

# Volusia-Flagler TPO

## BPAC Meeting

November 13, 2024  
2:00 p.m.



BPAC Meeting  
November 13, 2024

# **1. Call to Order/Roll Call/Determination of Quorum**



BPAC Meeting  
November 13, 2024

## 2. Public Comment/Participation



### **3. Action Items**

#### **A. Review and approval of the September 11, 2024 BPAC Meeting Minutes**





### **3. Action Items**

#### **B. Review and recommend approval of the 2025 Bicycle/Pedestrian Project Application General Instructions**





## 2025 Application for Project Prioritization

# General Instructions for Bicycle/Pedestrian Project Applications

December 2024

### General Instructions:

For the 2025 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

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

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

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

- What exception is being requested?
- Who is requesting the exception?
- Why is the exception being requested?
- How will the project proceed if the exception is not granted?

Applications will be ranked based on the information supplied in the application. The TPO is not obliged to consider information pertaining to the project request that is not included in the project application. However, applying agencies are encouraged to be present for the evaluation of their applications to provide clarification, if needed. Mixed projects (defined as a project that is not a stand-alone bicycle/pedestrian project) require separate applications for the bicycle/pedestrian category and traffic operations/safety category. Updated cost

estimates for projects on the bicycle/pedestrian list of prioritized projects are to be submitted with a letter of continuing support by February 29, 2024. After the List of Prioritized Projects is adopted by the R2CTPO Board in June, if a project is withdrawn by the sponsor, an official letter of withdrawal and/or email must be submitted to the R2CTPO within thirty (30) days.

## **INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED!**

### **Eligible Project Sponsors for the 2024 Call for Projects.**

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

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

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

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

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

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

**Initial Project Screening:**

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

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

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

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

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

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

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

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

**Local Match Requirement:**

R2CTPO Resolution 2023-23 provides that the governmental entity requesting state and/or federal transportation funds shall be required to match those funds programmed on the project with local funds at the ratio of 10% local funds to 90% state and/or federal funds. **For example, a local government requesting \$100,000 in federal funds for a sidewalk would be required to pay \$10,000 in local matching funds.** This match requirement shall not apply to projects on the State Highway System. The match shall be by project phase for each programmed phase including feasibility study. A non-federal cash match is required for a feasibility study. For all other phases, the local match is defined as non-federal cash match and/or in-kind services that advance the project. This resolution also reaffirms the R2CTPO's policy that the applying agency (project originator) shall be responsible for any cost overruns encountered on a project funded with state and/or federal transportation funds unless the project is on the state highway system, in which case, the State DOT shall be responsible for any cost overruns.

**Other Funding Requirements:**

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

**Electronic Submittal Requirements:**

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

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

Electronic documents must be submitted through the R2CTPO FTP site:

<https://www3.mydocsonline.com/customerupload/b6d7ca4227566f71b2c340d6e005>

2. The application and all supporting documentation shall be included in one electronic PDF file.

3. All document pages shall be oriented so that the top of the page is always at the top of the computer monitor.
4. Page size shall be either 8-1/2" by 11" (letter) or 11" by 17" (tabloid).
5. PDF documents produced by scanning paper documents are inherently inferior to those produced directly from an electronic source. Documents which are only available in paper format should be scanned at a resolution which ensures the pages are legible on both a computer screen and a printed page. We recommend scanning at 300 dpi to balance legibility and file size. If you are unable to produce an electronic document as prescribed here, please contact R2CTPO staff to discuss other options. If you are unable to upload to the R2CTPO FTP site, please contact R2CTPO staff to discuss other options.
6. Submit any available right-of-way information.
7. **Each application MUST include a Project Map** that clearly identifies the termini of the project, Proximity to Community Assets and Network Connectivity through the use of a one (1) mile radius buffer for Shared Use Path projects and **Transportation Alternatives Activities** and a one-half (½) mile radius buffer for Sidewalk projects. Maximum map size is 11" x 17".
8. In addition, all maps MUST include a **Scale** (in subdivisions of a mile), **North Arrow**, **Title** and **Legend**. Photographs are encouraged and must be captioned.

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

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

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

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

## Bicycle/Pedestrian Links

- **2019 Bicycle Suitability Map:** <https://www.r2ctpo.org/planning-studies/bicycle-pedestrian/maps/>
- [Bike Florida, Inc.](#)
- [Bike Safety Guide](#)
- [Bike/Walk Central Florida](#)
- [Biking West Volusia](#)
- [Central Florida Community Traffic Safety Teams](#)
- [Central Florida Safe Routes Portal](#)
- [Central Florida Scenic Byway Brochure](#)
- [Coast to Coast Trail](#)
- [Commute Orlando](#)
- [Commuting by Bike: Safety Guide & Tips](#)
- [Cycling Savvy](#)
- [D5 TransPed Pedestrian and Bicycle Planning Tool](#)
- [East Coast Greenway](#)
- [Flagler County Parks and Recreation](#)
- [Florida East Coast Greenway](#)
- [Florida Bicycle Association](#)
- [Florida Bicycle Law](#)
- [Florida DEP Office of Greenways and Trails](#)
- [Florida DEP Trail Town Program](#)
- [Florida DOT Alert Today, Alive Tomorrow](#)
- [Florida DOT Pedestrian and Bicycle Program](#)
- [Florida DOT Bicycle/Pedestrian Non-Motorized Database System \(Traffic Counts\)](#)
- [Florida DOT Non-Motorized Traffic Monitoring Program](#)
- [Florida DOT Safe Routes to School](#)
- [Florida Greenways and Trails Foundation](#)
- [Florida Pedestrian/Bicycling Safety Resource Center](#)
- [Florida Safe Routes to School](#)
- [Florida Scenic Highways Program](#)
- [Florida Traffic Safety Dashboard/Signal Four Analytics](#)
- [Florida Urban and Community Forestry Grant Program](#)
- [National Center for Safe Routes to School](#)
- [Palm Coast Trail Map & Park Guide](#)
- [Pedestrian and Bicycle Information Center](#)
- [Safe Routes to School National Partnership](#)
- [Safe Routes to School Online Guide](#)
- [St. Johns River to Sea Loop Alliance](#)
- [SUN Trail Network](#)
- [East Central Regional Rail Trail](#)
- [USDOT/FHWA Pedestrian & Bicycle Safety](#)
- [Visit Florida – Florida Trails & Greenways](#)
- [Volusia County Trails Program](#)
- [SRTS Resources List](#)
- [NTSB 2020 Bicycle Safety Research Report](#)

### **3. Action Items**

#### **C. Review and recommend approval of the 2025 Bicycle/Pedestrian Priority Project Applications**







## 2025 Application for Project Prioritization – **FEASIBILITY STUDY**

### **Bicycle/Pedestrian Projects**

All applications must be uploaded to the TPO file transfer site by 4:00 p.m. (EST) on February 28, 2025

[Click this Link to Upload Your Completed Application to the River to Sea TPO](#)

Project Title: \_\_\_\_\_

Applying Agencies (project sponsor): \_\_\_\_\_ Date: \_\_\_\_\_

Contact Person: \_\_\_\_\_ Job Title: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ FAX: \_\_\_\_\_

E-mail: \_\_\_\_\_

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

If not, what local government agency will perform the work on behalf of the Applying Agency? \_\_\_\_\_

*[Attach a letter of intent from the agency that will perform the work.]*

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

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

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

Project Description: \_\_\_\_\_

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

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

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



### **Project Purpose and Need Statement:**

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

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

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

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

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

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

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

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

**Criterion #1 Description (required):** \_\_\_\_\_

**Criterion #2 – Connectivity and Accessibility and Equitability (15 points maximum)**

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

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

Connectivity and Accessibility and Equitability	Check All that Apply	Max. Points
Project provides equitable access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	5
<b>Maximum Points Awarded</b>		<b>15</b>

**Criterion #2 Description (required):** \_\_\_\_\_

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

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

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

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

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

**Criterion #3 Description (required):** \_\_\_\_\_

**Criterion #4 Contribution to Livability (6 points maximum)**

This measure considers how the project positively impacts the Livability in the community. Describe in the space provided.

<b>Contribution to Livability</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
Project includes traffic calming measures	<input type="checkbox"/>	1
Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements	<input type="checkbox"/>	1
Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users	<input type="checkbox"/>	1
Project improves transfer between transportation modes	<input type="checkbox"/>	1
Project improves transportation system resiliency and reliability	<input type="checkbox"/>	1
Project reduces or mitigates the storm water impacts of surface transportation	<input type="checkbox"/>	1
<b>Maximum Points Awarded</b>		<b>6</b>

**Criterion #4 Description (required):** \_\_\_\_\_

**Criterion #5 – Contribution to Wildlife and Environmental Sustainability (11 points maximum)**

This measure considers how the project positively impacts wildlife and environmental sustainability in the community.

Describe in the space provided.

<b>Contribution to Wildlife and Environmental Sustainability</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
The project protects wildlife and/or will mitigate any damage or loss of habitat.	<input type="checkbox"/>	6
The project supports infill development and redevelopment and is sensitive to the natural ecosystem.	<input type="checkbox"/>	5
<b>Maximum Points Awarded</b>		<b>11</b>

**Criterion #5 Description (required):** \_\_\_\_\_

**Criterion #6 Enhancements to the Transportation System (9 points maximum)**

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

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

Enhancements to the Transportation System	Check All that Apply	Max. Points
Is the project included in an adopted plan?	<input type="checkbox"/>	1
Is the project consistent with the goals of the River to Sea TPO's Complete Streets Policy on Page 5?	<input type="checkbox"/>	1
Does local government have Land Development Code requirements to construct sidewalks?	<input type="checkbox"/>	1
Does the project improve mobility between two or more different land use types located within ½ mile of each other, including residential and employment, retail or recreational areas?	<input type="checkbox"/>	1
Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?	<input type="checkbox"/>	1
Does the project conform to Transit Oriented Development principles?	<input type="checkbox"/>	1
Does the project sponsor have a Complete Streets Policy?	<input checked="" type="checkbox"/>	1
Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?	<input type="checkbox"/>	1
Project is located in a "gateway" or entrance corridor as identified in a local government applicant's master plan, or other approved planning document.	<input type="checkbox"/>	1
Is the project a Trail Town or contributes to achieving the designation?	<input checked="" type="checkbox"/>	1
<b>Maximum Points Awarded</b>		<b>10</b>

**Criterion #6 Description (required):** \_\_\_\_\_

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

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

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

**Criterion #7 Description (required):** \_\_\_\_\_

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

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

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

**Criterion #8 Description (required):** \_\_\_\_\_

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

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

**River to Sea TPO Complete Streets Policy Goals**

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



## 2025 Application for Project Prioritization – **PROJECT IMPLEMENTATION**

### **Bicycle/Pedestrian Projects**

All applications must be uploaded to the TPO file transfer site by 4:00 p.m. (EST) on February 28, 2025

[Click This Link to Upload Your Completed Application to the River to Sea TPO](#)

Project Title: \_\_\_\_\_

Applying Agencies (project sponsor): \_\_\_\_\_ Date: \_\_\_\_\_

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

Commentary: \_\_\_\_\_

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

#### Criteria Summary:

Priority Criteria	Points
(1) Proximity to Community Assets	20
(2) Connectivity and Accessibility and Equitability	15
(3) Safety/Security	20
(4) Contribution to Livability	6
(5) Cont. to Wildlife and Environmental Sust.	11
(6) Enhancements to the Transportation System	9
(7) Project Readiness	5
(8) Public Support/Special Considerations	5
(9) Local Matching Funds > 10%	20
(10) Value-Added Tie Breaker (if necessary)	variable
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>111</b>

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

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

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

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

**Criterion #1 Description (required):** \_\_\_\_\_

**Criterion #2 – Connectivity and Accessibility and Equitability (15 points maximum)**

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

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

Connectivity and Accessibility and Equitability	Check All that Apply	Max. Points
Project provides equitable access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	5
<b>Maximum Points Awarded</b>		15

**Criterion #2 Description (required):** \_\_\_\_\_

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

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

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

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

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

**Criterion #3 Description (required):** \_\_\_\_\_

**Criterion #4 Contribution to Livability (6 points maximum)**

This measure considers how the project positively impacts the Livability in the community. Describe in the space provided.

