

2020 Long Range Transportation Plan

Volusia County Metropolitan Planning Organization

Planning

Volusia County Metropolitan Planning Organization 2020 Long Range Transportation Plan - Refinement

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April 2001

Volusia County Metropolitan Planning Organization

RESOLUTION 2000-27

RESOLUTION OF THE VOLUSIA COUNTY METROPOLITAN PLANNING ORGANIZATION ADOPTING THE YEAR 2020 LONG RANGE TRANSPORTATION PLAN REFINEMENT (LRTP-R)

WHEREAS, the Volusia County MPO is the duly designated and constituted body responsible for carrying out the urban transportation planning process for Volusia County; and

WHEREAS, Florida Statutes 339.175; 23 USC 135; and 40 USC 1602 (a) (2), 1603 (a), and 1604 (g) 1 and (1) require that the urbanized areas, as a condition of the receipt of federal transportation trust fund monies, maintain a "continuing, cooperative, and comprehensive" transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized areas; and

WHEREAS, the Volusia County MPO has developed a Year 2020 Long Range Transportation Plan Refinement that is consistent with the Transportation Equity Act for the 21st Century (TEA-21) and the local governments' comprehensive plans; and

WHEREAS, the Volusia County MPO's Technical Coordinating Committee (TCC), Citizens' Advisory Committee (CAC) and Transportation Disadvantaged Local Coordinating Board (TDLCB) have been participating in the development of this Refinement through a subcommittee called the Long Range Transportation Plan Refinement Subcommittee; and

WHEREAS, the TCC and CAC have reviewed the Year 2020 Long Range Transportation Plan Refinement and have recommended its approval by the Board of the Volusia County MPO; and

WHEREAS, the Year 2020 Long Range Transportation Plan Refinement has been available for public review and comment under a legally advertised time period for 30 days and has been made available for public review at various workshops conducted at key points throughout the development of the Refinement; and

WHEREAS, all public comments received regarding the Year 2020 Long Range Transportation Plan Refinement have been reviewed, documented, incorporated as appropriate, and responded to.

NOW, THEREFORE, BE IT RESOLVED by the Volusia County MPO:

1. That the Year 2020 Long Range Transportation Plan Refinement is consistent with TEA-21 and the local governments' comprehensive plans;

- 2. That the public and the local governments have been actively involved in the development of the Year 2020 Long Range Transportation Plan Refinement;
- 3. That the Year 2020 Long Range Transportation Plan Refinement is hereby endorsed and adopted; and
- 4. That the Volusia County MPO Chairman or his designee is hereby directed and authorized to submit the Year 2020 Long Range Transportation Plan Refinement to:
 - (a) the Governor, State of Florida;
 - (b) the State, Regional, and Area-wide Intergovernmental Coordination Review Clearinghouses;
 - (c) the East Central Florida Regional Planning Council;
 - (d) the Federal Highway Administration via the Florida Department of Transportation;
 - (e) the Federal Transit Administration;
 - (f) the Federal Aviation Administration;
 - (g) the Environmental Protection Agency;
 - (h) the Department of Environmental Protection;
 - (i) the Department of Community Affairs;
 - (j) the Florida Transportation Commission;
 - (k) Metroplan Orlando;
 - (l) the Brevard County MPO;
 - (m) the Ocala-Marion MPO;
 - (n) the Lake County Commission; and
 - (o) the Flagler County Commission.

DONE AND RESOLVED at the regularly convened meeting of the Volusia County MPO held on the 28th day of November, 2000.

Volusia County MPO Resolution 2000-27 Page Three

> VOLUSIA COUNTY METROPOLITAN PLANNING ORGANIZATION Kunt Acher

Mayor Baron "Bud" Asher, Chairman

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia County MPO, certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia County MPO held on November 28, 2000.

ATTEST:

Darla Zakaluzny, Recording Secretary

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Chapter 1

Overview

Introduction

The Volusia County Metropolitan Planning Organization (MPO) is the primary agency responsible for transportation planning countywide. The MPO's transportation planning process guides the expenditure of federal and state transportation funding that is allocated to Volusia County. As a requirement of the receipt of these federal and state transportation dollars, the Volusia County MPO is responsible for developing and maintaining the area's Long Range Transportation Plan (LRTP).

In order to guide the expenditure of transportation funds, the United States Department of Transportation, the Florida Department of Transportation (FDOT), the Volusia County MPO, and local governments in Volusia County participate in a continuous, cooperative, and comprehensive transportation planning process. Periodically, the LRTP for the community is revised to reflect updated growth projections, revenue projects, technological advances, and/or political issues. Once the updated plan is adopted by the MPO it becomes the urbanized area's official guide for the expenditure of federal transportation system funds. If a capacity enhancing transportation project (roadway widening, extension, or the construction of a completely new road) is <u>not</u> part of the LRTP adopted by the MPO, then that project is <u>not</u> eligible for federal transportation funding.

The Volusia County MPO's 19 voting members is composed of elected officials from Volusia County and its municipalities. The MPO meets on a monthly basis to review and direct the development of Volusia County's transportation system. The MPO is advised by the Technical Coordinating Committee, the Citizens Advisory Committee, and the Transportation Disadvantaged Local Coordinating Board. These committees are composed of technical staff from local government organizations and citizens' representatives appointed by elected officials. These committees meet on a regularly scheduled monthly basis, and all meetings are open to the public.

The LRTP must consider locally funded transportation improvements so that the transportation system is balanced between modes, and so that coordination among agencies can be achieved. This will help to ensure the maximum benefit from the expenditure of all public transportation funds. The LRTP also aims to address the staging of the plan between 2001 and 2020. In addition, the LRTP must be "cost feasible." That is, the LRTP is required to be funded within existing revenue sources, or revenues sources that can be reasonably be relied upon to provide and implement the transportation improvements and programs in the LRTP.

The LRTP forecasts transportation needs for a twenty-year time horizon. Projects specifically identified in the MPO's LRTP are those projects that enhance the capacity of the existing road-way system either through the construction of new roads or by widening existing roads. Additionally, major transit projects are also identified in the LRTP – specifically a commuter rail system along the CSX Rail line. Projects identified in the LRTP are eligible to be submitted into the MPO's annual project prioritization process as candidates for federal and state transportation funding. As funding permits, the FDOT selects from the MPO's top priorities those projects that

will be funded as part of the annual update to the Five-Year Work Program. Projects selected for inclusion in FDOT's Work Program are then added to the MPO's Transportation Improvement Program (TIP).

The Volusia County MPO has a policy of setting aside a portion of the Extra Urban (XU) funds it receives each year to promote alternative forms of transportation. Twenty percent of these funds are set aside to provide funding for VOTRAN, the County's public transportation provider. An additional 12.5% is set aside to promote bicycle and pedestrian projects. While not specifically identified within the list of projects found in the LRTP, the MPO fully supports the implementation of these types of projects. At its Board Meeting on November 28th, 2000 the MPO reaffirmed its commitment and resolved that, while not specifically listed, bicycle and pedestrian projects are consistent with the intent and purpose of the LRTP.

The LRTP is updated every three to five years. The last major update to the LRTP, the 2020 Long Range Transportation Plan, was adopted by the MPO on December 12, 1995. This Plan identified highway infrastructure and transit service needs to the horizon year of 2020 and was developed under the requirements established in the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. These requirements included developing a multi-modal, financially cost feasible plan through extensive public involvement. In June 1998, a new federal highway act, the Transportation Equity Act for the 21st Century (TEA-21) was passed. TEA-21 carries forward the major premises of ISTEA.

The MPO was required to adopt a refinement to the 2020 Long Range Transportation Plan prior to December 31, 2000 that is consistent with TEA-21 and submit it to the Federal Highway Administration (FHWA) via FDOT by February 1, 2001. This refinement to the LRTP is not as extensive in scope as the traditional ten-year update. Rather, the primary emphasis of the refinement is to fine-tune the existing technical memoranda of the 2020 Long Range Transportation Plan and prepare the LRTP for the next major update to the horizon year of 2025. In preparation for the next major update of the LRTP, resources were allocated for the refinement to upgrade the MPO's transportation model and to develop a much more detailed bicycle and pedestrian network development methodology.

The refinement was developed with the use of a Long Range Transportation Plan – Refinement (LRTP-R) Subcommittee composed of representatives from the MPO's primary advisory committees: the Technical Coordinating Committee (TCC), the Citizens' Advisory Committee (CAC), and the Transportation Disadvantaged Local Coordinating Board (TDLCB). This Subcommittee met on a regular basis throughout the development of the refinement to review technical and non-technical issues, as well as input received from the public.

Plan Overview

The Volusia County MPO 2020 Long Range Transportation Plan - Refinement (henceforth referred to as the 2020 LRTP Refinement) is divided into ten chapters, and supported by eight appendices. The contents of each chapter and appendix is summarized as follows:

• **Chapter 1: Overview.** This chapter contains a summary of the MPO's transportation planning process, a general review of the scope of the 2020 *LRTP Refinement*, plus a description of the contents of the plan's final report.

- **Chapter 2: Public Involvement.** This chapter identifies the public involvement strategies and activities that were undertaken as part of the development of the 2020 LRTP Refinement.
- **Chapter 3:** Goals and Objectives. This chapter identifies the goals and objectives of the 2020 LRTP Refinement and shows how these items address the seven planning factors required by TEA-21.
- Chapter 4: Land Use Data. This chapter documents the development of previous and future year socio-economic (land use) data projections, which were used as the inputs into the development of the transportation modeling analyses.
- **Chapter 5: Bicycle and Pedestrian.** This chapter describes the detailed bicycle and pedestrian network methodology that was developed to facilitate bicycle and pedestrian planning throughout Volusia County.
- Chapter 6: Public Transportation. This chapter describes Volusia County's public transportation provider VOTRAN, and the strides it has made since the previous 2020 Long Range Transportation Plan, both with its fixed route and paratransit services.
- Chapter 7: Model Validation. This chapter describes the model validation process including an explanation of the model upgrades and an explanation of the validation results. A companion to this Chapter is Appendix D "Model Validation." Appendix D goes into greater detail on the specifics of the newly validated transportation model.
- **Chapter 8:** Alternatives Testing. This chapter describes the future land use data used in the development of the 2020 LRTP Refinement. It also describes the existing conditions in Volusia County and each of the three alternatives tested in order to create the new 2020 LRTP Refinement.
- Chapter 9: Financial Resources. This chapter identifies local, state, and federal transportation funding sources available in Volusia County over the twenty-year timeframe of the 2020 LRTP Refinement. Also, included are all of the assumptions used to derive the forecasted revenue projections.
- Chapter 10: Transportation Plan. This chapter details the adopted 2020 LRTP Refinement. It is divided into the following elements to address each relevant mode of transportation: (1) highway; (2) transit; (3) bicycle and pedestrian; and (4) aviation. In addition, the 2020 LRTP Refinement includes both a cost feasible section and a listing of unfunded projects. The cost feasible portion of the 2020 LRTP Refinement is phased for projected implementation - Phase 1 (2001 to 2005), Phase 2 (2006 to 2010), and Phase 3 (2011 to 2020).
- Appendix A: Worksheet for Road Cost Estimates. This appendix describes the calculations used to develop the construction, right-of-way, and miscellaneous cost estimates for state and local roadway improvement projects.
- Appendix B: Financial Projections. This appendix describes the financial inflation factors used to develop the future construction, right-of-way, and miscellaneous cost estimates for roadway improvement projects.
- Appendix C: Ranking of Bicycle and Pedestrian Segments. This appendix lists the roadway segments that were generated from the new bicycle and pedestrian ranking method-

ology. This methodology was developed as a planning tool to help the MPO to systematically rank potential bicycle and pedestrian projects in an objective fashion.

- Appendix D: Model Validation. This appendix describes in detail the model validation processes that were used in validating the 1997 base year transportation model.
- Appendix E: Public Involvement MPO Workshops. This appendix lists all of the workshop materials used by staff, as well as questions/comments, along with answers to those questions and comments.
- Appendix F: Public Involvement LRTP-R Subcommittee Meetings. This appendix lists all of the meeting agendas and minutes from the MPO's Long Range Transportation Plan – Refinement (LRTP-R) Subcommittee.
- Appendix G: Public Involvement TCC/CAC Meetings. This appendix lists all of the meeting agendas and minutes from the MPO's Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC).
- Appendix H: Public Involvement MPO Meetings. This appendix lists all of the meeting agendas and minutes from the MPO Board.

The inclusion of a program or project in the 2020 LRTP Refinement is only the first step in the implementation process. Prior to implementation, other studies and/or analyses must be undertaken, which focus on the individual improvements or programs and evaluate their benefits and impacts upon the community and environment. For example, the previous 2020 Long Range Transportation Plan (adopted in 1995) included the six-laning of US 1 between SR 40 and State Road 442. Prior to widening US 1 a two year Arterial Investment Study was undertaken to determine if widening or some other improvement would be appropriate instead. The outcome of that analysis led to the conclusion that widening US 1 was not appropriate. Instead, the US 1 Arterial Investment Study concluded that improving 15 key intersections along US 1, plus transit improvements, would be more appropriate for that corridor.

The 2020 LRTP Refinement is, at best, a momentary vision of the future. Continual change will occur to influence this Plan. The metropolitan transportation planning rules require that the Plan be updated, at a minimum, every five years. In the interim period, amendments may be necessary to reflect the changing community priorities. To accommodate these changes, the Plan is more a process than it is a product. If the process succeeds in incorporating diverse community needs and aspirations, the resulting transportation system will enrich the entire community.

Chapter 2

Public Involvement

Introduction

The significance and impact of the *Volusia County MPO 2020 Long Range Transportation Plan* - *Refinement* (henceforth referred to as the *2020 LRTP Refinement*) on all citizens of Volusia County make it important that the public actively participate throughout the development of updates or refinements to it. Additionally, the MPO is required to actively pursue input from the public during the long range planning process. To meet that end, the MPO had developed a Public Involvement Plan specifically for the purpose of identifying strategies that were to be undertaken during the development of the *2020 LRTP Refinement*.

Public Involvement Strategies

This Chapter summarizes the primary public involvement strategies that were undertaken throughout the development of the 2020 LRTP Refinement. Appendices E, F, G and H include all of the meeting agendas and minutes/summaries pertaining to the Long Range Transportation Plan – Refinement (LRTP-R) subcommittee, Technical Coordinating Committee, Citizens Advisory Committee, and Public Workshops, as well as other appropriate documentation of public involvement activities that have occurred.

Attempts to fully inform the public and to provide broad outreach efforts to obtain input from all segments of the community, including the traditionally under-represented segments of the population were accomplished through a variety of public involvement strategies. Throughout the development of the 2020 LRTP Refinement, the MPO staff regularly monitored and evaluated the amount and types of input obtained from the public. Adjustments to public involvement activities as identified in the Public Involvement Plan were made as necessary to ensure that maximum input was received throughout the Refinement's development.

The following summarizes the primary, formal public involvement strategies that were undertaken by the Volusia County MPO in the development of the 2020 LRTP Refinement.

Long Range Transportation Plan – Refinement (LRTP-R) Subcommittee

The MPO created a Long Range Transportation Plan – Refinement (LRTP-R) Subcommittee composed of representatives from the MPO's primary advisory committees: the Technical Coordinating Committee (TCC), the Citizens' Advisory Committee (CAC), and the Transportation Disadvantaged Local Coordinating Board (TDLCB). In addition, representatives from the MPO, FDOT, and Votran staffs also served on this Subcommittee. This Subcommittee was actively involved in all facets of the development of the 2020 *LRTP Refinement* through meetings which took place on a regular basis, usually each month. At these regular meetings, the LRTP-R Subcommittee reviewed technical memoranda as they were refined and all other Plan documentation. The LRTP-R Subcommittee was responsible for making recommendations to the MPO, TCC, and CAC regarding the final 2020 *LRTP Refinement*.

Transportation Information Network (TIN)

The MPO developed and utilized a Transportation Information Network (TIN) which is a database of key interest groups within the community. Efforts were made to ensure diverse representation in the TIN including the elderly and disabled, environmental organizations, the freight/goods movement industry, business groups, civic clubs, and homeowner's associations. The TIN also included the traditional participants in the MPO's planning activities including local governments, the media, and the TMA partners. The TIN contained the following information: group name; address; telephone number; fax number; email address; group contact person(s); dates; times; locations of regular group meetings; internal methods of communication with the group; and preferred methods of communication. The TIN was updated regularly and was utilized to strategically reach these groups at key points throughout the development of the 2020 LRTP Refinement.

Kick-Off Meeting

On Friday, August 13, 1999 the 2020 LRTP Refinement was officially initiated with a Project "Kick-Off Workshop." This workshop was a gathering of interested citizens, local government representatives, and representatives from the MPO's TMA partners. The MPO staff provided the workshop participants with a brief overview of each area of the refinement and explained how each area would be changed as part of the refinement process. The MPO also presented the participants with a list of issues that had arisen since the original 2020 Long Range Transportation Plan was adopted in December 1995. The MPO staff engaged in open dialog regarding the planning assumptions and issues. The MPO staff also presented a tentative schedule of refinement development activities.

Bicycle and Pedestrian Charettes

In keeping with the multi-modal spirit of TEA-21 legislation, the Volusia County MPO has continued to incorporate bicycle and pedestrian elements into its long range planning efforts. During the refinement of the 2020 Long Range Transportation Plan three public planning charettes were held to inform citizens of the planning process and to receive comments regarding specific corridors identified as needing improvements. The sessions were scheduled as follows:

- March 14, 2000 DeLand City Hall Annex
- March 28, 2000 Deltona Public Library
- April 6, 2000 Daytona Beach, ERAU Campus

Press coverage regarding the workshops included several newspaper articles as well as coverage on the 11:00 PM broadcast of Channel 2 news (4/6/99).

Press Releases/MPO Newsletter/Public Information Kiosks

On a regular basis throughout the development of the 2020 LRTP Refinement, the MPO staff issued press releases providing information on the status of project activities. Press releases were distributed to media contacts and all other interested parties as in the MPO's TIN.

In addition, the MPO also utilized its Newsletter, Local Motion, to distribute information

regarding the status and progress of the refinement. *Local Motion* is distributed regularly and has a distribution list of approximately 450 people.

Public Review Period

Once a draft of the 2020 LRTP Refinement had been developed, the MPO officially placed this draft under a legally advertised 15 to 30 public review period. During this time, the general public received yet another opportunity to provide input to this Refinement prior to adoption by the MPO.

The MPO ultimately adopted its 2020 LRTP Refinement at its regularly scheduled meeting held on November 28, 2000.

The following is a listing the major milestones that occurred throughout the development of the 2020 LRTP Refinement.

Schedule of Major Milestones in 2020 LRTP Refinement Development

- LRTP-R Kick-Off Meeting August 13, 1999
- TCC/CAC Review Of Draft Plan September 2000
- TCC/CAC/MPO Review Of Draft Plan October 2000
- MPO Approved Plan November 2000

Chapter 3

Goals and Objectives

Introduction

The Volusia County MPO's mission is to provide a transportation system that ensures safe, efficient, and affordable mobility of people and goods, while simultaneously promoting economic prosperity and maintaining or enhancing the quality of our natural and man-made environment. To accomplish the MPO's mission, the Long Range Transportation Plan must provide for the development, management, and operation of an intermodal transportation system for the metropolitan area that is integrally related to transportation systems serving the State and the United States. The goals and objectives set out in this chapter were chosen to guide the planning process.

Previous federal transportation funding authorization (the Intermodal Surface Transportation Efficiency Act – "ISTEA") required MPOs to include in their transportation plans consideration of projects and strategies that addressed 16 specific planning "factors." The new funding authorization (Transportation Equity Act for the 21st Century – "TEA-21") consolidated these 16 factors into 7 broad "areas" for consideration. The flexibility this provides to MPOs is a positive change that will likely yield a more meaningful assessment of projects and strategies. Each of these 7 areas is listed in Table 3.1, below, with reference to the goals of the *Volusia County MPO 2020 Long Range Transportation Plan - Refinement* (henceforth referred to as the *2020 LRTP Refinement*) addressed in each area.

	TEA-21 Planning "Areas"	Related Plan Goals
1.	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Goals 1.1, 1.2, 1.3, and 2.1
2.	Increase the safety and security of the transportation system for motorized and non-motorized users	Goals 1.3, 2.1, and 4.1
3.	Increase the accessibility and mobility options avail- able to people and for freight	Goals 1.1, 1.2, 2.1, 4.1, and 5.1
4.	Protect and enhance the environment, promote energy conservation, and improve quality of life	Goals 1.1, 4.1, and 5.1
5.	Enhance the integration and connectivity of the transportation system, across and between modes, for people and for freight	Goals 1.1 and 2.1
6.	Promote efficient system management and operation	Goals 1.1, 1.2, 1.3, 3.1, and 5.1

Table 3.1 - TEA- 21 Planning "Areas" Considered In Developing the Long Range Transportation Plan Goals

Table 3.1 - TEA- 21 Planning "Areas" Considered In Developing the Long RangeTransportation Plan Goals

	TEA-21 Planning "Areas"	Related Plan Goals
7.	Emphasize the preservation of the existing transpor- tation system	Goals 4.1 and 5.1

The goals and objectives reflect requirements contained in Titles 23 and 49, USC, as amended by TEA-21, in Section 450.316, CFR, and in Rule 9J-5 of the Florida Administrative Code, which governs the preparation of local government comprehensive plans. These goals and objectives have been structured to be consistent with the organization of goals and objectives of the Florida Transportation Plan (FTP) and are listed below:

- 1) Infrastructure Facilities
 - Intermodal Facilities (Port, Airport, and Rail)
 - Public Transportation (including Transportation Disadvantaged), Bicycles, and Pedestrians
 - Highways
- 2) Economic Development and Financing Options
- 3) Land Use and Growth Management
- 4) Environment, Social and Community Impacts
- 5) Public Involvement
- 6) Transportation Planning Process Activities
- 7) Management System Process and Development

Goals 1.1, 1.2, and 1.3 address the issue of availability and utilization of infrastructure in three areas: (1) ports, airports and rail, (2) bicycles, pedestrians, and public transportation (including transportation disadvantaged), and, finally, (3) highways. Goal 2.1 addresses the issue of economic development and financing options for the community in question. Goal 3.1 deals with land use and growth management in Volusia County. Goal 4.1 considers the environmental, social and community impacts of transportation systems. Goal 5.1 addresses public involvement, an important aspect of the community's decision-making process that is highly emphasized by TEA-21. Goals 5.1, 6.1, and 7.1 address general and specific requirements for the public involvement planning process and the development of management systems.

Goals and Objectives

Goal 1.1 - The plan will effectively address the integration of port (where appropriate), airport, and rail modes of transportation, and associated intermodal facilities into a cohesive intermodal system.

Objective 1.1.1 - The transportation system will provide for safe and efficient movement of freight via the highway, airport, and rail systems.

Objective 1.1.2 - The Plan will address the enhancement and protection of existing intermodal facilities.

Objective 1.1.3 - The Plan will address the development of intermodal facilities.

Goal 1.2 - The Plan will consider effective alternative modes of transportation to the automobile.

Objective 1.2.1 - The needs of that portion of the population considered low income and traditionally underserved will be considered.

Objective 1.2.2 - Alternative forms of transportation will be considered as part of the systematic approach to congestion management.

Objective 1.2.3 - Demand management strategies will be considered within the Plan.

Objective 1.2.4 - Bicycle, pedestrian, and transit transportation projects will be addressed during the allocation of enhancement funds.

Objective 1.2.5 - Operational and management strategies to increase vehicle occupancy rates will be considered within the Plan.

Objective 1.2.6 - Bicycle and pedestrian modes will be promoted as viable means of transportation to link major activity centers and other special trip generators.

Objective 1.2.7 - Appropriate support facilities (e.g., bicycle racks, benches, etc.) for bicycle and pedestrian projects will be considered.

Objective 1.2.8 - Design standards for future highway facilities will address pedestrian and bicycle needs.

Objective 1.2.9 - All pedestrian facilities will be designed to comply with the Americans with Disabilities Act (ADA).

Objective 1.2.10 - The Plan will consider, promote, improve, and increase, as appropriate, the use of mass transit as a viable alternative form of transportation.

Objective 1.2.11 - The Plan will consider the enhancement and protection of the existing bicycle, pedestrian, and transit systems.

Objective 1.2.12 - The project prioritization methodology and process will include pedestrian, bicycle and transit system projects and improvements.

Objective 1.2.13 - Security of public transit services will be monitored and, if necessary, improved through appropriate design concepts and programs.

Goal 1.3 - The Plan will provide highway corridor capacity for the safe, effective, and efficient movement of people and goods.

Objective 1.3.1 - The Plan will consider the protection and enhancement of existing highway facilities by considering not only the initial capital investment, but also operating and maintenance cost throughout the service life of the facility.

Objective 1.3.2 - The capacity of the existing highway system will be optimized through the implementation of transportation system management and transportation demand management projects.

Objective 1.3.3 - Congestion management strategies which systematically consider appropriate Transportation System Management (TSM) and Transportation Demand Management (TDM) techniques will be identified for implementation.

Objective 1.3.4 - The Plan will consider the connectivity of roads with other adjacent urbanized areas.

Objective 1.3.5 - The Plan will review and document emergency evacuation routes.

Objective 1.3.6 - The Plan will consider the use of existing transportation corridors prior to building new ones.

Objective 1.3.7 - The project prioritization methodology and process will address the effect of improvements to highway facilities on all modes of travel.

Objective 1.3.8 - The crash rate on the public road system will be routinely monitored, and locations with unusually high crash frequency will be systematically identified, studied, and corrective measures implemented.

Goal 2.1 - The Plan will be financially feasible and develop multimodal facilities and services that support economic development.

Objective 2.1.1 - The Plan will support economic development through consideration of improved access and connections to port, rail, and airport facilities.

Objective 2.1.2 - The Plan will support economic development in specific geographic areas by providing access to urban redevelopment and urban infill areas, central business districts, and designated activity centers. **Objective 2.1.3 -** The Plan will support economic development by ensuring that transportation systems are in place that promote and enhance the efficient and safe movement of freight and services.

Objective 2.1.4 - The Plan will identify land areas which have high transit ridership propensity.

Objective 2.1.5 - The Plan will review existing and alternative federal, state, and local revenue sources to develop a financially feasible multi-modal plan.

Goal 3.1 - The Plan will be supportive and consistent with Land Use and Growth Management Regulations.

Objective 3.1.1 - The Plan will support land use regulatory functions, including land use plan amendments, zoning, and concurrency reviews.

Objective 3.1.2 - The Plan will support the site plan review process by providing technical support for access management, and site setback requirements.

Objective 3.1.3 - The Plan will include a series of right-of-way needs maps that support sufficient space for improvements, transit improvements and other improvements for modes of transportation.

Objective 3.1.4 - The Plan will be developed to support urban infill and redevelopment consistent with land development regulations.

Goal 4.1 - The Plan will preserve, and, wherever possible, enhance the community social and environmental values.

Objective 4.1.1 - The Plan will be sensitive to preserving the quality of the environment, and in responding to air quality and energy conservation.

Objective 4.1.2 - The Plan will support community social values by developing facilities that are user friendly and multimodal.

Objective 4.1.3 - The Plan will consider the designation of scenic corridors and parkways that enhance the overall social and aesthetic values of the community.

Objective 4.1.4 - Disruption to established communities, activity centers, redevelopment areas, and infill areas will be minimized.

Objective 4.1.5 - The requirements of Environmental Protection Agency (EPA) conformity regulations will be addressed.

Objective 4.1.6 - Disruption to environmentally sensitive lands will be minimized.

Objective 4.1.7 - The Plan will consider storm water runoff impacts and regulations.

Objective 4.1.8 - The Plan will designate routes that minimize potential exposure from hazardous materials to the community.

Objective 4.1.9 - The Plan will consider noise impacts regulations.

Goal 5.1 - The Public Involvement Process will ensure that the transportation plan and MPO planning activities reflect the needs of all citizens, particularly those citizens that are traditionally underserved.

Objective 5.1.1 - The MPO will develop and adopt a public involvement process that meets state and federal guidelines and requirements.

Objective 5.1.2 - The MPO will develop a monitoring process that ensures that the procedures and requirements of the public involvement process are followed.

Objective 5.1.3 - The MPO will develop procedures to periodically review the effectiveness of the public involvement process.

Objective 5.1.4 - The MPO will document public input and involvement in the transportation planning activities and the impact that public involvement has on transportation planning decisions.

Goal 6.1 - The MPO transportation planning process will, in the development of the Transportation Plan, follow the federal requirements identified in CFR 450.316 (Metropolitan Planning Process Elements), and 450.322 (Transportation Plan) and ensure coordination among all involved governmental agencies.

Objective 6.1.1 - The Plan will establish the process, evaluation methodology, and project prioritization strategy under which major transportation investments are made.

Objective 6.1.2 - The transportation planning process will comply with the Americans with Disabilities Act (ADA) of 1990, and US DOT Regulations entitled "Transportation for Individuals with Disabilities".

Objective 6.1.3 - The transportation planning process will ensure that federal laws concerning civil rights and discrimination are adhered to, and that no person shall be discriminated against from participating in the transportation planning process, based on race, color, sex, national origin, or physical handicap.

Objective 6.1.4 - The transportation planning process shall reflect a multimodal evaluation of transportation, socio-economic, environmental, and financial issues.

Objective 6.1.5 - The transportation planning process will ensure coordination between all governmental agencies, including the FDOT, municipal governments, county agencies, the Regional Planning Council, port and airport authorities, rail providers, and freight providers.

Objective 6.1.6 - The Transportation Planning process will ensure the involvement and notification to adjacent counties and MPOs concerning activities and meetings relating to the Plan.

Objective 6.1.7 - The transportation planning process will integrate the requirements of air quality monitoring, testing and conformity analysis into the Plan development process.

Objective 6.1.8 - The transportation planning process will contain a long-range plan component of at least 20 years, an intermediate plan component, and a short-range plan component that addresses existing congestion management issues.

Objective 6.1.9 - The Plan will determine needs in consideration of standards established in each local jurisdiction's respective comprehensive plan?

Objective 6.1.10 - The demographic projections on which the Plan is based will be consistent with the local government adopted future land use plan map and demographic projections.

Goal 7.1 - The transportation planning process will consider and reflect, to the extent possible, the TEA-21 Management Systems.

Objective 7.1.1 - The transportation planning process will, utilize, as available, results from the congestion management, public transportation, and intermodal management systems.

Objective 7.1.2 - The transportation planning process will consider results provided by the congestion management system for the purposes of identifying and analyzing travel demand reduction and operational management strategies.

Objective 7.1.3 - The effectiveness of the management systems in enhancing the transportation planning process and transportation investment decision making process will be evaluated periodically as part of the overall metropolitan planning process.

Chapter 4

Land Use Data

Introduction

Travel demands in Volusia County result from the types and locations of land uses in and around the County. The previous *2020 Long Range Transportation Plan*, which was adopted in December of 1995, required the preparation of a 1990 land use inventory for model validation purposes, and projections of future land uses out to 2010 and 2020. These future year land use estimates were the basis from which future travel demand was projected.

As part of the refinement process the 1990 base year land use file was updated to the year 1997. This involved developing a methodology that used the existing 1990 data and supplemented it with yearly updates from the Volusia County Property Appraiser's Office.

Land Use Data Update Methodology

This methodology describes the procedures used to update the socio-economic data files, which serve as inputs for Volusia County MPO's Long-Range Transportation Planning Model. The land use data is contained in a series of files named "ZDATA1" through "ZDATA4", "ZDATA" being the acronym for zonal data or Traffic Analysis Zone (TAZ) data. Conceptually, the process takes parcel data from the Volusia County Property Appraiser's Assessment File for the latest year on which new construction occurred, compiles it by individual TAZ, modifies it to the ZDATA file formats, and adds it to the previous year's ZDATA files.

The process can be viewed in the following 6 steps:

- 1) Import Data
- 2) Match Data to TAZs
- 3) Process Unmatched Data
- 4) Compile Data by TAZs
- 5) Convert Data to ZDATA Format
- 6) Add Latest Year's Data to Base Year

Data Inputs & Outputs

The ZDATA 1 file is comprised of dwelling unit and population estimates by traffic analysis zones (TAZ). Dwelling units represent the trip producers in the transportation model. The ZDATA 2 file is comprised of employment and school enrollment data by TAZ. Employment and enrollment are the trip attractors in the model. The ZDATA 3 file is comprised of special generators – trip generation data for significant trip-generating land uses, which are not adequately represented by the ZDATA 1 or ZDATA 2 file data. ZDATA 4 contains internal/external trips at the boundary of Volusia County. The data contained in these files is as follows:

ZDATA1: Trip Production Variables

- Single Family Dwelling Units (DUs);
- Percent Single Family DUs vacant or occupied by non-permanent population;
- Percent Single Family DUs vacant;
- Permanent Population housed in Single Family DUs;
- Percent Single Family DUs with no automobiles;
- Percent Single Family DUs with one automobile;
- Percent Single Family DUs with two or more automobiles;
- Multi-Family DUs;
- Percent Multi-Family DUs vacant or occupied by non-permanent population;
- Percent Multi-Family DUs vacant;
- Permanent Population housed in Multi-Family DUs;
- Percent Multi-Family DUs with no automobiles;
- Percent Multi-Family DUs with one automobile;
- Percent Multi-Family DUs with two or more automobiles;
- Hotel/Motel Units;
- Percent Hotel/Motel Units occupied;
- Population housed in Hotel/Motel Units

ZDATA2: Trip Attraction Variables

- Industrial employment;
- Commercial employment;
- Service employment;
- Total employment; and
- School enrollment.

ZDATA3: Special Generators

• Contains trip generation data for significant trip-generating land uses, which are not adequately represented by the ZDATA1 or ZDATA2 file data.

ZDATA4: Internal/External Trips

• Internal/External trips at boundary of Volusia County

These variables are standardized in the Florida Standard Urban Transportation Model Structure (FSUTMS). This chapter documents the development of the 1990 and 1997 socio-economic data for purposes of transportation model validation, and the development of future year projections

of the socio-economic data for 2010 and 2020 used to develop future year transportation network alternatives.

The basic data input is a digital, comma-delimited ASCII file obtained from the Volusia County Property Appraiser's Office which is modified to the ZDATA format. This file, derived from the Appraiser's Assessment file, includes only records for parcels on which building improvements (new buildings and additions to existing buildings) were made during the latest complete calendar year. The fundamental objective of this process is to ensure that the data output is current, accurate, complete, and in the proper format for use by the MPO's Transportation Planning Model.

A map illustrating the TAZ boundaries in Volusia County is provided in Figure 4.1.

The Volusia County Growth Management Department has divided the County into six planning "regions" for purposes of developing forecasts and monitoring growth. Summary tables in this chapter provide information at this level of detail. The boundaries of each of these planning regions are indicated in Figure 4.2.

Development of Socio-Economic Data (1990 & 1997)

The previous transportation model validation was based on 1990 conditions. The *Volusia County MPO 2020 Long Range Transportation Plan - Refinement* (henceforth referred to as the 2020 *LRTP Refinement*) was based on 1997 conditions. The original 1990 socio-economic data was developed from data that was compiled from:

- 1990 U.S. Census, information available through the Florida Department of Transportation;
- Florida Department of Labor and Employment Security;
- Employment data tabulated by the U.S. Department of Commerce Bureau of Economic Analysis;
- Volusia County School Board;
- Volusia County MPO staff; and
- Other local agencies.

The original 1990 ZDATA1 file, which contain information relating to population and housing, was assembled from the 1990 Census Transportation Planning Package (CTPP). The CTPP contained the information necessary to complete the ZDATA1 file, with the exception of transient dwelling units. The CTPP provided information at the traffic analysis zone level.

The original 1990 ZDATA2 file contained employment data and school enrollment. Employment by TAZ was developed by accessing files available from the Florida Department of Labor and Employment Security, which contained a listing of employers, by address. Using the resources of the Volusia County Growth Management Department, the Volusia County GIS Department, the MPO staff, and the MPO's Consultant, the locations of 7,716 of 8,519 employers were assigned to TAZs throughout the County.

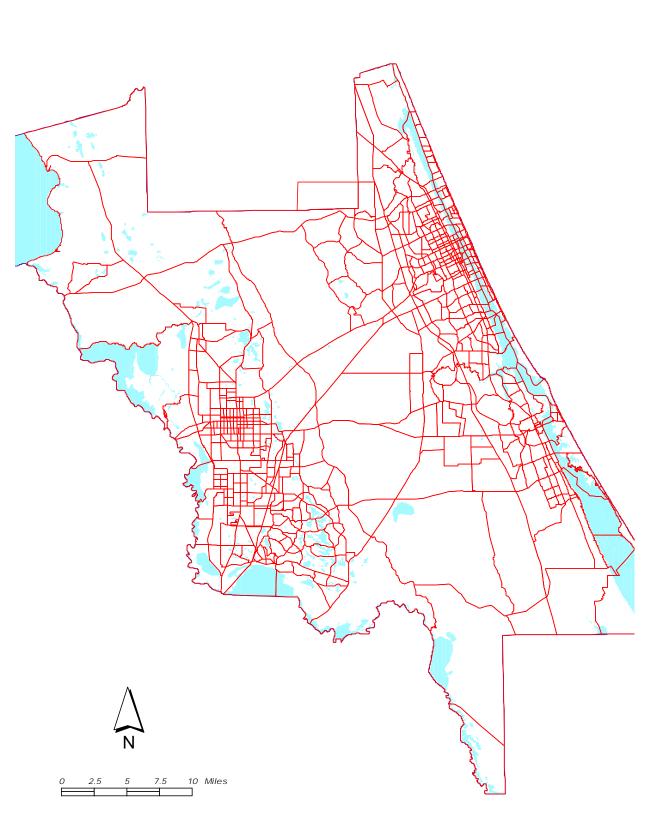


Figure 4.1 Volusia County TAZ Boundary Map

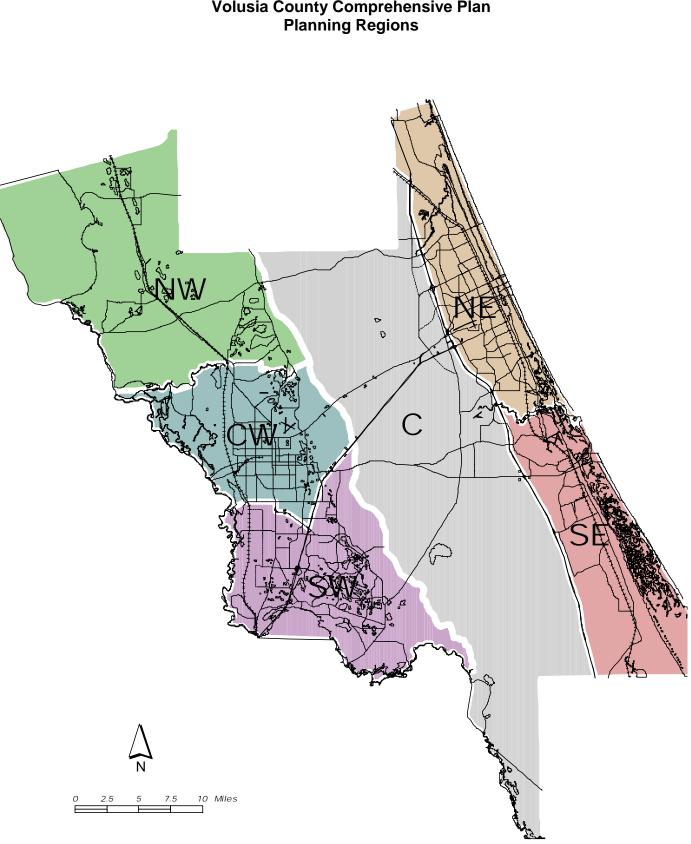


Figure 4.2 Volusia County Comprehensive Plan Planning Regions

The assignment process involved manual contact with employers that had out-of-county and/or P.O. Box addresses to ascertain the specific local address at which the company conducted its business and the number of employees actively working during the 1990 calendar year.

In addition, several employers were identified as having a central office, but multiple work sites. Examples of this type of business were the Volusia County School Board, banks, grocery stores, fast food restaurants, and government agencies. These agencies were contacted to identify individual work sites and the number of employees that report to these work sites on a regular basis. The Florida Department of Labor and Employment Security (DOLES) files contain data on employees covered by unemployment compensation insurance. These employees made up only 76 percent of the countywide employment. The difference between the total employment and the number of employees covered by unemployment compensation insurance was assigned by the FDOT based on the existing distribution of employment throughout the County from a regression equation they developed, but held confidential to ensure that confidentiality laws were not violated. In addition, the Volusia County School Board provided information related to school enrollment.

Tables 4.1, 4.2, and 4.3 summarize the 1990 and 1997 land use data for Volusia County. As can be seen below in Table 4.3 the total number of dwelling units increased almost 10 percent, while the population grew more than 12 percent. Generally, population grew proportionately faster than did the number of dwelling units in most parts of the County. The only areas where this did not occur were in the central and northwest portions of the County. However, this only represented a net growth of 2,640 dwelling units and 6,694 persons.

Planning Region	C	Dwelling Units			Population		
	Single Family	Multi Family	Total	Single Family	Multi Family	Total	
Northeast	46,963	47,445	94,408	102,946	78,439	181,385	
Southeast	15,215	10,960	26,175	30,772	14,445	45,217	
Central	2,901	1,129	4,030	8,617	3,640	12,257	
Northwest	1,602	927	2,529	5,528	2,705	8,233	
Central-west	12,945	6,722	19,667	31,089	13,513	44,602	
Southwest	28,197	5,887	34,084	68,482	9,406	77,888	
Flagler Co. (Hunters Ridge)	0	0	0	0	0	0	
Total:	107,823	73,070	180,893	247,434	122,148	369,582	

Table 4.1 - 1990 Land Use Data Summary by Planning Region

	Dwelling Units		Population			
Planning Region	Single Family	Multi Family	Total	Single Family	Multi Family	Total
Northeast	51,030	47,763	98,793	113,319	79,114	192,433
Southeast	17,379	11,493	28,872	36,311	14,953	51,264
Central	5,172	1,209	6,381	14,375	3,810	18,185
Northwest	1,890	928	2,818	6,292	2,707	8,999
Central-west	14,581	6,759	21,340	35,315	13,591	48,906
Southwest	34,594	5,982	40,576	84,666	9,607	94,273
Flagler Co. (Hunters Ridge)	0	0	0	0	0	0
Total:	124,646	74,134	198,780	290,278	123,782	414,060

Table 4.2 - 1997 Land Use Data Summary by Planning Region

 Table 4.3 - % Change from 1990-1997 Land Use Data Summary by Planning Region

Planning Region	Dwelling Units			Population		
	Single Family	Multi Family	Total	Single Family	Multi Family	Total
Northeast	8.66	0.67	4.64	10.08	0.86	6.09
Southeast	14.22	4.86	10.30	18.00	3.52	13.37
Central	78.28	7.09	58.34	66.82	4.67	48.36
Northwest	17.98	0.11	11.43	13.82	0.07	9.30
Central-west	12.64	0.55	8.51	13.59	0.58	9.65
Southwest	22.69	1.61	19.05	23.63	2.14	21.04
Flagler Co. (Hunters Ridge)	n/a	n/a	n/a	n/a	n/a	n/a
Total:	15.60	1.46	9.89	17.32	1.33	12.03

Tables 4.4, 4.5, and 4.6 summarize the 1990 and 1997 employment and school enrollment data for Volusia County. As can be seen below in Table 4.6 the total number of employees increased nearly 5 percent, while school enrollment decreased more than 13 percent. Generally, growth in housing, population, and employment should mirror each other. The apparent mismatch between the growth in dwelling units (9.89%) and population (12.03%) to employment (4.96) growth can be easily explained though. A recent study conducted by Ghyabi Lassiter & Associates in 1999 for the City of DeLand and Volusia County revealed that the original 1990 employment data had been over estimated for commercial and service employment. Data from Dun & Bradstreet was used to show that the employment data was over estimated in the DeLand area by over 14,000 employees. Therefore, employment data in the Central-west region was reduced by this amount.

Another anomaly in the results of Table 4.6 shows a decline in school enrollment between 1990 and 1997 in the Northeast region of 42.52 percent, which relates to a countywide decline of

13.14 percent. This too can be easily explained. The original 1990 data had incorrectly included school enrollment data for Embry-Riddle Aeronautical University. This error has been fixed, with the corresponding data now located in the special generators file (ZDATA 3 file).

		School			
Planning Region	Industrial	Enrollment			
Northeast	17,273	27,655	47,637	92,565	43,328
Southeast	2,976	3,158	6,440	12,574	5,963
Central	537	194	636	1,367	192
Northwest	2,023	356	1,270	3,649	1,276
Central-west	3,665	4,785	21,427	29,877	10,367
Southwest	1,795	4,430	7,433	13,658	10,747
Flagler Co. (Hunters Ridge)	0	0	0	0	0
Total:	28,269	40,578	84,843	153,690	71,873

Table 4.4 - 1990 Employment & School Enrollment Data by Planning Region

Table 4.5 - 1997 Employment & School Enrollment Data by Planning Region

		School			
Planning Region	Industrial Commercial Service Total				Enrollment
Northeast	17,284	28,238	55,378	100,900	24,903
Southeast	4,172	4,167	7,881	16,220	6,496
Central	574	316	1,736	2,626	755
Northwest	2,024	443	1,322	3,789	1,390
Central-west	4,971	4,393	11,070	20,434	11,516
Southwest	1,939	5,220	10,181	17,340	17,369
Flagler Co. (Hunters Ridge)	0	0	0	0	0
Total:	30,964	42,777	87,568	161,309	62,429

		School			
Planning Region	Industrial	Enrollment			
Northeast	0.06	2.11	16.25	9.00	-42.52
Southeast	40.19	31.95	22.38	29.00	8.94
Central	6.89	62.87	172.96	92.83	293.23
Northwest	0.05	24.44	4.09	3.84	8.93
Central-west	35.63	-8.19	-48.34	-31.61	11.08
Southwest	8.02	17.83	36.97	26.96	61.62
Flagler Co. (Hunters Ridge)	0	0	0	0	0
Total:	9.53	5.42	3.21	4.96	-13.14

Table 4.6 - % Change from 1990-1997 Employment & School Enrollment Databy Planning Region

Future Year Socio-Economic Data

The future year socio-economic data for two horizon years of 2010 and 2020 was originally developed in 1994 and 1995. The future year data that was previously developed was used for the refinement. The only modifications made to the data were (1) reallocation of employment and population in west New Smyrna Beach, (2) scaling back and a reallocation of employment in the Downtown DeLand area (as noted previously), and (3) data in selected TAZs were increased to at least the same level as the 1997 base year data. These projections form the basis of the future travel demand estimates for the transportation plan. These land use projections are based on a variety of sources from the original *2020 Long Range Transportation Plan* that was adopted in 1995, including:

- The adopted land use plans of Volusia County and the various communities therein;
- Projections of countywide population prepared by the University of Florida Bureau of Economic and Business Research (BEBR);
- Projections of population by subarea within Volusia County prepared by the Volusia County Growth Management Department;
- A gravity model-based growth allocation spreadsheet; and
- Review and comment by local government planning staffs.

The development of future year socio-economic data was divided into three steps; establish countywide totals, allocation of population to sub-areas, and allocation of population and employment to the TAZ level. The role of each of these components, and the results of each step of the projection process, are described in the following paragraphs.

The first step in developing the future year socio-economic data was to establish the countywide total population, housing, and employment for 2010 and 2020. Countywide population projections are prepared annually for all counties in Florida by the University of Florida's Bureau of Economic and Business Research (BEBR). They prepare a low-, medium-, and high-range pro-

jection for each county. BEBR's projections are generally accepted as authoritative, and many counties use the mid-range projections as the basis for their Comprehensive Plans. As part of the original *2020 Long Range Transportation Plan*, the mid-range population projections were utilized for the Volusia County. Those projections were also carried over through during the refinement.

1990 Census, 1997 estimated, and 2010 and 2020 forecasted mid-range future population projections for Volusia County are summarized below in Table 4.7. The projections indicate a growth from 414,060 people in 1997 to 616,091 by 2020. This number is the countywide permanent population total used in this study, which translates to an annual average growth rate of 1.74 percent.

	Population						
Planning Region	1990	1997	2010	2020			
Northeast	181,385	192,433	243,647	272,287			
Southeast	45,217	51,264	70,667	78,707			
Central	12,257	18,185	46,997	70,827			
Northwest	8,233	8,999	8,533	8,614			
Central-west	44,602	48,906	61,786	69,370			
Southwest	77,888	94,273	106,509	116,286			
Flagler Co. (Hunters Ridge)	0	0	2,516	3,760			
Total (w/ Flagler):	369,582	414,060	540,655	619,851			
Total w/o Flagler):	369,582	414,060	538,139	616,091			

 Table 4.7 - Population Projections by Planning Region

Sources: University of Florida Bureau of Economic and Business Research, 1995 Volusia County Growth Management Department, 1988

Tindale-Oliver and Associates, Inc. 1995

Volusia MPO, 2000

The FSUTMS travel demand model requires that the permanent population be allocated between single-family and multi-family dwelling units. In 1990, 33.05 percent of the permanent population was assumed to be living in multi-family dwelling units. In 1997, this changed to 29.89 percent of the permanent population assumed to be living in multi-family dwelling units. The average number of persons per occupied dwelling unit was assumed to be 2.52 for single-family units and 2.14 for multi-family units in 1990. By 1997, those figures had not changed very much, 2.56 for single-family units and 2.14 for multi-family units.

The Volusia County Planning and Zoning Department, in its original growth forecasts, had indicated a trend for the proportion of population living in single-family dwellings to remain stable through 2020, and for the average number of persons per dwelling unit to also remain stable. However, revised data from 1997 along with revised projections indicate that the proportion of permanent population assumed to be living in multi-family dwelling units will slightly decrease over the 20-year period. In addition, the persons per occupied dwelling unit will follow the same pattern. Based on these revised figures in Table 4.7, the parameters presented in Table 4.8 were developed from the future countywide population and dwelling unit totals. The total number of dwelling units incorporated into the socio-economic data files were increased from the numbers in Table 4.8 to reflect the ambient vacancy rate recorded by the 1990 census data as reflected in the original 1990 socio-economic data file.

	Number of Dwelling Units by Year					
Variable	1990	1990 1997 2010		2020		
Single Family Population	247,434	290,278	370,705	423,306		
Multi-Family Population	122,148	123,782	167,434	192,785		
Total Population	369,582	414,060	538,139	616,091		
Single Family DUs	107,823	124,646	160,667	186,031		
Multi-Family DUs	73,070	74,134	99,519	114,635		
Total DUs	180,893	198,780	260,186	300,666		
Single Family Occupied DUs	98,355	113,502	145,209	167,273		
Multi-Family Occupied DUs	57,101	57,928	79,279	91,665		
Total Occupied DUs	155,456	171,430	224,488	258,938		
% Population in SF-DUs	66.95	70.11	68.89	68.71		
% Population in MF DUs	33.05	29.89	31.11	31.29		
Persons per Occupied SF-DU	2.52	2.56	2.55	2.53		
Persons per Occupied MF DU	2.14	2.14	2.11	2.10		

Table 4.8 - Dwelling Unit Estimates

Sources: University of Florida Bureau of Economic and Business Research, 1995 Volusia County Growth Management Department, 1988

Tindale-Oliver and Associates, Inc. 1995

Volusia MPO, 2000

Tables 4.9 and 4.10 summarize the projected 2010 and 2020 land use data for Volusia County. As can be seen below the total number of dwelling units increased 15.56 percent, while the population grew 14.49 percent. Whereas the growth in dwelling units outpaced the growth in population between 1990 to 1997, the rate of growth in both dwelling units and population between 2010 to 2020 is expected to remain relatively stable.

	Dwelling Units			Population			
Planning Region	Single Family	Multi Family	Total	Single Family	Multi Family	Total	
Northeast	63,514	62,371	125,885	138,815	104,832	243,647	
Southeast	23,460	14,547	38,007	50,085	20,582	70,667	
Central	14,535	4,593	19,128	38,097	8,900	46,997	
Northwest	2,192	1,356	3,548	5,754	2,779	8,533	
Central-west	18,460	9,202	27,662	43,571	18,215	61,786	
Southwest	38,506	7,450	45,956	94,383	12,126	106,509	
Flagler Co. (Hunters Ridge)	891	243	1,134	2,120	396	2,516	
Total w/ Flagler):	161,558	99,762	261,320	372,825	167,830	540,655	
Total w/o Flagler):	160,667	99,519	260,186	370,705	167,434	538,139	

 Table 4.9 -2010 Land Use Data Summary by Planning Region

Table 4.10 -2020 Land Use Data Summary by Planning Region

	Dwelling Units			Population			
Planning Region	Single Family	Multi Family	Total	Single Family	Multi Family	Total	
Northeast	71,262	69,826	141,088	154,862	117,425	272,287	
Southeast	26,036	16,213	42,249	55,373	23,334	78,707	
Central	23,363	8,386	31,749	55,458	15,369	70,827	
Northwest	2,473	1,571	4,044	5,810	2,804	8,614	
Central-west	20,907	10,438	31,345	48,882	20,488	69,370	
Southwest	41,990	8,201	50,191	102,921	13,365	116,286	
Flagler Co. (Hunters Ridge)	1,337	365	1,702	3,168	592	3,760	
Total w/ Flagler):	187,368	115,000	302,368	426,474	193,377	619,851	
Total w/o Flagler):	186,031	114,635	300,666	423,306	192,785	616,091	

Tables 4.11 and 4.12 summarize the 2010 and 2020 employment and school enrollment data for Volusia County. As can be seen below the total number of employees increased 15.89 percent, while school enrollment increased 14.72 percent. Generally, growth in housing, population, and employment should mirror each other. The projected data between 2010 and 2020 are fairly consistent with each other, dwelling units (15.56%), population (14.49%), employment (15.89), and school enrollment (14.72%).

		School			
Planning Region	Industrial	Commercial	Service	Total	Enrollment
Northeast	23,708	36,429	70,721	130,858	24,960
Southeast	5,196	7,393	16,330	28,919	6,530
Central	1,538	3,153	4,311	9,002	2,060
Northwest	2,024	443	1,342	3,809	1,390
Central-west	7,072	7,165	16,350	30,587	11,400
Southwest	2,936	7,850	14,198	24,984	21,440
Flagler Co. (Hunters Ridge)	311	130	318	759	0
Total w/ Flagler):	42,785	62,563	123,570	228,918	67,780
Total w/o Flagler):	42,474	62,433	123,252	228,159	67,780

Table 4.11 - 2010 Employment & School Enrollment Data by Planning Region

Table 4.12- 2020 Employment & School Enrollment Data by Planning Region

		School			
Planning Region	Industrial	Commercial	Service	Total	Enrollment
Northeast	29,073	39,475	79,872	148,420	28,125
Southeast	5,713	9,082	20,567	35,362	7,680
Central	2,006	5,348	6,991	14,345	2,825
Northwest	2,024	443	1,342	3,809	1,900
Central-west	7,735	7,836	17,870	33,441	11,600
Southwest	3,468	9,289	16,289	29,046	25,625
Flagler Co. (Hunters Ridge)	467	195	477	1,139	0
Total w/ Flagler):	50,486	71,668	143,408	265,562	77,755
Total w/o Flagler):	50,019	71,473	142,931	264,423	77,755

Table 4.13 summarizes countywide employment for 1970, 1980, 1985, 1990, 1997, 2010, and 2020. The source of the historic employment statistics (1970 through 1990) came from the U.S. Department of Commerce Bureau of Economic Analysis (BEA). The MPO staff developed the 1997, 2010, and 2020 data. These sources provide the most comprehensive source of employment data available, supplementing State of Florida Department of Labor and Employment Security data with Federal records identifying employees <u>not</u> covered by Unemployment Compensation Insurance.

Year	Actual Em- ployment ¹	Estimated Employment ²	Total Population ³	Emp/Pop Ratio	Percent Industrial	Percent Commercial	Percent Service
1970	62,095		171,060	0.363	18.5%	24.4%	57.1%
1980	105,406		261,114	0.404	18.8%	25.2%	56.0%
1985	131,373		309,043	0.425	18.4%	26.4%	55.2%
1990	153,690		369,582	0.416	18.4%	26.4%	55.2%
1997		161,309	414,060	0.390	19.2%	26.5%	54.3%
2010		228,159	538,139	0.424	18.6%	27.4%	54.0%
2020		264,423	616,091	0.429	18.9%	27.0%	54.1%

Sources: (1) U.S. Department of Commerce, Bureau of Economic Analysis (2) Tindale-Oliver and Associates, Inc. 1995 & Volusia MPO, 2000 (3) University of Florida Bureau of Economic and Business Research, 1995

The Florida Standard Urban Transportation Model Structure (FSUTMS) makes use of three general categories of employment: industrial, service, and commercial. These three employment categories collapse hundreds of employment occupations based on the federal government's Standard Industrial Classification (SIC) codes.

As is typical of other counties in Florida, the historic data indicates a trend away from industrial employment to commercial and service employment. The Florida Long-Term Economic Forecast indicates that industrial job growth throughout the State of Florida will decline, and Volusia County is no exception to this trend. Thus, in the distribution of forecasted employment, a declining share of employment in the industrial category and increasing shares for commercial and service-related employment was assumed as part of the original future year forecasts.

The second step in developing the original socio-economic data was the allocation of population growth to sub-areas throughout the County. There are six planning regions in Volusia County (consistent with the Volusia County Comprehensive Plan), plus an additional seventh region that includes one TAZ in Flagler County designated to Volusia County. The planning regions are: Northeast, Southeast, Central, Northwest, Central west, Southwest and Planning Region Seven (Flagler County). Anticipated development in Planning Region Seven will have roadway access only to Volusia County roads, therefore it was included in the analysis.

The distribution of population from one of Volusia County's earlier model was used to allocate population throughout the County. The countywide population projection for 2010 from this source was 617,486, which was one percent higher than BEBR's <u>1995</u> 2020 projection of 610,213, but less than one percent higher than the revised total of 616,091. Thus, the projections contained in this source were selected as the basis for allocating population to the municipalities and the six planning regions.

The third step was to allocate the population and employment to TAZs. This task was accomplished using two methods. First, a gravity model-based allocation spreadsheet that used an inventory of current adopted land use plans, typical development densities by land use plan/land use category, and the location of 1990 development was used to initially assign expected growth to TAZs. Second, a series of workshop sessions was held with local government planning staff members to review and adjust the allocations of the spreadsheet. The spreadsheet methodology assigned more growth to TAZs which were closer to existing development, subject to the availability of land for development, and subject to the constraints of the planning region population projections in Table 4.7. The input from local government planning staffs provided insight into growth trends, market conditions, and development plans, which the spreadsheet did not adequately address. This procedure was applied to develop the socioeconomic data for 2020. The intermediate year socio-economic data was estimated by interpolating between the 1990 data and the 2020 data estimates to achieve the countywide and subarea control totals established in Tables 4.7 and 4.13.

Comparison with Other Studies

Several other transportation planning studies in the area have been completed, which allows us to compare our projections. These studies were the Interstate Four Multi-Modal Master Plan Study, the Central Florida Regional Transportation Authority Planning Studies, previous Volusia County MPO 2020 Transportation Plan, Volusia County MPO 2015 Transportation Plan, and the 2010 socio-economic data maintained by Volusia County. The former two studies make use of a regional transportation model, which incorporates all of the Orlando urban area and the western portion of Volusia County. The population and employment estimates of these studies are summarized by planning region in Tables 4.14 and 4.15 below, respectively. These tables below show how the assumptions related to growth have changed over the years; thereby illustrating the fluidity of the entire forecasting process.

Planning Region	New 2020 MPO Plan	Previous 2020 MPO Plan	2015 MPO Plan	I-4 Multi- Modal Master Plan	2010 Volusia County
Northeast	272,287	270,526	246,680	n/a	276,146
Southeast	78,707	85,219	103,395	n/a	85,789
Central	70,827	66,466	45,589	n/a	44,961
Northwest	8,614	8,611	8,897	10,530	8,669
Central-west	69,370	68,398	75,716	82,371	68,866
Southwest	116,286	110,993	121,082	135,596	111,445
Flagler Co. (Hunters Ridge)	3,760	3,760	n/a	n/a	n/a
Unassigned					21,610
Total w/ Flagler):	619,851	613,973	601,359	n/a	617,486
Total w/o Flagler):	616,091	610,213	601,359	n/a	617,486

Table 4.14 Population Comparisons with Other Studies by Planning Region

Sources: University of Florida Bureau of Economic and Business Research, 1995 Volusia County Growth Management Department, 1988 Tindale-Oliver and Associates, Inc. 1995

Planning Region	New 2020 MPO Plan	Previous 2020 MPO Plan	2015 MPO Plan	I-4 Multi- Modal Master Plan	2010 Volusia County
Northeast	148,420	142,524	117,242	n/a	125,991
Southeast	35,362	32,110	20,864	n/a	16,947
Central	14,345	12,021	6,467	n/a	6,393
Northwest	3,809	3,678	2,331	2,188	1,881
Central-west	33,441	39,612	37,766	42,163	29,393
Southwest	29,046	26,757	17,318	17,741	14,790
Flagler Co. (Hunters Ridge)	1,139	1,139	n/a	n/a	n/a
Unassigned					15,537
Total w/ Flagler):	265,562	257,841	201,988	n/a	210,932
Total w/o Flagler):	264,423	256,702	201,988	n/a	210,932

Table 4.15 - Employment Comparisons with Other Studies by Planning Region

Sources: University of Florida Bureau of Economic and Business Research, 1995 Volusia County Growth Management Department, 1988 Tindale-Oliver and Associates, Inc. 1995

Chapter 5

Bicycle & Pedestrian

Introduction

The Volusia County Metropolitan Planning Organization (MPO) recognizes the importance of providing pedestrian and bicycle facilities as a means of expanding the travel opportunities for county residents who, either by choice or by circumstance, do not use an automobile. These groups often include, but are not limited to, disabled individuals, children, the elderly, and the financially disadvantaged. In treating bicycling and walking as legitimate forms of travel the Volusia County MPO satisfies the spirit and intent of the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 legislation seeks to "create an integrated, intermodal transportation system which provides travelers with a *real* choice of transportation modes."

Additionally, community leaders have recognized the role of bicycle and pedestrian facilities as a tool for economic development. This point of view is supported by the results of transportation studies such as the SR A1A Corridor Enhancement Study, which was completed in 1997. The study was initiated to identify how the coastal communities could benefit from the beach as an economic resource. Key recommendations included upgrades to the corridor that would improve the atmosphere for bicycle and pedestrian travel, thus enhancing the experience of area visitors.

Bicycle and pedestrian facilities provide expanded recreational opportunities for residents and visitors alike. As a recreational amenity, trail systems throughout Florida generate millions of dollars for state and local economies by attracting visitors from surrounding counties and states. The MPO will continue to work with Volusia County as well as municipal government agencies to incorporate the trail vision into the functional aspects of the MPO planning efforts. An example of this collaboration led to the development of the County's first multi-use trail running between Gemini Springs Park and the DeBary Mansion. Using federal funds from the TEA-21 Transportation Enhancement Program, administered by the Florida Department of Transportation (FDOT), the Spring to Spring Trail opened in August 2000. The project represents the first phase of a network of multi-use trails that are planned to stretch over 76 miles throughout Volusia County. As the network expands, it will contribute to continuing economic growth without sacrificing environmental assets.

The crash statistics available for Volusia County indicate that transportation decision-makers have not always recognized the full importance of accommodating bicycle and pedestrian activity. In 1991, the County recorded the fourth highest bicycle crash rate in the state with 281 crashes countywide. This yielded a bicycle injury rate of 69.82 and a fatality rate of 1.86 per 100,000 residents. In recent years however, it appears that the crash rates are declining. Table 5.1 below shows bicycle and pedestrian statistics for the past five years. It's worthwhile to note that the rates for bicycle injuries and fatalities have decreased steadily during the last four years. Similarly, the pedestrian fatality rate has declined over this period.

			Pedestria	n Crashes			Bicycle	Crashes	
Year	Countywide Population (in 1,000s)	Injuries	Injury Rate per 100K	Fatali- ties	Fatality Rate	Injuries	Injury Rate per 100K	Fatali- ties	Fatality Rate
1995	403.0	199	49.38	15	3.72	266	66.00	3	0.74
1996	407.2	216	53.05	26	6.39	288	70.73	8	1.96
1997	413.7	267	64.54	18	4.35	231	55.84	4	0.97
1998	423.4	243	57.39	18	4.25	187	44.17	4	0.94
1999	425.6	237	55.69	13	3.05	207	48.64	1	0.23

Table 5.1 - Bicycle and Pedestrian Crash Statistics¹

1) Based on Florida DHSMV Crash Records (1995 and 1996 statistics are based on Volusia County DHSMV Crash Records).

It is also important to note that crash rates documented for bicycle and pedestrian fatalities during 1999 have declined to levels that are below the statewide averages of 0.77 and 3.32 per 100,000 residents respectively.

The Volusia County MPO has designated a Pedestrian and Bicycle Coordinator to address safety and planning issues and to work towards improving the conditions faced by these travelers. The coordinator accomplishes this through the active involvement in, and participation with, several organizations. Planning efforts and technical review are completed through the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC). These groups review and prioritize project applications and determine the evaluation criteria for facilities.

Safety promotion, education, and injury prevention goals are emphasized through involvement in the Volusia County Community-Wide Traffic Safety Teams and the Volusia/Flagler Coalition for Child Safety and Injury Prevention. These organizations sponsor bicycle rodeos, pedestrian road shows, and other community events that seek to increase public awareness of transportation safety issues.

In addition to these activities, the MPO Bicycle and Pedestrian Coordinator maintains an ongoing dialogue with county and municipal planning agencies, local advocacy groups, representatives from Volusia County schools, and other organizations that share a common interest in providing a safe environment for non-motorized travel. In doing this, the MPO supports federal transportation policy aimed at increasing non-motorized transportation while simultaneously reducing injuries and fatalities. The coordinator also promotes the continued expansion and upgrade of existing sidewalks, bike paths, bike lanes, and trails that accommodate the various needs and desires of the bicycling and walking community.

To assist the TCC, CAC, and MPO in their efforts, a methodology has been established to identify the need for system improvements on a countywide basis. This procedure divides the Volusia County Thoroughfare Roadway Network into small segments and applies a series of measures to each one that can help gauge the need for sidewalk or bicycle path improvements.

The development of the performance criteria used in this analysis was based on many of the measures commonly used to evaluate bicycle and pedestrian facilities. Additional considera-

tion was given to input from planning professionals and citizens alike. The measures are supported by available data and are intended to represent a shared vision of the attributes required for providing a safe and practical bicycle and pedestrian network. Four performance measures were identified for Volusia County.

1) Bicycle and pedestrian injuries per million vehicle miles

This measure is used to identify the intensity of unsafe conditions and is a standard means for comparing the relative safety of roadway segments. The number of crashes (injuries and fatalities) is normalized based on traffic volumes. The calculation provides a raw crash score that identifies locations with possible design problems rather than locations where travelers are exposed solely to high traffic volumes.

2) Connectivity of Segments

To ensure practical use, the network of bike paths and sidewalks must provide a continuous connection between trip origins and destinations. Similarly, it's important to link together small, isolated systems to form a larger interconnected network. This measure evaluates the potential for a segment to enhance the continuity of the overall network. To determine this, a system inventory was compiled.

3) Proximity to Attractions

This measure determines demand by identifying the facilities that typically attract bicycle and pedestrian traffic. Attractions such as schools, parks and civic centers (senior centers, YMCAs, appropriate government buildings, etc.) are often associated with high levels of bicycle and pedestrian activity.

4) Proximity to Transit

An additional measure of potential demand considers the provision of linkages for transit. This measure gauges the potential activity around a segment based on transit stops and route ridership.

When the performance criteria were applied to each of the segments that comprise the network, the result was a listing of segments as shown in Appendix C. This list provides an indication of where investments in bicycle or pedestrian facility improvements are likely to yield the greatest benefit. However, many of the segments are less than one mile long, and when viewed alone do not lend themselves to substantial completion of a network. As such, the list may be seen as a precursor to identifying longer more meaningful corridors comprising several of the top-ranked segments.

The data collected in support of this analysis, along with the evaluation method itself, will serve the MPO during subsequent reviews of the bicycle and pedestrian facilities in Volusia County. However, to remain an effective tool for analysis, it is essential for the Volusia County MPO staff to update the supporting data on an annual basis.

Guidance provided by the Federal Highway Administration (FHWA) in interpreting the bicycle and pedestrian elements of TEA-21 legislation states that "to varying extents, bicyclists and pedestrians will be present on all highways and transportation facilities where they are permitted." It goes on to say that "it is clearly the intent of TEA-21 that all new and improved transportation facilities be planned, designed, and constructed with this fact in mind." Efforts made throughout Volusia County in the planning and development of bicycle and pedestrian facilities both as a sub-component of other road improvements, or as stand-alone projects, clearly demonstrate the recognition of these requirements.

In addition to the guidance provided by TEA-21 for state highway projects, the Volusia County Comprehensive Plan addresses bicycle and pedestrian facilities on County maintained roads. The County's plan states that as improvements are initiated "every effort will be made to include sidewalks, bike lanes, and/or paved shoulders to accommodate the mobility needs of both bicyclists and pedestrians."

The amount of funding allocated towards the construction of bicycle and pedestrian facilities is also an indicator of the sincere efforts to integrate bicycle and pedestrian facilities into mainstream transportation planning. In 1997 the Volusia County MPO dedicated only 3% of its Surface Transportation Program (STP) Extra Urban (XU) funding towards bicycle and pedestrian facilities. Understanding the need to create real multimodal travel opportunities, the MPO supported an increase in the STP "set-aside" to 5% in 1998. The Volusia County MPO Board raised the level again in the following year to 12.5%, where it remains today. While the amount of funding in this category varies, the approximate total approaches \$500,000 annually.

Funding on the state level is available through a safety set-aside that reserves 10% of the State's STP apportionment to address safety improvements to the transportation infrastructure. Historically, in Volusia County, the Community-Wide Traffic Safety Teams have identified and recommended projects that receive funding through this program. FDOT also provides financial support through the Transportation Enhancement Program (TEP). Projects selected for the TEP are prioritized by the MPO and may include bicycle and pedestrian facilities. Volusia County government also allocates a portion of the local funds available for the road program to bicycle and pedestrian facilities. This allocation recently doubled from approximately \$250,000 to \$500,000 annually.

During the long-range planning horizon the Volusia County MPO will continue to enhance the safety and convenience of non-motorized forms of travel. To accomplish this, it will be important for the Volusia County MPO to update the Bicycle and Pedestrian Comprehensive Plans to include clear and attainable goals and objectives. These plans will provide a logical framework for the continuation of successful programs and strategies as well as the incorporation of new techniques that will improve the overall environment for all travel modes.

Chapter 6

Public Transportation

Introduction

The Volusia County MPO is committed to public transportation as an essential alternative form of mobility for those who do not have access to private transportation. In addition, public transportation provides an efficient alternative to the private automobile, helping to relieve pressure in congested corridors. The MPO has ascertained the importance of ensuring that transit, which inherently receives a small amount of Federal Funding relative to highway funding, is part of the diversification of highways and other modes of transportation. As Volusia County faces increasing travel demands on the transportation infrastructure, the MPO and VOTRAN (Volusia County's Public Transit System) have become major partners in the refinement of the intermodal transportation planning process. This commitment was evidenced in the MPO's 1997 decision to set aside 20% of its Surface Transportation Program (STP) Extra Urban (XU) funding to support transit. Additionally, the MPO and VOTRAN.

Bus Service

In the last decade, VOTRAN has grown significantly. In November 1993 VOTRAN was named the Community Transportation Coordinator (CTC) of Volusia County. In the summer of 1994 VOTRAN took over the Council on Aging Transportation Services (COATS) and implemented Sunday route service. At the start of the 1995 fiscal year, VOTRAN took over operation of the fixed-route motorbus service in New Smyrna Beach (previously operated by the Smyrna Transit System). During this same time VOTRAN also began operating three fixed routes in the western portion of Volusia County. In June 1995, VOTRAN implemented East/West connector service and then further expanded its range by adding new route service to northwest Volusia County in September 2000.

Fixed Route Service

In its current configuration, the VOTRAN fixed route system operates 25 transit routes. The routes serve Daytona Beach, Holly Hill, Ormond Beach, Ormond-by-the-Sea, South Daytona, Daytona Beach Shores, Port Orange, Ponce Inlet, New Smyrna Beach, Oak Hill, and Edgewater along the County's east coast, and DeLand, Orange City, DeBary, Deltona and Pierson on the County's west side. The frequency of most routes is one hour, with a few operating on half-hour headways and one (Route 60) operating one- to two-hour service. Service is provided seven days per week, with the exceptions of Thanksgiving Day, Christmas, and New Year's Day. Weekday and Saturday service operates primarily between 6:00 a.m. and 7:00 p.m. Sunday service is limited geographically to the core area of the Eastside, and operates primarily between 7:00 a.m. and 6:30 p.m.

While the population of Volusia County continues to increase, it is also changing demographically. This growth and evolution are having major impacts on the transit environment. In order to respond to changing conditions in the county, and to ensure the most efficient and effective transit service is provided, it is necessary to continually perform comprehensive analyses of current service, and to explore areas in need of new service. To that end VOTRAN maintains a Transit Development Plan (TDP), which is a five year planning document developed to insure that the provision of public transportation service is consistent with the travel needs of the community. Since the last update to the Long Range Transportation Plan, VOTRAN has continued to implement service changes outlined in the TDP that was adopted in 1996 and most recently updated in January 2000. Specific progress on enhancements include:

Implementation of Express Service to Downtown Orlando

In 1998 VOTRAN implemented a commuter bus service between southwest Volusia County and downtown Orlando. The development of this service was recommended both in VOTRAN's Transportation Development Plan, and by the Volusia County Metropolitan Planning Organization's (MPO) Inter-regional Transit System Analysis. This analysis found a need to improve transit service to meet the growing travel between southwest Volusia County and the Orlando urban area.

VOTRAN and the Florida Department of Transportation entered into a Joint Participation Agreement to provide fifty percent of the net cost through a Service Development Grant. VOTRAN then entered into an Inter-local Agreement with LYNX to provide the commuter bus service. On October 5, 1998, VOTRAN initiated the "No Stress, XPRESS" commuter bus service. The service consists of three morning and evening peak period runs. VOTRAN continues to increase marketing efforts through television, electronic, and radio advertisements.

<u>Development of a Vanpool Program</u>

In 1998 VOTRAN established a vanpool program, which allows groups of from eight to fifteen passengers, who travel at the same time with similar points of origin and destinations, to obtain a van that will accommodate their ridesharing effort. Vanpool participants pay one price, which can be as low as \$4 per round trip (excluding the volunteer driver who pays nothing).

Table 6.1 provides a summary of the first two years of the vanpool service. The table depicts the estimated gross income brought into Volusia County to be significantly lower in FY 1998/99. This is due to the staggered start-up of the program which began with one van, added the second van in the middle of the year, and the final van at the end of the year resulting in lower gross income figures as well as revenue collected by members.

	FY 1998/1999	FY 1999/2000
Revenue collected from members	\$ 9,788	\$15, 699
Number of members	23	23
Vehicle Trips saved	5,652	10,390
Estimated gross income brought into Volusia County	\$570,000	\$952,500
Vanpools in service	3	3

Table 6.1 - Vanpool Program Summary

During the first quarter of FY 2000/2001 participation in the Vanpool Program has more than doubled, reaching seventy members and the fleet of vans has increased to eight. At this level, an estimated 27,000 vehicle trips will be saved through this program by the end of 2001. The increase in the program's success is due to VOTRAN's marketing efforts which include the "Guaranteed Ride Home". This program provides a commuter with a ride home from the workplace in an emergency situation. When VOTRAN was able to show a demand for the van pool service the Florida Department of Transprtation provided a 50% match to purchase the needed vans through their Commuter Assistance Program.

<u>Continuation of the Vehicle Replacement Program</u>

VOTRAN's yearly budgeting process assumes bus replacement and some expansions on an ongoing basis in an effort to maintain reliability, safety, ADA compliance, and customer satisfaction. Table 6.2 illustrates the schedule of vehicle purchases over an eleven-year period between 2001 and 2011. Four lift-equipped trolleys scheduled for purchase this year mark the beginning of accessibility for disabled riders who wish to ride the trolley. In 2009 VOTRAN will replace 14 Nova Buses that were originally put into service in 1997.

Vehicle Type	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Fixed Route	-	7	4	3	-	3	3	2	14	-	-
Paratransit- "Gold Service"	5	7	3	10	5	-	5	5	7	3	10
Trolleys	4	-	1	-	-	-	-	-	-	1	4
Commuter Vans	6	4	3	3	3	3	4	3	3	3	3

• Development of a bus stop inventory

As of February 2001, VOTRAN has approximately 2,200 bus stops throughout its service area. These stops range from a simple bus stop sign or a sheltered transfer site at a shopping mall, to the major transfer plaza in downtown Daytona Beach which serves multiple routes. A bus stop inventory was developed in 1999 to

catalog the location of each bus stop, specifying each of the available amenities (e.g., shelter, lighting, phone, benchs, trash receptacles, passenger information displays, etc.), and the accessibility of each stop for persons with disabilities. The information has been geocoded into ArcView, a geographic information system (GIS) software package, which allows specific data analysis and mapping capabilities. The database is currently maintained through a joint effort between VOTRAN and the MPO.

<u>Completion of a Comprehensive Operations Analysis of Service</u>

In conjunction with the development of VOTRAN's TDP, the Center for Urban Transportation Research (CUTR) also analyzed the transit system's current route structure and provision of services. This analysis focused on determining how improved efficiencies could be achieved without significantly impacting ridership, and possibly even improving utilization of the system. In the transit industry, such a review is called a Comprehensive Operations Analysis (COA). The primary purpose of the COA was to provide an independent analysis of the existing system and recommendations concerning service improvements, modifications, and/or expansions. The analysis covered those aspects of service that generally are not visible to the riding public, such as master route schedules, operator work assignments, on-time performance, route productivity in terms of ridership and revenue, and network-level routing and route segmentation. As a result of the COA, VOTRAN made several modifications to their route system in an effort to improve efficiency.

<u>New Service to Northwest Volusia County</u>

In September 2000 VOTRAN implemented a new bus route with service from Seville, along US 17 serving Pierson, Barberville, and DeLeon Springs and ending at the Brandywine Village Shopping Center northwest of DeLand. This service was initiated in response to community requests for transportation services to this rural community known for its agribusiness - ferns, in particular.

Route 24 has timed connection with two other routes in western Volusia County thereby allowing passengers improved access to obtain city service needs, supermarket, social service and medical service needs. Passengers are also provided with the opportunity to make a meaningful connection with Greyhound Bus Lines and a cross county route to Daytona Beach. The Northwest Route provides nine trips per day of operation.

Installation of Bike Racks on Fixed Route Buses

"Bikes-on-buses" was originally a marketing term used to describe a rack that is mounted to the front of a bus to accommodate passengers who choose to bike for a portion of their trip and ride a bus for a portion. Such programs have been extremely successful in Florida and throughout the nation due to their popularity and low cost. The benefits of bike racks on the front of buses include making transit more attractive to a potential customer base, fostering balanced transportation modes, and helping protect the environment--all the while avoiding the creation of a hazardous environment within the buses themselves. During the development of the Transit Development Plan, CUTR performed an on-board survey that showed half of VOTRAN's passengers indicated that they would utilize bike racks if they were available. In addition, about 65 percent of the riders who would use the bike racks would do so between 2 to 6 times per week.

The combined information regarding the level of indicated interest in bike racks and the numerous students and youths that VOTRAN typically carries, VOTRAN installed bike racks on its entire fixed-route vehicle fleet in July 2000. Initial observations indicate that the program, dubbed "Stow and Go" has become a popular feature of the VOTRAN bus service.

Transit service expansions proposed through 2020 include a continuation of the improvements recommended in the TDP such as:

- implementation of more frequent Beach Trolley Service;
- improve frequency on VOTRAN's busiest routes;
- increase span of service;
- upgrade current radio system; and
- upgrade fare box system to accept magnetic fare media.

In accordance with the strategic intent of the TDP, VOTRAN's goals are not constrained by fiscal considerations. Demographics, survey results, community input in various forms, and peer and trend analyses have all been used to assess the demand for transit service to identify the mobility needs within Volusia County. VOTRAN is currently operating under a constrained budget thus priorities must be revised based on financial constraints, or potential new funding sources must be identified for implementation of the goals.

Fixed-Route Trend Analysis

A fixed-route trend analysis for the years 1993 through 1998 was conducted to follow the performance of VOTRAN's directly-operated motorbus service over a six-year time period. Data used in this analysis came from VOTRAN's Nation Transit Database reports as well as CUTR's completed *Performance Evaluation of Florida Transit Systems* reports for the years included in this analysis.

It should be noted that prior to the 1994 fiscal year, Smyrna Transit System (STS) directly operated fixed-route motorbus service (with some route deviation upon request with prior notification) in the City of New Smyrna Beach as a department of the city. In fiscal year 1994, VOTRAN contracted with the City of New Smyrna Beach for the provision of service within the city, primarily due to its designation as the community transportation coordinator by the Volusia County Council. Under the terms of the agreement, STS operated motorbus service in the city and was reimbursed for 100 percent of its net operating deficit, and VOTRAN in turn received all of New Smyrna Beach's federal and state grant assistance funds. This service was taken over by VOTRAN at the start of the 1995 fiscal year.

Performance Indicators

Ridership on VOTRAN's directly-operated fixed-route motorbus system has increased 13 percent between 1993 and 1998, as shown in Table 6.3, with the number of passenger trips increasing from 3,247,410 in 1993 to 3,674,718. The largest increase in ridership over the trend period occurred between 1994 and 1995, with passenger trips increasing by almost 350,000 trips. This increase alone represents nearly 82 percent of the total growth in passenger trips over the six-year time period. This growth in ridership is attributable to the additional service that VOTRAN began providing in New Smyrna Beach and on the westside of the county during fiscal year 1995. The level of service, as measured by revenue miles, also increased steadily over the six-year period, as shown in Table 6.3. The number of revenue miles operated by VOTRAN increased from 1,491,129 in 1993 to 2,342,346 in 1998, an increase of 57 percent. Fifty-six percent of the total increase in revenue miles over the trend period occurred between 1994 and 1995, again the result of the additional service that VOTRAN began providing in the southeastern and western portions of the county.

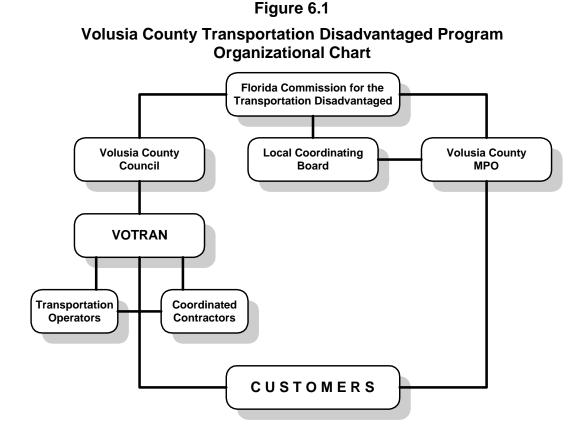
Indicator	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	% Change 1993-98
Passenger Trips	3,247,410	3,173,096	3,522,123	3,664,827	3,627,251	3,674,718	13%
Revenue Miles	1,491,129	1,564,634	2,044,547	2,299,407	2,351,070	2,342,346	57%
Operating Expense	3,955,919	4,905,530	5,232,421	6,036,772	5,925,051	6,188,572	56%
Maint. Expense	1,195,448	1,983,553	742,739	816,980	1,238,740	1,546,462	29%
Operating Revenue	1,343,283	1,518,437	1,795,398	1,759,477	1,302,925	1,633,943	22%
Total Employees	96.1	106.7	121.7	125.1	120.4	125.3	30%
Vehicles Available for Max. Service	37	37	53	53	56	53	43%
Vehicles Operated in Max. Service	34	28	36	42	42	44	29%

 Table 6.3 - VOTRAN Performance Indicators

Paratransit Service

On November 1, 1993, VOTRAN was designated as the Community Transportation Coordinator (CTC) or Volusia County. Prior to this time, the Volusia County Council on Aging Transportation Service (COATS) had served as the Community Transportation Coordinator. VOTRAN was asked to take over the role of the CTC based on recommendations offered in Volusia County's 1993 Transit Development Plan as a means to increase the coordination of countywide services, maximize use of the existing transit services, and minimize the duplication of services provided in Volusia County. As a result, VOTRAN currently provides an umbrella of public transportation

services countywide, including fixed-route and paratransit services. Figure 6.1 contains Volusia County's current Transportation Disadvantaged Program organizational chart.



Although VOTRAN became the CTC for Volusia County in November 1993, COATS continued to provide paratransit services until July 3, 1994. Currently, VOTRAN coordinates all paratransit trips and also provides paratransit services. Trip requests received that exceed VOTRAN's paratransit capacity constraints are brokered out to three contract providers. Having introduced VOTRAN's responsibility for coordinating TD transportation services in Volusia County, the umbrella of paratransit services provided by VOTRAN will be discussed in the following section.

There are two categories of the transportation disadvantaged population. Differences between the two population groups are specifically related to the funding arrangements within the statewide coordinated system. The first group is the "potential TD population" or TD Category 1. The potential TD population includes disabled, elderly, low-income persons and children who are "at-risk." These citizens are eligible to receive governmental and social service subsidies for program trips.

The second category, TD Category II, is actually a subset of TD category 1 and includes those people who are transportation disadvantaged according to eligibility requirements of the state guidelines in Chapter 427. These citizens are unable to transport themselves or

purchase transportation. The majority of trips for these persons are subsidized with monies from the State of Florida Transportation Disadvantaged Trust Fund.

In 1998, the TD Category I population in Volusia County was 180,944, or nearly 43 percent of the county's total population. The transportation disadvantaged, or TD category II, population in Volusia County was 36,809, representing more than 9 percent of the total county population.

VOTRAN is charged with the important task of ensuring the delivery of transportation services to the transportation disadvantaged within the community. VOTRAN must also strive to deliver the transportation services in the most cost-effective, unduplicated, and unfragmented manner possible.

VOTRAN currently offers five types of paratransit services specifically marketed to the potential TD population (TD Category I), TD population (TD Category II), and the ADA-eligible population. Medicaid non-emergency transportation is provided to Medicaid recipients. In addition, paratransit services for program trips are provided on a countywide basis to agency clients such as Council on Aging and Work Oriented Rehabilitation Center (WORC).

In terms of general purpose trips that are not subsidized by a governmental or social service agency, individuals must be certified as eligible to receive these trips. Currently, individuals who live within ³/₄-mile of the ADA corridor are certified as eligible for complementary paratransit services because they are unable to use the fixed-route bus system and are classified as ADA. Their trips are paid for with VOTRAN general operating funds specifically allocated for ADA complementary paratransit services. VOTRAN provides advance reservation and door-to-door transportation for these individuals.

Individuals who live outside the ³/₄-mile ADA corridor but within an urbanized area of Volusia County and qualify for TD non-sponsored paratransit services are classified as transportation disadvantaged. These non-sponsored trips are subsidized by the State of Florida Transportation Disadvantaged Trust Fund. Additionally, persons who live outside of the ³/₄-mile corridor and outside of an urbanized area receive general purpose trips subsidized by the Federal Transit Administration (FTA) Section 18 funds.

Transportation Disadvantaged Local Coordinating Board

The Transportation Disadvantaged Local Coordinating Board (TDLCB) is an advisory group serving the Volusia County MPO Board. The TDLCB is comprised of various community groups as outlined in Florida Statutes and the committee representatives are appointed by the MPO. The purpose of the coordinating board is to develop local service needs and to provide information, advice, and direction to the MPO and VOTRAN on the coordination of services to be provided to the transportation disadvantaged. The TDLCB provides a forum for the needs of the transportation disadvantaged to be heard and for strategies to emerge that will improve transportation services. The TDLCB meets every other month and performs the following functions:

- Review and approval of VOTRAN's Transportation Disadvantaged Service Plan;
- Evaluation of services provided in meeting the approved plan;
- In cooperation with VOTRAN, review and provide recommendations to the Florida State Transportation Disadvantaged Commission on funding applications affecting the transportation disadvantaged;
- Review the coordination strategies for service provision to the transportation disadvantaged in the designated service area;
- Evaluation of multi-county or regional transportation opportunities; and
- Work cooperatively with regional workforce boards to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

Modeling Efforts

Proposed improvements through 2020 to VOTRAN fixed route service made to the FSUTMS model includes the following specific changes:

- increased the frequency of bus service from 60 minutes to 30 minutes on existing routes such as State Road A1A, US 1 (SR 5), International Speedway Blvd (US 92), and Nova Road (SR 5A)
- included new service along:
 - Clyde Morris Blvd between US 92 and Dunlawton Avenue
 - SR 44 between DeLand and New Smyrna Beach
 - Williamson Blvd between Beville Road and Dunlawton Avenue
 - US17/92 between Orange City and the Sanford Mall
- 10-minute trolley service along State Road A1A between Bellair Plaza and Dunlawton Av

In addition, commuter rail was included as part of the 2010 and 2020 models between DeLand and the Volusia County boarder. The concept for commuter rail is to travel between City of De-Land in Volusia County and the City of Kissimmee in Osceola County.

US 1 Transportation Study

The US 1 Arterial Investment Study, later renamed the US 1 Transportation Study, was initiated in February 1997 for the purpose of developing a range of transportation alternatives that would improve mobility within the US 1 corridor while minimizing impacts to neighborhoods and businesses. The effort was completed in 1999 and produced six discreet alternatives with varying combinations of component options including, roadway widening, intersection improvements and multi-modal enhancements. The locally preferred alternative selected for implementation maintains the existing roadway configuration of US 1 and among other improvements, is highlighted by an emphasis on transit, bicycle and pedestrian enhancements. Specific transit-related improvements that were recommended for this corridor include:

- reduction of headways on three core routes (Routes 3, 4, and 40) from 60 minutes to 30 minutes and extension of their service time;
- improvement of passenger amenities especially placement of bus shelters;
- development of enhanced multi modal hubs within the communities from Ormond Beach to New Smyrna Beach;
- express service that would stop only at the hubs;
- implementation of bus prioritization treatments such as signal prioritization and bus bypass lanes

Intermodal Facility

The Volusia County Intermodal Transportation Facility (ITF) is part of a larger effort to provide families, workers, tourists, elderly persons, disabled persons, and convention attendees with a wide range of transportation choices. The facility is expected to be open for operations in March 2001 and will provide improved access to local area businesses, beaches, hotels, convention facilities, and other attractions in the area. The ITF will serve as a transfer point for drop-off and pick-up services within the core Daytona Beach redevelopment area providing connections for public bus, trolley service, and a new passenger tram service.

The facility is housed on the first floor of a multi-level structure, which includes a parking garage and a planned pedestrian bridge. The first floor of the ITF structure provides accommodations for fixed route VOTRAN buses, trolley services the Beach Tram Service, and school buses. Amenities will include benches, signs, transit information displays, forced ventilation, and security features.

Pedestrian circulation and mobility is another important aspect of this transit facility. The design of the ITF ensures that people using the facility have a safe, direct connection to the adjacent attractions and beachfront. Pedestrian walkways stretch the entire length of the east and west sides of the transit terminal plan and serve as the loading/drop-off platforms for transit riders. Elevators and stairs will allow for pedestrian access to and from a pedestrian bridge crossing Atlantic Avenue.

Commuter Rail

Several previous studies have been completed which have considered and recommended rail transit elements as a component of the County's ultimate transportation system. Significant among these is the Regional Transit Systems Plan study, prepared by the Central Florida Commuter Rail Authority (now the Central Florida Regional Transportation Authority or LYNX), called for implementation of commuter rail service from the DeLand area into Orlando within the next twenty years. In addition, the I-4 Multi-modal Master Plan recommended preservation of an "envelope" in the median of I-4 through Volusia County for possible future rail service.

However, the I-4 Multi-modal Master Plan did not make specific recommendations for rail service within the study's twenty-year time frame.

During the development of the I-4 Multi-modal Master Plan, the Volusia County MPO approached the Florida Department of Transportation with concerns that Volusia area rail transit options were not being adequately considered during alternatives identification and evaluation phases of the master plan. Responsive to FDOT's position that the MPO's Long Range Transportation Plan should reflect consideration of rail on a regional basis the MPO received funding from FDOT to conduct a rail feasibility study looking at implementing rail transit options. Phase I of the Volusia County Preliminary Rail Feasibility Study was completed in December 1999.

Phase I of the study evaluated potential rail corridors and examined the feasibility of building a rail system or adding rail service in Volusia County, within the context of the overall transportation system and land use development efforts of the County. Rail feasibility was examined on a macro-level; transportation and development needs, which would be addressed by rail service, were also identified. Connections to planned rail service in Orlando and Sanford were investigated and a comparison of the development patterns expected in Volusia County against those of other "new start" rail cities was performed. Financial requirements including local commitments needed to implement rail service were also identified.

Phase II of the study is pending results of a capacity study with CSX. The purpose of the capacity study is to determine if the current or upgraded CSX line "A" rail facilities have the potential to accommodate commuter rail service along existing and future growth of passenger and freight rail service.

As a result of the initial Rail feasibility study, a commuter rail demonstration project is being developed and has received local Legislative support. While there are several potential scenarios being considered under this plan, the Volusia County MPO has included as part of its Cost Feasible Plan the operations support necessary for Commuter Rail between DeLand and Kissimmee, consistent with the proposal from Congressman Mica's office. The estimated cost of operating such a service within Volusia County is expected to approach \$600,000 annually. These operational costs would need to be borne by local government support. The capital funding necessary to support this effort would be funded through State and Federal sources.

Chapter 7

Model Validation

Introduction

As part of the refinement process for the Long Range Transportation Plan the Volusia County Metropolitan Planning Organization (MPO) undertook the revalidation if its transportation demand model. The previous validation utilized data from the 1990 Census; while the MPO's new model used data from 1997 in the validation process. This process was developed through a cooperative effort with VOTRAN, local governments in Volusia County, Volusia County, and the Florida Department of Transportation (FDOT).

The Volusia County MPO 2020 Long Range Transportation Plan - Refinement (henceforth referred to as the 2020 LRTP Refinement) is the MPO's 20-year plan based on regional and countywide needs. These needs were identified through the process of forecasting future travel demand, evaluating system alternatives, and selecting those options which best met the mobility needs of the region.

The 2020 LRTP Refinement serves as the transportation system plan for Volusia County through the year 2020 and incorporates a multi-modal approach for the area. It considers not only highways, but all modes of transportation, including pedestrian walkways, bicycle facilities, public transportation, intermodal linkage, access needs, and arterial grade separations, as applicable. The models that were developed as part of the refinement process will serve as the primary tools for transportation planning in Volusia County to provide a continuing, cooperative, and comprehensive planning process for the County's urban areas.

The 1997 model validation served as a base for future year models such as the 2005 Existing-Plus-Committed (E+C), 2010 interim phase, and the 2020 Cost Feasible models. This validation involved updating the socio-economic data (ZDATA) from the 1990 dataset to the 1997 dataset. Socio-economic data includes information on the classification and number of households, population, employment, and school enrollment by Traffic Analysis Zone (TAZ). The highway network was also updated to include roadway improvements between the years 1990 and 1997. These improvements, such as roadway widenings and new roadways, were added along with 1997 traffic counts to the network.

Refining the model involved updating the highway and transit networks. Models from previous studies were referenced and data was acquired to develop the network in order to represent the 1997 base-year roadway conditions. Traffic Analysis Zones were also modified to include revisions from recent studies, plus changes that were recommended by the Volusia County MPO. A major improvement from previous models was the two-digit coding of roadway facility and land-use area type characteristics. This two-digit coding provides for additional detail in roadway identification and additional possibilities in speed-capacity designations.

Overview of Regional Data

County population and employment growth is the basis for determining future transportation needs. Figure 7.1 shows the county's population and employment growth from the 1990 to 1997 models. Likewise, Figure 7.2 shows the number of person and vehicle trip growth from the 1990 to the 1997 models. Population growth correlates directly with the traffic growth in Volusia County and serves as a reference for projecting future year population and traffic.

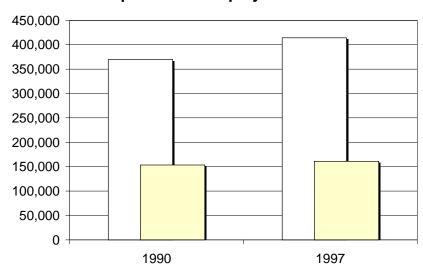


Figure 7.1 Population & Employment Growth



1,600,000 1,400,000 1,200,000 1,000,000 800,000 400,000 200,000 0 1990 1997

Figure 7.2 Person Trip & Vehicle Trip Growth



Socioeconomic Data

The Volusia County MPO developed the socioeconomic data sets used to validate the 1997 baseyear model. The data consisted of population and housing units by TAZ and were categorized by the type of housing (single family, apartments, etc.). Also included in the socioeconomic data was the number of employees per TAZ. The employment data were divided into three broad types consistent with Florida Standard Urbanized Modeling Structure (FSUTMS) software requirements: industrial, service and commercial. Other characteristics such as school enrollment, the number of hotel rooms, and the level of auto ownership can also be found in the socioeconomic data set files.

Figure 7.3 shows the dwelling units growth for Volusia County; while Figure 7.4 shows, by type of employment, the total level of employment growth in Volusia County between 1990 and 1997.

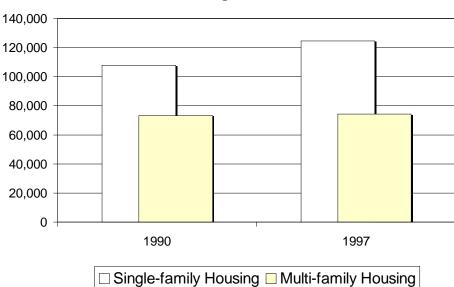


Figure 7.3 Housing Unit Growth

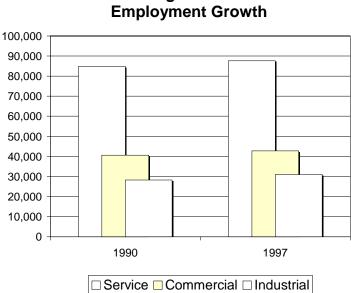


Figure 7.4

Planning Regions

There are six planning regions in Volusia County (consistent with the Volusia County Comprehensive Plan), plus an additional seventh region that includes one TAZ in Flagler County designated to Volusia County. These planning regions were used to categorize Volusia County by geographic location and to isolate traffic behavior by region. The planning regions are: Northeast, Southeast, Central, Northwest, Central west, Southwest and Planning Region Seven (Flagler County). Anticipated development in Planning Region Seven will have roadway access only to Volusia County roads, therefore, it was appropriate to include this area in with the remaining Volusia County planning regions. Figure 7.5 shows the breakdown of 1997 population and employment by all seven planning regions. The boundaries of each of these planning regions are shown on Figure 7.6 on the following page.

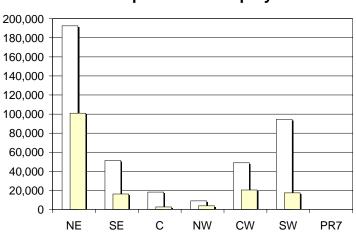


Figure 7.5 **1997 Population & Employment**

[□] Population □ Employment

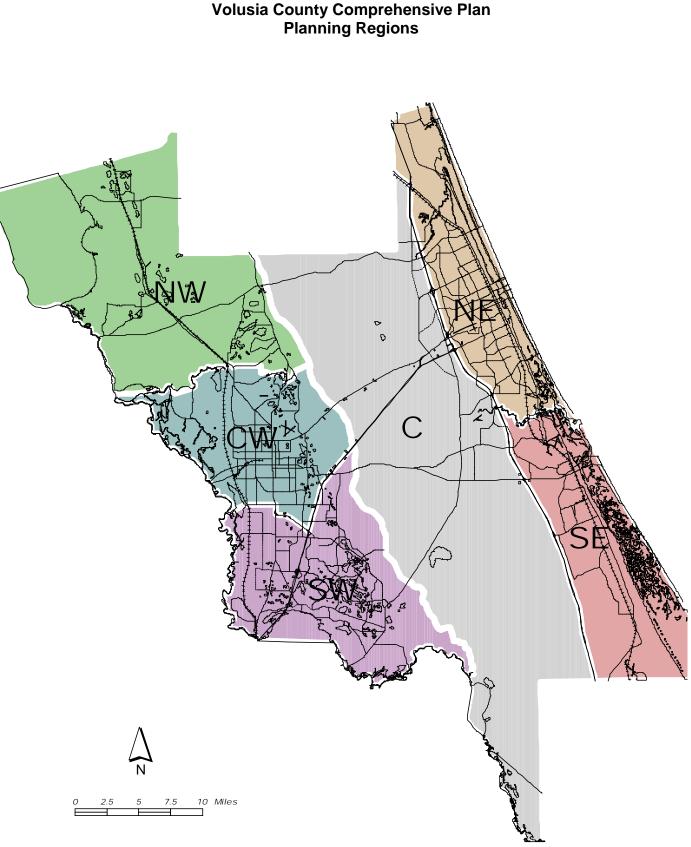


Figure 7.6 Volusia County Comprehensive Plan Planning Regions

Highway Network

The 1997 model highway network was developed to represent traffic conditions that existed in 1997. The highway network was coded to include all major County Thoroughfare roadways by number of lanes, area and facility type characteristics, and included the 1997 traffic counts. The characteristics allow the model to properly assign and distribute trips to the highway network.

Two-Digit Coding

A major modification to the refinement procedure of the new validated travel demand model was the two-digit coding of the highway network. This involved using the Highway Network Procedural Enhancement Study prepared by the FSUTMS Model Task Force HNET Subcommittee. That study contained the approved two-digit area type and facility type classifications, which correspond to the updated Speed-Capacity Table in the FSUTMS model. The new matrix of facility type, area type, and number of lane combinations help produce more specific speeds and capacity classifications for roadways. These tables can be found in Appendix D.

Network Rectification

The model highway network was rectified using the network editing software, Virtual Planning Environment (VIPER), and was aligned using the Volusia County roadways street centerline file (in a "shape file" format). VIPER was then used in the coding of the roadway links for two-digit area and facility types.

1997 Model Validation

The 1997 model validation involved calibrating and examining the performance of individual models consistent with the traditional four step modeling process, which includes trip generation, trip distribution, mode split, and traffic assignment.

Trip Generation

The Trip Generation Model produced a simulation of 1.5 million person trips per day. To determine if the trip generation model performed reasonably, two tests were conducted. A comparison of the distribution of trip ends, and a comparison of trip generation rates from other study areas were reviewed. Overall, the Trip Generation Model performed very well in generating trips from the socioeconomic data sets to represent 1997 roadway conditions. The trip generation rates of the 1997 model also were similar to those of other urban area studies.

Trip Distribution

The Trip Distribution Model's performance was evaluated through analyses of the volumeto-count summaries and by the Percent Root Mean Square Error (%RMSE) standard. The average length of person trips was another important measure of accuracy; that is, are the model-simulated trips relatively similar to those of actual trip lengths? The average trip lengths generated by the 1997 model were compared to those of other recent models within the county, and produced favorable results.

Mode Choice

The means by which a person trip is made is called the mode; the form of transportation is called the choice. The modal choice model determines the number of person trips between each origin-destination pair being made by each available mode of travel. This is a function of the levels-of-service between origins and destinations by mode, and the socioeconomic characteristics of the origin and destination zones.

Total person trips in Volusia County were distributed among the available auto and transit modes. These distributed trips were then loaded onto the respective highway and transit networks.

The Mode Spilt program estimates highway and transit travel time and cost differences for each origin and destination (O-D) pair. The model then uses those differences in a nested logit function to calculate the percentage of trips likely to use each available travel mode.

Nested logit models evaluate mode choice trade-offs at several levels, which improves the accuracy of the model. The mode choice model uses coefficients that quantify the sensitivity, or elasticity, of each mode choice variable (such as in-vehicle travel time) to service changes. These coefficients were borrowed directly from the Orlando area model and adjusted to reflect Volusia County VOTRAN fixed route transit service.

Traffic Assignment

The Highway Assignment Model is the most crucial validation process for comparison. The following was the primary focus in the highway assignment validation process:

- Ratio of model volumes to count Vehicle Miles Travel (VMT)
- Ratio of model volumes to count Vehicle Hour Travel (VHT)
- Ratio of model volumes to count volumes (v/c)
- Volume-to-count ratios along screenlines
- Percent Root Mean Square Error (% RMSE) for link groups and urban areas

The Transit Assignment Model was examined for accuracy by comparing the trips produced by the model to those of actual VOTRAN bus ridership figures. The daily model transit assignment of person trips for all routes under FDOT standards should be within plus or minus three (3) percent of actual (validation year) ridership figures. For individual routes, standards are based on the number of daily riders for each route. Route #18, the East-West Connector, was the only individual route that did not meet FDOT's standard. Although, system-wide the model validated VOTRAN's daily ridership to within one percent of the actual number of daily transit trips.

Conclusion

Results based on the detailed review of each individual module indicate an excellent validation to 1997 base year conditions. Trip Generation and Trip Distribution summary statistics are all within acceptable ranges. Assignment volumes summed along critical screenlines closely replicate ground counts. The Percent Root Mean Square Error (% RMSE), a good indicator of regional network validation, is within the acceptable range. The transit network is also operating

within the acceptable range. A more detailed description of the model validation process and procedures can be found in Appendix D.

In conclusion, it can be stated that the Volusia County MPO 1997 base year model serves as a reliable model for preparing and testing future year assignments for alternative roadway and transit networks. The model's performance exceeds those found in the previous Volusia County MPO transportation plan updates, and should provide the MPO with reliable forecasts of future travel patterns in Volusia County.

Chapter 8

Alternatives Testing

Introduction

The information yielded through transportation modeling efforts allows planning professionals to predict the future transportation demand in an area based on the current assumptions of growth and land-use development. Predicting where future needs may arise assists planners in developing the long range transportation improvements designed to address those needs. The Volusia County MPO used the Florida Standardized Urban Transportation Model (FSUTMS) to analyze three alternative sets of capacity improving highway plans during the *Volusia County MPO 2020 Long Range Transportation Plan - Refinement* (henceforth referred to as the *2020 LRTP Refinement*) process. In doing this, the MPO was able to develop a combination of projects that would best accommodate the increasing transportation demand forecasted over the twenty-year planning horizon. The final set of projects however, would be required to conform to the cost feasible restrictions of the *2020 LRTP Refinement*.

The process began with the organization of a Long Range Transportation Plan - Refinement (LRTP-R) Subcommittee comprised of members from the MPO's advisory committees (Technical Coordinating Committee and Citizens Advisory Committee), and one representative from the Transportation Disadvantaged Local Coordinating Board (TDLCB). This committee would review the results of each alternative scenario. Upon completing each review, the committee would recommend capacity improving highway projects that might alleviate the predicted traffic congestion.

The LRTP-R Subcommittee was initially provided a traffic model simulation based on the expected growth in Volusia County out to the year 2020. As a beginning point in the analysis, a worse case scenario was assumed, which was "what would happen if no more capacity improving projects were initiated past the existing five year funding cycle?" That is, if all we did was maintain our existing roadway network what would happen if no more projects were built between 2006 and 2020 given our expectation in population and employment growth.

This scenario was called the Existing plus Committed (E+C) network. The results of this model identified corridors that would experience traffic pressure as development occurred throughout the next 20 years. This became the base scenario from which all other scenarios would be judged.

Alternative #1

The existing Volusia County MPO 2020 Long Range Transportation Plan served as the starting point for the development of Alternative #1. However, changes have occurred since the adoption of the previous plan. The LRTP-R Subcommittee modified the original list of projects using the following rationale:

• Numerous projects on the list were nearing completion or have been completed and thus were transferred to the E+C network listing;

- Some projects, such as SR 421 (Dunlawton Avenue) and LPGA Boulevard, were scaled back to conform to FDOT adopted lane restrictions;
- Some projects, such as widening US 1, were removed from the list based on the completion of engineering studies that recommend corridor intersection improvements in lieu of lane additions; and
- Several projects were added that had been requested by municipalities in writing prior to the start of the refinement process.

The LRTP-R Subcommittee then compared this list to the congestion predicted in the E+C model network analysis, and subsequently added several additional projects that were expected to provide relief.

Financial estimates were not available when this alternative was developed; therefore consideration was not given to the fiscal constraints that would eventually impact the plan. Table 8.1 below lists the capacity improving highway projects selected for modeling analysis in Alternative #1

Alternative #1					
Road Name	Limits (From - To)	Improvement			
Florida Intrastate Highway Sys	tem (FIHS) Roads				
I-95	US 92 to Brevard County	Widen to 6 Lanes			
I-4	Seminole County to SR 472	Widen to 8 Lanes (6+2)			
I-4	SR 472 to I-95	Widen to 6 Lanes			
SR 40	Lake County to Cone Rd	Widen to 4 Lanes			
Non-FIHS State Roads					
US 17/92	SR 15A to SR 472	Widen to 6 Lanes			
SR 40	Tymber Creek Rd to Nova Rd	Widen to 6 Lanes			
SR 44	Blue Lake Av to Summit Av	Widen to 4 Lanes			
SR 400 (Beville Rd)	Clyde Morris Blvd to Nova Rd	Widen to 6 Lanes			
SR 415	SR 44 to Seminole County	Widen to 4 Lanes			
SR 430 (Mason Av)	Clyde Morris Blvd to Beach St	Widen to 6 Lanes			
SR 442 (Indian River Blvd)	SR 415 to I-95	Extend as 2 Lane Road			
SR 472	Kentucky Av to I-4	Widen to 6 Lanes			
Local Roads					
Airport Rd	Taylor Rd to Pioneer Trail	Widen to 4 Lanes			
Airport Rd	Pioneer Trail to SR 44	Extend as 2 Lane Road			
Airport Rd	SR 44 to Park Av Extension	Extend as 2 Lane Road			

Table 8.1 - Alternative #1 Transportation Network Approved by the LRTP-R Subcommittee on 2/23/2000

Table 8.1 - Alternative #1 Transportation NetworkApproved by the LRTP-R Subcommittee on 2/23/2000

	Alternative #1	
Road Name	Limits (From - To)	Improvement
Airport Rd	Park Av Extension to SR 442 Extension	Extend as 2 Lane Road
Bellevue Av Extension	US 92 to Williamson Blvd	Widen to 4 Lanes
Beresford Av	SR 15A to US 17/92	Widen to 4 Lanes
Beresford Av	Blue Lake Av to Summit Av	Extend as 2 Lane Road
Clyde Morris Blvd	Falls Way to LPGA Blvd	Widen to 4 Lanes
Clyde Morris Blvd	LPGA Blvd to Jimmy Ann Dr	Widen to 4 Lanes
Clyde Morris Blvd	Jimmy Ann Dr to US 92	Leave as 4 Lane Road
Clyde Morris Blvd	US 92 to Beville Rd	Widen to 6 Lanes
Clyde Morris Blvd	Beville Rd to Dunlawton Av	Leave as 4 Lane Road
CR 92	SR 15A to US 17/92	Widen to 4 Lanes
Deltona Blvd	Enterprise Rd to DeBary Av	Widen to 4 Lanes
Dirksen/DeBary/Doyle	I-4 to Deltona Blvd	Widen to 6 Lanes
Dunn Av	LPGA Blvd to Williamson Blvd	Extend as 2 Lane Road
Dunn Av	Williamson Blvd to Bill France Blvd	Widen to 4 Lanes
Elkcam Blvd Extension	Riverhead Dr to SR 415	Extend as 2 Lane Road
Enterprise Rd	Deltona Blvd to Main St	Widen to 4 Lanes
Frontage Rd (along I-4)	Summit Av to Orange Camp Rd	Extend as 2 Lane Road
Frontage Rd (along I-4)	Orange Camp Rd to SR 472	Widen to 4 Lanes
Graves Av	Veteran's Memorial Parkway to Howland Blvd	Widen to 4 Lanes
Hand Av	SR 40 to Williamson Blvd	Extend as 2 Lane Road
Howland Blvd	I-4 to Catalina Blvd	Widen to 6 Lanes
Howland Blvd	Catalina Blvd to Providence Blvd	Widen to 6 Lanes
Howland Blvd	Providence Blvd to Courtland Blvd	Widen to 4 Lanes
Kentucky Av	SR 472 to Graves Av	Widen to 4 Lanes
LPGA Blvd	US 1 to Nova Rd	Widen to 4 Lanes
LPGA Blvd	Jimmy Ann Dr to Clyde Morris Blvd	Leave as 4 Lane Road
LPGA Blvd	Clyde Morris Blvd to I-95	Widen to 6 Lanes
LPGA Blvd	I-95 to Tymber Creek Rd Extension	Widen to 4 Lanes
LPGA Blvd	US 92 to Tomoka Farms Rd	Extend as 2 Lane Road
Madeline Av	LPGA Blvd to Williamson Blvd	Extend as 2 Lane Road
Mason Av	Williamson Blvd to Bill France Blvd	Widen to 4 Lanes

Table 8.1 - Alternative #1 Transportation NetworkApproved by the LRTP-R Subcommittee on 2/23/2000

Alternative #1						
Road Name	Limits (From - To)	Improvement				
New Smyrna Collector Rd	Pioneer Trail to SR 44	Extend as 2 Lane Road				
New Smyrna Collector Rd	SR 44 to Park Av Extension	Extend as 2 Lane Road				
New Smyrna Collector Rd	Park Av Extension to SR 442 Extension	Extend as 2 Lane Road				
Old Mission Rd	Josephine St to Eslinger Rd	Widen to 4 Lanes				
Orange Camp Rd	US 17/92 to I-4	Widen to 4 Lanes				
Park Av Extension	Airport Rd Extension to New Smyrna Collector Rd	Extend as 2 Lane Road				
Park Av Extension	New Smyrna Collector Rd to Old Mission Rd	Extend as 2 Lane Road				
Pioneer Trail	Tomoka Farms Rd to I-95 (plus In- terchange)	Widen to 4 Lanes				
Pioneer Trail	I-95 to Turnbull Bay Rd	Widen to 4 Lanes				
Providence Blvd/Sixma Rd	Lake Helen Osteen Rd to Howland Blvd	Extend as 2 Lane Road				
Providence Blvd	Howland Blvd to Ft Smith Blvd	Widen to 4 Lanes				
Providence Blvd	Tivoli Dr to Saxon Blvd	Widen to 4 Lanes				
Providence Blvd	Saxon Blvd to Doyle Rd	Widen to 4 Lanes				
Saxon Blvd	Westside Connector to US 17/92	Extend as 2 Lane Road				
Saxon Blvd	US 17/92 to Normandy Blvd	Widen to 6 Lanes				
Saxon Blvd	Tivoli Dr to Providence Blvd	Widen to 4 Lanes				
Taylor Rd Extension	I-4 to Tomoka Farms Rd (plus Inter- change)	Extend as 2 Lane Road				
Taylor Rd	Tomoka Farms Rd to Williamson Blvd/Airport Rd	Widen to 4 Lanes				
Taylor Rd	Williamson Blvd/Airport Rd to I-95 (at Dunlawton Av)	Widen to 6 Lanes				
Tomoka Farms Rd Extension	LPGA Blvd (north end) to Dunn Av Extension	Extend as 2 Lane Road				
Tomoka Farms Rd Extension	Dunn Av Extension to US 92	Extend as 2 Lane Road				
Tomoka Farms Rd	US 92 to SR 44	Widen to 4 Lanes				
Tymber Creek Rd Extension	Riverbend Rd to LPGA Blvd	Extend as 2 Lane Road				
Westside Connector	SR 44 to Highbanks Rd	Connect as 2 Lane Corridor				
W. Volusia Bltwy/Veteran's Mem Pkwy	SR 44 to Saxon Blvd	Widen to 4 Lanes				
Williamson Blvd	US 92 to Beville Rd	Widen to 6 Lanes				

Alternative #1		
Road Name	Limits (From - To)	Improvement
Williamson Blvd	Beville Rd to Turnbull Bay Rd/Pioneer Trail	Widen to 4 Lanes

Table 8.1 - Alternative #1 Transportation NetworkApproved by the LRTP-R Subcommittee on 2/23/2000

Alternative #2

Upon reviewing the model results from the first set of proposed improvements, the LRTP-R Subcommittee set about developing a second alternative that would address the needs not satisfied by the projects selected in Alternative #1. This required adding several projects to address continuing congestion, as well as removing projects that did not effectively address anticipated traffic concerns. While daily traffic congestion was the primary factor guiding the Subcommittee's decisions, the Subcommittee was also sensitive to the need for improving routes that serve as hurricane evacuation corridors for coastal residents.

Although preliminary financial estimates were available during the development of this alternative, the Subcommittee continued to address transportation concerns without restricting the set of improvements to the anticipated fiscal constraints. Table 8.2 below lists the capacity improving highway projects selected for modeling analysis in Alternative #2.

Alternative #2			
Road Name	Limits (From – To)	Improvement	
Florida Intrastate Highway System	Florida Intrastate Highway System (FIHS) Roads		
1-4	Seminole County to SR 472	Widen to 8 Lanes (6+2)	
1-4	SR 472 to I-95	Widen to 6 Lanes	
1-4	Connector Between I-4 & US 92	Remove Connector Ramps	
I-95	US 92 to Brevard County	Widen to 6 Lanes	
SR 40	Lake County to Cone Rd	Widen to 4 Lanes	
Non-FIHS State Roads	Non-FIHS State Roads		
US 17	SR 40 to Ponce DeLeon Blvd	Widen to 4 Lanes	
US 17/92	SR 15A to SR 472	Widen to 6 Lanes	
SR A1A	Sandra Dr to Neptune Av	Widen to 3 Lanes	
SR 40	Tymber Creek Rd to Nova Rd	Leave as 4 Lane Road	
SR 44	Blue Lake Av to Summit Av	Widen to 4 Lanes	
SR 400 (Beville Rd)	Clyde Morris Blvd to Nova Rd	Widen to 6 Lanes	
SR 415	SR 44 to Seminole County	Widen to 4 Lanes	
SR 421 (Dunlawton Av)	Nova Rd to Spruce Creek Rd	Widen to 6 Lanes	

Table 8.2 - Alternative #2 Transportation NetworkApproved by the LRTP-R Subcommittee on 4/13/2000

Table 8.2 - Alternative #2 Transportation NetworkApproved by the LRTP-R Subcommittee on 4/13/2000

Alternative #2		
Road Name	Limits (From – To)	Improvement
SR 430 (Mason Av)	Clyde Morris Blvd to Beach St	Widen to 6 Lanes
SR 442 (Indian River Blvd)	SR 415 to I-95	Extend as 2 Lane Road
SR 472	Kentucky Av to I-4	Widen to 6 Lanes
Local Roads		
Airport Rd	Taylor Rd to Pioneer Trail	Widen to 4 Lanes
Airport Rd	Pioneer Trail to SR 44	Extend as 2 Lane Road
Airport Rd	SR 44 to SR 442 Extension	Extend as 2 Lane Road
Bellevue Av Extension	US 92 to Williamson Blvd	Widen to 4 Lanes
Beresford Av	SR 15A to US 17/92	Widen to 3 Lanes
Beresford Av	Blue Lake Av to Summit Av	Extend as 2 Lane Road
Blue Lake Av	Orange Camp Rd to SR 472	Extend as 2 Lane Road
Clyde Morris Blvd	Falls Way to LPGA Blvd	Widen to 4 Lanes
Clyde Morris Blvd	LPGA Blvd to Jimmy Ann Dr	Widen to 4 Lanes
Clyde Morris Blvd	Jimmy Ann Dr to US 92	Leave as 4 Lane Road
Clyde Morris Blvd	US 92 to Beville Rd	Widen to 6 Lanes
Clyde Morris Blvd	Beville Rd to Dunlawton Av	Leave as 4 Lane Road
CR 92	SR 15A to US 17/92	Widen to 4 Lanes
Deltona Blvd	Enterprise Rd to DeBary Av	Widen to 4 Lanes
Dirksen/DeBary/Doyle	US 17/92 to I-4	Widen to 4 Lanes
Dirksen/DeBary/Doyle	I-4 to Deltona Blvd	Widen to 6 Lanes
Dirksen/DeBary/Doyle	Providence Blvd to SR 415	Widen to 4 Lanes
Dunn Av	LPGA Blvd to Williamson Blvd	Extend as 4 Lane Road
Dunn Av	Williamson Blvd to Bill France Blvd	Widen to 4 Lanes
Elkcam Blvd Extension	Riverhead Dr to SR 415	Extend as 2 Lane Road
Enterprise Rd	US 17/92 to Saxon Blvd	Widen to 6 Lanes
Enterprise Rd	Deltona Blvd to Main St	Widen to 4 Lanes
Frontage Rd (along I-4)/Realignment	Summit Av to Orange Camp Rd	Extend as 2 Lane Road
Frontage Rd (along I-4)	Orange Camp Rd to SR 472	Widen to 4 Lanes
Garfield Av	SR 44 to Taylor Rd	Extend as 2 Lane Road
Hand Av	SR 40 to Tymber Creek Rd	Extend as 2 Lane Road
Hand Av	Tymber Creek Rd to Nova Rd	Extend & Widen as 4 Lane Road
Howland Blvd	I-4 to Providence Blvd	Widen to 6 Lanes

	Alternative #2	
Road Name	Limits (From – To)	Improvement
Howland Blvd	Providence Blvd to SR 415	Widen to 4 Lanes
Kentucky Av	SR 472 to Graves Av	Widen to 4 Lanes
LPGA Blvd	US 1 to Nova Rd	Widen to 4 Lanes
LPGA Blvd	Nova Rd to Clyde Morris Blvd	Leave as 4 Lane Road
LPGA Blvd	Clyde Morris Blvd to I-95	Widen to 6 Lanes
LPGA Blvd	I-95 to Tymber Creek Rd Extension	Widen to 4 Lanes
LPGA Blvd	US 92 to I-4	Extend as 2 Lane Road - Plus 2 Interchanges
LPGA Blvd	I-4 to Tomoka Farms Rd	Extend as 2 Lane Road
Mason Av	Williamson Blvd to Bill France Blvd	Widen to 4 Lanes
Old Mission Rd	Josephine St to Eslinger Rd	Widen to 4 Lanes
Orange Av/Silver Beach Bridge	End of 2 lane segment to Peninsula Dr	Widen to 4 Lanes
Orange Camp Rd	US 17/92 to I-4	Widen to 4 Lanes
Pioneer Trail	Tomoka Farms Rd to I-95 (plus In- terchange)	Widen to 4 Lanes
Pioneer Trail	I-95 to Turnbull Bay Rd	Widen to 4 Lanes
Pioneer Trail	Turnbull Bay Rd to Sugar Mill Rd	Widen to 4 Lanes
Providence Blvd/Sixma Rd	Lake Helen Osteen Rd to Howland Blvd	Extend as 2 Lane Road
Providence Blvd	Howland Blvd to Ft Smith Blvd	Widen to 4 Lanes
Providence Blvd	Tivoli Dr to Saxon Blvd	Widen to 4 Lanes
Providence Blvd	Saxon Blvd to Doyle Rd	Widen to 4 Lanes
Rhode Island Av	Westside Connector to US 17/92	Extend as 2 Lane Road
Rhode Island Av	Veteran's Mem Pkwy to Normandy Blvd	Extend as 2 Lane Road
Saxon Blvd	Westside Connector to US 17/92	Extend as 2 Lane Road
Saxon Blvd	US 17/92 to Normandy Blvd	Widen to 6 Lanes
Saxon Blvd	Tivoli Dr to Providence Blvd	Widen to 4 Lanes
Sugar Mill Rd	Pioneer Trail to SR 44	Widen to 4 Lanes
Taylor Rd	Tomoka Farms Rd to Williamson Blvd/Airport Rd	Widen to 4 Lanes
Taylor Rd	Williamson Blvd/Airport Rd to I-95 (at Dunlawton Av)	Widen to 6 Lanes
Tomoka Farms Rd Extension	LPGA Blvd (north end) to Dunn Av Extension	Extend as 2 Lane Road

Table 8.2 - Alternative #2 Transportation NetworkApproved by the LRTP-R Subcommittee on 4/13/2000

Alternative #2		
Road Name	Limits (From – To)	Improvement
Tomoka Farms Rd Extension	Dunn Av Extension to US 92	Extend as 2 Lane Road
Tomoka Farms Rd	US 92 to SR 44	Widen to 4 Lanes
Tymber Creek Rd Extension	Riverbend Rd to LPGA Blvd	Extend as 2 Lane Road
Westside Connector	SR 44 to Highbanks Rd	Connect as 2 Lane Corridor
W. Volusia Bltwy/Veteran's Mem Pkwy	SR 44 to Saxon Blvd	Widen to 4 Lanes
Williamson Blvd	Hand Av to Indigo/Dunn Av	Widen to 4 Lanes
Williamson Blvd	US 92 to Beville Rd	Widen to 6 Lanes
Williamson Blvd	Beville Rd to Turnbull Bay Rd/Pioneer Trail	Widen to 4 Lanes

Table 8.2 - Alternative #2 Transportation NetworkApproved by the LRTP-R Subcommittee on 4/13/2000

Alternative #3

Upon reviewing the model results from the second set of proposed improvements, the LRTP-R Subcommittee set about developing the third and final alternative that would address the needs not satisfied by the projects selected in alternatives #1 and #2. Again, this required adding several projects to address continuing congestion, as well as removing projects that did not effectively address anticipated traffic concerns.

The third set of transportation improvements introduced a commuter rail option as an alternative means of travel between west Volusia County and the Orlando metropolitan area. A recently completed rail feasibility study demonstrated that this alignment could reasonably be supported in Volusia County. Additionally, the MPO has consistently promoted a rail option for travelers; thus the introduction of rail was consistent with the goals and objectives of the MPO.

As before, the LRTP-R Subcommittee reviewed the results from Alternative #2 and removed projects that were not estimated to provide a significant benefit to the transportation system. During this review, the LRTP-R Subcommittee was cognizant of the revenue forecasts that were expected to be available to support highway improvements. Therefore, the number and scope of the projects included in Alternative #3 were scaled back somewhat from the previous two alternatives.

Although financial limitations were recognized, it was decided that the merits of several projects had not been fully evaluated. Therefore, the LRTP-R Subcommittee opted to test these projects in Alternative #3 even though they expanded the set of improvements beyond the fiscal limit that had been established. Table 8.3 below includes the complete set of projects tested in Alternative #3.

Table 8.3 - Alternative #3 Transportation NetworkApproved by the LRTP-R Subcommittee on 7/7/2000

Alternative #3		
Road Name	Limits (From - To)	Improvement
Rail		
Commuter Rail Operations	DeLand to Kissimmee	Commuter Rail Line
Florida Intrastate Highway Syst	tem (FIHS) Roads	
-4	@ Shuntz Rd	New Interchange
1-4	SR 472 to I-95	Widen to 6 Lanes
I-95	between US 1 and SR 40	New Interchange
I-95	US 92 to Brevard County	Widen to 6 Lanes
I-95	@ Pioneer Trail	New Interchange
SR 40	Lake County to Cone Rd	Widen to 4 Lanes
Non-FIHS State Roads		
US 1	SR 40 to Park Av	Intersection Improvements
US 17	SR 40 to Ponce DeLeon Blvd	Widen to 4 Lanes
US 92	Nova Rd to US 1	Widen to 6 Lanes
US 17/92	SR 15A to SR 472	Widen to 6 Lanes
SR 400 (Beville Rd)	I-95 to Clyde Morris Blvd	Widen to 6 Lanes
SR 400 (Beville Rd)	Clyde Morris Blvd to Nova Rd	Widen to 6 Lanes
SR 400 (Beville Rd)	Nova Rd to US 1	Widen to 6 Lanes
SR 415	SR 44 to Seminole County	Widen to 4 Lanes
SR 421 (Taylor Rd)	Williamson Blvd/Airport Rd to I-95 (at Dunlawton Av)	Widen to 6 Lanes
SR 483 (Clyde Morris Blvd)	US 92 to Beville Rd	Widen to 6 Lanes
Local Roads		
Airport Rd	Taylor Rd to Pioneer Trail	Widen to 4 Lanes
Beresford Av	Blue Lake Av to Summit Av	Extend as 2 Lane Road
Blue Lake Av	Orange Camp Rd to SR 472	Extend as 2 Lane Road
Clyde Morris Blvd	Falls Way to Jimmy Ann Dr	Widen to 4 Lanes
CR 92	SR 15A to US 17/92	Widen to 4 Lanes
Deltona Blvd	Enterprise Rd to DeBary Av	Widen to 4 Lanes
Dirksen/DeBary/Doyle	US 17/92 to I-4	Widen to 4 Lanes
Dirksen/DeBary/Doyle	I-4 to Deltona Blvd	Widen to 6 Lanes
Dunn Av	LPGA Blvd to Williamson Blvd	Extend as 2 Lane Road
Dunn Av	Williamson Blvd to Bill France Blvd	Widen to 4 Lanes

Table 8.3 - Alternative #3 Transportation NetworkApproved by the LRTP-R Subcommittee on 7/7/2000

	Alternative #3		
Road Name	Limits (From - To)	Improvement	
Enterprise Rd	US 17/92 to Saxon Blvd	Widen to 6 Lanes	
Enterprise Rd	Deltona Blvd to Main St/Lexington Av	Widen to 4 Lanes	
Frontage Rd (along I-4)/Realignment	Summit Av to Orange Camp Rd	Extend as 2 Lane Road	
Frontage Rd (along I-4)	Orange Camp Rd to SR 472	Widen to 4 Lanes	
Hand Av	Tymber Creek Rd to Williamson Blvd	Extend as 2 Lane Road	
Howland Blvd	I-4 to Providence Blvd	Widen to 6 Lanes	
Howland Blvd	Providence Blvd to Courtland Blvd	Widen to 4 Lanes	
LPGA Blvd	Clyde Morris Blvd to I-95	Widen to 6 Lanes	
LPGA Blvd	I-95 to Tymber Creek Rd Extension	Widen to 4 Lanes	
LPGA Blvd	US 92 to Tomoka Farms Rd	Extend as 2 Lane Road	
Main Street Bridge	Beach St to Halifax Av	Widen to 4 Lanes	
Mangoe-Matanzas	Cassadaga Rd to Rhode Island Av	Extend as 2 Lane Road	
Mason Av	Williamson Blvd to Bill France Blvd	Widen to 4 Lanes	
Orange Camp Rd	US 17/92 to I-4	Widen to 4 Lanes	
Pioneer Trail	Tomoka Farms Rd to Turnbull Bay Rd	Widen to 4 Lanes	
Providence Blvd/Sixma Rd	Lake Helen Osteen Rd to Howland Blvd	Extend as 2 Lane Road	
Providence Blvd	Howland Blvd to Ft Smith Blvd	Widen to 4 Lanes	
Providence Blvd	Tivoli Dr to Doyle Rd	Widen to 4 Lanes	
Rhode Island Av	Westside Connector to US 17/92	Extend as 2 Lane Road	
Rhode Island Av	Veteran's Mem Pkwy to Normandy Blvd	Extend as 2 Lane Road	
Saxon Blvd	Westside Connector to US 17/92	Extend as 2 Lane Road	
Saxon Blvd	US 17/92 to 4 lane portion west of Enterprise Rd	Widen to 4 Lanes	
Saxon Blvd	Enterprise Rd to I-4	Widen to 6 Lanes	
Saxon Blvd	Tivoli Dr to Providence Blvd	Widen to 4 Lanes	
Shuntz Rd/Madeline Av	I-4 to Williamson Blvd	Extend as 2 Lane Road	
Spruce Creek Rd	Herbert St to Central Park Blvd	Extend as 2 Lane Road & Widen to 4 Lanes	
Taylor Rd (CR 421)	Tomoka Farms Rd to Williamson Blvd/Airport Rd	Widen to 4 Lanes	
Tymber Creek Rd Extension	Riverbend Rd to LPGA Blvd	Extend as 2 Lane Road	

Alternative #3						
Road Name	Limits (From - To)	Improvement				
Westside Connector	SR 44 to Saxon Blvd	Connect as New 2 Lane Corridor				
W. Volusia Bltwy/Veteran's Mem Pkwy	US 92 to Saxon Blvd	Widen to 4 Lanes				
Williamson Blvd	Hand Av to Indigo/Dunn Av	Widen to 4 Lanes				
Williamson Blvd	Beville Rd to Taylor Rd	Widen to 4 Lanes				
Williamson Blvd	Current terminus to Pioneer Trail/Turnbull Bay Rd	Extend as 2 Lane Road				
Yorktowne Blvd	Dunlawton Av to Taylor Rd	Extend as 2 Lane Road				

Table 8.3 - Alternative #3 Transportation NetworkApproved by the LRTP-R Subcommittee on 7/7/2000

Upon reviewing the results from Alternative #3 the LRTP-R Subcommittee worked to develop a draft proposal to submit for public review and consideration by the MPO advisory committees. At this stage the LRTP-R Subcommittee began to explicitly consider the financial realities of limited funding. As the LRTP-R Subcommittee moved forward in the development of its final proposal, the revenue estimates over the twenty-year period became clear. Using the financial forecast as a guide, the LRTP-R Subcommittee began removing projects as necessary to develop a financially feasible set of projects for inclusion into the 2020 LRTP Refinement.

The following chapter explains in detail the revenue forecasts that were developed for the Volusia County Metropolitan Planning Organization 2020 LRTP Refinement.

Chapter 9

Financial Resources

Introduction

The Intermodal Surface Transportation Efficiency Act (ISTEA) enacted in 1991 directed all Metropolitan Planning Organizations (MPO) to develop a cost feasible, multimodal transportation plan that reaches out over a twenty year time horizon. The plan was not only expected to include long range transportation planning decisions that were fiscally sound, but that they also be developed with consideration to the land use and transportation planning objectives of local governments. The original ISTEA legislation was updated in 1998 with the passage of the Transportation Equity Act of the Twenty First Century (TEA-21). Although many of the original goals have remained in place, TEA-21 legislation initiated a reapportionment of the funds allocated to meet transportation needs. The impact on Floridians as a result of this change has been positive; however, the state continues to be a "donor" state in regards to federal funds.

Like many areas around the nation transportation demands within Volusia County continue to outpace the funding available for road construction and maintenance. Given the limited availability of funds, allocating financial resources necessary to upgrade and maintain the transportation system continues to present a challenge to planning officials.

The Volusia County Metropolitan Planning Organization's (MPO) 2020 Long Range Transportation Plan, developed in 1995, outlined the financial revenue sources and forecasting methodology used to support the long-term transportation planning effort. However, during the five years since its original forecast, many changes have occurred to our financial outlook. For example:

- Federal TEA-21 legislation has increased the level of financial resources available for meeting transportation objectives;
- As a result of Florida's Mobility 2000 Initiative, several significant roadway projects included in the 2020 LRTP have received full funding;
- The Volusia County Council passed a measure to levy an additional \$0.05 per gallon on the sale of gasoline, thereby increasing the amount of local funding available to support transportation projects;
- Volusia County also implemented changes to its impact fee structure that are expected to generate increased funding for transportation.

To address the full impact of these issues, it was necessary for the Volusia County MPO to review the current sources of transportation funding and to estimate the availability of these funds in the future. Recognizing the available future revenue was only half of the equation. It was also necessary to review the costs associated with maintaining and expanding our transportation system to meet the needs of a growing county. Once expenditures were determined, a fiscally constrained, financially cost feasible plan was developed.

Chapter Content

The objective of this chapter is to detail how the 2020 Long Range Transportation Plan revenue forecast was updated with consideration to existing and potential financial resources. It provides the preliminary financial estimates necessary for the development of alternative actions and strategies to be used in the planning process.

The content of this section is organized into 3 categories and associated appendices:

- 1) An overview of revenue sources. This includes a review of the resources that are projected to be available and utilized to meet the County's transportation needs. Current intrastate, state, and local road program funding will be reviewed and a forecast of the anticipated revenue through Fiscal Year 2020 will be presented.
- 2) A review of the financial obligations associated with meeting the MPO's transportation objectives. This section includes the cost estimates used for projects included in the cost feasible highway improvement plan.
- 3) A review of the overall financial plan. This section provides a review of each program category and discusses the financial feasibility of the The *Volusia County MPO 2020 Long Range Transportation Plan Refinement* (henceforth referred to as the 2020 LRTP Refinement).

Together, the information in this chapter provides a determination of the financial feasibility of the long-range transportation endeavors of the Volusia County Metropolitan Planning Organization.

REVENUE SOURCES

Volusia County receives funding from federal, state, and county sources. These funds must be allocated to specific types of transportation programs as directed by the source of the funding. Table 9.1 presents an overall estimate of the revenue that will be available for use in Volusia County. However, to fully develop the 2020 LRTP Refinement, a more detailed review of these funds is necessary.

Project Category	Year					
	2001-2005	2006-2010	2011-2020			
FIHS	\$435,994,000	\$116,777,700	\$219,182,300			
State Highways	\$212,986,000	\$150,691,000	\$274,606,000			
Local Projects	\$ 74,646,400	\$ 85,232,000	\$159,343,000			
Transit	\$69,060,000	\$54,304,000	\$98,975,000			

Table 9.1 - Projected Transportation Revenue

1) FIHS forecasts for 2006-2020 were provided by FDOT and are for capacity enhancing highway projects only.

2) Local funding includes Impact Fees, Local Option Gas Tax and 9th Cent Gas Tax only

3) 2001-2005 figures for FIHS, state and local categories are based on programming in the current TIP (9th Cent is estimated).

4) Transit estimates from 2001-2020 are based on information provided through consultation with VOTRAN staff.

Federal and State Revenues

The primary source of funding for state roads in Volusia County is through federal and state transportation related taxes. The federal fuel excise tax, a state fuel sales tax, and a State Comprehensive Enhanced Transportation (SCETS) tax, combine to make up the majority of this funding pool. Although these funds are targeted at supporting capital improvements for the state highway system, ISTEA and TEA-21 have increased the flexibility of these resources to include: FIHS maintenance, transit, and other "legitimate" transportation purposes. The Florida Department of Transportation (FDOT) is responsible for the collection, administration, and distribution of these funds.

Revenue estimates based on new funding sources that were identified in the most recent legislative session were under development and were not available for this refinement. However, FDOT District V staff indicated that the revenue available for capital improvements to the Florida Intrastate Highway System (FIHS) in Volusia County will be equal to or exceed the estimated costs associated with the FIHS capacity improvement projects included in this refinement.

Additionally, there are almost 75 miles of Interstate roads located in Volusia County. Although some sections include six through traffic lanes, the majority of these highways currently have four lanes. The FDOT 1998 Transportation Cost manual estimates that routine maintenance expenditures can be expected to be \$37,500 per mile annually on these roads. This plan presumes that FDOT District V staff will make budget considerations necessary to support the routine maintenance requirements associated with the Interstate highway system.

The amount of revenue that is expected to be available for capacity improvements to the state highway system was also unavailable during this refinement. Preliminary estimates of this revenue stream were provided by the FDOT Office of Policy and Planning and included funding for arterial construction, purchase of right-of-way and transit. Further consultation with FDOT District V staff determined that the original estimates were premature and should not be used to support current planning efforts. Subsequent estimates were determined by calculating an average annual allocation of the revenue available for the state highway system in Volusia County as shown in the Transportation Improvement Program (TIP) and assuming a moderate rate of increase over the planning period.

To determine the amount of revenue that will be available for various transportation purposes, each itemized expenditure listed in the current TIP was reviewed and assigned to a program area (TIP sections IV and IX). This process can be difficult because transportation projects often provide multiple benefits. For example, a roadway resurfacing project that includes paved shoulders may increase safety as well as provide access for bicycles. Additionally, road improvements may include sidewalks for pedestrian activity that are not specified in the project description. Thus, some judgement was necessary to determine the appropriate designation for each project. Table 9.2 shows the percentages allocated to each category on the state highway system over the five-year planning period.

It is apparent that the majority of this funding category, 62.3%, is allocated towards increasing the capacity of the state highway system through lane additions. Additionally, 27.6% of the funds are dedicated towards categories that involve reconstructing,

maintaining, and operating the existing highway network. This is appropriate as the state highways facilitate the efficient movement of people and goods.

	2000/01	2001/02	2002/03	2003/04	2004/05	Total	Percent of Total
Lane Additions	\$42,540,000	\$23,781,500	\$14,920,000	\$32,697,500	\$18,832,000	\$132,771,000	62.3%
Sidewalks & Bike Paths	\$548,000	\$1,030,000	\$387,000	\$0	\$658,000	\$2,623,000	1.2%
Miscellaneous Safety	\$250,000	\$150,000	\$1,130,000	\$0	\$0	\$1,530,000	0.7%
Resurfacing, Rehabilitation & Reconstruction	\$12,547,000	\$6,643,000	\$3,452,000	\$3,857,000	\$2,496,000	\$28,995,000	13.6%
Beautification & Enhancements	\$1,780,000	\$0	\$7,627,000	\$0	\$0	\$9,407,000	4.4%
Planning & Studies	\$1,945,000	\$855,000	\$2,935,000	\$446,000	\$1,712,000	\$7,893,000	3.7%
Other System Improvements	\$1,473,000	\$2,621,500	\$1,065,000	\$37,500	\$310,000	\$5,507,000	2.6%
Maintenance	\$7,216,000	\$5,971,000	\$5,716,000	\$4,866,000	\$491,000	\$24,260,000	11.4%
Totals	\$68,299,000	\$41,052,000	\$37,232,000	\$41,904,000	\$24,499,000	\$212,986,000	100.0%

 Table 9.2 - State Highway Program – Current Allocation of Funding

1) Figures are based on the Volusia County MPO Transportation Improvement Program (TIP), sections IV & IX.

2) Public transit is included in a separate section of the TIP and will be addressed separately.

Based on the current pattern of budget allocations for the state highway system shown above, the MPO staff was able to estimate the future allocation of funds projected for the transportation system during the planning horizon.

Local Funding Sources

Local governments have the ability to collect additional revenue necessary to meet capital improvement expenditures of the transportation network by exercising a series of local taxing and assessment options. The options that have been used in the past or are expected to be used in the future are as follows:

- Constitutional Gas Tax
- County Gas Tax
- Ninth Cent Fuel Tax
- Local Option Gas Tax
- Ad Valorem Tax
- Impact Fees/Special Assessments

Constitutional Fuel Tax

Included as an amendment to the Florida Constitution in 1943, the Constitutional

Fuel Tax, also known as the "5th and 6th cent tax" provides a source of revenue for counties only. The tax is collected by the Department of Revenue at a rate of \$0.02 per gallon of motor fuel sold, and is transferred monthly to the State Board of Administration (SBA) for distribution to the individual counties. The share received by a given county is based on a distribution factor that considers the county's area, population, and total fuel sales. The formula for the distribution factor is:

$$\frac{1}{4} \left(\frac{\text{County Area}}{\text{State Area}} \right) + \frac{1}{4} \left(\frac{\text{County Population}}{\text{State Population}} \right) + \frac{1}{2} \left(\frac{\# \text{ of Motor Fuel Gallons Sold in County}}{\# \text{ of Motor Fuel Gallons Sold in State}} \right)$$

The factor is then multiplied by the statewide Constitutional Gas Tax receipts to determine the monthly overall allocation for the county.

The SBA is directed to first pay the current principal and interest of any outstanding bond debt carried by the county or satisfy the needs of a sinking fund if necessary. The remaining proceeds are distributed as follows:

- 80% to FDOT for the construction or reconstruction of state roads and bridges within the county border, or for the lease or purchase of bridges connecting state highways within the county;
- 20% to Volusia County for the acquisition, construction, and maintenance of roads and bridges within the county. The adopted 1999/00 Volusia County Budget directs the proceeds of the tax to be spent on system maintenance.

The County Tax on Motor Fuel

The county fuel tax, originally known as the "seventh cent tax" was enacted by Florida Statute in 1941. The tax is levied on motor fuel sales at a rate of \$0.01 per gallon and generates proceeds for each county in an effort to meet transportation related expenses, which includes the reduction of bond debt that was issued for transportation purposes.

The Department of Revenue collects and distributes these funds based on a distribution factor that is calculated using the same formula applied to the Constitutional Fuel Tax. The proceeds however, are not divided into an 80-20 split. The County's FY99/00 budget indicates that the proceeds must be allocated to maintenance and operations programs.

Ninth-Cent Fuel Tax

Florida Statutes have given authority to each county within the state to levy a Ninth-Cent Sales Tax (also known as the Voted Gas Tax), if approved by an extraordinary vote of its governing body, or through a countywide voter referendum. Volusia County exercised this option in 1982 and has authorized the tax indefinitely. The tax is applied at a rate of \$0.01 per gallon of motor and diesel fuel sold within a county and the proceeds are aimed at supporting transportation expenditures. The portion of the tax imposed on diesel fuel is apportioned as the result of statewide equalization. The funds generated from this tax are currently used to support general transportation system expenditures.

Local Option Gas Tax (1 to 6 Cent)

Regarded as the "original" Local Option Gas Tax (LOGT), this tax collects \$0.06 of revenue for each gallon of motor and diesel fuel sold within the county. The tax was originally established by Florida Statute, and implemented by Volusia County in 1983.

The proceeds are used to fund transportation expenditures and are subject to a division between county and municipal governments via an interlocal agreement. Two cents of the six-cent tax is distributed to the municipalities in Volusia County based on population. Another two cents of the LOGT is allocated to Volusia County to support the operations and maintenance requirements of the transportation system. The final two cents are distributed per an interlocal agreement, with 71.717% going to Volusia County and 28.283% going to the City of Deltona.

Additional Local Option Gas Tax (1 to 5 Cent)

Florida Statutes also allow each county government the option to levy an additional tax of 1 to 5 cents on every gallon of motor fuel sold within the county. The decision to collect the \$0.05 per gallon tax was made by the Volusia County Council through a majority vote in May 1999. The tax, sometimes referred to as the "nickel gas tax," became effective January 1, 2000. According to Florida Statute the tax must be used to meet the transportation requirements of the capital improvement element of the adopted comprehensive plan.

The proceeds of this tax are shared between Volusia County, the City of Deltona, and the remaining municipalities (57.238%, 9.428 and 33.334% respectively). Revenues generated by the nickel gas tax are limited to supporting capacity enhancing transportation improvements, which are not necessarily limited to roadway construction. Volusia County government may choose to allocate a portion of this tax to support VOTRAN operations, however current budget policy indicates that the revenue will be used to support roadway construction.

Ad Valorem Tax

An *ad valorem* tax is a tax assessed according to the value of a given item (often applied to real estate in the form of a property tax). The County collects these proceeds and may dedicate a portion of them as necessary to meet its transportation obligations. A portion of the County's ad valorem tax is currently used to support the operations of VOTRAN, the Volusia County public transit agency.

Impact Fees/Special Assessments

An impact fee is assessed on new development projects in an effort to mitigate the negative impact development may have on the existing traffic conditions. Volusia County has adopted a system of transportation impact fees that will generate sufficient revenue to fund the expansion of the County's Thoroughfare Network to meet the increasing demands of growth. The Volusia County Council established the current impact fee schedule during a series of workshops held in 1999. Impact fees are often designed to grow with inflation. Volusia County reviews the impact fee

structure periodically (2-3 years) and may adjust the schedule as necessary to keep pace with inflationary pressures.

Allocation of Local Funding

As with the state road program, funding for local road enhancements is expected to follow the budgeting pattern currently reflected in the Transportation Improvement Program (TIP). To identify the current allocation levels, each expense itemized in the TIP was reviewed and assigned to a program area. Table 9.3 shows the percentages allocated to each category.

	2000/01	2001/02	2002/03	2003/04	2004/05	Total	Percent of Total
Lane Additions	\$10,050,000	\$9,790,000	\$10,565,000	\$11,390,000	\$12,680,000	\$54,475,000	73.0%
Sidewalks & Bike Paths	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000	3.3%
Miscellaneous Safety	\$500,000	\$500,000	\$750,000	\$500,000	\$500,000	\$2,750,000	3.7%
Resurfacing & Rehabilitation	\$300,000	\$400,000	\$500,000	\$0	\$0	\$1,200,000	1.6%
Landscaping & Beautification	\$200,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	0.8%
ROW Activities	\$150,000	\$200,000	\$200,000	\$200,000	\$200,000	\$950,000	1.3%
Advanced Engineering & Permitting	\$150,000	\$200,000	\$200,000	\$200,000	\$200,000	\$950,000	1.3%
Other System Improvements	\$1,030,000	\$330,000	\$0	\$0	\$0	\$1,360,000	1.8%
Maintenance	\$1,800,000	\$1,910,000	\$2,010,000	\$2,050,200	\$2,091,200	\$9,861,400	13.2%
Totals	\$14,680,000	\$13,930,000	\$14,825,000	\$14,940,200	\$16,271,200	\$74,646,400	100.0%

Table 9.3 - Local Road Program – Current Allocation of Funding

1) Table does not include maintenance and operation expenditures supported by the County or Constitutional Gas Taxes.

2) Maintenance figures for 2001-2003 are from the Volusia County CIP (2004 & 2005 were estimated).

Similar to the state highway program, the majority of this funding category, 73%, is allocated towards increasing the capacity of local roads through lane additions. In addition, a portion of the Advanced Engineering and Right-of-Way (ROW) may also support capacity enhancing projects raising this level slightly. Furthermore, there are additional LOGT funds available for road construction, which are not reflected in the current TIP. This forecast will consider those funds to be available for future improvements, making the actual allocation closer to 78%. Another 16.6% of the funds are dedicated towards categories that involve maintaining and operating the existing highway network. While this level initially appears to be lower than that of the state highway program, local maintenance and operations activities are also supplemented by revenue from the Constitutional Gas Tax and the County Gas Tax, which are not reflected in Table 9.3.

By understanding the current funding patterns in both the state and local road programs,

we can anticipate future behavior. Tables 9.2 and 9.3 provide the detail necessary to anticipate the funding that will be available for future system improvements.

Combined Budget

Table 9.4 presents the revenue available for the combined transportation budget in Volusia County from 2001 to 2005. It also shows the program areas that are currently being supported by these funds. Reviewing the allocation of funds by program area allows us to monitor the shifting emphasis of transportation expenditures over time. It also serves as a basis for further development of the transportation plan.

Program Area	2001-2005	Percent
Rail	\$0	0%
Road Capacity		
FIHS	\$435,994,000	55.0%
State Highways	\$132,771,000	16.7%
Local Roads	\$54,475,000	6.9%
Transit	\$69,060,000	8.7%
Bicycle/Pedestrian	\$5,123,000	0.6%
Miscellaneous Safety	\$4,280,000	0.5%
Enhancements	\$10,007,000	1.3%
Resurfacing and Rehabilitation	\$30,195,000	3.8%
System Operations	\$16,660,000	2.1%
Maintenance	\$34,121,400	4.3%
TOTAL	\$792,686,400	100.0%

 Table 9.4 - Current Transportation System Revenue Allocation

1) Figures include the combined expenditures from the FIHS, State Highway, Local Roads, Transit, and

Maintenance section of the TIP.

 System Operations includes planning and studies, advanced engineering, and miscellaneous system improvements.

It is clear that the current transportation expenditures emphasize expansion of the FIHS system relative to other programs. This is reasonable given the negative impact realized by the congested conditions that exist on I-4. FIHS routes also play a key role in supporting economic development efforts, in addition to serving as major evacuation routes for coastal residents.

Revenue Available for Highway Improvements

This section details the funding that is expected to be available for the highway capacity improvements included in the Volusia County Metropolitan Planning Organization (MPO) 2020 LRTP Refinement. The information utilized was provided by the staff of the Florida Department of Transportation, the Volusia County Office of Management and Budget, and the Volusia County MPO staff.

Using the pattern of expenditures demonstrated in the previous sections, it is clear to see that only a portion of the total funding dedicated to maintaining and improving the transportation system is actually allocated towards projects that add lane miles to the transportation network. The state highway program typically allocates 62.3% of the available resources towards capacity enhancing road projects. Therefore, only that portion of the overall revenue forecast will be considered for future expansion. Similarly, the local road program allocates approximately 78% of its financial resources to road building projects, and thus only that portion of the projected revenues will be considered.

Table 9.5 uses the allocation percentages from the state and local road programs (Tables 9.2 and 9.3) to reduce the overall transportation revenue projections shown in Appendix B. This produces a reasonable expectation of funding that will be available for road improvements between 2006-2010 and 2011-2020.

	2001-2005	2006-2010	2010-2020	Total (2006-2020)
FIHS	\$435,994,000	\$116,777,700	\$219,182,300	\$335,960,000
State Highways	\$132,771,000	\$93,941,000	\$171,190,000	\$265,131,000
Local Roads	\$54,475,000	\$66,549,000	\$124,415,000	\$190,964,000

Table 9.5 - Revenue Available for Capacity Improvements

1) Figure includes expenditures required for lane additions, advanced ROW, engineering and permitting.

PROJECTED COSTS

The long-range transportation planning efforts of the Volusia County Metropolitan Planning Organization (MPO) hinge on the financial feasibility of the projects required to meet the anticipated needs of Volusia County. This determination requires a two-part analysis that compares the estimated revenue projected to be available to the forecasted cost of the specific projects being planned. This section is designed to compliment the information previously presented in Revenue Sources section. Whereas the first part of this chapter outlined the funds forecasted to be available for supporting the transportation improvement program, the next few paragraphs introduce the estimated costs associated with their implementation.

The cost estimates calculated for the 2020 LRTP Refinement cost feasible list of projects in Chapter 10 include the required Planning and Engineering (PE), potential environmental mitigation costs, funding needed to purchase right-of-way (ROW), and the estimated costs of construction (CST). In addition to the cost information provided below, the project estimates developed for the highway plan also considered the findings of recent engineering and planning studies as well as input from FDOT, county, and municipal planning staff.

Interstate and State Road Estimates

Construction Costs

Several resources were used to determine the 2020 LRTP Refinement cost feasible list of projects. The majority of the construction costs are based on the Florida Department of Transportation (FDOT) unit costs for construction included in the FDOT 1998 Transportation Costs manual. The Volusia County MPO staff also

assisted in the calculation of estimates for road projects that were not included in the FDOT publication. To accomplish this, a series of formulas were determined based on FDOT estimates. These formulas are identified on the Road Cost Worksheet included in Appendix A.

Tables 9.6 and 9.7 provide information that reflects the average cost per mile for the various construction projects that may be undertaken on FIHS or State highways in urban or rural areas respectively. In addition to these sources, FDOT staff provided cost estimates for specific projects on the highway plan.

			Projected Lane Configuration								
		2U	2D	4U	4D	4F	6U	6D	6F	8D	8F
	0	2,478. 0	N/A	2,797.1	3,701.3	3,191.3	3,128.5	4,017.7	3,814.3	4,219.4	4,302.8
	2U	0.0	N/A	2,177.7	1,982.6	1,783.5	N/A	N/A	N/A	N/A	N/A
es	2D	N/A	0.0	N/A	2,177.7	1,783.5	N/A	N/A	N/A	N/A	N/A
Lanes	4U	N/A	N/A	0.0	N/A	N/A	2,183.1	2,183.1	N/A	N/A	N/A
inal	4D	N/A	N/A	N/A	0.0	N/A	N/A	2,183.1	N/A	N/A	N/A
Original	4F	N/A	N/A	N/A	N/A	0.0	N/A	N/A	1,964.3	N/A	N/A
	6U	N/A	N/A	N/A	N/A	N/A	0.0	N/A	N/A	N/A	N/A
	6D	N/A	N/A	N/A	N/A	N/A	N/A	0.0	N/A	2,355.4	N/A
	6F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	N/A	2,083.1

Table 9.6 – 1998 Construction Costs for FIHS and State Highways (Urban)

1) The letter U represents undivided roads, D represents divided roads, and F indicates freeways or interstate highways.

2) Construction costs are in \$1,000's.

			Projected Lane Configuration								
		2U	2D	4U	4D	4F	6U	6D	6F	8D	8F
	0	1,272.4	1,272.4	1,979.2	1,992.9	2,418.9	2,423.6	2,460.5	3,000.1	3,287.0	3,381.1
	2U	0.0	2,226.7	1,091.6	1,982.6	N/A	N/A	N/A	N/A	N/A	N/A
ş	2D	N/A	0.0	N/A	1,091.6	N/A	N/A	N/A	N/A	N/A	N/A
Lanes	4U	N/A	N/A	\$0.0	N/A	N/A	1,312.3	N/A	N/A	N/A	N/A
	4D	N/A	N/A	N/A	0.0	N/A	N/A	1,312.3	N/A	N/A	N/A
Original	4F	N/A	N/A	N/A	N/A	0.0	N/A	N/A	2,013.1	N/A	N/A
0	6U	N/A	N/A	N/A	N/A	N/A	0.0	N/A	N/A	N/A	N/A
	6D	N/A	N/A	N/A	N/A	N/A	N/A	0.0	N/A	1,450.7	N/A
	6F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0	N/A	2,036.3

1) The letter U represents undivided roads, D represents divided roads, and F indicates freeways or interstate highways.

2) Construction costs are in \$1,000's.

Right-of-Way Estimates

Estimating the right-of-way (ROW) costs for a transportation project can be an extremely time consuming and detailed task. Much of this work was completed during the initial development of the *2020 LRTP Refinement*. In keeping with the limited scope of this refinement, the ROW estimates were primarily based on average costs of recently completed projects, or of those currently programmed in the Transportation Improvement Program (TIP). The average ROW costs per mile are listed on the Road Cost Worksheet in Appendix A. Where averages were unavailable, staff used standard ROW costs as a percentage of construction costs as recommended by FDOT staff.

The use of these averages in forecasting the overall cost of an improvement was compared to the generalized project costs used by engineering, planning, and consulting firms as well as to the estimates included in the previous 2020 Long Range Transportation Plan. In each case the estimates provided reasonable forecasts.

Local Road Estimates

Construction Costs

Construction cost estimates for improvements to the Volusia County Thoroughfare system were determined through consultation with Volusia County Road and Bridge Department staff and are based on current construction costs and practices. The Road Cost Worksheet in Appendix A provides a detailed breakdown of these figures.

Right-of-Way Estimates

The ROW estimates used for locally funded highway projects were primarily based on average costs of recently completed projects, or of those forecast in the current Transportation Improvement Program. The average per mile ROW costs are listed on the Road Cost Worksheet in Appendix A.

The use of these averages in forecasting the overall cost of an improvement was compared to the generalized project costs used by engineering, planning, and consulting firms as well as to the estimates included in the previous 2020 Long Range Transportation Plan. In each case the estimates yielded reasonable forecasts.

FINANCIAL PLAN

The purpose of this section is to review the financial implications of the long-range transportation objectives outlined in previous chapters and to address the financial feasibility associated with implementing the plan. The review will include a program-by-program basis in the sections that follow.

The Rail Plan

The Volusia County MPO has consistently supported and promoted the implementation of rail as an alternative mode of travel for the residents of Central Florida. To this end, the MPO has agreed to pursue rail as a legislative issue and has adopted a resolution

supporting rail as an additional means of public transportation (reference MPO resolution 2000-01). The 2020 LRTP Refinement considers the funding necessary to support rail operations beginning in 2004. At the time this plan was developed a dedicated local funding source for rail had not been identified. Therefore, the financial summary shows a deficit for rail operations in Phase 2 and 3.

The Road Capacity Plan

The current allocation of funds supporting the improvements to the Florida Intrastate Highway System (FIHS) in Volusia County is substantial. In particular, the Mobility 2000 Initiative has generated the resources needed to accelerate plans to widen the I-4 bridge across the St. Johns River. Additionally, the financial forecast provided by the Florida Department of Transportation indicates that the expected funding between 2006 and 2020 will be sufficient to support the completion of the FIHS projects identified by the Volusia County MPO in this 2020 LRTP Refinement.

The State road improvements included in Phase 2 and 3 of the 2020 LRTP Refinement are estimated to total \$151,355,100. This is less than the projected revenue of \$265,131,000 that is expected to be available for this category of system improvements. While there are additional state highway projects that could have been pursued, the MPO recognized that in many cases it would be more effective to develop alternative routes on parallel non-state arterials.

The surplus funding from the State Highway program (assuming federal funds only with a state match) will be applied to the Local Road improvement program. Since many of these projects will be constructed by Local Agency Program (LAP) certified departments, the additional lane miles are likely to be built at a lower cost than what would have been required on comparable state road projects.

Tables 9.8 and 9.9 show the difference between the estimated revenue and the projected 2020 *LRTP Refinement* cost feasible list of projects included in Phases 2 and 3. The Volusia County MPO projects an excess of available funding for the State Highway program and a deficit in the Local Road program for each phase.

Program Area	Estimated Revenues	Project Costs	Difference	Percent
Rail	\$0	\$3,400,000	(\$3,400,000)	0.8%
Road Capacity				
FIHS	\$116,777,700	\$116,777,700	\$0	27.4%
State Highways	\$93,941,000	\$65,741,500	\$28,199,500	15.4%
Local Roads	\$66,549,000	\$110,271,000	(\$43,722,000)	25.9%
Transit	\$54,304,000	\$54,304,000	\$0	12.7%
Bicycle/Pedestrian	\$4,508,000	\$4,508,000	\$0	1.1%
Miscellaneous Safety	\$3,998,000	\$3,998,000	\$0	0.9%
Enhancements	\$7,291,000	\$7,291,000	\$0	1.7%
Resurfacing & Rehabilitation	\$21,779,000	\$21,779,000	\$0	5.1%
System Operations	\$10,210,000	\$10,210,000	\$0	2.4%
Maintenance	\$27,647,000	\$27,647,000	\$0	6.5%
TOTAL	\$407,004,700	425,927,200	(\$18,922,500)	100.0%

Table 9.8 - 2006-2010	Transportation System Revenue/Cost Summary
Phase 2	

Comparing the program allocations for the Road Capacity categories over the three phases uncovers several noteworthy observations. The percentage of overall transportation dollars dedicated for FIHS improvements relative to the other program categories decreases. This is reasonable given that much the costly work associated with expanding I-4 will reach completion during the first phase. Additionally, the funding allocation for improvements to the state roads remains relatively low across Phases 2 and 3. As mentioned previously, this is the result of an intentional effort to expand the local road network in lieu of the more costly improvements to the state highways. This preference, in turn, is reflected in increasing expenditures in the Local Road program.

Program Area	Estimated Revenues	Project Costs	Difference	Percent
Rail	\$0	\$6,800,000	(\$6,800,000)	0.8%
Road Capacity				
FIHS	\$219,182,300	\$219,182,300	\$0	27.2%
State Highways	\$171,190,000	\$85,613,600	\$85,576,400	10.6%
Local Roads	\$124,415,000	\$258,123,300	(\$133,708,300)	32.0%
Transit	\$98,975,000	\$98,975,000	\$0	12.3%
Bicycle/Pedestrian	\$8,340,000	\$8,340,000	\$0	1.0%
Miscellaneous Safety	\$7,424,000	\$7,424,000	\$0	0.9%
Enhancements	\$13,316,000	\$13,316,000	\$0	1.6%
Resurfacing & Rehabilitation	\$39,748,000	\$39,748,000	\$0	4.9%
System Operations	\$18,639,000	\$18,639,000	\$0	2.3%
Maintenance	\$50,877,000	\$50,877,000	\$0	6.3%
TOTAL	\$752,106,300	\$807,038,200	(\$54,931,900)	100.0%

Table 9.9 - 2011-2020 Transportation System Revenue/Cost SummaryPhase 3

The Transit Plan

The public transportation service in Volusia County is provided by the VOTRAN bus service. The Volusia County MPO supports VOTRAN by allocating a 20% set aside of the available STP XU funding. In addition, VOTRAN receives funding from federal and state sources as well as operating revenue and local support from Volusia County government (see Appendix B). The revenue projections included in this refinement were developed through consultation with VOTRAN staff, and considered funding levels to remain relatively stable over the planning horizon.

The Bicycle and Pedestrian Plan

The level of funding available for improvements to bicycle and pedestrian facilities throughout Volusia County has increased in recent years. While this indicates greater integration of these facilities into the mainstream transportation planning process, a continuation of the increasing trends can not be expected. As such, the allocation of funding to these facilities is projected to remain stable over the planning period.

The Safety Plan

Projects identified for safety related improvements have traditionally been funded by both FDOT and Volusia County. While it is reasonable to assume that many of the general transportation improvements will continue to incorporate safety features, stand alone projects are expected to be funded consistent with historical trends.

The Enhancement Plan

Transportation enhancement and beautification projects typically address issues outside the purview of traditional transportation improvements. Similar to safety elements, enhancements are being incorporated into traditional capital improvement projects with greater frequency. As a specific planning category, funding allocations for enhancements and beautification are projected to remain stable over the planning horizon.

The Transportation System Maintenance and Operations Plan

Maintenance, operation, resurfacing, and repairing of the transportation network require substantial financial resources. In addition to the funding sources included in this plan, there are revenues from the Constitutional Gas Tax, the County Gas Tax, and a Utility Tax, which are also allocated to the support of these efforts. It will be critical for the Volusia MPO to monitor the expenses associated with these programs as the highway network expands. Pressure to reallocate funds from other program categories may be felt in the future if cost increases in this category begin to significantly outpace the available revenue.

Transportation System Summary

As can be seen below in Table 9.10 the Volusia County MPO estimates indicate that a shortfall of \$18,922,500 will exist in Phase 2, and of \$54,931,900 in Phase 3, for a total of \$73,854,400. A portion of this shortfall can be satisfied through municipal contributions of proceeds from the additional Local Option Gas Tax (LOGT). These contributions will be presented in part as a 12.5% local match required to supplement the surplus funding used on "off-system" road improvements. The additional funds will be used to support the completion of various local road projects. It is estimated that the municipalities can expect to receive \$65,789,000 in additional LOGT funding during the next 20 years (see Appendix B). This still leaves the Cost Feasible plan with a deficit of \$8,065,400.

	Projected Program Deficit	Municipal LOGT Contribution	Remaining Deficit
2006-2010	\$18,922,500	\$16,222,500	\$2,700,000
2010-2020	\$54,931,900	\$49,566,500	\$5,365,400
Total	\$73,854,400	\$65,789,000	\$8,065,400

 Table 9.10 - Financial Summary for the Highway Plan

If we consider that the deficit will be realized in roughly equal parts during Phases 2 and 3, the projected revenues agree to within 1% of the estimated cost of the 2020 LRTP *Refinement* cost feasible list of projects for each phase. This difference is reasonable given the length of the planning period and available cost estimation techniques.

Chapter 10

Transportation Plan

Introduction

The federal and state legislation regarding the development of long range transportation plans discusses the need for constraining the list of projects contained in the plan to those that can be reasonably expected to be built given the financial resources of the local community. With that philosophy as the MPO's guide, the adopted cost feasible *Volusia County MPO 2020 Long Range Transportation Plan - Refinement* (henceforth referred to as the 2020 LRTP Refinement) has been developed to best accommodate the future travel needs of its citizens based on the expected amount of federal, state, and local funding sources.

The 2020 LRTP Refinement was developed by testing a series of three alternative transportation systems and evaluating their relative effectiveness in meeting the stated goals and objectives of the MPO. These tests involved different levels of commitment to road improvements and transit service. The levels of countywide development with which these tests were made are documented in Chapter Four - Land Use Data.

Alternative Transportation Systems Plan Testing

Alternative transportation systems were tested in three rounds and were evaluated by the Long Range Transportation Plan – Refinement (LRTP-R) Subcommittee. The LRTP-R Subcommittee was comprised of all members of the MPO's Technical Advisory Committee, the Citizens Advisory Committee, plus a representative from the Transportation Disadvantaged Local Coordinating Board.

The purpose of each of these tests was to determine the level of improvements needed to address future capacity issues. Prior to the Alternatives Testing a "no-build" scenario was prepared to see what the effects of a moratorium on construction would have on the transportation system throughout the County. This "no-build" scenario was labeled the Existing plus Committed (E+C) network. The E+C transportation system included all projects that were built since 1997 (existing projects), plus all other projects that are funded for construction within the next five years (the committed projects), to the existing network. The year 1997 was used since this coincided with the transportation model validation. The purpose of the E+C network was to represent the conditions that would occur in the year 2020 if only those projects that have been funded for construction utilizing our existing five-year budgets were built. This provides the opportunity to see what effects future development would have on the County's transportation system if no roads were built during the next twenty years, except for those projects that already have committed funding.

The E+C transportation system is the starting point where the analysis of what future transportation improvements would be needed. This was used to indicate how potential improvements would be judged as to their effectiveness.

After the E+C network analysis was completed, the first round of testing evaluated the previous Volusia County MPO 2020 Long Range Transportation Plan (which was adopted on December

15, 1995). Where the E+C analysis served as the starting point for the development of alternative analyses, Alternative #1 served as a test of the previously adopted *2020 Long Range Transportation Plan*. In addition to testing the previous Plan, several projects were added that had been requested in writing prior to the start of the refinement process.

The LRTP-R Subcommittee compared this list of projects to the congestion forecasted in the E+C 2020 model output and added several additional projects to the Alternative #1 list. What Alternative #1 showed was that a large majority of roads that were expected to fail in the E+C network were helped by projects from the previous LRTP. A majority of roads that had projected capacity problems in the E+C network would be alleviated by the improvements due to Alternative #1. However, not all road segments would have been helped.

The three alternatives were evaluated based on how each improvement answered the following set of questions.

- 1. Was the Proposed Improvement to Alleviate Congestion on this Road or a Parallel Road?
- 2. Did the Improvement Alleviate the Congestion?
- 3. Was the Improvement Necessary?; and
- 4. Is there Still a Capacity Problem After the Improvement has been Completed?

The results of Alternative #1 were then used by the LRTP-R Subcommittee to develop Alternative #2. After the above four questions were answered for each improvement the LRTP-R Subcommittee developed Alternative #2 by answering one additional question: Were there any additional roads that began to have capacity problems due to, or lack of, projects from Alternative #1?

The results of Alternative #2 were then used by the LRTP-R Subcommittee to develop the LRTP-R Subcommittee's final alternative, Alternative #3. Again, the same questions were evaluated for each improvement, and how that improvement would help meet the MPO's goals.

Once Alternative #3 was completed all three alternatives were compared by the LRTP-R Subcommittee to see which improvements would be recommended to become part of the Cost Feasible Plan. This analysis allowed the LRTP-R Subcommittee to fully evaluate the effects of the different roadway scenarios of the E+C, Alternative #1, Alternative #2, and Alternative #3 scenarios.

Cost Feasible Plan

The approach used to develop the cost feasible 2020 LRTP Refinement was to select roadway improvements that would minimize the level of congestion (i.e., below adopted standards) within the constraints of affordability. Local government agencies, through their Comprehensive Plan Transportation Elements, have established level of service standards for all major roads within their jurisdictions. The Florida DOT has also established level of service standards for Interstate Highways and roads on the Florida Intrastate Highway System. These standards served as the basis to decide which roads need to be improved by 2020, when they should be improved, and to what extent they should be improved.

By testing several alternative scenarios, the highway network plan illustrated in Figure 10.1 was developed to respond to the majority of transportation demands by 2020. Figure 10.1 illustrates the location and phasing adopted for the cost feasible 2020 LRTP Refinement. In this figure,

roadways scheduled for improvement and have committed funding between 2001 and 2005 (Phase 1) are illustrated in blue, roads to be improved between 2006 and 2010 (Phase 2) in gold, and roads to be improved between 2011 and 2020 (Phase 3) in red. Existing roads that will not be improved are indicated in black. A listing of the roadway improvements, as identified in Figure 10.1, by phase and their estimated costs are provided in Tables 10.1, 10.2, and 10.3. Only projects listed in Phase 1 have committed funding dedicated either by federal, state, or local sources. Projects listed in Phases 2 and 3 are eligible for federal and state funding through the MPO's Priority Process, but funding has not been committed to by any identified agency yet.

Local governments can use the Phase 2 and 3 lists (Tables 10.2 and 10.3) as guides for which roadway capacity improvement projects that are eligible for federal and state funding. Once identified, local governments can submit a project application through the MPO's yearly Priority Process to be ranked relative to all other projects trying to receive federal and state assistance.

The MPO typically accepts project applications between March and April of each year for evaluation. The MPO Board uses its advisory committees to help screen and rank the applications. The MPO listens to the recommendations of its advisory committees before making the final decision. Once the MPO decides on its list of Prioritized Projects, that list is submitted each year to FDOT by September. By early December the FDOT announces how many of the Priority Projects have been funded. At this point FDOT solicits public comment on its proposed list of newly funded projects. On July 1 of each year the FDOT formally adopts its list of funded projects. Since the FDOT develops a stable 5 year funding list of projects, the project applications that are submitted and ranked as part of the MPO's Priority Project process are vying for funding 6 years out in the future.

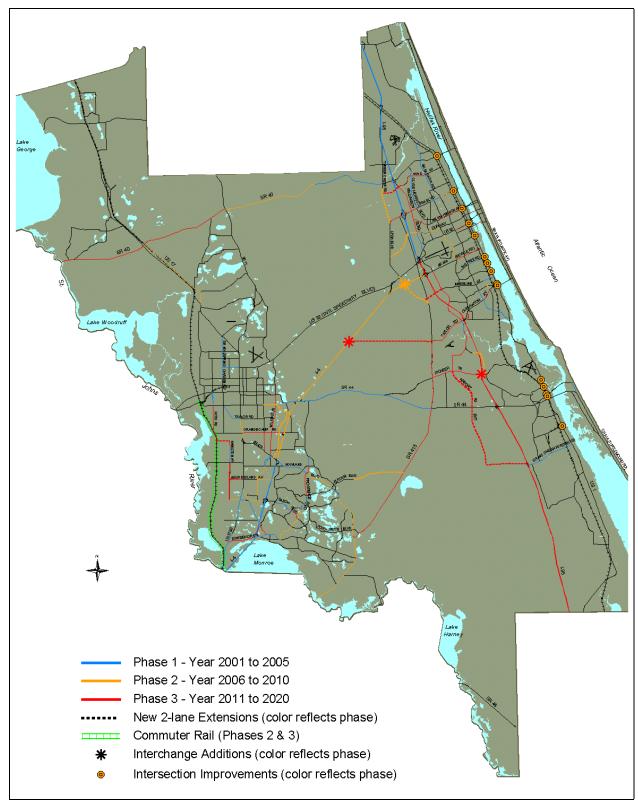


Figure 10.1 - Volusia County MPO Cost Feasible 2020 LRTP-R Map

Table 10.1 – Cost Feasible 2020 Long Range Transportation Plan – Refinement Adopted 11/28/2000

Phase 1 - 2001 to 2005				
Road Name	Limits (From - To)	Improvement	Estimated Costs	
Florida Intrastate Highway System	n (FIHS) Roads			
1-4	St Johns River Bridge to Saxon Blvd		\$296,783,000	
-4	Saxon Blvd to SR 472	Widen to 6 Lanes	\$30,428,000	
1-95	Flagler County Line to SR 40	Widen to 6 Lanes	\$26,551,000	
1-95	SR 40 to LPGA Blvd	Widen to 8 Lanes	¢22.200.000	
1-95	LPGA Blvd to US 92	Widen to 6 Lanes	\$32,289,000	
SR 40	Cone Rd to Tymber Creek Rd	Widen to 4 Lanes	\$16,013,000	
Subtotal	· · ·	÷	\$402,064,000	
Non-FIHS State Roads				
US 17/92	Enterprise Rd to Highbanks Rd	Widen to 4 Lanes	\$10,544,000	
US 17/92	Plantation Rd to Seminole County	Widen to 4 Lanes	\$3,727,000	
SR 5A (Nova Rd)	US 1 to Wilmette Av	Widen to 4 Lanes	\$4,350,00	
SR 5A (Nova Rd)			\$14,823,000	
SR 5A (Nova Rd)	Herbert St to Village Trail	Widen to 4 Lanes	\$6,215,00	
SR 5A (Nova Rd)	Village Trail to US 1	Widen to 4 Lanes	\$12,596,000	
SR 15A	US 17 to Greens Dairy Rd	Widen to 4 Lanes	\$10,242,000	
SR 15A	Greens Dairy Rd to Plymouth Av	Widen to 4 Lanes	\$3,901,00	
SR 15A	Beresford Av to US 17/92	Widen to 4 Lanes	\$7,399,000	
SR 44	Summit Av to I-4	Widen to 4 Lanes	\$9,086,00	
SR 44	I-4 to Pioneer Trail	Widen to 4 Lanes	\$32,265,690	
SR 44	Pioneer Trail to SR 415	Widen to 4 Lanes	\$17,007,310	
SR 442 (Indian River Blvd)	I-95 to Air Park Rd	Widen to 4 Lanes	\$6,267,000	
SR 442 (Indian River Blvd)	Air Park Rd to US 1	Widen to 4 Lanes	\$16,936,000	
Subtotal			\$155,359,000	
Local Roads				
Airport Rd	Taylor Rd/Williamson Blvd to Summertrees Rd	Widen to 4 Lanes	\$2,870,000	
Atlantic Av	Flagler Av to 6th St Widen to 3		\$1,130,000	
Big Tree Rd Nova Rd to Kenilworth Av Widen to 3 Lanes			\$920,000	
CR 92	SR 15A to US 17/92	Widen to 4 Lanes	\$1,800,000	
Clyde Morris Blvd	Falls Way to LPGA Blvd	Widen to 4 Lanes	\$2,890,00	
Enterprise Rd	Saxon Blvd to Highbanks Rd	Widen to 4 Lanes	\$3,600,000	
Enterprise Rd	Widen to 4 Lanes	\$330,00		

Table 10.1 – Cost Feasible 2020 Long Range Transportation Plan – Refinement Adopted 11/28/2000

Phase 1 - 2001 to 2005				
Road Name	Limits (From - To)	Improvement	Estimated Costs	
Dunn Ave	Williamson Blvd to Bill France Blvd	Extend as 2 Ln Rd	\$1,880,000	
Dirksen/BeBary (realign)	I-4 to Providence Blvd	Widen to 4 Lanes	\$4,390,000	
Howland Blvd Extension	SR472/I-4 to Deltona High School	Extend as 4 Ln Rd	\$5,750,000	
Howland Blvd	Deltona High School to Providence Blvd	Widen to 4 Lanes	\$3,680,000	
Howland Blvd	Elkcam Blvd to Newmark Dr	Widen to 4 Lanes	\$2,245,000	
LPGA Blvd	Jimmy Ann Dr to Nova Rd (SR 5A)	Widen to 4 Lanes	\$3,020,000	
Madeline Av	Sauls Rd to US 1	Extend as 3 Ln Rd	\$1,650,000	
Providence/Idlewise/Sixma	Lake Helen Osteen Rd to Catalina Blvd	Extend as 2 Ln Rd	\$73,500	
Providence Blvd	Elkcam Blvd to Ft. Smith Blvd	Widen to 4 Lanes	\$1,550,000	
Providence Blvd	Ft. Smith Blvd to Tivoli Dr	Widen to 4 Lanes	\$570,000	
Saxon Blvd	US 17/92 to W.of Enterprise Rd (4 lane portion)	Widen to 4 Lanes	\$1,750,000	
Saxon Blvd	Normandy Blvd to Sumatra Av	Widen to 4 Lanes	\$1,615,000	
Saxon Blvd	Sumatra Av to Tivoli Dr	Widen to 4 Lanes	\$3,000,000	
Westside Connector (Fatio Rd)	SR 44 to Beresford Av	Extend as 2 Ln Rd	\$1,415,000	
Westside Connector (Hamilton Av)	20th St to French Av	Extend as 2 Ln Rd	\$1,000,000	
W. Volusia Bltwy/Veteran's Memorial Pkwy	SR 472 to Graves Av	Widen to 4 Lanes	\$2,040,000	
Williamson Blvd.	Indigo Dr to US 92	Widen to 4 Lanes	\$1,970,000	
Subtotal			\$51,138,500	
Phase 1 Total Costs \$608,561,500				

Table 10.2 - Cost Feasible 2020 Long Range Transportation Plan – Refinement Adopted 11/28/2000

Phase 2 - 2006 to 2010				
Road Name	Limits (From - To)	Improvement	Estimated Costs	
Rail				
Commuter Rail Operations	DeLand to Kissimmee	Commuter Rail Line	\$3,400,000	
Florida Intrastate Highway System (FIHS) R	oads			
I-4	@ LPGA Blvd	New Interchange	\$17,126,800	
I-4	SR 472 to I-95	Widen to 6 Lanes	\$78,500,000	
SR 40	SR 11 to Cone Rd	Widen to 4 Lanes	\$21,150,900	
Subtotal			\$116,777,700	
Non-FIHS State Roads				
US 1	SR 40 to Park Av	Intersection Improvements	\$4,649,100	
US 17	SR 40 to Ponce DeLeon Blvd	Widen to 4 Lanes	\$22,231,600	
US 17/92	SR 15A (Taylor Rd) to SR 472	Widen to 6 Lanes	\$4,514,600	
SR 415	Howland Blvd to Seminole County	Widen to 4 Lanes	\$23,423,200	
SR 483 (Clyde Morris Blvd)	US 92 to Beville Rd	Widen to 6 Lanes	\$10,923,000	
Subtotal			\$65,741,500	
Local Roads				
Beresford Av	Blue Lake Av to Summit Av	Extend as 2 Ln Rd	\$2,020,200	
Dunn Av	LPGA Blvd to Williamson Blvd	Extend as 2 Ln Rd	\$15,000,000	
Dunn Av	Williamson Blvd to Clyde Morris Blvd	Widen to 4 Lanes	\$3,863,700	
Elkcam Blvd	Riverhead Dr to SR 415	Extend as 2 Ln Rd	\$10,100,000	
Enterprise Rd	US 17/92 to Saxon Blvd	Widen to 6 Lanes	\$3,086,000	
Frontage Road (along I-4) and Realignment	Summit Av to Orange Camp Rd	Extend as 2 Ln Rd	\$2,044,000	
Frontage Road (along I-4)	Orange Camp Rd to SR 472	Extend as 2 Ln Rd	\$1,435,000	
Howland Blvd	Providence Blvd to Elkcam Blvd	Widen to 4 Lanes	\$4,681,200	
Howland Blvd	Newmark Dr to Courtland Blvd	Widen to 4 Lanes	\$2,184,000	
Howland Blvd	Courtland Blvd to SR 415	Widen to 4 Lanes	\$5,708,800	
LPGA Blvd	US 1 to Nova Rd	Widen to 4 Lanes	\$24,000,000	
LPGA Blvd	US 92 to Tomoka Farms Rd	Extend as 2 Ln Rd	\$4,836,000	
Providence Blvd	Tivoli Dr to Doyle Rd	Widen to 4 Lanes	\$6,069,400	
Rhode Island Av	Veteran's Memorial Pkwy to Normandy Blvd	Extend as 2 Ln Rd	\$3,630,000	
Saxon Blvd	Westside Connector to US 17/92	Extend as 2 Ln Rd	\$827,800	
Saxon Blvd	Enterprise Rd. to I-4	Widen to 6 Lanes	\$2,140,000	
Spruce Creek Rd	Herbert St to Dunlawton Av	Extend as 2 Ln Rd	\$1,200,000	

Table 10.2 - Cost Feasible 2020 Long Range Transportation Plan – Refinement Adopted 11/28/2000

	Phase 2 - 2006 to 2010		
Road Name	Limits (From - To)	Improvement	Estimated Costs
Tymber Creek Rd	Riverbend Rd to LPGA Blvd	Extend as 2 Ln Rd	\$5,195,000
W. Volusia Bltwy/Veteran's Mem Pkwy	Graves Av to Harley Strickland Blvd	Widen to 4 Lanes	\$2,646,900
Williamson Blvd	Current terminus to Pioneer Trail/Turnbull Bay	Extend as 2 Ln Rd	\$9,603,000
Subtotal			\$110,271,000
Phase 2 Total Costs			\$296,190,200

Table 10.3 - Cost Feasible 2020 Long Range Transportation Plan – Refinement Adopted 11/28/2000

Phase 3 - 2011 to 2020			
Road Name	Limits (From - To)	Improvement	Estimated Costs
Rail			
Commuter Rail Operations	DeLand to Kissimmee	Commuter Rail Line	\$6,800,000
Florida Intrastate Highway System	(FIHS) Roads		
I-95	US 92 to Brevard County	Widen to 6 Lanes	\$141,000,000
I-95	@ Pioneer Trail	New Interchange	\$17,126,800
I-4	@ Taylor Rd (extension)	New Interchange	\$17,126,800
SR 40	Lake County to SR 11	Widen to 4 Lanes	\$43,928,700
Subtotal		· · ·	\$219,182,300
Non-FIHS State Roads			
US 92	Nova Rd to US 1	Widen to 6 Lanes	\$4,956,400
SR 400 (Beville Rd)	SR 483 (Clyde Morris Blvd) to Nova Rd	Widen to 6 Lanes	\$8,494,900
SR 400 (Beville Rd)	Nova Rd to US 1	Widen to 6 Lanes	\$10,005,400
SR 415	SR 44 to Howland Blvd	Widen to 4 Lanes	\$38,940,700
SR 421 (Dunlawton Av)	Nova Rd to Spruce Creek Rd	Widen to 6 Lanes	\$3,717,300
SR 430 (Mason Av)	SR 483 (Clyde Morris Blvd) to Seabreeze Bridge	Widen to 6 Lanes	\$13,217,100
SR 442 (Indian River Blvd)	R 442 (Indian River Blvd) Airport Rd to I-95		\$6,281,800
Subtotal			\$85,613,600
Local Roads			
Airport Rd	Summer Tree to Pioneer Trail	Widen to 4 Lanes	\$5,802,900
Airport Rd	Pioneer Trail to SR 44	Extend as 2 Ln Rd	\$4,400,000
Airport Rd	SR 44 to SR 442	Extend as 2 Ln Rd	\$5,896,500
Blue Lake Av	Orange Camp Rd to SR 472	Extend as 2 Ln Rd	\$1,474,200
Deltona Blvd	Enterprise Rd to DeBary Av	Widen to 4 Lanes	\$2,658,800
Dirksen Dr	US 17/92 to I-4	Widen to 4 Lanes	\$6,256,000
Enterprise Rd	Deltona Blvd to Main St/Lexington Av	Widen to 4 Lanes	\$2,346,000
Hand Av	Tymber Creek Rd to Williamson Blvd	Extend as 2 Ln Rd	\$4,644,600
Hand Av	Williamson Rd to Nova Rd	Widen to 4 Lanes	\$7,038,000
Knox Bridge			\$20,350,000
LPGA Blvd	Clyde Morris Blvd to I-95	Widen to 6 Lanes	\$1,652,000
LPGA Blvd	I-95 to Tymber Creek Rd extension	Widen to 4 Lanes	\$2,380,900
Madeline Av	LPGA Blvd extension to Williamson Blvd	Extend as 2 Ln Rd	\$4,503,000
Main Street Bridge	Beach St to Halifax Av	4 Lane High Rise Bridge	\$41,040,000

Table 10.3 - Cost Feasible 2020 Long Range Transportation Plan – Refinement Adopted 11/28/2000

Phase 3 - 2011 to 2020				
Road Name Limits (From - To) Improvement				
Mason Av	Williamson Blvd to Bill France Blvd	Widen to 4 Lanes	\$3,440,800	
Memorial Bridge (Orange Av)	City Island to Peninsula Dr	4 Lane High Rise Bridge	\$41,040,000	
Orange Camp Rd	US 17/92 to I-4	Widen to 4 Lanes	\$10,009,600	
Pioneer Trail	Tomoka Farms Rd to Turnbull Bay Rd	Widen to 4 Lanes	\$12,853,500	
Providence/Idlewise/Sixma	Catalina Blvd to Howland Blvd	Extend as 2 Ln Rd	\$655,200	
Providence Blvd	Howland Blvd to Elkcam Blvd	Widen to 4 Lanes	\$4,192,900	
Rhode Island Av	Westside Connector to US 17/92	Extend as 2 Ln Rd	\$873,600	
Saxon Blvd	Tivoli Dr to Providence Blvd	Widen to 4 Lanes	\$3,446,000	
Taylor Rd (CR 421)	I-4 to Tomoka Farms Rd (see I-4 for Interchange)	Extend as 2 Ln Rd	\$10,395,000	
Taylor Rd (CR 421)	Tomoka Farms Rd to Williamson Blvd/Airport Rd	Widen to 4 Lanes	\$9,592,000	
Tomoka Farms Rd (CR 415)	Taylor Rd to SR 44	Widen to 4 Lanes	\$14,864,700	
Westside Connector	Beresford Av to 20th/Hamilton Av	New 2 Lane Corridor	\$3,822,000	
Westside Connector	French Av to Saxon Blvd	New 2 Lane Corridor	\$2,948,400	
W. Volusia Bltwy/Veteran's Mem Pkwy	SR 44 to SR 472	Widen to 4 Lanes	\$4,427,500	
Williamson Blvd	Hand Av to Indigo/Dunn Av	Widen to 4 Lanes	\$8,602,000	
Williamson Blvd	Beville Rd to Taylor Rd	Widen to 4 Lanes	\$10,515,400	
Yorktowne Blvd	Dunlawton Av to Taylor Rd	Extend as 2 Ln Rd	\$6,001,800	
Subtotal \$258,123,300				
Phase 3 Total Costs			\$569,719,200	

Subtotal Phase 1 (2001 to 2005) =	\$608,561,500
Subtotal Phase 2 (2006 to 2010) =	\$296,190,200
Subtotal Phase 3 (2011 to 2020) =	\$569,719,200
Total =	\$1,474,470,900

Measures of Effectiveness

Table 10.4 provides a "report card" summarizing the performance of the road network from the 1997 base year through to the year 2020 using three measures. Those measures are:

- 1. Vehicle Miles of Travel (VMT);
- 2. Congestion Weighted by VMT; and
- 3. VMT per Licensed Driver.

Measure #1 shows the amount of travel, Measure #2 shows the average level of congestion, while Measure #3 shows the amount of travel normalized on a per driver basis.

 Table 10.4 – Measures of Effectiveness

Меа	asure	1997	2020	% Annual Growth
	State Road Daily VMT	7,879,912	14,366,184	2.65
	County Road Daily VMT	2,509,499	5,908,541	3.80
1.	Total Daily VMT	10,395,298	20,278,609	2.95
1.	State Road Annual VMT	2,876,168,008	5,243,657,109	2.65
	County Road Annual VMT	915,967,314	2,156,617,639	3.80
	Total Annual VMT	3,794,283,620	7,401,692,262	2.95
	State Road Congestion Weighted by VMT	0.7817	0.8463	0.35
2.	County Road Congestion Weighted by VMT	0.5416	0.8642	2.05
	Total Road Congestion Weighted by VMT	0.7235	0.8514	0.71
	State Road Daily VMT per Licensed Driver	21.72	27.34	1.01
	County Road Daily VMT per Licensed Driver	6.92	11.25	2.14
2	Total Daily VMT per Licensed Driver	28.65	38.60	1.30
3.	State Road Annual VMT per Licensed Driver	7,927	9,980	1.01
	County Road Annual VMT per Licensed Driver	2,525	4,105	2.14
	Total Annual VMT per Licensed Driver	10,458	14,088	1.30

The results of Measure #1 indicate that the demand for travel will nearly double between 1997 and 2020. The total daily vehicle miles of travel (VMT) is expected to grow from 10.40 million in 1997 to 20.28 million by 2020, which will be a 2.95 percent annual increase. In addition, the rate of growth in VMT over the next 20 years also shows a shift of where this growth will occur. The VMT in 1997 was split 75.8 percent on the State Highway system, with 24.2 percent on the local system. But, over the next twenty years the local roadway system is expected to carry a larger percentage of overall traffic up from 24.2 percent in 1997 to 29.2 percent in 2020. Between 1997 and 2020 growth on the State system will average 2.65 percent per year, while growth on the local system will average 3.80 percent per year. This clearly indicates that the lo-

cal system over the next twenty years will begin to handle more traffic proportionately than the State system.

Measure #2 is similar to a volume to capacity (v/c) ratio, but instead is the summed average v/c ratio of all roads weighted by the amount of VMT. Therefore, in 2020 when this measure is expected to be 0.8642 on County roads, this means that on average typical travel will occur on County roads that will be at 86 percent of their adopted level-of-service standard.

Overall, the average weighted congestion level of travel is expected to increase from 72.35 percent in 1997 to 85.14 percent in 2020. This is an indication that the demand for travel is growing at a rate faster than capacity is being added to the road system. In addition, the increase in the proportion of travel carried by the non-State road system is expected to increase by more than 5 times the rate of State roads.

The results of Measure #3 indicate the total daily vehicle miles of travel (VMT) per licensed driver is expected to grow from 28.65 miles in 1997 to 38.60 miles by 2020, which will be a 1.30 percent annual increase. Measure #1 shows that the demand for travel will nearly double by 2020. Sixty-seven (67) percent of this increase will be attributable to population growth, while the remaining 33 percent will be attributable to the growing demand for travel per-person. In addition, similar to Measure #1, the rate of growth in VMT per licensed driver over the next 20 years also shows a shift of where this growth will occur – primarily from State to County roads. Between 1997 and 2020 growth in VMT per licensed driver on the State system will average 1.01 percent per year, while growth in VMT per licensed driver on the local system will average 2.14 percent per year. Again similar to Measure #1, this indicates that the local system over the next twenty years will begin to handle more traffic proportionately than the State system.

Table 10.4 shows that the demand for travel is expected to grow more on the County than the State road system. While the State road system carries the majority of travel, the local roadway system is beginning to feel the pressure of congestion. Therefore, one of the strategies pursued in the highway component of the cost feasible *2020 LRTP Refinement* was to improve the network of major County roads to provide arterial roads parallel to State roads to alleviate congestion on the State road system. Examples of this on the west side of the County include: development of the Westside Connector, and improvements to US 17/92, Enterprise Road, and the West Volusia Beltway/Veteran's Memorial Parkway. Examples of this on the east side of the County include: extensions of the Airport Road, Dunn Avenue, LPGA Boulevard, Taylor Road, and Tymber Creek Road corridors, and improvements to Clyde Morris Boulevard and Williamson Boulevard.

Not every road in Volusia County will operate at or better than the level of service standard adopted by each of the local governments, as is indicated by the 2020 weighted congestion level of VMT in Table 10.4. Due to the financial constraints not all level of service issues can be resolved. Three options that can be typically considered by local governments to resolve such situations are:

- 1. Increase revenues to provide additional and/or alternative transportation systems or services;
- 2. Modify the standard of acceptable level-of-service (LOS) standards; or
- 3. Modify growth patterns by the current level of service standards.

The first option looks at increasing the funds that are contributed by the local governments. Each of the local governments have contributed significantly to the financial resources necessary to fund the adopted cost feasible *2020 LRTP Refinement*. The second option looks at modifying the

LOS standards. Except on the state roads, which local governments don't have jurisdictional power, the adopted LOS standards are about as low as they can go. The third option looks at changing the growth patterns to provide incentives for more compact infill development. This is an area that each local government will need to consider as they update their Comprehensive Plans.

Compatibility With Previous LRTP

The highway component of the previous 2020 Long Range Transportation Plan was developed inconsistent with local/state constraints, in respect to the adopted number of allowable through lanes. During the refinement process the number of lanes necessary to provide for the mobility of Volusia's citizens were scaled back as much as possible to be consistent with the model projections and applicable local comprehensive plans.

The exceptions are Mason Avenue and US 92 in Daytona Beach, where Volusia County and Daytona Beach have conflicting number of lane standards between their comprehensive plans. The Volusia County Comprehensive Plan states that these facilities are constrained to 4 lanes. However, the Daytona Beach Comprehensive Plan shows that these roads can accommodate 6 lanes of traffic. Since the modeling efforts illustrate congestion problems along these corridors, the adopted cost feasible 2020 LRTP Refinement, consistent with the previous 2020 Long Range Transportation Plan and Daytona Beach's Comprehensive Plan, shows that both Mason Avenue and US 92 will be 6 laned facilities by 2020.

In addition, it appears that the number of lanes on DeBary Avenue was also exceeded; however, this is not the case. The DeBary Avenue widening plan, although originally inconsistent, was modified through a re-alignment of the roadway, which allowed this corridor to be improved to four lanes.

The State Road 40 widening project (from Tymber Creek to US 1) was eliminated from the new 2020 Transportation Plan. In place of the State Road 40 widening is the widening of Hand Avenue, a parallel facility. The Dunlawton Avenue widening was also eliminated from the Plan, but this was due to FDOT's policy of not funding the construction of 8 lane roadways.

Roads from the previous and newly adopted long range transportation plans where the recommended number of lanes in the 2020 LRTP Refinement exceeded the adopted constraint are identified in Table 10.5 below.

			Maximum No.	Pervious Plan	New Plan
Street Name	From	То	of Lanes	No. of Lanes	No. of Lanes
DeBary Av	Deltona Blvd.	Providence Blvd.	2U	4D	4D
SR 40 (Granada Blvd)	Nova Rd.	US 1	4D	6D	4D
SR 421 (Dunlawton Av)	I-95	Clyde Morris Blvd.	6D	8D	6D
SR 430 (Mason Av) ¹	Nova Rd.	Seabreeze Bridge	4D	6D	6D
US 92 ¹	Nova Rd.	US 1	4D	6D	6D
1) The Volusia County Compre	ehensive Plan shows th	ne maximum allowable num	ber of lanes on Mason	Av and US 92 at 4, while	e the City of Davtona

 Table 10.5 – Locations Where Planned Road Exceeds Constraint

The Volusia County Comprehensive Plan shows the maximum allowable number of lanes on Mason Av and US 92 at 4, while the City of Daytona Beach's Comprehensive Plan shows the maximum allowable number of lanes on Mason Av and US 92 at 6.

The previous 2020 Long Range Transportation Plan also assumed a "minimum" right-of-way cross-section to reduce project impacts and costs. These "minimum" cross-section standards were used for the refinement process which included urban construction (closed drainage/curb and gutter) with a 16-foot median, 11 foot lanes, five-foot bicycle lanes, and a ten-foot side-walk/utility strip. On-street parking would not be provided on these roads.

During the public hearing for the previous 2020 Long Range Transportation Plan (1995), several comments were made by MPO members and the public which the MPO desired to incorporate into its Transportation Plan. These comments were as follows:

- A corridor study for SR 44 from US 17/92 eastward to I-4 should be undertaken to examine the service ability of the existing alignment for future traffic volumes; and
- The extension of both Taylor Road (which is the Dunlawton corridor) and SR 442 be considered in future alternative tests to promote convenient access to/from Port Orange and New Smyrna Beach/Edgewater to serve as hurricane evacuation routes.

These issues were considered and evaluated during the 2020 LRTP Refinement process. In December 2000 the State Road 44 Planning and Environmental (PLEMO) study between the Lake/Volusia county line and I-4 had been completed. By mid 2001 the Program, Development, and Environmental (PD&E) study will begin to take an in-depth look at the traffic issues of State Road 44 in DeLand.

Both the extensions of Dunlawton Avenue and SR 442 were considered and, at least partially, incorporated into the new cost feasible 2020 LRTP Refinement. The extension of Taylor Road from Tomoka Farms Road (CR 415) to I-4, including an interchange, was adopted into the cost feasible 2020 LRTP Refinement. The SR 442 corridor extension between SR 415 and I-95 was included, but not all of it. The portion of SR 442 between SR 415 and the Airport Road extension was not included in the cost feasible 2020 LRTP Refinement due to financial constraints.

Public Transportation

The previous 2020 Long Range Transportation Plan tested "high" and "low" transit initiatives. These tests indicated that even under the most favorable conditions, fixed-route bus transit does not compete effectively with the private automobile to attract ridership. Even so, the Volusia County MPO is committed to bus transit as an essential alternative mode of mobility to those who do not have access to a private automobile, and as a means to provide an efficient alternative to the private automobile on congested corridors. Volusia County has adopted a standard that transit service will be provided to areas when specific residential densities and non-residential floor area ratios are exceeded (The Volusia County Comprehensive Plan, Policy 2.1.6.5). The transit service plan through 2020 is intended to meet this goal.

VOTRAN, the Volusia County public transportation provider, will implement service changes and expand service as recommended in their latest five-year Transit Development Plan (TDP), which was approved in September 2000. The transit service expansions proposed through 2020 include a continuation of improvements recommended in the TDP, as well as expansion to serve the growing community.

Specific enhancements to service since the last 2020 Long Range Transportation Plan was adopted in 1995 include:

- Implementation of "Express Service" to downtown Orlando;
- Development of a vanpool program;
- Continuation of the vehicle replacement program;
- Development of a bus stop inventory;
- Completion of a Comprehensive Operations Analysis (COA) of service;
- Implementation of New service to northwest Volusia County; and
- Installation of bike racks on fixed route buses.

Proposed transit service expansions between 2001 and 2020 include a continuation of the improvements recommended in the TDP such as:

- Implementation of more frequent Beach Trolley Service;
- Improve frequency on VOTRAN's busiest routes;
- Increase span of service;
- Upgrade current radio system; and
- Upgrade fare box system to accept magnetic fare media.

As part of the transportation modeling process to reflect the projected growth in transit services the following improvements to VOTRAN were incorporated into the updated models. Specific changes to the model include increasing the frequency of bus service from 60 minutes to 30 minutes on the following existing routes along:

- SR A1A;
- ♦ US 1;
- US 92 (International Speedway Blvd.); and
- SR 5A (Nova Road).

Also, new routes that have been included in the updated models at the following locations:

- Clyde Morris Blvd from Tomoka Farms Road south to Dunlawton Avenue;
- SR 44 from New Smyrna Beach to DeLand;
- Williamson Road from Tomoka Road to Dunlawton Avenue;
- Deltona to the Sanford Mall along US17/92; and
- 10-minute trolley service along SR A1A from Dunlawton Avenue to the Bellair Plaza.

Additional information on the public transportation program in Volusia County can be found in Chapter Six (Public Transportation) of this document.

Rail

Rail systems are an important consideration in the Volusia County MPO's priorities. Three levels of rail service are of relevant concern: high-speed statewide rail service, regional commuter rail service, and localized light rail service.

The first of these, high-speed rail, creates the potential for significant benefits because of Daytona Beach's popularity as a tourist destination. The addition of Volusia County as a destination on a proposed high-speed rail system could increase system ridership and contribute to Volusia County's economy. In November of 2000 the High-Speed Rail Constitutional Amendment passed by popular vote establishing that a high-speed rail system be under construction by November 1, 2003. The amendment states that this system shall link the five largest urban areas. Below is the wording as it appeared on the November 7th, 2000 ballot.

No. 1 CONSTITUTIONAL AMENDMENT ARTICLE X, SECTION 19 (Initiative) Florida Transportation Initiative for statewide high speed monorail, fixed guideway or magnetic levitation system.

To reduce traffic and increase travel alternatives, this amendment provides for development of a high speed monorail, fixed guideway or magnetic levitation system linking Florida's five largest urban areas and providing for access to existing air and ground transportation facilities and services by directing the state and/or state authorized private entity to implement the financing, acquisition of right-of-way, design construction and operation of the system, with construction beginning by November 1, 2003.

The popularity of the high-speed rail amendment illustrated to policy makers that the citizens of Florida are beginning to look toward alternative modes of transportation other than the single occupant vehicle. Below in Table 10.6 shows how the State and Volusia County voted for this amendment. Proportionately, the citizens of Volusia County supported the high-speed rail amendment by a larger margin than did the citizens throughout the State as a whole.

Statewide	Votes	Percent
Yes	2,900,253	52.7%
No	2,607,495	47.3%
Total	5,507,748	100.0%
Volusia	Votes	Percent
Yes	99,061	57.8%
No	72,367	42.2%
Total	171,428	100.0%

 Table 10.6 – Vote on the High-Speed Rail Amendment

In coordination with the high-speed rail efforts of the FDOT, rail considerations were included in the major investment study of I-4. The "Interstate-4 Multi-Modal Master Plan/Major Investment Study," directed by the FDOT, recommended that improvements be made to I-4 by 2020 to include the preparation of an envelope to accommodate high speed and/or commuter rail lines from the Orlando urban area. In its recommendations, this study acknowledged it was not likely that commuter rail service would be extended into Volusia County until <u>after</u> 2020, the horizon year of this plan. However, the Interstate-4 Multi-Modal Master Plan/Major Investment Study was completed prior to the High Speed Rail constitutional amendment and the renewed effort to bring commuter rail into Volusia County.

To encourage the extension of rail service (high speed and commuter rail) and to evaluate the potential for local light rail service, VOTRAN (Volusia County's Public Transportation provider) and the MPO, with financial assistance from FDOT, undertook a rail feasibility study. The findings of this study have the potential of leading to amendments to the cost feasible 2020 LRTP Refinement presented herein.

Phase I of the study evaluated potential rail corridors and examined the feasibility of building a rail system or adding rail service in Volusia County, within the context of the overall transportation system and land use development efforts of the County. Rail feasibility was examined on a macro-level; transportation and development needs, which could be addressed by rail service, were also identified. Connections to planned rail service in Orlando and Sanford were investigated and a comparison of the development patterns expected in Volusia County against those of other "new start" rail cities was performed. Financial requirements including local commitments needed to implement rail service were also identified. Phase I of the Volusia County Preliminary Rail Feasibility Study was completed in December 1999. Phase II of the study is pending discussions with CSX regarding the prospect of sharing tracks for commuter rail purposes.

In addition, several previous studies have been completed which have considered and recommended rail transit elements as a component of the County's ultimate transportation system. Significant among these is the Regional Transit Systems Plan study, prepared by the Central Florida Commuter Rail Authority (now the Central Florida Regional Transportation Authority or LYNX), which called for the implementation of commuter rail service from the DeLand area into Orlando within the next twenty years. The Interstate-4 Multi-Modal Master Plan/Major Investment Study recommended preservation of an "envelope" in the median of I-4 through Volusia County for possible future rail service. However, the I-4 Multi-modal Master Plan did not make specific recommendations for rail service within the study's twenty-year time frame.

As a result of the initial VOTRAN/MPO study, a commuter rail demonstration project is being developed and has received local Legislative support. While there are several potential scenarios offered by this plan, the Volusia County MPO has included as part of its cost feasible *2020 LRTP Refinement* the support and operation of Commuter Rail between DeLand and Kissimmee along the CSX rail-line, consistent with the proposal from Congressman Mica's office. The estimated cost of operating such a service within Volusia County is expected to approach \$600,000 annually. These costs would need to be borne by local government support. The capital funding necessary to support this effort would be funded through State and Federal sources.

Bicycle & Pedestrian

The Volusia County MPO recognizes the importance of providing bicycle and pedestrian facilities as a means of expanding the travel opportunities for county residents who, either by choice or by circumstance, do not use an automobile. These groups often include, but are not limited to, disabled individuals, children, the elderly, and the financially disadvantaged. In treating bicycling and walking as legitimate forms of travel the Volusia County MPO satisfies the spirit and intent of the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 legislation seeks to "create an integrated, intermodal transportation system which provides travelers with a *real* choice of transportation modes."

Bicycle and pedestrian facilities also provide expanded recreational opportunities for residents and visitors as well. As a recreational amenity, trail systems throughout Florida generate millions of dollars for state and local economies by attracting visitors from surrounding counties and states. The MPO will work with Volusia County as well as municipal government agencies to incorporate the trail vision into the functional aspects of the MPO planning efforts. An example of this collaboration led to the development of the County's first multi-use trail running between Gemini Springs Park and the DeBary Mansion. Funded through the Florida Department of Transportation (FDOT) Transportation Enhancement Program, the Spring to Spring Trail opened in August 2000 and is the first phase of a network of multi-use trails that are planned to stretch over 76 miles. As the network expands, it will contribute to continuing economic growth without sacrificing environmental assets.

The Volusia County MPO has programs that address the needs of bicyclists and pedestrians. The MPO staff participates in Community Traffic Safety Programs, which cover the entire county area. In 1991, Volusia County had the fourth highest bicycle crash rate with a total of 281 bicycle crashes per 100,000 residents. By 1999 this rate had decreased to 207 bicycle crashes per 100,000 residents.

To assist in the planning for new facilities the MPO undertook, as part of the refinement process, the development of a methodology to help identify the need for system improvements on a countywide basis. This methodology divides the Volusia County Thoroughfare Roadway Network into small segments and applies a series of measures to each one to help gauge the need for sidewalk or bicycle path improvements.

The performance criteria used in this analysis was based on many of the measures commonly used to evaluate bicycle and pedestrian facilities. Additional consideration was given to input from planning professionals and citizens alike. The measures are supported by available data and are intended to represent a shared vision of the attributes required for providing a safe and practical bicycle and pedestrian network. Four performance measures were developed as part of this methodology.

- 1. Bicycle and pedestrian injuries per million vehicle miles;
- 2. Connectivity of Segments;
- 3. Proximity to Attractions; and
- 4. Proximity to Transit.

When the performance criteria were applied to each of the segments that comprise the network, the result is a listing of individual segments. The list provides an indication of where investments in bicycle or pedestrian facility improvements are likely to yield the greatest benefit.

The data collected in support of this analysis, along with the evaluation method itself, will serve the MPO during subsequent reviews of the bicycle and pedestrian facilities in Volusia County. However, to remain an effective tool for analysis, it is essential for the Volusia County MPO staff to update the supporting data on an annual basis.

During the long-range planning horizon the Volusia County MPO will continue to enhance the safety and convenience of non-motorized forms of travel. To accomplish this, it will be important for the Volusia County MPO to update the Bicycle and Pedestrian Comprehensive Plans to include clear and attainable goals and objectives. These future plans will provide a logical framework for the continuation of successful programs and strategies as well as the incorporation of new techniques that will improve the overall environment for all travel modes.

For additional information on bicycle and pedestrian issues please refer to Chapter five (Bicycle and Pedestrian and Appendix C). These areas provide an in-depth discussion regarding the methodology that was developed for prioritizing bicycle and pedestrian improvements.

Freight Mobility

Because Volusia County's economy is primarily oriented towards the tourist industry and no substantial degree of heavy industry exists in Volusia County, the movement of goods is focused primarily on trucking and dry goods for retail sales and support of the agriculture. Some industries rely on rail for receiving materials, such as aggregate, newsprint, coal, and brewing materials. The two private rail companies providing freight rail service to Volusia County, CSX and the Florida East Coast Railroad, via direct spur lines and sidings serve these industries. These companies in Volusia County provide no Trailer-on-Flat-Car (TOFC) service. A concrete fabricating plant occasionally uses barges and the Intercoastal Waterway to transport pre-fabricated structural members.

The efficient movement of freight and goods is critically important to maintaining a healthy and growing economy. Transportation costs represent a significant part of the total cost of producing goods and moving them to market. Corporate decision-makers consider these costs when locating production and distribution facilities. Thus, an area with inordinately high transportation costs may find that it can't compete successfully for businesses seeking new sites. Moreover, the cost of transporting goods is reflected in the final price paid by consumers. Clearly, we all benefit when transportation costs are minimized.

Because of Florida's geographic position in relation to the South American and Caribbean markets, it is strategically positioned to benefit from anticipated growth in international shipping activity. However, the degree to which we benefit depends on how well we provide for the efficiency of freight movement through and between our seaports, airports and rail freight terminals.

While it may once have been sufficient to move freight entirely by sea, competition has made it increasingly important to improve transportation efficiency. Shippers have responded by moving from use of single mode transportation to multi-mode transportation. We are now seeing freight transferred from sea to road, rail or air in order to benefit from a particular advantage that each mode may offer. The interconnectivity of the various modes is critical. Containerization has greatly improved the efficiency of interconnectivity and has revolutionized freight transportation.

Despite significant increases in multimodal shipping, trucking still accounts for the biggest share of freight movement. The majority of this activity utilizes the Florida Intrastate Highway Sys-

tem (FIHS)¹ shown in Figure 10.2. The FIHS comprises only about 31 percent of the State Highway System, yet carries approximately 70 percent of all truck travel on the State Highway System.²

According to the Florida Department of Transportation (FDOT), travel demand and congestion on the FIHS is increasing more than two times faster than the FDOT can fund and construct lane miles to expand system capacity. Since inception of the FIHS in 1990, travel demand has increased 33%; congested travel has increased 29%; but FIHS lane miles have increased only 12.6%. Even so, traffic congestion and other impediments to truckers most often occurs on the urban streets that serve as direct connectors between the FIHS and the freight intermodal facilities.

Due to Volusia County's economy being oriented towards the tourist industry, it is difficult to assess the need for a stand-alone planning process for freight/goods movement. However, in an effort to include freight/goods movement into the planning process in the future, every effort will be made to incorporate the latest freight modeling techniques as the MPO undertakes its 2025 Long Range Transportation Plan update.

¹ The FIHS is a statewide road network designed for high speed and high volume traffic, and is made up of Intrastate highways, Florida's Turnpike, expressways, and selected arterial highways. Components of the system in Volusia County include only Interstate Highways 4 and 95 and State Road 40.

² Florida Intrastate Highway System Status Report, Florida Department of Transportation, March 1999.



Figure 10.2 – Intrastate Highway System: Existing & Proposed Routes

Financial Feasibility

The revenue forecasts used during the refinement process were updated with consideration to existing and potential revenue sources. These forecasts provided the financial estimates necessary for the development of alternative actions and strategies.

The anticipated financial revenue estimates for Volusia County through the year 2020 were developed from estimates prepared by FDOT for federal and state revenues, and by Volusia County for local impact fee and local option gas tax revenues. The total amount of federal and state revenues available for capacity enhancing projects between 2006 and 2020 is \$601,091,000. The projected local revenues available for capacity enhancing projects between 2001 and 2020 are \$256,753,000. Thus, the total projected revenues available for roadway capacity improvements are \$857,844,000. These anticipated revenues are summarized in Table 10.7. All revenue and cost forecasts are in 1998 dollars based on multipliers from Table E-1 of FDOT's "Revenue Forecast Handbook: 2020 Revenue Forecast Update," November 1999.

	2001-2005	2006-2010	2010-2020	Total (2006-2020)
FIHS	\$435,994,000	\$116,777,700	\$219,182,300	\$335,960,000
State Highways	\$132,771,000	\$93,941,000	\$171,190,000	\$265,131,000
Local Roads	\$54,475,000	\$66,549,000	\$124,415,000	\$190,964,000
Municipal Contribution	None	\$16,222,500	\$49,566,500	\$65,789,000
Total	\$623,240,000	\$293,490,200	\$564,353,800	\$857,844,000

Table 10.7 – Summary of the Revenue Available for the Cost Feasible Plan

The costs of the improvements tested during this refinement including design, right-of-way, and construction costs were estimated based on costs of similar projects in the MPO's adopted Transportation Improvement Program (TIP), estimates of construction costs published by FDOT, and estimates of costs from the Volusia County Engineering Department.

The total amount of federal and state revenues needed to fund the cost feasible 2020 LRTP Refinement capacity enhancing projects between 2006 and 2020 is \$487,315,100. The projected local revenues needed to fund the cost feasible 2020 LRTP Refinement capacity enhancing projects between 2006 and 2020 is \$378,594,300. Thus, the total projected revenues available for roadway capacity improvements are \$865,909,400. These anticipated revenues are summarized in Table 10.8.

	2001-2005	2006-2010	2010-2020	Total (2006-2020)
Rail	\$0	\$3,400,000	\$6,800,000	\$10,200,000
FIHS	\$402,064,000	\$116,777,700	\$219,182,300	\$335,960,000
State Highways	\$155,359,000	\$65,741,500	\$85,613,600	\$151,355,100
Local Roads	\$51,138,500	\$110,271,000	\$285,123,300	\$368,394,300
Total	\$608,561,500	\$296,190,200	\$569,719,200	\$865,909,400

Table 10.8 – Summary of Improvement Costs for the Cost Feasible Plan

The cost feasible 2020 LRTP Refinement adopted by the MPO exceeds our expected revenues by approximately \$8 million. If we consider that the deficit will be realized in roughly equal parts during Phases 2 and 3, the projected revenues agree to within 1% of the estimated cost of the cost feasible 2020 LRTP Refinement for each phase. This difference is reasonable given the length of the planning period and available cost estimation techniques.

For additional detail on the financial estimates and methodology please refer to Chapter 9, Appendix A, and Appendix B of this document.

Unfunded Projects

Like many areas around the nation transportation demands within Volusia County continue to outpace the funding available for road construction and maintenance. Given the limited availability of funds, allocating financial resources necessary to upgrade and maintain the transportation system continues to present a challenge to planning officials.

Not all of the projects tested throughout the three alternatives testing runs made it into the final cost feasible 2020 LRTP Refinement. There were two types of projects not included in the final plan. The first type of projects were roadway capacity improvements that were tested as part of the refinement process, but were eliminated either due to a lack of demonstrated need or a funding shortfall. A project of this type would include the extension of State Road 442 from State Road 415 east to the Airport Road extension. This project was not included due to financial constraints.

The second type of projects not specifically included in the adopted cost feasible 2020 LRTP Refinement were non-motorized projects, such as bicycle and pedestrian improvement projects. Projects of this nature were not specifically listed in the adopted cost feasible 2020 LRTP Refinement, but are consistent with the Goals and Objectives listed in Chapter 3 (Goals and Objectives) of this document. Goal 1.2 and its associated Objectives all speak toward the inclusion of alternative forms of transportation to the automobile as being important to the MPO. Projects of this type would include the safety and traffic operational enhancements being proposed by Daytona Beach Shores. This project grew out of the "SR A1A Corridor Enhancement Study," which looked at bicycle and pedestrian improvements along SR A1A from SR 40 (Granada Boulevard) in Ormond Beach all the way south to SR 421 (Dunlawton Avenue) in Daytona Beach Shores. The projects listed in this report are all consistent with the Goals and Objectives of the MPO's cost feasible 2020 LRTP Refinement, but are not specifically included as identified projects in the Plan. Many of these non-motorized types of projects are identified and funded on a quicker timeline than typical roadway projects. While not specifically listed in the fiscally constrained project listings, this project, and other similar projects are consistent with the cost feasible 2020 LRTP Refinement.

Table 10.9 below lists all of the roadway capacity improvement projects that were tested but not included in the final cost feasible 2020 LRTP Refinement. The total amount of federal and state roadway capacity improvement projects not included in the final plan was \$108,026,900; and the total amount of local roadway capacity improvement projects not included in the final plan was \$184,298,800. In all (federal, state, and local projects), more than \$292 million worth of roadway capacity improvement projects did not make it into the adopted cost feasible 2020 LRTP Refinement.

Road Name	Limits (From - To)	Improvement	Estimated Costs
Florida Intrastate Highway System (F			00010
I-95	between US 1 and SR 40 (Ormond Beach)	New Interchange	\$17,126,800
-4	Seminole County to SR 472	Widen to 8 Lanes	\$31,688,400
SR 40	Tymber Creek to Nova Rd	Widen to 6 Lanes	\$22,105,300
Subtotal			\$70,920,500
Non-FIHS State Roads			
SR A1A	Sandra Dr to Neptune Av	Widen to 3 Lanes	\$9,850,900
SR 400 (Beville Rd)	I-95 to SR 483 (Clyde Morris Blvd)	Widen to 6 Lanes	\$10,738,900
SR 421 (Dunlawton Av)	Williamson/Airport Rd to I-95	Widen to 6 Lanes	\$619,600
SR 421 (Dunlawton Av)	Nova Rd to Spruce Creek Rd	Widen to 6 Lanes	\$3,717,300
SR 442 (Indian River Blvd)	SR 415 to Airport Rd	Extend as 2 Ln Rd	\$10,892,200
SR 472	Kentucky Av to I-4	Widen to 6 Lanes	\$1,287,500
Subtotal			\$37,106,400
Local Roads			
Bellevue Av	US 92 to Williamson Rd	Widen to 4 Lanes	\$7,156,800
Beresford Av	SR 15A to US 17/92	Widen to 4 Lanes	\$11,741,600
Beresford Av	SR 15A to US 17/92	Widen to 3 Lanes	\$6,636,500
Dirksen/DeBary/Doyle	Providence Blvd to SR 415	Widen to 4 Lanes	\$17,516,800
Dunn Av	LPGA Blvd to Williamson Blvd	Widen to 4 Lanes	\$2,887,500
Frontage Rd (along I-4)	Orange Camp Rd to SR 472	Widen to 4 Lanes	\$1,973,100
Garfield Av	Beresford Av to Taylor Rd	Extend as 2 Ln Rd	\$1,092,000
Hand Av	SR 40 to Williamson Blvd	Extend as 2 Ln Rd	\$12,260,100
Hand Av	Tymber Creek Rd to Nova Rd	Widen to 4 Lanes	\$9,853,200
New Smyrna Collector Rd	Pioneer Trail to SR 442 (extension)	Extend as 2 Ln Rd	\$8,190,000
Old Mission Rd	Josephine St to Eslinger Rd	Widen to 4 Lanes	\$2,346,000
Park Av	Airport Rd (extension) to Old Mission Rd	Extend as 2 Ln Rd	\$7,389,000
Pioneer Trail	Turnbull Bay Rd to Sugar Mill Rd	Widen to 4 Lanes	\$5,474,000
Saxon Blvd	US 17/92 to Normandy Blvd	Widen to 6 Lanes	\$11,986,600
Spruce Creek Rd	Dunlawton Av to Nova Rd	Widen to 4 Lanes	¢04.075.000
Spruce Creek Rd	Taylor Rd to Central Park Blvd	Widen to 4 Lanes	\$24,975,000
Sugar Mill Rd	Pioneer Trail to SR 44	Widen to 4 Lanes	\$4,066,400
Tomoka Farms Rd (CR 415)	LPGA Blvd to US 92	Extend as 2 Ln Rd	\$4,095,000
Tomoka Farms Rd (CR 415)	US 92 to LPGA/Madeline (extension)	Widen to 4 Lanes	\$13,031,200
Tomoka Farms Rd (CR 415)	LPGA/Madeline Av to Taylor Rd	Widen to 4 Lanes	\$11,717,100

Table 10.9 – Unfunded Projects

			Estimated
Road Name	Limits (From - To)	Improvement	Costs
Westside Connector	Saxon Blvd to Highbanks Rd	New 2 Lane Corridor	\$1,554,000
W. Volusia Bltwy/Veteran's Mem Pkwy	US 92 to SR 44	Widen to 4 Lanes	\$8,717,800
Williamson Blvd	US 92 to Beville Rd	Widen to 6 Lanes	\$4,562,000
Williamson Blvd	Airport Rd to Pioneer Trail/Turnbull Bay Rd	Widen to 4 Lanes	\$5,077,100
Subtotal			\$184,298,800
Unfunded Projects Total Costs			\$292,325,700



APPENDIX A

Worksheet for Road Cost Estimates

[Note: These figures are intended for use in long-range planning only.]

Construction Estimates (in Thousands)

State Roads

The formulas in this section calculate construction costs for state road improvements not included in the FDOT 1998 Transportation Cost publication and for locally funded roads.

Rural

Removing Highway Surface	$30\% \times construction cost$
2U to 4D	a) Utilize existing surface: Cost of 2U + 25% to modify existing structures, signage, etc.
	$1,272.40 + (1,272.40 \times 0.25) = 1,590.50$
	- or -
	b) Cost of $4D + (30\% \times 2U$ for removal)
	$1,992.90 + (1,272.40 \times 0.30) = 2,374.62$
	- or -
	c) Use average of \$1,982.56
2U to 2D	Cost of $2U + 75\%$ for modifying the existing structures, signing, and additional pavement
	$1,272.40 \times (1,272.40 \times 0.75) = 2,226.70$

County Roads

The formulas included in this section are used to calculate construction costs for various capacity improvements to the county road system. Based on information from County staff.

Urban

0 to 2U	Cost of 2U rural \times 2 for drainage, C & G \$700 \times 2 = \$1,400
0 to 4D	Cost of $4D \times 2$ for drainage, C & G $1,400 \times 2 = 2,800$
2U to 2D	Cost of 2U + 75% for additional pavement, signage, and striping $$1,400 + ($1,400 \times 0.75) = $2,450$
2U to 4D	 a) Utilize existing surface: Cost of 2U + 25% to modify existing structures, signage, etc. \$1,400 + (\$1,400 × 0.25) = \$1,750
	- or -
	b) Cost of $4D \times 2$ for drainage, C & G + 30% × 2U for removing existing highway surface
	$(\$1,400 \times 2) + (\$1,400 \times 0.30) = \$3,220$
	- or -
	c) Use average of: \$2,485
4D to 6D	Cost of 2U + 50% for modifying existing structures, signage $\$1,400 + (\$1,400 \times 0.50) = \$2,100$

Rural

Assuming minimum drainage requirements

0 to 2U	Cost of 2U: \$700 per mile
2U to 4D	a) Utilize existing surface: Cost of 2U + 25% for modifying existing structures
	$700 + (700 \times 0.25) = 875$
	- or -
	b) Cost of $4D + 30\% \times 2U$ for removal
	$1,400 + (1,400 \times 0.30) = 1,820$
4D to 6D	Cost of 2U + 50% for modifying existing structures, signage
	$700 + (700 \times 0.50) = 1,050$

Right-of-Way Estimates (in Thousands)

The estimates included this section are based on average Right-of-Way costs for projects included in the Volusia County MPO's Transportation Improvement Program (TIP).

FIHS

SR 40 \$552 per mile

State/Other

Urban	\$1,205 per mile
Rural	\$817 per mile

County Roads

New 2 Lane	\$322 per mile
Add 2 Lanes	\$1,126 per mile

Miscellaneous Estimates

(actual \$'s)

Environmental Mitigation: \$25,000 per acre (up to 18 acres per mile for two lanes).

Over-passes & Low-level Bridges

2 Lane:	\$6,000 per foot
4 Lane:	\$12,000 per foot
6 Lane:	\$18,000 per foot



Appendix B

Financial Projections

Year	Highways	Maintenance	PV Adjustment	Adjusted Annual
2005/06	34.55	5.94	0.76	30.77
2006/07	35.24	6.06	0.74	30.56
2007/08	35.94	6.18	0.72	30.33
2008/09	36.66	6.31	0.69	29.67
2009/10	37.39	6.43	0.67	29.36
2010/11	38.14	6.56	0.65	29.06
2011/12	38.90	6.69	0.63	28.72
2012/13	39.68	6.83	0.61	28.37
2013/14	40.47	6.96	0.59	27.99
2014/15	41.28	7.10	0.57	27.58
2015/16	42.11	7.24	0.55	27.14
2016/17	42.95	7.39	0.53	26.68
2017/18	43.81	7.54	0.52	26.70
2018/19	44.69	7.69	0.50	26.19
2019/20	45.58	7.84	0.49	26.18

Table B.1 - State Highway Program (in \$ millions)

Present Value Factors were provided by FDOT in the Revenue Forecast Handbook. 1)

The annual growth rate is assumed to be 2%.

2) 3) The funding projected for 2005 is based on the revenues historically available to support transportation expenditures as represented in the current TIP.

Year	LOGT	9th Cent	Impact Fee	PV Adjustment	Adjusted Annual
2005/06	14.35	2.49	4.51	0.76	17.31
2006/07	14.64	2.54	4.51	0.74	17.22
2007/08	14.93	2.59	4.51	0.72	17.13
2008/09	15.23	2.64	4.51	0.69	16.84
2009/10	15.54	2.70	4.51	0.67	16.73
2010/11	15.85	2.75	4.51	0.65	16.60
2011/12	16.16	2.81	4.51	0.63	16.46
2012/13	16.49	2.86	4.51	0.61	16.31
2013/14	16.82	2.92	4.51	0.59	16.15
2014/15	17.15	2.98	4.51	0.57	15.98
2015/16	17.50	3.04	4.51	0.55	15.80
2016/17	17.85	3.10	4.51	0.53	15.61
2017/18	18.20	3.16	4.51	0.52	15.62
2018/19	18.57	3.22	4.51	0.5	15.40
2019/20	18.94	3.29	4.51	0.49	15.40

Table B.2 - Locally Generated Revenues (in \$ millions)

Present Value Factors were provided by FDOT in the Revenue Forecast Handbook. The annual growth rate is assumed to be 2%. Impact fees collections will remain flat over the planning period (schedules will adjust to keep pace with transportation cost in-1) 2) 3) creases).

4) Constitutional Gas Tax, County Gas Tax and Utility Tax revenues are not included.

Year	State & Federal	Operations Revenue	Local	PV Adjustment	Adjusted Annual
2005/06	6.55	2.42	5.63	0.76	11.09
2006/07	6.68	2.46	5.74	0.74	11.01
2007/08	6.81	2.51	5.86	0.72	10.93
2008/09	6.95	2.56	5.98	0.69	10.69
2009/10	7.09	2.61	6.10	0.67	10.58
2010/11	7.23	2.67	6.22	0.65	10.47
2011/12	7.37	2.72	6.34	0.63	10.35
2012/13	7.52	2.77	6.47	0.61	10.22
2013/14	7.67	2.83	6.60	0.59	10.09
2014/15	7.82	2.89	6.73	0.57	9.94
2015/16	7.98	2.94	6.86	0.55	9.78
2016/17	8.14	3.00	7.00	0.53	9.62
2017/18	8.30	3.06	7.14	0.52	9.62
2018/19	8.47	3.12	7.28	0.50	9.44
2019/20	8.64	3.19	7.43	0.49	9.43

Table B.3 -	Transit Revenue	(in \$ millions)
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Present Value Factors were provided by FDOT in the Revenue Forecast Handbook.
 The annual growth rate is assumed to be 2%.
 Figures were provided by Votran staff.

Year	Revenue	PV Adjustment	Adjusted Annual
2000/01	4.12	0.90	3.70
2001/02	4.20	0.87	3.65
2002/03	4.28	0.84	3.60
2003/04	4.37	0.82	3.58
2004/05	4.45	0.79	3.52
2005/06	4.54	0.76	3.45
2006/07	4.63	0.74	3.43
2007/08	4.73	0.72	3.40
2008/09	4.82	0.69	3.33
2009/10	4.92	0.67	3.30
2010/11	5.02	0.65	3.26
2011/12	5.12	0.63	3.22
2012/13	5.22	0.61	3.18
2013/14	5.32	0.59	3.14
2014/15	5.43	0.57	3.10
2015/16	5.54	0.55	3.05
2016/17	5.65	0.53	2.99
2017/18	5.76	0.52	3.00
2018/19	5.88	0.50	2.94
2019/20	6.00	0.49	2.94

Table B.4 - Municipal LOGT (in \$ millions)

Present Value Factors were provided by FDOT in the Revenue Forecast Handbook. The annual growth rate is assumed to be 2%. 200/01 estimates were provided by County staff. 1)

2) 3)



Segments

Appendix C

Ranking of Bicycle and Pedestrian Segments

Rank	Street Name	From	То	Length	Crash	Connect.	Attract.	Transit	Total
1	SR A1A	Seabreeze Blvd	Granada Blvd	4.23	32.50	5.00	30.00	2.04	69.54
2	SR A1A	Dunlawton Av	Silver Beach Av	4.64	35.00	5.00	15.00	1.12	56.12
3	SR A1A	Granada Blvd	Highbridge Rd	8.79	30.00	5.00	11.25	0.33	46.58
4	Granada Blvd	Nova Rd	Beach St	1.75	10.00	15.00	18.75	2.11	45.86
5	US 92	US 1	SR A1A	1.48	19.00	5.00	15.00	5.04	44.04
6	Main St	US 1	SR A1A	1.35	9.21	25.00	7.50	1.57	43.28
7	Richard Petty Blvd	Midway Av	Clyde Morris Blvd	0.91	0.00	15.00	26.25	1.80	43.05
8	Clyde Morris Blvd	Bellevue Av	US 92	1.20	0.00	10.00	30.00	1.14	41.14
9	US 92	Nova Rd	US 1	1.16	20.00	5.00	11.25	4.88	41.13
10	US 1	Beville Rd	Silver Beach Av	1.77	18.00	5.00	15.00	3.04	41.04
11	Flagler Av	US 1	CR A1A	2.22	5.26	12.50	22.50	0.19	40.45
12	Howland Blvd	Providence Blvd	Elkcam Blvd	2.17	0.00	25.00	15.00	0.07	40.07
13	US 1	Silver Beach Av	Fairview Av	0.97	9.47	5.00	15.00	10.00	39.47
14	US 1	Mason Av	LPGA Blvd	1.47	25.00	5.00	7.50	1.66	39.16
15	US 17/92	New York Av	Minnesota Av	0.50	2.20	5.00	30.00	1.22	38.42
16	Granada Blvd	Beach St	SR A1A	1.08	2.48	15.00	18.75	1.48	37.71
17	US 1	Indian River Blvd	Park Av (W)	1.47	2.41	20.00	15.00	0.19	37.60
18	SR A1A	US 92	Seabreeze Blvd	1.03	21.67	5.00	7.50	3.25	37.42
19	US 17/92	Beresford Av	New York Av	0.98	4.83	5.00	26.25	0.83	36.91
20	John Anderson Dr	Halifax Dr (N)	Highbridge Rd	6.85	3.75	5.00	26.25	0.25	35.25
21	Fort Smith Blvd	India Blvd	Courtland Blvd	2.38	0.00	20.00	15.00	0.07	35.07
22	Plymouth Av	Garfield Av	Jacobs Rd	0.88	0.00	20.00	15.00	0.00	35.00
23	Seabreeze Blvd	Beach St	SR A1A	1.00	4.58	25.00	3.75	1.60	34.93
24	US 1	10th St	SR 44 (Lytle Av)	1.33	7.11	15.00	11.25	0.31	33.67
25	US 1	Turnbull Bay Rd	Nova Rd	5.46	16.00	10.00	7.50	0.13	33.63
26	Silver Beach Av	US 1	SR A1A	1.25	3.50	5.00	22.50	2.44	33.44
27	New York Av	Woodland Blvd	Garfield Av	0.50	1.13	5.00	26.25	1.06	33.44
28	Orange Av	Nova Rd	US 1	1.15	1.31	5.00	22.50	4.50	33.31
29	Fort Smith Blvd	Elkcam Blvd	Newmark Dr	1.51	0.00	25.00	7.50	0.20	32.70
30	Providence Blvd	Elkcam Blvd	Howland Blvd	1.82	1.33	5.00	26.25	0.06	32.64

Rank	Street Name	From	То	Length	Crash	Connect.	Attract.	Transit	Total
31	US 92	Clyde Morris Blvd	Nova Rd	0.91	2.33	5.00	22.50	2.79	32.62
32	US 1	SR 44 (Lytle Av)	Wayne Av	0.98	2.09	15.00	15.00	0.53	32.62
33	Beville Rd	Clyde Morris Blvd	Nova Rd	0.69	6.32	25.00	0.00	0.88	32.20
34	Minnesota Av	Amelia Av	Blue Lake Av	1.50	1.74	15.00	15.00	0.00	31.74
35	Beach St (N)	Granada Blvd	Inglesa Av	3.17	0.00	5.00	26.25	0.45	31.70
36	SR 44 (Lytle Av)	US 1	Atlantic Av	2.28	0.00	5.00	26.25	0.15	31.40
37	US 17/92	SR 15A	Beresford Av	1.02	6.05	16.25	7.50	0.36	30.16
38	Saxon Dr	Atlantic Av	SR 44 (Lytle Av)	3.75	0.00	15.00	15.00	0.14	30.14
39	New York Av	SR 15A	Woodland Blvd	1.26	1.93	5.00	22.50	0.48	29.91
40	Atlantic Av (S)	Dunlawton Av	Ponce Inlet (limit)	5.29	10.50	7.50	11.25	0.52	29.77
41	Normandy Blvd	Providence Blvd	Saxon Blvd	1.08	0.94	25.00	3.75	0.07	29.76
42	Voorhis Av	Woodland Blvd	Hill Av	1.26	1.65	20.00	7.50	0.43	29.58
43	Beach St (N)	Mason Av	Granada Blvd	4.35	0.00	14.00	15.00	0.31	29.31
44	SR 44 (Lytle Av)	SR 44 (Canal St)	US 1	1.00	0.00	25.00	3.75	0.24	28.99
45	Doyle Rd	Saxon Blvd	Courtland Blvd	2.51	1.48	20.00	7.50	0.00	28.98
46	Elkcam Blvd	Normandy Blvd	Fort Smith Blvd	1.61	0.00	25.00	3.75	0.10	28.85
47	Nova Rd	Dunlawton Av	Madeline Av	1.29	3.67	20.00	3.75	1.40	28.82
48	Atlantic Av (S)	Saxon Dr	SR 44 (Lytle Av)	3.41	4.42	9.00	15.00	0.10	28.52
49	Plymouth Av	Woodland Blvd	Garfield Av	0.51	0.56	20.00	7.50	0.24	28.30
50	US 17/92	DeBary Dr	Highbanks Rd	1.77	7.89	5.00	15.00	0.16	28.05



APPENDIX D

Model Validation

Introduction

The Volusia County Metropolitan Planning Organization's (MPO) model, which was utilized for travel demand forecasts, is the Florida Standard Urban Transportation Model Structure (FSUTMS), as established by the Florida Department of Transportation (FDOT), forecasts travel demand using computerized simulation models. FSUTMS provides four options, depending on the mode of transportation to be considered: Highway-Only Process, Single-Path Transit Process, Multi-Path Transit Process, and Multi-Path Multi-Period Transit Process. The Volusia County MPO model was validated using the Multi-Path Multi-Period Transit process. The Volusia County MPO model validation process follows the Orlando Urban Area Transportation Study (OUATS) Nested Logit Multi-Path Multi-Period process. This process is used for Urbanized areas that have expanded transit systems and several types of transit services that have a significant difference in the peak, and off-peak services.

The Volusia County MPO model consists of the following 15 modules for completing the fourstep modeling Nested Logit modeling process:

- EXT Build external trips
- GEN Trip generation (productions & attractions)
- VOLEI External-Internal and internal-internal balancing
- HNET Build highway network
- HPATH Build highway paths
- VOLAIR Trip distribution model for airport trips
- DISTRIB Gravity model for highway trip distribution
- TNET Build transit network
- TPATH Build transit paths
- MODE Trip table vehicle occupancy
- TASSIGN Transit Assignment
- HASSIGN Highway Assignment
- TEVAL Evaluates transit system
- HEVAL Evaluates highway system
- EMIS Available for air quality

External Module

There are two types of external trips in the Volusia County MPO model: internal-external (I-E) and external-external (E-E). External vehicle trips with at least one trip-end within the study area and one trip-end outside the study area are called the I-E trips. The E-E trips, also known as through trips, have both trip-ends outside the study area. Both the I-E and E-E trips for Volusia County were developed with reference to the external stations using traffic counts and previous origin-destination (O-D) studies.

The primary purpose of the external trip model is to produce a trip table that specifies the number of daily E-E vehicle trips passing between each pair of external stations. Since the I-E trips are associated with trip-ends existing within Volusia County, they are distributed among the internal zones in the Trip Generation module. The 1997 Peak Season Weekday Average Daily Traffic (PSWADT) counts served as the basis for the development of the external trip totals (E-E plus E-I trips) at each of the County's external stations. Volusia County has nineteen (19) external station locations used in the model. I-E and E-E trips were developed for each of these nineteen station locations.

Trip Generation Module

Trip Generation can be described as the simulation of trip making characteristics of an urban area based on a set of equations and cross-classification matrices. The trip generation process involves determination of the number of person trips produced by and attracted to a Traffic Analysis Zone (TAZ). The socio-economic data sets are used by the Trip Generation module to generate information for each of the seven standard trip purpose categories. These categories are:

- Home-Based Work,
- Home-Based Shop,
- Home-Based Social/Recreational,
- Home-Based Other,
- Non-Home Based,
- Truck/Taxi, and
- Internal/External trips.

The Volusia County model also has three (3) additional purposes for Airport trips (Residential, Tourist, and External).

The standard Trip Generation model uses trip generation rates based on a cross-classification technique for trip productions, and trip rate equations for trip attractions. The trip **production** cross-classification matrix is based on the following categories:

- Type of dwelling unit single-family, multi-family or hotel/motel
- Auto ownership 0, 1 or 2+ autos per dwelling unit
- Persons per dwelling unit 1, 2, 3, 4, or 5+ persons per dwelling unit
- Trip Purpose Home-Based Work, Home-Based Shop, Home-Based Social/Recreational, Home-Based Other

For trip **attractions**, the following trip rate equations were used:

- Home Based Work: Attractions = 1.8*(Total Employment)
- Home Based Shopping: Attractions = 6.1*(Commercial Employment)
- Home Based Social/Recreational: Attractions = 0.5*(Dwelling Units) + 1.5*(Service Employment) + 1.5*(Commercial Employment)
- Home Based Other: Attractions = 0.2*(Dwelling Units) + 1.3*(School Enrollment) + 1.3*(Service Employment) + 1.3*(Commercial Employment)
- Non-Home Based Trips (Productions and Attractions): NHB = 0.3*(Dwelling Units) + 1.4*(Service Employment) + 2.9*(Commercial Employment)
- Internal-External Trip Attraction: IE Attractions = IE Productions*(TAZ Attraction/Total Attractions)
- Truck/Taxi Trips (Productions and Attractions): Truck Trips = 0.3*(Dwelling Units) + 0.45*(Total Employment)

The total number of trips produced for a given zone is determined by multiplying the trip generation rate by the number of occupied dwelling units in each classification cell. The model then sums the trips for each class of dwelling units in the each zone, according to whether the residence is designated as permanent or seasonal. The dwelling units in Volusia County determine the production of trips for estimating the amount of travel.

Special generators are generally used where a land use is not typical of that found in the County. Also, a special generator may have unusual trip production or attraction features. Special generators may include:

- Airports
 Regional shopping centers
 - School sites Military bases
- Sports stadiums

- Tourist attractions
- Hospitals Other special attraction sites

The Trip Generation model allows the user to compensate for special generators by entering changes to the productions and attractions. Special generators were used in the model only after model runs without any special generators were made. Twenty-eight (28) special generators were ultimately used throughout the county in the model. The Volusia County special generators are entered as person-trips taken from the previously adopted 1990 base year model of the Volusia County MPO Long Range Transportation Plan.

Volusia External-Internal Balancing Program

Initial model assignments showed double the traffic going from East Volusia to West Volusia. To address this loading problem, a new balancing model was developed. This new balancing program (called VOLEI) was developed to proportion the Internal-External (I-E) trips closer to their attractions. An example of this is the community of Deltona, which has much greater trip productions (houses) than trip attractions (employment). The balancing program assigns trips from I-4 to Deltona as these trips are destined for Orlando. The balancing program also modified the Internal-Internal (I-I) trips slightly between East Volusia and West Volusia to help with trip loading. In addition, the attractions file (ATTRS.A97) was adjusted for I-E trip attractions by balancing East Volusia trips at the external stations with I-E trip productions. This same adjustment was also made for West Volusia to balance I-E trip productions at the external stations with I-E trip attractions.

Highway Network & Highway Path Modules

The FSUTMS Highway Network module was used to build the 1997 highway network for the Volusia County MPO model. The highway network is composed of segment links interconnected at nodes developed from the highway link and coordinate data files. These files contain attributes such as facility type, area type, number of lanes, and traffic count data for the roadway links. The highway network also contains nodes/centroids, which act as the connection between the socio-economic data included in the TAZ data file.

The 1997 base-year model highway network was upgraded from a single-digit area type and facility type of coding scheme to a two-digit system. This improvement allowed for additional detail in the Speed Capacity file to address the need for modeling facilities such as High Occupancy Vehicle (HOV) lanes, ramps, and toll roads. The two-digit area and facility type coding structure is listed below in Table D-1 and Table D-2.

	Area Type (AT) Description				
1x Central	1x Central Business District (CBD) Areas (AT 10 is the default)				
11	Urbanized Area (over 500,000) Primary City CBD				
12	Urbanized Area (under 500,000) Primary City CBD				
13	Other Urbanized Area CBD and Small City Downtown				
14	Non-Urbanized Area Small City Downtown				
2x Central	Business District (CBD) Fringe Areas (AT 20 is the default)				
21	All CBD Fringe Areas				
3x Resider	tial Areas (AT 30 is the default)				
31	Residential Area of Urbanized Areas				
32	Undeveloped Portions of Urbanized Areas				

TABLE D-1 - Approved Two-Digit Area Types*

	Area Type (AT) Description
33	Transitioning Areas/ Urban Areas over 5,000 Population
34	Beach Residential (per Southeast Regional Planning Model - SERPM)
4x Outlying	Business District (OBD) Areas (AT 40 is the default)
41	High Density OBD
42	Other OBD
43	Beach OBD (per Southeast Regional Planning Model - SEPRM)
5x Rural A	ea (AT 50 is the default)
51	Developed Rural Areas/ Small Cities Under 5,000 Population
52	Undeveloped Rural Areas

* FDOT FSUTMS Highway Network (HNET) Procedural Enhancements Study: Final User's Manual (March 1998).

TABLE D-2 - Approved Two-Digit Facility Types*

	Facility Type (FT) Description
1x Freeway	s and Expressways (FT 10 is the default)
11	Urban Freeway Group 1 (cities of 500,000 or more)
12	Urban Freeway Group 2 (within urbanized area and not in Group 1)
15	Collector/Distributor Lane
16	Controlled Access Expressway
17	Controlled Access Parkway
2x Divided	Arterials (FT 20 is the default)
21	Divided Arterial Unsignalized (55 mph)
22	Divided Arterial Unsignalized (45 mph)
23	Divided Arterial Class 1a (> 0.00 to 2.49 signalized intersections per mile)
24	Divided Arterial Class 1b (2.50 to 4.50 signalized intersections per mile)
25	Divided Arterial Class II/III (> 4.50 signalized intersections per mile)
3x Undivide	ed Arterials (FT 30 is the default)
31	Undivided Arterial Unsignalized with Turn Bays
32	Undivided Arterial Class 1a (> 0.00 to 2.49 signalized intersections per mile) with Turn Bays
33	Undivided Arterial Class 1b (2.50 to 4.50 signalized intersections per mile) with Turn Bays
34	Undivided Arterial Class II/III (> 4.50 signalized intersections per mile) with Turn Bays
35	Undivided Arterial Unsignalized without Turn Bays

	Facility Type (FT) Description
36	Undivided Arterial Class 1a (> 0.00 to 2.49 signalized intersections per mile) without Turn Bays
37	Undivided Arterial Class 1b (2.50 to 4.50 signalized intersections per mile) without Turn Bays
38	Undivided Arterial Class II/III (> 4.50 signalized intersections per mile) without Turn Bays
4x Collecto	rs (FT 40 is the default)
41	Major Local Divided Roadway
42	Major Local Undivided Roadway with Turn Bays
43	Major Local Undivided Roadway without Turn Bays
44	Other Local Divided Roadway
45	Other Local Undivided Roadway with Turn Bays
46	Other Local Undivided Roadway without Turn Bays
47	Low Speed Local Collector
48	Very Low Speed Local Collector
5x Centroid	Connectors (FT 50 is the default)
51	Basic Centroid Connector
52	External Station Centroid Connector
6x One-Wa	y Facilities (FT 60 is the default)
61	One-Way Facility Unsignalized
62	One-Way Facility Class Ia (> 0.00 to 2.49 signalized intersections per mile)
63	One-Way Facility Class Ib (2.50 to 4.50 signalized intersections per mile)
64	One-Way Facility Class II/III (> 4.50 signalized intersections per mile)
65	Frontage Road Unsignalized
66	Frontage Road Class Ia (> 0.00 to 2.49 signalized intersections per mile)
67	Frontage Road Class Ib (2.50 to 4.50 signalized intersections per mile)
68	Frontage Road Class II/III (> 4.50 signalized intersections per mile)
7x Ramps	
71	Freeway On-Ramp
72	Freeway Loop On-Ramp
73	Other On-Ramp
74	Other Loop On-Ramp
75	Freeway Off-Ramp

TABLE D-2 - Approved Two-Digit Facility Types*

	Facility Type (FT) Description					
76	Freeway Loop Off-Ramp					
77	Other Off-Ramp					
78	Other Loop Off-Ramp					
79	Freeway-Freeway High-Speed Ramp					
8x HOV Fac	cilities (FT 80 is the default)					
81	Urban Freeway Group 1 (cities of 500,000 or more) 1 HOV Lane (Barrier Separated)					
82	Urban Freeway Group 2 (within urbanized area and not in Group 1) HOV Lane (Barrier Separated)					
83	Freeway Group 1 HOV Lane (Non-Barrier Separated)					
84	Other Freeway HOV Lane (Non-Barrier Separated)					
85	Non Freeway HOV Lane					
86	AM&PM Peak HOV Ramp					
87	AM Peak Only HOV Ramp					
88	PM Peak Only HOV Ramp					
89	All Day HOV Ramp					
9x Toll Faci	lities					
91	Urban Freeway Group 1 (cities of 500,000 or more) Toll Facility					
92	Urban Freeway Group 2 (within urbanized area and not in Group 1) Toll Facility					
93	Expressway/Parkway Toll Facility					
94	Divided Arterial Toll Facility					
95	Undivided Arterial Toll Facility					
97	Toll On-Ramp					
98	Toll Off-Ramp					
99	Toll Plaza					

* FDOT FSUTMS Highway Network (HNET) Procedural Enhancements Study: Final User's Manual (March 1998). These Facility Types are consistent with the FDOT 1995 LOS Manual.

There are 760 internal TAZs (1-760) and 19 external zones (761-779) in the Volusia County MPO model. The internal zones are represented in the ZDATA1 and 2 files, while the external zones are represented in the internal-external and external-external trip table files. In addition,

there are 99 Zones (292, 295, 299, 350, 354, 356, 357, 360-398, 437-483, 486, and 497-499) which can be used for expansion, also called "dummy zones."

The Highway Path module was used to build the shortest path from origin zones to destination zones and vice versa. The Highway Path module builds the shortest path assuming free flow conditions on the highway network. Travel time from origin zones to destination zones along all possible paths was calculated and the path with the least travel time was selected.

The outputs of the Highway Path module contain trip tables of skims (the minimum time path from and to each TAZ) based on least impeded paths. The output file from this module was used to check for network coding errors.

Trip Distribution Module

The trip distribution model allocates the daily trips (person-internal trips, vehicle-external trips) produced by each traffic analysis zone in the county to specific destination zones. The Florida Standard Urban Transportation Model Structure (FSUTMS) uses the gravity model for the trip distribution process. The gravity model is based on the assumption that the interzonal share (i.e. the number of trips leaving a zone) of an origin zone's productions is directly proportional to the magnitude of the trip attractions in the destination zone, and inversely proportional to the interzonal travel times (i.e. trip lengths). In other words, trips "produced" in one zone are drawn towards other zones due to the relative "attractiveness" of these zones. At the same time, travelers are discouraged by long trips, and hence settle for less "attractive" zones that are closer.

The trip distribution model simulates this behavior using the trip productions and attractions of each zone and the trip length between zones. The trip productions and attractions by trip purpose are obtained from the Trip Generation module, and the interzonal travel times are determined by the shortest interzonal travel paths using the highway network. The standard FSUTMS trip distribution model uses the following seven trip purposes:

- Home-Based Work (HBW)
- Home-Based Shop (HBSH)
- Home-Based Social/Recreation (HBSR)
- Home-Based Other (HBO)
- Non Home-Based (NHB)
- Truck-Taxi (T-T)
- Internal-External (I-E)

One of the input parameters to the Trip Distribution module is terminal times. A terminal time is the time required on either end of a trip for the driver and passengers of a vehicle (or mode of transit) to park the vehicle and walk to their final destination. The area in which the trip begins or ends affects terminal times. The terminal times used in the Volusia County MPO model are de-

fault values developed by FDOT and are shown below in Table D-3. These times are typical of those found across the state for each of the five area types utilized in FSUTMS.

Area Type (Model Coding)	Time (in Minutes)
Central Business District (11-14)	5
Fringe (20-21)	3
Residential (30-34)	1
Outlying Business District (40-43)	1
Rural (50-52)	1

 Table D-3 - Volusia County MPO 1997 Model Terminal Times

Source: Florida Department of Transportation

Another input to the Trip Distribution module is the travel-time skims calculated by the Highway Path program. These travel-time skims are based on the highway network distances and speeds and are not adjusted with respect to the area's friction factors. Friction factors reflect the propensity to make trips with differing travel times. The longer the travel-time, the less probability that a trip exchange will occur. A specific friction factor is used for each unique trip purpose and trip length.

Daytona Beach International Airport Model

The Daytona Beach International Airport model is an additional part within the overall Trip Distribution module, and is actually run prior to the full Trip Distribution model. The Daytona International Airport (TAZ 187) is the key TAZ from which airport trips are linked to three purposes, (1) Airport Tourist trips, (2) Airport Residential trips, and (3) Airport External trips. The airport model was based on research conducted for the Fort Lauderdale Airport and incorporated into the Volusia County MPO model.

The Airport model inputs vehicle trips from the Daytona Beach International Airport based on Enplanements and Deplanements factored by vehicle auto occupancy rates. A radius of 40 miles was used as the area of influence for Airport trips and percentages for each purpose (65.88 Tourist, 27.79 Residential, and 6.33 External) were taken from a recent Orlando International Airport survey. Friction Factors (restrictions to travel) for the airport model were borrowed from the Orlando area model.

Transit Network & Transit Path Modules

The Transit Network module was used to build the transit network. The transit network was created to match the 1997 VOTRAN transit routes. Transit Route maps from VOTRAN, along with driver route map sheets were used to locate bus routes and to obtain the location of bus stops. To determine the transit speeds along individual routes, the program uses highway and transit speed conversion curves. Speed delay curves provide equivalent transit link speeds for a specific range of highway link speeds. The 1997 Volusia County MPO model consisted of 58 transit lines. The first 56 lines were local bus (mode 4) and did not include any other type of transit modes such as express bus, rapid transit etc. Lines 57 and 58 were the trolley routes. The transit network was reviewed for the continuity and location of each route, the location of stops along each route, walk, sidewalk access, auto access connectors to each stop, headways and adherence to schedules during the a.m. and mid-day peak periods.

The Transit Path module builds the minimum transit paths and impedance (skim) matrices based on transit travel times. The transit travel time is a composite function of various components such as the actual travel time using the transit service, walk and/or drive time to the transit station, waiting time, and transfer time.

Another component of the Transit Path module is to build the transit fare matrix based on the transit fare for each of the shortest paths. The shortest path and the associated matrices are then used by the subsequent modules to split and load transit trips onto the network.

Mode Choice & Auto Occupancy Module

The means by which a person trip is made is called the mode; the form of transportation is called the choice. The modal choice model determines the number of person trips between each origindestination pair being made by each available mode of travel. This is a function of the levels of service between origins and destinations by mode, and the socioeconomic characteristics of the origin and destination zones:

- single-occupant per auto (low occupant vehicle, or LOV);
- two of more occupants per auto (high occupant vehicle, or HOV);
- local bus, and
- premium transit (light rail, fixed guideway, express bus, etc.).

Total person trips in Volusia County were distributed among the available auto and transit modes. These distributed trips were then loaded onto the respective highway and transit networks.

The Mode Spilt program estimates highway and transit travel time and cost differences for each origin and destination (O-D) pair. The model then uses those differences in a nested logit function to calculate the percentage of trips likely to use each available travel mode. Those percentages are then applied to the total number of person trips traveling between each O-D pair to split the highway and transit share of trips. The highway trips are then multiplied by the auto occupancy factor to obtain the total amount of vehicle trips.

Nested logit models evaluate mode choice trade-offs at several levels, which improves the accuracy of the model. The current non-nested version of the FSUTMS mode choice model assumes that transit improvements will attract trips proportionately from other modes of travel (i.e., LOV and HOV). In reality, transit improvements attract higher proportions of HOV than LOV trips.

The mode choice model uses coefficients that quantify the sensitivity or elasticity of each mode choice variable (such as in-vehicle travel time) to service changes. These coefficients were borrowed directly from the Orlando area model and adjusted to reflect Volusia County VOTRAN fixed route transit service.

The auto occupancy rate indicates the average occupancy of an automobile (i.e., number of persons per automobile) and is used in determining the total number of vehicles on the highway network. The automobile occupancy rates for Volusia County were borrowed from the previously adopted Long Range Transportation Plan 1990 base year model. The airport occupancy rates were also borrowed from the Orlando Airport Study. These occupancy rates by trip purpose are shown in Table D-4.

Trip Purpose	Occupancy Rate	Occupancy Factor
Home-Based Work	1.37	0.730
Home-Based Shop	1.92	0.522
Home-Based Social/Recreational	1.92	0.522
Home-Based Other	1.92	0.522
Non-Home Based	1.43	0.699
Airport Tourist	2.07	0.483
Airport Residential	1.26	0.791
Airport External	1.50	0.668

Table D-4 - Volusia County 1997 Model Vehicle Occupancy

Note: The output files from the MODE module are the highway and transit trip tables (that include vehicle occupancy) and the MODE.OUT (vehicle trip ends) report.

Also shown in Table D-4 are the auto occupancy factors, calculated as the inverse of the occupancy rate. These factors are included for Home-Based Work, Home-Based Shop, Home-Based Social/Recreational, Home-Based Other, Non-Home Based, Airport Tourist, Airport Residential, and Airport External trips. Truck-Taxi and Internal-External trips are in-vehicle trips when generated by the Trip Generation module, and therefore no auto occupancy factors are needed. The person trips are multiplied by the auto occupancy factors to determine the auto trips.

Nested Logit Model

The nested logit model is derived from the multinomial logit model and responds to the ability to allocate trips to sub-modes of travel without competition between all modes of travel. The nested logit model allows for sub-modal trade-offs to be fairly sensitive to service measures while lessening the impact on other less related sub-modes. It operates for three trip purposes: home based work (HBW), home based non-work (HBNW) and non-home based (NHB).

The mode choice model distributes person trips to two models: a Work mode choice model and a Non-work mode choice model. Each model has its own assumption. The Work mode choice model assumes that work (HBW) trips occur in the peak period (AM) and are subject to congested travel conditions. The congested travel times from the Work mode choice model are estimated by a default modal choice step from the initial highway assignment (Trip Distribution model).

The Non-work mode choice model assumes that non-work trips (HBNW and NHB) occur in the off-peak period (MD) and are subject to uncongested travel conditions. Whereas the Work mode choice model uses the congested impedance skims, the Non-work mode choice model uses the free-flow impedance skims.

The Transit assignment model distinguishes three types of transit paths: walk access to local bus service, walk access to premium transit service, and auto access to "best" transit service. "Best" transit service allows a trade off between a local bus option with low speeds, moderate frequency, low fares and short walking distances and premium service with higher speeds, greater frequency, higher fares, and longer walking distances. Table D-5 summarizes the mode choice results for the 1997 Volusia County base-year conditions.

Household Category	Home Based Work (HBW)	Home Based Non-Work	Non-Home Based (NHB)	Total
HIGHWAY TRIPS ²				
0 Cars per Household	7,894	18,804	13,855	
1 Car per Household	91,098	374,882	155,398	
2+ Cars per Household	213,039	504,872	162,104	
Total Trips	312,026	898,558	331,357	1,541,941
Percent of Total by Purpose	98.99%	99.67%	99.88%	99.58%
TRANSIT TRIPS ³				
0 Cars per Household	1,553	1,334	22	
1 Car per Household	868	770	203	
2+ Cars per Household	775	881	163	
Total Trips	3,196	2,985	388	6,569
Percent of Total by Purpose	1.01%	0.33%	0.12%	0.42%
TOTAL (PERSON) TRIPS	315,222	901,543	331,745	1,548,510

Table D-5 Volusia County 1997 M	Mode Choice Model Results ¹
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¹ Peak Season Weekday Trips

² Drive alone + 1 passenger + 2 + passengers (Highway Trips)

³ Walk to local + walk to premium + Park and Ride + Kiss and Ride (Transit Trips)

Transit & Highway Assignment Modules

The assignment process represents the allocation of the highway and transit trips resulting from the mode split process to the respective highway and transit networks. Once the traffic assignment is completed, all the trips that had an origin and destination are assigned a route within the County. This results in the creation of a "loaded" network.

Transit Assignment Module

The Transit Assignment module uses the transit network information along with the minimum path information, and the transit trip table as input files. The transit assignment then loads the transit person trips onto the transit network. For the Multi-Path Multi-Period Transit assignment procedure, the model produces a daily transit assignment for AM and MD. In doing so, an assumption is made that all AM and PM peak transit trips are home-based work (HBW) trips in the AM output. The Transit Assignment module adopts an all-or-nothing assignment technique where the shortest path between the origin-destination pair is loaded with all the transit trips, while no trips are loaded onto the other paths.

Highway Assignment Module

The highway equilibrium assignment, through a series of iterations, attains equilibrium such that no single trip can be made by an alternate path without increasing the total travel time of all trips in the highway network. The FSUTMS recommended method of equilibrium assignment technique was used to assign vehicle trips to the highway network. Equilibrium assignment consists of a series of all-or-nothing assignment iterations with an adjustment of travel time to reflect the congested conditions (or delay) in the previous iteration. Any number of iterations can be conducted to reach equilibrium, but the Volusia County MPO model only needed three iterations to attain an equilibrium state.

Transit & Highway Evaluation Modules

The FSUTMS evaluation modules contain a set of programs that are not part of the travel demand forecasting model chain, but designed specifically to assist the user in evaluating the results of travel demand model applications. The two evaluation models are known as Transit Evaluation and Highway Evaluation, respectively.

Transit Evaluation Module

The purpose of the Transit Evaluation module is to provide data and information on the performance of individual transit routes and the entire transit system as a whole, based on the results obtained from input Transit Network and Transit Assignment module files. The information provided by the Transit Evaluation includes; summary statistics on average headway, average speed, travel times, travel distance, ridership volumes, utilization, vehicle hours of travel, and vehicle miles of travel etc. for individual lines or routes in the transit system.

Highway Evaluation Module

The FSUTMS Highway Evaluation Module operates in two basic modes, validation and analysis. In validation mode, the assigned volumes are compared to the counts observed in the field. This mode is used when performing the base year model validations. In analysis mode, the assigned volumes are compared to the model capacities. This mode is used when analyzing the future year traffic assignments.

Volusia County MPO Model Performance

The Volusia County MPO model validation process includes examining the performance of the individual models discussed in previous sections at critical junctures of the FSUTMS modeling process. Various performance evaluation comparisons were conducted to determine the effectiveness of the trip generation, trip distribution, and traffic assignment models at replicating base year 1997 conditions.

Trip Generation Performance

The Trip Generation model simulated a total travel demand of 1.5 million person-trips per day for all purposes (not including truck trips and I-E trips), which equals 931,249 vehicle trips. A summary of the daily trip productions by trip purpose is shown in Table D-6. Trips shown in the table represent the daily person trips except for the truck/taxi and I-E trip purposes, which are daily vehicle trips. As a side note, the amount of person trips listed in Table D-5 is slightly greater than the ampount of trips listed in Table D-6 below. This is due to the rounding procedures of the Trip Generation and Mode Choice programs. The difference between these two tables is less than two tenths of one percent.

Trip Purpose	Person Trips	Vehicle Trips	% in Volusia**	% in Other Urban Areas
Home-Based Work	315,215	230,107	20.4	13 to 19
Home-Based Shopping	261,300	136,399	16.9	10 to 13
Home-Based Social/Recreational	260,241	135,846	16.8	7 to 13
Home-Based Other	377,442	197,025	24.4	17 to 34
Non-Home Based	331,720	231,872	21.5	13 to 32
Truck-Taxi *	-	132,236	-	-
Internal-External *	-	147,620	-	-
Total	1,545,918	931,249	100	-

Table D-6 - Volusia County 1997 Model Daily Trip Productions by Purpose***

* Truck-Taxi and Internal-External are in Vehicle Trips.

** Percent of I-I person-trips only

*** Production totals are equal to Attraction totals.

To determine the reasonableness of trip generation model predictions, the distribution of trip-end productions among the seven trip purposes was compared with the results from other model validation studies. The ranges shown in Table D-6 indicate the maximum and minimum values of percent trip production by trip purpose for previous Volusia County validation studies. Most results fall within or close to the range. For Home Based Shopping, Home Based Social and Recreational purposes, the differences are not substantial and the percentages used do not include truck trips or I-E trips which would lower all percentages. These results compare favorable with previous Volusia and Orlando studies.

Comparing the trip generation rates with those of other study areas was another method used to determine the reasonableness of the Trip Generation module results. Once again, a comparison with model validation results from previous Volusia area studies indicated reasonableness of the results. Table D-7 presents generation rate results for internal person trips for peak season by; occupied dwelling units, person trips per employee, and person trips per person. Additional statistical summaries produced by the Trip Generation model for performance evaluation are shown in Table D-8.

Internal Person-Trips (per)	1997	1990	1989 [*]	1989^{**}	1989***
Occupied DU	9.22	9.16	9.03	7.02	7.79
Employee	10.40	9.91	15.12	11.35	10.75
Person	4.07	4.11	4.84	3.19	3.08

 Table D-7 - Volusia County Model Aggregate Trip Rate Comparisons

Note:

= Volusia County Area Transportation Study

= West Volusia Area Transportation Study

* = Volusia Coastal Area Transportation Study

The Volusia County MPO base year Trip Generation model validation provides a test of the reasonableness of the socio-economic data sets. Results are within range of other comparable urban areas. The results of the Trip Generation model indicate that the model performed reasonably well in simulating the travel demand in Volusia County.

Characteristic	Data
Total Permanent Population	411,818
Total Population (Permanent + Transient)	425,865
Total Permanently Occupied Dwelling Units	171,262
Total Occupied(Permanent + Transient)Dwelling Units	182,036
Total Service Employment	87,568
Total Employment within Volusia County	161,309
Permanent Population/Permanently Occupied Dwelling Units	2.40
Total Population per Total Occupied Dwelling Units	2.34
Total Employment per Permanent Population	0.39
Service to Total Employment	0.54
Total Home-Based Productions (Person Trip Ends- HBW, HBS, HBSR, HBO)	1,214,200
Total Home-Based Attractions (Person Trip Ends- HBW, HBS, HBSR, HBO)	1,214,199
Total Non-Home Based (Person Trip ends – NHB)	331,720
Truck-Taxi (vehicle trips)	132,236
Internal-External (vehicle trips)	147,620
Total Productions (combined person & vehicle trips)	1,825,776
Total Attractions (combined person & vehicle trips)	1,825,776
Internal Person-Trips/Permanently Occupied Dwelling Units	9.80
Internal Person-Trips per Total Occupied Dwelling Units	9.22
Internal Person-Trips per Employee	10.40

 Table D-8 - Volusia County 1997 Model Trip Generation Statistics

Trip Distribution Performance

The accuracy of trip distribution across Volusia County was determined through an analysis of volume-to-count summaries along screenlines. Screenline summaries are crucial to the assessment of traffic volume assignments, and are used by looking at groupings of parallel roadways that correspond to major travel corridors. Travel along these groupings (i.e., screenlines) provides a convenient way to assess major east/west and north/south travel patterns. In addition, the average trip length of the person-trips is also an important measure of accuracy for the model's simulation of actual trip lengths in the Volusia County Model. The model generated average trip lengths (in minutes) by purpose were compared to the results of several other recent models within the county. These comparisons are shown in Table D-9.

		•	·			
Trip Purpose	1997 Miles [*]	1997	1990	1989 ^{**}	1989 ^{***}	1989 ^{****}
Home-Based Work	8.12	15.22	13.92	14.14	16.06	13.31
Home-Based Shopping	7.22	13.55	15.25	11.91	15.36	12.11
Home-Based Social/Recreational	6.86	12.87	11.40	10.87	15.41	12.49
Home-Based Other	7.95	14.93	12.98	12.52	15.65	12.01
Non-Home Based	5.59	10.49	8.89	8.84	13.24	9.00
Truck	6.82	12.80	10.25	10.42	11.67	8.61
Internal-External	11.88	22.28	35.36	30.98	22.06	29.32

Table D-9 - Volusia County Model Comparison of Average Trip Lengths (in minutes)

Note:

= 32 mph average speed from HEVAL.OUT (i.e., 32/60 * 15.219 = 8.12 miles)

= Volusia County Area Transportation Study

= West Volusia Area Transportation Study

* = Volusia Coastal Area Transportation Study

The closeness of the model generated trip lengths to those found in previous Volusia models provides assurance that the Trip Distribution Model for the Volusia County MPO base year calibration can be used for future year trip length estimation. The only purpose that had a trip length different from the other models was the External-Internal purpose (E-I). The reason for this was in the last model E-I trips were restrained with K-factors and additional turn penalties and prohibitors. Whereas with the 1997 model's new balancing program rectified a more realistic E-I trip length. From the results presented, it was concluded that the Trip Distribution Model is calibrated for the base year 1997.

Highway Assignment Performance

The most crucial and extensive model validation comparisons for the Volusia County MPO model were based on traffic assignment volumes. These comparisons included the following:

- Ratio of model volumes to count Vehicle Miles Travel (VMT)
- Ratio of model volumes to count Vehicle Hour Travel (VHT)
- Ratio of model volumes to count volumes
- Volume-to-count ratios along screenlines
- % Root Mean Square Error (RMSE) for link groups and urban areas

The performance of the highway traffic assignment model was evaluated based on the FDOT's assignment validation standards shown in Table D-10.

Validation Check	Scale of Computation	Level of Accuracy
Assigned VMT/Count VMT	Area	<u>+</u> 5%
Assigned VHT/Count VHT	Area	<u>+</u> 5%
Volume-Count Ratio	Screenlines	<u>+</u> 10% (>50,000 VPD) <u>+</u> 20% (<50,000 VPD)
Volume-Count Ratio	Cutlines	<u>+</u> 10% (>50,000 VPD) <u>+</u> 20% (<50,000 VPD)
Assigned VMT/Count VMT	Facility Type, Area Type, No. of Lanes	<u>+</u> 15% (>100,000 VMT) <u>+</u> 25% (<100,000 VMT)
Assigned VHT/Count VHT	Facility Type, Area Type, No. of Lanes	<u>+</u> 15% (>20,000 VHT) <u>+</u> 25% (<20,000 VHT)
Percent Root Mean Square Error	Area	35%-50%
Percent Root Mean Square Error	Link Volume Groups	25% (>50,000 VPD) 30%-100% (<50,000 VPD)

Table D-10 - Acceptable Model Highway Assignment Accuracy Levels

Source: Model Update, Task C: "Develop Standardized Distribution and Assignment Models", Table 3.

The area-wide volume-to-count ratio of 0.98 for VMT and 1.01 VHT fall well within the FDOT's ± 5 percent criterion (i.e., 0.95 to 1.05) listed in Table D-10. Table D-11 shows the ratio of volume-over-count VMT for total area types.

		Number of Lanes							
Facility Type	1	2	3	4	5	6	7	8	Total
Freeway	na/ na	0.99/ 1.00	na/ na	na/ na	na/ na	na/ na	na/ na	na/ na	0.99/ 1.00
Divided Arterial	na/ na	1.17/ 1.10	na/ na	0.98/ 1.03	na/ na	1.04/ 1.05	na/ na	0.96/ 0.96	0.99/ 1.03
Undivided Arterial	na/ na	1.00/ 1.01	na/ na	0.88/ 0.88	na/ na	1.16/ 1.16	na/ na	na/ na	0.99/ 0.99
Collector	na/ na	0.95/ 1.00	na/ na	1.02/ 1.02	na/ na	na/ na	na/ na	na/ na	0.95/ 1.00
One-Way	na/ na	1.04/ 1.08	na/ na	na/ na	na/ na	na/ na	na/ na	na/ na	1.04/ 1.08
Total	na/ na	0.99/ 1.00	na/ na	0.97/ 1.01	na/ na	1.06/ 1.06	na/ na	0.96/ 0.96	0.98/ 1.01

Table D-11 - Volusia County Ratio of Volume Over Count VMT and VHT

Note: VMT/VHT

Guidelines from Table D-10 indicate that area-type/facility-type/number of lanes cells with VMT less than 100,000 or VHT less than 20,000 can be evaluated on a sliding accuracy requirement of up to \pm 25 percent. Based on this criterion, many link groups are not constrained to the \pm 5 percent accuracy level that the countywide area is. However, some cells listed above fail even at the 25 percent accuracy level. Most of the cells that fail are

due to a few poor roadway links, which means they consist of a few poorly assigned links.

After over 100 assignment runs, some links still performed inadequately with respect to the standards in Table D-11. These few links should not affect the future loads for the Volusia model. The links that are outside of the acceptable range are for the most part minor (i.e. between 1.34 - 1.25 ratio of volume to count VMT & VHT). The only roadway facility-type of concern is the Rural Divided Arterial for 2 lanes per direction (4 lanes total). This cell group represents only one roadway link (1.21 miles) on U.S. 1 in Southeast Volusia. The actual traffic count was 2,980 and the model volume was 6,652. The next critical link on U.S. 1 has a count of 11,060 and a volume of 13,190. Since this roadway is already a 4-lane highway the future loads should not over assign on this link.

Another critical volume-to-count comparison is a comparison based on screenline summations. Accurate travel simulation across each screenline is identified in Table D-12. It can be observed that all screenlines with the exception of Screenline 5 (which was 2% over the criteria) met the Department's \pm 10 percent level of accuracy criteria. Again, over 100 assignment runs were performed to ensure that the validation was maximized. The screenlines are a good test for East-West and North-South potential model flaws. It can be observed from Table D-12 that all screenlines show a good v/c (volume to capacity) ratio.

Screenline Number	Total 1997 Model Volumes	Total 1997 Actual Counts	Volume over Count Ratio
1	97,676	97,220	0.97
2	203,002	194,240	1.05
3	40,052	41,720	0.96
4	129,159	117,480	1.10
5	102,195	91,260	1.12
99	8,189,542	8,459,622	0.97

 Table D-12 - Volusia County Model Screenline Summaries

Screenline #1 looked at east-west travel from East to West Volusia along SR 40, US 92, I-4, Pioneer Trail, SR 44, and SR 415. Screenline #2 looked at east-west travel along the East coast from Highbridge Road to SR 44/SR A1A in New Smyrna Beach. Screenline #3 looked at north-south travel in North DeLand along Grand Avenue, SR 15A, US 17/92, and Marsh Road. Screenline #4 looked at north-south travel in South DeLand and North Orange City along US 17/92, Dr. Martin Luther King Jr. Beltway, I-4, and Summit Avenue. Screenline #5 looked at north-south travel in East Volusia along Tomoka Farms Road, Taylor Road, Airport Road, I-95, and US 1. And finally, screenline #99 looked at all roadway links within the model.

The final major standard for evaluation of the Volusia County MPO model was to look at the percent root mean square error (%RMSE). The %RMSE is a good measure for how close the model is to predicting actual travel demand. A lower number for the %RMSE

indicates a better model than does a higher number. Since the FDOT standard is 35-50 percent for the %RMSE criteria, for urban areas, it can be concluded that the 1997 Volusia County MPO base year model validation (%RMSE of 29.393) exceeds the required standards.

Transit Assignment Performance

As with the highway assignment performance, there are a number of transit assignment performance standards that need to be met to successfully calibrate the model. Table D-13 shows the transit validation standards for FDOT. Overall, for all routes, the daily transit trip assignments should be within \pm 3 percent of existing ridership. For individual lines the standards are based on the number of daily riders per each route. Route #18, the East-West Connector, was the only individual route that did not meet FDOT's standard. Although, system-wide the model validated VOTRAN's daily ridership to within one percent of the actual number of daily transit trips as shown in Table D-14.

Measure	Acceptable Error	Acceptable Range Estimated/Actual		
Total Transit Trips	± 3%	0.97 to 1.03		
Avg. Transit Trip Length	± 5%	0.95 to 1.05		
Cutlines and Routes:				
Less than 1,000 doily riders	< 100%	0.00 to 2.50		
Less than 1,000 daily riders	>150%	0.00 to 2.50		
1,001-2,000 daily riders	± 90%	0.10 to 1.90		
2,001-5,000 daily riders	± 70%	0.30 to 1.70		
5,001-10,000 daily riders	± 45%	0.55 to 1.45		
10,001-20,000 daily riders	± 35%	0.65 to 1.35		
more than 20,000 daily riders	± 30%	0.70 to 1.30		

Table D-13 - Acceptable Model Transit Validation Error Range

Source: Model Update, Task E: "Develop Standardized Modal Split Models," Page 27.

Table D-14 summarizes the transit ridership projections by each transit line. As shown, the overall assignment of model daily transit trips is within the accepted error range, and all but one route meets the minimum per line standards.

		E	stimated (E	Ξ)	Actual		
VOTRAN Route	Line	AM	MD	Daily	Daily (A)	E/A	Accept
1a, 1b	13, 14, 15, 16	353	204	557	1049	0.53	~
1c	17, 18	16	9	25	173	0.14	~
3	3, 4	279	206	485	488	0.99	~
4	5, 6	278	283	561	535	1.05	~
5	11, 12	137	132	269	165	1.63	~
6 & 6S	19, 20, 35, 36	441	428	869	462	1.88	~
7	1, 2	277	307	584	410	1.42	~
8	9, 10	129	129	258	211	1.22	~
9a, 9b	23, 24 25, 26	106	172	278	497	0.56	~
10	21, 22	306	467	773	740	1.04	~
11	7, 8	123	175	298	383	0.78	~
15	27, 28	123	132	255	385	0.66	~
12	29, 30	143	133	276	238	1.16	~
17a, 17b	31, 32, 33, 34	279	228	507	816	0.62	~
20a, 20b	37, 38, 39, 40	448	282	730	324	2.25	~
22a, 22b	41, 42,43, 44	179	228	407	191	2.13	~
18	45, 46	177	135	312	106	2.94	No
40	47, 48	47	39	86	100	0.86	~
41	49, 50	75	67	142	316	0.45	V
42, 43, 43b	51, 52, 53, 54, 55, 56	153	163	316	141	2.24	r
Trolley	57, 58	-	476	476	616	0.77	~
Total				8,464	8,346	1.01	~

 Table D-14 - Volusia County 1997 Transit Model Validation

Overall Model Assignment Performance Conclusions

Results based on the detailed review of each individual module indicate an excellent validation to 1997 base year conditions. Trip Generation and Trip Distribution summary statistics are all within acceptable ranges. Assignment volumes summed along critical screenlines closely replicate ground counts. The percent root mean square error (%RMSE), a good indicator of regional network validation, is within the acceptable range. The transit network is also operating within the acceptable range.

In conclusion, it can be stated that the Volusia County MPO 1997 base year model serves as a reliable model for preparing and testing future year assignments for alternative roadway and transit networks. The model's performance exceeds those found in the previous Volusia County MPO transportation plan updates, and should provide the MPO with reliable forecasts of future travel patterns in Volusia County.

APPENDIX E Public Involvement – MPO Workshops

You Are Invited to Attend . . .

A Kick-Off Workshop for

the Volusia County MPO

Year 2020 Long-Range Transportation Plan -REFINEMENT

Friday, August 13, 1999

1:00 pm to 3:00 pm

Volusia County Mobility Management Center (Votran)

950 Big Tree Road, South Daytona

For more information contact Darla at (904) 322-5160, ext. 32

Volusia County MPO

YEAR 2020 LONG-RANGE TRANSPORTATION PLAN - REFINEMENT (LRTP-R)

Kick-Off Workshop - August 13, 1999 1:00 PM to 3:00 PM

AGENDA

- 1:00 pm to 1:30 pm GENERAL PUBLIC REVIEW OF DISPLAY INFORMATION
- 1:30 pm to 1:45 pm WELCOME Council Member Patricia Northey, MPO Chair
- 1:45 pm to 1:50 pm INTRODUCTIONS Barbara Davis, MPO Director

1:50 pm to 2:30 pm LRTP-R OVERVIEW - MPO Staff & Project Consultants

- Review of Model & Project Changes, Barbara Davis, VCMPO Staff
- Review of TEA-21 Planning Factors, Robert Keeth, VCMPO Staff
- Review of Financial Resources, Herb Seely, VCMPO Staff
- Review of MPO's Model Validation & Alternatives Testing, Scot Leftwich & Arturo Perez, LCE
- Status Report on the Bicycle/Pedestrian Element of the Refinement, Dan Preslar, SAIC
- Review of the Transit Element of the Refinement, Linda Funicello, VCMPO Staff
- Review of Local Government Requests, Lois Bollenback, VCMPO Staff
- Review of Project Schedule, Barbara Davis, VCMPO Staff

2:30 pm to 3:00 pm OPEN DISCUSSION - All

Year 2020 Long-Range Transportation Plan-Refinement Kick-Off Workshop -- Summary

Friday, August 13, 1999

Volusia County Mobility Management Center 950 Big Tree Road, South Daytona, Florida

Present

Council Member Patricia Northey, MPO Chair **Council Member Joe Jaynes** Council Member Big John Council Member Mary Martin Walter Geiger Tom Harowski Donna Steinebach John Zielinski Pamela Seward John Schoch Mike Holmes Jon Cheney Luther Davidson Gary Huttmann Don O'Donniley York Phillips Bob Keeth Malcolm Smith Tom Donohoe Astrid DeParry Barbara Goldstein Peter Leynse (alternate) Mike Disher Dan Preslar **Roger Smith** Rob Walsh Arturo J. Perez Scot Leftwich Dave Castagnacci Kay McIntyre Maryam Ghyabi Ken Fischer Darla Zakaluzny **Barbara** Davis Lois Bollenback Herb Seely Linda Funicello Jean Parlow

Representing

Volusia County Council-At Large Volusia County Council, District 4 Volusia County Council-At Large City of Port Orange City of Daytona Beach Shores City of New Smyrna Beach City of Port Orange FDOT District V VOTRAN City of South Daytona City of DeLand Volusia County Volusia County-Airport Cities of Deltona and DeBary City of Ormond Beach Rick Prioletti, City of Daytona Beach Town of Ponce Inlet/MPO Staff Commissioner Apgar, DeLand Vice-Mayor France, DeBary Council Member Lewis, Volusia County TDCLB Member (Handicapped Citizens) TDLCB Member (Alt. for Mass Transit) City of Port Orange Transcore City of Port Orange City of Port Orange Leftwich Consulting Engineers, Inc. Leftwich Consulting Engineers, Inc. VCARD Interested Citizen Ghyabi Lassiter & Associates, Inc. VOTRAN **MPO Staff MPO Staff MPO Staff MPO Staff** MPO Staff MPO Staff

The meeting began at 1:20 PM with opening remarks made by MPO Chair, Pat Northey. Members of the MPO staff and Project Consultants (Transcore and Leftwich Consulting Engineers, Inc.) presented information on the various elements of the Long-Range Transportation Plan Refinement (LRTP-R):

- Summary of Significant Model & Project Changes
- TEA-21 Planning Factors
- Financial Element
- Model Validation and Alternatives Testing
- Bicycle and Pedestrian Element
- Public Transportation Element
- Requests Received by the MPO
- Tentative Schedule of Activities

Sheets listing the highlights of each presentation are attached to this summary.

The following is a summary of the discussion that took place:

Ms. Barbara Goldstein, TDLCB Member, raised the issue of accessibility. She questioned if we are making sure that the curb cuts and bike paths are accessible for people who are walking as well those using wheelchairs or scooters. She stated that these things need to be looked into and suggested that someone who is using a wheelchair or scooter be an adviser on the project so that mistakes could be avoided.

Mr. Preslar stated that we are trying to identify where the opportunities are to improve a situation that may be poor now or to build facilities that do a better job of connecting to places that are on the system. Mr. Preslar stated that goals, objectives, and policies are being prepared as part of the Bicycle and Pedestrian element as well as for the Refinement and those policies could be addressed in reference to the ADA requirements. Ms. Goldstein stated that she would be happy to provide assistance in this matter.

Mr. Keeth stated that accessibility and mobility are key fundamental objectives in the process. Ms. Goldstein asked how accessible is accessible? She stated that what someone may find accessible is not truly accessible for someone in a wheelchair or scooter.

Mr. Luther Davidson, representing the Daytona Beach International Airport, stated that FDOT has accessibility requirements for various types of wheelchairs and scooters. Mr. Preslar replied that FDOT's projects must be consistent with the ADA. Mr. Davidson stated that the municipalities should also be following those requirements.

Mr. Thomas Donohoe, CAC Member, asked how the requests from the local governments regarding evacuation routes would be addressed? Ms. Davis replied that these items, whether official or unofficial, will be brought to the Long-Range Plan Subcommittee and they will be asked to make the decision on how to address the request.

Mr. Preslar stated that some of the municipalities have identified where sidewalks are needed in their areas. He also stated that we have information regarding crashes from FDOT and we do have Level of Service Analysis, which was provided and includes what the local needs are.

Ms. Goldstein stated that CUTR has just completed a Bus Stop Inventory. Mr. Preslar replied that he does have that information and it will be incorporated into the Bicycle and Pedestrian Element of the Refinement.

Mr. Geiger, representing the City of Daytona Beach Shores, stated that there is a pedestrian safety problem in his city, as many people must cross SR A1A to get from the hotels and motels to the convenience stores. He stated that we need to come up with some other ideas to help get the citizens across the roadway safely. Mr. Geiger asked if these types of recommendations (getting to cars to slow down, etc.) will be included in the Plan? Mr. Preslar replied yes, these items should be considered. The SR A1A and US 1 AIS studies are completed and will be referenced. Mr. Preslar noted that he would like to speak to Mr. Geiger further about this matter.

Mr. Don O'Donniley, representing the City of Ormond Beach, stated he would like to see the bicycle and pedestrian, public transportation and transit elements integrated at certain points on an intermodal basis, such as bike racks on the buses and pedestrian passes at the bus stops.

Mr. York Phillips, representing the City of Daytona Beach, asked what the next major exercise would be. Ms. Davis replied that the next Plan would be an update for the Year 2025; however, a start date for the project has not been decided upon by the FDOT.

Mr. Phillips stated that most of the cities have just finished or are finishing their EAR based amendments based on their evaluation and appraisal reports, and one of the things that had to be done was to include a transportation element. He asked if there had been in interface with the MPO as far as those elements? Are those elements going to be input for this process?

Ms. Davis replied that the MPO was not planning to use them for the Refinement, but they will be used for the next major update of the Plan. Mr. Phillips stated that it might be a good idea to have a component that simply looks at a scan of the major shifts because there are some things that were significant. Ms. Davis replied that this would be a good idea. This item can be presented to the Long-Range Plan Subcommittee for consideration.

Mr. Geiger asked if it was possible to have an appendix in the final plan, which states how the pedestrian safety solutions have already been accomplished elsewhere. Ms. Davis replied that staff can obtain some information for Mr. Geiger regarding this matter prior to approval of the plan.

Ms. Bollenback noted that a representative from Walk America will be making a presentation at the East Volusia Community Wide Safety Program meeting. She stated that she would be happy to obtain information or Mr. Geiger can attend the Safety meeting.

Ms. Kay McIntyre stated that crossing roadways is dangerous everywhere, not just on the beachside area. Mr. Preslar noted that this issue will be reviewed when they look through the data gathered in the Bus Stop Inventory.

Ms. Steinebach asked about the make-up of the Long-Range Plan Subcommittee and its schedule of meetings. Ms. Davis replied that the Subcommittee is composed of those members of the TCC and CAC who choose to participate. The Subcommittee will be meeting approximately every month, or every other month for the next year and a half until the Refinement is complete.

Mr. Huttmann asked if the Refinement's model would tie Volusia County into the Orlando Urban Area. Ms. Davis replied that FDOT is currently developing a district-wide model that will create an interface with other urban areas. However, this model will not be ready to use as part of this Refinement. It will be utilized during the Year 2025 Update.

Mr. Huttmann asked about transit and the doubling of the frequency for the buses. He asked if this was something that was actually modelled. Ms. David replied that this was a recommendation of the adopted 2020 Long-Range Transportation Plan, and at that time the model did not evaluate transit in that much detail. Therefore, this was just a recommendation that resulted from a review of projected growth.

There were no additional questions or comments.

Ms. Davis thanked everyone for attending the Workshop. She stated that staff and the project consultants would remain after to speak with participants individually.

Volusia County Metropolitan Planning Organization

Prioritized Projects Lists Public Hearing

held on September 26, 2000, during the Meeting of the MPO Board

On Tuesday, September 26, 2000, a public hearing was held during the course of the regularly scheduled meeting of the MPO Board. This hearing was to solicit comments from the general public regarding the Project Priority Lists.

Mayor Baron H. Asher opened the floor to comments and the following comments were entered into the record:

Comments by Ms. Nancy Kohlbeck Higgins Resident of Timbercrest Subdivision, Deltona, Florida

Ms. Nancy Kohlbeck Higgins, a resident of Timbercrest Subdivision in Deltona, stated that she has a petition that has been signed by as many people that she could get on short notice. They are requesting that the MPO deny and/or postpone any approval whatsoever on Mangoe-Matanzas Road until the DRI is held and until the residents can provide input and some clear answers can be obtained.

Ms. Kohlbeck Higgins stated that they have been finding out mostly through the newspapers and they are trying to get direct questions via email on what is going on. She stated that they have been told that the main entrance to their subdivision is going to be changed and it will be put into the middle of the subdivision. Ms. Kohlbeck Higgins stated that many of the residents have purchased homes intentionally away Howland Boulevard, the main entrance and now they are feeling as if no one cares how it effects their quality of life, safety concerns, and investment concerns versus this is the way it is going to be.

Ms. Kohlbeck Higgins stated that she would like to respectfully request and turned in a signed petition, that the residents want to be involved in this and they want an opportunity to find out specific information, i.e. environmental concerns, traffic impacts, buffering, what the design and purpose is, and how is it supposed to help residents who live in a residential area to have a very major road all of sudden constructed where they were not aware that it was going to happen.

Ms. Kohlbeck Higgins stated that she would like to also submit a copy of an e-mail that she received from one of her neighbors that said there are three families of Scrub Jays that live in the land behind them. She asked that the residents of Deltona be given the opportunity to be heard.

Comments by Ms. Patricia (Pat) May Resident of Lake Helen, Florida

Ms. Patricia (Pat) May, Lake Helen, stated that Blackjack Ridge is a private road that intersects directly into Matanzas Road. It is a clay and shell road as is Matanzas Road. Ms. May stated that she also has petitions that were put together with short notice and most of the people in Lake Helen, Cassadaga, and the County area surrounding those areas were not aware of this proposal until it started getting some press. Ms. May stated that she had heard about it a week ago through the Daytona Beach News Journal and that was her first inclination of what was going on with what is called Mangoe-Matanzas Road.

Ms. May noted that she will submit the petitions on short notice and there is a little over 175 signatures that comprises of people that live in the municipality of Lake Helen, the unincorporated area of Cassadaga, the surrounding unincorporated County area as well as residents of Deltona.

Ms. May stated that when she was out submitting some of these petitions and obtaining signatures, several questions came up and some came up repeatedly and she feels that they are worth mentioning in front of this organization today. The questions were:

1. What roads are going to be put on the back burner to implement the Mangoe-Matanzas extension?

2. Why should Lake Helen and Cassadaga be burdened with not only traffic out of Deltona, but it appears to be commercial traffic coming from the activity center?

3. This is a rural area; therefore why should the rural area obtain this **words unclear** from all of this traffic?

Ms. May stated that she owns 2.5 acres on Blackjack Ridge and Sevilla which is residential and the other two roads intersect into Matanzas. She noted that everyone owns at least 2.5 acres and some own 5 acre parcels. Ms. May stated that this is a rural community and their desire to be out there is because it was a rural community. She stated that most everyone living out there did so in order to get away from municipalities and traffic.

4. Why are we not using 4101, which is a beltway in the DeLand area? This is an improved road already and from her understanding it will be improved down to the extension of Kentucky onto the new Veterans Parkway that goes down to Saxon Boulevard.

Ms. May asked if that was in the LRTP for eventual 4-laning in order to convert some of this traffic? She stated that everyone is also concerned about their property values and she attended the Deltona City Commission meeting last Monday night and there was a comment made that they do not have to worry about it because it is 10, 15 or 20 years off in the future.

Ms. May stated that as a property owner it is a concern today because if she is to sell her property she could be held liable for not disclosing that this road is being planned tomorrow or 15 years from now. Ms. May stated that they are not giving up and they are seeking more signatures on the petitions. She went on to say that there will be more people at the public hearings as long as they are identified.

Comments by Mr. Norman Pryor Resident of Blackjack Ridge Trail, Unincorporated Volusia County, Florida

Mr. Norman Pryor, Blackjack Ridge Trail, stated that he is the sole resident on Matanzas Road, which runs along side his house. He stated that he has a four year old son who, if this road goes in, won't be allowed to play outside for a while.

Mr. Pryor stated that the road, as he sees it, for a rural area is probably 50 cars a day by his counts. He stated that he understands that we are looking to divert some 8,000 cars off of I-4 through this connector road. Mr. Pryor stated that he challenges that traffic model. He stated that he does not think that a proper study has been done on those figures and he does not see how you can save 8,000 cars off of I-4 onto this one road.

Mr. Pryor stated that the roads are now very rural with a small community and scenic area and then it would basically go to a commercial 15A type of road. He stated that he has looked at the numbers through the County for the SR 472 activity center and there are several topics in here that he could pull out such as: the overall master plan to avoid the negative impact of unplanned piece-mealing development. He stated that he thinks that is what the proposed road is to just trying to **words unclear**. Mr. Pryor stated that several items in here on the activity center kind of touch on things that would dump out and effect people in the area. He read "that Volusia County in conjunction with the affected landowners shall strive to construct if warranted thoroughfares, roadways, and **word unclear** activity centers which parallel existing thoroughfares."

Mr. Pryor stated that this road is on the County's Thoroughfare System and it is a local road, but now it is needed for the sole benefit for commercial industry so they are trying to put it in. He stated that it is sad to think that this road could go through so quickly without letting people know about it. Mr. Pryor stated that it was learned about it through the newspaper and what is gathered from speaking to other people. He went on to say that he does not see the importance to residents merely for their quality of life it is more geared toward commercial enterprise. The concerns of the residents of Deltona or Lake Helen have not been taken into consideration.

Comments of Mr. Nick Sourant Resident of Cassadaga, Unincorporated Volusia County, Florida

Mr. Nick Sourant, Cassadaga, stated that that he has lived in that area for approximately eight years but has been active in the area since 1962. He stated that the phenomenon that we are experiencing here is what he considers a steamroller type of tactic of trying to overcome the normal process. Mr. Sourant stated that he has a petition that was put together which states that the residents listed respectfully request that the Metropolitan Planning Organization members vote to permanently remove #22, the Mangoe-Matanzas Road requested by the City of Deltona from the MPO list of prioritized highway projects and the Long Range Transportation Plan.

Mr. Sourant stated that a board meeting was held last night and the community is over 100 years old. He stated that he would like to have someone show a little more respect to some of the antiquity that country represents. Mr. Sourant stated that by steamrolling over and not allowing residents to have a say so in what has to be done to the territory sort of beguiles him a little bit. He stated that as a board member he must know parliamentary procedures and it seems that when someone is trying to just overcome it is saying that you do not matter to me. Mr. Sourant stated that everyone matters and everyone needs to recognize the history of the area and it should be taken into consideration.

Mr. Sourant stated that the Davis Building, which would occupy 150 people, is available for meetings with the public as well as their Colby Temple.

Comments by Mr. Doug Chappel Resident of Cassadaga Unincorporated Volusia County, Florida

Mr. Doug Chappel, Cassadaga, stated that he learned about this issue through the newspaper which was unfortunate because he would have liked to have been in the process earlier. He stated that one of the concerns that he has is that this road as shown dumps into nothing. Mr. Chappel stated that this won't end at Cassadaga Road and something else will happen if the 8,000 cars is going to happen. He stated that if you look at what is in the County Plan for the Cassadaga/Tealwood (Mangoe-Matanzas) you are talking about 13,000 cars per day by 2020.

Mr. Chappel stated that something will have to happen to Cassadaga Road so they (residents) would like the opportunity to review the traffic plan. He asked if there was any way for the public to get a copy of the document? Mr. Chappel stated that Mayor Shuttleworth and the City of Lake Helen have had difficulties getting a copy of the plan.

Mr. Chappel stated that while they do not want to impact the economic development in the sister neighborhood or community, they do not want to have their particular corner of the world affected either. He stated that he wants everyone to exist in harmony. Mr. Chappel stated that the County did designate and Lake Helen put together a written response to this committee regarding the fact that the County had designated Cassadaga and Lake Helen as certain rural areas. The Cassadaga Road is designated as a scenic road and there are a number of protections that were put into place recognized because the County this as а special atmosphere/environment and anything that we are going to do to impact that would go counter to what the County said earlier. Mr. Chappel asked the Board to take into account (for whatever is to be done) that the decisions made years ago were made for a good reason so let's not throw it away for the sake of this road.

Mr. Chappel respectfully requested that this project be removed from the priority lists until we get to the point where we have gone through the DRI process and the public has had a chance to say its piece and a compromise has been worked out.

PRESS RELEASE

The Volusia County Metropolitan Planning Organization (VCMPO) is in the process of completing a refinement to its Year 2020 Long Range Transportation Plan (LRTP). The Long Range Transportation Plan (LRTP) is the MPO's 20-year vision for future transportation improvements in Volusia County.

The VCMPO would like to solicit public comment on the Plan; therefore the VCMPO Staff will host two (2) public involvement workshops at the following dates, times and locations:

Workshop #1 (East side)

Date: Tuesday, October 17, 2000 Time: 4:00 PM to 6:00 PM Location: Volusia County Mobility Management Center (VOTRAN Building) 950 Big Tree Road South Daytona, Florida

Workshop #2 (West side)

Date: Wednesday, October 18, 2000 Time: 4:00 PM to 6:00 PM Location: County Council Chambers 123 W. Indiana Ave. DeLand, Florida

The general public is urged to attend and become involved in this important planning process for Volusia County. For further information regarding the public involvement workshop, please contact:

Mr. Karl D. Welzenbach, Executive Director Volusia County MPO 1190 Pelican Bay Drive Daytona Beach, Florida 32119-1381 Phone: (904) 322-5160, extension 32 E-mail: kwelzenbach@co.volusia

VCMPO Public Workshop Held October 17, 2000

On October 17, 2000, from 4:00 PM to 6:00 PM the VCMPO staff held a public workshop in order to receive comment on the 2020 Long-Range Plan Refinement. The workshop was held in the Volusia County Mobility Management Center (VOTRAN), South Daytona.

The press, interested citizens, and all of the MPO committees were notified of the public hearing. In addition, in accordance with state statutes, a legal advertisement was placed in local newspapers.

Public Workshop Summary:

Mr. Welzenbach started the meeting at 4:00 PM and stated the purpose of the workshop was to receive public comments on the VCMPO 2020 Long-Range Plan Refinement.

The following people were in attendance

Present:	<u>Representing:</u>
Karl D. Welzenbach	Volusia County MPO Staff
Darla Zakaluzny	Volusia County MPO Staff
Lois Bollenback	Volusia County MPO Staff
Linda Funicello	Volusia County MPO Staff
Council Member Joe Jaynes	Volusia County District 4
Minnie Weeks	CAC Member, Council Member Joe Jaynes
Tom Donohoe	CAC Chairman, Vice-Mayor Greg France
Walt Smith	CAC Member, Council Member Big John
Oscar Brock	CAC Member, Mayor Mark Shuttleworth
Bob Quinn	Interested Citizen
Jim Klingele	Interested Citizen
Bob Dorsey	Interested Citizen
Lloyd Rutherford	Interested Citizen
Megan Kingsley	News-Journal
Clifford McGee	Interested Citizen
Melissa Booker	Volusia County
Richard Prine	Volusia County
Dave Castagnacci	VCARD
Bill Russell	Interested Citizen
Marvin Van Eyck	Interested Citizen
John Zielinski	FDOT District V
Sandra Walters	Central Florida Bicycle Advocates
Roy Walters	Central Florida Bicycle Advocates
John Nicholson	Interested Citizen
Jim Ryan	Volusia County Emergency Management
Kathy Marsh	Interested Citizen
Doug Hall	Interested Citizen
Jeff Carson	Interested Citizen

- *Question: Please provide an explanation of what the MPO is.*
- **Response:** Metropolitan Planning Organizations (MPO's) are local organizations created under federal law in 1974 to increase local governments' input regarding where and how federal and state transportation dollars would be spent. The MPO process, which is now mandated, is the process by which citizens and local communities have their say in transportation decisions. Local governments provide various representatives to participate on the MPO Board and primary committees.
- Question: A question was asked about the constitutional amendment regarding light rail.
- **Response:** This amendment would mandate the State to build a high-speed rail system linking major metropolitan areas. No funding has been identified to pay for such a system.

