Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
January 9, 2019

Members Present:	**Representing:**
Doug Hall	Daytona Beach
Ted Wendler	DeLand
Michelle Grenham	Edgewater
Paul Eik, Vice Chairperson	Flagler Beach
Andrew Dodzik	Flagler County Alternate
Gilles Blais	Holly Hill
Nic Mostert	New Smyrna Beach
Bob Storke, Chairperson	Orange City
Robert Bullard	Ponce Inlet
Patrick McCallister	Volusia County, District 1
Nancy Burgess-Hall	Volusia County, District 2
Alice Haldeman	Volusia County, District 3
Jason Aufdenberg	Volusia County At Large Alternate

Non-Voting Technical Appointees Present:	**Representing:**
Wendy Hickey	Flagler County
Gwen Perney	Port Orange
John Cotton	Votran
Mike Ziarnek	FDOT
Eric Kozielski	Volusia County School Board
Melissa Winsett	Volusia County

Members/Technical Appointees Absent:	**Representing:**
Scott Leisen (excused)	Deltona
Heidi Petito/Bob Owens	Flagler County Public Transportation
Gayle Belin (excused)	Ormond Beach
Danielle Anderson	Palm Coast
Christy Gillis	South Daytona

Others Present:	**Representing:**
Debbie Stewart, Recording Secretary	TPO Staff
Stephan Harris	TPO Staff
Pamela Blankenship	TPO Staff
Lois Bollenback	TPO Staff
Colleen Nicoulin	TPO Staff
Kimberly Dixon	City of Daytona Beach
Keith Riger	City of DeLand
Lorena Cucek	FDOT
Charles Morrow	Flagler Beach Alternate
Joyce Case	Health Planning Council
Jesse Blouin	Inwood Consulting, Inc.
Maggie Ardito	St. Johns River to Sea Loop Alliance
Chris Daun	Volusia County, District 2 Alternate

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

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

II. Public Comment/Participation

There were no public comments.

III. Action Items

A. Review and Approval of November 14, 2018 BPAC Meeting Minutes

Mr. Daun stated there should be a correction on page 7 of the agenda, second paragraph; it should be the Yvonne Scarlett Golden Center.

MOTION: ***A motion was made by Mr. Hall to approve the November 14, 2018 BPAC meeting minutes as amended. The motion was seconded by Mr. Blais and carried unanimously.***

B. Review and Approval of Resolution 2019-## Amending the 2040 Long Range Transportation Plan (LRTP)

Mr. Harris referred to the amendment to the 2040 Long Range Transportation Plan (LRTP) on page 16 of the agenda and stated a revised resolution was sent yesterday that replaces the one in the agenda. The LRTP has to be cost feasible which means all the projects in the plan have to have funding designated. A PD&E study was started for the interchange at I-95 and Pioneer Trail and for the interchange at I-95 and LPGA Boulevard. For these projects to go into the design phase, they have to be funded in the LRTP. This amendment moves those projects from the Strategic Intermodal Systems (SIS) "unfunded" needs list to the SIS cost feasible "funded" list. It also addresses new planning requirements that will be implemented into the 2040 Long Range Transportation Plan (LRTP).

Mr. Aufdenberg asked what SIS is.

Ms. Bollenback replied it refers to Strategic Intermodal Systems which are the major roadway projects that carry national and statewide importance and the network established by FDOT; primarily the interstate system but it includes modal hubs and major corridors not on the interstate system.

Mr. Eik asked for clarification, Item C states "incorporate the FAST Act" and he asked what that stands for and if that is the performance measures that are now required.

Ms. Bollenback replied the FAST Act is the federal transportation bill named Fixing America's Surface Transportation System; that is the federal bill that made changes which added planning factors and requires the performance measures.

Mr. Bullard referred to "whereas" number 4 to include a financial plan; he asked if the financial plan included a cost/benefit analysis that was conducted by a third party independent entity.

Ms. Bollenback replied that a cost/benefit analysis is not done as part of the LRTP but FDOT does one on all projects they move forward for funding. She is not sure if that is done yet or if it is scheduled for later in the process.

Mr. Bullard asked if once that is done if it is brought before the committee.

Ms. Bollenback replied no; FDOT does not move forward if a cost/benefit threshold is not met. They do that for all expenditures.

Mr. Bullard asked where committee members could find that information.

Ms. Bollenback replied that Ms. Vickie Wyche, FDOT, would look into that and get back to him.

Mr. Bullard asked if the LRTP included involvement of local jurisdictions and their comprehensive plans in the formulation process or comment process.

Ms. Bollenback replied yes, through the committees here, through public outreach and sometimes presentations at the local jurisdictions; the public and local governments are involved in many different aspects of the development of the LRTP.

Mr. Bullard asked if there was a formal relationship enunciated by formal resolution between the local government entity performing the comprehensive plan and the MPO.

Ms. Bollenback replied there is a code of federal regulations that governs the LRTP and the content of the LRTP requires that it be consistent with all of the comprehensive plans; the TPO does some review but does not review in detail every city's comprehensive plan. The participation of the Technical Coordinating Committee and the participation of the local governments is where that occurs. If there is something that is inconsistent it is brought to staff's attention and brought into compliance. It does not specify whether one is above the other; if the city has to change their comprehensive plan or if the TPO has to change its LRTP. One example is the connector study from I-95 to the Greenway; some of the comments made prior to when the study began were not consistent with the comprehensive plan of Edgewater and other local governments which was acknowledged in the study reports; the TPO would not move forward because it was not consistent.

Mr. Bullard asked whose standards it was not consistent with.

Ms. Bollenback replied the project was not included or referenced in the local comprehensive plans at the request of the local government; to move forward with the project it would have to be included.

Mr. Bullard referred to the next "whereas" clause with respect to the two interchange projects and the current status; he asked if there has been any formal input with respect to the local comprehensive plan now, will it be after the PD&E study or will they offer comments during the decision making process.

Ms. Bollenback replied the I-95 and LPGA Boulevard interchange project includes making improvements to the existing interchange and should already be reflected in their comprehensive plan otherwise the development would not be happening. Regarding the I-95 and Pioneer Trail interchange, the rationale for that is New Smyrna Beach built their comprehensive plan including Venetian Bay contingent upon the interchange.

