



MEETING NOTICE & AGENDA

Please be advised that the Volusia Transportation Planning Organization (VTPO) **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)** will be meeting on:

DATE: Wednesday, September 12, 2012

TIME: 3:00 PM

PLACE: Volusia TPO
2570 W. International Speedway Blvd.,
Suite 100 (Conference Room)
Daytona Beach, Florida 32114-8145

Mr. Michael Chuven, Chairman

AGENDA

- I. **CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. **OUTGOING BPAC CHAIR RECOGNITION/NEW BPAC MEMBER INTRODUCTION** (*Contact: Pamela Blankenship*) (*Enclosure, page 3*)
- III. **PUBLIC COMMENT/PARTICIPATION** (*Length of time at the discretion of the Chairman*)
- IV. **ACTION ITEMS**
 - A) **REVIEW AND APPROVAL OF AUGUST 8, 2012 BPAC MEETING MINUTES**
(*Contact: Stephan C. Harris*) (*Enclosure, pages 4-11*)
 - B) **APPOINTMENT OF WALKABILITY & SAFETY SUBCOMMITTEE MEMBERS**
(*Contact: Suzanne Grubbs, Volusia County Health Department and Stephan C. Harris*) (*Enclosure, pages 12-23*)

V. PRESENTATIONS AND DISCUSSION ITEMS

- A) PRESENTATION ON CR A1A PEDESTRIAN SAFETY IMPROVEMENTS AND VOLUSIA COUNTY'S FIVE YEAR TRAILS PROGRAM** (*Contact: Jon Cheney, Volusia County Traffic Engineering*) (*Enclosure, pages 24-27*)
- B) PRESENTATION ON FLORIDA PLANNING AND ZONING ASSOCIATION'S 2012 TRAILS FORUM** (*Contact: Scott McGrath, Florida Planning & Zoning Association*) (*Enclosure, pages 28-29*)
- C) VIDEO PRESENTATION ON PEDESTRIAN SAFETY: "ALERT TODAY, ALIVE TOMORROW – SAFETY DOESN'T HAPPEN BY ACCIDENT"** (*Contact: Trenda McPherson, FDOT*) (*Enclosure, pages 30-31*)

VI. STAFF COMMENTS (*Enclosure, page 32*)

VII. INFORMATION ITEMS (*Enclosures, pages 32-35*)

- **BPAC Attendance Record**
- **Letter from Florida Governor Rick Scott**

VIII. BPAC MEMBER COMMENTS (*Enclosure, page 32*)

IX. ADJOURNMENT (*Enclosure, page 32*)

*****The next meeting of the BPAC will be Wednesday, October 10, 2012*****

NOTE: Individuals covered by the American with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the Volusia TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, FL (386) 226-0422, extension 21 at least five (5) working days prior to the meeting date.

NOTE: If any person decides to appeal a decision made by this board with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.

**SUMMARY SHEET
BPAC
SEPTEMBER 12, 2012**

II. Outgoing BPAC Chair Recognition/New BPAC Member Introduction

Background Information:

Ms. A.J. Devies was appointed to the BPAC by former TPO Board Member/Volusia County Council Member Art Giles on January 30, 2006. Since that time, Ms. Devies has been an active member of the BPAC, serving as Vice Chairperson from 2009 to 2010 and Chairperson from 2010 to June 2012. Ms. Devies is recognized for outstanding service and dedication to the BPAC.

Dr. Jason Aufdenberg was appointed to the BPAC by TPO Board Member/Volusia County Council Member Joyce Cusack. Welcome to the BPAC, Dr. Aufdenberg!

Ms. Sandra Mason was appointed to the BPAC by TPO Board Member/Flagler Beach Commissioner Marshall Shupe. She was confirmed by the Flagler Beach City Commission at their meeting on July 12, 2012. Welcome to the BPAC, Ms. Mason!

Mr. John Schmitz was appointed to the BPAC by TPO Board Member/Daytona Beach Shores Mayor Harry Jennings. Welcome to the BPAC, Mr. Schmitz!

Action Requested:

As directed by the BPAC

**SUMMARY SHEET
BPAC
SEPTEMBER 12, 2012**

IV. Action Items

A) Review and Approval of August 8, 2012 BPAC Meeting Minutes

Background Information:

Minutes are prepared for each meeting and must be approved by the BPAC. The August 8, 2012 BPAC meeting minutes are provided with this agenda packet for your review.

Action Requested:

Motion to approve the August 8, 2012 BPAC meeting minutes

**Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
August 8, 2012**

Members Present:

Holly Idler
Rani Merens
Tim Bustos
Michelle Grenham
Sandra Mason
Nick Mostert
Bob Storke, Vice Chair
Phyllis Campbell
Colleen Nicoulin
Mike Chuven, Chair

Representing:

Daytona Beach
DeBary
DeLand
Edgewater
Flagler Beach
Holly Hill
Orange City
Ponce Inlet
Port Orange
Volusia County, At-Large

Non-Voting Technical Appointees Present:

Joan Carter
Wendy Hickey
Helen LaValley
Jon Cheney
Heather Blanck

Representing:

FDOT, District 5
Orange City
Volusia County School Board
Volusia County Traffic Engineering
Votran

Members/Technical Appointees Absent:

Jim Mascola
William "Bill" McCord
Roy Walters/Jason Aufdenberg (excused)
A.J. Devies (excused)
William "Bill" Pouzar
Amanda Vandermaelen (excused)

Representing:

Ormond Beach
Port Orange
Volusia County, At-Large
Volusia County, District 2
Volusia County, District 5
Volusia County Parks, Rec. & Culture

Others Present:

Jose Papa
Lois Bollenback
Pamela Blankenship, Recording Secretary
Stephan Harris
Jean Parlow
Suzanne Grubbs

Representing:

Palm Coast
TPO Staff
TPO Staff
TPO Staff
TPO Staff
Volusia County Health Department

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

The meeting of the Volusia Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 3:02 p.m. by Chairperson A.J. Devies. The roll was called and it was determined that there was a quorum.

II. Outgoing BPAC Chair Recognition

[This item was postponed to the next BPAC meeting.]

III. Public Comment/Participation

No public comments.

IV. Action Items

A. Review and Approval of June 13, 2012 BPAC Meeting Minutes

MOTION: *A motion to approve the June 13, 2012 BPAC meeting minutes was made by Mr. Storke. The motion was seconded by Ms. Campbell and carried unanimously.*

B. Review and Approval of the draft List of Prioritized Urban Attributable (XU) Bicycle/Pedestrian Projects

Mr. Harris stated the most recent update to the draft list of prioritized XU bicycle/pedestrian projects includes marked (deletions stricken in red, additions underlined in green) and unmarked versions. The changes include resolving the three sets of projects with tied scores in Tier C. The first set is the West French Avenue Sidewalk (#8) and Thames Avenue Sidewalk (#9), both with a tie score of 66. TPO staff broke the tie by giving the West French Avenue Sidewalk a 66.1 score because it was submitted in 2011 and has been on the priority list for a year. The Thames Avenue Sidewalk retains a score of 66 since it was submitted in 2012. The second set is the SR 442 Sidewalk (#14) and Mason Avenue Sidewalk (#15), both with a tie score of 56. The SR 442 Sidewalk was given a score of 56.1 because it was submitted in 2011 and has been on the priority list for a year. The Mason Avenue Sidewalk retains a score of 56 since it was submitted in 2012. The third set is the Alabama Street Sidewalk (#12) and Florida Street Sidewalk (#13), both with a tie score of 56.3 and submitted in 2012. In this case, the priority of the project assigned by the project sponsor was used to break the tie. The City of Daytona Beach assigned the Alabama Street Sidewalk a higher priority, so it was given a score of 56.4. The Florida Street Sidewalk retains a score of 56.3. Other changes to the draft priority list include the removal of the Hand Avenue Sidewalk by Volusia County and the addition of a comments column on the right side of the priority list.

