



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 12, 2024

TIME: 2:00 p.m. (EST)

PLACE: Daytona Beach International Airport
700 Catalina Drive (Airline Conference Room)
Daytona Beach, Florida 32114

NOTE:
Microsoft Teams has been
established for remote
participation.

Wednesday, June 12, 2024 @ 2:00 PM (EST)

Join the BPAC meeting on your computer or mobile app

[Join the meeting now](#)

Dial-in by phone:

+1 561-484-5911 778305306# United States, West Palm Beach

[Find a local number](#)

Phone conference ID: 778 305 306#

Mr. Ted Wendler, 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 8, 2024 BPAC MEETING MINUTES *(Contact: Donna King) (Enclosure, pages 3-7)*

B. NOMINATION AND ELECTION OF BPAC CHAIRPERSON *(Contact: Stephan Harris) (Enclosure, page 8)*

III. ACTION ITEMS *(continued)*

C. NOMINATION AND ELECTION OF BPAC VICE CHAIRPERSON *(Contact: Stephan Harris) (Enclosure, page 9)*

D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2024-## ADOPTING THE FY 2024/25 TO FY 2028/29 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) **ROLL CALL VOTE REQUIRED** *(Contact: Stephan Harris) (Enclosure, pages 10-12)*

E. REVIEW AND RECOMMEND APPROVAL OF THE DRAFT LIST OF PRIORITIZED BICYCLE/PEDESTRIAN PROJECTS *(Contact: Stephan Harris) (Enclosure, pages 13-17)*

F. REVIEW AND RECOMMEND APPROVAL OF THE DRAFT LIST OF SHARED-USE NON-MOTORIZED (SUN) TRAIL PROJECTS *(Contact: Stephan Harris) (Enclosure, pages 18-20)*

G. CANCELLATION OF THE JULY 10, 2024 BPAC MEETING *(Contact: Donna King) (Enclosure, page 21)*

IV. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE 2024 DANGEROUS BY DESIGN REPORT *(Contact: Stephan Harris) (Enclosure, pages 22-42)*

V. STAFF COMMENTS *(Enclosure, page 43)*

VI. INFORMATION ITEMS *(Enclosure, pages 43-50)*

- BPAC Attendance Record
- TPO Board Report
- TPO Outreach & Activities
- TPO Upcoming Events

VII. BPAC MEMBER COMMENTS *(Enclosure, page 43)*

VIII. ADJOURNMENT *(Enclosure, page 43)*

*****The next meeting of the BPAC will be on Wednesday, August 14, 2024*****

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 12, 2024**

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE MAY 8, 2024 BPAC MEETING MINUTES

BACKGROUND INFORMATION:

Minutes are prepared for each meeting and must be approved by the BPAC. The May 8, 2024 BPAC meeting minutes are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO APPROVE THE MAY 8, 2024 BPAC MEETING MINUTES

**Bicycle/Pedestrian Advisory Committee (BPAC) Meeting Minutes
May 8, 2024
Daytona Beach International Airport, Airline Room
700 Catalina Drive
Daytona Beach, FL 32114**

Members/Technical Appointees Physically Present:

Terry Lodge, Vice Chairperson
Ted Wendler, Chairperson
Larry Coletti
Nic Mostert
Bob Storke
Gayle Belin
James Lowry
Laura Schweinsberg
Lee Rogowski
Jason Aufdenberg
Maggie Ardito
Emery Jeffreys
Eileen Sharp
Amy Stroger (non-voting)
David German (non-voting)
Jacob Lunceford (non-voting)

Members/Technical Appointees Virtually Present:

Doug Hall
Victor Ramos
Nancy Epps
Stephanie Moss (non-voting advisor)
Jay Williams (non-voting)

Members/Technical Appointees Absent:

Jauxniece Palmer
Robert Tomei
Patrick McCallister
Tom Bahleda (excused)
Christy Gillis (excused)
Katheryn Meagher (excused)
Elizabeth Bonds (excused)
Adam Mengel (non-voting)
Hamid Tabassian (non-voting) (excused)
Trevor Martin (non-voting) (excused)
Suzette Cameron (non-voting)
Penelope Cruz (non-voting)

Others Physically Present:

Donna King, Recording Secretary
Pamela Blankenship
Stephan Harris
Colleen Nicoulin

Others Virtually Present:

Richard Hamilton

Representing:

DeBary
DeLand
Flagler County
New Smyrna Beach
Orange City
Ormond Beach
Palm Coast
Palm Coast Alternate
Port Orange
Volusia County At-Large
Volusia County District 1
Volusia County District 1 Alternate
Volusia County District 2
Flagler County
Volusia County School Board
Volusia County Transit Services

Representing:

Daytona Beach
Deltona
Ponce Inlet Alternate
FDOT
Volusia County Traffic Engineering

Representing:

Flagler Beach
Flagler County Alternate
Lake Helen
Ponce Inlet
South Daytona
South Daytona Alternate
Volusia County Chair
Flagler County
Flagler County Transit
Flagler County Transit Alternate
Large City, Port Orange
Large City, Port Orange Alternate

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff

Representing:

Citizen

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

The River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) meeting was called to order at 2:02 p.m. by Chairperson Ted Wendler. The roll was called, and it was determined that a quorum was physically present. The meeting was held in a hybrid format with eleven voting and three non-voting members physically present; and three voting and two non-voting members virtually present.

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

The Pledge of Allegiance was given.

II. Public Comment/Participation

Chairperson Wendler welcomed the new BPAC members, Lee Rogowski and Robert Tomei.

III. Action Items

A. Review and Approval of the April 10, 2024 BPAC Meeting Minutes

MOTION: A motion was made by Mr. Lodge to approve the April 10, 2024 BPAC meeting minutes. The motion was seconded by Mr. Mostert and carried unanimously.

IV. Presentation and Discussion Items

A. Presentation and Discussion of the Draft FY 2024/25 to FY 2028/29 Transportation Improvement Program (TIP)

Mr. Harris provided detailed information about the proposed draft five-year TIP, covering expenditure amounts and funding for all projects. He explained the funding sources and noted that the draft TIP will be back next month for a recommendation of approval and will take effect on July 1, 2024; he discussed some of the specific projects and their funding types.

Mr. Harris addressed BPAC members' questions regarding expenditures and various projects; differences between regional and SUN Trail projects; the status of the LPGA interchange reconstruction; and the design progress of the Complete Streets project on Beach Street.

Ms. Nicoulin mentioned that although larger projects were not included in this presentation, they are listed in the actual TIP document. The projects that were highlighted in the presentation included member government applications received by the TPO.

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

[Handout provided]

Mr. Harris clarified that the initial agenda emailed to the members had an incorrect project list, but it was revised and resent with the correct list. He provided detailed information on the draft List of Prioritized Bicycle and Pedestrian Projects, highlighting this year's applications and their rankings.

Mr. Harris addressed BPAC members' questions regarding several aspects of project management; the number of projects on the Priority List expected to be funded next year; whether projects lose their ranking if they fail to get funding; the implications of not having a local match; the possibility of reprioritizing projects based on new information that is submitted; projects that are withdrawn and the reasons given for withdrawal; and the source of the funding for the Howland Boulevard project.

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

Mr. Harris provided detailed information about the Draft List of Shared-Use Non-Motorized (SUN) Trail Projects. He noted that several projects moved up to Tier A.

Mr. Harris addressed BPAC members' questions regarding various projects and the funding for those projects.

V. Staff Comments

→ NHTSA Finalizes Key Safety Rule to Reduce Crashes and Save Lives

Mr. Harris discussed NHTSA finalizing a new key safety rule to reduce crashes and save lives by equipping vehicles with AEB (Automatic Emergency Braking) which will be able to detect pedestrians. He showed an NBC news video that demonstrated how AEB works.

Mr. Harris stated that the Florida Greenways and Trails Council met and reranked the regional trails with the Coast-to-Coast Trail being ranked as number one and the St. Johns River to Sea Loop Trail as number two.

Mr. Harris noted Bike/Walk Central Florida's Operation Best Foot Forward crosswalk enforcement schedule for April and May.

VI. Information Items

- BPAC Attendance Record
- Operation Best Foot Forward Crosswalk Enforcement-April and May
- TPO Board Report
- TPO Outreach & Activities
- TPO Upcoming Events

VII. BPAC Member Comments

Dr. Aufdenberg stated that he rode his bike to the Tomoka Town Center Mall, and there is great bike parking there. There are also complete sidewalks to ride on going from the Volusia Mall to Tomoka Center.

Mr. Coletti stated that last month he discussed rumble strips on SR A1A. He noted that they are installing them on the white line, and he thanked FDOT. He asked Ms. Stroger if they were planning to resurface the area between Old Kings Road and Colbert Lane near the Lehigh Trail.

Ms. Stroger stated that she would look into that and get back to him.

Mr. Coletti stated that he rides the Ormond Scenic Loop frequently and it would be nice if there was a bike lane added where room permits.

Ms. Belin noted that she rides in that area a lot and it is not a safe area for bicyclists.

Mr. Rogowski stated that he rides his bike from City Center in Port Orange to the Riverside Esplanade and there are a few places that need to be more bike-friendly. He also noted that many roads are much more bike-friendly.

Mr. Lowry stated that he witnessed a woman get hit this morning at Clubhouse Drive/Palm Coast Parkway area. He thinks there is a lack of sidewalks there. He stated that a few weeks ago near Florida Park Drive and the Publix Plaza, a 12-year-old kid was knocked down by a vehicle.

Mr. Wendler suggested that Mr. Lowry attend and participate in some of the Palm Coast City Council meetings.

Mr. Mostert stated that he wanted to show appreciation to Ms. Ardito; he went into JC's Bike Shop, mentioned Ms. Ardito's name and the employees stated they thought highly of her. He asked if the AEBs were well established and if they had been used in Europe for a while.

Mr. Harris stated that he believes AEBs were implemented in Europe.

Mr. Mostert asked about the Navy Canal being a runway protection zone.

Mr. Harris stated that on the west side of the sidewalk on Clyde Morris Boulevard, signs state there is no standing/no stopping in that zone, so you must keep moving. The city is not able to encroach upon that area.

Ms. Sharp stated that she rides in that area and signs are on both sides of Clyde Morris Boulevard. The canal and trail that people are using are not within that boundary. A year or so ago, the BPAC discussed having someone from the Federal Aviation Administration (FAA) attend one of the BPAC meetings to explain that, but they have not done so.

Mr. Lodge asked if anyone is participating in the Make Every Ride Count Initiative this month and he suggested signing up on the Love to Ride app.

Mr. Lunceford stated that at yesterday's Volusia County Council meeting, the Council authorized Votran to start exploring fare increases. He noted that they will be holding public meetings over the next month and the TPO will be sharing information throughout the process.

