

Bicycle/Pedestrian Advisory Committee (BPAC)

Meeting Minutes

June 9, 2021

Members Physically Present:

Terry Lodge
Ted Wendler
Paul Eik, Chairperson
Larry Coletti, Vice Chairperson
Tom Ryan
Nic Mostert
Bob Storke
Gayle Belin
Mark Oebbecke
Chris Daun
Jason Aufdenberg

Representing:

DeBary
DeLand
Flagler Beach
Flagler County
Holly Hill
New Smyrna Beach
Orange City
Ormond Beach
Ponce Inlet
Volusia County Council Chair
Volusia County At-Large Alternate

Members Virtually Present:

Doug Hall
Christy Gillis
Nancy Burgess-Hall
Tim Grigsby

Representing:

Daytona Beach Alternate
South Daytona
Volusia County, District 2
Volusia County, District 4

Non-Voting Technical Appointees Virtually Present:

Gwen Perney
Melissa Winsett
Terri Bergeron
Stephanie Moss

Representing:

Port Orange
Volusia County
Volusia County Alternate
FDOT

Members/Technical Appointees Absent:

Holly Ryan (excused)
Wendy Hickey
Heidi Petito
Andrew Dodzik (excused)
Patrick McCallister
Roy Walters
Rob Brinson

Representing:

Daytona Beach
Flagler County
Flagler County Public Transportation
Palm Coast Alternate
Volusia County, District 1
Volusia County At-Large
Volusia County School Board

Others Present:

Debbie Stewart, Recording Secretary
Stephan Harris
Pam Blankenship (virtually)
Colleen Nicoulin (virtually)
Richard Hamilton (virtually)
Mike Disher (virtually)

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
Citizen
Ponce Inlet

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 2:03 p.m. by Chairperson Paul Eik. 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 11 voting members physically present and 4 voting and 4 non-voting members virtually present.

Chairperson Eik 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 take a vote to allow virtual participation due to "extraordinary circumstances".

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

The Pledge of Allegiance was given.

II. Public Comment/Participation

There were no public comments.

III. Action Items

A. Review and Approval of May 12, 2021 BPAC Meeting Minutes

MOTION: *A motion was made by Vice Chairperson Coletti to approve the May 12, 2021 BPAC meeting minutes. The motion was seconded by Mr. Storke and carried unanimously.*

B. Nomination and Election of BPAC Chairperson

Vice Chairperson Coletti thanked Chairperson Eik for chairing the BPAC the last two years, especially during this last year under COVID-19; he has done a wonderful job.

Chairperson Eik asked for nominations for BPAC Chairperson.

Mr. Harris stated the election of the Chairperson is directed in the BPAC Bylaws by a majority of the voting members present at this meeting. The position becomes effective July 1, 2021 and will serve a term of one year and not more than two consecutive terms; Chairperson Eik has served two consecutive terms.

MOTION: *A motion was made by Mr. Coletti to nominate Mr. Jason Aufdenberg as BPAC Chairperson for FY 2021/22. The motion was seconded by Mr. Lodge.*

Mr. Aufdenberg asked what duties of the Chairperson are required behind the scenes outside of BPAC meetings.

Mr. Harris the Chairperson represents the BPAC at the TPO Board meetings.

Mr. Aufdenberg asked if he reads the BPAC report at the TPO Board meetings.

Mr. Harris replied no; the BPAC Chairperson is there in case the TPO Board has any questions.

Mr. Aufdenberg asked what date and time the TPO Board meets.

Mr. Harris replied the TPO Board meets the fourth Wednesday of the month at 9:00 am.; like the BPAC, they recess in July and December.

Mr. Aufdenberg replied that he may have a class to teach at 10:00 am on Wednesdays but it may get cancelled; he does not know if he can make the TPO Board meetings.

Chairperson Eik stated he and Vice Chairperson Coletti have had an agreement; there have been times when he has been unable to attend and Vice Chairperson Coletti has covered for him. The purpose of being at the TPO Board meeting is in case a board member reads something in the minutes or summary report they did not understand.

