



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, October 12, 2022

TIME: 2:00 P.M.

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

NOTE:

Microsoft Teams has been established for remote participation.

Masks are requested to be worn by those physically present according to CDC guidelines.

BPAC
Wednesday, October 12, 2022 2:00 PM (EDT)

Join the BPAC meeting on your computer or mobile app

[Click here to join the meeting](#)

Meeting ID: 284 391 940 220

Passcode: zDV3MP

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

+1 561-484-5911 315337360# United States, West Palm Beach

Phone Conference ID: 315 337 360#

[Find a local number](#) | [Reset PIN](#)

Dr. Jason Aufdenberg, Chairperson

AGENDA

- I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. PUBLIC COMMENT/PARTICIPATION** *(Length of time at the discretion of the Chairperson)*

III. ACTION ITEMS

- A. REVIEW AND APPROVAL OF THE SEPTEMBER 14, 2022 BPAC MEETING MINUTES**
(Contact: Debbie Stewart) (Enclosure, pages 3-8)

IV. PRESENTATIONS AND DISCUSSION ITEMS

- A. PRESENTATION AND DISCUSSION OF RECOMMENDED CHANGES TO THE R2CTPO GUIDING RESOLUTIONS AND PROJECT APPLICATIONS FOR THE 2023 CALL FOR PROJECTS** *(Contact: Stephan Harris) (Enclosures, pages 9-23)*
- B. PRESENTATION AND DISCUSSION OF MOBILITY WEEK 2022 EVENTS** *(Contact: Pamela Blankenship) (Enclosure, pages 24-31)*

V. STAFF COMMENTS *(Enclosure, pages 32-35)*

→ National Pedestrian Safety Month

VI. INFORMATION ITEMS *(Enclosure, pages 32, 36-39)*

→ BPAC Attendance Record
→ BPAC Project Review Subcommittee Report
→ TPO Board Meeting Cancellation Notice
→ TPO Meeting Schedule
→ TPO Outreach & Activities *(under separate cover)*

VII. BPAC MEMBER COMMENTS *(Enclosure, page 32)*

VIII. ADJOURNMENT *(Enclosure, page 32)*

*****The next meeting of the BPAC will be on Wednesday, November 9, 2022*****

NOTE: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the River to Sea TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, Florida 32114-8145; (386) 226-0422, extension 20416, at least five (5) working days prior to the meeting date.

NOTE: If any person decides to appeal a decision made by the board with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.

NOTE: The River to Sea TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Those with questions or concerns about nondiscrimination, those requiring special assistance under the Americans with Disabilities Act (ADA) of 1990, or those requiring language assistance (free of charge) should contact Pamela Blankenship at 386.226.0422 or pblankenship@r2ctpo.org.

**SUMMARY SHEET
BPAC
OCTOBER 12, 2022**

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE SEPTEMBER 14, 2022 BPAC MEETING MINUTES

BACKGROUND INFORMATION:

Minutes are prepared for each meeting and must be approved by the BPAC. The September 14, 2022 BPAC meeting minutes were revised to incorporate additional member comments as requested and are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO APPROVE THE SEPTEMBER 14, 2022 BPAC MEETING MINUTES

Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
September 14, 2022

Members Physically Present:

Terry Lodge
Luis Leal
Paul Eik
Larry Coletti
Nic Mostert
Bob Storke
Gayle Belin
Andrew Dodzik
Mark Oebbecke
Emery Jeffreys
Jay Williams (non-voting)

Members Virtually Present:

Doug Hall
Patrick McCallister
Nancy Epps
Maggie Ardito
Tim Grigsby
Jason Aufdenberg, Chairperson
Gwen Perney (non-voting)

Members/Technical Appointees Absent:

Ted Wendler, Vice Chairperson (excused)
Adam Mengel
Tom Ryan (excused)
Christy Gillis (excused)
Rob Brinson
Chris Daun (excused)
Stephanie Moss (non-voting) (excused)
John Cotton (non-voting) (excused)

Others Physically Present:

Stephan Harris
Richard Hamilton
Anna Taylor
Tyler Burgett

Others Virtually Present:

Debbie Stewart, Recording Secretary
Pam Blankenship
Robert Barto
Gideon Smith
Jon Cheney

Representing:

DeBary
Deltona
Flagler Beach
Flagler County
New Smyrna Beach
Orange City
Ormond Beach
Palm Coast Alternate
Ponce Inlet
Volusia County District 1 Alternate
Volusia County

Representing:

Daytona Beach Alternate
Lake Helen
Ponce Inlet Alternate
Volusia County District 1
Volusia County, District 4
Volusia County At-Large Alternate
Port Orange

Representing:

DeLand
Flagler County
Holly Hill
South Daytona
Volusia County School Board
Volusia County Council Chair
FDOT
Votran

Representing:

TPO Staff
Citizen
FDOT
FDOT

Representing:

TPO Staff
TPO Staff
East Coast Greenway Alliance
Port Orange
Volusia County

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

The roll was called and it was determined that a quorum was physically present. Due to the COVID-19 virus, the meeting was held in a hybrid format with 10 voting and one non-voting member physically present; and five voting and two non-voting members virtually present.

The Pledge of Allegiance was given.

Mr. Harris stated both Chairperson Aufdenberg and Vice Chairperson Wendler were unavailable to be here in person and chair the meeting; the BPAC Bylaws call for the voting members who are physically present to elect a chairperson for today's meeting.

MOTION: *A motion was made by Mr. Mostert to nominate and elect Mr. Bob Storke as Chairperson for today's meeting. The motion was seconded by Mr. Lodge.*

Mr. Storke respectfully declined the nomination.

MOTION: *A motion was made by Mr. Dodzik to nominate and elect Mr. Paul Eik as Chairperson for today's meeting. The motion was seconded by Mr. Lodge and carried unanimously.*

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 2:08 p.m. by Chairperson Paul Eik.

Chairperson Eik stated the members participating virtually are doing so as a result of social distancing restrictions associated with COVID-19. Rulings from the Florida Attorney General require that the members physically present vote to allow virtual participation due to "extraordinary circumstances".

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

II. Public Comment/Participation

Mr. Richard Hamilton, a citizen of Flagler County, introduced himself and stated he is interested in safety related issues along SR A1A in Flagler County. He is here to listen to the discussion regarding Commerce Parkway.

III. Action Items

A. Review and Recommend Approval of August 10, 2022 BPAC Meeting Minutes

MOTION: *A motion was made by Mr. Storke to approve the August 10, 2022 BPAC meeting minutes. The motion was seconded by Mr. Dodzik and carried unanimously.*

B. Review and Recommend Approval of Resolution 2022-## Amending the Connect 2045 Long Range Transportation Plan (LRTP) (Roll Call Vote Required)

Mr. Harris stated the Flagler Central Parkway Connector is a new roadway in Bunnell from US 1 to SR 100. This project received appropriation funding of \$6.8 million for construction during the last Florida legislative session earlier this year. The city will partner with Flagler County to build the road. This is Amendment 3 of the Connect 2045 Long Range Transportation Plan (LRTP); amending Chapter 6 and Appendices B and C which are shown in strikethrough/underline format with the changes that are being amended. He reviewed the tables and a cross-section of the roadway; he noted the new roadway will be a two-lane undivided road with a five-foot sidewalk and be approximately 1.7 miles in length. Construction will take place in the 2021-2025 timeframe. The project is fully funded.

Mr. Dodzik asked how the road will get to SR 100 and if the location is where the new jail was built.

