# TECHNICAL APPENDIX E CONNECT 2045 PUBLIC INVOLVEMENT ACTIVITIES

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#### **Introduction**

The following includes a comprehensive summary of the public involvement activities undertaken during the development of Connect 2045. This plan required a unique and nimble approach to public involvement and utilized a wide range of strategies and outreach methods. This approach is outlined in the Connect 2045 Public Involvement Plan (PIP) approved by the TPO Board on September 25, 2019 and revised on May 27, 2020 (**Technical Appendix D**). The PIP is consistent with the objectives and measurements from the River to Sea TPO Public Participation Plan. The PIP also includes specific measures to track the effectiveness of public outreach efforts (see Table 2).

The TPO offered a variety of public involvement opportunities throughout development of the plan for members of the community, local and agency representatives, and other stakeholders to provide their perspective, input, and feedback. This included focus group workshops at the beginning of the planning process and subsequent public workshops at other important stages during plan development. A significant part of outreach to the community included a number of presentations to local organizations, including Chambers of Commerce and Rotary Clubs, which reached more than 400 people. See Table 1 for a timeline of public involvement activities.

Notable themes reflected in the public input received included uncertainty about the impacts of emerging technologies, the need for additional funding, the importance of resiliency, bicycle/pedestrian safety, the relationship between transportation and land use, and the need to provide the community with a variety of transportation options. The input received through the TPO's public outreach efforts helped guide the development of Connect 2045 and validate the list of projects that were ultimately adopted in the Cost Feasible Plan.

#### **COVID-19 and Impacts to Public Involvement**

In March 2020, the spread of COVID-19 (Coronavirus) in the United States preceded directives from federal, state, and local agencies to limit non-essential social gatherings and interaction. In light of the social distancing guidance and executive orders noted below, the TPO evaluated the impact to public input processes for the development of Connect 2045.

- On March 16, 2020, President Trump issued "15 Days to Slow the Spread" guidance advising individuals to socially distance and avoid groups larger than 10 people until March 31.
- On March 29, the timeframe for this guidance was extended to April 30 and formally updated on March 31, in coordination with the White House Coronavirus Task Force, as "30 Days to Slow the Spread".
- Florida Governor DeSantis issued a "Safer At Home" order (Executive Order 20-91) effective from April 3 through April 30.

Similar executive orders and directives continued beyond these dates through adoption of the plan. Recognizing the need to change course in the approach to public involvement, the TPO proactively shifted to virtual/technology-based approaches as alternatives to the in-person activities identified in the approved Connect 2045 PIP. Specifically, alternative approaches were applied to the Cost Feasible Plan Public Workshops, Environmental Justice Workshop, and other Stakeholder Outreach activities which otherwise would include face-to-face presentations given to, and interactions with, the public and many partner organizations.

Planned activities such as the River to Sea TPO Annual Planning Retreat had to be cancelled. The TPO defined the appropriate virtual approaches for public input activities while social distancing directives were in place, and revised the PIP accordingly which was formally approved by the TPO Board at its meeting on May 27, 2020.



Table 1: Public Involvement Activities

Date	Activity	Location
January 7, 2020	Focus Group Workshop	Deltona
January 9, 2020	Focus Group Workshop	Daytona Beach
January 13, 2020	Focus Group Workshop	New Smyrna Beach
January 15, 2020	Focus Group Workshop	Palm Coast
January 16, 2020	Focus Group Workshop	DeLand
March 2, 2020	Needs Assessment Workshop	Palm Coast
March 4, 2020	Needs Assessment Workshop	Daytona Beach
March 10, 2020	Needs Assessment Workshop	DeLand
May 26, 2020	Two (2) Cost Feasible Plan Workshops	Hosted virtually via GoToWebinar
July 21, 2020	Public Workshop	Hosted virtually via GoToWebinar
August 4, 2020	Environmental Justice Workshop	Hosted virtually via GoToWebinar
June 2019 – September 2020	13 Governing Board Meetings	Daytona Beach/Virtual
June 2019 – September 2020	36 TPO Advisory Committee Meetings	Daytona Beach/Virtual
September 2019 – August 2020	11 LRTP Subcommittee Meetings	Daytona Beach/Virtual
February 2020 – May 2020	10 Community Presentations	Multiple Venues/Virtual

#### **Measures of Effectiveness**

The Connect 2045 PIP included measures of effectiveness and targets for various public involvement activities. Table 2 provides actual performance (e.g. event attendance, survey responses, etc.) in comparison to each identified target in the PIP. While the TPO was required to adjust its approach to public involvement and pursue alternative activities due to COVID-19, it made every effort possible to meet adopted targets for each measure.

The alternative public involvement activities provided robust input prior to plan adoption, but additional outreach efforts will be pursued to ensure that the public has an opportunity to be fully engaged and informed about Connect 2045. The TPO will prioritize making accommodations at the soonest appropriate time for face-to-face engagement with the public, as originally intended, in order to provide for additional meaningful input. As part of this process, the TPO will ensure that underserved and underrepresented populations are afforded supplemental and substantive opportunity to comment beyond what was provided during plan development. These public comments will be considered for potential amendments to the adopted plan as appropriate.



Table 2: Evaluation of the Effectiveness of the Connect 2045 PIP

Activity	Target	Actual		
4.1 - LRTP Website and Social Media	<ul> <li>1,000 unique visitors to website</li> <li>150 likes on LRTP specific Facebook posts</li> <li>5,000 Twitter impressions on LRTP specific tweets</li> </ul>	<ul> <li>1190 visitors to website</li> <li>254 Facebooklikes on LRTP specific posts and a reach of 9,728 people</li> <li>10,484 impressions on LRTP specific tweets</li> </ul>		
4.2 LRTP Survey	750 survey respondents	534 responses		
4.3 Focus Group Workshops	100 combined attendees across all workshops	39 combined attendees		
4.4 Public Workshops	<ul> <li>100 combined attendees across all Needs Assessment Public Workshops</li> <li>100 combined attendees across all Cost Feasible Plan Public Workshops</li> </ul>	<ul> <li>30 combined attendees – Needs Assessment Workshops</li> <li>44 combined attendees – CFP Webinars</li> <li>50 attendees (inclusive of 5 ondemand viewings) – July 21 Public Workshop</li> </ul>		
4.5 Environmental Justice Workshops	Input received from at least 25 stakeholders who represent the needs of traditionally underserved and underrepresented populations.	5 stakeholder attendees		
4.6 Environmental Mitigation Consultation	Contact and communication with at least the seven (7) applicable Federal and State agencies identified in Section 4.6.	US Fish and Wildlife Service (US Department of the Interior) including the Lake Woodruff National Wildlife Refuge and Merritt Island National Wildlife Refuge National Park Service (US Department of the Interior) including Canaveral National Seashore Florida Department of Environmental Protection St. Johns River Water Management District Florida Fish and Wildlife Conservation Commission		



Activity	Target	Actual
		<ul> <li>Florida Forest Service (Florida Department of Agriculture and Consumer Services)</li> <li>Florida Division of Historical Resources (Florida Department of State)</li> <li>Volusia County</li> <li>Flagler County</li> </ul>
4.7 Freight Coordination	Contact and communication with 5 freight related entities	<ul> <li>FDOT District 5</li> <li>Team Volusia - represents and provides outreach to a broad number of freight and business entities</li> <li>Daytona Regional Chamber of Commerce</li> </ul>
4.8 River to Sea TPO Annual Retreat	75 attendees	The River to Sea Annual Retreat, originally scheduled for March 27, 2020, was cancelled due to COVID-19
4.11 Media and Stakeholder Outreach	300 combined attendees across all presentations	441 total attendees



# Long Range Transportation Plan (LRTP) Website and Social Media

The website for Connect 2045 was launched at the beginning of the planning process to provide a consistent and frequently-updated resource for information about the development of the LRTP. The website had 1,190 unique visitors over the course of the plan's development. The four main sections of the website were HOME, ABOUT, RESOURCES and CONTACT. The following pages provide information on what each section provided.





#### **HOME Page**

This page included dates and locations for upcoming events/meetings, important links, videos, as well as the links to view the draft LRTP during the public comment period, and link to the TPO's main website. A "We Want to Hear From You" section was prominent and provided multiple options for the public to provide comments and feedback, a link to the online comment form and contact information for TPO staff.

The Home page also included a message from the TPO's Executive Director outlining the purpose of the LRTP, the unique transportation dynamics within the planning area, and a call to action for the public, other agencies, and business and advocacy organizations to get involved with the planning process.

#### **ABOUT Page**

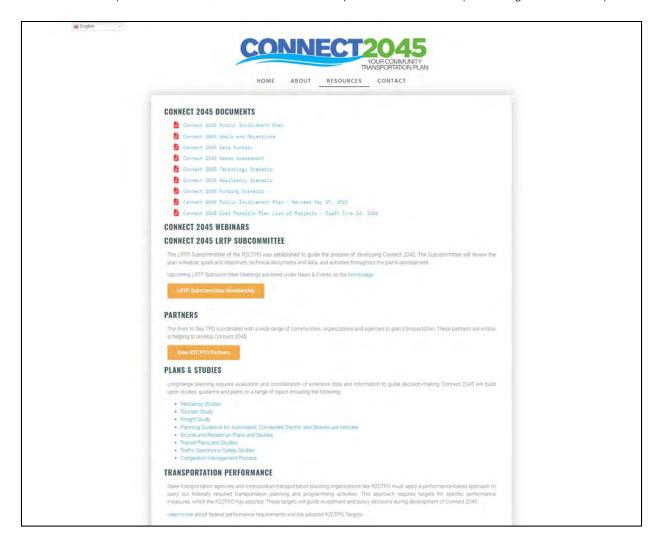
This page included background information about the LRTP planning process and the TPO. Specifically, this page provided a link to view the 2040 LRTP, link to the TPO's main website to provide more about the TPO and its functions the schedule for developing the LRTP, and why the LRTP is needed. A link was provided to download a background document outlining what an LRTP is and the related federal/state requirement and guidance. See **Attachment A** to view a copy of this document.





#### **RESOURCES Page**

This page made key Connect 2045 documents available to the public during the planning process, as well as LRTP Subcommittee agendas and links to previous TPO plans and studies relevant to the LRTP. The Connect 2045 documents made available for download on this page included the Public Involvement Plan, Approved Goals and Objectives, Data Summary, Needs Assessment, Summaries of the Scenarios, and the Cost Feasible Plan List of Projects. A link to a document describing the LRTP Subcommittee was provided and included in **Attachment A** Other resources made available on this page included a link to a listing of other agencies/organizations that partner with the TPO in the development of the LRTP, as well as links to other plans and studies that provided guidance for the plan.





#### **CONTACT Page**

This page included a contact form for the public and stakeholders to provide comments related to the LRTP and the TPO's phone/email contact information.

Screenshot of Connect 2045 Website Home page



#### Social Media

In addition to the Connect 2045 website, the TPO also utilized Facebook (<a href="https://www.facebook.com/RivertoSeaTPO">https://www.facebook.com/RivertoSeaTPO</a>), Twitter (<a href="https://twitter.com/tellthetpo">https://twitter.com/tellthetpo</a>), YouTube (<a href="https://www.youtube.com/user/volusiatpoFL">https://twitter.com/tellthetpo</a>), YouTube (<a href="https://www.youtube.com/user/volusiatpoFL">https://www.youtube.com/user/volusiatpoFL</a>), and Nextdoor (<a href="https://nextdoor.com/pages/river-to-sea-tpo/">https://nextdoor.com/pages/river-to-sea-tpo/</a>) to share timely and relevant content related to the development of Connect 2045. In addition, many of the TPO's partner local governments posted information related to the LRTP to their respective websites and social media channels.



#### **Videos**

Another innovative method utilized to engage the public was the development of three videos that were released during specific and targeted phases of the planning process. These videos provided an additional opportunity for the public to interact with the plan and provided engaging content both on the TPO's social media channels and the Connect 2045 website. The videos range in length between 45 seconds and 1 minute, 30 seconds and included footage and photography from throughout the planning area and narration providing topical information related to the LRTP. The three videos were posted to the Connect 2045 website, the TPO's website, and are available on the TPO's YouTube channel.

#### Video #1 - Plan Introduction

The first video (https://youtu.be/8s0NX9x-f9M) was released at the onset of the planning process to introduce the public to Connect 2045, provide an overview of the LRTP and its core focus areas (Technology, Resiliency, and Funding), and to include a call to action to visit the dedicated LRTP website to provide input.



#### Video #2 - Technology

The second video (<a href="https://youtu.be/XwwUo76Vqc">https://youtu.be/XwwUo76Vqc</a>) focused on the potential impacts and opportunities created by emerging transportation technologies. This video provided a brief overview of ACES (automated, connected, electric, and shared mobility) and included some related trends and statistics in order to ask the question of the public – "How do you think emerging technologies will transform transportation in our area?"



#### Video #3 - Public Involvement

The third video (https://youtu.be/wZtPdFtE3TA) was originally intended to provide background information on resiliency, which is a core focus of Connect 2045. However, the content and focus of this video was shifted in response to the unfolding COVID-19 pandemic and was the result of proactive efforts to deal with changing circumstances during development of the plan. The TPO believed it was important to be proactive and inform the public of the



necessary adjustments being made to forthcoming outreach activities.



#### **Connect 2045 Survey**

The TPO routinely conducts the Tell the TPO Survey to gain insight from the community regarding transportation issues. An LRTP-specific survey was released in January 2020 to gain insight into the public's thoughts related to emerging technologies, resiliency, and funding for transportation projects. This survey was offered in English and Spanish and was available online and promoted via the TPO's social media channels. Hardcopy versions were also made available for distribution at appropriate venues. More than 500 respondents completed the survey.

The survey included four questions: one focused on technology, one focused on resiliency, and two focused on funding. The questions included a range of options that the respondent could select to express their opinion on the respective topic. See **Attachment B** for a copy of the survey questionnaire and the complete survey results. A few key response highlights include the following:

- Over 70% of respondents believe that electric vehicles and assisted/smart/automated vehicles will be used more or much more over the next 10 to 20 years.
- Respondents felt that the two most valuable approaches to increasing the long-term resiliency of our transportation system is to upgrade existing facilities in the most vulnerable areas and expand emergency response efforts so facilities are restored as quickly as possible after events.
- When given a range of options of transportation project types to prioritize for funding, the highest ranked response was technology projects (e.g. improving traffic signals for greater efficiency, electronic messaging signs that provide real time information to motorists, and improved electronic monitoring systems that help to better manage traffic).

The survey was a helpful tool in gauging the public's opinions about critical issues to support plan development and implementation. For example, the higher priority that respondents gave to technology validates the policy approach related to funding for Local Initiatives that includes technology projects. This set-aside was reaffirmed through the Connect 2045 planning process. Regarding resiliency, the value that respondents placed on upgrading existing facilities in the most vulnerable areas will be useful information as the TPO pursues the Connect 2045 implementation action to incorporate resiliency data more fully into long range planning in support of the Board's related policy.



#### **Focus Group Workshops**

Five (5) Focus Group Workshops were held between January 7 and January 16, 2020 throughout the TPO's planning area. Community stakeholders were invited by the TPO to participate in these workshops to provide meaningful input and local perspectives related to the transportation challenges and opportunities facing the region, and to provide guidance in the development of the LRTP.

The format for these workshops was based around the three major themes of the plan – Technology, Resiliency, and Funding Choices. Workshop participants were given a booklet which provided



baseline information on each of the three topics, including current trends, and a number of questions intended to act as a catalyst for discussion.

Each segment of the workshop began with the facilitator briefly reviewing a number of the current trends and statistics related to each respective topic, followed by presenting the questions provided within the booklet to begin the dialogue.

#### **Key Overall Themes**

Over the course of the five workshops, there were notable, common, and recurring themes that emerged based on the input of workshop participants:

#### Uncertainty on the impacts of technology

- Adoption, usage, and type of transportation technologies employed may vary based on factors such as demographics, access to transit, land use patterns, and local context
- Increased demand on the transportation network by automated, connected, electric, and shared (ACES) vehicles may also be localized there will be different impacts of technology in different areas
- Impacts on demand may balance out (e.g. new technology may provide new trip opportunities, but also reduce trips through prevalence of delivery services)
- Concerns with reliability of new technologies and potential safety implications
- Difficult to assess need for traditional roadway improvements when questions exist on how new technology will affect demand (e.g. is adding capacity necessary when automated/connected vehicles could possibly maximize existing capacity through platooning, etc.)
- Concerns with investing in technology that may become obsolete guickly
- Technology on vehicles may be ahead of the supporting infrastructure technology
  - o Infrastructure, including facilities and staffing will need to be available to support emerging technologies
  - o Operations and maintenance may represent other cost/investment on infrastructure needs based new tech (e.g. IT and systems on top of traditional O&M costs)



#### More funding is needed, but balance investments.

- Alternative funding mechanisms should be explored
- Broad interest in user fees based on vehicle miles traveled (VMT), although noted potential challenges in collection and distribution of funds
- Explore regional partnerships
- Understand and communicate the true costs needed for necessary improvements
- Pursue new funding, but also efficiently invest available resources
- Invest in a balance of project types, with an increased interest in funding operational improvements, technology, and Complete Streets projects in lieu of new roads and capacity projects

#### Resiliency will be important.

- Further discussion needed on whether it is worth the investment in repeatedly repairing damaged infrastructure in vulnerable areas
- Recognize unique geographic considerations within the planning area (e.g. coastal flooding and inland flooding even in typical rain events)
- Construction standards for transportation infrastructure should be updated similar to the way building codes have
- Explore innovative methods (e.g. new pavement materials more resilient to heat and inundation)
- Evaluate evacuation procedures, scenarios, and public information
  - o Consider shelter in place and solar power to minimize evacuation demand

#### Recognize relationship between transportation and land use decisions.

- Integration of land use and transportation planning decisions should improve (e.g. current densities may not support transit usage, leapfrog development contributing to congestion)
- Consider reinvestment projects, accommodate infill, incentivize transit-oriented development/mixed-use to reduce automobile trips
- Emerging transportation technologies may affect:
  - o The future of gas stations, need for charging stations, and demands on utilities
  - o Parking standards
  - o Curbside management

#### Know the context.

- There are distinct demographic and economic differences within the region needs may be different based on location (e.g. SW Volusia commuting to Orlando)
- Be considerate of all communities when thinking of project impacts



#### Safety, health, and equity.

- Bicycle/pedestrian safety is important, including when considering access and connectivity to transit and shared mobility
- Consider health and equity in infrastructure that supports alternative modes

#### Monitor the horizon.

• Continue to monitor and re-evaluate preferences, trends, data, projections, and best practices as they relate to tech, resiliency, funding as they evolve

#### More options.

- There is a need to provide mobility options for visitors and in support of tourism
- Desire for public transportation options and connections between modes and to other regional services

#### Workshop-Specific Themes

The following represent some of the context- and location-specific comments provided by participants from the respective workshops:

#### January 9, 2020 - Deltona

- Need rail transit with more stops, longer run times, increased frequency
- Last mile challenges at transit stops Uber, Lyft, and scooters helping to address
- Consider resiliency in potential east-west connector to conservation corridor
- Drainage can be challenge on east side
- Critical facilities to focus on, or are potentially vulnerable:
  - o I-4 across Lake Monroe
  - o Dirksen Drive
  - o Lakeshore Drive

#### January 7, 2020 - Daytona Beach

- Ride-share and electric vehicles more likely to be the emerging options in the Daytona Beach area
- Beachside area properties affected by hurricanes, but not necessarily rebuilding or repairing
- Concerns that 'geographic confusion', early weather forecasting, and hurricane activity are affecting tourism

#### January 13, 2020 - New Smyrna Beach

- Anticipate more shared mobility usage on east side of Volusia to provide access to beaches for visitors
- Seeing more golf carts being utilized on the beachside



#### January 15, 2020 - Palm Coast

- Belief that Flagler County in a better position have set aside ROW for future and have less congestion
- Population growth in this area attempting to attract high-tech industry that may affect commuting patterns
- Why reconstruct A1A when next storm could wash out again

#### January 16, 2020 - DeLand

- More trails in urban areas, mass transit options lacking
- Challenges presented by local land development codes in permitting traditional suburban development and in including provisions for Uber, etc.
- Concern with being able to provide service and connectivity to visitors

**Attachment C** includes the introductory presentation given at the Focus Group Workshops, the handout/background materials distributed to each attendee, and the sign-in sheets from each workshop.



#### **Public Workshops**

A series of public workshops were scheduled to inform citizens of the plan and to solicit comments on the transportation projects identified for the future. More information on these various workshops can be found below. A total of more than 120 individuals attended these workshops.

#### Needs Assessment Workshops

Three (3) Needs Assessment Workshops were held between March 2 and March 10, 2020 in Daytona Beach, Palm Coast, and DeLand. Stations throughout the meeting space included maps depicting projects identified as needs in order to receive input from the public. TPO and consultant staff provided information to the attendees on the planning process and solicited their comments and feedback Comments provided by workshop attendees included both concerns and support regarding particular roadway projects, and expressions of support for connected bike lane networks, trails, scenic byways, and expanded bus routes.

**Attachment D** includes the maps available for review at the workshop, handouts given to each attendee, sign-in sheets, and comment forms completed by attendees.

#### Cost Feasible Plan Workshops

The Cost Feasible Plan workshops were originally scheduled to take place in April 2020. Due to the impacts of the COVID-19 pandemic, these workshops were conducted virtually utilizing the GoToWebinar platform in the morning and evening of May 26, 2020, to give the publicflexibility in when they could attend. Participants in these workshops were given the opportunity to comment on projects that might be included in the draft Cost Feasible Plan prior to its presentation to the TPO Board and Advisory Committees. Recordings of the Cost Feasible Plan Workshops were posted to both the TPO website and the Connect 2045 website. Comments and questions submitted by the public encompassed many topics, including a number who were concerned with operational and safety improvements, and interested in expanded bicycle facilities/trails and transit service.

**Attachment E** includes a copy of the presentation given during the workshop and a list of comments/questions submitted both before and during the workshop. A recording of the presentation given during these workshops can viewed on YouTube at the following link: <a href="https://youtu.be/binzA5Uhlfc">https://youtu.be/binzA5Uhlfc</a>

#### On-Demand Public Workshop

On Tuesday, July 21, 2020 a virtual public workshop was held to solicit public input on the final phase of the development of the Connect 2045 transportation plan. This workshop provided the public an overview of the planning process and also provided an opportunity to comment on projects that might be included in the draft Cost Feasible Plan. A recording of the webinar was made available for on-demand viewing between July 22 – July 31, 2020. Comments and questions from the public addressed the connection between identified projects and future land uses, environmental/sustainability concerns, access to transit, and processes involved in developing the LRTP.

**Attachment F** includes a copy of the presentation given during the workshop and a list of comments/questions submitted both before and during the workshop.



#### **Environmental Justice Workshops**

Environmental Justice (EJ) is the fair treatment of all groups within the community. An Environmental Justice Workshop was conducted virtually on August 4, 2020. The workshop shared information about the establishment and importance of environmental justice and provided opportunity for the discussion of potential impacts of transportation improvements on elderly, minority, disabled, and low-income populations throughout the River to Sea TPO planning area. This type of input is important to help guide and prioritize needs and future projects in the LRTP, with the goal of minimizing negative impacts to those areas identified as having a higher proportion of populations included in environmental justice considerations. A recording of the Environmental Justice Workshop was posted on the TPO website and can be viewed on YouTube at the following link: <a href="https://youtu.be/i\_DHWiZq1kc">https://youtu.be/i\_DHWiZq1kc</a>

**Attachment G** includes the presentation given during the virtual workshop, as well as the supplemental materials made available to those initially invited to the workshop and those who attended. This included an introduction to Environmental Justice, overview of the draft transportation plan, maps of proposed projects, and maps of identified Environmental Justice areas.

#### **Environmental Mitigation Consultation**

Environmental mitigation includes activities that have potential to restore and maintain environmental functions impacted by projects. The TPO conducted direct outreach to the appropriate federal, state and local land management, resource, environmental, and historic preservation agencies to understand the environmental mitigation opportunities and issues within the metropolitan planning area. More detail on this outreach and the feedback received is provided in the Environmental Mitigation Consultation summary included in Connect 2045 as **Technical Appendix F**.

### **Freight Coordination**

The TPO engaged the freight community including extended coordination with FDOT as a key agency planning for regional and statewide freight transportation. Additional outreach also included economic development and chamber organizations that represent private freight industry interests. The comprehensive Connect 2045 Freight Summary is included in Connect 2045 as **Technical Appendix G**.

# **River to Sea TPO Annual Planning Retreat**

The TPO's Annual Planning Retreat, originally scheduled for March 27, 2020 was cancelled due to the COVID-19 pandemic and associated restrictions and directives limiting non-essential social gatherings. The retreat is typically attended by TPO Board and Committee members, the public, media, special interest groups, and consultants.



#### **Media and Stakeholder Outreach**

During the course of the planning process, local media was contacted to promote public participation opportunities. TPO staff also engaged various stakeholder groups with targeted presentations related to the development of Connect 2045. These presentations were given to groups such as Rotary Clubs, chambers of commerce, and an Elected Officials Roundtable. While the approach to these targeted presentations was altered due to the impacts of the COVID-19 pandemic and related restrictions, the TPO continued engagement where practical, including virtual presentations by the TPO Executive Director to civic organizations.

The TPO shared and promoted Connect 2045 updates and events through posts to its Facebook and Twitter accounts Posts were shared and 'retweeted' by members of the public, partner jurisdictions, and community organizations. Posts on Facebook related to the LRTP received more than 250 'Likes' and reached 9,728 people. On Twitter, LRTP-related tweets garnered 10,484 impressions. A number of these agencies and organizations shared Connect 2045 information on their respective websites and through their social media channels. Connect 2045 also received coverage in the *Daytona Beach News-Journal* and *Volusia Hometown News*.

**Attachment H** includes a listing of earned media coverage, social media interactions, online promotion of Connect 2045 events, and the groups that viewed LRTP presentations given by TPO staff.



# Attachment A Connect 2045 Website Resources





#### What is a Long-Range Transportation Plan (LRTP)?

A long-range transportation plan (LRTP), also referred to as a metropolitan transportation plan, is a federally required document that addresses future transportation needs within a specified transportation planning area. LRTPs are developed by metropolitan/transportation planning organizations (MPO/TPO).

The intent and purpose of an LRTP is to encourage and promote the safe and efficient management, operation, and development of a cost-feasible intermodal transportation system that will serve the mobility needs of people and freight. The proposed system of projects should also foster economic growth and development within and through urbanized areas, while minimizing transportation-related environmental impacts.

The LRTP must include long and short-range strategies that are consistent with Federal, State, and local goals and objectives. For example, LRTPs developed in Florida must consider the goals and objectives of local government comprehensive plans and the <u>Florida Transportation Plan</u>.

The LRTP is a financially constrained plan that includes projects to best meet the identified needs of the transportation system based on projected revenues. It is important that the LRTP accurately reflects transportation needs because local and state planning officials use it to select projects for inclusion in their capital improvement and work programs.

The LRTP is the result of a continuous, cooperative, and comprehensive (3-C) planning process that provides for consideration and implementation of projects, strategies, and services that will address the following ten planning factors pursuant to 23 Code of Federal Regulations 450.306(b):

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) 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;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.





Key federal and state requirements are summarized in Table 1 with links to the applicable laws, rules and statutes. Comprehensive state-level guidance on Long Range Transportation Plans is available in Chapter 4 of the <u>FDOT MPO Program Management Handbook</u>.