<b>Contribution to Livability</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
Project includes traffic calming measures	<input type="checkbox"/>	1
Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements	<input type="checkbox"/>	1
Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users	<input type="checkbox"/>	1
Project improves transfer between transportation modes	<input type="checkbox"/>	1
Project improves transportation system resiliency and reliability	<input type="checkbox"/>	1
Project reduces or mitigates the storm water impacts of surface transportation	<input type="checkbox"/>	1
<b>Maximum Points Awarded</b>		<b>6</b>

**Criterion #4 Description (required):** \_\_\_\_\_



**Criterion #5 – Contribution to Wildlife and Environmental Sustainability (11 points maximum)**

This measure considers how the project positively impacts wildlife and environmental sustainability in the community.

Describe in the space provided.

<b>Contribution to Wildlife and Environmental Sustainability</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
The project protects wildlife and/or will mitigate any damage or loss of habitat.	<input type="checkbox"/>	6
The project supports infill development and redevelopment and is sensitive to the natural ecosystem.	<input type="checkbox"/>	5
<b>Maximum Points Awarded</b>		<b>11</b>

**Criterion #5 Description (required):** \_\_\_\_\_

**Criterion #6 Enhancements to the Transportation System (9 points maximum)**

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

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

<b>Enhancements to the Transportation System</b>	<b>Check All that Apply</b>	<b>Max. Points</b>
Is the project included in an adopted plan?	<input type="checkbox"/>	1
Is the project consistent with the goals of the River to Sea TPO's Complete Streets Policy on Page 5?	<input type="checkbox"/>	1
Does local government have Land Development Code requirements to construct sidewalks?	<input type="checkbox"/>	1
Does the project improve mobility between two or more different land use types located within ½ mile of each other, including residential and employment, retail or recreational areas?	<input type="checkbox"/>	1
Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?	<input type="checkbox"/>	1
Does the project conform to Transit Oriented Development principles?	<input type="checkbox"/>	1
Does the project sponsor have a Complete Streets Policy?	<input type="checkbox"/>	1
Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?	<input type="checkbox"/>	1
Project is located in a "gateway" or entrance corridor as identified in a local government applicant's master plan, or other approved planning document.	<input type="checkbox"/>	1
Is the project a Trail Town or contributes to achieving the designation?	<input checked="" type="checkbox"/>	1
<b>Maximum Points Awarded</b>		<b>10</b>

**Criterion #6 Description (required):** \_\_\_\_\_

**Criterion #7 Project "Readiness" (5 Points maximum)**

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

Project Readiness	Check All that Apply	Max. Points
Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?	<input type="checkbox"/>	2
Is the project completed through the design phase?	<input type="checkbox"/>	1
Is right-of-way readily available and documented for the project?	<input type="checkbox"/>	2
<b>Maximum Points Awarded</b>		<b>5</b>

Criterion #7 Description (required): \_\_\_\_\_

**Criterion #8 Public Support/Special Considerations (5 points maximum)**

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

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

Criterion #8 Description (required): \_\_\_\_\_

**Criterion #9 Local Matching Funds > 10% of Total Project Cost (20 points maximum)**

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

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

**Criterion #9 Description (required):** \_\_\_\_\_

**Criterion #10 Value-Added Tie Breaker (if necessary) (variable points)**

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

**River to Sea TPO Complete Streets Policy Goals**

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



## **2025 Priority Process for Bicycle/Pedestrian Projects**

### Feasibility Studies

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

### Project Implementation

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

### **3. Action Items**

**D. Review and recommend approval of Resolution 2024-## restating the policy for the annual allocation of Surface Transportation Block Grant (STBG) Program Urban Attributable (SU) funding and other state and federal funds identified in the 2045 Long Range Transportation Plan (LRTP)**



**VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2024-##**

**RESOLUTION OF THE VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION RESTATING THE POLICY  
FOR THE ALLOCATION OF SURFACE TRANSPORTATION BLOCK GRANT  
(STBG) PROGRAM URBAN ATTRIBUTABLE (SU) FUNDING AND OTHER STATE AND FEDERAL FUNDS  
IDENTIFIED IN THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)**

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

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

**WHEREAS**, 23 C.F.R. 450.104 provides that the Volusia-Flagler TPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Surface Transportation Block Grant (STBG) Program projects list of the annual Transportation Improvement Program (TIP) submission; and

**WHEREAS**, each year the appropriate Volusia-Flagler 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-Flagler TPO to establish project priorities that are equitable for all areas within the Volusia-Flagler TPO's planning boundaries; and

**WHEREAS**, the Volusia-Flagler TPO reaffirms its commitment to the priority process and related policies; and

**Now, THEREFORE, BE IT RESOLVED** by the Volusia-Flagler TPO that:

1. The Volusia-Flagler TPO's total Surface Transportation Block Grant (STBG) Program Urban Attributable (SU) funding goals will be made in the following manner: 40% of the total SU funds will be used for Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Project Priorities, 30% of the total SU funds will be used for Transit Project Priorities, and 30% of the total SU funds will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities; and
2. Other state and federal funds identified in the 2045 Long Range Transportation Plan for Local Initiatives will be made available in the following manner: 50% of the funds will be used for Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Project Priorities and 50% will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities; and
3. Mixed projects (defined as a project that is not a stand-alone bicycle or pedestrian project) will only be accepted and ranked in both the bicycle/pedestrian focused and the traffic operations focused project categories if the bicycle/pedestrian cost component of the project is greater than 20% of the total project cost. Projects that do not meet this threshold shall be submitted and ranked in the traffic operations focused category only. The project applications shall include the cost breakdown between the bicycle/pedestrian component and the traffic operations component of the project. When programming mixed projects, funding amounts drawn down from each set-aside category (bicycle/pedestrian focused vs. traffic operations focused) shall be consistent with the cost component of that category; and
4. For projects funded in whole or in part with Urban Attributable (SU) funding and/or other state and federal funds obtained through the TPO's Priority Project Process, if the recipient of the funds chooses to display any signs or markers at the project site, said signs or markers shall include language acknowledging the Volusia-Flagler TPO, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and/or other funding partners, as may be applicable, for providing funding for the project. In addition to the language, the sign or marker shall include these agencies' official logos; and
5. Additionally, any public pronouncements made by or on behalf of the recipient regarding the project, including press releases, publications, annual reports, video credits, and dedications, shall acknowledge the funding support provided by the TPO, FDOT, FHWA, and FTA; and

6. Any remaining Surface Transportation Block Grant (STBG) Program Urban Attributable (SU) funds in the current fiscal year should first be allocated to eligible projects within the same project category priority list (bicycle/pedestrian focused or traffic operations focused). If no projects are eligible within the same category, the remaining funds may be reallocated for other projects on the priority list or to cover project cost increases consistent with Resolution 2024-##; and
7. The policies set forth in this resolution shall remain in effect unless and until they are repealed or amended by the TPO; and
8. The Chairperson of the Volusia-Flagler TPO (or their designee) is hereby authorized and directed to provide a copy of this resolution to the:
  - a. Florida Department of Transportation (FDOT);
  - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
  - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

**DONE AND RESOLVED** at the regular meeting of the Volusia-Flagler TPO held on the 20<sup>th</sup> day of November 2024.

**VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**

\_\_\_\_\_  
**SOUTH DAYTONA VICE MAYOR ERIC SANDER**  
**CHAIRPERSON, VOLUSIA-FLAGLER TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the Volusia-Flagler TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia-Flagler TPO held on November 20, 2024.

**ATTEST:**

\_\_\_\_\_  
**DONNA RALSTON, RECORDING SECRETARY**  
**VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**



### **3. Action Items**

**E. Review and recommend approval of  
Resolution 2024-## restating the local match  
requirements for establishing and maintaining  
transportation priority projects**



**VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2024-##**

**RESOLUTION OF THE VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION (TPO)  
RESTATING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR  
PROJECTS PRIORITIZED FOR FUNDING BY THE TPO**

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

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

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

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

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

**Now, THEREFORE, BE IT RESOLVED** by the Volusia-Flagler TPO that:

1. Every governmental entity receiving state and/or federal transportation funds for a project on any of the following Priority Project lists shall provide a local match at a minimum ratio of 10% local funds to 90% state and/or federal funds:
  - a. Traffic Operations, Safety, and Local Initiatives Projects;
  - b. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects.This match requirement shall not apply to projects on the State Highway System; and
2. Every governmental entity receiving state and/or federal transportation funds for a project on the TPO's Priority list of Transportation Planning Studies shall provide a local match at a minimum ratio of 10% local funds to 90% state and/or federal funds; and

3. A local match shall not be required for any project on the TPO's Priority Lists of Strategic Intermodal System (SIS) Projects, Regionally-Significant Non-SIS Roadway Projects, or Transit Projects, subject to any other funding program requirements that may apply (e.g., Transportation Regional Incentive Program); and
4. the Volusia-Flagler TPO determines that "local match" shall be defined as non-state/non-federal cash match and/or in-kind services of eligible costs that advance the project in question; and
5. notwithstanding the terms prescribed in subparagraph 1 and 2, above, the required local match shall not exceed the ratio required in the current policy of the TPO Board at the time the governmental entity requests funding unless the local government entity commits to a higher local match for the project; and
6. the Volusia-Flagler TPO reserves the right to waive or adjust the local match requirements if the TPO Board deems there exists sufficient reason or circumstance; and
7. the Volusia-Flagler TPO defines a cost overrun as an increase in the amount of the cost of any programmed project phase due to a change in scope, project limits or project approach that could have reasonably been foreseen or is the result of an incomplete, insufficient or out of date cost estimate; and
8. the Volusia-Flagler TPO reaffirms its policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator with the following exception: if the project is on the state highway system and the State DOT is the project manager of record then the state shall be responsible for any cost overruns utilizing state dollars; and
9. the Volusia-Flagler TPO defines a cost increase as an increase in the cost of any programmed project phase due to unforeseen market changes or a change in requirements and/or standards for projects that have current and complete cost estimates; and
10. Requests for additional state and/or federal funds must be submitted to the TPO and include a statement of hardship or justification by the governmental entity identified as the project sponsor along with supporting documentation that includes detailed justification of the change in cost; and
11. the Volusia-Flagler TPO Executive Director may authorize the use of state and/or federal funds to cover some or all of a justified cost increase on any project phase up to and including 50% of the project cost estimate for that phase; and
12. the use of state and/or federal funds to cover cost increases exceeding 50% of the project cost estimate for any phase may be authorized only by the Volusia-Flagler TPO Board; and
13. the policies set forth in this resolution shall remain in effect unless and until they are repealed or amended by the TPO; and

14. the Chairperson of the Volusia-Flagler TPO (or their designee) is hereby authorized and directed to submit this resolution to the:

- a. Florida Department of Transportation;
- b. Federal Transit Administration (through the Florida Department of Transportation);
- c. Federal Highway Administration (through the Florida Department of Transportation);  
and
- d. Councils, Commissions, and Managers of the TPO Member Local Governments.

**DONE AND RESOLVED** at the regularly convened meeting of the Volusia-Flagler TPO held on the 20<sup>th</sup> day of November 2024.

**VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**

\_\_\_\_\_  
**SOUTH DAYTONA VICE MAYOR ERIC SANDER  
CHAIRPERSON, VOLUSIA-FLAGLER TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the Volusia-Flagler TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia-Flagler TPO held on November 20, 2024.

