



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, September 9, 2020

TIME: 2:00 P.M.

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

BPAC
Wed, Sep 9, 2020 2:00 PM (EDT)

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Mr. Paul Eik, 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 AUGUST 12, 2020 BPAC MEETING MINUTES** (Contact: Debbie Stewart) (Enclosure, pages 4-12)
- B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2020-## ADOPTING THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)** (Contact: Colleen Nicoulin) (Enclosure, pages 13-15)

IV. PRESENTATIONS AND DISCUSSION ITEMS

- A. DISCUSSION OF BICYCLE LANES ON THE VETERANS MEMORIAL BRIDGE** (Contact: Stephan Harris and Tadd Kasbeer, Volusia County Engineering & Construction) (Enclosure, pages 16-17)
- B. PRESENTATION AND DISCUSSION OF FY 2020/21 COMMUNITY SAFETY EVENTS** (Contact: Pamela Blankenship) (Enclosure, pages 18-19)
- C. PRESENTATION AND DISCUSSION OF FY 2019/20 RIVER TO SEA TPO PUBLIC INVOLVEMENT ACTIVITIES SUMMARY** (Contact: Pamela Blankenship) (Enclosure, page 20)
- D. PRESENTATION AND DISCUSSION OF PEDESTRIAN HYBRID BEACONS** (Contact: Stephan Harris) (Enclosure, pages 21-24)
- E. PRESENTATION AND DISCUSSION OF THE ANNUAL CALL FOR PROJECTS AND PRIORITY PROJECT RANKING PROCESS OF THE RIVER TO SEA TPO** (Contact: Stephan Harris) (Enclosure, pages 25-37)

V. STAFF COMMENTS (Enclosure, page 38)

VI. INFORMATION ITEMS (Enclosure, pages 38-45)

- BPAC Attendance Record
- August 2020 TPO Outreach & Activities
- St. Johns River to Sea Loop Trail Gap PD&E Study
- TPO Board Report
- 2045 LRTP Subcommittee Report

VII. BPAC MEMBER COMMENTS (Enclosure, page 38)

VIII. ADJOURNMENT (Enclosure, page 38)

*****The next meeting of the BPAC will be on Wednesday, October 14, 2020*****

BPAC Notice and Agenda

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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
SEPTEMBER 9, 2020**

IV. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE AUGUST 12, 2020 BPAC MEETING MINUTES

BACKGROUND INFORMATION:

Minutes are prepared for each meeting and must be approved by the BPAC. The August 12, 2020 BPAC meeting minutes are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO APPROVE THE AUGUST 12, 2020 BPAC MEETING MINUTES

Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
August 12, 2020

Members Present:

Ted Wendler
Paul Eik, Chairperson
Larry Coletti, Vice Chairperson
Nic Mostert
Bob Storke
Gayle Belin
Andrew Dodzik
Christy Gillis
Patrick McCallister
Chris Daun
Roy Walters
Jason Aufdenberg

Representing:

DeLand
Flagler Beach
Flagler County
New Smyrna Beach
Orange City
Ormond Beach
Palm Coast Alternate
South Daytona
Volusia County, District 1
Volusia County, District 2 Alternate
Volusia County At-Large
Volusia County At-Large Alternate

Non-Voting Technical Appointees Present:

Stephanie Moss
Gwen Perney
Terri Bergeron
John Cotton

Representing:

FDOT
Port Orange
Volusia County
Votran

Members/Technical Appointees Absent:

Doug Hall (excused)
Joan Sandler
Heidi Petito
Wendy Hickey
Ned Wolfarth
Jeff Martindale
Nancy Burgess-Hall (excused)
Jessica Realin
Rob Brinson

Representing:

Daytona Beach
DeBary
Flagler County Public Transportation
Flagler County
Holly Hill
Port Orange
Volusia County, District 2
Volusia County, District 3
Volusia County School Board

Others Present:

Debbie Stewart, Recording Secretary
Pam Blankenship
Stephan Harris
Colleen Nicoulin
Lois Bollenback
Kerry Irons
Jim Wood
Melissa Winsett
Jon Cheney

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Adventure Cycling Association
Kimley-Horn & Associates
Volusia County Traffic Engineering
Volusia County Traffic Engineering

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 2:02 p.m. by Chairperson Paul Eik. The roll was called and it was determined that a quorum was present. Due to the COVID-19 virus, the meeting was held virtually via GoToMeeting. The Pledge of Allegiance was given.

II. Public Comment/Participation

There were no public comments.

III. Action Items

A. Review and Approval of June 10, 2020 BPAC Meeting Minutes

MOTION: *A motion was made by Ms. Belin to approve the June 10, 2020 BPAC meeting minutes. The motion was seconded by Mr. Coletti and carried unanimously.*

B. Review and Recommend Approval of Resolution 2020-## Amending the US Bicycle Route 1 in Volusia County

Mr. Harris stated the BPAC received a presentation on the US Bicycle Route 1 (USBR) in Volusia County in January; the route is 584 miles from Key West to the Georgia state line. Most of the route is along US 1 or SR A1A; the new route in Volusia County veers off US 1 and SR A1A onto city and county streets to promote economic development and a positive health and environmental impact. Supporting documentation, including a letter and resolution from New Smyrna Beach, is included in the agenda. The city of Holly Hill voted last night to support the designation of USBR 1 along this new alternative alignment. He introduced Mr. Kerry Irons, Adventure Cycling Association, to give a presentation prior to the BPAC taking action.

Mr. Irons gave a PowerPoint presentation on the US Bicycle Route 1 and stated the state of Florida designated it in 2014. He explained that in order to have that designation all owners of the pavement, trails, etc., had to be in agreement; however, the state did not feel it had the wherewithal to contact all of the local agencies so they put the route on state highways. USBR 1 is a national system and connects states to one another as well as to major scenic destinations and national parks. He stated the Adventure Cycling Association is a national non-profit that provides technical support to the federal government for the USBR System. They are combining their Atlantic Coast Route with the East Coast Greenways for the basis of this alignment. He reviewed the history of the USBR System and showed the map of the routes in the US. There are 22 agencies involved in the USBR 1 realignment; if a section veers a state highway onto city or county streets and back onto a state highway those pieces can be designated individually. He reviewed the proposed route changes in Volusia County and the greater Daytona Beach area and the benefits of the USBR realignment. Each jurisdiction included in the realignment should send a letter of support or a resolution to FDOT.

Ms. Gilles commented this has been discussed before; a section of the route that veers onto Nova Road and how dangerous Nova Road is. The BPAC had recommended it not go that route because of the danger.

Mr. Irons replied he does not have anything regarding that and it could have been just a comment.

Mr. Mostert agreed with Ms. Gilles and added there were multiple comments and input regarding how dangerous Nova Road is. There were specific suggestions that the route should stay on US 1 or along the river in New Smyrna Beach.

Mr. Irons replied he remembers the discussion and thought the route had be realigned; it is possible the slide presentation is out of date.

Mr. Daun asked if it was possible to show Google Earth at Big Tree Road and Nova Road to see if there is a bike path there.

Ms. Nicoulin replied she is working on pulling it up.

Mr. Cotton stated there is no bike lane on Nova Road at Big Tree Road; there are only standard five-foot sidewalks on both sides of Nova Road.

Mr. Daun commented the rest of the alignment is awesome and this section is the only hiccup.

Mr. Aufdenberg stated there is a bike lane on Nova Road from Beville Road to US 1; the US 1 bike path vanishes at Dunlawton Avenue so he does not recommend staying on US 1. To avoid Nova Road, cyclists can use quiet, side streets to Dunlawton but there is no other way south than Nova Road from there.

Mr. Cheney stated the city of South Daytona installed an extra-wide sidewalk or trail on the south side of Big Tree Road from near the railroad tracks to the park which is the first street east of Nova Road because it goes into the community center and feeds into a school. Big Tree Road is not a heavily travelled road; it is a county thoroughfare but giving the road back to the city as a local road has been discussed. They have done some traffic calming measures by installing medians and crosswalks.

Mr. Irons asked if that dealt with the Nova Road issue.

Mr. Cheney replied Nova Road has sidewalks and he understood the USBR 1 was a combination of trails and on-road.

Mr. Irons replied it is; he asked if Nova Road is not acceptable for biking then is the suggestion to leave it on US 1 from Big Tree Road to Rose Bay.

Mr. Mostert agreed with that suggestion.

Mr. Aufdenberg disagreed and commented there is no bike lane on US 1 south of Dunlawton Avenue. Nova Road has bike lanes with a bike stamp and an arrow. It is not comfortable because the speed limit is 50 miles per hour (mph) but there are bike facilities on Nova Road from Beville Road to US 1.

Discussion continued.

Mr. Storke referred to the previous discussion regarding Nova Road versus US 1 and stated the final result was to use Nova Road with the bike lane because of the handicap of US 1.

Mr. Daun commented the presentation stated cities could petition to change the route at some point; he asked if the BPAC could vote to approve this now and if another alternative route could be petitioned at a later date.

Mr. Irons replied yes; this is reviewed every six months and the route could change if there are issues. FDOT can have the route realigned anytime in the future.