Mr. Bullard asked her to confirm and he would get back to her on that. He referred to the 30-day comment period and asked if comments that came in after that period would be included or if it is a solid cut-off date.

Ms. Bollenback replied this is an administrative change and not the project itself; this is making sure documents are in place to allow continued work; anytime in the life of the project comments are received but it depends on the significance of the comment or the issue. In terms of design more of the work is happening with the I-95 and Pioneer Trail PD&E study and for LPGA Boulevard it is a pre-screening; they are not doing a full PD&E study. Part of the intent of the study is to solicit public input as a component of the design of the project.

Mr. Bullard asked how many times will there be a 30-day comment period; he asked if the Pioneer Trail interchange will be a FDOT design build project.

Ms. Bollenback replied the contract FDOT has out for Pioneer Trail is for the PD&E and the design so the contract FDOT has with the consultant will move to design once funding is found. She is not sure how many more public comment periods they have built into that effort; they have had one public meeting.

Ms. Lorena Cucek, FDOT, stated the kick-off meeting for Pioneer Trail was just held and the next meeting will be an alternatives meeting where they will present options and the ability to comment on those alternatives.

Based on the comments, they will select an alternative to move forward with and further evaluate. A public hearing will be held with an opportunity to comment on the recommended alternative.

Mr. Eik referred to page 18 of the agenda; there is another indication that the changes have to incorporate performance measures and target setting. He asked what organization is responsible for preparing those measures and targets.

Ms. Bollenback replied FDOT has to develop measures and targets as well as the TPO; last January, the TPO set targets based on the data staff put together and next month there will be an annual update to those.

Mr. Daun referred to page 27, the safety performance measures and the heavy rate of pedestrian and bicyclist fatalities in our area; he asked for an explanation of the rolling average for non-motorized serious injuries.

Ms. Bollenback explained the TPO is required to measure a five-year rolling average; there is a graph that shows the actual number and a five-year rolling average. If the trend is up, the five-year rolling average is up and if the trend is down, then it will go down. It depends on what happens from one year to the next. The goal is to reduce the number of injuries and fatalities but the challenge is getting there. The TPO wants to reduce the number by 2% while the state goal is zero.

Discussion continued.

MOTION: ***A motion was made by Mr. Blais to recommend approval of Resolution 2019-## amending the 2040 Long Range Transportation Plan (LRTP). The motion was seconded by Mr. Hall and carried unanimously.***

C. Review and Recommend Approval of the 2019 Bicycle/Pedestrian and B/P Local Initiatives Applications for Project Prioritization

Mr. Harris referred to page 34 of the agenda and reviewed the changes to the applications for Bicycle/Pedestrian and B/P Local Initiatives applications for the annual Call for Projects. There are separate general instructions included. Last year, the TPO accepted applications through email, compact discs and flash drives but this year all applications will need to be loaded to the TPO's file share program. At the request of the BPAC, the word "should" was changed to "must" in the purpose and need statement and language was added to address resiliency and mitigate storm water impacts of surface transportation.

Mr. Bullard referred to the criteria section and commented that there is no discussion about the economic necessity of the users; the statement regarding sustainability and livability is a very broad and nebulous description. There are people that have to depend on bicycles as transportation and that needs to be identified as a priority group. It needs to identify features of the bicycles, that they can be loaded onto a Votran bus, and the safety of riding at night needs to be addressed. They need special consideration and we need to ensure we include that subjectively. He has concerns regarding the lack of specifics for those that need bicycles to live. The St. Johns River to Sea Loop Trail will bring a major economic investment to our community but it is not for the local citizens using the loop to get to work, etc. He would like that feature to have a defined point value in this.

Mr. McCallister agreed and stated that bicycle infrastructure that gives people the opportunity to load bicycles on their cars and drive out to a trail does nothing for the student that only has bicycles for transportation to school or work. There needs to be a good balance of projects for necessity riders versus recreational riders.

Discussion continued.

Mr. Harris asked if the committee wanted the language changed in criteria 4; the subcommittee has already met and this is the result of their work.

Ms. Burgess-Hall replied it would have to be next year because this is ready to be sent out.

Mr. Bullard asked who it would be sent to.

Chairperson Storke replied to every city and both counties.

Mr. Aufdenberg agreed about the importance and that the committee members need to lobby their local governments. Page 43 has a more comprehensive list of what it means to be livable and sustainable. It is up to the citizens to lobby their governments for the projects they want and need.

Mr. Bullard asked if a line item statement could be added with respect to this.

Mr. Harris replied changes could be made but they would not come back to the committee until next month; this is also going before the TPO Board later this month for approval. The annual Call for Projects is scheduled to open January 24, 2019; any changes at this point in time would have to be considered for the next Call for Projects.

Discussion continued.

MOTION: ***A motion was made by Mr. Eik to recommend approval of the 2019 Bicycle/Pedestrian and B/P Local Initiatives applications for project prioritization. The motion was seconded by Mr. Hall and passed unanimously.***

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

Mr. Harris referred to the resolution on page 48 of the agenda and stated the additions are underlined and deletions are stricken; the definitions for cost increases and cost overruns have been revised and changes to the request for additional federal funding will require a statement of hardship.

Mr. Bullard asked how "in-kind" services were determined for purpose of the local match.

Mr. Harris replied the local match has to be non-federal funds; they must be local funds and consist of cash or an equivalent cash value. The value is determined by a city staff if they do the design work.

Mr. Bullard asked if the applicant determined the "in-kind" value.

Mr. Harris replied yes; city staff looks at labor rates to determine the value.

MOTION: ***A motion was made by Mr. Eik to recommend approval of Resolution 2019-## amending the local match requirements placed on member local governments for projects prioritized for funding by the TPO. The motion was seconded by Mr. Hall and carried unanimously.***

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

Mr. Harris referred to the resolution on page 52 of the agenda; it is the same as presented in November. Language was added under number 14 and in the third paragraph regarding the Block Grant Program, language was added.

