



DATE: Monday, April 29, 2024
TIME: 5:30 p.m.
LOCATION: Viera Government Center
Florida Room, Bldg. C 3rd Floor

Agenda



1. Call to Order and Pledge of Allegiance

2. Public Comment (non-agenda items only)

Anyone wishing to make a comment on an item not on the agenda should complete a “speaker card” at the sign-in desk. For items on the agenda, please fill out a “speaker card” and you will be called upon when the item is discussed. Comments are limited to three minutes.

3. Reports

- A. Executive Director’s Report (pg. 3)
- B. Trails Report (pg. 4)
- C. FDOT Report (pg. 8)

4. Consent Agenda (The entire Consent Agenda will be passed in one motion and read aloud for the record)

- A. Approval RE: SCTPO BPTAC Meeting Minutes – February 26, 2024 (pg. 10)
- B. Approval RE: Work Order 24-13K, Dixon Road Complete Streets Analysis Scope of Services (pg. 15)

5. Action Items

- A. Approval RE: BPTAC Strategic Plan (pg. 34)

6. Presentations

- A. Bicycle & Pedestrian Master Plan Annual Report (pg. 40)
- B. Cocoa & Rockledge School Routes Analysis Report (pg. 46)
- C. Advance 2050 Bicycle, Pedestrian, and Trails Needs List Development (pg. 53)

7. Member Comment

8. Adjourn

Glossary of Terms and Governing Board Strategic Plan Reference Sheet

UPCOMING MEETINGS:

TAC/CAC:	May 8, 2024, 9:30 a.m. Center for Collaboration, 1100 Rockledge Blvd., Rockledge, FL 32955
GOV. BOARD:	May 16, 2024, 1:30 p.m. Center for Collaboration, 1100 Rockledge Blvd., Rockledge, FL 32955
BPTAC:	June 24, 2024, 5:30 p.m. Viera Government Center, Florida Room, Bldg. C, 3rd floor

Public Comment: Comments will be heard on items that do not appear on the agenda of this meeting. Public comments are solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Note, however, that state law and administrative rules prevent the TPO from taking any formal action on any item discussed at this time. The TPO may schedule such items as regular agenda items and act upon them in the future. The Chairman is authorized to limit discussion, as necessary, with each commentary limited to 3 minutes.

Appeal: Any person who desires or decides to appeal any decision made by this agency with respect to any matter considered at this meeting or hearing will need a record of the proceedings. For such purpose, such person may need to ensure that a verbatim record of the proceedings is made, at his own expense, which record includes testimony and evidence upon which the appeal is to be based. Any questions about this meeting should be directed to (321) 690-6890 or e-mail: tpostaff@spacecoasttpo.com.

Accessibility: In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodations to participate in this proceeding or persons who require translation services (free of charge) should contact the Space Coast TPO Office no later than 48 hours prior to the meeting at (321) 690-6890 for assistance. The SCTPO is actively working to increase the accessibility of our meeting materials and in doing so, adhere to many of the available standards and guidelines, when applicable. Should you encounter any inaccessible material, please contact Abby Hemenway, Public Involvement Officer and Title VI Coordinator, (321) 690-6890 or e-mail: abby.hemenway@sctpo.com.

Live Broadcast: The SCTPO Governing Board meeting will be broadcast live on Space Coast Government Television on Bighthouse Networks cable channel 199, comcast (North Brevard) Channel 51, Comcast (South Brevard) Channel 26. SCGTV will also replay the meeting during the coming month. Check the SCGTV website for daily program updates, (<http://www.scgtv.org>).

***** PLEASE SILENCE ALL ELECTRONIC DEVICES *****

**REPORTS
ITEM NUMBER 3A**

Executive Director's Report

*For further information, please contact: Georganna.Gillette@sctpo.com
Strategic Plan Emphasis Area: Leadership*

DISCUSSION:

Georganna Gillette, Executive Director, will advise the Bicycle, Pedestrian, and Trails Advisory Committee of any pertinent items not covered on the agenda.

REQUESTED ACTION:

As desired by the BPTAC.

ATTACHMENTS:

- None

REPORTS
ITEM NUMBER 3B

Trails Report

*For further information, please contact: Debbie.Flynn@sctpo.com
Strategic Plan Emphasis Area: Linking Transportation and Land Use*

DISCUSSION:

Space Coast TPO staff attended the Office of Greenways & Trails Council Meeting in Winter Haven on March 27, 2024. Space Coast TPO Senior Transportation Planner, Sarah Kraum, presented on the status of the eastern portions of the Coast to Coast Trail including discussing the Central Florida MPO Alliance (CFMPOA) trail priority lists, the Space Coast Trail, and the vital importance of the Coast to Coast trail to economic growth, multi-mobility, and tourism. The Coast to Coast Trail was ranked the highest priority by the Council. Space Coast TPO anticipates the completion of the Coast to Coast trail within Brevard County by 2030.

The North Merritt Island Pioneer Trail Feasibility Study and Southern Brevard Trails Master Plan (SBTMP) trail projects are underway. The attached newsletters provide an update on these trail projects.

REQUESTED ACTION:

As desired by the BPTAC.

ATTACHMENTS:

- Office of Greenways & Trails Council's Regional Trail Ranking Results, **Attachment A**
- North Merritt Island Pioneer Trail Newsletter, **Attachment B**
- Southern Brevard Trails Master Plan Newsletter, **Attachment C**

Office of Greenways & Trails Council's Regional Trail Ranking Results

Regional Trail System		Rank
Coast-to-Coast Trail		1
St Johns River-to-Sea Loop		2
Heart of Florida Loop		3
Florida Gulf Coast Trail		4
Collier to Polk Trail		5
Capital City-to-the-Sea Trail		6
Florida Keys Overseas Heritage Trail		7
Nature Coast Regional Connector		8
East Coast Greenway		9
Heartland Regional Trail		10
Old Florida Regional Connector		11
Great Northwest Coast Connector		12
Caloosahatchee-Sugar Trail		13
US 90 Trail Corridor		14



N. MERRITT ISLAND PIONEER TRAIL FEASIBILITY STUDY UPDATE

APRIL 17, 2024



Project Description

The project will review potential trail alignments on North Merritt Island and discern feasible route(s) for the North Merritt Island Pioneer Trail. The study area spans North Merritt Island from SR 528 in the south to Pine Island Conservation Area in the north, and the Indian River in the west to the Banana River in the east.

Completed Work

- Finalized contract and issued Notice to Proceed (March 2024)
- Began review of existing conditions and conducted traffic counts (Spring 2024)
- Kick-Off Meeting with Brevard Parks & Recreation and FDOT (April 2024) - meeting reviewed data collection, existing conditions, and began the identification of alternative alignments

Upcoming Activities

- Field Review of Alternative Alignments (May 2024)
- Began stakeholder engagement activities
- Review of grant opportunities
- Begin development on preliminary sections

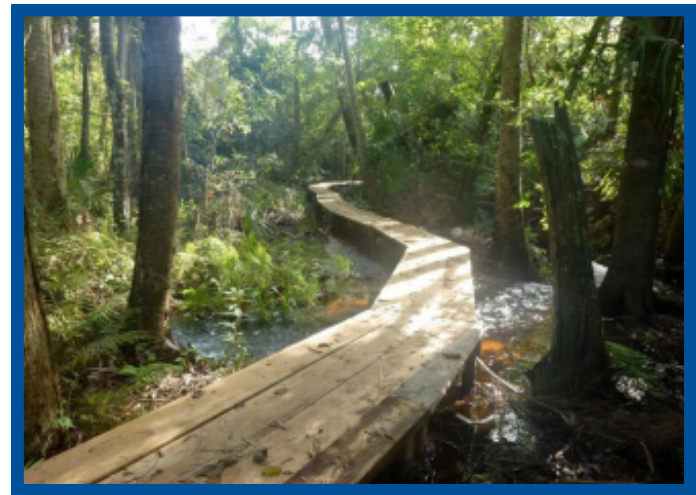
TRAIL TALK

Project Update on the Southern Brevard Trails Master Plan



Completed Work

- Initial Data Collection and Review
- Working Group Kick Off Meeting
 - Project Background and Goals
 - Study Area Overview & Existing Conditions Analysis
 - Active Transportation Propensity Index Overview
- Stakeholder Meetings
 - City of Palm Bay & Melbourne-Tillman Water Control District
 - Environmentally Endangered Lands (EEL) Program



Upcoming Tasks

- Trail System Hierarchy & Typology
- Draft Trail Network Recommendations
 - Develop two draft alternatives
 - Develop maps & tables identifying segments, hierarchy, typology, and network alternatives
 - Maps will include Trailhead location recommendations



Next Working Group Meeting will be in May/June 2024

Project Contact
Debbie Flynn

Debbie.Flynn@SCTPO.com
Office: (321) 690-6890

**REPORTS
ITEM NUMBER 3C**

FDOT Report

*For further information, please contact: stephanie.moss@dot.state.fl.us
Strategic Plan Emphasis Area: Leadership*

DISCUSSION:

FDOT Bicycle & Pedestrian Coordinator, Stephanie Moss, will provide any pertinent information and will be available for questions.