Table 1. Federal and State LRTP Requirements and Guidance

Requirements and Guidance	Description
Federal	
23 U.S.C. 134 (h) and (i)	Scope of the metropolitan planning process
49 U.S.C. 5303 (h) and (i)	Development of the metropolitan transportation plan
23 C.F.R. 450.306	Scope of the metropolitan planning process
23 C.F.R. 450.316	Public participation
23 C.F.R. 450.322	Congestion management process
23 C.F.R. 450.324	Development and content of the metropolitan transportation plan
Appendix A to Subpart 450	Linking transportation and environmental processes
Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs	Expectations for Florida MPOs to meet federal requirements in 2045 LRTPs
State	
Section 339.175, Florida Statutes	MPO responsibilities and LRTP requirements

USC is United States Code CFR is Code of Federal Regulations





### 2045 Long Range Transportation Plan (LRTP) Subcommittee Membership

The LRTP Subcommittee of the River to Sea TPO was established to guide the process of developing Connect 2045. The Subcommittee will review the plan schedule, goals and objectives, technical documents and data, and activities throughout the plan's development.

Gayle Belin	BPAC	Ormond Beach
Chris Daun	BPAC	Volusia County – District 2
Bob Storke	BPAC	Orange City
Nic Mostert	BPAC	New Smyrna Beach
Marcia Stevens-Foltz	CAC	Flagler County
Bobby Ball	CAC	Port Orange
Dave Castagnacci	CAC	Volusia County – Chair
Jose Papa	TCC	Palm Coast
Andrew Holmes	TCC	Daytona Beach
Becky Mendez	TCC	Orange City
Amye King	TCC	New Smyrna Beach
Jon Cheney/Melissa Winsett (alt)	TCC	Volusia County
Judy Craig	TDLCB	Disabled Citizens

BPAC – Bicycle/Pedestrian Advisory Committee

CAC - Citizen's Advisory Committee

TCC – Technical Coordinating Committee

TDLCB - Transit Disadvantaged Local Coordinating Board



# Attachment B Connect 2045 Survey and Results







Connect 2045 is the new long-range plan being developed to guide the transportation future of the River to Sea TPO area, which covers all of Volusia County and the eastern portion of Flagler County. As we develop this plan, we want to hear your perspective on several important issues impacting transportation. This survey should take less than 10 minutes to complete and will help us define our long-range transportation priorities.

As we develop the plan, other opportunities to provide input will exist through public meetings, social media and by visiting our website. At the end of the survey, there will be an opportunity for you to stay involved if you choose. Thank you for your support. The deadline to complete the survey is March 27, 2020.

**1b.** Work/School Zip code (If applicable):

To complete this survey online, visit www.R2CTPOConnect2045.com

						_
ECHNOLOGY						
Technology increasingly helps us improve safety, make better cont types of transportation, and expand the options for getting from o					rent	
2. How do you think evolving technologies will change how people use the following options over the next 10 to 20 years? (Rate the following - Select one and (Rate: 1=use much less; 2= use less; 3=no change; 4=use more; 5=use much more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use much more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use much more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use much more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use much more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use much more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use much more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use much more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use much more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use much more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use much more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use more; 5=use more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use more; 6=don't less; 2=use less; 3=no change; 4=use more; 5=use more; 6=don't less; 2=use less; 3=no change; 4=use more; 4=use more	swer for				des	
a. Automobiles/SUVs/trucks/motorcycles	1	2	3	4	5	
<b>b.</b> Electric automobiles/SUVs/trucks/motorcycles	1	2	3	4	5	
c. Driver assisted/smart/automated vehicles	1	2	3	4	5	
d. Carsharing-renting cars for short periods of time, often by the hour	1	2	3	4	5	
e. Private ride-hailing or shuttle services such as Uber or Lyft	1	2	3	4	5	
f. Public transit buses or on-demand shuttles such as Votran or Flagler County Public Transportation	1	2	3	4	5	
g. Carpooling or vanpooling	1	2	3	4	5	
h. Passenger rail such as SunRail or Amtrak	1	2	3	4	5	
i. Walking	1	2	3	4	5	
j. Bicycling	1	2	3	4	5	
k. Electric bicycles	1	2	3	4	5	(
I. Electric scooters or Segways	1	2	3	4	5	(
<ul> <li>m. Shared bicycles or scooters – renting devices for short periods of time, often by the hour</li> </ul>	1	2	3	4	5	
n. Golf carts or neighborhood electric vehicles	1	2	3	4	5	
• Tolocommuting – working from home						

#### **RESILIENCY**

1a. Home Zip code:

Resiliency is how well we can endure challenges and it reflects our ability to anticipate, prepare for, adjust to changing conditions, and recover rapidly after disruptive events such as flooding, hurricane damage, or major traffic incidents.

3. Which of the following approaches do you feel will be the most valuable to increase the long-term resiliency of our transportation system?

(Check <u>two</u> from the following):

- Upgrade existing transportation facilities in the most vulnerable areas to increase their resilience
- Rebuild transportation facilities in areas that are repeatedly impacted or damaged by events
- Limit construction of transportation facilities in areas that are considered the most vulnerable
- Improve evacuation routes so residents and visitors can leave threatened areas quickly and safely
- Expand emergency response efforts so transportation facilities are restored as quickly as possible after events

#### **FUNDING**

Various local, state and federal sources provide funding for transportation needs including safety improvements, roadway widening, sidewalks & trails, and public transportation such as bus and rail. It is important that we make wise choices and prepare for changes in these funding sources.

4.	To improve conditions on our roads, which of the following options would you prefer to fund the most? (Rank the following, with 1 being your highest priority)
	A few Major Projects such as constructing a new road or adding more lanes to an existing road for increased capacity
	Multiple Operational Projects such as redesigning intersections for improved safety and efficiency, improving response to clear traffic incidents from roadways, or improving traffic management during special events
	Multiple Technology Projects such as improving the coordination of traffic signals for greater efficiency, electronic messaging signs that provide real-time information to motorists, and improved electronic monitoring systems that provide data to better manage traffic
	Multiple Complete Streets Projects that improve multimodal options by providing more sidewalks, bicycle lanes, on-street parking, or improved access to bus stops
	A balance that includes all of the options
5.	The major source of federal funding for transportation is the federal gas tax which has not been increased since 1993, resulting in funding shortfalls. Vehicle fuel efficiency continues to improve and electric vehicle sales are growing, both of which reduce gas tax revenue. Which of the following do you feel is the best solution to address shortfalls in funding? ( <i>Check one from the following</i> )
	Continue to encourage Congress to raise the federal gas tax
	Pursue a change that adjusts the federal gas tax with inflation so it increases over time
	Replace the gas tax with a fee that is based upon the number of miles each vehicle is driven rather than the
	gallons of gas consumed
	Explore changes to funding options at the state level
	Explore changes to funding options at the local (county or city) level
	Make no changes
	More information is needed to make a choice
_	
AD	DITIONIAL INICODRAATIONI
ΑD	DITIONAL INFORMATION
6.	Have you taken a River to Sea TPO "Tell the TPO" survey in the past? (Check one):  Yes No
\ 6	As we move forward with identifying priority projects for Connect 2045, would you like to be notified so that you can provide additional input? If so, please provide your contact information. Your name and email address is all we need. If you do not have an email address or prefer to be contacted by mail, please provide your address information. We will not add your name to any mail lists other than the Connect 2045 update ist:
1	NameEmail
A	Address
(	City/TownState/ProvinceZip/Postal Code
RE'	TURNING YOUR SURVEY
Tha	nk you for completing the Connect 2045 survey! Please return your completed survey by March 27, 2020 by mailing to the
follo	owing address:

Attention: Colleen Nicoulin, Project Manager

2570 W. International Speedway Blvd., Suite 100

**RIVER TO SEA TPO** 

Daytona Beach, FL 32114

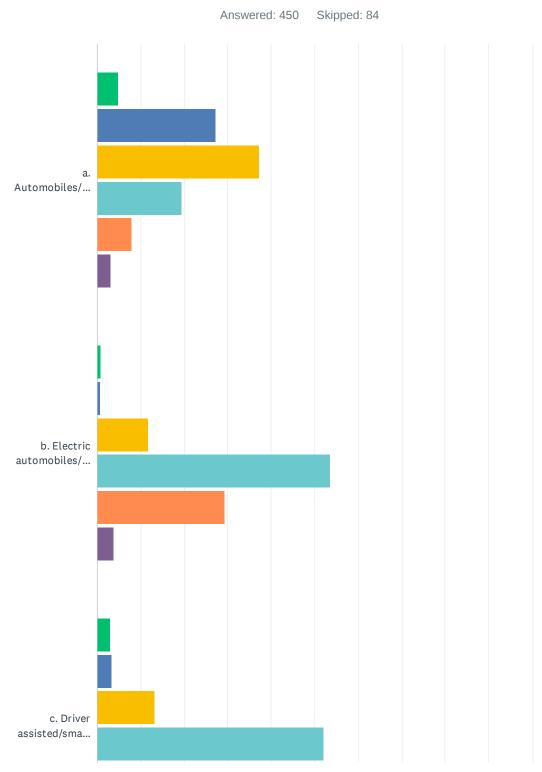
# Q1 1a. Home Zip code:

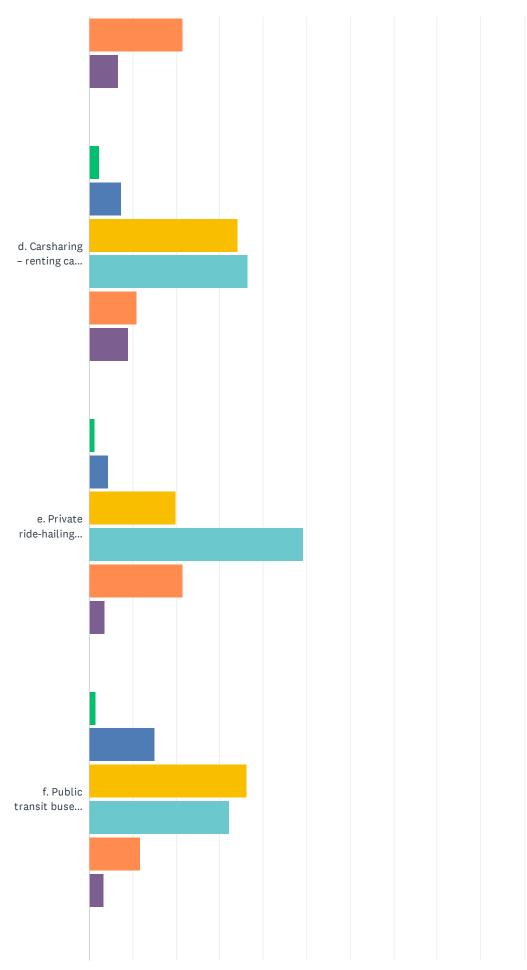
Answered: 534 Skipped: 0

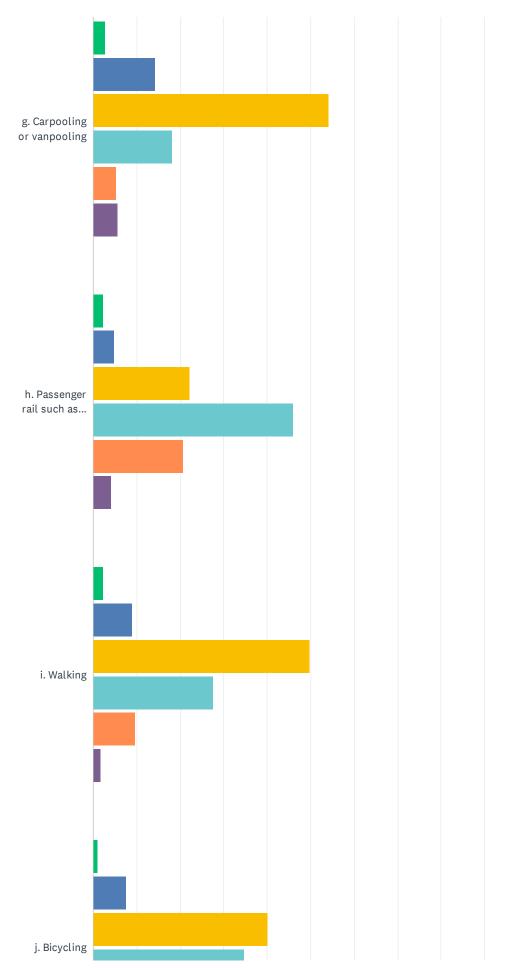
# Q2 1b. Work/School Zip code (if applicable):

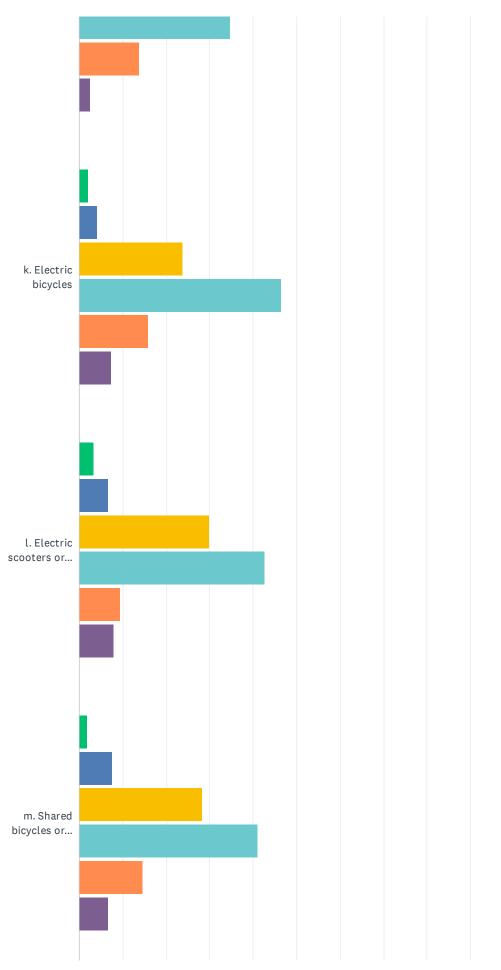
Answered: 259 Skipped: 275

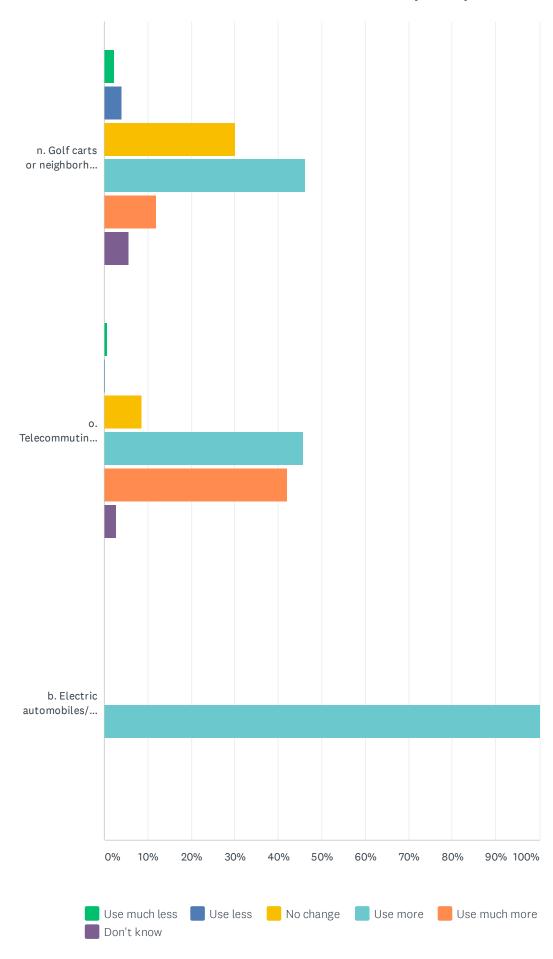
Q3 Technology increasingly helps us improve safety, make better connections between different types of transportation, and expand the options for getting from one place to another. 2. How do you think evolving technologies will change how people use the following transportation modes and options over the next 10 to 20 years? (Rate the following):







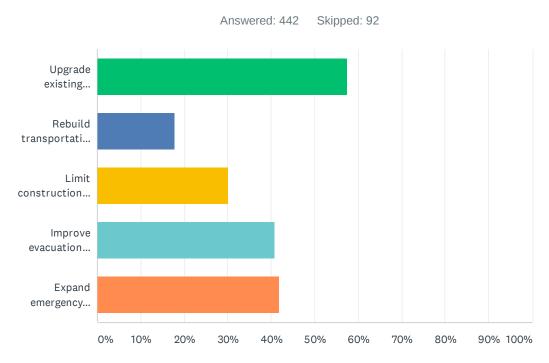




# River to Sea TPO 2045 Connect - Community Survey

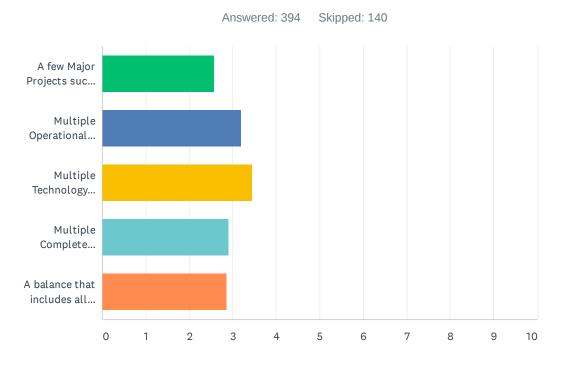
	USE MUCH LESS	USE LESS	NO CHANGE	USE MORE	USE MUCH MORE	DON'T KNOW	TOTAL
a. Automobiles/SUVs/trucks/motorcycles	4.91% 22	27.23% 122	37.28% 167	19.42% 87	8.04% 36	3.13% 14	448
b. Electric automobiles/SUVs/trucks/motorcycles	0.90%	0.67%	11.66% 52	53.59% 239	29.37% 131	3.81% 17	446
c. Driver assisted/smart/automated vehicles	2.92% 13	3.37% 15	13.26% 59	52.13% 232	21.57% 96	6.74% 30	445
d. Carsharing – renting cars for short periods of time, often by the hour	2.24%	7.38% 33	34.00% 152	36.47% 163	10.96% 49	8.95% 40	447
e. Private ride-hailing or shuttle services such as Uber or Lyft	1.35%	4.48% 20	19.96% 89	49.10% 219	21.52% 96	3.59% 16	446
f. Public transit buses or on-demand shuttles such as Votran or Flagler County Public Transportation	1.57% 7	14.99% 67	36.24% 162	32.21% 144	11.63% 52	3.36% 15	447
g. Carpooling or vanpooling	2.70%	14.16% 63	54.16% 241	18.20% 81	5.17% 23	5.62% 25	445
h. Passenger rail such as SunRail or Amtrak	2.25% 10	4.73% 21	22.07% 98	45.95% 204	20.72% 92	4.28% 19	444
i. Walking	2.25% 10	9.01% 40	49.77% 221	27.70% 123	9.68% 43	1.58% 7	444
j. Bicycling	1.12% 5	7.62% 34	40.13% 179	34.75% 155	13.90% 62	2.47% 11	446
k. Electric bicycles	2.01%	4.25% 19	23.94% 107	46.53% 208	15.88% 71	7.38%	447
I. Electric scooters or Segways	3.36%	6.71%	29.87%	42.62% 127	9.40%	8.05% 24	298
m. Shared bicycles or scooters – renting devices for short periods of time, often by the hour	1.79%	7.62% 34	28.25% 126	41.03% 183	14.57% 65	6.73% 30	446
n. Golf carts or neighborhood electric vehicles	2.24%	4.04% 18	30.04% 134	46.19% 206	11.88% 53	5.61% 25	446
o. Telecommuting – working from home	0.67%	0.22%	8.50% 38	45.86% 205	42.06% 188	2.68%	447
b. Electric automobiles/SUVs/trucks/motorcycles	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	1

# Q4 3. Which of the following approaches do you feel will be the most valuable to increase the long-term resiliency of our transportation system? (Choose two from the following):



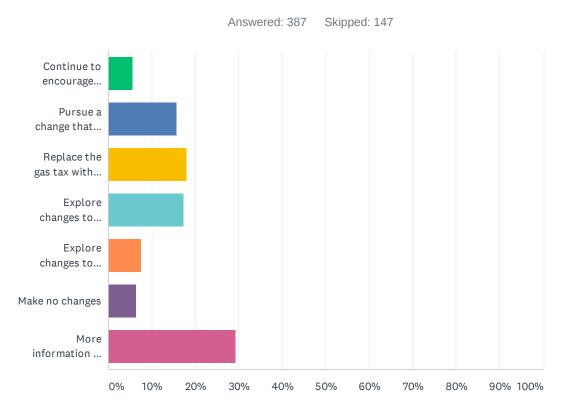
ANSWER CHOICES	RESPON	SES
Upgrade existing transportation facilities in the most vulnerable areas to increase their resilience	57.47%	254
Rebuild transportation facilities in areas that are repeatedly impacted or damaged by events	17.87%	79
Limit construction of transportation facilities in areas that are considered the most vulnerable	30.09%	133
Improve evacuation routes so residents and visitors can leave threatened areas quickly and safely	40.72%	180
Expand emergency response efforts so transportation facilities are restored as quickly as possible after events	41.86%	185
Total Respondents: 442		

# Q5 4. To improve conditions on our roads, which of the following options would you prefer to fund the most? (Rank the following, with 1 being your highest priority)



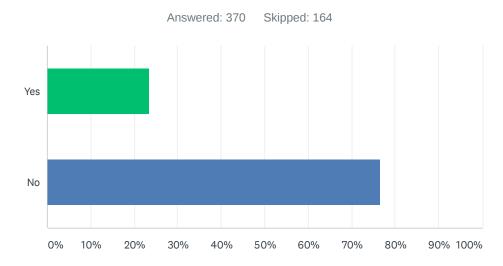
	1	2	3	4	5	TOTAL	SCORE
A few Major Projects such as constructing a new road or adding more lanes to an existing road for increased capacity	17.01% 67	14.47% 57	13.71% 54	18.53% 73	36.29% 143	394	2.57
Multiple Operational Projects such as redesigning intersections for improved safety and efficiency, improving response to clear traffic incidents from roadways, or improving traffic management during special events	15.99% 63	25.38% 100	27.16% 107	25.38% 100	6.09% 24	394	3.20
Multiple Technology Projects such as improving the coordination of traffic signals for greater efficiency, electronic messaging signs that provide real-time information to motorists, and improved electronic monitoring systems that provide data to better manage traffic	20.81%	31.98% 126	26.14% 103	14.21% 56	6.85% 27	394	3.46
Multiple Complete Streets Projects that improve multimodal options by providing more sidewalks, bicycle lanes, on-street parking, or improved access to bus stops	16.24% 64	19.54% 77	19.80% 78	26.65% 105	17.77% 70	394	2.90
A balance that includes all of the options	29.95% 118	8.63% 34	13.20% 52	15.23% 60	32.99% 130	394	2.87

Q6 5. The major source of federal funding for transportation is the federal gas tax which has not been increased since 1993, resulting in funding shortfalls. Vehicle fuel efficiency continues to improve and electric vehicle sales are growing, both of which reduce gas tax revenue. Which of the following do you feel is the best solution to address shortfalls in funding? (choose one from the following)



ANSWER CHOICES	RESPON	ISES
Continue to encourage Congress to raise the federal gas tax	5.68%	22
Pursue a change that adjusts the federal gas tax with inflation so it increases over time	15.76%	61
Replace the gas tax with a fee that is based upon the number of miles each vehicle is driven rather than the gallons of gas consumed	18.09%	70
Explore changes to funding options at the state level	17.31%	67
Explore changes to funding options at the local (county or city) level	7.49%	29
Make no changes	6.46%	25
More information is needed to make a choice	29.20%	113
Total Respondents: 387		

# Q7 6. Have you taken a River to Sea TPO survey in the past? (Check one.):



ANSWER CHOICES	RESPONSES	
Yes	23.51%	87
No	76.49%	283
TOTAL		370

Q8 As we move forward with identifying priority projects for Connect 2045, would you like to be notified so that you can provide additional input? If so, please provide your contact information. Your name and email address is all we need. If you do not have an email address or prefer to be contacted by mail, please provide your address information. We will not add your name to any mail lists other than the Connect 2045 update list:

Answered: 187 Skipped: 347

ANSWER CHOICES	RESPONSES	
Name(preferred information)	97.86%	183
Email Address (preferred information)	94.12%	176
Address	68.45%	128
Address 2	5.88%	11
City/Town	72.73%	136
State/Province	73.26%	137
Zip/Postal Code	73.80%	138
Country	0.00%	0
Phone Number	0.00%	0

#### **Connect 2045 Public Involvement Activities**

# Attachment C Focus Group Workshop Support Materials

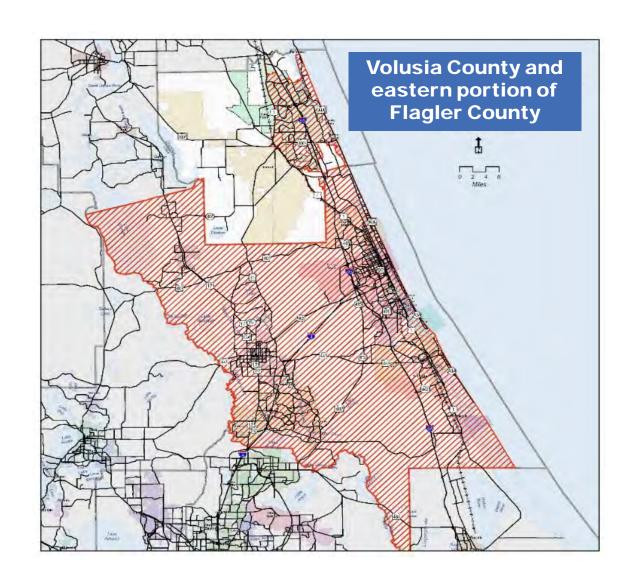


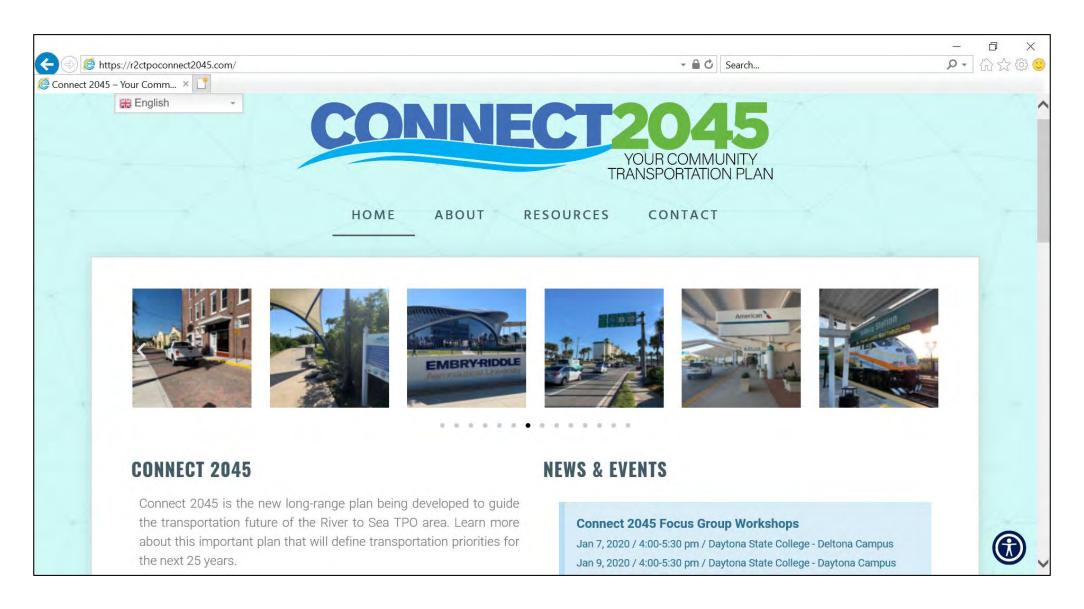


# Welcome to the Focus Group Workshop



The new long-range plan being developed to guide the transportation future of the River to Sea TPO





# r2ctpoconnect2045.com



#### **Welcome to the Focus Group Workshop**

Connect 2045 is the new long-range plan being developed to guide the transportation future of the River to Sea TPO area, which covers all of Volusia County and the eastern portion of Flagler County. As we develop this plan, we want to hear your perspective on several important issues impacting transportation. Thank you for being here.

#### **Connect 2045 Schedule**

Today

WHAT IS OUR VISION?

