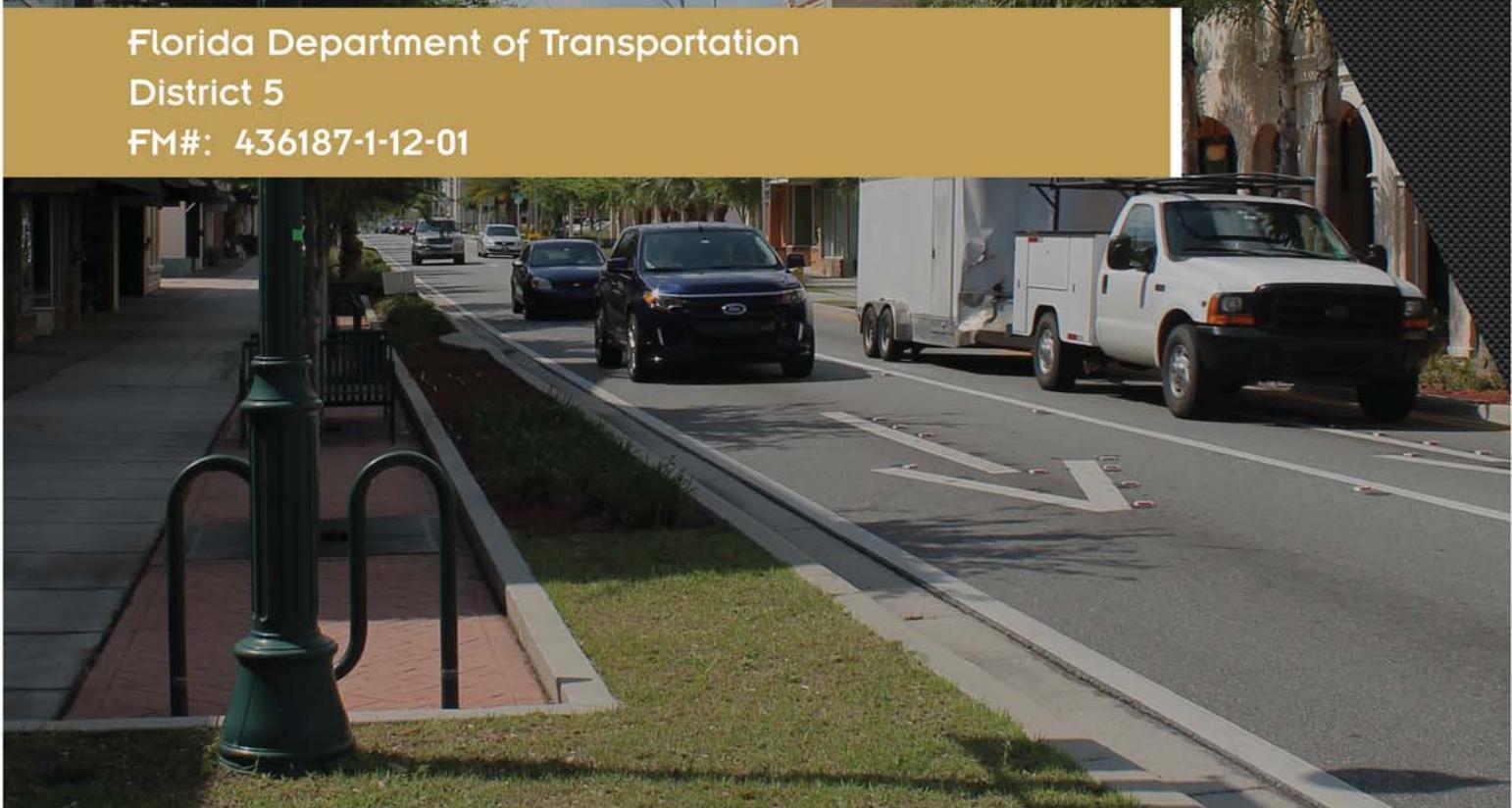


1

US 1 CORRIDOR PLANNING STUDY

Florida Department of Transportation
District 5
FM#: 436187-1-12-01



Purpose and Needs Summary
September 2015



Table of Contents

Table of Contents.....	i
INTRODUCTION.....	1
1.1 Overview	1
1.2 Stakeholder Coordination	1
DEFINE THE PROBLEM	3
2.1 Issues and Opportunities Overview	3
2.1.1 Access Management.....	3
2.1.2 Bicycle & Pedestrian Facilities.....	3
2.1.3 Transit	4
2.1.4 Existing Operations	4
2.1.5 Summary of Transportation Plans	4
2.2 Understanding the Problem.....	5
2.2.1 Is there a clear understanding of the problem? How often, and for how long, does this problem occur?	5
2.2.2 Are the stakeholders in agreement with what the problem is and what the objectives of the study are?.....	5
2.2.3 What is the transportation problem? Is the problem a challenge related to mobility, safety, capacity, or facility conditions? What modes are experiencing these problems?	5
PROJECT GUIDING PRINCIPLES	6
3.1 Define Guiding Principles.....	6
3.2 Purpose and Need.....	6
3.3 Measures of Success	7
3.4 Conclusions	8



LIST OF FIGURES

Figure 1: Study Area Map	2
--------------------------------	---

LIST OF TABLES

Table 1: Measures of Success	7
------------------------------------	---

Appendix: Stakeholder Coordination Documents



1

INTRODUCTION

1.1 Overview

The intent of this summary is to establish the purpose and need of the corridor study based on data collection, traffic analysis, and staff and stakeholder coordination. The statements of both purpose and need will dictate the guiding principles of the corridor and the resulting measures of success. These measures of success will be used as performance measure to assess the extent to which the goals and objectives defined by the project purpose and need have been met.

This project has been requested by the City of Titusville to coordinate the development of a future vision for the US 1 corridor that will establish a multimodal approach to providing for future transportation needs. US 1 has been the subject of various previous planning studies and improvement efforts. A number of development and planning goals have been identified and implemented in an effort to create a more walkable urban environment for the historic downtown Titusville business district. Figure 1 illustrates the Study Area.

1.2 Stakeholder Coordination

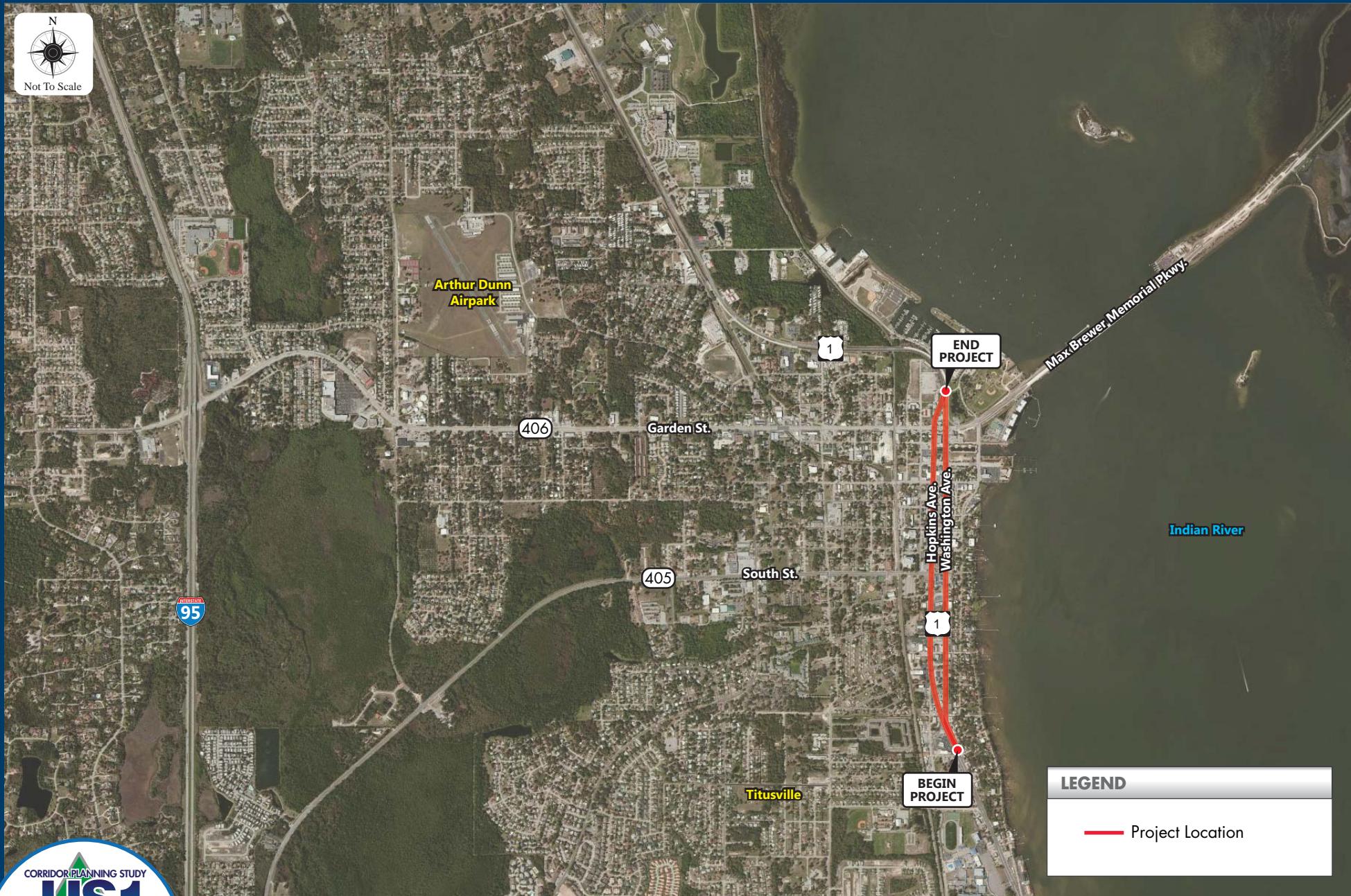
Stakeholder coordination conducted to date includes the following activities:

- Agency Kickoff Meeting – January 28, 2015
- Project Visioning Team Meeting 1 and Field Review – April 13, 2015
- Small group meeting at the Titusville Merchants Association – June 3, 2015
- Public Kickoff Meeting – July 29, 2015

The purpose of each of these meetings was to acquaint the public with the general process of a corridor planning study, present the specific background and history of the US 1 Corridor Planning Study, review the existing conditions and data collected to date, and gain feedback and input from the stakeholders about the corridor. This coordination was a key component to the study process in that it helps define the problem, or series of issues, to be addressed by the Corridor Planning Study. Through this process we were able to identify purpose and need of the study, and start building consensus with project stakeholders by understanding the issues prior to developing alternative solutions or improvement strategies to be evaluated further. Meeting agendas, summaries, and comments received to date are provided in the Appendix.



