Members Present:
Doug Hall
Ted Wendler
Paul Elk, Chairperson
Larry Coletti, Vice Chairperson
Ned Wolfarth
Bob Storke
Gayle Belin
Patrick McCallister
Nancy Burgess-Hall
Chris Daun
Roy Walters
Jason Aufdenberg

Representing:
Daytona Beach
DeLand
Flagler Beach
Flagler County
Holly Hill
Orange City
Ormond Beach
Volusia County, District 1
Volusia County, District 2
Volusia County, District 2 Alternate
Volusia County at Large
Volusia County at Large Alternate

Non-Voting Technical Appointees Present:
Stephanie Moss
Wendy Hickey
Gwen Perney
Melissa Winsett

Representing:
FDOT
Flagler County
Port Orange
Volusia County

Members/Technical Appointees Absent:
Joan Sandler
Scott Leisen
Heidi Petit
Nic Mostert (excused)
Danielle Anderson (excused)
Jeff Martindale
Christy Gillis (excused)
Rob Brinson
John Cotton (excused)

Representing:
DeBary
Deltona
Flagler County Public Transportation
New Smyrna Beach
Palm Coast
Port Orange
South Daytona
Volusia County School Board
Votran

Others Present:
Debbie Stewart, Recording Secretary
Stephan Harris
Colleen Nicoulin
Pamela Blankenship
Richard Hamilton
Vickie Wyche

Representing:
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Citizen
FDOT

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

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

Chairperson Elk introduced Ms. Stephanie Moss, FDOT Bike/Ped Coordinator, and Ms. Vickie Wyche, FDOT TPO Liaison.
II. Public Comment/Participation

Mr. Richard Hamilton stated he is representing the Scenic A1A PRIDE Flagler County Cycling and Pathway Safety Committee which is part of the Friends of Scenic A1A Corridor Management. They are looking at the safety issues along SR A1A from Flagler Beach to Marineland. Currently, they are researching who they need to coordinate with on these safety issues. They are cyclists that ride the SR A1A corridor and see these safety issues and are interested in what is happening with them. An email address has been created, A1ASafetyFlagler@gmail.com, for questions and information. They have attended two meetings of the Flagler County Community Safety Traffic Team (CTST) and they work with Flagler County on maintenance issues and development. They are creating an inventory and have some priorities; they know if they want to do anything major they have to work through the entities like the TPO.

III. Action Items

A. Review and Approval of October 9, 2019 BPAC Meeting Minutes

MOTION: A motion was made by Mr. Storke to approve the October 9, 2019 BPAC meeting minutes. The motion was seconded by Mr. Hall and carried unanimously.

B. Review and Recommend Approval of the 2045 Long Range Transportation Plan (LRTP) Goals and Objectives

(Handout)

Ms. Nicoulin stated this action item is for the review and recommendation of approval of the goals and objectives for the 2045 Long Range Transportation Plan (LRTP). The 2045 LRTP Subcommittee met last month to review the goals and objectives; representatives from the BPAC, CAC and TCC are on that subcommittee. Comments were received at the subcommittee meeting and were incorporated into the document. TPO staff also reviewed the draft goals and objectives. When these goals and objectives were drafted, they used the current 2040 LRTP goals and objectives as a base. There are six specific goals; multi-modal, economic development, connectivity, safety, livability, and public involvement. There is a series of objectives that pertain to each goal. These goals and objectives are what is looked at when developing the evaluation criteria for projects that come out of the LRTP.

Mr. Aufdenberg stated last month it was said the TPO is working with other TPOs on resiliency and climate change and asked if that dovetails into one of these goals.

Ms. Nicoulin replied yes; resiliency is an underlying component of each of the goals. There is not a separate goal for resiliency but it is built into each goal.

Chairperson Elk referred to Objective 1.1; it states to “improve accessibility” and notes for all users (motor vehicle, bicycle and pedestrians). There have been a number of discussions regarding handicapped persons and their ability to access certain transportation modes and he asked if that is part of the objective.

Ms. Nicoulin replied yes, it is for all users of the transportation system; if stronger language is needed to clarify that it can be incorporated.

Ms. Burgess-Hall asked if this just pertains to systems that receive government funds whether state, federal or local of if it includes private entities.

Ms. Nicoulin replied it would include all projects that are part of the LRTP; it is governmental.

MOTION: A motion was made by Mr. Wendler to recommend approval of the 2045 Long Range Transportation Plan (LRTP) Goals and Objectives. The motion was seconded by Mr. Daun and carried unanimously.
C. Review and Recommend Approval of Resolution 2019-## Adopting the Community Safety Action Plan (CSAP)

Ms. Blankenship stated the draft Community Safety Action Plan (CSAP) was presented last month and there have been no changes. The CSAP will go to the Unified Planning Work Program (UPWP) Subcommittee to flesh out the details of what will be funded in the coming years.

Mr. Coletti referred to page 18 of the agenda and commented he would like to see “Chairman” changed to “Chairperson”. It also appears in several other places in the document.

Ms. Blankenship replied she could make that change.

MOTION: A motion was made by Mr. Storke to recommend approval of Resolution 2019-## adopting the Community Safety Action Plan (CSAP) as amended. The motion was seconded by Ms. Belin and carried unanimously.

