



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

**TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES**

DATE: Friday, August 23, 2024
TIME: 10:00 a.m.
LOCATION: MetroPlan Orlando
David L. Grovdahl Board Room
250 South Orange Avenue, Suite 200
Orlando, Florida 32801

Chair Joshua DeVries, Presiding

Members Present:

Mr. Lenny Barden, City of Altamonte Springs
Dr. Kelly Brock, City of Casselberry
Mr. Michael Lopez for Mr. Christopher Carson, City of Lake Mary
Mr. Michael Cash, City of Sanford (virtual)
Mr. Humberto Castellero, Orange County
Mr. Gus Castro, City of Orlando
Ms. Christina Colón, Osceola County
Mr. Jacques Coulon, City of Orlando
Mr. Cameron Crandell, City of St. Cloud
Mr. Chris DeLoatche, GOAA
Mr. Joshua DeVries, Osceola County
Ms. Alyssa Eide, City of Maitland
Ms. Tonya Elliot Moore, Windermere (virtual)
Mr. Medhat Hassan, Seminole County
Mr. Amer Hamza, City of Apopka
Ms. Laura Hardwicke, City of Orlando
Mr. Nicholas Hartley, Osceola County
Mr. Ramy Kamal, City of Kissimmee
Mr. Steve Krug, City of Ocoee
Mr. Hong Lim, City of Winter Park
Mr. Adam Mendenhall, City of Sanford
Mr. Arturo Perez for Mr. Anthony Nelson, Seminole County
Mr. Myles O'Keefe, LYNX
Ms. Lee Pulham, Central Florida Tourism Oversight District
Ms. Tammy Reque, St. Cloud
Ms. Terrilyn Rolle, City of Winter Springs

Ms. Jean Sanchez, City of Apopka
Mr. Brian Sanders, Orange County
Mr. Ramon Senorans, Kissimmee Airport
Mr. Shad Smith, City of Longwood
Mr. Ken Storey, ECFRPC
Ms. Regina Ramos for Mr. Matt Suedmeyer, Orange County
Mr. Bill Wharton, Seminole County
Ms. Amy Martello for Mr. Jon Williams, City of Winter Garden
Mr. Paul Yeargain, City of Oviedo

Members Absent:

Mr. Dana Chester, CFX
Ms. Ashley Cornelison, City of Kissimmee
Mr. Mike Parker, Town of Oakland
Mr. Phil Price, City of Belle Isle
Vacant, Town of Eatonville
Vacant, City of Edgewood
Vacant, Sanford Airport Authority
Vacant, Orange County Public Schools
Vacant, Osceola County Public Schools
Vacant, Seminole County Public Schools

Others in Attendance:

Ms. Amy Beckman, FDOT District 5
Ms. Melissa McKinney, FDOT District 5
Mr. Jeremy Dilmore, FDOT District 5
Mr. Jim Stroz, FDOT District 5
Mr. Siasoi Fine, FTE
Mr. Gary Huttman, MetroPlan Orlando
Ms. Virginia Whittington, MetroPlan Orlando
Mr. Alex Trauger, MetroPlan Orlando
Mr. Eric Hill, MetroPlan Orlando
Ms. Taylor Laurent, MetroPlan Orlando
Ms. Lara Bouck, MetroPlan Orlando
Ms. Mary Ann Horne, MetroPlan Orlando
Mr. Mighk Wilson, MetroPlan Orlando
Ms. Leilani Vaiaoga, MetroPlan Orlando
Mr. Slade Downs, MetroPlan Orlando
Ms. Sarah Larsen, MetroPlan Orlando
Mr. Jason Sartorio, MetroPlan Orlando
Ms. Adriana Rodriguez, MetroPlan Orlando
Ms. Lisa Smith, MetroPlan Orlando
Ms. Rachel Frederick, MetroPlan Orlando

I. CALL TO ORDER

Chair Joshua DeVries called the meeting to order at 10:01 a.m. and welcomed everyone.

II. CHAIR'S ANNOUNCEMENTS

Chair DeVries noted the importance of an in-person quorum and RSVPing for the meetings. He reviewed the public comment procedures.

