



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, November 12, 2014

TIME: 3:00 PM

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

Mr. Robert "Bob" Storke, Chairman

AGENDA

- I. **CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. **NEW BPAC MEMBER INTRODUCTION** (*Enclosure, page 4*)
- III. **PUBLIC COMMENT/PARTICIPATION** (*Length of time at the discretion of the Chairman*)
- IV. **ACTION ITEMS**
 - A. **REVIEW AND APPROVAL OF OCTOBER 8, 2014 BPAC MEETING MINUTES**
(*Contact: Debbie Stewart*) (*Enclosure, pages 5-16*)
 - B. **REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2014-## ADOPTING THE JOINT PARTICIPATION AGREEMENT (JPA), AMENDMENT #1 FOR XU BICYCLE/PEDESTRIAN FEASIBILITY STUDIES** (*Contact: Stephan C. Harris*)
(*Enclosure, pages 17-21*)

IV. ACTION ITEMS *(continued)*

- C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2014-## REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS** *(Contact: Robert Keeth) (Enclosure, pages 22-26)*
- D. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2014-## AMENDING THE FY 2014/15 – 2018/19 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** *(Contact: Robert Keeth) (Enclosure, pages 27)*
- E. CANCELLATION OF THE DECEMBER 10, 2014 BPAC MEETING** *(Contact: Pamela Blankenship) (Enclosure, page 28)*

V. PRESENTATIONS AND DISCUSSION ITEMS

- A. PRESENTATION ON THE BICYCLE FRIENDLY AMERICA PROGRAM** *(Contact: Jason Aufdenberg) (Enclosure, pages 29-45)*
- B. PRESENTATION ON HOW PALM COAST BECAME A TRAIL CITY** *(Contact: Jose Papa, City of Palm Coast) (Enclosure, pages 46-59)*

VI. STAFF COMMENTS *(Enclosure, page 60)*

- **Regional Trails Corridor Assessment**
- **Bike, Walk and Drive Safely Public Service Announcement**

VII. INFORMATION ITEMS *(Enclosures, pages 60-79)*

- **BPAC Attendance Record**
- **2015 R2CTPO Board and Committee Meeting Schedule**
- **2040 LRTP Subcommittee Report**
- **TPO Board Meeting Report**
- **US 92 Project Public Meeting Notice**
- **USDOT Action Plan to Increase Walking and Biking**

VIII. BPAC MEMBER COMMENTS *(Enclosure, page 60)*

IX. ADJOURNMENT *(Enclosure, page 60)*

******The next meeting of the BPAC will be on Wednesday, January 14, 2015******

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

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

NOTE: The River to Sea TPO does not discriminate in any of its programs or services. To learn more about our commitment to nondiscrimination and diversity, visit our Title VI page at www.R2CTPO.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or pblankenship@r2ctpo.org.

**SUMMARY SHEET
BPAC
NOVEMBER 12, 2014**

II. New BPAC Member Introduction

Background Information:

Flagler County has appointed the following representative to the BPAC:

- Mr. John W. Kerr, Jr.

Action Requested:

As directed by the BPAC

**SUMMARY SHEET
BPAC
NOVEMBER 12, 2014**

IV. Action Items

A) Review and Approval of October 8, 2014 BPAC Meeting Minutes

Background Information:

Minutes are prepared for each meeting and must be approved by the BPAC. The October 8, 2014 BPAC meeting minutes are provided with this agenda packet for your review.

Action Requested:

Motion to approve the October 8, 2014 BPAC meeting minutes

Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
October 8, 2014

Members Present:

Doug Hall
Rani Merens
Scott Leisen
Michelle Grenham
Paul Eik
Nic Mostert, Vice Chairman
Bob Storke, Chairman
Phyllis Campbell
Colleen Nicoulin
Roy Walters
Kevin Phelps
Alice Haldeman
John Cotton

Non-Voting Technical Appointees Present:

Deborah Tyrone
Andy Johnson
Gwen Perney
Melissa Winsett
John Cotton

Members/Technical Appointees Absent:

John Schmitz
Ted Wendler
Pamela Masters (excused)
Patricia Lipovsky
Bill Pouzar
Jessie Clark
Heidi Petito/Bob Owens

Others Present:

Beth Pierce
John Kerr
Martha Moore
Debbie Stewart, Recording Secretary
Stephan Harris
Lois Bollenback
Jason Aufdenberg

Representing:

Daytona Beach
DeBary
Deltona
Edgewater
Flagler Beach
Holly Hill
Orange City
Ponce Inlet
Port Orange
Volusia County, At Large
Volusia County, District 1
Volusia County, District 3
Votran

Representing:

FDOT
Flagler County
Port Orange
Volusia County
Votran

Representing:

Daytona Beach Shores
DeLand
South Daytona
Volusia County, District 2
Volusia County, District 5
Volusia County School Board
Flagler County Transit

Representing:

Bunnell
Flagler County
Ghyabi & Associates
TPO Staff
TPO Staff
TPO Staff
Volusia County, At Large

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 Robert Storke. The roll was called and it was determined that there was a quorum.

II. New BPAC Member Introduction

Mr. Storke stated he was going to introduce the new members to the BPAC committee but they are not here; there are new members from Flagler County Transit and Flagler County government.

III. Public Comment/Participation

There were no public comments.

IV. Action Items

A. Review and Approval of September 10, 2014 BPAC Meeting Minutes

Ms. Nicoulin stated there is a correction on page 12, first paragraph, second line where it states there was a train accident; it was not a train accident but a vehicle burst pace line accident.

Mr. Walters stated it was a ride across the state from St. Augustine to Key West and these cyclists were on their way from Gainesville to St. Augustine but did not make it; a truck took them out. That is the reason for the monument and this was the beginning of the new Florida Bike Association.

Motion: A motion was made by Mr. Mostert to approve the September 10, 2014 BPAC meeting minutes as amended. The motion was seconded by Ms. Merens and carried unanimously.

B. Review and Recommend Approval to Allocate TPO Set-Aside (SU) Funding for the Corridor Improvement Program (CIP)

Ms. Bollenback stated this item is evolving and has undergone some changes since it was put in the agenda. It now only remotely resembles what is in the agenda packet. A conversation started at the June board meeting where one board member expressed their concerns along SR A1A. The TPO has known that for a while and conducted a study a year and a half ago in the New Smyrna area along CR A1A which came out of a recommendation from a CAC member. The TPO is working with Daytona Beach Shores now to conduct a pedestrian safety study within their city limits. Flagler County is working with FDOT to

assess some pedestrian safety issues in Flagler Beach around SR 100 in their downtown area. There was a safety audit conducted last month by FDOT Safety Office around the Ocean Walk Center. Anyone familiar with the SR A1A area recognizes there are varied widths in travel lanes, various speeds people drive, in some areas there are not pedestrian crosswalks and there are a lot of activities along SR A1A. With that in mind, the TPO was asked to develop a pedestrian safety analysis for SR A1A. In the TPO planning area, SR A1A's state and county road portions are over 40 miles. At the same time that the TPO developed the priority list, there was a recommendation and a request from Palm Coast to study a series of intersections in the Belle Terre Parkway corridor. They are trying to create some standardization along the corridor primarily for drivers because if the corridor changes as drivers progress down it, drivers have to reassess what is going on. Palm Coast wanted to create some standardization with the signage to make it more predictable and submitted a project through the ITS program which does intersection improvements and turn lane improvements but generally not an entire corridor. It is not the right fit for that program. She stated she started to develop some rough cost estimates and the TPO was originally proposing using money that is received for bicycle/pedestrian set-aside and traffic operations set-aside. FDOT receives a certain amount of money each year and they only get budget authority to spend that certain amount of money and it is for that particular type of activity. They receive a certain amount of money they are allowed to spend on construction and a certain amount for right-of-way. What the TPO was proposing by switching the money as seen in the agenda, was to take the money from the construction box and move it to planning. That can be done, but once the fiscal year starts, it is very difficult to do and FDOT can only do it if they have the authority to spend more planning dollars. As it turns out, they do not. So even though that is TPO money and theoretically can be spent anyway the TPO wants, it cannot be done administratively in this year. The TPO has been talking with FDOT over the last few weeks and they do have \$287,000 in the current year. She stated she is in the process of filling out applications and submitting them to FDOT. \$287,000 is not enough for all three studies and that was discussed at the board meeting and what is being proposed to the committee today, is to move forward with a request to FDOT for a SR A1A Pedestrian Safety Study and Belle Terre Parkway Corridor Study and next year the TPO will approach FDOT and try to set up in advance the funding that will be necessary to move forward with SR 100. At this point the TPO is not switching the planning or corridor funds; that may be what happens in the end; the TPO has not settled yet with FDOT. The issue here is if FDOT spends their planning money, they manage the project. They write the scope, use their consultants and they manage the project. She stated it is her preference for the TPO to do it when possible; the TPO is more familiar with the local areas and the people involved and tend to bring project cost in more cheaply but recognizes it is not always the preference of this group to move money from construction. In the end it is going to depend on what dollars are used; the budget authority is there. What she is looking for today is a motion that will allow the TPO to proceed with the funding request for SR A1A and Belle Terre Parkway and continue working with FDOT to refine those project applications, funding and costs.

Mr. Eik asked when referring to this year was she referring to the state fiscal year or federal fiscal year.

Ms. Bollenback replied it is the fiscal year the TPO follows which is the same fiscal year FDOT follows, July 1 – June 30.

Mr. Mostert asked if the TPO had identified any specific impact to construction projects this may cause.

Ms. Bollenback replied no, the money is currently in the box and not assigned to any project. If the TPO uses that money it would not allow another project to advance but the TPO has not identified what projects or activities would advance at this point.

Mr. Storke stated some sections of SR A1A do not belong to the county or state; they belong to the city and asked if that would be a problem.

Ms. Bollenback replied the original proposal to the board last month just included the state road portions of SR A1A. The board was very clear they wanted to include the entirety; along the entire section of the planning area that starts from the southern end of Marineland down to Ponce Inlet, then picking back up in New Smyrna Beach. In New Smyrna Beach it will probably just go from 3rd Avenue to 27th Avenue because that is the four-lane divided section that was just studied last year. There are new guidelines regarding pedestrian treatments and the American with Disabilities Act (ADA). The TPO wants to make sure the direction continues to make this area safer. She stated she has talked before about the transportation bill, MAP-21, Moving Ahead for Progress in the 21st Century; it is the federal bill that dictates what the TPO does. One of the things that came out of MAP-21 is performance measures; as the TPO moves forward with the Long Range Transportation Plan (LRTP) it is required to develop targets and those targets most certainly will include safety and crash information. The TPO is going to be required to identify projects that address safety measures. Because there is so much activity along SR A1A, that is where most issues are seen, especially pedestrian crashes in Volusia and Flagler County. This is very consistent with what is being heard at the national and state level. It has been a high priority for the Secretary and the Governor to address crashes. Florida is ranked top in the nation for pedestrian crashes and Volusia County is ranked in the top ten for the state. Flagler County fares much better but Flagler County is fairly small. There is a lot going on in this area and improving conditions along SR A1A, identifying where those issues are and targeting improvements will go a long way toward meeting some of the requirements the TPO has, but it will also go a long way towards creating an improved quality of life, supporting the businesses and residents on the beach side. There is no doubt this is a needed project, it is a matter of how to get it moving.

Mr. Hall asked if this project would include looking at the accessibility of the corridor in terms of any changes.

Ms. Bollenback replied she did not think the TPO should ever do a study without looking at accessibility issues; she has not specifically called them out but can.

Ms. Nicoulin asked if Atlantic Avenue in Ponce Inlet would be looked at.

Ms. Bollenback replied yes, that was the direction from the board. This is about 40 miles of corridor; the estimate she is working on is roughly \$200,000; the City of Palm Coast developed an estimate for their corridor project of roughly \$75,000 and she is targeting \$200,000 for SR A1A. She is trying to write the scope so that first all the data collection is done, identify the high crash locations and focus on those and then go as far as possible in the areas that most need attention.

Ms. Nicoulin stated that is good because she definitely thinks that part in Ponce Inlet should be included even though it is technically not part of SR A1A, it functions as part of that corridor.

Ms. Bollenback stated she was looking for a motion from the BPAC committee to provide a recommendation to the board that the TPO continue working with FDOT on applications for planning studies for the SR A1A Pedestrian Safety Study and Belle Terre Parkway Corridor Study.