FDOT and Target Zero have opened registration for the Inaugural Central Florida Safety Summit. The purpose of this event is to bring together Central Florida partners to celebrate Vision and Target Zero efforts and unveil the Safety Strategic Plan.

Registration for the event can be found at this link: <https://www.eventbrite.com/e/central-florida-safety-summit-tickets-875944743307>

REQUESTED ACTION:

As desired by the BPTAC.

ATTACHMENTS:

- Central Florida Safety Summit Agenda, **Attachment A**

FRIDAY, MAY 17, 2024 | 10AM - 2PM

SEAWORLD ORLANDO

PORTS OF CALL BALLROOM | 7007 SEAWORLD DRIVE ORLANDO, FL 32821

Bringing Central Florida partners together to celebrate Vision and Target Zero efforts, and the unveiling of the Safety Strategic Plan.

SUMMIT TICKET REQUIRED TO ATTEND

PARKING AND LUNCH INCLUDED

★★★★★ EVENT AGENDA ★★★★★

FDOT D5 Secretary John Tyler

FDOT D5 Safety Administrator Loreen Bobo

Jason Barger, *Step Back Leadership Consulting*

Orange County Mayor Jerry Demings

Safety Champions Panel

Central Florida Safety Awards

**CONSENT AGENDA
ITEM NUMBER 4A**

Approval RE: SCTPO BPTAC Meeting Minutes

*For further information, please contact: Zoe.McNeely@sctpo.com
Strategic Plan Emphasis Area: Leadership*

DISCUSSION:

Staff has prepared draft minutes for the Bicycle, Pedestrian, and Trails Advisory Committee (BPTAC) from their meeting conducted on February 26, 2024.

REQUESTED ACTION:

Approve Bicycle, Pedestrian, and Trails Advisory Committee Meeting Minutes from February 26, 2024.

ATTACHMENTS:

- Draft BPTAC Meeting Minutes from February 26, 2024; **Attachment A**



Bicycle, Pedestrian, and Trails Advisory Committee

Viera Government Center
Florida Room, Bldg. C, 3rd Floor



Meeting Date: Monday, February 26, 2024
5:30 P.M.

MEETING MINUTES

Agenda

1. **Call to Order and Pledge of Allegiance**
2. **Public Comment (non-agenda items only)**
3. **Consent Agenda** (The entire Consent Agenda will be passed in one motion and read aloud for the record)
 - A. Approval RE: SCTPO BPTAC Meeting Minutes – December 4, 2023
4. **Action Items**
 - A. Approval RE: Work Order 24-10K: North Merritt Island Pioneer Trail Feasibility Study
 - B. Approval RE: Transmittal of SUN Trails Regional Trail Prioritization
5. **Workshop**
 - A. BPTAC Strategic Visioning Workshop
6. **Adjourn**

BPTAC Committee Members Present:

Tim Craven, *BoCC Planning & Development*
 John Cooper, *City of Rockledge*
 Todd Corwin, *City of Melbourne*
 Nicholas Gow, *City of Titusville*
 Murray Hann, *Trail Partners*
 Carl Kaiserman, *Citizen of Melbourne*
 Wesley Park, *Citizen of Cocoa*
 Pete Petyk, *Citizen of Titusville*
 Jim Scherff, *Space Coast Area Transit*
 Craig Smith, *Town of Grant-Valkaria*
 Devin Swanson, *BoCC Public Works*
 Drew Thompson, *Citizen of Malabar*
 Alan Woolwich, *BoCC Housing & Human Services*

Others Present:

Laura Carter, *Space Coast TPO Staff*
 Sarah Davis, *BoCC Planning & Development Intern*
 Debbie Flynn, *Space Coast TPO Staff*
 Georganna Gillette, *Space Coast TPO Staff*
 Sarah Kraum, *Space Coast TPO Staff*
 Vince Lamb, *Citizen*
 Zoe McNeely, *Space Coast TPO Staff*
 Stephanie Moss, *FDOT*
 Ginger Twigg, *Revolutions Cyclery*

Item 1. Call to Order and Pledge of Allegiance

Alan Woolwich, Vice-Chair, called the meeting to order at 5:30 p.m. All participated in the Pledge of Allegiance.

Item 2. Public Comment

Ginger Twigg commented about an email from one of her customers asking about where to ride off the roads near Norfolk Parkway and has requested suggestions on how to answer her customer.

Consent Agenda

Item 3A. Approval SCTPO BPTAC Meeting Minutes – December 4, 2023

Staff has prepared draft minutes for the Bicycle, Pedestrian, and Trails Advisory Committee (BPTAC) from their meeting conducted on December 4, 2023.

Motion by Carl Kaiserman, seconded by Devin Swanson to approve BPTAC meeting minutes from December 4, 2024. Hearing no objections, the motion passed unanimously.

Action Items

Item 4A. Approval RE: Work Order 24-10K: North Merritt Island Pioneer Trail Feasibility Study

Sarah Kraum presented Work Order 24-10K: North Merritt Island Pioneer Trail Feasibility Study for approval. Kraum summarized the project including the SUN Trails funding, maintaining agency of Brevard County Parks & Recreation, and tasks included under the work order. Kraum stated the State Funded Grant Agreement has been executed, but minor changes could still be made to the scope of work.

Murray Hann asked about the length of the trail. Sarah Kraum will follow up with a measurement.

Motion by Craig Smith, seconded by Murray Hann to approve Work Order 24-10K: North Merritt Island Pioneer Trail Feasibility Study. Hearing no objections, the motion passed unanimously.

Item 4B. Approval RE: Transmittal of SUN Trails Regional Trail Prioritization Letter of Support

Sarah Kraum presented the details regarding the need to transmit a letter to the Florida Greenways and Trails Committee requesting the prioritization of the Coast to Coast Trail, St. Johns River to Sea Loop, and East Coast Greenway. She summarized the new legislation and submittal of new regional trails that has spurred the reranking of regional trails, as they relate to FDOT SUN Trail funding.

Pete Petyk commented that Southern Brevard is at a disadvantage with funding eligibility. Sarah Kraum replied that the SCTPO is trying to improve that with the Southern Brevard Trails Master Plan.

Drew Thompson asked if there is dialogue with Indian River County because of what they have worked on in the south and Grant-Valkaria's success in the past. Sarah Kraum replied that in 2020, a regional trail alignment was approved in partnership with Indian River County MPO. Indian River County will be engaged with the development of the Southern Brevard Trails Master Plan and the 2050 Long Range Transportation Plan.

Carl Kaiserman commented that it would be beneficial to have an alignment identified for the East Coast Greenway. Sarah Kraum replied that two alternatives were developed for the East Coast Greenway, but it needs the support of municipalities to carry the segments forward. Sarah Kraum mentioned that the East Coast Greenway BPTAC representative may be able to present and share ideas on how to be an advocate for East Coast Greenway.