Ms. Ardito discussed the Active Transportation Infrastructure Investment Program (ATIIP) stating that there is \$45 million in funding available. The deadline to submit is June 17, 2024. She also noted that the Active Transportation for All Workshop is scheduled for January 31, 2025, and if anyone is interested in helping prepare for that they should contact her.

VIII. Adjournment

The BPAC meeting adjourned at 3:30 p.m.

River to Sea Transportation Planning Organization

**Mr. Ted Wendler, 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 8, 2024 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 12th day of June 2024.

**Donna King, Recording Secretary
River to Sea Transportation Planning Organization**

****A recording of the May 8, 2024 BPAC meeting is available upon request.***

**SUMMARY SHEET
BPAC
JUNE 12, 2024**

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 2024/25 by a majority of the voting members present at this meeting. The position is effective July 1, 2024. The Chairperson shall preside at all meetings and, in the event of his/her absence or at his/her direction, the Vice Chairperson shall assume the powers and duties of the Chairperson. In addition, the Chairperson shall serve on the River to Sea TPO Board as a non-voting member and attend the regular monthly TPO Board meetings in order to represent the actions and discussions of the BPAC.

BPAC officers serve a term of one year and cannot serve more than two consecutive terms in the same office. Chairperson Ted Wendler was elected on June 14, 2023, and has served for one term.

ACTION REQUESTED:

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

**SUMMARY SHEET
BPAC
JUNE 12, 2024**

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 2024/25 by a majority of the voting members present at this meeting. The position is effective July 1, 2024. In the event of the absence of the Chairperson or at his/her direction, the Vice Chairperson shall assume the powers and duties of the Chairperson.

BPAC officers serve a term of one year and cannot serve more than two consecutive terms in the same office. Vice Chairperson Terry Lodge was elected on June 14, 2023, and has served for one term.

ACTION REQUESTED:

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

**SUMMARY SHEET
BPAC
JUNE 12, 2024**

III. ACTION ITEMS

- D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2024-## ADOPTING THE FY 2024/25 TO FY 2028/29 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 is 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 2024/25 to FY 2028/29 TIP was presented to the BPAC for review in May. Resolution 2024-## adopts the FY 2024/25 to 2028/29 TIP. Due to its large size, the draft TIP is available to view and download from the TPO's website at:

<https://www.r2ctpo.org/wp-content/uploads/Draft-FY-2024-25-to-FY-2028-29-TIP-for-Review.pdf>

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2024-## ADOPTING THE FY 2024/25 TO FY 2028/29 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) *ROLL CALL VOTE REQUIRED*

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2024-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2024/25 TO FY 2028/29 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 Connect 2045 Long Range Transportation Plan and all other projects contained within the Transportation Improvement Program are consistent with the River to Sea TPO's Connect 2045 Long Range Transportation Plan.

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

1. FY 2024/25 to FY 2028/29 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. The Chairperson of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the FY 2024/25 to FY 2028/29 TIP to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the **26th** day of **June 2024**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

DELAND MAYOR CHRISTOPHER M CLOUDMAN
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 26, 2024**.

ATTEST:

DONNA KING, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**SUMMARY SHEET
BPAC
JUNE 12, 2024**

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 8, 2023, to February 29, 2024. The BPAC Project Review Subcommittee met on March 18, 2024, and April 10, 2024, to evaluate and rank the applications received. A draft list was presented to the BPAC at the May 8, 2024 meeting for review. A revised 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 6/12/2024

Tier "A" - Projects with One or More Phases Funded										
FM #	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4409501	Thompson Creek Trail	Division St to Wilmette Ave	Trail	Ormond Beach	Safety	PE \$686,302 FY 26/27	CST, CEI	\$2,921,804	10%	
4462481	Deltona School Crosswalk Embedded Lights	Multiple Limits	Crosswalk Lights	Deltona	Safety	CST \$841,801 FY 26/27	--	TBD	33%	FULLY-FUNDED
4355381	W. French Ave Shared Use Path	Werley Trail to Valentine Park	Trail	Orange City	Safety	CST \$947,902 FY 24/25	--	TBD	10%	FULLY-FUNDED
4502471	Ponce Inlet Mobility Project	South Peninsula Drive	Sidewalk	Ponce Inlet/Volusia County	Safety	CST \$1,783,580 (S1) \$1,855,066 (S2) \$2,507,517 (S3) FY 25/26	--	\$4,638,853	15%	FULLY-FUNDED
4487861	N US 1 Sidewalk	Airport Road to Broadway Ave	Sidewalk	Ormond Beach	Safety	CST \$4,516,483 FY 27/28	CST, CEI	TBD	0%	FULLY-FUNDED
4379421 and 4379422	East International Speedway Blvd. Beachside Corridor Improvement Project	from Halifax River to SR A1A	Corridor Improvements	Daytona Beach	Safety	ROW \$219,841 FY 24/25 CST \$46,305 FY 24/25 <u>Landscaping:</u> CST \$1,277,702 FY 24/25	--	\$26,337,633	0%	FULLY-FUNDED
4379351	Barracuda Boulevard Bridge Replacement	between Middle Way and Quay Assisi	Bridge Replacement	New Smyrna Beach	Safety	--	--	TBD	25%	FULLY-FUNDED
4379361	5th Street Bridge Replacement	between Riverside Dr and Commodore Dr	Bridge Replacement	New Smyrna Beach	Safety	--	--	TBD	25%	FULLY-FUNDED
4390371	Beville Rd Shared Use Path	Andros Isles Blvd to Clyde Morris Blvd	Trail	Daytona Beach	Safety	PE \$130,067 FY 23/24 CST \$1,768,340 FY 23/24	--	TBD	0%	FULLY-FUNDED
4364731	Lehigh Trailhead	Palm Coast Tennis Center	Trailhead	Palm Coast	Safety	CST \$880,000 FY 26/27	--	\$2,707,770	10%	FULLY-FUNDED
4450282	Providence Bv Shared Use Path	Perimeter Dr to Alexander Av	Trail	Deltona	Safety	CST \$2,077,645 FY 23/24	--	\$1,202,150		FULLY FUNDED Phase 1 trail segment
4475171	SJR2C Wayfinding Signage Project	Multiple Limits	Signage	Volusia County	Safety	CST \$358,469 FY 24/25 CEI \$124,731 FY 24/25	--	\$507,059	10%	FULLY FUNDED
4440331 4440332	Port Orange Sidewalk Gaps	Multiple Limits	Sidewalk	Port Orange	Safety	CST \$403,511 FY 24/25 CEI \$67,140 FY 24/25	--	TBD	10%	FULLY-FUNDED FM #4487721/2, 4440331/2, and 4462851/2 Bundled

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)	Unfunded Phase(s)	Estimated Total Project Cost	Local Match	Comments
4487721 4487722	Williamson-Willow Run Bv Sidewalk	Town Park Subdivision to Chardonnay Dr	Sidewalk	Port Orange	Safety	CST \$582,191 FY 24/25 CEI \$87,329 FY 24/25	--	TBD	10%	FULLY-FUNDED FM #4487721/2, 4440331/2, and 4462851/2 Bundled
4462851 4462852	Willow Run Bv Sidewalk	Harms Way to Clyde Morris Bv	Sidewalk	Port Orange	Safety	CST \$472,218 FY 24/25 CEI \$70,743 FY 24/25	--	\$574,458	10%	FULLY-FUNDED FM #4487721/2, 4440331/2, and 4462851/2 Bundled
4470191	Reed Canal Rd Sidewalk	Nova Rd to US 1	Sidewalk	South Daytona	Safety	CST \$2,261,759 FY 25/26 CEI \$236,108 FY 25/26	--	\$2,568,006	10%	FULLY-FUNDED
4386361	Old Kings Rd South Multi-Use Trail	Volusia/Flagler County Line to SR 100	Trail	Flagler County	Safety	PE \$280,000 FY 24/25 CST \$2,527,650 FY 26/27	--	\$3,000,000	10%	FULLY-FUNDED
4502651	US 1 Trailhead for Lehigh Trail	US 1 and Royal Palms Pkwy Intersection (SE quadrant)	Trailhead	Flagler County	Safety	PE \$220,000 FY 24/25 CST \$1,004,080 FY 26/27	--	TBD	10%	FULLY-FUNDED
4398654	Sauls St to Carmen Dr Shared Use Path	Sauls St to Carmen Dr	Trail	South Daytona	Safety	CST \$9,603,771	--	TBD	0%	FULLY-FUNDED
4470181	Sauls St Bridge	Reed Canal south side to Reed Canal north Side	Bridge	South Daytona	Safety		--	TBD	10%	FULLY-FUNDED
4471011	Graham Swamp Trail Gap, Phase 2	Lehigh Trail to Graham Swamp Trail head	Trail	Palm Coast	Safety	PE \$684,109 FY 24/25	CST	TBD	10%	
4534601	Madeline Av Trail, Phase 1	Clyde Morris Bv to Nova Rd	Trail and Sidewalk	Port Orange	Safety	PE \$407,680 FY 28/29	CST	TBD	10%	
4489071	Port Orange Sidewalk Bundle #1	Multiple Limits	Sidewalk	Port Orange	Safety	PE \$1,415,882 FY 28/29	CST	TBD	10%	
4506441	N Nova Rd Corridor Improvements	SR 40 to US 1	Complete Street	Ormond Beach	Safety	CST \$12,172,036 FY 25/26	--	TBD	0%	

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											
Rank⁴	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	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 \$81308 (P1) CEI \$99,684 (P2)	\$911,270	10%	2016	70.67	AKA Sweetheart Trail Loop
3	South St Multi-Use Trail	Turnbull Bay Rd to US 1	Trail	New Smyrna Beach	Safety	PE \$215,709 CST \$1,078,547 CEI \$122,415	\$1,616,270	10%	2023	67.00	
4	Mason Ave, Phase 2 Improvements	Clyde Morris Bv to Beach St	PDE Study	Daytona Beach	Safety	TBD	TBD	0%	2023	66.00	
5	US 1 Sidewalk	Airport Rd to Wilmette Ave	Sidewalk	Ormond Beach	Safety	CEI \$250,000	\$1,481,700	0%	2015	65.00	
6	SR 44 Multi-Use Trail	I-95 west side to I-95 east side	Trail	New Smyrna Beach	Safety	PE \$136,241 CST \$681,207 CEI \$89,238	\$1,046,684	0%	2023	63.83	
7	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	
8	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	
9	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	
10	Magnolia Ave 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	\$3,566,216	10%	2022	55.75	
11	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	

