Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
November 14, 2018

Members Present:
Doug Hall
Ted Wendler
Paul Eik, Vice Chairperson
Larry Coletti
Nic Mostert
Bob Storke, Chairperson
Christy Gillis
Patrick McCallister
Nancy Burgess-Hall
Alice Haldeman
Roy Walters

Non-Voting Technical Appointees Present:
Gwen Perney
Frank Alvarez
Mike Ziarnek

Members/Technical Appointees Absent:
Scott Leisen (excused)
Michelle Grenham (excused)
Wendy Hickey (excused)
Heidi Petito/Bob Owens
Gilles Blais (excused)
Gayle Belin
Danielle Anderson (excused)
Robert Bullard
Rob Brinson

Others Present:
Debbie Stewart, Recording Secretary
Stephan Harris
Pamela Blankenship
Lois Bollenback
Colleen Nicoulin
Aarti Sharma
Bob Finck
Andrew Holmes
Julia Holtzhausen
David Graeber
Andrew Dodzik
Maggie Ardito
Chris Daun
Jason Aufdenberg
Jon Cheney

Representing:
Daytona Beach
DeLand
Flagler Beach
Flagler County
New Smyrna Beach
Orange City
South Daytona
Volusia County, District 1
Volusia County, District 2
Volusia County, District 3
Volusia County, At-Large

Representing:
Port Orange
Voltran
FDOT

Representing:
Deltona
Edgewater
Flagler County
Flagler County Public Transportation
Holly Hill
Ormond Beach
Palm Coast
Ponce Inlet
Volusia County School Board

Representing:
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Aim Engineering & Surveying
City of Daytona Beach
FDOT
FDOT
Flagler County Alternate
St. Johns River to Sea Loop Alliance
Volusia County, District 2 Alternate
Volusia County At Large Alternate
Volusia County Traffic Engineering
I. Call to Order / Roll Call / Determination of Quorum / Pledge of Allegiance

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 3:00 p.m. by Chairperson Bob Storke. The roll was called and it was determined that a quorum was present.

Chairperson Storke introduced Mr. Robert Bullard, new BPAC representative for Ponce Inlet.

II. Public Comment/Participation

There were no public comments.

III. Action Items

A. Review and Approval of October 10, 2018 BPAC Meeting Minutes

MOTION: A motion was made by Ms. Haldeman to approve the October 10, 2018 BPAC meeting minutes. The motion was seconded by Mr. Hall and carried unanimously.

B. Review and Approval to Change the Start Time of Regularly Scheduled BPAC Meetings from 3:00 pm to 2:00 pm

MOTION: A motion was made by Mr. Mostert to approve changing the start time of regularly scheduled BPAC meetings from 3:00 pm to 2:00 pm. The motion was seconded by Mr. Coletti.

Ms. Haldeman asked if there were any members that could not make a 2:00 pm meeting.

Mr. McCallister replied that since he bikes or rides the bus it would cut deeper into his work day and be inconvenient for him.

Mr. Egil stated he does not have a problem with changing the start time but he has noticed that the committee has had a lot of extensive presentations and discussions that have been time consuming. He asked if there should be a cut-off time for presentations and if the motion is for the meeting to be from 2:00 pm to 5:00 pm.

Chairperson Storke replied the meeting would begin at 2:00 pm and end when it ends. Generally, the presentations are within 10 minutes but it is the discussion that prolongs it. Members are passionate about the subject and he does not like to cut anyone off unless they start to repeat themselves. The motion is to change the meeting start time from 3:00 pm to 2:00 pm.

Mr. Aufdenberg asked if the meeting time change would begin in January.

Chairperson Storke replied yes.

The motion carried with one "no" vote.

C. Review and Recommend Approval of Resolution 2018-## Amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP)

Ms. Nicoulin stated at the time the agenda was prepared, the TPO was waiting on information from FDOT regarding this amendment. This amendment is for a project that is on the priority list and is looking to program current year dollars on it. A representative from the city of Daytona Beach is in attendance to answer any questions. FDOT is trying to coordinate the schedule of the project with the city before they can program these funds. The hope is to have that information prior to the TPO Board meeting later this month.

Chairperson Storke asked what the purpose of the project is.
Mr. Harris replied it is to fill in sidewalk gaps in the area around Derbyshire Park; there are two sidewalks bundled into a single project. One sidewalk is along Vine Street, from Brentwood Drive to 5th Street and the other is along 3rd Street, from Vine Street to Nova Road; it is project #18 on the Tier B list.