Motion by Murray Hann, seconded by Drew Thompson to approve the transmittal of SUN Trails Regional Trail Prioritization Letter of Support. Hearing no objections, the motion passed unanimously.

Item 5. Workshop

Item 5A. BPTAC Strategic Visioning Workshop

SCTPO Staff led BPTAC members through a Strategic Visioning Workshop for the purpose of developing the vision, direction, and actions for the BPTAC.

Workshop consisted of three parts:

1. Icebreaker – What if you had a blank check for transportation funding? What would you spend it on?
2. Governing Board Strategic Plan Activity – How can the BPTAC help advance the goals and objectives of the Governing Board Strategic Plan?
3. Vision Statement Development – What is the BPTAC's vision?

Sarah Kraum discussed the next steps in relation to developing the BPTAC vision and strategic initiatives, as well as upcoming meeting activities in relation to the 2050 Long Range Transportation Plan.

Item 6. Adjourn

Hearing no further comment the meeting was adjourned by Alan Woolwich at 6:48 p.m.

**CONSENT AGENDA
ITEM NUMBER 4B**

**Approval RE: Work Order 24-13K, Dixon Road Complete Streets
Analysis Scope of Services**

*For further information, please contact: sarah.kraum@sctpo.com
Strategic Plan Emphasis Area: Linking Transportation and Land Use*

DISCUSSION:

Dixon Boulevard, located in the City of Cocoa, has been identified by the City of Cocoa and Space Coast Transportation Planning Organization (SCTPO) for a Complete Streets Analysis based on its proximity to underserved populations, transportation safety concerns, and high population of bicyclists and pedestrians. This Study will focus on complete streets recommendations to improve multimodal safety and mobility along the corridor. Dixon Boulevard is maintained by Brevard County and is located within the City of Cocoa jurisdictional limits. The Study will span along Dixon Boulevard from 300' east of SR 501 (Clearlake Road) to 325' west of US 1 (Cocoa Boulevard). The study corridor is 1.0 miles long.

The project, Dixon Boulevard Complete Streets Analysis, will be developed utilizing the SCTPO's general planning consultant Kittelson & Associates. Total cost is \$364,834 and is fully funded utilizing SU (Federal Transportation Management Area) grant funds.

REQUESTED ACTION:

Approve Work Order 24-13K, Dixon Boulevard Complete Streets Analysis Scope of Services.

ATTACHMENTS:

- Work Order 24-13K, Dixon Boulevard Complete Streets Analysis Scope of Services and Fee Summary, **Attachment A**

Space Coast Transportation Planning Organization
Dixon Boulevard Complete Streets Analysis
Work Order 24-13K
Scope of Services Outline
4/17/24

A. INTRODUCTION

The Space Coast Transportation Planning Organization (SCTPO), in conjunction with the City of Cocoa (the City) and Brevard County (County), will conduct a complete streets analysis along Dixon Boulevard in Cocoa, FL. Dixon Boulevard is maintained by Brevard County and is located within the City of Cocoa jurisdictional limits. The Study will span along Dixon Boulevard from 300' east of SR 501 (Clearlake Road) to 325' west of US 1 (Cocoa Boulevard), as shown in **Figure 1**. The study corridor is 1.0 miles long. This Study will focus on complete streets recommendations to improve multimodal safety and mobility along the corridor.

Under this Work Order, Kittelson & Associates, Inc. (KAI) and Inwood Consulting Engineers, Inc. (Inwood) (together will be referenced as the Consultant Team) will work with the SCTPO, the City, and County to perform the complete streets analysis along Dixon Boulevard.

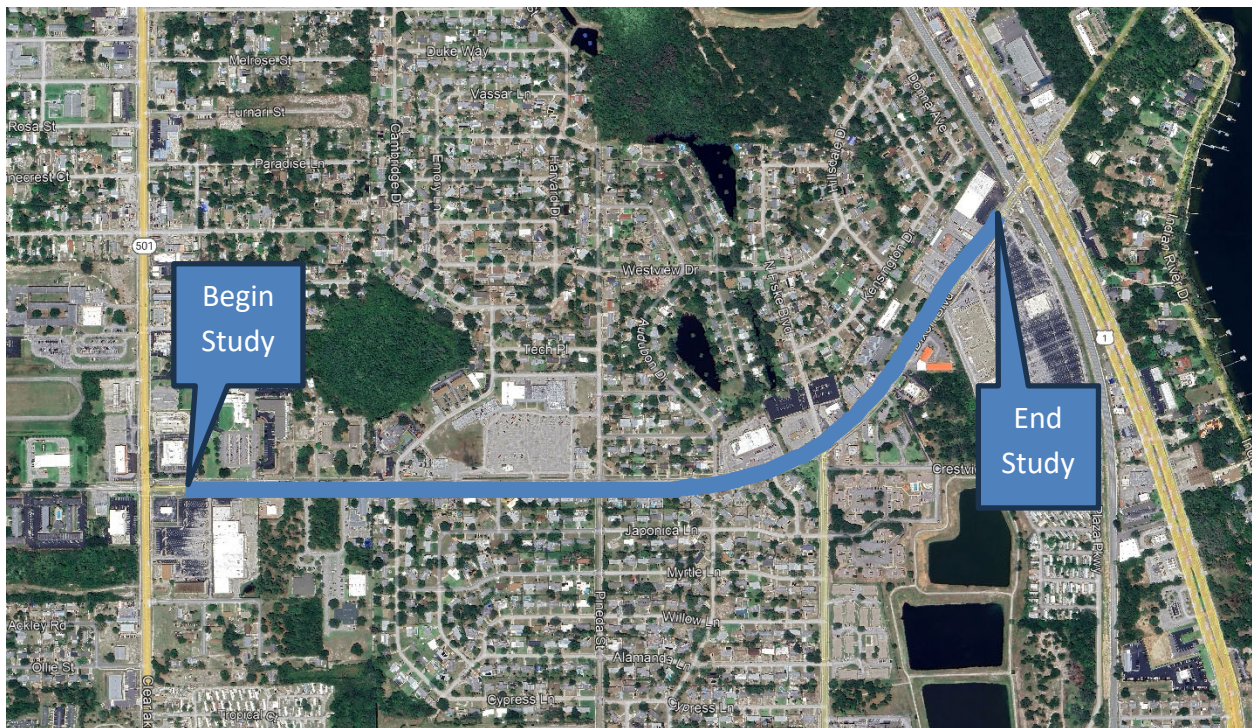


Figure 1: Dixon Boulevard Study Corridor

B. SCOPE TASKS

The Consultant Team will assist the SCTPO with the following tasks as part of the Study:

- Task 1 Data Collection
- Task 2 Existing Conditions Analysis
- Task 3 Future Conditions Assessment
- Task 4 Preliminary Alternatives Analysis
- Task 5 Preferred Alternative Development
- Task 6 Final Report
- Task 7 Public & Stakeholder Engagement
- Task 8 Internal Project Meetings
- Task 9 Project Administration

TASK 1 DATA COLLECTION

1.1 Traffic Data Collection

The SCPTO will provide the following traffic data to KAI:

- Most current segment volumes available from the 2022 (or 2023) State of the System (SOS) Report;
- Additional daily traffic data for roadways not included in the SOS;
- Turning movement counts (TMCs) at select study intersections; and
- Non-motorized counts at appropriate locations.

KAI will post-process the traffic data.

1.2 Right-of-Way Data Collection

KAI will obtain GIS parcel data from the Brevard County Property Appraiser. This data will be utilized in **Task 4** and **Task 5** to help determine potential alternatives and their impacts.

1.3 General Data Collection

KAI will collect the following data to support **Task 2**:

- Infrastructure:
 - Traffic signals and their signal timing/phasing information;
 - Railroad crossings;
 - Marked crosswalks (verify compliance with most current guidelines);
 - Existing sidewalks, shared-use paths, and bicycle facilities;
 - Posted speed(s); and
 - Context and functional classification.
- Existing transit data in the corridor including route information, schedules, ridership, transit facilities, and future transit plans.

