

**Bicycle/Pedestrian Advisory Committee (BPAC)  
Meeting Minutes  
June 14, 2017**

**Members Present:**

Doug Hall  
Michelle Grenham  
Paul Eik  
Larry Coletti  
Gilles Blais  
Nic Mostert  
Bob Storke  
Gayle Belin  
Danielle Anderson  
Joe Villanella  
Colleen Nicoulin, Vice Chairperson  
Jason Aufdenberg  
Patrick McCallister  
Alice Haldeman  
Nancy Burgess-Hall

**Representing:**

Daytona Beach  
Edgewater  
Flagler Beach  
Flagler County, Alternate  
Holly Hill  
New Smyrna Beach  
Orange City  
Ormond Beach  
Palm Coast  
Ponce Inlet  
Port Orange  
Volusia County, At Large, Alternate  
Volusia County, District 1  
Volusia County, District 3  
Volusia County, District 2

**Non-Voting Technical Appointees Present:**

Wendy Hickey  
Gwen Perney  
Christy Gillis  
Terri Bergeron  
John Cotton  
Gene Ferguson

**Representing:**

Flagler County  
Port Orange  
South Daytona  
Volusia County  
Votran  
FDOT

**Members/Technical Appointees Absent:**

John Schmitz  
Jeff Hodge  
Ted Wendler  
Scott Leisen  
Dustin Savage, Chairperson  
Heidi Petito/Bob Owens  
Rob Brinson

**Representing:**

Daytona Beach Shores  
DeBary  
DeLand  
Deltona  
Flagler County  
Flagler County Transit  
Volusia County School Board

**Others Present:**

Debbie Stewart  
Stephan Harris  
Robert Keeth  
Pamela Blankenship  
Karl Soderholm  
Beth Lemke  
Courtney Reynolds  
Cynthia Brown

**Representing:**

TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
ETM  
Planning Solutions of Daytona Beach  
ReThink Your Commute  
ReThink Your Commute

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

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 3:03 p.m. by Vice Chairperson Nicoulin. The roll was called and it was determined that a quorum was present.

II. **Public Comment/Participation**

There were no press/citizen comments.

III. **Action Items**

A. **Review and Approval of May 10, 2017 BPAC Meeting Minutes**

Ms. Bergeron stated Ms. Melissa Winsett, Volusia County Traffic Engineering, requested on page 13, the sixth paragraph, be changed from “doing” to “reviewing” and add to the last sentence “to build road improvements.”

Mr. Aufdenberg commented that his name was misspelled in several places and asked that it be corrected.

***MOTION: A motion was made by Mr. Storke to approve the May 10, 2017 BPAC meeting minutes as amended. The motion was seconded by Mr. Mostert and was carried unanimously.***

B. **Nomination and Election of BPAC Chair for FY 2017/18**

Mr. Harris stated that the BPAC by-laws call for an election of a chair for the upcoming term by the majority of the voting members. The chair can serve no more than two consecutive terms. The current chair, Mr. Dustin Savage, was elected on June 10, 2015 and is completing his second term. He is not eligible for re-election. He opened the floor for nominations.

Mr. Eik nominated Vice Chairperson Nicoulin for the position of chair.

Mr. Storke seconded the motion.

Vice Chair Nicoulin respectively declined the nomination.

***MOTION: A motion was made by Mr. Mostert to nominate Mr. Storke as Chair for FY 2017/18. Mr. Villanella seconded the motion. The motion carried unanimously.***

***MOTION: A motion was made by Mr. Mostert to elect Mr. Storke as Chair for FY 2017/18. The motion was seconded by Mr. Coletti and was carried unanimously.***

C. **Nomination and Election of BPAC Vice Chair for FY 2017/18**

Mr. Harris stated the BPAC by-laws call for an election for the vice chair for the upcoming term by a majority of the voting members. The current vice chair, Ms. Colleen Nicoulin, was elected on June 8, 2016 and has served one term. She is eligible for re-election if she chooses.

Vice Chair Nicoulin replied she has to decline any nomination.

