

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 10, 2014
- TIME: 3:00 PM
- PLACE: River to Sea TPO 2570 W. International Speedway Blvd., Suite 100 (Conference Room) Daytona Beach, Florida 32114-8145

Mr. Robert "Bob" Storke, Chairman

<u>AGENDA</u>

I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE

- **II. PUBLIC COMMENT/PARTICIPATION** (Length of time at the discretion of the Chairman)
- III. ACTION ITEMS
 - A. REVIEW AND APPROVAL OF AUGUST 13, 2014 BPAC MEETING MINUTES (Contact: Debbie Stewart) (Enclosure, pages 3-15)
 - B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2014-## AMENDING THE FY 2013/14 – 2017/18 AND FY 2014/15 – 2018/19 TRANSPORTATION IMPROVEMENT PROGRAMS (TIPs) (Contact: Robert Keeth) (Enclosure, pages 16-18)
- IV. PRESENTATIONS AND DISCUSSION ITEMS
 - A. PRESENTATION ON THE REGIONAL TRAILS CORRIDOR ASSESSMENT (RTCA) (Contact: Jean Parlow) (Enclosure, pages 19-33)

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IV. PRESENTATIONS AND DISCUSSION ITEMS (continued)

- **B. PRESENTATION OF RESULTS FOR THE COMMUNITY VALUES AND TELL THE TPO** SURVEYS (Contact: Lois Bollenback/Jean Parlow) (Enclosure, pages 34-66)
- C. PRESENTATION ON THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) DRAFT ENVIRONMENTAL JUSTICE ASSESSMENT (Contact: Jean Parlow) (Enclosure, pages 67-89)
- V. STAFF COMMENTS (Enclosure, page 90)
 - → FHWA Public Service Announcement for Pedestrian Crosswalk Safety
- VI. INFORMATION ITEMS (Enclosures, pages 90-91)

 \rightarrow BPAC Attendance Record

- VII. BPAC MEMBER COMMENTS (Enclosure, page 90)
- VIII. ADJOURNMENT (Enclosure, page 90)

The next meeting of the BPAC will be on Wednesday, October 8, 2014

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 in any of its programs or services. To learn more about our commitment to nondiscrimination and diversity, visit our Title VI page at www.R2CTPO.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or <u>pblankenship@r2ctpo.org</u>.

SUMMARY SHEET BPAC SEPTEMBER 10, 2014

III. Action Items

A) Review and Approval of August 13, 2014 BPAC Meeting Minutes

Background Information:

Minutes are prepared for each meeting and must be approved by the BPAC. The August 13, 2014 BPAC meeting minutes are provided with this agenda packet for your review.

Action Requested:

Motion to approve the August 13, 2014 BPAC meeting minutes

Bicycle/Pedestrian Advisory Committee (BPAC) Meeting Minutes August 13, 2014

Members Present: Doug Hall Rani Merens Scott Leisen Michelle Grenham Paul Eik Nic Mostert, Vice Chairman Bob Storke, Chairman **Phyllis Campbell** Colleen Nicoulin Pamela Masters Jason Aufdenberg **Kevin Phelps** Alice Haldeman Non-Voting Technical Appointees Present: **Deborah Tyrone** Wendy Hickey **Gwen Perney** Bruce Piatek Jessie Clark Members/Technical Appointees Absent: John Schmitz (excused) Ted Wendler Patricia Lipovsky (excused) Bill Pouzar (excused) Melissa Winsett (excused) John Cotton (excused) Others Present: Judy Pizzo Mary Raulerson **Frasier Howe** Art Thompson Lara Bouck Greg Kern Pamela Blankenship Debbie Stewart, Recording Secretary Stephan Harris Jean Parlow Lois Bollenback

Representing: **Daytona Beach** DeBary Deltona Edgewater Flagler Beach Holly Hill **Orange City** Ponce Inlet Port Orange South Daytona Volusia County, At Large Volusia County, District 1 Volusia County, District 3 **Representing:** FDOT **Orange City** Port Orange Volusia County, Parks & Recreation Volusia County School Board **Representing: Daytona Beach Shores** DeLand Volusia County, District 2 Volusia County, District 5 Volusia County Traffic Engineering Votran Representing: FDOT **Kittleson & Associates** Metro Consulting Group Metro Consulting Group RS&H STV, Inc. **TPO Staff TPO Staff** TPO Staff **TPO Staff TPO Staff**

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

The meeting of the River to Sea Transportation Planning Organization (TPO) <u>Bicycle/Pedestrian</u> <u>Advisory Committee</u> (BPAC) was called to order at 3:00 p.m. by Chairperson Robert Storke. The roll was called and it was determined that there was a quorum.

II. New BPAC Member Introduction

Chairman Storke introduced new BPAC member, Mr. Paul Eik, representing Flagler Beach.

III. Public Comment/Participation

There were no public comments.

IV. Action Items

- A. Review and Approval of June 11, 2014 BPAC Meeting Minutes
 - Motion: A motion was made by Ms. Campbell to approve the June 11, 2014 BPAC meeting minutes. The motion was seconded by Ms. Grenham and carried unanimously.
- B. Review and Recommend Approval of the Draft Prioritized List of XU (SU) Bicycle/Pedestrian Projects

[handout]

Mr. Harris stated in the agenda packet is the most recent list of the XU Bicycle/Pedestrian projects and there is also a handout with a change to one of the projects and an additional project that was added since the agenda went out. The format of the list has changed since the June meeting to make it more readable; the font size was increased. Tier A contains projects with one or more phases funded in the FDOT Work Program; Tier B contains projects that are ready for funding but not yet funded in any phase; and Tier C has projects awaiting feasibility studies. Other than the format, the changes include the addition of several River to Sea TPO project numbers; those project numbers are in the third column on the left-hand side. The TPO uses those internally to keep track of projects; the TPO did not have project numbers assigned to each of the projects at the last meeting but does now. The next change is on the handout and is in reference to the West French Avenue shared use path on Tier A; there was a mistake in the amounts; the total estimated project cost is \$2.74 million and the needed construction phase is \$2.1 million. Other than that all of the projects are unchanged from June.

Ms. Tyrone asked if the project sponsor was the individual organization that requested it or if it was the responsible agency such as FDOT.

Mr. Harris replied the project sponsor normally is the agency that submits the application but that is not always the case. Whatever agency that is submitting the application has to identify the sponsor on the first page of the application. It is generally the agency that will be maintaining the project once it is built.

Ms. Tyrone asked if any of these projects were on state roads.

Mr. Harris replied yes, in Tier A there is SR 17 sidewalk project and SR 442 sidewalk in Tier C is a study.

Mr. Mostert asked what "CST Funded" in the comment section meant.

Mr. Harris replied that represents that the construction phase is funded and the TPO's policy is that once a project is on the adopted priority list it is kept on the list until it is funded through construction. All the projects that have "CST Funded" in the comment section will drop off the list after this year.

Mr. Mostert stated that the estimated total cost for the Orange City project went from \$2.1 million to \$2.7 million and asked if that would crowd any funding for any of the other projects.

Mr. Harris replied it is currently not funded for the construction phase and at \$2.1 million for construction the TPO would have to find new funding and the project may stay on the list for a few years until funding is found. As soon as the board adopts the list later this month the TPO will look at each of the projects especially the ones higher on the list and see what can be funded on all the unfunded phases.

Mr. Mostert stated his concern is that small projects may fall to the wayside with such a big project to fund.

Mr. Harris replied the TPO tries to fund the highest priority projects first.

Motion: A motion was made by Ms. Grenham to recommend approval of the draft Prioritized List of XU (SU) Bicycle/Pedestrian projects. The motion was seconded by Ms. Campbell and carried unanimously.

C. Review and Recommend Approval of the Draft Prioritized List of Regional Trail Projects

[handout]

Mr. Harris stated there is the addition of one project at the bottom of the page added since June, the Black Bear Scenic Bikeway. Unlike the XU Funded Priority List, this list for regional trails projects is not tied to a single funding source. Recently a PD&E study was completed for the widening of SR 40. It started from Silver Springs State Park in Marion County going all the way to US 17 in Volusia County along the SR 40 widening. That PD&E has been

completed. The Ocala/Marion TPO submitted an application to build a trail along SR 40. The River to Sea TPO supports that because SR 40 is one of the corridors that the TPO is trying to develop a trail along. The portion of the Black Bear Scenic Bikeway in this planning area would go from the Volusia County line to US 17 and is the segment that is on this regional trail priority list for a PD&E study. Hopefully this will receive funding from the statewide allocation of transportation alternative funds. Projects on this list have been forwarded to the Central Florida MPO Alliance because they are updating the Central Florida Regional Trail list.

Mr. Mostert asked if Marion County was committed to funding their portion of the project.

Mr. Harris replied it is his understanding is that is not funded but that is what this is about; they are submitting a funding application to FDOT for the project. This TPO will do the same thing for the segment of the trail that is in our planning area.

Ms. Tyrone stated SR 40 is a widening project and is already in design; she saw the review plans.

Mr. Harris replied that is true, the design of the widening can accommodate a trail. The design of the trail has not been funded but the design of the widening has.

Ms. Tyrone stated if the TPO has trail projects and it is in a plan somewhere she has a better chance of getting it funded. She stated she looked at the design of SR 40 and it had a 14 foot trail on it.

Mr. Harris stated he saw the PD&E and saw trails in some sections but not the entire length and not this section in Volusia County.

Ms. Bollenback stated she was contacted by the Ocala/Marion County MPO's director for the River to Sea to partner with them on this request. SR 40 is very long, from the ocean to the western boundary of the county. There is planned trail as a part of the widening project in the east near Ormond toward Breakaway Trails and there was a PD&E study done to consider widening SR 40 west into Ocala/Marion where you head into the Ocala Forest. The end result of that project was not to widen SR 40. A lot of the work done was to develop a PD&E which is required if you are going into a state park or national park and was done as a part of that effort. Management of the Ocala National Forest has changed since then; previously they were not very receptive to putting a trail in the park but the new management is more receptive. Since a lot of the base work had already been done for the road widening they have asked us to partner with them and go back and do it for the trail. It is not the highest priority in this area in terms of trail development but the incremental cost of upgrading that PD&E and bringing it in to Volusia all the way to US 17/92 makes sense. She reminded the committee the TPO just received a notice to proceed to do the regional trails corridor improvement study and will be looking at all of the regional trails in this planning area including the new planning area in Flagler. Next year the TPO will have a much more thorough list and approach.

Mr. Mostert asked with what Ms. Bollenback said, could the committee make it contingent upon Marion County funding their part of it or table it until they vote on it.

Mr. Harris replied he was not sure the TPO could put that kind of contingency on it; it is outside our planning area.

Ms. Nicoulin stated she thought it would be better to have it on the list because that puts pressure on them.

Motion: A motion was made by Ms. Nicoulin to recommend approval of the draft Prioritized List of Regional Trail Projects. The motion was seconded by Ms. Grenham and carried unanimously.

