MEETING NOTICE & AGENDA

Please be advised that the River to Sea Transportation Planning Organization (R2CTPO) BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) will be meeting on:

DATE:       Wednesday, February 13, 2019
TIME:       2:00 P.M.  Please note BPAC Meeting Time Change
PLACE:      River to Sea TPO
            2570 W. International Speedway Blvd.,
            Suite 100 (Conference Room)
            Daytona Beach, Florida  32114-8145

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Mr. Bob Storke, Chairperson

AGENDA

I.  CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE

II.  NEW BPAC MEMBER INTRODUCTION  (Contact: Debbie Stewart)  (Enclosure, page 4)

III.  PUBLIC COMMENT/PARTICIPATION (Length of time at the discretion of the Chairperson)

IV.  ACTION ITEMS

   A.  REVIEW AND APPROVAL OF THE JANUARY 9, 2019 BPAC MEETING MINUTES
       (Contact: Debbie Stewart)  (Enclosure, pages 5-19)

   B.  REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING
       THE 2019 BICYCLE SUITABILITY MAP  (Contact: Stephan Harris)  (Enclosure, pages 20-22)

   C.  REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## UPDATING THE
       SAFETY PERFORMANCE TARGETS FOR THE RIVER TO SEA TPO  (Contact: Lois
       Bollenback)  (Enclosure, pages 23-26)

   D.  REVIEW AND RECOMMEND APPROVAL OF A LETTER OF SUPPORT FOR THE
       HALIFAX HERITAGE BYWAY  (Contact: Lois Bollenback)  (Enclosure, pages 27-32)
IV. ACTION ITEMS (continued)

E. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AUTHORIZING THE EXECUTION OF A SUPPLEMENTAL AGREEMENT TO THE METROPOLITAN PLANNING ORGANIZATION (MPO) AGREEMENT FOR THE USE OF TRANSPORTATION PLANNING (PL) AND URBAN ATTRIBUTABLE (SU) FUNDS AND AMENDING THE FY 2018/19 AND 2019/20 UNIFIED PLANNING WORK PROGRAM (UPWP) (Contact: Lois Bollenback) (Enclosure, pages 33-35)

F. APPOINTMENT OF 2019 BPAC PROJECT REVIEW SUBCOMMITTEE MEMBERS (Contact: Stephan Harris) (Enclosure, page 36)

G. APPOINTMENT OF 2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SUBCOMMITTEE MEMBERS (Contact: Colleen Nicoulin) (Enclosure, page 37)

V. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF VOTRAN’S SERVICE CHANGES IN WEST VOLUSIA COUNTY (Contact: Stephan Harris and John Cotton, Votran) (Enclosure, pages 38-49)

VI. STAFF COMMENTS (Enclosure, pages 50)

→ Update on Annual Call for Projects

VII. INFORMATION ITEMS (Enclosure, pages 50-57)

→ BPAC Attendance Record
→ BPAC Subcommittee Meeting Summary
→ January 2019 TPO Outreach & Activities
→ St. Johns River to Sea Loop Trail Stakeholder Workshop
→ TPO Annual Planning Retreat
→ TPO Board Meeting Summary

VIII. BPAC MEMBER COMMENTS (Enclosure, page 50)

IX. ADJOURNMENT (Enclosure, page 50)

***The next meeting of the BPAC will be on Wednesday, March 13, 2019***
NOTE: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the River to Sea TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, Florida 32114-8145; (386) 226-0422, extension 20416, at least five (5) working days prior to the meeting date.

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

NOTE: The River to Sea TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Those with questions or concerns about nondiscrimination, those requiring special assistance under the Americans with Disabilities Act (ADA) of 1990, or those requiring language assistance (free of charge) should contact Pamela Blankenship at 386.226.0422 or pblankenship@r2ctpo.org.
II. NEW BPAC MEMBER INTRODUCTION

Background Information:

Mr. Jeff Martindale has been appointed to the BPAC as the Port Orange voting representative by TPO Board Member/Port Orange City Council Member (District 4) Scott Stiltner.

ACTION REQUESTED:

AS DIRECTED BY THE BPAC
IV. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE JANUARY 9, 2019 BPAC MEETING MINUTES

BACKGROUND INFORMATION:

Minutes are prepared for each meeting and must be approved by the BPAC. The January 9, 2019 BPAC meeting minutes are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO APPROVE THE JANUARY 9, 2019 BPAC MEETING MINUTES
Bicycle/Pedestrian Advisory Committee (BPAC)  
Meeting Minutes  
January 9, 2019

Members Present:  
Doug Hall  
Ted Wendler  
Michelle Grenham  
Paul Eik, Vice Chairperson  
Andrew Dodzik  
Gilles Blais  
Nic Mostert  
Bob Storke, Chairperson  
Robert Bullard  
Patrick McCallister  
Nancy Burgess-Hall  
Alice Haldeman  
Jason Aufdenberg