Not To Scale



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue



FIGURE 1
Study Area Location Map



2

DEFINE THE PROBLEM

2.1 Issues and Opportunities Overview

This section is intended to summarize the issues identified along the corridor to be evaluated during the study, as well as opportunities to consider in the development of potential improvement strategies. During the data collection and existing conditions inventory process, elements within the corridor that were found to be deficient were noted appropriately, as summarized in this section. Wherever possible, other aspects of the corridor that represent potential opportunities to support future enhancements were also documented. In addition, the current local agency transportation plans were scoured to identify a range of potential improvement strategies. The following is an accumulation of data collection and to-date stakeholder feedback:

2.1.1 Access Management

The following access management issues have been observed:

- High number of driveways that have direct access to US 1
- Parcels with multiple driveways

2.1.2 Bicycle & Pedestrian Facilities

Based on data collection and stakeholder feedback, the following observations were made:

- Issues with utilization of existing pedestrian crosswalks and lack of understanding on the part of drivers about the requirement to stop for pedestrians crossing US 1
- No designated bike lanes on the corridor south of Main Street
- Undesignated bike lanes are present on US 1 north of Main Street to north of Indian River Avenue
- Many cyclists use Indian River Avenue to the east as an alternate parallel facility (north/south)

2.1.3 Transit

Space Coast Area Transit (SCAT) provides a “flag” service countywide for all bus routes where patrons of the bus service can “flag” down a bus driver and get on or off the bus as desired. They also provide eleven bus stops on US 1 within the Study Area. The following observations were made regarding transit through field review and coordination with stakeholders:

- Frequent bus stop spacing with most bus stop locations having ADA accessibility issues such as the absence of wheelchair-accessible boarding and alighting locations
 - Minimal bus stop amenities such as benches or shelters are provided
-

2.1.4 Existing Operations

Based on analysis done for both the existing conditions and the future traffic projections, the following opportunities were identified:

- Existing and 2040 Future volume projections are anticipated to operate at acceptable roadway and intersection Level of Service (LOS) conditions during the AM and PM peak hours. This may provide an opportunity for improvements while avoiding major capacity impacts.
 - Spot speed study revealed that average speeds range from 24-33 mph in the 30 mph posted area; and 33-42 mph in the 40 mph posted area. Vehicles do not appear to be traveling at excessive speeds within the Study Area;
 - Pedestrian perception is that vehicles are traveling at excessive speeds.
-

2.1.5 Summary of Transportation Plans

Any potential alternatives will be developed with consideration for programmed improvement plans and projects identified throughout the review of the following transportation plans:

- The City of Titusville Comprehensive Plan Objectives and Policies identifies land use designation along the southern portion of the current study corridor. The City of Titusville also adopted policies to strengthen and encourage a pedestrian-friendly, mixed-use district along US 1.
- The Space Coast Transportation Planning Organization (SCTPO) Bicycle & Pedestrian Mobility Plan recognizes gaps or deficiencies in the existing network. The plan identifies installation of sharrows along US 1 from Grace Street to St Johns Street and from SR 405 to 1,200 feet north of SR 406. There is no funding for either project.
- Complete Streets initiative by City of Titusville will improve South Hopkins Avenue Street toward the south end of the corridor. This project is currently being designed and is programmed to begin construction in mid-2016.
- The Community Redevelopment Area (CRA) Community Redevelopment Plan involves coordinating growth in the Downtown CRA and creating a downtown area with vibrant mixed-use town center environment. Through coordination, there is a potential to combine efforts with the 5-Year Capital Improvement Plan for \$150,000 in fiscal year 2013/2014 for the US 1 side streets.



2.2 Understanding the Problem

The syntheses of the US 1 issues and opportunities will provide a better understanding of the challenges facing the corridor. This information will provide the groundwork for a clear understanding of the problem in order to accurately identify the problem.

2.2.1 Is there a clear understanding of the problem? How often, and for how long, does this problem occur?

Yes. The problem is consistent and not applicable at any specific time of day or duration of time. However, it is related to the nature of the corridor and is not conducive to a multimodal environment for the following reasons:

1. No designated bicycle facilities are present within the study area.
2. There is not adequate separation of pedestrian facilities and travel lanes.
3. Adequate facilities are not provided at existing bus stops and do not meet ADA requirement.
4. Pedestrians experience long wait times to cross US 1 at designated cross walks.
5. Vehicles do not see pedestrians waiting at crosswalks and do not consistently stop when there are pedestrians waiting to cross.
6. Improvements need to build upon the previous investments from the recent streetscaping efforts.

2.2.2 Are the stakeholders in agreement with what the problem is and what the objectives of the study are?

Yes, this has been confirmed with local residents, business owners, the City of Titusville, Brevard County, Space Coast Area Transit, and Space Coast Transportation Planning Organization. This is documented by the meeting summaries provided in the appendix.

2.2.3 What is the transportation problem? Is the problem a challenge related to mobility, safety, capacity, or facility conditions? What modes are experiencing these problems?

The problem on US 1 within the study area, and specifically within the historic downtown area, is limited mobility due to the absence of facilities, or inadequate facilities.

Problem Definition

How can multimodal safety and mobility be enhanced within the study area? How can multimodal options for local trips be encouraged? How can economic development goals of the community be supported through transportation improvements to build upon the previous investments made on the corridor?



3

PROJECT GUIDING PRINCIPLES

3.1 Define Guiding Principles

Based on findings from both the Existing and Future Condition Summaries, and input from the stakeholders and the study team, the guiding principles of the study have been developed and agreed upon. As part of this exercise, the vision, major users, and desired role of the corridor were identified.

Vision

The vision for the US 1 Corridor is to create a local neighborhood community that encourages residents and tourists to visit, work in, live nearby, and play in.

Major Users: Local Residents, Commuters, Transit Users, Business Patrons, Freight, Bicyclists and Pedestrians, and Tourists

Desired Role: A multimodal corridor that supports economic development while supporting regional traffic.

The following guiding principles were developed based on the corridor vision, major users, and desired role as identified by the study team and stakeholder feedback:

- I. Safety
- II. Pedestrian Mobility
- III. Economic Development
- IV. Transit

3.2 Purpose and Need

Following the identification and definition of the guiding principles of the corridor, the clear statement of purpose and need was developed. The purpose was based on the defined problem established by the Existing and Future Condition Summaries and coordination from project stakeholders, and guided by the principles previously identified.

Purpose Statement

To provide additional safe multimodal mobility options to support economic development goals, enhance the historic downtown corridor, and encourage a healthy community atmosphere.

Needs Statement

Additional mobility options and safety enhancements for the existing pedestrian facilities are needed based on the existing pedestrian traffic, and planned investment / economic development activity within Downtown Titusville that will increase pedestrian, bicycle, and transit demands. The City's future vision supports increased use by non-vehicular modes within the downtown core as part of continuing to establish a walkable, pedestrian friendly urban environment. The contributing factors that support project need include:

- The corridor has been designated by the City of Titusville as part of the Community Redevelopment Agency (CRA) district.
- Increasing commerce and pedestrian activity
- Increasing numbers of bicycle users with Coast-to-Coast trail and other regional trails
- High volume of pedestrian mid-block crossings
- Large transit-dependent community
- Lack of ADA accommodations
- Lack of bicycle facilities

3.3 Measures of Success

Measures of success were identified in order to evaluate the effectiveness of the solutions needed for the Study Area. These solutions are based on the goals and objective previously identified from the guiding principles of the study. Table 1 presents the measures of success associated with each goal and objective of the planning study.

Table 1: Measures of Success

Guiding Principle	Objective	Measure
Safety	Provide better pedestrian / vehicle separation	Reduction in locations with sidewalk located at edge of curb
	Improve pedestrian crossings	Decrease in number of pedestrian mid-block crossings at undesignated locations
		Upgraded pedestrian crossings to be more obvious to vehicles
		Increase in number of pedestrians using marked crosswalks

Guiding Principle	Objective	Measure
Pedestrian Mobility	Improve mid-block crossing technology	Reduce wait times for pedestrians at crosswalk due to vehicles not stopping
		Increase in number of marked pedestrian crossings
Economic Development	Provide bicycle facilities	Reduction in gaps in bicycle lane coverage
	Support Community Atmosphere	Welcoming Feature Create Corridor Branding Theme
Transit	Provide improved bus stop facilities	Upgrade bus stops to meet ADA standards
		Provide shelters/benches at bus stops
	Provide mode choice	Provide bike racks at stops Ensure sidewalk connections meet every stop

3.4 Conclusions

In the concept development phase the purpose and need will guide the potential improvement strategies. The measures of success, developed based on the agreed upon goals and objectives, will be utilized to define the specific improvement strategies.

Appendix



MEETING SUMMARY

Meeting Date:	January 28, 2015 (Wednesday)	Time: 10:00 am
Project:	SR 406 and US 1 Corridor Planning Studies by FDOT	
Subject:	Initial Project Kick-off with Local Agency Partners	
Meeting Location:	City of Titusville – Council Chambers, 2 nd Floor	

I. ATTENDEES:

Judy Pizzo – FDOT
Georganna Gillette – SCTPO
Brad Parrish – City of Titusville
Trevor Traphagen – City of Titusville
Greg Moore – GMB, Inc.
Kevin Freeman – GMB, Inc.
Melissa Gross – GMB, Inc.

II. INTRODUCTIONS & OVERVIEW

Following staff introductions, a brief overview of the project history, and the purpose of a corridor study was given. There was a discussion on the general process of the corridor study and that the final deliverable would be an Alternatives and Strategies Report to outline potential improvement strategies.

III. REVIEW OF INITIAL ACTIVITIES

- Schedule – participants reviewed the draft 18-month overview schedule and key milestones. There were no comments on the tentative schedule from agency staff.
- Bus Tour / Walking Tour – It was discussed that field review of the SR 406 and US 1 corridors should be kept separate due to the long distance of the SR 406 study area and the distinctly different nature of the two corridors. The transit line only runs east to west on SR 406 from Park Ave to the Publix shopping center, with only one bus stop at the Publix, a bus tour is probably not feasible for that corridor, however maybe a driving tour would be appropriate.
- Project Visioning Team – The purpose and makeup of the project visioning team was discussed, along with the number of meetings that would be held and at what point in the study process. It was agreed that we would send out a PVT post card to the property owners and tenants within both study areas. Mail out coverage will include logical neighborhood boundaries.
- Stakeholder List – The City will provide the consultant team with a list of potential stakeholders for both study areas, along with contact information.
- Public Involvement Plan development – There was a brief review of the Draft PIP

currently being developed and the major milestones in the public involvement process. The City requested an electronic copy of the PIP to circulate amongst staff and their Public Involvement Office.

- Potential Public Meeting sites – The City will provide contact information for the large meeting space located on the second floor of the fire station as a potential site for public meetings. The City Hall Council Chamber will be available for PVT meetings, stakeholder interviews, and other coordination meetings as needed.
- Project Branding – The general consensus on the proposed branding for both corridors was positive, the City is going to circulate and provide more-detailed feedback.

IV. OPEN DISCUSSION OF ISSUES / NEEDS

General Comments:

- A large portion of the community use bikes for transportation
 - Construction of the 406 / Singleton Avenue intersection improvements will begin soon
 - Concern over placement of existing on street parking given land use and general lack of utilization.
 - Not currently desirable facility for bikes, not heavily used
 - The City would like to explore some access management concepts
 - The City would also like to consider a “road diet” due to the Max Brewer Bridge being only 2 lanes, and would it be feasible based on future traffic projections to make SR 406 2 lanes?
 - Potential for removing the signal at Palm Ave, or a location for a roundabout?
 - The City would like to see enhanced bike / pedestrian facilities
- US 1
 - The City asked about the potential of reducing the number of lanes, or performing a “road diet”
 - The Hopkins Ave Complete Street Study is nearing completion, with construction to start in 2017. Limits extend to Grace Avenue at the north end.
 - The Grace / US 1 NB / US 1 SB intersection is very difficult for pedestrians, potential location for a roundabout?
 - Cycles use Indian River Ave as an alternative to US 1
 - Many business on US 1 SB have requested replacement of the on-street parking that was previously removed.
 - There are concerns that the SB road is only functioning as a through put facility and not serving the urban downtown atmosphere.
 - Need to evaluate the mid-block pedestrian crossings for sight distance issues.
 - Councilwoman Long requested that an alternate road be considered to eliminate the one way pair (potentially utilizing the next block west of Hopkins (Palm Ave.).

V. ADJOURN

ATTACHMENTS:

- Action Items Log (to support meeting discussion)

ACTION ITEMS:

Task	Responsible Person(s)	Date Added	Date to be Completed	Description	Comments
1	City	1/28/15		Provide list of requested contacts provided by Consultant Team	
2	Consultant Team	1/28/15		Provide draft PIP & Schedule to City	
3	Consultant Team	1/28/15		Add Jim Liesenfelt, Kevin Cook, and Leigh Holt to all study related correspondence list	
4					
5					
6					
7					

US 1 Stakeholder List:

Organization	Contact Name	Phone	Email
Merchants Association			
Chamber of Commerce			
FEC			
Historic Preservation Board			

SR 406 Stakeholder List:

Organization	Contact Name	Phone	Email
Schools			
Chamber of Commerce			
FEC			
Airport			



MEETING SUMMARY

Meeting Date: April 13, 2015 (Monday) **Time:** 10:30 am – 2:00 pm

Project: US 1 Corridor Planning Study by FDOT

Subject: Project Visioning Team (PVT) Meeting #1

Meeting Location: City of Titusville Fire Department Training Room, 2nd Floor
550 S. Washington Avenue, Titusville, FL 32796

I. ATTENDEES:

Judy Pizzo – FDOT
Patrick Ryan – SCAT
Georganna Gillette – SCTPO
Trevor Traphagen – City of Titusville
Eddy Galindo – City of Titusville
Jim Liesenfelt – SCAT
Greg Moore – VHB
Kevin Freeman – VHB
Melissa Gross – VHB
Nikki Doyle – VHB

II. INTRODUCTIONS & OVERVIEW

Following staff and PVT member introductions, a brief overview of the project goals, PVT responsibilities, and study area was given. There was a discussion on the study phases accompanied by a project schedule with some estimated dates for study milestones and key meetings. The PVT was given a meeting agenda and project schedule.