IV. Presentation and Discussion Items

A. <u>Presentation on Design Alternatives for the Titusville to Edgewater Loop Project</u> <u>Development & Environment (PD&E) Study</u>

Mr. Frasier Howe, Metro Consulting Group, gave a PowerPoint presentation on design alternatives for the Titusville to Edgewater Loop PD&E study. Mr. Art Thompson, Metro Consulting Group and Mr. Greg Kern, STV, Inc. also were present and worked on the project. He stated the project is a two-county project but he is here primarily to talk about recommendations for Volusia County starting at US 1 and Kennedy Parkway north up to Edgewater. He reiterated the original project limits are from Titusville making a connection to the southern portion of the East Central Regional Rail Trail north to Edgewater to connect to the north end of the East Central Regional Rail Trail at Dale Street. The purpose and need is to provide national destination for both recreational and experienced trail users, to provide users with access to scenic natural areas and to provide a connection to the East Central Regional Rail Trail and serve all classes of users. The recommendation for US 1 at Kennedy Parkway to 200' south of Halifax Avenue is to construct a 10-12' wide shared use path on the east side of US 1 for 2.2 miles and replace any existing sidewalks. From that point to 700' north of Halifax Avenue the recommendation is to resurface the existing paved shoulder for .2 miles. There is not room for a 5' sidewalk or 10-12' trail along US 1 at From 700' north of Halifax Avenue to Indian River Boulevard (SR 442) the this point. recommendation is to construct 10-12' wide shared use path on the east side of US 1 for 8 miles and replace the existing sidewalk with a path. Two bridges would be required over two canals, one north of Golden Bay Boulevard and one south of Indian Creek Road. From Indian River Boulevard (SR 442) to Orange Avenue the recommendation is to resurface the existing 4' paved shoulder for .6 miles. There are existing sidewalks on both sides of the road also. The reason for this is because of inconsistent right-of-way and the impacts to existing drainage, driveways and utilities would require significant reconstruction. The traffic signal at SR 442 allows bicyclists to cross safely and use the existing shoulder. The city of Edgewater's sidewalk project will fill in sidewalk gaps north of Indian River Boulevard (SR 442). On US 1 from Orange Avenue to Park Avenue the recommendation is to retain the

existing 4' bike lanes in the curb and gutter section for .9 miles. There is tight right-of-way in that area and it would be cost prohibitive to put a full shared use path on one side of the road. Along Park Avenue between US 1 and the FEC railroad crossing, the recommendation is to restripe and remove the two-way center turn lane and provide 4' bike lanes; or another option that is feasible because of low speed on this roadway would be to keep the center turn lane and mark "sharrows" so that bicycles would be able to use the full width of the roadway. From the FEC railroad crossing to Dale Street the recommendation is to widen and provide 4' paved shoulders on both sides for .8 miles. There is no existing paved shoulder and it is a tight right-of-way although there are sidewalks on both sides of the road. There is a recommended location for a possible trailhead in South Volusia/Oak Hill where there are three parcels; the front parcel is designated as a rural area; the back parcel is designated as an environmental systems corridor and the big parcel, which is owned by US Bureau of Land Management, and is part of the wildlife refuge and conservation area. There is plenty of room at the front for a small trailhead at that location. He stated the estimate to design and construct the entire segment from Kennedy Parkway up US 1 and down Park Avenue is \$6.8 million. Currently there is no funding for the design phase; rightof-way acquisition will not be needed because alternatives have been developed to stay within the existing right-of-way; and at this point construction is not funded. They looked at other alternatives; one of the simple and low cost ones would be to resurface the existing paved shoulders along US 1. But that is not a desirable alternative so they looked at one off of US 1 that is preferred by the city of Edgewater. This alternative would be northbound to Roberts Road then west to Hibiscus Drive and run north up Hibiscus Drive between the roadway and the railroad tracks, across SR 442 where it is not a signalized intersection. There is another canal to cross and from there the city's suggested route was down 16th Street west to Mango Tree Drive and then north up to Park Avenue. There are significant impacts to a number of residential parcels and it does cross the canal. He stated their suggestion was to look at it as a local project that could be prioritized as part of the TPO process. He then reviewed some adjacent projects; a feasibility study in coordination with the Fish & Wildlife Service, the National Park Service and NASA, an extension to Playalinda Beach to complete the Coast-to-Coast Connector, Kennedy Space Center Loop Trail, East Central Regional Rail Trail, St. John's River to Sea Loop and the Shiloh Launch Complex. The website There will be a final pubic workshop on September 23, 2014. is www.titusvilletoedgewatertrail.com and is updated with reports.

Mr. Harris asked if this proposed trail stops short of Halifax Avenue in downtown Oak Hill.

Mr. Howe replied yes, there will be a gap.

Mr. Harris asked if other alternatives had been looked at.

Mr. Howe replied the city of Oak Hill suggested going down Church Street to the south, Lagoon Avenue to the north, and Gaines Street as a "jug handle". Similar to the alternative route proposed by the city of Edgewater, this would require additional right-of-way to put a 10' wide trail along those roads and FDOT indicated they did not want to acquire right-of-

way for this project. Oak Hill could work on signing to direct bicyclists around the gap on US 1. It is a fairly short gap and a reasonable way to bridge has not been found.

Mr. Harris asked if parallel routes behind the buildings had been looked at.

Mr. Howe replied the parallel route that Oak Hill preferred is along Gaines Street.

Ms. Nicoulin asked if the trail is on the east side of the road and is separated from the road, would bicyclists be able to get over to roads that are on the west side of the street.

Mr. Howe answered on the concept plan there are two indicated locations for crossings; one at Ariel Road and one at Volco Road.

Ms. Tyrone stated that FDOT is preparing to designate US 1 as Bike Route US 1.

Mr. Mostert stated in regard to the Shiloh Launch Complex; the Federal Aviation Administration (FAA) is currently conducting an environmental impact study and asked if that could be incorporated with what we are doing here with respect to the trail through that area.

Mr. Howe stated he has tried to contact the group doing the study for the FAA and has not received any information. We will have to wait and see what happens; if that launch complex goes in it will change the two-lane roadway and it would have to be re-evaluated.

Mr. Mostert asked how much could the public use of what we are proposing to build there if the launch complex does go in.

Mr. Howe replied the public access report has been released and access restrictions will take place when there is a wet rehearsal or a launch from 6:00 pm the night before until 6:00 pm the night of the launch; that will restrict any access from any user, both land and maritime.

Mr. Harris asked if there was another potential trailhead at Rotary Park along Park Avenue.

Mr. Howe replied the East Central Regional Rail Trail would come up to Dale Street; that is where we are meeting it with our project and it goes past Rotary Park.

Mr. Harris asked if there was a crossing at Dale Street.

Mr. Howe replied part of the county's plans for a rail trail is a crosswalk at Dale Street.

Ms. Nicoulin asked if it was a design/build project or design/bid/build since construction was not funded.

Ms. Tyrone replied it would go through the regular TPO process like other trail projects; she did not know at this time.

Mr. Howe stated he could envision this trail being built in pieces; first building between the Oak Hill sidewalk and the Edgewater sidewalk and then in the future start replacing the 5' and 8' sections with 10' wide sections to have a continuous 10' wide trail from Kennedy Parkway to Indian River Boulevard. The appropriate way for those to come forward is through the TPO and the trail priority process.

B. <u>Presentation on the Final US 1 Phase II Corridor Improvement Program (CIP) Summary</u> <u>Report</u>

Ms. Judy Pizzo, FDOT, introduced Ms. Mary Raulerson, Kittleson & Associates, to give the presentation.

Ms. Raulerson gave a PowerPoint presentation and gave a brief summary of the report. Phase I involved looking at all the plans already out there and discussing which ones were desirable and ended with the working group involved having a shared desire for US 1 to act as a complete street with more improved bicycle, pedestrian and transit mobility from Brevard County to I-95 in Volusia County. Another outcome of Phase I was the GIS database, which can be accessed through the TPO website. It has all the planned projects and the information about them with what the current status of each project is. It is a tool municipalities can use to get details on projects. The goal of Phase II was to understand current and future anticipated travel patterns along US 1 and to identify the vision of the corridor from the perspective of all the municipalities and what actions could take place; a project, program or policy change that could support the vision of the corridor. They looked at how people moved along the corridor from north to south and where they lived and worked. They looked at zero-car households and where the demand for more multimodal transportation is, which is in north Daytona Beach. They also looked at how Nova Road and US 1 were acting as a transportation system; were they serving for regional or local trips and found that both roads served more for local trips. A big concern was bicycle and pedestrian fatalities and a lot of data was collected regarding that. There are fatalities that occur throughout the corridor and where there were sidewalks and bike lanes and where there were not but there was a higher concentration of fatalities in the northern end of the corridor in the Daytona Beach area. There are a lot of parks and trails along the corridor and a lot planned; a goal was to make sure critical connections could be made. They worked with the municipalities to understand what the future character of the roadway would be and developed four character districts: rural, eco-byway, traditional, and urban/village center. The corridor needs to enhance mobility, increase connectivity and improve multimodal mobility, leverage investments to enhance development activity, and to preserve and enhance natural resources along US 1. She gave the link to the full report: http://www.cflroads.com/asset/file/459/US1 CIP Phase II Final Summary Doc 0429 2014 pdf and stated there are some specific bicycle/pedestrian items the committee may want to look at. They developed strategies to address the needs of the corridor which are implementing bicycle/pedestrian improvements along US 1, implementing policy and

regulatory mechanisms to advance land use and economic development along US 1, implement changes to US 1 cross sections based on character districts and develop potential gateways, implement transit improvements including transit signal priority and develop and implement an educational and marketing campaign for US 1. Transit signal priority is a smart signal that allows buses to get through an intersection by allowing the traffic light to stay greener longer; Volusia County is working with Votran to develop it. She stated they looked at all the planned and programmed bicycle/pedestrian projects at that time to identify any gaps by sidewalks, bike lanes and shared use paths. She gave a summary of the potential section alternatives and how they rated for bicyclists, pedestrians and transit users. The urban/village center option one rated the highest for all, the traditional and eco byway options rated medium, and the urban/village center option two rated the lowest.

Mr. Hall asked if there were any plans with signalization; redoing or replacing any signals at any intersections.

Ms. Raulerson replied they did not look at that specifically but there are some intersection improvements being done from an earlier corridor study FDOT did; putting in turn lanes and so those signals would be changed. They did not identify any midblock crossings but did look at upgrading signals at intersections particularly around the transit stations.

Ms. Nicoulin stated that on some of the cross sections shown in the PowerPoint slideshow on street parking was added but on a lot of recent projects on US 1 in Port Orange and South Daytona it has been taken off and asked why it was added.

Ms. Pizzo replied that the cross sections with the on street parking were approved by FDOT and the working group.

Ms. Haldeman stated she did not know of anywhere on US 1 where there was room to parallel park. She stated there was a massive amount of work just completed along US 1 in Edgewater and during the construction access was cut off to some of the businesses along US 1. She asked was that work going to be redone or if this is a different project.

Ms. Pizzo replied this is a high-level study to be considered for future projects and shows what each community can do.

Ms. Raulerson stated the municipalities wanted a clear idea of what they could or could not do along US 1. On street parking would not be recommended anywhere that the speed limit was over 35 miles per hour. Some of the municipalities wanted to know if future development would allow them to have on street parking.

Discussion continued.