**Focus Group** Workshops January 2020

Join the Connect 2045 conversation and help answer key questions that will shape our transportation future.

WHAT ARE OUR NEEDS?

Public Workshops February 2020

2045 and provide your input regarding transportation needs.

Public April 2020

> projects to be 2045 and provide your input.

WHAT ARE OUR PRIORITIES?

Workshops

Review the proposed included in Connect Public

Hearing June - August 2020

Review the draft Connect 2045 long range plan and provide your input.

Visioning

Needs Assessment

**Prioritization** 

**Finalize** 

Adopt CONNECT 2045 Plan September 2020







**Visioning** 

Needs Assessment

**Prioritization** 

**Finalize** 

Adopt
CONNECT
2045
Plan
September 2020



# **Focus Group Meeting Dates**

Time	Location
4:00-5:30 P.M.	Daytona State College- Deltona Campus
4:00-5:30 P.M.	Daytona State College - Daytona Campus
4:00-5:30 P.M.	Brannon Center New Smyrna Beach
4:00-5:30 P.M.	Daytona State College - Flagler/Palm Coast Campus
4:00-5:30 P.M.	Sanborn Activity Center DeLand
	4:00-5:30 P.M. 4:00-5:30 P.M. 4:00-5:30 P.M.



Three Focus
Areas

**TOPIC 1: TECHNOLOGY** 

**TOPIC 2: RESILIENCY** 

**TOPIC 3: FUNDING CHOICES** 

#### **TOPIC 1: TECHNOLOGY - Overview**

- » Technology is transforming our transportation systems in new ways and the pace of change is accelerating
- Technology can improve safety, enhance connections between transportation modes, and provide real-time transportation information to make trips more reliable
- Automated, connected, electric, and shared vehicles are a growing consideration as we plan for transportation in the years ahead:
  - Automated vehicles that drive without direct driver input
  - Connected vehicles that communicate data to other vehicles and infrastructure
  - Electric vehicles that use electric motor(s) instead of a gas-powered engine
  - Shared Mobility shared use of a vehicle or other transportation mode, often in lieu of owning or using a personal vehicle

#### Some related projections and trends to consider...

- » By 2022, the global market for connected vehicles is expected to grow by 270%
- » By 2040, it is projected electric vehicles will make up more than 30% of the global passenger vehicle fleet
- » Over the past five years, shared vehicle trips have increased 1000%
- » In 2018, there were nearly 85 million trips in the U.S. using shared bicycles, e-bikes, and e-scooters

#### **TOPIC 1: TECHNOLOGY - Questions**

#### Help us answer the following as we develop Connect 2045...

- 1. Which options do you think will change transportation the most?
  - Electric vehicles
  - Automated vehicles
  - Private ride-hailing or shuttle services (e.g. Uber or Lyft)
  - Carsharing (e.g. Zipcar, renting for a short period of time, often by the hour)
  - Shared bicycles or scooters
  - Transit
- 2. How do you think emerging technologies will change the way people use transportation in our area over the next 10 to 20 vears?
- 3. How heavily should we invest to prepare for and/or leverage these emerging transportation trends and technologies?



#### **TOPIC 2: RESILIENCY - Overview**

- » Resiliency reflects our ability to mitigate, prepare for, respond to, and recover rapidly after disruptive events such as flooding, hurricane impacts, wildfires, or major traffic incidents
- » It is important for our transportation system to be resilient to maximize its reliability to move people and goods

#### Some related projections and trends to consider...

- » Florida has been impacted by 40% of all U.S. hurricanes
- » <u>Six million people evacuated</u> during Hurricane Irma, the largest evacuation in U.S. history
- » Tidal flooding across Florida has increased by more than 350% since 2000
- » It is projected that a 100-year coastal flood in 2040 could <u>inundate</u> over 100 square miles in Volusia and Flagler counties
- » Inland flooding is estimated to result in average <u>damages of up to \$1.4</u> <u>billion to U.S. bridges</u> by 2050
- » Nationally, the total annual cost from temperature and precipitation related <u>damage to paved roads is estimated to be \$20 billion</u>

#### **TOPIC 2: RESILIENCY - Questions**

#### Help us answer the following as we develop Connect 2045...

- 1. What approaches do you think are the most valuable to increase the resiliency of our transportation system? Some options include:
  - Upgrade existing facilities in the most vulnerable areas to increase their resilience
  - Limit investment in new transportation facilities in the most vulnerable areas
  - Improve evacuation routes so residents and visitors can depart threatened areas quickly and safely
  - Improve emergency response and recovery so transportation facilities are restored as quickly as possible after disruptive events take place
- 2. How important of a factor should resiliency be when we identify and prioritize which transportation projects to fund?
- 3. How heavily should we invest in making our roads and transportation facilities more resilient?





#### **TOPIC 3: FUNDING CHOICES - Overview**

#### To develop Connect 2045....

- » We will forecast revenue, population growth, and change in travel demand to understand the future of our area
- » Based upon this information, we will choose projects to create the transportation system that we think best prepares us for the future

#### Funding factors to consider...

- » Transportation projects can be funded by federal, state, and local sources
- » Federal funding typically accounts for about 25% of Florida's transportation work program
- » Per-gallon fuel sales taxes are a major source of revenue to fund transportation
- » Florida's state highway fuel sales tax is indexed to adjust with inflation while the federal highway fuel sales tax has not changed since 1993
- » Vehicle fuel efficiency continues to improve and electric vehicle sales are growing, both of which reduce the number of gallons consumed

#### **TOPIC 3: FUNDING CHOICES - Questions**

## Because our funding will be less than our needs, it is critical that we make wise choices as we develop Connect 2045...

- 1. Within this geographic area, what do you feel are the most appropriate to fund?
  - » Capacity Projects such as:
    - new roads
    - · add more lanes
  - » Operational Projects such as:
    - redesigning intersections for improved safety and efficiency
    - adding turn lanes
    - improving response to clear traffic incidents from roadways

- » Technology Projects such as:
  - · traffic signal coordination
  - · traveler information signs
  - accident/incident detection
- » Complete Streets Projects that include:
  - crosswalks
  - sidewalks
  - bicycle lanes
  - · improved access for transit
- 2. How would you fund transportation in the future?





# Wrap Up



# Thank You



#### **Welcome to the Focus Group Workshop**

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#### **Connect 2045 Schedule**





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  - Automated vehicles that drive without direct driver input
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#### Some related projections and trends to consider...

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- » Over the past five years, <u>shared vehicle trips have increased 1000%</u>
- » In 2018, there were nearly <u>85 million trips in the U.S.</u> using shared bicycles, e-bikes, and e-scooters



#### **TOPIC 1: TECHNOLOGY - Questions**

#### Help us answer the following as we develop Connect 2045...

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  - Electric vehicles
  - Automated vehicles
  - Private ride-hailing or shuttle services (e.g. Uber or Lyft)
  - Carsharing (e.g. Zipcar, renting for a short period of time, often by the hour)
  - Shared bicycles or scooters
  - Transit
- 2. How do you think emerging technologies will change the way people use transportation in our area over the next 10 to 20 years?
- 3. How heavily should we invest to prepare for and/or leverage these emerging transportation trends and technologies?





#### **TOPIC 2: RESILIENCY - Overview**

- » Resiliency reflects our ability to mitigate, prepare for, respond to, and recover rapidly after disruptive events such as flooding, hurricane impacts, wildfires, or major traffic incidents
- » It is important for our transportation system to be resilient to maximize its reliability to move people and goods

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- » Inland flooding is estimated to result in average <u>damages of up to \$1.4</u> <u>billion to U.S. bridges</u> by 2050
- » Nationally, the total annual cost from temperature and precipitation related damage to paved roads is estimated to be \$20 billion



#### **TOPIC 2: RESILIENCY - Questions**

#### Help us answer the following as we develop Connect 2045...

- 1. What approaches do you think are the most valuable to increase the resiliency of our transportation system? Some options include:
  - Upgrade existing facilities in the most vulnerable areas to increase their resilience
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#### **TOPIC 3: FUNDING CHOICES - Overview**

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- » Federal funding typically accounts for about 25% of Florida's transportation work program
- » Per-gallon fuel sales taxes are a major source of revenue to fund transportation
- » Florida's state highway fuel sales tax is indexed to adjust with inflation while the federal highway fuel sales tax has not changed since 1993
- » Vehicle fuel efficiency continues to improve and electric vehicle sales are growing, both of which reduce the number of gallons consumed



#### **TOPIC 3: FUNDING CHOICES - Questions**

# Because our funding will be less than our needs, it is critical that we make wise choices as we develop Connect 2045...

- 1. Within this geographic area, what do you feel are the most appropriate to fund?
  - » Capacity Projects such as:
    - new roads
    - add more lanes
  - » Operational Projects such as:
    - redesigning intersections for improved safety and efficiency
    - adding turn lanes
    - improving response to clear traffic incidents from roadways

- » Technology Projects such as:
  - traffic signal coordination
  - traveler information signs
  - accident/incident detection
- » Complete Streets Projects that include:
  - crosswalks
  - sidewalks
  - bicycle lanes
  - improved access for transit
- 2. How would you fund transportation in the future?



### **Focus Group Meeting Dates**

Date	Time	Location
January 7, 2020	4:00-5:30 P.M.	Daytona State College- Deltona Campus
January 9, 2020	4:00-5:30 P.M.	Daytona State College - Daytona Campus
January 13, 2020	4:00-5:30 P.M.	Brannon Center New Smyrna Beach
January 15, 2020	4:00-5:30 P.M.	Daytona State College - Flagler/Palm Coast Campus
January 16, 2020	4:00-5:30 P.M.	Sanborn Activity Center DeLand

For more details on upcoming events, the planning process, and the opportunity to provide additional comments, please visit the Connect 2045 website at r2ctpoConnect2045.com



r2ctpoconnect2045.com

#### **Contact:**

Colleen Nicoulin, AICP, RSP River to Sea TPO 386.226.0422 ext. 20417 CNicoulin@r2ctpo.org





January 7, 2020 - 4:00 pm - 5:30 pm

Daytona State College-Deltona Campus — 2351 Providence Boulevard, Deltona, FL 32725

Name	Organization	Email	Phone Number
William Roll	KH	on file	
COURS. NICOULIN	RZCTPO	chicouline 12ctpo. org	386-226-0427
Shaki Jimmans	Cityon Nobary	SSIMMENSE debate, orc	
Ion Ching	Volusier Co	icheney @ volusia.org	386/736-5968
CHMS WALSH	TEDS.	civalsh of teds-fl. Long	386 753-0558
Pat Northey	GrumpvoldWeman	PNORthey OCFL RR. Com	386717050
Phrabeth Godfulin	Dolla Pheran	Plizabeth godwh 15@omai com	386-681-7170
Lita Handy-Peters	0	Uta@lita tandfoeters.an	
R. A. VALADIGE	City at Derford		350) 875-3660
Phyllis Butlien	DEBARY	sbuthen & debory org	
MATTHEW WEST	2TG, INC	MWESTE LTG-INC.US	386-257-257
LOIS BOLLENBACK	RZCTPO	ON FILE	386-226-0422
Mike Vando	KH	on file	





January 9, 2020 - 4:00 pm - 5:30 pm

Daytona State College-Daytona Campus — 1200 W. International Speedway Blvd., Daytona Beach, FL 32114

Name	Organization	Email	Phone Number
William Sell		WISELL AT AUL. COM	386843 1477
William Roll	RH	on fle	
Jim Wood	ky,		И
Lon Campbell Baker	Day tona Seach Area C	M 1050 Danton Beach, Con	386 290 9434
-ACK White	I JACK White LOND Co	JACKO JACK White LANDED. WM	
Mike Vaudo	KH	anfile -	7
Welissa Winsett	VCTE	ontile	n
MATTHEW WEST	LTG	MUESTRUTTO-101.US	
COUREN NICOULIN	RACTPO	Chicowlin erzetpo. org	386-226-0422
LOW CHENEY	Volusia Co	, 5	386/736-5968
Jim Canson	Dayton Reguel Chiser	in edgrom chadar com	5662140
	0	J ()	





January 13, 2020 - 4:00 pm - 5:30 pm

Brannon Center — 105 S. Riverside Drive, New Smyrna Beach, FL 32168

Name	Organization	Email	Phone Number
Patricia Boswell	Dept of Health Volu	sia patricia bosnell@ flhoalthop	386274079
Rob Stephens	Votran	VStephens@ Volusia.org	386.299.917
Pordingsof	Archteset.	Je GIPARchiteticon	386-477-5012
Eric Karielski	Volusia Schools	calcoriel of volusia . K12. Fl. US	386 947 8786
Ion Chenry	Volusia Co TE	icheney@volusia.org	386/736-5968
LOIS BULLEN BACK	RICTPO		
Jaralu Marissen	VCSD		
Colleen Nicowih	RACTPO	Cricouliner 2ctpa.org	386226042
		)	
N. Committee of the com			





January 15, 2020 - 4:00 pm - 5:30 pm

Daytona State College-Flagler/Palm Coast Campus — 3000 Palm Coast Parkway SE, Palm Coast, FL 32137

Name	Organization	Email	Phone Number
Vincent Sulivar	Chiumento	1) Sullivan @ legal + com for life.com	386-445-8900
RICHARD HAMILTON		USullivan @ legal+comforlife.com 21272Fety Flagler@gmail.com CFAULKNERS@CFL. RR. COM	386-290-9096
CHARUE FAULKNER	FE'A	CFAULKNERS @ OFL, RR. COM	386-931-9147
Vott Danley	Doyly Miss Deck	jeffedorgepel.com	396-476-6260
(Sans lass Her	LTG 1	Hassiter Hazing us	386 /257-7571
Colleen Micoulin	RICTPO	chicoutin er 2 chpo. 0/9	





January 16, 2020 - 4:00 pm - 5:30 pm

Wayne G. Sanborn Activity Center — 815 S. Alabama Avenue, DeLand, FL 32724

Name	Organization	Email	Phone Number
DAVID GRIFFIS	STETSON UNIVERSITY	DGRIFFIS OUFL, EDU	386-734-5527
David Cooke	Dewsenn	deolec deciberry 1000	386-490-3749
GeorgiaTurner	West Volusia Tourism	gturner @visituestvolusia.com	38-7340162
JOHN BURGHOOFF	KITTELSON	aburghdoff ck: Helson.com	4073731116
Jon Chency	Volusia Co	ALGORIO WARRION TON	386/736-5968
Moward cares		HEARES @ WANTE TEN SMIPHILAN	407-402 -5450
CHRISTINE LEVINGS	halcolline misself CivicAs	SOC Jevingschristine 25@gmail.com	386-717-7237
ASPRIONE PARPY	DE PROP, LIC	emil daekwadong-in	356-736-1223
JUDY THOMPSON	COMM, VOLUNTERS	CVLJUDYT e aol. com	386943,4121
Linda Darian	Comm. Volunteer	RadLodo col-com	386 624 6147
			1

#### **Connect 2045 Public Involvement Activities**

# Attachment D Needs Assessment Workshop Support Materials



#### **Welcome to the Workshop**

Connect 2045 is the new long-range plan being developed to guide the transportation future of the River to Sea Transportation Planning Organization (TPO) area, which covers all of Volusia County and the eastern portion of Flagler County.

As we develop this plan, we want to hear your thoughts regarding our transportation needs.

The maps around the room depict needs identified for our roadway network, transit systems, and trails. Please take your time to review these maps and provide your feedback directly on the maps or using the comment form.

#### **Connect 2045 Schedule**





#### **GUIDING PRINCIPLES**

The TPO has developed a series of goals, objectives, and performance measures to guide the development of the Plan and measure success. The Plan's goals are:



#### **MARCH WORKSHOPS**

#### **Palm Coast**

March 2, 2020 / 5:00 p.m - 7:00 p.m. Hilton Garden Inn 55 Town Center Blvd. , Palm Coast, FL 32164

#### **Daytona Beach**

March 4, 2020 / 5:00 p.m - 7:00 p.m. Daytona State College (Building 115 - L. Gale Lemerand Center) 1200 W. International Speedway Blvd., Daytona Beach, FL 32114

#### **DeLand**

March 10, 2020 / 5:00 p.m - 7:00 p.m. Wayne G. Sanborn Activity Center 815 S. Alabama Avenue, DeLand, FL 32724

#### **STAY CONNECTED!**

For more details on upcoming events, the planning process, and the opportunity to provide additional comments, please visit the Connect 2045 website at:

www.r2ctpoConnect2045.com

#### Contact:

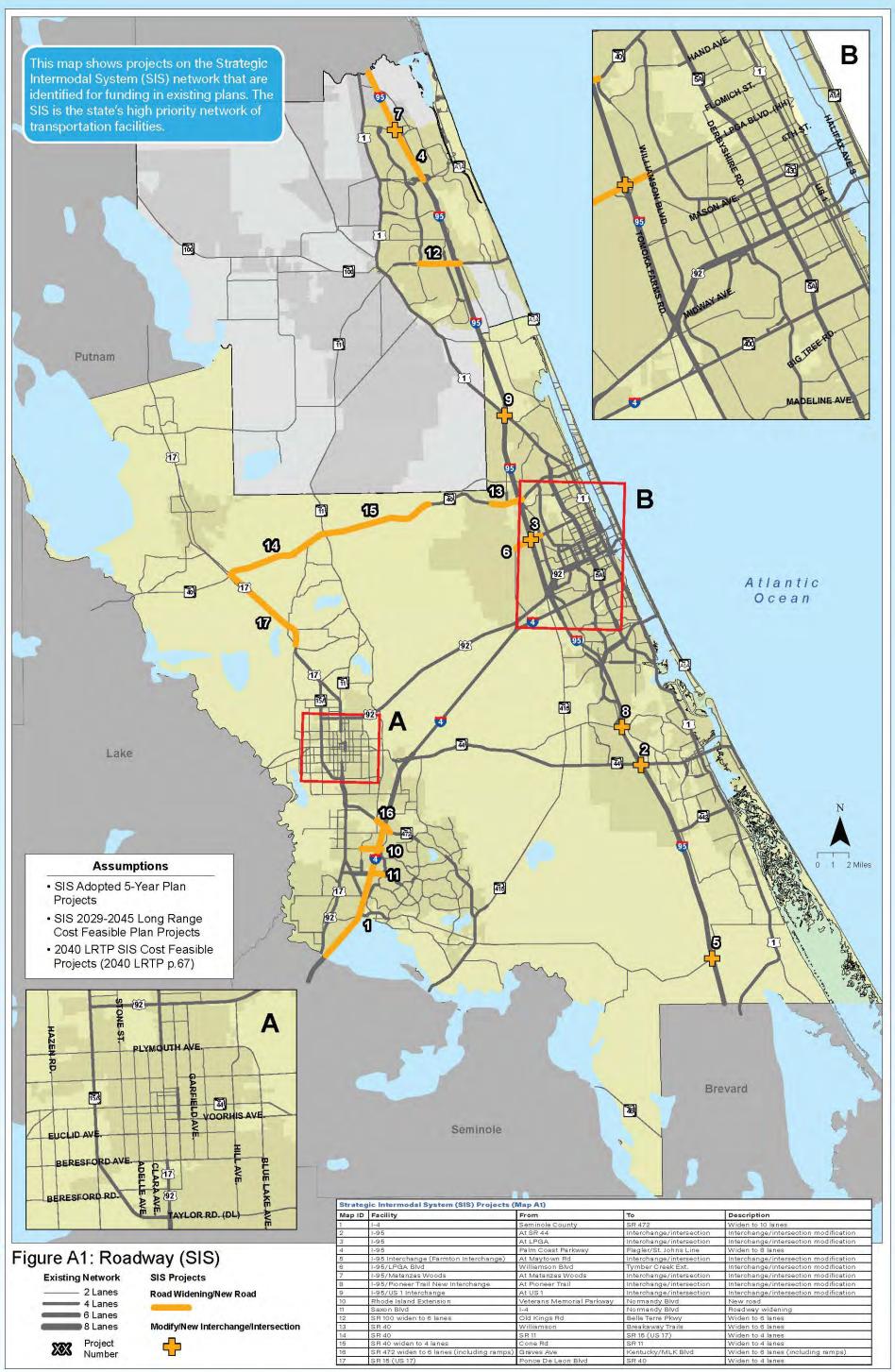
Colleen Nicoulin, AICP, RSP River to Sea TPO 386.226.0422 ext. 20417 CNicoulin@r2ctpo.org