Chairperson Eik noted this action item is only for the route as it applies to Volusia County; there are challenges in Flagler County but this action is only about Volusia County.

MOTION: *A motion was made by Mr. Daun to recommend approval of Resolution 2020-## amending US 1 Bicycle Route 1 through Volusia County. The motion was seconded by Mr. Storke and carried with one opposing vote.*

Mr. Irons asked if the motion is official upon approval of the minutes or if it is official now.

Mr. Harris replied the BPAC's recommendation will go to the TPO Board as a presentation in September and they will take action in October.

C. Review and Recommend Approval of Resolution 2020-## Amending the FY 2020/21 to 2024/25 Transportation Improvement Program (TIP)

Ms. Nicoulin stated that each year when the TPO develops the new five-year Transportation Improvement Program (TIP) that takes effect on July 1, which is the start of the fiscal year, the year ending is removed and a new outer year is added. In the previous year that just ended, there are projects that were supposed to be authorized prior to June 30 but were not; those projects automatically roll forward in FDOT's Work Program and must be added or amended to the new TIP. This roll forward TIP amendment reconciles the two documents; FDOT's Work Program and the TPO's TIP; sometimes there are additional projects or changes that are part of this. The PD&E for the St. Johns River to Sea Loop Trail project from Lake Beresford Park to Grand Avenue determined to break the project into segments for constructability so three projects have been added to the TIP representing that entire length broken into three segments. The TPO also had a request from Volusia County

regarding the Turnbull Bay Road paved shoulders project; this project is on the Traffic Operations/ITS/Safety priority list and is currently funded for construction. The request is to change the project limits to reduce them; the current limits are from Pioneer Trail to Sunset Drive in New Smyrna Beach; the requested change in limits is from Pioneer Trail to the railroad. The request stems from the fact that the project was submitted through the annual Call for Projects in 2011; it has been programmed for a while but there have been many changes to construction costs so the county is looking at ways to build a project within the current budget programmed in the Work Program without asking for additional funding from the TPO. Since it is a change in limits it is required to have a TIP amendment. Also, three regionally significant projects have been added for informational purposes; these projects are managed and funded by the local governments.

MOTION: *A motion was made by Mr. Storke to recommend approval of Resolution 2020-## amending the FY 2020/21 to 2024/25 Transportation Improvement Program (TIP). The motion was seconded by Mr. Dodzik and carried unanimously.*

D. Review and Recommend Approval of Resolution 2020-## Adopting the 2020 “Tell the TPO” Survey Campaign Summary

Ms. Blankenship stated the 2020 “Tell the TPO” survey kicked off March 30, 2020 and closed June 7, 2020; the preliminary results were presented in June. The draft summary brochure was provided as a link in the agenda.

Mr. Aufdenberg commented there is no identification or caption on the photos and it would be nice to know where the photos were taken.

Ms. Blankenship replied some were stock photos but she would look into adding captions.

Ms. Belin asked what the difference in responses are this year from the last survey.

Ms. Blankenship replied the 2018 survey received just over 2,000 responses; this year beat the 2014 and 2016 survey responses. Even with COVID-19 the survey managed to stay on track.

Ms. Belin agreed with Mr. Aufdenberg that it would be nice to have captions on the photos.

MOTION: *A motion was made by Ms. Belin to recommend approval of Resolution 2020-## adopting the 2020 “Tell the TPO” Survey Campaign Summary. The motion was seconded by Mr. Mostert and carried unanimously.*

IV. Presentation and Discussion Items

A. Presentation and Discussion of the Draft Connect 2045 Long Range Transportation Plan (LRTP)

Ms. Nicoulin stated the TPO has been developing the Connect 2045 Long Range Transportation Plan (LRTP) over the last year and has brought different components of the plan to the advisory committees and TPO Board for approval. The Connect 2045 LRTP Subcommittee provided technical input and guidance in the development of the plan. All of the information is now being pulled into a single document; the individual chapters are currently being reviewed by TPO staff and should be posted on the TPO website within the next week. She gave a brief overview of each of the eight draft chapters.

Mr. Daun asked if the tourism component recommended by the Federal Highway Administration (FHWA) was included in Chapter 5, Needs Assessment and Scenario Planning.

Ms. Nicoulin replied it is included in Chapter 6, Transportation Plan.

Mr. Aufdenberg asked if the public comments received appear in the document and how they are addressed.

Ms. Nicoulin replied many of the comments the TPO received were related to local roadway projects and programs that are managed by the local governments. The TPO reached out to Volusia County staff to provide

responses specifically to those comments. The TPO received one request to add an additional project to the needs assessment list which was discussed at the Connect 2045 LRTP Subcommittee meeting on Monday. There were comments received regarding programmatic aspects and how to fund projects outside of the large capacity projects. Comments were also received regarding technology and how to incorporate it into the plan. The technology scenario identified some high priority corridors for technology improvements. We know that technology will change and the outer year of the plan will be different so the question is what the steps are to get there. The Connected and Automated Vehicle (CAV) Readiness Study and Technology Transition Plan identifies a working group and potential pilot programs.

Mr. Wood stated the overall plan narrative is the core document but the public comments received are also included in their entirety in the appendices of the plan which will be available to the public.

Ms. Nicoulin stated the TPO will adopt the chapters of the plan but the supplemental information provided in the appendices will be provided next month.. She stated at the 2045 LRTP Subcommittee meeting on Monday a series of bullet points were discussed to tie up all the loose ends. One request during the public outreach was to add a project to the Strategic Intermodal System (SIS) unfunded needs list; the interchange improvement project at I-95 and SR 442. It was approved and recommended by the subcommittee. There was also a recommendation to remove the last two projects from that list; I-4 from SR 472 to SR 44 and I-4 from SR 44 to US 92. She explained the purpose of this list is to send a message to FDOT as to what is needed or will be needed in an area; the point is not to make the lists longer but to identify the important projects that are ready to signal to FDOT that we need to start thinking about those projects. The LRTP is revisited every five years and is updated to keep up with changes in demand or trends. She reviewed other items and projects discussed at the 2045 LRTP Subcommittee meeting including the Clyde Morris Boulevard project from Beville Road to US 92 and major corridor planning studies that are a high priority. The two corridors identified for inclusion in the plan are Mason Avenue and a follow-up on SR A1A; these are state road projects. The potential need for local road projects was discussed but the TPO does not drive the local budgets and it cannot identify local road projects within the confinements of the Connect 2045 LRTP. She asked if there is a general consensus regarding the subcommittee's recommendation of adding and removing projects and preserving the rail envelope along I-4.

Mr. Aufdenberg commented he appreciates the reassessment of a corridor improvement on Clyde Morris Boulevard; he does not want to cross six lanes between the two parts of the Embry Riddle Aeronautical University campus.

Ms. Belin stated she attended the Connect 2045 LRTP Subcommittee meeting on Monday and had asked if ERAU had been consulted because they are the ones planning development, and have students in dorms and on campus, etc. She was assured that those stakeholders had been included in the discussion.

Mr. Mostert stated he also attended the subcommittee meeting and echoed Mr. Aufdenberg's comment regarding crossing a six-lane road as he is an alumni and former employee of ERAU. He is a fan of alternate strategies and suggested traffic calming measures to encourage use of parallel roads for less traffic on Clyde Morris Boulevard near the university.

Chairperson Eik commented it seems like the BPAC is supportive of the subcommittee's actions and asked if anyone disagreed.

Ms. Bollenback reassured members that what Ms. Belin said regarding ERAU was correct; ERAU officials have been involved in discussions regarding reimagining the Clyde Morris Boulevard design. Regarding the Connect 2045 LRTP, she hopes they see that TPO staff and the board have been supportive of addressing bicycle/pedestrian issues and policies. There may some policies that will need to be put in place outside of the plan but the TPO wants to have a plan that represents the interests of this committee.

Mr. Aufdenberg commented that perhaps for the 2050 LRTP there could be similar tables as the Cost Feasible Plan for bicycle/pedestrian projects. The road projects have lists that receive a lot of attention but the bicycle/pedestrian projects are not presented in the same way and are not as prominent. We need to decide what the priorities are and have the important projects show in the same appearance.

Ms. Bollenback replied that has been discussed over time and she referred to the SUN Trail Program which is a statewide program which is easy to put on a map for our planning area; sidewalks and bike lanes are more difficult. The TPO tries to do that with the Bicycle/Pedestrian Master Plan. The nature of bicycle/pedestrian projects is that they are less expensive and can be done more quickly versus an interstate project that could take 15 years to complete. Perhaps we should explain more clearly what the TPO tries to do regarding bicycle/pedestrian issues within the LRTP chapters. The smaller and more fluid programs are generally addressed outside of the LRTP because the LRTP is so large. The reality is people follow the money and there are billions spent on the SIS but not for bicycle/pedestrian projects; the SIS projects get the attention because that is where the most money is.

Ms. Nicoulin announced she will post the chapters on the Connect 2045 LRTP website as well as the R2CTPO website and will send an email to members when the chapters are ready for review.

