

**DRAFT - please comment by April 30, 2015 to hblanck@volusia.org**

## **Survey Monkey Questions for Votran Transit Design Guidelines**

Purpose of the survey: Votran published the Transit Development Design Guidelines in 2008 to assist those in the planning, design, review and approval of land development projects. Votran will update this document to be relevant to the planning community needs in Volusia County. The Florida Department of Transportation updated their own document entitled Accessing Transit in 2013.

This questionnaire is seeking opinions from all members of city and county government, including their representatives, about the effectiveness of planning for transit service and accessibility. You may direct any questions or additional comments to:

Heather Blanck, Assistant General Manager of Planning, Votran, 950 Big Tree Road, South Daytona, Florida, 32119 hblanck@volusia.org

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Your responses are important to the success of this project and will be kept in complete confidence. Please provide us with basic information that will help us analyze the results of this survey:

Your Jurisdiction: \_\_\_\_\_

Respondent type:

- Elected official
- Departmental manager
- Employee of the jurisdiction
- Other representative of the jurisdiction \_\_\_\_\_

- 
1. How important is transit for residents, tourists and employees to get around your jurisdiction?
    - On a scale of 1 to 5 with 5 being very important and 1 being not important: \_\_\_\_
  2. How important is transit for developers making investments in your jurisdiction?
    - On a scale of 1 to 5 with 5 being very important and 1 being not important:
  3. Are you aware of the bus stops or bus routes adjacent or near the land development projects in your jurisdiction?
    - Yes/No \_\_\_\_\_
  4. Do you feel that the land development projects make adequate accommodations for accessing transit, to include Americans with Disabilities Act accessibility?
    - Yes/No \_\_\_\_\_
    - If yes, what aspect? \_\_\_\_\_
    - If no, what aspect? \_\_\_\_\_
  5. Can you think of any land development project in your jurisdiction that was developed because it was planned in conjunction with the bus stops/bus routes or commuter rail? Please identify the type of development (e.g., residential, commercial, retail);
    - Not applicable \_\_\_\_\_
    - If yes, please describe \_\_\_\_\_

6. At what level is transit considered in the development process?
  - Transit is a priority from the onset of the process (planning)
  - At the end, near (PD&E, construction)
  - Only when specifically asked about
  - Not much of a consideration
  - Not at all
  
7. Does the development review process make use of the Transit Development Design Guidelines or a transit design review process? In what way?
  - Yes/No
  - If not, why not \_\_\_\_\_
  - If yes, when and in what capacity \_\_\_\_\_
  
8. Have you used the Transit Development Design Guidelines?
  - Yes/No \_\_
  - If not, why not \_\_\_\_\_
  - If yes, when and in what capacity \_\_\_\_\_
  
9. Do the different departments that deal with permit standards (land use, buildings, fire, environmental, transportation) cooperate to improve transportation accessibility and efficiency for all types of transportation like roads, transit, sidewalks, bike paths?
  - Yes/No \_\_\_\_
  - If yes, please provide examples. \_\_\_\_\_
  
10. Are there any incentives available to developers in exchange for the provisions of public transportation:
  - What incentives are given? \_\_\_\_\_
  
11. Has your local government considered a penalty for any development that does not want to incorporate public transit into its design or has design plans that would restrict public transit access (cul-de-sacs, gated communities)?
  - Yes/No \_\_\_\_
  - If yes, please provide examples. \_\_\_\_\_
  
12. Are land use changes and rezoning applications provided to Votran staff for review and comment prior to approval?
  - Yes/No \_\_\_\_
  
13. Please indicate the level of interest shown by new investors in development near bus route/bus stops.
  - On a scale of 1 to 5 with 5 being very important and 1 being not important: \_\_\_\_
  
14. Does your agency actively promote development or specific type of land uses along the bus routes or commuter rail lines?
  - If not, why not? \_\_\_\_\_
  - If yes, please indicate what has been done to promote development along bus routes or commuter rail lines? \_\_\_\_\_

15. Have you noticed any issues for public transit customers trying to access developments utilizing existing bus routes?

