

SR 406 CORRIDOR PLANNING STUDY

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



Purpose and Needs Summary
September 2015



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INTRODUCTION

1.1 Purpose of Summary and Project Background

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 indicators to ensure that the goals and objectives defined by the project purpose and need are met.

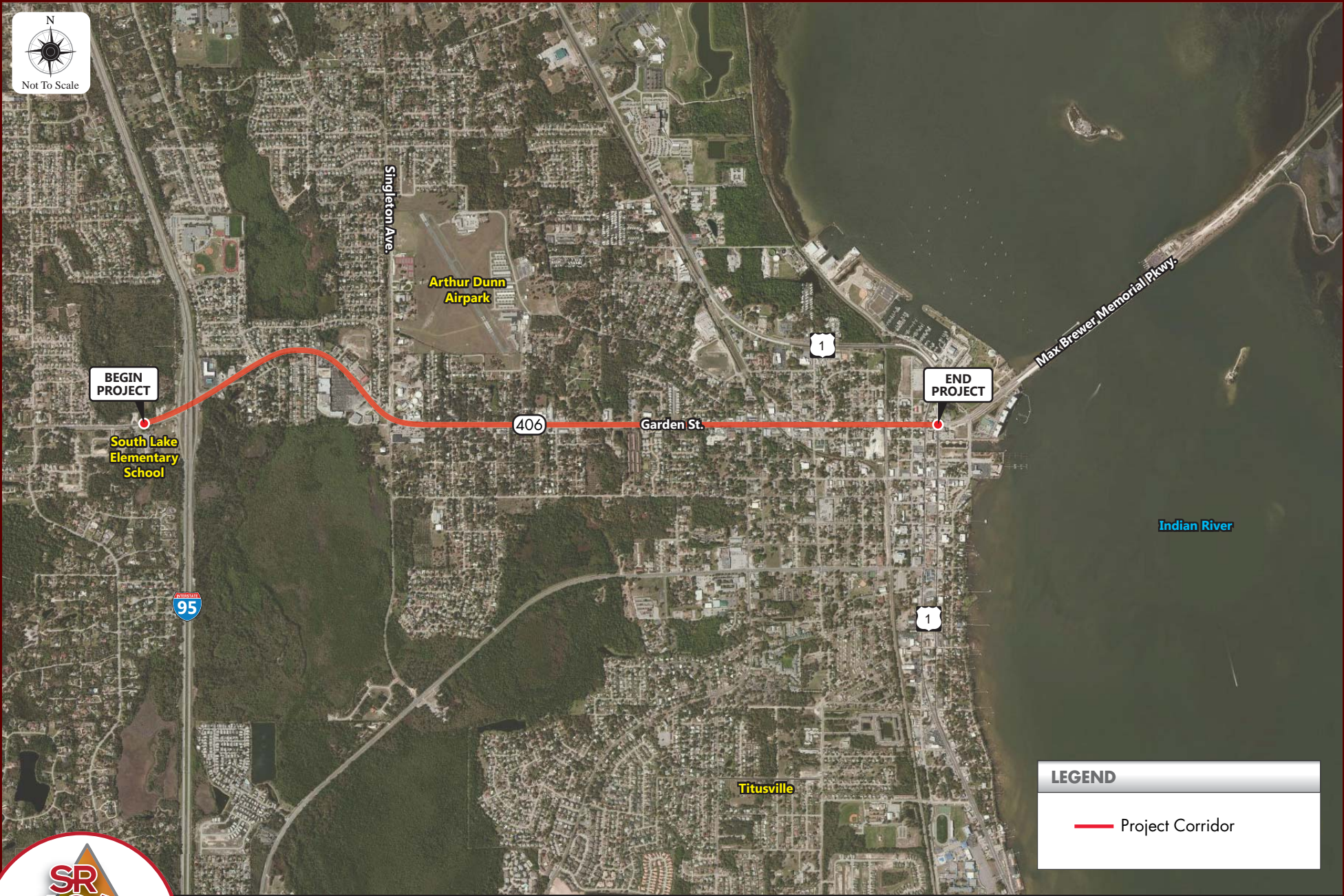
This project has been requested by the City of Titusville to coordinate the development of a future vision for the SR 406 corridor that will establish a multimodal approach to providing for future transportation needs. SR 406 has been the subject of various previous planning studies and improvement efforts. 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 – May 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 SR 406 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.



LEGEND

— Project Corridor



SR 406 Corridor Planning Study

South Lake Elementary School to SR 5 (US 1)



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 Existing Typical Section

Due to the variation in on-street parking and median treatments, there are inconsistent lane widths throughout the SR 406 corridor within the Study Area. There are segments that contain up to 20-foot wide outside travel lanes that may be repurposed for additional facilities on the corridor.

2.1.2 Access Management

There is a high number of driveways that have direct access to SR 406 due to the designated land uses surrounding the corridor. Locations with multiple driveways to individual parcels have been identified as well. There may be opportunities to condense driveway access without restricting business access or circulation.

Multiple full access medians are present throughout the length of the corridor within the Study Area. There are currently locations that do not provide adequate storage for left turn refuge within the median along SR 406, causing cars to block a portion of the travel lane on SR 406 while waiting for a gap in traffic to continue with the left turn movement.



2.1.3 Parking Facilities

There is sporadic on-street parking provided on SR 406, in multiple locations adjacent to large parking lots. These on-street parking spaces are generally not utilized. This provides an opportunity to reutilize pavement if needed.

2.1.4 Bicycle and Pedestrian Infrastructure

There is an existing gap in sidewalk coverage on the north side of SR 406 from US 1 Northbound to US 1 Southbound. No bicycle facilities are provided along the corridor with the exception of existing bike lanes in the vicinity of the I-95 interchange.

2.1.5 Transit Service and Infrastructure

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 six bus stops on SR 406 within the Study Area and offer minimal amenities, most with only a bus stop sign and a bus schedule. Two of the six bus stops do have wooden benches, however no shelters are provided at any bus stop location within the Study Area. All bus stops are located in areas where there is existing sidewalk. However, all of them lack landing pads which provide a connection from the sidewalk to the bus doors. Landing pads are especially helpful for wheelchair users and the elderly that have difficulty navigating the grass buffer when entering/exiting the bus.

After review of the average household income and the no car household maps there is an opportunity to identify potential areas along the corridor that would benefit from providing or upgrading the existing transit amenities and/or service. This may also involve upgrades to the existing bicycle and pedestrian network to serve these transit dependent neighborhoods.

2.1.6 Existing Traffic Conditions

Analysis of the existing traffic volumes and LOS revealed that the traffic volumes are between 20%-50% of the maximum service volume on SR 406 within the Study Area. This provides a potential opportunity to rework the existing roadway while keeping capacity issues to a minimum.

2.1.7 Crash Analysis and Safety

As identified in the crash analysis, there are two high crash segments located on the corridor within the Study Area; between South Lake Elementary School and I-95 interchange, and between US 1 Southbound and US 1 Northbound. These segments will be analyzed to determine any potential solutions to identify contributing factors of these crashes.



