

Draft Methodology
for the
**2040 Constrained Trend Socioeconomic
Data Forecast**
2040 L RTP for the River to Sea TPO

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1.1 Background

The purpose of the 2040 Constrained Trend Socioeconomic Forecast is to formulate a realistic population and employment projection for input to the transportation model to determine future transportation needs. The level of analysis used by the Florida Standard Urban Transportation Model Structure (FSUTMS) is the Traffic Analysis Zone (TAZ). TAZs vary widely in size based on the intensity of the land use and transportation network and can range from several acres to thousands of acres. The level of output for the dataset is the TAZ.

The most recent update to the socioeconomic data was for the 2035 Volusia TPO Long Range Transportation Plan, which used a base year of 2005. In the interim, an updated based year dataset for 2010 was produced.

The update of the socioeconomic data for the portions of Flagler County that are located within the boundaries of the River to Sea TPO is being accomplished by the Florida Department of Transportation (FDOT). This information will be merged with that for Volusia County once the reapportionment has been approved.

1.2 Control Totals

Population Control Totals

The population component of the Constrained Trend Socioeconomic Forecast is informed by population projections produced by the University of Florida Bureau of Economic and Business Research (BEBR). The Central Florida Regional Planning Model Committee has recommended the use of the BEBR Medium projection for all member jurisdictions. The totals for employment categories and population totals are matched within an error range of approximately 10 persons to control totals. The numbers listed below are for Volusia County only.

2035 LRTP Update:

2000 Base Year population:	443,575
2005 Base Year population:	494,631
2035 Forecast population:	692,763

Current Census/BEBR Estimates:

2010 Census Estimate:	494,593
2010 Census Dwelling Units:	254,226
2013 BEBR Estimate:	498,978
2040 BEBR Med forecast:	592,700

The 2010 Base Year Data Set reported a higher population count than the 2010 Census estimate as well as a higher number of dwelling units than was represented by the 2010 Census, resulting in a higher total forecast population. In that the 2010 Base Year dwelling unit count was thoroughly reviewed on a parcel by parcel basis by the TPO, local jurisdictions and the TPO’s consultant, the 2040 projection uses the higher 2010 base year population and assumes the same differential from the BEBR projection in future years.

2040 LRTP Update:

2010 Base Year Dwelling Units: 257,538
 2010 Population Estimate: 510,189
 2040 Population Forecast: 608,296

The 2010 base year population data set is based on permanent residents and excludes non-permanent residents (such as “snowbirds”). The estimated persons per household rate is 1.81 for multi-family dwelling units and 2.37 for single family dwelling units.

Employment Control Totals

The 2040 Control Totals for employment projections were drawn from Woods and Poole projections.

	2010 Base	2040 Projection	
IND:	21,421	29,898	jobs
COM:	50,306	64,167	jobs
SER:	126,985	194,190	jobs
TOT:	198,712	288,255	jobs

The categorization of Standard Industry Classification (SIC) data provided by Woods and Poole was the same used for the 2010 base year and is shown in Table 1:

Table 1 – SIC Descriptions

RETAIL TRADE EMPLOYMENT	COM
ACCOMMODATION and FOOD SERVICES EMPLOYMENT	COM
TRANSPORTATION and WAREHOUSING EMPLOYMENT	COM
MINING EMPLOYMENT	IND
MANUFACTURING EMPLOYMENT	IND
CONSTRUCTION EMPLOYMENT	IND
FARM EMPLOYMENT	IND
FORESTRY, FISHING, RELATED ACTIVITIES and OTHER EMPLOYMENT	IND
INFORMATION EMPLOYMENT	SER
FINANCE and INSURANCE EMPLOYMENT	SER
REAL ESTATE and RENTAL and LEASE EMPLOYMENT	SER
PROFESSIONAL and TECHNICAL SERVICES EMPLOYMENT	SER
MANAGEMENT of COMPANIES and ENTERPRISES EMPLOYMENT	SER
EDUCATIONAL SERVICES EMPLOYMENT	SER
HEALTH CARE and SOCIAL ASSISTANCE EMPLOYMENT	SER
OTHER SERVICES, EXCEPT PUBLIC ADMINISTRATION EMPLOYMENT	SER
FEDERAL CIVILIAN GOVERNMENT EMPLOYMENT	SER