**ATTEST:**

\_\_\_\_\_  
**DONNA RALSTON,  
RECORDING SECRETARY**

**VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**

### **3. Action Items**

**F. Review and recommend approval of  
Resolution 2024-## restating the policy for  
establishing and maintaining transportation  
priority projects**



## **VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 2024-##**

#### **RESOLUTION OF THE VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION RESTATING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS**

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

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

**WHEREAS**, 23 C.F.R. 450.104 provides that the Volusia-Flagler TPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Surface Transportation Block Grant (STBG) Program projects list of the annual Transportation Improvement Program (TIP) submission; and

**WHEREAS**, each year the appropriate Volusia-Flagler 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-Flagler TPO to establish project priorities for all areas of the TPO's MPA; and

**WHEREAS**, the Volusia-Flagler TPO reaffirms its commitment to the priority process and related policies; and

**Now, Therefore, Be It Resolved** by the Volusia-Flagler TPO that the following policies are established to prioritize transportation projects throughout the TPO's MPA:

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

- c. Traffic Operations, Safety, and Local Initiatives Projects;
  - d. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects;
  - e. Public Transit Projects; and
  - f. Transportation Planning Studies.
2. Volusia-Flagler 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 eight on Tier "B" of the Prioritized List of Traffic Operations, Safety, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
  4. Projects which are ranked one through three on Tier "B" of the Prioritized List of Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;
  5. If, at any time, two or more lists of prioritized projects are merged into a new list, every project that was protected prior to the merger shall retain its protected status, and no new or previously unprotected project shall be deemed to be protected unless and until it advances to the protected rank prescribed for the new, merged list;
  6. The Volusia-Flagler TPO will only re-prioritize or add projects when the TPO Board determines: a) unusual circumstances support such action, b) the circumstances are not of a recurring nature, c) the circumstances do not result from the actions of the project sponsor, and d) the proposed reprioritization or addition will not be contrary to the public interest;
  7. Requests to change the priority or to add a project must include a statement of hardship by the requestor along with supporting documentation that includes detailed justification of need and an assessment of the impacts to the programming of prioritized projects;
  8. It is the responsibility of the Volusia-Flagler TPO and FDOT staffs to provide the Volusia-Flagler 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;
  9. The Volusia-Flagler TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;
  10. Once a project has attained protected status, it should be programmed within 3 years. If it has not been programmed during that time due to inactivity on the part of the project sponsor, then the project will be removed from the list of priority projects. The project sponsor may resubmit the project for open ranking on any subsequent call for projects;

11. Per the approved Annual Call for Projects schedule, the project sponsor shall annually submit a letter to the Volusia-Flagler TPO affirming their continued support to retain each project on the priority list and provide updated cost estimates for all unfunded phases of each project they sponsor on the Regionally Significant Non-SIS, Tier "A", and Tier "B" project lists. Updated cost estimates for projects or project phases that are currently funded/programmed are considered a request for additional funding and subject to the TPO's cost increase/cost overrun policy. Requests for additional funding shall be submitted to the TPO on the appropriate form. Pending availability of funds, updates to planning level construction costs (CST/CEI) that were programmed prior to completion of the design (PE) phase may be updated one time following the completion of the PE phase without being considered a request for additional funding.
12. The letter shall also provide support from the project sponsor for any Transportation Regional Incentive Program (TRIP) eligible project(s) which they are ready to advance into the Work Program and TIP and provide a commitment of local matching funds, if required, and any SUN Trail eligible projects which the local government intends to submit for SUN Trail funding during the State's open call for funding. These projects shall be compiled into an unranked TRIP List and unranked SUN Trail list;
13. The Volusia-Flagler TPO shall use this project prioritization process to support the development of Regional Priority Lists in the areas of Trails, Transit, Transportation Systems Management and Operations (TSM&O), and Planning Studies;
14. The policies set forth in this resolution shall remain in effect unless and until they are repealed or amended by the TPO; and
15. the Chairperson of the Volusia-Flagler TPO, (or their designee) is hereby authorized and directed to provide a copy of this resolution to the:
  - a. Florida Department of Transportation (FDOT);
  - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
  - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).



**DONE AND RESOLVED** at the regular meeting of the Volusia-Flagler TPO held on the 20<sup>th</sup> day of November 2024.

**VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**

\_\_\_\_\_  
**SOUTH DAYTONA VICE MAYOR ERIC SANDER**  
**CHAIRPERSON, VOLUSIA-FLAGLER TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the Volusia-Flagler TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia-Flagler TPO held on November 20, 2024.

**ATTEST:**

\_\_\_\_\_  
**DONNA RALSTON, RECORDING SECRETARY**  
**VOLUSIA-FLAGLER TRANSPORTATION PLANNING ORGANIZATION**

BPAC Meeting  
November 13, 2024

### **3. Action Items**

#### **G. Cancellation of the December 11, 2024 BPAC meeting**



BPAC Meeting  
November 13, 2024

## **4. Presentations and Discussion Items**

### **A. Presentation and discussion of reThink Your Commute**





A Program of the Florida Department of Transportation

## River to Sea TPO, Bicycle / Pedestrian Advisory Committee (BPAC) Meeting

### reThink Your Commute Update

Date: November 13, 2024



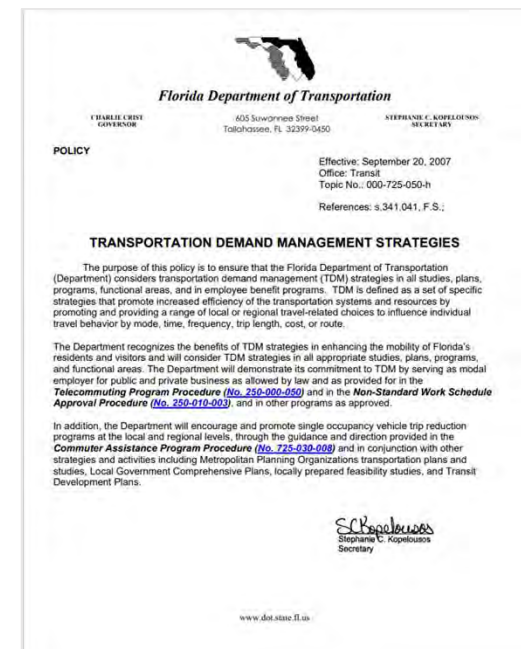
# Agenda

- What is reThink Your Commute?
- How we help commuters
- Employer, Commuter, & Stakeholder Outreach
- Return on Investment
- Strategic Plan
- Vision, Mission and Goals
- Marketing Efforts
- Upcoming Events and Initiatives

# What is reThink Your Commute?

## FDOT's Transportation Demand Management (TDM) Policy

- Policy sets out to ensure that the Florida Department of Transportation (FDOT) considers TDM strategies in all studies, plans, and programs
- States that the Department will encourage and promote single occupancy vehicle (SOV) trip reduction programs at the local and regional levels through the Commuter Assistance Programs (CAPs)



# What is reThink Your Commute?

## FDOT District Five Commuter Assistance Program (CAP)

### What is the purpose of FDOT's CAP?

- Aid Commuters
- Help alleviate traffic
- Promote a variety of transportation modes and travel options

### What is the focus?

- Encourage drivers to explore other modes of transportation
- Moving people through the built environment by offering safe, efficient travel options

Approved: Effective: September 24, 2002  
Office: Transit  
Topic No.: 725-030-008-g

Thomas F. Barry, Jr., P.E.  
Secretary

#### COMMUTER ASSISTANCE PROGRAM

##### PURPOSE:

To establish procedures and guidelines to the implementation of the Department's Commuter Assistance Program, identify effective employer-based transportation demand management (TDM) strategies, foster development of public/private partnerships, and fund appropriate eligible recipients to carry out commuter assistance program projects.

##### AUTHORITY:

Chapters 187 and 341, Florida Statutes (F.S.)

##### SCOPE:

The requirements or processes related to this procedure affect the State Public Transportation Office, District Offices and recipients of funds administered as part of the commuter assistance program.

##### DEFINITIONS:

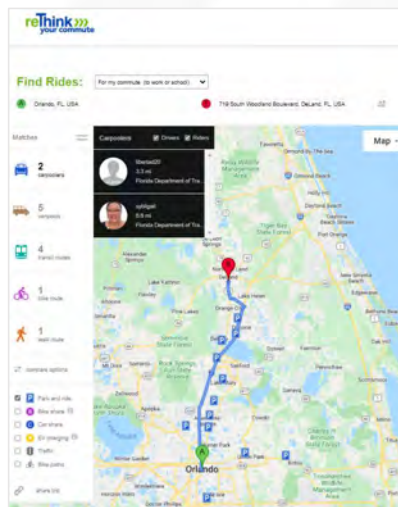
**Agency Annual Work Plan** - An annual written plan submitted by agencies requesting state participation in local ridesharing projects or Transportation Management Associations (TMAs) and/or Transportation Management Organizations (TMOs). This plan identifies project goals, objectives and related project information, and serves in evaluating a project's progress and success.

**Annual Summary Report and Survey** - An annual summary report and survey administered by regional or local commuter assistance services. The summary report analyzes the success of the agency efforts for the year. The survey is used to verify monitoring and reporting data. The survey is to be done annually or biannually at the discretion of the District, and with the agreement of the Central Office.

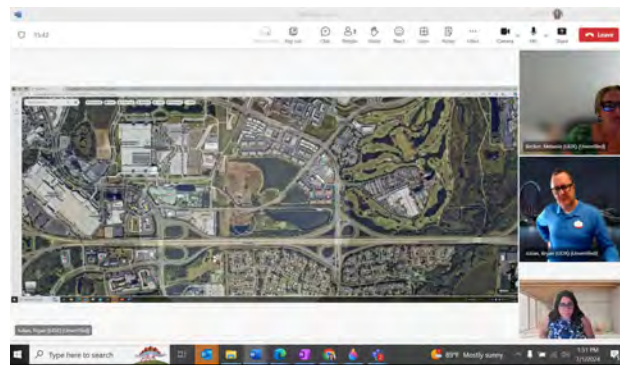
**Central Office** - For the purposes of this procedure, it means the Department of Transportation, Public Transit Office.



# What reThink Your Commute Offers



**Ridematching**



**Employer Outreach**



**Commuter Outreach**



**Incentive Programs**



# Employer Outreach

## **Employer partnerships are critical**

- Inform - Engage - Invest

## **Benefits for employers**

- Wider recruitment area for a larger pool of potential employees
- Reason for employees to stay by improved retention
- Stand out in a competitive market by being differentiator in respective industry
- Improved employee retention, saves on hiring and training costs

## **Top 10 Reasons to Partner with reThink!**

1. Cost-Effective Options
2. Financial Sustainability
3. Improve Productivity
4. Increase Retention
5. Promotes Health and Wellness
6. Reduce Traffic Congestion
7. Be part of Best Workplaces for Commuters
8. Increase Parking Space Availability
9. Hire the Best Talent
10. Tax Advantages

# reThink Your Commute Employer Partners

WALT DISNEY World®

Advent Health



ORLANDO  
HEALTH®

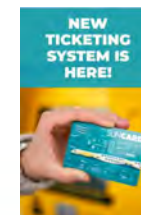
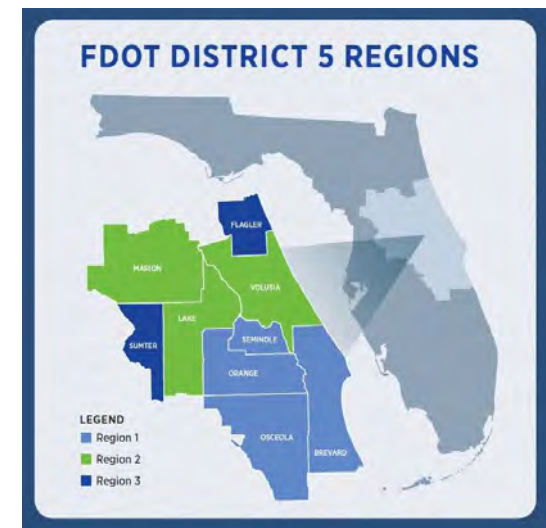
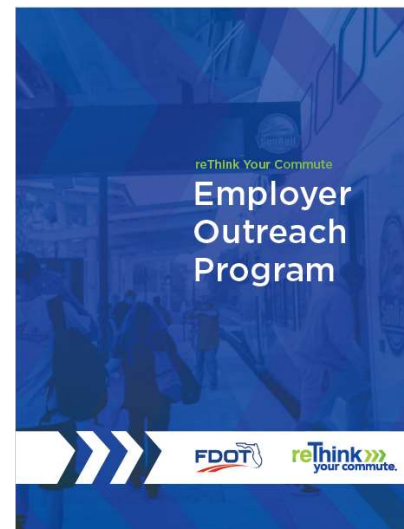


VALENCIA  
COLLEGE



# Employer Outreach

- New Employer Outreach Program
- Employee Pass Program
- Best Workplaces for Commuters Partner





