



# River to Sea TPO BPAC Meeting

**April 10, 2024**

**2:00 p.m.**



**BPAC Meeting  
April 10, 2024**

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





**BPAC Meeting  
April 10, 2024**

## **II. PUBLIC COMMENT/PARTICIPATION**



**BPAC Meeting  
April 10, 2024**

### **III. ACTION ITEMS**

**A. REVIEW AND APPROVAL OF THE MARCH 13, 2024  
BPAC MEETING MINUTES**



**BPAC Meeting  
April 10, 2024**

### **III. ACTION ITEMS**

**B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION  
2024-## ADOPTING THE FY 2024/25 AND FY 2025/26  
UNIFIED PLANNING WORK PROGRAM (UPWP) AND  
AUTHORIZING THE EXECUTION OF THE FDOT/MPO  
AGREEMENT (ROLL CALL VOTE REQUIRED)**

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2024-##**

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FISCAL YEAR (FY) 2024/25 AND 2025/26 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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**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 (TPO) 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 TPO and the Florida Department of Transportation (FDOT) 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 shall endorse and amend as appropriate, the plans and programs required by 23 C.F.R. 450.300 through 450.324 and Florida Statutes 339.175, among which is the Unified Planning Work Program (UPWP); and

**WHEREAS**, the Unified Planning Work Program (UPWP) is a two-year work plan that identifies federal funding available to the TPO including metropolitan planning funds (PL Funds) authorized under 23 USC 104(f), and Urban Attributable (SU) funds; and

**WHEREAS**, 23 C.F.R. 450.104 provides that the River to Sea TPO shall bi-annually develop and endorse the Unified Planning Work Program (UPWP).

**Now, THEREFORE, BE IT RESOLVED** by the River to Sea Transportation Planning Organization (TPO) that:

1. The tasks in the FY 2024/25 and 2025/26 UPWP are consistent with the area transportation plan; and
2. The FY 2024/25 and 2025/26 UPWP is hereby endorsed and adopted; and
3. The Chairperson of the River to Sea TPO (or his designee) is hereby authorized and directed to submit the FY 2024/25 and 2025/26 UPWP to the:

- a. Florida Department of Transportation;
- b. Federal Transit Administration (through the Florida Department of Transportation); and the
- c. Federal Highway Administration (through the Florida Department of Transportation); and the
- d. Federal Aviation Administration.

**DONE AND RESOLVED** at the regularly convened meeting of the River to Sea TPO held on the 24<sup>th</sup> day of April, 2024.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

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**DELAND MAYOR CHRISTOPHER M. CLOUDMAN**  
**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 April 24, 2024.

**ATTEST:**

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**DONNA KING, RECORDING SECRETARY**  
**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**





**BPAC Meeting  
April 10, 2024**

#### **IV. PRESENTATIONS AND DISCUSSION ITEMS**

**A. PRESENTATION AND DISCUSSION OF FLORIDA DEPARTMENT OF TRANSPORTATION'S APPROACH TO COMPLETE STREETS, CONTEXT CLASSIFICATIONS, AND FACILITIES FOR BICYCLISTS AND PEDESTRIANS**



# FDOT Design Manual on Bike & Pedestrian Facilities

**Tiffany Gehrke**

State Complete Streets Coordinator

Florida Department of Transportation (FDOT)



# Mission Statement

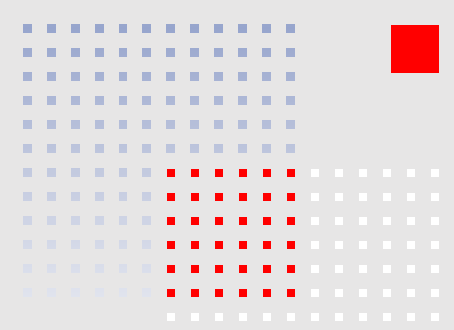


FDOT's continuing mission is to provide a **safe** transportation system that ensures the **mobility of people and goods**, enhances economic prosperity, and preserves the quality of our environment and communities.

# Outline



- I. Complete Streets
- II. Context Classification
- III. Bicycle Facilities
- IV. Pedestrian Facilities

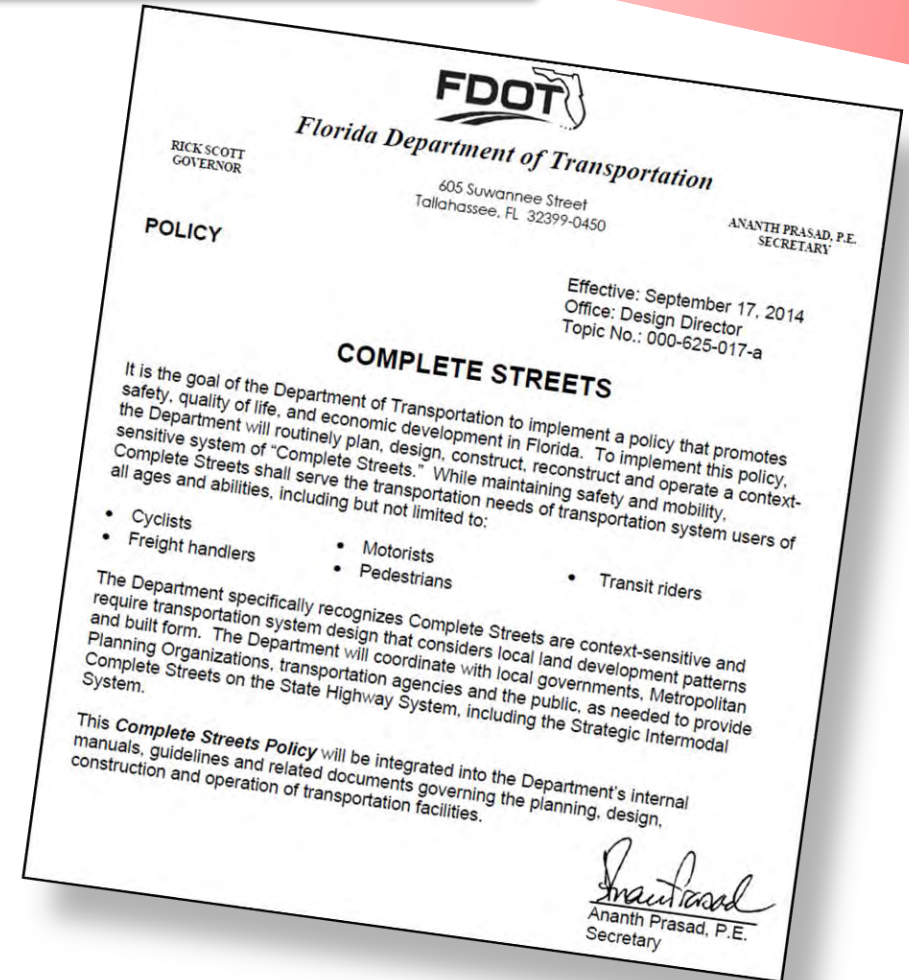


# Complete Streets

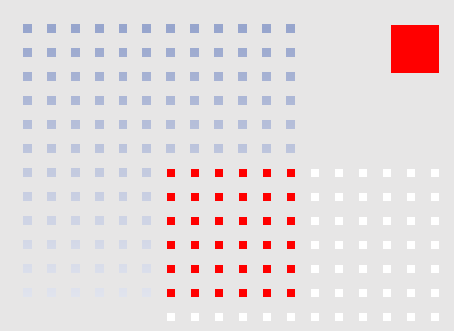
Fundamentally,  
FDOT's **Complete Streets**  
Approach is about **linking**  
**land use & transportation**  
**decisions/investments.**

# Complete Streets

- 100+ yrs. – select typical section elements based on needed capacity and urban/rural designation.
- 2018 – Provide a typical that serves all users and is in harmony with the context of adjacent properties.
- Policy adopted in Sept 2014



It is about putting **the right street in the right place**



# Context Classification



# FDOT Context Classification



www.FLcompletestreets.com

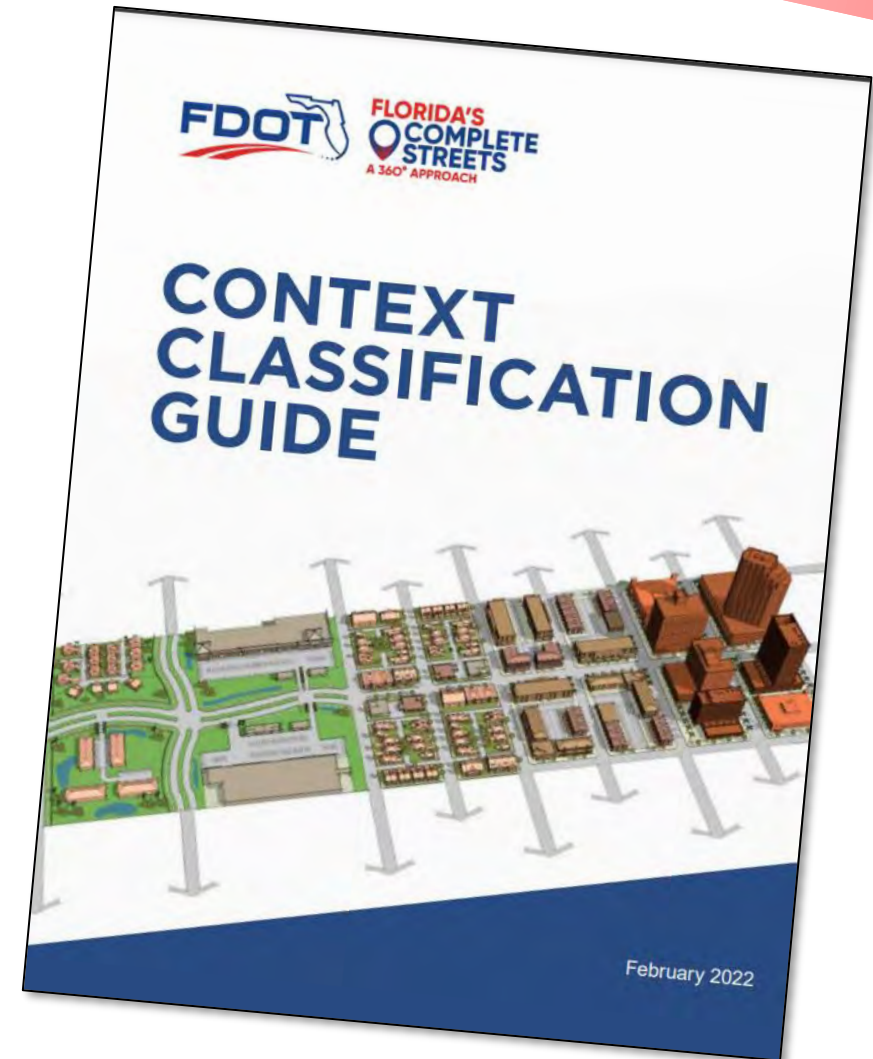


[Home](#) [History](#) [The Why](#) [A 360° Approach](#) [Explorer Tool](#) [Resources](#) [Coordinators](#)