V. Staff Comments

→ Update on SU Funding/Work Program

Mr. Harris stated there is \$438,000 in the bicycle/pedestrian box for the current year; TPO staff is working with FDOT and the local governments to program projects on the priority list. He reminded members the Veteran's Memorial Bridge on Orange Avenue is now open for traffic. There are two new mid-block crossings that are under construction on International Speedway Boulevard; at Mainland High School and at Daytona State College. They are expected to go online within the next month.

Ms. Bollenback recognized Ms. Nicoulin's hard work on the Connect 2045 LRTP; it is a huge undertaking and she has done a great job.

VI. Information Items

- BPAC Attendance Record
- Coast to Coast Trail Map
- June and July Outreach and Activities
- TPO Board Meeting Report
- 2045 LRTP Subcommittee Report

VII. BPAC Member Comments

Mr. Daun referred to the Oak Ridge Boulevard project (SR 430) and the presentation regarding a bike lane; he asked Ms. Moss, FDOT, if the landscaping element will be kept. It does not look like there will be any shade trees planted.

Ms. Moss replied she does not have an answer but will find out and let him know.

Mr. Daun referred to the new Veteran's Memorial Bridge on Orange Avenue and the bike lanes that were finalized for the project. It is a significant bicycle/pedestrian connector from downtown Daytona Beach to the beachside. It is a significant issue; the bridge is supposed to be a bike trail. In looking at what was originally proposed for the bike lanes on the bridge somehow the storm drain system including the gutters occupy two-thirds of the bike lane against a jersey barrier which is not what he thought it would be. The rest of the bridge including the sidewalks are great but the bike lanes are an issue. He asked if there was any video or documentation of what was originally presented to the public regarding bike lanes on the bridge versus what we ended up with.

Chairperson Eik replied this sounds like an issue where the BPAC had some input but the question Mr. Daun is proposing should probably be an agenda item rather than a discussion under member comments. He asked if there is a quick response to Mr. Daun's question and a way to get him the information he requested.

Ms. Bollenback replied Mr. Daun sent his questions previously to TPO staff; as the TPO was not directly involved with the bridge it will take some time to pull the information together. It can be added to next month's agenda as a discussion item. This bridge project was constructed by Volusia County through a contract with FDOT; there are a lot

of paths to go down to get information on how the bridge ended up as it did. TPO staff will try to get someone with answers to come and answer questions from the BPAC.

Mr. Cheney asked if the TPO could give the county two months to respond instead of it being placed on the agenda next month; the project was reviewed and approved by FDOT. There are two questions; the drainage system and its location on the bridge with respect to the bike lane which is the major issue. There was a previous question regarding the bike lane outside of the bridge project; the county did not have funding to improve that. On the west side of the bridge on Orange Avenue from the traffic signal to Beach Street the city of Daytona Beach is doing a trail project and is looking to change lane alignments.

Chairperson Eik asked Mr. Daun if the information he is seeking is acceptable as Ms. Bollenback suggested as an agenda discussion item.

Mr. Daun replied yes; an additional focus should not be finger-pointing but how to mitigate the issue of the safety problem with the existing bike lane and if there are options. Mr. Cheney's suggestion is also satisfactory to have it on the October agenda.

Mr. Cheney asked for clarification of the limits of what needs to be mitigated; if it is just the bridge project or if it is outside the bridge project.

Mr. Daun replied it would be the approaches to the bridge and the bridge.

Chairperson Eik stated if members have additional comments to contact TPO staff. He thanked Mr. Daun for bringing this issue up.

Mr. Aufdenberg announced Publix will do curbside delivery to cargo bikes. He wants BPAC members to be aware of the Invest Act which is before the Senate; it is a big improvement than past transportation bills for cycling and pedestrians. He watched an interesting webinar by bikepedinfo.org titled "Going Dutch – Translating Dutch Cycling Ideas Into American Context". The most interesting speaker was from Austin, Texas; the city of Austin is developing an all ages, all abilities bicycle network which is something we can aspire to.

Ms. Belin referred to the US Bicycle Route 1 in Volusia County and asked at what point we could ask for a study to move the route off Nova Road onto US 1 and have a bike lane installed there; it would be a much more scenic route. If riding from Jacksonville to Key West it is more enjoyable to ride along the river than to ride along Nova Road. She asked if this could be revisited and a study could be done to move the route off Nova Road.

Ms. Moss replied she would check on it and see if FDOT can help. She announced Ms. Brenda Young has moved to Central Office as the State Safety Engineer. FDOT is going to develop a District Bicycle/Pedestrian Master Plan and she looks forward to sharing that information and asking for input from the BPAC.

Mr. Cotton announced Friday, August 14, 2020 marks the end of RATP Dev USA's contract managing Votran; over the weekend they will transfer to First Transit. He announced Friday, August 14, 2020 is also Mr. Ken Fischer's last day with Votran; he has been there since the beginning and is retiring as the Acting General Manager. They will be having a celebration at 8:30 am. On Monday, Mr. Kelvin Miller, from Montgomery, Alabama, will take over as the new General Manager.

VIII. Adjournment

The BPAC meeting adjourned at 3:47 p.m.

River to Sea Transportation Planning Organization

**Mr. Paul Eik, 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 August 12, 2020 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 9th day of September 2020.

Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization

**SUMMARY SHEET
BPAC
SEPTEMBER 9, 2020**

IV. ACTION ITEMS

B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2020-## ADOPTING THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

BACKGROUND INFORMATION:

Under federal and state law, each MPO is required to develop a long-range transportation plan that addresses at least a 20-year planning horizon. Connect 2045 is the Long Range Transportation Plan (LRTP) developed by the River to Sea TPO as the guiding document that identifies the transportation projects that may be pursued in the TPO area over the next 25 years. Connect 2045 includes both long-range and short-range strategies that are intended to preserve the existing transportation infrastructure; enhance Florida's economic competitiveness; and improve travel choices. The plan was developed in consultation with transit agencies, local government, the Florida Department of Transportation (FDOT) and other public and private sector agencies and individuals. The Connect 2045 plan outlines the transportation mobility vision for the TPO planning area within the bounds of the financial estimates forecasted for the planning horizon.

The TPO has been working over the past year and a half to develop the Connect 2045 Long Range Transportation Plan for our planning area. Throughout this timeframe, various components of the plan were developed and presented to the TPO advisory committees, the TPO Board, local stakeholders and the public. The final plan report includes key elements required in the completion of the LRTP. Additional supporting documentation and materials will be provided as appendices to the report to provide a comprehensive set of data and materials used to support overall decision making.

The draft Connect 2045 Plan Chapters which make up Connect 2045 have been provided for review on the Connect 2045 Website.

<https://r2ctpoconnect2045.com/>

A 30-day public review period which began on August 24, 2020 and ends on September 23, 2020, is required for plan adoption. The draft Connect 2045 Plan Document will be presented for adoption to the River to Sea TPO Board at their Meeting on Wednesday, September, 23, 2020.

Adoption of the Connect 2045 Long Range Transportation Plan will be accomplished through the approval of the attached draft Resolution 2020-XX.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2020-## ADOPTING THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2020-XX

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

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

WHEREAS, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted metropolitan planning organization 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; and 23 CFR 450.322 require that each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area that addresses at least a 20-year planning horizon; and

WHEREAS, the River to Sea TPO has developed the Connect 2045 Long Range Transportation Plan to be consistent with the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21), the Fixing America's Surface Transportation Act of 2015 (FAST Act), and the local governments' comprehensive plans; and

WHEREAS, the River to Sea TPO has developed the Connect 2045 Long Range Transportation Plan with consideration of the Highway Safety Improvement Program (HSIP) and the goals and objectives identified in the Florida Transportation Plan; and

WHEREAS, the River to Sea TPO has developed the Connect 2045 Long Range Transportation Plan with consideration of all modes of transportation to provide a safe, efficient, and sustainable multimodal system to support the needs and movement of all users; and

WHEREAS, members of the River to Sea TPO's Technical Coordinating Committee (TCC), Citizens' Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), and Transportation Disadvantaged Local Coordinating Board (TDLCB) have been participating in the development of this update through a subcommittee called the 2045 Long Range Transportation Plan Subcommittee; and

WHEREAS, the BPAC, TCC and CAC have reviewed the Connect 2045 Long Range Transportation Plan and have recommended its approval to the Board of the River to Sea TPO; and

WHEREAS, the Connect 2045 Long Range Transportation Plan has been available for public review and comment under a legally required time period of 30 days from August 24, 2020 to September 23, 2020, and has been presented for public review and comment at various in-person workshops and virtual webinars conducted at key points throughout the development of the Plan.

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

1. The Connect 2045 Long Range Transportation Plan is consistent with MAP-21, the FAST Act and the local governments' comprehensive plans; and
2. the public and the local governments have been actively involved in the development of Connect 2045; and
3. the Connect 2045 Long Range Transportation Plan is hereby endorsed and adopted; and
4. the River to Sea TPO Chairperson (or their designee) is hereby directed and authorized to submit the Connect 2045 Long Range Transportation Plan to:
 - a. the Florida Department of Transportation, District Five and Central Office Planning;
 - b. the Florida Commission for the Transportation Disadvantaged, via the Florida Department of Transportation
 - c. the Florida Department of Economic Opportunity – Bureau of Community Planning, via the Florida Department of Transportation
 - d. the Federal Highway Administration, via the Florida Department of Transportation; and
 - e. the Federal Transit Administration Region IV, via the Florida Department of Transportation.