III. AGENDA REVIEW

Mr. Slade Downs brought attention to the Board Action Factsheet for agenda item VIII. D. Regional Vision Zero Action Plan. This was not supplied with the full agenda packet at the time it was sent out, so a copy was left at each member's seat.

Mr. Downs shared the following announcements:

- > FDOT Mobility Week - October 25 to November 2, to include:
 - o The Blind Experience – October 30
 - o Bike 5 Cities – October 26
- > SunRail Northern Expansion to DeLand station which opened on August 12, 2024

Mr. Downs noted the 2050 MTP Status Update in General Information item X. G. He highlighted the survey link, requesting members to complete, giving their response to the prioritization goal area weighting methodology by September 6th. He also noted that each jurisdiction will be meeting with MetroPlan Orlando to draft your off system needs assessment. Feedback is required by 9/13/24.

Mr. Mighk Wilson presented the Safety Moment, 'Stop on Red Month' for August. Statistics shared as averages for 2018 thru 2022, were 170 KSI crashes per year, 21 Fatal Crashes per year with 42% involving drivers aged 15 to 29 and 45% involving distracted driving. Mr. Wilson offered some engineering approaches to increase numbers stopping on red, and reducing KSI incidents, including improving signal timing, automated enforcement and replacing signals with roundabouts. He also noted behavioral changes that can improve the statistics.

IV. AGENCY REPORTS – FDOT

Ms. Amy Beckmann, FDOT, shared that FDOT district 5 recently won 2 awards issued by the American Association of State Highway & Transportation Officials (AASHTO) at America's Transportation Awards. One was Wekiva Parkway Section 7A and the other, Orange Blossom Trail Pedestrian Safety Improvements. She also shared the road closure schedule of Sand Lake Road at I-4 to allow for the installation of a new bridge structure.

V. ROLL CALL & CONFIRMATION OF QUORUM

Ms. Rachel Frederick conducted the roll call and confirmed a quorum.

VI. COMMON PRESENTATIONS/STATUS REPORTS

A. 2024 Public Opinion Survey Results

Dr. Sara Strickhouser of Summit Research presented the results of the 2024 Regional Transportation Survey. Dr. Strickhouser began by detailing how the survey was conducted to reflect the 3 county area demographics and also shared the new Office of Management and Budget (OMB) standards for Race & Ethnicity as respondents can now select all that apply and also includes a category of Middle Eastern or North African. In total she confirmed 3,234 people had responded.

Dr. Strickhouser highlighted some transportation safety concerns with 94% agreeing that planners should prioritize pedestrian friendly communities and 32% do not believe they live in a pedestrian-friendly community. She continued sharing statistics, focusing on risky driver behavior, i.e. 1 in 3 drive 10mph or more over the speed limit, 1 in 4 say they think it is ok to speed when the roads are clear and 14% say it is ok to text and drive. Looking at driverless technology, Dr. Strickhouser stated 75% of respondents said they would be interested in driving in a driverless car and highlighted some of the reasons they gave. She also shared reasons why 25% are not interested in wanting to drive in driverless vehicles.

Responses to the question of what people understand to be transportation equity were displayed in a word cloud, followed by the top transportation challenges for pedestrians and cyclists and those travelling by LYNX bus and SunRail. Dr. Strickhouser noted that 25% of respondents had skipped or missed a doctor's appointment in the past year as they did not have reliable transportation. Most affected are Lynx riders, Osceola residents and those who identify as Asian and Native Hawaiian or Pacific Islander. She highlighted the responses received of what people desire in public transportation and that 34% would consider taking a bus or train if parking fees were significantly increased.

Dr. Sara Strickhouser thanked those partners who helped in getting the survey out and concluded with comments from the committee members. She confirmed that the full survey results will be posted on MetroPlan Orlando website after the meeting.

Comments from the committee followed, including how are MetroPlan Orlando will take the results, share and apply them going forward. Ms. Mary Ann Horne responded and explained how MetroPlan Orlando will communicate and use the findings. A member also enquired if TTI (Texas A&M Transportation Institute) information was used, and the response was it was outside the scope of this survey, but MetroPlan Orlando do use TTI for 'Tracking the Trends".