River to Sea TPO List of Prioritized Bicycle and Pedestrian Projects

<i>Tier "C" - Projects Awaiting Feasibility Study</i>									
Rank	Project Name	Project Limits	Description	Project Sponsor	Performance Measure	Local Match	Year Submitted	Project Score	Comments
1	US 1 Multi-Use Trail	Royal Palms Pkwy to Palm Coast Pkwy	Trail	Flagler County	Safety	0%	2024	63.57	
2	Old Kings Road Multi-Use Trail	Matanzas Woods Pkwy to US 1	Trail	Flagler County	Safety	10%	2024	61.14	
3	SR 40 (Granada Blvd) Bridge Safety Improvements	SR 40 (west side) to SR 40 (east side)	Safety	Ormond Beach	Safety	0%	2024	57.14	
4	John Anderson Highway Multi-Use Trail	Volusia/Flagler County Line to SR 100	Trail	Flagler County	Safety	10%	2024	56.00	
5	Spruce Creek Road Sidewalk Gaps	Oak River Dr to Commonwealth Bv	Sidewalk	Port Orange	Safety	10%	2021	55.75	
6	Ocean Ave Sidewalk	S. Peninsula Ave to S. Atlantic Ave	Sidewalk	New Smyrna Beach	Safety	10%	2017	52.25	
7	South Daytona Elementary Sidewalk Expansion	Multiple Limits	Sidewalk	South Daytona	Safety	10%	2018	52.00	
8	27th Street Sidewalk	Silver Palm Dr to Travelers Palm Dr	Sidewalk	Edgewater	Safety	10%	2022	50.67	
9	Hickory Bluff Preserve Trail	Hickory Bluff Preserve to Maytown Rd	Trail	Volusia County	Safety	10%	2018	48.75	
10	Art Center Blvd Sidewalk	Sundance Trail to US 1	Sidewalk	New Smyrna Beach	Safety	10%	2017	44.00	

**SUMMARY SHEET
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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 SUN Trail list was presented to the BPAC at the May 8, 2024 meeting for review. A 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 6/12/2024

Tier "A" - Projects in the SUN Trail 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	4390396	Volusia	Spring to Spring Gap: DeBary (Phase 3C)	W Highbanks Rd to DeBary Plantation Bv	Trail	Volusia County	CST \$2,411,243 FY 24/25	None	\$2,411,243	FULLY-FUNDED
C2C, HOF	4391951	Volusia	Coast to Coast Trail Connector	Fort Florida Rd to Coast to Coast Trail	Trail	DeBary	CST \$225,000 FY 20/21	None	\$500,000	Non SUN Trail-funded project.
SJR2C	4398622	Volusia	Oak Hill to Edgewater: US 1	US 1 to Dale Ave	Trail	Volusia County	PE \$50,000 FY 24/25 CST \$5,889,944 FY 25/26	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	PE \$30,099 FY 23/24 CST \$4,092,887 FY 23/24	None	\$4,122,986	FULLY-FUNDED
SJR2C	4398653	Volusia	Spruce Creek Rd Gap	S of Selin Cir to Herbert St	Trail	Port Orange	CST \$3,039,750 FY 23/24	None	\$3,039,750	FULLY-FUNDED
SJR2C, HOF	4102511	Volusia	US 17 Trail	W. Baxter St to SR 40	Trail	Volusia County	PE TBD	CST	TBD	Included as part of the widening of US 17.
SJR2C	4479631	Volusia	New Smyrna Gap: SR 44 to US 1	SR 44/Lytle Av to US 1	Trail	New Smyrna Beach	PD&E \$750,000 FY 22/23	PE, CST	TBD	PD&E Study
SJR2C	4398654	Volusia	South Daytona Gap	Sauls St/McDonald Rd to Carmen Dr/Ridge Bv	Trail	South Daytona	CST \$9,603,771 FY 27/28	None	TBD	
SJR2C	4398742	Volusia	Spring to Spring Gap: DeLand	Lake Beresford Park to Old New York Av	Trail	Volusia County	CST \$2,844,697 FY 27/28	None	TBD	
SJR2C	4398743	Volusia	Spring to Spring Gap: DeLand	Old New York Av to SR 44	Trail	Volusia County	CST \$1,717,942 FY 25/26	None	TBD	
SJR2C	4398744	Volusia	Spring to Spring Gap: DeLand	SR 44 to Minnesota/Grand Av	Trail	Volusia County	CST \$2,130,600 FY 25/26	None	TBD	
SJR2C	4428741	Volusia	SR A1A Gap	North of SR 40 to North of Roberta Rd	Trail	Volusia County	PE \$259,932 FY 23/24 CST \$20,653,213	None	TBD	
SJR2C	4509461	Volusia	SR A1A Gap	Sandra Dr to Volusia/Flagler County Line	Trail	Volusia County	PE \$2,572,973 CST \$18,292,785 FY 25/26	None	TBD	
Palm Coast to Ormond Trail Corridor	4471011	Flagler	Graham Swamp Trail Gap, Phase 2	Lehigh Trail to Graham Swamp Trail head	Trail	Palm Coast	PE \$684,109 FY 24/25	CST	TBD	

Tier "B" - Projects Awaiting Funding											
Regional Trail System	FM #	County	Project Name	Project Limits	Description	Project Sponsor	Programmed Phase(s)	Unfunded Phase(s)	Estimated Total Project Cost	Comments	
HOF	4106761	Volusia	SR 40 Black Bear Scenic Trail	Volusia/Lake County Line to US 17	Trail	Volusia County	PD&E Study	PE, CST	TBD		
SJR2C	4398655	Volusia	US 1 Trail	South St to Nova Rd	Trail	Volusia County	None	PE, CST	TBD		
SJR2C	4398721	Volusia	Ormond Beach Gap: SR 40	Cassen Park to A1A	Trail	Ormond Beach	None	PE, CST	TBD		
SJR2C	4398761	Volusia	SR 15 (US 17)	SR 40 to Putnam County Line	Trail	Volusia County	None	CST	TBD		
SJR2C	None	Volusia	Halifax River/East Coast Greenway Trail	Orange Ave to VM Bridge (Phase 1); VM Bridge to ISB (Phase 2)	Trail	Daytona Beach	None	PE, CST	\$910,270	AKA Sweetheart Trail Loop	
East Central Regional Rail Trail	None	Volusia	Deering Park North Trail	SR 44 to East Central Regional Rail Trail	Trail	Edgewater	None	PE, CST	TBD	East Central Regional Rail Trail connection to Florida Wildlife Corridor	
Coast-to-Coast Trail	None	Volusia	Florida Wildlife Corridor Trail in Volusia County	Coast-to-Coast Trail to SR 40	Trail	Volusia County	None	PD&E Study, PE, CST	TBD	Coast-to-Coast Trail connection to Florida Wildlife Corridor	
Palm Coast to Bulow Trail Corridor	None	Flagler	Old Kings Road Trail	Volusia/Flagler County Line to Palm Coast Linear Park on Palm Coast Parkway	Trail	Flagler County and Palm Coast	None	PE, CST	TBD		
East Palatka to Lehigh Trail Corridor	None	Flagler	Old Brick Road Trail	Lehigh Trail to Flagler/St. Johns County Line	Trail	Flagler County	None	PD&E Study, PE, CST	TBD	Lehigh Trail connection to Florida Wildlife Corridor	
SJR2C	None	Flagler	SJR2C Flagler Beach Gap (SR A1A)	Volusia/Flagler County Line to Ocean Marina Drive	Trail	Flagler Beach	None	PD&E Study, PE, CST	TBD		
SJR2C	None	Flagler	SR A1A Gap: Marineland	Poole Dr to McBride Lane	Trail	Marineland	None	FS, PE, CST	TBD		

**SUMMARY SHEET
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III. ACTION ITEMS

G. CANCELLATION OF THE JULY 10, 2024 BPAC MEETING

BACKGROUND INFORMATION:

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

ACTION REQUESTED:

MOTION TO CANCEL THE JULY 10, 2024 BPAC MEETING

**SUMMARY SHEET
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JUNE 12, 2024**

IV. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE 2024 DANGEROUS BY DESIGN REPORT

BACKGROUND INFORMATION:

The 2024 Dangerous by Design Report was produced by Smart Growth America, a 501(c)(3) organization that focuses on climate change and resilience, advancing racial equity, and creating healthy communities. The report, focused on pedestrian safety, is divided into the following sections:

Dangerous by Design 2024

I. The most dangerous metro areas

II. The people most at risk

Appendices: All metro areas

TPO staff will lead a discussion of the 2024 Dangerous by Design Report.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC



Smart Growth
AMERICA



National Complete
Streets Coalition

DANGEROUS BY DESIGN 2024

Smart Growth America advocates for people who want to live and work in great neighborhoods. We envision a country where no matter where you live, or who you are, you can enjoy living in a place that is healthy, prosperous, and resilient. Learn more at www.smartgrowthamerica.org.



The National Complete Streets Coalition, a program of Smart Growth America, is a non-profit, non-partisan alliance of public interest organizations and transportation professionals committed to the development and implementation of Complete Streets policies and practices. A nationwide movement launched by the Coalition in 2004, Complete Streets is the integration of people and place in the planning, design, construction, operation, and maintenance of transportation networks. www.completestreets.org



National Complete Streets Coalition

Smart Growth America project team: Writing, design, and layout by Steve Davis. Michael Rodriguez and Megan Wright conducted all analyses. Megan Wright and Steve Davis created all illustrations throughout this report. Editing and oversight by Eric Cova and Heidi Simon. This report was produced under the leadership Beth Osborne, Vice President of Transportation. Cover photo by Forever Ready Productions. Released in May 2024.

smartgrowthamerica.org/dangerous-by-design.

This project was made possible by:

This publication was made possible by cooperative agreement OT18-1802 from the **Centers for Disease Control and Prevention's Division of Nutrition, Physical Activity, and Obesity**. Its contents are solely the responsibility of the authors and do not necessarily represent the official views of the CDC.

Smart Growth America created this brief to help highlight number of traffic fatalities and injuries nationally and identify the top 20 deadliest metros for people walking. Increasing safety for people walking is part of the CDC's Active People, Healthy NationSM Initiative that is working to help 27 million Americans become more physically active by 2027.



SGA and NCSC also thank the **American Society of Landscape Architects** and **Michael Baker International** for their generous support of this project.

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- 14** II. The people most at risk
- 17** Appendices: All metro areas

This epidemic continues to grow worse because our nation's streets are **dangerous by design**, designed primarily to move cars quickly at the expense of keeping everyone safe.