Mr. Harris replied he does not have a location map yet but it will be a new roadway from US 1 to SR 100 in the southeastern quadrant.

Mr. Mostert referred to the \$6.8 million in funding and asked if that amount is in addition to the \$12.8 million that was partially funding the project.

Mr. Harris replied yes; a total of \$18 million.

Members discussed the project, the location and the funding in detail.

MOTION: *A motion was made by Mr. Storke to recommend approval of Resolution 2022-## amending the Connect 2045 Long Range Transportation Plan (LRTP). The motion was seconded by Ms. Belin and carried unanimously by a roll call vote.*

C. Review and Recommend Approval of Resolution 2022-## Amending the FY 2022/23 to FY 2026/27 Transportation Improvement Program (TIP) (Roll Call Vote Required)

Mr. Harris stated this TIP amendment is for the same project as the LRTP amendment and the same information and funding amount apply that was just discussed. The TIP must be amended to match the LRTP.

MOTION: *A motion was made by Ms. Belin to recommend approval of Resolution 2022-## amending the FY 2022/23 to FY 2026/27 Transportation Improvement Program (TIP). The motion was seconded by Mr. Mostert and carried unanimously by a roll call vote.*

IV. Presentation and Discussion Items

A. Presentation and Discussion of the River to Sea TPO's Annual Call for Projects and Project Prioritization Process

Mr. Harris stated each year after the completion of the project prioritization process, TPO staff and the advisory committees evaluate the process and guiding resolutions to recommend improvements for the next cycle. The aim is to achieve the best possible outcome in terms of identifying and promoting transportation-related priorities consistent with the community's goals and objectives as prescribed in the Connect 2045 LRTP. There are three resolutions that guide the priority process; he reviewed each. The resolutions are updated each year. Project applications are accepted for the bicycle/pedestrian and traffic operations categories. Planning studies do not have a dedicated funding source. However, the TPO works with FDOT to help fund transportation studies. Currently, FDOT is working on the number one planning study which is the Mason Avenue Corridor Study. The subcommittees evaluate and score the bicycle/pedestrian and traffic operations applications to help build the draft priority list which is reviewed and adopted each year. These are the projects the SU funding is used for; the TPO also sets aside \$100,000 each for feasibility studies for bicycle/pedestrian and traffic operations projects. There are currently three bicycle/pedestrian feasibility studies underway. He reviewed the priority process schedule and noted the annual Call for Projects normally opens between January and March but for the last two years it has been opened early; last year it opened on December 3, 2021 and remained open through February 25, 2022.

Ms. Belin asked if the TPO would hold workshops this year to help project sponsors with the applications.

Mr. Harris replied yes, a workshop was held at the January TCC meeting; staff plans to have the workshops again.

Mr. Leal asked if the November election would have any effect on the process; if newly elected officials would want different projects.

Mr. Harris explained the elections will have no impact on the TPO's process or priority list; TPO Board members may change but the process will not. He explained the project applications are reviewed, ranked and prioritized between the close of the Call for Projects in February and May; the new List of Priority Projects (LOPP) is adopted in June and sent to FDOT for use in developing the next Work Program which will be used to develop the TPO's new TIP that is also adopted in June. The process changes very little each year. Any changes to the policies will be brought back to the BPAC for review and discussion. He anticipates opening the Call for Projects in early December again this year.

Mr. Mostert asked if there is a way to get a message to the smaller communities that they need representation at the BPAC; there is not a lot of small city participation.

Mr. Harris agreed that the small cities have a difficult time participating in the priority process as federal funds come with a lot of strings attached. A 10% local match may not sound like much but if the project is expensive it can be. Staff reaches out to the smaller cities to see how we can help them get projects funded.

Members discussed the priority process, policies and funding. They discussed how to help the smaller cities be creative and submit a collective package of projects instead of a couple of smaller projects. A list of resources is provided with the project applications; it was noted it would be helpful if we knew if those resources were used and were helpful to project applicants as well as if the links and workshops were helpful. Members suggested adding a questionnaire to the application to find out that information.

Mr. Harris replied that is something to consider and the subcommittees could discuss it. These resolutions will be back next month with the draft project applications for discussion and a recommendation of approval.

B. Presentation and Discussion of the Draft FY 2021/22 Public Involvement Activities Summary

Ms. Blankenship gave a PowerPoint presentation of the draft FY 2021/22 Public Involvement Activities Summary. She explained the effects COVID-19 had on the TPO's outreach over the last fiscal year. The TPO also had some staffing changes and having a small staff limited the outreach events. She reviewed the committee and TPO Board meeting attendance; the goal is 80% attendance but the average was 76%. Only the Executive Committee achieved the goal. She reviewed the media, news releases and news articles that mentioned the TPO in FY 2021/22; there were more news articles this year compared to previous years. She explained the various social media platforms the TPO uses including the TPO website, Facebook and Twitter pages; she reviewed those statistics. In 2021, the TPO implemented a monthly Constant Contact Newsletter that is sent to an average of 665 individuals, cities, counties, organizations, committee and board members, etc.; it covers a variety of transportation, bicycle/pedestrian, and safety-related topics. The TPO participated in 22 community outreach events in FY 2021/22 and partnered with FDOT for several events including Mobility Week and the Florida Love to Ride Challenge. Staff did hold several bike helmet events this year as well. The TPO held its annual Open House and Toy Drive in December and collected more than 155 toys and gift cards for the Department of Children and Families; it will be held in December again this year. Regarding the next steps, the TPO will focus on the 3 "Cs"; communication, collaboration and community. Communication and collaboration with our stakeholders, partners and the public by increasing the TPO's presence within the community. We have several activities planned for the fall and are working on more; staff will be at Port Orange Family Days to fit helmets; FDOT will be assisting since the TPO has limited staff. The TPO is also working with Ms. Ardito on an event on November 18, 2022 at DeBary Hall and the Florida Love to Ride Challenge is also coming up. She will have more information regarding these events next month.

Mr. Jeffreys asked if click-through rates were tracked for Twitter and Facebook.

Ms. Blankenship replied yes; however, she does not have those numbers available right now but can provide that information to him via email.

Members discussed the presentation and the upcoming events. It was noted that the Love to Ride Challenge has two groups for the TPO; one is for staff and the other is for committee/board members and the public. They noted that the open rate for the newsletter is unusually high for a non-profit and congratulated Ms. Blankenship on a job well done.

V. Staff Comments

Mr. Harris announced the Volusia County Council provided a proclamation that September 6, 2022 was declared "Nancy Burgess-Hall Day"; she was a highly respected and influential advocate for the disabled community. He read the proclamation which was signed by the entire Volusia County Council.

VI. Information Items

- BPAC Attendance Record
- Love to Ride Florida Challenge
- Save the Date for Mobility Week 2022
- TPO Board Report

VII. **BPAC Member Comments**

Mr. Storke suggested that with the TPO's limited staff perhaps BPAC members could assist at an event if it is near the community they represent. He has helped at events held on the west side of the county many times and it is fun.

Mr. Mostert thanked Mr. Eik for stepping in as Chairperson today and congratulated Dr. Aufdenberg on his bicycle map app and the attention it is receiving; it is an amazing app.

Ms. Belin added that she attended a safety event the TPO and FDOT held at Andy Romano Park in Ormond Beach which gave her the opportunity to speak with the Mayor of Ormond Beach and meet other residents; it was very helpful.