B. EV Readiness Study

Mr. Eric Hill presented first outlining the tasks covered. Mr. Hill detailed the types of charging currently available and noted the various plans that have been carried out or are currently in process by FDOT and/or local government in reference to electric vehicle readiness. He shared

a map which highlighted the locations and investment in charging stations with many located in affluent communities, and also noted the increase in numbers of EV ownership over recent years. Mr. Hill also remarked on the status of charging stations being brand/make specific, and that efforts are being made for Tesla chargers to allow any vehicle to use their chargers.

Mr. Hill highlighted Florida Statute 336.94 and Senate Bill 1084 which creates consistency across the state. He continued to share details of the workshops and noted the key findings of the first workshop attended by local energy providers, held on June 20. Whilst attendees were in agreement that MetroPlan Orlando could assist in applying for a grant, it was thought this would be considered after the conclusion of the workshops, when it would be much clearer to know what to focus on.

Mr. Hill noted future workshop topics, and the next steps planned for the study.

A comment from the committee referenced the Florida Statute and Bill, and asked how municipalities can now incentivize people to use EV's. In response it was stated there has to be a return on investment. Also, it was confirmed to members that this EV Study focuses on passenger vehicles only. A further comment referred to data sharing of electric chargers and how a municipality can share accurate information to users so they know if a particular charger is working.

The affordability of EV vehicles was raised and how the transition from gas to EV could be made more achievable and how people residing in apartment blocks can have more access to chargers. Also raised were the two major charging standards of CCS and NACS (Tesla), and it appears more vehicle manufactures are now moving to the National American Charging Standard (NACS), hopefully becoming a more universal standard. Requested from a member was a GIS map of current charging locations. Also discussed were other charging possibilities such as within the roadway itself so people are not fighting over one charging space, and also the possibility of battery changes being offered.

In conclusion, it was stated that the ultimate goal of the study was to create an environment where EV owners no longer have range anxiety in the region.

C. LYNX Autonomous Shuttle Deployment

Mr. Doug Jamison presented, first acknowledging the work of Mr. Jacques Coulon, and Mr. Nabil Muhaisen, both from the City of Orlando, who supported Mr. Jamison on this project. Mr. Jamison outlined the initial plan which was completed with the City of Orlando and MetroPlan Orlando in 2021. He stated that the goal of the pilot was to establish if an autonomous vehicle could meet the needs of passengers in an existing service and establish their viability in a real-world situation. He noted that any vehicle on the road has to meet the National Highway Traffic Safety Administration (NHTSA) Federal Motor Vehicle Safety Standard (FMVSS). Currently these standards are human-centric (including steering wheels, brake pedals etc.) and vehicles who do not meet these standards require a petition for temporary exemption from NHTSA to be permitted on public roads.

The trial operated on the LYMMO Orange line with full size regular buses operating in peak hours, and the autonomous vehicles operating in off peak. The pilot operated for 6 months, and Mr. Jamison detailed the people and services/organizations the route serviced to include people of all ages, all income levels, and all comfort levels of technology.

Mr. Jamison continued to share what was learned:

- WEATHER:
 - The impact of weather on the vehicle and therefore how they had pulled the autonomous vehicles at times, depending on the weather forecast, and replace with regular large buses.
- ROADWAYS:
 - It was agreed either buses or autonomous shuttles operate in the bus lane at one time, not both.
 - Mr. Jamison highlighted unauthorized vehicles such as construction or other users being parked in the bus lane, therefore presenting a hazard to the autonomous vehicle. He stated 11% of the time, construction took the shuttle out of service.
 - The shuttle must use a bus lane to turn left and does so at a slow speed (10 mph) so impacting other traffic who must wait for it to complete the turn. If they do not and come too close to the shuttle it will come to a complete stop in the middle of the intersection.
- RIDERS:
 - Mr. Jamison considered are we designing the service the customers want to ride?
 - Beep attendants do not have the knowledge bus drivers do and so they had to be educated to give riders information they might request.
 - The shuttle goes into emergency stop when pedestrians get too close, so come to a halt feet away from the bus stop where the ADA pad is, and so must alert those waiting to board.
 - There are 11 seats on a shuttle, if you sit shoulder to shoulder. People on buses do not sit this way and like to leave spaces, so if a shuttle pulled up with 5 passengers on, new passengers waiting would not enter and prefer to wait for the next shuttle.
 - Each passenger must use a seatbelt, so no standing room, and once you undo a seatbelt the vehicle will come to a stop.
- SLOW SPEED
 - Mr. Jamison gave the example of an intersection where LYNX could get two buses through in 4 seconds. It takes a shuttle 16 seconds to make the same turn.

Mr. Jamison stated that out of 1,916 scheduled hours, 196 hours and 14 minutes (8%) of service were lost for reasons connected with the technology. However, in total, 592 hours and 56 minutes (31%) were lost due to a variety of reasons including technology, weather, lane blockages, construction etc. As a result of the trial, Mr. Jamison was able to list the technology now required for an improved experience:

- Sensor technology that operates reliably in rains, snow and fog
- "Fuel" that lasts for at least the same shift as a bus operator
- Ability to maneuver around lane blockages on complex streets
- Vehicles that can operate on detours without advanced notice
- Cabins that reflect personal comfort and space rather than maximize capacity.

Comments from members included the consideration of where the shuttles were parked overnight, as due to their speed it impacted those trying to enter and exit the parking garage at the same time via the only entrance/exit. In response to a comment, it was confirmed the shuttles were ADA compliant, that ridership numbers stayed steady and that there had been public outreach regarding the pilot, not just to riders, but also those who lived and worked in the area. Mr. Jamison did make the point that it was underestimated who and how many people can shut the roads/sidewalk down and so impact the service.

In response to a comment, Mr. Jamison noted the shuttle was not wrapped to look like a LYNX vehicle but that they wanted it to be different, so it stood out, and that the vehicle was level 4 autonomous. It was stated that the City of Orlando worked together with the shuttle operators to assist when a lane was blocked and had more authority to solve the issue.

A member raised the issue of NHTSA and BRT signals, and the requirement to add a second attendant. Mr. Jamison stated they did add a second attendant, with one purely focused on safety, the second verifying the safety with the first and then also being available to respond to and assist with rider queries.

VII. PUBLIC COMMENTS ON ACTION ITEMS

None.

VIII. ACTION ITEMS

A. June 28, 2024, TAC Meeting Minutes

Approval of the meeting minutes for the June 28, 2024, TAC meeting is requested.

MOTION: Shad Smith moved to approve the TAC June 28, 2024, meeting minutes.
Ramon Senorans seconded the motion. Motion passed unanimously.

B. FDOT Amendment to FY 2025 – 2029 TIP

Mr. Jason Sartorio presented four TIP amendments as below:

- FM #446163-1: Central Casselberry Connectivity Improvement from Hibiscus Rd to Marigold Rd – increases local funds for construction in FY 2025

Including new projects as follows:

- FM #454947-1: Orange-CFRTA/LYNX Bus Shelter Refacing & Bus Shelter Solar Technology
- FM #454971-1: Orange-CFRTA/LYNX Central Station Bus Terminal Retrofit
- FM #454971-2: Orange-CFRTA/LYNX Pull-outs and Safety Enhancements

Mr. Jason Sartorio requested the approval of the amended TIP as presented

MOTION: Shad Smith moved to recommend approval of FY 2025 – 2029 TIP as presented. Nicholas Hartley seconded the motion, which passed unanimously.

C. FY 2025 – 2029 TIP Roll-Forward Amendment

Mr. Jason Sartorio presented the Roll-Forward Amendment for projects which had funding in FY 2024, but the funds were not committed by the end of the fiscal year and so roll forward to fiscal year 2025. The TIP needs to be amended to reflect FDOT's work program, and this is a routine procedure that happens each year.

MOTION: Shad Smith moved to approve the Roll-Forward amendment as presented. Brian Sanders seconded the motion, which passed unanimously.

D. Regional Vision Zero Action Plan

Mr. Mighk Wilson presented, asking for the adoption of the Regional Vision Zero Action Plan. He began by detailing how feedback on the draft report was collected, including the survey results and then shared some examples of the comments received. Mr. Wilson then noted the substantive changes made to the final version, which included a 'What's Next' section, identified the maintaining agency for the top 30 corridors & intersections, and added additional details to the Road Safety Audit Action Plan.