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

F. **Review and Recommend Approval of a Request from DeLand to Increase Funding for the Alabama Multiuse Trail (Minnesota Avenue to US 92)**

Mr. Harris stated this project was placed on the priority list in 2011; the TPO had a large amount of SU funding that had to be programmed in a short period of time and reached out to local governments for projects to be programmed; this was one that was added directly to Tier A that year. No application was submitted and the review and scoring process did not take place. The local match was waived for in-house design and the project was programmed in 2012 and was subsequently funded for construction. At this time, the construction is underfunded. The city of DeLand informed the TPO they were going to ask for additional funding and provided a letter which is provided in the agenda. There is also a project map and a summary sheet has the existing resolution and the revised definition of a cost overrun. A history of the project was not provided as to why there is an underfunding in construction now.

Mr. Keith Riger, DeLand Engineer, stated the Alabama Avenue Greenway Trail has been constructed in phases over the years; this section is one-mile along Garfield Avenue, from Stetson University to International Speedway Boulevard (ISB), and connects to an existing trail constructed by FDOT. It is a nice, multiuse trail that skirts the YMCA and shopping and is a unique link. Only about half of this trail runs through the city of DeLand; the rest is in unincorporated Volusia County but the city is willing to construct it. It is an expensive undertaking with getting LAP certified, to freshen plans that are constructable and buildable, etc. Due to the escalation in costs that have occurred since 2011 and 2012, the city is not able to construct the trail with the available funds and respectfully asks to increase the amount to make the project happen.

Mr. McCallister commented that this trail is exactly what he and Mr. Bullard just discussed; where the Alabama Greenway Trail starts at Earl Brown Park in the midst of a working class neighborhood where the necessity rider will emerge but when it is completed it will take those cyclists were the jobs are. This is the very kind of project that works for both the recreational cyclist and the necessity cyclist; it goes to Stetson University so students can use it and when completed it will allow a student to go from the campus to WalMart. He supports this project.

Mr. Daun referred to the letter on page 57 of the agenda and the school board's recent approval of an upgrade to George Marks Elementary School and asked if the city applied for a Safe Routes to School grant.

Mr. Riger replied no.

Mr. Bullard asked if DeLand has a Master Bicycle/Multiuse plan that is part of the comprehensive plan and is updated every five years.

Mr. Riger replied the city has a bicycle/pedestrian plan that is part of the comprehensive plan; this is a last link between the north/south connector.

Mr. Bullard asked if the plan extended beyond the city limits.

Mr. Riger replied yes, it does; it will serve everyone in the metropolitan area.

Mr. Harris asked if the design began in 2012 and ended in 2018.

Mr. Riger replied the design was complete in 2014; it took awhile to hire the consultant.

Mr. Harris asked if there were delays from 2014 until now.

Mr. Riger replied they were waiting on funding to become available.

Mr. Blais asked if this trail will alleviate or reduce the number of parents that drive students to school.

Mr. McCallister commented it may not decrease the elementary school traffic but it could have more middle school students biking to school.

Mr. Riger replied it would be safer for students that walk or bike to school; it will enhance safety.

Mr. McCallister asked if the city was responsible for the sidewalk in front of DeLand Middle School.

Mr. Riger replied he believes that Volusia County is responsible.

Mr. Eik commented his understanding of the city streets and the unincorporated areas of DeLand is that they are not the best; he remembers Garfield Avenue as a narrow, two-lane road and asked if the different rights-of-way had been incorporated into this proposal.

Mr. Riger replied that the trail can be constructed within the city's existing right-of-way. Volusia County Traffic Engineering Department permitted this project because Garfield Avenue is a Volusia County maintained roadway and they had a lot of criteria to meet. They looked at safety and drainage issues and tried to correct as much as possible within this project; it is a good project and will be appreciated.

Mr. Eik encouraged the committee to look at the basic rules that were set and make an exception because this is described as a cost overrun; that is a decision to make as a body. He asked if the funds the city of DeLand is asking for are available for this project and if the committee says yes will it result in other projects not getting funded.

Mr. Harris replied funds used would most likely be Advanced Construction (AC) funds and he would have to research if it would impact other projects.

Mr. Aufdenberg stated that last month, Ms. Bollenback mentioned some bicycle/pedestrian funds that could not be spent; some money that was going to go the interchange project because there were no other projects to put the funds on. He asked if this was a new project to spend those funds on.

Ms. Nicoulin replied the money he is referring to is for current year dollars; this project is programmed for fiscal year 2019/20 so it is different year money.

Mr. Mostert asked if the city only received half of what they were asking for would they still do the project.

Mr. Riger replied he did not know; they have not bid the project yet so they do not know the total amount yet. They could build only three-quarters of the project but it would still leave a gap. It would have to have the approval of the TPO and FDOT to just build part of it because the grant is for all of it. It is possible other funding sources could be found, however, given the priorities of the city and the fact that the trail extends beyond the city limits into unincorporated Volusia County there are limits to what the city of DeLand is able to control.

Mr. Daun commented that as a body, cities constantly come to the committee for funding but he is seeing a pattern that not all avenues for funding are being researched by the municipalities and theyare coming to the TPO as an easy route. He thinks the TPO should be the last resort for funding after other options have been explored first.

Mr. Bullard referred to the documentation from DeLand and the revised cost estimate; it identifies a number as actual construction cost that it be changed to revised cost estimate so the terminology throughout the rest of the document.

Mr. Harris asked if the city attributed the need for additional funds as a result of increases due to inflation from 2014 to now; he is trying to understand why there is such a funding shortfall.

Mr. Riger replied the increase in costs since the plans were initially prepared in 2014 it is due to the increase of construction costs; every project bid has been over budget.

Mr. Harris asked if the city was to receive the additional funds, were they prepared to pay the local match on the higher amount.

Mr. Riger replied the city commission will step up when the time comes; hopefully, when the bids come in, they will be within the cost they have estimated. The city will pay the local match, to refresh the plans, and pay the construction and inspection costs.

Mr. McCallister reiterated that because of the location of this project, it serves both the recreational cyclist and the necessity rider. This is the model for bike infrastructure in Volusia County.

