



# 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 11, 2019

**TIME:** 2:00 P.M.

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

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**Mr. Paul Eik, Chairperson**

## AGENDA

- I. **CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. **NEW BPAC MEMBER INTRODUCTION** *(Contact: Debbie Stewart) (Enclosure, page 3)*
- III. **PUBLIC COMMENT/PARTICIPATION** *(Length of time at the discretion of the Chairperson)*
- IV. **ACTION ITEMS**
  - A. **REVIEW AND APPROVAL OF THE AUGUST 14, 2019 BPAC MEETING MINUTES**  
*(Contact: Debbie Stewart) (Enclosure, pages 4 -13)*
  - B. **REVIEW AND RECOMMEND APPROVAL OF THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) PUBLIC INVOLVEMENT PLAN** *(Contact: Colleen Nicoulin) (Enclosure, page 14)*

**V. PRESENTATIONS AND DISCUSSION ITEMS**

- A. PRESENTATION AND DISCUSSION OF THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)** *(Contact: Colleen Nicoulin) (Enclosure, pages 15-23)*
- B. PRESENTATION AND DISCUSSION OF AMENDMENT TO THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP)** *(Contact: Lois Bollenback) (Enclosure, page 24)*
- C. PRESENTATION AND DISCUSSION OF THE DRAFT COMMUNITY SAFETY ACTION PLAN (CSAP)** *(Contact: Pamela Blankenship) (Enclosure, page 25)*
- D. PRESENTATION AND DISCUSSION OF THE DRAFT COMPLETE STREETS POLICY AND IMPLEMENTATION PLAN** *(Contact: Stephan Harris) (Enclosure, pages 26-33)*

**VI. STAFF COMMENTS**

→ Update on SU Funding/Work Program

**VII. INFORMATION ITEMS** *(Enclosure, pages 34-41)*

- Alabama Multiuse Trail Withdrawal Letter
- August 2019 TPO Outreach & Activities (provided separately)
- BPAC Attendance Record
- Complete Streets Subcommittee Report
- National Park Service News Release
- Save the Date for Central Florida Mobility Week: Oct 25-Nov 1, 2019
- TPO Board Meeting Report

**VIII. BPAC MEMBER COMMENTS** *(Enclosure, page 34)*

**IX. ADJOURNMENT** *(Enclosure, page 34)*

**\*\*\*The next meeting of the BPAC will be on Wednesday, October 9, 2019\*\*\***

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 11, 2019**

**II. NEW BPAC MEMBER INTRODUCTION**

**Background Information:**

Mr. Andrew Dodzik has been appointed as the alternate voting representative for the City of Palm Coast by TPO Board Member/Palm Coast City Council Member (District 1) Robert Cuff. Mr. Dodzik continues as the alternate voting representative for Flagler County.

***ACTION REQUESTED:***

***AS DIRECTED BY THE BPAC***

**SUMMARY SHEET  
BPAC  
SEPTEMBER 11, 2019**

**IV. ACTION ITEMS**

**A. REVIEW AND APPROVAL OF THE AUGUST 14, 2019 BPAC MEETING MINUTES**

**BACKGROUND INFORMATION:**

Minutes are prepared for each meeting and must be approved by the BPAC. The August 14, 2019 BPAC meeting minutes are provided with this agenda packet for your review.

***ACTION REQUESTED:***

***MOTION TO APPROVE THE AUGUST 14, 2019 BPAC MEETING MINUTES***

**Bicycle/Pedestrian Advisory Committee (BPAC)**  
**Meeting Minutes**  
**August 14, 2019**

**Members Present:**

Doug Hall  
Joan Sandler  
Ted Wendler  
Paul Eik, Chairperson  
Larry Coletti, Vice Chairperson  
Gilles Blais  
Nic Mostert  
Bob Storke  
Patrick McCallister  
Nancy Burgess-Hall  
Jason Aufdenberg

**Non-Voting Technical Appointees Present:**

Gwen Perney  
Edie Biro  
Terri Bergeron

**Members/Technical Appointees Absent:**

Scott Leisen  
Wendy Hickey (excused)  
Heidi Petito  
Gayle Belin (excused)  
Danielle Anderson  
Jeff Martindale  
Christy Gillis (excused)  
Eric Kozielski

**Others Present:**

Debbie Stewart, Recording Secretary  
Stephan Harris  
Lois Bollenback  
Pamela Blankenship  
Colleen Nicoulin  
Crystal Mercedes  
Rachael Maney  
Carsten Georg  
Kimberly Dixon  
Andrew Dodzik  
Steve Bodnaruk  
Kristi Bodnaruk  
Chris Daun  
Sheriff Mike Chitwood

**Representing:**

Daytona Beach  
DeBary  
DeLand  
Flagler Beach  
Flagler County  
Holly Hill  
New Smyrna Beach  
Orange City  
Volusia County, District 1  
Volusia County, District 2  
Volusia County at Large Alternate

**Representing:**

Port Orange  
Votran  
Volusia County

**Representing:**

Deltona  
Flagler County  
Flagler County Public Transportation  
Ormond Beach  
Palm Coast  
Port Orange  
South Daytona  
Volusia County School Board

**Representing:**

TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
Bike Law  
Bike Law  
Daytona Beach  
Flagler County Alternate  
The Hub Cycling  
The Hub Cycling  
Volusia County, District 2 Alternate  
Volusia County Sheriff's Office

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

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 2:00 p.m. by Chairperson Paul Eik. The roll was called and it was determined that a quorum was present.

## II. Public Comment/Participation

There were no public comments.

## III. Action Items

### A. Review and Approval of June 12, 2019 BPAC Meeting Minutes

**MOTION:** *A motion was made by Mr. Storke to approve the June 12, 2019 BPAC meeting minutes. The motion was seconded by Mr. Blais.*

*\*A vote was taken later in the meeting to approve the minutes*

### B. Review and Recommend Approval of Resolution 2019-## Amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIP)

Ms. Nicoulin stated each year at this time the TPO receives a report from FDOT listing projects that were intended to be committed in the prior fiscal year but were not. They automatically roll-forward in FDOT's Work Program but not in the Transportation Improvement Program (TIP) so a roll-forward amendment must be made. A link was provided yesterday via email to the roll-forward report as well as a link to the draft TIP.

Mr. Daun referred to the report and commented that some of the projects listed seemed to be completed; specifically, the paving of Seabreeze Boulevard from SR A1A to the bridge.

Ms. Nicoulin replied the paving may be completed but FDOT may not yet have closed out the project; funds have carried over for the close-out.

Mr. Daun stated Oakridge Boulevard is currently three lanes; he asked if it was going to be narrowed.

Ms. Nicoulin replied that Mr. Harris will discuss that during staff comments.

**MOTION:** *A motion was made by Mr. Coletti to recommend approval of Resolution 2019-## amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIP). The motion was seconded by Mr. Storke and passed unanimously.*

### C. Appointment of Complete Streets Subcommittee Members

Mr. Harris gave a PowerPoint presentation of complete streets and stated complete streets are streets where the entire right-of-way is planned, designed and operated for all modes of transportation and all users, regardless of age or ability. It includes motorized vehicles, pedestrians, bicycles, mass transit, etc. He reviewed the benefits of complete streets. He discussed how complete streets can increase safety. He reviewed the definition of complete streets and stated it was developed by the Walkability Action Institute Team. The consultant, Kittleson and Associates, facilitated the development of the draft Complete Streets Policy beginning with this definition. A street needs to accommodate the user in a specific context; therefore, a complete street in an urban area may look different than a complete street in a suburban or rural area. He reviewed the vision and goals of the Complete Street Policy and stated the TPO hopes to adopt a regional Complete Streets Policy for local governments to emulate and adopt a policy specific to their community. The TPO will develop outreach and training materials and revise the project prioritization process to incentivize complete streets projects; extra points may be given to project sponsors when a complete streets project application is submitted. It will also be addressed in the upcoming 2045 Long Range Transportation Plan (LRTP). As part of the vetting process for the Complete Streets Policy, volunteers for a subcommittee are being requested from the BPAC, CAC and TCC. The subcommittee will meet once later this month or next month to review the draft policy and provide feedback. The draft will then be presented to the advisory committees and TPO Board; the TPO anticipates adoption in October.

Mr. McCallister volunteered for the subcommittee.

Mr. Mostert asked how often the subcommittee would meet.

Mr. Harris replied once.

Mr. Mostert, Mr. Aufdenberg and Mr. Blais volunteered for the subcommittee.

Chairperson Eik announced a vote was not taken to approve the June 12, 2019 BPAC minutes; a motion and second were made but there was no vote. He asked members to vote to approve Action Item A, Review and Approval of the June 12, 2019 BPAC minutes.

***The motion to approve the June 12, 2019 BPAC meeting minutes passed unanimously.***

***MOTION: A motion was made by Mr. Storke to appoint Mr. McCallister, Mr. Mostert, Mr. Aufdenberg and Mr. Blais to the Complete Streets Subcommittee. The motion was seconded by Mr. Wendler and carried unanimously.***

Mr. Daun commented that this is an awesome program and it coincides with the Dangerous by Design Report. It will be an asset to the local communities once they adopt their own policies.

Mr. Aufdenberg commented Orange City already has a Complete Streets policy; they installed many sidewalks as part of that policy.