FEDERAL MILITARY EMPLOYMENT	SER
STATE and LOCAL GOVERNMENT EMPLOYMENT	SER
WHOLESALE TRADE EMPLOYMENT	SER
ARTS, ENTERTAINMENT, and RECREATION EMPLOYMENT	SER
ADMINISTRATIVE and WASTE SERVICES EMPLOYMENT	SER
UTILITIES EMPLOYMENT	SER

1.3 Approach

The update to the trend forecast is a limited update at the TAZ level using the 2035 forecast as a guide. The socioeconomic data is split into two sections: ZDATA1, consisting primarily of population data, and ZDATA2, consisting primarily of employment data.

- The 2035 socioeconomic data forecast is updated to take into account existing development that occurred between the development of the 2005 base year data and the present. The primary new available data is the 2010 base year. The primary goal is to identify TAZs where comparison of the new 2010 base year to the previous 2015 projection (from the 2035 forecast) would show in negative growth or to identify growth that was projected to happen by 2010 that did not actually occur. The future year projections for each TAZ are adjusted accordingly to anticipate any projected growth to occur later or earlier depending on the situation.
- In order to account for changes since the 2035 projection, rates of growth were calculated in units/jobs per year for both 2005-2010 and from the previous projection of 2005-2035. For TAZs where growth happened faster than anticipated, the rate of growth for 2005-2010 was used. Growth that was slower than anticipated was assumed to a result of the economic recession. This temporary slowdown is represented in the new 2010 base year.
- Growth capacity for each TAZ was limited to the highest dwelling units or job count in the 2035 LRTP or, where employment growth occurred in TAZs which was not anticipated in 2035 projections, the capacity was 2010 capacity plus 10% for IND or COM. Service employment was the only category where total 2040 employment exceeded the 2035 growth projection in the 2035 LRTP. As a result, the maximum capacity was used for SER employment in each TAZ plus a factor of 22.4% for those TAZs where unanticipated growth occurred from 2005-2010 to account for TAZs. This factor accounts for growth capacity that was not anticipated in the 2035 projections.
- The number of persons per household has been trending down for the last two decades. This trend was anticipated to continue, resulting in a 2040 persons per household of 2.26 for single-family and 1.79 for multi-family. Research shows that the number of households without children could be as high as 71% by 2030 (Source: Arthur C. Nelson, Metropolitan Research Center, University of Utah).
- Negative Growth: In TAZs where negative job growth occurred from 2005-2010 and negative growth was anticipated in the 2035 LRTP projection for 2005-2035, negative growth was projected for 2040 for jobs. The primary negative growth occurred under the IND category. Negative growth in dwelling units was

- not permitted. Negative growth in population was permitted based on the anticipated change in persons per household.
- Vacancy rates are maintained as in the 2010 base year and vary by TAZ. Any TAZ which does have a vacancy rate in 2010 because it has no existing development is assigned the average permanent vacancy rate for the county.
 - The only major new generator not anticipated in the 2035 plan was the Farnton development. Population and employment were first projected to the control totals without Farnton and then added in Farnton's projected units and jobs. Growth in each TAZ was then adjusted by a percentage to match the control totals as follows: IND: 96.4%, COM: 88.9%, SER: 100%; DU: 85.31%. This percentage was also applied to Farnton's projected growth.
 - The LRTP committee and TCC members were requested to review the 2035 employment projections in detail and provide comments on adjustments that should be made. The population projections were previously reviewed in detail so it is requested that committee members focus their efforts on the employment data.
 - The LRTP committee and TCC members were requested to provide information on any major developments or major future land use changes, such as DRIs that have been recently approved or withdrawn, that were not anticipated in the 2035 plan but should be taken into account in the 2040 projection. Volusia County provided detailed program information for the Farnton Development. Square footage was converted to jobs using the following conversion rates: SER: 300 SF / job; COM: 500 SF/job; IND 1000 SF/job. School Enrollment for colleges 450 SF / student.
 - Because the population and employment projections for 2040 are lower than those projected in the 2035 forecast as well as the lack of growth in the 2005-2010 timeframe, no additional population and employment will need to be projected beyond those comments received from the committees. In order to meet the lower control total, the consultant will use the 2025 and 2030 forecast years from the 2035 LRTP to extrapolate an adjusted 2040 forecast that meets the control totals. Additional development included in the previous projection will be assumed to occur in 2045 or 2050, which extends beyond the study timeframe for the transportation model. Woods and Poole projections will be used to develop a new employment forecast control total.
 - The total for school enrollment matched within 1,000 students to the 2035 forecast's projection for the year 2025 (122,618 students) because the prior 2025 population forecast total most closely matched the new 2040 overall population projection. School enrollment includes both K-12 grade schools as well as colleges and universities. Florida is anticipated to have approximately 15% of persons in grade school in 2040. This would result in approximately 88,000 grade school students based on the 2040 projected population. Total enrollment was projected as 121,543 students. Negative growth was permitted in TAZs for school enrollment consistent with the 2035 methodology and trends from 2005-2010 in some TAZs.
 - As part of the update to the new model structure, the boundaries for some TAZ were changed. Therefore, the future projections from the 2035 LRTP were split into new TAZ boundaries for 50 TAZs. Thirteen of

these were related to the Farmton development. New growth capacity was split into new TAZs based on vacant land remaining and new growth between 2005-2010.

1.4 Results

The product will be a table showing population (ZDATA1) and employment (ZDATA2) data for each Traffic Analysis Zone (TAZ) in five year increments for year’s 2015, 2020, 2025, 2030, 2035 and 2040.

1.5 Data Dictionary

A reference for abbreviations used in the methodology is included in Table 2.

Table 2- Data Dictionary

SF	Single Family
MF	Multi Family
HM	Hotel/Motel
DU	Dwelling Units
POP	Population
IND	Industrial Employment
COM	Commercial Employment (e.g. retail)
SER	Service Employment (e.g. office)
TOT	Total Employment
SCH	School Enrollment
10	2010 base year
40	2040 projection
10_40	growth between 2010 and 2040

Votran services connecting to SunRail at DeBary Station



Votran



SunRail



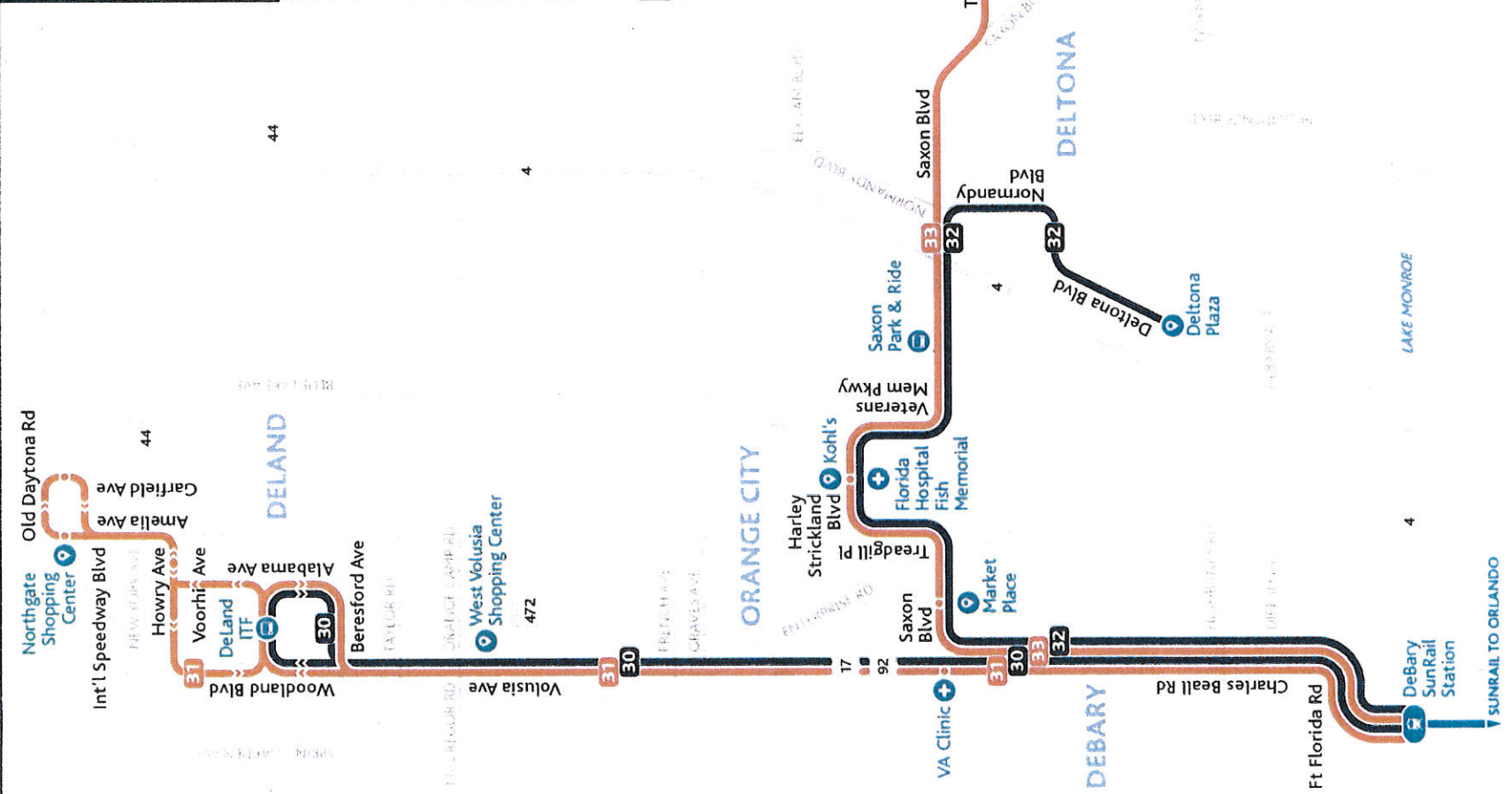
SunRail is Central Florida's brand new commuter train.

WEEKDAY SERVICE
Rush Hour EVERY 30 MINUTES
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FREE TRANSFERS
 Ride Votran to SunRail. Get SunRail pass from bus driver. Swipe pass at any SunRail ticket vending machine. Your SunRail base fare is free!

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Votran services connecting to SunRail at DeBary Station



Votran



SunRail

30 Sunrail - DeLand ITF WEEKDAYS

Northbound to Deland Intermodal Transit Facility

SunRail Arrives	DeBary SunRail Station	VA Clinic	Volusia/French	Volusia/French	Woodland/Orange Camp	DeLand ITF
--	5:52	6:02	6:09	6:17	6:17	6:26
7:48	7:52	8:02	8:09	8:17	8:17	8:26
5:48	5:52	6:02	6:09	6:17	6:17	6:26
6:48	6:52	7:02	7:09	7:17	7:17	7:26
7:48	7:52	8:02	8:09	8:17	8:17	8:26

32 Sunrail - Deltona WEEKDAYS

Eastbound to Deltona Plaza

SunRail Arrives	DeBary SunRail Station	Charles Beall/Highbanks	Market Place	Florida Hospital Fish Memorial	Saxon Park & Ride	Deltona Plaza
--	5:32	5:39	5:45	5:50	5:55	6:02
--	6:25	6:32	6:38	6:43	6:48	6:55
7:18	7:25	7:32	7:38	7:43	7:48	7:55
--	4:25	4:32	4:38	4:43	4:48	4:55
5:11	5:25	5:32	5:38	5:43	5:48	5:55
6:11	6:25	6:32	6:38	6:43	6:48	6:55
7:11	7:25	7:32	7:38	7:43	7:48	7:55

30 Sunrail - DeLand ITF WEEKDAYS

Northbound to Deland Intermodal Transit Facility

SunRail Arrives	DeBary SunRail Station	VA Clinic	Volusia/French	Volusia/French	Woodland/Orange Camp	DeLand ITF
--	5:52	6:02	6:09	6:17	6:17	6:26
7:48	7:52	8:02	8:09	8:17	8:17	8:26
5:48	5:52	6:02	6:09	6:17	6:17	6:26
6:48	6:52	7:02	7:09	7:17	7:17	7:26
7:48	7:52	8:02	8:09	8:17	8:17	8:26

32 Sunrail - Deltona WEEKDAYS

Eastbound to Deltona Plaza

SunRail Arrives	DeBary SunRail Station	Charles Beall/Highbanks	Market Place	Florida Hospital Fish Memorial	Saxon Park & Ride	Deltona Plaza
--	5:32	5:39	5:45	5:50	5:55	6:02
--	6:25	6:32	6:38	6:43	6:48	6:55
7:18	7:25	7:32	7:38	7:43	7:48	7:55
--	4:25	4:32	4:38	4:43	4:48	4:55
5:11	5:25	5:32	5:38	5:43	5:48	5:55
6:11	6:25	6:32	6:38	6:43	6:48	6:55
7:11	7:25	7:32	7:38	7:43	7:48	7:55

Southbound to DeBary SunRail Station

DeLand ITF	Woodland/McGregor	Volusia/French	VA Clinic	DeBary SunRail Station	SunRail Departs
4:38	4:50	4:58	5:04	5:13	5:30
5:38	5:50	5:58	6:04	6:13	6:30
6:38	6:50	6:58	7:04	7:13	7:30
3:38	3:50	3:58	4:04	4:13	4:30
4:38	4:50	4:58	5:04	5:13	5:30
6:38	6:50	6:58	7:04	7:13	--

Westbound to DeBary SunRail Station

Deltona Plaza	Saxon Park & Ride	Kohl's	Market Place	Charles Beall/Highbanks	DeBary SunRail Station	SunRail Departs
4:58	5:08	5:13	5:18	5:24	5:30	6:00
6:05	6:15	6:20	6:25	6:31	6:37	7:00
7:05	7:15	7:20	7:25	7:31	7:37	8:00
5:05	5:15	5:20	5:25	5:31	5:37	6:00
6:05	6:15	6:20	6:25	6:31	6:37	--
7:05	7:15	7:20	7:25	7:31	7:37	8:00

31 Sunrail - US 17-92 Express WEEKDAYS

This bus is an express route and only stops at the time points listed below. Este bus es una ruta express y sólo se detiene en las paradas que se indican a continuación.

Northbound to International Speedway/Amelia

SunRail Arrives	DeBary SunRail Station	VA Clinic	VA Clinic	DeLand ITF	International Speedway/Amelia
7:18	7:20	7:34	7:34	7:50	8:01
8:18	8:20	8:34	8:34	8:50	9:01
5:18	5:20	5:34	5:34	5:50	6:01
6:18	6:20	6:34	6:34	6:50	7:01
7:11	7:20	7:34	7:34	7:50	8:01

33 SunRail - Dupont Lakes Express WEEKDAYS

This bus is an express route and only stops at the time points listed below. Este bus es una ruta express y sólo se detiene en las paradas que se indican a continuación.

Eastbound to Dupont Lakes Shopping Center

SunRail Arrives	DeBary SunRail Station	Market Place	Florida Hospital Fish Memorial	Saxon Park & Ride	Dupont Lakes Shopping Center
7:18	7:28	7:42	7:47	7:53	8:20
8:18	8:28	8:42	8:47	8:53	9:20
5:18	5:28	5:42	5:47	5:53	6:20
6:18	6:28	6:42	6:47	6:53	7:20

Southbound to DeBary SunRail Station

International Speedway/Amelia	DeLand ITF	VA Clinic	VA Clinic	DeBary SunRail Station	SunRail Departs
4:50	5:03	5:18	5:18	5:30	6:00
6:05	6:18	6:33	6:33	6:45	7:00
7:05	7:18	7:33	7:33	7:45	8:00
4:05	4:18	4:33	4:33	4:45	5:00
5:05	5:18	5:33	5:33	5:45	6:00
6:05	6:18	6:33	6:33	6:45	--

Westbound to DeBary SunRail Station

Dupont Lakes Shopping Center	Saxon Park & Ride	Market Place	Kohl's	Deltona City Hall	DeBary SunRail Station	SunRail Departs
4:22	4:30	4:56	4:56	5:01	5:14	5:30
5:22	5:30	5:56	5:56	6:01	6:14	6:30
6:22	6:30	6:56	6:56	7:01	7:14	7:30
3:22	3:30	3:56	3:56	4:01	4:14	4:30
4:22	4:30	4:56	4:56	5:01	5:14	5:30

AM times PM times End of schedule



Volusia County
Volusia County Government



Tell the TPO...

A Community Transportation Survey



The River to Sea Transportation Planning Organization (TPO) wants your input as we plan transportation improvements for Volusia and parts of Flagler County. Please complete the survey online at www.TelltheTPO.com or mail back this copy. **All responses received by 7/23/14 will be eligible to enter a drawing for a \$250 prize.**

1. Home Zip

If applicable: Work/School Zip

2. What forms of transportation do you use regularly (4 or more times per week)? (Select all that apply):

Walk Bicycle Drive alone Carpool Public transit

3. If you do not walk or bike now, what prevents you from doing so? (Check all that apply):

- Lack of pedestrian or bike facilities (sidewalks, marked crosswalks, paths, bike lanes, etc.)
- Safety concern (too much traffic, roads too busy, vehicles too fast, etc.)
- Distance too far to walk or bike, or takes too long
- No matter how much sidewalks or bike lanes are improved, I do not care to walk or bike

4. If you do not use public transit now, what improvements might make it more attractive option for you? (Check all that apply):

- More convenient public transit stops or routes
- Transit service is faster or more direct
- More frequent bus or SunRail service
- Cleaner, safer busses
- Lower fares
- Add new service in locations not served by transit
- I will not ride the bus or SunRail, even with public transportation improvements

5. In order to improve driving in our area, do you think we should invest more, less, or the same in...? (Select one for each):

- a. Improving operational efficiency (better signal timings, adding or extending turn lanes, etc.) More Less The same
- b. Building new roadways More Less The same
- c. Adding lanes to existing roadways More Less The same
- d. Encourage carpooling More Less The same
- e. Improving other choices (biking, bus service) More Less The same

6. What is your overall level of satisfaction with the current quality of transportation facilities in Volusia/Flagler Counties?

(Rank: 1=completely dissatisfied; 2=somewhat dissatisfied; 3=no opinion; 4=somewhat satisfied; 5=completely satisfied):

- a. Pedestrian facilities (availability, sidewalk condition, etc.) 1 2 3 4 5
- b. Trail system (availability, trail conditions, logical connections, etc.) 1 2 3 4 5
- c. Bicycle lanes (availability, markings, pavement condition, etc.) 1 2 3 4 5
- d. Public transit service (availability, busses, rail, etc.) 1 2 3 4 5
- e. Public transit shelters/benches 1 2 3 4 5
- f. Local neighborhood streets (condition of pavement, signs, markings, etc.) 1 2 3 4 5
- g. Major streets (congestion, condition of pavement, signs, markings, etc.) 1 2 3 4 5
- h. Interstate highways (congestion, condition of pavement, signs, markings, etc.) 1 2 3 4 5

7. As we prioritize spending on transportation projects, do you think we should invest more, the same, or less than we are spending now on the following:

- a. Pedestrian facilities Much more More About the same Less Much less
- b. Trail Much more More About the same Less Much less
- c. Bicycle facilities Much more More About the same Less Much less
- d. Public transit Much more More About the same Less Much less
- e. Existing roadways Much more More About the same Less Much less
- f. New roadways Much more More About the same Less Much less

Continue Survey »

To complete this survey online visit www.TelltheTPO.com

8. The 2035 Long Range Transportation Plan considered a dedicated funding source to fund public transit. How do you think public transit should be funded? (Choose 1):

- Ad valorem taxes (property taxes)
- A transit impact fee for new development
- An overlay tax district for urban areas to support mass transit
- A sales tax (1 cent or less)
- Yes - I support dedicated funding source for transportation, but would need more information to decide which is my preferred method of funding
- No - I do not support consideration of a dedicated funding source

9. Optional Questions (This information helps us know if we've reached all types of travelers within our area.):

- a. Age <16 17 to 25 26 to 40 41 to 65 >65
- b. Gender Female Male
- c. Race White Hispanic/Latino Black/African American Asian Other
- d. Income <25,000 25,000 to 45,000 45,001 to 100,000 100,001 to 150,000 >150,000

If you want to be eligible for a \$250 gift certificate and other prizes, please provide your name and email.
PUBLIC RECORDS NOTICE: The River to Sea TPO is governed by the State of Florida public records law. Email addresses we receive may be disclosed to any person making a public records request in accordance with Chapter 119 Florida Statutes.

Name	Email
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Here is an opportunity to stay informed. Let us know if you would like additional information on:

- a. River to Sea TPO (information about meetings, issues, and events) Yes No
- b. ReThink (information about ridesharing, carpooling, park-and-ride services, etc.) Yes No
- c. Votran (bus schedules, updates, route changes, etc.) Yes No
- d. SunRail (news updates) Yes No

As we plan transportation improvements in Volusia and Flagler Counties, do you have any additional concerns, suggestions, and/or recommendations to us?

To complete this survey online visit www.TelltheTPO.com



2570 West International
Speedway Boulevard, Suite 100
Daytona Beach, FL 32114-8145



Mail To:

RIVER TO SEA TPO
2570 West International
Speedway Boulevard, Suite 100
Daytona Beach, FL 32114-8145

Cuéntele a la Organización de Planificación de Transporte... Encuesta de Transporte Comunitario



La Organización de Planificación de Transporte (TPO, por sus siglas en inglés) «River to Sea» necesita su aporte mientras planifica mejoras de transporte en Volusia y partes del condado de Flagler. Complete la encuesta en internet en www.TellTheTPO.com o remita esta copia por correo. **Todas las respuestas (recibidas antes del 23/7/2014) podrán participar en un sorteo y obtener un premio de \$250.**

1. Código Postal de su Casa

Si corresponde: Código Postal
Laboral o Escolar

2. ¿Qué formas de transporte utiliza en forma habitual (4 o más veces por semana)? (Seleccione todas las que correspondan):

Caminar Bicicleta Automóvil propio, solo Automóvil compartido Transporte público

3. Si ahora no camina ni monta en bicicleta, ¿qué impedimentos tiene para hacerlo? (Verifique todas las opciones que corresponden):

- Falta de instalaciones para peatones o ciclistas (aceras, cruces peatonales marcados, senderos, sendas para bicicletas, etc.)
- Cuestiones de seguridad (demasiado tráfico, carreteras muy concurridas, vehículos que circulan demasiado rápido, etc.)
- Distancias demasiado largas para caminar o ir en bicicleta, o lleva demasiado tiempo
- No importa cuánto hayan mejorado las aceras o sendas para bicicletas, no me gusta caminar ni montar en bicicleta

4. Si ahora no utiliza el transporte público, ¿qué mejoras podrían hacer que esta opción sea más atractiva para usted? (Verifique todas las opciones que corresponden):

- Paradas o recorridos más convenientes
- Servicio de transporte más rápido o más directo
- Servicio más frecuente de autobuses o SunRail
- Autobuses más limpios y seguros
- Tarifas menos costosas
- Agregar nuevos servicios allí donde no hay prestación de transporte público
- No tomaré un autobús ni SunRail, incluso con mejoras en el transporte público

5. A fin de mejorar la conducción en nuestra área, ¿en qué cree que deberíamos invertir más, menos o lo mismo...? (Seleccionar una opción para cada respuesta):

- | | | | |
|--|-----|-------|----------|
| a. Mejorar la eficiencia operativa (mejor sincronización de semáforos, agregar o ampliar carriles de giro, etc.) | Más | Menos | Lo mismo |
| b. Construir nuevas carreteras | Más | Menos | Lo mismo |
| c. Agregar carriles a las carreteras existentes | Más | Menos | Lo mismo |
| d. Incentivar el viaje compartido en automóvil | Más | Menos | Lo mismo |
| e. Mejorar otras opciones (para montar en bicicleta, servicio de autobuses) | Más | Menos | Lo mismo |

6. ¿Cuál es su nivel de satisfacción general con la calidad actual de las instalaciones de transporte en los condados de Volusia y Flagler?

(Escala: 1 = completamente insatisfecho; 2 = un poco insatisfecho; 3 = no deseo opinar; 4 = satisfecho; 5 = completamente satisfecho):

- | | | | | | |
|---|---|---|---|---|---|
| a. Instalaciones para peatones (disponibilidad, estado de las aceras, etc.) | 1 | 2 | 3 | 4 | 5 |
| b. Sistema de senderos (disponibilidad, estados de los senderos, conexiones lógicas, etc.) | 1 | 2 | 3 | 4 | 5 |
| c. Carriles para bicicletas (disponibilidad, señalización, estado del pavimento, etc.) | 1 | 2 | 3 | 4 | 5 |
| d. Servicio de transporte público (disponibilidad, autobuses, trenes, etc.) | 1 | 2 | 3 | 4 | 5 |
| e. Refugios y bancos para transporte público | 1 | 2 | 3 | 4 | 5 |
| f. Calles de vecindarios locales (estado del pavimento, letreros, señalización, etc.) | 1 | 2 | 3 | 4 | 5 |
| g. Calles principales (congestión, estado del pavimento, letreros, señalización, etc.) | 1 | 2 | 3 | 4 | 5 |
| h. Carreteras interestatales (congestión, estado del pavimento, letreros, señalización, etc.) | 1 | 2 | 3 | 4 | 5 |

7. Como priorizamos el gasto en proyectos de transporte, ¿cree que deberíamos invertir más, menos o lo mismo que lo que estamos gastando ahora en lo siguiente?:

- | | | | | | |
|----------------------------------|-----------|-----|----------|-------|-------------|
| a. Instalaciones para peatones | Mucho más | Más | Lo mismo | Menos | Mucho menos |
| b. Senderos | Mucho más | Más | Lo mismo | Menos | Mucho menos |
| c. Instalaciones para bicicletas | Mucho más | Más | Lo mismo | Menos | Mucho menos |
| d. Transporte público | Mucho más | Más | Lo mismo | Menos | Mucho menos |
| e. Carreteras existentes | Mucho más | Más | Lo mismo | Menos | Mucho menos |
| f. Carreteras nuevas | Mucho más | Más | Lo mismo | Menos | Mucho menos |

Continúe con la encuesta »

Para completar esta encuesta en línea, visite www.TellTheTPO.com

8. El Plan de Transporte de Largo Alcance 2035 tuvo en cuenta una fuente de financiación especializada para financiar el transporte público. ¿Cómo cree que debería financiarse el transporte público? (Elija una opción):

- Impuestos ad valorem (impuestos a la propiedad)
- Una tarifa de impacto en el transporte para nuevos desarrollos
- Un distrito de superposición impositiva para áreas urbanas con el fin de apoyar el transporte público
- Un impuesto a las ventas (1 centavo o menos)
- Sí, apoyo una fuente de financiación específica para el transporte, pero necesitaría más información para decidir cuál es mi método preferido
- No, no apoyo la consideración de una fuente de financiación específica

9. Preguntas opcionales (Esta información nos ayuda a saber si hemos llegado a todos los tipos de usuarios dentro de nuestra área):

- a. Edad <16 17 a 25 26 a 40 41 a 65 >65
- b. Sexo Femenino Masculino
- c. Raza Blanca Hispana o Latina Negra o Afroamericana Asiática Otras
- d. Ingresos <\$25,000 \$25,001 a \$45,000 \$45,001 a \$100,000 \$100,001 a \$150,000 >\$150,000

Si desea ser elegible para un certificado de regalo por \$250 y otros premios, por favor indique su nombre y correo electrónico.
NOTIFICACIÓN DE REGISTROS PÚBLICOS: La ley de registros públicos del estado de Florida rige a la TPO de Río al Mar. Las direcciones de correos electrónicos que recibimos pueden divulgarse a cualquier persona que haga una solicitud de registros públicos de acuerdo con el capítulo 119 de los Estatutos de Florida.

Nombre

Correo electrónico

Esta es una oportunidad para mantenerse informado. Díganos si desea obtener más información sobre:

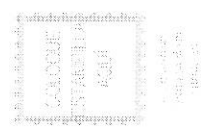
- a. La Organización de Planificación de Río al Mar (información sobre reuniones, asuntos y eventos) Sí No
- b. ReThink (información sobre viaje compartido en automóvil, servicios de estacionamiento y recorridos, etc.) Sí No
- c. Votran (horarios de autobuses, actualizaciones, cambios de ruta, etc.) Sí No
- d. SunRail (actualizaciones de noticias) Sí No

Mientras planificamos mejoras de transporte en los condados de Volusia y Flagler, ¿tiene alguna otra inquietud, sugerencia o recomendación para compartir con nosotros?

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Speedway Boulevard, Suite 100
Daytona Beach, Florida 32114-8145



Correo para:

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