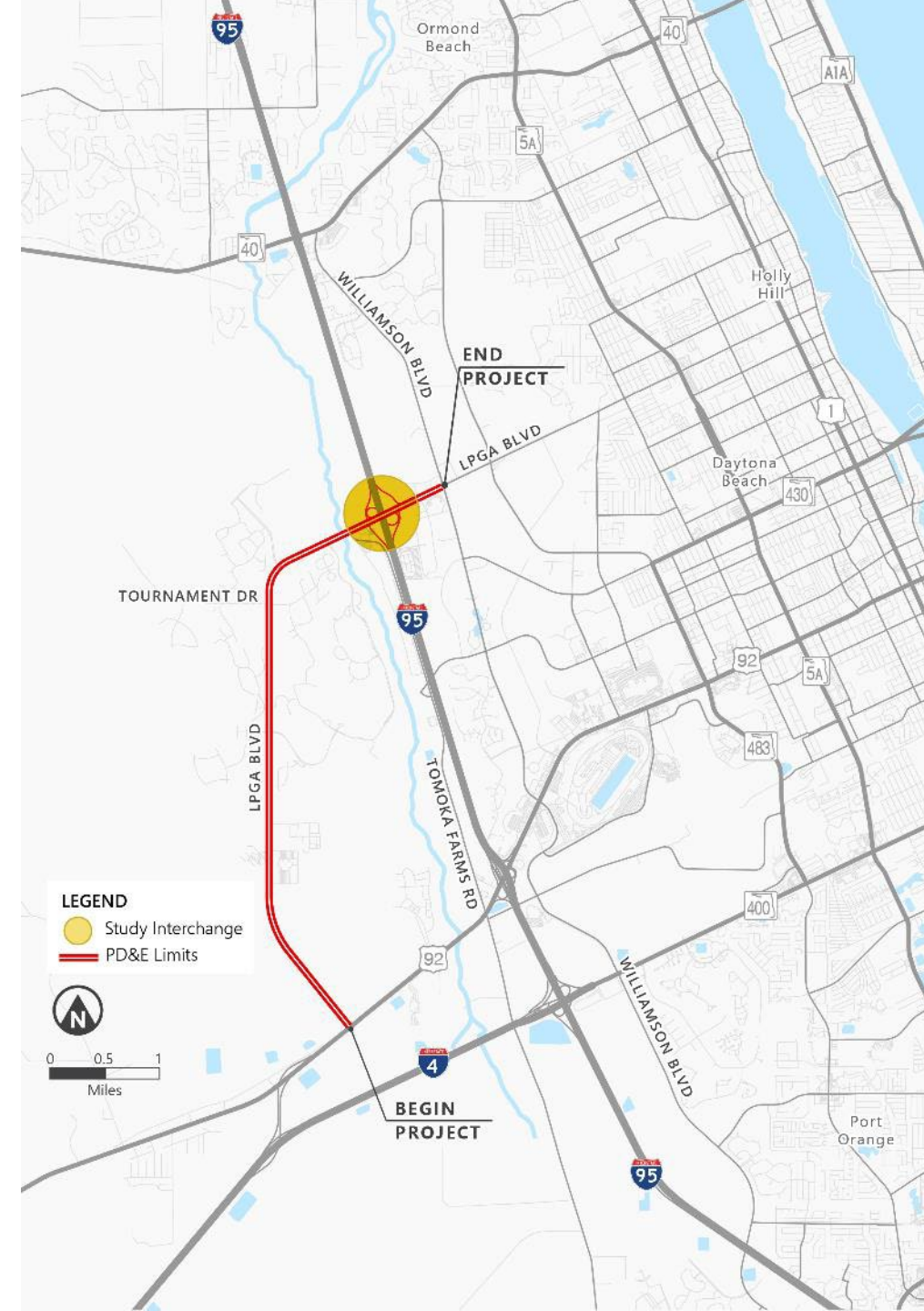
Project Location

Daytona Beach / Volusia County

LPGA Boulevard from US 92 to
Williamson Boulevard

Tomoka River Bridge

I-95 @ LPGA Boulevard
interchange



Substantial Development & Traffic Demand



Project's Purpose and Need

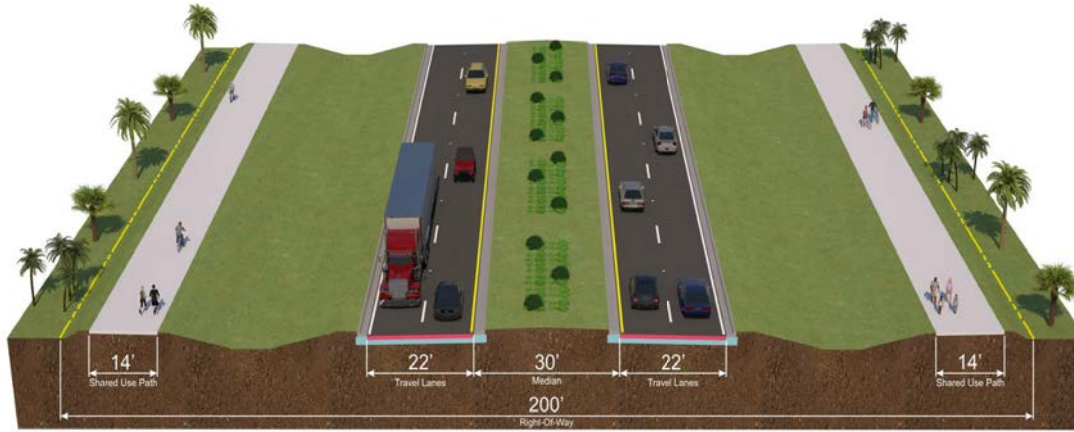


Accommodate future transportation demand, including bicyclists and pedestrians

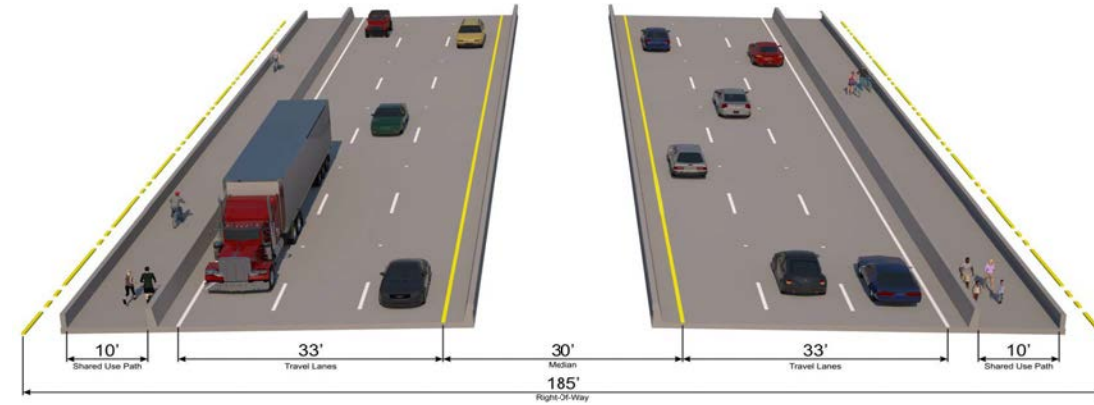
Enhance safety for LPGA Boulevard and I-95 interchange