D. Review and Recommend Approval of Resolution 2019-## Adopting the FY 2018/19 Public Outreach Summary

Ms. Blankenship stated this was also presented last month; there have been no changes except for “Chairperson” in place of “Chairman” in the resolution.

MOTION: A motion was made by Mr. Wendler to recommend approval of Resolution 2019-## adopting the FY 2018/19 Public Outreach Summary. The motion was seconded by Mr. Coletti and carried unanimously.

E. Review and Recommend Approval of the 2020 Bicycle/Pedestrian and B/P Local Initiatives Priority Project Applications

Mr. Harris stated the general instructions, and the bicycle/pedestrian applications for implementation and funding and for feasibility studies are included in the agenda. The changes to the general instructions are in strikethrough/underline format; there are no changes other than the dates and the link for uploading applications. The significant change to the project implementation application refers to the Complete Streets Policy adopted last month; an additional item is added to Criteria 5 under enhancements to the transportation system. It is an opportunity for project applicants to receive points if their project is consistent with the Complete Streets Policy. There were no changes to the feasibility studies application other than the dates.

Mr. Daun asked if the TPO is working toward going paperless or do applicants have to download the application, fill it out and mail it to the TPO.

Mr. Harris replied all the applications are available on the TPO website; the TPO requires an electronic version and one hard copy.

Ms. Nicoulin stated the TPO has to have one hard copy because there are some individuals that come in to review the projects that do not have the ability to review an electronic copy.

Mr. Aufdenberg asked if the project applicants would be able to have their applications pre-reviewed by TPO staff.

Mr. Harris replied yes; staff will try to talk to project sponsors in person or via a phone call; the TPO asks them to consider projects that have been recommended through TPO studies. The TPO has completed several planning and feasibility studies over the years that have produced dozens of recommended improvements. TPO staff has an ongoing dialogue with the local governments to encourage them to submit applications.

Chairperson Eik referred to page 38 of the agenda and the addition of the Complete Streets Policy and commented it does not explain what it is.
Mr. Harris replied the policy was adopted last month; there are goals on the first page and this refers to those goals.

Chairperson Elk asked if there was something in the applications that lets project sponsors know what the Complete Streets Policy is or if there is a statement that it is something new and to refer to the website for more information. He is looking at this from the perspective of those reviewing and scoring project applications; if there is a maximum of ten points do they get a point for a project that is in accordance with the policy or extra points.

Mr. Harris replied it is up to the person that is scoring the project application; there is latitude on this particular criteria if ten points are assigned to each bullet point or ten points to one or two of the bullet points. The TPO encourages the project application scorers to give points if the project meets any of these bullet points; it is not up to TPO staff but those that are scoring the applications.

Ms. Belin agreed that just adding complete streets is not enough and asked if there could be a link included that goes to the policy. She was on the TIP Subcommittee last year and found it to be more subjective than objective and the subcommittee members wanted it to be as objective as possible. She spoke to the engineer for the city of Ormond Beach and told him to include as much rationale as possible on the objective; maybe the instructions could include a statement to include as much rationale as possible because if not, the project may not receive the points a project sponsor thinks it deserves.

Mr. Harris replied they only receive points for what is included in the application.

Mr. McCallister agreed with Ms. Belin and commented he felt the subcommittee operated with only 10% of the information it needed to have. It felt like a perfunctory process without enough information. It was frustrating when reviewing project applications without not having any concept of the ground and not knowing if people with disabilities, cyclists, runners had any input in the process. When there are not people with disabilities, cyclists or avid pedestrians involved in the planning and designing of projects you end up with a project an engineer thinks is great but not the users.

Chairperson Elk stated this is an evolving process and it has improved each year because the comments and suggestions have made the process better, and the applications better to discern and give a legitimate score. It is important to recognize that TPO staff is in contact with the local communities that submit project applications and encourages them to do the kinds of projects that are being suggested.

Discussion continued.

Mr. McCallister commented it is impractical for the subcommittee to schedule only one meeting; it would be better to anticipate three meetings rather than just one. Some project sponsors sent representatives to the subcommittee meeting to answer questions but did not receive extra credit for having a representative here; he would encourage extra points for having a representative here to explain the project and answer any questions.

Mr. Walters commented that the ECHO grant process requires an applicant to show up and make a speech.

Mr. Harris replied that the criteria does not allow extra points for having a representative attend the subcommittee meeting.

Mr. McCallister asked if that could be one of the criteria.

Chairperson Elk stated he does not think that is the answer for this set of applications but it is something to discuss and perhaps do next year.
Ms. Belin commented she does not think extra points should be given just for having a representative show up; however, last year extra points were given because the subcommittee’s questions were able to be answered. Mr. Harris stated that is why the TPO encourages project sponsors to send a representative; they are more likely to get a higher score and have their project ranked higher on the priority list.

Ms. Nicoulin stated project applications typically score higher when a representative is on hand to answer questions.

Mr. Daun stated he has to attend a class if he wants to apply for a county cultural grant and he must show up and defend his application for the ECHO grant program; he asked if we could include a public hearing or meeting with the applicant.