- Bicycle and pedestrian activity generators (parks, schools, businesses, etc.).
- Planned and programmed roadway projects in the study area.
- Recently completed projects in the study area.
- Existing and future land use, including plans for new developments in the study area.
- Census data from US Census Bureau and other demographic data sources.

1.4 Utility Verification

Inwood will pull a Sunshine One Call Ticket to confirm the utilities within the limits of the study corridor and review any other readily available utility related public information. Inwood will contact the utilities within the study area to obtain information for their existing and planned future facilities. This information will be utilized during **Task 4.6**.

1.5 Drainage Data Collection

Inwood will gather floodplain data from FEMA Flood Insurance Rate maps, and other drainage related data needed to obtain permits from relevant sources including local government, local agencies, and regulatory agencies. This information will be utilized during **Task 4.7**.

1.6 GIS Basemap Preparation

KAI will prepare basemaps of the study area to display the existing conditions information and show results from the various analyses performed as part of **Task 2**.

1.7 Project Branding

KAI will develop a project branding package including a logo and color scheme. Up to two (2) alternatives with three (3) different color schemes will be presented to the SCTPO for comment and selection.

Deliverables

- The efforts in **Task 1** will be documented in the final report discussed in **Task 6**.
- Up to two (2) project branding packages.

TASK 2 EXISTING CONDITIONS ANALYSIS

2.1 Field Review

The Consultant Team (two (2) KAI and two (2) Inwood staff), in coordination with SCTPO, City, and County staff, will conduct a one day-long field review to verify data collected in **Task 1** and evaluate issues and opportunities along the corridor. This field review will be performed during the AM/PM time periods (based on traffic count data), during school arrival/dismissal times, and at night (to verify existing lighting levels).

The Consultant Team will:

- Observe existing pedestrian, bicyclist, transit user, and vehicular traffic;
- Note potential obstacles/fatal flaws for potential alternatives identified in **Task 4**;
- Observe bicycle/pedestrian safety and traffic issues;
- Evaluate potential bicycle and pedestrian crossing locations and treatments; and
- Photo documentation of existing infrastructure.

2.2 Historical Safety Review

KAI will obtain crash records from the Florida Department of Transportation's Signal Four (S4) Analytics crash database for the study corridor for the most recent five years of crash data (January 1, 2018 – December 31, 2022). Available supplemental crash data from 2023 and 2024 will also be collected to verify crash trends and patterns. The crash data will be post-processed following the guidelines established as part of FDOT's Crash Data Guidance (April 2023). Crash trends and hot spot locations will be identified with focus on pedestrian/bicycle crashes and fatal/serious injury crashes to provide insights for potential alternatives as part of **Task 4**. The 2022 State of the System (SOS) Report and February 2024 Vision Zero Action Plan will be referenced for high crash segments/intersections within the study area as well. The crash review will include the creation of crash maps and summary tables/charts.

2.3 Existing Operational Analysis

Using the traffic data collected in **Task 1.1**, KAI will perform a Level of Service (LOS) evaluation per Highway Capacity Manual (HCM) procedures as they apply to roadway intersections and segments for the existing AM and PM peak hours. The existing conditions analysis will be performed for the following intersections along the study corridor:

- Westminster Asbury Retirement Community (signalized);
- Montclair Road/W Point Drive (unsignalized);
- Fairway Street (unsignalized);
- Pineda Street (signalized);
- Pineridge Road/Audubon Drive (unsignalized);
- Fiske Boulevard (signalized); and
- Boys & Girls Club of Central Florida/Shopping Plaza (signalized).

A HCM based segment analysis will be performed for the three (3) segments between the signalized intersections. It is anticipated that the lane configurations at Clearlake Road/Dixon Boulevard and US 1/Dixon Boulevard will remain the same, thus they will not be analyzed as part of this Study.

2.4 Demographics Review

KAI will utilize census data collected as part of **Task 1.3** to perform a demographic review of census tracts near the study corridor. KAI will also review and summarize equity data from the February 2024 Vision Zero Action Plan for the study corridor.

2.5 Issues and Opportunities Identification

Based on the existing conditions analysis, KAI will identify the preliminary issues and opportunities along the corridor. This will include issues and opportunities based on safety, vehicular traffic congestion, and pedestrian/bicycle/transit mobility data collected in **Task 1** and analyzed in **Task 2**.

Deliverables

- The efforts in **Task 2** will be documented in the final report discussed in **Task 6**.

TASK 3 FUTURE CONDITIONS ASSESSMENT

3.1 Travel Demand Modeling

KAI will utilize the most current version of the Central Florida Regional Planning Model (CFRPM) travel demand model to help determine future traffic characteristics along the study corridor. It is anticipated that a subarea model will not be created for this project, thus the “off the shelf” model will be utilized. The anticipated output from the modeling task will be a set of opening and design year forecasted model volumes along the Dixon Boulevard corridor that will be used to help determine potential future year growth rates along the corridor as discussed in **Task 3.2**. It is not anticipated that the model volumes will be utilized directly for operational analysis purposes.

This “off the shelf” model will then be used to develop up to one (1) additional scenario, taking Dixon Boulevard from a four lane roadway to a two lane roadway. This modeling scenario will be utilized to assess potential traffic distributions to adjacent roadways in the study area (Clearlake Road, US 1, Michigan Avenue, etc.).

3.2 Determine Future Growth Rate(s)

The historical traffic growth rates, future Florida Bureau of Economic and Business Research (BEBR) population growth rates, and growth rates from the travel demand model will be reviewed by KAI for applicability along the study corridor. A sensitivity analysis using low, medium, and high growth rates will help to create future traffic projections along the study corridor.

KAI will present the results of the sensitivity analysis to the Working Group, who will help determine a growth rate(s) to be utilized for the future traffic projections along the study corridor.

3.3 Traffic Volume Projections

The existing AM and PM peak-hour turning movement volumes for the study corridor will be forecast to the opening and the design years (to be determined by the Working Group) utilizing the growth rate(s) discussed in **Task 3.2** by KAI. These projected volumes will be used for the future intersection LOS analysis and determination of potential intersection improvements. The growth rate will also be applied to the segment AADTs to determine capacity needs on a segment level.

3.4 Future No-Build Operational Analysis

Using the future traffic volumes projected for the opening and design years of the study corridor developed in **Task 3.3**, KAI will perform a LOS evaluation per HCM procedures as they apply to roadway intersections and segments for the AM and PM peak hours. The future no-build analysis will be performed for same intersections and segments identified in the existing conditions analysis discussed in **Task 2.3**.

Deliverables

- The efforts in **Task 3** will be documented in the final report discussed in **Task 6**.

TASK 4 PRELIMINARY ALTERNATIVES ANALYSIS

4.1 Purpose and Need

KAI will develop the Purpose and Need statement for the Analysis based on the data collected in **Task 1** and the results from **Task 2** and **Task 3**. The Purpose and Need statement will assist with the development of alternatives in **Task 4.3** and the evaluation of alternatives in **Task 4.12**.

4.2 Lane Repurposing Analysis

One of the main objectives of this Study is to determine feasibility for lane repurposing along the study corridor. KAI will conduct a lane repurposing feasibility assessment based on industry accepted methodologies outlined in FDOT's Lane Repurposing Guidebook (August 2020). This analysis will be focused on testing future traffic operations feasibility if a lane is eliminated. Planning level traffic operations analysis will be performed for same intersections and segments identified in the existing conditions analysis discussed in **Task 2.3**.

4.3 Development of Preliminary Typical Sections

Up to five (5) preliminary typical sections will be developed by KAI for the study corridor. These typical sections will focus on meeting the Purpose and Need defined in **Task 4.1**. The typical sections will be produced in CADD (which can be utilized for the concept layout in **Task 4.5**) and in Streetmix (which can be utilized for Public Outreach efforts in **Task 7**). The typical sections will also identify impacts to utilities and drainage features and help in the selection of the preferred typical section alternative.

4.4 Stage 1 Intersection Control Evaluation (ICE) Procedure

FDOT's Intersection Control Evaluation (ICE) will be performed by KAI for the seven (7) intersections identified in **Task 2.3**. ICE can help identify alternative intersection types, beyond a traditional signal, that could be incorporated to help improve capacity and safety along the corridor. Stage 1 ICE includes a:

- CAP-X analysis which provides a planning level volume-to-capacity ratio for alternative intersection types; and
- SPICE analysis which provides a planning level safety benefit for alternative intersection types.

KAI will meet with Working Group to review Stage 1 analyses to receive consensus on up to two (2) alternatives per study intersection to move forward into Stage 2 ICE.

4.5 Preliminary Roadway Concept Development

The footprint widths of the five (5) typical section alternatives determined in **Task 4.3** will be drafted by KAI in CADD over the background of an existing satellite aerial image. The goal of developing the typical section footprints in CADD is to explore potential constraints and/or fatal flaws with the typical section alternatives. This preliminary CADD task will help inform the impacted utilities assessment, the drainage assessment, and the preliminary construction and right-of-way cost estimates.

In addition to the typical section footprints, a general single lane roundabout footprint will also be drafted by KAI in CADD at up to two (2) intersection locations based on the ICE performed in **Task 4.4**.

4.6 Preliminary Impacted Utilities Assessment

Inwood will perform a high/medium/low utility impact assessment for the five (5) typical section alternatives developed in **Task 4.3** and up to two (2) roundabout intersection locations determined in **Task 4.5**. The utility elements will be evaluated for cost and level of impact per typical section and intersection location. The results of this assessment will be utilized when creating the Comparative Evaluation Matrix as discussed in **Task 4.12**.

4.7 Preliminary Drainage Assessment

Inwood will perform a drainage assessment for the for the five (5) typical section alternatives determined in **Task 4.3** and up to two (2) roundabout intersection locations determined in **Task 4.5**. The following drainage elements will be evaluated:

- Review of existing drainage infrastructures (inlet/outlet structures and cross drains);
- Determine overall watershed designation, WBIDs, impaired status, existing drainage patterns and other related existing drainage condition necessary; and
- Evaluate stormwater management and floodplain requirements.

The results of this assessment will be utilized when creating the Comparative Evaluation Matrix as discussed in **Task 4.12**.

4.8 Development of Preliminary Planning Level Cost Estimates

KAI will generate planning level cost estimates for the five (5) typical section alternatives determined in **Task 4.3**. These planning level cost estimates will be utilized when creating the Comparative Evaluation Matrix as discussed in **Task 4.12**.

4.9 Development of Preliminary Right-of-Way Cost Estimates

If necessary, KAI will coordinate with the City to obtain right-of-way cost estimates for the five (5) typical section alternatives determined in **Task 4.3**. These preliminary right-of-way estimates will be utilized when creating the Comparative Evaluation Matrix as discussed in **Task 4.12**.

4.10 Build Conditions Operational Analysis and Stage 2 ICE

Using the future traffic volumes developed in **Task 3.3**, KAI will perform a LOS evaluation per HCM procedures as they apply to roadway intersections and segments for the AM and PM peak hours. The build conditions analysis and Stage 2 ICE will be performed for up to two (2) intersection alternatives identified for the seven (7) study intersections as determined in **Task 4.4**. Stage 2 ICE includes the following analysis:

- Preliminary concepts and cost estimates developed in **Task 4.5** and **Task 4.8** will be utilized to evaluate the safety, cost, right-of-way impacts, and environmental impacts for each Stage 2 alternative.
- Build operational results developed in this task will be utilized to evaluate the operational impacts for each Stage 2 alternative.
- A refined SPICE analysis will be conducted to provide a planning level safety benefit for each Stage 2 alternative.
- The FDOT ICE Tool will be completed to obtain the benefit-cost and net present value for each intersection alternative. These values will be used to help determine the preferred intersection alternative in **Task 5.1**.

The results of the Stage 2 ICE will be reviewed with the Working Group to help determine a preferred alternative at each study intersection.

4.11 Land Use Policy Evaluation

Existing land use and zoning will be evaluated for parcels within a ¼ mile buffer of the study corridor. KAI will envision up to two (2) redevelopment scenarios to support complete streets. KAI will develop high-level policy change recommendations for the City to consider, providing a framework for redevelopment that supports complete streets and transit oriented development.

4.12 Comparative Evaluation Matrix

The Consultant Team will create a Comparative Evaluation Matrix to evaluate the five (5) typical section alternatives determined in **Task 4.3**. The Comparative Evaluation Matrix may include the following:

- Ability to Meet Purpose and Need;
- Safety;
- Traffic operations;
- Right-of-way Impacts;
- Utility Impacts;
- Drainage Impacts; and
- Potential project costs.

Deliverables

- The efforts in **Task 4** will be documented in the final report discussed in **Task 6**.

TASK 5 PREFERRED ALTERNATIVE DEVELOPMENT

5.1 Select Preferred Alternative

Based on the results of the Preliminary Alternatives Analysis, the Working Group (as outlined in **Task 7.1**), with consideration of public input, will select a preferred alternative. The preferred alternative may be one of the five (5) typical section alternatives considered or a hybrid combination of the five (5) alternatives. Based on the analysis performed in **Task 4.10**, a preferred intersection alternative will be selected for the seven (7) intersections along the study corridor.

In the event the preferred alternative is a longer-term improvement (10+ years before implementation), improvements tied to a resurfacing project may also be identified, as well as additional shorter-term safety improvements.

5.2 Conceptual Layout of Preferred Alternative

The preferred alternative identified in **Task 5.1** will be drafted by KAI in CADD over the background of an existing satellite aerial image. The concept will be provided to the Working Group in the form of a roll plot and/or set of figures for review and comment. In addition to the roll plot, the concept will be provided in an electronic format (PDF). It is anticipated that up to two (2) roundabouts will be included in this conceptual layout.

5.3 Refined Planning Level Cost Estimates for Preferred Alternative

The Consultant Team will prepare a planning level construction cost estimate for the preferred alternative using the conceptual roadway layouts. Utility relocations and drainage ponds, if needed, will be included in the planning level construction cost estimates.

Additional improvements related to a resurfacing project and/or shorter-term improvements identified in **Task 5.1** will also be explored. It is anticipated that cost estimates will also be prepared for the improvements related to the resurfacing project and any shorter-term improvements identified.

5.4 Refined Right-of-Way Cost Estimate for Preferred Alternative

If necessary, KAI will coordinate with the City and County to obtain right-of-way cost estimates for the preferred alternative identified in **Task 5.1**. While it is not desirable to acquire right-of-way, corner clips, or other small parcel impacts may occur depending on the alternatives developed. It is noted that survey (not included in this scope) will be needed in the design phase to verify parcel lines and update the right-of-way cost estimates as needed.

Deliverables

- The efforts in **Task 5** will be documented in the final report discussed in **Task 6**.

TASK 6 FINAL REPORT

6.1 Draft Final Report

The Consultant Team will summarize **Task 1** through **Task 5** and **Task 7** in a draft Final Report. It is anticipated the SCTPO and the City will provide one (1) round of review comments on the Final Report.

6.2 Revised Final Report

Based on the edits/comments received from the SCTPO, the City, and the County, the Consultant Team will revise the Report and produce a final version for the SCTPO and the City's records.

Deliverables

- *Draft and Final Report.*
- *Five (5) hard copies of the Final Report will be prepared for the SCTPO/City/County once the document is finalized. An electronic version in PDF format will also be submitted to the SCTPO.*

TASK 7 PUBLIC & STAKEHOLDER ENGAGEMENT

7.1 Working Group Meetings

The Consultant Team will work with the SCTPO, the City, and the County to identify agencies and stakeholders that can be coordinated with during the course of the Analysis as a part of a Working Group. It is anticipated that the Working Group will consist of the SCTPO, Brevard County, the City of Cocoa, FDOT, Space Coast Area Transit, and any other agencies that may be needed to facilitate the project.

