



## Community Liaison Group (CLG) Meeting #5 - Meeting Notes

Attendees: **CLG Members**

Date: January 26, 2017  
Time: 2:00 pm – 4:00 pm

- Michelle Chaves, DeLand Chamber of Commerce
- Lacey Ekberg, DeLand Chamber of Commerce
- Jim Cameron, Daytona Regional Chamber of Commerce
- Joie Alexander, Halifax Civic League
- Steve Eckman, Daytona State College
- Janie Graziani, Stetson University
- Doug Hall, Citizen Representative of the Visually Impaired
- Nancy Burgess-Hall, Representative of the Visually Impaired
- Claudia Roth, League of Women Voters, Seminole Chapter
- Joe Bitar, FDOT

### Consultant Team

- Alan Danaher, Parsons Brinckerhoff
- Ginger Corless, Tindale Oliver
- Pat Northey, Public Information Liaison, Ghyabi & Associates Consultant to FDOT

Place: Training Room 1  
Volusia County Administration Center  
123 W. Indiana Ave.  
DeLand, FL 32720

Project  
No.: 173970A  
Re: Volusia Transit  
Connector Study  
Community Liaison  
Group Meeting # 5

Prepared  
by: Ginger Corless

### Meeting Handouts:

- CLG Meeting #5 Agenda
- PowerPoint Presentation

**NOTE:** These meeting notes are Parsons Brinckerhoff's attempt at capturing the key discussion points, decisions, action/follow up items, and resolutions discussed at the meeting. If you would like to clarify or comment on any point, please notify Alan Danaher by phone (407-587-7835) or email ([danaher@pbworld.com](mailto:danaher@pbworld.com)) within 48 hours of this email distribution. ***If no comments are received within 48 hours, these meeting minutes will be assumed to serve as the official meeting record.***

## Meeting highlights

### Welcome

Joe Bitar welcomed everyone to the meeting and asked for a round of introductions. Joe provided an overview of the process, including the finding that enhanced transit was not cost feasible at this time. He stressed that based on that conclusion, it was decided to perform a Transit Oriented Development (TOD) Assessment and prepare implementation strategies that will encourage local municipalities, the TPO and Votran to continue their efforts in improving local bus service, as well as in addressing land use and other regulatory mechanisms that will result in creating favorable conditions to support enhanced transit in the future.

Alan Danaher then reviewed the meeting agenda and the format for the presentation.

### PowerPoint Presentation & Related Discussion

#### 1. STUDY PROCESS (slide 3)

- Alan stated that since the last CLG meeting, held January 20, 2016, the team completed the TOD Assessment, as well as they wanted to incorporate pertinent information from Votran's TDP, see the direction of Phase II SunRail, and make a briefing to each local agency regarding the VTCS Findings and Deliverables.
- Alan stated that we are at the end of the process and hope to wrap up by the end of February. He informed the group the final report would be posted on the website in March.
  - The group requested to be notified when the TOD Readiness Analysis Report and final Report were on the website for their review.

#### 2. WORK ACCOMPLISHED SINCE THE LAST CLG MEETING (slide 4)

- Completion of the Implementation Study.
- TOD Readiness Analysis was completed. Joe Bitar stated the information contained within the TOD Readiness Analysis is very important because it provides mechanisms that local agencies can employ to assist in attracting developers that are willing to develop the desired densities.
- Final briefings were made to each of the agencies in November-December of 2016.

#### 3. REFINED ALTERNATIVES ANALYSIS (slides 5-13)

Alan provided a brief overview of the Refined Analysis. Elements covered included the following:

- **Bus Rapid Transit (BRT) Route Configurations** with peak period service headway at 10-15 minutes between Daytona Beach and DeBary. Alan discussed the importance of

creating a BRT system with enhanced amenities, including stations, signal priority and other amenities to attract riders.

- **Rail Route Configuration**
- **Capital Cost Estimates in Millions for both BRT and Rail Alternatives** – Alan discussed how much more expensive it was to move forward with Rail over BRT. He did mention if the Rail option was done in phases, an option from the DeBary Station to I-4 via 472 would cost in the range of 500 million dollars.
- **O&M Cost Estimates in Millions for both BRT and Rail Alternatives** – Alan reminded the group there may be funding for capital improvements from the federal government, however there is no dedicated funding for the operations of either system.
- **Ridership Projections** – Alan discussed how the ridership projections were calculated and the process of determining the ridership numbers.
  - There were questions regarding how the trips were calculated and an inquiry if the model took into account trips that were internal to the County or just to the Orlando area. Alan informed them that all trips internal and external were incorporated.
  - Alan did speak to the importance of improving the local and feed system to have reverse movement from the Orlando area to Volusia County.
  - Alan informed the CLG the ridership numbers were not high enough even in 2040 to support either BRT or Rail.
  - The CLG asked where the ridership number needs to be to support enhanced transit. Alan told them the minimum number of daily ridership for BRT was 3,000.
- **New Start and Small Starts Project Evaluation and Rating** was reviewed.
- **FTA Project Justification Ratings and Assessments** – Alan discussed the conclusion that neither alternative achieved a high enough rating to be competitive for federal funding.
  - There were questions from the CLG regarding whether the findings were surprising. They were informed that it became clear during the process; however, it was important to go through the process to document findings.
- **Where do We Go from Here** – provide officials a roadmap on how to implement enhanced transit in the future.
  - Based on the Recommended Alternatives findings, it was determined there was a need for an Implementation Strategy.

#### 4. RECOMMENDED IMPLEMENTATION STRATEGY (slides 14-24)

- Alan Danaher presented the Implementation Strategy highlights which included the following discussion:
  - Two-Component Strategy that includes transit service and facility improvement and strategies and policies to foster transit-oriented development.
  - Strategies include the following:
    - Identify strategy for added local transit service and O&M revenues
    - Implement the bus service improvements
    - Integrate transit priority and stop improvements into future roadway improvements
    - Develop new transit centers and initial park & ride lots
    - Potential BRT service in the US 92 and/or US 17/92 corridors with added feeder buses
    - Evaluate the preservation of ROW for future premium transit
    - Potential rail extension toward Daytona Beach when ridership numbers increase to become cost feasible.
  - The Votran 2017-26 TDP Service and Capital Improvements in the Study Area were reviewed.
  - Land Development Strategies
  - Transit and Density Relationships
  - Mode Applicability Based on Densities in the Study Areas
  - Densities in the Study Area compared to around SunRail Stations
  - TOD Assessment
- The following are highlights from the discussions held among the CLG regarding the Recommended Implementation Strategy:
  - There were questions regarding if due to the large conservation areas within the corridor, could the necessary density to support transit be achieved. Alan stated that the density needs to increase in the vicinity of the identified transit stations. He stated there were no stations identified within the conservation areas.
  - There was discussion regarding the importance of building density around the stations that also included affordable housing. The CLG supported the integration of affordable housing and the importance of changing perspectives regarding who not only lives in affordable housing but also the perspective regarding who currently rides transit.
  - The CLG discussed the importance of improving local service headways and service to encourage others to ride transit instead of driving.
  - The CLG would like to see a discussion of transit be incorporated into the City's and County's development review process. They used the example of the lack of transit service to the new Tangier Outlet Mall.
  - The CLG also believes there needs to be a public information campaign regarding transit within the County and the importance of addressing land use to reduce sprawl while enhancing the transit environment, including creating more walkable communities.

## 5. NEXT STEPS (slides 25-26)

- Moving forward with finalizing the Study Report by the end of February, the final report will be made available on the website in March.

## 6. DISCUSSION

- The CLG appreciated the involvement and reiterated the importance of continuing efforts to improve transit starting with the strategies identified through this effort.
- Ways to fund improvements were discussed including the use of a mobility fee.

## 7. FOLLOW-UP ACTION ITEMS

1. Send an email to CLG members when the TOD Readiness Analysis Report and Final Report were on the website for their review.

cc: Attendees  
Other Invitees Unable to Attend  
Parsons Brinckerhoff File #173970A