Mr. Lodge agreed that members should be able to help at events and get certified to fit bike helmets as well.

Ms. Ardito announced that FDOT will celebrate Mobility Week with a bike ride from DeBary Hall at 4:00 pm on October 26, 2022; they will also hold a trail seminar that day at 5:30 pm to bring people up-to-date with what is happening with trails and different events for October and November. The St. Johns River to Sea Loop Alliance applied for and was awarded a grant for the Deland Black Heritage Trail project; it will be a nine-month project. It is not a trail in the infrastructure sense but a walking and cycling guide tour trail. The hope is to inspire movement with the Deland West Greenway and connect to the significant Black History sites. They are partnering with Stetson University to install interpretive and directional signs as well as guidebooks. On November 18, 2022, the Volusia County/Flagler County Equitable Transportation Workshop will be held; the goal is to increase active transportation around the two counties by making changes to infrastructure, policy and the culture. They may also schedule working groups; this event will also be held at DeBary Hall. Please contact her if anyone is interested or represents a city or organization that may be interested.

Mr. Hall thanked Mr. Harris for representing the TPO and the BPAC at the Volusia County Council meeting on September 6, 2022 on Nancy Burgess-Hall Day; Mr. Harris also spoke about Ms. Burgess-Hall's contributions. He thanked the BPAC members for supporting him and Ms. Burgess-Hall over the years; they have been wonderful and he respected their comments. He also thanked the TPO staff for their support.

VIII. **Adjournment**

The BPAC meeting adjourned at 3:18 p.m.

River to Sea Transportation Planning Organization

**Dr. Jason Aufdenberg, Chairperson
Bicycle/Pedestrian Advisory Committee (BPAC)**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the September 14, 2022 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 12th day of October 2022.

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

***** A recording of the September 14, 2022 BPAC meeting is available upon request.***

**SUMMARY SHEET
BPAC
OCTOBER 12, 2022**

IV. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF RECOMMENDED CHANGES TO THE R2CTPO GUIDING RESOLUTIONS AND PROJECT APPLICATIONS FOR THE 2023 CALL FOR PROJECTS

BACKGROUND INFORMATION:

Each year, after completion of the project prioritization process, the TPO staff and committees 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 Connect 2045 Long Range Transportation Plan.

The BPAC Project Review Subcommittee held a meeting on September 27, 2022 to discuss revisions to the R2CTPO policies and project applications for the Annual Call for Projects. No revisions were recommended to the R2CTPO guiding resolutions. Revisions to the Bicycle/Pedestrian General Instructions and Bicycle/Pedestrian Project Applications recommended by the subcommittee are provided with this agenda packet for your review. Revised text is highlighted and underlined (additions).

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC



2022 Application for Project Prioritization **Bicycle/Pedestrian Projects**

December 2021

General Instructions:

For the 2021 2022 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

Feasibility studies assess the engineering and planning characteristics of bicycle/pedestrian projects. Feasibility studies must include, but not be limited to, the determination of available right-of-way, documentation and identification of the solutions of obstacles that may impede the project's constructability, permitting and socioeconomic constraints, landscaping, drainage and an engineer's estimate of related planning, design, right-of-way and construction costs.

The R2CTPO has two different application forms for Bicycle/Pedestrian and B/P Local Initiatives Projects. One is to be used when applying for a Feasibility Study; the other is to be used when applying for Project Implementation. For a given project, applications for Feasibility Study and Project Implementation must be submitted in separate application cycles.

When applying for Project Implementation, the applying agency will also be required to submit a completed copy of FDOT's Project Information Application Form. No project will advance beyond a Feasibility Study unless the R2CTPO receives an application for prioritization of the Project Implementation phase. Applications for prioritization of the Project Implementation phase will be accepted only if a Feasibility Study has already been completed or if the project does not require a Feasibility Study. The applying agency is required to use the minimum threshold programming amount of \$250,000 for design (phase 38), right-of-way (phase 48), and construction (phase 58). There is no minimum threshold programming amount for construction engineering inspection (CEI).

Applications will be ranked based on the information supplied in the application. The TPO is not obliged to consider information pertaining to the project request that is not included in the project application. However, applying agencies are encouraged to be present for the evaluation of their applications to provide clarification, if needed. Mixed projects (defined as a project that is not a stand-alone bicycle/pedestrian project) require separate applications for the bicycle/pedestrian category and traffic operations/safety category. Updated cost estimates for projects on the bicycle/pedestrian list of prioritized projects are to be submitted with a letter of continuing support by February 26, 2021. After the List of Prioritized Projects is adopted by the R2CTPO Board in June, if a project is withdrawn by the sponsor, an official letter of withdrawal and/or email must be submitted to the R2CTPO within thirty (30) days.

Incomplete applications will not be accepted.

Eligible Project Sponsors for the 2022 Call for Projects.

- Local governments;
- Transit agencies;

- School districts or educational institutions;
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible.

Eligible activities related to surface transportation that can be funded with **Transportation Alternatives funds**¹:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, signage, and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Construction, planning, and design of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements.

All construction and pre-construction work phases will be administered by the Florida Department of Transportation (FDOT) or other Local Agency Program (LAP) certified local government. Reimbursements are distributed only to a LAP certified agency responsible for completing the tasks. FDOT assigns a LAP Design and LAP Construction Liaison for each project. Federal law requires that each project be administered under the rules and procedures governing federally funded transportation projects. Certified Local Agencies comply with all applicable Federal statutes, rules and regulations.

Initial Project Screening:

Any project submitted by a local government for consideration needs to meet the following screening criteria:

For any proposed facility to be considered eligible through the TPO process, the project must be included on the **River to Sea TPO's Bicycle and Pedestrian Plan** <https://www.r2ctpo.org/planning-studies/bicycle-pedestrian/draft-bicycle-pedestrian-plan/> or a local government adopted **Bicycle/Pedestrian Plan** or the **River to Sea TPO's Bicycle Suitability Map 2019**.

Is this **Shared Use Path** project at least 12 feet wide?

¹ It is the River to Sea TPO's intent to extend eligibility to all of the activities included within the meaning of the term "Transportation Alternatives" pursuant to 23 U.S.C. 101(a)(29) except the following:

1. Construction of turnouts, overlooks, and viewing areas;
2. Community improvement activities, including –
 - a. inventory, control, or removal of outdoor advertising;
 - b. **historic** preservation and rehabilitation of historic transportation facilities;
 - c. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - d. archaeological activities related to impacts from implementation of a transportation project eligible under title 23;
3. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to –
 - a. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - b. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
4. Safe Routes to School coordinator
5. Planning, designing, or construction boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

- If **Yes** – the project is eligible.
- If **No** – justification is required to determine eligibility.

Is this **Sidewalk** project at least 5 feet wide?

- If **Yes** – the project is eligible.
- If **No** – the project application is not acceptable.

Is this an activity that can be funded with **Transportation Alternatives Funds**?

- If **Yes** – the project is eligible.
- If **No** – the project application is not acceptable.

Local Match Requirement:

R2CTPO Resolution 2021-XX provides that the governmental entity requesting state and/or federal transportation funds shall be required to match those funds programmed on the project with local funds at the ratio of 10% local funds to 90% state and/or federal funds. **This match requirement shall not apply to projects on the State Highway System.** The match shall be by project phase for each programmed phase including feasibility study. A non-federal cash match is required for a feasibility study. For all other phases, the local match is defined as non-federal cash match and/or in-kind services that advance the project. This resolution also reaffirms the R2CTPO's policy that the applying agency (project originator) shall be responsible for any cost overruns encountered on a project funded with state and/or federal transportation funds unless the project is on the state highway system, in which case, the State DOT shall be responsible for any cost overruns.

