Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
February 13, 2019

Members Present:
Doug Hall
Ted Wendler
Paul Elk, Vice Chairperson
Larry Coletti
Gilles Blais
Nic Mostert
Bob Storke, Chairperson
Gayle Belin
Robert Bullard
Jeff Martindale
Christy Gillis
Patrick McCallister
Nancy Burgess-Hall
Alice Haldeman
Jason Aufdenberg

Representing:
Daytona Beach
DeLand
Flagler Beach
Flagler County
Holly Hill
New Smyrna Beach
Orange City
Ormond Beach
Ponce Inlet
Port Orange
South Daytona
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
Terri Bergeron

Representing:
Flagler County
Port Orange
Votran
FDOT
Volusia County

Members/Technical Appointees Absent:
Scott Leisen
Michelle Grenham (excused)
Heidi Pettito
Danielle Anderson (excused)
Eric Kozierski

Representing:
Deltona
Edgewater
Flagler County Public Transportation
Palm Coast
Volusia County School Board

Others Present:
Debbie Stewart, Recording Secretary
Stephan Harris
Pamela Blankenship
Lois Bollenback
Colleen Nicoulin
Aarti Sharma
Kimberly Dixon
Charles Morrow
Andrew Dodzik
Chris Daun
Melissa Winsett

Representing:
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
City of Daytona Beach
Flagler Beach Alternate
Flagler County Alternate
Volusia County, District 2 Alternate
Volusia County Traffic Engineering

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. **New BPAC Member Introduction**

Chairperson Storke introduced new BPAC member, Mr. Jeff Martindale, representing Port Orange.

III. **Public Comment/Participation**

There were no public comments.

III. **Action Items**

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

*MOTION:* A motion was made by Mr. Wendler to approve the January 9, 2019 BPAC meeting minutes. The motion was seconded by Mr. McCallister and carried unanimously.

B. **Review and Approval of Resolution 2019-## Adopting the 2019 Bicycle Suitability Map**

*MOTION:* A motion was made by Mr. Aufdenberg to table this item to allow work to continue on the project. The motion was seconded by Mr. Coletti and carried unanimously.

C. **Review and Recommend Approval of Resolution 2019-## Updating the Safety Performance Targets for the River to Sea TPO**

(Handout)

Ms. Nicoulin gave a PowerPoint presentation of the safety performance targets that were adopted last year. FDOT has adopted a safety target of zero which means in the current fiscal year they would like to have zero fatalities and serious injuries for vehicle crashes and bicycle/pedestrian incidents. Last year, the TPO adopted a 2% reduction in those categories. The TPO supports FDOT’s effort to reach zero but also recognizes that the TPO cannot influence every factor that contributes to a crash; the TPO has no impact on law enforcement or on Strategic Intermodal Systems (SIS) projects that FDOT controls. The TPO adopted a target it felt it could meet through the projects programmed in the Transportation Improvement Program (TIP) or projects that come through the safety studies the TPO has completed. These are annual targets and are updated each year; she reviewed the five measures that targets must be set for and the data used to set the target. The 2019 targets were set using the same methodology as the 2018 targets in determining targets of a 2% annual reduction of the last known statistics from 2017 of fatalities and serious injuries. The TPO supports FDOT’s target of zero and will program projects to reach the TPO’s goal and assist FDOT in reaching theirs.

Mr. Daun asked why the statistics were not calculated based on population.

Ms. Nicoulin replied the fatalities and serious injuries statistics were calculated by vehicle miles travelled (VMT).

Mr. Daun stated crime statistics were based on population; a rural area would have less people who could have an incident versus an urban area with more people. He attended the FDOT Community Traffic Safety Team (CTST) meeting for East Volusia County and stated they combined the non-motorized fatalities with the motorized fatalities to develop a statistic that shows a decrease in fatalities for Flagler and Volusia Counties in District 5; however, the Dangerous by Design report that was just released that shows Daytona Beach as the second most dangerous city in the United States for fatalities.

Ms. Nicoulin replied the source for the TPO’s data is Signal 4 Analytics; they compile crash data from police departments and the Florida Highway Patrol into a database. The TPO has to assume that the crash reports are accurate and on the interpretation of those crash reports. The trend is showing the statistics are going up.
Mr. Daun commented that makes sense because the population is going up.  

Ms. Nicoulin replied the population is increasing as are the number of people traveling on the roadway.  

Mr. Elk commented that part of the discussion last year was that the TPO is not limited to these performance measures; other measures could be discussed and added. He asked if that was correct.  

Ms. Nicoulin replied other measures could be included into different documents such as the annual Call for Projects; if there is a certain performance measure the committees would like to see it could be added as a criteria.  

Discussion continued.  

Mr. Bullard asked how deep the data is that the TPO has access to; if it was raw data that was used to develop the summary value and if the TPO had access to the times and dates of the crashes.  

Ms. Nicoulin replied the TPO receives the data as a shape file and can map out the crashes. The TPO also has access to the crash reports.  

Mr. Mostert asked if there was a strategy on how to reduce the causes of crashes.  

Ms. Nicoulin replied that the TPO adopted the Crash Analysis Report last year that reviewed high frequency crash locations and the severity of crashes to determine what was the cause and what might mitigate those crashes; law enforcement, education or engineering solutions. The TPO worked with local governments on the report so that they may submit applications for projects to address some of these crashes. There are criteria regarding safety that the applications for the annual Call for Projects are scored on. This also communicates to FDOT the primary performance measure to be achieved with a particular project.  

Mr. McCallister asked if there was a practical difference between adopting an independent target versus adopting the FDOT target of zero and if it affected funding.  

Ms. Nicoulin replied the TPO’s funding is not dependent on the targets; the TPO wants to set something that is attainable and a zero rolling average for 2019 is not attainable.  

**MOTION:** A motion was made by Mr. McCallister to recommend approval of Resolution 2019-## updating the Safety Performance Targets for the River to Sea TPO with the amended figures. The motion was seconded by Mr. Elk and passed unanimously.  

**D. Review and Recommend Approval of a Letter of Support for the Halifax Heritage Byway**  

Mr. Harris stated the TPO received a request for a letter of support for the Halifax Heritage Byway; a support letter was issued in May 2013. Resolution 2014-02, in support of the Halifax Heritage Byway, is included in the agenda for reference purposes. Mr. Chris Daun, Chair of the Halifax Heritage Byway Advocacy Group, is in attendance to explain.  

Mr. Daun stated this project has been in the works for nine years; it is a state application process. The guidelines changed in the final stage of the application and the letters of support are now four years old. The program is requesting sustained support from the community and that is why they are asking for an updated letter of support.  

Mr. Blais referred to the map on page 32 of the agenda and commented that the area of Flomich Avenue and Riverside Drive in Holly Hill bottlenecks due to right-of-way issues and that would need to be resolved; there is no room for a proper trail or bike path.
Mr. Daun replied this designation is not for building bike trail; it is for the designation of corridors of the byway so tourists can visit the byways in vehicles. There is a separate map with trails that are part of the byway project.

Chairperson Storke asked if they were identifying the area as a Halifax Heritage Byway corridor due to the history of the area.

Mr. Daun replied correct and stated there are six categories; cultural, historical, archeological, recreational, natural and scenic. All of those are documented on the map.

Mr. Eik asked how many letters of support they have received.

Mr. Daun replied they received approximately 35 letters in 2014 from businesses and local groups along the corridors. They are expecting more letters of support now since this is the final submission to the state.

**MOTION:** A motion was made by Ms. Belin to recommend approval of a letter of support for the Halifax Heritage Byway. The motion was seconded by Mr. Wendler and carried unanimously.

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)**

Ms. Bollenback gave a PowerPoint presentation and stated the two-year Work Program states the tasks and timing of tasks; it was developed over a year ago. There is additional funding to be added to the Work Program for public information, general planning activities and for transit related projects and Transportation Disadvantaged (TD) projects. The plan is built on estimates and when the Federal Transit Administration (FTA) knows what funding is actually available, it is added into the Work Program. The TPO received a Walkability grant that will fund a team to travel to Georgia to participate in a Walkability Action Institute to address issues of pedestrian safety. She reviewed changes to the Work Program and where funds have shifted. The TPO is also adding a task for activities done in-house to assess “food deserts” which are areas in our community where citizens do not have access to healthy food sources; they do not live near a grocery store or supermarket and are typically transportation disadvantaged. The TPO will be working with the Health Department to identify these issues.

Mr. McCallister commented that there are communities such as Lake Helen where the average income is not considered a “food desert” but as a lifestyle cyclist, it is not safe traveling to a grocery store because of constricted access to commercial areas. It is not necessarily income but how safely a bicyclist or pedestrian can travel to a grocery store.

Mr. Daun commented that the Walkability grant and the “food desert” study are great. He asked if there was any effect from the recent government shutdown on the TPO’s funding or budget.

Ms. Bollenback replied no; the TPO’s funding bill is a multi-year bill.

Mr. Bulliard commented that the “food desert” idea is usually associated with older or dilapidated urban areas and Volusia County only has a small amount of those. He asked if there was a GIS standard that has been adopted that can be used to show how intense it is, where it is, the extent of it and if it includes emergency services, motor fuel supply and other “deserts” or if it was just daily nourishment.

Ms. Bollenback replied that Ms. Aarti Sharma, TPO staff, is the GIS expert and will be handling this project. She will have him speak to her about the specifics. This study is not intended to go beyond the basic “food desert” concept.
Mr. Elk referred to the reallocating of funds and the statement that “some” funds are being reallocated; he asked where they would come from and what was the intention. He asked if a dollar amount was available; he is not comfortable with the term “some” on the summary page of the agenda.

Ms. Bollenback replied the numbers in table are what is being allocated. This is not an unusual activity; because the TPO has to develop this document in advance, typically, halfway through the activities have to be reset. The good news is there is additional funding that has become available.

Mr. Bulliard commented that all of these items factor into the local governments comprehensive planning and he asked if there was any collaborative interaction for work products with staff or contracted consultants of the local governments. He also asked if the Technical Coordinating Committee (TCC) actively engages in this process.

Ms. Bollenback replied the development of the Work Program starts with a subcommittee of representatives from each TPO advisory committee; the TPO sets a series of tasks it proposes to do and the subcommittee reviews those tasks to determine what the TPO can do with the resources in-house and what tasks may require consultant support. The full document explains all the work done previously on a task, what work will be undertaken and when they are expected to be delivered.

Mr. Bulliard asked if local government resources are directly involved in the work product production under all of these categories.

Ms. Bollenback replied the local funding commitment that local members provide to the TPO each year is $.10 per capita and that initially funded a reserve that is used for a match for transit funding, to complete the TPO survey or for documents that benefit the entire planning area. It is not used for staff salaries.

**MOTION:** A motion was made by Mr. McCallister 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). The motion was seconded by Mr. Hall and carried unanimously.

**F. Appointment of 2019 BPAC Project Review Subcommittee Members**

Mr. Harris stated the BPAC Project Review Subcommittee assists staff in developing the yearly update to the TPO’s Priority Lists of Bicycle/Pedestrian projects. At least four BPAC members are preferred to serve on the BPAC Project Review Subcommittee; currently, there are seven members. All subcommittee members are eligible for reappointment. The TPO is asking the BPAC to consider reappointing the current subcommittee members and invited any new members to serve.

Ms. Burgess-Hall asked what the dates of the meetings will be.

Mr. Harris replied the meetings have not been set but the TPO anticipates the subcommittee to meet between April 8 and April 26, 2019; there will be at least one meeting but typically a follow-up meeting is needed. It depends on how many applications are received through the annual Call for Projects. The BPAC Project Review Subcommittee will review and score the applications.

Ms. Burgess-Hall stated she could not guarantee she will be available.

Mr. McCallister volunteered to replace Ms. Burgess-Hall on the subcommittee.

Mr. Harris commented that she is currently an alternate on the subcommittee.

**MOTION:** A motion was made by Mr. Elk to reappoint Mr. Aufdenberg, Ms. Haldeman, Mr. Mostert, Mr. Walters, Mr. Coletti, Ms. Belin; Ms. Burgess-Hall as alternate and to appoint Mr. McCallister to 
the 2019 BPAC Project Review Subcommittee. The motion was seconded by Mr. Hall and carried unanimously.

G. Appointment of 2019 Transportation Improvement Program (TIP) Subcommittee Members

Ms. Nicoulin stated the Transportation Improvement Program (TIP) Subcommittee reviews applications for Traffic Operations/Safety, feasibility studies, implementation as well as planning studies. Currently, four BPAC members are on the TIP Subcommittee; the TPO is asking for their reappointment and for any additional volunteers that may want to serve on the TIP Subcommittee.

**MOTION:** A motion was made by Mr. Elk to reappoint Mr. Starke, Mr. Leisen, Mr. Blais and Mr. Elk to the 2019 Transportation Improvement Program (TIP) Subcommittee. The motion was seconded by Mr. Coletti and carried unanimously.

IV. Presentation and Discussion Items

A. Presentation and Discussion of Votran’s Service Changes in West Volusia County

Mr. John Cotton, Votran, gave a PowerPoint presentation of Votran’s service changes in West Volusia County. Votran operates seven routes on the west side of the county, Monday through Saturday; he reviewed those routes and the service changes and stop locations for routes 21, 22, 23. These routes will no longer go into the Crown Center parking lot; the stops will be relocated to Enterprise Road. He explained the property owner has asked Votran not to stop in front of their stores and explained the new configuration for the stops. He reviewed the new route 25 that will operate primarily the Howland Boulevard corridor and the stops on that route.

Mr. McCallister asked if Votran has worked out where to place the stop to facilitate the pedestrian traffic once they exit the bus to get to Publix.

Mr. Cotton replied that was a challenge because there are no accessible paths into Crown Center; Crown Center will now be serviced by routes 20 and 23 at a stop in front of Regions Bank. Votran will have to build a bridge over the swale because a flat pad will not work.

Mr. McCallister asked if the stop will be a covered shelter bus stop.

Mr. Cotton replied Votran no longer installs shelters; it is up to the city to install shelters.

Ms. Burgess-Hall asked how blind citizens would be guided to the crosswalks or sidewalks to get to the facilities. She has received complaints regarding the stop at the Sunshine Park Mall is difficult for the blind to find because it is located in the center of the parking lot. She asked if the property owner would work with them for the visually impaired pedestrians.

Mr. Cotton replied he agreed but the only alternative Votran had with Sunshine Park Mall was to move the stop to the sidewalk. The property owner would have to hire their own engineer; Votran does not tell property owners what to do. He continued with the presentation and stated since Votran cannot enter the Crown Center, the bus will go straight to the Market Place Connector Point where there is a crosswalk and signalized intersection to get to Crown Center.

Mr. Daun asked if the bridge over the swale directs citizens to the sidewalk.

Mr. Cotton replied Votran is responsible to get citizens from the edge of the road to the sidewalk.

Mr. Daun asked about fencing for jaywalking.
Mr. Cotton replied this is the best location Votran could find; FDOT says that every intersection like this is an assumed crosswalk whether it is signalized or not.

Mr. Ziannek commented that jaywalking is a derogatory term developed by the automobile industry to harass pedestrians. A pedestrian has the right to cross the roadway wherever they want providing there is not a signalized intersection nearby. If transit stops on the other side of the roadway Votran should find the shortest way across; it should keep it human oriented.

Mr. Cotton agreed; Votran has reviewed this and tries to avoid midblock crossings as much as possible.

Mr. Ziannek stated FDOT is communicating with the transit agencies regarding locating their stops midblock so that FDOT has a case for inserting midblock crossings as a traffic calming effort.

Mr. Cotton continued the presentation and stated in addition to the new service on SR 44 in New Smyrna Beach, new Route 25 will begin service February 25, 2019; there will be a ribbon cutting at 9:00 am at Deltona City Hall.

Discussion continued.

Mr. Bullard asked if Votran has any interaction with the school boards to take students to school rather than school buses. He related an example of a Texas district that use the public bus system under an agreement with the school board.

Mr. Cotton replied no, school trips are the responsibility of the school board and there is no coordination with Votran. He stated that the new Route 25 also opens the door for Votran Gold Service because it opens another Americans with Disabilities Act (ADA) corridor; residents within three-quarters of a mile for a stop are now eligible for Votran Gold Service.

V. Staff Comments

→ Update on Annual Call for Projects

Mr. Harris stated the TPO began accepting applications for the annual Call for Projects on January 24, 2019 and will continue to accept applications through March 29, 2019. There will be a workshop at this month’s TCC meeting for the TCC members.

Mr. Daun asked if the TPO did administrative applications as part of the process with the TPO as the applicant.

Mr. Harris replied he does not recall that being done but that is not to say the TPO cannot do so. The TPO accepts applications from all the local member governments.

Mr. Harris announced Mr. Jabari Hampton, TPO Transit Program Manager, has resigned his position due to having to move out of state.

Ms. Blankenship announced the TPO is holding its annual Planning Retreat in partnership with the Daytona Beach Chamber of Commerce on Monday, February 25, 2019 from 3:30 pm to 5:30 pm at Embry Riddle Aeronautical University; there will be a social hour afterwards. The topic is the relationship between transportation and the local economy. Registration is on the Daytona Chamber of Commerce’s website; seating is limited so she encouraged members to register now. She also announced “Not So Noisy” Bike Week; there will be three university campus events. She gave the dates and times. It will end on Saturday, March 2, 2019 with a bike ride. The TPO will also be participating in the Health Fair hosted by the Daytona Halifax Area Lion’s Club on March 2, 2019 at the Midtown Cultural and Education Center.

VI. Information Items

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

VII. BPAC Member Comments

Ms. Belin thanked the members for the sympathy card she received after the death of her father.

Mr. Blais commented he had a close call in Holly Hill and encouraged members to pay attention to pedestrians.

Ms. Burgess-Hall stated she has received feedback regarding a new pedestrian signal on SR A1A in Daytona Beach Shores near Publix; it includes a stop in the middle of the road for a pedestrian to push the button again; however, there is no auditory locator so a visually impaired person does not know where to go. She asked why these signals were installed when they are not including the Audible Pedestrian Signal (APS).

Mr. Ziarnek replied he was under the impression that APS signals were to be included; he will contact Mr. Chad Lingenfelter, FDOT Safety Specialist, to get this addressed.

Mr. Hall invited everyone to the Health Fair held by the Daytona Halifax Area Lion’s Club on March 2, 2019. He appreciates the TPO’s participation.

Mr. Elkin commented that after reviewing the minutes from the last couple of meetings he wanted to compliment TPO staff on a job well done and for conveying information members need to make good decisions.

Mr. Daun stated he was grateful to the TPO staff and Action Item C updating the safety measures in response to the Dangerous by Design report.

Mr. McCallister announced the state’s legislative 60-day session begins on March 3, 2019; both myfloridahouse.gov and flsenate.gov have excellent bill searches. He encouraged members to search for legislation that is out there regarding bicycle and pedestrians.

Mr. Aufdenberg stated the Florida Bicycle Association advocates for the “Move Over” bill which is already in place for emergency vehicles but noted it is for all vulnerable road users; they are also working to strengthen the cell phone bill.

Mr. Bullard commented that Bike Week is coming up and he will not be in attendance for the March BPAC meeting. He would like to discuss a change in the BPAC meeting during bike week at the April meeting. He has done some casual observations in the Port Orange and Ormond Beach area that the number of recreational cyclists outnumber the necessity or essential riders.

IX. Adjournment

The BPAC meeting adjourned at 3:33 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 February 13, 2019 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 13th day of March 2019.

Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization
Votran announces changes to West Volusia routes

To meet the needs of a changing community, Votran will make changes to the Routes 20, 21, 22, 23 in February 2019.

Starting on February 25, 2019, Votran routes will no longer go into Crown Center Plaza. Votran Route 20 and 23 will provide service to Crown Center at a new stop located on Enterprise Road, east of the main entrance before continuing to Market Place. Routes 21 & 22 will go north on Enterprise Road then west on Saxon Boulevard to Market Place.

With the closing of the old Deltona Community Center, Votran adjusted the routing of the Routes 21 & 22 in order to serve the Methodist Children's Home and the community of Enterprise. The change will continue to serve the Providence Boulevard corridor and Thornby Park while opening up new service for the community of Enterprise. New service will begin February 25, 2019.

For more information go to the Votran website at votran.org or call 386-943-7033
The Route 25 can take you to from shopping/entertainment to community events/local government/education to health facilities. Helping you to connect with Deltona and beyond with connections to Votran Routes 21 & 22 at Deltona City Hall. Beginning at Dupont Lakes, Route 25 makes its way west on Howland Boulevard down to Deltona City Hall, The Center at Deltona, Halifax Health-Deltona and Epic Theatres of West Volusia. With multiple stops along the route, getting on the Route 25 is convenient. Let Votran help you get where you want to go in the West Volusia County area and beyond. Service begins February 25, 2019.

To plan your trip, visit votran.org or call 386-943-7033

For more information go to the Votran website at votran.org or call 386-943-7033
River to Sea Transportation Planning Organization
Calendar Year 2019 Targets

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 1.691,938 in 2019.

Number: 2.051
5-Year Rolling Average: 1.691,938

*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 10.2310.810 in 2019.

Number: 10.847
5-Year Rolling Average: 10.2310.810

*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
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Saturday, March 2nd
9 am – 1 pm
Sponsored by Daytona Halifax Area Lions Club
Midtown Cultural and Education Center
925 George W. Engram Boulevard
Daytona Beach, FL 32114
Door Prize
Chance to Win a Flat Screen TV!

Sponsors: Vanda Pharmaceuticals, Progressive Medical Research, Halifax Health
35 + Vendors Including + Free Vision and Health Screenings

Blue Jay Academy
Envision America
Daytona State College
Magnifying America
Florida Health Dept.
Community Pharmacy
Family Health Source
FDLRS Childfind
Xpress Yourself Art
VITAS Hospice
Bemer
River to Sea TPO
Beacon Center
Outreach Comm. Care
Braille Library
Walgreens
Career Source
DeLand Lions Club
Imagination Library
APD
Halifax Health
Easter Seals
Welcoming Hearts
Disability Solutions
Eldersource
Halifax Council of the Blind
And Many More!

For Further Information or to Become a Vendor, Please Call Crystal at (386) 254-3830
JOIN US FOR A COMMUNITY BIKE RIDE

SATURDAY, MARCH 2, 2019

9:30 a.m. Meet up at Daytona State College
10:00 a.m. Group ride begins
11:30 a.m. Group ride returns

SOUTHERN LOCRUCED NOT SO NOISY BIKE WEEK

THE FINAL EVENT OF THE 2019

With support from the Daytona Beach Police Department

QUESTIONS? (662) 610-RIDE (7343)

REGISTER AT BIKEWEEK.ORG

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