2.1.8 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 FDOT Five Year Work Program identifies a resurfacing along SR 406 from Petty Circle to US 1 Northbound, which is funded for construction FY 2018. This project provides an opportunity to repurpose/restripe the existing pavement if such a strategy is determined beneficial as part of the planning process.
- The SCTPO TIP identifies a trail overpass over SR 406, east of Park Avenue. This overpass is funded for construction in FY 2018. This project presents the potential to allow local pedestrian and bicycle traffic to utilize the bridge.
- The SCTPO LRTP identifies an ITS/Operation project in the cost feasible plan between I-95 and US 1 along SR 406. If other ITS/Operation alternatives are found as part of this project, it could potentially increase the priority of the project to become programmed sooner.
- Left turn lane/median modification at Singleton Avenue improvements, to start construction in the fall of 2015.

2.2 Understanding the Problem

The syntheses of the SR 406 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. Inconsistent lane widths.
3. Properties with multiple & unused driveways.
4. Multiple full access medians that do not provide adequate storage for the left turn refuge.
5. Large transit dependent community that is currently underserved.
6. Minimal bus stop accommodations provided (lack of shelters and ADA accommodations).
7. Lack of ADA accommodations on pedestrian facilities.
8. Lack of pedestrian crossing opportunities.
9. Desire by local stakeholders to enhance aesthetics.
10. Desire by city for gateway feature(s) entering Downtown Titusville.



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 SR 406 within the study area is the inconsistency in roadway geometry, inadequate bicycle and pedestrian facilities, and limited ADA accommodations.

Problem Definition

How can multimodal safety and mobility be enhanced within the study area? How can non-vehicular traffic be accommodated through design? How can economic development goals of the community be supported through transportation improvements?



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 SR 406 Corridor is to create a regional and local facility that can serve all modes of traffic and provide a gateway into the City of Titusville.

Major Users: Local Residents, Business Patrons, Commuters, Transit, Recreational, Freight

Emerging users: Cyclist and Pedestrians

Desired Role: A multimodal regional and local connector to provide a gateway into the City of Titusville.

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

- I. Safety
- II. Bicycle & Pedestrian Mobility
- III. Design Consistency
- IV. Aesthetics
- V. 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 improved multimodal mobility, with consistent roadway design that will enhance safety and connectivity while supporting economic and community development goals.

Needs statement:

Enhancing multimodal mobility is necessary to shift emphasis to non-vehicular modes that have been traditionally underserved in this corridor. Observations of the existing corridor characteristics reveal the following supporting data:

- Sporadic / underutilized on-street parking
- Inconsistent lane widths
- Properties with multiple & unused driveways
- Multiple full access medians that do not provide adequate storage for left turn refuge
- Large transit dependent community
- Minimal bus stop accommodations provided (lack of shelters, ADA issues)
- Lack of ADA accommodations
- Lack of bicycle facilities
- Lack of pedestrian crossing opportunities
- Desire by local stakeholders to enhance aesthetics
- Desire by City for gateway feature(s) entering Downtown Titusville

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 below 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
		Upgraded pedestrian crossings to be obvious to vehicles



Guiding Principle	Objective	Measure
Bicycle & Pedestrian Mobility	Assess ADA compliance / Identify needs	Increase in number of pedestrians using facilities
	Enhance pedestrian facilities	Pedestrian facilities to comply with ADA standards
	Provide bicycle facilities	Elimination of gaps in sidewalks
	Leverage planned trail facilities	Provide neighborhood sidewalk connectivity
	Provide consistent typical sections	Connect existing bike lanes to planned trail
Design Consistency	Provide Access Management conformity	Connect local facilities to planned trail / trailheads
	Identify opportunity for improved planning (aesthetic features and maintenance)	Provide consistent lane widths
	Gain consensus on corridor branding	Provide consistent median treatments
Aesthetics	Provide improved bus stop facilities	Increase level of compliance with access management standards
	Accommodate mode choice / transfer	Establish partnerships between City and business owners
	Provide bike racks at bus stops	Gateway feature and themed signage
Transit	Provide improved bus stop facilities	Upgrade bus stops to meet ADA standards
	Accommodate mode choice / transfer	Provide shelters / benches at bus stops
		Provide bike racks at bus stops
		Ensure pedestrian facilities connect to bus stops



3.4 Conclusion

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, 2nd 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
- The City is in favor of providing gateway / branding features
- SR 406
 - 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: May 13, 2015 (Wednesday) **Time:** 10:30 am – 2:00 pm

Project: SR 406 Corridor Planning Study by FDOT

Subject: Project Visioning Team (PVT) Meeting #1

Meeting Location: City of Titusville Council Chambers
555 S. Washington Avenue, Titusville, FL 32796

I. ATTENDEES:

Judy Pizzo – FDOT
Greg Moore – VHB
Kevin Freeman – VHB
Nikki Doyle – VHB
Dane Hamilton – VHB
Lieutenant Chris Deloach – Titusville PD
Georganna Gillette – SCTPO
Patrick Ryan – SCAT
Cathy Musselman – GTR
Scott Nelson – SCAT
Eddy Galindo – City of Titusville
Troy Post – North Brevard Economic Development Zone
Laurilee Thompson – Dixie Crossroads
Brad Parrish – City of Titusville
Jim Thomas – City of Titusville

II. INTRODUCTIONS & OVERVIEW

The PVT meeting began with 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, bus tour schedule, and PowerPoint handout. Following the brief introduction presentation, the PVT gathered at the study area existing conditions roll plot for discussion.

Open Discussion:

Lieutenant Chris Deloach stated that approximately 36% of Titusville crashes are in this area and he is interested in figuring out how we can improve this

Laurilee Thompson commented that the interchange is very dark and is not welcoming. The corridor needs a gateway from I-95 to show a more welcoming feel.

PVT group agreed that on-street parking is utilized on the east end, but not the west end.

The group also agreed the vision of the community is to be more bike friendly, especially with the upcoming trail and trail overpass.

Laurilee Thompson stated that the traffic on Singleton Avenue gets congested during peak hours, with the heavy residential areas trying to access SR 406 in the mornings.

Many PVT members suggested landscape is important in this area, especially in medians.

Laurilee Thompson identified a need to extend the median in front of Dixie Crossroads to restrict westbound left access. The turn is currently illegal, however drivers still negotiate the turn and cause crashes in front of property.

Questions on if a road diet would be applicable on this corridor were asked.

Judy Pizzo clarified that the group is here to gather all the input and ideas possible and she will present them and how they work to the Department. Then a decision will be made on what is best for the corridor. Traffic counts may or may not allow for a road diet, however every idea will be explored.

Georganna Gillette commented that any landscape will need to be maintained by the City.

