

**Citizens' Advisory Committee (CAC)
Meeting Minutes
March 20, 2018**

CAC Members Present:

Sue Habel
Janet Deyette, Chairperson
Bliss Jamison
Marcia Stevens-Foltz
Gilles Blais, Vice Chairperson
Nora Jane Gillespie
Bob Storke
Susan Elliott
Joe Villanella
Bobby Ball
Patricia Lipovsky
Elizabeth Alicia Lendian
Melissa Winsett (non-voting)
Edie Biro
Vickie Wyche (non-voting advisor)

CAC Members Absent:

Ralph Bove (excused)
Daryl Hickman
Faith Alkhatib (non-voting)
Bob Owens
Alan Peterson (excused)
Jack Delaney
Terry Bledsoe (excused)

Others Present:

Debbie Stewart, Recording Secretary
Pam Blankenship
Colleen Nicoulin
Lois Bollenback
Stephan Harris
Aarti Sharma
Vince Wang
Heather Grubert
Lara Bouck
Laura Turner
John Scarlatos
Kristin Caruso
Amit Singh
Angelike Keene

Representing:

Daytona Beach
Deltona
Edgewater
Flagler County
Holly Hill
New Smyrna Beach
Orange City
Pierson
Ponce Inlet
Port Orange
Volusia County
Volusia County
Volusia County Traffic Engineering
Votran (CTC)
FDOT District 5

Representing:

DeBary
Flagler Beach
Flagler County Traffic Engineering
Flagler County Transit
Palm Coast
South Daytona
Volusia County

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
TPO Staff
FDOT
H.W. Lochner
Citizen
Scalar Consulting
Scalar Consulting
Scalar Consulting
UF/IFAS

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

Chairperson Deyette 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 present.

II. Introduction of New CAC Members (CAC Only)

Chairperson Deyette introduced Ms. Sue Habel, Daytona Beach representative.

III. Press/Citizen Comments

There were no press/citizen comments.

IV. Action Items

A. Review and Approval of February 20, 2018 CAC Meeting Minutes

MOTION: *A motion was made by Mr. Storke to approve the February 20, 2018 CAC meeting minutes. The motion was seconded by Mr. Blais and carried unanimously.*

B. Appointment of 2018 Transportation Improvement Program (TIP) Subcommittee Members

Chairperson Deyette stated each year, the TIP Subcommittee is convened to evaluate priority project applications and to review the Call for Projects process and selection criteria used to develop the TPO's Project Priority Lists. TPO staff is seeking volunteers from each advisory committee to participate in this subcommittee.

Ms. Nicoulin stated the TIP Subcommittee reviews project applications for Traffic Operations/ITS/Safety and planning projects for feasibility studies and implementation. The purpose of this subcommittee is to rank the applications that are received during the Annual Call for Projects so they can be listed on the TPO's Project Priority List. The Call for Projects is currently open and will close on April 2, 2018. There will tentatively be a subcommittee meeting the week of April 16, 2018 and the week of April 23, 2018. The current TIP Subcommittee members are listed on page 17 of the agenda; the TPO is asking if the current CAC members on the TIP Subcommittee wish to continue to serve. Mr. Peterson is not here today but she did speak with him and he does wish to continue serving. It is also open for any additional volunteers; there is no limit on the number of people who can be on the subcommittee but there must be a quorum at the meeting. She asked for confirmation from Mr. Storke, Mr. Blais, Ms. Lendian, Ms. Gillespie, and Mr. Ball if they wished to remain on the TIP Subcommittee; all confirmed they did. She asked if anyone else would like to volunteer.

Ms. Lipovsky volunteered.

MOTION: *A motion was made by Mr. Villanella to reappoint Mr. Alan Peterson, Mr. Bob Storke, Mr. Gilles Blais, Mr. Bobby Ball, Ms. Elizabeth Lendian and Ms. Nora Jane Gillespie and to appoint Ms. Patricia Lipovsky to the Transportation Improvement Program (TIP) Subcommittee. The motion was seconded by Mr. Storke and carried unanimously.*

C. Review and Recommend Approval of Resolution 2018-## Adopting the Bicycle and Pedestrian Master Plan Report

Chairperson Deyette stated the Bicycle and Pedestrian Plan is intended to serve as a resource for non-motorized travel on roadways, multi-use trails, sidewalks and bicycle lanes in Volusia and Flagler Counties.

Mr. Harris stated a link to final draft of the Bicycle and Pedestrian Master Plan Report was provided in the agenda on page 18. It is similar to the draft from last month with minor improvements to the maps used in the bicycle and pedestrian crash data. He is happy to address any comments or questions regarding the final draft report.

MOTION: *A motion was made by Mr. Storke to recommend approval of Resolution 2018-## adopting the Bicycle and Pedestrian Master Plan Report. The motion was seconded by Mr. Blais and carried unanimously.*

V. Presentation Items

7. COST FEASIBLE PLAN

Requirements for a long range plan include identifying the **major capacity enhancing projects** and **projects of regional significance** within the planning area. Projects in the cost-feasible plan were identified through a combined process of coordination and review with transportation professionals, technical modeling of transportation alternatives, local government coordination, project screening, and public input and review. This process was conducted in consultation with Federal, State, environmental, land management and regulatory agencies to select projects which support the vision and goals of the long range plan, and include factors such as future trip demand, economic development, safety, land use, connectivity and importance to freight movement.

The TPO also recognizes the importance of non-capacity programs required for preservation of the existing system including activities such as safety, project support, and systems operations and maintenance. Other activities including roadway resurfacing and restriping, bridge rehabilitation and maintenance, landscape maintenance, drainage maintenance, lighting improvements, and signal retiming are among the various types of activities necessary to maintain the physical and operational integrity of the transportation system. In accordance with FDOT's "2040 Revenue Forecast Handbook", the revenue estimates provided by FDOT to the TPO for use in long range planning are for capacity and non-capacity transportation improvements. Funds needed for the operation and maintenance of the State Highway System and other system preservation activities have been provided by FDOT in an "Appendix for the Long Range Metropolitan Plan." This information includes forecasts that demonstrate revenue estimates sufficient for meeting the program objectives throughout the TPO area.

In the State of Florida, all federal and state transportation funding is channeled through the FDOT. Annually, FDOT requests lists of prioritized projects and required phases to be funded. Major capacity projects included on the lists must be identified in the adopted long-range transportation plan and in the appropriate local government comprehensive plan(s). Other projects – those that are referenced in the Cost Feasible Plan only by general project type or program – are identified and ranked through the TPO's "call for projects."

The starting point for developing the 2040 cost feasible transportation network involves identifying transportation projects that are scheduled to be completed as part of the TPO's adopted Transportation Improvement Program (TIP). The TIP is a five-year fiscally constrained program of projects that is supported by the most current revenue estimates with funding that has been committed by FDOT. The TIP includes project costs by phase and fund source.

During the development of the 2040 LRTP, the adopted TIP spanned Fiscal Years (FY) 2014 to 2018. In relation to the 20-year planning horizon of the LRTP, projects included in the adopted TIP comprise the first three years of the long range plan. This includes Fiscal Years 2016, 2017 and 2018. Funding available in the TIP totaled \$928,271,979. This total includes federal, state and local funds available for capacity enhancing projects and projects of regional significance (non-SIS). Much of this funding was used for system preservation, operations and maintenance, and non-capacity projects. The total program cost for capacity projects as outlined in the TIP and included in this plan was \$334,364,632.

d Discussion of the "Tell the TPO" Survey Campaign

(Handout)

Ms. Blankenship stated every two years, the TPO takes on the "Tell the TPO" survey; this will be the third one. The purpose of the survey is to understand the public's priorities and preferences on transportation for the TPO planning area. She introduced Ms. Lara Bouck, H.W. Lochner, to give the presentation.

Ms. Bouck gave a PowerPoint presentation and stated there are several goals for the survey; the primary goal is to obtain information on public opinion of transportation issues and the desires for mobility options in the TPO region. She reviewed the secondary goals and stated the target audience is everyone that lives, works or visits the TPO region; the goal is to receive 2,000 responses. She reviewed the marketing plan and the ways the survey will be accessed. There will be a prize drawing for the public responses, a competition between the committees of the TPO with a trophy for the winning committee and a trophy awarded to the most successful TPO Board member. The prior survey results are available on the TPO website. She reviewed the outreach efforts for the survey. Her team has been working with TPO staff and various stakeholders to review the survey instrument and suggest questions to change or new questions to add. There are six new questions under consideration. She encouraged the members to make any suggestions for questions or topics.

Ms. Gillespie suggested contacting the League of Women Voters about putting the survey on their website.

Ms. Foltz asked if the cities and counties will put it on their websites.

Ms. Bouck replied yes. She asked for the committee members opinions on the suggested new questions.

Ms. Gillespie commented that sea level rise is big right now.

Ms. Foltz replied that sea level rise and evacuation go together.

Ms. Bouck explained the wording of the question regarding sea level rise and stated it is a multiple choice question with a five-point scale from very impactful to not impactful at all.

Ms. Lipovsky asked if the survey instrument would be accessible for a screen reader.

Ms. Bouck replied yes.

Ms. Elliott asked if there was a question regarding existing roadways.

Ms. Bouck replied yes; the question asks about the overall satisfaction with the current transportations facilities.

Ms. Foltz asked if there was a comment box on the survey.

Ms. Bouck replied yes, at the end of the survey.

Ms. Winsett suggested reaching out to the high schools and drivers education departments.

Ms. Gillespie suggested the teachers' union for Volusia County; they have good distribution and it will go out to all the schools.

Ms. Bouck reviewed the schedule for the survey; presentations are given to the committees and TPO Board this month and the final draft will be adopted in April. The survey will go live April 30, 2018 and remain open for two months. The data will be compiled and analyzed in July and the results presented in August.

Ms. Elliott asked if a presentation would be made to the Volusia County Council.

Ms. Blankenship replied that most of the Volusia County Council members are on the TPO Board and it will be presented at the board meeting.

Chairperson Deyette asked what the deadline was for input or comments.

Ms. Blankenship replied next Friday, March 30, 2018.

B. Presentation and Discussion of the St. Johns River to Sea Loop Trail PD&E Study

Chairperson Deyette stated the St. Johns River to Sea Loop Trail PD&E Study is being conducted to develop and evaluate options for a multi-use trail along US 1 in the cities of New Smyrna Beach, Port Orange, South Daytona and unincorporated Volusia County.

Mr. John Scarlatos, Scalar Consulting Group, gave a PowerPoint presentation of the St. Johns River to Sea Loop Trail PD&E Study from SR 44 at Lytle Avenue to Beville Road. He reviewed the background and the purpose of the trail and explained that PD&E stands for Project Development and Environment and it is conducted to meet the requirements of the National Environmental Policy Act (NEPA). A link to the presentation was provided on page 33 of the agenda. He reviewed the issues being addressed in the PD&E study and stated when the study is complete, one of two recommendations will be made; a "no-build" alternative and a "build" alternative. The project is funded with SUN Trail money; SUN Trail provides for the PD&E study, design and construction but not operations and maintenance. FDOT is not obligated to provide operations and maintenance. This study is part of a regional trail and will close a gap in the loop. He reviewed the project location, the purpose and need of the study. The trail is approximately 12 miles in length in Volusia County from SR 44/Lytle Avenue to Beville Road along US 1.

Ms. Elliott asked where the trail on Beville Road would the come out.

Mr. Scarlatos replied it would tie in from Palmetto Avenue; there is already a trail system there. He reviewed the challenges of the project and stated right-of-way is the biggest one. They cannot go through eminent domain and forcefully take any property. He reviewed the components of the study; engineering, environmental and public involvement. He showed the map and explained the corridor alternatives in New Smyrna Beach including a possible one-way street conversion along Riverside Drive. There will be a public meeting held for the residents to provide input.

Ms. Gillespie asked when that public meeting will be held.

Mr. Scarlatos replied it is tentatively scheduled for April 18, 2018 at 5:30 p.m.; the location is still to be determined.

Ms. Jamison asked what side of the road the trail will be on.

Mr. Scarlatos replied it will be on the side of the water.

Ms. Foltz asked if there was an alternative to the proposed route along US 1.

Mr. Scarlatos replied they did try to avoid US 1 as much as possible but in this location there is a directional median opening and is not safe for crossing. It is safer to cross at the intersection.

Ms. Gillespie commented that there are really bad problems with this design; it is a deadly intersection. She asked if there was enough right-of-way on the bridges over Spruce Creek for the trail.

Mr. Scarlatos replied there are a couple of options; they could do a widening or get a variance and utilize the existing shoulder. He continued to review the maps and corridor alternatives in New Smyrna Beach, Port Orange and South Daytona.

Ms. Jamison asked where the one-way street in Port Orange would be.

Mr. Scarlatos replied at Halifax Avenue and Riverside Drive coming down from Commonwealth Avenue to just north of Dunlawton Avenue. He continued reviewing the maps. He reviewed the stakeholders involved and the coordination of the multiple government agencies. There were two kick-off meetings held to gather public input; one north and one south. Amenities were suggested but SUN Trail funds do not cover amenities; they would have to come from the cities or county. He reviewed the feedback from those public meetings.

Mr. Ball referred to the proposed one-way conversion of Halifax Avenue and asked if that was north bound or south bound.

Mr. Scarlatos replied that is still to be determined. He reviewed the study schedule and stated currently, the study is in the Environmental and Engineering Analysis phase. It is expected to be completed by June 2019. Design is funded for 2019; right-of-way and construction are currently not funded. He gave the website link and stated the FDOT Project Manager is Ms. Heather Grubert; he gave her contact information.

Ms. Foltz asked if all the cities involved agreed to take on the maintenance of the trail.

Ms. Gillespie replied no, it has not been discussed yet.

Ms. Elliott asked for whom the study was prepared.

Ms. Grubert replied FDOT.

Ms. Elliott asked if it was requested by any of the cities or trails that wanted to be linked to this.

Ms. Grubert replied it is part of the St. Johns River to Sea Loop Trail and it was decided this is the next section; they are trying to fill in all the gaps.

Discussion continued.

Mr. Ball referred to the meeting in New Smyrna Beach in April and asked when there would be a public meeting in Port Orange.

Mr. Scarlatos replied there is a presentation to the Port Orange City Council tonight at 6:30 pm.

Discussion continued.

C. Presentation and Discussion of Rectangular Rapid Flashing Beacon (RRFB) Alternatives

(Handout)

Ms. Nicoulin stated it was presented in January that the Federal Highway Administration rescinded their interim approval of rectangular rapid flashing beacons (RRFBs). The BPAC had asked for a presentation on alternatives to the RRFBs.

Mr. Harris showed videos of RRFBs and of various available alternatives to them and explained how they work. All these alternatives are approved by FHWA and are in the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). Although no new RRFBs can be installed, there are many that are installed already and are operational. The hope is that the patent dispute that caused FHWA to rescind their approval will be resolved soon.

Ms. Foltz asked if lights could be put in the crosswalks like they have in Boca Raton.

Mr. Harris replied yes; those are in-pavement warning lights.

Ms. Lendian referred to a crosswalk in New Smyrna Beach where there are four lanes; two lanes going south and two lanes going north. There are the RRFBs there with the flashing lights and she asked if a pedestrian pushed the button on the northbound side if the southbound traffic had to stop.

Mr. Harris replied all vehicles must stop when a pedestrian is in the crosswalk.

Discussion continued.

Ms. Gillespie commented asked if the TPO had any potential sites for mid-block crossings.

Mr. Harris replied yes; FDOT is working on two mid-block crossings between Clyde Morris Boulevard and White Street on International Speedway Boulevard (ISB). One will be in front of Mainland High School and will be a pedestrian hybrid beacon. The second will be in front of Daytona State College and will be a more traditional mid-block crossing; both will be activated by a pedestrian with a push button. Both are currently in design and hope to go to construction by 2020.

Ms. Foltz commented there is a mid-block crossing on SR 100 in Flagler Beach and she asked if it was scheduled for an upgrade; it needs help. She asked if there had been a study that identifies where the mid-block crossings should be.

Ms. Nicoulin replied the purpose of the presentation is to identify what the alternatives are to the RRFBs. There has not been a project application submitted for that particular location. That is a state road and she does not know if any inquiries have been made to FDOT. This presentation is not to identify specific projects but to bring attention to the alternatives.

Mr. Harris continued showing videos of the alternatives to RRFBs including a pedestrian hybrid beacon called a high-intensity activated crosswalk (HAWK) that is planned for the mid-block crossing in front of Mainland High School. He explained how the HAWK signal works. This will be the first in the area and FDOT does plan to have an outreach educational campaign.

Ms. Lipovsky asked if these alternative signals have the audible feature for the visually impaired.

Mr. Harris replied the existing pedestrian features at intersections on International Speedway Boulevard (ISB) and Clyde Morris Boulevard and White Street are so equipped. He expects the new pedestrian signals to be equipped as well.

Mr. Villanella asked if the traffic signals are programmable to adjust the timing between yellow and red light remotely or at the device.

Mr. Harris replied yes; hopefully they will be programmed so that there are not unnecessary starts and stops. They are expected to be coordinated with other signals along the route.

Mr. Ball commented that a lot of the signals along ISB are timed and tied together and asked if this would interrupt that sequence or be brought in line with them.

Mr. Harris replied he does not know yet; once the signal goes through one cycle there is a delay to get the traffic pattern back to normal.

Ms. Nicoulin stated the TPO has two projects on the Project Priority List for installation of RRFBs in Ormond Beach; one on Granada Boulevard and one on SR A1A. Those will be installed because they were already in the process; however, there will be no new RRFB projects. There are a number of alternatives on the provided handout; if anyone has any questions or needs further information, to please contact her.

Mr. Harris explained another alternative is to have lights embedded into the pavement and placed parallel to the edges of the crosswalk which illuminates the crosswalk and makes it more visible to motorists. There has been some reluctance by local maintaining agencies to implement these in the area because of the proximity to salt air and the ocean. He commented that Beach Street has a pedestrian crossing sign with pedestrian activated flashing LEDs in the border of a warning sign.