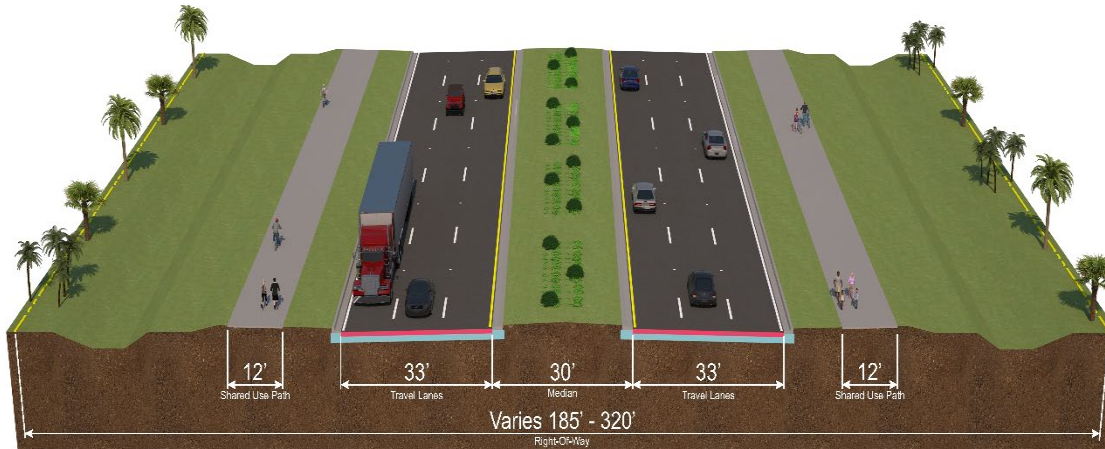
Improvements Being Evaluated



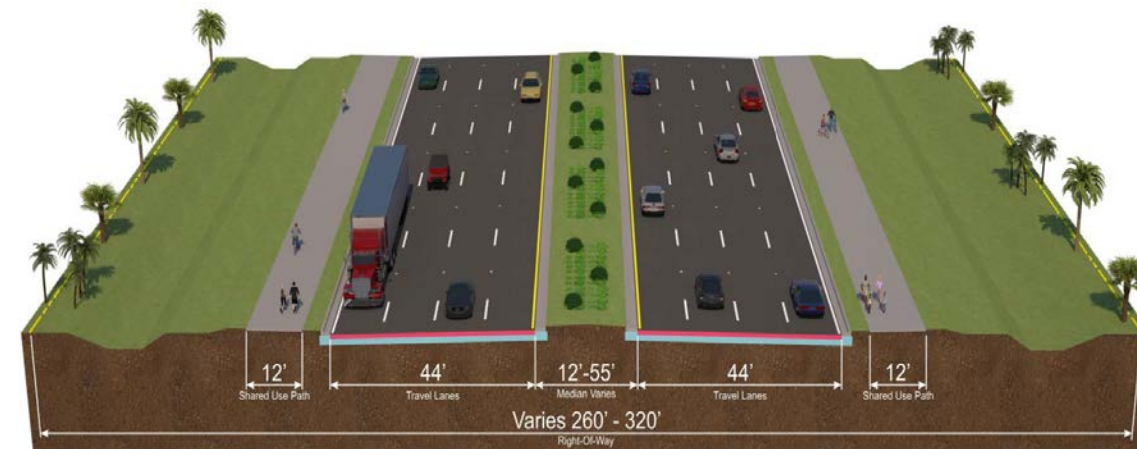
U.S. 92 to Tymber Creek Road



Tomoka River Bridge



Tymber Creek Road to Tomoka Farms Road



Tomoka Farms Road to Williamson Boulevard

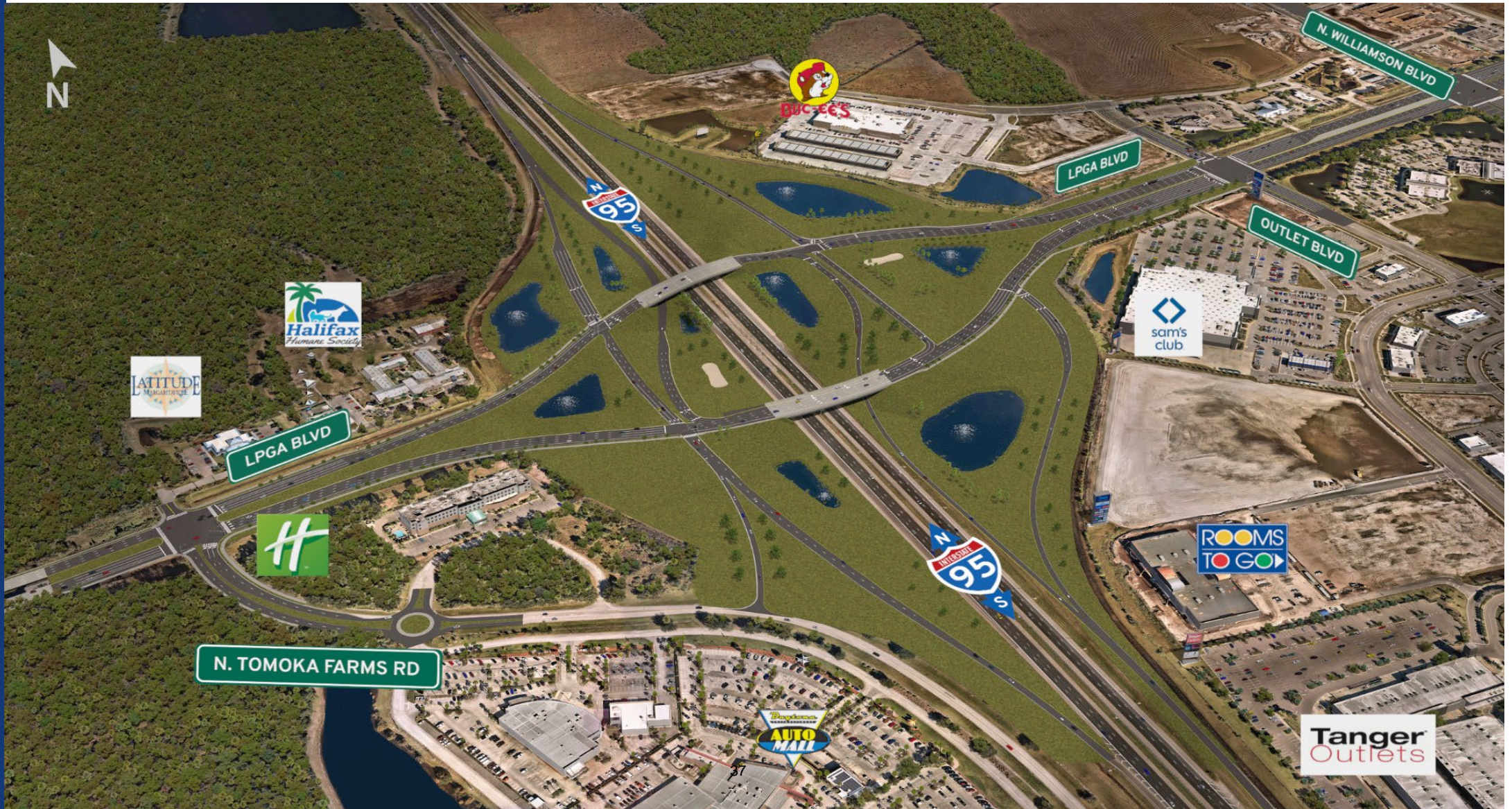
Evaluating Intersection Concepts

Analyzing a combination of various strategies to enhance safety while accommodating travel demand



Image Source: FHWA

Signalized Turbine Interchange Concept



For More Information

Mark Trebitz, P.E.
Project Development Manager
District 5 - PLEMO

 719 S. Woodland Blvd. MS 501
DeLand, FL 32720

 Phone: (386) 943-5157

 Email: mark.trebitz@dot.state.fl.us

Jesse Blouin, AICP
Project Manager

 719 S. Woodland Blvd. MS 501
DeLand, FL 32720

 Phone: (386) 943-5167

 Email: jesse.blouin@dot.state.fl.us

Public Meeting: August 11th at 5:30 pm
at the Henderson Welcome Center, Embry-Riddle
Additional details forthcoming

Project Website: <https://www.cflroads.com/project/448456-1>

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IV. PRESENTATIONS AND DISCUSSION ITEMS

B. PRESENTATION AND DISCUSSION OF THE I-95 AT US 1 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

BACKGROUND INFORMATION:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the Interstate 95 (I-95) at US 1 interchange (exit 273) in Ormond Beach.

The I-95 at US 1 study will evaluate improvements to the I-95 interchange as well as the approximately one-mile segment of US 1 between Plantation Oaks Boulevard/Broadway Avenue and Destination Daytona Lane. The purpose of this PD&E Study is to accommodate the existing and future travel demand, improve safety and enhance pedestrian connectivity by developing solutions, known as alternatives, that improve operations at the I-95 interchange and along US 1. Public involvement and agency coordination will take place throughout the study process. The I-95 at US 1 study began in August 2021 and is anticipated to take 24 months to complete.

FDOT staff will deliver a presentation on the I-95 at US 1 PD&E study.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC



River to Sea TPO Update

BPAC – June 8, 2022

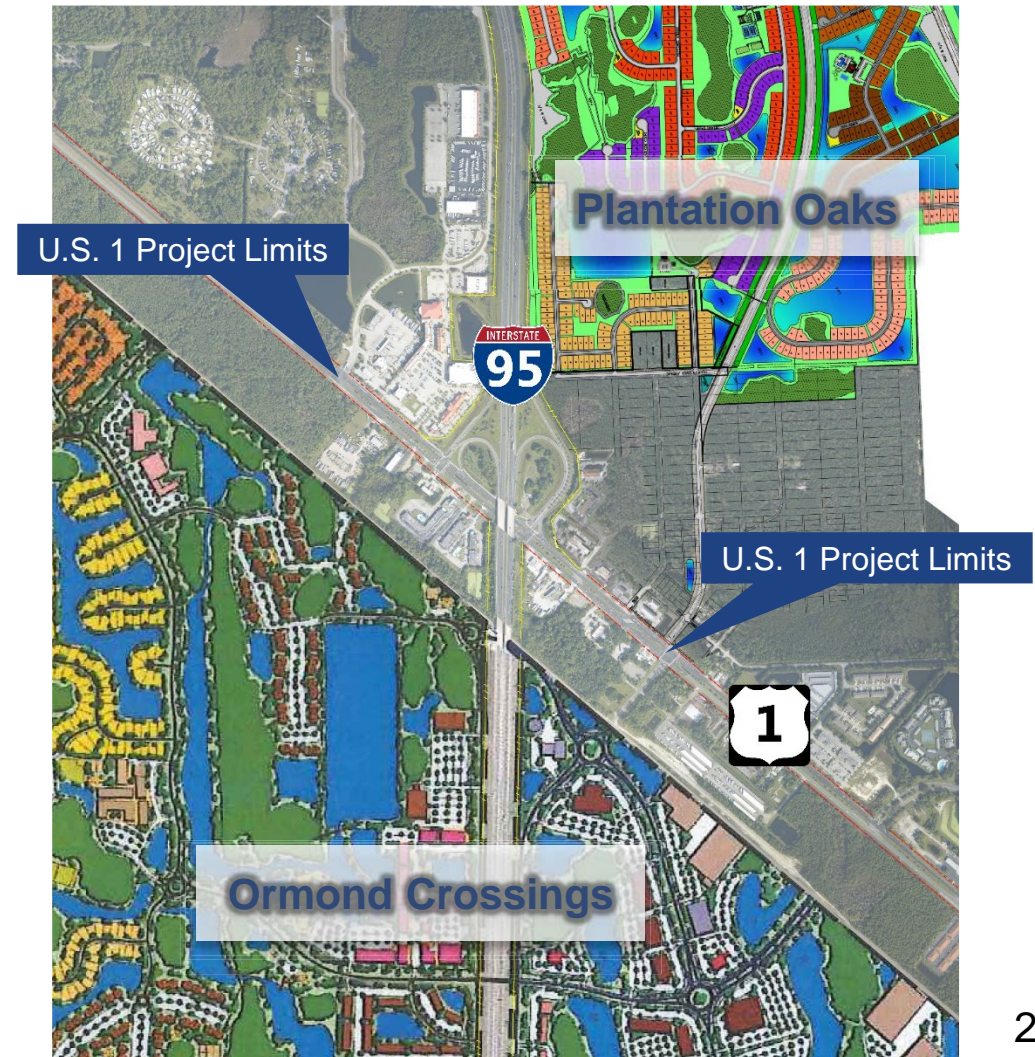
CAC / TCC - June 21, 2022

TPO Board – June 22, 2022



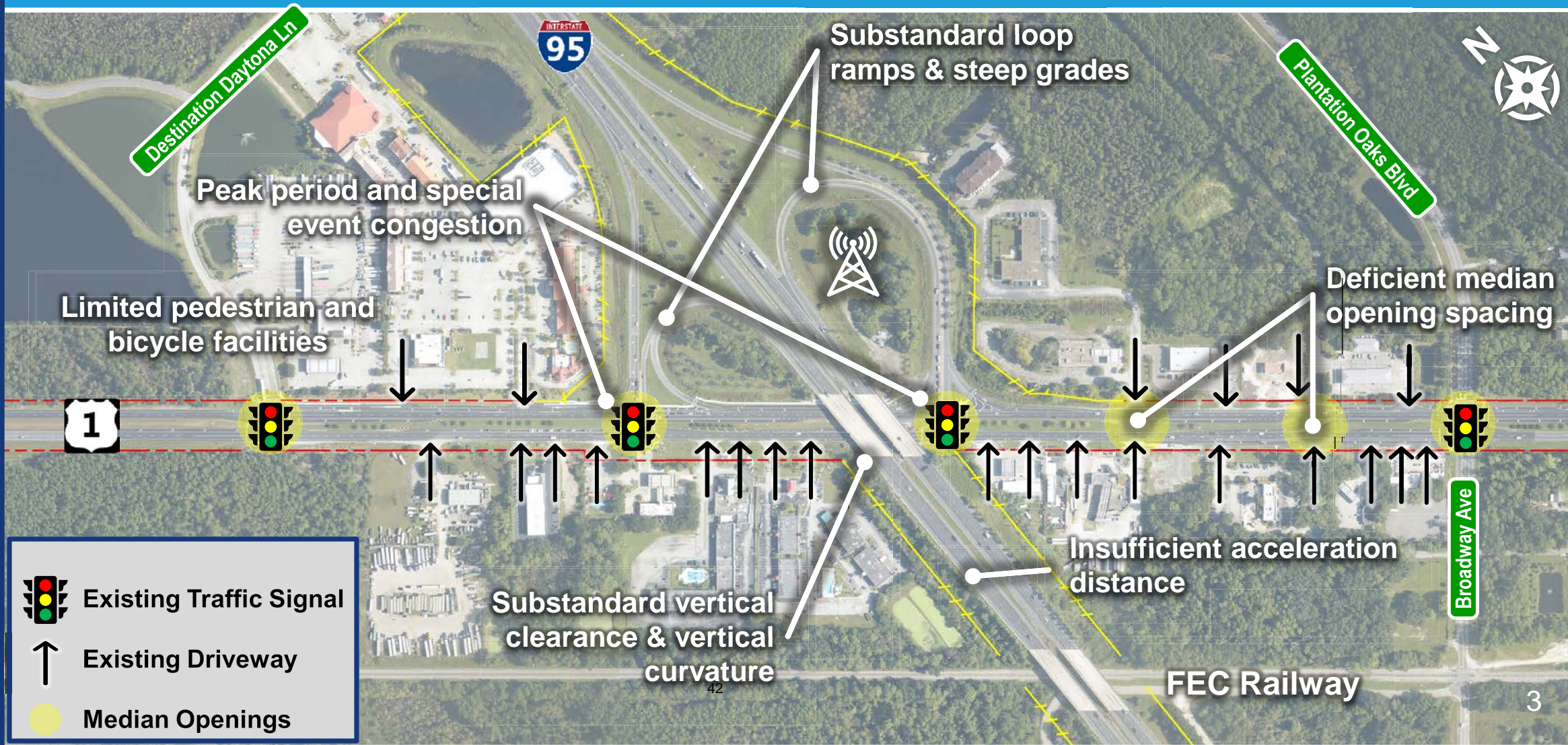
Existing & Future Characteristics

- I-95 interchange and US 1 from Plantation Oaks Blvd./Broadway Ave. to Destination Daytona Lane
- 2050 Future Traffic – No Build
 - Level of Service F
- Safety / Crashes
 - 329 crashes (2015-2019)
 - Two Fatal
- Large Developments
 - Ormond Crossings
 - Plantation Oaks





Existing Characteristics





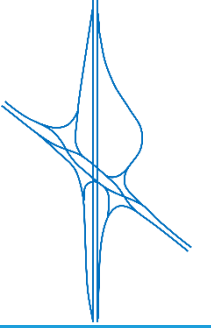
- **What is the purpose of the study?**
 - Accommodate the existing and future travel demand
 - Improve safety
- **Why is the project needed?**
 - Reduce congestion and improve mobility
 - Enhance safety for all travel modes





