

Bicycle/Pedestrian Advisory Committee (BPAC) Meeting Minutes
August 9, 2023
Daytona Beach International Airport, Airline Room
700 Catalina Drive
Daytona Beach, FL 32114

Members/Technical Appointees Physically Present:

Terry Lodge, Vice Chairperson
Ted Wendler, Chairperson
Luis Leal
Larry Coletti
Nic Mostert
Bob Storke
Gayle Belin
Nancy Epps
Emery Jeffreys
Eileen Sharp
David German (non-voting)
Meghan Lindsey (non-voting)
Hamid Tabassian (non-voting)
Stephanie Moss (non-voting advisor)

Members Virtually Present:

Christy Gillis
Gwen Perney (non-voting)
Adam Mengel (non-voting)

Members/Technical Appointees Absent:

Doug Hall (excused)
Cassandra Jessie
Candice Cornelssen
Jauxniece Palmer
Patrick McCallister (excused)
Danielle Anderson
Mark Oebbecke
Jason Aufdenberg (excused)
Chris Daun (excused)
Maggie Ardito
Tim Grigsby (excused)
Lisa Divina (non-voting)
Jacob Lunceford (non-voting) (excused)
Ralf Heseler (non-voting) (excused)

Others Physically Present:

Donna King, Recording Secretary
Pamela Blankenship
Stephan Harris
Erika Shellenberger
Emily Casey
Mark Trebitz
Marla Sweano
Mike Woodward
Corey Brown
Matt Reinhart

Representing:

DeBary
DeLand
Deltona
Flagler County
New Smyrna Beach
Orange City
Ormond Beach
Ponce Inlet Alternate
Volusia County District 1 Alternate
Volusia County District 2
Volusia County Schools
Volusia County
Flagler County Transit
FDOT

Representing:

South Daytona
Large City, Port Orange
Flagler County Traffic Engineering

Representing:

Daytona Beach
Daytona Beach Alternate
Flagler Beach
Flagler Beach Alternate
Lake Helen
Palm Coast
Ponce Inlet
Volusia County At-Large
Volusia County Chair
Volusia County District 1
Volusia County District 4
Volusia County Schools
Volusia County Transit Services
Volusia County Transit Services Alternate

Representing:

TPO Staff
TPO Staff
TPO Staff
FDOT
FDOT
FDOT
FDOT
FDOT
Storch Law Firm
Volusia County Council

Others Virtually Present:

Richard Hamilton
Helen Hutchens

Representing:

Scenic A1A Byway
Miami Corp

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

The River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) meeting was called to order at 2:00 p.m. by Chairperson Ted Wendler. The roll was called, and it was determined that a quorum was physically present. The meeting was held in a hybrid format with ten voting and four non-voting members physically present, and one voting and two non-voting members virtually present.

The Pledge of Allegiance was given.

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

II. Public Comment/Participation

There were no public comments.

III. Action Items

A. Review and Recommend Approval of June 14, 2023 BPAC Meeting Minutes

Ms. Christy Gillis stated that she was late but did attend the June meeting virtually; the minutes should be changed to reflect this.

MOTION: *A motion was made by Mr. Coletti to approve the June 14, 2023 BPAC meeting minutes with the correction noted. The motion was seconded by Mr. Storke and carried unanimously.*

B. Review and Recommend Approval of Resolution 2023-## Amending the FY 2023/24 to FY 2027/28 Transportation Improvement Program (TIP) (Roll Call Vote Required)

Mr. Harris explained the roll forward amendment to the TIP. He added that some projects aren't included in the TIP that was approved in June and they need to be added. They are already in the FDOT Work Program but must be added to the TIP to match the two documents.

Ms. Belin asked if these projects were funded but not constructed. She also wanted to know if these projects are scheduled for this fiscal year.