Mr. Aufdenberg stated he will check his schedule and if the Vice Chairperson is willing to step in he will accept the nomination.

Chairperson Eik stated this is a two-part process where we have the nomination and a vote. There is no reason we cannot move to nominate the Vice Chairperson at this point to see if that will help with the situation.

MOTION: *A motion was made by Mr. Mostert to nominate Mr. Ted Wendler as BPAC Vice Chairperson for FY 2021/22. The motion was seconded by Mr. Coletti.*

Mr. Daun referred to the bylaws regarding the Chairperson serving two consecutive terms and asked if that applies to the Vice Chairperson as well.

Mr. Harris replied yes.

Chairperson Eik asked Mr. Wendler if he would consider accepting the nomination as Vice Chairperson.

Mr. Wendler replied yes.

The vote elect Mr. Jason Aufdenberg as BPAC Chairperson for FY 2021/22 passed unanimously.

C. Nomination and Election of BPAC Vice Chairperson

Chairperson Eik stated a motion and a second has been made to nominate and elect Mr. Ted Wendler as BPAC Vice Chairperson and asked for a vote.

The vote to elect Mr. Ted Wendler as BPAC Vice Chairperson FY 2021/22 passed unanimously.

D. Review and Recommend Approval of Resolution 2021-## Adopting the FY 2021/22 to 2025/26 Transportation Improvement Program (TIP) (Roll Call Vote Required)

Ms. Nicoulin stated a presentation was given last month on the development of the FY 2021/22 to 2025/26 Transportation Improvement Program (TIP). This document is updated and adopted each year; it is a five-year programming of the transportation funds within the TPO's planning area. The TIP includes all different types of projects; not just bicycle/pedestrian or capacity projects but also resurfacing, maintenance, lighting, landscaping, aviation, transit and any projects funded with federal or state funds in our planning area. Last month she highlighted the ten new bicycle/pedestrian projects that are moving into the new TIP in some phase of funding. A link to the draft TIP as well as a link to a comparison report was provided in the agenda; the comparison report reflects the significant changes between the current TIP and the proposed TIP. She highlighted the bicycle/pedestrian projects being added into the TIP last month but there are also some capacity projects moving into the TIP; the I-95 and US 1 interchange is funded for design in FY 2026; the I-95 and LPGA Boulevard interchange is currently undergoing a PD&E study and design has been funded for FY 2026; the roundabout at Tomoka Farms Road and Pioneer Trail is currently funded for right-of-way and construction is funded for FY 2024; and additional right-of-way funding has been added for the SR 40 widening west of Ormond Beach.

Mr. Daun asked if the I-95 and LPGA Boulevard interchange project includes the Tomoka River Bridge.

Ms. Nicoulin replied yes; the PD&E study that is in the current TIP extends the project along LPGA Boulevard from US 92 through the interchange to Williamson Boulevard. The design funding just focuses around the interchange but does include the Tomoka River Bridge.

Mr. Daun asked if it was possible to add right-of-way for SR 430 (Mason Avenue) as a new project.

Ms. Nicoulin replied FDOT is currently undertaking a planning study for Mason Avenue; they have just started developing the scope for the project. Once the study is complete, they will have a better understanding of the right-of-way needs.

Mr. Daun asked if FDOT is still proposing a road diet for that project.

Ms. Nicoulin replied she does not believe so but the study has not yet started; FDOT and their consultant are still developing the scope. When the project schedule is available, TPO staff will share it with this committee.

Mr. Mostert referred to the roundabout project at Tomoka Farms Road and Pioneer Trail and commented it is a great project but the bigger issue is that there is a lack of sidewalks and cycling area; there are ditches on each side of the road. He asked if there is any movement on when they will address making Pioneer Trail bike friendly.

