

## Technical Working Group Meeting #1 Meeting Notes

Attendees: **Technical Working Group Members**

Date: December 17, 2014  
Time: 1:30 pm – 3:30 pm

1. Robert Keeth, R2CTPO
2. Gary Huttman, MetroPlan Orlando
3. Mike Cash, Sanford
4. Jon Cheney, Volusia County
5. Blanche Hardy, City of DeLand
6. Chris Bowley, City of Deltona
7. Mercy Hicky, City of Orange City
8. Joe Bitar, FDOT District 5

### Consultant Team

- Alan Danaher, Parsons Brinckerhoff
- Adriana Rodriguez, Parsons Brinckerhoff
- Jamie Snow, AECOM (Guest)

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

Project No.: 173970A  
Re: Volusia Transit  
Connector Study  
Project Advisory  
Technical Working  
Group Meeting #1

Prepared by: Adriana Rodriguez

**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 agenda:

- History of the travel demand forecasting process related to Volusia County
- Population and employment projections
- Comparison of 2010 model travel patterns to 2006-2010 average American Community Survey (ACS) travel patterns
- Recent transit system O-D data
- Local agency travel pattern data
- Next steps

## Meeting highlights

### Welcome

Alan Danaher opened the meeting by thanking the PAG members for their attendance. There were introductions around the table. Alan provided a general overview of what would be covered in this PAG technical group meeting and turned the meeting over to Jamie Snow.

### Presentation & Related Discussion

#### 1. CFRPM Timeline Summary

- Jamie Snow provided an overview of the CFRPM timeline summary handout.
  - CFRPM 5.5 was the version of the model used for the most recent Long Range Transportation Plan (LRTP). This model uses 2005 base year and 2035 horizon year; time of day is incorporated.
  - CFRPM 5.6 is a modification of the CFRPM 5.5 with transit model improvements. This model was developed for transit corridor studies only and no recalibration or revalidation of the highway component was performed. Everything else in the model was reviewed, calibrated, and validated. For the Volusia Transit Connector Study, the socioeconomic data has been replaced with the CFRPM 6.0 LRTP data, making the base year 2010 and the horizon year 2040.
  - CFRPM 6.0 is under development, expected to be out in 2015.
- Jon Cheney confirmed his approval for using the CFRPM 5.6 model for the Volusia Transit Connector Study. Other Working Group members concurred.
  - Joe Bitar explained that the consultant team will move forward using the CFRPM 5.6 model and invited the PAG technical working group members to provide any additional data available to the consultant team.
  - Gary Huttman stated that the CFRPM 5.6 model is the version of the model that provides data according to the latest FTA criteria.

#### 2. ZDATA, Network and Flow Information Review Process

- Jamie Snow provided an overview of the ZDATA, network and flow information review process. Jamie explained the type of information and the data used for comparison.
  - The model presents forecast results and does not present perfect data; however, the consultant team is trying to get a range of reasonableness that accurately depicts travel patterns in the area.
  - Population and employment data have a significant impact. This data is compared with census data for reasonableness.
  - Districts are assigned to the study area to determine travel patterns. For this meeting, the travel patterns will be presented for the different cities along the corridor looking at clarifying the comments received during the PAG meeting #3 about the districts being too big and not depicting actual travel patterns in the region.