At 6:15 a.m. on April 15, 2020, Andrew Fortune, a 29-year-old resident of Baton Rouge, Louisiana, attempted to cross Florida Boulevard on an early spring morning in the state's capital city (as reported by WBRZ).¹ This busy east-west street through the heart of eastern Baton Rouge is filled with homes, stores, and the region's main public bus transfer station, but it lacks the most basic but essential facilities for people walking or rolling.

There are no marked crosswalks for segments as long as three-quarters of a mile, even at many of the signalized intersections, such as the one at N. 22nd St immediately adjacent to the city's busy bus station. Marked crosswalks are missing at nearly all of the other 20+ unsignalized intersections with a north-south street, though it is still legal to cross at each one. At the signalized intersections nearby that do have crosswalks, all that's left is ghostly faded paint on patchy concrete and asphalt that leads to broken curb ramps on either side and uneven, narrow sidewalks lacking curbs and gutters. Wide radius right-turning lanes allow drivers to turn right without slowing down much at both intersections, creating longer distances for people to walk or roll across. These signalized intersections lack basic street design features that make crossing the streets safer.

So Andrew Fortune had a choice: Walk an extra mile or farther—an extra 10, 20 minutes or more—to take his chances that he would be safer using a faded crosswalk at an intersection designed for moving vehicles quickly. Or he could make a choice commonly made by other Baton Rouge residents to look for a break in traffic and cross directly to his destination.



Florida Blvd. in Baton Rouge, LA. Photos by Steve Davis / Smart Growth America



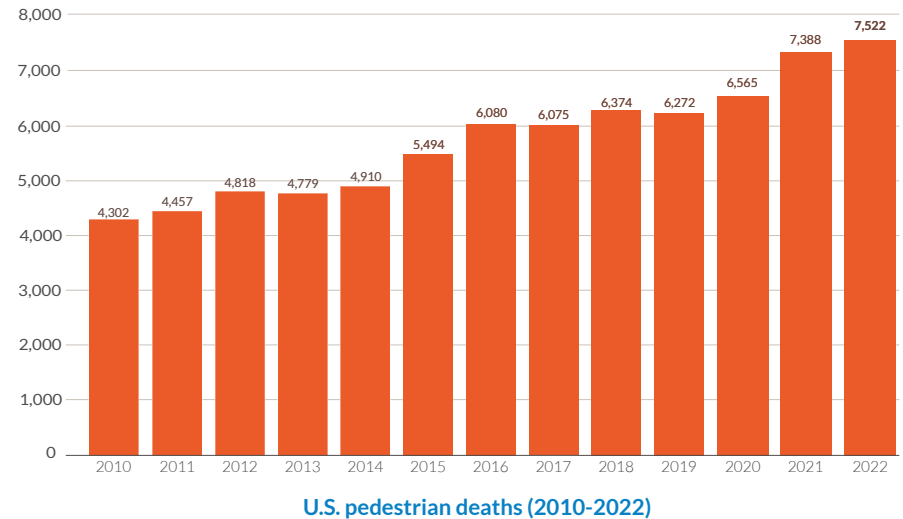


Current conditions on Atkinson St. and Florida Blvd in Baton Rouge, LA (left) and two examples of basic street design changes for that intersection that could keep other people safe. Left image from Google StreetView, middle and right illustrations courtesy of Peter Quintanilla and the Design Hub at Michael Baker International.

Tragically, Andrew Fortune was killed near the intersection with Atkinson Street after being struck by the driver of a pickup truck as he walked. This is a significantly more likely outcome for Black Americans, who are killed at double the rate of white Americans. It's more likely in part because Black neighborhoods have more high-speed roads with a lack of facilities for people walking.²

A historic increase in these deaths from 2020 to 2021 shocked many, but this epidemic continues to get worse. In 2022, the most recent year with complete federal data, that number rose to **7,522**, marking a **40-year high** in the deaths of people struck and killed while walking.³ This represents a **75 percent** increase in these deaths since 2010. **61,459** people walking were struck and killed in the decade ending in 2022 (compared to **45,935** in the previous 10-year period ending in 2012.)⁴ Danger outside of a vehicle has gotten steadily worse over the last few decades: The share of all traffic deaths that were people outside of vehicles hit the highest share in 40 years.

75 percent increase in the deaths of people walking since 2010



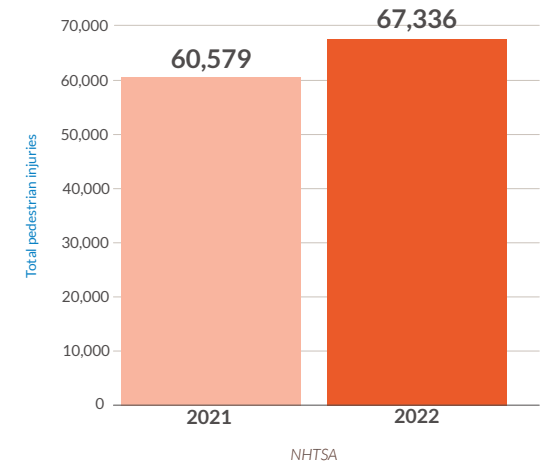
Those 7,522 deaths are roughly equivalent to the population of a small town like Buena Vista, Colorado, the student population of Gonzaga University, or more than three Boeing 737s full of people falling from the sky every month for a year.

Each one of these deaths was a person who left behind a grieving family and friends. **The trauma of survivors is just one of three hidden costs of this crisis that deserves far more attention.** There's also the heavy direct and indirect costs (and trauma) from the **hundreds of thousands of (under-reported) injuries** during that time.⁵ And there's the countless number of **walking trips never taken** as millions choose not to risk their lives or livelihoods on dangerous streets where thousands of their neighbors have lost their lives or suffered injuries.

Survivors: Andrew Fortune's death tore through the fabric of his community, touching the lives of the many people who knew him. Family members and friends grieved the loss of a friend, son, grandson, nephew, cousin, brother, and father. Multiply that type of human impact by the 61,458 other people killed in traffic crashes while walking over the previous decade and the magnitude of the impact becomes more clear. [Learn more about the heavy cost borne by these survivors from Families for Safe Streets.](#)

Injuries: The tragic stories of deaths like Andrew's are only a small part of a broader safety story. Tens of thousands more are also injured, ranging on a spectrum from minor, recoverable injuries to life-altering head injuries, paralysis or losses of limb. In 2022, the number of pedestrians injured by traffic crashes increased **11 percent** over 2021, with an estimated **67,336 people injured in 2022 alone.**

Injuries to pedestrians increased 11 percent from 2021 to 2022



However, the crash data reported by states to the US Department of Transportation (USDOT) is limited to injuries noted at the scene on a police report and also does not distinguish severity. Looking at a three-year period from 2021 to 2023, there were **137,325 emergency department visits for pedestrian injuries**, according to data reported from around 80 percent of the nation's emergency departments and published by the Centers for Disease Control and Prevention's National Syndromic Surveillance Program.⁶

Furthermore, people from all communities of color continue to experience a greater share of those injuries. (See the following section on [Race](#) under *II. The people most at risk* for more on how these injuries are felt disproportionately by people of color.)

[Read more about police crash reporting from Seth LaJeunesse at the University of North Carolina's Highway Safety Research Center.](#)

Trips never taken: Encouraging more physical activity—including walking, rolling, or bicycling—is critical to improving physical, mental, and social health.⁷ We also know that more people want to walk more: The previous edition of this report showed that walking trips (for all purposes) increased during the COVID-19 pandemic nearly everywhere. This happened for many reasons, but also because many towns and cities changed the environment to be more welcoming by opening streets to people and closing them to traffic, unleashing a surge of pent-up demand for more walking and physical activity due to streets that were made safer and more welcoming.⁸

The steady increase in deaths and injuries chronicled in this report, along with the trauma experienced by those connected to these tragedies, dissuades people from walking and fosters a culture where walking is perceived as a risky, unpopular choice. And so millions of potential walking trips don't happen because of the very real dangers and inconveniences presented by the safety and quality of nearby streets.



Photo courtesy of Dr. Scott Crawford

“Walking,” disabilities, and inclusive language

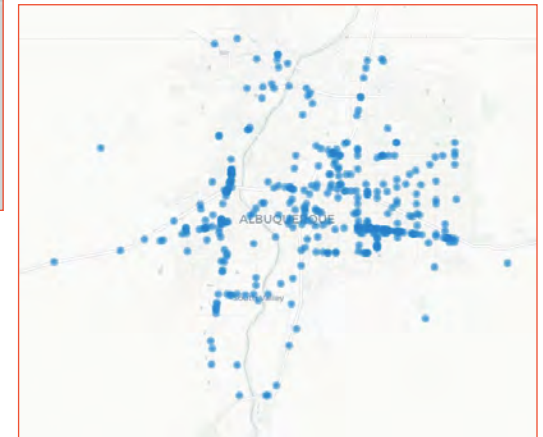
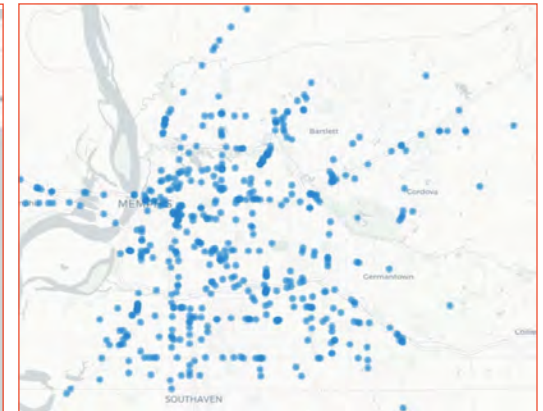
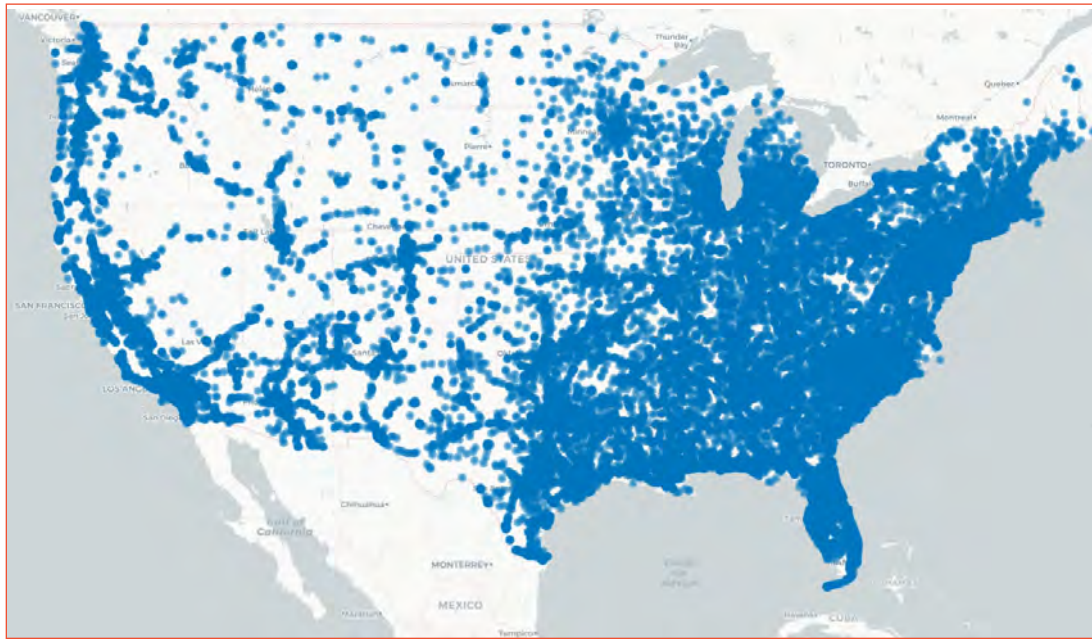
Making our streets safer for everyone absolutely means for people of all ages and abilities, whether walking, biking, or using assistive devices like wheelchairs or walkers. Due to the available federal data, this report specifically examines only the deaths of people walking and tends to use the shorthand of “pedestrians” for this reason. In addition, USDOT data groups people using assisted mobility devices in the same category with things like skateboards, making it challenging to isolate the impact on people with disabilities. People with disabilities are not counted in any specific way that makes it possible to analyze the impact on them. Across the board, better data are required to assess the impact of current infrastructure.