Mr. Chuven asked why the Hand Avenue Sidewalk was removed. Mr. Harris responded that Volusia County no longer considered it a priority project.

Mr. Cheney concurred and responded the county is focusing on sidewalks around schools and the Hand Avenue Sidewalk did not meet that criterion. Mr. Cheney suggested adding “project removed by project sponsor” to comments field for applicable projects. Mr. Harris responded the TPO Board will receive the same information as the BPAC and agreed to add to comment.

Mr. Harris stated the West Blue Springs Avenue Sidewalk (under Tier C) is nearing completion. Mr. Cheney added we should know by August 20th whether the project is complete.

Mr. Chuven asked about the John Anderson Drive Sidewalk, Herbert Street Sidewalk and Big Tree Road Shared Use Path. Mr. Harris responded the John Anderson Drive Sidewalk was removed from the list by the City of Ormond Beach. The Herbert Street Sidewalk (north side) was removed because the City of Port Orange has not committed to the local match since 2009. Funding for the Big Tree Road Shared Use Path was not available, so it was moved from Tier A to Tier B.

MOTION: *A motion to recommend approval of the draft List of Prioritized Urban Attributable (XU) Bicycle/Pedestrian Projects was made by Mr. Storke. The motion was seconded by Mr. Mostert and carried unanimously.*

C. Review and Recommend Approval of Resolution 2012-XX supporting continued funding for Transportation Alternatives in the “Moving Ahead for Progress in the 21st Century Act”

Mr. Harris stated the new transportation law, called MAP-21, takes effect on October 1st for next 2 fiscal years. The funding levels are based on fiscal year 2009 levels. MAP-21 establishes a new program called Transportation Alternatives (TA), which consists of Transportation Enhancement, Safe Routes to School and the Recreational Trails Program. MAP-21 includes new eligibilities in addition to combining and removing dedicated funding for these programs. MAP-21 distributes 50% of the allocated funding for Florida to areas based on population. MPO’s such as this one will need to conduct a competitive application process for use of the funds. The other 50% of the allocated funding will be distributed statewide, most likely through FDOT. MAP-21 includes a provision to allow FDOT to redistribute their allocation to transportation programs that are not bicycle or pedestrian related. Resolution 2012-XX supports keeping TA funds for bicycle and pedestrian related programs. The resolution will also be considered by the CAC, TCC and TPO Board later this month.

Mr. Cheney asked what FDOT has proposed in regards to MAP-21. Ms. Carter responded there have been discussions, but no resolution to what will be done with the statewide allocation of MAP-21 funds.

Mr. Cheney stated MAP-21 is in effect over the next two years. FDOT has a five year program. Usually projects are added or deleted in the sixth year of the new work program. If there is an opt-out provision, is FDOT considering removing projects that are in the next two years of the work program?

Ms. Carter responded she has seen only one occasion that funding was withdrawn from projects as promised and there was a huge political repercussion over it. FDOT does not like to be in that position.

Mr. Cheney asked if the funds in question are Transportation Enhancement and programmed in the Transportation Improvement Program? Which projects are we talking about? Mr. Harris responded the first project that comes to mind is the East Central Florida Regional Rail Trail, which uses Transportation Enhancement funds programmed in the TIP but is not completely funded. We haven't determined how MAP-21 affects this project yet, but we are in the process of finding out. We don't want funding that would normally go toward that project to be redirected to other non-bicycle or pedestrian related projects.

Mr. Cheney stated FDOT will be developing their work program starting in October, which can give us the opportunity to strengthen the resolution. We are partnering with the Volusia County Health Department on an EPA grant and we should include statistics from them on the benefits of walking and bicycling. The East Central Florida Regional Planning Council has also completed a study on the economic benefits of trails. This may also be helpful. It may benefit all of us to step back and strengthen the resolution. It may also be helpful to send it to the Volusia legislative delegation, but we won't know who will be on that delegation until after the November elections.

Mr. Bustos stated the Florida Bicycle Association (FBA) has also been involved in the federal legislation along with the Rails to Trails Conservancy. The FBA can be added to the list of allies. The FDOT Secretary has stated that bicycle/pedestrian safety is a priority, but has also stated that he will not build facilities unless asked, so it is important that we act proactively.

Mr. Harris stated the resolution wording should be clear, so let us know if there is something to be added to strengthen the resolution.

Ms. Blanck stated other resolutions have included projects near the top that allow the reader to focus on the purpose of the resolution.

Mr. Bustos stated Florida is consistently named as the most dangerous place in the country to ride a bicycle and the four most dangerous cities to ride a bicycle are in Florida, so an emphasis on safety is appropriate.

MOTION: *A motion to recommend approval of Resolution 2012-XX was made by Mr. Storke. The motion was seconded by Mr. Bustos and carried unanimously.*

V. Presentations and Discussion Items

A. Presentation on the Corridor Improvement Program (CIP) Phase 1: Assessment of U.S. 17-92

[Handout provided]

Ms. Parlow stated the CIP started in October, 2011 with the US 1 corridor. In June 2012, a contract was executed with Lassiter Transportation Group for Phase 1 of the US 17-92 corridor. A kick-off meeting for the Phase 1 assessment of US 17-92 was held on July 11, 2012 in Orange City. The corridor limits are the Seminole-Volusia county line on the south end to the Putnam-Volusia county line on the north end. There are section managers for the north end (Tom Harowski) and the south end (Clay Ervin). The CIP gathers data on studies conducted over the past 10 years. Research on the US 1 CIP revealed approximately 325 studies and 376 projects from those studies. CIP categories are vehicular, bicycle & pedestrian, transit, land use/streetscape, land use/development and other. The SIS designation will be studied. A report detailing commonalities and conflicts of the studies will be generated. A web-based GIS map will also be produced. The report is expected to be finalized by the end of October, 2012.

B. Video Presentation on Bicycle & Pedestrian Safety: “Children in Traffic”

Mr. Harris stated this video is available from the Florida Pedestrian and Bicycling Safety Resource Center.

VI. Staff Comments

Mr. Harris stated the 2012 version of the Volusia County Bicycling Map for the Experienced Cyclist is available. The Florida Planning & Zoning Association, Surfcoast Chapter is planning a trails forum that will take place on September 21, 2012 at Deltona City Hall from 10:00 a.m. to 4:00 p.m. Next week, police departments in Orange City, DeLand and the Volusia County Sheriff’s Office will be enforcing the state law requiring motorists to yield to pedestrians in crosswalks.

VII. Information Items

VIII. BPAC Member Comments

Ms. Campbell stated crosswalks in the area can be made so that they are more visible.

Ms. Mason said hello and asked if the statewide allocation of MAP-21 funds is available once it is reallocated to other projects. Mr. Cheney responded no. Ms. Mason stated that motorists in Flagler Beach often don't yield to pedestrians in crosswalks.