Comment: The idea of paving the entire stretch of Maytown Road between Oak Hill and Osteen was proposed. It was stated that this would be significantly less expensive than building a whole new road as proposed in the LRTP-R (referring to the proposed SR 442 extension).

- **Response:** The County Paving Program will be used to address Maytown Road over the next five years. The plan does include the proposed extension of SR 442 to the terminus of the proposed extension of Airport Road
- Comment: A suggestion was made to use a portion of the Long Range Planning money for evacuation purposes and inform the public on what is being done. Specifically, extending Dunlawton Avenue, Taylor Road, and SR 442.
- **Response:** The participating committees have made a concerted effort to address hurricane evacuation concerns. The extension of Taylor Road and SR 442 is included in the LRTP-R and will aid in evacuation efforts. The State is also planning to widen a portion of SR 40 in Volusia County within the next five years and will be evaluating SR 40 from Volusia County to I-75 in Ocala.
- Question: What type of improvements will be done to the Dunlawton Avenue/Ridgewood Avenue (US 1) intersection?
- **Response:** Approximately five years ago it was suggested to widen US 1 to six lanes to accommodate traffic. In lieu of that, FDOT in cooperation with the MPO and the County performed a study of US 1. The recommendations of the study were to try and improve traffic flow through intersection improvements. The improvements would include signal coordination from one block to another, adding turn left and right turn lanes, and increasing the radius of the turn so it is

not such a sharp turn. Copies of the US 1 Arterial Investment Study (AIS) are available to the public.

Question: What are E+C improvements and are they included in the list of proposed projects for the LRTP-R?

Response: E+C stands for Existing Plus Committed and includes roads that have already been built or have funding to be improved, built, or maintained within the next five years. E+C roads are those projects contained within the current Transportation Improvement Program (TIP). The TIP is a five-year document and incorporates the County's Five-Year Program and the FDOT Five-Year Work Program. These projects are not included in the list of proposed projects for the 2020 LRTP-R.

Question: What is the policy on including a widened shoulder in rural areas and a bike lane in city areas for construction, resurfacing, and/or expanding roadways? The need to safely accommodate cyclists along county and local roadways was stressed.

Response: As improvements are programmed and constructed by the FDOT and Volusia County, every effort is made to include sidewalks, bike lanes, and/or paved shoulders to accommodate the mobility needs of both bicyclists and pedestrians.

Question: Do the cost figures for road widening figures reflect whether or not medians (i.e. landscaping) would be used?

Response: The cost of landscaping is not included in the estimates. The project costs reflect the historical expense of widening a road and is projected out on a per-mile basis. Landscaping decisions are made during the design phase of the project and can be addressed at that time.

Comment: The disabled community is concerned that this area is not installing audible walk signals. Many intersections within the City of Daytona Beach are very dangerous for a blind person to cross the street due to the constant flow of traffic and distance of the crosswalk.

Response: This is an extremely valid concern and the MPO will investigate the matter further and work towards an approach and methodology.

Question: The LRTP-R appears to focus mainly on actual road improvements, but what about other transportation issues such as bike paths, transit, and pedestrian needs?

Response: The display information at the workshop was intended to highlight all major improvements. A commuter rail project linking DeLand to Kissimmee is included in the 2020 LRTP-R. The LRTP-R does include chapters on transit and bike and pedestrian, however specific projects are not emphasized because the funding sources have not been identified.

Question: Is the ISTEA legislation is still in effect?

- **Response:** The current legislation is called TEA-21 (Transportation Equity Act for the 21st Century) and it comes up for renewal in 2003.
- Question: A reference was made to the mass transit system that is being proposed from Tampa to Orlando and over to Titusville and another plan that included mass transit from DeLand to Orlando. Are there any plans to extend any kind of mass transit from DeLand to Daytona Beach?
- **Response:** There was a proposed Orlando to Titusville route, but currently it does not have support to go forward. A commuter rail line form DeLand to Orlando is being developed and funding is being sought by Congressman Mica. Regarding a link to Daytona Beach, the MPO has stated that we are very interested in preserving a right-of-way to link from Daytona Beach to DeLand. This project would however, cost billions of dollars for the purchase the right-of-way, the purchase of locomotives and operation of the system. This concept is not in the 2020 LRTP-R plan because it came up very recently. This is a new idea and would take extensive planning and public input before it would go forward.
- Comment: It was stated that in two weeks citizens will vote on a County amendment which will preserve a great deal of land in Volusia County. If we say okay and move ahead on commuter rail, all land that we wanted to save will be destroyed by building on this corridor. If mass transit goes through more development would follow.
- **Response:** This is just a concept at this time but it is true that development generally follows such corridors.

Comment: The widening of SR 40 through Volusia County is being addressed but what is in the program as far as Lake and Marion Counties? Do they have a similar project taking SR 40 to I-75 in Ocala?

Response: The FDOT is looking at SR 40 from Volusia County to Ocala. Two projects are planned for the more urbanized areas of that corridor; however there are some sensitive environmental lines through the Ocala National Forest and we have to proceed with caution. There will be a preliminary study to see if it is possible.

- Comment: A citizen representing the Florida Bicycle Advocates stated they do not want to see the County building new roads at the expense of preserving the rural character of certain areas of the county or as to promote urban sprawl.
- **Response:** The MPO recognizes that a balance between economic development and preservation must be considered.
- Question: Has there has been any consideration given to controlling growth by your planning process?
- **Response:** Issues concerning growth can be brought forth to the Regional Planning Council, the County Council and the city commissions/councils for the municipal areas. The plan is supposed to conform to the Florida Transportation Plan for the year 2020 and the Volusia County Comprehensive Plan which are both in sync with Florida Growth Management Legislation passed in 1985.
- Question: What are the east and west terminus points for the proposed Main Street Bridge? It appears the bridge would impact a large area on the beachside?
- **Response:** This proposal simply earmarks the funds required to build a high level bridge, but does not address any specifics. The terminus points will be determined during the design phase.
- Comment: Continuing to widen roads does not solve congestion problems and extending roads into undeveloped areas only contributes to urban sprawl. Put this money into mass transit.
- **Response:** The MPO works closely with VOTRAN to review site plans for new development and encourages transit friendly designs. A Transit Development Plan that covers transit needs over a five-year period is also in place. Additionally, a Park and Ride and Vanpool program is currently in operation. The MPO recognizes that due to the growth and development in the County mass transit will need to become a more integral part of the planning process.
- Question: The City of Ormond Beach has been against the proposed extension of Hand Avenue over I-95 but the project appears in the plan. How is this so?
- **Response:** The MPO is not aware of the City's opposition to this project and it has, in fact been supported by the City throughout the planning process.

- Question: Will the MPO provide input into the County's traffic study for SR A1A in Wilbur-By-The-Sea?
- **Response:** The County is involved in a preliminary engineering study of that area and the MPO does not provide input at that stage.

Comment: It was stated that the development of rural land is being driven by the construction industry. Roads are being built where developers want them so that profit can be made. If this type of development is encouraged we will have more and more land lost to suburbs.

- **Response:** Citizens are encouraged to work at the local level with zoning board and councils/commissions. There is a close tie between development and transportation but it is the local communities that have the greatest control with regard to development.
- Comment: Please clarify the Dunn Avenue extension project. It appears that there is a missing link from Bill France to Williamson Boulevard and the road will run right through a golf course.
- **Response**: There will not be a missing link in the extension and the alignment on the display map does not reflect the exact location of the road.

VCMPO Public Workshop Held October 18, 2000

On October 18, 2000, from 4:00 PM to 6:00 PM the VCMPO staff held a public workshop in order to receive comment on the 2020 Long-Range Plan Refinement. The workshop was held in the Volusia County Administration Building, DeLand.

The press, interested citizens and all of the MPO committees were notified of the public hearing. In addition, in accordance with state statutes, a legal advertisement was placed in local newspapers.

Public Workshop Summary:

Mr. Welzenbach started the meeting at 4:00 PM and stated the purpose of the workshop was to receive public comments on the VCMPO 2020 Long-Range Plan Refinement.

The following people were in attendance:

Present:	Representing:
Karl Welzenbach	Volusia County MPO Staff
Darla Zakaluzny	Volusia County MPO Staff
Jean Parlow	Volusia County MPO Staff
Mike Neidhart	Volusia County MPO Staff
Lois Bollenback	Volusia County MPO Staff
Nick Sourant	Cassadaga Resident
Jean Sourant	Cassadaga Resident
George Tattrie	Cassadaga/Lake Helen Resident
Doug Chappel	Cassadaga Resident
Gisela Oeffen	Deltona Resident
Pat May	Lake Helen Resident
Nancy Kohlbeck Higgins	Deltona Resident
John A. Selter	UCF, College of Engineer/CATSS
Herb Tucker	DeLand Resident
Rich Tamburro	Lake Helen Resident
Melissa Booker	Volusia County Staff
William R. Bell	DeBary Resident
Sandra Pedicini	Orlando Sentinel
Council Member Ann McFall	Volusia County - District 5
Jon Cheney	Volusia County Traffic Engineer
Gary Huttmann	Ghyabi Lassiter & Associates
Matt Grimison	News Journal
Mayor Mark Shuttleworth	Lake Helen Resident
Walter Richardson	Deltona Resident
Chip Kent	Volusia County School Board

Present:Al EmersonGinger BenjaminCarole BenjaminJudith VaughnRobbie CarterTom DonohoeTracy GambrellBetty TuckerJon StaufferA. H. Meloy	Representing: DeLand Beacon Cassadaga Resident Cassadaga Resident Lake Helen Resident Lake Helen Resident CAC Chairman, DeBary Lake Helen Resident DeLand Resident DeBary Resident Interested Citizen
	•

Comment: Several residents requested that the MPO members vote to remove the Mangoe-Matanzas Road project from the 2020 LRTP-R and voiced their concerns about adverse impacts on the adjacent communities.

Response: A summary of the public involvement meetings was transcribed and faxed to the MPO Board members prior to their meeting on Tuesday October 24, 2000. At their November 28, 2000 meeting, the MPO Board voted to remove Mangoe-Matanzas Road from the 2020 LRTP-R due to public comments and opposition to this project.

Question: If a project makes it on the 2020 LRTP-R is it definite at that point?

- **Response:** The 2020 LRTP-R is a guideline but it does not ensure that the project will or will not be completed. However, if the project is not in the plan then it is not eligible for Federal funding.
- *Question:* How is comprehensive planning and concurrency related to the transportation system?
- **Response:** The 2020 LRTP-R can not be developed in conflict with the comprehensive plans and vise versa. This is mandated by state statute.

- *Question:* What is the coordination process between Unincorporated Volusia County and the municipalities?
- **Response:** Coordination is handled through the committee process (Technical Coordinating Committee and Citizens' Advisory Committee). Representatives from the municipalities and Volusia County all serve on the MPO Board, TCC, and CAC.
- *Question:* How does the District V MPO relate to the State DOT?
- **Response:** The Volusia County MPO is not the District V MPO. Project lists are developed in an open, public process that is coordinated with the Florida Department of Transportation District V Planning Office. FDOT has to account for these lists when they are developing their Five-Year Work Program. FDOT can not build a project in an urbanized area if the MPO does not give its approval.
- Question: How many years are covered in the LRTP-R and in the TIP?
- **Response:** The LRTP-R is a 20-year document and the TIP is a 5-year document.
- Question: Can a local government build a road even though it is not in the MPO's LRTP-R?
- **Response:** The projects shown in the LRTP-R are either funded by federal dollars or they are enhancement projects (i.e. adding lanes or improving the flow of traffic). Local roads that are being built by a community are not included in the LRTP-R.
- Question: When will the LRTP-R process begin again?
- **Response:** The next update will look to the year 2025 and will begin in three years.
- Question: How are the MPO meetings advertised? How does someone get placed on the mailing list?
- **Response:** Notification is provided in the News Journal, the Orlando Sentinel and the DeLand Beacon. To be placed on the mailing list a person would need to provide their name and mailing address to staff.



2020 Long Range Transportation Plan Refinement

Tentative Schedule of Activities

	Jan	Feb	Mar	Apr	Мау	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov
LRTP-R ACTIVITY	1999	1999	1999	1999	1999	1999	1999	1999	1999	1999	1999	1999	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Public Involvement Plan																							
Kick-Off Meeting								8/13/99															
Model Validation																							
Bicycle/Pedestrian Element																							
Financial Plan																							
Alternatives Testing																							
Plan Development																							
TCC/CAC/MPO REV & APP																							
LRTP-R Documentation																							



Bicycle and Pedestrian Element

- I dentify needs and constraints (crash data, roadway level of service, local plans)
- Coordinate plans of Volusia County and its municipalities
- Prioritize bicycle and pedestrian improvements for LRTP, TIP
- Design concept in three corridors



2020 Long Range Transportation Plan Refinement

Requests Received by the MPO

 City of New Smyrna Beach
 Provided input regarding population projections for several Traffic Analysis Zones (TAZ).

City of Edgewater

Submitted a letter requesting consideration of an east-west roadway that would provide a direct evacuation route for residents of Edgewater and Oak Hill.

City of Port Orange

Submitted a letter requesting consideration of an east-west roadway that would provide a direct evacuation route for Port Orange residents as well as for the beachside communities.



2020 Long Range Transportation Plan Refinement

TEA-21 Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety and security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and freight



2020 Long Range Transportation

Refinement

TEA-21 Planning Factors

- Protect and enhance the environment, promote energy conservation and improve quality of life
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system



2020 Long Range Transportation Plan Refinement

Public Transportation Element

- Double frequency of bus service from one-hour intervals to 30 minute intervals
- Establish new local routes and extend existing routes
- Establish Express Service



Transportation Planning

2020 Long Range Transportation Plan Refinement

Financial Element

Federal Funding

Florida's Increased Funding Under TEA-21:

TEA-21	\$1,209	million
ISTEA	<u>766</u>	million
Increase	\$443	million

Florida's TEA-21 Funding Breakdown:

TEA-21 Funding	\$1,209	million
Less FDOT Work Program	<u>981</u>	million
	\$228	million
Less Unanticipated Requirements	<u>93</u>	million
Total Unspecified	\$135	million

Local Funding

Volusia County 5 cent gas tax will generate approximately \$1.8 million per penny per year.



Summary of Significant Model and Project Changes

- Updated Population, Housing, and Employment Information
- More Sophisticated Transit Model
- Significant Projects
 - ~ 1-95
 - ~ Seabreeze Bridge
 - ~ Nova Road
 - ~ State Road 40
 - ~ US 17/92
 - ~ US 1

- ~ St. Johns River Bridge
- ~ State Road 44
- ~ Broadway Bridge
- ~ State Road 15A
- ~ State Road 442



Transportation Planning

2020 Long Range Transportation Plan

Refinement

Model Validation and Alternatives Testing

• Model Validation Using Year 1997 as Base

- ~ Both Auto and Transit Modes
- ~ Nested Logit Mode Split Model
- ~ High Occupancy Vehicle (HOV) Capability
- ~ Added "Airport" Trip Purposes
- ~ New Socio-Economic Data
- ~ Updated Network and Traffic Counts

Alternatives Testing

- ~ Existing-plus-Committed (E+C) Plan
- ~ Year 2010 Staging Plan
- ~ Year 2020 Cost Feasible Plan (3 Alternatives)

APPENDIX F Public Involvement – LRTP-R Subcommittee Meetings

Volusia County MPO

Transportation Planning

1190 Pelican Bay Drive Daytona Beach, FL 32119-1381

Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 Email: vcmpo@worldnet.att.net

Volusia County Council Member Patricia Northey, Chair

Barbara M. Davis, AICP, Director

Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) **LONG RANGE TRANSPORTATION PLAN REFINEMENT SUBCOMMITTEE** (LRTP-R) will be meeting on:

DATE: Thursday, September 23, 1999

TIME: 2:00 PM

PLACE:

Volusia County Mobility Management Center Conference Room 1190 Pelican Bay Drive Daytona Beach, Florida

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. BUSINESS ITEMS

- A. APPOINTMENT OF CHAIR AND VICE-CHAIR (Contact: Mike Neidhart)
- B. REVIEW AND APPROVAL OF SCHEDULE OF LRTP-R MEETING DATES AND TIMES (Contact: Mike Neidhart) (Enclosure)

C. PRESENTATION ON THE LRTP-R BASE YEAR MODEL VALIDATION AND CONSENSUS OF VALIDATION RESULTS – Presentation by Dr. Scot Leftwich, Leftwich Engineers, Inc. (Contact: Mike Neidhart) (Enclosure)

- D. DEVELOPMENT OF FIRST ALTERNATIVE LRTP-R MODEL RUN (Contact: Mike Neidhart) (Enclosure)
- E. DISCUSSION OF BICYCLE/PEDESTRIAN DATA SOURCES (Contact: Lois Bollenback) (handout)

LRTP-R Subcommittee Meeting Notice & Agenda September 23, 1999 Page Two

III. STAFF COMMENTS

IV. LRTP-R SUBCOMMITTEE MEMBER COMMENTS

V. PRESS / CITIZEN COMMENTS

VI. ADJOURNMENT

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Minutes

Volusia County Metropolitan Planning Organization 2020 Long-Range Transportation Plan Refinement Subcommittee

Thursday, September 23, 1999

Volusia County Mobility Management Center 950 Big Tree Road, South Daytona, Florida

TCC Members Present:	Representing:
Saralee Morrissey	School District
Donna Steinebach	Port Orange
Rick Prioletti	Daytona Beach
John Zielinski	FDOT District V
Jim Burnett	Don O'Donniley, Ormond Beach
Jon Cheney	Volusia County
Pamela Seward	VOTRAN (TCC & CAC)
Tom Harowski	New Smyrna Beach
Clay Ervin	Gary Huttmann, DeBary & Deltona
Bob Keeth	Ponce Inlet
Mike Holmes	DeLand
Walter Geiger	Daytona Beach Shores
Darren Lear	Lynne Plaskett, Edgewater
CAC Members Present:	Representing:
Astrid DeParry	Council Member Lewis, Volusia County
Edward Keenan	Edgewater
Malcolm Smith	DeLand
TDLCB Member Present:	Representing:
Barbara Goldstein	TDLCB
Others Present:	Representing:
Barbara Davis	MPO Staff
Lois Bollenback	MPO Staff
Darla Zakaluzny, Recording Secretary	MPO Staff
Scot Leftwich	Leftwich Consulting Engineers, Inc.
Linda Funicello	MPO Staff
Jean Parlow	MPO Staff
Herb Seely	MPO Staff
Susan Sadighi	FDOT District V
Becky Weedo	Volusia County
Richard Prine	Volusia County
	-

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

Mr. Mike Neidhart, MPO Staff, called the meeting of the 2020 Long-Range Transportation Plan Refinement Subcommittee to order at 2:10 PM.

Mr. Neidhart welcomed everyone to the meeting and introductions were made by those present.

II. BUSINESS ITEMS

A. APPOINTMENT OF CHAIR AND VICE-CHAIR

Mr. Prioletti nominated Mr. Jon Cheney as Chair.

Mr. Cheney nominated Mr. Richard Prine as Chair.

Mr. Prine and Mr. Cheney declined the nominations.

Ms. Steinebach moved to appoint Mr. Malcolm Smith as Chair.

Mr. Smith agreed to serve as Chair if Ms. Steinebach would serve as Vice-Chair. Ms. Steinebach agreed.

Ms. DeParry moved to close the nominations with Mr. Smith as Chair and Ms. Steinebach as Vice Chair. The motion was seconded and carried.

B. REVIEW AND APPROVAL OF SCHEDULE OF LRTP-R MEETING DATES AND TIMES

Chair Smith stated that the meetings would be held at 2:00 PM on the dates noted in the agenda packet.

Mr. Harowski moved to accept the meeting schedule. The motion was seconded by Ms. Steinebach and carried.

Mr. Neidhart stated that the meetings will be held on the Thursday prior to the regular TCC and CAC meetings, except for the November meeting. This way any action can be taken the following week on items that were presented to the Subcommittee. He stated that it may not be necessary for the Subcommittee to meet every month.

Mr. Prioletti questioned whether it would be possible to combine the meetings with the TCC meetings each month? Mr. Neidhart replied that it is a decision to be made by the committee. Chair Smith replied that he would like to use the schedule being presented to the committee before making any scheduling changes.

C. PRESENTATION ON THE LRTP-R BASE YEAR MODEL VALIDATION AND CONSENSUS OF VALIDATION RESULTS – Presentation by Dr. Scot Leftwich, Leftwich Consulting Engineers, Inc.

Mr. Neidhart stated that the work is nearly complete on the validation of a brand new transportation model for Volusia County. He stated that the existing base year information from the 1990 Census was updated to December 31, 1997. Mr. Neidhart stated that once all of the information was updated, work began on the validation of the new model, which will be used to forecast needed transportation improvements for the future, out to the year 2020.

Dr. Scot Leftwich, of Leftwich Consulting Engineers, Inc. stated that before the validation of the model began, the base year was looked at in order to verify the year of the data that is being used. In this case, the base year was 1997. He stated that they wanted to make sure that they have a model that can replicate what is out there on the ground.

Dr. Leftwich stated that mathematical processes are used to model the County's transportation network through the use of socio-economic input data. As an example of what the model tries to replicate, Dr. Leftwich stated that there are approximately five to ten trips generated per household per day, including trips coming and going. The model then distributes those trips and splits them between the various modes of travel.

Dr. Leftwich stated that the Central Office of the Florida Department of Transportation (FDOT), which oversees the FSUTMS transportation model software used by all governments in Florida, has just approved the addition of the Volusia County model to the software's screen options. Volusia County now has its own unique Nested Logit model, similar to Orlando's. The Nested Logit allows the models to more precisely split trips between roadways and transit use.

Dr. Leftwich briefly went over the information that was distributed in the agenda packet. He stated that the VCUATS (Volusia County Urban Area Transportation Study) Model Flow Chart is the same structure used in the Orlando model, but two additional programs were written specifically for Volusia County.

Dr. Leftwich stated that the first additional model was an internal/external balancing program that helps distribute trips more realistically. The other program is an airport program for Daytona Beach Airport. This model was based on work that was originally done in Fort Lauderdale and also at the Orlando International Airport. This model distributes trips by residents, by hotel/motel, and by external stations from the airport.

Dr. Leftwich stated the modeling process is very extensive and every piece must be calibrated properly. He went on to say that the model is replicating Volusia County's traffic as good as it can. The validation of the model is the first step before the rest of the long-range transportation process can be completed.

Ms. DeParry asked if the model validation included the sub-area model validation that was done for the DeLand area. Dr. Leftwich replied yes.

Mr. Prioletti questioned the date of the traffic counts. Dr. Leftwich replied that they were from 1997.

Mr. Neidhart stated that at the time the work began, staff did not have the 1998 traffic counts; therefore the 1997 traffic counts were utilized. He stated that Volusia County has the most recent validated model in the State of Florida. Mr. Prioletti asked when the new traffic counts were available? Mr. Neidhart replied that we have them now; but the 1998 land use data has not been updated yet. He went on to say that the land use data is also an important and needed component.

Mr. Neidhart stated that this information was brought to the Subcommittee for informational purposes. The model validation will be presented to the TCC, CAC, and MPO for approval in October.

Mr. Prioletti asked how up-to-date the roadway network in the model is? Dr. Leftwich replied 1997. Mr. Prioletti asked if there were any significant lane widenings or additions between 1997 and 1999 that should be included in the model? Dr. Leftwich replied that there are a few (Nova Road and some in Deltona).

Mr. Neidhart stated that the reason for the validation is to show that the model is replicating the 1997 existing traffic, then an existing plus committed network (E + C network) will be built. All roads that have been built since 1997 and any additional roads that have been programmed for construction within the five year planning timeframe will be added together. Mr. Neidhart went on to say from that you will take the projected 2020 land use data and load that on top of the E + C network. Mr. Neidhart stated that that represents the conditions you would have in the year 2020 if you built only those roads that have been funded for construction in our existing budgets. Mr. Neidhart stated that is when we start the analysis of what we need in the future.

Mr. Neidhart reiterated that we would be adding in those roadway segments that have been built since 1997 plus the ones that have been programmed for construction for the next five years.

D. DEVELOPMENT OF FIRST ALTERNATIVE LRTP-R MODEL RUN

Mr. Neidhart stated that after the model validation has been completed, staff will start working on developing the E + C network to begin the first analysis of how the MPO's existing Long-Range Transportation Plan (LRTP) planned projects will fair against the updated roadway network. He continued to say that staff would then test three alternatives to see what will be the end product for the new Long-Range Transportation Plan. Mr. Neidhart stated that staff has put together a listing of projects that are in the existing Long-Range Transportation Plan that had not been completed to date.

Mr. Neidhart stated that some of the projects that are part of the existing Long-Range Transportation Plan have been constructed or are funded for construction within the next few years. He stated that those projects have been deleted and the list now reflects those projects that are in the current 2020 Plan minus the ones that have been built or funded for construction. Mr. Neidhart stated that there is a caveat, which are the three new projects that are in addition to those in the adopted Long-Range Plan.

Mr. Neidhart stated that two of the projects pertain to SR 415 (Tomoka Farms Road), which were added because the MPO Board has prioritized the widening of SR 415 from SR 46 (inside of Seminole County) to Howland Boulevard in Deltona. The existing Long-Range Transportation Plan had the four laning from the County border up to Doyle Road, which is approximately a two-mile difference between if you look at the section that goes into Seminole County down to SR 46 and then the section from Doyle Road to Howland Boulevard.

Mr. Neidhart stated that the MPO Board has prioritized this project as a high priority project, so the project in the Long-Range Transportation Plan was extended to be consistent with the action that was taken by the MPO Board.

Mr. Holmes asked if METROPLAN Orlando has been contacted about making those improvements to SR 46? Mr. Neidhart replied that coordination has been made through the quarterly meetings of the Orlando-Volusia MPO Alliance meetings. Ms. Davis noted that the Alliance adopted a resolution in support of this project.

Mr. Neidhart stated that the MPO Board is looking at the potential of SR 415 becoming an alternate to I-4. He went on to say that SR 415 ends at SR 46 in Seminole County, but Seminole County is planning a project that will actually take Silver Lake Drive around the southern part of the Orlando Sanford Airport and connect to SR 46 right where SR 415 ends. Mr. Neidhart stated that Silver Lake Drive would then connect into the GreeneWay (SR 417), the toll road.

Mr. Neidhart stated that the right of way acquisition for that project is scheduled sometime around January of 2001.

Mr. Prioletti stated that the roadway network for the existing 2020 Plan shows a new road and it moves Tomoka Farms Road to the west to align with LPGA Boulevard. Mr. Neidhart replied that that was correct. He stated that in the existing LRTP, LPGA Boulevard stops on the northern side of US 92. The existing Long Range Transportation Plan shows LPGA Boulevard coming south and curving over to SR 415 at the point where the extension of Madeline Avenue will come across to SR 415.

Chair Smith stated that between US 92 and SR 44, it should be noted that it is CR 415, not SR 415. Mr. Neidhart replied that the change will be made on the spreadsheet.

Mr. Lear asked what the letters "D, U, and F" meant on the chart under the column "Roadway No. Lane". Mr. Neidhart replied that "D" stands for divided roadway, "U" stands for undivided roadway, and "F" stands for freeway/interstate.

It was asked that this type of information be footnoted on future reports.

Mr. Holmes referenced the extension of SR 421 to I-4. Mr. Neidhart replied that this is a new project which was requested from the City of Port Orange to look at potential evacuation needs of the residents in that area. The proposal is to extend Dunlawton/Taylor Road (SR/CR 421) west past CR 415 to I-4 with a brand new interchange.

Mr. Zielinski noted that the laneage for SR 421 between I-95 and SR 483 is shown as eight lanes. He asked if this was looked at in comparison to the maximum lane policy that FDOT has in effect. Mr. Neidhart replied that he did not review it in that respect, he had left what was in the adopted Long-Range Transportation Plan. Mr. Neidhart stated that this concern would need to be looked at and addressed.

Mr. Zielinski noted that there are others that would need to be addressed as well.

Ms. Goldstein asked for an explanation on the abbreviations for PE, ROW, etc in the last column. Mr. Neidhart replied that if a project has not been fully funded through to construction or if that project would be built within the next five years, he left those projects on the list even though they will be coming off sometime in the near future. Mr. Neidhart stated that the "PE" (preliminary engineering) is the first step of the process, followed by "ROW" (right-of-way), and then "CST" (construction).

Mr. Prioletti stated that before getting into the alternative testing, will the existing roadway network be evaluated against the predicted traffic flows for 2020? Will there be a map, which illustrates our level of service problems? Mr. Neidhart replied that that is correct. Mr. Prioletti stated the next step would be to take these

existing roads projects and see if they fit into the problem streets rather than plugging these in beforehand.

Mr. Neidhart stated staff wanted to bring the first alternative to the Subcommittee so that they could review it and then take it back to their cities for further review. He stated that we are doing a refinement to the Plan, not a full update to the Long-Range Transportation Plan, so there will only be three alternatives that will be evaluated since we have limited resources. Mr. Neidhart stated that we want to get the biggest bang for our buck as far as what we plan to do as a group for the three alternatives.

Mr. Neidhart stated that we will be using the E + C network to judge how we are doing for our future year traffic and it will be compared to what we have for the preliminary projects in the plan to see how they fit in the overall process. He went on to say from that point, the group can define exactly what alternative one will be. The results of alternative one will be presented to the Subcommittee in order to determine if that solved all our problems. If that process did not work, then the Subcommittee would continue on to the next alternative, and etc.

Mr. Neidhart stated that once all three alternatives have been completed, the Subcommittee would decide which one best fits Volusia County for our future transportation needs.

Ms. DeParry asked if Fatio Road has been funded for construction? Ms. Morrissey replied no, it has not. Ms. DeParry stated that page 2 of Table 2 shows that it has been constructed (Westside Connector) for FY 2002/2003.

Ms. Morrissey stated that Rhode Island Avenue in Orange City is included in the draft from Veterans Memorial Parkway to Normandy/Catalina. She stated that while she was doing a school site acquisition, the City requested that the County include the extension of Rhode Island Avenue from US 17/92 to the Westside Connector in their Comprehensive Plan. She stated that this should be included in this table.

Mr. Neidhart replied that he would contact Jim Kerr at the City of Orange City regarding this project. Mr. Neidhart stated that the Mr. Bob Nix of the City of Deltona has voiced concerns that the Deltona City Commission may not want to have this project in the LRTP-R. This is the extension of Rhode Island Avenue over I-4 and then connecting to the new Normandy Boulevard, which was built by the County and coming into what would eventually be Catalina on the east.

Mr. Neidhart stated that Mr. Nix will be speaking before the City Commission on this matter and he would report back on whether they wanted it removed from the list. The project will remain on the list until the City determines that it should be removed. Mr. Harowski stated that the City of New Smyrna Beach Comprehensive Plan includes two collector roads to the north/south to Pioneer Trail and extending south to SR 44 with an eventual connection into Edgewater. He stated that the committee may want to look at including those roads in this analysis because he believes that it is going to affect the distribution on SR 415.

Chair Smith asked that Mr. Harowski forward that information to Mr. Neidhart. Mr. Harowski replied that Mr. Neidhart has the information.

Mr. Holmes asked if the connection of Indian River Boulevard to SR 415 was still a possibility? Mr. Neidhart stated that one idea is to go straight over to SR 415 and the other is through a route that starts to travel to the south and gets more to the southern end of Deltona. Mr. Neidhart stated that the road never actually connected to SR 415, it stopped shy of that due to the property owner not having the property all of the way over. He stated that he is not sure of the status on this proposal.

Mr. Ervin stated that a study was conducted on extending Elkcam Boulevard from its existing location east to SR 415. There is one primary property owner who is going through some development to align that. Mr. Ervin stated that according to Mr. Bill Gray, Volusia County Engineer, the study is nearing completion.

Mr. Neidhart stated that that would be a connector out of Deltona to SR 415 and then that basically lines up straight across with the interchange at I-95 and SR 442 in Edgewater. Mr. Neidhart stated that Edgewater also submitted a request to the MPO to look at evacuation purposes and an additional connection between the east and west sides of the County.

Mr. Prine asked if there was any consideration or discussion about SR 415 being a toll road when it connects up to SR 417, the GreeneWay? Mr. Neidhart replied that the County Council has authorized Ms. Maryam Ghyabi to look into bringing together an Expressway Authority. Mr. Ervin stated that this is just in the organizational stage and Ms. Ghyabi has identified the need for this especially after the vote that was taken in Orange County with regards to their decision not to fund the Central Florida Light Rail. A report will be made to the County Council so that they can determine if there is a need to move forward on this issue.

Minor discussion continued.

E. DISCUSSION OF BICYCLE/PEDESTRIAN DATA SOURCES

Ms. Lois Bollenback, MPO Staff, distributed a handout, which lists the data sources available to TransCore for the development of the bicycle/pedestrian maps. The maps were distributed at a previous TCC meeting and the members

were asked to mark up the maps as necessary. Ms. Bollenback stated that there are glaring omissions on the list and if anyone had anything to add, to please contact her as soon as possible.

Ms. Bollenback stated that the maps will be presented at the next meeting. Ms. Morrissey questioned whether the existing facilities would be on the maps. Ms. Davis replied that the information received from the cities would be included on the maps.

Mr. Prine noted that the Bike Plan from the City of Daytona Beach would be helpful for this project. Mr. Prioletti responded that the maps distributed at the TCC meeting were forwarded to the Public Works Department.

Mr. Cheney asked if anything had been received from Volusia County? Ms. Bollenback replied that she would have to check into that and report back.

III. STAFF COMMENTS

Mr. Neidhart expressed thanks to the members for coming to the meeting. He stated that the next meeting would be October 14 at 2:00 PM at the VOTRAN facility. Staff will be presenting the alternatives and the maps for the bicycle and pedestrian element. The maps will be in draft form.

IV. LRTP-R SUBCOMMITTEE MEMBER COMMENTS

No comments were made.

V. PRESS/CITIZEN COMMENTS

No comments were made.

VI. ADJOURNMENT

A motion was made to adjourn the meeting at 3:15 PM. The motion was seconded and carried.

Volusia County MPO



MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) LONG RANGE TRANSPORTATION PLAN **REFINEMENT SUBCOMMITTEE** (LRTP-R) will be meeting on:

Thursday, October 14, 1999

VOTRAN Conference Room

Donna Steinebach, Vice Chair Presiding

AGENDA

CALL TO ORDER / ROLL CALL / DETERMINATION OF

(Contact: Mike Neidhart) (Enclosure, pages 1-10)

Neidhart) (Enclosure, pages 11-15)

Neidhart) (Enclosure, pages 16-18)

LRTP-R MODEL RUN

(Enclosure, pages 19-21)

APPROVAL OF SEPTEMBER 23, 1999 MINUTES

REVIEW AND APPROVAL OF THE LRTP-R BASE

YEAR MODEL VALIDATION RESULTS (Contact: Mike

REVIEW AND APPROVAL OF THE EXISTING + COMMITTED ROADWAY NETWORK (Contact: Mike

REVIEW AND APPROVAL OF FIRST ALTERNATIVE

(Contact: Mike Neidhart)

950 Big Tree Road

South Daytona, Florida

Volusia County Mobility Management Center

2:00 PM

1190 Pelican Bay Drive Daytona Beach, FL 32119-1381

DATE:

TIME:

PLACE:

I.

II.

QUORUM

A.

B.

C.

D.

BUSINESS ITEMS

Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 Email: vcmpo@worldnet.att.net

Volusia County Council Member Patricia Northey, Chair

Barbara M. Davis, AICP, Director

Daytona Beach

Daytona Beach Shores

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Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

REVIEW & DISCUSSION OF BICYCLE/PEDESTRIAN E. MAP (Contact: Lois Bollenback) (page 22)

LRTP-R Subcommittee Meeting Notice & Agenda October 14, 1999 Page Two

III. STAFF COMMENTS (page 23)

IV. LRTP-R SUBCOMMITTEE MEMBER COMMENTS (page 23)

V. PRESS / CITIZEN COMMENTS (page 23)

VI. ADJOURNMENT (page 23)

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Minutes

2020 Long-Range Transportation Plan Refinement Subcommittee

October 14, 1999

Volusia County Mobility Management Center 950 Big Tree Road, South Daytona, Florida

Present:
Walter Geiger
Tom Harowski
Bob Keeth
Rick Prine
Gary Huttmann
Donna Steinebach
Pamela Seward
Don O'Donniley
John Noble
Rick Prioletti
Ed Keenan
Astrid DeParry
Dan Preslar
John Voges
Lois Bollenback
Darla Zakaluzny, Recording Secretary
Barbara Davis
Mike Neidhart
Jim Burnett

Representing: Daytona Beach Shores New Smyrna Beach Ponce Inlet Volusia County DeBary and Deltona Port Orange Votran **Ormond Beach** Judy Sloane, Ormond Beach Airport Daytona Beach CAC Member, Edgewater CAC Member, D. Lewis, Volusia County TransCore Leftwich Consulting Engineers, Inc. MPO Staff **MPO Staff** MPO Staff **MPO Staff Ormond Beach**

I. Call to Order / Roll Call / Determination of Quorum

The meeting was called to order at 2:00 PM by Vice Chair Donna Steinebach. Introductions of those present were made at the request of Vice Chair Steinebach.

II. Business

A. APPROVAL OF SEPTEMBER 23, 1999 MINUTES

Mr. O'Donniley moved to approve the September 23, 1999 minutes. Ms. Seward seconded the motion and it passed unanimously.

B. REVIEW AND APPROVAL OF THE LRTP-R BASE YEAR MODEL VALIDATION RESULTS

Mr. Neidhart reported that Dr. Scot Leftwich had presented the model validation results at the committee's previous meeting. The members have been given a chance to look the data over and may ask questions at this time. Mr. Neidhart introduced Mr. John Voges of Leftwich Consulting Engineers, Inc. who is attending today's meeting in place of Dr. Leftwich to answer the committee members' comments.

Mr. Neidhart gave a brief presentation on the process of validating a transportation model for use in the long range transportation planning process. The presentation highlighted how the base year of the validation was determined. The base year is the accumulation of all information on traffic patterns and existing development patterns that we have throughout the County. Mr. Neidhart stated that the base year for the model validation is 1997, which when complete, will be the most current validated model in the State of Florida.

Mr. Neidhart stated that the previous model validation, base year 1990, was within 6% of the actual traffic patterns; the current model validation is within 3%. Therefore, we have increased our efficiency of replicating travel patterns on our roadways. Mr. Neidhart noted that on the transit side, we were previously within 1% of the transit ridership. The current model validation is also within 1%.

Mr. Huttmann asked if information is available as to what changes were made to achieve the accuracy of the model as far as the zone structure and network changes? Mr. Neidhart replied that the changes were:

- (1) **Instituted double digit coding**. With improvements to the transportation model, this allows us to be more specific. This allows us to have more specific categories of roadway types, which then allows us to breakdown the multiple roadway types into finer detail. This allows us to get the model to replicate the existing traffic patterns better.
- (2) **Split of the Traffic Analysis Zones (TAZ's)**. Twenty to thirty existing TAZ's were split into smaller zones. Some of those breaks were done in anticipation of potential new roadway alignments.
- (3) **Redefined some of the TAZ's.** This was based on some of the roads that had been built since the last model validation.

Mr. Neidhart stated that he would put something together for Mr. Huttmann regarding these changes.

Mr. Huttmann noted that the northern section of Normandy Boulevard was not in existence in 1997. This portion of Normandy Boulevard did not open until 1998. Mr. Neidhart replied that Mr. Huttmann is correct and that he would look into why this appeared on the 1997 base map.

Mr. Harowski moved to approve the LRTP-R Base Year Model Validation Results. Ms. Seward seconded the motion and it passed unanimously.

Mr. Neidhart noted that Dr. Leftwich would be giving detailed presentations on this matter at the TCC and CAC meetings next week.

C. REVIEW AND APPROVAL OF THE EXISTING PLUS COMMITTED ROADWAY NETWORK

Mr. Neidhart stated that after the model validation has been completed, the next step is the development of the "Existing plus Committed," also known as "E+C" network. The E+C network will be developed by updating the 1997 base year validated network to include all projects that have been built since 1997, plus all improvements funded for construction within the next five years in the Florida Department of Transportation's Adopted Five Year Work Program, the County's Five Year Road Program, and all of the municipalities road improvement programs. Mr. Neidhart stated that this would be added to the 1997 base year.

Mr. Neidhart stated that the next step after developing the E+C network would be to use the 2020 land use data (residential development and commercial activity) to generate future traffic. The future traffic volumes would then be loaded onto the E+C network. What this accomplishes is to highlight where there will be deficiencies on the roadway network if we were not to build any more roads or widen any more roads past what we have already programmed for construction in the next five years.

Mr. Neidhart stated that this is when we would begin the analysis and looking at alternative transportation networks for the future.

Mr. O'Donniley asked if staff was going to produce maps to highlight these deficiencies? Mr. Neidhart replied that staff would produce maps and spreadsheets highlighting the deficiencies.

Vice Chair Steinebach asked if the TCC and CAC would be approving this item next week? Mr. Neidhart replied yes.

Mr. Huttmann moved to recommend approval of the existing plus committed roadway network. The motion was seconded by Mr. O'Donniley and carried.

D. REVIEW AND APPROVAL OF FIRST ALTERNATIVE LRTP-R MODEL RUN

Mr. Neidhart stated that we would be testing three alternative scenarios for the 2020 roadway network. He stated that this is only a refinement to the Long-Range Plan; therefore only three alternatives will be looked at. Staff has put together a list (pages 20 and 21) of roadway projects that are in the existing adopted Long-Range Transportation Plan that are slated for improvement over the

next twenty years. In addition, the first Alternative includes those projects that are in the MPO's adopted Long-Range Transportation Plan plus a few new projects. Those new projects are also included on the project listing.

Mr. Neidhart stated that the additional projects were requested to be tested to see if they alleviate potential problems. Mr. Neidhart stated that another project would be added to the list per the request of the City of Ormond Beach. The City of Ormond Beach, through their Comprehensive Plan, shows an extension of Hand Avenue west, past where the currently adopted Long-Range Transportation Plan shows Hand Avenue ending. He stated that the adopted Long-Range Transportation Plan shows Hand Avenue ending at Tymber Creek Road. The requested project by Ormond Beach extends Hand Avenue further west and north connecting with State Road 40.

Mr. Prioletti referenced the alternative scenario list of projects. He stated that the network that we have now for 2020 shows a whole series of roads. Mr. Prioletti stated the network has the extension of Madeline Avenue west to Tomoka Farms Road (SR 415) and it has SR 415 extending north and tying into LPGA Boulevard, then continuing to State Road 40. Mr. Prioletti asked if these projects were still in the Alternative to be tested? Mr. Neidhart replied yes, and they should be listed on the referenced pages. He stated that if they are not listed, he would make the necessary corrections.

Vice Chair Steinebach verified that the projects listed with no comments are in the current Alternative roadway network.

Mr. Prioletti stated that he did not see the links on the listing. He stated that SR 415 will extend to SR 40 and Madeline Avenue would extend from Williamson west to SR 415. Vice Chair Steinebach stated that she spoke to Mr. Neidhart regarding this, and that it is on the list. Mr. Neidhart replied that those projects could have been described differently.

Mr. Neidhart stated that he would make sure that the SR 415 extension is listed. Mr. Burnett stated that SR 415 could be listed as Tymber Creek Road near SR 40. Mr. Prioletti stated that he would get with Mr. Neidhart after the meeting in order to make sure everything is listed.

Mr. Harowski stated that the City's traffic study recommends that we look at sixlaning I-95 from Dunlawton Avenue to the Brevard County Line. He stated that this is something that needs to be looked at in one of the tasks, either the first one or it can be added later.

Mr. O'Donniley stated that we may need to keep this one where it is, but he asked what criteria is going to be used to decide what new proposals will be tested in the two remaining alternatives. He stated that coordination is needed when things come in and out as the two remaining alternatives are tested. Mr. Neidhart reminded the members that as a group, the decision would be made on what exactly is going to be included in the alternatives. He stated that there are limited resources available for the three alternatives.

Mr. Harowski stated that based on what the City has done with the model and with the road network and the projected land use that is being used, they feel that I-95 will fail in the link south of SR 421.

Mr. Prioletti stated that another item to test in the Alternative is I-4 as you are heading west from the Halifax area. The first interchange is SR 44, which is 30 minutes from the Halifax area and the FDOT has been studying the interchanges (US 92 interchange at I-95, the I-4 interchanges at I-95 and US 92 near the Indian Lake Road exit) from a design standpoint. Mr. Prioletti stated that as you are leaving the Halifax area on I-4 West (near SR 44) and if you make a mistake, there is a long way to go before you can turn around and go back. He stated that some people heading south on I-95 get caught up in the I-4 exit and they are down to SR 44 before they are able to turn around.

Mr. Prioletti stated that if we are looking at Tomoka Farms Road (SR 415) and moving it where it intersects US 92 and moving it west through the landfill to hook up with LPGA Boulevard, then where it crosses I-4 would be a perfect place for another interchange.

Vice Chair Steinebach stated that is listed as a project (Taylor/Dunlawton) and it includes an Interchange at I-4. This is on page 20 of the agenda packet. Vice Chair Steinebach stated that this is a project that is being promoted by the City of Port Orange.

Mr. Prioletti stated that he was speaking about SR 415 intersecting with that and this needs to be looked at in the network (SR 415 and/or Taylor Road). Vice Chair Steinebach replied that it would be one of the two.

Mr. Keeth stated that there are projects listed that are in conflict with FDOT policy because there are eight lanes on an arterial roadway. He asked if that policy came into play after the Plan was developed? Mr. Zielinski asked when the last Plan was adopted? Mr. Neidhart replied that it was adopted in December 1995. Mr. Zielinski replied that it came into play after that date.

Mr. Keeth asked if the projects would have to be built with local money? Mr. Neidhart replied that the first project (Dunlawton Avenue between I-95 and Clyde Morris Boulevard) is six lanes now, but the adopted Plan shows this as an eight lane road. This is in conflict with FDOT policy. Mr. Zielinski noted that six lanes would be the maximum of lanes allowable under FDOT's policy.

Vice Chair Steinebach stated that it would have to be left at eight or taken back to six lanes. Mr. O'Donniley replied that we would have to take it back to six lanes. If we see system link problems in one of the two remaining alternatives, we could

come back with the argument that this proves we need the eight lanes and testing could be done at that level.

Vice Chair Steinebach asked if the members agreed with this suggestion. Mr. Keeth replied that he felt it was a good idea. He stated that he questioned the wisdom of putting eight lanes on such a short stretch of roadway.

Mr. Huttmann asked if the list had already been tested? Mr. Neidhart replied that it has not been tested. Mr. Huttmann asked if roads could be removed from it? He referenced Rhode Island and Catalina on page 21 of the agenda. Mr. Huttmann stated the City of Deltona does not want to see this project happen, but it could still extend to Orange City to the Central Beltway.

Mr. Neidhart stated that he spoke to Mr. Bob Nix, City of Deltona, last week and from what he read in the paper, the City decided not to take any formal action; therefore, the project remained on the list. Mr. Huttmann stated that he spoke to Mr. Nix yesterday and he (Mr. Nix) does not want to see it on there. Mr. Huttmann also noted that the City of Deltona does not support the project. He stated that the Commission has said that they were not going to fight not having it as part of the network, but they weren't going to support it being constructed.

Mr. Huttmann stated that that is detrimental to the City to have a facility on the network and it gives a false impression of what is happening out there. He continued to say that it is detrimental to the model and the Plan when a local government does not support a project.

Mr. Neidhart asked if Deltona supports the extension of Rhode Island ending at Normandy in Deltona or ending at Veterans Memorial Parkway in Orange City? Mr. Huttmann replied that Mr. Nix had asked to see about moving it where it connects over I-4; therefore, the section from the Parkway to Normandy would be removed.

Vice Chair Steinebach asked if there were any objections to the removal of that project segment? There were no objections noted.

Mr. Harowski stated that there is another road showing conflict with FDOT policy on page 21. He asked if both of those would be tested at the FDOT policy level? Mr. Neidhart replied that they would be tested at six lanes.

Mr. Prine referenced the Taylor/Dunlawton project on page 20. He stated that it is taking it from Dunlawton Avenue across Tomoka Farms Road, which is CR 415, not SR 415 as noted on the listing. He stated that since CR 415 was used there, could it also be added to the Madeline Avenue (from Tomoka Farms Road to Williamson Boulevard) project on page 21? Mr. Neidhart replied yes, that change could be made.

Mr. Prioletti referenced the Taylor/Dunlawton Interchange from I-4. He stated that that is an additional road from what is being talked about, which is SR 415 from where Madeline Avenue would cross over and moving or realigning SR 415 to the west. Mr. Neidhart replied that is the extension of LPGA South on the listing. It was asked that this be noted on the project listing.

Mr. Prioletti stated that with that segment, there is an interchange at I-4. Mr. Neidhart replied that there is not an interchange listed there. Mr. Prioletti stated that he is suggesting that an interchange be included where it crosses at I-4.

Vice Chair Steinebach stated that this would have to be done as different alternatives because you cannot have two interchanges that close together. Mr. Prioletti replied that he was not sure how close together the interchanges would be.

Mr. O'Donniley stated that the members could agree not to include the interchange on this run, but maps for the next alternative could be reviewed. He questioned if the committee would meet before the next alternative is run? Mr. Neidhart replied yes.

Mr. Prioletti stated that the current Plan shows a **word unclear** over for LPGA Boulevard as it crosses I-4, and this is on the network. He stated that he saw the interchange and we are also talking about Dunlawton Avenue extending west and tying back into I-4.

Mr. O'Donniley moved to approve the tables with all modifications noted by the members today. The motion was seconded by Mr. Keeth and carried.

Vice Chair Steinebach asked what items would be on the TCC and CAC agendas next week? Ms. Davis replied that the model validation would be on the MPO, TCC, and CAC agendas for approval.

Mr. Neidhart stated that maps and spreadsheets of the deficiencies would be brought to the committee for review. Vice Chair Steinebach stated that it would also be useful to have a graphic depiction of the table. She asked if this could be put together as well? Mr. Neidhart replied yes. Vice Chair Steinebach asked that the map include the existing plus committed and the material that was just voted on in terms of draft Alternative #1. She also requested that it be in multi-colors.

Mr. O'Donniley raised the issue of a project that goes through another jurisdiction, which may be a key link in terms of the overall network. He asked how this would be accommodated. Vice Chair Steinebach asked if Mr. O'Donniley was talking about a jurisdiction outside of Volusia County? Mr. O'Donniley replied yes.

Mr. Neidhart stated that it is hoped that there is concurrency by that jurisdiction. Mr. O'Donniley stated that in terms of their overall network for the Airport Road project, the link in Flagler County is very important. Again, he questioned how this would be addressed.

Mr. Neidhart stated that in the adopted 2020 model there is not a road per se for Airport Road, but there is a TAZ in Flagler County that loads traffic onto Airport Road into the northern part of Ormond Beach. Mr. O'Donniley stated that he just wanted to point out the potential problem.

E. REVIEW AND DISCUSSION OF BICYCLE/PEDESTRIAN MAP

Ms. Bollenback stated that at the last meeting a list of resources provided to TransCore was distributed to the members in order to work on the bicycle facility maps. She stated that there were areas that were not included on the map, and feedback was requested from people in those areas. Some contact was received regarding the matter.

Ms. Bollenback expressed thanks to those who provided input. She stated that she has also spoken to representatives in other areas to find out if other information is needed. Ms. Bollenback asked if the committee members had any other input regarding this project, to please contact her at the MPO office.

Mr. Dan Presslar, of TransCore, stated that his company has been preparing the facility inventory maps. He stated that to a large extent they show proposed or planned bikeway and sidewalk facilities in the community. Mr. Presslar stated that it also shows to some extent existing facilities. He noted that he had received documentation from Volusia County, which contains a maintenance inventory of their bikeways and sidewalks. This kind of information will be referred to, but it would be impractical to record all of that information on the maps. Mr. Presslar stated that this is something they are keeping in mind, and will refer to it as the project process is underway.

Mr. Presslar stated that other items have been identified as not on the map, but have now been added to the map. He referenced the US 1 Transportation Study, the Priority Project Lists from the MPO, the TIP, and projects that have been identified by the committee previously. Mr. Presslar stated that he has also received bicycle and pedestrian facilities and school sidewalk projects from Volusia County Traffic Engineering. If they are not currently shown on the map, they will be included.

Mr. Presslar noted that he would be around after the meeting for those who wish to get with him regarding the maps displayed. He stated that information has been received from Daytona Beach, Orange City and DeLand, but is not reflected on the map. Mr. Presslar stated that he needs to get with Ms. Seward over the next day or two about any significant projects, such as the West Volusia Park-and-Ride, and any other projects in the future that could be included as an attractive destination.

Mr. Presslar noted that he also wants to coordinate with the School Board regarding bicycle and pedestrian facilities. He noted that they are nearing the conclusion of the first phase of the work, and there are three phases total.

Mr. Presslar stated that they would be evaluating the network that they have, and that will include roadways as well. They will take the 3 highest corridors and do an analysis to see what connections need to be made.

Vice Chair Steinebach encouraged everyone to review the maps displayed.

Mr. Prioletti asked for a status on bike racks on the buses. Ms. Seward replied that all buses would be fully equipped with racks by June 2000. The buses that will be replaced in the near future will not receive them as they are going off line in March. The new buses that will be coming in are going to have the racks already in place. Ms. Seward noted that the trolleys will not have a rack, but this is being looked at.

Ms. Bollenback stated that the Trails Plan developed by Volusia County was provided a while back; however new changes to the Trails Plan have occurred but are not currently reflected.

Ms. Davis stated that additional cities have provided data, but there are major areas that are not represented. Mr. Presslar noted that information is still needed from Deltona. Mr. Huttmann replied that he would contact Mr. Nix regarding this matter.

Mr. Presslar stated that there is good coverage of the county and local governments, but they will double-check the data to make sure all coverage has been reported.

III. Staff Comments -- No comments were noted.

IV. LRTP-R Subcommittee Member Comments

Mr. Keenan noted that he had recently spoken to Congressman John Mica regarding SR 415 and the possibility of some emergency funding. He stated that Congressman Mica reported that this is being looked at. Mr. Keenan stated that he also spoke to Senator Crist regarding this matter.

- V. **Press / Citizens Comments** -- No comments were noted.
- VI. Adjournment -- The meeting adjourned at 3:00 PM.

Volusia County MPO



MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) **LONG RANGE TRANSPORTATION PLAN REFINEMENT SUBCOMMITTEE** (LRTP-R) will be meeting on:

Thursday, December 16, 1999

VOTRAN Conference Room

950 Big Tree Road

South Daytona, Florida

P. Malcolm Smith, Chairman Presiding

AGENDA

CALL TO ORDER / ROLL CALL / DETERMINATION OF

(Contact: Mike Neidhart) (Enclosure, pages 1-10)

APPROVAL OF OCTOBER 14. 1999 MINUTES

REVIEW OF THE EXISTING + COMMITTED (E+C)

ROADWAY NETWORK MAP (Contact: Mike Neidhart)

ALTERNATIVE

NETWORK MAP (Contact: Mike Neidhart) (Enclosure,

REVIEW & APPROVAL OF BICYCLE/PEDESTRIAN

RANKING CRITERIA (Contact: Lois Bollenback) (pages

#1

ROADWAY

Volusia County Mobility Management Center

2:00 PM

1190 Pelican Bay Drive Daytona Beach, FL 32119-1381 **DATE:**

TIME:

PLACE:

I.

II.

QUORUM

A.

Β.

C.

D.

BUSINESS ITEMS

REVIEW

20-24)

pages 15-19)

(Enclosure, pages 11-14)

OF

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Volusia County Council Member Patricia Northey, Chair

Karl D. Welzenbach, Executive Director

Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Holly Hill

Edgewater

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

LRTP-R Subcommittee Meeting Notice & Agenda December 16, 1999 Page Two

III. STAFF COMMENTS (page 25)

IV. LRTP-R SUBCOMMITTEE MEMBER COMMENTS (page 25)

V. PRESS / CITIZEN COMMENTS (page 25)

VI. ADJOURNMENT (page 25)

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Minutes

2020 Long-Range Transportation Plan Refinement Subcommittee

December 16, 1999

Volusia County Mobility Management Center 950 Big Tree Road, South Daytona, Florida

Present:	Representing:
Barbara Goldstein	TDLCB Member
Tom Harowski	New Smyrna Beach
John Zielinski	FDOT District V
Walter Geiger	Daytona Beach Shores
Mike Holmes	DeLand
Clay Ervin	Deltona & DeBary
Judy Sloane	Ormond Beach Airport
Don O'Donniley	Ormond Beach
Darren Lear	Edgewater
Saralee Morrissey	School Board
Pamela Seward	Votran
Malcolm Smith	CAC Member, DeLand
George McMasters	CAC Member, Port Orange
Tom Donohoe	CAC Member, DeBary
Al Blue	CAC Member, Orange City
Astrid De Parry	CAC Member, County
Darla Zakaluzny, Recording Secretary	MPO Staff
Karl Welzenbach	MPO Staff
Mike Neidhart	MPO Staff
Lois Bollenback	MPO Staff
Linda Funicello	MPO Staff
Kacia DuHart	FDOT District V
Jennifer Cairns	FDOT District V
Dan Preslar	TransCore

I. Call to Order / Roll Call / Determination of Quorum

Chairman Malcolm Smith called the meeting of the Volusia County Metropolitan Planning Organization (VCMPO) **Long-Range Transportation Plan Refinement** (LRTP-R) Subcommittee to order at 2:05 PM.

II. Business Items

A. Approval of October 14, 1999 Minutes

Mr. Ervin moved to approve the minutes of the October 14, 1999 meeting. Ms. Goldstein seconded the motion and it passed unanimously.

B. Review of the Existing + Committed (E+C) Roadway Network Map

Mr. Neidhart stated that the map on page 12 was requested at the last meeting and includes the modifications that were made to the spreadsheet at the last meeting. The spreadsheets pertaining to the map can be found on pages 13 and 14.

Mr. Harowski referenced the map, which shows North Nova Road as six lanes to US 1. He stated that Nova Road from Wilmette to US 1 is scheduled to be constructed as a four-lane facility. Mr. Harowski verified that the projects on the E+C Network had to have construction funded before they could be listed.

Mr. Harowski asked if adjustments were being made to the E+C based on the Tentative FDOT Work Program? Mr. Neidhart replied that the new projects in the Tentative FDOT Work Program have not been officially programmed for construction yet. Therefore, the E+C Network has not been modified to include any of the new projects in the Tentative FDOT Work Program.

Mr. Prine questioned why the six laning of I-95 from I-4 to the Flagler County Line was not included. Mr. Neidhart replied that that project is one of the new projects in the Tentative FDOT Work Program. Therefore, this project was not included. Mr. Neidhart stated that FDOT will adopt their new Work Program in July of 2000.

Mr. Prine asked about the widening of I-4 from the Seminole County Line to Saxon Boulevard? Mr. Neidhart replied that the MPO Board has not made a decision on whether they are willing to accept the widening of I-4 all the way to Saxon Boulevard. Mr. Neidhart stated that the original plan was to widen from the interchange at US 17/92 in Sanford to Dirksen Drive.

Mr. Neidhart stated FDOT is now saying that if we widen towards the inside of the median that it would be cheaper. [The I-4 median is where the FDOT has reserved a potential future rail envelope]. The money saved from this modification would then leave enough funds to widen I-4 all the way to Saxon Boulevard. The MPO Board has not taken a stance on whether they accept giving up the rail envelop for a potential future rail alignment in lieu of taking I-4 all the way to Saxon Boulevard. Mr. Neidhart went on to say that it has been left the way it was in the adopted Work Program.

Mr. Lear asked about the four laning of SR 442 in Edgewater. He stated that the FDOT plans show a fifth lane (turn lane). Mr. Neidhart replied that a five-lane road would be considered to be a four-lane road. The fifth lane is a turn lane, and therefore is not considered a complete lane for the through movements of traffic.

Mr. Harowski referenced the table on page 14 of the agenda packet. He stated that there appears to be a duplication of projects starting with the Providence Boulevard project. Mr. Neidhart replied that this would be corrected.

C. Review of Alternative #1 Roadway Network Map

Mr. Neidhart stated that this map was also requested at the last meeting. The map indicates where each of the roadway projects for the first alternative are located. Spreadsheets for the map were also included in the agenda packet.

Mr. Prine stated that he had several comments regarding this item, but he would meet with Mr. Neidhart after the meeting to go over them. Chairman Smith replied that it would be best to run the first alternative before comments are discussed. Mr. Neidhart stated that it would be up to the committee whether or not additional projects could be included.

Mr. Neidhart stated that staff expects to get the E+C model from the consultant next week. He would then begin to analyze the results of the model to see how it compares to the first alternative before the first alternative is actually run. He stated that he would look at the E+C Roadway Network, which is the projects that are funded for the next five years, and the results will be compared to the first alternative. The Committee will review the projects and make a final decision on which projects will be analyzed as part of the first alternative. The first alternative will be run once the Committee makes a decision.

Mr. Holmes asked if it makes a difference if a roadway does not line up when it comes to being included in the model? He noted that he was looking at the area of Kepler and Marsh at US 92 in northeast DeLand. Mr. Neidhart replied that it depends on the future land use data that has been assumed for that particular area of the County. Mr. Neidhart stated that he does not believe that there would be a lot of traffic being pulled off from US 17.

Ms. De Parry asked if this project would be included in the first alternative? Chairman Smith replied that we need to come back with the first E+C run first. He stated that we are not at Alternative #1 yet, that would be taken care of at the next meeting.

Ms. Sloane referenced the section of SR A1A north of Granada Boulevard to Ocean Terrace (two lane undivided to two lane divided). Mr. Neidhart replied that this project was in the original Long-Range Transportation Plan and was left in for the refinement. The committee can determine if the project stays in. Ms. Sloane stated that there are no cross streets from this area.

Mr. O'Donniley stated that a response would be made after the E+C comes back and before the first run is made.

Chairman Smith stated that the information would be sent out two weeks prior to the next meeting. He suggested that the January meeting be cancelled and everything that was discussed today can be discussed at the February 10th meeting. There were no objections noted.

Ms. De Parry questioned whether or not information on how the level of service on a roadway was effected would be made available to the members. Mr. Neidhart replied that a spreadsheet and map would be developed.

D. Review and Approval of Bicycle/Pedestrian Ranking Criteria

Ms. Bollenback stated that TransCore is performing the bike and pedestrian analysis for the refinement. She introduced Mr. Dan Presslar of TransCore who is the Project Manager.

Ms. Bollenback gave a brief overview on the work that is being done. The goal is to try and assess the bike and pedestrian facilities throughout the County. The analysis will then focus on three corridors, which will yield the most benefit from some type of improvement. She stated that this may include constructing new facilities in an area or possibly upgrading or connecting existing facilities in an area. Ms. Bollenback stated that this would be dependent upon the corridor.

Ms. Bollenback stated that the data is the first step in the process and a current data source listing was included in the agenda packet. She stated that the next question is how to turn the raw data into something meaningful. Ms. Bollenback noted that criteria pertaining to the data was also included in the packet.

Mr. Presslar stated that they had planned to come to the meeting today with an analysis showing the preliminary results by roadway segment, but there were difficulties due to staff availability and backup problems on one of the computer files that was being used.

Mr. Presslar stated that the segmentation is going to be between major intersections in the County's thoroughfare roadway network. The Clyde Morris Boulevard corridor between US 92 and Dunlawton Avenue was used in the display and discussion for today. This corridor is comprised of eight segments between major intersections.

Mr. Geiger stated that the legend does not show the beaches as a park. Mr. Presslar replied that the park inventory that was utilized comes from the County's Beach Department and this should be considered and easy to include. Ms. Bollenback noted that the beaches would be tagged as some type of attraction.

Mr. Geiger stated that the citizens and City Council of Daytona Beach Shores think it is safer and better to use Peninsula Drive as a pedestrian bikeway, not SR A1A. He stated that the City is planning to widen the medians and will install landscaping, but would not provide room for bicycles. Mr. Geiger went on to say that showing SR A1A as a bicycle/pedestrian facility on the map is inconsistent with the City of Daytona Beach Shores' Plan. Mr. Geiger stated that Daytona Beach has also opted for narrower lanes and wider landscaping and putting the bicycles on side streets, not on SR A1A.

Ms. Bollenback replied that in analyzing different corridors and different segments of corridors, those that end up ranking very high are moved to the next step of detailed analysis. One of the things that will be investigated, not just for SR A1A and Peninsula but any other areas where this may be a factor, is potential alternative corridors. This means that they may make improvements to an alternative route so that the riders may get off of the dangerous section.

Mr. Presslar stated that the analysis is being broken into two tiers. The first tier identifies what appears to be the corridors that would be the MPO's priority and improving bicycle and pedestrian movement. This would mean bike lanes or sidewalks on that route. The second tier is where the top three corridors are reviewed to see if it makes sense to make improvements to that facility or go to the side streets and provide an alternate route.

Ms. Bollenback noted that Volusia County is known to have one of the highest bicycle and pedestrian crash rates in the State of Florida. In addition, the State of Florida itself also has one of the highest bicycle and pedestrian crash rates in the nation.

Mr. Holmes asked if the stars on the map pertain to crashes from last year? Ms. Bollenback replied that it pertains to crashes from the past five years, 1994-1998. Mr. Holmes stated that some cities are pushing to put in more sidewalks or to implement other improvements that may effect the crash rate. Ms. Bollenback stated that the further they went back in time, the larger the crash numbers were in regards to Clyde Morris Boulevard, which is what is displayed on the map.

Ms. Bollenback stated that Chairman Smith has recommended that we take out any crashes that are mitigated by DUI's etc. as they are not a design problem. Chairman Smith recommended using different color stars to differentiate what type of crash took place (i.e. bike, pedestrian, etc.). Ms. Bollenback noted that safety is the number one concern. Ms. Goldstein asked if there was an analysis on wheelchairs being involved in crashes? Ms. Bollenback replied that she did not have information to answer that question. Mr. Presslar noted that they would be treated as pedestrians in the database. Ms. Bollenback stated that she would look into this.

Ms. Morrissey asked what other data is available in the analysis of bicycle and pedestrian accidents. She stated that she was interested in knowing if age was listed and/or were the cyclists riding properly (i.e. someone riding on the handlebars). Ms. Bollenback replied that the actual police report lists that information.

Ms. Bollenback continued to review the other criteria that was developed in regard to proximity to transit, connectivity between bicycle facilities and pedestrian walkways, and the proximity to community attractions.

Mr. Prine suggested analyzing facility segments not the roadway. Mr. Presslar replied that a note could be made so that this item is clear to everyone. Mr. Prine also recommended that the points for Proximity to Community Attractions be changed to 30 points instead of 25 and that the connectivity between bicycle facilities and pedestrian facilities be changed to 20 points instead of 25. Mr. Welzenbach stated that that issue could be addressed under the safety criteria (#1).

Mr. Holmes noted that #4 is a higher priority. Mr. O'Donniley stated that #1 and #4 reinforce each other even though he may not agree with the number of points allocated to each item.

Mr. Harowski noted that the types of schools should be specified in the criteria. Ms. Morrissey objected to the elimination of high schools in the criteria. She recommended including it to see what would happen.

The members agreed that high schools would be added to the first run.

Ms. Sloane stated that commercial attractions were not included. Ms. Bollenback replied that that was correct because there are too many commercial attractions to be addressed at this time. However, this will be considered in more detail in future planning efforts.

Discussion continued.

Mr. Geiger asked if the commercial attractions would include the beaches? Mr. O'Donniley noted that it could be added to #4. Ms. Seward agreed to add the beaches because bicycle racks will be added to the buses and the beach tram will be put in place.

The members agreed to add beaches to criteria #4.

It was noted that the County Health Department offices on Clyde Morris Boulevard will be moved and Embry-Riddle University will be taking over that building. Ms. Bollenback noted that this would have to be considered.

Ms. Sloane stated that additional points needed to be given on the attractions criteria. Mr. Welzenbach recommended taking five points off of the transit criteria.

Ms. De Parry moved to keep the safety (#1) criteria at 35 points; the proximity (#2) criteria will be 10 points; the connectivity (#3) will remain at 25 points; and #4 will be increased to 30 points. Mr. Harowski seconded the motion and it passed unanimously.

III. Staff Comments

No comments were noted.

IV. LRTP-R Subcommittee Member Comments

Ms. Morrissey noted that this would have been a good discussion for the BPAC several years ago. Ms. Morrissey stated that she was pleased to see these discussions taking place.

Mr. Holmes asked when the data would be available for the members? Mr. Presslar replied that it should be available for the February meeting. The next step is the model network. He noted that the crash data needs to be under control and currently it is difficult to match it to the roadway network.

Mr. Holmes stated that he has additional data and asked if it is still possible to turn it in. Mr. Presslar replied yes.

Mr. Neidhart stated that the next meeting of the committee is scheduled for February 10^{th} at 2:00 PM.

Ms. Goldstein distributed a flyer on the Forum 2000 that is being sponsored by HAVOC on January 25, 2000 at the Ocean Center. She stated that 20 agencies will be represented and the forum is open to the public.

Mr. Neidhart introduced the MPO's new Executive Director, Karl Welzenbach. Mr. Welzenbach noted that he has met with several of the local elected officials and managers. He briefly discussed his work history prior to coming to Volusia County.

Mr. Carson (Al) Blue, Orange City, stated that at the last meeting the committee took action to delete Normandy/Rhode Island from the Long-Range Transportation Plan on the input of one person. He stated that the citizens and elected officials of Orange City feel that it will restrict access to the Deltona area. He stated that all facts should have been addressed and he requested that this item be revisited. Mr. Blue stated that he had spoken with some of the Orange City officials and some citizens and they feel that to restrict access to the new county park would put additional stress on Graves and Saxon. (As amended, February 10, 2000)

Mr. Neidhart replied that this item was brought up by the Deltona representative and action was taken to remove it from the Long-Range Transportation Plan. It was originally in the Long-Range Transportation Plan, which was adopted in 1995. Mr. Neidhart stated that Deltona representatives wanted the Rhode Island connection from Orange City to Deltona removed from the Long-Range Transportation Plan because it is not consistent with the City's Comprehensive Plan.

Mr. Ervin stated that having it removed better served other programs and projects.

Ms. Morrissey noted that there is a park planned which will serve Deltona and access from other areas should be considered. Mr. Ervin replied that that is being addressed.

Ms. Morrissey recommended looking at other options in another run. Ms. De Parry stated that someone from Orange City should request that it be put back in for review and it could be looked at in one of the other alternative model runs.

Mr. Ervin replied that other viable alternatives are being developed for this area.

V. Press/Citizen Comments

No comments were noted.

VI. Adjournment

The meeting adjourned at 3:35 PM.

Volusia County MPO



MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) **LONG RANGE TRANSPORTATION PLAN REFINEMENT SUBCOMMITTEE** (LRTP-R) will be meeting on:

Thursday, February 10, 2000

VOTRAN Conference Room

P. Malcolm Smith, Chairman Presiding

<u>AGENDA</u>

CALL TO ORDER / ROLL CALL / DETERMINATION OF

(Contact: Mike Neidhart) (Enclosure, pages 1-9)

Neidhart) (Enclosure, pages 10-25)

(Enclosure, pages 26-52)

&

Bollenback) (pages 53-56)

REVIEW

APPROVAL OF DECEMBER 16, 1999 MINUTES

REVIEW OF THE EXISTING + COMMITTED (E+C)

ROADWAY NETWORK ANALYSIS (Contact: Mike

REVIEW & APPROVAL OF ALTERNATIVE #1

NETWORK MODEL RUN (Contact: Mike Neidhart)

BICYCLE/PEDESTRIAN CORRIDORS (Contact: Lois

OF

THE

THREE

APPROVAL

950 Big Tree Road

South Daytona, Florida

Volusia County Mobility Management Center

2:00 PM

1190 Pelican Bay Drive Daytona Beach, FL 32119-1381

DATE:

TIME:

PLACE:

I.

II.

QUORUM

A.

Β.

C.

D.

BUSINESS ITEMS

Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 Email: vcmpo@worldnet.att.net

Mayor Baron "Bud" Asher, Chairman

Karl D. Welzenback, Executive Director

Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

LRTP-R Subcommittee Meeting Notice & Agenda February 10, 2000 Page Two

III. STAFF COMMENTS (page 57)

IV. LRTP-R SUBCOMMITTEE MEMBER COMMENTS (page 57)

V. PRESS / CITIZEN COMMENTS (page 57)

VI. ADJOURNMENT (page 57)

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Minutes

Long-Range Transportation Plan-Refinement Subcommittee

February 10, 2000

Volusia County Mobility Management Center 950 Big Tree Road, South Daytona, Florida

Present:	Representing:
Barbara Goldstein	TDLCB Member
Bob Frey	G. Huttmann, DeBary & Deltona
Don O'Donniley	Ormond Beach
Walt Geiger	Daytona Beach Shores
Jon Cheney	Volusia County
Saralee Morrissey	School Board
Bob Keeth	Ponce Inlet
Jennifer Cairns	J. Zielinski, FDOT
Donna Steinebach	Port Orange
Rick Prioletti	Daytona Beach
Mike Holmes	DeLand
Richard Prine	Volusia County
Tom Harowski	New Smyrna Beach
Judy Sloane	Ormond Beach Airport
Darren Lear	Edgewater
Pamela Seward	VOTRAN
Malcolm Smith	CAC Member, DeLand
Al Blue	CAC Member, Orange City
Karl Welzenbach	MPO Staff
Herb Seely	MPO Staff
Jean Parlow	MPO Staff
Darla Zakaluzny, Recording Secretary	MPO Staff
Mike Neidhart	MPO Staff
Linda Funicello	MPO Staff
Lois Bollenback	MPO Staff
Mark Schlueb	News Journal
Joseph Benedict III	Consolidated Tomoka Land Co.
Dan Presslar	TransCore

I. Call to Order / Roll Call / Determination of Quorum

Chairman Malcolm Smith called the meeting of the Volusia County Metropolitan Planning Organization (MPO) Long-Range Transportation Plan-Refinement (LRTP-R) Subcommittee to order at 2:00 PM.

II. Business Items

A. Approval of December 16, 1999 Minutes

Mr. Blue apologized for his comments at the last meeting and noted that he did not mean to raise a dust storm. Therefore, he asked that the discussion regarding the letter from Mayor Yebba (included in today's packet) be postponed until a future date. Mr. Blue noted that the letter was not an agenda item, but could be found at the back of the meeting packet.

Mr. Harowski moved to approve the December 16, 1999 minutes. Ms. Goldstein seconded the motion.

Mr. Blue stated that he would like to make a correction to the minutes. He stated that on page 8 (first paragraph, 3rd line down) it states that he said that the citizens and elected officials of Orange City feel that it will restrict access to the Deltona area.

Mr. Blue stated that he had spoken with some of the Orange City officials and some citizens and they feel that to restrict access to the new county park would put additional stress on Graves and Saxon. He asked that the minutes be changed as noted. Mr. Blue stressed that he is very careful about not speaking for cities and/or citizens.

The minutes, as amended, were approved.

Chairman Smith stated that he would like to have Item II. D. moved up on the agenda. There were no objections to this request.

D. Review and Approval of the Three Bicycle/Pedestrian Corridors

Ms. Bollenback stated that three action items were addressed at the last meeting. Those items were (1) the evaluation criteria was changed as requested by the LRTP-R Subcommittee; (2) crashes that could not be avoided were reviewed and removed from the analysis; and (3) the attractions category was amended to include the beaches as a linear park and the high schools were added.

Ms. Bollenback addressed the overall goals that we are trying to reach at this time. She stated that we need to construct an inventory of bicycle and pedestrian facilities that are found throughout the County. Ms. Bollenback noted that the inventory would have to be updated on a regular basis and the details would need to be refined over time. Ms. Bollenback stated that another goal is to develop a methodology that can be used to evaluate different areas of the County. This methodology could be used as a tool in the future to judge the different projects.

Ms. Bollenback stressed that this will not replace the priority process. The projects being reviewed today are not projects that will be placed in the TIP. The methodology will be used to judge bicycle and pedestrian facilities.

Ms. Bollenback stated that a lot of data has been collected and fifty projects have been highlighted on the map displayed. She stated that Mr. Presslar would be in charge of the next stage, which is a detailed field analysis of the projects.

Ms. Bollenback stated that the top three corridors were on SR A1A. She stated that a detailed study was done by the MPO in 1997 at which time several bicycle/pedestrian concerns and recommendations were made. Ms. Bollenback stated that it does not make sense for Mr. Presslar to do an analysis of this area as it was recently done by the MPO.

Ms. Bollenback noted that projects were also identified for US 1. Recently, a study was done on the US 1 Corridor and the study included multi-modal aspects. Ms. Bollenback noted that Mr. Presslar's company was involved in the US 1 Arterial Investment Study. Ms. Bollenback stated that projects that were recently completed and those projects in the MPO's priority process were removed from the analysis.

Ms. Bollenback stated that the six projects noted in the agenda packet were developed once all the projects noted above were eliminated from the process. Ms. Bollenback stated that there was a technical problem with the crash data. She stated that because the SR A1A corridor had a high number of crashes, it skewed the crash data. A revised table (page 56 of agenda) regarding this item was distributed to those present today. Ms. Bollenback stated that the projects stayed the same, but the order of ranking changed.

Ms. Bollenback stated that even though the ranking changed slightly, the recommendation of three corridors has not changed.

Mr. Presslar stated that they identified three segments of the Clyde Morris Boulevard area. Those segments are: (1) Richard Petty Boulevard between Midway and Clyde Morris Boulevard; (2) Clyde Morris Boulevard between International Speedway Boulevard and Bellevue Avenue; and (3) US 92 between Clyde Morris Boulevard and Nova Road. He stated that they would also look at the intersection approaches to US 92 and Clyde Morris Boulevard, including the segments that are not identified right now.

Mr. Presslar stated that one of the objectives of the study is to connect areas that seem to be missing links rather than proposing new facilities where they would not necessarily connect to a network. Mr. Presslar noted that there were not many crashes in this area.

Ms. Bollenback stated that Clyde Morris Boulevard was identified as a trail in the Trails Master Plan and she feels that this is something that would need to be looked into. Mr. Prioletti asked if an evaluation of bicycle and pedestrian facilities were done on the apartments located behind the Mall? Ms. Bollenback replied that the recommendation is based on the information that was accumulated. She stated that it was not based on any field analysis; therefore, they have not looked at any of the associated areas.

Ms. Bollenback noted that a charrette would be held in the corridor area selected and invitations would be issued to the public and local government representatives. Mr. Prioletti replied that holding such meetings would be a good idea.

Mr. Cheney stated that the Clyde Morris Boulevard analysis (as shown on handout) goes to Dunn Avenue; however, on the map it was left off. He asked why that was done. Ms. Bollenback stated that the segment on the handout dropped off once the changes were made, and some of the other segments moved up in scoring. She stated that that segment actually drew down the corridor. Ms. Bollenback stated that they would be looking at all of the approaches. Mr. Cheney stated that he would like to see Clyde Morris Boulevard extended up to Mason Avenue and then go across Mason to Clyde Morris Boulevard to Nova Road. Mr. Cheney asked if the corridor could be re-evaluated? Ms. Bollenback replied yes.

Mr. Prine referenced the curve on Richard Petty Boulevard where it goes south. He asked if staff had looked at connecting it from there to the intersection. Mr. Presslar stated that this could be considered.

Mr. Cheney asked for a status on the School Board's evaluation of Mainland High School. Ms. Morrissey replied that there are some issues to be resolved regarding US 92 and they are trying to work with the airport.

Ms. Bollenback went over the Howland Boulevard/Providence Boulevard segment, which is the second corridor being recommended for analysis. Ms. Morrissey stated that there is a major power line and they are looking to do a trail system. She stated that there are plans for a DBCC Campus on the east side of Providence in the future.

Ms. Bollenback stated that the third corridor is the Plymouth Avenue/Hill Avenue/Minnesota Avenue area. She stated that this corridor would be looked at for potential bicycle and pedestrian activities and we want to make sure the connections are added.

Ms. Morrissey stated that as part of the County's construction plans for this area, there would be sidewalks coming in on the new Blue Lake/Plymouth area. Mr. Cheney replied that there are sidewalks as part of the realignment of the Plymouth

Avenue project and there is also a DOT LAP project that has been proposed along Minnesota, Wisconsin, and Plymouth Avenues. He noted that there are sidewalks for the Blue Lake Extension project. Ms. Bollenback noted that they would also look at what the city has planned.

Mr. Harowski asked if the members would receive a ranking or analysis of all of the corridors. Ms. Bollenback replied that she would get that information out to everyone. Mr. Cheney requested that a complete network map be provided as well. Ms. Bollenback replied that this would be distibuted to everyone as well.

Ms. Goldstein asked if information had been found regarding the number of wheelchair users being involved in the crashes. Ms. Bollenback replied that she had spoken to Mr. John Izzo regarding this matter, but no information was available.

Mr. Prioletti requested that the School for the Blind be invited to the charrettes that are being held in the Daytona Beach area.

Ms. Morrissey moved to recommend that the three areas noted in the presentation be studied. Ms. Goldstein seconded the motion and it passed unanimously.

Chairman Smith stated that the other issues on the agenda need to be addressed and there are several members that need to leave early. Therefore, he recommended holding another meeting on the 17th of February in order to address those items.

Ms. Morrissey reminded the members that the Twin 125 race is being held on the 17th and there will be a lot of traffic. Ms. Morrissey suggested having it on the west side of the County. Some of the members felt that most of the work could be addressed today.

B. Review of the Existing Plus Committed (E+C) Roadway Network Analysis

Mr. Neidhart noted that the maps were distributed at the last meeting and there have been some revisions. The spreadsheets included with the maps describe the items on the maps. Mr. Neidhart went over the information contained in the material distributed in the packet.

Mr. Prioletti stated that with the intersection improvements to US 1, the LOS would be resolved as noted in the US 1 AIS. He asked if that was incorporated into this or were they strictly looking at the model output. Mr. Neidhart replied that they are looking at the model. The analysis that was done for the US 1 Study was an extremely detailed intersection level analysis, which is a very micro level analysis. He reminded the members that the study process for US 1 took two years to complete.

Mr. Prioletti stated that the perception that in 2020 it will be a LOS F is not correct. Mr. Neidhart replied that you would have LOS problems with the roadway segmentation and the intersection LOS is different than the roadway segment LOS. He stated that the intersection would be the choke point for any corridor. Mr. Neidhart stated that the communities did not want to six-lane US 1.

Mr. Neidhart stated that we will need to start looking at various transit options and working with VOTRAN to see if we can look at increasing the amount of frequency along the corridors when congestion occurs. When there are major choke points, we could do a more detailed analysis instead of putting in six-lanes of roadway.

Mr. O'Donniley asked if the US 1 Study included recommendations regarding transit? Mr. Neidhart replied yes, but they were more long-term transit options and that will require working cooperatively with VOTRAN to see if the frequency of the buses can be increased if there is a lot of congestion.

Mr. Prioletti asked if the projects contain the committed intersection improvements on US 1? Mr. Neidhart replied that that type of information can not be put into the model. Mr. Neidhart stated that the macro level model that is used does not have the level of detail of intersection timing. Mr. Prioletti questioned whether this should be looked at in the refinement of the LRP.

Mr. Welzenbach replied that is being taken care and while it is showing up, we recognize that intersections improvements were recommended for it. He stated that you could address that with the model by pretending that the capacity is larger than it really is. Then, you have to go through a series of calculations to try and guesstimate how to do that sort of capacity widening to reflect the signal interconnection, intersection improvements with left and right turn lanes, etc. Mr. Welzenbach stated that this would be a lot of effort with a very minimal effect on the model.

Mr. O'Donniley suggested adding a footnote, which states that this scale model does not reflect the more detailed analysis recently completed on the US 1 Corridor.

Mr. Cheney stated that the roads listed on Attachment 2 are based on the 1998 Road Program and the County is going to be discussing the 1999-2000 Road Program in the next 2-3 weeks. Mr. Cheney questioned whether that data should be used. Mr. Welzenbach replied that there is no time or extra money to put in a new E+C Network and have it run again. He stated that this would be revised in two years to the year 2025.

Mr. Neidhart stated that the entire LRTP-R must be approved by the MPO in November 2000, which means they must see a draft document in October. The TCC and CAC need to start looking at the draft Plan in September or October.

Mr. Cheney stated the four-laning of Williamson Boulevard to Hand Avenue (page 13) has been completed. Mr. Cheney asked how hard it would be to add the segmentation on page 14 (Attachment 4)? Mr. Neidhart replied that they are listed on Attachment 5. He stated that it could be done, but all of the data would not fit on one sheet of paper.

Mr. Cheney asked that staff list where the roads are located. Mr. Welzenbach replied that staff would look into a way to provide more details. Mr. Cheney asked if columns 9, 11, 13, and 15 on Attachment 5A and 5B, which relates to Alternative #1 could be removed. Mr. Neidhart replied that the reasoning behind leaving Alternative #1 in the document was so that he would not have to recopy the same 10-12 pages for the second attachment. He stated that this is the only place that you could look at the E+C volumes and capacities, and the level of service issues.

Mr. Neidhart stated that the next time the committee sees this document, they will not see the E+C roadway analysis, it will show up as an Alternative #1 Analysis.

Mr. Cheney referenced Attachment 5B. He questioned why a four-lane roadway would have a capacity of close to 60,000 and/or 71,000 vehicles. He stated that a six-lane road would have a capacity of 52,500. Mr. Neidhart replied that it depends on which segment of roadway is being looked at. Mr. Cheney referenced the Dunlawton Avenue/SR A1A area. Mr. Neidhart replied that that was because it is a bridge and there is no side friction on the level of service manual for an unsignalized four-lane divided section to give you that amount of capacity.

Mr. Cheney stated that the 60,000 capacity seems to be overly high. Mr. Neidhart replied that he would look at it to make sure that the signal spacing has been applied correctly.

Mr. Harowski noted that SR A1A in New Smyrna Beach is not on the chart on Attachment 5B. Mr. Neidhart replied that this is not the entire network. If the entire roadway network were included in the packet, there would be over 1,000 roads of information. He noted that the capacity problems are being shown at a macro level.

Mr. Harowski asked if the projects announced in the Mobility 2000 Initiative were included in the listing? Mr. Neidhart replied yes.

Mr. Cheney stated that Mobility 2000 goes to SR 44, but this item stops at Saxon Boulevard. Mr. Neidhart replied that that is because they only have engineering and right-of-way to SR 44 programmed in five years. He went on to say that construction is not programmed until 2008.

Mr. O'Donniley moved to approve the tables. Mr. Neidhart noted that no action was required on this item. *Ms. Morrissey seconded the motion.*

Mr. Cheney stated that he would still like to look at the capacity levels of the different roadways before the E+C Roadway Network is approved by the Subcommittee.

Mr. Neidhart stated that the Subcommittee had approved the E+C Network. If the E+C Network was not approved, then we could not proceed with the alternative.

Mr. O'Donniley withdrew his motion. He stated that he would stand with what was approved last time, but if there is a question, he believes that it could be brought up with the next alternative.

Mr. Cheney replied that he agrees with the network, but he wants to verify the capacity levels. Mr. Welzenbach stated that he and Mr. Neidhart would be happy to meet with Mr. Cheney on this matter so that his concerns could be addressed.

C. Review and Approval of Alternative #1 Network Model Run

Mr. Neidhart stated that he performed a rough-cut of Alternative #1. He stated that there is a limited budget and in order to get the best results with that limited budget he used the volumes that came from the existing plus committed roadway analysis and applied the additional capacities wherever the committee had recommended a roadway improvement for Alternative #1. He stated that when running the model and additional capacities are added, you will change the amount of traffic on the roadway depending on the other types of roads in the area. Mr. Neidhart stated that it would give a rough idea of how the alternative that we have come up will meet the needs of the County.

Mr. Prioletti stated that at a previous meeting he brought up the issue of LPGA Boulevard/Tomoka Farms Road (Western Beltline) that runs along the Halifax Area west of I-95. He stated that there was discussion about the possibility of an interchange at I-4 and this corridor. Mr. Prioletti noted that this project was not included on Alternative #1. Mr. Neidhart stated that it could be added to Alternative #1, if the Committee wishes it to be done.

Mr. Prioletti stated that the other interchanges should be shown on the alternative as well and when the model is run, the Committee will say whether or not they are needed. Ms. Steinebach replied that if two interchanges are put on I-4 and they were run in the first Alternative, it would look at both interchanges being in place, but in reality, only one would be there. Mr. Prioletti stated that we have a north/south corridor that intersects with I-4, which is a state road, and there would definitely be an impact on I-95. He stated that it would take local traffic off of I-95.

Mr. Cheney noted that FDOT would not allow another interchange so close to the US 92 Interchange. Mr. Prioletti stated that FDOT is looking at it being one interchange.

Mr. O'Donniley stated that the corridor is not showing a deficiency from the east/west or the north/south at that point. He stated that there may be other alternatives (i.e Ormond Beach may have one east of I-95) that may be tested but it is not implied on the list. Mr. O'Donniley stated that there is no data at this point showing that it is needed. He stated that he would be willing to support it being tested at a later date.

Ms. Morrissey asked the projects in Alternative #1, #2, and #3 are selected. Mr. Neidhart replied that a majority of the Alternative #1 projects are existing projects from the adopted Long-Range Transportation Plan that have not been completed yet. He stated that there had also been requests from local governments to look at additional projects.

Mr. Prioletti stated that more people are using I-95 as a commuter road in order to move from city to city. He stated that it is important for us to have the north/south corridors. Mr. Prioletti stated that he would like to see this tested in the Alternative.

Chairman Smith stated that a motion would be needed to have it included in the Alternative testing.

Mr. Welzenbach asked the Committee to allow Mr. Neidhart to go through this as he has already thought of some of the issues being discussed by the members. Mr. Neidhart has already come up with some recommendations to edit the existing Alternative #1. Mr. Welzenbach stated that Mr. Neidhart could describe it and then the Committee could talk about Alternative #1 based on Mr. Neidhart's findings. Then, all changes could be made at one time.

Mr. Neidhart referenced page 31, which shows the Alternative #1 Level of Service Analysis. He stated that the roads showing up in red means that there are LOS problems in addition to the projects if we assumed the additional capacities for projects that were in Alternative #1. Mr. Neidhart stated that the map on page 14 is telling us that Alternative #1 is not addressing the congestion problems.

Mr. Neidhart stated that if a project in the first alternative did not have a LOS problem, then it could be eliminated from Alternative #1. He also stated that if there are projects with LOS problems, but it was not a project that the Committee came up with, then it could be added in.

Mr. Welzenbach distributed a handout which shows, under the E+C scenario, the State Roads that failed LOS and the ones that were failing under the Alternative #1 scenario. Mr. Neidhart stated that the same thing was done for the local roads.

Mr. Harowski stated that the items proposed for the New Smyrna Beach area are good, but he suggested looking at Pioneer Trail being widened to four-lanes (**words unclear due to background noise**) to I-95. He stated that traffic data is showing that the four-laning needs to be connected back into SR 44, not necessarily following Pioneer Trail, but possibly using Sugar Mill Drive or a similar alignment. He noted that this would be east of I-95.

Mr. Cheney stated that the County had looked at this and it is one of their recommendations.

Mr. Harowski stated that he does not have a problem with scaling back Turnbull Bay Road or SR 44 for this test. Mr. Cheney stated that the County had proposed extending the widening to Mission/Wallace. Mr. Harowski stated that the County Engineering Department has always wanted to take the Belt Line to the east, and New Smyrna Beach wants to keep it to the west. Mr. Harowski stated that if the Committee wants to look at extending the corridor to Mission Road, he does not have a problem with it, but he would like to see the Pioneer Trail/Sugar Mill section tested to SR 44 as a four-lane roadway.

Mr. Harowski moved to support Mr. Neidhart's recommendations with the addition of extending the four-lane segment of I-95 via Pioneer Trail and Sugar Mill Drive or an approximate alignment to test as a four-lane. Ms. Steinebach seconded the motion.

Mr. Prioletti asked that the motion be amended to include the testing of the interchange.

Mr. Cheney asked if the new alternatives could be voted on next week and the members be provided with a list? Some members questioned what is going on next week. Mr. Welzenbach stated that there is a possibility that a meeting for next week would be scheduled in order to complete the remainder of this task. He noted that most, if not all of the municipalities will want to make amendments to Alternative #1; therefore, he recommended that all suggestions be put in writing and submitted. The requests would be acted upon next week. Ms. Goldstein recommended that the meeting be held in two weeks that way the information can be collected, sent out, and reviewed.

Mr. Neidhart stated that the meeting would be held Wednesday, February 23, 2000 at 1:30 PM at the MPO Offices.

Mr. Neidhart went over the projects listed on the "Comparison of Subcommittee & Staff Alternative #1 (2/10/00)" which was distributed today.

Comments noted by the committee members are as follows:

US 1 (SR 5) Project comments: Ms. Sloane noted that the US 1 projects did not include the SR 40/US1 intersection. Mr. Neidhart replied that the US 1 Study included it and this was just reflective of what the macro level traffic model was saying.

US 17/92 Project comments: Mr. Cheney stated that US 17/92 from French Avenue to Enterprise Road is a five-lane roadway, not a four-lane roadway. Mr. Cheney stated that this pertains to Highbanks Road to Plantation Road as well.

SR 40 Project comments: Mr. O'Donniley stated that the City would like to show SR 40 as four lanes from I-95 east instead of the proposed Hand Avenue. Also, they would like four laned all the way to Nova Road. He stated that it currently shown stopping at Williamson.

Mr. Neidhart clarified that there would be no six-laning of SR 40. Mr. O'Donniley replied no. Ms. Goldstein stated that during the fire evacuations it was impossible to get out; therefore, she stated that she would like to see it widened to six lanes from Nova Road to US 1.

Mr. O'Donniley stated that they would be proposing to test it in a later alternative. He stated that the alternative that they will be recommending is an additional interchange along I-95 that would connect to US 1 to Tymber Creek Road and ultimately through Hunters Ridge.

Mr. O'Donniley stated that the City's perspective would be to accept the proposed widening at Clyde Morris Boulevard and add Hand Avenue on Williamson Boulevard to Nova Road as four lanes and restrain SR 40 to four lanes.

SR 44 Project comments: Mr. Holmes stated that FDOT is going to do a study of the roadway. He asked if this would impact it? Mr. Neidhart replied no.

I-4 Project comments: Mr. Cheney asked for a definition of an eight-lane roadway. Mr. Neidhart stated that right now the definition is what was in the original Long-Range Transportation Plan, which is six general use lanes and two special use lanes.

Bellevue Avenue Extension Project comments: Chairman Smith stated that there would be a serious problem widening to US 92 as it is too close. Mr. Prioletti stated that the problem could be solved by swinging the traffic to Tomoka Farms Road and moving it west to the interchange.

Clyde Morris Boulevard Project comments: Ms. Sloane stated that from LPGA Boulevard south is four lanes to Dunlawton Avenue. Mr. Neidhart stated that the segmentation would need to be changed to say that it would be left as four lanes, not widened to six lanes.

Dunn/George Engram/Fairview/Main Project comments: Mr. Cheney stated that there would be a problem with purchasing extra right-of-way because the Long-Range Plan only shows it as a two-lane facility. A judge would determine that you can not buy the extra right-of-way for four lanes.

Mr. Prioletti stated that another issue pertaining to this project is the DRI. He noted that someone may want to look at it as the project generated a bunch of traffic and calls for road improvements over time.

Mr. Neidhart stated that if the Committee wishes to leave it at four lanes, then he recommends that it all be four lanes. He stated that we want to make sure that we do not have any hourglass funneling of traffic. Chairman Smith recommended leaving it as four lanes.

Frontage Road Along I-4 Project comments: Mr. Holmes stated that the City of DeLand has been looking at taking the Frontage Road to SR 44 (around the Community College).

Mr. Cheney stated that the one of the alternatives that the County is looking at is to have it function as the new Summit. He stated that Summit would be more of a true frontage road from SR 44 all the way to SR 472.

Mr. Holmes stated that he would work with the County to see what is being done. Mr. Neidhart asked that Mr. Holmes and Mr. Cheney meet on this issue prior to the next meeting.

Howland Boulevard/CR 4145 Project comments: Chairman Smith stated that this project should be taken to SR 415.

Hand Avenue Project comments: Ms. Sloane asked where Marvin Avenue was in regards to the Hand Avenue project? Mr. Neidhart replied that he was not sure where this road was located, but he was sure that it was between Clyde Morris Boulevard and Nova Road. Ms. Sloane noted that there is a four-lane section on that part of the road. Chairman Smith stated that it runs past the Wellington Station Subdivision.

Mr. Neidhart replied that he would look into finding out where the four-lane section is in relation to LOS F so that it is not recorded incorrectly.

Mr. Cheney asked where the City of Ormond Beach plans to four-lane this roadway. Mr. O'Donniley replied that it would be from Nova Road to Williamson Boulevard.

LPGA Boulevard Project comments: Ms. Sloane stated that the section from Nova Road to Jimmy Ann Drive is still two lanes. She asked if there were any recommendations for this project. Mr. Neidhart replied that it would have to be programmed within the next five years for construction.

Mason Avenue Project comments: Mr. Cheney stated that he thought there was some type alignment to extend it to LPGA Boulevard. Mr. Prioletti replied that Consolidated Tomoka, Inc. does not want it.

Mr. O'Donniley stated that he believes it would help his jurisdiction and Daytona Beach in terms of the level of congestion on SR A1A and it will relieve traffic on SR 40 and International Speedway Boulevard.

Orange Camp Road Project comments: Mr. Cheney asked how much of this was part of the large DRI for the four-laning? Mr. Neidhart replied that Arvida was not officially approved so the 2020 land use data has not been updated to even **word unclear** Arvida.

Mr. Holmes stated that something was in the works because they gave the rightof-way. Mr. Cheney replied that they were doing sections from Martin Luther King to I-4. Mr. Holmes stated that something was in the books for four-laning, possibly in the County's plan. Mr. Cheney replied no, it was part of the DRI when they did the four-laning. When certain thresholds are met, then they would do road improvements.

Pioneer Trail Project comments: Comments were made earlier in the discussion.

Taylor Road Project comments: Mr. Holmes stated that there is a blank on recommendations, but there is a list of things on Taylor Road. Mr. Neidhart replied that those are the same recommendations.

Mr. Neidhart asked the members to look over the information distributed and to send in any suggestions within the next week so that the listing can be sent out to the Committee members prior to the next meeting.

Mr. Holmes stated that Blue Lake from Orange Camp Road to SR 472 was shown on the LOS map, but it was not shown on the other maps. Mr. Neidhart replied that Blue Lake would not be going south of Orange Camp Road, as it is not part **word unclear**. Chairman Smith replied that Mr. Bill Gray informed earlier today that it was included. Mr. Holmes stated that he had other projects to include as well.

Ms. Steinebach stated that staff is recommending a segment of SR 421 from Nova Road to US 1 to six lanes. She asked how this interplayed with the potential for an interchange at I-4. Ms. Steinebach stated that this would take I-4 traffic going to the beach to the only bridge in the area so it would add more pressure on this segment. She stated that this may need to be looked at more carefully.

Ms. Steinebach stated that she would also provide staff with roadway linkages from the City's Comprehensive Plan. She went on to say that there will be east/west linkages like the extension of Willow Run Boulevard to Tomoka Farms Road, and that we might want to show those linkages.

Ms. Steinebach noted that she supports Mr. Harowski's comments of earlier in regards to Pioneer Trail out to I-95.

Mr. Holmes stated that the City of DeLand would like to see CR 92 extended to Hazen Road (2 lane) as there is a lot of congestion. Also, he would like to look at extending Garfield to Taylor Road or to New Hampshire as this would help relieve traffic on US 17/92 and Amelia. Mr. Holmes asked that it be taken from SR 44 to Taylor Road. Mr. Cheney asked if it would be from Beresford to Taylor Road. Mr. Holmes replied yes.

Mr. Cheney stated that they would like all state roads to be four laned, including SR 46. Mr. Neidhart replied that SR 46 is not technically in Volusia County; therefore, this would be something that Seminole County would have to address. Mr. Cheney stated that this is what the County was looking at and are recommending it.

Mr.Cheney stated that they also looked at SR 44 being four-laned because there were no alternatives yet. However, it could be shown as being on the existing alignment until FDOT does their study (on SR 44).

Mr. Welzenbach asked if Mr. Cheney really wanted to show it as an alternative? Mr. Cheney replied that it should show as four-lanes from Spring Garden (SR 15A) out to the west.

Mr. Cheney also made mention of the following projects (some were noted earlier):

- US 92, widening to four-lanes
- Orange Camp Road, widening to four lanes
- Blue Lake extension, two lanes
- Orange City/Enterprise widen to six lanes from US 17 to Saxon Boulevard.

Mr. Neidhart stated that Enterprise would be four-laned. Mr. Cheney stated it would be widened to six lanes from Saxon Boulevard to US 17/92.

- Saxon Boulevard, widen to four lanes (US 17/92 to Wal-Mart), amended 4/13/00
- Project location unclear *Saxon Boulevard, amended 4/13/99*, widen to six lanes from Enterprise to Normandy Boulevard

Mr. Neidhart replied that it is proposed for six-laning from US 17/92 to Normandy Boulevard. Mr. Cheney agreed.

- DeBary/Dirksen, widen to four lanes
- Howland Boulevard to SR 415, widen to four lanes
- Saxon Boulevard to Doyle, four lane
- Doyle to SR 415, four lane
- Enterprise, widen to four lanes
- Williamson Boulevard from Indiago to Hand Avenue, widen to four lanes
- Clyde Morris Boulevard to LPGA Boulevard, widen to four lanes
- Orange Avenue to south of US 92 (at the bridge) to Peninsula, widen to four lanes
- Pioneer Trail to Wayne (the East Coast Beltway)

Mr. Welzenbach stated that the City of New Smyrna Beach does not want the Pioneer Trail to Wayne (East Coast Beltway) project. Mr. Cheney replied that it was shown all the way to US 1 as part of the East Coast Beltway. Mr. Neidhart stated that New Smyrna Beach wanted it more parallel to I-95.

No action will be taken on this matter until the February 23, 2000 meeting.

III. Staff Comments

No comments were noted.

IV. LRTP-R Subcommittee Member Comments

Ms. Steinebach commended staff, especially Mr. Neidhart, for meeting with them on an individual basis to go over the information.

V. Press / Citizens Comments

No comments were noted.

VI. Adjournment

The meeting adjourned at 4:25 PM.

Volusia County MPO



1190 Pelican Bay Drive Daytona Beach, FL 32119-1381

Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 Email: vcmpo@worldnet.att.net

Mayor Baron "Bud" Asher, Chairman

Karl D. Welzenbach, Executive Director

Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County MetropolitanPlanningOrganization(VCMPO)LONGRANGETRANSPORTATIONPLANREFINEMENTSUBCOMMITTEE(LRTP-R) will be meeting on:

DATE: Wednesday, February 23, 2000

TIME: 1:30 PM

PLACE:

MPO Conference Room 1190 Pelican Bay Drive Daytona Beach, Florida

Please note the change in time & meeting location pertain to this meeting <u>only</u>!

The purpose of this meeting is to reconsider the previously adopted Alternative #1 2020 Transportation Roadway Network to be analyzed.

Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.

Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Minutes

Year 2020 Long-Range Transportation Plan Subcommittee

February 23, 2000

Volusia County MPO Office 1190 Pelican Bay Drive, Daytona Beach, Florida

Present: Don O'Donniley	<u>Representing:</u> Ormond Beach
Gary Huttmann	DeBary & Deltona
Rick Prioletti	Daytona Beach
Mike Holmes	DeLand
Tom Harowski	New Smyrna Beach
Darren Lear	Edgewater
Jon Cheney	Volusia County
John Zielinski	FDOT District V
Judy Sloane	Ormond Beach Airport
Saralee Morrissey	School Board
Donna Steinebach	Port Orange
Barbara Goldstein	TDLCB Member
Malcolm Smith	CAC Member, DeLand
Carson Blue	Orange City
Astrid DeParry	CAC, Volusia County
Karl Welzenbach	MPO Staff
Darla Zakaluzny, Recording Secretary	MPO Staff
Mike Neidhart	MPO Staff
Harriet Damesek	Sierra
Commissioner Joyce High	Ormond Beach
Melissa Booker	Ormond Beach

Chairman Malcolm Smith called the meeting of the **Year 2020 Long-Range Transportation Plan Refinement (LRTP-R) Subcommittee** to order at 1:30 PM.

Chairman Smith commended Mr. Neidhart on his work in the development of the maps. He stated that the purpose of today's meeting is to finalize the runs to eliminate the points of congestion on the roadways.

Mr. Neidhart stated that at the last meeting the Subcommittee was able to get through the Existing Plus Committed (E+C) Roadway Network presentation and the preliminary Alternative #1 analysis. Mr. Neidhart stated the original Alternative #1 that was approved by the Subcommittee did not address the transportation needs of the County. Therefore, staff put

together a list of recommended changes to that alternative, which were reviewed at the last meeting, but no action was taken.

Mr. Neidhart distributed large maps for the members to review during the meeting. He stated that the roads highlighted in yellow mean that there was an agreement between the original Subcommittee approval of Alternative #1 and what staff had recommended.

Mr. Neidhart stated that the roads highlighted in red shows where there are capacity problems. The roadways showing up in green were part of the original Subcommittee Alternative #1, but we are not seeing any deficiencies on those roadway segments. Therefore, staff recommends that those roadway segments be removed from Alternative #1.

Mr. Neidhart stated that the roads highlighted in blue refer to new segments, which are to be looked at for improvements based on comments at the last meeting. He stated that the roads in yellow or green, but may have a blue outline indicates that it is an area shown on the map previously, but the Subcommittee has made some type of recommendation.

Mr. Neidhart stated that the yellow indicates everyone has agreed to those improvement. However, the green, red, and blue need to be discussed today.

Mr. Prioletti expressed concern that the interchange project (LPGA Boulevard and I-4) that he recommended on two occasions was not included on the list or the map. Mr. Neidhart apologized for the oversight. Mr. Prioletti stated that he is noting this project for the record as the Mayor of Daytona Beach will be bringing it up at the MPO meeting.

Mr. Cheney asked if he is recommending that if the interchange were there, then would the current fly-over from I-4 to US 92 be removed? Mr. Prioletti stated that he is asking that the LPGA Boulevard and I-4 Interchange project be studied and it could be incorporated into one system.

Mr. Blue stated that he would like to discuss the bridge over I-4 at Normandy Boulevard and Veterans' Memorial Parkway today.

Mr. Cheney moved to approve the yellow and green (without circles) projects. Ms. Sloane seconded the motion.

Ms. DeParry expressed concern about the SR 44 project between CR 4139 and Blue Lake Avenue. She stated that she noticed the "d" and was not sure how it affects the model, as it is a four-lane divided highway. Ms. DeParry stated that she would like to have it changed to "undivided" as it is going through a residential neighborhood with driveways every 100 feet.

Mr. Neidhart stated that a continuous center turn lane means a divided highway.

Ms. DeParry also referenced the Kepler Road from SR 44 to US 92 project noted in green. She stated that with the 2020 Plan it seems inconceivable that it be a two-lane road with the completion of the Veterans' Memorial Parkway.

Mr. Neidhart replied that when the 2020 Land Use data was being reviewed with the existing plus committed roadway network, it did not show any capacity problems north of SR 44. He stated that there did not seem to be capacity problems south of SR 44, but staff felt that SR 44 was the logical breaking point to stop the four-laning.

Chairman Smith agreed, and suggested going through the first run to see what happens without it. Mr. Welzenbach replied that it could always be put back in at a later date.

Mr. Welzenbach reminded the members that three alternatives would be run; therefore, it would be best not to load Alternative #1 up with everything in the wish list.

Discussion continued.

Mr. Huttmann stated there may be double counting on the Elkcam Extension and SR 442. Mr. Neidhart replied that was an error on his part.

The motion carried.

Mr. Neidhart then referenced the segments in red on the maps, which show stress or capacity problems. Staff looked at the 2020 projected volumes and compared them to the roadway capacities and determined that there were capacity problems. Mr. Neidhart stated that staff is recommending that the red roadway segments be added into the analysis since there seems to be capacity problems.

Mr. Cheney verified that the E+C Network does not include the current draft of the County's Road Program. Mr. Neidhart replied yes, that was correct.

Mr. O'Donniley asked if anything more than the volume over capacity (V/C) was looked at? Mr. Neidhart replied that it was V/C using the adopted comprehensive plan allowable level of service as its capacity.

Mr. Huttmann expressed surprise about the western piece of Beresford Avenue being shown in red. Mr. Neidhart replied that the capacity of the roadway segment is rather low so the actual volumes are not going to be high. However, it does provide a chance to go between US 17/92 or Woodland Boulevard to what is called the Truck Route (SR 15A).

Mr. Huttmann asked if it would be possible to assume some sort of improved two-lane in that facility since the model has not been run yet? Mr. Neidhart replied that the capacity would not increase it a lot, but that does not mean an improvement like that would not make a difference. He stated that the northern part of Kepler does not show a capacity problem as a two-lane facility. Mr. Neidhart noted that it could be bumped up capacity-wise by adding a center turn lane or some other type of project. He noted that this could be done on Beresford, but not as a full four-lane roadway.

Chairman Smith replied that this could be looked at in another alternative.

Ms. Goldstein referenced the red lines pertaining to Park Avenue West. She asked where this connects too? Mr. Neidhart replied that only a small portion of Park Avenue is being shown as below level of service. Staff recommends that no four-laning be done there, but would recommend looking at intersection improvements in the future.

Mr. Neidhart stated that this intersection was also identified in the US 1 Transportation Study. Ms. Goldstein also referenced the red line for Old Mission Road. Mr. Neidhart replied that that is showing segment-wide capacity problems that were longer than an intersection. He stated that to the north of the red line (up to SR 44) will be four-laned by the County within the next five years. Chairman Smith replied that it is currently under construction.

Mr. Lear referenced Park Avenue to US 1 where it says improve key intersections. He asked what this included. Mr. Neidhart replied that it would be left/right turn lanes, signal timing, or other operational improvements. He stated that this should be removed from the list as it was identified as part of the US 1 Transportation Study, and it is on the MPO's Priority List.

Mr. Prioletti referenced the removal of the Clyde Morris Boulevard corridor. He asked if staff felt that this would not need to be upgraded in 20 years? Mr. Neidhart replied that the Mason Avenue corridor (shown in yellow) as you go east of Clyde Morris Boulevard means that that the staff recommendation is in agreement with Alternative #1 of the Subcommittee. Alternative #1 was to six-lane that portion of Clyde Morris Boulevard.

Mr. Prioletti stated that Clyde Morris Boulevard south of Beville Road is busy at the PM peak hours and a lot of people use it to commute. Mr. Neidhart replied that capacity problems were not being shown for that area. However, north of Beville Road shows pressure.

Mr. Harowski stated that the project could be tested to see what happens. Mr. Welzenbach stated that this project could be tested in one of the other alternatives.

Ms. Goldstein moved to approve the road segments noted in red, with the exception of the Park Avenue segment. Mr. Huttmann seconded the motion and it carried.

Mr. Neidhart referenced the listing of additional projects that were suggested by the different subcommittee members.

CR 92 from SR 15A to US 17/92, the County has added this into their Five-Year Work Program; therefore, it should be added in.

I-4 Frontage Road west of I-4 in the Lake Helen/DeLand area, the suggestion was to realign what was to be the I-4 Frontage Road into Summit Avenue.

Mr. Holmes stated that the road coming in from West Beresford should be hitting Summit north of the little lake or it comes in at the driveway to the Community College.

Mr. Welzenbach stated that it might be a good idea to run the model with the yellow, green and red projects. He stated that this might point to areas that need improvement that would coincide with a lot of the recommendations made by the Subcommittee.

Mr. O'Donniley stated that he would like to see Mr. Prioletti's interchange tested and he has one that he would like tested as well. He stated that it is not appropriate to include it at this time because it would skew the results and the City of Ormond Beach needs to know where they are moving from and too in reference to four major facilities.

Mr. O'Donniley noted that the City does not feel that Granada Boulevard would not be supported. There is a relationship to land use and service needs that must be taken into account. He stated that they may want to show it artificially constrained at four lanes in another run. Mr. O'Donniley stated that the Plan currently shows it at six lanes.

Ms. Sloane stated that she would like to see Granada Boulevard (four lanes) and Hand Avenue (four lanes) run in one of the alternatives.

Discussion followed.

Ms. Steinebach asked if each of the alternatives for I-4 would be tested in an alternative or will choices need to be made to test only 2-3 of them? Mr. Neidhart replied that funding would need to be considered.

Mr. Prioletti asked what happens if all of the projects were included in the first alternative? He stated that from that point, all unnecessary projects could be pulled? Mr. Welzenbach replied that if everything was dumped into the first alternative, it would be harder to do as far as an analysis of traffic counts on capacities. He stated that you are still guessing when you start pulling the projects out.

Mr. Prioletti stated that Volusia County does not have a good east/west road system, but one is needed or there will be problems in the future. He stated that if it is left out of the network, then we are being shortsighted. Mr. Welzenbach replied that we are not leaving it out of the network, but it could be run under another alternative.

Mr. Harowski stated that once the plan update has been completed, it will be done again in a few years. Mr. O'Donniley stated that it is important to identify those future corridors and be very deliberate about trying to add them on. He stated that we may want to hold off three years before a project is tested, but they should be kept on record so that they can be looked at at some point in the future.

Mr. Welzenbach asked if it was the will of the Committee to go ahead with Alternative #1 as already agreed to without the additional suggestions? He also asked if that included Staff's recommendations? Mr. O'Donniley replied yes.

Ms. Morrissey moved to run the green, yellow, and red project segments in Alternative #1. Mr. O'Donniley seconded the motion.

Mr. Prioletti asked if the Dunn Avenue project (shown in green) comes out when it comes to the motion? Mr. Welzenbach replied yes, it comes out of Alternative #1. Mr. Neidhart stated that it is part of the original plan as a four-lane and staff recommended it as a two-lane; therefore, it would be there as a two-lane.

Mr. Prioletti expressed his desire to have the I-4/LPGA Boulevard Interchange project run in Alternative #1. Ms. Steinebach stated that the Port Orange Interchange can be run in the second Alternative and that would allow Mr. Prioletti's project to be run in Alternative #1. After further discussion, it was agreed that the I-4/LPGA Boulevard project would be run in Alternative #2.

The motion carried.

Ms. Morrissey asked if the results of Alternative #1 would be reviewed at the next meeting? Mr. Neidhart replied yes.

Mr. Welzenbach suggested having one understanding for Alternative #2, which include the County Road Program and the interchange at I-4 and LPGA Boulevard. Ms. Morrissey stated that anything in blue, including Mr. Prioletti's suggestion would be a topic for discussion in reference to Alternative #2.

Mr. Welzenbach replied that Mr. Prioletti was looking to see it modeled. Mr. Cheney stated that Mr. Prioletti's interchange, the US 92 fly-over, and the SR 421/Tomoka Farms Road would go away as part of Alternative #2. Mr. Welzenbach replied yes.

Mr. Welzenbach suggested that a different interchange scenario with the I-4/LPGA Boulevard with the fly-over removed and the connection to Taylor Road to I-4 be run in Alternative #2.

Ms. Goldstein moved to accept Mr. Welzenbach's suggestion (the I-4/LPGA Boulevard with the fly-over removed and the connection to Taylor Road to I-4). The motion was seconded and carried.

Mr. Blue stated that he would like to see the Rhode Island/Normandy Boulevard area tested. Ms. Morrissey replied that it could be looked at as part of Alternative #2.

Mr. Neidhart suggested canceling the March meeting, as the information will not be ready by the March meeting date. The next meeting date was set for April 13th at the VOTRAN Building.

Mr. Huttmann stated that he spoke to Deltona's Mayor, City Engineer, and Planning Director on Monday regarding Mr. Blue's project. He stated that the City of Deltona does not want this project and projects that are not supported by local governments that are impacted by them could not be tested. He stated that if Orange City wants to see it tested **words unclear**.

Ms. DeParry asked when the Traffic Analysis Zone's (TAZ's) were last updated? Mr. Neidhart replied that they were updated as a part of the current 2020 Transportation Plan. He noted that modifications have since been made to the TAZ's.

Ms. DeParry clarified that Victoria Park was not in the model. Mr. Neidhart replied that that was correct. Mr. Holmes replied that some of the development of Victoria Park was included in the original 2020 Land Use Plan. Mr. Neidhart replied that it was not an improved development and the 2020 land use data was not updated due to a lack of time and staff availability. Also, the estimated 2020 population for Volusia County is going down each year as noted by the Bureau of Economic Business Research (BEBR).

The meeting adjourned at 2:50 PM.

Volusia County MPO



MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) LONG RANGE TRANSPORTATION PLAN **REFINEMENT SUBCOMMITTEE** (LRTP-R) will be meeting on:

1190 Pelican Bay Drive Daytona Beach, FL 32119-1381

Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 Email: vcmpo@worldnet.att.net

Mayor Baron "Bud" Asher, Chairman

> Karl D. Welzenbach, Executive Director

Daytona Beach

Daytona Beach Shores

DeBary DeLand Deltona Edgewater Holly Hill Lake Helen New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

DATE: Thursday, April 13, 2000

TIME: 2:00 PM

PLACE:

VOTRAN Conference Room Volusia County Mobility Management Center 950 Big Tree Road South Daytona, Florida

P. Malcolm Smith, Chairman Presiding

AGENDA

CALL TO ORDER / ROLL CALL / DETERMINATION OF I. **QUORUM**

II. **BUSINESS ITEMS**

- APPROVAL OF FEBRUARY 10, 2000 MINUTES A. (Contact: Mike Neidhart) (Enclosure, pages 1-16)
- APPROVAL OF FEBRUARY 23, 2000 MINUTES B. (Contact: Mike Neidhart) (Enclosure, pages 17-24)
- C. **REVIEW OF ALTERNATIVE #1 NETWORK MODEL** RUN (Contact: Mike Neidhart) (Enclosure, pages 25-43)
- D. FOUR LANING US 17 (Contact: Mike Neidhart) (Enclosure, pages 44-47)
- E. RHODE ISLAND EXTENSION (Contact: Mike Neidhart) (Enclosure, pages 48-49)
- APPROVAL OF ALTERNATIVE #2 NETWORK MODEL F. RUN (Contact: Mike Neidhart) (Enclosure, pages 50-51)
- UPDATE ON THE BICYCLE/PEDESTRIAN ELEMENT G. (Contact: Lois Bollenback) (page 52)

Volusia County

LRTP-R Subcommittee Meeting Notice & Agenda April 13, 2000 Page Two

III. STAFF COMMENTS (page 53)

IV. LRTP-R SUBCOMMITTEE MEMBER COMMENTS (page 53)

V. PRESS / CITIZEN COMMENTS (page 53)

VI. ADJOURNMENT (page 53)

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Minutes

2020 Long Range Plan-Refinement Subcommittee

April 13, 2000

Volusia County Mobility Management Center 950 Big Tree Road, South Daytona, Florida

Present:	Representing:
Darren Lear	Edgewater
Donna Steinebach	Port Orange
Rick Prioletti	Daytona Beach
Don O'Donniley	Ormond Beach
Saralee Morrissey	School Board
Jon Cheney	Volusia County
John Zielinski	FDOT District V
Jim Kerr	Orange City
Mike Holmes	DeLand
Gary Huttmann	DeBary & Deltona
Pamela Seward	VOTRAN
Astrid DeParry	CAC Member, Volusia County
	District #1
Malcolm Smith	CAC Member, DeLand
Al Blue	CAC Member, Orange City
Others Present:	Poprosonting:
	<u>Representing:</u>
Karl Welzenbach	MPO Staff
Lois Bollenback	MPO Staff
Mike Neidhart	MPO Staff
Stuart Buchanan	Deltona
Ken Furth	Deltona

I. Call to Order / Roll Call / Determination of Quorum

Chairman Malcolm Smith called the meeting of the Volusia County Metropolitan Planning Organization (VCMPO) Long Range Transportation Plan-Refinement Subcommittee to order at 2:05 PM.

II. Business Items

A. Approval of February 10, 2000 Minutes

Ms. Steinebach moved to approve the minutes of the February 10, 2000 meeting. Mr. Cheney seconded the motion.

Mr. Cheney stated that the Saxon Boulevard project for widening to four lanes project on page 16, should include the wording "US 17/92 to Wal-Mart." He stated that the one that reads "project location unclear" should be changed to say Saxon Boulevard.

The minutes, as amended, were approved.

B. Approval of February 23, 2000 Minutes

Ms. Seward moved to approve the February 23, 2000 minutes. Ms. Morrissey seconded the motion and it passed unanimously.

C. Review of Alternative #1 Network Model

Mr. Neidhart stated that at the last meeting, the E+C Roadway Analysis and Alternative #1 was devised to be tested. That information was forwarded to the consultant for testing. Mr. Neidhart referenced the corresponding map in the agenda packet.

Mr. Cheney asked for clarification where it shows the two red and black lines on the map on page 26, which was distributed today. Mr. Neidhart replied that the red was supposed to be on the top, but it did not fully color in. The roads do not exist in the GIS database; therefore, they were hand-digitized. It was noted that those roads are to be red.

Mr. Prioletti clarified that those roads are not currently in the 2020 Plan. Mr. Neidhart replied that Mr. Prioletti was correct, and the roads do not exist. Mr. Neidhart stated that the roads shown in red and black dash lines are: (1) the extension of Hand Avenue west of Tymber Creek Road; (2) the extension of Taylor Road from Tomoka Farms Road out to I-4; and (3) the extension of SR 442 to SR 415, and then it turns into Elkam Boulevard from SR 415 into Deltona. Mr. Neidhart reiterated that the roads should be red in color on the map.

Mr. Blue stated that Alternative #1 does not include the Rhode Island/Normandy Boulevard overpass. Mr. Neidhart replied that that was correct. The Subcommittee took that project out and it is on the agenda for discussion today. Mr. Neidhart stated that Mr. Huttmann, representing the city of Deltona, can put forth the city's view and Mr. Jim Kerr of Orange City is also here today to express Orange City's view on that item. Mr. Neidhart stated that the projects listed in Alternative #1 are noted on the spreadsheet on page 27. It lists the projects and what was proposed for said projects in Alternative #1. Mr. Neidhart noted that this sheet was just for clarification.

Mr. Neidhart stated that the listing on page 31 gives a run down of the Existing Plus Committed Network. It shows which roads failed under the Alternative #1 scenario after the improvements were done and which roads that originally failed under the Existing Plus Committed Roadway Network, but now no longer fail.

Mr. Neidhart stated there is no reason to discuss the roads that no longer fail, but he would like to discuss the roads that do fail in order to give some idea of why they continued to fail. He stated that he would also like to see if there are any potential things that can be done are far as looking at Alternative #2 or #3.

Mr. Prioletti asked if there was a listing of road improvements that were in Alternative #1 that were not necessary? Mr. Neidhart replied that he did not put together a listing of this type, but it can be discussed. He stated that he could go through all of the roads that are new roads and he can go over the volumes on those roads, and then the Subcommittee as a whole can decide whether they think it was a needed improvement or not. Mr. Neidhart noted that further information on this item could be found in the agenda packet.

Mr. Prioletti asked if there were any road projects in Alternative #1 that went from two lanes to four lanes or four lanes to six lanes that were found to be unnecessary? Mr. Neidhart replied that in looking at the E+C Roadway Analysis, projects that did not show any deficiencies were deleted.

Mr. Blue clarified that Enterprise Boulevard, Graves Avenue, Howland Boulevard, and Saxon Boulevard continue to fail. Mr. Neidhart replied that that was correct, but not in total. Mr. Neidhart stated that the members could refer to the maps, which show where the level of service problems are occurring throughout the roadway network.

Mr. Neidhart went over the roads that still fail under Alternative #1 (page 31). The roads are as follows:

<u>SR A1A:</u>

This was showing problems under the E+C Network and the original LRTP had improvements to this road, but only to improve it from a two-lane road to a twolane divided road. This could mean a separated median or a continuous center turn-lane, but only from SR 40 north for a short ways by the golf course. This section was not considered for any kind of widening project due to the limited availability for any type of improvement. As you go further north, it is still showing pressure. Mr. Prioletti asked what was causing the traffic to increase? Was it coming from Flagler County? Was it from St. Johns County or the North Peninsula? Mr. Neidhart replied that it would not be coming from Flagler County because the northern part of SR A1A is not showing capacity problems. He stated that it would be coming from the Ormond Beach area at least in terms of the model. The capacity problems are located at SR 40 to the north.

Mr. O'Donniley asked if it would be more accurate to say that it is still coming out of Flagler County and then it slows down when it comes over. He stated that it is not diverted once it gets back. (Mr. O'Donniley's remaining comments were unclear.)

Mr. O'Donniley asked if Mr. Neidhart was looking for final answers today for the run? Mr. Neidhart replied that there is still Alternative #3, and if there would be some type of improvement going to a three lane or a continuous center turn lane, then that sort of improvement might not show in the model. He stated that we might be able to do a hand adjustment and go in and add the three-lane. Mr. Neidhart stated that this does not necessarily have to be modeled as we could just get a capacity for that type of improvement.

Mr. O'Donniley suggested trying the hand adjustment with the center turn lane to see what happens. He asked if a final list needs to be made today or can he contact Mr. Neidhart tomorrow? Mr. Neidhart replied that for Alternative #2, staff needs the Subcommittee's concurrence on the projects.

<u>US 1 (SR 5):</u>

Mr. Neidhart stated that the US 1 Transportation Study, which was completed a couple months ago, identified fifteen intersections that will be improved throughout the next few years. The fifteen intersections are within the top five priorities of the MPO, and the first seven have received design funding in the outer year. Mr. Neidhart went on to say that we can start to see funding for the remaining projects for the US 1 intersections.

Ms. Morrissey asked if those projects were in Alternative #1? Mr. Neidhart stated that the model does not take into account intersections, the traffic model is a macro countywide type of model.

Mr. Prioletti stated that they ought to be identified in the LRTP and also identify what years they will be put in. Mr. Neidhart replied that the first seven projects have been scheduled for design within five years from now and the remaining projects will probably start six years from now. Mr. Neidhart noted that the model showed US 1 having problems. He stated that the red lines could be removed from the map for US 1 and it can be noted that US 1 has fifteen intersections improvements, but it will not be shown. Mr. Neidhart stated that he did not want to leave anything off of the map. He went on to say that US 1 is being addressed.

Ms. Morrissey stated that the way it is being discussed makes it sound like there will not be a level of service problem, but that may not be true after the intersection improvements. Mr. Neidhart replied that the MPO went through a two-year process with the community along that area. Ms. Morrissey replied that the communities did not want the road widened.

Mr. Prioletti stated that the consultant had said that with the intersection improvements there would not be level of service problems. Mr. Neidhart stated that the consultant had stated that the intersection level of service would be okay, but that some roadway segments themselves would have a level of service problem.

<u>US 17/92:</u>

Mr. Neidhart stated that this roadway had some level of service failures along four different segments. He stated that he does not see any four-laning of this roadway in downtown DeLand. Mr. Neidhart stated that as traffic gets to a certain point, it will start finding alternative parallel routes. He referenced to SR 15A (the Truck Route), and the County is working to realign Hill and Jacob, which will allow a more easterly beltway around DeLand. Mr. Neidhart reiterated that this roadway is showing level of service problems.

Mr. Prioletti stated that as part of the process, you try to find solutions to the level of service problems on a roadway. If you cannot widen the road, then look at adding lanes to a parallel road or an alternate road, then you would have an improvement to the road that had a level of service problem. Mr. Prioletti asked if this had been considered?

Mr. Neidhart replied that in the downtown DeLand area, the only type of road, realistically, to try to look at for widening for a parallel corridor, would be SR 15A. He stated that the City is not looking to four-lane Amelia, Garfield, Hill, or Jacob. Mr. Neidhart stated that the truck route would be four-laned in the future.

Ms. DeParry stated that at a previous meeting she had questioned the projected need not to four-lane Kepler Road north of SR 44, which would be an anomaly, but she will let it go. Ms. DeParry stated that she feels that this will be necessary no matter what.

Mr. Holmes stated that there is a four-block area that has 20,000 more trips in downtown DeLand than any other portion of the street. He questioned where the trips were coming from. Mr. Neidhart replied that the traffic model is taking a

geographic area and representing it as a traffic analysis zone and then it loads all of the traffic artificially onto one spot on the road. And, realizing in reality that we have people entering and exiting the roadway along that entire area.

Mr. Holmes replied that there is no place to turn, and then 20,000+ trips disappear from one segment to the next. Mr. Holmes referenced the area of Wisconsin to New York Avenue. Mr. Huttmann stated that when the DeLand model was being done, it was discovered that the zone where the County Administration Building is located had all of the County employees going to that location. Mr. Huttmann stated that this was corrected in the DeLand model, but that if that correction was not carried through then that would explain everything.

Mr. Neidhart noted that the Zdata or the Socio Economic Data that was developed for the DeLand study was used for the DeLand area. He stated that he would have Dr. Leftwich look at this to see why there was that big of a drop in traffic.

Mr. Huttmann stated that some roads were designated as constrained when the County's Comprehensive Plan was being done several years ago. He stated that Woodland Boulevard and SR 44 were among the constrained roadways. Mr. Huttmann questioned how that would be addressed? Mr. Neidhart replied that if an area of the Comprehensive Plan has designated roads as a constrained facility, traditional widening improvements would not be considered.

Mr. Neidhart stated that SR 44 is showing traffic problems on a couple of segments. He noted that the FDOT is going to be kicking off a corridor study of SR 44 from I-4 west to the St. Johns River; therefore staff would recommend waiting for the results of that study before any type of recommendation is made. Mr. Neidhart went on to say that FDOT will look at what is needed for that corridor.

Mr. Neidhart noted that during the course of the study there will be a lot of community input, as well as a partnership with the City of DeLand, the FDOT, and citizens groups.

Mr. Zielinski stated that the Department would do a traffic study for the PD&E Study prior to that. The Planning Office will be doing a PLEMO Study, which is prior to the actual PD&E. They will try to see if there is a need for four-laning or if it would have to be eliminated. Mr. Zielinski stated that they would adapt the scope of the PD&E to the findings of the PLEMO Study. He noted that there will be a lot of community involvement, and that more information is forthcoming.

Mr. Zielinski noted that Leftwich Consulting Engineers will be working on this project.

Mr. Neidhart stated that in the center of DeLand, we are showing a level of service problem on US 17/92 from Taylor Road (SR 15A) south to SR 472. He stated that the roadway is in the process where it should be six-laned, and we are still showing (in the modeling) level of service problems as a six-laned roadway. Mr. Neidhart stated that it is also noted that FDOT policy does not allow eight-laning on non-interstate type roads. Mr. Neidhart stated that staff is not recommending going to eight lanes on this roadway. He noted that staff would recommend leaving that portion as six lanes.

Mr. Neidhart stated that the model is showing pressure on US 17/92 as a four-lane facility (Orange City/DeBary area), but staff is not recommending that it be widened to six lanes as it goes through the heart of DeBary and Orange City.

Mr. Kerr stated that the City of Orange City made a decision that they would prefer that it stay at four-lanes through the heart of Orange City. Mr. Huttmann stated that he would not suggest looking at a six-lane road.

Mr. Cheney questioned if Mr. Huttmann's comments included the southern portion where it fails from Dirksen to US 17/92, which is more of a commercial area. Mr. Huttmann replied that he would not recommend it at this point, but he would check with the City of DeBary about their feelings on this issue.

Discussion continued.

Ms. DeParry asked about Enterprise Road, which is noted in black and red on the map. Mr. Neidhart replied that the County has updated their Five-Year Road Program and they will be looking at six-laning the small portion that is noted in red on the map (from US 17/92 to Saxon Boulevard). Mr. Neidhart stated that this section of red would disappear as staff was showing it as a four-laned road. He stated that this would be changed from a four-lane to a six-lane road as the County already has plans to work on six-laning it.

Mr. O'Donniley asked if the County's Five-Year Road Program was included in this run? Mr. Neidhart replied he made every attempt to include everything that he had for the County's Work Program.

Mr. Cheney reported that Enterprise is not shown. Mr. Neidhart replied that staff would go back and make it six-laned. Mr. Cheney stated that he does not see the County widening the southern portion of US 17/92 to six or seven lanes. Mr. Welzenbach asked if Mr. Cheney was referencing Dirsken south? Mr. Cheney replied yes, and it would be left at four lanes.

Mr. Cheney stated that he does not see Seminole County widening US 17/92 south to six lanes. Mr. Huttmann voiced his agreement.

SR 40 (Ormond Beach):

Mr. Neidhart stated that this area shows level of service problems between US 1 to the Bridge. He does not believe that they would want to six-lane this area as it is in the downtown area.

Mr. O'Donniley replied that the Mainstreet Project may further constrain Nova Road. Mr. Neidhart stated that staff's recommendation would be to leave SR 40 as it is in that portion of Ormond Beach.

Mr. Prioletti asked if there was any possibility of one-way pairs in that area? Mr. O'Donniley replied that they have been looking at streets both north and south, but you would have to extend Washington to do that. In the long term, it would make it easier and this is being looked at.

SR 44 (DeLand):

This project was discussed earlier with the US 17/92 project.

US 92 (Daytona Beach):

Mr. Neidhart stated that from Williamson Boulevard to Bill France it is an eightlane facility, which is showing pressure. He stated that there is now way that US 92 would be widened to ten lanes.

Mr. Prioletti referenced Dunn Avenue in the model run. He stated the E+C is zero and Alternative #1 shows it as two lanes, but if you bump it up to four lanes it could be tested as a parallel road. He stated that this might get some of the traffic off of US 92. Mr. Neidhart stated that this would be considered during the discussion of Alternative #2. He stated that Dunn Avenue is a parallel route to US 92 and to Mason Avenue.

Mr. Neidhart stated that Dunn Avenue from Williamson west to LPGA Boulevard was in Alternative #1 as a two-lane facility. He stated that Dunn Avenue was attracting 7,000 to under 12,000 vehicles per day in the area between Williamson Boulevard and LPGA Boulevard. The four-laning of this roadway could be discussed with Alternative #2.

Mr. Prioletti referenced the tables on page 34 in regard to I-95. He stated that an interstate is not allowed to have that kind of levels of service. Mr. Neidhart replied that you are looking at the year 2020, and at that point, the County has jumped over the 500,000 threshold, which puts the interstate into a new category. He stated that this allows the levels of service to decrease or to go down a notch as long as it is within the urban area.

Mr. Zielinski replied that he would check on this issue and report back.

Mr. Prioletti stated that the parallel road, which would be the western beltline, would take traffic off of I-95 and SR 415. He stated that this may need to be looked at in Alternative #2 (i.e. the adding of additional lanes).

Mr. Welzenbach stated that staff would look into the allowable level of service.

Mr. Huttmann referenced the Williamson Boulevard and US 92 project. He asked if the loading was looked at in this area. Mr. Huttmann stated that there is a lot of employment along Frentress Boulevard and he questioned if the loading of the model was pointed more towards Williamson Boulevard rather than Fentress Boulevard? He suggested that this be looked at. Mr. Neidhart replied that he would have Dr. Leftwich look at this to make sure everything is loaded properly.

Clyde Morris Boulevard:

Mr. Neidhart stated that a part of Clyde Morris Boulevard was showing a level of service problem but it was barely tripping the level of service issue. Staff would still recommend leaving the section at four lanes from the north to the south.

Mr. Prioletti asked about Williamson Boulevard for the same area. He suggested bumping Strickland to LPGA Boulevard from two to four lanes. Mr. Neidhart replied that one of the recommendations is to four lane the northern section of Williamson Boulevard.

Enterprise Road:

The northern part of the roadway was discussed previously, but the County is going ahead with the six laning; therefore, there should not be a level of service problem on the northern section. There are problems showing up at the area where you cross I-4 into Deltona. Staff recommends leaving this road a four-lane facility. Mr. Neidhart stated that US 17/92 to Saxon Boulevard would be six-laned where there is heavy commercial development.

Graves Avenue from Orange City to the east to Howland Boulevard:

Mr. Neidhart stated that the portion that is showing a level of service problem is from the midpoint of US 17/92 halfway from there to the Veteran's Memorial Parkway. In Alternative #1, the number of lanes on Graves Avenue east of Veteran's Memorial Parkway from Veteran's Memorial Parkway to the next extension of SR 472 comes into Howland Boulevard. Mr. Neidhart stated that the number of lanes were not increased on Graves Avenue between US 17/92 to Veteran's Memorial Parkway. He stated that this goes through a residential area in the City of Orange City.

Mr. Neidhart asked Mr. Kerr to provide comments on Graves Avenue. Mr. Kerr replied that he did not have any comments at this time. Mr. Blue stated that once you get past traffic Trafford Avenue, it is not a historic district and there is a possibility that the Council would go along with that. He stated the City Council

may go along with the four laning. Mr. Blue noted that this would have to be presented to the Council.

Mr. Neidhart stated that we could look at making it three lanes with a continuous center turn lane versus a full lane widening. Mr. Kerr asked where the break was? Mr. Neidhart stated that staff used the segmentation that is used when working with traffic count and the level of service analysis, which can be different from the model segmentation. He stated that it is applied to the same segmentation. Mr. Neidhart stated that the traffic started picking up at **location unclear** heading east over to the Veteran's Memorial Parkway.

Mr. Blue noted that it would be in the area of John Knox. Mr. Cheney stated that you would normally put in a three-lane stretch in because you have a lot of residential and commercial driveways and there is a lot of left-turn movement. He stated that in this section of roadway, you do not have that complication.

Howland Boulevard:

Mr. Neidhart stated that this is from where SR 472 leads off at I-4 and heads southeast and connects to the existing Howland Boulevard. He stated that even being shown as a four-lane road, it is overburdened; therefore, staff is recommending that this be widened to six lanes.

Ms. DeParry asked if SR 472 would be six-laned? Mr. Neidhart replied that we were not showing SR 472 needing six lanes. The portion that is showing pressure is near the Southwest Activity Center.

Mr. Holmes stated that SR 472 from I-4 to CR 2101 is being shown as six lanes. Mr. Neidhart replied that CR 2101 is Kentucky Avenue. Mr. Cheney stated that this is a continuation of the six lane from the County. Mr. Welzenbach stated that the red part is showing it as a four-lane facility. Mr. Cheney stated that according to what he is reviewing (page 39) it shows it as a six-lane facility. Mr. Neidhart replied that it should be left at six lanes instead of making that small portion eight lanes.

Mr. Neidhart noted that the six lanes would start at Kentucky Avenue and go over I-4 to Howland Boulevard, and would stop at Providence Boulevard. Mr. Neidhart stated that heading south, it would be four lanes.

Mr. Kerr stated that he understands that FDOT is going to make some improvements at that intersection at some point in time. He asked if that is beyond the 2020 Plan that is being discussed here today? Mr. Cheney replied that it is in the ten-year work plan.

Mr. Kerr stated that he was referring to what is being proposed by the State for that interchange. Mr. Cheney stated that they will have a Deltona to Daytona Beach right turn ramp and they will go from DeLand to Orlando with dual on ramps. Mr. Kerr asked if what was just described is what has been presented here and if it is not, how would it affect things. Mr. Neidhart replied that we have the interchange, as shown on the map, in the model and some of the improvements described by Mr. Cheney are in finer detail than what the countywide traffic model will allow you to represent.

Mr. Blue asked for clarification on the split-off of Howland Boulevard (in red) where the portion of the old Howland Boulevard would remain two-lane across I-4 and then continue as two-lanes to Veteran's Memorial Parkway. Mr. Neidhart replied that it is two different roads. In Alternative #1, starting with Graves Avenue at Veteran's Memorial Parkway, it was coded as a four-lane road all the way to where Howland Boulevard is shown in red on the map.

Mr. Neidhart reported that there is a southern portion of Howland Boulevard that was showing up as having level of service problems. He stated that as you get to the southern part near SR 415, it was not showing pressure, but as improvements were made to the roadway network in that area, and with the addition of taking Elkcam Boulevard over to SR 415 and then SR 415 to SR 442 more traffic started to build on Howland Boulevard. This caused more pressure on the southern portion of Howland Boulevard. Staff recommends extending the four-laning from Courtland south to SR 415 as that would be a logical stopping point, even though that entire portion was not showing level of service problems.

Saxon Boulevard:

Mr. Neidhart stated that this was coded as a six-lane facility for Alternative #1. He stated that pressure is being shown as a six-lane, and realizing that FDOT policy's eight laning of non-interstate type roads. It would be recommended that Saxon Boulevard would be left at six-lanes instead of looking at widening it to eight lanes.

Mr. Welzenbach stated that we would need to look at Rhode Island and keep in mind that we leave Saxon Boulevard as a four-lane in the context of the discussion of the Rhode Island Extension.

Taylor Road:

Mr. Neidhart stated that there is also congestion on a small portion of Taylor Road west of Port Orange between I-95 and Williamson Boulevard/Airport Road. He stated that in Alternative #1 it was coded as a six-lane road, and it is recommended that it stay as a six-lane road. Mr. Prioletti stated that there will be a lot of "green time" on Dunlawton Avenue to keep traffic going, but it will gradually back up on the Interstate when traffic is trying to get off.

Mr. Neidhart replied that that issue would be monitored as time goes by.

Williamson Boulevard:

Mr. Neidhart stated that the northern section was not coded as a four-lane roadway, and there is pressure being shown on it. Therefore, staff will recommend that Williamson Boulevard be four-laned from SR 40 south (all segments).

Mr. Neidhart noted that the extension of Tymber Creek Road south to LPGA Boulevard was tested at two lanes, and problems occurred. Mr. Welzenbach noted that that could be because of the Hand Avenue Extension and the Dunn Avenue project. Mr. Prioletti asked if this was the program link? Mr. Neidhart replied yes, in Alternative #1.

Minor discussion continued.

Mr. Welzenbach stated that Alternative #1 is complete, and the next step is Alternative #2 and a decision needs to be made on what to add, remove, etc. He stated that everyone needs to keep in mind that we are fiscally constrained, and there are no numbers yet, so the estimates will be rough. Mr. Welzenbach noted that some projects would have to be pulled off.

D. Four Laning US 17

Mr. Welzenbach noted that there were no Pierson representatives present. Mr. Neidhart referenced page 45, which is a letter from the Mayor of Pierson who is requesting the four-laning of US 17 from the Putnam County Line to where the four-lane begins in DeLeon Springs. Mr. Neidhart stated that Pierson has requested that this issue be placed on the agenda for discussion.

Mr. Welzenbach asked if FDOT has any plans to widen or study the widening of US 17 from DeLeon Springs to Putnam County? Mr. Zielinski replied that he had received information the District 2 Office which states that they are planning to conduct a PLEMO Study, which is a planning and environmental study that is done prior to the PD&E. He stated that FDOT would be interested in getting involved in that, but there are no current plans for including Volusia County in the study.

Mr. Neidhart stated that it was suggested to District II, that the VCMPO and possibly Mr. Zielinski, District V, be involved with that study so that we are kept apprised of what is going to the north of us on US 17.

Mr. Cheney stated that the County has submitted an application to widen US 17 from DeLeon Springs to SR 40. Mr. Welzenbach asked what laning was being looked at? Mr. Cheney replied that it was four-laning.

Mr. Zielinski noted that District V is interested in participating in the Study, and that has been passed on to District V's planning manager.

Ms. DeParry asked if any portion of the four-laning was a part of the Alternative #1 test? Mr. Neidhart replied no.

Mr. Neidhart noted that we want to think about adding and taking projects off because eventually you must think about how they will be paid for. He stated that the four-laning of US 17 from DeLeon Springs to the County border could be very expensive to undertake. Mr. Neidhart stated that the outcome of the PLEMO Report will not be known until our study has already been completed. He went on to say that we are not showing pressure on US 17, and that is why staff has not recommended the four-laning because it would not be cheap.

Mr. Holmes stated that there are a lot of roads that were not done because they have pressure, and we could at least put it in to show support. Mr. Holmes stated that they are widening SR 40, and this could be used to connect it for evacuation purposes.

Mr. Welzenbach replied that the cost issue also has to be considered. Mr. Cheney stated that it was selected because of a level of service "D" with today's volumes.

Mr. Neidhart stated that US 17 up to SR 40 could be added into Alternative #2.

Mr. Holmes stated that he did not want the Town to feel slighted. Mr. Welzenbach stated staff has tried several times to work with Pierson, but no response has been received as a result of correspondence or telephone calls. He went on to say that no one from the Town of Pierson has attended any of the meetings.

Mr. Cheney stated that the fundamental question is why was it showing up as a needed transportation improvement in 2015, and now 2020 when there are no road improvements shown. It is now showing nothing but problems. Mr. Neidhart replied that there were different models and you have to consider the level of service issues. They were saying that if you went past level of service "B", you were below level of service for that type of road.

Mr. Cheney asked if any action was needed at this point. Mr. Neidhart replied no. Mr. Neidhart stated that FDOT's Modeling Section had looked at some of the work that was done in that area, and they saw that the consultant that worked on the report basically assumed that US 17 in that area was part of the Florida Intrastate Highway System (FIHS). This also gave it a Level of Service "B" classification. US 17 is not part of the FIHS.

E. Rhode Island Extension

Mr. Neidhart stated that this item pertains to a letter received from the Mayor of Orange City. He stated that the adopted LRTP, which is still in place, included

the extension of Rhode Island to the east over I-4 and connecting to Normandy Boulevard in Deltona, with connections to Catalina Boulevard.

Mr. Neidhart stated that the City of Deltona requested that this project be deleted off of the refinement to the LRTP because it was inconsistent with the growth or direction that the City of Deltona was taking with the new extension of Normandy, the development of the Activity Center, and their Comprehensive Plan.

Mr. Neidhart stated that Orange City is asking that this be brought before the LRTP-R Subcommittee for discussion. He asked that the representatives from Orange City and Deltona present their comments on what they are willing to do.

Mr. Kerr stated that Mr. Blue was asked by the City Council to represent them at the meetings, and he was asked to assist Mr. Blue.

Mr. Huttmann stated that he was not going to speak on behalf of the City of Deltona today. He asked Mr. Stuart Buchanan, Deltona's Planner to speak. Mr. Buchanan clarified that the Rhode Island Extension connected to Catalina. Mr. Neidhart replied yes, at Normandy Boulevard. Mr. Buchanan asked if it goes that far? Mr. Neidhart stated that in Alternative #1, it was taken out and Rhode Island basically stops at the Veteran's Memorial Parkway.

Mr. Buchanan asked if there was a second option where it did not stop at Catalina? Mr. Huttmann replied that it stops at Normandy. Mr. Buchanan replied that that was fine, and the elected officials of Deltona are ready to support that.

Mr. Blue stated that he was in agreement with the comments by Mr. Buchanan, and it is acceptable to Orange City.

Mr. Welzenbach requested that this project be included in Alternative #2.

A motion was made to include the Rhode Island Extension to Normandy Boulevard in Alternative #2. The motion was seconded and carried.

F. Approval of Alternative #2 Network Model Run

Mr. Neidhart stated that the list of projects on page 51 have been put forth by individuals at past meetings, but were not included in Alternative #1. Mr. Neidhart went over the projects with the members.

Mr. Neidhart stated that in the original LRTP, Dunlawton Avenue was proposed for six lanes from Nova Road to US 1. He stated that when the E+C Roadway Network was run, this portion of Dunlawton Boulevard was not showing the need for six-laning that portion of Dunlawton, therefore it was recommended that that portion not be six-laned. He stated that the City of Port Orange has questioned this conclusion and has requested that Dunlawton be modeled as a six-lane road.

Mr. Neidhart stated that there was also concern in the area of the elementary school for students crossing the roadway. He stated that he would like to get Port Orange's feedback on this matter.

Mr. Welzenbach stated that if there were no objections from the Subcommittee members, it would be modeled at six lanes unless Port Orange prefers not to do it that way. Staff will contact Port Orange regarding this issue to see what way they want it run.

Mr. Neidhart questioned the termination point for the Orange Avenue/Silver Beach Bridge project. It was determined that it would be changed to Main Street.

Mr. Neidhart went over the remaining projects.

Mr. Welzenbach stated that at a previous meeting there was discussion regarding the interchanges in Port Orange and LPGA Boulevard. The decision was made to test the Port Orange Interchange in the first alternative and the I-4/LPGA Boulevard project would be tested in Alternative #2.

Ms. Morrissey asked if there was an interchange suggested at I-95 and Pioneer Trail? Mr. Neidhart replied yes, and that interchange was part of the existing LRTP. Ms. Morrissey asked if it would stay in Alternative #2? Mr. Neidhart replied that it would be up to the Subcommittee Members to decide.

Mr. Holmes asked if there is a reduction in going from four-lanes to three lanes? Can it be modeled? Mr. Neidhart replied that it could be modeled, and there would be a reduction. Mr. Holmes referenced that West Beresford is shown as four lanes and it is barely over the two-lane capacity; therefore he asked that it be changed to three lanes. Mr. Neidhart replied that it could be changed in the model and it will decrease the capacity.

Mr. Neidhart asked if the members wanted a hand adjustment for the three-laning of **words unclear**? Mr. Lear stated that as far as the extension of SR 442, the City of Edgewater has received support from Governor Bush, Congressman Mica, Representative Feeney, Representative Kosmas, Council Member Ward, and the City of Oak Hill really wants it because of the evacuation route.

Mr. Welzenbach replied that it is being recommended that it be included in Alternative #2. He stated that staff is also recommending the removal of the extension of Park Avenue to the west of I-95 and the north/south route (NSB Collector Road) from Alternative #2. Ms. Morrissey stated that there are two of those access roads. Mr. Welzenbach replied that the western-most road would be kept in the alternative.

Ms. DeParry asked about Garfield in DeLand? Mr. Holmes stated that the city is looking at this as a way to relieve US 17/92. It was agreed that Garfield would be extended from SR 44 to Taylor Road as a two-lane road and it would be included.

Mr. Cheney stated that if we are extending Rhode Island to Normandy, could we go up to Graves Avenue and model it as a two-lane road. He stated that Howland to Veteran's Memorial Parkway is being shown in Alternative #1 as a four-lane. Mr. Cheney asked if US 17 was going to be modeled as a four-lane roadway? Mr. Neidhart replied that it would be done up to SR 40.

Mr. Cheney asked if SR 44 could be done as a four-lane road from Spring Garden to Lake Harney? Mr. Welzenbach suggested that this not be tested based on the fact that we are waiting to see what happens with FDOT's study. He stated that there has been discussion about the realignment. Mr. Cheney stated that the FDOT Study went from SR 15A all the way through Lake County and there is talk with FDOT shorting the SR 44 alignment to go to SR 15A out to I-4. Mr. Neidhart replied that it was from I-4 to the St. Johns River.

Mr. Cheney stated that the project managers are debating whether it should be stopped at SR 15A. Mr. Neidhart replied that they have not contacted staff on this, so as far as we know it is still stopping at the St. Johns River. Mr. Cheney stated that the original study was to SR 15A through Lake County, and that is what he would like to have modeled as a four laned road in Alternative #2. Mr. Neidhart replied that pressure is not being shown in that area of SR 44, even as a two-lane road.

Mr. Welzenbach asked if the area could be improved with intersection improvements instead of being four-laned? Mr. Cheney replied that it is not bottlenecked.

Mr. Neidhart stated that the following projects have been pulled thus far:

- The extension of Park Avenue
- All of the New Smyrna Beach collector roads from Pioneer Trail to what will be the new part of SR 442
- The extension of Taylor Road from Tomoka Farms Road west to I-4
- SR 40 from Tymber Creek to Nova Road (leave as four lanes)

Mr. O'Donniley stated that the City of Ormond Beach is very interested having additional lanes on I-95. Mr. Neidhart asked if he was interested in a new road and/or an interchange? Mr. O'Donniley replied that the patterns are there, and he does not care if it makes the run this time or the next time.

Mr. O'Donniley stated that they are looking into a joint venture agreement with Florida East Coast Railroad for the development of 600 acres east by I-95. Mr. Welzenbach asked for a specific location? Mr. O'Donniley replied that it is just south of US1 near the Ormond Beach Airport.

Mr. O'Donniley stated that the city wants to test it to see what happens with Granada Boulevard and US 1.

Mr. Prioletti stated that if there were projects where you increased the number of lanes that did not have a material effect on the level of service, those would be the kind of projects that should be pulled out. He referenced SR 40 from Lake County to Sawyer Road, two to four lanes. He stated that this went from a "B" to an "A" level of service.

Mr. Welzenbach stated that if additional recommendations are submitted, they would be noted in a memorandum which will be sent out to everyone.

Mr. Cheney recommended not modeling the extension of Madeline Avenue across the interstate. He stated that a member of the County Council suggested modeling Indian Lake Road and extending it up to SR 40 in Alternative #3. Mr. Cheney stated that this is an alternative to extending Tymber Creek Road.

There were no objections to Mr. Cheney's request.

Ms. DeParry questioned what would be covered under the SR 44 Study and if it would consider all alternatives. She stated that if it does not, then she would like to come back in Alternative #3 with other suggestions for SR 44. Mr. Zielinski noted that the study limits are from west of I-4 to over the St. Johns River.

Mr. Welzenbach commended Mr. Neidhart and Ms. Bollenback for their work on this project.

A motion was made to approve Alternative #2 as discussed by the Subcommittee today. The motion was seconded and carried.

G. Update on the Bicycle/Pedestrian Element

Ms. Bollenback distributed copies of a comprehensive listing of projects as requested at a previous Subcommittee meeting. Noted in the listing were the top 25 corridors. Ms. Bollenback stated that the crash data would be available on disk for the next meeting for those interested.

Ms. Bollenback reported that public workshops were held in each of the corridor areas, and she felt that the workshops were very successful.

III. Staff Comments

Mr. Neidhart stated that the information will be put together as quickly as possible and it will be forwarded to the consultant, hopefully, by Monday so that they can start working on the modeling of Alternative #2.

Mr. Neidhart reported that if the modeling information is not received back from the consultant in time for the next meeting, the meeting may have to be delayed longer.

IV. LRTP-R Subcommittee Member Comments

No comments were noted.

VI. Adjournment

The meeting adjourned at 4:30 PM.

Volusia County MPO

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Mayor Baron "Bud" Asher, Chairman

Karl D. Welzenbach,

Executive Director

Daytona Beach

Davtona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City



Transportation Planning Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) **LONG RANGE TRANSPORTATION PLAN REFINEMENT SUBCOMMITTEE** (LRTP-R) will be meeting on:

MEETING NOTICE

DATE: Thursday, June 15, 2000

TIME: 2:00 PM

PLACE: VOTRAN Conference Room

Donna Steinebach, Vice-Chair Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. BUSINESS ITEMS

- A. APPROVAL OF APRIL 13, 2000 MINUTES (Contact: Mike Neidhart) (Enclosure, pages 1-19)
- B. REVIEW OF ALTERNATIVE #2 NETWORK MODEL RUN (Contact: Mike Neidhart) (Enclosure, pages 20-30)
- C. REVIEW OF PRELIMINARY FINANCIAL ESTIMATES (Contact: Lois Bollenback) (Enclosure, page 31)
- D. APPROVAL OF ALTERNATIVE #3 NETWORK MODEL RUN (Contact: Mike Neidhart) (Enclosure, page 32)
- Ormond Beach III. STAFF COMMENTS (page 33)
- Pierson IV. LRTP-R SUBCOMMITTEE MEMBER COMMENTS (page 33)
- Port Orange V. PRESS / CITIZEN COMMENTS (page 33)
- Volusia County VI. ADJOURNMENT (page 33)

LRTP-R Subcommittee Meeting Notice & Agenda June 15, 2000 Page Two

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Minutes

Long Range Transportation Plan- Refinement Subcommittee

June 15, 2000

Volusia County Mobility Management Center 950 Big Tree Road, South Daytona, Florida

Present:	Representing:
Donna Steinebach	Port Orange
Jim Kerr	Orange City
Don O'Donniley	Ormond Beach
Jon Cheney	Volusia County
Tom Harowski	New Smyrna Beach
Darren Lear	Edgewater
Mike Holmes	DeLand
Gary Huttmann	Deltona & DeBary
Judy Sloane	Ormond Beach Airport
John Zielinski	FDOT
Pamela Seward	VOTRAN
Walt Geiger	Daytona Beach Shores
Saralee Morrissey	School Board
Barbara Goldstein	TDLCB Member
Al Blue	CAC Member, Orange City
Astrid DeParry	CAC Member, Volusia County District #1
Tom Donohoe	CAC Member, DeBary
Others Present:	Representing:
Karl Welzenbach	MPO Staff
Darla Zakaluzny, Recording Secretary	MPO Staff
Lois Bollenback	MPO Staff
Mike Neidhart	MPO Staff
Richard Prine	Volusia County
Melissa Booker	Volusia County

I. Call to Order / Roll Call / Determination of Quorum

Vice-Chair Donna Steinebach called the meeting of the Volusia County Metropolitan Planning Organization (MPO) **Long Range Transportation Plan-Refinement** (LRTP-R) Subcommittee to order at 2:00 PM. It was determined that a quorum was present.

Mr. Welzenbach informed the members that the agenda packets would no longer be spiral-bound due to budget constraints. In the future all packets will be stapled. Mr. Cheney asked that the packets be three hole punched. Mr. Welzenbach replied that that would not be a problem.

II. Business Items

A) Approval of April 13, 2000 Minutes

Mr. Blue stated that a correction needed to be made on page nine of the minutes. He stated that the last sentence on the page should read "Mr. Blue stated that once you get past **traffic Trafford Avenue**, it is . . . the four-laning."

Mr. Holmes moved to approve the minutes, as amended. The motion was seconded and carried.

B) Review of Alternative #2 Network Model Run

Mr. Neidhart went over the projects that were included in the agenda packet for this item. He stated that the "Was Improvement Necessary" column was the most subjective because some of the facilities did not have congestion on them, but staff stated that improvements were needed. Examples would be routes that were considered potentially important due to hurricane evacuations or any other type of emergency evacuation.

Mr. Neidhart stated that the listing does not include every road in the county, but it shows a list of roads that have some type of improvement that was part of Alternative #1 or Alternative #2.

SR A1A: Problems were originally shown on this facility north of SR 40 (Ormond Beach area). The original LRTP model also showed that problem and suggested that it be four-laned.

Mr. Neidhart stated that a hand adjustment was made, as requested, and the additional capacity was included. It was found that there was still a level of service problem from the improvement. Some, but not all of the congestion is being alleviated.

<u>I-95</u>: Mr. Neidhart stated that the southern portion of I-95 is not showing traffic or congestion problems, but I-95 will eventually be widened to the north and to the south. He stated that improvements would happen to I-95 and I-4 due to Mobility 2000.

Mr. Cheney asked if the spreadsheet should read yes on the spreadsheet? He stated that this an important evacuation route. Mr. Neidhart replied that the spreadsheet should be changed to read "yes" instead of "no" [Did Improvement

Alleviate Congestion (Alternative #2)? and Was the improvement necessary (Alternative #1)?]

Mr. O'Donniley stated that the section from SR 40 to LPGA Boulevard has an abundance of capacity. He asked if it was a flow problem for the remainder? Mr. Neidhart replied that that portion is six-laned while portions to the north and south are four-laned. He went on to say that there may still be merging issues when the roadways goes to eight lanes.

Mr. O'Donniley questioned the need for it to be eight-laned. Mr. Neidhart replied that this would be an issue with FDOT in regard to design. He stated that it is already six lanes, and depending upon which direction you are going to make it six lanes to the north or the south. Mr. Zielinski reported that the additional lanes would be auxiliary lanes, not through lanes.

US 17: Mr. Neidhart stated that this was not part of the original LRTP and it was not part of Alternative #1, but as part of Alternative #2 the widening of US 17 was tested as a four-lane facility from SR 40 to Ponce DeLeon Boulevard. He stated that there were no traffic issues being shown on this roadway in Alternative #2.

Mr. Neidhart stated that staff is recommending that this is not a needed improvement at this time.

US 17/92: The only area slated for improvement as part of the LRTP Process is the six-laning of US 17/92 in the DeLand area between Taylor Road and SR 472. There is a high portion of traffic in this area. This process has already started through the TIP Process.

Mr. Neidhart stated that staff is recommending the six-laning of this roadway. He went on to say that it did not alleviate all of the congestion. The traffic would be worse if nothing was done. Mr. Neidhart noted that this is a necessary improvement.

Mr. Holmes stated that he had suggested looking at extending Garfield to Taylor Road to see if that would alleviate traffic. He asked Mr. Neidhart to look to see if any of the counts went down even though there may still be congestion. Mr. Holmes stated that he would like to know this information prior to making a recommendation on Garfield being kept in the Plan.

Mr. Neidhart replied that he had looked at Garfield and over to the west to US 17/92. He stated that it was reducing some traffic off of US 17/92, but it did show that the traffic volumes in the general area of US 17/92 decreased.

Mr. Neidhart stated that all of the previous models did not include Garfield so **words unclear**. He stated that it is difficult to assess the impact in regard to previous models. Mr. Neidhart stated that with this model, Garfield did take traffic off of US 17/92 and the projected traffic volumes for US 17/92 did drop.

Mr. Cheney asked if four-lane or five-lane capacities were being used in the Orange City area? Mr. Neidhart replied that a four-lane divided, which includes a center turn lane. He went on to say that there are issues on US 17/92 but there is not much that could be done with it. Mr. Neidhart stated that he does not see six-laning as a viable option. He stated that everyone should be made aware that there are congestion issues.

Mr. Neidhart stated that the future Westside Connector, which will run parallel and west of US 17/92, would help alleviate congestion off of US 17/92.

Mr. Blue stated that there was a traffic accident around Iris near the Spring Hill Fire Station. He stated that the accident stopped the north and southbound lanes, and there is no way to go those directions if there is a stoppage. Mr. Blue stated that it almost shuts down that portion of the town and there is no way to get through from the southern portion of Orange City to DeBary.

Mr. Neidhart replied that the County recognizes that and they have started allocating funds to this project, but starting with the northern end. The first piece would connect Fatio up to SR 44.

Mr. Cheney noted that the County has Fatio Road and the repaying of Hamilton Road as part of the Western Beltway (Westside Connector). Mr. Neidhart stated that over time we would be able to connect those two portions to finish the route from SR 44 into Orange City and then south to Highbanks.

Mr. Kerr asked if the western extension has been punched into the model to see what effect it would have on US 17/92? Mr. Neidhart replied yes, it was part of Alternative #1 and #2 and was part of the original LRTP. It helped alleviate some congestion off of US 17/92, but not all of it.

SR 40: Between Alternative #1 and #2, SR 40 gets tied into what is happening on Hand Avenue. Alternative #1 had the four-laning of SR 40 from the County border to Tymber Creek Road and the six-laning from Tymber Creek Road to Nova Road. Then it would be four-laned over to the beach. Alternative #2 changed that original recommendation and left SR 40 as a four-laned road from the County border to the beach. Mr. Neidhart stated that we wanted to see what the effect would be on leaving the portion between Tymber Creek Road and Nova Road as four-laned and at the same time look at what would happen if Hand Avenue was widened in that same distance from Tymber Creek Road and Nova Road.

Mr. Neidhart stated that it did alleviate the congestion **words unclear**, but the traffic on Hand Avenue is not enough traffic to warrant a four-lane road. However, a two-lane road did not have enough drawing power for travelers to bypass SR 40.

Mr. O'Donniley clarified that the diversion only occurs when Hand Avenue is bumped up to four-lanes. Mr. Neidhart replied yes.

Mr. Welzenbach stated that on page 23, under SR 40, the second column (Did Improvement Alleviate Congestion?) the answer should be yes, not no under Alternative #1. Mr. Cheney asked if column #4 under Alternative #1 should read "no"? Mr. Welzenbach replied that that was correct.

SR 44: Mr. Neidhart stated that the same improvement was listed for Alternative #1 and #2, which was the four-laning that was recommended as part of the original LRTP. He stated that there is funding for construction on SR 44 to the west of Summit Avenue in DeLand. Mr. Neidhart noted that the original LRTP had the four-laning going to Blue Lake Avenue.

Mr. Neidhart stated that the model shows that there is congestion and the fourlaning would alleviate that congestion. He stated that he does not believe that traffic will die off of Blue Lake Avenue. Mr. Neidhart stated that Kepler Road would be the next major road.

Mr. Neidhart stated that he feels that it would be best to recommend leaving that as two-lanes until the SR 44 Corridor Study has been completed.

Ms. DeParry stated that she disagrees about Blue Lake Avenue not being a major road. She stated that in looking at a map she had received showed that SR 44 from Hill to Blue Lake Avenue had congestion problems. Ms. DeParry stated that the School District owns the land on the north side of SR 44 and local improvements may be able to be done in that section.

Mr. Holmes asked if Alternative #2 should be showing a yes on the spreadsheet for the section of SR 44 from Clara to Amelia? Mr. Neidhart replied no, due to the fact that enough traffic was diverted off in the one segment.

Mr. Cheney stated that a footnote should be made on the spreadsheet regarding the SR 44 Study that will be taking place. Mr. Neidhart replied that he will include the footnote.

Interstate-4: Mr. Neidhart stated that the original LRTP showed I-4 being eight laned from Seminole County border to SR 472 with High Occupancy Vehicle (HOV) lanes. He stated that the HOV lanes are now called Special-Use lanes. Mr. Neidhart stated that from SR 472 to I-95 it is shown as six lanes.

Mr. Neidhart stated that Mobility 2000 would take care of a lot of the improvements. The only part that will be left in the future would be the eight lanes, which is shown as being a necessary improvement. Mr. Neidhart stated that congestion would not be a problem after the roadway has been increased to eight lanes.

SR 400: Mr. Neidhart stated that the original LRTP showed SR 400 from I-95 to US 1 as being six laned. He stated that the portion between Clyde Morris Boulevard and Nova Road showed congestion problems. Mr. Neidhart stated that a recommendation was made to the committee to have that segment six-laned in Alternative #1 and Alternative #2. Once the improvement was put into place, congestion was alleviated.

Mr. Prioletti stated that the problems are going to be at the intersections, especially at US 1 at the AM peak hours. Mr. Neidhart stated that it is hoped that the intersection improvements that are planned for that intersection will alleviate as much congestion as possible. He urged the members to become involved during the design phase so that we can see what can be done to alleviate the problems with the peak traffic.

SR 415: Mr. Neidhart stated that there is not a lot of traffic being shown on this road and the four-laning is more policy driven at this point in time by the MPO Board. The Board sees this roadway as a viable alternative to I-4. Mr. Neidhart stated that there is a project in the TIP that will look at the four-laning of the southern portion of SR 415 from SR 46 to Howland Boulevard. Also, we are looking at a traffic signal at Doyle Road.

Mr. Neidhart stated that the spreadsheet shows "yes" under the columns because of policy direction that had been received previously.

SR 421: Mr. Neidhart stated that the original LRTP shows Dunlawton Avenue as needing to be six lanes from Nova Road to US 1. When the Existing Plus Committed (E+C) Roadway model was put together, a congestion problem was not being shown in this area. Therefore, staff recommended leaving it as four-lanes, but as part of Alternative #2 it was suggested that staff look at what the effects would be for six laning the portion from Nova Road to Spruce Creek Road. Mr. Neidhart stated that the portion from Spruce Creek Road to US 1 would be left as four lanes.

Mr. Neidhart stated that in the area of Port Orange Elementary School it was recommended that the road be left at four lanes as it would be difficult for the children to cross a six-lane roadway.

Mr. Cheney asked Ms. Steinebach what Port Orange's position is on the six laning to Spruce Creek Road? Ms. Steinebach replied that it is currently being shown in the Comprehensive Plan. Mr. Cheney stated that this is a very important evacuation route; therefore the spreadsheet should show that the improvement was needed.

Mr. O'Donniley stated that it may be a good idea to show some way that the improvements were needed based on capacity, etc. Mr. Neidhart stated that it would also help the members to evaluate versus when it is due to a recommendation by the traffic model versus political policy, etc.

Mr. Neidhart reminded the members that some of the projects would end up being removed from the list, as there is only so much money available. Mr. Cheney stated that the "no's" shown on the spreadsheet for Dunlawton Avenue from Nova Road to Spruce Creek Road (page 23) should be under Alternative #2, not Alternative #1. Mr. Neidhart replied that that correction would be made.

SR 430: Mr. Neidhart stated that the original LRTP show the six laning of SR 430 (Mason Avenue) from Clyde Morris Boulevard to US 1. The models show that it is needed to be six-laned, but the project may ultimately go the way of US 1. Mr. Neidhart stated that the model showed that US 1 should be six-laned, but during the study of US 1 the communities stated that they did not want US 1 six laned.

Mr. Prioletti stated that this is slightly different. The deal with US 1 was to take the medians out and the landscaping versus intersection improvements. He stated that Mason Avenue does not have any medians, but you have an old part of the community that does not have any standards and buildings are up close to the right-of-way. The cost of acquiring the right-of-way would be very high.

Mr. Welzenbach suggested that the presentation on the financial estimates be given at this time so the members have a better understanding of what is going on.

It was recommended that questions be asked for the remainder of the projects listed instead of going over them individually.

Mr. Cheney referenced the Graves Avenue from the Veterans' Memorial Parkway to Howland Boulevard project listed on page 26 of the agenda. He stated that as part of Alternative #1 it was shown as a four-lane facility. However, for Alternative #2 it was to be modeled as a two-lane facility. Mr. Cheney asked what took place with this request.

Ms. DeParry asked if a capacity problem comes into place when you take it down from four lanes to two lanes? Mr. Cheney stated that it would create problems if it is left as it is. He asked if improvements are necessary? Mr. Neidhart replied that there is not a capacity problem. The reason that there is not a capacity problem in Alternative #2 is because Rhode Island took a large portion of traffic off of Graves Avenue.

Mr. Welzenbach stated that Rhode Island could be removed from Alternative #3 and then Graves Avenue could be left as two lanes.

Mr. Huttmann asked if there is an opportunity to work on the evaluations. He stated that it would be important to know if the improvement solves or adds capacity to an existing road or is to provide parallel capacity. Mr. Huttmann stated that the two items should be looked at differently. He suggested that more information be included on the spreadsheet.

Vice-Chair Steinebach stated that one suggestion had already been made to include a column on policy versus capacity analysis. Mr. Huttmann stated that the spreadsheet does not give enough information so that the members could determine which projects should be pulled. He stated that Alternative #3 is the last shot.

Vice-Chair Steinebach asked if a decision is not made on Alternative #3 today, what would be the timeline for the next meeting? Mr. Welzenbach replied that it would be approximately two weeks before the spreadsheets would be completed.

Mr. Neidhart stated that the information would have to be given in a reasonable amount of time to the members for their review. Mr. Welzenbach reminded the members that the Fourth of July holiday is coming up and a number of people will be out of town.

Mr. Welzenbach noted that he would recommend making Alternative #3 the most reasonable as far as addressing needs and not worry about the cost until after that time. He stated that there would have a model network to work from and then the dollar amounts could be applied.

Mr. Welzenbach reminded the members that the model is only a tool and that it should not be relied on implicitly or explicitly to make the decisions. He stated that the model is a tool to make up the final plan.

Mr. O'Donniley stated that it might be a good idea to see the actual volumes. Mr. Welzenbach asked the members to state exactly what they would like to have made available for the next meeting as far as spreadsheet information.

Vice-Chair Steinebach asked if the members were ready to approve Alternative #3. The response by a show of hands determined that the members were not ready to approve Alternative #3 today.

After further discussion it was decided that the next meeting would be held on July 7, 2000 at 2:00 PM at a location to be determined. The meeting would be held to determine projects for Alternative #3. Mr. Welzenbach stated that the meeting on the 13^{th} of July would be cancelled.

Mr. Cheney stated that he would like to receive the spreadsheets via electronic mail. Mr. Neidhart stated that that would not be a problem and the other members who were interested in receiving the material by email were asked to leave their email addresses with Ms. Zakaluzny.

The following items are to be added to the spreadsheet for the next meeting: (1) comparison of adding capacity to existing roads as well as adding capacity to a parallel route. (2) Add a column that indicated if the improvement was necessary based on the model versus other analysis pertaining to evacuation routes. It would be divided into capacity versus evacuation.

Mr. Huttmann stated that several people have stated that we are not going to alleviate congestion yet. He stated that there may be another way to look at it. Mr. Huttmann stated that the improvements do not always alleviate the congestion.

The third item to be included on the spreadsheet for informational purposes would be the volumes over capacity (v/c). Mr. Zielinski suggested including the letter grade for level of service as well.

Mr. Prioletti suggested looking at the regional perspective and to include future corridors or potential needs. Mr. Welzenbach replied that that could be discussed after Alternative #3 has been completed.

Ms. Booker suggested including categories on the spreadsheets as well. She stated that it could be noted if the project is an urban area, an evacuation route or if meets ISTEA/Tea-21 criteria. The projects could be checked off if they meet specific categories. Mr. Welzenbach replied that the categories and criteria are what go into the TIP and it must be based on the 20-year LRTP. He stated that this is different, as it is a wish list.

Mr. Welzenbach stated another item that should be considered for inclusion in Alternative #3 is commuter rail. He stated that if funding becomes available for a commuter rail system, it would need to be included in the plan.

C) Review of Preliminary Financial Estimates

Ms. Bollenback distributed information regarding this agenda item. She stated that several sources have been used towards the development of this information. Ms. Bollenback stated that the figures are still preliminary figures and will continue to change.

Ms. Bollenback stated that the original LRTP is twenty years of projects and revenue. She stated that the upper set of boxes pertain to Alternative #1 and Alternative #2. Ms. Bollenback stated that the lane miles were included in order

to compare it from the existing 2020 plan so that the members could see how much more is being looked at in our alternative.

Discussion took place regarding the handout. Mr. Welzenbach stated that the handout would be updated as soon as new information becomes available.

Ms. Bollenback asked that the members provide her with further information for projects in their areas, if more information is available.

Mr. Prioletti requested a copy of the criteria being used for projects. Mr. Zielinski replied that he would forward a copy of the information that was distributed at a workshop that was held last November.

Ms. DeParry asked if there would be some way to find out how much new interchanges would cost? Mr. Welzenbach replied that Ms. Bollenback is developing funding estimates for the interchanges. He stated that the costs will be dependent upon size (full or half), etc.

Mr. Welzenbach stated the members needed to keep in mind the financial aspect as we are trying to develop a reasonable alternative. Ms. Morrissey asked what would happen if the plan was not cost feasible? Mr. Welzenbach replied that the feds would reject the plan.

It was asked that staff also identify local governments gas tax information on the updated version of this table. Mr. Zielinski stated that he is trying to work up some projections out to 2020.

D) Approval of Alternative #3 Network Model Run

Postponed until the next meeting -- refer to discussion earlier in the meeting.

III. Staff Comments

Mr. Welzenbach stated that the TCC and CAC will be looking at amending the timeline for the prioritization of projects. He stated that staff is recommending the timeline be changed as we are working on the Refinement to the LRTP and it would be best to wait until we determine what alternative will be adopted.

Ms. Bollenback stated that the bicycle/pedestrian crash data is available on diskette for those members interested. She stated that she has some copies available today for distribution. Printed material pertaining to the crash data was also available with the crash data.

IV. LRTP-R Subcommittee Member Comments

No comments were noted.

V. Press/Citizens Comments

No comments were noted.

VI. Adjournment

A motion was made to adjourn the meeting at 3:55 PM. The motion was seconded and carried.

Volusia County MPO



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Chairman

Executive Director

New Smyrna Beach

Oak Hill

Orange City

Mayor Baron "Bud" Asher,

Karl D. Welzenbach.

Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

Ormond Beach

Pierson

- Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) LONG RANGE TRANSPORTATION PLAN **REFINEMENT SUBCOMMITTEE** (LRTP-R) will be meeting on:

Friday, July 7, 2000 ←**NOTE CHANGE** DATE:

TIME:

VOTRAN Conference Room Volusia County Mobility Management Center

950 Big Tree Road South Daytona, Florida

P. Malcolm Smith, Chairman Presiding

AGENDA

CALL TO ORDER / ROLL CALL / DETERMINATION OF I. **QUORUM**

II. **BUSINESS ITEMS**

- A. APPROVAL OF JUNE 15, 2000 MINUTES (Contact: Mike Neidhart) (Enclosure, pages 1-12)
- **REVIEW OF ALTERNATIVE #2 NETWORK MODEL** Β. RUN (Contact: Mike Neidhart) (Enclosure, pages 13-25)
- C. APPROVAL OF ALTERNATIVE #3 **NETWORK** MODEL RUN (Contact: Mike Neidhart) (Enclosure, page 26)

III. **STAFF COMMENTS** (page 27)

- IV. LRTP-R SUBCOMMITTEE MEMBER COMMENTS (page 27)
- PRESS / CITIZEN COMMENTS (page 27) V.
- VI. **ADJOURNMENT** (page 27)



2:00 PM

PLACE:

LRTP-R Subcommittee Meeting Notice & Agenda July 7, 2000 Page Two

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Minutes

Long Range Transportation Plan-Refinement Subcommittee

July 7, 2000

Volusia County Mobility Management Center 950 Big Tree Road, South Daytona, Florida

<u>Members Present:</u> Judy Sloane Gary Huttmann Jon Cheney Walter Geiger	<u>Representing:</u> Ormond Beach DeBary & Deltona Volusia County Daytona Beach Shores
Mark Karet	R. Prioletti, Daytona Beach
Don O'Donniley	Ormond Beach
Jim Kerr	Orange City
Donna Steinebach	Port Orange
Pamela Seward	Votran
Tom Harowski	New Smyrna Beach
Darren Lear	Edgewater
Astrid DeParry	CAC Member, Volusia County
Malcolm Smith	CAC Member, DeLand
George McMasters	CAC Member, Port Orange
Barbara Goldstein	TDLCB Member
Others Present:	Representing:
Darla Zakaluzny, Recording Secretary	MPO Staff
Karl Welzenbach	MPO Staff
Mike Neidhart	MPO Staff
Lois Bollenback	MPO Staff
Bonita Brown	Interested Citizen
Melissa Booker	Volusia County

I. Call to Order / Roll Call / Determination of Quorum

John Harper

Chairman Malcolm Smith called the meeting of the Volusia County Metropolitan Planning Organization (MPO) **Long Range Transportation Plan-Refinement** (LRTP-R) Subcommittee to order at 2:05 PM. It was determined that a quorum was present.

Volusia County

II. Business Items

A) Approval of June 15, 2000 Minutes

Ms. Goldstein moved to approve the June 15, 2000 minutes. Mr. Cheney seconded the motion and it passed unanimously.

B) Review of Alternative #2 Network Model Run

Mr. Neidhart stated that at the last meeting Alternative #2 was presented and further information was requested regarding the volume to capacity ratio. This information would give an idea how much a road would be improved and if the improvement was worth it. Mr. Neidhart opened the floor for discussion.

Mr. Harowski asked if Alternative #3 is essentially the recommended alternative or would it be tested? Mr. Neidhart replied that it would be tested and then projects will be scaled back due to funding availability. Mr. Neidhart stated that he had put together a draft proposal for Alternative #3 that is within the range of being financial feasible. He stated that it would be up to the Subcommittee to decide what is to be tested in Alternative #3.

Mr. Neidhart stated that once Alternative #3 is prepared, the model will be run and a comparison of the analysis will be done and presented to the members. At that time, there will need to be some tinkering and scaling back of projects.

Mr. Harowski asked if we intend to end up with a network that we think will address needs both in terms of solving current and projected traffic problems and needs that many people believe to be important to serve long range transportation needs. He clarified that once that has been done we would have a cost feasible version of that.

Mr. Welzenbach replied that hopefully we will have a final alternative. He stated that Alternatives #1, #2, and #3 are testing a lot of wish lists. Mr. Welzenbach commended Mr. Neidhart and the other staff members for a great job in providing all of the additional information requested as well as the maps.

Mr. Welzenbach stated that today's meeting is being held in order to derive Alternative #3. He stated that it was decided to derive Alternative #3 at this meeting, but that it would not be the final alternative. Mr. Welzenbach stated that the final alternative would be looking at all three alternatives and addressing them from a needs basis and from a goals basis. He stated that based on fiscal constraints and cost estimates, we would then have to cut out some projects.

Mr. Harowski asked if we would end up with two sets of plans, one of which, is a transportation plan that addresses all of the projected needs and then there is a subset of that which becomes a cost feasible plan? Mr. Welzenbach replied no,

you would have the cost feasible plan, which is the transportation plan and then you could have appendices or additional chapters identifying additional needs that are not being met due to fiscal constraints.

Mr. Harowski stated that he recalls that we had the big plan that addressed the projects assuming that money was not an object and then there was a cost feasible plan. Mr. Welzenbach replied that only one of them could be identified as the Long Range Transportation Plan and that has to be financially constrained.

Mr. Welzenbach noted that Mr. Huttmann raised a point at the last meeting that by doing it this way, we would not have tested the final alternative. He stated that would be true; however, if the final alternative is derived based on input from previous model runs and was consistent in several areas through Alternative #1, #2 and the recommended Alternative #3, he would propose that we would be confident enough in developing a final alternative based on prior runs. Mr. Welzenbach stated that it would not be tested, but the final plan does not have to be driven by the model.

Mr. Huttmann asked what may have happened to cause US 17/92 between New York Avenue to Plymouth Avenue to go from a v/c approaching two and a segment over two to under one when looking at the volume over capacity ratios. Mr. Huttmann noted that that was a significant change. Mr. Neidhart replied that the Existing Plus Committed model run and Alternative #1 model run, volumes were rather consistent. He stated that some of the volumes throughout the network seemed to be high in relation to other volume loadings; therefore he went back to the consultant and asked them to look at those areas in more detail. Mr. Neidhart stated that it showed that the traffic loading in that area had some issues such as the commercial employment in the area did not get corrected for the 2020 data, but it had been corrected in the base year. Mr. Neidhart stated that the 2020 data was corrected based on the DeLand Traffic Study, which was done by Mr. Huttmann for the City of DeLand.

Mr. Neidhart stated that once the commercial employment data in the area was modified, the traffic volumes went back down. He stated that the traffic loading was also looked at in the areas of US 92, Williamson Boulevard, and Bill France Boulevard. It was noticed that the centroid connectors in the model where you have your housing and commercial artificially loading onto the model network. Mr. Neidhart stated that it was loading onto the network oddly, therefore that was changed and it gave a better traffic loading in that area as well.

Mr. Neidhart stated that Highway 17 in conjunction with CR 3 on the west side was also looked at. Originally, the model was showing relatively equal volumes on CR 3 and US 17, which is not realistic. A modification to the facility type designation for CR 3 was made to be more in line with what it actually is. This had an effect on diverting traffic off of CR 3 onto US 17 more realistically of what is actually out there.

Mr. Welzenbach asked if those were more evident in Alternative #2 run? Mr. Neidhart replied yes.

C) Approval of Alternative #3 Network Model Run

Mr. Neidhart reiterated that a memo was sent out under separate cover from the agenda packet. He stated that staff attempted to put together an Alternative #3 for the members to review and discuss. Mr. Neidhart stated that it is also to help the members realize that Alternative #1 and Alternative #2 were starting to get beyond our ability to fund projects.

Mr. Neidhart stated that the information could help the members get an idea of what could happen due to limited resources when getting down to a final fiscally constrained plan. Mr. Neidhart stated that Exhibit #1 of the memorandum is a listing of projects that staff was proposing as a draft Alternative #3 for the members to review. He stated that Exhibit #2 was a list of projects that fell out of either Alternative #1 or #2. Staff distributed copies of a map that shows what was presented at the last meeting for Alternative #1 and #2.

Mr. Neidhart noted that everything in red is the draft version of Alternative #3 that staff has put together. He stated that larger maps are available to review and they include (in yellow) projects that did not make it to the draft Alternative #3.

Mr. Karet stated that the City of Daytona Beach is concerned about the state road that dropped out, particularly the new interchange at LPGA Boulevard at US 92 and I-4. He asked what staff's thoughts were on this when projects to be dropped were looked at and some that were kept in.

Mr. Neidhart stated that Mr. Karet was referencing the extension of LPGA Boulevard from US 92 over I-4 connecting to Tomoka Farms Road. Mr. Neidhart went on to say that this project in Alternative #2 was to basically put in a urban-type interchange at US 92 and an interchange at I-4 and then have the road continue to Tomoka Farms Road.

Mr. Neidhart stated that the project that was put in the draft Alternative #3 has the road in place, but the interchanges were removed. He stated that this was done because of the cost. Mr. Neidhart stated the interchanges at US 92 and I-4 were very close and it would probably be made into one big bridge instead of two interchanges and the cost would be high. He stated that you would still have the road without the interchange, and we would have received more bang for the buck.

Mr. Karet asked what the projected costs were for the interchanges? Ms. Bollenback replied \$17.9 million per interchange.

Mr. O'Donniley stated that the approach seems to be based on fiscal constraint, but he was under the impression that this would be done after Alternative #3, not before. He stated that Daytona Beach's project has been tested and we know what the results were. Mr. O'Donniley stated that the essence of Alternative #3 ought to be testing some option that has not been tested yet.

Mr. O'Donniley stated Alternative #3 should be driven by what he calls tweaks or major jerks from what was tested before in the other alternatives. He stated that Ormond Beach has something that they would like to see tested and it would be a very costly project. Mr. O'Donniley stated that he would like to see a different approach to Alternative #3.

Chairman Smith asked what project Mr. O'Donniley was referencing? Mr. O'Donniley replied that they have an interchange at I-95 that they would like tested and there are a couple of things that go with it. He stated that they have constrained some of the same things that were constrained in Alternative #2. Mr. O'Donniley stated that they would like to do something north of SR 40 as opposed to south of SR 40 in order to get a get a different relief option. He stated that Daytona Beach may also have an interest in this and they may want to see their improvements run in Alternative #3 to see if they want to sacrifice one, but not the other.

Mr. Welzenbach suggested keeping the I-4 and US 92 interchanges out and putting the Ormond Beach interchange in. That would provide a comparison of the Ormond Beach and Daytona Beach projects. He stated that is why the SR 421 interchange was put back into Alternative #3 this time and SR 442 was dropped out.

Mr. O'Donniley replied that he doubted Ormond Beach's project will have sufficient demand, but he would still like it to be tested. Chairman Smith clarified whether Mr. O'Donniley was making that an official request. Mr. O'Donniley replied yes.

Mr. Karet asked what SR 421 was tested against? Mr. Welzenbach replied that in Alternative #1 and #2 there was an extension of SR 442 to SR 415 and then eventually to Howland Boulevard.

Mr. Cheney asked how that would **word unclear** traffic wise to SR 421? Mr. Welzenbach replied that staff wanted to see what impact there was. He went on to say that there was not much of a read on SR 421 in the first alternative, but **words unclear** on SR 442.

Mr. Cheney stated that there has been an evaluation of the LPGA extension with an interchange at I-4, and we have identified the SR 421 extension at I-4. Therefore, he recommended removing SR 421 in Alternative #3 and that we should test the Ormond Beach scenario for north of SR 40 so that a comparison could be made. Mr. Welzenbach replied that if SR 421 is left in and the Ormond Beach scenario is included, then you have another comparison to the Daytona Beach project.

Mr. Cheney replied that if you leave out the LPGA Boulevard interchange and SR 421, it is like the existing conditions now, which we don't have. Mr. Neidhart replied that we have an existing plus committed model run, but in addition we would get an extension of LPGA Boulevard south looking all the way to Tomoka Farms Road, but without any interchanges.

Mr. Cheney stated that he would like to see something run where the improvements are done on LPGA Boulevard with the extension, but without running SR 421 to I-4. Mr. Welzenbach asked if he wanted the interchange at LPGA Boulevard? Mr. Cheney replied no, there would not be any interchanges.

Mr. Cheney and Mr. Neidhart noted that the road would be kept, but without the interchanges. Mr. Neidhart stated that this is consistent with the existing adopted Long Range Transportation Plan. Mr. Cheney stated that widening CR 415 from US 92 to SR 44 is consistent with the regional issue as proposed to the Central Florida Transportation Commission.

Mr. Welzenbach replied that it has been in both alternatives thus far. Mr. Cheney asked if the CR 415 widening is done without any extensions to I-4, would it pull more traffic onto SR 415. Mr. Welzenbach replied that SR 421 was not in Alternative #2, and that alternative had CR 415 widened all the way to US 92.

Mr. Welzenbach asked for further information on the Ormond Beach project. Mr. O'Donniley replied that it is I-95 in the vicinity of the Ormond Beach Airport (north of Airport Road) and south of US 1.

Chairman Smith asked if it was a new road? Mr. O'Donniley replied it is a new interchange, which they have coming back down and connecting north of Harmony and up to Hull to US 1. On the West Side it would be dropping down and coming in at **word unclear**. He stated that that is not locked in and Tymber Creek Road may be the main **words unclear**.

Mr. Lear asked why the SR 442 extension was removed? Mr. Welzenbach replied that it was tested in the first two alternatives. He noted that Alternative #3 is not the final alternative, it will be done just to see what happens.

Mr. Huttmann agreed with the purpose of Alternative #3 and that it should not be financially constrained. He stated that if a local government has a project that they want tested, then it should be tested and should not have to be brought up for a vote.

Mr. Huttmann referenced Rhode Island from US 17/92 to the Veteran's Memorial Parkway on Alternative #2. He stated that in comparing this with the volumes and volumes over capacity on the parallel section of Graves Avenue, you would clearly see the effect of that and the benefit of the Rhode Island Extension.

Mr. Huttmann stated that he would like to see the Mangoe-Matanzas project up to Cassadaga Road tested in Alternative #3, but he has a concern that we may not see the loadings at this point. He stated that once you address the planned land use changes in the area you will see the Rhode Island numbers increase by 50%. He stated that the downfall is that the land use changes are not being made in the model at this point. Therefore, some of the alternatives that people want to see tested are not going to have the loadings to support them, but we know of things that are happening which makes them important projects.

Mr. Huttmann stated that the Mangoe-Matanzas project is worth testing and if there needs to be a trade off, then he thinks that the Rhode Island extension from the west side connector to US 17/92 would be one of those because Alternative #2 shows it carrying 4,000 trips. Mr. Huttmann stated that it will probably carry it in Alternative #3.

Mr. Huttmann requested that the Mangoe-Matanzas project be added into Alternative #3 and tied into the Rhode Island Extension.

Mr. Neidhart replied that there were some projects that were submitted by local governments for the MPOs priority ranking list. To receive federal and/or state funding for projects on the list, those projects must a part of the existing LRTP. He stated that projects like the Mangoe-Mantanzas project are not part of the existing plan so we have taken the viewpoint that as we are undergoing the process of doing alternative testing, the projects proposed would be tested. Mr. Neidhart stated that staff was proposing to add eight projects that fit that criteria.

Mr. Huttmann verified that it would be in Alternative #3 even though it is not listed in Exhibit 1. Mr. Neidhart replied that that was correct.

A motion was made to adopt Mr. Neidhart's recommendation of the eight additional projects to Alternative #3 and the request of Ormond Beach.

Mr. Neidhart noted that the eight projects that he was referencing are as follows:

- #12, Yorketowne Boulevard from Dunlawton Avenue to Taylor Road in Port Orange
- ▶ #16, Main Street Bridge, replacement and four-laning of the bridge
- #17, Spruce Creek Road, extension from Herbert Street to Dunlawton Avenue and the four-laning from Dunlawton Avenue to Central Park Boulevard
- > #18, Shuntz Road, west of Tomoka Farms Road to I-4

Mr. Welzenbach asked if that included the interchange? Ms. Steinebach replied that it did in the proposal, but what is being tested is the Taylor Road Extension and the Shuntz Road Extension is essentially the same project. She stated that they are not speaking about two I-4 interchanges. Mr. Neidhart replied that they serve different purposes. The Taylor Road project provides direct access to I-4, I-95, and the beach. Shuntz Road provides access to I-4, Tomoka Farms Road, and goes over I-95 and stops at Williamson Boulevard.

Mr. Neidhart stated that they would have different purposes. Ms. Steinebach stated that they would test differently, but there has never been an intent to have two interchanges at I-4. Mr. Welzenbach stated that if it is not tested, then more than likely it would not be on the LRTP-R, and it would have to be removed from the priority list. Mr. Welzenbach reiterated that this process would be taking place again in three years.

Ms. Steinebach stated that if the Shuntz Road Extension to I-4 with an interchange is to be tested then the Taylor Road Extension and I-4 interchange would have to be removed. Mr. Welzenbach asked if that is what the city would like to do? Ms. Steinebach replied that that is their recommendation.

The remaining projects noted by Mr. Neidhart are as follows:

- Mangoe-Matanzas from Cassadaga Road south to Rhode Island
- > SR 400 between I-95 and Clyde Morris Boulevard
- SR 400 from Nova Road to US 1
- ► US 92, from Nova Road to US 1

Mr. Welzenbach asked if the Beville Road project was still to be tested? Mr. Neidhart replied that Daytona Beach had submitted that project a few years ago. Mr. Welzenbach stated that the model does not show any stress on that roadway except in the area between Clyde Morris Boulevard and Nova Road.

Mr. Neidhart noted that the original LRTP showed stress all the way to US 1 and that is why the existing plan shows it as six lanes. He went on to say that when going through the validated model and the same land use data was plugged in, and it was only showing pressure on the section between Clyde Morris Boulevard and Nova Road. Mr. Neidhart stated that is why that it was recommended that those two portions be removed.

Mr. O'Donniley amended the motion to include those projects that have not been tested, including the Ormond Beach interchange. The amendment to the motion was seconded.

Ms. DeParry stated that she has a project that she would like to see deleted from the alternative.

Mr. Cheney stated that the four-laning of LPGA Boulevard between Nova Road and US 1 has already been tested; therefore he would like to remove it from Alternative #3. He stated that he would also like to remove the Airport Road extension from Pioneer Trail to SR 44, which was tested in Alternative #1 and #2.

Mr. Neidhart stated that the Airport Road project was tested even further south to what would be the extension of SR 442, plus an additional parallel route that is being called the New Smyrna Collector that went from Pioneer Trail to SR 44 and then down to what would have been the extension of SR 442.

Mr. Kerr asked if the Saxon Boulevard widening project (to six lanes) was in the Five Year Program? Mr. Cheney replied yes, for PD&E. Mr. Neidhart stated that the Saxon Boulevard project needs to be included if the project is going to happen. He went on to say that we need to take into account any projects that the County is going to be doing.

Discussion followed.

Chairman Smith clarified that Mr. Cheney was making a recommendation to remove the LPGA Boulevard from US 1 to Nova Road project? Mr. Neidhart also noted the Airport Road Project.

Mr. Kerr clarified that the six-laning of Saxon Boulevard would not be deleted? Mr. Neidhart questioned if he was referring to the section between US 17/92 and Enterprise? Mr. Kerr replied yes. Mr. Neidhart stated that is the part that the County would be doing. Mr. Cheney replied no, they did not look at that portion. He stated that they looked at the six-laning from Enterprise to I-4. Mr. Neidhart replied that that is in the Alternative. Mr. Kerr stated that Mr. Cheney was correct.

Mr. Cheney stated that the City of Orange City is looking at going from a fivelane typical on US 17/92 to a four-lane with divided islands and he stated that he would like it modeled to see if the capacity increases. Mr. Neidhart replied that the model would not show any difference between a five-lane continuous center turn lane and a four-lane with raised medians, as there is not that level of detail in the model.

Mr. Neidhart stated that he can look at a hand calculation of increasing the capacity of that, but that would be about all he could do without more sophisticated software. Mr. Cheney asked if it would be modeled as a four-lane? Mr. Neidhart replied that it is being run as a four-lane divided roadway.

Mr. Harowski stated that the database has not been changed for what they think is going to happen in the area west of I-95. He stated that he does not believe that it would show anything. Mr. Welzenbach replied that it could be looked at in three

years when the update is done again. Mr. Harowski stated that it would not matter if the Airport Road extension and/or the collector road are left in or out, as the numbers will probably look the same.

It was asked if that is part of New Smyrna Beach's Comprehensive Plan? Mr. Harowski replied yes, and it is part of the County's plan as of yesterday. Mr. Harowski stated that there needs to be some sort of vehicle so that projects such as these are reflected in the MPO's LRTP even though they may not be in the "official Long Range Plan" so that we do not run into a consistency problem.

Mr. Welzenbach replied that that could be addressed in the needs portion of the plan for future anticipated needs. He asked that Mr. Harowski send him a letter or memorandum regarding this issue.

Mr. Welzenbach stated that he heard that President Clinton has proposed holding back the federal gas tax from anywhere from six months to one year. This is so that we would not have to pay so much in gas. Mr. Welzenbach noted that letters could be written asking that this not be done.

Ms. DeParry asked to eliminate SR 44 from Kepler Road to Summit (widening to four lanes) out of Alternative #3 as it has been in Alternative #1 and #2, but the limits were changed slightly. She stated that Mr. Neidhart has shown her a letter from Mr. Holmes and she stated that she believes that they [DeLand] would go with either one.

Ms. DeParry stated that they have changed the segments as it used to read from CR 4139 to Blue Lake Avenue and then it was scaled back. In Alternative #3 they were proposing to scale it back as four-laning from Kepler Road to Summit. She stated that Summit to I-4 is in, and she wants to keep it that way, but she wants to eliminate the four-laning between Summit and Kepler Road to see what it does to SR 44, Beresford, and the new frontage road. Ms. DeParry noted that she would like to see that tested.

Mr. Welzenbach stated that commuter rail is listed. As far as capital construction, it will have little to no impact on the 20-year plan as far as highway funds. Mr. Welzenbach stated that Congressman Mica is positive that he can get the money for commuter rail. He stated that the operating funds are another issue altogether. Mr. Welzenbach stated that \$600,000 per year would be available if all four counties (Volusia, Seminole, Orange, and Osceola) would kick in towards operating costs. Mr. Welzenbach noted that that would affect the fiscal constraints.

Mr. O'Donniley raised the issue of overlay taxes. Mr. Welzenbach stated that he had suggested this to the Board as far as regional transportation authority, but it was not agreed too.

Discussion continued.

Mr. Huttmann asked how the modeling was done for the light rail envelope on I-4 in the current plan? He asked if that was reflected in the model? Mr. Neidhart replied that a rail corridor was set aside in the existing Long Range Transportation Plan, but no modeling was done. Mr. Neidhart noted that there was no funding or cost estimates for that item.

Mr. Huttmann asked if commuter rail would be modeled? Mr. Welzenbach replied that it is just for a study. Mr. Neidhart noted that he spoke to Dr. Leftwich yesterday about modeling the commuter rail. Dr. Leftwich had replied that he can model commuter rail with the model that we have, but he does not think the numbers would come out any differently from the rail feasibility study that his company had worked on six months ago. Mr. Neidhart stated that they had used the four-county Orlando urban model that included west Volusia so they were able to run rail through the different counties.

Mr. Huttmann questioned the need to provide access to the rail line. As an example, Mr. Huttmann referenced the extension of Dirksen across west of US 17/92 where there is supposed to be a station somewhere in that area. Mr. Huttmann asked if the model needs to recognize and improve access to the rail in order to do anything? Mr. Neidhart replied that if you are going to model rail, it needs to be done correctly, and then you need to run it in a multi-county area for the whole rail operation. He stated that you would need to have some type of access point whether it is an actual road or not.

Mr. Welzenbach stated that he and Mr. Neidhart have discussed this issue, and they do not feel it should be modeled, but it should be included in the alternative. He stated that most of the local governments have passed resolutions or have written letters of support to Congressman Mica in favor of commuter rail. Mr. Welzenbach stated that it would a great oversight to have all of the promotion and support of commuter rail, but not include commuter rail in the refinement to the LRTP.

Mr. Welzenbach stated that he received an e-mail today where the argument was that we do not know what the cost estimates are, what the expenses will be, or what the ridership will be; therefore it should not be included in the Long Range Plan. Mr. Welzenbach stated that from a modeling perspective and a technical aspect, he agrees, but with the perspective of trying to promote this issue and see it as a goal, it needs to be included.

Mr. Huttmann voiced his agreement. Mr. Welzenbach noted that commuter rail is not listed on the priority list, and he is not sure how this would be handled as that is strictly road-related. Mr. Huttmann asked if commuter rail is part of it and there are road improvements that need to be made to support commuter rail and they are not tested, can they become part of the LRTP in order to support commuter rail.

Mr. Welzenbach stated that another option is to put it in and three years from now we can provide more information and details. He stated that by the time Congressman Mica has this up and running, we will be in the process of amending the **words unclear**.

Mr. Neidhart stated that another tool that would help us is a district-wide model that is being put together by the FDOT. He stated that the tool would be available to us and we could model rail in our county, as well as other counties.

Mr. Welzenbach stated that action needs to be taken on the original motion and the amendments.

Mr. Neidhart stated that the motion includes the following:

- > Add the eight projects he had noted earlier
- Add the interchange at I-95 in Ormond Beach near Airport Road (staff has a map of the area)
- > Eliminate 4-laning on LPGA Boulevard between Nova Road and US 1
- Add 2-lane extension of Shuntz Road from Williamson Boulevard to Tomoka Farms Road and out to I-4 with an interchange at I-4
- Remove the 2-lane extension of Taylor Road from Tomoka Farms Road to I-4 with the interchange
- **Remove the 2-lane extension of Airport Road from Pioneer Trail to SR 44**
- > Remove the four-laning of SR 44 from Kepler Road to Summit Avenue

The motion carried.

Mr. Harowski asked about the cost information sheet that was distributed. He asked if this included right-of-way as well as construction? Ms. Bollenback replied yes. Mr. Harowski asked if there was an estimate of what percentage of the lane mile costs were right-of-way versus construction? Ms. Bollenback replied that the 1998 cost book was used for state roads and the figure varied for county and local roads.

III. Staff Comments

Ms. Bollenback stated that if there are any questions or feedback on the financial information she could be reached at the MPO office.

Mr. Cheney stated that under the anticipated revenues where Mobility 2000 words unclear. Ms. Bollenback stated that the figures were received from a member of the budget office in Tallahassee. Ms. Bollenback stated that the \$69 million for the

municipal share is based on a budget projection from the County's budget office and was obtained recently. She went on to say that it is not based on revenue for this year and it is subject to change. However, it does provide a ballpark figure of how much money may be available.

Mr. Welzenbach noted that the box on the left (Anticipated Revenues) does not include the \$69 million under county local.

Mr. Cheney asked if that is the new tax that goes specifically towards highway capacity improvements, road widenings, etc. or does it include everything from operations and maintenance and **words unclear**. Ms. Bollenback replied that it is the municipalities portion of the nickel gas tax.

Mr. Neidhart stated that as Alternative #3 has been put together and is ready for testing, he noted that the next meeting would be moved up. He suggested August 3 at 2:00 PM at the VOTRAN building.

Mr. Welzenbach noted that there will not be meetings of the TCC and CAC this month.

Mr. Harowski stated that he would not be able to attend the August 3 meeting date due to budget workshops. Mr. Cheney noted that it is also a County Council meeting date.

Mr. Neidhart stated that Alternative #3 will be presented at the meeting. Mr. Welzenbach noted that staff will provide a draft of the cost feasible plan.

After further discussion, it was decided that the next meeting of the committee would be held on August 4 at 2:00 PM and staff will determine the meeting location.

IV. LRTP-R Subcommittee Member Comments

No comments were noted.

V. Press/Citizen Comments

No comments were noted.

VI. Adjournment

The meeting adjourned at 3:25 PM.

Volusia County MPO



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> Mayor Baron "Bud" Asher, Chairman

> > Karl D. Welzenbach, Executive Director

> > > Daytona Beach

Daytona Beach Shores

DeBary

Del and

Deltona

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Holly Hill

Lake Helen

Edgewater

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF **QUORUM**

II.

DATE:

- III. **STAFF COMMENTS** (page 34)
 - IV. LRTP-R SUBCOMMITTEE MEMBER COMMENTS (page 34)
- V. PRESS / CITIZEN COMMENTS (page 34) Port Orange
- VI. **ADJOURNMENT** (page 34) Volusia County

MEETING NOTICE

Friday, August 4, 2000

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) LONG RANGE TRANSPORTATION PLAN **REFINEMENT SUBCOMMITTEE** (LRTP-R) will be meeting on:

 \leftarrow NOTE CHANGE

TIME: 2:00 PM PLACE: **VOTRAN Conference Room** Volusia County Mobility Management Center 950 Big Tree Road South Daytona, Florida P. Malcolm Smith, Chairman Presiding AGENDA **BUSINESS ITEMS** APPROVAL OF JULY 7, 2000 MINUTES (Contact: Mike A. Neidhart) (Enclosure, pages 1-14) **REVIEW OF ALTERNATIVE #3 NETWORK MODEL** Β. RUN (Contact: Mike Neidhart) (Enclosure, pages 15-26) C. **REVIEW** AND APPROVAL OF INCLUDING PRIORITY LIST PROJECTS THAT ARE NOT PART OF EXISTING 2020 LONG RANGE TRANSPORTATION PLAN (Contact: Mike Neidhart) (Enclosure, page 27) **REVIEW OF DRAFT RECOMMENDED PLAN (Contact:** D. Mike Neidhart) (Enclosure, pages 28-33)

LRTP-R Subcommittee Meeting Notice & Agenda August 4, 2000 Page Two

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Minutes

Long-Range Transportation Plan-Refinement Subcommittee

August 4, 2000

Volusia County Mobility Management Center 950 Big Tree Road, South Daytona, Florida

Members Present:	Representing:
Jennifer Cairns	John Zielinski, FDOT
Jon Cheney	Volusia County
Stuart Buchanan	Deltona
Gary Huttmann	DeBary & Deltona
Don O'Donniley	Ormond Beach
Jim Kerr	Orange City
Darren Lear	Edgewater
Donna Steinebach	Port Orange
Mike Holmes	DeLand
Tom Harowski	New Smyrna Beach
Rick Prioletti	Daytona Beach
Pamela Seward	VOTRAN
Barbara Goldstein	TDLCB Member
Malcolm Smith	CAC Member, DeLand
Others Present:	<u>Representing:</u>
Darla Zakaluzny, Recording Secretary	MPO Staff
Lois Bollenback	MPO Staff
Karl Welzenbach	MPO Staff
Mike Neidhart	MPO Staff
Pat Lagoni	Consolidated Tomoka Land Co.
Richard Prine	Volusia County
Melissa Booker	Volusia County
Ayman Momamed	FDOT
-	

I. Call to Order / Roll Call / Determination of Quorum

Chairman Malcolm Smith called the meeting of the Volusia County Metropolitan Planning Organization (MPO) Long-Range Transportation Plan-Refinement (LRTP-R) Subcommittee to order at 2:00 PM.

II. Business Items

A) Approval of July 7, 2000 Minutes

Mr. Cheney moved to approve the July 7, 2000 minutes. Ms. Goldstein seconded the motion and it passed unanimously.

B) Review of Alternative #3 Network Model Run

Mr. Neidhart stated that Attachment #1 shows all of the projects that were tested as part of Alternative #3. Also, included was a spreadsheet which shows how Alternative #3 did in comparison to the Existing Plus Committed Network and the results of the three alternatives together.

Mr. Neidhart stated that there was not much of a difference between Alternative #3 and how it was in comparison to the other alternatives as far as additional roads starting to fail on levels of service. He stated that the Subcommittee scaled back the amount of widenings and extensions of new roads in Alternative #3.

Mr. Neidhart asked if the members had any discussion regarding Alternative #3. There were no comments noted by the members.

C) Review and Approval of Including Priority List Projects that are not part of Existing 2020 Long Range Transportation Plan

Mr. Neidhart stated that this is separate from the LRTP-R that is being worked on by the Subcommittee, but it does relate to work that is being done on the LRTP-R.

Mr. Neidhart stated that each year local governments submit projects to be prioritized for state and federal funding through the MPO process. Those projects that rank high on the priority list are programmed by FDOT for state and federal dollars and are included in the FDOT Five-Year Work Program. Mr. Neidhart noted that they would also be included in the MPO's Transportation Improvement Program (TIP).

Mr. Neidhart noted that in order to be eligible for this funding, a project must be in the cost feasible portion of the LRTP. He stated that due to the refinement, staff allowed local governments to submit projects that were not in the existing adopted LRTP, but might have a chance at making it into the adopted plan as the plan is currently being refined.

Mr. Neidhart stated that there were ten projects that are on the priority list that are not in the adopted existing LRTP. He stated that the Subcommittee is being asked to review these projects and provide input on whether or not they should stay on the priority list or be removed. Mr. Welzenbach stated that in June 2000, staff recommended that approval of the priority lists be delayed. He stated that he would like to see the priority lists approved today. Mr. Welzenbach referenced the ten projects that are listed on page 27 of the agenda packet.

Mr. Welzenbach noted that the first four projects were included in all three alternatives, and staff is making an assumption that those four projects will remain in the refinement. Also, five of the remaining six projects were only in one Alternative and the Shuntz Road project is a placeholder for the Shuntz Road or Taylor Road extension projects.

Mr. Cheney moved to adopt the first four projects for inclusion on the priority list and that the other six projects be discussed after the LRTP. Mr. O'Donniley seconded the motion and it passed unanimously.

D) Review of Draft Recommended Plan

Mr. Neidhart stated that the first proposal reflects status quo with what happens historically with the tax revenues with the County and, the second proposal shows the additional amount of tax revenues that the cities expect to receive as a result of the new five cent gas tax being added to the first proposal. Mr. Neidhart stated that proposal #2 is actually proposal #1 with the addition of a few more projects that could be paid for if we assume the additional revenue that the cities would collect as part of the five-cent gas tax.

Mr. Neidhart referenced the 11" x 17" map that was distributed to the members today. The lines in red indicate that they are part of proposal #1 and when added to proposal #2, the projects are then shown in pink. Mr. Neidhart stated that the Shuntz Road and Taylor Road projects are shown by pink dash lines and are an either/or option. The projects cost the same; however only one project would be selected.

Discussion took place on whether or not the \$69 million from the cities revenues for the five-cent gas tax would be included in the figures. Mr. Welzenbach informed the members that we must justify to the federal government that this is a source of revenue when creating our fiscal projections. He noted that SB 772 was passed this year and it modified the requirements regarding the local option gas tax. Mr. Welzenbach stated that prior to the modification, it could only be used for capacity enhancement projects which could include signal interconnects or intersection improvements. Mr. Welzenbach went on to say that this year we can repave roads as long as we can show that it would enhance capacity.

Mr. Cheney moved to include the cities revenues with the fiscal forecast dollars. *Ms.* Steinebach seconded the motion.

Mr. O'Donniley asked that language be included to say that this is for planning purposes only.

Mr. Cheney amended his motion to say that we include the city and county revenues for the MPO to plan their Long Range Plan. Ms. Steinebach seconded the motion and it passed.

Mr. Harowski asked about the consideration of roads that would potentially be paid for by developers. Mr. Welzenbach replied that he would not recommend including this at this time. He reminded the members that the plan would be revisited again in three years and by that time there may be a better understanding of how to consider roads being potentially funded by developments.

Discussion continued.

Mr. Cheney stated that the impact fees are so variable, especially within each zone, he would not recommend including potential developer revenues in the MPO's model. Mr. Welzenbach noted that he would be reticent to do that, as it is a guessing game.

Ms. Bollenback noted that there is historical data of the County's impact fee revenues that could be looked at. Chairman Smith replied that the impact fee zones are broken down into four quadrants, and the dollars must be spent in those areas.

Mr. Harowski moved to include projects based on the expectation that they might be developed and financed outside of the word unclear resources as we are looking at individual road projects.

Mr. Welzenbach stated that this would be difficult to justify to the federal government. He stated that Mr. Harowski is suggesting putting in roads that we do not have funding for, but they will be built by the developer and included in the LRTP. Mr. Cheney replied that this is not a fiscal question and it should be addressed in the next round.

It was asked that the motion be restated.

Mr. Harowski moved that we consider adding projects to the program that is anticipated for developer financing. Ms. Goldstein seconded the motion.

Mr. O'Donniley requested that Mr. Harowski give an example of a roadway that he is speaking of. Mr. Harowski replied that he was speaking about the collector road that parallels I-95.

Mr. Cheney stated that such a project would take away transportation dollars and it is iffy on whether or not the developers would build the project. Mr. Welzenbach stated that the other approach is to reduce the cost of the roadway for that one particular project.

Mr. Prioletti asked if the roadway was in the Plan? Mr. Neidhart noted that it was tested as part of Alternative #1. He went on to say that it is not in the current plan and it is not on one of the proposals drafted by staff. During the testing, it was referred to as the New Smyrna Collector Road.

Mr. Welzenbach suggested that this be looked at during the next update to the Plan, which takes place in three years. He also reminded the members that the plan can be amended.

Mr. Harowski withdrew his motion.

Mr. Neidhart stated that the approximate value to be reviewed is approximately \$725 million and that includes the revenue from the cities.

Mr. Cheney asked what the yellow lines are on the map are. Mr. Neidhart replied that they refer to commuter rail. Mr. Cheney asked if the commuter rail funds are FTA funds? Mr. Welzenbach replied that no local money will be required for the construction of commuter rail; however, there will be a requirement for operating expenses. Mr. Welzenbach stated that approximately \$600,000 per year for the County has been included in the Plan.

Mr. Cheney moved to approve commuter rail in the 2020 LRTP. Mr. Holmes seconded the motion and it passed unanimously.

Mr. Prioletti moved to approve projects on the state list on proposal #1. Mr. Cheney seconded the motion and it carried unanimously.

Mr. Welzenbach informed the members that the Tomoka Farms Road project from US 92 to SR 44 is under the actual estimated cost because the overpass over I-4 was not included. He stated that there is a t-intersection with I-4. Mr. Neidhart noted that this is for a four-lane roadway.

Mr. Prioletti stated that the four-lane roadway does not make sense. He stated that the construction of the extension of LPGA Boulevard connecting with Tomoka Farms Road is supposed to be four-lanes and the other road remains a two lane road up to US 92 and then it tees into the four lane road. Mr. Prioletti stated that you do not have to build the bridge and you do not need to make the improvement.

Mr. Neidhart replied that if Shuntz Road is chosen over Taylor Road, then LPGA Boulevard would tee into Shuntz Road. Mr. Prioletti replied that you can not make Tomoka Farms Road a four lane road and then dump the traffic onto the US 92 interchange. Mr. Neidhart replied that this has been in all three of the alternatives. Mr. Prioletti stated that there is already a lot of congestion in that area and that would add even more traffic. He stated that the purpose of the western road is to move the traffic away from the interchange.

Mr. Cheney moved to approve the projects in Exhibit 1 with the exception of Tomoka Farms Road. The motion was seconded.

Mr. Cheney referenced the Dunn Avenue/George Ingram/Fairview/Main Street project which is found on page 29 (4th from bottom) of the agenda packet. He stated that the four lanes ends at Clyde Morris Boulevard, not Bill France Boulevard. Therefore, the project limits will need to be extended from Williamson Boulevard to Clyde Morris Boulevard. Mr. Neidhart asked if the section from Clyde Morris Boulevard to Bill France Boulevard was in the County's Work Program? Mr. Cheney replied that they are extending it to two lanes.

Mr. Neidhart replied that that project cost estimate would need to be modified because the cost of the project would be increased.

The motion carried.

The following discussion pertains to Proposal #2, which is on page 31.

Mr. Prioletti clarified that this was staff's recommendation. Mr. Welzenbach replied yes. Mr. Prioletti stated that he has a hard time not including an interchange at I-4 and Tomoka Farms Road (the realignment) and including two other interchanges at Taylor Road/Shuntz Road.

Mr. Prioletti stated that there are two interchanges being shown on the map and there is not an interchange at I-4 and LPGA Boulevard. Mr. Cheney asked if this would be a local road issue, not a state road issue. Mr. Neidhart replied that if the interchange is put in, it would turn a local road into a state road.

Mr. Prioletti stated that the Western Beltline (LPGA Boulevard) would help all of the cities in the Halifax area by getting traffic off of I-95.

Mr. Cheney made a motion to have Taylor Road/Shuntz Road from I-4 to Tomoka Farms Road placed in the local category because you are going from SR 421 to CR 421 and the county road is being extended out to I-4. Ms. Steinebach asked who would fund the interchange if it was not funded by the State? Mr. Cheney replied that the interchange would be State, but we are looking at the road. Ms. Steinebach stated that they would not include the interchange. Mr. Cheney stated that it should be moved out of the state road category. Ms. Steinebach questioned whether it would need to be divided into two projects (one would include the I-4 interchange and the other would be the road project). Mr. Cheney replied that if we do not have the road, there would not be an interchange.

Mr. Welzenbach asked that the committee address the SR 421 project from Nova Road to Spruce Creek Road at this time.

Ms. Steinebach moved to include SR 421 from Nova Road to Spruce Creek Road. The motion was seconded and carried.

Mr. Cheney asked about the I-4 project from Seminole County to SR 472. He stated that we need the special use lanes otherwise without them, the capacity at the bridge would be level of service "E" based on all of the models. Mr. Welzenbach replied that this part of I-4 will not be built until 2030, and our plan only goes to 2020. Mr. Cheney stated that METROPLAN Orlando's LRTP includes the special use lanes and we should be consistent with that agency. He stated that with Mobility 2000 advancing several projects forward, it would seem that Tallahassee would be **words unclear**.

Mr. Welzenbach replied that even with the projects being advanced, they are still not due to be built until after 2030. Ms. Steinebach asked if METROPLAN Orlando is including it in their cost feasible plan? Mr. Welzenbach replied that METROPLAN Orlando's projects are built before our projects. Therefore, if the project is in their 2020 Plan, it might be that they plan to build it by 2020.

Ms. Steinebach stated that if it is included in our plan, it must be a part of the Cost Feasible Plan and the money would have to be allocated. Mr. Neidhart stated that we would have to delete several projects if this project was included.

Mr. Cheney stated that this project could be included on a wish list. He also referenced the study that was done a couple years ago on SR A1A from SR 421 to SR 40 for corridor improvements. Mr. Cheney stated that Daytona Beach is doing a LAP project using enhancement funds and yet the project is not on any of the 2020 proposed project lists.

Mr. Neidhart replied that this project is not a capacity enhancement project, it is more of a beautification/landscaping project. Mr. Cheney replied that it is a safety project as there are a number of pedestrian crashes on this roadway. He questioned how the project would be paid for if it was not included in the Cost Feasible Plan. Mr. Huttmann asked if it was already funded? Mr. Neidhart replied that only a small portion of the project was funded. Mr. Cheney stated that we need the SR A1A project on the 2020 Plan for other municipalities to proceed with the project.

Mr. Prioletti asked if the Cost Feasible Plan included enhancement fund dollars? Mr. Welzenbach replied that he does not believe that it does, but he would check into it and report back. He stated that he does not believe that we are required to put them in because enhancement projects are not capacity enhancement projects.

Mr. Cheney stated that the project is \$68 million and if enhancement funds are used, then it would years before the project is completed. Mr. Welzenbach clarified that Mr. Cheney is trying say that if the project is put in the Plan, then it would be eligible for other funding besides enhancement funds. Mr. Cheney replied yes.

Mr. Neidhart stated that would mean approximately \$60 million worth of projects would have to be deleted. Mr. Cheney asked how the project would be funded otherwise? Mr. Harowski stated that it is primarily a beautification project. Mr. Cheney replied that it is a safety project and he questioned why the study was even done.

Mr. Welzenbach stated that there is a projection that if enhancement funds are tied up for that project it would take 20 years of enhancements funds to complete the project and no one else would be able to receive enhancement funding. Mr. Welzenbach noted that he is trying to gather further information on this issue, and he would prefer that this not be addressed at this time.

Mr. Cheney replied that now is the perfect time as the City of Daytona Beach is doing the job for the first phase, then the other cities along the corridor who have stressed the pedestrian issue or others who continue to stress the pedestrian issue should be eligible for funding. Mr. Harowski stated that the communities would need to provide a local match and that it is why it was in the enhancement program. He stated that it would change if it was made a road project.

Mr. Cheney questioned why it couldn't be a safety project if it was increasing the safety of pedestrians. Mr. Welzenbach replied that if this is made a road project, it would be eligible for STP funding. If the STP funding is obtained then \$600,000 in enhancement monies could be freed up for someone else.

Mr. Harowski stated that other communities would still have to compete for enhancement projects and they must come forward with a match for the project. Mr. Cheney stated that the project had to be important for the MPO and the State to fund it. He stated that it is a regional road that sells our community.

Mr. Prioletti stated that this is something that the MPO could look at, as it is a policy decision.

Mr. Welzenbach asked Mr. Cheney if he was recommending that this project be included on the road program. Mr. Cheney replied yes. Mr. Prioletti stated that when that is done, you will have a cost feasible plan, but other projects would have to be sacrificed. Mr. Welzenbach noted that this would total \$63 million worth of other projects.

Mr. Prioletti stated that it would be a good idea to start finding out what the MPO wants in regards to this issue. Mr. Welzenbach noted that he is trying to obtain additional funds for the project so that enhancement dollars are freed up. He stated that it is not fair, or right, that Daytona Beach gets the enhancement dollars for the next twenty years. Mr. Welzenbach stated that he has been trying to obtain funding to replace just the enhancement dollars for the Daytona Beach section, which is at a cost of \$600,000.

Mr. Cheney stated that it should be for the whole corridor, not just Daytona Beach and it should be eligible for everyone. Mr. Welzenbach replied that this would then need to be a policy issue and it would need to be addressed by the MPO Board.

Discussion continued.

Mr. Cheney recommended that the extension of SR 442 and the Taylor Road extension, which are environmentally sensitive projects, be removed and replaced with the SR A1A project. He went on to say that the MPO could have the discussion of the validity of doing SR A1A or the SR 442 and Taylor Road. Mr. Welzenbach replied that it is not that simple and reference was made to the US 92 and I-4 project for Daytona Beach.

Mr. Cheney stated that if the SR A1A project was done now, then the SR 442 and Taylor Road extensions could be re-addressed in three years. Mr. Welzenbach noted that the Shuntz Road/Taylor Road extension and the SR 442 extension provides much needed hurricane evacuation routes, but the SR A1A beautification project does not.

Mr. Cheney went on to say that those two roads could be looked at as possible toll facilities. Mr. O'Donniley noted that his interchange did not test much worse than Shuntz Road in terms of volume.

Mr. Huttmann asked how the recommendations by staff came about. He also asked where the extra local option gas tax dollars were being spent and compare it with the additional projects. Mr. Welzenbach replied that the extras are highlighted in pink.

Mr. Neidhart stated that staff tried to look at the broad policy issues that might be out there and that the Board would be supportive of. He stated that staff also tried to be equitable in how the funds could be spent. Mr. Neidhart referenced the SR 442 project which bridges a need between Deltona and the Edgewater area. He stated that the Taylor Road and/or Shuntz Road extension could be viewed as hurricane evacuation routes as Taylor Road gives direct access to I-4 and the I-95 interchange which already exists.

Mr. Neidhart stated that there needs to be some additional cross-county crossing. Knowing that the projects were expensive, staff held off on those projects until the proposal was brought to the Subcommittee. Mr. Neidhart went on to say that it is difficult to use just the traffic numbers because there are different issues such as economic development or hurricane evacuation that also need to be looked at.

Mr. Neidhart noted that the Mangoe-Matanzas project had a fair amount of traffic generated on it versus a road that crossed the county but showed less traffic volumes. He stated that this gets into the philosophical discussion of whether or not we should look at an additional east/west crossing for the county or a road that might be more local in nature, but carries a higher volume of traffic.

Mr. Huttmann asked if there are goals in the current LRTP? He stated that he assumed that economic development was a goal of the MPO's LRTP. Mr. Welzenbach replied yes, the Plan contains goals. Mr. Neidhart noted that the goals are general in nature. He stated that the Mangoe-Matanzas project, the SR 442 project, or the Taylor Road project would be supported through the goals and policies of the LRTP.

Mr. Buchanan asked what would be the total funding of the six projects listed on page 27. He asked of the \$69 million between the two proposals, how much is being used on local roads. He also asked about the additional state roads. Mr. Neidhart replied that the local road projects have an asterick (*) beside them and are listed on pages 31 and 32. He stated that the price list distributed could be used to add up the costs of the projects.

Mr. Buchanan stated that the SR 421, SR 442, and Shuntz Road projects add up to approximately \$62 million. Mr. Neidhart stated that the SR 421 project has already been committed since the Subcommittee has already taken action on it.

Mr. Huttmann stated that the extra \$69 million enabled SR 421 to come into Plan. Mr. Neidhart replied yes, and the extra money for the SR 421 project would be subtracted out. He stated that the SR 442 extension and/or Taylor Road/Shuntz Road would take up a large portion of the \$69 million.

Mr. Buchanan stated that he was looking for a cost for the Shuntz Road (I-4 to Williamson) project. Mr. Neidhart replied that it is actually called Madeline Road between Williamson Boulevard and Tomoka Farms Road and it was approved as a part of Proposal #1 at a cost of \$4.5 million.

Mr. Holmes stated that there is a study for the toll road/turnpike that is coming out of Seminole County which is parallel to I-4. Mr. Cheney replied that the Expressway Authority is looking at the feasibility of whether or not Volusia County should have its own Expressway Authority. He went on to say that the committee is not looking at any particular routes. Mr. Cheney noted that the final report should be completed in early January 2001.

Mr. Welzenbach stated that it would be up to the County Council to decide if an expressway authority is to be formed and then the expressway authority would determine which project should be done.

Mr. Cheney moved to take out Taylor Road and the SR 442 extension and that the SR A1A project be included in the plan. Mr. Prioletti seconded the motion.

Mr. O'Donniley stated that the volumes on these proposals are awfully low to have made the list and it is very low traffic to be spending that kind of money.

Mr. Holmes stated that Mr. Cheney wants to drop the projects from the Plan. He asked what happens with them until the next update, which is in 2 years? Mr. Neidhart stated that whatever this committee approves is then taken to the TCC and CAC and from there it would move to the MPO Board.

Mr. Welzenbach stated that if the SR A1A project is included in the plan, it would be eligible for additional dollars and it would be included in the fiscally constrained plan. He reiterated that there would be a countywide impact if the project was included in the plan as it currently affects four communities versus sixteen.

Ms. Steinebach stated that Daytona Beach did not want the Beville Road Bridge so Dunlawton Avenue provides the only hurricane evacuation route for all of the communities. She went on to say that it is not just a Port Orange project.

Mr. O'Donniley asked what the revenue stream look like? Mr. Harowski replied that it is approximately \$14 million per year. He stated that SR A1A is outside of the STP Program and it should remain out there.

Mr. Holmes asked if the safety issue has ever been done in the 2020 Plan? Mr. Neidhart replied no. Ms. Steinebach questioned what percentage of Daytona Beach's project was safety.

The motion failed by a show of hands (5-against and 3-for).

Mr. Holmes asked if a motion could be made to have the MPO consider it? Mr. Harowski replied that a MPO Board Member should bring it up.

Mr. Prioletti moved to replace the Shuntz Road/Taylor Road project for an interchange at LPGA Boulevard and I-4.

Mr. Harowski noted that the interchange was tested in Alternative #2. Mr. Holmes stated that LPGA Boulevard makes sense, but Taylor Road needs to be seriously considered.

Chairman Smith turned the gavel over to Vice-Chair Donna Steinebach at 3:45 PM.

Mr. Prioletti withdrew his motion.

Mr. Cheney moved to approve all State Roads, including SR 421, Taylor Road, and SR 442. Mr. O'Donniley seconded the motion.

Mr. Huttmann asked what the jurisdictions are receiving from the local option gas tax. Mr. Neidhart replied that that would be difficult to answer because we are forecasting out 20 years in the future. Mr. Cheney stated that you take the \$69 million multiplied by the percentage based on the agreement with the municipalities and that would provide the answer.

Mr. Huttmann stated that his problem with the motion is that the committee is still looking at the extra \$69 million and it is in no way being equitably distributed. He stated that it goes back to why any community on the west-side be for this over Exhibit #1. Mr. Welzenbach replied that Deltona is in favor of the extension of SR 442. Mr. Huttmann stated that he is not sure that they are in favor of that over a road that supports some economic development that they want.

Mr. Welzenbach clarified that Mr. Huttmann was referencing the Mangoe-Matanzas project. Mr. Huttmann replied yes.

Mr. Cheney stated that his motion was for Taylor Road, not Shuntz Road, as an evacuation route.

Vice-Chair Steinebach clarified that it is an extension to I-4 plus an interchange. Mr. Cheney replied that that was correct.

Mr. Cheney stated that he wanted the evacuation route from Taylor Road to I-4. Mr. Neidhart clarified that the Shuntz Road alignment is being removed. Mr. Cheney replied yes.

Vice-Chair Steinebach stated for the record that at the present time it is her preference to leave it (Taylor Road / Shuntz Road) as an either/or option. This would give the City of Port Orange the flexibility for what she knows they are doing in terms of long range planning and design.

The motion passed by a show of hands, 7-for and 2-against. Vice-Chair Steinebach stated that she needed to correct the vote as she will support the words unclear.

Mr. Neidhart verified that the state list now includes the extension of Taylor Road from Tomoka Farms Road to I-4 with an interchange and the extension of SR 442 from I-95 to SR 415.

Mr. Prioletti moved to add an interchange at I-4 (the Western Beltline) or it is called the extension of Tomoka Farms Road or LPGA Boulevard.

Ms. Bollenback stated that on Exhibit 3, the price of an interchange would be another \$17 million.

Mr. O'Donniley seconded the motion.

Mr. Neidhart stated that the committee might want to consider that for any dollar that is added, some would need to be subtracted out. He stated that the additional \$17 million would have to be taken out from somewhere, either the state roads or the local roads.

Discussion continued.

Mr. Prioletti suggested having the motion include leaving the four lanes from US 92 down to Madeline and including the bridge (widening or replacement) and substituting that with the interchange.

Vice-Chair Steinebach asked if Mr. Prioletti was formerly amending the motion. Mr. Prioletti replied yes. Mr. O'Donniley accepted the amendment to the motion.

Mr. Welzenbach asked that the motion be repeated.

Mr. Prioletti stated that the motion was to delete the four-lane project of Hand Avenue and the replacement of the bridge over I-4 from US 92 south to Madeline Avenue.

Vice-Chair Steinebach stated that is being coupled with the I-4 interchange. Mr. Prioletti agreed. Mr. Harowski asked what the dollar amount would be for the project? Mr. Neidhart replied that the Tomoka Farms Road segment was not priced out like that; therefore staff would have to go back and price it out.

Mr. Neidhart stated that the Airport Road, Hand Avenue and the west side connector projects (additional local roads) add up to \$17.3 million. He stated that is almost an even swap for an interchange.

Mr. Welzenbach noted that the three extra projects in Exhibit #2 on the local road list (**) total \$17.3 million.

Vice-Chair Steinebach stated that the motion is to swap, at least in part, the fourlaning of Tomoka Farms Road. She asked what the cost of the interchange would be? Ms. Bollenback replied \$10 million.

The amendment (deletion of the four-laning of Tomoka Farms Road from US 92 to Madeline Avenue) passed unanimously.

The main motion to add an interchange at I-4/LPGA Boulevard [not sure where \$17 million will come from] passed by a show of hands vote of 6 to 3.

Mr. O'Donniley stated that Hand Avenue is currently being shown from Tymber Creek Road to Nova Road for widening to four lanes which includes the overpass. Mr. O'Donniley moved to reduce the segment of widening to four lanes from Williamson Boulevard to Nova Road and extend it to two lanes from Williamson Boulevard to Tymber Creek Road. Mr. Cheney seconded the motion.

Vice-Chair Steinebach restated the motion as follows: to reduce Hand Avenue from four lanes to two lanes from Williamson Boulevard to Tymber Creek Road. The motion passed unanimously.

Mr. Buchanan noted that we are \$3.5 million in the hole for the local roads. Mr. Welzenbach clarified that #18 (Shuntz Road) was off of the list (page 27). Vice-Chair Steinebach replied yes.

Mr. Cheney moved to remove project #13 and #16 from the list. The motion was seconded by Mr. Harowski. Mr. Cheney stated that this was under the assumption that the Orange Avenue Bridge Study that was originally proposed several years ago remains words unclear. *The motion passed.*

Mr. Buchanan made a presentation on project #22 and reported on what recently happened with the Department of Community Affairs and FDOT. He stated the City of Deltona is putting 22,000 trips across the I-4 Bridge every day going into Orlando. Mr. Buchanan stated that they asked FDOT if they could receive a variance to change the level of service on I-4 so that the activity centers could be developed. He stated that if the level of service is changed it would be easier to develop those centers and those centers would help create jobs so people would not have to make the drive to Orlando to work.

Mr. Buchanan stated that the people driving to Orlando work in the retail service industry and those jobs could be held in Volusia County. This would also help keep the money for commercial activity in the county. Mr. Buchanan stated that the State wants to see the trips on I-4 reduced including local trips. He went on to say that the State wants them to also develop different frontage roads and roads that would connect activity centers to go across I-4 so people would not have to get on I-4 to go back and forth, nor would they have to take I-4 to Orlando.

Mr. Buchanan stated that Mangoe-Matanzas (soon to be called the Activity Center Frontage Road or something similar) goes north/south and connects to the Rhode Island Extension which goes east/west and then it goes to Howland Boulevard. Mr. Cheney stated that there is a proposal to connect it to Cassadaga Road.

Mr. Neidhart stated that the application submitted by Deltona has it going from Cassadaga Road to Howland Boulevard, then south of Howland Boulevard to cross over Normandy Boulevard and parallel I-4 down into Rhode Island.

Mr. Buchanan stated five or six companies have assembled a very large tract of land around the activity center. In the last couple of weeks, the owners have hired surveyors and appraisers to go out and survey and appraise 1-2 square tracts of property. This is extremely expensive to do and if they are paying for this work, then that would give an indication that the roads are needed in the future. The Mangoe-Mantazas project allows Deltona to get their variance from the state. Mr. Buchanan stated that this would be the first variance the state has given on I-4, and it would assist not only Deltona but Orange City and Volusia County's activity centers.

It was asked if approval for the variance has been received? Mr. Buchanan stated that the variance is contingent upon Deltona showing that they will put in an east/west and north/south road. If they are not put in, then people would have to use I-4.

Vice-Chair Steinebach asked if the roads are a developer required improvement? Mr. Buchanan replied that if they can not show that the roads are in the LRTP then they will not be able to get the variance for I-4 and if there is no variance for I-4, then the areas won't be able to be developed.

Lengthy discussion followed.

Mr. Buchanan moved to add the Mangoe-Matanzas project (#22) to the local road list. The motion was seconded and passed. 8 yea's, 0 nays, and 2 abstained.

Vice-Chair Steinebach stated that the Yorketowne Boulevard Extension from Dunlawton Avenue to Taylor Road will move back the signalized intersection on Dunlawton Avenue which is currently at Taylor Branch back to Yorketowne, where there is a signalized intersection. They are hoping to move an existing signalized intersection. Vice-Chair Steinebach went on to say that it would involve realigning the actual right in / right out of Taylor Branch onto Dunlawton Avenue. It would funnel all of the traffic from the southern Port Orange neighborhoods off of Yorketowne Boulevard to the intersection of Yorketowne Boulevard. They are trying to preserve more capacity and feel that with the congestion issue on Dunlawton Avenue/I-95 Interchange the action of earlier today will dump I-4 traffic into **word unclear**.

Vice-Chair Steinebach informed the members that a number of the projects are going on the list for special funding based on legislation (County Incentive Grant Program). The deadline for this program is September 8.

Mr. Cheney stated that any project that was applied for through the County Incentive Grant Program does not necessarily have to be on the MPO's LRTP. However, once the list is obtained by the County they will probably come to the MPO for a resolution to support the list and/or amend the LRTP.

Mr. Welzenbach stated that this is additional funding that we did not anticipate. Vice-Chair Steinebach stated that this is funding that could be allocated to projects. Mr. Welzenbach stated that if that is the case then he would request that Vice-Chair Steinebach not ask that this project be on the LRTP. He stated that if it was done that way, the LRTP could be amended with the known funding.

Vice-Chair Steinebach stated that staff brought forth a recommendation adding all of the priority projects into the Plan, but there might be another way through the other program.

Mr. Cheney moved to support the Yorketowne project. Mr. Huttmann seconded the motion and it passed unanimously.

Mr. Welzenbach asked how much the County was getting in the County Incentive Grant Program? Mr. Cheney replied zero. He stated that it is 19.2 million for District V.

Ms. Seward moved to add the Spruce Creek Road project to the priority list. Mr. Cheney seconded the motion.

Mr. Welzenbach stated that staff would provide everyone a listing of the additions that were made, the dollars, and the subtractions that were made to the list. He stated that only two projects were eliminated from the list.

The motion failed by a vote of 6 (against) and 4 (in favor of).

Vice-Chair Steinebach stated that the priority list has been taken care of, but all of the local roads have not been addressed. Mr. Welzenbach noted that he did not anticipate having a final recommendation today. Vice-Chair Steinebach asked if there would be a follow-up meeting? Mr. Welzenbach stated that something needs to be given to the MPO Board in September. Mr. Neidhart stated that a presentation on the outcome of today's meeting will be made to the TCC and CAC in approximately two weeks. He stated that the TCC, CAC and the MPO will start getting involved in the process.

Mr. Neidhart stated that staff will prepare a revised proposal that shows where we are money-wise for the TCC and CAC meetings. He stated that at this point we will be over the \$725 million mark.

Mr. Welzenbach stated that staff will delineate all of the projects that were approved and also staff will include the ones that were added in. There will be a separate listing of the changes made by the subcommittee.

Vice-Chair Steinebach suggested that the local roads be addressed at a subsequent meeting.

Mr. Buchanan stated that the Airport and Westside Connector roads were not voted upon yet. Mr. Welzenbach replied that needs were being pushed because a priority list needs to be presented to FDOT. He stated that the other projects could be addressed at the next meeting.

III. Staff Comments

No comments were noted.

IV. LRTP-R Subcommittee Member Comments

No comments were noted.

V. Press / Citizen Comments

No comments were noted.

VI. Adjournment

The meeting adjourned at 5:15 PM.

Volusia County MPO



1190 Pelican Bay Drive Daytona Beach, FL 32119-1381

Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 Email: vcmpo@worldnet.att.net

Mayor Baron "Bud" Asher, Chairman

> Karl D. Welzenbach, Executive Director

Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) **LONG RANGE TRANSPORTATION PLAN REFINEMENT SUBCOMMITTEE** (LRTP-R) will be meeting on:

DATE:	Friday, August 25, 2000	←NOTE CHANGE
TIME:	10:00 AM	←NOTE CHANGE
PLACE:	VOTRAN Conference Room Volusia County Mobility Management Center 950 Big Tree Road South Daytona, Florida	
	P. Malcolm Smith, Chai	rman Presiding

AGENDA

I. CALL TO ORDER / DETERMINATION OF QUORUM

II. BUSINESS ITEMS

- A. REVIEW AND APPROVAL OF RECOMMENDED SUBCOMMITTEE PROPOSAL (Contact: Mike Neidhart) (Enclosure, pages 1-6)
- **III. STAFF COMMENTS** (page 7)

IV. LRTP-R SUBCOMMITTEE MEMBER COMMENTS (page 7)

- V. PRESS / CITIZEN COMMENTS (page 7)
- VI. ADJOURNMENT (page 7)

Note:

If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.

Note:Individuals covered by the Americans with Disabilities Act of 1990 in
need of accommodations for this public meeting should contact the
VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida
32119-1381; (904) 322-5160 at least five (5) working days prior to the
meeting date.

Minutes

Long Range Transportation Plan-Refinement Subcommittee

August 25, 2000

Volusia County Mobility Management Center 950 Big Tree Road, South Daytona, Florida

Members Present:	Representing:
Malcolm Smith	CAC Member, DeLand
Astrid DeParry	CAC Member, Volusia County
John Zielinski	FDOT District V
Walt Geiger	Daytona Beach Shores
Don O'Donniley	Ormond Beach
Jon Cheney	Volusia County
Mike Holmes	DeLand
Darren Lear	Edgewater
Gary Huttmann	Deltona & DeBary
Tom Harowski	New Smyrna Beach
Don Findell	Lake Helen
Rick Prioletti	Daytona Beach
Donna Steinebach	Port Orange
Saralee Morrissey	School Board
Barbara Goldstein	TDLCB Member
Others Present:	Representing:
Darla Zakaluzny, Recording Secretary	MPO Staff
Karl Welzenbach	MPO Staff
Lois Bollenback	MPO Staff
Mike Neidhart	MPO Staff
Melissa Booker	Volusia County
Richard Prine	Volusia County
Patricia Lagoni	Consolidated Tomoka, Inc.
Ken Furth	Deltona

I. Call to Order / Determination of Quorum

Chairman Malcolm Smith called the meeting of the Volusia County Metropolitan Planning Organization (MPO) Long Range Transportation Plan-Refinement (LRTP-R) Subcommittee to order at 10:00 AM. It was noted that a quorum was present.

II. Business Items

A) Review and Approval of Recommended Subcommittee Proposal

Mr. Welzenbach asked the members to disregard the yellow informational sheet that was distributed with the agenda packet as new information has come to light and was distributed this morning.

Mr. Welzenbach reported that the State has said that there will be enough funding to meet or exceed what has been identified in the LRTP on the Florida Intrastate Highway System (FIHS). He noted that in Volusia County only three roads are on the FIHS and they are SR 40, I-4, and I-95. Mr. Welzenbach stated that those roadways have been removed from the project list since they are being funded separately. He noted that the FIHS funding can not be used for anything other than FIHS roads, so that funding is not available to be draw down on.

Mr. Welzenbach stated that previous financial projections assumed that we would be short on FIHS funds and that we would have to dip into our state funds to make up the shortfall. Mr. Welzenbach stated that because the FIHS will be fully funded according to FDOT, we now have an excess amount of FIHS dollars.

Mr. Welzenbach stated that there were two projects that were not discussed at the last meeting (those roads are shown in pink on the map). He stated that at the last meeting projects were removed and added into the plan. Now, due to the change in FIHS funding, even with these two extra projects, there will be a surplus of state dollars.

Mr. Welzenbach stated that at a previous meeting it was agreed that the local option gas tax that is received by the municipalities could be identified as part of the funding stream available to fund Long Range Transportation Plan projects (LRTP). He stated that since there is an excess of state funds, staff is recommending that those funds still be used as part of the revenue stream, but it would only be used to match state funds that are needed for the LRTP. The remaining \$70 million would be out there, but not earmarked for anything.

Mr. Welzenbach informed the members that staff is recommending adopting the alternative that was discussed at the previous meeting, plus the two additional projects that were not discussed. Those two projects are the Airport Road Extension and the West-Side Connector.

Mr. Prioletti referenced the 87.5% of state funds available for use on local projects (noted on page 1 of handout). He asked if those funds were for Volusia County or all of FDOT District 5? Mr. Welzenbach replied that they are for Volusia County. He stated that staff had been given a table by FDOT and had mistakenly assumed that it was for the entire District.

Ms. Steinebach stated that the City of Port Orange had previously submitted and received priority ranking for the Spruce Creek Road Extension project from Herbert Street to Central Park Boulevard, which is a connector and widening project. Ms. Steinebach stated that at the last Subcommittee meeting it was stated that with the \$26 million price tag it would be too expensive to include in the Cost Feasible Plan. She stated that at the meeting she had also indicated that they would like to pursue the missing link between Dunlawton Avenue and Herbert Street, which will provide a parallel facility to Nova Road.

Ms. Steinebach noted that this project has been priced out and it will be submitted under the County Incentive Grant Program. She stated that this will be the only project submitted by the City of Port Orange. Ms. Steinebach noted that the price tag for that project is \$1.2 million and requested that the LRTP-R Subcommittee still consider including it into the LRTP-R and also acknowledge that the \$26 million project was beyond the scope of available revenues.

Mr. Cheney asked if the road was on the County's Thoroughfare System? Ms. Steinebach replied that she did not believe that it was. Mr. Cheney replied that it may be a good project and it should be submitted for the County Incentive Grant Program, but he is leery of opening up local projects into the LRTP and funding them with federal and state dollars. He questioned whether or not we want to be funding local roads? Mr. Cheney stated that he does not believe that local roads should be funded with federal and state dollars.

Mr. Welzenbach noted that if this was done, then there are higher standards to meet. Mr. Cheney stated that he has a fundamental problem with the Mangoe-Matanzas Road project, which is a local road and it is not on the County's Thoroughfare System. He stated that there are means for funding economic development whether it is **word unclear** or the County Incentive Grant Program.

Mr. Cheney again questioned if we wanted to fund local roads.

Ms. Steinebach asked if staff can assert that everything shown on the plan does not include a local road? Ms. Morrissey replied that Mr. Cheney is saying that that is not true. Mr. Welzenbach noted that Yorketown Boulevard also falls into this category. Ms. Steinebach noted that Yorketown Boulevard will be put on the County Thoroughfare System.

Mr. Cheney stated that the City of Deltona has said that they need Mangoe-Matanzas Road on the LRTP so that they can get the variance for their Comprehensive Plan. He stated that he has spoken to FDOT regarding this matter and it was stated that yes, that is one route to get a variance. Mr. Cheney stated that another route would be to work through the MPO to designate that they believe that the area will become something other than rural.

Mr. Cheney referenced a Federal Functional Classification map that shows the area as an urban area. He stated that it would be a good idea for Deltona to work with the MPO to ask for the variance. Mr. Cheney stated that they would still meet the necessary criteria for the facility.

Mr. Cheney clarified with Mr. Zielinski that for a FIHS, the level of service for a rural interstate is level of service "B". When the County is doing their DRI in that area they will be looking at all of the roads. Mr. Cheney stated that more than likely the County will have to go back and ask for a similar variance along I-4 unless they go to the MPO and work with them to say that it will be an urban area or a transitional area.

Mr. Neidhart stated that when the MPO does their level of service work, the MPO considers the area an urban area (the I-4 area). He stated that it makes logical sense that it is an urban area. Mr. Neidhart stated that the long range planning for the interstate is if you hit over the 500,000 population threshold, which is unusual for the County, then you have jumped up to another category.

Mr. Cheney noted that he agrees the frontage road needs to be there, but in principle he does not feel that we should be funding local roads.

Mr. Huttmann asked what damage is caused by including Mangoe-Matanzas Road, which is beneficial to the City of Deltona, on the LRTP to get the variance granted? Mr. Cheney replied that you would be saying that any local road can be thrown onto the LRTP.

Mr. Huttmann stated that there needs to be a definition of what is being called local roads. He stated that the City of Deltona has done enough analysis to show that this pulled a bunch of trips off of the FIHS System. Mr. Huttmann stated that he does not believe that a strictly local road would do that.

Mr. Cheney stated that if you are going from an interchange to an interchange, he could understand where the road would take people off of the interstate. If you are going from a County road to another County road back down to Rhode Island and the only interchange is at SR 472, how are you taking traffic off of the Interstate? Mr. Huttmann stated that the road in Alternative #3 shows (**statement not completed**).

Mr. Cheney stated that the County had asked the City of Deltona and Mr. Huttmann's firm for copies of the traffic modeling work, but nothing has been received. Mr. Huttmann replied that he was not aware of the request.

Ms. Booker stated that the request was made during a meeting one week ago and Mr. Buchanan was in attendance. She stated that the County was told that Mr. Huttmann would be contacted regarding the request. Mr. Cheney stated that he had also requested the modeling work from Maryam Ghaybi.

Mr. Cheney stated that with the Interchange in the middle of the road and the other two roads that you are attaching too, he does not see the through traffic that would go onto the Interstate. He stated that it functions as a local road as you are not drawing traffic off of the FIHS.

Ms. DeParry stated that there appears to be intergovernmental coordination issues that need to be resolved. Mr. Prioletti asked who was doing the evaluation for the variance? Mr. Zielinski replied that the FDOT Central Office is handling it.

Mr. Welzenbach stated that the FDOT Central Office proposes to undertake two methods of getting the variance. One is working with the MPO to get a reclassification of that section of I-4 as either transitional or urban. Mr. Welzenbach stated that after the DRI has been completed, we still may have to apply for a variance.

Mr. Prioletti stated that he is not concerned about the process, but asked who would evaluate whether this theory would work? Mr. Cheney replied that when he had spoken to the Systems Planning staff in Tallahassee they had stated that the local FDOT staff would be working with the MPO as a means of handling this.

Mr. Prioletti stated that an expert would have to demonstrate clearly that the model shows that that will happen. Mr. Welzenbach asked if the DRI would address that issue? Mr. Cheney replied that the DRI would address it.

Mr. Huttmann questioned how this would differ from the frontage road on the other side of I-4? Mr. Cheney replied that the frontage road on the other side connects Lake Helen down to Orange City and Deltona. Mr. Huttmann stated that he was speaking of it as a local road. Mr. Cheney replied that it is on the County's Thoroughfare System.

Mr. Huttmann stated that the concern seems to be that it will take away funding from other state roads. Mr. Cheney replied other Thoroughfare roads, and he questioned whether we want to fund local roads.

Mr. Huttmann asked what if the road was city funded, but included on the LRTP so that everyone recognized it as a future improvement? Mr. Cheney replied that we would start including all local roads of all comprehensive plans. He stated that we are being philosophical now, but someone can come back later and say they can make an application for federal and state dollars.

Mr. Welzenbach stated that it also seems to be giving it a false sense of validity. He stated that if it would be built as a local road, then local funds would be used, but if was put in the LRTP someone could point out that it is in the LRTP; therefore, it should be built with federal/state funds.

Mr. Huttmann stated that the road is modeled with the activity center and it is an important road. He went on to say that without it being in the model it seems to present a false impression of the transportation network for Southwest Volusia, not just the city of Deltona.

Mr. Prioletti stated that the activity center is to promote economic development in that area as well as jobs. He stated that there are several developers who want to enhance the value of their property in that area. Mr. Cheney stated that the County is developing economic roads, but the County handles it differently. It is either placed on the County's Thoroughfare System to get impact fee credits or the developers are paying to build the road and they get impact fee credits. Mr. Cheney questioned if the members wanted to fund developer's development with federal and state dollars.

Mr. Prioletti stated that he is trying to find out if this is a funding or DRI issue. Mr. Findell replied that it is a DRI issue. Mr. Cheney replied that if it is a DRI issue, a variance issue, or a comprehensive plan issue there is a mechanism for them to still get the variance. He stated that that the way it was sold to the County was that they needed the road on the plan to get the variance.

Mr. Cheney stated that he had spoken to Mr. David Marsh at the last TCC meeting and he had said you can still work through the MPO to get the variance. Mr. Huttmann stated that he had spoken to Mr. Rob McGee and that was not the process given to the City by Mr. McGee. Mr. Zielinski noted that the final approval would rest with the Central Office and Mr. McGee. He stated that Mr. Marsh's people would provide coordination between the locals and the **words unclear**.

Mr. Welzenbach stated that Mr. McGee had told him that this could be done by going for a reclassification and working through the MPO.

Mr. Huttmann asked if the City would have the opportunity before it is voted to come off to get clarification from Mr. McGee as that is not what they had heard when they had met with legal staff.

Mr. Cheney stated that he is recommending that it come off and if Deltona wants to work through the political connections, it can be brought before the MPO for discussion. He stated that there would be time before now and then to make sure what is needed. Mr. Cheney stated that both he and Mr. Welzenbach had spoken to FDOT and received the same response in that there are two ways to handle it, however Mr. Huttmann could still speak to the FDOT Staff.

Mr. Huttmann asked once the DRI goes through, is the County willing to add it to the Thoroughfare System to support the DRI? Mr. Cheney replied yes.

Mr. Cheney stated that if the road is needed based on the DRI then the County would look at putting it on the Thoroughfare System. Mr. Findell added the need for intergovernmental coordination, which there has not been any to date.

Mr. Findell voiced his agreement with Mr. Cheney about the setting of a precedent in attempting to fund local roads by a mechanism that should not be used. Mr. Huttmann replied that at this time they are not asking for funding. Mr. Welzenbach stated that by putting it in the LRTP, the city would be asking for funding.

Mr. Huttmann stated that the immediate need by the City is to get this on the LRTP so that they can request a variance from the level of service.

Discussion continued.

Mr. Huttmann stated that this is a variance from a rural standard and Mr. McGee stated that they would look to the local governments to see basically what is in it for the State.

Mr. Zielinski stated that there would have to be a stipulated settlement agreement between the city and the state and the agreement would identify which roads would be improved. He stated that there would have to be funding for the construction of those facilities. Mr. Zielinski asked if this was the only facility or would there be others? Mr. Huttmann replied that it is part of a network that ties into Rhode Island.

Mr. Cheney moved that we do not include local roads that are not on the County's Thoroughfare System on the MPOs LRTP. Ms. Morrissey seconded the motion.

Mr. Neidhart stated that there is another road that is not on the County's Thoroughfare System, but could eventually be on it if the project is built. He stated that the project is the extension of Providence Boulevard (north of Howland Boulevard). Mr. Neidhart stated that Providence Boulevard turns into Idlewise Drive north of Howland Boulevard and then it connects to Sixma Road. He stated that he does not believe that either of those roads are on the County's Thoroughfare System.

Mr. Huttmann stated that the urgency of this for the City of Deltona is to get their comprehensive plan amendments passed. Mr. Cheney stated that there is another avenue for the City to do that. Mr. Findell replied that no one has demonstrated the urgency.

Mr. Geiger agreed that local roads should not be included in the LRTP.

Ms. Steinebach asked if Mr. Cheney's motion would override and change what is currently shown on the map that was provided at the last Subcommittee meeting. Mr. Welzenbach replied that there would be one exception, which is Yorketown Boulevard. Ms. Steinebach stated that that road is not currently on the County's Thoroughfare System although they have received a verbal commitment from County staff that it would be added.

Ms. Steinebach stated that the City made an application and it will be done in conjunction with their comprehensive plan. Chairman Smith asked if they would be pursuing federal funds.

Ms. DeParry asked if Yorketowne Boulevard would be removed? Mr. Cheney replied yes.

Mr. Welzenbach reminded the members that the Plan would be updated again in three years. Mr. Prioletti stated that the LRTP could be amended at any time.

Ms. Steinebach asked if a companion policy of the Subcommittee would be that as roads are added to the County's Thoroughfare System they would automatically come forth as amendments to be added to the LRTP? Mr. Neidhart replied that they would have to be financially feasible. Mr. Welzenbach noted that the MPO does have some money to work with.

Mr. Cheney stated that they would be brought back to the TCC and CAC and it would go through the process. Mr. Welzenbach noted that he would prefer that this be done on an annual basis only, not as they come up.

Ms. Steinebach suggested that it be done after the fall comprehensive plan amendments. Mr. Prioletti noted that it would be done before the end of the year.

The motion carried. Mr. Huttmann, Mr. Harowski, and Ms. Steinebach voted in opposition of the motion.

Mr. Holmes asked if there was any way to let FDOT know that if the numbers show justification, that the projects that are being removed may come back in the future. Mr. Welzenbach replied that this could possibly be addressed in the LRTP as there is a fiscally constrained plan and a wish list, and since there is additional funding, we could say that they are anticipated projects that might come on line in the next twenty years.

Ms. Morrissey stated that a general policy statement could be included in the LRTP that says that the plan recognizes that future roads could be added. Mr. Welzenbach stated that these are the ones that are applying for the County Thoroughfare System.

Ms. Steinebach stated that based on the policy just approved by the Subcommittee, it would be incumbent upon the jurisdictions to get moving to have their projects included on the County's Thoroughfare System.

Chairman Smith stated that making sure that the projects are on the Thoroughfare System is the way to go.

Mr. Welzenbach stated that Yorketowne Boulevard and Mangoe-Matanzas Road should be removed from the map.

Ms. Morrissey moved to add the two projects (Airport Road Extension and the Westside Connector) in the Plan. The motion was seconded by Mr. Cheney and carried.

Mr. O'Donniley moved to approve the refinement to the LRTP. The motion was seconded and carried. Mr. Huttmann voted in opposition of the motion.

Mr. Neidhart stated that the refinement will be presented to the TCC, CAC, and MPO for review. Mr. Welzenbach stated that it will be reviewed in September and approval would be requested at the October meetings.

III. Staff Comments

No comments were noted.

IV. LRTP-R Subcommittee Members Comments

No comments were noted.

V. Press/Citizens Comments

No comments were noted.

VI. Adjournment

The meeting adjourned at 10:40 AM.



Volusia County MPO

Transportation Planning

1190 Pelican Bay Drive Daytona Beach, FL 32119-1381

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Volusia County Council Member Patricia Northey, Chair

Barbara Davis, AICP, Director

Daytona Beach

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Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) <u>TECHNICAL COORDINATING</u> <u>COMMITTEE</u> (TCC) will be meeting on:

DATE:Tuesday, October 19, 1999TIME:1:00 PMPLACE:Volusia County MPO Office
1190 Pelican Bay Drive
Daytona Beach, Florida

Ms. Saralee Morrissey, Chair Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. ACTION ITEMS

- A. REVIEW AND APPROVAL OF AUGUST 17, 1999 MEETING MINUTES (Contact: Barbara Davis) (Enclosure)
- B. REVIEW AND APPROVAL OF LONG-RANGE TRANSPORTATION PLAN-REFINEMENT (LRTP-R) BASE YEAR MODEL VALIDATION -- Presentation by Dr. Scot Leftwich, LCE, Inc. (Contact: Mike Neidhart) (Enclosures)

III. PRESENTATIONS AND STATUS REPORTS

A. PRESENTATION ON THE INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROJECTS IN VOLUSIA COUNTY -- Presentation by Jon Cheney, Volusia County Traffic Engineer (Contact: Jon Cheney/Barbara Davis) (Enclosures) TCC Meeting Notice & Agenda October 19, 1999 Page Two

III. PRESENTATIONS AND STATUS REPORTS

- B. FDOT REPORTS (Contact: John Zielinski) (Enclosures)
 - Project Status Report
 - Push Button Report
 - Construction in Progress Report

IV. STAFF COMMENTS

V. TCC MEMBER COMMENTS

VI. PRESS / CITIZEN COMMENTS

VII. ADJOURNMENT

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Volusia County MPO



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Volusia County Council Member Patricia Northey, Chair

Barbara Davis, AICP, Director

Daytona Beach

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New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) <u>CITIZENS' ADVISORY COMMITTEE</u> (CAC) will be meeting on:

DATE:Tuesday, October 19, 1999TIME:3:00 PMPLACE:Volusia County MPO Office
1190 Pelican Bay Drive
Daytona Beach, Florida

Ms. Rhoda Bess Goodson, Chair Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. ACTION ITEMS

- A. REVIEW AND APPROVAL OF AUGUST 17, 1999 MEETING MINUTES (Contact: Barbara Davis) (Enclosure)
- B. REVIEW AND APPROVAL OF LONG-RANGE TRANSPORTATION PLAN-REFINEMENT (LRTP-R) BASE YEAR MODEL VALIDATION -- Presentation by Dr. Scot Leftwich, LCE, Inc. (Contact: Mike Neidhart)

III. PRESENTATIONS AND STATUS REPORTS

A. PRESENTATION ON THE INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROJECTS IN VOLUSIA COUNTY -- Presentation by Jon Cheney, Volusia County Traffic Engineer (Contact: Jon Cheney/Barbara Davis) (Enclosures) CAC Meeting Notice & Agenda October 19, 1999 Page Two

III. PRESENTATIONS AND STATUS REPORTS

- B. FDOT REPORTS (Contact: John Zielinski) (Enclosures)
 - Project Status Report
 - Push Button Report
 - Construction in Progress Report

IV. STAFF COMMENTS

V. CAC MEMBER COMMENTS

VI. PRESS / CITIZEN COMMENTS

VII. ADJOURNMENT

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
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Volusia County Council Member Patricia Northey, Chair

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MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning (VCMPO) TECHNICAL **COORDINATING** Organization **<u>COMMITTEE</u>** (TCC) will be meeting on:

> **DATE:** Tuesday, November 16, 1999 TIME: 1:00 PM **PLACE:**

Volusia County MPO Office 1190 Pelican Bay Drive Daytona Beach, Florida

Saralee Morrissey, Chair Presiding

AGENDA

CALL TO ORDER / ROLL CALL / DETERMINATION OF I. **QUORUM**

CONSENT AGENDA II.

APPROVAL OF OCTOBER 19. 1999 A. **MINUTES** (Contact: Darla Zakaluzny) (Enclosure)

III. **ACTION ITEMS**

- ELECTION OF OFFICERS FOR 2000: CHAIRMAN A. AND VICE-CHAIRMAN (Contact: Barbara Davis) (Enclosure)
- APPROVAL TO CANCEL THE DECEMBER 21, 1999 Β. TCC MEETING (Contact: Barbara Davis) (Enclosure)

IV. PRESENTATIONS AND STATUS REPORTS

PRESENTATION ON TRAFFIC ROUNDABOUTS A. Presentation by Lap Hoang, FDOT Central Office (Contact: Barbara Davis) (Enclosure)

Meeting Notice & Agenda November 16, 1999 Page Two

IV. PRESENTATIONS AND STATUS REPORTS (continued . . .)

- B. PRESENTATION ON EVACUATION ROUTES Presentation by Robert Keeth, MPO Staff, Jim Ryan, Volusia County Emergency Operations Center, and John Zielinski, FDOT (Contact: Barbara Davis/Robert Keeth)
- C. STATUS REPORT ON LONG-RANGE PLAN REFINEMENT Report by Mike Neidhart, MPO Staff (Contact: Mike Neidhart)
- D. PRESENTATION ON THE FDOT TENTATIVE FIVE YEAR WORK PROGRAM - Presentation by John Zielinski, FDOT/MPO Liaison (Contact: Barbara Davis) (Enclosures)

V. STAFF COMMENTS

VI. TCC MEMBER COMMENTS

VII. PRESS / CITIZEN COMMENTS

VIII. ADJOURNMENT

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Volusia County MPO



1190 Pelican Bay Drive Daytona Beach, FL 32119-1381

Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 Email: vcmpo@worldnet.att.net

Volusia County Council Member Patricia Northey, Chair

Barbara Davis, AICP, Director

Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) <u>CITIZENS' ADVISORY COMMITTEE</u> (CAC) will be meeting on:

DATE:Tuesday, November 16, 1999TIME:3:00 PMPLACE:Volusia County MPO Office
1190 Pelican Bay Drive
Daytona Beach, Florida

Joan Duffy, Vice-Chair Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

A. APPROVAL OF OCTOBER 19, 1999 MINUTES (Contact: Darla Zakaluzny) (Enclosure)

III. ACTION ITEMS

- A. ELECTION OF OFFICERS FOR 2000: CHAIRMAN, VICE-CHAIRMAN, SECRETARY, AND TWO DIRECTORS (Contact: Barbara Davis) (Enclosure)
- B. APPROVAL TO CANCEL THE DECEMBER 21, 1999 CAC MEETING (Contact: Barbara Davis) (Enclosure)

IV. PRESENTATIONS AND STATUS REPORTS

A. PRESENTATION ON TRAFFIC ROUNDABOUTS – Presentation by Lap Hoang, FDOT Central Office (Contact: Barbara Davis) (Enclosure)

Meeting Notice & Agenda November 16, 1999 Page Two

IV. PRESENTATIONS AND STATUS REPORTS (continued ...)

- B. PRESENTATION ON EVACUATION ROUTES Presentation by Robert Keeth, MPO Staff, Jim Ryan, Volusia County Emergency Operations Center, and John Zielinski, FDOT (Contact: Barbara Davis/Robert Keeth)
- C. STATUS REPORT ON LONG-RANGE PLAN REFINEMENT Report by Mike Neidhart, MPO Staff (Contact: Mike Neidhart)
- D. PRESENTATION ON THE FDOT TENTATIVE FIVE YEAR WORK PROGRAM - Presentation by John Zielinski, FDOT/MPO Liaison (Contact: Barbara Davis) (Enclosures)

V. STAFF COMMENTS

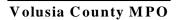
VI. CAC MEMBER COMMENTS

VII. PRESS / CITIZEN COMMENTS

VIII. ADJOURNMENT

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Volusia County MEETING NOTICE

1190 Pelican Bay Drive Daytona Beach, FL 32119-1381	Organ	nization	(VCMPO)	TECHNICAL	Metropolitan Planning COORDINATING
Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 Email: vcmpo@worldnet.att.net	COM	<u>INITT</u>	EE (TCC) will be DATE:	C	oruary 15, 2000
Mayor Baron "Bud" Asher,			TIME:	1:00 PM	
Chairman Karl D. Welzenbach, Executive Director			PLACE:	Volusia Cou 1190 Pelicar	nty MPO Office Bay Drive
				Daytona Bea	•
Daytona Beach	********************				
Daytona Beach Shores	Jon Cheney, Chairman Presiding				
DeBary	AGENDA				
DeLand	I.	CALI QUOI		ROLL CALL / D	ETERMINATION OF
Deltona		QUU			
Edgewater	II.	CONSENT AGENDA			
Holly Hill		А.	APPROVAL (,
Lake Helen			MINUTES (Cor	itact: Karl Welzent	bach) (Enclosure)
New Smyrna Beach	III.	ACTI	ON ITEMS		
Oak Hill		A.	REVIEW AND	APPROVAL OF	DRAFT FY 2000/2001
Orange City				NING WORK PR	OGRAM (UPWP) AND PTING SAID UPWP
Ormond Beach			•	, ,	nclosures) (Note: Any becommittee will be so
Pierson			noted and distrib	outed at the TCC m	eeting)
Ponce Inlet		B.			F PROJECT SCORING bach) (Enclosure) (Note:
Port Orange			Any changes	made by the and distributed at t	e TIP Subcommittee

Meeting Notice & Agenda February 18, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

- A. STATUS REPORT ON THE LONG-RANGE TRANSPORTATION PLAN REFINEMENT (LRTP-R) (Contact: Mike Neidhart) (Enclosure)
- B. STATUS REPORT ON THE ORLANDO-VOLUSIA MPO ALLIANCE (Contact: Karl Welzenbach) (Enclosure)
- C. FDOT REPORTS (Contact: John Zielinski) (Enclosures)

V. STAFF COMMENTS

VI. TCC MEMBER COMMENTS

VII. PRESS / CITIZEN COMMENTS

VIII. ADJOURNMENT

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Mayor Baron "Bud" Asher, Chairman

Karl D. Welzenbach, Executive Director

Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

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Holly Hill

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New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) <u>CITIZENS' ADVISORY COMMITTEE</u> (CAC) will be meeting on:

DATE:Tuesday, February 15, 2000TIME:3:00 PMPLACE:Volusia County MPO Office
1190 Pelican Bay Drive

Daytona Beach, Florida

Thomas Donohoe, Chairman Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

A. APPROVAL OF JANUARY 18, 2000 MEETING MINUTES (Contact: Karl Welzenbach) (Enclosure)

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF DRAFT FY 2000/2001 UNIFIED PLANNING WORK PROGRAM (UPWP) AND RESOLUTION 2000-05 ADOPTING SAID UPWP (Contact: Karl Welzenbach) (Enclosures) (Note: Any changes made by the UPWP Subcommittee will be so noted and distributed at the CAC meeting)

B. REVIEW AND APPROVAL OF PROJECT SCORING CRITERIA (Contact: Karl Welzenbach) (Enclosure) (**Note:** Any changes made by the TIP Subcommittee will be so noted and distributed at the CAC meeting) Meeting Notice & Agenda February 18, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

- A. STATUS REPORT ON THE LONG-RANGE TRANSPORTATION PLAN REFINEMENT (LRTP-R) (Contact: Mike Neidhart) (Enclosure)
- B. STATUS REPORT ON THE ORLANDO-VOLUSIA MPO ALLIANCE (Contact: Karl Welzenbach) (Enclosure)
- C. FDOT REPORTS (Contact: John Zielinski) (Enclosures)

V. STAFF COMMENTS

VI. CAC MEMBER COMMENTS

VII. PRESS / CITIZEN COMMENTS

VIII. ADJOURNMENT

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> Karl D. Welzenbach, Executive Director

> > Daytona Beach

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Port Orange

Volusia County

AMENDED MEETING NOTICE

Please be advised that the Volusia County Metropolitan PlanningOrganization (VCMPO)**TECHNICAL COORDINATINGCOMMITTEE** (TCC) will be meeting on:

DATE:Tuesday, April 18, 2000TIME:1:00 PMPLACE:Volusia County MPO Office
1190 Pelican Bay Drive
Daytona Beach, Florida

Saralee Morrissey, Presiding on Behalf of Chairman, Jon Cheney

AGENDA

- CALL TO ORDER / ROLL CALL / DETERMINATION OF OUORUM
- II. CONSENT AGENDA
 - A. APPROVAL OF FEBRUARY 15, 2000 MEETING MINUTES (Contact: Darla Zakaluzny) (Enclosure)

III. ACTION ITEMS

I.

A. REVIEW AND APPROVAL OF THE FY 2001/2002 TO 2004/2005 TRANSPORTATION IMPROVEMENT PROGAM (TIP) AND RESOLUTION 2000-09 ADOPTING SAID DOCUMENT (Contact: Herb Seely) (Enclosures) (**Note:** This document will be mailed to the TCC members immediately following the meeting of the TIP Subcommittee on Tuesday, April 11th.)

B. REVIEW AND APPROVAL OF AN AMENDMENT TO THE FY 1999/2000 TO 2003/2004 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND RESOLUTION 2000-10 TRANSMITTING SAID AMENDMENT (Contact: Karl Welzenbach/Pam Seward) (Enclosures, distributed at meeting) Meeting Notice & Agenda April 18, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

- A. STATUS REPORT ON THE LONG-RANGE TRANSPORTATION PLAN REFINEMENT (LRTP-R) (Contact: Mike Neidhart) (Enclosure)
- B. FDOT REPORTS (Contact: John Zielinski) (Enclosures)
- C. DISCUSSION ON THE PRESENTATION TO THE CENTRAL FLORIDA TRANSPORTATION COMMISSION TASK FORCE (Enclosure) (Contact: Karl Welzenbach)

V. STAFF COMMENTS

VI. TCC MEMBER COMMENTS

VII. PRESS / CITIZEN COMMENTS

VIII. ADJOURNMENT

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
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Mayor Baron "Bud" Asher, Chairman

> Karl D. Welzenbach, Executive Director

> > Daytona Beach

Daytona Beach Shores

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New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

AMENDED MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) <u>CITIZENS' ADVISORY COMMITTEE</u> (CAC) will be meeting on:

Tuesday, April 18, 2000

3:00 PM

TIME:

PLACE:

DATE:

Volusia County MPO Office 1190 Pelican Bay Drive Daytona Beach, Florida

Malcolm Smith, Vice-Chairman Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

A. APPROVAL OF FEBUARY 15, 2000 MEETING MINUTES (Contact: Darla Zakaluzny) (Enclosure)

III. ACTION ITEMS

- REVIEW AND APPROVAL OF THE FY 2001/2002 TO 2004/2005 TRANSPORTATION IMPROVEMENT PROGAM (TIP) AND RESOLUTION 2000-09 ADOPTING SAID DOCUMENT (Contact: Herb Seely) (Enclosures) (Note: This document will be mailed to the members of the CAC immediately following the meeting of the TIP Subcommittee to be held on April 11th.)
- B. REVIEW AND APPROVAL OF AN AMENDMENT TO THE FY 1999/2000 TO 2003/2004 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND RESOLUTION 2000-10 TRANSMITTING SAID AMENDMENT (Contact: Karl Welzenbach/Pam Seward) (Enclosures, distributed at meeting)

Meeting Notice & Agenda April 18, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

- A. REVIEW OF DRAFT PRIORITY LISTS (Contact: Mike Neidhart) (To be distributed at the meeting)
- B. DISTRIBUTION OF ENHANCEMENT PROJECT LISTS (Contact: Mike Neidhart) (To be distributed at the meeting)
- C. STATUS REPORT ON THE LONG-RANGE TRANSPORTATION PLAN REFINEMENT (LRTP-R) (Contact: Mike Neidhart) (Enclosure)
- D. FDOT REPORTS (Contact: John Zielinski) (Enclosures)

V. STAFF COMMENTS

VI. CAC MEMBER COMMENTS

VII. PRESS / CITIZEN COMMENTS

VIII. ADJOURNMENT

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Mayor Baron "Bud" Asher, Chairman

> Karl D. Welzenbach, Executive Director

> > Daytona Beach

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Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan PlanningOrganization (VCMPO)**TECHNICAL** COORDINATINGCOMMITTEE (TCC) will be meeting on:

DATE:Tuesday, May 16, 2000TIME:1:00 PMPLACE:Volusia County MPO Office
1190 Pelican Bay Drive
Daytona Beach, Florida

Chairman, Jon Cheney Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

A. APPROVAL OF APRIL 18, 2000 MEETING MINUTES (Contact: Darla Zakaluzny) (Enclosure)

III. ACTION ITEMS

- A. REVIEW AND RECOMMENDATION TO APPROVE AN AMENDMENT TO THE FY 1999/2000 TO 2003/2004 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE THE MOBILITY 2000 PROJECTS AND RESOLUTION 2000-13 TRANSMITTING SAID AMENDMENT (Contact: Karl Welzenbach) (Enclosures)
- B. REVIEW, DISCUSSION AND RECOMMENDATION TO APPROVE THE FY 2000/2001 TO 2004/2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE THE MOBILITY 2000 PROJECTS (Contact: Karl Welzenbach) (Enclosure)

Meeting Notice & Agenda May 16, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

- A. REVIEW OF DRAFT PRIORITY LISTS (Contact: Mike Neidhart) (To be distributed at the meeting)
- B. DISTRIBUTION OF ENHANCEMENT PROJECT LISTS (Contact: Mike Neidhart) (To be distributed at the meeting)
- C. STATUS REPORT ON THE LONG-RANGE TRANSPORTATION PLAN REFINEMENT (LRTP-R) (Contact: Mike Neidhart) (Enclosure)
- D. FDOT REPORTS (Contact: John Zielinski) (Enclosures)
- V. STAFF COMMENTS
- VI. TCC MEMBER COMMENTS
- VII. PRESS / CITIZEN COMMENTS
- VIII. ADJOURNMENT
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> Mayor Baron "Bud" Asher, Chairman

Karl D. Welzenbach, Executive Director

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Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) <u>CITIZENS' ADVISORY COMMITTEE</u> (CAC) will be meeting on:

Tuesday, May 16, 2000

TIME: 3:00 PM

PLACE:

DATE:

Volusia County MPO Office 1190 Pelican Bay Drive Daytona Beach, Florida

Tom Donohoe, Chairman Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

A. APPROVAL OF APRIL 18, 2000 MEETING MINUTES (Contact: Darla Zakaluzny) (Enclosure)

III. ACTION ITEMS

- A. REVIEW AND RECOMMENDATION TO APPROVE AN AMENDMENT TO THE FY 1999/2000 TO 2003/2004 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE THE MOBILITY 2000 PROJECTS AND RESOLUTION 2000-13 TRANSMITTING SAID AMENDMENT (Contact: Karl Welzenbach) (Enclosures)
- B. REVIEW, DISCUSSION, AND RECOMMENDATION TO APPROVE THE FY 2000/2001 TO 2004/2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE THE MOBILITY 2000 PROJECTS (Contact: Karl Welzenbach) (Enclosure)

Meeting Notice & Agenda May 16, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

- A. REVIEW OF DRAFT PRIORITY LISTS (Contact: Mike Neidhart) (To be distributed at the meeting)
- B. DISTRIBUTION OF ENHANCEMENT PROJECT LISTS (Contact: Mike Neidhart) (To be distributed at the meeting)
- C. STATUS REPORT ON THE LONG-RANGE TRANSPORTATION PLAN REFINEMENT (LRTP-R) (Contact: Mike Neidhart) (Enclosure)
- D. FDOT REPORTS (Contact: John Zielinski) (Enclosures)
- V. STAFF COMMENTS
- VI. CAC MEMBER COMMENTS
- VII. PRESS / CITIZEN COMMENTS
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> Mayor Baron "Bud" Asher, Chairman

> > Karl D. Welzenbach, Executive Director

> > > Daytona Beach

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Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan PlanningOrganization (VCMPO)**TECHNICAL COORDINATINGCOMMITTEE** (TCC) will be meeting on:

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

A. APPROVAL OF MAY 16, 2000 MEETING MINUTES (Contact: Darla Zakaluzny) (Enclosure)

III. ACTION ITEMS

- A. REVIEW AND RECOMMENDATION TO APPROVE A MODIFICATION TO THE DEBARY LINEAR PARK, PHASE II, ENHANCEMENT PROJECT APPLICATION (Contact: Karl Welzenbach/Jon Cheney) (Enclosures)
- B. REVIEW AND APPROVAL OF CHANGE TO PRIORITY LIST TIMELINE (Contact: Karl Welzenbach) (Enclosure)
- C. REVIEW OF THE POLICY FOR THE PRIORITIZATION OF PROJECTS (Contact: Karl Welzenbach) (Enclosures)

Meeting Notice & Agenda June 20, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

- A. STATUS REPORT ON THE LONG-RANGE TRANSPORTATION PLAN REFINEMENT (LRTP-R) (Contact: Mike Neidhart) (Enclosure)
- B. FDOT REPORTS (Contact: John Zielinski) (Enclosures)
- V. STAFF COMMENTS
- VI. TCC MEMBER COMMENTS
- VII. PRESS / CITIZEN COMMENTS
- VIII. ADJOURNMENT
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Mayor Baron "Bud" Asher, Chairman

> Karl D. Welzenbach, Executive Director

> > Daytona Beach

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Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) <u>CITIZENS' ADVISORY COMMITTEE</u> (CAC) will be meeting on:

Tuesday, June 20, 2000

3:00 PM

TIME:

PLACE:

DATE:

Volusia County MPO Office 1190 Pelican Bay Drive Daytona Beach, Florida

Tom Donohoe, Chairman Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

A. APPROVAL OF MAY 16, 2000 MEETING MINUTES (Contact: Darla Zakaluzny) (Enclosure)

III. ACTION ITEMS

- A. REVIEW AND RECOMMENDATION TO APPROVE A MODIFICATION TO THE DEBARY LINEAR PARK, PHASE II, ENHANCEMENT PROJECT APPLICATION (Contact: Karl Welzenbach/Jon Cheney) (Enclosures)
- B. REVIEW AND APPROVAL OF CHANGE TO PRIORITY LIST TIMELINE (Contact: Karl Welzenbach) (Enclosure)
- C. REVIEW OF THE POLICY FOR THE PRIORITIZATION OF PROJECTS (Contact: Karl Welzenbach) (Enclosures)

Meeting Notice & Agenda June 20, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

- A. STATUS REPORT ON THE LONG-RANGE TRANSPORTATION PLAN REFINEMENT (LRTP-R) (Contact: Mike Neidhart) (Enclosure)
- B. FDOT REPORTS (Contact: John Zielinski) (Enclosures)
- V. STAFF COMMENTS
- VI. CAC MEMBER COMMENTS
- VII. PRESS / CITIZEN COMMENTS
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Ormond Beach

Pierson

Ponce Inlet

MEETING NOTICE Transportation Please be advised that the Volusia County Metropolitan Planning Planning Organization (VCMPO) TECHNICAL **COORDINATING <u>COMMITTEE</u>** (TCC) will be meeting on: 1190 Pelican Bay Drive Daytona Beach, FL 32119-1381 **DATE:** Tuesday, August 15, 2000 Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 TIME: 1:00 PM Email: vcmpo@worldnet.att.net **PLACE:** Volusia County MPO Office Mayor Baron "Bud" Asher, 1190 Pelican Bay Drive Chairman Daytona Beach, Florida Karl D Welzenbach Executive Director **Chairman, Jon Cheney Presiding** Daytona Beach AGENDA Daytona Beach Shores CALL TO ORDER / ROLL CALL / DETERMINATION OF I. DeBary **QUORUM** DeLand II. **CONSENT AGENDA** Deltona APPROVAL OF JUNE 20, 2000 MEETING MINUTES A) Edgewater (Contact: Darla Zakaluzny) (Enclosure) Holly Hill III. **ACTION ITEMS** Lake Helen **REVIEW AND RECOMMEND APPROVAL OF THE FY** A) 2000-2001 PRIORITY PROJECT LISTS (Contact: Karl New Smyrna Beach Welzenbach) (Enclosures) Oak Hill PRESENTATIONS AND STATUS REPORTS IV. Orange City

STATUS REPORT ON THE LONG-RANGE A) TRANSPORTATION PLAN REFINEMENT (LRTP-R) (Contact: Mike Neidhart) (Enclosure)

B) STATUS REPORT ON MODEL CALIBRATION (Contact: Karl Welzenbach) (Enclosure)

STATUS REPORT ON COMMUTER RAIL (Contact: Port Orange C) Karl Welzenbach) (Enclosure) Volusia County

Meeting Notice and Agenda August 15, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

- D) REPORT ON THE COUNTY INCENTIVE GRANT PROGRAM (Contact: Karl Welzenbach/Jon Cheney) (Enclosure)
- E) FDOT REPORTS (Contact: John Zielinski) (Enclosures)
- F) PRESENTATION ON DISTRICT V NEEDS ASSESSMENTS (Contact: David Marsh, FDOT) (Enclosure)

(Note: This presentation will be made jointly to the TCC and CAC)

V. STAFF COMMENTS

VI. TCC MEMBER COMMENTS

VII. PRESS / CITIZEN COMMENTS

VIII. ADJOURNMENT

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.



1190 Pelican Bay Drive Daytona Beach, FL 32119-1381

Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 Email: vcmpo@worldnet.att.net

Mayor Baron "Bud" Asher, Chairman

> Karl D. Welzenbach, Executive Director

> > Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

ACTION ITEMS

IV.

A) REVIEW AND RECOMMEND APPROVAL OF THE FY 2000-2001 PRIORITY PROJECT LISTS (Contact: Karl Welzenbach) (Enclosure)

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) <u>CITIZENS' ADVISORY COMMITTEE</u> (CAC) will be meeting on:

DATE:

TIME:

PLACE:

Tuesday, August 15, 2000

2:00 PM $\leftarrow \leftarrow$ NOTE CHANGE

Volusia County MPO Office 1190 Pelican Bay Drive Daytona Beach, Florida

Tom Donohoe, Chairman Presiding

AGENDA

I. PRESENTATION AND STATUS REPORTS

A) PRESENTATION ON DISTRICT V NEEDS ASSESSMENTS (Contact: David Marsh, FDOT) (Enclosure)

(Note: This presentation will be made jointly to the TCC and CAC)

II. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

III. CONSENT AGENDA

A) APPROVAL OF JUNE 20, 2000 MEETING MINUTES (Contact: Darla Zakaluzny) (Enclosure) Meeting Notice & Agenda August 15, 2000 Page Two

V. PRESENTATIONS AND STATUS REPORTS

- A) STATUS REPORT ON THE LONG-RANGE TRANSPORTATION PLAN REFINEMENT (LRTP-R) (Contact: Mike Neidhart) (Enclosure)
- B) STATUS REPORT ON MODEL CALIBRATION (Contact: Karl Welzenbach) (Enclosure)
- C) STATUS REPORT ON COMMUTER RAIL (Contact: Karl Welzenbach) (Enclosure)
- D) FDOT REPORTS (Contact: John Zielinski) (Enclosures)

VI. STAFF COMMENTS

VII. CAC MEMBER COMMENTS

VIII. PRESS / CITIZEN COMMENTS

IX. ADJOURNMENT

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Transportation Planning

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> Mayor Baron "Bud" Asher, Chairman

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Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning **COORDINATING** Organization (VCMPO) TECHNICAL **<u>COMMITTEE</u>** (TCC) will be meeting on: **DATE:** Tuesday, September 19, 2000 TIME: 1:00 PM **PLACE:** Volusia County MPO Office 1190 Pelican Bay Drive Daytona Beach, Florida **Chairman, Jon Cheney Presiding** AGENDA CALL TO ORDER / ROLL CALL / DETERMINATION OF I. DeBary **QUORUM** II. **CONSENT AGENDA** MEETING B) APPROVAL OF AUGUST 15. 2000 MINUTES (Contact: Darla Zakaluzny) (Enclosure) **DISCUSSION ITEMS** III. UPDATE ON THE LONG-RANGE TRANSPORTATION A) PLAN-REFINEMENT (LRTP-R) (Contact: Mike Neidhart/Karl Welzenbach) (Enclosure) Impact on Priority Project List B) SCHEDULING OF TIP SUBCOMMITTEE MEETING FOR REVIEW AND REFINEMENT OF PROJECT SCORING CRITERIA (Contact: Karl Welzenbach) (Enclosure)

Meeting Notice & Agenda September 19, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

A) FDOT REPORTS (Contact: John Zielinski) (Enclosures)

V. STAFF COMMENTS

VI. TCC MEMBER COMMENTS

VII. PRESS / CITIZEN COMMENTS

VIII. ADJOURNMENT

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Minutes

Technical Coordinating Committee

September 19, 2000

Volusia County MPO Offices 1190 Pelican Bay Drive, Daytona Beach, Florida

Members Present:	Representing:
Rick Prioletti	Daytona Beach
Garth Saalfield	Daytona Beach International Airport
Walter Geiger	Daytona Beach Shores
Gary Huttmann	Deltona & DeBary
Jon Cheney	Volusia County
Darren Lear	Edgewater
Jim Dorsten	VOTRAN
John Zielinski	FDOT
Tom Harowski	New Smyrna Beach
Jim Kerr	Orange City
Judy Sloane	Ormond Beach Airport
Bob Keeth	Ponce Inlet
Donna Steinebach	Port Orange
John Schoch	South Daytona
Karl Welzenbach (non-voting)	MPO Staff
Members Absent:	Representing:
Keith Riger	DeLand Airport
Milton Hallman	Holly Hill
Don O'Donniley	Ormond Beach
Saralee Morrissey (excused)	School Board
Others Present:	Representing:
Darla Zakaluzny, Recording Secretary	MPO Staff
Jean Parlow	MPO Staff
Mike Neidhart	MPO Staff
Lois Bollenback	MPO Staff
Herb Seely	MPO Staff
Rick Prine	Volusia County
Melissa Booker	Volusia County
Anganie Durbal	FDOT
Gary Dickens	Ivey Harris & Walls
Larry Littlefield	FDOT

I. Call to Order / Roll Call / Determination of Quorum

Chairman Jon Cheney called the meeting of the Volusia County Metropolitan Planning Organization (MPO) **Technical Coordinating Committee** (TCC) to order at 1:05 PM. The roll was called and it was determined that a quorum was present.

II. Consent Agenda

A) Approval of August 15, 2000 Meeting Minutes

Mr. Huttmann moved to approve the August 15, 2000 meeting minutes. Mr. Holmes seconded the motion and it passed.

III. Discussion Items

A) Update on the Long-Range Transportation Plan-Refinement (LRTP-R)

Mr. Welzenbach stated that since the last meeting of the LRTP-R Subcommittee, staff has learned that the expected surplus of funding is no longer available as of last week. He noted that there were three bridges that the County had intended to build using specific funding. However, that funding is no longer available to the County and they must now pay the \$100 million cost for those bridges.

Mr. Welzenbach stated that the projects must be looked at again. He noted that the plan must be submitted to FDOT and USDOT in November. Mr. Welzenbach stated that the options open the committee are: (1) schedule another meeting of the LRTP-R Subcommittee after the MPO meeting in order to hash out the issues; (2) the TCC and CAC can address the issues today so that it could be presented to the Board next week with any recommended changes; or (3) have discussion here today and then have the LRTP-R Subcommittee meet and take it to the Board next month.

Mr. Geiger asked how it would be determined which projects would be deleted? Mr. Welzenbach replied that a point system was not used for the alternatives. He stated that the alternatives were run based on projects that were submitted and every project on the priority list was included on at least one of the alternatives. Mr. Welzenbach stated that that issue would also have to be addressed today.

Chairman Cheney stated that at the last meeting of the LRTP-R Subcommittee a recommendation was made in regards to what roads would be eligible to be placed on the LRTP-R. He stated that his recommendation that local roads that are not part of the state, federal and county thoroughfare system would not be eligible was approved. However, since that time, he spoke to someone from one of the cities who stated that that was not fair because there are collector roads that are not on the County's Thoroughfare System and they may be eligible for transportation dollars.

Chairman Cheney turned the chairmanship of the meeting over to Vice-Chair Donna Steinebach at this time.

Mr. Cheney moved that all functionally classified roads that are eligible for state and federal transportation dollars may be considered for placement on the VCMPO Long-Range Transportation Plan Refinement.

Mr. Welzenbach stated that the impact of this motion puts back on the list the three projects that were removed by the LRTP-R Subcommittee. He stated that the three projects are Mangoe-Matanzas Road, Spruce Creek Road, and Yorktowne Boulevard.

Mr. Holmes seconded the motion.

Mr. Prioletti asked how collector and arterial roads are defined. He stated that the motion would open collector roads and there are no questions with regard to the arterial roads. Mr. Prioletti went on to say that many more collector roads could show up on the on the plan; therefore how would they be identified?

Mr. Cheney asked how Mr. Prioletti would address the issue? Mr. Prioletti replied that if federal and state dollars are being used you fall under federal and state standards for the definition of collector roads. Mr. Zielinski stated that there is a federal classification system that is done according to certain criteria. He distributed copies of the criteria to the members. Mr. Zielinski stated that this is usually done after each Census; therefore it is expected to be redone in a year or so.

Mr. Zielinski stated that this is quite an effort as the District must look at all of the roads in the district. A consultant is usually hired to do this work and it does take some time to complete. Mr. Zielinski stated that they will come to the MPO and will work with the local governments so that the Department makes sure the local governments concerns are addressed.

Mr. Zielinski stated that the last time it was done was in 1993 (following the last Census). Copies of the tables for Volusia County were provided to the members. The tables are divided into urban and rural roads. The only roads that do not qualify for federal funding are rural minor collectors and local roads or residential streets.

Mr. Zielinski noted that in the urban areas there is only one type of collector and that would qualify for federal funding. Mr. Prioletti asked how it is defined? Mr. Zielinski replied that there are different trip purposes.

Mr. Welzenbach asked if local roads were eligible for federal funding? Mr. Zielinski replied no. He stated that rural minor collectors criteria is that they meet access to defuse land use area.

Mr. Prioletti stated that he is trying to get a definition of a collector. Mr. Zielinski replied that there are three different types: (1) urban collectors in the urban areas and (2) major and minor collectors in the rural area. He noted that there is a series of trip purpose listed and it quite complicated to explain it.

Mr. Zielinski stated that urban collectors serve trip purposes 8-11. He stated that copies would need to be made for the members.

Mr. Zielinski noted that this is the federal classification system, and there used to be a state classification system which has not be done since 1987. He stated that that system was done away with and the federal classification system is the only one used.

Mr. Welzenbach clarified that there are only two types of roads not eligible for federal funds, and they are rural minor collectors and local urban roads. Mr. Zielinski replied correct. Mr. Cheney included residential roads. Mr. Zielinski stated that local and residential are the same thing.

Mr. Zielinski stated that in order for a road to qualify for state funds, it must be on the state highway system. Mr. Welzenbach clarified that if it was not on the state highway system, the Department would still put them up but it would require a match. Mr. Zielinski replied that it would be federal money, not state money. He stated that some state money could be used as part of the local match for an improvement done using federal money on an off system road.

Mr. Welzenbach asked, as an example, if Mangoe-Matanzas Road would be considered a collector road? Mr. Zielinski replied that it would have to be looked at according to the federal criteria and justified based on the criteria. He stated that you can not classify a road that is not built. Mr. Zielinski went on to say that all of the local entities are contacted when the functional classifications are done every ten years to see what is in their plans and what is likely to built over the next ten years.

Mr. Zielinski noted that a consultant is hired by the District to do the work, and the listings are coordinated with all of the locals and final approval comes from the FHWA.

Mr. Cheney asked if Mr. Zielinski was recommending that the federal functional classification criteria be used to distinguish how roads are classified? Mr. Zielinski replied that that is a criteria that is used to do the federal functional classification and that is what the funding is based on.

Mr. Welzenbach stated that the question is should we adopt that for the long range plan. Mr. Zielinski replied that he was not certain that that was the same thing. He stated that if we only want facilities in the long range plan that qualify for federal funding, then the answer is yes. Mr. Zielinski noted that this might not be all that we want in the plan.

Vice-Chair Steinebach stated that Port Orange would support it because it really advocates the road that they felt should be in the long range plan. However, the ramification in terms of all the other roads that would be added, she does not know if anyone has a good command of that yet. Mr. Cheney replied that it is making them eligible to be on the LRTP, but it does not mean they are being committed to the LRTP. He stated that he wants to make sure that it is fair that if a road is eligible for federal and/or state dollars that we should not knock it off of it.

Vice-Chair Steinebach stated that everyone had an opportunity to promote roadways for the LRTP, but there were several roadway lengths taken off based on a policy decision of the LRTP Subcommittee in which local roads were not to be included. Vice-Chair Steinebach went on to say that she can appreciate that, even though she voted against the motion. She stated that she also understands the equity issue of federal funding and in that respect she believes that it is a good idea to say we need to revisit that policy decision and potentially put those roads back on.

Vice-Chair Steinebach stated that if there are other roads to be promoted, then this could be done the next time there is a plan refinement. Mr. Welzenbach stated that it does not necessarily mean that the roads have to be put back on even if this is adopted. He stated that we are looking at a shortfall.

Vice-Chair Steinebach replied that it does not necessarily mean that they will be put back on, but she feels that they should be put back into the pool of projects that will be evaluated for what stays and what goes due to the fact that they were taken off solely because they did not meet the criteria. Mr. Cheney replied that that seems fair.

Ms. Sloane asked how the projects are eligible for federal funds if they do not meet the criteria? Vice-Chair Steinebach replied that they are not. Mr. Zielinski stated that the issue is dealt with once the projects work their way up the priority lists. He stated that none of the projects are way up on the list to get funding.

Mr. Zielinski stated that none of these facilities have a classification because they are proposed new facilities. He stated that they are not purely local/residential, they have some function in connecting to minor arterials and collecting concentrated land use or something like that. Mr. Zielinski stated that it may not be an issue with these three facilities.

Discussion continued.

Mr. Huttmann stated that his support is obvious for what it would do for the City of Deltona. He stated that it is fair and reasonable. Mr. Huttmann stated that the definitions are not new and they have been around since we have been working on transportation planning.

Mr. Prioletti asked if there was a definition in the LRTP? Mr. Huttmann stated that one of the problems that he had in the discussions at the LRTP-R meetings was that people were considering local roads something that a local jurisdiction was supporting and we were ignoring the function of the road. He stated that we were ignoring the potential that the road served in regards to volume. Mr. Huttmann stated that all of those things should be considered.

Mr. Zielinski stated that the definitions are based on the evaluation that was done ten years ago, and he is sure that everything will change. He stated that it would be a good idea to use the definitions from the FHWA so when we go through the functional classification process, we are talking about the same thing and have the same definition.

Mr. Welzenbach reported that the definition of a collector in the LRTP is different from the other definition. He stated that it says that a collector is a street providing land access and traffic circulation service to a residential, commercial or industrial area.

Vice-Chair Steinebach stated that regardless of the definition in the plan now, the committee is talking about Mr. Cheney's motion on whether or not to revisit a policy decision of the LRTP-R Subcommittee that affects three projects.

Mr. Holmes stated that it may be more than three projects affected if the definition is changed. He stated that there may be other communities that have collectors that are eligible but we did not consider. Vice-Chair Steinebach questioned why the committee wouldn't have considered the projects? Mr. Holmes replied that it may be because they were not on the County's road system so they did not bother to pursue it.

Vice-Chair Steinebach stated that the restriction with it being on the County Thoroughfare Plan only came along long after the deliberations about the road map and what to promote and what not to promote. It was used as a tool to try and segregate off some projects so that we could tailor the funding to meet the needs of the Cost Feasible Plan.

Vice-Chair Steinebach questioned why the roads were not promoted? Mr. Cheney stated that there might have been some projects taken off besides the original three that may be in the LRTP. He stated that it makes all the roads that are eligible for funding truly still eligible.

Discussion continued.

Vice-Chair Steinebach reiterated that the three projects removed started because they were on the priority list. She stated that her point is that there was not anything else on the priority list that was removed other than the three projects being discussed. Vice-Chair Steinebach stated that if the communities had projects to promote, they should have done it through priority process. She stated that this was not done. Vice-Chair Steinebach stated that that would have put those projects in the same position as the other three projects being discussed today. She went on to say that the policy decision removed them from the LRTP.

Mr. Prioletti stated that the discussion came about because of the funding shortfall and now they have to be re-looked at. The shortfall came about because of the funding needed by the County to fix the three bridges. Mr. Prioletti stated that due to the shortfall, projects would have to be eliminated.

Mr. Cheney stated that the projects would have to be looked at to determine the ones with the most merit.

Vice-Chair Steinebach clarified that we now have an \$87 million deficit. Mr. Welzenbach replied that we did not include all of the local option gas tax. He stated that if the local option gas tax is included, we would have a deficit of \$26.8 million. Mr. Welzenbach stated that if the three roads are added to the Plan, the deficit would go up to \$40.5 million.

Vice-Chair Steinebach stated that the motion was made to change the policy which would have an effect on the three projects.

Mr. Geiger asked if the policy could be revisited next year since we are in a deficit mode? He stated that the policy should not be changed to add roads since we are in a deficit mode. Vice-Chair Steinebach replied that if the policy were not changed, that would be an option.

Mr. Kerr asked that the motion be restated.

Mr. Welzenbach stated that the motion was to change the recommendation of the LRTP-R Subcommittee to state that all functionally classified roads eligible for state and federal funding may be placed on the LRTP.

The motion carried unanimously.

Vice-Chair Steinebach turned the gavel over to the Chairman.

Mr. Harowski asked if the bridges had to be put in? Mr. Welzenbach replied that the bridges have to be in or the \$100 million would have to be taken out. He stated that the County's share of the local option gas tax would go towards the bridges.

Chairman Cheney stated that the bridges are the High Bridge, the Main Street Bridge, and the Orange Avenue Bridge. He stated that the County had submitted the Orange and Main Street bridges on the priority list, but he is not going to recommend that they be put back on the priority list.

Chairman Cheney stated that the secondary bridge funds are tied up for the next 15-20 years. Mr. Welzenbach asked if the secondary bridge funds are state or federal funds? Mr. Zielinski replied that he believes they are a state program. Mr. Welzenbach asked if federal dollars are available for the bridges? Mr. Zielinski replied that he believes that they are off-system bridges.

Mr. Harowski asked if a decision has been made to spend the money on the bridges? Chairman Cheney replied yes.

Mr. Welzenbach stated that the last time the committee met, the local option gas tax was identified as a revenue stream if it was needed. He stated that the \$37-\$40 million dollar shortfall assumes that the \$79 million of local option gas tax is included as an expenditure in the plan. Mr. Welzenbach stated that we no longer have a pool of money to draw from.

Chairman Cheney asked how the committee wanted to address the issue of revisiting the LRTP and the shortfall? Mr. Welzenbach asked if the TCC and CAC would want to address this today and then have it go to the Board next week? Mr. Harowski stated that it would be best to address it today instead of setting up another meeting.

Chairman Cheney asked that the rest of this issue be discussed after the remaining agenda items have been addressed. Vice-Chair Steinebach agreed, and asked if was possible to get a copy of the final lists. It was noted that the lists were in the agenda packets.