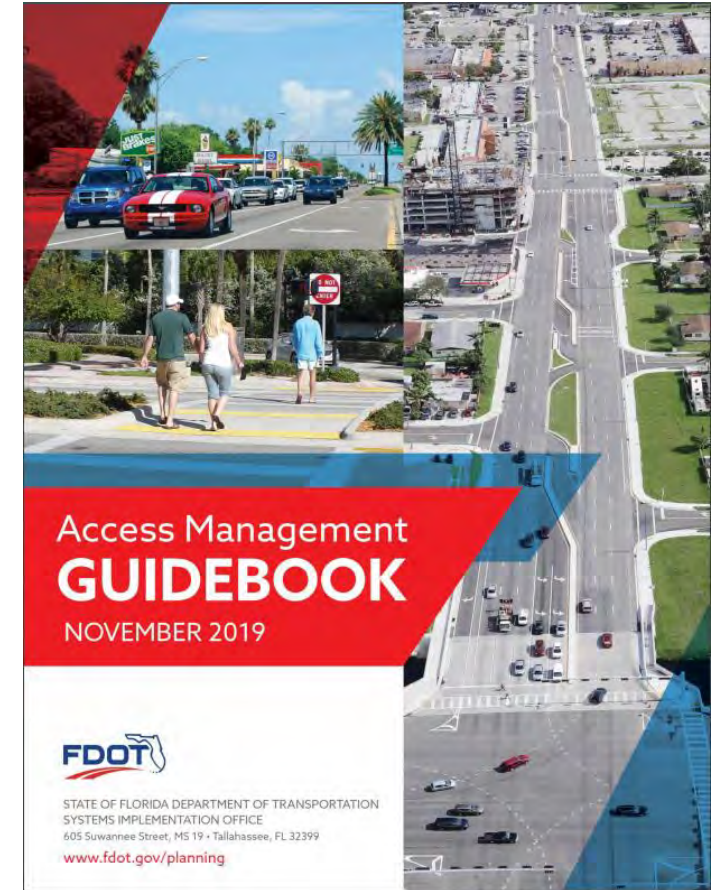
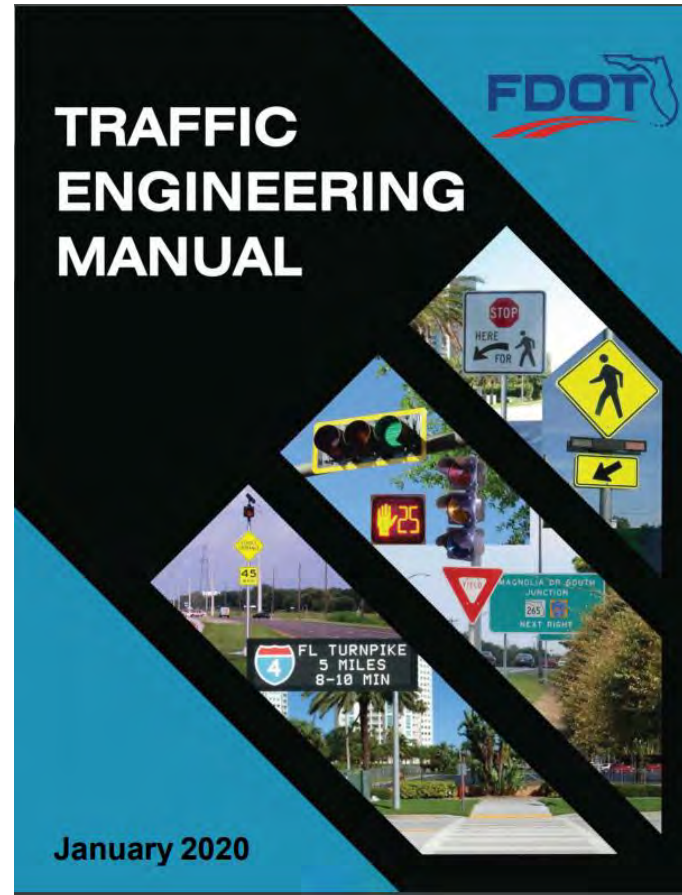
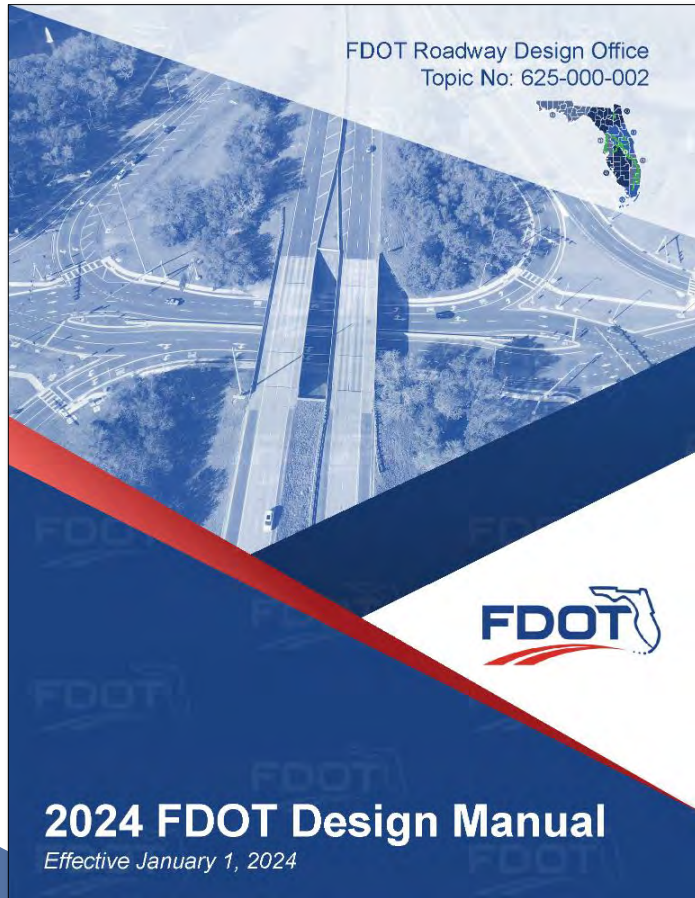


# FDOT Context Classification

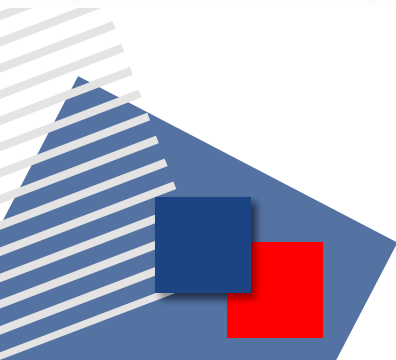
- Defines Approach, Process, Expectations, Best Practices
- Complete description of context classifications
- Preliminary done by GIS
- Project Level now done by hand

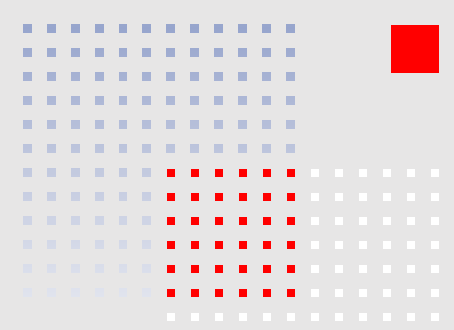


# How to Design & Operate Florida Roadways



# Context Classification





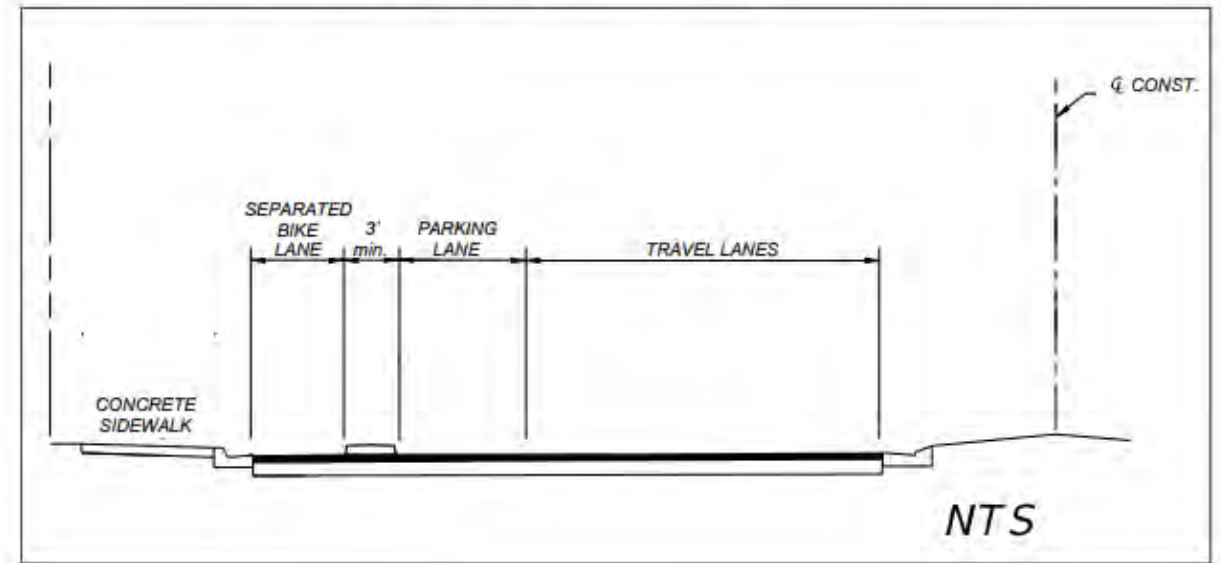
# What Counts as a Bicycle Facility?



# When can count as a Bicycle Facility (FDM 223)?

- Bike Lane or buffered bike lane
- Paved Shoulders
- Separated Bike Lane
- Sidewalk Level Separated Bicycle Lane

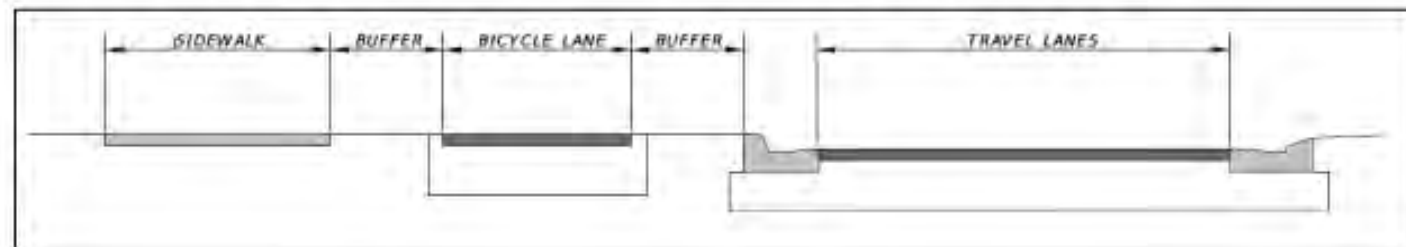
Figure 223.2.2 On-Street Parking Minimal Separation



# FDM 223.2.4.2 Sidewalk Level Separated Bike Lane

- Added Sidewalk Level Separated Bicycle Lanes as an option
- Design Criteria for widths and other design criteria including buffer between sidewalk and SBL

**Figure 223.2.2 Example of Sidewalk Level Bicycle Lane**



## 223.2.4.2 Sidewalk Level Separated Bicycle Lanes

Sidewalk level separated bicycle lanes (sidewalk level SBLs), also known as raised bicycle lanes, are exclusive bicycle facilities located at sidewalk level directly adjacent to the roadway.

Use the following criteria when designing sidewalk level SBLs:

- In C2T, C4, C5, or C6 where design speed is 35 mph or less, use urban side path criteria per FDM 224 for the following elements. In other conditions, use Shared Use Path criteria for these elements.

- Horizontal Clearance
- Vertical Clearance
- Design Speed
- Horizontal Alignment
- Separation from Roadway
- Longitudinal Grades
- Cross Slopes

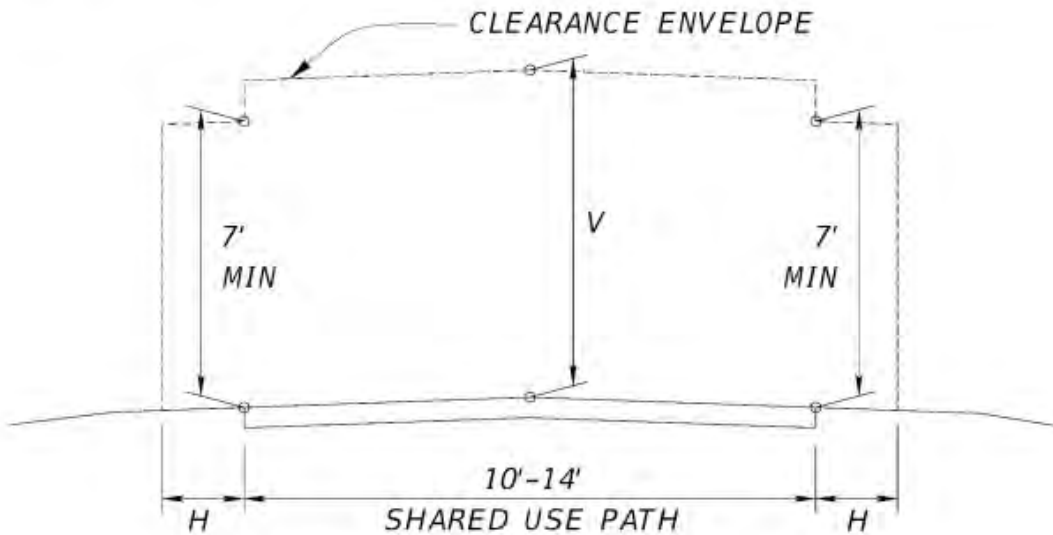
- Follow the width criteria in **Table 223.2.1**

- When adjacent to a sidewalk, provide a 2-foot detectable buffer (e.g. grass strip or textured pavement) between the sidewalk and separated bicycle lane. A 1-foot detectable buffer may be used in constrained conditions.