Ms. Nicoulin stated the TPO holds a workshop with the Technical Coordinating Committee (TCC) during the annual Call for Projects process; these are the members that are actually submitting the project applications. During that workshop the applications are reviewed and project specific questions are able to be answered. The TPO has had this process for many years and it is tweaked each year. It comes down to the project sponsor providing as much information as possible. Ms. Belin talks with the engineer at the city of Ormond Beach to get the information needed; he met with TPO staff about his application. Some local governments submit a draft application before the deadline to see if additional information needs to be included. This is an evolving process and it improves each year.

Chairperson Elk asked if it would be appropriate for Mr. McCallister to meet with her after the meeting to address his concerns and then have his concerns conveyed to the subcommittee.

Ms. Nicoulin replied yes.

MOTION: A motion was made by Mr. Storke to recommend approval of the 2020 Bicycle/Pedestrian and B/P Local Initiatives project applications. The motion was seconded by Ms. Burgess-Hall and carried unanimously.

F. Review and Recommend Approval of Resolution 2019-## Amending the Policy for Establishing and Maintaining Transportation Priority Projects

Mr. Harris stated the draft resolution is provided in the agenda in strike-through/underline format. The significant change is in Section 13 requiring the project sponsor to provide a letter of support for Transportation Regional Incentive Program (TRIP) projects they have ready to advance into the Work Program.

Mr. Aufdenberg asked when that letter was required.

Mr. Harris replied by the deadline for project applications; this year the annual Call for Projects closes on March 31, 2020.

MOTION: A motion was made by Mr. Daun to recommend approval of Resolution 2019-## amending the policy for establishing and maintaining transportation priority projects. The motion was seconded by Mr. Walters and carried unanimously.

G. Review and Recommend Approval of Resolution 2019-## Amending the Local Match Requirements Placed on Member Local Governments for Projects Prioritized for Funding by the TPO

Mr. Harris stated the draft resolution is in the agenda shown in strikethrough/underline format. The change is at the bottom of the first page of the resolution, the last paragraph, regarding the local match; it is clarified that the 10% local match required is a minimum.

Chairperson Elk stated this does not change the match requirement but clarifies 10% is the minimum; project sponsors who increase their local match generally receive more points.
MOTION: A motion was made by Ms. Belin to recommend approval of Resolution 2019-## amending the local match requirements placed on member local governments for projects prioritized for funding by the TPO. The motion was seconded by Mr. Wendler and carried unanimously.

H. Appointment of Unified Planning Work Program (UPWP) Subcommittee Members

Mr. Harris stated the Unified Planning Work Program (UPWP) is a two-year document that identifies the projects, plans and activities that TPO staff undertakes; it also has the funding attached to those projects and activities. The current UPWP ends June 30, 2020 and the new UPWP starts July 1, 2020 through June 30, 2022. The UPWP Subcommittee will provide input on the new UPWP; the UPWP Subcommittee will include representatives from the BPAC, CAC and TCC; there will be one UPWP Subcommittee in December. He asked for a volunteer for the UPWP Subcommittee.

Mr. McCallister volunteered.

MOTION: A motion was made by Mr. Hall to appoint Mr. McCallister to the Unified Planning Work Program (UPWP) Subcommittee. The motion was seconded by Mr. Coletti and carried unanimously.

I. Cancellation of the December 11, 2019 BPAC Meeting

MOTION: A motion was made by Mr. Daun to cancel the December 11, 2019 BPAC meeting. The motion was seconded by Ms. Belin and carried unanimously.

IV. Presentation and Discussion Items

A. Presentation and Discussion of the Coast to Coast Trail Wayfinding Signage Project

Mr. Tim Baylie, Volusia County Parks and Recreation Director, gave a PowerPoint presentation on the Coast to Coast Trail Wayfinding Signage Project. He stated Volusia County received a $150,000 grant for wayfinding signage; they also received a grant for the St. Johns River to Sea Loop wayfinding signage. He showed the map that will be placed at the trail head and stated it will be a full wall panel at what is currently the DeBary Hall Gift Shop which will become the Trails Welcome Center for Volusia County. All three major trails (the Heart of Florida Trail, the Coast to Coast Trail and the St. Johns River to Sea Loop Trail) have sections in the DeBary area. He reviewed the status of the wayfinding signage project and gave the sign locations and content. The contract has been awarded and the notice to proceed will be issued soon. Details of the signage had to be approved by FDOT and comply with federal, state and local standards. He reviewed the trail head maps that tell the user where you are on the trail and how to get to other places on the trail. The trail head maps also show the locations of restrooms. He described the trail mile markers which include emergency information; Volusia County emergency responders are also provided with this information. A non-emergency phone number is also provided on the mile markers. The Volusia County trails and parks app is provided on the mile markers and is free to download.

Mr. Coletti asked why the mile markers did not indicate kilometers.

Mr. Baylie replied Europe uses kilometers; he showed a book from Germany on trails which showcases all of the Volusia County trails which have international appeal.

Ms. Belin asked if any thought had been given to providing a QR code on the mile markers for bed and breakfasts, restaurants or things to do in the area.

Mr. Baylie replied the Volusia County Trails Welcome Center will have all that information. They are working with their IT Department, the other nine counties on the Coast to Coast Trail, and the four counties on the St. Johns River to Sea Loop Trail to get their tourist development center information for lodging and restaurants. The wall panel map at the Welcome Center will be interactive and users can point and drag where they want to
stop and make reservations. There is a QR code on the trail heads maps that will get a user to the Office of Greenways and Trails Priority Trail Network System but not to lodging and restaurants.

Mr. Hall asked if the restrooms would be Americans with Disabilities Act (ADA) accessible.

Mr. Baylie replied yes.

Mr. Hall asked if the codes would indicate which restrooms are ADA accessible.

Mr. Baylie replied the green “T”s on the map are ADA accessible restrooms and the red “T”s do not have restrooms.

Mr. Daun commented that the design for the signage is great; he knows they are still working on the St. Johns River to Sea Loop signage and stated it is important to include the East Coast Greenway on them.

Mr. Baylie replied the reason they are not ready with the St. Johns River to Sea Loop Trail wayfinding signage is because there are still too many gaps. As the gaps are filled the funds will be programmed for the wayfinding signs and trail head maps.

Discussion continued.

Mr. Harris asked if there will be pavement markings in addition to the signage.

Mr. Baylie replied there were discussions regarding pavement mile markers but after reviewing the cost, longevity of pavement markings, and FDOT requirements it was very expensive; $5,000 per marking. The signage and mile markers will be consistent with the signage in Seminole County.

Mr. McCallister complimented Mr. Baylie on the signage; as a trail user, his complaint has been that there is no signage.

Mr. Aufdenberg asked Mr. Baylie to point out the gap on the Coast to Coast Trail on the map.

Mr. Baylie replied the gap is west of Winter Garden and Ocoee; as soon as the section in Volusia County is completed users can get from Titusville all the way to the west. It is 125 miles of continuous, paved trail. The Gobbler’s Lodge gap should be completed by this time next year and Volusia County’s portion of the Coast to Coast Trail will be completed.

Discussion continued.

B. Presentation and Discussion of the FDOT FY 2020/21 to 2024/25 Tentative Work Program

Ms. Wyche gave an update of the tentative Five-Year Work Program for FY 2020/21 to 2024/25. She reviewed the type of projects included and stated they are based on MPO priorities and SIS/FDOT priorities. After the Work Program has been out for public review, it is sent to the Florida Legislature and the Governor for review and signature. Once the Governor signs the Work Program it officially becomes part of the state budget. She reviewed the schedule for the Work Program and announced the online public hearing was held October 21, 2019 to October 25, 2019; the website to participate is www.d5wpfh.com. An open house was held at the FDOT D-5 office in Deland on October 24, 2019 from 4:30 pm to 6:30 pm. This year there were a couple of appropriations which affect the first year of the Work Program and may result in other projects being deferred or moved out. There were three appropriations this year at $3.7 million; they were successful in moving projects around and did not have to defer anything too outrageous. She reviewed those projects and the projects added to the Work Program.

V. Staff Comments
Update on SU Funding/Work Program

Mr. Harris stated there was approximately $1.1 million for bicycle and pedestrian projects; the Derbyshire sidewalk project, Phase 1, was moved into the current year and will draw down $800,000 of the SU funds. The remainder of the SU funds will be used to draw down the advanced construction (AC) funds.

Mr. Hall asked if there has been any movement on Accessible Pedestrian Signals (APS) in South Daytona.

Mr. Harris replied he has not heard anything but will find out and provide an update at the next BPAC meeting.

VI. Information Items

- 2020 River to Sea TPO Board and Committee Meeting Schedule
- LRTP Subcommittee Report
- BPAC Attendance Record
- October Outreach and Activities (Handout)
- TPO Board Meeting Report

VII. BPAC Member Comments

Mr. Wolfarth referred to the project applications and suggested the applicants list the stakeholders they have talked to and have given support for their project.

Mr. Daun announced he attended the Florida Scenic Byways State Conference last week; it was a statewide FDOT conference. He wanted to report that there will be a lot of tourism opportunities. FDOT has many consultants for the Scenic Byway program; they have many consultants in that program that have worked in other states and their Departments of Transportation to bring in trails, aesthetics, landscaping, etc., as public benefits. He requested the BPAC be provided copies of FDOT's Vision and Mission Statement because when FDOT is asked for funding for projects one of the key things they look for is if the project meets their Vision and Mission. The Vision and Mission Statement has three sections and much of it has to do with safety and public benefits. He announced this Saturday is the Florida Scenic Byway 150-mile yard sale which goes from the Georgia border to Daytona Beach. It is an excellent bike ride. A lot of the restaurants are participating and offering specials; one is Steve's Diner on SR A1A. The starting point is Lillian Place in Daytona Beach; it will be a great, fun day and raises money for non-profits.

Mr. Coletti referred to the roundabout on US 1 in Korona and an email from the TPO that a sign will be installed there that states bicycles will share the road with motorists; the sign is not up yet. He rides through there frequently and feels like he takes his life in his hands. There was a bike lane there prior to the roundabout and now there will only be a sign that drivers will not likely see. He went through the roundabout recently behind an 18-wheel tractor trailer truck that was in the right lane; however, going through the roundabout the truck took up a lot of the left lane as well. It is not designed for an 18-wheel tractor trailer. If two vehicles go through the roundabout at the same time there is no room for a bicycle; the lanes are not wide enough for a bicycle and a vehicle. He asked Ms. Moss to pass this information up the chain at FDOT; he is very disappointed in the process. He has been told there will be a bike lane on the south side of the roundabout once it is complete.

Mr. McCallister asked if there were any traffic calming devices going into the roundabout.

Mr. Coletti replied there is the speed limit sign of 25 miles per hour (mph).

Mr. Harris stated the roundabout is the traffic calming device.

Mr. McCallister commented that drivers speed through roundabouts and he has had an incident in a roundabout and was sideswiped. In his experience with different roundabouts in different places, those roundabouts that had some sort of traffic calming device going into the roundabouts are fine. Those that do not have traffic calming devices going into it have issues.
Mr. Hall stated a White Cane event was held on October 29, 2019 at Wilder Road and Ridgewood Avenue; it received TV coverage and Ms. Stewart participated and walked blindfolded through the intersection. He has heard a rumor that FDOT is considering installing an accessible pedestrian signal (APS) at this intersection.

Ms. Winsett announced that next Tuesday the Volusia County Council will hear a presentation on the county’s capital project update. It will provide an overview of all the county’s capital projects including transportation projects. The Volusia County website has the agenda.

Mr. Aufdenberg stated there was a good turnout for the “Motherload” documentary on cargo bikes shown at Cinematique during Mobility Week. Embry Riddle Aeronautical University continues to install new bike racks and are installing them closer to the entrances so they are utilized more. He has postponed the distribution of free bike lights due to inclement weather; they will reschedule it soon.

Ms. Nicoulin announced the R2CTPO’s Annual Holiday Open House will be held Friday, December 13, 2019 from 3:00 pm to 5:00 pm. The TPO also holds a toy drive as part of that and asked members that attend to please bring a toy.

Chairperson Eik stated congratulated the TPO staff on the Federal Certification that it passed with flying colors.

VIII. Adjournment

The BPAC meeting adjourned at 4:06 p.m.

River to Sea Transportation Planning Organization

Mr. Paul Eik, Chairperson
Bicycle/Pedestrian Advisory Committee (BPAC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the November 13, 2019 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 8th day of January 2020.

Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization
Request for Public Comment

Dear Citizen:

Public participation is encouraged at all TPO Board and advisory committee meetings. If you desire to be recognized by the Chairman, please fill out this form and give it to a TPO staff member (PRIOR to the start of the meeting).

Thank you for your cooperation.

Lois Bollenback, Executive Director
River to Sea TPO

Please indicate when you wish to address the committee/board:

☐ At the beginning of the meeting under Public Comment
☐ At the beginning of the following agenda item:

(Please indicate the specific agenda item)

Date Nov 13 2019

Name RICHARD HAMILTON
Address 98 ISLAND ESTATES, PALM COAST 3213
Contact Information AIA safety Flagler@Gmail.com

Comments: (please use back of page if needed)

I just want to introduce myself and talk about AIA in Flagler County.
Scenic A1A PRIDE Flagler County Cycling and Pathway Safety Committee

Mission - Enhance the A1A for residents and tourists by identifying safety concerns regarding the A1A River & Sea Trail and Bike Paths along the A1A Corridor in Flagler County. Suggest ways to improve safety for Pedestrians, Cyclists, and Motorists. Coordinate with FDOT, Flagler County, and other A1A committees as required.

Scope – The A1A River & Sea Trail between Marineland and Beverly Beach; southbound and northbound bike lanes along the A1A; Side loop trails at Malacompra Greenway, Hammock Dunes Parkway/Bridge, and beach connectors at Bay Drive, Malacompra Road, 16th Road, and Jungle Hut Road.

Membership (2018-19) - Richard Hamilton (Chair), Dennis Clark (ex-officio), Mark Palmucci, Janet Sullivan, Barbara Harper

Liaison Contacts (2018-19)
Friends of A1A (and Oceanshore CME)
FDOT: Area 2/5 Byway Coordinator, maintenance coordinator and Flagler CTST
Flagler County: Engineering, Parks Maintenance and Sheriff
Dunes CDD:
River to Sea TPO and BPAC

Current Priorities
1) Maintain links and contacts responsible for various aspects.
2) List Physical Inventory of Highway
3) Inventory of current issues and actions underway
4) Develop method for citizen reporting of issues.
5) Work with interested parties to provide recommendations for
   a. 16th Road/Publix intersection
   b. Malacompra/Bings Intersection
   c. Jungle Hut intersection
   d. Hammock Dunes Bridge Connector
   e. Completion of A1A southbound Bike “Lane”
   f. Other safely marked pedestrian crossings
   g. A1A Speed limits
   h. Improved signage

All suggestions to: A1ASafetyFlagler@gmail.com
Good Morning,

It was a pleasure to meet you on Monday morning at the Flagler Commission meeting and introduce myself. As I explained, I am working with some fellow members of the A1A Scenic Pride to document and coordinate safety issues along the corridor between Beverly Beach and Marineland. At this point we are trying to identify the key players both for planning future improvements and for current maintenance.