- Travel patterns are also checked by trip purpose for each district. The American Community Survey (ACS) average work flow data is currently collected annually as a means to replace the 2000 Census Journey to Work data. For this effort, the most recent average ACS work flow data from 2006-2010 was used and compared to the CFRPM 5.6 home-based work flows.
  - FTA is very interested in work and transit dependent trips to provide funding for transit projects.
- Gary Huttmann asked if there is a requirement to keep the auto ownership data constant from the base year to horizon year.
  - Jamie Snow explained that this is not a requirement. In fact, auto ownership is assigned by TAZ as a percentage and it can be modified by zone by year. The socioeconomic data provided has incorporated data that came from the different municipalities and will be used for their LRTPs; it will not be modified for this Study.
- Transit information in the model has been compared to local transit agency's data. In this case it is being compared to the 2012 Votran and LYNX survey data, annual and monthly data reported to the National Transit Database, and the web posted schedules for both agencies.
- Mike Cash asked a question related to the recent years of economic depression and if that would not have caused anomalous data.
  - Jamie Snow explained that the magnitude of the data could be affected; however, the patterns should not have been affected.
- Jamie Snow explained the type of data available in the model and asked PAG technical group members to provide input if any data is missing. Alan Danaher asked the members to inform the consultant team if there is any city based or county based surveys that will provide updated data with respect to travel patterns.
- Jon Cheney asked if this is a validation process.
  - Jamie Snow clarified that this is a reasonableness check because the model cannot be validated for a study corridor.
- Alan Danaher added that the consultant team has cellular data available related to travel patterns for 2014 that will allow making some comparison especially for weekend trips. Ridership projections are based on weekday travel patterns; however, the weekend data will be used to check the magnitude of change for weekend conditions.
  - Blanche Hardy asked if cellular data is available only for weekends.
  - Alan Danaher clarified that data was collected for weekdays, race weekends, and other weekends for the months of February and March in 2014.
- Blanche Hardy wanted to clarify if data in the model is only based on data related to where people live and where their place of employment is located.
  - Jamie Snow explained that the model also reflects "home based other trips" which are trips made from home to other destinations that are not work related. The model also provides information for "non-home based trips" which includes trips made from other origins other than home for example trips made from work to a shopping mall.
  - Blanche Hardy added a concern related to Daytona Beach being a huge tourist center and that based on the model data the prediction for transit trips related to tourism could not be made. Blanche also mentioned that there is a significant amount of trips made from Daytona Beach to DeLand related to visiting the

County Courthouse and other government buildings located there. She suggested talking to the County to verify if there is data available related to those trips.

- Jamie Snow clarified that trips made to the courthouse will fall under the “home based other” or the “non-home based other” classification in the model. Also, the model is not geared to capturing trips related to special events or tourism that occurred during weekends; the model is based on weekday travel patterns. FTA criteria are based on average weekday.
- Jon Cheney added to the discussion that Daytona 500 event trips should include trips for the 2 weeks prior to the actual race weekend. Not sure if model should be modified for that event.
- Jamie Snow clarified that if model is changed for a particular event, FTA would have questions about why the regional model was modified only for this study.
- Alan Danaher added that the reason for obtaining cellular data is to verify the impacts of the race weekend not only for weekend trips but also impacts to the travel patterns for weekdays prior to the race. However, the data will be used to provide a qualitative analysis but it will not be incorporated into the model.

### 3. Socioeconomic Data Comparison

- Jamie Snow presented an overview of the socioeconomic data comparison. Some concerns about the 2005 dataset were raised during PAG meeting #3. The tables presented in the handouts for today’s meeting show a comparison between the 2005 and 2010 socioeconomic data. The following main points were highlighted:
  - There are large increases in the number of occupied hotel/motel dwelling units for all counties, except Brevard.
  - Volusia County shows a shift in employment type. There is a 31% decrease in the number of Industrial Employees (9,400).
  - The 2040 socioeconomic data is still under review.
  - Regional demand for transit and number of transit stops
- Jon Cheney pointed out to some potential inconsistencies between socioeconomic data that has to be verified. Also, Jon asked if data was generated by the consultant team or if data was provide by the municipalities.
  - Jamie Snow clarified that 2005 data was provided to the municipalities and 2010 socioeconomic data was provided by the municipalities. It is probable that calculations were performed differently.
  - Jon Cheney added that this could be an anomaly caused by the amount of foreclosures in the area during that period of time.
  - Wendy Hickey added that an anomaly could also be caused by the amount of homeless families in Volusia County during the same period of time.
  - Jamie Snow clarified that the verification of the socioeconomic data has to be handled by the CFRPM 6.0 development team; it is outside of the scope of the Volusia Transit Connector Study. Jamie Snow will contact the development team to notify the concerns related to the accuracy of the data.
- Jamie Snow explained that as the Volusia Transit Connector Study progresses into project development, CFRPM 6.0 will be finished and adopted.

