



## Technical Working Group (TWG) Meeting # 2 Draft Meeting Notes

Attendees: **TWG Members**

Date: March 25, 2015  
Time: 1:30 pm – 2:30 pm

1. Gary Huttman, MetroPlan Orlando
2. Steve Cooke, Daytona Beach Intl Airport
3. Pedro Leon, Daytona Beach Intl Airport
4. Heather Blanck, Votran
5. Mike Cash, Sanford
6. Jon Cheney, Volusia County
7. Ron Paradise, Deltona
8. Jason Yarborough, Lake Helen
9. Alison Stettner, Orange City
10. Joe Bitar, FDOT
11. Sam Weekley, FDOT

### Consultant Team to FDOT

- Alan Danaher, Parsons Brinckerhoff
- Adriana Rodriguez, Parsons Brinckerhoff
- Anoch Whitfield, Tindale Oliver
- Jamie Snow, AECOM (FDOT Modeling Contract)
- Pat Northey, Ghyabi & Associates (FDOT Public Information Liaison Contract)

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

Project 173970A  
No.:  
Re: Volusia Transit  
Connector Study  
Technical Working  
Group Meeting # 2

Prepared by: Anoch Whitfield

**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 handouts:

- Maps showing geographic boundaries for representation of population and employment data

- Tabular and graphical model data for 2010 and 2040 and the delta of total trips originating from each district. Model data was provided for:
  - Total Person Trips
  - Home-based Work (HBW) Trips
- PowerPoint slides showing features and comparisons between BRT and express bus modes.

## Meeting highlights

Alan Danaher welcomed everyone to the meeting and provided a brief overview of the general progress of the study, what has been completed to date, and the reason and purpose for Technical Working Group Meeting # 2.

For ease of review, these meeting notes follow the format of the meeting agenda.

### 1. REPRESENTATION OF POPULATION AND EMPLOYMENT DATA

- A brief description was provided on how the districts were defined. The model is set up on a traffic zone basis, and it comes down to how the zones get aggregated and added together.
- Jon Cheney (Volusia County) raised a concern relative to the boundaries for the DeBary and Orange City Districts and advised the team about the political sensitivity of the boundaries and to be cautious in how the information is presented to the public and elected officials. He suggested extending the DeBary District boundary from Highbanks Road to Saxon Boulevard in order to make the DeBary District more politically palatable.
- Jamie Snow (AECOM) explained that the level of effort to make adjustments to one district is the same as the level of effort to make adjustments to all of the districts because of the need to update the population and employment data for the entire region to reflect the change in a single district. So, if any change is needed, it would be best to identify all needed changes and make all of the changes at one time.
- Gary Huttman (MetroPlan Orlando) asked if there are any other sensitivities beyond the one raised by Volusia County for the DeBary District. Acknowledging that Daytona Beach was not in attendance, Alan responded in the negative. Gary suggested eliminating the boundary line at Highbanks Road and merge the DeBary and Orange City Districts into a single Orange City/DeBary District. Other members of the TWG agreed.

### 2. REVIEW OF 2040 MODEL DATA

- Jamie provided a summary of Total Person Trip data and Home-based Work (HBW) Person Trip data in tabular and graphical formats with an explanation of how to interpret the tables and the maps.
- Steve Cooke (Daytona International Airport) asked why there are such huge differences in the percentage change between 2010 and 2040 trip data between some of the districts. Jamie explained that this was due to the order of magnitude of trips involved.

- Mike Cash commented that the trip data and percent change between Flagler to Sanford/Lake Mary seemed a little strange. His comment was noted, and Jamie will go back to the data to further review.
- No further discussion on the model data.

### 3. PRESENTATION AND DISCUSSION OF BUS RAPID TRANSIT (BRT) VERSUS EXPRESS BUS

- A comparison was provided on the differences between local bus, bus rapid transit and express bus, particularly relative to their service length, stop spacing, passenger capacity, right-of-way needs, and costs.
- The presentation included an overview of BRT features and the Federal Transit Administration's definition of BRT relative to New Start projects. There are two categories of BRT: Fixed Guideway BRT and Corridor-based BRT. Fixed Guideway BRT requires that greater than 50% of the transit service run on separate facilities and involves more features emulating rail, such as enhanced stations, stylized vehicles, and off-board fare collection. For Corridor-based BRT, the percentage of fixed guideway can go as low as 0% (mixed traffic operation) depending on the facility's features and services, but still has rail like features, including signal priority at intersections if exclusive transitways cannot be provided. It is important to understand and realize that Corridor-based BRTs are typically Small Starts as opposed to New Starts projects.
- Some additional comments on the presentation included:
  - Make sure that information that is to be provided or shown to the public be presented in layman terms, e.g. clear and simple explanation for ITS
  - Add a bullet about location and frequency/spacing/interval of passenger access for each bus type
  - A suggestion was provided to use the previous Interstate 4 Express Bus as an example or to use a hybrid example with more attractive vehicles instead of examples from Miami and other cities that local area residents might not be familiar with.
  - A question was asked about mode qualifications to receive FTA funding, and Alan briefly described some examples, e.g. BRT service should provide 10-minute peak and 15-minute off peak service for about a 14-hour service period to get FTA funding.
  - Jon Cheney suggested that, for the slide on Modal Comparison, information be provided for each mode on service frequency at peak and off-peak periods as that type of information would likely be of greater interest to the general public.
- No further discussion on the presentation.

### 4. UPCOMING MEETINGS

- **Community Liaison Group (CLG) Meeting # 2**  
**Wednesday, April 1<sup>st</sup>**, from 1:30 pm to 3:30 pm  
Sanborn Activity Center  
Conference Room 1  
1650 North Kepler Road  
DeLand, FL 32724



- **April Public Meetings (Round # 2 of public meetings)**
  - Tuesday, April 14, 2015 at the Daytona State College (Daytona Beach Main Campus)
  - Wednesday, April 15, 2015 at the Sanborn Activity Center (DeLand, Florida)
  - Thursday, April 16, 2015 at the Florida Hospital FISH Memorial (Orange City, Florida)
  
- ***2nd Round of Elected Officials Briefings in May***

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