



# 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 13, 2017**

**TIME: 3:00 PM**

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

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**Mr. Bob Storke, 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) (Enclosure, page 4)*
- IV. ACTION ITEMS**
  - A. REVIEW AND APPROVAL OF AUGUST 9, 2017 BPAC MEETING MINUTES** *(Contact: Debbie Stewart) (Enclosure, pages 5-18)*
  - B. REVIEW AND RECOMMEND APPROVAL OF A REQUEST FROM ORANGE CITY TO INCREASE FUNDING FOR THE DESIGN PHASE OF THE WEST FRENCH AVENUE SHARED USE PATH** *(Contact: Stephan Harris) (Enclosure, pages 19-24)*
  - C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2017-## ADOPTING THE R2CTPO 2017 CRASH ANALYSIS REPORT** *(Contact: Aarti Sharma) (Enclosure, pages 25-27)*

**V. PRESENTATIONS AND DISCUSSION ITEMS**

- A. PRESENTATION AND DISCUSSION OF THE BICYCLE BENEFITS PROGRAM**  
*(Contact: Pamela Blankenship and Courtney Reynolds, reThink Your Commute)*  
*(Enclosure, pages 28-38)*
- B. PRESENTATION AND DISCUSSION OF THE ANNUAL CALL FOR PROJECTS AND PROJECT PRIORITY RANKING PROCESS OF THE RIVER TO SEA TPO** *(Contact: Stephan Harris) (Enclosure, pages 39-51)*
- C. PRESENTATION AND DISCUSSION OF THE DRAFT FLAGLER COUNTY TRANSIT OPERATIONS PLAN** *(Contact: Vince Wang) (Enclosures, pages 52-65)*
- D. PRESENTATION AND DISCUSSION OF SAFE STEPS ROAD SAFETY PUBLIC SERVICE ANNOUNCEMENTS (PSAs)** *(Contact: Stephan Harris) (Enclosure, pages 66-67)*

**VI. STAFF COMMENTS** *(Enclosure, page 68)*

**VII. INFORMATION ITEMS** *(Enclosure, pages 68-74)*

- BPAC Attendance Record
- Save the Date for Mobility Week
- St. Johns River to Sea Loop Summit
- TPO Board Meeting Report
- TPO Outreach & Activities (August 2017)

**VIII. BPAC MEMBER COMMENTS** *(Enclosure, page 68)*

**IX. ADJOURNMENT** *(Enclosure, page 68)*

**\*\*\*The next meeting of the BPAC will be on Wednesday, October 11, 2017\*\*\***

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](http://www.R2CTPO.org) or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or [pblankenship@r2ctpo.org](mailto:pblankenship@r2ctpo.org).

**SUMMARY SHEET  
BPAC  
SEPTEMBER 13, 2017**

**II. NEW BPAC MEMBER INTRODUCTION**

**Background Information:**

Mr. Michael Ziarnek is the new Bicycle and Pedestrian Coordinator for FDOT, District 5.



***ACTION REQUESTED:***

***AS DIRECTED BY THE BPAC***

**SUMMARY SHEET  
BPAC  
SEPTEMBER 13, 2017**

**III. PUBLIC COMMENT/PARTICIPATION**

**BACKGROUND INFORMATION:**

Public comment and participation is encouraged at all River to Sea TPO meetings. Time allocated for public comment is generally limited to three minutes but may be extended at the discretion.

***ACTION REQUESTED:***

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

**SUMMARY SHEET  
BPAC  
SEPTEMBER 13, 2017**

**IV. ACTION ITEMS**

**A. REVIEW AND APPROVAL OF AUGUST 9, 2017 BPAC MEETING MINUTES**

**BACKGROUND INFORMATION:**

Minutes are prepared for each meeting and must be approved by the BPAC. The August 9, 2017 BPAC meeting minutes are provided with this agenda packet for your review.

***ACTION REQUESTED:***

***MOTION TO APPROVE THE AUGUST 9, 2017 BPAC MEETING MINUTES***

**Bicycle/Pedestrian Advisory Committee (BPAC)  
Meeting Minutes  
August 9, 2017**

**Members Present:**

Paul Eik, Vice Chairperson  
Larry Coletti  
Gilles Blais  
Nic Mostert  
Bob Storke, Chairperson  
Gayle Belin  
Joe Villanella  
Jason Aufdenberg  
Patrick McCallister  
Alice Haldeman

**Non-Voting Technical Appointees Present:**

Wendy Hickey  
Gwen Perney  
Christy Gillis  
Terri Bergeron  
Rob Brinson  
John Cotton  
Gene Ferguson

**Members/Technical Appointees Absent:**

Doug Hall (excused)  
John Schmitz  
Jeff Hodge  
Ted Wendler (excused)  
Scott Leisen  
Michelle Grenham (excused)  
Dustin Savage (excused)  
Heidi Petito/Bob Owens  
Danielle Anderson (excused)  
Nancy Burgess-Hall (excused)

**Others Present:**

Debbie Stewart  
Lois Bollenback  
Aarti Sharma  
Stephan Harris  
Colleen Nicoulin  
Vince Wang  
Pamela Blankenship  
Karl Soderholm  
Maggie Ardito  
Jon Cheney

**Representing:**

Flagler Beach  
Flagler County, Alternate  
Holly Hill  
New Smyrna Beach  
Orange City  
Ormond Beach  
Ponce Inlet  
Volusia County, At Large, Alternate  
Volusia County, District 1  
Volusia County, District 3

**Representing:**

Flagler County  
Port Orange  
South Daytona  
Volusia County  
Volusia County School Board  
Votran  
FDOT

**Representing:**

Daytona Beach  
Daytona Beach Shores  
DeBary  
DeLand  
Deltona  
Edgewater  
Flagler County  
Flagler County Transit  
Palm Coast  
Volusia County, District 2

**Representing:**

TPO Staff  
ETM  
St. Johns River to Sea Loop Alliance  
Volusia County

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

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

**II. Public Comment/Participation**

There were no press/citizen comments.

**III. Action Items**

**A. Review and Approval of June 14, 2017 BPAC Meeting Minutes**

***MOTION: A motion was made by Mr. Blais to approve the June 14, 2017 BPAC meeting minutes. The motion was seconded by Mr. Coletti and carried unanimously.***

**B. Confirmation of Transportation Improvement Program (TIP) and BPAC Project Review Subcommittee Members**

Mr. Harris stated a list of current eligible members of the BPAC Project Review Subcommittee and individuals who have volunteered for the Transportation Improvement Program (TIP) Subcommittee is provided in the agenda packet. Every year at this time, after the most recent Call for Projects, the TPO will review and discuss how the Call for Projects went and what improvements need to be made before the next Call for Projects in January. TPO staff intends to ask the BPAC Project Review Subcommittee to convene soon, perhaps next month and is asking to confirm the current members till interested in serving on the subcommittee. For those on the list there is no action to take if they wish to continue serving. If someone is unable to serve, please let the TPO know. Also, if anyone is interested in joining one of these subcommittees the BPAC can pass a motion to confirm them.

Chairperson Storke asked the committee if any members were interested in serving on the TIP Subcommittee and stated that it covers everything even some bicycle/pedestrian projects and is a very interesting committee. He then asked if anyone was interested in joining the BPAC Project Review Subcommittee.

Ms. Belin volunteered for the BPAC Project Review Subcommittee.

Chairperson Storke asked for a motion to confirm Ms. Belin to the BPAC Project Review Subcommittee.

***MOTION: A motion was made by Mr. Mostert to recommend Ms. Gayle Belin to the BPAC Project Review Subcommittee. The motion was seconded by Mr. Eik and carried unanimously.***

***MOTION: A motion was made by Mr. Eik to confirm the current members of Transportation Improvement Program (TIP) and BPAC Project Review Subcommittee. The motion was seconded by Mr. Villanella and carried unanimously.***

**IV. Presentation and Discussion Items**

**A. Presentation and Discussion of the St. Johns River to Sea Loop Fall Summit**

Ms. Blankenship stated the St. Johns River to Sea Loop Alliance will be having a Fall Summit October 26-28, 2017. She introduced Ms. Maggie Ardito with the Alliance to give the presentation on the St. Johns River to Sea Loop Fall Summit.

Ms. Ardito stated she is the President and co-founder of the St. Johns River to Sea Loop Alliance; co-founder with Mr. Herb Hiller. She gave a PowerPoint presentation on the St. Johns River to Sea Loop Alliance and stated the St. Johns River to Sea Loop is a 260 mile multi-use trail connecting five counties; Brevard, Volusia, Flagler, St. Johns and Putnam counties. Previously, the idea of connecting existing trails such as the Spring to Spring Trail and the East Central Florida Rail Trail was just a dream. Then a year ago in March, the Florida Greenways and Trails Council selected the St. Johns River to Sea Loop as the second trail to be designated as a Florida priority to the SUN Trail. It is the second to be designated but is not less important than the first trail to be designated, the Coast to Coast Trail. When both trails are completed with their connecting trails, it will be one of the longest paved trail networks on the continent and it will be known as a destination for cycling, hiking or walking vacations. She reviewed the power and potential of the Loop and stated the Loop has the potential to be a catalyst for economic development. She stated St. Johns River to Sea Loop Alliance is a nonprofit organization formed July, 2016 and reviewed its mission. The Alliance appreciates the support from the TPO and local agencies but they need more volunteers, sponsors and ambassadors. They have just instituted a “friends” program and people can sign up on their website, [www.sjr2c.org](http://www.sjr2c.org). She reviewed a list of things the Alliance is doing and what they plan to do including promotion of the trail, developing maps, signs and branding. People do not recognize the name and that it is part of a larger network of trails. They have applied for grants but have not received any yet. The Alliance is taking suggestions for a new logo and that will be discussed at the stakeholder meeting. The Alliance will hold a Summit on October 26, 27 and 28, 2017 in DeLand. She reviewed the events that will take place.

Mr. Cheney commented that marketing and branding is very important but everything he has seen says “the Loop”. When he hears “the Loop” he thinks of the Ormond Beach Scenic Loop and that is free publicity for them. He asked what the Alliance planned to do to distinguish the St. Johns River to Sea Loop from the Ormond Beach Scenic Loop.

Ms. Ardito replied that is an excellent point and they may consider going away from the acronym and stressing the “Loop” more.

Mr. Cheney asked how the Alliance was going to convince the people they are referring to the trail and not the Scenic Loop. Every time she mentions “the Loop” he is mentally thinking about Ormond Beach.

Ms. Ardito replied the Alliance is going to emphasize the “River to Sea” Loop.

Mr. Mostert stated he did not think “the Loop” was negative; it is recognized. It is a different Loop and it is known by bikers and may make it easier to promote.

Ms. Ardito replied that the website will point to each Loop.

Mr. Mostert asked how many miles of the 260 miles of trail were completed.

Ms. Ardito replied about a third; there are a lot of projects that are scheduled for the next couple of years. A lot of it was existing trails such as the Spring to Spring Trail. It is connecting these existing trails. This fall will complete connecting Titusville to the Brevard County line.

**B. Presentation and Discussion of the Draft 2017 River to Sea TPO Crash Analysis Report**

{Handout}

Ms. Sharma gave a PowerPoint presentation and stated last year the River to Sea TPO adopted the Congestion Management Process and Performance Measures Report and as a follow up to the observations noted in the report, has completed a broad analysis of crashes in Volusia and Flagler counties. The findings of this report are intended to provide traffic engineers and planners to determine the safety concern locations that may require more focused analysis. The study analyzed auto crashes, high crash intersections, road segments based on crash count, crash severity and fatal crashes. She reviewed the statistics and the recommendations including a more detailed review of rear-end crashes to determine what the predominant contributing factors are.