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 23rd day of September, 2020.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**CITY OF NEW SMYRNA BEACH COMMISSIONER JASON MCGUIRK
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 September 23, 2020.

ATTEST:

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

**SUMMARY SHEET
BPAC
SEPTEMBER 9, 2020**

V. PRESENTATIONS AND DISCUSSION ITEMS

A. DISCUSSION OF BICYCLE LANES ON THE VETERANS MEMORIAL BRIDGE

BACKGROUND INFORMATION:

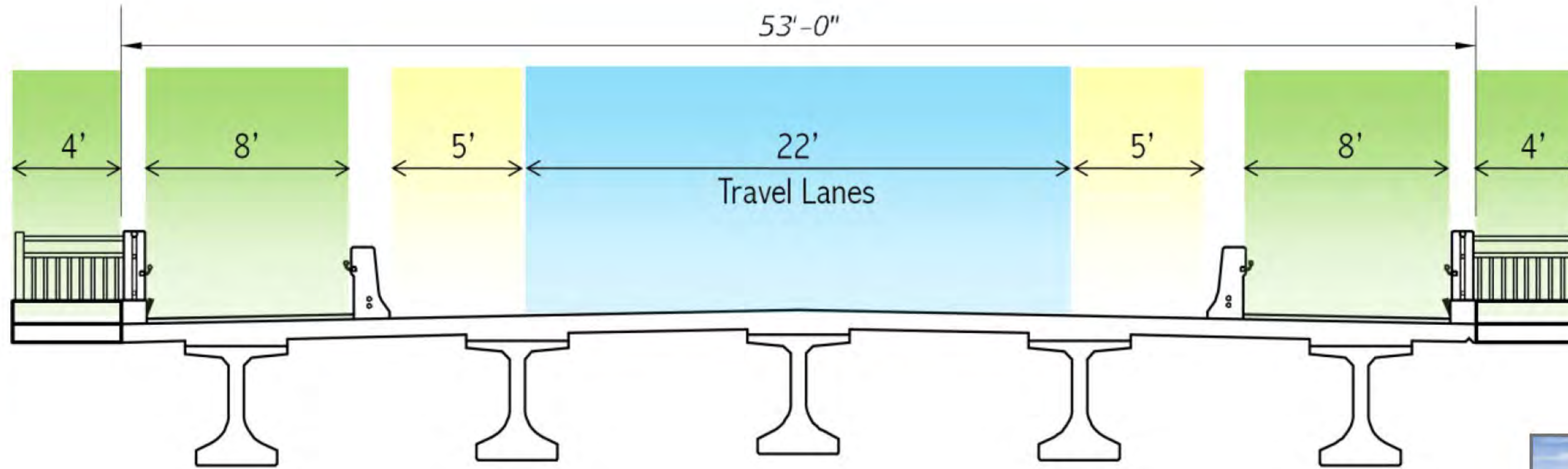
The Tom Staed Veterans Memorial Bridge officially opened to traffic on August 6, 2020, replacing the Orange Avenue/Silver Beach Avenue Bridge built in 1954. The new two-lane bridge is 1,885' long, with 5' wide shoulders, designated bicycle lanes, 8' wide sidewalks, fishing piers on both sides of the Halifax River, and plaques at 28 scenic overlooks commemorating conflicts in America's military history. Mr. Tadd Kasbeer, Volusia County Engineer, will facilitate a discussion of bicycle lanes on the Veterans Memorial Bridge.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

A Shared Facility

Veterans Memorial Bridge Replacement



Pedestrian Overlooks:
Provide Refuge from Sidewalk,
and Space for Memorial Plaques

Reduced Travel Lanes: Promote Slower Travel Speed

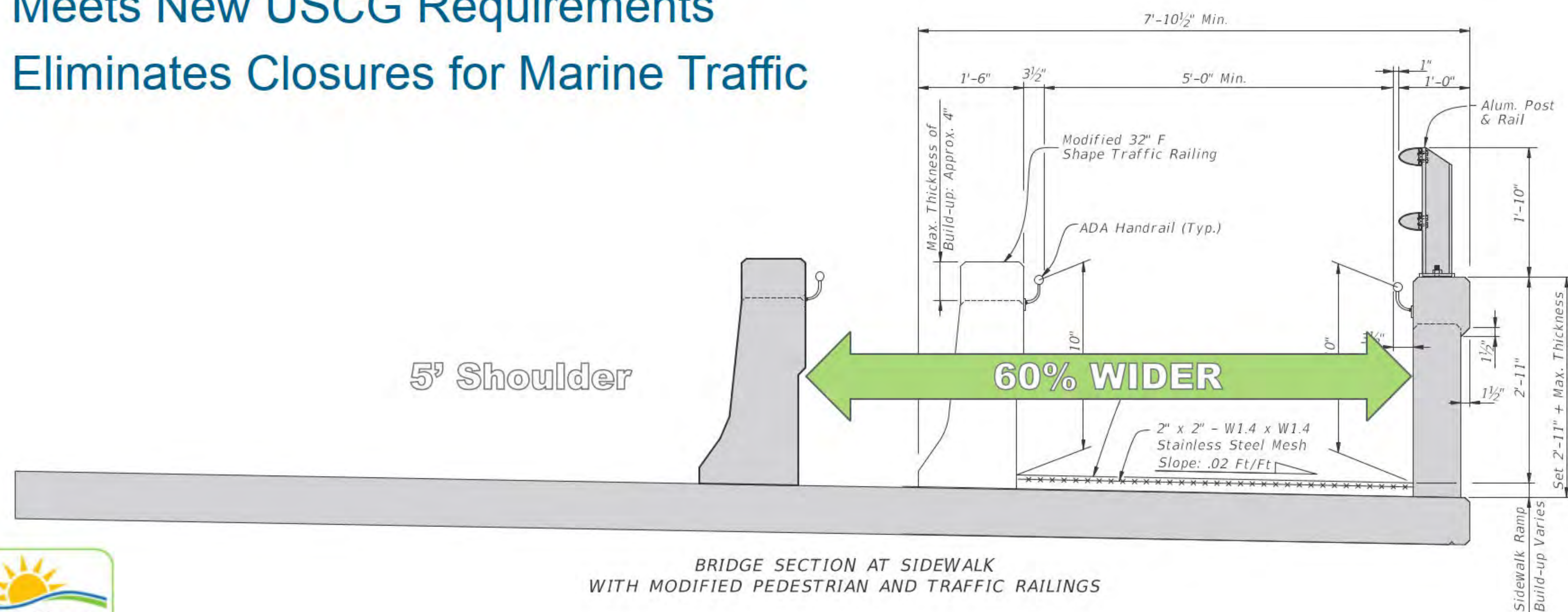
5' Shoulders: Provide Additional Buffer from Pedestrians

Expanded Sidewalks: Increase Safety for Pedestrians & Bicyclists

Expanded Channel Width & Height:

Meets New USCG Requirements

Eliminates Closures for Marine Traffic



**SUMMARY SHEET
BPAC
SEPTEMBER 9, 2020**

V. PRESENTATIONS AND DISCUSSION ITEMS

B. PRESENTATION AND DISCUSSION OF FY 2020/21 COMMUNITY SAFETY EVENTS

BACKGROUND INFORMATION:

The River to Sea TPO's safety program includes a variety of activities to improve bicycling and walking in our communities. Every year, the TPO collaborates with local governments and nonprofit agencies to fit bicycle helmets and distribute safety literature and equipment free of charge. The goal of the program is to increase safety by:

- Promoting safety practices in transportation
- Helping to meet established safety targets
- Promoting transportation safety to a diverse audience and broad geographic areas
- Increasing awareness of predominant crash factors such as visibility, distracted walking/biking/driving, etc.
- Promoting safe walking/bicycling/driving through education

In FY 2019/20, the TPO participated in numerous community safety events including Port Orange Family Days and three different events as part of Central Florida's Mobility Week. A draft list of community safety events proposed for FY 2020/21 is provided with this agenda packet; however, this year, with the COVID-19 pandemic many events are being cancelled.