Attachment D - Needs Assessment Workshop Support Materials

# **Map A1: Roadway (SIS)**



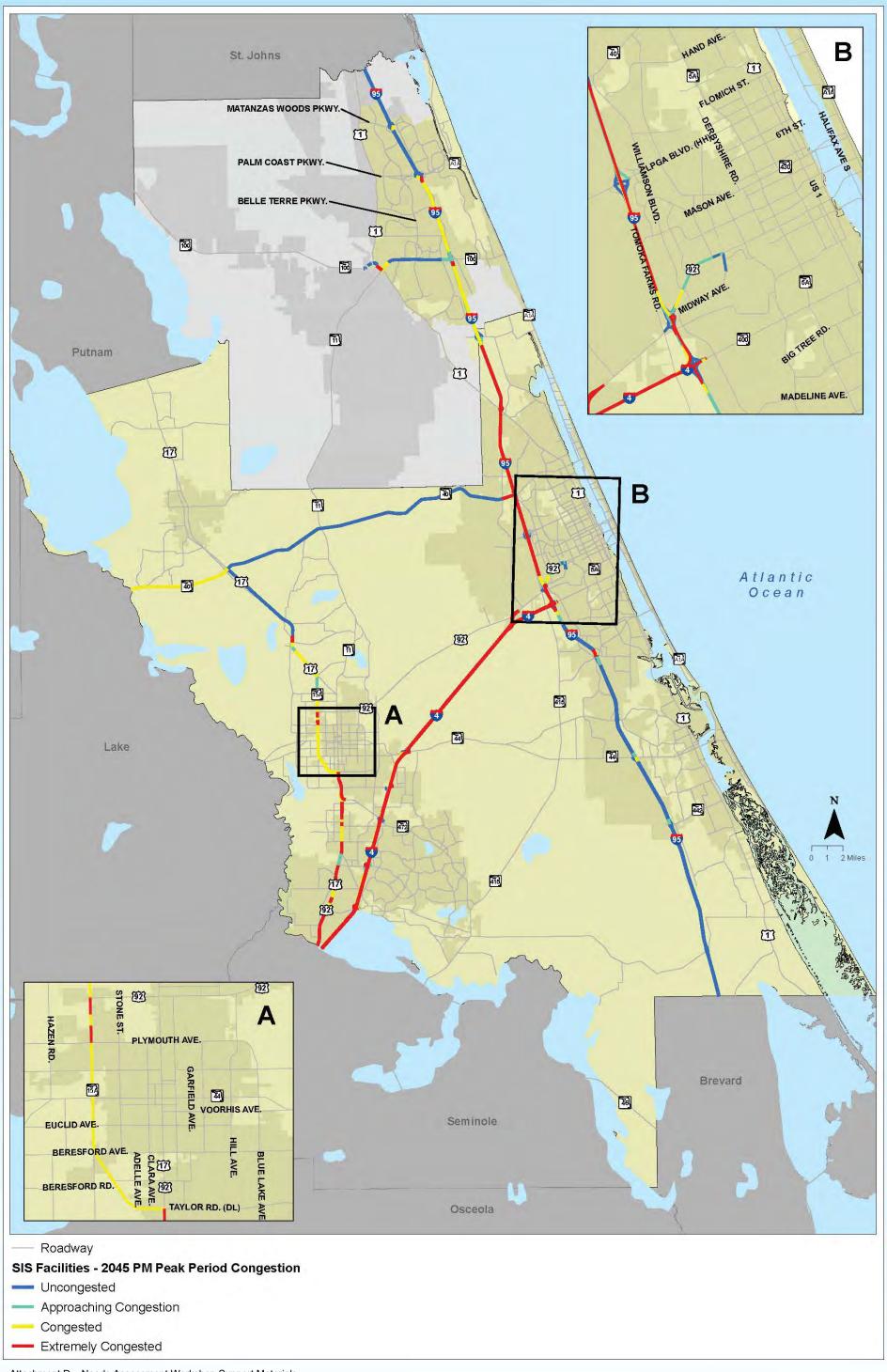




# SIS - Forecasted Congestion CONNECT20



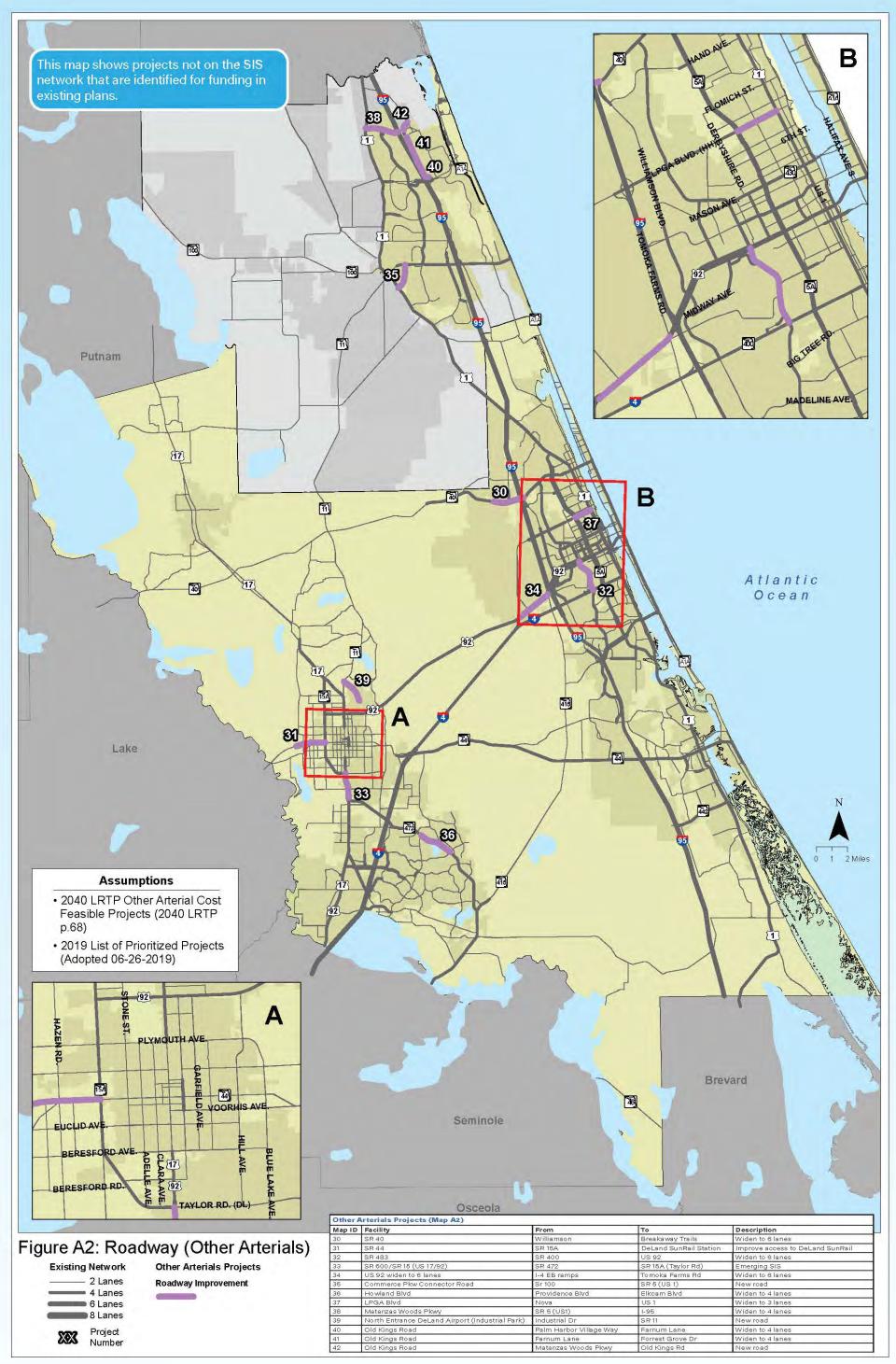




# **Map A2: Roadway** (Other Arterials)



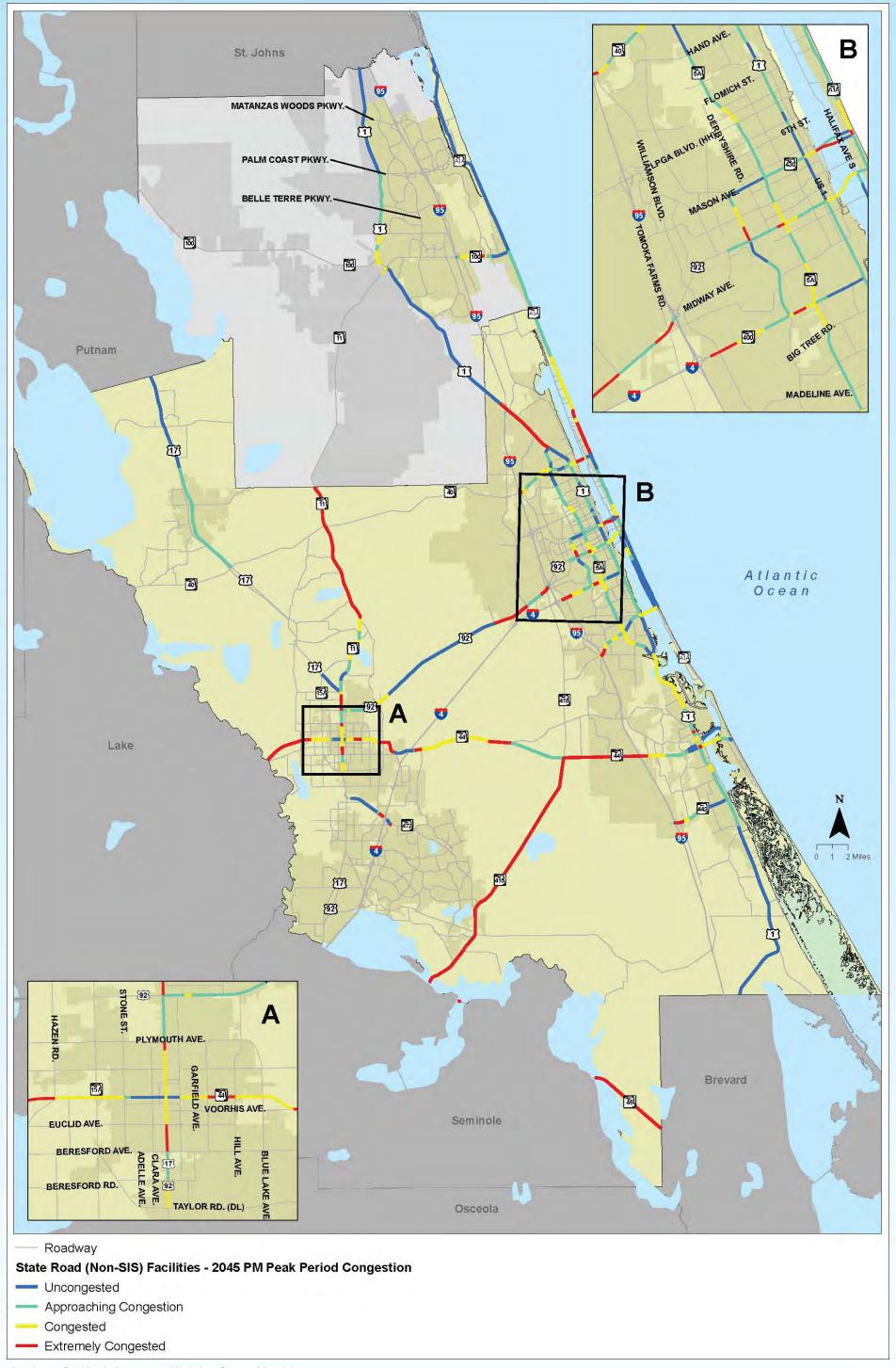




# **State Roads - Forecasted Congestion**



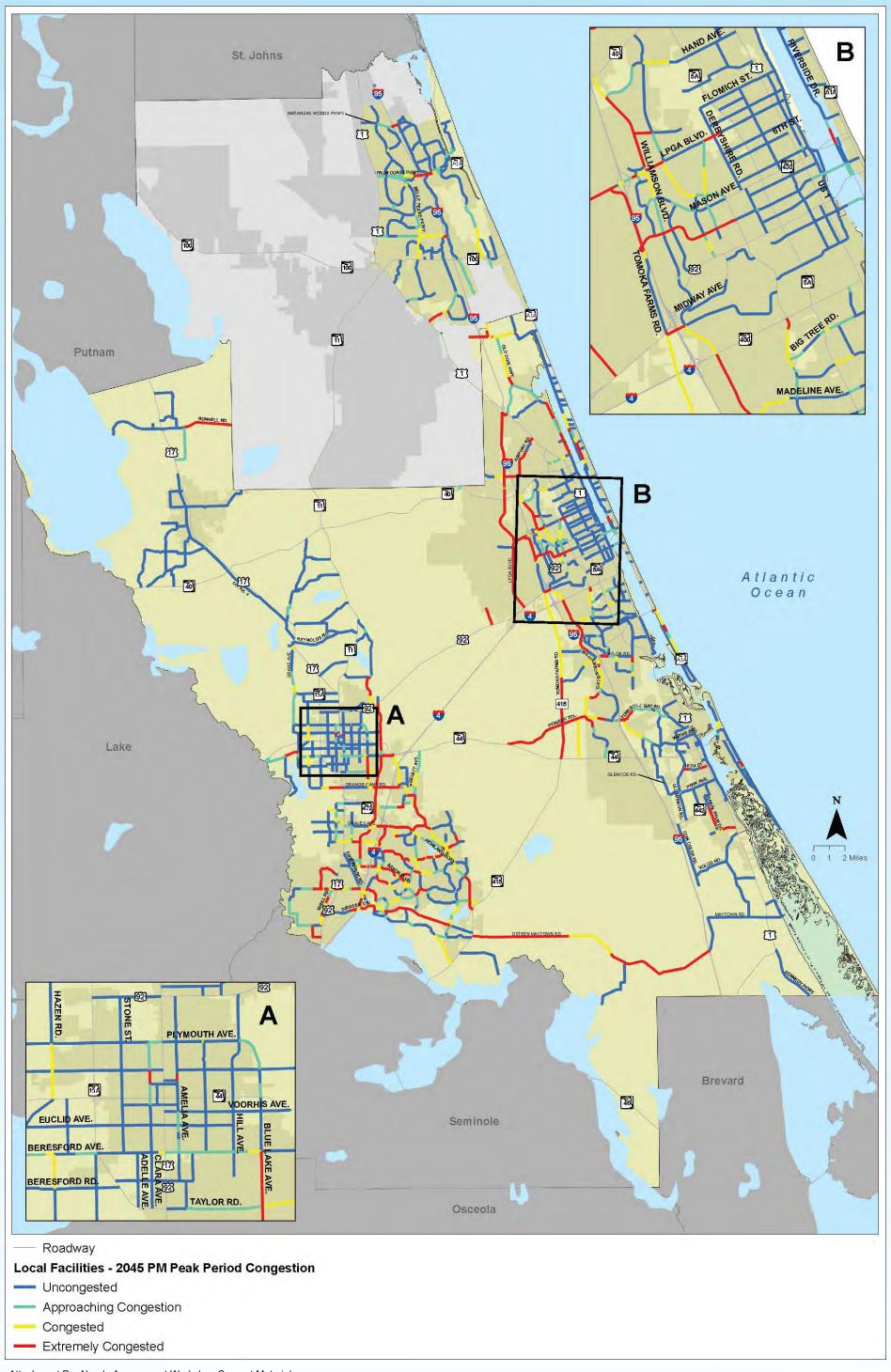




## **Non-State Roads -Forecasted Congestion**



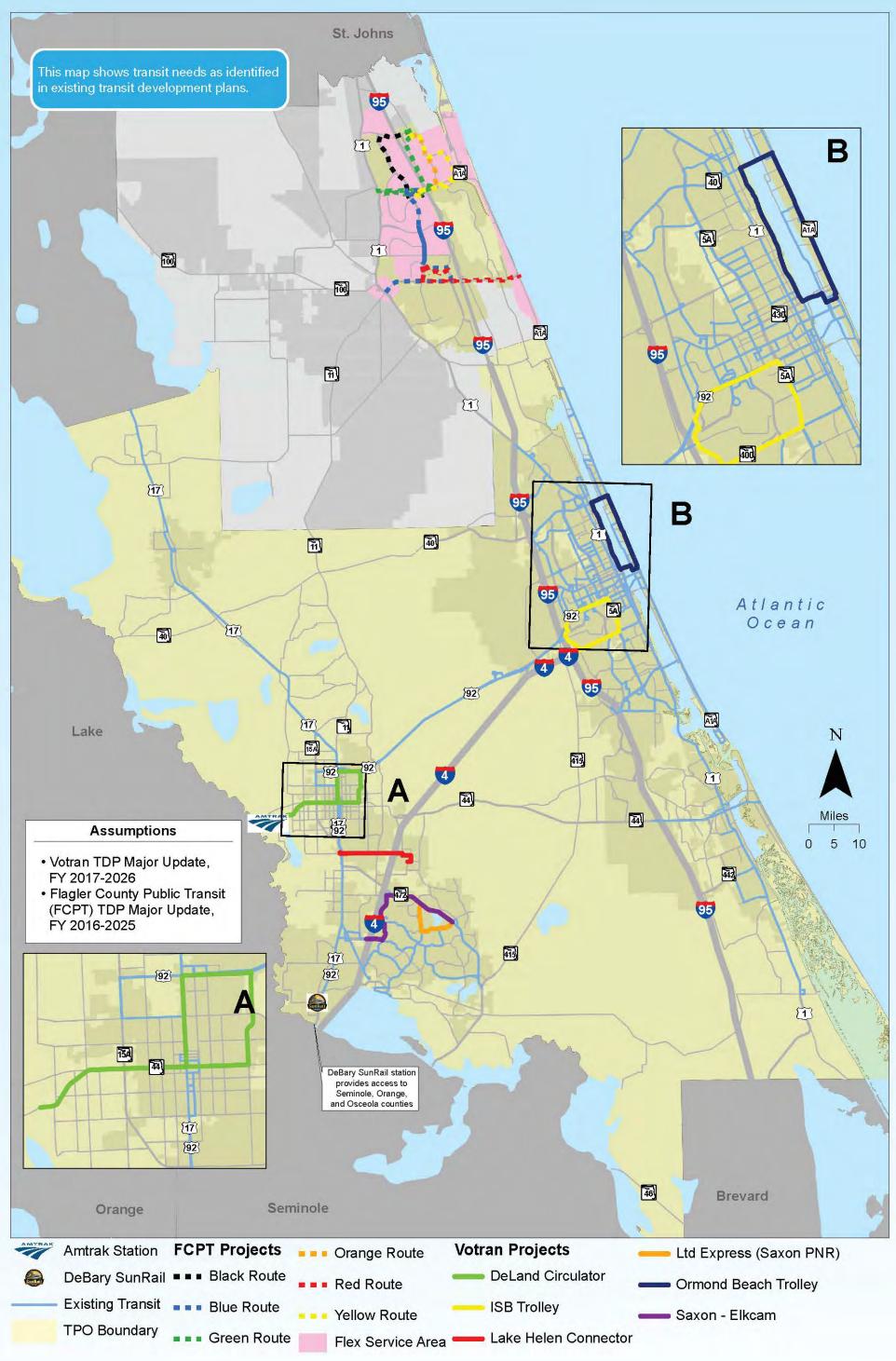




# **Map B: Mass Transit**



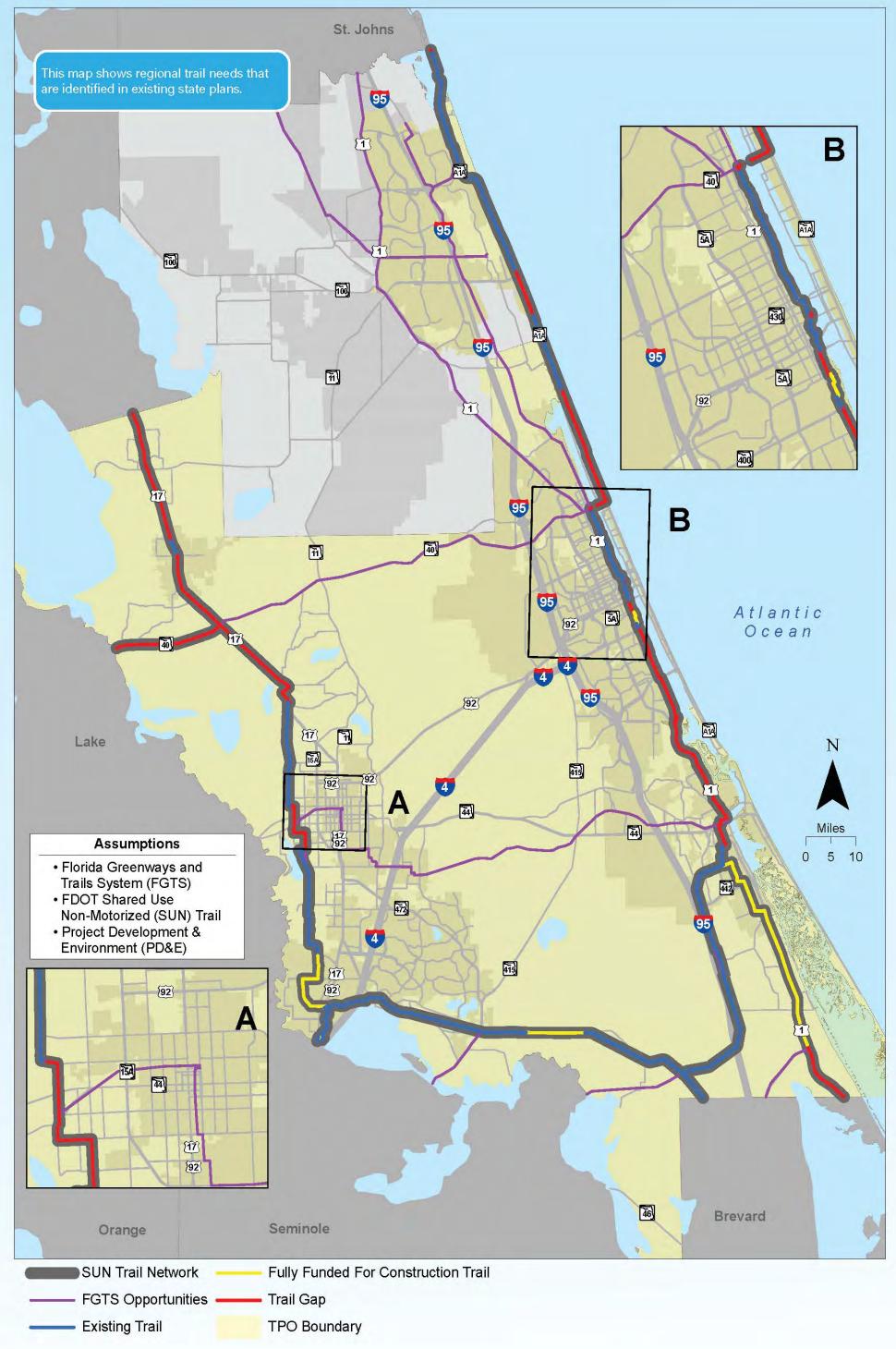




# Map C: Regional Trails CONNECT204











What improvements are needed that are **NOT CURRENTLY IDENTIFIED** on the maps? REDUCATION Looking at the maps, what should be the 3 HIGHEST PRIORITY projects? 1. SUNTRAL GAP IN DERALY - NORTH TO EXUTING TRAIL New SAMMANA PLEASE PROVIDE ADDITIONAL COMMENTS: **CONTACT INFORMATION** Phone: (OPTIONAL) Please complete the Connect 2045 Organization: (IF APPLICABLE) Survey at r2ctpoconnect2045.com

or by scanning the QR code -





What improvements are needed tha	t are <u>NOT</u> CURRENTLY IDENTIFIED on the maps?
1. Cravada Blvd Ro	ute 40 from I95 to ALA
2.	
2	
Looking at the maps, what should be	e the <u>3</u> HIGHEST PRIORITY projects?
ormand Beach R.	oute 40 west of I-95
widening binne	s & 4 lanes
21	
3,	
please encourage Litter fines & Plant wildflow medians and	trasit on the side of roads  trash disposal in a proper why, enforced I no litter signs on road  sers of native plant in on the sides of roads
CONTACT INFORM	
Name: Suzanne Scheiber	E-mail: scheiber 2004@ yahoo. con
Address: (OPTIONAL)	Phone: (OPTIONAL)
Organization: (IF APPLICABLE)  Dream Green Volusin	Please complete the Connect 2045  Survey at r2ctpoconnect2045.com or by scanning the QR code





What improvements are needed that a	re <b>NOT CURRENTLY IDENTIFIED</b> on the maps?
1. Protecting + creating mo	re scenic Byways
2. Would like to see some fre	e shuttles in our cities that are
3. For visitors + residents.	areas (like Flagler Ave + canal St in NSB)
Looking at the maps, what should be the	ne <b>3 HIGHEST PRIORITY</b> projects?
1. SunTrails - more of	- keep on connecting
2. more bus routes, more re	nutes to Sunrail in Debary - more times offered
in Yolusia County	offered
3.	to Debary
grodering as much of a	our natural assets as pacrible.
(such as protecting)	mr natural assets as passible. The debary areating scenic Byways, protecting old growth MMENTS: trees, wetlands, natural areas
PLEASE PROVIDE ADDITIONAL COM	MMENTS: rues, withards, raceas)
I love that the	is an and it at make
Varian Karopana	we is an app that tracks
Vollaci + Barbaras	and the state of t
Encurage na	twe plants on sides of roads +
	Modeans
Anti-litter Signs	on roads to large fines for
	littering.
-	
<b>CONTACT INFORMA</b>	TION
Name: Rebecca Chaffee	E-mail: becca. chaffee @ gmail.com
	Phone: (OPTIONAL) 386 - 451 - 2245
	Please complete the Connect 2045
Organization: (IF APPLICABLE)	Survey at r2ctpoconnect2045.com
Dream Green Yolmia	or by scanning the QR code





What improvements are needed that are	<b>NOT CURRENTLY IDENTIFIED</b> on the maps?
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2. LPAD Pru SR 92 TO X 92	5
3. western 13Ect way word or	Ourge city
Looking at the maps, what should be the	
1	
2	
3.	
PLEASE PROVIDE ADDITIONAL COMN	
-	
<b>CONTACT INFORMAT</b>	ION
Name:	E-mail:
Address: (OPTIONAL)	
Organization: (IF APPLICABLE)	Please complete the Connect 2045 Survey at r2ctpoconnect2045.com or by scanning the QR code





What improvements are needed that are No.	OT CURRENTLY IDENTIFIED on the maps?
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3,	
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2	
3	
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CONTACT INCODMATI	
CONTACT INFORMATI	
	E-mail: A-JACKSOND BUNDEllCity, US
Address: (OPTIONAL)	Phone: (OPTIONAL) 386-986-6004
Organization: (IF APPLICABLE)	Please complete the Connect 2045 Survey at r2ctpoconnect2045.com or by scanning the QR code





What improvements are needed that are	e <u>NOT</u> CURRENTLY IDENTIFIED on the maps?
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3.	
Looking at the maps, what should be the	e 3 HIGHEST PRIORITY projects?
	to gave road' Windys on read tox
3.	
CONTACT INCODMA	FION
CONTACT INFORMAT	
Name: Cotherine Cobinson Man Address: (OPTIONAL) PO BOX 754	E-mail: Crobins ma bunnelicity, us
Burnell Ma 32110	Phone: (OPTIONAL) 384-437-7500
Organization: (IF APPLICABLE)	Please complete the Connect 2045  Survey at r2ctpoconnect2045.com

or by scanning the QR code -





What improvemer	nts are needed t	hat are <u>No</u>	CURREN	ITLY IDE	NTIFIED O	n the m
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Looking at the ma	ips, what should	d be the <b>3</b> H	IIGHEST P	RIORITY	projects?	
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CONTACT	n we go	of the	aprin ded	?		



Attachment D – Needs Assessment Workshop Support Materials



What improvements are needed that are A	IOT CURRENTLY IDENTIFIED on the maps?
1.	
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3.	
Looking at the maps, what should be the 3	HIGHEST PRIORITY projects?
1	
2.	
3	
SRIOD @ Belle Terre nurs at LOS E SE quad will high mealtime demand improvements to the corridor to allow	at LOSF during PM peak today, tod during PM Peak today. Future businesses e will experize the intersection without Dietts elsewhere
CONTACT INFORMATION Name: Michael Grunewald Address: (OPTIONAL) Traffic Engineer	E-mail: Marunewald & gov. Com  Phone: (OPTIONAL)
Organization: (#EAPPLICABLE)	Please complete the Connect 2045 Survey at r2ctpoconnect2045.com or by scanning the QR code





March 2, 2020 - 5:00 pm - 7:00 pm

Hilton Garden Inn — 55 Town Center Boulevard, Palm Coast, FL 32164

Name	Organization	Email	Phone Number
ALUIN B. JACKSON	City of BUNNEll	AJACKSON Q bYNNEll City, US	386-986-6004
Catherina Robinsi	11 11	erobingno bunnelleity us	386-503-8837
HUDY HOLMES	CODI	on fice	on fire
Alchael Grunowald	City of Palm Cost	Marunewald Chalmonastavic	m 3860 986-3740
Jan Rosen	City & Burnell	7	931-1910
Rodney hom	Cety of Burnell	Hurasa hunellityeus	3868728065
BOB CUFF	CITY OF PALM COAST	8N FILE	ON FILE
	1		
14			





March 4, 2020 - 5:00 pm - 7:00 pm

Daytona State College-Daytona Campus — 1200 W. International Speedway Blvd., Daytona Beach, FL 32114

Name	Organization	Email	Phone Number
JENNY NAZAK	DAYTONA BOXCH PERMACUTU	RE RULD INAZAKCYAhoo, Con	512.619.5363
Rebecca Chaffee	Dream Green Volusia	becca. chaffee@gnail.com	386-451-22
Crystal Mercedes	resident LTG, inc.	cristal.stuarto gmail.com	
Mclissa Vinsett	VCTE	muinsette volusia org	386-78731-5968
Michael Reid	Student		
Nancy Burgesttall	BRAC		
Doug Hall	BPAC		
BIG	Public	BIG QCFLORROCOM	212-2700





March 4, 2020 - 5:00 pm - 7:00 pm

Daytona State College-Daytona Campus — 1200 W. International Speedway Blvd., Daytona Beach, FL 32114

Name	Organization	Email	Phone Number
Suranne Joheiber	Duenmarien Volusia	5 Cheiter 2004 Quelus, con	356 6212-772
Jason Aufdenberg	BPAC	scheiter 2004@yelus.com	386 257 4666
Jim			
Valerie Estes		Valerie_estes@daytonestale.e	202386)898.5521
		O .	





March 10, 2020 - 5:00 pm - 7:00 pm

Wayne G. Sanborn Activity Center — 815 S. Alabama Avenue, DeLand, FL 32724

Name	Organization	Email	Phone Number
But Storke	TPO BAKE	an file	ONFILE
Joan Lee	Lake Winnimissett Civic Association	joannlee @ yahoo. com	
DAISY RAISKER	CITY of LAKE HELEN	draislere lakehelen.com	386 228 2121
RA. PARADIE	CHIST BUTTON	PREMALE WILLIAM SOL	12501 878 - FUN
VICTOIM. Ramus	City of Meltona		
PARE GIRMAN	Valusia County	Bairtman@ Volusia oca	586-837-8069
RenCantley	citizen	reading & detega, con	386-837-8069

### **Connect 2045 Public Involvement Activities**

# Attachment E Cost Feasible Plan Workshop Support Materials



# River to Sea TPO Connect 2045 - CF Plan Workshop - May 26, 2020 - Morning Session

GM. Can you talk about potential Transit Projects. Please disregard if you already have talked about it. Thanks.

1

- 2 I did not see the Hand Ave Extension on the list
  - Is there a way to get another bridge over the Halifax River south of the Granada Bridge and before
- 3 Seabreeze?
- 4 Goals...Do you look at ways of protecting saturated communities from overdevelopment?

When Williamson Blvd is widened in area of hospital (Ormond) a dedicated left hand turn lane (southbound) and traffic light is needed. Parents stop in the only traveling lane to left turn onto Strickland Range Road when picking up and dropping off students at the Hanson Middle School.

If a private developer wants to fund offsite roads that would help lessen the impact of his development,

- 6 who decides the cost of the project?
- 7 is there a plan for another bridge over the intercoastal i don't see a chat drop down icon on my screen

8

- Traffic on Granada is getting crazy causing alot of people to take Hand from Williamson to US 1. When
- 9 will Hand Ave. be 4 laned?
  - What kind of population growth are your projections based on? And are you worried about too much
- 10 growth from the point of view of climate change (construction on land)?
  - How doe Votran fit into these plans? Are there any plans for a Beach to I 4 circular
- route or a Granada to Tanger Mall Circle?
  - I missed any mention of the Brightline service from Miami to Jacksonville connecting to the Cocoa Beach to Tampa service

12

13

I have a list of requests submitted to me from social media that I will send to the email provided. One question I have is the corner of Williamson and the light where the Walmart is. There is a traffic issue at that four way light. If coming north on Williamson turning left on 40 the traffic backs up.

Another location that needs addressing is the road between the Tanger outlet and Tomoka Shopping

14. Center, There aren't lights and four way stops with numerous lanes.

- 14 Center. There aren't lights and four way stops with numerous lanes.
- Nova Rd in front of the Trails Publix should be addressed as there was at least one accident there with  $\epsilon$  motorcycle, possibly others. The Publix is being remodeled. This is in Ormond Beach.
- Please define resiliency as it means many things to many people. I will stop submitting now. Thank you.

Who do you wait to receive submissions or guidance before addressing issues such as a bridge which

- was just brought up by another attendee? Who starts these conversations?
  - I didn't understand the answer concerning the Hand Avenue bridge. Is it on the list ore has it been
- 18 removed?

20

19 Thank you to all of you for answering the questions.

Are elected officials involved with the TPO plan? It was implied they aren't so I can't tell. Roads already throughout cities and the county need improvements. Surely these can be seen. One request I received asking to submit is for crosswalks on A1A in Ormond-by-the-Sea and Ormond Beach. This may be true all along A1A. Current crosswalks need to be repainted and areas should be reviewed for new ones.

- 21 Thanks Colleen and everyone.
  - Traffic volumes have reduced quite a bit due to COVID 19 restrictions how does that affect decisions
- 22 for a long range plan such as this
- 23 Concerned about the environment and how this is considered for a plan like this

# River to Sea TPO Connect 2045 - CF Plan Workshop - May 26, 2020 - Evening Session

It is my understanding that the TPO does not currently fund 'bike lane' projects because they are considered resurfacing/maintenance projects. Can you clarify what bike lanes the TPO can fund? A priority for me is protected bike lane network on arterial roads.

An important technology change is the increased availability for e-bikes to extend access and range for people to use bicycles. Growing this mode for transportation requires a connected network of bicycle facilities. State Road 5A (Nova Rd) has bike lanes here and there, but they are not connected. A priority should be to connect these bike lanes all the way from US 1 to US 1.

- I saw a newspaper article reporting that the Avalon Park developers offered to fund the widening of the Tomoka River bridge on LPGA? How would this relate to the Local Initiatives or TPO proposals for the
- 3 Tomoka River Bridge project?