Ms. Nicoulin replied the roundabout is focused at the intersection and the project was submitted by Volusia County during the TPO's annual Call for Projects. She does not have the length of the project on Pioneer Trail outside of the intersection. She will reach out to Volusia County to see if they have identified anything in their work program but the TPO does not have an application and there is nothing on the books at this time.

Ms. Belin referred to the pedestrian improvements at Williamson Boulevard and Hand Avenue and that the funding is for FY 2022; she asked if the funding was all for a study or if it also included construction.

Ms. Nicoulin replied that is for the construction; this project also came through the TPO's annual Call for Projects from the city of Ormond Beach.

Mr. Harris added the project is an extension of the sidewalk on the west side and a portion on the east side as well as pedestrian features at the intersection of Williamson Boulevard and Hand Avenue; it is funded for construction in FY 2022; however, Ormond Beach staff has informed the TPO that they are unable to build this project in that fiscal year due to staffing issues and have requested the project be deferred to a later year. That deferral has not yet been made; TPO staff is working with the city and FDOT on it now.

Mr. Daun stated that due to the permitting happening on LPGA Boulevard, especially from Williamson Boulevard to Nova Road, he asked if there was a possibility of adding the widening of LPGA Boulevard. They will definitely need to four-lane LPGA Boulevard from Nova Road to US 1 because of the permitting going on and the capacity increase. It is a county road but will have to be added to the TIP at some point; he asked if it could be added.

Ms. Nicoulin replied that in order for a capacity type project to be included in the TIP and FDOT's Work Program, it has to be supported by the Connect 2045 Long Range Transportation Plan (LRTP); that project, the widening of LPGA Boulevard between Nova Road and US 1, is not in the 2045 LRTP's Cost Feasible Plan. There are a number of steps that would have to take place first.

Discussion continued.

MOTION: *A motion was made by Mr. Storke to recommend approval of Resolution 2021-## adopting the FY 2021/22 to 2025/26 Transportation Improvement Program (TIP). The motion was seconded by Mr. Mostert and carried unanimously by a roll call vote.*

Chairperson Eik introduced new BPAC members, Mr. Tom Ryan, representing Holly Hill and Mr. Tim Grigsby, representing Volusia County District 4; he thanked them for taking time to be part of the BPAC.

E. Review and Recommend Approval of the Draft List of Prioritized Bicycle/Pedestrian Projects

Mr. Harris stated the revised list of bicycle/pedestrian projects is included in the agenda; there are a few last minute changes which he reviewed. On Tier A, notes were added to the West French Avenue Shared Used Path project; the original limits were from the Spring-to-Spring Trail to Valentine Park. Valentine Park is east of the railroad tracks; the Spring-to-Spring Trail and Blue Springs State Park are on the west side of the tracks. To complete this project, a bridge would have to be built over the tracks and Orange City has not received approval to build within Blue Springs State Park; therefore, the city is redesigning the project and the new western limits are not yet known. The construction amount is also unknown at this time. The Williamson Boulevard and Hand Avenue pedestrian improvement project has already been addressed. He referred to the Deltona School Crosswalk embedded lights project and stated this project consists of lights embedded in the pavement at 12 crosswalks in Deltona; it was submitted to the TPO in 2019. The city of Deltona also submitted an appropriations request to the Florida Legislature to fund a separate bundle of 18 crosswalks; they requested \$1.5 million and

were awarded \$750,000. The city is developing those projects independently; the 18 crosswalks that will be state funded and the 12 that will be federally funded through the TPO. The information on the priority list should reflect the application that was submitted to the TPO but the financial management (FM) number has changed; it is a place holder because at the city's request federal funds have not been put on the project. The federal funds amount has been zeroed out for this project and the note "fully funded" has been eliminated.

Mr. Daun asked if all the crosswalks federally and state funded for Deltona would have the embedded lights.

Mr. Harris replied yes.

Mr. Daun asked if the lights would be strobe type lights.