MOTION: ***A motion was made by Mr. McCallister to recommend approval of a request from DeLand to increase funding for the Alabama Multiuse Trail (Minnesota Avenue to US 92). The motion was seconded by Mr. Blais and carried with one "no" vote.***

G. Review and Recommend Approval of Resolution 2019-## Amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP)

(Handout)

Mr. Harris stated there are two projects as part of this Transportation Improvement Program (TIP) amendment; attachments were sent out under separate cover yesterday. The BPAC and TPO Board have already approved additional funding for these projects; this is the amendment to add the funding to those projects. Both are projects in the current year for design; the first is the Tomoka Elementary School connector sidewalk and the second is the Williamson Boulevard Pedestrian Improvements project. He briefly reviewed each project and the cost. Local funding represents the required 10% match.

Chairperson Storke reminded the committee the additional money has already been approved; this is just adding it into the TIP.

MOTION: ***A motion was made by Mr. Mostert to recommend approval of Resolution 2019-## amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP). The motion was seconded by Ms. Grenham and carried unanimously.***

IV. Presentation and Discussion Items

A. Presentation and Discussion of the St. Johns River to Sea Loop Trail Project Development & Environment (PD&E) Study: US 1 From Kennedy Parkway to Dale Avenue

Mr. Jesse Blouin, Inwood Consulting, gave a PowerPoint presentation of the St. Johns River to Sea Loop Trail PD&E Study; US 1 from Kennedy Parkway to Dale Avenue. He reviewed the project location and stated it is approximately 13 miles long and is a paved, multiuse trail. Design is currently funded in FDOT's FY 2021. He reviewed Alternative A in detail.

Mr. Aufdenberg commented that it looks like the trail switches sides and asked if that means a user would have to cross the road.

Mr. Blouin replied yes; these are low volume roads and there are not a lot of vehicle/pedestrian conflicts. The width varies some; they were going as wide as they can but until they had the full design survey and were given the various topography they could not do so everywhere. He continued reviewing the Alternative B route. The process looked at roadways with sufficient right-of-way where an 8' to 12' trail could easily be constructed. Being on the SUN Trail network is a top priority but it also provides connectivity. Mr. Blouin

stated FDOT is doing a resurfacing project so buffered bike lanes will be installed along the Indian River and as funding comes in the gaps can be designed.

Mr. McCallister commented that Alternative B looks like a more straight way to travel and the simpler of the two.

Mr. Blouin agreed.

Mr. McCallister stated when he has looked at various cycling infrastructure around the country he has noticed that planners seem to forget that like drivers, the more straightforward the route, the better.

Mr. Blouin replied this trail is more accessible and there are pros and cons for both options. They have had several face-to-face meetings with Oak Hill, Edgewater and Volusia County on this project. He continued to review Alternative B and the evaluation matrix. There was a public meeting held December 4, 2018 in Edgewater and the public's opinion was that Alternative B was preferred.

Mr. Daun referred to the areas that border US 1 and asked if they are using existing right-of-way.

Mr. Blouin replied yes; one of the requirements when SUN Trail was adopted by the Legislature in 2015, was that right-of-way was not permitted under the funding type so the trail has to be developed within the operational right-of-way.

Mr. Daun asked if there were any environmental issues along the corridor.

Mr. Blouin replied there was a small area where scrub jays were found but there was no adverse impact; they have biologists on staff that analyze threatened or endangered creatures and it was determined there would be no impacts to their habitat. He reviewed the environmental impacts.

Ms. Haldeman commented that she lives in the area and rides recreationally through there frequently; the problem she has with the city's preferred route is that a user would have to cross the very busy, four-lane highway of SR 442. She thought a pedestrian activated signal would be installed.

Mr. Blouin replied they are called several different things, HAWKS, rectangular rapid flashing beacons, etc., it is an option where vehicular traffic would yield to pedestrians or bicyclists per state law. It would be installed to the appropriate engineering standards that would provide that safety mechanism.

Ms. Haldeman referred to Alternative B and asked if a user would ride a long way with the non-protected bike lane which is very close to the cars on the roadway.

Mr. Blouin replied that would be a fixed condition; a 7' buffered bike lane and pedestrians would use the sidewalk.

Discussion continued.

B. <u>Presentation and Discussion of the draft Work Program by FDOT</u>

Ms. Vickie Wyche, FDOT, gave a PowerPoint presentation on the tentative five-year Work Program; it covers fiscal years 2020 to 2024. It also considers changes in the TPO's priority lists. She explained the process and the types of projects included. It includes $7.2 billion throughout District 5's nine counties. She reviewed the impacts to the Work Program, i.e right-of-way costs, increased construction costs and revenue reductions. She highlighted some of the projects included in the tentative Work Program.

Mr. Daun referred to the signal upgrades in Holly Hill and asked if they included synchronization or adaptive signals.

Ms. Burgess-Hall asked if they were also accessible.

Ms. Wyche replied she would have to check on that but believes so; she continued reviewing the projects.

Mr. Bullard referred to the proposed roundabout at US 92 and SR A1A and asked if there is a separate pedestrian plan developed for that roundabout.

Ms. Burgess-Hall commented she was told two years ago it would be done but it was removed recently against pedestrian's requests.

Mr. Hall stated the comment was that cars would stop and there are no plans for any kind of signalization.

Mr. Daun stated FDOT has specific standards for roundabouts for pedestrians that are higher than local government standards so they would not proceed with a roundabout without doing some kind of study for pedestrians.

Ms. Wyche stated she would follow up on that.

Mr. Ziarnek stated recently rectangular rapid flashing beacons (RRFBs) were recently added to the roundabout in DeLand at WalMart.

Ms. Wyche continued reviewing the projects and phases added to the Work Program; $100 million of funding for projects was the total added to the five-year Work Program.

Mr. Aufdenberg referred to the resurfacing projects and commented that Nova Road bike lanes have suddenly appeared; he asked if there was a way to know ahead of time if a resurfacing project included bicycle facilities.

Mr. Ziarnek replied he is almost certain when FDOT does resurfacing projects that bicycle facilities will be incorporated.

Mr. Bullard asked if any of the resurfacing projects involve concrete overlay over asphalt.

Mr. Ziarnek replied he cannot answer that but will get an answer for him.