The interest in shifting the one-way pair from Hopkins Avenue to Palm Avenue was discussed. Ms. Gillette mentioned the main drive for this suggestion is from the business owners. With the new streetscaping, on-street parking was removed, making business owners feel their business is suffering. The locals also voiced concern with speed, suggesting that shifting the one-way street to Palm Avenue would move speeding traffic off of Hopkins Avenue.

Ms. Gillette stated that there is ample public parking lots for those business owners, however no signage to help patrons find those lots. She also recommended sharrows to help slow down traffic.

Mr. Traphagen indicated that bike traffic is mostly on Indian River Avenue because of the lower traffic volume and speed.

Mr. Traphagen commented that a poll was sent to locals regarding upgrading/repaving Indian River Avenue, and the community does not want that. They want to keep the road low volume and discourage pass through traffic.

III. Walking Tour

The PVT left the City of Titusville Fire Department and headed north on US 1 Northbound (South Washington Avenue). The PVT successfully utilized the crosswalk just south of Pine Street, where oncoming traffic stopped. Mr. Traphagen indicated that there are hubs of parking on the eastern side of Washington that may help businesses on Washington Avenue. A discussion was held regarding the perceived “favoritism” towards Washington versus Hopkins. Mr. Traphagen commented that there are some differences in landscaping between the two corridors, but it could possibly be due to right-of-way constraints and that US 1 Northbound was the original main street through downtown of Titusville, and therefore could have an advantage over Hopkins.

The PVT stopped briefly at US 1 Northbound and Stephen House Way to discuss the SCAT bus stop. The right turn lane creates a pull off for the bus to stop, pick up passengers, and continue down Stephen House Way to Indian River Avenue. Mr. Liesenfelt indicated that a bus stop assessment was done for Route 2. The PVT also observed that the bus stop was near a sidewalk, with a grass strip between the road and sidewalk, and no paved landing pad for boarding and alighting.

The PVT continued north observing the pedestrian friendly area where on-street parking was replaced with wider sidewalks, landscape, and benches. The PVT witnessed pedestrians attempting to use a crosswalk, however were not getting visibility from oncoming traffic. Members of the PVT commented that it could be possibly all of the landscaping is making it hard to see the pedestrians attempting to cross. Mr. Traphagen commented that the new pedestrian friendly area creates a nice “tunnel” for vehicles to feel comfortable speeding through.

The PVT continued north to Broad Street, where the roadway width on Broad Street appears to have the potential to accommodate the existing on-street parking and additional facilities, such as more on-street parking or connection with planned trails (Downtown Connector). The PVT recognized the absence of crosswalks between Main Street and SR 406, with a potential need. There also appeared to be large gaps between vehicle platoons.

The PVT headed south on US 1 Southbound (South Hopkins Avenue) from Broad Street, identifying that public parking is not properly signed. There were also several on-street parking on intersecting streets west of Hopkins Avenue. Main Street was observed as needing rehabilitation that could include on-street parking.

Driving Tour

After the walking tour, the PVT drove the corridor and stopped at predetermined locations to discuss various issues. The first stop was at the CVS on SR 406 between US 1 Northbound and Southbound. The PVT discussed the benefits of coordinating the signals on SR 406 from Palm Avenue to US 1 Northbound. Also there was a discussion on the challenges that the US 1 bridge to the north over the railroad tracks will have with trying to direct the alignment down Palm Avenue.

The PVT then traveled down Palm Avenue from 406 to the county office parking lot off of SR 405. The PVT then discussed what was observed on SR 405. Some observations were that Palm Avenue is in need of major pavement rehabilitation, the sidewalks are narrow, and the width of the road is very wide for two lanes.

The PVT then travelled to Grace Street to observe some of the challenges that pedestrians

face at this particular intersection. It was pointed out that with the complete streets project on Hopkins Avenue and the fact that many pedestrians and bicyclist prefer Indian River Avenue, many users will utilize Grace Street Intersection as a crossing to traverse between the two. It was recommended to update pedestrian facilities at Grace Street and provide a safe connection between the Hopkins complete streets project and the US 1 at Grace Street intersection. On the way back to the fire station, the PVT travelled down Indian River Avenue. It was observed that there are "Bikes Share Roadway" signs along Indian River Avenue.

IV. CORRIDOR OVERVIEW & OPEN DISCUSSION OF ISSUES / NEEDS

On-street parking poll question:

- Patrick Ryan – Doesn't see the space for on-street parking on Washington. Wouldn't want to take the newly added foliage to put back parking. What about parking garages?
- Greg Moore – We should analyze whether or not parking is really a problem. There may not be a need for a parking garage.

Landscape poll question:

- Patrick Ryan – Likes the idea of mulch area.
- Greg Moore – Maturing landscape effects visibility of signage and pedestrian crossing visibility. We should take a fresh look at sight triangles to re-evaluate if any landscape needs to be cut back.
- Trevor Traphagen – The City would be more willing to pay for a flashing sign than to remove landscape recently added.
- Patrick Ryan – What about painting symbols in the lanes to alert drivers of pedestrian crossing area coming up?
- Judy Pizzo – Traffic ops would likely to agree to painted symbols over flashing lights.
- Patrick Ryan – What about adding both flashing signage and painted symbols.

SCAT slide:

- The PVT did not notice any buses during the walking tour.
- Patrick Ryan – The buses run hourly routes, and usually have a lunch break.
- Greg Moore to Patrick Ryan – In your experience, is 82k a heavy route?
- Patrick Ryan – There was a time when 19 people a day was a lot for this route. Now this route is servicing in the 140 to 150 range. It is a growing route. And wheel chair usage is going up, to about 10 to 12 a day. It used to be one a week. It does slow the route a bit, but we work to try to find the right streets to promote usage. We need a place where all three routes can meet and provide service for transfers. The more consistent we become on time, the more riders we will get. However, the more people we service, the slower our service gets. We also have a lot of bikes. Most buses have racks for 3 bikes. Most drivers will allow 1 to 2 bikes on the bus, but after that the driver is required to tell the customer they can take them but not their bike. Some customers will then lock their bike up to the bus stop sign. If a wheel chair customer is unable to be picked up by a bus, the driver is required to call and get that wheel chair customer picked up. We do not leave them without a ride.

- Patrick Ryan – Ridership for 2 and 5 is sufficient for now, no need for more frequency or additional stops. Additional stops make the routes slower.
- Patrick Ryan – The biggest need for this corridor in terms of transit is upgrades to the facilities.
- Patrick Ryan – We do not prefer bus pullouts
- Patrick Ryan – City recently funded for later service and ridership has gone up.
- Ask the public if hours were extended further, would we increase ridership anymore? At the same point, we do not want a bus out late if it isn't transporting anyone.

Ped Facilities:

- Patrick Ryan – The size of sidewalks on Palm appear to be 3 to 4'.
- Trevor Traphagen – We have not had anyone come to council complaining that there aren't enough sidewalks downtown. We should try to play up where there are ped traffic on north side of US 1. Near ABC seems to be sporadic.

Bike Facilities:

- Trevor Traphagen – We could address in the study that there is an unmarked parallel street for bike lanes.
- Greg Moore – It may be worth readdressing the community for paving a bike lane for bicyclists on Indian River Avenue to encourage bikers to use that route.
- Trevor Traphagen – I think the community would be comfortable with it.

Crosswalk poll question:

- Judy Pizzo – An improvement to crosswalks is needed to make them more visible.
- Trevor Traphagen – There is definitely a need for upgrades, but also a few additional crosswalks in key locations.
- Greg Moore – There weren't many crosswalks on the southbound side of the one-way pair.

Northbound crosswalk poll question:

- Trevor Traphagen – B & C
- Greg Moore – Do we know where the employment parks for the county building and if they have heavy needs?
- Trevor Traphagen – They have a pedestrian signal and a Titusville police officer helps with crossings to parking lot.

Priority poll question:

- Georganna Gillette – The streetscape project was for economic development.
- Trevor Traphagen – There appears to be a lot of use on the benches and

pedestrian facilities.

Poll Question Results:

- Who do you believe the main users of US 1 are?
 - A. Freight – 14%
 - B. Commuters – 21%
 - C. Local Residents – 29%
 - D. Transit Users – 14%
 - E. Business Patrons – 14%
 - F. Pedestrian/Bicyclists – 7%
 - G. Other – 0%
- What is your assessment on the existing on-street parking?
 - A. The corridor needs more on-street parking – 0%
 - B. The existing on street parking is sufficient – 50%
 - C. There may be some on-street parking that is underused and can be removed – 0%
 - D. I prefer no on-street parking at all – 50%
- What is your assessment on the existing landscaping?
 - A. More landscape is needed on the corridor – 75%
 - B. The existing landscape is sufficient – 25%
 - C. There is too much landscape, some needs to be removed – 0%
 - D. I prefer no landscape at all – 0%
- What is your assessment on the existing bus stop facilities?
 - A. The corridor needs upgraded bus stop facilities (landing pads, ADA connection to sidewalk, shelter, benches, etc.) – 100%
 - B. Upgraded bus stop facilities and more frequent bus stop locations are needed – 0%
 - C. The existing bus stop facilities, location, and frequency are sufficient – 0%
 - D. The bus stop facilities are sufficient, however more stop locations are needed – 0%
- What is your assessment on the existing bus service?
 - A. The corridor needs more frequent bus service – 75%
 - B. The existing bus service frequency is sufficient – 25%
 - C. The bus service is too frequent, less frequency is needed – 0%
- What is your assessment of the pedestrian facilities within the US 1 corridor?
 - A. The corridor needs more pedestrian facilities – 0%
 - B. The pedestrian facilities are sufficient – 0%
 - C. There are too many pedestrian facilities, remove some – 0%
 - D. Additional sidewalks are not necessary, just upgrades/improvements to the existing facilities are needed – 100%
- What is your assessment of the bicycle facilities within the US 1 corridor?
 - A. The corridor needs more bicycle facilities – 100%
 - B. The bicycle facilities are sufficient – 0%
 - C. There are too many bicycle facilities, remove some – 0%
- What is your assessment of the existing pedestrian crosswalks?
 - A. More pedestrian crosswalks are needed across the corridor – 50%
 - B. The number of crosswalks is sufficient – 0%
 - C. There are too many pedestrian crosswalks, some need to be removed – 0%
 - D. The existing pedestrian crosswalks need to be upgraded (signalized) – 50%

- Which of these northbound segments have you noticed the most pedestrian crossing US 1?
 - A. 0%
 - B. 33%
 - C. 67%
 - D. 0%
 - E. 0%
- Which of these southbound segments have you noticed the most pedestrians crossing US 1?
 - A. 0%
 - B. 33%
 - C. 33%
 - D. 0%
 - E. 33%
- Please rank the goals for the US 1 Corridor in order of importance, with the first being the highest priority:
 - A. Improve Safety – 27%
 - B. Support Economic Development – 20%
 - C. Improve Pedestrian Mobility – 29%
 - D. Decreased Congestion – 0%
 - E. Speed Management – 24%

V. ADJOURN

The PVT was given a survey to complete and return. Please keep checking the CFLRoads website for new information.

ATTACHMENTS:

- Sign In Sheet
- Meeting Agenda
- Project Schedule
- PowerPoint Presentation

ACTION ITEMS:

Task	Responsible Person(s)	Date Added	Date to be Completed	Description	Comments
1	PVT members	4/13/15		Provide answered survey	
2	Study Team	4/13/15		Provide digital copy of Existing Conditions Report	If you'd like to receive a draft copy before, please email Melissa Gross at mgross@vhb.com
2	SCTPO	4/13/15		Provide concept plans for Hopkins complete streets project	
3	SCAT	4/13/15		Provide bus stop assessment	



US 1 Corridor Planning Study by FDOT

FM Nos. 436187-1-12-01 (US 1)

April 13, 2015

10:30 am – 2:30 pm

City of Titusville Fire Department Training Room – 2nd Floor



US 1 Corridor Planning Study by FDOT

FM Nos. 436187-1-12-01 (US 1)

April 13, 2015

10:30 am – 2:30 pm

City of Titusville Fire Department Training Room – 2nd Floor



MEETING AGENDA

Meeting Date: April 13, 2015 **Time:** 10:30 am

Project: US 1 Corridor Planning Study

Subject: Project Visioning Team Meeting #1

Meeting Location: City of Titusville Fire Department Training Room, 2nd Floor
550 S. Washington Avenue, Titusville, FL 32796

I. INTRODUCTIONS

- FDOT Study Team & Agency Staff
- Key contacts
- Project Background
- Corridor Planning Study Process Overview & Product

III. US 1 WALKING TOUR

IV. LUNCH

V. CORRIDOR OVERVIEW

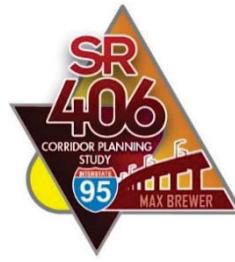
- Existing Conditions
- Identified Issues & Opportunities
- Guiding Principle Survey Poll Questions

VI. OPEN DISCUSSION OF ISSUES / NEEDS

VII. ISSUES AND OPPORTUNITIES SURVEY

VIII. NEXT STEPS

IX. ADJOURNMENT (APPROXIMATELY 2:30 PM)



MEETING SUMMARY

Meeting Date:	July 29, 2015 (Wednesday)	Time: 5:30 PM – 7:30 PM
Project:	SR 406 and US 1 Corridor Planning Studies by FDOT	
Subject:	Public Kickoff Meeting	
Meeting Location:	City of Titusville- City Hall Council Chambers, 2 nd Floor 555 S. Washington Avenue, Titusville, FL 32796	

I. OVERVIEW:

The purpose of this memorandum is to provide an overview of the Public Kickoff Meeting conducted for the US 1 and State Road 406 Corridor Planning Studies.

The meeting was held on Wednesday, July 29, 2015 at the City of Titusville Council Chambers from 5:30 pm to 7:30 pm to seek input from the public, present and explain the purpose of the project and the study process.

II. PUBLIC NOTICE:

The meeting was advertised in advance through several methods including:

- Notification emails to approximately 43 state and local elected and appointed public officials and other agencies sent on July 1, 2015
- Direct mail notifications to approximately 2,470 property owners sent on July 2, 2015
- Legal advertisement in the July 3, 2015 and July 19, 2015 editions of the Florida Today
- July 20, 2015 edition of Florida Administration Register
- Press release to local media outlets on July 22, 2015

III. FORMAT:

The meeting began at 5:30 pm and was conducted in an open house format. Throughout the meeting, Florida Department of Transportation (FDOT) staff and members of the study team were on hand to discuss the project and answer questions. A packet was provided to each attendee containing the following items: a brochure outlining an overview of the each study corridor, a comment form, a question card, and a meeting agenda. Several visual aids were on display for review during the open house and presentation breaks.

The presentation began at approximately 6:00 pm. The presentation was segmenting into three sessions:

- Corridor Planning Study Overview Session
- US 1 Focus Session
- SR 406 Focus Session

The Overview Session consisted of a description of the purpose of a corridor planning study and a brief background and history of both studies. The US 1 and SR 406 Focus Sessions both presented the critical existing condition information, a description of the observed Issues & Opportunities, the Purpose & Need statements, the Guiding Principles, next steps, and the study schedule relevant to each corridor. There was a five minute break between the US 1 and SR 406 Focus Sessions in which participants had the opportunity to hand in question cards or comment forms. During both Focus Sessions, participants were given the opportunity to ask questions at various points in the presentation.

Following the presentation Focus Sessions, a Question & Answer Session was held to address any question cards received during the meeting, or acknowledge any additional questions from the public. When all questions had been addressed, the meeting returned to an open house format, where the public could discuss the project with the study team. Members of the public were also encouraged to provide written comments and questions using the comment forms and question cards provided in the packets they received at the sign-in table. Upon exiting the meeting, members of the public were asked to complete a voluntary survey for their feedback on the logistics of the meeting.

IV. ATTENDANCE

Approximately 41 members of the public attended the meeting, along with 2 elected officials, 7 agency stakeholders, 1 FDOT staff member, and 6 members of the study team. Sign in sheets are included as Attachment A.

V. DISPLAY/MATERIALS

Informational materials available at the public meeting included a brochure with an overview of the two study corridors, a comment form with contact information, a question card, and a meeting agenda. Study related materials were also available for the public to review and included the approved Existing Conditions Summaries and Future Condition Summaries for both studies. Several visual aids were on display for review including a Welcome Board, a Title VI Board, a Regional Overview Board, a Why You Are Here Board, a SR 406 Issues & Opportunities Board, a US 1 Issues & Opportunities Board, a SR 406 Existing Conditions Banner, and a US 1 Existing Conditions Banner. A PowerPoint presentation was shown to the public during the formal presentation. A copy of the presentation slides, brochure, meeting agenda, and display materials are provided in Attachments B, C, D, and E, respectively. The PowerPoint presentation, meeting materials, and displays are posted on the CFLRoads web pages hosted by the FDOT in the days following the meeting. These sites are located at the addresses posted below:

- http://www.cflroads.com/project/435627-1/US_1_Corridor_Planning_Study
- http://www.cflroads.com/project/436187-1/SR_406_Corridor_Planning_Study

VI. SUMMARY OF PUBLIC COMMENTS AND QUESTIONS

A total of 10 comment forms and 8 question cards were received at the public meeting. No additional comments were received during the comment period that lasted until August 10, 2015.

Public comments were also taken during the meeting presentation, as an open forum. These comments were recorded to the best of the study team's ability. The following sections provide an overview of the public input received during the meeting and the public comment period that followed. Copies of the written comments and questions received are included in Attachment F. Notes from the verbal discussion are included in Attachment G.

US 1 Comments

A summary of the written and verbal comments received for the Public Kickoff Meeting that are specific to US 1 are provided below.

- There are too many signs along the corridor, it is confusing and ineffective.
- The speed limits are too high, especially through the downtown area.
- Is this study coordinating with the project in the neighborhood at Indian River Ave and Riverside Drive?
- Are you considering the effect of changes to US 1 on the parallel roads?
- Request for a signal at US 1 and Julia St. The crosswalk is ineffective: need signal or no crossing. The signage is hard to see due to trees and no one notices the sign. Why does the signal at Julia St get denied? What can we do to get that signal back?
- No one pays attention to the school zone signs and speeds at Titusville High School.
- The intersection of St. John's and US 1 has a visual impairment when turning south onto US 1 from St. John's.
- Connect all sidewalks.
- Is there any thought of closing one lane of US 1 for pedestrian only?
- There are a lot of witnessed accidents along this corridor.
- At the "Stop for Pedestrians" signs, no one stops.

SR 406 Comments

A summary of the written and verbal comments received for the Public Kickoff Meeting that are specific to SR 406 are provided below.

- There are issues at Dixie Cross Roads. There needs to be a left turn only sign from Dixie Cross Roads onto Garden Street. Extend the median to prevent left turn from westbound traffic. There needs to be a “No U-turn” for the eastbound at the end of the median.
- There needs to be landscaping along the properties of Garden street to hide dilapidated buildings. Perhaps palm trees in the medians.
- There needs to be smaller landscaping in the medians.
- There needs to be increased signage overall, but especially near I-95 to advertise the National Seashore, the Historic District, and Titusville as a whole.
- Make Garden Street a “Complete Street”. Put bike lanes.
- There are almost no pedestrians along SR 406.
- The traffic created by cars turning into businesses along 406 needs to be analyzed in further detail.
- Garden Street should be made 2 lanes instead of 4 lanes.
- SR 406 is a potential evacuation route for Titusville, and it would need more lanes to support it.
- The medians at Singleton should not be removed as planned. Who can we contact in regards to the Singleton intersection improvement?
- There needs to be a traffic light at Clarewood Blvd. There are backups in this area during school times.
- There needs to be a traffic light at Brown Ave in order to slow down Garden Street traffic.
- Why are we putting in the flyover Rail Trail over SR 406? It is not good. It leads into a high crime and drug problem area. A traffic light at Brown Avenue with a crosswalk is safer. People are misinterpreting what kind of trail it is. Is it worth the money? What are the safety factors to consider? How can we use the Rail Trail to promote downtown businesses?
- There needs to be a reduction in traffic speed in general along the corridor. Cars are moving too fast above the speed limit.
- There needs to be a traffic light at Palm Ave to slow down traffic.
- Midblock crossing is needed on top of the hill so drivers can see pedestrians, this is the safest way to cross Garden St.
- There needs to be improved lighting overall along the corridor.
- The sidewalks need to be moved away from the road. Will any water or sewer lines be relocated? What are the implications?
- Your poll doesn't show that there isn't any freight or large trucks on Garden Street. Publix, restaurants, fast food, auto parts stores, shopping stores, medical suppliers, banks, bars, convenience stores, gas.
- Why isn't there funding to provide additional bus to service the east side of SR 406?
- The traffic noise along the corridor is too loud.

Other Comments

A summary of the written and verbal comments received for the Public Kickoff Meeting that are not specific to either corridor are provided below. Copies of the written comments and questions received are included in Attachment F. Notes from the verbal discussion are included in Attachment G.

- Neighbors threw the meeting postcard out – it looked like junk mail.
- The bus stops need cover and garbage cans.
- The speed limit should be reduced in the downtown area.
- Street parking needs to be eliminated along both corridors.
- The lights from turning north from US 1 to west Garden St (the light at US 1 south and Palm) needs to be synced.
- There needs to be additional downtown parking.
- There are frequent car accidents in downtown, and there is even more concern for safety with the Rail Trail on its way.
- There needs to be electric vehicle charging stations.
- The sidewalks need to be fixed.
- There are concerns with zoning. What is urban / mixed use needs to remain single family (residential) use.
- The Titusville Police needs to enforce the traffic laws more thoroughly.
- Please make communications regarding meetings more clear. The card we received said “Open House at 5:30 with a presentation at 6:00”. We would have arrived sooner if we knew the presentation would be starting at 5:30.
- There needs to be more aesthetic landscaping as a whole.
- Titusville is not bike friendly.
- If transit can get through the hurdles associated with funding, they can provide increased service.

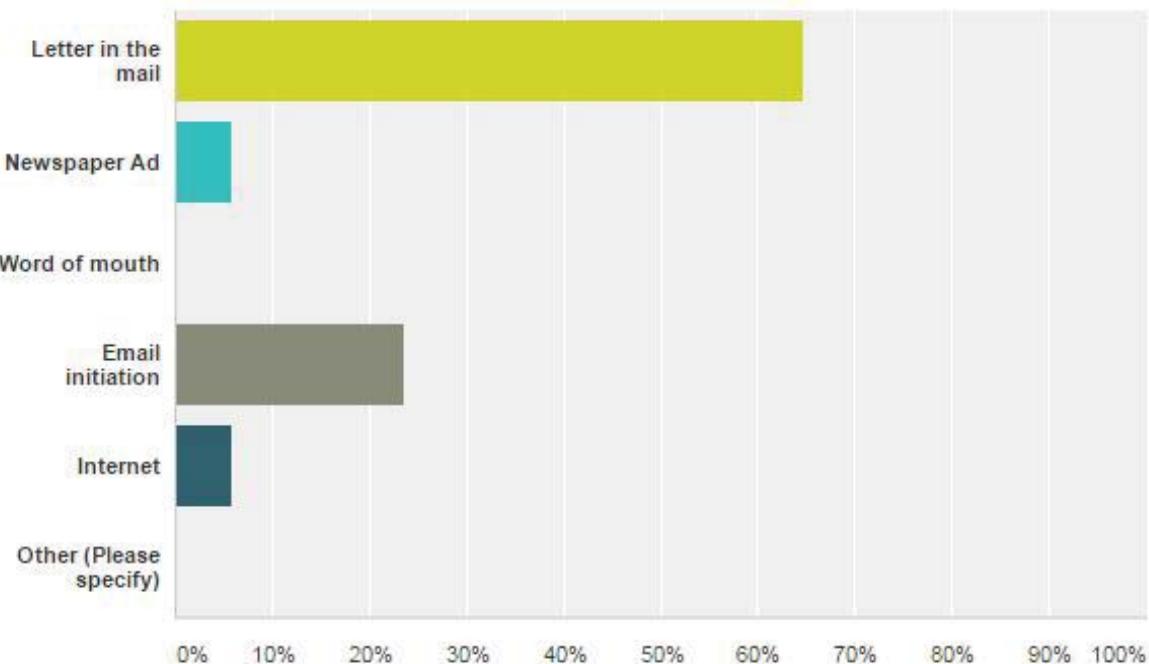
VII. MEETING EVALUATION SURVEY

A survey was developed and given to meeting attendees upon exit to record opinions about the logistics of the meeting. A total of 19 survey responses were received at the public meeting. The following provides an overview of the public input received from the survey. A copy of the survey results can be found in Attachment H.

