



## MEETING NOTICE & AGENDA

Please be advised that the Volusia Transportation Planning Organization (VTPO) **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)** will be meeting on:

**DATE:** Wednesday, April 13, 2011

**TIME:** 3:00 PM

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

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**Ms. A.J. Devies, Chairperson**

### AGENDA

- I. **CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. **PUBLIC COMMENT/PARTICIPATION** (*Length of time at the discretion of the Chairperson*)
- III. **FORMER BPAC MEMBER RECOGNITION/NEW BPAC MEMBER INTRODUCTION**
- IV. **ACTION ITEMS**
  - A) **REVIEW AND APPROVAL OF JANUARY 12, 2011 BPAC MEETING MINUTES**  
(*Contact: Stephan C. Harris*) (*Enclosure, pages 4-12*)
- V. **PRESENTATIONS AND DISCUSSION ITEMS**
  - A) **PRESENTATION ON THE BICYCLE & PEDESTRIAN SCHOOL SAFETY REVIEW STUDY: PHASE 4** (*Contact: R. Sans Lassiter, Lassiter Transportation Group, Inc.*)  
(*Enclosure, page 13*)

**V. PRESENTATIONS AND DISCUSSION ITEMS** *(continued)*

- B) PRESENTATION ON RAILROAD CROSSING SAFETY: OPERATION LIFESAVER**  
*(Contact: Jim Ganey, FDOT) (Enclosure, pages 14-17)*
- C) PRESENTATION ON THE SR 40 STATE ENVIRONMENTAL IMPACT REPORT (SEIR)**  
*(Contact: Lance Decuir, FDOT) (Enclosure, pages 18-20)*
- D) REVIEW AND DISCUSSION OF THE DRAFT 2035 LONG RANGE TRANSPORTATION PLAN: BICYCLE & PEDESTRIAN CHAPTER** *(Contact: Stephan C. Harris) (Enclosure, pages 21-32)*

**VI. STAFF COMMENTS** *(Enclosure, page 33)*

**VII. INFORMATION ITEMS** *(Enclosure, pages 33-40)*

- **Florida Greenways and Trails Council Resolution**
- **Florida Safe Routes to School Updates – March 24, 2011**
- **VTPO Call for Projects Deadline Extension**

**VIII. BPAC MEMBER COMMENTS** *(Enclosure, page 33)*

**IX. ADJOURNMENT** *(Enclosure, page 33)*

**\*\*\*The next meeting of the BPAC will be Wednesday, May 11, 2011\*\*\***

NOTE: Individuals covered by the American with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the Volusia TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, FL (386) 226-0422, extension 21 at least five (5) working days prior to the meeting date.

**SUMMARY SHEET  
BPAC  
APRIL 13, 2011**

**III. Former BPAC Member Recognition/New BPAC Member Introduction**

**Background Information:**

Former BPAC Member Recognition

The late Mr. Joseph Anthony Trepasso was appointed to the BPAC on March 14, 2005 and served with honor and dedication until his passing on March 4, 2011.

New BPAC Member Introduction

Mr. Chad Lingenfelter was appointed to the BPAC by TPO Board Member Joie Alexander (Volusia County Council District 3) on March 21, 2011.

***Action Requested:***

***As directed by the BPAC***

**SUMMARY SHEET  
BPAC  
APRIL 13, 2011**

**IV. Action Items**

**A) Review and Approval of January 12, 2011 BPAC Meeting Minutes**

**Background Information:**

Minutes are prepared for each meeting and must be approved by the BPAC. The January 12, 2011 meeting minutes are provided with this agenda packet for your review. There were no BPAC meetings in February or March of this year.

***Action Requested:***

***Motion to approve the January 12, 2011 BPAC meeting minutes***

**SUMMARY SHEET  
BPAC  
APRIL 13, 2011**

**V. Presentations and Discussion Items**

**A) Presentation on the Bicycle & Pedestrian School Safety Review Study: Phase 4**

**Background Information:**

Lassiter Transportation Group, Inc. (LTG) is working on Phase 4 of the Bicycle & Pedestrian School Safety Review Study, which involves assessments for the following elementary and middle schools in Volusia County:

- Campbell Middle School (Daytona Beach)
- Coronado Beach Elementary School (New Smyrna Beach)
- Creekside Middle School (Port Orange)
- DeLand Middle School (DeLand)
- Deltona Middle School (Deltona)
- Galaxy Middle School (Deltona)
- Heritage Middle School (Deltona)
- Hinson Middle School (Daytona Beach)
- New Smyrna Beach Middle School (New Smyrna Beach)
- Ormond Beach Elementary School (Ormond Beach)
- Ormond Beach Middle School (Ormond Beach)
- River Springs Middle School (Orange City)
- Silver Sands Middle School (Port Orange)
- Southwestern Middle School (DeLand)
- Starke Elementary School (DeLand)
- Sweetwater Elementary School (Port Orange)
- Taylor Middle-High School (Pierson)

Representatives from LTG will give a brief presentation on Phase 4 of the Bicycle & Pedestrian School Safety Review Study.

***Action Requested:***

***No action is required unless otherwise directed by the BPAC***

**SUMMARY SHEET  
BPAC  
APRIL 13, 2011**

**V. Presentations and Discussion Items**

**B) Presentation on Railroad Crossing Safety: Operation Lifesaver**

**Background Information:**

Operation Lifesaver is a nationwide, non-profit public awareness program dedicated to reducing collisions, fatalities and injuries at highway-rail grade crossings and on railroad property. Florida Operation Lifesaver utilizes education, engineering and enforcement to promote safety at railroad crossings and on railroad right-of-ways in Florida.

**Goals of Florida Operation Lifesaver**

- Focus on growing trespassing problem in Florida; Utilize bilingual messages
- Saturate targeted schools with Operation Lifesaver safety message
- Expand presentations to more diverse and influential groups in multi-cultural communities
- Strengthen coalitions and alliances with other safety partners
- Implement a safety strategy that expands Operation Lifesaver's role in the local community

Mr. Jim Ganey, Railroad Coordinator for Florida Department of Transportation, District 5, will give a brief presentation on Railroad Crossing Safety: Operation Lifesaver.

***Action Requested:***

***No action is required unless otherwise directed by the BPAC***

**SUMMARY SHEET  
BPAC  
APRIL 13, 2011**

**V. Presentations and Discussion Items**

**C) Presentation on the SR 40 State Environmental Impact Report (SEIR)**

**Background Information:**

Mr. Lance Decuir, Project Manager, Florida Department of Transportation, District 5, will give a presentation on the SR 40 State Environmental Impact Report (SEIR) from Breakaway Trail to Williamson Boulevard (2 mi). The project has been advertised and will execute in the summer of 2011.

***Action Requested:***

***No action is required unless otherwise directed by the BPAC***

**SUMMARY SHEET  
BPAC  
APRIL 13, 2011**

**V. Presentations and Discussion Items**

**D) Review and Discussion of the Draft 2035 Long Range Transportation Plan:  
Bicycle & Pedestrian Chapter**

**Background Information:**

The draft Bicycle & Pedestrian Chapter of the 2035 Long Range Transportation Plan describes the issues that facilitate bicycle & pedestrian planning throughout the Volusia TPO's planning area. The draft document is provided with this agenda packet for your review.

***Action Requested:***

***No action is required unless otherwise directed by the BPAC***



**SUMMARY SHEET  
BPAC  
APRIL 13, 2011**

**VI. STAFF COMMENTS**

**VII. INFORMATION ITEMS**

- **Florida Greenways and Trails Council Resolution**
- **Florida Safe Routes to School Updates – March 24, 2011**
- **VTPO Call for Projects Deadline Extension**

**VIII. BPAC MEMBER COMMENTS**

**IX. ADJOURNMENT**

**Bicycle/Pedestrian Advisory Committee (BPAC)**  
**Meeting Minutes**  
**January 12, 2011**

Members Present:

Mike Chuen  
Rani Merens  
Michelle Grenham  
Craig Wells  
Rene "Rocky" Rivera  
Bob Storke  
Phyllis Campbell  
John Decarie  
A.J. Devies  
William "Bill" Pouzar

Representing:

Daytona Beach  
DeBary  
Edgewater  
Flagler Beach  
Holly Hill  
Orange City  
Ponce Inlet  
Port Orange  
Volusia County, District 2  
Volusia County, District 5

Non-Voting Technical Appointees Present:

Joan Carter  
Gwen Perney  
Melissa Booker  
Tina Skipper

Representing:

FDOT, District 5  
Port Orange  
Volusia County Traffic Engineering  
Volusia County School Board

Members/Technical Appointees Absent:

Robert Echevarria  
Wendy Hickey (excused)  
Joe Trepasso  
Peter Cerullo (excused)  
Roy Walters (excused)  
Susanne Wilde  
Heather Blanck

Representing:

Deltona  
Orange City  
South Daytona  
Volusia County, At-Large  
Volusia County, At-Large  
Volusia County Parks, Rec. & Culture  
Votran

Others Present:

Pamela Blankenship, Recording Secretary  
Stephan Harris  
Karl Welzenbach  
Cheryl S. Atkins  
Michelle Martin  
Greg Kern

Representing:

TPO Staff  
TPO Staff  
TPO Staff  
Deltona  
New Smyrna Beach CRA  
Reynolds, Smith & Hills, Inc.

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

The meeting of the Volusia Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 3:10 p.m. by Chairperson A.J. Devies. The roll was called and it was determined that a quorum was present.

**II. Public Comment/Participation**

There were no public comments.

**III. Consent Agenda**

- A. Review and Approval of October 13, 2010 Meeting Minutes**
- B. Review and Approval of Bicycle/Pedestrian Projects for the 2011 Safe Routes to School Call for Applications**

***MOTION: A motion to approve the Consent Agenda was made by Mr. Chuen. The motion was seconded by Mr. Storke and carried unanimously.***

**IV. Action Items**

- A. Review and Recommend Approval to Set Aside XU funding for Corridor Studies**

Mr. Welzenbach stated the idea to set aside XU funding for Corridor Studies is an attempt to provide more assistance to local governments as they develop projects to submit for the project prioritization process. It is also to try to improve the coordination between cities along the corridors for the 2035 Long Range Transportation Plan. Projects for improvements to bicycle/pedestrian, transit, traffic operations will be identified. The TPO currently advertises for projects, holds an open house to discuss projects with local governments and advises them on how to apply. The TCC and CAC will be advised on how to determine which corridors to identify. The funding for corridor studies would come from ½ of the set aside funding for bicycle/pedestrian projects (\$50,000), all of the set aside funding for traffic operations/ITS/safety projects and \$100,000 from the set aside funding for transit projects. This would not have an impact on bicycle/pedestrian projects since feasibility studies would continue with the remaining set aside for those projects.