**I-95 AT
U.S. 1**
INTERCHANGE
PD&E STUDY

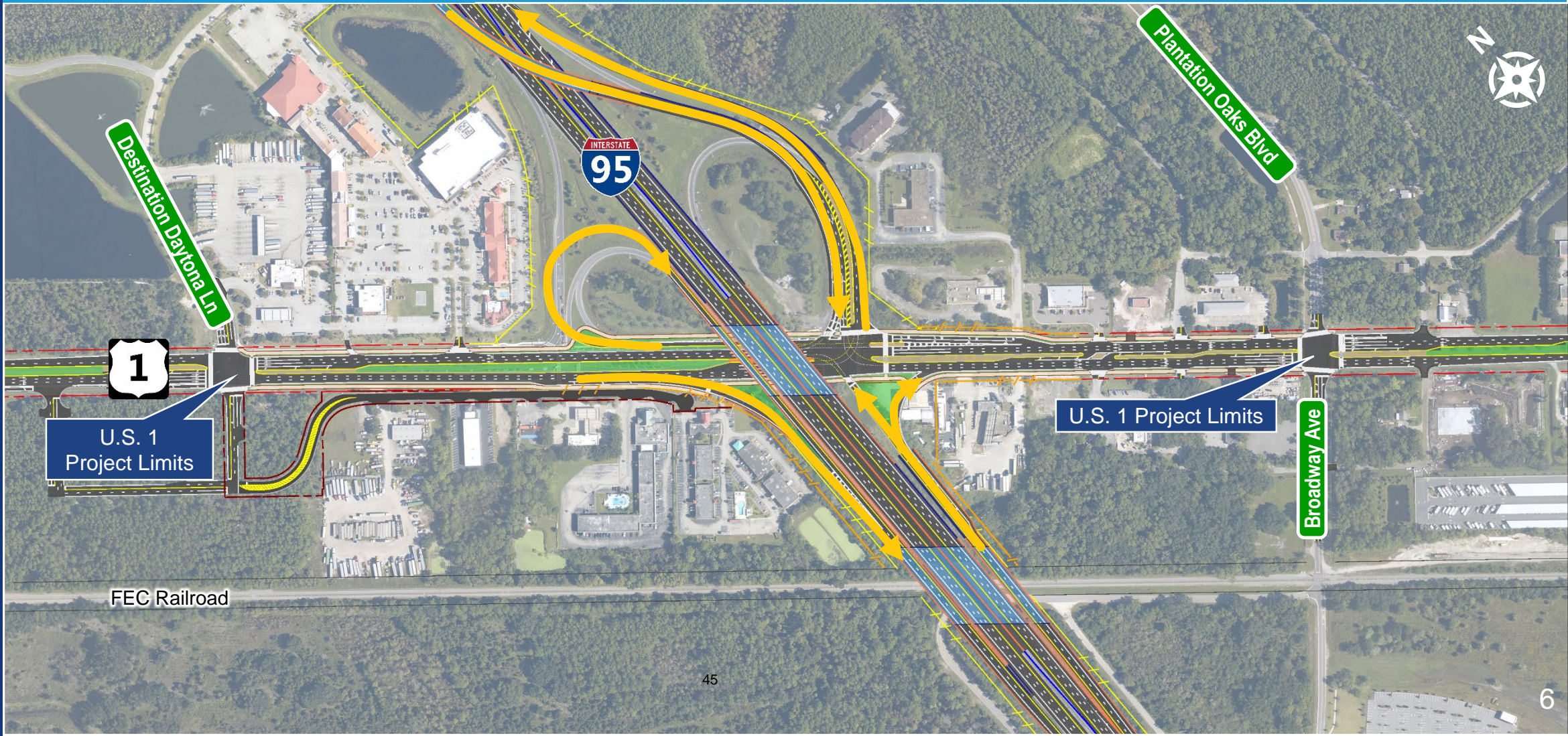
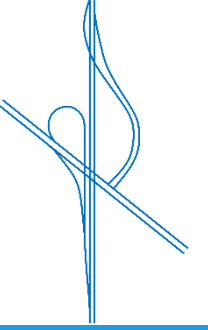
Diverging Diamond Interchange (DDI) Alternative





**I-95 AT
U.S. 1**
INTERCHANGE
PD&E STUDY

Offset Intersection (Offset) Alternative

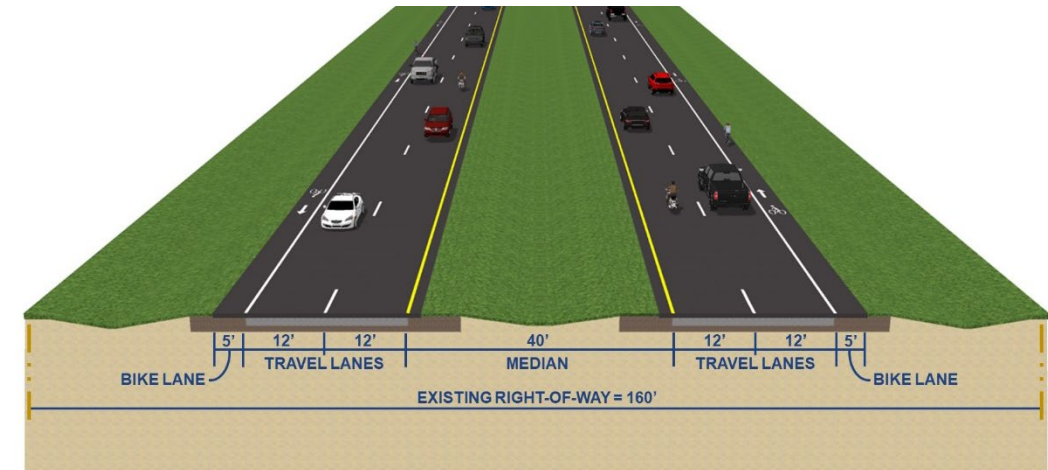




• Existing:

- Two-lanes in each direction
- Open drainage system
- Partial bicycle and pedestrian network

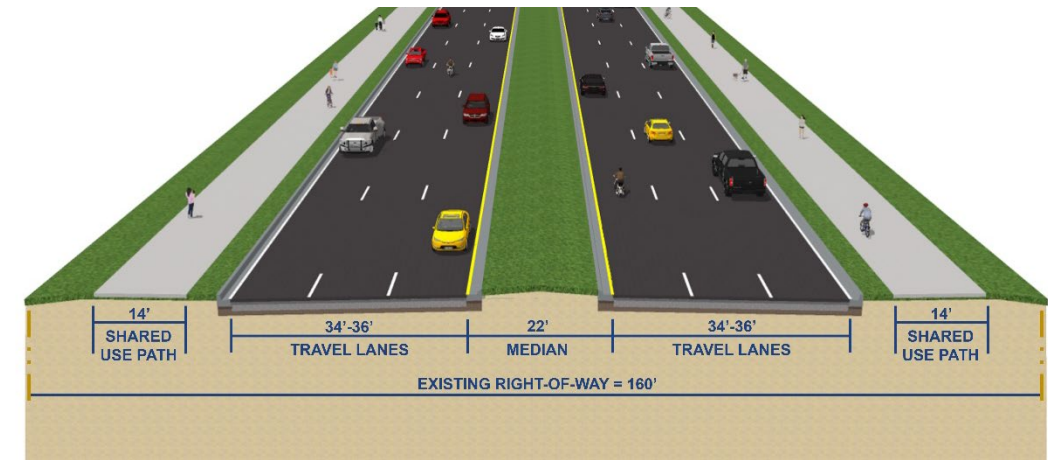
Existing U.S. 1 Typical Section



• Proposed:

- Three-lanes in each direction
- Curb and gutter drainage system
- 14-foot-wide shared-use paths

Proposed U.S. 1 Typical Section





FDOT Project Manager

Mark Trebitz, P.E.
Project Development Manager
District 5 - PLEMO



719 S. Woodland Blvd. MS 501
DeLand, FL 32720



Phone: (386) 943-5157



Email: mark.trebitz@dot.state.fl.us

Jesse Blouin, AICP
Project Manager



719 S. Woodland Blvd. MS 501
DeLand, FL 32720



Phone: (386) 943-5167



Email: jesse.blouin@dot.state.fl.us

Public Meeting: June 21st at 5:30 pm
at The Chapel in Ormond Beach
See flier for more details