Other Funding Requirements:

All project applications are subject to approval by the R2CTPO Board. Other funds (in addition to SU funds) may be used to fund project phases or overall costs.

Electronic and "Hard Copy" Submittal Requirements:

Any project submitted by a local government for consideration MUST include the following information/materials:

1. Applications and supporting documentation shall be submitted as digital media in Portable Document Format (PDF).

Electronic documents must be submitted through the R2CTPO FTP site:

<https://www3.mydocsonline.com/customerupload/b4bbf6f197bbf605f029f13c7936>

2. The application and all supporting documentation shall be included in one electronic PDF file.
3. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
4. Page size shall be either 8-1/2" by 11" (letter) or 11" by 17" (tabloid).
5. PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at 300 dpi to balance legibility and file size. If you are unable to produce an electronic document as prescribed here, please contact R2CTPO staff to discuss other options. If you are unable to upload to the R2CTPO FTP site, please contact R2CTPO staff to discuss other options.

6. In addition to the digital submittal, we require one (1) complete paper copy of the application and all supporting documents. This must be identical to the digital submittal.
7. Submit any available right-of-way information.
8. **Each application MUST include a Project Map** that clearly identifies the termini of the project, Proximity to Community Assets and Network Connectivity through the use of a one (1) mile radius buffer for Shared Use Path projects and **Transportation Alternatives Activities** and a one-half (½) mile radius buffer for Sidewalk projects. Maximum map size is 11" x 17".
9. In addition, all maps MUST include a **Scale** (in subdivisions of a mile), **North Arrow**, **Title** and **Legend**. Photographs are encouraged and must be captioned.

Projects that contribute directly to the completion or enhancement of the following trail systems may be eligible for inclusion as Regional Trail Projects:

1. SunTrail Network
2. Priority and Opportunity Land Trails of the Florida Greenways and Trails System (FGTS) Plan

Will this proposed project contribute directly to the completion or enhancement of any of the aforementioned regional trail systems? Yes ☐ No ☐

**R2CTPO staff will provide assistance in completing an application
at the request of any member local government.**

Bicycle/Pedestrian Links

- **2019 Bicycle Suitability Map**
- [Bike Florida, Inc.](#)
- [Bike Safety Guide](#)
- [Bike/Walk Central Florida](#)
- [Biking West Volusia](#)
- [Central Florida Community Traffic Safety Teams](#)
- [Central Florida Safe Routes Portal](#)
- [Central Florida Scenic Byway Brochure](#)
- [Coast to Coast Trail](#)
- [Commute Orlando](#)
- [Commuting by Bike: Safety Guide & Tips](#)
- [Cycling Savvy](#)
- [D5 TransPed Pedestrian and Bicycle Planning Tool](#)
- [East Coast Greenway](#)
- [Flagler County Parks and Recreation](#)
- [Florida East Coast Greenway](#)
- [Florida Bicycle Association](#)
- [Florida Bicycle Law](#)
- [Florida DEP Office of Greenways and Trails](#)
- [Florida DOT Alert Today, Alive Tomorrow](#)
- [Florida DOT Pedestrian and Bicycle Program](#)
- [Florida DOT Bicycle/Pedestrian Non-Motorized Database System \(Traffic Counts\)](#)
- [Florida DOT Non-Motorized Traffic Monitoring Program](#)
- [Florida DOT Safe Routes to School](#)
- [Florida Greenways and Trails Foundation](#)
- [Florida Pedestrian/Bicycling Safety Resource Center](#)
- [Florida Safe Routes to School](#)
- [Florida Scenic Highways Program](#)
- [Florida Traffic Safety Dashboard/Signal Four Analytics](#)
- [Florida Urban and Community Forestry Grant Program](#)
- [National Center for Safe Routes to School](#)
- [Palm Coast Trail Map & Park Guide](#)
- [Pedestrian and Bicycle Information Center](#)
- [Safe Routes to School National Partnership](#)
- [Safe Routes to School Online Guide](#)
- [St. Johns River to Sea Loop Alliance](#)
- [SUN Trail Network](#)
- [East Central Regional Rail Trail](#)
- [USDOT/FHWA Pedestrian & Bicycle Safety](#)
- [Visit Florida – Florida Trails & Greenways](#)
- [Volusia County Trails Program](#)
- [SRTS Resources List](#)
- [NTSB 2020 Bicycle Safety Research Report](#)



2022 Application for Project Prioritization – **FEASIBILITY STUDY**

Bicycle/Pedestrian Projects

All applications must be uploaded to the TPO file transfer site by 2:00 p.m. (EST) on February 25, 2022
<https://www3.mydocsonline.com/customerupload/b4bbf6f197bbf605f029f13c7936>

Project Title: _____

Applying Agencies (project sponsor): _____ Date: _____

Contact Person: _____ Job Title: _____

Address: _____

Phone: _____ FAX: _____

E-mail: _____

Does the Applying Agency expect to be certified by FDOT to perform work under the Local Agency Program (LAP) process? ☐ YES ☐ NO

If not, what local government agency will perform the work on behalf of the Applying Agency? _____
[Attach a letter of intent from the agency that will perform the work.]

Governmental entity with maintenance responsibility for roadway facility on which proposed project is located: _____

[If not the same as Applying Agency, attach letter of support for the proposed project from the responsible entity. This letter of support must include a statement describing the responsible entity's expectations for maintenance of the proposed improvements, i.e., what the applying agency's responsibility will be.]

Priority of this proposed project relative to other applications submitted by the Applying Agency: _____

Project Description: _____

Project Location (include project length and termini, if appropriate, and attach location map): _____

Project Eligibility for Federal Funds (check the appropriate box):

- ☐ the proposed improvement is located on the Federal-aid system. (Reference the Federal Aid Road Report at <http://www.fdot.gov/statistics/fedaid/>);
- ☐ the proposed improvement is **not** located on the Federal-aid system, but qualifies as a type of improvement identified in 23 U.S.C. §133 that is not restricted to the Federal-aid system.

Project Purpose and Need Statement:

In the space provided below, describe the purpose and need for this proposed project. It is very important that the Purpose and Need Statement is clear and complete. It will be the principal consideration in ranking the project application for a feasibility study. It must convince the public and decision-makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The Purpose and Need Statement will also help to define the scope for the feasibility study, the consideration of alternatives (if appropriate), and project design.

The purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project should be identified as ancillary benefits. The purpose should be stated in one or two sentences as the positive outcome that is expected for each criterion. For example, "The purpose is to provide a connection between a park and a school." It should avoid stating a solution as a purpose, such as: "The purpose of the project is to add a sidewalk." It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

The need should establish the evidence that the problem exists, or will exist if anticipated conditions are realized. It should support the assertion made in the Purpose Statement. For example, if the Purpose Statement is based on safety improvements, the Need Statement should support the assertion that there is or will be a safety problem to be corrected. The need should be described for each criterion. When applying for a feasibility study, you should support your Need Statement with the best available evidence. However, you will not be expected to undertake new studies.

