FEBRUARY 27, 2019 MEETING MINUTES
OF THE
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BOARD

2570 W. International Speedway Boulevard, Suite 100
Daytona Beach, FL 32114-8145

TPO Board Members Present:
Commissioner Jeffrey Schuitema**
Commissioner Robert Gilliland, Acting Chairperson
Mayor Nancy Miller*
Mayor Karen Chazez
Commissioner Chris Cloudman
Commissioner Chris Nabicht
Councilwoman Christine Power
Commissioner Marshall Shupe*
Chair Donald O’Brien
Vice Mayor Vernon Burton*
Vice Mayor Jason McGuirk, 2nd Vice Chairperson
Commissioner Bill Lindau*
Council Member Jeff Allebach
Commissioner Dwight Selby
Council Member Bob Cuff
Council Member Joe Perrone*
Council Member Scott Stilten
Volusia County Council Chair Ed Kelley
Council Member Barbara Girtman
Council Member Billie Wheeler
Council Member Deb Denys
Council Member Fred Lowry
Andy Dance (non-voting)
Vickie Wyche (non-voting advisor)
Robert Storke (non-voting)
Janet Deyette (non-voting)
Jose Papa (non-voting)

TPO Board Members Absent:
Vice Mayor John Rogers*
Commissioner Penny Currie (excused)
Mayor James Sowell*
Councilman Ralph Schoenherr
Carl Persis (non-voting)

* Non-voting member in the Small City Alliance
** Voting member for the Small City Alliance

Representing:
Beverly Beach
Daytona Beach
Daytona Beach Shores
DeBary
Deland
Deltona
Edgewater
Flagler Beach
Flagler County
Lake Helen
New Smyrna Beach
Oak Hill
Orange City
Ormond Beach
Palm Coast
Ponce Inlet
Port Orange
Volusia County
Volusia County District 1
Volusia County, District 2
Volusia County, District 3
Volusia County, District 5
Flagler County School Board
FDOT District 5
BPAC Chairperson
CAC Chairperson
TCC Chairperson

Others Present:
Debbie Stewart, Recording Secretary
Lois Bollenback
Colleen Nicolin
Stephan Harris
Julie Adamson
Aarti Sharma

Representing:
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
I. Call to Order / Roll Call / Determination of Quorum

The meeting of the River to Sea Transportation Planning Organization (TPO) Board was called to order at 9:00 a.m. by TPO Acting Chairperson Rob Gilliland. The roll was called and it was determined that a quorum was present.

Ms. Stewart announced that Commissioner Schuitema, Beverly Beach, would be the voting member for the Small City Alliance.

II. Pledge of Allegiance

III. Public Comment/Participation

Mr. Big John, citizen, stated there is enough growth at the Tanger Outlet Mall, Tomoka Town Center, the new apartments and the coming Sam’s Club to start thinking about a Votran route as soon as possible.

IV. Consent Agenda

A. January 23, 2019 River to Sea TPO Board Meeting Minutes
B. Treasurer’s Report
C. Executive Committee Report
D. Transportation Disadvantaged Local Coordinating Board Appointments
E. Bicycle and Pedestrian Advisory Committee (BPAC) Report
F. Citizens Advisory Committee (CAC) Report
G. Technical Coordinating Committee (TCC) Report
H. River to Sea TPO Board (R2CTPO) Summary Report
I. TPO Population Update
J. Central Florida MPO Alliance (CFMPOA) Report
K. Metropolitan Planning Organization Advisory Council (MPOAC) Report
L. Letter of Support for Halifax Heritage Byway

MOTION: Commissioner Nabicht moved to approve the Consent Agenda. The motion was seconded by Council Member Wheeler which carried unanimously.
V. Action Items

A. Review and Approval of Resolution 2019-04 Updating the Safety Performance Targets

Ms. Bollenbach stated that last year the TPO adopted safety targets as required under federal transportation bills. Ms. Nicoulin will provide an update to the targets and additional information regarding crash data.