III. Bus Tour

The PVT left the City of Titusville on a SCAT bus and headed towards SR 406. The bus headed west on SR 406 and dropped off the PVT at Norwood Avenue. From this bus stop, the PVT group walked west, crossing Park Avenue and to the bus at the Exxon Station. This walking portion of the tour gave the PVT a close up look at where the upcoming trail overpass will be constructed later this year. Comments about this area were:

- There is a need for additional sidewalk
- This is a bike and transit dependent area
- This area does not have adequate pedestrian crossings
- There are too many businesses in this area for a median
- How will the trail navigate through the unsafe areas safely? Concerns that the trail will be a gateway to the undesirables, leaving trail users as victims.
 - There may be a need for police patrol in certain areas of the trail
- Will stormwater be considered as part of the trail overpass? Garden Street is a major stormwater contributor
 - Yes. We believe the plan is to go underground

The PVT boarded the bus at the Exxon Station, and continued to head west observing the lane widths, on-street parking, and users of the road. The group was dropped off at the bus stop on Garden Street and Hill Top Drive. This stop was located near a business with occupied on-street parking. The group then walked west for 0.2 miles to the Wendy's. The PVT group was able to compare the future Singleton Avenue improvements to the existing, as part of this walking tour. Comments about this walking segment include:

- The outside lane is very wide
- There is a need to extend the southbound left turn lane at Singleton Avenue
- The median access east and west of the intersection will be closed
- The project is a safety project that was strongly encouraged due to the high crash rate
- The crashes are mostly due to visibility and running red lights

- The project will likely greatly improve crash rates in this area
- Hotspots for accidents on this corridor include Singleton Avenue and the US 1 intersections

The PVT boarded the bus at the Wendy's and headed west to South Lake Elementary School which is now North Area Adult Education Center. The bus then turned around and headed east to observe the eastbound direction of SR 406. The PVT was dropped off at Fairglen Drive. Comments about this walking segment include:

- What is the purpose of this midblock crossing? Is it being used?
- Was the midblock crossing originally for the elementary school?
- The midblock crossing is located on the top of a hill, near an interstate
- Consider doing a count for use of this crossing
- On-street parking is not being used on this end
- Bike lane is needed here and would be preferred over the on-street parking
- It is a bigger, longer, more expensive project to plan for moving curbs, however the asphalt between the curb lines can be repurposed a lot quicker and with less expense

The PVT boarded the bus at Fairglen Drive and headed east to the eastern limit of the study, the US 1 intersections. The PVT alighted the bus and observed the two intersections before heading back to the City of Titusville Council Chambers. Comments made during this observation include:

- This area has high crash rates
- The signals could be coordinated to prevent red light running
- Signs are needed in this area to notify drivers of I-95 interchange
- Does Palm Avenue need a signal?
- Sidewalks are missing on segment, causing problems for ADA users
- Drivers are unaware of pedestrians
- Trail element may be tough to fit

IV. CORRIDOR OVERVIEW & OPEN DISCUSSION OF ISSUES / NEEDS

Following the bus tour, the PVT group was presented with an interactive presentation that included poll questions. The open discussion details and poll question results are the following:

Comments:

Community characteristics slide:

- Cathy Musselman- Since census shows 50% of residents have 1 or no vehicles, public transportation or bike lanes would be beneficial to this area. We should also identify a need for bike lanes going to the adult education center.
- Kevin Freeman- Right now there are paved shoulders near the adult education center that can be used by bikes, but there are no designated, striped bike lanes. We can look into adding them as part of this project. There is a separate study looking at the interchange that might be able to add bike lanes in this area as part of that project, if possible.

On-street parking poll question:

- Georganna Gillette- Some businesses use the on-street parking
- Brad Parrish- On today's bus tour, I noticed parking being utilized at the Hill Top Drive stop. My personal preference is to get rid of on-street parking on this corridor, but it may be considered as official parking for some of the businesses.

SCAT slide:

- Laurilee Thompson- Due to the loop system, you could potentially have to ride the whole bus route to get to where you need to go.
- Scott Nelson- Our routes are structured so that they are loop routes. The entire route goes 55 minutes. This route and route 3 were two of the last routes that ran from 7:30a to 5:30p, which was very difficult for commuters. With the changes of the route from 6:30a to 8:00p, the route is now more viable for use of commuters and there we have increased ridership. This route goes to the Searstown Mall transfer center.
- Pat Ryan- The change in hours allowing commuters to use the service has increased ridership. The way route 2 is structured, it covers the most territory it can possibly cover in an hour. The adult vocational center requested the bus route add a stop west of I-95, however we would not be able to fit it in and still meet our one hour route. We have told the adult vocational center we would not be able to accommodate an additional stop. Route 2 is stretch as far as it can go.
- Scott Nelson- There is not enough ridership to add a second bus. The Searstown Mall transfer center is temporary. We are currently working with Titusville landing on the Miracle City Mall redevelopment to have a transfer center there.

Transit accommodations poll question:

- Pat Ryan- I don't see increased frequency increasing ridership. The current boardings per hour are low.
- Scott Nelson- We save all comments and we look to address them. We are mindful of all requests and make adjustments where possible. We have seen requested adjustments in the past that were successful, however we have to accommodate where we feasibly can.
- Brad Parrish- What about adding an eastbound service?
- Pat Ryan- This would require another bus to go in the opposite direction. Ridership may not be there to support an additional bus.
- Scott Nelson- I recently found an earlier route 2 schedule that did a horseshoe route instead of a complete loop. That schedule took 1 hour and 40 minutes to accomplish. The decision was made to make it a closed loop which cut the time down to 55 minutes. The eastbound route was considered and was used, however the loop proved to be more efficient for users.
- Brad Parrish- what can you tell us about the ADA study?
- Scott Nelson- We asked for the study because we know a number of stops aren't accessible. We try to site stops near sidewalks, however there aren't many opportunities to do that. A bus stop inventory was taken to check ADA accessibility as well as amenities. This was presented to TPO and covered in the newspaper, where it turned into a big story. We are behind the study. We are now working to create partnerships and upgrade these identified bus stop

facilities. FDOT has worked to include us in their studies. SCAT has some money to improve, especially for shelters.

- Cathy Musselman- is transit authority currently in the works of improving bus stop facilities?
- Scott Nelson- The director negotiates facilities within City limits. For unincorporated areas, there is one company in charge of putting them up and we have experienced tough time about it. We can access money to do shelters, but bus pads and repairs fall on the municipalities.
- Pat Ryan- we are thankful that FDOT includes us in their studies. It is helping us get within compliance for a lot of our stops.
- Brad Parrish- there is a vendor we have selected that will select bus stops for shelters.
- Scott Nelson- You would have to speak more with the director, as he is in charge of negotiating this matter.

Trail overpass slide:

- Eddy Galindo- how will you discourage at grade crossing under pedestrian bridge?
- Greg Moore- There may be an opportunity to add vegetation that isn't friendly to walk through in the median.
- Georganna Gillette- Billy Hattaway mentioned taking out several pedestrian bridges because they are finding people aren't using them. With the ramps/stairs to access these bridges, pedestrians used the path of least resistance which was to cross the road.
- Greg Moore- The overpass will be a continuous alignment, which tends to work well. The trail users will not be required to use stairs or switchbacks, but would just continue on the trail at a safe incline.