Question 1: How did you hear about this meeting?

How did you hear about this meeting?

Answered: 17 Skipped: 2



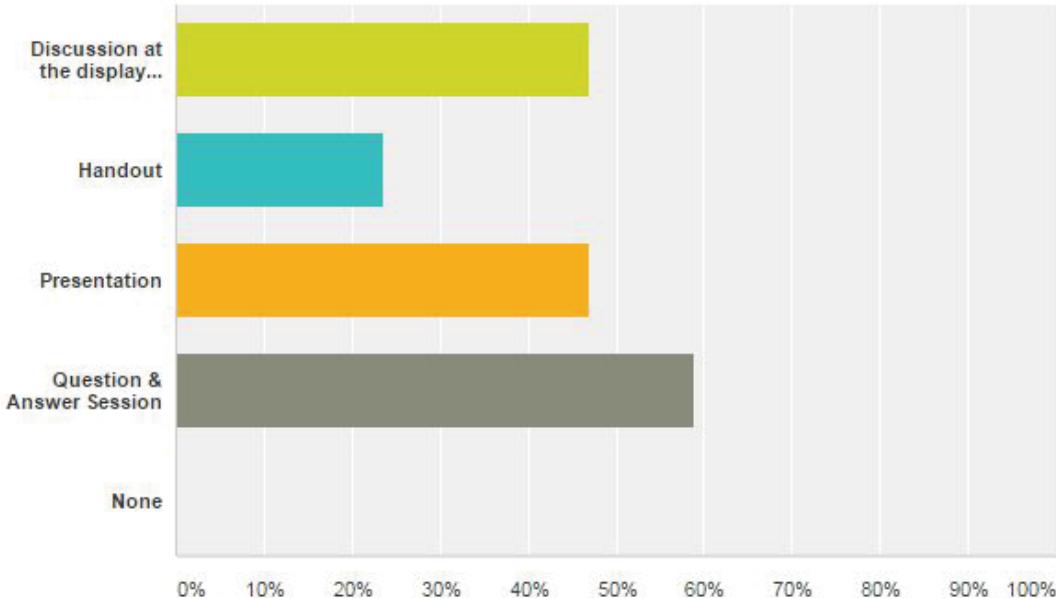
Question 2: Please select the appropriate answer for each of the following statements.

	Strongly Agree	Agree	Uncertain	Disagree	Strongly Disagree	Total
The meeting facilities were satisfactory.	61.11% 11	38.89% 7	0.00% 0	0.00% 0	0.00% 0	18
The handouts were helpful and useful.	50.00% 8	37.50% 6	12.50% 2	0.00% 0	0.00% 0	16
The presentation and meeting displays present the purpose and study process clearly and effectively.	55.56% 10	22.22% 4	16.67% 3	5.56% 1	0.00% 0	18
The overall public involvement process was positive and helpful	38.89% 7	27.78% 5	33.33% 6	0.00% 0	0.00% 0	18
I plan to attend future meetings for this project	50.00% 9	38.89% 7	11.11% 2	0.00% 0	0.00% 0	18

Question 3: Which part of the public meeting did you find most helpful? (Select all that apply)

Which part of the public meeting did you find most helpful? (select all that apply)

Answered: 17 Skipped: 2



Question 4: Which part of the public meeting would you change and why? (Open ended)

- Very well prepared and presented

Question 5: Additional Comments (Open Ended)

- Make pedestrian focused. Speak language of people. Language written is hard to understand. Objectives to be included up front. The reasons of the corridor study should be at first 5:30 open, accuracy of timing and presentation is required. Excellent support and team work before and after. Expensive brochure, where is the money spent? Printing great Maps where helpful?
- I thought it was a good presentation. I know you are providing us with the initial ideas and concerns and looking for feedback.
- Very encouraging for plans for area.

**Question 6: If you'd like to be added to our contact list for these projects, please fill out the following:
(Contact Form)**

- 7 responses

VIII. PHOTOS



IX. ATTACHMENTS

- **A – Sign in sheets**
- **B – Presentation Slides**
- **C – Brochure**
- **D – Meeting agenda**
- **E – Display Materials**
- **F – Written Comment and Question Forms**
- **G – Verbal Discussion Notes**
- **H – Meeting Evaluation Survey Results**

END OF SUMMARY

This summary was prepared by Dane Hamilton and Nikki Doyle, and are provided as a summary (not verbatim) for use by the project team. The comments do not reflect FDOT's concurrence. Please review and send comments, via e-mail:ndoyle@vhb.com so they can be finalized for the files.



SR 406 and US 1 Corridor Planning Studies by FDOT

FM Nos. 435627-1-12-01 (US 1) and 436187-1-12-01 (SR 406)

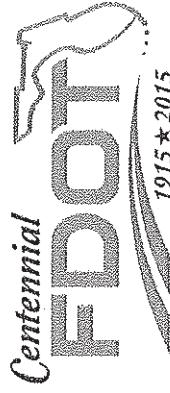
July 29, 2015

5:30 pm – 7:30 pm

City of Titusville – City Hall | Council Chambers, 2nd Floor

Public Kick-off Meeting

NAME	Representing (check all that apply)	E-MAIL ADDRESS
Harry Ha M	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	
W. Frank Russell, Jr.	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	
Kris Kappo	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	
Tim Ford	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input checked="" type="checkbox"/> Public Official <input type="checkbox"/> Other	
Nick Doyle	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input checked="" type="checkbox"/> Other	
Greg Moore	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input checked="" type="checkbox"/> Other	
Mohamed Aguado	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input checked="" type="checkbox"/> Other	
Dane Hamilton	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input checked="" type="checkbox"/> Other	
Kevin Freeman	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input checked="" type="checkbox"/> Other	
Vice Mayor Walt Johnson	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input checked="" type="checkbox"/> Public Official <input type="checkbox"/> Other	
John Jililava	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input checked="" type="checkbox"/> Public Official <input type="checkbox"/> Other	jililava@jimrod.com
Barkman Fine	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	
Newt Odoms III Tolley	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input checked="" type="checkbox"/> Public Official <input type="checkbox"/> Other	F.NeB3ab10@Aol.com
Mark Odoms III Tolley	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input checked="" type="checkbox"/> Public Official <input type="checkbox"/> Other	



1915 * 2015

SR 406 and US 1 Corridor Planning Studies by FDOT

FM Nos. 435627-1-12-01 (US 1) and 436187-1-12-01 (SR 406)

July 29, 2015

5:30 pm – 7:30 pm

City of Titusville – City Hall | Council Chambers, 2nd Floor**Public Kick-off Meeting**

NAME	Representing (check all that apply)	E-MAIL ADDRESS
	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	SScooty2000@yahoo.com
	<input type="checkbox"/> Resident <input checked="" type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	Amber.Terland@titusville.com
	<input type="checkbox"/> Resident <input checked="" type="checkbox"/> Business <input checked="" type="checkbox"/> Public Official <input type="checkbox"/> Other Public Works	georganne.gillette@brevardcounty.us
	<input type="checkbox"/> Resident <input checked="" type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	lmoser12@cfhrr.com
	<input checked="" type="checkbox"/> Resident <input checked="" type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	cathy@greatertitusville.com
	<input type="checkbox"/> Resident <input checked="" type="checkbox"/> Business <input checked="" type="checkbox"/> Public Official <input type="checkbox"/> Other	
	<input type="checkbox"/> Resident <input checked="" type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	small1@natel.net.net
	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	hotpointboulevard@gmail.com
	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	jspeider1@jvr.com
	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	KRUEGER38@BELLSouth.NET
	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	



SR 406 and US 1 Corridor Planning Studies by FDOT

FM Nos. 435627-1-12-01 (US 1) and 436187-1-12-01 (SR 406)

July 29, 2015

5:30 pm – 7:30 pm

City of Titusville – City Hall | Council Chambers, 2nd Floor

Public Kick-off Meeting

NAME	Representing (check all that apply)	E-MAIL ADDRESS
Patricia Swope	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	ptayswope88@yahoo.com
Louise Robertson	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	L.Robertson_19@aol.com
Kevin Cole	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input checked="" type="checkbox"/> Other	kevincole@titusville.com
John A. W. Battle	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	
Weson Palma	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	Spelman@friendshipnet.org
Charles Abner	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	C.Abner141@BellSouth.net
Katie McQuade	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	kgmquade@comcast.net
Tom Autry	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	
Mary Anne	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	
	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	
	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	
	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	



Centennial

SR 406 and US 1 Corridor Planning Studies by FDOT

FM Nos. 435627-1-12-01 (US 1) and 436187-1-12-01 (SR 406)

July 29, 2015

5:30 pm – 7:30 pm

City of Titusville – City Hall | Council Chambers, 2nd Floor

Public Kick-off Meeting

NAME	Representing (check all that apply)	E-MAIL ADDRESS
Jerry L. Brinkley E. (Gen) Seg. Post	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other <input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other <input type="checkbox"/> Resident <input type="checkbox"/> Business <input checked="" type="checkbox"/> Public Official <input type="checkbox"/> Other	Row2garden@Aol.com 93eqo@hotmail.com troy.PoorQbreuandcom
Kristen Smith-Rodriguez	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other <input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	KSmith.Rodriguez@CTRFA.com dlhosh@gmail.com
Karen Dibosh	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other <input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	el@caltech.edu.net karen.dibosh@caltech.edu
Al Troy Brant	<input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other <input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other <input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other <input type="checkbox"/> Resident <input type="checkbox"/> Business <input type="checkbox"/> Public Official <input type="checkbox"/> Other	



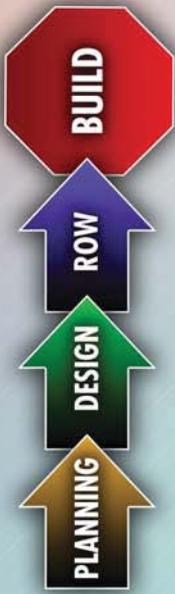
SR 406 & US 1 CORRIDOR PLANNING STUDIES

Centennial FDOT 1915 * 2015



What Happens After the Study is Finished?

At the conclusion of the studies, local officials will select alternative strategies which will identify a range of multi-modal solutions to address the mobility needs within a context that reflects the long term vision for the study corridors. The next step will be to continue the planning phase with concept development or additional studies. Once the planning phase is complete, the project will move on to the design phase.



HOW CAN YOU GET INVOLVED?

There will be public meetings over the 18-month study. As dates for these meetings are scheduled, information will be available on the project website and notices will be sent to local officials, agencies, businesses, residents and interested persons on the mailing list.

Public meetings include:

- 1) A **Public Kick-off Meeting** to allow the community to get familiar with the study's purpose and process, and to express their views concerning the study.
- 2) **Public Alternatives Workshops** to develop recommended improvement strategies for further evaluation and study.

Study information will be posted to the project website at www.cfrroads.com for review throughout the study. Comments can be submitted at public meetings and community presentations, as well as through email.

We urge anyone interested in this project to actively participate by attending these meetings and regularly visiting the project website.

Judy Pizzo, MS, GISP
Planning Project Manager

Planning & Corridor Development
Florida Department of Transportation, District Five
719 South Woodland Boulevard
DeLand, FL 32720
386-943-5167
Judy.Pizzo@dot.state.fl.us

Melissa Gross
Project Planner
Vanasse Hangen Brustlin, Inc.
Landmark Center Two
225 East Robinson Street, Suite 300
Orlando, FL 32801
407-839-4006
mgross@vhb.com

Centennial FDOT 1915 * 2015

Project Description

US 1 Guiding Principles

Welcome to the Public Kick-off Meeting for the **US 1 Corridor Planning Study and the SR 406 Corridor Planning Study**. The Florida Department of Transportation (FDOT) is conducting this meeting to present the project goals and objectives, explain the study process, seek public and agencies input, and provide interested persons an opportunity to get involved in the studies.



These projects were requested by the City of Titusville to coordinate the development of a future vision for the corridors that establishes a multimodal approach to providing for future transportation needs. The studies will involve a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide evolution of the corridor that appropriately correlates the balance between land use and transportation planning.

SR 406 Guiding Principles

Safety: Provide better pedestrian / vehicle separation and improve pedestrian crossings. **Goals & Objectives:** Reduction in locations with sidewalk located at edge of curb, decrease in number of pedestrian midblock crossings, upgrade pedestrian crossings to be more obvious to vehicles, and increase in number of pedestrians using marked crosswalks.

Pedestrian Mobility: Improve midblock crossing technology and provide bicycle facilities. **Goals & Objectives:** Reduce wait times for pedestrians at crosswalks due to vehicles not stopping, increase in number of marked pedestrian crossings, and a reduction in gaps in bicycle lane coverage.

Economic Development: Support Community Atmosphere. **Goals & Objectives:** Incorporate welcoming feature and create corridor branding.

Transit: Provide improved bus stop facilities, provide for bicycle use and upgrade bus stops to meet ADA standards. **Goals & Objectives:** Provide shelters/benches and bike racks at bus stops.

Safety: Provide better pedestrian / vehicle separation and improve pedestrian crossings and assess ADA compliance/Identify needs. **Goals & Objectives:** Reduction in locations with sidewalk located at edge of curb, decrease the number of pedestrian at unmarked mid-block crossings, upgrade pedestrian crossings to be more obvious to vehicles, and increase the number of pedestrians using marked crosswalks, and ensure pedestrian facilities comply with ADA standards.

Bike/Pedestrian Mobility: Enhance pedestrian facilities, provide bicycle facilities, and leverage planned trail facilities. **Goals & Objectives:** Elimination of gaps in sidewalks, provide neighborhood sidewalk connectivity, connect existing bike lanes to planned trails and connect local facilities to planned trail heads.

Design Consistency: Provide consistent typical sections and Access Management conformity. **Goals & Objectives:** Provide consistent lane widths, consistent median treatments, and increase level of compliance with access management standards.

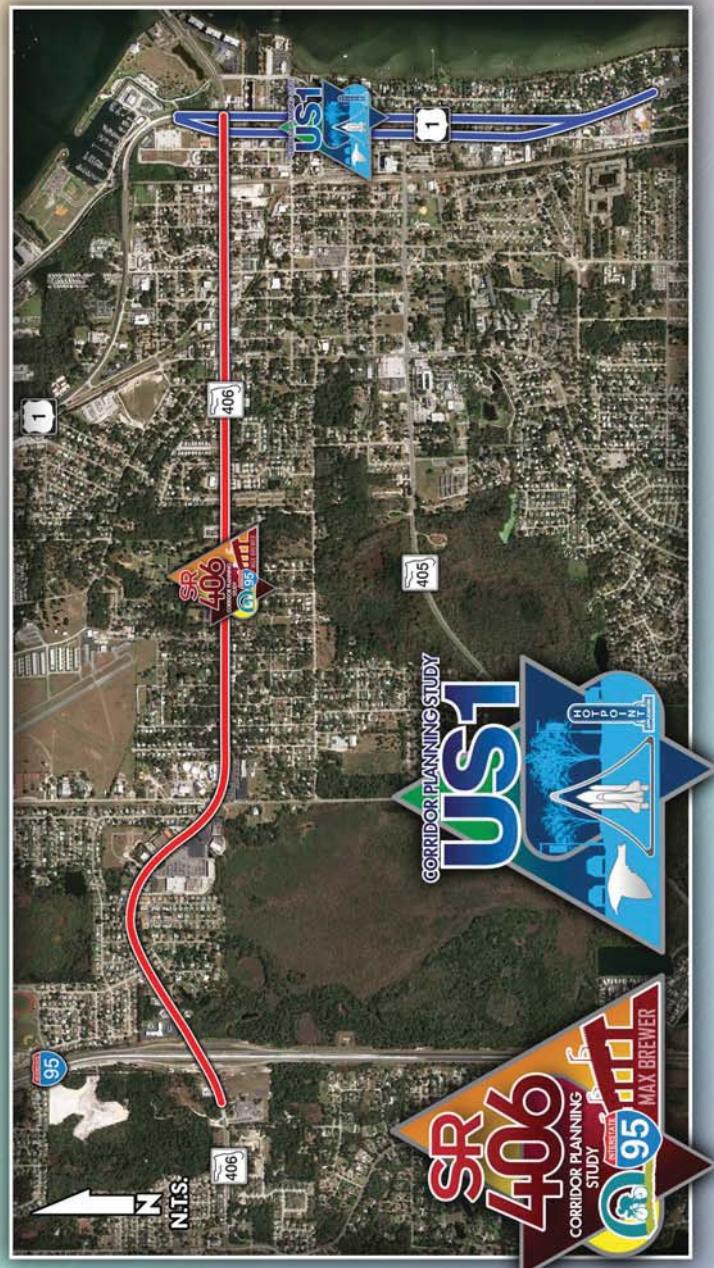
Aesthetics: Identify opportunity for improved planning (aesthetic features and maintenance) and gain consensus on corridor branding. **Goals & Objectives:** Establish partnerships between city and business owners, and develop gateway feature and themed signage.

Transit: Provide improved bus stop facilities and accommodate mode choice/transfer. **Goals & Objectives:** Upgrade bus stops to meet ADA standards, provide shelter/benches & bike racks at bus stops, and ensure pedestrian facilities connect to bus stops.

Your Input is important!

Please take a moment to fill out a comment form and drop it in the comment box tonight, or take it home and mail by **August 10th, 2015** to:

Attn: Judy Pizzo, MS, GISP
Planning Project Manager
Planning & Corridor Development
Florida Department of Transportation, District Five
719 South Woodland Boulevard
DeLand, FL 32720





PUBLIC KICK-OFF MEETING AGENDA

Meeting Date: July 29, 2015 **Time:** 5:30 pm to 7:30 pm

Project: US 1 and SR 406 Corridor Planning Studies

Subject: Public Kick-off Meeting

Meeting Location: City of Titusville – City Hall
500 S. Washington Avenue, Titusville, FL 32796

I. Overview Session

- What is a Corridor Planning Study?
- Why we are here?
- How can you get involved?
- Where are we in the study?

III. US 1 Focus Session

- Existing Conditions
- Purpose and Need
- Issues & Opportunities

IV. Break (5 min)

V. SR 406 Focus Session

- Existing Conditions
- Purpose and Need
- Issues & Opportunities

VI. Break (5 min)

VII. Question & Answer

Comment Form

US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015



Your comments are important! Please use the space below to express your input about this project.

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
 SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
 Both

US1- So many signs as you enter the downtown. It is very confusing.

Speed limits are too high on US1 + parallel Roads

Is this study coordinating with the "Road Calming" project in the neighborhood parallel to US 1? Indian River Ave + Riverside Dr?

Are you considering the effect of changes to US1 to those parallel Roads?

A lot of my neighbors said they threw the meeting notice postcard out - It looked like junk mail - Slick

Name: Susan Palma

Company: Precision Shapes Inc.

Address: 1118 Riverside Dr.

City/State/Zip: Titusville FL 32780

Email: SPALMA@PrecisionShapes.net

Phone: 321 269 2555 x 106

Please complete and place this form in the "Comments" box or mail before August 10, 2015 to:

Judy Pizzo
FDOT Project Manager
719 S. Woodland Boulevard
DeLand, Florida 32720

Comment Form



US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015



Your comments are important! Please use the space below to express your input about this project.

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

people do not adhere to pedestrian crossing at US1 + Julia north Bound - we need the traffic Stoplight replaced there or do away with pedestrian crossing -

need left turn only Sign
Coming out of Dixie Cross Roads
onto Garden Street - people do not
adhere to double lines on roadway -

my opinion only

Bus Stops need cover +
garbage can's especially at Park + 405

Name: Louise Robertson

Company: _____

Address: 206 Woodside CT

City/State/Zip: Titusville FL 32796

Email: _____

Phone: _____

Please complete and place this form in the "Comments" box or mail before August 10, 2015 to:

Judy Pizzo
FDOT Project Manager
719 S. Woodland Boulevard
DeLand, Florida 32720

Comment Form



US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015



Your comments are important! Please use the space below to express your input about this project.

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

In the downtown area, the speed limit should be reduced to 25 mph. We have a large amount of pedestrian traffic and drivers go 50 mph thru downtown. The sign at the cross walk at US 1 North and Julia St. is difficult to see on the left due to trees. Also no one ever notices those signs. Need a flashing light or stop light to be able to cross. Also in US 1 at Titusville High School, people do not pay attention to the school zone signs and speed limits. The signs are lost with everything else in the area.

On 406 we do need to address the issues in front of Dixie Cross Rds. Eliminate on street parking on both 406 and US 1.

Name: Cathy Musselman

Company: Greater Titusville Renaissance

Address: 2000 S. Washington Ave

City/State/Zip: Titusville, FL 32780

Email: Cathy@greatertitusville.com

Phone: 321-607-6512

Please complete and place this form in the "Comments" box or mail before August 10, 2015 to:

Judy Pizzo
FDOT Project Manager
719 S. Woodland Boulevard
DeLand, Florida 32720

Comment Form



US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015



Your comments are important! Please use the space below to express your input about this project.

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

us1 The intersection of St. Johns and S. us1 has a visual impairment when turning south onto us1 from St. Johns. The beautiful hedges on the church's corner are seemingly too high, causing vehicles to go beyond the stop sign and bar to see traffic, causing traffic turning east onto St. Johns to nearly clip the vehicle.

Garden Landscaping along the properties of Garden Street (such as hedges to create uniformity and hide the dilapidated buildings behind nice landscaping (which the city is more likely to be able to control)). Palm trees in medians

Garden Signage to advertise the National Seashore and Titusville as a whole would capitalize on the efforts taken by placing billboards from North Florida to South Carolina. We are missing an opportunity with the first exit when traveling south.

Garden Syncing the lights when turning ^{from} north us1 to west Garden (light at us1 south and palm)

Name: Kristen Smith-Rodriguez

Company: _____

Address: 173 Reading Avenue

City/State/Zip: Titusville, FL 32796

Email: KSmithRodriguez@CTRFA.com

Phone: _____

Please complete and place this form in the "Comments" box or mail before August 10, 2015 to:

Judy Pizzo
FDOT Project Manager
719 S. Woodland Boulevard
DeLand, Florida 32720

Comment Form



US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015



Your comments are important! Please use the space below to express your input about this project.

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

Connect All sidewalks on US 1
traffic light at Julia St and US 1 (northeast Bound)
Titusville High Area

Garden St - smaller landscaping in medians
NARROW ROAD / bike PATHWAYS
turn Garden into complete street
SIGNAGE on Garden - to Beach -
Historical DISTRICT down

Look AT traffic turning INTO BUSINESS along Garden
SIGNAGE on STATE 405 AND US 1 for Downtown
Titusville - for BEACH - our town -
ISSUE in front of Dixie Crossroads on Garden St

Name: Lisa Mosier

Company: _____

Address: 2532 Zackspur

City/State/Zip: Titusville FL 32796

Email: lmosier1@cfi.rr.com

Phone: _____

Please complete and place this form
in the "Comments" box or mail
before August 10, 2015 to:

Judy Pizzo
FDOT Project Manager
719 S. Woodland Boulevard
DeLand, Florida 32720

Comment Form



US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015



Your comments are important! Please use the space below to express your input about this project.

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

1. Making Garden Street 2 lanes would affect the flow of traffic in case of emergency
2. When traffic routed off 95 it is backed up due to accidents.

Name: Ronald Barton
Company: Barton Painting
Address: 1514 Garden St.
City/State/Zip: Titusville, FL
Email: _____
Phone: 383-1476

Please complete and place this form in the "Comments" box or mail before August 10, 2015 to:

Judy Pizzo
FDOT Project Manager
719 S. Woodland Boulevard
DeLand, Florida 32720

Comment Form



US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015



Your comments are important! Please use the space below to express your input about this project.

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

Downtown parking is becoming an issue. Request you include additional downtown parking as part of this study.

What can we do to get the light back at US 1 Jalis St before we have a death? If DOT declined our request before maybe we can ask again. We are going to have deaths if we don't do something

Name: _____

Please complete and place this form in the "Comments" box or mail before August 10, 2015 to:

Company: _____

Address: _____

City/State/Zip: _____

Email: _____

Phone: _____

Judy Pizzo
FDOT Project Manager
719 S. Woodland Boulevard
DeLand, Florida 32720

Comment Form



US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015



Your comments are important! Please use the space below to express your input about this project.

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

* My concern is mainly in the downtown area.

I strongly feel traffic light on Julia St. / US 1 North bound needs to be put back and speed limit through downtown needs to slow down.

As a resident and business owner in the downtown area I see car accidents on a weekly basis.

With Rails to trails on its way I am now even more concerned.

* Signage on a5 / Garden to advertise what all we have to offer. Beach, downtown, palm trees, etc

* Garden St. make 2 lanes instead of 4 lanes.