- Limited signalization \_\_\_\_\_
- Lack of lighting \_\_\_\_
- Lack of sidewalks \_\_\_\_\_
- Low visibility \_\_\_\_\_
- Other \_\_\_\_\_

16. What do you see as the benefits of development around a Votran bus stop? Please check all that apply.

- Increased revenues to public sector \_\_\_\_
- Increased transit ridership \_\_\_\_\_
- Promotion of smart growth \_\_\_\_\_
- Catalyst to redevelopment \_\_\_\_\_
- Enhanced property values \_\_\_\_
- Improved urban design \_\_\_\_\_
- Reduced emissions \_\_\_\_\_
- Increased accessibility for jobs \_\_\_\_\_
- Increased accessibility for individuals who do not drive \_\_\_\_\_
- Increased accessibility for individuals with disabilities \_\_\_\_
- Other (please list below) \_\_\_\_\_

17. Based upon your experience with Votran, please characterize the level of interest that your jurisdiction has in future investments near bus stops/bus routes?

- Very interested
- neutral
- not interested \_
- Why? \_\_\_\_\_

18. Are there any areas of interest which were not mentioned in the survey, that you believe are important to the discussion of transit design guidelines in Volusia County? \_

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***Thank you for your help!***





***RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION  
BOARD STRATEGIC PLANNING RETREAT***

***FEBRUARY 6, 2015***

***FACILITATORS' SUMMARY REPORT***

**DRAFT**

*Retreat facilitated  
and report prepared by  
The FCRC Consensus Center*



CONSENSUS CENTER

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**DRAFT**

## **BACKGROUND**

On February 6, 2015, members of the River to Sea Transportation Planning Organization (R2CTPO) Board, as well as the Citizens' Advisory Committee (CAC), Technical Coordinating Committee (TCC), Bicycle/Pedestrian Advisory (BPAC) and Transportation Disadvantaged Local Coordinating Board (TDLCB) met for their annual retreat. Additional staff from member jurisdictions and private sector planning professionals attended the retreat. Over 40 individuals involved in transportation in Volusia and Flagler Counties participated.

The objectives of the retreat were to:

- Review potential contributions of a strategic organizational plan to the effectiveness of the TPO
- Discuss, develop and suggest tentative priorities among various strategic emphasis areas
- Explore opportunities and challenges of the current transportation planning environment
- Develop an initial list of organizational goals for board consideration

Discussions at the retreat were facilitated by the FCRC Consensus Center. This summary was prepared by the facilitators and outlines the information reviewed, discussions that occurred and conclusions reached by participants at the retreat.

## **WELCOME AND INTRODUCTIONS**

Acting Chairperson Pat Patterson of the R2CTPO Board welcomed participants and asked all in the room to introduce themselves. Hal Beardall, facilitator, reviewed the agenda for the day and introduced the opening exercise.

## **OPENING ICEBREAKER EXERCISE -- TRANSPORTATION EXPERIENCES**

To begin the retreat, participants individually completed the transportation experiences worksheet. The worksheet listed over 30 transportation experiences from riding an animal to work to flying in a hot-air balloon. (It also listed more typical transportation experiences such as riding a bicycle or taking the bus to work.) Participants placed a check-mark next to each item listed which they had personally experienced. The worksheet also allowed participants to write-in experiences not listed. A recorder at each table then totaled the number of items check-marked or written in by individuals at that table. The table with the highest combined total received a package of chocolate truffles for each individual participant.

The exercise was intended to encourage interaction among participants at each table and highlighted the range of experiences with a variety of modes of participants at the retreat.

#### **PRESENTATION: STRATEGIC PLANNING OVERVIEW**

Lois Bollenback, Executive Director of the River to Sea TPO, provided an overview of strategic planning, with a focus on the potential contributions a strategic plan might make to the effectiveness of the TPO. She highlighted the need for direction that would help the TPO determine how best to move towards achieving the goals and vision established in the LRTP. Ms. Bollenback explained that the development of a Strategic Plan would occur over the course of the year and be put in place after adoption of the 2040 Long Range Transportation Plan (Presentation slides for this portion of the retreat are available through the TPO separately from this report).

#### **EXERCISE: POTENTIAL STRATEGIC EMPHASIS AREAS**

The purpose of this exercise was to prepare participants to identify and prioritize potential strategic emphasis areas for the TPO.

Strategic emphasis areas were defined as **issue-oriented** areas of increasing importance, in which increased R2CTPO contributions would improve decision-making and provide value to the region's and the organization's transportation planning efforts. Worksheet 1 (Appendix A) provided a starter list of potential strategic emphasis areas identified by staff.