Mr. Daun commented that this area serves the Golden Center which provides summer and after school programs for children; this project would connect to it.

Mr. Aufdenberg stated Vine Street is one of his regular commuting routes and he often sees pedestrians walking and pushing strollers in the road so there is a definite need for a sidewalk there. He referred to the perpendicular route on 3rd Street that will connect with the new buffered bike lanes.

Mr. Mostert mentioned there is also a large apartment complex in the area that serves several hundred people; he agreed there is a definite need for a sidewalk there.

Mr. Elk commented that the amount of the request is $570,000 above what was projected for this project; he asked where the funds would come from and if they are available in this fiscal year.

Mr. Harris replied the funds will come from the SU funds in the set aside box for bicycle and pedestrian projects and possibly Advanced Construction (AC) funds.

Mr. Elk asked for confirmation that the city of Daytona Beach would increase their match requirement so that the 10% match stays in place.

Mr. Harris replied yes; the city will have to contribute a 10% local match.

Mr. Cheney asked if these are new funds or is this a project on the priority list that is requesting funding to be moved forward into implementation and if the $570,000 is a cost overrun or money to fund the project.

Ms. Nicoulin replied the project is currently not funded; it will move from Tier B to Tier A; it is not an overrun but programming of the project.

Mr. Elk asked what number the project would be assigned on Tier A once it is moved from Tier B.

Ms. Nicoulin replied projects on Tier A are not numbered; it will move into the Work Program and be assigned an FM number.

Discussion continued.

MOTION: A motion was made by Ms. Burgess-Hall to recommend approval of Resolution 2018-## amending the FY 2018/19 to 2022/23 Transportation Improvement Program (TIP). The motion was seconded by Mr. Mostert and carried unanimously.

D. Review and Recommend Approval of a Draft Amendment to the 2040 Long Range Transportation Plan (LRTP) for Public Comment

Ms. Bollenback stated this item is not to recommend approval of an amendment of the Long Range Transportation Plan (LRTP) but to support the TPO going forward with public outreach to meet the 45 day public comment requirement for an amendment. Currently, there are four interchange projects in the 2040 Long Range Transportation Plan (LRTP) that are listed as unfunded needs; these interchanges are all along I-95. Three are existing interchanges and one new one. The TPO identifies unfunded needs to help FDOT build their Strategic Intermodal System (SIS) plan. There is a PD&E study underway for the Pioneer Trail interchange and an Interstate Modification Report (IMR) underway for the LPGA Boulevard interchange. In order for these projects to move forward into the design phase, they will have to be funded in the LRTP. Planning studies can be done unfunded but cannot move forward with any additional work until they are in the 2040 LRTP. FDOT
was able to find funding for these two projects and they are included as funded in their updated SIS Cost Feasible Plan. The US 1 interchange is also funded but there is no activity right now so it will be added when the LRTP is updated. These studies will wrap up in the spring which necessitates developing and approving a 2040 LRTP amendment to continue with the design phase. Performance measures are now required to be incorporated into the LRTP. No other MPO/TPO has done this yet, so there is not much guidance on the level of effort expected. The language will likely be similar to what was incorporated into the TIP where it is recognized the performance measures are needed and it is a process that is still evolving. The TPO is looking for authorization to finalize the materials needed to amend the LRTP and advertise for public input and bring that back in January for review and a recommendation of approval.

Mr. Cheney asked if there was a way to piggyback off of the FDOT projects to include county roads that are being impacted by said FDOT projects; specifically, LPGA Boulevard. FDOT’s preliminary analysis shows the interchange needs to be six lanes; a double cross diamond interchange. The six lanes will then narrow to two lanes across the bridge. He asked if Volusia County could adjust their portion of the LRTP to fund the widening of LPGA Boulevard and if the public comment could be done at the same time.

Ms. Bollenback stated if funding was available to do the work, then the TPO could modify the county’s portion of the LRTP.

Mr. Cheney replied the county has $45 million for a bridge it can allocate to LPGA Boulevard from Timber Creek Road to Williamson so that it is consistent with the FDOT project and have the public comment period at the same time. Then, when the Long Range Transportation Plan (LRTP) is updated, the county can put the bridge back. He believes that LPGA Boulevard is of a more critical nature due to the development happening there.