Name: Julie Hilligoss

Company: Hotpoint Boutique

Address: 3216 S Washington Ave

City/State/Zip: Titusville FL 32796

Email: hotpointboutique@gmail.com

Phone: 321-264-0777

Please complete and place this form in the "Comments" box or mail before August 10, 2015 to:

Judy Pizzo
FDOT Project Manager
719 S. Woodland Boulevard
DeLand, Florida 32720

Comment Form



US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015



Your comments are important! Please use the space below to express your input about this project.

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

- ▲ Have landscaping objectives
ie : Palmer, Alaska has planters
that business give to community
by planting edibles for the taking
- ▲ Electric Vehicle Charging kiosks/stations
Beautify existing mulched only
areas with drought
tolerant (and edible?) plants
- ▲ Expansion for CRA's bigger
existing boundaries to the west.
Commercial opportunity and
alternative modal use - Bikes
and exist sidewalks

Name: Terry Rosenberg

Company: A. Rowz Garden

Address: 9 South Palm Av

City/State/Zip: Titusville FL 32196

Email: Rowz.garden@aol.com

Phone: 321-360-6286

Please complete and place this form
in the "Comments" box or mail
before August 10, 2015 to:

Judy Pizzo

FDOT Project Manager

719 S. Woodland Boulevard

DeLand, Florida 32720

1. What is Urban Mix Use/ I need my house to stay as single family use (Residential). This will effect 12 home owners so why not give these 12 homes an exemption from the change I have 6 daughters and they live here while going to college, This has been the perfect jumping off point for them and learning how to be a responsible young adults.
2. Median at Dixie Crossroads/ It need to be extend to prevent the left turn from the west bound and a NO U TURN for the east bound at the end of the median as much of the traffic coming out of Dixie crossroads pulls out headed east bound and immediately makes a U TURN to head west bound. A lot of these vehicles are large RV'S/ motorhomes.
3. Medians at Singleton should not be removed as planned/ Traffic west bound will not be able to get into the shopping plaza or Walgreens and Bennett Auto Parts from Garden Street. Singleton's access to the shopping plaza and Walgreen's is far from able to handle the traffic from this change. You are limited to direction of travel and this will cause congestion and backups on Singleton Ave and into Garden St.
4. Need a traffic light at Clarewood Blvd. / there are backups in this area during school times, traffic in this area is traveling at 50 to 60 MPH on Garden St. With the high number of inexperienced drivers in this area there is a higher risk for accidents and when they do get on to Garden St they will drive at the higher than posted speed that most other drivers are doing.
5. Eliminate transition to Norwood Ave at Deleon Ave and put a light at Brown St. / Traffic does off Deleon Ave. (Southbound) and make a right onto Norwood and then make an immediate left turn onto southbound side of Norwood Ave to get onto Garden St, All of this is done at low speed (less than 15-20mph) and Garden St traffic is trying to merge onto Norwood Ave. with a posted speed of 40MPH.
6. Put traffic light at Brown Ave. this will help slow down traffic on Garden St. and will give options for the rails to trails.
7. Trail overpass not good at this time, it leads to a high crime and drug problem area. This area of Titusville has been a historically high crime and drug problem area. By running trail to Garden St. with a light at Brown Ave. you can cross in a cross walk and give access to more area business. This is the safer option to users at this time; this could change if Titusville Police could get a handle on the crime and drug problem in this area.
8. A lot of the pedestrian and bike traffic from Park Ave. to Palm St. at this time is for illegal activities. I have a house in this area that my daughters live in and I spend a lot of time there with them, we have been approached for drugs and have had prostitutes ask for other things and we just run them off.
9. Whenever I travel Garden St. the main problem that I have encountered is speed, I drive the posted speed up to 5MPH over and 90% of the other vehicles pass me including city vehicles. When I drop off my kids for school (Astronaut) and I get on Garden St. I get passed by most traffic by 10-15MPH at least. So if I'm going 45MPH in a 40MPH zone, this puts them at 55-60MPH. I have been cut off and flipped off for going to slow.

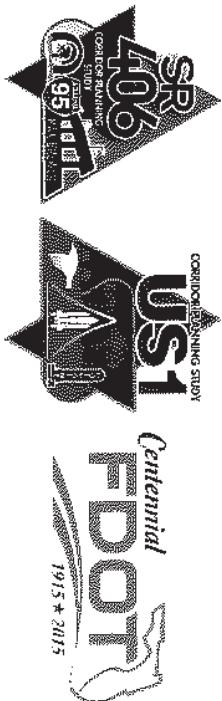
This could be fixed easily if Titusville Police would enforce the traffic laws; I believe this would reduce traffic crashes by 50%.

10. Traffic light at Palm Ave. is needed to help reduce traffic speed on Garden St. prior to US 1, Even though the post speed before the train track is 30MPH 95% of the traffic doesn't start to slow down until the traffic light at Palm Ave.
11. Midblock crossing, is needed it is on top of the hill so drivers can see pedestrian's and they can see the traffic. With the high rate of speed that the traffic is traveling this is the safest spot to cross Garden St.
12. Interchange very dark, it seems that Titusville has for many years had more emphasized development in the south end of Titusville.
13. Sidewalks, I have been to many other city's with speed limits the same or slightly higher with sidewalks that stop at the edge of the road. If you do move the sidewalks from being as close as you say, will any water or sewer lines need to be relocated? If the water meters need to be relocated will the city be willing to subsidize the cost to the homeowners and business for the damaged water pipes from the meters to the home or business as this happens about 70-80% of the time.
See that the city can give developer monies to upgrade electrical service (ex. 6 Million) they should able to help the homeowners and business that they affect by this move.
14. Freight, Your poll show you don't think there is any freight or large trucks on Garden St. This is way off, let's see you have Publix, Restaurants, Fast food, Auto Parts stores, shopping stores (ex. Family dollar, Pinch a penny), Auto body shops, Medical Supply, Banks, Bars, Convince stores, and Gas stations. Let alone Garden St is a main road for large vehicles to get to US1 for those business

US 1 & SR 406 Corridor Planning Studies

Public Kick-off Meeting

July 29, 2015



QUESTION CARD

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

1 Are you going to put traffic light back on Julia Street - downtown?

2 Are you going to decrease speed limit downtown?

Name: Julie Hingoss
Company: Hotpaint Boutique
Address: 324 S. Washington Ave
Phone: 321-246-0777
Email: hotpaintboutique@gmail.com
City/State: Titusville, FL
32784

US 1 & SR 406 Corridor Planning Studies

Public Kick-off Meeting

July 29, 2015



QUESTION CARD

My comment is regarding:

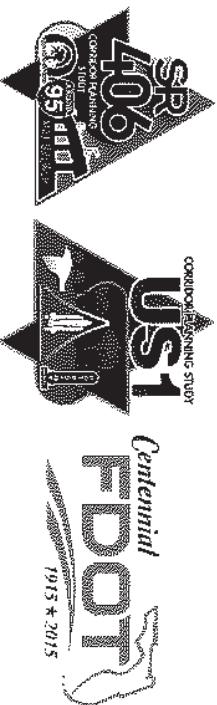
- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

① MY WIFE & I USED TO WALK FROM OUR HOME ON SOUTH GARDEN ST. TO KENZY'S PIZZA ON NORTH SIDE OF GARDEN ST.; WE WOULD NEVER MEET ANYONE WALKING - NEVER. I CAN REMEMBER 2 OR 3 HOMELESS GUYS UNDER THE I-25 OVERPASS - IN 10 YEARS, NEVER!

② THE NEW NORTH TO ASTRONAUT HIGH FROM GARDEN ST. IS SO VERY HIGH TRAFFIC FOR SHORT PERIODS OF TIME. THE ADDITIONAL TRAFFIC IS MINDBLOWING. ALSO ASTRONAUT H.S. ~~WILL~~ HOLDS EVENTS THAT ATTRACT OUT-OF-TOWNSERS (E.G. DISTRICT RUCK MEET) WHO GET OFF

Name: KEVIN RILEY Phone: 321-482-9828
Company: Email:
Address: 1120 RIVERSIDE DR. City/State: MOSBY, FL 32780

THE INTERSTATE AND THEY ARE NOT SURE WHERE TO GO.



US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015

QUESTION CARD

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
 SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
 Both

*Answers to this question include the "Road Calming" Initiative in the
City Residential Area (Indian River Ave & Riverside Dr)
Whose plan to close roads from US 1 into that neighborhood?*

Is there any thought or closing off lane of

US 1 for pedestrian only?

Are you considering how changing the US 1 will affect Pine Hill Road?

Name: _____

Company: _____

Address: _____

Phone: _____

Email: _____

City/State: _____



US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015

QUESTION CARD

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

Please make communications regarding meetings clean. The card we received said "open house at 5:30" with a presentation at 6:00". This sounded to us as though the first half hour was more social than informational. We would have arrived closer to 5:30 had we known otherwise.

Thanks!

Name: Karen McQuade Phone: _____
Company: _____ Email: _____
Address: _____ City/State: TJU



US 1 & SR 406 Corridor Planning Studies

Public Kick-off Meeting

July 29, 2015

QUESTION CARD

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

Why can't there be family friendly bike to provide on additional bus to serve the east side of hole. I'd know more about my child's needs.

Name: _____ Phone: _____
Company: _____ Email: _____
Address: _____ City/State: _____



US 1 & SR 406 Corridor Planning Studies

Public Kick-off Meeting

July 29, 2015

QUESTION CARD

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

Violet Drive Fast Cars, Trucks, Motorcycles
Turn the Coming From Old Drive And Drive
Don't Stop At Stop Signs. Cars Run Stop Sign
And Run To DR. Hayes Building. TRASSIC
Tries To See If They Can Break The Sound Barrier
On N. Drive And Tries Run Stop Sign On TA(GARDEN)
And Run The Stop On Violet Ave.
Traffic noise is so loud. HELP.
Name: Sandra Serrano
Company:
Address: 127 N. Drive Ave
Phone:
Email: SSCooty200@yahoo.com
City/State:

US 1 & SR 406 Corridor Planning Studies

Public Kick-off Meeting

July 29, 2015



QUESTION CARD - Comment

My comment is regarding:

US 1 Corridor Planning Study from Laurel Place to Indian River Avenue

SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1

Both

(1) Would like to see more attractive landscaping on

Entrance to our Community - better maintainable

It can be low maintenance - planting (both us 1 and Garden St.)

(2) Possibly Make Garden Street - 2 Lane - rather than 4 lane

Name: John Burns Fine Phone: 321-501-2402
Company: John Burns Fine Inc. Email: John.Burns10@Aol.com
Address: 527 Indian River Ave. City/State: Titusville, FL



US 1 & SR 406 Corridor Planning Studies Public Kick-off Meeting

July 29, 2015

QUESTION CARD

My comment is regarding:

- US 1 Corridor Planning Study from Laurel Place to Indian River Avenue
- SR 406 (Garden Street) Corridor Planning Study from North Area Adult Education Center to US 1
- Both

WOULD LIKE TO SEE BETTER (TUMENS) AND
MORE DEDICATED WALKING

Name: Troy Post Phone: 321-264-6750
Company: NBEGZ Email: Troy.Post@newbold.com
Address: 400 South St City/State: Brevard County, FL

VERBAL DISCUSSION NOTES

- Red crossing North is impossible to cross with speed limit. People are going 40mph. People are going way too fast and people can't cross. We need to slow down through there.
 - Bama Street has a speed monitor, maybe that would help.
- Accidents frequently observed.
- Signs say stop for pedestrians and no one stops.
 - Drivers are afraid to stop, because they may get rear ended.
- There are a lot of signs, making it confusing.
- Is the city coordinating with the group working on traffic calming? - Resident
 - We will. – City
- There used to be a stop light at Julia Street and Us1. If we had the traffic light back, that would slow down traffic.
 - What can we do to get the Julia Street traffic light back?
 - Garden Street exit has no signs advertising the beach?
- Why are they putting a flyover over Garden St?
 - Is the cost of an overpass worth the amount to the people?
 - There are safety factors to consider. - FDOT
 - It ends in a high crime area. - Resident
 - The communities will improve from the project. – FDOT
 - Where is the money coming for the trail?
 - It is coming from the state. – City
 - People are misinterpreting what kind of trail it is.
 - Is there an exit off of the Rail Trail Bridge? – Resident
 - Is there any effort to promote downtown businesses? – Business Owner
 - It should loop through downtown for businesses. – Public Consensus
- Whose responsibility is it to have bus shelters? And who pays for it? – Resident
 - It will be a joint effort by the City and SCAT. SCAT will look at who needs and who doesn't. SCAT was contracted by the City to do this. – Mayor
- The current bus route takes 15 minutes to get to Walmart and 45 minutes to get back. Some routes are 2 hr 20min rides.
 - Every year we have public meetings and we are asked for what we can do to improve. The biggest issue is funding. We would love to provide more service, but we fall short in funding. If we can get through these funding hurdles, we can do it. – SCAT