Put another way, how many people who live near Florida Boulevard—one of the most dangerous streets in Louisiana—will choose to walk there for any purpose knowing how dangerous and unwelcoming it is? Alternatively, how many more safe walking trips would be taken if basic street features were added, like sidewalks, curbs, frequent crosswalks, lighting, and shade?

Improving infrastructure and building safer, more welcoming streets for all road users leads to higher rates of walking.⁹ Increased physical activity supports reduced stress, improved social connectedness, and other indicators of health and well-being.¹⁰

Designing streets for everyone to safely use is important to reverse this epidemic, encourage physical activity through walking, and produce a range of other community benefits. Efforts to build safer streets like **Safe Streets for All** may provide one path of promise for the future.





Where are people struck and killed?

Use our interactive map of U.S. pedestrian deaths to find the most dangerous corridors and intersections near you. Search for your address or your town/city to see all the deaths of people walking since location data started being recorded in 2008.

Find the map at smartgrowthamerica.org/dangerous-by-design

Memphis (#1 most deadly) and Albuquerque (#2) as displayed in the interactive map.

I. The most dangerous metro areas

The top 20 most dangerous metro areas

This report includes pedestrian fatality statistics and ranks the largest 101 metro areas. **All are too dangerous.** As with the 2022 edition of this report, we examine a five-year period (2018-2022) to get a broader sample size for each metro area. Long-term fatality rates are calculated by comparing the average rate from 2013-17 to the average for 2018-22. **(Data for all 101 metros can be found on page 17.)**

Rank	Metro area	Avg. annual pedestrian fatality rate per 100k people (2018-2022)	Pedestrian deaths (2018-2022)	Pedestrian deaths (2013-2017)	Long term trend in fatality rate
1	Memphis, TN-MS-AR	5.14	343	186	+2.37
2	Albuquerque, NM	4.83	221	138	+1.78
3	Tucson, AZ	4.16	217	105	+2.08
4	Bakersfield, CA	3.99	181	151	+0.55
t-5	Deltona-Daytona Beach-Ormond Beach, FL	3.96	134	107	+0.53
t-5	Baton Rouge, LA	3.96	172	99	+1.57
7	Fresno, CA	3.89	196	111	+1.60
8	Tampa-St. Petersburg-Clearwater, FL	3.75	599	500	+0.39
9	Charleston-North Charleston, SC	3.66	147	97	+1.05
10	Little Rock-North Little Rock-Conway, AR	3.63	136	62	+1.93
11	Palm Bay-Melbourne-Titusville, FL	3.47	106	107	-0.30
t-12	Riverside-San Bernardino-Ontario, CA	3.46	797	572	+0.90
t-12	Columbia, SC	3.46	144	94	+1.14
14	Miami-Fort Lauderdale-Pompano Beach, FL	3.44	1054	851	+0.61
15	Jacksonville, FL	3.40	274	260	-0.20
16	Cape Coral-Fort Myers, FL	3.29	127	91	+0.69
17	North Port-Sarasota-Bradenton, FL	3.27	138	111	+0.38
18	Orlando-Kissimmee-Sanford, FL	3.26	437	370	+0.17
19	Stockton, CA	3.23	126	89	+0.78
20	Sacramento-Roseville-Folsom, CA	3.15	377	238	+1.05

The top 20 most deadly metro areas for pedestrians

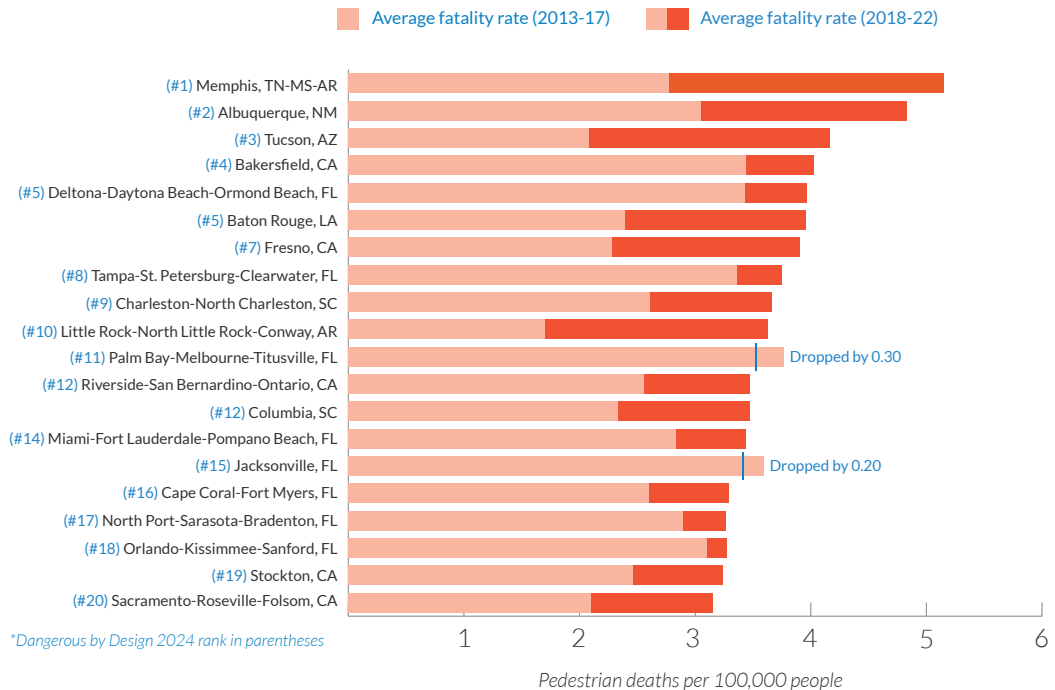
By number of deaths per 100,000 people, 2018-2022

● Top 1-10 ● Top 11-20



All but two of the top 20 are getting more deadly

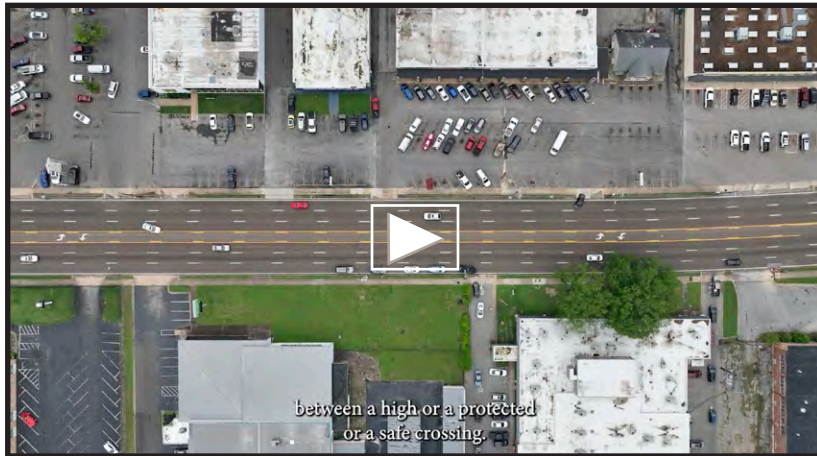
The most dangerous metro areas are getting more deadly



*Dangerous by Design 2024 rank in parentheses

Notable metro area findings

Memphis takes the top spot. New #1 most deadly metro area (Memphis, TN) has risen steadily since the first time we ranked metro areas 15 years ago, with a rate that has **nearly tripled from 1.83** up to **5.14** deaths per 100,000 people. **343** people died from 2018-2022, an increase of **157 deaths** compared to the previous five-year period (2013-2017). This means that **65 percent** of the pedestrian deaths in Memphis over the last decade happened in **just the last five years**. This increase in deaths also came during a period **when metro Memphis lost population**.



[Watch our short video about what it's like to walk in Memphis.](#)

The increase in pedestrian deaths is far outpacing growth in population. Between 2018 and 2022 the largest 101 metros grew their population by only **2.8 percent** while the total number of deaths in these metros increased by nearly **20 percent**. In just the top 20 most deadly metros, their population collectively grew by **3.8 percent**, but total fatalities increased by **23 percent**.

The country's largest metro areas are significantly more dangerous than a decade or more ago. In 2009 there were just **eight** large metro areas that had a pedestrian fatality rate over 2.0 per 100,000 people. That number more than doubled to **18 metro areas** in our 2014 report. Now there are **47 metro areas with a rate over 2.0 people killed per 100k people**. This means that just because a metro area is ranked lower than in years prior, it's not necessarily any less deadly than before—it's just that other metros have had bigger increases. (Only two metros in the top 20 saw improvements in their rate, as noted below.) The fatality rate of the most dangerous metro area in our 2009 report (Orlando at 2.86) wouldn't even crack the top 20 in this report.

Florida metros have shuffled spots but still dominate the list. Florida continues to maintain a sizable presence in the top 20 (**8 of 20**), though two of those areas (Palm Bay and Jacksonville) are on the very short list of metros trending less deadly long term (comparing 2013-2017 average to 2018-2022). However, in Jacksonville, the total number of deaths actually *increased* across those five-year periods, from 260 to 274, which means their improved fatality rate (-0.20) was due entirely to their population growth.