Ms. Bollenback replied she does not think there will be a problem including that. As mentioned earlier, there is an IMR study underway by FDOT. She does not want the planning and administrative work to be confused with the actual work. When there is an opportunity to communicate, the TPO wants to give the public all the information available. If it is the consensus of this committee, the TPO will bring that forward also.

Mr. Mostert asked if the IMR being done is due to the development in the area.

Ms. Bollenback replied an IMR is required when making an upgrade to an interchange and it is being driven primarily by the development in the area. When the 2040 LRTP was developed, none of that development was known.

Discussion continued.

Ms. Burgess-Hall stated given that the jobs in the area are retail or low-wage jobs, she asked if there will be an option for increasing Voltran’s access to these locations and if it can be brought up at the time.

Mr. Cheney replied it was discussed by the Volusia County Council when the Tanger Outlets were moving forward.

Ms. Burgess-Hall replied it was turned down at that time but they continue to expand and it needs to be looked at again.

Discussion continued.

**MOTION:** A motion was made by Mr. Eik to recommend approval of a draft amendment to the 2040 Long Range Transportation Plan (LRTP) for public comment and to include public comment for Volusia County’s portion of the LRTP to widen LPGA Boulevard. The motion was seconded by Mr. Hall and carried unanimously.
E. Cancellation of the December 12, 2018 BPAC Meeting

MOTION: A motion was made by Mr. Eik to cancel the December 12, 2018 BPAC meeting. The motion was seconded by Mr. Coletti and carried unanimously.

Mr. Aufdenberg asked if the TPO would host a Holiday Open House this year.

Ms. Blankenship replied yes; the TPO’s Annual Holiday Open House and Toy Drive will be on Wednesday, November 28, 2018 from 3:00 to 5:00 pm. She will be sending out more information soon.

IV. Presentation and Discussion Items

A. Presentation and Discussion of the St. Johns River to Sea Loop Trail Project Development & Environment (PD&E) Study: Lake Beresford Park to Grand Avenue

Mr. Bob Finck, consultant to FDOT, introduced Ms. Julia Holtzhausen, FDOT, and gave a PowerPoint presentation on the St. Johns River to Sea Loop Trail PD&E study. He stated this is being funded through SUN Trail as part of the Florida Greenways and Trails System; the St. Johns River to Sea Loop Trail was selected as their second highest priority trail in 2016. The project is a gap in the trail system located in DeLand that will connect with existing trails at Grand Avenue to those within Lake Beresford Park. He reviewed the project goals and explained the PD&E process. He reviewed two alternative trail corridors; one to the west (Alternative 1) and one to the east (Alternative 2). Both alternatives will share the trail segment to the south of Lake Beresford Road and the segment to the north at SR 44 along Grand Avenue and Minnesota Avenue. These are the alternatives that will be presented at the public alternatives meeting on December 5, 2018. One of the challenges is crossing SR 44 but they expect to use the existing pedestrian crossing at the new roundabout.

Mr. McCallister commented that he has been through that roundabout and it is scary; the speed limit is 45 miles per hour (mph) but drivers go through it at 55 mph. He asked if some type of pedestrian activated lighting was being considered there.

Mr. Finck replied yes; the same challenge is occurring around the state regarding bicycle and pedestrian safety through roundabouts. During the PD&E phase of the process they are trying to find a viable alternative and are confident that the design phase will incorporate safety features including lighting.

Discussion continued.

Mr. Finck continued with the presentation and stated the goal is to utilize existing right-of-way wherever possible and that the proposed alternatives were chosen based on the availability of right-of-way as a priority factor. He reviewed the environmental analysis portion of the PD&E study, the evaluation matrix and the public involvement previously done; he announced the next public meeting will be December 5, 2018 at the Sanborn Center in DeLand. He reviewed the project schedule and stated additional project information can be found on the www.cfiroads.com website or by contacting FDOT Project Manager, Ms. Mary McGehee or himself.

Mr. McCallister suggested posting the public meeting notice at the Spring-to-Spring Trail community bulletin board at Lake Beresford Park.

Mr. Finck thanked him for that suggestion and added that they will get a notice posted there.