Mr. Mostert commented that there may be other cities like that who might have input so we are not reinventing the wheel.

Mr. Hall and Ms. Burgess-Hall joined the meeting; Chairperson Eik asked if they would be interested in the Complete Streets Subcommittee; if so, the motion can be amended.

They agreed.

***MOTION: A motion was made by Mr. Daun to amend the motion appointing Mr. McCallister, Mr. Mostert, Mr. Aufdenberg and Mr. Blais to the Complete Streets Subcommittee to also include Mr. Hall and Ms. Burgess-Hall. The motion was seconded by Mr. Storke and carried unanimously.***

#### **IV. Presentation and Discussion Items**

##### **A. Presentation and Discussion of Bicycle and Pedestrian Safety**

Chairperson Eik introduced Volusia County Sheriff Mike Chitwood to give the presentation and offered condolences on behalf of the BPAC for the loss of Deputy Scofield in June; Deputy Scofield was struck and killed while riding his bicycle.

Sheriff Chitwood stated most of the Sheriff's Office traffic enforcement is run by a "STEP" program; Strategic Traffic Enforcement Plan. This means that the people that complain the most are where their resources are directed. In 2017, the Sheriff's Office received a grant from FDOT and the University of South Florida; it was a \$30,000 high visibility grant to conduct pedestrian operations in crosswalks. They issued 323 warnings and 135 citations in addition to several arrests. This past April, the Volusia County Sheriff's Office participated with the Florida Sheriff's Association in a grant that targeted school zone and bicycle lane safety; he reviewed the citations issued. The Sheriff's Office dedicated 200 hours to that operation. When they have the funding, they are very proactive. The Volusia County Sheriff's Office is present at every school backpack giveaway and they donate bicycle helmets to students that bike to school. Florida is the deadliest state in the country for bicyclists. The Sheriff's Office conducts operations as a group, like Mr. Hall and Ms. Burgess-Hall do with White

Cane Awareness Day for the visually impaired; these are several hours well spent at an intersection pulling over motorists and issuing warnings. The purpose is education and if this committee would like to do an operation of that sort, they will get the resources to do so.

Mr. McCallister thanked Sheriff Chitwood and also offered condolences on the loss of Deputy Scofield. He stated he was bicycling in Stuart in 2015 and was struck by a motorist. After the accident, Mr. William Snyder put together public education through the Martin County Sheriff's Office Facebook page. He asked if it would be possible for the Volusia County Sheriff's Office to have a public education campaign on its Facebook, Instagram, Twitter, etc. if the BPAC coordinated it. He would like drivers and cyclists to be educated on things such as the three-foot law and other rules of the road including that drivers are permitted to pass cyclists.

Sheriff Chitwood replied absolutely; normally, they do short 30-second videos. He suggested getting in touch with the Sheriff's Office Public Information Officer and they would come out and shoot a video. They are all for it whatever will help get the message out.

Mr. Coletti stated he bicycles approximately 9,000 miles per year and recently rode from Palm Coast to Daytona Beach. The most dangerous part of the ride is crossing at crosswalks because when he gets the okay to cross, drivers also get the green light; it is very dangerous. He has gone to the Palm Coast City Commission and their response was they do not want to impede the flow of traffic. He asked what can be done about this issue.

Sheriff Chitwood replied that unfortunately, that is the attitude that permeates everywhere. After Deputy Scofield was struck and killed, posts were made on Facebook that bicycles do not belong on the roadways. That is the attitude amongst the population and the elected officials. It is the same at every crosswalk.

Discussion continued.

Ms. Burgess-Hall stated a former member of the BPAC and FDOT representative, Ms. Deborah Tyrone, had stated traffic control could do a five-second delay on the green light versus the walk light; that would help because the pedestrian or cyclists have a lower chance of being struck. She announced October is White Cane Awareness Month and they are in the process of planning it; she would like to coordinate with the Sheriff's Office and perhaps Daytona Beach Police Chief Capri and others to set up awareness activities. The Halifax Council for the Blind is considering doing some public service announcements (PSA). She asked if members knew of an intersection that they could address with police support.

Sheriff Chitwood replied that she should send him an email to schedule it.

Mr. Aufdenberg echoed Ms. Burgess-Hall's comments regarding the delayed green, leading pedestrian signal, and commented the only one in Volusia County is at Seabreeze Boulevard and US 1. These are an inexpensive remedy if the technology already exists at the control box.

Sheriff Chitwood replied the Traffic Engineering Department would have to make that call.

Mr. Aufdenberg asked if seized drug money could be used to fund bicycle/pedestrian activities.

Sheriff Chitwood replied yes, some of the money could be used to pay for overtime to conduct certain activities. The legislature has cut the amount that is available; when he gets to the end of the budget year, which they are now and are under budget, they try to siphon funds off to do proactive police work such as ramping up traffic enforcement which they will be doing in September. Currently, they are out in force with students going back to school and monitoring the rural areas such as Pierson where students walk and bike to school more.

Discussion continued.



Chairperson Eik commented this committee stays active in finding ways to get information to the public so that they understand bicycle and pedestrian laws and safety.

Mr. McCallister stated that since he works with the Sheriff's Office media team he will follow up on the Sheriff's suggestion and send an email regarding PSAs that could be done through the Sheriff's Office social media. He asked any suggestions be sent to him.

Sheriff Chitwood stated he appreciates the opportunity to work with this committee and perhaps they can do an activity to enforce the three-foot rule on the Ormond Loop.

**B. Presentation and Discussion of Amending the 2040 Long Range Transportation Plan (LRTP)**

Mr. Harris stated programming of the right-of-way phase of the SR 40 widening project has necessitated the need for an amendment to the current 2040 Long Range Transportation Plan (LRTP); this requires a 30-day public notice period.

Ms. Bollenback stated when the Transportation Improvement Program (TIP) was recently updated for the new five-year period there were a couple of projects on SR 40 that are in the 2040 Long Range Transportation Plan (LRTP) but funding for those projects is out in the second ten-year band. Because the right-of-way has moved into the TIP, the Federal Highway Administration (FHWA) requires the TPO to amend the LRTP. It is not programmed until year four or five of the TIP so there is time to process an amendment. There will be a presentation next month from the consultant who is helping update the 2045 LRTP. The TPO will have to amend the LRTP to keep these funds in the TIP and be able to utilize them. There is discussion regarding SunRail and the possibility of Phase 2 North but it does not look like it will progress enough in detail to include it. Performance measures will also have to be included in the amendment as well as interchange improvements on I-95 at US 1 in Ormond Beach. She expects to have the details to present a draft amendment at the September meeting and to move forward with approval in October.

**C. Presentation and Discussion of the Annual Call for Projects and Priority Project Ranking Process of the River to Sea TPO**

Mr. Harris stated the TPO's priority process has three guiding resolutions; the first delineates the local match and establishes the policy for cost increases; the second establishes project categories and ranking; and the third allocates the TPO's set aside (SU) funds. The TPO reaffirms these resolutions each year; there are no changes to the resolutions this year. These resolutions reflect the rules that the TPO and project sponsors follow when submitting project applications. He reviewed the priority process and stated this is the time of year the TPO reviews the previous call for projects and discusses what went well and what can be improved. This year the TPO accepted project applications via its file transfer site rather than on flash drives. Some project sponsors addressed the subcommittee during the evaluation and ranking of applications but most did not. The TPO encourages project sponsors to come and support their project applications; projects can be complicated and the applications are not always easy to understand. It is helpful for the sponsors to attend and explain their projects.

Ms. Biro asked if that could be a requirement.

Mr. Harris replied the TPO cannot make project sponsors attend. The subcommittee had to meet three times this year to finish the evaluation and ranking of project applications. There needs to be a way to get this done with fewer meetings.

Mr. Aufdenberg commented that his concern is that bike lanes fall through the cracks; when FDOT resurfaces a road they could restripe it and make it friendlier for bicycles. He asked if a city wants to resurface a road could they ask for funds to install bicycle infrastructure through the TPO.

Mr. Harris replied this TPO has chosen not to use federal funds for resurfacing projects which are generally maintenance. SU funds are dedicated to new projects; this is a policy decision.

Mr. Aufdenberg stated it frustrates him that FDOT chose to resurface Nova Road but this committee had no input and no one knew about it. He understands this is a maintenance issue but it could be proactive to install bike infrastructure when resurfacing a road. He used the example of when they narrowed the lanes in front of Mainland High School to add bike lanes several years ago. He would like the leaders to think of these things.

Mr. Harris replied that TPO staff works with FDOT staff to coordinate work that can be done during upcoming repaving projects. Staff recently met with FDOT to discuss this; one project was a shared use path on SR 442 in Edgewater. It is on Tier B of the List of Priority Projects (LOPP) awaiting funding; however, there is an upcoming repaving project and the city wanted to advance this project to build a sidewalk and trail along the roadway. The TPO did not have the funds but FDOT stepped in to help fund this project. One of the reasons it is getting funded is because it was coordinated with the repaving project.

Mr. Daun asked if a component could be added to the Complete Streets Policy draft for municipalities to ask that complete streets be considered when repaving or restriping a roadway.

Mr. Harris replied that is a good idea and they will discuss that at the subcommittee meeting.

Mr. Daun asked if projects that focus on safety and capacity are spelled out in the priority process; what to focus the funding on. He asked if communities are asked to submit projects specific to safety or capacity or if it is just an open call.

Mr. Harris replied yes; there are a number of safety projects on the LOPP. Capacity projects have to be in the Long Range Transportation Plan (LRTP). There will be significant public outreach for the 2045 LRTP.

Mr. Blais stated the lack of communication between FDOT and this group is frustrating; there should be a representative here from FDOT.

Mr. Harris stated there usually is a representative from FDOT but Mr. Mike Ziarnik recently resigned. His position has not yet been filled but a representative from FDOT is expected to attend next month.

Mr. Mostert referred to the recent priority process subcommittee meetings and stated some project sponsors did come and present their projects but suggested having a hard cut off time for presentations. By encouraging more cities to come and present their projects it will lengthen the meetings.

## **V. Staff Comments**

### **→ Grand Opening for Orange City's Skate Park**

Mr. Harris stated the TPO attend the opening of the new skate park in Orange City on Saturday; over 50 bike helmets were fitted and donated. He thanked Mr. Storke for his help.

### **→ Lane Reduction on Oakridge Boulevard in Daytona Beach**

Mr. Harris showed the map of the lane reduction project on Oakridge Boulevard; the Seabreeze Bridge consists of two spans. The south span is one-way east bound; this project will start at the foot of the bridge and run east to SR A1A. FDOT intends to resurface the road. Currently, there are three east bound lanes; the right lane will be converted to a 7' wide buffered bike lane. The current speed limit is 45 miles per hour (mph); information received from FDOT has the new posted speed at 35 mph. The idea is to improve safety, calm traffic and improve the flow especially around the parking garage on the corner of Oakridge Boulevard and SR A1A. A public meeting regarding this project will be held August 20, 2019 at the Peabody Auditorium from 5:00 pm to 7:00 pm. FDOT will also be providing a presentation to the CAC and TCC meetings next week.

Mr. Daun commented that he lives in that area and the only issue he sees with this project is when you come over the bridge and approach Halifax Avenue, two of the three lanes are used for turn lanes. He believes the

proposed bike lane should begin immediately east of Halifax Avenue as opposed to the foot of the bridge; it could impede traffic turning onto Halifax Avenue.

Mr. McCallister commented that the Roosevelt Bridge in Stuart has a bike lane that disappears at the end of the bridge. He covered one fatality for a newspaper there and after doing some research discovered it was the third or fourth bicyclist fatality since the bridge opened. The issue is coming off the downside of the bridge both bikes and vehicles have a tendency to pick up speed. The bicyclist is trying to move into the traffic lane going at a good rate of speed but is encountering vehicles that have also sped up; if a bike lane ends at the base of a bridge, it causes fatalities.

→ Update of FDOT's Proposed Local Agency Program (LAP) Policy

Mr. Harris stated FDOT has proposed changes to the Local Agency Program (LAP) that include limiting full LAP certification to counties only; limiting project specific certification to local governments with limited experience defined as successful administration of three or less federal aid projects within a three-year period; requiring local governments to fund PD&E, design and right-of-way acquisition with local funds; and placing an arbitrary minimum threshold of \$250,000 for project funding. Last month, this TPO adopted a resolution opposed to all of those. FDOT has not yet responded to that resolution but they intend to hold public workshops to receive more comments. The TPO will inform members when those workshops are scheduled.

Mr. Daun asked if the comments that were made could be emailed to members.

Mr. Harris replied yes and he will also send the resolution.

Mr. Mostert asked why FDOT would want to do these things that the TPO opposes; and with the county providing LAP services, it seems it will hurt the small cities.

Mr. Harris replied he did not know but will find out.

Mr. Storke pointed out that this is only for District 5 and no other districts in Florida are doing this.

Mr. Harris announced the 2019 Bicycle Suitability Maps are now available.

**VI. Information Items**

- BPAC Attendance Record
- June – July TPO Outreach and Activities
- Save the Date for Central Florida Mobility Week: October 25 – November 1, 2019

Chairperson Eik reminded members to review the information items in particular the "Save the Date" for Mobility Week, October 25 – November 1, 2019.

**VII. BPAC Member Comments**

Mr. McCallister stated he works with the Volusia County Sheriff's Office media team and will take the initiative to work out a possible public education and awareness project that they can do. If anyone has suggestions please let him know. He will follow up with Sheriff Chitwood's suggestion to work with a group of cyclists through JC's Bikes in DeLand that will allow the Sheriff's Office to operate an awareness project regarding the three-foot law.

Mr. Aufdenberg stated Ms. Courtney Reynolds, ReThink Your Commute, and he are trying to get a film shown during Mobility Week called "Motherlode" which is about families using cargo bikes to commute. He is hoping to work with a local theater to schedule. He just returned from Europe and was able to see from the air the bicycle infrastructure in Amsterdam. He hopes to pass out the 2019 Bicycle Suitability Maps to Embry-Riddle Aeronautical University students during orientation next week. He was happy to see in the TIP the express bus to the DeBary SunRail station; he does not know if that is funding the existing bus service or if this is a new express bus.

Ms. Biro replied it is existing buses; no new ones.

Mr. Aufdenberg commented in order to catch the express bus now he has to leave at 6:00 am; he was hoping there would be a later bus. He referred to the Navy Canal Shared Use Path project numbers and asked if Daytona Beach was in a hole regarding the budget.

Mr. Harris replied it is underfunded.

Mr. Blais referred to the new shopping center and apartments at LPGA Boulevard and commented how sad it is that provisions for bicycles and pedestrians were not considered. Quite a few people ride bikes to the shopping center; he is waiting on a fatality to happen there.

Mr. Hall stated he, along with many others, are very concerned about the lack of sidewalks, bicycle lanes and bus service to the new LPGA Boulevard shopping area and Tanger Outlet Mall. It was a dumb idea for the county to allow that to happen. He has not heard any updates regarding the proposed roundabout at International Speedway Boulevard (ISB) and SR A1A; we need to follow up on that project and ensure they design for bikes and pedestrians. He announced White Cane Pedestrian/Bicycle Awareness Month is October; they are making plans on what to do for this activity. He wants to do several activities and incorporate bike safety with it.

Mr. Harris asked if that would be part of Mobility Week.

Mr. Hall replied he thinks it would be a great idea to incorporate it with Mobility Week but it is up to the group that plans it. October 15, 2019 is White Cane Awareness Day but the whole month is for awareness.

Ms. Burgess-Hall commented they are running late for planning for White Cane and Pedestrian Awareness; they have included bicycles sometimes in the past. There are two major consumer groups in the Daytona Beach area; the Halifax Council of the Blind and the National Federation of the Blind. Last year the National Federation of the Blind took leadership in the public awareness crossing at White Street and International Speedway Boulevard (ISB) and may do so again this year. The Halifax Council of the Blind is looking to do several smaller activities with one being the "Alert Today, Alive Tomorrow" chain mail on Facebook. She would like to incorporate some of the PSAs that Mr. McCallister is considering.

Mr. McCallister asked if White Cane Awareness was specific to raising motorist's awareness of blind individuals or does it include attention to people with disabilities as well.

Ms. Burgess-Hall replied it was originally intended for the blind but was amended to include the mobility impaired. Daytona Beach has expanded awareness activities to include all pedestrians because it is such a critical need here.

Mr. McCallister commented that there are a significant number of those in the autism community that cannot drive because of sensory processing problems. His point is that people with developmental disabilities depend on bicycles and buses for transportation; if White Cane Awareness Day is expanded to include people with disabilities and he would like them to be considered.

Ms. Burgess-Hall replied yes and added a group will be getting together to brainstorm ideas about what can be done; this is a real concern. That population has not been looked at before.

Mr. Dodzik referred to complete streets asked if there was a definition of what constitutes a street trying to become a complete street; not every street can become a complete street.

Mr. McCallister replied the complete streets concept goes back to the 1980s and is a conceptual guide over time and with experience and engineering some best practices have been developed.

Mr. Dodzik he understands that; his street could never be a complete street but major arterials seem to be the goal.

Mr. Harris replied if a street has a sidewalk, bike lane, and/or travel lanes that can accommodate transit vehicles, it is a Complete Street; to be able to accommodate all of those types of users.

Mr. Daun commented that now that he is aware of the Signal Four Analytics, he thinks it is important that the word gets out for everyone to use them so everyone is on the same page. The Dangerous by Design report is another set of statistics, and FDOT has other statistics. He suggested getting the word out to the Sheriff's Office, etc.; Signal Four will also identify intersections that are dangerous for bicycles and pedestrians. When SR A1A washed out in Flagler Beach and the rebuilding of that road did not include a trail. That is a serious issue for SUN Trail because there is nowhere for people to go through Flagler Beach. The Southeast Greenways and Trails Summit will occur in April and they are requesting speakers. A lot of our issues have to do with urban trail design and many of the systems in place have to do with how many miles of trails we have built. Some like to focus on rural trails because they are easier and cheaper to build, but the fact is we have urban areas. That is an important component of this summit as well as getting partners to invest in urban trails. This would also include pedestrian bridges. He thanked the TPO for a great job on the bike map.

Mr. Mostert agreed that the bike map is great and reminded members of students going back to school and to be aware.

Chairperson Eik thanked members for helping him get through his first meeting as Chairperson; there is so much good work that comes out of this committee and he is glad to be a part of it.

#### **VIII. Adjournment**

The BPAC meeting adjourned at 3:38 p.m.

**River to Sea Transportation Planning Organization**

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**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 14, 2019 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 11<sup>th</sup> day of September 2019.

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

**SUMMARY SHEET  
BPAC  
SEPTEMBER 11, 2019**

**IV. ACTION ITEMS**

**B. REVIEW AND RECOMMEND APPROVAL OF THE 2045 LONG RANGE  
TRANSPORTATION PLAN (LRTP) PUBLIC INVOLVEMENT PLAN**

**BACKGROUND INFORMATION:**

The Public Involvement Plan (PIP) guides the public involvement effort in development of the 2045 Long Range Transportation Plan (LRTP). The PIP will be consistent with the TPO's adopted Public Participation Plan and will identify efforts that will be used to involve minorities, low income communities, and other groups often underrepresented in the transportation planning process. The strategies identified will also be used to solicit input from business, environmental groups, community advocates and other organizations of local significance to develop a plan that represents the interests of all users. Mr. Jim Wood from Kimley-Horn and Associates will present the draft Public Involvement Plan.

***ACTION REQUESTED:***

***MOTION TO RECOMMEND APPROVAL OF THE 2045 LONG RANGE TRANSPORTATION  
PLAN (LRTP) PUBLIC INVOLVEMENT PLAN***

**SUMMARY SHEET  
BPAC  
SEPTEMBER 11, 2019**

**V. PRESENTATIONS AND DISCUSSION ITEMS**

**A. PRESENTATION AND DISCUSSION OF THE 2045 LONG RANGE  
TRANSPORTATION PLAN (LRTP)**

**BACKGROUND INFORMATION:**

Updated every five years, the Long Range Transportation Plan is a policy document that guides the TPO in the development, management, and operation of a safe and efficient transportation system for the next 25 years.

Over the next 14 months, TPO staff will be working with Kimley-Horn and Associates to develop the 2045 LRTP. Mr. Jim Wood with Kimley-Horn will give a presentation on the 2045 LRTP to introduce the team, review major milestones within the project schedule, and highlight key plan components and deliverables throughout the process.

***ACTION REQUESTED:***

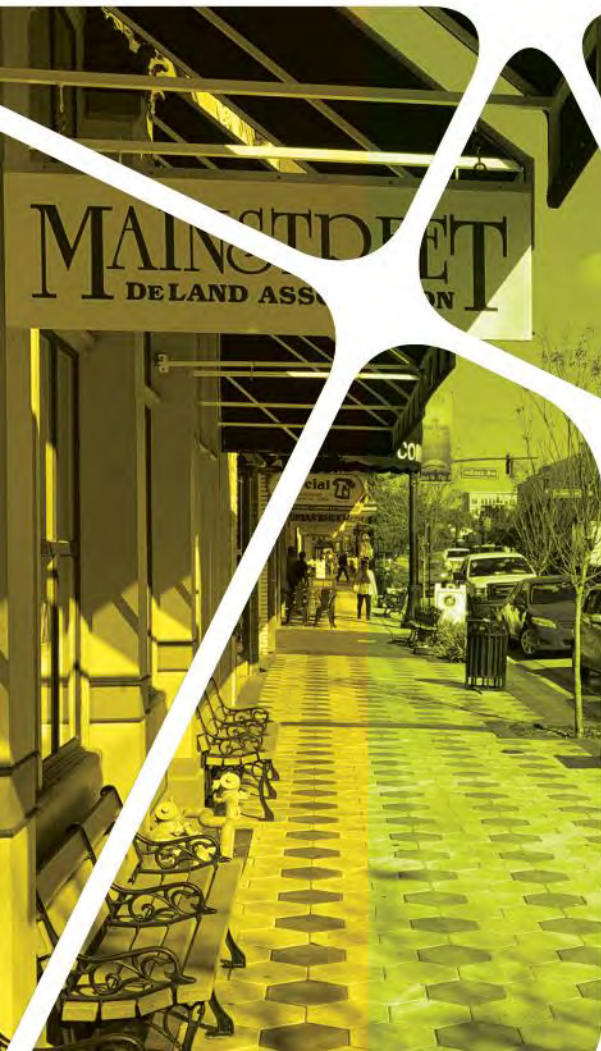
***NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC***



RIVER TO SEA  
TRANSPORTATION  
PLANNING ORGANIZATION

2045

Long Range Transportation Plan



Kimley»Horn



# Our Management Team

2045

LONG RANGE TRANSPORTATION PLAN

Project Manager



William Roll, AICP, CNU-A

Deputy Project Manager



Jim Wood

Technical Advisor



Allison Fluitt, P.E., AICP

# Key Team Members

2045

LONG RANGE TRANSPORTATION PLAN



Mike Vaudo, AICP  
Candidate



James Taylor, P.E.



Mark Ispass, AICP



Kate Widness, CNU-A



Zach Chappell

# Our Team

2045

LONG RANGE TRANSPORTATION PLAN

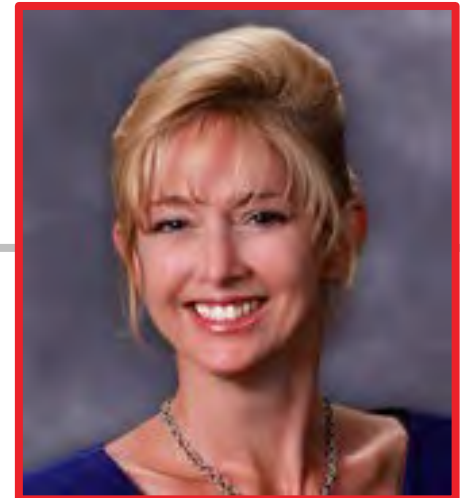


Melissa Bollo Gross, P.E.

LOCHNER



Lara Bouck, P.E., AICP



Michelle Greene



# Major Milestones

2045

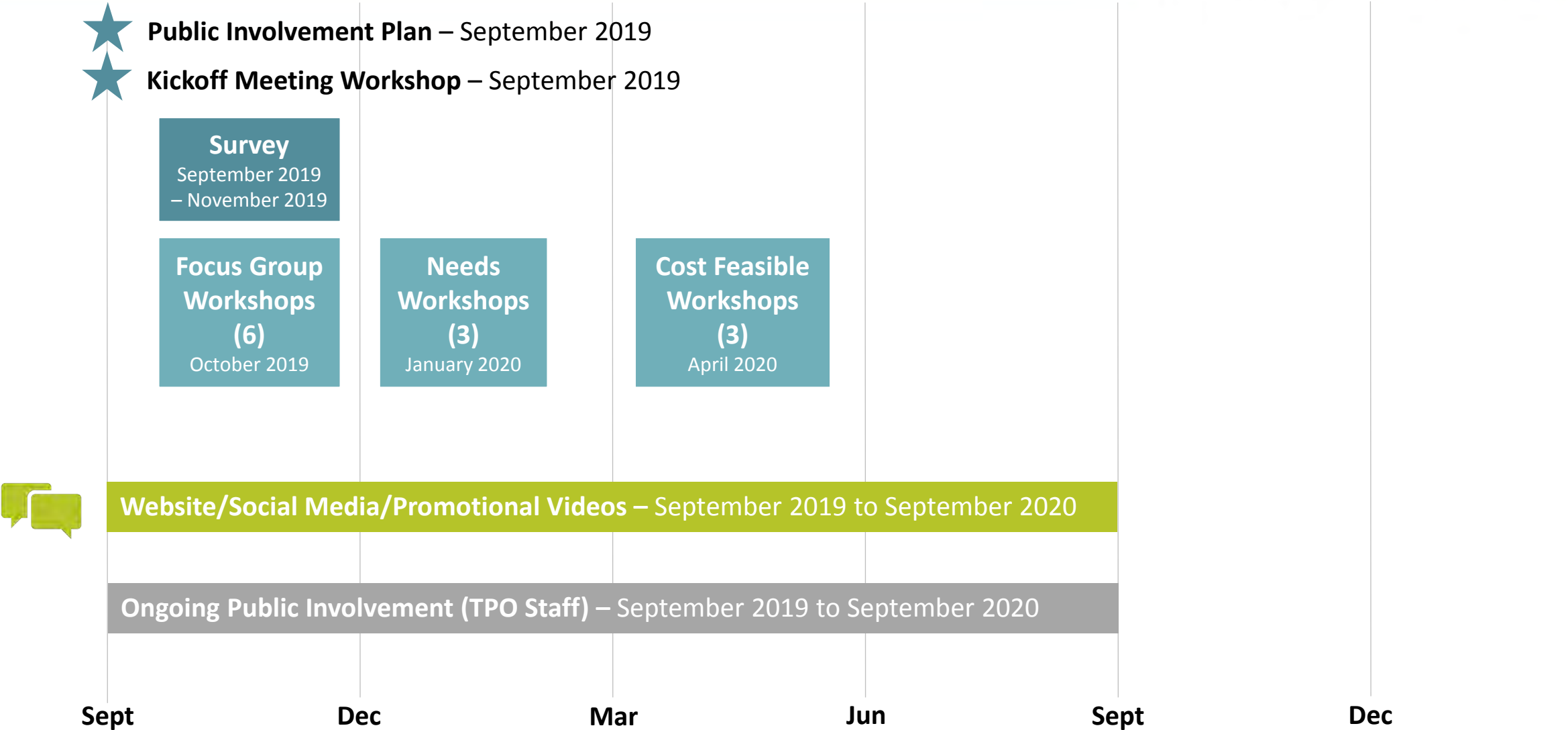
LONG RANGE TRANSPORTATION PLAN



Milestone/Deliverable	Date
Project Kickoff	August 2019
Public Involvement Plan	September 2019
Data Summary	October 2019
Scenario Planning Findings	February 2020
Final Needs	March 2020
Adoption Package/Open Public Hearing	June 2020
Adopt LRTP	September 2020
Final Summary Report/Draft Final Report	October 2020
<b>Final LRTP Document</b>	<b>November 2020</b>