Mr. Decarie asked if Port Orange has been participating in the Call for Projects.

Mr. Welzenbach responded the governments of Daytona Beach, Ormond Beach, Port Orange and Volusia County are the ones applying for projects consistently.

Ms. Carter stated this approach would seem to be helpful.

Mr. Chuven asked whether results of other completed studies will be taken into account.

Mr. Welzenbach responded they most likely would. The corridor studies will look at what we already have to identify projects for local governments.

Mr. Harris stated the BPAC Project Review Subcommittee met last week and discussed this item. They recommended further discussion on it.

Ms. Davies stated the TIP Subcommittee also met last week and had the same recommendation.

***MOTION: A motion to recommend that set-aside XU funding be used for corridor studies was made by Mr. Chuven. The motion was seconded by Mr. Decarie and carried unanimously.***

**B. Review and Recommend Approval of the revised Volusia TPO Project Prioritization Process**

Mr. Harris stated the revised project prioritization process flowchart details separate processes for feasibility studies and project implementation. There would be not one, but two calls for projects every year. If a local government applies for a project and the application needs to be revised, it can be revised repeatedly up to the project deadline. If the project deadline is not met, the next opportunity to submit the project for consideration would be no longer than six months. This means an additional opportunity to submit one or multiple applications for projects.

Ms. Booker stated from the county's perspective, the application is cumbersome and many hours of staff time are dedicated to developing applications to submit for the call for projects. County council members expect staff to respond when a call for projects is issued. Two calls for projects per year would make it difficult for staff to respond to both of them; therefore, the county recommends one call for projects per year.

Mr. Chuven concurred with the county.

Mr. Harris stated that last fall extra XU funding was made available by FDOT. That amount totaled about \$12 million, compared with about \$5 million that is normally available on an annual basis. The TPO used the monies to program projects on our priority lists. New projects need to be submitted to replace the ones that are fully funded and will be removed from the priority list. That is part of the reason why staff is recommending two calls for projects per year.

Mr. Rivera stated the process can be simplified with a shorter application.

Ms. Booker stated the county has started working on a master spreadsheet of projects that have been recommended from studies over the last few years. She suggested that it might be helpful to hold a project application workshop on the west side of the county.

Mr. Storke stated Orange City has lost about a third of their staff recently. The remaining staff has other duties that keep them busy and requiring a second call for projects would be too much work for them.

Mr. Harris responded that participation in the second call for projects will be voluntary, just as it always has been for the original call for projects.

Mr. Chuven stated that staff cutbacks make it the wrong time for initiating a second call for projects.

**MOTION:**     *A motion to recommend approval of the revised Volusia TPO project prioritization process with the amendment of keeping the call for projects to once a year was made by Mr. Chuven. The motion was seconded by Mr. Storke, but withdrawn by Mr. Chuven.*

[Discussion continued]

Mr. Harris stated the revised project prioritization process includes two annual calls for projects.

[Discussion continued]

**MOTION:**     *A motion to not approve the revised Volusia TPO project prioritization process with two annual calls for projects was made by Mr. Chuven. The motion was seconded by Mr. Storke. A roll call was taken and passed by 5 to 4.*

**C. Review and Recommend Approval to Expand the Range of Eligible Project Types**

Mr. Harris stated that currently the TPO's policy is to use XU funding for sidewalk and/or trail projects. However, federal guidelines allow for XU funding to be used for other projects as well including streetscapes, pedestrian overpasses, bicycle racks and bicycle shelters. He noted that new project types should be limited to bicycle/pedestrian-oriented projects.

Mr. Welzenbach stated staff is not recommending a change in the types of projects accepted, just that this be discussed and a recommendation made to the TPO Board.

**MOTION:** *A motion to keep the existing range of eligible project types was made by Mr. Decarie. The motion was seconded by Mr. Chuven and carried unanimously.*

**D. Review and Recommend Approval to Revise Local Matching Fund Requirements for XU Bicycle/Pedestrian Projects**

Mr. Harris stated federal law requires that XU funds be matched with local matching funds at the rate of 18.07%. FDOT has been paying the entire match for "on-system" projects and half (9.035%) of the match for projects which are "off-system." Starting in July, FDOT will begin covering their match requirement with "soft" toll credits. The cash match will have to be covered by the TPO or the project applicant.

Mr. Welzenbach stated the TPO Board waived local match requirements for the project phases that were programmed with XU funds last fall. The board will have to address the issue that some of the projects were "off-system" and FDOT still requires a local match for those projects. TPO staff is asking for a recommendation regarding the level of local match that should be required. The local match is a leveraging mechanism that allows the TPO to fund more projects by using the same amount of federal funds.

Mr. Chuven stated the small cities need an incentive to apply for bicycle/pedestrian projects.

Mr. Welzenbach stated the TPO Board generally does not like making exceptions for certain cities. The local matching funds can come from a variety of non-federal sources. The cities can apply for grants to cover local matching funds.

**MOTION:** *A motion to recommend a local matching fund requirement of 10% with the exception of the five smaller local governments (Beverly Beach, Flagler Beach, Lake Helen, Oak Hill, and Pierson) who would not be required to come up with a local match was made by Mr. Chuven. The motion was seconded by Ms. Grenham and carried unanimously.*

**E. Review and Recommend Approval of a Policy Preserving the Top-Ranked Projects**

Mr. Welzenbach explained the project prioritization process. The process takes about two years from feasibility study to commitment of the local match. The holdup has been in getting the commitment for the local match from the cities. Preserving more of the top-ranked projects will not necessarily improve the bicycle/pedestrian project process because of the relatively short time it takes to advance projects. He explained that the BPAC has the option to take no action on this item.

**MOTION:** *A motion to take no action on this item was made by Mr. Storke. The motion was seconded by Ms. Merens and carried unanimously.*

**F. Review and Recommend Approval of the 2011 Priority Application for XU Bicycle/Pedestrian Projects**

Mr. Harris stated the most recent application for priority projects includes the following changes:

- a change in terminology from “trail” to “shared use path” (suggested by FDOT);
- the requirement for a letter of support from the entity responsible for maintaining the facility if it is not the project sponsor; and
- the requirement that the project sponsor is local agency program (LAP) certified to administer the project or explain how they intend to comply with this requirement.

**MOTION:** *A motion to recommend approval of the 2011 priority application for XU bicycle/pedestrian projects was made by Mr. Chuven. The motion was seconded by Mr. Storke and carried unanimously.*

**G. Review and Recommend Approval of the 2011 List of Prioritized XU Bicycle/Pedestrian Projects**

Mr. Harris stated the proposed additions to the 2010 list are marked in red and deletions are stricken. The status for all projects has been updated. Headings have been changed and a column has been added to reflect the project phase programmed.

**MOTION:** *A motion to recommend approval of the 2011 List of Prioritized XU Bicycle/Pedestrian projects was made by Mr. Storke. The motion was seconded by Ms. Grenham and carried unanimously.*

**V. Presentations and Discussion Items**

There were no presentation or discussion items.

**VI. Staff Comments**

There were no staff comments.

**VII. BPAC Member Comments**

Ms. Devies stated the information items provided in the agenda include the Safe Routes to School Updates, a notice for the TPO Board Strategic Retreat on Friday, January 21, 2011 at DeBary Hall and the newly updated Layman's Guide to the TPO.

Ms. Merens stated she has artwork in an art exhibit at DeBary Hall, which is open to the public.

Mr. Rivera stated BPAC members should deliberate issues thoroughly before casting a vote.

Mr. Pouzar stated abbreviations should not be used in the TPO reference materials.

**VIII. Adjournment**

The meeting adjourned at 5:02 p.m.



**Volusia Transportation Planning Organization**

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**Ms. A.J. Devies, Chairperson**

Bicycle & Pedestrian Advisory Committee (BPAC)

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certifies that the foregoing is a true and correct copy of the minutes of the January 12, 2011 regular meeting of the Bicycle & Pedestrian Advisory Committee (BPAC), approved and duly signed this 13<sup>th</sup> day of April 2011.

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**Pamela C. Blankenship, Recording Secretary**

Volusia Transportation Planning Organization

# Operation Lifesaver, Inc.

## Pedestrian Safety Tips

**Rail safety is for everyone, not just drivers. Pedestrians who choose to walk or play around railroad tracks are trespassing on private property and could be fined, seriously injured or killed.**

### Safety tips:

- **The only safe place** to cross is at a designated public crossing with either a crossbuck, flashing red lights or a gate. If you cross at any other place, you are trespassing and can be ticketed or fined. Cross tracks **ONLY** at designated pedestrian or roadway crossings.
- **Railroad tracks, trestles, yards** and equipment are private property and trespassers are subject to arrest and fine. If you are in a rail yard uninvited by a railroad official you are trespassing and subject to criminal prosecution; you could be injured or killed in a busy rail yard.
- **It can take a mile or more to stop** a train, so a locomotive engineer who suddenly sees someone on the tracks will likely be unable to stop in time. Railroad property is private property. For your safety, it is illegal to be there unless you are at a designated public crossing.
- **Trains overhang the tracks** by at least three feet in both directions; loose straps hanging from rail cars may extend even further. If you are in the right-of-way next to the tracks, you can be hit by the train.
- **Do not cross the tracks** immediately after a train passes. A second train might be blocked by the first. Trains can come from either direction. Wait until you can see clearly around the first train in both directions.
- **Flashing red lights** indicate a train is approaching from either direction. You can be fined for failure to obey these signals. Never walk around or behind lowered gates at a crossing, and **DO NOT** cross the tracks until the lights have stopped flashing and it's safe to do so.
- **Do not hunt, fish or bungee jump** from railroad trestles. There is only enough clearance on the tracks for a train to pass. Trestles are not meant to be sidewalks or pedestrian bridges! Never walk, run, cycle or operate all terrain vehicles (ATVs) on railroad tracks, rights-of-way or through tunnels.
- **Do not attempt to hop aboard** railroad equipment at any time. A slip of the foot can cost you a limb or your life.
- **Be aware trains do not follow set schedules.** Any Time is Train Time

# For National Bike Month, Operation Lifesaver Offers Six Tips for Safe Biking Near Train Tracks

By Operation Lifesaver 5-05-2010

WASHINGTON, DC, May 5, 2010 – May is National Bike Month, and Operation Lifesaver, Inc., (<http://www.oli.org>), is sharing tips for safe biking near train tracks. Last year, more than 760 people were killed or injured in the U.S. while illegally walking, bicycling, or otherwise playing on railroad tracks or property.



"Tragically, just recently a bicyclist died from injuries suffered when he was hit by a train while trying to ride across train tracks in Virginia. We urge all bicyclists to use care at railroad crossings or near train tracks," says Operation Lifesaver President Helen M. Sramek.

Operation Lifesaver offers bicyclists six tips for safety near train tracks:

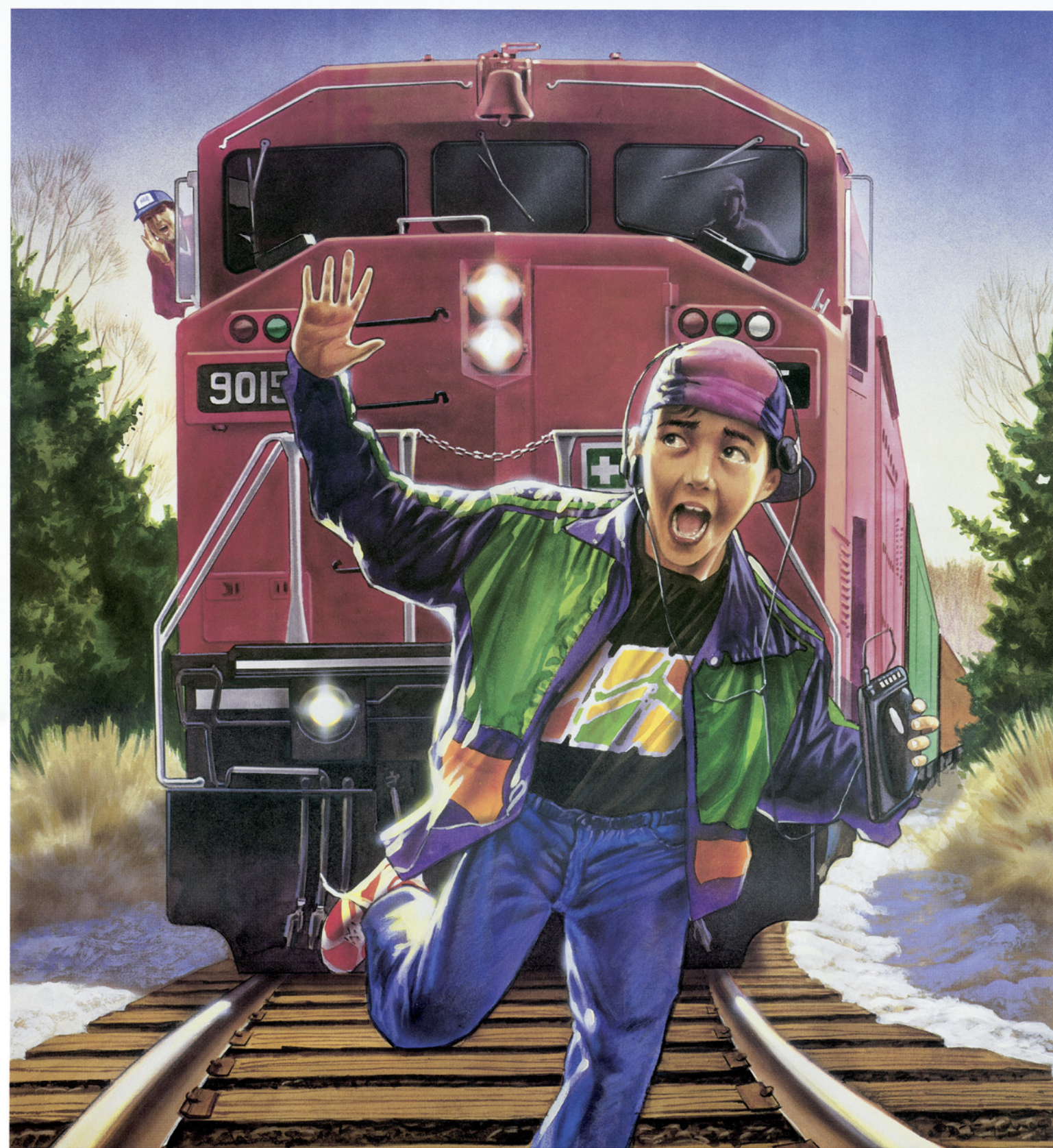
- 1) **CROSSING TRACKS ON A BICYCLE REQUIRES CAUTION AND EXTRA ATTENTION!** Narrow wheels can get caught at crossings. If possible, walk - don't ride - across. Always cross at a 90-degree angle.
- 2) **USE ONLY DESIGNATED RAILROAD CROSSINGS.** The only legal and safe place to cross railroad tracks is at a designated public crossing with a crossbuck, flashing red lights or a gate. Crossing at any other location is trespassing and illegal.
- 3) **TURN OFF MUSIC AND REMOVE EARPHONES AT ALL RAIL CROSSINGS.** Music can be a deadly distraction near the tracks; the sound may prevent you from hearing an approaching train. Trains are quieter than you think, go faster than they appear, and do not run on set schedules.
- 4) **WET TRAIN TRACKS CAN BE SLIPPERY.** Dismount and walk your bike across the tracks. Step over the tracks - not on them - to avoid slipping.
- 5) **WATCH OUT FOR THE SECOND TRAIN.** Your view of a second train might be blocked by the first. Wait after the first train passes until you can see clearly in both directions.
- 6) **IF YOU SEE A TRAIN COMING, WAIT!** Flashing lights or a lowering gate means a train is approaching. Do not proceed until the gates go completely up and the lights go off. It is illegal to go around lowered gates, whether on a bike, on foot or in a vehicle.

## **About Operation Lifesaver**

Operation Lifesaver's mission is to end collisions, deaths and injuries at highway-rail grade crossings and along railroad rights of way. A national network of volunteers provides free presentations on rail safety. For more information or to request a free safety presentation, visit [www.oli.org](http://www.oli.org).

Photo credit: Bright Tal, Flickr Creative Commons





# YOU'RE ON THE WRONG TRACK

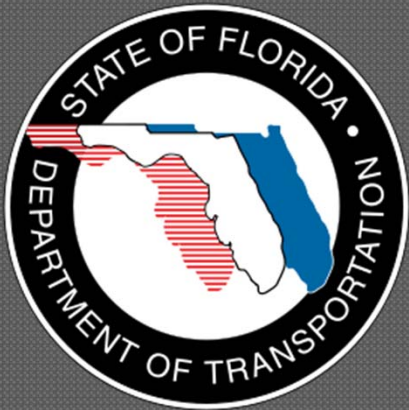


[www.oli.org](http://www.oli.org)



# Upcoming PD&E Project

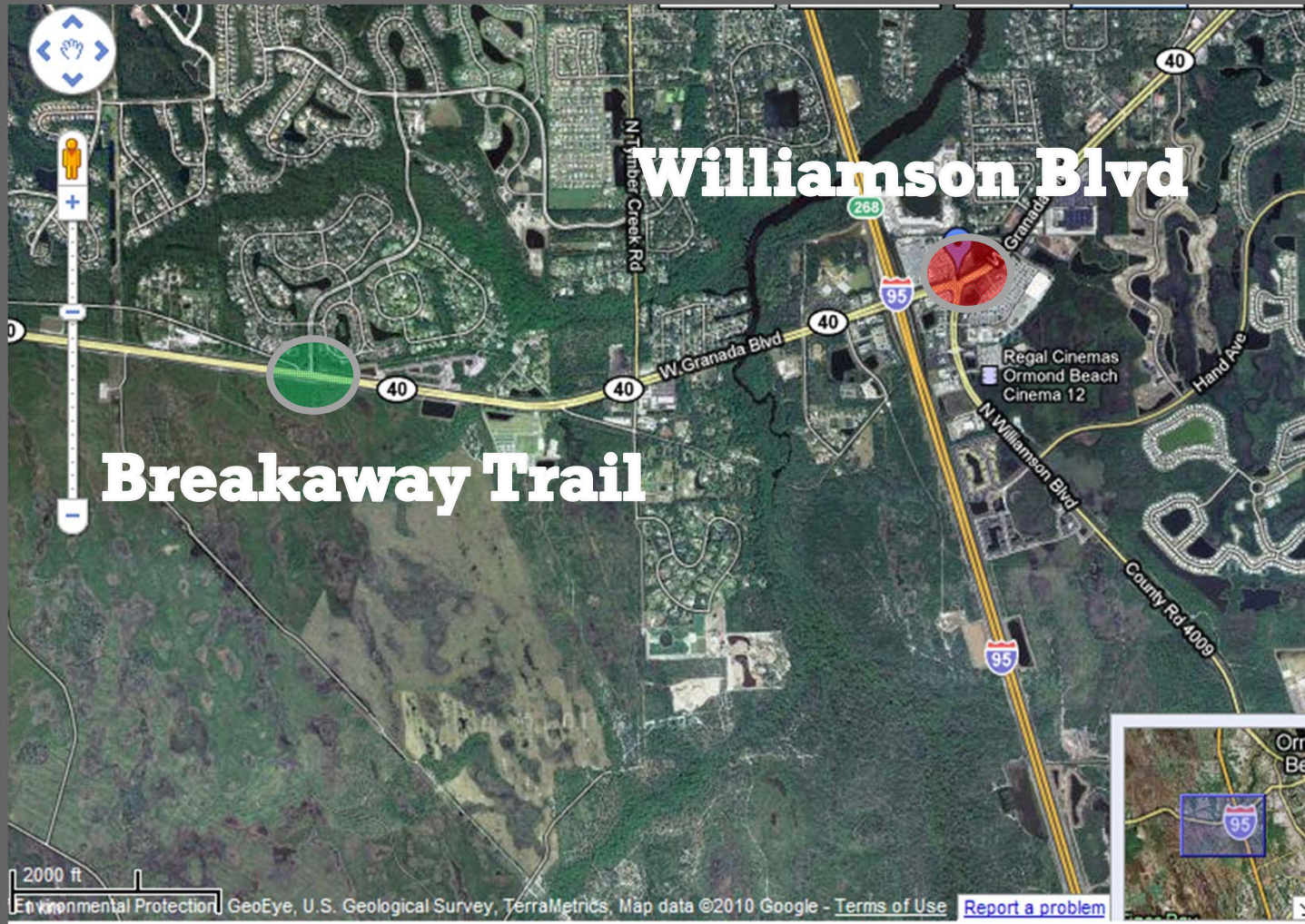
## SR 40 STATE ENVIRONMENTAL IMPACT REPORT (SEIR)



SR 40 SEIR      LANCE DECUIR, P.E.