Ms. LaValley stated the FPZA Trails Forum will be a local and regional forum. A charrette and panel discussion will take place. Lunch will be provided.

Mr. Cheney stated school starts August 20th. Be aware that new parents and students will be walking around. A new traffic pattern will be implemented in Orange City for Manatee Cove, River Springs and University Schools. Congestion is expected in this area. Installation of the sidewalk along West Blue Springs Avenue is continuing. South Atlantic Avenue is considered CR A1A south of Dunlawton Avenue. The county is working on replacing the flashing beacon with a rectangular rapid flashing beacon at CR A1A and Toronita Avenue. The county council has approved the installation of pedestrian safety improvements on CR A1A in New Smyrna Beach.

Ms. Blanck stated the new General Manager for Votran is Mr. Steven Sherrer.

Mr. Bustos stated the FDOT Safety Office will be holding a series of pedestrian safety roundtable discussions. The meeting in District 5 will be held tomorrow from 1:00 p.m. to 5:00 p.m.

Ms. Carter stated the Safe Routes to School video entitled "Protect the Journey" is available on the website of the East Central Florida Regional Planning Council.

Mr. Mostert asked about the Doris Leeper Spruce Creek Preserve. Mr. Harris responded that a new management plan is being considered and discussions are taking place in the City of Port Orange to remove vegetation around the trails. Mr. Cheney stated the county has suspended cutting back vegetation for the time being.

IX. Adjournment

The meeting adjourned at 4:30 p.m.

Volusia Transportation Planning Organization

Mr. Michael Chuen, Chairman
Bicycle /Pedestrian Advisory Committee (BPAC)

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certifies that the foregoing is a true and correct copy of the minutes of the August 8, 2012 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 12th day of September 2012.

Pamela Blankenship, Recording Secretary
Volusia Transportation Planning Organization

**SUMMARY SHEET
BPAC
SEPTEMBER 12, 2012**

IV. Action Items

B) Appointment of Walkability & Safety Subcommittee Members

Background Information:

The Volusia County Health Department, in conjunction with the Volusia TPO and City of Daytona Beach, hosted a workshop on Walkable Communities on May 2, 2012. The workshop was facilitated by Renaissance Planning Group as part of the U.S. Environmental Protection Agency's (EPA) Building Blocks for Sustainable Communities Technical Assistance Program. Daytona Beach is one of 88 communities nationwide that are receiving assistance from EPA-funded private sector experts as part of the program. The technical experts work with the communities on actions they can take to improve the economy, the environment and quality of life. In addition to the workshop, a walking audit was held along portions of South Street, Keech Street and Orange Avenue. The walking audit and workshop will help form a vision for short and long-term improvements to sidewalks and streets. The Next Steps Memorandum focuses on the outcomes of the walking audit, workshop and next steps that the community may undertake as a result of the EPA's technical assistance. One of the next steps is the establishment of a Walkability Working Group to include members from the Volusia County Health Department, Volusia TPO's BPAC, Law Enforcement, City and County Planning and Public Works, FDOT, Volusia County School Board, Daytona Beach Housing Authority, Midtown Daytona Beach Community Redevelopment Agency and community representatives to address specific needs within the Midtown Daytona Beach Area.

Walkability & Safety Subcommittee members will serve as representatives to the Volusia County Health Department's Walkability Working Group and provide pedestrian safety recommendations for the entire Volusia TPO planning area.

Action Requested:

Motion to Appoint Walkability & Safety Subcommittee Members



Walkability Audit City of Daytona Beach, Florida

Next Steps Memorandum
July 2012



1. INTRODUCTION

The U.S. Environmental Protection Agency (EPA) selected the City of Daytona Beach and the Volusia County Health Department for Sustainable Communities Building Blocks technical assistance associated with improving safety, public health, and economic development in the community by increasing walking and connecting destinations. A centerpiece of this technical assistance involved educating community stakeholders on the key principles and benefits of walkability, conducting a walkability audit and brainstorming on next steps to address walkability concerns throughout the community.

This memorandum describes the walkability workshop held on May 2, 2012, and focuses on the outcomes of the audit and next steps that the community may undertake as a result of this technical assistance. EPA Contractor Katharine Ange, AICP, of Renaissance Planning Group led the walkability workshop in partnership with staff from the Volusia County Health Department, Volusia Transportation Planning Organization (TPO) and Anne Keller of EPA's Region 4.

2. WORKSHOP EVENTS

The technical assistance centered around a day-long workshop held at the Dickerson Center Activity Building in Daytona Beach and included a walkability audit of the surrounding neighborhood with a focus on Keech Street and Orange Avenue (see Figure 1 Walkability Audit Walking Tour Map). The workshop began with a summary presentation on the key principles and benefits of walkability and an orientation of the walking route and walking audit survey tool. This tool provided the walkability audit participants the opportunity to focus their observations and document existing conditions relative to how well the built environment supported walkability. Throughout the day, there were approximately 40 local community participants engaged in the activities.

After the morning walking tour, the contractor provided a second presentation demonstrating effective treatments for the built environment to encourage walkability. Participants then broke into small working groups to review their notes and observations captured during the audit and identify the top priorities for potential improvements, action steps for addressing those needs and long term strategies for improving walkability communitywide. On the day after the workshop, the contractor and EPA staff met with a smaller group of city, health department and TPO staff at the Volusia County Health Department to review key issues raised during the workshop and identify specific next steps and actions the community could take for documentation in this memorandum.

3. KEY ISSUES + STRATEGIES

The walking audit and workshop centered on the historic midtown area of Daytona Beach which is a predominantly African American, lower income community. The area has several key community assets and focal points that include the Dickerson Community Center, Turie T. Small Elementary School, Campbell Middle School, the Keech Street Library, Children's Medical Services Clinic, several nearby parks and commercial businesses along Orange Avenue and portions of Martin Luther King Boulevard. The existing grid pattern of slower speed two and three lane streets with sidewalks creates "good bones" for walking. During the site visit and walking tour, participants observed several walkers and bikers in the area. Residents of this area also have a handful of restaurants, convenience stores and other businesses within walking distance and many of the streets also have good tree canopies, providing partial shade throughout the neighborhood. In and

around both the elementary and middle schools, crosswalks and signage are present and temporary signs encouraging drivers to watch for walkers were posted along the roadways at the time of the tour. Volusia County's public transportation system, Votran, provides fixed route bus service in the neighborhood with regular daytime service running at 30-minute intervals and bus stops located on Orange Avenue and Keech Street.

Despite the many positive aspects of the existing built environment, the walking tour participants identified several areas in need of improvement to create even stronger, more comfortable and safer conditions for walking and biking throughout the area. In particular, much of the discussion focused on the need to address maintenance issues associated with the existing sidewalks, landscaping, signage, crosswalks, and placement of utilities, along with better coordination of infrastructure improvements between the city and the county to ensure consistent design and implementation of key features. Participants also noted that some of the residential streets were oversized and could benefit from strategies such as road diets to slow down traffic. Another issue noted was the large parcel of publically-owned vacant, undeveloped land behind both schools that creates a significant break in pedestrian connectivity between the neighborhoods located west of Martin Luther King Boulevard and west of Keech Street. Participants stated a desire for walkability and street connectivity design features to be incorporated into any new development plans for this area. The following provides more specific details of issues noted along each street/corridor.