Mr. Harris replied he does not know as the project is currently in the design phase. He referred to the Tier C list of bicycle/pedestrian projects and stated the Volusia Gap feasibility study has been withdrawn by Volusia County.

Mr. Aufdenberg referred to the Hickory Bluff Preserve Trail project on Tier C and commented some members rode that trail during the ribbon cutting of the Gobbler's Lodge trail recently because it connects; he is glad to see it on the list.

MOTION: *A motion was made by Mr. Daun to recommend approval of the draft List of Prioritized Bicycle/Pedestrian projects. The motion was seconded by Ms. Belin and carried unanimously.*

F. Review and Recommend Approval of the Draft List of Shared Use Non-Motorized (SUN) Trail Projects

Mr. Harris stated there is just one change to the list of Shared Use Non-Motorized (SUN) Trail projects; the Coast to Coast Trail gap in DeBary. The project sponsor is not Volusia County but the city of DeBary.

Mr. Daun asked if it was for all the projects or just this one.

Mr. Harris replied just this project.

Mr. Aufdenberg asked if this trail is part of the Heart of Florida Loop Trail.

Mr. Harris replied yes; it is part of the Heart of Florida Regional Trail and the Coast to Coast Regional Trail.

Mr. Lodge commented that the Coast to Coast Trail doglegs south at this point and does not go over this part.

Mr. Harris replied correct; this section of the Coast to Coast Trail runs north to south.

Mr. Lodge added this section of the Coast to Coast Trail from Fort Florida Road actually ends at the Coast to Coast Trail; it connects to it but is not part of it.

Mr. Daun referred to the South Daytona gap for the East Coast Greenway from Sauls Street/McDonald Road to Carmen Drive/Ridge Boulevard and asked if that is before Pine Tree Road; he asked if it went Big Tree Road to Nova Road to Rose Bay or if this is a separate trail like a spoke trail.

Mr. Harris replied he does not think so; it is in South Daytona from the intersection of Sauls Street and McDonald Road. It goes north and will turn east along Reed Canal Road to Carmen Drive; then north along Carmen Drive to Ridge Boulevard.

Discussion continued.

MOTION: *A motion was made by Mr. Coletti to recommend approval of the draft list of Shared Use Non-Motorized (SUN) Trail projects. The motion was seconded by Mr. Storke and carried unanimously.*

G. Cancellation of July 14, 2021 BPAC Meeting

MOTION: *A motion was made by Mr. Mostert to cancel the July 14, 2021 BPAC meeting. The motion was seconded by Mr. Oebbecke and carried unanimously.*

IV. Presentation and Discussion Items

A. Presentation and Discussion of FDOT's District 5 Transportation Safety Program

Mr. Tony Nosse, FDOT, gave a PowerPoint presentation of FDOT's District 5 Transportation Safety Program. He referred to the TPO's transportation safety presentation that was given a couple of months ago and stated FDOT has the same mission; to reduce fatalities and serious injuries. FDOT has adopted a target of Vision Zero which is a goal of being fatality free. Achieving zero fatalities and serious injuries is a data driven approach including safe systems and holistic solutions. FDOT recently adopted the Vital Few which include improving safety, inspiring innovation, fostering talent and enhancing mobility. Safety is integrated into all of FDOT's program areas. He explained the Highway Safety Improvement Program (HSIP) and stated projects funded by this program must show a crash reduction that results in a good cost/benefit ratio. He reviewed the safety project origins for the HSIP. He reviewed the Florida Strategic Highway Safety Plan (SHSP) which was recently updated. He went over some of the safety projects FDOT is working on. He stated FDOT has three Community Traffic Safety Teams (CTST); East Volusia, West Volusia and Flagler County. They meet monthly to discuss traffic safety issues and possible solutions. He explained the Alert Today, Alive Tomorrow's High Visibility Law Enforcement Program and stated the 2021/22 program is currently being reviewed to see what local municipalities will receive funding; the program pays overtime for law enforcement to target unsafe behavior and conduct enforcement operations. His department also oversees the Safe Routes to School Program which is a funding source for projects that encourages and enables students to walk and bike to school.