# Commuter Outreach



# Stakeholder Outreach

Advocacy  
Organizations

Metropolitan/  
Transportation  
Planning  
Organizations

Regional  
Planning  
Councils

Employers &  
Employer  
Organizations

**reThink>>>**  
your commute.

Public Transit  
Providers

Private  
Transportation  
Providers

Local  
Municipalities





# MPO/TPO TDM Planning Collaboration

- Support development of TDM strategy incorporation MPO/TPO planning products:
  - Long Range Transportation Plans (LRTP)
  - Unified Planning Work Programs (UPWPs)
  - Transportation Improvement Programs (TIPs)
  - Congestion Management Process (CMPs)
- Promote TDM project priority within existing modal projects and opportunities
- Share data, metrics, and performance indicators between all parties to track progress toward shared goals
- Collaborate on public outreach initiatives to promote mobility options
- Cross-promotion of communication strategies and promotional efforts



# Return on Investment



# Return on Investment



**16,529**

Total Members



**64%**

Carpool Matching



**1,291,521**

Reduced Vehicle Miles  
Traveled



**\$837,446**

Money Saved



**20 +** Commuter Outreach  
Events

**120** Employer &  
Stakeholder Meetings



**1,378**

New Members



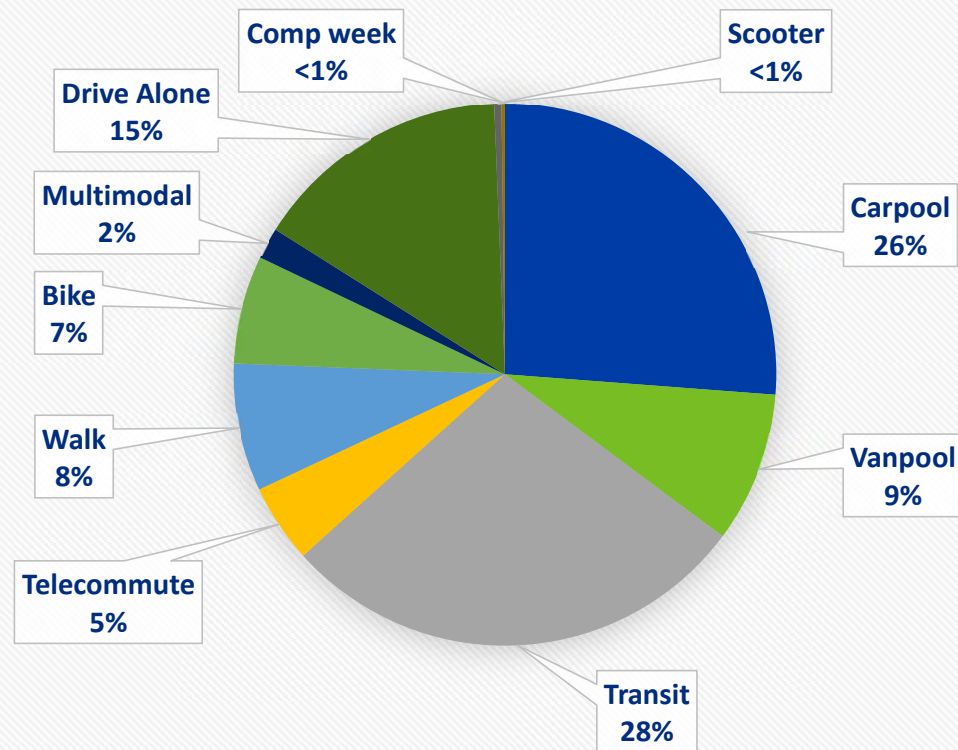
**66,573**

Reduced SOV Trips



# Trip Recording by Mode FY 2023-2024

Mode	TOTAL FY
Carpool	19,386
Vanpool	6,653
Transit	20,843
Telecommute	3,462
Walk	5,638
Bike	4,776
Multimodal	1,377
Drive Alone	11,400
Scooter	331
Comp week	145
<b>Total</b>	<b>74,011</b>





Calendar Year

2024 -2033

# Strategic Plan



reThink>>>  
your commute.

# reThink Your Commutes Strategic Plan

- The first Transportation Demand Management (TDM) Strategic Plan for FDOT District Five provides a ten-year framework to guide transportation management across nine counties in central and eastern Florida.
- The plan focuses on offering a variety of travel options to meet the unique needs of commuters, aiming to shift travel behaviors voluntarily by promoting safe, efficient, and accessible alternatives.
- The TDM Strategic Plan aligns with the Transit Development Plan's schedule and includes annual progress reports, five-year updates, and surveys to monitor effectiveness.





# Our 2024 Vision, Mission, and Goals



## **VISION STATEMENT:**

To achieve a culture shift embracing transportation options and fostering vital, livable, connected communities.



## **MISSION STATEMENT:**

To help people make informed decisions on how, when, and where they travel by promoting travel choices, connecting people to local resources, and supporting access to transportation options for all commuters.



## **GOALS AHEAD**

- Promote travel choices
- Connect people to local resources
- Support access to transportation options for all commuters

# Strategic Plan - Experience Builder

FDOT District Five

Brevard

Flagler

Lake

Marion

Orange

Osceola

Seminole

Sumter

Volusia

## POPULATION



4,476,113

Population 2022



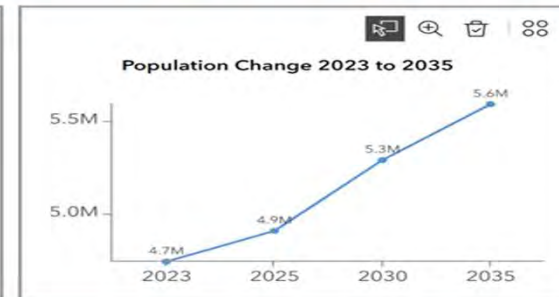
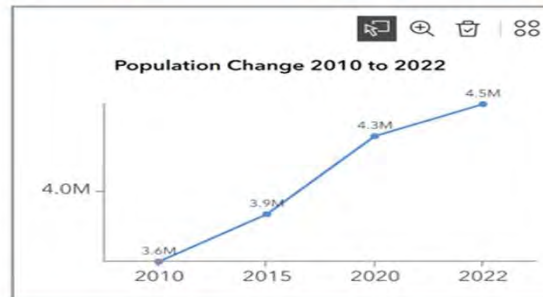
51.31%

Women

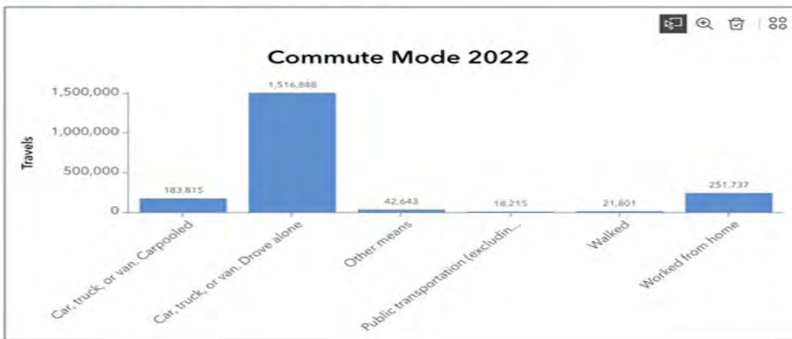


48.69%

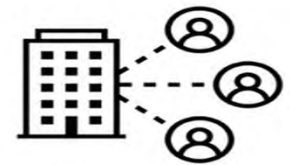
Men



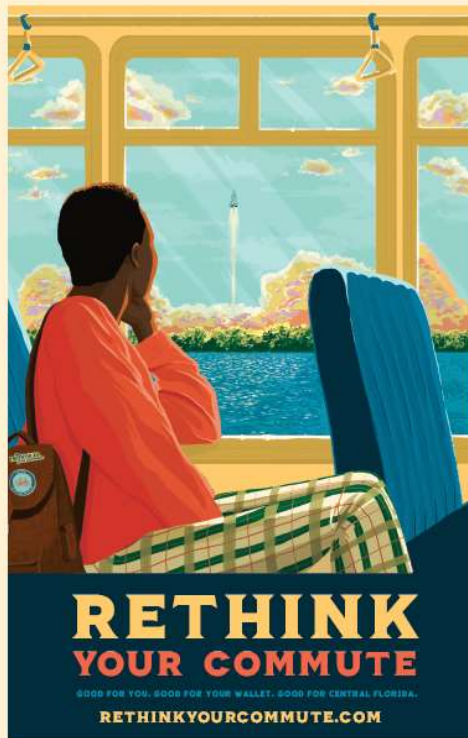
## COMMUTE CHARACTERISTICS



**2,184,794**  
Labor Force 2022



# reThink Your Commute's Retro Look Campaign





# reThink Your Commute's Retro Look Campaign



# reThink Your Commute's CraneRIDES Campaign



Check out our Video!





# reThinking the Future

- **Continue to grow the employer outreach program**
- **Implement the Employee Pass Program**
- **Continue to build relationships with our MPO/TPO Partners**
- **Expand access to transportation for all commuters**



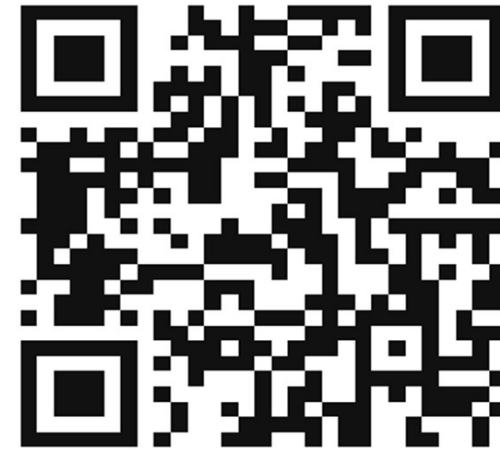
# Thank You!

Connect with us!



Jo Santiago-Mercer

Transit Intermodal Supervisor  
Florida Department of Transportation D-5  
[Jo.Santiago-Mercer@dot.state.fl.us](mailto:Jo.Santiago-Mercer@dot.state.fl.us)  
<https://www.rethinkyourcommute.com/>



Brendan Guess

Program Manager  
reThink Your Commute  
[Brendan@reThinkYourCommute.com](mailto:Brendan@reThinkYourCommute.com)  
<https://www.rethinkyourcommute.com/>

BPAC Meeting  
November 13, 2024

**4. Presentations and Discussion Items**  
**B. Presentation and discussion of Bike/Walk**  
**Central Florida's Best Foot Forward Annual Program**  
**Report for FY 2024**







# Who We Are: Bike/Walk Central Florida



Bike/Walk Central Florida is a 501c3 **NONPROFIT** organization dedicated to **EDUCATING** and **ADVOCATING** to make communities more **WALKABLE, BIKEABLE** and **ROLLABLE**.

We strive towards a connected **EQUITABLE TRANSPORTATION** system that is **SAFE** and **COMFORTABLE** for all.

## *Programs Administreated by BWCF:*





# One of the Most Dangerous Regions in U.S.



## 2024 Most Deadly Metro Areas in the US

Rank	Metro area	Average ped deaths/100k per year	Rank	Metro area	Average ped deaths/100k per year
1	Memphis, TN-MS-AR	5.14	12(t)	Riverside-San Bernardino-Ontario, CA	3.46
2	Albuquerque, NM	4.83	14	Miami-Fort Lauderdale-Pompano Beach, FL	3.44
3	Tucson, AZ	4.16	15	Jacksonville, FL	3.40
4	Bakersfield, CA	3.99	16	Cape Coral-Fort Myers, FL	3.29
5(t)	Deltona-Daytona Beach-Ormond Beach, FL	3.96	17	North Port-Sarasota-Bradenton, FL	3.27
5(t)	Baton Rouge, LA	3.96	18	Orlando-Kissimmee-Sanford, FL	3.26
7	Fresno, CA	3.89	19	Stockton, CA	3.23
8	Tampa-St. Petersburg-Clearwater, FL	3.75	20	Sacramento-Roseville-Folsom, CA	3.15
9	Charleston-North Charleston, SC	3.66	21(t)	Lakeland-Winter Haven, FL	3.12
10	Little Rock-North Little Rock-Conway, AR	3.63	21(t)	New Orleans-Metairie, LA	3.12
11	Palm Bay-Melbourne-Titusville, FL	3.47	23	Phoenix-Mesa-Chandler, AZ	3.10
12(t)	Columbia, SC	3.46	24	Jackson, MS	2.98

Florida metro areas are ranked among the most dangerous for pedestrians in the nation according to Smart Growth America's Dangerous by Design reports