Orange Avenue: Orange Avenue is a three-lane commercial street with a variety of industrial, retail, medical, office and other businesses located on both sides. The building setbacks vary along the street, with some historic building frontages located close to the street and sidewalk edge, and others that are located further back with parking lots in front. This is a low speed, but high volume street with two lanes of traffic, a center turn lane and traffic lights at the major intersections. In general, the pedestrian infrastructure is adequate, but in very poor condition and could benefit from basic maintenance to larger scale improvements that could enhance walkability. The following highlights some of the specific concerns raised by participants:

- Sidewalks are present along both sides of the street, however there are some locations where the sidewalks are uneven with broken areas of concrete and deteriorating curbs.
- Sidewalk widths vary, and appear to be the minimum of 4' along most of the street, making the area constrained for larger volumes of pedestrian traffic.
- Some locations have overgrown grass or landscaping that limits the sidewalk clearance and in some cases sends pedestrians into the street to pass by.
- Many of the commercial businesses have oversized driveway access with no clear markings as to where the sidewalk or pedestrian space begins and ends.
- Wooden utility poles are located in the middle of the sidewalk right of way on both sides of the street.
- The intersections of Orange and MLK Boulevard, and Orange and Keech Street lack marked crossings on all four streets, and pedestrian signals on all four corners. Both intersections appear to have high levels of pedestrian activity, but have very limited sidewalk room at each corner to stand and wait for signals.
- Truncated dome pads, which alert people with vision impairments to the presence of a street crossing, are present at some but not all corners of intersections.

Keech Street: Keech Street is a predominantly residential road to the west, with several community facilities located on the east side including Campbell Middle School, the library and the Medical Services Clinic. The

street right of way measured approximately 34' to 36' wide, seemingly oversized for the level of traffic observed mid-day. Most of the community buildings are set back far from the street with parking in front. Single family and duplex style residences are both located on the street and contain driveways, but on street parking was also present. Local participants noted that cars often speed on this street. The specific walkability issues noted include:

- For the most part sidewalks are in good condition on this street, with some constrained locations closer to Orange Avenue relative to utility pole obstructions. Concerns were raised about some missing curb cuts for ADA compliance at intersections and inconsistent presence of crosswalks.
- As noted, the street is very wide and could benefit from street calming measures to slow down traffic.
- The bus stop in front of the library has a shelter, but it needs a trash can.
- The existing duplexes located on this street are owned by the housing authority. Currently there are rules prohibiting furniture on the front porches of these residential units, yet participants thought that encouraging front porch activity would be positive for this neighborhood and help encourage “eyes on the street” making it safer and more inviting for pedestrians
- This street could use more shade, as most of the landscaping is set back from the road and very little tree canopy exists.
- The new affordable housing authority property (funded in part through HUD) currently in the master planning phase would benefit from a walkability audit relative to the placement of buildings, street connectivity and other pedestrian considerations. Participants mentioned concerns about the current plans lacking some of these key features.
- The existing vacant properties behind the school and the parking lot south of the library are publically owned and should be better utilized for community purposes. Particularly the parking lot, which is currently used only for overflow parking at the schools.
- Both Cedar Street and Loomis Avenue dead end off of Keech Street. Participants noted that these roads should be reconnected through the vacant property when the area is redeveloped, or new pedestrian paths or trails could be added as well.

During the breakout discussions, several residents suggested that many of the landscaping maintenance issues could be immediately dealt with by community volunteers through organized clean up events and stronger code enforcement by the city. Additionally, low cost maintenance projects such as repainting fading crosswalks or other short term fixes dubbed ‘clean and green’ could be initiated immediately and help bring greater attention to walkability issues. The overflow parking lot on Keech Street was also identified as a major focal point in terms of creating a multiuse space that could be used for a farmer’s market, interactive water fountain, basketball court and overflow parking. Finally, in addition to the physical infrastructure issues, most participants identified the need to conduct more education and outreach within the neighborhood to heighten awareness of the benefits, key principles and strategies to improve walkability throughout the area.

4. ACTIONS/ TIMEFRAMES/ RESPONSIBILITIES

The key to an effective walkability audit and EPA’s Building Blocks program is to cultivate champions who will carry the knowledge gained from the technical assistance forward to address the community’s health and accessibility needs on a comprehensive and consistent basis. Toward that end, the City of Daytona Beach Walkability Workshop involved several key community representatives who pledged to apply the knowledge gained during the workshop to address issues in this part of the community as well as other parts of the City to

Sustainable Communities Building Blocks

Walkability Audit for Daytona Beach, Florida

Next Steps

further generate interest and involvement from residents and other stakeholders. During the workshop and post-audit workshop discussions, participants identified several priorities and next step action items as described in the following table. These actions reflect ideas generated from the workshop process. The pursuit of these actions is fully at the discretion of the local participants and the communities they represent and serve.

ACTION	PURPOSE	LEAD ENTITIES	TIMING
A. Plans and Policies			
Identify other neighborhood hotspots where walking, biking and taking transit are predominant or could be enhanced, and conduct additional walkability assessments as part of the existing Protocol for Assessing Community Excellence in Environmental Health (PACE-EH) or other health department initiatives.	To identify specific improvements and raise awareness in other parts of the City to build support creating more supportive environments for walking and biking.	Volusia County Health Department	100 days
Continue to implement key elements of Midtown Masterplan giving priority to streetscape projects focused on enhancing the pedestrian network (e.g. Orange Avenue and MLK Boulevard Streetscape improvements).	To prioritize specific improvements as part of CRA Masterplan and eligibility for additional CRA funding.	Midtown Redevelopment Board and City Staff	1-2 years
Complete current update of City's land development code that supports a form-based approach and establish new site plan review processes that better incorporate considerations of pedestrian connectivity, such as the establishment of street connectivity design standards or complete streets principles.	Ensure that new development plans and designs better support design principles of walkability.	City of Daytona Beach	1-2 years
Examine existing design standards for affordable housing to ensure opportunities for incorporation of walkable community design principles in building design, siting and street connectivity considerations. Re-evaluate existing site plan for new HUD affordable housing project on Keech Street to ensure connectivity of street grids and strong walkability features.	Ensure walkability principles are incorporated into the design of new housing projects. Address specific issues associated with new HUD project off of Keech Street.	City of Daytona Beach Housing Authority and HUD Regional Office	100 days

