Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
October 10, 2018

Members Present:
Holly Ryan
Scott Leisen
Michelle Grenham
Paul Elk, Vice Chairperson
Larry Coletti
Nic Mostert
Bob Storke, Chairperson
Gayle Belin
Chris Daun
Alice Haldeman
Roy Walters

Representing:
Daytona Beach
Deltona
Edgewater
Flagler Beach
Flagler County
New Smyrna Beach
Orange City
Ormond Beach
Volusia County, District 2 Alternate
Volusia County, District 3
Volusia County, At-Large

Non-Voting Technical Appointees Present:
Gwen Perney
Melissa Winsett
John Cotton
Mike Ziarnek

Representing:
Port Orange
Volusia County
Votran
FDOT

Members/Technical Appointees Absent:
Ted Wendler
Wendy Hickey (excused)
Heidi Petito/Bob Owens
Gilles Blais (excused)
Danielle Anderson
Christy Gillis (excused)
Patrick McCallister (excused)
Nancy Burgess-Hall (excused)
Rob Brinson

Representing:
DeLand
Flagler County
Flagler County Public Transportation
Holly Hill
Palm Coast
South Daytona
Volusia County, District 1
Volusia County, District 2
Volusia County School Board

Others Present:
Debbie Stewart, Recording Secretary
Stephan Harris
Pamela Blankenship
Lois Bollenback
Aarti Sharma
William Girard
Andrew Kennedy
Paul Haydt
Charles Morrow
Andrew Dodzik
Valerie Feinberg
Shawn Finley

Representing:
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Citizen, DeLeon Springs
Citizen, Ormond Beach
East Coast Greenways & Trails Alliance
Flagler Beach, Alternate
Flagler County, Alternate
Health Planning Council of Northeast Florida
Ormond Beach

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

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 3:00 p.m. by Chairperson Bob Storke. The roll was called and it was determined that a quorum was present.
Chairperson Storke introduced Ms. Valerie Feinberg, new Safe Routes to School Coordinator for the Health Planning Council of Northeast Florida. She is replacing Ms. Karissa Moffet.

II. Public Comment/Participation

Mr. Paul Haydt, East Coast Greenway Alliance, stated he wanted to follow up on the FDOT presentation last month on the PD&E Study for the St. Johns River to Sea Loop Trail from SR 44 to SR 400. A lot of comments were made and he does not think the FDOT team was in attendance to hear them. He is concerned that they did not seem to incorporate any of the prior comments made at the presentation in the spring. He would like to send the minutes with the comments to FDOT as an official entry that the BPAC has serious concerns. The day after the BPAC meeting last month a stakeholder meeting was held in South Daytona where many of the same comments were made. The outcome of that meeting was to have a workshop in Port Orange. Port Orange heard the comments clearly and has new ideas on how to take the route closer to the river. He believes we need to make FDOT aware that there are serious complaints regarding their presentation that need to be addressed.

Mr. Mostert asked if Port Orange was receptive to taking the route from US 1 over to the river and were they willing to do so.

Mr. Haydt replied yes; there are challenges to going that way but there was discussion about making Halifax Drive a one-way road. There is right-of-way needed and businesses to work with to make it happen but Port Orange is looking at this trail as a major asset for the riverfront development project. South Daytona and New Smyrna Beach need to get involved to maximize what this trail can do for the community.

Mr. Andrew Kennedy, citizen of Ormond Beach, stated he sent an email to FDOT; he lives on John Anderson Drive and many people ride bikes in the area. He took photos showing that there are no bike paths in the area and stated there are bike paths as soon. You cross into Flagler County. He asked if Volusia County could at least get a northbound bike lane from Granada Boulevard to High Bridge and connect High Bridge to SR A1A. At SR A1A there is a southbound bike lane to Granada Boulevard and one west to the Casements. It would make a fantastic loop and would allow safe bicycling. Along this loop there are signs to share the road but there is no way to do that.

Mr. Daun commented he is aware of that plight; approximately six years ago there was a proposition to put a bike trail on John Anderson Drive but it was defeated because they planned to eliminate half of the historic trees which caused a huge backlash. He suggested Mr. Kennedy work with Ormond Beach planners and meet with his city councilman.