Purpose and Need Statements are required for all of the following Priority Criteria:

1. **Proximity to Community Assets:** this measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be awarded.
Purpose and Need (required): _____
2. **Connectivity and Accessibility:** this measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. A maximum of 20 points will be awarded.
Purpose and Need (required): _____
3. **Safety/Security:** this measure provides additional weight to applications that have included safety as a component of the overall project, **increase the comfort level of bicyclists and pedestrians**, and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns. A maximum of 25 points will be awarded.
Purpose and Need (required): _____
4. **Contribution to "Livability" and Sustainability in the Community:** this measure considers factors that have an impact on "livability" and sustainability in the community. A maximum of 10 points will be awarded.
Purpose and Need (required): _____
5. **Enhancements to the Transportation System:** this measure considers the demonstrated and defensible relationship to surface transportation. A maximum of 10 points will be awarded.
Purpose and Need (required): _____
6. **Public Support/Special Considerations:** describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, public meeting minutes, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria. A maximum of 5 points will be awarded.
Purpose and Need (required): _____
7. **Local Matching Funds > 10%:** if local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail. A maximum of 20 points will be awarded.
Purpose and Need (required): _____



2022 Application for Project Prioritization – **PROJECT IMPLEMENTATION**

Bicycle/Pedestrian Projects

All applications must be uploaded to the TPO file transfer site by 2:00 p.m. (EST) on February 25, 2022
<https://www3.mydocsonline.com/customerupload/b4bbf6f197bbf605f029f13c7936>

Project Title: _____

Applying Agencies (project sponsor): _____ Date: _____

[Attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not attached.]

Commentary: _____

Attach a completed copy of FDOT's Project Information Application Form.

Criteria Summary:

Priority Criteria	Points
(1) Proximity to Community Assets	20
(2) Connectivity and Accessibility	20
(3) Safety/Security	20
(4) Contribution to "Livability" and Sustainability in the Community	10
(5) Enhancements to the Transportation System	10
(6) Project Readiness	5
(7) Public Support/Special Considerations	5
(8) Local Matching Funds > 10%	20
(9) Value-Added Tie Breaker (if necessary)	variable
Total (excluding Value-Added Tie Breaker)	110

Criterion #1 – Proximity to Community Assets (20 points maximum)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths and **Transportation Alternatives Activities** or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed overall, and individual point assignments will be limited as listed below.

List and describe how the facilities link directly to community assets and who is being served by the facility. Show each of the Community Assets on a Project Area Map through the use of a buffer and describe in the space provided.

Proximity to Community Assets	Check All that Apply	Max. Points
Residential developments, apartments, community housing	<input type="checkbox"/>	4
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers, trade/vocational schools, colleges, universities	<input type="checkbox"/>	4
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	4
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	4
School bus stop (K-12)	<input type="checkbox"/>	2
Schools (K-12)	<input type="checkbox"/>	2
Maximum Points Awarded		20

Criterion #1 Description (required): _____

Criterion #2 – Connectivity and Accessibility and Equitability (20 points maximum)

This measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. Does the project enhance mobility or accessibility for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled? Does the project enhance mobility, accessibility, and equitability?

List and describe how this project fits into the local and regional bicycle/pedestrian networks and/or a transit facility. Depict this on the map and describe in the space provided.

Network Connectivity and Accessibility	Check All that Apply	Max. Points
Project provides equitable access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	5
Project has been identified as “needed” in an adopted document (e.g., comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	5
Maximum Points Awarded		20

Criterion #2 Description (required): _____

Criterion #3 – Safety/Security (20 points maximum)

This measure provides additional weight to applications that have included safety as a component of the overall project, **increase the comfort level of bicyclists and pedestrians**, and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns.

List and describe whether the proposed facility is located within a “hazardous walk/bike zone” in the River to Sea TPO planning area and provide documentation that illustrates how bicycle or pedestrian safety could be enhanced by the construction of this facility.

For more information, contact Volusia or Flagler County School District Student Transportation Services and refer to Florida Statute 1006.23.

Safety/Security	Check All that Apply	Max. Points
The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the River to Sea TPO planning area. If applicable, provide documentation.	<input type="checkbox"/>	10
The project removes or reduces potential conflicts (bike/auto, bike/ped, and ped/auto). There is a pattern of bike/ped crashes along the project route. The project eliminates or abates a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study. The project helps the River to Sea TPO meet or exceed adopted Transportation Safety Targets for Non-Motorized Serious Injuries and Fatalities. If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies.	<input type="checkbox"/>	10
Maximum Points Awarded		20

Criterion #3 Description (required): _____

Criterion #4 Contribution to “Livability” and Sustainability in the Community (10 points maximum)

This measure considers how the project positively impacts the “Livability” and Sustainability in the community that is being served by that facility. Depict assets on a project area map and describe in the space provided.

Contribution to “Livability” and Sustainability in the Community (Maximum 10 Points)

- Project includes traffic calming measures
- Does this project protect wildlife and is it sensitive to the natural ecosystem?
- Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements
- Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users
- Project improves transfer between transportation modes
- Project supports infill and redevelopment consistent with transit-oriented design principals and strategies are in place making it reasonably certain that such infill and redevelopment will occur
- Project supports a comprehensive travel demand management strategy that will likely significantly advance one or more of the following objectives: 1) reduce average trip length, 2) reduce single occupancy motor vehicle trips, 3) increase transit and non-motorized trips, 4) reduce motorized vehicle parking, reduce personal injury and property damage resulting from vehicle crashes
- Project significantly enhances the travel experience via walking and biking
- Project improves transportation system resiliency and reliability
- Project reduces (or mitigates) the storm water impacts of surface transportation

Criterion (4) Describe how this project contributes to the “Liveability” and Sustainability of the Community:

Criterion #5 Enhancements to the Transportation System (10 points maximum)

This measure considers the demonstrated and defensible relationship to surface transportation.

Describe how this project fits into the local and regional transportation system. Depict this on the map where applicable and describe in the space provided.

Enhancements to the Transportation System (Maximum 10 Points)

- Is the project included in an adopted plan?
- Is the project consistent with the goals of the River to Sea TPO's Complete Streets Policy on Page 5?
- Does local government have Land Development Code requirements to construct sidewalks?
- Does the project relate to surface transportation?
- Does the project improve mobility between two or more different land use types located within 1/2 mile of each other, including residential and employment, retail or recreational areas?
- Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?
- Does the project conform to Transit Oriented Development principles?
- Does the project sponsor have a Complete Streets Policy?
- Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?
- Project is located in a "gateway" or entrance corridor as identified in a local government applicant's master plan, or other approved planning document.

Criterion #5 Describe how this project enhances the Transportation System:

Criterion #6 Project "Readiness" (5 Points maximum)

This measure considers the state of project readiness. Describe project readiness in the space provided.

Project Readiness (Maximum 5 Points)

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Is the project completed through the design phase?
- Is right-of-way readily available and documented for the project?

Criterion #6 Describe the state of Project "Readiness":

Criterion #7 – Public Support/Special Considerations (5 points maximum)

Describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria.