C. <u>Presentation on Mobile Apps for Bicycle Parking and Pedestrian Safety</u>

Mr. Aufdenberg gave a presentation on a bicycle parking app for a smartphone and quoted that the BPAC bylaws "...support activities that encourage and provide for a safe and balanced transportation system that promotes connectivity, mobility, health and improved quality of life" and that bicycle parking is part of that. Parking provides a secure destination and destination makes for commuters. He stated we have a climate crisis and a health crisis and some of these problems could be solved by more people riding bicycles. He would like to remove the barriers to bicycle commuting and educate people about bicycle parking. He demonstrated the mobile app and explained how to add a bicycle parking location to it. He showed the bicycle parking locations he added in Daytona Beach and asked the committee members to add any they see while out biking. The mobile app is free and available for the l-phone and Android phone and can be downloaded at <u>www.bikeparking.org</u>.

Mr. Mostert stated that there should be more bicycle parking than there is and suggested designating parking spots in shopping malls, restaurants, etc. for bicycles; it would not be expensive to undertake.

Mr. Aufdenberg replied on car parking space could fit 5 or 6 bicycles and there are engineering solutions to taking over automobile parking spots. This mobile app can be used to identify what exists and where the gaps are.

Mr. Harris showed a web video on a walk safe mobile app for pedestrian safety. It is dangerous to walk and talk on a cell phone and this mobile app alerts pedestrians of oncoming cars up to 50 meters. It is available for Android phones.

V. Staff Comments

<u>Regional Trails Corridor Assessment</u>

Mr. Harris stated the TPO has issued a Notice to Proceed to RS&H for the regional trail corridor assessment. There will be a presentation at the next BPAC meeting.

Mr. Harris distributed a handout of the bicycle safety decal that will be inserted into envelopes with auto tag renewal notices in Flagler County to all residents. Funds were used from the Pedestrian Crosswalk Safety Program and Mr. Phelps and the Flagler County Tax Office assisted in this effort.

Mr. Harris stated the BPAC Committee would be seeing more presentations on the 2040 Long Range Transportation Plan (LRTP) over the next year until the plan is adopted in September 2015.

VI. Information Items

- BPAC Attendance Record
- Coast to Coast Connector News Release and Summit Flyer
- Cycle Blast Event Flyer
- 2014 VTPO Priority Project Process Schedule (Revised 2/24/14)

VII. BPAC Member Comments

Mr. Mostert stated he saw the decal message on a bicyclist's shirt and that it does get the message out there.

Ms. Masters stated she heard National Public Radio report that it was safer for bicyclists to ride in groups, or a bike train and she thought the message on a bicyclist's shirt was a great idea.

Mr. Phelps announced DeLand's first CycleBlast on Saturday, August 23, 2014 at Artisan Alley in downtown DeLand from 9 am to 1 pm.

Ms. Haldeman stated that Edgewater in conjunction with Volusia County unveiled a sign showing they will be beginning work on the bike path from the bridge to Dale Street and the intersection at Mission Road and Park Avenue will be improved.

Mr. Piatek announced there was opening ceremony at Bent Branch Park on SR 415 in Osteen; FDOT is putting a trail connector to Seminole County.

Mr. Eik thanked the committee for the welcome and stated he was glad to be here.

Mr. Aufdenberg stated he has information on the new telescope and observatory at Embry-Riddle.

Chairman Storke stated he read an article that when bicyclists ride in groups of 20 or more they are more noticeable to drivers.

VIII. Adjournment

The meeting adjourned at 4:40 p.m.

Mr. Robert Storke, Chairman 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 <u>August 13, 2014</u> regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this <u> 10^{th} day of September 2014</u>.

Debbie Stewart, Recording Secretary River to Sea Transportation Planning Organization

SUMMARY SHEET BPAC SEPTEMBER 10, 2014

III. Action Items

B) Review and Recommend Approval of Resolution 2014-## amending the FY 2013/14 - 2017/18 and FY 2014/15 - 2018/19 Transportation Improvement Programs (TIPs)

Background Information:

Every March, FDOT develops the tentative Work Program that becomes effective on July 1. The TPO incorporates the tentative Work Program into the new TIP which is also effective on July 1. Year 1 of the TIP and the Work Program should always match. However when the new TIP and Work Program become effective, there are often projects that were supposed to get authorized prior to June 30 (i.e. when the previous TIP and Work Program were in effect), but did not. These projects will automatically roll forward in the Work Program but not in the TIP. Hence, there is a need to reconcile the two documents and bring the new TIP up-to-date. This is accomplished by what is known as a "roll forward" TIP amendment. Around mid-to-late July, FDOT releases the Roll Forward Report. This report lists the projects which did not get authorized by the end of the last fiscal year and have been rolled forward in the newly adopted Work Program. The TPO uses this list to process a roll forward TIP amendment.

In addition to these "roll forward" projects, this amendment adds several new projects and corrects existing projects.

A report comparing the adopted FY 2013/14 - FY 2017/18 TIP to the proposed amended FY 2013/14 - FY 2017/18 TIP will be available on the TPO website as Attachment "A" (www.r2ctpo.org/resources/tips/.

A report comparing the adopted FY 2014/15 - FY 2018/19 TIP to the proposed amended FY 2014/15 - FY 2018/19 TIP will be available on the TPO website as Attachment "B" (www.r2ctpo.org/resources/tips/.

Action Requested:

Motion to recommend approval of Resolution 2014-## amending the FY 2013/14 – 2017/18 and FY 2014/15 – 2018/19 Transportation Improvement Programs (TIPs)

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2014-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY 2013/14 TO FY 2017/18 AND FY 2014/15 TO FY 2018/19 TRANSPORTATION IMPROVEMENT PROGRAMS (TIPs)

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 River to Sea TPO's adopted TIP is required to be consistent with the Florida Department of Transportation's adopted Five-Year Work Program; and

WHEREAS, the Florida Department of Transportation has provided additional information to the River to Sea TPO regarding the FDOT adopted Five-Year Work Program.

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

- 1. River to Sea TPO's FY 2013/14 to FY 2017/18 TIP is hereby amended as shown in Attachment "A" attached hereto and made a part of this resolution; and the
- 2. River to Sea TPO's FY 2014/15 to FY 2018/19 TIP is hereby amended as shown in Attachment "B" attached hereto and made a part of this resolution; and the
- Chairperson of the River to Sea TPO (or her designee) is hereby authorized and directed to submit the FY 2013/14 to FY 2017/18 and FY 2014/15 to FY 2018/19 TIPs as amended to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation);
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation); and the

d. Federal Aviation Administration (FAA) (through the Orlando Airport District Office).

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 24^{th} day of <u>September 2014</u>.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER, PATRICIA NORTHEY CHAIRPERSON, RIVER TO SEA TPO

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 a resolution adopted at a legally convened meeting of the River to Sea TPO held on September 24, 2014.

ATTEST:

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

SUMMARY SHEET BPAC SEPTEMBER 10, 2014

IV. Presentations and Discussion Items

A) Presentation on the Regional Trails Corridor Assessment (RTCA)

Background Information:

The River to Sea TPO, in coordination with the Florida Department of Transportation, is undertaking an assessment of regional trails to better understand trail gaps and opportunities for new alignments to be included in the State of Florida Office of Greenways and Trails 2015 update. The goal of this study is to enhance coordination and better position our region for future funding. RS&H, Inc. is the prime consultant for this study and Hoke Design, Inc. is the subconsultant assisting with the data collection effort.

Action Requested:

No action is required unless otherwise directed by the BPAC



Regional Trails Corridor Assessment

River to Sea TPO – BPAC Briefing September 10, 2014









Presentation Outline

- » Project Overview
 - Study Limits
 - Project Goals
- » Stakeholder Outreach
 - Stakeholder Contact List
 - Stakeholder Workshops
 - Small Group Meetings
- » Deliverables and Outcomes
- » Schedule
 - What we are working on now
 - Next Steps



Study Limits – Which Trails are Included?

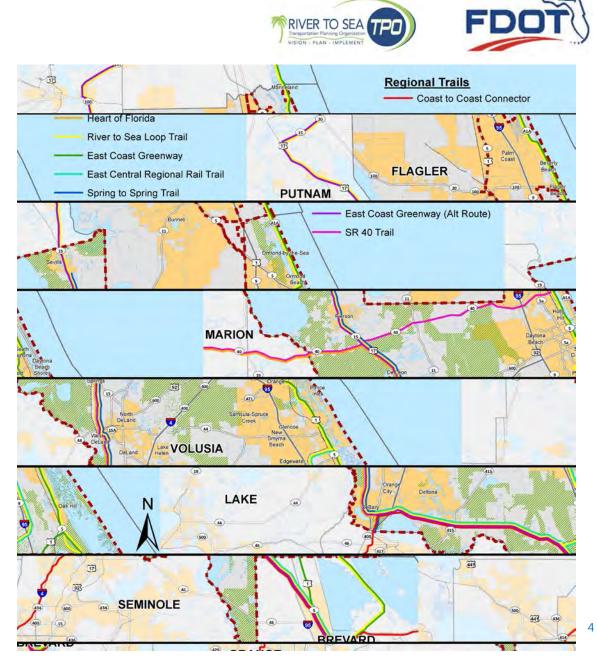
- All paved, regional multi-use trails within the TPO study area.
- » NO:
 - Unpaved trails
 - Sidewalks





Study Limits

**To add SR 415 Trail









- » Complete the regional trails network in the TPO Planning Area and advance the Florida Greenways and Trails System Plan by developing/finalizing alignments and connections.
- » Understand/inventory where there are existing trail gaps and determine the feasibility of alignments.
- » Complete assessments and develop conceptual plans and cost estimates for all gap segments in order to compete for funding.
- » Trail improvements will **NOT** be prioritized as a part of this study.



Stakeholder Outreach – Contact List





ORGANIZATION	CONTACT NAME	EMAIL ADDRESS		PHONE NUI	MBER	
Seminole County		i	· · ·			
Brevard County	ORGANIZATION	CONTACT NAME	EN	AIL ADDRESS	PHONE NUMBER	
Lake County	Debary	ORGANIZATION	CONTACT		EMAIL ADDRESS	PHONE NUMBER
Marion County		STATEWIDE/REGIONAL				
St. Johns County	DeLand	Recreational Trails				
Putnam County	Deltona Edgewater	Program Grants	Robin Birdsong		robin.birdsong@dep.state.fl.us	850-245-2065
ADVOCACY GROUPS	Flagler Beach	Office of Greenways Brian Ruscher, Regional and Trails Coordinator		ional	brian.ruscher@dep.state.fl.us	850-245-2078
East Coast Greenway	Holly Hill	River to Sea TPO	Jean Parlow		jparlow@r2ctpo.org	386-226-0422, ext. 20417
East Coast Greenway	Lake Helen	River to Sea TPO Stephan Harris			sharris@r2ctpo.org	386-226-0422, ext.20428
FGTF	New Smyrna Beach	FDOT District 5	Deborah Tyrone Claudia <u>Calzaretta</u> Jim Wood		deborah.tyrone@dot.state.fl.us	407-482-7897
FGTF	Oak Hill Orange City	FDOT			claudia.calzaretta@dot.state.fl.us	386-943-5089
FBA	- Ormond Beach	FDOT			Jim.m.wood@dot.state.fl.us	850-414-4814
St. Johns River Alliance	Palm Coast	St. John's WMD Public Lands		kdavis@sjrwmd.com	(386) 329-4404	
	Pierson					
OTHER AGENCIES Votran	Ponce Inlet	COUNTY				
	Port Orange	Volusia County	Bruce Piatek, Trails Planner		bpiatek@volusia.org	386-736-5953, ext. 12663
Volusia County Schools	South Daytona	Volusia County	Tim Baylie		tbaylie@volusia.org	386-736-5953
		Flagler County	Tim Telfer, Land M	anager	ttelfer@flaglercounty.org	386-313-4066
	ADJOINING JURISDICTI					
Flagler County Schools	Lake-Sumter MPO	CITIES				
	MetroPlan	Beverly Beach	Mayor Jim Ardell		bbofficemanager@cfl.rr.com	386-439-6888
	Space Coast TPO	Bunnell	Judi Stetson		<u>_</u>	386-437-7500
	Ocala/Marion TPO				jstetson@bunnellcity.us	
		Daytona Beach	Rick Rice		ricer@codb.us	386-671-8617
		Daytona Beach Shores	Stewart Cruz		<pre>scruz@cityofdbs.org</pre>	386-763-5377