Ms. Belin commented she noticed some resurfacing on SR A1A north as well as crosswalks that were installed. Her question is about pavement markings and lights in the pavement; if there is a plan for strobe lights or any visual queuing for drivers for people crossing the road from the beach to the parking areas because there have been a couple of fatalities and other accidents.

Mr. Nosse replied he knows there are some things going on at Bicentennial Park but there are no plans to add strobe lights; however, FDOT is looking to test some of those in Brevard County on a couple of crosswalks. His particular office is not doing it but the district is.

Ms. Belin stated Brevard County is not Volusia County or Flagler County; she would encourage them to think about doing it Volusia County as well.

Mr. Nosse replied it is in their tool box and they are looking to expand the program and will keep it in mind.

Mr. Daun referred to the HSIP projects Mr. Nosse mentioned in his presentation and asked if one of them was traffic calming.

Mr. Nosse replied traffic calming can be one of them but crashes must be present and they have to have a crash reduction factor to show a reduction in crashes in order to show a benefit to cost ratio and net present value to be eligible for this funding but traffic calming could be part of a project.

Mr. Daun asked if traffic calming utilizing landscaping is allowed such as planting trees closer to the right-of-way to slow traffic.

Mr. Nosse replied they have not used that in safety projects but FDOT has used landscaping components in raised medians; it also helps to stop pedestrians from crossing where they are not supposed to.

Mr. Daun asked if HSIP funding would include new bridge construction with bicycle/pedestrian improvements.

Mr. Nosse replied that it is a very small pot of money and they do not construct bridges with this funding because it is too expensive.

Mr. Mostert referred to the mission statement and the part that states “preserve the quality of the environment” and commented there has been a loss of habitat from clear cutting, road building, etc.; he asked what strategies FDOT uses to protect the environment and prevent vehicle/animal collisions. Gopher tortoises cross SR A1A frequently and he has had several near misses with deer on the roadways.

Mr. Nosse replied nothing with safety funds but FDOT does build animal underpasses such as on SR 40; the environmental department does wetland mitigation etc. Environmental mitigation is not his department but FDOT’s mission is to look at environmental concerns.

Mr. Coletti referred to the project in the Beverly Beach area on SR A1A and stated there are a lot of driveways that come out into the bike lane which forces bicyclists into the roadway; the driveways are not the same elevation as the road because the road has been repaved many times. In order to ride safely, a bicyclist has to leave the bike lane for approximately 20 driveways; he asked if FDOT has any plans to rectify that.

Mr. Nosse replied the only way to rectify it would be when they have a resurfacing project and that would bring it up to the current standards.

Mr. Grigsby stated he had a question regarding data driven decisions and referred to the presentation slide showing serious injuries for bicyclists and pedestrians; a lot of things are looked at such as distracted drivers, etc., but nothing relating to bumper heights and what impact the height of bumpers has on serious injuries and deaths.

Mr. Nosse replied the crash data comes from FDOT’s safety office; they review crash data throughout the whole state and group it into categories such as lane departures and other subcategories. He does not know if bumper height would even be on a crash report or who would capture that information.

Mr. Grigsby stated there are state laws that govern bumper height and it would be beneficial to measure it after a serious crash to see what overall impact that has.

Mr. Nosse agreed and stated that would have to be law enforcement and they would have to include it on their crash reports.

Ms. Burgess-Hall referred to the mid-block pedestrian crossings project on SR A1A and asked if any were actual signalized intersections they were going to address.

Mr. Nosse replied they are mainly referring to mid-block crossings that are not signalized; they are planning to install rectangular, rapid flashing beacons (RRFBs).

Ms. Burgess-Hall stated her understanding is RRFBs do not include audible pedestrian signals (APS).

Mr. Nosse replied the new standard is all RRFBs are APS compliant.