Mr. Harris stated that the projects are funded, and the list shows the project phase codes. The projects are not scheduled for this fiscal year but range from 2023-24 through 2027-28. It is difficult to say when the projects will be completed due to limited information, but that information can be obtained.

Mr. Coletti asked about the Old Dixie roundabout at SR5/US1 and noted that he thought that the project was already completed.

Ms. Moss stated that she is confident that it is complete, but it may just need to be closed out; she would find out.

Members asked what the phase codes represented and suggested adding a legend to define the codes in the future.

MOTION: *A motion was made by Mr. Lodge to approve Resolution 2023-## amending the FY 2023/24 to FY 2027/28 Transportation Improvement Program (TIP). The motion was seconded by Ms. Epps and carried unanimously by roll call vote.*

C. Review and Recommend Approval to Amend the List of Shared-Use Non-Motorized (SUN) Trail Projects

Mr. Harris discussed a letter the TPO received from the city of Edgewater. Edgewater is working with the Deering Park developer (development on the west side of I-95 just north of the SR 442 interchange) and looking at submitting an application later this year for SUN Trail funding. This year the SUN Trail open call will be in September through December. Senate Bill 106 was recently passed during the past Legislative session, which added \$200 million to the SUN Trail program.

SUN Trail has its own application cycle, while the TPO has a List for SUN Trail projects, but the TPO doesn't rank that list. In order for a project to be funded through SUN Trail, it must be on the TPO's Priority List. If a local government wants to submit an application during the SUN Trail open call in the fall and that project is not on the TPO's Priority List, it will not be accepted. The TPO plans to review its process due to other possible requests that may arise during this cycle. This item will be on other agendas this month as well.

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

IV. Presentation and Discussion Items

A. Presentation and Discussion of the Nova Road (SR 5A) Coalition Corridor Improvement Project

Mr. Mark Trebitz, FDOT Project Development Manager, introduced Ms. Erica Shellenberger, the in-house consultant for the Nova Road Coalition Corridor Improvement Project. Ms. Shellenberger gave a PowerPoint presentation on the Nova Road project. She reviewed what a coalition is and their study of the Nova Road Corridor for safety improvements. A major benefit is that design and construction are already funded for this project. She discussed the many project partners (both agency and community). She shared the project limits, focus area, issues, and goals. There were two alternatives as a result of the study; both alternatives repurpose one existing travel lane in each direction and replace the existing two-way left turn lane with a landscaped median. These enhancements provide improved pedestrian and bicycle facilities and are anticipated to slow vehicular traffic. A proposed pedestrian hybrid beacon (PHB) crossing is also included in both alternatives. The primary difference between the two alternatives is how the travel lanes have been repurposed. Alternative One allocates space for a wider sidewalk and a landscape buffer, while Alternative 2 utilizes this space for a separated bicycle lane. The strongest community support was for Alternative 1, which repurposes the outer travel lanes to include an eight-foot-wide sidewalk for pedestrians and bicyclists and creates a buffer for speed reduction. The coalition planning process is in its final stages. PVT and community input resulted in the recommended alternative that will now move forward to be implemented during the design phase of the maintenance project, which begins this fall. The construction date for the maintenance project is set for early 2026. The contact moving forward will be Gene Varano, who will be managing the design of this project.

Ms. Belin stated that there are people who come from The Trails and Tomoka Oaks across to the school and asked why the project doesn't go all the way to US 1.

Ms. Shellenberger stated that the whole 3-R project will be looking at safety improvements that they will be implementing on both sides of the roadway.

Ms. Belin asked if it would include widening the sidewalk on US1.

Ms. Shellenberger stated it would not.

Mr. Mostert stated that Alternative 2 seemed like a better option for cyclists and pedestrians. He asked if the community viewed that area as "bike-friendly."

Ms. Shellenberger responded that the community thought it would be best to have cyclists use the sidewalk through that ½ mile section because a bicycle lane would not continue on either side of the section. Connectivity seemed to be the deciding factor for the community.