Up to two (2) KAI staff will prepare for and attend up to four (4) of these meetings throughout the course of the Analysis. It is anticipated that each meeting will be up to one and a half (1.5) hours in length and will be hosted in-person.

7.2 Stakeholder and General Coordination Meetings

The Consultant Team will work with the Working Group to identify agencies and stakeholders that should be coordinated with during the course of the Analysis to better understand the issues/opportunities along the corridor and evaluate proposed alternatives.

Up to two (2) KAI staff will prepare for and attend up to four (4) of these meetings (two (2) with local stakeholders and two (2) additional coordination meetings) throughout the course of the Analysis. It is anticipated that each meeting will be up to one (1) hour in length and will be hosted in-person. Up to one (1) Inwood staff will attend up to two (2) of these meetings.

7.3 Development of Storymap

The Consultant Team will develop a Storymap website to display the Analysis materials in an electronic format to help facilitate public feedback and keep the public informed as to the project status. The Consultant Team will develop a survey to solicit feedback virtually for each Public Open House. The SCTPO will host and distribute the survey.

7.4 In-Person Public Open House

The SCTPO will organize two (2) in-person Public Open Houses to engage the public and solicit input. The first will focus on the existing conditions and future alternatives developed in **Task 2** through **Task 4**. The second will focus on choosing a preferred alternative as outlined in **Task 5**.

The following tasks are anticipated at each in-person Public Open House:

- The Consultant Team will develop an overview handout, boards, and displays for the public to view during the Open Houses.
- The Consultant Team will work with SCTPO staff to generate a mailing list for Open House notifications. This includes letters to elected and appointed officials and e-mail notifications based on local jurisdiction e-mail lists.
- The SCTPO will be responsible for providing a demographic summary of participants.
- The Consultant Team will respond to comments received at the Open Houses in Excel format. It is anticipated these comment responses will be included as an appendix in the Open Houses Summary.
- The Consultant Team will prepare an Open Houses summary.
- The SCTPO will be responsible for creating and publishing Open Houses information on their social media platforms.
- The SCTPO will be responsible for boosting social media events and posts to reach the project area's audience and seek a higher attendance at the public open houses.
- The SCTPO will secure a location to host the Open Houses.

- All printed materials will be translated into Spanish by the Consultant Team.

Up to three (3) total KAI staff will prepare for and attend the in-person Public Open Houses. At least one of the Consultant Team staff members present will be fluent in Spanish. It is anticipated that the Open Houses will be held in-person and will be two (2) hours in length. The Consultant Team will pay the cost of printing materials and mailing notification letters, as applicable (up to \$2,000 per Open House).

7.5 Grassroots Public Outreach

The Consultant Team (up to one (1) KAI staff) and SCTPO staff will attend one (1) Grassroots Public Outreach event as part of **Task 4**. This is anticipated to be at a local event such as a school/faith-based community event, city event, or at City Hall, etc., to solicit feedback from residents who may not be able to attend the virtual or in-person Public Open Houses. It is anticipated that the materials developed for the alternatives Public Open House will be utilized at this event and that no new materials will be developed.

7.6 Lane Repurposing Visualization

To support the lane repurposing along the Analysis corridor, KAI will develop a 3-D visualization showing a before/after of one (1) segment and one (1) intersection. This visualization will be shown during public outreach events to help the public understand the proposed improvements and the impact they may have on their community. The SCTPO team will also be able to utilize this visualization as part of its project educational campaign.

7.7 Presentations

The Consultant Team will coordinate with the SCTPO to develop a presentation summarizing the Analysis. It is anticipated up to one (1) KAI staff will make up to five (5) in-person presentations throughout the Study:

- Midway through the project:
 - City of Cocoa City Council.
- At the end of the Study:
 - City of Cocoa City Council;
 - SCTPO Bicycle/Pedestrian/Trails Advisory Committee (BPTAC);
 - SCTPO Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC); and
 - SCTPO Governing Board.

TASK 8 INTERNAL PROJECT MEETINGS

8.1 Kick-Off Meeting

Up to two (2) KAI staff will attend a two-hour in-person Kick-Off Meeting with the SCTPO, the City, and the County to discuss the goals and anticipated outcomes of the Analysis. The Consultant Team will present a draft schedule to the SCTPO and the City during this meeting.

8.2 Bi-Monthly Project Status Meetings

Up to two (2) KAI staff will attend up to seven (7) bi-monthly project status meetings with the SCTPO and the City to discuss Study progress and receive input on tasks completed. Up to one (1) Inwood staff will attend up to three (3) bi-monthly project status meetings. The purpose of these meetings is to maintain clear communication between the SCTPO/City and the Consultant Team. It is anticipated that each of these meetings will be held virtually and be one (1) hour in length. The Consultant Team will prepare a meeting agenda and prepare/distribute a meeting summary following each of these meetings.

TASK 9 PROJECT ADMINISTRATION

Project Manager: Sarah Kraum (Sarah.Kraum@sctpo.com) will serve as the SCTPO project manager, and Travis Hills (thills@kittelson.com) will serve as the Consultant Team project manager for this project.

Quality Control: The Consultant Team will designate appropriate senior staff to conduct Quality Control (QC) reviews of work products.

Project Schedule: The Consultant Team will prepare and submit a detailed project schedule identifying major tasks, their durations, and task relationships. The Consultant Team will keep the schedule up to date monthly. The beginning date of the services will be the date of authorization for this work order. Any changes to the schedule necessitated by circumstances outside the Consultant Team's control will be coordinated with the SCTPO. It is anticipated the project will be complete by June 30, 2026.

Invoices: Invoices will be prepared in the format prescribed by the SCTPO. A detailed invoice including a narrative description of the work performed by the Consultant Team during the period covered by the invoice for each item in the scope will be submitted. The final invoice will be labeled "Final" and project close-out procedures will be followed.

Deliverable Coordination: The Consultant Team will prepare, package, and coordinate deliverables with the SCTPO.

Budget: This work will be completed as a lump sum task order. A detailed summary budget table for the Consultant Team is attached.

C. POTENTIAL NEXT STEPS

The end goal of the Dixon Boulevard Complete Streets Analysis is to identify implementable safety and complete streets improvements, and ultimately get the project ready for a potential grant application. The primary grant application that would be applicable for a project such as this is the Safe Streets and Roads for All (SS4A) Grant Program. The Dixon Boulevard Complete Streets Analysis is anticipated to be complete in late 2025, which would allow the City/County to apply in the Spring 2026 SS4A grant cycle. More information about this grant program is provided below.

- SS4A Grant Information
 - The Bipartisan Infrastructure Law established the Safe Streets for All (SS4A) discretionary grant program from 2022-2026. This grant opportunity focuses on improving safety and preventing deaths and serious injuries. This project would be a good candidate for an Implementation Grant because of the potential safety related improvements in a transportation disadvantaged area.
 - Quick-build demonstration projects can help communicate complex alternatives to the public and gather real-time feedback on their effectiveness. As part of the SS4A, another grant type is the Demonstration Grant. This project would be a good candidate for a Demonstration Grant because of the potential low-cost safety related improvements that may be proposed. Demonstration projects are intended to be in use for less than a week and will utilize low-cost temporary materials.

The Consultant may be asked to provide services for grant application support. These next steps would be pursued through an amendment to the work order as cost estimates for the additional support would be determined at the time we would pursue the work.

ATTACHMENT A - STANDARD FEE SUMMARY SHEET
 Name of Firm: Kittelson & Associates, Inc.