Mr. William Girard, citizen of DeLeon Springs, stated a recreational trail is supposed to be put in along with the widening of US 17 and asked why that location was chosen and if other routes were looked at. He is an avid cyclist and rides many trails; putting a trail along US 17 is questionable. Bicyclists do not ride US 17 now; he rides CR 3 instead where there is state land and power line right-of-way. The best trails weave around trees instead of being on a four-lane highway. He would like to know why this route was chosen instead of a better location.

Mr. Harris replied that years ago there was a trail proposal along CR 3 that Volusia County did a feasibility study for. The issues were limited right-of-way and expensive storm water improvements that would have to be made and some of the land was part of the state park. There were so many issues an agreement was reached with the county and FDOT to move the trail project from CR 3 to US 17. Another reason to do this is that US 17 was already slated to be widened and it was an opportunity to build the trail in conjunction with the widening project.

Mr. Girard commented it seems like they are buying a lot of land along US 17 to accommodate that trail, including some of his. He asked if it was easier to take his land rather than the state land for the trail. Although it is probably too late for this project, he would like other options to be considered rather than a straight run down US 17.
IV. Action Items

A. Review and Approval of September 12, 2018 BPAC Meeting Minutes

Mr. Elk referred to the member comments where he had asked for voting protocols to be placed on the agenda for today's meeting; it is not on the agenda so he asked for it to be placed on the November agenda. He asked if staff had an opportunity to see if there is a procedure if a vote is split on how to determine the outcome. The raising of hands does not work.

Mr. Harris replied normally the voice vote determines whether a motion passes but there is always the option to take a roll call vote; that can be done for every motion if the committee chooses.

MOTION: A motion was made by Mr. Leisen to approve the September 12, 2018 BPAC meeting minutes. The motion was seconded by Mr. Daun and carried unanimously.

B. Review and Recommend Approval of a Request from Ormond Beach to Increase Funding for the Tomoka Elementary Connector Sidewalk

Mr. Harris introduced Mr. Shawn Finley, City Engineer for Ormond Beach to discuss this project.

Mr. Finley stated there are two projects on the agenda today; the first is the Tomoka Elementary sidewalk and the other is the Williamson Boulevard Pedestrian Improvement project. Both of these projects were introduced in 2006 and are ways to improve pedestrian facilities in the city of Ormond Beach. This project is directly associated with Tomoka Elementary School; the school was built in the early 1980's and habits have changed that have created a congestion problem. That congestion problem exacerbates the pedestrian issues. When the project was initially submitted the city was going to have the 10% match done as "in-kind" design services. After the city met with FDOT they were encouraged to bundle this project and the Williamson Boulevard Pedestrian Improvement project as one design project. The city has also experienced staff reductions over the last couple of years and in an effort to get this project completed it made sense to shift the design to a consultant that works on these types of projects on a daily basis. The city selected CPH out of Sanford based on qualifications received; they did an honest job of evaluating the project and what is required. However, CPH cannot provide their design services as cost effectively as the city can. There is a significant difference in cost so the city is asking for additional funds. They want to continue trying to create a safer environment for the school children on a street that has significant issues and give parents the peace of mind to allow the students to walk to school.

Mr. Daun asked for the map of the project to be shown.

Mr. Elk stated he wants the city representative to know that this committee did not raise objection to the project for why it was being done; the safety of the children was not the issue. Part of the reason this project was approved to be funded was that the city was going to do the design in-house. He asked if going forward from this point when the city has projects coming before the committee if it is wiser to bring someone in to do the design or if the city has the capacity to do the design themselves.

Mr. Finley replied they would evaluate on a case-by-case basis; the city is trying to learn from these LAP projects. He believes the consultant can do a better job and be more efficient on this project. The efficiency would make up for the extra cost for the design. He showed the map of the project limits and stated the project reconstructs the sidewalk to create a safer situation for students to cross on the east side of the street.

Ms. Haldeman stated there is not an issue with the value of the project but the TPO's policy is any cost overrun is the responsibility of the project originator. The BPAC is not voting on the project but on whether to break the rules.

Chairperson Storke commented the members are not against the project being built but the problem is the additional funds that will have to be expended to use the consultant.
Mr. Finley replied he appreciates the BPAC being supportive of the project. He explained the city has zero tolerance for change orders on projects. By coming to the TPO before executing a contract with the consultant they are setting the groundwork of what they are going to do. At this point, the city can make the decision to do the project now or wait until an opportunity for staff to be able to do it or resubmit the estimate and have it reevaluated by the TPO. The city has not executed a contract with the consultant so there is not a cost overrun yet. The city is asking to see if there is money in the budget to continue the project at this time. They want to do this project whether it is now with additional funds or in the future when additional funds are available.

Mr. Daun asked if the city had pursued Safe Routes to School funding.

Mr. Finley replied no; the city has approached different schools about that and did not get the cooperation to create the required committees.

Ms. Valerie Feinberg, Safe Routes to School Coordinator, stated she could help him with that.

Mr. Finley stated that because of changes to policies, there are a lot of elementary schools that have students that are no longer able to ride the bus and must walk. The city has explored the Safe Routes to School before and can look into it again.

Discussion continued.

Mr. Daun stated because of the procedure and what the committee has agreed is policy and the fact that the city did not pursue Safe Routes to School funding, he cannot vote on this item.

Mr. Elk stated this is a project all members agreed is necessary and it is a safety issue that the city is trying to work on. The dilemma is should the committee vote to break the rules in order to allow this to occur. Because of the answers received today he is ready to go ahead with this. He asked if this committee votes to approve the additional funds, if it has to go before the TPO Board for final approval.

Mr. Harris replied yes.

Discussion continued.

Ms. Winsett commented the Safe Routes to School program is a different type of grant and it is more difficult than the TPO project application process. The Safe Routes to School grant requires a parent/teacher/school administration group to approve the project and there are limitations as to what the funds can be used for.

Ms. Feinberg replied that she understands it is an arduous process and that is why she is here to help the schools facilitate the process. It is a good way to leverage different funding.

Ms. Winsett replied that she previously was the Community Traffic Safety Team (CTST) Chair for the west side of the county and wanted to promote the Safe Routes to School program but could not get FDOT to do a presentation. She is glad the Ms. Feinberg is here and it would be helpful if she could walk the members through the program.

Ms. Feinberg replied she would be glad to do a presentation; education about the program is important. She asked if the funding for this project is for design or construction.

Mr. Finley replied design.

Ms. Feinberg stated there is a chance the city could leverage what they have done in design to get it built with infrastructure money.
MOTION: A motion was made by Mr. Eik to recommend approval of the request from Ormond Beach to increase funding for the Tomoka Elementary Connector Sidewalk and the 10% match be increased dependent on the amount being requested. The motion was seconded by Ms. Belin. The motion passed with one “no” vote.

C. Review and Recommend Approval of a Request From Ormond Beach to Increase Funding for the Williamson Boulevard Pedestrian Improvements

Mr. Finley stated this is the second project Ormond Beach applied for in 2016 and it was born out of a phone call from a visually impaired citizen that needed to cross the street to get to Whole Foods from San Marco Apartments. This intersection was built in anticipation of things happening such as the eventual widening of Williamson Boulevard to LPGA Boulevard. Pedestrian improvements are significantly lacking at this intersection; there is no crosswalk, no push button and no way for a pedestrian to cross safely. There is a lot of opportunity at this location for people to be mobile. There is a gap in the sidewalk on the east side of Williamson Boulevard; this project would complete that gap and create a better situation at Williamson Boulevard and Hand Avenue and at the intersection by Publix. Signal design is very specialized and the city does not have the in-house capacity to do it. The city did a similar project for three intersections, based their estimate on that cost and thought they had a good estimate with $24,000. The city bundled these two projects as one and the consultant identified issues the city did not see in their cursory look at the project. There are drainage issues to make the intersection American with Disabilities Act (ADA) compliant; the additional man hours are part of the additional cost. He does not see any improvements to Hand Avenue and Williamson Boulevard any time in the near future. He would like to do what the city can do now to help the situation and help people have a safe route.