Important goals poll question:

- Georganna Gillette- I think once the Singleton Improvements are done, the safety along this corridor will improve.
- Kevin Freeman- from speaking with Lt. Deloach, he mentioned the crash hotspots along this corridor are Singleton Avenue and the US 1 intersections. The remainder of the area is very low.
- Greg Moore- There are currently no capacity issues anticipated for this corridor
- Laurilee Thompson- The median near Dixie Crossroads needs to be extended to block the westbound left turn access. People are illegally negotiating the turn and it is very unsafe. Wrecks are always happening for cars trying to get in and out of the restaurant. There should also be a light at Dixie Avenue, this is a high crash area.

Poll Question Results:

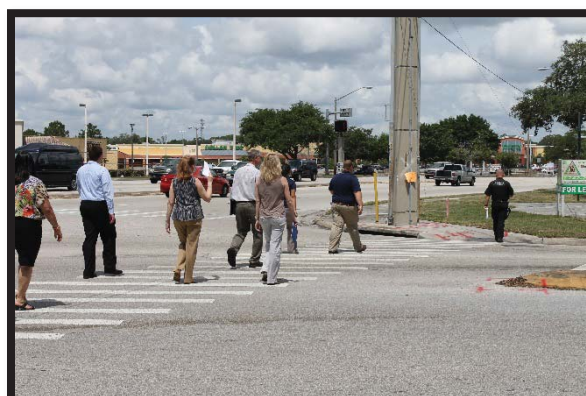
- Who do you believe the main users of SR 406 are?
 - A. Freight – 0%
 - B. Commuters – 13%
 - C. Local Residents – 38%
 - D. Transit Users – 13%
 - E. Business Patrons – 25%
 - F. Pedestrian/Bicyclists – 0%
 - G. Other – 13%
- What is the existing role for SR 406?
 - A. A connection to I-95 – 21%
 - B. A gateway to the Titusville community – 21%
 - C. A bicycle and pedestrian corridor – 0%
 - D. An access to the Merritt Island Wildlife Refuge/Canaveral Sea Shore – 21%
 - E. A mixed use commercial corridor – 36%
- Is the on-street parking on SR 406 needed?
 - A. Yes – 0%
 - B. Yes, but could be removed in some places – 33%
 - C. No – 75%
- What is your assessment on the existing bus service?
 - A. The corridor needs more frequent bus service – 0%
 - B. Eastbound service is needed – 17%
 - C. The bus service is too frequent, less frequency is needed – 83%
- What is your assessment of the sidewalks within the SR 406 corridor?
 - A. The sidewalks are sufficient as is – 9%
 - B. The sidewalks are too close to the roadway – 45%
 - C. The sidewalks are too narrow – 0%
 - D. There are not enough locations to cross SR 406 – 45%
- What is your assessment of the bicycle facilities within the SR 406 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%
- Please rank the goals for the US 1 Corridor in order of importance, with the first being the highest priority:
 - A. Improve Safety – 21%
 - B. Support Economic Development – 26%
 - C. Improve Pedestrian/Bicycle Mobility – 25%
 - D. Improve Transit Service and/or Facilities – 12%
 - E. Decreased Congestion – 8%
 - F. Speed Management – 8%
 - G. Other – 0%

- What should the future vision of SR 406 include?
 - A. Multimodal design (better accommodate non-vehicular traffic) – 26%
 - B. Enhanced aesthetics – 21%
 - C. Corridor branding for the community – 21%
 - D. Support economic development – 21%
 - E. Encourage transit use – 11%
 - F. Other – 0%

V. ADJOURN

The PVT meeting was closed with contact information and details of how to access the project website for more information.

VI. Photos



Attachments:

- Sign in sheet
- Meeting agenda
- Bus tour schedule
- Powerpoint presentation
- Survey

ACTION ITEMS:

Task	Responsible Person(s)	Date Added	Date to be Completed	Description	Comments
1	PVT members	5/13/15		Provide answered survey	
2	Study Team	5/13/15		Upload Existing Conditions Report to cflroads	
3	Georganna Gillette	5/13/15		Provide plans for Singleton Avenue project	
4	Georganna Gillette	5/13/15		Provide ITS Master Plans	



SR 406 Corridor Planning Study by FDOT

FM Nos. 435627-1-12-01

Wednesday, May 13, 2015

10:30 am – 2:30 pm

City of Titusville – City Hall | Council Chambers



NAME	Agency or Firm / Role	E-MAIL ADDRESS
L. Gies DeBach	Titusville PD	wes.debach@titusville.com
Georganna Gillette	SCTPO	georganna.gillette@brevardcountypa.us
Patrick Ryan	SCAF	pat.ryan@brevardcounty.us
Cathy Musselman	GTR	Cathy@greater-titusville.com
Scott Nelson	SCAF	scott.nelson@brevardcounty.us
Eddy Galindo	Titusville Planning	Eddy.Galindo@titusville.com
Troy Post	NBSP2	Troy.Post@brevardcounty.us
Laurie Thompson	Business owner	laurie.thompson@aol.com
Bred Parrish	Titusville Planning	bradley.parrish@titusville.com
Jim Thomas	CM office	jim.thomas@titusville.com



MEETING AGENDA

Meeting Date: Wednesday, May 13, 2015 **Time:** 10:30 am

Project: SR 406 Corridor Planning Study

Subject: Project Visioning Team Meeting #1

Meeting Location: City of Titusville Council Chambers
555 S. Washington Avenue, Titusville, FL 32796

I. INTRODUCTIONS

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

II. SR 406 WALKING/BUS TOUR

III. LUNCH

IV. CORRIDOR OVERVIEW

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

V. OPEN DISCUSSION OF ISSUES / NEEDS

VI. ISSUES AND OPPORTUNITIES SURVEY

VII. NEXT STEPS

VIII. ADJOURNMENT (APPROXIMATELY 2:30 PM)



BUS TOUR SCHEDULE

Meeting Date: Wednesday, May 13, 2015 **Time:** 11:15 am

Project: SR 406 Corridor Planning Study

Subject: Project Visioning Team Meeting #1

Starting Location: City of Titusville Council Chambers
555 S. Washington Avenue, Titusville, FL 32796

- I. **Board bus at City of Titusville (11:15am)**
- II. **Alight bus @ SR 406 and Norwood Avenue (11:25 am)**
 - Walk to Park Avenue (0.2 mile)
 - Observe pedestrian facility, crosswalks, and bus stop facilities west of Park Avenue
- III. **Board bus @ SR 406 Exxon Station near Park Avenue (11:40 am)**
 - Observe typical section and on-street parking usage
- IV. **Alight bus @ SR 406 Garden Street/Hill Top Drive Bus Stop (11:45 am)**
 - Walk to Wendy's (0.2 mile)
 - Observe bus stop facility, lane widths, pedestrian facilities, and crosswalks
- V. **Board bus @ Wendy's (12:00 pm)**
 - Observe typical section change near interchange and use of on-street parking
- VI. **Bus turn around at Boardwalk Way**
- VII. **Alight bus @ SR 406 Shell Station (12:10 pm)**
 - Walk to Fairglen Drive (0.2 mile)
 - Observe designated crosswalk, pedestrian facilities, on-street parking, and median treatments
- VIII. **Board bus @ SR 406 and Fairglen Drive (12:25 pm)**
- IX. **Alight bus @ SR 406 CVS Pharmacy between US 1 southbound and northbound (12:35 pm)**
 - Observe two intersections
- X. **Board bus @ SR 406 CVS Pharmacy between US 1 southbound and northbound (12:45 pm)**
- XI. **End tour at City of Titusville (12:50 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, 2nd 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 advanced 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

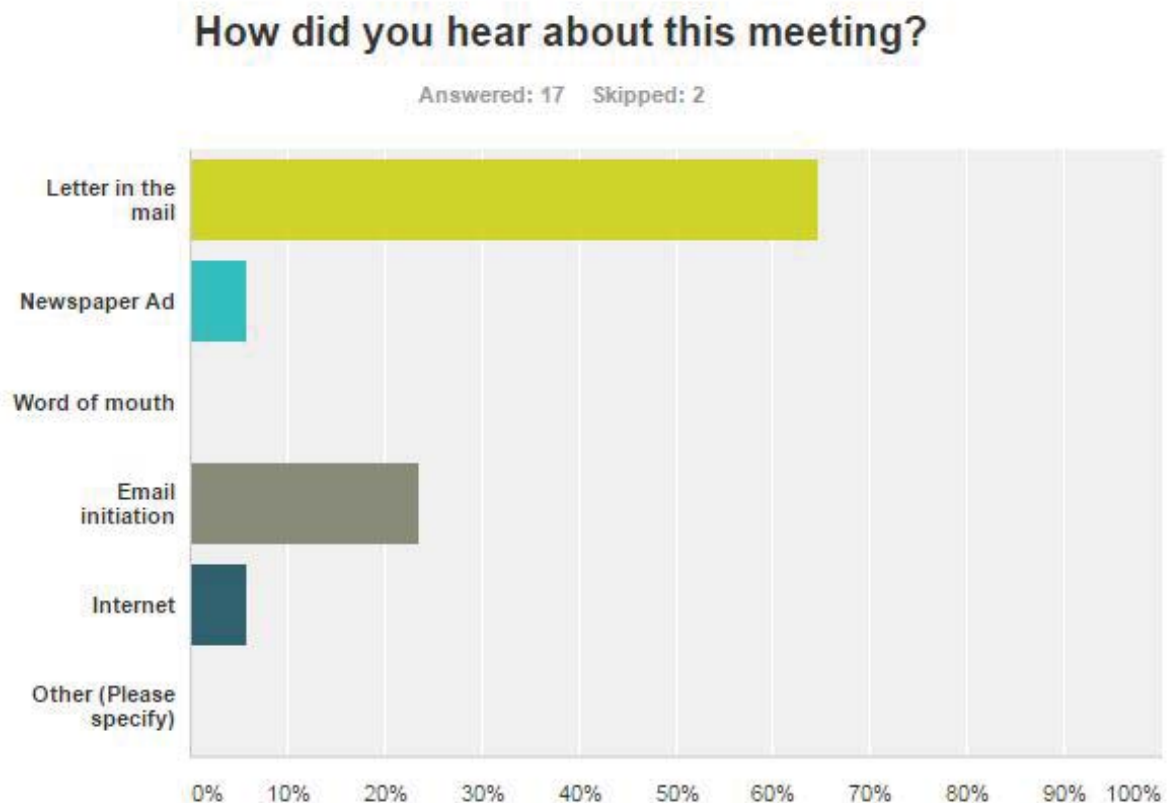
A summary of the written and verbal comments received for the Public Kickoff Meeting that are not specific to either corridor are provided below. Copies of the written comments and questions received are included in Attachment F. Notes from the verbal discussion are included in Attachment G.

- 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.

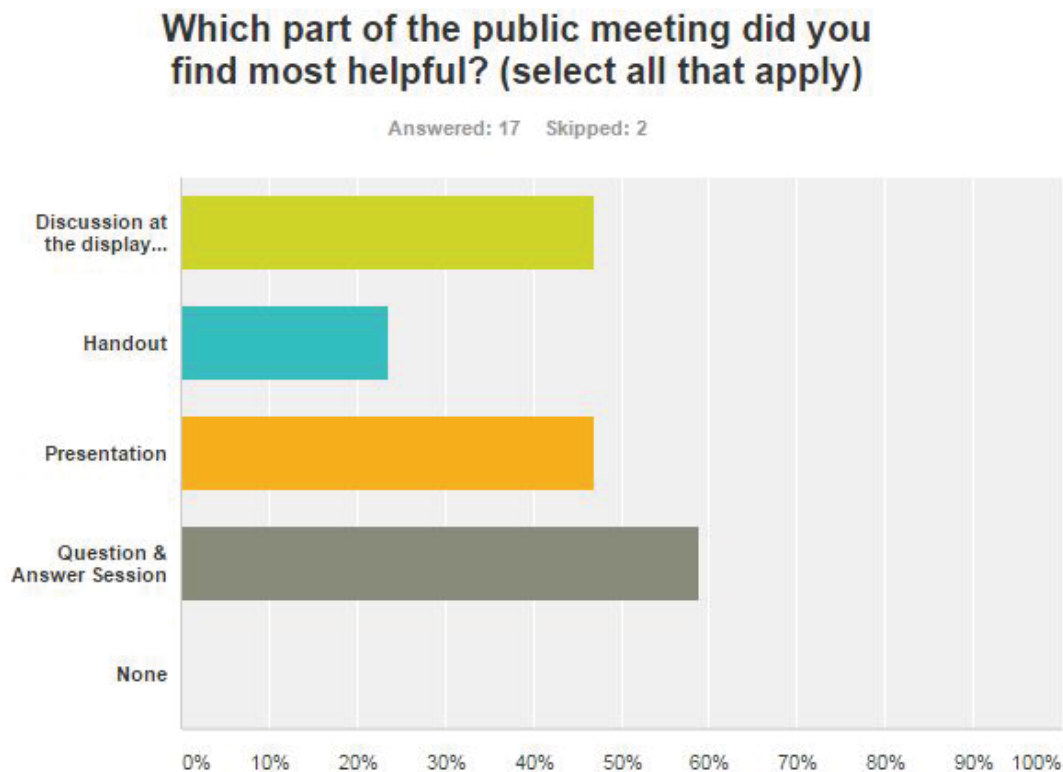
Question 1: How did you hear about this meeting?



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)



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.

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

Florida Department of Transportation, District Five
719 South Woodland Boulevard
Deland, FL 32720
386-943-5167
Judy.Pizzo@dof.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



SR 406 & US1 CORRIDOR PLANNING STUDIES



Project Description

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.

US 1 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 mid-block crossings, upgrade pedestrian crossings to be more obvious to vehicles, and increase in number of pedestrians using marked crosswalk.

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.

SR 406 Guiding Principles

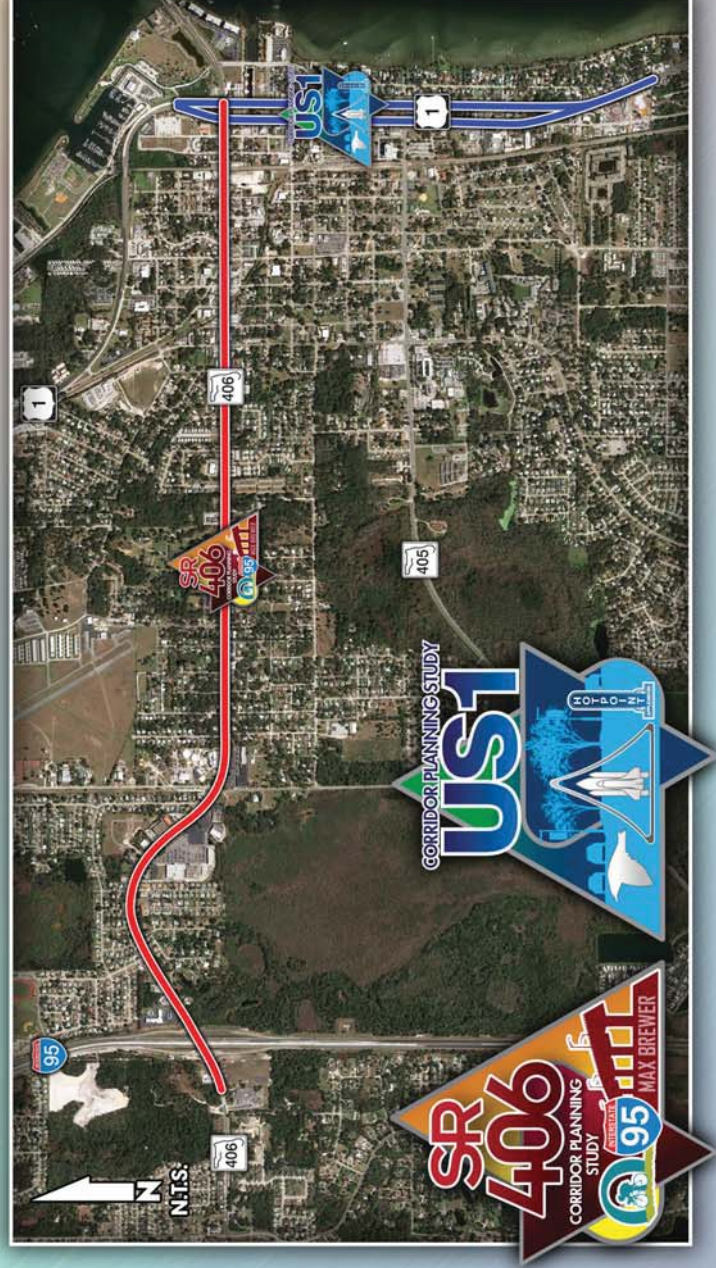
Safety: Provide better pedestrian / vehicle separation, improve pedestrian crossings and assess ADA compliance/identify needs. **Goals & Objectives:** Reduction in locations with sidewalk located at edge of curb, decrease the number of pedestrian at unmarked mid-block crossings, upgrade pedestrian crossings 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 shelters/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 Farming" 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 Blvd - 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 Roberts
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 crosswalk at US 1 North and Julia St. is difficult to see on the left due to trees, also no one ever notices these signs. Need a flashing light or stop light to be able to cross. Also on 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@greater Titusville.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

US 1 The intersection of St. Johns and S. US 1 has a visual impairment when turning south onto US 1 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 ~~Blue~~ 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 Synchronizing the lights when turning ^{from} north US 1 to West Garden (light at US 1 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 US1
traffic light at Julia St And US1 (North 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 US1 for Downtown
Titusville - for BEACH - our town -
ISSUE in front of Dixie CROSSROADS on Garden &

Name: Lisa Mosier

Company: _____

Address: 2132 Larkspur

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



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- 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 due
to accidents.

Name: Ronald Bantz
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 right back at US& Julia 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: _____
Company: _____
Address: _____
City/State/Zip: _____
Email: _____
Phone: _____

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

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* 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 AS /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: 326 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

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- ▲ Have landscaping objectives
ie: Palmer, Alaska has planters
that businesses 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: Fry Rosenberg
Company: A. Rowz Garden
Address: 9 South Palm Av
City/State/Zip: Titusville FL 32796
Email: Rowz garden@aol.com
Phone: 321-2360-6286

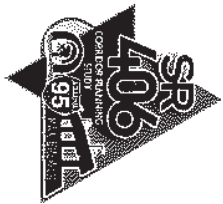
Please complete and place this form
in the "Comments" box or mail
before August 10, 2015 to:

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 inexperience 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 that 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 that 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 actives. 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 thing and we just run them off.
9. Whenever I travel Garden St. the main problem that I have encounter is speed, I drive the posted speed up to 5MPH over and 90% of the other vehicles past me including city vehicles. When I drop off my kids for school (Astronaut) and I get on Garden St. I get pasted 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 Hillgooss Phone: 321-264-0777
 Company: Hotpoint Overdrive Email: hotpointoverdrive@gmail.com
 Address: 326 Washington Ave City/State: Titusville FL 32796



US 1 & SR 406 Corridor Planning Studies
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① MY WIFE & I USED TO WALK FROM OUR HOUSE ON SOUTH CHARLESTER TO KELSEYS PIZZARIA ON ~~MAIN~~ SOUTH SIDE OF GARDEN ST.; WE WOULD NEVER MEET ANYONE WALKING - NEVER. I CAN REMEMBER 2 OR 3 HOMELESS GUYS UNDER THE I-95 OVERPASS - IN 10 YEARS, TEN!
 ② THE TRAFFIC NORTH TO ASTRODAVE HIGH FROM GARDEN ST. GETS VERY HIGH TRAFFIC FOR SHORT PERIODS OF TIME. THE AVERAGE TRAFFIC IS MISMANAGED. ALSO ASTRODAVE H.S. ~~HOLD~~ HOLDS EVENTS THAT ATTRACT OUT-OF-TOWNERS (E.G. DISTRICT TRACK MEET) WHO GET OFF NAME: KEVIN RILEY
 Phone: 321-482-9828
 Company: _____
 Address: 1120 RIVERSIDE DR. _____
 City/State: TINSVILLE FL 32780
 Email: _____
 THE INTERSTATE AND THEN ARE NOT SURE WHERE TO GO.



US 1 & SR 406 Corridor Planning Studies
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Primarily Does this program include the "road calming" initiative in the SR 406 residential area (Fiddon River Ave + Riverside DR)?
 Where they plan to close roads from US1 into that neighborhood?

Is there any thought of closing one lane of US1 for pedestrian only?
 Are you considering how changes to US1 will affect parallel roads?

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



US 1 & SR 406 Corridor Planning Studies
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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 in formal. We would have arrived closer to 5:30 had we known otherwise.
 Thanks!

Name: Katie McDermott Phone: _____
 Company: _____ Email: _____
 Address: _____ City/State: TJ, Va



US 1 & SR 406 Corridor Planning Studies
Public Kick-off Meeting
 July 29, 2015

QUESTION CARD

My comment is regarding:

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- Both

Why can't show the funding available to provide an additional bus to serve the east side of Hill. It seems more appropriate and provides service.

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



US 1 & SR 406 Corridor Planning Studies
Public Kick-off Meeting
 July 29, 2015

QUESTION CARD

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

North Dixie Fast Cars, Trucks, Motorcycles
 Traffic coming from Old Dixie and Drive
 Don't stop at stop signs. Cars run stop sign
 and run up to DR. Hate's Building. Traffic
 tries to see if they can break the sound barrier
 on N. Dixie and they run stop sign on Garden
 and run the stop on Dixie Ave.
 Traffic noise is so loud. Help?
 Name: SANDRA SENZANO Phone:
 Company: SSG County Road 2000 yadda, Com Email:
 Address: 127 N. Dixie Ave 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) *I would like to see more aesthetic landscaping on entrance to our downtown - better maintenance (both US 1 and Garden St.) it can be low maintenance - planting (both US 1 and Garden St.)*
- 2) *Possibly make Garden Street - 2 Lane - rather than 4 Lane*

Name: Barbara Fine Phone: 321-591-2402

Company: _____ Email: Fine842610@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 ^{HIGHER} BETTER (BURNS) AND
MORE DECOLLATIVE LIGHTING

Name: TRAV POST Phone: 321-264-6750
 Company: NVB&DZ Email: trav.post@brevardcountv.us
 Address: 400 South St City/State: _____

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

US 1 & SR 406 Corridor Planning Studies

Question Summaries

Individual Responses

Share

Tweet

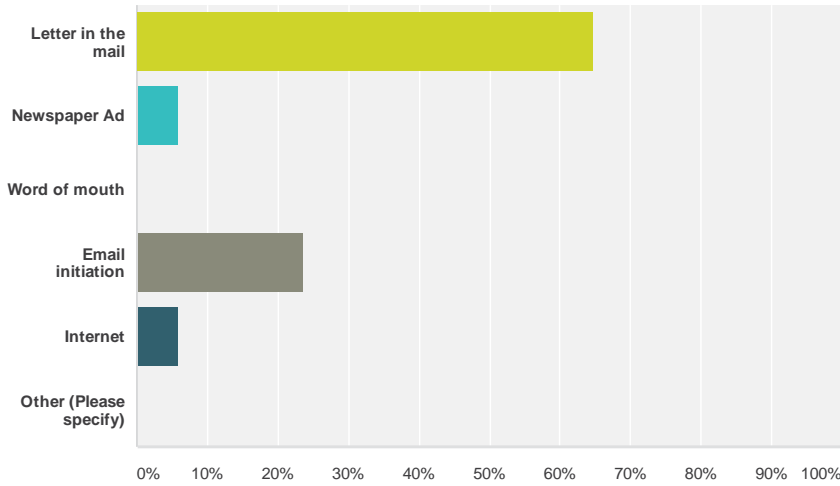
Share

Share

Q1

How did you hear about this meeting?

Answered: 17 Skipped: 2



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)	Responses 0.00% 0

Total Respondents: 17

19 responses

75 days (5/28/2015 - now)

3 views

Need insights?

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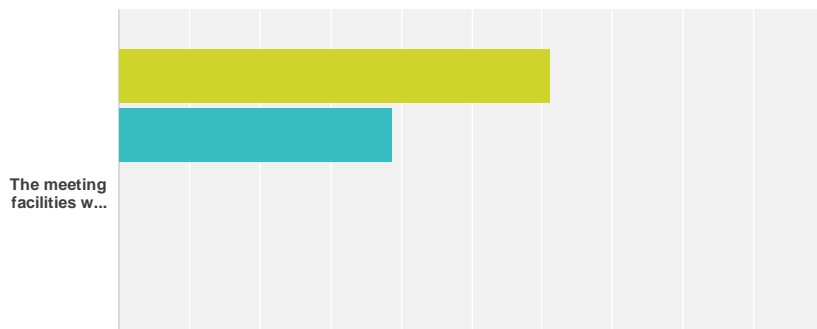
Sign up FREE