Mr. Eik stated this study was completed in 2015 and asked if the follow up information would expand the time frame to include more recent information.

Ms. Sharma replied this report was started last year and the 2016 data was not yet available. The follow up information will include the 2016 data.

Mr. Mostert referred to the rear end crashes in both counties and asked if the data from red light cameras had been analyzed.

Ms. Sharma replied no, the TPO does not have that information.

Mr. Aufdenberg asked why the pie charts did not add up to 100%.

Ms. Sharma stated there were other crashes studied such as animal crashes, off road crashes, etc. but this study only focused on five crash types.

Mr. Aufdenberg suggested adding another pie wedge and labeling it "other". He stated on Table 3 in the 48 page report the population of Volusia County jumps from 402,000 to 517,000 and he asked if the population really increased by 100,000 within a year.

Ms. Sharma replied the population data was received from FDOT Highway Safety Matrix and the tables are based on population.

Mr. Aufdenberg stated some parts of the report were divided by a constant number regardless of the year but in the normalized total crashes of 100,000 it remains flat around 400,000 then it jumps to 517,000. He is questioning the numbers in the reports if they are accurate. He also asked why the numbers for DeBary were so low and what could be learned from that.

Mr. McCallister stated a lot of that has to do with the configuration of Charles Beall Boulevard/US 17/92. It was expanded around the year 2000 when commonplace practices were beginning. The way the lanes are laid out with bike lanes added and the infrastructure is nice and invitingly broad.

Mr. Cheney stated a lot of the highway is similar to SR 40 with a divided median. The overriding factor is there is not the density of traffic signals per mile or the risk factor of congestion. There is a lot less risk of being involved in a crash. That is seen in smaller cities; less exposure. All of the crashes in the report on SR 40, US 92, Dunlawton Avenue, SR 44, SR 100 and I-95 are all heavily travelled roadways with more signals per mile and more congestion. The majority of rear end crashes happen at traffic signals and are not related to the red light cameras because other than the city of Holly Hill and Daytona Beach, most cities within Volusia County did not have them. The red light cameras did increase rear end crashes but decreased the more severe angle and left turn crashes.

Mr. Eik stated it was interesting to note this discussion was strictly about Volusia County and the TPO contains more than just Volusia County. The data being reported could be skewed by that fact and he does not understand why we cannot ask the signal analytics how many of those rear end crashes may be attributed to the red light cameras.

Mr. Cheney replied that TPO staff would have to read every narrative for each crash. Regarding the signal data, that data is available up to what has been reported as of last night from the different local agencies. It takes a year or two to scrub the data to make sure the geo locations are accurate. This is the most recent data that has been scrubbed and is reliable.

Ms. Bollenback added the idea is the TPO has to do annual reports and look at certain information and when this was done last year it created other questions. The TPO looked at this in greater detail because it is going to have to move forward with performance measures and targets to move in a positive direction. Rear end collisions are happening more than any other collisions at intersections. We can speculate what the factors are with that such as speed. The question is, is this something the TPO needs to look at in greater detail? How much does distracted driving play a role? Maybe auto technology will help. If people have the information they can make better decisions. She suggested the committee members really look at the report and give the TPO feedback to decide what direction it needs to go to create a safer set of end results.

Mr. Blais commented that years ago cars kept a distance of one or two car lengths and these days that does not happen. Education of the people is the problem.

**C. Presentation and Discussion of Implementing Transportation Performance Measures and Developing Targets for the River to Sea TPO**

{Handout}

Ms. Bollenback showed a table of FHWA performance measures and stated as part of the transportation authorization that creates programs and allocates funding to transportation programs (originally under MAP-21 signed in 2012 and replaced with the FAST Act in 2015) this new concept of performance measures was developed. She explained the six general elements that are part of the performance measures outcomes; national goals, measures, target setting, reporting and accountability. National goals were established through Congress and subsequent to that are the measures that have to be developed and guidance. The national goals established through Congress are to improve safety, maintain and improve the condition of the infrastructure, reduce congestion and environmental sustainability. They also would like a system to produce projects more quickly. The TPO will have to come up with safety targets by February 2018. The measures to look at are the overall fatalities in the area and the rate; number of fatalities by million vehicle miles traveled. The

TPO will also look at serious injuries and a rate for serious injuries and the number of non-motorized fatalities and serious injuries. FDOT will take the lead for the state on developing this data. They are compiling the information and will provide it in a report to the MPOs. The TPO will go through the data to make sure it is accurate for our area. The next requirement is the planning requirement due in May 2018. We know we want the numbers to go down, but how far down? This is important because the TPO will have to use it to influence programming of projects through the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The TPO will have to tie the benefits and the targets of these goals to the projects. She would like the committee to consider the different aspects of target setting especially related to safety. The TPO could set the target at the minimum requirement which would be easy but does not necessarily lead to change. The TPO needs to be realistic and look at what is achievable when it comes to reducing fatalities and injuries. The state is going to zero. The TPO will be looking at a five-year rolling average.

Mr. Mostert referred to the chart with the different types of accidents and asked when the data was gathered what the approach was. Is the TPO targeting specific areas? In aviation, they focus on highly problematic areas and the FAA determined to look at high incident areas; this had a positive impact. When it comes to distraction, one size does not fit all.

Ms. Bollenback encouraged everyone to look at the crash report. There are some broad conclusions to give us some areas to focus on. Looking at the intersections versus roadway segments, there are certain locations that are problematic. Do we want to go after rear end collisions or tackle the tough things such as human behavior? How effective can an awareness campaign be? It could mean partnering with law enforcement.

Mr. Cheney stated that in his experience working with FDOT and Volusia County there are certain things to look for. He looks at high signalized intersections with high numbers of left turn crashes to determine if there is a need for a left turn lane, if it needs to be a blinking light, or changed to a protected only status. This is what is being done on Nova Road in Holly Hill and now there is a request to go back to a protected/permissive status. He looks at recent trends and at the last time a corridor is retimed. The state is now retiming all the urban area corridors every three years and rural areas every five years. Traffic changes over time and we have to adjust for human behavior.

Mr. Ferguson stated FDOT's notion of setting a zero fatality target is not just aspirational because there is one nation in the world that statistically accomplished that. They achieved a per 100 million vehicle miles traveled fatality rate of 0.0. The methods they used are not likely to be used here; harsh enforcement and judicial practices. The populace also was not hesitant to report bad driving.

Mr. Villanella asked if the data gathered on accidents was analyzed on a monthly or quarterly basis to understand any spikes.

Mr. Cheney replied Community Safety Traffic (CST) Teams look at the fatalities every month and are tracking them. Regarding the interstate, the Incident Management Teams meet on a regular basis to review every crash, fatal or not. They do a peer review on how the first responders handled the situation, how long it took to clear the incident and they reevaluate to see if things could be done better. Sometimes people are just in the wrong place at the wrong time. There are behavioral issues to adjust for.

**D. Presentation and Discussion of the TPO's Annual Call For Projects and Project Priority Ranking Process**

Ms. Bollenback stated each year the TPO implements the Priority Process to help identify the transportation priorities in the area and create the project priority lists to give to FDOT. FDOT uses the funding available for this to program and advances those projects. In the fall of each year, the TPO looks at the project application and the process. The process which is guided by three resolutions are also reviewed and deal with funding, program categories and set asides. There are primarily two project applications for developing projects and a third for planning studies. The TPO reviews and refines those applications to see if the program can be improved. The TPO issues a Call for Projects at the beginning of the year, collects applications, reviews them, creates the priority lists, and submits those lists to FDOT in the summer; FDOT allocates funding and the TPO debriefs to see how to do it better next year. That is where we are in the process now. Earlier in this meeting, the committee reconfirmed TIP Subcommittee members and she reminded everyone that they are welcome to come and participate in those discussions or provide any input they may have. The more input the TPO has the better it is to make decisions and recommendations. The hot topic this year is the local match. Volusia County Council Chair Ed Kelley has been a strong advocate for increasing the local match. It used to be 50% for set aside projects and was reduced to 10%. He would like to see that increased. The TPO Board realizes there are some concerns especially for smaller local governments about making a 10%. There are pros and cons to the process. She asked the committee members to think about the area they represent and how it would impact programming. The smaller local governments have trouble accessing the Local Agreement Program (LAP) that these projects fall under. There are concerns and this will be where a lot of time is spent on discussing and trying to come up solutions.

Mr. Aufdenberg asked if the local matches could vary across modes, such as making it 50% for roads and setting bicycle/pedestrian projects at 5%.

Ms. Bollenback replied yes, but it cannot be reduced below 10%. The TPO has waived local matches in some circumstances but there are limits to doing that, whether it is on system or off system.

Mr. Aufdenberg commented that now they are all the same.

Ms. Bollenback replied they are all at 10%; it is a board policy decision and it can be more for certain types of projects or more for feasibility studies.

**E. Presentation and Discussion of Funding and Projects to be Programmed in FY 2017/18**

Mr. Harris showed the list of priority projects adopted in June and commented a copy was provided in the agenda. In the current year, there is \$1 million set aside for bicycle/pedestrian projects and \$1 million for traffic operations/safety projects. These allocations become available to the TPO at the start of the fiscal year, July 1. Once that happens, the TPO starts at the top of the priority list and identify projects that the \$1 million can be programmed on. Ideally, the TPO should be able to program the projects in order, 1, 2 and 3, until the money runs out. However, it is not unusual for projects to have issues that need to be worked out before the project is programmed or the project sponsor may not be ready for the project to be programmed. He reviewed the projects TPO staff has identified to be good candidates to be programmed in the current fiscal year in both Tier A and B. He will give periodic updates as things progress.

**F. Presentation and Discussion of the Flagler County Fixed Route Transit Operation Plan**

Mr. Wang gave a PowerPoint presentation on the Flagler County Fixed Route Transit Operation Plan and briefly reviewed the past planning efforts, the need for a fixed route transit service in Flagler County and the steps the TPO is taking to implement the new fixed route service. Flagler County Public Transportation's current service is a pre-scheduled, demand-response which is curb-to-curb service. Currently, Flagler County is providing approximately 100,000 trips annually. Over the years, Flagler County has seen a steadily growing ridership. As the ridership grows, it provides an opportunity to fulfill the need of a fixed route service. Transit in Flagler County has been looked at in previous planning efforts, including the Long Range Transportation Plan (LRTP) on the TPO's side and the Transit Development Plan (TDP) on Flagler County's side. In the most recent TDP, Flagler County identified increasing operating expenses associated with increasing ridership, low wheelchair boarding rates and repeated travel origin/destination pattern. The repeat travel origin/destination trips could potentially become part of a fixed route service. In a customer survey, the TDP found more than 70% of citizens expressed an interest in a fixed route service in Flagler County. He reviewed the proposed fixed routes, one north/south and one east/west. He also reviewed a proposed zonal service which is a pickup service for those outside the service area. He reviewed the expected funding support which includes FTA Section 5307 grant funds, TPO SU allocation and FDOT Block Grant funds for operating and capital expenses. The TPO allocates 30% of its SU funding to transit. The Flagler County Fixed Route Transit Operation Plan is being carried out to set detailed recommendations for implementing service. The scope and budget of the study was approved by the TPO Board in April and a kick-off meeting with stakeholders was held on May 31, 2017 in Flagler County. There was a stakeholder meeting yesterday to discuss the draft preliminary technical report #1 that lists some operational issues and the next steps as well as to get direction on policy decisions the Flagler County Commission would like to make.