Stakeholder Outreach – Workshops



- » Two stakeholder workshops planned
- » Workshop #1:
 - Purpose:
 - 1) Present overview of study and data collection efforts for entire study area to date;
 - 2) Discuss goals/format for small group meetings
 - 3) Solicit input from attendees
 - Date: **TBD**
 - Location: TBD
 - Format: PPT presentation + boards
- » Workshop #2 will occur later in the study to present an overview of findings and recommendations



Stakeholder Outreach – Small Group Meetings



- » Two rounds of small group meetings
 - Round 1: Shortly after Workshop #1. Will precede detailed field work and concept planning.
 - Round 2: After draft concept plans are developed
- » Purpose:
 - Focus on specific segments in smaller "breakout" sections of the study area.
 - Confirm stakeholder goals/requirements/conflicts for each segment
 - Gather sufficient info to focus field work and concept development
- » 10-15 participants per meeting







Small Group Meetings

» Insert Study Area breakout graphic



Deliverables



- » Summary and Final Reports
- » Alignment Implementation Map
 - Identify all regional trail facilities in the study area
 - Denote the status of each trail segment in study
 - Identify those existing trails that are "substandard"
- » GIS shapefiles and KMZ file (uploadable to Google Earth)



Ailactopac





Upcoming Milestones

Schedule –

- » Stakeholder Workshop #1
 - Week of September 29th (TBD)
- » Small Group Meetings Round 1
 - Early/Mid-October
- » Field Work/Draft Concept Plans
 - Throughout October
- » Small Group Meetings Round 2
 - Early November
- » Next presentation to BPAC
 - November 12, 2014







Project Contacts

Consultant Contacts:

- » Lara Bouck, PE, AICP (Project Manager) lara.bouck@rsandh.com, 407.893.5847
- » Ginger Hoke, RLA ginger@hokedesign.com, 407-923-6027

R2CTPO:

- » Jean Parlow (Project Manager) jparlow@r2ctpo.org, 386-226-0422, ext. 20417
- » Stephan Harris (Bicycle/Pedestrian Coordinator) sharris@r2ctpo.org, 386-226-0422, ext. 20428







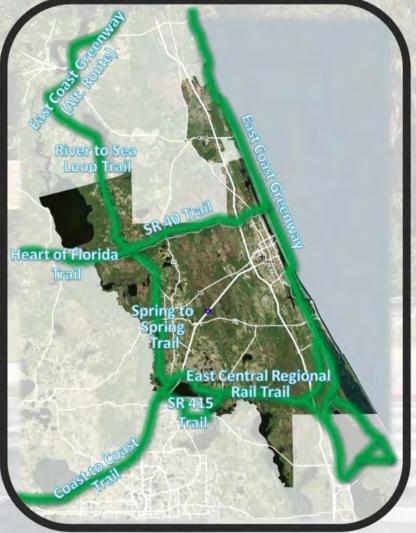








Regional Trails Corridor Assessment



Project Purpose

- Complete the regional trails network in the TPO Planning Area and advance the Florida Greenways and Trails System Plan by developing/finalizing alignments and connections;
- Improve the safety, connectivity and operational efficiency of trails in the TPO Planning Area;
- Complete assessments and develop conceptual plans and cost estimates for all gap segments in order to compete for funding.

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Stephan Harris (Bicycle/Pedestrian Coordinator) sharris@r2ctpo.org, 386-226-0422, ext. 20428

SUMMARY SHEET BPAC SEPTEMBER 10, 2014

IV. Presentations and Discussion Items

B) Presentation of results for the Community Values and *Tell the TPO* Surveys

Background Information:

The <u>Tell the TPO Survey</u> ran from April 23 – July 23 with a goal to provide a broad understanding of public awareness, attitudes, and perceptions of the citizens within the TPO region, and to establish a baseline for tracking the changes and trends of these results over the years. Specifically, the survey objectives were:

- To understand the transportation wants needs, problems, preferences and suggestions from residents, business community, elected officials, and other stakeholders.
- To increase awareness and branding regarding the TPO. Everyone taking the survey will become aware of the existence and activities of the TPO.
- To engage interested residents, businesses, and visitors and add them to the TPO database.

The consultant team will present the key findings from the Tell the TPO survey.

The <u>**Community Values**</u> research study attempts to identify what citizens understand and value as the region considers the future. This was completed as a joint effort between MPOs within the region, the Central Florida Partnership and the Central Florida Foundation. TPO staff will present the key findings from the research.

The full report is available at:

http://www.centralfloridapartnership.org/news/2014/06/19/central-florida-regionalleadership-forums/central-florida-regional-leadership-forum-br-connecting-our-sharedvalues-with-our-shared-future/

Action Requested:

No action is required unless otherwise directed by the BPAC

Presentation to the River to Sea TPO BPAC September 10, 2014

Understanding the and priorities

of central Floridians

A PARTNERSHIP

- Central Florida Partnership
- Central Florida MPO/TPO
- Central Florida Foundation

VALUES RESEARCH

- Phase 1 Interviews with key stakeholders and area leaders to discuss source dilemmas
- <u>Phase 2</u> Conduct advanced strategy online sessions to explore values and priorities.
- <u>Phase 3</u> Utilized an online interview to quantitatively measure and understand public values and priorities

Understanding Who We Are:

What are current perceptions of **<u>quality of life</u>** and how have those changed? What is the **outlook** for the future?

How do residents look at the local economy and where it is going?

What are the most important regional priorities?

What are the most important personal priorities and values?

The study attempts to identify what citizens understand and value as the region considers the future.

QUALITY OF LIFE IN THE <u>REGION</u>:

Mean rating on a scale from 1 (worst) -10 (best)

Ladder of Life

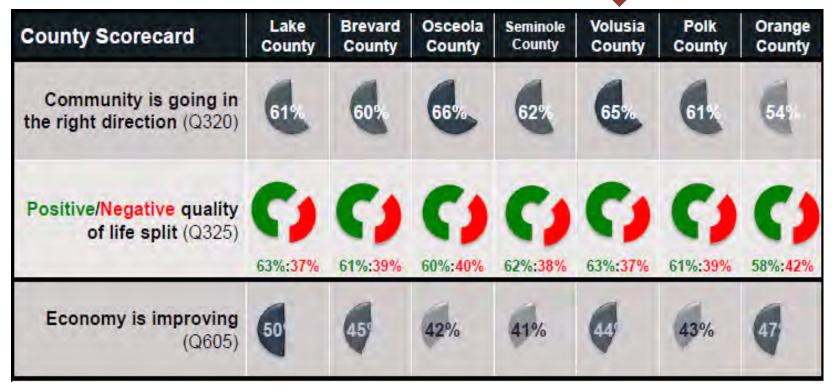
Today 5 Years Ago 5 Years From Now

Best Possible Life - 10 70 9 9 Responses 8 8 8 8.0 about the ň The national 2 6 E 6.6 economy were average for 5 5 not strong. today is 6.1 ż, 3 З 3 2 2 2 Worst Possible Life -→ Five Years from Now Five Years Ago ← Today 2005 6.1 7.1 8.2 data

Most residents of Central Florida report enjoying a high quality of life and are optimistic about the future.

FUTURE OUTLOOK BY COUNTY

The national average is 44% for a positive future



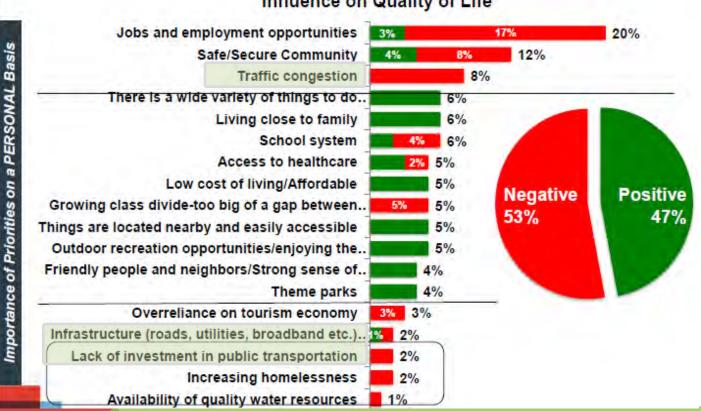
Volusia County residents report a stronger sense of optimism than neighboring counties and the nation.

THE MOST IMPORTANT **REGIONAL** PRIORITIES

	Mean Score		
Reducing crime and making neighborhoods safer	8.7		
More jobs that offer good pay, benefits, and opportunity for.	8.6		
Improving education	8.5		
mproving the standard of living and economic health of the	8.3		
Increasing access to quality healthcare	8.2 8.1 8.1 8.1		
Leadership that can help us deal with the important.			
Protecting the local environment and natural resources			
Affordability of housing and living			
Addressing the aging infrastructure (roads, utilities,	7.9		
Reducing traffic congestion by improving transportation and .	7.9		
Improving social equity and justice making sure there is	7.6		
Easy access to shopping, parks, and recreational areas	7.5 7.5 7.4 7.3 7.1		
Enjoying the beach and nature			
Building a sense of community			
ncreasing the enjoyment and access to culture and the arts			
Convenient access to the region provided by local airports			
Increasing civic involvement and engagement	6.8		
Living close to family	6.8		

When asked to rate the regional priorities, safety, employment and education were identified as the top priorities.

THE MOST IMPORTANT **PERSONAL** PRIORITIES



Influence on Quality of Life

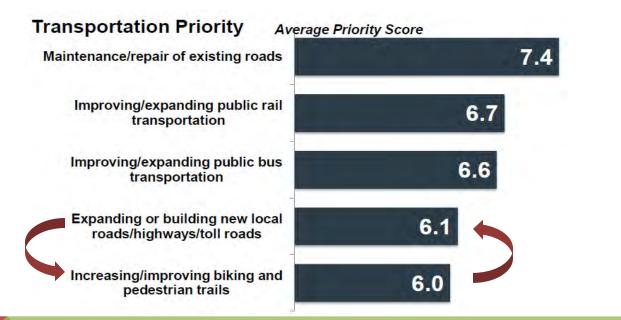
The next question is "What are the personal values triggered by these factors?

INVESTING IN TRANSPORTATION

Is investing in transportation is a priority?

78% said yes

Where would investment make the biggest impact?