- What is the project timeline? – Resident
 - [Referred to graphic within presentation]. Next steps will include a report of what should be done to Garden Street and US 1. – VHB
- Exxon came with landscaping. What can we do to get more landscaping?
- Garden Street and Dixie Crossroads has high crash rates.
 - Dump trucks going from Dixie on Garden don't stop at the stop sign.
 - There should be a sign that says no left turns.
- Garden Street was on the list to become a complete street, then Hopkins became that. Is the study you are doing going to turn SR 406 into a complete street? - Mayor
 - Yes. We are looking to accommodate a complete street. – FDOT
 - Can we make it from a 4 lane to a 2 lane? - Mayor
 - “The sky is the limit.” We can look at every option. – FDOT
 - If Titusville is going to dedicate SR 406 as our evacuation route, we would need lanes to support it.
- Who do we contact in regards to the Singleton intersection improvement?
 - Is it already planned? Will it be constructed?
 - We need to look into it. – VHB
- Titusville is not bike friendly. The vehicles are not used to bikes on the roadways. Unless we get a new bike community, it may not be possible.
- Titusville asked for 25mph through the downtown area, but FDOT won't give it.
 - FDOT can't have this many stop lights.
 - DOT denied request for Julia St light. - VHB


[Pro Sign Up](#)
[Sign Up FREE](#)
[Sign In](#)

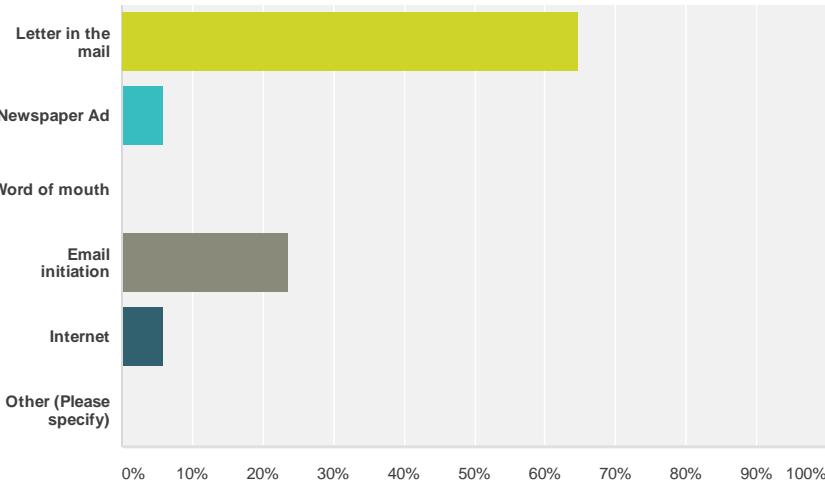
US 1 & SR 406 Corridor Planning Studies

[Question Summaries](#)
[Individual Responses](#)
[Share](#)
[Tweet](#)
[g+ Share](#)
[Share](#)

Q1

How did you hear about this meeting?

Answered: 17 Skipped: 2


19 responses

75 days (5/28/2015 - now)

3 views

Need insights?

SurveyMonkey has dozens of expertly-designed survey templates.

[Sign up FREE](#)

 or [Learn more](#)

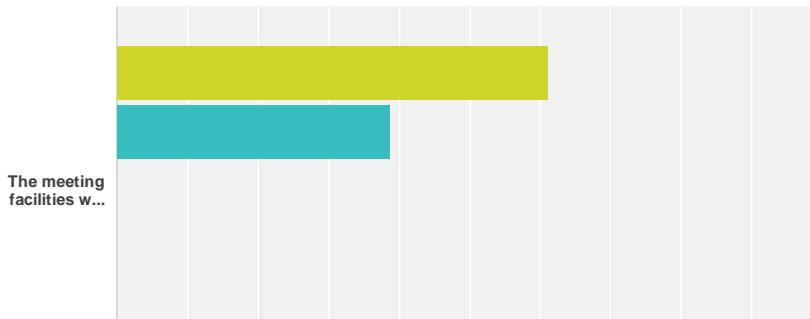
Answer Choices	Responses
Letter in the mail	64.71% 11
Newspaper Ad	5.88% 1
Word of mouth	0.00% 0
Email initiation	23.53% 4
Internet	5.88% 1
Other (Please specify)	0.00% 0

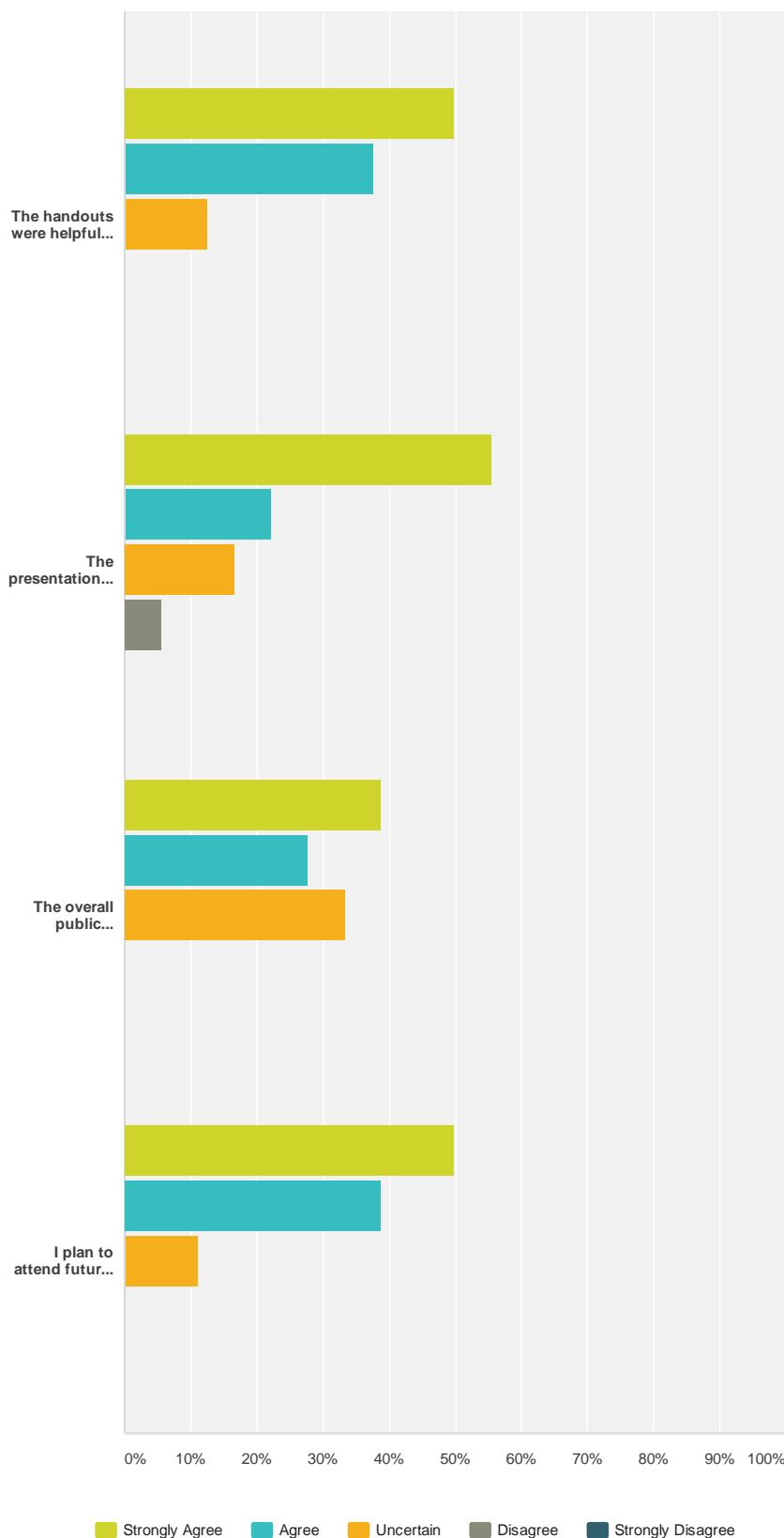
Total Respondents: 17

Q2

Please select the appropriate answer for each of the following statements.

Answered: 18 Skipped: 1





Strongly Agree Agree Uncertain Disagree Strongly Disagree

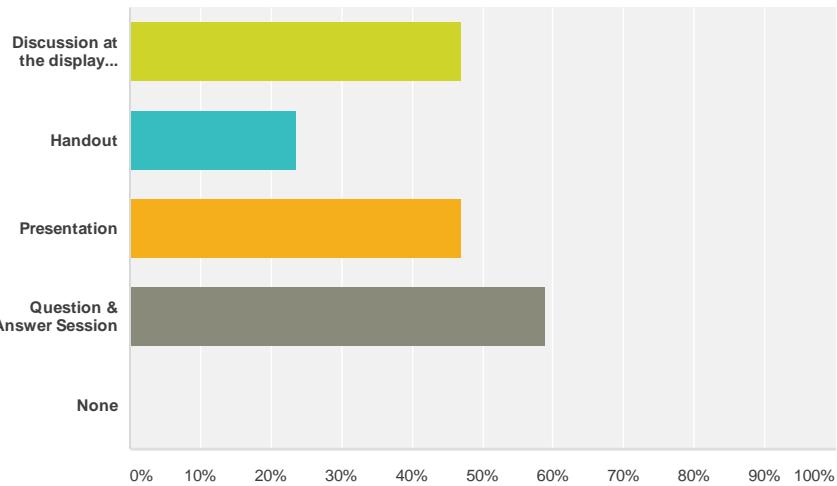
	Strongly Agree	Agree	Uncertain	Disagree	Strongly Disagree	Total
The meeting facilities were satisfactory.	61.11% 11	38.89% 7	0.00% 0	0.00% 0	0.00% 0	18
The handouts were helpful and useful.	50.00% 8	37.50% 6	12.50% 2	0.00% 0	0.00% 0	16
The presentation and meeting	55.56% 10	22.22% 4	16.67% 3	5.56% 1	0.00% 0	18

displays present the purpose and study process clearly and effectively.						
The overall public involvement process was positive and helpful	38.89% 7	27.78% 5	33.33% 6	0.00% 0	0.00% 0	18
I plan to attend future meetings for this project	50.00% 9	38.89% 7	11.11% 2	0.00% 0	0.00% 0	18

Q3

Which part of the public meeting did you find most helpful? (select all that apply)

Answered: 17 Skipped: 2



Answer Choices	Responses
Discussion at the display boards	47.06%
Handout	23.53%
Presentation	47.06%
Question & Answer Session	58.82%
None	0.00%

Total Respondents: 17

Q4

Which part of the public meeting would you change and why?

Answered: 2 Skipped: 17

very well prepared and presented.

7/29/2015 6:51 PM

none

7/29/2015 6:50 PM

Q5

Additional Comments:

Answered: 5 Skipped: 14

Make pedestrian focused Speak language of people Language written is hard to understand Objectives to be included up front The reasons of the corridor study should be at first 530 open, accuracy of timing and presentation is required Excellent support and team work before and after Expensive brochure, where is the money spent Printing great Maps where helpful

7/29/2015 7:11 PM

I thought it was a good presentation. I know you are providing us with the initial ideas and concerns and looking for feedback.

7/29/2015 7:09 PM

I thought it was a good presentation. I know you are providing us with the initial ideas and concerns and looking for feedback.

7/29/2015 7:09 PM

Very encouraging for plzns for area.

7/29/2015 6:51 PM

Na

7/29/2015 6:50 PM

Q6

**If you'd like to be added to our contact list
for these projects, please fill out the
following:**

Answered: 7 Skipped: 12

Answer Choices	Responses	
Name	Responses	100.00%
Affiliation	Responses	42.86%
Address	Responses	42.86%
Address 2	Responses	0.00%
City/Town	Responses	42.86%
State/Province	Responses	71.43%
ZIP/Postal Code	Responses	42.86%
Country	Responses	14.29%
Email Address	Responses	71.43%
Phone Number	Responses	57.14%



Florida Department of Transportation District 5

US 1 CORRIDOR PLANNING STUDY