Motion: A motion was made by Ms. Grenham to recommend the River to Sea TPO continue working with FDOT on applications for the SR A1A Pedestrian Safety Study and Belle Terre Parkway Corridor Study. The motion was seconded by Mr. Hall and carried unanimously.

C. Appointment of Additional Members to the Regional Trails Corridor Subcommittee

Mr. Harris stated this subcommittee was established earlier this year to provide feedback to TPO staff and TPO consultant Reynolds, Smith and Hills (RS&H) on the Regional Trails Corridor Assessment. The subcommittee members will be participating in stakeholder workshops, such as the one held recently, and small group meetings. The subcommittee started with four volunteers, and has since lost two members along the way. The two remaining volunteers are Mr. Nic Mostert, Holly Hill and Ms. Colleen Nicoulin, Port Orange. Both represent the east half of the county and ideally equal representation is needed from both sides of Volusia County and Flagler County as well. This assessment is an opportunity that does not come along often; all of the regional trails in the planning are will be looked at. The assessment will run through December and is scheduled to wrap up in January. In the agenda packet there is the summary of the last stakeholder workshop. Mr. Harris thanked the members that attended.

Mr. Eik stated he was intrigued and volunteered to help out.

Mr. Aufdenberg asked to clarify that this was talked about at the last BPAC meeting where the consultants gave a presentation.

Mr. Harris replied yes, and they will be back next month. Between now and then a small group meeting will be held October 29, 2014 at the Volusia County Administration Center.

He stated he wants to give everyone an opportunity to participate because it will come to a close soon.

Motion: A motion was made by Ms. Nicoulin to appoint Mr. Paul Eik, Flagler Beach, to the Regional Trails Corridor Subcommittee. The motion was seconded by Mr. Mostert and carried unanimously.

V. Presentation and Discussion Items

A. Presentation on Coast to Coast Connector Trails in Volusia County

[handout]

Mr. Harris showed a web video on the Coast to Coast Connector Trail that gave the big picture of the Coast to Coast Trail, which is 275 miles from the Atlantic Ocean to the Gulf Coast. The video also quoted the Governor as wanting it completed within five years. Mr. Harris also gave a PowerPoint presentation on the Coast to Coast Connector Trail in Volusia County. In the TPO planning area, the Coast to Coast Connector trail consists of the East Central Regional Rail Trail of 51 miles total, and the Spring to Spring Trail of 15 miles that is on the ground and built. Both can be highlighted as a success. The gap in the Coast to Coast Trail can be broken down into three segments; FDOT has taken the lead in closing the gap as one single project and has been funded for design in the current year for \$682,000. He showed the projected trail alignment in Lake Monroe Park and stated there were three proposed alignments but this one is the most promising. Regional connectivity includes the Regional Trails Corridor Assessment, the Coast to Coast Trail Extension, connection to SunRail at the DeBary station, public awareness and information and funding. The Coast to Coast Trail Extension that has been being discussed with New Smyrna Beach and Edgewater would start where the spur ends at Rotary Park, go north through Edgewater into New Smyrna Beach, go across the north causeway in New Smyrna Beach to the Atlantic Ocean. This is in the very early stages of this, so early an actual alignment has yet to be chosen. He showed a piece of undeveloped land that is between the Spring to Spring and the SunRail DeBary station at Fort Florida Road that could link the two. The intersection of Fort Florida Road and US 17/92 does not have any pedestrian features; no lights, no crosswalk, etc., and hopefully that will be addressed in the near future. FDOT and the county have both been looking at that area and the improvements that are needed have been noted. Public awareness information includes the TPO Bicycle Map, Flagler County's Nature and Trail Guide and projects like Volusia County's Trails App. This project is still in the early stages but when it is done a QR code can be scanned into a mobile phone that will give information about the trail you are on, real time location information, information about amenities such as trailheads, water fountains, benches, etc.

Ms. Nicoulin asked what the time frame for construction was for the parts of the trail that were funded for construction.

Mr. Harris replied the actual time line is between now and 2018. The last segment, the portion between Guise Road and Gobblers Lodge Road, is funded last because the right-of-way that has to be acquired.

Ms. Nicoulin asked if it was the middle piece.

Mr. Harris replied yes; right-of-way has to be acquired for it. When the railroad right-of-way was originally purchased by the Office of Greenways and Trails (OGT) there were some gaps because at the time it was not clear from the documentation available who owned the land. OGT purchased the entire corridor, [excluding] the gaps, and made an agreement with Volusia County that Volusia County would develop the trail with no gaps. The county has been building the segments with right-of-way, and for the segments they do not have right-of-way, the county has been pursuing getting those pieces of right-of-way. That is the reason the last segment will not be completed until 2018.

Ms. Nicoulin asked for confirmation that all the right-of-way has not been acquired.

Mr. Harris replied they do not have all the right-of-way today but are in the process of acquiring it.

Ms. Merens asked if the QR codes from the Volusia County Trails app could be put on the bicycle map.

Mr. Harris replied that is something the TPO would like to do in the future; it would be a big improvement but it is necessary to find a way to get it funded.

Ms. Merens asked when the video was made because it mentioned the Governor wants the Coast to Coast trail completed in five years.

Mr. Harris replied it was made this year; he stated all of the people in the video were at the Coast to Coast Trail Summit that took place last week.

Mr. Mostert stated the video was very exciting and gets people fired up about the Coast to Coast Trail. He asked if he was correct in that some of the right-of-way would not be purchased until 2019 and what was the time frame from getting the right-of-way until being built.

Mr. Harris replied the small portion between Guise Road and Gobbler's Lodge Road is where most of the gaps are in the right-of-way. There are different sections of this trail in different stages of development; some sections are under construction, some are in design and this portion is between Guise Road and Gobbler's Lodge Road, the right-of-way is being acquired and construction is programmed for 2018. It is going to take a little longer than other sections to be built.

B. Presentation on the Financial Plan of the 2040 Long Range Transportation Plan (LRTP)

Ms. Martha Moore, Ghyabi & Associates, gave a PowerPoint presentation on the Financial Plan of the 2040 Long Range Transportation Plan (LRTP). She stated this revenue forecast is the next step in developing the LRTP. The vision of the plan is with more of an emphasis on multimodal, trails and bicycle/pedestrian improvements. The LRTP is federally mandated to be updated every five years and it looks 25 years ahead. Current population and employment is looked at and future population and employment and then it is decided what improvements may be needed in the year 2040. They try to balance those improvements with the money that the TPO has. There are always more projects than money; not just new projects but to be able to maintain what is already there – repave roads, etc. The revenue forecast is based on the revenue forecast handbook put out by FDOT. The LRTP has to be adopted at the end of September 2015. She stated funding comes from federal, state and local funds. It is a 75/25 split with 75% of funds from federal and state, and 25% of funding from local funds. The federal sources are taxes from gas, diesel and natural, fees on tires and other transportation funds go to the National Highway Trust Fund; Florida is a donor state where all the fees go to the federal government, but does not get them all back. State sources come from taxes, vehicle registration fees, rental car surcharges, turnpike and tolls, and growth management funds. She stated the 2035 LRTP forecast had higher estimates than the 2040 LRTP forecast; the 2035 projected a lot more population and employment than we will have. The state and federal revenues are given by FDOT; they determined them and overall it will be about \$2 billion for the 2040 estimates for SIS facilities, Non-SIS facilities and Transportation Management Area (TMA) funds. For local revenues, there are gas taxes and the counties share in some of the state gas tax but there is also the local option gas tax, monies collected from impact fees which will come in from Volusia County, Flagler County and the city of Palm Coast. Potential revenue sources could be a local option sales tax, impact fees that could transition to a mobility fee, and rental car surtax. There are always more projects than money so the TPO must make sure we come up with a cost feasible plan and the TPO cannot put any projects in the LRTP that cannot be funded in the first five years, which is the Transportation Improvement Program (TIP).

C. Presentation on White Cane Law Awareness

[handout]

Mr. Harris showed a web video about what the White Cane Law is and the history. He stated Florida Statute 316.1301 and Statute 316.1303 from the Florida Pedestrian Law Enforcement Guide and stated the TPO has the guides if anyone needs one. There will be an event on Wednesday, October 15, 2014, at the intersection of Ridgewood Avenue (US 1) and International Speedway Boulevard starting at 10:15 am. It is a joint effort between the Mayor's Alliance of Persons with Disabilities of Daytona Beach, Halifax Council of the Blind, the Greater Daytona Beach chapter of the National Federation of the Blind of Florida and various consumer groups, service agencies, governmental agencies and other organizations. They will be walking clockwise in the crosswalk and according to the pedestrian walk. Tables will be set up near the walk routes, where information on the White Cane and

Mobility Laws, the Pedestrian Safety Law and various consumer, service and governmental agencies will be handing out information. There will be several local mayors, local politicians and media attending. Proclamations for White Cane Awareness Day and Pedestrian Safety will be read from Daytona Beach, Volusia County and neighboring cities. There is a need to heighten the public's awareness of pedestrians, particularly those with visual and physical impairments. Drivers must be constantly vigilant and respectful of the pedestrian's need to cross streets. Pedestrians also need to be attentive and follow the laws, including walking in crosswalks and with the signal. He invited everyone to attend and thanked Mr. Hall for providing this information.

Mr. Hall stated it does speak to people who are blind and mobility impaired but this event is for not only people who are blind and mobility impaired, but for all pedestrians. Unfortunately, drivers do not necessarily watch for pedestrians and all pedestrians should be covered. This is the 50th anniversary of the White Cane Law and they are asking for all pedestrians to come out and participate.

Mr. Aufdenberg asked what time the event is.

Mr. Hall replied it starts at 10:15 am with the proclamations and speeches but the fun part starts at 11:00 where they will be crossing the intersection. One of the reasons they chose this busy intersection is because they have been working for years for accessible pedestrian signals (audible signals) installed and this intersection has that and a red light camera. They were among the first in Volusia County to push the idea of red light cameras. They want to not only focus on safety and people crossing but also focus on those devices.

V. Staff Comments

- **Regional Trails Corridor Assessment/Walk to School Day/White Cane Safety Day**

Mr. Harris announced today is Walk to School Day.

Mr. Harris thanked Ms. Colleen Nicoulin for helping TPO staff on Saturday at the Port Orange Family Days event. They were out all day fitting bicycle helmets; they fitted 11 boxes of helmets with 24 helmets per box, about 260.

VI. Information Items

- **BPAC Attendance Record**
- **RTCA Stakeholder Workshop Summary**
- **Share the Road Celebration of Cycling Events**
- **USDOT Safety Initiative**
- **Walk to School Day Flyer and Participating Schools**

VII. BPAC Member Comments

Ms. Nicoulin reminded the committee about the Share the Road Cycling event on October 24, 25, and 26th. The events taking place on October 24 are pending American Institute of Certified Planners (AICP) certification credits so any planners that need to credit those are available. This event is also in conjunction with Gainesville Cycling Festival taking place that day and there will be supported rides both Saturday and Sunday of that weekend.

Mr. Hall stated that he chairs the Mayor's Alliance for Persons with Disabilities of Daytona Beach which is the disability advisory board for the city. He has ten positions on the committee and currently four of those are empty. He asked if anyone would like to participate and lived in Daytona Beach to contact Ms. Betty Goodman, the Assistant City Manager, at 386-761-8203. They have in the last year dealt with quite a bit of road, traffic and pedestrian issues.

Ms. Haldeman stated there was some dissatisfaction in the southeast region of the county with FDOT's idea of narrowing Park Avenue for the trail; the locals spoke out against it at the meeting on September 23, 2014. It is an industrial road and there are a number of alternative routes being suggested and they hope FDOT will listen and pay attention to what the local experts that live and bike there say about where the road should come off of U.S. 1; not only would it be safer but would also be more picturesque and keep Park Avenue for what it is intended for.

Mr. Johnson introduced himself as the new BPAC representative for Flagler County and stated he appreciates the opportunity.

Mr. Leisen volunteered for the Regional Trails Corridor Subcommittee.

Motion: A motion was made by Mr. Mostert to appoint Mr. Scott Leisen to the Regional Trails Corridor Subcommittee. The motion was seconded by Mr. Hall and carried unanimously.