Mr. Eik referred to the change of Flagler County's eligibility status and asked for an explanation of what that change was and if it is connected with the slide on "expected funding support" just shown in the presentation.

Mr. Wang replied that as a result of the 2010 Census population estimate, much of Flagler County became part of the newly designated urbanized area (UZA) and with the new designation became eligible to receive federal funding. Once the county becomes eligible with that status, it has access to receive Federal Transit Administration (FTA) 5307 funding which has the potential to pay for capital bus purchases and daily operations.

Mr. Blais asked what the average age was of the ridership now.

Mr. Wang replied a large number of the current ridership is the transportation disadvantaged (TD) population and refers to the elderly, disabled, and low income.

Mr. Blais has heard from veterans a lot of widows do not drive.

Mr. Coletti commented that if he was a current rider on the current system and possibly disabled, why would he want to change from a door to door service to a fixed route service. He asked if the fixed route service would work and if people would want to go from point to point versus being picked up at their door. Right now they are being picked up at their door and being delivered to exactly where they need to go.

Mr. Wang replied there are a lot of considerations into how people would switch once they are used to one system. From the analysis, the major stops are going to be pretty much where they are already going; it just will not be doorstep to doorstep. The TPO is trying to use the data that shows where people are boarding the bus and where they are going and locate the stops near there. Education and neighborhood campaigns will be helpful for the initial ridership. Also to be considered is what they will pay for a trip; right now they pay \$2 per trip. He is unsure what the county will decide for fares but if it could be \$1 per trip or perhaps free, that would be very attractive.

Mr. Aufdenberg asked if there was any stakeholder interest in overlapping Votran with this future service.

Mr. Wang replied yes; in the operation issues section of the preliminary findings, the regional connections were looked at; where the proposed fixed route service in Flagler County would connect with northern Volusia County where Votran currently serves. The route would take approximately thirty minutes round trip to cover the gap. There is discussion in the draft evaluating whether that is a physical option and if people want to do that. The major idea of the proposed route from the previous TDP is to serve the local residents in Flagler County rather than transport them to another region. But the regional connection has been discussed in the draft.

Mr. Eik stated in regards to long range program, we are not just thinking about the elderly, handicapped, widows or those without regular transportation, but the growth of the county. In regards to the service Flagler County has now, he has heard that it centers on the amount of equipment that is actually available now. A person has to call and make arrangements and pay a fee to be picked up at their home. If they do not get the call in within a certain timeframe that allows that pickup to happen, they have to reschedule everything. That also does not mean when they are dropped off they will get an immediate return. They have to sometimes sit and wait for transportation for the return trip. There are pluses and minuses to what is current now but in the long term, looking at a real transportation system within Flagler County similar to what Votran has been able to do in Volusia County is a positive step.

Mr. Cheney commented that on the map shown of the proposed routes, the drop offs and pickups both look purple and should be a different color.

Mr. Wang replied that the drawings are preliminary.

Mr. McCallister stated he has seen a very successful transit program and a very unsuccessful one. The successful one was the expansion of Votran into west Volusia County. It had a lot of Volusia County Council buy in and resident buy in because the residents are the ones who spearheaded the efforts to make it happen. When the buses did start running in west Volusia County, they filled up quickly. He lived in Martin County and was almost always on the bus alone. There was no Martin County Council buy in or resident buy in. As a thought, if they do not get resident buy in ahead of time, chances are there will be minimal success. Along with that, if the local governments that are affected by this are not buying into it and promoting it, there will be minimal success. When you look at the demographics of the drivers, it used to be 90% of 16 year olds got their driver licenses but today only 70% are getting their driver license and that number is declining. The only growth market is going to be the younger people who are opting not to drive. They use Uber or the bus.

## **V. Staff Comments**

→ **Consultant Selection for Bicycle/Pedestrian Feasibility Studies**

Mr. Harris stated the TPO has two feasibility studies underway but the agreements the TPO has with consultants expire this fall. July 3, 2017 the TPO started the process to obtain new consultants by issuing a request for proposal. The deadline for receiving those proposals was August 4, 2017 and nine proposals were received. There is a five-member Selection Committee that will meet on August 16, 2017 to review the proposals received and narrow that down to a short list. On August 30, 2017, they will meet again and invite the shortlisted firms in for presentations and a question and answer session. The Selection Committee will rank the shortlisted firms and next month the ranked list firms will go to the Executive Committee and the TPO Board for them to make their selection.

→ **New TPO Staff Member**

Mr. Harris introduced Ms. Colleen Nicoulin, the immediate past Vice Chair of the BPAC, as the new TPO Senior Planner.

→ **Update on the status of the US 17/SR 15 Shared Use Path**

Mr. Harris stated the US 17/SR 15 Shared Use Path is a trail which is being built on the east side of US 17 in Pierson from Washington to Palmetto, it is fully funded in the current fiscal year through the SUN Trail program. It leads to the new Pierson Elementary School, which should open a year from now. One of the items being worked on is a connection from the trail to the elementary school. He asked Mr. Brinson for an update on that.

Mr. Brinson replied the school board met with the architect that is designing the trail and they do have a couple of concrete stub outs that will come from the trail out to the property lines of the school. They have not made a complete determination where the sidewalks will come to the campus; they want to give it some time to see where the pedestrians are coming from. A majority of the population is on the west side of US 17 and they will need to cross the road. It will need to be determined where and how many crossings to have. They are looking to open the school in August 2018. They will offer courtesy busing; all Pierson students attending the new school will have the ability to ride the bus and will not have to walk. They promote health and wellness but want to make sure the students are safe. They are working with Volusia County and Traffic Engineering to look at speeds in the school zones.

Mr. McCallister asked if the campus had moved.

Mr. Brinson replied yes, it is a mile north on US 17 and on the east side of the road. There is a single driveway entrance.

Mr. McCallister commented the trail would be running through the heart of Pierson to the new school.

Mr. Brinson replied just north of the school; it will end at Palmetto. There is a small piece of property between the school property and Palmetto and it would extend in front of that also.

Mr. McCallister asked if the trail is on the east side.

Mr. Brinson replied yes, if a student is on the trail they would not have to cross the road to get to the school. If they are in the neighborhood at CR 3, they would have to cross the road to get to the trail.

Mr. Cheney stated at Washington Avenue there is a traffic signal with pedestrian features.

Mr. Harris asked after the school and the trail is opened, how long would Volusia County Schools continue to offer courtesy busing for students living less than two miles from school.

Mr. Brinson replied it would be determined by use; it could continue on, but they would have to see the volume and student participation.

Mr. Aufdenberg asked if bike racks were part of the plan for the new school.

Mr. Brinson replied yes, there are two bike racks in each location so they will not have to cross traffic that is not gated. At one point, students may have to cross the driveway on the school property but would be behind the bus lane so they will be safe.

Mr. Cheney stated they would have to be vigilant; the area has a lot of under reported crashes due to the demographics.

Mr. Brinson replied he has spoken to the sheriff's department and they will have assistance the first few weeks of school to get an idea of the traffic volume. They will do car counts and pedestrian counts the first week. But be aware that for the first two weeks of school most all parents want to bring their child to school so they will compare the first month to the second month.

Mr. McCallister suggested clearly marking bicycle symbols on the trail that communicate in Spanish and English this is where bicycles go.

Mr. Brinson replied that would be up to who is designing the actual trail. When someone comes on to the premises there will be signs in English and Spanish.

Mr. Harris announced ReThink Your Commute is now affiliated with the Bicycle Benefits Program which is a new national program that encourages individuals to bike to local businesses. A business will give discounts on its goods or services. The businesses will purchase a starter kit which has decals for the business windows and helmet stickers for the customers. The customers will bike to the business and show their sticker to receive the discount. He asked Mr. Aufdenberg for his experience with this program.

Mr. Aufdenberg stated the Cycling Savvy group had a national meeting earlier this year and a speaker from Chapel Hill, North Carolina spoke about it. North Carolina has a big promotion for this program. They have Tuesday evening rides that bring hundreds of people to the businesses. The businesses buy the stickers for \$2.50 and sell them for \$5.00. Customers put the stickers on their helmets and receive discounts. Sweet Marlay's on Beach Street in Daytona Beach gives a 10% discount for showing the sticker.

Ms. Blankenship commented there are some businesses in DeLand and Daytona Beach that are participating and they are working on getting more businesses involved. She showed a photo of the helmet sticker.

Mr. Brinson commented that someone needed to speak to the businesses participating to ensure there is a place to park or secure bicycles; a designated area for bike parking.

Mr. Harris stated that in addition to Sweet Marlay's, he has listed some businesses that are participating.

Mr. Cheney asked for the list to be emailed to everyone.

Ms. Blankenship commented that in order to give out the stickers, it is required to get a person's name. They asked for email addresses so that they can update everyone on new businesses that are participating, but the TPO does not have to do that.

Mr. Aufdenberg commented to purchase a sticker the cost is \$5 and asked if the TPO would be distributing them for free.

Ms. Blankenship replied yes, there would be no cost.

Mr. Harris asked the committee if the TPO should participate in this program with ReThink Your Commute and the consensus was yes.

Mr. McCallister commented that in looking at the list of businesses in DeLand and he knows there is no parking around those businesses. The city of DeLand does allow for sidewalk café tables and he suggested the TPO speak to the city about the program and participating businesses and ask for designated bike parking. The closest bike parking is on Indiana Avenue and there are only two places there. We cannot encourage people to bike to these businesses when there is nowhere to park.

#### **VI. Information Items**

- BPAC Attendance Record
- St. Johns River to Sea Loop Trail Stakeholder Meeting
- TPO Board Meeting Report
- TPO Outreach & Activities (June 2017)

#### **VII. BPAC Member Comments**

Chairperson Storke encouraged the committee members to look at the Crash Analysis Report.

Ms. Haldeman commented there was a meeting in New Smyrna Beach and the TPO presented a study on how to make the intersection of SR 44 and Mission Road safer. The solution was focused on moving on cars faster through the intersection to get them to the beach and she asked how someone would cross the intersection with a bicycle. She was told she would have to get to the pedestrian circle in the center and then wait to cross the other side. There will be more presentations and studies and they will be asking for more public input.

Mr. Harris replied there is another public meeting being planned.

Mr. Ferguson stated FDOT hired a replacement for Ms. Deborah Tyrone and he would be at the meeting next month.

Mr. Aufdenberg stated Embry Riddle Aeronautical University is exploring stationless bike sharing and he will have updates in the future. LimeBike is now being deployed in Seattle and bikes are being left everywhere.

**VIII. Adjournment**

The BPAC meeting adjourned at 5:06 p.m.

**River to Sea Transportation Planning Organization**

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**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 August 9, 2017 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 13<sup>th</sup> day of September 2017.

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

**SUMMARY SHEET  
BPAC  
SEPTEMBER 13, 2017**

**IV. ACTION ITEMS**

**B. REVIEW AND RECOMMEND APPROVAL OF A REQUEST FROM ORANGE CITY TO INCREASE FUNDING FOR THE DESIGN PHASE OF THE WEST FRENCH AVENUE SHARED USE PATH**

**BACKGROUND INFORMATION:**

The West French Avenue Shared Use Path (FM #4355381) is programmed for design in the current fiscal year. \$426,015 in SU funds are already programmed on the project. The Engineer's Preliminary Estimate of Design Costs dated August 25, 2017 is \$536,156. The City of Orange City is requesting \$110,141 in additional SU funds for the design phase of the project.

Resolution 2016-01 (see attached) defines a cost overrun as the difference between the amounts programmed on any project phase and the actual cost for that phase. The resolution also reaffirms the TPO's policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator (the City of Orange City).