Ms. Nicoulin gave a PowerPoint presentation on the updated 2019 Safety Performance Targets and stated the advisory committees discussed countermeasures implemented to safety concerns in the planning area. The TPO conducted a staff review of crash statistics in 2017 for the planning area. This study revealed considerable distracted and impaired driving related incidents; they are not concentrated in any specific area but spread throughout the planning area. The TPO then completed a safety audit through a consultant to analyze the crash data by location, frequency and severity; ten intersections and ten roadway sections were identified within the TPO’s planning area. The audit also included mitigation strategies to alleviate safety concerns associated with those crashes. This information was used to develop the targets for the safety performance measures. She reviewed the five safety performance measures required to be addressed by the TPO. FDOT adopted a target of zero for all categories for 2019. The TPO continues to support FDOT with their target of vision zero, but consistent with last year, the TPO is proposing to establish targets that are attainable. The TPO recognizes it cannot influence every factor that contributes to a crash; it generally has no impact on law enforcement or human behavior. Last year the TPO adopted an independent target based on a 2% annual reduction for each safety performance measure. Using the same methodology as 2018, the TPO is proposing to adopt targets for 2019 based again on a 2% annual reduction. The 2018 data is not finalized but the 2017 data has increased over 2016 data. The rates are calculated based on vehicle miles travelled (VMT); she reviewed that data. The Unified Planning Work Program (UPWP) includes the TPO establishing a community safety action plan to focus on implementable actions to drive the numbers down and meet the targets that have been set. The TPO will also continue to program projects that address safety.

Commissioner Nabicht asked if the numbers presented are the total numbers.

Ms. Nicoulin replied yes; for motorized and non-motorized fatalities and serious injuries.

Commissioner Nabicht asked if the numbers were presented as a percentage of the population.

Ms. Nicoulin replied no.

Commissioner Nabicht commented it is not an accurate depiction of the TPO’s efforts because population has continued to increase but the fatalities have stayed level. To be effective, the data needs to be drilled down even further and be looked at on a per capita basis and not a total number. There are contributing factors to crashes beyond the TPO’s control. He thinks the TPO is doing a good job in that the population has increased yet the numbers have stayed flat; however, one fatality is too many.

Ms. Nicoulin replied one of the strategies that will be used is the community safety action plan which will drill down to identify the contributing factors. Regarding per capita, the TPO reviews the injury and fatality rate which is the number of injuries and fatalities per the vehicle miles travelled (VMT); more people travelling on the roads will affect the rate.

Mayor Chaze commented that 2015 is the outlier and is included in the average but one of the key statistical reasons for an increase; she asked if 2015 had been analyzed to why it was such a safe year and if there was a difference in the way data was collected. It is a statistical anomaly and the TPO needs to know what went on in 2015; if it was a very safe year or if it was an anomaly.

Ms. Nicoulin replied the TPO uses a common data source for all of the years but will look into it further.
Councilwoman Power commented that a per capita basis would not work because the planning area has many visitors and tourists that would not be counted and they contribute to crashes. She suggested the TPO partner with the legislature to lower the distracted driving statistics.

Commissioner Lindlau referred to the pie chart of the 20 highest crash locations and commented that the highest crash type percent was listed as “other”; he asked what “other” was classified as.

Ms. Nicoulin replied the data is provided by Signal Four Analytics from the University of Florida. They use the crash reports from the police departments; the TPO has to rely on the crash reports and that the person inputting the data is interpreting it correctly.

Chair Kelley commented tourism has increased by 10% in the Daytona Beach area during that same time period and that should be included. Tourists do affect crashes and that should be taken into account. He asked who counts the VMT.

Ms. Nicoulin replied the VMT data is provided by the state Safety Office and it is a factor of the volume on the roadway multiplied by the center line miles of the road segment.

Ms. Bollenback added there is not a common standard for developing VMT across the nation. The methodology of collecting the data is still evolving. It is supposed to include all public roads; however, traffic volumes are not measured on all public roads. It is not done in the same manner across the nation but, if we do it the same way every year, the data can still be used as a proxy.

Council Member Perrone asked if the target forecast included age demographics.

Ms. Nicoulin replied the study undertaken in 2018 did not include that factor.

Council Member Perrone commented the senior population of the future will continue to grow and may be something to consider. He referred to the construction in the area, especially on beachside and west of I-95, and asked if there was a way to project accidents in those areas including the tourist traffic.

Ms. Nicoulin replied that is something the TPO would like to undertake as part of the community safety action plan; to look at strategies and particular areas and develop actions that can be implemented.

Vice Mayor Burton referred to the statistics for 2015 and commented Bike Week had the lowest number of accidents that year compared with other years and that during good weather there are more accidents and fatalities during Bike Week. During Bike Week in 2017, 75% of hospital patients were not Volusia County residents and asked if they are not counted in the per capita.