**MOTION:** *A motion was made by Mr. Mostert to nominate Mr. Eik as Vice Chair for FY 2017/18. The motion was seconded by Mr. Coletti and was carried unanimously.*

**MOTION:** *A motion was made by Mr. Mostert to elect Mr. Eik as Vice Chair for FY 2017/18. The motion was seconded by Mr. Coletti and was carried unanimously.*

**D. Review and Recommend Approval of the Draft List of Prioritized Bicycle/Pedestrian and B/P Local Initiatives Projects**

Mr. Harris stated the the unmarked version of the draft List of Prioritized Bicycle/Pedestrian Projects is in the agenda packet. There have been a few changes since last month. One of the changes includes the West French Avenue sidewalk. That project is now both a sidewalk and a bike lane. It was originally in Tier A. The last draft it was in both Tier A and Tier B. It has been removed from Tier B and is just in Tier A. It revised to reflect both the sidewalk and bike lane and is on page 18 of the agenda packet. Another change is on Tier B on page 21, the East International Speedway Boulevard (ISB) Beachside Corridor Improvement project. The project type has been changed from a sidewalk project to a Complete Streets project. There also is a change on Tier C, page 23 of the agenda, project #8 the Sugar Mill Drive Trail project. It has been removed by request of the sponsor, New Smyrna Beach. That project has already been studied in a previous feasibility study a few years ago. The remainder of the priority list is the same as the draft that was presented last month.

Mr. Mostert asked what the reason was for the change to the East ISB project; if it was to broaden the project.

Mr. Harris replied the project is more than just new sidewalks; it involves traffic calming measures, such as roundabouts. It involves signage treatments and a bike lane on a portion of the project corridor. It is a very comprehensive project and will increase mobility for all users; the bicyclists, pedestrians and cars. That is what a complete street project does and the project sponsor felt describing the project as a complete street is more accurate.

Ms. Burgess-Hall asked if the design has been completed for this project and stated she has not heard any feedback from the public hearings.

Mr. Harris replied no, not to his knowledge. A consultant for the city of Daytona Beach, Ms. Beth Lemke, is here and he asked her to shed some light on the project.

Ms. Lemke stated the design has not been completed. A study was done recently by FDOT where three alternatives were presented. The analysis is still being finalized and an alternative has not been selected yet. The next step is to select one of the three alternatives.

Ms. Burgess-Hall asked if the city was still taking any public input.

Ms. Lemke replied a citizen can always provide input; it is a public project, whether the city does it or FDOT does it.

Ms. Burgess-Hall stated there were questions that had been brought up and there never was a response.

Mr. Eik commented that he appreciated the information received and suggested when a change like this occurs, it would be an appropriate use of the "Comment" column. He realizes things change at the last minute and would like to see the "Comment" section used.

***MOTION: A motion was made by Mr. Storke to recommend approval of the Draft List of Prioritized Bicycle/Pedestrian and B/P Local Initiatives Projects. The motion was seconded by Mr. Blais and was carried unanimously.***

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

Mr. Harris stated this is a list of SUN Trail projects that are in the TPO planning area and are in FDOT's Work Program for some phase; either design, construction or a study. It is separate from the other List of Priority Projects because it is not a prioritized list. It is not prioritized by the TPO and did not go through the priority process. The TPO wants it included because it has some value. There are some projects that are on List of Prioritized Bicycle/Pedestrian that are SUN Trail funded. As a general rule, when those projects are submitted to the TPO by a given city, such as Daytona Beach, the project will almost always have limits that will begin and end within the city. SUN Trail is regional and goes beyond city and county boundaries. A portion of a SUN Trail project may be on the TPO List of Prioritized Projects and it may be on the SUN Trail list with different limits because the SUN Trail list will go beyond the city or county boundaries. By having this SUN Trail list, it gives us an idea of where a SUN Trail project starts and stops. There is one project that is stricken from the list; the Dale Avenue to 10<sup>th</sup> Street Trail. There was a groundbreaking held earlier today for this project. This will be the first SUN Trail funded trail project to be constructed and for that reason it is stricken from the list. All of these projects are either in Volusia or Flagler counties, and in the case of the Coast to Coast Connector Trail, straddles Volusia and Seminole counties.

Mr. Eik commented it is a great idea and he can see where it would lead to having projects with less gaps. He asked if a city such as Daytona Beach submits a project and commits to the 10% match but the project also appears on the SUN Trail list because it extends past the city's boundaries, if the match is exempt or if someone else would be responsible for the match for the portion outside the city's limits.

Mr. Harris replied the local match is a TPO policy. If a project is funded with funds through the TPO, the project would be subject to that match. SUN Trail funds are not subject to that match. Generally, a project would be funded with federal funds through the TPO or with state or SUN Trail funds where there is no local match. The TPO asked some of the project sponsors that have projects that were first funded with federal funds through the TPO and later funded with state funds, if they wanted to keep their projects on the TPO priority list to pursue federal funds for any phase. In some cases, the answer was no and in some it was yes. Even though a project may be funded with SUN Trail funds, SUN Trail just covers the design, construction and the trail itself, not the amenities such as benches or water fountains. In some cases, the project sponsors wanted to keep their project on the TPO priority list to keep the option of receiving federal funds to be used for amenities and they would be subject to the 10%.

Mr. Aufdenberg asked what "none" meant in the "Needed Phases" column.

Mr. Harris replied it means that construction is completely funded and there are no additional phases to be funded. If it was in design, the construction would still need to be funded.

Mr. Aufdenberg asked about projects going on in the TPO planning area that the TPO does not fund, such as the bike lanes on Granada Boulevard between Clyde Morris Boulevard and Williamson or the buffered bike lanes on Beville Road. He stated he did not know they were there until he discovered them. He feels the BPAC should know about these things to thank and encourage FDOT and give them feedback. He suggested a list be provided of bicycle/pedestrian projects that are not funded by the TPO and reviewed by the BPAC.

Mr. Harris replied even if those projects do not come through the BPAC, they will show up in the Transportation Improvement Program (TIP). Generally, paved shoulder projects are submitted as Traffic Ops/Safety projects because a shoulder is part of the roadway and are reviewed by the TIP Subcommittee. TPO staff will make every effort to bring those projects to the BPAC for review.

Mr. Aufdenberg commented that more shoulders should have the bike symbol.

***MOTION: A motion was made by Mr. Eik to approve the Draft List of Shared Use Non-Motorized (SUN) Trail Projects. The motion was seconded by Ms. Grenham and was carried unanimously.***

**F. Review and Recommend Approval of Resolution 2017-## Adopting the Flagler County Bicycle and Pedestrian School Safety Review Studies Report**

Mr. Harris stated the draft studies are on the TPO website for review. An earlier draft was on the website for review but late last week the TPO was informed by the city of Palm Coast that they wanted some additional changes made to the draft report. He and Ms. Bollenback met with the city and the TPO consultant and were able to address the city's concerns. The TPO consultant, Kittleson & Associates, has amended the earlier draft reports. The meeting took place on Monday, Kittleson revised the reports yesterday, and it was put on the website today. He showed the report and pointed out the changes and stated each report has the same format. There is an executive summary, an assessment report that documents existing conditions, and an implementation report that sets out the recommendations for each school. All but one of the schools are in Palm Coast. The initial recommendation was for a sidewalk feasibility study in some locations where there are incomplete or no sidewalks. That has been changed to recommend a pedestrian accommodation feasibility study. The idea is to improve conditions for pedestrians and do that without requiring a sidewalk to be built. Palm Coast is an area where the roads without sidewalks have open drainage system and to put sidewalks in would require extensive and costly storm water modifications. The city recognizes that it may be desirable to have sidewalks along roads that do not have them but it may not be practical from a financial standpoint. From a safety standpoint, it may be beneficial but the cost benefit may not lean to putting in a sidewalk. It is clear that improvement is needed where there are incomplete or nonexistent sidewalks but the TPO wants to give the city an option for improvement that may not be a sidewalk itself. One option is an advisory shoulder. This is a new concept that the Federal Highway Administration (FHWA) came out with recently. It is a 4-6 foot area that is delineated on an existing roadway that allows cars and pedestrians to share the roadway. It is not recommended for streets with speed limits of over 30 miles per hour. It could be useful on lower speed roads in certain circumstances and those circumstances are recommended in the report. That is the change shown on the website. Since all of the schools except Bunnell Elementary are in Palm Coast, the revision was made to all reports but Bunnell Elementary School.

Mr. McCallister asked how close to the schools these advisory shoulders would be. Unless a barricade is put up, there will be parents thinking it is a school drop off zone. Add that to being in a

hurry and cell phone use, and there could be a potential danger zone for students being hit if these advisory shoulders are too close to the school.

Mr. Harris replied the advisory shoulders would not be on school grounds but within the two-mile radius of the school as that was the study area.

Mr. McCallister stated that there is a percentage of parents that think if they can see the school, it is close enough for dropping off students; within 100-300 feet from the school. If these advisory shoulders are too close to the schools without some sort of barricade, students could get hit.

Mr. Harris replied that this concept does not call for a physical barrier.

Mr. Ferguson stated there are a variety of approaches; there are plastic pipes with reflectors that could be used. It is not a barrier but a visual awareness to stay away from this area.

Mr. McCallister replied that was exactly what he is referring to. Miami is installing flexible barriers along bike lanes that cars can go over without damage but will know if they hit one. If the advisory shoulders are in eyesight of the school, he recommends something like that; something that a car cannot easily get into without hitting something.

Ms. Anderson asked if the advisory shoulders would be installed in the residential areas because those roads are narrow.

Mr. Harris replied yes, those are the areas looked at. If there is a two-lane road and an advisory shoulder is installed, it would make it a one-lane road for vehicles. The shoulder would be the area for pedestrians. Students would walk in the street and cars would move to the middle of the street straddling the center line.

Ms. Anderson asked if it would operate on the premise that one car has to stop so the other can go.

Mr. Harris replied yes, this is a new concept and he does not know where it has been tested.

Vice Chairperson Nicoulin stated the recommendation is for a feasibility study to look at it, not actually construct it. In her neighborhood, people walk in the road and cars go around them. She thinks this is not providing a lane just for pedestrians but a more visible area to let motorists know that there could be a pedestrian there. She agrees with Mr. McCallister that the advisory shoulders should not be located close to a school. It would be on streets with speed limits below 30 mph, and is not a recommendation to construct.

Mr. Harris replied correct; this is a high-level planning study and it is not within the scope of the study to determine the feasibility, constructability and cost of most capital improvements like sidewalks. If a sidewalk is recommended, the TPO would recommend a study that would go to that level of engineering detail to look at the obstacles, the right-of-way, the storm water impacts, the terrain and a solid cost estimate.

Mr. Ferguson asked if the advisory shoulders have been done anywhere in the United States or Europe yet.

Mr. Harris replied not to his knowledge. This does represent an option that the city of Palm Coast could pursue.

Mr. Blais asked if the new school in Pierson had been looked at for this.

Mr. Harris replied a feasibility study for Pierson has been completed and is in the Work Program.

Mr. Eik commented that the presentation was clear it was referring to neighborhood roads and feeder roads that come out onto Belle Terre Parkway. This idea would not be used in where the school drop-off areas are located because those are on Belle Terre Parkway. He would like a portion of the feasibility study to go toward education of the general public because this has never been done before. The speed limit on Belle Terre Parkway would prevent this being done there.

Mr. Harris replied correct, it could not be done on Belle Terre Parkway.

Vice Chair Nicoulin stated there should be an education component to let drivers know what the stripe on the side of the road means.

Mr. Harris agreed.

Mr. Mostert stated there are seven laws of learning; one of which is the law of primacy. It is much easier to learn something one way the first time and very difficult to unlearn it. By asking the public to relearn and cross the white line, he can see a head-on collision happening.

Mr. Eik stated most of the roads being discussed do not have a center line. Most of the people that live in the area are aware that there are pedestrians and bicyclists on the edge of the road. The tendency is to watch more carefully because the roads are not divided.

Mr. Blais asked what the right-of-way was on those roads.

Mr. Eik replied there is the road, a small strip of grass and a drainage ditch.

Mr. Coletti stated he lives, walks and bikes on these roads and people are aware of pedestrians. There are swales on the edge of the road and in many places a steep grade. In areas where there are not many homes, the area is not well taken care of. If the people can be educated in what this means it might work well.

Ms. Anderson stated she has lived on a road where there have been twelve cars flipped in her yard. She would like the study to find the flaws in the roads before moving forward.

Mr. Harris replied that is the intention of the study; to help improve conditions for students walking and biking to school.

Mr. McCallister commented he recommends traffic calming devices be part of the design of the study.

Mr. Harris replied there are recommendations in the study for traffic calming measures.

Mr. Aufdenberg stated this was similar to small towns that have a one-lane bridge and he would want "Yield to Pedestrian" signs stamped on the roadway.

**MOTION:** *A motion was made by Mr. Storke to approve Resolution 2017-## adopting the Flagler County Bicycle and Pedestrian School Safety Review Studies Report. The motion was seconded by Mr. Blais and was carried unanimously.*

**G. Review and Recommend Approval of Resolution 2017-## Adopting the Draft FY 2017/18 – 2021/22 Transportation Improvement Program (TIP)**