Mr. Lodge stated that there is still no room on the shoulder on the other side of the white line.

Ms. Shellenberger stated that the sidewalk is going to be eight feet wide, which is wider than a typical sidewalk. The intent is that cyclists and pedestrians both share the sidewalk.

Ms. Sharp commented that when you include scooters, mopeds, pedestrians, etc. together on an eight-foot sidewalk, it becomes dangerous.

Mr. Lodge agreed with Ms. Sharp and stated that most accidents on sidewalks involve pedestrians, so they should take a foot from each side of the road and add two more feet to the sidewalk. He believes it is more dangerous for pedestrians than cars.

Ms. Sharp asked if this alternative was set, and wanted to know what the purpose of this presentation was.

Ms. Shellenberger stated that it is not set in the sense that it's going to enter design, but it will be officially engineered and designed. The purpose for presenting it to BPAC now is for informational purposes.

Mr. Oebbecke stated that a public meeting was held and the TPO was present.

Mr. Leal asked if members of the BPAC could submit comments.

Ms. Shellenberger referred BPAC members to the CFL roads website and provided contact information for Gene Varano, who is the project manager.

B. Presentation and Discussion of 2020 Census Impacts on TPO Boundary and Board Apportionment

Mr. Harris explained that every ten years there is a census conducted. From the time that FDOT releases the Census, the TPO has one hundred and eighty (180) days to develop and submit an Apportionment Plan. He gave a PowerPoint presentation that included the Federal and State Statutes. He explained the TPO's weighted voting structure, the area the TPO covers, and how that relates to the boundary. He noted that the Apportionment Plan must be submitted by November 14, 2023. He also mentioned some of the things that must be included in the plan such as population, urbanized areas, current and proposed memberships, the MPA boundary map, and TPO Board resolution. Mr. Harris gave detailed information and stated that the draft Apportionment Plan will be developed and presented in September.

V. Staff Comments

Mr. Harris presented some of the highlights of the Governors Highway Safety Association (GHSA) Report about pedestrian safety trends.

VI. BPAC Member Comments

Mr. Coletti stated that he would like to see the rest of Flagler County inside the TPO boundary.

Mr. Tabassian stated that he followed what Mr. Harris said about safety concerns and spoke of the Safe Streets and Roads for All Comprehensive Safety Action Plan that is starting soon in Volusia and Flagler Counties. They will be addressing concerns on SR A1A, SR 400, and Volusia County roads. He is looking forward to his part on this committee.

Ms. Moss announced that it is National Stop on Red Week which brings awareness to everyone to ensure they stop at red lights. She also stated that FDOT has held several outreach events all over Central Florida this week.

Mr. Mostert stated that his understanding is that the committee works with FDOT on issues and concerns.

Mr. Leal stated he wanted the concerns of the BPAC to be included in the minutes.

Mr. Harris asked Mr. Leal if he was concerned that the minutes would not reflect the committee's concerns and he assured the BPAC members that their concerns would be included in the minutes.

Ms. Belin stated that her concern is that having cyclists ride on the sidewalk is dangerous. Also, the BPAC was not involved in the selection of an alternative. She stated that she lives in Ormond Beach, and she was never asked to participate in the study.

Mr. Trebitz stated that the TPO was included and then explained how FDOT decided on Alternative # 1; he explained how there was no connectivity for a separated bicycle path on either side of the project, the project only consists of ½ mile. He added that the landscaping and trees will be a barrier and will also help with speed calming.

Ms. Belin suggested painting the bicycle lane green as a visual impact.

Mr. Trebitz appreciated all the comments and stated that they are balancing the needs of all users and creating a safer environment for cyclists, and providing speed management for vehicles with the budget and resources they have.

Mr. Tabassian asked if the sidewalk must be eight feet.

Ms. Shellenberger stated that there is a set amount of space to balance the width of the landscape and the width of the sidewalk, so the team decided to do eight feet.