C. <u>Presentation and Discussion of the Updated Draft Bicycle Suitability Map</u>

Mr. Harris gave a PowerPoint presentation of the updated draft Bicycle Suitability Map and stated the purpose is to provide a portable, graphic representation of bicycle routes suitable for cycling in the R2CTPO planning area. The map is intended for use as a navigation tool by the general public and encompasses the entire R2CTPO planning area. It provides the user with roadway suitability data and replaces the 2014 Volusia County Bicycling Map for the Experienced Cyclist. He reviewed the criteria used including speed limits and explained the methodology which defines the suitability for each roadway segment.

Mr. Daun asked why they chose to use blue as opposed to red for the low comfort level routes.

Mr. McCallister commented he made that suggestion and that in the American psyche, red means to stay away; the idea of suitability was to give suggested routes and it seemed that if you mark a route red it states to not go there. In some cases, the criteria used does not match the reality on the ground; one example is SR 44.

Mr. Harris stated the routes symbolized in red were changed to blue at the request of the subcommittee; the extremely low comfort level are the least desirable routes but it makes sense to make them red. If there are any routes to avoid, those are the ones. The consultants have completed their desktop review and all shoulder widths are verified; the scoring was updated to reflect the verified shoulder widths and the requested rule book. They will continue working on the draft and will be back next month with the final draft

for a recommendation of approval. Whatever the consultant does not get finished will be completed in-house.

Mr. McCallister commented as we approach future maps the one thing he never felt this map took into account, and for a cyclist is the greatest problem, is cross traffic. That is where bicyclists tend to get struck; almost all bicycle strikes are from the side. He will push for that to have a much greater weight for recommended routes.

Mr. Harris commented he wished we could get the perfect map but hopes for a draft good enough to approve; then print it and revisit it next year to fix any loose ends.

Mr. McCallister stated the subcommittee meetings are done; he learned a lot through this process and for future maps cross traffic needs to receive greater consideration.

Mr. Daun commented that he has a problem with blue signifying the most dangerous routes; visitors or new residents are not familiar with the roads.

Mr. Mostert agreed; high risk roads should be designated with a cautionary color of yellow or red.

Discussion continued.

Mr. Harris stated he wanted to address a question from the St. Johns River to Sea Loop Alliance; they asked why a label was not put on the St. Johns River to Sea Loop Trail. There is an issue with naming trails; one section has three names and some have four names so the local names designated by the local governments were used for their local trail segments. If several trail names were put on those sections, it would lead to clutter and confusion.

Mr. Bullard asked what the end game is and if it was to put the map on the internet to use with GPS. He is trying to understand what the purpose is; if we are going to give it to the public to give some kind of guidance. He asked what the final product was going to do, how it would be made available and if it would have any serious input from experienced cyclists that will use these routes.

Mr. Harris replied that once the final version is adopted, it will be loaded on the TPO website; both a static version and a version that can be zoomed in and out. Several thousand will be printed and distributed to the general public.

Ms. Maggie Ardito, President of the St. Johns River to Sea Loop Trail Alliance, emphasized the importance of the map and getting it right; not to rush into printing because these are used all the time by people that ride for necessity and the need for connectivity. The map has not been printed since 2014 and people treasure them. Touring cyclists always need a map. Volusia County has more miles of SUN Trails than any other county and we should show them off. If only one name can be chosen it should be the one with the longest length of trail. The other map showed where trails existed and where they did not but this one does not. It has an annotation that a trail is not yet constructed but does not show where; for example, Gobbler's Lodge does not have a trail and there is not a safe road there either. The same with the traffic circle on SR 44 and Grand Avenue; it shows a trail there but there is not and it is a dangerous area. She also suggested using a different cover photo than the one from the 2014 map to make it look new and different.

Mr. Aufdenberg asked if she was referring to the cover photo.

Ms. Ardito replied yes; she suggested not using the same one again. The most important showcase trails should be shown and should be bolder and stand out from other routes; it should also show the trail heads. She counted eight that are not on the map. She thought the way the draft was distributed was not reviewer friendly; it took a while to map it to existing maps. There are errors in the routing of the St. Johns River to Sea Loop Trail. It definitely needs to be available online as well. It would be a mistake to rush to print and get it

wrong. There is a St. Johns River to Sea Loop Alliance meeting on March 1, 2019 which might be a good time to discuss this.

Mr. McCallister asked if it would be possible for her organization to be notified for the next subcommittee meeting; she had some good points. The subcommittee did work without any public input and asked if it would be possible to ensure they attended the next subcommittee meeting.

Mr. Harris replied yes; they are on the email list and get notified for all meetings; all meetings are open to the public. He has not anticipated another subcommittee meeting regarding the map.

Ms. Ardito commented she has asked several times to see a preview of the map and to get involved and this is the first time she has seen it.

Mr. Harris asked if the subcommittee would like to meet again to review the map.

Mr. McCallister replied yes, he would.

Discussion continued.

V. Staff Comments

→ River to Sea TPO New Staff Members

Mr. Harris announced TPO new Chief Financial Officer (CFO), Ms. Julie Adamson, and new Transit Program Manager, Mr. Jabari Hampton.

Ms. Blankenship announced a Cycling Savvy Class; there will be two classes. One will be January 25, 2019; "Truth and Technics of Cycling" and a bike ride in Daytona Beach on January 26, 2019. In order to participate in the road tour you must take both courses. The cost is $95 but there are scholarships available; contact Courtney Reynolds at "ReThink Your Commute". Also, "Not so Noisy" Bike Week is coming up from February 25 through March 2, 2019. She will provide more details next month.

Ms. Burgess-Hall asked if there was an age limit.

Mr. Wendler replied an adult or be accompanied by an adult.

Ms. Blankenship stated she would find out and let her know.