Mr. Aufdenberg stated last week he biked 38 miles visiting elementary schools, one was Pine Trail Elementary. He pointed out that Hand Avenue now has a shoulder on both sides of the road and construction is done at Timber Creek in Ormond and the shoulder has two lanes which makes it a nice ride. He stated he visited Horizon Elementary in Port Orange and that it now goes all the way out to Nova Road. He announced ReThink Your Commute is coming to Embry Riddle on October 10, 2014 to give a Cycling Savvy Lite mini-course that focuses on effective traffic cycling. He has started a club for bicyclists that bike to Embry-Riddle. He thanked Ms. Tyrone for her help in getting FDOT to clear the vegetation off the shoulder of Clyde Morris Boulevard and scraping the shoulder along International Speedway Boulevard and hopes they can add it to the regular maintenance plan.

VIII. Adjournment

The meeting adjourned at 4:23 p.m.

River to Sea Transportation Planning Organization

**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 October 8, 2014 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 12th day of November 2014.

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

**SUMMARY SHEET
BPAC
NOVEMBER 12, 2014**

IV. Action Items

- B) Review and Recommend Approval of Resolution 2014-## Adopting the Joint Participation Agreement (JPA), Amendment #1 for XU Bicycle/Pedestrian Feasibility Studies**

Background Information:

The River to Sea TPO requires the professional services of consultants to support its planning staff by developing bicycle/pedestrian feasibility studies. Amendment #1 provides for FDOT to reimburse the TPO up to 90% of eligible project expenses with XU (SU) funds recognizing that the remaining 10% of expenses will be covered by the local match. Resolution 2014-## adopting the Joint Participation Agreement (JPA), Amendment #1 for XU bicycle/pedestrian feasibility studies is provided with this agenda packet for your review.

Action Requested:

Motion to recommend approval of Resolution 2014-## Adopting the Joint Participation Agreement (JPA), Amendment #1 for XU Bicycle/Pedestrian Feasibility Studies

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2014-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE JOINT PARTICIPATION AGREEMENT AMENDMENT #1 FOR XU BICYCLE/PEDESTRIAN FEASIBILITY STUDIES

WHEREAS, the River to Sea Transportation Planning Organization (R2CTPO) 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 State of Florida Department of Transportation and the River to Sea TPO desire to undertake Bicycle and Pedestrian Feasibility Studies utilizing the R2CTPO's XU funds; and

WHEREAS, the State of Florida Department of Transportation has requested the River to Sea TPO execute and deliver to the State of Florida Department of Transportation the Joint Participation Agreement (JPA) Amendment #1 for conducting Bicycle/Pedestrian Feasibility Studies (FM # 421724-1-28-01).

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

1. Executive Director of the River to Sea TPO is hereby authorized to make and execute the Joint Participation Agreement Amendment #1 for the aforementioned project, FM #421724-1-28-01;
2. Executive Director (or her designee) is authorized and directed to transmit this resolution and the Joint Participation Agreement Amendment #1 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);

DONE AND RESOLVED at the regular meeting of the River to Sea Transportation Planning Organization on the 26th day of November, 2014.

River to Sea TRANSPORTATION PLANNING ORGANIZATION

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

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on November 26, 2014.

ATTEST:

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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
JOINT PARTICIPATION AGREEMENT
AMENDMENT NUMBER 1

EXECUTION DATE: _____

Financial Management Number: 421724-2-18-01 Agency: River To Sea TPO Contract No: AR991	Fund: XU Function: 215 Contract Amount: \$500,000.00	FLAIR Approp: 088704 SAMAS Obj.: 790018 Org. Code: 55300110941 Vendor No.: F593512405 002
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The terms of the original Joint Participation Agreement between the VOLUSIA TRANSPORTATION PLANNING ORGANIZATION, now known as the RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION and the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION for the Project described as “Conducting Bicycle/Pedestrian Feasibility Project Studies, adopted by the Volusia Transportation Planning Organization Board from the XU Bicycle/Pedestrian Prioritized List for the Volusia Transportation Planning Organization’s Metropolitan Planning Area”, executed on **December 18, 2013**, are hereby amended as follows:

REMOVED FROM THE AGREEMENT:

3. COMPENSATION AND REIMBURSEMENT

C. DEPARTMENT Participation: The DEPARTMENT agrees to reimburse the PUBLIC AGENCY in an amount not to exceed **\$100,000.00 (One Hundred Thousand Dollars and No/100)** for lump sum costs incurred for each feasibility study (see Exhibit “B” Schedule of Funding for feasibility study amounts), for each funded fiscal year, excluding PUBLIC AGENCY overhead. The funding for this Project is contingent upon annual appropriation by the Florida Legislature. The PUBLIC AGENCY agrees to bear all expenses in excess of the DEPARTMENT’s participation. Travel costs will not be reimbursed.

ADDED TO THE AGREEMENT:

3. COMPENSATION AND REIMBURSEMENT

C. DEPARTMENT Participation: The DEPARTMENT agrees to reimburse the PUBLIC AGENCY in an amount not to exceed **\$100,000.00 (One Hundred Thousand Dollars and No/100)** for lump sum costs incurred for each feasibility study (see Exhibit “B” Schedule of Funding for feasibility study amounts), for each funded fiscal year, excluding PUBLIC AGENCY overhead. The funding for this Project is contingent upon annual appropriation by the Florida Legislature. The PUBLIC AGENCY understands that a local match of Ten Percent (10%) of the total amount of the funding for each Project Study in Exhibit “A”, Scope of Services, is required. The DEPARTMENT will reimburse up to Ninety Percent (90%) of the total eligible expenses. The PUBLIC AGENCY agrees to bear all expenses in excess of the DEPARTMENT’S participation. Travel costs will not be reimbursed.

Except as hereby modified, amended or changed, all of the terms and conditions of said original Agreement thereto will remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused these presents be executed, the day and year first above written.

**RIVER TO SEA TRANSPORTATION
PLANNING ORGANIZATION**

By: _____
Name:
Title:

Attest:

**STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION**

By: _____
Name: Frank J. O'Dea, P.E.
Title: Director of Transportation Development

Attest:

Executive Secretary (Seal)

Legal Review:

**SUMMARY SHEET
BPAC
NOVEMBER 12, 2014**

IV. Action Items

C) Review and Recommend Approval of Resolutions 2014-## Reaffirming the Policy for Establishing and Maintaining Transportation Priority Projects

Background Information:

Each year the River to Sea TPO issues a “Call for Projects.” The applications received from member local governments are reviewed and ranked according to criteria agreed to by the member local governments through the TCC, CAC and BPAC. The TPO has nine categories of projects: Strategic Intermodal System (SIS) Projects, Regionally Significant Non-SIS Roadway Projects, Major Bridge Projects, Public Transit Projects, Traffic Operations and Safety Projects, Bicycle/Pedestrian Projects, Transportation Alternative Program Projects, Regional Trails Projects and Planning Studies.

Each year, as part of the process, the TPO Board reviews and reaffirms its policy regarding the ranking of these projects. The TPO prioritizes those projects already in the work program above others until such time as they are completed and move out of the work program. Draft Resolution 2014-## is provided with this agenda packet for your review.

Action Requested:

Motion to recommend approval of Resolutions 2014-## Reaffirming the Policy for Establishing and Maintaining Transportation Priority Projects

~~VOLUSIA~~ RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2014-~~07~~##

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

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

WHEREAS, the ~~Volusia~~ 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 cities of Flagler Beach and Beverly Beach in Flagler County 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 ~~Volusia~~ 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 ~~Volusia~~ 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 ~~Volusia~~ River to Sea TPO to establish project priorities ~~within the Volusia TPO's planning~~ for all areas of ~~Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County~~ the TPO's MPA; and

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

NOW, THEREFORE, BE IT RESOLVED by the ~~Volusia~~ River to Sea TPO that the following policies are established to prioritize transportation projects ~~in Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County~~ throughout the TPO's MPA:

1. The project application and evaluation criteria approved by the ~~Volusia~~-River to Sea TPO Board shall be used to solicit and evaluate projects for priority ranking in ~~various~~-the transportation program categories listed below:
 - a. Florida Strategic Intermodal System (SIS) Projects;
 - b. Regionally Significant, Non-SIS Roadway Projects;
 - c. Traffic Operations and Safety Projects;
 - d. Bicycle/Pedestrian Projects;
 - e. Regional Trails Projects;
 - f. Transportation Alternative Program Projects
 - g. Public Transit Projects
 - h. Major Bridge Projects
 - i. Planning Studies
2. ~~Volusia~~-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) ~~Roadway~~-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 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 three on the Prioritized List of ~~Bascule Bridge~~Major Bridge 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 eight on Tier "B" of the Prioritized List of ~~XU (Urban Attributable)~~-Traffic Operations/~~ITS/~~and Safety ~~Set Aside~~-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. Projects which are ranked one through three on Tier "B" of the Prioritized List of ~~XU~~-Bicycle/Pedestrian ~~Set Aside~~-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;

8. Projects which are ranked one through eight on the Prioritized List of Transportation Alternatives Program (TAP) Projects (to be funded with the ~~Volusia~~ River to Sea TPO's allocation of TAP funds) 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;
9. Projects which are ranked one through eight on the Prioritized List of Regional Trail 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;
10. The ~~Volusia~~ River to Sea TPO will not re-prioritize protected projects ~~except in the following cases:~~unless the
 - ~~a. projects from the prioritized lists of projects for the expanded metropolitan planning area (including portions of Bunnell, Palm Coast, and unincorporated Flagler County) as approved by the Flagler County Board of County Commissioners on August 5, 2013 may be incorporated into the TPO's protected list if warranted by ranking or score; or~~
 - ~~b. the~~ ~~Volusia~~ TPO Board determines unusual circumstances dictate otherwise;
11. It is the responsibility of the ~~Volusia~~ River to Sea TPO and FDOT staffs to provide the ~~Volusia~~ 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;
- ~~12.~~ The ~~Volusia~~ River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;
- ~~12.~~13. Once a project has attained protected status, it should be programmed within 5 years. If it has not been programmed during that time due to the fault 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.~~14. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and
- ~~14.~~15. the ~~Chairman~~ Chairperson of the ~~Volusia~~ River to Sea TPO, (or his/her designee) is hereby authorized and directed to provide a copy of this resolution to the:
 - ~~b.~~a. Florida Department of Transportation (FDOT);
 - ~~c.~~b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and

~~d.c.~~ Federal Highway Administration (FHWA) (through the Florida Department of Transportation)

DONE AND RESOLVED at the regular meeting of the ~~Volusia~~ River to Sea TPO held on the ____ day of ____, 2014.

~~VOLUSIA~~ RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER PATRICIA NORTHEY

CHAIRPERSON, ~~VOLUSIA~~ RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the ~~Volusia~~ 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 ~~Volusia~~ River to Sea TPO held on ____, 2014.

ATTEST:

PAMELA C. BLANKENSHIP, RECORDING SECRETARY

~~VOLUSIA~~ RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

**SUMMARY SHEET
BPAC
NOVEMBER 12, 2014**

IV. Action Items

D) Review and Recommend Approval of Resolution 2014-## amending the FY 2014/15 – 2018/19 Transportation Improvement Program (TIP)

Background Information:

The purpose of the Transportation Improvement Program (TIP) is to identify all federal and state funded transportation projects that have been scheduled for implementation in the River to Sea TPO planning area from FY 2014/15 - 2018/19.

Amendments will include:

- 4347121 US 92 Daytona Beach Airport SIS Connector Signal Improvements – changing project limits from SR 5A (Nova Road) to SR 5 (US 1). The new limits are SR 5A (Nova Road) to east of Beach Street. Project budget amounts will increase;
- 4355911 SR 421 (Dunlawton Avenue) Pedestrian Walk Lights Phase 1 – removing project from TIP. City of Port Orange is not ready to construct the project as programmed in FY 2015/16;

Draft Resolution 2014-## will be provided under separate cover.

Action Requested:

Motion to recommend approval of Resolution 2014-## amending the FY 2014/15 – 2018/19 Transportation Improvement Program (TIP)

**SUMMARY SHEET
BPAC
NOVEMBER 12, 2014**

IV. Action Items

E) Cancellation of the December 10, 2014 BPAC Meeting

Background Information:

Traditionally, none of the TPO Committees meet during the month of December if there is no outstanding business that needs to be conducted before the winter break.