Mr. Keeth stated the initial draft was presented last month. This new Transportation Improvement Program (TIP) has a lot of Bicycle/Pedestrian projects in it. He has never seen so much funding allocated to bicycle and pedestrian projects in one TIP. This is largely due to the availability of the SUN Trail money. There are over a dozen new Bicycle/Pedestrian projects in this new TIP; half of those are funded through construction. There are more than a half-dozen existing projects that were advanced by adding new phases, or in the case of the East Central Florida Rail Trail, the section between Guise Road and Gobbler's Lodge Road will be completed earlier than scheduled. The draft TIP is provided on the website; the TIP was not provided as a hard copy because it is so large. There is a comparison report that looks at the new TIP and compares it project-by-project to the current adopted TIP. There were some changes between the draft presented last month and the draft now available for adoption but there were no significant changes to the Bicycle/Pedestrian projects. The Traffic Operations set-aside box, the SU funding reserved for projects yet to be programmed, had \$2 million in it for the upcoming FY 2017/18. The TPO looked at all the expenditures for Bicycle/Pedestrian and Traffic Operations projects over the last several years, and recognizing that the TPO has a policy allocating those funds 30% to Bicycle/Pedestrian, 30% to Transit projects and 40% to Traffic Operations/Safety projects, the TPO determined that the \$2 million should be split between the Bicycle/Pedestrian projects and the Traffic Operations/Safety projects. One million was moved into the Bicycle/Pedestrian box and will be able for programming beginning July 1, 2017.

Mr. Aufdenberg referred to his question last month about Orange Camp Road and the sidewalk extension.

Mr. Keeth replied he still did not have answer but he will continue to research it.

**MOTION:** *A motion was made by Mr. Blais to approve Resolution 2017-## adopting the draft FY 2017/18 Transportation Improvement Program (TIP). The motion was seconded by Mr. Storke and was carried unanimously.*

**H. Cancellation of the July 12, 2017 BPAC Meeting**

**MOTION:** *A motion was made by Mr. Eik to approve the cancellation of the July 12, 2017 BPAC Meeting. The motion was seconded by Mr. Mostert and carried unanimously.*

**IV. Presentation and Discussion Items**

**A. Presentation and Discussion of the Coast to Coast Connector Trail Branding**

Mr. Harris gave a PowerPoint presentation and stated in 2015 the East Central Florida Regional Planning Council and the Tampa Planning Council applied for and received a grant from the Florida



Department of Economic Opportunity. This was a two-year grant. They took the grant and hired two consulting firms, Alta Planning and Design and Genesis Planning Group, and pursued an Urban/Rural Overlay Project. This year they are working on an implementation guidebook, marketing plan and the website, C2C.com, and an economic impact analysis. The Coast to Coast Trail is a collection of local trails, each one with a separate name such as the Spring to Spring Trail and the East Central Rail Trail. He reviewed the logo and some of the wayfinding signage for both the statewide and regional sections of the trail. Mile markers can be put on the pavement and be stand-alone signs.

Mr. Ferguson asked if this was what Volusia County had submitted a project for funding for.

Mr. Harris replied yes, Volusia County had submitted a project to the TPO to fund a wayfinding signage project which will utilize the design shown here. He reviewed the logo and some of the wayfinding signage for both the statewide and regional sections of the trail. Mile markers can be put on the pavement and be stand-alone signs. The logo is symbolic in the sense the trail goes from the Atlantic Ocean to the Gulf Coast and has the rising sun on one and the setting sun on the other. He reviewed the brochures that are part of the marketing plan to get the word out about the Coast to Coast Trail and could be distributed by Visit Florida. A lot of the information is on the website, [www.C2C.com](http://www.C2C.com).

Mr. Ferguson asked if there would be a place to put on the website for county trail mapping purposes.

Mr. Harris replied it could and the county also has a trails application. It has been under discussion to develop an application that could link into the Volusia County's application.

Mr. Coletti asked if the information signs would show where public restrooms are located.

Mr. Harris replied yes, that is a big deal and one of the more common destinations found on wayfinding signs for trail heads. Some trail heads have restroom facilities. That can be found on the county's trail map now. The Coast to Coast Trail, like other SUN Trail funded projects, state funding will go towards building the trail, but facilities and amenities such as restrooms, benches, etc., is where local agencies come into play. The SUN Trail program looks to local agencies to fund those type of projects and operate and maintain them once the trail is built.

Mr. Hall referred to the wayfinding signage and asked how it would be accessible for visually impaired people to read it and if it would be Bluetooth capable or raised print.

Mr. Harris replied he has not seen the final design but hoped that it would be similar to a Votran sign and have a plaque with Braille for the visually impaired.

Mr. Hall commented it would be interesting if it could be designed to be Bluetooth capable like Disney does. His GPS can pick up Bluetooth signage.

Mr. Aufdenberg commented maybe it could be solar powered.

Mr. Harris reviewed the Crime Prevention through Environmental Design (CPTED) practices such as having the trail well lighted and visible to deter crime. The trail will be designed to minimize criminal activity. He reviewed funding strategies, operations and management and ways to contact

emergency personnel if needed. Once the trails are built, someone must be operate and maintain them. The SUN Trail program is asking for an agreement with local agencies to maintain the trail; pick up trash, mow alongside the trail, to clear debris after storms, etc. The website gives a calendar of events, and lists the 20 trails that comprise the 20 miles of the Coast to Coast Trail. He reviewed the economic impact analysis and the data that has been collected and broken down by county. The construction costs correlate with gaps in the trail. The largest gap lies in Sumter and Lake Counties. He reviewed the economic impact, including jobs and how the trail can generate local income. He reviewed business and marketing opportunities and eco-tourism. Lake County has agreed to form a committee to look at tourism marketing. The Leadership Team is scheduled to meet again in the fall to discuss the next steps. The Leadership Team is made up of trail advocates, staff members from FDOT, MPO's, including himself, and the Florida Greenways and Trails Council representatives, among others. The Leadership Team started out discussing how to complete the gaps in the trail and now is moving on to other issues such as how to maintain it.

Mr. Mostert asked if the target completion date was 2020 or 2019.

Mr. Harris replied completion is around 2020, but that is a goal. The large gaps, particularly in Sumter County, may take four or five years to complete as there is not a set alignment yet. In Brevard County, the trail is projected to go through areas that involve several government agencies and environmentally protected areas that could also take four or five years to complete. The goal is 2020 but realistically, it will probably be 2023 or 2024.

Mr. Aufdenberg asked if the St. John's River to Sea Loop is longer than the Coast to Coast Trail by about 10 miles.

Mr. Harris replied yes.

Mr. Aufdenberg asked why Volusia County chose to go with Coast to Coast Trail instead of the St. John's River to Sea Loop since they share 15 miles.

Mr. Ferguson replied that both trails can be signed; a local trail name and the Coast to Coast Trail.

Mr. Harris commented there was room on the signs for both names.

Mr. Ferguson asked if there was a branding exercise for the St. John's River to Sea Loop yet.

Mr. Harris replied it has been discussed but is not as far along as this project. This project is at the end of a two-year grant. As far as he knows, there is not a funded effort for the St. John's River to Sea Loop yet.

Mr. Aufdenberg asked if there would be signage on how bicyclists and pedestrians would share the trail.

Mr. Harris replied that would more likely be on bulletin boards at trailheads and wherever wayfinding signs are that include the maps along with "Best Practices".

Mr. Aufdenberg asked if the pavement would be stamped.

Mr. Harris replied it was possible but is not in the current design.

Mr. Blais commented that common law is pedestrians have the right-of-way.

**B. Presentation and Discussion of FY 2017/18 Bicycle and Pedestrian Safety Events**

Ms. Blankenship showed the proposed list of FY 2017/18 Bicycle and Pedestrian Safety events and stated it is in the agenda packet. The TPO tries to geographically distribute the events so that it covers both Flagler and Volusia Counties. There are currently 13 events listed. Part of the Bicycle/Pedestrian Plan goals and objectives was to do 15 so this leaves room for any last minute requests.

Mr. McCallister commented that DeLand is the only location in West Volusia County.

Ms. Blankenship replied Deltona is on the list.

Mr. McCallister commented that Deltona is a gray area and suggested Pierson.

Ms. Blankenship asked if he knew of any events Pierson has and that she would check into it as it is an underserved population.

Mr. McCallister stated a lot of the families are from places where bicycling habits are different. He suggested Pierson definitely and maybe DeBary.

Ms. Blankenship stated there are a few on the list that are traditional summer school helmet fittings where the TPO goes into the schools and the summer program to fit helmets. The TPO in July will be going to Flagler as they have a large summer program. This will take up to two days.

Ms. Hickey asked what school.

Ms. Blankenship replied it is the building between Buddy Taylor Middle School and Wadsworth Elementary. They have 500 students so the TPO will not be able to fit them all. The other large event is Port Orange Family Days where the TPO fits upwards of 300 helmets. She mentioned the White Cane Event and stated she would contact Mr. Hall for information as the TPO would like to participate.

Ms. Burgess-Hall stated there was talk last year about doing something with Mobility Week in DeLand and asked when there would be a final schedule.

Ms. Blankenship replied it stays as a draft because the TPO adds to it. The TPO does not remove anything but does add to the list. She will definitely look into adding Pierson and possibly DeBary.

Mr. McCallister stated he had interviewed Sheriff Mike Chitwood for a story and commented that he is a very avid cyclist and suggested him as "star power" for events. He suggested she contact Mr. Gary Davidson with the Sheriff's Department about Sheriff Chitwood coming to some of the events.

Vice Chair Nicoulin stated both she and Mr. Storke have helped at Port Orange Family Days and suggested the members attend any events in their area.

Ms. Blankenship stated the TPO would appreciate any members to come out and help. The TPO just attended National Trails Day on June 3, 2017 and that Mr. Storke had helped out. There were 54 helmets fitted there.

Ms. Hickey asked for the hours of the fittings scheduled on July 17 and 18, 2017.

Ms. Blankenship replied that is still being worked out and that the TPO is partnering with FDOT, Mr. Chad Lingenfelter with that.

Mr. Storke suggested the March Embry-Riddle Aeronautical University "Not So Noisy" event.

Ms. Blankenship replied the TPO did participate in that this year and it was a great event.

## **V. Staff Comments**

### → Volusia County Trails Workshop

Mr. Harris announced the upcoming Trails Workshop that Volusia County will be hosting at DeBary Hall on June 27, 2017 and handed out the agenda and asked Ms. Bergeron for more details.

Ms. Bergeron stated the workshop is held every year; the last workshop was December 2016. There are nine presenters so it will be a full day. In addition to the speakers listed, they have also invited the St. John's River to Sea Loop five counties and the cities within it. There will be three main topics; the GIS Update is applicable to the trails app the county is looking to upgrade. The Trails Update is just what it says and after lunch is the St. John's River to Sea Loop Branding and roundtable discussion.

Ms. Burgess-Hall asked what the date was.

Ms. Bergeron replied June 27, 2017 from 9:00 am to 3:00 pm.

Mr. Storke asked if it was rsvp for a head count.

Ms. Bergeron replied yes, they would need a head count for lunch.

Mr. Aufdenberg asked if someone could walk to the meeting from the SunRail station.

Mr. McCallister replied it would be a mile to mile and half walk.

Mr. Harris announced a press release that came out today regarding the Dale Avenue to 10<sup>th</sup> Street Trail in Edgewater that broke ground this morning. Ms. Blankenship attended the groundbreaking event and took pictures.

Ms. Blankenship stated it went very well and the pictures are posted on the TPO's Facebook page. The Mayor of Edgewater spoke, Ms. Haldeman attended, Vice County Chair Deb Denys and former Council Member Pat Northey both spoke.

Mr. Harris announced that Mr. Bob Keeth, TPO Senior Planner would be retiring at the end of the month.

Mr. Keeth stated it had been a pleasure working with the TPO and the BPAC; they have contributed a lot to the organization and it has been an honor to serve alongside them.

**VI. Information Items**

- BPAC Attendance Record
- SUN Trail Groundbreaking Ceremony
- TPO Board Meeting Report
- TPO Outreach & Activities (May 2017)

**VII. BPAC Member Comments**

Mr. Mostert thanked Vice Chairperson Nicoulin for her services as Vice Chair of the BPAC.

Mr. Coletti also thanked Vice Chairperson Nicoulin.

Mr. Ferguson announced that Ms. Deborah Tyrone's former position with FDOT has been posted and hopefully FDOT will start interviewing for that position soon.

Mr. Hall stated he serves on a national transportation advisory committee and announced on September 30, 2017 there will be a telephonic roundtable on roundabouts. It will be open for anyone to call in. He does not have all the information yet but will get it to the BPAC when it is available. There will be some very good speakers and he has been asked to find a transportation engineer with knowledge of roundabouts to participate on the panel and asked the committee members to please contact him if they had any ideas.

Mr. Eik hopes everyone enjoys summer vacation and expects to see everyone back in August.

Mr. Blais commented the I-95 and Granada Boulevard intersection is awful and the worst in Volusia County and something needs to be done about it.

Mr. Aufdenberg announced he had just received a "smart" bicycle lock called the Elipse 2. It has blue tooth capability so a cell phone can communicate with it; you press a button on the phone and it will unlock. It works right out of the box; it has a wireless signal and knows where it is on the map. It could potentially be used in a Bike Share program. It is an exciting gadget. He announced he took Votran today and the stop at Thames Avenue was not on the Votran "My Stop" app.

Mr. Cotton it may be one of the stops that has been placed and is not known to the GIS yet.

Mr. Aufdenberg stated he just returned from Portland, Oregon where he biked in Eugene, Portland and San Francisco and suggested a presentation in August on his trip.

Mr. McCallister stated the Miami Herald ran a story about the city adding soft barriers along bike lanes which is something he has been suggesting to FDOT for years. He suggested the BPAC members to look the story up and see how Miami is trying to make bike lanes safer.

**VIII. Adjournment**

The BPAC meeting adjourned at 4:45 p.m.

River to Sea Transportation Planning Organization

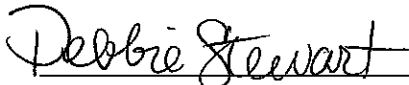


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**Mr. Robert Storke, Chairman  
Bicycle/Pedestrian Advisory Committee (BPAC)**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the June 14, 2017 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 9<sup>th</sup> day of August 2017.



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**Debbie Stewart, Recording Secretary  
River to Sea Transportation Planning Organization**



## *Florida Department of Transportation*

**RICK SCOTT  
GOVERNOR**

605 Suwannee Street  
Tallahassee, FL 32399-0450

**Mike Dew  
SECRETARY**

June 14, 2017

Jessica Ottaviano, 386-943-5473  
[Jessica.Ottaviano@dot.state.fl.us](mailto:Jessica.Ottaviano@dot.state.fl.us)

### **Florida's first funded SUN Trail Project Breaks Ground in Edgewater**

**TALLAHASSEE** – The Florida Department of Transportation (FDOT) joined the City of Edgewater, Volusia County, and local officials in celebrating the groundbreaking of the first project to receive funding under the Shared Use Nonmotorized (SUN) Trail program.

Established during the 2015 legislative session and administered by the Florida Department of Transportation, the SUN Trail program is allocated \$25 million annually, from new vehicle tag fees, to expand the statewide network of paved trails. In October 2016, a total of \$44,434,543 million was awarded to 45 separate projects located across 21 counties throughout Florida. This project received \$1.1 million. All of the selected projects are on the SUN Trail network, which consists of the developing statewide system of paved multi-use trails for bicyclists and pedestrians, physically separated from vehicular traffic.

Construction of this first segment, between Dale Avenue and 10th Street, will help close a critical gap by connecting the existing East Central Regional Rail Trail and Daytona State College. The project is located along the St. Johns River-to-Sea Loop, which is a developing 260-mile regional trail system that will link together several communities including Edgewater, New Smyrna Beach, Titusville, DeLand and Palatka.

FDOT Secretary Mike Dew said, “Today’s momentous event marks not just the beginning of construction – but showcases how funding provided through the SUN Trail Program can help communities develop essential links for multi-use trails, as well as extending multimodal transportation options available for Florida’s residents and visitors and growing our economy.”

More information about the SUN Trail program can be found at <http://floridasuntrail.com>.

[www.fdot.gov](http://www.fdot.gov)



## TRAILS WORKSHOP 2017

DeBary Hall Historic Site  
198 Sunrise Boulevard  
DeBary, FL 32713  
June 27, 2017

### AGENDA

- |      |   |               |
|------|---|---------------|
| I.   | <b>Welcome and Introductions</b><br>Tim Baylie, Volusia County Parks              | 9:00 – 9:15   |
| II.  | <b>Parks and Trails App – GIS update</b><br>Nancy Church, Volusia County IT       | 9:15 – 9:30   |
| III. | <b>Trails Updates</b><br>Florida Department of Transportation – Heather Garcia    | 9:30 – 9:45   |
|      | Brevard County – Sarah Kraum, Space Coast TPO<br>Edyie McCall, City of Titusville | 9:45 – 10:30  |
|      | Break   | 10:30 – 10:45 |
|      | Volusia County – Tim Baylie   | 10:45 – 11:15 |
|      | City of Daytona Beach – Beth Lemke, Planning Solutions Corp                       | 11:15 – 11:30 |
|      | FL Greenways & Trails Foundation – Dale Allen                                     | 11:30 – 12:00 |
|      | SJR2C Alliance – Herb Hiller and Maggie Ardito                                    | 12:00 – 12:30 |
| IV.  | <b>Lunch</b>  | 12:30 – 1:30  |
| V.   | <b>SJR2C Branding</b><br>ECFL Regional Planning Council – Tara McCue              | 1:30 – 1:45   |
|      | Roundtable Logo Discussion – Tim Baylie   | 1:45 – 2:45   |
| VI.  | <b>Schedule Future Meeting</b>  |               |
| VII. | <b>Adjourn</b>  |               |