Fast-growing metros in the South and the Sunbelt are still the most deadly. Pedestrian deaths in these places are either keeping pace with population growth or (far) outpacing it.

Urban areas are increasing in danger faster than rural areas. Since 2013, total pedestrian deaths are up by nearly 61 percent in urban areas, compared to 41 percent in rural areas. (Overall traffic deaths are holding flat in rural areas since 2013.)¹¹

States are in total control of the most deadly roadways. Within these 101 largest metro areas, 66 percent of all traffic deaths occur on state-owned roads.

The metro areas with a long-term trend of getting safer were already less deadly. Only 18 of the 101 largest metro areas had a long-term trend of lowering fatality rates, but only two of those metro areas are in the top 20. (Palm Bay and Jacksonville, FL, as previously noted.) The other 16 metro areas were already far less deadly (average rank #82).

See the appendix on page 17 for the full table of the 101 largest metro areas we analyzed.



Photo by Steve Davis / Smart Growth America

II. The people most at risk

A people-focused approach to traffic safety identifies and prioritizes the safety of those who are most exposed to danger, those who are most vulnerable to danger, and those who bear disproportionate risk of injury or death—namely people outside of vehicles, older adults, people with disabilities, people of color, and people walking in lower-income areas.

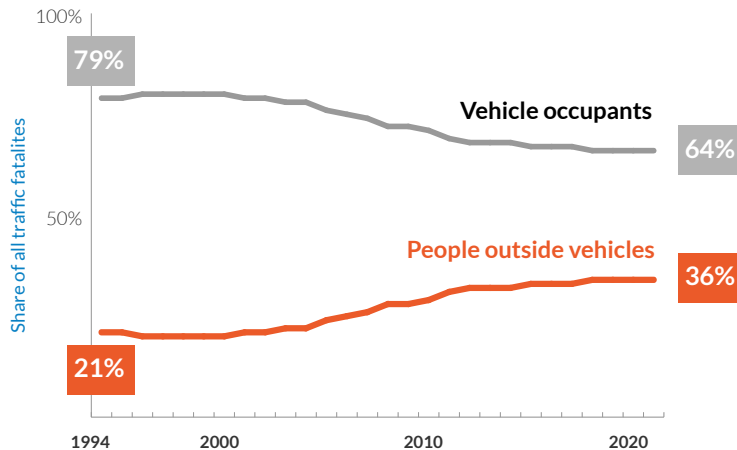
Vulnerability: Nothing makes a person more vulnerable than lacking the protection of a vehicle, and people with lower incomes are more likely to be walking, and walking in the most dangerous areas. In 2022, the share of all traffic deaths that were people **outside of vehicles hit the highest share in 40 years.** (This includes all pedestrians, motorcyclists, bicyclists, and other non-occupants.) The decrease in the share of *in-vehicle* deaths are partially the result of

safer vehicles thanks to new safety mandates and improved vehicle technology. All people outside of vehicles—and the infrastructure they rely on to keep them safe—have not received the same level of attention as in-vehicle safety. Until more attention is focused on people outside of vehicles, these trends will likely continue.

Income: Rates of death increase as the income of an area decreases.

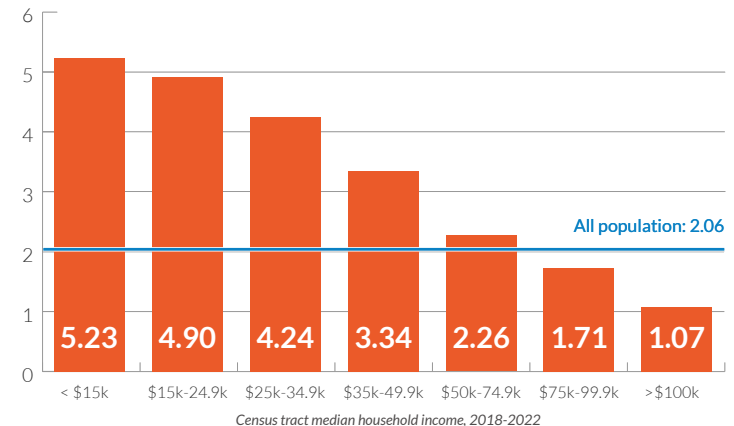
The per-capita pedestrian fatality rate systematically gets more deadly as a census tract's median incomes go down. Despite only accounting for 17 percent of the population, 30 percent of all pedestrian deaths happen in census tracts with yearly incomes below \$50,000. The fatality rate in census tracts with incomes between \$15,000 and \$25,000 is more than four times higher than areas with a median income over \$100,000 (4.91 vs 1.08.)

A growing share of all traffic deaths are people outside of vehicles



Lower-income areas have far higher rates of pedestrian deaths

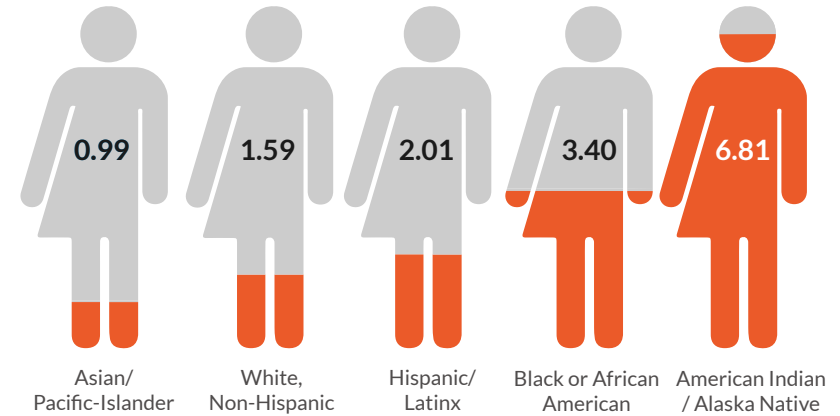
Pedestrian fatalities per 100,000 people by census tract income



Race: The data show that people of color, particularly American Indian and Alaska Native populations, are more likely to die while walking than people from any other race or ethnic group. This group, plus Black Americans, combined to account for nearly 22 percent of all pedestrian deaths in metro areas despite accounting for just under 13 percent of the population. Black people are killed at more than twice the rate of white people.

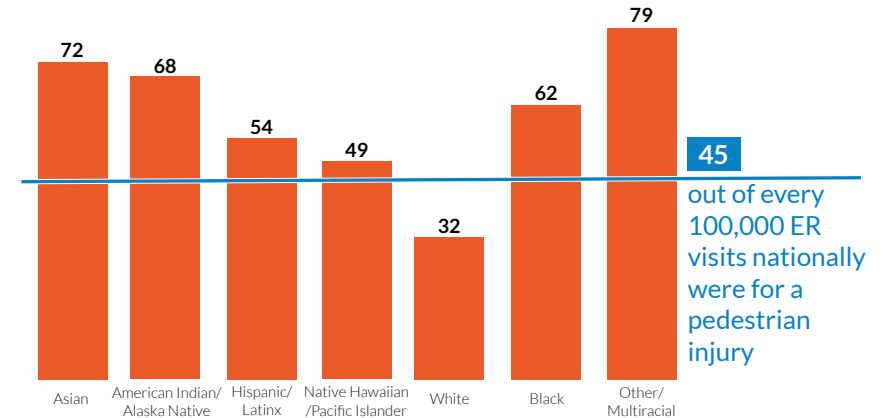
These disparities are also felt with injuries: The rate of emergency department (ED) visits for pedestrian injuries was significantly higher for all people of color compared to the national rate.¹² 45 out of every 100,000 emergency department visits were for a walking-related injury, but that proportion dipped to just 32 out of 100,000 visits for non-Hispanic white people. The proportion was nearly double for Black people (62 out of 100,000). The proportion was nearly double for Black people (62 out of 100,000).

Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



ER visits for pedestrian injuries were more likely for people of color

Proportion of emergency department visits for pedestrian injury by race (per 100k visits)

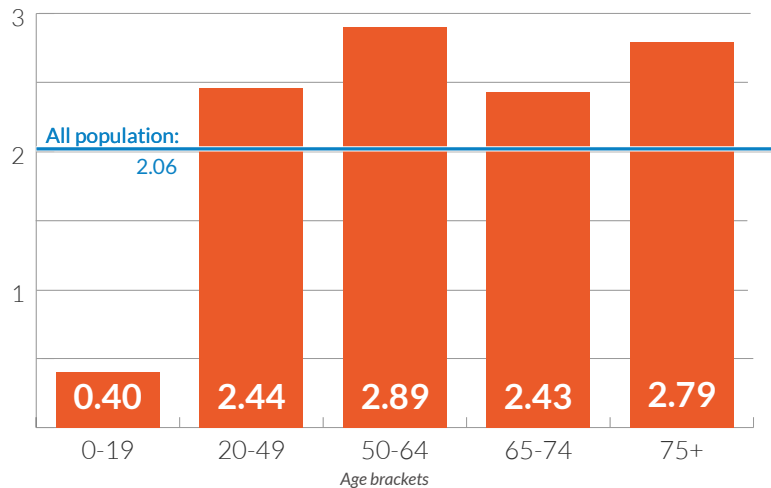


Visit proportion for pedestrian injury ER visits (per 100,000 visits)
CDC National Syndromic Surveillance Program, January 2021–December 2023

Age: People between the ages of 50 and 65, and people over 75, are more likely to be struck and killed while walking. And crashes that may result in only injuries for younger people are more likely to become severe injuries or deaths for older people. When the mobility of older people is reduced—whether that’s because of the lack of safe infrastructure for walking, the higher risk to their lives, or they stop driving—their social isolation and disconnection increases, which leads to negative health outcomes. As with the “trips not taken” above, how many older Americans live near corridors like Florida Boulevard and would consider walking more often, but instead stay at home because they can clearly see that their safety and convenience are not prioritized?