\$536,156 Engineer's Preliminary Estimate of Construction Costs  
-\$426,015 SU funds in FDOT Work Program (Design)  
\$110,141 Total SU Funding Request

***ACTION REQUESTED:***

***MOTION TO RECOMMEND APPROVAL OF A REQUEST FROM ORANGE CITY TO INCREASE FUNDING FOR THE DESIGN PHASE OF THE WEST FRENCH AVENUE SHARED USE PATH***

# Local Agency Program Projects

## Preliminary Scope & Design Schedule - Phase 38

FPN: 435538-1-38-01

FAN: TBD

Name of Project: West French Avenue Shared Use Path From Spring to Spring Trail to Valentine Park

Local Agency Contact (Project Manager): Becky Mendez

Phone: (386) 775-5418

Email Address: [bmendez@ourorangecity.com](mailto:bmendez@ourorangecity.com)

### Project Scope/Description, Termini, Project Length:

This project consists of a ~~40-12~~ foot wide shared-use path along the south side of West French Avenue in Orange City. The limits of the project extend from the existing Spring-to-Spring trail (on the south side of West French Avenue) to the existing sidewalk at the entrance to Valentine Park. Project length is approximately ~~3,205~~ ~~3,300~~ 3,280 feet (~~0.61~~ ~~0.6251~~ miles). The proposed shared-use path will tie into the existing sidewalks and/or trails at the project termini. The project will include driveways, turnouts, curb ramps, sodding, sign relocation, mailbox relocation, fence relocation, signing & pavement markings, and detectable warning surfaces. An optional wall may be required in some locations to address change in grade elevations. A midblock crosswalk is proposed at Valentine Park for connection to the existing sidewalk. Drainage analysis will be required to determine impacts to the existing conditions throughout the project limits. To address varying elevations along project corridor R/W will be required to tie down to existing grade. A stand-alone pedestrian bridge structure crossing the railroad tracks will also be included with the project and will involve Sunrail, CSX and CFRC coordination. Bridge shall be designed to full current FDOT standard specs. The path and all pedestrian facilities shall adhere to current ADA standards. Utility coordination is required. Coordinate with Blue Springs State Park for all work within park R/W. Apparent R/W shall be located throughout project limits to determine limits of survey and mapping for R/W acquisition. R/W acquisition is required. Permitting is anticipated.

Continuing Services Contract     In-House Design     Advertisement

Design Fee Estimate:	SU Funds	\$ <u>536,156</u>
	Local Funds	\$ <u>59,573</u>
	Total Funds	\$ <u>595,729</u>

### Tentative Design Schedule:

Advertise/Award/NTP for Design Services : ~~January 2016~~ October 2017

Begin Design : ~~June~~ November 2017

60% Plans Submittal (including Reviews) : ~~August 2017~~ May 2018

90% Plans Submittal (including Reviews) : ~~October 2017~~ August 2018

Final Plans Submittal : November ~~2017~~ 2018

Final Invoice : January ~~2018~~ 2019

Date Agreement Needed

: November-October 1,

2015-2017

Board Date

: November-October 10,

2017

Construction Funded:  Yes

No

Fiscal Year:

DRAFT

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2016-01**

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

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

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

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

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

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

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

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

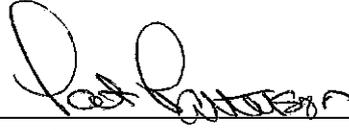
This match requirement shall not apply to projects on the State Highway System; and

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

3. A local match shall not be required for any project on the TPO's Priority Lists of Strategic Intermodal System (SIS) Projects, Regionally-Significant, Non-SIS Roadway Projects, or Transit Projects, subject to the any other funding program requirements that may apply (e.g., Transportation Regional Incentive Program); and
4. the River to Sea TPO determines that "local match" shall be defined as non-state/non-federal cash match and/or in-kind services that advance the project in question; and
5. notwithstanding the terms prescribed in subparagraph 2, above, the required local match shall not exceed the ratio required in the current policy of the TPO Board at the time the governmental entity requesting the funds commits to its amount of local match for the project; and
6. the River to Sea TPO reserves the right to waive or adjust the local match requirements if the TPO Board deems there exists sufficient reason or circumstance; and
7. the River to Sea TPO also reaffirms its policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator with the following exception: if the project is on the state highway system and the State DOT is the project manager of record then the state shall be responsible for any cost overruns utilizing state dollars; and
8. the River to Sea TPO Executive Director may authorize the use of state or federal funds to cover some or all of a cost overrun on any project phase up to and including 10% of the project cost estimate for that phase; and
9. the use of state or federal funds to cover cost overruns exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and
10. the River to Sea TPO deems that a cost overrun shall be the difference between the amount programmed on any project phase and the actual cost for that phase; and
11. the Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to submit this resolution to the:
  - a. Florida Department of Transportation;
  - b. Federal Transit Administration (through the Florida Department of Transportation);
  - c. Federal Highway Administration (through the Florida Department of Transportation); and
  - d. Councils, Commissions, and Managers of the TPO Member Local Governments.

**DONE AND RESOLVED** at the regularly convened meeting of the River to Sea TPO held on the 27<sup>th</sup> day of January 2016.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**



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**VOLUSIA COUNTY COUNCIL MEMBER, PAT PATTERSON  
CHAIRMAN, RIVER TO SEA TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 27, 2016.

**ATTEST:**

  
**PAMELA C. BLANKENSHIP, RECORDING SECRETARY**

**SUMMARY SHEET  
BPAC  
SEPTEMBER 13, 2017**

**IV. ACTION ITEMS**

**C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2017-## ADOPTING THE R2CTPO 2017 CRASH ANALYSIS REPORT**

**BACKGROUND INFORMATION:**

The purpose of this report is to provide a more detailed review and analysis of crash data in Volusia and Flagler Counties as a follow-up to the observations noted in the "Congestion Management Process and Performance Measures Report" completed in October 2016. Findings in this report are intended to enable traffic engineers and planners to determine safety concerns and locations that may require a more focused analysis. Follow up analyses will identify needed infrastructure improvements, awareness or enforcement programs, and/or other countermeasures. These countermeasures and improvements will reduce crashes and increase safety. This study analyzed auto crashes (rear-end, left-turn and sideswipes, right angle, head-on), bicycle and pedestrian crashes and also identified high crash intersections and road segments based on crash count, crash severity, and fatal crashes.

The crash data was primarily obtained from Signal Four Analytics, which is a statewide, interactive, web-based geospatial crash analytical tool developed and maintained by the GeoPlan Center at the University of Florida. The crash data analyzed for this report covers the period from 2011 through 2015. Data from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System was also used to supplement this report. The link to the draft Crash Analysis Report is available on the TPO's website at: <https://www.r2ctpo.org/wp-content/uploads/Crash-Analysis-Report.pdf>.

***ACTION REQUESTED:***

***MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2017-## ADOPTING THE R2CTPO 2017 CRASH ANALYSIS REPORT***

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2017-##**

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION  
ADOPTING THE 2017 CRASH ANALYSIS REPORT**

---

**WHEREAS**, the River to Sea TPO is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

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

**WHEREAS**, the River to Sea Transportation Planning Organization has developed the 2017 Crash Analysis Report that has been provided for review by the general public, the River to Sea TPO's Advisory Committees and the River to Sea TPO Board.

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

1. River to Sea TPO Board and advisory committees have reviewed and endorsed the 2017 Crash Analysis Report;
2. River to Sea Transportation Planning Organization's 2017 Crash Analysis Report is hereby endorsed and adopted; and the
3. Chairperson of the River to Sea TPO (or her designee) is hereby authorized and directed to submit the 2017 Crash Analysis Report to the:
  - a. Florida Department of Transportation; and
  - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
  - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

**DONE AND RESOLVED** at the regularly convened meeting of the River to Sea TPO held on the 27<sup>th</sup> day of September 2017.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

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**VOLUSIA COUNTY COUNCIL VICE CHAIR DEB DENYS  
CHAIRPERSON, RIVER TO SEA TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on September 27, 2017.

**ATTEST:**

---

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

**SUMMARY SHEET  
BPAC  
SEPTEMBER 13, 2017**

**V. PRESENTATIONS AND DISCUSSION ITEMS**

**A. PRESENTATION AND DISCUSSION OF THE BICYCLE BENEFITS PROGRAM**

**BACKGROUND INFORMATION:**

Bicycle Benefits is a national program designed to encourage individuals to bike to local businesses. Individuals get a free helmet sticker at work or at a community event from reThink Your Commute or a participating sponsor. Cyclists receive a discount on goods or services when the sticker is presented in the participating store. Courtney Reynolds, Program Manager with reThink Your Commute, is scheduled to deliver a presentation on the Bicycle Benefits Program.



***ACTION REQUESTED:***

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

# Bicycle Benefits Program



with local support from

**reThink** >>>>  
your commute™

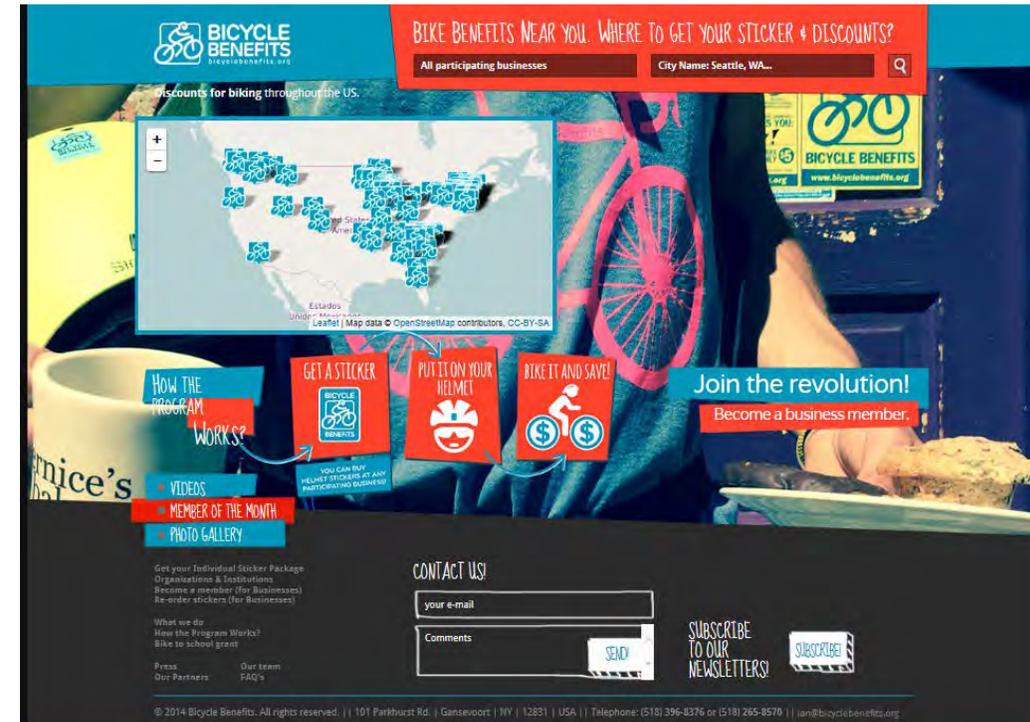
# Who We Are

- »» reThink Your Commute is a program of the Florida Department of Transportation
- »» We promote smart transportation solutions for Central Florida's workforce
  - Carpools, vanpools, transit, biking and walking
  - We also encourage compressed work weeks and telecommuting
- »» We serve nine counties: Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter and Volusia