# 428947-1 – SR 40 SEIR



SR 40 SEIR LANCE DECUIR, P.E.

# SR 40 SEIR Highlights

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- ◉ State Environmental Impact Report
- ◉ Advertised on January 17<sup>th</sup>
- ◉ \$450K for SEIR
- ◉ Developer (Hunter's Ridge DRI) will reimburse FDOT in 2014 for SEIR and Design
- ◉ Developer will construct improvement
- ◉ I-95 Bridge and Ramp will not need to be modified



# SR 40 SEIR Highlights

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- ◎ Bridge over Tomoka River – Outstanding Florida Water
- ◎ Minimal ROW needed
- ◎ County to be doing PD&E for Hand Ave Extension to the South





# DRAFT

## Chapter XX

### Bicycle & Pedestrian

The Volusia Transportation Planning Organization (TPO), formerly the Volusia County MPO, recognizes the importance of walking and bicycling as transportation modes that foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. The establishment of well-connected walking and bicycling facilities and networks are important components of livable communities, and their design should be a part of project developments on the federal, state and local levels. The TPO visions, plans, funds and implements improvements to walking and bicycling networks, including linkages to transit, within the service area. Pedestrian and bicycle facilities expand the travel opportunities for residents who, either by choice or by circumstance, do not use an automobile. These groups often include, but are not limited to, disabled individuals, children, the elderly, and the financially disadvantaged. In treating bicycling and walking as legitimate forms of travel, the Volusia TPO satisfies the spirit and intent of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU legislation seeks to “create an integrated, intermodal transportation system which provides travelers with a *real* choice of transportation modes.”

#### FEDERAL: U.S. DOT Policy Statement

On March 15, 2010, the U.S. Department of Transportation (USDOT) issued a “Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations.” The policy, included in Appendix A, included a series of recommended actions intended to improve conditions for walking and bicycling. Every transportation agency, including USDOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these needs.

#### STATE: FDOT Bicycle and Pedestrian Partnership Council

The Florida Department of Transportation (FDOT) has established a standing statewide “Partnership Council” on bicycle and pedestrian mobility. The council includes key agency representatives and external stakeholders, including TPO Board member Patricia Northey. The Partnership Council provides guidance to FDOT on policy matters affecting Florida’s bicycle and pedestrian transportation needs. The council facilitates increased coordination and collaboration by advising FDOT on all statewide transportation planning and safety activities, including the Florida Transportation Plan. The council makes regular reports to FDOT on the status towards making Florida more bicycle and pedestrian friendly. The council’s policy recommendations include, but are not limited to, the following areas:

# DRAFT

- **Design:**
  - FDOT's *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* (commonly known as the "Florida Greenbook" – Partnership Council recommendations or comments will be made to the Greenbook Advisory Committee)
  - FDOT's Plans Preparation Manual and Design Standards
  - Revisions to Traffic Engineering Manual regarding pedestrian crosswalks, use of countdown signals, rapid flashing beacons and pedestrian hybrid
  - Signals
- **Planning:**
  - Identify best practices for local communities (e.g., land development codes, school siting), metropolitan planning organizations (MPOs), and regional planning councils (RPCs) to enhance bicycle and pedestrian mobility through planning and design criteria and practices.
  - FDOT plans (Strategic Intermodal Systems plan, 2060 FTP) and partner plans (e.g., local comprehensive plans, MPOs, RPCs)
  - Department of Community Affairs growth management rules
- **Safety:**
  - Strategic Highway Safety Plan and vulnerable road users (e.g. pedestrians, cyclists)
  - Safety Office Programs (School Crossing Guard, Safe Routes to School, Florida Traffic and Bicycle Safety Education, Pedestrian Safety Resource Center)
  - Highway Safety Grant Program
- **Measures and Data:**
  - "Denominator data" that measures the size of the population at risk
  - Identify best practices for incorporating State and local data into a cohesive statewide database system (e.g., crash records, facility data, exposure data, etc.)
  - Identify performance measures that accurately assesses the *State of the System*
- **Programs and Funding:**
  - Review of Pedestrian & Bicycle Program, Transit Office, and Rail Office procedures and programs
  - Establish policies for use of existing funds such as Statewide Transportation Enhancements
  - Review and make recommendations to encourage consistency and secure funding opportunities from federal initiatives to promote more livable communities and well-connected walking and bicycling networks.

# **DRAFT**

## **LOCAL: Volusia TPO Resolution 2010-06**

The TPO adopted Resolution 2010-06 on April 27, 2010 in support of the U.S. Department of Transportation (USDOT) Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations signed on March 11, 2010 by Ray LaHood, U.S. Secretary of Transportation. Resolution 2010-06, included in Appendix B, affirms the TPO's commitment to implement the USDOT Policy Statement for transportation projects in Volusia County and the cities of Flagler Beach and Beverly Beach in Flagler County.

### **Bicycle & Pedestrian Facilities**

Bicycle and pedestrian facilities provide expanded recreational opportunities for residents and visitors alike. Trail systems throughout Florida generate millions of dollars for state and local economies by attracting visitors from surrounding counties and states. The TPO works with numerous government agencies, including Volusia County, to incorporate the trail vision into the functional aspects of the TPO planning efforts on a regional and local level.

An example of this collaboration on a regional level is the planned St. Johns River to the Sea Loop Trail. At 260 miles, it will be the longest loop trail in Florida. The St. Johns River to the Sea Loop Trail will pass through Brevard, Flagler, Putnam, St. Johns and Volusia counties. The loop trail is expected to break ground in 2013, to coincide with the 500<sup>th</sup> anniversary of the founding of America by Ponce de Leon. Another example of regional collaboration is the East Central Florida Regional Rail Trail. A map of the St. Johns River to the Sea Loop Trail is included in Appendix C.

### **Bicycle & Pedestrian Statistics**

Volusia County crash statistics provided by the Florida Department of Highway Safety and Motor Vehicles for 2000 to 2009 indicate a trend of decreasing pedestrian injuries in Volusia County and in Florida. In 2000, Volusia County recorded 235 pedestrian injuries, compared with 7,782 statewide. In 2009, pedestrian injuries had been reduced to 211 in Volusia County and 7,676 statewide.

The trend for pedestrian fatalities is mixed in Volusia County and statewide. In 2000, Volusia County recorded 17 pedestrian fatalities, compared with 506 statewide. Pedestrian fatalities increased in Volusia County slightly during 2001 and 2002 before holding steady in 2004 and 2005. Toward the end of the decade, there was a decline to 14 before spiking up to 20 in 2009. Statewide, pedestrian fatalities rose, then declined to 482 by 2009.

From 2000 to 2009, the trend for bicycle injuries decreased in Volusia County and statewide. In 2000, Volusia County recorded 169 bicycle injuries, compared with 4,585 statewide. By 2009 only 147 bicycle injuries were recorded in Volusia County and 4,376 statewide. The trend for bicycle fatalities showed a slight increase over the 10 year period. In 2000, Volusia County recorded 2 bicycle fatalities, compared with 83 statewide. By 2009, Volusia County recorded only 1 bicycle fatality, compared with 100 statewide. It should be noted that the Florida population has increased by 17.7% over the 10 year period.



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**Table 1 – Volusia County Bicycle and Pedestrian Crash Statistics**<sup>1</sup>

Year	Pedestrian Injury History		Pedestrian Fatality History		Bicycle Injury History		Bicycle Fatality History	
	Volusia	Florida	Volusia	Florida	Volusia	Florida	Volusia	Florida
2000	235	7,782	17	506	169	4,585	2	83
2001	223	7,894	18	510	184	4,476	4	107
2002	227	7,447	20	484	187	4,970	2	108
2003	240	7,449	16	509	172	4,991	2	95
2004	223	7,551	17	504	167	4,820	1	119
2005	208	7,975	17	576	142	4,515	1	119
2006	235	7,754	16	546	134	4,227	2	124
2007	230	7,529	14	530	161	4,303	3	121
2008	230	7,878	15	502	138	4,380	3	118
2009	211	7,676	20	482	147	4,376	1	100

1) Source: Florida Traffic Safety Facts, published by the Florida Department of Highway Safety and Motor Vehicles, 2000, 2006, 2010

Flagler County crash statistics provided by the Florida Department of Highway Safety and Motor Vehicles from 2000 to 2009 indicate a trend of decreasing pedestrian injuries. In 2000, Flagler County recorded 235 pedestrian injuries, compared with 7,782 statewide. The trend decreases steadily to 2009, when only 211 pedestrian injuries were recorded, compared with 7,676 statewide.

The trend for pedestrian fatalities also decreased in Flagler County from 2000 to 2009. In 2000, 2 pedestrian fatalities were recorded in Flagler County, compared with 506 statewide. By 2009, only 1 pedestrian fatality was recorded in Flagler County, compared with 482 statewide.

The trend for bicycle injuries showed a decrease in Flagler County from 2000 to 2009. In 2000, 169 bicycle injuries were recorded in Flagler County, compared with 4,585 statewide. By 2009, 147 bicycle injuries were recorded in Flagler County, compared with 4,376 statewide.