# Public Involvement Schedule



# Next Steps

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2045

LONG RANGE TRANSPORTATION PLAN

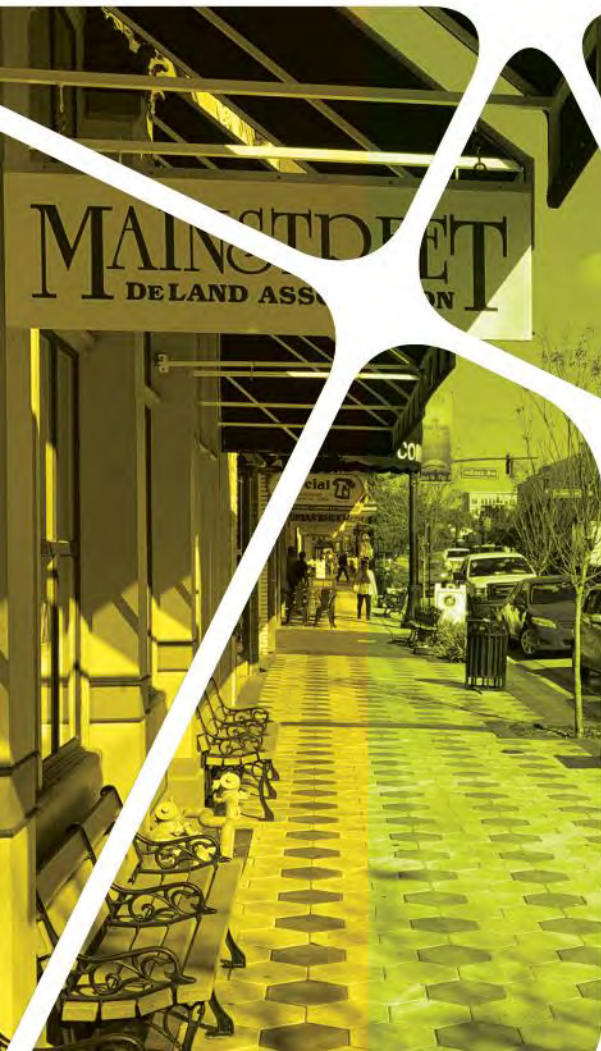
- Data Review
- Public Participation Plan
- Goals, Objectives, and Performance Measures
- Revenue Forecast
- Model Coordination
- Committee Outreach



RIVER TO SEA  
TRANSPORTATION  
PLANNING ORGANIZATION

2045

Long Range Transportation Plan



**SUMMARY SHEET  
BPAC  
SEPTEMBER 11, 2019**

**V. PRESENTATIONS AND DISCUSSION ITEMS**

**B. PRESENTATION AND DISCUSSION OF AMENDMENT TO THE 2040 LONG RANGE  
TRANSPORTATION PLAN (LRTP)**

**BACKGROUND INFORMATION:**

Recent programming of right-of-way funding for the SR 40 widening project requires an amendment to the 2040 Long Range Transportation Plan (LRTP). Public outreach for the R2CTPO requires at least a 30 day notice to amend the 2040 LRTP. TPO Staff will review items to be included in a proposed amendment along with the process and schedule for approving an amendment.

***ACTION REQUESTED:***

***NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC***



**SUMMARY SHEET  
BPAC  
SEPTEMBER 11, 2019**

**V. PRESENTATIONS AND DISCUSSION ITEMS**

**C. PRESENTATION AND DISCUSSION OF THE DRAFT COMMUNITY SAFETY ACTION PLAN (CSAP)**

**BACKGROUND INFORMATION:**

The River to Sea TPO staff will provide an update on the Community Safety Action Plan and present some of the data related to bicycle, pedestrian and vehicular safety. Staff is requesting input from the committee regarding the education, encouragement and enforcement portions of the CSAP.

***ACTION REQUESTED:***

***NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC***

**SUMMARY SHEET  
BPAC  
SEPTEMBER 11, 2019**

**V. PRESENTATIONS AND DISCUSSION ITEMS**

**D. PRESENTATION AND DISCUSSION OF THE DRAFT COMPLETE STREETS POLICY AND IMPLEMENTATION PLAN**

**BACKGROUND INFORMATION:**

According to Smart Growth America's National Complete Streets Coalition, complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. A Complete Streets Policy directs transportation planners and engineers to integrate a Complete Streets approach into their transportation practices, policies and decision-making processes to improve the entire street network.

The Walkability Action Institute Team, with the assistance of TPO staff and Kittelson & Associates, has been working on a local (specific to Orange City) and regional Complete Streets Policy and Implementation Plan for the TPO Metropolitan Planning Area (MPA). The Complete Streets Subcommittee reviewed and provided feedback on the draft policy at their August 29, 2019 meeting. TPO staff will lead a discussion of the draft Complete Streets Policy and Implementation Plan, which is provided with this agenda packet for your review.

***ACTION REQUESTED:***

***NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC***

# River to Sea TPO Complete Streets Policy

Draft: 08/22/2019

- 1.0 Definition
- 2.0 Vision and Goals
- 3.0 Applicability
- 4.0 Design
- 5.0 Implementation
- 6.0 Exception/Appeals
- 7.0 Performance Measures

## 1.0 Definition

Complete Streets are planned, designed, operated and maintained to safely accommodate people of all ages and abilities, including pedestrians, cyclists, motorists, transit users, emergency services, freight, plus adjacent businesses and residents. The Complete Streets program recognizes that depending on context, streets may serve diverse activities, functions, and intensity of uses, including recreational and destination-based uses.

## 2.0 Vision and Goals

Complete Streets Policy will outline a framework for making transportation investment decisions to create a transportation system that provides residents and guests equitable access to resources, supports economic vitality, and promotes healthy communities.

The goals of this Complete Street Policy are:

- Reduce injuries and fatalities
- Improve health by promoting active lifestyles through design to realize long-term health impacts
- Support equitable access to employment opportunities and civic resources
- Support economically healthy/vibrant communities

## 3.0 Applicability

This Complete Street Policy applies to new construction and reconstruction projects including but not limited to intersection projects, capacity projects, safety projects, bridges, and other transportation facilities that will use federal funds through the River to Sea TPO. All phases of project implementation are covered, including planning, design, right-of-way acquisition, and construction.

The River to Sea TPO recognizes the need for interdisciplinary and cross-jurisdictional coordination to effectively develop, operate, and maintain bicycle and pedestrian networks and transit facilities. The River to Sea TPO encourages coordination with nearby jurisdictions, projects, and plans. If projects are linking to or in proximity to each other, the projects should be coordinated to ensure a facility's consistency and to allow for utmost resource efficiency in project implementation.

## 4.0 Design

Designs shall consider accommodations for all users and be sensitive to context of the project setting. Complete Streets may look different for every project and road type.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from a variety of organizations, including but not limited to the following:

- FDOT guidelines and manuals,
- American Association of State Highway and Transportation Officials (AASHTO) publications,
- Manual on Uniform Traffic Control Devices (MUTCD),
- Americans with Disabilities Act Accessibility Guidelines (ADAAG),
- Public Rights-of-Way Accessibility Guidelines (PROWAG),
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice,
- Urban Bikeway Design Guide and the Urban Streets Design Guide by the National Association of City Transportation Officials (NACTO).

The agency or government with ownership or maintenance responsibility for the road shall retain the design decision authority over its projects.

### Context Sensitivity

The River to Sea TPO recognizes that Complete Streets solutions vary according to each street's land use context. Appropriate design standards and input from community members should be considered within each context that provide for a flexible, innovative, and balanced approach resulting in safety for all users.

## 5.0 Implementation

### Local Complete Streets Policies

The River to Sea TPO encourages all local government partners to adopt Complete Streets policies. The River to Sea TPO will assist participating jurisdictions through educational outreach programs as they develop and adopt local Complete Streets policies.

### Education and Training

The River to Sea TPO will develop outreach and training materials to assist local agencies in implementing Complete Streets policies, training elected officials, community leaders, and private development partners on the benefits of Complete Streets and distribute current best practice information on Complete Streets design.

### Design

Roadway projects shall accommodate people of all ages and abilities, including pedestrians, cyclists, motorists, transit users, emergency services, freight, plus adjacent businesses and residents.

Roadway projects shall utilize multimodal performance standards with measurable outcomes.

### Funding

The River to Sea TPO will modify and periodically assess its existing prioritization processes to promote high quality Complete Streets projects.