Adults between age 50-64 are most likely to be killed

Pedestrian fatalities per 100,000 people by age



Appendix: Full metro rankings and data

Rank	Metro area	Avg. ped deaths per 100k people per year (2018-2022)	Pedestrian deaths (2013-17)	Pedestrian deaths (2018-22)	Long term trend in fatality rate
1	Memphis, TN-MS-AR	5.14	186	343	+2.37
2	Albuquerque, NM	4.83	138	221	+1.78
3	Tucson, AZ	4.16	105	217	+2.08
4	Bakersfield, CA	3.99	151	181	+0.55
t-5	Deltona-Daytona Beach-Ormond Beach, FL	3.96	107	134	+0.53
t-5	Baton Rouge, LA	3.96	99	172	+1.57
7	Fresno, CA	3.89	111	196	+1.60
8	Tampa-St. Petersburg-Clearwater, FL	3.75	500	599	+0.39
9	Charleston-North Charleston, SC	3.66	97	147	+1.05
10	Little Rock-North Little Rock-Conway, AR	3.63	62	136	+1.93
11	Palm Bay-Melbourne-Titusville, FL	3.47	107	106	-0.30
t-12	Columbia, SC	3.46	94	144	+1.14
t-12	Riverside-San Bernardino-Ontario, CA	3.46	572	797	+0.90
14	Miami-Fort Lauderdale-Pompano Beach, FL	3.44	851	1054	+0.61
15	Jacksonville, FL	3.40	260	274	-0.20
16	Cape Coral-Fort Myers, FL	3.29	91	127	+0.69
17	North Port-Sarasota-Bradenton, FL	3.27	111	138	+0.38
18	Orlando-Kissimmee-Sanford, FL	3.26	370	437	+0.17
19	Stockton, CA	3.23	89	126	+0.78
20	Sacramento-Roseville-Folsom, CA	3.15	238	377	+1.05
t-21	Lakeland-Winter Haven, FL	3.12	79	115	+0.70
t-21	New Orleans-Metairie, LA	3.12	137	197	+0.94
23	Phoenix-Mesa-Chandler, AZ	3.10	549	754	+0.69
24	Jackson, MS	2.98	68	88	+0.63
25	San Antonio-New Braunfels, TX	2.95	323	379	+0.23
26	El Paso, TX	2.86	91	124	+0.69
27	San Diego-Chula Vista-Carlsbad, CA	2.83	351	466	+0.70
28	Greenville-Anderson, SC	2.77	117	129	+0.09
29	Atlanta-Sandy Springs-Alpharetta, GA	2.71	614	825	+0.55
30	Los Angeles-Long Beach-Anaheim, CA	2.63	1449	1723	+0.44
31	Louisville/Jefferson County, KY-IN	2.62	128	168	+0.62
32	Las Vegas-Henderson-Paradise, NV	2.56	283	290	-0.12
33	Greensboro-High Point, NC	2.50	75	97	+0.51
t-34	New Haven-Milford, CT	2.49	63	108	+1.03
t-34	Austin-Round Rock-Georgetown, TX	2.49	181	286	+0.68
36	Nashville-Davidson--Murfreesboro--Franklin, TN	2.47	124	246	+1.12
37	Tulsa, OK	2.46	88	125	+0.66
38	Houston-The Woodlands-Sugar Land, TX	2.44	687	873	+0.37
39	Birmingham-Hoover, AL	2.39	98	133	+0.67
40	Oklahoma City, OK	2.35	136	168	+0.34
41	Richmond, VA	2.26	90	149	+0.85
42	Baltimore-Columbia-Towson, MD	2.21	259	314	+0.36
43	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	2.16	567	674	+0.29
44	Augusta-Richmond County, GA-SC	2.15	56	66	+0.25
45	St. Louis, MO-IL	2.13	226	300	+0.52

Rank	Metro area	Avg. ped deaths per 100k people per year (2018-2022)	Pedestrian deaths (2013-17)	Pedestrian deaths (2018-22)	Long term trend in fatality rate
46	Dallas-Fort Worth-Arlington, TX	2.12	621	815	+0.38
47	Charlotte-Concord-Gastonia, NC-SC	2.08	193	277	+0.49
48	San Jose-Sunnyvale-Santa Clara, CA	1.98	166	196	+0.29
49	Urban Honolulu, HI	1.96	82	99	+0.30
50	Portland-Vancouver-Hillsboro, OR-WA	1.95	170	244	+0.52
51	Indianapolis-Carmel-Anderson, IN	1.91	165	202	+0.26
52	Chattanooga, TN-GA	1.88	36	53	+0.56
53	Detroit-Warren-Dearborn, MI	1.87	434	409	-0.15
t-54	Denver-Aurora-Lakewood, CO	1.83	202	271	+0.39
t-54	Raleigh-Cary, NC	1.83	94	130	+0.35
56	Winston-Salem, NC	1.77	45	60	+0.40
57	Springfield, MA	1.74	44	60	+0.34
58	Hartford-East Hartford-Middletown, CT	1.73	76	105	+0.47
t-59	Washington-Arlington-Alexandria, DC-VA-MD-WV	1.70	367	541	+0.50
t-59	Durham-Chapel Hill, NC	1.70	42	55	+0.17
61	Scranton--Wilkes-Barre, PA	1.66	44	47	+0.08
62	Knoxville, TN	1.65	60	73	+0.26
63	San Francisco-Oakland-Berkeley, CA	1.64	375	384	+0.02
64	Seattle-Tacoma-Bellevue, WA	1.63	205	326	+0.53
65	Wichita, KS	1.61	38	52	+0.42
66	McAllen-Edinburg-Mission, TX	1.60	78	70	-0.25
t-67	Salt Lake City, UT	1.59	90	100	+0.06
t-67	Columbus, OH	1.59	116	170	+0.44
69	Spokane-Spokane Valley, WA	1.57	29	46	+0.51
70	Colorado Springs, CO	1.56	36	59	+0.53
71	Kansas City, MO-KS	1.55	128	170	+0.33
72	Harrisburg-Carlisle, PA	1.52	29	45	+0.49
t-73	New York-Newark-Jersey City, NY-NJ-PA	1.51	1567	1499	-0.05
t-73	Chicago-Naperville-Elgin, IL-IN-WI	1.51	549	720	+0.36
75	Dayton-Kettering, OH	1.50	51	61	+0.23
76	Virginia Beach-Norfolk-Newport News, VA-NC	1.49	129	134	-0.01
77	Oxnard-Thousand Oaks-Ventura, CA	1.45	50	61	+0.27
78	Syracuse, NY	1.43	41	47	+0.18
t-79	Rochester, NY	1.40	55	76	+0.38
t-79	Albany-Schenectady-Troy, NY	1.40	60	63	+0.04
81	Milwaukee-Waukesha, WI	1.39	96	109	+0.17
82	Toledo, OH	1.33	39	43	+0.05
83	Cincinnati, OH-KY-IN	1.26	110	142	+0.24
84	Grand Rapids-Kentwood, MI	1.18	67	64	-0.11
85	Bridgeport-Stamford-Norwalk, CT	1.15	64	55	-0.20
86	Akron, OH	1.08	28	38	+0.29
87	Cleveland-Elyria, OH	1.07	87	111	+0.22
88	Boise City, ID	1.04	29	40	+0.18
t-89	Ogden-Clearfield, UT	1.03	39	36	-0.18
t-89	Poughkeepsie-Newburgh-Middletown, NY	1.03	37	36	-0.07
91	Omaha-Council Bluffs, NE-IA	1.01	36	49	+0.23
t-92	Allentown-Bethlehem-Easton, PA-NJ	0.97	56	42	-0.37
t-92	Providence-Warwick, RI-MA	0.97	99	81	-0.26

Rank	Metro area	Avg. ped deaths per 100k people per year (2018-2022)	Pedestrian deaths (2013-17)	Pedestrian deaths (2018-22)	Long term trend in fatality rate
t-94	Buffalo-Cheektowaga, NY	0.96	64	56	-0.16
t-94	Boston-Cambridge-Newton, MA-NH	0.96	239	236	-0.04
96	Pittsburgh, PA	0.94	107	111	+0.03
97	Des Moines-West Des Moines, IA	0.93	27	33	+0.06
98	Worcester, MA-CT	0.90	64	44	-0.47
99	Minneapolis-St. Paul-Bloomington, MN-WI	0.84	117	155	+0.18
100	Madison, WI	0.80	26	27	-0.02
101	Provo-Orem, UT	0.71	22	24	-0.04

Endnotes

- <http://www1.wbrz.com/news/one-person-killed-following-early-morning-collision-near-florida-and-atkinson-street>
- Hamann, C., Peek-Asa, C. & Butcher, B. Racial disparities in pedestrian related injury hospitalizations in the United States. BMC Public Health 20, 1459 (2020). <https://doi.org/10.1186/s12889-020-09513-8>
- All pedestrian fatality data for the report are from: National Highway Traffic Safety Administration. (2024). Fatality Analysis Reporting System. Available from <https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>
- Dangerous by Design 2014. Smart Growth America and the National Complete Streets Coalition. 2014. <https://smartgrowthamerica.org/wp-content/uploads/2016/08/dangerous-by-design-2014.pdf>
- For under-reported injuries, one study in Washington, DC on the prevalence of crashes where a 911 call was made but never appeared in any police reports showed that crashes involving people walking or biking were three times more likely to be left out of the city's official crash count. The Car Crashes That Go Undetected, Laura Bliss, Bloomberg CityLab. July 15, 2021. Retrieved May 6, 2024. <https://www.bloomberg.com/news/articles/2021-07-15/how-many-traffic-crashes-are-going-unreported>
- Emergency Department Visits for Pedestrians Injured in Motor Vehicle Traffic Crashes – United States, January 2021–December 2023. Morbidity and Mortality Weekly Report (MMWR) / May 2, 2024. <https://www.cdc.gov/mmwr/volumes/73/wr/mm7317a1.htm>
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- Livability Fact Sheet - Sidewalks. AARP. Retrieved May 24, 2024. <https://www.aarp.org/livable-communities/info-2014/sidewalks-fact-sheet.html>
- Strategies for Physical Activity Through Community Design. The Centers for Disease Control and Prevention. Retrieved May 24, 2024. <https://www.cdc.gov/physical-activity/php/strategies/increasing-physical-activity-through-community-design-prevention-strategies.html>
- Rural/Urban Comparison of Motor Vehicle Traffic Fatalities. NHTSA, 2021. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813488.pdf>
- Ibid.