Special Considerations	Check All that Apply	Max. Points
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5
Maximum Points Awarded	<input type="checkbox"/>	5

Criterion #7 Description (required): _____

Criterion #8 – Local Matching Funds > 10% of Total Project Cost (20 points maximum)

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

	Check One	Max. Points
Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
10.0% < Local Matching Funds < 12.5%	<input type="checkbox"/>	2
12.5% ≤ Local Matching Funds < 15.0%	<input type="checkbox"/>	4
15.0% ≤ Local Matching Funds < 17.5%	<input type="checkbox"/>	6
17.5% ≤ Local Matching Funds < 20.0%	<input type="checkbox"/>	8
20.0% ≤ Local Matching Funds < 22.5%	<input type="checkbox"/>	10
22.5% ≤ Local Matching Funds < 25.0%	<input type="checkbox"/>	12
25.0% ≤ Local Matching Funds < 27.5%	<input type="checkbox"/>	14
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	16
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	18
32.5% ≤ Local Matching Funds	<input type="checkbox"/>	20
Maximum Points Awarded		20

Criterion #8 Description (required): _____

Criterion #9 – Value-Added Tie Breaker (if necessary) (variable points)

Projects with equal scores after evaluations using the eight Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

River to Sea TPO Complete Streets Policy Goals

- Reduce injuries and fatalities
- Provide transportation options for people of all ages, physical abilities, and income levels
- Improve health by promoting active lifestyles through design to realize long-term health impacts
- Support equitable access to employment opportunities and civic resources
- Support economically healthy/vibrant communities
- Implement resilient and sustainable solutions



2022 Priority Process for Bicycle/Pedestrian and B/P Local initiatives Projects

Feasibility Studies

1. Local government submits project(s)
2. BPAC reviews and ranks projects for feasibility studies
3. The TPO Board will approve a final ranking of all projects
4. TPO requests a Fee Proposal from consultant to perform a feasibility study
5. TPO schedules a scoping meeting with the consultant, FDOT and local government(s)
6. Consultant provides Fee Proposal to TPO
7. Local government pays the 10% local match for the feasibility study based on the Fee Proposal. TPO pays the majority of the cost for a consultant to perform feasibility studies on the higher ranking projects. (Local governments can bypass the TPO Study if they pay for the feasibility study themselves.)
8. TPO gives the consultant a Notice to Proceed on the feasibility study
9. Draft feasibility study is reviewed and approved by the TPO, FDOT and local government(s)
10. Final feasibility study is completed

Project Implementation

1. Local government submits project(s) and an official letter agreeing to pay at least 10% of the programmed project implementation cost, and agreeing to pay for any cost overruns
2. BPAC reviews and ranks projects for project implementation
3. The TPO Board will approve a final ranking of all projects
4. TPO coordinates with FDOT to program the project in the next available fiscal year of the FDOT Work Program
5. Construction of top ranked project is approximately 2-4 years

River to Sea Transportation Planning Organization Calendar Year 2021 Safety Performance Targets

Basis for Establishing Targets:

The River to Sea TPO continues to reduce the target by two percent when measures are trending downward. However, if the measure is trending upwards, the previous year's target is retained. The following 2021 Safety Performance Targets are adopted for the Five-Year Rolling Average in each of the performance measures categories:

Fatalities

2021 Five-Year Rolling Average Target:	131.6
2021 Reduction in Total Number of Fatalities:	from 135 to 118

The 2021 Target retains the adopted five-year rolling average target from the year 2020.

Serious Injuries

2021 Five-Year Rolling Average Target:	779.0
2021 Reduction in Total Number of Serious Injuries:	from 758 to 728

The 2021 Target is calculated based on a two percent annual reduction in the total number of serious injuries from the year 2019.

Fatalities Rate:*

2021 Five-Year Rolling Average Target:	1.784
2021 Reduction in Fatalities Rate:	from 1.776 to 1.549

The 2021 Target retains the adopted five-year rolling average target from the year 2020.

*VMT specific to the planning area is not currently available, which includes all of Volusia County and a portion of Flagler County. As such, the fatalities rate was calculated using the data available for the entirety of Volusia and Flagler County, pending the provision of data at the planning area level.

Serious Injuries Rate*

2021 Five-Year Rolling Average Target:	10.376
2021 Reduction in Serious Injury Rate:	from 9.975 to 9.576

The 2021 Target is calculated based on a two percent annual reduction in the serious injuries rate from the year 2019.

*VMT specific to the planning area is not currently available, which includes all of Volusia County and a portion of Flagler County. As such, the serious injuries rate was calculated using the data available for the entirety of Volusia and Flagler County, pending the provision of data at the planning area level.

Non-Motorized Serious Injuries and Fatalities

2021 Five-Year Rolling Average Target:	103.4
2021 Reduction in Total Number of Non-Motorized Serious Injuries and Fatalities:	from 110 to 96

The 2021 Target retains the adopted five-year rolling average target from the year 2020.

**SUMMARY SHEET
BPAC
OCTOBER 12, 2022**

IV. PRESENTATIONS AND DISCUSSION ITEMS

B. PRESENTATION AND DISCUSSION OF MOBILITY WEEK 2022 EVENTS

BACKGROUND INFORMATION:

The State of Florida is celebrating its annual statewide Mobility Week from October 21 through October 28, 2022. Mobility Week is a celebration of making smart, efficient, and safe multimodal transportation choices. During Mobility Week, cities, counties, and transportation partner agencies host events to promote transportation choices, highlight transportation achievements, and roll out new initiatives or policies.

TPO staff will provide an overview of Mobility Week 2022 Events.

Mobility Week 2022 Promotional Video:

<https://www.youtube.com/watch?v=FGc67CUwBnI&t=92s>

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC



What is Mobility Week?



Mobility Week is a cooperative effort by the Florida Department of Transportation (FDOT) and its partner agencies to promote awareness of safe, multimodal transportation choices. During Mobility Week, counties, cities, and transportation agencies host events and offer special promotions to encourage Floridians to try new transportation options. It is an ideal time for agencies to highlight transportation achievements, roll out new initiatives or implement new policies.

Mobility Week is also an opportunity for residents to explore the various transportation choices available to them. This grassroots initiative gives people an opportunity to explore how active and sustainable travel choices like walking, biking, riding transit or carpooling reduce traffic congestion, benefits the environment, and improves community health.

Frequently Asked Questions

When is Mobility Week 2022?

Mobility Week 2022 is being celebrated from October 21 through October 28, 2022.

What happened at last year's Mobility Week?

The sixth annual statewide Mobility Week was successfully held in 2021. Across Florida, **more than 278 partners joined hands to host 142 events**, including a Virtual Conference Center to raise awareness of safety and transportation choices. Mobility Week events included free transit rides, group bike rides, bike helmet fittings, commuter travel events, walking tours, workshops, and other community events. Around 200 workplaces and 1,700 Floridians participated in the Love to Ride bicycling challenge, riding over 300,000 miles.

A summary of 2021 events can be found at:
www.MobilityWeekFL.com

What is the inspiration behind Mobility Week?

The inspiration for Mobility Week comes from an annual event, **European Mobility Week, which has been celebrated continent-wide in Europe since 2002.** The European Mobility Week is usually celebrated from September 16 (International Car Free Day) through September 22. The 2021 European Mobility Week had participation from 3,184 cities in 53 countries. Participation in Mobility Week events is not limited to government entities but also includes businesses, non-governmental organizations, schools, and other non-municipal actors.

OCT 21-
NOV 30
2022



LOVE TO RIDE FLORIDA CHALLENGE

RIDE ANYWHERE, ANYTIME

WIN GREAT PRIZES

EVERYONE CAN TAKE PART



lovetorideglobal



lovetoride_



lovetoride.net



[www.lovetoride.net/
florida/groups/3186](http://www.lovetoride.net/florida/groups/3186)

Hosted by the Florida Department of Transportation as part of Mobility Week 2022 to encourage Floridians to explore new and sustainable transportation options.
MobilityWeekFL.com

Love to Ride Florida Challenge

Are you ready to ride your bike in a fun, free competition and win prizes?

From October 21 to November 30, FDOT is hosting this statewide challenge to get more Floridians riding bikes. Ride as an individual or join the River to Sea TPO group to compete against others riders in Florida.

Taking part is simple:

- **Everyone can join in!** From regular riders to people who haven't been on a bike in years (or ever).
- **You can ride anywhere, any time** for fun, fitness or transportation.
- **You only need to ride for ten minutes** to start earning points and help your workplace climb the leaderboard.
- **Share the love** - encouragement is at the core of the Love to Ride Florida Challenge and we want people to invite co-workers, family and friends to take part.
- **You can win amazing prizes** by participating and encouraging others to discover or rediscover riding.



Ready to get fitter, be happier, save money and help save the planet?

Register for the Love to Ride Florida Challenge today at www.lovetoride.net/florida/groups/3186



lovetorideglobal



lovetoride.net



lovetoride_



2022 BIKE LANE DESIGN CONTEST

Libertad Acosta-Anderson

FDOT District 5

386-943-5410

Libertad.Acosta-Anderson@dot.state.fl.us.com

Poorna Bhattacharya

FDOT Consultant

850-321-7284

Poorna.Bhattacharya@dot.state.fl.us



BIKE LANE DESIGN CONTEST ELIGIBILITY

Open to **elementary schools only**

Schools with **good access from a designated bicycle lane** is preferable

Students participate in the coloring contest and the **school/FDOT select the winning designs**

FDOT will **install winning design** in the bike lane closest to school entrance

If City/County maintained facility, **FDOT will install at no cost to the agency**



2021 BIKE LANE DESIGN CONTEST WINNERS

 **The Arenciel Biker**   **Mobility Week**
OCT 29 - NOV 5, 2021

 

Artwork **Install**

  Collins Bronson (3rd Grade)
Viera Elementary School

 **Brevard Beach Bikers**   **Mobility Week**
OCT 29 - NOV 5, 2021

 

Artwork **Install**

  Julien Santiago (5th Grade)
Fairglen Elementary School

 **Pretty Bike**   **Mobility Week**
OCT 29 - NOV 5, 2021

 

Artwork **Install**

  Tae Griffin (1st Grade)
Fairglen Elementary School

 **LegoMan**   **Mobility Week**
OCT 29 - NOV 5, 2021

 

Artwork **Install**

  Wes Goehmann (5th Grade)
Viera Elementary School

2021 BIKE LANE DESIGN CONTEST WINNERS



**SUMMARY SHEET
BPAC
OCTOBER 12, 2022**

V. STAFF COMMENTS

→ National Pedestrian Safety Month

VI. INFORMATION ITEMS

→ BPAC Attendance Record
→ BPAC Project Review Subcommittee Report
→ TPO Board Meeting Cancellation Notice
→ TPO Meeting Schedule
→ TPO Outreach & Activities (*under separate cover*)

VII. BPAC MEMBER COMMENTS

VIII. ADJOURNMENT

******The next meeting of the BPAC will be on Wednesday, November 9, 2022******

Monday, October 3, 2022

Contact: pressoffice@dot.gov

U.S. Department of Transportation Marks the Start of National Pedestrian Safety Month, Stresses the Need to Protect Vulnerable Road Users

President's Bipartisan Infrastructure Law includes unprecedented resources to improve safety on nation's roads

WASHINGTON – The U.S. Department of Transportation marks October as National Pedestrian Safety Month. National Pedestrian Safety Month celebrates the right of everyone to walk or roll safely and reminds drivers of their responsibility to stay alert for pedestrians, cyclists, and other vulnerable road users.

In [2020, 6,516 pedestrians were killed](#) in the United States – an average of 18 pedestrians a day. And in 2021, pedestrian fatalities were projected to be up 13% over 2020. People who are American Indian and Alaska Native are almost three times more likely to die walking than the general public, on a per 100,000 person basis. People who are Black or African American are more than 50% more likely to die walking than the general public, on a per 100,000 person basis.

Ending traffic fatalities across the country is a top priority for the U.S. Department of Transportation. President Biden's Bipartisan Infrastructure Law makes significant investments in roadway safety. And in January, U.S. Transportation Secretary Pete Buttigieg announced the National Roadway Safety Strategy, which is focused on working with stakeholders to reduce traffic fatalities. The strategy includes initiatives across multiple USDOT agencies, including the National Highway Traffic Safety Administration, the Federal Highway Administration, the Federal Transit Administration, and the Federal Motor Carrier Safety Administration.

“We live in an era when it is safer to fly in an airplane 30,000 feet above the ground than it is to walk down the street,” said **U.S. Transportation Secretary Pete Buttigieg**. “This National Pedestrian Safety Month, we must redouble our efforts to address the urgent national crisis on our nation's roads, and do everything in our power to keep pedestrians safe.”

“No one should die while walking to school, work, the grocery store, or for exercise. Our roads must be safe for everyone, inside and outside a vehicle,” said **Acting NHTSA Administrator Ann Carlson**. “National Pedestrian Safety Month draws attention to the risks people face while walking or rolling and reminds all drivers to watch for pedestrians and other vulnerable road users.”

“Safety for all road users is our top priority, and FHWA is working year-round with communities across our country to use a Safe System Approach to design roads that are safe for all users and encourage safe speeds,” said **Acting Federal Highway Administrator Stephanie Pollack**.

“Every transit rider is, at some point, a pedestrian,” said **Federal Transit Administrator, Nuria Fernandez**. “To have a truly effective transportation system in our nation, we must ensure that every part of it is safe, from door to destination. National Pedestrian Safety Month allows us to really focus on the solutions that keep more Americans safe when they choose to walk.”

“FMCSA’s mission is roadway safety and to prevent crashes and injuries involving large trucks and buses, including crashes that involve our most vulnerable roadway user, the pedestrian,” said **FMCSA Administrator Robin Hutcherson**. “We are an integral part of the National Roadway Safety Strategy and work within the Safe System Approach. We will continue to strive for safer people, safer vehicles, and safer speeds so that all who use our roadways can reach their destinations unharmed.”

Most pedestrian fatalities occur at night, which is why FHWA recently published the [Pedestrian Lighting Primer](#), a resource for transportation practitioners installing and improving pedestrian lighting at locations with existing and future pedestrian activity.

The FHWA has also partnered with FTA to improve safety for pedestrian and bicyclists near transit stops. The agencies released a new guide, [Improving Safety for Pedestrians and Bicyclists Accessing Transit](#), to address common safety issues likely to arise near transit stations, bus stops, and other places where bus or rail transit systems operate. The guide can help transit agencies, State and local roadway owners, and regional organizations in addressing pedestrian and bicyclist safety concerns in accessing transit.

As part of efforts to improve pedestrian safety, NHTSA is also launching a new paid media campaign from October 10-31 to educate drivers about the dangers of illegally passing stopped school buses and pedestrian safety for children when boarding and leaving a school bus.

National Pedestrian Safety Month also highlights the disparities in pedestrian safety and the importance of equity in road safety for all. Black and Native American pedestrians are disproportionately killed in the United States, as compared to white pedestrians.

National Pedestrian Safety Month spotlights a different aspect of the safe system approach each week:

- **Week 1, Safer People:** Celebrates the many benefits of walking and how we can encourage more walking by creating a safer system for people who walk or roll.
- **Week 2, Safer Speeds & Safer Roads:** Recognizes the importance of how motorists driving at safer speeds can save lives and highlights the vital role that safer roads play in reducing fatal crashes and injuries.

- **Week 3, Safer Vehicles:** Looks at vehicle solutions – vehicles that provide occupant crash protection, and technology can help prevent crashes from occurring in the first place. Technologies like pedestrian automatic emergency braking can help protect those outside of the vehicle. Vehicle standards can also help reduce the severity of injuries. The front ends of vehicles can be designed to reduce the impact of a crash.
- **Week 4, Post-Crash Care:** Focuses on providing bystander assistance and care to injured pedestrians, which may be critical in treating injuries and saving lives.

National Pedestrian Safety Month materials are [available online](#).

Earlier this year the Department launched the [Safe Streets & Roads for All Discretionary Grant Program](#), funded through President Biden’s Bipartisan Infrastructure Law with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available for local communities to make our streets safer for people walking. Applications for this program recently closed and awards will be announced in the coming months.

###

BPAC Attendance Record 2022

Name	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Notes
Holly Ryan/Doug Hall	x v	exc	exc	exc	x p	x p		exc	x v				Daytona Beach (appt. 3/12) (alt. appt. 02/14)
Terry Lodge	x p	x p	x p	x p	x p	x p		x p	x p				DeBary (appt 8/2020)
Ted Wendler Vice Chairperson	abs	x p	x p		x p	x p		x p	exc				DeLand (appt. 05/11)
Luis Leal	x p	x p	x v	x v	x p	x v		x p	x p				Deltona (appt 11/2021)
Paul Eik	x p	exc	exc	x p	x p	exc		x p	x p				Flagler Beach (appt. 7/14) (alt appt 9/18)
Larry Coletti/Andy Dodzik	x p	x p	x p	x p	x v	x p		x p	x p				Flagler County (appt 2/16)(re-appt 3/22)
Thomas Ryan	x p	x v	abs	abs	x v	x v		x p	exc				Holly Hill (appt 9/19) (alt appt 5/2021)
Patrick McCallister		x v	abs	x v	x v	x v		exc	x v				Lake Helen (appt 2/22)
Nic Mostert	x p	exc	x p	x p	x p	exc		x p	x p				New Smyrna Beach (appt. 03/15)
Bob Storke	x p	x p	x p	x p	x p	x p		x p	x p				Orange City (appt. 12/07)
Gayle Belin	x p	x p	x p	x p	x p	x p		exc	x p				Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson/Andrew Dodzik	x p	x p	exc	x p	exc	x p		x p	x p				Palm Coast (Appt. 02/16) (Alt appt 9/19)
Mark Oebbecke/Nancy Epps	x p	xp xv	xp xv	xp xv	x p	xp xv		x p	xp xv				Ponce Inlet (Appt 12/2020) (alt appt 8/2021)
Christy Gillis	exc	x p	x v	exc	x v	exc		x v	exc				South Daytona (appt. 01/16)
Roy Walters/Jason Aufdenberg Chairperson	xv xp	xv xp	x p	xp xp	x p	xp xp		xp xv	x v				Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Maggie Ardito/Emery Jeffreys		x v	x v	x p	x p	xv xp		xv xp	xv xp				Volusia County D-1 (appt. 2/22) (alt 5/22)
Tim Grigsby	x v	exc	x p	x v	x v	x p		x v	x v				Volusia County D-4 (appt 4/2021)
Chris Daun	x p	x p	x p	x v	exc	exc		x v	exc				Volusia County Chair (appt 3/2021)
Adam Mengel (non-voting)	abs	abs	abs	abs	abs	abs		abs	abs				Flagler County (appt. 8/15/2021)
Gwen Perney (non-voting)	x v	x v	x v	x v	x v	x v		x v	x v				Large City - Port Orange
John Cotton/Edie Biro (non-voting)	x v	x v	x v	x p	x v	exc		x v	exc				Votran (appt. 07/13)(alt. appt. 02/16)
Jay Williams/Meghan Lindsey	x p	abs	x p	exc	x p	abs		x p	x p				Volusia County (09/2022) (alt appt 8/22)
Rob Brinson (non-voting)	abs	abs	abs	abs	abs	abs		abs	abs				Volusia County School Board (appt. 01/16)
Stephanie Moss (non-voting)	x p	x v	exc	x v	x v	exc		x p	exc				FDOT (appt 11/19)
PHYSICAL QUORUM	Y	Y	Y	Y	Y	Y		Y	Y				

Vacancies

Beverly Beach
 Bunnell
 Daytona Beach Shores
 Edgewater
 Flagler County School Board
 Flagler County Transit
 Oak Hill
 Pierson
 Port Orange
 Volusia County D-2
 Volusia County D-3
 Volusia County D-5

LEGEND

x = present
 p = present physically
 v = present virtually
 abs = absent (unexcused)
 exc = excused



**BPAC Project Review Subcommittee
Meeting Summary
September 27, 2022**

- Discussed changes to the General Instructions, Bicycle/Pedestrian Project Applications, Resolutions 2021-22, 2021-23, 2021-24, and 2022 Priority Project Process Schedule.
- Approved a motion to recommend improvements to the project prioritization process.

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



Meeting Cancellation Notice

**The TPO Board
meeting scheduled for:**

**Wednesday, September 28, 2022
at 9:00 a.m. has been**

CANCELLED

**The next TPO Board meeting will be
at the regularly scheduled date on
October 26, 2022 at 9:00 am**

2023 Meeting Schedule of the River to Sea TPO Board and Committees

	River to Sea TPO Board	Executive Committee	Technical Coordinating Committee (TCC)	Citizens Advisory Committee (CAC)	Bicycle/Pedestrian Advisory Committee (BPAC)	Trans. Disadvantaged Local Coordinating Board (TDLCB)
2023	4 th Wed. @9:00 a.m.	1 st Wed. @ 9:00 a.m.	3 rd Tues. @ 3:00 p.m.	3 rd Tues. @ 1:15 p.m.	2 nd Wed. @ 2:00 p.m.	2 nd Wed. the first month of every quarter @ 11:00 a.m. **
January	January 25, 2023	January 4, 2023	January 17, 2023	January 17, 2023	January 11, 2023	January 11, 2023
February	February 22, 2023	February 1, 2023	February 21, 2023	February 21, 2023	February 8, 2023	
March	March 22, 2023	March 1, 2023	March 21, 2023	March 21, 2023	March 8, 2023	
April	April 26, 2023	April 5, 2023	April 18, 2023	April 18, 2023	April 12, 2023	April 12, 2023
May	May 24, 2023	May 3, 2023	May 16, 2023	May 16, 2023	May 10, 2023	
June	June 28, 2023	June 7, 2023	June 20, 2023	June 20, 2023	June 14, 2023	
July	July 26, 2023*	July 5, 2023*	July 18, 2022*	July 18, 2022*	July 12, 2023*	July 12, 2023
August	August 23, 2023	August 2, 2023	August 15, 2023	August 15, 2023	August 9, 2023	
September	September 27, 2023	September 6, 2023	September 19, 2023	September 19, 2023	September 13, 2023	
October	October 25, 2023	October 4, 2023	October 17, 2023	October 17, 2023	October 11, 2023	October 11, 2023
November	November 22, 2023	November 1, 2023	November 21, 2023	November 21, 2023	November 8, 2023	
December	December 27, 2023*	December 6, 2023*	December 19, 2023*	December 19, 2023*	December 13, 2023*	

* These meetings are typically cancelled

** TDLCB Meetings are at Votran