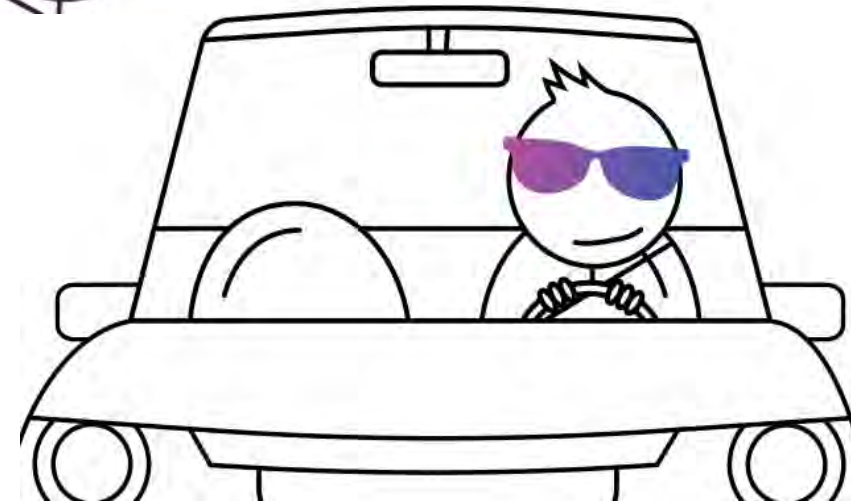


# Contributing Factor: Distracted Driving



## MULTITASKING

**DRIVE TIME IS YOU TIME**  
Ride with DO NOT DISTURB





# Speeding & Aggressive Driving



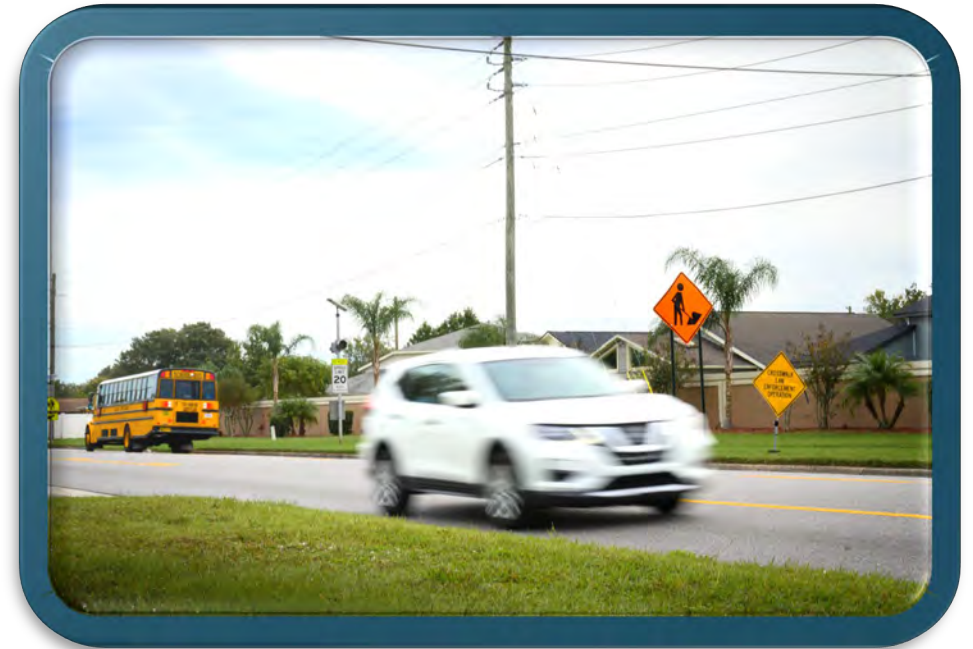
- Our roads are built for moving cars fast. Many of our communities' speed limits have not been updated to reflect development in the area.



**1 out of 10** survives

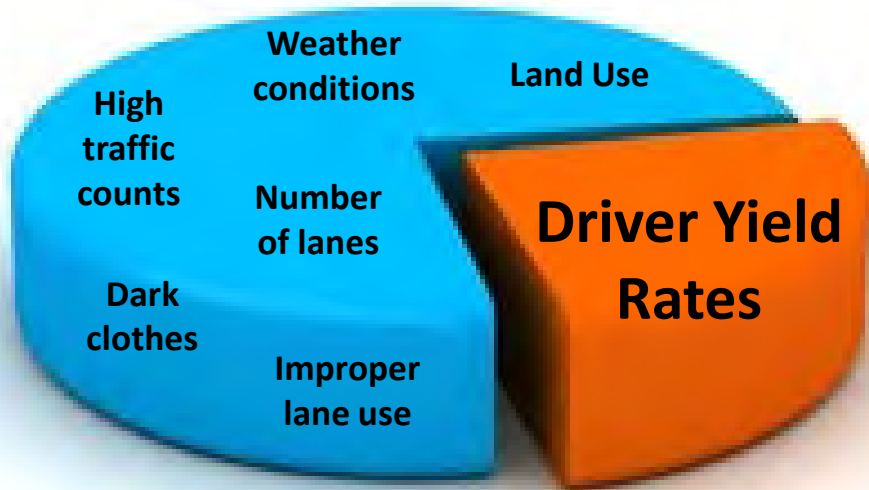


**9 out of 10** survive





# Changing the Culture of Drivers vs. Walkers



Focus on one behavior to monitor, measure, & change

## *BFF Program Vision:*

**IF**

we increase the rate of drivers that stop for pedestrians in crosswalks...

**THEN**

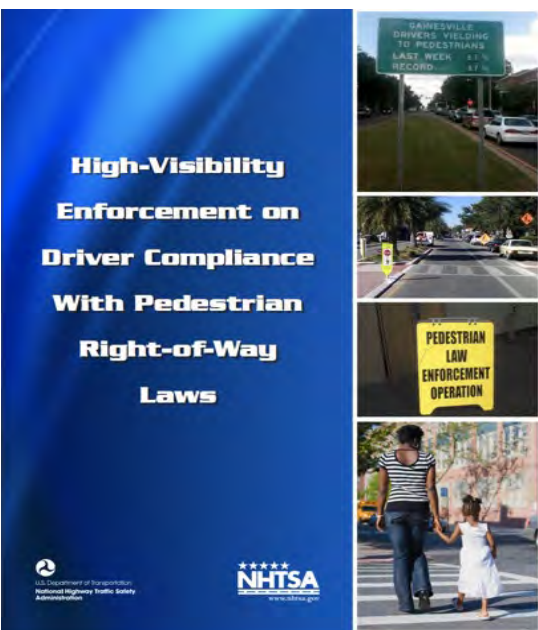
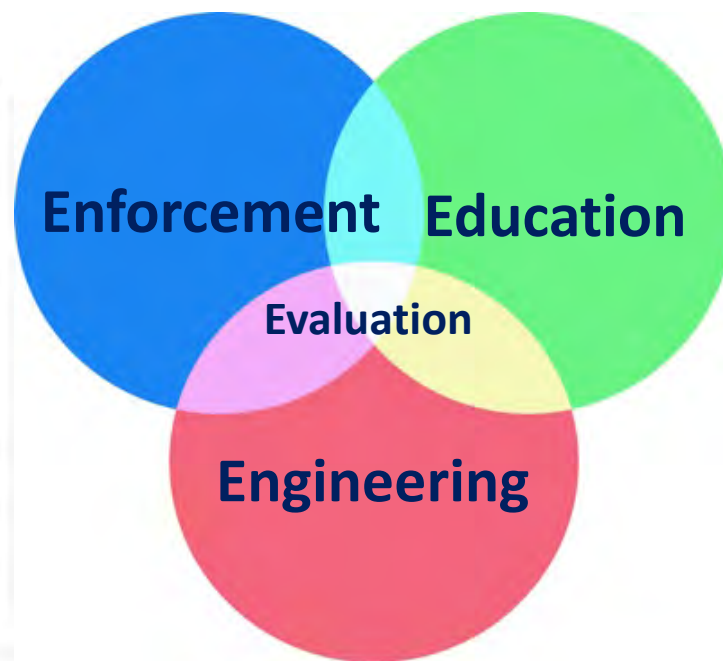
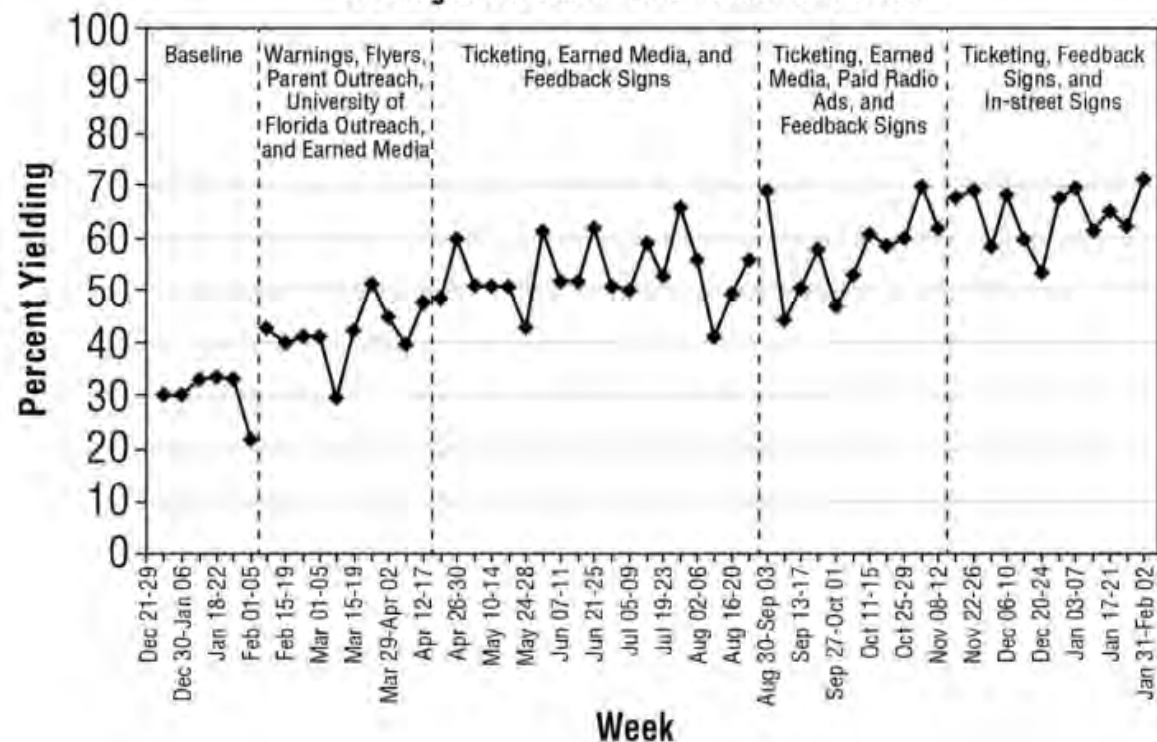
...more pedestrians will cross in crosswalks.