B) Scheduling of TIP Subcommittee Meeting for Review and Refinement of Project Scoring Criteria

Mr. Welzenbach stated that during this year's priority process several comments were made about the priority lists and the criteria used for ranking the projects. He stated that a meeting of the TIP Subcommittee is going to be scheduled in order to start a re-evaluation of the criteria. He recommended that a meeting be set up for the beginning of October.

Mr. Harowski recommended that the meeting not be held until the first week or two of November. Mr. Cheney stated that Tuesdays and Thursdays are not good for him. Mr. Welzenbach stated that a fax and/or email with possible meeting dates would be sent out to the TIP Subcommittee members.

Ms. Sloane noted that a former City Commissioner from Ormond Beach is listed as a member of the TIP Subcommittee. Ms. Zakaluzny stated that Mr. Gillooly is on the CAC representing Commissioner Costello.

IV. Presentations and Status Reports

A) FDOT Reports

Mr. Zielinski distributed copies of the DRAFT Florida Transportation Plan Summary Report. The FTP establishes broad policies for Florida's transportation systems and is used as a guide in directing policy and establishing transportation priorities.

Mr. Zielinski noted that comments on the draft FTP are due in by September 30, 2000. He apologized for the short notice, but he had only just received the material. Mr. Zielinski stated that a comment sheet and a web site address are noted in the folder. Comments can be submitted via the web site. Mr. Zielinski noted that the comments should be submitted by September 30, but they may accept them after that date.

Vice-Chair Steinebach stated that #5 under "Near Future Construction" indicates that the bids were rejected for the turn lane improvements on Dunlawton Avenue at Clyde Morris Boulevard. She stated that it says it will be accomplished through the Push Button Program, but it is not on the Push Button Report. Mr. Zielinski replied that the project will be done within the year. He stated that it has not yet been added to the Push Button Project list. Mr. Zielinski stated that he would look into the timing of the project.

Mr. Zielinski reported that the Department is looking to swap the construction phases for two of the SR 15A (DeLand) projects. The section from Greens Dairy to US 17/92 is scheduled for construction in FY 2004. The southern project from US 17/92 to Beresford is scheduled for FY 2005. Mr. Zielinski stated that the southern segment is in poor condition and is more critical for capacity and the northern segment is in good condition.

Mr. Holmes asked when the US 92 four laning was to start? Chairman Cheney replied that it was scheduled for 2002/03. He stated that it would be right after the current project which is from Plymouth to Greens Dairy. He noted that that project is scheduled for next fiscal year. Chairman Cheney stated that if a grant application is received, they might be able to fund that project.

Chairman Cheney stated that this issue was brought up at the Transportation Committee for the DeLand Chamber of Commerce meeting and they have agreed to the change.

Mr. Zielinski reported on the following projects:

- DeBary/Enterprise Bike Path, completed
- SR A1A surfacing from SR 40 to Roberta Road, completed
- SR 5A (Nova Road), project began on August 7, 2000
- Push Button Report, projects 1-6 have been completed

Chairman Cheney stated that a majority of the four lane section of SR 44 from SR 415 to I-95 is now open. Mr. Zielinski stated that the roadway will be closed at certain periods in order to finish up the project.

Mr. Welzenbach stated that the MPOAC received a presentation on the Florida Transportation Plan back in July or August 2000. He stated that the section for long range objectives (objective B) found on page five was raised at the meetings of the MPO Advisory Council and the Executive Director's. He stated that there is some dissention about the wording "where appropriate" at the end of the sentence. Mr. Welzenbach stated that that is the only goal which states that particular wording.

Mr. Welzenbach stated that the MPOAC and the Executive Director's have recommended that that wording be removed because they feel that accommodating other forms of transportation should be a priority, not a priority where appropriate. He stated that the comments made have been ignored. Chairman Cheney replied that the document may not have been updated yet to include those comments.

Mr. Welzenbach stated that he would write another letter and he would also contact Mr. Howard Glassman of the MPOAC staff.

V. Staff Comments -- No comments were noted.

VI. TCC Member Comments

Chairman Cheney announced the projects that were submitted for the County Grant Incentive Program. Staff distributed copies of the project listing.

VII. Press / Citizens Comments -- No comments were noted.

III. Discussion Items (Continued from earlier in the meeting)

A) Update on the Long-Range Transportation Plan-Refinement (LRTP-R)

Ms. Sloane stated that the first project on page 2 of the LRTP-R handout (Clyde Morris Boulevard from LPGA Boulevard to Jimmy Ann Drive) has been completed; therefore it could be removed from the list.

Mr. Welzenbach noted that the project would be removed.

Vice-Chair Steinebach asked what cost would be allocated for the Spruce Creek Road project? Mr. Welzenbach replied that the cost is \$1.2 million.

Mr. Harowski suggested trimming the widening project for I-95 from US 92 to Brevard County, which is noted on page #1. Mr. Welzenbach replied that does not save us any money as it is on the FIHS and the State is committed to it and they will be paying for the project.

Chairman Cheney asked if the extension of SR 421 (Dunlawton Avenue) from Tomoka Farms Road to I-4 would be considered a state road or a local road? Mr. Neidhart replied that it is listed as a local road.

Chairman Cheney then brought up the SR 442 extension project from SR 415 to I-95? Mr. Welzenbach asked if that would be considered a state road and would the state consider it? Mr. Zielinski replied that he could not say as jurisdictional issues are based on mutual agreement. He stated that the State is trying to get away from building two-lane rural roads. Mr. Zielinski stated that they are trying to four-lane all of the two-lane rural roads that they have, as they are the most dangerous roads (i.e. SR 44 and SR 46). He stated that a lot of them are new facilities, therefore the costs would be high.

Mr. Huttmann referenced the volumes on Kepler Road as was discussed previously by Ms. Astrid DeParry. He stated that it is now in the plan and it is now called the Beltline (four-laned) and he questioned how that happened. Mr. Welzenbach replied that FDOT is looking at it now as part of the PLEMO Study on SR 44. He stated that that was an issue raised at that meeting and they will be doing traffic counts as part of the license plate survey.

Mr. Neidhart stated that the numbers jumped around on that portion of Kepler Road. He stated that he had looked at how it was classified and it looked like the facility was classified at a higher rate than it should have been. Therefore, he readjusted the capacity to where the road actually is and it brought the capacity down. Mr. Huttmann stated that turn lanes would help in this area. Mr. Neidhart replied that that is something to consider.

Mr. Prioletti asked if the committee is comfortable with the cost estimates on the spreadsheet? He stated that the costs could be adjusted if there are over estimates. Mr. Zielinski replied that a lot of the estimates are based on the general history of projects in the area. He stated that when the projects are actually programmed, the Department goes in and does a detailed estimate. Mr. Zielinski stated that they are usually quite different than the estimates in the plan and they are usually higher.

Mr. Welzenbach suggested removing US 17 from SR 40 to Ponce DeLeon Boulevard, which could \$22 million. Chairman Cheney replied that that is the project that Seville and Pierson are interested in. Mr. Zielinski stated that it was in the plan once before and it was removed a few years ago.

Mr. Prioletti asked what the level of service was for that roadway and what it is projected to be? Mr. Welzenbach replied B or C for both.

Mr. Neidhart stated that when this project was originally run in the model, we were not getting very much traffic loaded onto US 17 in that area. He stated that it was eventually learned that there is a road that runs parallel to US 17 called CR 3 and in the modeling scheme of things it was basically dividing traffic in half.

Mr. Neidhart went on to say that the consultant went back to look at how the two roads were coded and the coding for CR 3 was modified which had the effect of putting more traffic on US 17.

Mr. Neidhart stated the volumes were then at a level where you might start looking at four laning.

Mr. Holmes stated that he would rather spend dollars on the existing roads **rather than the swamp roads** (i.e. swamp roads). Mr. Welzenbach asked what the swamp roads are? Mr. Holmes replied that they are Taylor Road out to I-4 and the Lake Ashby/Spruce Creek Swamp Road around SR 442. He stated that the expense of going through those areas is going to be astronomical because of the environmental aspects.

Mr. Zielinski stated that SR 40 is in the LRTP and the FIHS Plan for possible four laning. He stated that this would connect to US 17, so we may want the four lane section going down to DeLand. Mr. Zielinski stated that this might help with emergency evacuations.

Mr. Prioletti asked if it would be a good idea for staff to check into the right-ofway costs as the estimates may be high, and that would allow for extra money being available. Ms. Bollenback replied that it was doubtful that there would be much difference in cost. She stated that Mr. John Harper, County Engineer, reviewed the County type projects.

Vice-Chair Steinebach asked if the right-of-way was included on the Williamson Boulevard project from its current terminus to Turnbull Bay? Mr. Harowski referenced the Dunn Avenue project as well. Mr. Prioletti stated that he did not include right-of-way on that project as it was to be donated.

Mr. Welzenbach withdrew his recommendation regarding US 17 due to what the FDOT is going to be doing to the roadway. It was stated that FDOT District II would be doing a PLEMO Study of the roadway.

Mr. Welzenbach stated that the study could be placed in the LRTP, but not the widening. He asked if FDOT considers the PLEMO study as the first stage? Mr. Zielinski replied that he believes that it would be a full PD&E study. He stated that they would look at the traffic on the roadway and if the project is not needed it would be stopped.

Mr. Neidhart noted that the existing LRTP had the six laning of US 1 from SR 40 to SR 442, but an Arterial Investment Study determined that the six laning was not the appropriate action to take. The study saved millions of dollars. Chairman Cheney stated that a study of the SR 442 extension and the Taylor Road extension would help determine if they are needed.

Mr. Holmes moved to remove the West Volusia Beltway from US 92 to SR 44. The motion was seconded and carried.

Mr. Lear recommended removing Elkcam Boulevard from Riverhead to SR 415. Mr. Welzenbach replied that the project would probably be built in five years or so.

Mr. Holmes moved to remove SR 442 from I-95 to SR 415 and have it changed to read I-95 to Airport Road. Mr. Prioletti seconded the motion.

Mr. Lear stated that SR 442 is an evacuation route for the Edgewater area. Mr. Welzenbach stated that the SR 442 project would be built in stages.

The motion carried. Mr. Harowski, Mr. Huttmann and Mr. Lear voted in opposition of the motion.

Discussion continued.

Mr. Prioletti recommended shortening the length of the US 17 project in order to reduce costs.

Mr. Harowski moved to remove the Westside Connector from Saxon Boulevard to Highbanks Road. The motion was seconded and carried.

Mr. Welzenbach reminded the members that the three project discussed earlier have not yet been added back into the plan.

Mr. Huttmann stated that Deltona wants Mangoe-Matanzas Road on the plan so that they can get the variance on I-4.

Vice-Chair Steinebach moved to add Mangoe-Matanzas Road, the Yorktowne Boulevard Extension, and the Spruce Creek Road Extension back into the LRTP project list. The motion was seconded by Mr. Huttmann and carried.

Mr. Harowski moved to remove Tomoka Farms Road from LPGA Boulevard to US 92. Vice-Chair Steinebach seconded the motion and it carried. Chairman Cheney voted in opposition of the motion.

Mr. Welzenbach suggested phasing the Tomoka Farms Road project from Madeline to SR 44. Chairman Cheney stated that the County is looking to study this project. Chairman Cheney stated that the project **may not be built in twenty years, therefore it could be scaled back to Taylor Road instead of up to US 92.** could be scaled back to Taylor Road.

Mr. Harowski moved to scale back the Tomoka Farms Road project from LPGA Boulevard/Madeline Avenue. The project would only be widened from Taylor Road to SR 44. The motion was seconded and carried. Chairman Cheney and Vice-Chair Steinebach voted in opposition of the motion. Mr. Welzenbach went over the changes made to the listing and those changes are as follows:

- Removed Clyde Morris Boulevard from LPGA Boulevard to Jimmy Ann Drive.
- Removed West Volusia Beltway/Veterans Memorial Parkway from US 92 to SR 44
- Changed the limits on the SR 442 project from I-95 to SR 415. It will now read from I-95 to Airport Road
- Removed the Westside Connector from Saxon Bouelvard to Highbanks Road
- Removed Tomoka Farms Road from LPGA Boulevard to US 92
- Scaled back Tomoka Farms Road from LPGA Boulevard/Madeline Avenue to SR 44, only widen it from Taylor Road to SR 44
- Added Mangoe-Matanzas Road
- Added Yorketowne Boulevard Extension
- Added Spruce Creek Road Extension

VIII. Adjournment -- The meeting adjourned at 2:55 PM.

Volusia County MPO



1190 Pelican Bay Drive Daytona Beach, FL 32119-1381

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Mayor Baron "Bud" Asher, Chairman

> Karl D. Welzenbach, Executive Director

> > Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) <u>CITIZENS' ADVISORY COMMITTEE</u> (CAC) will be meeting on:

DATE:Tuesday, September 19, 2000TIME:3:00 PMPLACE:Volusia County MPO Office
1190 Pelican Bay Drive
Daytona Beach, Florida

Malcolm Smith, Vice-Chairman Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

B) APPROVAL OF AUGUST 15, 2000 MEETING MINUTES (Contact: Darla Zakaluzny) (Enclosure)

III. DISCUSSION ITEMS

A) UPDATE ON THE LONG-RANGE TRANSPORTATION PLAN-REFINEMENT (LRTP-R) (Contact: Mike Neidhart/Karl Welzenbach) (Enclosure)

Impact on Priority Project List

B) SCHEDULING OF TIP SUBCOMMITTEE MEETING FOR REVIEW AND REFINEMENT OF PROJECT SCORING CRITERIA (Contact: Karl Welzenbach) (Enclosure) Meeting Notice & Agenda September 19, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

A) FDOT REPORTS (Contact: John Zielinski) (Enclosures)

V. STAFF COMMENTS

VI. CAC MEMBER COMMENTS

VII. PRESS / CITIZEN COMMENTS

VIII. ADJOURNMENT

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Minutes

Citizens' Advisory Committee

September 19, 2000

Volusia County MPO Office 1190 Pelican Bay Drive, Daytona Beach, Florida

Members Present: Barbara Davis Ralph Wheeler Malcolm Smith Mike Mohler Oscar Brock George McMasters Walt Smith Astrid DeParry Minnie Weeks

<u>Members Absent:</u> Thomas Donohoe (excused) Donald Gillespie Rhoda Goodson (excused) Cecil Goodrich Carson Blue Frank Gillooly Gus Dowels Nicole Kramer (excused)

Others Present: Darla Zakaluzny, Recording Secretary Karl Welzenbach Mike Neidhart Lois Bollenback John Zielinski Jon Cheney Richard Prine Melissa Booker Representing: Mayor Asher, Daytona Beach Vice-Mayor Kyser, Daytona Beach Shores Commissioner Apgar, DeLand Mayor Masiarczyk, Deltona Mayor Shuttleworth, Lake Helen Council Member Martin, Port Orange Council Member John, Volusia County Council Member Lewis, Volusia County Council Member Jaynes, Volusia County

Representing:

Vice-Mayor France, DeBary Mayor Schmidt, Edgewater Mayor Arthur, Holly Hill Mayor Vandergrifft, New Smyrna Beach Mayor Yebba, Orange City Commissioner Costello, Ormond Beach Council Member Northey, Volusia County School Board

<u>Representing:</u> MPO Staff MPO Staff MPO Staff FDOT Staff TCC Chairman/Volusia County Volusia County Volusia County

I. Call to Order / Roll Call / Determination of Quorum

Vice-Chairman Malcolm Smith called the meeting of the **Citizens' Advisory Committee** (CAC) to order at 3:15 PM. It was determined that a quorum was present.

Vice-Chairman Smith welcomed new member, Oscar Brock, from Lake Helen.

II. Consent Agenda

A) Approval of August 15, 2000 Meeting Minutes

Mr. Wheeler moved to approve the August 15, 2000 meeting minutes. Ms. Davis seconded the motion and it carried unanimously.

III. Discussion Items

A) Update on the Long-Range Transportation Plan-Refinement (LRTP-R)

Mr. Welzenbach stated that this item is now an action item. He stated that at the last meeting of the LRTP-R Subcommittee a recommended alternative was decided upon for forwarding to the MPO Board for approval.

Mr. Welzenbach stated that since that meeting it was learned that the expected surplus of funding is no longer available as of last week. He noted that there were three bridges that the County had intended to build using specific funding. However, that fund is no longer available to the County for those bridges. Mr. Welzenbach stated that the County must now proceed with the bridges using \$100 million in County funds.

Mr. Welzenbach stated that there were three projects removed from the LRTP-R based on a motion that was passed by the LRTP-R Subcommittee. The motion stated that local roads would not be eligible for being included on the LRTP-R. Mr. Welzenbach stated that that motion was reversed by the TCC today; therefore the three projects were added back into the pool of projects to be considered.

Mr. Welzenbach stated that with the three projects being added back into the pool of projects, the deficit has increased. Ms. DeParry asked for clarification on the motion being reversed as the LRTP-R Subcommittee did not meet. Mr. Welzenbach replied that this committee is making a recommendation which would reverse the LRTP-R Subcommittees decision. The MPO Board makes the final decision. The recommendation by this committee is that any project that is eligible for state and federal funding may be allowed to be put on the plan, which is in direct contradiction of the policy motion made by the LRTP-R Subcommittee at their last meeting.

Mr. Jon Cheney stated that he was the one who made the motion at the LRTP-R Subcommittee meeting in regards to removing the local roads from the LRTP-R. He stated that he has since learned that there are additional collector roads. Mr. Cheney stated that the roads are functionally classified in five ways: interstate roads, arterial roads, collector roads, local roads, and residential roads. He stated that collector roads are also eligible for state and federal transportation dollars. Mr. Cheney noted that there are certain collector roads in the cities that are not on the County's Thoroughfare Plan. In order to be fair, we should include all roads that are eligible for state and federal transportation dollars to be eligible to be put on the LRTP-R.

Mr. Cheney stated that is why he asked the TCC to modify the request from the LRTP-R Subcommittee to reflect that there are additional roads. He asked that the CAC also recommend changing the verbiage from the Subcommittee to reflect this issue.

Vice-Chairman Smith asked if this was for collector roads and above? Mr. Cheney replied yes. Mr. Welzenbach stated that there are two classifications that are not eligible for federal dollars: rural minor collectors and urban or residential/local. Mr. Welzenbach stated that when Mr. Cheney made his motion he was under the assumption that all collector roads were on the County's Thoroughfare System, but they were not. The motion made at the LRTP-R Subcommittee meeting was an unfair motion and in order to modify it and make it fair, the TCC recommended and passed a motion that states that all roads eligible for state and federal funding may be allowed to be placed on the LRTP.

Mr. Welzenbach stated that directly affected three roads that dropped out of the Plan because of the LRTP-R Subcommittees motion. Mr. Cheney stated that this would be a separate issue and he asked that the CAC make a motion that the verbiage from the LRTP-R Subcommittee be changed to reflect that all eligible roads may be allowed on the Plan.

Mr. Welzenbach stated that if the TCC and CAC passed the same motion, it would negate the LRTP-R Subcommittee's motion as that subcommittee is made up of the members of the TCC and CAC.

Mr. McMasters moved that all functionally classified roads that are eligible for state and federal transportation dollars may be considered for placement on the VCMPO Long Range Transportation Plan Refinement. Mr. Mohler seconded the motion.

Mr. Brock asked if Mangoe-Matanzas Road was a local or collector road? Mr. Welzenbach replied that that has not been determined. Mr. Cheney stated that his assumption is that Deltona will classify it as a collector road because it was added back on and it was approved by the TCC to be included in the LRTP.

The motion passed. Ms. DeParry voted in opposition of the motion.

Mr. Welzenbach stated that the TCC looked at the projects in the LRTP and with the inclusion of the three projects removed at the last LRTP-R meeting, there is

currently a \$37 million deficit. The three projects removed and added back into the Plan are Mangoe-Matanzas Road, Yorktowne Boulevard, and Spruce Creek Road.

Mr. Welzenbach informed the members that the TCC came up with the following recommendations for alteration or removal:

- Clyde Morris Boulevard from LPGA Boulevard to Jimmy Ann Drive -- removed as it has been completed.
- SR 442 from I-95 to SR 415 -- delete the section from Airport Road to SR 415. Will now read I-95 to Airport Road.
- Westside Connector from Saxon Boulevard to Highbanks Road -- removed.

Ms. DeParry asked if there was any discussion regarding the chip plant in connection with the Westside Connector? Mr. Welzenbach replied no, and reiterated that the Plan would be revisited in three years. He stated that there will also be a new transportation bill in place in three years time and there may be more money through that bill.

Mr. Cheney stated that this project was removed because the County is building the Westside Connector in phases and there has been some suggestion of the previous City Manager of DeBary who was concerned about the road extending from Saxon Boulevard to Highbanks Road. Ms. DeParry clarified that the only piece being removed is from Saxon Boulevard to Highbanks Road? Mr. Cheney replied yes.

Mr. Welzenbach continued with the lists:

• West Volusia Beltway/Veterans Memorial Parkway, the widening to four lanes from US 92 to SR 44 -- removed.

Mr. Cheney stated that this was removed as FDOT is currently doing a study of SR 44, therefore it could be readdressed in three years.

- Tomoka Farms Road from LPGA Boulevard to US 92 -- removed.
- Tomoka Farms Road from LPGA Boulevard/Madeline Road to SR 415 -- it was suggested that the widening only be done from Taylor Road to SR 44.
- Yorketowne Boulevard -- added.
- Spruce Creek Road -- added.
- Mangoe-Matanzas Road -- added.

Mr. Wheeler clarified that this was the roadway that was recommended for removal at the last meeting. Mr. Welzenbach replied yes, the CAC had recommended that it be removed. Mr. Wheeler stated that the residents of Cassadaga did not want the connection.

Mr. Welzenbach stated that there are two arguments to the connection which are: Deltona says that they need the roadway and the DRI will get the waiver for the level of service on I-4. He went on to say that Lake Helen claims that additional traffic will come through their city and the whole area would be opened up to development. The residents of Lake Helen do not want that to happen and they strongly suggest that the residents of Cassadaga do not want the development either.

Mr. Welzenbach noted that the project was removed from the Priority Project List.

Mr. McMasters moved to add in Yorktowne Boulevard. Ms. Weeks seconded the motion and it carried.

Mr. McMasters moved to add in Spruce Creek Road. Ms. DeParry seconded the motion and it carried.

Ms. DeParry moved to accept the recommended modifications and removals as made by the TCC. The motion was seconded and carried.

In regard to the Mangoe-Matanzas Road project, Mr. Cheney explained that Deltona would like the roadway so that they can amend the comprehensive plan because the level of service off of the interstate is the level they need it to be. Ms. DeParry clarified if they would get it once the DRI goes through. Mr. Cheney replied that their modeling shows that if they add Mangoe-Matanzas Road to Rhode Island and with the other roads in the area, it would remove 8,000 vehicles a day off of the interstate.

Mr. Brock stated that the Mayor of Lake Helen feels that the road is not needed for several reasons (i.e. loss of setting to historic structures and lifestyle compromises).

Mr. McMasters moved to include Mangoe-Matanzas Road into the plan as the west side of the county is just as important as the east side of the county. Mr. Mohler seconded the motion. The motion failed by a hand vote of four nays and three yeas. Mr. Welzenbach noted that Vice-Chairman Smith did not vote on the motion. B) Scheduling of a TIP Subcommittee Meeting for Review and Refinement of Project Scoring Criteria

Mr. Welzenbach stated that during this year's priority process several comments were made about the priority lists and the criteria used for ranking the projects. He stated that a meeting of the TIP Subcommittee is going to be scheduled in order to start a re-evaluation of the criteria. The TCC recommended that the meeting take place the first or second week of November.

Mr. Welzenbach noted that the members of the subcommittee are: Tom Harowski (Chairman), Malcolm Smith, Jon Cheney, Frank Gillooly, Mike Mohler, John Zielinski, Mike Holmes, a new VOTRAN representative as Ms. Seward has left, and Rick Prioletti.

Mr. Welzenbach stated that a fax and/or email with possible meeting dates would be sent out to the TIP Subcommittee members. He asked that anyone else interested in attending or participating in the meetings should contact Ms. Zakaluzny.

IV. Presentations and Status Reports

A) FDOT Reports

Mr. Zielinski distributed copies of the DRAFT Florida Transportation Plan Summary Report. The FTP establishes broad policies for Florida's transportation systems and is used as a guide in directing policy and establishing transportation priorities.

Mr. Zielinski noted that comments on the draft FTP are due in by September 30, 2000. He stated that a comment sheet and a web site address are also noted in the folder. Comments can be submitted via the web site. Mr. Zielinski noted again that the comments should be submitted by September 30, but they may accept them after that date.

Mr. Welzenbach stated that the section for long range objectives (objective B) found on page five was raised at the meeting of the MPO Advisory Council and the Executive Director's meeting. He stated that there is some dissention about the wording "where appropriate" at the end of the sentence. Mr. Welzenbach stated that that is the only section which states that particular wording.

Mr. Welzenbach stated that the MPOAC and the Executive Director's have recommended that that wording be removed because they feel that accommodating other forms of transportation should be a priority, not a priority where appropriate. Mr. Welzenbach stated that that recommendation has been ignored; therefore he encouraged the members who wish to submit comments to make reference to that particular wording as well.

Mr. Zielinski replied that it could be just a poor choice of wording in that case. He stated that the meaning behind that is that there are facilities such as interstates and facilities that are meant for high volume/high speed traffic where bike lanes could not be included. Mr. Welzenbach stated that the recommended change in wording is "promote the design where appropriate."

Mr. Zielinski reported on the following projects:

- SR 15A (DeLand), there are two construction projects where the Department is considering swapping the construction phases. The section from Greens Dairy to US 17/92 is scheduled for construction in FY 2004. The southern project from US 17/92 to Beresford is scheduled for FY 2005. Mr. Zielinski stated that the southern segment is in poor condition and is more critical for capacity and the northern segment is in good condition.
- DeBary/Enterprise Bike Path, completed
- SR A1A surfacing from SR 40 to Roberta Road, completed
- SR 5A (Nova Road), project began on August 7, 2000
- Push Button Report, projects 1-6 have been completed

Ms. Weeks referenced the SR A1A project under "Projects Pending". She asked if sidewalks were to be included in the resurfacing (project #11 and #14)? Mr. Zielinski replied that the projects were set up separately, but the sidewalks will be done with the resurfacing project. He stated that he would make sure the report is corrected to reflect what is taking place.

Mr. Zielinski noted that the Department is looking to see if #14 can be done six months earlier.

V. Staff Comments

No comments were noted.

VI. CAC Member Comments

Ms. DeParry stated that at the last meeting, the members were asked to make choices between two good alternatives. She stated that this had made her very uncomfortable and she does not like to make those kinds of choices, even though at times they need to be made. Ms. DeParry stated that she supported the activity center and the desire of the city of Deltona to try and get a good roadway network for that area. She stated that some of her friends, colleagues, and neighbors probably have property interests in that area; therefore she would like to see a good solution worked out. Ms. DeParry stated that she also supports the desires of Lake Helen residents about being left alone. She stated that she hopes that prior to the MPO meeting, the representatives of Lake Helen and Deltona can get together to try and reach a solution on this matter.

Ms. DeParry offered the following comments: CR 4139 is the scenic road and it starts at SR 44 near the Community College. She stated that someone came up with a good design for a portion of what was CR 4139. The west side of I-4 (new frontage road serving the activity center) will actually come into a t-intersection with CR 4139 so that you have to go out of your way to make a turn to go onto CR 4139. The traffic bound for the activity center or towards I-4 will be directed by the closest straightest path for where they are going.

Ms. DeParry stated that with perhaps with a little bit of creativity we could look at a similar solution for the south end. Mr. Cheney stated that Mr. Bill Gray is the one who developed this design.

Mr. Wheeler asked when the next MPO meeting is being held? Mr. Welzenbach replied that it is being held next Tuesday at 8:30 AM.

VII. Press / Citizens Comments

No comments were noted.

VIII. Adjournment

The meeting adjourned at 3:55 PM.

Volusia County MPO



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Mayor Baron "Bud" Asher, Chairman

> Karl D. Welzenbach, Executive Director

> > Daytona Beach

Daytona Beach Shores

DeBary

DeLand

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Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan PlanningOrganization (VCMPO)**TECHNICAL COORDINATINGCOMMITTEE** (TCC) will be meeting on:

DATE: Tuesday, October 17, 2000

TIME: 1:00 PM

PLACE: Volusia County Mobility Management Center 950 Big Tree Road NOTE CHANGE South Daytona, Florida

Chairman, Jon Cheney Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

A) APPROVAL OF SEPTEMBER 19, 2000 MEETING MINUTES (Contact: Darla Zakaluzny) (Enclosure)

III. ACTION ITEMS

- A) REVIEW AND APPROVAL OF RESOLUTION 2000-21 AMENDING THE FY 2000/01 UNIFIED PLANNING WORK PROGRAM (UPWP) (Contact: Karl D. Welzenbach/Herb Seely)
- B) REVIEW AND APPROVAL OF RESOLUTION 2000-22 AMENDING THE FY 2000/2001 TO 2004/2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (Contact: Herb Seely) (Enclosures)
- C) APPOINTMENT OF A NOMINATING COMMITTEE FOR SELECTION OF 2001 TCC OFFICERS: CHAIRMAN AND VICE-CHAIRMAN (Contact: Karl D. Welzenbach) (Note, a Nominating Committee was not set up last year. The nominations were taken from the floor during the November meeting)

Meeting Notice & Agenda October 17, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

- G) FDOT REPORTS (Contact: John Zielinski) (Enclosures)
 - PRESENTATION ON PARK AND RIDE LOTS BY KAREN ADAMSON

V. STAFF COMMENTS

VI. TCC MEMBER COMMENTS

VII. PRESS / CITIZEN COMMENTS

VIII. ADJOURNMENT

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
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> Mayor Baron "Bud" Asher, Chairman

Karl D. Welzenbach, Executive Director

Daytona Beach

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Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the Volusia County Metropolitan Planning Organization (VCMPO) <u>CITIZENS' ADVISORY COMMITTEE</u> (CAC) will be meeting on:

DATE: Tuesday, October 17, 2000

TIME: 3:00 PM

PLACE:

Volusia County Mobility Management Center 950 Big Tree Road **NOTE CHANGE** South Daytona, Florida

Tom Donohoe, Chairman Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

A) APPROVAL OF SEPTEMBER 19, 2000 MEETING MINUTES (Contact: Darla Zakaluzny) (Enclosure)

III. ACTION ITEMS

- A) REVIEW AND APPROVAL OF RESOLUTION 2000-21 AMENDING THE FY 2000/01 UNIFIED PLANNING WORK PROGRAM (UPWP) (Contact: Karl D. Welzenbach/Herb Seely)
- B) REVIEW AND APPROVAL OF RESOLUTION 2000-22 AMENDING THE FY 2000/2001 TO 2004/2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (Contact: Herb Seely) (Enclosures)
- C) APPOINTMENT OF A NOMINATING COMMITTEE FOR SELECTION OF 2001 CAC OFFICERS: CHAIRMAN, VICE-CHAIRMAN AND TWO DIRECTORS (Contact: Karl D. Welzenbach) (Note, a Nominating Committee was not set up last year. The nominations were taken from the floor during the November meeting)

Meeting Notice & Agenda October 17, 2000 Page Two

IV. PRESENTATIONS AND STATUS REPORTS

- A) PRESENTATION BY MR. WALT SMITH ON SURVEY AND MAPPING FOR THE PRELIMINARY ENGINEERING PHASE FOR THE I-4/ST. JOHNS RIVER BRIDGE (Contact: Karl D. Welzenbach/Walt Smith) (Enclosures)
- B) FDOT REPORTS (Contact: John Zielinski) (Enclosures)

V. STAFF COMMENTS

VI. CAC MEMBER COMMENTS

VIII. PRESS / CITIZEN COMMENTS

IX. ADJOURNMENT

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
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Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Organ COM	nizatior IMITT	
DAT	E:	Tuesday, November 21, 2000
TIME:		1:30 PM ⇐NOTE TIME
PLA	CE:	Thomas C. Kelly Administration Center Training Rooms 1 and 2 123 West Indiana Avenue ←NOTE LOCATION DeLand, Florida 32720
****:	*****	**************************************
		AGENDA
I.	CALL TO ORDER / ROLL CALL / DETERMINATION C QUORUMS	
II.	CONSENT AGENDA	
	A)	APPROVAL OF OCTOBER 17, 2000 MEETIN MINUTES FOR TCC AND CAC (Contact: Dar Zakaluzny) (Enclosures)
	B)	APPROVAL TO CANCEL THE DECEMBER 19, 20 MEETINGS OF THE TCC AND CAC (Contact: Karl 1 Welzenbach) (Enclosure)
III.	ACT	TION ITEMS
	A)	ELECTION OF TCC OFFICERS: CHAIRMAN AN VICE-CHAIRMAN (Contact: Karl D. Welzenbac
		(Enclosure)

Meeting Notice & Agenda November 21, 2000 Page Two

III. ACTION ITEMS (Continued)

- C) APPROVAL TO REMOVE THE MEMBERS OF THE TCC WHO HAVE MISSED THREE (3) CONSECUTIVE MEETINGS (Contact: Karl D. Welzenbach/Jon Cheney) (Enclosure)
- D) REVIEW AND RECOMMENDATION TO APPROVE RESOLUTION 2000-24 AMENDING THE FY 2000/2001 TO 2004/2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (Contact: Karl D. Welzenbach/John Zielinski) (Enclosure)
- E) DISCUSSION, REVIEW, AND RECOMMENDATIONS ON THE LONG RANGE TRANSPORTATION PLAN-REFINEMENT (LRTP-R) (Contact: Karl D. Welzenbach) (Enclosure)

IV. DISCUSSION ITEMS, PRESENTATIONS, AND STATUS REPORTS

- A) DISCUSSION REGARDING ATTENDANCE BY THE CITIZENS' ADVISORY COMMITTEE MEMBERS (Contact: Karl D. Welzenbach/Tom Donohoe) (Enclosure)
- B) FDOT REPORTS (Contact: John Zielinski) (Enclosures)
 - Presentation of FDOT Tentative Five Year Work Program

V. STAFF COMMENTS

VI. TCC AND CAC MEMBER COMMENTS

VII. PRESS / CITIZEN COMMENTS

VIII. ADJOURNMENT

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Minutes

Technical Coordinating Committee & Citizens' Advisory Committee

November 21, 2000

Thomas C. Kelly Administration Center Training Rooms 1-3, 123 West Indiana Avenue, DeLand, Florida

TCC Members Present: Rick Prioletti Michael Booker Gary Huttmann Mike Holmes **Rick Prine** Darren Lear Linda Funicello John Zielinski Milton Hallman Don Findell Tom Harowski Jim Kerr Don O'Donniley Bob Keeth Clay Ervin Saralee Morrissey Karl Welzenbach (non-voting) TCC Members Absent: Garth Saalfield (excused) Keith Riger Judy Sloane John Schoch CAC Members Present: Barbara Davis Ralph Wheeler Tom Donohoe Malcolm Smith Cecil Goodrich

Representing: Daytona Beach Daytona Beach Shores Deltona & DeBary DeLand Jon Cheney, Volusia County Edgewater Ken Fischer, VOTRAN (CAC non-voting) FDOT District V Holly Hill Lake Helen New Smyrna Beach Orange City Ormond Beach Ponce Inlet Donna Steinebach, Port Orange School Board **MPO Staff** Representing: Daytona Beach International Airport **DeLand Municipal Airport** Ormond Beach Municipal Airport South Daytona Representing: Mayor Asher, Daytona Beach Vice-Mayor Kyser, Daytona Beach Shores Vice-Mayor France, DeBary Commissioner Apgar, DeLand Mayor Vandergrifft, New Smyrna Beach

Commissioner Collins-Cook, Oak Hill Vice-Mayor Blue, Orange City Commissioner Costello, Ormond Beach

Clifford McGee

Thomas Laputka

Brian Nave

CAC Members Present: George McMasters Walt Smith Astrid DeParry Minnie Weeks Nicole Kramer

CAC Members Absent: Mike Mohler (excused) Oscar Brock (excused)

Others Present: Darla Zakaluzny, Recording Secretary Mike Neidhart Lois Bollenback Herb Seely Jon Cheney Barbara Goldstein Greg Aldous <u>Representing:</u> Council Member Martin, Port Orange Council Member Big John, Volusia County Council Member Lewis, Volusia County Council Member Jaynes, Volusia County School Board

<u>Representing:</u> Mayor Masiarczyk, Deltona Mayor Shuttleworth, Lake Helen

Representing: MPO Staff MPO Staff MPO Staff MPO Staff Volusia County TDLCB & LRTP-R Subcommittee Member Ormond Beach

I. Call to Order / Roll Call / Determination of Quorums

Tom Donohoe, CAC Chairman and Richard Prine, alternate for TCC Chairman Jon Cheney called the joint meeting of the Volusia County Metropolitan Planning Organization (MPO) **Technical Coordinating Committee** (TCC) and **Citizens' Advisory Committee** (CAC) to order at 1:30 PM. After roll call, it was determined that a quorum was present for both committees.

II. Consent Agenda

A) Approval of October 17, 2000 Meeting Minutes for the TCC and CAC

Mr. Huttmann moved to approve the October 17, 2000 TCC Meeting Minutes. The motion was seconded and carried.

Mr. McMasters moved to approve the October 17, 2000 CAC Meeting Minutes. Mr. Malcolm Smith seconded the motion and it carried.

B) Approval to Cancel the December 19, 2000 Meetings of the TCC and CAC

Ms. Morrissey moved to cancel the December 19, 2000 meetings of the TCC and CAC. The motion was seconded and carried.

III. Action Items

A) Election of TCC Officers: Chairman and Vice-Chairman

Ms. Morrissey moved to appoint Mr. O'Donniley as Chairman. The motion was seconded and carried.

Mr. O'Donniley moved to appoint Mr. Prioletti as Vice-Chairman. Mr. Harowski seconded the motion and it carried.

B) Election of CAC Officers: Chairman, Vice-Chairman, Secretary and Two Directors

CAC Chairman Donohoe expressed thanks to Mr. Smith for serving as Vice-Chairman of the CAC this year. He also expressed thanks to those members who served as the other officers of the CAC. Chairman Donohoe expressed thanks to the MPO Staff for their work.

Ms. DeParry nominated Mr. Malcolm Smith as Chairman. Ms. Davis seconded the nomination.

A motion was made to close the nominations for Chairman. The motion was seconded and carried.

Ms. Weeks nominated Mr. Donohoe as Vice-Chairman. Ms. Davis nominated Mr. Walt Smith as Vice-Chairman.

Mr. Smith yielded his nomination to Mr. Donohoe. Mr. Donohoe stated that he would prefer that Mr. Smith serve as Vice-Chairman.

Ms. Weeks withdrew her nomination of Mr. Donohoe as Vice-Chairman with the condition that Mr. Walt Smith serve as Vice-Chairman.

A motion was made to appoint Mr. Walt Smith as Vice-Chairman. The motion was seconded and carried.

Ms. Davis nominated Ms. Weeks as Secretary. Ms. DeParry seconded the nomination and it carried.

Mr. Malcolm Smith nominated Mr. McMasters as a Director. The nomination was seconded by Ms. Weeks and carried.

Ms. DeParry nominated Ms. Davis as a Director. Mr. Malcolm Smith seconded the nomination and it carried.

C) Approval to Remove the Members of the TCC Who Have Missed Three (3) Consecutive Meetings

Mr. Prine stated that the attendance record for this year was included in the agenda packet for the members to review. Mr. Welzenbach stated that everyone who met the requirements within the By-Laws received a letter along with their respective Board member. Ms. Zakaluzny noted that those letters were sent to the CAC members, not TCC members.

Chairman Donohoe reported that letters were sent out to the appropriate CAC members and MPO Board members. A total of six letters were sent out and some of those members have been reappointed to the CAC. Chairman Donohoe stated that this action helped the CAC members realize that there is a responsibility to the office.

Mr. Prine stated that according to the listing the actual member representing DeBary and Deltona has not been attending, but Mr. Huttmann who is the alternate has been attending the meetings. Mr. Welzenbach suggested that clarification from the communities being represented by the consulting firm be obtained. Those communities could state that the consulting firm is representing the city rather than one particular person from the firm.

It was noted that Mr. Riger and Mr. Hallman had missed several meetings according to the attendance record. Mr. Welzenbach stated that the By-laws require that the entire TCC address this issue. Mr. Prine asked about the representation for VOTRAN. Mr. Welzenbach replied that Linda Funicello would be representing VOTRAN in the future.

Mr. Huttmann asked if the City of Holly Hill and the DeLand Airport would be deleted from the membership if those appointments were removed? Mr. Welzenbach replied no, new appointments would have to be named.

Mr. Holmes stated that the DeLand City Commission would probably reappoint Mr. Riger as the DeLand Airport representative. Mr. Holmes asked if a letter had been sent out to Mr. Riger? Mr. Welzenbach replied no. Mr. Holmes requested that a letter be sent to Mr. Riger indicating that if he is unable to attend, then another person could be appointed to the TCC.

Mr. Welzenbach noted that a motion could be made to table this item until January and staff could contact the three people in question. Ms. Morrissey voiced her agreement with Mr. Holmes that letters should be sent to the individuals before action to remove them from the committee was taken.

Mr. Prioletti moved to continue this item until the January meeting. The motion was seconded by Ms. Morrissey and carried.

D) Review and Recommendation to Approve Resolution 2000-24 Amending the FY 2000/2001 to 2004/2005 Transportation Improvement Program (TIP)

Mr. Harowski moved to recommend approval of Resolution 2000-24. Mr. Huttmann seconded the motion and it carried.

Mr. McMasters moved to recommend approval of Resolution 2000-24. Mr. Malcolm Smith seconded the motion and it carried.

E) Discussion, Review and Recommendations on the Long-Range Transportation Plan-Refinement (LRTP-R)

Mr. Welzenbach stated that at the October MPO meeting there were concerns raised about the lack of specific projects. Due to that concern, the Board requested that the LRTP-R be revisted by the LRTP-R Subcommittee, which is comprised of the TCC and CAC members in addition to Barbara Goldstein who serves on the Transportation Disadvantaged Local Coordinating Board (TDLCB).

Mr. Welzenbach noted that Volusia County would like to see SR 415 widened to US 92. He stated that this project was originally slated to go to US 92 but at the next meeting Mr. Cheney noted that the County was not going to get funding for the bridges that they wanted so there would be a \$100 million shortfall. Mr. Welzenbach stated that the group went back through the projects and made several cuts and eliminated projects so that we could be under the \$100 million shortfall.

Mr. Welzenbach stated that one of the things eliminated was the portion of SR 415 from the proposed Taylor Road extension up to US 92. He stated that Volusia County would like to see this section placed back into the Plan. Mr. Welzenbach reminded the members that we have \$3.5 million from the Mangoe-Matanzas Road project which was removed from the Plan; however, it was determined that the Pioneer Trail Road overpass interchange would cost an additional \$5 million. Mr. Welzenbach went on to say that we are now at an even point according to his calculations, and reminded the members that the plan must be fiscally constrained.

It was asked if the monies to build the bridges had reappeared? Mr. Welzenbach replied no, FDOT has stated that they have enough to do with their own bridges on the state system and they do not have any additional funds to assist the counties or local municipalities with their bridges.

Mr. Welzenbach stated that staff looked at all of the projects again and tried to identify what could be done. Ms. Morrissey asked if the committees could end up not recommending any changes to the Plan? Mr. Welzenbach replied that the MPO Board would not be pleased with that recommendation. Ms. Morrissey stated that the Board could make changes to the Plan if they so wish.

Mr. Welzenbach suggested that the committees' look to see if a compromise could be worked out.

Mr. Prioletti clarified that there would be money available to include this project (SR 415) into the Plan? Mr. Welzenbach replied that no money is available for this project, and another project would have to come out of the Plan in order for this project to be included.

Mr. Harowski stated that this is a County road; therefore the County should determine what should be removed from the County Road Program to allow this project to be included in the Road Program.

Ms. DeParry questioned if there was another item of this type being recommended. Mr. Welzenbach replied that there are three separate issues to be addressed. Two of the items are the SR 415 project, which is currently under discussion and the SR 442 extension from Airport Road to SR 415.

Mr. Welzenbach stated that if you look at those two projects and assume costs, it adds up to roughly \$23 million. He stated that projects that could be looked at as they equal approximately the same amount are:

- 1. four-laning of Pioneer Trail Road, keep at 2 lanes;
- 2. four-laning of US 92 from Nova Road to US 1 in Daytona Beach;
- 3. extension of Blue Lake Road to Orange Camp;
- 4. four-laning Mason Avenue from Williamson Boulevard to Bill France Boulevard

Mr. Prioletti asked why this has become the TCC and CAC's problem? He questioned what the County's options are since this is coming from the County.

Mr. Zielinski stated that he was under the impression that the County had a study planned to look at CR 415 from SR 44 to US 92, and this is an existing project. Mr. Welzenbach asked if this project was in their Five Year Plan? Mr. Zielinski asked if this only deals with the County's portion? The response was yes.

Mr. Prioletti stated that hurricane evacuation is very important and everyone recognizes that, but it is also important to remember what is happening with the daily traffic. The first priority is to deal with traffic congestion that occurs on a daily basis for the public and then find sources of funds to deal with hurricane evacuation. Mr. Prioletti stated that he has a hard time widening a road that would only be used a few times as it would eliminate improvements to roads that are used daily.

Ms. DeParry noted that 415 would be used daily and no one thinks that it is a bad project, but the whole point is that the group had to pick and choose projects and that is what was done.

Ms. Davis asked if CR 415 showed up as a needed project as part of the modeling process? Mr. Neidhart replied that the traffic modeling did not show it would be overburdened, but from the policy board's perspective he believes that they are looking it as an alternative to I-4.

Mr. Welzenbach noted that Seminole County is looking to extend SR 417 through Volusia County to I-95. They have not said it outright, but SR 415 seems to be the route that they are looking at.

Ms. Davis asked if CR 415 and the SR 442 extension could be included somehow in the Plan as unfunded projects but identify them as future hurricane evacuation routes. She went on to say that the Plan needs to address hurricane routes. Ms. Davis went on to say that the two projects could be identified as unfunded but needed in the future to serve that purpose.

Ms. Weeks stated that the Governor should be asked to provide the money and the County should apply for a grant as they got the money for the overpass at the Speedway in Daytona Beach. Ms. Davis replied that the Governor needs to decide how he plans to pay for highspeed rail.

Mr. Zielinski stated that the projects may be development related, not just for hurricane evacuations. He stated that they were asked to look at LPGA Boulevard from CR 415 across US 92. Mr. Prioletti stated that if you are going to spend money for the north/south road, this is where you should put it in order to create the beltline that would be extended to SR 40. Mr. Prioletti stated that you do not want to dump additional traffic at the I-95/US 92 interchange, which will always have a level of service problem. He stated that it would be best to move the traffic to the west.

Mr. Welzenbach noted that the old 2020 Plan actually shows a realignment of SR 415 going out to meet LPGA Boulevard and if this was to be pursued, staff would suggest going with that original **word unclear**. Mr. Zielinski commented that the LPGA Boulevard extension was the #4 priority which was submitted for funding. Mr. Welzenbach replied that that project was not coming off.

Discussion continued.

Mr. Zielinski stated that we need to confirm whether or not the County has a project planned in 2004 to look at the County's portion of 415. He stated that it was his impression that this was being done and he discussed the issue with Jon Cheney. Mr. Welzenbach asked if the County was asking for State funds for that project? Mr. Zielinski replied no, but the FDOT is trying to coordinate their study with the County's study.

Ms. Morrissey noted that a new plan would be developed prior to 2004 and to the County's study. Mr. Welzenbach replied that they would probably move the study up if funding were found.

Ms. Morrissey asked what other issues needed to be addressed? Mr. Welzenbach replied that the other issues are the extension of SR 442 from the current proposed Airport Road to SR 415, which would cost approximately \$11 million and the pedestrian project on SR A1A in Daytona Beach Shores.

Mr. Smith reported that CR 415 is in the County's Work Program in 2002/03 for preliminary studying.

Mr. Holmes asked if the County offered any suggestions? Mr. Prine replied no, it was based on the model and they looked at the v/c ratio to determine whether or not a road needed to be improved and if it does, then it gets a high priority.

Mr. Welzenbach stated that no one disagreed that it was a good project as it stayed in all of the alternatives, but the problem is the funding. Mr. O'Donniley replied that it is a relative question. It did less to warrant assigning funding to it as opposed to other options, so it has a high priority in a sense but it is not sufficient to make the fiscally constrained level without something else being removed. Mr. O'Donniley stated that the model is saying that US 92 is constrained and the traffic is moving to parallel facilities and if US 92 is built then the traffic comes back to the main drag and that would raise the volumes.

Mr. O'Donniley stated that one answer may be to look at what the alternate would be and jumping it up. If that is the case, then you might leave it on US 92 and leave the alternate off.

Mr. Welzenbach replied that another option to save funding is if the County would drop one of the bridge projects.

Ms. Davis moved to include the SR 442 extension and the extension of CR 415 to US 92 in the Plan as unfunded projects that are identified as needed corridors for hurricane evacuation routes. Ms. DeParry seconded the motion.

Mr. McGee noted that the 2020 Plan has SR 415 from the Seminole County Line to Taylor Road funded. Mr. Welzenbach replied that it is in the fiscally constrained 20-year plan.

Mr. Harowski stated that it is not known whether these roads are needed for the purpose of hurricane evacuation. Also, he stated that he was not aware of anyone who has studied the models. Mr. Harowski noted that the Regional Planning Council was supposed to have done one recently, but he has not seen it.

Mr. Harowski went on to say that he is nervous about committing a lot of money to road improvements that we are going to say that we are going to build because we need them for hurricane evacuation when we don't really have a demand other than that.

Mr. Harowski stated that SR 442 is that way, and we have not produced a model that shows demand west of I-95 on that roadway. He stated that it may be needed and it may not be needed and the answer to that question is not yet known. Mr. Harowski stated that we need to get the answer to that question before we fully commit to doing that as the State is going down a different road.

Mr. Harowski stated that the State's approach right now is to minimize the number people that need to evacuate in a hurricane emergency. Some areas would still need to be evacuated such as the barrier islands. Mr. Harowski stated that we need to look at how those policies are going to affect how we spend government transportation dollars. Somehow we need make some assumptions on behavior patterns and what people are going to do and do something about testing the anticipation to see what will happen.

Mr. Prioletti noted that in the late 1980's there was a collaboration of the cities for the development of a Coastal Management Element. One of the components of the joint Coastal Management Element was a hurricane evacuation evaluation. A traffic engineer was hired to build and run the model. The model identified issues that needed to be addressed. Mr. Prioletti agreed that something like this would be worth doing.

Mr. Holmes stated that the road proposed by Deltona was removed because everyone wanted more studying done on it. He agreed that more studying is needed on the CR 415 intersection at US 92.

The motion failed.

Mr. McMasters stated that he had voted in opposition of the motion because we [the LRTP-R Subcommittee] had done a good job to start with. Mr. Welzenbach noted that the motion was not to put the projects on the fiscally constrained plan, it was to identify it in the unfunded needs portion. He stated that there are two plans to develop, one is the official 20-year plan, which must be fiscally constrained and the second is to create a separate listing of unfunded needs. The idea is to promote the unfunded needs to the federal and state government and it is hoped that they would be able to come up with additional dollars.

Mr. McMasters stated that Madeline Avenue from US 92 of SR 415 is going to be a dead road, as they will travel to LPGA Boulevard. *Mr. McMasters moved to revisit the motion made by Ms. Davis. Ms. Weeks seconded the motion and it carried unanimously.* Ms. Davis moved to include the SR 442 extension from Airport Road to SR 415 and the extension of CR 415 from Taylor Road north to US 92 in the Plan as unfunded projects that are identified as needed corridors for hurricane evacuation routes. Ms. DeParry seconded the motion and it carried unanimously.

Mr. Lear stated that he would like to see the whole extension of SR 442 included, but no one would agree to do that.

Mr. Lear moved to include the SR 442 extension from Airport Road to SR 415 and the extension of CR 415 from Taylor Road north to US 92 in the Plan as unfunded projects that are identified as needed corridors for hurricane evacuation routes. Mr. Harowski seconded the motion.

Mr. Huttmann asked what the listing of unfunded needs contained, as he had never seen a copy of the listing? Mr. Welzenbach replied that the list has not yet been completed, but SR 442 was on it originally but it was removed and now it is back on the listing.

A roll call vote was taken and it was determined that the motion carried. Mr. Holmes, Mr. Findell, Mr. Harowski, Mr. Keeth and Ms. Morrissey voted in opposition of the motion.

Mr. Huttmann asked if it needed to be made clear that the people who voted in opposition of the motion are not voting yes to what the County requested? He stated that they are not in favor of what the County requested and he feels that this would not be made clear in the minutes.

Mr. Prioletti stated that the County request would involve sacrificing a project. Mr. Huttmann asked if a motion is needed on the County's request?

Mr. Welzenbach replied that the motion just approved by a majority of the TCC was that the CR 415 project from Taylor Road to US 92 as well as the SR 442 extension from Airport Road to SR 415 should be identified on the unfunded needs list.

Mr. Huttmann asked if a motion to vote down the County's request was needed? Was an alternative needed? Mr. Welzenbach replied that if the TCC wanted to clarify that then they should in fact have a motion and vote on the request of the County.

Ms. Morrissey stated that the TCC and CAC Chairmen give reports at the MPO meetings and it could be noted to the MPO at that time.

Mr. Prioletti asked if it was the consensus of the TCC and CAC that those present were unable to find a project to sacrifice? Mr. Welzenbach replied that the two groups felt that it should not be revisited after so much effort has been put into developing the Plan.

Mr. Welzenbach reported that Daytona Beach Shores would like to pursue a pedestrian safety project on SR A1A. He stated that Daytona Beach Shores would like to have the project included in the LRTP-R. Mr. Welzenbach stated that he has had discussions with Mr. Booker and Vice-Mayor Kyser and he has attempted to point out that it is not required for a pedestrian project to be in a LRTP in order for it to be eligible to receive federal dollars.

Mr. Welzenbach stated that there is no requirement that says the project can not be in the Plan and this was also pointed out. Traditionally, pedestrian and bicycle type projects have never been included in the LRTP. Mr. Welzenbach stated that the money discussed at this table is money used for capacity enhancement projects. He stated that the MPO has a 12.5% set-aside for bicycle and pedestrian projects and this is done on an annual basis and runs from \$400,000 to \$500,000 per year.

Mr. Welzenbach went on to say that that funding is **not** included in the funding that has been discussed, it is a completely separate pot of money and was not included in the tally. The funding discussed has been specifically for capacity enhancement projects.

- Mr. Welzenbach stated that his objections to putting this project in the plan are:
- (1) It is unnecessary as there is funding out there, and there is a method to get that funding. There is no requirement that it be in the LRTP in order to receive that money.
- (2) By putting it in the Plan, you have to substitute something else (another project would have to be removed). The cost of this project is estimated at \$3 million.
- (3) By doing it this way, it circumvents the process that the MPO set up and agreed to for funding pedestrian and bicycle projects. Every year the MPO calls for projects and every year the local governments submit projects and the ranking process is undertaken.

Ms. Davis questioned if the project was on the MPO's adopted enhancement project list at this time. Mr. Welzenbach replied that the project was never submitted.

Ms. Davis stated that there is a very long list of enhancement projects and it might be nice to include it in the plan just to show that they are consistent with the MPO's plan. Mr. Welzenbach replied that that could be done, but it would not help this particular project as it is not on the list. He stated that it was never submitted for the prioritized list. Mr. Malcolm Smith suggested that it be recommended for consideration in the priority process next year? Ms. Davis agreed. Mr. Welzenbach also agreed, but stated that it would be up to the committee.

Mr. Malcolm Smith moved that a recommendation be made that the City of Daytona Beach Shores submit this project for consideration through the priority process next year. Ms. Weeks seconded the motion.

Mr. Booker agreed with Mr. Welzenbach that the project would cost \$3 million. He stated that this is not just a pedestrian project, it is vehicular and pedestrian safety. Mr. Booker stated that the project entails the installation of medians on SR A1A for approximately four miles. He stated that it originated as an enhancement project in excess of \$24 million as it called for underground electric lines, concrete pavers, etc.

Mr. Booker stated that the project was scaled back to a point where they [City] feel that it could be done and done tastefully, not as an enhancement project but more as a pedestrian and vehicular safety project.

Mr. O'Donniley stated that his city recently submitted a project under the Transportation Outreach Program (TOPs) option. He noted that there is an economic development element to this and as well as the points he [Mr. Booker] has made.

Mr. O'Donniley stated that from his city's point of view as they had submitted it, they had concerns because they had not addressed that design with the abutting property owners to see if they really have limitations of access worked out. He stated that Ormond Beach has learned that this could be a contentious issue.

Mr. O'Donniley stated that the City's choice was to install medians and landscaping which went further than the Shore's approach to the TOPs committee. He stated that he was not speaking for or against the motion at this point, but wanted to point out that their research indicated that there was a clearly recognized economic development element to this project as well as vehicular and pedestrian safety and an increasing bicycle accidents. Mr. O'Donniley noted that if it were fully implemented, it would establish an East Coast Alliance Greenway Trail and it would carry it through the County.

Mr. Welzenbach clarified that in no way shape or form, does the enhancement capacity of that road **word unclear** traffic. Mr. O'Donniley stated that if the State is to be believed in terms of their assertions that would remove inflicting less increases capacity on the **words unclear** then presumably it does increase the capacity. He stated that he may discuss this issue with the State because most modelers add capacity for continuous lefts, but they are not known as suicide lefts for no reason.

Mr. Wheeler agreed that the City of Daytona Beach Shores is late in the process, but they are trying to get **word unclear**. He stated that they have had council problems over the last three years, the City Planner is no longer with the City, but a City Manager is now in office. Mr. Wheeler stated that the City Planner did not attend meetings that would have been important to the City.

Mr. Wheeler stated that he did not know until a short time ago that the City had a project ready to go. He stated that he came prepared to address the CAC at the September meeting, but was discouraged not to do that. Mr. Wheeler stated that as a result of that, the MPO member brought it directly to the MPO and he attended the meeting and his comments were made a part of the MPO minutes.

Mr. Wheeler stated that the MPO member made the motion to increase the whole length of SR A1A study into the LRTP so that they would have a chance to compete with others for other programs such as TOPs. Mr. Wheeler stated that the City does not have any projects in the LRTP and there is an element of economic development. It was brought up, seconded and endorsed by several members of the MPO, but the issue of money never came up. He stated that the \$3 million was brought up by members of the MPO.

Mr. Welzenbach noted that Mr. Booker raised the issue of the \$3 million at the Board meeting in response to a question about the cost of the project. Mr. Booker replied that Mr. Welzenbach raised the issue and he had answered his question with \$3 million.

Mr. Wheeler stated that Mr. Booker was answering the question of the project cost, but he did not go to the meeting asking for money. He stated that they wanted to access the LRTP so that they compete on other things such as grants.

Mr. Welzenbach noted that in order for the project to be in the LRTP, there has to be money for it. Mr. Booker stated that at the time the MPO Board requested that it come back and be revisited by the TCC and CAC, we were not facing the financial constraints that he is hearing today. He stated that this has all materialized in the last 2-3 weeks. Mr. Welzenbach replied that that was not correct.

Mr. Booker stated that this issue was never discussed at the MPO meeting.

Mr. Prioletti stated that when filling out the TOPs application it is nice to say that it is consistent with the MPOs LRTP. He went on to say that the MPOs LRTP has a lot of parts to it and that includes policies regarding efforts to include pedestrian safety and vehicular safety through the installation of medians etc. Mr. Prioletti stated that when preparing the applications if there are policies in your plan that say those things you could say that your application is consistent with the LRTP. He noted that you do not have to have a project funded in the LRTP to say it is consistent with the Plan and this might help the City get applications in for funding.

Mr. Welzenbach noted that there is such a policy in the existing LRTP and that will carry over to the Refinement.

Mr. Nave stated that Ormond Beach just went through the issue of medians etc. He asked if the MPO had any input or monetary involvement in that? Mr. Nave stated that he is all for medians as his son was seriously injured in an accident in July because a median was not in place on a certain road. He stated that he would like to see a project that was not scaled back rather than one that was scaled back just to squeak it in somewhere.

Mr. Booker replied that they did not scale it back to squeak it in, they scaled it back for **words unclear**. Mr. Nave asked if they felt that it would be a better project if it were not scaled back? Mr. Booker replied that they are also applying for highway beautification funds once the medians are constructed in order to do some enhancement through that. They are not asking the MPO to do the enhancement work for them.

Mr. Wheeler stated that a big chunk of the study was the underground utilities. Mr. Welzenbach noted that the whole project was the SR A1A beautification project and it went through a whole series of elements one of which dealt with pedestrian safety.

Mr. Booker stated that initially in 1997, there was a project that encompassed everything from Ormond Beach to Daytona Beach Shores. Daytona Beach was successful in obtaining funding to do the enhancement side of it. Mr. Booker stated that this project has been endorsed by Jon Cheney and his e-mail to Mr. Welzenbach included a statement that asked that this project be included in the LRTP-R in October.

Mr. Booker stated that the City attempted to address the MPO Board in August but was not allowed to so by the Chairman of the Board. Mr. Welzenbach replied that Mr. Cheney did recommend that back in August or September at the LRTP-R Subcommittee meeting and it was voted down. Mr. Booker stated that the e-mail was written in October. Mr. Welzenbach replied that the e-mail was written in October, but Mr. Cheney raised the issue before the committee in August or September and the LRTP-R Subcommittee voted it down.

Mr. Welzenbach went on to say that Mr. Cheney had recommended that the entire SR A1A corridor be included in the LRTP-R.

Mr. Wheeler asked that the motion be restated at this time.

Ms. Zakaluzny stated that the CAC's motion was to recommend having the project revisited for consideration next year during the project prioritization process.

Ms. DeParry offered a friendly amendment in which to add a note to the 2020 Plan to specifically recognize the importance of this project for pedestrian safety and economic development and whatever else the group may want to say.

Chairman Donohoe asked if the group moved along as suggested by Ms. DeParry, would it satisfy what the City would like to have in the minutes of the meeting? Mr. Booker asked for clarification on what was being done? Ms. DeParry replied that the motion would be amended to suggest that there be specific mention of the City's project in that it is important for pedestrian safety, etc. in the MPO's Plan.

Mr. Welzenbach asked why the City needed to have the project included in the Plan? Ms. DeParry replied that when they apply for grants they can check the box that says it is consistent with the 2020 Plan. Mr. Welzenbach replied that it does not have to be identified as a particular project to be consistent with the Plan. He stated that Vice-Mayor Kyser's concern was that it would not be eligible, but that is not a concern because it is eligible. Mr. Welzenbach noted that none of the enhancement projects, none of the bicycle path projects, and none of the pedestrian safety projects are in the LRTP, but they are in the TIP and are being funded using federal dollars.

Mr. Welzenbach stated that the federal government put a mandate in 1991 on MPOs that says that any project that was going to be added to capacity or a new road had to be in the 20-year plan. He stated that they did this primarily because of the Clean Air Act of 1990 and air pollution. Mr. Welzenbach went on to say that anything that is considered air pollution neutral (transit improvements, bicycle improvements, and pedestrian improvements) do not have to be in the LRTP-R Plan to get federal dollars.

Mr. Welzenbach asked again for clarification on why Daytona Beach Shores wants to have the project in the Plan. Mr. Booker replied that they are concerned because it gives their project a lot more credence to be in the LRTP. Mr. Booker asked why everything in the LRTP had to be capacity improvements? Mr. Welzenbach replied that it does not have to be and he has said this in the letter, on the phone and during today's meeting.

Mr. Welzenbach replied that the dollars set aside for the LRTP are capacity improvement dollars because we pulled out transit operations, bicycle, and pedestrian projects. The dollars for this plan are for roadway improvements. Mr. Booker stated that the answer being given for Volusia County is to always widen or extend and never **words unclear**. Mr. Welzenbach replied that no, the answer is that the set aside is already accounted for and since we want to ensure that the set aside continues, we did not include it in the Cost Feasible Plan. Mr. Booker clarified that Mr. Welzenbach was referring to the set aside by federal mandate. Mr. Welzenbach replied no, it was done by Volusia County MPO policy.

Ms. Davis seconded the amendment to the motion. The roll was taken and the motion failed by a vote of 10 nays, 2 yeas, and the Chairman abstained.

A roll call vote was taken on the motion recommending that the project be submitted for consideration during the project prioritization process next year. The motion passed by a vote of 8 yeas and 5 nays.

Mr. Huttmann stated comments regarding consistency were good and he is not sure but they have submitted applications to FDOT and the MPO for their review. They have answered questions about consistency and he has always interpreted that to mean is it a project that is listed in the LRTP. Mr. Huttmann stated that he would like clarification on the matter.

Mr. Welzenbach replied that in the existing 20 year Plan, there is specific language that addresses the fact that there are definite needs for pedestrian improvements and bicycle improvements in Volusia County. Mr. Welzenbach pointed out that this is not abnormal in any way and at the MPO he worked at previously it was done in a similar way.

Mr. Huttmann stated that when the MPO staff and FDOT is reviewing the applications and they have answered a specific question about it being consistent with the MPOs LRTP-R and it is not a project that is listed and the submitting agency or individual says yes it is. How does the MPO currently interpret that question on the application? Mr. Welzenbach asked if Mr. Huttmann was referencing the priority process? Mr. Huttmann replied yes.

Mr. Cheney expressed apologies for being late to the meeting. He stated that the question brought up by Mr. Huttmann depends on the application being submitted. If Daytona Beach Shores is asking for pedestrian islands along SR A1A, that would fall under traffic operations applications which does not need to meet any consistency with the LRTP because those types of projects are not addressed within the 2020 LRTP.

Mr. Cheney stated that if they are doing it through the pedestrian set-aside it would fall under that category and as noted by Mr. Welzenbach it would be covered. Mr. Cheney stated that if it came under a major project like what Daytona Beach is doing right now, that came under enhancement funds and that

was another criteria. He stated that if it is just an asphalt building job or a road building job then his interpretation is that it would have to be consistent with the 2020 Plan for the application **words unclear**.

Mr. Welzenbach stated that it would have to be specifically consistent and it would have to be a project in the Plan.

Discussion continued.

Mr. Booker moved to include the SR A1A project in the LRTP-R. The motion died due to a lack of a second.

Mr. Prioletti moved to recommend that the MPO state that certain projects (Traffic Operations, Bicycle/Pedestrian, and Safety improvements) while not specifically listed, are in fact consistent with the goals and objectives of the LRTP-R. Mr. Harowski seconded the motion.

Mr. O'Donniley stated that he has not heard anyone say that the project is not consistent; therefore a motion is not necessary. He stated that we are trying to be accommodating to one another. Mr. O'Donniley stated that the real truth is that the merit of the motion was that if we wanted to set additional monies aside for this type of project we could change the funding formula that the MPO has which is 12.5%. Mr. O'Donniley stated again that no one has said that the project is not consistent with the plan.

Mr. Cheney asked if the FDOT representative had provided input on this matter?

Mr. Zielinski replied that improvements of this type are not inconsistent with the plan and they may be consistent with the general goals of the plan, but that is not something that you could go check on. He stated that he believes that the project is not inconsistent with the Plan.

Mr. Welzenbach asked if Mr. Prioletti was asking that a resolution be adopted by the MPO. Mr. Prioletti replied yes.

The motion carried.

IV. Discussion Items, Presentations, and Status Reports

A) Discussion Regarding Attendance by the Citizens' Advisory Committee Members

Chairman Donohoe reported that the MPO Chairman advised that the CAC should not have the absences that we have had by the committee members. He stated that staff was able to point out that there was inconsistencies with member attendance.

Chairman Donohoe stated that due to the number of absences by some members of the committee, letters were sent out to six members of the CAC rescinding their membership on the CAC. Letters were sent to the MPO Board Members three days prior to the letters to the CAC members so that they were aware that their representative was not in compliance.

Chairman Donohoe stated that Mr. Wheeler had missed meetings due to surgery so his membership was rescinded. Ms. Zakaluzny noted that the Chairman was referencing Mr. McMaster's appointment, not that of Mr. Wheeler.

Mr. McMasters stated that some of the MPO Board members were not aware of the 25% noted in the By-laws regarding absences. In regards to his absences he explained why he would not be at particular meetings to his City Council Members and they did not have a problem with the absences. Mr. McMasters stated that he was surprised when he had received his letter and immediately contacted his MPO Board Member and Ms. Zakaluzny to discuss the issue.

Chairman Donohoe stated that with the action taken in regards to attendance, the members would be more aware of what is required of them.

Ms. Davis suggested that the By-Laws be reviewed for possible changes in regards to the attendance policy. She stated that the attendance policy is somewhat inconsistent as you can miss three consecutive meetings or 25% of the meetings over the year. Ms. Davis stated that it might be a good idea to have it one way or another.

Chairman Donohoe asked the following members to serve on a By-Laws Subcommittee: Barbara Davis (Chair), Walt Smith, and Minnie Weeks in order to review the By-Laws and come up with a recommendation.

Ms. Zakaluzny stated that the MPO Board would take the final action on any proposed changes to the CAC By-Laws.

Ms. Davis asked if anything had been done to address the vacancies that are on the committee? Ms. Zakaluzny noted that new appointments have been made by Orange City, Oak Hill, Lake Helen, and Ormond Beach. Chairman Donohoe stated that letters were sent to the MPO members who did not have an appointment.

Mr. Nave asked if CAC members were allowed to have an alternate? Ms. Zakaluzny replied no, only the TCC members were allowed to have alternates.

Mr. McMasters suggested having the Executive Committee of the CAC address the issue and then they could forward it to the CAC as a whole. Ms. Davis suggested that it be placed on the CAC agenda for the January meeting so that the whole committee could discuss it.

- B) FDOT Reports
 - Presentation of FDOT Tentative Five-Year Work Program

Mr. Zielinski presented copies of the Tentative Five-Year Work Program for the members to review. He proceeded to go over the projects in the Work Program and discussion took place.

Chairman Donohoe commended Mr. Zielinski for his work with the MPO.

V. Staff Comments

Mr. Welzenbach wished everyone Happy Thanksgiving.

Mr. Welzenbach stated that staff would be sending out a fax to the TCC and CAC members urging that they contact their respective MPO Board Member regarding what occurred today, especially with regard to the LRTP-R. Mr. Welzenbach stated that staff would also be contacting the Board Members with a report on today's meeting.

VI. TCC and CAC Member Comments

Vice-Mayor Al Blue, Orange City, introduced Orange City's new CAC Member, Mr. Thomas Laputka.

Vice-Mayor Blue asked if staff could provide him with a graphic of present and proposed emergency routes. Mr. Cheney replied that he was not aware of any proposed routes; however, under the County's Website there may be helpful information under the Emergency Management Department area.

Mr. Welzenbach reported that there will be a meeting on the SR 44 PLEMO Study on Wednesday, November 22, 2000 at 9:00 AM. The meeting will be held at the FDOT Office in DeLand for those wishing to attend.

VII. Press/Citizen Comments

No comments were noted.

VIII. Adjournment

The meeting adjourned at 3:50 PM.



Volusia County MPO

Transportation Planning

1190 Pelican Bay Drive Daytona Beach, FL 32119-1381

Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 Email: vcmpo@worldnet.att.net

Volusia County Council Member Patricia Northey, Chair

Barbara Davis, AICP, Director

Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the **VOLUSIA COUNTY METROPOLITAN PLANNING ORGANIZATION** (VCMPO) will be meeting on:

DATE: Tuesday, October 26, 1999

TIME: 8:30 AM

PLACE: Volusia County Mobility Management Center 950 Big Tree Road South Daytona, Florida

NOTE: PLEASE TURN ALL BEEPERS AND CELLULAR PHONES OFF DURING THE MPO BOARD MEETING

Council Member Patricia Northey, Chair Presiding

AGENDA

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. COMMITTEE REPORTS

- A. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB) (Contact: Linda Funicello/Council Member Bruno) (Enclosure, page 1)
- B. CITIZENS ADVISORY COMMITTEE (CAC) (Contact: Rhoda Goodson) (Enclosure, page 1)
- C. TECHNICAL COORDINATING COMMITTEE (TCC) (Contact: Saralee Morrissey) (Enclosure, page 1)

III. CONSENT AGENDA

- A. APPROVAL OF SEPTEMBER 22, 1999 MEETING MINUTES (Contact: Barbara Davis) (Enclosure, pages 2 -16)
- B. APPROVAL OF TREASURER'S REPORT (Contact: Herb Seely/Mayor Asher) (Enclosures, pages 2, 17)

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III. CONSENT AGENDA (continued)

C. APPROVAL TO AUTHORIZE MPO SENIOR TRANSPORTATION PLANNER, MIKE NEIDHART, TO SIGN INVOICES FOR ALL MPO PLANNING GRANTS IN ABSENCE OF MPO DIRECTOR (Contact: Barbara Davis) (Enclosure, page 2)

IV. ACTION ITEMS

- A. REVIEW AND APPROVAL OF LONG-RANGE TRANSPORTATION PLAN-REFINEMENT (LRTP-R) BASE YEAR MODEL VALIDATION -- Presentation by Dr. Scot Leftwich, LCE, Inc. (Contact: Barbara Davis/Mike Neidhart) (Enclosure, pages 18 - 22)
- *B. REVIEW AND APPROVAL OF CONTRACT FOR NEW MPO EXECUTIVE DIRECTOR (Contact: Herb Seely/Council Member Northey) (to be distributed at the meeting) (Enclosure, page 23)
- C. APPOINTMENT OF NOMINATING COMMITTEE FOR YEAR 2000 MPO OFFICERS AND MPOAC REPRESENTATIVES (Contact: Barbara Davis/Council Member Northey) (Enclosure, page 24)
- D. REVIEW AND APPROVAL OF YEAR 2000 TRANSPORTATATION LEGISLATIVE ISSUES (Contact: Barbara Davis/Council Member Martin) (Enclosures, page 25 - 30)
- E. REVIEW AND APPROVAL OF RESOLUTION 99-23 SUPPORTING VOLUSIA COUNTY MPO PROJECT APPLICATION (the widening of I-4 from Dirksen Drive to SR 472) FOR FAST TRACK ECONOMIC GROWTH TRANSPORTATION INITIATIVE FUNDING (Contact: Barbara Davis) (Enclosures, pages 31 - 33)
- F. REVIEW AND APPROVAL OF RESOLUTION 99-24 SUPPORTING VOLUSIA COUNTY MPO PROJECT APPLICATION (An Amtrak Station in the Coastal Area of Volusia County) FOR FAST TRACK ECONOMIC GROWTH TRANSPORTATION INITIATIVE FUNDING (Contact: Barbara Davis) (Enclosures, pages 34 - 36)

V. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

- A. FDOT REPORTS (Contact: John Zielinski) (Enclosures, pages 37 46)
 - Monthly Reports

*Item TENTATIVE -- pending outcome of the interview and negotiation processes.

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VI. DIRECTOR'S REPORT (page 47)

VII. MPO MEMBER COMMENTS (page 47)

VIII. PRESS / CITIZEN COMMENTS (page 47)

IX. ADJOURNMENT (page 47)

Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.

Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Mayor Vandergrifft referenced the salary increase after a six-month evaluation. Chair Northey replied that this was a negotiation issue that was worked out by the Board based on his original salary request. Mayor Vandergrifft stated that it might have been a good idea to say that the performance evaluation should equal some certain number. Chair Northey replied that it would be a successful performance.

Mayor Vandergrifft stated that if he receives a satisfactory evaluation, it does not mean he deserves that type of an increase. Chair Northey replied that the Executive Committee could take this into consideration next year during their evaluation of Mr. Welzenbach.

Commissioner Apgar stated that there is a probationary period and all of the members of the Executive Committee will take a hard look at his performance in regards to the way he handles the employees, press, and the MPO Board. They will look hard at the issue of continuing his employment.

The motion carried, with Mayor Hood and Council Member John voting no.

Commissioner Gardner questioned when the next salary increase would be made. Chair Northey stated that after he gets to the \$59,675 range, he would not get another raise for one year. The increase to \$59,675 would happen after the sixmonth evaluation.

Chair Northey asked Mr. Kornreich to take care of the changes to the contract and to get them to Ms. Davis.

A. Review and Approval of Long-Range Transportation Plan-Refinement (LRTP-R) Base Year Model Validation – Presentation by Dr. Scot Leftwich, Leftwich Consulting Engineers, Inc.

Dr. Leftwich presented the Base Year Model Validation for the refinement of the LRTP. He stated that the model will look at specific roadways and transit features to see what happens in the future when you add widenings of roadways and new roadways. The model validation replicates what your trip making activities are on a daily basis and then puts it into a mathematical model. This allows us to look at what happens to the whole county.

Dr. Leftwich noted that the model is the best in the State because it is using the 1997 base year data. The other models are using 1990 or 1995 data. He noted that an airport feature has been included in the model validation.

Commissioner Gardner asked if there was any chance that he could get a copy of the report in easier to understand language. Dr. Leftwich replied that there are reports available and comments submitted will be included in the final report. Council Member John asked who was being spoken to at the Airport regarding this project? Dr. Leftwich replied that no one is being contacted as the model is completed. It was asked when the project began? Dr. Leftwich replied that the work started approximately six months ago. Council Member John asked for a project cost by Dr. Leftwich. Dr. Leftwich replied that the model validation cost is \$107,000.

Minor discussion took place.

Mayor Asher moved to approve the base year model validation. Council Member Martin seconded the motion.

Ms. Davis informed the Board members that we need to have a current validated model in order to run the alternatives. Alternatives testing allows us to look at various roadway scenarios. Ms. Davis continued to say that as soon as we get an approved validated model, staff would come back to the Board with the alternatives for the Board to review. This will then help the Board decide which projects will be included in the Long-Range Transportation Plan Refinement.

The motion carried, with Council Member John voting no.

C. Appointment of Nominating Committee for Year 2000 MPO Officers and MPOAC Representatives

Chair Northey stated that she was appointing the following Board Members to the Nominating Committee: Council Member Northey, Council Member Bruno, Mayor Asher, Commissioner Shuttleworth, and Council Member Martin.

Vice-Kyser moved to approve the appointments to the Nominating Committee. Council Member Ward seconded the motion.

Mayor Vandergrifft expressed his objections to two County Council Members being appointed to the Committee. Council Member Bruno replied that he would like for Mayor Vandergrifft to be appointed in his place.

Chair Northey stated that she had intended to appoint Vice-Mayor Locke to the Nominating Committee, but he is not in attendance today. Therefore, Council Member Bruno was asked to serve.

The motion, as amended, carried. Mayor Vandergrifft voted no.

D. Review and Approval of Year 2000 Transportation Legislative Issues

Council Member Martin went over the items that were chosen to be in the Year 2000 Legislative Issues Packet. She stated that the Committee has selected new items and included some of the items that were in last year's legislative packet.

Volusia County MPO

Transportation Planning		Please be advised that the VOLUSIA COUNTY METROPOLITAN PLANNING ORGANIZATION (VCMPO) will be meeting on:		
1190 Pelican Bay Drive	DATE:		Tuesday, August 22, 2000	
Daytona Beach, FL 32119-1381	TIME:		8:30 AM	
Phone: 904-322-5160 SunCom: 380-5160 Fax: 904-322-5164 Email: vcmpo@worldnet.att.net	PLACE:		Volusia County Mobility Management Center 950 Big Tree Road South Daytona	
Mayor Baron "Bud" Asher, Chairman			South Duytona	
Karl D. Welzenbach, Executive Director	NOTE: PLEASE TURN ALL BEEPERS AND CELLULAR PHONES OFF DURING THE MPO BOARD MEETING			
Daytona Beach	******************			
Daytona Beach Shores	Mayor Baron H. Asher, Chairman Presiding			
DeBary	AGENDA			
DeLand	I.		L TO ORDER / ROLL CALL / DETERMINATION OF	
Deltona		QUC	DRUM	
Edgewater	II.	CON	ISENT AGENDA	
Holly Hill		A)	APPROVAL OF JUNE 26, 2000 MEETING MINUTES (Enclosure, pages 1-24) (Contact: Darla Zakaluzny)	
Lake Helen				
New Smyrna Beach		B)	APPROVAL OF TREASURER'S REPORTS (Enclosures, pages 1, 25-26) (Contact: Herb Seely)	
Oak Hill	III.	CON	IMITTEE REPORTS AND PRESENTATIONS	
Orange City		A)	CITIZENS ADVISORY COMMITTEE (CAC)Report by Tom Donohoe, Chairman (Enclosure, page 27)	
Ormond Beach				
Pierson		B)	TECHNICAL COORDINATING COMMITTEE (TCC) Report by Jon Cheney, PE, Chairman (Enclosure, page 27)	
Ponce Inlet		\mathbf{C}	EVECUTIVE COMMITTEE Deposit by Chairman Dud	
Port Orange		C)	EXECUTIVE COMMITTEEReport by Chairman Bud Asher (Enclosure, page 27)	
Volusia County				

MEETING NOTICE

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IV. ACTION ITEMS

- A) REVIEW AND APPROVAL OF REVISED MPO BUDGET AND MEMBERSHIP ASSESSMENTS (Enclosure, pages 28-34) (Contact: Karl Welzenbach/Herb Seely)
- B) REVIEW AND APPROVAL OF AN AMENDMENT TO RESOLUTION 2000-07 AUTHORIZING THE EXECUTIVE DIRECTOR TO APPLY FOR AND EXECUTE THE SECTION 5303 PLANNING GRANT APPLICATION (Enclosure, pages 35-37) (Contact: Karl Welzenbach)
- C) REVIEW AND APPROVAL OF FY 2000-2001 PRIORITY PROJECT LISTS (Enclosures, pages 38-43) (Contact: Karl Welzenbach/Mike Neidhart)
- D) REVIEW AND APPROVAL OF RESOLUTION 2000-16 TO PROMOTE THE INCLUSION OF PARK-N-RIDE LOTS IN THE VICINITY OF I-95 AND I-4 IN THE DISTRICT V PARK-N-RIDE PROGRAM. (Enclosure, pages 44-46) (Contact: Karl Welzenbach)

V. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

- A) UPDATE ON THE LONG-RANGE TRANSPORTATION PLAN-REFINEMENT (LRTP-R) (Enclosure, page 47) (Contact: Mike Neidhart)
- B) FDOT REPORTS (Enclosures, pages 48-58) (Contact: John Zielinski)

VI. EXECUTIVE DIRECTOR'S REPORT (page 59)

- VII. MPO MEMBER COMMENTS (page 59)
- VIII. PRESS / CITIZENS COMMENTS (page 59)

IX. ADJOURNMENT (page 59)

- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

The motion to approve the \$0.10 assessment carried by a vote of 14 (yea's) to 5 (nay's).

Chairman Asher asked that all Board Members take this back to their respective governing bodies and provide a report at the next meeting on what action had been taken by their city so that we can move to the next step.

B) Review and Approval of an Amendment to Resolution 2000-07 Authorizing the Executive Director to Apply for and Execute the Section 5303 Planning Grant Application

Mr. Welzenbach stated that this action is a request of the FDOT due to problems with other MPOs in the state as far as the application process. Mr. Welzenbach stated that they would like to have the resolution specifically state that the grant application is for the Section 5303 funding and that the Executive Director is authorized to sign and execute the agreements. He stated that the necessary changes have been made to the resolution and are now being brought to the Board for approval.

Vice-Mayor Kyser moved to approve Resolution 2000-07. Commissioner Apgar seconded the motion and it passed unanimously.

C) Review and Approval of FY 2000-2001 Priority Project Lists

Mr. Welzenbach stated that the Board needs to address the issue of whether or not the Board wants to address this as an action item today. He stated that it is up to the Board to decide if a public hearing is to be held on the priority lists. Mr. Welzenbach reported that traditionally the MPO has a public hearing on the priority list, the Work Program, and then on the TIP.

Mr. Welzenbach pointed out that the Work Program that is developed by FDOT will include the priority lists and the TIP will also include the priority lists. He stated that a public hearing on the priority list is not needed because it will be addressed in two other public hearings. Mr. Welzenbach stated that if the Board wishes to hold a public hearing and have approval of the lists in September, then that could be worked out and a draft listing could be submitted to FDOT following today's meeting.

Chairman Asher stated that if the Board decides to hold a public hearing, then this item would be for review only today.

Council Member John asked why the ten items listed on the yellow summary sheet were being dropped? Mr. Welzenbach replied that at the last meeting of the LRTP-R Subcommittee they specifically addressed the inclusion of the existing priority list and the proposed refinement. He noted that several projects submitted for the priority list were not in the existing adopted 2020 LRTP, but this was allowed as we

were going through a refinement to the plan. Mr. Welzenbach stated that it was agreed that after all three alternatives were run, the LRTP-R Subcommittee would look at the priority lists and drop those projects that were not recommended.

Mr. Welzenbach stated that the projects listed are the ones that the Subcommittee is recommending for deletion from the priority list. Council Member John referenced the SR 415 projects (#1 and #2) on the listing. Mr. Welzenbach stated that the last paragraph lists the projects that are being recommended for removal. They are (1) the Orange Avenue Bridge, (2) the Main Street Bridge, (3) Spruce Creek Road, and (4) the Shuntz Road Extension.

Council Member John asked if there was any chance that the projects would be funded once they were removed from the list? Mr. Welzenbach replied that if they are not in the LRTP, there is no chance that they would be funded. However, the bridge projects could be funded under replacement and they do not have to be in the LRTP. Council Member John asked if by doing this, are opportunities lost?

Mr. Cheney replied that the County could still apply for the bridges to be replaced. He stated that they had also asked that the two bridges be widened. Mr. Cheney stated that the Main Street Bridge is being looked at closely to see if the approaches on both sides could actually be widened. He stated that the answer is probably no, not at this time. Mr. Cheney stated that he had a question about the Orange Avenue Bridge (2-lane or 4-lane) on both approaches.

Council Member John clarified that it does not take away any options. Mr. Cheney replied that it takes away the option to widen the Orange Avenue Bridge because it is not on the LRTP for widening. Council Member John noted that the bridges effect everyone and there will never be enough money in the County's budget to do both bridges.

Council Member Jaynes asked why the projects could not be left in? Mr. Welzenbach replied that they can not be on the list if they are not in the LRTP. They were removed from the final alternative of the LRTP due to funding. Mr. Cheney noted that there was not enough money in the LRTP to fund all of the projects. He noted that the bridges cost approximately \$40 million.

Council Member Jaynes stated that the projects were arranged in order of priority; therefore, why not remove projects from the bottom of the list. Mr. Welzenbach replied the projects listed on the yellow sheet are not in the current 2020 LRTP, but all of the other projects are included. In order for the projects to be funded, they must be on the LRTP.

Mr. Welzenbach stated that ten projects were submitted for the priority listing but are not currently in the LRTP. He noted that all of them were modeled in one or more of the alternatives for the LRTP-R. Upon completion of the modeling, the Subcommittee met to address the projects that were not currently in the LRTP and they would need to be removed from the priority list. Mr. Welzenbach stated that the four projects, noted earlier, were the ones recommended for removal.

Vice-Mayor Kyser referenced page 43 of the agenda in regard to the beautification of SR A1A. She stated that there is \$19-22 million for the beautification of this roadway, but it only goes through the Daytona Beach area. Vice-Mayor Kyser stated the study for the beautification covered SR A1A from SR 40 (Granada Boulevard) to SR 421 (Dunlawton Avenue). She assumed that all of SR A1A would be beautified because it was part of the project.

Vice-Mayor Kyser stated that the 1995 LRTP has only the corridor study in Daytona Beach included from the south city limits to the north city limits. She asked if there was any way that it could be prolonged so that the Daytona Beach Shores and Ormond Beach areas could be included.

Mr. Welzenbach replied that when the 1995 LRTP was being worked on there was a call for projects for enhancement dollars. He stated that at that time Daytona Beach applied for enhancement dollars for the beautification of SR A1A from the south city limits to the north city limits. Mr. Welzenbach went on to say that upon adoption of the LRTP and approval of the enhancement list, the very following year a study was commenced on the beautification of SR A1A from SR 40 to SR 421. He stated that this was an independent and separate issue.

Mr. Welzenbach stated that the projects shown in the priority list came out of the 1995 LRTP. He noted that the study came out in 1997, therefore, what is in the priority list has been there for quite some time and can not change.

Mr. Welzenbach stated that it was the City of Daytona Beach's application and it was approved. Vice-Mayor Kyser stated that she does not understand why it can not be changed. Mr. Welzenbach replied that there is no money available and he does not recall Port Orange, Ormond Beach or the Shores submitting an application for the beautification of SR A1A from their city limits.

Vice-Mayor Kyser replied that that was probably correct and Mayor Asher has been trying to help the City with this. She stated that she was not aware that they were five years too late for enhancement funds. Mr. Welzenbach stated that the enhancement fund process came back this past year, but that is the last call for enhancement funds until Congress readdresses the transportation bill.

Chairman Asher noted that the City of Daytona Beach had to provide matching funds for their project.

Mayor Shuttleworth stated that he would like to see a public hearing held as there was not enough public input on the Mangoe-Matanzas project (#22 on the list). Chairman Asher replied all of the members sit as part of the MPO. Decisions and

discussions about things that need to be an MPO decision should be handled here and they do not need to be taken to another body.

Council Member Jaynes moved to take the lists to public hearing. The motion was seconded by Mayor Shuttleworth and carried.

Council Member Martin expressed concern about the removal of the Shuntz Road and Spruce Creek Road projects. She stated that Shuntz Road has been a priority of the Port Orange area for some time; therefore until the Board has adopted the revised LRTP she believes that removing anything off of the list is premature. Council Member Martin stated that we are going to want people to bring up issues (emergency purposes) and she feels that there are reasons to leave these on the list until the Board has formally adopted the LRTP-R.

Mr. Welzenbach replied that Port Orange had submitted two interchanges for I-4, and Port Orange staff directed that this was an either/or situation. He stated that the two interchanges were Shuntz Road and Taylor Road and both were modeled. Mr. Welzenbach stated that the idea was to see which would handle the traffic better. He stated that on the recommendation of Port Orange (seconded by Ormond Beach), it was approved by the LRTP-R Subcommittee that the Taylor Road Extension to I-4 with an Interchange would remain on the LRTP and Shuntz Road would be dropped.

Mayor Arthur stated that the MPO is a county-wide board and this should be addressed as a county-wide situation (referencing SR A1A). He stated that if any projects are to be done, then why wasn't the SR A1A project extended all of the way down. He stated that there needs to be better planning and things need to be addressed in a better way. Mayor Arthur asked why this could not be readdressed in order to see if Ormond Beach and Daytona Beach Shores would be interested in being a part of it.

Commissioner Costello stated that if this is something that Daytona Beach did and is being rewarded by it, then he does not want to try and come in at the end and say great job, now give us some. He stated that if it was an MPO project, then everyone should have been included. Commissioner Costello stated that he does not want to see something done just for Ormond Beach, he wants it to be done for the whole area. He stated that he does not know whether or not he should ask for this to be changed.

Chairman Asher stated that he is willing to help other areas, not just Daytona Beach.

Mr. Welzenbach stated that it was the chronology. He went on to say that Daytona Beach had applied for and had funding approved before the study had even started. The study has said that the whole corridor needs to be done, but Daytona Beach had already secured funding for their section.

Council Member Northey clarified that the project has been on the MPOs enhancement list for many years. She stated that the reality is that there is a giant fiscal impact just to this one project. Mr. Welzenbach replied that this project will take every penny of enhancement dollars for the next twenty years.

Council Member Jaynes stated that the LRTP-R report should have been made first and then the priority list should have been addressed.

D) Review and Approval of Resolution 2000-16 to Promote the Inclusion of Park-N-Ride Lots in the Vicinity of I-95 and I-4 in the District V Park-N-Ride Program

Mr. Welzenbach stated that at the last meeting Commissioner Costello recommended that the MPO look into securing land or property for park-n-ride lots in the vicinity of I-4 and I-95. He stated that FDOT District V would be pursuing a study that will identify future park-n-ride lots for activities such as vanpooling and carpooling. Mr. Welzenbach stated that it is hoped that the new Central Florida MPO Alliance would be able to address this issue at their first meeting.

Mr. Welzenbach noted that the resolution promotes the idea of developing a park-n-ride lot in the vicinity of I-4 and I-95.

Chairman Asher asked if the Board wished to notice the public hearing for the priority lists. The response was yes. Chairman Asher asked Mr. Welzenbach to take care of this matter.

Commissioner Costello moved to approve Resolution 2000-16. Council Member Northey seconded the motion.

Council Member John clarified that the resolution is just to tell FDOT that this is a good idea. Mr. Welzenbach replied yes, since they will be investigating the matter it would be a good idea for the MPO to express that they would like to have a park-nride lot here.

Council Member John stated that the express bus service is not doing well. He questioned if there would be HOV lanes. Mr. Welzenbach replied no, but in the ultimate build out of I-4, there will be HOV lanes extending up to SR 472. He stated that the reversible HOV lanes were done away with.

Commissioner Costello noted that his vision is the private carpooling, but also the diamond lanes (multiple occupant lanes) all the way to I-95 and ultimately having light rail down I-4. He stated that if the land is not purchase now, then we may miss out on an opportunity as the land is there and it is available.

Commissioner Costello expressed his pleasure that FDOT is studying this matter and he would accept their decision on whether or not it would be a good thing to do. He stated that now is the time to study and evaluate to see if it is appropriate to do. Mr. Zielinski stated that the design for the interchange at SR 400 and US 92 is scheduled for FY 2003 so it is a good time to look at this.

The motion to approve Resolution 2000-16 carried unanimously.

V. Presentations and Status Reports

A) Update on the Long-Range Transportation Plan-Refinement

Mr. Welzenbach stated that one issue that came up at the LRTP-R Subcommittee meeting, which the Subcommittee felt should be brought to the Board for information and possible action was the projected revenue stream for the next 20 years. He stated that one of the funding mechanisms available is the local option gas tax.

Mr. Welzenbach stated that this money could go towards capacity enhancement, which is loosely defined. He stated that paving roads could be considered as a capacity enhancement. Mr. Welzenbach stated that the question posed by the LRTP-R Subcommittee is whether or not the funding should be included as a revenue stream. He noted that this is only identifying it as an actual revenue stream -- it does not tie it to anything specific. Mr. Welzenbach stated that this gives us more money to look at for different projects. He informed the Board that the LRTP-R Subcommittee recommended including the funding as part of the revenue stream.

Mr. Neidhart stated that one of the primary tasks undertaken by the MPO is putting together the LRTP every few years. He stated that is the vision of where the MPO wants things to go in twenty years. Mr. Neidhart stated that another task related to the LRTP is the priority lists as discussed earlier in the meeting. He stated that projects are identified and included in the LRTP. The Plan must be cost feasible with the revenues that are expected to be brought in over the next twenty years.

Mr. Neidhart stated that Staff takes this information to the TCC, CAC, and MPO through the priority list process. The FDOT takes the top projects on the priority list and tries to fund them then they are then included in the Transportation Improvement Program (TIP).

Mr. Neidhart stated that members of the TCC and the CAC serve on the LRTP-R Subcommittee as well as one member of the TDLCB.

Mr. Neidhart stated that the LRTP-R Subcommittee decided to build three alternative scenarios to try to alleviate our transportation needs over the twenty-year period. He stated that the first alternative was developed and staff provided an analysis of the alternative. It was presented to the LRTP-R Subcommittee for discussion and review and the same format was followed for the other two alternatives.

Mr. Neidhart stated that at the last meeting of the Subcommittee, they came very close to agreeing upon a set of projects for submittal to the MPO Board. He stated that the Subcommittee would meet again on Friday to finalize the list. Mr. Neidhart stated the list of projects would then be forwarded to the MPO.

Mr. Neidhart stated that the Subcommittee debated what level of funding needed to be looked for the revenue stream. The LRTP must be consistent with the expected amount of revenues that is brought in. Mr. Neidhart stated that this plan is updated every three to five years so even though we are forecasting out twenty years the process will start all over again in a few years. That plan will take into account the new information that will be available from the 2000 Census.

Commissioner Costello referenced the rezoning and changing of the density of 990 acres west of Ormond Beach by the County. He stated that there has been a tremendous change in the area and the County has on their plan the extension of Tymber Creek Road south, but they do not have the extension of Hand Avenue west on their plan.

Commissioner Costello stated that Ormond Beach did not ask for that in their plan, but now that the County has changed the zoning and density of the land west, should that be on the plan and should the County ask for Hand Avenue to be extended because of that? Mr. Welzenbach replied that this was tested in all three of the alternatives.

Mr. Neidhart stated that Hand Avenue currently ends at Williamson Boulevard. He stated that the extension of Hand Avenue going over I-95 and ending at Tymber Creek Road was tested and modeled. The extension of Hand Avenue from Tymber Creek heading west to SR 40 was also modeled. Mr. Neidhart stated that the traffic projections were low at that portion and the recommendation brought before the LRTP-R Subcommittee was do we do it all the way to SR 40 or scale it back to Tymber Creek Road.

Mr. Neidhart stated that the LRTP-R Subcommittee endorsed the extension of Hand Avenue over I-95 and ending at the extension of Tymber Creek Road. Commissioner Costello asked if the forecast would change due to the increase in density? Mr. Neidhart replied that it would, but when the traffic model and projections were being done, this action had not taken place.

Mr. Welzenbach stated that as far as accommodating the socio-economic change, we must wait three to five years. He stated that every time the LRTP is done, we are taking a snapshot and then it is approved two years later. Commissioner Costello stated that he would like that considered with the snap shot that is being taken today since we now it happened and he does not want to wait 3-5 years to have it looked at.

Mr. Welzenbach replied that we do not have the funding or the time, and we have already identified the population estimates that were done in 1997.

Mayor Vandergrifft asked who served on the LRTP-R Subcommittee? Mr. Neidhart replied that the members of the TCC and CAC serve on the Subcommittee as well as a representative of the TDLCB.

B) FDOT Reports

Mr. Zielinski reported that under Senate Bill 862, the Local Government Advance Reimbursement Program was increased from \$50 million to \$100 million per year statewide. Mr. Zielinski stated that the program allows local governments to fund right-of-way or construction phases including support and then be reimbursed at a later date outside of the adopted Work Program.

Mr. Zielinski noted that environmental or design phases are not eligible for this program. He stated that this allows high priority improvements to be constructed at an earlier date than possible under the normal Work Program process. He stated that the deadline for submitting candidate projects to the Program Development Office in Tallahassee is September 15, 2000.

Mr. Zielinski stated that he would be available after the meeting for anyone wanting further information. He stated that he had also reported this information to the CAC and TCC last week.

Mr. Zielinski introduced Mr. Larry Littlefield, resident construction engineer, who is replacing Frank O'Dea who has been transferred to oversee the I-4 project.

Mr. Zielinski stated that he was asked to check into the status of \$630,000 for VOTRAN's late night service. He reported that those funds have been boxed and will remain that way until a decision has been made on what to do with that project. Mr. Zielinski noted that it will require a local match.

Mr. Zelinski stated that there is a new area Roadmaster for the FEC and he has been directed to proceed with work on the Mason Avenue railroad project as soon as safety improvements have been made to the Dunlawton Avenue/SR 421 crossing in Port Orange.

Mr. Zelinski stated that there has been a lot of turnover at the FEC and it is hoped that the communications would be improved in reference to request for information.

Mr. Zielinski reported the following:

- Project #7 (US 92), page 49, has been completed
- Project #11, page 50, was completed on August 11, 2000
- Project #3, SR 40 sidewalk project began on July 25, 2000
- ➢ I-4 Bridge Project will include a new four lane bridge over Enterprise Road and that is consistent with the County's plan to widen Enterprise Road

Volusia County MPO

Transportation Planning

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Mayor Baron "Bud" Asher, Chairman

> Karl D. Welzenbach, Executive Director

> > Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

MEETING NOTICE

Please be advised that the **VOLUSIA COUNTY METROPOLITAN PLANNING ORGANIZATION** (VCMPO) will be meeting on:

DATE: Tuesday, September 26, 2000

TIME: 8:30 AM

PLACE:

Volusia County Mobility Management Center 950 Big Tree Road South Daytona

NOTE: PLEASE TURN ALL BEEPERS AND CELLULAR PHONES OFF DURING THE MPO BOARD MEETING

Mayor Baron H. Asher, Chairman Presiding

AGENDA (AS AMENDED)

I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM

II. CONSENT AGENDA

 A) APPROVAL OF AUGUST 22, 2000 MEETING MINUTES (Enclosure, pages 1-27) (Contact: Darla Zakaluzny)

B) APPROVAL OF TREASURER'S REPORT (Enclosures, pages 1, 28) (Contact: Herb Seely)

III. COMMITTEE REPORTS AND PRESENTATIONS

- A) CITIZENS ADVISORY COMMITTEE (CAC)--Report by Malcolm Smith, Vice-Chairman (Enclosure, pages 29-30)
- B) TECHNICAL COORDINATING COMMITTEE (TCC)--Report by Jon Cheney, PE, Chairman (Enclosure, pages 29, 31-32)
- Port OrangeC)TRANSPORTATIONDISADVANTAGEDLOCALCOORDINATINGBOARD(TDLCB)--ReportbyFrankVolusia CountyBruno, Chairman (Enclosure, page 29)

Meeting Notice / Agenda, AS AMENDED September 26, 2000 Page Two

III. COMMITTEE REPORTS AND PRESENTATIONS

- D) EXECUTIVE COMMITTEE--Report by Chairman Bud Asher (Enclosure, page 29)
- E) LONG RANGE TRANSPORTATION PLAN REFINEMENT SUBCOMMITTEE (LRTP-R)--Report by Mike Neidhart (Enclosure, page 29, 33-36
- F) TECHNICAL ADVISORY TASK FORCE--Report by Mayor John Masiarczyk (Enclosure, page 29)

IV. ACTION ITEMS

A) REVIEW OF FY 2000-2001 PRIORITY PROJECT LISTS (Enclosures, pages 37-42) (Contact: Karl D. Welzenbach/Mike Neidhart)

Open Discussion: Public Hearing on the FY 2000-2001 Priority Project Lists

- B) APPROVAL OF RESOLUTION 2000-17 ADOPTING THE FY 2000-2001 PRIORITY PROJECT LISTS (Enclosure, pages 43-45) (Contact: Karl D. Welzenbach)
- C) REVIEW AND APPROVAL OF RESOLUTION 2000-18 AMENDING THE FY 2000/2001 TO 2004/2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (Enclosure, pages 46-147) (Contact: Karl D. Welzenbach)
- D) REVIEW AND APPROVAL OF THE SELECTION OF THE CONSULTING TEAM FOR THE MODEL CALIBRATION TASK AND AUTHORIZATION FOR THE MPO AND FDOT STAFF TO COMMENCE WITH CONTRACT NEGOTIATIONS (Enclosure, page 148) (Contact: Karl D. Welzenbach)
- E) APPROVAL OF RESOLUTION 2000-19 SUPPORTING THE PROJECTS SUBMITTED FOR THE COUNTY INCENTIVE GRANT PROGRAM (Enclosure, pages 149-151) (Contact: /Jon Cheney)
- F) ENTERTAIN A MOTION TO EXTEND EXISTING GENERAL CONSULTING CONTRACT WITH LEFTWICH CONSULTING ENGINEERS, INC. (See attached Summary Sheet) (Contact: Karl D. Welzenbach)

Meeting Notice / Agenda, AS AMENDED September 26, 2000 Page Three

IV. ACTION ITEMS

G) ENTERTAIN A MOTION TO ENTER INTO A COLLECTIVE CONTRACTUAL ARRANGEMENT WITH METROPLAN ORLANDO, VOTRAN, AND LYNX TO PAY FOR PROFESSIONAL PROJECT MANAGEMENT SERVICES FOR THE CSX CAPACITY ANALYSIS STUDY (See attached Summary Sheet) (Contact: Karl D. Welzenbach)

V. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

A) FDOT REPORTS (Enclosures, pages 152-161) (Contact: John Zielinski)

VI. EXECUTIVE DIRECTOR'S REPORT (page 162)

VII. MPO MEMBER COMMENTS (page 162)

VIII. PRESS / CITIZENS COMMENTS (page 162)

- **IX. ADJOURNMENT** (page 162)
- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Mr. Seely noted that he would bring this issue to the Board next month, as a budget amendment is required. The cost of liability insurance through the Florida League of Cities will increase from \$1,700 to \$5,000.

Council Member Northey asked why there was an increase? Mr. Seely replied that this is a general increase charge.

A motion was made and seconded to approve the Treasurer's Report. The motion carried.

III. Committee Reports and Presentations

A) Citizens' Advisory Committee (CAC)

Mr. Smith reported that the CAC approved the August 15, 2000 minutes and welcomed Mr. Oscar Brock who is the new representative for the city of Lake Helen. Mr. Smith stated that the CAC received a report on the LRTP-R at which time the following motion was approved: "All functionally classified roads that are eligible for state and federal transportation dollars may be considered for placement on the VCMPO Long Range Transportation Plan Refinement."

Mr. Smith stated that the CAC also moved to include Yorktowne Boulevard and Spruce Creek Road into the LRTP-R. They also accepted the recommended modifications and deletions made by the TCC. Mr. Smith noted that the CAC voted against including the Mangoe-Matanzas Road project into the LRTP-R. A meeting of the TIP Subcommittee will be set up in November in order to address the project scoring criteria.

B) Technical Coordinating Committee (TCC)

Mr. Cheney reported that a summary of the TCC was also distributed this morning. He stated that actions taken were similar to the CAC. Mr. Cheney stated that a motion was made to modify action that was taken by the LRTP-R Subcommittee in regards to local roads being included in the plan. The motion passed was the same as what was passed by the CAC.

Mr. Cheney stated that the TCC also took action to add, modify or delete projects from the LRTP. He noted that the TCC voted to include Mangoe-Matanzas Road into the Plan.

C) Transportation Disadvantaged Local Coordinating Board (TDLCB)

Council Member Northey reported on behalf of Council Member Bruno this morning. She informed the members that the TDLCB took the following actions: (1) approved the June 7, 2000 minutes; (2) approved VOTRAN's monthly paratransit report; (3) approved the annual budget expenditures report for FY 1999/00; (4) approved an update to the Transportation Disadvantaged Service Plan; (5) approved the Annual Operating Report for FY 1999/00; (6) passed a motion recommending that VOTRAN's ADA Committee become a subcommittee of the TDLCB; and (7) reviewed VOTRAN's Trip & Equipment Grant application for FY 2000/01.

Council Member Northey stated that the TDLCB also discussed upcoming legislative efforts to increase funding for transportation disadvantaged services. The TDLCB plans to invite members of the local Legislative Delegation to their next meeting.

Finally, Council Member Northey reported that the next meeting of the TDLCB is November 8, 2000.

Council Member Northey asked if the MPO needs to take action to have the ADA Committee brought under the TDLCB? Mr. Welzenbach replied that he would need to look into the matter.

BIG asked if night service was discussed? Council Member Northey replied that she was not able to answer that question.

D) Executive Committee

Chairman Asher reported that the draft Funding Agreement has been distributed to the members this morning and copies are also being forwarded to the City Managers'. He stated that comments are due back to the staff by October 16, 2000. Chairman Asher requested that this funding agreement be forwarded to all municipality attorneys.

Chairman Asher reported that the VCOG Subcommittee for site locations are pursuing a one-year extension on the current lease.

Chairman Asher stated that the Executive Committee also received a report on the TATF meeting that was held on August 30th.

E) Long-Range Transportation Plan-Refinement Subcommittee (LRTP-R)

Mr. Neidhart gave a lengthy report on what has taken place thus far with the refinement to the LRTP.

Council Member Northey clarified that this was a committee report and no action was needed today. Mr. Welzenbach replied that this was for review. Council Member Northey asked when it would before the Board for final approval? Mr. Welzenbach replied that it could be done next month or it could be done in November if there are additional things that the Board wishes to discuss. Council Member Northey asked who served on the subcommittee from the MPO? She asked if a member of the MPO served on the subcommittee. Council Member Northey stated that there are major changes in here and that is my question (was there an elected official that sat on the subcommittee). Mr. Neidhart replied no, it was members of the TCC, CAC and the TDLCB.

Council Member Northey asked who sat on the subcommittee? Mr. Neidhart replied that all members of the TCC and CAC were members, but not all showed up. All members of the TCC and CAC were members of the committee. He stated that Mr. Malcolm Smith was the chairman of subcommittee and Donna Steinebach of the City of Port Orange served as the Vice-Chair.

Council Member Northey asked what kind of coordination was done with the County on these projects? For instance, deleting the SR 415 widening north of Taylor Road and then adding in other projects. Council Member Northey asked what kind of coordination was done with the County government to permanently **words unclear**. Mr. Neidhart replied that Jon Cheney from your staff along with some additional members of his staff plus we had input from a staff member from the Growth Management Department.

Council Member Northey asked why you put a road on the project list that would go into a dirt road? Was there any thought given to that? Mr. Neidhart stated that he was not sure what was being referenced. Council Member Northey replied Idlewise and Sixler is a dirt road. Mr. Neidhart stated that it will be paved through the County's Dirt Paving Program. Council Member Northey clarified that he was intending that it was being coordinated with that. Mr. Neidhart replied right.

Council Member Northey stated that she has general concerns that she will not talk about now because she has not had a chance to take in the information, but she will put them in print. She stated that she is very concerned about some of this.

Mr. Cheney stated for the record that County staff recommended against dropping the SR 415 widening. Council Member Northey replied thank you Jon.

Council Member McFall stated that she shares Mrs. Northey's concerns. She asked if the Council had looked at any of these new projects? Mr. Cheney replied no, not that he was aware of. Council Member McFall stated that she would have a tough time supporting some of these, particularly new projects when we have not discussed **words unclear**.

Council Member Northey stated that we have eliminated other ones.

Commissioner Costello stated that he was glad to hear these folks saying this. He stated that he is new to this and it looks to him that the committees is where the work of the MPO is being done and he did not know if we are just to rubber stamp it or talk about it. Commissioner Costello stated that it seems like that is where the future planning is done is at that committee according to this.

Council Member Martin stated that we have to realize for the TIP, etc we have always used the TCC and the CAC to work on these, yet the final decision comes to the Board. She stated that those individuals are working on a day by day basis for our cities; therefore she also takes that into account when looking at the changes made. Council Member Martin reiterated the comments made about the Yorketowne Boulevard extension. She stated that when you are coming into the city from the south onto Dunlawton Avenue and turning east it is a disaster at the light and someone will get killed one of these days because there is traffic moving in both directions. Council Member Martin stated that this project would help the problems in that area a lot.

Council Member Martin stated that she is also concerned with some of the items that were deleted as well. She stated that this needs to be studied, but we also need to realize that if there are concerns, then the members need to check with their respective CAC and TCC members about those items.

Mr. Welzenbach requested that any concerns raised be put in writing so that the concerns can be responded too and everyone can get a feel for what is going on.

Vice-Mayor Kyser expressed concern about additional interchanges at I-4. She stated that they are not shown in yellow on the map. Mr. Welzenbach replied that Taylor Road is extended to I-4, and the projects in yellow on the map are recommended changes to the Plan.

Mr. Zielinski noted that any access to the interstates would need federal approval (it is not an automatic thing). He stated that he wished to make note of this early as a couple of the projects have new interchanges. Mr. Zielinski stated that the project for the LPGA extension is fairly close to the **I-95 interchange** project. that is going on now between SR 400 and US 92. {Amended 10/24/00}

Council Member Northey asked if Mr. Zielinski participated in the process? Mr. Zielinski replied yes.

Mayor Arthur stated that he feels that they did a fine job and they did exactly what they were supposed to do. He stated that they figured out what they thought they wanted and it was brought to the MPO Board. Mayor Arthur asked how the Board could ask for more and then the Board decides whether they like it or not.

Chairman Asher questioned if Mayor Shuttleworth wished to speak about Mangoe-Matanzas Road.

Mayor Shuttleworth stated that we are putting something on the long range project that has gone from zero to 200 mph in five months. He stated that no one has seen traffic studies and as far as he is aware, the county engineering department has not looked at it either. Mayor Shuttleworth stated that this is now on the list and yes it is supposedly in the future, and let's face it when things get put on lists or maps everything starts to go in that direction. He went on to say that we are talking about the need for a DRI and yet it seems like we should have a DRI study before we start putting things on a map, particularly a brand new road and even the surveying out there is being questioned. Mayor Shuttleworth stated that with that particular road he thinks that everybody has **words unclear** out a lot of other areas where may be they have had a year or two to study some of these and they are on the long range plan but for something to be developed this quickly without more input and quite frankly review by the surrounding communities. Mayor Shuttleworth stated that he has a real problem with it and he is just being real about it.

Mayor Masiarczyk responded that he totally disagrees and he has sat on the MPO for a couple of years and our process is to plan. He stated that if we were to take every vision that each one of us individually as cities had and shared that everyone else we would never get anything done. The purpose of the LRTP, as he understands it, is to propose something, get it talked about and find out (1) does it make sense? and (2) is there going there going to be a road in a given area?

Mayor Masiarczyk stated that in the next ten or twelve years we will massage that road repeatedly. The obvious thing is if someone in this room could look at the map and look at our area and tell him that there won't be a road there or there won't be a need for a road there in the next 10 or 15 years, then he would be more than willing to succumb to what Mr. Shuttleworth has to say. He stated that we all know that if you look at the map the activity center is the prime spot in Volusia County. Mayor Masiarczyk stated that it comes across I-4 and goes into Deltona and a large portion of that area is surrounded by the activity center.

Mayor Masiarczyk stated that with ARVIDA coming in, there is a vital need for a road there. Mayor Masiarczyk stated that to put it on this plan just means that it will get the scrutiny that Mr. Shuttleworth wants it to get. He stated that it would be looked at repeatedly and he has a difference on the DRI. Mayor Masiarczyk stated that there is not a DRI being done in the area for the road, it is being done because of the activity center. He went on to say that during those discussions and during the in-depth study of that particular one area, we will look at roads, alignments and everything else. Mayor Masiarczyk stated that there is not going to be a north/south road needed in the area on the eastern side of I-4. There has to be one there.

Mayor Masiarczyk stated that when you do long range planning you look at what is existing and the Mangoe-Matanzas section up there is an existing road that we tied into (which is common practice) that we try and tie into an existing road. He stated that there was nothing sinister done by his planning staff or anyone else. Mayor Masiarczyk stated that the confusion was and he does not want to chastise the TCC or the CAC, but he and his CAC member met last week and he was totally confused on exactly what was going on. Mayor Masiarczyk stated that he did not mean to say that he [CAC Member] was not up to date, but the map that he [CAC Member] had in his hand that was received at the meeting did not indicate properly where the road was at. Mayor Masiarczyk stated that he [CAC Member] had some confusion on exactly what our point is, so they did meet and the system is working. He stated that there is no threat to anyone and there is no need to get all excited about this. Mayor Masiarczyk stated that this is the first step in planning and if we brought every aspect, everyone of you into it, and brought all the people and everyone now on it on a road he does not if it would benefit anything but slow it down. Mayor Masiarczyk went on to say that if we would have done this kind of planning on I-4 years ago and on some of our other roads, we would not be in the shape that we are in in the West Volusia area.

Mayor Masiarczyk stated that he believes it is long term planning, it is why we are here and he supports it [Mangoe-Matanzas Road] being left in there and the results are going to be weeded out during the DRI process. He noted that the DRI that everyone keeps bringing up is not a DRI that is being done for that road, it is a joint agreement between the County of Volusia and the City of Deltona who have ownership of that property. For the other local cities to look just exactly at these traffic flows is a big part of it. Mayor Masiarczyk stated that just because the County and City got together to have an interest in it and Lake Helen, DeLand, DeBary, Orange City are all involved in the West Volusia area in this DRI and the discussions about it, everybody will have ample opportunity to discuss this road and he thinks this is just a political play that is going on back and forth (it's in, it's out, it's in). He thinks they proved their case that there is going to be a road in that area and it should stay in and move forward.

Chairman Asher stated that he believes everyone sitting around this table are reasonable people dedicated to ensuring that this county addresses the needs and concerns of the citizens. As such, we can assume that no community would normally impede the economic growth of a neighboring community. Chairman Asher went on to say that by the same token he believes that no community would knowingly support a project that would negatively impact its neighbors. Chairman Asher stated that while this project (Mangoe-Matanzas Road) is obviously a great concern to residents of Cassadaga and Lake Helen, the State has a process in place to address these concerns. Therefore, he suggested that maintaining this project on the LRTP-Refinement and therefore on the project priority listing, is reasonable and the concerns and issues surrounding this project should be addressed through the Development of Regional Impact (DRI) process. He noted that the County is to be the lead agency of this process and he is sure that they would afford every opportunity for those communities and citizens effected by the proposed development to provide their input.

Chairman Asher stated that he just wanted to throw his feelings on it in and if you [Board] want to go ahead further with it at this time, he would recognize anyone that wants to speak on it.

Council Member Northey stated that she spoke to Mayor Masiarczyk and Mayor Shuttleworth and thought that we had all agreed individually and she had not had conversations together with them, but we that this project would be a DRI project and she thought that was a way to approach it that would take some of the heat out of this. Council Member Northey stated that she has faxes and emails on this project that she has printed off. The only thing she would take exception to (Mr.) Mayor Masiarczyk is that when she reads this and she understands why the people are concerned because Mr. Nix's responses seem to be very specific in that the city has already determined a routing and the way they are going to do this. Council Member Northey stated that that is what is in the emails and she thinks that that is what is making people nervous. She stated that it is her understanding that there is a public hearing that the City of Deltona is going to have in October. She stated that that is in the email.

Mayor Masiarczyk stated that he did not have an answer. Council Member Northey asked if the city was not having a meeting with the people from Timbercrest Subdivision? Mayor Masiarczyk stated that he was having some private meetings and he did not know that they were privy to his private schedule. He stated that he was not sure what meeting Council Member Northey was referring too. Council Member McFall stated that the neighborhood has invited all of us [County Council Members] to a meeting on October 5. Mayor Masiarczyk clarified that the neighborhood had invited them to the meeting. Council Member McFall replied that she received the same e-mail as Ms. Northey. Council Member Jaynes also noted that he had received it as well.

Council Member Northey stated that we probably ought to go through the process and if she understands it, we are not voting on this [Mangoe-Matanzas Road] today. Mr. Welzenbach replied that in effect, you are if you agree to put it on the priority list. Council Member Northey stated that she thought that the Board was not voting on the LRTP-R until November. Mr. Welzenbach replied that it was for October or November.

Council Member Northey asked what we get from there from what Mr. Welzenbach just stated. Mr. Welzenbach replied that we have already submitted a draft plan to FDOT, and he does not believe project #22 (Mangoe-Matanzas) was on the list. Mr. Cheney replied that it is per the LRTP-R list.

Council Member Northey stated that she thinks staff has really mangled this one and it has created a lot of heat between the elected officials. She stated that she is not prepared today to vote to put this on the LRTP-R when she has these kinds of e-mails on the subject and until there is some heat taken out of this and everyone has a chance to sit down and try to talk about it. Council Member Northey went on to say that the DRI process is the way to go through it and she thinks that there has probably been agreement but there needs to be some kind of access point, but it has not been handled well here.

Mr. Neidhart stated that there are two processes going on at the same time. The one being discussed right now is the LRTP-R, which is our 20-year timeframe. Later on this morning, the MPO Board will be talking about the Project Priority Lists.

Mr. Neidhart stated that the City of Deltona had also submitted the project on the Priority Project List. Deltona submitted the project on two different lists and the priority lists gets to come before you under another agenda item. The project is on that list and it was on the list as number #22, but it is now #21. Mr. Neidhart stated that it is far down on the list and FDOT typically, when going through the priority lists, we usually get funding on the top five projects. He stated that the project is on the lists at the same time and that is where some of the confusion is coming from.

Mr. Neidhart noted that before the project can be on the priority lists, it has to be on the LRTP first. Mr. Welzenbach stated that at today's meeting we can approve the priority lists with the exception of Mangoe-Matanzas Road and amend the priority lists upon adoption of the LRTP. He stated that it was left on because of the split between the TCC and CAC.

Mr. Welzenbach stated that in regards to the handling, he had thought that we had worked out a compromise, but that fell apart shortly afterward. Council Member Northey clarified that the TCC has changed their position on this several times (taking it in and taking it out). Mr. Welzenbach replied that there was a motion made by the LRTP-R Subcommittee that stated no local roads be allowed to be placed on the LRTP. Any roads not at a minimum on the County's Thoroughfare System should not be included. Mr. Welzenbach stated that the motion was made with the assumption that all collectors were in fact on the County's Thoroughfare System.

Mr. Welzenbach stated that with further review and discussion with communities, it turned out that that was not the case. There were many collectors not on the Thoroughfare System. Mr. Welzenbach stated that in addition the Thoroughfare Plan is subject to some political review since it is adopted by the County Council. He stated that a motion was then made that any road subject or eligible for state and federal funding should be allowed to be placed on the LRTP. Mr. Welzenbach stated that that was the motion that was passed by both the TCC and CAC. He went on to say that because of that motion, Mangoe-Matanzas Road, Spruce Creek Road and Yorketowne Boulevard became eligible yet again to be placed on the LRTP. The TCC addressed that issue as did the CAC, but they came to a different conclusion in regards to this one road.

Council Member Martin asked why the SR 442 extension was removed? Mr. Welzenbach replied that the TCC was trying to find some dollars. He stated that we found ourselves in the hole after it was thought that there would be enough money to pay for everything. Mr. Welzenbach went on to say that we were put in the hole because of the bridges which are at a cost of \$100 million. He stated that the idea, and this applies to both SR 415 and the extension of SR 442, was to do it in phases. Mr. Welzenbach stated that there is still at least one section **words unclear**.

Mr. Cheney stated that it was in the next twenty years. Mr. Welzenbach asked that it be kept in mind that in three years a new Transportation Funding Bill would be adopted. Council Member Martin stated that she sees this as an emergency egress for the

Southeast Volusia area and also knowing what is coming down the pike as far as the growth of the area it is needed. Mr. Welzenbach stated that the TCC intended to be fair in addressing the shortfall. He stated that the yellow changes on the map shows that virtually every section of the county dropped something.

Mayor Schmidt stated that with the mention of shortfalls (re: SR 442), he is all for bridges and getting them updated. However, when you are talking 60,000 plus people in the Deltona area and an additional 45,000 in Southeast Volusia, doesn't it seem like that is more of a shortfall. Mayor Schmidt stated that in essence, we are ignoring that whole side of the County. He stated that he understands that we are talking long range, but we finally got SR 442 on peoples minds and we know that the bridges need to be replaced, but this seems to him for emergencies if nothing else and forget the economic effect for everything else. Mayor Schmidt stated that if we tried to move all those people, SR 44 has a little more lanes up to SR 415, but then it becomes the ultimate bottleneck again.

Mayor Schmidt stated that the people down there [Southeast Volusia] have no where to go and if his [Mayor Masiarczyk] people have to move, he has SR 415 to be able to get into Daytona Beach or the bottleneck of I-4. He stated that because of a bridge or two, SR 442 is going to go away until somehow we get it on again. Mayor Schmidt stated that it seems like we lose track with talking long range, but are we.

Mr. Welzenbach replied that every sector of the County gave up something. He stated that SR 442 is not completely gone as the extension to Airport Road is still there and the extension of what would be the connector from SR 415 west is still there. Mr. Welzenbach stated that this is a phased idea (we would phase in the construction of SR 442 with the first phase being Airport Road). The bridges are not falling apart, but they are in pretty bad shape and the County has every right to determine to use their funding to address their needs.

Mayor Schmidt replied that he agreed with that, but asked how many bridges are across right now (5 or 6). He questioned how many people are on the beachside and need to get over compared to the possibility of how many people in Southeast Volusia and West Volusia that might have to move. Mayor Schmidt stated that they have bridges right now, but we do not have a road. He stated that we still lose that ultimate long range of what is going to happen.

Mr. Welzenbach replied that we do however have a shortage of funds to address every area of concern. Mayor Schmidt replied that he understands that.

Vice-Mayor France referenced the Saxon Boulevard Extension (Western Connector). (Amended 10/2400) He stated that on the map that the TCC and CAC recommended it shows it going all the way down to Highbanks Road. He stated that when they words **unclear** for the microchip plant, they assured the people that they would not dump any traffic onto Highbanks Road because it is already stressed. Vice-Mayor France asked if the \$827,800 included that extension all the way to Highbanks Road or just to Saxon Boulevard.

Mr. Neidhart replied that it was scaled back. He stated that Saxon Boulevard is being extended from US 17/92 to what is to be called the Westside Connector. Originally, the Westside Connector was going to Highbanks Road, but that part has been taken out by the committee due to the shortfall. It will head west and dead-end at what is to be called the Westside Connector. The part in yellow on the map would not be there.

Mr. Cheney stated that the section was removed because of the concerns by DeBary about it dumping traffic onto Highbanks Road. He stated that the County still plans to extend Saxon Boulevard to the chip plant.

BIG stated that ever since he was elected to the County Council back in 1985, the bridges had been falling apart. He stated that there has been significant problems with the Orange Avenue Bridge. BIG stated that the bridges do eat up a huge amount of money and it was just decided that we pushed it out as far as we could push it.

Mr. Cheney replied that that was correct. BIG stated that **word unclear** was just not mechanical anymore. Mr. Cheney replied that as far as he knows, each of the bridges were built in the mid-1950's and the County staff will be going before the County Council with a report on the exact status of each of the bridges and will be asking for money to try and bring them up to snuff for some additional time period so that we hopefully will get money to rebuild the bridges.

Mr. Cheney noted that each of the bridges are hurricane evacuation routes and they have each had problems in the past with the gearing mechanisms. If there is an evacuation, there is a possibility where the gear may stick and what would be done with the evacuees coming off of the beachside. BIG stated that this has happened before. He referenced what took place with the Orange Avenue Bridge many years ago.

BIG stated that he and Council Member Northey are elected county-wide, but the whole County Council votes on this stuff and there is a lot of loose ends. He stated that there needs to be a workshop at the County level to discuss this issue.

Council Member Lewis stated that he would like to see Mangoe-Matanzas Road included in our DRI before it is placed on the LRTP and he would like to know when the citizens get to have their chance to speak on this issue. Chairman Asher replied that some citizens have signed up to speak today and some of it will be related to that.

Mr. Welzenbach informed the members that he had called the Regional Planning Council in order to get a handle on exactly what the DRI process is. He stated that based on what he was told and since the County will be taking the lead on the DRI process, during the pre-application portion of the DRI process, they are required to hold a public hearing and would need to invite all of the communities that might be effected by this development and to address those needs in writing. Mr. Welzenbach stated that during that pre-application process, the study should be done and the concerns addressed. Mr. Welzenbach stated that the road is not the DRI process, the road might come out of the DRI process. He stated that the road might be recommended by the DRI process and it might not. Mr. Welzenbach went on to say that it is quite possible, within the process, that road or a portion of the road might be deemed unnecessary. He stated that both possibilities exist, but it should be addressed through the process.

Council Member Northey asked what is the reason that you all would recommend putting it into the plan based on what was just said by Mr. Welzenbach? Mr. Welzenbach replied that staff is putting down what the two committees have said. Chairman Asher stated that staff does not have a recommendation on this.

Council Member Northey asked if Mr. Welzenbach had a recommendation on this? Mr. Welzenbach replied that he would recommend pursuing the DRI process and see what happens which is what he has said all along.

Mr. Cheney stated that the TCC recommended that it be included in the LRTP because Deltona is currently going through their comp plan amendment approval process. They are asking that the level of service on I-4, which is on the FIHS, be lowered from level of service C to level of service D. The FDOT Systems Planning Office in Tallahassee has told the city that that is two ways of doing it. One, working through the MPO and getting some classification changes, and two, working through the MPO and including it on the long range transportation process.

Mr. Cheney stated that based on that argument the TCC said they would include it on the LRTP for Deltona to get their variance on I-4.

Council Member Northey asked if there was any discussion about the fact that the County is in suit now with land owners in that area and that that is probably is a question that is going to be resolved as part of that lawsuit? She stated that in her opinion, it kind of adds a reason not to put it into the planning because she does not want to put anything in the plan that is going to impact sensitive legal negotiations. Mr. Cheney replied that he did not bring up the lawsuit because it was privileged information. However, it was explained that there was the DRI going through and the County staff position was to evaluate the whole road network during the DRI process.

Mr. Cheney noted that he is one vote on the TCC.

Council Member Ward stated that some of the alignments coming off of SR 472, the DOT is not in favor of because it could possibly impact the traffic backed up on the interstate. He stated that before we do a whole lot of improvement, we need to know where that thing is coming out. Mr. Cheney replied that this has been worked out with County staff, the landowner, and FDOT on where the correct intersection should be to access that northeast parcel of land.

Council Member McFall asked if something could be included in the DRI that is not in the LRTP? Mr. Cheney replied that he believes the answer is yes. Mr. Welzenbach stated that it depends on the type of road. He clarified that the DRI process is a 1-2 year process. Council Member Northey replied that it is an 18-month process.

Mr. Cheney stated that the growth management approved within the County, staff will be doing the DRI and they have estimated that it will take two years to do the DRI. In three years we will be back readdressing the LRTP and going through the cycle again. Mr. Welzenbach stated that if it is considered a local road, it does not have to be on the LRTP. Mr. Cheney stated that it has to be a collector to be eligible for federal and state transportation dollars.

Council Member McFall stated that the city limits stops and then it goes into the unincorporated area up to Cassadaga Road. She asked how large the project was in the unincorporated area? Mr. Cheney replied that it is a ¹/₄ mile and that is why County staff is recommending that we look at this issue as part of the DRI process.

At this time Mayor Asher, MPO Chairman, invited the public to speak and provide any comments that they might have.

Ms. Nancy Kohlbeck Higgins, a resident of Timbercrest Subdivision in Deltona, stated that she has a petition that has been signed by as many people that she could get on short notice. They are requesting that the MPO deny and/or postpone any approval whatsoever on the Mangoe-Matanzas Road until the DRI is held and until the residents can provide input and some clear answers can be obtained.

Ms. Kohlbeck Higgins stated that they have been finding out mostly through the newspapers and they are trying to get direct questions via e-mail on what is going on. She stated that they have been told that the main entrance to their subdivision is going to be changed and it will be put into the middle of the subdivision. Ms. Kohlbeck Higgins stated that many of the residents have purchased homes intentionally away Howland Boulevard, the main entrance and now they are feeling as if no one cares how it effects their quality of life, safety concerns, investment concerns versus this is the way it is going to be.

Ms. Kohlbeck Higgins stated that she would like to respectfully request and turned in a signed petition, that the residents want to be involved in this and they want an opportunity to find out specific information, i.e. environmental concerns, traffic impacts, buffering, what the design and purpose is, and how is it supposed to help residents who live in a residential area to have a very major road all of sudden constructed where they were not aware that it was going to happen.

Ms. Kohlbeck Higgins stated that she would like to also submit a copy of an e-mail that she received from one of her neighbors that said there are three families of Scrub Jays that live in that land behind them. She asked that the residents of Deltona be given the opportunity to be heard.

Council Member McFall stated that there is a DRI Committee set up and they will be holding public meetings. Council Member Northey stated that Ms. Higgins would be added to the list.

Ms. Patricia (Pat) May, Lake Helen, stated that Blackjack Ridge is a private road that intersects directly into Matanzas Road. It is a clay and shell road as is Matanzas Road. Ms. May stated that she also has petitions that we have tried to put together with short notice and most of the people in Lake Helen, Cassadaga, and the County area surrounding those areas were not aware of this proposal until it started getting some press. Ms. May stated that she had heard about it a week ago through the Daytona Beach News Journal and that was her first inclination of what was going on with what is called Mangoe-Matanzas Road.

Ms. May noted that she will submit the petitions on short notice and there is a little over 175 signatures that comprises of people that live in the municipality of Lake Helen, the unincorporated area of Cassadaga, the surrounding unincorporated County area as well as residents of Deltona.

Ms. May stated that when she was out submitting some of these petitions and obtaining signatures, several questions came up and some came up repeatedly and she feels that they are worth mentioning in front of this organization today. The questions were:

- 1. What roads are going to be put on the back burner to implement the Mangoe-Matanzas extension?
- 2. Why should Lake Helen and Cassadaga be burdened with not only traffic out of Deltona, but it appears to be commercial traffic coming from the activity center?
- 3. This is a rural area; therefore why should the rural area obtain this **words unclear** from all of this traffic?

Ms. May stated that she owns 2.5 acres on Blackjack Ridge and Sevilla which is residential and the other two roads intersect into Matanzas. She noted that everyone owns at least 2.5 acres and some own 5 acre parcels. Ms. May stated that this is a rural community and their desire to be out there is because it was a rural community. She stated that most everyone living out there did so in order to get away from municipalities and traffic.

4. Why are we not using 4101, which is a beltway in the DeLand area? This is an improved road already and from her understanding it will be improved down to the extension of Kentucky onto the new Veterans Parkway that goes down to Saxon Boulevard.

Ms. May asked if that was in the LRTP for eventual 4-laning in order to convert some of this traffic? She stated that everyone is also concerned about their property values and she attended the Deltona City Commission meeting last Monday night and there was a comment made that they do not have to worry about it because it is 10, 15 or 20 years off in the future.

Ms. May stated that as a property owner it is a concern today because if she is to sell her property she could be held liable for not disclosing that this road is being planned tomorrow or 15 years from now. Ms. May stated that they are not giving up and they are seeking more signatures on the petitions. She went on to say that there will be more people at the public hearings as long as they are identified.

Mr. Norman Pryor, Blackjack Ridge Trail, stated that he is the sole resident on Matanzas Road, which runs along side his house. He stated that he has a four year old son who, if this road goes in, won't be allowed to play outside for a while.

Mr. Pryor stated that the road, as he sees it, for a rural area is probably 50 cars a day by his counts. He stated that he understands that we are looking to divert some 8,000 cars off of I-4 through this connector road. Mr. Pryor stated that he challenges that traffic model. He stated that he does not think that a proper study has been done on those figures and he does not see how you can save 8,000 cars off of I-4 onto this one road.

Mr. Pryor stated that the roads are now very rural with a small community and scenic area and then it would basically go to a commercial 15A type of road. He stated that he has looked at the numbers through the County for the SR 472 activity center and there are several topics in here that he could pull out such as: the overall master plan to avoid the negative impact of unplanned piece-mealing development. He stated that he thinks that is what the proposed road is to just trying to **words unclear**. Mr. Pryor stated that several items in here on the activity center kind of touch on things that would dump out and effect people in the area. He read "that Volusia County in conjunction with the affected landowners shall strive to construct if warranted thoroughfares, roadways, and **word unclear** activity centers which parallel existing thoroughfares."

Mr. Pryor stated that this road is on the County's Thoroughfare System and it is a local road, but now it is needed for the sole benefit for commercial industry so they are trying to put it in. He stated that it is sad to think that this road could go through so quickly without letting people know about it. Mr. Pryor stated that it was learned about through the newspaper and what is gathered from speaking to other people. He went on to say that he does not see the importance to residents merely for their quality of life it is more geared toward commercial enterprise. The concerns of the residents of Deltona or Lake Helen have not been taken into consideration.

Mr. Nick Sourant, Cassadaga, stated that he has lived in that area for approximately eight years but has been active in the area since 1962. He stated that the phenomenon that we are experiencing here is what he considers a steamroller type of tactic of trying to overcome the normal process. Mr. Sourant stated that he has a petition that was put together which states that the residents listed respectfully request that the Metropolitan Planning Organization members vote to permanently remove #22, the Mangoe-Matanzas Road requested by the City of Deltona from the MPO list of prioritized highway projects and the Long Range Transportation Plan.

Mr. Sourant stated that a board meeting was held last night and the community is over 100 years old. He stated that he would like to have someone show a little more respect to some of the antiquity that the country represents. Mr. Sourant stated that by steamrolling over and not allowing residents to have a say so in what has to be done to the territory sort of beguiles him a little bit. He stated that as a board member he must know parliamentary procedures and it seems that when someone is trying to just overcome it is saying that you do not matter to me. Mr. Sourant stated that everyone matters and everyone needs to recognize the history of the area and it should be taken into consideration.

Chairman Asher stated that this MPO is not stream rolling anything. He stated that things are placed on the agenda for the Board to consider and review and that is what is done. Chairman Asher stated that the public is also allowed to participate, as is what is being done at this time. He stated that he sometimes feels offended when people say that we are steam rolling something because no decision has been made by anyone here as to how this issue will be dealt with and that is why the public is being heard from now before a decision has to be made on the LRTP.

Mr. Sourant stated that the Davis Building, which would occupy 150 people, is available for meetings with the public as well as their Colby Temple.

Mr. Doug Chappel, Cassadaga, stated that he learned about this issue through the newspaper which was unfortunate because he would have liked to have been in the process earlier. He stated that one of the concerns that he has is that this road as shown dumps into nothing. Mr. Chappel stated that this won't end at Cassadaga Road and something else will happen if the 8,000 cars is going to happen. He stated that if you look at what is in the County Plan for the Cassadaga/Tealwood (Mangoe-Matanzas) you are talking about 13,000 cars per day by 2020.

Mr. Chappel stated that something will have to happen to Cassadaga Road so they (residents) would like the opportunity to review the traffic plan. He asked if there was any way for the public to get a copy of the document? Mr. Chappel stated that Mayor Shuttleworth and the City of Lake Helen have had difficulties getting a copy of the plan.

Mr. Chappel stated that while they do not want to impact the economic development in the sister neighborhood or community, they do **not** {amended 10/24/00} want to have their particular corner of the world affected either. He stated that he wants everyone to exist in harmony. Mr. Chappel stated that the County did designate and Lake Helen put together a written response to this committee regarding the fact that the County had designated Cassadaga and Lake Helen as certain rural areas. The Cassadaga Road is designated as a scenic road and there are a number of protections that were put into place because the County recognized this as a special atmosphere/environment and anything that we are going to do to impact that would go counter to what the County said earlier. Mr. Chappel asked the Board to take into account (for whatever is to be done) that the decisions made years ago were made for a good reason so let's not throw it away for the sake of this road.

Mr. Chappel respectfully requested that this project be removed from the priority lists until we get to the point where we have gone through the DRI process and the public has had a chance to say its piece and a compromise has been worked out.

F) Technical Advisory Task Force (TATF)

Mayor Masiarczyk stated that the TATF met on August 30th to interview the four consulting teams which were (a) Ghyabi Lassiter and Associates, Inc., (b) PBS&J, (c) TEI, and (d) Leftwich Consulting Engineers, Inc.

Mayor Masiarczyk stated that the process included a 10-minute presentation followed by a 35-minute question and answer period. He stated that Mr. Welzenbach could give the Board the results of that today so that it could be accepted and move forward.

Mayor Masiarczyk stated that his recommendation is to accept the findings of the committee and move forward on that consulting firm. He stated that he would also recommend that staff be allowed to move forward with the contract negotiations.

IV. Action Items

A) Review of FY 2000-2001 Priority Project Lists

Mr. Welzenbach stated that the list was handed out at last month's meeting. He stated that Mangoe-Matanzas Road is still on the listing. Mr. Welzenbach stated that the Mason Avenue project on the 12% set aside listing is # 3 and it is ranked number 3, but it was shown last month on the fourth line. This correction has been made.

The new listing was distributed to the members this morning. Mr. Welzenbach stated that the MPO Board can move to approve the listings with the exception of a project if they so desire.

Council Member Northey asked why one report is in the agenda packet and there has now been a change. She stated that as there were so many handouts this morning she is not able to find what Mr. Welzenbach is referring too. Mr. Welzenbach replied that a lot of changes came about in the last week. Council Member Northey requested that information be faxed to the members prior to the Board meetings so that they are able to study it before the meeting.

Chairman Asher opened the public hearing on the FY 2000-2001 Priority Project Lists. (Staff will incorporate comments made by the general public regarding Mangoe-Matanzas Road into the document for the FY 2000/2001 Project Priority Lists).

Commissioner Costello referenced page 40 of the agenda. Last time the beautification of SR A1A in Daytona Beach was discussed. He stated that he wholeheartedly supports the project, but asked what the mechanism to try and get that project extended even if it

is not to the magnitude of this project. Commissioner Costello stated that someone had said that this project takes the funding for 20 years.

Mr. Welzenbach stated that every year there is a call for projects. Commissioner Costello stated that if the funding is taken for 20 years it does not sound like it would do much good to respond for a call for projects. Mr. Welzenbach replied that right now there is \$1,100,000 set aside for this project and based on the enhancement call that was just went through this year there would not be another call for enhancement dollars for the next three years. He stated that that would take us to the new transportation bill.

Commissioner Costello asked if in three years from now, would there be funds be available if something is submitted and if it is ranked? Mr. Welzenbach replied that it would depend on the new transportation bill. He stated that every seven years Congress reauthorizes the transportation bill, usually with changes and that will be coming up in three years. Mr. Welzenbach stated that the funding used by this project would not be made available again because they have already gotten the call for projects.

Mr. Welzenbach stated that additional funds could be applied for through the STP funding source (highway funding source). On an annual basis municipalities can submit projects for those funds in order to do what you desire to do. Commissioner Costello asked that Mr. Welzenbach get with him later. He went to say that his goal is to make it so that the project does not just stop. Commissioner Costello stated that you have where it looks great and then you how it is now and that is a bad regional policy for us to do. He stated that he hopes that in the future if there is anything like this in any area for something to be improved from here to here, then at least phase it out, don't stop it. Commissioner Costello stated that that is a bad precedent and he would like to see what can be done to stop it.

Council Member Jaynes stated that there is a Master Beautification Plan for SR A1A which goes from north Ormond Beach to Daytona Beach Shores. He asked that Mr. Zielinski provide Commissioner Costello with a copy of the Master Beautification Plan. Council Member Jaynes noted that some portions of it has already been done and the beautification plan and enhancements for Daytona Beach match what is in Ormond Beach and south to Daytona Beach Shores which have already been done. Council Member Jaynes stated that the Plan would answer a lot of the questions that Commissioner Costello has.

B) Approval of Resolution 2000-17 Adopting the FY 2000-2001 Priority Project Lists

Mr. Welzenbach stated that the resolution to adopt the priority list can be found in the agenda packet. The resolution is the priority list as it now stands and this Board is completely authorized to make changes to that resolution.

Mayor Masiarczyk moved to adopt the resolution as is. The motion died due to a lack of a second.

Mayor Shuttleworth moved to adopt Resolution 2000-17 of the priority project list with the exclusion of item #21, Mango-Matanzas Road. Council Member Jaynes seconded the motion.

Chairman Asher asked if there was any discussion. No comments were made.

The motion passed with Mayor Masiarczyk voting in opposition of the motion.

Mayor Arthur expressed concern about the process that was used regarding the County Incentive Grant Program (CIGP). He stated that this is extra money that the government already has and the money for these projects do not go through the normal process that is in place. Mayor Arthur stated that the extra money should come into play in the things that we have been fighting for. He stated that if that procedure is wrong then we possibly need to put all of the other money into their **word unclear** program.

Mayor Arthur stated that when the resolution for the CIGP comes up later in the meeting he will vote against it because he feels the procedure is all wrong. He stressed that it was not because of a particular project.

Mr. Michael Booker, Daytona Beach Shores City Manager, commended the City of Daytona Beach for obtaining the enhancement funds. He stated that they have the program in place and it is wonderful. Mr. Booker stated that the project had a lot of momentum and once the money was received, the project just sort of died.

Mr. Booker stated that the project is bigger than enhancement. He stated that it was initially proposed as an enhancement project and the project for all three cities (Daytona Beach, Daytona Beach Shores, and Ormond Beach) meets all four goals of the 2020 Florida Transportation Plan. Mr. Booker went on to say that that for that reason it should be on the priority list under a funding mechanism different from enhancement.

Mr. Booker distributed copies his letter that reiterates his position on the project for consideration. Chairman Asher stated that he supports anything that we could do to make the entire corridor beautiful. He stated that the City had to move when they did and they went through Washington as well as several Congressmen and Senators in order to get the project going. Chairman Asher stated that he supports the cities of Daytona Beach Shores and Ormond Beach in their efforts.

C) Review and Approval of Resolution 2000-18 Amending the FY 2000/2001 to 2004/2005 Transportation Improvement Program (TIP)

Mr. Welzenbach stated that shortly after the TIP was approved, the FDOT went back at the end of the fiscal year to look at all of the projects and to make any necessary corrections. The changes in the Work Program are brought to the MPO Board for approval so that everything is consistent.

Volusia County MPO



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> Mayor Baron "Bud" Asher, Chairman

> > Karl D. Welzenbach, Executive Director

> > > Daytona Beach

Daytona Beach Shores

DeBary

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

Port Orange

MEETING NOTICE

Please be advised that the VOLUSIA COUNTY METROPOLITAN PLANNING ORGANIZATION (VCMPO) will be meeting on:

DATE: Tuesday, October 24, 2000

TIME: 8:30 AM

PLACE: Volusia County Mobility Management Center 950 Big Tree Road South Daytona, Florida

NOTE: PLEASE TURN ALL BEEPERS AND CELLULAR PHONES OFF DURING THE MPO BOARD MEETING

Mayor Baron H. Asher, Chairman Presiding

AGENDA

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM
 - Presentation of Certificates: Mayor Anthony Yebba Vice-Mayor Tami Lewis
- II. CONSENT AGENDA
 - A) APPROVAL OF SEPTEMBER 26, 2000 MEETING MINUTES (Enclosure, pages 1-28) (Contact: Darla Zakaluzny)
 - B) APPROVAL OF TREASURER'S REPORT (Enclosures, pages 1, 29) (Contact: Herb Seely)

III. COMMITTEE REPORTS AND PRESENTATIONS

A) CITIZENS' ADVISORY COMMITTEE (CAC)--Report by Tom Donohoe, Chairman (Enclosure, pages 30-31)

Volusia County

Meeting Notice / Agenda October 24, 2000 Page Two

III. COMMITTEE REPORTS AND PRESENTATIONS

- B) TECHNICAL COORDINATING COMMITTEE (TCC)--Report by Jon Cheney, PE, Chairman (Enclosure, pages 30, 32-33)
- C) EXECUTIVE COMMITTEE--Report by Chairman Bud Asher (Enclosure, page 30)

IV. ACTION ITEMS

- A) ENTERTAIN A MOTION TO SET ASIDE THE SELECTION OF THE CONSULTING TEAM FOR THE MODEL CALIBRATION TASK AND AUTHORIZATION FOR STAFF TO READVERTISE FOR LETTERS OF INTEREST (Contact: Karl D. Welzenbach) (Enclosure, page 34)
- B) REVIEW AND APPROVAL OF FUNDING AGREEMENT (Enclosure, pages 35-39) (Contact: Karl D. Welzenbach/Herb Seely)

Open Public Hearing on the 2020 Long-Range Transportation Plan-Refinement (LRTP-R)

- C) REVIEW AND APPROVAL OF THE 2020 LONG RANGE TRANSPORTATION PLAN-REFINEMENT (LRTP-R) (Enclosure, pages 40-43) (Contact: Karl D. Welzenbach/Mike Neidhart) (Note: Comments from the Public Involvement Workshops will be distributed to the Board under separate cover)
- D) APPOINTMENT OF NOMINATING COMMITTEE FOR YEAR 2001 MPO OFFICERS AND MPOAC REPRESENTATIVES (Enclosure, page 44) (Contact: Karl D. Welzenbach)
- E) REVIEW AND APPROVAL OF YEAR 2001 TRANSPORTATION LEGISLATIVE ISSUES (Enclosure, pages 45-50) (Contact: Karl D. Welzenbach/Council Member Mary Martin)
- F) REVIEW AND APPROVAL OF RESOLUTION 2000-21 AMENDING THE FY 2000/2001 UNIFIED PLANNING WORK PROGRAM (UPWP) (Enclosure, pages 51-56) (Contact: Karl D. Welzenbach/Herb Seely)

Meeting Notice / Agenda October 24, 2000 Page Three

IV. ACTION ITEMS

- G) REVIEW AND APPROVAL OF BUDGET AMENDMENT (Enclosure, pages 57-58) (Contact: Karl D. Welzenbach/Herb Seely)
- H) REVIEW AND APPROVAL OF RESOLUTION 2000-22 AMENDING THE FY 2000/2001 TO 2004/2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (Enclosure, pages 59-62) (Contact: Herb Seely)

V. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

- A) DISCUSSION REGARDING PROJECTS SUBMITTED FOR TRANSPORTATION OUTREACH PROGRAM (TOP) (Enclosure, page 63) (Contact: Karl D. Welzenbach/Jon Cheney)
- B) FDOT REPORTS (Enclosures, pages 64-72) (Contact: John Zielinski)

VI. EXECUTIVE DIRECTOR'S REPORT (page 73)

- VII. MPO MEMBER COMMENTS (page 73)
- VIII. PRESS / CITIZENS COMMENTS (page 73)
- IX. ADJOURNMENT (page 73)
- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Mr. Cheney asked if the County Attorney had reviewed the agreement? Mr. Welzenbach replied that he received an E-mail from Mr. Ray Pennybaker saying that he has finally gotten to the agreement. Mr. Welzenbach stated that he was not sure if the County's attorney had gotten the agreement.

Council Member Northey stated that prior to it being placed on the Council's agenda it would go to the legal department for review. She then asked if the MPO's attorney had looked at the agreement for content? Mr. Welzenbach replied yes.

Mr. Welzenbach suggested that should this agreement be approved today, it would be mailed out to the communities and by January a tally could be given to the MPO Board. He stated that the communities would be given until January to sign the agreement and get it back to the MPO. In January, staff would be able to respond on how many of the communities have signed the agreement.

BIG moved to approve the funding agreement and have it go before the governing boards by the last meeting in December so that they can report back to Mr. Welzenbach before the MPO meeting in January. Council Member Northey seconded the motion and it carried unanimously.

C) Review and Approval of the 2020 Long-Range Transportation Plan-Refinement (LRTP-R)

Council Member Jaynes moved to approve the 2020 Long-Range Transportation Plan-Refinement. Council Member Martin seconded the motion.

Chairman Asher opened the Public Hearing on the 2020 Long-Range Transportation Plan-Refinement (LRTP-R)

Mr. Ralph Wheeler, Daytona Beach Shores, stated that he was speaking in support of expanding SR A1A into the Long-Range Transportation Plan. Mr. Wheeler stated that he has prepared a statement to read to the Board and asked that it be included in the official record. The statement read as follows:

"In support of the motion that the SR A1A corridor from SR 421/Dunlawton Avenue in Daytona Beach Shores to SR 40/Granada Boulevard in Ormond Beach be added to the Long Range Transportation Plan

For the MPO

The population of Daytona Beach Shores is located mostly on the east-side of A1A and has a high percentage of senior citizens. Most of our businesses and restaurants are located on the west-side of A1A. We are always concerned about the safety of these residents when they cross this busy highway.

We are currently applying for a grant funded under the Transportation Outreach Program which has as its' principles preserving the existing transportation infrastructure, enhancing economic growth and competitiveness, and improving travel choices. We are basing our needs on these principals which will be spelled out in our proposed grant. Safety of our citizens and the economic well being of our businesses on the west-side of A1A are top priorities for our city. However, we are concerned that the lack of inclusion in the LRTP may negatively impact our ability to obtain adequate funding to initiate projects to improve pedestrian safety and to reduce the overall decay of our businesses.

We regret bringing this requirement to the MPO at such a late date. However, our needs are real and we do not want to wait any longer to improve the conditions in our city and the well being of our residents.

I ask that you entertain a motion for it. I believe that this is the right thing to do and is in keeping with the goals of the MPO.

Ralph N. Wheeler, Daytona Beach Shores"

Mr. Donald Large, Daytona Beach Shores, stated that a number of years ago Daytona Beach Shores started a venture in trying to improve the city, first by removing parking from South Atlantic Avenue and then restriping or making a center turn lane. He stated that from there the city moved on to sidewalks and they would like to continue that endeavor. Mr. Large stated that he is here today to support a possible motion of Dr. Kyser and hope that you [Board] will put this in the LRTP. Mr. Large stated that they have been talking to their new state official who was introduced this morning and she has stated to him that it would be in the best interest of Daytona Beach Shores if they were in the LRTP.

Mr. Large stated that we are not asking you to put it in the five year, we are asking you to put it in the plan anywhere just so they can let the TOPs people know when we apply for the TOPS we can say that it is in the 20 year program. Mr. Large went on to say that Daytona Beach Shores is a small city and small cities need a lot of help. He stated that they do not have a lot of influence and anytime we have an opportunity to get some dollars we really need your [Board] help to do it. Mr. Large stated that there is not a lot of funding that could be produced out of a small city so the TOPs program is just right up our alley.

Mr. Large went on to say that he hopes that the Board really stretch your feelings about this and to help this small city.

BIG asked Mr. Large if he had a dollar estimate? Mr. Large replied no. Mr. Michael Booker stated that the estimated dollar is approximately \$3 million.

Ms. Gisela Oeffen, Deltona, stated that she wanted to call the Board's attention to the very strong opposition to the roads that have been included in the 20 or 5 year plan. She referenced the Enterprise Road that is supposed to connect to I-4. Ms. Oeffen stated that the very edge of it goes along Enterprise and Enterprise is very concerned and upset about their identity as well as the annexations that are already being done as well as anticipated.

Ms. Oeffen stated that the second road that is very much opposed by the citizens in the area is the Mangoe-Matanzas Road. She stated that she wanted the members to be aware it is ending up in Lake Helen as a dead end road and it is only or at least perceived to open up again more than outside the city of Deltona for further development. Ms. Oeffen stated that Deltona does not have the infrastructure and the traffic conditions that are supposed to be there according to comprehensive planning. She went on to say that it would only worsen the situation so if these two roads could be left out of even the 20 year plan and the five year plan and she asked the Board to be very considerate of their concerns as they are justified.

Mr. Nick Sourant, Cassadaga, commended Mr. Welzenbach on the presentation at the MPO meeting which he had attended. He stated that it explained how the due process goes about in going through the process. Mr. Sourant stated that he is representing Cassadaga which is a historic district and it is a area that preceded much of the development in this part of the country. He stated that he is a historian and the understanding that we have to preserve some of the historics, which we are looking for and that is to give to our children the understanding of who and what we are. Mr. Sourant went on to say that when we are being pushed and swallowed up as we are recognizing, we are going to be losing that foot print for history to see that the ecology the understanding and **words unclear** personal growth in showing the heritage. But then again we start also understanding that Florida is basically a tourism-oriented thing so when we are going to be losing part of the ability to be recognized as an entity then it is time for us to start becoming more and more conscientious of the process which was brought about by Mr. Welzenbach and we can be represented.

Mr. Sourant stated that up until this point the Mangoe-Matanzas Road has gone though and has been tried to be pushed through without the proper due process. He requested that this project not be placed on the 20-year plan until it has approached and gone through the due process of being recognized as a viable project.

Mr. Sourant stated that part of the problem in this particular area, is that we have two federally marked benchmarks which are 125' east and west and 20' north and south, which has caused many of the concerns that have to be addressed and resolved by somebody. He questioned which one of the benchmarks is the correct one. He noted that this was also brought up at the other meeting. Commissioner Lewis Long, Zone 1, Lake Helen, stated that it feels ironic to him to be standing here in nonsupport of building a road, Mangoe-Matanzas Road, because it was a big thing (road building) to his great-grandfather when he was chairman of the County Commissioners in Volusia County.

Commissioner Long stated that he realizes that planners have in mind a vision when they plan and they hope people catch it, but what happens often times these days is that reality sets in. He stated that he is looking at experience and one thing that came to mind was when he was stationed in Germany. Commissioner Long stated that he was the Director of **words unclear** at the world's largest medical center in Europe, but part of his responsibility was sight ministry and chaplain to ten different sights in Europe. He stated that one of the sites was near Kolm in Germany. They have a wonderful transportation system in Germany and you really get around on light rail and so on. Commissioner Long stated that near Kolm they decided to build one of those great big cloverleaf-type things and he ended up during that time not wanting to stay in the hotel down there, he preferred to stay on the base in the area as opposed to staying in the nice German motel and then having to drive the 4-5 miles back to the base because the traffic there was just terrible.

Commissioner Long stated that he would like to stress if that was to happen and all that traffic came up to Cassadaga Road and out **words unclear** he can not hardly imagine. He stated that their big concern is also to footnote what the prior speakers have said as to what we would do with all of that traffic ending up there. Commissioner Long stated that it has been awhile since he has been to Germany, but there is a new thought arising at that time that when we build the roads just like here, they are beyond capacity the day you cut the **words unclear**. He stated that there is a new thought of let's just stop so traffic is bad and whatever and we are not going to widen the roads and build any further in an effort to cut down on the pollution and be more environmentally friendly. And, maybe get people back into more alternate forms of transportation. The main thing he would like to convey is their uneasiness and concern about what would we do with all that traffic on Cassadaga Road if that were to happen.

Chairman Asher closed the public hearing at this time. He stated that he would now open it up for any amendments that want to be altered to the plan. Chairman Asher stated that he would first like to address the situation that the speakers have just spoken about here, and a motion to remove that road from the 2020 LRTP.

Council Member Northey moved to remove Mangoe-Matanzas Road from the 2020 LRTP-R. Mayor Shuttleworth seconded the motion and it carried unanimously.

Vice-Mayor Kyser stated that she had prepared a written statement and summarized a few points, which are as follows:

- In a question and answer booklet produced by FDOT in May 1996 is this statement "The long range component, or the 2020 FTP, will be updated and revised at least every five years, or as needed to reflect major changes in state or federal law."
- In the summary report of the LRTP of Volusia County is this statement "Once the LRTP is adopted by the MPO, it becomes the official guide for the expenditure of federal transportation funds within the County. If a transportation project is not a part of the LRTP adopted by the local MPO, the project is not eligible for federal funding."

Vice-Mayor Kyser stated that they not only want to extend the SR A1A corridor, but they have other plans. She stated that they have been asleep for a while, but now they have their full component, they have their city manager and they are making big plans for the economic development of SR A1A plus some other things. Therefore, it is imperative that we [Daytona Beach Shores] be in the 2020 Plan so that we [Daytona Beach Shores] are eligible for federal funding.

Vice-Mayor Kyser stated that she had a letter from John Mica dated October 10th and he is saying that there is \$10 million still available from TEA-21.

- The SR A1A Corridor Enhancement Study calls for enhancement from SR 421/Dunlawton Avenue in Daytona Beach Shores to SR 40/Granada Boulevard in Ormond Beach. Vice-Mayor Kyser commended Mayor Asher for his initiative and ability to know where the funds are and how to get things done. She went on to say that he has been very helpful to the City as they have asked him for advice.
- At the MPO meeting last month, Chairman Asher stated that he supports anything that we can do to make the entire corridor beautiful. He stated that Daytona Beach had to move when they did and they went through Washington as well as several Congressman and Senators in order to get the project going. Chairman Asher stated that he supports the cities of Daytona Beach Shores and Ormond Beach in their efforts.
- We have often discussed the difficulty of changing or adding to plans that have previously been made by various governmental agencies.

Vice-Mayor Kyser moved (and I trust that my colleagues would support me in this) that the SR A1A corridor from SR 421/Dunlawton Avenue in Daytona Beach Shores to SR 40/Granada Boulevard in Ormond Beach be added to the 2020 Long Range Transportation Plan. This corridor is an economic development area and should be a showcase as envisioned in the SR A1A Enhancement Study of July 1997. Commissioner Costello seconded the motion.

Chairman Asher asked Mr. Welzenbach if the Board could do this without any problems today or are there any regulations that would prevent the Board from doing so? Mr. Welzenbach replied that anything that is placed in the LRTP, the

one that we submit to the State and Federal government, has to be able to be paid for. He stated that we have to identify a funding stream for that particular project.

Mr. Welzenbach stated there are a couple of options available to us and he has discussed them with Michael Booker. He stated that this particular project is in the 5-Year Program for Daytona Beach and if it is considered an extension of an existing project, he thinks it could be pursued in that way. Mr. Welzenbach stated that the second issue is funding, it is not federal, it is state. Vice-Mayor Kyser replied that she understands that. Mr. Welzenbach stated that we do not preclude getting TOPs dollars by not having the project in the LRTP. He stated that the TOP program is geared toward something that can be built within the next few years according to the letter that was just received.

Mr. Welzenbach suggested that Vice-Mayor Kyser work with FDOT and Maryam Ghyabi under the idea that this particular project and if both Ormond Beach and Daytona Beach Shores come in on it, it would simply be an extension of the existing project. He stated that if it is put into the LRTP, we have to find money for it.

Commissioner Costello noted that \$3 million was just taken out of the plan. Mr. Welzenbach replied that he does not believe that this is a \$3 million project. He stated that the total cost of the SR A1A beautification was identified as \$75 million. Mr. Welzenbach stated that the cost has gone up significantly since that time.

Vice-Mayor Lewis asked if would make sense to amend the motion to add it as an extension to Daytona Beach's project (add Ormond Beach and Daytona Beach Shores)? Chairman Asher stated that he wants to make sure nothing is going to interfere with the present commitment that we have to move ahead with the project. He stated that the City had worked hard to make this project happen and he would support anything as long as it does not in any way take away or change the support for the project that has already been approved.

Council Member Bruno asked if that could be included as part of the motion? He stated that we are not trying to put it ahead of anything else. Chairman Asher stated that if that is part of the motion, then he could support it.

Council Member Northey asked if the processes that the City of Daytona Beach is going through, is in the enhancement funds? Mr. Welzenbach replied yes. Council Member Northey stated that now we have taken a project that was little and have expanded it for Daytona Beach and going out 20 years. She stated that now we want to add Ormond Beach and the Shores and that would eat up more enhancement funds. Council Member Northey stated that that is unfair to the rest of the County.

Mr. Welzenbach replied that the TOP program was something that we did not know about prior to the legislative issue being passed, and it is State funding. He suggested that we tap into that pot of money.

Council Member Northey asked if once it is put into Plan, does it stay as part of the enhancement project? Mr. Welzenbach replied that it stays as part of the project for which \$1 million of enhancement funding is available, which is a little different.

Mr. Cheney asked if more research was needed on what the funding options would be? Mr. Welzenbach stated that if it is amended into the LRTP, we have to find some money to pay for it and with all due respect, he does not believe that \$3 million would pay for it. He stated that is what was saved by removing Mangoe-Matanzas Road from the Plan.

Council Member Northey stated that that was a different funding source (for Mangoe-Matanzas Road). Mr. Welzenbach replied that it does not mean that enhancement dollars would have to be used. Council Member Northey asked where the funding would come from? Mr. Welzenbach replied that that is point.

Council Member Northey stated that the TOP funds are not a given. Mr. Welzenbach noted that it could not be put in the Plan based on the fact that TOPs funding are being applied for. If it is put in the LRTP, we have to be able to afford it.

Council Member Martin stated that she was going to ask if TOPs funding could be used in the LRTP; however, Mr. Welzenbach has stated that this can not be done. Council Member Martin stated that if we limit the SR A1A project just to the Daytona Beach area, it would not ever be a project that will work. She stated that we would never get the results that we want by having it just in Daytona Beach.

Council Member Martin stated that she believes that it is a project that is needed throughout the whole corridor and there should be some federal funding that could be worked on. She stated that it bothers her that we do not have the funding for the project, but she does not want to see it limited to enhancement funding. Council Member Martin went on to say that if it is done as an extension of what is out there now, it would limit it to enhancement dollars. She stated that that is what concerns her.

Council Member Martin stated that another reason she would like to see it in the LRTP is because the TOP funding, if received, would allow for extra points for having it in the Plan.

Commissioner Costello stated that he supports an amendment that says that we don't do anything that slows down or diminishes Daytona Beach's project in any way. Secondly, he questioned whether it could be put in with the caveat that we endorse \$3 million worth of expenditures to enhance Daytona Beach Shores and Ormond Beach in addition to extending the Daytona Beach project and that the \$3 million be used as part of a matching grant.

Commissioner Costello stated that points would be received through the TOPs program if you have funds with it as well as being included in the LRTP. He questioned if it could be put in the plan with a limit of \$3 million for the project, which could also be used for match? Mr. Welzenbach stated that if Commissioner Costello was asking if the SR A1A project could be put in the plan with a cap of \$3 million based on removing Mangoe-Matanzas Road, it could be done. But, he questioned what argument would be used for the federal government as to why that project would be so cheap.

Commissioner Costello stated that it may be for phase #1 of a 3 to 4 phase project to extend it or it may be for matching funds to try and generate the dollars to complete the project. Mr. Welzenbach replied that when Daytona Beach applied for the \$1 million, the estimated cost was under \$3 million for them to go from city limit to city limit. The project will now cost \$6 million for one section, which is not from city limit to city limit.

Mr. Welzenbach stated that the math to include Ormond Beach and Daytona Beach Shores is not adding up, and anyone at the State or Federal government would question the cost. He stated that \$3 million would not even be enough for preliminary engineering for this project. Mr. Welzenbach stressed the fact that this is a significant project.

Mr. Welzenbach stated that as far as trying to get funds for it, if we can identify it as an extension of an existing plan, he is not really sure it ties us to just using enhancement dollars. However, if we can identify it as an existing project and extend the limits thereby allowing us to go over TOPs funding and perhaps using the TOPs funding to leverage additional federal dollars that might be the better way to pursue it.

Mr. Welzenbach stated that his concern about putting it in the LRTP-R is that we have to be able to identify dollars that will pay for it and it has to be considered a reasonable calculation.

Chairman Asher stated that Mr. Large had contacted him about this issue and recommended that Mr. Large get in touch with Mr. Welzenbach in order to go over all of these things and to see what we could do that would legally and technically work.

Chairman Asher stated that there needs to be some studying done so that it is done right. He stated that Commissioner Costello pointed out that he would support a motion to help with this as long as it does not in any way interfere or jeopardize the commitments that have already been made for the Daytona Beach section.

Council Member Northey stated that according the minutes of the last meeting, this does not have to be adopted until November and rather than move it today, she recommended that it be deferred back to the TCC, CAC, and staff for review and recommendations. The recommendations, one way or another would be presented to the Board at the next meeting so that we are legal. Council Member Northey stated that we also have not worked through the TCC and CAC on this process as well and that is part of a planning document and it needs to be through those groups.

Council Member Northey moved to defer this issue back to the TCC and CAC and have approval of the plan on the MPO's agenda for next month. The motion was seconded.

Members stated that a motion is already on the floor. Chairman Asher stated that a motion to continue supercedes that motion from the floor.

Council Member Ward stated that when it comes back to funding sources as to enhancement funds and where this money is going to come from. He stated that he has nothing against Daytona Beach, but there is a lot of money being put on the east side of the County. Council Member Ward stated that we are hearing from different districts about how much money is being tied up over here. Council Member Ward stated that we do not want to hurt Daytona Beach's project. He stated that he is all for getting Daytona Beach Shores and Ormond Beach in there, but there are a lot of other areas that need some help and we need to be sure that the funding sources are not going to be totally inclusive of everything else we are going to do.

Chairman Asher stated that everyone knows that he has been on this committee for a long time and he has pushed hard to support everything for every section of this County. He stated that he has never pushed forward something for Daytona Beach. Chairman Asher stated that they worked on this project and it has been wrapped up, so to speak, and we are very protective of it because it took a lot of effort. He stated that they believe for the economic future of their area, it has to go forward and they want to help everyone with what they want to do as long as we do not do that. Chairman Asher stated that he wants to make sure it is done the right way so we do not do that and so that we can legally do what we are trying to do. Chairman Asher stated that the motion to continue it to the next meeting is a good motion and get it to the committees for review and find solutions and have the Executive Director bring back something that he believes will work to accomplish what you want done.

Vice-Mayor Locke asked what happens to the \$3.6 million from the Mangoe-Matanzas Road project and if we do not do anything with it, would it go back to the federal government? Mr. Welzenbach replied that the TCC and CAC could revisit this issue. Vice-Mayor Locke stated that he wants to be sure that we do not lose \$3.6 million.

Mayor Vandergrifft stated that Ms. Ghyabi had stated that it does not need to be in the 2020 Plan in order to apply for the TOPs funding. He stated that we need to do something as the cutoff date is November 8, 2000. Mayor Vandergrifft stated that it may be a good idea for the MPO to endorse them applying for those funds because they do not really need to be on the 2020 Plan to start with and this alleviates all this discussion on the other points.

Mayor Vandergrifft stated that his city is also applying for TOPs funding and so is some of the others around the table. He stated that waiting for next month will not do them any good to be in the 2020 for what they are trying to achieve at this point. Mayor Vandergrifft stated that the MPO could endorse the project that they are asking for for TOP dollars, then maybe that is the way to go with it.

Vice-Mayor Kyser stated that in the Plan Summary (1996) it states that if the transportation project is not a part of this LRTP by the local MPO, then the project is not eligible for federal funding. She stated that this scares her and there are still funds available and we certainly do not want to take the enhancement funds. Vice-Mayor Kyser stated that she could go to Washington to get some federal funds and that is why she is insisting more or less that the project is included into the LRTP. She stated that she is worried that it would keep them from getting federal funds.

Chairman Asher stated that the only way he would support it is if it is specifically part of the motion that enhancement dollars would not be used for that purpose because that is not fair to the rest of the County. Vice-Mayor Kyser replied that she does not want to take enhancement funds as Daytona Beach has done all the work for us.

Council Member Northey noted that there are issues to address and she did not recognize that there was a date issue. She went on to say that that does not mean that they would decide by that date, it is the cutoff date for submitting projects. Mayor Vandergrifft stated that there are two issues. Council Member Northey stated that the two issues could be addressed separately. She stated that she understands Dr. Kyser's request to get it in the LRTP, but she believes that it needs to go through the appropriate process (TCC, CAC, and Staff) and then come back to the Board before it is adopted in November.

Council Member Northey asked that her motion to continue stand. She also stated that she supports Mayor Vandergrifft in his request or suggestion that we as an MPO adopt a motion of support for the project in the interim to get that information out.

Chairman Asher questioned if the maker of the motion to continue included a motion to support. Council Member Northey suggested that they be handled separately.

BIG stated that the LRTP has a lot of question marks in it and everyone who looks at it should know that. He stated that so when we talk about continuing this, Mr. Welzenbach, you seem slightly solid in your opposition to this. BIG stated that he could poke about 20 holes in the Plan right now and most of the others could too. He stated that putting this road in, and he suspects that the TCC and CAC seems to not have a problem with it, but the TCC does. BIG stated that if we want to start getting technical, then we need to get real technical on the 2020 Plan.

BIG stated that we need to lighten up a little and switch things around and put the project in the Plan.

A roll call vote was taken on the motion to continue. The motion to continue carried by a unanimous vote.

Mayor Vandergrifft moved to endorse the project. Council Member Lewis seconded the motion.

Mayor Arthur stated that with the support of this motion, there may be some others that want to go to the TOPs program but are not prepared to bring it before the Board right now for approval. He asked if that would put them [Daytona Beach Shores] on a higher level of going for the TOPs program over the ones who are not going to ask for it right now? Mr. Cheney stated that under Item V.A., he was going to ask for a resolution by the MPO for the support of all projects that are submitted for the TOPs program.

Mayor Vandergrifft asked if he wanted to pull that item ahead on the agenda in order to make it a part of this motion? Mr. Cheney agreed to that suggestion.

Mayor Vandergrifft stated that he would support a resolution supporting all of the Volusia County projects. Chairman Asher asked Mr. Cheney how the motion should be stated.

Volusia County MPO



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Mayor Baron "Bud" Asher. Chairman

> Karl D Welzenbach Executive Director

> > Daytona Beach

Daytona Beach Shores

DeBarv

DeLand

Deltona

Edgewater

Holly Hill

Lake Helen

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Pierson

Ponce Inlet

CONSENT AGENDA II.

A) APPROVAL OF OCTOBER 24. 2000 MEETING MINUTES (Enclosure, pages 1-27) (Contact: Darla Zakaluzny)

- APPROVAL OF TREASURER'S REPORT (Enclosures, B) pages 1, 28) (Contact: Herb Seely)
- C) APPROVAL TO CANCEL DECEMBER MPO EXECUTIVE COMMITTEE MEETING AND THE REGULAR BOARD MEETING (Contact: Karl D. Welzenbach) (Enclosure, page 1)

Port Orange

Volusia County

MEETING NOTICE

Please be advised that the VOLUSIA COUNTY METROPOLITAN PLANNING ORGANIZATION (VCMPO) will be meeting on:

DATE: Tuesday, November 28, 2000

TIME: 8:30 AM

PLACE: Volusia County Mobility Management Center 950 Big Tree Road South Daytona, Florida

NOTE: PLEASE TURN ALL BEEPERS AND CELLULAR PHONES OFF DURING THE MPO BOARD MEETING

Mayor Baron H. Asher, Chairman Presiding

AGENDA

- I. CALL TO ORDER / ROLL CALL / DETERMINATION OF **QUORUM**

Meeting Notice / Agenda November 28, 2000 Page Two

III. COMMITTEE REPORTS AND PRESENTATIONS

- A) CITIZENS' ADVISORY COMMITTEE (CAC)--Report by Tom Donohoe, Chairman (Enclosure, page 29)
- B) TECHNICAL COORDINATING COMMITTEE (TCC)--Report by Jon Cheney, PE, Chairman (Enclosure, page 29)
- C) TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD (TDLCB)-- Report by Frank Bruno, Chairman (Enclosure, page 29)
- D) EXECUTIVE COMMITTEE--Report by Chairman Bud Asher (Enclosure, page 29)
- E) NOMINATING COMMITTEE--Report by Chairman Bud Asher (Enclosure, page 29)

IV. ACTION ITEMS

- A) ELECTION OF OFFICERS FOR 2001: CHAIRMAN AND VICE-CHAIRMAN/TREASURER (Enclosure, page 30) (Contact: Karl D. Welzenbach)
- B) REVIEW AND APPROVAL OF RESOLUTION 2000-24 AMENDING THE FY 2000/2001 TO 2004/2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (Contact: Karl D. Welzenbach/John Zielinski) (Enclosures, pages 31-36)
- C) REVIEW AND DISCUSSION OF SAFETY CONCERNS FOR THE TWO LANE SECTION OF SR A1A (Contact: Karl D. Welzenbach) (Enclosure, page 37)
- D) REVIEW AND APPROVAL OF THE 2020 LONG RANGE TRANSPORTATION PLAN-REFINEMENT (LRTP-R) (Enclosure, page 38) (To be distributed under separate cover) (Contact: Karl D. Welzenbach/Mike Neidhart)

V. PRESENTATIONS, STATUS REPORTS, AND DISCUSSION ITEMS

- A) FDOT REPORTS (Enclosures, pages 39-48) (Contact: John Zielinski)
 - Presentation on the Tentative Five Year Work Program

Meeting Notice / Agenda November 28, 2000 Page Three

VI. EXECUTIVE DIRECTOR'S REPORT (page 49)

- VII. MPO MEMBER COMMENTS (page 49)
- VIII. PRESS / CITIZENS COMMENTS (page 49)
- **IX. ADJOURNMENT** (page 49)
- Note: If any person decides to appeal any decision by said committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.
- Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the VCMPO office, 1190 Pelican Bay Drive, Daytona Beach, Florida 32119-1381; (904) 322-5160 at least five (5) working days prior to the meeting date.

Chairman Asher stated that the committee was also apprised of what was to be discussed at the joint meeting of the TCC and CAC on November 21.

E) Nominating Committee--Report by Bud Asher, Chairman

Chairman Asher stated that the Nominating Committee is recommending Commissioner Robert Apgar as Chairman and Council Member Jim Ward as Vice-Chairman for the year 2001.

IV. Action Items

A) Election of Officers for 2001: Chairman and Vice-Chairman/Treasurer

Mayor Vandergrifft moved to accept the slate of officers recommended by the Nominating Committee (as noted under Item III. E). Council Member Northey seconded the motion and it carried unanimously.

B) Review and Approval of Resolution 2000-24 Amending the FY 2000/2001 to 2004/2005 Transportation Improvement Program (TIP)

Mr. Welzenbach noted that a change needed to be made to the TIP amendment sheet that was included in the agenda packet, page 36. The bottom project referencing SR 15A should read from US 17/92 to Beresford instead of Greens Dairy Road to US 17 (US 15).

Council Member Northey moved to approve Resolution 2000-24 amending the FY 2000/01 to 2004/05 Transportation Improvement Program (TIP). Council Member Lewis seconded the motion and it carried unanimously.

C) Review and Discussion of Safety Concerns for the Two Lane Section of SR A1A

Mr. Welzenbach stated that at the October meeting Commissioner Costello requested that the MPO look into the safety issues on SR A1A north of SR 40 with the idea of possibly adopting a resolution in support of promoting safety measures in this area.

Mr. Welzenbach stated that a report on this issue was provided to the Executive Committee and they in turn requested that staff look at all of SR A1A. He stated that staff developed some information on this as well as maps which were distributed to the Board in the form of a memorandum.

Mr. Welzenbach stated that staff is recommending that the TIP Subcommittee look at safety issues and of themselves for the entire county, not just SR A1A. He noted that this would be done in place of adopting a resolution. Mr. Welzenbach went on to say that the MPO could try to identify the top twenty safety issues in the county and then look at ways to fund them over the next three to four years in order to eliminate those safety issues.

Commissioner Costello moved to have the TIP Subcommittee look at safety issues for the entire county as recommended by staff. Council Member Northey seconded the motion and it carried unanimously.

D) Review and Approval of the 2020 Long-Range Transportation Plan-Refinement (LRTP-R)

Mr. Welzenbach stated that at the request of the MPO in October, the members of the TCC, CAC, and TDLCB met to review the recommended draft plan. He stated that there were issues raised during that time for projects to be revisited and those projects are:

(1) the widening of CR 415 from Madeline Avenue to US 92;

- (2) the proposed extension of SR 442 from Airport Road to SR 415; and
- (3) the inclusion of SR A1A in Daytona Beach Shores.

Mr. Welzenbach stated that the TCC and CAC decided to keep the proposed draft plan as is and recommend that all three of those projects be included on the list of unfunded needs.

Vice-Mayor Kyser stated that she has spoken about this issue several times and literature from the City Manager was also provided on why the City would like to put a project in the LRTP-R. She reminded the members that the 2020 Plan is a plan for the future and every meeting that she attended or read about talked about economic development.

Vice-Mayor Kyser stated that SR A1A is Daytona Beach Shores' economic development and the State Legislature keeps talking about economic development. She stated that the city is planning more high rise condominiums for the future and the city's Planning and Zoning Board and Council have already approved three of the plans and the projects are being started.

Vice-Mayor Kyser stated that there will be more traffic in their main corridor with the construction of those condominiums. She stated that South Daytona has a long beautiful corridor for pedestrians to cross and to control the traffic. Vice-Mayor Kyser stated that the Shores has very small ones and their plan is to extend those corridors. She stated that the City needs to have the long islands along their stretch of SR A1A and again, they are planning for the future.

Vice-Mayor Kyser went on to say that if the City's plan is not included in the MPOs' 2020 Plan, it can not receive federal funding. She referenced a plan that was received from the FDOT that stated "if the transportation project

is not a part of the LRTP adopted by the local MPO, the project is not eligible for federal funding."

Vice-Mayor Kyser stated that Mayor Asher has provided help on this project so that they may be able to get funding. She stated that this is their main corridor. Vice-Mayor Kyser stated that they also have another project that has not yet been presented. She stated that there needs to be something done about the intersection of Dunlawton Avenue and SR A1A.

Vice-Mayor Kyser stated that she feels the project needs to be in the 2020 Plan, which is a plan for the future, and it is not a plan for what we have done in the past. She stated that their plan says that they really want to ensure the mobility and to take some of the cars off of the road.

Vice-Mayor Kyser commended Ms. Lois Bollenback on the report that she did on the safety issues of SR A1A. She stated that this report was shown to the City's Director of Public Safety and he in turn added a few words to it. Vice-Mayor Kyser read the comments that the Public Safety Director submitted, which are:

- the traffic corridor study does not take into account the large amount of new condominiums that are being built and they will add a significant amount of people to the population base of Daytona Beach.
- the increase in population base will no doubt add to the traffic problems that we already have.
- in the near future we will have to increase our ability to safely cross these pedestrians.

Vice-Mayor Kyser also referred to a letter that she had received from Congressman Mica dated November 6, 2000. The letter stated that it is critical that we focus the necessary resources on enhancing safety along SR A1A as it is the only economic development corridor and hurricane evacuation route for the citizens and tourists who visit the area. Congressman Mica also stated in his letter that he strongly supports the City of Daytona Beach Shores' TOPs grant application.

Vice-Mayor Kyser stated that in his initial report, Mr. Cheney had recommended including the SR A1A corridor and beach ramps from SR 421 (Dunlawton Avenue) to SR 40 (Granada Boulevard) as it would allow those communities to move forward with the recommendations of the SR A1A Enhancement Study.

Vice-Mayor Kyser stated that Gary Brown, Chairman-Elect for the Florida Hotel/Motel Association endorses the SR A1A project. She stated that the SR A1A and Dunlawton Avenue intersection is a project for the future. Vice-Mayor Kyser stated that she had invited Mr. Frank Vitale, motel owner, to speak at today's meeting about the traffic that is currently going on in the Dunlawton Avenue and SR A1A area.

Vice-Mayor Kyser stressed the importance of including the SR A1A project in the 2020 LRTP.

Mr. Welzenbach stated that he is not in any way, shape, or form opposed to the project and he believes that it is a project that has to go forward. He stated that he sees the importance of the SR A1A Safety Study as pointed out in Ms. Bollenback's memo, in that we have a serious pedestrian issue on SR A1A. Mr. Welzenbach stated that LRTP's of the VCMPO, Brevard County and Metroplan Orlando and others do not show bicycle or pedestrian projects identified. He stated that the VCMPO sets aside 12.5% of all dollars received for pedestrian and bicycle type projects, and those dollars **are not** included in the LRTP.

Mr. Welzenbach noted that the money in the LRTP is for capacity enhancement projects only. He stated that there is no federal requirement mandating that a pedestrian, bicycle or traffic safety project be in the LRTP to be eligible for federal funds. Mr. Welzenbach stated that the 2020 Plan adopted in 1995 does not include Daytona Beach's enhancement project, nor are there any bicycle path projects or sidewalk projects because they are not required to be in the 2020 Plan to be eligible for funding.

Mr. Welzenbach stated that there are traffic safety funds, traffic operation funds, enhancement dollars and many other sources that can be tapped into and those funding sources do not require a project to be in the LRTP.

Mr. Welzenbach stated that his reservation for including the project in the LRTP means that it takes approximately \$3 million away from what has been recommended as a needed roadway project. He stated that we do not have any other funds to tap into for those projects. Mr. Welzenbach stated that the project must be paid for if it was to be included in the Plan and then someone else would have to give up something.

Mr. Welzenbach noted that the process has been ongoing for 18 months and the City of Daytona Beach Shores did not submit any applications for this project. He stated that the City of Daytona Beach Shores was not ignored. Mr. Welzenbach stated that no response was received from the City of Daytona Beach Shores until September of this year, which was right after the draft plan had been recommended. He stated that he believes that this would set a bad precedent and it does so for many reasons including: (1) it basically circumvents the process that the MPO has adopted and (2) it would take away funding that was set aside for different types of projects.

Mr. Welzenbach went on to say that it does not become ineligible for federal dollars by not being in the Plan.

Mr. Cheney stated that Vice-Mayor Kyser referenced the previous LRTP and the fact that it did not show any enhancement projects. He suggested including the enhancement projects as a separate paragraph and/or section in the LRTP and refer to it as enhancement projects which have been identified.

Vice-Mayor Kyser stated that she has been on the Board for seven years and at this point it was in June when we first said that they should be looking at what they want to put in the five year plan. She stated that no meeting was held in July. Mr. Welzenbach replied that the call for projects takes place every February or March.

Vice-Mayor Kyser reminded everyone that the City did not have a city manager on board for all of these things. She went on to say that they did not have representation in June as the planner did not go to the TCC meeting and she does not know where he was at the time. Vice-Mayor Kyser noted that the planner is no longer with the city. In August when the list of projects were received she noticed that Mayor Asher had \$19 million for enhancement and she would not take that away from Mayor Asher as he worked very hard with the federal government to get funds for that project. Vice-Mayor Kyser noted that this has tied up the funding for the next 20 years.

Mr. Frank Vitale, Daytona Beach Shores Council Member and motel owner, stated that he has listened to the comments made today and stated that it bothers him that they are talking about the SR A1A corridor which is the main corridor from Daytona Beach Shores to Ormond Beach. Mr. Vitale stated that this corridor is important for the safety of visitors and the seniors who live in the area. He stated that the Enhancement Study would include the islands as a safety feature as noted by Vice-Mayor Kyser.

Mr. Vitale stated that it is important for someone to continually look into that type of development because children are also a factor, not just the elderly. He stated that the city should not be penalized because of the one employee. Mr. Vitale went on to say that it is important that they be included in the study -- not to take away funds from other people -- but this would provide a chance for them to access other funds that could be available to the city.

Mr. Vitale stated that this corridor is also important to the businesses and residents of Ponce Inlet. He stated that the beach is important to this area and it is important for the development on SR A1A to get its just attention. Mr. Vitale urged the board members to try to include Daytona Beach Shores in anything that would they think would help the corridor. He stated that he hoped that the members would also take into consideration the comments expressed by Vice-Mayor Kyser and himself.

Council Member Northey stated that she hopes that Mr. Vitale is not suggesting that the MPO is not doing due diligence in consideration of this. She stated that the board has taken a lot of time talking about this and trying to find a way to help Daytona Beach Shores. Council Member Northey stated that over the years as a District representative she has taken criticism because she supported SR A1A and beachside projects and she hopes that that is not what Mr. Vitale is suggesting.

Council Member Northey stated that when she came into today's meeting she came with the intention of trying to find a way to help Daytona Beach Shores out of this self-imposed dilemma and she understands all the issues of what happened. However, the fact of the matter is that there has been an 18 month process that has been going on and this is self-imposed by Daytona Beach Shores. Council Member Northey stated that she and the board want to try and help the city.

Council Member Northey stated that she had spoken to Mr. Michael Booker yesterday and asked if there was anything that could be done. She stated that she heard a response from Jon Cheney today. Council Member Northey stated that the Daytona Beach project is not found anywhere in the LRTP. She clarified that that project is not part of the funding. Mr. Welzenbach agreed. He stated that there is nothing stopping Daytona Beach Shores from accessing federal and state funds.

Council Member Northey clarified that we are not including any of those projects in the LRTP because this is only for capacity in the plan. Mr. Welzenbach replied that that was correct and capacity enhancement funding was used for the projects noted on the map. He stated that it is capacity enhancement funding, and it does not include enhancement dollars or the set aside for bicycle and pedestrian projects.

Mr. Welzenbach asked Vice-Mayor Kyser why they wanted it in the Plan? He stated that if it was to only make sure they get funding -- it does not have to be in the plan to receive that funding. Council Member Northey asked Vice-Mayor Kyser what the driving force behind Daytona Beach Shores wanting it on this plan? She stated that a number of projects on the MPO plan are not on this plan. Council Member Northey asked if Mr. Cheney's suggestion could be done. She noted that she has a SR 415 project that she is losing as part of this, which she would like to fight for it as well. Council Member Northey went on to say that this has been through the process and it is time to move on.

Council Member Northey asked if Mr. Cheney's suggestion would work for the City of Daytona Beach Shores? She stated that at the last meeting Ms. Maryam Ghyabi had stated that a TOPS project does not have to be in the LRTP as a funded item to be considered for TOPS. Ms. Ghyabi replied that that was correct; however they do look and they have criteria to look to see if the projects are part of the LRTP.

Council Member Northey asked if an addendum was included in the plan which listed all of these types of projects that are not capacity generated projects would that provide Daytona Beach Shores with the points they need? Ms. Ghyabi replied yes.

Mr. Welzenbach noted that in previous plans there was always some verbiage that stated that pedestrian safety, pedestrian projects and bicycle projects are inherently part of the plan, but not identified specifically. He stated that the TCC made a recommendation that this board pass a resolution stating that the traffic operations, bicycle/pedestrian, and safety improvement while not specifically listed are, in fact, consistent with the LRTP.

Vice-Mayor Kyser stated she would like to see it as a very strong addendum because this is our plan for the next 20 years. Council Member Northey stated that a notation of the bike paths included would help out her concerns because they are not a capacity generated project.

Mr. Cheney noted that his recommendation was to have stronger language that identified those needs. He stated that if it were specifically laid out it would be better as it gives more credence to the project.

Vice-Mayor Kyser stated that this would probably work for her and at the last meeting Mayor Asher had requested that we not take away any of his city's enhancement funds. Chairman Asher noted that they had worked hard to obtain the matching funds for that project. Vice-Mayor Kyser agreed and noted that is why she is trying to get the project in the plan for the future so that they can get funding like Daytona Beach had done.

Council Member Bruno stated that he supports Daytona Beach Shores and noted that everyone here is very supportive and is trying to find a way to resolve the problem. He stated that we know that anything in the LRTP has to be funded and if there is anything we can do (i.e. resolution) supporting the plan that enables the city to move ahead on their own to go for other funding sources, then this would resolve the problem.

Commissioner Costello asked if there was an approved list of plans for the 12% set aside projects? Mr. Welzenbach replied yes. Commissioner Costello asked if the 12% money had been used up? Mr. Welzenbach replied that every year the MPO sets aside 12.5% of the allocated XU (Urban) funding and every year there is a call for projects for that set aside funding. He stated that those projects are reviewed and ranked by the TIP Subcommittee and that list is provided to the TCC, CAC, and the MPO. Mr. Welzenbach stated that the SR A1A project was never submitted and his concern is that if we say that we have 12.5% of this funding, this project will tap into those dollars. Every other community who did not come to the MPO board instead of going through the process loses out.

Commissioner Costello stated that if we had 12.5% we could include that on our 2020 LRTP as that pot exists and this is a project that the MPO endorses. Mr. Welzenbach replied that we include language to the effect that the MPO, by policy, sets aside on an annual basis 12.5% of their XU dollars and those funds are to be spent on projects such as pedestrian, bicycle and safety such as, and list SR A1A and remaining lists.

Discussion continued.

Mayor Masiarczyk voiced support of what Vice-Mayor Kyser is trying to do. He stated that it is similar to other issues that are going on. Mayor Masiarczyk suggested sending a resolution supporting the Daytona Beach Shores unanimously and then they are only a couple months away for the call for projects for next year. He stated that there is plenty of time to get on top of it for submittal for next year. Mayor Masiarczyk stated that a resolution could be done in support of the project now so they do not miss out on the TOPs funding and we could also say that the application is being forwarded to be included next year for the source of funding that is currently available. He noted that this keeps the process clean, and fully supports Dr. Kyser's plans to move forward for Daytona Beach Shores.

Council Member Northey clarified a consultant was hired to complete the LRTP process. Mr. Welzenbach replied that a consultant was hired to assist with the modeling.

Council Member Northey asked how it would get into the process if Daytona Beach Shores comes in next year through the legitimate process that has been used all these years? Mr. Welzenbach replied that it does not get into the LRTP, it would get into the five-year plan (TIP). He stated that it would not show up in the LRTP because it would show up as a pedestrian safety project. Council Member Northey clarified that the LRTP is a transportation vision. Mr. Welzenbach replied yes, it is a vision and it must be fiscally constrained and several years ago this MPO decided that certain amounts of dollars would be set aside. He stated that we do not consider those monies when drafting the plan because those funds are specifically for that type of project.

Council Member Northey stated that today the MPO Board could do what was suggested by Mr. Cheney and then next year Daytona Beach Shores could come in through the process with their project and then it would match up against all of the other projects. Mr. Welzenbach agreed.

Council Member Northey asked how often the review of the LRTP is done? Mr. Welzenbach replied that the document is reviewed every five years.

Mr. Zielinski stated that in regards to the 12.5% set aside, the Department is going to discuss the projects that they are looking to fund in their tentative work program. He stated that the first project that they are looking to fund under that category is SR 441/Peninsula Drive/Cardinal Boulevard (in its entirety) which is the addition of a pedestrian facility. Mr. Zielinski noted that they are trying to verify the cost estimates for that project. He stated that that was a number one priority for those funds submitted this year.

Vice-Mayor Kyser stated that that was correct and they went through the whole process for that. It has been 5-7 years and it finally got to the funding stage. Mr. Zielinski noted that the project is estimated to cost over \$400,000.

Council Member Northey stated that the Volusia County Council sent a letter and resolution requesting that they would like to have the extension and/or widening of SR/CR 415 from Pioneer Trail to US 92 reviewed by TCC and CAC. The Council felt very strongly that this needed to be addressed and as a lot of County dollars are being used to do the plan, it should have some weight. Council Member Northey asked why it came back to the Board without that being addressed? She also asked how it could move forward.

Council Member Ann McFall stated that the SR/CR 415 widening is critical to the Volusia County Council. She stated that there was unanimous support to send a resolution. Council Member McFall stated that if it is not put on the plan today, she is convinced that it is going under her goals in January to have the project moved up. She went on to say that we have to look for alternative routes to I-4 as much of I-4 is already at Level of Service F and there has to be relief somehow or some way.

Council Member McFall noted that SR 44 is being four laned all the way through and she can not believe that a state/county road connecting to SR 44 is only going to be two laned. She stated that it is absolutely critical that we get this project and if it is not through the MPO body, it would be done and she does not know what would have to be taken away from in order to get it done.

Chairman Asher voiced his agreement about the importance of that project and expressed hopes that it could be resolved.

Mr. Welzenbach stated that it was the sense of both committees that while they understand the recommendation, no compromise was offered and by putting this in the Plan something else would have to come out. The County did not suggest anything that they could withdraw to ensure SR 415. Mr. Welzenbach went on to say that in regards to the other big-ticket items, none of the municipalities wanted to withdraw so that SR/CR 415 could be included. He stated that in response to Council Member McFall's comments, it is in the current five-year program and in the LRTP to go to SR 44. He noted that both the County and the State are looking

at PD&E on SR 415 north from the County line to SR 44. In the recommended LRTP, it extends beyond that up to the proposed extension of Madeline Avenue.

Vice-Mayor Kyser stated that the MPO body has to apply some common sense to some of these problems that are coming up now. She stated that she believes in the process, but also believes that the MPO should be able should be able to make some recommendations that will solve the pressing problems. Vice-Mayor Kyser stated that the TCC and CAC are advisory to the MPO board; therefore she feels that this MPO can make some strong statements so that we can get these projects which the cities have been **word unclear** to be urgent. Mr. Welzenbach agreed, and stated that the MPO makes the final decision and they can change the plan as they desire. He reminded the members that the plan has to be approved by the state and federal government.

Chairman Asher stated that the plan noted by Council Member Northey is satisfactory with Ms. Ghyabi and it would solve the City of Daytona Beach Shores's problem. Vice-Mayor Kyser replied that it would, but she is concerned that they would have to wait five years before it comes up again. She stated that she wants a strong statement made now and they can find the funds some where.

Mr. Welzenbach stated that we are more than willing to work with Daytona Beach Shores to access federal and state funds and none of those funds have strings attached about being in the LRTP. Vice-Mayor Kyser replied that there is a matter of semantics all the time because Mr. Welzenbach keeps calling it a pedestrian/bicycle plan, and the city is in that and she knows about the 12.5% [set aside]. She stated that this is a capacity project for the future. Vice-Mayor Kyser went on to say that the intersection of SR A1A and Dunlawton Avenue is a nightmare and it will continue to be a nightmare.

Vice-Mayor Kyser stated that they do not have to be in the 12.5% and wait five years, the problem is that we have a problem right now and so does Council Member Northey and Council Member McFall. She stated that she would like to see this body do something about it. Vice-Mayor Kyser stated that the resolution is great, but we also have to make some other decisions.

Mr. Welzenbach replied that even if the project is placed in the plan, it would be five to seven years. Vice-Mayor Kyser replied that she is aware of that (for the funding), but she also wants this body to see if they are using all of their common sense to see if there isn't some way to move these forward without waiting five years. She stated that the 2020 Plan is a plan for the future.

Mr. Cheney stated the County's Construction Engineering staff recommended that if additional funds needed to be sought, the SR 421 extension to I-4 could possibly be postponed since it was going through environmentally sensitive lands.

Those funds could be reallocated to either SR 442 or to the SR/CR 415 widening, which is an existing road. Mr. Cheney noted that SR/CR 415 is also an evacuation route.

Council Member Northey asked if that was the interchange project? Mr. Cheney replied that it was the extension from Taylor Road to I-4 which would include an interchange. Mr. Welzenbach noted that the interchange would not free up dollars since it is FHIS dollars and the state has told us that everything we have in the FIHS system is affordable.

Mr. Cheney stated that Bill Gray's position was that the County would probably be building that road. There would not be any state funds and because of the environmentally sensitive areas that would have to be gone through, it would probably be in the outer 20 years before we could start looking at that issue.

Council Member Ward stated that before we start taking off any of those roads that have already been applied for and the Taylor Road/SR 415 extension and the interchange, we do not need to be sitting here doing that. He stated that this has been through a process and to say that we are going to take it off and put it somewhere else should not happen if we are to follow the process.

Council Member Ward stated that we need to have a lot more input and there has been a lot of work put into that and he does not want to sit here and say that that is what we are looking at. Mr. Cheney replied that it should have been brought up at the TCC meeting last Tuesday, but apparently it was not.

Council Member Lewis requested that the Board finish addressing Vice-Mayor Kyser's request before moving onto other things that are to be changed around. He stated that Mr. Cheney's recommendation to put it as an addendum to the LRTP was a good idea.

Council Member Northey voiced agreement with the comments made by Council Member Ward. She stated that the County Council needs to take a stronger role and possibly hold a workshop on the projects. She stated that this should not be an either/or, and as a Council they ought to be able to say what is important to them to move forward.

Council Member Northey stated she is confident knowing the way roads are built in this County, and the time it takes that SR 415 within five years we will only get to SR 44 and she can get that added in. Council Member Northey stated that for the purpose of getting this done today, she would back off the request to add that [SR 415] and have it visited next year. She stated that it could be pressed for next year through the appropriate process and she is hopeful that the Council will also support that because it is a critical road that we need to move forward on. Council Member Northey moved to adopt the Long Range Transportation Plan as presented with an additional addendum that addresses those items that are not of capacity or capacity improvements and to address those as part of the LRTP so that we send a strong signal to the federal and state governments that these are important issues to our community. Vice-Mayor Kyser seconded the motion.

Mayor Schmidt noted that Mr. Welzenbach had stated that one of the recommendations was to keep SR 442 on the unfunded. Mr. Welzenbach replied that the extension requested from the proposed Airport Road to SR 415 would be identified as an unfunded need.

Mayor Schmidt distributed a map of the area that he was speaking of. He stated that some people may not be familiar with the problems that are occurring in this area. Mayor Schmidt stated that he wants to make sure that this project stays on someone's list.

Mayor Schmidt stated that growth to the west for the Florida Shores area is expected and Airport Road would provide another north/south route. He stated that there is no other road to access to get out of the city. Mayor Schmidt went on to say that it is critical that the project stay on the list as funded or unfunded. He stated that a TOPs application requesting \$2 million has been submitted for studies and to get things going for this project. Mayor Schmidt stated that the city is not afraid to put money towards this project but they want to make sure that this is important to everyone in the Southeast Volusia area for economic development and evacuation.

Commissioner Collins-Cook voiced her support of Mayor Schmidt's comments regarding SR 442. She noted that Oak Hill residents have no means of evacuation. Commissioner Collins-Cook stated that Maytown Road is the only access road and is mostly a dirt road. The only other avenue for residents would be SR 442 if they can not have Maytown Road.

Council Member Northey stated that her motion included those projects that were recommended as unfunded projects. The motion passed unanimously.

Mr. Welzenbach informed the members that Council Member Martin had requested that a resolution (2000-26) be presented to the board for approval in regards to the possible impact of the recent amendment to the Florida Constitution on highspeed rail. Mr. Welzenbach stated that the amendment had passed and no funding source or sources were identified so that leaves the entire State budget up for grabs. He stated that under the current State Statute or law it states that the first three years of the existing Work Program is considered safe and can not be touched. However, the other two years can be adjusted.