Action Requested:

Motion to cancel the December 10, 2014 BPAC Meeting

**SUMMARY SHEET
BPAC
NOVEMBER 12, 2014**

V. Presentations and Discussion Items

A) Presentation on the Bicycle Friendly America Program

Background Information:

The League of American Bicyclists' Bicycle Friendly America (BFA) Program started in 2002 and consists of tools for advocates and a roadmap to improve conditions for cyclists at the state and local level. The BFA Program serves four distinct areas: Communities, States, Businesses and Universities. The league awards deserving sponsors with Bronze, Silver, Gold or Platinum designations.

Action Requested:

No action is required unless otherwise directed by the BPAC



BUILDING A BICYCLE FRIENDLY AMERICASM

*A roadmap to
transforming states,
communities,
businesses and
universities*

THE LEAGUE
OF AMERICAN BICYCLISTS
since 1880

Building a **BICYCLE FRIENDLY AMERICA**

Across the U.S., the interest in bicycling is skyrocketing — and it's easy to see why. A bike is a ticket to health, mobility, freedom and fun. Bicycling isn't just a way to get from one place to another; it's an avenue to a better life. And when communities, businesses and universities get on board, great things happen.

How do you capture and capitalize on the tremendous benefits of biking? The League's Bicycle Friendly America (BFA) program has the answers.

Over the past 10 years, the League has worked with hundreds of engineers, government officials, and bicycle advocates to identify the DNA of bicycle friendliness. Using that expert knowledge, we've determined the specific projects, policies, programs and plans that re-

ally make a difference. The BFA program gives you the specific tools to turn that knowledge into action.

Providing a roadmap to improve conditions for cyclists at the state and local level, the BFA program has expanded and evolved to serve four distinct areas: Communities, States, Businesses and Universities. With comprehensive online applications, the program collects data on activities within five broad areas:

1. **ENGINEERING:** Physical infrastructure and hardware to support cycling
2. **EDUCATION:** Programs that ensure the safety, comfort and convenience of cyclists and fellow road users
3. **ENCOURAGEMENT:** Incentives, promotions and opportunities that inspire and enable people to ride

4. **ENFORCEMENT:** Equitable laws and programs that ensure motorists and cyclists are held accountable
5. **EVALUATION:** Processes that demonstrate a commitment to measuring results and planning for the future

The BFA program is more than an assessment. All applicants get customized feedback on their application and access to technical assistance. If you aren't bicycle friendly yet, we'll help you get there. And once you've made the ranks of a Bicycle Friendly Community, Business or University, the BFA program helps you get to the next level.

Learn how you can get involved in the pages that follow and at www.bikeleague.org/bfa.

Cover photo: Trek



Long Beach Council Member Robert Garcia and Vice Mayor Suja Lowenthal in Long Beach's separated bike lanes. (Photo: Allan Crawford)

THE BENEFITS OF BICYCLING

"Our Gold Bicycle Friendly designation is a tremendous honor, and it recognizes what a great place Minneapolis is to be a bicyclist. We've made a deliberate effort to be one of the nation's top bicycling cities and those investments mean we have more and more ways for people to commute and experience the city on two wheels."

- Mayor R.T. Rybak, Minneapolis, Minn.

"The #1 Bicycle Friendly State designation recognizes the hard work and cooperation among local and state agencies, bicycle groups and health professionals. The designation is an incentive to continue to refine and develop projects, policies and priorities to retain our position."

- Washington Governor Christine Gregoire



BICYCLE FRIENDLY COMMUNITY



Photo: Trek

33

Bicycling is more than a practical, cost-effective solution to many municipal challenges. It's an opportunity to make your community a vibrant destination for residents and visitors — a place where people don't just live and work, but thrive. The Bicycle Friendly Community program provides a roadmap to improve conditions for bicycling and direct assistance to make your distinct vision for a better, bikeable community a reality.

WHY SHOULD MY COMMUNITY BECOME A BFC?

Simple steps to make bicycling safe and comfortable pay huge dividends in civic, community and economic development. Given the opportunity to ride, residents enjoy dramatic health benefits, reduced congestion, increased property values and more money in their pockets to spend in the local economy. When your community is bike-friendly, tourism booms, businesses attract the best and the brightest, and governments save big on parking costs while cutting their carbon emissions.



Photos: Tucson/East Pima region (L) and Missoula, Mont. (R)

Innovative infrastructure isn't just for big cities. Missoula, Mont., recently rose to Gold BFC status thanks in part to the addition of protected bike lanes. "The City of Missoula, together with citizen advocates, has worked hard to integrate and promote bicycle commuting, and we're proud that our extensive off-street bike trail system, together with our miles of bike lanes, and bike education and encouragement programs, reflect that," says Missoula Mayor John Engen.

The Tucson/East Pima region attained Gold BFC status with an array of exceptional education programs. "The Bicycle Ambassador program has taught more than 1,000 adults safe cycling skills each year and the Safe Routes to School program has now expanded into the middle schools and includes summer bicycle camps," says Ann Chanecka, Senior Transportation Planner, Pima Association of Governments.

WHAT MAKES A BICYCLE FRIENDLY COMMUNITY?

A Bicycle Friendly Community welcomes cyclists with trails, bike lanes, share the road campaigns, organized rides, Bike to Work Day events and so much more. A rich matrix of options that recognizes your area's unique resources, the BFC application evaluates how your community encourages people to bike for transportation and recreation through the 5 Es: engineering, education, encouragement, enforcement, and evaluation.

WHAT'S THE BENEFIT OF BEING A BFC?

The popularity of the program speaks for itself: As of 2013, more than 600 communities have applied, and 242 have been awarded Bronze, Silver, Gold or Platinum designation. But, even if your community doesn't quite make the grade yet, applying is well worth the time. Each applicant receives customized feedback and technical assistance. Once your community becomes a BFC, a League representative will present an award and two highway-quality road signs at a local ceremony or celebration.

HOW DO I GET STARTED?

Turn to page 14 and fill out the BFC scorecard to see if your community is ready to apply. All applications must be submitted with the approval of the community's administration. Access the applications and additional resources at bikeleague.org/community.



Arlington, Va.



New York, N.Y.



Fort Collins, Colo.

Four years ago, Long Beach put an audacious statement on the wall of our City Hall: “Long Beach: The most bike friendly city in the U.S.” It wasn’t true at the time, but it gave us a something to strive for. And we knew that we needed milestones to measure our progress along the way.

In 2009, we were given Bronze BFC status and we immediately set our sights on becoming Silver, then Gold and eventually Platinum. We knew this recognition would be important to our civic and business leaders, and that the metrics set out in the League’s application would be important measures for us.

At the time, we had a few bike lanes along with beach and river paths that were mainly for recreation. But as a result of our efforts, more than 20 new bike-related businesses have opened in Long Beach since 2010. We’ve added more than 170 bike-friendly businesses to our Bike Saturday program and created four bike-friendly business districts. On some streets, where we have put in new bike infrastructure, we have tripled the number of kids riding bikes to school.

We’re now seeing people move to Long Beach because of our biking and our active living culture. We are seeing conventions select Long Beach because of what we are doing. Most importantly we are seeing more and more people on their bikes, riding for fun, to get to school, to get to work and to run errands.

- By Allan Crawford, Bike Long Beach

*Long Beach, Calif.
Photo: Allan Crawford*





BICYCLE FRIENDLY BUSINESS



*Standing Stone Brewery,
Ashland, Ore*

Imagine your employees arriving at their desks energized, alert and more productive than ever. Picture your healthcare costs plummeting and staff morale skyrocketing. Envision customers flocking to your door instead of the competition. How do you get there? Start pedaling and become a Bicycle Friendly Business (BFB).

WHY SHOULD MY BUSINESS BECOME A BFB?

The bicycle isn't just a great transportation option; it's an economic engine that can drive your business to higher profits, happier employees and more loyal patrons. Encouraging bicycling showcases your commitment to sustainability, healthy living and accessibility for all. And biking doesn't just enhance your bottom line — it makes your business a fun, engaging and exciting place to work or shop.



*Beth Israel Deaconess Medical
Center, Boston, Mass*

WHAT MAKES A BICYCLE FRIENDLY BUSINESS?

BFBs make it easy to pedal to work by providing amenities like secure bike parking and shower facilities. They fire up employees and patrons with incentives to commute by bike, company bike rides, and Bike to Work Week promotions. At a BFB, cycling is part of the business culture and becomes an expression of corporate responsibility. Those attributes shine through in the four areas of the BFB application: encouragement, education, engineering and evaluation.

Any corporation, organization, association, public agency or non-profit that actively promotes bicycling, has a distinct workplace outside of the home, and has two or more employees is eligible to apply.

WHAT'S THE BENEFIT OF BEING A BFB?

The League recognizes deserving businesses at the Bronze, Silver, Gold or Platinum level, but all applicants receive valuable feedback and assistance in becoming more bicycle friendly. When your business joins the more than 400 BFBs across the nation, you'll get

recognition in a national press release, decals for your workplace, a profile on the League website, and in the League's annual yearbook distributed to 10,000 homes across the nation. Silver and higher awards also receive a bicycle print award.

HOW DO I GET STARTED?

Turn to page 15 and fill out the BFB scorecard to see if your business is ready to apply. Access the applications and additional resources at bikeleague.org/business.

BFB PROFILE: THE BURKE GROUP

For employees of The Burke Group in Rosemont, Ill., there are plenty of ways to arrive on two wheels, including the on-street bike route system or the trail leading directly to the building. But the bike friendly atmosphere doesn't end at the front door.

In 2010, the engineering firm was awarded a Silver BFB designation thanks to excellent facilities and innovative programs, like showers, CEO-led social rides and a new bike for the top rider each year. The conversion of car-commuters was slow at first, but more and more employees dusted off their old bicycles as they heard their co-workers raving about the many benefits of riding and saw how the company supported their efforts.

In addition to creating a positive place to work, The Burke Group sees cycling as a means to improving job performance. Engineers who understand the challenges of multi-modal transportation are able to support bicycling in new designs. And the cycling culture has certainly boosted workplace camaraderie.

By 2012, The Burke Group had witnessed 30,000 fewer miles driven on local roads as a result of their efforts – and moved up to a Gold level BFB.





BICYCLE FRIENDLY UNIVERSITY



Young adults want to ride more and drive less, and, with defined borders and high-density environments, university campuses are ideal settings for a bicycle-friendly lifestyle. The League created the Bicycle Friendly University (BFU) program to help institutions of higher education capitalize on that unique energy and make cycling a defining characteristic of a healthy, sustainable and vibrant campus culture.

WHY SHOULD MY UNIVERSITY BECOME A BFU?

It's not rocket science: Increased bicycling optimizes limited space, saves the university money on parking and healthcare, and

provides affordable transportation options for students and staff. By promoting biking, universities make it easy for students to adopt active transportation habits that keep them healthy long after graduation. And, just like a great football team, amenities like biking are a big draw for prospective students.

WHAT MAKES A BICYCLE FRIENDLY UNIVERSITY?

Bicycle Friendly Universities promote cycling in a variety of ways, from secure bike parking

to campus bike rides to bicycle education classes. To determine whether a campus makes the grade, universities are evaluated in five primary areas: engineering, encouragement, education, enforcement and evaluation/planning. Using the five Es, successful universities create a safe and comfortable environment that encourages cyclists of all skill levels to get out and ride for transportation and recreation.

Any university college, college, community college or other institution of higher education with a physical campus is eligible to apply!



BFU PROFILE: DUKE UNIVERSITY

When Greg Hardy got to campus, he was interested in biking – but Duke University got him hooked. “Biking is now part of my daily routine,” he says. “I originally started commuting by bike one or two days a week, but the ease of biking at Duke quickly increased my commuting.”

The Bicycle Friendly University program played a big role in showing the elite university where to start – and how to progress – in effectively encouraging students like Hardy to ride. “Applying for the BFU award helped us see what we were already doing and get expert advice on how to make improvements and set priorities,” says Brian Williams, Duke’s Transportation Demand Management Coordinator.

Based on the League’s guidance, the university conducted an assessment of every road on campus and installed bike lanes or sharrows on every single street. Duke also added a bicycle coordinator to its staff, providing full-time support for new bike projects, public awareness campaigns, more bike parking and a fleet of loaner bikes.

“Being able to say to the university, ‘For less than the cost of one deck-parking space, we were able to make all of the roads on campus more bicycle friendly’ was huge,” Williams says.

In 2012, Duke attained Bronze status – and they’re not done yet.

WHAT’S THE BENEFIT OF BEING A BFU?

By applying to become a BFU, your university gains immediate access to the expertise and insight of League staff — every applicant receives detailed feedback and assistance in becoming more bicycle friendly. The League recognizes deserving institutions at the Bronze, Silver, Gold or Platinum level and newly designated BFUs get two iconic BFU road signs, an award certificate, an online profile and recognition in a League-distributed press release.

HOW DO I GET STARTED?

Turn to page 15 and fill out the BFU scorecard to see if your university is ready to apply. All applications must be submitted with the approval of the institution’s administration. Access the applications and additional resources at bikeleague.org/university.



Boise State University



BICYCLE FRIENDLY STATE



*Shailen Bhatt (orange jersey),
Secretary of Transportation for the
state of Delaware, finishes a 14-mile ride to
South Dover Elementary School on Bike to
School Day (Photo: DelDOT)*

New businesses and potential residents aren't just looking at tax rates and school districts anymore; they want to settle in a state with rich outdoor opportunities and safe transportation options for their entire family or workforce. The Bicycle Friendly States program helps government officials and advocates improve bicycling conditions and enhance quality of life.

WHY SHOULD MY STATE BECOME BICYCLE-FRIENDLY?

Bicycling means business: Bicycle tourism can be a major driver of economic development, and corporations can capitalize on reduced healthcare costs. By making streets comfortable and accessible for cyclists, bicycle friendly states increase the safety of all road users and give residents transportation choices that save money and improve health.



WHAT MAKES A BICYCLE FRIENDLY STATE?

Bicycle friendly states help ensure cyclists' safety and access with policies and provisions like safe passing laws, Complete Streets policies, and signed bike routes. They make it inviting to ride within their borders with amenities like bike route maps, and educate motorists and law enforcement about the rights and responsibilities of bicyclists. In a bicycle friendly state, policymakers invest federal dollars on bicycle projects and account for cyclist in planning the future of their transportation system, too.



WHAT IS THE BICYCLE FRIENDLY STATE PROGRAM?

The Bicycle Friendly State program is the annual ranking of all 50 states' progress toward promoting and embracing biking for transportation and recreation. The program focuses on all aspects of a state's bicycle programs, from advocacy groups to law enforcement to the Department of Transportation. States receive an overall ranking, as well as scores in five categories: legislation and enforcement; policies and programs; infrastructure and funding; education and encouragement; and evaluation and planning. But the BFS program is more than a Report Card; League staff provide specific feedback, next steps and ongoing technical assistance. Learn more at bikeleague.org/states.

BFS PROFILE: DELAWARE

Delaware is small in size, but it's making big strides for bicyclists. In 2011, despite tough economic conditions, the state legislature passed a landmark "Walkable, Bikeable Delaware" measure that unlocked an unprecedented \$5 million in new state funds for bicycle and pedestrian projects.

Just a few months later, Governor Jack Markell announced a statewide trails plan backed with \$13 million for new construction and updated facilities. In 2012, the state directed another \$480,000 in federal funds for a greenway connecting two major cities.

But more important than money, Delaware boasts a strong statewide advocacy organization, innovative secretaries in the departments of Transportation and Natural Resources and visionary leadership from the Governor.

"Trails and bike routes are a part of a vision for a state with interconnected communities," says Governor Markell, an avid cyclist himself. "We will continue working to make Delaware an attractive place not only to bike, but to live and work."

COMMUNITY SCORECARD

ENGINEERING

- ☐ Y ☐ N Does your community have a comprehensive, connected and well-maintained bicycling network?
- ☐ Y ☐ N Is bike parking readily available throughout the community?
- ☐ Y ☐ N Is there a Complete Streets ordinance or another policy that mandates the accommodation of cyclists on all road projects?

EDUCATION

- ☐ Y ☐ N Is there a community-wide Safe routes to School program that includes bicycling education?
- ☐ Y ☐ N Are there bicycling education courses available for adults in the community?
- ☐ Y ☐ N Does your community educate motorists and cyclists on their rights and responsibilities as road users?

ENCOURAGEMENT

- ☐ Y ☐ N Does your community have an up-to-date bicycle map?
- ☐ Y ☐ N Does the community celebrate bicycling during national Bike month with community rides, Bike to Work Day or media outreach?
- ☐ Y ☐ N Does the community host any major community cycling events or rides?
- ☐ Y ☐ N Is there an active bicycle advocacy group in the community?

ENFORCEMENT

- ☐ Y ☐ N Do law enforcement officers receive training on the rights and responsibilities of all road users?
- ☐ Y ☐ N Does your community have law enforcement or other public safety officers on bikes?
- ☐ Y ☐ N Do local ordinances treat bicyclists equitably?

EVALUATION

- ☐ Y ☐ N Is there a specific plan or program to reduce cyclist/motor vehicle crashes?
- ☐ Y ☐ N Does your community have a current comprehensive bicycle plan?
- ☐ Y ☐ N Is there a Bicycle advisory Committee that meets regularly?
- ☐ Y ☐ N Does your community have a bicycle program manager?

SCORING (GIVE YOURSELF ONE POINT FOR EVERY "YES.") Score 0-8: Your community probably has some improvements to make before becoming a Bicycle Friendly Community – apply now to receive a free feedback report that will guide your community in becoming more bicycle-friendly!
Score 9-17: You've already got a good start – apply now and we'll tell you what you've done well and how you can improve.

Start working with local officials to fill out the Bicycle Friendly Community application and contact us to help you through the process at 202-822-1333 or bfa@bikeleague.org.

BUSINESS SCORECARD

ENGINEERING

- ☐Y ☐N The business provides secure and convenient bike parking.
- ☐Y ☐N Showers are on-site and are free for employee use.

ENCOURAGEMENT

- ☐Y ☐N There are incentives provided by the business for employees to commute to work by bike.
- ☐Y ☐N The business works with local advocates to improve bicycling conditions for the community.
- ☐Y ☐N The business supports a bicycle team/club.

EDUCATION

- ☐Y ☐N The business offers bicycle education classes.
- ☐Y ☐N Bicycling education materials are available to employees on a regular basis.

EVALUATION

- ☐Y ☐N The business has a bike coordinator (full, part-time, or volunteer) to help promote cycling.
- ☐Y ☐N The business sets and evaluates annual goals to help increase ridership.

UNIVERSITY SCORECARD

ENGINEERING

- ☐Y ☐N Does your campus have a well-connected bicycling network?
- ☐Y ☐N Is bike parking readily available throughout the campus?
- ☐Y ☐N Is the college or university easily accessible by bike?

EDUCATION

- ☐Y ☐N Does the school offer bicycle education classes for students and staff?

ENCOURAGEMENT

- ☐Y ☐N Is there an active bicycle advocacy group at the college or university?
- ☐Y ☐N Is there an on-campus bike center for rentals and repairs?

ENFORCEMENT

- ☐Y ☐N Do campus safety/law enforcement officers receive training on the rights and responsibilities of all road users?
- ☐Y ☐N Is there a program on campus to prevent bike theft?

EVALUATION

- ☐Y ☐N Does your school have a current comprehensive bicycle plan?
- ☐Y ☐N Does your college or university have a bicycle program manager?

SCORING (BUSINESS & UNIVERSITY) Score 0-4: Your community probably has some improvements to make before becoming a Bicycle Friendly Business or University – apply now to receive a free feedback report that will guide you in becoming more bicycle-friendly! Score 5 and up: You've already got a good start – apply now and we'll tell you what you've done well and how you can improve.

Start working with local officials to fill out the BFB or BFU application and contact us to help you through the process at 202-822-1333 or bfa@bikeleague.org.



TREK

**THE BICYCLE FRIENDLY AMERICA
PROGRAM** is generously sponsored
by Trek.



LEAGUE OF AMERICAN BICYCLISTS

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BFA@bikeleague.org
www.bikeleague.org

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Wheelmen, Inc. dba League of
America Bicyclists, 1612 K Street NW,
Suite 510, Washington, DC 20006.*

**SUMMARY SHEET
BPAC
NOVEMBER 12, 2014**

V. Presentations and Discussion Items


B) Presentation on How Palm Coast Became a Trail City

Background Information:

Representatives from the City of Palm Coast will deliver a brief presentation on how Palm Coast became a trail city.

Action Requested:

No action is required unless otherwise directed by the BPAC



How Palm Coast became a Trail City
(Visioning, Planning, and Implementing)

Share the Road - Celebration of Cycling
River to Sea TPO BPAC
November 12, 2014

Find Your Florida

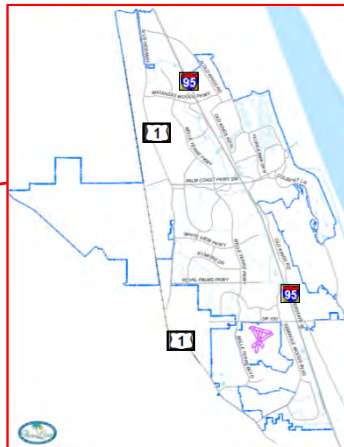
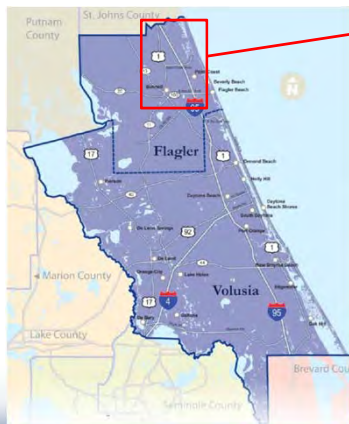
Palm Coast - Who Are We?



Palm Coast - Who Are We?

Planned community by ITT in early '70s

Retirement, car-centric community with no pedestrian/bicycle facilities *(a challenge)*



Young city (Incorporation 1999)
 +/-90 square miles
 Growth of 42,448 persons between 2000 and 2010 (130%)

PALM COAST
Find Your Florida

Palm Coast - Who Are We?


Continued growth - 2014 BEBR
 population (78,046)


2035 population projection
 (+/-168,000)



PALM COAST
Find Your Florida

Palm Coast - Who Are We?

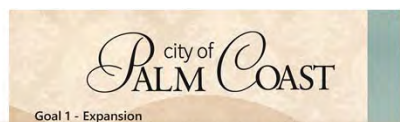
 City is getting younger (median age decline from 51 to 45 between 2000 and 2010 census)

 Student population in Flagler County (+/- 12,800)

- 11 schools including charter schools



Strategic Action Plan



Objective 4.2: To evaluate the evolution of City of Palm Coast Recreation and Parks Facilities Master Plan projects

Strategy 4.2.1: Develop a phased approach to financing and constructing the Long Creek Nature Preserve Concept

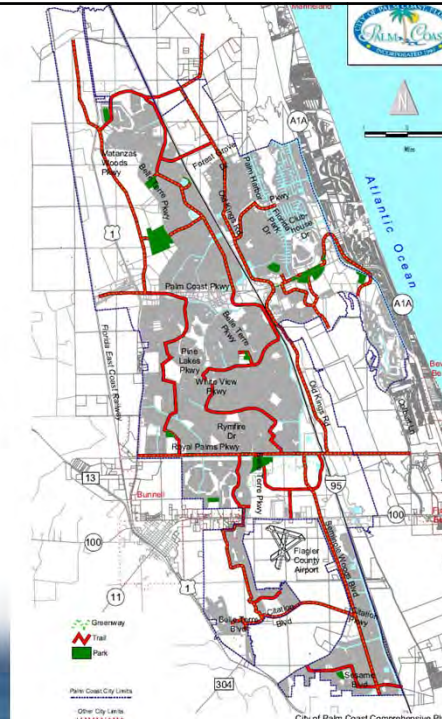
Strategy 4.2.2: Build future bicycle / pedestrian connections to unique destinations

Strategy 4.2.3: Identify unique user experiences through technological enhancements and innovative design principles



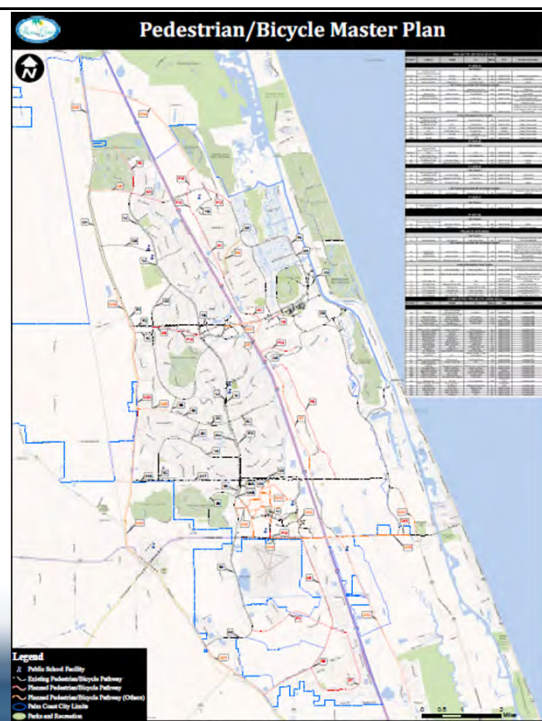
Visioning

- 2004 - City's First Comprehensive Plan
- Policies to Improve Connectivity to Parks and Schools
- Policy to Develop a Bike-Ped Master Plan
- Map of Future Trails and Paths



Planning

- Lack of cohesive plan to implement vision
 - uncoordinated improvements - "sidewalks to nowhere"
 - no standard for facilities
 - no financial plan to carry out vision
- 2008 Completion of Master Plan
- Identified gaps in system
- Prioritized Projects
- Identified potential funding source(s)



Implementing

- CDBG
- Stimulus funds
- FDOT
- Capital Funds (City)
- In-house staff (survey, design, and construct to stretch funds) - staff have capacity to design and construct multi-use path system



PALM COAST
Find Your Florida

Implementing

Graham Swamp Trail



PALM COAST
Find Your Florida

Implementing - Partnerships

Lehigh Trail



PALM COAST
Find Your Florida

Implementing

Whiteview Pkwy.



PALM COAST
Find Your Florida

Implementing – Incorporate Beautification Program



PALM COAST
Find Your Florida

Implementing – standards for Multi-Use Paths



Find Your Florida

Moving Forward - Enhancing the System

- Connections from residential areas
- Improving Safety - Standardizing crossings
- QR Codes
- Wayfinding signs
- Regional connections and building into a regional system
- Maintaining system




Moving Forward - Infrastructure Team

TRANSPORTATION PROJECTS <small>(Projects highlighted in blue are partially or fully funded with grants)</small>			To Expend	Proposed Budget & 5-Year Capital Improvement Plan (CIP)						6-10 Year CIP
DESCRIPTION / PHASE	PROJECT NUMBER		FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20 - 24	
ENHANCEMENT PROJECTS										
Sidewalks and Bikepaths		\$1005	1,150,000	950,000	160,000	400,000	160,000	160,000	3,050,000	
Seminole Woods Multi-Use Path	Construction		1,000,000	950,000						
Palm Coast Pkwy. (Florida Park Dr. to Community Center)	Design									
Palm Coast Pkwy. (EB) (Pine Lakes Pkwy to St. Joe Plaza)	Construction				160,000					
Lakeview Blvd - Lamancha Drive to London Drive	Design & Construction				400,000					
Add Bench Bump Outs to existing paths (\$3500/location est.)	Construction						60,000			
Resurface Asphalt Trails / Shell Trail Rehabilitation	Construction						100,000	160,000	160,000	
Matanzas Woods Path & amenities	Construction		150,000							
Palm Coast Pkwy EB (Missing segments) & Other Projects to be determined	Design & Construction								480,000	
US1 - Seminole Woods to Belle Terre	Design & Construction								750,000	
US1 - Royal Palms to Palm Coast Pkwy	Design & Construction								1,500,000	
Whiteview - Whitemill to US1 (may require land acquisition / easements / stormwater issues)	Design & Construction								160,000	900,000
Oak Trails Blvd - Old Kings Road to Graham Swamp	Design & Construction									400,000

- Annual Strategic Action Plan Prioritizes Projects
- Develop 10-year CIP which becomes 5-year CIP
- 5-year CIP is adopted by City Council as part of City's annual budget (which means that projects are funded)
- Coordinate planning, design, and construction schedule (crucial especially for in-house projects)






City of Palm Coast

Prosperity 2021

"Plan for Growing our Local Economy"

Our Plan is Divided into Three (3) Sections


- (1) **Neighborhoods:** *Our Primary Focus* - How do we keep Palm Coast beautiful, encourage homeownership and reinvestment, and provide quality services?
- (2) **Districts:** *Growth, Vibrant and Great Places* - How can we encourage development of many districts and the economic vitality of those districts?
- (3) **City and Region:** *Make our City Attractive and Competitive* - How do we make Palm Coast attractive to new residents, businesses, and visitors?



Let the Secret Out	
Ongoing	<ul style="list-style-type: none"> Coordinate and Promote Local Events Geocaching Program Pedestrian/Bicycle Master Plan Implementation Florida Agricultural Museum Support Designation of Great Florida Birding Trail
New	<ul style="list-style-type: none"> Non-Governmental Website w/ Social Media Create Branding/Marketing Strategy & Program Secure Large Venue for Special Events Sponsor Events Attraction/Marketing Trails Map and Guide Blueways Map and Guide Trail Wayfinding and Signage

Celebrate our Diversity	
Ongoing	<ul style="list-style-type: none"> Cultural Grants
New	<ul style="list-style-type: none"> Minority Business Assistance Annual Multi-Cultural Event for All Groups


Invest in Capital Projects	
Ongoing	<ul style="list-style-type: none"> Aggressively Pursue Grants Expand Fiber Optic Network Water Reuse System Expansion Cocquina Coast Decalcination Project Expand Transportation Network
New	<ul style="list-style-type: none"> Wireless Access Program Promote Natural Gas Availability



City of Palm Coast

Prosperity 2021

"Plan for Growing our Local Economy"



Sports Tournaments



PALM COAST
Find Your Florida

Cultural Events – International Festival



PALM COAST
Find Your Florida

Our Multi-Use Paths - Special Events



An



Our Multi-Use Paths - Special Events



Our Multi-use Paths - Visitors Guide



120 miles ...
and Counting

PALM COAST
Find Your Florida



Thank You for the Opportunity to Share!

Florida Bike-Ped Safety Summit
October 24, 2014

Find Your Florida

**SUMMARY SHEET
BPAC
NOVEMBER 12, 2014**

VI. STAFF COMMENTS

- Regional Trails Corridor Assessment
- Bike, Walk and Drive Safely Public Service Announcement

VII. INFORMATION ITEMS

- BPAC Attendance Record
- 2015 R2CTPO Board and Committee Meeting Schedule
- 2040 LRTP Subcommittee Report
- TPO Board Meeting Report
- US 92 Project Public Meeting Notice
- USDOT Action Plan to Increase Walking and Biking

VIII. BPAC MEMBER COMMENTS

IX. ADJOURNMENT

<i>Name</i>	<i>8-Jan</i>	<i>12-Feb</i>	<i>12-Mar</i>	<i>9-Apr</i>	<i>14-May</i>	<i>11-Jun</i>		<i>13-Aug</i>	<i>10-Sep</i>	<i>8-Oct</i>	<i>12-Nov</i>	<i>Notes</i>
Vacant												Bunnell (appt)
Holly Idler/Doug Hall	exc	exc	x	x	exc	x		x	x	x		Daytona Beach (appt. 3/12) (alternate appt. 02/14)
John Schmitz	exc	x	x	abs	abs	exc		exc	x	abs		Daytona Beach Shores (appt. 8/12)
Rani Merens	x	x	x	x	x	x		x	exc	x		DeBary (appt. 3/06)
Ted Wendler	x	x	x	exc	x	abs		abs	abs	abs		DeLand (appt. 05/11) (appt. 6/14)
Scott Leisen	x	x	x	x	x	x		x	x	x		Deltona (appt. 12/12)
Michelle Grenham	x	x	x	exc	x	exc		x	exc	x		Edgewater (appt. 1/08)
Paul Eik								x	x	x		Flagler Beach (appt. 7/14)
Andy Johnson										x		Flagler County (appt 9/14)
Nic Mostert (Vice Chairman)	x	x	x	x	x	x		x	x	x		Holly Hill (appt. 01/12) (reapp. 02/13)
Bob Storke (Chairman)	x	x	x	x	x	x		x	x	x		Orange City (appt. 12/07)
Phyllis Campbell	x	x	x	x	x	x		x	x	x		Ponce Inlet (appt. 11/06)
Colleen Nicoulin	x	x	x	x	x	x		x	x	x		Port Orange (appt. 7/11)
Pamela Masters	x	exc	x	x	x	x		x	exc	exc		South Daytona (appt. 04/13)
Bill Pouzar	x	x	x	exc	exc	x		exc	x	abs		Volusia County (appt. 12/10) D-5 (Northey)
Roy Walters/Jason Aufdenberg	exc	x	x	x	x	x		x	x	x		Volusia County At-Large (appt. 03/05) (alt appt 07/12)
Kevin Phelps	x	x	x	exc	x	x		x	x	x		Volusia County (reapp 02/13) D-1 (Patterson)
Patricia Lipovsky		x	x	x	x	exc		exc	abs	abs		Volusia County (app 2/14) (Wagner)
Alice Haldeman	x	x	x	x	x	x		x	x	x		Volusia County (appt. 04/13) D-3 (Denys)
<u>NON-VOTING MEMBERS</u>												
Heidi Petito										abs		Flagler County Transit (appt 9/14)
Gwen Perney	x	x	x	x	x	x		x	x	x		Large City - Port Orange (appt. 10/13)
Jessie Clark	x	x	x	x	abs	x		x	abs	abs		Volusia County School District (appt. 05/13)
John Cotton/Rickey Mack	exc	x	x	x	exc	x		exc	x	x		Votran (appt. 07/13)
Melissa Winsett			x	x	x	x		x	x	x		Volusia County (02/14)
Deborah Tyrone	x	x	x	x	x	x		x	x	x		FDOT (appt 12/13)
QUORUM	Y	Y	Y	Y	Y	Y		Y	Y	Y		

Vacancies
Beverly Beach
Flagler County School Board
Lake Helen
New Smyrna Beach
Oak Hill
Ormond Beach
Palm Coast
Pierson
Small City Alliance
Small City

2015 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)
2015	4 th Wed. @ 9:00 a.m.	1 st Wed. @ 9:00 a.m.	3 rd Tues. @ 3:00 p.m.	3 rd Tues. @ 1:30 p.m.	2 nd Wed. @ 3:00 p.m.	2 nd Wed. every other month @ 11:00 a.m. **
January	January 28, 2015	January 7, 2015	January 20, 2015	January 20, 2015	January 14, 2015	January 14, 2015
February	February 25, 2015	February 4, 2015	February 17, 2015	February 17, 2015	February 11, 2015	
March	March 25, 2015	March 4, 2015	March 17, 2015	March 17, 2015	March 11, 2015	March 11, 2015
April	April 22, 2015	April 1, 2015	April 21, 2015	April 21, 2015	April 8, 2015	
May	May 27, 2015	May 6, 2015	May 19, 2015	May 19, 2015	May 13, 2015	May 13, 2015
June	June 24, 2015	June 3, 2015	June 16, 2015	June 16, 2015	June 10, 2015	
July	July 22, 2015*	July 8, 2015*	July 21, 2015*	July 21, 2015*	July 8, 2015*	July 8, 2015
August	August 26, 2015	August 5, 2015	August 18, 2015	August 18, 2015	August 12, 2015	
September	September 23, 2015	September 2, 2015	September 15, 2015	September 15, 2015	September 9, 2015	September 9, 2015
October	October 28, 2015	October 7, 2015	October 20, 2015	October 20, 2015	October 14, 2015	
November	November 25, 2015	November 4, 2015	November 17, 2015	November 17, 2015	November 11, 2015	November 11, 2015
December	December 23, 2015*	December 2, 2015*	December 15, 2015*	December 15, 2015*	December 9, 2015*	

* These meetings are typically cancelled

** TDLCB Meetings are at Votran

MEMORANDUM

TO: Jean Parlow, Project Manager
River to Sea TPO

Jon Cheney, Chair
LRTP Subcommittee

FROM: Martha L. Moore, P.E.
Division Manager, Transportation Planning and Traffic Engineering

DATE: October 22, 2014

RE: Status Report for 2040 LRTP
G&A Project No. 3038.00

As requested, I am providing a status update for the 2040 LRTP:

Alternative Land Use Scenario – The Land Use Working Group has developed a draft Characterization Framework Map. The draft socio economic dataset, based on this map, will be delivered the first week of November for review by the committee. The final dataset will be provided the second week of December.

Congestion Management Plan – a draft document is under development. The consultant is coordinating with TPO and FDOT staff to develop performance measures.

Environmental Justice – The draft document has been completed and been presented to and approved by all committees and the Board

Financial Plan – a draft document is under development. The consultant is coordinating with TPO and FDOT staff to develop performance measures.

Public Involvement – The website is active: www.r2cmobility2040.com

Transportation Modeling – The FDOT released the updated 2010 base year model on October 21st. The 2040 future year datasets are still being coded by the FDOT's consultant and a calibrated model will be available toward the end of the year. Once the models are released by

FDOT District 5, we will proceed with the modeling efforts for the 2040 LRTP using the socioeconomic datasets developed (Trend and Alternative Land Use). The resultant models will be used to develop the initial project lists.

If you have any further questions or need more specific detail, please do not hesitate to call me at 904.396.5727 or email to mmoore@ghyabi.com.



**River to Sea TPO Board
October 22, 2014
Meeting Summary**

- Approved the Consent Agenda including the September 24, 2014 TPO Board minutes and Resolution 2014-34 accepting the FY 2013/14 River to Sea TPO Audit Report
- Approved Resolution 2014-35 amending the FY 2014/15 – 2018/19 Transportation Improvement Program
- Approved the 2015 River to Sea TPO Legislative Priorities
- Approved planning studies request to direct FDOT to allocate \$160,330 from the Bicycle/Pedestrian box to a pedestrian safety and mobility study on SR A1A and \$75,031 from the Traffic Ops/ITS/Safety box to an intersection study on Belle Terre Parkway
- Received member request to consider placing the SR 100 planning study high on the next fiscal year's priority list
- Received PowerPoint presentation on the 2040 Long Range Transportation Plan (LRTP) alternative land use forecast activities underway and requested collaboration with FDOT and the cities regarding the studies currently underway
- Received presentation on recommended priority process program changes under review by the TIP Subcommittee
- Received presentation on roundabouts
- Received FDOT report noting there are no project updates to report
- Received the Executive Director's report on the Coast to Coast Summit
- Discussed making the Edgewater/New Smyrna Beach connector as an entrance point to the Coast to Coast Connector Trail
- Received an update on the budget impact of VCOG closing and requested monthly updates on the situation
- Received a PowerPoint presentation on SunRail

The next River to Sea TPO Board meeting will be on Wednesday, November 26, 2014



Florida Department of Transportation (FDOT)
US 92 (International Speedway Boulevard)
Pedestrian Improvements Design-Build Project
Financial Project ID: 434871-1-52-01

FDOT Announces a Public Meeting

The Florida Department of Transportation will hold a public meeting for the US 92 (International Speedway Boulevard) pedestrian improvements design-build project from Williamson Boulevard to Midway Avenue in Volusia County:

Date: Thursday, November 13, 2014

Time: 5:30 p.m. to 7:30 p.m.

Location: Daytona State College, Building 150 (Business Hall), Room 101 (Auditorium)
1200 West International Speedway Boulevard
Daytona Beach, Florida 32114

The meeting will be an open house from 5:30 p.m. to 7:30 p.m. The purpose of this informal open house is to present the design concept of this safety improvement project to the public. Maps, drawings and other pertinent information will be on display for public review. FDOT staff and others associated with the project will be available to discuss the project and answer questions.

If you cannot attend the meeting, but want further information, feel free to "drive through". No need to get out of your car. Someone will be waiting outside to provide you with additional information on the project (see the yellow arrows and star on the map below).



Project Description

The 1.38-mile project includes all design and construction for the following improvements:

- Upgrading the Williamson Boulevard intersection with new mast arms and other improvements.
- Replacing existing sidewalks and ditches with 12-foot sidewalks and a closed drainage system.
- Building a pedestrian bridge with an aesthetic treatment 750 feet west of Bill France Boulevard. Aesthetic features will include landscaping, lighting, fencing and bridge treatments.

How Can You Be Involved?

For more information, you may contact:

Mr. Bradley Bauknecht
 FDOT Project Manager
 1650 North Kepler Road
 DeLand, Florida 32724
 Phone: 386-740-3519

Email: Bradley.Bauknecht@dot.state.fl.us

Ms. Katie Widdison

Public Involvement Coordinator

Phone: 386-212-0449

Email: Katie.Widdison@dot.state.fl.us

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. People with disabilities who require special accommodations under the Americans with Disabilities Act or people who require translation services (free of charge) should contact Katie Widdison by telephone at 386-212-0449 or by email at Katie.Widdison@dot.state.fl.com at least seven days prior to the meeting.



Safer People, Safer Streets:

Summary of U.S. Department of Transportation Action Plan to Increase Walking and Biking and Reduce Pedestrian and Bicyclist Fatalities

September 2014



A Message about Pedestrian and Bicyclist Safety

Americans are increasingly walking and riding bicycles to commute, run errands, get exercise, access public transportation, and save money. At the U.S. Department of Transportation, we believe that everyone should have the choice to safely take advantage of these healthy and economical transportation options.

Walking and biking are not just lifestyle choices. They complete our transport system and are the first and last leg of almost every trip. Expanded access to these options can improve the economic and social well-being of a community and its residents. Safer and more convenient access to affordable transportation means that we are all better connected to our communities, to essential services, and to new job and education opportunities.

Despite our success in reducing passenger vehicle occupant deaths by 33 percent in the past decade, in the past few years we have seen rising numbers of pedestrian and bicyclist injuries and fatalities related to collisions with motor vehicles. We must better protect people on foot and bicycle by fostering environments and multimodal transition points that are safe, so that even more Americans will feel comfortable enough to take advantage of walking and biking.

That is why we have launched a comprehensive and coordinated approach that builds off our existing work to improve pedestrian and bicycle safety. This initiative will include new research and tools to improve safety, generate better data on pedestrian and bicycle activity, crashes, and infrastructure, and build stronger partnerships between DOT headquarters and field offices, local officials, safety organizations, State, regional, and local planners and engineers, and advocacy groups.

The U.S. Department of Transportation is committed to making safe walking and biking a reality for all Americans, regardless of age, income, or ability. I strongly encourage you to get involved in your own communities and at all levels of government to make the case for improved pedestrian and bicyclist safety. When these options are safe and available to all Americans, we will have a transportation system that connects people to endless possibilities.



Anthony R. Foxx

A handwritten signature of Anthony R. Foxx in blue ink.

Secretary of Transportation

Introduction

Around the country, States and cities are documenting increasing numbers of people walking and bicycling for their commutes, errands, recreation, and other travel. For some people, walking and bicycling are the only transportation options. This boom in non-motorized travel has been supported by infrastructure and design improvements that encourage safe walking and bicycling, increased use of public transportation, as well as the development of urban bike-sharing programs. Americans have demonstrated that when we have greater access to safe infrastructure for walking or bicycling, we are eager to enjoy the health benefits, cost savings, and pleasure of walking or riding through our communities.

Secretary Foxx and the U.S. Department of Transportation strongly support this increase in use of these environmentally-friendly transportation options which help reduce congestion and general wear and tear on roadways. Non-motorized infrastructure and bike-share systems are critical to increasing access and connectivity to existing and planned bus and passenger rail systems, linking our transportation systems together into a multimodal network.

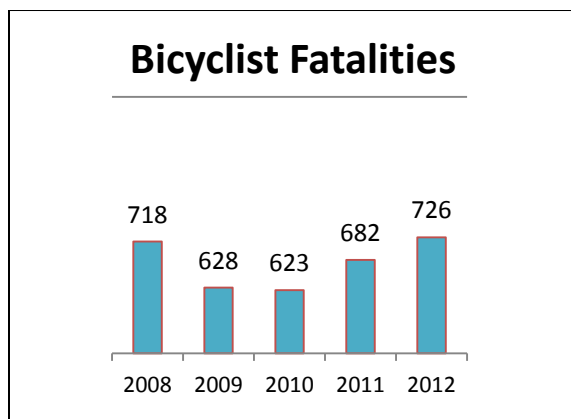
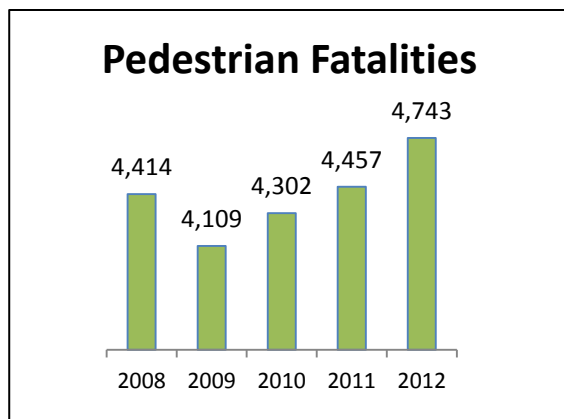
With the increase in biking and walking, the potential for conflict between motorized and non-motorized travelers has also increased. Since 2009, fatalities have been increasing for bicyclists and pedestrians. In 2012, bicyclist and pedestrian fatalities were over 16% of all traffic-related fatalities.

Secretary Foxx has declared pedestrian and bicyclist safety as a top priority for the DOT. The Department's pedestrian and bicyclist safety initiative focuses many departmental resources on the problem and helping to improve the safety of the growing number of Americans traveling by bike or by foot to reach transit or other important destinations including work, job training, school, healthcare and community services.



Injury and Fatality Trends and Risk Factors: We Need to Improve Safety Outcomes

A quick review of roadway death and injury data makes clear why we need to do better when it comes to pedestrian and bicycle safety. Despite declines in motor vehicle crash fatalities, pedestrian and bicycle injuries and fatalities have steadily increased since 2009. In 2012, more than 5,000 pedestrians and bicyclists across the U.S. were killed in crashes with motor vehicles.



NHTSA's National Center for Statistics and Analysis

Walking or biking fatalities and serious injuries can happen anywhere, but understanding when and where crashes are most likely to occur can help transportation professionals target road safety improvement projects and thereby increase safety for all road users. Rural roads can pose safety challenges where traffic is moving fast and drivers may not be expecting a bicyclist or pedestrian. But the majority of fatalities—73% of pedestrian deaths and 69% of bicyclists deaths in 2012—occur in urban areas where interactions between vehicles and non-motorized users are most

"Cities and towns across the country are taking steps to make biking an option for their residents, but we have a responsibility to make sure that it's a safe option, too...this isn't just an issue of recreation; it's an issue of equality, bringing people together, expanding the middle class, and helping people who are trying to get into the middle class. It's an issue of making sure, when someone's only or best option to get to work is a bike, that they have an option to ride it, and ride it in safety."

Secretary Anthony Foxx

frequent, and where many people walk or bike to reach destinations or transit stops and stations. A majority of fatalities take place on urban arterials.

*“Our roads should be safe;
they should be easy places
to travel no matter how
we’re traveling on them”
Secretary Anthony Foxx*

Whether in rural or urban areas, the most dangerous area is mid-block, where drivers may be less alert to the presence of pedestrians and bicyclists. In 2012, 60% of bicyclist deaths and 70% of pedestrian deaths occurred outside of the intersection.

Recent data indicates that residents of low-income and minority neighborhoods are disproportionately represented in bike and pedestrian injuries and fatalities, and low-income neighborhoods often have fewer sidewalks and other safe infrastructure. Safe

non-motorized travel, and safe access to transit stops, is essential for disadvantaged Americans seeking to reach jobs, schools, and other opportunities, so DOT sees pedestrian and bicycle safety as an essential part of our Ladders of Opportunity initiative.

Time of day and lighting conditions also contribute to risks for bicyclists and pedestrians. The majority of pedestrian fatalities occur in the evening to nighttime hours during low-light conditions, particularly between 8 pm and midnight. For bicyclists, the highest percent of fatalities occur between the hours of 4pm and 8pm.

Alcohol impairment is also a serious risk for all road users, and particularly critical for pedestrians and bicyclists. In 2012, 14% of drivers involved in fatal pedestrian or bicyclist crashes were at or above blood alcohol concentrations of .08 g/dL—the legal limit for driving in the U.S. Further, nearly one-fourth (24%) of bicyclists and one-third (36%) of pedestrians killed in traffic crashes had blood alcohol concentrations of .08 BAC or higher.