Ms. Nicoulin replied correct.

Council Member Denys referred to the resolution and stated we are doing this because it is a requirement and a new process; it is not defined which is the reason for the discussion. While the TPO supports FDOT’s goal of zero, a 2% reduction is more realistic. This is difficult because there are no guidelines.

Councilwoman Power referred to the 20 highest crash locations and asked if 20 were required.

Ms. Nicoulin replied it was not a requirement to look at 20 locations. The TPO wanted to look at where the problems are and what the contributing factors were; the requirement is to establish safety targets and the numbers in the rolling average.

Ms. Bollenback stated there is a tremendous amount of data related to crashes; the idea and purpose of this requirement is to make us do better. The TPO identified the top 20 geographical locations to develop engineering solutions. She referred to the map of distracted driving and stated these crashes are happening everywhere and it is the result of human behavior. The TPO can work with law enforcement to enforce
existing laws, with the legislature to pass laws or to run public service announcements. The TPO will have to try different countermeasures to reduce these numbers including lower speeds. The definition of a serious injury is a life-altering injury and changes a person’s life. If speeds are lowered, perhaps collisions could be avoided.

Council Member Perrone asked if any of the studies looked at the traffic signals and the length of the amber light. He referred to the increased traffic and left hand turns; he has seen vehicles sit through two light changes to be able to turn.

Ms. Bollenback replied yes; engineering solutions are looked at where we have geographic concentrations of crashes. The TPO is reviewing where the biggest difference can be made with the fewest changes. Distracted driving contributes to collisions five times more than any other crash type.

**MOTION:** A motion was made by Commissioner McGuirk to approve Resolution 2019-04 updating the Safety Performance Targets. The motion was seconded by Council Member Allebach and carried unanimously.

**B. Review and Approval of Resolution 2019-05 Amending the FY 2018-19 to 2022/23 Transportation Improvement Program (TIP)**

Ms. Bollenback stated the two pedestrian improvements included in this amendment were approved by this board in October 2018 but it has taken time to be able to move them into the Transportation Improvement Program (TIP). The SR 44 and Kepler Road Intersection Improvement project is the number 3 project on the priority list. She reminded the board this project was in the Long Range Transportation Plan (LRTP), on the TPO’s priority list, and in the Work Program when funding was deferred and it was moved out of the Work Program.

**MOTION:** A motion was made by Chair Kelley to approve Resolution 2019-05 amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP). The motion was seconded by Commissioner Cloudman and carried unanimously.

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

Ms. Bollenback stated staff is still struggling with the underlying data and stressed it is important to get it right. The TPO is requesting a postponement of this item to allow work to continue on the project.

**MOTION:** A motion was made by Chair Kelley to postpone Resolution 2019-## adopting the 2019 Bicycle Suitability Map to allow work to continue on the project. The motion was seconded by Council Member Wheeler and carried unanimously.

**D. Review and Approval of Resolution 2019-06 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 stated the Unified Planning Work Program (UPWP) is the TPO’s two-year Work Program that outlines the available funding and the tasks the TPO will undertake. The UPWP is developed in advance and estimates are sometimes used. She referred to page 63 of the agenda and the financial summary of the proposed amendment. The UPWP is a part of the contract the TPO has with FDOT and we have to issue a supplemental agreement with them to reflect these changes. This amendment includes adding funds received from the Federal Transit Administration (FTA) and from a walkability grant the TPO was awarded. She explained the funding, descriptions, changes and a shift of funds. A link to the full document was provided in the agenda.
Commissioner McGuirk referred to the summary page in the agenda, the sixth bullet point, and asked why the TPO was undertaking the “food desert” assessment.

Ms. Bollenback replied the concept of “food deserts” is not unknown; some of the health departments in the area have looked at this. It is tied to health outcomes in the community; citizens that have challenges with transportation have challenges getting to reasonable, healthy shopping and dining options.

MOTION: A motion was made by Chair Kelley to approve Resolution 2019-06 authorizing the execution of a Supplemental Agreement to the Metropolitan Planning Organization (MPO) Agreement for the use of Transportation Planning (PI) and Urban Attributable (SU) funds and amending the FY 2018/19 and 2019/20 Unified Planning Work Program (UPWP). The motion was seconded by Councilwoman Power and carried unanimously.