TPO staff will facilitate a discussion on the plans for the upcoming fiscal year.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

Draft FY 2020/21 River to Sea TPO Community Safety Events Schedule

<u>Date</u>	<u>Event Name</u>	<u>Location</u>
Sept	Port Orange Family Days	Port Orange Cancelled
Oct	White Cane and Pedestrian Safety Day	Location TBD
Oct	International Walk to School Day	Locations TBD
Oct/Nov	Central FL Mobility Week (multiple)	Locations TBD
Nov	Halifax Art Festival	Daytona Beach
March	Daytona Lions Club Health Fair	Daytona Beach
April	Not So Noisy Bike Week (3 events)	Daytona Beach
May	Oak Hill Community Festival	Oak Hill
June	National Trails Day	DeLand
June	Summer School Helmet Fittings	Palm Coast
June	Summer School Helmet Fittings (3 schools)	Locations TBD

**SUMMARY SHEET
BPAC
SEPTEMBER 9, 2020**

V. PRESENTATIONS AND DISCUSSION ITEMS

C. PRESENTATION AND DISCUSSION OF FY 2019/2020 PUBLIC INVOLVEMENT ACTIVITIES SUMMARY

BACKGROUND INFORMATION:

A primary responsibility of the River to Sea TPO is public involvement and outreach in the transportation decision-making process. This involves developing various strategies to engage the community, including posting information on the TPO website (www.R2CTPO.org), Facebook page (www.Facebook.com/RivertoSeaTPO) and Twitter page (@TelltheTPO), attending community meetings, building business relationships, joining local organizations and providing presentations to organizations. Another component of the outreach program includes participation in community events, bicycle helmet fittings and the distribution of documents and promotional materials. TPO staff will provide an overview of the public involvement and outreach efforts that occurred during FY 2019/20.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

**SUMMARY SHEET
BPAC
SEPTEMBER 9, 2020**

V. PRESENTATIONS AND DISCUSSION ITEMS

D. PRESENTATION AND DISCUSSION OF PEDESTRIAN HYBRID BEACONS

Background Information:

Pedestrian Hybrid Beacon (PHBs) can warn and control traffic at unsignalized locations and assist pedestrians in crossing a street or highway at a marked crosswalk.

Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that indicate the pedestrian walk interval and when it is safe for drivers to proceed. A solid red light requires drivers to stop while pedestrians have the right-of-way to cross the street. The overhead beacon flashes red when the pedestrian signals display a flashing DONT WALK indication. Drivers may proceed if the crosswalk is clear.

The PHB is often considered for installation at locations where pedestrians need to cross and vehicle speeds or volumes are high, but traffic signal warrants are not met. PHBs have been successfully used at school crossings, parks, senior centers, and other pedestrian crossings on multilane streets. PHBs are typically installed at the side of the road or on mast arms over midblock pedestrian crossings. TPO staff will lead a discussion of the new PHB on International Speedway Boulevard (US 92) in Daytona Beach.

FDOT Pedestrian Hybrid Beacon PSA:

<https://youtu.be/O8BladOC-80>

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 South Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

For Immediate Release

August 26, 2020

Contact: Jessica Ottaviano

(386) 943-5473

Jessica.Ottaviano@dot.state.fl.us

New Pedestrian Features Installed in Daytona Beach to Improve Safety

Daytona Beach, Fla. – With just the push of a button, crossing a busy stretch of International Speedway Boulevard (ISB) in Daytona Beach is now going to be safer thanks to the activation of new specialized pedestrian beacon.

The Florida Department of Transportation (FDOT) recently completed the construction of pedestrian hybrid beacon, or PHB, at Highland Avenue and the entrance of Mainland High School on ISB. This beacon is the first of its kind to be installed in FDOT's District Five. In addition to the PHB, a new traffic signal and crosswalk with signalized pedestrian features were constructed at the intersection of ISB and Hilton Avenue /the Daytona State College main entrance. The project cost around \$1.3 million.

PHBs are a special type of beacon used to help control traffic and keep pedestrians and bicyclists safe when crossing highways. Additional safety improvements included enhanced lighting to increase the visibility of pedestrians at each crossing.

As this area of U.S. 92 experiences a high volume of pedestrian and vehicle traffic, the Department evaluated the potential need for pedestrian safety improvements in this location. After analyzing the information collected, it was recommended that a PHB be installed to better assist pedestrians in the area.

PHBs are shown to reduce pedestrian crashes and increase the compliance rate of drivers stopping for a pedestrian. According to a Federal Highway Administration (FHWA) study published in 2010, PHBs can reduce crashes involving pedestrians by 69 percent and total crashes by 29 percent. Because the beacons stay dark until activated, they help increase the awareness of drivers to stop for pedestrians and help reduce rear-end collisions.

Motorists can expect to see more PHBs being built throughout the Central Florida region. FDOT is currently completing construction of three PHB's in Orlando on South Orange Blossom Trail and another is planned for construction this year on U.S. 17-92 in Sanford just south of Airport Boulevard.

How do PHBs work?

PHBs stay dark until activated. When a pedestrian presses the push-to-walk button, the overhead beacons will begin to flash yellow. The flashing yellow serves as a warning to motorists that the

beacon has been activated and someone will be using the crosswalk.

These are then followed by solid yellow lights and then solid red lights that signal motorists to come to a complete stop.

Subsequently, pedestrians will receive a “Walk” signal followed by a flashing countdown that shows how much time is left to cross. During the flashing countdown, drivers will see red flashing lights that should be treated like a stop sign, meaning cars should stop, then proceed through the crosswalk only when it is completely clear.

Once the PHB cycle is finished, drivers will see the beacons go dark and pedestrians will have a “Don’t Walk” signal. Vehicles can then proceed with caution.

To learn more on how to use PHBs including a video, visit:

<https://alerttodayflorida.com/Campaign/PedestrianHybridBeacons>.

Media inquiries should be directed to the FDOT Communications Office at FDOT-D5COMM@dot.state.fl.us or by phone at 386-943-5593.

FDOT urges all drivers to stay alert and use caution while driving through or near construction zones. When driving, walking, or bicycling, remember to pay attention and follow the rules. Safety doesn’t happen by accident.

###

HOW TO USE THE PEDESTRIAN HYBRID BEACON

ON INTERNATIONAL SPEEDWAY BOULEVARD

DRIVERS

SEE THIS

DO THIS



GO!
(Beacon remains dark until activated by pedestrian)

PEDESTRIANS & CYCLISTS

SEE THIS

DO THIS



**SLOW
DOWN**



PUSH THE BUTTON

Stop & Wait for
"Walk" Signal



**PREPARE
TO STOP**



START CROSSING

Watch for cars!



STOP
For pedestrian

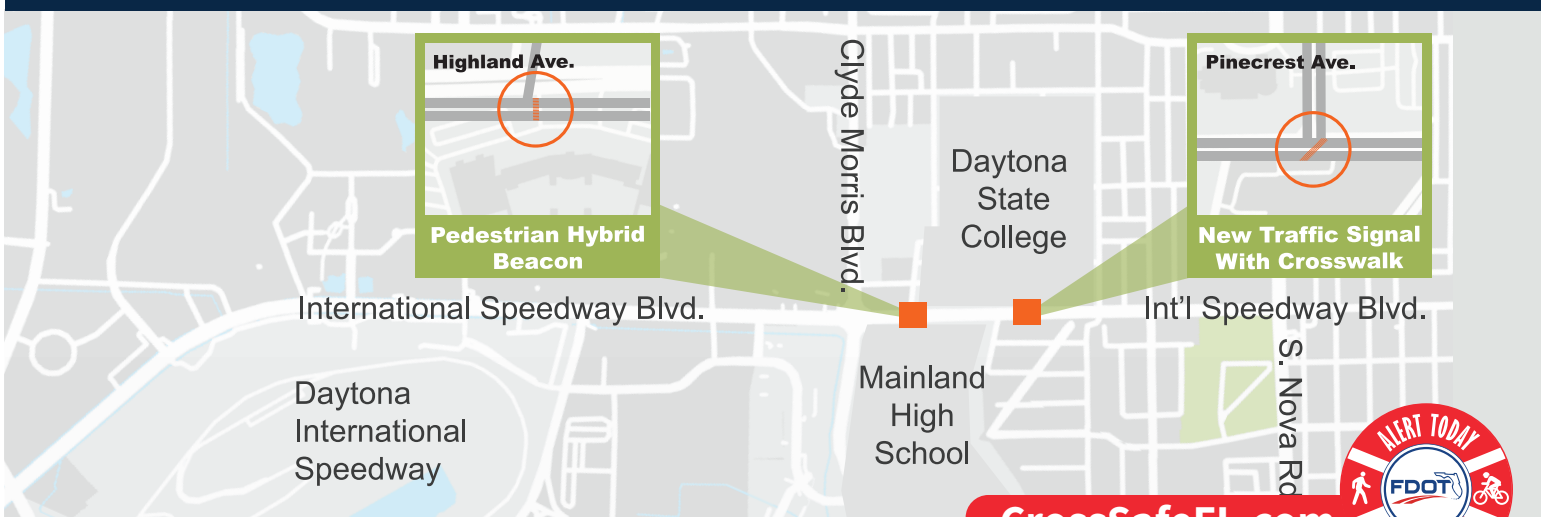


FINISH CROSSING

Countdown shows how
much time is left to cross



STOP
Proceed with
caution if clear



CrossSafeFL.com



**SUMMARY SHEET
BPAC
SEPTEMBER 9, 2020**

V. PRESENTATIONS AND DISCUSSION ITEMS

E. PRESENTATION AND DISCUSSION OF THE ANNUAL CALL FOR PROJECTS AND PRIORITY PROJECT RANKING PROCESS OF THE RIVER TO SEA TPO

BACKGROUND INFORMATION:

Each year, after completion of the project prioritization process, the TPO staff and committees evaluate the process and recommends improvements for the next cycle. The aim is to achieve the best possible outcomes in terms of identifying and promoting transportation-related priorities consistent with the community's goals and objectives as prescribed in the adopted long-range transportation plan. TPO staff will lead a discussion of the annual Call for Projects Process and Project Priority Ranking Process.