Ms. Burgess-Hall commented it was reported to her that the ones in Daytona Beach on SR A1A did not have APS but that is wonderful that APS will now be included. She added if FDOT does any signalized intersections along SR A1A where the tourists and pedestrians come on and off the beach it would be good to install leading pedestrian intervals (LPIs) as people do not pay attention and drivers get very agitated when pedestrians are crossing.

Mr. Nosse said they do look at those.

Mr. Richard Hamilton referred to Mr. Coletti’s comment regarding the driveways along SR A1A in Flagler County and commented his understanding is FDOT is going to be starting the design of the resurfacing project on SR A1A from Beverly Beach north in the current year; it could be an opportunity to incorporate these comments.

Mr. Nosse agreed.

V. Staff Comments

→ Update on SU and TA Funding/Work Program

Mr. Harris gave an update on the federal funds the TPO uses for bicycle/pedestrian projects; there are two streams of federal funding which are SU funds and transportation alternative (TA) funds. Regarding SU funds, for FY 2022 there is approximately \$82,000 in the TPO's set aside box; for FY 2023, approximately \$129,000; for FY 2024, just under \$1 million; and for FY 2025, approximately \$1.7 million totaling approximately \$1.9 million in federal SU funds for bicycle/pedestrian projects. Regarding TA funds, for FY 2021 there is approximately \$1,000; for FY 2023, approximately \$3,000; and for FY 2025, approximately \$60,000 totaling approximately \$65,000.

Ms. Belin asked what "SU" stands for.

Mr. Harris explained it is the abbreviation used for federal Urban Attributable funds.

Mr. Aufdenberg commented he is hopeful that the US Congress will upgrade the transportation alternatives budget and those TA amounts will change.

Mr. Harris replied yes; the TPO is hopeful Congress will authorize a new transportation bill later this year.

VI. Information Items

- BPAC Attendance Record
- Completion of East Central Florida Regional Rail Trail
- TPO Outreach and Activities
- TPO Board Report

VII. BPAC Member Comments

Mr. Daun stated his comments are for Volusia County; he is grateful that Volusia County is doing bonding for road projects which will expand the amount of money they have. However, his concern is that the entire pot of money will go to new construction instead of mitigating old infrastructure. Hopefully something can happen for areas that have a desperate need for sidewalks or other improvements that have been neglected for a long time. LPGA Boulevard needs to be widened between Nova Road and US 1 due to the capacity from permitting. There is a canal there that will have to be enclosed like was done on Nova Road for the canals there; it will cost a lot of money but maybe some of the bonding money can go for that or they could pursue Federal Highway Administration (FHWA) funding. He hopes his comments to the county can be addressed.

His next comment is in general regarding landscaping contracts; he stated he has noticed a trend that landscape maintenance crews are taking trees that are intended to be for urban sidewalks or roadway trails to provide shade and they are cutting them into topiary cones which makes the trees that used to provide shade useless; two examples are in downtown DeLand on New York Avenue and on International Speedway Boulevard in front of Daytona International Speedway. He is specifically referring to trees and not shrubbery. He does not think cities' staff are putting into their landscape contracts that they want topiary trees. This needs to be looked into as trees are being destroyed and it is a shade issue. His last comment is for the city of Daytona Beach; Highland Avenue runs from Mainland High School between Halifax Hospital and Daytona State College and is where the high intensity activated crosswalk (HAWK) signal on US 92 has no sidewalks. Students and Halifax Hospital employees use Highland Avenue but there are no sidewalks and he hopes that the city of Daytona Beach will apply for funding.

Mr. Aufdenberg stated members of the Bike League and the Florida Bicycle Association were lobbying with Senator Marco Rubio and have spoken with his staff about funding for the Active Nation Healthy People initiative led by the CDC which funds some bicycle/pedestrian and transit projects. They sent a very detailed form to be completed which the Bike League experts are completing. Senator Rubio sits on the Health Subcommittee so he can advocate for this.

He announced that they recently completed a Complete Streets project on Beach Street which has six new bike parking locations; at all the mid-block crossings on both on the east and west sides of the road.

Ms. Winsett referred to Mr. Daun's comments to Volusia County and stated the widening of LPGA Boulevard between Nova Road and US 1 was four-lanes at one time but the county withdrew the project because of the expense and the traffic volume did not warrant four-laning. The city of Holly Hill made a request for three lanes which is in the current TPO 2045 LRTP. She reminded members that residents and tourists have multiple ways to get around the gridlock east/west and that traffic does disperse as opposed to other areas in east Volusia County and Daytona Beach.

Mr. Oebbecke stated he hopes somewhere in the near future some agency will take up the electric bicycles, scooters, etc. proliferation that is taking places. He sees kids around 10 years old going 25 miles per hour (mph) on sidewalks and in the street. Aside from what may happen to them, it is dangerous for casual pedestrians and bicyclists. Many do not understand the rules of the road and there is no licensing or oversight given. This is going to have to be addressed. With advances being made in batteries and electric motors the speeds are going to increase.

Mr. Ryan thanked members for welcoming him and hopes to participate at the BPAC for a long while and be a valuable member of the group.

Ms. Belin thanked Chairperson Eik for his leadership.

Mr. Mostert agreed with Ms. Belin and commented Mr. Lodge wanted to address the electric bike issue with Mr. Oebbecke.

Mr. Lodge stated he has an electric bike and would like to see every roadway have an expanded or wider shoulder for safety and keep them off the sidewalks and roadways; all resurfacing projects should include that.

Chairperson Eik stated he appreciates the time, effort and support the BPAC members have given him and informed the new members how positive this committee is and the work it gets done. Everyone has a different perspective, thoughts, ideas and approaches; they do great work.

VIII. Adjournment

The BPAC meeting adjourned at 3:36 p.m.

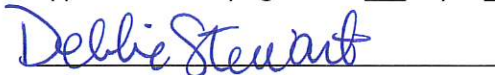
River to Sea Transportation Planning Organization



Mr. 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 June 9, 2021 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 11th day of August 2021.



Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization

ROLL CALL VOTE TIP ADOPTION

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) ROLL CALL SHEET

MEETING DATE: JUNE 9, 2021

QUORUM: 9 MEMBERS Yes / No

MEETING TIME: 2:00 P.M.

MEETING LOCATION: RIVER TO SEA TPO
2570 W INTERNATIONAL SPEEDWAY BLVD., SUITE 100
DAYTONA BEACH, FL 32114

<u>REPRESENTING:</u>	<u>BPAC MEMBER:</u>	<u>Yes</u> / <u>No</u>
DAYTONA BEACH	HOLLY RYAN/DOUG HALL	✓ /
DEBARY	TERRY LODGE	✓ /
DELAND	TED WENDLER	✓ /
FLAGLER BEACH	PAUL EIK	✓ /
FLAGLER COUNTY	LARRY COLETTI	✓ /
HOLLY HILL (NED WOLFARTH)	TOM RYAN	✓ /
NEW SMYRNA BEACH	NIC MOSTERT	✓ /
ORANGE CITY	BOB STORKE	✓ /
ORMOND BEACH	GAYLE BELIN	✓ /
PALM COAST	ANDY DODZIK	exc /
PONCE INLET	MARK OEBBEKKE	✓ /
SOUTH DAYTONA	CHRISTY GILLIS	✓ /
VOLUSIA COUNTY (AT-LARGE)	ROY WALTERS/JASON AUFDENBERG	✓ /
VOLUSIA COUNTY (D-1)	PATRICK MCCALLISTER	/
VOLUSIA COUNTY (D-2)	NANCY BURGESS-HALL	✓ /
VOLUSIA COUNTY (D-4)	TIMOTHY GRISBY	✓ /
VOLUSIA COUNTY CHAIR	CHRIS DAUN	✓ /