VI. Information Items

→ BPAC Attendance Record
→ November and December 2018 TPO Outreach and Activities
→ SR 40 Black Bear Trail Corridor Planning Open House
→ SR 44 Bridge Public Meeting
→ TPO Board Meeting Report
→ 2019 Priority Project Process Schedule
→ 2019 TPO Board and Committee Meeting Schedule

VII. BPAC Member Comments

Mr. Bullard announced a meeting tomorrow night in Port Orange; Ms. Suzanne Allen sent out a letter raving about the St. Johns River to Sea Loop Trail coming down Halifax Drive in Port Orange. It is a valid concern and he has printed her comments for anyone interested. There is the potential for cultural and other conflicts and he will be attending the meeting. Another thing that is very controversial is the new I-95 interchange at Pioneer Trail. He has prepared an alternative plan to show FDOT and he will be bringing it up at the next meeting for feedback. He has

watched the mess that has become of Taylor Road and Dunlawton Avenue and most people think it is because of commuters but that is not true; it is a destination for shoppers; putting in another interchange is not going to stop that. Most interchanges along I-95 are designated with restaurants, hotels and gas stations, not malls. That is a mistake when doing comprehensive planning. He anticipates what is happening at Taylor Road and I-95 will happen within the next 20 years at SR 44.

Mr. Dodzik referred to Mr. Daun's question to the consultant if they had applied to the Safe Routes to School grant program and his response was no. He asked if the TPO could inquire what other funding sources have been applied for as part of the TPO application for funding process. It seems prudent to ask if a local government has done their due diligence. It is complicated and takes time but money is able to be spread further.

Mr. Eik commented that when trying to make the best decision when a municipality comes forward with funding requests he is looking particularly at page 59, which is supposed to state where the funds are going and that that page is useless. Going forward, if staff sees the presentation again, they may want to separate that page into three pages to get a more clear view.

Mr. McCallister stated the extension of the Spring to Spring Trail from Orange City to DeBary is complete and is fantastic. The trail is a wonderful addition. He referred to today's presentation on the St. Johns River to Sea Loop Trail and commented he would have understood the discussion better if they had provided some photographs from the ground because he is not familiar with the area. Not everyone is familiar with the area and if the presenters could use Google Maps or something similar to show what is on the ground would be helpful.

Mr. Aufdenberg referred to the Cycling Savvy Class and stated it would be held at Embry Riddle Aeronautical University; he and Mr. Wendler will be two of the instructors along with Ms. Courtney Reynolds from "Re-Think Your Commute". He also now has a generator on his bicycle that will run the light and charge a phone while biking.

Mr. Wendler referred to the subcommittees and stated that if someone feels strongly about something he recommends joining. The subcommittee makes recommendations but does not vote on them. He also pointed out that starting the meeting an hour earlier did not shorten the meeting.

Mr. Daun suggested sending the approved minutes regarding the St. Johns River to Sea Loop Trail PD&E study presentation from US 1 from Kennedy Parkway to Dale Avenue to FDOT's consultant so the BPAC's comments can be part of their official record. He commented on the cost of developing and printing maps and noted we are going to a paperless society; in the interest of long range planning for bike maps it would be good to do GIS mapping; that way all of the municipalities will be able to download the trails for their own planning. It helps the small towns that do not have the resources but can get GIS maps. He commented on the letter Mr. Bullard provided and stated he did not agree with it.

IX. Adjournment

The BPAC meeting adjourned at 4:47 p.m.

River to Sea Transportation Planning Organization

Mr. Robert Storke, Chairman
Bicycle/Pedestrian Advisory Committee (BPAC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the January 9, 2019 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 13th day of February 2019.

Debbie Stewart

Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization

CyclingSavvy

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Learn how to ride your bicycle with confidence. Meet other people who love riding their bicycles and want to do so safely. Don't let this opportunity pass you by!

$95 Course Fee

Scholarships are available

Truth and Techniques of Traffic Cycling
Friday, January 25, 2019
5:00 p.m. to 8:00 p.m.

Train Your Bike & Daytona Beach Road Tour
Saturday, January 26, 2019
10:00 a.m. to 4:00 p.m.
Embry-Riddle Aeronautical University

REGISTER TODAY AT CYCLINGSAVVY.ORG.

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Questions?
Contact Courtney@reThinkYourCommute.com
or call (321) 439-2781.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2019-##

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) TO REFLECT UPDATED FUNDING OF I-95 INTERCHANGES AT PIONEER TRAIL AND LPGA BOULEVARD AND TO INCORPORATE PLANNING RULE CHANGES AND TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)

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 River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303; and 23 CFR 450.324(a) require that each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area that addresses at least a 20-year planning horizon; the River to Sea TPO's 2040 LRTP has developed a 25-year planning horizon plan; and

WHEREAS, 23 CFR 450.324(g)(11) requires that each long range transportation plan include a financial plan that demonstrates how the adopted transportation plan can be implemented; and

WHEREAS, 23 C.F.R. 450.306 establishes the planning factors that must be considered by each metropolitan planning organization in the development of a long range plan; and

WHEREAS the River to Sea TPO Board is seeking to amend the 2040 LRTP to reflect updated funding for two interchange projects on I-95 and incorporate new planning rule requirements; and

WHEREAS the River to Sea TPO Board has solicited public comment on the proposed amendment during public review period exceeding the required 30 days as prescribed in Chapter 10 of the adopted plan; and

WHEREAS, after due consideration of the recommendations of its staff and advisory committees and input from the public, the board has determined that approval of these amendments are necessary and/or appropriate.

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

1. The River to Sea TPO's 2040 LRTP is hereby amended as described below and more particularly shown in "Amendment 1":

a. Moving the I-95 Interchange at Pioneer Trail from the Unfunded SIS Needs Projects List (Table 32) to the SIS Cost-Feasible Projects List (Table 28);
b. Moving the I-95 Interchange at LPGA Boulevard from the Unfunded SIS Needs Projects List (Table 32) to the SIS Cost-Feasible Projects List (Table 28);
c. Incorporating FAST ACT requirements into the 2040 LRTP (Appendix N).

2. The Chairperson of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the 2040 LRTP as amended to the:

a. Florida Department of Transportation;
b. Florida Commission for the Transportation Disadvantaged (FCTD);
c. Florida Department of Economic Opportunity;
d. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
e. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the **23rd** day of **January 2019**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

_____

COMMISSIONER ROBERT GILLILAND
ACTING CHAIRPERSON, RIVER TO SEA TPO

CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the River to Sea TPO held on January 23, 2019.