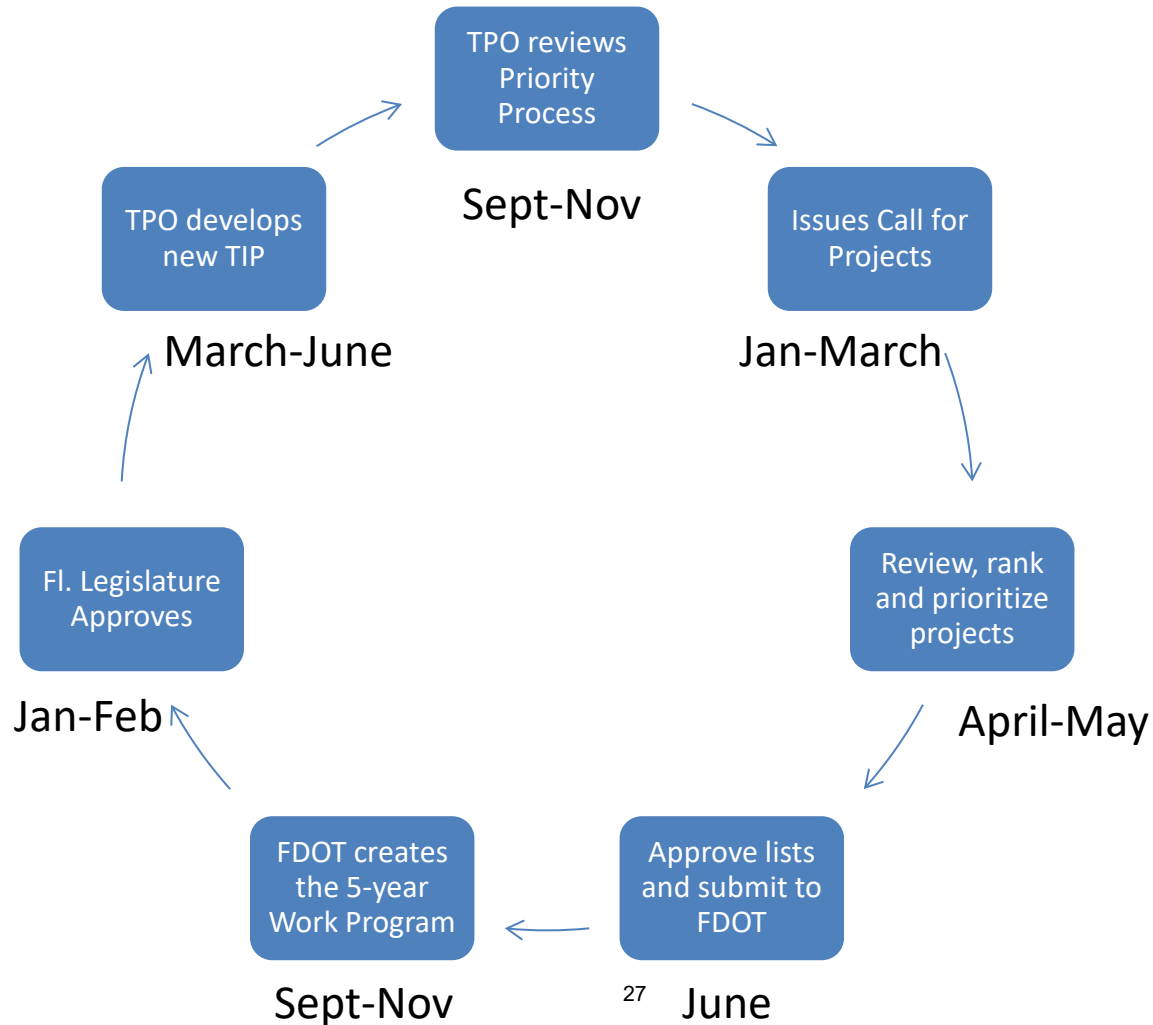
ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

R2CTPO Transportation Priority Process

- 3 TPO resolutions provide guidance
 - Delineates local match and project cost increases (Resolution 2019-24)
 - Establishes project categories and ranking (Resolution 2019-25)
 - Allocates TPO Set-aside funding (SU) (Resolution 2017-03)
- 3 project applications allow for annual submission of new projects
 - Traffic Operations (safety, technology)
 - Bicycle & Pedestrian (sidewalks & trails)
 - Planning Studies

R2CTPO Transportation Priority Process



RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2017-03

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
ESTABLISHING THE POLICY FOR THE ANNUAL ALLOCATION OF SURFACE TRANSPORTATION
PROGRAM (STP) URBAN ATTRIBUTABLE (SU) FUNDING AND OTHER STATE AND FEDERAL
FUNDS IDENTIFIED IN THE 2040 LONG RANGE TRANSPORTATION PLAN FOR LOCAL
INITIATIVES**

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital or operating assistance, shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

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

WHEREAS, 23 C.F.R. 450.104 provides that the River to Sea TPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Surface Transportation Program (STP) projects list of the annual Transportation Improvement Program (TIP) submission; and

WHEREAS, each year the appropriate River to Sea TPO committees, made up of a cross-section of interested citizens and staff, are charged with the responsibility of drafting a list of prioritized projects; and

WHEREAS, it is the responsibility of the River to Sea TPO to establish project priorities that are equitable for all areas within the River to Sea TPO's planning boundaries ; and

WHEREAS, the River to Sea TPO reaffirms its commitment to the priority process and related policies;

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

1. Annual set-asides of the River to Sea TPO's total Surface Transportation Program (STP) Urban Attributable (SU) funding will be made in the following manner: 40% of the total SU funds will be used for Traffic Operations, Safety, and Local Initiatives

(traffic operations focused) Project Priorities, 30% of the total SU funds will be used for Transit Project Priorities, and 30% of the total SU funds will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;

2. Annual set-asides of other state and federal funds identified in the 2040 Long Range Transportation Plan for Local Initiatives will be made available in the following manner: 50% of the funds will be used for Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Project Priorities and 50% will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;
3. Mixed projects (defined as a project that is not a stand-alone bicycle or pedestrian project) will only be accepted and ranked if the predominant cost component is consistent with the category of funding to which it is submitted. All other cost components are subject to eligibility of available funding. Mixed projects submitted by a member local government will be presented to the TPO Board for final determination prior to being ranked in the TPO's list of Priority Projects for Bicycle/Pedestrian facilities;
4. For projects funded in whole or in part with Urban Attributable (SU) funding and/or other state and federal funds obtained through the TPO's Priority Project Process, if the recipient of the funds chooses to display any signs or markers at the project site, said signs or markers shall include language acknowledging the River to Sea TPO, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and/or other funding partners, as may be applicable, for providing funding for the project. In addition to the language, the sign or marker shall include these agencies' official logos.

Additionally, any public pronouncements made by or on behalf of the recipient regarding the project, including press releases, publications, annual reports, video credits, and dedications, shall acknowledge the funding support provided by the TPO, FDOT, FHWA, and FTA.
5. Resolution 2016-03 is hereby repealed and replaced by this resolution;
6. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
7. The Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to provide a copy of this resolution to the:
 - a. Florida Department of Transportation (FDOT);
 - 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 regular meeting of the River to Sea TPO held on the 25th day of January 2017.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



CITY OF FLAGLER BEACH COMMISSIONER MARSHALL SHUPE
CHAIRMAN, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 25, 2017.

ATTEST:



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

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2019-24

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

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

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

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

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

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

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

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

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

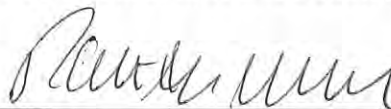
2. Every governmental entity receiving state and/or federal transportation funds for a project on the TPO's Priority List of Transportation Planning Studies shall provide a local match at a minimum ratio of 10% local funds to 90% state and/or federal funds; and

3. A local match shall not be required for any project on the TPO's Priority Lists of Strategic Intermodal System (SIS) Projects, Regionally-Significant, Non-SIS Roadway Projects, or Transit Projects, subject to the any other funding program requirements that may apply (e.g., Transportation Regional Incentive Program); and
4. the River to Sea TPO determines that "local match" shall be defined as non-state/non-federal cash match and/or in-kind services of eligible costs that advance the project in question; and
5. notwithstanding the terms prescribed in subparagraph 2, above, the required local match shall not exceed the ratio required in the current policy of the TPO Board at the time the governmental entity requesting the funds commits to its amount of local match for the project; and
6. the River to Sea TPO reserves the right to waive or adjust the local match requirements if the TPO Board deems there exists sufficient reason or circumstance; and
7. the River to Sea TPO defines a cost overrun as an increase in the amount of the cost of any programmed project phase due to a change in scope, project limits or project approach that could have reasonably been foreseen or is the result of an incomplete, insufficient or out of date cost estimate; and
8. the River to Sea TPO reaffirms its policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator with the following exception: if the project is on the state highway system and the State DOT is the project manager of record then the state shall be responsible for any cost overruns utilizing state dollars; and
9. the River to Sea TPO defines a cost increase as an increase in the cost of any programmed project phase due to unforeseen market changes or a change in requirements and/or standards for projects that have current and complete cost estimates; and
10. Requests for additional state and/or federal funds must be submitted to the TPO and include a statement of hardship or justification by the governmental entity identified as the project sponsor along with supporting documentation that includes detailed justification of the change in cost; and
11. the River to Sea TPO Executive Director may authorize the use of state and/or federal funds to cover some or all of a cost increase on any project phase up to and including 10% of the project cost estimate for that phase; and
12. the use of state and/or federal funds to cover cost increases exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and
13. the Chairperson of the River to Sea TPO (or their designee) is hereby authorized and directed to submit this resolution to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (through the Florida Department of Transportation);
 - c. Federal Highway Administration (through the Florida Department of Transportation); and

- d. Councils, Commissions, and Managers of the TPO Member Local Governments.