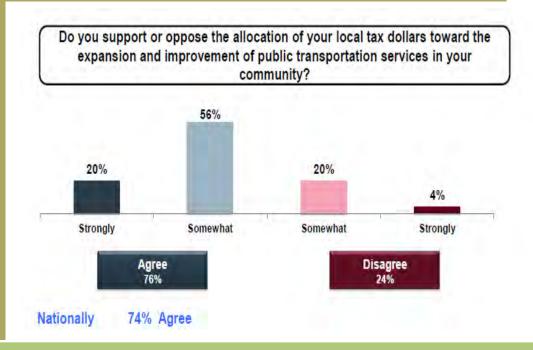
These results are fairly consistent with previous survey efforts identifying preservation of the existing system and public transit as priorities.

PUBLIC TRANSPORTATION

Why does public transportation matter?

Helps people38%Eases congestion33%Environmental
benefits21%Jobs/Economic/15%Convenience15%Salety benefits6%

What are the prevailing attitudes about allocation of taxes to support public transportation?



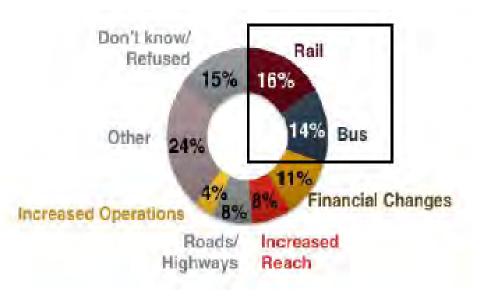
A majority (76%) support the allocation of tax dollars to expanding and improving public transportation.

IMPROVING PUBLIC TRANSPORTATION

Key messages are:

- People support the use of personal tax dollars for public transportation.
- The main reason is to <u>help</u>
 <u>people</u>, but a secondary reason is to <u>ease traffic congestion</u>.
- Benefits also include providing <u>access to jobs</u> and <u>improving the</u> <u>environment.</u>

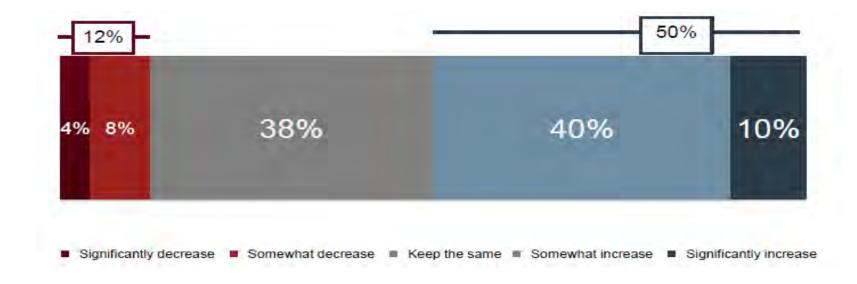
Residents suggest a variety of areas to improve public transportation.



A variety of themes resonate with people about <u>why</u> to improve public transportation, but <u>how</u> to make improvements is less clear.

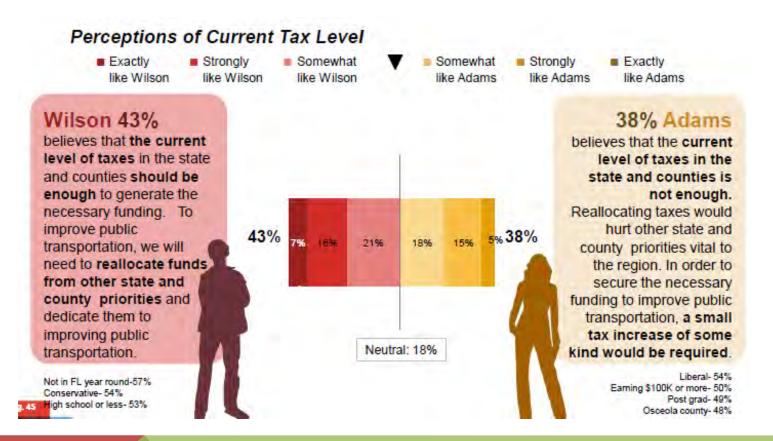
LEVEL OF SUPPORT FOR INCREASED SPENDING

What level of spending do you believe should be allocated for the improvement of public transportation services and access for the local system where you live?



Respondents are evenly split in their beliefs regarding an increase in the level of spending for public transportation.

SOURCE OF ADDITIONAL SPENDING



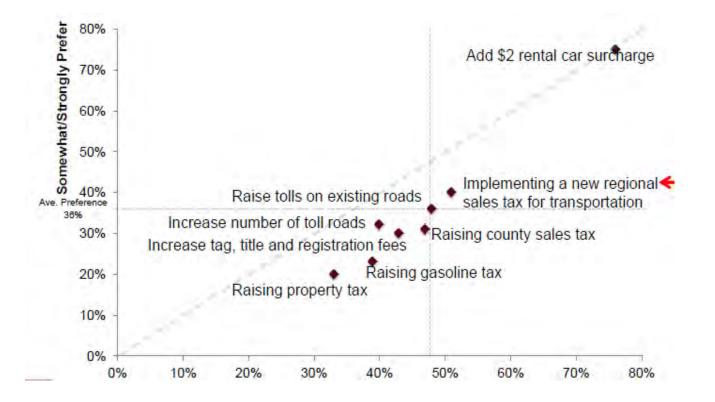
Respondents were split on the appropriate level of taxes to support public transportation.

RESULTS BY COUNTY

County Scorecard	Lake County	Brevard County	Osceola County	Seminole County	Volusia County	Polk County	Orange County
Increased spending should come from (Q730)							
Reallocation of existing funds	46%	47%	37%	34%	44%	50%	43%
Additional funding	36%	40%	48%	43%	36%	34%	36%

Respondents in Volusia preferred a reallocation of existing funds over additional funding to support public transportation.

POSSIBLE SOURCES OF ADDITIONAL SPENDING



A \$2 rental surcharge was preferred by a large margin. New sales tax and increasing existing roads seen as the next best options.

PUBLIC TRANSPORTATION MATTERS BECAUSE...

Somewhat agree Strongly agree

 While not all of us use public transportation, it benefits us every day. In our cities and suburbs across the region, public transportation drives economic growth, generates good paying jobs, reduces pollution, and alleviates congestion on our roadways. Most importantly, it helps give people vital connections to jobs and opportunities that improve their quality of life.



5. Public transportation ensures everyone has reliable transportation and helps connect people with their jobs and their community.



Benefits tied to jobs, the environment, reduced traffic and better quality of life are the predominant reasons for supporting public transportation.

THANK YOU...

TELL THE TPO



VOLUSIA TPO COMMUNITY TRANSPORTATION SURVEY

BPAC Briefing September 2014







About The Survey – Survey Objectives

- Increase awareness and branding regarding the TPO.
- Engage interested residents, businesses, and visitors and add them to the TPO/transportation databases.
- Understand the transportation wants needs, problems, preferences and suggestions from residents, business community, elected officials, and other stakeholders.

Survey Working Group

- East Central Florida Regional Planning Council (ECFRPC)
- Florida Department of Transportation District
 5- Intermodal Systems Department
- FDOT- ReThink Your Commute
- Votran
- Flagler County
- Volusia County Association for Responsible Development (VCARD)
- Volusia County

- Outreach featured creative teaming with government, business, and civic communities.
 - Rethink reached out to major employers and 780 in rideshare database.
 - Every Board Member was an Ambassador.
 - Partnered with Team Volusia and various Chambers to reach business community.
 - "One Voice for Volusia" helped us engage fifty different nonprofits reaching under-served community.
 - Social Media included Facebook
 - Media coverage included newspapers and radio.

Tell the TPO!

Have a great idea on how we can improve transportation?

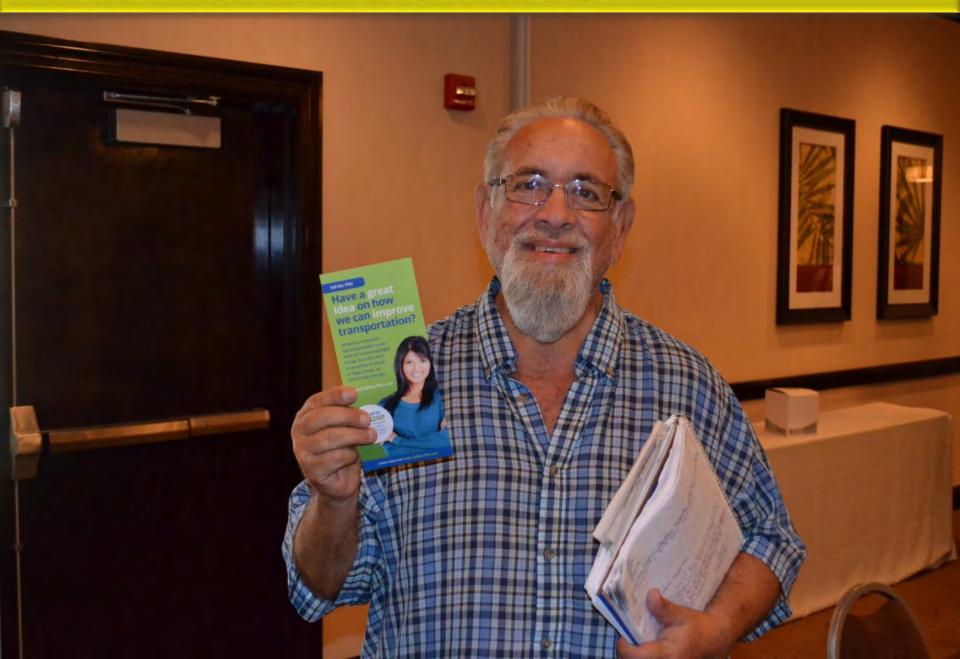
We want to understand how transportation can be better for Volusia and Flagler County. If you live, work, or spend time in Volusia or Flagler County, we want to hear from you!

www.TelltheTPO.com

Respond to
Win \$250

All responses received by July 23, 2014 will be placed in a drawing for a chance to win \$250!

Learn more at www.TelltheTPO.com



- Media coverage included stories in 19 publications ranging from Daytona News-Journal to Deland Chamber Newsletter
- E-blasts included those by: Team Volusia, ISB Coalition, Chambers, ReThink, FDOT, VCARD, Votran, etc.
- Events included Hispanic and Daytona Chambers, Once Voice for Volusia, etc.







Survey Dissemination

• The Tell the TPO survey campaign ran from April 23 to July 23.