A sidewalk level bike lane does not substitute for a sidewalk, where a sidewalk is required. See **Figure 223.2.2** for example of a sidewalk level bike lane.

# When can count as a Bicycle Facility (FDM 224)?

Figure 224.8.1 Shared Use Path Horizontal and Vertical Clearance Envelope

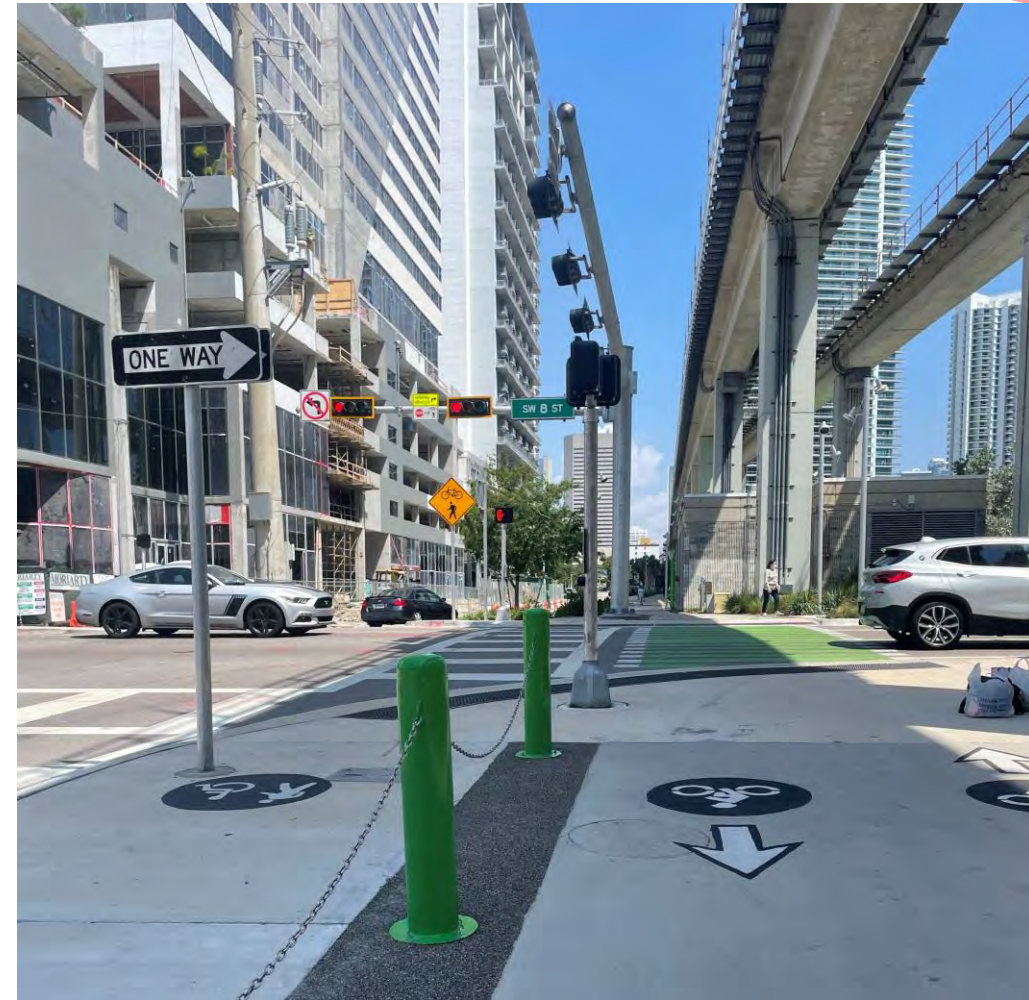


- Standard Shared Use Path
- Urban Side Path Design



# Shared Use Paths & Urban Side Paths

- ADA Accessible
- Urban Side Paths designed with lower design speed (10 mph vs. 18 mph)
- To Substitute Sidewalk & Bike Lane
  - In C5 & C6- Must be placed adjacent to separate sidewalk
  - Separate Modes when non-motorist volumes are expected to be high or there may be high numbers of more vulnerable road users
- Widths to accommodate expected use
- Lighting & Shade



# Shared Use Path vs Urban Side Path



Shared Use Path vs. Urban Side Path Criteria

	Width	Design Speed (when ≤4% grade)***	Design Speed (when >4% grade)***	Horizontal Clearance	Roadway Separation	Roadway Design Speeds	Context Classification	Vertical Clearance	Cross Slopes	Longitudinal Grades	Width on Bridges
Shared Use Path	10-14 ft*	18 mph	30 mph	4 ft	5 ft (from edge of paved shoulder, shoulder break, or face of curb)	≥35 mph	C1, C2, C3	10 ft (8 ft in contrained conditions)**	≤2%	≤5% (may follow grade of roadway)	Approach width +4 ft (min of 12 ft)
Urban Side Path	10-14 ft*	10 mph	10 mph	2 ft	2 ft from back of curb	≤35 mph	C2T, C4, C5, C6	10 ft (8 ft in contrained conditions)**	≤2%	≤5% (may follow grade of roadway)	Approach width +4 ft (min of 12 ft)
<p>* Consider Separate Bike and Pedestrian Facilities when high volumes of non-motorized users (or more vulnerable users) are expected. FHWA Level of Service Calculator may also be used to determine the width. 8 ft can be used I short segments in contrained conditions.</p> <p>**12 ft for SUN Trail, Underpasses &amp; Tunnels, or for accomodations of equestrians or maintenance &amp; emergency vehicles</p> <p>*** Stopping Sight Distance, Minimum Radii, &amp; Vertical Alignment based on Design Speed of Path</p>											

# When can count as a Bicycle Facility (FDM)?

Standard or criteria in FDM 2024		C1/C2	C2T	C3R	C3C	C4	C5	C6
Bicycle Lane or Buffered Bicycle Lane*	≤45 mph (curbed)	N/A	Bicycle Lanes can be used on curbed roadways with Design Speeds ≤45 mph					
	≤45 mph (flush shoulder)	Unmarked paved shoulder	Additional width adjacent to travel lanes is to be designated as a bicycle lane when no shared use path or separated bicycle lane is present along the corridor.	Additional width adjacent to travel lanes is to be designated as a bicycle lane when no shared use path or separated bicycle lane is present along the corridor and where demand is demonstrated (otherwise unmarked shoulder)	Additional width adjacent to travel lanes is to be designated as a bicycle lane when no shared use path or separated bicycle lane is present along the corridor.			
Paved Shoulder	>45 mph	Unmarked paved shoulder	N/A	Unmarked paved shoulder			N/A	
Shared Use Paths	>35 mph	With adequate separation from motorized traffic where conflict points are minimal	N/A	With adequate separation from motorized traffic where conflict points are minimal			N/A	
Urban Side Path	≤35 mph	N/A	When adjacent roadway is curbed	Not to be used			When adjacent roadway is curbed	
Separated Bicycle Lanes or Sidewalk Level Separated Bicycle Lanes	≤35 mph	N/A	Tubular markers, traffic separators, islands, rigid barriers, or on-street parking can be used as separation. Sidewalk level separated bicycle lane may also be used.					
	40-45 mph	N/A	Traffic separators, islands, or rigid barriers can be used as separation. Sidewalk level separated bicycle lane may also be used.					
	>45 mph	Sidewalk Level Separated Bicycle Lane may be used	N/A	Sidewalk level separated bicycle lane may be used		N/A		

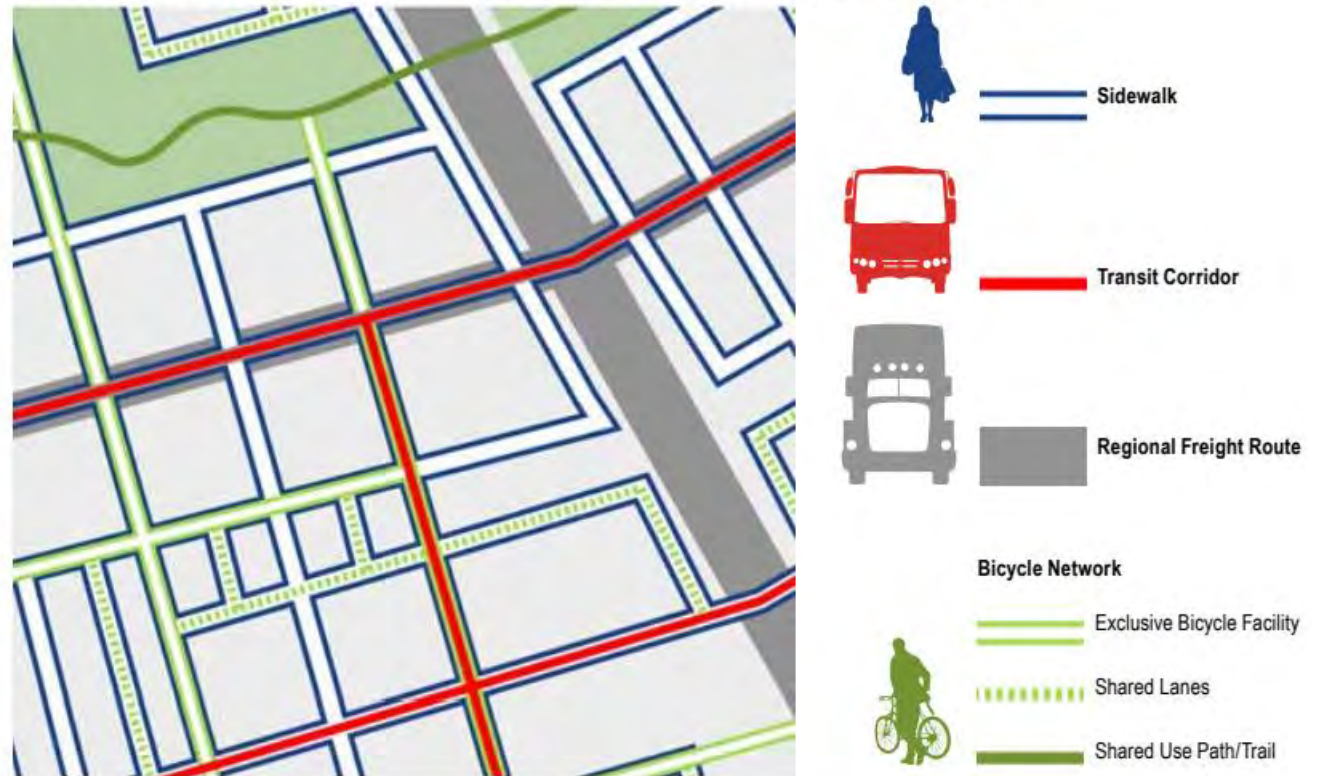
\*It is best practice to consider other types of facilities for design speeds greater than 30 mph such as such as a separated bicycle lane or shared use path.