Project Website: <https://www.cflroads.com/project/419772-2>

**SUMMARY SHEET
BPAC
JUNE 8, 2022**

V. STAFF COMMENTS

→ Pedestrian Fatalities in 2021

VI. INFORMATION ITEMS

→ BPAC Attendance Record
→ TPO Board Report
→ TPO Outreach & Activities

VII. BPAC MEMBER COMMENTS

VIII. ADJOURNMENT

******The next meeting of the BPAC will be on Wednesday, August 10, 2022******

Newly Released Estimates Show Traffic Fatalities Reached a 16-Year High in 2021

Tuesday, May 17, 2022

In response to this crisis, earlier this year USDOT unveiled the National Roadway Safety Strategy that is now getting resources from the President's Bipartisan Infrastructure Law

The National Highway Traffic Safety Administration [has released its early estimate of traffic fatalities for 2021](#). NHTSA projects that an estimated 42,915 people died in motor vehicle traffic crashes last year, a 10.5% increase from the 38,824 fatalities in 2020. The projection is the highest number of fatalities since 2005 and the largest annual percentage increase in the Fatality Analysis Reporting System's history. Behind each of these numbers is a life tragically lost, and a family left behind.

"We face a crisis on America's roadways that we must address together," said U.S. Transportation Secretary Pete Buttigieg. "With our National Roadway Safety Strategy and the President's Bipartisan Infrastructure Law, we are taking critical steps to help reverse this devastating trend and save lives on our roadways."

The Bipartisan Infrastructure Law places a strong emphasis on improving safety and includes the new Safe Streets and Roads for All program, which opened its first round of applications just this week. The program, the first of its kind, invests up to \$6 billion over five years to fund local efforts to reduce roadway crashes and fatalities. The Bipartisan Infrastructure Law now being implemented also advances Complete Streets policies and standards; requires updates to the Manual on Uniform Traffic Control Devices, which defines speeds, lane markings, traffic lights and more on most roads in the country; and sharply increases funding for the Highway Safety Improvement Program, which helps states adopt data-driven approaches to making roads safer.

"This crisis on our roads is urgent and preventable," said Dr. Steven Cliff, NHTSA's Deputy Administrator. "We will redouble our safety efforts, and we need everyone –

state and local governments, safety advocates, automakers, and drivers – to join us. All of our lives depend on it.”

Last week, NHTSA launched the [Click It or Ticket campaign](#), which coincides with special enforcement efforts to raise awareness about the fact that seat belts save lives, and launched a technical assistance program that will assist states in aggressively addressing a continued rise in fatalities. Earlier this week, NHTSA released \$740 million in funding for the 402 State and Community Grant Program, Section 405 National Priority Safety Program and Section 1906 Racial Profiling Data Collection Grants. States are encouraged to use the funding to implement programs to address gaps and opportunities identified during the technical assistance effort, expand partnerships, and focus on risky driving as well as safety concerns among vulnerable road users and overrepresented populations.

The full-year estimate of 2021 traffic fatalities also provides a look at state-level estimates during the pandemic. As in 2020, all 10 NHTSA regions are estimated to see increases in fatalities. Forty-four states, the District of Columbia and Puerto Rico are all projected to have had an increase in traffic deaths, as compared to 2020.

Preliminary data reported by the Federal Highway Administration show that vehicle miles traveled in 2021 increased by about 325 billion miles, or about 11.2%, as compared to 2020.

Data estimates show the fatality rate for 2021 was 1.33 fatalities per 100 million VMT, marginally down from 1.34 fatalities in 2020. While the fatality rate continued to rise in the first quarter, it declined in the other three quarters of 2021, compared to 2020.

Additionally, [the traffic fatalities in the following categories](#) showed relatively large increases in 2021, as compared to 2020:

- Fatalities in multi-vehicle crashes up 16%
- Fatalities on urban roads up 16%
- Fatalities among drivers 65 and older up 14%
- Pedestrian fatalities up 13%
- Fatalities in crashes involving at least one large truck up 13%
- Daytime fatalities up 11%
- Motorcyclist fatalities up 9%

- Bicyclist fatalities up 5%
- Fatalities in speeding-related crashes up 5%
- Fatalities in police-reported, alcohol-involvement crashes up 5%

To read more about the U.S. Department of Transportation's comprehensive National Roadway Safety Strategy, which adopts the safe system approach and builds multiple layers of protection with safer roads, safer people, safer vehicles, safer speeds, and better post-crash care, [please click here](#).

To learn more about the Safe Streets for All program, which is currently accepting applications for Fiscal Year 2022, [please click here](#).

###



New Projection: U.S. Pedestrian Fatalities Reach Highest Level in 40 Years

Resource Type

News Releases

FOR IMMEDIATE RELEASE

May 19, 2022

CONTACT: [Adam Snider](#), 202-580-7930

202-365-8971 (after hours)

Growing death toll underscores the urgent need for a multi-layered approach to protect people on foot from dangerous driving

WASHINGTON, D.C. – Drivers struck and killed an estimated 7,485 people on foot in 2021 – the most pedestrian deaths in a single year in four decades and an average of 20 deaths every day, according to a [new estimate](#) released today by the Governors Highway Safety Association (GHSA). To provide additional context on pedestrian safety trends, the report also includes an analysis of 2020 data from the National Highway Traffic Safety Administration (NHTSA) that reveals a shocking new statistic – the percentage of speeding-related pedestrian crashes involving children ages 15 and younger more than doubled in the previous three years.

Last month, GHSA offered a preview of state and national pedestrian traffic deaths for the first six months of 2021 based on preliminary data reported by the State Highway Safety Offices (SHSOs) in all 50 states and the District of Columbia (D.C.). The report warned that the number of pedestrian deaths increased significantly as speeding, impaired and distracted driving, and other dangerous driving behaviors proliferated. This new, comprehensive report, *Pedestrian Traffic Fatalities by State: 2021 Preliminary Data*, provides a detailed look at projected pedestrian fatalities for the full year using additional preliminary data provided by the SHSOs. The data analysis was conducted by Elizabeth Petraglia, Ph.D., of research firm [Westat](#).

The new projection found that the 7,485 pedestrian deaths in 2021 was an increase of 12% from the previous year, resulting in 774 additional lives lost. Nationwide, there were 2.32 pedestrian deaths per billion vehicle miles traveled (VMT) in 2021, which is similar to 2020 but well above the pre-pandemic average of 1.9. The fatality rate per 100,000 people also increased, rising to 2.26 in 2021 from 2.02 the year before. Because 2020 was an unusual travel year with less driving, the analysis compares 2021 state-level data to both 2020 and 2019 to give a complete picture of the changes in each state.