## 6.0 Exception/Appeals

There are conditions where it may be inappropriate to provide bicycle, pedestrian, or transit facilities. These exceptions include:

1. Limited access facilities where bicyclists and pedestrians are prohibited by law from using the road. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and to provide safe, comfortable crossings for bicyclists and pedestrians at interchanges and connecting neighborhoods, activity centers, or regional trail network.
2. The Long Range Transportation Plan's annual average daily traffic (AADT) projection is less than 1,000 vehicles per day.
3. A reasonable and equivalent alternative already exists, or is programmed in the Transportation Improvement Program (TIP) as a separate project, for the specific use being exempted within a reasonable distance and serving the same destinations.
4. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need or probable use. "Excessively disproportionate" is exceeding thirty percent (30%) of the cost of the project.

For projects funded by the River to Sea TPO, exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the River to Sea TPO Board. These exceptions will be submitted and proceed through the established TPO transportation planning process. As such, the exception will be subject to review and comment by the Citizen's Advisory Committee, Technical Coordinating Committee, Bicycle/Pedestrian Advisory Committee, and Transportation Disadvantaged Local Coordinating Board.

## 7.0 Performance Measures

The River to Sea TPO shall evaluate this policy annually. The River to Sea TPO will report to the Board the performance of the Complete Streets policy based on the measures listed below, compared to the previous review period, in order to evaluate the success of the policy's success.

- Number of jurisdictions with adopted Complete Streets Policies
- Provide annual workshops and events to promote Complete Streets and raise awareness of bicycle and pedestrian safety
- Total mileage of bike lanes/trails built or designated
- Linear feet of new pedestrian accommodations
- Rate of crashes, injuries, and fatalities by mode
- Mode split
- Transit ridership
- Vehicle miles traveled
- Pedestrian/bicycle counts
- Include Health Specific Measures?
- Consider equity, demographic patterns, and communities?

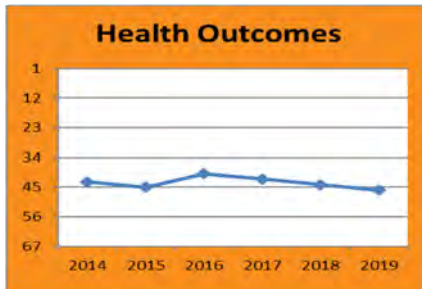


# PUBLIC HEALTH DATA BRIEF

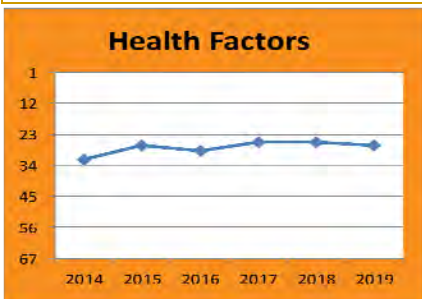


## COUNTY HEALTH RANKINGS 2019 - VOLUSIA COUNTY

	Florida		Volusia					
	2018	2019	2014	2015	2016	2017	2018	2019
<b>Health Outcomes</b>			43	45	40	42	44	46
<b>Length of Life</b>			45	46	44	44	44	46
Premature death	6,800	7,200	8,975	8,625	8,400	8,300	8,600	9,300
<b>Quality of Life</b>		43	47	50	30	46	41	43
Poor or fair health	19%	19%	21%	21%	16%	17%	19%	19%
Poor physical health days	3.8	4.4	4.5	4.5	3.7	4.2	4.4	4.4
Poor mental health days	3.8	4.5	4.9	4.9	4.0	4.3	4.5	4.5
Low birth weight	9%	9%	8.3%	8.3%	8.0%	8.0%	9%	9%



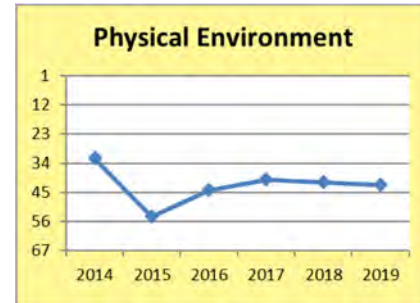
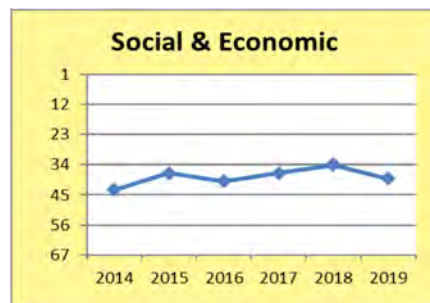
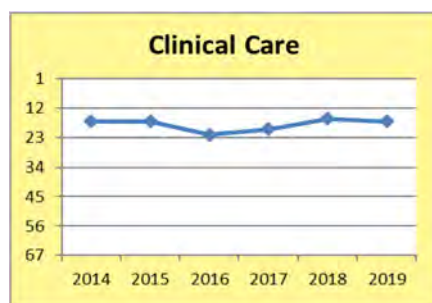
	Florida		Volusia					
	2018	2019	2014	2015	2016	2017	2018	2019
<b>Health Factors</b>			32	27	29	26	26	27
<b>Health Behaviors</b>			28	31	32	16	24	26
Adult smoking	15%	15%	22%	22%	19%	16%	18%	18%
Adult obesity	26%	27%	26%	27%	28%	26%	26%	28%
Food environment index	67	6.9	7.0	6.8	6.6	6.6	6.6	6.8
Physical inactivity	24%	25%	26%	27%	26%	25%	25%	30%
Access to exercise opportunities	87%	88%	72%	91%	91%	91%	86%	86%
Excessive drinking	18%	18%	17%	17%	19%	16%	18%	18%
Motor vehicle crash death rate	**	**	**	**	**	**	**	**
Alcohol-impaired driving deaths	26%	25%	30%	28%	28%	28%	27%	24%
Sexually transmitted infections	454.8	467.4	298	334	294.4	286.7	333.6	354.1
Teen births	25	23	38	37	35	32	26	25



**Data Sources:** Robert Wood Johnson Foundation & University of Wisconsin Population Health Institute partner to sponsor the County Health Rankings so communities can identify & implement solutions for healthier homes, schools, workplaces & neighborhoods. For more info: [www.countyhealthrankings.org](http://www.countyhealthrankings.org)

\*\* = Data not reported

	Florida		Volusia					
	2018	2019	2014	2015	2016	2017	2018	2019
<b>Health Factors</b> (continued from front)			32	27	29	26	26	27
<b>Clinical Care</b>			17	17	22	20	16	17
Uninsured	16%	15%	22%	21%	24%	21%	15%	15%
Primary care physicians	1,380:1	1,390:1	1509:1	1510:1	1460:1	1420:1	1,410:1	1,460:1
Dentists	1,730:1	1,700:1	2311:1	2256:1	2180:1	2110:1	2,130:1	2,090:1
Mental health providers	700:1	670:1	1129:1	886:1	840:1	880:1	830:1	800:1
Preventable hospital stays	54	**	55	53	50	49	47	**
Mammography screening	68%	**	69%	69.5%	69%	70%	70%	**
<b>Social &amp; Economic Factors</b>			43	37	40	37	34	39
High school graduation	78%	82%	62%	67%	68%	72%	72%	77%
Some college	62%	62%	60.8%	58.2%	57%	58%	58%	59%
Unemployment	4.9%	4.2%	8.8%	7.3%	6.7%	5.7%	5.1%	4.3%
Children in poverty	21%	21%	32%	25%	27%	25%	20%	25%
Inadequate social support	**	**	23%	**	**	**	**	**
Income inequality	4.7	4.7	**	4.4	4.4	4.3	4.3	4.3
Children in single-parent households	38%	38%	37%	38%	41%	41%	41%	41%
Social associations	7.1	7.1	**	8.1	7.8	7.9	7.8	7.4
Violent crime	500	484	535	494	494	426	426	428
Injury deaths	72	76	82	85	85	83	83	87
<b>Physical Environment</b>			32	54	44	40	41	42
Air pollution - particulate matter	7.4	8.2	11.2	11.2	11.2	6.8	6.8	7.6
Air pollution-particulate matter days	**	**	**	**	**	**	**	**
Air pollution-ozone days	**	**	**	**	**	**	**	**
Drinking water violations	**	**	8%	27%	Yes	Yes	Yes	Yes
Access to healthy foods	**	**	**	**	**	**	**	**
Access to recreational facilities	**	**	**	**	**	**	**	**
Limited access to healthy foods	**	**	**	**	**	**	**	**
Fast food restaurants	**	**	**	**	**	**	**	**
Severe housing problems	22%	21%	19%	20%	20%	19%	19%	19%
Driving alone to work	79%	79%	82%	82%	82%	81%	81%	81%
Long commute - driving alone	40%	40%	34%	34%	34%	33%	33%	34%



For more information, contact the Florida Department of Health in Volusia County Office of Planning & Performance Management at 386 274-6239 or visit our website [www.VolusiaHealth.com](http://www.VolusiaHealth.com)



Motor Vehicle Crash Age-Adjusted Death Rate, Single Year Rates				
	Volusia		State	
Years	Count	Rate	Count	Rate
2018	114	19.5	3,224	14.7
2017	122	23.3	3,184	14.9
2016	110	20.6	3,226	15.4
2015	76	14.0	2,945	14.3
2014	76	14.1	2,491	12.3
2013	87	18.1	2,412	12.0
2012	79	15.4	2,392	12.0
2011	70	13.8	2,439	12.4
2010	102	20.0	2,449	12.5
2009	88	18.2	2,601	13.7
2008	103	21.3	3,028	16.1
2007	115	23.2	3,291	17.7
2006	112	22.4	3,418	18.6
2005	118	24.4	3,491	19.4
2004	132	27.6	3,282	18.5
2003	82	17.3	3,237	18.7
2002	93	20.5	3,179	18.7
2001	93	21.1	3,016	18.1
2000	63	14.1	2,669	16.4
1999	54	12.0	2,288	14.3

FLHealthCharts.com is provided by the Florida Department of Health, Division of Public Health Statistics & Performance Management.

7/19/2019 11:29 AM

**Data Source:** Florida Department of Health, Bureau of Vital Statistics

#### Data Note(s)

- ICD-10 Code(s): V02-V04, V09.0, V09.2, V12-V14, V19.0-V19.2, V19.4-V19.6, V20-V79, V80.3-V80.5, V81.0-V81.1, V82.0-V82.1, V83-V86, V87.0-V87.8, V88.0-V88.8, V89.0, V89.2
- Chart will display if there are at least three years of data.
- Multi-year counts are a sum of the selected years, not an average.
- Use caution when interpreting rates and ratios based on small numbers of events. Rates and ratios are considered unstable if they are based on fewer than 5 cases or if the denominator (population at risk) is fewer than 20. An erratic trend line illustrates this instability.
- Quartiles are calculated when data is available for at least 51 counties.
- Population - Rates are calculated using July 1 population estimates from the Florida Legislature, Office of Economic and Demographic Research which have been allocated by race based on information from the US Bureau of the Census. The population data for 2011-2021, along with rates affected by the population data, was updated on FLHealthCHARTS in November 2017. It is customary to periodically revise population estimates based on new information, such as a census or new mid-course census estimates for prior years. Revising these estimates ensures accurate accounting of the racial, ethnic, and gender distribution of the population. These changes affect the population data and rates calculated for your community.
- When rates are per 100,000 population they are calculated using population estimates provided by the Florida Legislature, Office of Economic and Demographic Research. All age-adjusted rates utilize the Year 2000 Standard Population Proportion.
- Data for 1970-78, 1979-98, and 1999-present are not fully comparable due to changes in coding causes of death. Consequently, increases or decreases in 1979 and 1999 may not be due to changes in disease trends but rather coding changes. Starting with 2003 deaths, the sum of the deaths from all counties will not equal the total number of resident deaths due to an unknown county of residence on some records.
- MOV - Measure of Variability: Probable range of values resulting from random fluctuations in the number of events. Not calculated when numerator is below 5 or denominator is below 20, or count or rate is suppressed. The MOV is useful for comparing rates to a goal or standard. For example, if the absolute difference between the county rate and the statewide rate is less than the MOV, the county rate is not significantly different from the statewide rate (alpha level = 0.05). When the absolute difference between the county rate and the statewide rate is greater than the MOV, the county rate is significantly different from the statewide rate. MOV should not be used to determine if the rates of two different counties, or the county rates for two different years, are statistically significantly different.
- Denom - abbreviated for Denominator.
- Population estimates are not available for persons whose county of residence is unknown. Given this, the denominator and associated rate are not available.
- \* - Indicates the county rate is statistically significantly different from the statewide rate.





Total Motor Vehicle Traffic Crashes, Rate Per 100,000 Population, Single Year								
	Volusia				Florida			
Year	Count	Denom	Rate	MOV (+/-)	Count	Denom	Rate	MOV (+/-)
2017	9,595	525,121	1,827.2*	36.2	402,377	20,555,728	1957.5	6.0
2016	8,904	519,037	1,715.5*	35.3	395,521	20,231,092	1955.0	6.0
2015	8,854	512,247	1,728.5*	35.7	374,511	19,897,762	1882.2	6.0
2014	8,382	505,420	1,658.4*	35.2	344,240	19,579,871	1758.1	5.8
2013	8,047	499,893	1,609.7	34.9	316,943	19,314,396	1641.0	5.7
2012	6,541	497,494	1,314.8*	31.7	281,549	19,118,938	1472.6	5.4
2011	5,248	495,835	1,058.4*	28.5	228,471	18,941,742	1206.2	4.9
2010	5,811	494,617	1,174.8*	30.0	235,461	18,820,280	1251.1	5.0
2009	5,685	495,754	1,146.7*	29.6	235,778	18,711,844	1260.0	5.1
2008	5,709	498,789	1,144.6*	29.5	243,342	18,636,837	1305.7	5.2
2007	6,113	499,139	1,224.7*	30.5	256,206	18,500,958	1384.8	5.3
2006	6,552	494,717	1,324.4*	31.9	256,178	18,237,596	1404.7	5.4
2005	6,524	486,800	1,340.2*	32.3	268,605	17,876,663	1502.5	5.6
2004	6,332	477,957	1,324.8*	32.4	252,902	17,476,489	1447.1	5.6
2003	6,244	467,705	1,335.0*	32.9	243,294	17,074,368	1424.9	5.6
2002	6,570	459,069	1,431.2*	34.4	250,470	16,718,033	1498.2	5.8
2001	6,621	451,925	1,465.1*	35.0	256,177	16,384,860	1563.5	6.0
2000	6,448	445,676	1,446.8*	35.1	246,597	16,074,896	1534.1	6.0
1999	6,468	436,218	1,482.7*	35.9	243,536	15,679,606	1553.2	6.1
1998	6,307	427,865	1,474.1*	36.1	245,683	15,309,968	1604.7	6.3

FLHealthCharts.com is provided by the Florida Department of Health, Division of Public Health Statistics & Performance Management.

7/19/2019 11:30 AM

**Data Source:** Florida Department of Highway Safety and Motor Vehicles

#### Data Note(s)

- A motor vehicle crash involves at least one motor vehicle on a roadway that is open to the public.
- 2016 data is as of June 30, 2017
- Chart will display if there are at least three years of data.
- Multi-year counts are a sum of the selected years, not an average.
- Quartiles are calculated when data is available for at least 51 counties.
- MOV - Measure of Variability: Probable range of values resulting from random fluctuations in the number of events. Not calculated when numerator is below 5 or denominator is below 20, or count or rate is suppressed. The MOV is useful for comparing rates to a goal or standard. For example, if the absolute difference between the county rate and the statewide rate is less than the MOV, the county rate is not significantly different from the statewide rate (alpha level = 0.05). When the absolute difference between the county rate and the statewide rate is greater than the MOV, the county rate is significantly different from the statewide rate. MOV should not be used to determine if the rates of two different counties, or the county rates for two different years, are statistically significantly different.
- Denom - abbreviated for Denominator.
- Population estimates are not available for persons whose county of residence is unknown. Given this, the denominator and associated rate are not available.
- \* - Indicates the county rate is statistically significantly different from the statewide rate.

**SUMMARY SHEET  
BPAC  
SEPTEMBER 11, 2019**

**VI. STAFF COMMENTS**

→ Update on SU Funding/Work Program

**VII. INFORMATION ITEMS**

→ Alabama Multiuse Trail Withdrawal Letter  
→ August 2019 TPO Outreach & Activities (provided separately)  
→ BPAC Attendance Record  
→ Complete Streets Subcommittee Report  
→ National Park Service News Release  
→ Save the Date for Central Florida Mobility Week: Oct 25-Nov 1, 2019  
→ TPO Board Meeting Report

**VIII. BPAC MEMBER COMMENTS**

**IX. ADJOURNMENT**



# City of DeLand

"The Athens of Florida"

[www.deland.org](http://www.deland.org)

August 20, 2019

Lois Bollenback  
Executive Director  
River To Sea Transportation Planning Organization  
2570 West International Speedway Blvd.  
Suite 100  
Daytona Beach, FL 32114-8145

Re: 430217-2 Alabama Multiuse Trail – Minnesota Ave to SR 600 – Request to Withdraw Project

Dear Ms. Bollenback:

As discussed recently with Stephan Harris, the City of DeLand FY 2019/2020 budget does not contain funding for the City match of the referenced Trail project. This project is currently estimated to cost \$2,107,231 including "soft costs" and is scheduled for partial funding by FDOT in the coming year in the amount of \$1,684,491. Unfortunately, the remainder of funding, \$ 422,740, is unavailable.

We regret this situation and very much appreciate the assistance provided by you and your staff in allocating funds for this project. We did move forward to become LAP certified in anticipation of performing this work, but understand that you will reallocate available funds to other projects ready to be performed.

Please let us know if you have any questions.