B. Presentation and Discussion of Recommended Changes to the R2CTPO Policy Resolutions for the Annual Call for Projects

Mr. Harris stated the draft priority process schedule begins on page 43 of the agenda followed by the three resolutions that guide the process; he reviewed the draft schedule. The first resolution defines the local...
match requirements for local governments; there were no changes last year but there are proposed changes this year. The BPAC Project Review Subcommittee met on October 24, 2018 and suggested some changes. Changes to the first resolution include the addition of eligible and ineligible costs and the definitions of a cost overrun versus a cost increase.

Mr. Daun asked if the subcommittee considered a national average; that way if competing estimates are received that exceed the national average a cap be put on it.

Mr. Cheney replied there is a mechanism in place; these go to FDOT for review and if there is a cost anomaly, a justification can be made on how to proceed.

Mr. Harris continued reviewing the proposed changes to the resolution including the addition of a statement of hardship or justification by the project sponsor along with supporting documentation that includes a detailed justification of a change in cost. The next resolution establishes the allocation of funding identified in the 2040 Long Range Transportation Plan (LRTP). Currently, the TPO sets aside approximately $5.5 million and divides that into 40% for Traffic Operations/Safety projects, 30% for Bicycle/Pedestrian projects and 30% for Transit projects. It was suggested at the BPAC Project Review Subcommittee meeting to switch the 40% from Traffic Operations to Bicycle/Pedestrian projects. The TIP Subcommittee met and passed a motion to keep the resolution and allocations as is. The case for doing so is that trail projects have funding streams that are not applicable to roadway projects. For example, there is not only 30% set aside but also Transportation Alternative funds that the TPO receives each year which can only be used for bicycle and pedestrian projects.

Mr. Cheney asked if that is a policy decision because they can be used for traffic operations such as street scraping projects because those are alternative projects.

Mr. Harris replied correct, it is a policy decision.

Mr. Cheney commented there are more eligible types of projects because that is where the transportation enhancement projects used to come from; they are now wrapped into the new category with the federal bill of transportation alternatives. He believes the TPO decided to use those funds for bicycle and pedestrian projects and he wants to make sure that the category was narrowed down from a broader category.

Mr. Harris replied yes; those funds are used by this TPO for bicycle/pedestrian projects. He stated that state funds are received from the SUN Trail program and that funding is just for trail projects. Regarding local funds, Volusia County has set aside $1 million a year for the ECHO program which is also just for trail projects. The largest of those funding sources for trails is the SUN Trail program. In the five-year Work Program for SUN Trail, there is approximately $38.2 million programmed on Volusia County trail projects and for this year, approximately $6.2 million is programmed. None of that money can be used for roadway projects. If the committee is looking to make a change in funding allocations, it is not a strong case to make because to increase the federal funding allocation for Bicycle/Pedestrian would be at the expense of Traffic Operations/Safety projects. The TIP Subcommittee approved a motion to keep the distribution as it is.

Mr. Mostert stated he would like to see an analysis of those numbers. The proposal to change the allocation was for a couple of reasons; one, there seemed to be a desire to take dollars away from bicycle/pedestrian projects to apply it to other projects. The other reason has been a recurring theme in that there are a high number of bicycle/pedestrian fatalities in the area. He would like to see the data to see what will be lost as opposed to what would be gained.

Mr. Cheney stated he is a proponent of keeping the allocation as is unless there is evidence to show trails or bicycle/pedestrian is underfunded or not funded fairly. From what Mr. Harris just explained, there is much more availability of funds to be used for bicycle/pedestrian projects. He added that traffic operations projects cost more than sidewalks. There is also the issue of cities not being able to get LAP certified. It would be interesting to see the numbers if an analysis is done.

Discussion continued.
Mr. Harris continued reviewing the proposed changes to Resolution 2017-32 and the addition of language to item 14 which states the R2CTPO shall use the project prioritization process to support the development of regional priority lists for trails, transit, Transportation System Management and Operations (TSM&O) and planning studies.

Mr. Daun asked if the TSM&O included technology for computerized signals.

Ms. Nicoulin replied yes and that these would be for regional projects with the hopes of getting on a regional list to be eligible for additional funding that does not come through the TPO.

Mr. Cheney asked what the consensus is on what to do with the allocation of the funding; to retain the existing allocation or change it.

Mr. Harris replied this is a discussion item but it would help to have a consensus on whether to keep the allocation as is or switch it.

Mr. Daun asked what the current allocation breakdown is.

Mr. Harris replied the current allocation is 40% is for Traffic Operations projects, 30% for Bicycle/Pedestrian projects and 30% for Transit projects. The BPAC Project Review Subcommittee proposed to switch it to have 40% for Bicycle/Pedestrian projects and 30% for Traffic Operations projects.