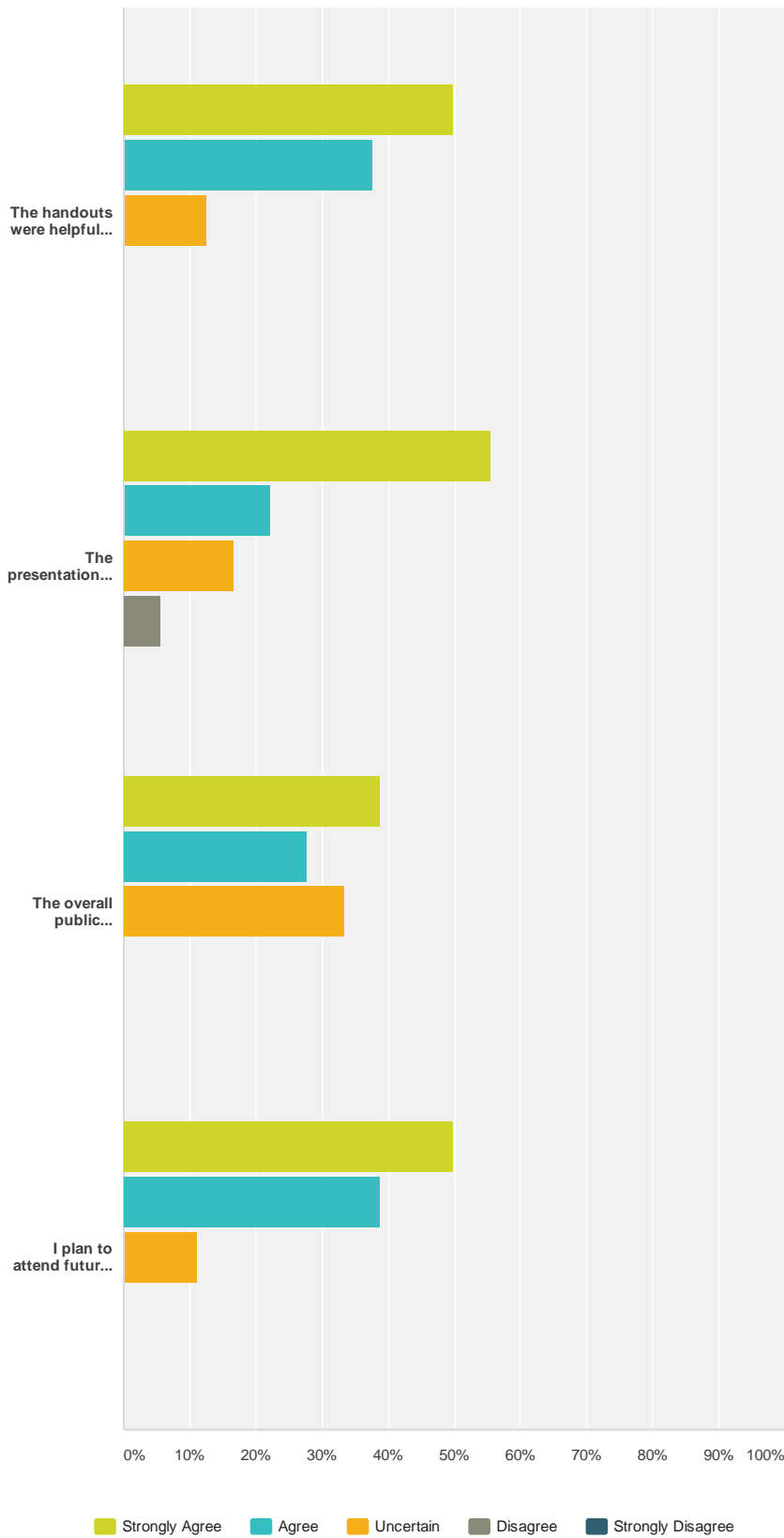
or Learn more

Q2

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

Answered: 18 Skipped: 1





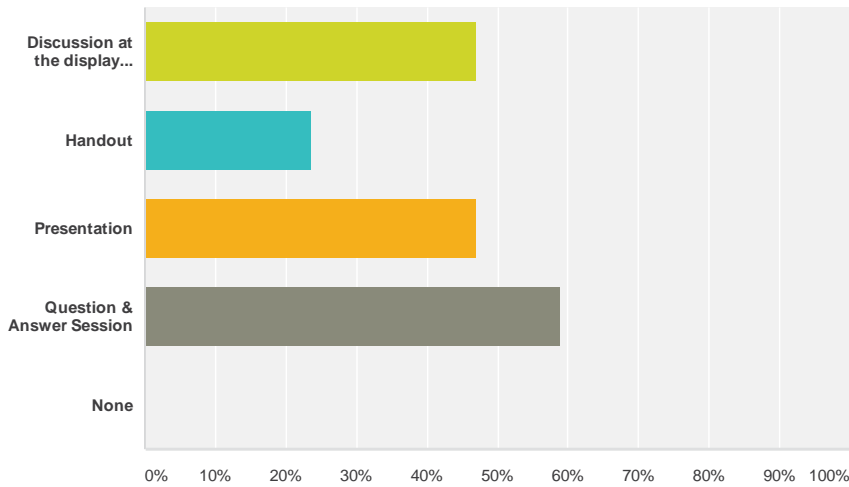
	Strongly Agree	Agree	Uncertain	Disagree	Strongly Disagree	Total
The meeting facilities were satisfactory.	61.11% 11	38.89% 7	0.00% 0	0.00% 0	0.00% 0	18
The handouts were helpful and useful.	50.00% 8	37.50% 6	12.50% 2	0.00% 0	0.00% 0	16
The presentation and meeting	55.56% 10	22.22% 4	16.67% 3	5.56% 1	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% 8
Handout	23.53% 4
Presentation	47.06% 8
Question & Answer Session	58.82% 10
None	0.00% 0
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

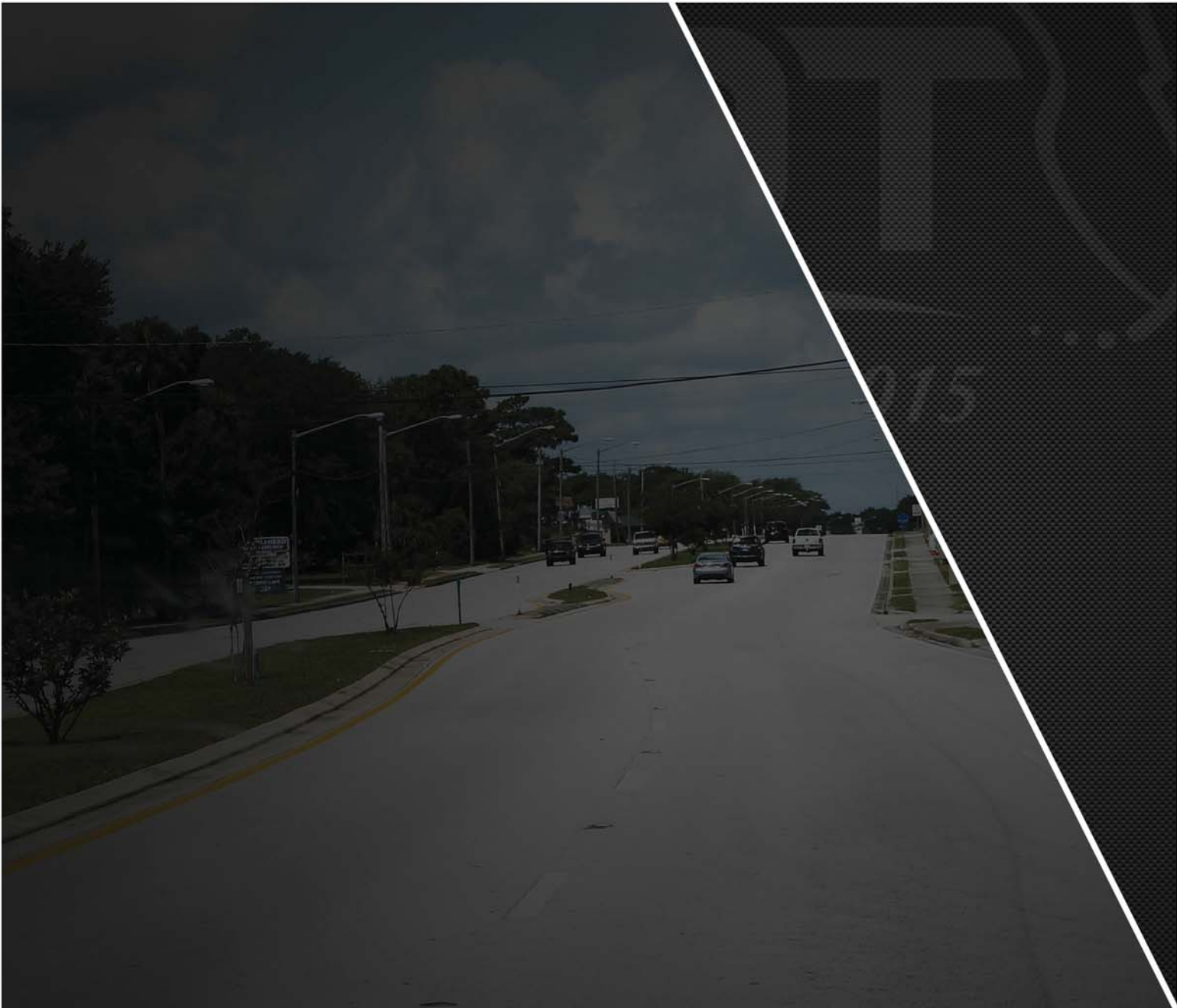
Na
7/29/2015 6:50 PM

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% 7
Affiliation	Responses	42.86% 3
Address	Responses	42.86% 3
Address 2	Responses	0.00% 0
City/Town	Responses	42.86% 3
State/Province	Responses	71.43% 5
ZIP/Postal Code	Responses	42.86% 3
Country	Responses	14.29% 1
Email Address	Responses	71.43% 5
Phone Number	Responses	57.14% 4



Florida Department of Transportation District 5

SR 406 CORRIDOR PLANNING STUDY