We have already met some of your colleagues at various meetings such as the Flagler CTST and Friends of A1A but are interested in at least getting on email lists if there are any issues we can help with, as our members are out on the trails regularly.

I attach a pdf that briefly explains our intended mission.

Commissioner Hansen did raise with you one of our issues of concern - the different stop signs that have been placed at various driveway and road crossings along the trail, and the potential for confusion between cyclists and drivers. We have been advised on several occasions by FDOT staff that STOP signs should NOT be placed on the trail as it is the obligation of drivers to stop at a marked crossing, not cyclists or pedestrians. Currently we have the following situations:

1) stop signs at the A1A crossing by Varn Park, which seems reasonable to us for safety.
2) stop signs at 3 of our 4 "Major" Intersections, which again may be reasonable pending some better future solutions at these intersections. (Malacompra Road, 16th Road, Jungle Hut. But the Bridge connector at Camino del Mar does not have stops signs???)
3) various "potentially unauthorized?" stop signs at Surfside estates, Armand Beach Dr, Sea Colony Drive, Surf Club south gate, and Moody Drive.

Most of our other issues are related to ongoing maintenance or are being addressed by other parties. There are a few crosswalk issues that you said might be addressed during future repaving. It would be helpful to understand when those might be done. And similarly for issues related to the irregular paved shoulder/bike lanes, particularly the southbound bike lane that suddenly narrows to a few inches at the Island Estates curve.

Best regards
Richard Hamilton
Chapter 2
Goals, Objectives, &
Performance Measures

Introduction
This chapter describes how the transportation network and systems of the River to Sea TPO will be maintained, enhanced, and expanded. In compliance with federal and state regulations, the R2CTPO will establish a set of goals, objectives, and performance measures to provide a basis for performance-based planning that will best serve the community and environment now and in the future. The R2CTPO has established these goals, objectives, and performance measures that are consistent with federal and state requirements and guidance.

This chapter is divided into the following sections:

- Development of Goals, Objectives, and Performance Measures
- Connect 2045 Goals and Objectives
- Performance-Based Planning [Placeholder section for future content]
Chapter 2: Goals, Objectives, & Performance Measures

Development of Goals, Objectives, and Performance Measures

The Connect 2045 Goals, Objectives, and Performance Measures were developed to be consistent with federal, state, and local guidance. This section highlights Federal requirements and guidance used to develop the Goals and Objectives for the River to Sea TPO’s 2045 Long Range Transportation Plan.

Fixing America’s Surface Transportation (FAST) Act

Signed into law on December 4, 2015, the FAST Act (Public Law No. 114-94), provides support and enhancement to the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act is the first federal law to provide long-term funding for infrastructure planning and investment for surface transportation since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law in 2005.

The FAST Act supports MAP-21 by continuing to create a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Establishing a performance- and outcome-based program requires investment of financial resources in projects that will collectively progress toward achieving national, multimodal transportation goals. The 2045 LRTP has been developed to ensure compliance with the requirements of the FAST Act and includes a performance-based approach to the transportation decision-making process.

FAST Act Planning Factors

The FAST Act has established specific planning factors that call for the recognition of, and address the relationship between, transportation, land use, and economic development. These federal planning factors form the cornerstone for the 2045 LRTP and include the following:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.
The FAST Act prescribes policy requirements and a programmatic framework related to performance measures and targets for the national transportation system in the metropolitan planning process. The FAST Act directly impacts the R2CTPO and its planning activities. As such, the TPO is required to coordinate with state and local agencies, and public transportation providers to establish targets in order to continue developing and assessing a focused, performance-based, multimodal transportation system. In the development and assessment, the R2CTPO must:

- Describe the performance measures and targets used in assessing system performance and its progress in achieving the performance targets within the LRTP, and
- Develop the Transportation Improvement Program (TIP) to make progress toward established performance targets, including a description of the anticipated achievements.

**Connect 2045 Goals and Objectives**

**Goals**

Goals and objectives that reflect the counties’ visions were developed early in the planning process and work together to ensure that the transportation system is sustainable over time. The goals are:

<table>
<thead>
<tr>
<th>Multimodal</th>
<th>Develop and maintain a balanced, efficient multimodal system</th>
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<tbody>
<tr>
<td>Economic Development</td>
<td>Support the economic development and growth of the TPO area and region</td>
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<td>Connectivity</td>
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</table>

A matrix showing consistency between the LRTP goals and the ten planning factors from the FAST Act is shown in Table 2-1.
<table>
<thead>
<tr>
<th>Connect 2045 Goals</th>
<th>Economic Vitality</th>
<th>Safety</th>
<th>Security</th>
<th>Movement of People &amp; Freight</th>
<th>Environment &amp; Quality of Life</th>
<th>Integration/Connectivity</th>
<th>System Management &amp; Operation</th>
<th>System Preservation</th>
<th>Resiliency</th>
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○ Primary Relationship  ○ Secondary Relationship
Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is the state’s long-range plan guiding Florida’s transportation future. The plan was created by, and provides direction to, FDOT and all organizations that are involved in planning and managing Florida’s transportation system, including state, regional, and local partners; including the R2CTPO. The FTP Policy Element is Florida’s long-range transportation plan as required by both state and federal law and this element points toward a future transportation system that embraces all modes of travel, innovation, and change.