Participants at each table discussed the items on the starter list, added items as they thought appropriate, and articulated a rationale or criteria for how to identify higher priority items. Although some tables did in fact reach consensus, participants were asked to not necessarily seek a consensus list, but to focus instead on helping each other understand each participant's rationale for the items they thought were higher priorities.

After each table had reported to the full group the items its members had rated highly and the various rationales for the items selected, participants used electronic keypads to individually identify the five potential strategic emphasis areas they thought should have the highest priority. They chose from a list that included items added by the tables as a result of their discussions.

The highlights of the conclusions reached and rationales offered by participants at each table are presented below, followed by the results of the keypad rating exercise.



## Initial Comments and Questions for Clarification

- Are bikes included in the alternative mobility item? *It's up to you to add to them as desired.*
- Brainstorm the ideas at this point, then refine as needed to address through the TPO.
- None of the starter list items address human powered transportation such as bikes and pedestrian.
- How are we rated for most pedestrian accidents in our area? *Volusia is number eight in the state with some communities higher. Flagler is not in the top 15 but Flagler Beach is high in the ratings for accidents per capita.*

## Table Discussion Reports

### Table 1

We combined a few items. We started with need for transit and the related funding challenge. That led to bike/pedestrian safety as key to supporting transit. We also need options to get people out of cars. Demographic shifts are increasing demand for transit, mode shifts, and safety. We also focused on funding and freight. Others are looking at climate change, so that does not necessarily have to be a TPO focus.

### Table 2

We have to get people safely to transit and modal option choices.

### Table 3

We prioritized the bicycle/pedestrian/human power category. But how do we pay for it? Revise the tax structure or redistribute existing funds? We also focused on the need for safety to support transit and human powered options. This can be addressed through better land use planning. Adding lanes, new roads or parking is not the way to go. That view is supported by survey results. We focused on human powered mobility and transit in part because we lack public transit for workers in Flagler.

### Table 4

We added understanding economic development and the role of transportation in economic success. Many of the other topics could support that issue. What can the TPO do to support economic development? Education, enforcement and engineering and environment are keys to safety.

**Table 5**

All of these are important priorities. We focused on performance measures to be sure we are heading in the right direction on all of the priorities. We need a carrot and stick approach to change. Emphasize multi-modal approach and access for all users. How do we move around and why - for work, recreation, school, etc. - by car, walking or other means?

**Table 6**

We prioritized regional planning, including freight and people movement. We have to look at the whole area and our relationship to all of Central Florida. We want to focus on getting people and goods in and out of Volusia. We are too isolated - I-4 is the main option for mobility in and out of the county and it is frustrating and limited.

**Table 7**

We discussed the "whys" of safety. Older systems and intersections need to be upgraded. Identify dangerous intersections and where audio boxes are needed. We also focused on transit planning, including bringing rail up to DeLand. Also, Flagler is growing again and will need more options to address gaps in the system, including trails. Lastly, we need to standardize alternative fuels.

**Table 8**

We put safety first, then added bike/pedestrian. We talked about the need to retrofit existing infrastructure and control urban sprawl - retrofitting to address safety and capacity. Current land use standards may not lead us where we want to go. This is a regional need. Also, complete mobility should include complete streets to address all needs and allow all users to use the system equally and safely. We also discussed demographic shifts and the importance of determining future users and their needs. Transit needs to focus on more than rail to allow for flexible movement.

**Table 9**

Safety should always be the first concern. Demographic shifts need to be included in safety. Regional planning should include other categories and issues such as freight. We were least concerned with ITS planning as a priority. Climate change is a larger issue than can be addressed by the TPO. Transit planning and freight planning should go together.

### **Additional Comments**

Airports did not seem to come up in any of the groups. There is a lack of direct flights to our area from key economic hubs like Chicago and New York. We should add as a separate topic/issue. Also ports should be included under "Freight".

### **Rating Results:**

Each potential strategic emphasis area is listed below, followed by the percentage of participants who chose it as one of the top five most important. Items followed by an asterisk were added during the table discussions.

The facilitators noted that the results of the rating exercise suggested three tiers of priority. The first tier included those items that were selected by more than 50% of participants. A second tier included those items that were selected by between 40% and 50% of participants. The third tier included all other priorities.