The DOT Pedestrian and Bicycle Safety Initiative

The DOT is committed to continuing to improve the safety of our roadways to protect all users, and to working with the public, state, regional, and local officials, community leaders, and organizations to improve safety by focusing on changes that can have a lasting impact. Over the course of the next year and a half, the Department will be doing more to address non-motorized safety issues and help communities create safer, better connected bicycling and walking networks. We will be rolling out a variety of new resources, issuing new research, and highlighting existing tools for a range

*“Americans are increasingly embracing a new approach to work and school commutes that includes less time behind the wheel and more time walking or cycling... We need to bring new resources and tried and true strategies to bear to better protect Americans when they choose to walk or ride their bikes.”
-Acting NHTSA Administrator
David Friedman*

of transportation professionals. We will engage safety experts, existing and new stakeholders, local officials, and the public on a range of targeted strategies to help us get these materials into use and encourage safety in and around our streets, including transit stations and other multi-modal connections.

Infrastructure Safety

The DOT will promote infrastructure and design improvements to ensure safe and efficient routes and facilities are available wherever people walk and bike.

- Walk and Bike Assessments: In every state, FHWA, FTA, and NHTSA field offices will facilitate or participate in on-the-ground safety assessments of selected corridors to understand the extent of the safety need. This will also be an opportunity to build relationships with local practitioners and stakeholders around the topics of connected pedestrian and bicycle networks and the safety of non-motorized users. Pilot assessments have already been conducted in three metropolitan areas – Boston, MA; Dallas/Ft. Worth, TX; and Lansing, MI.
- The Road Diet Guide: Road Diets will be one of FHWA's 2015 Every Day Counts (EDC) Initiatives, in which FHWA works with state, local, and industry partners to deploy new innovations. Road diets help balance street space between vehicles, pedestrians, bicyclists and transit, and they can improve mobility and access for all road users, reduce crashes and injuries, and improve quality of life.



- How to Design Safe Bicycling Facilities: FHWA will update the popular resource Bikesafe: Bicycle Countermeasure Selection System to provide practitioners with the latest information available for improving the safety and mobility of those who bicycle. **Bikesafe** is an expert system that allows the user to select treatments (mainly engineering with some enforcement and education activities) that help mitigate a known crash problem or help achieve a specific performance objective. An update to the companion tool for pedestrian safety, **Pedsafe**, was recently completed.

- Separated Bike Lane Planning and Design: FHWA's document, to be released in fall 2014, will document planning and design considerations for separated bike lanes, which are exclusive bike facilities physically separated from motor traffic and distinct from the sidewalk. The project includes a detailed safety analysis of existing separated bike lanes throughout the U.S. and will cover issues such as design flexibility, accessibility, intersection design, and maintenance.



- FHWA's Research Agenda: In fall 2014, FHWA will be initiating an aggressive research agenda on a range of topics including pedestrian and bicycle safety, performance measures, design flexibility, and network development. Planned research projects include:
 - Flexibility in Pedestrian and Bicycle Facility Design
 - Global Benchmarking Program Desktop Review on Delivering Safe and Connected Pedestrian and Bicycle Networks
 - Multimodal Conflict Points
 - Guidebook for Evaluating, Establishing, and Tracking Pedestrian and Bicycle Performance Measures
 - Workbook for Building On-Road Bike Networks through Routine Resurfacing Programs

The capstone of these projects will be a Strategic Agenda for Pedestrian and Bicycle Transportation (to identify critical gaps, prioritize near term investments, and establish a national framework for issues such as data collection and management, network implementation and documentation, research, training, and national design guidance).

- Assist Residents Making their Communities Safe for All Road Users: The Resident's Guide for Creating Safe and Walkable Communities is being updated with new information and will also include bicycle safety issues. The guide includes information, ideas, and resources to help residents learn about issues that affect walking and bicycling conditions; find ways to address or prevent these problems; and promote pedestrian and bicyclist safety. The Guide provides examples from communities working to improve pedestrian and bicyclist safety, and also contains fact sheets, worksheets, and sample materials that can be distributed or adapted to meet the needs of a community.

- Infrastructure Design Innovations: Many new design innovations are showing promise in improving bicycle and pedestrian safety. The Department will research and promote evidence-based design concepts that help drivers, bicyclists, and pedestrians share the road together safely, including roadway reconfigurations that better serve all users.



- Focus Resources Where They're Most Needed: The *Pedestrian Safety Focus States and Focus Cities* effort concentrates technical assistance on evaluating, planning, and solving safety issues in states and cities with the highest pedestrian fatalities and fatality rates. This focus will carry over to specific high-incidence locations in these jurisdictions.

- Evaluation of Pedestrians Safety Engineering Countermeasures at Urban and Suburban Midblock Crossing Locations: About 70 percent of pedestrian fatalities occur at non-intersection locations. The goals of this research effort are to improve pedestrian safety at urban and suburban midblock crossing locations by identifying and evaluating low- to medium-cost pedestrian countermeasures to reduce pedestrian fatalities and injuries at these locations.

- Pedestrian Countermeasure Crash Modification Factor Study: This new research will develop statistically rigorous CMFs for high-priority pedestrian crash countermeasures using current state-of-the-art analytical methods. The study will focus on the sites and 18 countermeasures installed in three cities from a previous study (San Francisco, Las Vegas, and Miami). Based on data availability and FHWA priorities, a select group of countermeasures will be evaluated for CMF development.

- Road Safety for Transit Patrons: Safer bike and pedestrian infrastructure depends on effective relationships and communication between road agencies and transit agencies. Transit agencies and their customers can often identify gaps in the transportation network, but they do not typically have the authority to fill those gaps. The Road Safety for Transit Patrons Initiative will work at the intersection of road and transit agency responsibilities. This effort will bring staff from FTA, FHWA and NHTSA – both headquarters and field offices – to provide technical assistance to local and regional planners, engineers, public safety officers and public works professionals who work for transit operators, State DOTs, MPOs, counties and cities.



- Transit Agency Safety Plans: As part of MAP-21 implementation, FTA is developing its National Safety Plan, which will guide transit agencies in areas of all sizes to: establish policies for encouraging safe access to transit; consider

safety risks; and develop mitigations for those safety risks in partnership with the communities they serve through the implementation of a Safety Management Systems (SMS) approach to safety. Transit agencies will further speak to these safety activities in their Transit Agency Safety Plans. Because all transit riders are bicyclists or pedestrians for some part of their journey, communication and awareness of safety actions are large components of any strategy for improving safe access to transit.

Improving Connected Pedestrian and Bicycle Networks: The Department will promote the development of multimodal networks which include interconnected pedestrian/and or bicycle transportation facilities that allow people of all ages and abilities to safely and conveniently get where they want to go. This will be accomplished, in part, by promoting pedestrian and bicycle facility design flexibility, and by highlighting best practices at the local, regional, and state level.

- In December 2013, FHWA issued an interim approval for bike signals through the Manual on Uniform Traffic Control Devices (MUTCD). A range of new devices and applications for pedestrian and bicycle facilities are being considered for inclusion in the next edition of the MUTCD, which is expected to be published in 2016.

Engaging the Public

The Pedestrian and Bicycle Information Center and the National Center for Safe Routes to School provide research, tools, training opportunities, and other resources that the public can use to get informed and actively engaged in the process of improving pedestrian and bicycle safety in their community. We encourage you to visit these sites!

- FHWA supports the [Pedestrian and Bicycle Information Center](http://www.pedbikeinfo.org), which develops, synthesizes, promotes, and distributes current bicycling and walking information, provides expert technical assistance to various audiences to ensure that citizens and professionals have access to the best available information, and generates a network of informed individuals and organizations who can increase the exposure of ped/bike issues to the general public. www.pedbikeinfo.org
- FHWA supports the [National Center for Safe Routes to School](http://www.saferoutesinfo.org), which assists States and communities in enabling and encouraging children to safely walk and bicycle to school. The National Center serves as the information clearinghouse for the Federal Safe Routes to School program. The organization provides technical support and resources and coordinates online registration efforts for U.S. Walk to School Day and facilitates worldwide promotion and participation. <http://www.saferoutesinfo.org>

Behavioral Safety and Education

To enable individuals to make the choices that best protect their safety and the safety of their families and communities, the Department will provide tools to help people understand how their behavior affects their own safety and the safety of others.

- **New Behavioral Countermeasures:** New research into risks and solutions will include a detailed examination of behavioral choices and the role of electronic distractions – of drivers, bicyclists, and pedestrians – in crash risk.
- **Pedestrian Enforcement Demonstration Program:** The Department is evaluating law enforcement and education techniques applied in three pilot locations, New York

City, Philadelphia, PA, and Louisville, KY. Results of these programs will be incorporated into law enforcement training and community program guides to promote safer behavior.

- Research on Impaired Pedestrians and Bicyclists: New research to determine safety risk related to alcohol impaired pedestrians and bicyclists will be used to identify and share strategies to prevent impaired walking and biking and encourage less risky choices.
- New Safety Campaign Materials: The Department will develop new safety campaign materials focused on helping pedestrians and bicyclists make good choices and provide tools and resources for broad dissemination.

Vehicle Safety

Advanced technology holds great potential for making roads and vehicles safer, adding features that could warn road users about hazards, and even intervene to avoid crashes.

- Vehicle-to-Pedestrian Communications: The Department is examining the potential for vehicle-to-pedestrian (V2P) communications technology to help drivers see pedestrians, as well as warn pedestrians that they are crossing or entering a roadway.
- Crash Avoidance Technologies: The Department is researching advanced crash avoidance technologies such as sensor-based warning systems and automated braking systems that can help drivers detect pedestrians to avoid or reduce the severity of a crash.
- Promote and Regulate Vehicle-based Solutions: The Department will advance the adoption of vehicle-based solutions through its consumer information and regulatory programs. The New Car Assessment Program will continue to inform consumers of currently available safety systems, such as rear-visibility cameras, that can significantly improve pedestrian and bicyclist safety. The Department will also continue its efforts to require audible alerts for electric and hybrid vehicles operating in quiet mode and vehicle designs to reduce the harm to a pedestrian struck by a vehicle.



Improvements in Data Collection and Analysis

Fundamental to this initiative is the need to improve the quality and availability of data to enable more informed transportation decisions. This includes data on walking and bicycling activity (i.e. volume), existing and proposed pedestrian and bicycle infrastructure, and the basic circumstances of all pedestrian and bicycle crashes. As part of our commitment to performance-based design and decision making, DOT will support improvements to bicycle and pedestrian data and research.

- Data Initiatives: DOT will host three sessions to focus on data needs and how better data can be used to develop policies. These include (1) a gathering of the University Transportation Centers and modal practitioners who research relevant bicycle and pedestrian safety topics; (2) a “datajam” with technology and data experts to identify data sources and innovative analysis methods; and (3) a Transportation Research Board workshop to promote development and use of resources and best practices.
- Pedestrian and Bicycle Updates to the Traffic Monitoring Guide (TMG) and the Traffic Monitoring Analysis System (TMAS): TMAS receives raw data in the TMG-recommended data forms from automatic collection programs, vehicle classification counts, and weigh-in-motion counters, and produces basic traffic volume reports from those data sets. An extension of this system scheduled to be released in 2015 will receive bicycle and pedestrian counts.
- Non-Motorized Toolkit (NMTK): A toolkit framework implemented as a GIS-enabled, open-source, Web-based system has been developed to allow researchers and planners to readily share analytic tools for bicycle and pedestrian data analysis and modeling.



Conclusion

This new Initiative recognizes the need to work in a coordinated, multimodal fashion, not just across the U.S. Department of Transportation, but throughout America's states, regions, towns and cities. The growing interest in bicycling and walking needs to be encouraged and supported through continued investment in safer infrastructure, and through new resources and tools to ensure that we choose the safest designs and promote safer behaviors.

We look forward to engaging the public and practitioners in a conversation about pedestrian and bicycle safety. Your input and contribution is essential to making progress on bicycle and pedestrian safety, because everyone has a role to play in improving the safety of our communities. At the State and regional level, we're asking officials and practitioners to commit to enhancing walking and biking networks, promote laws to reduce risks to bicyclists and pedestrians, and ensure that resources are allocated to solving this problem. At the community level, we're asking individuals to start a safety dialogue, get involved in local, regional, and state transportation planning efforts, and identify critical gaps in multimodal transportation networks. Throughout the Fall of 2014 we will be engaging local officials, safety organizations, State, regional, and local planners and engineers, and advocacy groups in helping us plan innovative ways to spread the word about these resources and develop a comprehensive approach to pedestrian and bicycle safety.

When safe and convenient transportation opportunities are available to every American, regardless of age, ability, or income, we all benefit from safer communities, a stronger economy, and a cleaner environment.