Representing:  
Daytona Beach  
DeLand  
Edgewater  
Flagler Beach  
Flagler County Alternate  
Holly Hill  
New Smyrna Beach  
Orange City  
Ponce Inlet  
Volusia County, District 1  
Volusia County, District 2  
Volusia County, District 3  
Volusia County At Large Alternate

Non-Voting Technical Appointees Present:  
Wendy Hickey  
Gwen Perney  
John Cotton  
Mike Ziarnek  
Eric Kozielski  
Melissa Winsett

Representing:  
Flagler County  
Port Orange  
Votran  
FDOT  
Volusia County School Board  
Volusia County

Members/Technical Appointees Absent:  
Scott Leisen (excused)  
Heidi Petito/Bob Owens  
Gayle Belin (excused)  
Danielle Anderson  
Christy Gillis

Representing:  
Deltona  
Flagler County Public Transportation  
Ormond Beach  
Palm Coast  
South Daytona

Others Present:  
Debbie Stewart, Recording Secretary  
Stephan Harris  
Pamela Blankenship  
Lois Bollenback  
Colleen Nicoulin  
Kimberly Dixon  
Keith Riger  
Lorena Cucek  
Charles Morrow  
Joyce Case  
Jesse Blouin  
Maggie Ardito  
Chris Daun

Representing:  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
City of Daytona Beach  
City of DeLand  
FDOT  
Flagler Beach Alternate  
Health Planning Council  
Inwood Consulting, Inc.  
St. Johns River to Sea Loop Alliance  
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 3:00 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. Elk 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. Elk 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 they are 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 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. Presentation and Discussion of the draft Work Program by FDOT

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. **Presentation and Discussion of the Updated Draft Bicycle Suitability Map**

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.
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, Recording Secretary
River to Sea Transportation Planning Organization
IV. ACTION ITEMS

B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE BICYCLE SUITABILITY MAP

BACKGROUND INFORMATION:

The Bicycle Suitability Map is a graphic representation of bicycle routes suitable for cycling in the River to Sea TPO planning area. The map is intended to be used as a navigation tool by the general public. It replaces the 2014 Volusia County Bicycling Map for the Experienced Cyclist. The BPAC Bicycle Suitability Map Subcommittee met on January 30th to provide input on the draft map.

A link to the Updated Draft Bicycle Suitability Map will be provided under separate cover.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## ADOPTING THE BICYCLE SUITABILITY MAP
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, the State of Florida Department of Transportation and the River to Sea TPO are committed to accommodating bicyclists and pedestrians as integral elements of the transportation system; and

WHEREAS, the State of Florida Department of Transportation and the River to Sea TPO are strong proponents of the provision of bicycle and pedestrian facilities; and

WHEREAS, the River to Sea TPO has developed a Bicycle Suitability Map that has been provided for review by the general public, the River to Sea TPO’s Advisory Committees and the River to Sea TPO Board.

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

1. River to Sea TPO Board and advisory committees have reviewed and endorsed the 2019 Bicycle Suitability Map;

2. River to Sea TPO’s 2019 Bicycle Suitability Map is hereby endorsed and adopted; and

3. Chairperson of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the 2019 Bicycle Suitability Map to the:
a. Florida Department of Transportation; and
b. Federal Transit Administration (FTA) (through the Florida Department of Transportation);
c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation);
d. East Central Florida Regional Planning Council (ECFRPC);
e. Northeast Florida Regional Council (NEFRC); and the
f. Central Florida MPO Alliance

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 27th day of February 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 certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on February 27, 2019.

ATTEST:

________________________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
C. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## UPDATING THE SAFETY PERFORMANCE TARGETS FOR THE RIVER TO SEA TPO

BACKGROUND INFORMATION:

The Federal Highway Administration (FHWA) issued final rules on the transportation performance measures required for the State Departments of Transportation (DOTs) and Metropolitan/Transportation Planning Organizations (M/TPOs). The final rule requires targets to be set for the following five safety performance measures:

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities and Serious Injuries

Resolution 2019-## adopts the River to Sea TPO Safety Performance Targets for the year 2019, which is presented in Exhibit “A”. TPO staff will discuss and present the data used to update the safety targets.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## UPDATING THE SAFETY PERFORMANCE TARGETS FOR THE RIVER TO SEA TPO
HEREAS, the River to Sea 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

HEREAS, 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

HEREAS, the FHWA issued a final rule based on section 1203 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and with consideration to provisions in the Fixing America’s Surface Transportation Act (FAST Act), which identified national transportation goals, outlined standards for measuring and reporting safety data and established five safety performance measures; and

HEREAS, in accordance with 23 C.F.R. 490.209(a), the Florida Department for Transportation (FDOT), as part of the annual development of the State Highway Safety Improvement Plan (HSIP), has developed safety targets for each of the five safety performance measures; and

HEREAS, 23 C.F.R. 490.209(c), requires that each Metropolitan Planning Organization establish safety targets and report progress over time in reaching the adopted targets; and

HEREAS, the River to Sea TPO recognizes certain limitations in the availability of data required to develop data sets for the planning area in Flagler County where the planning area boundaries do not align with the county boundaries.