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 23rd day of January 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**CITY OF DAYTONA BEACH COMMISSIONER ROBERT GILLILAND
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 November 27, 2019.

ATTEST:



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

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2019-25

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION
PRIORITY PROJECTS**

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital or operating assistance, shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

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

WHEREAS, 23 C.F.R. 450.104 provides that the River to Sea TPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Surface Transportation Block Grant Program (STBG) projects list of the annual Transportation Improvement Program (TIP) submission; and

WHEREAS, each year the appropriate River to Sea TPO committees made up of a cross-section of interested citizens and technical staff are charged with the responsibility of drafting a list of prioritized projects; and

WHEREAS, it is the responsibility of the River to Sea TPO to establish project priorities for all areas of the TPO's MPA; and

WHEREAS, the River to Sea TPO reaffirms its commitment to the priority process and related policies;

NOW, THEREFORE, BE IT RESOLVED by the River to Sea TPO that the following policies are established to prioritize transportation projects throughout the TPO's MPA:

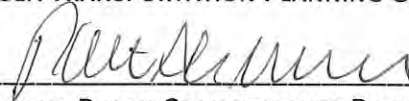
1. The project application and evaluation criteria approved by the River to Sea TPO Board shall be used to solicit and evaluate projects for priority ranking in the transportation program categories listed below:
 - a. Florida Strategic Intermodal System (SIS) Projects;
 - b. Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects;

- c. Traffic Operations, Safety, and Local Initiatives Projects;
 - d. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects;
 - e. Public Transit Projects; and
 - f. Transportation Planning Studies.
2. River to Sea TPO projects that were previously ranked and have a Financial Management (FM) number and are in the Florida Department of Transportation Work Program will automatically be prioritized above projects that are not currently in the FDOT Five-Year Work Program;
 3. Projects which are ranked one through five on the Prioritized List of Florida Strategic Intermodal System (SIS) Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 4. Projects which are ranked one through five on the Prioritized List of Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 5. Projects which are ranked one through eight on Tier "B" of the Prioritized List of Traffic Operations, Safety, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 6. Projects which are ranked one through three on Tier "B" of the Prioritized List of Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
 7. If, at any time, two or more lists of prioritized projects are merged into a new list, every project that was protected prior to the merger shall retain its protected status, and no new or previously unprotected project shall be deemed to be protected unless and until it advances to the protected rank prescribed for the new, merged list.
 8. The River to Sea TPO will only re-prioritize or add projects when the TPO Board determines: a) unusual circumstances support such action, b) the circumstances are not of a recurring nature, c) the circumstances do not result from the actions of the project sponsor, and d) the proposed reprioritization or addition will not be contrary to the public interest;
 9. Requests to change the priority or to add a project must include a statement of hardship by the requestor along with supporting documentation that includes

- detailed justification of need and an assessment of the impacts to the programming of prioritized projects;
10. It is the responsibility of the River to Sea TPO and FDOT staffs to provide the River to Sea TPO members with current information and data on project status and to assist the members in their efforts to make informed decisions regarding the prioritized projects lists;
 11. The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;
 12. Once a project has attained protected status, it should be programmed within 3 years. If it has not been programmed during that time due to inactivity on the part of the project sponsor, then the project will be removed from the list of priority projects. The project sponsor may resubmit the project for open ranking on any subsequent call for projects.
 13. Per the approved Annual Call for Projects schedule, the project sponsor shall annually submit a letter to the River to Sea TPO affirming their continued support to retain each project on the priority list and provide updated cost estimates. The letter shall also provide support from the project sponsor for any Transportation Regional Incentive Program (TRIP) eligible project(s) which they are ready to advance into the Work Program and TIP and provide a commitment of local matching funds, if required.
 14. The River to Sea TPO shall use this project prioritization process to support the development of Regional Priority Lists in the areas of Trails, Transit, Transportation Systems Management and Operations (TSM&O), and Planning Studies
 15. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
 16. the Chairperson of the River to Sea TPO, (or their designee) is hereby authorized and directed to provide a copy of this resolution to the:
 - a. Florida Department of Transportation (FDOT);
 - 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 regular meeting of the River to Sea TPO held on the 23rd day of January 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**CITY OF DAYTONA BEACH COMMISSIONER ROBERT GILLILAND
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 November 27, 2019.

ATTEST:



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

**SUMMARY SHEET
BPAC
SEPTEMBER 9, 2020**

V. STAFF COMMENTS

VI. INFORMATION ITEMS

- BPAC Attendance Record
- August 2020 TPO Outreach & Activities
- St. Johns River to Sea Loop Trail Gap PD&E Study
- TPO Board Report
- 2045 LRTP Subcommittee Report

VII. BPAC MEMBER COMMENTS

VIII. ADJOURNMENT

BPAC Attendance Record 2020

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Notes
Holly Ryan/Doug Hall	x	x	x	x	x	x		exc					Daytona Beach (appt. 3/12) (alt. appt. 02/14)
Terry Lodge													DeBary (appt 8/2020)
Ted Wendler	x	x	x	abs	x	x		x					DeLand (appt. 05/11)
Paul Eik (19/20 Chairman)	x	x	x	x	x	x		x					Flagler Beach (appt. 7/14) (alt appt 9/18)
Larry Coletti (19/20 Vice Chairman)	x	x	x	x	x	x		x					Flagler County (appt 2/16)
Ned Wolfarth	x	x	x	abs	exc	abs		abs					Holly Hill (appt 9/19)
Nic Mostert	x	x	x	exc	exc	x		x					New Smyrna Beach (appt. 03/15)
Bob Storke	x	x	x	x	x	x		x					Orange City (appt. 12/07)
Gayle Belin	x	x	exc	x	x	x		x					Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson/Andrew Dodzik	x	x	exc	x	x	x		x					Palm Coast (Appt. 02/16) (Alt appt 9/19)
Christy Gillis	x	exc	x	x	exc	exc		x					South Daytona (appt. 01/16)
Roy Walters/Jason Aufdenberg	x	x	x	xx	xx	xx		xx					Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Patrick McCallister	x	exc	exc	x	x	abs		x					Volusia County D-1 (appt. 10/16)
Nancy Burgess-Hall/Chris Daun	xx	xx	xx	xx	xx	xx		x					Volusia County D-2 (appt 2/14) (alt. appt 3/18)
Jessica Realin						x		abs					Volusia County D-3 (appt 6/2020)
Wendy Hickey (non-voting)	x	x	exc	abs	x	exc		exc					Flagler County (appt. 12/15)
Gwen Perney (non-voting)	x	x	x	x	x	x		x					Large City - Port Orange
John Cotton/Edie Biro (non-voting)	abs	exc	x	x	x	x		x					Votran (appt. 07/13)(alt. appt. 02/16)
Melissa Winsett/Terri Bergeron (non-voting)	x	x	x	x	xx	xx		xx					Volusia County (02/14)
Rob Brinson (non-voting)	abs	abs	abs	abs	abs	abs		abs					Volusia County School Board (appt. 01/16)
Stephanie Moss (non-voting)	x	x	x	x	x	x		x					FDOT (appt 11/19)
QUORUM	Y	Y	Y	Y	Y	Y		Y					

Vacancies

Beverly Beach
 Bunnell
 Daytona Beach Shores
 DeBary
 Deltona
 Edgewater
 Flagler County School Board
 Flagler County Transit
 Lake Helen
 Oak Hill
 Pierson
 Ponce Inlet
 Port Orange
 Volusia County Chair

CODES

X = Present
 exc = Excused
 abs = Absent (Unexcused)



August 2020 TPO Outreach & Activities

COVID-19 UPDATE

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

- Our TPO office is closed to walk-in visitors; however, we remain open for appointments, public meetings and other requested activities that meets current state and federal guidance
- TPO staff is working remotely 50% of the time; there are some staff in the office each day and all remain available during regular business hours. Staff contact information is available on the TPO website at: www.r2ctpo.org/about/staff/
- All meetings are being held virtually while permitted under Executive Orders 20-69 and 20-179 issued by the Governor which expire on October 1, 2020
- All GoToMeeting information is posted on the TPO website at www.R2CTPO.org
- All non-essential activities, helmet fittings, in person presentations, etc. have been cancelled
- Email communication is being distributed to keep the committee/board members, stakeholders and public up-to-date on our activities
- TPO public outreach plans and community safety programs have been modified to continue meeting goals under COVID-19 restrictions
- TPO website is routinely updated to inform the public and committee members about activities and changes happening due to COVID-19



- Environmental Justice (EJ) Public Webinar was held on August 4, 2020 at 10:00 a.m.
- On August 24, 2020, the River to Sea TPO opened the 30-day public comment period for the Connect 2045 Long Range Transportation Plan Report

The Draft Report and supporting documents are available for public review/comment at

www.R2CTPOConnect2045.com

The Draft Connect 2045 long range transportation plan was developed with input from people, agencies and organizations representing all parts of our community to reflect collective values and a broad range of needs. The plan strives to provide residents, visitors and businesses the best transportation solutions to efficiently and safely move people and goods.

The public is invited to send comments and questions to:

Colleen Nicoulin, Project Manager

CNicoulin@r2ctpo.org or 386.226.0422 ext. 20417

August 2020 TPO Outreach & Activities

PAST EVENTS:

Pedestrian Hybrid Beacon Education Event

Date: Thursday, August 27, 2020

Location: International Speedway Blvd. and entrance to Mainland High School in Daytona Beach

Description: TPO staff attended this event where FDOT educated pedestrians on how to use the new pedestrian hybrid beacons (PHBs) located on ISB in front of Mainland High School and Daytona State College. Law enforcement was also present to educate motorists.



PEDESTRIAN USING NEW PHB SIGNAL AT MAINLAND HIGH

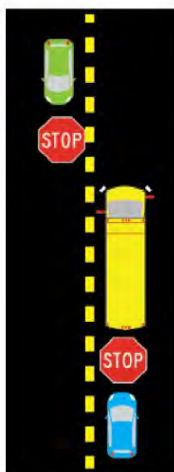
ONGOING PROJECTS & STUDIES:

- Connect 2045 Long Range Transportation Plan (Draft Connect 2045 Plan, Virtual Public Outreach)
- Develop Non-Motorized Traffic Count Program
- Update of the Congestion Management Process
- Regional Resiliency Action Plan Implementation
- FY 19/20 Public Outreach Summary & Evaluation
- FY 19/20 TPO Annual Report
- Airpark Road Sidewalk Feasibility Study
- Reed Canal Park Bridge Feasibility Study
- Dunlawton Ave/Nova Road Accessible Pedestrian Signal (APS) Sidewalk Gap Feasibility Study

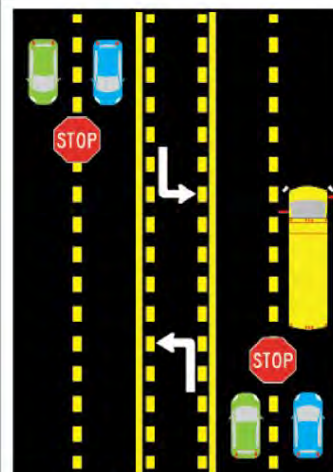


SCHOOL HAS STARTED!

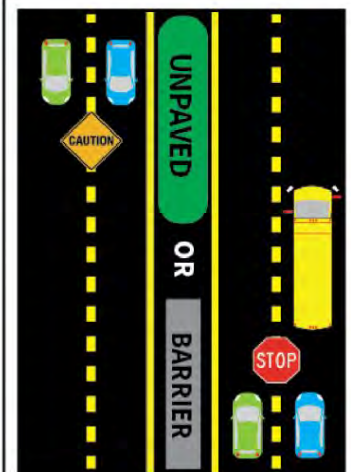
Flagler County Schools started August 24, 2020 and Volusia County Schools begin on August 31, 2020. Be aware of buses on the roads and know the law.



TWO LANE
Vehicles traveling in both directions
MUST stop. 41



MULTI-LANE PAVED ACROSS
Vehicles traveling in both directions
MUST stop.



DIVIDED HIGHWAY
Unpaved space 5 ft+ / raised median / physical barrier.
Vehicles behind bus MUST stop.
Vehicles traveling in the opposite direction must proceed with caution.

ST. JOHNS RIVER TO SEA LOOP TRAIL GAP

Project Development and Environment Study

From Lake Beresford Park to Grand Avenue
in DeLand, Volusia County

Financial Project Identification (FPID): 439874-1

The Florida Department of Transportation (FDOT) has completed a Project Development and Environment (PD&E) Study for the St. Johns River to Sea Loop Trail Gap in Volusia County from Lake Beresford Park to Grand Avenue.

The St. Johns River to Sea Loop is a 260-mile multi-use trail system that will link together several communities including St. Augustine, Daytona Beach, Titusville, DeLand, and Palatka.



The PD&E study evaluated options for a multi-use trail that will close the 3.6-mile gap between the existing trails within Lake Beresford Park and the existing trail along Grand Avenue.

The trail alternatives developed during this PD&E Study, and the associated social, economic and environmental analyses, were evaluated according to the requirements of the National Environmental Policy Act (NEPA) and FDOT's PD&E Manual. Input received from local governments, residents and various stakeholders was included in the evaluation of viable alternative routes and recommended alternatives.

Alternatives were presented at a public meeting held in December 2018. The proposed route would start at the existing trail system located within Lake Beresford Park and continue north adjacent to the east side of the CSX railroad, following publicly owned property to Alexander Drive. The proposed route continues north along Alexander Drive, South Beresford Road and South Grand Avenue. Crossing State Route 44, the proposed route would continue north along Grand Avenue and then turn west at West Minnesota Avenue, continuing until it reaches the existing paved trail along Grand Avenue. Evaluation and recommendations for the St. Johns River to Sea Loop Trail Gap has been completed by the FDOT. Volusia County will be leading the design phase that is scheduled to start in the fall of 2020.

Additional information regarding the PD&E Study, including engineering and environmental documents, is available on the project website at cflroads.com/project/439874-1.

**St. Johns River to Sea Loop Trail Gap
Project Development and Environment Study**
David A. Graeber, P.E.
Project Manager, FDOT District 5
719 South Woodland Blvd.
DeLand, FL 32720



Project Website: cflroads.com/project/439874-1/SJR2C_Lake_Beresford_to_Grand_Avenue_PD_E_Study

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator, by email at Jennifer.Smith2@dot.state.fl.us.

CONTACT INFORMATION

For more information, please contact:

David A. Graeber, P.E.
FDOT Project Manager
719 South Woodland Blvd.
DeLand, FL 32720
386-943-5182
David.Graeber@dot.state.fl.us





**River to Sea TPO Board
Meeting Summary
August 26, 2020**

Due to the COVID-19 virus, the June 24, 2020 TPO Board meeting was held electronically using GoToMeeting (as allowed by Executive Orders 20-69, 20-114 and 20-179)

- Approved the Consent Agenda including approval of: June 24, 2020 meeting minutes; Executive Director’s timesheet report; Selection Committee’s recommendation for legal support services; and expenditures for three (3) feasibility studies
- Approved Resolution 2020-14 amending the FY 2020/21 to 2024/25 Transportation Improvement Program (TIP)
- Approved Resolution 2020-15 adopting the 2020 “Tell the TPO” Survey Campaign Summary Report
- Received a presentation and discussed the draft Connect 2045 Long Range Transportation Plan (LRTP) and announced the 30-day required public comment period for plan adoption began on August 24, 2020 and will end on September 23, 2020
- The FDOT report was provided in the agenda; announced the new pedestrian hybrid beacon signals at Mainland High School and Daytona State College on International Speedway Boulevard are turned on and will be fully activated tomorrow
- Received the Executive Director’s report on SU Funding/Work Program, R2CTPO annual audit/summary reports, and FDOT’s revenue estimating conference
- Discussed the status of continuing the use of virtual meetings
- Received member comments regarding ranking and funding for a sidewalk project in Ponce Inlet and concerns regarding the use and planning of electric scooters and bicycles

The next River to Sea TPO Board meeting will be on Wednesday, September 23, 2020



**2045 Long Range Transportation Plan (LRTP) Subcommittee
Meeting Summary
August 10, 2020**

- Due to the COVID-19 virus, the August 10, 2020 2045 LRTP Subcommittee meeting was held electronically using GoToMeeting (as allowed by Executive Orders 20-52, 20-69, 20-114 and 20-179)
- Reviewed and approved a motion adding the I-95 and SR 442 interchange project to the Strategic Intermodal System (SIS) unfunded needs list
- Approved a motion to remove two projects from the SIS unfunded needs list; I-4 from SR 472 to SR 44 and I-4 from SR 44 to US 92
- Received a presentation and discussed the draft 2045 Connect Long Range Transportation Plan (LRTP)
- Discussed Connect 2045 Next Steps and announced the chapters will be available for review next week; the draft plan will be presented to the advisory committees and TPO Board in August and will be adopted at the September 23, 2020 TPO Board meeting