“This is heartbreaking and unacceptable. The pandemic has caused so much death and damage, it’s frustrating to see even more lives needlessly taken due to dangerous driving,” said GHSA Executive Director Jonathan Adkins. “We must address the root causes of the pedestrian safety crisis – speeding and other dangerous driving behaviors, inadequate infrastructure, and roads designed for vehicle speed instead of safety – to reverse this trend and ensure people can walk safely.”

The GHSA report provides examples of successful state programs to keep people on foot safe and explains how the holistic Safe System approach can improve pedestrian safety. The report provides concrete ways that each of the five elements of a Safe System – safe people, safe roads, safe vehicles, safe speeds and post-crash care – can better protect people on foot and all road users. GHSA strongly supports the Safe System approach as a promising solution to the pedestrian safety crisis. Last December, the association published a report that discusses how SHSOs, their partners, and other traffic safety organizations and advocates can work together to implement the Safe System approach and help mitigate roadway deaths.

Pedestrian Safety Trends, 2010-2020

The GHSA report also examined recently released 2020 data from NHTSA’s Fatality Analysis Reporting System to provide insights on trends regarding when, where and how drivers strike and kill people on foot. Findings included:

- In 2020, the percentage of pedestrian fatalities involving speeding rose to 8.6%, a notable increase from 7.2% the year before. Speed has a significant impact on pedestrian safety. The average risk of death for pedestrians increases exponentially the faster a vehicle is traveling, from 10% at 23 mph to 90% at 58 mph.
- Since 2018, the percentage of pedestrian fatalities among children younger than 15 in which speeding was a factor has more than doubled, from 5.8% in 2018 to 11.9% in 2020. Most of these fatalities occurred on weekdays (64%) and during daylight hours (53%), which is when children would typically be transported to and from school and related activities. However, millions of children began remote learning in March 2020, raising a troubling question about the increase in speeding-related deaths: Were more children going outside during the day away from controlled environments like playgrounds and schools?
- Pedestrians accounted for 17% of all traffic deaths in 2020, compared to 13% in 2010. While pedestrian deaths have risen by 54% over the past decade, all other traffic deaths have increased by 13%.
- Pedestrian fatalities fell by 8% in America’s 10 largest cities in 2020 after years of increases. This is likely due to fewer people walking and driving in response to public health restrictions. For example, deaths in New York City fell dramatically in March, April, May and December of 2020, when such restrictions were in effect.
- Drivers of passenger cars have consistently accounted for the greatest number of fatal pedestrian crashes. However, over the past decade the number of pedestrian deaths in

crashes involving sport utility vehicles (SUVs) increased at a faster rate than deaths in crashes involving passenger cars – 36% versus 27%, respectively. Because of their greater body weight and larger profile, SUVs can cause more harm to a person on foot when a crash occurs.

- Most pedestrian fatalities continue to occur at night, although nighttime deaths have accounted for an even larger share over the past few years. In 2020, more than 76% of deaths with a known lighting condition were at night. Since 2014, nighttime pedestrian deaths have risen by 41%, from 3,510 in 2014 to 4,951 in 2020.
- The percentage of pedestrian fatalities where no sidewalk was noted on the crash report rose to 67% in 2020 from an average of 62% over the four preceding years. The presence of sidewalks can help protect people walking by separating them from vehicle traffic, but additional infrastructure design considerations, such as raised crosswalks and traffic calming that slows vehicle speeds, can provide even more protection.
- Non-freeway arterial roads, which typically carry large volumes of traffic at high speeds, are the most dangerous for people on foot, accounting for 60% of all fatalities in 2020. Approximately 17% of pedestrian deaths were on freeways, suggesting the need for strong Move Over laws that require drivers to slow down and change lanes when approaching a stopped vehicle.

GHSA will bring together national and state leaders this September in Louisville, Kentucky, to discuss the increase in pedestrian and overall traffic deaths as well as how the Safe System approach can help protect people who are walking.

The complete report, including state-by-state pedestrian traffic fatality projections, is on the [GHSA website](#).

#

About GHSA

The Governors Highway Safety Association (GHSA) is a nonprofit association representing the highway safety offices of states, territories, the District of Columbia and Puerto Rico. GHSA provides leadership and representation for the states and territories to improve traffic safety, influence national policy, enhance program management and promote best practices. Its members are appointed by their Governors to administer federal and state highway safety funds and implement state highway safety plans. Visit ghsa.org for more information or follow us on [Facebook](#) and [Twitter](#).

BPAC Attendance Record 2022

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Notes
Holly Ryan/Doug Hall	x v	exc	exc	exc	x p								Daytona Beach (appt. 3/12) (alt. appt. 02/14)
Terry Lodge	x p	x p	x p	x p	x p								DeBary (appt 8/2020)
Ted Wendler Vice Chairperson	abs	x p	x p		x p								DeLand (appt. 05/11)
Luis Leal	x p	x p	x v	x v	x p								Deltona (appt 11/2021)
Paul Eik	x p	exc	exc	x p	x p								Flagler Beach (appt. 7/14) (alt appt 9/18)
Larry Coletti/Andy Dodzik	x p	x p	x p	x p	x v								Flagler County (appt 2/16)(re-appt 3/22)
Thomas Ryan	x p	x v	abs	abs	x v								Holly Hill (appt 9/19) (alt appt 5/2021)
Patrick McCallister		x v	abs	x v	x v								Lake Helen (appt 2/22)
Nic Mostert	x p	exc	x p	x p	x p								New Smyrna Beach (appt. 03/15)
Bob Storke	x p	x p	x p	x p	x p								Orange City (appt. 12/07)
Gayle Belin	x p	x p	x p	x p	x p								Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson/Andrew Dodzik	x p	x p	exc	x p	exc								Palm Coast (Appt. 02/16) (Alt appt 9/19)
Mark Oebbecke/Nancy Epps	x p	xp xv	xp xv	xp xv	x p								Ponce Inlet (Appt 12/2020) (alt appt 8/2021)
Christy Gillis	exc	x p	x v	exc	x v								South Daytona (appt. 01/16)
Roy Walters/Jason Aufdenberg Chairperson	xv xp	xv xp	x p	xp xp	x p								Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Maggie Ardito		x v	x v	x p	x p								Volusia County D-1 (appt. 2/22)
Tim Grigsby	x v	exc	x p	x v	x v								Volusia County D-4 (appt 4/2021)
Chris Daun	x p	x p	x p	x v	exc								Volusia County Chair (appt 3/2021)
Adam Mengel (non-voting)	abs	abs	abs	abs	abs								Flagler County (appt. 8/15/2021)
Gwen Perney (non-voting)	x v	x v	x v	x v	x v								Large City - Port Orange
John Cotton/Edie Biro (non-voting)	x v	x v	x v	x p	x v								Votran (appt. 07/13)(alt. appt. 02/16)
Melissa Winsett/Terri Bergeron (non-voting)	x p	abs	x p	exc	x p								Volusia County (02/14)
Rob Brinson (non-voting)	abs	abs	abs	abs	abs								Volusia County School Board (appt. 01/16)
Stephanie Moss (non-voting)	x p	x v	exc	x v	x v								FDOT (appt 11/19)
PHYSICAL QUORUM	Y	Y	Y	Y	Y								