ATTEST:

_____

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

4408521 **Tomoka Elementary Connector Sidewalk** **Non-SIS**

Work Summary: SIDEWALK

From: at Tomoka Elementary School

To: at Tomoka Elementary

Lead Agency: City of Ormond Beach

Length: 0.65 mile

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	ACSU	31,888 ~~16,580~~	0	0	0	0	31,888 ~~16,580~~
PE	LF	3,189 ~~1,620~~	0	0	0	0	3,189 ~~1,620~~
Total		35,077 ~~18,200~~	**0**	**0**	**0**	**0**	35,077 ~~18,200~~

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: ~~18,200~~ 35,077

Project Description: New sidewalk/upgrade to pedestrian facilities along Old Tomoka Road in Ormond Beach. The proposed improvements will include the addition of pedestrian crossing facilities (crosswalk) as well as additional sidewalks to allow for pedestrian travel. These sidewalks will serve a large number of students walking and bicycling to Tomoka Elementary School. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4408531 **Williamson Blvd/Hand Ave Pedestrian Improvements** **Non-SIS**

Work Summary: SIDEWALK **From:** at Williamson Blvd/Hand Ave

To:

Lead Agency: City of Ormond Beach **Length:** 0.183 mile

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	ACSU	37,888 ~~25,760~~	0	0	0	0	37,888 ~~25,760~~
PE	LF	3,789 ~~2,640~~	0	0	0	0	3,789 ~~2,640~~
Total		41,677 ~~28,400~~	**0**	**0**	**0**	**0**	41,677 ~~28,400~~

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: ~~28,400~~ 41,677

Project Description: Construct sidewalk (5' wide and 0.65 mile long) along Williamson Blvd. from San Marco Drive to Regal Theater driveway; crosswalk and pedestrian signals at the corner of Williamson Blvd. and Hand Avenue. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

VOLUSIA COUNTY

Tentative Five-Year Work Program For FY 2020 through 2024
July 1, 2019 Through June 30, 2024
Florida Department of Transportation District Five

As of Nov 27, 2018

Financial Management Number	Phase	Fund	2019/20	2020/21	2021/22	2022/23	2023/24
FM#: 4287791							
DESCRIPTION - ***SR 44 WEST OF SR 415 TO EAST OF MISSION ROAD***							
Work Type - TRAFFIC OPS IMPROVEMENT							
	CST	LFP	0	70,108	0	0	0
		Total:	0	70,108	0	0	0
FM#: 4289471							
DESCRIPTION - ***SR 40 FROM BREAKAWAY TRAIL TO WILLIAMSON BLVD***							
Work Type - PD&E/EMO STUDY							
	PE	DI	0	0	0	2,750,000	0
		Total:	0	0	0	2,750,000	0
FM#: 4302172							
DESCRIPTION - ***ALABAMA MULTIUSE TRL FROM MINNESOTA AVE TO SR600 (US 92) INTL SPDWY***							
Work Type - BIKE PATH/TRAIL							
	CST	LF	147,000	0	0	0	0
	CST	SU	773,250	0	0	0	0
	CST	TALU	423,862	0	0	0	0
		Total:	1,344,112	0	0	0	0

PLN-Planning;PDE-Project Development Environment; PE-Preliminary Engineering; ROW-Right of Way; CST-Construction; RRU-Rail Road/Utilities;
INC-Incentive;ENV-Environmental Mitigation;CAP-Capital Grant;OPS-Operations Grant;DSB-Design Build;ADM-Administrative Function;MNT-Maintenance