# Changing the Culture of Drivers vs. Walkers



2013 NHSTA Study: Percent of Drivers Yielding to Pedestrians

Averages Across All 6 Enforcement Sites



# Program Progress to Date (2012-Present)



**12,000+**  
TOTAL CITATIONS  
AND WARNINGS



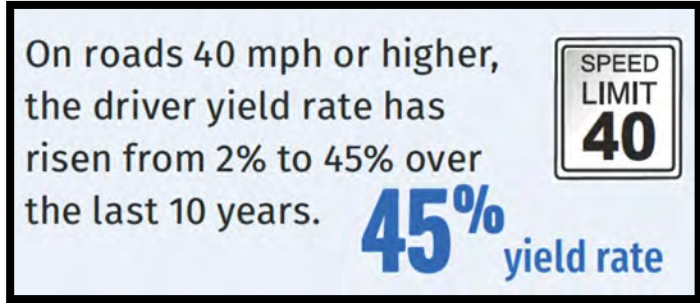
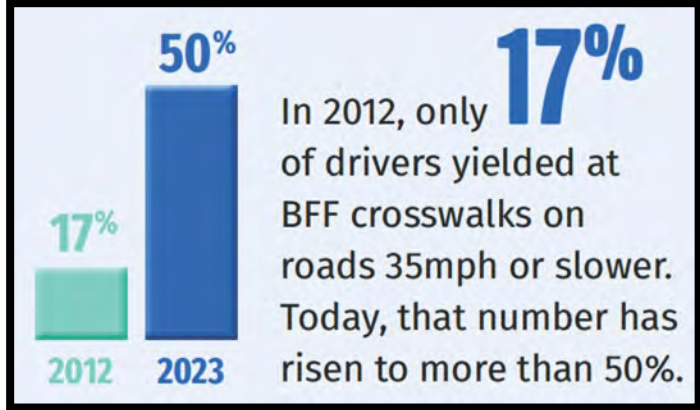
**700+**  
ENFORCEMENT  
DETAILS



**300+**  
MONITORED  
CROSSWALKS



**800+**  
PRESENTATIONS  
AND EVENTS



Enforcement

Engineering

Education

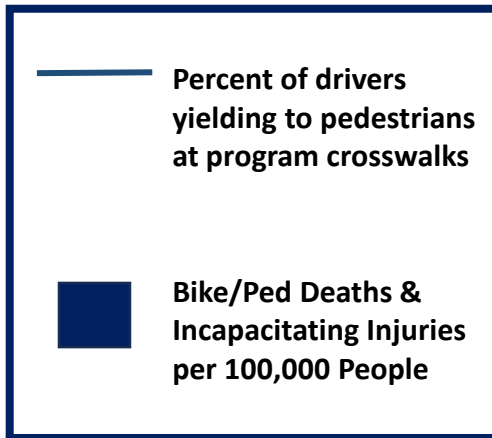
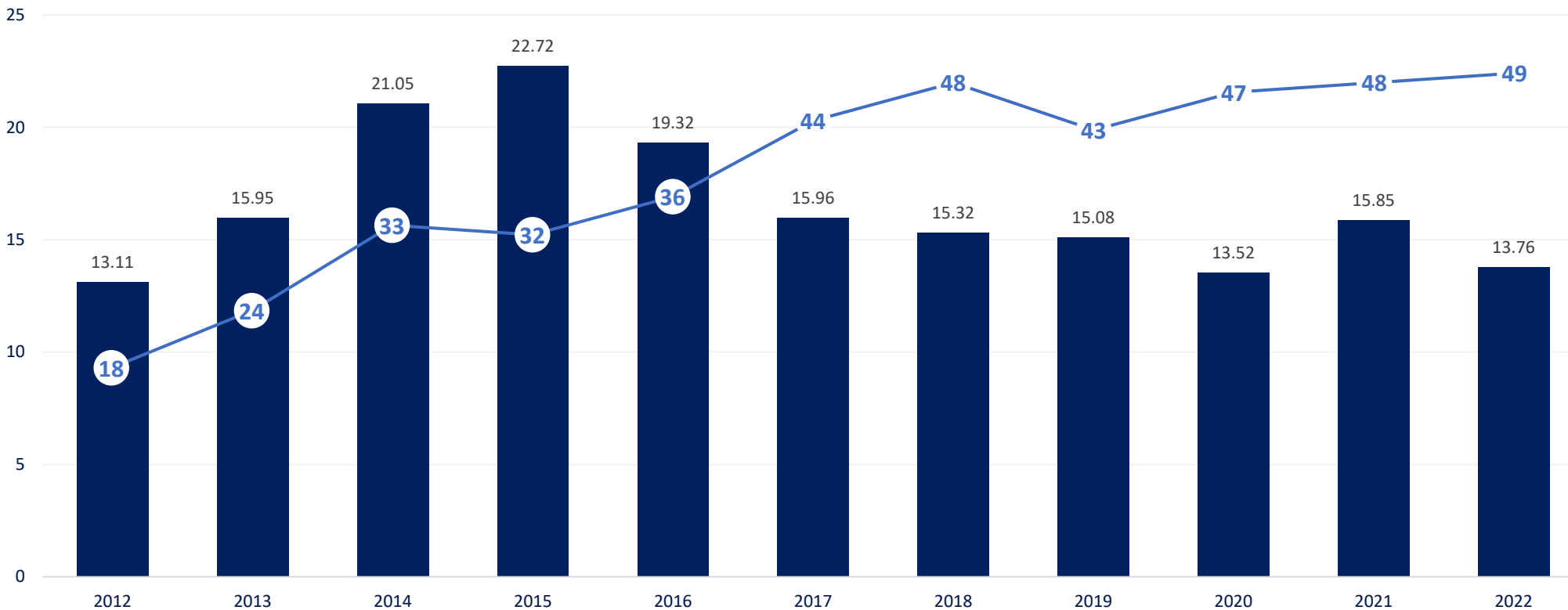
# Tracking Progress: Serious Injuries vs. DYR



## Bike/Ped Deaths & Incapacitating Injuries Per 100,000 Population

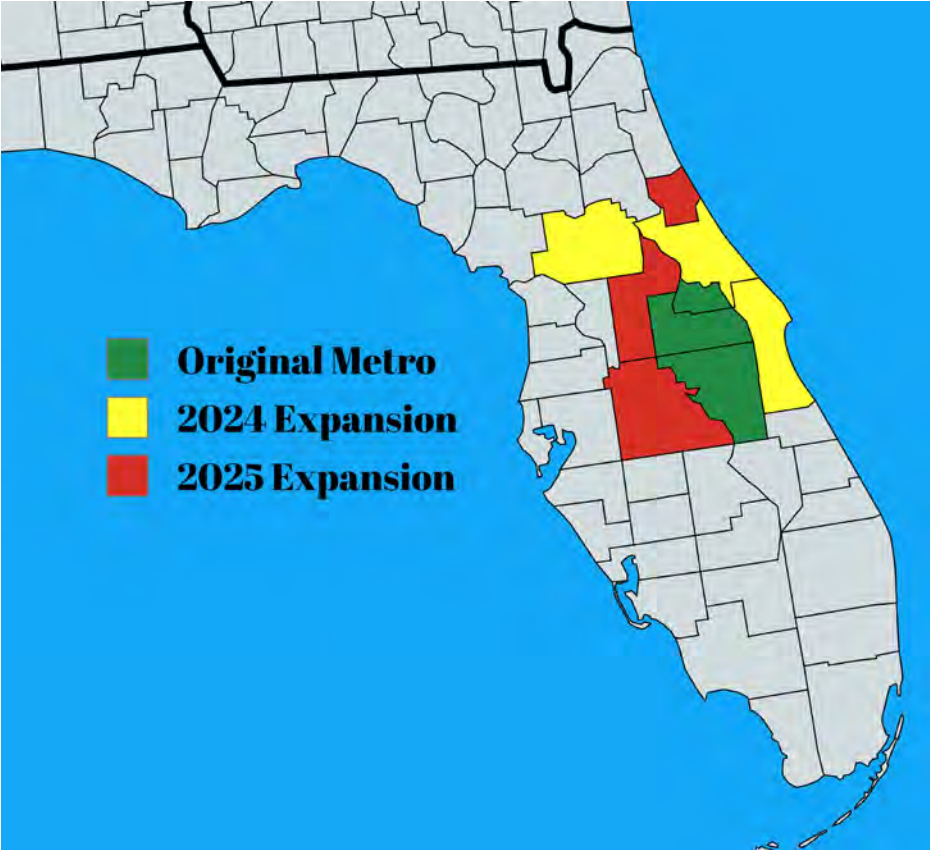
3-County Orlando Metro Area, 2012-2022

Sources: Signal Four Analytics, U.S. Census





# Growing a Multi-County Footprint



## Best Foot Forward Partners





Best Foot Forward  
for pedestrian safety

# THE 4-E APPROACH

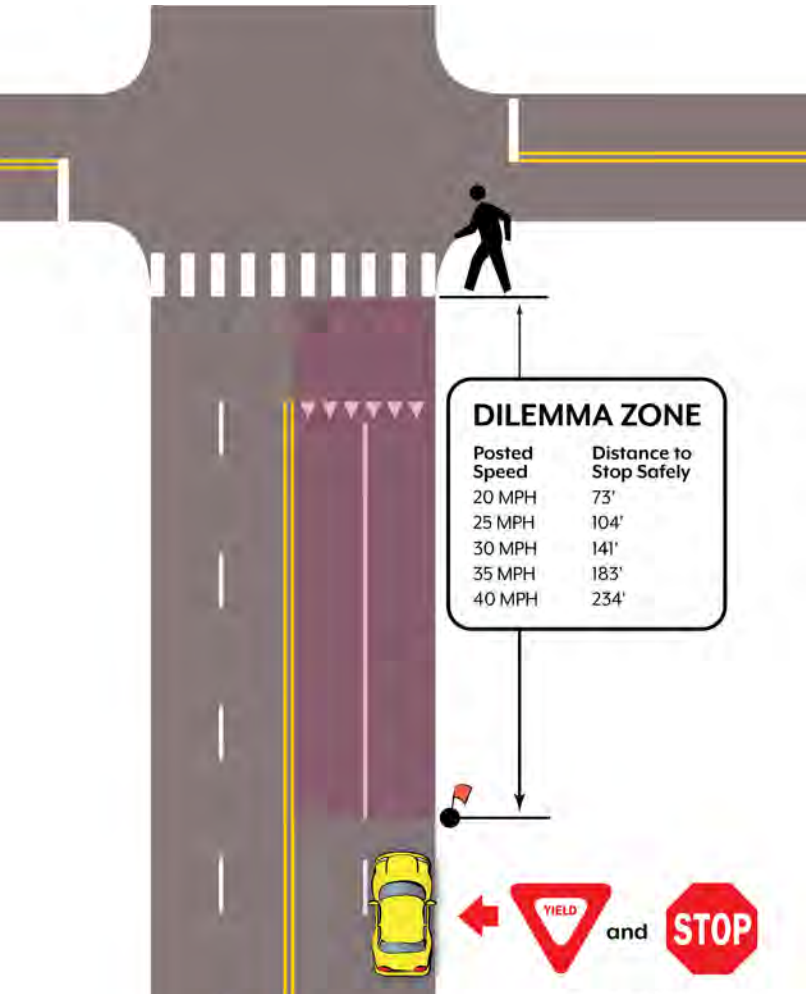


# Evaluate: Collecting Driver Yield Rate Data



## BFF Data Collectors:


- Take **photos** of the crosswalk and record **observations**
- Set up **flag markers** at a safe stopping distance for drivers
- Conduct 40 **staged crossings** over two times of day
- Return throughout the year to **monitor changes** and collect an average yield rate





# Evaluate: Driver Yield Rates in Volusia County



SITE ID & NAME	SITE DETAILS				YIELD RATES
 Best Foot Forward for pedestrian safety	Program Partner	Speed Limit (Wave)	Daily Traffic (Wave)	Travel Lanes (Wave)	FY 23-24 AVG
S. Atlantic Ave. & Winterhaven Park	Ponce Inlet	35	5,300	4	78%
S. Atlantic Ave. & Bellemead Dr.	Daytona Beach Shores	35	13,200	4	49%
S. Atlantic Ave & Ocean Ave.	New Smyrna Beach	35	3,900	3	37%
Walker St. & Center Ave.	Holly Hill	25	1,700	2	93%
S. Beach St. & Cedar St.	Daytona Beach	30	3,600	2	41%
S. Atlantic Ave. & Poinsettia Rd.	Daytona Beach	35	11,400	4	35%
Seville St. & S. Beach St.	Ormond Beach	35	4,700	4	55%
Ocean Shore Blvd & Tom Renick Park	Ormond Beach	40	9,900	2	42%
Dirksen Dr. & Mansion Blvd.	DeBary	45	9,400	3	12%
W. Highbanks Rd. & Spring to Spring Trail	DeBary	40	4,100	2	75%



# Enforcement: Creating High Visibility



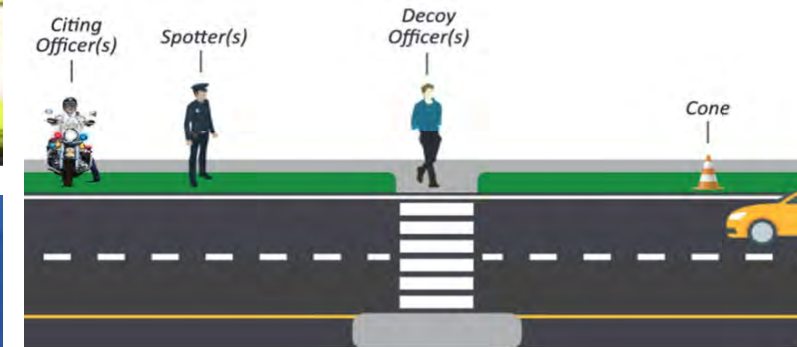
High visibility enforcements are an **evidence-based** way to help educate drivers about Florida's driver yield laws.

