

Project Advisory Group (PAG) Meeting # 9 Final Meeting Notes

Attendees: **PAG Members**

Date: August 26, 2015
Time: 1:30 pm – 3:30 pm

1. Lois Bollenback, R2CTPO
2. Gary Huttman, MetroPlan Orlando
3. Pedro Leon, Daytona Beach International Airport
4. Carleen Flynn, LYNX
5. Jeff Hopper, Seminole County
6. Mike Cash, City of Sanford
7. Jon Cheney, Volusia County
8. Heather Blanck, VOTRAN
9. Hardy Smith, City of Daytona Beach
10. Mike Holmes, City of DeLand
11. Wendy Hickey, City of Orange City
12. Carol McFarlane, City of Orange City
13. Joe Bitar, FDOT
14. John Booker, FDOT
15. Sam Weekley, FDOT
16. Jason Learned, FDOT

Consultant Team to FDOT

- Alan Danaher, Parsons Brinckerhoff
- Ralph Bove, Parsons Brinckerhoff
- Chuck Hymes, Parsons Brinckerhoff
- LaChant Barnett, Tindale Oliver
- Patricia Whitton, Tindale Oliver
- Pat Northey, Ghyabi & Associates (FDOT Public Information Liaison Contract)
- Jamie Snow, AECOM

Place: FDOT D5
Materials Office - Sailfish Room
1650 North Kepler Road
DeLand, FL 32724

Project No.: 173970A
Re: Volusia Transit Connector Study
Project Advisory Group Meeting # 9

Prepared by: Patricia Whitton

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) 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 handouts:

- PAG Meeting #9 Agenda and Presentation
- Handout – Maps and Proposed Operating Plans for the Feeder Bus Networks (Alternatives 4 and 5)

Meeting highlights

Welcome

Joe Bitar welcomed everyone to the meeting and asked for a round of introductions. Joe stated that Alternatives 4 and 5 were selected to move forward into the refined alternatives analysis phase. Alan Danaher then reviewed the meeting agenda and the format for the presentation.

PowerPoint Presentation & Related Discussion

1. FOLLOW-UP ACTION ITEMS FROM LAST MEETING (slide 3)

Alan reviewed the status of the action items identified from the July 8th PAG meeting:

- Initiate Refined Alternatives Phase – Completed.
- Send Meeting Appointment for PAG Meeting #9 – Completed.

2. PUBLIC INVOLVEMENT ACTIVITIES (slides 4 - 6)

- Alan reviewed the matrix rating of alternatives that was completed based on input from the PAG members at the July 8th meeting and supplemented with follow up phone discussions to hone in on the alternatives that were selected for further definition. Based on the results, rail option 5 and bus option 4 were selected with 5 and 8 votes, respectively. Small group meetings and meetings with jurisdictions have also been conducted to review the rail alignment options, development plans around the proposed stations for refined environmental review, and how best to integrate the Bus Rapid Transit (BRT) concept in the International Speedway Boulevard (ISB) Corridor Master Plan.
- Ralph Bove provided an update on the DeBary Station Survey that was conducted Wednesday, July 29th. The survey was conducted in the morning with passengers from seven peak trains and the 10AM train. The survey focused on one question and asked participants where their trip started. A total of 327 persons responded to the surveys, with the majority of the trips originating in West Volusia and few passengers using Votran feeder routes at this time. John Booker asked why the survey was conducted on Wednesday versus Friday. Ralph responded that Sharon Burke, SunRail ambassador, suggested Tuesday through Thursday would be the best timeframe for surveying since Friday is an alternative commute day for many people. Joe Bitar also commented that Tuesday through Thursday is typical even for traffic counts.

3. REFINED ALTERNATIVE #4 (slides 8-9)

- Alan Danaher reviewed the Alternative 4 route configuration, including the potential bus access and transit (BAT) lanes to give priority in the six lane section with through traffic in two and four lane sections. Median transit way is also a potential option with mixed traffic along DeLand and Daytona Beach because there are not many options for widening.

4. POTENTIAL STATION LOCATIONS (SLIDES 11-35)

- Alan reviewed the proposed BRT station locations along with the attractions served and the access mode to each of the stations. The station footprint magnitude for BRT has enough length for 60' articulated buses; however, for the current day there may only be a need for 40'. In addition, the stations may be constructed longer to accommodate more than one bus. The rail station platforms will be similar to SunRail.
 - DeBary SunRail Station - Heather Blank commented that a signal is needed at the DeBary SunRail Station.
 - Highbanks Road - Shared parking is being reviewed at this site. Normally shared parking is not modeled only dedicated park-and-ride lots. In all cases, the bus will stop in the traffic lane unless safety or sight distance dictates otherwise. Lois Bollenback asked how it will be handled when there are station locations on the near side, such as at Highbanks Road, and the bus is in the turn lane. Alan responded that at those locations there would be queue jumps to provide bus preference at the intersections.
 - Saxon Boulevard or Enterprise Road – The specific location in this area is under review. There is a parking lot at Enterprise Road that may be an option, but Alan will meet with Orange City and DeBary to get further input.
 - Graves Avenue - The right turn lanes could be queue jumps.
 - Orange Camp Road - Provides good park-and-ride access for Lake Helen.
 - Taylor Road - There is a future Circle K near the proposed station location.
 - DeLand Intermodal Facility - The bus currently pulls out on the east side of the DeLand Intermodal Facility. The BRT will be routed to use the existing configuration.
 - Downtown DeLand - There have been extensive discussions with Volusia County and the City of DeLand regarding upgrades to the County Administration Building. Two BRT routes will need to be accommodated in Downtown DeLand. A stop along Rich Avenue may work, but the cross section will require modifications. Heather commented that Votran completed improvements to their stops on Rich Avenue.
 - Spring Garden Avenue - New station location was added to Spring Garden Avenue.
 - Minnesota Avenue or Pennsylvania Avenue- The station location at Stetson University is under review to determine if the location should be along Minnesota Avenue or Pennsylvania Avenue. A meeting will be scheduled with Stetson University to discuss the options.
 - US 92 - There are two options under review for the US 92 station considering Future Frontier Communications and the existing Publix. The city and county will be contacted for further input.

- LPGA Boulevard - Will include a park-and-ride to capture ridership from Holly Hill and Ormond Beach.
- Tomoka Farms Road - Existing and future development and the speedway area are located around this stop.
- Williamson Boulevard – Will have some signal priority.
- Fentress – Near One Daytona.
- Bill France Boulevard – Existing Votran stops and access to the Volusia Mall.
- Clyde Morris Boulevard – Heather commented that improvements are going to be made to the bus stop ¼-mile east of the high school campus as part of a shopping center development.
- White Street – Near the main entrance of Daytona State College.
- Lincoln Street – Provides a transit gateway near the performing arts center and allows for expansion.
- Votran Downtown Transfer Plaza – Allows for transfers to the existing Votran station; however, this plaza could be relocated based on future plans for the Florida East Coast rail corridor.
- Alan mentioned that there have been discussions regarding whether or not the new pedestrian bridges along ISB should be the BRT stations. The issue with those locations are that the bridges are midblock and have been constructed oriented to the speedway events. This concept will be further reviewed, but the station locations probably should be located at signalized intersections.
- Hardy Smith asked if consideration had been given to putting the station locations inside of the properties along ISB, such as Daytona State College or other properties with large tracts of land. Alan responded that pulling the BRT from the roadway would increase the travel time. Also, ISB has nice options for BRT stations along the roadway.
- Lois asked if consideration had been given to the park-and-ride location at Tomoka Farms Road versus LPGA Boulevard. Alan responded yes, the development plans were reviewed and the LPGA site is larger with better access to Ormond and Holly Hill.

5. RAIL ALTERNATIVE #5 UPDATE (slides 37-48)

- Chuck Hymes reviewed rail Alternative 5 identifying the route configuration and where exclusive right-of-way (ROW), median, or side of road locations are located along the route. The ROW on SR 472 could be located in the median or side running, while I-4 would be exclusive, US 92 would be median or side running, and Midway would require a side of road location and roadway reconstruction. The transition from SunRail Phase II North now clips Fatio Road. There is a possible substandard curve that is 1,200 feet up and over I-4. This area would have more of an impact on residents and the planned hospital. The next transition from I-4 to the US 92 median at LPGA Boulevard is best for spacing but another option is side running. At the US 92/I-95 interchange below grade and at-grade options were reviewed. Based on discussions with Volusia County, to portal out geometrically would be expensive and challenging, probably in the 100s of millions. This is probably not the best option, but a possibility. Midway would then be relocated 12 feet in to speedway property to access Site D and the platform would be pushed out to the end of the site to allow for Transit Oriented Development (TOD). The other option at the interchange is an at-grade/aerial option with a flyover structure out of US 92 and over

S. Williamson Boulevard. Sites were also reviewed for fueling and light maintenance. The Fatio Road/Utility Corridor is the best option for modeling.

- Lois Bollenback asked if at US 92 the rail is coming in at-grade or below. Chuck responded that at-grade is the median and below grade is the side. Lois asked why not come in from the side to avoid the issue. Chuck responded that would interfere with ramp for work FDOT has planned on US 92. Hardy asked if the configuration was going to eliminate any retail at that location. Chuck responded that the at-grade/aerial option would require the relocation of the retail located at the interchange. Chuck also indicated that the structure would be 23 to 25 feet and very tight. Jason Learned asked about coming in from the south along Beville Road. Chuck indicated that the option was reviewed but there are issues with runway protection zone encroachment. Alan mentioned that the alignment assumes Site D and the other sites do not serve the speedway or the airport and reminded the PAG that there is also a bus option for review.
- Joe Bitar also mentioned that looking at these options is required to get the answers needed before proceeding with an alternative.

6. POTENTIAL RAIL STATIONS (sides 49 – 54)

- Chuck reviewed the potential rail stations located at DeBary SunRail Station, I-4/SR 472, I-4/SR 44, US 92/LPGA Boulevard, and Midway/New Intermodal Facility. Chuck indicated that I-4/SR 44 is constrained in the median; therefore, there are two-sided platforms.

7. FEEDER BUS NETWORK ASSUMPTIONS (slide 55 – 57)

- Patricia Whitton provided an overview of the feeder bus network for the bus option – Alternative 4 and the rail option – Alternative 5.
- 11 X 17 map handouts were provided (rail and bus Alternatives) for comparison.
- The networks were developed based on the existing Votran network, the Votran Transit Development Plan, the 2040 R2CTPO Long Range Transportation Plan, and consideration of Phase 2 SunRail North.
- For the BRT option, the frequencies on several of the connecting fixed-routes were increased to 30 minutes with extended evening hours and weekend service added for those routes only operating during the weekday. These improvements are proposed based on the operating plan for the BRT and would provide additional connections both north and south. In the Daytona Beach area, a new route is proposed along LPGA Boulevard connecting with the proposed park-and-ride lot and extending to the county jail since the Route 60 would be eliminated as duplicate service and currently serves the jail. On the west side, similar frequency, later evening hours, and weekend services were added to routes operating in DeLand, Deltona, and Orange City. Proposed new routes would operate along Graves Avenue, SR 472, Orange Camp Road, and within the City of DeLand.
- For the rail option, the frequencies on several of the connecting fixed-routes were increased to 30 minutes with extended evening hours during the week. These improvements are proposed based on the operating plan for the rail service and would provide additional connections both north and south. In the Daytona Beach area, a new route is proposed along LPGA Boulevard connecting with the proposed park-and-ride lot. On the west side, similar frequency and later evening hours were added during the week

to routes operating in DeLand, Deltona, and Orange City. Proposed new routes would operate along Saxon Boulevard to SR 472, SR 472, SR 44, and within the City of DeLand.

- Lois Bollenback asked about the thresholds used for developing feeder routes specifically the distance beyond the alternatives that is considered a feeder to the system. LaChant Barnett indicated that the new services that are considered “feeder routes” are typically extending within three to five miles from the alternative alignment, but some exceptions are made for communities that might need connections to the system.
- Wendy Hickey asked how far the SR 472 route extended and if it would reach SR 415. Patricia Whitton responded that the alignment is along Normandy to Providence.
- Hardy Smith asked about the threshold relating to the cost of the system and the ridership generated that would be considered viable. Alan responded that there are many variables that are considered and a financial feasibility analysis will be completed as part of the study. Ridership forecasting is the next step in the process.
- Gary Huttman asked if the aging population is considered based on the model looking at 2040 and the older population growing over the next 25 years. Wendy mentioned that aging is one factor, but there are also millennials that choose not to drive. Jamie Snow stated that the model does not consider those inputs and that it is best not to change the model inputs based on the Federal Transit Administration (FTA) requirements. Jason mentioned that considering the aging population also leads to discussions of paratransit service versus the modes being discussed.
- Carleen Flynn asked about the planned frequency for the BRT. Alan indicated that the assumption is 10 minute peak/15 minute off-peak during the week and that the requirements will be reviewed with FTA.

8. NEXT STEPS (slide 59)

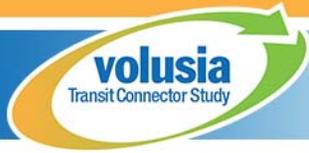
- Refined alternatives evaluation
 - Ridership projections
 - Refined capital and operating cost estimates
 - Environmental and transportation system evaluation
- November public meetings
- Develop and evaluate recommended alternative
 - Financial feasibility analysis
 - Implementation strategy
- Final elected officials briefings

UPCOMING MEETINGS:

- ***PAG Meeting #10 will be rescheduled to October 14th to present ridership projections. An Outlook appointment placeholder will be sent out and the scheduled September and October 2015 PAG meetings will be cancelled. Jon Cheney will check the availability of the County Administration Training Room.***

9. FOLLOW-UP ACTION ITEMS

1. Proceed to the ridership projections: *Parsons Brinckerhoff*



2. Additional meetings with Volusia County and cities regarding station locations: *Parsons Brinckerhoff*
3. Send meeting appointment placeholder for PAG Meeting #10 to the PAG members.
Responsible Party: Tindale Oliver

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