# Importance of Connected Networks

*A fine-grained **network** allows for roadways to **complement** each other, with some roadways providing better quality of service for high-speed travel, and other parallel roadways providing comfort, safety, and access for bicyclists and pedestrians.*

*-FDOT Context Classification Guide*

FIGURE 7 CONTEXT-SENSITIVE SYSTEM OF COMPLETE STREETS



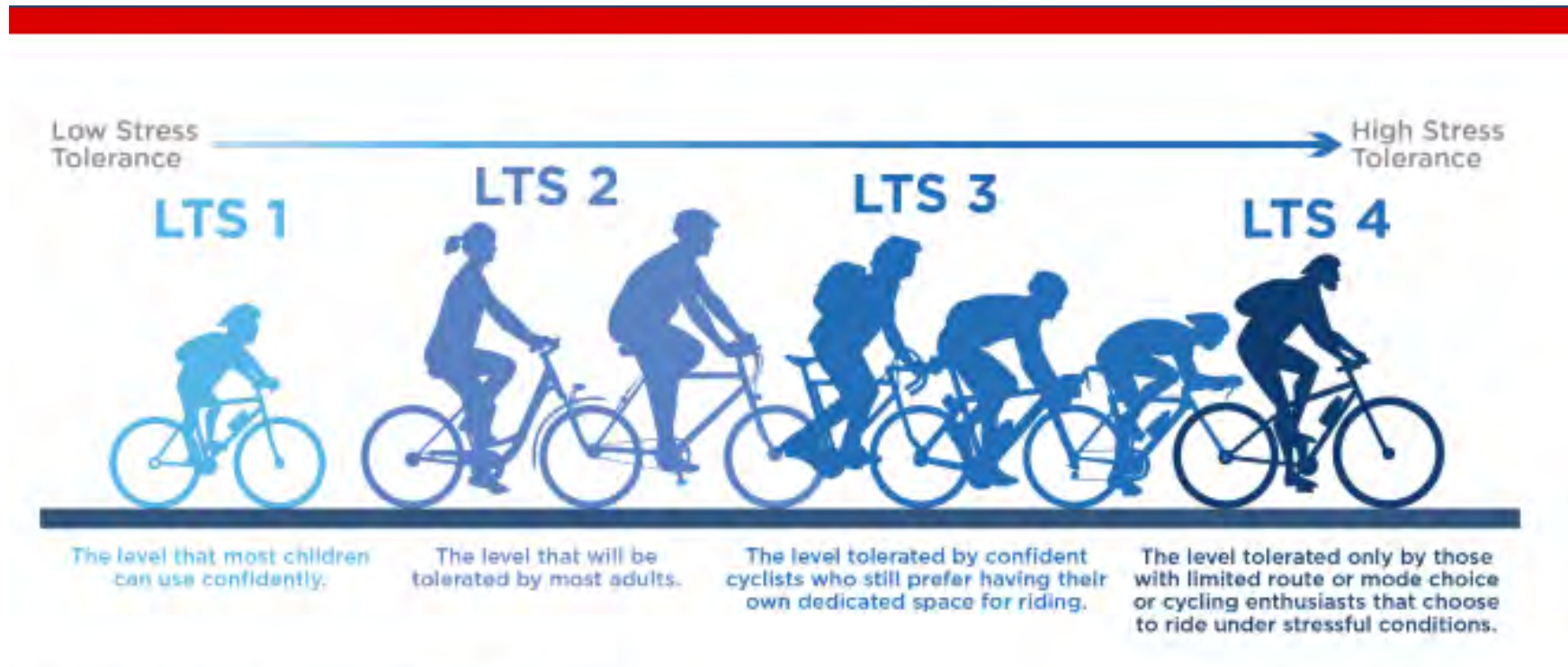
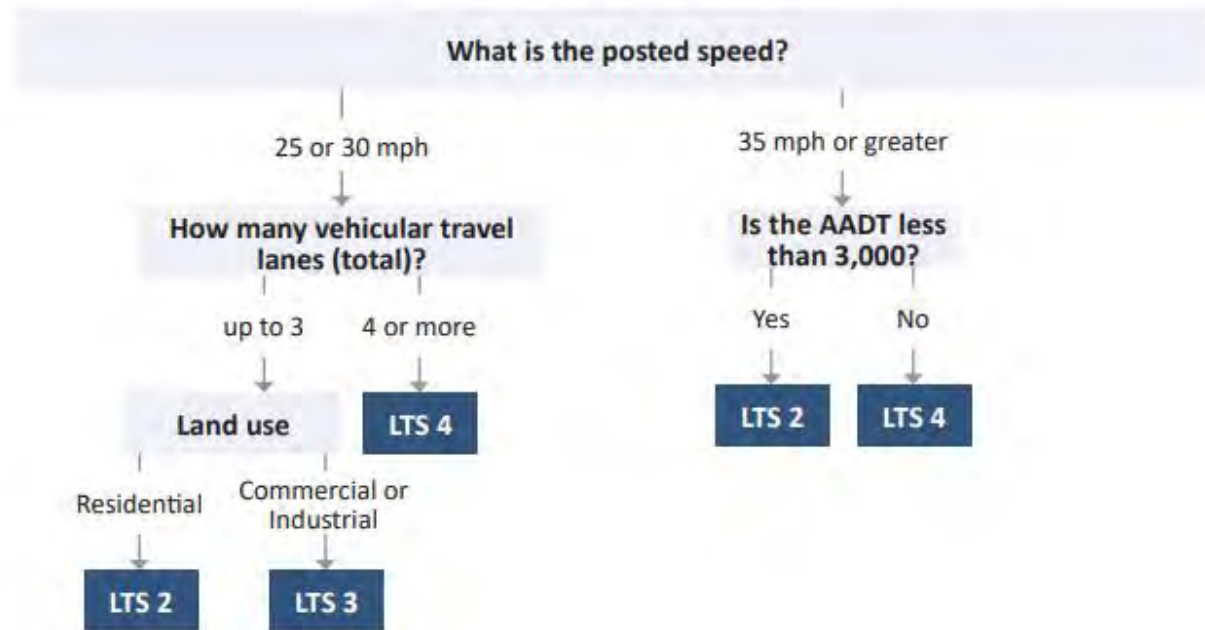


Figure 3: Bicycle Level of Traffic Stress



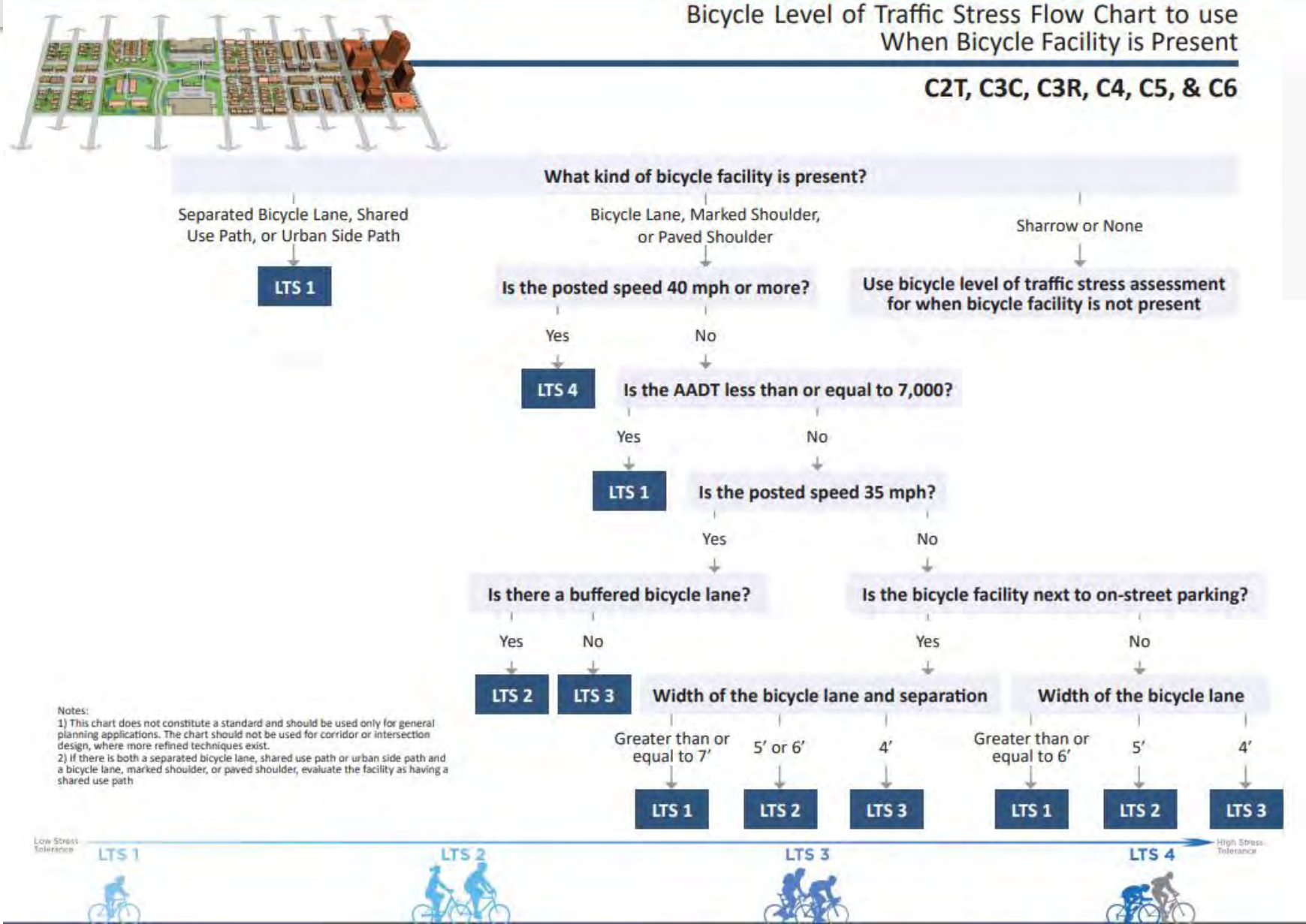
Bicycle Level of Traffic Stress Flow Chart to use When No Bicycle Facility is Present or When There are Sharrows Present

C2T, C3C, C3R, C4, C5, & C6

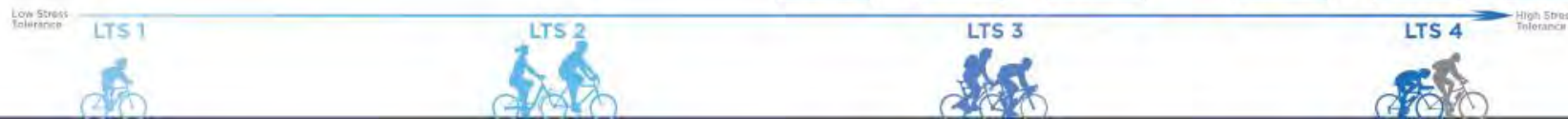


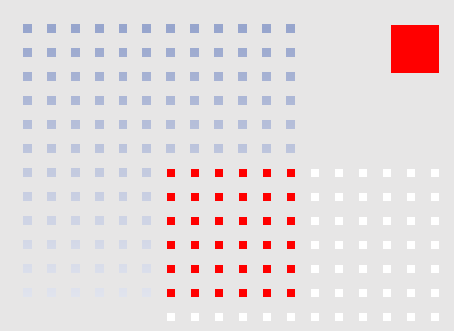
Notes:

1) This chart does not constitute a standard and should be used only for general planning applications. The chart should not be used for corridor or intersection design, where more refined techniques exist.



Notes:  
 1) This chart does not constitute a standard and should be used only for general planning applications. The chart should not be used for corridor or intersection design, where more refined techniques exist.  
 2) If there is both a separated bicycle lane, shared use path or urban side path and a bicycle lane, marked shoulder, or paved shoulder, evaluate the facility as having a shared use path





# What can Act to Fulfill the Pedestrian Facility Need?





# What Can Act to Fulfill the Pedestrian Facility Need?

- Sidewalk
  - Must Be ADA Compliant
  - Sidewalk Widths fitting for Context
- Urban Side Paths
  - C2T, C4, C5, and C6
  - C5 & C6
    - *Paths placed adjacent to roadway must be provided with a separate sidewalk to accommodate increased pedestrian demand*
  - ADA Compliant
- Shared Use Paths
  - ADA Compliant

# What Can Act to Fulfill the Pedestrian Facility Need?

## Providing Sidewalk

*Provide sidewalk on high speed curbed and flush shoulder roadways within C2T, C3C, C4, C5 or C6 context classification; and within C1, C2 or C3R where the demand for use is demonstrated.*

*- FDOT Design Manual Ch.222.2.1*

# Sidewalk Width

**Table 222.1.1 Standard Sidewalk Widths**

Context Classification		Sidewalk Width (feet)
C1	Natural	5
C2	Rural	5
C2T	Rural Town	6
C3	Suburban	6
C4	Urban General	6
C5	Urban Center	10
C6	Urban Core	12

Notes:

- (1) For C2T, C3 and C4, sidewalk width may be increased up to 8 feet when the demand is demonstrated.
- (2) For C5 and C6, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet.
- (3) For RRR projects, unaltered sidewalk with width 4 feet or greater may be retained within any context classification.
- (4) See **FDM 260.2.2** for sidewalk width requirements on bridges.