NOW, THEREFORE, BE IT RESOLVED, by the River to Sea TPO that the:
1. River to Sea Transportation Planning Organization supports the intentions of FDOT outlined in the State HSIP for Calendar Year 2019 including a target of zero for each of the safety performance measures and establishing an interim measure for each of the five measures; and

2. River to Sea TPO Board and advisory committees have reviewed and endorsed the safety related transportation performance data and targets as shown in Exhibit A; and the

3. Chairperson of the River to Sea TPO (or his/her designee) is hereby authorized and directed to submit these targets to the:
   a. Florida Department of Transportation; and
   b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
   c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 27th day of February 2019.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

__________________________
DAYTONA BEACH COMMISSIONER ROBERT GILLILAND
ACTING CHAIRPERSON, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on February 27, 2019.

ATTEST:

__________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
Fatalities

**Basis for Establishing Target:**
This target reflects a two percent annual reduction in the number of fatalities from the year 2017. This sets a target of reducing the annual fatalities to 150 with a resulting five-year rolling average of 138.9 in 2019.

- **Number:** 150
- **5-Year Rolling Average:** 138.9

Serious Injuries

**Basis for Establishing Target:**
This target reflects a two percent annual reduction in the number of serious injuries from the year 2017. This sets a target of reducing the annual serious injuries to 792 with a five-year rolling average of 779.8 in 2019.

- **Number:** 792
- **5-Year Rolling Average:** 779.8

**Fatalities Rate:**

**Basis for Establishing Target:**
This target reflects a two percent annual reduction in the fatalities rate from the year 2017. This sets a target of reducing the fatality rate to 2.051 with a five-year rolling average of 1.69 in 2019.

- **Number:** 2.051
- **5-Year Rolling Average:** 1.69

*VMT specific to the planning area is not currently available, which includes all of Volusia County and a portion of Flagler County. As such, the fatalities rate was calculated using the data available for the entirety of Volusia and Flagler County, pending the provision of data at the planning area level.

**Serious Injuries Rate**

**Basis for Establishing Target:**
This target reflects a two percent annual reduction in the serious injuries rate from the year 2017. This sets a target of reducing the serious injuries rate to 10.847 with a five-year rolling average of 10.23 in 2019.

- **Number:** 10.847
- **5-Year Rolling Average:** 10.23

*VMT specific to the planning area is not currently available, which includes all of Volusia County and a portion of Flagler County. As such, the fatalities rate was calculated using the data available for the entirety of Volusia and Flagler County, pending the provision of data at the planning area level.

**Non-Motorized Serious Injuries and Fatalities**

**Basis for Establishing Target:**
This target reflects a two percent annual reduction in the number of non-motorized serious injuries and fatalities from the year 2017. This sets a target of reducing the non-motorized serious injuries and fatalities to 107 with a five-year rolling average of 105.3 in 2019.

- **Number:** 107
- **5-Year Rolling Average:** 105.3
IV. ACTION ITEMS

D. REVIEW AND RECOMMEND APPROVAL OF A LETTER OF SUPPORT FOR THE HALIFAX HERITAGE BYWAY

BACKGROUND INFORMATION:

Efforts have been underway for several years to gain designation of the Halifax Heritage Byway as a Florida Scenic Highway. The River to Sea TPO provided letters of support for the project in October 2011 and May 2013. Resolution 2014-02 was provided in February 2014. As a part of this process, the Florida Scenic Highways Program Manual requires development of a Corridor Management Plan (CMP). Three elements of the CMP must be incorporated into Local Government Comprehensive Plans, which must be consistent with the TPO Long Range Transportation Plan. These include:

1. A map displaying the scenic corridor;
2. The Corridor Vision Statement; and
3. Goals, Objectives and Strategies related to the specific local government.

Mr. Chris Daun, Chair of the Halifax Heritage Byway Corridor Advocacy Group (CAG) will give an overview of this effort and will be available to answer questions regarding the development of the scenic byway corridor. Mr. Daun is seeking a letter of support from appropriate local agencies indicating consistency with local planning efforts and support for incorporation of the Halifax Heritage Byway into local comprehensive plans.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF A LETTER OF SUPPORT FOR THE HALIFAX HERITAGE BYWAY
RESOLUTION OF VOLUSIA TRANSPORTATION PLANNING ORGANIZATION SUPPORTING THE DESIGNATION OF THE HALIFAX HERITAGE BYWAY AS A FLORIDA SCENIC HIGHWAY AND THE DEVELOPMENT OF A CORRIDOR MANAGEMENT PLAN (CMP)

WHEREAS the Volusia 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 the cities of Beverly Beach and Flagler Beach in Flagler County; and

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

WHEREAS a Corridor Management Entity (CME), known as the Halifax Heritage Byway CME has been formed for the purpose of advocating for designation and implementation of the proposed Halifax Heritage Byway, as provided for in Section 335.093, Florida Statues and 23 U.S.C. Section 162, as a Florida Scenic Highway; and

WHEREAS, the proposed Halifax Heritage Byway’s project limits traverse a 35 mile corridor in eastern Volusia County comprised of a state and local roadway network that connects the surrounding communities. The following roadway segments are included in the corridor:

- SR A1A/CR 4075 - Atlantic Avenue from Lighthouse Point Park to Granada Boulevard (SR 40)
- CR 4011 – North Beach Street/Riverside Drive/Beach Street from Fairview Avenue (CR 4040) to Granada Boulevard (SR 40)
- CR 4029 – Beach Street (Alt US 1) from Bellevue Avenue (CR 4062) to Fairview Avenue (CR 4040)
- CR 4035 – Martin Luther King Boulevard (MLK/Washington Street) from Bellevue Avenue (CR 4062) to Madison Avenue (CR 4040)
- CR 4039 – White Street/Tarragona Way/Owasso Street from Bellevue Avenue (CR 4082) to Madison Avenue (CR 4048)
- CR 4040 – Main Street/Fairview Avenue/George W. Engram Boulevard/Dunn Avenue from Clyde Morris Boulevard (SR 483) to Beach Access/Daytona Beach Pier
- CR 4048 – Madison Avenue from White Street (CR 4038) to N. Beach Street (CR 4011)
- CR 4050 – Orange Avenue/Silver Beach Avenue from S. Beach Street (CR 4029) to Beach Access
- CR 4052 – Dr. Mary McLeod Bethune Boulevard (MMB) from MLK Boulevard (CR 4035) to N. Beach Street (CR 4029)
- CR 4062 – Bellevue Avenue from Clyde Morris Boulevard (SR 483) to Bethune Point/Halifax River
WHEREAS the purpose of the scenic highway designation is to protect, enhance, preserve and maintain the intrinsic resources of the designated corridor, while utilizing the resources for appropriate economic development, recreation and tourism interests; and

WHEREAS the designation as a Florida Scenic Highway does not impose regulatory authority, state or federal restrictions on land use along the byway by virtue of the designation.

NOW, THEREFORE, BE IT RESOLVED, by the Volusia TPO that:

1. The Volusia TPO Board supports the designation of the Halifax Heritage Byway as a Florida Scenic Highway with recognition that said designation will serve a useful purpose to advance the historic, natural, recreational and scenic appreciation of these highways and educate our public as to the continuing importance of these roadways.

2. The Volusia TPO agrees to participate, review and consider for inclusion required Corridor Management Plan elements, which will delineate the implementation of the goals, objectives and strategies for the Halifax Heritage Byway, into the update of the Long Range Transportation Plan, where consistency exists.

3. The Chairperson of the Volusia TPO (or her designee) is hereby authorized to enter into a partnership agreement that supports activities of the Halifax Heritage Byway Corridor Management Entity (CME) and ensures coordination, but does not obligate funding or other resources.

4. The Chairperson of the Volusia TPO (or her designee) is hereby authorized and directed to submit this resolution of support to the:
   a. Florida Department of Transportation;
   b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
   c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regular meeting of the Volusia TPO held on the 26th day of February 2014.

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION

Nancy Long
City of South Daytona, Vice Mayor Nancy Long
Chairperson, Volusia TPO
CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the Volusia TPO, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Volusia TPO held on February 26, 2014.

ATTEST:

[Signature]

PAMELA C. BLANKENSHIP, RECORDING SECRETARY

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION
Who We Are
The Halifax Heritage Byway Organization is a partnership of elected officials, private citizens, business representatives and technical advisors who recognize the importance and value of the region’s cultural, historic, recreational, natural and scenic resources located along the Byway.

What We Do
The mission of the Halifax Heritage Byway Organization is to advocate for and advance the rich multicultural heritage of the Halifax River region.

We are asking the Florida Department of Transportation to include a series of roadways in Volusia County in the Florida Scenic Highways Program. Upon designation, the Halifax Heritage Byway would become part of the collection of scenic highways (26) that are distinguished for their uniqueness and charm.

Florida Scenic Highways Program
The Florida Scenic Highways Program was developed to preserve, maintain, protect and enhance Florida’s outstanding cultural, historical, archaeological, recreational, natural and scenic resources. This Florida Department of Transportation program serves as an ongoing economic development tool for the communities that these designated corridors pass through. The success of the program and the individual corridors depends greatly on strong community support and partnerships.

To receive more information about the Halifax Heritage Byway Organization or the Florida Scenic Highways Program, please contact:

Chris Daum
Halifax Heritage Byway Organization Chairman
(386) 258-7970
HalifaxHeritageByway@gmail.com

Claudia Calzaretta
Florida Department of Transportation
District Scenic Highway Program Coordinator
(386) 943-5089
Claudia.Calzaretta@dot.state.fl.us

www.floridascenichighways.com
The story of the Halifax River region of Volusia County is a story of freedom, growth, vision and challenge for the pioneers who came to this area in search of opportunity. The proposed name of this scenic highway corridor, Halifax Heritage Byway - An American Tapestry is apt, because the segments of roadway are the threads that tie this diverse community together. The entire 35 miles of this Byway embrace the people, places, stories and events that make up the long history of the Halifax River region of Volusia County.

Getting Involved
Those that have an interest in the regional heritage and the exceptional resources of the community are encouraged to get involved. Community support and strong partnerships are most successful when diverse interest groups are assembled. Participants can include:

- Residents
- Businesses
- Civic groups
- Public agencies

There are no dues to pay, and participation requires only a minimal commitment of time. We seek volunteers with a passion for their community and all it has to offer. Recognition and civic pride gained from Florida Scenic Highway designation are just the beginning. The Byway Organization meets on a monthly basis to discuss strategies for the implementation of our five basic focuses:

- Resource Preservation Enhancement
- Planning, Safety & Community Planning
- Community Support & Participation
- Communicate the Corridor’s Story
- Economic Development & Tourism
SUMMARY SHEET
BPAC
FEBRUARY 13, 2019

IV. ACTION ITEMS

E. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2019-## AUTHORIZING THE EXECUTION OF A SUPPLEMENTAL AGREEMENT TO THE METROPOLITAN PLANNING ORGANIZATION (MPO) AGREEMENT FOR THE USE OF TRANSPORTATION PLANNING (PL) AND URBAN ATTRIBUTABLE (SU) FUNDS AND AMENDING THE FY 2018/19 AND 2019/20 UNIFIED PLANNING WORK PROGRAM (UPWP)

BACKGROUND INFORMATION:

The TPO utilizes a planning agreement with FDOT to receive planning funds. The Unified Planning Work Program (UPWP) provides the scope of planning services to be provided as part of the agreement and allocates funding available from all sources among the UPWP tasks. An amendment to the FY 2018/19 and 2019/20 UPWP is required to add planning activities and to allocate additional funding made available to the TPO. This action also requires the execution of a supplemental agreement to the MPO agreement.

TPO staff is proposing the following changes as needed to ensure the UPWP accurately reflects the work activities, projects, deliverable dates and available funding for the TPO:

- Adds $24,772 of carryover funding from the previous UPWP;
- Adds $13,448 of transit planning funds available from the Federal Transit Administration (and an additional state and local match of $1,681 each);
- Adds $989 of Transportation Disadvantaged state grant funding;
- Reallocates some funding from work tasks with available funding to those that are currently underfunded;
- Adds grant funding and activity associated with the Walkability Action Institute grant; and
- Adds a task to assess Food Deserts (the availability of affordable food options in transportation disadvantaged communities & transportation accessibility).

Additional minor changes may also be incorporated into the proposed draft, which will be presented by TPO staff. The proposed UPWP amendment is more particularly described in Resolution 2019-## and Attachment “A”, which will be provided under separate cover.

ACTION REQUESTED:

MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2019-## AUTHORIZING THE EXECUTION OF A SUPPLEMENTAL AGREEMENT TO THE METROPOLITAN PLANNING ORGANIZATION (MPO) AGREEMENT FOR THE USE OF TRANSPORTATION PLANNING (PL) AND URBAN ATTRIBUTABLE (SU) FUNDS AND AMENDING THE FY 2018/19 AND 2019/20 UNIFIED PLANNING WORK PROGRAM (UPWP)
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 designated urbanized area; and

WHEREAS, pursuant to 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR 450.310, and Florida Statutes 339.175, the River to Sea Transportation Planning Organization is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and a portion of Flagler County as defined by the Metropolitan Planning Area; and

WHEREAS, pursuant to 23 U.S.C. 134, 23 CFR 450, and Florida Statutes 339.175, require the River to Sea Transportation Planning Organization and the Florida Department of Transportation to enter into an agreement clearly identifying the responsibilities for cooperatively carrying out the Federal Highway Administration (FHWA) portion of the Metropolitan Planning Process and accomplishing the transportation planning requirements of state and federal law; and

WHEREAS, the River to Sea TPO is to be the recipient of metropolitan planning funds (PL Funds) authorized under 23 USC 104(f); and

WHEREAS, the River to Sea TPO has the authority to enter into this Agreement and to undertake the responsibilities as described in the attached agreement;

NOW, THEREFORE, BE IT RESOLVED by the River to Sea Transportation Planning Organization (TPO) that the Chairperson of the TPO (or his/her designee) is hereby authorized to:

1. execute a supplemental agreement to the Metropolitan Planning Organization (MPO) Agreement for the Use of Transportation Planning (PL) and Urban Attributable (SU) Funds providing for the amendment of the TPO’s FY 2018/19 and FY 2019/20 UPWP as more particularly described in Attachment A; and

2. submit copies of this resolution and the executed agreement to:
   a. Florida Department of Transportation;
   b. Federal Transit Administration (through the Florida Department of Transportation); and
   c. Federal Highway Administration (through the Florida Department of Transportation).
DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 27th day of February, 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 certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on February 27, 2019.

ATTEST:

______________________________
DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION
IV. ACTION ITEMS

F. APPOINTMENT OF 2019 BPAC PROJECT REVIEW SUBCOMMITTEE MEMBERS

BACKGROUND INFORMATION:

The BPAC Project Review Subcommittee is responsible for assisting staff in developing the yearly update to the TPO’s Priority Lists of Bicycle/Pedestrian Projects. At least four members are preferred for the BPAC Project Review Subcommittee. All subcommittee members are eligible for reappointment. Current BPAC Project Review Subcommittee members are:

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<tr>
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<th>Name</th>
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<th>Appointment Date</th>
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<tbody>
<tr>
<td>1</td>
<td>Jason Aufdenberg</td>
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<td>2</td>
<td>Alice Haldeman</td>
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<td>3</td>
<td>Nic Mostert</td>
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<td>February 8, 2017</td>
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<td>4</td>
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<td>February 8, 2017</td>
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<td>5</td>
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<td>March 14, 2018</td>
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<td>March 14, 2018</td>
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<td>7</td>
<td>Nancy Burgess-Hall (alt.)</td>
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ACTION REQUESTED:

MOTION TO APPOINT/REAPPOINT 2019 BPAC PROJECT REVIEW SUBCOMMITTEE MEMBERS
IV. ACTION ITEMS

G. APPOINTMENT OF 2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SUBCOMMITTEE MEMBERS

BACKGROUND INFORMATION:

The Transportation Improvement Program (TIP) Subcommittee is responsible for evaluating priority project applications and reviewing the Call for Projects process and selection criteria used to develop the TPO’s Lists of Prioritized Projects (LOPP). Each advisory committee (BPAC, CAC and TCC) appoints approximately three members to serve on the TIP Subcommittee, which will meet several times prior to the adoption of the next TIP in June 2019. All subcommittee members are eligible for reappointment. Current TIP Subcommittee members are:

<table>
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<tr>
<th>Name</th>
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<td>Bob Storke</td>
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<td>Scott Leisen</td>
<td>BPAC</td>
<td>Deltona</td>
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<td>Elizabeth Lendian</td>
<td>CAC</td>
<td>Volusia County, At Large</td>
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<td>Nora Jane Gillespie</td>
<td>CAC</td>
<td>New Smyrna Beach</td>
<td>February 21, 2017</td>
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<td>Gilles Blais</td>
<td>BPAC/CAC</td>
<td>Holly Hill</td>
<td>February 21, 2017</td>
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<tr>
<td>Ron Paradise</td>
<td>TCC</td>
<td>Deltona</td>
<td>February 21, 2017</td>
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<tr>
<td>Jon Cheney</td>
<td>TCC</td>
<td>Volusia County Traffic Engineering</td>
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<td>Paul Eik</td>
<td>BPAC</td>
<td>Flagler Beach</td>
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<td>Bobby Ball</td>
<td>CAC</td>
<td>Port Orange</td>
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<tr>
<td>Jose Papa</td>
<td>TCC</td>
<td>Palm Coast</td>
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<td>Laura Dodd</td>
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<td>DeBary</td>
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<td>Alan Peterson</td>
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<td>Patricia Lipovsky</td>
<td>CAC</td>
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ACTION REQUESTED:

MOTION TO APPOINT/REAPPOINT 2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SUBCOMMITTEE MEMBERS
V. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF VOTRAN’S SERVICE CHANGES IN WEST VOLUSIA COUNTY

BACKGROUND INFORMATION:

Starting this month, Votran’s Route 25 will service Deltona and operate primarily in the Howland Boulevard corridor. It will run from the DuPont Lakes Shopping Center west to Halifax Health (Deltona) and Epic Theatres. Route 25 will provide connecting service to Routes 21 and 22. The following service changes are also being made in the Deltona and Orange City areas:

- Votran will no longer service the old Deltona Community Center at 980 Lakeshore Drive. Routes 21 and 22 will instead turn right onto Lakeshore Drive in Enterprise and provide service to the United Methodist Children’s Home.

- Crown Center, Orange City stops will move to Enterprise Road, as requested by the property owner. This will affect Routes 20, 21, 22 and 23.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC
West Volusia Service Changes
Votran operates 7 routes to provide service to West Volusia County. Service is Monday through Saturday. There is no Night/Sunday service and limited Holiday Service.

- Route 20 – DeLand to Orange City
- Route 21 & 22 – Orange City to Deltona
- Route 23 – DeBary to Deltona via Orange City
- Route 24 – Deland to Seville
- Route 25 – North Deltona
- Route 60 – Cross county connector service between DeLand and Daytona Beach
Service Changes

- Routes 21 and 22 will no longer service the Old Deltona Community Center at 980 Lakeshore Drive.

- Routes 21 and 22 will turn right onto Lakeshore Drive into Enterprise and will provide service to the Methodist Children’s Home located at 51 Main St.

- Routes 20, 21, 22, 23 will no longer go into the Crown Center parking lot. The Crown Center Stops will be relocated to Enterprise Road.

- The New Route 25 will service Deltona and operate primarily in the Howland Boulevard corridor.
Route 21 and 22 Changes

- New configuration for the Routes 21 and 22.
Route 21 and 22 Changes

- New stop locations.
Route 21 and 22 Changes

- ADA bus stop pad concept.
Orange City Service Changes

- Routes 20, 21, 22, 23 will no longer go into the Crown Center parking lot.

Crown Center stops will move to Enterprise Road for Route 20 & 23 as requested by the property owner. Route 21 & 22 will go directly to Market Place and will not enter Crown Center.
Orange City Service Changes

- Routes 20, 23 will stop on Enterprise Road at Crown Center
Addition Of Service

Route 25 – The Howland Connector

- The Route 25 will begin service in February 2019

- Votran has allocated $341,018 for the implementation of the new route for FY-2018/2019.

- It will service Dupont Lakes Shopping Center, Deltona City Hall/Daytona State College – Deltona, The Center at Deltona, Halifax Health – Deltona and Epic Theatres of West Volusia.

- The Route 25 will service 22 ADA compliant stops along the Howland Boulevard and Providence Boulevard corridors.

- There will be no Night/Sunday or Holiday Service.
Addition Of Service

- The new Route 25 will provide connection to Votran Routes 21 and 22 at Deltona City Hall. This will allow riders to go between ESE Deltona and N Deltona.
Addition Of Service

- The new Route 25

Route 25 - Howland Boulevard: Dupont Lakes to Halifax Health/Epic Theaters

Outbound Stops:
1. DuPont Lakes Center
2. Howland & Ethern (2001)
3. Howland & Austin Av OB
4. Howland & Brewe Dr OB
5. Howland & Sema Rd OB
6. Providence & Barrow St OB
7. Providence & Joyner Dr OB
8. Deltona Library (2654)
9. Deltona City Hall / Daytona State College - Deltona Campus (1878)
10. Joyner Dr & Providence OB
11. Barrow St & Providence OB
12. Howland & Catalina Blvd OB
13. Deltona Community Center OB
14. Howland & Wolf Pack Run OB
15. Halifax Health - Deltona OB
16. Epic Theaters OB

Inbound Stops:
17. Halifax Health - Deltona IB
18. Forest Edge Dr & Howland IB
19. Deltona Community Center IB
20. Catalina Blvd & Howland IB
21. Providence & Barrow St IB
22. Providence & Joyner Dr IB
23. Deltona Library (2654)
24. Deltona City Hall / Daytona State College - Deltona Campus (1878)
25. Joyner Dr & Providence IB
26. Barrow St & Providence IB
27. Howland & Providence IB
28. Adela Blvd & Howland IB
29. Austin Av & Howland IB
30. DuPont Lakes Center

Shopping / Retail
- Connect to Route 21
- Residential
- Retail
- Residential
- Public Library
- Government
- College/University
- Residential
- Retail/Residential
- Government
- Residential/Education
- Medical Facility
- Retail/Entertainment

Medical Facility
- Residential/Education
- Government
- Retail/Residential
- Residential
- Public Library
- Government
- College/University
- Residential
- Residential
- Residential
- Retail
VI. STAFF COMMENTS

→ Update on Annual Call for Projects

VII. INFORMATION ITEMS

→ BPAC Attendance Record
→ BPAC Subcommittee Meeting Summary
→ January 2019 TPO Outreach & Activities
→ St. Johns River to Sea Loop Trail Stakeholder Workshop
→ TPO Annual Planning Retreat
→ TPO Board Meeting Summary

VIII. BPAC MEMBER COMMENTS

IX. ADJOURNMENT
# BPAC Attendance Record 2019

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<tr>
<th>Name</th>
<th>Jan</th>
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**Vacancies**
- Beverly Beach
- Daytona Beach Shores
- DeBary
- Flagler County School Board
- Flagler County Traffic Engineering
- Flagler County Transit
- Lake Helen
- Oak Hill
- Pierson
- Port Orange
- Volusia County Chair

January - December 2019

51
BPAC Bicycle Suitability Map Subcommittee
Meeting Summary
January 30, 2019

- Received update of Bicycle Suitability Map revisions from TPO staff
- Reviewed and discussed revised draft Bicycle Suitability Map
January 2019 TPO Outreach & Activities

1. Transportation and Civil Engineering (TRAC) Program Training
   **Date:** Thursday, January 10, 2019
   **Location:** R2CTPO Office
   **Description:** FHWA, in coordination with the TPO, held a day of training for Mainland High School teachers and transportation-field volunteers on the TRAC Program which will be instituted into Mainland High School for the 2019/20 school year.

2. R2CTPO Issues 2019 Annual Call for Projects
   **Date:** Thursday, January 24, 2019
   **Description:** The TPO issued its annual call for projects applications which are due March 29th @ 2:00 p.m. Additional information available at: [https://www.r2ctpo.org/planning-studies/priority-projects/](https://www.r2ctpo.org/planning-studies/priority-projects/)

3. TPO Presentation on Transportation Funding to the League of Women Voters of Volusia County
   **Date:** Monday, January 28, 2019
   **Location:** New Smyrna Beach
   **Description:** TPO staff gave a presentation on transportation funding to the Volusia County League of Women Voters.

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**February Events:**

15: CFMPOA Meeting, MetroPlan Orlando
25: R2CTPO Annual Planning Retreat in partnership with Daytona Chamber of Commerce, ERAU
25 – 27: Not So Noisy Bike Week Events:
   25: Embry-Riddle Aeronautical University
   27: Daytona State College & Bethune-Cookman University
28: FDOT/TPO Joint Certification Meeting; TPO

**March Events:**

2: Not So Noisy Bike Week Community Bike Ride; Daytona Beach (ISB & White St)
2: Daytona Halifax Lions Club Health Fair Helmet Fitting, Daytona Beach
20: Transportation Disadvantaged Legislative Awareness Day, Tallahassee
21: Central Florida Transportation Planners Group – TPO staff on panel; Orlando

**ongoing Projects & Studies:**

- Walkability Action Institute Grant Project
- 2019 Annual Call for Projects
- Development of 2017/18 TPO Annual Report
- Development and Approval of an Amendment to the 2040 Long Range Transportation Plan
- Development of Bicycle Suitability Map
- Central Florida Visitors Study
- Regional Truck Parking Study
- Central Florida Regional Planning Model Update
- US 17/92 @ Dirksen Drive Feasibility Study
- Madeline Ave. Trail Feasibility Study, Phase 1-2
- Regional Resiliency Action Plan
- Development of 2045 Long Range Transportation Plan Scope of Services
- Update of TPO Transportation Safety Targets
- FDOT/R2CTPO Joint Certification
St Johns River-to-Sea Loop
Stakeholder Workshop

FRIDAY, March 1
9:00 AM to 3:00 PM
DeBary Hall Historic Site
198 Sunrise Blvd.
DeBary, FL 32713

- Completing the Trail
- Wayfinding
- Promotion
- Events & Rides
- Advocacy & Champions

March 1, 2019
DeBary Hall Historic Site

St Johns River2Sea Loop
Alliance

Community
Tourism
Economy
Health
Safety
Mobility
Environment

WWW.SJR2C.ORG
INFO@SJR2C.ORG
(321) 795-3179

#SJR2C #River2SeaLoop
**Relationship Between Transportation and the Local Economy**

**Monday, February 25, 3:30 - 5:30 p.m.**
**Social Hour to Follow**

Economic development and re-development doesn't happen in a vacuum. Location and development decisions are influenced by the availability of transportation and these development decisions can also influence the need for additional transportation infrastructure. The panel of speakers will discuss their experiences in aligning economic development and transportation projects including the successes and challenges they've encountered.

Located at:
Embry-Riddle Aeronautical University
Jim Henderson Welcome Center
600 S. Clyde Morris Blvd.
Daytona Beach, FL

**Sponsored by:**
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River to Sea TPO Board
Meeting Summary
January 23, 2019

- Introduced new TPO Board members Daytona Beach Shores Mayor Nancy Miller, Port Orange Commissioner Scott Stiltner, Flagler County Chair Donald O’Brian, Volusia County Council Members Barbara Girtman and Fred Lowry, Volusia County School Board Chair Carl Persis and DeBary Mayor Karen Chazez

- Approved a motion to pull Item I, TPO Population Update from the consent agenda and approved the consent agenda including approval of the November 28, 2018 TPO Board meeting minutes; approved a motion to continue Item I at the next TPO Board meeting

- Approved Resolution 2019-01 amending the 2040 Long Range Transportation Plan (LRTP) to reflect funding for two (2) interchanges on I-95; LPGA Boulevard and Pioneer Trail and to incorporate planning rule changes

- Approved Resolution 2019-02 amending the policy for establishing and maintaining transportation priority projects

- Approved Resolution 2019-03 amending the local match requirements placed on member local governments for projects prioritized for funding by the TPO

- Approved the priority project applications for Traffic Operations/Safety and Local Initiatives projects, Transportation Planning studies, Bicycle/Pedestrian and B/P Local Initiatives projects for the 2019 annual Call for Projects

- Approved request from the city of DeLand for additional funding for the Alabama Avenue Trail (Minnesota Avenue to US 92)

- Received a PowerPoint presentation of the updated draft Bicycle Suitability Map

- Received a PowerPoint presentation of the St. Johns River to Sea Loop Trail PD&E Study (US 1 from Kennedy Parkway to Dale Avenue)

- Received a PowerPoint presentation of the draft Work Program proposed by FDOT for FY 2019-20 to 2023/24

- The FDOT report was provided in the agenda; announced current temporary road closure of SR A1A in Ormond Beach due to police activity
• Received the Executive Director’s Report including an announcement that the R2CTPO was awarded a Step it Up: Action Institute to Increase Walking and Walkability grant; an update of R2CTPO office improvements; update of SU funding; update of the Roundtable of Volusia County Elected Officials and SunRail

• Announced the R2CTPO’s Annual Retreat will be held in partnership with the Daytona Beach Chamber of Commerce and VCARD on Monday, February 25, 2019, from 3:00 pm to 5:00 pm at Embry Riddle Aeronautical University and the topic will be “Exploring the Links Between Economic Development and Transportation”

The next River to Sea TPO Board meeting will be on Wednesday, February 27, 2019