Bicycle/Pedestrian Advisory Committee (BPAC)  
Meeting Minutes  
September 12, 2018

Members Present:
Scott Leisen  
Michelle Gremham  
Paul Eik, Vice Chairperson  
Larry Coletti  
Gilles Blais  
Nic Mostert  
Bob Storke, Chairperson  
Gayle Belin  
Danielle Anderson  
Patrick McCallister  
Chris Daun  
Alice Haldeman  
Roy Walters

Non-Voting Technical Appointees Present:
Wendy Hickey  
Terri Bergeron

Members/Technical Appointees Absent:
Doug Hall (excused)  
Jeff Hodge  
Ted Wendler  
Heidi Petito/Bob Owens  
Christy Gillis (excused)  
Nancy Burgess-Hall (excused)  
Eric Kozierski  
Gwen Perney (excused)  
Mike Ziarnek (excused)  
John Cotton

Others Present:
Debbie Stewart, Recording Secretary  
Stephan Harris  
Pamela Blankenship  
Lois Bollenback  
Paul Haydt  
Heather Grubert  
Charles Morrow  
John Scarlato  
David Boyer  
Jason Aufenberg

Representing:
Deltona  
Edgewater  
Flagler Beach  
Flagler County  
Holly Hill  
New Smyrna Beach  
Orange City  
Ormond Beach  
Palm Coast  
Volusia County, District 1  
Volusia County, District 2 Alternate  
Volusia County, District 3  
Volusia County, At-Large

Representing:
Flagler County  
Volusia County

Representing:
Daytona Beach  
DeBary  
DeLand  
Flagler County Public Transportation  
South Daytona  
Volusia County, District 2  
Volusia County School Board  
Port Orange  
FDOT  
Votran

Representing:
TPO Staff  
TPO Staff  
TPO Staff  
East Coast Greenways & Trails Alliance  
FDOT  
Flagler Beach, Alternate  
Scalar Consulting  
Scalar Consulting  
Volusia County, At Large Alternate

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 3:00 p.m. by Chairperson Bob Storke. The roll was called and it was determined that a quorum was present.

Chairperson Storke announced Ms. Nancy Burgess-Hall has been admitted again to the hospital and there is a get well card on the sign-in table for members to sign.
II. New BPAC Member Introduction

Chairperson Storke introduced new TPO Board member, Flagler Beach Alternate, Mr. Charles Morrow.

III. Public Comment/Participation

There were no public comments.

IV. Action Items

A. Review and Approval of August 8, 2018 BPAC Meeting Minutes

Mr. Eik referred to Action Item D, request from Port Orange for additional funding for the North Spruce Creek Road Sidewalk/SUN Trail gap and suggested the amount of funding requested and recommended for approval be shown in the motion.

MOTION: A motion was made by Ms. Belin to approve the August 8, 2018 BPAC meeting minutes as amended to include the amount of $29,420. The motion was seconded by Mr. Coletti and carried unanimously.

B. Review and Recommend Approval of Resolution 2018-## Adopting the 2018 Roadway Safety Evaluation & Improvement Study

Mr. Harris stated the draft Roadway Safety Evaluation and Improvement Study was presented last month; a few comments were received and minor changes were made. The draft report is available on the TPO’s website and a link was provided on page 16 of the agenda. The TPO is asking for a recommendation of approval of the draft study.

Mr. Aufdenberg referred to page 36 of the draft report and the photograph that states it is Dunlawton Avenue; he stated it is not Dunlawton Avenue but Granada Boulevard. It is an inappropriate caption as it is the wrong road. He commented one of the most dangerous intersections is at Clyde Morris Boulevard and Hancock Boulevard. He stated the number of fatalities, injuries and property damage crashes were given throughout the report but the report does not list what type of crashes caused the fatalities, injuries and property damage. He would like to know what crash type contributed to each fatality and injury in order to fix the problem.