# Designing For Connectivity & Access

Continue sidewalk across bridge structures when sidewalk is provided on the approach roadway. Also **provide sidewalk on new bridges** where sidewalk or shared use path is not present along the roadway but may be included with a future project. **Sidewalk should be constructed on both sides of the roadway**; however, if sidewalk is constructed on only one side, **provide reasonable pedestrian access to destinations** (e.g., transit stops, homes, places of work, stores, schools, post offices, libraries, parks) on the opposite side.

FDM Ch. 222.2.1





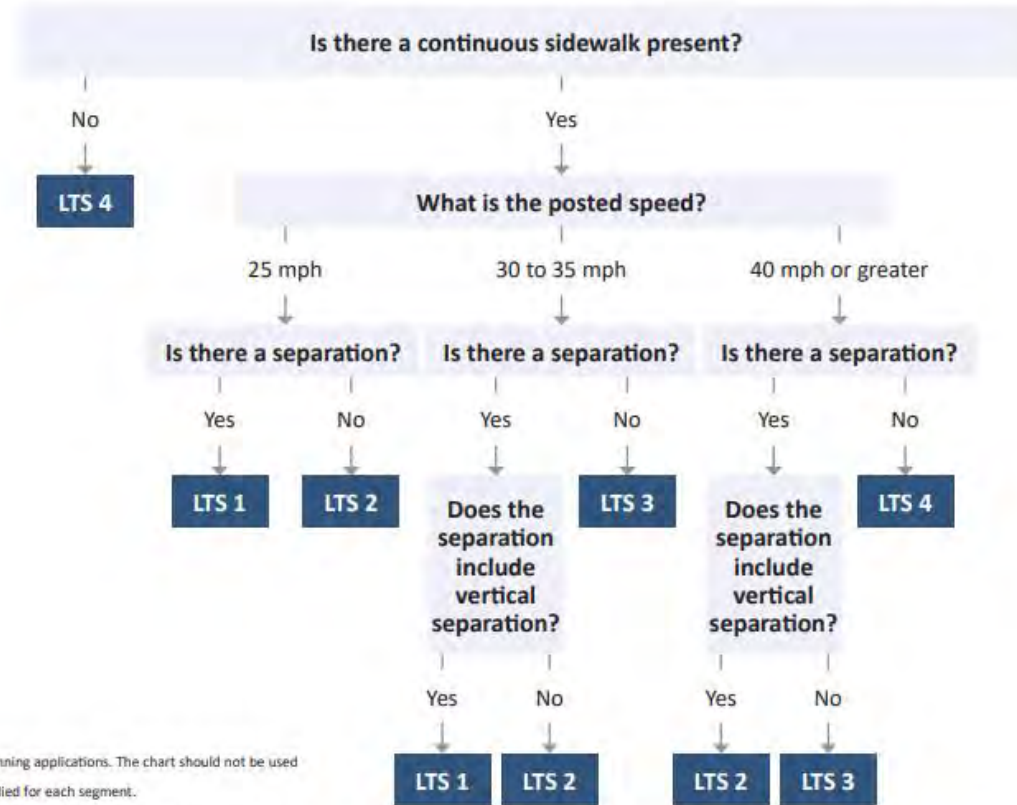
Figure 4: Pedestrian Level of Traffic Stress

# Multimodal Q/LOS Handbook



## Pedestrian Level of Traffic Stress Flow Chart

C2T, C3C, C3R, C4, C5, & C6



- Notes:
- 1) This chart does not constitute a standard and should be used only for general planning applications. The chart should not be used for corridor or intersection design, where more refined techniques exist.
  - 2) This analysis is conducted for each side of the road and the worst side PLTS is applied for each segment.
  - 3) If the sidewalk width is less than or equal to 5 feet, reduce the PLTS by 1.
  - 4) Separation is defined by space between the outside vehicular travel lane and sidewalk and can include bicycle lanes, unmarked shoulders, street furniture, vertical separation, landscaping, or utility strips. Vertical separation in the separation includes tubular markers, islands, on-street parking, rigid barriers, and landscaping.
  - 5) Sidewalk space over 6 feet can be evaluated as part of the separation.

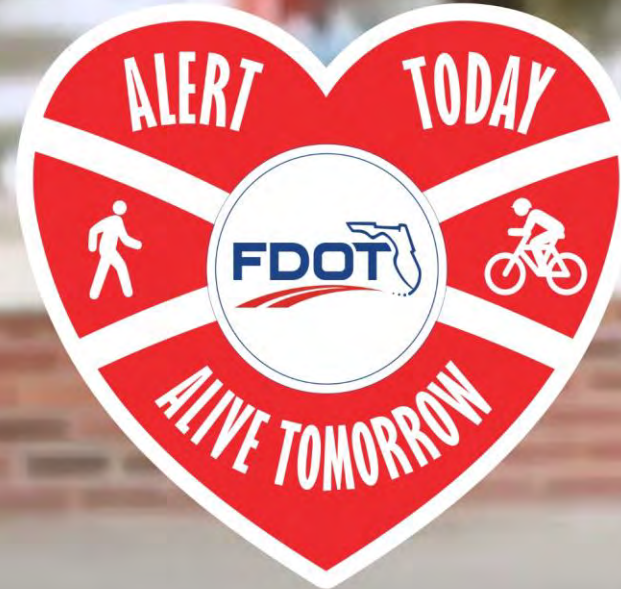


## Any Questions?

### **Tiffany Gehrke**

State Complete Streets Coordinator  
Florida Department of Transportation  
605 Suwannee Street  
Tallahassee, FL 32399  
(850) 414-4283  
[Tiffany.Gehrke@dot.state.fl.us](mailto:Tiffany.Gehrke@dot.state.fl.us)

## Why is our Vision Zero?



**There's No One Someone Won't Miss!**

We must all work together to eliminate traffic fatalities.



**BPAC Meeting  
April 10, 2024**

## **IV. PRESENTATIONS AND DISCUSSION ITEMS**

**B. PRESENTATION AND DISCUSSION OF THE MAKE EVERY RIDE  
COUNT INITIATIVE**



LOVE TO RIDE



This  
**BIKE  
MONTH**

#MakeEveryRideCount

#MakeEveryRideCount

# #MakeEveryRideCount

A bike safety initiative from Love to Ride and the League of American Bicyclists.

- Nationwide effort to support a Bike Friendly America
- Launching during Bike Month 2024 using the Love to Ride app
- Encouraging individuals nationwide to participate in logging rides on the app and providing route feedback

THE LEAGUE OF AMERICAN BICYCLISTS  
in partnership with  
LOVE TO RIDE

# BIKE MONTH CHALLENGE

#MakeEveryRideCount

**May 1-31**

**Help make your community better for biking!**

Download the Love to Ride app  
Log your trips automatically  
Give feedback on the routes you ride  
Every bike ride provides a chance to win prizes!

lovetoride.net

LOVE TO RIDE  
Available now

Download on the  
App Store

GET IT ON  
Google Play

LOVE TO RIDE

# How does it work?

This Bike Month, Love to Ride and the League of American Bicyclists encourage everyone to use the Love to Ride app to rate their routes.

- Free for individuals to participate
- Download the free Love to Ride app on Google Play or Apple Store, create a profile, and ride!
- All logged trips and comfort ratings will be aggregated into a National Comfort Database to share with regional partners

# Initiative Goals

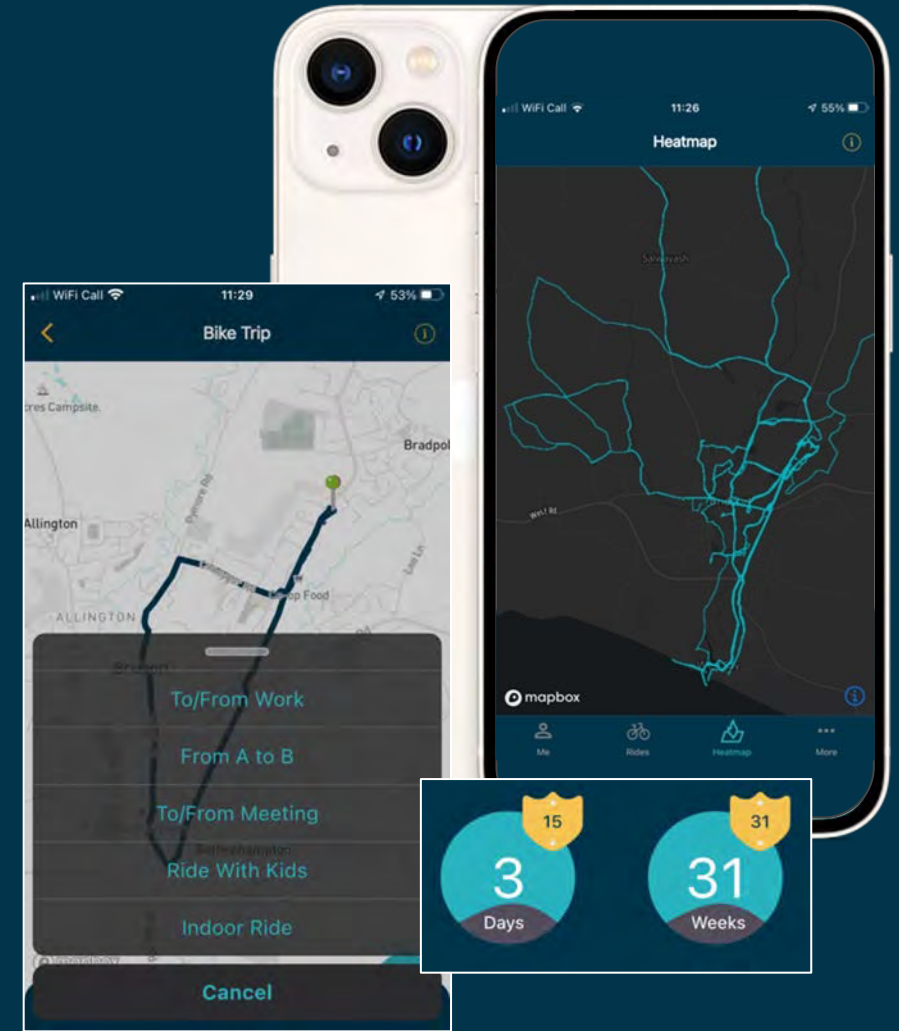
#MakeEveryRideCount seeks to achieve several key objectives:

- Encourage widespread participation in logging bike rides and providing feedback
- Increase awareness of biking safety and infrastructure needs
- Establish a national comfort rating benchmark for transportation planners, vision zero professional and advocates

# The Love to Ride App

The Love to Ride app offers key features that enable the #MakeEveryRideCount initiative:

- Passive tracking for easy ride logging – more trips logged
- Automatic mode-detection
- Comfort rating functionality to provide route feedback



Movement map Comfort map

FILTER BY TRIP DETAILS

Trip Distance 0 - 6 km

Days of the Week  
Mon Tue Wed Thu Fri Sat Sun

Time of Trip 7am - 10am

Trip Purpose: Commutes  
Timeframe: 01-Jan-23 to 02-Jan-23

FILTER BY RIDER TYPE

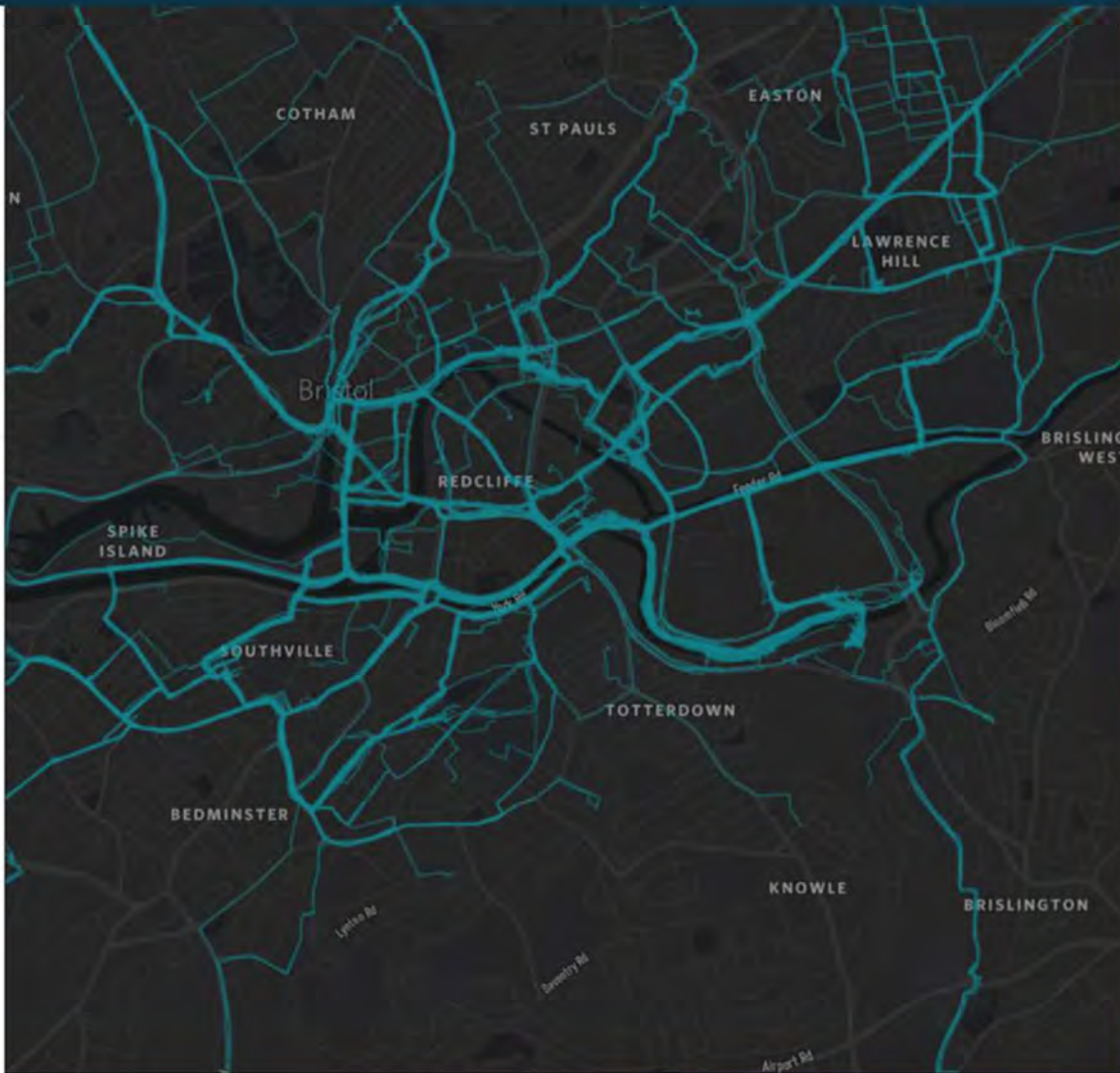

Frequency of Rider: Main Mode to Work 0  
Car (alone)

Gender: Female  
Ethnicity: All (default)

FILTER BY LOCATION

Zip/ Post Code  
Type to search... **FIND**

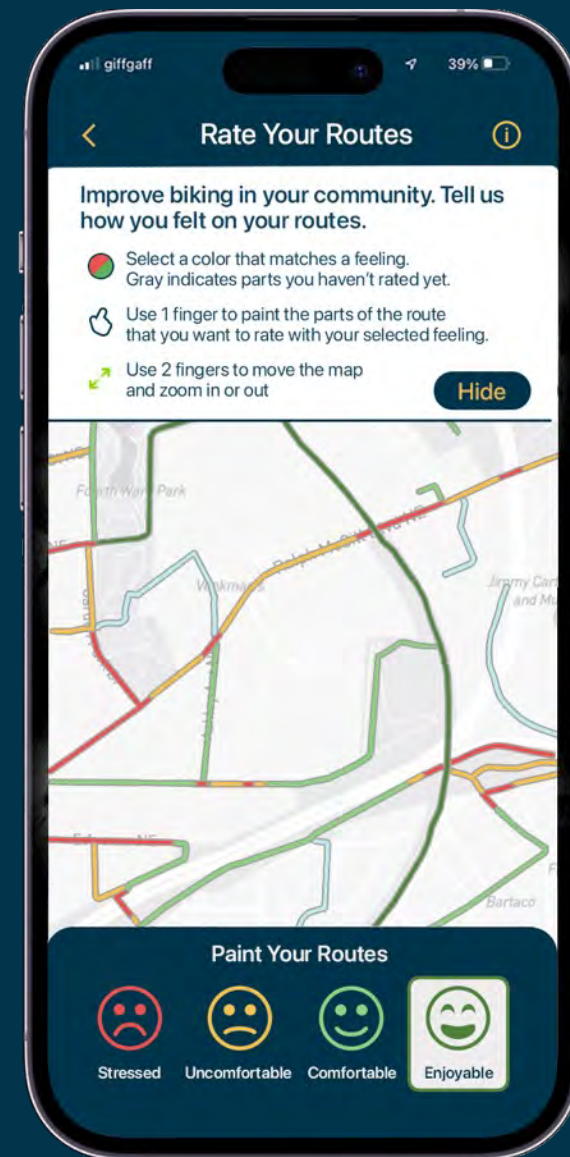
Draw Area to analyze  
I Trips starting or ending here  
D Trips going through here



# Comfort Rating

#MakeEveryRideCount is made possible by Love to Ride's new comfort rating feature that allows riders to easily rate their route.

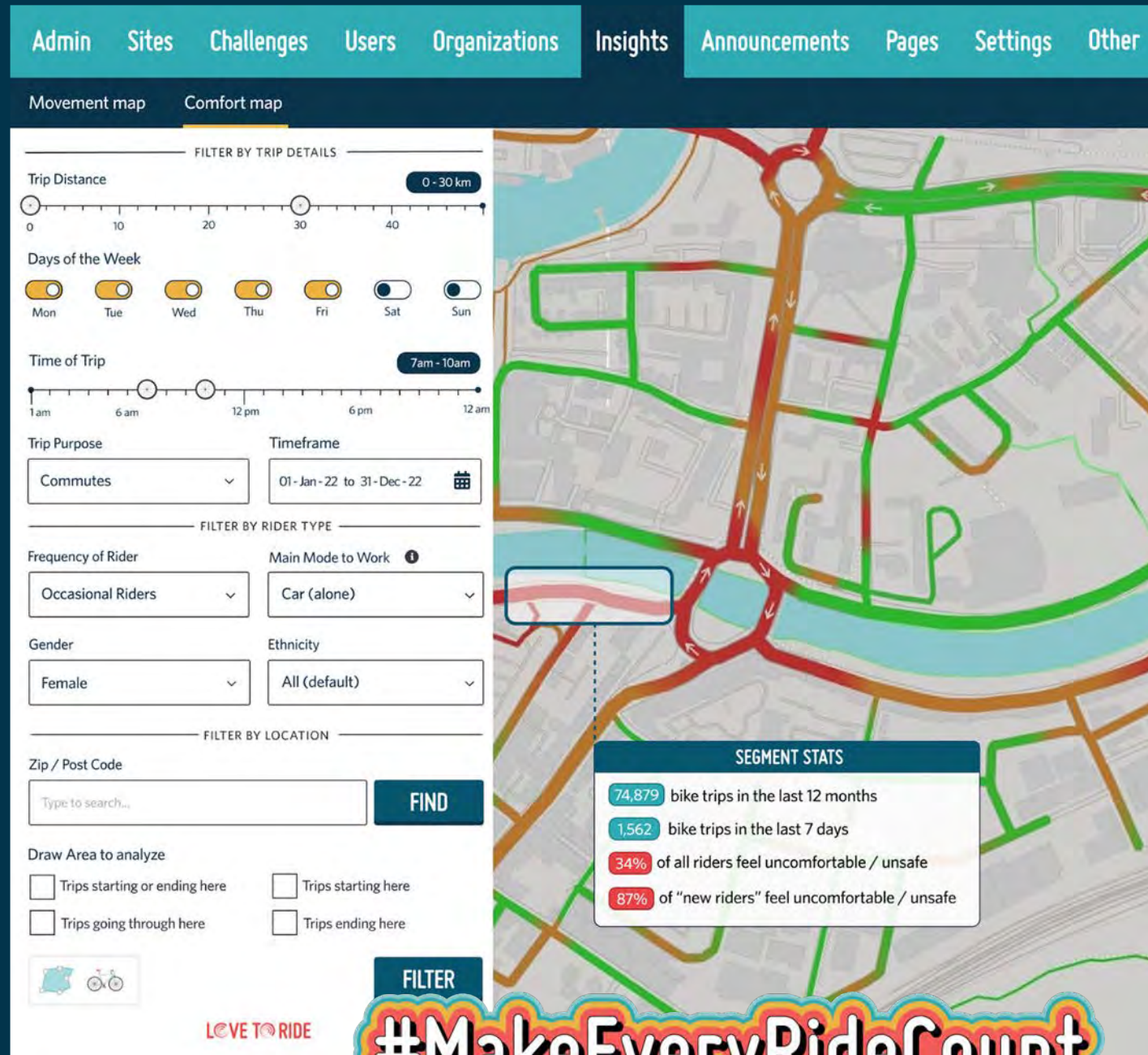
- 4-Stress Level Rating Scale
- Simple color-coded 'finger paint'
- Segment by segment



# Use Cases

Use the data to:

- Identify hotspots
- Prioritize investments
- Measure Impact
- Validate infrastructure planning
- Filter by demographics





# Benefits of #MakeEveryRideCount

## For Government

- Ability to access the National Comfort Rating Benchmark for planning purposes

## For individuals:

- Free, meaningful fun during Bike Month
- Free app to track rides and rate comfort levels
- Have a voice in transportation planning

# Bike Month 2024

- May 1 – 31, 2024
- A National Bike Challenge to celebrate joy and benefits of biking
- Participation is free for individuals
- Promo Pack with graphics and text will be available to share

# How you can support #MakeEveryRideCount

- Take part in Bike Month 2024
- Encourage your organization, city or community to participate
- Download and share the promotional materials
- Share details with others within your organization and outside
- Share social media posts using the #MakeEveryRideCount hashtag

# What's Next

- Follow up emails with links to a launch page for more details
- Links to downloadable promotional materials will be available
- National webinar

# Learn More

Additional resources and information about #MakeEveryRideCount.

- Visit the Love to Ride website for more details @ [www.LovetoRide.net](http://www.LovetoRide.net)
- Follow Love to Ride & the League of American Bicyclists for updates and campaign information
- Contact us: [Laura@lovetoride.net](mailto:Laura@lovetoride.net)

A photograph of two cyclists riding on a city street. The cyclist in the foreground is a woman with blonde hair, wearing a black helmet, a pink tank top, black leggings, and a blue backpack. She is riding a purple bicycle. Behind her is a man wearing a black helmet and a light blue long-sleeved shirt, riding an orange bicycle. The background is blurred, showing a yellow and blue bus and other city elements. The text 'LOVE TO RIDE' is overlaid in the top right corner.

# LOVE TO RIDE

From behavior change to biking network monitoring, Love to Ride is an all-in-one biking platform for the future of biking transportation.

# About Love to Ride

Love to Ride offers comprehensive biking transportation programs and services to support mode shift in communities worldwide.

- Behavior Change: Engage communities and encourage cycling with tailored Behavior change programs.
- Biking Network Monitoring: Gain insights into biking network usage and safety with advanced monitoring tools.

# Our products



**01**  
Automatic  
Tracking App



**02**  
Community  
Engagement



**03**  
Behavior Change  
Programs &  
Gamification



**04**  
Community Website



**05**  
Dashboards



**06**  
Maps

LOVE TO RIDE

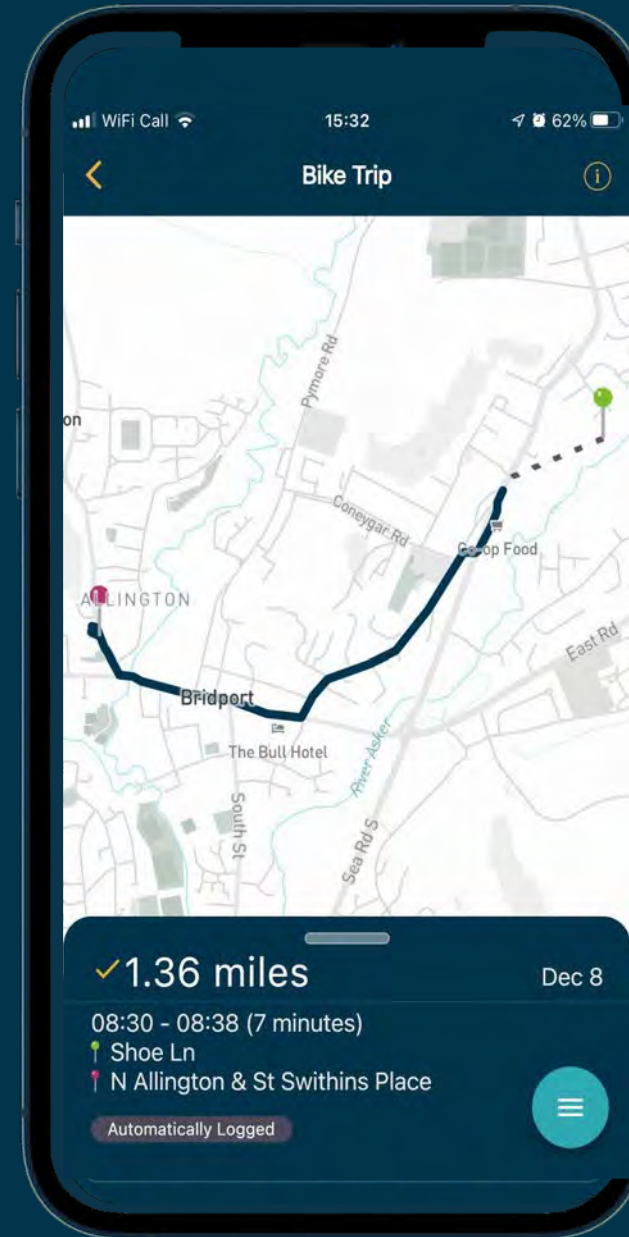


The world is missing the data from billions of bike trips.

01

Meet our new app

Humanized, simplified -  
Collecting more data from every trip, especially the short ones.



## Features

Passive trip tracking

Automatic Mode Detection

Comfort Ratings

Heatmaps

Push notified bike safety education

02

# Community Engagement

Annual behavior change, challenge, and engagement programs.



Includes

Project & Campaign Management

Marketing Package

On-going engagement comms plan

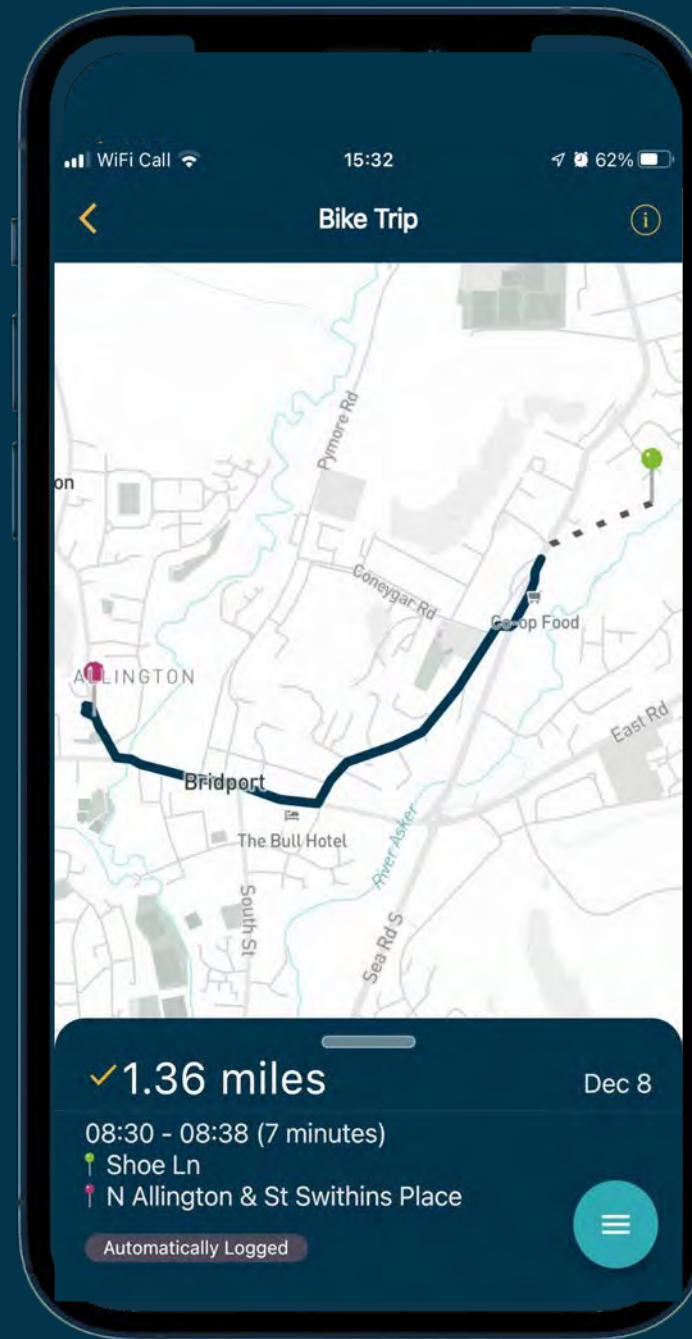
1-4 Campaigns / Challenges

Reporting

03

# Behavior Change

For mode shift



Approach

Targeted Nudges

Baby Steps

Self-Efficacy

Stages of Change

Gamification

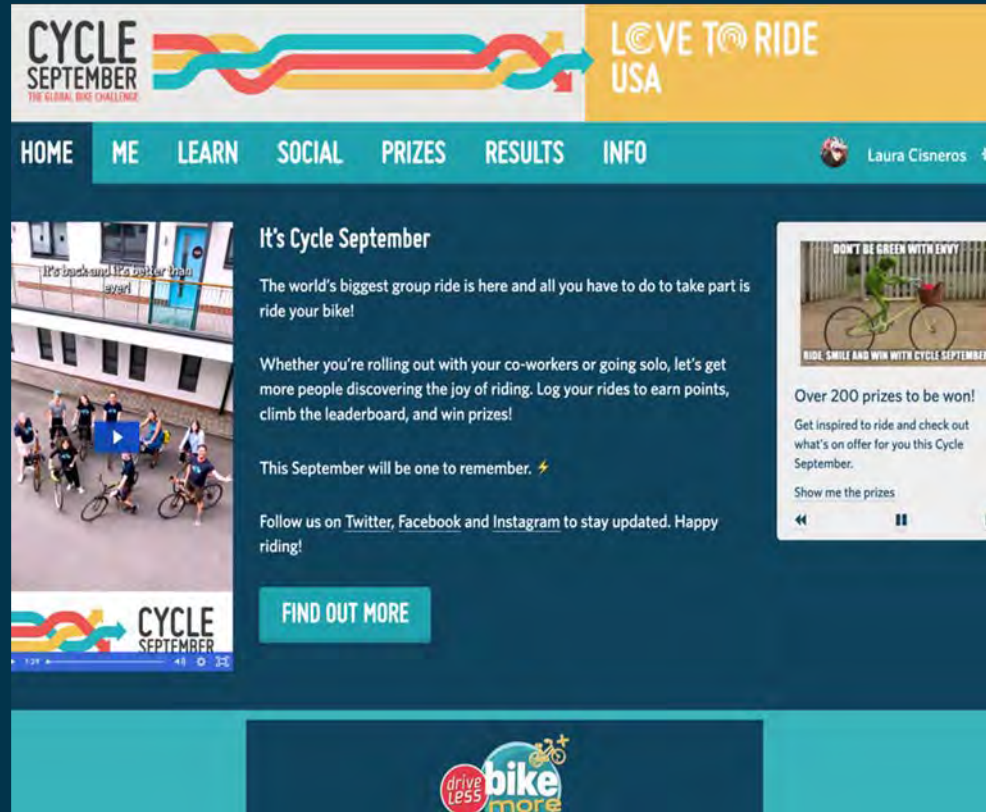
Social Norming

Incentives

04

# Website

Community biking hub with free profiles for businesses, individuals, and groups.



## Features

Challenge Management

Leader boards

Insights & Data

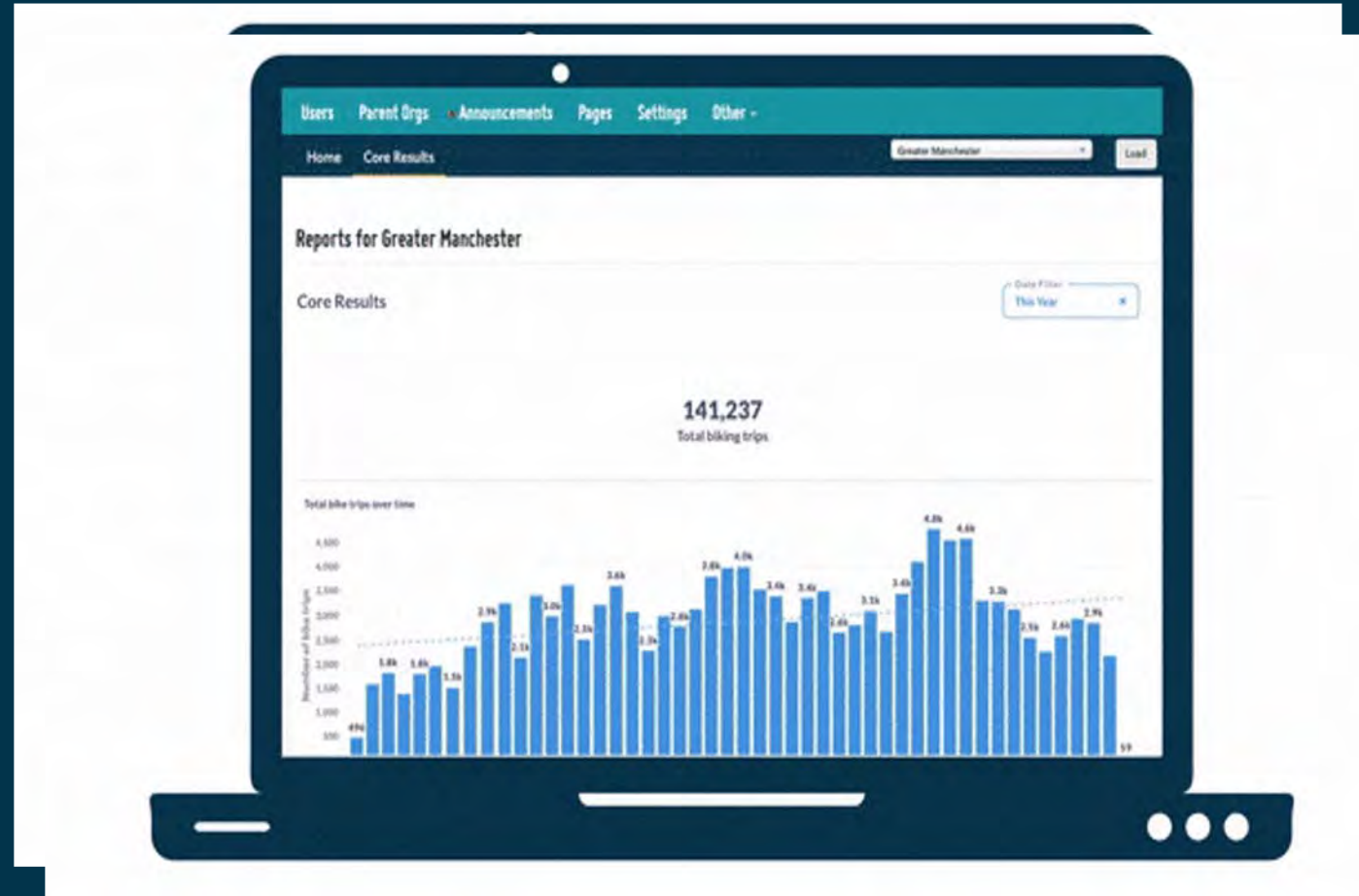
Stats – trips, carbon mitigation, participation

Admin Panel

05

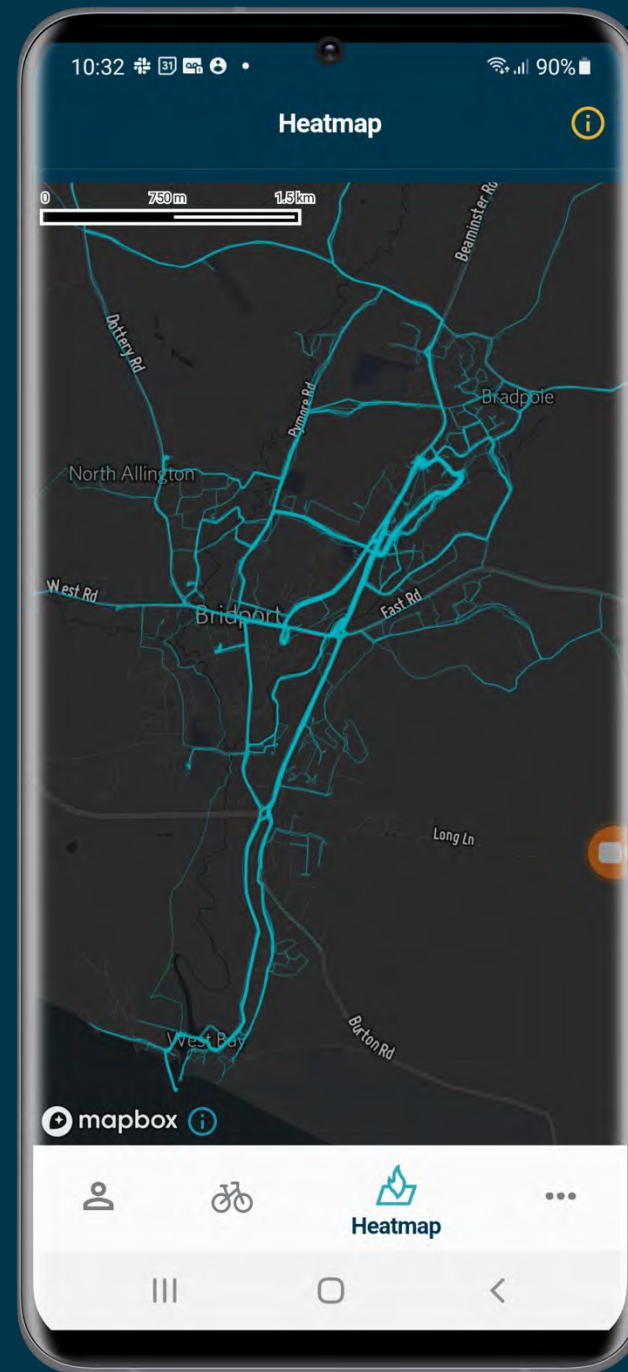
# Data Dashboards

Real-time results seen in real-time



# 06 Maps

## Heatmaps and comfort ratings



Filter by:

Time

Day

Trip Purpose

Rider Type

- new, occasional, regular

Age

Gender

Ethnicity



# LOVE TO RIDE



Love to Ride is a complete biking transportation platform. Interested in learning more about how our platform boosts biking and data collection around the world?

[laura@lovetoride.net](mailto:laura@lovetoride.net)





**BPAC Meeting**  
**April 10, 2024**

## **V. STAFF COMMENTS**

- BPAC Project Review Subcommittee Meeting
- Expansion of VoRide Mobility on Demand Service





## **Beginning April 8, VoRide will expand to Orange City, Deltona, and DeBary!**



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This service operates using small mini-vans in a designated zone. For trips outside of the zone, riders will be connected to a Votran bus route to continue their trip.

### **Service Areas**

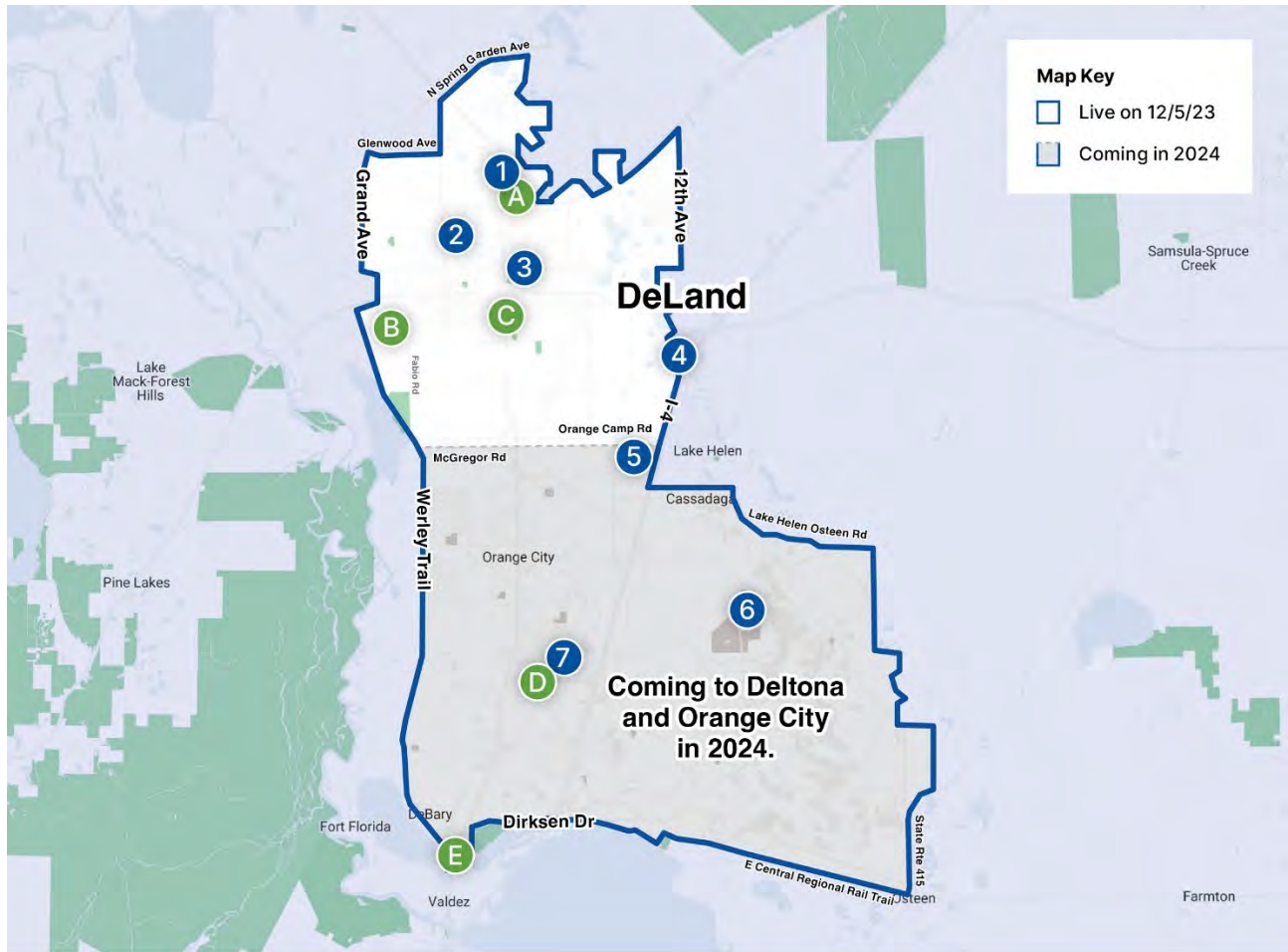
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Service is provided in DeLand. Generally, the boundaries of the service zone are as follows: Orange Camp Road to the south, I-4 & 12th Ave. (Daytona Park Estates) to the east, Grand Avenue to the west, and Glenwood Ave./Spring Garden Ave., and the DeLand Municipal Airport to the north.

Popular destinations in the DeLand Zone include: DeLand Walmart, DeLand Neighborhood Market Walmart, Stetson University, DeLand Regional Library, Daytona State College (DeLand Campus), Country Club Corners Shopping Center, the Dr. Joyce Cusack Resource Center, and the DeLand Amtrak Station (site of the Future DeLand SunRail Station).

Transfers to/from Votran buses can be made at the Amelia Superstop (Routes 20, 31, and 60), the Thomas C. Kelly County Administration Center bus stops on Rich Avenue (Route 20), or at the DeLand ITF (Routes 20 & 31).

Beginning on April 8, the service area will expand to include Orange City, Deltona, and DeBary.



### Popular destinations

- ① DeLand Walmart Supercenter
- ② AdventHealth DeLand
- ③ Stetson University
- ④ Daytona State College - DeLand Campus
- ⑤ AdventHealth DeLand Victoria Medical Park
- ⑥ Daytona State College - Deltona Campus / City Hall
- ⑦ AdventHealth Fish Memorial

### Transit hubs

- Ⓐ Amelia Super Stop
- Ⓑ DeLand Amtrak
- Ⓒ DeLand ITF
- Ⓓ Market Place Transfer Point
- Ⓔ DeBary SunRail Station

## How to Ride

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Riders will be able to book their trip using the VoRide App or by phone: (386) 210-9861.

You'll need the origin and destination of your trip when booking. At this time, riders will not be able to preschedule their trips, so you can just book when you're ready to go.

If you qualify for reduced fares or are using a wheelchair, use the Concessions menu to select the applicable option.

Be sure to select the number of travelers you are traveling with.

## Fares

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Fare Type	Fare Amount
Full Fare	\$2.00
Reduced Fare Youth (7-18), Persons with Disabilities, and Senior Citizens (65+)	\$1.00
Children (Under 7 with a paying adult)	Free
Intermodal Trip*	Free (must pay fare on Votran bus)

Fares can be paid through the VoRide app or with cash to the driver.

\* An *Intermodal Trip* is a trip in which part of your trip will be provided on VoRide and on a Votran bus. Either leg can come first (Votran to VoRide or VoRide to Votran). The VoRide portion of your trip will be free, all riders will need to pay their fare when boarding the Votran bus.

## Bicycles, Mobility Aides, and Baggage

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At this time, bicycles will not be permitted on VoRide vehicles. They may be permitted at a later date.

If you are travelling with a wheelchair, be sure to select that option when booking your trip to ensure a wheelchair accessible vehicle is sent to your location and there is space available.

VoRide is a curb-to-curb service and some pickup/dropoff points may be at a nearby street corner. For customers needing assistance from door-to-door, please use Votran Gold Paratransit Service.

Because space is limited, we ask that riders limit the amount of bags, including luggage or groceries.

## Customer Service & More Information

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For all Customer Service related matters, please call or email:

(386) 210-9861 or [support-voride@ridewithvia.com](mailto:support-voride@ridewithvia.com)

For more information on VoRide, including suggestions or general comments, please contact the Volusia County Transit Services Division using a contact form. Please select "VoRide" from the drop down menu for Comment Type.



## **BPAC Meeting April 10, 2024**

### **VI. INFORMATION ITEMS**

- BPAC Attendance Record
- TPO Board Report
- TPO Outreach & Activities
- TPO Upcoming Events



**BPAC Meeting  
April 10, 2024**

## **VII. BPAC MEMBER COMMENTS**



**BPAC Meeting  
April 10, 2024**

## **VIII. ADJOURNMENT**

**\*The next BPAC meeting will be on May 8, 2024\***