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**SUMMARY SHEET
BPAC
JUNE 12, 2024**

V. STAFF COMMENTS

VI. INFORMATION ITEMS

- BPAC Attendance Record
- TPO Board Report
- TPO Outreach & Activities
- TPO Upcoming Events

VII. BPAC MEMBER COMMENTS

VIII. ADJOURNMENT

******The next meeting of the BPAC will be on Wednesday, August 14, 2024******

BPAC ATTENDANCE RECORD 2024

			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
BPAC Member	Representing	Applmt Date												
Doug Hall	Daytona Beach	03/2012	P	E	E	V	V							
Victor Ramos	Deltona	03/2024			P	E	V							
Terry Lodge	DeBary	08/2020	P	P	P	P	P							
Ted Wendler	DeLand	05/2011	P	E	P	P	P							
Vacant	Flagler Beach													
Jauxniece Palmer	Flagler Beach-Alt	05/2023	A	A	A	A	A							
Larry Coletti	Flagler County	02/2016	V	P	P	P	P							
Robert Tomei	Flagler County Alt	04/2024												
Patrick McCallister	Lake Helen	02/2022	E	A	V	E	A							
Nic Mostert	New Smyrna Beach	03/2015	P	P	P	P	P							
Bob Storke	Orange City	12/2007	P	P	P	P	P							
Gayle Belin	Ormond Beach	01/2015	E	P	P	P	P							
Lee Rogowski	Port Orange	04/2024					P							
Tom Bahleda	Ponce Inlet	11/2023	P	P	P	P	E							
Nancy Epps	Ponce Inlet Alt	08/2021	V	V	V	V	V							
James Lowry	Palm Coast	03/2024				P	P							
Laura Schweinsberg	Palm Coast Alt	03/2024				P	P							
Christy Gillis	South Daytona	01/2016	V	E	V	E	E							
Katheryn Meagher	South Daytona Alt	09/2023	P	E	E	E	E							
Elizabeth Bonds	Volusia County	10/2023	P	P	P	P	E							
Jason Aufdenberg	Volusia County	07/2012	P	P	P	P	P							
Maggie Ardito	Volusia County	02/2022	P	P	P	P	P							
Emery Jeffreys	Volusia County Alt	05/2022	P	P	P		P							
Eileen Sharp	Volusia County	04/2023	P	P	P	P	P							
Suzette Cameron	Large City-Port Orange	11/2023	V	A	V	V	A							
Penelope Cruz	Large City-PO Alt	11/2023	V	A			A							
Jacob Lunceford	VC Transit Division	03/2023	P	P	P	P	P							
Ralf Heseler	VC Transit Division Alt	03/2023												
Lisa Divina	VC School Board	03/2023		A		A								
David German	VC School Board-Alt	03/2023	P	V	P	A	P							
Adam Mengel	Flagler County	08/2021	P	P	V	P	A							
Sean Castello	VC Traffic Engineering	09/2022	A	A	A									
Wiegman/Finch/Jay	VC Traffic Eng-Alt	08/2022	A	P	A	P	P							
Harold Tabassian/Amy Stroger	Flagler County Transit	08/2023	A	E	E		P							
Trevor Martin	FC Transit-Alt	08/2023	A	A	A									
Stephanie Moss	FDOT	11/2019	E	V	P	P	V							
QUORUM			Y	Y	Y	Y	Y							
<u>Vacancies</u>		<u>Legend</u>												
Bunnell		Present	P											
Beverly Beach		Virtual Present	V											
Daytona Beach Shores		Excused	E											
Edgewater		Absent	A											
Holly Hill														
Oak Hill														
Pierson														
Flagler County School Board														



River to Sea TPO Board Meeting Summary May 22, 2024

- Approved Consent Agenda including approval of the April 24, 2024 TPO Board meeting minutes; approval of the Executive Director's Performance Evaluation Result and Salary Increase; approval of Resolution 2024-11 authorizing the Filing and Execution of the FY 2024/25 Transportation Disadvantaged (TD) Planning Grant Agreement With The Florida Commission For The Transportation Disadvantaged; approval of a Letter of Support for Votran's Application for Redistribution of funds for FFY 2024 and, approval of a Letter of Support for the City of Cocoa Multi-Modal Passenger Station and Rail Project Application to the Consolidated Rail Infrastructure & Safety Improvements (CRISI) Grant Program
- Approved Resolution 2024-12 Amending the FY 2023/24 to FY 2027/28 Transportation Improvement Program (TIP) by roll call vote
- Approved the following slate of TPO Officers for FY 2024/25: Chairperson; Mayor Partington; 1st Vice Chairperson/Treasurer: Mayor Alfin; 2nd Vice Chairperson/Secretary: Vice Mayor Sander
- Received the FDOT report by District Secretary John Tyler with updated project information for I-95; I-4; Daytona Beach Airport; Sun Rail, Truck Parking, and Safety Initiatives
- Received a presentation and discussion of the Draft FY 2024/25 River to Sea TPO budget
- Received a presentation and discussion of the Draft 2024 List of Priority Projects
- Received a presentation and discussion of the Draft FY 2024/25 to FY 2028/29 Transportation Improvement Program (TIP)
- Received a presentation and discussion of the River to Sea TPO renaming/rebranding; directed TPO Staff to initiate activities associated with changing the TPO name to the Volusia Flager TPO
- Received the Executive Director's report regarding the Safety Summitt on May 17th and announced that FDOT is looking at forming a Safety Champions Committee, anyone interested in participating in the committee should contact Ms. Colleen Nicoulin; the TPO is currently working with local governments for a technical review of the Central Florida Regional Planning Model (CFRPM) Version 8 Update; the TPO is also working with member governments to identify projects for the next programming cycle
- Received TPO Board member comments

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 TPO Chairperson comments announcing DeLand’s VFW is having a fundraiser at the City Limits Taproom and Grille on Saturday May 25, 2024 at 6:00 p.m. and on Monday May 27, 2024 there is a Memorial Day event at Bill Dreggors Park in DeLand beginning at 9:00 a.m.

The next River to Sea TPO Board meeting will be on Wednesday, June 26, 2024, at 9:00 a.m.



River to Sea TPO Outreach & Activities

www.R2CTPO.org

May 2024

FDOT District Five Central Florida Safety Summit

On Friday, May 17, 2024, FDOT District Five held its inaugural Central Florida Safety Summit at SeaWorld Orlando. This event brought together more than 50 partners from across nine counties. Speakers included FDOT District Five Secretary John E. Tyler, P.E., Loreen Bobo, FDOT Safety Administrator, and Jason Barger, a NY Times-celebrated author, motivational speaker, leadership coach, and culture expert. In addition, a panel of safety champions explained ways in which their cities, towns, and TPOs are incorporating safety into all they do. City of DeLand Mayor and TPO Board Chairperson Chris Cloudman was one of the five panelists. Orange County Mayor Jerry Demings was the keynote speaker.

The summit was dedicated to Joshua Lyonnais, who lost his life while riding his bike on area roadways.

Safety awards were given to numerous individuals, communities, and law enforcement agencies for their contributions to improving safety within our communities.

FDOT's Central Florida Safety Strategic Plan (CFSSP) was unveiled at the event. This plan provides a framework for how we can all work together to address our safety challenges on our state and local roads. The plan is built around three core themes:

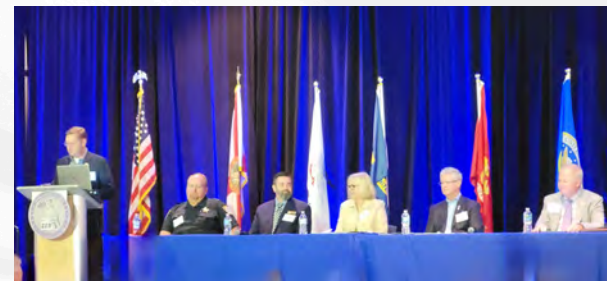
- Increased collaboration
- Thinking beyond infrastructure
- Continued focus on safety

The CFSSP is a five-year plan in which the action steps are updated annually.

To view the CFSSP, [click here](#).



BIKE/WALK CENTRAL FLORIDA
ACCEPTING THE PARTNER AWARD



SAFETY CHAMPION PANELISTS



River to Sea TPO Outreach & Activities

www.R2CTPO.org

May 2024

Mobility Week Bike Lane Design Contest

As part of Mobility Week 2023, the TPO partnered with FDOT, and McInnis and Ormond Beach Elementary Schools to host a bike lane design art contest. Winners were selected among two age groups, K-2 and 3-5 grades; their designs were then installed on the sidewalks/bike paths near the schools. The winning designs are below:



SOPHIA



YOSSELIN



CHARLIE LYNNE



ARIANA

Follow the River to Sea TPO:



Ongoing Projects, Studies, & Activities

- Implement Regional Resiliency Action Plan
- Safe Streets and Roads for All (SS4A) Grant implementation
- 2024 List of Priority Projects adoption
- Best Foot Forward for Ped Safety Program
- 2024/25 to 2028/29 Transportation Improvement Program (TIP) adoption
- FY 2024/25 TPO Budget adoption
- 2050 Long Range Transportation Plan development

Volusia County seeks Community Input on Proposed Fare Increases

The Volusia County Transit Services Division will host a series of public meetings to gather input on proposed fare increases that if approved would take effect on January 25, 2025. Details about the proposed fare changes and how to submit comments is available on the Votran website by [clicking here](#).

Do you want up-to-date River to Sea TPO news and information?

Subscribe to the TPO's monthly newsletter, Transportation Talk, for more transportation news and information. Simply click the link below, fill out the form and sign up!

[Click Here](#)



June - July 2024 Events

June 6

Volusia County Community Traffic Safety Team (CTST) Meeting

9:00 am – 10:00 am

Volusia County Public Works Northeast Services Facility
3771 W International Speedway Blvd, Daytona Beach

June 6

Volusia County Best Foot Forward Steering Committee Meeting

9:00 am – 10:00 am

Virtual Teams Meeting

More info: [Click Here](#)

June 11

Flagler County Community Traffic Safety Team (CTST) Meeting

9:00 am – 10:00 am

Flagler County Commissioner Conference Room
1769 E. Moody Blvd. Bldg. 2, Bunnell

June 13

DeBary Public Library Helmet Fitting Outreach

2:00 pm – 4:00 pm

DeBary Public Library
200 N. Charles Beall Blvd. DeBary
More Info: [Click Here](#)

June 14

Joint Central Florida MPO Alliance (CFMPOA) & Sun Coast Transportation Planning Alliance (SCTPA) Meeting

10:00 am – 12:00 pm

Location: FDOT District 1 Headquarters
801 North Broadway Ave, Bartow
More info: [Click Here](#)

June 27

Central Florida Commuter Rail Commission (CFCRC) Board Meeting

2:00 pm – 4:00 pm

Lynx Administrative Building
455 North Garland Ave, Orlando
More info: [Click Here](#)



June - July 2024 Events

July 9

Flagler County Community Traffic Safety Team (CTST) Meeting

9:00 am – 10:00 am

Flagler County Commissioner Conference Room

1769 E. Moody Blvd. Bldg. 2, Bunnell

July 10

Central Florida Commuter Rail Commission (CFCRC) Technical Advisory Committee (TAC) Meeting

2:00 pm – 3:00 pm

Lynx Administrative Building

455 North Garland Ave, Orlando

More info: [Click Here](#)

July 24

MPO Advisory Council (MPOAC) Meeting

9:00 am – 12:00 noon

PGA National Golf Resort

400 Avenue of the Champions, Palm Beach Gardens

More info: [Click Here](#)

July 25

Central Florida Commuter Rail Commission (CFCRC) Board Meeting

2:00 pm – 4:00 pm

Lynx Administrative Building

455 North Garland Ave, Orlando

More info: [Click Here](#)