Sincerely,

Keith D. Riger P.E.  
Public Services Director

KDR/pm

cc: Michael Pleus, City Manager

## BPAC Attendance Record 2019

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Notes
Holly Ryan/Doug Hall	x	x	x	exc	exc	exc		x					Daytona Beach (appt. 3/12) (alt. appt. 02/14)
Joan Sandler				x	x	x		x					DeBary (appt 4/19)
Ted Wendler	x	x	x	x	exc	x		x					DeLand (appt. 05/11)
Scott Leisen	exc	abs	exc	exc	abs	abs		abs					Deltona (appt. 12/12)
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	xx	xx	x	x	xx		xx					Flagler County (appt 2/16)
Gilles Blais	x	x	x	x	x	x		x					Holly Hill (appt 3/17)
Nic Mostert	x	x	x	x	x	x		x					New Smyrna Beach (appt. 03/15)
Bob Storke	x	x	x	x	x	x		x					Orange City (appt. 12/07)
Gayle Belin	exc	x	exc	x	x	x		exc					Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson	abs	exc	abs	abs	abs	abs		abs					Palm Coast (Appt. 02/16)
Jeff Martindale		x	exc	x	exc	x		abs					Port Orange (Appt 2/19)
Christy Gillis	abs	x	x	exc	x	x		exc					South Daytona (appt. 01/16)
Roy Walters/Jason Aufdenberg	x	x	x	x	x	exc		x					Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Patrick McCallister	x	x	exc	exc	x	exc		x					Volusia County D-1 (appt. 10/16)
Nancy Burgess-Hall/Chris Daun	x	xx	xx	x	x	exc		xx					Volusia County D-2 (app 2/14) (alt. appt 3/18)
Wendy Hickey ( <i>non-voting</i> )	x	x	exc	x	x	exc		exc					Flagler County (appt. 12/15)
Gwen Perney ( <i>non-voting</i> )	x	x	x	exc	x	x		x					Large City - Port Orange
John Cotton/Edie Biro ( <i>non-voting</i> )	x	x	x	x	x	x		x					Votran (appt. 07/13)(alt. appt. 02/16)
Melissa Winsett/Terri Bergeron ( <i>non-voting</i> )	x	x	x	x	x	x		x					Volusia County (02/14) (alt. Appt. 09/16)
Rob Brinson/Eric Kozielski ( <i>non-voting</i> )	x	abs	abs	abs	abs	abs		abs					Volusia County School Board (appt. 01/16)
VACANT( <i>non-voting</i> )	x	x	x	exc	x	x		vacant					FDOT
Stephan Harris ( <i>non-voting</i> )	x	x	x	x	x	x		x					River to Sea TPO
QUORUM	Y	Y	Y	Y	Y	Y		Y					

### Vacancies

Beverly Beach  
 Bunnell  
 Daytona Beach Shores  
 DeBary  
 Edgewater  
 Flagler County School Board  
 Flagler County Transit  
 Lake Helen  
 Oak Hill  
 Pierson  
 Ponce Inlet  
 Volusia County Chair  
 Volusia County D-3

### CODES

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



**Complete Streets Subcommittee  
Meeting Summary  
August 29, 2019**

- Selected Mr. Gilles Blais as Vice Chairperson/Acting Chairperson
- Approved a motion to exclude the definition of excessively disproportionate in Section 6.0 (Exception/Appeals)
- Approved a motion to exclude Health Specific Measures in Section 7.0 (Performance Measures)
- Approved a motion to Recommend Approval of the Draft Complete Streets Policy and Implementation Plan with modifications

**\*\*No additional subcommittee meetings are scheduled\*\***



## Office of Communications

### NEWS RELEASE

# National Park Service Announces Policy for Electric Bicycle Use in National Parks

**Date:** August 30, 2019

**Contact:** NewsMedia@nps.gov

## *Use of e-bikes will increase access to recreational opportunities in parks*

WASHINGTON - On August 30, the National Park Service announced a new electric bicycle (e-bike) policy for national parks, expanding recreational opportunities and accessibility. The policy supports [Secretary's Order 3376](#), signed by U.S. Secretary of the Interior David Bernhardt on August 29, that directs Department of the Interior (DOI) bureaus to create a clear and consistent e-bike policy on all federal lands managed by the Department. The policy also supports [Secretary's Order 3366](#) to increase recreational opportunities on public lands.

A majority of states have adopted e-bike policies, most following model legislation that allows for the 3 classes of e-bikes to have access to bicycle trails. The NPS e-bike policy seeks to provide some consistency with the state rules applying where park units are located.

"As more Americans are using e-bikes to enjoy the great outdoors, national parks should be responsive to visitors' interest in using this new technology wherever it is safe and appropriate to do so," said National Park Service Deputy Director P. Daniel Smith. "They make bicycle travel easier and more efficient, and they provide an option for people who want to ride a bicycle but might not otherwise do so because of physical fitness, age, disability, or convenience, especially at high altitudes or in hilly or strenuous terrain."

This new policy will enable visitors to use e-bikes, low-speed electric bicycles with power assistance, in the same manner as traditional bicycles, allowing them on park roads, paved or hardened trails, areas designated for off-road motor vehicle use and administrative roads where traditional bikes are allowed. The operator of an e-bike may only use the motor to assist pedal propulsion. The motor may not be used to propel an e-bike without the rider also pedaling, except in locations open to public motor vehicle traffic.

Similar to traditional bicycles, e-bikes are not allowed in designated wilderness areas. Park superintendents will retain the right to limit, restrict, or impose conditions of bicycle use and e-bike use in order to ensure visitor safety and resource protection. Over the coming month, superintendents will work with their local communities, staff and partners to determine best practices and guidance for e-bike use in their parks. Visitors should [check the website of the park](#) they plan to visit for details about where e-bikes are permitted and any other considerations specific to that park.

E-bikes make bicycle travel easier and more efficient, because they allow bicyclists to travel farther with less effort. When used as an alternative to gasoline- or diesel-powered modes of transportation, e-bikes can reduce greenhouse gas emissions and fossil fuel consumption, improve air quality, and support active modes of transportation for park staff and visitors. Similar to traditional bicycles, e-bikes can decrease traffic congestion, reduce the demand for vehicle parking spaces, and increase the number and visibility of cyclists on the road.

A copy of the National Park Service's [new e-bike policy](#) is available online.

Safety information and Frequently Asked Questions are on the [Electric Bicycles \(e-bikes\) in National Parks](#) website.

[www.nps.gov](http://www.nps.gov)

*About the National Park Service. More than 20,000 National Park Service employees care for America's 419 national parks and work with communities across the nation to help preserve local history and create close-to-home recreational opportunities. Learn more at [www.nps.gov](http://www.nps.gov), and on [Facebook](#), [Instagram](#), [Twitter](#), and [YouTube](#).*

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Tags: [e-bikes](#) [biking](#)

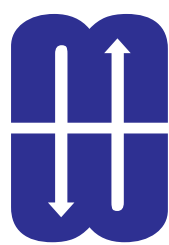
Last updated: September 5, 2019

EXPERIENCE MORE

SUBJECTS



# SAVE THE DATE



## Mobility Week

OCT 25 – NOV 1, 2019



## What Moves You?

**Join us in celebrating Mobility Week.**

During Mobility Week, counties, cities and transportation agencies host events to promote safe and sustainable transportation choices. It's also an opportunity for individuals to explore the various transportation choices available to them.

### Looking Back at Central Florida Mobility Week 2018

35 EVENTS



41 PARTNER AGENCIES



**22,097**

People Attended  
Various Events



**3,527**

Transit Passenger  
Giveaways



**3,527**

Promotional Items  
Distributed



**2,513**

Free Transit Rides



**3,911**

Shared Bike/Walk Safety Tips  
with Parents and Children



**239**

Bicyclists in Events



**202**

Pedestrians in Events



**183**

Fitted Bike Helmets for  
Children and Adults



**140**

Safety Pledges



**124**

Safety Surveys



**11**

Adults Carfitted



**8**

Workshops/Trainings

Stay tuned for more event details and information on  
how you can participate in this year's events.

[www.MobilityWeekcfl.com](http://www.MobilityWeekcfl.com)

To become an agency partner in this year's Mobility Week,  
please email us at [contact@mobilityweekcfl.com](mailto:contact@mobilityweekcfl.com)





**River to Sea TPO Board  
Meeting Summary  
August 28, 2019**

- Approved the Consent Agenda including approval of: June 26, 2019 meeting minutes; the MPOAC Report; expenditure for the Washington Avenue Railroad Crossing Feasibility Study (Pierson) (\$26,335); and expenditure for the Rymfire Elementary School Pedestrian Accommodation Feasibility Study (Palm Coast) (\$36,390)
- Approved Resolution 2019-13 amending the FY 2019/20 to 2023/24 Transportation Improvement Program (TIP)
- Received a presentation from FDOT D-5 Secretary, Mr. Mike Shannon, on FDOT's vision and focus for the planning area
- Received a PowerPoint presentation of the Voyage Auto Demonstration project in The Villages
- Received a PowerPoint presentation of the draft Complete Streets Policy and Implementation Plan
- Received a presentation of the development of 2045 Long Range Transportation Plan (LRTP)
- Received a presentation of a proposed amendment to the 2040 Long Range Transportation Plan (LRTP) and announced public outreach will begin in approximately 3 weeks
- Received a presentation of Transportation Regional Incentive Program (TRIP) priorities
- Received a video presentation of a lane reduction project on Oakridge Boulevard
- Received the FDOT report and announced the LAP Policy workshop will be held October 8, 2019 from 1:00 pm to 4:00 pm at the Florida Turnpike Enterprise and a project coordination meeting regarding the SR 44 and Kepler Road intersections improvements will be held September 24, 2019 at FDOT from 10:30 am to 12:00 pm
- Announced the November 27, 2019 TPO Board meeting is the day before Thanksgiving and directed staff to assess members availability
- Received the Executive Director's report including update on SU funding/Work Program; the FDOT D-5 proposed Local Agency Program (LAP) policy; the Roundtable of Volusia County Elected Officials and sales tax referendum; and announcing upcoming autonomous connected vehicle (ACV) study

***The next River to Sea TPO Board meeting will be on Wednesday, September 25, 2019***

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