

**Bicycle/Pedestrian Advisory Committee (BPAC)  
Meeting Minutes  
February 8, 2023**

**Members Physically Present:**

Doug Hall  
Terry Lodge  
Ted Wendler, Vice Chairperson  
Luis Leal  
Paul Eik  
Larry Coletti  
Tom Ryan  
Nic Mostert  
Bob Storke  
Gayle Belin  
Andrew Dodzik  
Mark Oebbecke  
Maggie Ardito  
Jason Aufdenberg, Chairperson  
Meghan Lindsey (non-voting)

**Members Virtually Present:**

Nancy Epps  
Gwen Perney (non-voting)  
Christy Gillis  
Tim Grigsby  
John Cotton (non-voting)

**Members/Technical Appointees Absent:**

Adam Mengel  
Patrick McCallister  
Rob Brinson  
Chris Daun (excused)  
Roy Walters  
Stephanie Moss (non-voting)

**Others Physically Present:**

Stephan Harris  
Anne Ruby  
Mark Trebitz  
Celine Bounds  
Jesse Blouin  
Victor Muchuruza  
Donna Graybill  
Nathan Silva  
Richard Hamilton

**Others Virtually Present:**

Debbie Stewart, Recording Secretary  
Pam Blankenship  
Colleen Nicoulin  
Eileen Sharp  
Jennifer Carver

**Representing:**

Daytona Beach Alternate  
DeBary  
DeLand  
Deltona  
Flagler Beach  
Flagler County  
Holly Hill  
New Smyrna Beach  
Orange City  
Ormond Beach  
Palm Coast Alternate  
Ponce Inlet  
Volusia County District 1  
Volusia County At-Large Alternate  
Volusia County Parks & Recreation

**Representing:**

Ponce Inlet Alternate  
Port Orange  
South Daytona  
Volusia County, District 4  
Votran

**Representing:**

Flagler County  
Lake Helen  
Volusia County School Board  
Volusia County Council Chair  
Volusia County at Large  
FDOT

**Representing:**

TPO Staff  
Citizens for Responsible Development (C4RD)  
FDOT  
FDOT  
FDOT  
HDR, Inc.  
Ghyabi Consulting  
RS&H  
Scenic A1A

**Representing:**

TPO Staff  
TPO Staff  
TPO Staff  
Citizen  
FDOT

**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 2:00 p.m. by Chairperson Jason Aufdenberg. The roll was called and it was determined that a quorum was physically present. Due to the COVID-19 virus, the meeting was held in a hybrid format with 14 voting and one non-voting member physically present; and two voting and three non-voting members virtually present.

The Pledge of Allegiance was given.

Chairperson Aufdenberg stated the members participating virtually are doing so as a result of social distancing restrictions associated with COVID-19. Rulings from the Florida Attorney General require that the members physically present vote to allow virtual participation due to "extraordinary circumstances".

**MOTION:** *A motion was made by Mr. Eik to allow members attending virtually to participate and vote. The motion was seconded by Mr. Hall and carried unanimously.*

**II. Public Comment/Participation**

There were no public comments.

**III. Action Items**

**A. Review and Recommend Approval of January 11, 2023 BPAC Meeting Minutes**

**MOTION:** *A motion was made by Mr. Lodge to approve the January 11, 2023 BPAC meeting minutes. The motion was seconded by Mr. Dodzik and carried unanimously.*

**B. Review and Recommend Approval of Resolution 2023-## Adopting the River to Sea TPO 2023 Safety Performance Targets**

Mr. Harris reviewed the five safety performance measures included in the 2023 River to Sea TPO safety performance targets. The TPO adopted independent targets in previous years but this year we are asking for a recommendation to adopt a target of zero for each of the five performance measures. It is part of the Vision Zero concept and will align us with FDOT's Vision Zero campaign as well as with other TPOs. The TPO applied for the Safe Streets and Roads for All (SS4A) grant and adoption of Vision Zero is required as part of that grant.

Members discussed the safety targets and the reasons for moving away from a percentage reduction to a Vision Zero target. It was discussed if this target is an attainable goal versus a percentage reduction; it was explained a Vision Zero target will align the TPO with its partners and the goal will be easier to reach if we are working in concert with them. Funding is also part of the decision; the SS4A grant funding is directly tied to the adoption of Vision Zero.