Comparison of SU Funding Set- Asides

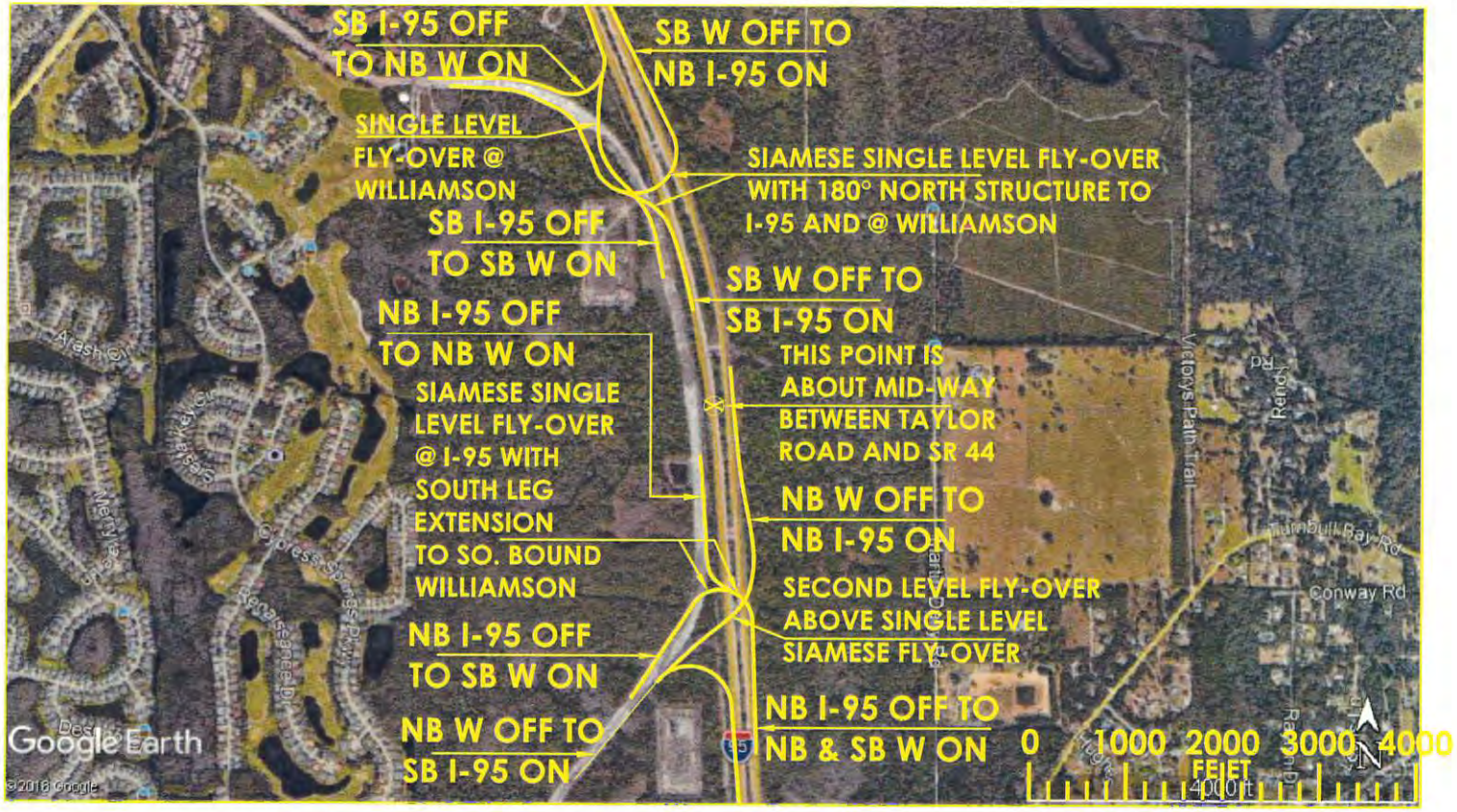
January 9, 2019 BPAC Meeting

FY 2019/20 – 2023/24

Current Set-Aside	**Proposed Set-Aside**
40%TO/30% BP/30% Transit	40% BP/30% TO/30% Transit
<u>Bike-Ped</u>	<u>Bike-Ped</u>
Federal	Federal
State	State
<u>Traffic Ops</u>	<u>Traffic Ops</u>
Federal	Federal
State	State

CONCEPTUAL LAYOUT FOR NEW I-95 INTERCHANGE

UNSIGNALIZED I-95-WILLIAMSON INTERCHANGE, PORT ORANGE, FL



NOTES - (BY DESIGNER, ROBERT R. BULLARD, FL P. E. 18544, 25 NOV 2018; REV 8 JAN 2019)

1. SMALL CIRCULAR CURVES - 675 FT Ø; LARGE CIRCULAR CURVES AND SPLINES >= 875 FT Ø.
2. I-95 ON/OFF MERGE LANES - 1000 FT (MIN); WILLIAMSON ON/OFF MERGE LANES - 800 FT (MIN).
3. TOTAL PROJECT LENGTH ON I-95 - ~9000 FT.
4. MAJOR BRIDGE STRUCTURES - TWO SIAMESE SINGLE LEVEL FLY-OVERS AND ONE SECOND LEVEL GENERALLY ONE LANE FLY-OVER.
5. SMALL CIRCULAR CURVES ESTIMATED AT 30 MPH (MIN); OTHER CURVES AND SPLINES - 40 MPH (MIN)
6. NO EVIDENT CROSSING TRAFFIC CONLFICTS ON WILLIAMSON.
7. WOODHAVEN PHASE 1 UNDER CONSTRUCTION CONTIGUOUS NORTH TO SB I-95 OFF TO NB W ON; A TAKING OF SMALL STORMWATER POND & POSSIBLE 600 LF OF SOUND BARRIER AROUND NEAR LOTS.
8. ACCESS TO MIDDLE OF ~ 1800 LF OF WILLIAMSON FROM WEST W/O I-95 CROSS TRAFFIC AND TO EXISTING INTERSECTION ON CYPRESS SPRINGS.

Suzanne Allen, East Port Orange

Multi Use Trail invading our residential neighborhoods

Port Orange is planning to put a multi-use (bike - hike) trail right through our neighborhood along the Halifax River. They will be cutting down the few remaining trees along the river. They will be taking our land, claiming it is their right of way (although my deed says differently) and paving it. This trail is going along other streets too, like Ridge Blvd, Reed Canal, Pope, Saulk, Charles, Commonwealth and Spruce Creek Rd. Think of how many strangers are going to be invading our neighborhood everyday. This trail is going to be promoted in every Volusia County, Daytona Area, Port Orange piece of marketing. We can count on 100 people, plus, everyday traveling this trail. That's 700, plus a week, 2,400 plus a month. Is Port Orange going to pick up their trash daily? Are there going to be foot or bike police patroling? NO! At the last meeting they told us it was up to us to protect our property. "put locks on your gates" they said. And for those of us that have a dock on the river? "We don't expect any problems" they said. 2500 strangers a month and they don't expect ANY problems. They just see the money and don't care about us who have to live with the consequences of being on this path they want to build. Port Orange wants to get all that grant money. The road paving companies want to get all that job money. But what does the neighborhood get? We get trash, theft, beggars at our doorsteps, panhandlers, and people walking onto our property when they need a bathroom in the bushes. You can't find crime reports about trails on line because the communities keep it all hush hush. Its like shark bites, don't tell the tourists we have a problem. But if you ask people who actually live along these trails they will tell you stories that will make you want to move. I lived in Gainesville for 10 years and had friends on the rails to trails bike bath. They had weekly theft problems. They picked up trash out of their yards everyday. They had deserted dogs. They had people set up their makeshift tents in the night, on their property. One crime the trial pros coundn't keep quiet was the serial killer in Michigan who killed 14 women. The trail building promoters say that they have statistics that show trails are good for property values. But the statistic are not actually surveying the residents that live on these trails. They are surveying the neighborhoods in general. We all know property values are going up... everywhere. Surveys of actual homes on the paths are covered up because they don't want people to know the real deal. Which is that these paths are dirty and crime ridden. I don't care if Port Orange isn't going to get grant money. I don't care if some big company is going to get richer. I want my privacy and my security. I think I have a right to expect my residential neighborhood to stay residential. Please go to the meeting Jan 10th at the Pt Orange Adult Activity Center at 4790 Ridgewood Ave. Jan 10th at 6pm and show your support for your neighbors and friends who are being taken for a bad ride by Pt Orange City managers.

Request for Public Comment

RIVER TO SEA TPO
Transportation Planning Organization
VISION · PLAN · IMPLEMENT

Dear Citizen:

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

Thank you for your cooperation.

Lois Bollenback, Executive Director
River to Sea TPO

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

☐ At the beginning of the meeting under Public Comment

☐ At the beginning of the following agenda item:

_____
(Please indicate the specific agenda item)

Date 1/9/19

Name Maggie Ardito

Address _____

Contact Information _____

Comments: (please use back of page if needed)

Suitability Map