Mr. Cheney commented that the TIP Subcommittee approved a motion to retain the current allocations.

Discussion continued.

Chairperson Storke asked for a consensus on whether to maintain the current allocation or to change it as suggested by the BPAC Project Review Subcommittee.

Mr. Mostert asked to defer taking a consensus until the committee can look at the actual numbers to see what the impact would be.

Discussion continued.

Mr. Harris replied staff can bring additional information to consider but the TPO will have to have a recommendation and take action in January.

C. Presentation and Discussion of the Priority Project Applications for Bicycle/Pedestrian and B/P Local Initiatives Projects

Mr. Harris stated the changes to the applications are in strikethrough/underline format. He stated the only significant change is on the bottom of page 58 of the agenda in the General Instructions; the requirement that electronic documents must be submitted through the TPO’s file transfer site; one hard copy is also required. He continued reviewing the changes to the applications; the BPAC Project Review Subcommittee suggested that items that ask for a description be required and not “as needed” as the prior applications state. Also, under criterion 3, for Safety and Security, language was added that if the project helps meet or exceed adopted Transportation Safety Targets, additional points could be awarded. It was discussed making a change to the hazardous walk/bike zones; currently, an applicant must refer to Volusia or Flagler County Student Transportation Services. It was discussed to refer to the TPO’s school safety studies but TPO staff decided not to move forward with that because the most recent study was completed in 2015; a lot of the data is old and not current.
Ms. Haldeman referred to page 60 of the agenda and commented that the purpose and need statement where it states "should" address all priority criteria; she would like it to state it is required to address all priority criteria.

Mr. Harris replied that is a good suggestion.

Mr. McCallister commented that he would like to understand how the cities and counties decide what bicycle related projects are needed; trails are great for him and recreational riders but do not do anything for the necessity riders. His concern is the amount of money spent on recreational riding versus necessity riding.

Discussion continued.

D. Presentation and Discussion of Options for Current Year Surface Transportation Program (STP) Urban Attributable (SU) Set Aside Funding

Ms. Bollenback stated the TPO receives funding each year for traffic operations projects, bicycle/pedestrian projects and transit projects and is under pressure each fiscal year to make sure all of the money is drawn down or obligated. If it is not, then in subsequent years the TPO’s spending authority can be reduced. A project was deferred this year that was approximately $1.8 million in the traffic operations box. The TPO is working with FDOT to advance an intersection improvement project at SR 44 and Kepler Road in DeLand; that project was at one time in the Work Program but dropped out because the money was diverted somewhere else. FDOT will advance the design for this project which is $1.2 million leaving approximately $600,000. The Connector Study between I-95 and SR 417 did not move forward and a little over $300,000 is left from that. Not all local agencies can access current year dollars because they must be Local Agency Program (LAP) certified. Only two local agencies are LAP certified continuously; Daytona Beach and Volusia County. Volusia County is not eligible for this because it was their project that was deferred. The Derbyshire Park sidewalk project discussed earlier is the only project available to capitalize on current year funds. There is still $750,000 remaining that is not obligated and there are no other projects to put it on. FDOT asked if that money could be used to help advance the design phase for the Pioneer Trail interchange. That is not in keeping with the TPO’s set aside policy and but it is available money and there is no other place to put it. The question is to obligate this money on a project that is not within the policy or take a chance on not having the money obligated. If the Derbyshire Park sidewalk project does not move forward, there will be even more money left. FDOT is building their Work Program now and has set aside $1.5 million for the advancement of the Pioneer Trail interchange design work. If the TPO can obligate this left over money with AC funds, that project can get folded into the Work Program once the PD&E study is completed. The TPO is looking for feedback from the advisory committees and TPO Board on this effort.

Mr. Cheney asked which project is further along; the I-95 at Pioneer Trail interchange project or the I-95 and LPGA Boulevard interchange project. He asked if funding has been allocated for the LPGA Boulevard project.

Ms. Bollenback replied there has not been funding allocated for LPGA Boulevard; she cannot answer which one is further along.

Mr. Daun asked if some of the money could be used for safety improvements to existing trails, county or state roads. For example, the Sea Breeze Bridge is not marked for pedestrians or bicyclists.

Ms. Bollenback replied the challenge is the money has to be used in the current year and that requires LAP certification and the project must be ready to go. The city has everything FDOT requires ready for the Derbyshire Park sidewalk project so it can be obligated. FDOT is always under pressure to deliver a project in the year they have it programmed. The challenge now is the next chance to advance a project would be January.

Discussion continued.
Ms. Bollenback stated this will be discussed at the TPO Board meeting and the TPO will most likely bring a TIP amendment in January.

V. Staff Comments

→ River to Sea TPO Staff Update

Mr. Harris stated the TPO is in the process of filling two open positions. Mr. Herb Seely, TPO CFO, is retiring after 41 years of service and the transit planner position is also being filled. He will have more information at the next meeting.

VI. Information Items

→ BPAC Attendance Record
→ BPAC Subcommittee Report
→ Light Up Midtown Health Fair
→ October 2018 TPO Outreach and Activities
→ St. Johns River to Sea Loop Trail PD&E Study Public Meetings
→ TPO Board Meeting Report

VII. BPAC Member Comments

Mr. Frank Alvarez, Votran Transit Planner, announced a public meeting tomorrow at Deltona City Hall concerning route changes and the addition of a new route to the Crown Center in Orange City and another public meeting next week in Orange City Council Chambers.

Mr. McCallister stated he noticed the southern end of the Spring to Spring Trail segment from Lake Beresford to Orange City is being expanded.

Mr. Cheney replied the construction is from Detroit Terrace south. It is included in the Volusia County Construction report in the CAC/TCC agenda as under construction.

Mr. McCallister asked when it would be completed.

Mr. Cheney replied it is show as “under construction”; the best source for an update is the Volusia County website under either “Capital Improvements Program” or the Master Plan. Every quarter the county gives an update on all projects and will show a completion date.

Ms. Nicoulin stated it is segment 3-A from Detroit Terrace to Don Smith Boulevard.

Mr. Aufdenberg announced he and Mr. Wendler distributed 20 bike lights to cyclists without lights on Clyde Morris Boulevard and Aerospace Boulevard. He thanked Mr. Ziarnek and FDOT for quickly repairing the street lighting at Aerospace Boulevard and Clyde Morris Boulevard as the lights were not illuminating the crosswalk and now it does. He saw a webinar from Ped-Bike Info on left-turn pedestrian/motorists crashes and safety improvements including leading pedestrian signals. They used a lot of data from North Carolina which has nine different crash types for bicycle/pedestrian crashes which helps identify situations bicycle/pedestrians can get into. Left-turn crashes are more frequent in the day than at night. This is something that traffic operations funding can fund; the only leading pedestrian signal in Volusia County is at US 1 and Mason Avenue. He would like to see more of them especially at Clyde Morris where there are students crossing the road.

Mr. Cheney stated it is called a “leading pedestrian interval” signal (LPI).

Mr. Aufdenberg commented he would like to have more information on the costs of these signals and where Volusia County and FDOT are in making them more available.
Mr. Cheney replied typically it is sending his guys out to re-signal the controls.

Ms. Burgess-Hall stated the same problem is at Nova Road and Beville Road where drivers are making right-hand turns.

Mr. Hall thanked everyone that participated in White Cane Awareness Day and Mobility Week.

Ms. Haldeman announced the city of Edgewater has approved a co-op agreement with the Volusia County to put flashing push button signals at the East Central Regional Rail Trail on Mission Road. There are meetings tonight and tomorrow regarding trails being planned to fill gaps. Tonight’s meeting is at the Daytona Community Center to discuss alternative possibilities; tomorrow’s meeting is in New Smyrna Beach. The information is included in the agenda packet.

Mr. Cheney stated the Volusia County Council adopted impact fees as recommended by the consultant; for example, a residential single-family dwelling will go from $2,200 to $5,300. They agreed to implement the increase in two phases; 75% of the recommended fee and the following year 100%; thereafter, they will be indexed to the FDOT construction cost index with a minimum of 3% and a maximum of 8% of that index.

Mr. Mostert commended TPO staff for fitting helmets at the Halifax Art Festival; his brother’s granddaughter was fitted for a helmet.

Mr. Ziarnek reminded the committee that www.cflroads.com has all FDOT projects lists and is a great resource.

IX. Adjournment

The BPAC meeting adjourned at 5:10 p.m.

River to Sea Transportation Planning Organization

[Signature]

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

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the November 14, 2018 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 9th day of January 2019.

[Signature]
Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization