

**Citizens' Advisory Committee (CAC)
Meeting Minutes
August 16, 2022**

CAC Members Physically Present:

Shawn Collins
Kerry Karl, Chairperson
Janet Deyette
Rick Belhumeur
Gilles Blais
Bob Storke
Fred Heyne
Alan Peterson
Paul Martel
Joe Villanella
Edie Biro
Elizabeth Alicia Lendian
Sean Castello (non-voting)
Tyler Burgett (non-voting)

CAC Members Virtually Present:

Emily Nice
Ed Fendley
Bobby Ball

CAC Members Absent:

Erika Benfield
Greg Feldman (excused)
Faith Alkhatib (non-voting)
Tisha Peterson
Rick Basso
Nora Jane Gillespie (excused)
Sue Elliott (excused)
Jack Delaney (excused)
Dave Castagnacci, Vice Chairperson (excused)
Patricia Lipovsky (excused)

Others Physically Present:

Colleen Nicoulin
Stephan Harris
Alice Giuliani
Celine Bounds
Jesse Blouin
Jim Wood
Clif Tate

Others Virtually Present:

Debbie Stewart, Recording Secretary
Pamela Blankenship
Jon Cheney

Representing:

Daytona Beach
DeLand
Deltona
Flagler County Alternate
Holly Hill
Orange City
Ormond Beach
Palm Coast
Pierson Alternate
Ponce Inlet
Votran (CTC)
Volusia County at Large
Volusia County Traffic Engineering
FDOT

Representing:

Daytona Beach Alternate
Flagler Beach
Port Orange

Representing:

DeBary
Flagler County
Flagler County Traffic Engineering
Flagler County Public Transportation
Lake Helen
New Smyrna Beach
Pierson
South Daytona
Volusia County Chair
Volusia County D-2

Representing:

TPO Staff
TPO Staff
FDOT
FDOT
FDOT
Kimley-Horn
Kimley-Horn

Representing:

TPO Staff
TPO Staff
Volusia County Traffic Engineering

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

Chairperson Kerry Karl 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 13 voting and two non-voting members physically present; and with one voting member virtually present.

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

The Pledge of Allegiance was given.

Chairperson Karl introduced Mr. Rick Belhumeur, Flagler Beach Alternate.

II. Public Comment/Participation

There were no public comments.

III. Action Items

A. Review and Approval of the June 21, 2022 CAC Minutes

MOTION: *A motion was made by Mr. Villanella to approval of the June 21, 2022 CAC minutes as amended. The motion was seconded by Mr. Peterson and carried unanimously.*

B. Review and Recommend Approval of Resolution 2022-## Amending the FY 2022/23 to 2026/27 Transportation Improvement Program (TIP) (Roll Call Vote Required)

Ms. Nicoulin explained this TIP amendment is a routine procedure done each year and is known as a “roll-forward” amendment. Projects that should be authorized in the prior year sometimes are not so they automatically roll forward in FDOT’s Work Program but not the TIP; therefore, a formal amendment must be done to add those projects into the new TIP.

MOTION: *A motion was made Mr. Blais to recommend approval of Resolution 2022-## amending the FY 2022/23 to 2026/27 Transportation Improvement Program (TIP). The motion was seconded by Mr. Martel and carried unanimously by a roll call vote.*

C. Review and Recommend Approval of Resolution 2022-## Authorizing the Filing and Execution of a Safe Streets and Roads for All (SS4A) Grant Application with the US Department of Transportation

Mr. Harris gave a PowerPoint presentation and explained the purpose of the Safe Streets and Roads for All (SS4A) grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users. This program is focused on roadway safety. The TPO will be the lead applicant for a SS4A grant to develop a single Comprehensive Safety Action Plan for Volusia and Flagler Counties who will be joint applicants. FDOT will be a partner, but not an applicant. The joint applicants have agreed to provide the 20% local match for this grant and Flagler County has agreed to represent the rural (non-urbanized) areas of Flagler County which are outside the TPO’s planning area but as an applicant, will cover the entire geographic area of Volusia and Flagler Counties. He reviewed the available funding levels and explained that there are two types of grants; either to develop an action plan or to implement an existing action plan. Although the TPO has an adopted Community Safety Action Plan (CSAP), it does not meet the criteria set by the grant so we must apply to develop a new comprehensive safety action plan. If we receive the funding to develop an action plan, the TPO can apply in subsequent years for implementation of the plan. He explained how the action plan would be developed and that a subcommittee would likely be formed from members of the various TPO advisory committees to help with the development of the action plan. He reviewed the criteria for the grant and noted the deadline to apply is September 15, 2022. US DOT will then evaluate the applications and the Secretary will make the final selection; the TPO expects to know if we are awarded the grant by the end of the calendar year.

Mr. Peterson asked what requirements the adopted CSAP is lacking.

Mr. Harris explained the CSAP does not address equity or include a safety analysis among other things; the CSAP it does not qualify under the USDOT definition of a comprehensive safety action plan.

Mr. Peterson asked for a definition of equity.

Mr. Harris explained that the way the transportation system has developed over the years some communities have suffered impacts greater than others; when the National Highway System was built in the 1950's, it was built in underserved communities. It bisected a lot of communities of color and some of those impacts are still being felt today.

Members continued to discuss the presentation and how the grant will be used to develop a comprehensive safety action plan. It was explained that the grant is intended to address roadway safety issues and is not geared toward schools, trails or bike paths. Flagler County has agreed to represent the rural (non-urbanized) areas of Flagler County which are outside the TPO's planning area but as an applicant, will cover the entire geographic area of Volusia and Flagler Counties. A safety analysis will be conducted to identify roadways that would benefit from a decrease in fatalities and serious injuries with recommended improvements; all roadways in Volusia County and Flagler County will be evaluated. They discussed the possible amount of the grant application; if the TPO receives the grant to develop a comprehensive safety action plan, we can then apply for funding to implement the plan.

Mr. Fendley commented that this grant is very important and he is supportive of the TPO's proposal to develop a new comprehensive safety action plan. He reviewed Census statistics and the Volusia and Flagler Counties are the most dangerous are in the nation for people walking and biking. He participated in the FDOT webinar regarding the SS4A grant and that they discussed the importance of having political leadership supporting a Vision Zero plan. All jurisdictions within the TPO's planning area has a role to play in supporting Vision Zero and they need a plan to address their particular needs.

Mr. Harris noted that by the grant will cover all of the planning area in addition to all of the geographic area of Flagler County. Although the TPO has been setting independent safety targets each year, it has always supported FDOT's Vision Zero goal and will let USDOT know that; going forward, the TPO will fully embrace the Vision Zero concept as a region. By the application deadline, the TPO will have adopted resolutions from the TPO Board, Volusia County and Flagler County as well as a letter of support from the St. Johns River to Sea Loop Alliance.

Ms. Nicoulin stated that Mr. Cheney provided comments online that Volusia County Council is asking that the application not exceed \$400,000. Brevard TPO asked for \$150,000; Polk County asked for \$250,00; and Pinellas County asked for \$225,000. The Volusia County Council approved the resolution to partner with the TPO and budget at today's council meeting.

MOTION: *A motion was made by Mr. Belhumeur to recommend approval of Resolution 2022-## authorizing the filing and execution of a Safe Streets and Roads for All (SS4A) grant application with the US Department of Transportation. The motion was seconded by Mr. Blais and carried unanimously.*

IV. Presentation Items

A. Presentation and Discussion of the Mason Avenue (SR 430) Corridor Planning Study

Ms. Celine Bounds, FDOT, gave a PowerPoint presentation of the Mason Avenue (SR 430) Corridor Planning Study; she reviewed the project location and corridor details. The project limits are from Clyde Morris Boulevard to North Beach Street; she noted it is also a hurricane evacuation route. The study focused on multi-modal improvements and safety enhancements for bicyclists and pedestrians. She reviewed the short-term and long-term recommended improvements and the timeline for each. The short-term improvements are directly linked to resurfacing projects; the long term improvements are the community vision which they do not yet have funding for. The resurfacing project is in design for FY 2022/23 and funded for construction in FY 2024/25. She reviewed the corridor characteristics and the current issues; she showed a visual rendering of recommended

improvements. She announced a public meeting regarding this project will be held August 30, 2022 at 5:30 pm at the Midtown Cultural and Education Center in Daytona Beach.

Members discussed the presentation and the recommended short term and long term improvements. It was noted that the pedestrian hybrid signal being proposed will work like the existing signal in front of Mainland High School; it will flash red as a warning and turn solid red to stop. The narrowing of travel lanes was explained and it was noted that there is no right-of-way acquisition so they cannot accommodate bike lanes; however, the shared use path will accommodate both bicycles and pedestrians.

B. Presentation and Discussion of an Amendment to the Connect 2045 Long Range Transportation Plan (LRTP)

Ms. Nicoulin stated the TPO received a request from FDOT to amend the Connect 2045 LRTP to advance construction from an outer year; the project (Flagler Central Parkway Connector from US 1 to SR 100 in Bunnell) received funding through appropriations from the Florida Legislature. The LRTP must be amended to reflect this funding. The amendment will be posted for public comment for 30 days and brought back next month for a recommendation of approval.

Mr. Peterson stated this project is a new roadway section that will bypass downtown Bunnell; he asked where the money is coming from and if it is all public money. He commented that although the project is on the priority list it will pre-empt other projects that may be more valuable to the region.

Mr. Burgett replied he will have to research it and get back to him.

Mr. Belhumeur explained that it is not going to be a state road; it is being created from an appropriation from the state legislature, and funds from Flagler County and the city of Bunnell. The road will loop around to the new sheriff's office and library.

C. Presentation and Discussion of Functional Classification and Urban Boundary Process Update

Ms. Alice Guiliani, FDOT, gave a PowerPoint presentation and an overview of functional classification and the urban boundary process update. This update takes place every ten years after the Census is completed, updated population numbers determine changes to the urban boundaries. The functional classification of public roadways is updated during the same timeframe because updates to these processes requires similar coordination efforts. Urban boundaries are adjusted by the Census Bureau after the census is conducted but can be further refined by FHWA and FDOT if desired. She explained that functional classification is a method to assign public roadways into classifications according to their characteristics and function. Roadway purpose can range from neighborhood streets serving local trips to interstates. She gave an overview of the functional classification categories as well as diagram of how functional classification relates to mobility and access. She reviewed how functional classification can be used for project prioritization, roadway design, funding, etc. She explained that urban boundaries are the line distinguishing defined urban areas from rural. The approach for the 2020 Census Bureau criteria for urban boundaries is moving from census tract and block population to housing unit and development density. Functional classification is not necessarily determined by whether a corridor is in an urban area. She reviewed a table of when functionally classified corridors are eligible for federal funding; local roads and minor collectors in a rural area are not eligible. This is a multi-year effort which is expected to continue through 2025. She reviewed the general schedule for the update process. There may be an expansion of the urbanized area in Flagler County which would see an adjustment for the TPO. The process includes outreach to local governments, a second presentation to the TPO, and finally TPO Board approval. This is just the beginning of a multi-year effort; it will be helpful if local governments identify a primary contact for the TPO and FDOT to coordinate with.

Mr. Peterson asked how much of the analysis and recommendations are based on forward looking statistics and if planned developments that are not yet constructed were considered or it is all based on the 2020 Census.

Mr. Tate explained historically, the Census was measured by population density; they have made a change and now they look at the densities of residential and non-residential development which allows for a more up-to-date definition of urban boundaries. FDOT identifies a transitioning area for planned densities which is defined

as an area within the planning area that is anticipated to reach those urban boundary characteristics. The travel demand model of where the projected population and roads is used as an estimate that will become urbanized are designated as transitional.

Mr. Collins asked if the potential of the Ocala/Marion TPO to become a TMA will affect our funding.

Mr. Wood replied the designation of new TMAs does not necessarily change the funding that comes to our area.

D. Presentation and Discussion of the 2022 Dangerous by Design Report

Ms. Nicoulin explained the 2022 Dangerous by Design Report was released last month by Smart Growth America; it identifies metropolitan areas that are dangerous for pedestrians. Our metropolitan area includes the Deltona-Daytona Beach-Ormond Beach area but encompasses all of Volusia and Flagler Counties. This year, our area was ranked the worst for pedestrian fatalities. The report is based on fatalities per population. Our area has consistently been ranked at the top of the list. The purpose of this discussion is to have an open dialogue about what strategies we should include in the planning process to help correct these issues. There are design countermeasures that FDOT is beginning to incorporate into some of their resurfacing projects; these take time to implement so what other strategies do we need to look at? The SS4A grant application is to help us develop a comprehensive safety action plan; however, it is not just the TPO that plays a role in safety. It is also law enforcement, local governments, agency partners and users of the system. The comprehensive safety action plan will identify those high crash areas and the contributing factors.

Members discussed the report and provided suggestions which include educating the public, a safe systems approach for all, partnering with local law enforcement, review existing projects in the pipeline to see if safety countermeasures can be incorporated and possibly having a dedicated pot of money specific to safety projects. Our applications currently favor high volume, high speed roadways so perhaps we do need to make a change; a review of how projects are ranked during the prioritization process could be conducted.

Ms. Nicoulin stated the priority process will be reviewed within the next month; although the project applications currently include safety criteria for ranking, we should review it to see if it is strong enough.

E. FDOT Report

Mr. Burgett provided the FDOT report and highlighted a few projects; the I-95 resurfacing project from Dunn Avenue to Airport Road is complete; wrong-way driving detection systems have been installed at the I-95 and LPGA and SR 40 interchanges; the SR 40 bridge rehab began yesterday; the US 1/Ridgewood Avenue signal replacements at 6th Street, 8th Street and Walker Street is scheduled to begin next week; and the I-4 resurfacing project from CR 39 to SR 44 is beginning with nightly lane closures. He advised that the cflroads.com website has the most updated project information and is the best way to track projects.

Mr. Martel stated he has spoken to Mr. Burgett several times regarding SR 40 in Pierson and Mr. Burgett did call him about it; FDOT has started patching the road and has done a great job. He thanked Mr. Burgett for getting this issue resolved.

Ms. Lendian announced FDOT is holding a public meeting regarding the US 17 roundabout and widening project on August 18, 2022 at 5:30 pm at the Calvary Full Gospel Church. This project will affect Seville, Pierson, Barbourville and DeLeon Springs.

F. Volusia and Flagler County Construction Reports

Mr. Castello gave the Volusia County Construction Report and noted the new roundabout at Orange Camp Road has opened.

The Flagler County Construction Report was provided in the agenda.

V. Staff Comments

Ms. Nicoulin stated the TPO is beginning work on project programming for the next Work Program cycle and is coordinating with FDOT and the local governments. FDOT will provide a presentation on the new Work Program probably in January which will roll into the new TIP next year.

VI. CAC Member Comments

Ms. Lendian announced on Saturday, August 27, 2022, Volusia County will celebrate the opening of a new hiking trail in DeLeon Springs at Chuck Lennon Park at 9:30 am.


VII. Information Items

- CAC & TCC Attendance Records
- July/August TPO Outreach and Events
- TPO Board Meeting Report

VIII. Adjournment

There being no further business, the CAC meeting adjourned at 2:51 p.m.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



MS. KERRY KARL, 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 August 16, 2022 regular meeting of the Citizens' Advisory Committee (CAC), approved and duly signed this 20th day of September 2022.



DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

***** A recording of the August 16, 2022 CAC meeting is available upon request.***

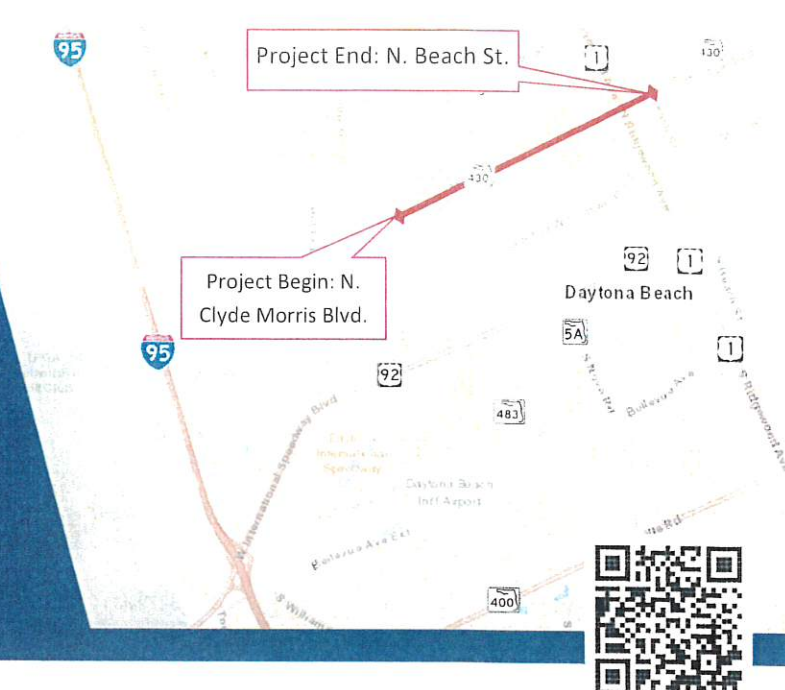


Mason Avenue (S.R. 430)

N. Clyde Morris Boulevard to N. Beach Street

Volusia County

Financial Project Identification (FPID) No.: 446756-1



Project Description

The Florida Department of Transportation (FDOT) is conducting a Corridor Planning Study for Mason Avenue (State Road (S.R.) 430), from N. Clyde Morris Boulevard to N. Beach Street, a distance of approximately 2.37 miles. The purpose of this study is to evaluate both shorter-term and longer-term improvements to Mason Avenue that would enhance multimodal safety, operations, and connectivity for all modes of travel.

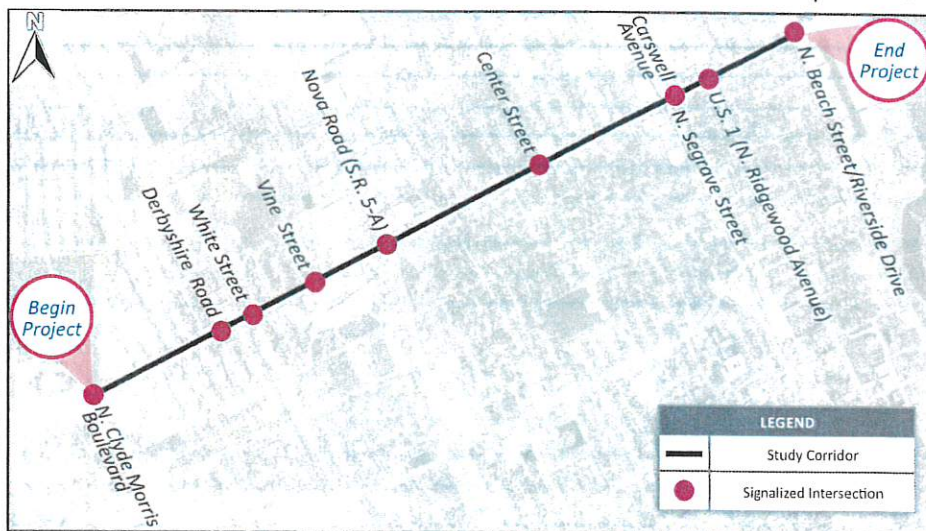
The project is being conducted in partnership with Volusia County, the City of Daytona Beach, the City of Holly Hill, the Votran Transit Agency, and the River to Sea Transportation Planning Organization.

As part of this study, two improvement concepts are being recommended to address the existing and future needs of the corridor.

Shorter-Term Improvement: The shorter-term improvement will include spot improvements and enhance the corridor through safety measures and speed management. The improvements recommended for the shorter-term will be included as part of a construction project scheduled for 2025.

Longer-Term Improvement: The longer-term improvement will include a reconstruction of the corridor, which will include consistent travel lane widths, new or relocation of outside curb, and a 10-foot shared use path on both sides of Mason Avenue. The longer-term alternative is not currently funded.

Both the shorter-term and longer-term improvements will be developed within the existing right-of-way. There are several commonalities and shared goals between the two improvement concepts, which are expanded on the back page.



Project Status and Estimated Costs*

Shorter-Term

Design:	Funded: 2022/2023	\$1,560,000
Construction:	Funded: 2024/2025	\$8,900,000

Longer-Term

Design:	Unfunded	\$6,150,000
Construction:	Unfunded	\$23,500,000

Subject to change

Contact:

Jesse Blouin, AICP
FDOT Project Manager
386-943-5167
Jesse.Blouin@dot.state.fl.us

<https://www.cflroads.com/project/446756-1>

08-02-2022

Summary of Potential Improvements— Shorter-Term

- Improvements included as part of an upcoming FDOT resurfacing project, scheduled for construction in 2025
- Traffic signal improvements, such as the addition of mast arms and upgraded pedestrian signals
- Addition of intersection/crosswalk lighting
- Hardened centerline (e.g. inside curb with added delineators)
- **Raised mid-block crossings, with pedestrian hybrid beacon, in-pavement lighting, and flashing signage** (*)
- Accessible Pedestrian Signals (APS) - audible push button technology
- **Construction of sidewalk, where one does not exist** (*)
- **Rain gardens** (*)
- **Landscaping opportunities** (*)
- Consolidate, combine, and/or modify driveways

EXISTING



West of Edwards Street—Facing Westbound

PROPOSED—SHORTER-TERM IMPROVEMENT



(*) Improvement shown graphically within proposed rendering

EXISTING



East of Clyde Morris Boulevard—Facing Westbound

PROPOSED—LONGER-TERM IMPROVEMENT



Summary of Potential Improvements— Longer-Term

In addition to the shorter-term improvements listed above, the following features have been identified for the longer-term improvement:

- **Move existing outside curb or adding new curb** (*)
- **Reconstruction of the drainage system** (*)
- **Construction of 10-foot shared-use paths on both sides of the roadway** (*)
- **Raised intersections/crosswalks with bollards** (*)
- **Adding tree grates** (*)
- Enhancing landscaping opportunities
- Consolidate, combine, and/or modify driveways

(*) Improvement shown graphically within proposed rendering



PUBLIC MEETING

When: Tuesday, Aug. 30, 2022,
at 5:30 p.m.

Where:

- Virtually on GoTo Webinar
- By phone at 877-309-2071
with passcode 379-760-090
- In person at Midtown
Cultural and Education
Center

Financial Project Identification
(FPID) No. 446756-1

Mason Avenue (S.R. 430) Corridor Planning Study, Volusia County

The Florida Department of Transportation (FDOT) will hold a public meeting regarding Mason Avenue (State Road (S.R.) 430) from N. Clyde Morris Boulevard to N. Beach Street on Tuesday, Aug. 30, 2022, at 5:30 p.m. The purpose of this study is to evaluate both shorter-term and longer-term improvements to this section of Mason Avenue (a distance of approximately 2.37 miles) by enhancing multimodal safety, operations, and connectivity for all modes of travel. FDOT is offering multiple ways to participate in the meeting.

Virtual: Join from a computer, tablet, or mobile device for free and listen to the live presentation over the internet. Advance registration at bit.ly/MasonAveAlternatives is required. Participants will receive an email with information about joining the meeting online. Please note, Internet Explorer cannot be used to register or attend this webinar. If joining online, please allow adequate log-in time to view the presentation in its entirety.

Phone (Listen Only): Join the meeting in listen-only mode by dialing 877-309-2071 and entering the passcode 379-760-090, when prompted.

In-Person Open House: Attend in person at the Midtown Cultural and Education Center, 925 George W. Engram Boulevard, Daytona Beach, Florida 32114 anytime between 5:30 p.m. and 7 p.m. to view a looping presentation and project exhibits. If attending in person, please remember to follow all safety and sanitation guidelines. If you are feeling unwell, please consider attending the meeting virtually or by phone.

All meeting materials and the presentation will be available on the project website at www.cflroads.com/project/446756-1 before the meeting. Persons who require special accommodations under the Americans with Disabilities Act (ADA), or persons who require translation services (free of charge), should contact Todd Davis, P.E. by phone at 407-246-0044, or via email at TDavis@proteandq.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator at Jennifer.Smith2@dot.state.fl.us.

For more information, please contact FDOT Project Manager Jesse Blouin, AICP by phone at 386-943-5167, by email at Jesse.Blouin@dot.state.fl.us, or U.S. mail at Florida Department of Transportation, 719 S. Woodland Boulevard, MS 501, DeLand, Florida 32720.