Ms. Belin asked if Hand Avenue is a county or city road.

Mr. Finley replied both Hand Avenue and William Boulevard are county roads. He discussed this project with Ms. Winsett and at the time, the county did not have the resources to do it. This is a project to work together on; the city has a need on a county facility and the city took the lead to fix it.

Mr. Belin asked if this project was originally submitted in 2011.

Mr. Finley replied no; the other intersection improvements made were submitted in 2011. This project was submitted in 2016 and they felt that bundling the project may make it more attractive and they could get value pricing by bundling them.

Mr. Mostert asked if any other qualified bids were received.

Mr. Finley replied there were a total of seven qualified bids and all were equally qualified. The city could reject this bid and negotiate with another consultant. They have to use the most qualified consultant and their rates reflect that.

Mr. Mostert asked where this consultant ranked compared to the others; if it was the highest or lowest bid.

Mr. Finley replied the fees are not included in the ranking; it is based solely on the qualifications. The city qualification package includes experience, the team, approach to doing the project and their experience with similar projects. The city has to select the most qualified firm and not be swayed by cost.

Mr. Eik stated this project is very similar to the first one; this project has been before the BPAC Project Review Subcommittee and deemed to be worthwhile. It was ranked and funded for design. The issue is not the project but whether to go against the rules and approve additional funding.

Ms. Winsett commended the city for submitting project applications for two county roads. She agreed with Mr. Finley that there will not be improvements any time soon. The county is trying to widen Williamson Boulevard and has the funding to do so from LPGA Boulevard to Strickland Range but not to Hand Avenue;
that will be in a later phase. Cost estimates have drastically risen lately; for example, a mast arm signal has gone from $230,000 to $300,000. When the county widens the road, they will install needed pedestrian facilities. The Transportation Impact Analysis (TIA) guidelines require looking at bicycle/pedestrian and transit connections for developments.

**MOTION:** A motion was made by Ms. Belin to recommend approval of the request from Ormond Beach to increase funding for the Williamson Boulevard Pedestrian Improvements. The motion was seconded by Ms. Grenham and carried unanimously.

**D. Review and Recommend Approval of Resolution 2018-## Adopting the R2CTPO 2018 Congestion Management Process (CMP) and Performance Measures Report**

Ms. Sharma stated this item was presented last month; no comments were received. The report is available on the TPO website.

**MOTION:** A motion was made by Mr. Leisen to recommend approval of Resolution 2018-## adopting the R2CTPO 2018 Congestion Management Process (CMP) and Performance Measures Report. The motion was seconded by Mr. Walters and carried unanimously.

**E. Review and Recommend Approval of Resolution 2018-## Adopting the FY 2017/18 Public Involvement Report**

Ms. Blankenship stated this item was presented last month and there have been no changes. She is asking for a recommendation of approval.

**MOTION:** A motion was made by Mr. Daun to recommend approval of Resolution 2018-## adopting the FY 2017/18 Public Involvement Report. The motion was seconded by Mr. Mostert and carried unanimously.

**V. Presentation and Discussion Items**

**A. Presentation and Discussion of Recommended Changes to the R2CTPO Policy Resolutions and Project Applications for the Annual Call for Projects**

Mr. Harris stated every year, after the Project Priority Process closes, the TPO asks the committees to review the process and recommend improvements for the next cycle. On October 1, 2018, the BPAC Project Review Subcommittee and the TIP Subcommittee met jointly to discuss the process and changes to it. They discussed the Local Agency Program (LAP) process, project costs that would be eligible and ineligible and cost overruns. The BPAC Project Review Subcommittee will be meeting on October 24, 2018 to make specific recommendations on the policy resolutions and the project applications. Those will be brought to the BPAC next month as an action item.

Mr. Walters asked what time the meeting will be.

Mr. Harris replied 3:00 pm on October 24, 2018.

Mr. Elk asked if at the upcoming meeting, the committee will be able to see the definition of eligible versus ineligible costs and overruns versus increases so that it can provide the guidance needed.

Mr. Harris replied he should be able to include that in the agenda for the meeting.

Ms. Perney asked if the committee would discuss going paperless and only submitting electronic files.
Mr. Harris replied it can be discussed; currently the TPO requires one hard copy and one electronic copy. It is something the BPAC can consider; it will be discussed at the subcommittee and brought back to the BPAC next month.

B. Presentation and Discussion of Modern Roundabouts

Mr. Harris showed a video of modern roundabouts that explained what a roundabout is and how a bicyclist or pedestrian can safely cross one.

Mr. Daun commented the video showed two examples of roundabouts; one in a residential neighborhood and the other in a busy area. He asked what type of roundabout would go in an urban setting.

Mr. Ziarnek replied if it is on a FDOT roadway, it would be a modern roundabout.

Mr. Daun referred to the brochure in the agenda and commented that it seems there needs to be a specific width allocation for pedestrians. He asked if that was an island. There are two roundabouts proposed for Mary McCleod Bethune Boulevard on the east and west side of Bethune Cookman University; one at Martin Luther King Boulevard and the other at Lincoln Street. In order for these roundabouts to be successful there has to be a specific width of the roads approaching the roundabout. He asked if the TPO would include in the design requirements that these widths will be as shown in the brochure for pedestrian and bicycle crossings.

Mr. Dodzik commented that has to happen otherwise it would not meet the design standards; it depends on if a city applies for state or federal funding. The city of Palm Coast designed their roundabouts the way they wanted because the city paid for them. To receive state or federal money there are certain guidelines that must be met.

Mr. Daun asked if the TPO could create a standard for local governments to meet these safety standards even if they are not receiving federal funds.

Mr. Harris replied the assumption is that projects that the TPO accepts are ones where federal funding is being requested. The TPO accepts applications for roundabout projects and they would be ranked as part of Traffic Operations/Safety projects. Once it goes through the TPO process and is on the priority list, it would have to be designed to meet federal and state guidelines. Roundabouts take a lot of space; much more than an intersection. Even if it is designed smaller, there is a good possibility land would be needed as the locations Mr. Daun mentioned are very tight. It would have to go through the public involvement process so residents and stakeholders could provide input.

Discussion continued.

C. Presentation and Discussion of BPAC Meeting Days and Times

Mr. Harris referred to page 50 of the agenda and the excerpt from the TPO Bylaws which state that BPAC meetings will be held on a regularly scheduled date, time and place approved by the BPAC. Currently, the BPAC meets on the second Wednesday of the month at 3:00 pm (except July and December) for as long as the committee deems; the committee can change it. Some meetings have run long and gone past 5:00 pm. If the committee would like to change the day and time, TPO staff has three suggestions; to consider meeting on the third Wednesday of the month, the third Thursday or third Tuesday. If the committee chooses the third Tuesday, it will have to be in the morning as the CAC and TCC meet in the afternoon. If the committee does this it will give staff an opportunity to get meeting agendas and materials to members earlier in the month.

Right now, it goes up to the deadline; the agendas must go out a week in advance of the meeting.

Ms. Belin commented she did not think it was the day that is the issue but the time.

Mr. Coletti stated he and Ms. Haldeman discussed perhaps starting the meeting at 2:00 pm instead of 3:00 pm if there were not any conflicts so the meeting could adjourn by 4:00 pm.
Mr. Harris replied if the committee comes to a consensus for a different time it will be an action item next month and would take effect in January.

Ms. Haldeman stated she noticed after leaving the subcommittee meeting at 4:00 pm there is a big difference in traffic. Her only concern with changing the time is that some members may not be able to get here by 2:00 pm.

Mr. Kennedy suggested having public comment at the end of the meeting instead of the beginning.

Mr. Coletti stated when it gets close to 5:00 pm a number of members leave prematurely and changing the time gives the opportunity for all members to stay for the entire meeting.

Mr. Elk commented he has been a member long enough to notice the presentations are becoming more numerous and there does not seem to be a boundary on discussion. His concern is that there will be more discussion items and the meeting may not be as productive as it should. Most civic groups have specific guidelines as to the length of a presentation. There should be a reasonable time frame attached to a presentation.

Mr. Harris replied that the TPO allows 10 minutes for the advisory committees and 5 minutes for the board. The actual time the presenters receive is up to the chairperson.

Chairperson Storke stated that for the most part the presentations do not take long; it is the discussion that prolongs it. Once things are repeated it is time to close the discussion. He asked the members what their preference is for the time of the meeting; if members wanted to keep it the second Wednesday and change it to 2:00 pm.

The committee agreed on the second Wednesday of the month at 2:00 pm.

Mr. Harris replied it will be on the agenda next month as an action item.

VI. Staff Comments

Mr. Harris announced today is International Walk to School Day but Volusia County schools have postponed it until Friday due to Hurricane Michael. He will be at Campbell Middle School in Deltona and Ms. Blankenship will be at Indian River Elementary School in Edgewater.

VII. Information Items

→ BPAC Attendance Record
→ Letter from TPO Board Chair Lita Handy-Peters
→ Mobility Week October 27 – November 3, 2018
→ Pedestrian Safety/White Cane Awareness Event
→ September 2018 TPO Outreach and Activities
→ St. Johns River to Sea Loop Summit
→ TPO Board Meeting Report

VIII. BPAC Member Comments

Mr. Walters stated he rode the new trail to Titusville and there are three roundabouts on the trail.

Mr. Mostert referred to the attendance record in the agenda and asked about the vacancy in Port Orange; there is a Port Orange representative here.
Chairperson Storke replied Ms. Perney is technical support.

Mr. Harris explained Port Orange has two representatives; a non-voting representative, Ms. Perney, and a voting member, which is currently vacant.

Mr. Daun stated it has been expressed by several members that there are policies the committee is to discuss or adhere to and his sentiment is if cities or staff are unable to look at other outlets or systems for funding, it should not be the TPO to give them a pass because they did not do their job effectively. He was not against the Ormond Beach sidewalk for the school but it was that they did not apply for the funding mechanisms that were available. Mr. Paul Haydt, East Coast Greenways and Trails, made the request to the committee to forward the minutes and comments from last month’s presentation on the St. Johns River to Sea Loop Trail to the FDOT representative; he would like to make a motion to do so.

Mr. Harris stated FDOT has a representative at all BPAC meetings; any action staff takes on the minutes needs direction from the BPAC.

**MOTION:** A motion was made by Mr. Daun to forward the minutes and comments from last month’s BPAC meeting regarding the St. Johns River to Sea Loop Trail presentation to Ms. Heather Grubert, FDOT. The motion was seconded by Mr. Mostert.

Mr. Mostert commented he supports this motion because FDOT did not listen when taking the route from Rose Bay and the scenic tour versus the other route along Nova Road that would be more expensive it was discussed. As a cyclist, that route would not be used.

**The motion passed unanimously.**

Mr. Eik stated he has discovered in Flagler Beach a good number of bicyclists riding at night without any lights. He was curious if the TPO had any ideas on how to get the people in the community aware that is not a good idea.

Mr. Harris suggested he would contact Mr. Chad Lingenfelter, at the FDOT Safety Office. He has held promotional events in the area and distributes lights and reflectors. He will have a report next month.

Discussion continued.

**IX. Adjournment**

The BPAC meeting adjourned at 4:50 p.m.

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**River to Sea Transportation Planning Organization**

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

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**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 October 10, 2018 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this $14^{th}$ day of November 2018.

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:

Rec. Trail Delson-go to Sainte-Hélène
(Please indicate the specific agenda item)

Date 10/10/18

Name

Address 5657 165 17

Contact Information

Comments: (please use back of page if needed)

Discuss why there.
Request for Public Comment

Dear Citizen:

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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 10/10/15

Name Andrew Kennedy
Address 3675 John Anderson Dr
Contact Information 386-333-7359

Comments: (please use back of page if needed)

Would like to see a bike path installed in the loop in Orono Beach.
Request for Public Comment

Dear Citizen:

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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 Oct 10, 2018

Name

Address

Contact Information

Comments: (please use back of page if needed)