- Jon Cheney asked a question related to the ratio statistics table; Jon wanted to clarify if the numbers provided are total or average.
  - Jamie Snow clarify that numbers provided correspond to the total ratio.
- There was a big concern during PAG meeting #3 related to verification of having the most recent data from the River to Sea PTO. Jamie Snow confirmed that the data being used corresponds to the most recent data provided by the River to Sea PTO; the data has been under validation process for the CFRPM 6.0 development. The concern was caused by the fact that the population data included occupied hotel/motel rooms; data presented today has been broken out for clarification.
  - Alan Danaher mentioned that the intent is to go back and review changes and take a closer look at the 2010 data to report back to the PAG members in January with updated numbers.

#### 4. Comparison of Destination Trip Percentages by Origin District

- Jamie provided an overview of the American Community Survey home-based work trip percentages compared to the CFRPM 5.6 home-based work trip percentages.
- Tables and maps comparing trip flows originated from the main cities within the Study Area were provided in the handouts.
  - Jamie Snow explained that the two datasets show some differences in the actual number of trips; however, the trends in travel patterns are the same. A map showing the percent difference reflecting the difference in number of trips originating from each city was also provided.
  - Jon Cheney added a clarification about the American Community Survey using a sample and then expanding the data based on current population.
  - Chris Bowley asked a question to clarify if from transit stand point between the two maps showing trips originated from Daytona Beach, there is a clustering around Daytona Beach and a loss in the surrounding area.
  - Jamie clarified that the pattern is the same and the proportionality is very similar. The difference is caused by the fact that in the model Daytona Beach started with more trips compared to the ACS data.
  - Alan pointed out that the majority of the trips originated in Daytona Beach stay in Daytona Beach for both maps. For smaller cities, the percentage of work trips that stay in the city is smaller because there are less employment opportunities in smaller areas.
  - Robert Keeth added that ACS data is sample data and in many cases the sample is very small and the margin of error is huge. Robert asked the consultant team if that margin of error has been taking into account. Also, want to clarify if the data presented is 5 year data.
  - Jamie Snow clarified that there is no good way to account for the margin of error in the ACS data set without additional supplemented survey data. That is the reason why the consultant team is asking PAG members to provide any additional survey data if available. The data presented is 2006 to 2010 and is a 5 year average dataset. Using the 5-year average will minimize the margin of error as there are more surveys collected and used during that time frame to calculate the ACS work flows.

- Alan Danaher added to the discussion that the local survey available is the 2002 household travel survey and was used for comparison and the travel patterns were similar.
- Gary Huttman asked if there are significant differences between the ACS data and the CFRPM 5.6 data.
- Jamie Snow explained that the two datasets show similar patterns and it can be concluded that CFRPM accurately reflects work trips on an average weekday. Data is very reasonable.
- Gary Huttman commented that the difference in the percentages for DeLand stand out because ACS is showing 4% and CFRPM shows 1%.
- Jamie Snow explained that 4% represents 4,400 trips, the model shows 1,500 trips. However, the number of transit trips that are captured out of the total number of trips in this area was currently less than 1%. This would correlate to an approximate 15-44 person transit demand.
- Robert Keeth commented that some transportation improvements have affected travel patterns and wanted to clarify if this will be considered for the Volusia Transit Connector Study.
- Alan Danaher stated that the project's goals do not necessarily include testing various socioeconomic alternatives.
- Mike Cash asked a question related to accounting for changes in work patterns related to SunRail and the accessibility for jobs.
- Jamie clarified that SunRail ridership forecasting was based on the MetroPlan Orlando Urban Area Transportation Study (OUATS) model and all of its socioeconomic data components.
- Blanche Hardy added to the discussion that existing transit service does not provide an advantage over auto travel related to travel time and that affects the number of transit users in the area.
- Jon Cheney added that the data presented in the maps seems to be correlating and the data seems to be reasonable. Therefore, the comparison of the data provides a sense of confidence in the CFRPM 5.6 model.
- Alan Danaher added that FTA will weight for transit dependent trips twice as part of the criteria. It is not in the scope to look at an alternate scenario related to growth in Volusia; the consultant team will be using the adopted regional model.
- Mercy Hickey added to the discussion that existing conditions are being used to make assumptions; however, SunRail has to be weighted because in the future the ridership for SunRail will increase and it is not a close representation of what SunRail will be. Transit for the future is not being emphasized enough.
- Jon Cheney added that the data presented today is looking at where the trips are going and not how trips might shift depending on the mode.
- Jamie Snow clarified that FTA's primary interest is to look at how the transit system functions in the base year. They are willing to consider horizon year trips only as an average of the existing plus horizon year.