Vacancies

Beverly Beach
 Bunnell
 Daytona Beach Shores
 Edgewater
 Flagler County School Board
 Flagler County Transit
 Oak Hill
 Pierson
 Port Orange
 Volusia County D-2
 Volusia County D-3
 Volusia County D-5

LEGEND

x = present
 p = present physically
 v = present virtually
 abs = absent (unexcused)
 exc = excused



**River to Sea TPO Board
Meeting Summary
May 25, 2022**

Due to COVID-19 the meeting was held as a hybrid meeting in accordance with AGO 2003-41 with 15 voting and one non-voting members physically present; and with three non-voting members attending remotely

- Approved the Consent Agenda including approval of: April 27, 2022 meeting minutes; Executive Director's timesheet review reports; and Resolution 2022-09 authorizing the filing and execution of the FY 2022/23 Transportation Disadvantaged (TD) Planning Grant agreement with the Commission for the Transportation Disadvantaged (CTD)
- Approved Resolution 2022-10 adopting the FY2022/23 and 2023/24 Unified Planning Work Program (UPWP) by roll call vote
- Approved Resolution 2022-11 supporting updates to the Florida Greenways and Trails System (FGTS) Plan and Maps
- Approved the following R2CTPO slate of officers for FY 2021/22:
 - Volusia County Council Vice Chair Barbara Girtman, Chairperson
 - DeLand Commissioner Chris Cloudman, 1st Vice Chairperson/Treasurer
 - Deltona Commissioner Victor Ramos, 2nd Vice Chairperson/Secretary
- Approved the 2021 Annual FDOT Joint Certification Report
- Received a presentation of the draft Transportation Congestion Management Process (CMP) Report
- Received a presentation of the FY 2022/23 River to Sea TPO Budget
- Received a presentation of the draft FY 2022/23 to 2026/27 Transportation Improvement Program (TIP)
- Received a presentation of the draft River to Sea TPO 2022 List of Priority Projects (LOPP)
- Received the FDOT report; announced Mr. Jared Perdue was named as State Secretary of the Florida Department Transportation by Governor DeSantis; Mr. John Tyler was appointed as District 5 Secretary; a ribbon cutting for the Oakridge Boulevard Zicla Zipper Bicycle/Pedestrian Safety Project ribbon cutting was held on Monday, May 23, 2022; a public meeting will be held June 1, 2022 for the SR 11 from the Volusia County line to US 1 resurfacing and safety project and June 16, 2022 for the Flagler County SR 100 resurfacing project; and a public meeting was held last night (May 24, 2022) for the SR A1A/SR 40 project and comments can still be submitted

Beverly Beach	DeBary	Flagler Beach	New Smyrna Beach	Palm Coast	South Daytona
Bunnell	DeLand	Flagler County	Oak Hill	Pierson	Volusia County
Daytona Beach	Deltona	Holly Hill	Orange City	Ponce Inlet	
Daytona Beach Shores	Edgewater	Lake Helen	Ormond Beach	Port Orange	

- Received the Interim Executive Director's report regarding Bipartisan Infrastructure Bill funding opportunities
- Received member comments

The next River to Sea TPO Board meeting will be on Wednesday, June 22, 2022 at 9:00 am

May/June 2022 TPO Outreach & Activities

Public Comment Requested on Public Participation Plan



The River to Sea TPO is seeking public comment on updates to its Public Participation Plan (PPP). The PPP outlines the various ways people can provide input into the TPO's planning and decision-making and it also identifies how the TPO will promote and encourage public participation. The PPP is being updated to more accurately reflect outreach activities and bring the document up-to-date. The draft PPP is available at www.r2ctpo.org. Comments will be accepted until June 10, 2022.

Public Comment Requested on Transportation Improvement Program and List of Priority Projects

The River to Sea TPO is seeking public comment on its Draft FY 2022/23 to 2026/27 Transportation Improvement Program (TIP) and Draft 2022 List of Priority Projects (LOPP).

The TIP is a short-range list of proposed transportation improvement projects for the TPO's metropolitan planning area. The LOPP identifies the TPO's project priorities for funding.

The draft TIP and LOPP are available at www.r2ctpo.org.



COVID-19 UPDATES

In response to the COVID-19 pandemic, core planning activities continue as required:

- TPO Board and committee meetings continue to require that a quorum be physically present; all other participants are being asked to attend TPO meetings remotely
- All public meetings are held using Microsoft Teams and the meeting information and links to join are posted on the TPO website at www.R2CTPO.org



May/June 2022 TPO Outreach & Activities

JUNE EVENTS:

- 10: Central Florida MPO Alliance (CFMPOA) and the Suncoast Transportation Planning Alliance Joint Meeting; Haines City
- 16: State Road (SR) 100 (E. Moody Blvd) Improvements Project Public Information Meeting; Flagler County Board Commission Meeting Room
- 21: Interstate 95 @ US-1 Interchange Project Development and Environment (PD&E) D&E Study Alternatives Open House; The Chapel in Ormond Beach



ONGOING PROJECTS, STUDIES & ACTIVITIES

- Develop Non-Motorized Traffic Count Program
- Update of the Congestion Management Process (CMP) and Performance Measures Report
- Regional Resiliency Action Plan Implementation
- Adoption of Public Participation Plan (PPP)
- Adoption of 2022 List of Priority Projects
- Technical Assistance & Training to Flagler County Transit
- Adoption of FY 2022/23 – 2026/27 Transportation Improvement Program (TIP)
- FY 2022/23 TPO Budget
- General Planning Consultant (GPC) Request for Proposal (RFP)
- River to Sea TPO Website RFP

Ribbon Cutting for Oak Ridge Boulevard Complete Streets Project

On Monday, May 23, 2022, in commemoration of National Bicycle Month, the Florida Department of Transportation (FDOT), together with the River to Sea TPO, Volusia County, the City of Daytona Beach and other local partners gathered to celebrate the ribbon cutting of the new Zicla Zipper buffered bike lane on Oakridge Boulevard (State Road 430). This is the first bike lane of its kind in the Central Florida area.