#### **Tier 1 Priorities**

Safety	89%
Transit Planning	69%
Alternate Mobility	51%

#### **Tier 2 Priorities**

Bike/Ped (Human Power)	46%
Regional Planning Activities	44%
Funding	43%

#### **Other Priorities**

Freight Planning	38%
ITS Planning	24%
Land Use Planning	22%
Demographic Shifts	17%
Highway Planning Studies/Activities	17%
Economic Development *	17%
Develop Performance Measures	14%
Alternate Fuels/Infrastructure	13%
Airports *	11%
Climate Change/Extreme Weather	3%

## **EXERCISE: OPPORTUNITIES AND CHALLENGES**

Participants next focused on the following two questions:

- What current trends or developments exist in the local area or state that the R2CTPO can build upon in addressing the potential strategic emphasis areas?
- What obstacles does the current environment present to addressing the potential strategic emphasis areas?

Participants first discussed the questions at their tables, then offered their responses in a full group discussion rather than as small group reports. Their comments in response to each question are presented below (not listed in a priority order).

### **Trends or Developments to Build On**

- Strategic use of volunteers - draw on well educated community and volunteers. Involve more people through social media.
- Population demographics in Florida - large number of retirees and disabled.
- Planning more with government agencies and businesses. Discuss their needs.
- Federal health initiatives and need for people to exercise.
- Preserving our natural ecosystems and the economic opportunities they present. Help those who come here with access to those resources.
- Transit oriented development (TOD) is an important aspect of land use. Awareness of the economic opportunity from TODs.
- Moving toward alternative approaches to funding, such as mobility fees.
- The concept of complete streets concept is expanding and building on initial successful example. Build awareness of those successes with smaller local communities and adapt to our local needs.
- Include examples from outside our country too.
- Climate change pushes us toward alternative modes. We also need to expand complete streets into local communities. There are new policies supporting bike/pedestrian at the state level, implemented at local level.
- Reduce urban sprawl; develop mass transit.
- FDOT has adopted a complete streets policy and is developing standards for locals to use.
- Advances in technology allow alternative street design and improve efficiencies. The marketability of alternative modes improves with access.

### **Obstacles**

- The safety issue. We must make people aware of the impact of their current behaviors.

- Political and public attitudes. "I want my independence" means "I want my individual car."
- Planning for transit needs to be more widespread. We the slowly recovering economy, development is getting ready to crank up based on old planning with limited transit access or car centric patterns.
- Transportation networks and development are too spread out which generates higher costs. Alternative networks are not reliable enough to use.
- Power holders in fossil fuels.
- Lack of political will to address funding shortfall.
- Resistance to taxes or user fees.
- Need to address funding shortfalls. We need flexible approaches to funding.

### EXERCISE: POTENTIAL ORGANIZATIONAL GOALS

During the final discussion at the retreat, participants considered the potential organizational goals and characteristics below, which if achieved, would make the R2CTPO more effective in achieving its mission. Staff clarified that an alternative way to look at the items would be that they describe the "how" -- how the TPO might address the emphasis areas discussed earlier.

Participants first discussed whether additional items were need. (One item was added to the list, marked with an asterisk below.) They then rated each item independently of the others, on a ten-point scale, with 1 being the highest and 10 the lowest priority. Initial comments are presented below, followed by the items in priority order with the average rating for each.

#### Initial Comments

- Add strategic use of the web and social media, especially to interact with volunteers and area businesses.
- Is there a master plan for the area? Do we need to include master plans at the county level? *The TPO's LRTP folds together the transit, comprehensive and other plans and must be compatible with them. That is probably captured under provide regional planning support/resource.*
- "Make your Mark" is used to help public understand the planning process and get their input in the LRTP.

#### Potential "How To" Goals

#### Average Priority Rating

Promote education and awareness of transportation issues	1.97
Provide regional planning resources and support	2.16
Offer more technical planning support to local governments	2.29

Increase public awareness of TPO activities	3.13
Take a more proactive role in land use planning	3.53
Provide stronger leadership and advocacy	3.57
Interact more with the business community	4.02
Use social media and volunteers*	4.16

### **CLOSING REMARKS**

Closing comments were limited since the retreat activities extended beyond the scheduled agenda time. Participants were encouraged to complete an Evaluation of the retreat (see attached results). Lois Bollenback noted that the facilitators will prepare a summary of the discussion that occurred at the retreat. The summary will be distributed to all who participated. She thanked everyone for their participation and adjourned the retreat.

DRAFT

**APPENDIX A – AGENDA**

**2015 River to Sea Transportation Planning Organization Retreat**

**February 6, 2015**

9:00 a.m. – 1:00 p.m.

Thomas C. Kelly Administration Center, Training Room 1

123 West Indiana Avenue

DeLand, Florida 32720

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AGENDA

Objectives

- Review potential contributions of a strategic organizational plan to the effectiveness of the TPO
- Discuss, develop and suggest tentative priorities among various strategic emphasis areas
- Explore opportunities and challenges of the current transportation planning environment
- Develop an initial list of organizational goals for board consideration

*Registration, coffee and continental breakfast will be open at 8:30*

9:00 Welcome, introductions, and agenda review  
Icebreaker exercise

9:20 Strategic planning review

- Review 2014 retreat discussions and the LRTP vision and goals
- Identify gaps in the planning process
- Outline components of effective strategic planning

The transportation environment

- *What needs exist in Volusia and Flagler Counties?*
- *What roles might the R2CTPO assume?*
- *What should be the organizational goals for the TPO?*

10:15 Break

10:30 Discuss, suggest and prioritize potential strategic emphasis areas

11:20 Identify obstacles and opportunities

11:40 Break for working lunch

12:00 Review and discuss organizational objectives

1:00 Adjourn

## APPENDIX B – RETREAT EVALUATION SUMMARY

February 6, 2015

*Please rate each of the following statements using a 0 to 10 scale, where 0 means totally disagree and 10 means totally agree. (The following results are based on the twenty-seven responses received)*

**1. Please assess the overall retreat.**

- 8.69 The agenda packet was very useful.
- 8.67 The background information and presentations were very useful.
- 9.24 The objectives for the retreat were stated at the outset.
- 8.90 Overall, the objectives of the retreat were fully achieved.

**2. Do you agree that each of the following meeting objectives was achieved?**

- 8.64 Review potential contributions of a strategic organizational plan to the effectiveness of the TPO
- 8.77 Discuss, develop and suggest tentative priorities among various strategic emphasis areas
- 8.68 Explore opportunities and challenges of the current transportation planning environment
- 8.65 Develop an initial list of organizational goals for board consideration

**3. Please tell us how well the facilitators helped the participants engage in the retreat.**

- 9.64 The facilitators made sure the concerns of all members were heard.
- 9.23 The facilitators helped us arrange our time well.
- 9.00 The members followed the direction of the facilitators.

**4. Please tell us your level of satisfaction with the retreat?**

- 9.27 Overall, I am very satisfied with the retreat.
- 9.23 I was very satisfied with the services provided by the facilitators.
- 9.00 I am satisfied with the outcome of the retreat.

**5. Please tell us how well the next steps were explained?**

- 7.00 I know what the next steps following this meeting will be.
- 7.24 I know who is responsible for the next steps.

**6. What did you like best about the retreat?**

- Open time for comments.
- Good discussions. Enjoyed the time we had to discuss ideas.
- The chance to shape the direction of the TPO.
- The retreat was well thought out and executed.
- Fairness in hearing comments.
- Good mix of attendees.
- The instant polling process. This allowed us to see the consensus of the room in a practical manner.
- Access to diverse opinions and insights.
- The (?) was very interesting and enabled us to learn about each other quickly.



- Exchange of ideas, potential goals and areas of interest and potential needs.
- Future challenge.
- Networking.
- Catering and presentations.
- Questions.
- Discussion among members.
- Opportunity to meet with influential people and get involved in important plans.
- Kept to time schedule.
- Gave all who wanted to speak a few minutes.
- Loved the chocolate Lindor prizes.
- The food; use of "clickers".
- Meet and talk with others.
- Interaction and conversation.

**7. How could the retreat have been improved?**

- More time, mix groups up.
- Bigger tables.
- A little more elbow room.
- Start time! Please provide decaf coffee!
- Fine as is.
- Unknown.
- Opportunity for "birds of a feather", special interest groups to interact, e.g. volunteers, bike/peds, etc.
- Great.
- More focused -- less allowing of people to just spout.

**8. Do you have any other comments that you would like to add (Please use back of form if needed)?**

- TPO staff is appreciated.
- Great job.
- Thanks, this was close to home.
- Not at this time, thanks.
- Thanks for the help.
- Would have liked a "who does what" in the TPO organization.
- Besides the TPO # 100, where do some of the wonderful pamphlets appear?  
Airports? Chambers? Local social groups?