Prime Consultant Information
 Kittelson & Associates, Inc.
 Travis Hills, P.E., RSP¹
 P: 407-540-0555

Task Work Order Consultant Information
 Kittelson & Associates, Inc.
 Travis Hills, P.E., RSP¹
 P: 407-540-0555

ACTIVITY	Principal Engineer/Planner RATE: \$	Associate Engineer/Planner RATE: \$	Senior Engineer/Planner RATE: \$	Engineer/Planner RATE: \$	Transportation Analyst RATE: \$	Associate Technician RATE: \$	Office Support/Clerical RATE: \$	TOTAL HOURS	COST BY ACTIVITY
Task 1 Data Collection									
1.1 Traffic Data Collection	0	0	6	28	48	20	0	102	\$ 14,810.00
1.2 Right-of-Way Data Collection	0	0	0	4	6	0	0	12	\$ 1,600.00
1.3 General Data Collection	0	0	2	370	4	0	0	6	\$ 1,170.00
1.4 Utility Verification	0	0	0	172	24	0	0	36	\$ 4,800.00
1.5 Drainage Data Collection	0	0	0	0	0	0	0	0	\$ -
1.6 GIS Basemap Preparation	0	0	2	370	12	12	0	34	\$ 5,170.00
1.7 Project Branding	0	0	2	370	0	8	0	12	\$ 2,070.00
Task 2 Existing Conditions Analysis									
2.1 Field Review	0	14	10	1,850	52	0	0	120	\$ 18,170.00
2.2 Historical Safety Review	0	0	4	740	8	0	0	24	\$ 4,560.00
2.3 Existing Operational Analysis	0	0	4	740	12	0	0	24	\$ 3,440.00
2.4 Demographics Review	0	0	2	370	4	0	0	40	\$ 5,440.00
2.5 Issues and Opportunities Identification	0	2	0	460	8	0	0	14	\$ 1,970.00
Task 3 Future Conditions Assessment									
3.1 Travel Demand Modeling	0	4	12	2,220	44	0	0	92	\$ 13,440.00
3.2 Determine Future Growth Rate(s)	0	2	0	4	12	0	0	38	\$ 5,840.00
3.3 Traffic Volume Projections	0	0	2	370	8	0	0	18	\$ 2,560.00
3.4 Future No-Build Operational Analysis	0	0	2	370	8	0	0	22	\$ 3,070.00
Task 4 Preliminary Alternatives Analysis									
4.1 Purpose and Need	12	30	44	8,140	136	20	0	344	\$ 53,780.00
4.2 Lane Repurposing Analysis	2	4	4	740	8	0	0	14	\$ 2,610.00
4.3 Development of Preliminary Typical Sections	0	4	4	740	8	0	0	42	\$ 6,350.00
4.4 Stage 1 Intersection Control Evaluation (ICE) Procedure	0	2	4	740	12	20	0	48	\$ 7,860.00
4.5 Preliminary Roadway Concept Development	0	2	4	740	16	0	0	34	\$ 5,000.00
4.6 Preliminary Impacted Utilities Assessment	0	4	8	1,480	12	0	0	36	\$ 5,700.00
4.7 Preliminary Drainage Assessment	0	0	0	0	0	0	0	0	\$ -
4.8 Development of Preliminary Planning Level Cost Estimates	0	2	4	740	8	0	0	18	\$ 2,800.00
4.9 Development of Preliminary Right-of-Way Cost Estimates	0	2	4	740	4	0	0	8	\$ 1,260.00
4.10 Build Conditions Operational Analysis and Stage 2 ICE	0	4	12	2,220	40	0	0	80	\$ 11,740.00
4.11 Land Use Policy Evaluation	8	2	4	740	12	0	0	42	\$ 7,060.00
4.12 Comparative Evaluation Matrix	0	2	4	740	8	0	0	22	\$ 3,400.00
Task 5 Preferred Alternative Development									
5.1 Select Preferred Alternative	0	24	48	8,880	108	0	0	268	\$ 41,100.00
5.2 Conceptual Layout of Preferred Alternative	0	2	4	740	2	0	0	6	\$ 1,010.00
5.3 Refined Planning Level Cost Estimates for Preferred Alternative	0	16	40	3,400	60	0	0	196	\$ 30,860.00
5.4 Refined Right-of-Way Cost Estimate for Preferred Alternative	0	4	8	1,480	24	0	0	60	\$ 9,000.00
Task 6 Final Report									
6.1 Draft Final Report	6	24	12	2,220	56	0	0	142	\$ 22,810.00
6.2 Revised Final Report	4	16	8	1,480	40	0	0	100	\$ 15,940.00
	2	8	4	740	16	0	0	42	\$ 6,570.00

ATTACHMENT A - STANDARD FEE SUMMARY SHEET
 Name of Firm: Kittelson & Associates, Inc.

Prime Consultant Information
 Kittelson & Associates, Inc.
 Travis Hills, P.E., RSP,¹
 P: 407-540-0655

Task Work Order Consultant Information
 Kittelson & Associates, Inc.
 Travis Hills, P.E., RSP,¹
 P: 407-540-0655

Task: Dixon Boulevard Complete Streets Analysis

ACTIVITY	Principal Engineer/Planner RATE: \$	Associate Engineer/Planner RATE: \$	Senior Engineer/Planner RATE: \$	Engineer/Planner RATE: \$	Transportation Analyst RATE: \$	Associate Technician RATE: \$	Office Support/Clerical RATE: \$	TOTAL HOURS	COST BY ACTIVITY
Task 7 Public & Stakeholder Engagement									
7.1 Working Group Meetings (4 In-person; prep, attendance, and summary)	0	112	24	168	138	128	0	570	\$ 95,850.00
7.2 Stakeholder and General Coordination Meetings (4 In-person; prep, attendance, and summary)	0	26	0	34	16	0	0	76	\$ 13,080.00
7.3 Development of Storymap/Survey	0	24	0	32	16	0	0	72	\$ 12,320.00
7.4 In-Person Public Open House (2 In-person; prep, attendance, and summary)	0	4	0	12	10	12	0	38	\$ 6,070.00
7.5 Grassroots Public Outreach (1 In-person; prep, attendance, and summary)	0	24	24	48	64	48	0	208	\$ 33,560.00
7.6 Lane Repurposing Visualization	0	2	0	10	0	0	0	12	\$ 1,960.00
7.7 Presentations (5 In-person; prep and attendance)	0	4	0	16	24	60	0	104	\$ 16,820.00
Task 8 Internal Project Meetings									
8.1 Kick Off Meeting (prep, attendance, and summary)	0	38	0	56	0	0	0	94	\$ 17,140.00
8.2 Bi-Monthly Project Status Meetings (7 virtual; prep, attendance, and summary)	0	10	0	14	0	0	0	24	\$ 4,400.00
Task 9 Project Administration									
Quality Control	40	16	8	36	12	0	0	112	\$ 21,860.00
Project Schedule Administration	0	8	0	8	0	0	0	40	\$ 9,800.00
Deliverable Coordination	0	8	0	16	0	0	0	16	\$ 3,040.00
	0	0	8	12	12	0	0	24	\$ 4,240.00
	0	0	8	12	12	0	0	32	\$ 4,780.00
SUM	58	262	164	598	594	168	0	1844	\$ 298,160.00
Public Meeting Expenses \$ 4,000.00 Total KAI Fee \$ 302,160.00 Total Inwood Fee \$ 62,674.00 TOTAL PROJECT \$ 364,834.00									

4/17/2024

ATTACHMENT A - STANDARD FEE SUMMARY SHEET
Name of Firm: Inwood Consulting Engineers, Inc.