The trend for bicycle fatalities held steady in Flagler County from 2000 to 2009. In 2000, no bicycle fatalities were recorded in Flagler County, compared with 83 statewide. By 2009, no bicycle fatalities were recorded in Flagler County, compared with 100 statewide. It should be noted that Flagler County was one of the fastest growing counties in the United States during the last 10 years.

**Table 2 – Flagler County Bicycle and Pedestrian Crash Statistics**<sup>1</sup>

Year	Pedestrian Injury History		Pedestrian Fatality History		Bicycle Injury History		Bicycle Fatality History	
	Flagler	Florida	Flagler	Florida	Flagler	Florida	Flagler	Florida
2000	7	7,782	2	506	8	4,585	0	83
2001	15	7,894	0	510	6	4,476	1	107
2002	7	7,447	1	484	12	4,970	1	108
2003	16	7,449	3	509	9	4,991	1	95
2004	21	7,551	1	504	15	4,820	1	119
2005	19	7,975	2	576	13	4,515	1	119
2006	18	7,754	0	546	13	4,227	1	124
2007	32	7,529	0	530	18	4,303	0	121
2008	19	7,878	4	502	15	4,380	1	118
2009	29	7,676	1	482	6	4,376	0	100

1) Source: Florida Traffic Safety Facts, published by the Florida Department of Highway Safety and Motor Vehicles, 2000, 2006, 2010

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## Volusia TPO Bicycle & Pedestrian Program

The Volusia TPO's (TPO) Bicycle & Pedestrian Program consists of the Bicycle & Pedestrian Coordinator, Bicycle/Pedestrian Advisory Committee (BPAC), Bicycle/Pedestrian Plan, Bicycle/Pedestrian Projects and Community Safety Programs.

### **Bicycle & Pedestrian Coordinator**

The Volusia TPO has designated a Bicycle and Pedestrian Coordinator to address safety and planning issues and to work towards improving the conditions faced by the traveling public. The coordinator accomplishes this through the active participation in several organizations. The TPO Bicycle and Pedestrian Coordinator maintains an ongoing dialogue with county and municipal planning agencies, local advocacy groups, representatives from Volusia County schools and other organizations that share a common interest in providing a safe environment for non-motorized travel. The TPO supports federal transportation policy aimed at increasing non-motorized transportation while simultaneously reducing injuries and fatalities. The coordinator also promotes the continued expansion and upgrade of existing sidewalks, bike paths, bike lanes, and trails that accommodate the various needs and desires of the bicycling and walking community. In addition to these activities, the TPO Bicycle and Pedestrian Coordinator maintains an ongoing dialogue with county and municipal planning agencies, local advocacy groups, representatives from Volusia County Schools, Volusia County Health Department and other organizations that share a common interest in providing a safe environment for non-motorized travel. In doing this, the TPO supports federal transportation policy aimed at increasing non-motorized transportation while simultaneously reducing injuries and fatalities. The coordinator also promotes the continued expansion and upgrade of existing sidewalks, bike paths, bike lanes, and trails that accommodate the various needs and desires of the bicycling and walking community.

### **Bicycle/Pedestrian Advisory Committee (BPAC)**

The Bicycle/Pedestrian Advisory Committee (BPAC) makes recommendations to the TPO Board on bicycle and pedestrian related transportation issues and policy. The BPAC consists of private citizens and technical professionals appointed by the TPO Board. Nineteen (19) voting members are private citizens. Nonvoting members consist of city representatives, highway and transportation planners, professional engineers, and those technical personnel made available by the various municipalities. Planning efforts and technical reviews are completed through the BPAC. The BPAC reviews and prioritizes project applications and determines the evaluation criteria for bicycle/pedestrian projects. The BPAC reviews bicycle/pedestrian planning studies and participates in community events promoting bicycle and pedestrian safety.

### **Bicycle/Pedestrian Plan**

The Volusia TPO's Bicycle and Pedestrian Comprehensive Plan incorporates the planned bicycle/pedestrian networks as provided by the local jurisdictions, the Volusia County Proposed Trails Network, TPO staff and BPAC members. The Bicycle/Pedestrian Plan was adopted on January 25, 2005. The Plan, included in Appendix D, created a GIS database that brought together all existing and planned facilities in the area. The Plan included the existing and the planned connections to schools, parks, city centers, libraries, and other similar destinations. The TPO Bicycle/Pedestrian Facilities Map was completed in November 2009. The facilities map, included in Appendix E, shows TPO projects arranged by funding category that have been studied, are underway or completed.

# DRAFT

Safety promotion, education and injury prevention goals are emphasized through the TPO Safety Awareness Day Events and involvement in the East and West Volusia Community Traffic Safety Teams and Volusia/Flagler Safe Kids Coalition. These organizations sponsor bicycle rodeos, Walk to School Day, and other events that seek to increase awareness of transportation safety issues.

## **Bicycle/Pedestrian Projects**

The TPO provides assistance to local governments by providing federal funds to help plan, design and build sidewalk/trail projects. The TPO uses Surface Transportation Program (STP) Extra Urban (XU) federal funds to hire consultants to perform bicycle & pedestrian feasibility studies for projects on the XU List of Prioritized Bicycle/Pedestrian Projects. Federal funds are combined with local matching funds to program projects in the Florida Department of Transportation's 5 year work program through the construction stage.

The TPO is starting a program to provide *Master Planning Assistance for Smaller Communities* in 2011. The program is aimed at the communities of Beverly Beach, Flagler beach, Lake Helen, Oak Hill and Pierson. The BPAC and TPO staff will be working with these communities to help them develop bicycle & pedestrian master plans for adoption by their governments. The master plans will identify bicycle & pedestrian projects that can be submitted for the TPO's Annual Call for Projects.

The *Volusia County Bicycling Map for the Experienced Cyclist* was the first county wide bicycling map for Volusia County. It was completed by the BPAC and TPO staff in 2009. The map was developed in cooperation with the Florida Bicycle Association, Florida Freewheelers Bicycle Club, Bike Florida, Inc. and local governments in Volusia County.

## **Community Safety Programs**

As part of its efforts to develop and expand a network of safe pedestrian and bicycle facilities, the TPO has authorized the *Bicycle & Pedestrian School Safety Review Study*. The study is funded by the Florida Department of Transportation (FDOT), with input from the Volusia County School Board and local governments. The *Bicycle & Pedestrian School Safety Review Study* assessments have been completed on over forty-five (45) elementary, middle schools and new school sites. The TPO started the first phase of the *Bicycle & Pedestrian School Safety Review Study* in 2003. The main goal of the study is to analyze safety issues for students who walk or bicycle to and from school and to provide recommendations for improvement. Other goals of the study are to encourage coordination among stakeholder agencies and to provide project ideas for future funding opportunities. Assessments for 4 additional elementary schools and 13 middle schools began in January 2010 and are scheduled for completion in July 2011.

The federal Safe Routes to School (SRTS) Program was created to reduce the number of children hit by cars, reduce traffic congestion around schools, improve children's physical activity & health, reduce air pollution and reduce costs related to school bus transportation. The State of Florida received approximately \$27.8 million through 2009 and \$9.7 million in 2010 from the federal government for Safe Routes to School Projects. The TPO collaborates with the Community Traffic Safety Teams and Volusia County School Board and local governments to compete for Safe Routes to School funding of sidewalk/trail projects. The TPO is a member of the Florida Network of the SRTS National Partnership. The SRTS National Partnership is a network of more than 500 nonprofit organizations, government agencies, schools and professionals working together to advance the SRTS movement in the United States. The mission of the SRTS National Partnership is to advocate for safe walking and bicycling to and from schools, and in daily life, to improve the health and well-being of America's children and to foster the creation of livable, sustainable communities.

# DRAFT

The TPO conducts Bicycle Safety Awareness Programs that include fitting bicycle helmets. Bicycle helmets are purchased by the TPO and awarded by the Bicycle Helmet Promotion Program from the Florida Department of Health. The bicycle helmets are fitted and donated to individuals free of charge. Over the past 6 years, the Volusia TPO has fitted over 4,000 bicycle helmets. The helmets are fitted at public events such as the TPO Safety Awareness Day, Port Orange Family Days Festival and the Univision/Telefutura Community Health Fair. The TPO participates in and provides technical support for bicycle rodeos. Equipment for setting up and running rodeos is owned by the TPO. This equipment includes cones, ropes, miniature stop signs, visual obstacle posters, instructional videos and materials.

Workshops promoting bicycle and pedestrian safety are hosted by the TPO. The workshops are interactive and provide the latest information to engineers, planners, law enforcement personnel, safety professionals and interested citizens.

The *Walk and Ride Bicycle & Pedestrian Safety Video* is a TPO project funded by the Florida Safe Routes to School Program and produced by WDSC-TV Channel 15. The video and accompanying public service announcements promote safe practices for walking and biking. English and Spanish versions of the video are available. The Walk and Ride Bicycle & Pedestrian Safety Video was selected for a Bronze Telly Award in 2010.

The *Bicycle Safety Awareness Decal (It's The Law Decal)*, included in Appendix F, promotes Florida Statute 316.083 (1) – a statute that states the driver of a vehicle passing a bicycle or other nonmotorized vehicle must pass at a distance of at least 3 feet.

The TPO is starting a program to enhance pedestrian safety in 2012. The *Pedestrian Safety Enforcement Program* will be a collaborative effort between the TPO, Center for Education and Research in Safety (CERS), local law enforcement agencies and local governments. The purpose of the Pedestrian Safety Enforcement Program is to increase awareness of pedestrian safety laws and decrease crashes involving pedestrians crossing streets and intersections.

## Funding

Guidance provided by the Federal Highway Administration (FHWA) in interpreting the bicycle and pedestrian elements of SAFETEA-LU legislation states that “to varying extents, bicyclists and pedestrians will be present on all highways and transportation facilities where they are permitted.” It goes on to say that “it is clearly the intent of SAFETEA-LU that all new and improved transportation facilities be planned, designed, and constructed with this fact in mind.” Efforts made throughout the Volusia TPO area in the planning and development of bicycle and pedestrian facilities both as a sub-component of other road improvements, or as stand-alone projects, clearly demonstrate the recognition of these requirements. In addition to the guidance provided by SAFETEA-LU for state highway projects, the Volusia County Comprehensive Plan addresses bicycle and pedestrian facilities on County maintained roads. The County’s plan states that as improvements are initiated “every effort will be made to include sidewalks, bike lanes, and/or paved shoulders to accommodate the mobility needs of both bicyclists and pedestrians.”

The amount of funding allocated towards the construction of bicycle and pedestrian facilities is also an indicator of the sincere efforts to integrate bicycle and pedestrian facilities into mainstream transportation planning. In 1997, the Volusia TPO dedicated only 3% of its Surface Transportation Program (STP) Extra Urban (XU) funding towards bicycle and pedestrian facilities. Understanding the need to create real multimodal travel opportunities, the TPO supported an increase in the STP “set-aside” to 5% in 1998. The TPO Board raised the level to 12.5% in 1999 and 30% in 2005. While the



# DRAFT

amount of funding in this category varies, the approximate total of 30% of the TPO's XU funds is \$1.2 million annually (which is matched 50/50 with local governments for an approximate annual total of \$2.4 million in federal and local funds).

In addition, funding on the state level is available through a safety set-aside that reserves 10% of the State's STP apportionment to address safety improvements to the transportation infrastructure. Historically, in Volusia County, the Community-Wide Traffic Safety Teams have identified and recommended projects that receive funding through this program. FDOT also provides financial support through the Transportation Enhancement Program (TEP). Projects selected for the TEP are prioritized by the TPO with the following 12 categories eligible for TEP funds:

1. Provision of facilities for pedestrians and bicycles
2. The provision of safety and educational activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites
4. Scenic or historic highway programs, (including the provision of tourist and welcome center facilities
5. Landscaping and other scenic beautification
6. Historic preservation
7. Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums

Volusia County government also allocates a portion of the local funds available for the road program to bicycle and pedestrian facilities. This allocation is approximately \$250,000 annually. During the long-range planning horizon the Volusia TPO will continue to enhance the safety and convenience of non-motorized forms of travel. To accomplish this, it will be important for the Volusia TPO to update the Bicycle and Pedestrian Comprehensive Plans to include clear and attainable goals and objectives. These plans will provide a logical framework for the continuation of successful programs and strategies as well as the incorporation of new techniques that will improve the overall environment for all travel modes.

## **Future Direction**

The future direction of bicycle & pedestrian transportation will involve progress in the following three areas: Public Transportation, Active Transportation and Communities Designed for Health and Safety.

The Centers for Disease Control and Prevention (CDC) has identified transportation policies that can have a profound positive effect on health. Transportation systems have an impact on quality of life and health. Public transportation systems reduce the need for single occupancy vehicle trips, reduce vehicle emissions and provide transportation access to people with physical, economic and other limitations that prevent the use of single occupancy vehicles. Public transportation systems are offering ride sharing and encouraging people to commute to work and other destinations. In 2010, the Florida Department of Transportation initiated the reThink Commuter Assistance Program in Central Florida. The reThink Program uses a database to match people who commute by carpool, vanpool or bikepool.

# DRAFT

In the future, an expansion of public transportation, commuter assistance programs and commuting is likely. The CDC recommends establishing a federal policy through federal agencies and nongovernmental organizations that would promote bicycling and walking to public transportation stations by making connecting trips easier, faster and safer by (Prevention, Centers for Disease Control and, 2010):

- Providing bicycle storage at public transportation stations, bus stops and city car-hare point of departure locations
- Assessing and addressing safety hazards for pedestrians and bicyclists through safety measures such as well-lighted crosswalks and signal timing and integrating those safety enhancements for pedestrian and bicycle access to public transportation stations, bus stops, and city car-share locations
- Roving barriers to pedestrians and bicyclists on roads and intersections near public transportation stations and bus stops
- Enhancing the public transportation system to accommodate bicyclists and pedestrians

Active transportation systems connect places where people live, work, shop, play and learn with safe and convenient walking and bicycling facilities. Some of the CDC recommendations to promote active transportation are (Prevention, Centers for Disease Control and, 2010):

- Support active transportation infrastructure, such as:
  - Well-lit sidewalks, shared-use paths, and recreational trails
  - Safe roadway crossings
  - Creation of bicycle-supporting infrastructure including shared-use paths and interventions that reduce motor vehicle traffic and vehicle speed on neighborhood streets (e.g. bicycle boulevards)
  - Safe pedestrian and bicycling connections to public transportation
  - Safe and convenient pedestrian and bicycling connections to public park and recreation areas
- Increase opportunities for physical activity by devoting increased resources to non-motorized transportation options.
- Consider incentives for states and regions that reduce vehicle miles traveled per capita and implement active living environments that promote walking and bicycling, using public transportation, and reducing air pollution (including greenhouse gas emissions).
- Comprehensive street design measures, such as “complete streets,” which provide safe and convenient travel for all users of the street, such as expanding space for bicycle lanes and sidewalks, placing bus stops in safe and convenient locations, and making improvements accessible for disabled users
- Bring health, transportation and community planners together to develop safe, convenient, and complete pedestrian and bicycle master plans, including an inventory of current sidewalks, bicycle facilities, recreational trails, and shared-use paths, which can be incorporated into city general plans and capital improvement programs

# DRAFT

- Work with state and local transportation planning officials to integrate and enforce use of pedestrian and bicycle design guidelines and evidence-based safety standards into transportation planning practice and support evaluation of innovative designs
- Bring together specialists in transportation, energy, community planning and health to establish federally recommended guidelines for the inclusion of active transportation infrastructure in building and development efforts
- Explore opportunities for increasing availability of funds for establishing active transportation initiatives

In the future, communities will promote good health and safety by integrating transportation networks, streets and zoning/land use policies into design work. The CDC encourages communities designed for health and safety. Some of the CDC recommendations are (Prevention, Centers for Disease Control and, 2010):

- Government and non-government organizations develop and implement model transportation and land use planning policies that encourage transit-oriented and mixed-use developments
- Dense networks of connected streets which serve the needs of all transportation modes; for example, adopting measures such as “complete streets”
- Roads that include robust infrastructure for bicycling and walking while mitigating the potential adverse effects of motor vehicle travel
- Design and locate destinations for children (such as schools, parks, and libraries) within neighborhoods so that children can reach destinations without having to cross busy streets
- Design streets to reduce motor vehicle speeds and minimize pedestrian and bicycle injuries
- Implement multimodal level of service indicators as performance measures for roadways that include measurements of pedestrian, bicyclists, and public transportation operability
- Increase the adoption of motor vehicle technologies that reduce injuries to pedestrians, such as bumpers designed to minimize pedestrian injury
- Support motor vehicle design efforts to incorporate features that reduce the likelihood of injury to occupants of other vehicles, bicyclists and pedestrians (Prevention, Centers for Disease Control and, 2010)

# DRAFT

## Appendices

- Appendix A: U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations March 11, 2010
- Appendix B: Volusia TPO Resolution 2010-06
- Appendix C: St. Johns River to the Sea Loop Trail Map
- Appendix D: Volusia TPO Bicycle/Pedestrian Plan
- Appendix E: Volusia TPO Bicycle/Pedestrian Facilities Map
- Appendix F: "IT'S THE LAW" Decal

## Works Cited

- Florida Department of Highway Safety and Motor Vehicles. (2010). *Florida Traffic Safety Facts*. Tallahassee: Florida Department of Highway Safety and Motor Vehicles.
- Prevention, C. f. (2010). *CDC Recommendations for Improving Health through Transportation Policy*. Atlanta: National Center for Environmental Health.

**A RESOLUTION OF  
THE FLORIDA GREENWAYS AND TRAILS COUNCIL  
RECOGNIZING  
THE ECONOMIC VALUE OF TRAILS AND GREENWAYS TO FLORIDA**

WHEREAS, Florida residents and visitors have access to over 8,000 miles of land-based trails and nearly 4,000 miles of water trails; and

WHEREAS, Florida is home to popular long distance, destination trails including the congressionally designated Florida National Scenic Trail, the Florida Circumnavigational Saltwater Paddling Trail, the Florida Keys Overseas Heritage Trail, the Marjorie Harris Carr Cross Florida Greenway, the Lake Okeechobee Scenic Trail, and the longest segment of the East Coast Greenway, a national trail that connects Calais, Maine to Key West; and

WHEREAS, Florida was recognized in 2008 by American Trails, a national non-profit organization, as Best Trails State in America for its commitment to an outstanding statewide system of greenways and trails; and

WHEREAS, in 2009, Florida's official state trails and the Cross Florida Greenway experienced the highest annual visitation ever with over 4 million visits, generating an estimated \$95 million of economic impact; and

WHEREAS, 65% of Florida visitors include nature-based activities in their travel, and 80% of Florida residents suggest nearby natural, cultural and historical sites to out-of-state friends or family when they visit; and

WHEREAS, due to the high demand for trail information by visitors, VISIT FLORIDA has partnered with the Office of Greenways & Trails and other organizations to create four highly popular trail guides, and is currently developing a major presence for trails on VISITFLORIDA.com to be launched in Fall, 2010; and

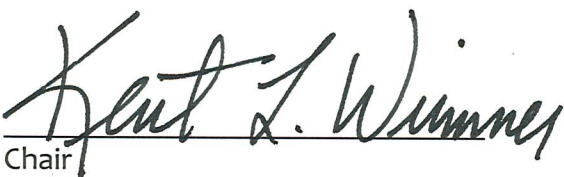
WHEREAS, according to the National Association of Homebuilders, trails are the most sought after community amenity that Americans seek when buying a home, as reflected by Florida's Lakewood Ranch development, a recipient of the 2008 American Trails Developer Award, where 80% of residents use the community's 150 mile network of trails and sidewalks; and

WHEREAS, trails economically benefit the towns that they pass through, as evidenced by the increase in downtown occupancy rates from 30% to 95% in Dunedin following the establishment of the Pinellas Trail, which has been described as an "economic engine" for the community; and

WHEREAS, recognizing the particular value of long distance, loop trails in Florida's economy, the chairs of the St. Johns, Flagler, Volusia, Brevard, and Putnam county commissions and Florida Congressman John Mica signed a Memorandum of Agreement committing to the development of the 260-mile St. Johns River to the Sea Loop Trail; and Wakulla, Leon and Franklin counties, are partnering with agencies and local communities to create the 120-mile Capital City to the Sea Loop Trail;

NOW THEREFORE, BE IT RESOLVED that the Florida Greenways and Trails Council does hereby recognize the economic value of trails and greenways to Florida, and particularly the emerging value of long distance, destination trails and greenways and the extension and linkage of trails and greenways into longer systems.

Approved by the Florida Greenways and Trails Council on February 11, 2010.

  
Chair

  
Vice Chair



## Florida SRTS Updates

By Pat Pieratte

Florida SRTS Coordinator

([pat.pieratte@dot.state.fl.us](mailto:pat.pieratte@dot.state.fl.us), 850-245-1529)

March 24, 2011



### Florida Updates: State

**SRTS Project Updates:** The Districts and I have been working hard, with the assistance of UF student Doug McDuffie and National Center for SRTS consultant James Elliott, to finish compiling information on all of Florida's SRTS projects.

There are at least two major reasons we need this information. We need to keep the National Center for SRTS updated on our projects for their new interactive SRTS projects map (see article under National news). And we need to provide accurate data for the Pool Funded Study on SRTS which Florida is participating in, along with the states of Washington, Mississippi, Wisconsin and Texas. The purpose of the study is to compare the states' approaches to the SRTS program and their related successes so some recommendations for Best Practices can be made.

I am happy to report that most of the data is now complete, and we are just trying to tie up some loose ends. We have been struggling with this project for several years. The FDOT Work Program contains a wealth of information, but it's not easy to figure out what information is available, what is most useful and how to obtain the data we need. We ended up deciding that it was easier to produce separate charts for Infrastructure projects and Non-infrastructure programs. Once the master Excel charts are complete, it will be much easier to request just the new projects each quarter and insert them into the master charts.

#### Crossing Guard Program Updates:

- As announced earlier, Florida School Crossing Guard Program Administrator Providance Nagy and I will be giving a webinar entitled "Lessons from Florida's Crossing Guard Program" at 1:00 Tuesday, April 12. We are very proud of Florida's Crossing Guard Program, which is a model for the nation. This webinar is also very timely, as we have recently been getting a lot of questions about our program from other states. You can register for this webinar at: <https://www1.gotomeeting.com/register/948654561>
- We have reached a milestone in the development of the online trainer training. We finally finished our re-working of the curriculum topics and handed the project back to our consultant, Florida Center for Interactive Media. The Pedestrian/Bicycle team in this office began to realize that you can't just translate in-person training to online training. As a result, we have done a lot of re-thinking about what is most important to present in the online course, and re-working the order and manner in which the topics are discussed. For instance, with the in-person training, relevant pedestrian, bicyclist and driver laws are handled in their own module. But we decided it would work better to introduce relevant laws when we are discussing crash types and other topics which relate closely. We are hoping that this approach will enable the participants to remember the concepts behind the laws and relate them to the work they do.

**Florida Bike Summit:** Several of us attended the annual Florida Bike Summit today, and enjoyed it a lot. It was a great opportunity to re-connect with colleagues from around the state and meet new supporters of bicycling. Florida Bicycle Association's new Executive Director Tim Bustos was there, and it was fun catching up with him. Also, the FBA Annual Awards were announced. Several of the awards went to people who are very involved in the SRTS movement. At the risk of forgetting someone (the awards are not yet listed on the FBA website), I'll try to remember:

- Bevin Maynard from Tampa Safe Kids won Bicycle Professional of the Year
- John Egberts from the Florida Traffic and Bicycle Safety Education Program won Bicycle Educator of the Year
- Peter Hsu and Lori Snively from FDOT District 7 won Supportive Agency of the Year
- The Bike Safe Program, based at University of Miami won Program of the Year

Congratulations to everyone who received their much-deserved awards. The FBA website [www.floridabicycle.org/](http://www.floridabicycle.org/)



should have the complete listing of awardees soon.

## Florida Updates: Local

**SRTS Kickoff Reception:** On March 21, All Children's Hospital and Safe Kids Manatee held a "Milk and Cookies" reception to introduce Manatee County's SRTS program and Walking School Buses. The reception was held Monday afternoon at Samoset Elementary School in Bradenton. A write-up of the event said, in part:

*On March 21, six Manatee County Schools celebrated the kick off of Manatee Walk and Roll with a "Milk and Cookie Reception". District One's very own Stan Cann presented Manatee County Schools and All Children's Hospital, an oversized check for the first year's funding.*

*The Manatee Walk and Roll Program, by All Children's Hospital, Inc., includes classroom curriculum, school assemblies and PTA/PTO presentations that are coordinated by 2 part time instructors. These educational efforts are reinforced with experiential programs such as "walk to school" day events, walking school buses, bicycle trains and bicycle rodeos. The combination provides opportunities to learn the needed skills to travel safely.*

The keynote speaker was Judge Karl Grube, Senior Trial Judge, who has long been a supporter of SRTS programs. A Mini-Assembly "It's Cool to Walk and Bike to School" was presented by SRTS Pinellas.

**City of Orlando hosts a Day-Long Let's Move! Celebration:** In the February 28 Update, I reported on the Orlando Let's Move Celebration, which has now received national recognition on the Let's Move website.

*Last Tuesday the City of Orlando celebrated the anniversary of First Lady Michelle Obama's Let's Move! Campaign with an incredible day full of events that was an unqualified success from all perspectives.*

*The day began with a gathering at city hall hosted by Orlando Mayor Buddy Dyer, where HHS Regional Health Administrator RADM Clara Cobb set the stage for the event by sharing the history of Let's Move and how it directly related to children's health.*

*Administrator Cobb, gave opening remarks which were followed by a keynote message from the President's Council on Fitness, Sports and Nutrition Member Dr. Stephen McDonough, who congratulated the Orlando community for its fine work to reduce obesity, while warning that it would take a generation committed to change to stop what has become an alarming trend ...*

Read the rest of the article at: <http://www.letsmove.gov/blog/2011/02/10/city-of-orlando-hosts-a-day-long-let%E2%80%99s-move-celebration/>.

## News from Other States and Countries

**New Jersey Safe Routes Scoop:** The latest issue of this newsletter is now available, and is an issue that many SRTS Update readers will find interesting. Most of the articles focus on the Engineering E of SRTS, which often needs more explanation than the other E's. The article [Encouraging Active Travel Though Engineering](#) begins:

*Have you ever wondered how to make your child's trip to school safer? Do cars whiz through your neighborhood at excessive speeds? Do signs adequately warn motorists that they are likely to encounter young bicyclists and pedestrians on their way to school? Are local sidewalks and crosswalks safe? Are some roads simply too wide for a young person to cross?*

*All of these questions can be answered through engineering, one of the five "E"s of Safe Routes to School programs. An engineering approach to SRTS incorporates operational and physical improvements to the transportation infrastructure surrounding schools to reduce speeds and conflicts with motor vehicles, as well as establish safer crosswalks and pathways. To better understand what types of treatments are available, we explore some common engineering solutions to help communities overcome barriers to safe walking and bicycling to school.*

Other articles of particular interest are (click on the links to read the articles):

- [Transportation Engineering Design Manuals: What They Do](#)
- [How to Save the World, One Sidewalk at a Time](#)

In addition, a New Jersey-based article [The Ins and Outs of Sidewalks in New Jersey](http://policy.rutgers.edu/VTC/bikeped/Safe_Routes_Scoop/Vol4_Issue2/index.html) may be of interest. Although the details discussed are specific to New Jersey, many of the concepts are universal. Read more at: [http://policy.rutgers.edu/VTC/bikeped/Safe\\_Routes\\_Scoop/Vol4\\_Issue2/index.html](http://policy.rutgers.edu/VTC/bikeped/Safe_Routes_Scoop/Vol4_Issue2/index.html).

## National News

**SAFETEA-LU Funding Extended through September 30, 2011:** We are pleased to report that all transportation programs under SAFETEA-LU, including SRTS, have been funded at the 2009 levels through this September. All other federal funding is still limping along on short-term extensions, but it is especially important to know what the future holds for transportation funding, since these projects require a long-term planning and implementation process. There are ongoing efforts to have a new Transportation Bill before October 1. We will continue to keep you posted.

**Florida Featured in March 2011 Safe Routes to School E-News:** Heather Murphy from the Florida SRTS Network project and I provided information for this newsletter. Here is the final article:

***Florida Safe Routes to School Accepting Applications through March 31:*** Florida network focused on Complete Streets, school siting and supporting work of CPPW projects

*Florida's Safe Routes to School program has been implemented largely through seven district offices. By using this decentralized implementation method, 185 projects, including bike racks, sidewalks and multi-use trails, have been identified for funding. Florida is now in an open call for applications for infrastructure projects, through March 31, 2011. Districts have flexibility with their non-infrastructure programs, but most establish a district-wide program or accept proposals until funding is committed.*

*Florida's school crossing guard program, created in 1993, has been updated in recent years. Representatives from other states have attended training courses, and Florida has been asked to present a webinar on the program for the National Center for Safe Routes to School in April 2011.*

*Florida is fortunate to have three "Communities Putting Prevention to Work" (CPPW) programs that focus efforts on walking and bicycling to school. The Florida Department of Health is implementing walking school bus projects statewide. Miami-Dade County and Pinellas County have regional CPPW programs, focusing efforts on walking and bicycling to school as ways to prevent obesity, increase physical activity and promote safety. All these programs encourage local policies to support walking and bicycling. The Florida Safe Routes to School state network supports the work of these CPPW projects and provides an opportunity for updates during monthly network calls, which are advertised to 100 plus partners in Florida.*

*Other focus areas of the Florida network are Complete Streets, which is being addressed through the Regional Planning Councils, and school siting, which was the topic of a presentation given by the Safe Routes to School coordinator at the recent Florida Educational Facilities Planners Association Conference.*

*For more information on the Florida Safe Routes to School program, contact Pat Pieratte, Safe Routes to School coordinator at [Pat.Pieratte@dot.state.fl.us](mailto:Pat.Pieratte@dot.state.fl.us). For more information on the Florida Safe Routes to School state network project, contact Heather Murphy, State Network organizer, at [florida@saferoutespartnership.org](mailto:florida@saferoutespartnership.org).*

**New Interactive SRTS Project Map:** Austin Brown from the National Center for SRTS said in a recent e-mail:

*...the National Center is happy to announce that we have launched the interactive map that graphically displays the federally-funded awards and schools in your state. You may view the map at <http://maps.saferoutesinfo.org/>. The map allows you to zoom in and search by a variety of criteria by using the menu bar at the top...*

*...please play around with the map, and send comments and suggestions about the map's functionality (how it works) to [maps@saferoutesinfo.org](mailto:maps@saferoutesinfo.org). We want your feedback; please help us to make this a great map.*

Please note that the map is in Beta or testing mode, so some problems are inevitable at this point. If you see any problems, please send a quick e-mail to the e-mail address listed above, so the problems can be corrected.

**Carbon Footprint Calculations:** If you want to get children involved in figuring out the environmental benefits of SRTS programs, here is one way to calculate your carbon footprint and compare the effects of walking or biking to school with driving: <http://calculator.carbonfootprint.com/calculator.aspx?tab=4>.



Or you can sign into the Florida-based “Feet Not Fuel” website and use their calculator: <http://www.feetnotfuel.com/>. This cute website which comes from Brevard County is very interactive and fun. Take a look!

**Bicycle and Pedestrian Curricula Guide: Making the Case for Bicycle and Pedestrian Youth Education:** The overview from this new guide from the SRTS National Partnership begins:

*A basic understanding of bicycle and pedestrian safety skills can play an important role in the health and growth of today’s students into adulthood. Children are pedestrians their entire lives and bicycling is increasing in popularity; providing them the tools to do so safely should be of the utmost importance to parents, educators and community members. Just as schools teach mathematics to support students in making good financial decisions and teach technology to help students navigate the increasing reliance on computers, walking and bicycling, it could be argued, are skills and habits that every child and adult will use throughout life, so everyone should learn to do it safely and efficiently.*

I haven’t had an opportunity to review this new Guide in any detail, but several Florida-based programs are reviewed. Read more at: [http://www.saferoutespartnership.org/media/file/Curr\\_Guide\\_2011\\_lo.pdf](http://www.saferoutespartnership.org/media/file/Curr_Guide_2011_lo.pdf).

**Recorded Webinar: Involving Bike Shops in Safe Routes to School:** In case you missed this webinar which was held on March 03, you can view a recording of the webinar and the slide presentation, and obtain a tip sheet on working with bike shops at: <http://www.saferoutespartnership.org/mediacenter/SRAM-Bicycling-Webinars>.

**Celebrate Screen-Free Week:** This article was adapted from materials presented by Screen-Free Week. Visit <http://www.commercialfreechildhood.org/screenfreeweek/resources.htm> for many resources. Be the first program in Florida to plan an event!

The Florida SRTS program is proud to be an official endorser of [Screen-Free Week](http://www.screenfree.org) (April 18-24), the annual celebration where children, families, schools, and communities turn off screens and turn on life. What would you and your family do with an extra 20, 30, even 50 hours a week? Please visit [www.screenfree.org](http://www.screenfree.org) to learn how you can get involved and join in the fun.

We all know that [children spend far too much time with screens](http://www.screenfree.org): an astonishing average of 32 hours a week for preschoolers and even more for older children. Excessive screen time is harmful for children—it’s linked to poor school performance, childhood obesity, attention problem, and the erosion of creative play.

Screen-Free Week (formerly TV-Turnoff) is a wonderful way to help children lead healthier, happier lives by reducing dependence on entertainment screen media—including television, video games, computers, and hand-held devices. By encouraging children and families to unplug, Screen-Free Week provides time for them to play, connect with nature, read, daydream, create, explore, and spend more time with family and friends. And, of course, Screen-Free Week isn’t just about snubbing screens for seven days; it’s a springboard for important lifestyle changes that will improve well-being and quality of life all year round!

Anyone can participate in Screen-Free Week simply by refraining from using screens for entertainment during the week of April 18-24, 2011. But experience tells us that it’s more fun – and more effective – to go Screen-Free with others. Since 1996, tens of thousands of parents, teachers, healthcare professionals, scout leaders and clergy have helped millions of children turn off screens and turn on life by organizing local Screen-Free Weeks.

Screen-Free Week organizers and their teams promote the week, reach out to community partners, get children and families to participate, and help them discover fun screen-free activities. You can organize a Screen-Free Week in a classroom, an entire school, with a scout troop, faith community, neighborhood association, at your local library or in any community or civic group. To learn how you can become a Screen-Free Week organizer, please visit [www.screenfree.org](http://www.screenfree.org).

**Bicycle Facilities and the Manual on Uniform Traffic Control Devices:** This online resource is for Engineers and Planners who are confused about the status of different bicycle facilities and designs in relation to the MUTCD. The resource covers signs and markings, signals and other treatments. Read more at: [http://www.fhwa.dot.gov/environment/bikeped/mutcd\\_bike.htm](http://www.fhwa.dot.gov/environment/bikeped/mutcd_bike.htm).

## Florida & National Calendar of Events & Training Opportunities

❖ Indicates new items      Calendar items are repeated until events are held      All times are Eastern unless noted

2011:

- **March 27-29 - [National Conference on Highway Safety Priorities: Lifesavers 2011](#)**: Phoenix, AZ. Click on the link for more information.
- ❖ **April 5, 2:00-3:00 pm, free Webinar: *Preventing Roadway Fatalities and Injuries***: This is part of the 4-part webinar series entitled *What Healthy Communities Need from their Transportation Networks*, sponsored by the American Public Health Association. The series covers how transportation systems impact health in diverse communities across the nation. More information and register at: <http://www.apha.org/advocacy/priorities/issues/transportation/Webinars.htm>. You can view the archived webinars in this series at the same link.
- **April 8: Deadline to submit a proposal to present at the SRTS National Conference.** [Submit a proposal to present a session](#) (presenters can save more than 65% on registration fees)
- ❖ **April 12, 1:00-2:00 pm: free Webinar: *Lessons from Florida's Crossing Guard Program***: Presenters will be Pat Pieratte, Florida SRTS Coordinator and Providence Nagy, Florida School Crossing Guard Program Administrator. More info and register at: <https://www1.gotomeeting.com/register/948654561>
- ❖ **April 28-29, Complete Streets Forum**, Toronto, ON (Canada). Info: Carrie Armstrong, Toronto Clean Air Partnership, 75 Elizabeth St, Toronto, ON, M5G 1P4; phone: (416) 392-0260; email: [carmstrong@cleanairpartnership.org](mailto:carmstrong@cleanairpartnership.org). More info: <http://tinyurl.com/5sfgy47>.
- ❖ **April 28-29, Streets as Places Training Seminar**, New York, NY. Info: Dana Kitze, Project for Public Spaces; email: [dkitizes@pps.org](mailto:dkitizes@pps.org). More info: <http://tinyurl.com/4hzamxh>
- ❖ **May 5-6, How to Turn a Place Around Training Seminar**, New York, NY. Info: Dana Kitze, Project for Public Spaces; email: [dkitizes@pps.org](mailto:dkitizes@pps.org). More info: <http://tinyurl.com/246oq3w>.
- ❖ **May 10-11, 2011 Transportation Planning, Land Use, and Air Quality Conference**, San Antonio, Texas. Info: Transportation Research Board; contact: Christine Gerencer, email: [CGerencer@nas.edu](mailto:CGerencer@nas.edu); <http://tinyurl.com/2bl3n3r>
- **May 15-19, National Scenic and Historic Trails Conference, Abingdon, VA.** Info: The Partnership for the National Trails System: More info: <http://tinyurl.com/2bl3n3r>.
- **May 18-20, 3rd International Conference on Roundabouts**, Carmel, IN. Info: <http://tinyurl.com/2b82jsr>.
- **May 22-25, National Main Streets Conference**: Des Moines, IA. Info: National Trust for Historic Preservation Main Street Center: <http://tinyurl.com/25ljpg4>.
- ❖ **May 18-20, 3rd International Conference on Roundabouts**, Carmel, IN. Info: <http://tinyurl.com/2b82jsr>
- ❖ **May 22-25, National Main Streets Conference**, Des Moines, IA. Info: National Trust for Historic Preservation Main Street Center. Info: <http://tinyurl.com/25ljpg4>.
- ❖ **May 23-26, 31st Annual National Recreation Resource Planning Conference**, Breckenridge, CO. Info: National Association of Recreation Resource Planners, P.O. Box 221, Marienville, PA 16239; phone: 814-927-8212; fax: 814-927-6659; email: [info@narrp.org](mailto:info@narrp.org). More info: <http://tinyurl.com/636szrw>.
- ❖ **June 1-4, CNU 19, Growing Local**, the 19th annual event from the Congress for the New Urbanism, Madison, WI. Info: <http://tinyurl.com/4569zes>.
- ❖ **June 9-10, 2011, Placemaking: Making It Happen**, New York, NY. Info: Project for Public Spaces, Dana Kitze. Info: <http://tinyurl.com/6zjddmp> or email: [dkitizes@pps.org](mailto:dkitizes@pps.org)
- **August 16-18, 3rd Safe Routes to School National Conference**, Minneapolis, MN. Watch for more info at: <http://tinyurl.com/ajk7jy>. Registration is now open.
- ❖ **September 7-8, Conference on Performance Measures for Transportation and Livability**, Austin TX. Info:

Tara Ramani, Conference Coordinator <[t-ramani@ttimail.tamu.edu](mailto:t-ramani@ttimail.tamu.edu)>; Katie Turnbull, Conference Planning Committee Chair [k-turnbull@tamu.edu](mailto:k-turnbull@tamu.edu). Info: <http://tinyurl.com/4pgecs>

## **Volusia TPO's Semi-Annual Call for Projects - Extended Deadline**

March 07, 2011

The Volusia TPO has extended the deadline for transportation project funding applications for the Priority Project Process to April 15, 2011. This will give the TPO's member governments four additional weeks to identify candidate projects and prepare funding applications. The original deadline was March 18. This is the first of two calls for projects for the 2011 calendar year. For this call, we will accept applications for feasibility studies and for project implementation. A second call for projects will be scheduled during the summer to receive applications for projects that have already undergone feasibility studies or do not require a feasibility study. Applications will be used by the VTPO and the Florida Department of Transportation to qualify and prioritize proposed projects for funding.

**The deadline for submittal of all project funding applications is 12:00 p.m. (noon) on Friday, April 15, 2011**