**MOTION:** *A motion was made by Mr. Storke to recommend approval of Resolution 2023-## adopting the River to Sea TPO 2023 Safety Performance Targets. The motion was seconded by Mr. Leal and carried unanimously.*

**C. Appointment/Reappointment of 2023 BPAC Project Review Subcommittee Members**

Mr. Harris stated this is an opportunity for the existing BPAC Project Review Subcommittee members to continue to serve and for members not on the subcommittee to volunteer to serve. He explained the TPO's annual Call for Projects is currently open and the TPO is accepting project applications from local governments for bicycle/pedestrian projects through February 28, 2023. The BPAC Project Review Subcommittee will convene next month to review and score those applications; TPO staff will take those scores and create a draft priority list. Staff will work with subcommittee members to schedule a meeting that works with their schedules.

Members discussed the subcommittee and the Call for Projects process; no applications have been received yet; however, the application period is still open. It is not unusual for project sponsors to wait to the end of the cycle to submit applications. Three feasibility studies have been completed since July 2022 and the project

sponsors have all indicated they will be submitting applications for funding. Those studies include the Jackson Street sidewalk (Port Orange); the Deland West Greenway (Deland); and the Anastasia Drive shared use path (South Daytona). Project sponsors can attend the subcommittee meeting to speak on behalf of their projects; however, they cannot submit new information after the application period closes on February 28, 2023. The subcommittee also meets in the fall to review the applications and suggest any improvements for the next Call for Projects cycle.

**MOTION:** *A motion was made by Ms. Belin to reappoint Ms. Ardito, Ms. Belin, Mr. Aufdenberg, Mr. Lodge, Mr. Mostert, Mr. Walters, and Mr. Wendler to the 2023 BPAC Project Review Subcommittee. The motion was seconded by Mr. Wendler and carried unanimously.*

**D. Appointment/Reappointment of 2023 Transportation Improvement Program (TIP) Members**

Mr. Harris stated the TIP Subcommittee evaluates the non-bicycle/pedestrian project applications which are the traffic operations/safety and planning study applications. This subcommittee is comprised of volunteers from the BPAC, the CAC and TCC.

Ms. Belin stated she has served on this subcommittee for the last several years but cannot serve this year.

Mr. Harris stated this subcommittee will meet once or twice (depending on the number of applications received) to score the project applications for traffic operations/safety and planning studies. They also meet in the fall to review the applications and suggest any improvements for the next Call for Projects cycle.

**MOTION:** *A motion was made by Mr. Dodzik to reappoint Mr. Eik and Mr. Storke to the 2023 Transportation Improvement Program (TIP) Subcommittee. The motion was seconded by Mr. Coletti and carried unanimously.*

**IV. Presentation and Discussion Items**

**A. Presentation and Discussion of FDOT's Resilience Action Plan**

Ms. Jennifer Carver, FDOT, gave a PowerPoint presentation on FDOT's Resilience Action Plan (RAP) which is under development and required by the state. She provided information on FDOT's family of statewide plans. FDOT's resilience policy was adopted in 2020 and resilience is defined as the ability to adapt to changing conditions, and prepare for, withstand, and recover from disruption of the transportation system. They will identify risks related to storms, flooding, sea level rise, etc.; and incorporate strategies to avoid, mitigate or eliminate impacts. She reviewed some of the tools FDOT has developed including the Resilience Quick Guide and sketch mapping tool that TPOs can use to incorporate resiliency into their long range transportation plans (LRTP). She explained how FDOT is incorporating resiliency into their projects and noted that resiliency is not just a coastal issue but includes inland flooding, detours, causeways, and supply chain issues. The Regional Planning Council worked with the TPO on a resilience plan for this area. She explained the three specific goals of the RAP identified by the Legislature and the required elements of the RAP, some of which are rolled into a vulnerability assessment of the state highway system. She reviewed the vulnerability assessment map of the state for sea level rise, storm surge and flood zones and the prioritization of that assessment, as well as RAP strategy areas. The next steps for the RAP include finalizing the vulnerability assessment and prioritization; continuing outreach; finalizing the strategies; technical assistance and the database. FDOT plans to hold a public comment period for the RAP in May. She explained the federal Promoting Resilience Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program that is part of the Infrastructure Investment and Jobs Act (IIJA); it funds specific resilience improvements and resilience portions of projects. There are formula funds allocated to FDOT districts and discretionary grant funding will also be available that local municipalities will be able to apply for. This program also includes an optional Resiliency Improvement Plan similar to the RAP but it includes a few additional requirements; once FDOT has completed the RAP, they will enhance it to meet the requirements of the federal plan. Once that plan is approved by FHWA, it will allow anyone receiving PROTECT funds in the state an opportunity for a higher federal share.

Members discussed the presentation. The difference between center line miles versus lane miles was explained. The RAP is due to the Governor and Legislature by June 2023. It was asked if the Army Corp of Engineers was

involved with this plan; FDOT works with the Army Corp of Engineers on some projects and FDOT is involved if the Army Corp of Engineers has studies underway. This presentation is available on the TPO's website; there is also a page on the TPO's website dedicated to resiliency. It was asked if FDOT has had any projects rejected because of newfound risks; FDOT may look at relocating facilities after damage as one option but they coordinate with the local communities; it is done on a case-by-case basis. SR A1A was discussed; there are two segments FDOT is evaluating. It was noted that the SR A1A Resiliency Plan is on the TPO's website; the plan addresses erosion and the road itself from Volusia County north to Flagler County. It was asked if retrofitting infrastructure would be an option if a train is brought to Daytona Beach to go to Orlando; that would not fall under resilience but might under the carbon reduction program or Complete Streets. It would have to go through the TPO's priority process before getting to FDOT.

**B. Presentation and Discussion of I-95 Interchanges at US 1 and LPGA Boulevard**

Mr. Mark Trebitz, FDOT, gave a PowerPoint presentation on the I-95 at US 1 interchange; he announced a public hearing will be held in March regarding this project and the preferred alternative. The existing interchange is one of the oldest in the state and some of its features are sub-standard. He reviewed the purpose and need of the project; accommodate existing and future travel demand; improve safety; reduce congestion and improve mobility; and enhance safety for all modes of transportation. A public meeting was held regarding the alternatives and the preferred alternative is a diverging diamond interchange; US 1 will be widened to six lanes and the bicycle/pedestrian features will be upgraded. He explained how the diverging diamond interchange will work and the overall benefits of it. He showed a graphic of the preferred diverging diamond interchange at US 1 including improvements to the surrounding area; he noted a video is available of the project at [www.cflroads.com](http://www.cflroads.com). The project will replace the bridges over US 1 and the FEC railroad tracks and will require the acquisition of right-of-way of the existing Sunoco station/Florida Citrus businesses in the southeast quadrant as well as partial right-of-way impacts for the frontage road and intersections.

Members discussed the presentation and where the crosswalks will be located. Discussion ensued regarding the crosswalks. *(Discussion was muffled on the recording.)*

Mr. Trebitz continued the presentation and reviewed the project schedule; he announced a hybrid public hearing will be held in March; it will be virtual on March 29, 2023, and in-person on March 30, 2023 at The Chapel in Ormond Beach. There is an overlap of the PD&E and design phases that is currently ongoing; both phases are fully funded. The right-of-way phase is partially funded for FY 2027 and construction is currently unfunded; however, if the Moving Florida Forward initiative is approved, it would provide full funding for the project and advance construction.

Members discussed the presentation; it was noted that construction will take approximately two years to complete. The safety components of the project surrounding the frontage road were discussed. *(The discussion was muffled on the recording.)*

Ms. Celine Bounds, FDOT, gave a PowerPoint presentation on the I-95 at LPGA Boulevard interchange; the project limits are from US 92 to Williamson Boulevard and includes the Tomoka River Bridge. She noted that the project area is experiencing unprecedented growth that is expected to continue as there is more development coming. She reviewed the existing safety concerns and provided crash statistics for 2015 to 2019, including bicycle/pedestrian crashes. These crashes are directly correlated to congestion in the area. She reviewed the project's purpose and need; to accommodate future transportation demand, including bicycle/pedestrian traffic; and to enhance safety for the interchange and surrounding area. She reviewed the project schedule; they are currently in the PD&E phase which is overlapping with design. Right-of-way is partially funded and construction is currently unfunded.

Ms. Belin asked where construction funding would come from and if the developers are being assessed impact fees; they are building the homes and contributing to the congestion.

Mr. Jesse Blouin, FDOT, explained the impact fees are between the city and the developers and not something FDOT is involved in. At this time, FDOT is relying on federal funds for this project.

Mr. Hall asked if traffic signals will be installed in the area and if they would include Accessible Pedestrian Signals (APS).

Ms. Bounds replied yes; traffic signals will be installed between US 92 and the interchange. APS are part of FDOT standards for each intersection. She continued the presentation and noted the alternatives being evaluated include a no-build alternative; and a build alternative widening LPGA Boulevard, adding bicycle/pedestrian features, replacing and widening the Tomoka River Bridge, and modifying the existing I-95 interchange. She reviewed the corridor improvements for LPGA Boulevard between US 92 and Tymber Creek Road, and between Tymber Creek to Williamson Boulevard. There will be a shared use path for the entire section. The Tomoka River Bridge will be widened to three 11-foot travel lanes in each direction with a 12-foot shared use path on both sides. She reviewed the I-95 interchange evaluation that was conducted and noted the signalized turbine interchange is the best alternative; she showed an aerial graphic of what that would look like. It was noted that the bridge will accommodate bicyclists/pedestrians and that there will be an opportunity to widen it again if there is more development in the future. She announced a public meeting will be held on February 28, 2023 at 5:30 pm at the LPGA International Clubhouse.

The widening of Williamson Boulevard was asked about and it was explained it is a Volusia County project, not FDOT. Members discussed the presentation and the configuration; it was explained how the ramps would work. They discussed funding for the different phases of the project. The bicycle/pedestrian components of the project were discussed, including the shared-use paths; it was explained the path is adjacent to the roadway.

#### **V. Staff Comments**

→ **Bicycle and Pedestrian Safety Buck Slip**

Ms. Blankenship stated she is working with FDOT on the buck slip that will be included in Flagler County's registration renewals. They are nearing completion and are in the last round of edits.

Ms. Blankenship announced FDOT is hosting a bike helmet fitting class on March 9, 2023 from 10:00 am to 12:00 pm at the District 5 office in Deland. She noted that the helmets the TPO and FDOT fit must be fitted by a certified helmet fitter. It is a two-hour class with a short presentation and hands-on instruction; it is being sponsored by the Bike/Ped Resource Center at the University of Florida through a grant from Alert Today Florida. If members are interested contact her or Ms. Stephanie Moss, FDOT.

→ **Relocation of River to Sea TPO Office**

Mr. Harris announced this is the last month the BPAC meeting will be held at this office; the building has had ongoing issues with water intrusion which worsened after Hurricanes Ian and Nicole. Although the TPO has always complied with the terms of its lease, the existing lease is being terminated by the landlord effective February 28, 2023. He noted that the TPO is halfway into a ten-year lease and that all tenants in the building are having their leases terminated. Starting next month, and through at least June, the TPO Board and advisory committee meetings will be held at the Airline Room at the Daytona Beach International Airport; it is on the first floor to the right of the ticket counters. Parking will be located in the short-term parking lot and will be validated.

Ms. Nicoulin explained the TPO was only given a 60-day notice to vacate the building and because of the tight timeframe to relocate, we had to find a space to accommodate our needs for the short-term; any space that the TPO would move into long-term would require a build-out to accommodate our needs including a large conference room. The short-term solution is a city of Daytona Beach property on LPGA Boulevard at the Tennis Center; it is not big enough for TPO Board and committee meetings, is not on a bus line and is not conducive to traveling there by bicycle; the TPO will operate on a day-to-day basis there while we explore the long-term options. The TPO was told by the landlord that they cannot repair the building while it is occupied and therefore, they have terminated all leases. She is working on the lease for the temporary space; a six-month initial lease with the option to extend it on a month-to-month basis.

Members discussed the situation and it was asked if the TPO could return to this building once repairs are completed; that is not an option. It was asked if they suspect mold and if that is why the landlord is exercising an emergency termination; it was explained that there is a clause in the lease that if, in the landlord's opinion,

damage cannot be fixed within 120 days, they can terminate the lease. There was water intrusion with Hurricane Ian but it was immediately cleaned up and mediated. Two separate vendors tested the space and indicated our space was in the allowable range but other spaces in the building had issues.

→ Safe Streets and Roads for All (SS4A) Grant

Mr. Harris announced the TPO was notified by the Federal Highway Administration (FHWA) on February 1, 2023 that it was awarded the full amount of the SS4A grant we applied for; he referred to the page on the TPO's website for the SS4A grant and noted general information about the grant as well as a list of award recipients nationwide can be found there. There were several recipients in Florida including MetroPlan Orlando, Lake County and Mount Dora. The TPO was awarded the full amount of \$320,000 in federal funds; the 20% match will be provided by Volusia and Flagler Counties. The TPO will start preparations for the grant which will take at least until the end of the fiscal year in June 2023; an agreement needs to be executed between the US DOT and the TPO as well as interlocal agreements with Volusia and Flagler Counties. The TPO's budget, the TIP and the LRTP will all need to be amended; and a consultant hired to help perform the work. This was the first grant cycle and a comprehensive action plan will be developed to submit for implementation in the third grant cycle. He will keep the BPAC updated on SS4A grant activities. It is listed as an urban grant; however, it covers the entire geographic area of both Volusia and Flagler Counties, including the rural areas.

**VI. Information Items**

- BPAC Attendance Record
- TPO Board Report
- TPO Outreach and Activities
- Votran Service Changes

**VII. BPAC Member Comments**

Mr. Coletti stated he attended the Flagler/Palm Coast Home Show this past weekend and was pleased to see the tax collector's office fitting and donating bike helmets; FDOT supplied those helmets.

Ms. Ardito stated the Active Transportation Workshop was held January 27, 2023; Mr. Mostert, Mr. Storke, and Mr. Harris and Ms. Blankenship from the TPO attended. The purpose of the workshop was safer by design roads; it included biking, walking, micro-mobility and safer access to transit. If we want to get to a Vision Zero, we need to start with an active transportation plan; she showed photos from the workshop and provided more details.

Mr. Hall announced that on March 16, 2023, the Florida Transportation Disadvantaged Commission is holding an event in Tallahassee where they will be able to speak with legislators regarding transportation and other issues; five people are planning to go; Mr. Harris, Council Member Reinhart, himself and two other TDLCB members. On the 21<sup>st</sup>, at 3:30 pm at the Rehab Center for the Blind at 408 White Street, a new product will be presented; it is a smartphone app that a visually impaired person can aim at a traffic signal and it tells you when it is safe to cross. The APS signals are very expensive and most areas around the country do not have them so if this app works, it will enable people to cross safely.

Mr. Harris noted that TD Awareness Day is held at the Capitol in Tallahassee; meetings have been arranged with Senator Tom Wright, Representative Chase Tramont, and Representative Tom Leek.

Mr. Mostert referred to the Active Transportation Workshop and noted it was a great event and the historical venue was amazing.

Ms. Ardito announced the St. Johns River to Sea Loop Alliance is holding its annual Spring to Spring Trail Ride Celebration on March 18, 2023; last year, they had over 100 riders. They may have a ride around Lake Monroe this year.

Chairperson Aufdenberg stated a colleague of his travels Nova Road and makes a left-hand turn onto Clyde Morris Boulevard; it is very dark there at night and difficult to see pedestrians; he reported the issue to Volusia County's Traffic Engineering Director, Mr. Jay Williams, and received a response within 48 hours that they will improve the overhead lighting and are looking to improve the signal timing.

VIII. Adjournment

The BPAC meeting adjourned at 4:12 p.m.

River to Sea Transportation Planning Organization

Jason Aufdenberg

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Aufdenberg  
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Dr. Jason Aufdenberg, Chairperson  
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 February 8, 2023 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 8<sup>th</sup> day of March 2023.



Debbie Stewart, Recording Secretary  
River to Sea Transportation Planning Organization

**\*\* A recording of the February 8, 2023 BPAC meeting is available upon request.**