# Bicycle Benefits Program

- »» Bicycle Benefits is a national program designed to encourage individuals to **bike** to local businesses
- »» Businesses participate to demonstrate a commitment to cleaner air, personal health, and the use of “pedaling energy” to create a more sustainable community
- »» Businesses of all sizes can join the program by offering a discount to shoppers who present the Bicycle Benefits helmet sticker in their store



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

# How it works: For businesses



- »»» Decide on the offer/discount you will offer
- »»» Provide information at <http://bit.ly/2uBGjDG>
- »»» Receive a starter kit, which includes a window decal and 2 helmet stickers
- »»» Display your window decal proudly
- »»» Your business will be listed on online and promoted on social media

# How it works: For cyclists



- »»» Get a free helmet sticker at work or at a community event from reThink Your Commute or our partners
- »»» Put the sticker on your helmet so it's always with you when you ride
- »»» Check [www.BicycleBenefits.com](http://www.BicycleBenefits.com) for local businesses that offer discounts
- »»» Visit these local businesses, present your helmet sticker and enjoy the discount they offer
- »»» Share your experience on social media with the hashtag #reThinkYourCommute

# Who's participating?

## DeLand

Florida

### DeLand Soap House Beards, Bath and Beauty

127 E. New York Ave.  
32720  
386-717-7774 - <https://www.facebook.com/DeLand-SoapHouse-Beards-Bath-Beauty-1768816130011659/>  
**Free Bath Bomb or Soap Slice with purchase!**

### Wily Owl Toy Store

133 N Woodland Blvd  
32720  
(386)873-7083 - <https://wilyowltoystore.com/>  
**10% off purchase**

### Berryville Frozen Yogurt

131 N Woodland Blvd  
32720  
(386) 279-0141 - [https://www.facebook.com/BerryvilleFrozenYogurt/?sw\\_fnr\\_id=4122880336&fnr\\_t=0&rf=143984632405431](https://www.facebook.com/BerryvilleFrozenYogurt/?sw_fnr_id=4122880336&fnr_t=0&rf=143984632405431)  
**10% off one item.**

### Campus Grounds Coffee

204 N Woodland Blvd  
32720  
(407) 474-5623 - <http://campusgroundscoffee.com/>  
**10% off specialty coffees**

## DeLand

Florida

### Pat & Toni's Sweet Things

124 N. Woodland Blvd.  
32720  
(386) 734-0066 - <http://www.patandtonissweetthings.com/>  
**10% off chocolate!**

### Pretty Little Things of DeLand

113 N Woodland Blvd  
32720  
(386) 736-0005 - <http://www.prettylittlethingsofdeland.com/>  
**10% off purchase**

### Sportsanity

143 N Woodland Blvd  
32720  
(386) 873-4688  
**10% off any regular priced item, excludes customs orders.**

### Wrap It Up

101 N Woodland Blvd, DeLand  
32720  
(386) 279-7653 - <https://www.facebook.com/WRAPITUPDELAND/>  
**10% off entire purchase.**

## Daytona Beach

Florida

### Sweet Marlays'

214 S. Beach Street  
32114  
(386) 310-7817 - <http://sweetmarlays.com>  
**10% off food and beverage without other offers. Not good on retail items.**

### Zappis Italian Restaurant

128 S. Beach Street  
32114  
(386) 944-6400 - <http://italiangarden.com/>  
**10% off meal \*Excludes Alcohol\* 1-4 people**

1



# What's next?



# Bike Commuting

## Addressing barriers

- » Education
- » Encouragement



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

• NOT SO NOISY •

# Bike Week

MARCH 2018

JOIN US FOR THE FIRST EVER

## “NOT SO NOISY” BIKE WEEK

at Embry-Riddle Aeronautical University in Daytona Beach

### MONDAY, MARCH 6

**Bike Light Distribution at 6:30 p.m. • FREE**

Ride by Aerospace Blvd. & S. Clyde Morris Blvd. and get free bike lights installed.

### TUESDAY, MARCH 7

**Bikes vs Cars Documentary at 8:00 p.m. • FREE**

IC 101 Auditorium  
This film looks into and Investigates the daily global drama in traffic around the world.

### WEDNESDAY, MARCH 8

**Bicycle Fest at 10:00 a.m. to 1:00 p.m. • FREE**

Connolly Quad

A celebration of bicycles and the people who ride them. Bring your bike by for a free safety inspection, receive free gifts and spread the bike love.

**“Ride On” by Professor Fleck at 8:00 p.m. • FREE**

IC 101 Auditorium

Be inspired by Professor Robert Fleck’s amazing bicycle adventures, including his ride to New York City from Port Orange.

Come out all three days and enjoy the festivities. Check out the full schedule at [ERAUBikeWeek.org](http://ERAUBikeWeek.org).

QUESTIONS?

Contact Professor Jason Aufdenberg at (386) 226-7123 or [aufded93@erau.edu](mailto:aufded93@erau.edu)



I  2  
ERAU

**EMBRY-RIDDLE**  
Aeronautical University,  
DAYTONA BEACH, FLORIDA



**reThink** >>>  
your commute.

**A Program of the Florida  
Department of Transportation**

133 S. Semoran Blvd.  
Orlando, FL 32807  
866-610-RIDE (7433)

**Courtney Reynolds**

Courtney@reThinkYourCommute.com  
321-439-2781

 reThinkYourCommute

 reThink\_CFL

reThinkYourCommute.com

**reThink** >>>  
**your commute**™

**SUMMARY SHEET  
BPAC  
SEPTEMBER 13, 2017**

**V. PRESENTATIONS AND DISCUSSION ITEMS**

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

**BACKGROUND INFORMATION:**

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

***ACTION REQUESTED:***

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

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2016-01**

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

---

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

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

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

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

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

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

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

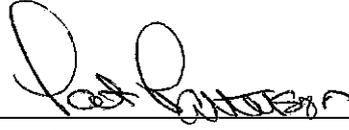
This match requirement shall not apply to projects on the State Highway System; and

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

3. A local match shall not be required for any project on the TPO's Priority Lists of Strategic Intermodal System (SIS) Projects, Regionally-Significant, Non-SIS Roadway Projects, or Transit Projects, subject to the any other funding program requirements that may apply (e.g., Transportation Regional Incentive Program); and
4. the River to Sea TPO determines that "local match" shall be defined as non-state/non-federal cash match and/or in-kind services that advance the project in question; and
5. notwithstanding the terms prescribed in subparagraph 2, above, the required local match shall not exceed the ratio required in the current policy of the TPO Board at the time the governmental entity requesting the funds commits to its amount of local match for the project; and
6. the River to Sea TPO reserves the right to waive or adjust the local match requirements if the TPO Board deems there exists sufficient reason or circumstance; and
7. the River to Sea TPO also reaffirms its policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator with the following exception: if the project is on the state highway system and the State DOT is the project manager of record then the state shall be responsible for any cost overruns utilizing state dollars; and
8. the River to Sea TPO Executive Director may authorize the use of state or federal funds to cover some or all of a cost overrun on any project phase up to and including 10% of the project cost estimate for that phase; and
9. the use of state or federal funds to cover cost overruns exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and
10. the River to Sea TPO deems that a cost overrun shall be the difference between the amount programmed on any project phase and the actual cost for that phase; and
11. the Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to submit this resolution to the:
  - a. Florida Department of Transportation;
  - b. Federal Transit Administration (through the Florida Department of Transportation);
  - c. Federal Highway Administration (through the Florida Department of Transportation); and
  - d. Councils, Commissions, and Managers of the TPO Member Local Governments.

**DONE AND RESOLVED** at the regularly convened meeting of the River to Sea TPO held on the 27<sup>th</sup> day of January 2016.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**



\_\_\_\_\_  
**VOLUSIA COUNTY COUNCIL MEMBER, PAT PATTERSON**  
**CHAIRMAN, RIVER TO SEA TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 27, 2016.

**ATTEST:**

  
**PAMELA C. BLANKENSHIP, RECORDING SECRETARY**

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2017-02**

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

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

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

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

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

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

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

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

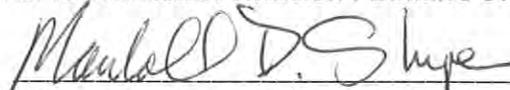
1. The project application and evaluation criteria approved by the River to Sea TPO Board shall be used to solicit and evaluate projects for priority ranking in the transportation program categories listed below:
  - a. Florida Strategic Intermodal System (SIS) Projects;
  - b. Regionally Significant,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

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

- detailed justification of need and an assessment of the impacts to the programming of prioritized projects;
10. It is the responsibility of the River to Sea TPO and FDOT staffs to provide the River to Sea TPO members with current information and data on project status and to assist the members in their efforts to make informed decisions regarding the prioritized projects lists;
  11. The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;
  12. Once a project has attained protected status, it should be programmed within 3 years. If it has not been programmed during that time due to inactivity on the part of the project sponsor, then the project will be removed from the list of priority projects. The project sponsor may resubmit the project for open ranking on any subsequent call for projects.
  13. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
  14. the Chairman of the River to Sea TPO, (or his designee) is hereby authorized and directed to provide a copy of this resolution to the:
    - a. Florida Department of Transportation (FDOT);
    - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
    - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation)

**DONE AND RESOLVED** at the regular meeting of the River to Sea TPO held on the 25<sup>th</sup> day of January 2017.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**



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

**CERTIFICATE:**

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

**ATTEST:**

A handwritten signature in cursive script that reads "Pamela C. Blankenship". The signature is written in black ink and is positioned above a horizontal line.

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

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2017-03**

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

---

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

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

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

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

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

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

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

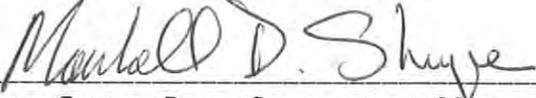
1. Annual set-asides of the River to Sea TPO's total Surface Transportation Program (STP) Urban Attributable (SU) funding will be made in the following manner: 40% of the total SU funds will be used for Traffic Operations, Safety, and Local Initiatives

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

2. Annual set-asides of other state and federal funds identified in the 2040 Long Range Transportation Plan for Local Initiatives will be made available in the following manner: 50% of the funds will be used for Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Project Priorities and 50% will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;
3. Mixed projects (defined as a project that is not a stand-alone bicycle or pedestrian project) will only be accepted and ranked if the predominant cost component is consistent with the category of funding to which it is submitted. All other cost components are subject to eligibility of available funding. Mixed projects submitted by a member local government will be presented to the TPO Board for final determination prior to being ranked in the TPO's list of Priority Projects for Bicycle/Pedestrian facilities;
4. For projects funded in whole or in part with Urban Attributable (SU) funding and/or other state and federal funds obtained through the TPO's Priority Project Process, if the recipient of the funds chooses to display any signs or markers at the project site, said signs or markers shall include language acknowledging the River to Sea TPO, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and/or other funding partners, as may be applicable, for providing funding for the project. In addition to the language, the sign or marker shall include these agencies' official logos.  
  
Additionally, any public pronouncements made by or on behalf of the recipient regarding the project, including press releases, publications, annual reports, video credits, and dedications, shall acknowledge the funding support provided by the TPO, FDOT, FHWA, and FTA.
5. Resolution 2016-03 is hereby repealed and replaced by this resolution;
6. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
7. The Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to provide a copy of this resolution to the:
  - a. Florida Department of Transportation (FDOT);
  - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
  - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

**DONE AND RESOLVED** at the regular meeting of the River to Sea TPO held on the **25<sup>th</sup>** day of **January 2017**.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

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

**CERTIFICATE:**

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

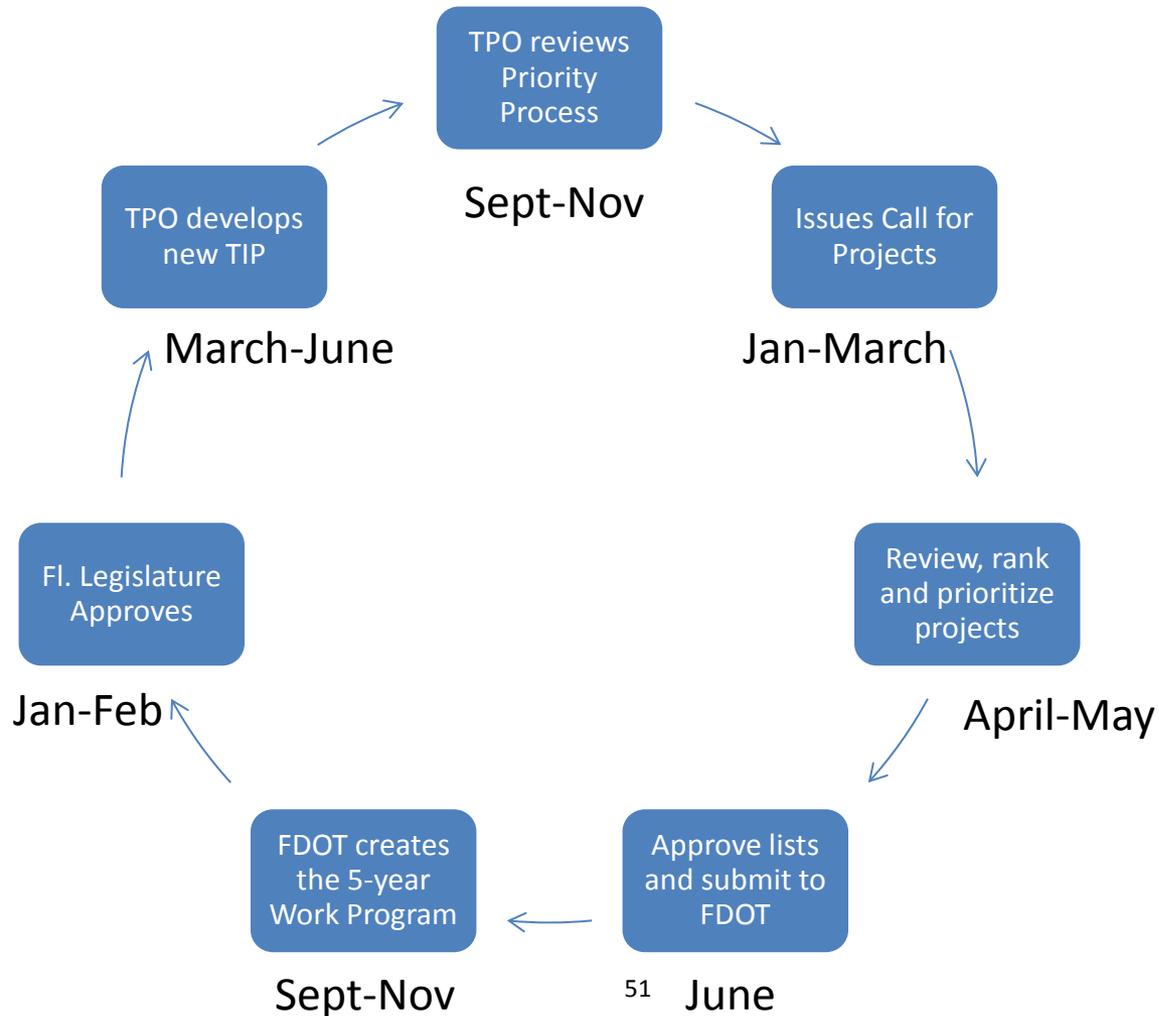
**ATTEST:**

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

# R2CTPO Transportation Priority Process

- 3 TPO resolutions provide guidance
  - Delineates local match and project cost increases (Resolution 2016-01)
  - Establishes project categories and ranking (Resolution 2017-02)
  - Allocates TPO Set-aside funding (SU) (Resolution 2017-03)
- 3 project applications allow for annual submission of new projects
  - Traffic Operations (safety, technology)
  - Bicycle & Pedestrian (sidewalks & trails)
  - Planning Studies

# R2CTPO Transportation Priority Process



**SUMMARY SHEET  
BPAC  
SEPTEMBER 13, 2017**

**V. PRESENTATIONS AND DISCUSSION ITEMS**

**C. PRESENTATION AND DISCUSSION OF THE DRAFT FLAGLER COUNTY TRANSIT OPERATIONS PLAN**

**BACKGROUND INFORMATION:**

The *Flagler County Fixed Route Transit Operation Plan* began with a project kick-off meeting on May 31, 2017. The planning effort is intended to build upon the need for fixed route bus service as identified in both the TPO's Long Range Transportation Plan (LRTP) and the Flagler County's Transit Development Plan (TDP). In addition, the change of Flagler County's eligibility status for federal funding in future years added the potential future revenue streams. The combination of these activities presents opportunities to finance and operate fixed route bus service in Flagler County.

This project will utilize the recommendations of Flagler County's TDP and prepare a detailed operational plan to guide the implementation of fixed route transit services in Flagler County. The project was initially programmed in the TPO's adopted Unified Planning Work Program (UPWP) and the project scope and expenditure was approved by the TPO Board during the April 26, 2017 board meeting.

TPO staff will discuss the transit planning and funding activities that will be evaluated as part of this planning effort.

***ACTION REQUESTED:***

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



# Flagler County Transit Operations Plan

Bicycle and Pedestrian Advisory Committee

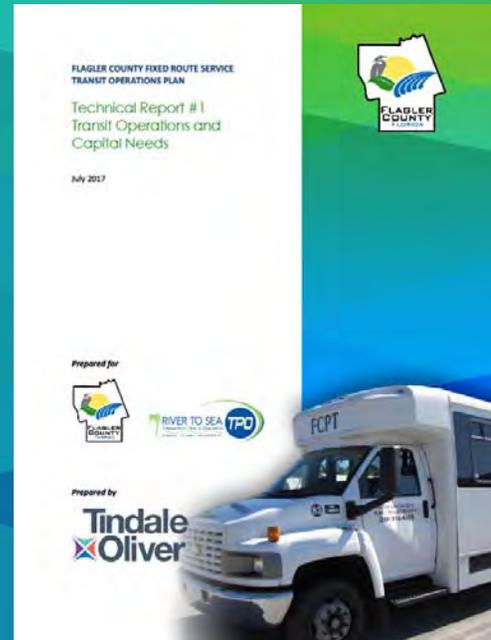
September 13, 2017





# Agenda

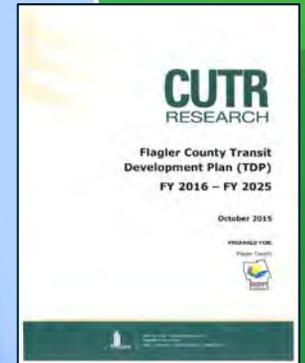
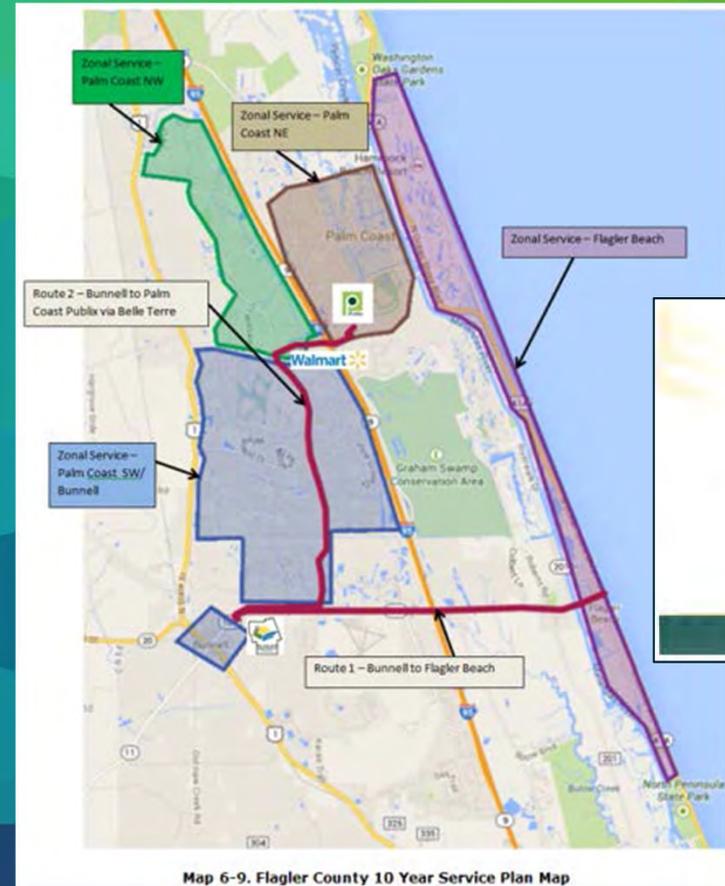
- What is a TOP?
- Recommended service
  - Routing
  - Transfer locations
  - Route characteristics
  - Ridership projections
  - Fare policy
- Other TOP guidance
- Next steps





# What is a TOP?

- Guidance plan
- Operationalizes recommended transit network
  - Turns lines on a map into functioning routes
- Builds on Transit Development Plan (Sept. 2015)



Map 6-9. Flagler County 10 Year Service Plan Map





# Recommended Service

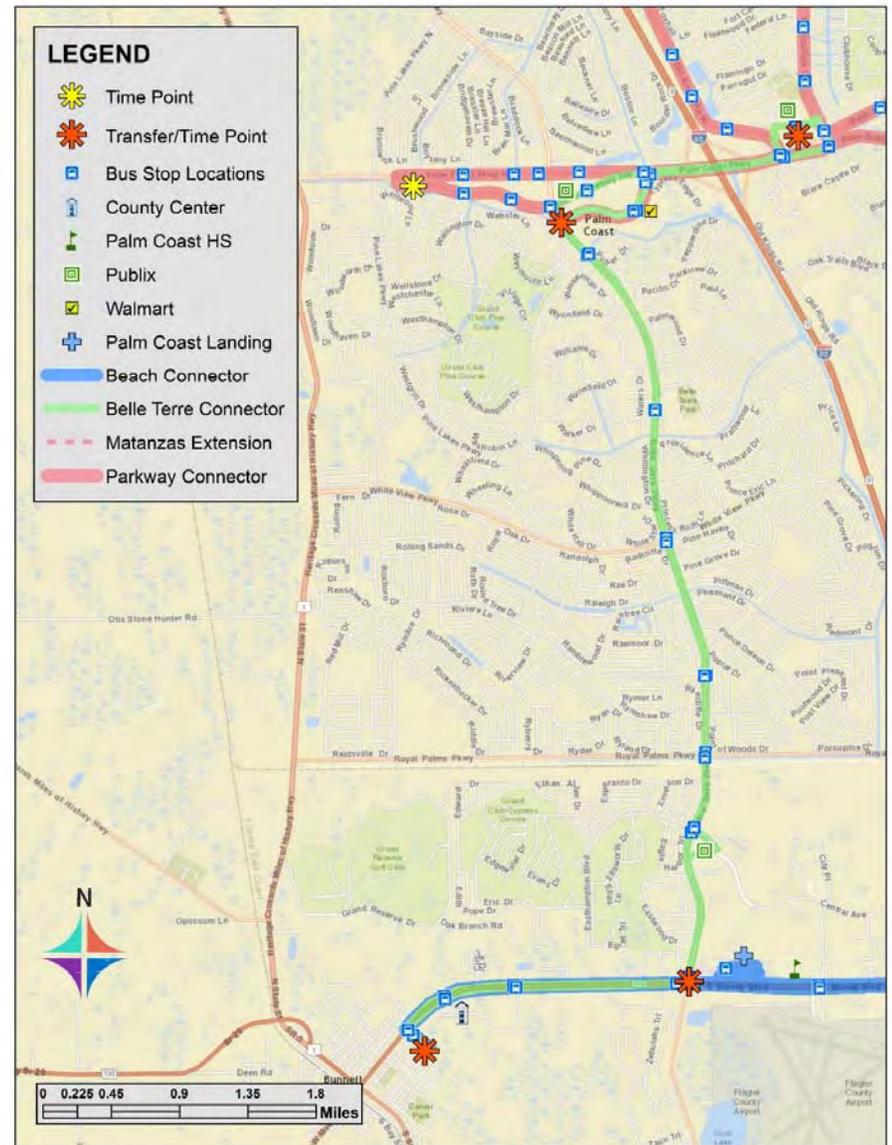
- Route 1 Belle Terre Connector
- Route 2 Beach Connector
- Route 3 Parkway Connector





## Route 1 Belle Terre Connector

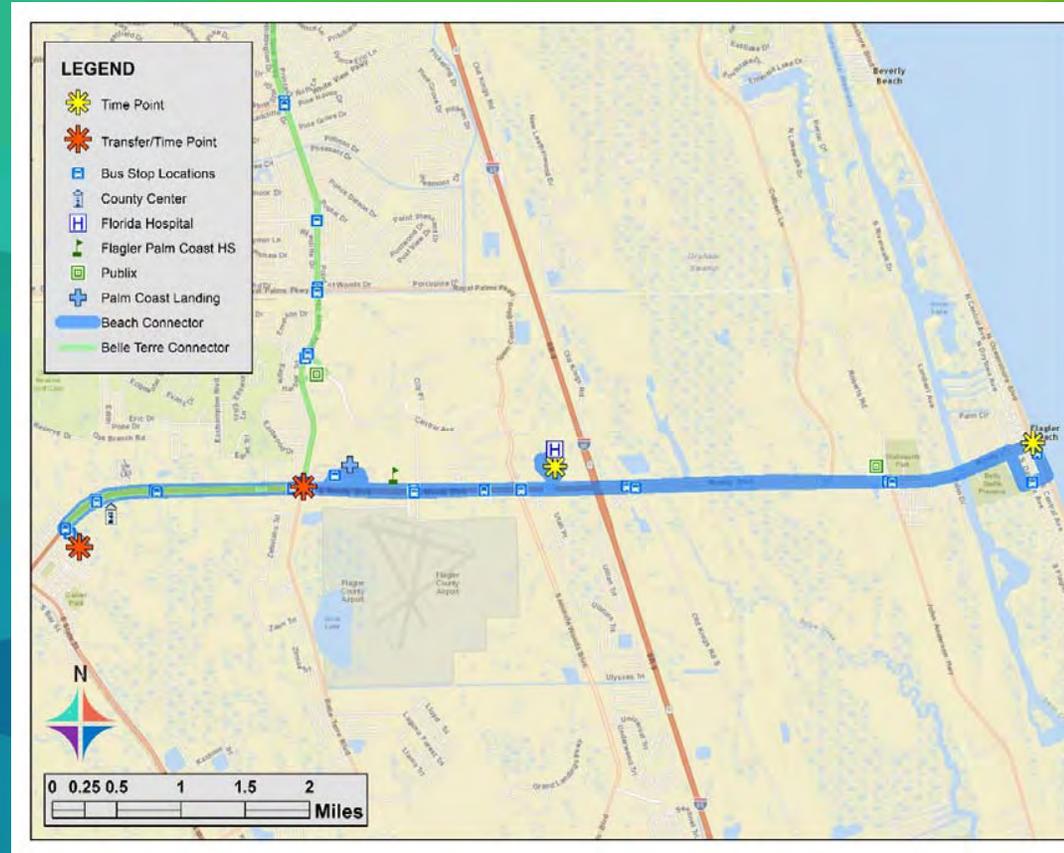
- City of Bunnell
- City of Palm Coast
- Flagler County Human Services
- Flagler County Health Department
- Flagler County Administration
- Palm Coast Landing
- Palm Coast Fire Department
- Buddy Taylor Middle School
- Palm Coast Town Center
- Palm Harbor Shopping Center
- Palm Coast Publix





## Route 2 Beach Connector

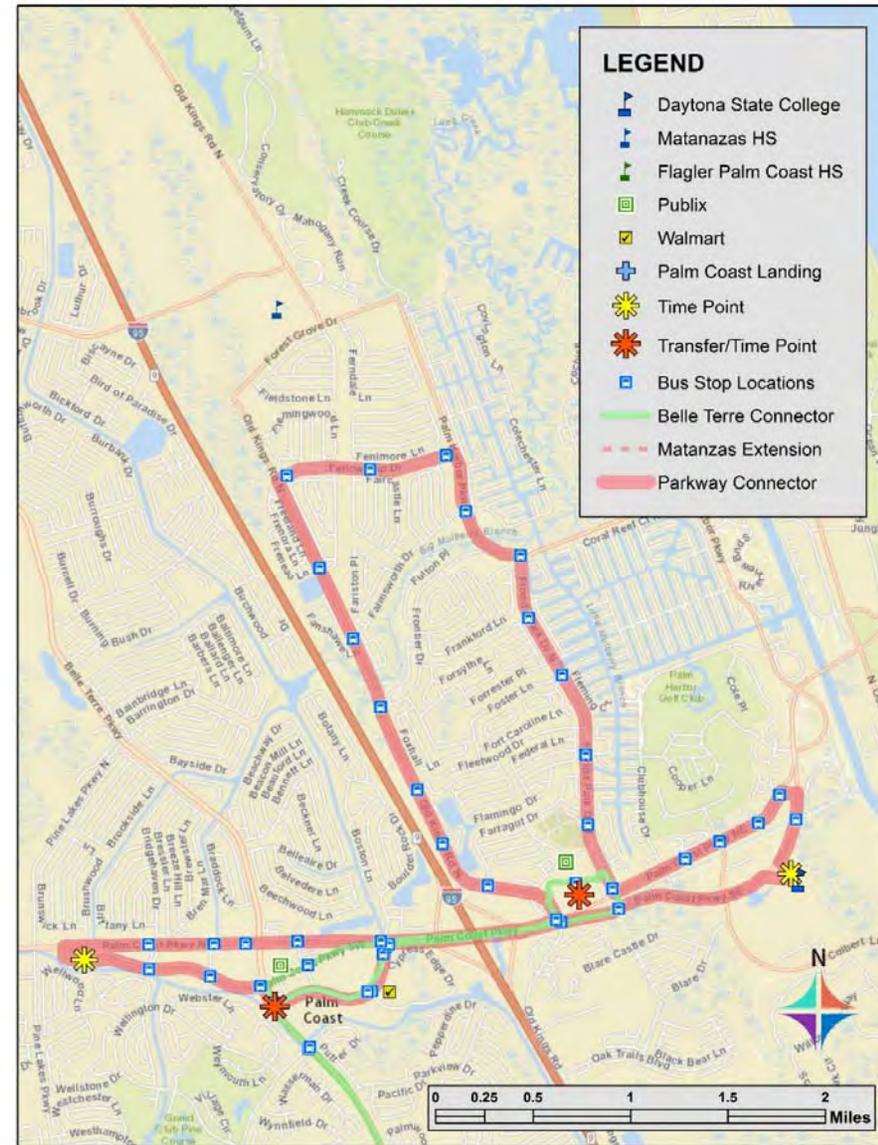
- City of Bunnell
- City of Flagler Beach
- City of Palm Coast
- Florida Hospital Flagler
- Publix Shopping Center
- Flagler Palm Coast High School
- Flagler County Sheriff's Operation Center
- Flagler County Health Department
- Flagler County Administration
- Palm Coast Landing at Dollar Tree
- Greyhound Bus Stop at Flagler Plaza Drive





## Route 3 Parkway Connector

- Wal-Mart Supercenter
- Saint Joe Plaza
- Cypress Point Pkwy
- Daytona State College Flagler/Palm Coast Campus
- Publix @ Island Walk Shopping Center
- Publix @ Belle Terre Crossing
- Winn-Dixie
- Walgreens
- U.S. Post Office
- Numerous hospitality & home improvement uses





# Transfer Locations

Transfer Stop	Routes Served
Belle Terre @ Cypress Point Pkwy	2 & 3
Publix @ Island Walk Shopping Center	2 & 3
E Moody Blvd @ Belle Terre Pkwy	1 & 2
Flagler County Sheriff's Office Operations Center	1 & 2



# Route Characteristics

Route	Days of Service	Hours of Service	Frequency	Hours per Day
Route 1 Belle Terre Connector	Monday – Friday	6 am – 7 pm	60 min	13 hours
	Saturday			
Route 2 Beach Connector	Monday – Friday	6 am – 7 pm	60 min	13 hours
	Saturday			
Route 3 Parkway Connector	Monday – Friday	6 am – 7 pm	60 min	13 hours
	Saturday			



# Annual Ridership Projections

Route	Annual Ridership (Year 3)	
Route 1 Belle Terre Connector	High	22,200
	Low	7,700
Route 2 Beach Connector	High	24,300
	Low	8,400
Route 3 Parkway Connector	High	18,500
	Low	6,400
Total	High	65,000
	Low	22,500
	Avg	43,750



# Fare Policy

- Base fare
- Reduced fares
- Daily & 30-day passes
- ADA paratransit base fare



	Structure 1	Structure 2	Structure 3
Full Cash Base Fare	\$1.50	\$1.25	\$1.00



## Other TOP Guidance

- Schedules
- Bus stop placement & maintenance
- Staffing
- Vehicle maintenance
- Performance Monitoring Plan
- Vehicles & maintenance tools
- Bus stop design & infrastructure
- Sidewalk gaps





# Next Steps

- Finalize Financial Plan
  - Present to Stakeholders – September 22
- Present TOP
  - TCC/CAC – September 19
  - R2CTPO Board – September 27
  - Flagler County Board of County Commissioners – October 16

**SUMMARY SHEET  
BPAC  
SEPTEMBER 13, 2017**

**V. PRESENTATIONS AND DISCUSSION ITEMS**

**D. PRESENTATION AND DISCUSSION OF SAFE STEPS ROAD SAFETY PUBLIC SERVICE ANNOUNCEMENTS (PSAs)**

**BACKGROUND INFORMATION:**

SAFE STEPS Road Safety is created and developed by the Prudence Foundation – the community investment arm of Prudential Corporation Asia, in partnership with National Geographic Channel and the Federation Internationale de l’Automobile (“FIA”). SAFE STEPS is a series of public service announcements (PSAs) with the objective of raising awareness and providing clear and simple life-saving educational messages on road safety. Michelle Yeoh, acclaimed actress and producer, is the SAFE STEPS Road Safety Ambassador.

All SAFE STEPS life-saving tips have been approved and endorsed by the:



For more information, visit [www.safesteps.com](http://www.safesteps.com).

***ACTION REQUESTED:***

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

# SAFE STEPS

ROAD SAFETY



## PEDESTRIANS

- ▶▶▶ STAY ALERT AND AVOID DISTRACTIONS
- ▶▶▶ WALK IN SAFE PLACES
- ▶▶▶ STOP, LOOK, LISTEN, CROSS

**MICHELLE YEOH**  
SAFE STEPS AMBASSADOR



**SUMMARY SHEET  
BPAC  
SEPTEMBER 13, 2017**

**VI. STAFF COMMENTS**

**VII. INFORMATION ITEMS**

- BPAC Attendance Record
- Save the Date for Mobility Week
- St. Johns River to Sea Loop Summit
- TPO Board Meeting Report
- TPO Outreach & Activities (August 2017)

**VIII. BPAC MEMBER COMMENTS**

**IX. ADJOURNMENT**

<b>Name</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>July</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Notes</b>
Holly Ryan/Doug Hall	x	x	x	x	x	x		exc				Daytona Beach (appt. 3/12) (alt. appt. 02/14)
John Schmitz	abs	abs	abs	abs	abs	abs		abs				Daytona Beach Shores (appt. 8/12)
Jeff Hodge	abs	abs	abs	abs	abs	abs		abs				DeBary (appt. 3/15)
Ted Wendler	exc	x	x	x	abs	exc		exc				DeLand (appt. 05/11) (appt. 6/14)
Scott Leisen	exc	x	x	exc	x	abs		abs				Deltona (appt. 12/12)
Michelle Grenham	x	exc	x	x	exc	x		exc				Edgewater (appt. 01/17)
Paul Eik (17/18 Vice Chairman)	x	x	x	x	x	x		x				Flagler Beach (appt. 7/14)
Dustin Savage (Chairman)/Larry Coletti(alt)	exc	x	x	exc	x	abs		exc				Flagler County (appt 8/15)(alt. appt 02/16)
Gilles Blais			x	x	exc	x		x				Holly Hill (appt 3/17)
Nic Mostert	x	x	x	x	x	x		x				New Smyrna Beach (appt. 03/15)
Bob Storke (17/18 Chairman)	x	x	x	x	x	x		x				Orange City (appt. 12/07)
Gayle Belin	x	x	x	x	abs	x		x				Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson	x	exc	abs	x	exc	x		exc				Palm Coast (Appt. 02/16)
Joe Villanella				exc	x	x		x				Ponce Inlet (Appt. 4/17)
Christy Gillis	x	x	exc	exc	x	exc		x				South Daytona (appt. 01/16)
Patrick McCallister	x	x	exc	x	exc	x		x				Volusia County District 1 (appt. 10/16)(Patterson)
Roy Walters/Jason Aufdenberg	x	x	x	x	x	x		x				Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Nancy Burgess-Hall	x	x	x	x	x	x		exc				Volusia County (app 2/14) D-2 (Wheeler)(alt. appt 09/15)
Alice Haldeman	x	x	x	x	x	x		x				Volusia County (appt. 04/13) D-3 (Denys)
<b><u>NON-VOTING MEMBERS</u></b>												
Wendy Hickey	x	x	x	x	x	x		x				Flagler County (appt. 12/15)
Heidi Petito/Bob Owens	abs	abs	abs	abs	abs	abs		abs				Flagler County Transit (appt 9/14)
Gwen Perney	x	x	x	x	x	x		x				Large City - Port Orange (appt. 10/13)
John Cotton/Edie Biro	x	x	x	x	exc	x		x				Votran (appt. 07/13)(alt. appt. 02/16)
Melissa Winsett/Terri Bergeron	x	x	x	x	x	x		x				Volusia County (02/14) (alt. Appt. 09/16)
Rob Brinson/Eric Kozielski	abs	abs	x	abs	x	abs		x				Volusia County School Board (appt. 01/16)
Gene Ferguson				x	x	x		x				FDOT (appt 3/17)
<b>QUORUM</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>		<b>Y</b>				

<b>Vacancies</b>
Bunnell
Flagler County School Board
Lake Helen
Oak Hill
Pierson
Port Orange
Small City Alliance
Volusia County Chairman

January - December 2017

WHAT MOVES YOU?

# Save the DATE

OCT 28 - NOV 3, 2017

## Join us in celebrating the second annual Central Florida Mobility Week.

Mobility Week is a cooperative effort by the Florida Department of Transportation and its partner agencies to improve transportation in Central Florida. During Mobility Week, counties, cities and transportation agencies host events to promote safe and sustainable transportation choices. It is also an opportunity for individuals to explore the various transportation choices available to them.

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



**For more information on Mobility Week**

Visit our website at [www.mobilityweekcfl.com](http://www.mobilityweekcfl.com) or email us at [contact@mobilityweekcfl.com](mailto:contact@mobilityweekcfl.com).



532 W. Florence Avenue  
DeLand, Florida 32720

## St. Johns River-to-Sea Loop Summit and Trail Celebration

October 26 - 28, 2017  
DeLand, Florida

Announcing the St. Johns River-to-Sea Loop Summit (SJR2C) and Trail Celebration to be held in DeLand on October 26 - 28, 2017. The Summit is sponsored by the St Johns River-to-Sea Loop Alliance in cooperation with FDOT Mobility Week and Greenways and Trails Month. The Summit will be a major milestone in the evolution of the St Johns River-to-Sea Loop and is presented by the nonprofit 501(c)3 St Johns River-to-Sea Loop Alliance in cooperation with the Office of Greenways and Trails, the East Central Florida Regional Planning Council, the Florida Department of Transportation, the River to Sea TPO, the Space Coast TPO, and others. The theme is synergy among trails, active mobility, safety, community spirit, multi-modal connections, bike-tourism, economic development, and health and fitness.

The purpose of the Summit is to raise awareness of and support for the Loop and the Alliance and to celebrate trails. Presentations will focus on the evolution and status as well as the safety and health benefits of the SJR2C Loop, the potential economic impact of the Loop exemplified by the economic turn-around of cities such as Winter Garden, and the importance of municipalities, counties, destination marketing organizations, nonprofits and other interests working together to support and promote trails.

The Summit will include three days of events, each with a different focus and purpose:

- **Thursday, October 26** Stakeholder Meeting and evening reception/Happy Hour
- **Friday, October 27** Community outreach program celebrating the Loop and trails
- **Saturday, October 28** Fun events including a Halloween-themed kids bike ride and safety check

### Get Involved

Our goal is to engage all counties and communities, to advance the Loop and increase awareness and advocacy. If you want to be involved in the Summit, this is the right place to be and the right time to get involved. The SJR2C Loop Alliance is seeking partners, volunteers, program ideas and sponsors. For information please register on the [SJR 2C.org](http://SJR2C.org) website or contact [Info@sjr2c.org](mailto:Info@sjr2c.org). If you are interested in participating in the Summit as a partner, volunteer, sponsor, speaker or attendee please see our website, call us at 321-795-3179 or email [info@SJR2C.org](mailto:info@SJR2C.org). We look forward to working with you.



**River to Sea TPO Board  
Meeting Summary  
August 23, 2017**

- Approved the consent agenda including approval of the June 28, 2017 TPO Board meeting minutes
- Approved Resolution 2017-21 amending the FY 2017/18 to 2021/22 Transportation Improvement Program (TIP)
- Approved Resolution 2017-22 authorizing the execution of a supplemental agreement to the Metropolitan Planning Organization (MPO) Agreement for the use of Transportation Planning (PL) and Urban Attributable (SU) funds and amending the FY 2016/17 and 2017/18 Unified Planning Work Program (UPWP)
- Approved a motion to defer approval of Resolution 2017-23 adopting the Resilient Volusia County Report to the September 27, 2017 TPO Board meeting
- Approved Resolution 2017-24 providing limited authority for the Executive Director to execute required documents for the River to Sea TPO
- Received a TPO staff PowerPoint presentation on implementing transportation performance measures and developing targets for the River to Sea TPO
- Received TPO staff PowerPoint presentation on the draft 2017 River to Sea TPO Crash Analysis Report
- Received TPO staff presentation on the SUN Trail Project Listing
- Received TPO staff presentation on the draft 2017 Regional List of Priority Projects for the Central Florida MPO Alliance (CFMPOA)
- Received TPO staff presentation on the TPO's Annual Call for Projects and Project Priority Ranking Process
- Received the FDOT report
- Announced a SunRail Commission meeting on August 30, 2017 at 9:00 am

- Received the Executive Director's report including updates on FY 2017/18 SU funding; SR A1A stabilization; and the Regional Transit Study
- Requested TPO member input regarding the availability of federal earmark money that will be available to use in FY 2019/20
- Received TPO member update on SunRail

***Items Requiring Follow Up:***

***The next River to Sea TPO Board meeting will be on Wednesday, September 27, 2017***

# TPO Outreach & Activities Completed in August 2017

## 1 St. Johns River to Sea Loop Stakeholders Meeting

Date: Thursday, August 10, 2017

Location: St. Augustine

Description: The TPO staff attended the St. Johns River to Sea Loop Stakeholders meeting

## 2 Roundtable of Volusia County Elected Officials Meeting

Date: Monday, August 14, 2017

Location: Daytona Beach International Airport

Description: The TPO staff attended the Roundtable of Volusia County Elected Officials meeting

## 3 River to Sea TPO Receives the “2017 Designated Official Planning Agency of the Year” Award

The River to Sea TPO received this award from the Florida Commission for the Transportation Disadvantaged (CTD) on August 31, 2017.  
<https://www.r2ctpo.org/2017/08/31/11933/>

## 4 SR 44 Alternative Intersection Design Study Public Meeting for Businesses

Date: Thursday, August 31, 2017

Location: New Smyrna Beach City Commission Chambers

Description: The TPO staff, in coordination with VHB, Inc., held a public meeting geared towards businesses on the SR 44 Alternative Intersection Design Study. More than 40 people attended.



SR 44 Intersection Design Study Public Meeting for Businesses

### September Events:

September 5-8: APA Florida Conference, Daytona Beach

September 14: SR 44/Mission Rd/Wallace Rd/Canal Street Alternative Intersection Design Study Public Workshop/Open House, New Smyrna Beach City Commission Chambers

September 17-20: Rail~volution Conference, Denver, CO

September 18: Florida Greenways & Trails Plan Workshop, DeBary Hall

September 28: Annual VCARD Icebreaker, Daytona Beach

September 30: Port Orange Family Days Helmet Fitting, Port Orange City Center

### Other Upcoming Events:

October 26: White Cane Awareness and Pedestrian Safety Day, Intersection of Nova Road and Beville Road, Daytona Beach

October 26-28: St. Johns River to Sea Loop Trail Summit and Celebration, DeLand

October 28-Nov. 3: FDOT Mobility Week, Location TBD

### Ongoing Projects & Studies:

- Update of the TPO’s Citizens Guide to the R2CTPO
- Bicycle and Pedestrian Master Plan
- Bicycle/Pedestrian Feasibility Studies Continuing Services Request for Proposals (RFP)
- Resilient Volusia County Study - Sea Level Rise /Storm Surge
- Bus Stop Improvement Plan – Phase I, Volusia County
- Flagler County Fixed Route Implementation Plan
- I-95 to SR 417 Connector Environmental Study
- 2017 Crash Analysis Report
- Pedestrian Crash Locations Report
- 2017 Congestion Management Process (CMP) & Performance Measures Report
- SR 44 @ Mission Rd/Wallace Rd/Canal St Alternative Intersection Design Study
- Annual FY 2016/17 TPO Audit
- Update to the Volusia County Bicycle Map for the Experienced Cyclist
- TSM&O (ITS) Masterplan Phase II
- Turnbull Bay Road Trail Feasibility Study
- Flomich Street Sidewalk Phase 2 Feasibility Study