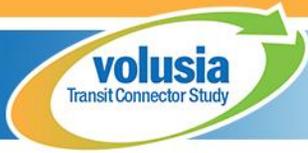
## 5. 2010 District to District Person Trip Flows by Trip Purpose

- Jamie Snow indicated that the data presented in the handouts is very similar to the data presented at the PAG meeting #3 showing the total magnitude of trips and percentages

of trip patterns by trip purpose. Transit trip flows by trip purpose are also presented for 2010.

- Blanche Hardy pointed out the fact that with the numbers presented for transit it is not likely that investment for transit in the area will happen. Joe Cheney added that the numbers are reflective of how long it takes to travel using transit in Volusia.
- Alan Danaher added that the 2012 transit on-board survey from the Votran Transit Development Update correlates to the 2010 numbers presented in these tables. Offering a premium transit service in the area with better travel times will potentially attract more ridership.
- Chris Bowley commented that based on the information presented, it seems that most west Volusia transit trips are local trips and maybe a different alternative such a circulator will be more viable for the region.
- Jon Cheney pointed out that the study should go through the evaluation process to show what is viable for the transit mode.
- Alan Danaher recognized that there is a need for enhancements to transit service in Volusia.
- Blanche Hardy added a comment about the implementation of high speed transit lanes on U.S. 92 for people who travel from DeLand to Daytona Beach. Blanche thinks it can be successful and will result in people shifting to transit.
- Mike Cash added that there is a perception of high ridership along U.S. 92 as people can be observed waiting for the bus.
- Blanche Hardy asked a question about the use of newer and better data if it was available.
- Jamie Snow clarified that if there is a good set of newer data available, CFRPM will probably be willing to incorporate the data to the 6.0 version of the model and then it can be used for a future phase in the Study.
- Alan Danaher pointed that the consultant team is waiting for the results of the second SunRail survey which includes information about trip origins. There is a potential to expand that survey as part of the Volusia Transit Connector Study with a bigger sample size at the DeBary station that is still to be decided.
- Joe Bitar asked for consensus from the PAG technical group members on the reasonableness of the data in the CFRPM 5.6 model that will be used for the Study.
- Blanche Hardy asked a question related to the possibility of incorporating development data for the ridership projections.
- Jamie Snow explained that 2010 data includes everything that was constructed until 2010. From 2010 to 2040 includes the information related to plan developments that were locally approved by municipalities.
- Blanche Hardy stated that this is an unfortunate period for Central Florida to make decisions about future investments.
- Chris Bowley added that in fact the data is showing growth and he thinks it is a good year to establish a base for this Study.
- Alan Danaher stated that SunRail Phase 2 North along with I-4 Beyond Ultimate and other improvements included in the LRTP will be incorporated in the evaluation for the No-build Alternative.

## Next Steps



- Updated travel patterns to be presented to the PAG members in January 2015 including findings related to the cellular data from AirSage.

**UPCOMING MEETINGS:**

- **PAG Meeting #4**  
**Wednesday, January 28<sup>th</sup>**, from 1:30 pm to 3:30 pm  
FDOT District 5 Materials Office  
Sailfish Room  
1650 North Kepler Road  
DeLand, FL 32724