1

2

7

13

4 I didn't see it on the list, but is there still a project to take Hand to I-95?

Established trails are beginning to provide avenues for bicyclists to travel. However, many of our existing roadways, even those with 'bike lanes' do not currently have adequate spacing for safe travel. Are wide

- 5 bike lanes going to be included in these road projects? Protected bike lanes on arterial roads
  - Is any kind of educational awareness going to be part of any of this? Motorists need to know about roac sharing and the legalities.
    - These projects sound good but are there considerations being given to wider bike lanes? Is there any thought being given to more pedestrian walkable town areas by rerouting automoblie traffic, like downtown DeLand?
- Didn't notice, but may have overlooked it; is natural enhancement and preservation of the roadway known as The Loop?
- the loop has undergone many detrimental changes due to what appears to lack of coordinated efforts beteen local and other entities having a bike trail and a SCECIC bike trail are 2 entirely different things...
- 10 I might have missed it but when will the Tomoka River Bridge be widened? Soon I hope! Thank you!
- So what would be the next update on the widening of that bridge? Who do we write to fir nagging?

  What kind of population growth are your projections based on? And are you worried about too much growth from the point of view of climate change (construction on land)?
  - How doe Votran fit into these plans? Are there any plans for a Beach to I 4 circular route or a Granada to Tanger Mall Circle?
- Traffic volumes have reduced quite a bit due to COVID 19 restrictions how does that affect decisions for a long range plan such as this
- I missed any mention of the Brightline service from Miami to Jacksonville connecting to the Cocoa
  Beach to Tampa service
- Please define resiliency as it means many things to many people. I will stop submitting now. Thank you.
- how does this plan take into account new development
- are elected officials involved with the LRTP

#### Emailed questions/comments received prior to May 26th CFP Webinar

- replacement of the 2 lane bridge on LPGA just west of I95 AND 4-lane LPGA from that area to US 92 (International Speedway Blvd.) This road is used by eastside residents to access I4 without having to use I95. It also runs through several large scale developments. This road is also badly in need of repaying.
- -need for 4 traffic lanes on Williamson in the vicinity of the hospital. In addition to the hospital there are a large number of new apartments built across from the entrance to the hospital.
- Need for 4 lanes on Hand Ave. between Nova Road and Clyde Morris Blvd with dedicated left and right hand turn lanes on both sides of the road. The current situation precludes west bound traffic on Hand from getting into either a right or left hand turn lane until almost at the light which backs traffic up sometimes through several lights.
- Traffic light and dedicated left turn lane (going south) at Williamson and Strickland Range Road. This is an intersection where parents need to stop in the one traffic lane to turn onto Strickland Range Road to the James Hinson Middle School for picking up and dropping off students. Backs traffic up towards the hospital.
- -Traffic light will soon be needed at intersection of The Trails shopping center on Nova Rd in Ormond Beach as the new large Publix grocery store will be opening. This stretch of road has one middle lane for either right or left turns causing cars to often find themselves facing each other in the same turn lane. Definitely a left turn lane on the northeast side of Nova would be a safety help.
- -Regarding the Hand Ave. Extension there is no need for this by anyone living east of Williamson which is most of Ormond Beach population. It would be a waste of taxpayer money. Future planning of roads in this area should show that if massive development occurs west of I95 and a Hand Ave Extension was approved it would destroy the city of Ormond Beach which is already overly saturated with traffic. More consideration should be focused on north/south roads west of I95 through the Daytona Beach area and away from Ormond Beach.
- -Dunn Ave. Extension? A road to nowhere? This stub of a road has been stunted for years. Why not complete that instead of worrying about another overpass at Hand Ave.?
- -And lastly, please consider not approving all of the crossovers between lights on the main roads of the cities in the county. They are a constant source of people taking stupid chances rather than going to lights where it is safer to get

## Emailed questions/comments received following May 26th CFP Webinar

- 1) In Daytona Beach, the road running between the Tomoka Town Center and the Tanger Outlet has four way stop signs with five lanes in some areas. This was said to be the City of Daytona Beach jurisdiction. Please forward this to them.
- 2) Please repaint the crosswalks and add crosswalk signs with lights in Ormond-by-the-Sea. If all can not be lighted, then please choose some to place lights. (a suggestion was made to model them after Ponce Inlets) Please send the FDOT or whoever is responsible to review A1A.
- 3) Review crosswalk needs from Ormond-by-the-Sea to Ponce Inlet. Repainting, installing lights, new crosswalks needed, should all be reviewed. Ormond Beach is lacking.
- 4) Hand Avenue between Nova and Clyde Morris needs to be four laned. The west bound turn lane to Clyde Morris are inaccessible until you are nearly at the intersection backing traffic up on Hand Ave.
- 5) A light and dedicated left turn lane are needed at southbound Williamson at Strickland Range Road. Parents are transporting school kids and turn here.
- 6) LPGA from the Humane Society to 95 needs repaving and widening.
- 7) The Williamson and Granada Intersection traffic reaches gridlock at certain times of day.
- 8) Is Williamson going to be widened from Granada to LPGA Why aren't developers being held accountable for this area and others?
- 9) Seminole Avenue on the Beachside was dug up for city sprinklers systems and was poorly repaved. School buses wear down the patched places. Please repave it.
- 10) A1A north of Granada towards Palm Coast needs a bike path. Can the sidewalks be widened to make room for bikes.
- 11) Turn lanes are needed in some areas of A1A in Ormond-by-the-Sea
- 12) The Trails Publix is being remodeled. There was at least one death at this entrance at the Publix end of the shopping center. Can a light be installed at the entrance to the shopping center or come up with some other solution for this area.
- 13) I-95 southbound needs lane directions painted on the pavement identifying the lanes one mile before they separation.
- 14) What is the plan for the E ISB roundabout? Where does that currently stand?
- 15) Why is the Hand Avenue Ext still on the TPO website but taken off the list during the meeting? It was on the list previously so when is it anticipated being added again?

### **Connect 2045 Public Involvement Activities**

# Attachment F On-Demand Public Workshop Support Materials





# Public Outreach Webinar Review of Connect 2045, the Long-Range Transportation Plan for the River to Sea TPO (Draft)

#### INTRODUCTION

We know the next 25 years will bring very real challenges for our communities, including an aging population, increasing concerns over urban sprawl, rapidly changing transportation technologies and a significantly less predictable energy, environmental and economic picture. By developing a long-range transportation plan, the River to Sea Transportation Planning Organization (TPO) and its members strive to identify the unmet needs in our area and work together to develop a strategic approach to planning for the future.

#### PURPOSE OF THE LONG RANGE TRANSPORTATION PLAN (LRTP)

Connect 2045 is the new long-range transportation plan being developed to guide the transportation future of the River to Sea TPO area. The plan takes a look 25 years into the future to identify strategies that will address the transportation needs of the River to Sea TPO Metropolitan Planning Area (MPA). This MPA encompasses all of Volusia County and the urbanized portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell. To be effective, a long-range plan must provide a balanced approach to transportation by offering a variety of choices that address the diverse needs of our local communities.

More specifically, the Connect 2045 plan will identify the transportation projects needed and the anticipated federal and state funds that will support their development. Federal law requires the LRTP to be "cost-feasible" meaning that the estimated cost of the plan must fit within the federal, state, and local budget of the funding forecasted. Because revenues are not keeping pace with estimated needs, some projects will remain unfunded during this period of time.

The River to Sea TPO recognizes that this activity is much more than a federal mandate but rather an opportunity to develop a coordinated, long range approach for planning an effective transportation system. Development of the LRTP began in the spring of 2019 and must be complete by September 2020.



#### **GOALS AND OBJECTIVES**

Projects selected for inclusion in the 2045 LRTP are intended to reflect the Vision and Goals of the planning area and its member governments. Goals and Objectives that reflect these visions were developed early in the planning process and work together to ensure that the transportation system is sustainable over time. The six goals of Connect 2045 are:

Multimodal:	Develop and maintain a balanced, efficient multimodal system
Economic	Support the economic development and growth of the TPO area
Development:	and region
Connectivity:	Enhance and expand transportation connectivity and choices for all
	users
Safety:	Eliminate or reduce crash-related fatalities and serious injuries
	(safety) and improve security throughout the transportation
	network
Livability	Promote livability by providing, protecting, and enhancing social,
	cultural, physical and natural environmental places
Public	Promote equity, transparency, and opportunities for the public to
Involvement	be involved with planning their transportation system

#### **PUBLIC PARTICIPATION**

The importance of public outreach as a means to inform, educate, and involve citizens in the transportation decision-making processes that impact their daily lives cannot be underestimated. The public involvement approach encompasses a range of strategies to involve the public in the development of Connect 2045. In addition, the participation of community stakeholders, agency representatives, planners, engineers, and other knowledgeable public and private sector professionals provides valuable input so that key issues are identified, and appropriate solutions are generated. The goal is a consensus-based plan that accurately reflects the area's needs.

Public outreach efforts include a need to both inform and solicit input from various members of the public. Since these efforts target people with various levels of education, interest, background, goals and desires, socioeconomic status and available time, multiple public involvement tools make up the approach for Connect 2045. The primary tools proposed are described in the following sections.

• Focus Group Workshops — Focus Group Workshops were utilized as innovative and interactive planning activities to engage attendees in discussion on trending transportation topics and to seek input regarding the roles that technology, resiliency, and funding challenges play in the transportation future. Input received helped identify consistent themes and prevailing issues to be addressed in Connect 2045. A total of five workshops were conducted and held in geographically dispersed areas throughout the TPO planning area in January of 2020.



- Civic Presentations Representatives from the River to Sea TPO attended three in-person and six virtual meetings for civic organizations in Volusia and Flagler County to deliver presentations on Connect 2045 and to encourage participation in the process. Overall, nearly three hundred and fifty persons were part of this outreach. These meetings occurred in February, March and April 2020.
- Needs Assessment Workshops Three public workshops were held in geographically dispersed
  areas throughout the TPO Planning Area. The purpose of these workshops was to present the
  analysis method, review the needs assessment by mode and area, and solicits comments on
  projects identified as needs as well as unidentified needs. Input received from the Needs
  Assessment fed into the development of the draft Cost Feasible Plan.
- Cost Feasible Plan Development Workshops Two virtual public webinars were held in May
  to solicit input from the public on the draft Cost Feasible Plan. The purpose of these webinars
  was to solicit comments on the development of the draft Cost Feasible Plan. Input received from
  these webinars was used to refine the draft Cost Feasible project list.
- Environmental Justice Workshop As part of the process for developing the plan, it is critical to understand and address the potential effects of planning and prioritization decisions on traditionally underserved and underrepresented populations. An environmental justice approach to transportation planning and project development recognizes the fair treatment of all groups within the community. An Environmental Justice virtual webinar is scheduled to gather input on the draft plan and its potential impacts to underserved and underrepresented populations.
- *LRTP survey* A Connect 2045 survey was conducted to gather insight into the public's thoughts on issues impacting transportation, including resiliency, technology, and funding challenges. The survey was available online and as a hard copy, in both English and Spanish versions. The results were used to inform the LRTP work effort. There were 534 survey responses.
- LRTP website (www.r2ctpoConnect2045.com) Information on scheduled and planned activities was provided to the public through this website, including the dates, times, and locations of the LRTP Subcommittee, workshops and webinars. Project documents were also posted for public access.
- Social Media Information on scheduled and planned activities was also posted to the TPO's Facebook site and Twitter accounts.

It is important to note that the inability to conduct and participate in face-to-face meetings during the COVID-19 declared state of emergency required the use of virtual/technology-based alternatives to some of the public outreach activities.



#### TRANSPORTATION PLAN SCENARIOS

In developing Connect 2045 and assessing the future transportation needs of the River to Sea TPO planning area, three alternative scenarios were analyzed:

- Resiliency Scenario Resiliency reflects the ability to anticipate, prepare for, and adjust to
  changing conditions, and recover rapidly after disruptive events such as flooding, hurricane
  damage, or major traffic incidents. It is important for the transportation system to be resilient in
  the face of these disruptions to ensure reliable movement of people and goods.
  - The intent of the resiliency scenario is to compare the inundation areas(s) of sea level rise to the River to Sea TPO planning area and identify potentially vulnerable transportation facilities that were listed in the Needs Assessment phase of the project.
- 2. Technology Scenario Technology is transforming transportation in new ways and the pace of change is accelerating, so it is more important than ever to understand how emerging technologies will shape transportation in the future. This includes not just the technology itself, but changes in policy decisions and infrastructure improvements.
  - The intent of the technology scenario is to identify and prioritize potential corridors for future technology infrastructure improvements divided into near-term, mid-term, and long-term needs.
- 3. Funding Scenario At the heart of developing Connect 2045 is the prioritization and selection of projects for funding within the constraints of forecasted revenues. FDOT develops the forecast of funds on the state highway system that are expected to be available over the 25-year planning period. The forecast uses factors known at the time it is developed. As with any long-range financial projection, actual revenue may vary due to unanticipated changes in economic conditions, revenue sources, and other factors.

The intent of the funding scenario is to illustrate how alternative funding futures would potentially change the projects and priorities included in the plan. The scenarios consist of both a LOW and HIGH funding amount relative to the baseline revenue forecast used for development of the Connect 2045.



#### **FINANCIAL RESOURCES**

Federal guidance requires that all long-range transportation plans be "cost-feasible." Therefore, the TPO is required to identify the anticipated federal, state and local financial resources that will support completion of the projects proposed in the LRTP as well as to develop reasonable and reliable transportation project cost estimates.

The financial plan used for Connect 2045 includes state and federal revenue estimates as provided by the Florida Department of Transportation (FDOT). These are indicated in Table 1, below. The revenue estimates have been provided in "year-of-expenditure" values that reflect inflation over time, separated into five-year time frames over the planning horizon.

Table 1 – Projected State & Federal Revenues for River to Sea TPO (\$ Millions)<sup>1</sup>

Revenue	2026 to 2030	2031 to 2035	2036 to 2045	Total (2045)
State and Federal Revenues	\$227.9	\$245.9	\$511.7	\$985.6
Strategic Intermodal System Revenues	\$6.4	\$88.5	\$1,569.0	\$1,664.0
Transit – Volusia County	\$195.5	\$202.6	\$429.7	\$827.9
Transit – Flagler County	\$18.8	\$20.6	\$46.7	\$86.2
Total	\$448.6	\$557.6	\$2,557.1	\$3,563.8

<sup>&</sup>lt;sup>1</sup>Year of Expenditure or Future Year Dollars

Table 1 reflects the funding availability for capacity enhancing projects in each major category (including transit). It is important to note that transit funding typically only keeps pace with inflation and generally there is no opportunity to expand service with these funds.



#### DRAFT TRANSPORTATION PLAN

Requirements for a long-range plan include identifying the *major capacity enhancing projects, transportation programs or categories of projects* and *projects of regional significance* within the planning area. Table 2 includes the major capacity enhancing projects and lists the present-day project limits and costs. Maps of the draft cost-feasible projects are available separately.

Although capacity enhancing projects are important, a comprehensive solution to our future needs requires a variety of actions. The TPO accomplishes this by utilizing set-aside funds for specific transportation programs and categories of projects. Transportation Management Area (TMA) funds are allocated on a 40/30/30 split to Intelligent Transportation System (ITS), Traffic Operations and Safety improvements, Bicycle and Pedestrian projects, and Transit.

Bicycle and Pedestrian Program - The River to Sea TPO has a long-standing commitment to bicycle and pedestrian planning and project implementation and works closely with local, regional, and state stakeholders. Over the last several years, the River to Sea TPO has completed numerous bicycle and pedestrian feasibility studies and plans focused on school safety, as well as regional and local comprehensive and multimodal transportation plans. Additionally, the TPO is fortunate to have the Tier1 & 2 SunTrail networks within our planning area. The continued allocation of TMA set-aside funding for Bicycle/Pedestrian projects (roughly \$34 million through the year 2045) and the use of Transportation Alternatives (TA) funding reaffirms the River to Sea TPO's commitment to the development of bicycle and pedestrian facilities and regional trail facilities that provide vital connections within the state and national trail and greenway network.

*ITS, Traffic Operations and Safety Program* - Connect 2045 also reflects the River to Sea TPO's commitment to preserving and enhancing the existing transportation infrastructure by allocating funds to improve traffic operations and safety and to utilize new technology to improve the efficiency of our existing system. This plan allocates roughly \$45 million in TMA set-aside funding through the year 2045 for projects that improve safety and efficiency.

**Transit** - The River to Sea TPO transportation plan also continues to provide support for local public transit service by reserving a portion of the TMA set-aside to provide funding of roughly \$34 million through the year 2045. We recognize that this funding supports the continuation of existing service and the R2CTPO will continue to seek additional transportation funding strategies that will support the expanded transit needs of this planning area.

**Local Initiatives** — Connect 2045 also helps to create high quality transportation facilities by allocating approximately \$40 million (in present day dollars) in funding for Local Initiative projects on the state highway system. These include projects that address complete streets retrofits, roundabouts, technology projects, climate change adaptation and other improvements that support the goals of the plan.



#### Table 2 –River to Sea TPO Connect 2045 Draft Project List as approved by the TPO Board (June 24, 2020)

	Strategic Intermodal System (SIS) Project	cts	
	Draft Cost Feasible Project List		
Map ID	Facility	Improvement	Cost
	I-4/SR 400 from Seminole County Line to East of SR 472	Widen to 8 lanes	
	SR 472 from Graves Avenue to Kentucky/MLK Boulevard	Widen to 6 lanes	
Α	Saxon Boulevard from I-4 to Normandy Boulevard	Widen to 4 lanes	\$944.57 M
	Rhode Island Avenue Extension from Veterans Memorial Parkway to Normandy Boulevard	Widen to 4 lanes	
В	SR 15 (US 17) from DeLeon Springs to SR 40	Widen to 4 lanes	\$46.00 M
C	SR 40 from Breakaway Trails to Williamson Boulevard	Widen to 6 lanes	\$47.13 M
D	SR 40 from West of SR 11 to West of Cone Road	Widen to 4 lanes	\$79.91 M
E	<b>SR 40</b> from SR 15 (US-17) to SR 11	Widen to 4 lanes	\$68.93 M
F	I-95/LPGA Boulevard Interchange from Williamson Boulevard to Tymber Creek Road Extension	Interchange Improvement	\$32.48 M
G	I-95 Interchange at Pioneer Trail	New Interchange	\$18.50 M
Н	I-95/US-1 Interchange	Interchange Improvement	\$32.20 M
_	SR 100 from Old Kings Road to Belle Terre Parkway	Widen to 6 lanes	\$59.94 M
J	I-95/SR 44 Interchange	Interchange Improvement	\$2.25 M
K	I-95 Interchange at Maytown Road (Farmton Interchange)	New Interchange	Developer Funded
	SIS Unfunded Needs Project List		
L	Tomoka River Bridge (LPGA Boulevard) from West of Champions Drive to East of Tomoka Farms Road	Bridge	
М	I-95/Matanzas Woods Parkway Interchange	Interchange Improvement	TBD
N	I-95 from SR 400 to Old Dixie Highway	Widen to 8 lanes	TBD
0	<b>I-4</b> from SR 472 to SR 44	Widen to 8 lanes	TBD
Р	I-4 from SR 44 to US 92 Connection	Widen to 8 lanes	TBD



#### Table 2 (cont'd) – R2CTPO 2045 LRTP Draft Project List as approved by the TPO Board (June 24, 2020)

	Other Arterials				
Draft Cost Feasible Project List					
ID	Facility	Improvement	Cost		
P	US-1 at Park Avenue	Intersection Improvement	\$6.30 M		
Q	SR 483 (Clyde Morris Blvd.) from SR 400 (Beville Road) to US-92	Corridor Improvement	\$63.90 M		
R	Old Kings Road from Palm Harbor Village Way to Farnum Lane	Widen to 4 lanes	\$18.65 M		
S	Old Kings Road from Farnum Lane to Forest Grove Drive	Widen to 4 lanes	\$17.45 M		
Т	SR 44 from Grand Ave to SR 15A	Widen to 4 lanes	\$20.84 M		
U	US-92 from I-4 EB Ramp to CR 415 (Tomoka Farms Road)	Widen to 6 lanes	\$37.50 M		
L	Tomoka River Bridge (LPGA) W of Champions Drive to E of Tomoka Farms Road	Widen to 4 lanes	\$3.00 M <sup>1</sup>		
V	<b>US 17/92</b> from SR 472 to SR 15A (Taylor Road)	ITS	\$30.00 M		
W	SR 44 from I-4 to Prevatt Avenue	Widen to 6 lanes	\$6.98 M		
Х	US-1 from Nova Road (N) to I-95	Widen to 6 lanes	\$36.32 M		
Υ	SR 415 (Tomoka Farms Road) from Acorn Lake Road to Lake Ashby Road	Widen to 4 lanes	\$54.32 M		
Z	SR 415 (Tomoka Farms Road) from Lake Ashby Road to SR 44	Widen to 4 lanes	\$64.70 M		
AA	SR 44 from SR 415 to Glencoe Road	Widen to 6 lanes	\$57.22 M		
ВВ	SR 44 from Lake County line to Grand Avenue	Widen to 4 lanes	\$27.16 M		
сс	Old Kings Road Extension (Phase II) from Mantanzas Woods Parkway to Old Kings Road	New 4-lane road	\$7.38 M		
DD	Commerce Parkway Connector from SR 5 (US-1) to SR 100	New 2-lane road	\$6.24 M <sup>2</sup>		
В	SR 15 (US 17) from DeLeon Springs to SR 40	Widen to 4 lanes	\$10.00 M <sup>3</sup>		
-	Local Initiatives	Varies	\$40.00 M		
-	SHS Operational Improvements	Varies	\$9.70 M		

<sup>1</sup> It is anticipated that the Tomoka River Bridge will be a SIS-funded project. \$ 3,000,000 is identified for funding to show local commitment and priority.



<sup>2</sup> Partially Funded - \$6,241,614 identified for construction, leaving an additional \$3,438,386 to be funded for full funding.

<sup>3</sup> SR 15 (US 17) is included in the SIS Cost Feasible Table. \$10,000,000 is identified for funding to show local commitment and priority

#### Table 2 (cont'd) – R2CTPO 2045 LRTP Draft Project List as approved by the TPO Board (June 24, 2020)

Other Arterial Unfunded Needs Project List				
Map ID	Facility	Improvement	Cost	
EE	SR 415 (Tomoka Farms Road)/excludes bridge from Seminole County line to Howland Drive	Widen to 6 lanes	\$54.55 M	
FF	SR 11 from N. Woodland Boulevard to Flagler County line	Widen to 4 lanes	\$141.90 M	
GG	Williamson Boulevard from Madeline Avenue to SR 400 (Beville Road)	Widen to 4 lanes	\$6.70 M	
нн	Veterans Memorial Parkway from Harley Strickland to Graves Avenue	Widen to 4 lanes	\$9.80 M	
II	Mantanzas Woods Parkway from SR 5 (US-1) to I-95	Widen to 4 lanes	\$14.80 M	
וו	LPGA Boulevard from Nova Road to US-1	Widen to 3 lanes	\$12.95 M	
KK	Hand Avenue from Clyde Morris Boulevard to SR 5A (Nova Road)	Widen to 4 lanes	\$7.00 M	
LL	Josephine Street from Old Mission to Tatum	Widen to 4 lanes	\$4.95 M	
MM	North Entrance DeLand Airport from Industrial Drive to SR 11	New 2-lane road	\$2.26 M	
NN	LPGA Boulevard from Tymber Creek Road to I-95	Widen to 4 lanes	\$31.20 M	
00	LPGA Boulevard from US 92 to Tymber Creek Road	Widen to 4 lanes	\$17.40 M	
PP	<b>Dunn Avenue</b> from LPGA Boulevard to Tomoka Farms Road	New 2-lane road	\$22.00 M	
QQ	Williamson Boulevard from N of Summertrees Road to Madeline Avenue	Widen to 4 lanes	\$27.00 M	
RR	Beresford Avenue Extension from Kepler Road/MLK Boulevard to SR 44	New 2-lane road	\$15.84 M	



#### **LOCAL MUNICIPAL PROJECTS**

Local roadway projects were submitted by Volusia County and the City of Palm Coast for inclusion in Connect 2045 for informational purposes. While these local projects are not part of the cost feasible plan, they provide the local piece to the transportation network needs of the area. These local projects are funded through local resources and are managed by the local governments. The local projects provided by Volusia County and Palm Coast are listed in Exhibits A and B, respectively.

#### FINAL COMMENT PERIOD

The River to Sea TPO is seeking additional and final public comment on the draft 2045 Long Range Transportation Plan. A Webinar is scheduled for July 21, 2020 (10:00 a.m. – 11:00 a.m.). The webinar will also be available for on demand viewing from July 22<sup>nd</sup> through July 31<sup>st</sup> and can be access through www.r2ctpoConnect2045.com.

Comments may be submitted directly to the TPO at:

River to Sea TPO
Attention: Colleen Nicoulin
2570 West International Speedway Boulevard, Suite 100
Daytona Beach FL 32114

Or Via email: cnicoulin@r2ctpo.org

Please submit comments by August 24, 2020.



#### Exhbit A

#### Volusia County - Local Projects for R2C TPO 2045 LRTP

		Costs (in		
Project	Limits (To - From)	millions)	Timing	General Location
Zone 1 - NE VOLUSIA		•	•	•
LPGA Blvd - widening to 4 lanes	Tymber Creek Rd to I-95 Interchange	\$21.7	2026 to 2030	Daytona Bch
Tymber Creek Road - New 2 lane road	South of SR 40 to LPGA Blvd	\$17.1	2026 to 2030	Daytona/Ormond
Beach St - Raise Road	Pine Tree Dr to Tomoka River bridge	\$4.0	2031 to 2035	Ormond Bch
Hand Ave - widening to 4 lanes	Williamson Blvd to SR 5A/Nova Rd	\$24.0	2031 to 2035	Ormond Bch
Williamson Blvd - widening to 4 lanes	Madeline Ave to SR400/Beville Rd	\$6.7	2031 to 2035	Daytona/Port Orange
Dunn Ave - widening to 4 lanes	Williamson Blvd. to Bill France Blvd.	\$9.4	2036 to 2040	Daytona Bch
Dunn Ave - widening to 4 lanes	Bill France Blvd. to Clyde Morris Blvd.	\$7.1	2036 to 2040	Daytona Bch
Tymber Creek - widening to 4 lanes	Peruvian to Airport	\$8.8	2036 to 2040	Ormond Bch
LPGA Blvd - widening to 4 lanes	US 92 to Tymber Creek Rd	\$16.1	2041 to 2045	Daytona Bch
Taylor Branch Rd - widening to 4 lanes	SR 421/Dunlawton Av to Clyde Morris Blvd	\$8.3	2041 to 2045	Port Orange
Tomoka Farms Rd - widening to 4 lanes	I-4 Overpass to US 92/ISB	\$6.4	2041 to 2045	Daytona Bch
Zone 2 - SE VOLUSIA	·	·		
Pioneer Tr/Tomoka Farms Rd - Roundabout	Intersection Improvement	\$3.5	2026 to 2030	Samsula
Pioneer Tr/Wallace Rd - Safety & Paved Shoulders	I-95 to SR 44 (East)	\$13.5	2026 to 2030	New Smyrna Bch
Joesphine St./10th St - widening to 4 lanes	Old Mission to Tatum St	\$5.0	2031 to 2035	New Smyrna Bch
Pioneer Tr - Safety & Paved Shoulders	SR 44 (West) to Airport Rd	\$5.5	2031 to 2035	Samsula
Sugar Mill Rd - widening to 4 lanes	SR 44 to Pioneer Tr	\$9.8	2041 to 2045	New Smyrna Bch
Zone 3 - SW VOLUSIA	·	·		
W Volusia Beltway (VMP Extension) - New 4 lane	SR 472 to Graves	\$15.0	2026 to 2030	Orange City
W Volusia Beltway (VMP) - widening to 4 lanes	Rhode Island Ave to Harley Strickland	\$7.4	2026 to 2030	Orange City
W Volusia Beltway (VMP) - widening to 4 lanes	Graves to Rhode Island Ave	\$9.9	2031 to 2035	Orange City
Dirksen - adding bi-directional turn lane	US 17/92 to I-4	\$7.9	2031 to 2035	DeBary
Doyle Road - widening to 4 lanes	Providence Blvd. to Saxon Blvd	\$16.8	2036 to 2040	Deltona
Doyle Road - widening to 4 lanes	Saxon Blvd. to Courtland Blvd.	\$15.5	2041 to 2045	Deltona
Zone 4 - NW VOLUSIA	·			
Beresford Ave - extend road	Blue Lake Ave to SR 44	\$15.8	2026 to 2030	DeLand
W Volusia Beltway (Kepler Rd) - widening to 4 lanes	US 92 to SR 44	\$16.5	2031 to 2035	DeLand
W Volusia Beltway (Kepler Rd) - widening to 4 lanes	SR 44 to Beresford Ave Extension	\$4.6	2031 to 2035	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Beresford Ave Extension to Taylor Rd	\$6.2	2036 to 2040	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Taylor Rd to Orange Camp Rd	\$6.2	2036 to 2040	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Orange Camp Rd toSR 472	\$10.5	2041 to 2045	DeLand

#### Exhbit A

#### Volusia County - UNFUNDED Local Projects for R2C TPO 2045 LRTP

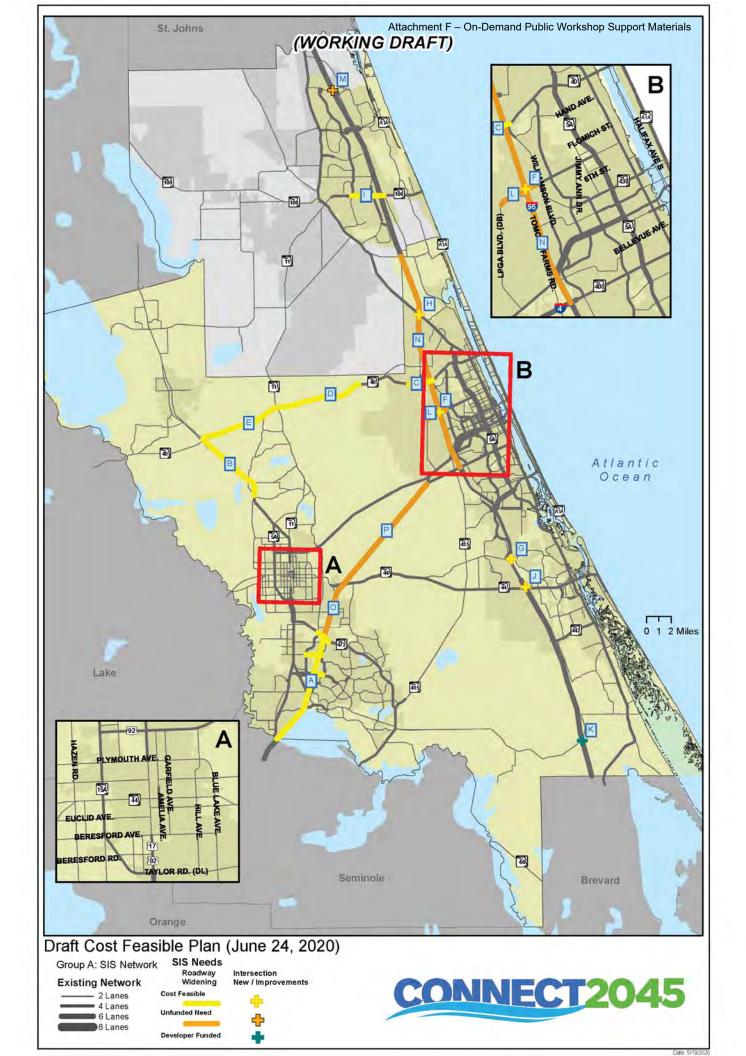
Project	Limits (To - From)	Costs (in millions)	Timing	General Location
Zone 1 - NE VOLUSIA (UNFUNDED PROJECTS)				
Airport Road (PO) - widening to 4 lanes	Sabal Creek to Creekside Middle	\$6.7		Port Orange
Airport Road (PO) - widening to 4 lanes	Creekside Middle to Pioneer Trail	\$7.6	-	Port Orange
Airport Road (OB) - widening to 4 lanes	Tymber Creek Rd. to Pineland Tr.	\$8.1		Ormond Bch
Airport Road (OB) - widening to 4 lanes	Pineland Tr. to Sunshine Blvd.	\$8.7		Ormond Bch
Airport Road (OB) - widening to 4 lanes	Sunshine Blvd. to US 1	\$10.5		Ormond Bch
Dunn Ave - New 2 lane road	LPGA Blvd to Tomoka Farms Rd	\$37.8		Daytona Bch
Knox Bridge Replacement	Bridge	\$25.0		Ormond by the Sea
Main St Bridge Replacement	Bridge	\$50.0		Daytona Bch
Old Kings Hwy widening to 4 lanes	Old Dixie Hwy to Flagler Co line	\$7.6		Ormond Bch
Taylor Road (CO) - widening to 4 lanes	Tomoka Farms Rd to Summer Tree Rd	\$20.4		Port Orange
Tomoka Farms Rd - widening to 4 lanes	Taylor Rd to I-4 Overpass	\$22.8		Port Orange
Williamson Blvd - widening to 4 lanes, incl I-95 Overpass	Summer Tree Rd to Madeline Ave	\$27.0		Port Orange
Zone 2 - SE VOLUSIA (UNFUNDED PROJECTS)				
Pioneer Trail - widening to 4 lanes	Airport Road to I-95	\$13.8		New Smyrna Bch
Pioneer Trail - widening to 4 lanes	SR 44 (West) to Airport Rd	\$47.2		Samsula
Williamson Blvd - New 4 Lane	SR 44 to Pioneer Tr	\$33.0		New Smyrna Bch
Zone 3 - SW VOLUSIA (UNFUNDED PROJECTS)				
Doyle Road - widening to 4 lanes	Courtland Blvd. to SR 415	\$9.6		Deltona
Providence Blvd - widening to 4 lanes	Doyle Road to East Normandy	\$14.1		Deltona
Providence Blvd - widening to 4 lanes	East Normandy to Saxon	\$7.3		Deltona
Providence Blvd - widening to 4 lanes	Saxon to Tivoli	\$8.8		Deltona
Providence Blvd - widening to 4 lanes	Ft. Smith Blvd to Howland Blvd	\$14.5		Deltona
Rhode Island Ext with I-4 overpass - extend as 2 lane road	Veterans Memorial Pkwy to Normandy Blvd	\$15.5		Deltona/Orange City
Rhode Island Ext - I-4 Interchange	I-4 Interchange	\$73.0		Deltona/Orange City
Saxon Blvd - widening to 4 lanes	Tivoli to Providence	\$8.3		Deltona
Saxon Blvd Extension - extend road	US 17/92 to Westside Parkway	\$9.9		DeBary/Orange City
Westside Pkwy - extend road	French Av to Rhode Island Ave	\$8.5		Orange City
Westside Pkwy - extend road	Rhode Island Ave to Saxon Blvd Extension	\$11.8		Orange City
Westside Pkwy - extend road	McGregor Rd to Minnesota/Hamilton	\$6.2		Orange City/DeLand
Zone 4 - NW VOLUSIA (UNFUNDED PROJECTS)				
Blue Lake Avenue Extn - New 2 LN	Blue Lake Ave (in Victoria Park) to Orange Camp Rd	\$8.0		DeLand
CR 305 (Bunnell Rd) - widening to 4 lanes	US-17 to Flagler Co line	\$38.4		Seville
Orange Camp Rd - widening to 4 lanes	US 17/92/Woodland Blvd to W Volusia Bltwy/MLK	\$19.1		DeLand
Plymouth Ave - adding bi-directional turn lane	SR 15A to US 17/92	\$9.2		DeLand

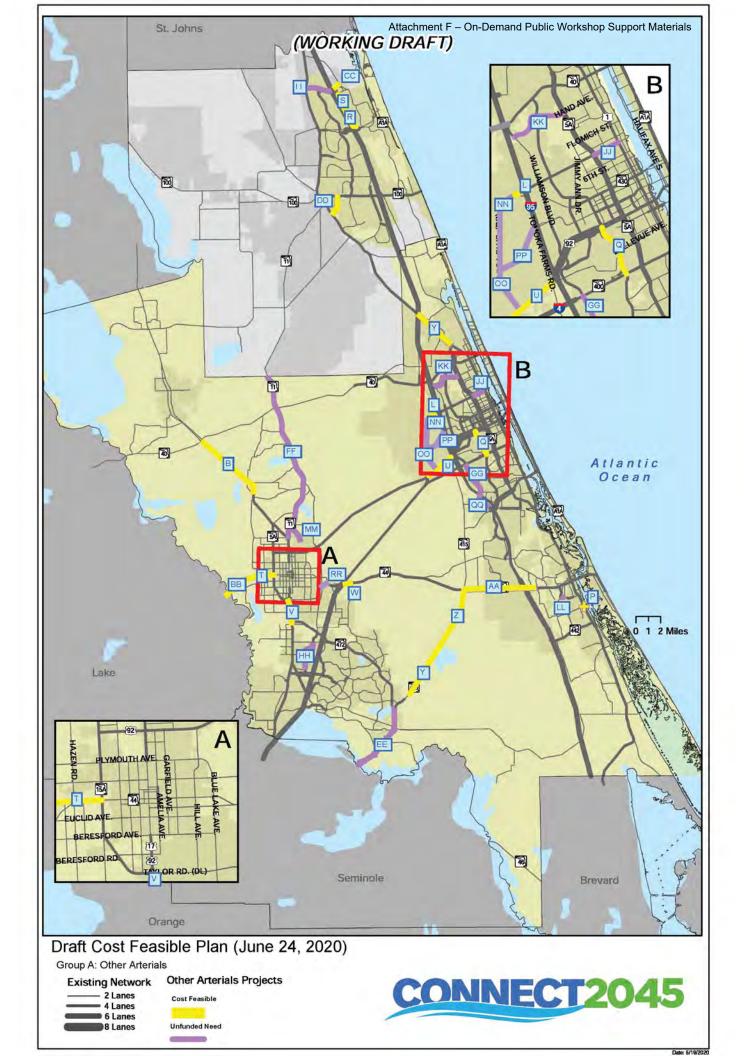
#### Exhibit B

### City of Palm Coast Unfunded Local Projects for R2CTPO 2045 LRTP

		Cost	Date of
Projects	Limits (To - From)	(\$millions)*	Estimate
Belle Terre Parkway - widening to 6-lanes	Pine Lakes Pkwy to Palm Coast Parkway (EB)	\$2.60	2018
Bulldog Drive - widening to 4-lanes	SR100 to Central Ave.	\$3.60	2018
Matanzas Woods Pkwy widening to 4-lanes	US1 to Southbound I-95 ramps	\$14.10	2014
Matanzas Woods Pkwy widening to 4-lanes	I-95 to Old Kings Rd. Extension	\$2.46	2014
Old Kings Rd. South - widening to 4-lanes	SR100 to Old Dixie Hwy.	TBD	
Old Kings Rd widening to 4-lanes	Town Center Blvd. to Palm Coast Pkwy.	\$7.80	2018
Royal Palms Parkway - widening to 4-lanes	US1 to Town Center Blvd.	\$29.30	2018
Town Center Blvd - widening to 4-lanes	Central Ave. to Royal Palms Pkwy.	\$6.10	2018
Belle Terre Pkwy. Corridor Turn-lane Project	Eastwood Dr. to Burroughs Dr.	\$1.89	2018
Belle Terre Blvd. Corridor Turn-Lane Project	Karas Trail to Zonal Geranium Trail	\$0.39	2018
Colbert Lane @ Blare Dr. Turn-Lane Project	Colbert Lane @ Blare Dr.	\$0.10	2018
Palm Harbor Pkwy. Corridor Turn-Lane Project	Crystal Way to Fernmill Lane	\$1.76	2018
Pine Lakes Pkwy. S. Corridor Turn-Lane Project	Wellington Dr. to Commerce Blvd.	\$1.27	2018
Ravenwood @ Rolling Sands Dr. Turn Lane	Ravenwood Dr. @ Rolling Sands Dr.	\$0.10	2018
Rymfire Dr. Corridor Turn-Lane Project	Ryan Dr. E to Rymfire Elementary	\$1.46	2018
Seminole Woods Blvd. Corridor Turn-Lane Project	Sloganeer Tr. W. to Pinnacles Plaza	\$1.56	2018
Whiteview Pkwy. Corridor Turn-Lane Project	Rolling Sands Dr. to Princess Rose Dr.	\$2.08	2018
Palm Coast Pkwy. And Pine Lakes Pkwy. SB Right Turn Lane	Palm Coast Pkwy. and Pine Lakes Pkwy.	\$0.10	2018
Palm Coast Pkwy. (EB) @ Pine Cone Dr. Turn Lane and Signal			
Improvement	Palm Coast Pkwy. and Pine Cone Dr.	\$0.53	2018
Palm Coast Pkwy. (EB) Turn-lane Projects	Corporate Dr. to Belle Terre Pkwy.	\$0.20	2018
Palm Coast Pkwy. (WB) Turn Lane Projects	Bridgehaven Dr. to Corporate Dr.	\$0.39	2018
Palm Coast Pkwy. (WB) Turn Lane Projects & Signal Improvement	Pine Cone Dr. to Frontage Rd.	\$0.72	2018
Palm Coast Pkwy. (WB) @ Colbert Lane Turn-lane Projects	Palm Coast Pkwy. and Colbert Lane	\$0.10	2018

<sup>\*</sup> No Right of Way Costs Included





# River to Sea TPO Connect 2045 - Public Workshop - July 21, 2020

- 1 what about hand avenue extention over I-95
  - A question was asked about when a project will "start." Can you explain generally how long it takes -- phases that must be followed -- and that there are a number of projects already under some phase
- 2 development.
  - I have concerns that road projects listed for 415 and Doyle Road may not abide or work with exist overlays and comp plans to protect against impact and encouragement of sprawl. What assurances
- 3 there that these will not be waived?
- 4 Concerning the 415 plans; is the Gatlin-Jackson study and sustainable design going to be utilized? Is an extension of New Hampshire from Orange City across I-4 to connect to Normandy in Deltona be
- 5 considered?
  - How early will local governments get information on these long-range plans? Will public notices as well issued so that citizens who may be concerned can get involved in the early phases of these plans impac
- 6 their respective communities?
- 7 Explain how local initiatives projects are funded.
- 8 Will any of the 2045 LRTP funding go towards passenger rail projects?
- 9 When appropriate during this webinar, I'd like to talk about a potential "needs" project.
- 10 SR 442 at I-95 (Needs Project)
  - Regarding the R 442/I-95 Interchange Needs Project, I'd like to ask if the recent FDOT IMR study, wh proved up the need for interchange improvements, will result in this interchange being added to the Nee
- Plan. While the IMR hasn't been completed, it has clearly shown that this interchange is deficient.

  The IMR noted that the 2045 LRTP clearly shows that the need for future improvements are required. T
- is similar to the Matanzas Woods Pkwy interchange being inthe Needs List.
- 13 Since traffic will always expand to exceed road capacity, how is that approached?
- 14 Could we have a copy of the presentation, please?
- 15 Is there a spreadsheet stating when projects will start?
- 16 Hi. How are you addressing environmental sustainability concerns? Wildlife corridors, etc. ?
- 17 Hi. How are you addressing environmental sustainability concerns? Wildlife corridors, etc. ?
- 18 Do you have any plans to do a traffic study for Hwy 44/3rd Ave/S. Causeway in New Smyrna Beach?
- Who is paying for the traffic study for the Hand Avenue bridge?I don't understand the answer. I see it isn't on the funded projects but it was on the studies list before. Do
- this mean the traffic study isn't happening?
- 21 What happened to the studies needed list?
  - We need to fund Beresford Avenue Extension from Blue Lake to Summit Avenue ASAP. How do
- 22 expedite that? Thank you, Astrid de Parry
  - How do we change the perception of Beresford Avenue Extension as a "local road" when it is clea
- required to relieve traffic on SR44?

# Emailed questions/comments received prior to July 21st Webinar

- 1. In planning are there any built-in protections for roads such as Granada Blvd. that already exceed capacity and have no ability to expand such as not approving new roads that would add additional traffic
- 2. In determining worthiness of a project do you look at only the city in question or do you look at the overall impact as to neighboring roadways? I think you call it city traffic reduction plans? Kind of goes along with Ques 1.
- 3. Where is the section of LPGA to US 92 on a list of priorities? This area is the subject of massive development but also heavily traveled by east side residents accessing I4 rather than the hassel of I 95. I needs to be widened yesterday.
- 4. The intersection of Hand Ave. and Clyde Morris, particularly the westbound turn lane on Hand Ave. is a disaster. Both N and S turn lanes are blocked off until one is nearly at the intersection, backing up traffic and people who don't know being in the wrong lanes. Also, an overhead street light is needed as it is difficult to see where the lanes are at night when you are turning.
- 5. Some developers are touting Votran as a means of mitigating the traffic issues they will cause. Most people who buy houses in the \$300,000 range will never use a bus. It is stated in your report that Volusia County does not even have a replacement plan budgeted to replace these buses. Is this considered in yo planning (more traffic)
- 6. SunRail is virtually useless to most of Volusia County. Riders from east of I95 need to drive 45 minutes to Debary and even then can only go to places near train stations. Nothing to the airport, theme parks or anyplace useful. Are there any plans to offer regular transportation from the east side to Debary?
- 7. It is stated that Transportation Impact Fees are required before a development begins. Does this happen? Can a developer ask for roads and/or conditions favorable to his development?
- 8. Ormond Beach is being squeezed between 1577 new homes in Plantation Oaks to the north and 10,00 new homes at Avalon Park as well as more at Margaritaville and Mosaic all to the southwest and abutting Ormond Beach. One developer wants to extend Hand Ave. over I 95 to provide access to OB from his 10,000 new homes. The only place to go to from such an extension is Granada and the one bridge to the beach in Ormond Beach. Roads in both areas are already too congested. Can developers be required to get approval to widen roads, develop traffic patterns that lead to the beach without creating congested roads and construct new roads prior to adding thousands of new residents? For example, all traffic from developments in the LPGA area should only exit onto LPGA. There are 4 bridges in Daytona Beach that go to the beach.
- 9. Dunn Ave Extension Is this supposed to go somewhere some day?
- 10. Evacuation routes? The proposed Hand Ave Extension is mentioned as a reason for this. Crazy all those homes on the west side of 95 converging on Williamson Blvd meeting with the residents of the eas side attempting to evacuate via I 95 north. This would be a nightmare.
- 11. Williamson Blvd. in the area of the hospital in Daytona needs to be widened especially now that they have built so many apartments across the road from the hospital. It is a bottleneck at that part of Williamson.

## Responses to Webinar Questions from Volusia County

Webinar	what about hand avenue extention over I-95	According to Volusia County, it's not on the funded or unfunded list because the federal, state and local agencies performed an "Efficient Transportation Decision Making" (ETDM) study of the Hand Ave extension, from Tymber Creek Road to Williamson Blvd, to evaluate potential environmental effects of the road project. The study noted "significant" environmental concerns due to impacts associated with wetlands and crossing the Tomoka River, which is an Outstanding Florida Water. Volusia County decided not to pursue the extension in the immediate or near future, but retained it on the comprehensive plan maps since it was still desired by the cities of Ormond Beach and Daytona Beach. Finally, it should be noted that approval of a large new development, such as Avalon Park, could result in a reanalysis of the need and appropriateness of this improvement.
Webinar	Who is paying for the traffic study for the Hand Avenue bridge?	The Avalon Park proposal requires a Traffic Impact Analysis to be completed by the developer, and will assess this road need as a part of that study.
Webinar	I have concerns that road projects listed for 415 and Doyle Road may not abide or work with existing overlays and comp plans to protect against impact and encouragement of sprawl. What assurances are there that these will not be waived?	According to Volusia County, the Florida DOT partnered with Volusia County, Deltona and Osteen residents during the previous SR 415 widening project. Volusia County also partnered with Deltona and Osteen residents during the Osteen Local Plan development. Any future widening would follow a similar process, including public hearings. At this time, Volusia County does not envision six-laning either SR 415 or Doyle Road. Instead, the local plan requires mobility strategies such as access managment and local road interconnectivity, to provide additional capacity instead of widening the Osteen area arterials.
Webinar	We need to fund Beresford Avenue Extension from Blue Lake to Summit Avenue ASAP. How do we expedite that? Thank you, Astrid de Parry	Bereford Ave is programmed for construction between Blue Lake Ave to Martin Luther King Jr. Blvd within the next 5 years, and according to Volusia County, based upon available funding, timing for the connection to SR 44 is between 2026 to 2030. If the extension alignment is within or adjacent to a development, Volusia County is willing to work with developers to expedite said roadway project.
Webinar	Is an extension of New Hampshire from Orange City across I-4 to connect to Normandy in Deltona being considered?	The extension is not planned by Volusia County. According to Volusia County, the only new road looking to extend over Interstate 4 to connect Orange City to Deltona is the Rhode Island Extension, which is included in the 2045 LRTP Cost Feasible - SIS Needs.
Webinar	How do we change the perception of Beresford Avenue Extension as a "local road" when it is clearly required to relieve traffic on SR44?	According to Volusia County, although all non-state roads are described as 'local roads', Beresford Avenue is classified as a Major Collector Road, indicating its importance in the transportaiton system.
Emal	Where is the section of LPGA to US 92 on a list of priorities? This area is the subject of massive development but also heavily traveled by east side residents accessing I4 rather than the hassel of I 95. I needs to be widened yesterday.	According to Volusia County, based upon available funding, timing for LPGA improvements is between 2026 to 2030 (I-95 Interchange to Tymber Creek Rd) and 2041 to 2045 (Tymber Creek Rd to US 92/ISB). We have applied for a federal grant to design improvements of the LPGA from I-95 to US 92 in hopes of bringing more resources to this corrdior.
Email	The intersection of Hand Ave. and Clyde Morris, particularly the westbound turn lane on Hand Ave. is a disaster. Both N and S turn lanes are blocked off until one is nearly at the intersection, backing up traffic and people who don't know being in the wrong lanes. Also, an overhead street light is needed as it is difficult to see where the lanes are at night when you are turning.	According to Volusia County, we have constructed intersection improvement projects to alleviate congestion when funding is available prior to widening a roadway. The length of the Clyde Morris Blvd turn lanes and ability to access them will be evaluated during the engineering design phase. Otherwise based upon available funding, timing for Hand Ave widening improvements is 2031 to 2035 (4-laning from Williamson Blvd to SR 5A/Nova Rd). Street lights along roads are the responsibility of the local city to install and maintain. In this case, it would be Ormond Beach.

	T	
Email	Some developers are touting Votran as a means of mitigating the traffic issues they will cause. Most people who buy houses in the \$300,000 range will never use a bus. It is stated in your report that Volusia County does not even have a replacement plan budgeted to replace these buses. Is this considered in your planning (more traffic)	According to Volusia County, Votran provides service for our transportation disadvantaged community using federal, state and local revenues. Whereas, the homeowner may never use a bus - everyone that pays property taxes in Volusia County supports Votran service. The County Council when setting the General Fund millage rate (Ad Valorem taxes) must balance a variety of county-wide services needing funding, including Votran routes & services. Votran does have a bus replacement schedule, and leverages primarily federal and state funds for capital replacement. City's approving developments along transit routes should consider requiring transit-oritented developments as opposed to more suburban development.
Email	from east of I95 need to drive 45 minutes to Debary and even then can only go to places near train stations. Nothing to the airport,	According to Volusia County, Votran Route 60 already provides service between East & West Volusia. In addition, a couple of years ago the Florida DOT did a "Volusia Transit Connector Study." This study evaluated a bus rapid transit (BRT) or SunRail connection between East & West Volusia. The 2015 cost estimates were (1) BRT = capital construction/fleet \$61.1M and annual operations & maintenance (0&M) - \$16.1M; (2) The SunRail alternative = capital construction/fleet \$1,073M with annual 0&M \$34.0M. Both alternatives didn't have sufficient ridership estimates to justify the costs to implement. The study recommended growing the existing east-west Route 60 and as ridership grows move towards BRT.
Email	It is stated that Transportation Impact Fees are required before a development begins. Does this happen? Can a developer ask for roads and/or conditions favorable to his development?	According to Volusia County & Florida Statutes, County Transportation Impact Fees (IMF) are paid prior to the Certificate of Occupancy (whether residential or commercial) being issued. So if a residential development has 2,000 homes and they only build 250 homes per year. The county would receive the IMF over 8 year period. This makes it difficult to fund needed road improvements prior to the development being completed. The County does work with developers to expedite construction of major county thoroughfare roads, which are collector & arterial roads. A developer can also negotiate to construct a roadway or intersection improvement with the county and/or city to satisfy mitigation requirements. However, construction of any county thoroughfare roadway in exchange for IMF credits must be approved by Volusia County Council. We give IMF credits for actual design & construction costs if the roadway is designed to our County Thoroughfare Standard (ie., design speed 45 mph, pavement design thickness to handle truck traffic, median to limit access, storm water system & drainage inlet's placed to accommodate future widening, etc). Examples would include Tymber Creek Road north of LPGA and Airport Road in Venetian Bay. The Volusia County Comprehensive Plan, Chapter 2 - Transportation Element has a map of all county thoroughfare roads (existing & future).
Email	Hand Ave. over I 95 to provide access to OB from his 10,000 new homes. The only place to go to from such an extension is Granada and the one bridge to the beach in Ormond Beach. Roads in both areas are already too congested. Can developers be required to	The government cannot limit roadway access for residents living in a certain community, but it is the responsibility of the local jurisdiction (approving the development) to look at the development's impacts on the entire roadway system (including impacts to adjoining local jurisdictions), determine if the system has available capacity for the development, and if necessary plan roadway connections (often through city road network expansion) to offset impacts to congested roads. Finally, a state statute did require local governments to offer a pay and go option to mitigate transportation, as opposed to requiring road imrpovements be made. Access restrictions, such as the one suggested at the end of this question can be negotiated by a city during the site plan process.

Email	Dunn Ave Extension - Is this supposed to go somewhere some day?	According to Volusia County,Dunn Ave will extend from current termini at Tomoka Farms Road west to near the football stadium along LPGA Blvd. The "Dunn Avenue Extension Alignment Study from LPGA Blvd to Williamson Blvd" is dated February 12, 1999. A copy of the alignment study (95 pages) can be provided upon request.
Email	Evacuation routes? The proposed Hand Ave Extension is mentioned as a reason for this. Crazy - all those homes on the west side of 95 converging on Williamson Blvd meeting with the residents of the east side attempting to evacuate via I 95 north. This would be a nightmare.	According to Volusia County, the County's Comprehensive Plan, Chapter 2 - Transportation Element has a map of all hurricane evacuation routes. Even though Hand Avenue isn't classified as an emergency evacation route, it does provide an alternate east-west roadway to both LPGA Blvd and SR 40, both of which are classified as emergency evacuation routes.
Email		According to Volusia County, based upon available funding, timing for Williamson improvementsis currently 2021 to 2025. The county plans to use impact fees, a \$2 Million state appropriation (for right-of-way) and proportionate fair share funding from several developers.
Email	Hand Avenue between Nova and Clyde Morris needs to be four laned. The west bound turn lane to Clyde Morris are inaccessible until you are nearly at the intersection backing traffic up on Hand Ave.	According to Volusia County, based upon available funding, timing for Hand Ave improvements is planned for 2031 to 2035 (4-laning from Williamson Blvd to SR 5A/Nova Rd). The length of the Clyde Morris Blvd turn lanes and ability to access them will be evaluated during the engineering design phase. Street lights along roads are the responsibility of the local city to install and maintain.Refer to previous comment #8.
Email	A light and dedicated left turn lane are needed at southbound Williamson at Strickland Range Road	According to Volusia County, several proposed developments on the NE, SE, and SW corners of Williamson & Strickland Range have been asked to evaluate this need as part of their required traffic impact analysis. As part of Williamson Blvd widening improvements, the county will design the north and south left and right turn lanes as well as design the future intersection to accommodate a traffic signal. Any necessary turn lanes on the city road (ie., Strickland Range) are typically funded by the local jurisdiction.
Email	LPGA from the Humane Society to 95 needs repaving and widening.	According to Volusia County, LPGA Blvd was recently resurfaced. Based upon available funding, timing for LPGA widening improvements is between 2026 to 2030.
Email	certain times of day.	Volusia County agrees that the number of lanes cannot accommodate all the traffic, especially in the afternoon peak. The only plans to alleviate traffic congestion along SR 40/Granada Blvd is 6-laning from Williamson to Breakaway Trail, which is on the SIS Cost Feasible Project list and installing a traffic adaptive system from Tymber Creek Rd to SR A1A/S Atlantic Ave this FDOT FY 20/21. An adaptive signal system will adjust signal timings based upon traffic demand & delay.

# **Connect 2045 Public Involvement Activities**

# Attachment G Environmental Justice Workshop Support Materials





# **Environmental Justice Workshop**

The River to Sea TPO is in the process of developing Connect 2045, Your Community Transportation Plan. Long-range transportation plans, such as Connect 2045, establish policy-direction and identify the transportation projects and programs that best reflect the future needs of the community and region. As part of the process for developing the plan, it is critical to understand and address the potential effects of planning and prioritization decisions on traditionally underserved members of the community, which often includes minority and low-income populations.

We are at a very important point in the plan development and the River to Sea TPO is seeking additional input regarding potential transportation needs, issues, and/or concerns of underserved populations. To do this, we're hosting a workshop that will include a description of the planning process, efforts to consider potential adverse impacts to minority and low-income populations, an overview of the draft plan, and plenty of opportunity for questions and discussion.

Because of your organization's experience with and understanding of the needs of traditionally underserved and underrepresented populations, we appreciate your input at the Connect 2045 Environmental Justice Virtual Workshop which will be held on Tuesday, August 4 at 10:00 AM

**Environmental Justice** (EJ) is the fair treatment of all groups within the community. In 1994, Presidential Executive Order 12898 directed every Federal agency to make environmental justice (EJ) part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." This order was consistent with Title VI of the Civil Rights Act of 1964 which prohibits discrimination on the basis of race, color, or national origin. Environmental Justice provides a framework for conducting assessments pertaining to matters of equity and nondiscrimination.

Development of the Draft Plan includes evaluation of proposed projects through assignment of an environmental justice criteria score to inform project ranking. Two driving characteristics of EJ areas are percentage of households at or below poverty level and percentage of minority population. For illustration purposes, percentages of population meeting the criteria were compared to the statewide average to create the maps included in this package (Attachments 4 and 5). Census Tracts that were estimated to have levels of EJ populations that were equal to or exceeded 150% of the statewide average are highlighted. These maps are just one source of information.

Your organization's experience and knowledge will help provide further insight regarding areas to consider and the potential for disproportionate impacts to underserved and underrepresented populations.

## **ATTACHMENTS**

Attachment 1 – Overview of the Draft Plan including proposed plan of projects (pages 7-9)

Attachment 2 – Map of Proposed Strategic Intermodal System Projects

(corresponds to projects on page 7 of Attachment 1)

**Attachment 3** – Map of Proposed Other Arterials Projects

(corresponds to projects on pages 8-9 of Attachment 1)

Attachment 4 – Map of Household Poverty

Attachment 5 – Map of Minority Population



# Review of Connect 2045, the Long-Range Transportation Plan for the River to Sea TPO (Draft)

## **INTRODUCTION**

We know the next 25 years will bring very real challenges for our communities, including an aging population, increasing concerns over urban sprawl, rapidly changing transportation technologies and a significantly less predictable energy, environmental and economic picture. By developing a long-range transportation plan, the River to Sea Transportation Planning Organization (TPO) and its members strive to identify the unmet needs in our area and work together to develop a strategic approach to planning for the future.

## PURPOSE OF THE LONG RANGE TRANSPORTATION PLAN (LRTP)

Connect 2045 is the new long-range transportation plan being developed to guide the transportation future of the River to Sea TPO area. The plan takes a look 25 years into the future to identify strategies that will address the transportation needs of the River to Sea TPO Metropolitan Planning Area (MPA). This MPA encompasses all of Volusia County and the urbanized portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell. To be effective, a long-range plan must provide a balanced approach to transportation by offering a variety of choices that address the diverse needs of our local communities.

More specifically, the Connect 2045 plan will identify the transportation projects needed and the anticipated federal and state funds that will support their development. Federal law requires the LRTP to be "cost-feasible" meaning that the estimated cost of the plan must fit within the federal, state, and local budget of the funding forecasted. Because revenues are not keeping pace with estimated needs, some projects will remain unfunded during this period of time.

The River to Sea TPO recognizes that this activity is much more than a federal mandate but rather an opportunity to develop a coordinated, long range approach for planning an effective transportation system. Development of the LRTP began in the spring of 2019 and must be complete by September 2020.



## **GOALS AND OBJECTIVES**

Projects selected for inclusion in the 2045 LRTP are intended to reflect the Vision and Goals of the planning area and its member governments. Goals and Objectives that reflect these visions were developed early in the planning process and work together to ensure that the transportation system is sustainable over time. The six goals of Connect 2045 are:

Multimodal:	Develop and maintain a balanced, efficient multimodal system
Economic	Support the economic development and growth of the TPO area
Development:	and region
Connectivity:	Enhance and expand transportation connectivity and choices for all
	users
Safety:	Eliminate or reduce crash-related fatalities and serious injuries
	(safety) and improve security throughout the transportation
	network
Livability	Promote livability by providing, protecting, and enhancing social,
	cultural, physical and natural environmental places
Public	Promote equity, transparency, and opportunities for the public to
Involvement	be involved with planning their transportation system

## **PUBLIC PARTICIPATION**

The importance of public outreach as a means to inform, educate, and involve citizens in the transportation decision-making processes that impact their daily lives cannot be underestimated. The public involvement approach encompasses a range of strategies to involve the public in the development of Connect 2045. In addition, the participation of community stakeholders, agency representatives, planners, engineers, and other knowledgeable public and private sector professionals provides valuable input so that key issues are identified, and appropriate solutions are generated. The goal is a consensus-based plan that accurately reflects the area's needs.

Public outreach efforts include a need to both inform and solicit input from various members of the public. Since these efforts target people with various levels of education, interest, background, goals and desires, socioeconomic status and available time, multiple public involvement tools make up the approach for Connect 2045. The primary tools proposed are described in the following sections.

• Focus Group Workshops — Focus Group Workshops were utilized as innovative and interactive planning activities to engage attendees in discussion on trending transportation topics and to seek input regarding the roles that technology, resiliency, and funding challenges play in the transportation future. Input received helped identify consistent themes and prevailing issues to be addressed in Connect 2045. A total of five workshops were conducted and held in geographically dispersed areas throughout the TPO planning area in January of 2020.



- Civic Presentations Representatives from the River to Sea TPO attended three in-person and six virtual meetings for civic organizations in Volusia and Flagler County to deliver presentations on Connect 2045 and to encourage participation in the process. Overall, nearly three hundred and fifty persons were part of this outreach. These meetings occurred in February, March and April 2020.
- Needs Assessment Workshops Three public workshops were held in geographically dispersed
  areas throughout the TPO Planning Area. The purpose of these workshops was to present the
  analysis method, review the needs assessment by mode and area, and solicits comments on
  projects identified as needs as well as unidentified needs. Input received from the Needs
  Assessment fed into the development of the draft Cost Feasible Plan.
- Cost Feasible Plan Development Workshops Two virtual public webinars were held in May to solicit input from the public on the draft Cost Feasible Plan. The purpose of these webinars was to solicit comments on the development of the draft Cost Feasible Plan. Input received from these webinars was used to refine the draft Cost Feasible project list.
- Environmental Justice Workshop As part of the process for developing the plan, it is critical to understand and address the potential effects of planning and prioritization decisions on traditionally underserved and underrepresented populations. An environmental justice approach to transportation planning and project development recognizes the fair treatment of all groups within the community. An Environmental Justice virtual webinar is scheduled to gather input on the draft plan and its potential impacts to underserved and underrepresented populations.
- *LRTP survey* A Connect 2045 survey was conducted to gather insight into the public's thoughts on issues impacting transportation, including resiliency, technology, and funding challenges. The survey was available online and as a hard copy, in both English and Spanish versions. The results were used to inform the LRTP work effort. There were 534 survey responses.
- LRTP website (www.r2ctpoConnect2045.com) Information on scheduled and planned activities was provided to the public through this website, including the dates, times, and locations of the LRTP Subcommittee, workshops and webinars. Project documents were also posted for public access.
- Social Media Information on scheduled and planned activities was also posted to the TPO's Facebook site and Twitter accounts.

It is important to note that the inability to conduct and participate in face-to-face meetings during the COVID-19 declared state of emergency required the use of virtual/technology-based alternatives to some of the public outreach activities.



#### TRANSPORTATION PLAN SCENARIOS

In developing Connect 2045 and assessing the future transportation needs of the River to Sea TPO planning area, three alternative scenarios were analyzed:

- Resiliency Scenario Resiliency reflects the ability to anticipate, prepare for, and adjust to
  changing conditions, and recover rapidly after disruptive events such as flooding, hurricane
  damage, or major traffic incidents. It is important for the transportation system to be resilient in
  the face of these disruptions to ensure reliable movement of people and goods.
  - The intent of the resiliency scenario is to compare the inundation areas(s) of sea level rise to the River to Sea TPO planning area and identify potentially vulnerable transportation facilities that were listed in the Needs Assessment phase of the project.
- 2. Technology Scenario Technology is transforming transportation in new ways and the pace of change is accelerating, so it is more important than ever to understand how emerging technologies will shape transportation in the future. This includes not just the technology itself, but changes in policy decisions and infrastructure improvements.
  - The intent of the technology scenario is to identify and prioritize potential corridors for future technology infrastructure improvements divided into near-term, mid-term, and long-term needs.
- 3. Funding Scenario At the heart of developing Connect 2045 is the prioritization and selection of projects for funding within the constraints of forecasted revenues. FDOT develops the forecast of funds on the state highway system that are expected to be available over the 25-year planning period. The forecast uses factors known at the time it is developed. As with any long-range financial projection, actual revenue may vary due to unanticipated changes in economic conditions, revenue sources, and other factors.

The intent of the funding scenario is to illustrate how alternative funding futures would potentially change the projects and priorities included in the plan. The scenarios consist of both a LOW and HIGH funding amount relative to the baseline revenue forecast used for development of the Connect 2045.



## **FINANCIAL RESOURCES**

Federal guidance requires that all long-range transportation plans be "cost-feasible." Therefore, the TPO is required to identify the anticipated federal, state and local financial resources that will support completion of the projects proposed in the LRTP as well as to develop reasonable and reliable transportation project cost estimates.

The financial plan used for Connect 2045 includes state and federal revenue estimates as provided by the Florida Department of Transportation (FDOT). These are indicated in Table 1, below. The revenue estimates have been provided in "year-of-expenditure" values that reflect inflation over time, separated into five-year time frames over the planning horizon.

Table 1 – Projected State & Federal Revenues for River to Sea TPO (\$ Millions)<sup>1</sup>

Revenue	2026 to 2030	2031 to 2035	2036 to 2045	Total (2045)
State and Federal Revenues	\$227.9	\$245.9	\$511.7	\$985.6
Strategic Intermodal System Revenues	\$6.4	\$88.5	\$1,569.0	\$1,664.0
Transit – Volusia County	\$195.5	\$202.6	\$429.7	\$827.9
Transit – Flagler County	\$18.8	\$20.6	\$46.7	\$86.2
Total	\$448.6	\$557.6	\$2,557.1	\$3,563.8

<sup>&</sup>lt;sup>1</sup>Year of Expenditure or Future Year Dollars

Table 1 reflects the funding availability for capacity enhancing projects in each major category (including transit). It is important to note that transit funding typically only keeps pace with inflation and generally there is no opportunity to expand service with these funds.

## DRAFT TRANSPORTATION PLAN

Requirements for a long-range plan include identifying the *major capacity enhancing projects, transportation programs or categories of projects* and *projects of regional significance* within the planning area. Table 2 includes the major capacity enhancing projects and lists the present-day project limits and costs. Maps of the draft cost-feasible projects are available separately.

Although capacity enhancing projects are important, a comprehensive solution to our future needs requires a variety of actions. The TPO accomplishes this by utilizing set-aside funds for specific transportation programs and categories of projects. Transportation Management Area (TMA) funds are allocated on a 40/30/30 split to Intelligent Transportation System (ITS), Traffic Operations and Safety improvements, Bicycle and Pedestrian projects, and Transit.

Bicycle and Pedestrian Program - The River to Sea TPO has a long-standing commitment to bicycle and pedestrian planning and project implementation and works closely with local, regional, and state stakeholders. Over the last several years, the River to Sea TPO has completed numerous bicycle and pedestrian feasibility studies and plans focused on school safety, as well as regional and local comprehensive and multimodal transportation plans. Additionally, the TPO is fortunate to have the Tier1 & 2 SunTrail networks within our planning area. The continued allocation of TMA set-aside funding for Bicycle/Pedestrian projects (roughly \$34 million through the year 2045) and the use of Transportation Alternatives (TA) funding reaffirms the River to Sea TPO's commitment to the development of bicycle and pedestrian facilities and regional trail facilities that provide vital connections within the state and national trail and greenway network.

ITS, Traffic Operations and Safety Program - Connect 2045 also reflects the River to Sea TPO's commitment to preserving and enhancing the existing transportation infrastructure by allocating funds to improve traffic operations and safety and to utilize new technology to improve the efficiency of our existing system. This plan allocates roughly \$45 million in TMA set-aside funding through the year 2045 for projects that improve safety and efficiency.

**Transit** - The River to Sea TPO transportation plan also continues to provide support for local public transit service by reserving a portion of the TMA set-aside to provide funding of roughly \$34 million through the year 2045. We recognize that this funding supports the continuation of existing service and the R2CTPO will continue to seek additional transportation funding strategies that will support the expanded transit needs of this planning area.

**Local Initiatives** — Connect 2045 also helps to create high quality transportation facilities by allocating approximately \$40 million (in present day dollars) in funding for Local Initiative projects on the state highway system. These include projects that address complete streets retrofits, roundabouts, technology projects, climate change adaptation and other improvements that support the goals of the plan.



## Table 2 –River to Sea TPO Connect 2045 Draft Project List as approved by the TPO Board (June 24, 2020)

	Strategic Intermodal System (SIS) Project	cts				
Draft Cost Feasible Project List						
Map ID	Facility	Improvement	Cost			
	I-4/SR 400 from Seminole County Line to East of SR 472	Widen to 8 lanes				
	SR 472 from Graves Avenue to Kentucky/MLK Boulevard	Widen to 6 lanes				
Α	Saxon Boulevard from I-4 to Normandy Boulevard	Widen to 4 lanes	\$944.57 M			
	<b>Rhode Island Avenue Extension</b> from Veterans Memorial Parkway to Normandy Boulevard	Widen to 4 lanes				
В	SR 15 (US 17) from DeLeon Springs to SR 40	Widen to 4 lanes	\$46.00 M			
С	SR 40 from Breakaway Trails to Williamson Boulevard	Widen to 6 lanes	\$47.13 M			
D	SR 40 from West of SR 11 to West of Cone Road	Widen to 4 lanes	\$79.91 M			
E	<b>SR 40</b> from SR 15 (US-17) to SR 11	Widen to 4 lanes	\$68.93 M			
F	I-95/LPGA Boulevard Interchange from Williamson Boulevard to Tymber Creek Road Extension	Interchange Improvement	\$32.48 M			
G	I-95 Interchange at Pioneer Trail	New Interchange	\$18.50 M			
Н	I-95/US-1 Interchange	Interchange Improvement	\$32.20 M			
I	SR 100 from Old Kings Road to Belle Terre Parkway	Widen to 6 lanes	\$59.94 M			
J	I-95/SR 44 Interchange	Interchange Improvement	\$2.25 M			
K	I-95 Interchange at Maytown Road (Farmton Interchange)	New Interchange	Developer Funded			
	SIS Unfunded Needs Project List					
L	<b>Tomoka River Bridge (LPGA Boulevard)</b> from West of Champions Drive to East of Tomoka Farms Road	Bridge				
М	I-95/Matanzas Woods Parkway Interchange	Interchange Improvement	TBD			
N	I-95 from SR 400 to Old Dixie Highway	Widen to 8 lanes	TBD			
0	<b>I-4</b> from SR 472 to SR 44	Widen to 8 lanes	TBD			
Р	I-4 from SR 44 to US 92 Connection	Widen to 8 lanes	TBD			



## Table 2 (cont'd) – R2CTPO 2045 LRTP Draft Project List as approved by the TPO Board (June 24, 2020)

Other Arterials						
	Draft Cost Feasible Project List					
ID	Facility	Improvement	Cost			
Р	US-1 at Park Avenue	Intersection Improvement	\$6.30 M			
Q	SR 483 (Clyde Morris Blvd.) from SR 400 (Beville Road) to US-92	Corridor Improvement	\$63.90 M			
R	Old Kings Road from Palm Harbor Village Way to Farnum Lane	Widen to 4 lanes	\$18.65 M			
S	Old Kings Road from Farnum Lane to Forest Grove Drive	Widen to 4 lanes	\$17.45 M			
Т	SR 44 from Grand Ave to SR 15A	Widen to 4 lanes	\$20.84 M			
U	US-92 from I-4 EB Ramp to CR 415 (Tomoka Farms Road)	Widen to 6 lanes	\$37.50 M			
L	Tomoka River Bridge (LPGA) W of Champions Drive to E of Tomoka Farms Road	Widen to 4 lanes	\$3.00 M <sup>1</sup>			
V	<b>US 17/92</b> from SR 472 to SR 15A (Taylor Road)	ITS	\$30.00 M			
W	SR 44 from I-4 to Prevatt Avenue	Widen to 6 lanes	\$6.98 M			
Х	US-1 from Nova Road (N) to I-95	Widen to 6 lanes	\$36.32 M			
Υ	SR 415 (Tomoka Farms Road) from Acorn Lake Road to Lake Ashby Road	Widen to 4 lanes	\$54.32 M			
Z	SR 415 (Tomoka Farms Road) from Lake Ashby Road to SR 44	Widen to 4 lanes	\$64.70 M			
AA	SR 44 from SR 415 to Glencoe Road	Widen to 6 lanes	\$57.22 M			
ВВ	SR 44 from Lake County line to Grand Avenue	Widen to 4 lanes	\$27.16 M			
СС	Old Kings Road Extension (Phase II) from Mantanzas Woods Parkway to Old Kings Road	New 4-lane road	\$7.38 M			
DD	Commerce Parkway Connector from SR 5 (US-1) to SR 100	New 2-lane road	\$6.24 M <sup>2</sup>			
В	SR 15 (US 17) from DeLeon Springs to SR 40	Widen to 4 lanes	\$10.00 M <sup>3</sup>			
-	Local Initiatives	Varies	\$40.00 M			
-	SHS Operational Improvements	Varies	\$9.70 M			

<sup>1</sup> It is anticipated that the Tomoka River Bridge will be a SIS-funded project. \$ 3,000,000 is identified for funding to show local commitment and priority.



<sup>2</sup> Partially Funded - \$6,241,614 identified for construction, leaving an additional \$3,438,386 to be funded for full funding.

<sup>3</sup> SR 15 (US 17) is included in the SIS Cost Feasible Table. \$10,000,000 is identified for funding to show local commitment and priority

# Table 2 (cont'd) – R2CTPO 2045 LRTP Draft Project List as approved by the TPO Board (June 24, 2020)

	Other Arterial Unfunded Needs Project List				
Map ID	Facility	Improvement	Cost		
EE	SR 415 (Tomoka Farms Road)/excludes bridge from Seminole County line to Howland Drive	Widen to 6 lanes	\$54.55 M		
FF	SR 11 from N. Woodland Boulevard to Flagler County line	Widen to 4 lanes	\$141.90 M		
GG	Williamson Boulevard from Madeline Avenue to SR 400 (Beville Road)	Widen to 4 lanes	\$6.70 M		
нн	Veterans Memorial Parkway from Harley Strickland to Graves Avenue	Widen to 4 lanes	\$9.80 M		
II	Mantanzas Woods Parkway from SR 5 (US-1) to I-95	Widen to 4 lanes	\$14.80 M		
IJ	LPGA Boulevard from Nova Road to US-1	Widen to 3 lanes	\$12.95 M		
KK	Hand Avenue from Clyde Morris Boulevard to SR 5A (Nova Road)	Widen to 4 lanes	\$7.00 M		
LL	Josephine Street from Old Mission to Tatum	Widen to 4 lanes	\$4.95 M		
MM	North Entrance DeLand Airport from Industrial Drive to SR 11	New 2-lane road	\$2.26 M		
NN	LPGA Boulevard from Tymber Creek Road to I-95	Widen to 4 lanes	\$31.20 M		
00	LPGA Boulevard from US 92 to Tymber Creek Road	Widen to 4 lanes	\$17.40 M		
PP	Dunn Avenue from LPGA Boulevard to Tomoka Farms Road	New 2-lane road	\$22.00 M		
QQ	Williamson Boulevard from N of Summertrees Road to Madeline Avenue	Widen to 4 lanes	\$27.00 M		
RR	Beresford Avenue Extension from Kepler Road/MLK Boulevard to SR 44	New 2-lane road	\$15.84 M		



## **LOCAL MUNICIPAL PROJECTS**

Local roadway projects were submitted by Volusia County and the City of Palm Coast for inclusion in Connect 2045 for informational purposes. While these local projects are not part of the cost feasible plan, they provide the local piece to the transportation network needs of the area. These local projects are funded through local resources and are managed by the local governments. The local projects provided by Volusia County and Palm Coast are listed in Exhibits A and B, respectively.

## FINAL COMMENT PERIOD

The River to Sea TPO is seeking additional and final public comment on the draft 2045 Long Range Transportation Plan. A Webinar is scheduled for July 21, 2020 (10:00 a.m. – 11:00 a.m.). The webinar will also be available for on demand viewing from July 22<sup>nd</sup> through July 31<sup>st</sup> and can be access through www.r2ctpoConnect2045.com.

Comments may be submitted directly to the TPO at:

River to Sea TPO
Attention: Colleen Nicoulin
2570 West International Speedway Boulevard, Suite 100
Daytona Beach FL 32114

Or Via email: cnicoulin@r2ctpo.org

Please submit comments by August 24, 2020.



# Exhbit A

# Volusia County - Local Projects for R2C TPO 2045 LRTP

		Costs (in		
Project	Limits (To - From)	millions)	Timing	General Location
Zone 1 - NE VOLUSIA				
LPGA Blvd - widening to 4 lanes	Tymber Creek Rd to I-95 Interchange	\$21.7	2026 to 2030	Daytona Bch
Tymber Creek Road - New 2 lane road	South of SR 40 to LPGA Blvd	\$17.1	2026 to 2030	Daytona/Ormond
Beach St - Raise Road	Pine Tree Dr to Tomoka River bridge	\$4.0	2031 to 2035	Ormond Bch
Hand Ave - widening to 4 lanes	Williamson Blvd to SR 5A/Nova Rd	\$24.0	2031 to 2035	Ormond Bch
Williamson Blvd - widening to 4 lanes	Madeline Ave to SR400/Beville Rd	\$6.7	2031 to 2035	Daytona/Port Orange
Dunn Ave - widening to 4 lanes	Williamson Blvd. to Bill France Blvd.	\$9.4	2036 to 2040	Daytona Bch
Dunn Ave - widening to 4 lanes	Bill France Blvd. to Clyde Morris Blvd.	\$7.1	2036 to 2040	Daytona Bch
Tymber Creek - widening to 4 lanes	Peruvian to Airport	\$8.8	2036 to 2040	Ormond Bch
LPGA Blvd - widening to 4 lanes	US 92 to Tymber Creek Rd	\$16.1	2041 to 2045	Daytona Bch
Taylor Branch Rd - widening to 4 lanes	SR 421/Dunlawton Av to Clyde Morris Blvd	\$8.3	2041 to 2045	Port Orange
Tomoka Farms Rd - widening to 4 lanes	I-4 Overpass to US 92/ISB	\$6.4	2041 to 2045	Daytona Bch
Zone 2 - SE VOLUSIA				
Pioneer Tr/Tomoka Farms Rd - Roundabout	Intersection Improvement	\$3.5	2026 to 2030	Samsula
Pioneer Tr/Wallace Rd - Safety & Paved Shoulders	I-95 to SR 44 (East)	\$13.5	2026 to 2030	New Smyrna Bch
Joesphine St./10th St - widening to 4 lanes	Old Mission to Tatum St	\$5.0	2031 to 2035	New Smyrna Bch
Pioneer Tr - Safety & Paved Shoulders	SR 44 (West) to Airport Rd	\$5.5	2031 to 2035	Samsula
Sugar Mill Rd - widening to 4 lanes	SR 44 to Pioneer Tr	\$9.8	2041 to 2045	New Smyrna Bch
Zone 3 - SW VOLUSIA				
W Volusia Beltway (VMP Extension) - New 4 lane	SR 472 to Graves	\$15.0	2026 to 2030	Orange City
W Volusia Beltway (VMP) - widening to 4 lanes	Rhode Island Ave to Harley Strickland	\$7.4	2026 to 2030	Orange City
W Volusia Beltway (VMP) - widening to 4 lanes	Graves to Rhode Island Ave	\$9.9	2031 to 2035	Orange City
Dirksen - adding bi-directional turn lane	US 17/92 to I-4	\$7.9	2031 to 2035	DeBary
Doyle Road - widening to 4 lanes	Providence Blvd. to Saxon Blvd	\$16.8	2036 to 2040	Deltona
Doyle Road - widening to 4 lanes	Saxon Blvd. to Courtland Blvd.	\$15.5	2041 to 2045	Deltona
Zone 4 - NW VOLUSIA				
Beresford Ave - extend road	Blue Lake Ave to SR 44	\$15.8	2026 to 2030	DeLand
W Volusia Beltway (Kepler Rd) - widening to 4 lanes	US 92 to SR 44	\$16.5	2031 to 2035	DeLand
W Volusia Beltway (Kepler Rd) - widening to 4 lanes	SR 44 to Beresford Ave Extension	\$4.6	2031 to 2035	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Beresford Ave Extension to Taylor Rd	\$6.2	2036 to 2040	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Taylor Rd to Orange Camp Rd	\$6.2	2036 to 2040	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Orange Camp Rd toSR 472	\$10.5	2041 to 2045	DeLand

# Exhbit A

# Volusia County - UNFUNDED Local Projects for R2C TPO 2045 LRTP

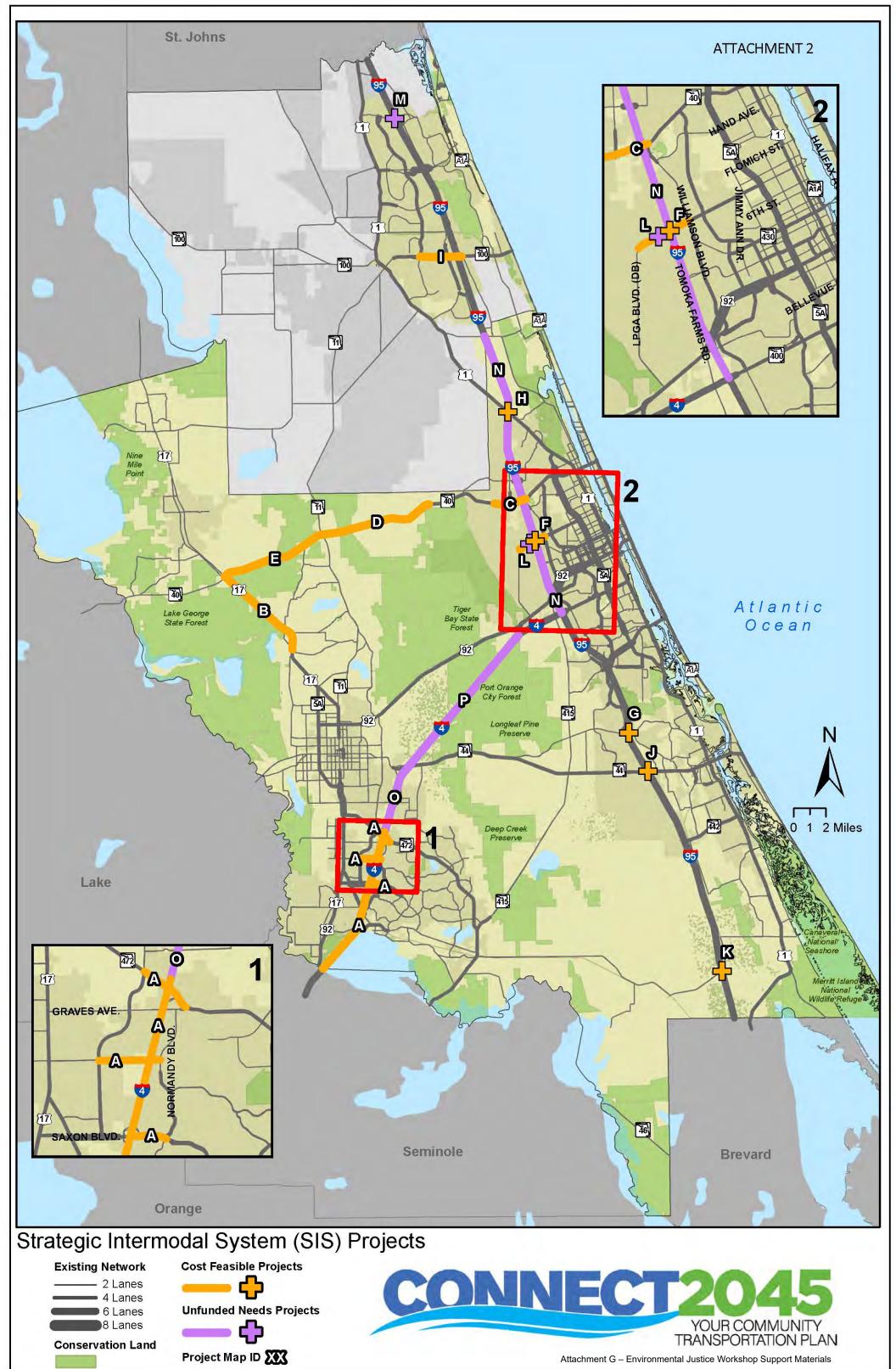
Project	Limits (To - From)	Costs (in millions)	Timing	General Location
Zone 1 - NE VOLUSIA (UNFUNDED PROJECTS)				
Airport Road (PO) - widening to 4 lanes	Sabal Creek to Creekside Middle	\$6.7		Port Orange
Airport Road (PO) - widening to 4 lanes	Creekside Middle to Pioneer Trail	\$7.6		Port Orange
Airport Road (OB) - widening to 4 lanes	Tymber Creek Rd. to Pineland Tr.	\$8.1		Ormond Bch
Airport Road (OB) - widening to 4 lanes	Pineland Tr. to Sunshine Blvd.	\$8.7		Ormond Bch
Airport Road (OB) - widening to 4 lanes	Sunshine Blvd. to US 1	\$10.5		Ormond Bch
Dunn Ave - New 2 lane road	LPGA Blvd to Tomoka Farms Rd	\$37.8		Daytona Bch
Knox Bridge Replacement	Bridge	\$25.0		Ormond by the Sea
Main St Bridge Replacement	Bridge	\$50.0		Daytona Bch
Old Kings Hwy widening to 4 lanes	Old Dixie Hwy to Flagler Co line	\$7.6		Ormond Bch
Taylor Road (CO) - widening to 4 lanes	Tomoka Farms Rd to Summer Tree Rd	\$20.4		Port Orange
Tomoka Farms Rd - widening to 4 lanes	Taylor Rd to I-4 Overpass	\$22.8		Port Orange
Williamson Blvd - widening to 4 lanes, incl I-95 Overpass	Summer Tree Rd to Madeline Ave	\$27.0		Port Orange
Zone 2 - SE VOLUSIA (UNFUNDED PROJECTS)				
Pioneer Trail - widening to 4 lanes	Airport Road to I-95	\$13.8		New Smyrna Bch
Pioneer Trail - widening to 4 lanes	SR 44 (West) to Airport Rd	\$47.2		Samsula
Williamson Blvd - New 4 Lane	SR 44 to Pioneer Tr	\$33.0		New Smyrna Bch
Zone 3 - SW VOLUSIA (UNFUNDED PROJECTS)				
Doyle Road - widening to 4 lanes	Courtland Blvd. to SR 415	\$9.6		Deltona
Providence Blvd - widening to 4 lanes	Doyle Road to East Normandy	\$14.1		Deltona
Providence Blvd - widening to 4 lanes	East Normandy to Saxon	\$7.3		Deltona
Providence Blvd - widening to 4 lanes	Saxon to Tivoli	\$8.8		Deltona
Providence Blvd - widening to 4 lanes	Ft. Smith Blvd to Howland Blvd	\$14.5		Deltona
Rhode Island Ext with I-4 overpass - extend as 2 lane road	Veterans Memorial Pkwy to Normandy Blvd	\$15.5		Deltona/Orange City
Rhode Island Ext - I-4 Interchange	I-4 Interchange	\$73.0		Deltona/Orange City
Saxon Blvd - widening to 4 lanes	Tivoli to Providence	\$8.3		Deltona
Saxon Blvd Extension - extend road	US 17/92 to Westside Parkway	\$9.9		DeBary/Orange City
Westside Pkwy - extend road	French Av to Rhode Island Ave	\$8.5		Orange City
Westside Pkwy - extend road	Rhode Island Ave to Saxon Blvd Extension	\$11.8		Orange City
Westside Pkwy - extend road	McGregor Rd to Minnesota/Hamilton	\$6.2		Orange City/DeLand
Zone 4 - NW VOLUSIA (UNFUNDED PROJECTS)				
Blue Lake Avenue Extn - New 2 LN	Blue Lake Ave (in Victoria Park) to Orange Camp Rd	\$8.0		DeLand
CR 305 (Bunnell Rd) - widening to 4 lanes	US-17 to Flagler Co line	\$38.4		Seville
Orange Camp Rd - widening to 4 lanes	US 17/92/Woodland Blvd to W Volusia Bltwy/MLK	\$19.1		DeLand
Plymouth Ave - adding bi-directional turn lane	SR 15A to US 17/92	\$9.2		DeLand

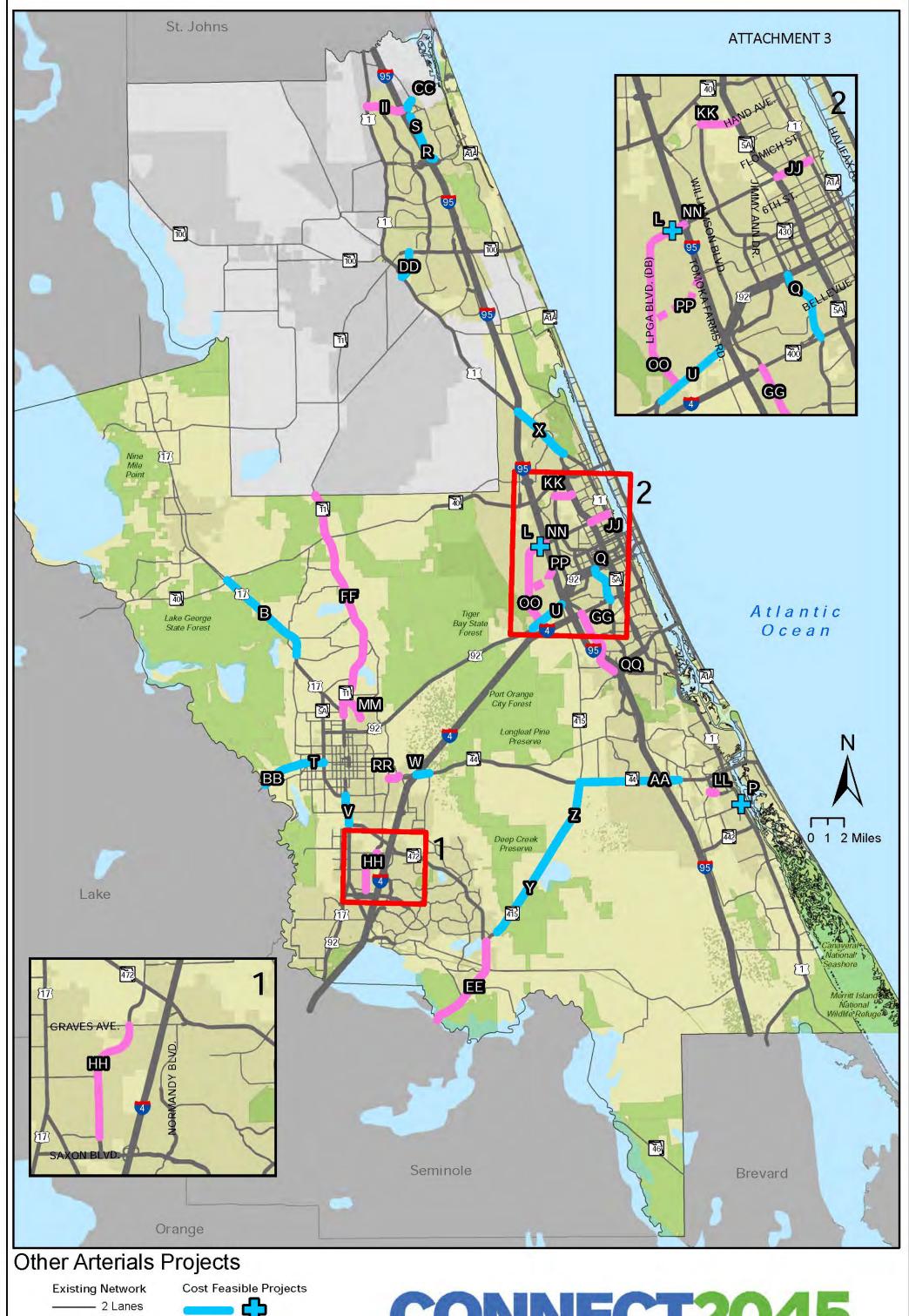
## Exhibit B

# City of Palm Coast Unfunded Local Projects for R2CTPO 2045 LRTP

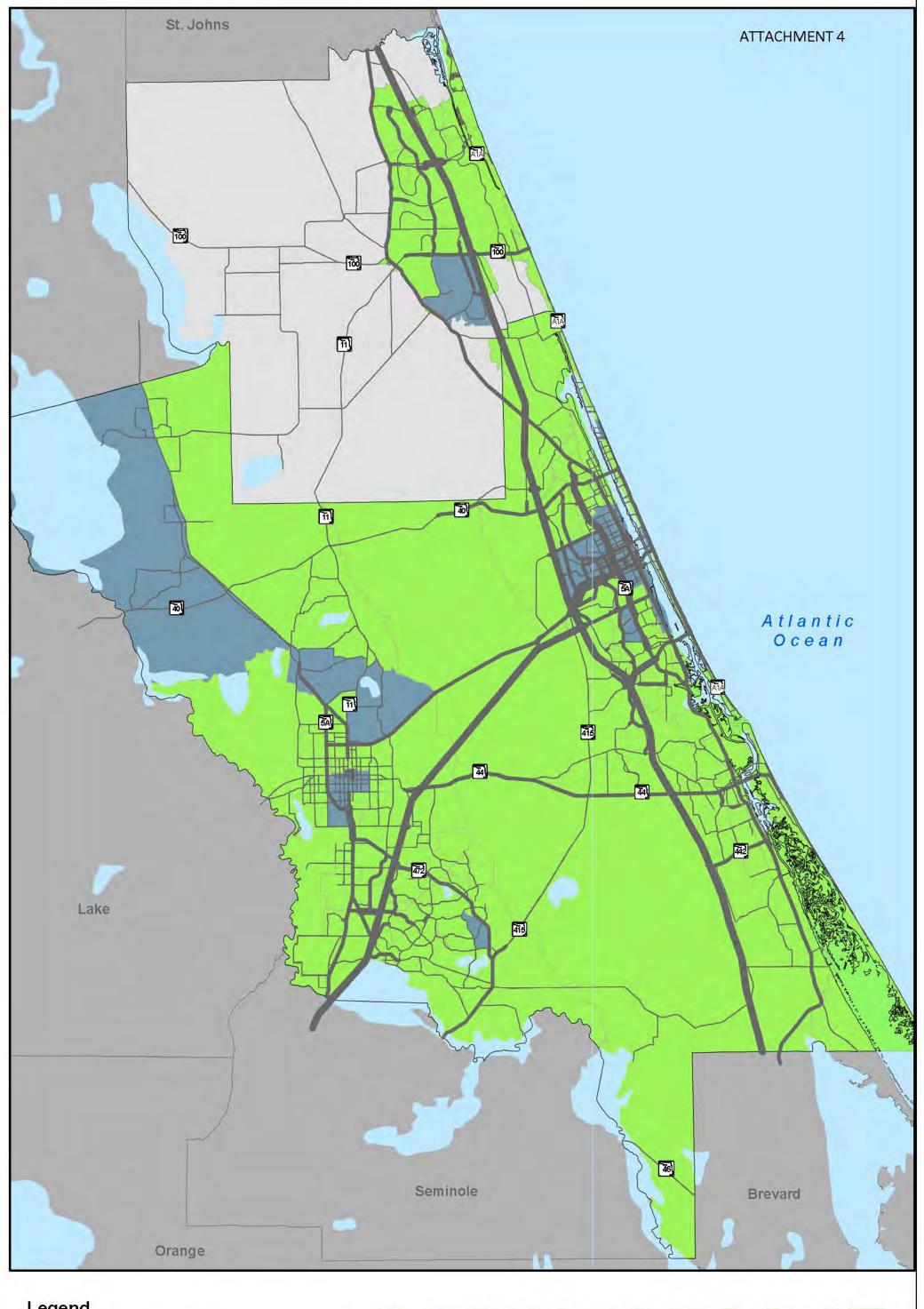
		Cost	Date of
Projects	Limits (To - From)	(\$millions)*	Estimate
Belle Terre Parkway - widening to 6-lanes	Pine Lakes Pkwy to Palm Coast Parkway (EB)	\$2.60	2018
Bulldog Drive - widening to 4-lanes	SR100 to Central Ave.	\$3.60	2018
Matanzas Woods Pkwy widening to 4-lanes	US1 to Southbound I-95 ramps	\$14.10	2014
Matanzas Woods Pkwy widening to 4-lanes	I-95 to Old Kings Rd. Extension	\$2.46	2014
Old Kings Rd. South - widening to 4-lanes	SR100 to Old Dixie Hwy.	TBD	
Old Kings Rd widening to 4-lanes	Town Center Blvd. to Palm Coast Pkwy.	\$7.80	2018
Royal Palms Parkway - widening to 4-lanes	US1 to Town Center Blvd.	\$29.30	2018
Town Center Blvd - widening to 4-lanes	Central Ave. to Royal Palms Pkwy.	\$6.10	2018
Belle Terre Pkwy. Corridor Turn-lane Project	Eastwood Dr. to Burroughs Dr.	\$1.89	2018
Belle Terre Blvd. Corridor Turn-Lane Project	Karas Trail to Zonal Geranium Trail	\$0.39	2018
Colbert Lane @ Blare Dr. Turn-Lane Project	Colbert Lane @ Blare Dr.	\$0.10	2018
Palm Harbor Pkwy. Corridor Turn-Lane Project	Crystal Way to Fernmill Lane	\$1.76	2018
Pine Lakes Pkwy. S. Corridor Turn-Lane Project	Wellington Dr. to Commerce Blvd.	\$1.27	2018
Ravenwood @ Rolling Sands Dr. Turn Lane	Ravenwood Dr. @ Rolling Sands Dr.	\$0.10	2018
Rymfire Dr. Corridor Turn-Lane Project	Ryan Dr. E to Rymfire Elementary	\$1.46	2018
Seminole Woods Blvd. Corridor Turn-Lane Project	Sloganeer Tr. W. to Pinnacles Plaza	\$1.56	2018
Whiteview Pkwy. Corridor Turn-Lane Project	Rolling Sands Dr. to Princess Rose Dr.	\$2.08	2018
Palm Coast Pkwy. And Pine Lakes Pkwy. SB Right Turn Lane	Palm Coast Pkwy. and Pine Lakes Pkwy.	\$0.10	2018
Palm Coast Pkwy. (EB) @ Pine Cone Dr. Turn Lane and Signal	,		
Improvement	Palm Coast Pkwy. and Pine Cone Dr.	\$0.53	2018
Palm Coast Pkwy. (EB) Turn-lane Projects	Corporate Dr. to Belle Terre Pkwy.	\$0.20	2018
Palm Coast Pkwy. (WB) Turn Lane Projects	Bridgehaven Dr. to Corporate Dr.	\$0.39	2018
Palm Coast Pkwy. (WB) Turn Lane Projects & Signal Improvement	Pine Cone Dr. to Frontage Rd.	\$0.72	2018
Palm Coast Pkwy. (WB) @ Colbert Lane Turn-lane Projects	Palm Coast Pkwy. and Colbert Lane	\$0.10	2018

<sup>\*</sup> No Right of Way Costs Included









# Legend

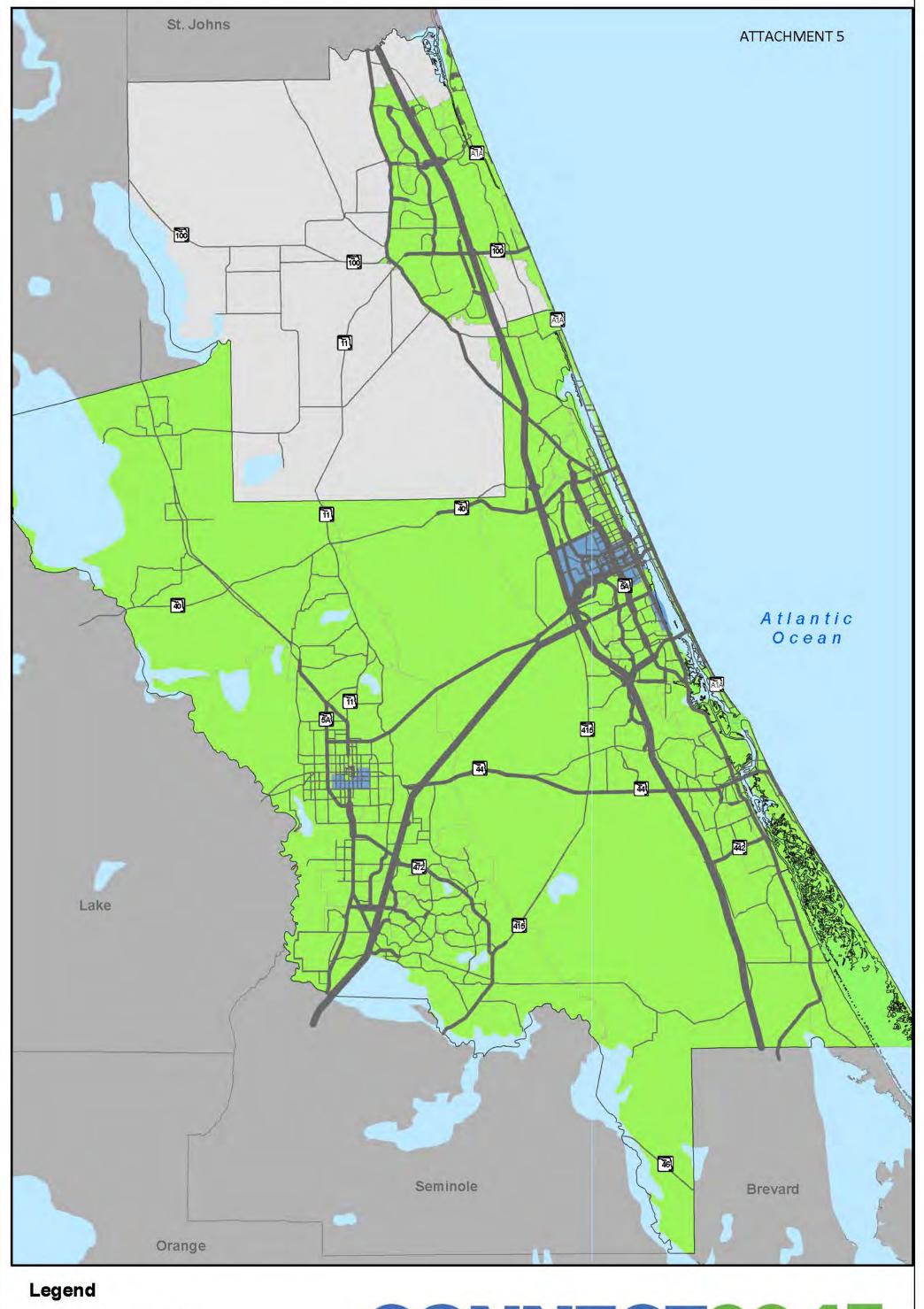
% Households in Poverty Status



< 150% Statewide Average

> 150% Statewide Average





Minority Population % Non-white Population

< 150% Statewide Average

> 150% Statewide Average



# **Connect 2045 Public Involvement Activities**

# Attachment H Media and Stakeholder Outreach Support Materials



#### **General Connect 2045 Media Mentions**

## **Facebook Shares**

Adam Burghdoff

**FPZA Surf Coast Chapter** 

Bill Lindlau, Oak Hill Commissioner

**Brandon Schwedes** 

Volusia Young Democrats Club

Friends of A1A Scenic and Historic Coastal Byway

Karen Chasez, DeBary Mayor 2019-2022

Libby Ann Higbee

**Ormond Einsteins** 

**Edgewater City Council Recall Petition** 

Jenny Nazak

**Edgewater Environmental Alliance** 

Jackie Buckingham

Daytona Beach Earth Day Festival

Dream Green Volusia

Dayle Whitman

Blowing off Steam in Deltona

Terri Ellis

Neighbors helping Neighbors - Deltona

Deltona – the Place we call Home

Adam Burghdoff

**Deltona Strong** 

Permaculture Daytona

**Edgewater Utilities Advocacy** 

Chris Cloudman for DeLand City Commission

**Ormond Beach Chamber of Commerce** 

Economic Prosperity Hour – Sponsored by Halifax Health

Mayor Bill Partington

Robert Macklin

**EXP Realty Ormond Beach** 

Scott Skare

Barbara Bonarrigo for Volusia County Council - District 4

**Buster Ramirez** 

Caryn Gullbergh Baker

Jamie Davis Strickland

Hometown News in the Know Volusia

City of New Smyrna Beach

**Victor Ramos** 

Pat Northey

Edie Senatro Biro

## **Facebook Shares (continued)**

Kris Tollefsen-Cunningham

Volusia-Flagler Sierra Club Group

Mainstreet Chamber Port Orange

Hometown News Volusia

Alycia Severson

Volusia Issues

Ponce Inlet

Judith Rosko

The VCC Page - Volusia County Concerns

City of Deltona

City of Lake Helen

Rafa Y Lisa Chavez

Jim Cameron

Elbert Bryan

Orange City FL – Government

Barbara Girtman

City of DeBary

Mark Geallis

Daytona Regional Chamber of Commerce

Daisy Raisler - Mayor - City of Lake Helen

Danny Robins for Volusia County District 3

Robert Stolpmann

Chris Nabicht

**ReThink Your Commute** 

City of Lake Helen

Chris Cloudman (personal page)

**Deb Denys** 

Florida Greenway

Rotary Club of Daytona Beach

#### **Twitter Retweets**

**POMC Island** 

Jason Aufdenberg

**ECFRPC** 

Cameron Boolman

2 V or not to V

Tracy McMillan

Space Coast TPO

Hometown News Volusia

MetroPlan Orlando

Ryan Harper

City of Deltona

City of Orange City

#### Media

- News-Journal Article (<a href="https://www.news-journalonline.com/news/20200128/your-chance-to-weigh-in-on-volusia-flagler-transportation-projects?fbclid=IwAR38Sm8VD5FneRi0t5--jg-MU2vDRbpfl1UsimNdLQeqg5CNqtVkcPJR\_3Y</a>)
- Volusia Hometown News Article

#### Websites

Volusia County

Flagler Beach

**Ormond Beach** 

Deltona

**Ormond Chamber of Commerce** 

All Events In

Palm Coast

New Smyrna Beach

Ponce Inlet

**Orange City** 

Lake Helen

## **Email Blast**

Any Munizzi, DeLeon Springs Community Association

## **Newsletters**

- Health Planning Council of Northeast Florida Newsletter October 2019 January 2020
- Volusia County Economic Development Quarterly
- VCARD Newsletter (twice)

## **LRTP Presentations**

02-19-20 Ormond Beach Chamber of Commerce – Economic Prosperity Hour - 37 people attended

03-05-20 Civic League Presentation - 65 people attended

03-09-20 Elected Officials Roundtable Presentation – 56 people in attendance

03-11-20 Big John's Radio Show

03-12-20 Chamber Eggs & Issues Presentation – 60 participants

03-19-20 DeBary, Deltona, Orange City Rotary Presentation

03-24-20 NSB Rotary Presentation

03-25-20 Palm Coast Rotary Presentation

03-30-20 DB Rotary Presentation

04-02-20 Daytona Neighborhood Watch Group Presentation

04-27-20 Daytona Beach Rotary - 48 participants

04-28-20 New Smyrna Beach Rotary – 28 participants

05-12-20 Downtown DeLand Rotary – 23 participants

05-14-20 Deltona, DeBary, Orange City Rotary - 13 participants

05-27-20 Palm Coast Rotary - 11 participants

**Total Participants: 441** 

Presentations cancelled due to COVID-19; most to be rescheduled.

#### **Other**

Next Door - Edgewater

## Cost Feasible Plan Workshop (May 26, 2020) Media

## Facebook:

Anne Ruby

Save Our Neighborhoods of Daytona Beach Unofficial Group

Anne Ruby for Daytona Beach

Phil Philpot

Rotary Club of DeBary-Deltona-Orange City

A Better Daytona

Town of Ponce Inlet

Health Planning Council of Florida (2 times)

Heather Post - Volusia County Council District 4

Jeff Brower for Volusia County Council Chair

Stephanie Bidlack Cox

Dayle Whitman

West Volusia Community Page

DeBary Life

**DeBary Citizens** 

Volusia Issues

The VCC Page - Volusia County Concerns

Free Daytona Beach

Blowing Off Steam in Deltona

Jeff Brower (Personal Page)

A Better Daytona

**Gary Crews** 

Tim Ryan

## **Groups that distributed Workshop Information:**

DeLeon Springs Community Association, Inc.

Halifax Heritage Byway

## Connect 2045 Public Workshop (July 21, 2020) Media

## **Facebook Shares:**

City of New Smyrna Beach

Jeff Allebach

Victor M. Ramos

Halifax Heritage Byway

Danny Robins for Volusia County District 3

Town of Ponce Inlet

City of Orange City

Port Orange City Hall

**Ormond Einsteins** 

The VCC Page - Volusia County Concerns
Volusia-Flagler Sierra Club Group
Edgewater Environmental Alliance
Dream Green Volusia
Michael J. Arminio
Chris Nabicht
Orange City FL-Government

## Other:

Next Door Twitter City of Flagler Beach Website Votran Website City of Orange City Twitter Page Town of Ponce Inlet Website Jason Aufdenberg Twitter Page

## Connect 2045 EJ Workshop (August 4, 2020) Media

## **Facebook Shares:**

Ormond Einsteins Edgewater Environmental Alliance The VCC Page – Volusia County Concerns Volusia-Flagler Sierra Club Group Halifax Heritage Byway