Sustainable Communities Building Blocks

Walkability Audit for Daytona Beach, Florida

Next Steps

ACTION	PURPOSE	LEAD ENTITIES	TIMING
Examine current codes to see if minimum maintenance ordinance is applicable for this neighborhood or citywide and can be enforced. If not, consider incorporating new minimum maintenance ordinance standards to address issues raised in walking audit.	Provide enforcement mechanism to keep sidewalks clear of vegetation and better upkeep of buildings and building frontages in the neighborhood.	City of Daytona Beach	1-2 years
Engage local businesses to discuss the benefits of walkability as part of larger Midtown Redevelopment and business revitalization plans. Emphasize the economic development benefits of creating walkable business districts.	Build support within the business community for streetscape improvements.	Midtown CRA and City of Daytona Beach	1-2 years
B. Physical Infrastructure			
Elevate the Orange Avenue Corridor as a priority for the City. Re-evaluate the purpose and need of the project to ensure that a broader set of streetscape improvements (sidewalk improvements, utility undergrounding/relocation, streetscaping, drainage, pedestrian signals, etc.) can be incorporated to create a great walkable commercial street.	Prioritize funding for the Orange Avenue reconstruction to accelerate creation of a more walkable corridor and further advance revitalization goals.	City of Daytona Beach with support from Volusia County and Midtown CRA Board	100 days
Conduct feasibility study to examine implementation of a road diet on Keech Street to slow down traffic and create a stronger pedestrian environment. Coordinate study with key findings and recommendations from the 2007 Volusia TPO Bicycle and Safety School Review Study and continue advancing planning and design of projects already identified.	Create a better walking environment for Keech Street to encourage safer, more comfortable walk access to schools, bus stop and community facilities.	City of Daytona Beach with support from TPO and School Board	1-2 years
Conduct general pruning and landscaping maintenance on Orange Avenue sidewalks neighborhood to ensure areas are free of obstructions	Immediate clean up and removal of obstacles to make existing areas more comfortable for walking	City of Daytona Beach and Midtown CRA	100 days

Sustainable Communities Building Blocks

Walkability Audit for Daytona Beach, Florida

Next Steps

ACTION	PURPOSE	LEAD ENTITIES	TIMING
Establish a long term, comprehensive infrastructure improvement and maintenance plan for streets, signage, drainage and other streetscape features in the neighborhood to better coordinate the implementation of projects. Use plan to clarify responsible parties for implementation between City, County and other agencies and establish joint funding opportunities.	Create regular and effective dialogue between City and County on planning, design and implementation of infrastructure improvements for this neighborhood.	Volusia County and City of Daytona Beach	1-2 years
C. Interagency Coordination and Stakeholder Partnerships			
Establish a walkability working group to include members from the Department of Health, TPO Bicycle and Pedestrian Committee, law enforcement, City and County Planning and Public Works, FDOT, School Board, Housing Authority, Midtown CRA and community representatives to address specific needs within the Midtown community area.	To increase collaboration and interagency cooperation to build support, expand awareness and implement projects through education; planning, design and review processes; and the pursuit of project funding for infrastructure improvements.	Volusia County Department of Health and the Volusia TPO	100 days
Identify strategy to expand grant writing capabilities within Volusia Department of Health, the City, the County or the Midtown CRA to better target federal and state resources that support livability, sustainability and walkability. Could involve a new hire, or a better coordinated effort between multiple existing entities.	Identify full range of applicable federal, state and other grant opportunities and better position walkability priorities as part of pursuing these grants.	Volusia County Department of Health and City of Daytona Beach	100 days
Contact and engage representatives from Bethune Cookman University as new partners in addressing specific walkability and community development issues in Midtown neighborhood. Potentially engage college volunteers for 'clean and green' activities.	Bring additional resources to addressing neighborhood walkability issues.	Midtown CRA or Volusia County Department of Health	100 days

Sustainable Communities Building Blocks

Walkability Audit for Daytona Beach, Florida

Next Steps

ACTION	PURPOSE	LEAD ENTITIES	TIMING
Work with Votran to explore opportunities for FTA funding such as the Bus Livability discretionary grant and other sources to help enhance bicycling and walking infrastructure near existing bus stop on Keech Street at the library.	Bring additional financial resources to help implement infrastructure improvement projects that support walkability and help encourage transit ridership..	Votran with support from City	100 days
Work with City and County public works and planning departments to examine potential for expansion of existing Orange Avenue resurfacing project associated with bridge replacement to address potential walkability concerns in the Midtown neighborhood.	Identify immediate opportunities for short-term fixes and improvements on Orange Avenue.	City of Daytona Beach, Volusia County and TPO	100 days
Establish a new process to ensure stronger coordination between the City and County planning and public works departments on the implementation of capital projects and outreach in the Midtown neighborhood.	Facilitate more expedient and coordinated implementation of projects that can support walkability	City of Daytona Beach, Volusia County and Midtown CRA	100 days

Recognizing the limited staff and financial resources available, the above noted next steps represent the long term goals for the neighborhood and city as a whole. Community representatives stated a desire to initiate meetings between the City Department of Public Works and Redevelopment Division to assess these goals and establish a long range plan for prioritization and implementation. This plan can also be used to engage public agency partners, citizen volunteers and other stakeholders to foster complementary efforts and explore the potential for joint project/funding agreements.

5. ADDITIONAL RESOURCES AND REFERENCES

- Photos from Walkability Audit
 - Figure 1 – City of Daytona Beach Audit Route
 - Walkable and Livable Communities Institute: <http://www.walklive.org/>
 - U.S. EPA Building Blocks for Sustainable Communities: <http://www.epa.gov/dced/buildingblocks.htm>
 - DOH Summary Presentation
-

Photos from Walkability Audit



Photos above show images at intersection of MLK Boulevard and Orange Avenue. Crosswalks are in need of repainting and added to all four corners of the street. Existing sidewalk at each corner is partially obstructed by utility poles, limiting the standing space for pedestrians waiting for a signal. The intersection has no pedestrian crossing signals. .



Photos above show images from Keech Street and Orange Avenue where landscaping and utilities obstruct sidewalk clearance. Utility pole tie-down on Keech Street appeared broken.



Left photo shows oversized driveway access on Orange Avenue. Right photo illustrates oversized width of Keech Street.



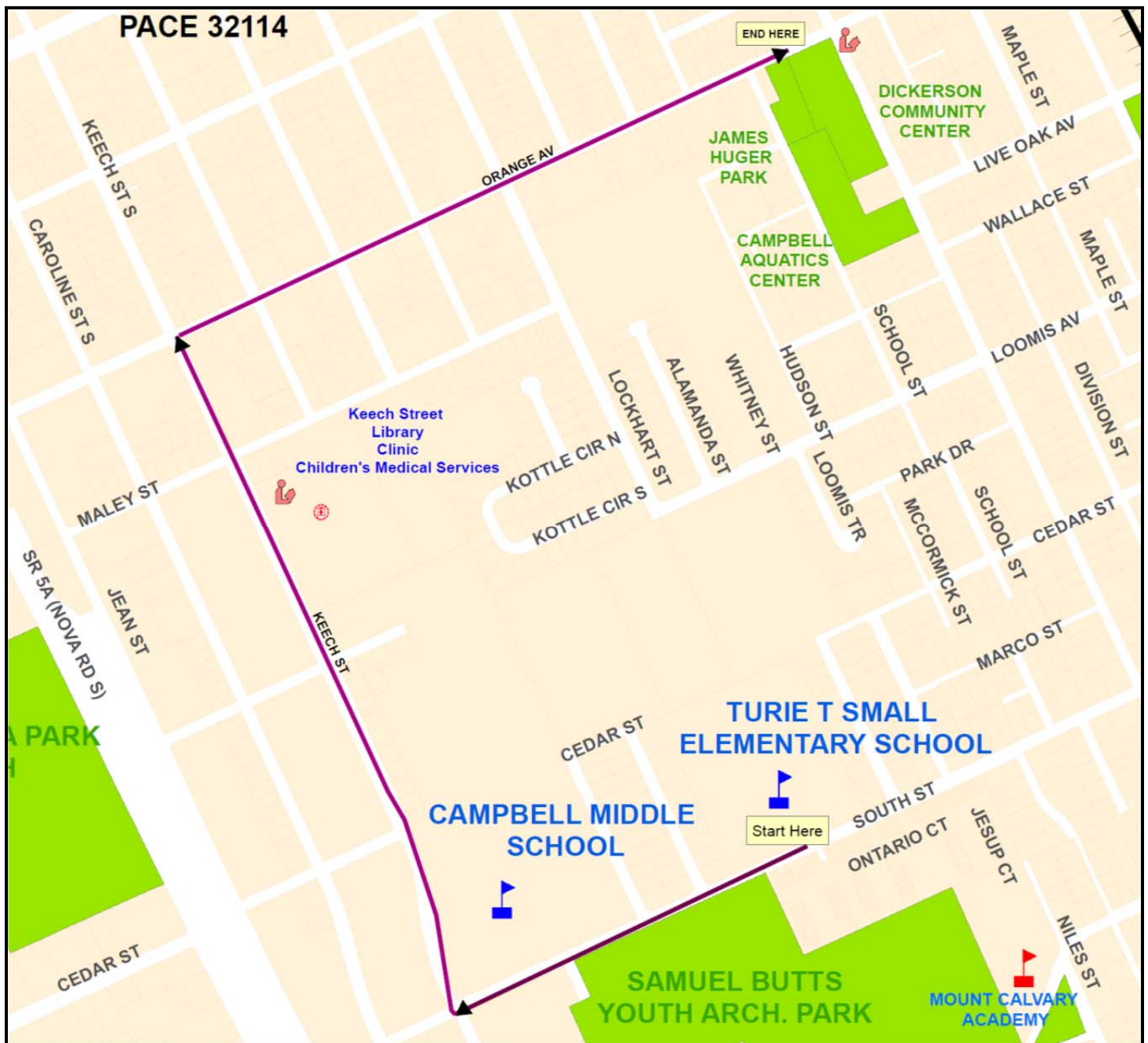
Photos above showing workshop breakout groups. Participants identified top areas in need of improvement and potential action strategies for addressing issues.

Sustainable Communities Building Blocks

Walkability Audit for Daytona Beach, Florida

Next Steps

Figure 1 – Walkability Audit Walking Tour Map



**SUMMARY SHEET
BPAC
SEPTEMBER 12, 2012**

V. Presentations and Discussion Items

A) Presentation on CR A1A Pedestrian Safety Improvements and Volusia County's Five Year Trails Program

Background Information:

The City of New Smyrna Beach and Volusia County are sharing the cost of implementing the following pedestrian safety improvements as part of the resurfacing of South Atlantic Avenue (CR A1A):

- Construct pedestrian refuge islands along CR A1A at 9th Avenue, 12th Avenue, 15th Avenue, East 18th Avenue and East 21st Avenue
- Installation of traffic signs reducing the speed limit from 45 mph to 40 mph in the corridor
- Installation of Share the Road signs
- Removal of existing crosswalks along CR A1A at 7th Avenue, 8th Avenue, 20th Avenue and East 26th Avenue
- Replacement of existing crosswalk signs with new ones for improved visibility
- Installation of new pedestrian traffic signals along CR A1A at 7th Avenue and East 24th Avenue

Mr. Jon Cheney, Volusia County Traffic Engineering Director, will deliver a brief presentation on CR A1A Pedestrian Safety Improvements and Volusia County's Five Year Trails Program.

Action Requested:

No action is required unless otherwise directed by the BPAC

DRAFT RECOMMENDATIONS

● Add Crosswalk w/
Ped Refuge Island

✕ Remove Existing
Crosswalk

🚦 Add New Ped
Signal

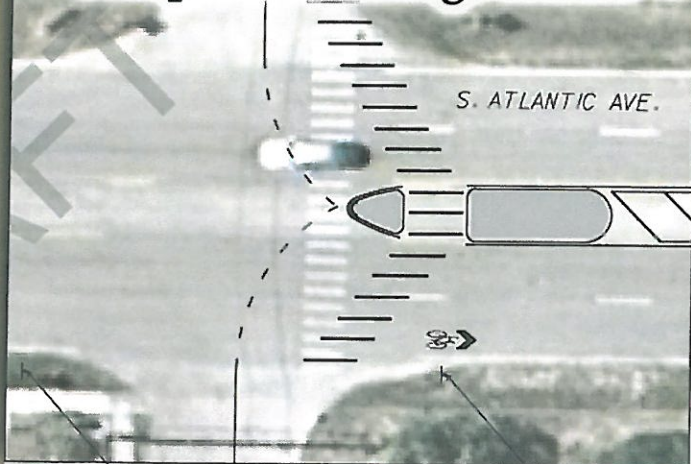
Reduce Speed Limit from
45mph to 40mph

Atlantic Ocean

Big Cove

Existing Signal

Sample Ped Refuge Island



DRAFT RECOMMENDATIONS S. Atlantic Avenue Pedestrian Safety Study

June 14, 2012



5 YEAR
TRAILS PROGRAM
FY 10/11 - FY 14/15

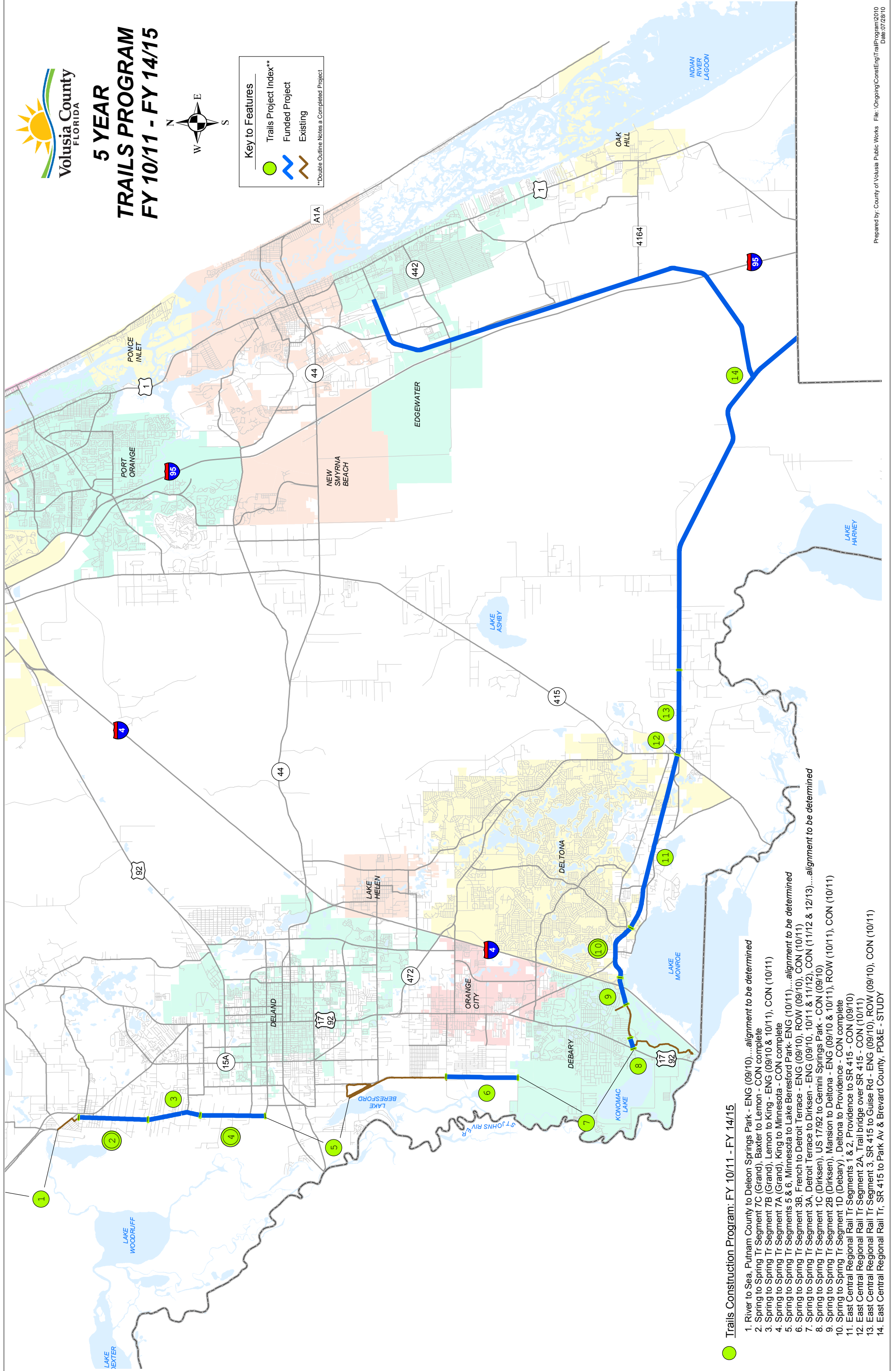
Key to Features

Trails Project Index**

Funded Project

Existing

**Double Outline Notes a Completed Project



Trails Construction Program: FY 10/11 - FY 14/15

1. River to Sea, Putnam County to DeLeon Springs Park - ENG (09/10).....alignment to be determined
2. Spring to Spring Tr Segment 7C (Grand), Baxter to Lemon - CON complete
3. Spring to Spring Tr Segment 7B (Grand), Lemon to King - ENG (09/10 & 10/11), CON (10/11)
4. Spring to Spring Tr Segment 7A (Grand), King to Minnesota - CON complete
5. Spring to Spring Tr Segments 5 & 6, Minnesota to Lake Beresford Park- ENG (10/11).....alignment to be determined
6. Spring to Spring Tr Segment 3B, French to Detroit Terrace - ENG (09/10), ROW (09/10), CON (10/11)
7. Spring to Spring Tr Segment 3A, Detroit Terrace to Dirksen - ENG (09/10, 10/11 & 11/12), CON (11/12 & 12/13).....alignment to be determined
8. Spring to Spring Tr Segment 1C (Dirksen), US 17/92 to Gemini Springs Park - CON (09/10)
9. Spring to Spring Tr Segment 2B (Dirksen), Mansion to Deltona - ENG (09/10 & 10/11), ROW (10/11), CON (10/11)
10. Spring to Spring Tr Segment 1D (Debarry), Deltona to Providence - CON complete
11. East Central Regional Rail Tr Segments 1 & 2, Providence to SR 415 - CON (09/10)
12. East Central Regional Rail Tr Segment 2A, Trail bridge over SR 415 - CON (10/11)
13. East Central Regional Rail Tr Segment 3, SR 415 to Guise Rd - ENG (09/10), ROW (09/10), CON (10/11)
14. East Central Regional Rail Tr, SR 415 to Park Av & Brevard County, PD&E - STUDY



Volusia County Trails Program

5 Year Trails Program

Project	Limits	Fund	Scope	Prior Year			FY 10/11			FY 11/12			FY 12/13			FY 13/14			FY 14/15		
				ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON	ENG	R/W	CON
1 River to the Sea	Putnam County to DeLeon Springs	TF study	TF study	25																	
2 Spring to Spring Trail (Grand Av) - Segment 7C	Baxter St to Lemon St	TF 12'	TF 12'																		
3 Spring to Spring Trail (Grand Av) - Segment 7B	Lemon St to King St	TF 2 @ 6'	TF 2 @ 6'	50					1700												
4 Spring to Spring Trail (Grand Av) - Segment 7A	King St to Minnesota Av	EG 12'	EG 12'																		
5 Spring to Spring Trail - Segments 5 & 6	Minnesota Av to Lk Beresford Park	TF study	TF study						100												
6 Spring to Spring Trail - Segment 3B	French Av to Detroit Terrace	LAP 12'	TF 6' - 12'	500						1800											
	"	TF	TF		100					100											
	"	EG	EG							600											
7 Spring to Spring Trail - Segment 3A	Detroit Ter to Dirksen/SunRail Sta.	TF study	TF study	25					50			1500									
	"	TF 12'	TF 12'							200			425								
8 Spring to Spring Trail (Dirksen Dr) - Segment 1C	US17/92 to Gemini Springs Pk	LAP 12'	LAP 12'			25															
	"	TF	TF			25															
9 Spring to Spring Trail (Dirksen Dr) - Segment 2B	Mansion Dr to Deltona BI	TF study	TF study	20					40	100	300										
	"	TF 6' - 12'	TF 6' - 12'	10																	
10 Spring to Spring Trail (Debary Av) - Segment 1D	Deltona BI to Providence BI	TF 12'	TF 12'																		
11 East Central Regional Rail Trail - Segments 1 & 2	Providence BI to SR415	LAP 12'	LAP 12'			890															
	"	EG	EG			600															
	"	TF	TF			1820															
12 East Central Regional Rail Trail - Segment 2A	Trail bridge over SR415	TF bridge	TF bridge							400											
	"	LAP	LAP							2100											
13 East Central Regional Rail Trail - Segment 3	SR415 to Gulise Rd	TF 12'	TF 12'	150	300					500											
	"	EG	EG							440											
14 East Central Regional Rail Trail	SR415 to Park Av & Brevard County	LAP PD&E	LAP PD&E																		
Total				780	400	3360			240	100	7940	200	1500		425						

Debt Service for Trail Program Funding (ECHO set aside)	TF					556							556								556
---	----	--	--	--	--	-----	--	--	--	--	--	--	-----	--	--	--	--	--	--	--	-----

TF = Trails Program Funds (ECHO Set Aside Funding) LAP = Local Agency Program (Federal Grant) DEP = Department of Environmental Protection Grant EG = ECHO Grant (Costs in \$1,000)

**SUMMARY SHEET
BPAC
SEPTEMBER 12, 2012**

V. Presentations and Discussion Items

B) Presentation on Florida Planning and Zoning Association's 2012 Trails Forum

Background Information:

The Florida Planning and Zoning Association (FPZA) is a statewide nonprofit organization comprised of people dedicated to planning and developing a quality Florida. It was formed with a mission to "furnish a medium for interchange of information and mutual assistance among those interested in planning and zoning." Over 1,000 people and organizations are members of FPZA. The Surfcoast Chapter of FPZA, serving Volusia and Flagler counties, is organizing the 2012 Trails Forum. The forum will take place at Deltona City Hall on September 21, 2012 from 10:30 a.m. to 4:00 p.m. It is open to cyclists, government officials, developers, builders, residents, concerned citizens and others. The forum costs \$15, which includes a buffet style lunch.

Mr. Scott McGrath, FPZA Surfcoast Chapter President, will deliver a brief presentation on the 2012 Trails Forum.

Action Requested:

No action is required unless otherwise directed by the BPAC

Why Trails? Why now?

FPZA Surfcoast chapter 2012 Trails Forum



When: September 21, 2013 10:00 am to 4:00 P.m.

- 10:00 -10:30 Registration and meet/greet
- 10:30 - 2:00 Trails forum
- 2:00 - 4:00 Connectivity Design Charrette

Where: Deltona City Hall
2345 Providence Blvd.
Deltona FL, 32725

Who: Planners, Cyclist, Government Officials, Developers,
Builders, Residents, Concerned Citizens...



Please email RSVP to: Surfcoastfpza@gmail.com
Cost is \$15 and includes buffet style lunch

**SUMMARY SHEET
BPAC
SEPTEMBER 12, 2012**

V. Presentations and Discussion Items

C) Video Presentation on Pedestrian Safety: “Alert Today, Alive Tomorrow – Safety Doesn’t Happen by Accident”

Background Information:

FDOT's Safety Office is responding to the pedestrian safety challenge in Florida with the launch of a new pedestrian awareness campaign. “[Alert Today, Alive Tomorrow - Safety Doesn’t Happen By Accident](#)” is focusing on reminding motorists and pedestrians of pedestrian laws, especially “stop before turning right on red” and “always use a crosswalk”.

A 30-day pilot campaign was launched July 30, 2012 in Miami-Dade and Hillsborough counties. As part of FDOT’s ongoing initiative to reduce bicycle and pedestrian injuries and fatalities, the message “Alert Today, Alive Tomorrow...Safety Doesn’t Happen by Accident” is being presented via television, social media, transit advertising, local education and enforcement activities. Upon completion, the campaign will be evaluated for use in the ten highest Florida counties with a pedestrian crash and fatality problem.

Florida’s Top Ten Bicycle/Pedestrian Crash Areas (counties) in 2012

1. Miami-Dade
2. Broward
3. Orange
4. Hillsborough
5. Palm Beach
6. Pinellas
7. Duval
8. Lee
9. Volusia
10. Polk

Action Requested:

No action is required unless otherwise directed by the BPAC



Alert Today, Alive Tomorrow
FDOT State Safety Office
Pedestrian Awareness Campaign

**SUMMARY SHEET
BPAC
SEPTEMBER 12, 2012**

VI. STAFF COMMENTS

VII. INFORMATION ITEMS

- BPAC Attendance Record
- Letter from Florida Governor Rick Scott

VIII. BPAC MEMBER COMMENTS

IX. ADJOURNMENT

Name													
	11-Jan	8-Feb	14-Mar	11-Apr	9-May	13-Jun	11-Jul	8-Aug	12-Sep	10-Oct	14-Nov	12-Dec	Notes
Holly Idler				X	X	X	M	X					Daytona Beach (appt. 3/12)
Rani Merens	X	X	X	exc	X	E	X	X					DeBary (appt. 3/06)
Tim Bustos - Alt: Ted Wendler	X	X	X	X	X	E	X	X					DeLand (appt. 05/11) (alternate appt. 10/11)
Michelle Grenham	X	X	X	exc	X	T	X	X					Edgewater (appt. 1/08)
Sandra Mason						I	X	X					Flagler Beach (appt. 07/12)
Nick Mostert	R. Rivera	X	X	exc	X	N	X	X					Holly Hill (appt. 1/12)
Bob Storke (Vice Chairman)	X	X	X	X	X	G	X	X					Orange City (appt. 12/07)
Jim Mascola				abs	abs		X	X					Ormond Beach (appt. 4/12)
Phyllis Campbell	X	X	X	X	X	C	X	X					Ponce Inlet (appt. 11/06)
Colleen Nicoulin	X	X	X	X	X	A	X	X					Port Orange (appt. 7/11)
Bill Pouzar	X	abs	X	exc	abs	N	abs						Volusia County (appt. 12/10) D-5 (Northey)
A.J. Davies	X	exc	X	X	X	C	exc						Volusia County (appt. 1/06) D-2 (Wagner)
Roy Walters-Alt: Jason Aufdenberg	X	exc	exc	exc	X	E	exc						Volusia County At-Large (appt. 03/05) (alt appt 07/12)
Mike Chuven (Chairman)	X	X	X	X	X	L	X	X					Volusia County Council Chair (appt 4/11) (Bruno)
						L							
NON-VOTING MEMBERS													
Melissa Winsett	X	X	X	J. Cheney	X		J. Cheney						Volusia County Traffic Engineering
Amanda Vandermaelen			X	exc	X		exc						Volusia County Parks, Recreation & Culture (appt. 03/12)
Bill McCord				X	X		abs						Large City - Port Orange (appt. 4/12)
Wendy Hickey	X	X	X	X	exc		X						Small City - Orange City
Helen LaValley							X						Volusia County Schools (appt. 06/12)
Heather Blanck	X	exc	X	exc	X		X						Votran
Joan Carter	X	X	X	exc	exc		X						FDOT
Vacancies													
Beverly Beach													
Daytona Beach Shores													
Deltona													
Lake Helen													
New Smyrna Beach													
Oak Hill													
Pierson													
South Daytona													
Volusia County D-3 (Alexander)													
Volusia County D-1 (Kelly)													
QUORUM	Y	N	Y	Y	Y	Y	Y						



RICK SCOTT
GOVERNOR

August 31, 2012

The Honorable Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

In an effort to ensure Florida can maximize the use of its federal funds for projects that are ready to go and to ensure flexibility, pursuant to Title 23, United States Code, Section 213 (g) State Flexibility, the State of Florida is opting out of the recreational trails off-the-top provision contained in the Transportation Alternatives (TA) Program for federal fiscal year 2013. This action increases funding flexibility afforded to the states in the "Moving Ahead for Progress in the 21st Century Act" or simply "MAP-21".

Florida will continue its support for recreational trails. The Office of Greenways & Trails in the Florida Department of Environmental Protection will continue to provide statewide leadership and coordination in the establishment, expansion and promotion of the Florida Greenways and Trails System (FGTS). More than \$24 million in grants have been awarded for Florida recreational trails in the past and we expect to award more this year.

The Florida Department of Transportation (FDOT) will continue to fund recreational trails at no less than the funds apportioned to the state for federal fiscal year 2009, or approximately \$2.6 million. In the current fiscal year, the Florida Legislature appropriated \$3.5 million for the FGTS program. FDOT will work with FGTS to fund projects up to the budgeted amount.

We expect to make full use of the MAP-21 Transportation Alternatives funding as well as other program funding for eligible projects such as Safe Routes to Schools and other projects which improve bicycle and pedestrian safety. We are committed to improving safety of bicyclists and pedestrians on Florida roads.

Secretary LaHood
August 28, 2012
Page Two

Florida has an excellent record of using its federal dollars responsibly and committing them in a timely manner. The action I am taking today positions the state to continue to do so in the future.

Sincerely,

A handwritten signature in blue ink, appearing to be "Rick Scott", written in a cursive style.

Rick Scott
Governor

RS/pbm/opb

cc: Mr. Ananth Prasad, P.E., Secretary, Florida Department of Transportation
Mr. Herschel Vineyard, Jr., Secretary, Florida Department of Environmental Protection