VI. Presentations and Discussion Items

A. Presentation and Discussion of Transportation Funding

Ms. Bollenback gave a PowerPoint presentation and a general review of transportation funding. Transportation is funded at the federal, state and local level. Funding received from the federal level comes through authorization bills such as Moving Ahead for Progress (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act. She reviewed the federal and state funding and how it is broken down.

Council Member Denys commented that it will be reasonable in the future to see public/private partnerships at the federal level because the match is now 10% federal funding and 90% local funding. She referred to the Orange Avenue Bridge and commented the bridge would not be where it is in the construction phase if that had been the case. She was at the USDOT in Washington D.C. with Mr. Rick Karl from the Daytona Beach Airport and they were told money is available; $10 billion was requested but $20 billion was appropriated from the federal budget. She explained FDOT recently gave a presentation for their five-year Work Program that shows a decrease in funding by 30% in all categories and was told that Florida only requested $3 million in grants. She does not know the grant structure or the details but that conversation is not over; we need to find out why and how to get proactive at the state level to increase funding.

B. Presentation and Discussion of Roundabouts

Ms. Bollenback stated this roundabout presentation was requested by a number of board members; more information is provided in the agenda packet.

Mr. Justin Bansen, FDOT Consultant, gave a PowerPoint presentation on roundabouts and explained that they have become more prevalent in the state. Studies have consistently shown roundabouts have a reduction in total crashes and are safer than signalized intersections. He reviewed a variety of reasons why roundabouts work including traffic calming. Roundabouts are one of the Federal Highway Administration’s (FHWA) top twenty proven safety countermeasures and they also reduce vehicle speed. The biggest operational benefits with roundabouts is they provide efficiency during on and off peak hours and adapt to varying conditions throughout the day, week and during special events. He showed a video clip of the new roundabout at SR 44 and Grand Avenue in DeLand and noted that several roundabout projects are being considered in several counties including Volusia and Flagler.

Commissioner McGuirk asked what takes priority; safety or the efficiency of moving traffic.

Mr. Bansen replied both; the current FDOT process looks at operations as well as safety and compares the traffic control alternatives. They look at the delay differences, expected crash differences and prepare cost benefit calculations to see what will provide the best benefit to the public.

Commissioner McGuirk asked again what takes priority; if the safety element or efficiency element is more important.
Mr. Bansen replied it depends on the context of the intersection; safety is going to make a bigger difference in terms of decisions versus the operational benefits.

Commissioner McGuirk commented he has heard some of the larger roundabouts have traffic signals before them to control the flow of traffic entering the roundabout. He asked if that was accurate.

Mr. Bansen replied that is the exception to the rule; it is a metering signal. There are a few of those in the U.S.; when the capacity of an intersection is reached, those are used at certain times of day or under certain conditions to help manage traffic.

Councilwoman Power stated she thinks FDOT is considering a roundabout on I-95 at SR 442 in Edgewater; currently, there is just a stop sign and traffic is an issue exiting I-95 during rush hour. She asked if roundabouts are useful at an interstate exit.

Mr. Bansen replied interchanges are a common location for roundabouts; the typical reason for looking at a roundabout at an interchange is so the bridge does not need to be replaced or if the bridge does not have the capacity for the traffic.

Commissioner Gilliland announced he had another commitment and Commissioner McGuirk, TPO 2nd Vice Chair, would chair the remainder of the meeting.

Commissioner Lindlau asked what the cost difference was for roundabouts versus other intersection improvements.

Mr. Bansen replied it varies widely; he gave examples of single lanes, signals and roundabouts. A signal could cost a couple of hundred thousand where as a roundabout could cost $2 million. If turn lanes need to be added the cost would be significantly higher and more comparable to a roundabout.

Discussion continued.

C. Presentation and Discussion of Votran's Service Changes in West Volusia County

(handout)

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 only; 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 discussed the new configuration for the stops. He commented that being Votran asked to not enter a parking lot is a growing trend in Volusia County. He reviewed the new route 25 that will operate primarily in the Howland Boulevard corridor and the stops on that route. He stated the new Route 25 began on Monday, February 25, 2019. He explained the funding for implementation of the new route, drivers and ADA bus stop pads and announced the new route opens the door for an ADA corridor which is three-quarters of a mile on each side of the bus route that allows Votran to send paratransit vehicles. Those that live within this ADA corridor can register for Votran's Gold Service; a medical approval form is required. Votran has established 22 ADA compliant stops along Howland Boulevard for this new route.

Vice Mayor Burton referred to a proposed pilot program seven or eight years ago for Votran service in Lake Helen but the city turned it down because they thought it was only going to be temporary and did not want to get accustomed to something the city could not afford to keep. Now, with the growth in Lake Helen due to the Victoria Park community of 700 homes, the city is receiving requests from citizens for bus service. There is no transportation or opportunities in and out of Lake Helen without a ride or cab fare. He asked that this area be considered for future service.
Mr. Cotton replied it is in the list of unmet needs and is under evaluation.

D. FDOT Report

Ms. Wyche stated improvements at US 1 and Canal Street will begin on March 18, 2019 and she announced the lights at SR 472 and Orange Camp Road were turned on last Thursday.

Vice Mayor Burton stated the citizens of Lake Helen are very appreciative of those lights.

Council Member Perrone asked if the recent fire under the Dunlawton Bridge will delay the completion of the project and if the estimated completion date of this spring is accurate.

Mr. Ron Meade, FDOT, replied that project has been challenging but he is hopeful it will be finished in that timeframe; however, it could go on beyond that. FDOT is aware of the congestion on Dunlawton Avenue.

Council Member Perrone stated his concern is if it continues into the summer and the afternoon thunderstorms that occur every day will cause massive evacuations from the beach; he asked if the westbound lanes would be open and if construction crews would be working on weekends.

Mr. Meade replied FDOT is aware of those complications and is working to complete the project as quickly as possible.

Mayor Miller asked if the other side of the bridge would be repaired once this project is done.

Mr. Meade replied his understanding is that while they are underneath the bridge both sides are being done simultaneously.

Commissioner Stiltner stated that is correct; the equipment is staged on the eastbound lane but the work going on underneath the bridge allows them to do both sides.

VII. Executive Director’s Report

→ Update on SU Funding/Work Program

Ms. Bollenback stated two projects were moved into the Work Program earlier today and next month two more projects will be brought forward for approval and the SU funding will be fully allocated. The outer years will be on lock down until the beginning of the new fiscal year. The TPO will continue to look at allocating funding should any become available.

→ Update on Roundtable of Volusia County Elected Officials

Ms. Bollenback stated the Roundtable of Volusia County Elected Officials has discussed the idea of moving forward with a ballot initiative for a sales tax; the county recently had a presentation on what their projects would be. Some local governments are working together to develop their lists.

→ Summary of the 2019 River to Sea TPO Annual Planning Retreat

Ms. Bollenback stated the TPO’s Annual Planning Retreat was held on Monday, February 25, 2019; approximately 125 people attended.

Ms. Wyche introduced FDOT’s D-5 new Government Liaison Administrator, Ms. Anna Taylor.
VIII. River to Sea TPO Board Member Comments

Chair Kelley announced the county has released the dates of the public input meetings regarding the proposed half-cent sales tax which will be held throughout the county; the first will be on March 4, 2019 in Deland at the Volusia County Administration Building.

Ms. Bollenback asked if he would send the schedule so the TPO could send it out.

Commissioner Selby stated Ormond Beach continues to encourage the redesign of the interchange at I-95 and US 1. Related to citizen input on the proposed half-cent sales tax, the city has it on their website along with a survey for citizens to weigh in on what the priorities should be.

Commissioner Cloudman announced DeLand will also be holding four public meetings on the proposed half-cent sales tax.

Council Member Perrone commented he was unable to attend the TPO’s Annual Planning Retreat but did read the article in the Daytona News-Journal about it and was pleased to see Virgin/Brightline still has the possibility of a high-speed rail station in Daytona Beach. He asked if the planning departments of the city of county had looked at what may need to be developed if that was to become a possibility. He did not see anything in the article regarding SunRail and asked why we cannot get the funds to make it a true commuter rail service to DeLand and Orlando so shift workers could utilize it.

Chair Kelley replied he is now serving on the SunRail Commission and will provide an update at the next TPO Board meeting.

Commissioner Shupe stated SR A1A is under construction in Flagler Beach by FDOT for the next 360 days; SR A1A is one lane in one direction and in a residential area the other direction. The speed limit is now 25 miles per hour.

Council Member Denys referred to the MPOAC Institute handout and encouraged members that have not previously attended to do so; the TPO pays for the institute and makes the arrangements. It is a great learning opportunity.

Commissioner Nabicht announced a ribbon cutting on March 1, 2019 at 9:00 am for the Turnbull Bay Bridge.

Vice Mayor Burton stated he travelled to Gainesville to Florida Fish and Wildlife because they had a moratorium on spraying aquatic pesticides but Lake Helen has been inundated with Verbillia; he was able to get the moratorium lifted so the city could spray this month. He announced the Boys and Girls Club annual meeting would be held this afternoon at the Daytona International Speedway.

IX. Information Items

→ Citizens Advisory Committee Attendance Record – 2019
→ Technical Coordinating Committee Attendance Report – 2019
→ Bicycle/Pedestrian Advisory Committee Attendance Record – 2019
→ January TPO Outreach and Activities
→ 2019 MPOAC Institute
→ “Not So Noisy” Bike Week Flyer
→ Daytona Halifax Area Lions Club Health Fair Flyer

X. Adjournment

There being no further business, the River to Sea TPO Board meeting adjourned at 10:54 a.m.
CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO Board certifies that the foregoing is a true and correct copy of the minutes of the February 27, 2019 regular meeting of the River to Sea Transportation Planning Organization (TPO) Board, approved and duly signed this 27th day of March 2019.

Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization
Request for Public Comment

Dear Citizen:

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

Thank you for your cooperation.

Lois Bollenback, Executive Director
River to Sea TPO

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

☐ At the beginning of the meeting under Public Comment
☐ At the beginning of the following agenda item:

(Please indicate the specific agenda item)

Date 2/27/19

Name PSIG

Address

Contact Information

Comments: (please use back of page if needed)

Votran
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.
Ride to the Big 5 on Route 25 - The Howland Connector

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

25 Howland Blvd

MON-SAT: Outbound from Dupont Lakes to Epic Theatres

<table>
<thead>
<tr>
<th>Dupont Lakes</th>
<th>Howland Prov</th>
<th>Deltona City Hall</th>
<th>Deltona Central</th>
<th>Community Center</th>
<th>Halifax Hospital</th>
<th>Epic Theatres</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:31</td>
<td>7:41</td>
<td>7:45</td>
<td>7:55</td>
<td>7:55</td>
<td>8:02</td>
<td>8:06</td>
</tr>
<tr>
<td>8:01</td>
<td>8:11</td>
<td>8:15</td>
<td>8:21</td>
<td>8:25</td>
<td>8:32</td>
<td>8:36</td>
</tr>
<tr>
<td>1:31</td>
<td>1:41</td>
<td>1:45</td>
<td>1:51</td>
<td>1:55</td>
<td>2:02</td>
<td>2:06</td>
</tr>
<tr>
<td>4:31</td>
<td>4:41</td>
<td>4:45</td>
<td>4:51</td>
<td>4:55</td>
<td>5:02</td>
<td>5:06</td>
</tr>
</tbody>
</table>

MON-SAT: Inbound from Epic Theatres to Dupont Lakes

<table>
<thead>
<tr>
<th>Epic Theatres</th>
<th>Halifax Hospital</th>
<th>Community Center</th>
<th>Deltona City Hall</th>
<th>Deltona Central</th>
<th>Dupont Lakes</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:14</td>
<td>8:19</td>
<td>8:24</td>
<td>8:34</td>
<td>8:51</td>
<td></td>
</tr>
<tr>
<td>8:44</td>
<td>8:49</td>
<td>8:54</td>
<td>9:04</td>
<td>9:21</td>
<td></td>
</tr>
<tr>
<td>11:14</td>
<td>11:19</td>
<td>11:24</td>
<td>11:34</td>
<td>11:51</td>
<td></td>
</tr>
<tr>
<td>12:44</td>
<td>12:49</td>
<td>12:54</td>
<td>1:04</td>
<td>1:21</td>
<td></td>
</tr>
<tr>
<td>2:14</td>
<td>2:19</td>
<td>2:24</td>
<td>2:34</td>
<td>2:51</td>
<td></td>
</tr>
<tr>
<td>3:44</td>
<td>3:49</td>
<td>3:54</td>
<td>4:04</td>
<td>4:21</td>
<td></td>
</tr>
<tr>
<td>5:14</td>
<td>5:19</td>
<td>5:24</td>
<td>5:34</td>
<td>5:51</td>
<td></td>
</tr>
<tr>
<td>6:44</td>
<td>6:49</td>
<td>6:54</td>
<td>7:04</td>
<td>7:21</td>
<td></td>
</tr>
</tbody>
</table>

For more information go to the Votran website at votran.org or call 386-943-7033