Mr. Tabassian suggested a minimum width of ten feet for the sidewalk/shared-use path and six feet for the landscaping.

Ms. Shellenberger stated that with the design speeds of Nova Road, there are engineering constraints in terms of how wide certain elements have to be.

Mr. Woodward, who was on the consulting team, stated that they did consider how much space to use for a buffer/sidewalk, but they moved away from the shared-use path for safety reasons because it was too close to the road. He stated that most crashes between cyclists and pedestrians are because of speed differentials. They studied how people were traveling in the area and there were more pedestrians than cyclists. He added that eight feet of space would provide enough space for all the users.

Mr. Lodge stated he would like to see eighteen inches added to each side for electric bikes because they should not be on the sidewalk.

Mr. Woodward stated that there must be a minimum of five feet as a standard. Alternative 2 had a physical separation and a six- or seven-foot separated bike lane.

Mr. Jeffreys asked if anyone involved in the project had traveled the area on a bike.

Mr. Woodward stated that he had walked the area.

Mr. Jeffreys asked Mr. Woodward why he had not traveled by bike on the road.

Mr. Woodward stated that he didn't want to ride a bicycle on the sidewalk or on the road.

Ms. Belin stated that she has ridden her bicycle on the sidewalk because traffic moves at fifty miles per hour, and she doesn't believe the proposed changes will slow the speed of traffic. She joined the BPAC because she was hit by a car and believes a green lane will encourage vehicles to pay closer attention.

Mr. Leal asked how the BPAC could voice their concerns to FDOT.

Mr. Harris suggested a letter, resolution, individual comments, or a BPAC recommendation to the TPO Board. He stated that the TPO staff could draft a letter for BPAC review and approval.

Ms. Sharp commented that she is unclear on what the BPAC's purpose is. The meetings should be about changes in the community.

Mr. Harris stated that BPAC's purpose is to review and provide input on projects like this.

Ms. Sharp wanted to know why BPAC wasn't informed about this project earlier in the process.

Mr. Harris stated that even at the current stage, the BPAC's input will make a difference.

Mr. Leal stated his concerns regarding the Nova Road Coalition Project and asked that there be a motion to send a group letter to FDOT pointing out the concerns of the BPAC and that these concerns be included in the minutes.

MOTION: *A motion was made by Mr. Leal to send a letter/correspondence to FDOT expressing concerns over the lack of bicycle facilities in the Nova Road Corridor Improvement Project and early coordination with the BPAC. The motion was seconded by Ms. Belin and carried unanimously.*

Mr. Lodge gave appreciation for the presentation and stated that the BPAC wants to be a part of the coalitions in the future.

Ms. Epps stated that FDOT doesn't consult the BPAC until a lot of work has already been done. The BPAC has a lot of ideas that could have been presented if they had known about the project. The message the BPAC is sending to FDOT is they feel like they should have been involved earlier in the project.

VII. Information Items

- BPAC Attendance Record
- GHSA Pedestrian Safety News Release
- Mason Avenue (SR 430) Improvements Public Meeting
- TPO Board Report
- TPO Outreach and Activities

VIII. Adjournment

The BPAC meeting adjourned at 3:37 p.m.

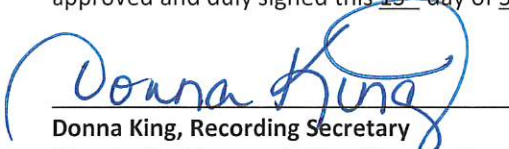
River to Sea Transportation Planning Organization



Mr. Ted Wendler, Chairperson
Bicycle/Pedestrian Advisory Committee (BPAC)
MR. TERRY M. LODGE, VICE CHAIRMAN

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 August 9, 2023 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 13th day of September 2023.



Donna King, Recording Secretary
River to Sea Transportation Planning Organization

**** A recording of the August 9, 2023 BPAC meeting is available upon request.**