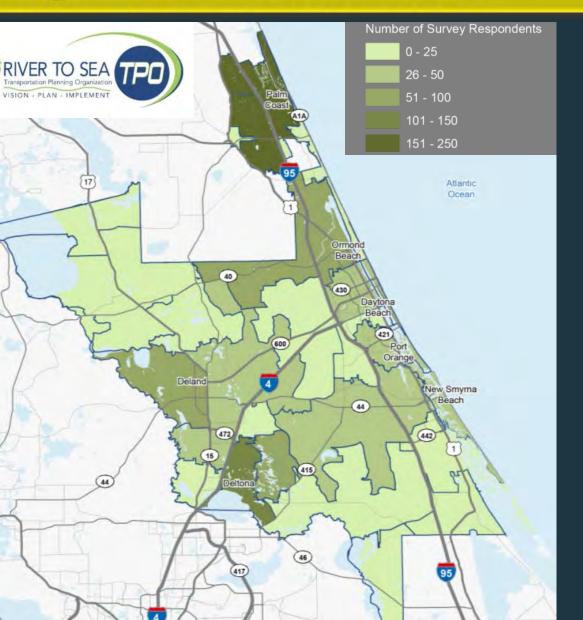
- 1,263 total responses
 - More than recent Miami-Dade and Broward County efforts



LESS \$\$\$

Key Findings – Increased Awareness

Ν



Key Findings – Build Transportation Databases 🛷

New Followers

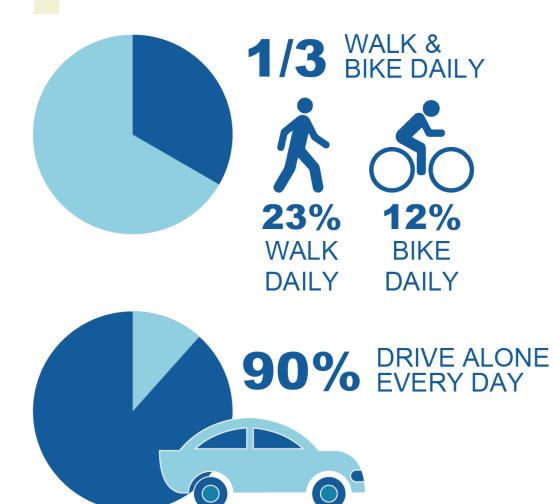








WHAT FORMS OF TRANSPORTATION DO TPO CONSTITUENTS USE REGULARLY?



HOW DO TPO CONSTITUENTS FEEL ABOUT CONDITIONS OF EXISTING TRANSPORTATION FACILITIES?



WHAT TOP THREE REASONS PREVENT RESPONDENTS FROM WALKING OR BICYCLING?

50%

SUGGESTED DISTANCE TOO FAR OR TAKE TOO LONG

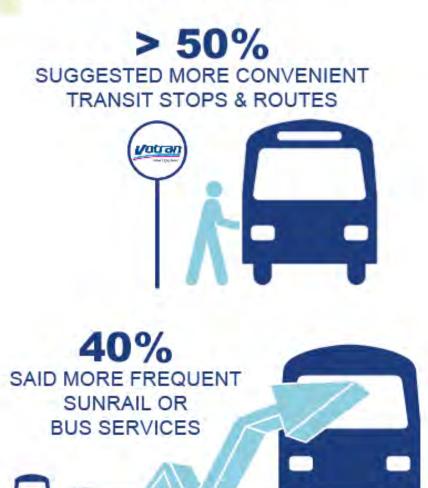
TO WALK OR BIKE



23%

SUGGESTED LACK OF PEDESTRIAN & BICYCLING FACILITIES PREVENT WALKING OR BICYCLING

WHAT TOP THREE IMPROVEMENTS CAN MAKE TRANSIT MORE ATTRACTIVE?



40% SAID NEW SERVICE IN LOCATIONS NOT SERVED



Other Reasons Cited

- 30%: Faster and More Direct Service
- 12%: Lower fares
- 10%: Cleaner, safer buses

TO IMPROVE DRIVING, WHERE SHOULD WE INVEST IN?

SAID INCREASE INVESTMENT **>70%** IN MODES OTHER THAN DRIVING (BICYCLING, TRANSIT, WALKING)



SAID INCREASE INVESTMENT IN IMPROVING OPERATIONAL **>60%** EFICIENCIES (BETTER SIGNAL TIMING, EXTENDING TURN LANES, ETC.)





HOW SHOULD WE PRIORITIZE OUR TRANSPORTATION FUNDING?

60%

WANT TO INVEST MORE INTO PEDESTRIAN & BICYCLING FACILITIES



75% WANT TO INVEST

MORE INTO PUBLIC TRANSIT

50% RC ST

SAID INVESTMENT IN EXISTING AND NEW ROADWAYS SHOULD STAY THE SAME



HOW SHOULD PUBLIC TRANSPORTATION BE FUNDED?

46% SUPPORT A DEDICATED FUNDING SOURCE FOR TRANSPORTATIONbut wanted more information to
decide what dedicated funding
source is preferable.

SUMMARY SHEET BPAC SEPTEMBER 10, 2014

V. Presentations and Discussion Items

C) Presentation on the 2040 Long Range Transportation Plan (LRTP) Draft Environmental Justice Assessment

Background Information:

Executive Order 12898 (1994), Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, reinforces Title VI of the 1964 Civil Right Act. Signed by President Clinton, the order states "each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, polices, and activities on minority populations and low-income populations." An environmental justice approach to transportation planning and project development recognizes the fair treatment of all groups within the community. This includes ensuring the involvement of the entire community in public outreach and participation efforts.

Transportation planning decisions both directly and indirectly influence the health of people and the environment. Decision-making and policy implementation affect air and water quality, noise and inter/intra-neighborhood connections. This element of the 2040 Long Range Transportation Plan (LRTP) identifies environmental justice populations and their locations within the River to Sea TPO's Metropolitan Planning Area (MPA). The River to Sea TPO is the "primary forum within which member local governments and citizens voice concerns, identify priorities and plan for transportation improvements." Therefore, it is critical that the agency adopt and practice planning strategies that align with the principles of environmental justice.

The Long Range Transportation Plan (LRTP) Subcommittee reviewed and recommended approval of the draft Environmental Justice Analysis at their July 25, 2014 meeting. Ghyabi & Associates will be presenting the draft report. The draft report is available at: <u>http://www.r2ctpo.org/event/technical-coordinating-committee-tcc-meeting-19/</u>

Action Requested:

No action is required unless otherwise directed by the BPAC

River to Sea Transportation Planning Organization (TPO)

2040 Long Range Transportation Plan

Environmental Justice



An Environmental Justice Approach to Transportation Planning

2040 River to Sea Long Range Transportation Plan Transportation planning decisions both directly and indirectly influence the health of people and the environment. Decisionmaking and policy implementation affect air and water quality, noise, and inter and intra-neighborhood connections.

The DOT is the lead agency charged with ensuring nondiscrimination stemming from environmental justice issues related to transportation planning. The statutory language of DOT Order 5610.2(a) focuses on minority and low-income populations.

This 2040 Long Range Transportation Plan (2040 LRTP) recognizes the need to consider all affected populations when making responsible planning decisions, including those who are elderly and those without access to a personal vehicle.

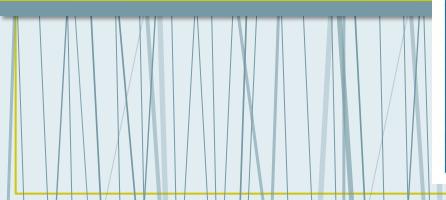
Ensures the involvement of the entire community in public outreach and participation efforts.

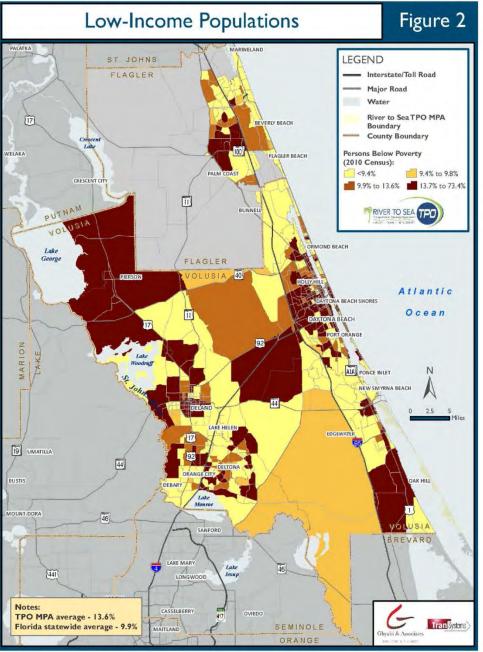
Environmental Justice Legislation



River to Sea TPO MPA

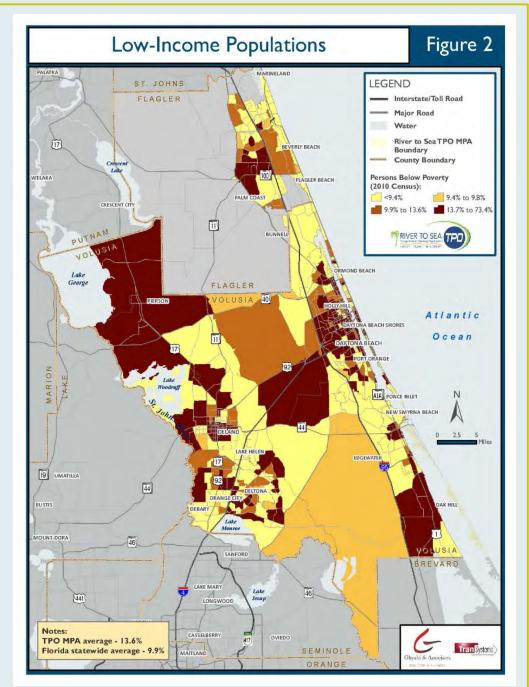
Low-Income Populations

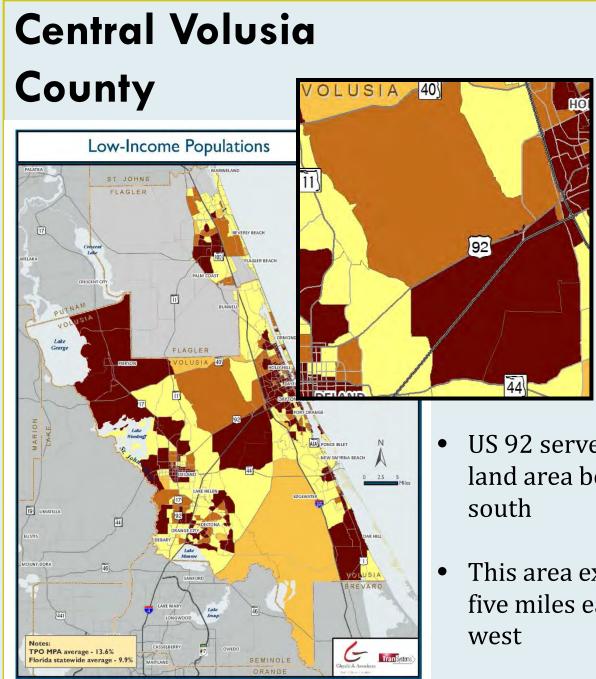




River to Sea TPO MPA Low-Income Populations

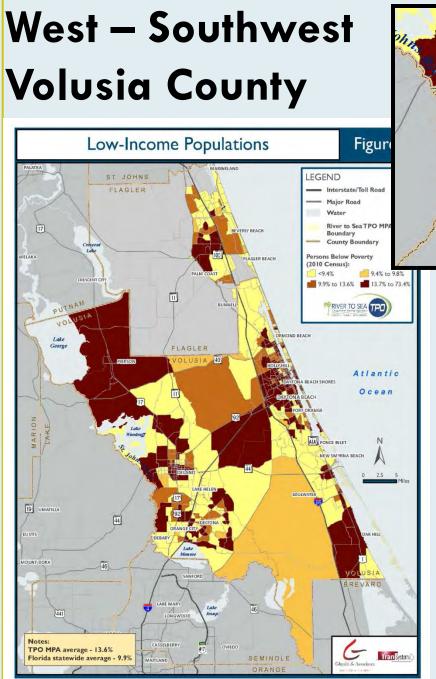
- Low-income populations are those living below the poverty level
- In the River to Sea TPO MPA, 13.6% of residents meet this designation.
 This figure is higher than the Florida average of 9.9%.

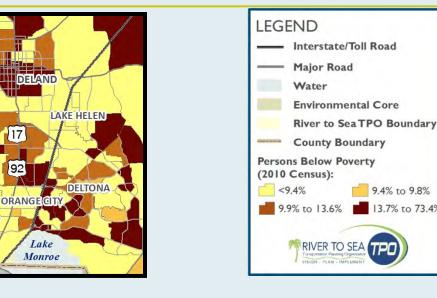






- US 92 serves as the northern edge of a land area bordered by SR 44 in the south
- This area extends from approximately five miles east of DeLand to I-95 in the west





9.4% to 9.8%

13.7% to 73.4%

DELAND

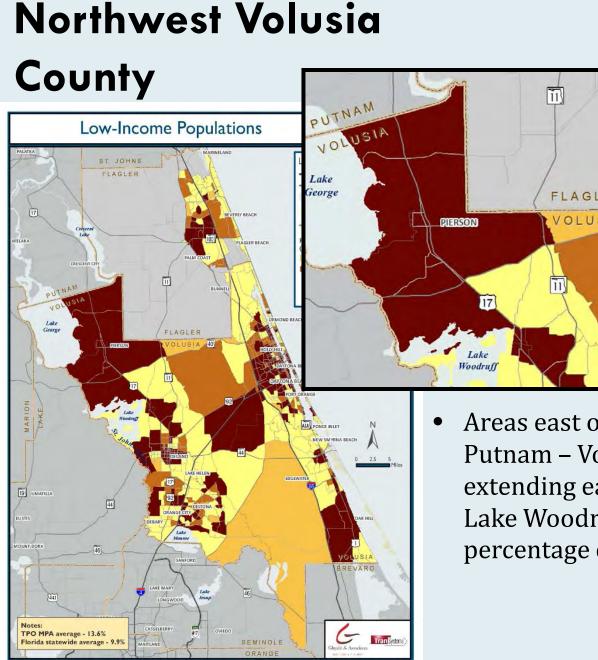
Lake

Monroe

17

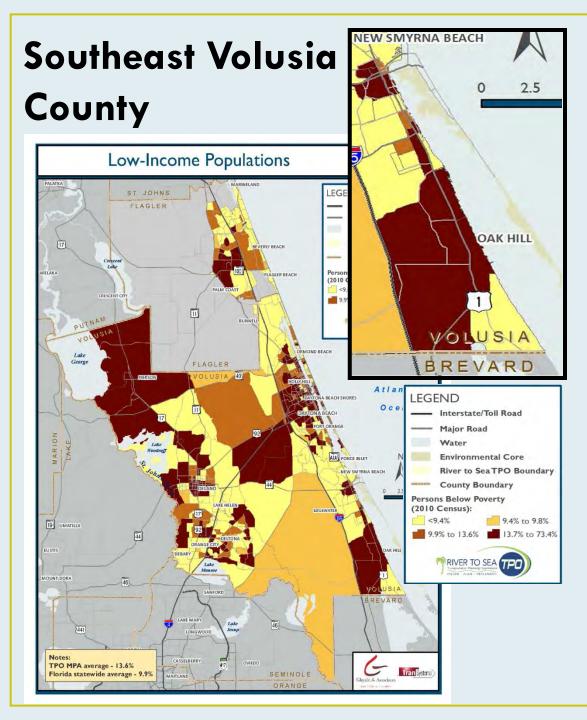
DEBARY

- US 17 into DeLand and west to the St. Johns River
- South along US 17-92 low-income populations are located around the south-western edge of the River to Sea TPO MPA
- From DeBary in the west to Osteen in the east, low-income populations are located on both sides of I-4, north of Lake Monroe, and west of SR 415





 Areas east of Lake George, on the Putnam – Volusia County lines extending east to SR 11 and south to Lake Woodruff and US 17, have a high percentage of low-income residents



- Areas of Southeast Volusia
 County with high
 percentages of lowincome populations are in
 close proximity to the
 intersection of SR 44 and
 US 1
- Low-income populations are also found south of SR 442, east of I-95, and reaching south to the
 Volusia – Brevard County lines. US 1 traverses
 through this area, its
 major population center
 being Oak Hill

East Volusia County – East of I-95

ANA PONCE INLET

SEMINOLE

G Tran Systems)

Holly Hill

Lake

TPO MPA average - 13.6% Florida statewide average - 9.9%

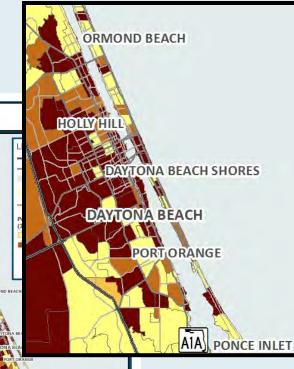
- Daytona Beach
- South Daytona

ST JOHNS

FLAGLER

Low-Income Populations

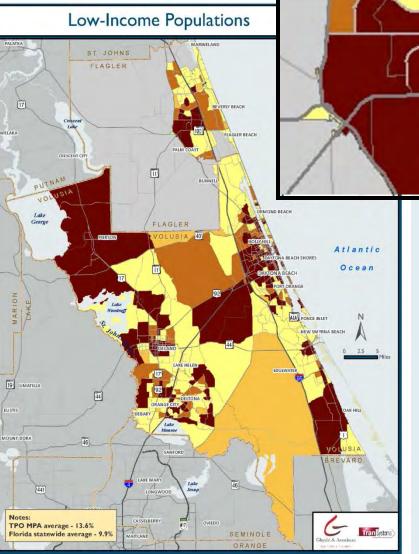
FLAGLER





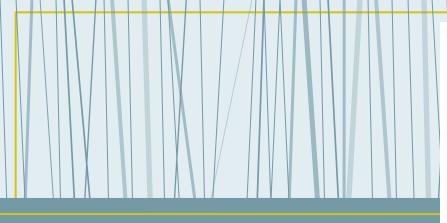
- High percentages of low-income populations are located east of I-95 south of Ormond Beach to Ponce Inlet
- Percentages are particularly high in Holly Hill, Daytona Beach and South Daytona

Southwest Flagler County



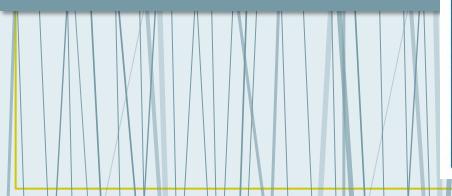


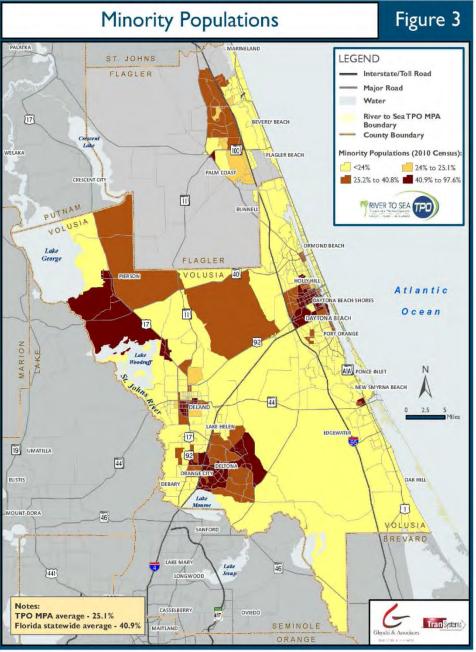
- Areas west of I-95 and east of US 1 are highlighted by this 2040 LRTP as having a high percentage of residents qualifying as low-income
- The primary roadway serving this area is SR 100. Low-income populations are both north and south of SR 100.



River to Sea TPO

Minority Populations

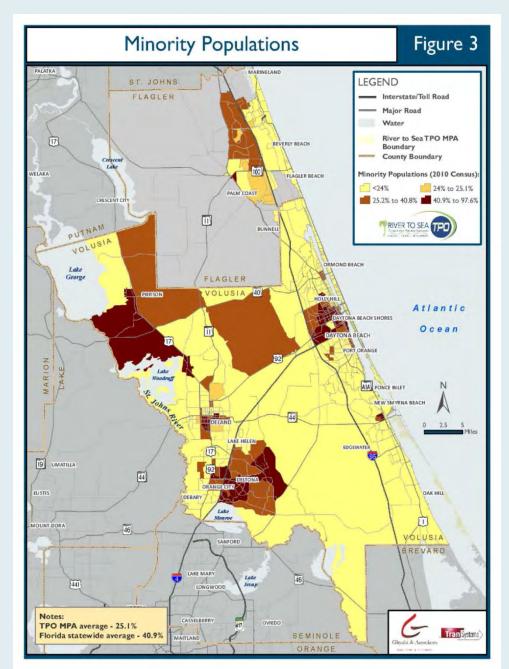


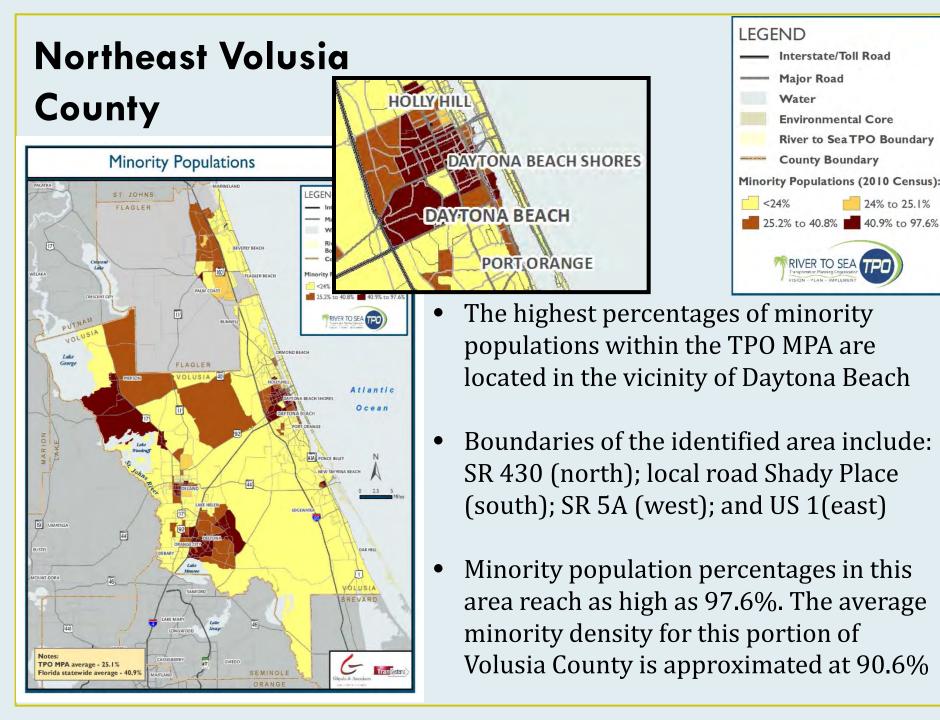


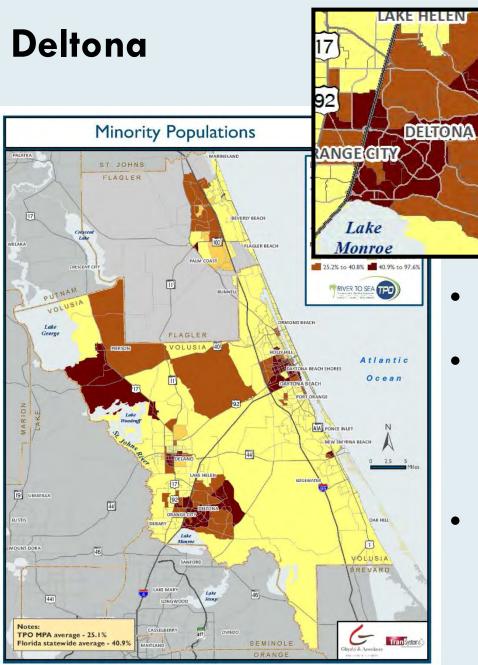
River to Sea TPO MPA

Minority Populations

- Minority populations
 examined by this LRTP
 include: Black; Hispanic or
 Latino; Asian; American
 Indian or Alaska Native; and
 Native Hawaiian and
 Other/Pacific Islander
- The River to Sea TPO MPA average percentage of minority populations is 25.1%
- This figure is below the statewide average of 40.9%

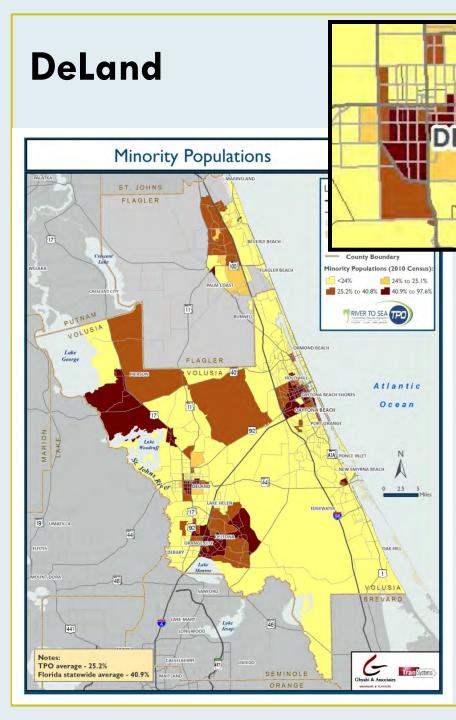








- Located directly adjacent to I-4, both to the east and west
- Local roads that serve these communities are Saxon Boulevard, Newmark Drive, Providence Boulevard, N. Normandy Boulevard, and E. Normandy Boulevard
- The selected planning analysis area averages a 45.3% minority population, with the highest percentage (51.5%) located between Providence and Saxon Boulevards

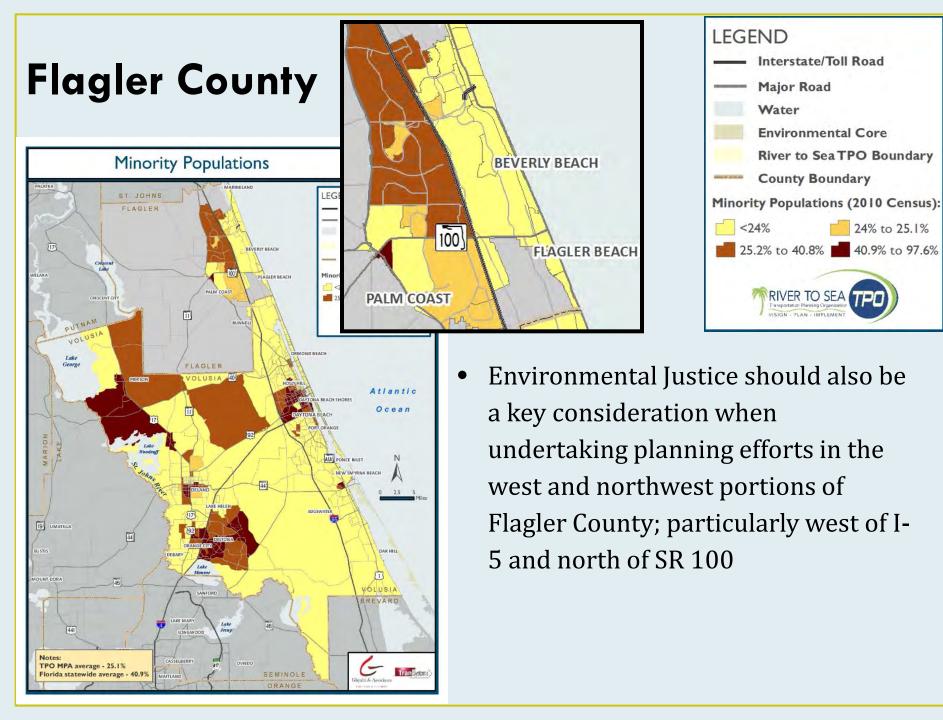


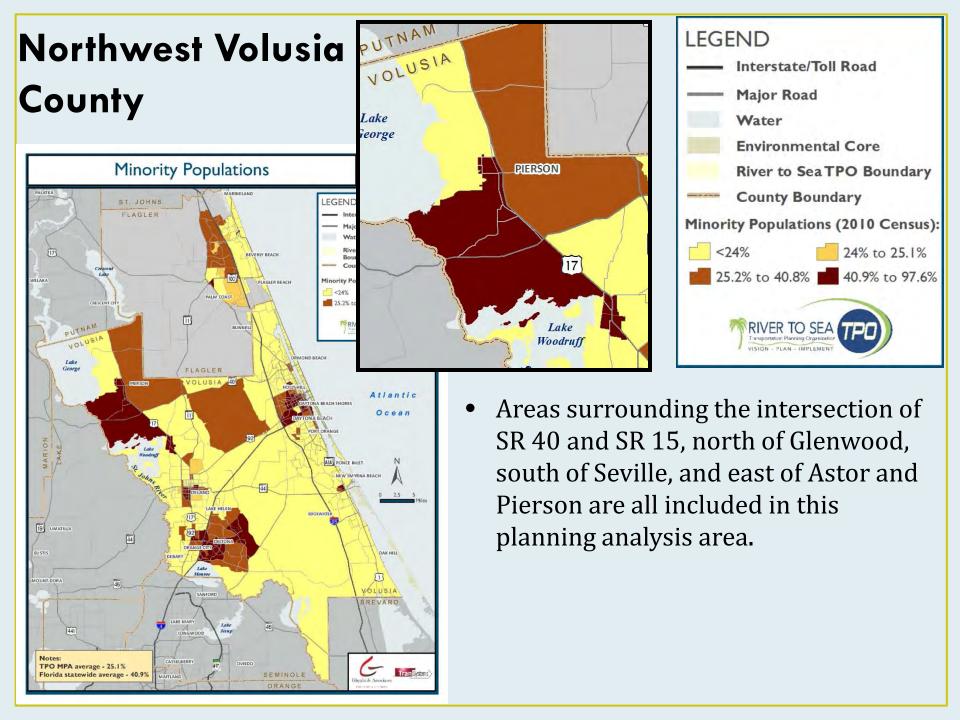


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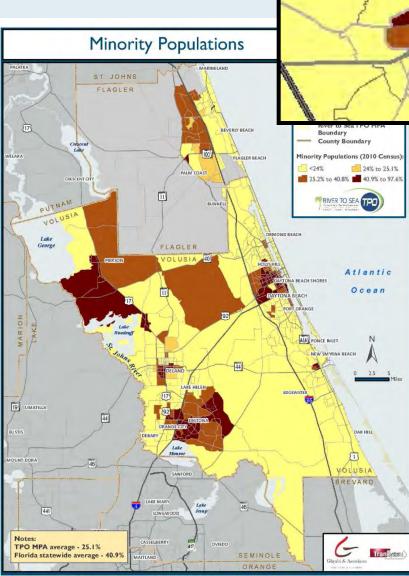
lacksquare

of DeLand. In particular, the neighborhoods east of S. Adelle Avenue, south of W. Beresford Avenue and northeast of Bon Air, in which minorities comprise 93.8% of the total population





New Smyrna Beach





 Enterprise Avenue and Wayne Avenue serve as the south and north borders of the identified planning area, while Halleck Street and SR 1 are the east and west borders

NEW SMYRNA BEACH

 The neighborhoods within these boundaries are comprised of 65% minorities

Summary of Findings

Portions of the River to Sea TPO MPA with an overlap of the two Environmental Justice populations (Low-Income and Minority):

Daytona Beach:

- South of US 92, north of Beville Road, and west of Clyde Morris Boulevard, residents have a median income of \$29,583 and are comprised of 42% minorities.
- Bisected by US 92, areas east of SR 5A, west of US 1, and north of Shady Place, and south of 3rd Street have a median household income of approximately \$12,000 and average nearly 90% minority populations.
- North of US 92, west of SR 5A, east of Bill France Boulevard, and south of LPGA Boulevard between Jimmy Ann Drive and Derbyshire Road. This selected portion of the TPO MPA is comprised of 73.5% minority populations; with 26% of residents living below the poverty level.

DeLand

 US 17-92 bisects an area bordered by South Hill Avenue in the east and SR 15 in the west. Northern edges of this area are West Howry Avenue and East Wisconsin Avenue. Median income figures in this area are approximately \$24,000 and minority populations range from 45% to above 90%.

Summary of Findings

Portions of the River to Sea TPO MPA with an overlap of the two Environmental Justice populations (Low-Income and Minority):

Northwest of Deltona and southwest of Orange City:

• This area, with US 17-92 as the western edge and I-4 on the east, averages greater than 40% minority populations and less than \$25,000 in median household income. Saxon Boulevard is the southern edge of this defined area and East Graves Avenue is the northern border.

Bunnell

 The intersection of SR 100 and US 1, bordered by Hyman Circle in the southeast and South Knight Street in the west. This portion of Flagler County has a median household income of \$28,594 and is composed of 65.8% minorities.

New Smyrna Beach:

• US 1 (east), Wayne Avenue (north), Milford Place (west), and SR 44 (south) - Median income is approximately \$20,000 and minority populations average over 55%.

Thank You!

Tran Systems

Andy Nicol awnicol@transystems.com (407) 790-0135

SUMMARY SHEET BPAC SEPTEMBER 10, 2014

V. STAFF COMMENTS

- ightarrow FHWA Public Service Announcement for Pedestrian Crosswalk Safety
- VI. INFORMATION ITEMS
 - $\rightarrow\,$ BPAC Attendance Record
- VII. BPAC MEMBER COMMENTS
- VIII. ADJOURNMENT

BPAC Attendance Record 2014

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х	х	х	x	x	x	x			DeBary (appt. 3/06)
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х	х	х	x	x	x	x			Deltona (appt. 12/12)
х	х	х	exc	x	exc	x	ехс		Edgewater (appt. 1/08)
						x			Flagler Beach (appt. 7/14)
x	х	х	x	x	x	X			Holly Hill (appt. 01/12) (reapp. 02/13
x	х	х	x	x	x	x			Orange City (appt. 12/07)
х	х	х	x	х	x	x			Ponce Inlet (appt. 11/06)
x	х	x	x	x	x	x			Port Orange (appt. 7/11)
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