## *How we create high visibility:*

- Creating **press releases** and contacting local broadcast, radio, & print **media**
- Inviting **elected officials** to attend
- Posting full list of locations, dates, and times across Central FL on our **website**
- Promoting the operation through **social media** & our **weekly newsletter**




## EXAMPLE OPERATIONS LAYOUT:



# Enforcement: Volusia County

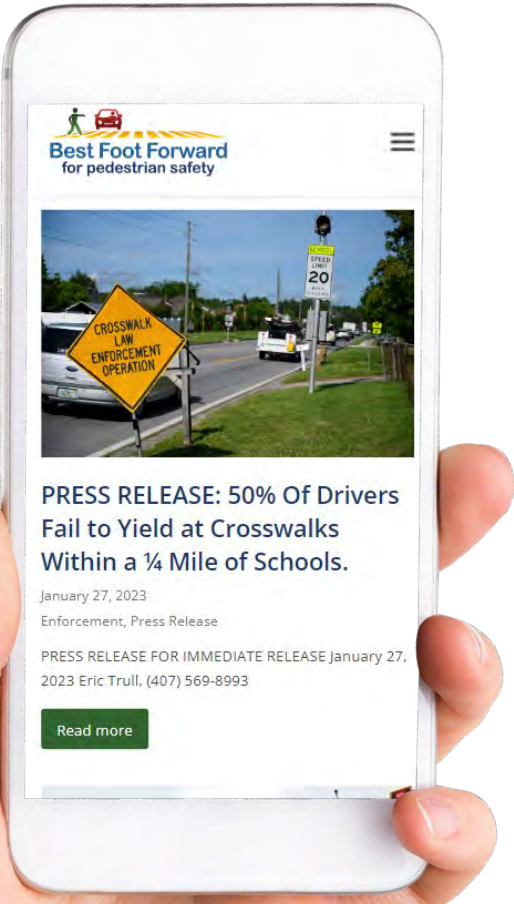


SITE ID & NAME	ENFORCEMENT			
 <p>Best Foot Forward for pedestrian safety</p>	<p>Law Enforcement Agency</p>	<p>FY 23-24 DETAILS</p>	<p>FY 23-24 WARNINGS</p>	<p>FY 23-24 CITATIONS</p>
S. Atlantic Ave. & Winterhaven Park	Ponce Inlet PD	2	12	10
S. Atlantic Ave. & Bellemead Dr.	Daytona Beach Shores PD	3	33	51
S. Atlantic Ave & Ocean Ave.	New Smyrna Beach PD	3	1	62
Walker St. & Center Ave.	Holly Hill PD	1	6	0
S. Beach St. & Cedar St.	Daytona Beach PD	2	23	4
S. Atlantic Ave. & Poinsettia Rd.	Daytona Beach PD	2	28	14
Ocean Shore Blvd & Tom Renick Park	Volusia Sheriff	2	11	64
Dirksen Dr. & Mansion Blvd.	Volusia Sheriff	2	6	43
W. Highbanks Rd. & Spring to Spring Trail	Volusia Sheriff	1	1	5
<b>Total:</b>		<b>18</b>	<b>126</b>	<b>253</b>





# Educate: Through Digital Channels

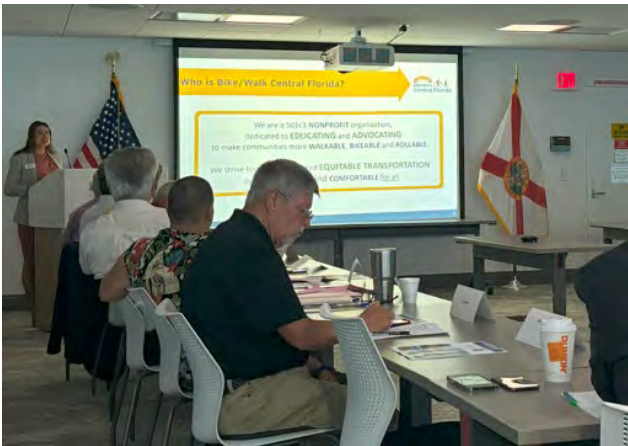




# Presentations & Events: Volusia County

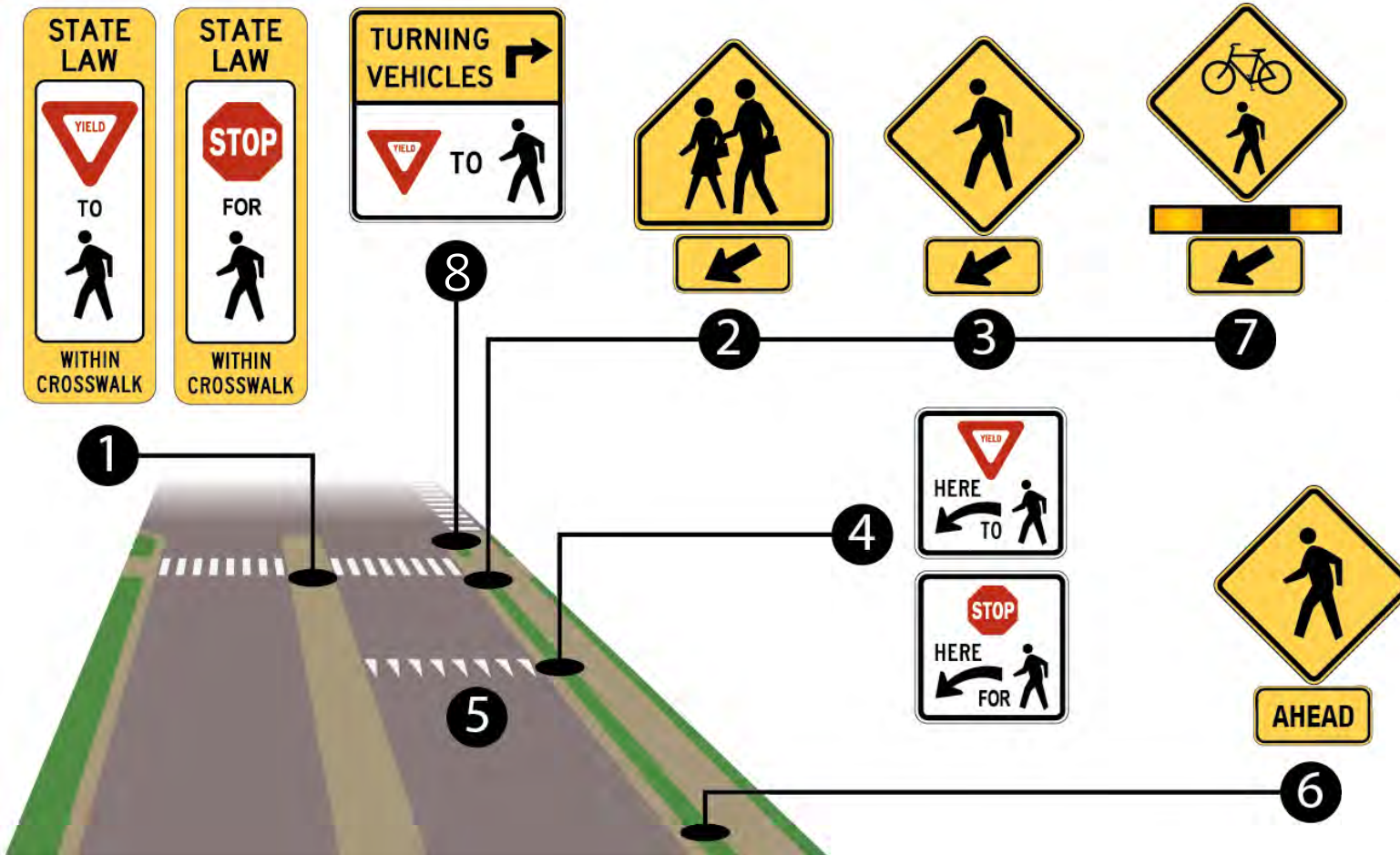


Best Foot Forward  
for pedestrian safety





# Engineer: Recommend Countermeasures



We create customized **crosswalk improvement plans** that evaluate each crosswalk and recommend potential countermeasures based the unique characteristics of the location from our observations and data collection

Then we **evaluate the effect** of any new countermeasures



# Engineer: Recommend Countermeasures



## CROSSWALK OVERVIEW

Years Monitored: 1

Speed: 35 mph

Number of Lanes: 6

Crossing Type: Semi-controlled

Average Daily Traffic: 22000

Average Pedestrians/hour: 5

Average Cyclists/hour: 3

Ped Crashes within 70 ft: 1

### Operation Best Foot Forward

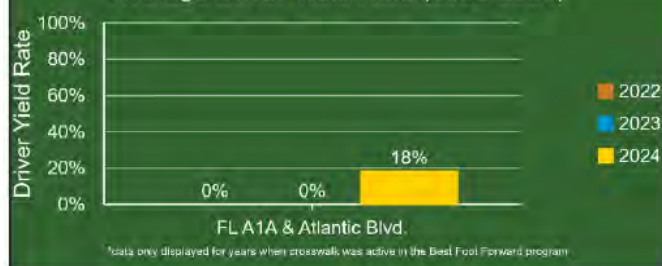


2  
Details

11  
Warnings

21  
Citations

### Average Driver Yield Rate (2022-2024)



## Data Collector Observations:

- Moderate percentage of drivers (32 - 64%) yield to pedestrians at this crosswalk
- High pedestrian activity in the immediate area (>20 per hr. avg.)
- Maximum speed recorded on pocket radar was 50 MPH (in a 30 MPH zone)
- Crosswalk is also commonly used by golf carts, including by students at the nearby schools
- No street lighting near the crosswalk
- Large refuge in the middle adds comfort and safety for pedestrians
- In spring 2024, the crosswalk markings were delineated to make them more visible, and Stop Here for Peds signs were added with stop bars. This improved driver compliance during the following enforcement
- In summer 2024, the northbound 30 mph speed limit sign was moved back to the location of the 40 mph that was shortly ahead of it. Yield rates improved to 65% on the most recent data collection in August, after multiple engineering improvements and multiple enforcements



## EXISTING COUNTERMEASURES

School Crossing + Arrow (S1-1)	
PED Crossing + Ahead	X
PED Crossing + Arrow	X
Vertical State Law (in-street)	
Vertical State Law (off-street)	X
Yield Here to PED (R1-5)	
Stop Here for PED (R1-5b)	X
Advance Stop/Yield Markings	X
Turning Vehicles Yield (R10-15)	
Special Emphasis Markings	X
Refuge Island	X
Raised Median	X
ADA Compliant	X
RRFB	
Other	



## COUNTERMEASURE RECOMMENDATIONS

- Install pedestrian crossing W11-2 signs in median as well to bring extra visibility to the crosswalk. The existing State Law sign can be mounted under the W11-2 sign (TEM 5.2)
- Install vertical in-street signage (State Law: Stop for Peds, R1-6a) before crosswalk to encourage slower speeds and increase visibility of crosswalk (TEM 5.2)
- Add street lighting near the crosswalk to improve visibility at night and early morning

# 2024 Volusia County Progress



Intervention	Crosswalk	Increase
Enforcement	Ormond Beach: Ocean Shore Blvd. & Tom Renick Park	23%
	Daytona Beach: S. Atlantic Ave. & Poinsettia Rd.	13%
	Daytona Beach: S. Beach St. & Cedar St.	9%
Enforcement & Engineering	DeBary: W. Highbanks Rd. & Spring to Spring Trail	22%
	Daytona Beach Shores: S. Atlantic Ave. & Bellemead Dr.	8%





**Emily Bush**  
Executive Director  
Emily@bikewalkcf.org



**Kayla Mitchell**  
Operations Director  
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**Patrick Panza**  
Programs Director  
Patrick@bikewalkcf.org



**Vince Dyer**  
Program Manager  
Vince@bikewalkcf.org



**Kenzie Anderson**  
Program Coordinator  
Mackenzie@bikewalkcf.org



**Jenna Mousseau**  
Outreach Coordinator  
Jenna@bikewalkcf.org

## Questions?

Contact our outreach team and visit us on our website & social media pages:



**Best Foot Forward**  
for pedestrian safety

**@BestFootCFL**



**@BikeWalkCFL**

BPAC Meeting  
November 13, 2024

## **4. Presentations and Discussion Items**

### **C. Presentation and discussion of Walkable Volusia**



# Walkable Volusia

Building Better Communities



# Who are we?

- Walkable Volusia is a 501(c)4 non-profit
- Our mission is to create communities that are safer, cleaner, and more fun to live in
- Our goal is center ourselves in the halls of power to make it happen

# Our Mission

- Walkable communities are more environmentally sustainable, result in better physical and mental health outcomes, and improve community connectedness.
- Nearly every study shows that walkable communities are preferable to non-walkable ones by the majority of people

# Fact Sheet

- Volusia is one of the most dangerous places in the country for walkers and bikers.
- Walkability is great for the economy – to the tune of millions.
- Walking 30 mins can reduce heart disease risk by 35%.
- Drug overdose rates are significantly worse in the suburbs.