Mr. Mostert referred to the summary page in the agenda and the bullet points “identify crash reduction measures to reduce or eliminate overall vehicular crashes by location”. He asked if implementation of these measures was included in the report; if there was an action plan.

Mr. Harris replied yes, the recommendations are included in the report in Section 5.5 on how to mitigate each crash type.

Mr. Aufdenberg referred to the bicycle crashes and suggested in the future identifying if they were right-hook, left-hook or crashes from behind; how the bicyclist was hit.

Mr. McCallister commented that not only would we need to know at what angle the cyclist was hit but also whether the cyclist was on the road or a sidewalk.

Mr. Harris replied this report did not take into account bicyclists on sidewalks; it was strictly roadway analysis.

Mr. McCallister stated bicyclists that are going into a crosswalk are highly susceptible to right-hooks, left-hooks and drivers that go thru a stop sign to edge of the intersection; this is where many pedestrians and bicyclists are struck. By Florida law, a bicyclist on the road is considered a vehicle but if they are on a sidewalk...
is considered a pedestrian. He does not know if police reporting makes that distinction but it would be helpful to know.

Mr. Harris replied that for the purpose of this study, the analysis covered crashes in the roadway and includes crosswalks. It did not cover crashes on sidewalks. A list of the crash reports are in the study report appendix for reference.

Discussion continued.

**MOTION:** A motion was made by Mr. Mostert to recommend approval of Resolution 2018-## adopting the 2018 Roadway Safety Evaluation & Improvement Study. The motion was seconded by Mr. Blais and carried unanimously.

C. **Review and Recommend Approval of Request from Ormond Beach to Increase Funding for the Tomoka Elementary Connector Sidewalk**

Mr. Harris stated this agenda item and the following agenda item are two projects currently in design by the city of Ormond Beach; they are separate projects at separate locations. Supporting documentation from the city as well as the TPO’s resolution pertaining to cost overruns is included in the agenda. Currently, $16,580 in AC/SU funds is programmed for design for the Tomoka Elementary Connector Study; the city estimates the design cost is just under $32,000 leaving a difference of $15,308 which is requested by the city. This project runs in front of Tomoka Elementary School on Old Tomoka Road. The project consists of building a crosswalk and a sidewalk on the north side of the road. Resolution 2016-01 states a cost overrun is the difference between the amount programmed on any project phase and the actual cost of that phase. The request for the next action item, additional funding for the Williamson Boulevard Pedestrian Improvements, consists of adding pedestrian features at the corner of Williamson Boulevard and Hand Avenue. It includes pedestrian signals, countdown signals, crosswalks and signage; it also will include a sidewalk to run along the east side of Williamson Boulevard to fill in gaps up to the Regal Theater. There is $25,760 programmed in AC/SU funds for design in the current year; estimated design cost from the city is $37,888 leaving a difference of $12,128.

Ms. Belin stated she is in favor of both projects; the Tomoka Elementary School sidewalk is in an incredibly busy area; the drop off for students is not adequate and the students do not have a safe place to walk. Drivers are beginning to use Hand Avenue to avoid Granada Boulevard which has increased traffic; she witnessed a hit and run accident in front of Love’s Whole Foods.

Mr. Eik stated because the agenda lists these two projects separately, he would prefer the committee address them independently.

Mr. McCallister commented that a 92% cost overrun is startling; he asked if this percentage is common.

Mr. Harris replied each project is different; some cost overruns are relatively minor and some are not. TPO Executive Director, Ms. Lois Bollenback, has the authority to approve a cost overrun of up to 10%; if it exceeds that, it has to go before the advisory committees and TPO Board. Neither of these two projects can be compared to another project because there are too many variables.

Mr. Aufdenberg stated the letter from the city explains that the city was going to do the design in-house but now is not; they do not give an explanation of why.

Mr. Daun asked if the money requested is just for design and if there is any funding for construction.

Mr. Harris replied construction is not funded or programmed; design in current year is programmed.

Mr. Daun asked how long Ormond Beach would have to build the projects if this funding request is approved.

Mr. Harris replied they have within ten years of being programmed to build it.
Ms. Haldeman commented that the vote is not for whether these are good projects but on whether to bypass the rule that a cost overrun is the city’s responsibility. If the TPO does not give the city the funding, it does not mean the project will die but it may mean the city will have to figure a way to come up with the money.

Mr. Harris replied according to current TPO policy, cost overruns are the responsibility of the local government, in this case, Ormond Beach. The BPAC is being asked to recommend approval to grant the city’s request for the cost increase.

Mr. Elk commented this project has gone through the entire TPO process and was ranked; part of that decision was that the city was going to do the design in-house. That has now changed and he thinks the committee needs to know why it changed in order to make a decision whether to vote on this request which ignores the rule. The rule is a cost overrun is the responsibility of the city.

Ms. Belin asked if members would be comfortable with tabling the item until next month in order to get someone from the city to explain the reason for going outside for design services.

Mr. Harris replied the TPO did request Ormond Beach have a staff member here today. These two items are also on the TPO Board agenda for this month; if this committee tables the items, they will go to the TPO Board without a recommendation from the BPAC.

Ms. Bollenback stated it will go to the board with the BPAC’s recommendation to table the item due to a lack of information.

Ms. Anderson asked if the committee could approve the request for the elementary school and table the other request.

Chairperson Storke asked what the reason is for the city not doing the design; if they were required to give it to a consultant for a reason not of their doing. There is a difference; the resolution guiding the process states if the cost overrun was their fault, the city has to pay and if it was not their fault, they could ask for additional funding.

Discussion continued.

**MOTION:** A motion was made by Mr. Elk to table the request from Ormond Beach to increase funding for the Tomoka Elementary Connector Sidewalk for further information from the city regarding the cost overrun. The motion was seconded by Mr. McCallister and carried with one “no” vote.

D. **Review and Recommend Approval of a Request From Ormond Beach to Increase Funding for the Williamson Boulevard Pedestrian Improvements**

Mr. Elk referred to the letter submitted by the city of Ormond Beach regarding this request and stated he does not see the same indication that the city was going to do the design in-house; it appears this request is because the city underestimated the cost of the project. The back-up documentation is included with the letter.

Mr. McCallister commented this request is a 47% cost overrun.

Ms. Belin replied her calculations show a 35% overrun and the previous project cost overrun was 48%, not 92%.

**MOTION:** A motion was made by Mr. McCallister to table the request from Ormond Beach to increase funding for the Williamson Boulevard Pedestrian Improvements for further information from the city regarding the cost overrun. The motion was seconded by Mr. Blais and carried with one “no” vote.
E. Review and Recommend Approval of the 2018 Regional List of Priority Projects and Updated Priority Process for the Central Florida MPO Alliance (CFMPOA)

(Handout)

Ms. Bollenback explained each year, each MPO develops its priority projects. These are projects that are of a regional nature such as interstate projects, SUN Trail projects and transit projects. All the MPOs in District 5 work together on a regional priority list to send a unified message to FDOT about what the regional priorities are. The original SUN Trail priority list included the East Central Florida Rail Trail project that we are preparing to have a ribbon cutting for. That was one of the first projects to benefit from this regional approach. The challenge when it comes to trails is that there are so many projects being funded it is hard to keep the list current. Last year, the list was separated into SUN Trail Tier 1, the Coast to Coast Trail, SUN Trail Tier 2, the St. Johns River to Sea Loop Trail, and all other SUN Trail projects in the area into Tier 3. The draft final clean version of the list was provided in the agenda and a marked-up version was provided as a handout showing the changes. She reviewed some of the changes and additions to the list. The TPO would like to have this list approved and ready for recommendation at the CFMPOA in October; there are three TPO Board members that sit on that committee. Also included in the agenda is the process that the CFMPOA follows; that was put in place in 2013 and it has also been updated with language. The CFMPOA is also giving notice to the MPOs that they would like to add two categories to the list starting next year; one is for Transportation Systems Management and Operations (TSM&O) projects, which are technology projects and the other for planning studies.

Mr. Daun asked for examples of technology projects and if adaptive signal coordination is included.

Ms. Bollenback replied yes, signal coordination, electronic signage; etc. The term “regional” also needs to be defined; for example, if it includes signal coordination on International Speedway Boulevard (ISB) or just the interstate. FDOT has a master plan that covers much of the interstate system but there is a consortium of engineers that are working on technology in this area and they have a long list of recommendations. This will take those recommendations and move them into the TPO process. It would include signal priority only on roads classified as regional.

Mr. Daun asked about driverless cars and where that would be considered.

Ms. Bollenback replied that will not factor into this because these are projects ready to be deployed. There will be discussions later this fiscal year regarding automated, connected vehicle technology and what it means for us locally. There are a lot of general studies out there and the TPO will bring those in to see what can be done locally to support that technology.

**MOTION:** A motion was made by Mr. Daun to recommend approval of the 2018 Regional List of Priority Projects and updated Priority Process for the Central Florida MPO Alliance (CFMPOA). The motion was seconded by Ms. Anderson and carried unanimously.

V. Presentation and Discussion Items

A. Presentation and Discussion of the St. Johns River to Sea Loop Trail Project Development & Environment (PD&E) Study: SR 44 (Lytle Avenue) to SR 400 (Beeville Road)

Mr. Harris stated this is a follow-up presentation to the St. Johns River to Sea Loop Trail PD&E Study from SR 44 to SR 400 from April. He introduced Mr. John Scarlatos, Scalar Consulting, and Ms. Heather Grubert, FDOT, to give the presentation.

Mr. Scarlatos gave a PowerPoint presentation and stated this update is on the alternative route for the St. Johns River to Sea (SJR2C) Loop Trail from SR 44 to SR 400 (Beeville Road). He gave the project overview and stated the purpose was to close an existing gap of the SJR2C Loop Trail between Edgewater and Daytona Beach. There will be no eminent domain used and the project will not replace bike lanes. He reviewed the
project location and stated it is approximately 18 miles in length. Once complete, the trail will connect Edgewater, New Smyrna Beach, Port Orange, South Daytona, Daytona Beach and parts of unincorporated Volusia County. He reviewed a summary of challenges; the biggest challenge is limited right-of-way and no eminent domain. He explained the alternative route segment by segment in detail. Parts of the route utilize existing 8’ sidewalks that will connect to a constructed 12’ trail. Signage is proposed in some areas to share the road due to environmental concerns; SUN Trail funds do not cover signage, so signage and “sharrows” will need to be funded by the cities in those areas. There are bridges in New Smyrna Beach that the trail will cross; the bridges are not sufficient to accommodate a trail as they are today. In order to avoid environmental and wetland concerns, they are proposing to cantilever over the bridge. There will be a barrier wall separating the trail from the travel lanes. He continued reviewing the trail route through Port Orange to South Daytona. He reviewed the environmental and wetlands impacts, the cultural resources, and the construction cost estimates for each option, Reed Canal Road at $7.4 million and Pope Avenue at $200,000. The cost estimates include a 20% contingency.

Mr. McCallister commented that there are two types of bike riders; recreational riders and necessity riders. He asked if a trail would get a necessity rider closer to employment, shops or educational centers. If it does not, then simplicity is the way to go.

Ms. Belin asked if South Daytona requested the Reed Canal Road option.

Mr. Scarlatos replied yes, that is their desire and the city has a goal to have that option continue up to Nova Road and US 1.

Mr. Daun commented that Reed Canal Road is a two-lane, county road; he thinks that Reed Canal Road would become a four-lane road at some point in the future. He pointed out that this might not be money well spent.

Mr. Scarlatos continued with the presentation and gave an overview of the stakeholder coordination and public involvement. He reviewed the schedule, funding and the next steps. Design is partially funded for 2020; there is no right-of-way or construction funding at this time. They will be holding the Alternatives Workshop on possibly November 14 and 15, 2018; members will receive an email once that date is set. They are looking to have the project approved no later than summer of 2020.

Mr. Mostert commented he thinks when cyclists cross Rose Bay Bridge, they would go beyond Nova Road where the trail is proposed over to Ocean Avenue. It is a beautiful, scenic road along the river that is not heavily travelled. It could feed back into Dunlawton Avenue.

Mr. Aufdenberg asked how people would get across Dunlawton Avenue.

Mr. Scarlatos replied there is left turn southbound lane and a left turn northbound lane on Halifax Avenue; since this will become a one-way street, the northbound turn will be removed. They will improve the median opening and create a mid-block crossing; people will be able to take refuge in the median. They will be recommending the free flow right turn from US 1 eastbound on Dunlawton Avenue become a stop light.

Mr. Daun commented that the trail is supposed to be a destination trail; the East Coast Greenway Trail is a destination trail and not a suburban trail. It is also supposed to follow the coast. It is supposed to be a trail where cyclists can ride from Ft. Lauderdale to Savannah and get tourism dollars in as a destination trail. Instead, what he is seeing is a suburban, ad-hoc trail. There are five US 1 crossings shown and with special events, it will cost anyone planning a ride a lot of money in permit fees because US 1 would have to be shut down. There is also a US 1 loop after Dunlawton Avenue which does not make sense. There is also a crossing at SR A1A and Dunlawton Avenue at US 1 without a discussion of some kind of pedestrian crossover. He does not think this is an acceptable plan and the committee should inform FDOT that this is not okay and they need to look at better options; this is not what the East Coast Greenway Trail is supposed to be. He suggested the planners may need coaching as to what the East Coast Greenway is about.

Discussion continued.
Mr. Paul Haydt, East Coast Greenway Alliance, stated the whole project is for a regional trail; cyclists will not take this route from New Smyrna Beach to Daytona Beach, as it is not a regional trail. This project is $16 to $18 million for a trail no one will use. At the January and February workshops, and here at the BPAC, safety and rideability issues were discussed which have not been addressed. This is the same plan that was presented then. He referred to Port Orange agreeing to turn Halifax Drive into a one-way road; that is a good solution. That was identified when the Office of Greenways and Trails first began discussing this trail but was not included in the first workshop. We should take what works and use it as a base to connect the pieces. He feels the recommendation should be to start with the idea this is a regional trail. The trail from New Smyrna Beach to Titusville is gorgeous; going from that to this is disappointing. The East Coast Greenway is a national trail and that is the standard used. This would be spending $20 million on a trail they will not be able to designate. It is not just the national trail but also part of the St. Johns River to Sea Loop Trail so on a regional level it still does not make the grade. His recommendation is to take what works and move ahead but discuss how to fix the other pieces. Safety is a major issue and intersections are a problem. There are also four railroad crossings on this alternative. He attended the workshops and the tourism benefits, health benefits, and economic benefits with a functional trail were not discussed. The BPAC needs to make a strong statement.

Mr. Mostert asked for clarification that this may not be designated as part of the East Coast Greenway Trail.

Mr. Haydt replied yes; they have designated trails and interim on-road routes as connectors and a good portion of this proposed route are interim on-road routes. He does not see his board approving this as part of the national trail.

B. Presentation and Discussion of the Draft R2CTPO Congestion Management Process (CMP) and Performance Measures Report

Ms. Nicolin stated the link to the draft Congestion Management Process (CMP) and Performance Measures Report was provided in the agenda; this is annual requirement. The CMP helps the TPO monitor, analyze and manage traffic congestion. It is a five-year document; a new fifth year data is added and the previous year is dropped. The other change to this report is the TPO is beginning to incorporate transportation performance measures targets; the TPO adopted the safety targets earlier this year and those have been incorporated into the report. As more targets are adopted, those will also be incorporated into the report. The report is available online and if anyone has questions or comments please provide them to the TPO. The report will be back next month for a recommendation for adoption.

C. Presentation and Discussion of the Draft FY 2017/18 Public Involvement Report

Ms. Blankenship gave a PowerPoint presentation of the draft FY 2017/18 Public Involvement Report. The TPO's fiscal year runs from July 1 through June 30. She reviewed the social media outreach and added the TPO has a master database and an email contact list as well as individual public contact logs for each staff member. She gave an overview of the community presentations and events the TPO attended throughout the year including bike helmet fittings; a total of 977 bike helmets were distributed to adults and children last year which is an increase of 15%. The 2018 “Tell the TPO” survey received 2,176 responses and it is estimated the survey reached 62,363 people. For FY 2018/19, the TPO will be reaching out to the “younger crowd” beginning with the TRAC (Transportation and Civil Engineering) program through Mainland High School. She is looking for engineers and transportation experts to serve as volunteer mentors. The Public Outreach Summary is provided in the agenda for information.

Mr. Aufdenberg announced the “Not so Noisy” Bike Week Committee had their first meeting and the event will be held starting February 25, 2019. It will be held at all three college campuses.

D. Presentation and Discussion of the Annual Call for Projects and Priority Project Ranking Process of the River to Sea TPO
Mr. Harris stated the TPO’s priority process consists of three resolutions which were included in the agenda with the exception of Resolution 2017-02 which has been superceded by Resolution 2017-32. The only difference is the new resolution has a provision for project sponsors to annually submit to the TPO a letter reaffirming their continued support to retain their projects on the priority list and provide updated cost estimates. There are three categories of projects; Traffic Operations and Safety projects, Bicycle/Pedestrian projects and Planning Studies. He reviewed the process cycle; at this time, the TPO is in review of the previous call for projects and the priority process. The BPAC Project Review Subcommittee expects to meet late this month or the first week of next month to begin the review.

Mr. Daun asked if there was a calendar for funding; if it was the calendar year.

Mr. Harris replied the TPO’s fiscal year is from July 1 to June 30.

Mr. Daun asked if that coincides with the state’s fiscal year.

Mr. Harris replied yes, it is the state’s fiscal year.

VI. **Staff Comments**

→ Florida Trail Town Designation

→ Status Update on the R2CTPO Bicycle Suitability Map

Mr. Harris stated the Bicycle Suitability Map Subcommittee met on August 29, 2018 and reviewed the recent draft. They recommended several revisions; the map is not ready for adoption. TPO staff is working with the consultant to address those revisions the subcommittee requested.

→ Status Update on the R2CTPO List of Prioritized Bicycle and Pedestrian Projects

→ Status Update on Holly Hill Sidewalk Projects

Mr. Harris stated included in the agenda are letters from the city of Holly Hill removing the five sidewalk projects from the TPO’s priority list.

→ Status Update on Daytona Beach Sweetheart Trail Lighting Project

Mr. Harris stated also included in the agenda is a letter from the city of Daytona Beach removing the Sweetheart Trail lighting projects from the priority list; all of these projects are in Tier B.

VII. **Information Items**

→ August 2018 TPO Outreach & Activities

→ BPAC Attendance Record

→ BPAC Bicycle Suitability Map Subcommittee Report

→ East Central Regional Rail Trail Ribbon Cutting

→ Mobility Week October 27 – November 3, 2018

→ Pedestrian Safety/White Cane Awareness Event

→ TPO Board Meeting Report

VIII. **BPAC Member Comments**

Mr. Blais commented that in regards to the trails in downtown Daytona Beach, he is waiting on the city to rejuvenate them. In this area, if it is a success in one city, others will copy. He is educating his city commissioner and city manager on bike trails.
Ms. Belin stated she took the opportunity during the meeting to email the mayor of Ormond Beach regarding not having a city representative present to address questions regarding the city’s request for additional funds. The mayor did reply and stated he did not know what happened but he will look into it and make sure it does not happen again. A city representative will be present next month to address this.

Ms. Haldeman asked if there was any interest from committee members to start the meeting earlier than 3:00 pm.

Mr. Aufdenberg suggested making it a discussion item for next month’s agenda.

Mr. Eik stated he has been approached by some Flagler Beach residents asking if he could put out information that people that walk across the Moody Boulevard Bridge in Flagler Beach are being disturbed by many bicyclists on the sidewalk. There are bike lanes on either side of the bridge but a lot of cyclists are afraid to ride on the bridge so they ride on the sidewalks. The residents asked if there was a way to get some signage requesting cyclists walk their bikes across the bridge. Regarding the request for additional funding, he stated the BPAC is good at asking questions and coming to decisions with a simple voice vote. But when there is an issue, when the decision is split, he does not know what the protocol is. If there is no protocol, he asked for it also to be included in next month’s agenda that if the committee cannot determine a decision by a voice vote, a roll call vote be taken.

Mr. Daun reiterated he is honored to be on the committee because he is an avid bicyclist and he sees the potential in the community to develop world class trails. He feels it is up to the BPAC to advocate for the East Coast Greenway Trail to come through our community so we can host world class events here. The BPAC needs to make a stand against this FDOT project, he is not happy with what was presented today and it needs to go back to the drawing board. There has been a tremendous amount of pedestrian and bicyclists fatalities this month, especially in eastern Volusia County. It was on the news last year that Orlando was the most dangerous city for pedestrians in the United States. He referred to Mr. Aufdenberg’s comments regarding the type of crashes for bicyclists and pedestrians and that the BPAC needs to push for better statistics in order to reach better solutions.

Ms. Anderson announced this Saturday is the International Coastal Clean-Up along all the beaches and waterways and she encouraged members to participate; the information is available on oceanaconservancy.org. She referred to the request from Ormond Beach for additional funding for the sidewalk at the elementary school and stated there is never a price tag to put on the safety of our children which is why she gave a “no” vote.

Mr. Harris asked the location of the Coastal Clean-Up.

Ms. Anderson replied it is on every beach across the world.

Mr. Aufdenberg thanked Mr. Haydt for attending the meeting and for speaking up for the East Coast Greenway Trail. He announced he has ordered bicycle lights for Daylights Savings Time to give to Embry-Riddle Aeronautical University students. The National Academy Press has just published a new design guide for low speed multi modal roadways.

Mr. Walters stated the Daytona News-Journal yesterday had two trail project articles; one in Ormond Beach that is only 10’ wide. The other is a SUN Trail project at the corner of Dirkson Avenue and US 17/92 which requires a 14’ wide trail but they are trying to get a deal for a 12’ trail through the development and an 8’ sidewalk along US 17/92. He asked if the TPO could work on this. The proposed East Coast Greenway Trail presented today is not acceptable.

Mr. McCallister stated he agreed with Mr. Walters on the East Coast Greenway Trail. He is doing the Flagler Condo Century Bike Ride this weekend.

IX. Adjournment

The BPAC meeting adjourned at 5:16 p.m.
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 September 12, 2018 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 10th day of October 2018.

Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization
Request for Public Comment

Dear Citizen:

Public participation is encouraged at all TPO Board and advisory committee meetings. If you desire to be recognized by the Chairman, please fill out this form and give it to a TPO staff member (PRIOR to the start of the meeting).

Thank you for your cooperation.

Lois Bollenback, Executive Director
River to Sea TPO

Please indicate when you wish to address the committee/board:

☐ At the beginning of the meeting under Public Comment
☐ At the beginning of the following agenda item:

(Please indicate the specific agenda item)

Date 9-12-18

Name Paul Haydt - EastCoastGreenway Alliance

Address

Contact Information

Comments: (please use back of page if needed)

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