Mr. Wilson noted the Resolution the Committee was being asked to recommend approval of, includes the target of zero fatalities by 2050, the continuation of the Vision Zero Task Force, commitment to annual monitoring, continuing to focus on transportation for underserved communities, reframing KSI as preventable and acknowledging that the Regional Vision Zero Action Plan is an overarching plan with support for county and local VZAP implementation.

In response to a comment, it was confirmed that the plan will be reviewed every 5 years to coincide with the MTP update.

MOTION: Laura Hardwicke moved to approve the resolution and plan as presented. Shad Smith seconded the motion, which passed unanimously

IX. TAC-ONLY PRESENTATIONS

None

X. GENERAL INFORMATION

A. FDOT Monthly Construction Status Report –The latest FDOT Monthly Construction Status Report for the MetroPlan Orlando area was enclosed.

- B. Highlights from July 10, 2024, MetroPlan Orlando Board Meeting** – A series of highlights and notable actions from the most recent MetroPlan Orlando Board Meeting.
- C. Air Quality Report** – The latest air quality report for the MetroPlan Orlando area was enclosed.
- D. Bicycle and Pedestrian Report** – A report on bicycle and pedestrian projects in the MetroPlan Orlando region was enclosed.
- E. LYNX Press Release** – One press release from LYNX was included.
- F. PD&E Tracking Status Report** – A report providing the latest status of the PD&E studies currently underway in the MetroPlan Orlando area was enclosed.
- G. 2050 MTP Status Update** – Information was provided outlining the most recent updates and progress on the 2050 Metropolitan Transportation Plan.
- H. TIP Modification Letter** – Two letters explaining modifications to the FY 2024/25 – 2028/29 TIP were included for informational purposes.
- J. Crane Rides Facility Tour** – A tour of the managing facility for the Altamonte Springs autonomous vehicle program, Crane Rides, is planned. Date TBD.

XI. UPCOMING MEETINGS OF INTEREST

A list of selected upcoming meetings is below. For more information and a full list of upcoming meetings: [MetroPlan Orlando Meeting Calendar](#)

- A.** MetroPlan Orlando Board – September 11, 2024
- B.** CAC Workshop (*Held Virtually*) – September 18, 2024
- C.** LYNX Board (*at LYNX Central Station*) – September 26, 2024
- D.** SunRail/CFCRC Board (*at LYNX Central Station*) – September 26, 2024
- E.** **2050 MTP Technical Workshop (*Held Virtually*) – October 10, 2024**
- F.** Community Advisory Committee (CAC) – October 23, 2024
- G.** Transportation Systems, Management, & Operations Cmte. (TSM&O) – October 25, 2024
- H.** **Technical Advisory Committee (TAC) – October 25, 2024**
- J.** Municipal Advisory Committee (MAC) – November 7, 2024

K. MetroPlan Orlando Board – November 13, 2024

L. TDLCB Public Meeting – November 14, 2024

M. Transportation Disadvantaged Local Coordinating Board – November 14, 2024

XII. MEMBER COMMENTS

Ms. Laura Hardwicke commented that today Congress is introducing a Pedestrian Protection Act which would require federal standards for hood height & bluntness and visibility to protect pedestrians and other vulnerable road users.

Mr. Ramon Senorans shared on September 14th, Kissimmee airport will have a 'Food Truck Fly In', which includes a display of aircraft and military planes, helicopter rides and six food trucks.

Chair Joshua DeVries also mentioned that Osceola Transportation Planning Division has some positions available.


XIII. PUBLIC COMMENTS (GENERAL)

None

XIV. ADJOURNMENT

There being no further business, Chairman Joshua DeVries adjourned the meeting of the Technical Advisory Committee at 11:49 a.m. The meeting was recorded and transcribed by Ms. Rachel Frederick.

Approved this 25th day of October 2024


Mr. Joshua DeVries, Chairman


Ms. Rachel Frederick, Board Services Coordinator

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.