

**Citizens' Advisory Committee (CAC)  
Meeting Minutes  
March 16, 2021**

**CAC Members Physically Present:**

Kerry Karl  
Janet Deyette  
Ed Fendley  
Marcia Stevens-Foltz  
Gilles Blais  
Bob Storke  
Paul Martel  
Alan Peterson, Vice Chairperson  
Joe Villanella  
Bobby Ball  
Jack Delaney  
Dave Castagnacci  
Elizabeth Alicia Lendian  
Edie Biro  
Melissa Winsett (non-voting)

**CAC Members Virtually Present:**

Erika Benfield  
Nora Jane Gillespie, Chairperson  
Roger Strcula  
Susan Elliott  
Patricia Lipovsky  
Rakinya Hinsonr (non-voting advisor)

**CAC Members Absent:**

Mary Dioguardi (excused)  
Faith Alkhatib (non-voting)  
Tisha Peterson  
Rick Basso

**Others Present:**

Debbie Stewart, Recording Secretary  
Colleen Nicoulin  
Pam Blankenship  
Lois Bollenback  
Stephan Harris  
Phyllis Staussenberg  
Kathy Pugh  
Kellie Smith (virtually)  
Brian Stanger (virtually)  
Heather Garcia (virtually)  
Sarah Van Gundy (virtually)

**Representing:**

DeBary  
Deltona  
Flagler Beach Alternate  
Flagler County  
Holly Hill  
Orange City  
Pierson Alternate  
Palm Coast  
Ponce Inlet  
Port Orange  
South Daytona  
Volusia County Chair  
Volusia County at Large  
Votran (CTC)  
Volusia County Traffic Engineering

**Representing:**

DeBary  
New Smyrna Beach  
Ormond Beach  
Pierson  
Volusia County D-2  
FDOT District 5

**Representing:**

Flagler Beach  
Flagler County Traffic Engineering  
Flagler County Public Transportation  
Lake Helen

**Representing:**

TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
TPO Staff  
Citizen  
Citizen  
FDOT  
FDOT  
FDOT  
FDOT

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

Vice Chairperson Peterson called the meeting of the River to Sea Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) to order at 1:15 p.m. 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 fourteen voting and one non-voting members physically present and five voting and one non-voting members virtually present.

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

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

The Pledge of Allegiance was given.

## **II. Press/Citizen Comments**

There were no press/citizen comments.

## **III. Action Items**

### **A. Review and Approval of February 16, 2021 CAC Meeting Minutes**

**MOTION:** *A motion was made by Mr. Storke to approve the February 16, 2021 CAC meeting minutes. The motion was seconded by Mr. Blais and carried unanimously.*

### **B. Review and Recommend Approval of Resolution 2021-## Amending the FY 2020/21 to 2024/25 Transportation Improvement Program (TIP) (Roll Call Vote Required) with a Presentation and Discussion of FDOT Districtwide Freight Program**

Ms. Nicoulin stated two projects are being added to the Transportation Improvement Program (TIP); one programs \$2 million for a PD&E study for a FDOT Districtwide Truck and Freight Alternative Site Analysis and the other programs grant funding for a transit project for the Center for the Visually Impaired. She introduced Ms. Kellie Smith, FDOT, to give a presentation on the Districtwide Truck and Freight Alternative Site Analysis.

Ms. Smith gave a PowerPoint presentation and noted a public service announcement (PSA) video is available regarding the truck parking issue; she was unable to show the video due to a technical issue but she encouraged members to watch it later. She announced FDOT will be kicking off the PD&E truck parking analysis this summer. Truck parking is a critical issue and the number one issue for commercial truck drivers. She explained Jason's Law was enacted as part of MAP-21; as part of that, it directed the US DOT to conduct a survey and a comparative assessment to evaluate the ability of each state to provide adequate truck parking for commercial vehicles engaged in interstate transportation; assess the volume of commercial vehicle traffic in each state; and develop a system of metrics to measure the adequacy of commercial vehicle parking facilities in each state. Over 40% of truck drivers spend over an hour searching for a place to park which results in an annual loss of \$5.1 billion in revenue. FDOT completed a statewide truck parking survey in March 2020; there are currently 298 truck parking facilities with 10,000 truck parking spaces available throughout the state. There is a need for more truck parking; 3,400 additional spaces are needed statewide today. The statewide study showed the I-4 corridor is the most critical corridor in the state for truck parking. FDOT District 5 conducted Phase I of a Truck Parking Study Phase 1 which assessed the existing truck parking capacity and future truck parking demand throughout the district. I-4 in District 5 is 75 miles and the only truck parking along the stretch is in the Longwood area; there are 36 spaces available in District 5 with an additional 89 spaces in Polk County, just south of the district boundary. The current demand for truck parking spaces in District 5 is 481, by 2025 it will be 750, and 883 by 2040. Truck parking demand is expected to continue to grow as new industrial facilities continue to locate along the corridor. FDOT District 5 secured federal freight funds to conduct a PD&E study for this endeavor; it will evaluate and recommend potential truck parking sites that will be viable for either public and/or private sector development to meet the estimated truck parking demand along the corridor through 2040. The analysis will include heavy public and local engagement, engineering analysis, and an environmental assessment. A preliminary concept design will be performed for every recommended, viable site. The PD&E study will include extensive local engagement and public involvement; they want to ensure they right project in the right place and public input is critical to the process. Design is funded for 2021, right-of-way from 2023 to



2027 and construction in 2026. This is a need we have as a region and it is important to work together to find a solution. She noted that they do not yet have a site for the design, right-of-way or construction.

Vice Chairperson Peterson asked if they are looking at multiple sites throughout District 5 and if there is a limit to the number of sites; if they are looking at two or three sites or as many as possible.

Ms. Smith replied the estimated demand for truck parking spaces for 2040 is 883 and they want to be able to fill that need; they do not yet have any sites in mind. They want to take the PD&E through the full process; they do not want to lose the information from the previous studies but the sites identified in those may not be the ones to move forward.

Ms. Foltz asked if the estimated demand for 883 truck parking spaces was statewide.

Ms. Smith replied no, that is just for the I-4 corridor.

Vice Chairperson Peterson noted that Flagler County is not listed in the list of counties included in the study.

Ms. Smith replied the project is for counties identified in the I-4 corridor within District 5; Seminole, Orange, Osceola and Volusia Counties. They have a separate project on I-75 to look at truck parking needs and will eventually do the same for I-95 which includes Flagler County.

Ms. Foltz referred to the freight concept sites and asked how many truck parking spaces they would include.

Ms. Smith replied it depends on where the site is and the size of the property; also, the input from the local agencies involved and the public. It will depend on the land use of the parcels identified; she cannot say at this point until they have the analyses of the sites. They have the scope and have started negotiations with their consultant. They will bring back more information as the process moves along; they want to ensure this is a collaborative process for everyone.

Discussion continued.

**MOTION:**        *A motion was made by Mr. Martel to recommend approval of Resolution 2021-## amending the FY 2021/21 to 2024/25 Transportation Improvement Program (TIP). The motion was seconded by Mr. Blais and carried unanimously.*

#### **IV.     Presentation Items**

##### **A.     Presentation and Discussion of List of Project Priorities**

Ms. Nicoulin stated each year the TPO develops a List of Priority Projects (LOPP); the current list is available on the TPO's website and lists the projects prioritized in our planning area that are able to access federal and state resources. The projects on the LOPP come from a variety of different sources; she explained the different lists. She reviewed the flow chart of the annual priority project process. Prior to opening the annual Call for Projects, the subcommittees meet to review the process, project applications and guiding resolutions and discuss any issues that may have occurred the previous year as well as ways to improve the process. This year, the Call for Projects opened at the end of November and closed at the end of February; local governments submit projects applications for bicycle/pedestrian, traffic operations and planning studies. She is in the process of scheduling the TIP Subcommittee now and the BPAC Project Review Subcommittee meets tomorrow. The TIP Subcommittee reviews the project applications for traffic operations and planning studies. The applications are scored based on a set of criteria used, including safety, congestion, etc., and the LOPP is updated with the new projects. A draft LOPP is presented in May to the advisory committees and TPO Board with formal adoption in June. Once adopted, the LOPP is submitted to FDOT; it conveys the TPO's priorities in the planning area to FDOT and they use the list to update their tentative Work Program. Projects that move into the Work Program and have funding are pulled off the TPO's priority list. Once the legislature approves FDOT's Work Program, the TPO

uses that information to develop the new TIP for the next fiscal year; a draft TIP is also presented in May and adopted in June.

Mr. Castagnacci asked if a project is prioritized, if it is already in the TIP and or if it will be added to the TIP.

Ms. Nicoulin replied new projects received from the local governments during the Call for Projects are not part of the TIP; she referred to the LRTP and stated everything the TPO does is grounded in the LRTP. The traffic operations and bicycle/pedestrian programs the TPO have established and the funding associated with them are identified in the LRTP. The projects that populate those programs and the funding for those projects are reviewed every year. Getting a project onto the priority project list is the first step to adding it to the TIP.

Vice Chairperson Peterson asked how many project applications were received this year.

Ms. Nicoulin replied for four project implementation and one feasibility study applications were received for the bicycle/pedestrian program and eight project implementation, four feasibility studies and one planning study application were received for traffic operations.

Mr. Storke referred to Action Item B, Recommendation of Approval of a TIP Amendment, and noted it required a roll call vote.

Ms. Nicoulin replied yes, it does require a roll call vote. She asked for a motion to re-open the item.

**MOTION:** *A motion was made by Mr. Storke to re-open Action Item B, recommend approval of Resolution 2021-## amending the FY 2021/21 to 2024/25 Transportation Improvement Program (TIP), for a roll call vote. The motion was seconded by Mr. Blais. A roll call vote was taken and the motion passed with one opposing.*

**B. Presentation and Discussion of Transportation Safety**

Ms. Bollenback gave a PowerPoint presentation of transportation safety and stated this has been a difficult presentation to assemble as there have been recent incidents as well as the release of the Dangerous by Design Report last week. We are doing good, hard work relating to safety and to see crashes increasing is difficult. Safety is complicated and there is not a silver bullet to fix the issue. The TPO is only one agency that participates in the effort and we will continue to do so. She reviewed the five-"E's" of safety; evaluation, engineering, enforcement, encouragement and education. She noted FDOT has added emergency response and four "I's" to their list; information, innovation, insight and investment. We have to figure out how to use all the different strategies to make a safer transportation system. We should also consider equity and empathy; there are populations that are disproportionately impacted by unsafe conditions. Empathy is important because if we are not concerned enough about others we will continue to have increasing crashes. The participants in this process include FDOT, local governments, MPOs, law enforcement, advocacy groups, health agencies and users of the transportation system. We use the transportation system every day and it is important to recognize and message that this is not someone else's problem fix; it is the responsibility of everyone involved. She explained FDOT's "Vision Zero" policy and stated it is intended to be a shift in the way we think about transportation safety. Over the last few decades, transportation safety has been viewed as an inevitable byproduct of transportation. She suggested we approach it like the airlines do a plane crash or Votran views a transit-related crash and determine if the event could have been prevented and if so, why it was not and how it could be prevented in the future. FDOT has three plans that guide their safety approach across the state; the Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP) and the Highway Safety Implementation Plan (HSIP). These plans outline the strategies they will pursue based on a review of the data. She will send a link to FDOT's website where the plans are available for review. She reviewed portions of the plans and stated FDOT had 394 safety projects in 2018 statewide totaling approximately \$155 million. FDOT is clear about what is important to them and they are identifying ways to fix the issues. The TPO wants to support and complement FDOT's efforts.

She continued the presentation and reviewed some of the TPO's resources including required efforts such as the Long Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), planning studies, project



priority list, etc. Projects in the TIP by law have to be tied to the safety performance targets the TPO must set each year to show how the projects are addressing safety. She gave an overview of safety studies the TPO has completed over the last few years. The TPO also participates in many safety awareness and community events. She reviewed what some of the safety studies revealed in regards to the factors that contribute to crashes such as road design, distracted driving, impaired driving, etc. The TPO sets safety targets for our planning area based on the data; FDOT sets targets at the state level. They are striving for Vision Zero. Targets started to be required a few years ago and FDOT submitted their first two-year report; the Federal Highway Administration (FHWA) determined that the state has not made significant progress towards meeting its safety goals. This is not because FDOT has not been doing enough; they have but they need to do more as does the TPO. We will continue to work in that direction. The role of the TPO is to prioritize projects and target funding, complete planning studies, set safety targets and conduct public education and outreach. The challenge is the TPO is but one organization and does not write the laws, enforce the laws, or build projects; however, we can influence funding of projects, and promote and educate the public. The question is what else can we do; she reviewed items currently in the TPO's work plan including pursuing the improvements identified in the top ten crash locations, implement programs identified in the Community Safety Action Plan (CSAP), produce crash maps and promote efforts to reduce posted speeds. She asked members to provide input on what additional information they may need and if there is a study or analysis they think that needs to be completed.

Vice Chairperson Peterson asked if there was a way to segregate accidents that are human error; he commented you could have the safest road in the world but if someone steps out into traffic there is not a safety mechanism to prevent it. There was an unforeseen accident in Flagler County that resulted in four fatalities; it might be helpful if police reports could designate those accidents that officers feel are unpredictable. We cannot prevent accidents 100% but we ought to be able to include those that we may have never thought would occur.

Ms. Bollenback replied some accidents are not preventable but she would argue those are few and far between. If an accident is caused by a blown tire, it could be that the tire was worn, there was debris in the road or the driver could have been speeding. A lot of things could contribute to an accident that are considered to be preventable. FDOT's Vision Zero is not intended to be absolute but instead to be no preventable accidents.

Ms. Foltz referred to the Dangerous by Design Report and the increase of crashes across the nation; Florida had 8 locations in the top 20. She asked what other highly populated cities that do have the same crashes like Seattle, Chicago or New York are doing.

Ms. Bollenback replied FDOT under the prior leadership of Secretary Mike Shannon was doing just that; finding out what was different about District 5 versus other areas around the state and other states. We are not going to be shy about stealing someone's good ideas to make a difference. She does not know the answer to her question; speed is being looked at as it is becoming a bigger area of focus.

Discussion continued.

**C. FDOT Report**

The FDOT report was provided in the agenda.

Mr. Delaney commented Dunlawton Avenue was repaved a couple of years ago and commented there are already some failures; he asked who is responsible for that.

Ms. Smith replied she would have FDOT's Operations Department take a look at it and get back to him.

**D. Volusia and Flagler County Construction Reports**

The Volusia and Flagler County Construction Reports were provided in the agenda.

**V. Staff Comments**

Ms. Nicoulin announced there are two new CAC members in attendance; Mr. Ed Fendley, alternate for Flagler Beach, and Ms. Kerry Karl, the DeLand representative.

**VI. CAC Member Comments**

Ms. Lendian asked when the public open house regarding Votran's Transit Development Plan (TDP) would be held.

Ms. Nicoulin replied she does not have that date but will get it and send it to members.

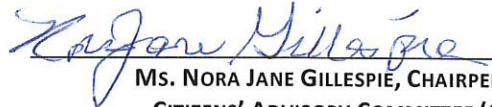
**VII. Information Items**

- CAC & TCC Attendance Records
- February TPO Outreach and Events
- February 24, 2021 TPO Board Meeting Report

**VIII. Adjournment**


There being no further business, the CAC meeting adjourned at 2:55 p.m.

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

  
**MS. NORA JANE GILLESPIE, CHAIRPERSON  
CITIZENS' ADVISORY COMMITTEE (CAC)**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of the minutes of the March 16, 2021 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 20<sup>th</sup> day of April 2021.



**DEBBIE STEWART, RECORDING SECRETARY  
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

**VOLUSIA TRANSPORTATION PLANNING ORGANIZATION (TPO)**  
**CITIZENS ADVISORY COMMITTEE (CAC)**  
**ROLL CALL VOTE**

**MEETING DATE:** TUESDAY, MARCH 16, 2021  
**MEETING TIME:** 1:15 P.M.  
**MEETING LOCATION:** RIVER TO SEA TPO

QUORUM: 9 MEMBERS YES

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**MOTION:**

<u>REPRESENTING:</u>	<u>CAC MEMBER:</u>	<u>YES</u> / <u>NO</u>
DELTONA	JANET DEYETTE	<input checked="" type="checkbox"/> / <input type="checkbox"/>
DEBARY	ERIKA BENFIELD	<input checked="" type="checkbox"/> / <input type="checkbox"/>
EDGEWATER	<del>DAN KLASSEL</del>	<input type="checkbox"/> / <input type="checkbox"/>
FLAGLER COUNTY	MARCIA FOLTZ	<input checked="" type="checkbox"/> / <input type="checkbox"/>
HOLLY HILL	GILLES BLAIS	<input checked="" type="checkbox"/> / <input type="checkbox"/>
LAKE HELEN	RICK BASSO	<input type="checkbox"/> / <input type="checkbox"/>
NEW SMYRNA BEACH	NORA JANE GILLESPIE	<input checked="" type="checkbox"/> / <input type="checkbox"/>
ORANGE CITY	BOB STORKE	<input checked="" type="checkbox"/> / <input type="checkbox"/>
ORMOND BEACH	ROGER STRCULA	<input checked="" type="checkbox"/> / <input type="checkbox"/>
PALM COAST	ALAN PETERSON	<input checked="" type="checkbox"/> / <input type="checkbox"/>
PONCE INLET	JOE VILLANELLA	<input checked="" type="checkbox"/> / <input type="checkbox"/>
PIERSON	SUSAN ELLIOTT	<input checked="" type="checkbox"/> / <input type="checkbox"/>
PORT ORANGE	BOBBY BALL	<input checked="" type="checkbox"/> / <input type="checkbox"/>
SOUTH DAYTONA	JACK DELANEY	<input type="checkbox"/> / <input checked="" type="checkbox"/>
VOLUSIA COUNTY CHAIR	DAVE CASTAGNACCI	<input checked="" type="checkbox"/> / <input type="checkbox"/>
VOLUSIA COUNTY D-2	PATRICIA LIPOVSKY	<input checked="" type="checkbox"/> / <input type="checkbox"/>
VOLUSIA COUNTY AT LARGE	ELIZABETH LENDIAN	<input checked="" type="checkbox"/> / <input type="checkbox"/>
VOTRAN (CTC)	<i>Eddie Biro</i> <del>RALF HESELER</del>	<input checked="" type="checkbox"/> / <input type="checkbox"/>
FLAGLER COUNTY TRANSIT	<del>TISHA PETERSON</del>	<input type="checkbox"/> / <input type="checkbox"/>