Ms. Gillespie asked if there was list of the costs for these alternatives. She would like to see a cost effectiveness study; if one that is more costly is better than a lower cost signal.

Ms. Nicoulin replied the TPO does not have the costs but she can provide the information to the committee.

Mr. Harris commented it would depend on the location as to how effective one of these alternatives would be.

D. Update on Regional Studies

Ms. Nicoulin stated the Regional Transit Study is led by the Central Florida MPO Alliance and FDOT and covers ten counties. Its purpose is to collect data on current and projected traffic demands as it relates to transit, identify gaps and opportunities in transit planning and to create a consensus on regional priorities in the area with specific suggestions on which projects to invest money on. The planned completion date is May 2018. A presentation will be given then.

Ms. Nicoulin stated the Regional Truck Stop Study is also being conducted by FDOT and covers the same ten counties. It was delayed due to the difficulty in engaging the trucking industry and getting the information of what they want and need in terms of truck parking. This particular study does not involve anything with the relocation of the Longwood Truck Stop in Seminole County but is intended to identify the demand for truck parking, the current capacity, where there are gaps and how to address them. Drivers are required by law to pull over and in most cases, there is not as a place to pull over on demand at every interchange. This study is to identify their needs and how to accommodate those by law. The study is currently underway and should be completed within six months.

Ms. Nicoulin stated the third regional study is the Central Florida Visitor's Study; it is also being conducted by FDOT and covers the ten counties. It is aimed at documenting visitor travel behaviors in the region. The MPOs involved have asked that they look at not just the visitors but the tourism industry; the people that work in the tourism industry and how they get to their place of employment and what impacts they have on transportation. She does not have a timeframe for the completion date; it was started last year.

E. FDOT Report

Ms. Wyche stated the report was provided in the agenda and the I-4 lighting installation projects are all on schedule and scheduled to be completed from October 2018 to April 2019.

F. Volusia and Flagler County Construction Reports

Ms. Winsett stated the Volusia County Construction Report was provided in the agenda on page 48. There was a question last month on what is considered "Near Construction" and the answer is two to three months.

The Flagler County Report was provided in the agenda.

VI. Staff Comments

→ **Update on Call for Projects**

Ms. Nicoulin stated the Call for Projects is currently open and will close April 2, 2018. The TPO has received some draft applications to review to check for completeness. Once the Call for Projects closes, the TIP Subcommittee will meet to review and rank the applications.

→ **Update on CFRPM-7 S/E Data Development**

Ms. Nicoulin stated FDOT has been updating their regional planning model and will be working with the TPO to develop socioeconomic (SE) data which is the data that goes into the model to determine the volumes on the roadway. This particular model is used when the TPO develops its Long Range Transportation Plan (LRTP); the TPO will coordinate with the individual cities on the SE data they want to see in the model that represents future development for the area.

→ **Update on Roundtable of Volusia County Elected Officials**

Ms. Nicoulin stated the Roundtable of Volusia County Elected Officials met on March 12, 2018 and all cities but one have adopted an ordinance or a resolution regarding the proposed half-cent sales tax. The next step is for the county to take action on this item.

→ **Update on the 2018 R2CTPO Annual Planning Retreat – March 23, 2018**

Ms. Nicoulin announced this Friday, March 23, 2018, the TPO is having the Annual Planning Retreat and the focus is on autonomous vehicles. There will be autonomous and connected vehicles on display. The retreat will be at the Brannon Center in New Smyrna Beach and begins at 8:30 for registration and breakfast; the retreat starts at nine. She asked that anyone that wishes to come to please RSVP.

VII. CAC Member Comments

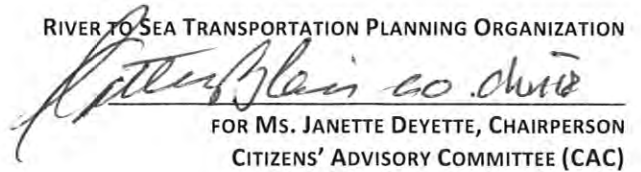
There were no member comments.

VIII. Information Items

- CAC & TCC Attendance Records
- February 28, 2018 River to Sea TPO Board Meeting Summary
- February TPO Outreach and Events
- Who's Who in Transportation Information Sheet

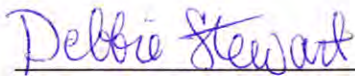
IX. Adjournment

There being no further business, the CAC meeting adjourned at 2:42 p.m.


FOR MS. JANETTE DEYETTE, 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 20, 2018 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 17th day of April 2018.



DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION