

CORRIDOR IMPROVEMENT PROGRAM

PHASE 1: ASSESSMENT OF US 1/SR 5

APRIL 2012

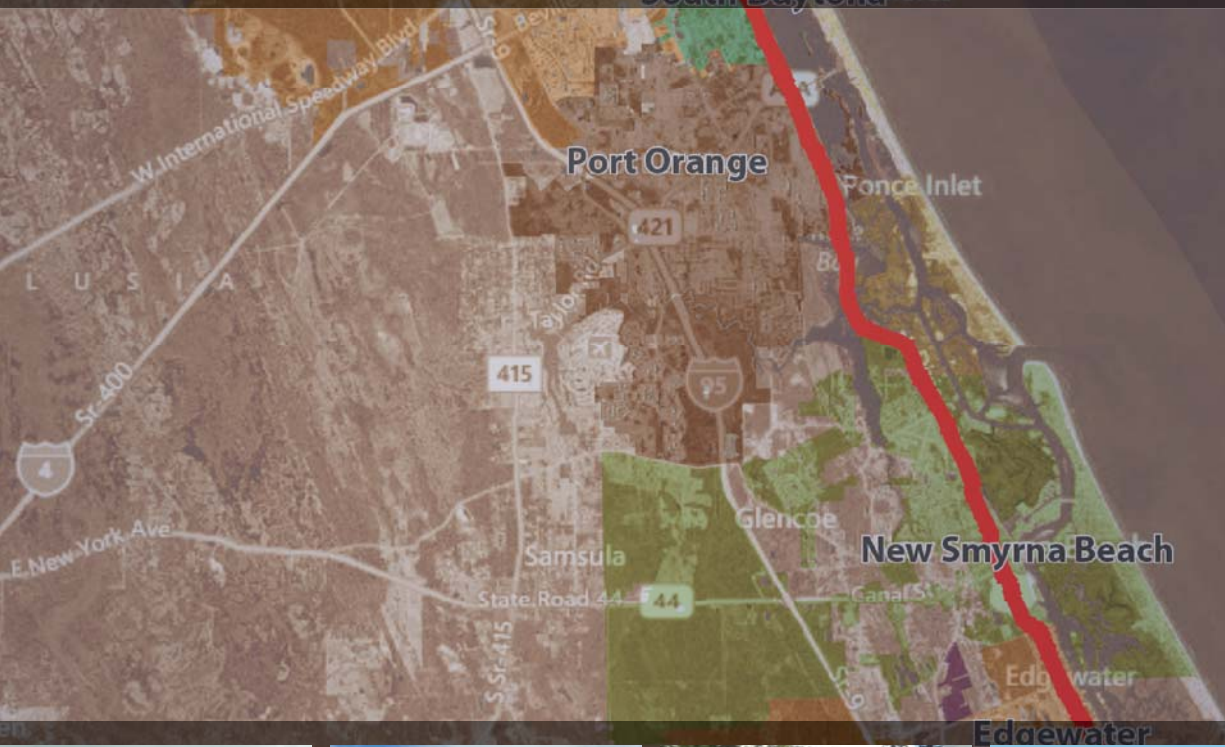


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1. INTRODUCTION

Study Background

US 1's Evolving Transportation Function

US 1 (SR 5), within the study area, is a 45-mile four-lane major arterial roadway that runs along the eastern side of Volusia County, paralleling the Halifax River. Locally known as Ridgewood Avenue and Yonge Street, US 1 connects the Cities of Oak Hill, Edgewater, New Smyrna Beach, Port Orange, South Daytona, Daytona Beach, Holly Hill, and Ormond Beach, as well as unincorporated portions of Volusia County.

Prior to the building of Interstate 95 (I-95), US 1 functioned as the major north-south corridor serving regional travel. The roadway ties all the Volusia riverside cities together and also links these communities to the rest of the County, and beyond. With the introduction of the Interstate and new parallel arterial roadways (e.g. Nova Road/SR 5A), US 1 has evolved to one that serves mostly local travel needs, while the faster roadways cater more to regional travel. US 1 now serves as a business address, and at times, as a main commercial street for many of the riverside cities.

Desire for an Economically Sustainable and Multi-Modal US 1

As US 1's transportation function changed, the roadway corridor has also experienced significant land use changes through the years. Portions of the corridor have seen commercial uses leaving US 1 for other new arterial corridors, and have been challenged with attracting and retaining neighborhood-serving retail and office uses. Each jurisdiction along the Corridor has developed plans, conducted studies, and implemented policies to respond to these economic development challenges. These efforts aim to enable US 1 to become a viable corridor, from both a transportation and economic development perspective. In fact, six of the US 1 municipalities have implemented or are headed towards the creation of a community redevelopment agency (CRA) along US 1, with the ultimate goal of creating economically feasible and vibrant places.



Various cross sections and land use character along US 1.

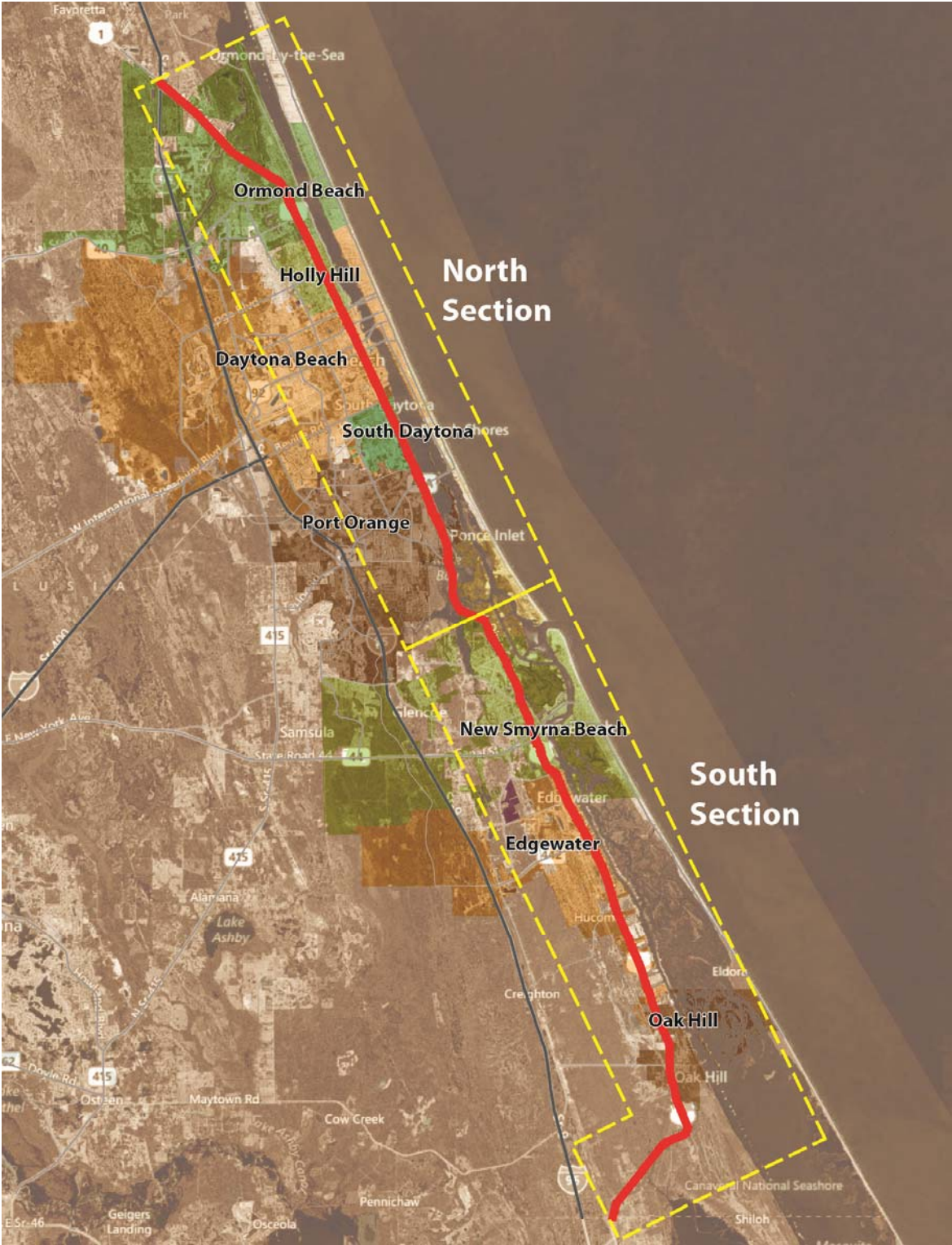
In terms of transportation goals, the 1999 US 1 Arterial Investment Study (AIS) resulted in a collective decision by all the US 1 municipalities to constrain the roadway to four lanes. Rather than increasing the vehicle capacity of the roadway through lane additions, the communities agreed that emphasis should be placed on making operational and safety improvements, and enhancing pedestrian, bicycling, and transit mobility. Each of the jurisdictions has also drafted transportation policies and some have advanced regulatory tools toward this multi-modal mobility goal. Many of the cities have developed Transportation Concurrence Exception Areas (TCEAs) to reduce or eliminate the level of service concerns that may otherwise require the widening of US 1.

Corridor Improvement Program Phase I: Assessment of US 1/SR 5

The Volusia Transportation Planning Organization (TPO) has been a constant partner of the municipalities through the various transportation planning and implementation efforts along US 1. Since the completion of the AIS more than 10 years ago, numerous additional plans, plan updates, and projects have been proposed. ***A consensus among the municipalities regarding the corridor's future would have to begin with a clear understanding of what these existing plans propose and the relevance of these plans to the context of today's realities and community goals.*** The TPO understands this need and has proactively embarked on a Corridor Improvement Program (CIP) for US 1. The CIP is divided into two phases. This report documents the work done on the first phase of the CIP.

Figure 1 shows the Study Area for the CIP Phase I, with the US 1 Corridor being divided into the north section (from Interstate 95 to Rose Bay) and the south section (from Rose Bay to the Brevard County line).

Figure 1: US 1 CIP Study Area



Study Purpose

The purpose of the CIP Phase I is to develop a comprehensive database and baseline understanding of all the studies previously undertaken on all or parts of the US 1 corridor, from both a land use and transportation perspective. The assessment was undertaken with an eye towards identifying plans and projects that impact multi-modal mobility along US 1, including vehicular, transit, and pedestrian/bicycling plans and projects. Other initiatives that may not pertain to transportation infrastructure investments, but relate to land use/urban design efforts that directly influence the transportation needs of US 1 were also included in the Phase I assessment.

The CIP Phase I's synthesis of projects and plans provides a framework for what has been conceived and agreed upon in the past, but also serves as a platform for evaluating the next steps for the future of the corridor. The resulting project synthesis and database is a planning tool that:

- **Encourages Corridor-wide Coordination.** This effort resulted in a single database that lists all the projects and plans that have been proposed by the cities, county agencies, and FDOT. This database allows for an easily understandable overview of all activities planned and/or programmed for the corridor under the current planning horizon and provides all the stakeholders a current and common “shopping list” for advancing community and regional goals for US 1. This list can help neighboring communities advance common or complementary projects by leveraging funding or by partnering to seek funding, as well as to resolve any potentially conflicting initiatives.
- **Allows for Understanding/Evaluating Project Relevance.** The database allows corridor stakeholders to understand the details of each project (what study recommended it, what the funding status is, etc.), and more importantly, its relevance to current needs and community goals.
- **Allows for Understanding/Evaluating Project Support of Community Goals.** With the help of the stakeholders, a set of common US 1 policy themes/goals were developed as part of the Phase I effort. The US 1 database allows municipalities to evaluate and potentially prioritize the implementation of projects that advance these common community goals.
- **Allows Stakeholders to Leverage Funding.** Previously, the municipalities did not have the needed resources to implement many of the proposed projects on their own. This database will help identify potential “packaging” of complementary projects across the cities to be more competitive for state and federal grants. In particular, the US 1 project database offers an opportunity to organize otherwise “wish list” projects in need of funding into strong applications for discretionary grants oriented towards livability, economic development, and multi-modal mobility.
- **Helps Identify Priorities and Gaps.** As the TPO, FDOT, and the communities advance efforts along US 1, the database provides a ready resource that can help identify priority areas and types of projects, as well as potential gaps where projects are missing to advance specific policies.

2. STUDY PROCESS

Stakeholder Group

The US 1 CIP database was the result of the combined efforts of agency and municipal stakeholders (stakeholder group) and the TPO staff. The stakeholder group includes representatives from the Volusia TPO, Volusia County, Florida Department of Transportation (FDOT), Votran, City of Ormond Beach, City of Holly Hill, City of Daytona Beach, City of South Daytona, City of Port Orange, City of New Smyrna Beach, City of Edgewater, and the City of Oak Hill.

The study team coordinated closely with the stakeholder group to gain a better understanding of the current local perspective on each of the study sections. Major coordination efforts included a kick-off meeting, stakeholder interviews, and workshops with both the north and the south section stakeholder representatives.

Stakeholder Interviews

The team conducted one-on-one and small group interviews with all the agency and municipal representatives to seek their input on what studies and documents related to US 1 are considered relevant to each jurisdiction's current efforts. These interviews enabled the project team to gain a comprehensive understanding of current local desires for US 1 and to have a more focused and targeted data collection effort. The stakeholders interviewed include:

- Volusia County: Jon Cheney, Mark Tobin, Melissa Booker, and Becky Menendez
- Volusia County Economic Development: Pedro Leon, Arlene Smith, and Phil Eslinger
- Volusia TPO: Stephan Harris
- Votran: Ken Fischer, Liz Suchsland, and Heather Blanck
- Bicycle / Pedestrian Advisory Committee: AJ Deview
- Florida Department of Transportation: Mike Sander, Joan Carter, Chris Cairns, Tony Nosse, and Judy Pizzo
- Private Developer: Glenn Storch
- City of Oak Hill: Monty Beamer
- City of Edgewater: Darren Lear



Stakeholders provided input on common themes along US 1 during the study's kick-off meeting.



One-on-one stakeholder interviews.

- City of New Smyrna Beach: Gail Henrickson
- City of Port Orange: Bill McCord and Penelope Cruz
- City of South Daytona: John Dillard, Patty Rippey, and Joe Yarbrough
- City of Daytona Beach: Reed Berger, Rich Walton, Mike Marcum, and Dennis Mrozek
- City of Holly Hill: Tom Harowski
- City of Ormond Beach: Ric Goss and Joe Manarino



One-on-one stakeholder interviews.

Documents Review

The study team acquired and reviewed more than 80 planning documents and studies and 30 design plans. Documents were provided by members of the stakeholder group and include vision plans, master plans, CRA plans, safety studies, corridor studies, long-range transportation plans, pedestrian and bicycle studies, transit plans, traffic studies, access management plans, among other studies.

Table 1 contains a list of key documents that were reviewed for this study.

Table 1: US 1 CIP Planning and Design Documents Reviewed

Provided By	Title	Date
FDOT	US 1 Transportation Study (AIS)	June, 1999
	Build Geometry for Design Build	June, 1999
	US 1 Traffic Operations Studies	Multiple
	Daytona Beach Intermodal Airport Connector	2007
	Daytona Beach Greyhound Bus Terminal Connector	2007
	Sidewalk Gap Initiative	August, 2010
	International Speedway Boulevard (ISB) Coalition	October, 2011
	US 1 Scenic Corridor Management Plan	October, 2010
	US 1 AIS Intersection Analyses	June, 1999
	FDOT Plans for US 1 at Reed Canal	Multiple
	FDOT Plans for US 1 at Big Tree	Multiple
	FDOT Plans for US 1 at SR 421/Herbert Street	April, 2011
	FDOT Plans for US 1/Canal St	September, 2010
Volusia County	US 1 Zoning Change in Ormond Beach	October, 2010
	US 1 at 10th Street Improvements Preferred Alternative Figure	July, 2006
	US 1 at 10th Street Plans	June, 2011
	Hurricane Evacuation Routes	January, 2011
	Freight Study	December, 2009
	Comprehensive Plan	November, 2008
	Economic Development Strategic Plan	June, 2002
	CPA Ordinance 2009-01	January, 2009
	Trails Plan	Date Unpublished
	Transportation Improvement Plan	September, 2011
	List of Prioritized SIS Roadway Projects	June, 2011

Provided By	Title	Date
Volusia TPO	Transit Corridor Feasibility Analysis Study	March, 2009
	Applications for XU Bicycle/Pedestrian Projects	Date Unpublished
	Countywide Emergency Vehicle Preemption Study	July, 2009
	L RTP (Including Transit Element)	September, 2011
	Bicycle & Pedestrian School Safety Review Studies Powerpoint	September, 2011
	MPO Bike/Pedestrian Plan	January, 2005
	<u>School Safety Studies</u>	
	Cambell Middle (Daytona Beach)	September, 2011
	Chisholm Elementary (New Smyrna Beach)	March, 2008
	Edgewater Elementary	November, 2008
	Holly Hill Elementary	March, 2007
	Indian River Elementary (Edgewater)	March, 2007
	New Smyrna Beach Elementary	September, 2011
	Ormond Beach Elementary	September, 2011
	Ormond Beach Middle	September, 2011
	Port Orange Elementary	June, 2009
	Read-Patillo Elementary (New Smyrna Beach)	November, 2008
	South Daytona Elementary	March, 2007
	Sugar Mill Elementary (Port Orange)	March, 2007
	Turie T. Small Elementary (Daytona Beach)	March, 2007
	<u>Bike & Pedestrian Feasibility Studies</u>	
	30th St. Sidewalk (Edgewater)	September, 2007
	Fremont Ave. (Daytona Beach)	September, 2008
	Garfield Dr. Sidewalk (South Daytona)	July, 2009
	Golfview Blvd. Bike Path (South Daytona)	July, 2010
	Mango Tree Dr./27th St. Sidewalk (Edgewater)	July, 2006
	Mary Ave. Sidewalk (New Smyrna Beach)	January, 2011
	Ormond Beach Multi-Use Paths	April, 2004
	Ridge Blvd. Shared Use Path (South Daytona)	June, 2010
	Riverside Dr. (Holly Hill)	September, 2007
	Tomoka State Park Trail (Ormond Beach)	April, 2007
	Bus Route Schedules and Maps East Volusia	February, 2011
	Transit Development Design Guidelines	February, 2008
Votran	2008 Accessing Transit Design Handbook	August, 2008
	Eastside Transit Study	June, 2009
	Transit Development Plan	September, 2011
City of Oak Hill	Sign Ordinance	November, 2011
City of Edgewater	US 1 Access Management Study	March, 2009
	Ridgewood Avenue Corridor Design Regulations	June, 2011
	Southeast Volusia Regional Transportation Study	January, 2008
	Transportation Impact Fee Study	August, 2004
	Comprehensive Plan	April, 2011
	Envision Edgewater- Economic Development Strategic Plan	May, 2010
	Envision Edgewater- Community Redevelopment Planning	July, 2011
	Envision Edgewater- Redevelopment Area Ordinance	May, 2010
	Envision Edgewater- Economic Development Incentives	2010
	Edgewater Vision Book	November, 2008
	CRA Findings of Necessity Report	January, 2011

Provided By	Title	Date
City of New Smyrna Beach	LDR Changes (covers all of US 1)	May, 2011
	Comprehensive Plan	2011
	CRA Masterplan	November, 2010
	Master Sidewalk Plan	2011
	Sidewalk Improvement Plan	August, 2011
	Airport Master Plan	January, 2005
	Gateway Landscaping US1 and Canal St.	September, 2011
	Mary Avenue Streetscape Project, from Myrtle to US 1	August, 2010
	Orange St. Streetscape Project	November, 2009
City of Port Orange	TDM/TSM Program Manual	July, 2009
	TCEA Justification Report	October, 2005
	3R Resurfacing Project Comments	Date Unpublished
	Comprehensive Plan	January, 2010
	Riverwalk Plans	Multiple
	US 1 Streetscaping Plans	December, 2009
	Dunlawton/Spruce Creek Rd. Construction	October, 2011
	Ridgewood Corridor Plan	Ongoing
	Eastport Business Center CRA	September, 1995 / Updated 2010
	Port Orange Town Center Redevelopment Plan	December, 1998
	Port Orange Trail – Pathway Map	Date Unpublished
	FDOT Candidate Proj. 790006000:	2011
	Resurfacing of US 1 from South of Harbor Rd to Fleming Ave	
City of South Daytona	South Ridgewood Ave. Corridor Design Guidelines	May, 2008
	CRA Masterplan	June, 2008
	CRA Annual Report	March, 2011
	City's Golf Cart Study	February, 2009
	Brownfield Documentation	Multiple
	City Plans for US 1 at Ridge Blvd.	July, 2011
	TCEA Validation Report	May, 2007
	Comprehensive Plan	May, 2010
	U.S. 1 Plans for Streetscaping/ Undergrounding	July, 2011
	Resolution No. 09-25	January, 2010
City of Daytona Beach	Overlay District	November, 2011
	City Wayfinding RFP	October, 2011
	TCEA Amendment	September, 2011
	Area Wide Traffic Study by GMB	January, 2008
	Comprehensive Plan	October, 2010
	Orange Ave. Improvements	September, 2009
	Downtown Ballough Road Redevelopment Area Plan	August, 2010
	Midtown Redevelopment Area Plan	December, 2009
	Riverfront Master Plan	July, 2010
	NEPA TIGER III Grant Application	November, 2009
	Volusia County Crash Summary Report	September, 2011
City of Holly Hill	Comprehensive Plan	September, 2010
	CRA Masterplan	October, 2007
	Quentin Hampton Drainage Study	July, 2007

Provided By	Title	Date
City of Ormond Beach	Downtown Design Guidelines	May, 2010
	Multi-Modal Strategy	December, 2010
	City of Ormond Beach Small Area Transportation Study	July, 2004
	US 1/I-95 Interchange Modification Report	February, 2011
	US 1 Corridor Finding of Necessity Study	July, 2011
	FDOT US1 and SR40 Intersection Analysis and Alt. Evaluation	July, 2008
	Energy Efficiency and Conservation Strategy	July, 2010
	2010-2025 LOS Roadway Assessment	Multiple
	Ormond Crossings CRA Documentation	January, 2010
	Downtown-Wide Stormwater Basin Study-Draft	October 2011
	Comprehensive Plan	December, 2010
	Redevelopment Regulations	May, 2010
	CRA Masterplan Update	August, 2006
	City of Ormond Beach Tomoka State Park Sidewalk Improvements	June, 2009
	SR 5 / SR 40 Intersection Improvements	July, 2006

Stakeholder Workshops

Two workshops were held during the study process. During the first workshop, two separate sessions were conducted, one for cities in the northern section (Port Orange, South Daytona, Daytona Beach, Holly Hill, and Ormond Beach), and another for cities in the southern section (Oak Hill, Edgewater, and New Smyrna Beach). At this workshop, the study team presented findings from the stakeholder interviews and data gathering efforts. The presentation included a review of the preliminary list of US 1 projects derived from the initial set of document reviews. The study team then received inputs from the stakeholder group on the relevance and accuracy of the projects on the lists.

At the first workshop, the study team also presented and confirmed a set of “corridor themes” that reflect common vision statements and goals based on a review of policy documents (See discussion under Section 3: Policy Review). These themes also reflect stakeholder input received during the “post-it note exercise” conducted at the study’s kick-off meeting. At this exercise, the participants brainstormed and were asked to write down the top three ideas/visions/concepts of what they like along the existing US 1 or what they would like to see happen along US 1. Lastly, workshop attendees were also asked to evaluate the projects and identify the themes that each project is supporting.

A second workshop was held towards the end of the study to solicit additional feedback from the stakeholder group on the updated list of US 1 projects, the themes that these projects support, and a short list of projects in need of funding. The second workshop also covered a discussion of potential funding sources for various project types.

The presentations from the workshops are included in this report under the Appendix.

TPO Board and Committee Meetings

The team provided presentations to the TPO Board and its various committees to keep them updated throughout the study and incorporated comments as part of this report. The presentation materials from the TPO Board and committee meetings are included in this report under the Appendix.

Other Data Sources and Stakeholder Group Feedback

The US 1 Project Database was reviewed using a variety of additional sources including field visits, Google Maps, and feedback from stakeholders. A number of maps, data tables and other information were provided by the stakeholders in addition to the planning documents listed above.

In between each of these study milestones, draft products (project lists, summaries, and document lists) were provided to the stakeholder group to seek ongoing feedback.

3. POLICY REVIEW

In addition to identifying the relevant projects and studies, the study team also reviewed various documents to understand the commonalities among the policies adopted by various US 1 jurisdictions. Comprehensive plans, CRA plans, and TCEA studies were the primary sources of the policy information.

Common Corridor Themes from Policy Review

Fifteen different common corridor themes were identified from the policy review. These themes clearly demonstrate that communities seek to: (1) make US 1 a multi-modal corridor, (2) to make it become an economic engine for the region, and (3) to use the US 1 corridor to celebrate unique community character while still supporting a corridor-wide vision. The themes were further grouped into categories similar to those that were used to organize projects in the database (See Page 19, Project Categories). These themes were utilized in the database as a way to help evaluate and identify projects that are most supportive of the current community desires for US 1. Projects can and do support themes outside of the respective project category where it is grouped.

Common policy themes for the US 1 corridor and the projects they support were presented and confirmed at the workshops and through follow-up reviews by the stakeholder group. Table 2 lists the corridor themes.

Table 2: Common Corridor Themes

Category	Theme
Vehicular	<ul style="list-style-type: none"> • Constrain US 1 to existing four lanes • Improve operational efficiency • Improve roadway safety
Transit	<ul style="list-style-type: none"> • Enhance transit service to support mobility needs (capital and operations) • Target transit investments to support economic development
Bicycle / Pedestrian	<ul style="list-style-type: none"> • Improve pedestrian / bicycle mobility along US 1 and across US 1 • Enhance pedestrian, bicycle, and transit connectivity • Prioritize pedestrian / bicycle improvements to major destinations
Landscape / Streetscape	<ul style="list-style-type: none"> • Improve aesthetics along US 1 • Enhance unique community identity along US 1 • Develop context sensitive roadway cross sections • Ensure compatible streetscape transition
Land Use / Development	<ul style="list-style-type: none"> • Facilitate targeted redevelopment and infill (i.e. CRAs) • Facilitate future growth to be supportive of multi-modal mobility • Preserve and enhance existing neighborhoods and landmarks

Land Use and Transportation Implementation Tools

The policy themes identified are considered “common corridor themes” in that all the jurisdictions have expressed similar desires and visions in their policy documents. However, it should be noted that some jurisdictions have gone beyond broad general policy statements, and have taken very active steps to

realize these themes by developing and enacting land use and transportation implementation tools specific to US 1. Table 3 summarizes these implementation tools by jurisdiction.

Table 3: Land Use and Transportation Implementation Tools Specific to US 1

	CRA	Overlay Zoning	Corridor Plan (other than CRA)	Form-based Codes/ Regulations/ Guidelines	TCEAs and Mobility Plans	Other Tools
Edgewater	Finding of necessity study for US 1 CRA		Downtown Vision Plan	Ridgewood Avenue Corridor Design		Comprehensive Economic Development Strategy-focus on US 1
New Smyrna Beach	Working on FEC property CRA			Land development code being revised		
Port Orange	Designated CRA	Riverwalk Overlay Zone	Ongoing Ridgewood Corridor Plan	Ridgewood Corridor Plan to include US 1 standards	Adopted TCEA	
South Daytona	Designated CRA	Along US 1		South Ridgewood Avenue Corridor Design Guidelines	Adopted TCEA	
Daytona Beach	Designated CRAs (Riverfront, Downtown, and Midtown)	Proposed North Ridgewood Overlay Zoning	Riverfront, Downtown, Midtown Master Plans	Working on form-based code that addresses US 1	Adopted TCEA	
Holly Hill	Designated CRA					
Ormond Beach	Finding of necessity study for US1 CRA, and Active Downtown and Ormond Crossing CRAs				Adopted TCEA and Mobility Plan	
Oak Hill						River of Lakes Heritage Corridor Scenic Highway Corr. Mgmt. Plan

Land Use and Transportation Implementation Tools supporting Common Themes

A review of the policy tools outlined in Table 3 shows that municipalities have advanced the common corridor themes in various ways. These efforts are summarized in Table 4.

Table 4: Municipalities that have advanced Implementing Tools advancing Common Themes

	Corridor Common Themes	How Municipalities have Advanced these Themes
Vehicular	Constrain US 1 to existing four lanes	South Daytona, Holly Hill, Port Orange, and Ormond Beach have clear comprehensive plan policies that constrain US 1 to 4 lanes; CRA plans or streetscape plans that show a desired four lane cross-section; AND/or are have implemented a recent streetscape improvement that includes a four-lane section. <i>* Edgewater calls for 6-laning US1 in their comprehensive plan and their Vision Plan calls for a boulevard cross section for US 1. However, the City does not intend to pursue the 6-lane cross section.</i>
	Improve operational efficiency	Edgewater has clear policies calling for access management to improve US 1's operational efficiency. South Daytona is working to consolidate driveways as part of streetscape improvements.
	Improve roadway safety	There were no clearly defined programs or implementing tools calling for roadway safety improvements, although most municipalities have comprehensive plans that included safety as a primary goal.
Transit	Enhance transit service to support mobility needs (operations and capital)	Ormond Beach has developed an implementing tool toward this end-using the mobility fee to support transit along US 1. Port Orange has designated "mobility improvement zones" and applies a 5% surcharge to developments to support "mobility" improvements.
	Target transit investments to support economic development	Ormond Beach has developed an implementing tool toward this end-using the mobility fee to support transit along US 1.
Bicycling/ Pedestrian	Improve pedestrian/bicycling mobility along US 1 and across US 1	Ormond Beach has developed an implementing tool toward this end-using the mobility fee to support bicycling and pedestrian infrastructure along US 1. South Daytona has implemented a street cross-section that provides for improved pedestrian and bicycling mobility.
	Enhance pedestrian/bicycling and transit connectivity	Ormond Beach has developed an implementing tool toward this end-using the mobility fee to support bicycling and pedestrian infrastructure along US 1.
	Prioritize pedestrian and bicycling improvements to major destinations	All the US 1 communities have supported this theme in their comprehensive plans, but there is no municipal-sponsored program or implementing tool toward this end.

Corridor Common Themes		How Municipalities have Advanced these Themes
Landscape/ Streetscape	Improve aesthetics along US 1	All the US 1 communities have or are working towards CRA Plans and guidelines for improving aesthetics on US 1.
	Enhance unique community identity along US 1	South Daytona and Holly Hill's CRA Plans focus on community identity enhancement along US 1.
	Develop Context-Sensitive Roadway Cross Sections	South Daytona and Holly Hill's CRA plans include cross-section for urbanized areas.
	Ensure Compatible Streetscape Transitions	There were not clearly defined programs or policies related to streetscape design transitions between communities or character areas.
Land Use/Development	Facilitate targeted redevelopment and infill (CRAs and overlay districts)	All the communities have an active CRA or are working towards a CRA focused on US 1, except for Oak Hill.
	Facilitate future growth to be supportive of multi-modal mobility	All the US 1 communities, except for Oak Hill, have an active CRA or TCEA, AND have or are on their way to implementing zoning or land development regulation changes (increased density, mixed-use, specific site design changes), to enhance opportunities for non-motorized travel along US 1.
	Preserve and enhance existing residential neighborhoods and community landmarks	New Smyrna and Ormond Beach have designated historic and neighborhood preservation districts. Daytona Beach's North Ridgewood Overlay targets the preservation of existing neighborhoods

4. US 1 PROJECT DATABASE

The document review and scan resulted in a substantial list of ongoing and planned transportation and land use projects for sections of the entire US 1 Corridor. Projects ranged from intersection changes and access management studies, to transit improvements, sidewalk projects, streetscape, and to land use and development projects along US 1.

This list was synthesized and organized in a geographic information system (GIS) database that links projects with a range of important detailed information, such as the project location, extents, date of when project was proposed, current status, funding status, other projects that might be relevant or complementary to a particular project, and policy themes that a project supports, etc. This database allows all projects to be viewed in map-form and gives stakeholders the ability to search, analyze, and evaluate projects by various project attributes, including funding status, jurisdiction, category, or supported themes. Figure 2 is a screen shot of the ArcGIS interface of the database.

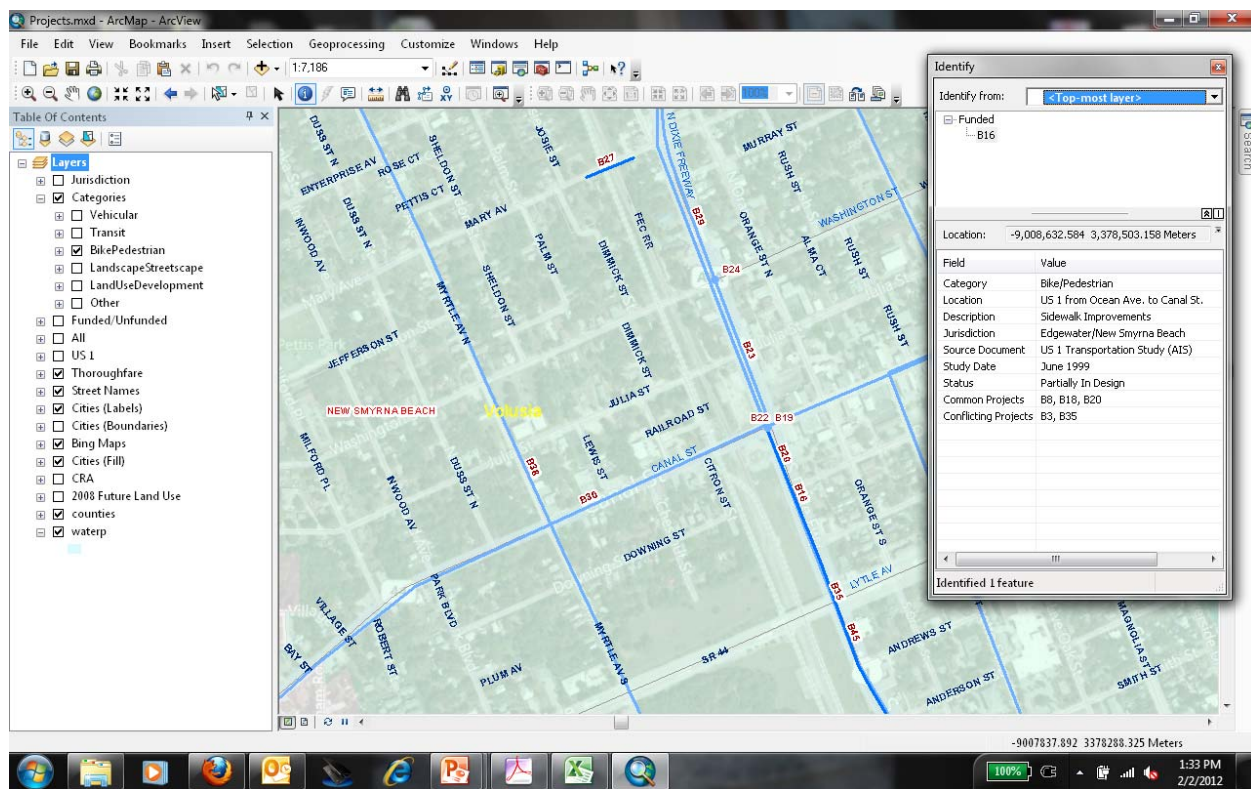


Figure 2: Sample ArcGIS Map Window showing the Attributes Table for a Project

Database Development Methodology and Assumptions

The study team utilized a set of assumptions in developing the US 1 project database to ensure its consistency and integrity. The following are the key criteria for including a project in the database as well as explanations of the various data attributes. For a full list of the attributes and their descriptions, the database metadata is included in the Appendix.

1. Projects were included in the database if they meet at least one of the following:
 - Have a clearly defined scope;
 - Have identified funding;
 - Have an identified timeline.
2. **A project will only be identified once.** For instance, a project would be referred to when it was first identified/developed. Any references to that project in other plans may be included as part of the “source” attribute of the project entry.
3. **Projects were broken into individual entities as much as possible.** A single intersection upgrade project may have been given unique project numbers for signal upgrades, additional turn lanes, and a crosswalk improvement if sufficient project details were available. This allows projects to be grouped by categories (vehicular, transit, pedestrian, etc.). (See Page 19, Project Categories)
4. Projects covering very large sections of the corridor or projects with complex alignments such as regional trail **projects were divided into smaller sections** to help identify local commonalities and differences. A trail project may have one project number for the alignment as it follows US 1, then several more for various branches that enter local communities.
5. **Projects were considered to be complementary** to another project if they were identified by different study sources, but proposed to have similar features at a given location. They may also have unique components that complement each other at a similar location. These projects could be built together to mutual benefit and often times, it would be most efficient for these projects to be constructed together. A demonstration of what constitute complementary projects is shown in Figure 3.
6. **Conflicting projects** are those that are located in the same area but have components that are not compatible (e.g. varying intersection geometry proposed by various studies) or have components that are impractical or redundant to complete when combined (e.g. a multi-use trail proposed along a location with a proposed or existing bicycle lane or a sidewalk). If one is built, the other should not be. The complementary and conflicting projects attributes are intended to help jurisdictions prioritize the projects that should be concentrated on first and to resolve any issues arising from minor conflicts.
7. **Committed funding information** was predominantly obtained from the TIP with supporting information from other sources including the County’s Road Program. Projects were considered

“funded” if specific dollar amounts have been assigned with a specific timeline all the way through construction. Many plans did not specify project funding sources, so it was not possible to be more specific regarding project funding status.

8. **Sponsor agency is the city or agency** likely to promote the project, essentially the agency that is taking the lead/will take the lead to see it through. The sponsor agency may not be the one funding the project.

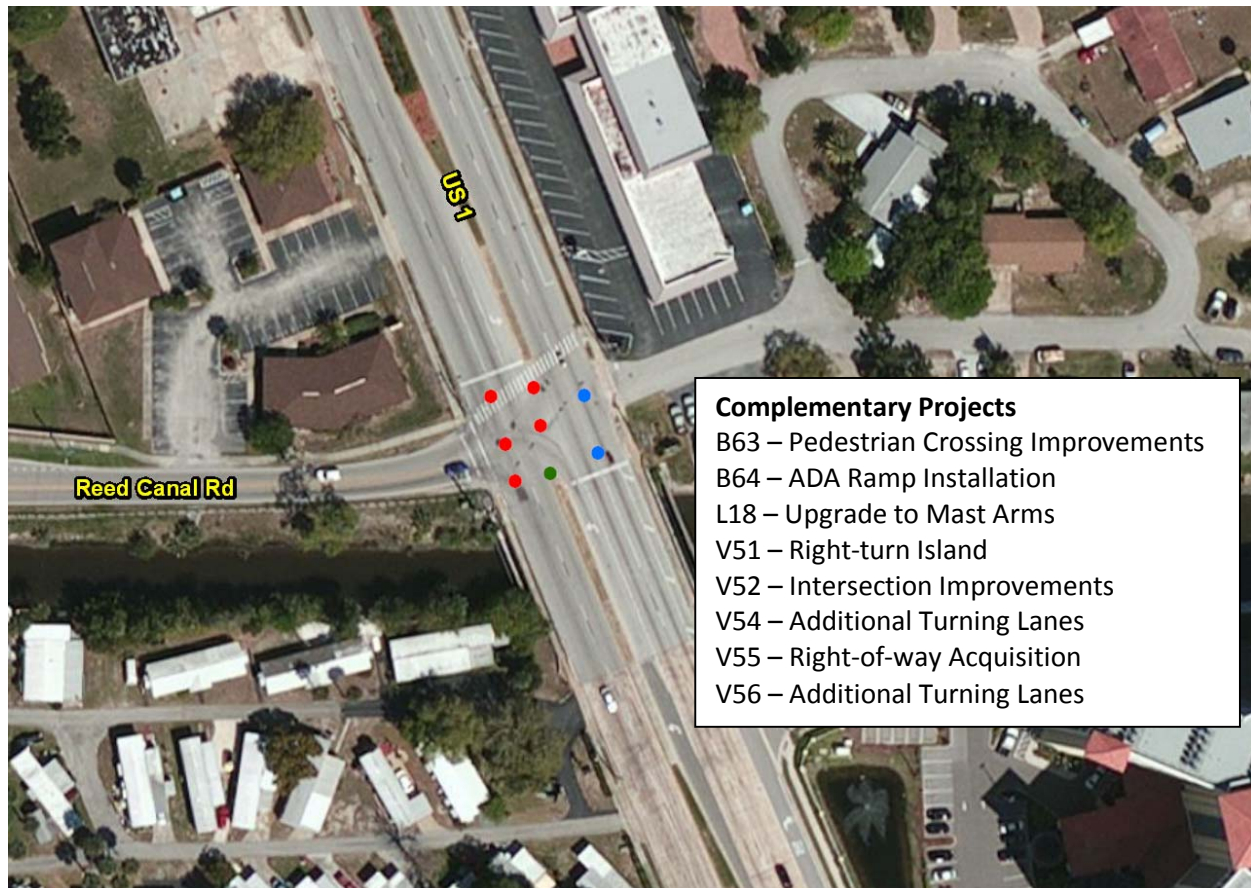


Figure 3: Example of Complementary Projects shown in GIS Database (Showing US 1/Canal Road Intersection)

Project Categories

To facilitate efficiency and ease of understanding of the database, the projects were categorized by project types which are very similar to the theme categories shown in Table 2. The categories relate to modes of travel and can potentially help stakeholders match projects with potential transportation funding streams

- **Vehicular** – Project primarily benefits automobile travel. These projects include roadway resurfacing, signal timing, intersection modifications, etc.

- **Bicycle / Pedestrian** – Projects primarily benefit cyclists and pedestrians. These projects include sidewalks, multi-use trails, intersection crossing enhancements, etc. within a half-mile of either side of US 1.
- **Transit** – Projects that improve transit service or transit access. These projects include new bus routes, transit headway or service improvements, bus stop modifications, etc.
- **Landscape / Streetscape** – Projects that enhance aesthetics and develop community identity. These projects include landscaping, gateway architecture, wayfinding, lighting etc.
- **Land Use / Economic Development** – Projects that relate to land use initiatives which can help guide the transportation investments needed in various sections of US 1. These projects include designation of Community Redevelopment Areas (CRAs), Transportation Concurrency Exception Areas (TCEAs), specific mixed use development projects, or other land development initiatives.
- **Other** – Projects not easily grouped with the other categories, but are anticipated to impact US 1. These projects include heritage corridor preservation, airport improvements, drainage improvements, etc.

Several projects with more detailed scopes for improvements fit multiple categories. Where possible, those projects were separated into components that could fit into each project type category. For instance, an intersection upgrade project may have included additional turning lanes and a new pedestrian crosswalk. The turn lanes would be a project in the vehicular category while the crosswalk would be a project in the bicycle / pedestrian category. These two projects would be listed as complementary.

Initial Project List and Database Refinement

The initial US 1 project list included 377 discrete database entries. Every project was examined and related to other projects if these have overlapping extents. Overlapping projects were classified as complementary, conflicting, identical, or unrelated. Identical projects were collapsed into a single project entry and the data source attribute would reflect the multiple sources for that project. This initial project list was then reviewed by the stakeholder group and modified to incorporate comments received. The final project list as of this report's writing has 325 individual projects.

Ideally, the US 1 municipalities, with the help of the Volusia TPO will continue to update this database as new projects are planned and existing ones are built or modified. Figure 4 illustrates this initial list of US 1 projects.

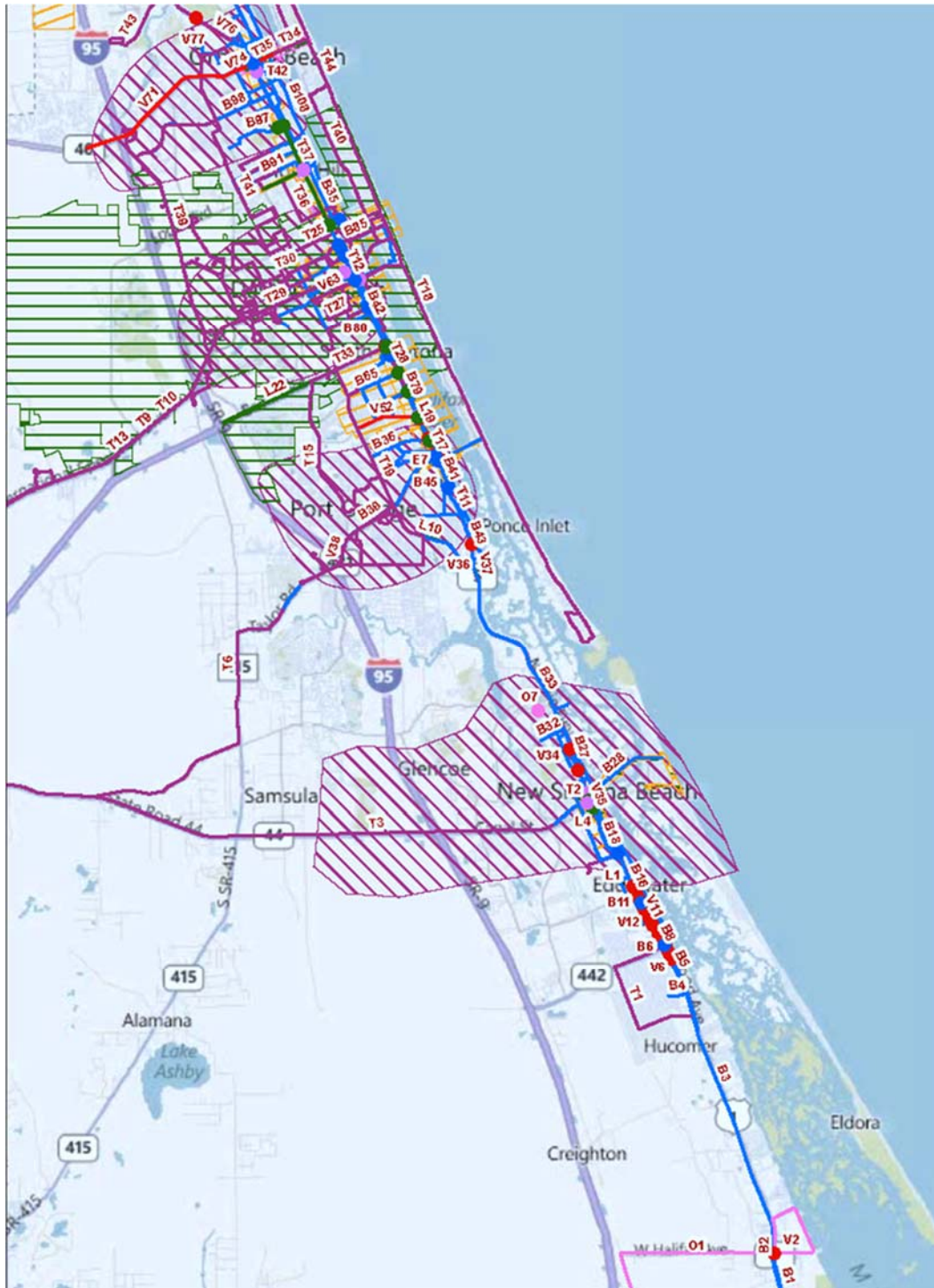


Figure 4: ArcGIS Database Map View showing all 325 Projects

A Tool for Prioritizing Funding and Implementation

Transportation funding has changed dramatically in the last decade. Despite the increasing need for transportation investment, resources are constrained and, in some ways, diminishing. More than ever, discretionary and competitive types of grant programs are being administered at both the state and federal levels. Communities are also now seeking funding opportunities from non-traditional transportation funding sources¹. These funding programs are also increasingly oriented at maximizing returns on investments and uses non-conventional transportation measures designed to quantify community “livability” factors such as economic development, and multi-modal mobility. Because of this shift in transportation funding, local jurisdictions and MPOs/TPOs need to have ready project lists and organized partnerships available to be “packaged” as funding becomes available.

The US 1 project database offers a tremendous opportunity to help the corridor communities and the TPO to be able to respond to this shift in transportation funding , allowing a ready tool to evaluate, prioritize, and organize otherwise “wish list” projects that are in need of funding into strong applications for discretionary grants. The database’s inclusion of corridor themes aligned with economic development, multi-modal mobility, and user experience can help stakeholder prioritize projects that are most supportive of the corridor’s community goals and match discretionary grant requirements. Also, the ability to view and filter projects in neighboring jurisdictions and throughout the rest of the corridor allows for potential partnerships and leveraging funding across municipal boundaries.

Lastly, the database offers a ready resource for communities as they go through their own capital improvement programs and discussions with private sector partners, in identifying and demonstrating the priority needs along US 1.

¹ Example of non-traditional transportation funding sources at the Federal level is the funding made available through the partnership of HUD, DOT, EPA, and several other agencies. Funding is available for a variety of uses, including community planning, affordable housing finance, technical assistance, research, and infrastructure investments. Recently, Reconnecting America compiled a list of funding programs available to communities. The list can be accessed here: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities> and is included in the Appendix.

Navigating the Database

The database is available in several formats including:

- Google Earth (.KML) files (example shown in Figure 5)
- ESRI ArcMap Map Package
- Microsoft Excel Spreadsheet
- Adobe PDF

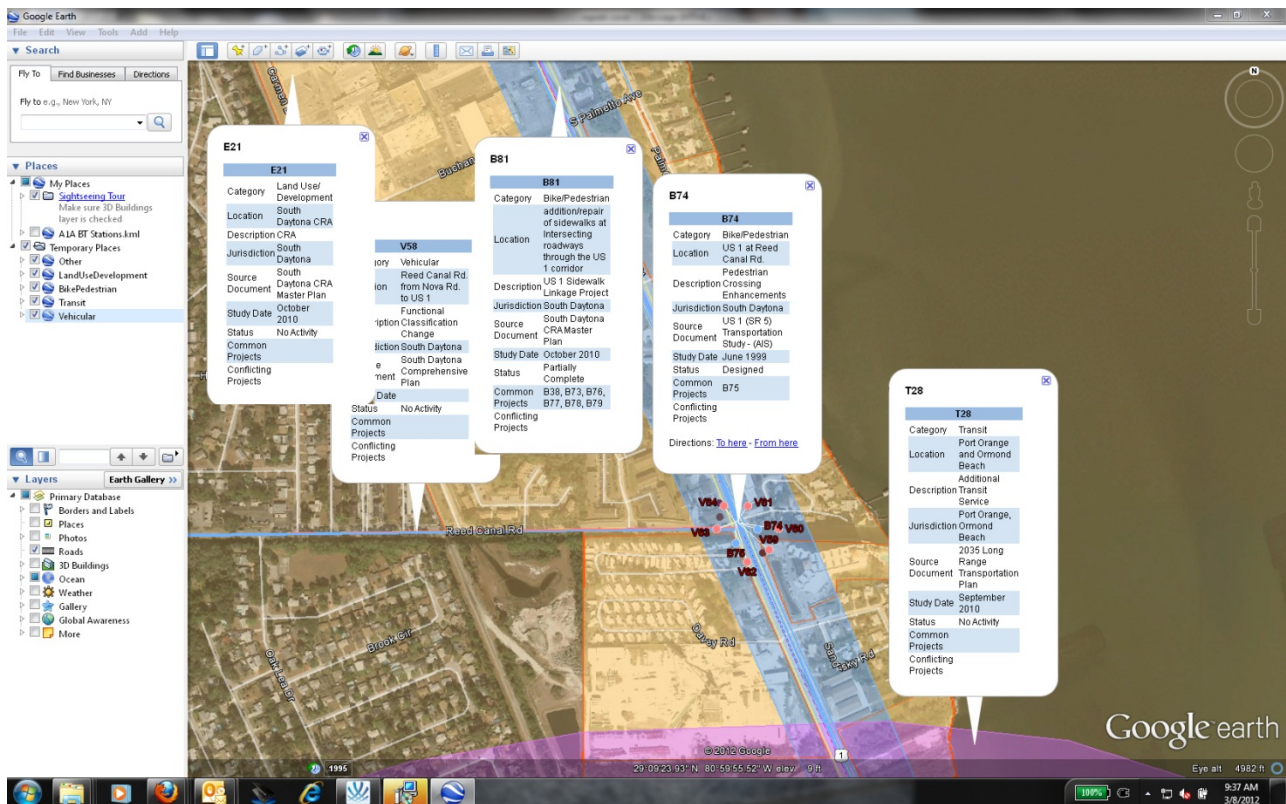


Figure 5: Sample screen shot of Google Earth window showing US 1 Database

KMZ and Map Package projects are separated into three groups based on the project's geometry type. Point projects are projects that are very small in geographic scope such as intersection or bus stop improvements. Lines are projects with linear extent such as sidewalks or roadway resurfacing. Polygons are projects that cover large areas such as CRAs or citywide landscaping programs.

Projects are numbered from south to north. Each project number is prefixed with a letter representing the category that the project belongs to.

- V – Vehicular
- B – Bicycle / Pedestrian
- T – Transit
- L – Landscape / Streetscape
- E – Land Use / Economic Development
- O – Other

A screen shot of the various project categories at a single location and their corresponding symbols/legends are shown in Figure 6.

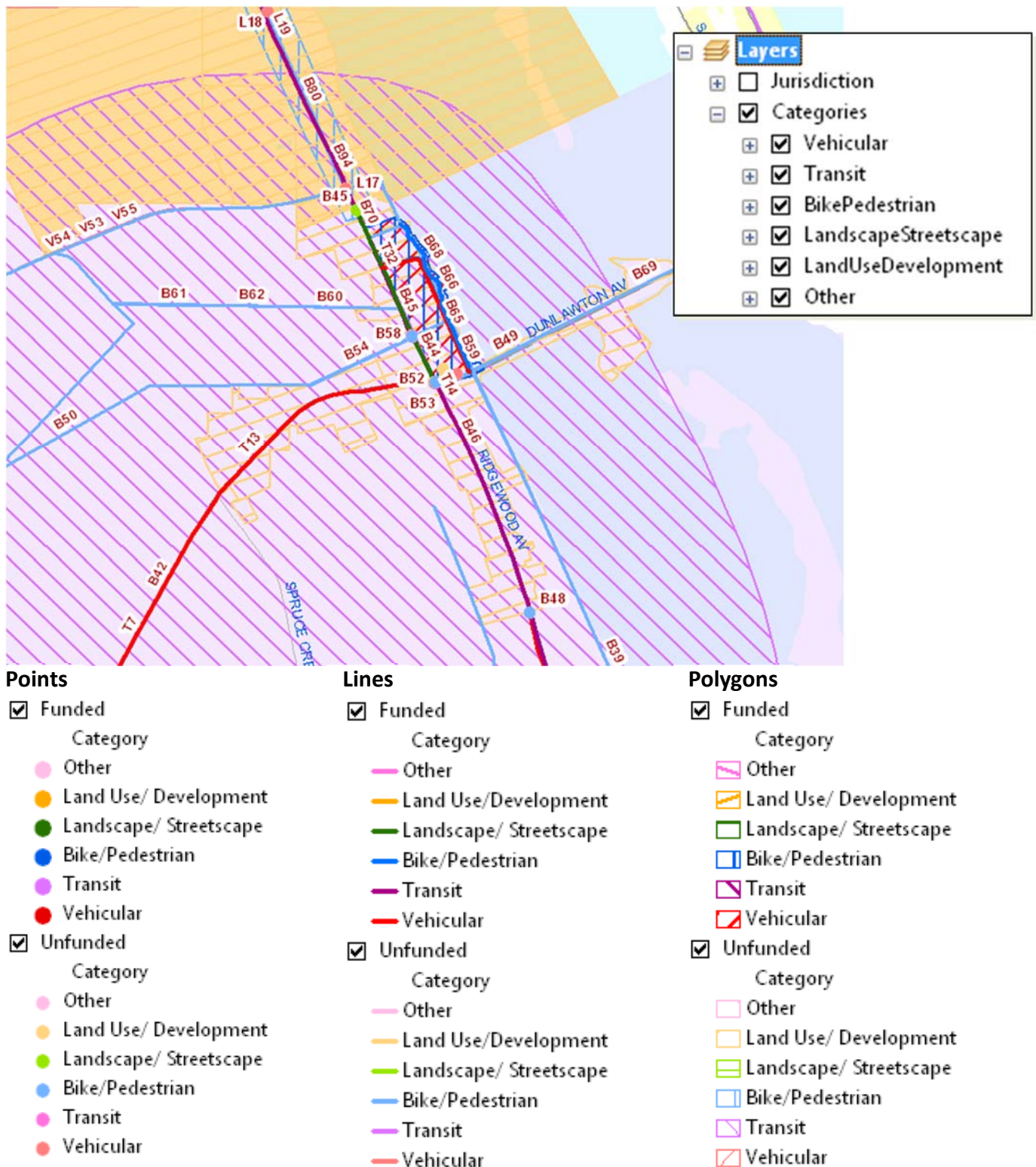


Figure 6: GIS Project Legend

Several attributes have been included in the database to help planners and stakeholders identify and understand each project. These include:

- Category- One of the six project types
- Location- Physical location of Project
- Project Description- What the project is
- Jurisdiction- Municipality/City
- Source Document(s)- Documents where project was proposed
- Date- Date of the document in which the project was referred
- Status - pertains to what phase the project is at-- in design, under construction, no activity, etc.
- Funding- Current funding status and dollar amount if available
- Sponsor- is the city or agency likely to promote the project, essentially the agency that is taking the lead/will take the lead to see it through. The sponsor agency may not be the one funding the project.
- Complementary Projects- Project IDs of Complementary Projects
- Conflicting Project- Project IDs of Conflicting Projects
- Applicable Themes- Themes that are supported by a project. This attribute is based on stakeholder group input.
- Number of Supported Themes

Filters and Layers

The database can be filtered in many ways to help stakeholders focus on the projects that concern them most. Filters have been set up for project type category, funding status, jurisdiction, and theme supportiveness. Additional filters and queries can be generated in ArcGIS. Google Earth users can turn elements on or off based on the existing filters. Excel users do not benefit from the geographical interface, but may edit project records and use excel data filters to perform similar analysis.

Example Analysis/Filter: *Selecting the Projects that Support the Most Themes and are Needing Funding*

In addition to the default filters, the study team developed a set of filters to screen the projects based on their ability to support corridor themes.

Figure 7 illustrates the project relationships and the basis of the short list selection. Projects that are funded through construction were screened out because these did not need to be prioritized. Of the projects that were not fully funded, the ones that supported six or more themes were selected.

This screening process resulted in a short list of 77 projects that can benefit from additional funding AND are supportive of the most number of Corridor Themes. The database also allows for further evaluation of these 77 short-listed projects to determine if there are complementary projects that may be funded and therefore, can be leveraged for additional project funding.

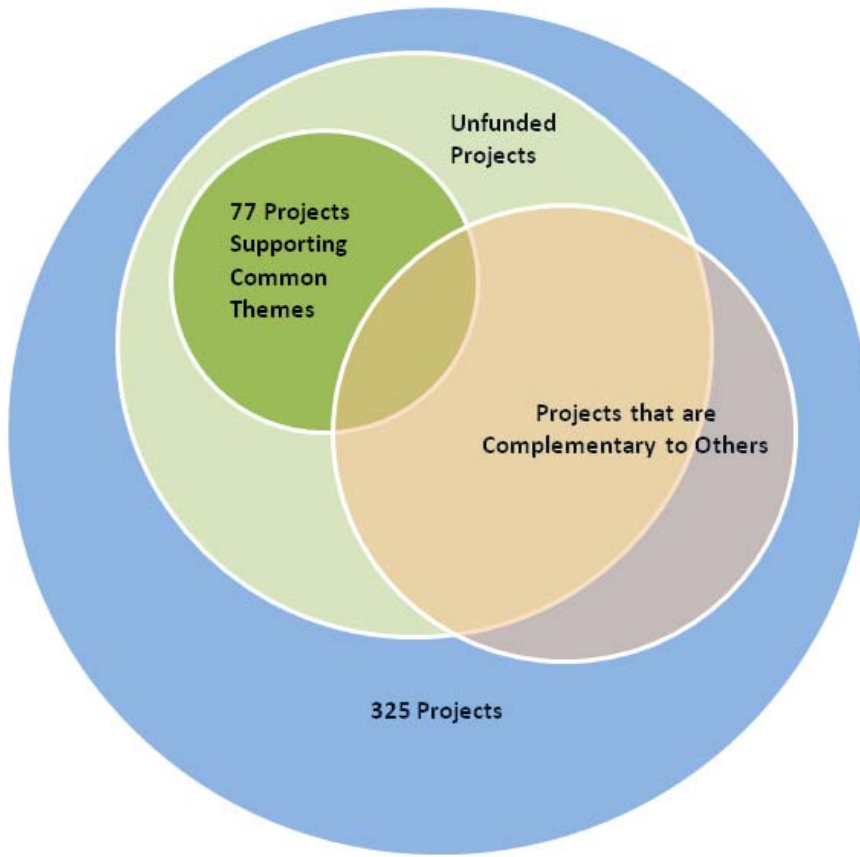


Figure 7: Project Screening Criteria

This screening was done as a way to demonstrate how projects can be potentially evaluated and prioritized. It should be noted that the example filtering process and the resulting list are not intended to be part of any TPO adopted plan or policy. The US 1 project database can be used to prioritize or review projects in any way that the stakeholders choose.

The following list of projects shown in Table 5 is the result of the example screening described.

Table 5: Projects Supporting Six or More Themes in Need of Funding

Project Number	Location	Description
B2	US 1 from Canal Ave. to N Putnam Grove Rd.	Sidewalk
B4	27th St. from Glenwood Dr. to US 1	New Sidewalk
B5	US 1 from Turgot Ave. to Volco Rd.	New Sidewalk
B7	Indian River Blvd. from US 1 to Riverside Dr.	Bike Lane and Sidewalk
B8	US 1 from 10th St. to Volco Rd.	Sidewalk
B9	US 1 from SR 442 to Ocean Ave.	New Sidewalk

Project Number	Location	Description
B21	US 1 at Canal St.	Bike Lanes West/South Legs
B25	Mary Ave. in the FEC area	New Sidewalk
B26	Ronnoc Ln. from Sheldon St. to Palm St.	New Sidewalk
B36	Local roadways in Port Orange.	Port Orange Pathway Project (Multi-use Trail)
B37	US 1 from SR 5A to Poinciana Ave.	New Sidewalk
B39	Dunlawton Ave. from Halifax River to West City Limit	Pedestrian Lighting
B40	Commonwealth Blvd. from Spruce Creek Rd. to US 1	8' Multi-Use Trail
B41	US 1 throughout Port Orange	Complete Streets Improvements
B42	US 1 from Wilmette Ave. to W Indian River Blvd.	Add Bike Lanes
B43	US 1 from northern city limit to Nova Rd.	5' Multi-use Trail
B44	Lafayette St. / Orange St. from Oak St. to Commonwealth Blvd.	New Sidewalk
B47	Herbert St. from Jackson St. to US 1	Multi-Use Trail
B48	US 1 at Dunlawton Ave.	Multi-Modal Hub
B49	US 1 at Dunlawton Ave.	Bike/Ped Intersection Imps
B51	US 1 at Herbert St.	Bike/Ped Intersection Imps
B52	US 1 at Herbert St.	Pedestrian Overpass
B54	Halifax St. from Dunlawton Ave. to Ocean Ave.	Multi-use Trail
B55	Charles St. from McDonald Rd. to US 1	8' Multi-Use Trail
B56	Old Sugar Mill Rd. and Charles St. from Herbert St. to US 1.	Multi-use Trail
B57	Town Center multi-modal facilities	Multi-Modal Facilities
B59	Dunlawton Ave. from US 1 to S Atlantic Ave.	Multi-Use Trail
B60	US 1 from Madeline Ave. Ext. to Dunlawton Ave.	Sidewalk Improvement
B61	US 1 from 250 ft. north of Reed Canal Rd. to 500 ft. south of Reed Canal Rd.	Add Bike Lanes
B62	Reed Canal Rd. from Nova Rd. to US 1	Multi-Use Trail
B66	Ridge Blvd. from Pope Ave. to Palmetto Ave.	New Sidewalk
B67	US 1 throughout South Daytona	Multi-Use Trail
B70	US 1 near Big Tree Road.	Add Bike Lanes north of Big Tree Rd
B73	US 1 from Ridge Blvd to Beville Rd	Add Bike Lanes
B77	Palmetto Ave. from Freemont Ave. to Beville Rd.	New Sidewalk
B78	Fremont Ave. from Niles St. to US 1	New Sidewalk
B81	South St. from Segrave St. to US 1	New Sidewalk
B90	N Beach St. at Mason Ave.	Pedestrian Overpass
B92	LPGA Blvd. from Nova Rd. to Riverside Dr.	Multi-Use Trail
B93	US 1 throughout Holly Hill	Re-stripe to Accommodate Bike Lanes
B96	Flomich Ave. from Nova Rd. to Riverside Dr.	New Sidewalk
B97	Calle Grande St. from Nova Rd. to US 1.	New Sidewalk
B102	US 1 at Tomoka Ave.	Replace Crosswalk Markings
B104	US 1 from SR 40 to Wilmette Ave.	New Sidewalk
B105	US 1 from Hernandez Ave. to Wilmette Ave.	New Sidewalk
B106	Rosewood Ave. from US 1 to Beach St.	New Sidewalk

Project Number	Location	Description
E1	Canal St to 10th St and Myrtle Ave to US 1	Transit Oriented Development
E4	South portion of the Port Orange CRA	Ridgewood Avenue District
E5	Port Orange Town Center CRA	CRA
E7	US 1 at Dunlawton Ave.	Commercial Redevelopment
E8	North and central portion of the Port Orange CRA	Riverwalk District
E12	Parcels between US 1 and Halifax River from Venture Dr. to Blue Skies Dr.	Mixed Use Development
E19	Bounded by Ridge Ave., US 1, Industrial Parcels, FEC Railroad	Town Center
E25	Bounded by Beville Rd., Palmetto Ave., Ferndale Ave., US 1	Mixed Use Development
E31	Downtown CRA TCEA	TCEA
L1	US 1 at 10th St.	Gateway Streetscaping
L8	New Smyrna Beach CRA Wayfinding	Wayfinding; Landscaping; Public Art
L13	Riverwalk - US 1 streetscape	Streetscaping
L14	Ridgewood Ave. from N. city limit to Dunlawton Ave.	Streetscape Improvements
T8	Near Julia St. and Sams Ave.	Multimodal Hub
T11	US 1 from Dunlawton St. to Canal St.	Rte 40 Frequency/Span Improvements - 30 mins
T15	US 1 from 3rd Ave. to Belleville Rd.	Rte 7, 12 Night Svc, Sunday Svc
T19	Nova Rd. Corridor	Route 7 Headway/Span Improvements
T24	Port Orange and Ormond Beach	Additional Transit Service
V30	US 1 at Canal St.	Intersection Improvements
V31	US 1 at Canal St.	Add 4 Right Turn; EB, NB, SB Left
V37	US 1 from Fleming Ave. to Harbor Rd.	Resurfacing
V39	US 1 at Dunlawton Ave.	Intersection Improvements
V40	US 1 at Dunlawton Ave.	NB Left Turn (Second)
V41	Riverwalk	Shared Parking
V42	US 1 at Herbert St.	Intersection Improvements
V43	US 1 at Herbert St.	SB Right Turn; EB Left Turn
V44	US 1 next to Riverwalk	Transit and Mobility Improvements
V46	Riverwalk Public Road System	Public Road System
V48	Ocean Ave. from US 1 to Halifax St.	Roadway Realignment
V49	Madeline Ave. Ext.	Roadway Extension

Of the 77 projects on the short list, 46 fall into the Bicycle/Pedestrian category which reinforces the previous finding from the policy review that pedestrian and bicycling mobility is both a regional and local priority. A map of these 77 projects also highlights the need for a continuous bicycle and pedestrian friendly facility from one end of the corridor to the other. Concentrations or nodes of projects correspond with where municipalities have indicated their desire to see economic development and increased multi-modal mobility. A map of the short listed projects is shown in Figure 8.



5. CONCLUSIONS

The completion of the US 1 CIP Phase I is a significant step towards realizing the shared goals for this very important corridor in the County. Phase I sets the baseline for what has been conceived and agreed upon in the past, and serves as a platform for evaluating the next steps for the future of the corridor. The following are the major findings of this first phase.

US 1 is the Artery of East Volusia

The US CIP Phase I work confirms the common vision that US 1 should not be simply a car-carrying conduit. ***The common vision is for a corridor that supports community economic prosperity and quality of life—a corridor that is aesthetically attractive, supports local and regional identity, draws residents and visitors into local businesses, and can be navigated comfortably by travelers using all modes.*** All the communities have expressed this vision in their policies and several have begun to make changes to their land use regulations and implemented tools to better support these goals.

A Focus on Multi-Modal Mobility

When projects from all documents are combined, there are bicycle / pedestrian projects planned for the entire length of US 1 and an extensive network of facilities planned within a half-mile of US 1. The network of bicycle and pedestrian improvements remains largely intact when filtered down to the short list of projects. Vehicular projects are oriented towards Travel Demand Management and corridor operational improvements rather than capacity increases.

Some Projects are More Supportive of Policies than Others

The projects that were identified through this effort are generally supportive of the multi-modal mobility vision and the various corridor themes. Projects that do not support corridor themes such as the proposed widening of US 1 in the City Edgewater are less likely to be advanced for implementation. The conclusion of Phase I presents an opportunity to evaluate these and other minor conflicting projects (i.e. projects calling for multi-use paths vs. bicycle lanes) so that they can be resolved prior to projects being advanced to the next stage of project development. It also presents stakeholders with an organized and easy to understand approach to potentially prioritizing projects that are more supportive of community goals versus others that do not.

Potential Next Steps

This database should be maintained as a living resource. Cities, Volusia County, Votran, the Volusia TPO, and FDOT will need to work together to ensure that updates are made as projects are completed or undergo changes in their status. New projects should be added as they are planned.

The projects listed in the database should be reviewed carefully by each city and county agency so that each can determine which projects should be removed from consideration, particularly where conflicts exist. It is also intended that the synthesis of prior plans for the corridor will lay the foundation for implementing a corridor improvement program for US 1. The subsequent phase of this CIP can advance the implementation of projects that most strongly support the communities' vision for US 1, that of

focusing on bicycle, pedestrian, and transit mobility, and connecting existing and emerging economic development centers.

The next phase will help to determine the most effective way to have US 1 serve all users and modes of transportation along the corridor, and across the corridor. If desired, long-term transition of US 1 to a Complete Street/Complete Place may require changes in how both FDOT and some of the local communities view the roadway and how the space can be allocated to better serve transit, bicycles and pedestrians while still maintaining suitable automobile capacity and speeds. The approach should consider both the local jurisdictions' plans, desires and future visions as well as the function of US 1 from a corridor-wide perspective. The existing and future land use, as well as the transportation function of the corridor, can help establish "Character Districts", which will be the basis for how bicycle, pedestrian, transit and auto mobility should be considered along US 1.

APPENDIX

Appendix A: Workshop 1 Presentation

Appendix B: Workshop 2 Presentation

Appendix C: TPO Board and Committee Presentations

Appendix D: US 1 Database Project List

Appendix E: Database Metadata

Appendix F: Possible Funding Sources for Sustainable Communities (from Reconnecting America)



Workshop Agenda	
8:30	Project Overview and Workshop Objectives
8:35	Recent Activities <ul style="list-style-type: none">• Stakeholder Interviews• Review of Documents and Plans• Compilation of Datasets• Synthesis and Mapping of Projects
8:45	Document Summary Themes
9:00	Synthesis/Mapping of Projects <ul style="list-style-type: none">• Vehicular• Transit• Bicycle/Pedestrian• Land Use/Development• Streetscape/Landscape
11:45	Exercise- relate the projects to major themes
12:15	Wrap Up and Next Steps

Workshop Objectives

- Report on Activities and Findings
- Review and Validate List of Projects, Policies, and Plans
- Seek Input on Next Steps

Stakeholder Interviews


- Ormond Beach
- Holly Hill
- Daytona Beach
- South Daytona
- Port Orange
- New Smyrna Beach
- Edgewater
- Oak Hill
- Volusia County (Economic Dev't., Planning, Traffic Engineering)
- Volusia TPO
- Votran
- VCARD
- FDOT (Traffic Operations, Planning, Design, Ped/Bike)





Other Data Sources

- Volusia TPO GIS
 - LRTP
 - TIP
 - Sidewalk Improvements
- Volusia County GIS
 - Roadway
 - Transit
 - Traffic Volume
 - Existing and Future Land Use
 - CRAs
- FDOT Traffic Counts
- FDOT Crash Database
- FDOT Gaps Study
- FDOT Straight Line Diagrams
- FDOT TransMap

A collage of various transportation planning documents and maps. It includes a 'Volusia TPO' logo, a 'VTPD 2005 LRTP' document, a 'Volusia Transportation Planning Organization' document, a 'Transportation Improvement Program FY 2010/11 - 2014/15' document, and a 'TransMap' interface showing a map of Central Florida with a green arrow pointing right and a bicycle icon.

Summary Themes

Vehicular

- Constrain US 1 to existing four lanes
- Improve operational efficiency
- Improve roadway safety

Transit

- Enhance transit service to support mobility needs
- Target transit investments to support economic development/redevelopment

Four images related to transportation. The top image shows a busy intersection with multiple lanes and traffic lights. The middle image shows a carpooling lane with a sign indicating '2+ People' and 'HOV 2+'. The bottom-left image shows a pedestrian crossing with a sign that says 'AHEAD'. The bottom-right image shows a blue bus with a sign that says 'Stay Clear, Go With the Flow'.

Summary Themes

Bicycling/Pedestrian

- Improve ped/bike mobility along US 1 and across US 1
- Enhance ped/bike and transit connectivity
- Prioritize pedestrian and bicycling improvements to major destinations

Landscape/Streetscape

- Improve aesthetics along US 1
- Enhance unique community identity along US 1



The top photograph shows a wide, straight road with a yellow center line and green landscaping on the sides. The middle photograph shows a commercial area with various signs, including a large 'DISCOUNT CARPET #1' sign. The bottom photograph shows two people walking on a sidewalk next to a yellow building.

Summary Themes

Land Use/Development

- Facilitate targeted redevelopment and infill (CRAs)
- Facilitate future growth to occur in a pattern (mix-use, compact) supportive of multi-modal mobility
- Preserve and enhance existing residential neighborhoods



The top photograph shows a motorcycle rally with many people and motorcycles on a street. The bottom-left photograph shows a street intersection with a 'FAMILY DOLLAR' sign and a 'HOLLY HILL CITY LIMIT' sign. The bottom-middle photograph shows a 'HAWAII MOTEL' sign. The bottom-right photograph shows a white building with a sign that says 'MOVED TO LPGA BLVD'.

Kick-off Meeting Summary Themes



Kick-off Meeting Summary Themes

Vehicular

- Keep US 1 4 Lanes!
- Improve access management

Transit

- Improve transit service
- Like transit shelters

Bicycling/Pedestrian

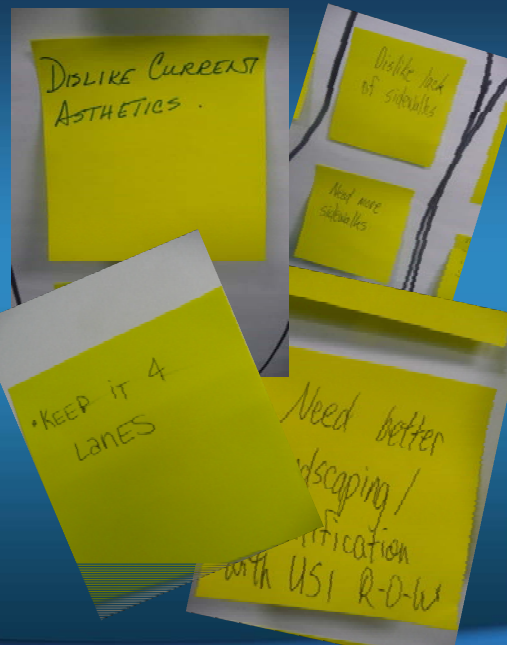
- Dislike disconnected sidewalks

Landscaping/Streetscape

- Improve aesthetics

Land Use/Development

- Mix land use, increase intensity





Corridor Improvement Program Phase I: Assessment of US 1/SR 5



Workshop 2

Volusia TPO

February 16, 2012



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

Workshop Agenda

- 9:00am Introductions and Purpose of Workshop 2**
- 9:10 Recap of Recent Activities**
 - Review of Documents and Synthesized/Mapped Projects
 - Workshop #1 – Received Comments on Projects and Refined Themes
 - Updated Project Lists – Based on Input from Municipalities/Agencies
 - Identified Commonalities and Conflicts
- 9:20 Themes Derived from Policy Documents**
- 9:35 Projects Derived from Commonalities and Conflicts**
- 9:55 Potential Funding Sources**
- 10:10 Alignment of Projects, Themes and Funding Sources**
- 11:15 Wrap Up and Next Steps**
 - Schedule for Completion of Phase 1
 - Next Steps for Phase 2

Workshop Purpose

- Review the Conclusions from Workshop 1
- Discuss Funding Sources for Project Types
- Align the Common Projects, Themes and Funding Sources

Workshop Agenda

- 9:00am Introductions and Purpose of Workshop 2
- 9:10 Recap of Recent Activities**
- Review of Documents and Synthesized/Mapped Projects
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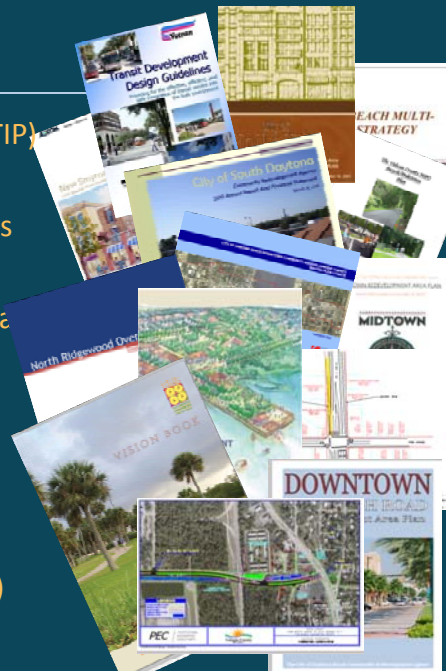
Stakeholders

- Ormond Beach
- Holly Hill
- Daytona Beach
- South Daytona
- Port Orange
- New Smyrna Beach
- Edgewater
- Oak Hill
- Volusia County
- Volusia TPO
- Votran
- VCARD
- FDOT



Documents Reviewed

- TPO Transportation Plans (LRTP, TIP)
- Comprehensive Plans
- CRA Plans/Vision Plans/Area Plans
- Corridor Studies
- Pedestrian/Bicycle Studies and Plans
- Streetscape Plans and Projects
- Transit Plans
- Intersection Improvements
(Traffic Operations, Safety,
Access Management)
- Development Master Plans (DRIs)
- Needs/Gap studies





85
Plan Documents and Studies

30
Design Plans

156
Number of Downloaded Files

45,600
Pages of Documents

= 325 Planned Projects

Summary Themes

Vehicular

- Constrain US 1 to existing four lanes
- Improve operational efficiency
- Improve roadway safety

Transit

- Enhance transit service to support mobility needs (capital and operations)
- Target transit investments to support economic development/redevelopment



Summary Themes

Bicycling/Pedestrian

- Improve Pedestrian/Bike Mobility Along US 1 and Across US 1
- Enhance Ped/Bike and Transit Connectivity
- Prioritize Pedestrian and Bicycling Improvements to Major Destinations
- Develop Context-Sensitive Roadway Cross Sections
- Ensure Compatible Streetscape Transitions

Landscape/Streetscape

- Improve Aesthetics Along US 1
- Enhance Unique Community Identity and Community Landmarks Along US 1



Summary Themes

Land Use/Development

- Facilitate targeted redevelopment and infill (CRAs)
- Facilitate future growth to occur in a pattern (mix-use, compact) supportive of multi-modal mobility
- Preserve and enhance existing residential neighborhoods



Workshop Agenda

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11:15 Wrap Up and Next Steps

- Schedule for Completion of Phase 1
- Next Steps for Phase 2

Tool	Edgewater	New Smyrna Beach	Port Orange	South Daytona	Daytona Beach	Holly Hill	Ormond Beach	Oak Hill
CRA	Finding of necessity study for CRA	Working towards one for FEC property	CRA Plan	CRA Plan	CRA Plans (Riverfront, downtown, and midtown master plan)	CRA Plan	Finding of Necessity Study for US1 CRA, Downtown CRA, and Ormond Crossing CRA	
Overlay Zoning				Between Ridge Blvd. and City Boundary	Proposed North Ridgewood Overlay Zoning			
Corridor Plan (other than CRA)	Downtown Vision Plan		Working on Ridgewood Corridor Plan 2012		Riverfront, downtown, and midtown master plan			
Form-based Code/ Land Development Regulations/ Guidelines/ Standards	Ridgewood Avenue Corridor Design	Land development regulations being revised	Corridor Plan will include standards	South Ridgewood Avenue Corridor Design Guidelines	Have plans to develop form-based code (by Clarion) in 2012			
TCEA			TCEA		TCEA		TCEA and Mobility Plan	
Other								River of Lakes Heritage Corridor Scenic Highway Corridor Management Plan

	Common Themes from Policy Review	Edgewater	New Smyrna Beach	Port Orange	South Daytona	Daytona Beach	Holly Hill	Ormond Beach	Oak Hill	Notes
Vehicular	Constrain US 1 to existing four lanes	*								South Daytona, Holly Hill, and Ormond Beach have clear comprehensive plan policies that constrain US 1 to 4 lanes; CRA plans or streetscape plans that show a desired four lane cross-section; and/or are have implemented a recent streetscape improvement that includes a four-lane section. * Edgewater calls for 6-laning US1 in their comprehensive plan and Vision Plan calls for a boulevard cross section.
	Improve operational efficiency									Edgewater has clear policies calling for access management to improve US 1's operational efficiency. South Daytona is working to consolidate driveways as part of streetscape improvements.
	Improve roadway safety									There were no clearly defined programs or implementing tools calling for roadway safety improvements, although most municipalities have comprehensive plans that included safety as a primary goal.
Transit	Enhance transit service to support mobility needs (operations and capital)									Ormond Beach has developed an implementing tool toward this end- using the mobility fee to support transit along US 1.
	Target transit investments to support economic development									Ormond Beach has developed an implementing tool toward this end- using the mobility fee to support transit along US 1.
Bicycling/ Pedestrian	Improve ped/bike mobility along US 1 and across US 1									Ormond Beach has developed an implementing tool toward this end- using the mobility fee to support bicycling and pedestrian infrastructure along US 1. South Daytona has implemented a street cross-section that provides for improved pedestrian and bicycling mobility.
	Enhance ped/bike and transit connectivity									Ormond Beach has developed an implementing tool toward this end- using the mobility fee to support bicycling and pedestrian infrastructure along US 1.
	Prioritize pedestrian and bicycling improvements to major destinations									All the US 1 communities have supported this theme in their comprehensive plans, but there is no municipal-sponsored program or implementing tool toward this end.

	Common Themes from Policy Review	Edgewater	New Smyrna Beach	Port Orange	South Daytona	Daytona Beach	Holly Hill	Ormond Beach	Oak Hill	Notes
Landscape/ Streetscape	Improve aesthetics along US 1									All these communities have or are working towards CRA Plans and guidelines for improving aesthetics on US 1.
	Enhance unique community identity along US 1									South Daytona and Holly Hill's CRA Plans focus on community identity enhancement along US 1.
	Develop Context-Sensitive Roadway Cross Sections									South Daytona and Holly Hill's CRA plans include cross-section for urbanized areas.
	Ensure Compatible Streetscape Transitions									There were not clearly defined programs or policies related to streetscape design transitions between communities or character areas.
Land Use/ Dev't.	Facilitate targeted redevelopment and infill (CRAs and overlay districts)									All these communities have an active CRA.
	Facilitate future growth to be supportive of multi-modal mobility									All these communities have an active CRA or TCEA, AND have or are on their way to implementing zoning or land development regulation changes (increased density, mixed-use, specific site design changes), to enhance opportunities for non-motorized travel along US 1.
	Preserve and enhance existing residential neighborhoods and community landmarks									New Smyrna and Ormond Beach have designated historic and neighborhood preservation districts.

Workshop Agenda

- 9:00am Introductions and Purpose of Workshop 2
- 9:10 **Recap of Recent Activities**
- Review of Documents and Synthesized/Mapped Projects
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- 9:35 **Projects Derived from Commonalities and Conflicts**
- 9:55 **Potential Funding Sources**
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 - Next Steps for Phase 2

Project Types

- Vehicular
- Bike / Pedestrian
- Transit
- Landscape
- Land Use/Development
- Other



Typical Projects

Vehicular

- Traffic Operations
- Access Management
- Intersection Improvements

Transit

- Operational Improvements
- Capital Improvements

Bicycling/Pedestrian

- Sidewalks
- Bicycle Lanes

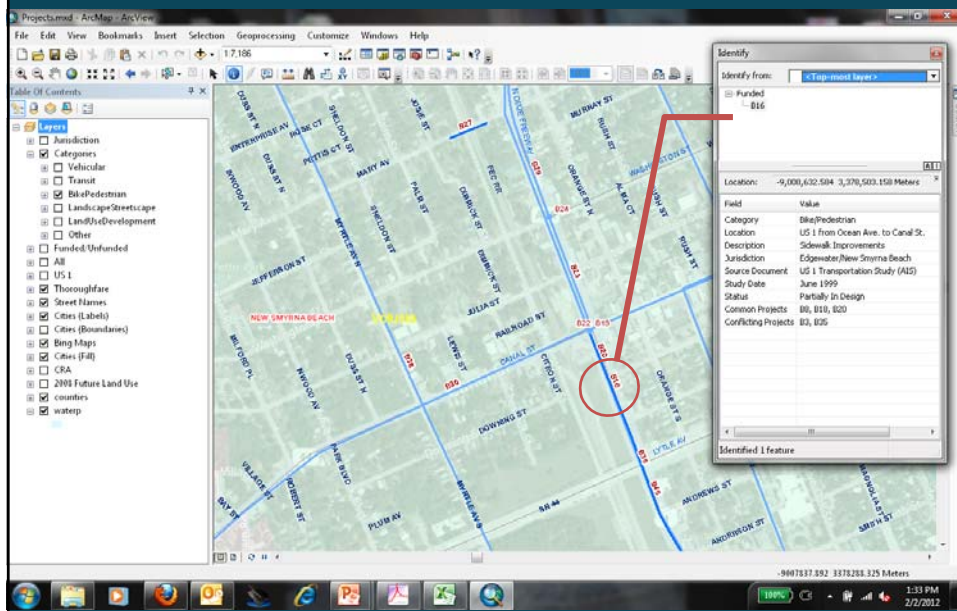
Landscaping/Streetscape

- Streetscape

Land Use/Development

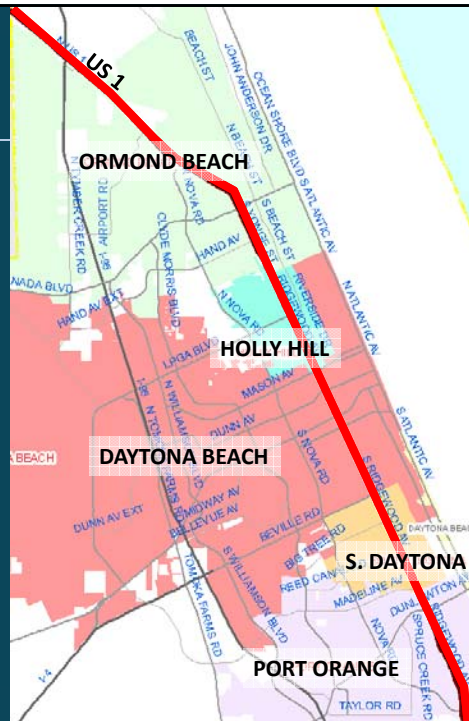
- CRAs
- DRIs/PUDs
- TOD Projects

GIS Database of Projects



North Section

- 261 identified projects



South Section

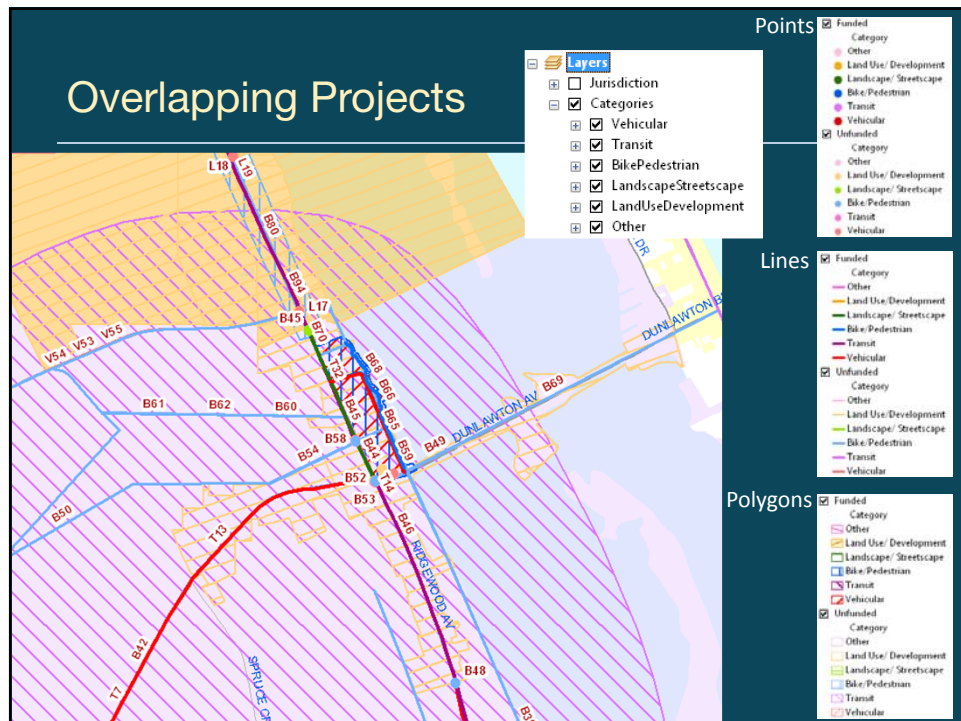
- 116 identified projects



Example of similar projects

US 1 CIP: List of Vehicular Projects (1/24/2012) - DRAFT Legend:

Project ID	Location	Description	Jurisdiction	Source
V 36	US 1 throughout New Smyrna Beach	Corridor Study	New Smyrna Beach	New Smyrna Beach Comprehensive Plan
V 37	US 1 at Farmbrooke Rd.	Close Median Opening	Port Orange	Qualitative Assessment: US 1 at Farmbrook Road
V 38	US 1 from Fleming Ave. to Harbor Rd.	Resurfacing	Unincorporated, Port Orange	Adopted Volusia County TPO Transportation Improvement Program (TIP)
V 39	Dunlawton Ave. from I-95 to US 1	Fiber Optic Addition	Port Orange	Port Orange Comprehensive Plan (2010-2025)
V 40	Dunlawton Ave. from I-95 to US 1	Fiber Optic Addition	Port Orange	Adopted Volusia County TPO Transportation Improvement Program (TIP)
V 41	US 1 at Dunlawton Ave.	Intersection Improvements	Port Orange	Port Orange Comprehensive Plan (2010-2025)
V 42	US 1 at Dunlawton Ave.	NB Left Turn (Second)	Port Orange	US 1 (SR 5) Transportation Study - (AIS)
V 43	US 1 at Dunlawton Ave.	NB Left Turn (Second)	Port Orange	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)
V 44	Riverwalk	Shared Parking	Port Orange	Port Orange Town Center Redevelopment Plan
V 45	US 1 at Herbert St.	Intersection Improvements	Port Orange	Port Orange Comprehensive Plan (2010-2025)
V 46	US 1 at Herbert St.	Intersection Improvements	Port Orange	2035 Long Range Transportation Plan
V 47	US 1 at Herbert St.	SB Right Turn; EB Left Turn	Port Orange	US 1 (SR 5) Transportation Study - (AIS)
V 48	US 1 next to Riverwalk	Transit and Mobility Improvements	Port Orange	Port Orange Comprehensive Plan (2010-2025)
V 49	Halifax St. from Ocean Ave. to Dunlawton Ave.	Roadway Realignment	Port Orange	Port Orange Comprehensive Plan (2010-2025)
V 50	Riverwalk Public Road Extension	Public Road Extension	Port Orange	Adopted Volusia County TPO Transportation Improvement Program (TIP)



Complementary Projects



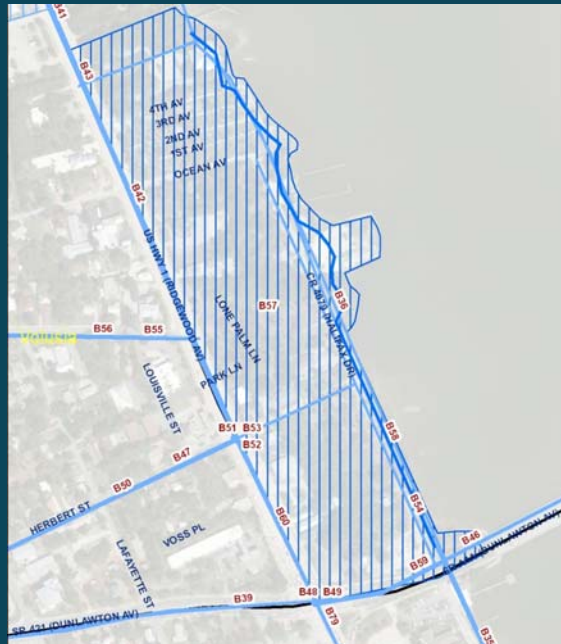
Vehicular

- Projects benefiting automotive travel
- Emphasis on operational improvement over corridor widening
- Themes
 - Constrain US 1 to 4 lanes
 - Operational Efficiency
 - Roadway Safety



Bicycle / Pedestrian

- Crosswalks; Sidewalks; Trails
- ½ mile range from US 1
- Corridor-wide improvements identified in all plans
- Themes
 - Improve mobility
 - Enhance connectivity
 - Prioritize access to major destinations



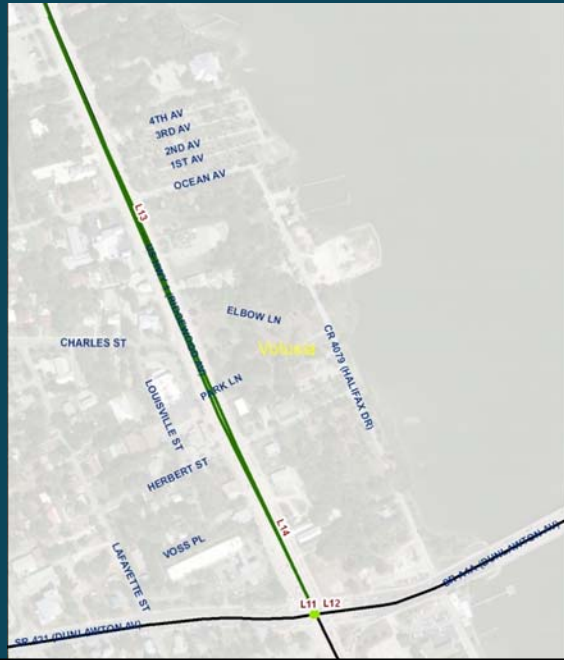
Transit

- Significant improvements programmed
- Re-evaluate when new service becomes active
- Themes
 - Increase Transit mobility
 - Support economic development



Streetscape / Landscape

- Themes
 - Improve aesthetics
 - Enhance community identity



Land Use / Development

- Help understand transportation / land use relationship
- Show progress to implementation of desired corridor themes
- Themes
 - Targeted redevelopment
 - Growth supportive of multimodal mobility
 - Preserve existing neighborhoods





Link to Summary Tables and Maps

<http://sites.kittelson.com/US1/Downloads>

Workshop Agenda

- 9:00am** Introductions and Purpose of Workshop 2
- 9:10** **Recap of Recent Activities**
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 - Workshop #1 – Received Comments on Projects and Refined Themes
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 - Identified Commonalities and Conflicts
- 9:20** **Themes Derived from Policy Documents**
- 9:35** **Projects Derived from Commonalities and Conflicts**
- 9:55** **Potential Funding Sources**
- 10:10** **Alignment of Projects, Themes and Funding Sources**
- 11:15** **Wrap Up and Next Steps**
 - Schedule for Completion of Phase 1
 - Next Steps for Phase 2

Vehicular

- FDOT/FHWA Surface Transportation Program Funds
- Concurrency /Mobility Fees
- FHWA Scenic Highway Funds
- FHWA Livability Grants
- Transportation, Community, and System Preservation (TCSP) Program
- Tax Increment Financing
- Economic Recovery (TIGER, TIGGER, etc.)

Transit

- Mobility Fees
- FTA Livability Grants
- FTA Bus Funds
- FTA New Starts/Small Starts
- Economic Recovery
- Tax Increment Financing

Land Use/Development

- FHWA Scenic Highway Funds
- HUD Sustainability Grants

Potential Funding Sources

Pedestrian/Bicycle

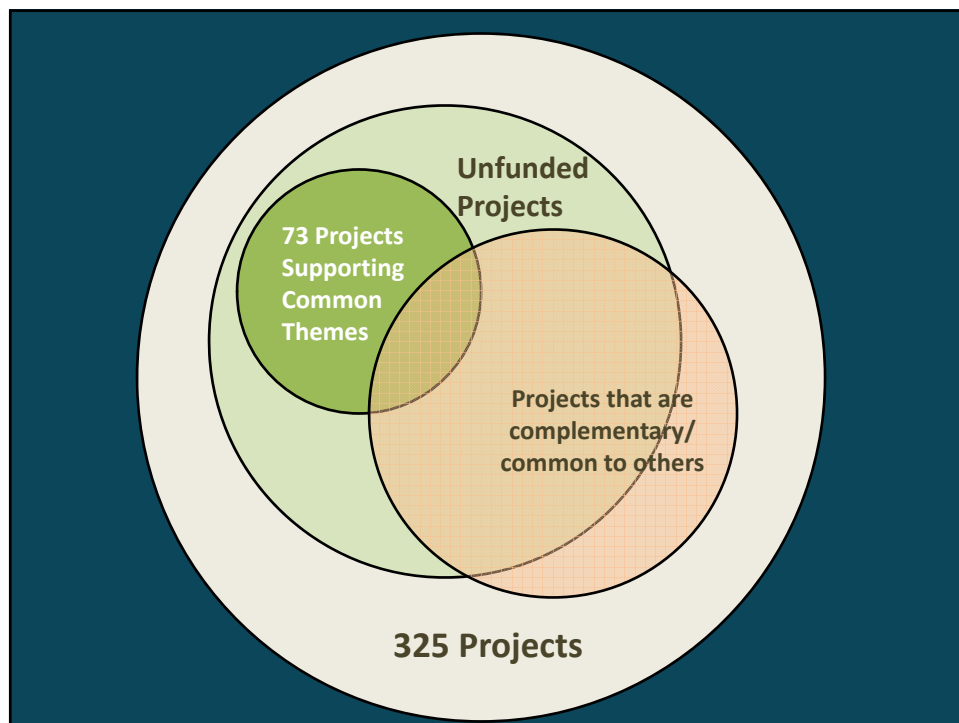
- FDOT Transportation Enhancement
- Mobility Fees
- FHWA Scenic Highway Funds
- FHWA Livability Grants
- Transportation, Community, and System Preservation (TCSP) Program
- Economic Recovery
- FHWA Scenic Highway Funds

Landscaping/Streetscape

- FDOT Transportation Enhancement
- Mobility Fees
- FHWA Livability Grants
- Transportation, Community, and System Preservation (TCSP) Program
- FHWA Scenic Highway Funds
- Economic Recovery Funds

Workshop Agenda

10:10 Alignment of Projects, Themes and Funding Sources



Projects, Themes and Funding							
Project Number	Category	Description	Location	Jurisdiction	Complementary Projects	Conflicting Projects	Potential Funding Sources
81	Bike/Pedestrian	New Sidewalk	27th St. from Glenwood Dr. to US 1	Edgewater	--	--	FDOT Transportation Enhancement
87	Bike/Pedestrian	Bike Lane and Sidewalk	Indian River Blvd. from US 1 to Riverside Dr.	Edgewater	--	833	FDOT Transportation Enhancement
828	Bike/Pedestrian	Bike Lanes West/South Leg	US 1 at Canal St.	New Smyrna Beach	842, V30	828, 833	Mobility Fees
838	Bike/Pedestrian	New Sidewalk	US 1 from Canal St. to Washington St.	New Smyrna Beach	--	833	FWHA Usability Grants
826	Bike/Pedestrian	New Sidewalk	Romero Ln. from Sheldon St. to Palm St.	New Smyrna Beach	--	833	Transportation, Community, and System Preservation Program (TCSP)
836	Bike/Pedestrian	Port Orange Pathway Project (Multi-Use Trail)	Local roadways in Port Orange	Port Orange	835, 836, 840, 854, 855, 856, 857, 858, 860	837	Transportation, Community, and System Preservation Program (TCSP)
837	Bike/Pedestrian	New Sidewalk	US 1 from SR 54 to Ponderosa Ave.	Port Orange	841, 879	835, 836, 851	Transportation, Community, and System Preservation Program (TCSP)
839	Bike/Pedestrian	Pedestrian Lighting	Dunlawton Ave. from Halifax River to West City Limit	Port Orange	V30	--	FWHA Scenic Highway Funds
840	Bike/Pedestrian	B Multi-Use Trail	Commonwealth Blvd. from Spruce Creek Rd. to US 1	Port Orange	836	--	Economic Recovery
841	Bike/Pedestrian	Complete Streets Improvements	US 1 throughout Port Orange	Port Orange	837, 842, 843, 846, 876, 113, 141, 128, V45, V47	--	Economic Recovery
842	Bike/Pedestrian	Add Bike Lanes	US 1 from Wilmette Ave. to W Indian River Blvd.	Multiple	841, 861, 870, 873, 893	833, 835, 843, 867	Economic Recovery
843	Bike/Pedestrian	B Multi-Use Trail	US 1 from northern city limit to Nova Rd.	Port Orange	841, V45	837, 842, 860, 879	Economic Recovery
844	Bike/Pedestrian	New Sidewalk	Lafayette St. / Orange St. from Oak St. to Commonwealth Blvd.	Port Orange	--	--	Economic Recovery
846	Bike/Pedestrian	B Multi-Use Trail	Dunlawton Ave. from Spruce Creek Rd. to Port Orange Causeway Park	Port Orange	859	--	Economic Recovery
847	Bike/Pedestrian	Multi-Use Trail	Herbert St. from Jackson St. to US 1	Port Orange	850	--	Economic Recovery
848	Bike/Pedestrian	Multi-Modal Hub	US 1 at Dunlawton Ave.	Port Orange	--	--	Economic Recovery
849	Bike/Pedestrian	Bike/Ped Intersection Imps	US 1 at Dunlawton Ave.	Port Orange	739	--	Economic Recovery
850	Bike/Pedestrian	B Multi-Use Trail	Herbert St. from FEC Railroad to US 1	Port Orange	847	--	Economic Recovery
851	Bike/Pedestrian	Bike/Ped Intersection Imps	US 1 at Herbert St.	Port Orange	853, V42	853	Economic Recovery
852	Bike/Pedestrian	Pedestrian Overpass	US 1 at Herbert St.	Port Orange	--	851, 853	Economic Recovery
854	Bike/Pedestrian	Multi-Use Trail	Halifax St. from Dunlawton Ave. to Ocean Ave.	Port Orange	835, 858	--	Economic Recovery
855	Bike/Pedestrian	B Multi-Use Trail	Charles St. from McDonald Rd. to US 1	Port Orange	856, 856	--	Economic Recovery
856	Bike/Pedestrian	Multi-Use Trail	Old Sugar Mill Rd. and Charles St. from Herbert St. to US 1	Port Orange	836, 855	--	Economic Recovery
859	Bike/Pedestrian	Multi-Use Trail	Dunlawton Ave. from US 1 to S Atlantic Ave.	Port Orange	846	--	Economic Recovery
860	Bike/Pedestrian	Sidewalk Improvement	US 1 from Midline Ave. to Dunlawton Ave.	Port Orange	841, 879	835, 863	Economic Recovery
861	Bike/Pedestrian	Add Bike Lanes	US 1 from 250 ft. north of Reed Canal Rd. to 500 ft. south of Reed Canal Rd.	South Daytona	842	835, 867	Economic Recovery
862	Bike/Pedestrian	Multi-Use Trail	Reed Canal Rd. from Nova Rd. to US 1	South Daytona	865, 868	--	Economic Recovery
867	Bike/Pedestrian	Multi-Use Trail	US 1 throughout South Daytona	South Daytona	835	842, 861, 876, 873, 879	Economic Recovery
870	Bike/Pedestrian	Add Bike Lanes north of Big Tree Rd.	US 1 near Big Tree Road	South Daytona	842, 873	867	Economic Recovery
875	Bike/Pedestrian	Add Bike Lanes	US 1 from Ridge Blvd to Beville Rd.	South Daytona	842, 870	867	Economic Recovery
877	Bike/Pedestrian	New Sidewalk	Palmetto Ave. from Fremont Ave. to Beville Rd.	Daytona Beach	--	835	Economic Recovery
878	Bike/Pedestrian	New Sidewalk	Fremont Ave. from Niles St. to US 1	Daytona Beach	--	--	Economic Recovery
881	Bike/Pedestrian	New Sidewalk	South St. from Segrove St. to US 1	Daytona Beach	--	--	Economic Recovery
882	Bike/Pedestrian	Pedestrian Overpass	N. Beach St. at Mason Ave.	Daytona Beach, Holly Hill	--	--	Economic Recovery
882	Bike/Pedestrian	Multi-Use Trail	USGA Blvd. from Nova Rd. to Riverside Dr.	Holly Hill	891	--	Economic Recovery
891	Bike/Pedestrian	Re-strip to Accommodate Bike Lanes	US 1 throughout Holly Hill	Holly Hill	842	--	Economic Recovery
896	Bike/Pedestrian	New Sidewalk	Palmetto Ave. from Nova Rd. to Riverside Dr.	Holly Hill	--	--	Economic Recovery
897	Bike/Pedestrian	New Sidewalk	Calle Grande St. from Nova Rd. to US 1	Holly Hill	--	--	Economic Recovery
8102	Bike/Pedestrian	Replace Crosswalk Markings	US 1 at Tomlin Ave.	Ormond Beach	--	--	Economic Recovery
8104	Bike/Pedestrian	New Sidewalk	US 1 from SR 400 to Wilmette Ave.	Ormond Beach	8305	--	Economic Recovery
8105	Bike/Pedestrian	New Sidewalk	US 1 from Hernandez Ave. to Wilmette Ave.	Ormond Beach	8304	--	Economic Recovery
8106	Bike/Pedestrian	New Sidewalk	Rosewood Ave. from US 1 to Beach St.	Ormond Beach	--	--	Economic Recovery

Projects, Themes and Funding							
Project Number	Category	Description	Location	Jurisdiction	Complementary Projects	Conflicting Projects	Potential Funding Sources
81	Land Use/Development	Transit Oriented Development	Canal St. to 10th St. and Myrtle Ave. to US 1	New Smyrna Beach	82, 83, 84, 14, 12, 13, 18, 111, 112	--	FWHA Scenic Highway Funds
84	Land Use/Development	TCEA	New Smyrna Beach CRA TCEA	New Smyrna Beach	81, 82	--	HUD Sustainability Grants
89	Land Use/Development	Ridgeview Avenue District	South portion of the Port Orange CRA	Port Orange	85, 86, 87, 88	--	HUD Sustainability Grants
89	Land Use/Development	CRA	Port Orange Town Center CRA	Port Orange	84, 85, 87, 88	--	HUD Sustainability Grants
86	Land Use/Development	TCEA	Port Orange Town Center CRA TCEA	Port Orange	84, 85, 87, 88, V41, V44, V46, V48, V49	--	HUD Sustainability Grants
87	Land Use/Development	Commercial Redevelopment	US 1 at Dunlawton Ave.	Port Orange	84, 85, 86, 88	--	HUD Sustainability Grants
88	Land Use/Development	Mixed Use Development	North and central portion of the Port Orange CRA	Port Orange	84, 85, 86, 87, V41, V44, V46, V48, V49	--	HUD Sustainability Grants
812	Land Use/Development	Mixed Use Development	Parade between US 1 and Halifax River from Venture Dr. to Blue Skies Dr.	South Daytona	820, 821	--	HUD Sustainability Grants
819	Land Use/Development	Town Center	Bounded by Ridge Ave., US 1, Industrial Parcels, FEC Railroad	South Daytona	820, 821	--	HUD Sustainability Grants
821	Land Use/Development	TCEA	South Daytona TCEA	South Daytona	819, 830, 831, 832, 833, 834	--	HUD Sustainability Grants
825	Land Use/Development	Mixed Use Development	Bounded by Beville Rd., Palmetto Ave., Fernside Ave., US 1	South Daytona	820, 821	--	HUD Sustainability Grants
828	Land Use/Development	TCEA	Daytona Beach TCEA	Daytona Beach	826, 827	--	HUD Sustainability Grants
831	Land Use/Development	TCEA	Downtown CRA TCEA	Ormond Beach	830, 832	--	HUD Sustainability Grants
11	Landscape/ Streetscape	Gateway Streetscaping	US 1 at 10th St.	New Smyrna Beach	--	--	FDOT Transportation Enhancement
13	Landscape/ Streetscape	Streetscaping	Orange St. from Downing St. to Lytle Ave.	New Smyrna Beach	--	--	FDOT Transportation Enhancement
18	Landscape/ Streetscape	Wayfinding, Landscaping, Public Art	New Smyrna Beach CRA Wayfinding	New Smyrna Beach	--	--	TCSP Grants, Economic Recovery, FWHA Scenic Highway Funds
78	Transit	Multi-Modal Hub	Near Julia St. and Sams Ave.	New Smyrna Beach	81	--	Mobility Fees, FTA Usability Grants, FTA Bus Funds
715	Transit	Route 40 Pre/Post Imprint - 30 min	US 1 from Dunlawton St. to Canal St.	Incorporated, New Smyrna Beach, Port Orange	--	--	FTA New Starts/Small Starts, Economic Recovery
712	Transit	Express Bus Service	US 1 from Granada Blvd. to Indian River Blvd.	Multiple	722, 726, 737	--	Economic Recovery
715	Transit	Bus 7, 12 Night Bus, Sunday Svc	US 1 from 3rd Ave. to Beville Rd.	Port Orange, South Daytona, Daytona Beach	--	--	Economic Recovery
719	Transit	Route 7 Headway/Spot Improvements	Nova Rd. Corridor	Port Orange, South Daytona, Daytona Beach	--	--	Economic Recovery
724	Transit	Additional Transit Service	Port Orange and Ormond Beach	Port Orange, Ormond Beach	--	--	Economic Recovery
V30	Vehicle	Intersection Improvements	US 1 at Canal St.	New Smyrna Beach	829, V31	--	FDOT/FWHA Surface Transportation Program Funds
V31	Vehicle	Add 4 Right Turn, EB, NB, SB Left	US 1 at Canal St.	New Smyrna Beach	829, V30	--	FDOT/FWHA Surface Transportation Program Funds
V39	Vehicle	Intersection Improvements	US 1 at Dunlawton Ave.	Port Orange	845, T34, V40	--	FWHA Usability Grants
V40	Vehicle	RB Left Turn (Second)	US 1 at Dunlawton Ave.	Port Orange	839	--	TCSP Grants
V41	Vehicle	Shared Parking	Overlook	Port Orange	86, 88	--	Economic Recovery
V42	Vehicle	Intersection Improvements	US 1 at Herbert St.	Port Orange	851, 852, 853, T16, V43	--	Economic Recovery
V43	Vehicle	SB Right Turn, EB Left Turn	US 1 at Herbert St.	Port Orange	842	--	Economic Recovery
V44	Vehicle	Transit and Mobility Improvements	US 1 next to Riverwalk	Port Orange	86, 88, V47	--	FWHA Scenic Highway Funds
V49	Vehicle	Roadway Extension	Madeline Ave. Ext.	Port Orange, South Daytona	809	--	FWHA Scenic Highway Funds

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Wrap Up and Next Steps

- Schedule for Completion of Phase 1
 - Maps and Lists to be Finalized by March
- Next Steps for Phase 2
 - Discuss Scope of Phase 2 with FDOT



Link to Summary Tables and Maps

<http://sites.kittelson.com/US1/Downloads>

Corridor Improvement Program Phase I: Assessment of US 1/SR 5



Board Meeting

Volusia TPO

February 28, 2012



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

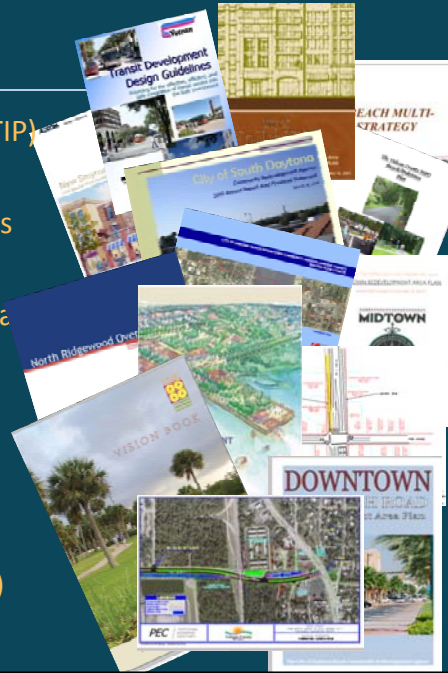
Stakeholders

- Ormond Beach
- Holly Hill
- Daytona Beach
- South Daytona
- Port Orange
- New Smyrna Beach
- Edgewater
- Oak Hill
- Volusia County
- Volusia TPO
- Votran
- VCARD
- FDOT



Documents Reviewed

- TPO Transportation Plans (LRTP, TIP)
- Comprehensive Plans
- CRA Plans/Vision Plans/Area Plans
- Corridor Studies
- Pedestrian/Bicycle Studies and Plans
- Streetscape Plans and Projects
- Transit Plans
- Intersection Improvements
(Traffic Operations, Safety,
Access Management)
- Development Master Plans (DRIs)
- Needs/Gap studies



85
Plan Documents and Studies

30
Design Plans

156
Number of Downloaded Files

45,600
Pages of Documents

= 325 Planned Projects

Summary Themes

Vehicular

- Constrain US 1 to existing four lanes
- Improve operational efficiency
- Improve roadway safety

Transit

- Enhance transit service to support mobility needs (capital and operations)
- Target transit investments to support economic development/redevelopment



Summary Themes

Bicycling/Pedestrian

- Improve Pedestrian/Bike Mobility Along US 1 and Across US 1
- Enhance Ped/Bike and Transit Connectivity
- Prioritize Pedestrian and Bicycling Improvements to Major Destinations
- Develop Context-Sensitive Roadway Cross Sections
- Ensure Compatible Streetscape Transitions

Landscape/Streetscape

- Improve Aesthetics Along US 1
- Enhance Unique Community Identity and Community Landmarks Along US 1



Summary Themes

Land Use/Development

- Facilitate targeted redevelopment and infill (CRAs)
- Facilitate future growth to occur in a pattern (mix-use, compact) supportive of multi-modal mobility
- Preserve and enhance existing residential neighborhoods



US 1 Land Use or Transportation Implementation Tools

Tool	Edgewater	New Smyrna Beach	Port Orange	South Daytona	Daytona Beach	Holly Hill	Ormond Beach	Oak Hill
CRA	Finding of necessity study for CRA	Working towards one for FEC property	CRA Plan	CRA Plan	CRA Plans (Riverfront, downtown, and midtown master plan)	CRA Plan	Finding of Necessity Study for US1 CRA, Downtown CRA, and Ormond Crossing CRA	
Overlay Zoning				Between Ridge Blvd. and City Boundary	Proposed North Ridgewood Overlay Zoning			
Corridor Plan (other than CRA)	Downtown Vision Plan		Working on Ridgewood Corridor Plan 2012		Riverfront, downtown, and midtown master plan			
Form-based Code/ Guidelines/ Standards	Ridgewood Avenue Corridor Design	Land development regulations being revised	Corridor Plan will include standards	South Ridgewood Avenue Corridor Design Guidelines	Working to develop form-based code in 2012			
TCEA			TCEA	TCEA	TCEA		TCEA and Mobility Plan	
Other	Comprehensive Economic Development Strategy							River of Lakes Heritage Corridor Scenic Hwy. Corridor Mgmt. Plan

Municipalities with Implementation Tools to advance Common Themes along US 1								
	Common Themes from Policy Review	Edgewater	New Smyrna Beach	Port Orange	South Daytona	Daytona Beach	Holly Hill	Ormond Beach
Vehicular								Notes
	Constrain US 1 to existing four lanes	*						South Daytona, Holly Hill, and Ormond Beach have clear comprehensive plan policies that constrain US 1 to 4 lanes; CRA plans or streetscape plans that show a desired four lane cross-section; AND/or are have implemented a recent streetscape improvement that includes a four-lane section. * Edgewater calls for 6-laning US1 in their comprehensive plan and Vision Plan calls for a boulevard cross section. However, the City does not intend to pursue this.
	Improve operational efficiency							Edgewater has clear policies calling for access management to improve US 1's operational efficiency. South Daytona is working to consolidate driveways as part of streetscape improvements.
	Improve roadway safety							There were no clearly defined programs or implementing tools calling for roadway safety improvements, although most municipalities have comprehensive plans that included safety as a primary goal.
Transit	Enhance transit service to support mobility needs (operations and capital)							Ormond Beach has developed an implementing tool toward this end- using the mobility fee to support transit along US 1. Port Orange has designated "mobility improvement zones" and applies a 5% surcharge to developments to support "mobility" improvements.
	Target transit investments to support economic development							Ormond Beach has developed an implementing tool toward this end- using the mobility fee to support transit along US 1.
Bicycling/ Pedestrian	Improve ped/bike mobility along US 1 and across US 1							Ormond Beach has developed an implementing tool toward this end- using the mobility fee to support bicycling and pedestrian infrastructure along US 1. South Daytona has implemented a street cross-section that provides for improved pedestrian and bicycling mobility.
	Enhance ped/bike and transit connectivity							Ormond Beach has developed an implementing tool toward this end- using the mobility fee to support bicycling and pedestrian infrastructure along US 1.
	Prioritize pedestrian and bicycling improvements to major destinations							All the US 1 communities have supported this theme in their comprehensive plans, but there is no municipal-sponsored program or implementing tool toward this end.

Municipalities with Implementation Tools to advance Common Themes along US 1								
	Common Themes from Policy Review	Edgewater	New Smyrna Beach	Port Orange	South Daytona	Daytona Beach	Holly Hill	Ormond Beach
Landscape/ Streetscape								Notes
	Improve aesthetics along US 1							All these communities have or are working towards CRA Plans and guidelines for improving aesthetics on US 1.
	Enhance unique community identity along US 1							South Daytona and Holly Hill's CRA Plans focus on community identity enhancement along US 1.
	Develop Context-Sensitive Roadway Cross Sections							South Daytona and Holly Hill's CRA plans include cross-section for urbanized areas.
Land Use/Dev't.	Ensure Compatible Streetscape Transitions							There were not clearly defined programs or policies related to streetscape design transitions between communities or character areas.
	Facilitate targeted redevelopment and infill (CRAs and overlay districts)							All these communities have an active CRA.
	Facilitate future growth to be supportive of multi-modal mobility							All these communities have an active CRA or TCEA, AND have or are on their way to implementing zoning or land development regulation changes (increased density, mixed-use, specific site design changes), to enhance opportunities for non-motorized travel along US 1.
	Preserve and enhance existing residential neighborhoods and community landmarks							New Smyrna and Ormond Beach have designated historic and neighborhood preservation districts. Daytona Beach's North Ridgewood Overlay targets the preservation of existing neighborhoods

Project Types

- Vehicular
- Bike / Pedestrian
- Transit
- Landscape
- Land Use/Development
- Other



Typical Projects

Vehicular

- Traffic Operations
- Access Management
- Intersection Improvements

Transit

- Operational Improvements
- Capital Improvements

Bicycling/Pedestrian

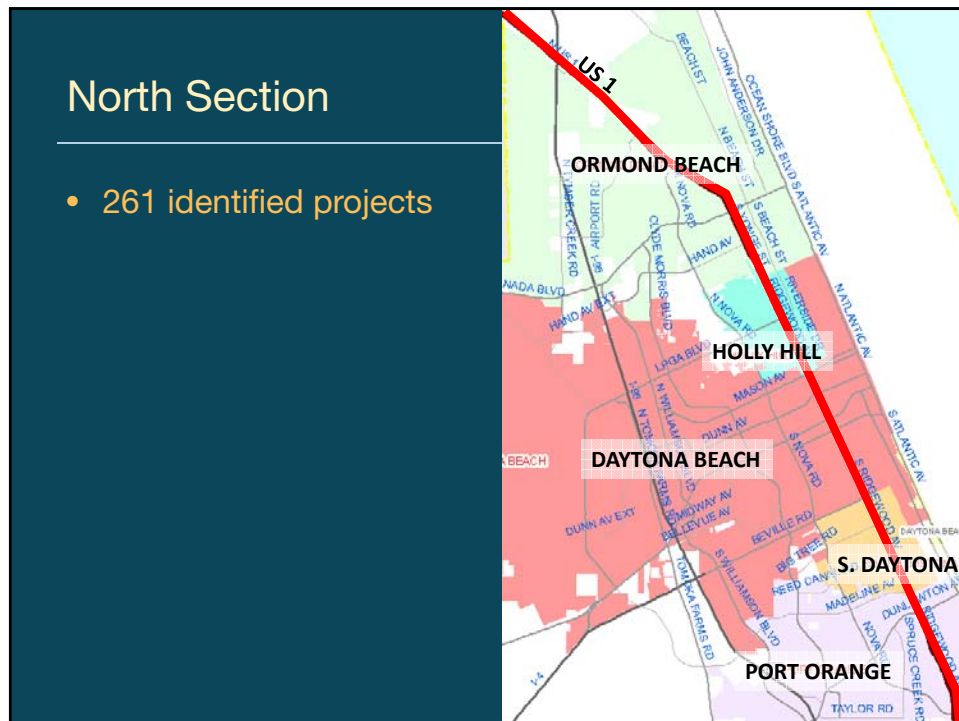
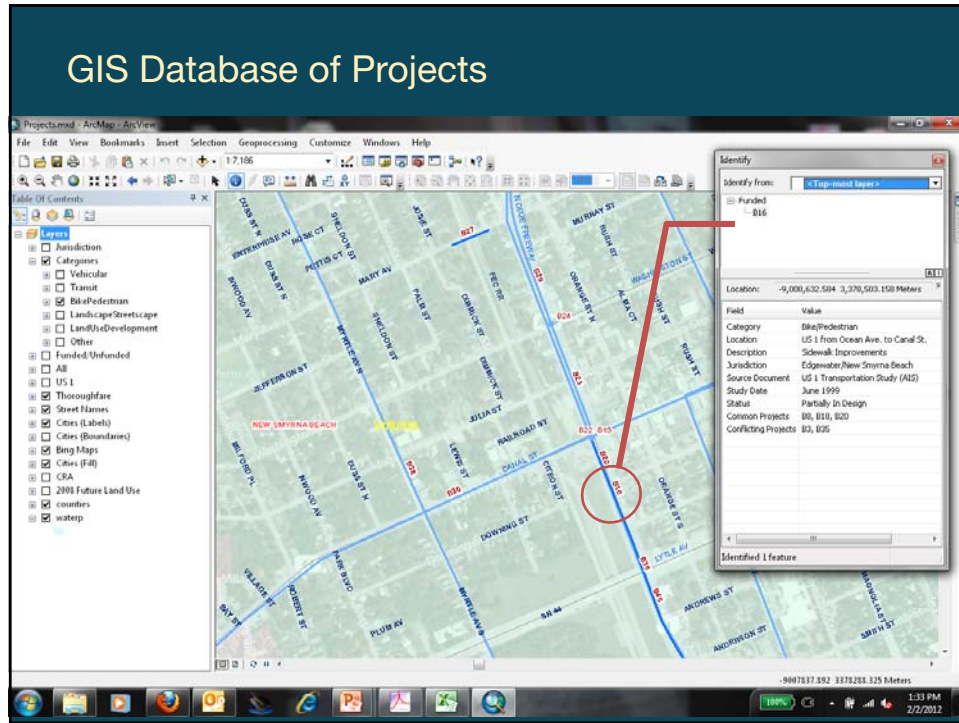
- Sidewalks
- Bicycle Lanes

Landscaping/Streetscape

- Streetscape

Land Use/Development

- CRAs
- DRIs/PUDs
- TOD Projects

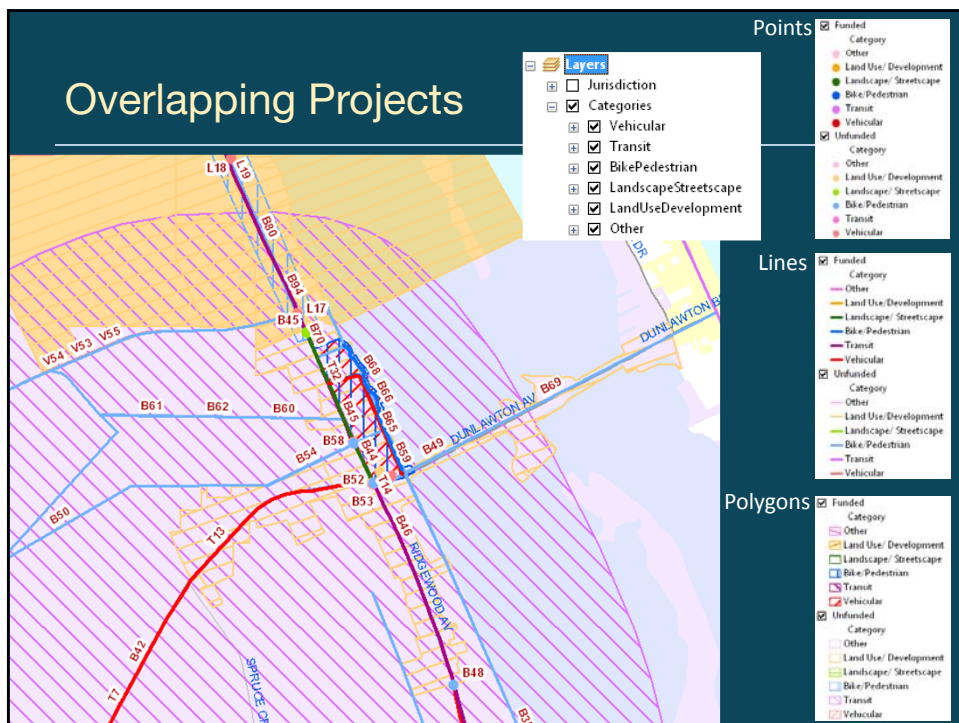


South Section

- 116 identified projects



Overlapping Projects



Complementary Projects



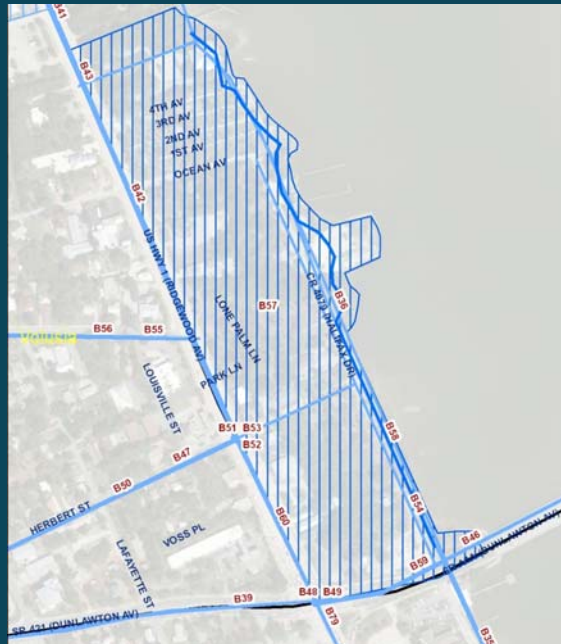
Vehicular

- Projects benefiting automotive travel
- Emphasis on operational improvement over corridor widening
- Themes
 - Constrain US 1 to 4 lanes
 - Operational Efficiency
 - Roadway Safety



Bicycle / Pedestrian

- Crosswalks; Sidewalks; Trails
- ½ mile range from US 1
- Corridor-wide improvements identified in all plans
- Themes
 - Improve mobility
 - Enhance connectivity
 - Prioritize access to major destinations



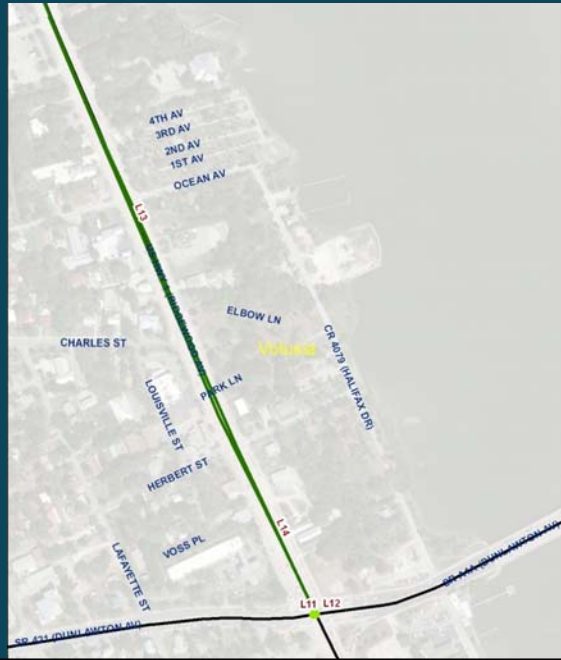
Transit

- Significant improvements programmed
- Re-evaluate when new service becomes active
- Themes
 - Increase Transit mobility
 - Support economic development



Streetscape / Landscape

- Themes
 - Improve aesthetics
 - Enhance community identity



Land Use / Development

- Help understand transportation / land use relationship
- Show progress to implementation of desired corridor themes
- Themes
 - Targeted redevelopment
 - Growth supportive of multimodal mobility
 - Preserve existing neighborhoods

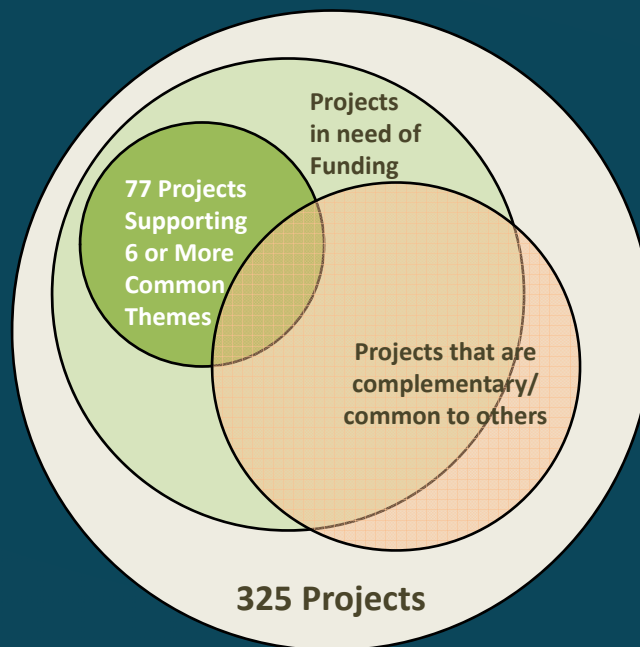


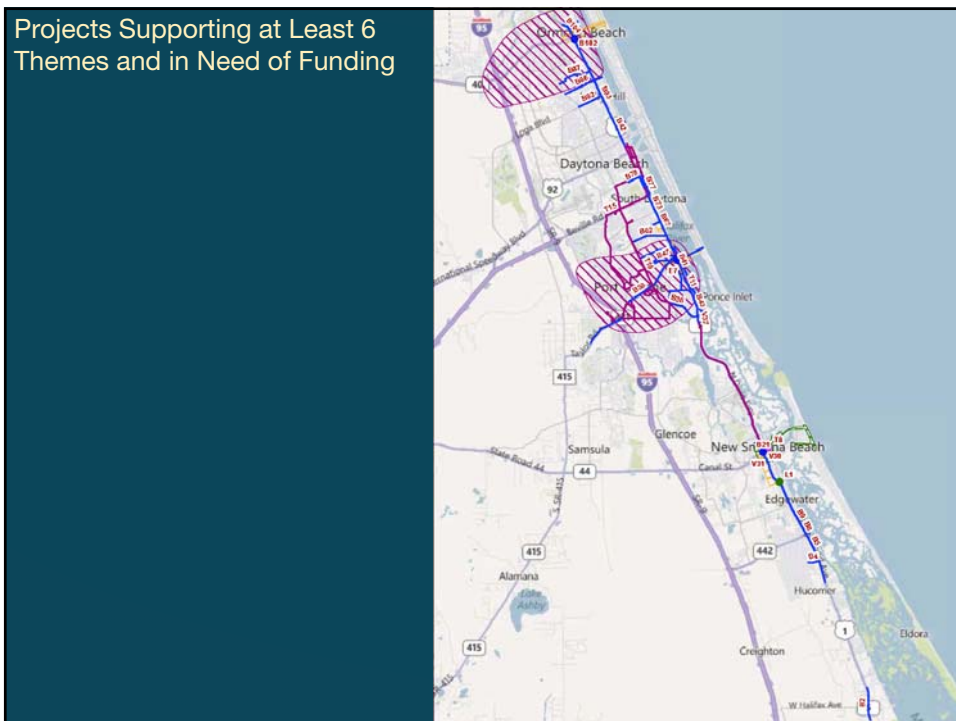
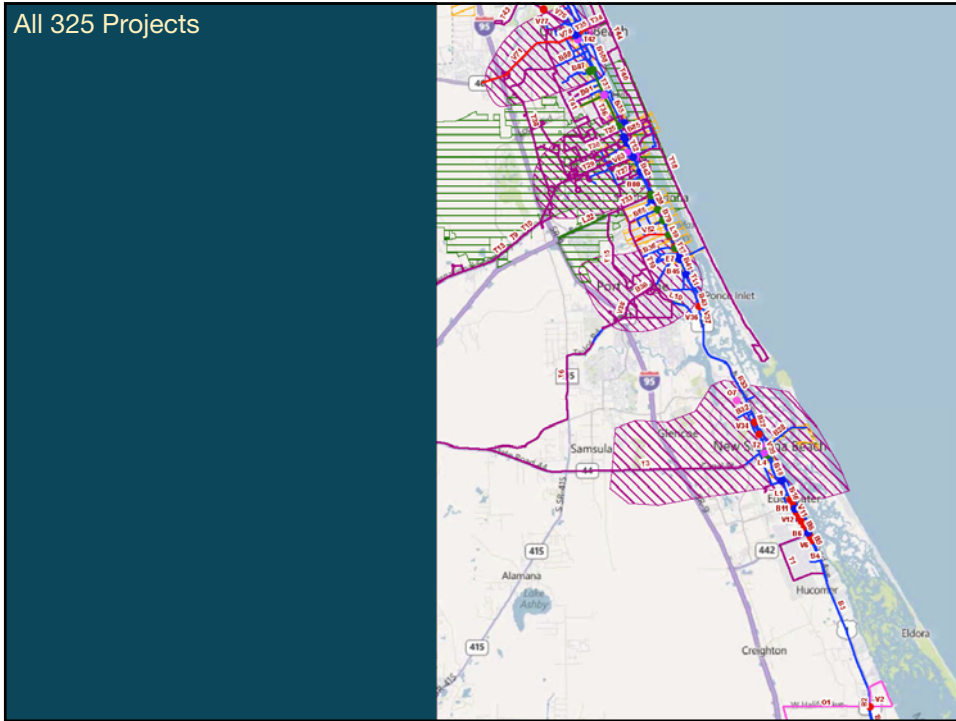
Other

- Drainage
- Aviation
- Other projects outside of previous categories



Tool to Understand Corridor Needs





Projects Supporting at Least 6 Themes and in Need of Funding

Proj. ID	Description	Location	Jurisdiction	Complementary Projects	Conflicting Projects
82	Sidewalk	US 1 from Canal Ave. to N Putnam Grove Rd.	Unincorporated, Oak Hill	--	B1, B3
84	New Sidewalk	27th St. from Glenwood Dr. to US 1	Edgewater	--	--
85	New Sidewalk	US 1 from Turgot Ave. to Volco Rd.	Edgewater	B5, B8, B9	--
87	Bike Lane and Sidewalk	Indian River Blvd. from US 1 to Riverside Dr.	Edgewater	--	B35
88	Sidewalk	US 1 from 10th St. to Volco Rd.	Edgewater	B5, B9, B16	--
89	New Sidewalk	US 1 from SR 442 to Ocean Ave.	Edgewater	B5, B8	--
821	Bike Lanes West/South Legs	US 1 at Canal St.	New Smyrna Beach	B42, V30	B28, B33
825	New Sidewalk	Mary Ave. in the FEC area	New Smyrna Beach	--	--
826	New Sidewalk	Ronnoc Ln. from Sheldon St. to Palm St.	New Smyrna Beach	--	B35
836	Port Orange Pathway (Multi-use Trail)	Local roadways in Port Orange.	Port Orange	B35, B38, B40, B54, B55, B56, B57, B58, B68	B37
837	New Sidewalk	US 1 from SR 5A to Poinciana Ave.	Port Orange	B41, B79	B35, B36, B51
839	Pedestrian Lighting	Dunlawton Ave. from Halifax River to West City Limit	Port Orange	V38	--
840	8' Multi-Use Trail	Commonwealth Blvd. from Spruce Creek Rd. to US 1	Port Orange	B36	--
841	Complete Streets Improvements	US 1 throughout Port Orange	Port Orange	B37, B42, B43, B60, B79, L13, L14, L29, V45, V47	--
842	Add Bike Lanes	US 1 from Wilmette Ave. to W Indian River Blvd.	Multiple	B41, B61, B70, B73, B93	B33, B35, B43, B67
843	5' Multi-use Trail	US 1 from northern city limit to Nova Rd.	Port Orange	B41, V45	B37, B42, B60, B79
844	New Sidewalk	Lafayette St. / Orange St. from Oak St. to Commonwealth Blvd.	Port Orange	--	--
847	Multi-Use Trail	Herbert St. from Jackson St. to US 1	Port Orange	B50	--
848	Multi-Modal Hub	US 1 at Dunlawton Ave.	Port Orange	--	--
849	Bike/Ped Intersection Imps	US 1 at Dunlawton Ave.	Port Orange	V39	--
851	Bike/Ped Intersection Imps	US 1 at Herbert St.	Port Orange	B53, V42	B52
852	Pedestrian Overpass	US 1 at Herbert St.	Port Orange	V42	B51, B53
854	Multi-use Trail	Halifax St. from Dunlawton Ave. to Ocean Ave.	Port Orange	B35, B58	--
855	8' Multi-Use Trail	Charles St. from McDonald Rd. to US 1	Port Orange	B36, B56	--
856	Multi-use Trail	Old Sugar Mill Rd. and Charles St. from Herbert St. to US 1.	Port Orange	B36, B55	--
857	Multi-Modal Facilities	Town Center multi-modal facilities	Port Orange	B35, B36, B58	--
859	Multi-Use Trail	Dunlawton Ave. from US 1 to S Atlantic Ave.	Port Orange	B46	--
860	Sidewalk Improvement	US 1 from Madeline Ave. Ext. to Dunlawton Ave.	Port Orange	B41, B79	B35, B63
861	Add Bike Lanes	US 1 from 250 ft. north of Reed Canal Rd. to 500 ft. south of Reed Canal Rd.	South Daytona	B42	B35, B67
862	Multi-Use Trail	Reed Canal Rd. from Nova Rd. to US 1	South Daytona	B65, B68	--
866	New Sidewalk	Ridge Blvd. from Pope Ave. to Palmetto Ave.	South Daytona	B68	B65
867	Multi-Use Trail	US 1 throughout South Daytona	South Daytona	B35	B42, B61, B70, B73, B79
870	Add Bike Lanes north of Big Tree Rd	US 1 near Big Tree Road.	South Daytona	B42, B73	B67
873	Add Bike Lanes	US 1 from Ridge Blvd to Beville Rd	South Daytona	B42, B70	B67
877	New Sidewalk	Palmetto Ave. from Freemont Ave. to Beville Rd.	Daytona Beach	--	B35

Projects Supporting at Least 6 Themes and in Need of Funding

Proj. ID	Description	Location	Jurisdiction	Complementary Projects	Conflicting Projects
878	New Sidewalk	Fremont Ave. from Niles St. to US 1	Daytona Beach	--	--
881	New Sidewalk	South St. from Segrave St. to US 1	Daytona Beach	--	--
890	Pedestrian Overpass	N Beach St. at Mason Ave.	Daytona Beach, Holly Hill	--	--
892	Multi-Use Trail	LPGA Blvd. from Nova Rd. to Riverside Dr.	Holly Hill	B91	--
893	Re-stripe to Accommodate Bike Lanes	US 1 throughout Holly Hill	Holly Hill	B42	--
896	New Sidewalk	Flomich Ave. from Nova Rd. to Riverside Dr.	Holly Hill	--	--
897	New Sidewalk	Calle Grande St. from Nova Rd. to US 1.	Holly Hill	--	--
8102	Replace Crosswalk Markings	US 1 at Tomoka Ave.	Ormond Beach	--	--
8104	New Sidewalk	US 1 from SR 40 to Wilmette Ave.	Ormond Beach	B105	--
8105	New Sidewalk	US 1 from Hernandez Ave. to Wilmette Ave.	Ormond Beach	B104	--
8106	New Sidewalk	Rosewood Ave. from US 1 to Beach St.	Ormond Beach	--	--
E1	Transit Oriented Development	Canal St to 10th St and Myrtle Ave to US 1	New Smyrna Beach	E2, E3, L8, T1, T2, T3, T8, T11, T12	--
E4	Ridgewood Avenue District	South portion of the Port Orange CRA	Port Orange	E5, E6, E7, E8	--
E5	CRA	Port Orange Town Center CRA	Port Orange	E4, E6, E7, E8	--
E7	Commercial Redevelopment	US 1 at Dunlawton Ave.	Port Orange	E4, E5, E6, E8	--
E8	Riverwalk District	North and central portion of the Port Orange CRA	Port Orange	E4, E5, E6, E7, V41, V44, V45, V46, V48	--
E12	Mixed Use Development	Parcels between US 1 and Halifax River from Venture Dr. to Blue Skies Dr.	South Daytona	E20, E21	--
E19	Town Center	Bounded by Ridge Ave., US 1, Industrial Parcels, FEC Railroad	South Daytona	E20, E21	--
E25	Mixed Use Development	Bounded by Beville Rd., Palmetto Ave., Ferndale Ave., US 1	South Daytona	E20, E21	--
E31	TCEA	Downtown CRA TCEA	Ormond Beach	E30, E32	--
L1	Gateway Streetscaping	US 1 at 10th St.	New Smyrna Beach	--	--
L8	Wayfinding, Landscaping, Public Art	New Smyrna Beach CRA Wayfinding	New Smyrna Beach	--	--
L13	Streetscaping	Riverwalk - US 1 streetscape	Port Orange	L14	--
L14	Streetscape Improvements	Ridgewood Ave. from N. city limit to Dunlawton Ave.	Port Orange	L13	--
T8	Multimodal Hub	Near Julia St. and Sams Ave.	New Smyrna Beach	E1	--
T11	Route 40 Fre/Spn Imprmnt - 30 mins	US 1 from Dunlawton St. to Canal St.	Unincorporated, New Smyrna Beach, Port Orange	--	--
T15	Rte 7, 12 Night Svc, Sunday Svc	US 1 from 3rd Ave. to Belleville Rd.	Port Orange, South Daytona, Daytona Beach	--	--
T19	Route 7 Headway/Spn Improvements	Nova Rd. Corridor	Port Orange, South Daytona, Daytona Beach	--	--
T24	Additional Transit Service	Port Orange and Ormond Beach	Port Orange, Ormond Beach	--	--

Projects Supporting at Least 6 Themes and in Need of Funding				
Proj. ID	Description	Location	Jurisdiction	Complementary Projects Conflicting Projects
V30	Intersection Improvements	US 1 at Canal St.	New Smyrna Beach	V29, V31
V31	Add 4 Right Turn; EB, NB, SB Left	US 1 at Canal St.	New Smyrna Beach	V29, V30
V37	Resurfacing	US 1 from Fleming Ave. to Harbor Rd.	Unincorporated, Port Orange	I9
V39	Intersection Improvements	US 1 at Dunlawton Ave.	Port Orange	B49, T14, V40
V40	NB Left Turn (Second)	US 1 at Dunlawton Ave.	Port Orange	V39
V41	Shared Parking	Riverwalk	Port Orange	E6, E8
V42	Intersection Improvements	US 1 at Herbert St.	Port Orange	B51, B52, B53, T16, V43
V43	SB Right Turn; EB Left Turn	US 1 at Herbert St.	Port Orange	V42
V44	Transit and Mobility Improvements	US 1 next to Riverwalk	Port Orange	E6, E8, V47
V46	Public Road System	Riverwalk Public Road System	Port Orange	E6, E8
V48	Roadway Realignment	Ocean Ave. from US 1 to Halifax St.	Port Orange	E6, E8, V45
V49	Roadway Extension	Madeline Ave. Ext.	Port Orange, South Daytona	V59

Link to Summary Tables and Maps

<http://sites.kittelson.com/US1/Downloads>

Questions?



US 1 CIP: List of Bicycle/Pedestrian Projects

Legend:	Some Funding	Unfunded	Completed

Proj. ID	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Vehicular			Transit		Bicycling/ Ped.			Landscape/ Streetscape			Land Use/Dev't.			
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
B76	Pedestrian Crossing Enhancements	US 1 at Beville Rd.	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	Daytona Beach/FDOT	Unknown							V61	--			Y			Y	Y					Y		Y	
B77	New Sidewalk	Palmetto Ave. from Fremont Ave. to Beville Rd.	Daytona Beach	Volusia TPO Lists of Prioritized Projects	June 28, 2011	Daytona Beach	No Activity							--	B35			Y			Y	Y	Y				Y		Y	
B78	New Sidewalk	Fremont Ave. from Niles St. to US 1	Daytona Beach	Volusia TPO Lists of Prioritized Projects; Transportation Enhancement Project Review: Fremont Avenue	June 28, 2011	Daytona Beach	No Activity							--	--			Y			Y	Y	Y				Y		Y	
B80	Pedestrian Crossing Enhancements	US 1 at Bellevue Ave.	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--			Y			Y	Y					Y		Y	
B81	New Sidewalk	South St. from Segrave St. to US 1	Daytona Beach	Bicycle and Pedestrian School Safety Review Study: Campbell Middle School	September 2011	Daytona Beach	No Activity							--	--			Y			Y	Y	Y				Y		Y	
B82	Pedestrian Crossing Enhancements	US 1 at Orange Ave.	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--			Y			Y	Y					Y		Y	
B83	Pedestrian Crossing Enhancements	US 1 at Magnolia Ave.	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--			Y			Y	Y					Y		Y	
B84	Pedestrian Crossing Enhancements	US 1 at US 92	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Complete							--	--			Y			Y	Y					Y		Y	
B85	Multi-use Trail	Daytona Beach local streets	Daytona Beach	US 1 Transportation Study (AIS)	June 1999	FDOT	Some sidewalks exist							--	--			Y			Y	Y	Y						Y	
B86	Pedestrian Crossing Enhancements	US 1 at Bethune Blvd.	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--			Y			Y	Y					Y		Y	

US 1 CIP: List of Bicycle/Pedestrian Projects

Legend:	Some Funding	Unfunded	Completed
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Proj. ID	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes													
								Design		Construction		Other				Vehicular			Transit		Bicycling/ Ped.			Landscape/ Streetscape			Land Use/Dev't.		
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility
B87	Pedestrian Crossing Enhancements	US 1 at Mullaly St.	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--			Y			Y	Y				Y		Y	
B88	Pedestrian Crossing Enhancements	US 1 at Fairview Ave.	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--			Y			Y	Y				Y		Y	
B89	Pedestrian Crossing Enhancements	US 1 at Mason Ave.	Daytona Beach, Holly Hill	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Complete							V66	--			Y			Y	Y			Y		Y		
B90	Pedestrian Overpass	N Beach St. at Mason Ave.	Daytona Beach, Holly Hill	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--		Y	Y			Y	Y	Y				Y		
B10	New Sidewalk	Turgot Ave. from FEC to US 1	Edgewater	The Volusia County MPO Bicycle/Pedestrian Plan	January 2005	Edgewater	No Activity							--	--			Y			Y	Y	Y		Y				
B11	Pedestrian Crossing Enhancements	US 1 at Ocean Ave.	Edgewater	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Unknown							--	--			Y			Y	Y			Y		Y		
B12	New Sidewalk	Old Country Rd. from Park Ave. to Cheetah Ln.	Edgewater	The Volusia County MPO Bicycle/Pedestrian Plan	January 2005	Edgewater	No Activity							--	--			Y			Y	Y	Y		Y				
B13	New Sidewalk	Cheetah Dr. & Mockingbird Ln. from Old Country Rd. to US 1	Edgewater	The Volusia County MPO Bicycle/Pedestrian Plan	January 2005	Edgewater	No Activity							--	--			Y			Y	Y	Y		Y				
B4	New Sidewalk	27th St. from Glenwood Dr. to US 1	Edgewater	The Volusia County MPO Bicycle/Pedestrian Plan	January 2005	Edgewater	No Activity							--	--			Y			Y	Y	Y		Y		Y		
B5	New Sidewalk	US 1 from Turgot Ave. to Volco Rd.	Edgewater	City of Edgewater 2030 Comprehensive Plan		Edgewater	Under Design	1,500	2011/12					B5, B8, B9	--			Y			Y	Y	Y			Y		Y	

US 1 CIP: List of Bicycle/Pedestrian Projects

Legend:	Some Funding	Unfunded	Completed

Proj. ID	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes													
								Design		Construction		Other				Vehicular			Transit		Bicycling/ Ped.			Landscape/ Streetscape			Land Use/Dev't.		
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility
B6	Pedestrian Crossing Enhancements	US 1 at SR 442	Edgewater	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Unknown							--	--			Y			Y	Y				Y			
B7	Bike Lane and Sidewalk	Indian River Blvd. from US 1 to Riverside Dr.	Edgewater	City of Edgewater 2030 Comprehensive Plan		Edgewater	No Activity							--	B35			Y			Y	Y	Y			Y		Y	
B8	Sidewalk	US 1 from 10th St. to Volco Rd.	Edgewater	Transportation Improvement Program (TIP)	2011/12 - 2015/16	Edgewater	Under Design	1,500	2011/12					B5, B9, B16	--			Y			Y	Y	Y			Y		Y	
B9	New Sidewalk	US 1 from SR 442 to Ocean Ave.	Edgewater	US 1 Transportation Study (AIS)	June 1999	FDOT	Under Design	1,500	2011/12					B5, B8	--			Y			Y	Y	Y			Y		Y	
B35	Multi-use Trail	US 1 from Sanchez Beach, Port Orange, S. Daytona, Daytona Beach, Holly Hill, Ormond Beach	Edgewater, N. Smyrna Beach, Port Orange, S. Daytona, Daytona Beach, Holly Hill, Ormond Beach	US 1 Transportation Study (AIS)	June 1999	FDOT	Some sidewalks exist							B33, B36, B54, B57, B58, B67	B7, B14, B26, B29, B32, B37, B42, B60, B61, B77			Y			Y	Y	Y					Y	
B16	Sidewalk Improvements	US 1 from Ocean Ave. to Canal St.	Edgewater/New Smyrna Beach	US 1 Transportation Study (AIS)	June 1999	FDOT	Partially In Design	1,500	2011/12					B8, B18, B20	B33						Y	Y	Y			Y		Y	
B91	Multi-use Trail	13th St. and 15th St.	Holly Hill	US 1 Transportation Study (AIS)	June 1999	FDOT	Some sidewalks exist							B92	--			Y			Y	Y	Y					Y	
B92	Multi-Use Trail	LPGA Blvd. from Nova Rd. to Riverside Dr.	Holly Hill	The Volusia County MPO Bicycle/Pedestrian Plan	January 2005	Holly Hill	No Activity							B91	--			Y			Y	Y	Y			Y		Y	
B93	Re-stripe to Accommodate Bike Lanes	US 1 throughout Holly Hill	Holly Hill	Holly Hill CRA Master Plan	October 2007	Holly Hill	No Activity							B42	--			Y			Y	Y	Y			Y		Y	
B94	Pedestrian Crossing Enhancements	US 1 at LPGA Blvd.	Holly Hill	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Programmed	160	2012/13					V69	--			Y			Y	Y				Y		Y	

US 1 CIP: List of Bicycle/Pedestrian Projects

Legend:	Some Funding	Unfunded	Completed

Proj. ID	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Vehicular			Transit		Bicycling/ Ped.			Landscape/ Streetscape			Land Use/Dev't.			
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
B95	New Sidewalk	Riverside Dr. from Sunrise Park to 14th St.	Holly Hill	Volusia TPO Lists of Prioritized Projects; Transportation Improvement Program (TIP)	June 28, 2011	Holly Hill	Designed			116	2011/12			--	B108			Y			Y	Y	Y			Y				
B96	New Sidewalk	Flomich Ave. from Nova Rd. to Riverside Dr.	Holly Hill	Bicycle and Pedestrian School Safety Review Study: Holly Hill Elementary School	March 2007	Holly Hill	No Activity							--	--			Y			Y	Y	Y			Y		Y		
B97	New Sidewalk	Calle Grande St. from Nova Rd. to US 1.	Holly Hill	Volusia TPO Lists of Prioritized Projects	June 28, 2011	Holly Hill	No Activity							--	--			Y			Y	Y	Y			Y		Y		
B108	Multi-use Trail	Holly Hill and Ormond Beach local streets	Holly Hill, Ormond Beach	US 1 Transportation Study (AIS)	June 1999	FDOT	Some sidewalks exist							B98, B107	B95			Y			Y	Y	Y					Y		
B42	Add Bike Lanes	US 1 from Wilmette Ave. to W Indian River Blvd.	Multiple	US 1 Transportation Study (AIS)	June 1999	FDOT	Partially Complete							B41, B61, B70, B73, B93	B33, B35, B43, B67	Y	Y	Y			Y	Y	Y			Y		Y	Y	Y
B14	Sidewalk Repair	Myrtle Ave. from 7th St. to 10th St.	New Smyrna Beach	Bicycle and Pedestrian School Safety Review Study: New Smyrna Beach Middle School	September 2011	New Smyrna Beach	Unknown							--	B35			Y			Y	Y	Y			Y				
B15	Pedestrian Crossing Enhancements	US 1 at 10th St.	New Smyrna Beach	Traffic Signal Operational Study for US 1 at 10th Street	January 2010	FDOT	No Activity							V27	--			Y			Y	Y				Y			Y	
B17	New Sidewalk	6th St. from Palmetto St. to Riverside Dr.	New Smyrna Beach	Bicycle and Pedestrian School Safety Review Study: Read-Pattillo Elementary School	November 2008	New Smyrna Beach	No Activity							--	--			Y			Y	Y	Y			Y				
B18	Sidewalk Improvement	US 1 from 3rd St. to 1600 Block	New Smyrna Beach	Bicycle and Pedestrian School Safety Review Study: Read-Pattillo Elementary School	November 2008	New Smyrna Beach	Sidewalk Exists on East Side							B16	B33						Y	Y	Y			Y				
B19	New Sidewalk	5th St. from Palmetto St. to Live Oak St.	New Smyrna Beach	Bicycle and Pedestrian School Safety Review Study: Read-Pattillo Elementary School	November 2008	FDOT	No Activity							--	--			Y			Y	Y	Y			Y				

US 1 CIP: List of Bicycle/Pedestrian Projects

Legend:	Some Funding	Unfunded	Completed

Proj. ID	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Vehicular			Transit		Bicycling/ Ped.			Landscape/ Streetscape			Land Use/Dev't.			
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
B20	Sidewalk Improvement	US 1 from Canal St. to Andrews St.	New Smyrna Beach	Bicycle and Pedestrian School Safety Review Study: Read-Pattillo Elementary School	November 2008	New Smyrna Beach	Complete							B16	B33							Y	Y	Y			Y			
B21	Bike Lanes West/South Legs	US 1 at Canal St.	New Smyrna Beach	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Under Design							B42, V30	B28, B33				Y			Y	Y	Y			Y		Y	
B22	Pedestrian Crossing Enhancements	US 1 at Canal St.	New Smyrna Beach											V30	--			Y				Y	Y				Y		Y	
B23	New Sidewalk	US 1 from Canal St. to Washington St.	New Smyrna Beach											--	B33			Y				Y	Y	Y			Y		Y	
B24	Pedestrian Crossing Enhancements	US 1 at Washington St.	New Smyrna Beach											--	--			Y				Y	Y				Y		Y	
B25	New Sidewalk	Mary Ave. in the FEC area	New Smyrna Beach	Transportation Improvement Program (TIP); Volusia TPO Lists of Prioritized Projects; Mary Avenue Phase II Improvements Sidewalk Feasibility Study	2011/12 - 2015/16	New Smyrna Beach	Feasibility Study Completed			282	2011/12			--	--			Y				Y	Y	Y			Y		Y	
B26	New Sidewalk	Ronnoc Ln. from Sheldon St. to Palm St.	New Smyrna Beach	Bicycle and Pedestrian School Safety Review Study: Chisholm Elementary School	March 2008	New Smyrna Beach	No Activity							--	B35			Y				Y	Y	Y			Y		Y	
B27	Sidewalk Improvements	US 1 from Washington St. to Ponce St.	New Smyrna Beach											--	B33							Y	Y	Y			Y		Y	
B28	Multi-use Trail	Canal St. and North Cswy. from Lytle Ave. to Atlantic Ave.	New Smyrna Beach											--	--			Y				Y	Y	Y					Y	
B29	New Sidewalk	Turnbull St. from Industrial Park Ave. to Eleanor Ave.	New Smyrna Beach	New Smyrna Beach Sidewalk Improvement Plan	2011	New Smyrna Beach	Programmed					800	2012	--	B35			Y				Y	Y	Y			Y		Y	

US 1 CIP: List of Bicycle/Pedestrian Projects

Legend:	Some Funding	Unfunded	Completed

Proj. ID	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes													
								Design		Construction		Other				Vehicular			Transit		Bicycling/ Ped.			Landscape/ Streetscape			Land Use/Dev't.		
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility
B30	New Sidewalk	Dougherty St. / Handley Dr. from Turnbull Bay Rd. to Marcel St.	New Smyrna Beach	New Smyrna Beach Sidewalk Improvement Plan	2011	New Smyrna Beach	Programmed					800	2012	--	--			Y			Y	Y	Y			Y		Y	
B31	New Sidewalk	Ponce St. from Turnbull St. to Pat Ave.	New Smyrna Beach	New Smyrna Beach Sidewalk Improvement Plan	2011	New Smyrna Beach	Programmed					800	2012	--	--			Y			Y	Y	Y			Y		Y	
B32	New Sidewalk	Industrial Park Ave. from Turbull Bay Rd. to US 1	New Smyrna Beach	New Smyrna Beach Sidewalk Improvement Plan	2011	New Smyrna Beach	Programmed					800	2012	--	B35			Y			Y	Y	Y			Y		Y	
B33	Multi-use Trail	US 1 throughout New Smyrna Beach	New Smyrna Beach	The Volusia County MPO Bicycle/Pedestrian Plan	January 2005	New Smyrna Beach	No Activity							B35	B16, B18, B20, B23, B27, B42			Y			Y	Y	Y				Y		
B34	New Sidewalk	Inlet Shores Dr. from US 1 to Cunningham Dr.	New Smyrna Beach	New Smyrna Beach Sidewalk Improvement Plan	2011	New Smyrna Beach	Programmed					800	2012	--	--			Y			Y	Y	Y			Y		Y	
B1	Multi-use Trail	US 1 south of Halifax Ave.	Oak Hill	The Volusia County MPO Bicycle/Pedestrian Plan	January 2005	Oak Hill	Under Design	133	2011/12	380	2011/12			B3	B2			Y			Y	Y	Y		Y				
B100	New Sidewalk	Fleming Ave. from Sauls St. to US 1	Ormond Beach	Ormond Beach Multi-Modal Strategy	December 2010	Ormond Beach	No Activity							--	--			Y			Y	Y				Y			
B101	Multi-use Trail	Division St. from Old Kings Rd. to Beach St.	Ormond Beach	The Volusia County MPO Bicycle/Pedestrian Plan	January 2005	Ormond Beach	Complete							--	--			Y			Y	Y	Y				Y		
B102	Replace Crosswalk Markings	US 1 at Tomoka Ave.	Ormond Beach	Bicycle and Pedestrian School Safety Review Study: Ormond Beach Elementary School	September 2011	Ormond Beach	Unknown							--	--			Y			Y	Y		Y			Y		
B103	Pedestrian Crossing Enhancements	US 1 at SR 40	Ormond Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Complete							V73	--			Y			Y	Y				Y		Y	

US 1 CIP: List of Bicycle/Pedestrian Projects

Legend:	Some Funding	Unfunded	Completed

Proj. ID	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes													
								Design		Construction		Other				Vehicular			Transit		Bicycling/ Ped.			Landscape/ Streetscape			Land Use/Dev't.		
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility
B104	New Sidewalk	US 1 from SR 40 to Wilmette Ave.	Ormond Beach	US 1 Transportation Study (AIS)	June 1999	FDOT	No Activity							B105	--			Y			Y	Y	Y			Y		Y	
B105	New Sidewalk	US 1 from Hernandez Ave. to Wilmette Ave.	Ormond Beach	Ormond Beach Multi-Modal Strategy	December 2010	Ormond Beach	No Activity							B104	--			Y			Y	Y	Y			Y		Y	
B106	New Sidewalk	Rosewood Ave. from US 1 to Beach St.	Ormond Beach	Ormond Beach Multi-Modal Strategy	December 2010	Ormond Beach	No Activity							--	--			Y			Y	Y	Y			Y		Y	
B107	Multi-use Trail	Yonge St. from Hernandez Ave. to Sanchez Ave. / Ridgewood St. from Sanchez Ave.	Ormond Beach	Bicycle-Pedestrian Pilot Project Review: Ormond Beach Multi-Use Paths	April 2004	Ormond Beach	No Activity							B108	--			Y			Y	Y	Y					Y	
B98	Multi-use Trail	Hand Ave. from Williamson Blvd. to US 1.	Ormond Beach	The Volusia County MPO Bicycle/Pedestrian Plan	January 2005	Ormond Beach	No Activity							B108	--			Y			Y	Y	Y					Y	
B99	New Sidewalk	Arroyo Pkwy. from Yonge St. to Ridgewood Ave.	Ormond Beach	Ormond Beach Multi-Modal Strategy	December 2010	Ormond Beach	No Activity							--	--			Y			Y	Y				Y			
B36	Port Orange Pathway Project (Multi-use Trail)	Local roadways in Port Orange.	Port Orange	Port Orange Pathway		Port Orange	No Activity							B35, B38, B40, B54, B55, B56, B57, B58, B68	B37		Y	Y	Y		Y	Y	Y				Y	Y	
B37	New Sidewalk	US 1 from SR 5A to Poinciana Ave.	Port Orange	US 1 Transportation Study (AIS)	June 1999	FDOT	Constructed on west side							B41, B79	B35, B36, B51			Y			Y	Y	Y			Y		Y	
B38	Multi-use Trail	Nova Rd. from US 1 to FEC.	Port Orange	US 1 Transportation Study (AIS)	June 1999	FDOT	Complete							B36	--		Y				Y	Y	Y					Y	
B39	Pedestrian Lighting	Dunlawton Ave. from Halifax River to West City Limit	Port Orange	Port Orange Comprehensive Plan (2010-2025)		Port Orange	Feasibility Study							V38	--		Y	Y	Y	Y	Y	Y	Y				Y	Y	

US 1 CIP: List of Bicycle/Pedestrian Projects

Legend:	Some Funding	Unfunded	Completed

Proj. ID	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes													
								Design		Construction		Other				Vehicular			Transit		Bicycling/ Ped.			Landscape/ Streetscape			Land Use/Dev't.		
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility
B40	8' Multi-Use Trail	Commonwealth Blvd. from Spruce Creek Rd. to US 1	Port Orange	Port Orange TCEA Justification Report	October 2005	Port Orange	Partially Complete							B36	--		Y	Y	Y				Y	Y			Y		
B41	Complete Streets Improvements	US 1 throughout Port Orange	Port Orange	Port Orange Comprehensive Plan (2010-2025)		Port Orange	No Activity							B37, B42, B43, B60, B79, L13, L14, L29, V45, V47	--	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
B43	New Sidewalk	US 1 from northern city limit to Nova Rd.	Port Orange	Port Orange TCEA Justification Report	October 2005	Port Orange	Partially Complete							B41, V45	B37, B42, B60, B79		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
B44	New Sidewalk	Lafayette St. / Orange St. from Oak St. to Commonwealth Blvd.	Port Orange	Bicycle and Pedestrian School Safety Review Study: Port Orange Elementary School	September 2010	Port Orange	Feasibility Study							--	--			Y	Y			Y	Y		Y		Y		
B45	Pedestrian Crossing Enhancements	US 1 at Fleming Ave.	Port Orange	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--			Y			Y	Y			Y		Y		
B46	New Sidewalk	Dunlawton Ave. from Spruce Creek Rd. to Port Orange Causeway Park.	Port Orange	Port Orange TCEA Justification Report	October 2005	Port Orange	Complete							B59	--			Y	Y	Y	Y	Y	Y		Y		Y	Y	
B47	Multi-Use Trail	Herbert St. from Jackson St. to US 1	Port Orange	US 1 Transportation Study (AIS)	June 1999	FDOT	No Activity							B50	--			Y	Y		Y	Y	Y				Y	Y	
B48	Multi-Modal Hub	US 1 at Dunlawton Ave.	Port Orange	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--	Y	Y		Y	Y	Y	Y	Y				Y	Y	
B49	Bike/Ped Intersection Imps	US 1 at Dunlawton Ave.	Port Orange	Adopted Volusia County TPO Transportation Improvement Program (TIP); US 1 (SR 5) Transportation Study - (AIS)	2010/11 - 2014/15	FDOT	Designed							V39	--		Y	Y	Y	Y	Y	Y	Y				Y	Y	
B50	5' Multi-use Trail	Herbert St. from FEC Railroad to US 1	Port Orange	Port Orange TCEA Justification Report	October 2005	Port Orange	No Activity							B47	--			Y	Y		Y	Y	Y	Y		Y	Y	Y	

US 1 CIP: List of Bicycle/Pedestrian Projects

Legend:	Some Funding	Unfunded	Completed

Proj. ID	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Vehicular			Transit		Bicycling/ Ped.			Landscape/ Streetscape			Land Use/Dev't.			
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
B51	Bike/Ped Intersection Imps	US 1 at Herbert St.	Port Orange	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							B53, V42	B52		Y	Y	Y		Y	Y	Y	Y				Y	Y	
B52	Pedestrian Overpass	US 1 at Herbert St.	Port Orange	Port Orange TCEA Justification Report; US 1 (SR 5) Transportation Study - (AIS)	October 2005	Port Orange	No Activity							V42	B51, B53		Y	Y			Y	Y	Y						Y	
B53	Pedestrian Crossing Enhancements	US 1 at Herbert St.	Port Orange	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Designed							B51, V42	B52			Y			Y	Y			Y				Y	
B54	Multi-use Trail	Halifax St. from Dunlawton Ave. to Ocean Ave.	Port Orange	The Volusia County MPO Bicycle/Pedestrian Plan; Port Orange Comprehensive Plan (2010-2025)		Port Orange	No Activity							B35, B58	--			Y			Y	Y	Y				Y	Y		
B55	8' Multi-Use Trail	Charles St. from McDonald Rd. to US 1	Port Orange	Port Orange TCEA Justification Report; TPO School Bike & Ped Review: Sugar Mill Elementary School	October 2005	Port Orange	No Activity							B36, B56	--			Y			Y	Y	Y			Y		Y		
B56	Multi-use Trail	Old Sugar Mill Rd. and Charles St. from Herbert St. to US 1.	Port Orange	US 1 Transportation Study (AIS)	June 1999	FDOT	Some sidewalks exist							B36, B55	--			Y			Y	Y	Y			Y		Y		
B57	Multi-Modal Facilities	Town Center multi-modal facilities	Port Orange	Transportation Improvement Program (TIP)	2011/12 - 2015/16	Port Orange	Programmed	1,000	2013/14	60,000	2011/12 & 2014/15			B35, B36, B58	--				Y	Y	Y	Y	Y					Y	Y	
B58	Boardwalk (Multi-use Trail)	Along the Halifax River from Riverside Pavilion Park to Dunlawton Ave.	Port Orange	Port Orange Comprehensive Plan (2010-2025); Transportation Improvement Program (TIP)Volusia TPO Lists of Prioritized Projects ;		Port Orange	Programmed			14,844	2011/12 - 2013/14			B35, B36, B57	--						Y	Y	Y					Y	Y	
B59	Multi-Use Trail	Dunlawton Ave. from US 1 to S Atlantic Ave.	Port Orange	US 1 Transportation Study (AIS)	June 1999	FDOT	Partially Complete							B46	--			Y			Y	Y	Y					Y	Y	
B60	Sidewalk Improvement	US 1 from Madeline Ave. Ext. to Dunlawton Ave.	Port Orange	TPO School Bike & Ped Review: Sugar Mill Elementary School	March 2007	Port Orange	No Activity							B41, B79	B35, B63	Y	Y	Y	Y	Y	Y	Y	Y			Y		Y	Y	

US 1 CIP: List of Bicycle/Pedestrian Projects

Legend:	Some Funding	Unfunded	Completed

Proj. ID	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Vehicular			Transit		Bicycling/ Ped.			Landscape/ Streetscape			Land Use/Dev't.			
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
B79	Sidewalk Improvements	US 1 from Poinciana Ave. to SR 40	Port Orange, South Daytona, Daytona Beach, Ormond Beach	US 1 Transportation Study (AIS)	June 1999	FDOT	Complete							B37, B41, B60, B104	B43, B67			Y			Y	Y	Y						Y	
B61	Add Bike Lanes	US 1 from 250 ft. north of Reed Canal Rd. to 500 ft. south of Reed Canal Rd.	South Daytona	Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							B42	B35, B67			Y			Y	Y	Y			Y			Y	
B62	Multi-Use Trail	Reed Canal Rd. from Nova Rd. to US 1	South Daytona	Volusia TPO Lists of Prioritized Projects	June 28, 2011	South Daytona	Feasibility Study in Process							B65, B68	--			Y			Y	Y	Y			Y			Y	
B63	Pedestrian Crossing Enhancements	US 1 at Reed Canal Rd.	South Daytona	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Designed							B64, V51, V53	--			Y			Y	Y				Y			Y	
B64	ADA Ramps; NB,SB Crosswalks	US 1 at Reed Canal Rd.	South Daytona	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							B63, V51, V53	--			Y			Y									
B65	Multi-Use Trail	Local Streets in South Daytona	South Daytona	US 1 Transportation Study (AIS)	June 1999	FDOT	Some sidewalks exist							B62, B68	B66			Y			Y	Y	Y						Y	
B66	New Sidewalk	Ridge Blvd. from Pope Ave. to Palmetto Ave.	South Daytona	Volusia TPO Lists of Prioritized Projects; Ridge Boulevard Shared-Use Path: Feasibility Study; Transportation Improvement Program (TIP)	June 28, 2011	South Daytona	Designed			574	2012/13			B68	B65			Y			Y	Y	Y			Y			Y	
B67	Multi-Use Trail	US 1 throughout South Daytona	South Daytona	The Volusia County MPO Bicycle/Pedestrian Plan	January 2005	South Daytona	Partially Complete							B35	B42, B61, B70, B73, B79			Y			Y	Y	Y			Y			Y	
B68	US 1 Sidewalk Linkage Project	addition/repair of sidewalks at Intersecting roadways through the US 1 corridor	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	Partially Complete							B36, B62, B65, B66	--			Y			Y	Y	Y						Y	
B69	Pedestrian Crossing Enhancements	US 1 at Ridge Blvd.	South Daytona	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Designed							V58	--			Y			Y	Y				Y			Y	

US 1 CIP: List of Bicycle/Pedestrian Projects

Legend:	Some Funding	Unfunded	Completed

Proj. ID	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes													
								Design		Construction		Other				Vehicular			Transit		Bicycling/ Ped.			Landscape/ Streetscape			Land Use/Dev't.		
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility
B70	Add Bike Lanes north of Big Tree Rd	US 1 near Big Tree Road.	South Daytona	Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							B42, B73	B67			Y			Y	Y	Y			Y		Y	
B71	ADA Ramp Replacement All Corners	US 1 at Big Tree Rd.	South Daytona	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							B72, V60	--			Y			Y								
B72	Pedestrian Crossing Enhancements	US 1 at Big Tree Rd.	South Daytona	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Designed							B71, V60	--			Y			Y	Y				Y		Y	
B73	Add Bike Lanes	US 1 from Ridge Blvd to Beville Rd	South Daytona	Transportation Improvement Program (TIP)	2010/11 - 2014/15	South Daytona	Designed							B42, B70	B67			Y			Y	Y	Y			Y		Y	
B74	Pedestrian Crossing Enhancements	US 1 at Bellewood Ave.	South Daytona	US 1 (SR 5) Transportation Study - (AIS)	June 1999	South Daytona/FDOT	Unknown							--	--			Y			Y	Y				Y		Y	
B75	Pedestrian Crossing Enhancements	US 1 at Ferndale Ave.	South Daytona	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Unknown							--	--			Y			Y	Y				Y		Y	
B2	Sidewalk	US 1 from Canal Ave. to N Putnam Grove Rd.	Unincorporated, Oak Hill	Transportation Improvement Program (TIP)	2011/12 - 2015/16	FDOT	Under Design	133	2011/12	380	2011/12			--	B1, B3			Y			Y	Y	Y			Y		Y	
B3	Sea-Loop Trail	Sea-Loop Trail extension	Unincorporated, Oak Hill, Edgewater	Transportation Improvement Program (TIP)	2011/12 - 2015/16	FDOT	Beginning PD&E	225	2011/12					B1	B2						Y	Y	Y		Y				

US 1 CIP: List of Vehicular Projects

Legend:	Some Funding	Unfunded	Completed
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Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Constrain US 1 to existing four lanes	Vehicular		Transit		Bicycling/		Landscape/ Streetscape		Land Use/Dev't.					
								Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date				Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
V63	Signal and Mast Arm Upgrades	Orange Ave. from Nova Rd. to Beach St.	Daytona Beach	Volusia TPO Lists of Prioritized Projects	June 28, 2011	Daytona Beach	Programmed					183		--	--		Y							Y	Y					
V62	All Right Turns	US 1 at Bellevue Ave.	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--		Y	Y												
V64	All Left Turns (Second)	US 1 at ISB.	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Complete							V65	--		Y	Y												
V65	NB,SB Right Turn	US 1 at ISB.	Daytona Beach	Daytona Beach Greyhound Bus Terminal Connector		FDOT	No Activity							V64	--		Y	Y												
V67	NB, SB Left Turn (Second)	US 1 at Mason Ave.	Daytona Beach, Holly Hill	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Diff. Improvements Constructed							V66	--		Y	Y												
V66	Intersection Improvements	US 1 at Mason Ave.	Daytona Beach, Holly Hill	Adopted Volusia County TPO Transportation Improvement Program (TIP)	2011/12 - 2015/16	FDOT	Complete							B89, V67	--		Y	Y												
V4	Roadway Widening	US 1 from Indian River Blvd. to Riverside Dr.	Edgewater	City of Edgewater 2030 Comprehensive Plan		Edgewater	No Activity							V4, V11	--		Y													
V11	Median Modifications	US 1 from Falcon Ave. to Lamont St.	Edgewater	Transportation Improvement Program (TIP)	2011/12 - 2015/16	FDOT	Designed			779	2012/13			V3, V4, V5, V6, V7, V8, V9, V10, V14, V15, V16, V17, V19,	--		Y	Y												
V23	SB Right Turn; EB Left Turn	US 1 at Park Ave.	Edgewater	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity (EBL built)							V22, V24	--		Y	Y												
V3	Convert to Directional Median Opening	US 1 800 ft. north of Falcon Ave.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V4, V11	--		Y	Y												
V5	Convert to Directional Median Opening	US 1 at E Boston Rd.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V4, V11	--		Y	Y												

US 1 CIP: List of Vehicular Projects

Legend:	Some Funding	Unfunded	Completed
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Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes															
								Design		Construction		Other				Constrain US 1 to existing four lanes	Vehicular		Transit		Bicycling/		Landscape/ Streetscape		Land Use/Dev't.						
								Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date				Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks	
V6	Mall Access Reconstruction	US 1 200 ft. south of W Indian River Blvd.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V4, V11	--		Y	Y													
V7	Close Median Opening	US 1 at Driftwood Circle.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y													
V8	Convert to Directional Median Opening and Extend Turn Lanes	US 1 at Hardin Pl.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y													
V9	Close Median Opening	US 1 at Rhode Island St.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y													
V10	Convert to Directional Median Opening and Extend Turn Lanes	US 1 at Shangri-la Dr.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y													
V13	SB Left Turn Extension	US 1 at W Turgot Ave.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V12	--		Y	Y													
V14	Convert to Directional Median Opening and Extend Turn Lanes	US 1 at Louisa St.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y													
V15	Convert to Directional Median Opening and Extend Turn Lanes	US 1 at New Hampshire Ave.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y													
V16	Close Median Opening	US 1 at Hotel Ave.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y													
V17	Close Median Opening	US 1 at E Connecticut Ave.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y													
V18	NB,SB Left Turn Extension	US 1 at Ocean Ave.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			--	--		Y	Y													

US 1 CIP: List of Vehicular Projects

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Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Constrain US 1 to existing four lanes	Vehicular		Transit		Bicycling/		Landscape/ Streetscape		Land Use/Dev't.					
								Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date				Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
V19	Close Median Opening	US 1 at Snyder St.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y												
V20	Convert to Directional Median Opening and Extend Turn Lanes	US 1 at E Palm Way.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y												
V21	Close Median Opening	US 1 at Pine Bluff St.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y												
V22	NB,SB Left Turn Extension	US 1 at Park Ave.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V23, V24	--		Y	Y												
V25	Close Median Opening	US 1 at Western Ave.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y												
V26	Convert to Directional Median Opening and Extend Turn Lanes	US 1 at E Lamont St.	Edgewater	U.S. 1 Access Management Study	March 2009	FDOT	Designed			779	2012/13			V11	--		Y	Y												
V24	Intersection Improvements	US 1 at Park Ave.	Edgewater	2035 Long Range Transportation Plan	September 2010		No Activity							V22, V23	--		Y	Y												
V12	EB Right-Turn Lane	US 1 at Turgot Ave.	Edgewater	Qualitative Assessment: US 1 at Turgot Avenue	June 2008	FDOT	No Activity							V13	--		Y	Y												
V68	Roadway Widening	LPGA Blvd. from N Nova Rd. to US 1	Holly Hill	2035 Long Range Transportation Plan	September 2010		No Activity							L31	--		Y													
V70	EB Left and Right Turn	US 1 at LPGA Blvd.	Holly Hill	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Programmed	160	2012/13					V69	--		Y	Y												
V69	Intersection Improvements	US 1 at LPGA Blvd.	Holly Hill	Adopted Volusia County TPO Transportation Improvement Program (TIP); 2035 Long Range Transportation Plan	2011/12 - 2015/16	FDOT	Programmed	160	2012/13					B94, V70	--		Y	Y												

US 1 CIP: List of Vehicular Projects

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Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Constrain US 1 to existing four lanes	Vehicular		Transit		Bicycling/		Landscape/ Streetscape		Land Use/Dev't.					
								Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date				Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
V35	Corridor Study	US 1 throughout New Smyrna Beach	New Smyrna Beach	New Smyrna Beach Comprehensive Plan		New Smyrna Beach	No Activity							--	--	Y														
V31	Add 4 Right Turn; EB, NB, SB Left	US 1 at Canal St.	New Smyrna Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Designed (only includes 2nd NBL and SBR)							V29, V30	--	Y	Y		Y	Y	Y	Y	Y	Y	Y			Y	Y	Y
V32	NB,SB, WB Right Turn	US 1 at Washington St.	New Smyrna Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--	Y		Y			Y			Y						Y
V33	SB,EB Right Turn	US 1 at Wayne Ave.	New Smyrna Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							--	--	Y		Y			Y			Y						Y
V34	SB,EB Right Turn	US 1 at Turnbull Bay Rd.	New Smyrna Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity (EBR built)							--	--	Y		Y			Y			Y						Y
V30	Intersection Improvements	US 1 at Canal St.	New Smyrna Beach	2035 Long Range Transportation Plan	September 2010		Designed							V29, V31	--	Y	Y		Y	Y	Y	Y	Y	Y	Y			Y	Y	Y
V29	NB Left (Second); SR Right; Wdn Cnl	US 1 at Canal St.	New Smyrna Beach	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							V30, V31	--		Y	Y												
V28	Signal Interconnect	US 1 at Lytle St.	New Smyrna Beach	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							L2	--		Y	Y												
V27	Intersection Improvement	US 1 at 10th St.	New Smyrna Beach	Volusia County Road Program	FY 2010/11 - 2014/15	Volusia County	Designed			6,800	2010/11			B15	--		Y	Y						Y	Y					
V2	Install Traffic Signal	US 1 at Halifax Ave.	Oak Hill	River of Lakes Heritage Corridor Scenic Highway: Maytown Road Extension Corridor Management Plan	October 2010	FDOT	No Activity							--	--		Y	Y					Y							
V76	Resurfacing	US 1 from N Nova Rd. to Hernandez Ave.	Ormond Beach	Transportation Improvement Program (TIP)	2011/12 - 2015/16	FDOT	Under Design	100	2011/12	649	2013/14			--	--		Y													

US 1 CIP: List of Vehicular Projects

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Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Constrain US 1 to existing four lanes	Vehicular		Transit		Bicycling/		Landscape/ Streetscape		Land Use/Dev't.					
								Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date				Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
V74	Adaptive Signal Control	Granada Blvd. from Nova Rd. to SR A1A	Ormond Beach	Volusia TPO Lists of Prioritized Projects	June 28, 2011	Volusia County	No Activity					75		--	--		Y													
V75	Resurfacing	Granada Blvd. from Washington St. to east of Beach St.	Ormond Beach	Transportation Improvement Program (TIP)	2011/12 - 2015/16	FDOT	Under Design	6	2011/12	\$676k	2012/13			--	--		Y													
V81	Roadway Construction	US 1 to I-95 Crossing Segment: Crossings Blvd.	Ormond Beach	City of Ormond Beach Ordinance No. 2010-07	2/25/10	Ormond Beach	No Activity							V80, V82	--	Y	Y				Y	Y	Y							
V80	Roadway Construction	I-95 Crossing Segment: Crossings Blvd.	Ormond Beach	City of Ormond Beach Ordinance No. 2010-07	2/25/10	Ormond Beach	No Activity							V81	--	Y	Y				Y	Y	Y							
V72	EB,WB Right Turn	US 1 at Granada Blvd.	Ormond Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Diff. Improvements Constructed							V73	--		Y	Y												
V73	Intersection Improvements	US 1 at Granada Blvd.	Ormond Beach	Adopted Volusia County TPO Transportation Improvement Program (TIP)	2011/12 - 2015/16	FDOT	Complete							B103, V72	--		Y	Y												
V77	Add NBL and eliminate free-flow NB through	US 1 at N Nova Rd.	Ormond Beach	Adopted Volusia County TPO Transportation Improvement Program (TIP)	2011/12 - 2015/16	FDOT	Under Construction			386	2011/12			--	--			Y												
V79	SB RT; NB LT Ext; Signal	US 1 at Hull Rd.	Ormond Beach	Year 2025 Comprehensive Plan: City of Ormond Beach; City of Ormond Beach Ordinance No. 2010-07	September 2010	Ormond Beach	Ormond Crossings Commitment							V78	--		Y	Y												
V78	EB Right-Turn Lane	US 1 at Hull Rd.	Ormond Beach	Signal Warrant Analysis: US 1 at Hull Road	October 2007		No Activity							V79	--		Y	Y												
V82	Traffic Signal	US 1 at Pine Tree Dr.	Ormond Beach	City of Ormond Beach Ordinance No. 2010-07	2/25/10	Ormond Beach	No Activity							V81	--		Y	Y												
V88	Traffic Signal	US 1 at Ormond Crossing north entrance	Ormond Beach	City of Ormond Beach Ordinance No. 2010-07	2/25/10	Ormond Beach	No Activity							--	--		Y	Y												

US 1 CIP: List of Vehicular Projects

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Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.			
								Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
V46	Public Road System	Riverwalk Public Road System	Port Orange	Transportation Improvement Program (TIP)	2011/12 - 2015/16	Port Orange	Programmed	101	2012/13 - 2013/14	2,250	2012/13 - 2013/14			E6, E8	--	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y			Y	Y	
V38	Fiber Optic Addition	Dunlawton Ave. from I-95 to US 1	Port Orange	Port Orange Comprehensive Plan (2010-2025); Transportation Improvement Program (TIP)		Port Orange	Designed			234	2011/12			B39	--		Y											Y		
V45	Roadway Realignment	Halifax St. from Ocean Ave. to Dunlawton Ave.	Port Orange	Port Orange Comprehensive Plan (2010-2025)		Port Orange	Programmed	101	2012/13 - 2013/14	2,250	2012/13 - 2013/14			E6, E8, V48	--						Y	Y	Y					Y	Y	
V48	Roadway Realignment	Ocean Ave. from US 1 to Halifax St.	Port Orange	Port Orange Comprehensive Plan (2010-2025)		Port Orange	Programmed	101	2012/13 - 2013/14	2,250	2012/13 - 2013/14			E6, E8, V45	--		Y				Y	Y	Y					Y	Y	
V47	TDM/TSM Strategies	Dunlawton Ave. to N. City Limits	Port Orange	Port Orange Comprehensive Plan (2010-2025)		Port Orange	Developed TDM/TSM Program Manual							V44	--		Y	Y							Y				Y	
V44	Transit and Mobility Improvements	US 1 next to Riverwalk	Port Orange	Port Orange Comprehensive Plan (2010-2025)		Port Orange	No Activity							E6, E8, V47	--		Y		Y	Y	Y	Y	Y						Y	
V40	NB Left Turn (Second)	US 1 at Dunlawton Ave.	Port Orange	US 1 (SR 5) Transportation Study - (AIS); Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	June 1999	FDOT	Designed							V39	--	Y	Y	Y			Y	Y	Y					Y		
V43	SB Right Turn; EB Left Turn	US 1 at Herbert St.	Port Orange	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Designed							V42	--	Y	Y	Y	Y		Y	Y	Y					Y		
V41	Shared Parking	Riverwalk	Port Orange	Port Orange Town Center Redevelopment Plan	December 1998	Port Orange	Parking Study Conducted							E6, E8	--	Y	Y	Y			Y	Y	Y					Y		
V42	Intersection Improvements	US 1 at Herbert St.	Port Orange	2035 Long Range Transportation Plan; Port Orange Comprehensive Plan (2010-2025)	September 2010		Designed							B51, B52, B53, T16, V43	--	Y	Y	Y			Y	Y	Y					Y		
V36	Close Median Opening	US 1 at Farmbrooke Rd.	Port Orange	Qualitative Assessment: US 1 at Farmbrook Road	November 2007	FDOT	No Activity							--	--	Y	Y	Y					Y					Y		

US 1 CIP: List of Vehicular Projects

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Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Constrain US 1 to existing four lanes	Vehicular		Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.			
								Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date				Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
V39	Intersection Improvements	US 1 at Dunlawton Ave.	Port Orange	Port Orange Comprehensive Plan (2010-2025)		Port Orange	Designed							B49, T14, V40	--	Y	Y	Y			Y	Y	Y					Y		
V49	Roadway Extension	Madeline Ave. Ext.	Port Orange, South Daytona	2035 Long Range Transportation Plan; South Daytona Comprehensive Plan; Port Orange Comprehensive Plan (2010-2025)	September 2010		No Activity							V59	--	Y	Y				Y	Y	Y						Y	
V52	Functional Classification Change	Reed Canal Rd. from Nova Rd. to US 1	South Daytona	South Daytona Comprehensive Plan		South Daytona	No Activity							--	--		Y				Y	Y							Y	
V57	SB Right Turn	US 1 at Ridge Blvd.	South Daytona	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	No Activity							V58	--		Y	Y												
V54	SB Right Turn; EB,NB Left Turn	US 1 at Reed Canal Rd.	South Daytona	US 1 (SR 5) Transportation Study - (AIS)	June 1999	FDOT	Designed (NBL already built)							L18, V51, V53, V56	--		Y	Y												
V59	NB,EB,WB Left Turn; SB,EB Right Tur	US 1 at Big Tree Rd.	South Daytona	US 1 (SR 5) Transportation Study - (AIS); Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	June 1999	FDOT	Designed (Does not include WBL)							V60	--		Y	Y												
V56	SB RT; EB LT; SB LT Extension	US 1 at Reed Canal Rd.	South Daytona	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							L18, V51, V53, V54	--		Y	Y												
V51	NB Right Turn Island	US 1 at Reed Canal Rd.	South Daytona	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							L18, V53, V54, V56	--		Y	Y												
V55	Right-of-Way Acquisition	US 1 at Reed Canal Rd.	South Daytona	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							V53	--		Y													
V53	Intersection Improvements	US 1 at Reed Canal Rd.	South Daytona	2035 Long Range Transportation Plan; South Daytona CRA Master Plan	September 2010		Designed							B63, B64, L18, V51, V54, V55, V56	--		Y	Y												
V60	Intersection Improvements	US 1 at Big Tree Rd.	South Daytona	2035 Long Range Transportation Plan	September 2010		Designed							B71, B72, T21, V59	--		Y	Y												

US 1 CIP: List of Vehicular Projects

Legend:

Some Funding

Unfunded

Completed

Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Constrain US 1 to existing four lanes	Vehicular		Transit		Bicycling/		Landscape/ Streetscape		Land Use/Dev't.					
								Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date	Cost (\$ 1,000)	Date				Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
V58	Intersection Improvements	US 1 at Ridge Blvd.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	Designed							B69, L21, V57	--			Y	Y											
V61	Intersection Improvements	US 1 at Beville Rd.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	Complete							B76	--			Y	Y											
V50	Install Traffic Signal	US 1 at Madeline Ave. Ext.	South Daytona	Port Orange Comprehensive Plan (2010-2025)		Port Orange	No Activity							V49	--			Y	Y											
V83	EB LT & RT; SB RT; Signal	US 1 at Broadway Ave.	Unincorporated	Year 2025 Comprehensive Plan: City of Ormond Beach; City of Ormond Beach Ordinance No. 2010-07	September 2010	Ormond Beach	Ormond Crossings Commitment							--	--			Y	Y			Y								
V87	SB LT (Second); SB RT Ext	US 1 at I-95	Unincorporated	Year 2025 Comprehensive Plan: City of Ormond Beach; City of Ormond Beach Ordinance No. 2010-07	September 2010	Ormond Beach	Ormond Crossings Commitment							V86	--			Y	Y											
V84	SB LT (Second); SB RT Ext	US 1 at I-95	Unincorporated	Year 2025 Comprehensive Plan: City of Ormond Beach; City of Ormond Beach Ordinance No. 2010-07	September 2010	Ormond Beach	Ormond Crossings Commitment							--	--			Y	Y											
V86	Interchange Improvments	US 1 at I-95	Unincorporated	2035 Long Range Transportation Plan	September 2010		No Activity							V87	--			Y	Y											
V1	Bridge Repair	US 1 FEC Railroad Overpass south of Oak Hill.	Unincorporated	Adopted Volusia County TPO Transportation Improvement Program (TIP)	2011/12 - 2015/16	FDOT	Designed			411	2011/12			--	--													Y		
V71	Resurfacing	Granada Blvd. from Tymber Creek Rd. to east of Perrot St.	Unincorporated, Ormond Beach	Transportation Improvement Program (TIP)	2011/12 - 2015/16	FDOT	Programmed	267	2011/12	5,451	2012/13 - 2013/14			--	--	Y	Y	Y			Y	Y								
V85	Signal Coordination	US 1 from north city limit to Southland Rd.	Unincorporated, Ormond Beach	City of Ormond Beach Ordinance No. 2010-07	2/25/10	Volusia County	No Activity							--	--	Y	Y													
V37	Resurfacing	US 1 from Fleming Ave. to Harbor Rd.	Unincorporated, Port Orange	Transportation Improvement Program (TIP)	2011/12 - 2015/16	FDOT	Under Design	250	2011/12	2,445	2013/14			L9	--	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y

US 1 CIP: List of Transit Projects

Legend:

Some Funding	Unfunded	Completed
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Proj. No.	Description	Location	Jurisdiction	Source	Document	Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
									Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.			
									Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
T26	Circulator Trolley Service	Daytona Beach	Daytona Beach	2035 Long Range Transportation Plan	September 2010			No Activity							--	--				Y	Y									Y	
T29	Route 60 Headway Improvement-30 min	International Speedway Blvd. from US 1 to Volusia Mall	Daytona Beach	Votran Transit Development Plan Fy 2012-2021 Major Update; Votran East Side Transit Study	September 2011		Votran	No Activity							--	--				Y	Y									Y	
T30	Route 10 Headway/Span Improvement	George W. Engram Blvd. Corridor	Daytona Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							--	--				Y	Y									Y	
T25	Route 11 Headway/Span Improvement	Local streets in Daytona Beach	Daytona Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							--	--				Y	Y									Y	
T27	Route 15 Headway/Span Improvements	Local streets in Daytona Beach	Daytona Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							--	--				Y	Y									Y	
T18	Route 17 Fre/Span Improvement	Main St. / ISB / SR A1A	Daytona Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		FDOT	No Activity							--	--		Y	Y	Y	Y									Y	
T23	Signal Preemption; Queue Jumps	US 1 at Bellevue Ave.	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999		FDOT	No Activity							--	--				Y										Y	
T31	Multimodal Hub	Near Orange Ave. and Palmetto Ave.	Daytona Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999		FDOT	No Activity							--	--				Y	Y								Y	Y	
T32	Amtrak Station	FEC and International Speedway Blvd.	Daytona Beach	AMTRAK/FEC Corridor Coalition August 2010 Update			Amtrak	No Activity							--	--				Y	Y								Y	Y	
T35	Route 18 Headway/Span Improvements	Granada Blvd., SR A1A, International Speedway Blvd., Williamson Blvd. loop	Daytona Beach, Ormond Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							T39	--				Y	Y									Y	

US 1 CIP: List of Transit Projects

Legend:

Some Funding	Unfunded	Completed
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Proj. No.	Description	Location	Jurisdiction	Source	Document	Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
									Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.			
									Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
T40	Route 8 Headway/Span Improvements	Halifax Ave. Corridor	Daytona Beach, Ormond Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							--	--				Y	Y									Y	
T34	Route 19 Headway/Span Improvements	Granada Blvd., SR A1A, International Speedway Blvd., Williamson Blvd. loop	Daytona Beach, Ormond Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							T39	--				Y	Y									Y	
T10	Express Bus Service	US 92 from US 1 to Deland	Daytona Beach, Unincorporated	US 1 Transportation Study (AIS)	June 1999		FDOT	No Activity							T9, T13	--				Y	Y									Y	
T1	Route 41 Fre/Span Imprvmnt-30 mins	US 1 from Canal St. to 30th St.	Edgewater, New Smyrna Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							--	--		Y		Y	Y									Y	
T36	Route 5 Saturday Service	Holly Hill local streets	Holly Hill	Votran Transit Development Plan Fy 2012-2021 Major Update; Votran East Side Transit Study	September 2011		Votran	No Activity							--	--				Y	Y									Y	
T37	New Transit Shelters	US 1 throughout Holly Hill	Holly Hill	Holly Hill CRA Master Plan	October 2007		Holly Hill	Complete							--	--				Y	Y	Y								Y	
T38	Multimodal Hub	Near US 1 and LPGA Blvd.	Holly Hill	US 1 (SR 5) Transportation Study - (AIS)	June 1999		FDOT	No Activity							--	--				Y	Y									Y	
T5	Introduce Flex Service	New Smyrna Beach	New Smyrna Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							--	--	Y	Y		Y	Y									Y	
T4	Signal Preemption; Queue Jumps	US 1 at Canal St.	New Smyrna Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999		FDOT	No Activity							V30	--		Y		Y										Y	
T7	Signal Preemption; Queue Jumps	US 1 at Washington St.	New Smyrna Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999		FDOT	No Activity							--	--		Y		Y										Y	

US 1 CIP: List of Transit Projects

Legend:

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Proj. No.	Description	Location	Jurisdiction	Source	Document	Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
									Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.			
									Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
T8	Multimodal Hub	Near Julia St. and Sams Ave.	New Smyrna Beach	US 1 (SR 5) Transportation Study - (AIS)	June 1999		New Smyrna Beach	No Activity							E1	--	Y	Y	Y	Y	Y	Y	Y	Y					Y	Y	Y
T2	Amtrak Station	FEC and Canal St.	New Smyrna Beach	New Smyrna Beach Comprehensive Plan			Amtrak	No Activity							--	--				Y	Y								Y	Y	
T42	Multimodal Hub	Near US 1 and Live Oak Ave.	Ormond Beach	US 1 Transportation Study (AIS)	June 1999		Ormond Beach	No Activity							--	--				Y	Y								Y	Y	
T14	Signal Preemption; Queue Jumps	US 1 at Dunlawton Ave.	Port Orange	US 1 (SR 5) Transportation Study - (AIS)	June 1999		FDOT	No Activity							V39	--				Y										Y	
T16	Signal Preemption; Queue Jumps	US 1 at Herbert St.	Port Orange	US 1 (SR 5) Transportation Study - (AIS)	June 1999		FDOT	No Activity							V42	--		Y	Y	Y										Y	
T33	Route 12 Headway/Span Improvements	Clyde Morris Blvd. Corridor	Port Orange, Holly Hill, Daytona Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							--	--				Y	Y									Y	
T24	Additional Transit Service	Port Orange and Ormond Beach	Port Orange, Ormond Beach	2035 Long Range Transportation Plan	September 2010			No Activity							--	--				Y	Y		Y	Y					Y	Y	
T15	Rte 7, 12 Night Svc, Sunday Svc	US 1 from 3rd Ave. to Belleville Rd.	Port Orange, South Daytona, Daytona Beach	Votran East Side Transit Study	June 2009		Votran	No Activity							--	--				Y	Y		Y	Y					Y	Y	
T19	Route 7 Headway/Span Improvements	Nova Rd. Corridor	Port Orange, South Daytona, Daytona Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							--	--				Y	Y		Y	Y					Y	Y	
T22	Add Bus Pullouts	US 1 from Ridge Blvd to Beville Rd	South Daytona	Transportation Improvement Program (TIP)	2010/11 - 2014/15		South Daytona	Designed							T12	--		Y													

US 1 CIP: List of Transit Projects

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									Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.			
									Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
T20	Bus Stop Relocation and New Pad	US 1 at Reed Canal Rd.	South Daytona	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15		FDOT	Under Design							--	--				Y	Y									Y	
T21	Signal Preemption; Queue Jumps	US 1 at Big Tree Rd.	South Daytona	US 1 (SR 5) Transportation Study - (AIS)	June 1999		FDOT	No Activity							V60	--				Y										Y	
T17	Route 3 & 4 Headway Improvement-30 mins	US 1 from Dr. Mary McLeod Bethune Blvd. to Dunlawton Ave.	South Daytona, Daytona Beach	Votran Transit Development Plan Fy 2012-2021 Major Update; Votran East Side Transit Study	September 2011		Votran	Programmed					2,904	2012/13 - 2015/16	--	--	Y	Y		Y	Y	Y	Y	Y					Y		
T9	Bus Rapid Transit	Starts SR 44 at Old NY Ave. (DeLand), to US 17-92, to ISB, ends at US 1	Unincorporated, Daytona Beach	2035 Long Range Transportation Plan	September 2010			No Activity							T10, T13	--				Y	Y									Y	
T13	Route 60 Ext. to Deland; Imp. freq.	US 92 from Deland to US 1	Unincorporated, Daytona Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							T9, T10	--				Y	Y									Y	
T39	Express Bus Service	Granada Blvd. from US 1 to Deland	Unincorporated, Daytona Beach, Ormond Beach	US 1 Transportation Study (AIS)	June 1999		FDOT	No Activity							T34, T35, T41	--				Y	Y									Y	
T41	Route 6 Headway Improvements	Derbyshire Rd. Corridor	Unincorporated, Daytona Beach, Ormond Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							T39	--				Y	Y									Y	
T44	Route 1 Headway/Span Improvements	SR A1A Corridor	Unincorporated, Daytona Beach, Ormond Beach	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		Votran	No Activity							--	--				Y	Y		Y	Y						Y	
T12	Express Bus Service	US 1 from Granada Blvd. to Indian River Blvd.	Unincorporated, Edgewater, New Smyrna Beach, Port Orange, South Daytona, Daytona Beach, Holly Hill, Ormond Beach	US 1 Transportation Study (AIS)	June 1999		FDOT	No Activity							T22, T28, T37	--	Y	Y		Y	Y	Y	Y	Y						Y	
T3	Additional Transit Service	SR 44 from US 17-92 (DeLand) to US 1	Unincorporated, New Smyrna Beach	2035 Long Range Transportation Plan; US 1 Transportation Study (AIS)	September 2010			No Activity							--	--	Y	Y		Y	Y									Y	

US 1 CIP: List of Transit Projects

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Proj. No.	Description	Location	Jurisdiction	Source	Document	Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
									Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.			
									Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
T11	Route 40 Fre/Span Imprvmnt -30 mins	US 1 from Dunlawton St. to Canal St.	Unincorporated, New Smyrna Beach, Port Orange	Votran Transit Development Plan Fy 2012-2021 Major Update	September 2011		FDOT	No Activity							--	--	Y	Y		Y	Y	Y	Y	Y					Y		
T6	Express Bus Service	Dunlawton Ave. from US 1 to Deland	Unincorporated, Port Orange	US 1 Transportation Study (AIS)	June 1999		FDOT	No Activity							--	--				Y	Y									Y	
T28	Additional Transit Service	US 1 from SR 40 to SR 421	Unincorporated, Port Orange, South Daytona, Daytona Beach, Holly Hill, Ormond Beach	2035 Long Range Transportation Plan	September 2010			No Activity							T12	--				Y	Y									Y	
T43	Route 3 Headway Improvment	US 1 from Granada Ave to Bay St.	Unincorporated, Port Orange, South Daytona, Daytona Beach, Holly Hill, Ormond Beach	Votran East Side Transit Study; Transportation Improvement Program (TIP)	June 2009		Votran	Programmed					2,904	2012/13 - 2015/16	--	--				Y	Y									Y	

US 1 CIP: List of Landscape/Streetscape Projects

Legend:	Some Funding	Unfunded	Completed
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Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes															
								Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.				
								Cost	Date	Cost	Date	Cost	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks	
L28	Signage and Wayfinding Program	Daytona Beach	Daytona Beach	Daytona Beach Wayfinding RFP		Daytona Beach	No Activity							--	--							Y			Y	Y				Y	
L29	Streetscaping	International Speedway Blvd. from FEC Railroad to US 1	Daytona Beach	Volusia TPO Lists of Prioritized Projects	June 28, 2011	Daytona Beach	No Activity							--	--									Y	Y						
L33	Heritage Landscaping	US 1 throughout Holly Hill	Holly Hill	Holly Hill CRA Master Plan	October 2007	Holly Hill	No Activity							L30, L32, L35	--									Y	Y		Y				
L31	Heritage Landscaping	LPGA Blvd. from Nova Rd. to US 1	Holly Hill	Holly Hill CRA Master Plan	October 2007	Holly Hill	Complete							V68	--									Y	Y		Y				
L32	Streetscape and Underground Utilities	US 1 throughout Holly Hill	Holly Hill	Holly Hill CRA Master Plan	October 2007	Holly Hill	No Activity							L30, L33, L35	--									Y	Y						
L34	Rio Vista Arch Historic Preservatio	Calle Grande St. west of US 1.	Holly Hill	Volusia TPO Lists of Prioritized Projects	June 28, 2011	Holly Hill	No Activity							--	--									Y	Y		Y			Y	
L30	Gateway Landscaping	US 1 at Mason Ave.	Holly Hill	Holly Hill CRA Master Plan	October 2007	Holly Hill	No Activity							L32, L33	--									Y	Y		Y				
L35	Gateway Landscaping	US 1 at Calle Grande St.	Holly Hill	Holly Hill CRA Master Plan	October 2007	Holly Hill	No Activity							L32, L33	--									Y	Y		Y				
L8	Wayfinding; Landscaping; Public Art	New Smyrna Beach CRA Wayfinding	New Smyrna Beach	New Smyrna Beach CRA Master Plan Update	November 2010	New Smyrna Beach	Unknown							--	--	Y								Y	Y			Y	Y	Y	
L6	Streetscape and Parking Improvments	Washington St. from N Myrtle Ave. to N Riverside Dr.	New Smyrna Beach	New Smyrna Beach CRA Master Plan Update	November 2010	New Smyrna Beach	Under Design						\$794k	2012	--	--		Y	Y					Y	Y			Y	Y	Y	
L3	Streetscaping	Orange St. from Downing St. to Lytle Ave.	New Smyrna Beach	New Smyrna Beach Comprehensive Plan; New Smyrna Beach CRA Master Plan Update		New Smyrna Beach	Complete							--	--	Y							Y	Y			Y	Y	Y		

US 1 CIP: List of Landscape/Streetscape Projects

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Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes															
								Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.				
								Cost	Date	Cost	Date	Cost	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and Infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks	
L7	Streetscape and Parking Improvmnts	Mary Ave. from N Myrtle Ave. to US 1	New Smyrna Beach	New Smyrna Beach Comprehensive Plan; New Smyrna Beach CRA Master Plan Update		New Smyrna Beach	Complete					\$548k	2012	--	--			Y						Y	Y						
L5	Install Mast Arms	US 1 at Canal St.	New Smyrna Beach	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Under Design							V30	--	Y	Y	Y						Y	Y						
L2	Install Mast Arms	US 1 at Lytle Ave.	New Smyrna Beach	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Under Design							V28	--	Y	Y	Y						Y	Y						
L4	Gateway Streetscaping	US 1 at Canal St.	New Smyrna Beach	New Smyrna Beach CRA Master Plan Update	November 2010	New Smyrna Beach	Under Design					160	2012	--	--									Y	Y		Y				
L1	Gateway Streetscaping	US 1 at 10th St.	New Smyrna Beach	Volusia TPO Lists of Prioritized Projects	June 28, 2011	New Smyrna Beach	No Activity							--	--	Y	Y	Y						Y	Y		Y	Y	Y	Y	
L38	Off Street Parking Facilities	Streets located 1-2 blocks N & S of Granada Blvd. from Orchard St. to S Atlantic Ave.	Ormond Beach	City of Ormond Beach Downtown Community Redevelopment Agency Master Plan Update	August 2006	Ormond Beach	Unknown							--	--						Y			Y	Y						
L39	Wayfinding Program	Streets located 1-2 blocks N & S of Granada Blvd. from Orchard St. to S Atlantic Ave.	Ormond Beach	City of Ormond Beach Downtown Community Redevelopment Agency Master Plan Update	August 2006	Ormond Beach	Unknown							--	--							Y		Y	Y				Y		
L40	Public Art Installation	Streets located 1-2 blocks N & S of Granada Blvd. from Orchard St. to S Atlantic Ave.	Ormond Beach	City of Ormond Beach Downtown Community Redevelopment Agency Master Plan Update	August 2006	Ormond Beach	Unknown							--	--							Y		Y	Y						
L37	Bury Overhead Utilities	Streets located 1-2 blocks N & S of Granada Blvd. from Orchard St. to S Atlantic Ave.	Ormond Beach	City of Ormond Beach Downtown Community Redevelopment Agency Master Plan Update	August 2006	Ormond Beach	No Activity							--	--									Y							
L36	Regional Gateway Structure	US 1 at Granada Blvd.	Ormond Beach	Ormond Beach CRA Masterplan; Year 2025 Comprehensive Plan: City of Ormond Beach			No Activity							--	--									Y	Y						
L13	Streetscaping	Riverwalk - US 1 streetscape	Port Orange	Transportation Improvement Program (TIP)	2011/12 - 2015/16	Port Orange	Programmed	233	2013/14	3,900	2013/14			L14	--	Y			Y	Y	Y	Y	Y	Y	Y			Y	Y		

US 1 CIP: List of Landscape/Streetscape Projects

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								Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.			
								Cost	Date	Cost	Date	Cost	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
L14	Streetscape Improvements	Ridgewood Ave. from N. city limit to Dunlawton Ave.	Port Orange	Port Orange Comprehensive Plan (2010-2025)		Port Orange	Programmed	\$233k	2013/14	\$3900k	2013/14 - 2014/15			L13	--	Y			Y	Y	Y	Y	Y	Y	Y			Y	Y	
L10	Median Landscaping	Nova Rd. from US 1 to Eagle Lake Tr.	Port Orange	Port Orange Comprehensive Plan (2010-2025)		Port Orange	No Activity							--	--			Y						Y	Y					
L9	Median Landscaping	US 1 from Fleming St. to Rose Bay	Port Orange	Port Orange Comprehensive Plan (2010-2025)		Port Orange	No Activity							V37	--			Y						Y	Y					
L11	Landscaping Plan	US 1 at Dunlawton Ave.	Port Orange	Port Orange Town Center Redevelopment Plan	December 1998	Port Orange	No Activity							L12	--									Y	Y			Y		
L12A,	Gateway Structure	US 1 at Dunlawton Ave./North City Limit/South City Limit	Port Orange	Port Orange Town Center Redevelopment Plan	December 1998	Port Orange	No Activity							L11	--									Y	Y		Y	Y		
L24	Public Park	Bounded by O'Brien Way, Halifax River, Big Tree Rd., US 1	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	Unknown							--	--									Y	Y	Y				
L19	US 1 Corridor Streetscaping	US 1 from Beville Rd. to Port Orange City Limit	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	Partially Designed							L17, L20, L22, L23, L25, L26, L27	--									Y	Y					
L25	Streetscaping	US 1 from Beville Rd. to Ridge Blvd.	South Daytona	Volusia TPO Lists of Prioritized Projects, Transportation Improvement Program (TIP)	June 28, 2011	South Daytona	Designed			4,400				L19, L25	--									Y	Y					
L18	Upgrade to Mast Arms	US 1 at Reed Canal Rd.	South Daytona	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							V51, V53	--									Y	Y					
L26	Gateway Marker	US 1 at Rutledge Ave.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	Designed							L19, L25	--									Y	Y		Y			
L23	Gateway Marker	US 1 at Big Tree Rd.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							L19, L25	--									Y	Y		Y			

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								Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.				
								Cost	Date	Cost	Date	Cost	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks	
L20	Gateway Marker	US 1 at Ridge Blvd.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							L19, L25	--									Y	Y		Y				
L17	Gateway Marker	US 1 at Reed Canal Rd.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							L19	--									Y	Y		Y				
L16	Gateway Marker	US 1 at Madeline Ave. Ext.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	Designed							--	--									Y	Y		Y				
L21	Install Mast Arms	US 1 at Ridge Blvd.	South Daytona	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014/15	FDOT	Designed							V58	--									Y	Y						
L27	Gateway Properties	US 1 at Beville Rd.	South Daytona	South Daytona Comprehensive Plan		South Daytona	Designed							L19, L25	--									Y	Y		Y				
L15	Gateway Landscaping	US 1 at South Daytona City Limit	South Daytona	US 1 (SR 5) Transportation Study - (AIS)		Port Orange	Partially Complete							--	--									Y	Y		Y				
L22	Streetscaping	Beville Rd. from I-95 to US 1.	South Daytona, Daytona Beach	Volusia TPO Lists of Prioritized Projects	June 28, 2011	Daytona Beach	No Activity							--	--									Y	Y						

US 1 CIP: List of Land Use/Development Projects

Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes																
								Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.					
								Cost	Date	Cost	Date	Cost	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks		
E27	Downtown CRA	Downtown CRA	Daytona Beach	Daytona Beach Comprehensive Plan		Daytona Beach	Complete							E26, E28	--															Y	Y	
E28	TCEA	Daytona Beach TCEA	Daytona Beach	Daytona Beach Comprehensive Plan		Daytona Beach	Complete							E26, E27	--				Y	Y	Y	Y	Y						Y	Y		
E26	Midtown CRA	Midtown CRA	Daytona Beach	Daytona Beach Comprehensive Plan		Daytona Beach	Complete							E27, E28	--														Y	Y		
E29	Holly Hill CRA	Holly Hill CRA	Holly Hill	City of Holly Hill Community Redevelopment Area Master Plan	October 2007		Complete							--	--														Y	Y	Y	
E2	CRA	New Smyrna Beach CRA	New Smyrna Beach	New Smyrna Beach CRA Master Plan Update	November 2010	New Smyrna Beach	Complete							E1, E3, L8	--														Y	Y		
E3	TCEA	New Smyrna Beach CRA TCEA	New Smyrna Beach	New Smyrna Beach Comprehensive Plan		New Smyrna Beach	Created							E1, E2	--				Y	Y	Y	Y	Y						Y	Y		
E1	Transit Oriented Development	Canal St to 10th St and Myrtle Ave to US 1	New Smyrna Beach	Stakeholder Meeting		New Smyrna Beach	No Activity							E2, E3, L8, T1, T2, T3, T8, T11, T12	--				Y	Y	Y	Y	Y						Y			
E31	TCEA	Downtown CRA TCEA	Ormond Beach	Year 2025 Comprehensive Plan: City of Ormond Beach	September 2010	Ormond Beach	Adopted							E30, E32	--				Y	Y	Y	Y	Y			Y		Y	Y			
E30	TCEA	US 1 CRA TCEA	Ormond Beach	Year 2025 Comprehensive Plan: City of Ormond Beach	September 2010	Ormond Beach	Adopted							E31, E32	--														Y	Y		
E32	TCEA	Ormond Crossings CRA TCEA	Ormond Beach	Year 2025 Comprehensive Plan: City of Ormond Beach	September 2010	Ormond Beach	Adopted							E30, E31	--														Y	Y		
E5	CRA	Port Orange Town Center CRA	Port Orange	Port Orange Town Center Redevelopment Plan	December 1998	Port Orange	No Activity							E4, E6, E7, E8	--				Y	Y	Y	Y	Y	Y	Y			Y	Y			

US 1 CIP: List of Land Use/Development Projects

Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes																
								Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.					
								Cost	Date	Cost	Date	Cost	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks		
E8	Riverwalk District	North and central portion of the Port Orange CRA	Port Orange	Port Orange Town Center Redevelopment Plan	December 1998	Port Orange	No Activity							E4, E5, E6, E7, V41, V44, V45, V46, V48	--					Y	Y	Y	Y	Y	Y	Y			Y	Y		
E4	Ridgewood Avenue District	South portion of the Port Orange CRA	Port Orange	Port Orange Town Center Redevelopment Plan	December 1998	Port Orange	No Activity							E5, E6, E7, E8	--					Y	Y	Y	Y	Y	Y	Y				Y	Y	
E6	TCEA	Port Orange Town Center CRA TCEA	Port Orange	Port Orange TCEA Justification Report	October 2005	Port Orange	Complete							E4, E5, E7, E8, V41, V44, V45, V46, V48	--					Y	Y	Y	Y	Y	Y	Y			Y	Y		
E7	Commercial Redevelopment	US 1 at Dunlawton Ave.	Port Orange	Port Orange Town Center Redevelopment Plan	December 1998	Port Orange	City working with developer							E4, E5, E6, E8	--					Y	Y	Y	Y	Y	Y	Y			Y	Y		
E9	Commercial Redevelopment	Bounded by Valley St., US 1, Port Orange	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--											Y			Y	Y	Y	
E11	Office Redevelopment	Parcels west of US 1, north of Valley St. east of Opportunity Ct. parcels	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--										Y				Y	Y		
E10	Planned Unit Development	Parcels east of US 1 including Blue Skies Dr. to Port Orange city limit	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--										Y				Y	Y		
E12	Mixed Use Development	Parcels between US 1 and Halifax River from Venture Dr. to Blue Skies Dr.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--							Y	Y	Y			Y		Y	Y		
E13	Planned Unit Development	Parcels at north east corner of US 1 and Venture Dr.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--										Y				Y	Y		
E25	Mixed Use Development	Bounded by Beville Rd., Palmetto Ave., Ferndale Ave., US 1	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--							Y	Y	Y			Y		Y	Y		
E15	Industrial Mixed Use Development	Parcels southwest of Reed Canal Rd. and US 1	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--							Y	Y	Y					Y	Y		

US 1 CIP: List of Land Use/Development Projects

Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes																
								Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.					
								Cost	Date	Cost	Date	Cost	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks		
E22	Mixed Use Development	Trailer park south of Olive St. between US 1 and Segrave St.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E9, E10, E11, E12, E13, E14, E15, E16, E17, E18, E19, E21, E22, E23, E24, E25	--							Y	Y	Y						Y	Y	
E16	Planned Unit Development	Parcel east of US 1 and north of Sandusky Rd.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--												Y			Y	Y	
E17	Planned Unit Development	Parcels east of US 1 north of Sandy Cir.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--											Y			Y	Y		
E18	Planned Unit Development	Parcels served by Palmetto Cir.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--											Y			Y	Y		
E14	Planned Unit Development	Parcel east of US 1 south of Sandusky Rd.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--											Y			Y	Y		
E24	Planned Unit Development	Bounded by Reef Rd., Palmetto Ave., Bellewood Ave., US 1	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--											Y			Y	Y		
E23	Planned Unit Development	Parcels east of US 1 near Kost Rd.	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E20, E21	--											Y			Y	Y		
E19	Town Center	Bounded by Ridge Ave., US 1, Industrial Parcels, FEC Railroad	South Daytona	South Daytona Comprehensive Plan; South Daytona CRA Master Plan		South Daytona	No Activity							E20, E21	--				Y	Y	Y	Y	Y						Y	Y	Y	
E21	TCEA	South Daytona TCEA	South Daytona	South Daytona Comprehensive Plan		South Daytona	Complete							E9, E10, E11, E12, E13, E14, E15, E16, E17, E18, E19, E20, E22, E23, E24, E25	--				Y	Y	Y	Y	Y						Y	Y		
E20	CRA	South Daytona CRA	South Daytona	South Daytona CRA Master Plan	October 2010	South Daytona	No Activity							E21	--														Y	Y	Y	

US 1 CIP: List of Other Projects

Legend:	Some Funding	Unfunded	Completed

Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes															
								Design		Construction		Other				Constrain US 1 to existing four lanes	Vehicular		Transit		Bicycling/		Landscape/ Streetscape		Land Use/Dev't.						
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date				Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks	
O10	South Beach Historical District	East of US 1 between International Speedway Blvd. and South St.	Daytona Beach	Daytona Beach Comprehensive Plan		Daytona Beach	Complete							--	--												Y	Y			
O11	Drainage Improvements	East of FEC Railroad	Holly Hill	Southeast Drainage Canal Improvements	October 2010	Holly Hill	No Activity							--	--			Y													
O12	Watermains	US 1 throughout Holly Hill	Holly Hill	Holly Hill Comprehensive Plan	September 2010	Holly Hill	approved/ completed							--	--																
O2	Taxiway Construction	NSB Airport - Taxiway	New Smyrna Beach	Adopted Volusia County TPO Transportation Improvement Program (TIP)	2011/12 - 2015/	New Smyrna Be	Unknown					9,527	2011/12 - 20	--	--													Y			
O3	Runway Improvements	NSB Airport - Runway 11-29	New Smyrna Beach	Adopted Volusia County TPO Transportation Improvement Program (TIP)	2011/12 - 2015/	New Smyrna Be	Unknown					127	2011/12	--	--														Y		
O4	Land Acquisition	NSB Airport	New Smyrna Beach	Adopted Volusia County TPO Transportation Improvement Program (TIP)	2011/12 - 2015/	New Smyrna Be	Unknown					906	2011/12	--	--														Y		
O5	New Airport Hanger	NSB Airport - Hangar	New Smyrna Beach	Adopted Volusia County TPO Transportation Improvement Program (TIP)	2011/12 - 2015/	New Smyrna Be	Unknown					200	2012/13	--	--														Y		
O6	Consolidated Fuel Farm	NSB Airport - Fuel Farm	New Smyrna Beach	Adopted Volusia County TPO Transportation Improvement Program (TIP)	2011/12 - 2015/	New Smyrna Be	Unknown					1,250	2012/13	--	--														Y		
O7	Parking Exapnsion	NSB Airport - Parking Lot	New Smyrna Beach	Adopted Volusia County TPO Transportation Improvement Program (TIP)	2011/12 - 2015/	New Smyrna Be	Unknown					289	2011/12	--	--														Y		
O13	Downtown Drainage	Downtown Ormond Beach	Ormond Beach	Regional Stormwater Study & Conceptual Permit		Ormond Beach	Unknown							--	--			Y													

US 1 CIP: List of Other Projects

Legend:	Some Funding	Unfunded	Completed

Proj. No.	Description	Location	Jurisdiction	Source	Document Date	Sponsor	Status	Committed Funding						Complementary Projects	Conflicting Projects	Themes														
								Design		Construction		Other				Vehicular			Transit		Bicycling/			Landscape/ Streetscape			Land Use/Dev't.			
								Cost (\$1,000)	Date	Cost (\$1,000)	Date	Cost (\$1,000)	Date			Constrain US 1 to existing four lanes	Improve operational efficiency	Improve roadway safety	Enhance transit service to support mobility needs (cap & Ops)	Target transit investments to support economic development	Improve ped/bike mobility along US 1 and across US 1	Enhance ped/bike and transit connectivity	Prioritize pedestrian and bicycling improvements to major destinations	Improve aesthetics along US 1	Enhance unique community identity along US 1	Develop Context-Sensitive Roadway Cross Sections	Ensure Compatible Streetscape Transitions	Facilitate targeted redevelopment and infill (CRAs)	Facilitate future growth to be supportive of multi-modal mobility	Preserve and enhance existing neighborhoods and landmarks
O9	Drainage Improvements	US 1 at Big Tree Rd.	South Daytona	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014	FDOT	Under Design							--	--			Y						Y						
O8	Stormwater Pond	US 1 at Reed Canal Rd.	South Daytona	Previously Adopted Volusia County TPO Transportation Improvement Program (TIP)	2010/11 - 2014	FDOT	Under Design							--	--			Y						Y						
O1	Scenic/Historic Corridor Extension	Maytown Rd. from Deland to Oak Hill	Unincorporated, Oak Hill	River of Lakes Heritage Corridor Scenic Highway: Maytown Road Extension Corridor Management Plan	October 2010	FDOT	Unknown							--	--	Y							Y	Y		Y				

Corridor Improvement Program Phase I:
Assessment of US 1/SR 5

Project Database Metadata

The following are the GIS database fields and their descriptions:

1. FID: Feature identification number (GIS Identifier)
2. ID: Project identification number. The following prefixes pertain to the project type/category
 - a. V- Vehicular
 - b. V – Vehicular
 - c. B – Bicycle / Pedestrian
 - d. T – Transit
 - e. L – Landscape / Streetscape
 - f. E – Land Use / Economic Development
 - g. O – Other
3. Category_1: Project Category- One of the six project types
4. Descriptio: Project Description
5. Location_1: Physical location of project
6. Jurisdic_1: Municipality/City where the project is located
7. DocDate: Date of the document in which the project was referred
8. Ragency: The city or agency likely to promote the project, essentially the agency that is taking the lead/will take the lead to see it through. This agency may not be the one funding the project.
9. Source: Document(s) where project was proposed
10. Status - pertains to what phase the project is at-- in design, under construction, no activity, etc.
11. DCost: Committed funding amount for design phase
12. DTime: Committed funding time frame for design phase
13. CCost: Committed funding amount for construction phase
14. CTime: Committed funding time frame for construction phase
15. OCost: Committed funding amount for work other than design or construction
16. OTime: Committed funding time frame for work other than design or construction
17. Commonalit: Project IDs of Complementary Projects
18. Conflicts: Project IDs of Conflicting Projects

19. Applicable Themes- Does project support the Corridor Common Themes? Y/N

Vehicular:

- VConstrain: Constrain US 1 to existing four lanes
- VEfficienc: Improve operational efficiency
- VSafety: Improve roadway safety

Transit

- TMobility: Enhance transit service to support mobility needs (capital & operations)
- TEconomic: Target transit investments to support economic development

Bicycling/Ped

- PMobility: Improve ped/bike mobility along US 1 and across US 1
- Pconnective: Enhance ped/bike and transit connectivity
- PDestinati: Prioritize pedestrian and bicycling improvements to major destinations

Landscape/Streetscape

- LAesthetic: Improve aesthetics along US 1
- LIdentity: Enhance unique community identity along US 1
- CSS: Develop Context-Sensitive Roadway Cross Sections
- Transition: Ensure Compatible Streetscape Transitions

Land Use/Development

- EInfill: Facilitate targeted redevelopment and infill (CRAs)
- Emultimoda: Facilitate future growth to be supportive of multi-modal mobility
- EPreservat: Preserve and enhance existing neighborhoods and landmarks

20. Themes: Number of Supported Themes

21. NeedFund: Does project need additional funding to get implemented? Y/N

POSSIBLE FUNDING SOURCES FOR SUSTAINABLE COMMUNITIES

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
FEDERAL								
US DEPARTMENT OF AGRICULTURE (USDA)								
Community Facilities Grants	USDA	\$2 billion requested for FY13	Grants are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments.	Community Programs provides grants to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population. Grant funds may be used to assist in the development of essential community facilities. Grant funds can be used to construct, enlarge, or improve community facilities for health care, public safety, and community and public services.	Development Financing, Construction	http://www.rurdev.usda.gov/HAD-CF_Grants.html	Check website for application procedure	Discretionary
Healthy Food Financing Initiative	USDA	\$50 million	Businesses, local and tribal governments, non-profit organizations, cooperatives and universities, State Dept. of Agriculture, Colleges and Universities, Treasury-certified Community Development Financial Institutions and Community Development Entities, Community Development Corporations	Provides funding to increase access to healthy food in communities, particularly lower-income neighborhoods without grocery stores or other sources of fresh produce and nutritious food. Funds can be used to finance the opening of new grocery stores or renovate existing stores to expand supply of healthy food. Funds can also be used to improve distribution systems and do outreach and education to consumers about healthy food choices.	Financial and Technical Assistance	http://www.acf.hhs.gov/programs/ocs/ocs_food.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Rural Business Enterprise Grant Program	USDA	Generally grants range \$10,000 up to \$500,000. (\$30 million requested for FY13)	Rural public entities (towns, communities, State agencies, and authorities), Indian tribes and rural private non-profit corporations are eligible to apply for funding.	The RBEG program provides grants for rural projects that finance and facilitate development of small and emerging rural businesses help fund distance learning networks, and help fund employment related adult education programs. Examples of eligible fund use include: Acquisition or development of land, easements, or rights of way; construction, renovation, of buildings, access streets and roads, parking areas, utilities; pollution control and abatement; capitalization of revolving loan funds including funds that will make loans for start ups and working capital; training and technical assistance; distance adult learning for job training and advancement; rural transportation improvement; and project planning.	Acquisition, Construction, Technical Assistance	http://www.rurdev.usda.gov/BCP_rbeg.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Rural Business Opportunity Grants (RBOG)	USDA	The maximum grant for a project serving a single state is \$50,000. The maximum grant for a project serving two or more states is \$150,000.	Rural public bodies, rural nonprofit corporations, rural Indian tribes, and cooperatives with primarily rural members.	The RBOG program promotes sustainable economic development in rural communities with exceptional needs through provision of training and technical assistance for business development, entrepreneurs, and economic development officials and to assist with economic development planning.	Training and Technical Assistance	http://www.rurdev.usda.gov/BCP_RBOG.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
Rural Community Development Initiative	USDA	\$8 million requested for FY13	Check website	To develop the capacity and ability of private, nonprofit community-based housing and community development organizations, and low income rural communities to improve housing, community facilities, community and economic development projects in rural areas.	Technical Assistance	http://www.rurdev.usda.gov/HAD-RCDI_Grants.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Rural Economic Development Loan and Grant (REDLG)	USDA	\$43 million requested for FY13	A not-for-profit utility that is eligible to receive assistance from the Rural Development Electric or Telecommunication Program or a current Rural Development Electric or Telecommunication Programs Borrower. Other eligibility restrictions apply.	USDA provides grant funds to local utility organizations which use the funding to establish revolving loan funds. Loans are made from the revolving loan fund to projects that will create or retain rural jobs. Among other uses, funds can be used for community development assistance to non-profits and public bodies (particularly job creation or enhancement) and facilities and equipment for education and training for rural residents to facilitate economic development.	Technical Assistance, Capitalization of revolving loan funds	http://www.rurdev.usda.gov/BCP_redlg.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
US DEPARTMENT OF COMMERCE, ECONOMIC DEVELOPMENT ADMINISTRATION (EDA)								
Strong Cities, Strong Communities Visioning Challenge (SC2)	EDA and HUD	\$6 million total; \$1 million will be awarded to six total cities	Cities	Funding will support the development and implementation of comprehensive economic development strategic plans. Grant recipients run a local Challenge Competition, inviting multidisciplinary teams to submit proposals for comprehensive economic development strategic plans establishing and promoting a vision and approach to stimulate local economic development.	Economic development planning	http://www.gpo.gov/fdsys/pkg/FR-2011-07-11/pdf/2011-17319.pdf	EDA is currently seeking public input on this program-funds are not yet available.	Discretionary
Planning and Local Technical Assistance Programs	EDA	Varies	State governments, County governments, City or township governments, Public and State controlled institutions of higher education, Native American tribal governments (Federally recognized), Nonprofits, Private institutions of higher education and Others (see text field entitled "Additional Information on Eligibility" for clarification).	These programs will help communities develop the planning and technical expertise to support communities and regions in their comprehensive, entrepreneurial, and innovation-based economic development efforts. Under the Planning Program, EDA provides assistance to eligible recipients to create regional economic development plans in order to stimulate and guide the economic development efforts of a community or region.	Planning/ Development Financing	http://www.grants.gov/search/search.do;jsessionid=kDW2PsLT1zdv3HLW1Bpwx3yQvQbpJPt1XnmTfyM1yGJpBP99tt2g!-757993493?oppld=58876&mode=VIEW	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
US DEPARTMENT OF TRANSPORTATION (DOT)								
Alternatives Analysis Program - Discretionary Livability Funding Opportunity	DOT (FTA)	\$25 million	MPOs, city agencies, transit agencies, and other local government authorities	Assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. Studies funded in this round of grants should further the Department's livability efforts.	Planning	https://www.federalregister.gov/articles/2012/03/12/2012-05895/fy-2012-discretionary-livability-funding-opportunity-alternatives-analysis-program?utm_campaign=subscription+mailing+list&utm_medium=email&utm_source=federalregister.gov#h-4	April 19, 2012	Discretionary
Bus Livability Initiative	DOT (FTA)	\$125 million	Transit agencies or other public transportation providers, States and Indian Tribes.	Provide funding to transit agencies to replace, rehabilitate, and purchase buses and related equipment, as well as construct or rehabilitate bus facilities.	Capital Infrastructure Investments	http://fta.dot.gov/funding/grants/grants_financing_3557.html	March 29, 2012	Discretionary
Congestion Mitigation & Air Quality (CMAQ) Program	DOT (FHWA/FTA)	Apportioned to States by a formula	N/A - Funding distributed to States via a statutory formula based on population and air quality classification designated by EPA.	Support for transportation projects or programs that improve air quality and relieve congestion in areas that do not meet National Ambient Air Quality Standards. Includes capital transportation investments and pedestrian/bicycle facilities and programs.	Capital Infrastructure Investments	http://www.fhwa.dot.gov/environment/air_quality/cmaq/	Check with state DOT or local MPO	Formula
Discretionary Bus and Bus Facilities (Section 5309): State of Good Repair Initiative	DOT (FTA)	\$650 million	Transit agencies or other public transportation providers, States or Indian Tribes.	Provide funding to rehabilitate bus and bus facilities. FTA will prioritize the replacement and rehabilitation of intermodal facilities that support the connection of bus service with multiple modes of transportation, including but not limited to: rail, ferry, intercity bus and private transportation providers. In order to be eligible for funding, intermodal facilities must have adjacent connectivity with bus service.	Capital Infrastructure Investments	http://fta.dot.gov/funding/grants/grants_financing_3557.html	March 22, 2012	Discretionary
National Scenic Byways	DOT (FHWA)	\$43.5 million	State DOTs and Indian Tribes	Livability is a criteria that will be used in the consideration of projects. Projects on designated National Scenic Byways; All-American Roads; America's Byways®; State scenic byways; or Indian tribe scenic byways; could include construction of a facility for pedestrians and bicyclists; An improvement to a scenic byway that will enhance access to an area for the purpose of recreation; development of tourist information to the public (such as biking info and maps on scenic byways).	Capital Infrastructure Investments	http://www.fhwa.dot.gov/discretionary/nsbp2011info.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
New Freedom Program (5317)	DOT (FTA)	Apportioned to States by a formula	States and public bodies are eligible designated recipients. Eligible sub recipients are private non-profit organizations, State or local governments, and operators of public transportation services including private operators of public transportation services.	The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.	Capital Infrastructure Investments	http://fta.dot.gov/funding/grants/grants_financing_3549.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Formula

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
Pedestrian and Bicycle Safety Program	DOT (FHWA)	State allocated	State/MPO allocated	Conduct research and develop guidelines, tools and safety countermeasures to reduce pedestrian and bicycle fatalities.	Planning/research	http://safety.fhwa.dot.gov/ped_bike/	Check website for next Notice of Funding Available (NOFA) Announcement.	Discretionary
Public Lands Highways	DOT (FHWA)	\$98.5 million	State DOTs, Federal Land Management Agencies, State government agencies, metropolitan planning organizations, local governments, and tribal governments – must apply through DOTs	Livability is a criteria that will be considered in the selection of projects. Transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and Federal public lands, including national parks, refuges, forests, recreation areas, and grasslands.	Capital Infrastructure Investments	http://www.fhwa.dot.gov/discretionary/plhd2011info.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Public Transportation on Indian Reservations Program; Tribal Transit Program	DOT (FTA)	Approximately \$15 million	Eligible applicants include Federally-recognized Indian tribes or Alaska Native villages, groups, or communities as identified by the U.S. Department of Interior (DOI), Bureau of Indian Affairs (BIA).	Provides grants to federally recognized tribes or other identified groups to fund public transportation capital projects, operating costs of equipment and facilities for use in public transportation, planning, and the acquisition of public transportation services, including service agreements with private providers of public transportation services.	Capital and operating costs, planning and acquisition of public transportation services	https://www.federalregister.gov/articles/2012/03/09/2012-05819/public-transportation-on-indian-reservations-program-tribal-transit-program?utm_campaign=	May 10, 2012	Discretionary
Rail Highway Crossing Hazard Elimination in High Speed Rail Corridors	DOT (FHWA)	\$21 million	States along the 11 designated high-speed rail corridors.	Elimination of hazards at railway-highway crossings along 11 designated high-speed rail corridors; could include pedestrian crossing improvements, civil or utility improvements such as improved crossing surfaces, lighting, and improved sight distance.	Capital Infrastructure Investments	http://www.fhwa.dot.gov/discretionary/rhchehsrc2011info.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Recreational Trails Program (RTP)	DOT (FHWA)	State allocated	State/MPO allocated	Funding for maintenance and new construction of recreational trails and related facilities.	Capital Infrastructure Investments	http://www.fhwa.dot.gov/environment/recreationaltrails/	Check with state DOT: http://www.fhwa.dot.gov/environment/recreationaltrails/rtpstate.htm	Discretionary
Rural Transit Assistance Program (5311(b)(3))	DOT (FTA)	Apportioned to States by a formula	States, local governments, and providers of rural transit services.	The Rural Transit Assistance Program (49 U.S.C. 5311(b)(3)) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas.	Capital Infrastructure Investments	http://fta.dot.gov/funding/grants/grants_financing_3554.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Formula
Safe Routes to School	DOT (FHWA)	State allocated	Determined by state DOT	Funding to improve sidewalks, crosswalks, bicycle infrastructure, and street improvements near elementary and middle schools.	Capital Infrastructure Investments	http://safety.fhwa.dot.gov/saferoutes/	Check with state DOT	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
Section 5303-Metropolitan Planning; Section 5304-Statewide Planning, Section 5305-Planning Programs	DOT (FTA)	Apportioned to States by a formula	State DOTs and MPOs	These programs provide funds to support planning for transportation investment decisions in metropolitan areas and statewide; they are typically used to support planning for new and extension fixed rail projects paid for by New Starts. Eligible uses include planning for projects that protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	Planning	http://fta.dot.gov/funding/grants/grants_finance_3563.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Formula
Surface Transportation Program - Transportation Enhancement	DOT (FHWA)	Apportioned to States by a formula	State/MPO allocated	Helps expand transportation choices and enhance transportation through 12 eligible transportation enhancement surface transportation activities, including pedestrian & bicycle infrastructure and safety programs, landscaping beautification, historic preservation, and environmental mitigation.	Capital Infrastructure Investments	http://www.fhwa.dot.gov/environment/te/	Check with state DOT: http://www.enhancements.org/contacts.asp	Discretionary
Transportation, Community & System Preservation	DOT (FHWA)	\$61 million	States, metropolitan planning organizations, local governments, and tribal governments	Livability is a criterion that will be used to evaluate candidate projects. Planning grants, implementation grants, and research, could include transit projects, complete streets, streetscaping, ped/bike improvements or plans, implementation of transit-oriented development plans, traffic calming measures, and much more. Very flexible program – projects must improve relationships among transportation, community, and system preservation plans and practices.	Planning/Research/ Capital Infrastructure Investments	http://www.fhwa.dot.gov/discretionary/tcps2011info.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Transit Cooperative Research Program (5313)	DOT (FTA)	Funds are allocated on an annual basis	Funds for projects are allocated by transit industry consensus through the Transportation Research Board (TRB).	The Transit Cooperative Research Program (TCRP) is an applied, contract research program that develops near-term, practical solutions to problems facing transit agencies. The transit industry driven program, TCRP, promotes operating effectiveness and efficiency in the public transportation industry by conducting practical, near-term research designed to solve operational problems, adopt useful technologies from related industries and introduce innovation that provides better customer service.	Research	http://fta.dot.gov/funding/grants/grants_finance_3552.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Transportation for Elderly Persons and Persons with Disabilities	DOT (FTA)	State allocated	States are direct recipients. Eligible subrecipients are private non-profit organizations, governmental authorities where no non-profit organizations are available to provide service and governmental authorities approve to coordinate services.	This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.	Transit Operating Assistance	http://fta.dot.gov/funding/grants/grants_finance_3556.html	Check with state DOT	Discretionary
Transportation Infrastructure Finance and Innovation Act (TIFIA)	DOT (FHWA)	\$200 million as part of TIGER III	State departments of transportation; local governments; transit agencies; special authorities; special districts; railroad companies; and private firms or consortia that may include companies specializing in engineering, construction, materials, and/or the operation of transportation facilities.	Provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.	Capital Infrastructure Investments	http://www.fhwa.dot.gov/ipd/tifia/	Deadline for applications has passed. Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
Transportation Investments Generating Economic Recovery (TIGER)	DOT	\$527 million, \$141 million for rural areas	State, local, and tribal governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multijurisdictional groups applying through a single lead applicant.	Competitive grant program funding infrastructure projects that promote economic competitiveness, improve energy efficiency, reduce greenhouse gas emissions and improve safety, quality-of-life and working environments in communities. Unlike last year, no planning grants will be awarded this year and all the funding will be for project implementation.	Capital Infrastructure Investments	http://www.dot.gov/tiger	February 20, 2012 (pre-application); March 19, 2012 (Final Application)	Discretionary
Transit Investment in Greenhouse Gas and Energy Reduction (TIGGER)	DOT (FTA)	\$49.9 million	Transit agencies or state DOTs	Provides funding for (1) capital investments that assist in reducing the energy consumption of a transit system and (2) capital investments that will reduce greenhouse gas emissions of a public transportation system.	Capital Infrastructure Investments	http://fta.dot.gov/tigger	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Transportation Planning Capacity Building Program (TPCB)	DOT (FHWA/FTA)		State, metropolitan, rural and small communities, tribal and public lands planning opportunities are available.	Provides training, technical assistance, and support to help decision makers, transportation officials, and staff resolve complex transportation needs in their communities. Resources available on topics including land use, scenario planning, TOD, non-motorized transportation, safety, community impact assessments, operations and management strategies, and analysis methods.	Planning/research	http://www.planning.dot.gov/	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary and Formula
Urbanized Area Formula Program	DOT (FTA)	Apportioned to States by a formula	Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49USCA5307(a)(2).	Provide transit capital and operating assistance in urbanized areas and for transportation related planning.	Capital Infrastructure Investments/Operating Assistance	http://fta.dot.gov/funding/grants/grants_financing_3561.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Formula
Veterans Transportation and Community Living Initiative Grant Program	DOT (FTA) (partnership with HHS and Department of Veterans Affairs, Labor and Defense)	\$25 million in capital funding; \$5 million in research funding	Eligible applicants are existing Direct Recipients under FTA's Section 5307 Urbanized Area Formula program, as well as local governments, States, and Indian Tribes.	The Veterans Transportation and Community Living Initiative (VTCLI) is an innovative, federally coordinated partnership that will make it easier for U.S. veterans, active service members, military families, and others to learn about and arrange for locally available transportation services that connect them with work, education, health care, and other vital services in their communities. Projects are being funded in urban, suburban, and rural communities around the nation to strengthen and promote "one-call" information centers and other tools.	Capital and research grants	http://www.fta.dot.gov/grants/13094_13528.html	April 19, 2012	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
ENVIRONMENTAL PROTECTION AGENCY (EPA)								
Brownfields Assessment Grant Program	EPA	Up to \$200,000 over three years or \$1M for coalitions over 3 years	Local governments, land clearance authorities, state-created governmental entities, regional councils/MPOs, state agencies, Indian tribes	Funding for planning/assessing brownfield redevelopment, conducting planning and community involvement, and site cleanup.	Environmental cleanup, Planning	http://www.epa.gov/brownfields/assessment_grants.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Brownfield Economic Development Initiative (BEDI)	EPA	\$17.325 million, max grant \$3 million	Any public entity eligible to apply for Section 108 loan guarantee assistance	Competitive funding program to spur redevelopment of brownfield sites to productive economic use. Must be used in conjunction with a Section 108 loan	Environmental cleanup, Affordable Housing	http://www.hud.gov/offices/adm/grants/nofa10/grpbedi.cfm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Brownfields and Lands Revitalization	EPA	\$76 million in FY2011	Local governments, land clearance authorities, state-created governmental entities, regional councils/MPOs, state agencies, Indian tribes	Funding for planning/assessing brownfield redevelopment and site cleanup. Restoration of brownfield sites to productive use and revitalization of affected neighborhoods	Environmental cleanup, Planning	http://www.epa.gov/brownfields/grant_info/index.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Building Blocks for Sustainable Communities	EPA	\$2.5 million	Eligible applicants are states, territories, Indian Tribes, interstate organizations, intrastate organizations, and possessions of the U.S., including the District of Columbia; public and private universities and colleges, hospitals, laboratories, and other public or private nonprofit institutions.	EPA will provide technical assistance to selected communities to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. Funding will also be given to communities facing community development challenges. Support provided by EPA or through non-profit organizations.	Technical Assistance	http://www.grants.gov/search/search.do?mode=VIEW&oppld=70533 or http://www.epa.gov/smartgrowth/building_blocks.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Capacity Building for Sustainable Communities	EPA/HUD	\$5.65 million, max amount \$ 1 million	A 501(c)(3) nonprofit organization, a local or state public agency, a for-profit organization (for-profit firms are eligible, however, while they are allowed to cover their direct and indirect costs, they are not allowed to earn a profit from the project, and they are not eligible to receive EPA funding), a nationally recognized and accredited University or College; or any combination of the aforementioned entities as a Capacity Building Team to combine their skills and offer a coordinated program. A Capacity Building Team must designate a lead applicant to act as the fiscal agent for the grant.	Funding for intermediary organizations who will assist HUD in providing technical assistance to communities engaged in planning efforts built around integrating housing, land use, transportation, and other issues. Primary support will be given to recipients of Sustainable Communities and Brownfield Area Wide Planning grants.	Technical Assistance	http://portal.hud.gov/hudportal/HUD?src=/program_offices/administration/grants/nofa11/grpcapbldgsc	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Smart Growth Technical Assistance grants	EPA	Various	Local governments	Annual, competitive solicitation open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity) that want to incorporate smart growth techniques into their future development.	Technical Assistance	http://www.epa.gov/dced/sgia.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Building Blocks for Sustainable Communities	EPA	\$2.5 million	Eligible applicants are states, territories, Indian Tribes, interstate organizations, intrastate organizations, and possessions of the U.S., including the District of Columbia; public and private universities and colleges, hospitals, laboratories, and other public or private nonprofit institutions.	EPA will provide technical assistance to selected communities to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life.	Technical Assistance	http://www.grants.gov/search/search.do?mode=VIEW&oppld=70533 or http://www.epa.gov/smartgrowth/building_blocks.htm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
Water Quality Management Planning Grants (EPA)	EPA	Apportioned to States by a formula	States	Funding for financing high priority infrastructure projects needed to ensure clean water and safe drinking water.	Capital infrastructure investments	http://www.epa.gov/region4/water/gtas/grantprograms.html#management	Check website for next Notice of Funding Availability (NOFA) Announcement.	Formula

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
US DEPARTMENT OF HEALTH AND HUMAN SERVICES (HHS)								
Community Transformation Grants (HHS)	HHS/Center for Disease Control (CDC)	Approximately \$103 million awarded	City, county or state health departments must be the lead applicant	Funding to support the implementation, evaluation, and dissemination of evidence-based community preventive health activities to reduce chronic disease rates, prevent the development of secondary conditions, address health disparities, and develop a stronger evidence base for effective prevention programming.	Planning/capital infrastructure investments	http://www.cdc.gov/communitytransformation/	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Healthy Food Financing Initiative	HHS, Treasury and USDA	\$10 million	Community development corporations (CDCs) whose principal purpose is planning, developing, or managing low-income housing or community development activities.	Provides funding to increase access to healthy food in communities, particularly lower-income neighborhoods without grocery stores or other sources of fresh produce and nutritious food. Funds can be used to finance the opening of new grocery stores or renovate existing stores to expand supply of healthy food. Funds can also be used to improve distribution systems and do outreach and education to consumers about healthy food choices.	Development Financing	http://www.acf.hhs.gov/grants/open/foa/view/HHS-2011-ACF-OCS-EE-0178/html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Health Impact Assessment to Foster Healthy Community Design	HHS/Centers for Disease Control & Prevention (CDC)	\$2.8 million, max grant \$180,000	Nonprofit, For-profit organizations (other than small business), Small, minority, and women-owned businesses, Universities, Colleges, Research institutions, Hospitals, Community-based organizations, Faith-based organizations, Federally recognized or state-recognized American Indian/Alaska Native tribal governments, American Indian/Alaska native tribally designated organizations, Alaska Native health corporations, Urban Indian health organizations, Tribal epidemiology centers, State and local governments or their Bona Fide Agents	Seeks to promote an evidence-based approach toward community design decision-making through three major activities: first, improving surveillance related to community design so communities have reliable local data they can use; second, encouraging Health Impact Assessments (HIAs) of policies, programs, and projects that will affect community design; and finally, supporting evaluation within the field.	Planning	http://www.grants.gov/search/search.do?mode=VIEW&oppld=66533	August 1, 2012	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)								
Building Neighborhood Capacity Program Training and Technical Assistance (BCNP)	HUD	Up to \$2 million	Nonprofit organizations, faith-based and community organizations, institutions of higher learning, and for-profit organizations (commercial) with significant experience in supporting neighborhood and community development through training and technical assistance. For-profit organizations must agree to forgo any profit or management fee.	Through the BNCP, five neighborhoods will be competitively selected by the TTA Coordinator, in consultation with the federal partners, and offered a range of training and technical assistance (TTA) to help them begin or sustain the process of revitalization, guided by comprehensive neighborhood revitalization plans, in concert with relevant local and state plans and planning processes.	Planning/ Technical Assistance	http://www.ojp.usdoj.gov/BJA/grant/11BNCTTAsol.pdf	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Capacity Building for Community Development and Affordable Housing Grants	HUD	\$49.4 million	Community development financing institutions (CDFIs)	Funding for intermediary organizations to assist HUD in providing technical assistance to community development corporations and community housing development organizations to carry out community development and affordable housing activities that benefit low-income families.	Technical Assistance	http://portal.hud.gov/hudportal/HUD?src=/program_offices/administration/grants/nofa11/grpcapbldg	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Capital Fund Education and Training Community Facility Grant	HUD	\$15 million; max grant \$5 million	Public housing authorities	Capital funding for public housing authorities to construct, rehabilitate, or purchase facilities for early childhood education, adult education, and/or job training programs for public housing residents based on an identified need.	Development Financing	http://portal.hud.gov/hudportal/HUD?src=/program_offices/administration/grants/nofa11/grpcf	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Choice Neighborhoods Implementation Program	HUD	\$110 million	Public housing authorities (PHAs), local governments, nonprofits, tribal entities and for-profit developers that apply jointly with a public entity.	Funding is available to revitalize severely distressed public and/or HUD-assisted multifamily housing in distressed neighborhoods into viable, mixed-income communities with access to well-functioning services, high quality educational programs, public transportation, and jobs. Preferred Sustainability Applicants receive an additional two bonus points.	Development Financing	http://portal.hud.gov/hudportal/document/s/huddoc?id=2012cninofa.pdf	April 12, 2012	Discretionary
Choice Neighborhoods Initiative Planning Grant	HUD	\$ 5 million	Public housing authorities, local governments, nonprofits, and for-profit developers that apply jointly with a public entity.	Funding to help communities develop comprehensive grassroots plans (Transformation Plans) that link affordable housing with quality education, public transportation, good jobs and safe streets. Neighborhood revitalization plans should achieve three core goals: transform distressed public and assisted housing into energy efficient and mixed-income housing, support positive outcomes for families who live in the target development (s), and transform high-poverty neighborhoods into viable mixed-income communities. Applicants with Preferred Sustainability Status receive an additional two bonus points.	Planning	http://portal.hud.gov/hudportal/HUD?src=/program_offices/administration/grants/fundsavail/nofa12/cnippg	May 1, 2012	Discretionary
Community Development Block Grants (CDBG)	HUD	Apportioned to States by a formula	State allocated	Formula grants for local governments to carry out community and economic development activities.	Planning/ Development Financing/ Affordable Housing	http://www.hud.gov/offices/cpd/communitydevelopment/programs/	Check website for next Notice of Funding Availability (NOFA) Announcement.	Formula
Economic Development Initiative Grant	HUD		Only the entities named by Congress in the Committee Print of the Committee on Appropriations U.S. House of Representatives, March 2009 are eligible to apply for Economic Development Initiative-Special Project (EDI-SP) grant funds.	Provide local governments with additional security for the Section 108 loan, thereby reducing the exposure of its CDBG funds in the event of a default in loans made locally with the 108 funds. Or, make the project more feasible by paying some of the project costs with grant funds or by reducing the interest rate to be paid from a revolving loan fund.	Development Financing/ Affordable Housing	http://www.grants.gov/search/search.do;jsessionid=h0pGTTJCkRB3Lwz5hvjkrnJ752YhP2pnYKb2RL1yZ3vBX6VPz2g2!2057934305?oppld=47214&mode=VIEW	August 1, 2012	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
HOME Program	HUD	Up to \$2 billion, max state grant \$3 million or formula allocation; local jurisdictions eligible for at least \$500,000 under the formula	Local & State governments	Formula funding to create affordable housing for low-income households, in the form of direct assistance or loan guarantees. Funds can be used for most kinds of housing development, including acquisition and rehabilitation in the creation of low-income housing.	Development Financing/ Affordable Housing	http://www.hud.gov/offices/cpd/affordablehousing/programs/home/	April 13, 2012	Formula
HOPE VI Main Street Program	HUD	\$500,000, max grant \$500,000 (only one awardee)	Local governments with populations of 50,000 or less that currently have less than 100 public housing units	Small community grants to assist with downtown revitalization of a historic or traditional central business district by replacing unused commercial space with affordable housing units.	Planning/Development Financing/ Affordable Housing	http://portal.hud.gov/hudportal/HUD?src=/program_offices/administration/grants/nofa11/HOPE%20VI%20Main%20Street	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Neighborhood Initiative Grants	HUD		Only the entity named by Congress in the Conference Report on the Consolidated Appropriations Act, 2010 (H.R. 111-366), is eligible to apply for Neighborhood Initiative (NI) grant funds.	Intended to stimulate investment in distressed areas and may be used for the construction and rehabilitation of affordable housing and community education programs.	Development Financing/ Affordable Housing	http://www.grants.gov/search/search.do?mode=VIEW&oppld=52032	August 1, 2012	Earmark
Neighborhood Stabilization Program (NSP)	HUD	Varies	States, territories and local governments	NSP is intended to stabilize communities that have suffered from foreclosures and abandonment by providing funds to purchase and redevelop distressed residential properties. NSP1 provides grants to all states and selected local governments on a formula basis. NSP2 provides grants to states, local governments, nonprofits and a consortium of nonprofit entities on a competitive basis. NSP3 provides a third round of neighborhood stabilization grants to all states and select governments on a formula basis.	Planning/Development Financing/ Affordable Housing	http://www.hud.gov/offices/cpd/communitydevelopment/programs/neighborhoods/pg/	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Section 8 (Project Based)	HUD	(Direct Payments for Specified Use) FY 10 \$9,574,433,640; FY 11 est. \$9,967,000,000; and FY 12 est. \$10,328,000,000	No funding is available to new applicants. Funding is currently available only for the owners of record of projects with an existing expiring project-based Section 8 contract. The project must meet minimum decent, safe, and sanitary standards.	Provide capital advances to finance the construction, rehabilitation or acquisition of properties that will serve as supportive housing for very low-income persons.	Development Financing/ Affordable Housing	https://www.cfda.gov/?s=program&mode=form&tab=step1&id=928484a484e124be594b1e63fc6a27e3	Not Applicable. Assistance is available on a renewable basis.	Direct Payment for a Specified Use
Section 108 Loan Guarantees	HUD		Eligible applicants include the following public entities: metropolitan cities and urban counties (i.e. CDBG entitlement recipients); nonentitlement communities that are assisted in the submission of applications by States that administer the CDBG program; and nonentitlement communities eligible to receive CDBG funds under the HUD-Administered Small Cities CDBG program (Hawaii). The public entity may be the borrower or it may designate a public agency as the borrower.	Provides CDBG-eligible communities with a source of financing for economic development, public facilities, and other eligible large-scale physical development projects.	Development Financing	http://www.hud.gov/offices/cpd/communitydevelopment/programs/108/	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Section 202- Supportive Housing for the Elderly	HUD	\$371 million	Private nonprofit organizations and nonprofit consumer cooperatives	Provide capital advances to finance the construction, rehabilitation or acquisition of properties that will serve as supportive housing for very low-income elderly persons.	Development Financing	http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/eld202	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
Section 221- Mortgage Insurance for Moderate Income	HUD	(Guaranteed/Insured Loans) FY 10 \$2,899,429,000; FY 11 est. \$4,035,000,000; and FY 12 est. \$4,406,137,561	Public, profit-motivated sponsors, limited distribution, nonprofit cooperative, builder-seller, investor-sponsor, and general mortgagors.	Insures mortgage loans to facilitate the new construction or substantial rehabilitation of multifamily rental or cooperative housing for moderate-income families, elderly, and the handicapped.	Mortgage financing	https://www.cfda.gov/?s=program&mode=form&tab=step1&id=ed7562d7186c5d6fde9341a12cf884c7	N/A	Guaranteed/Insured Loans
Section 542- Risk-Sharing	HUD	(Guaranteed/Insured Loans) FY 10 \$139,007,526; FY 11 est. \$200,000,000; and FY 12 est. \$233,277,778	Eligible mortgagors, who include investors, builders, developers, public entities, and private nonprofit corporations or associations, may apply to a qualified HFA. To be eligible for HUD's approval, the HFA must: (1) carry the designation of "top tier" or its equivalent as evaluated by Standard and Poor's or another nationally recognized rating agency; (2) receive an overall rating of "A" for the HFA for its general obligation bonds from a nationally recognized rating agency; and (3) otherwise demonstrate its capacity as a sound, well-managed agency that is experienced in financing multifamily housing.	Provides credit enhancement for mortgages of multifamily housing projects whose loans are underwritten, processed, serviced, and disposed of by housing finance authorities.	Mortgage financing	https://www.cfda.gov/?s=program&mode=form&tab=step1&id=2f06646d4420559ef606a30f82bbee24	N/A	Guaranteed/Insured Loans
Section 811 – Supportive Housing for Persons with Disabilities	HUD	\$141 million	Nonprofit organizations	Funds to increase the supply of rental housing for persons with disabilities and provide project rental assistance.	Development Financing	http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/disab811	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Sustainable Communities Community Challenge Grants	HUD	Subject to appropriations; FY10 \$68 million (\$40 million for Challenge, \$28 million for TIGER II); FY11 \$95 million	Local governments, transit agencies, port authorities, MPOs, state governmental agencies	Support plans, codes and ordinances that incentivize mixed-use development, affordable housing, re-use of existing buildings and other sustainability goals.	Planning and Implementation	http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/HUD-DOT_Community_Challenge_Grants	Deadline for applications has passed. No appropriated funds for FY12.	Discretionary
Sustainable Communities Regional Planning Grants	HUD	Subject to appropriations; FY10 \$100 million; FY11 \$95 million	A consortium of regional partners including the metropolitan planning organization (MPO), principal city of the metropolitan statistical area (MSA), municipalities representing over 50% of the MSA, and any other organizations that represent a diverse group of stakeholders in the region.	Supports metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact in regional plans.	Planning	http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/sustainable_communities_regional_planning_grants	Deadline for applications has passed. No appropriated funds for FY12.	Discretionary
Sustainable Communities Research Grant Program	HUD	\$2.5 million, max grant \$500,000	Academic researchers	Research grants to support cutting-edge research on issues related to sustainability, including affordable housing development and preservation, transportation-related issues, economic development and job creation, land use planning and urban design, etc.	Research	http://www.hud.gov/offices/adm/grants/nofa10/grpnopi-scrpg24a.cfm	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
US SMALL BUSINESS ADMINISTRATION								
Small Business Innovation Research Program	US Small Business Administration	Funding awarded in three phases, up to \$750,000.	Small businesses that are American owned and independently operated, for-profit, principle researcher employed by business and company size limited to 500 employees	SBIR funds the critical startup and development stages of Small Bussiness. It targets the entrepreneurial sector where most innovation and innovators thrive. It also encourages the commercialization of the technology, product, or service, which, in turn, stimulates the U.S. economy.	Start-up grants	http://www.sba.gov/content/small-business-innovation-research-program-sbir-0	Check website	Discretionary

PROGRAM	AGENCY	FUNDING AVAILABLE	WHO CAN APPLY?	DESCRIPTION	USES	LINKS	DEADLINES	OPPORTUNITY CATEGORY
US DEPARTMENT OF TREASURY								
Build America Bonds	Treasury/ Internal Revenue Service (IRS)		States and localities	Build America Bonds (BABs) provides state and local governments with a direct federal payment subsidy for a portion of their borrowing costs on taxable bonds. Finance tool for lowering borrowing costs on capital projects.	Development Financing	http://www.treasury.gov/initiatives/recovery/Pages/babs.aspx	N/A	Discretionary
Community Development Financial Institutions (CDFI) Programs	Treasury	Financial Assistance Awards: \$2 million; Technical Assistance Awards: \$100,000	Both certified and non-certified CDFIs are eligible to apply for TA awards. However, non-certified organizations must be able to become certified within two years after receiving a TA award.	The purpose of the CDFI Program is to use federal resources to invest in CDFIs and to build their capacity to serve low-income people and communities that lack access to affordable financial products and services. CDFIs may use the funds to pursue a variety of goals, including: To promote economic development, to develop businesses, to create jobs, and to develop commercial real estate; To develop affordable housing and to promote homeownership; and to provide community development financial services, such as basic banking services, financial literacy programs, and alternatives to predatory lending.	Development Financing	http://www.cdfifund.gov/what_we_do/programs_id.asp?programID=7#2	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Healthy Food Financing Initiative	Treasury	\$25 million	Businesses, local and tribal governments, non-profit organizations, cooperatives and universities, State Dept. of Agriculture, Colleges and Universities, Treasury-certified Community Development Financial Institutions and Community Development Entities, Community Development Corporations	Provides funding to increase access to healthy food in communities, particularly lower-income neighborhoods without grocery stores or other sources of fresh produce and nutritious food. Funds can be used to finance the opening of new grocery stores or renovate existing stores to expand supply of healthy food. Funds can also be used to improve distribution systems and do outreach and education to consumers about healthy food choices.	Financing	http://www.acf.hhs.gov/programs/ocs/ocs_food.html	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
Low Income Housing Tax Credit	Treasury	State allocated	Determined by state housing finance agency	Generate equity capital for the construction and rehabilitation of affordable rental housing.	Development Financing	http://portal.hud.gov/hudportal/HUD?src=/program_offices/fair_housing_equal_op/p/lihtcmou	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary
New Market Tax Credit Program	Treasury/ Qualified CDEs (CDFIs)	\$3.5 billion, max grant \$125 million	Community Development Entities (CDEs)	Issuance of tax credits to investors in exchange for stock or capital interest in designated Community Development Entities. The federal subsidy goes to qualifying projects in the form of below-market interest rates and more flexible loan terms like longer amortizations and higher loan-to-value ratios.	Development Financing	http://www.cdfifund.gov/what_we_do/programs_id.asp?programID=5	Check website for next Notice of Funding Availability (NOFA) Announcement.	Discretionary

GRANT LINKS:

Reconnecting America Federal Grants: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
 HUD Grants Homepage: http://portal.hud.gov/hudportal/HUD?src=/program_offices/administration/grants/fundsavail
 DOT Grants Homepage: <http://www.dot.gov/governmentservices.html>
 DOT Livability Grants: <http://www.dot.gov/livability/grants-programs.html>
 FTA Grants Homepage: http://www.fta.dot.gov/grants_263.html
 EPA Grants Homepage: <http://www.epa.gov/epahome/grants.htm>
 EPA Smart Growth Grants Homepage: <http://www.epa.gov/smartgrowth/grants/>
 US Small Business Administration Grants Homepage: <http://www.sba.gov/category/navigation-structure/loans-grants>
 USDA Grants Homepage: http://www.usda.gov/wps/portal/usda/usdahome?navid=GRANTS_LOANS
 Partnership for Sustainable Communities Grants: <http://www.sustainablecommunities.gov/grants.html>
 Smart Growth Grants (mutiple agencies): http://www.epa.gov/smartgrowth/national_funding.htm