# Fact Sheet

- Suburban and exurban sprawl = higher taxes
- Utility/energy usage goes up
- Air pollution, wildlife reduction, stress on water and other resources

# Decisions, decisions





# Why is this illegal?



# How do we do it?

- Planning boards have significant say over zoning, development, and infrastructure.
- These boards are advisory – but that matters more than you think.
- Public knowledge and support is key.

# How do we do it?

- Education is a key component
- Locals have never known anything other than sprawl and stroads
- Talking about benefits to health, safety, family life, property values

# Building Out the Team

## City Captains

Government  
advocacy-focused

Attending and  
serving on Planning  
and Redevelopment  
boards

## Education & Outreach Team

Material  
development

Networking and  
coordination with  
local stakeholders

## Media Team

Social media

Press relations

BPAC Meeting  
November 13, 2024

## **5. Staff Comments**

### **A. SUN Trail Solicitation Announcement**





## Good Morning SUN Trail Partners and Stakeholders,

*I hope this message finds you well and please ensure you are taking all necessary precautions to stay safe during the hurricane.*

**Please see the below SUN Trail solicitation announcement for FY 2030/2031 from the FDOT Systems Implementation Office, as well as a few notes from your FDOT District 5 SUNTrail team.**

FDOT will solicit REQUEST FOR FUNDING (RFF) projects by the Shared-Use Nonmotorized (SUN) Trail program for inclusion in the work program development cycle **through Fiscal Years 2030/31**. Approved project phases will become part of the Adopted Work Program on **July 1, 2026**. **The solicitation cycle opens October 8, 2024, and closes at 2:00 p.m., Eastern Standard Time, December 19, 2024.** **To be eligible for consideration applicants must APPLY during the open solicitation cycle online through the Grant Application Process (GAP) system at [flagap.com](http://flagap.com) by submitting a complete SUN Trail RFF (PDF) with all project information, including required signatures and documentation and the SUN Trail Cost Estimate (Excel) for each eligible unfunded project phase. Interested parties must have a GAP account and are strongly encouraged to make submissions in advance of the deadline. FDOT will not accept nor consider late proposals or any RFF not meeting and satisfying the provisions and SUN Trail Eligibility Criteria.**

SUN Trail funded projects must be planned to be developed as a paved nonmotorized multi-use trail / two directional Shared Use Path (SUP) for bicyclists and pedestrians. [Topic 625-000-002, FDOT Design Manual \(FDM\)](#), Chapter 224 details on-system SUP and projects with SUN Trail funds. Superstructures (e.g., bridges, underpasses, etc.) may be made of metal, concrete (“diamond” design standard finish), composite, wood, or similar materials. Projects must meet or exceed Americans with Disabilities Act ([ADA](#)) of 1990 design standards / Public Right-of-Way Accessibility Guidelines (PROWAG). FDOT adopted FHWA’s Manual of Uniform Traffic Control Devices ([MUTCD](#)) and it applies to SUN Trail projects. FDOT Traffic Engineering Manual ([TEM](#)) provides traffic engineering standards and guidelines to be used on the SHS. Depending on the location there may be additional design requirements. Applicants must provide Local Funds if project attributes include stylistic non-standard facilities (e.g., signature bridges, decorative elements, etc.), failure to do so may result in inability for FDOT to recommend funding for the RFF.

TLWR funding is limited to the provisions [Section 339.81, Florida Statutes](#) (F.S.), the Florida Department of Financial Services [Catalog of State Financial Assistance](#) Number 55.038, the [FDOT Work Program Instructions](#), geographic areas within the [SUN Trail network](#) and requirements of the [SUN Trail program](#).

- Project phases may include feasibility, preliminary and environmental planning; design; acquisition of real property/land/right-of-way, new construction, reconstruction or resurfacing of trail surfaces or bridges.
- Eligible applicants include all municipal, county, state, federal, tribal governments, Metropolitan Planning Organizations, or other public land agencies with responsibility for trails. Proposals not meeting the provisions and requirements will not receive consideration.

The “...Request for Funding”, the “...Engineers Cost Estimate (Excel)”, and the “...Funding Guidance” – that will also be available in GAP– are posted to the SUN Trail website here: <https://www.fdot.gov/planning/systems/systems-management/SUNTrail/guidance.shtm>.

Current and past Adopted Work Programs are posted under the “Plans & Projects” tab of the [SUN Trail website](#). The power point training in this link [Shared-Use Nonmotorized \(SUN\) Trail Program Funding Requests \(windows.net\)](#) is a good resource and should have answers to all the questions that you or the respective agency may have while completing the application.

A few notes from your D5 SUN Trail team:

1. **We understand you’re still waiting for the results of last year’s solicitation cycle funding allocations (to be finalized 07/2025); Paul and I are also eagerly awaiting the results of those requests for funding.** At the moment only projects with construction/design cost increases, requiring additional funding to continue scheduled activities, have received allocations.
2. You do not need to resubmit past applications; we will ensure your previous submissions stay in the queue.
3. Please remember this solicitation cycle’s(10/08/24-12/19/24) funding announcements will be made 07/01/2026, and will apply to FY2030/2031 projects.
4. If you have any additional questions or concerns, please feel free to reach out to myself or Paul Schoelzel.

Thank you all for your time and continued diligence!

- While we eagerly await last cycle’s results, please remember this is a Competitive Statewide Grant and it’s never too early to submit your next District 5 SUN trail project.

If there is someone in your office that should be receiving these types of communication from us, please let us know and we will add them to our list.

Thank you!

Aish

Aishwarya Sandineni, PE | D5 SUN Trail Coordinator | D 386-943-5024



**MODAL  
DEVELOPMENT**

## **6. Information Items**

- A. BPAC Attendance Record**
- B. Port Orange Bike Safety Day – November 16**
- C. TPO Board Report**
- D. TPO Holiday Open House & Toy Drive Save the Date**
- E. TPO Outreach & Activities**
- F. Upcoming Events**
- G. 2025 TPO Meeting Schedule**





PORT ORANGE

# BIKE SAFETY DAY

PEDAL INTO SAFETY AND FUN

**FREE  
EVENT**



SATURDAY  
**NOV 16<sup>TH</sup>**

**9:00 AM  
12:00 PM**

**RIVERWALK PARK, PORT ORANGE**

3459 S. Ridgewood Ave.,  
Port Orange, FL 32129-3532

- Bike skills course for kids aged 6-12
- Free helmets and safety gear
- Bike safety checks and resources
- Snacks, prizes, and a wheelie great time!!

**RSVP NOW FOR  
BIKE SKILLS  
LESSONS**



**BRING YOUR BIKE AND HELMET!**



[Port Orange Bike Safety Webpage](#)





SAVE THE DATE

YOU ARE INVITED TO  
THE ANNUAL VOLUSIA-FLAGLER TPO  
**HOLIDAY OPEN HOUSE**  
**& TOY DRIVE**

— ❄️ ❄️ ❄️ —  
DECEMBER 4, 2024

4:00PM - 6:00PM

LOCATION: TBD  
— ❄️ ❄️ ❄️ —

PLEASE BRING A NEW, UNWRAPPED GIFT FOR  
AN INFANT, CHILD, OR TEEN TO BENEFIT THE  
DEPARTMENT OF CHILDREN & FAMILIES &  
NEIGHBORHOOD CENTER OF WEST VOLUSIA

GIFTS MAY BE BROUGHT TO THE HOLIDAY OPEN HOUSE,  
THE TPO OFFICE, OR ANY VFTPO COMMITTEE/BOARD  
MEETING IN NOVEMBER





OCTOBER 2024

WWW.VFTPO.ORG

## NEW NAME FOR THE TPO!

It's official: The River to Sea TPO will now operate under the name "Volusia-Flagler Transportation Planning Organization (TPO)." As part of the TPO's Apportionment Plan approved earlier this year, the TPO expanded its Metropolitan Planning Area Boundary to cover all of Flagler County and will now cover both Volusia and Flagler Counties in their entirety. Renaming the TPO to the Volusia-Flagler TPO provides an identify that reflects the geographic area that we cover. You will notice a new logo, color branding, and website address in the coming weeks!

## OCTOBER EVENTS RECAP

### Daytona Beach Police Department's National Night Out

On October 1, 2024, the Volusia-Flagler TPO partnered with the Daytona Beach Police Department and many other organizations to



participate in this year's National Night Out; held at Jackie Robinson Ballpark, the TPO hosted a table and engaged attendees on ways to stay safe while biking, walking, and driving. Educational and safety info was given out in an effort to bring much needed attention to safety at this well-attended event.

### White Cane & Pedestrian Safety Awareness Day

The River to Sea TPO partnered with the Conklin Davis Center, FDOT, the Division of Blind Services and numerous others to hold White Cane Awareness Day on October 15, 2024 at the Conklin Davis Center for the Visually Impaired. TPO staff hosted a table with resources on the White Cane Law, providing equal accessibility for all, and children's information about accessibility. There was an intersection crossing at Dunn Avenue and White Street where volunteers were blindfolded and guided across the four legs of the intersection. This exercise gives participants an idea of what it is like to be sight-impaired and and navigate a busy intersection.



**OCTOBER 2024**



**PORT ORANGE**  
**BIKE SAFETY DAY**  
PEDAL INTO SAFETY AND FUN

**CITY OF PORT ORANGE**  
1867  
FLORIDA

**SATURDAY  
NOV 16<sup>TH</sup>** | **9:00 AM  
12:00 PM** | **RIVERWALK PARK, PORT ORANGE**  
3459 S. Ridgewood Ave.,  
Port Orange, FL 32129-3532

Bike skills course for kids aged 6-12 • Free helmets and safety gear •  
Bike safety checks and resources • Snacks, prizes, and a wheelie great time!!

**FREE EVENT**

**BRING YOUR BIKE AND HELMET!**

**VOLUSIA COUNTY SCHOOLS** | **VOLUSIA FLAGLER TPO** | **Bike/Walk Central Florida** | **FDOT**

## Port Orange Bike Safety Day

Join the Volusia-Flagler TPO, Bike/Walk Central Florida, Volusia County Schools, the City of Port Orange, and FDOT for Bike Safety Day at Riverwalk Park in Port Orange on Saturday, Nov. 16, from 9:00 am - 12:00 noon.

There will be a bike skills course and the TPO will be fitting kids for free helmets!

Scan the QR code to register:



## Ongoing Projects, Studies, & Activities

- Safe Streets and Roads for All (SS4A) Grant Implementation
- Best Foot Forward for Pedestrian Safety Program
- 2050 Long Range Transportation Plan (LRTP) Development
- TPO Apportionment Implementation
- Distracted Driving Awareness Pilot Program
- FY 2023/24 TPO Audit
- TPO Website Update
- Rebranding of the TPO
- Public Participation Plan (PPP) Update
- Title VI & Limited English Proficiency Plan (LEP) Updates

## VCARD Icebreaker

On October 24, the Volusia-Flagler TPO participated in the VCARD Icebreaker, an annual event bringing together elected officials, industry experts, and community leaders for an evening of networking, collaboration, and engaging discussions focused on responsible development.



Chad Lingenfelter, FDOT & Flagler County Commissioner Andy Dance



Florida House of Representatives Chase Tramont speaking to attendees



Colleen Nicoulin, TPO Executive Director with raffle winner Connie Cuneo, LTG, Inc.

Check us out on our social media channels: **81**





## 7. BPAC Member Comments





BPAC Meeting  
November 13, 2024

## 8. Adjournment

The next BPAC meeting will be held on January 8, 2025