Connect 2045 must address the goals included in the FTP pursuant to Section 339.175(7)(a), Florida Statutes. These goals include the following:

- **Safety and security** for residents, visitors, and businesses
- **Agile, resilient, and quality infrastructure**
- **Efficient and reliable mobility** for people and freight
- **More transportation choices** for people and freight
- **Transportation solutions that support Florida’s global economic competitiveness**
- **Transportation solutions that support the development of quality places to live, learn, work, and play**
- **Transportation solutions that enhance Florida’s environment and conserve energy**

Connect 2045 must also incorporate any performance targets that are included in the Statewide Freight Plan and Asset Management Plan, however current guidance from FDOT indicates that no additional performance targets will be included in these plans. A matrix showing consistency between the Connect 2045 Goals and the FTP Goals is shown in Table 2-2.
<table>
<thead>
<tr>
<th>Connect 2045 Goals</th>
<th>Florida Transportation Plan Goals</th>
<th>Safety and Security</th>
<th>Infrastructure</th>
<th>Mobility</th>
<th>Transportation Choices</th>
<th>Economic Competitiveness</th>
<th>Quality Places</th>
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○ Primary Relationship
○ Secondary Relationship
Objectives

Multimodal – Develop and maintain a balanced and efficient multimodal transportation system

Objective 1.1 Develop a multimodal transportation system that improves accessibility and mobility to economic centers for all users (motor vehicle, bicycle and pedestrian) as well as the movement of goods.

Objective 1.2 Minimize congestion/delay and maintain travel time reliability on roadways and intersections through projects that improve capacity, provide for the more efficient use and operation of existing transportation facilities, and reduce transportation demand.

Objective 1.3 Provide public transit systems that deliver efficient and convenient transit service.

Objective 1.4 Develop a plan that maximizes the use of all available existing and alternative revenue sources and is financially feasible.

Objective 1.5 Incorporate measures that give priority to projects that provide high benefit-to-cost value.

Objective 1.6 Adequately fund preservation of transportation assets (National Highway System Pavement Condition, Bridge Condition, and Transit Assets).

Objective 1.7 Address incident management including improving response and mitigating impacts through development of alternative routes and other solutions.

Economic Development – Support the economic development and growth of the TPO area and region

Objective 2.1 Develop a transportation system that supports economic growth and diversity, advances tourism and improves the economic competitiveness of the region.

Objective 2.2 Identify and support safe and efficient truck routes and other facilities that improve the movement of freight and goods.

Objective 2.3 Improve connectivity and access to rail, port, bus and airport facilities.

Objective 2.4 Support funding of transit service that improves access to employment centers.

Connectivity – Enhance and expand transportation connectivity and choice for all users

Objective 3.1 Provide a range of transportation alternatives to improve mobility for all residents and visitors which includes addressing the unique needs of the elderly, people with disabilities, and those unable to drive.

Objective 3.2 Maximize the interconnectivity of roadways, sidewalks, bicycle facilities, trails, transit and other transportation system components to provide safe and convenient pedestrian, bicycle, transit and motor vehicle mobility.

Objective 3.3 Enhance regional connectivity to employment, education, health, entertainment and other major activity centers.
Chapter 2: Goals, Objectives, & Performance Measures

Objective 3.4  Enhance connectivity between local government jurisdictions within the region.

Objective 3.5  Plan for transportation infrastructure resiliency to maintain and ensure system connectivity.

Safety – Eliminate or reduce crash-related fatalities and serious injuries (safety) and improve security throughout the transportation network.

Objective 4.1  Identify and prioritize improvements to reduce the frequency and severity of motorized vehicle crashes, and eliminate fatalities and serious injuries.

Objective 4.2  Identify and implement safety programs and enhancements to improve the safety of pedestrian and bicycle facilities.

Objective 4.3  Enhance the safety and security of transit systems and other modes such as airports through appropriate design, monitoring, and enforcement programs.

Objective 4.4  Develop a transportation plan that supports emergency evacuation, response and post-disaster recovery, and improves national, state and local security and emergency management functions.

Livability – Promote livability by providing, protecting and enhancing social, cultural, physical and natural environmental places.

Objective 5.1  Promote compact, walkable, mixed-use development and redevelopment opportunities that encourage a range of transportation options and maximize the effectiveness of the transportation system.

Objective 5.2  Develop a transportation plan with components planned and designed to preserve and enhance existing urban areas and communities.

Objective 5.3  Support local visioning and planning principles by developing a plan that is consistent with local government comprehensive plans to the maximum extent feasible.

Objective 5.4  Locate and design transportation facilities to avoid or minimize the impact to natural resources including environmentally sensitive areas and critical lands, waters and habitats.

Objective 5.5  Develop and support a multimodal transportation system that maintains or reduces vehicle greenhouse gas emissions and reduces or mitigates stormwater impacts.

Objective 5.6  Locate and design transportation facilities to avoid or minimize impacts to historic and cultural assets.

Public Involvement – Promote equity, transparency, and opportunities for the public to be involved with planning their transportation system.

Objective 6.1  Provide opportunities for public participation that are open, inclusive and accessible for all citizens; and develop outreach programs to engage citizens in all jurisdictions as well as the traditionally under-served and under-represented.
Objective 6.2  Include provisions to identify the needs of low income and minority populations and ensure that projects in the plan do not disproportionately burden low income and minority populations, and include measures to avoid, minimize or mitigate adverse impacts.

Objective 6.3  Support transportation investments that improve public transit services for low income and transit-dependent populations in order to gain access to jobs, schools, health services, and other needed services.
Chapter 2: Goals, Objectives, & Performance Measures

Performance-Based Planning

[Placeholder section for future content]
October 2019 TPO Outreach & Activities

1. **International Walk to School Day**
   - **Date:** Wednesday, October 2, 2019
   - **Locations:** Indian River Elementary School, Orange City Elementary School
   - **Description:** TPO staff attended events at schools in Edgewater and Orange City

2. **VCARD Icebreaker Event**
   - **Date:** Wednesday, October 23, 2019
   - **Location:** LPGA Clubhouse, Daytona Beach
   - **Description:** TPO staff provided a display booth and information on the 2045 Long Range Transportation Plan (LRTP) at the annual VCARD Icebreaker

3. **Multimodal Mobility and Safety Assessment**
   - **Date:** Wednesday - Thursday, October 28-29
   - **Locations:** US 1, from US 92 to Mason Ave and US 92, from US 1 to Halifax Drive in Daytona Beach
   - **Description:** TPO staff participated in this bicycle, pedestrian and transit safety assessment in partnership with FDOT, Volusia County, Daytona Beach and Votran; another assessment is planned for November 13-14 along Mason Avenue

4. **FDOT Tentative Work Program Public Hearing**
   - **Date:** Thursday, October 24, 2019
   - **Location:** DeLand
   - **Description:** TPO staff attend the FDOT Work Program Public Hearing

5. **Mobility Week Events**
   - **White Cane & Pedestrian Awareness Event**
     - **Date:** Wednesday, October 29, 2019
     - **Location:** Intersection of Wilder Rd and International Speedway Blvd
     - **Description:** TPO staff participated in this event which guides blindfolded individuals through four legs of an intersection

   - **Palm Coast Helmet Fitting**
     - **Date:** Thursday, October 31, 2019
     - **Location:** Palm Coast Community Center
     - **Description:** TPO staff gave a presentation on the role of the TPO and fit and donated bicycle helmets

   - **Halifax Art Festival Helmet Fitting**
     - **Date:** Saturday, November 2, 2019
     - **Location:** Beach Street, Daytona Beach
     - **Description:** TPO staff provided a display booth and fit and donated 93 bicycle helmets, in coordination with Votran
October 2019 TPO Outreach & Activities

### NOVEMBER EVENTS:
- **1:** Conklin Center for the Blind Annual Gala, Daytona Beach
- **4-5:** FDOT-MPO Leadership Meeting, Tallahassee
- **13-14:** Multimodal Mobility and Safety Assessment, Mason Ave in Daytona Beach
- **20:** Volusia County Legislative Delegation Meeting, DeBary Hall
- **21:** Flagler County Legislative Delegation Meeting, Bunnell
- **22:** East Central Florida Regional Resilience Collaborative Steering Committee Meeting, Orlando
- **28-29:** Thanksgiving Holiday – TPO Office Closed

### OTHER UPCOMING EVENTS:
- **December 5-6:** Florida Metropolitan Planning Partnership Meeting, Orlando
- **December:** Date TBD: Annual River to Sea TPO Holiday Open House and Toy Drive for the Children’s Home Society, TPO Office

### ONGOING PROJECTS & STUDIES:
- Walkability Action Institute Grant Project & Complete Streets Policy & Implementation Plan
- Central Florida Regional Planning Model Update
- Development of FY 2018/19 Public Outreach Summary and Evaluation Matrix
- Development of FY 2018/19 Annual Report
- Development of 2045 LRTP (Objectives, Data Collection, Website Development)
- Development of Community Safety Action Plan
- FY 2018/19 TPO Audit
- Update of the Congestion Management Process
- Regional Resiliency Action Plan Implementation
- Connected and Automated Vehicle Readiness Study
- Washington Ave RR Crossing Feasibility Study
- Reed Canal North Sidewalk Feasibility Study
- Sauls St. Bridge Replacement Feasibility Study
- Williamson Blvd and Willow Run Blvd Sidewalk Feasibility Study

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**2045 Long Range Transportation Plan Updates**

- **2045 LRTP Subcommittee** meets on the 3rd Tuesday of every month at 11:30 a.m. The next meeting is Tuesday, November 19, 2019 at the TPO office.
- **2045 LRTP website** has been launched: [www.R2CTPOConnect2045.com](http://www.R2CTPOConnect2045.com)
- Coming Soon:
  - 2045 LRTP Survey
  - Focus Group Workshops