Prime Consultant Information
 Kintelson & Associates, Inc.
 Travis Hills, P.E., RSP
 P: 407-540-0655

Task Work Order Consultant Information
 Inwood Consulting Engineers, Inc.
 Jason Houck
 P: 407-971-8850

Task: Dixon Boulevard Complete Streets Analysis

ACTIVITY	Principal Engineer RATE \$	Chief Engineer RATE \$	Senior Engineer RATE \$	Project Engineer RATE \$	Engineer RATE \$	Engineering Intern RATE \$	Chief Designer RATE \$	Senior Designer RATE \$	TOTAL HOURS	COST BY ACTIVITY
Task 1 Data Collection	0	0	4	12	0	8	20	12	56	10,184.00
1.1 Traffic Data Collection	0	0	0	0	0	0	0	0	0	0
1.2 Right-of-Way Data Collection	0	0	0	0	0	0	0	0	0	0
1.3 General Data Collection	0	0	0	0	0	0	0	0	0	0
1.4 Utility Verification	0	0	0	0	0	0	0	0	0	0
1.5 Drainage Data Collection	0	0	4	12	0	8	20	12	32	5,588.00
1.6 GIS Basemap Preparation	0	0	0	0	0	0	0	0	24	4,616.00
1.7 Project Branding	0	0	0	0	0	0	0	0	0	0
Task 2 Existing Conditions Analysis	0	0	12	12	0	0	0	0	24	5,064.00
2.1 Field Review	0	0	12	12	0	0	0	0	24	5,064.00
2.2 Historical Safety Review	0	0	0	0	0	0	0	0	0	0
2.3 Existing Operational Analysis	0	0	0	0	0	0	0	0	0	0
2.4 Demographics Review	0	0	0	0	0	0	0	0	0	0
2.5 Issues and Opportunities Identification	0	0	0	0	0	0	0	0	0	0
Task 3 Future Conditions Assessment	0	0	0	0	0	0	0	0	0	0
3.1 Travel Demand Modeling	0	0	0	0	0	0	0	0	0	0
3.2 Determine Future Growth Rate(s)	0	0	0	0	0	0	0	0	0	0
3.3 Traffic Volume Projections	0	0	0	0	0	0	0	0	0	0
3.4 Future No-Build Operational Analysis	0	0	0	0	0	0	0	0	0	0
Task 4 Preliminary Alternatives Analysis	0	0	24	28	0	16	16	10	94	18,070.00
4.1 Purpose and Need	0	0	0	0	0	0	0	0	0	0
4.2 Lane Repurposing Analysis	0	0	0	0	0	0	0	0	0	0
4.3 Development of Preliminary Typical Sections	0	0	0	0	0	0	0	0	0	0
4.4 Stage 1 Intersection Control Evaluation (ICE) Procedure	0	0	0	0	0	0	0	0	0	0
4.5 Preliminary Roadway Concept Development	0	0	0	0	0	0	0	0	0	0
4.6 Preliminary Roadway Utilities Assessment	0	0	0	0	0	0	0	0	0	0
4.7 Preliminary Drainage Assessment	0	0	0	0	0	0	0	0	0	0
4.8 Development of Preliminary Planning Level Cost Estimates	0	0	20	24	0	16	16	10	26	4,510.00
4.9 Development of Preliminary Right-of-Way Cost Estimates	0	0	0	0	0	0	0	0	60	11,872.00
4.10 Build Conditions Operational Analysis and Stage 2 ICE	0	0	0	0	0	0	0	0	0	0
4.11 Land Use Policy Evaluation	0	0	0	0	0	0	0	0	0	0
4.12 Comparative Evaluation Matrix	0	0	4	4	0	0	0	0	8	1,688.00
Task 5 Preferred Alternative Development	0	0	12	12	0	0	0	0	24	5,064.00
5.1 Select Preferred Alternative	0	0	0	0	0	0	0	0	0	0
5.2 Conceptual Layout of Preferred Alternative	0	0	0	0	0	0	0	0	0	0
5.3 Refined Planning Level Cost Estimates for Preferred Alternative	0	0	12	12	0	0	0	0	24	5,064.00
5.4 Refined Right-of-Way Cost Estimate for Preferred Alternative	0	0	0	0	0	0	0	0	0	0
Task 6 Final Report	0	0	12	40	20	0	0	0	72	14,440.00
6.1 Draft Final Report	0	0	8	24	12	0	0	0	44	8,840.00
6.2 Revised Final Report	0	0	4	16	8	0	0	0	28	5,600.00
Task 7 Public & Stakeholder Engagement	0	0	8	0	0	0	0	0	8	1,760.00
7.1 Working Group Meetings (4 in-person; prep, attendance, and summary)	0	0	0	0	0	0	0	0	0	0
7.2 Stakeholder and General Coordination Meetings (4 in-person; prep, attendance, and summary)	0	0	8	0	0	0	0	0	8	1,760.00
7.3 Development of Storymap/Survey	0	0	0	0	0	0	0	0	0	0
7.4 In-Person Public Open House (2 in-person; prep, attendance, and summary)	0	0	0	0	0	0	0	0	0	0
7.5 Grassroots Public Outreach (1 in-person; prep, attendance, and summary)	0	0	0	0	0	0	0	0	0	0
7.6 Lane Repurposing Visualization	0	0	0	0	0	0	0	0	0	0
7.7 Presentations (5 in-person; prep and attendance)	0	0	0	0	0	0	0	0	0	0

ATTACHMENT A - STANDARD FEE SUMMARY SHEET
Name of Firm: Inwood Consulting Engineers, Inc.

Prime Consultant Information
 Kintelson & Associates, Inc.
 Travis Hills, P.E., RSP
 P: 407-540-0655

Task Work Order Consultant Information
 Inwood Consulting Engineers, Inc.
 Jason Houck
 P: 407-971-8850

Task: Dixon Boulevard Complete Streets Analysis

ACTIVITY	Principal Engineer RATE \$	Chief Engineer RATE \$	Senior Engineer RATE \$	Project Engineer RATE \$	Engineer RATE \$	Engineering Intern RATE \$	Chief Designer RATE \$	Senior Designer RATE \$	TOTAL HOURS	COST BY ACTIVITY
Task 8 Internal Project Meetings										
8.1 Kick Off Meeting (prep, attendance, and summary)	0	0	6	0	0	0	0	0	6	\$ 1,320.00
8.2 Bi-Monthly Project Status Meetings (7 virtual; prep, attendance, and summary)	0	0	6	0	0	0	0	0	6	\$ 1,320.00
Task 9 Project Administration										
Quality Control	4	12	12	0	0	0	0	0	28	\$ 6,720.00
Project Schedule Administration	4	12	0	0	0	0	0	0	16	\$ 4,132.00
Deliverable Coordination	0	0	12	0	0	0	0	0	12	\$ 2,640.00
	0	0	0	0	0	0	0	0	0	\$ -
SUM	4	12	90	104	20	24	36	22	312	\$ 62,674.00
4/17/2024	TOTAL PROJECT \$ 62,674.00									

ACTION ITEMS
ITEM NUMBER 5A

Approval RE: BPTAC Strategic Plan

*For further information, please contact: sarah.kraum@sctpo.com
Strategic Plan Emphasis Area: Linking Transportation & Land Use*

DISCUSSION:

On February 26, 2024, Space Coast Transportation Planning Organization (SCTPO) conducted a BPTAC Strategic Visioning Workshop with BPTAC members. The purpose of the workshop was to provide input on developing a vision and direction of the BPTAC. Following the BPTAC Strategic Visioning Workshop, SCTPO staff took the input from the BPTAC members and developed a Mission Statement and Strategic Plan that support the Governing Board Strategic Plan.

Staff will present the draft BPTAC Mission and Strategic Plan for approval.

REQUESTED ACTION:

Approve BPTAC Mission and Strategic Plan.

ATTACHMENTS:

- Draft BPTAC Mission and Strategic Plan, **Attachment A**
- BPTAC Mission and Strategic Plan Presentation Slides, **Attachment B**



Space Coast Transportation Planning Organization

DRAFT Bicycle, Pedestrian, & Trails Advisory Committee

Strategic Plan

MISSION: To collaboratively review plans and make recommendations to the Space Coast TPO Governing Board to improve bicycle, pedestrian, and trail facilities and enhance multimodal connections for people of all ages, incomes, and abilities.

CORE VALUES: Safety. Equity. Innovation.

Leadership

Represent and promote the Space Coast TPO

BPTAC Role:

- Report BPTAC activities to City/Town Manager or TAC Representative
- Attend Public Meetings and make formal comments
- Share TPO social media posts and news



Potential Supporting Activities: Joint meeting with IRCMPO BPTAC, presentation from Office of Greenways & Trails on their programs and economic impact of trails, trusts for trails

Safety

Implement a safe transportation system for all users

BPTAC Role:

- Champion Vision Zero
- Support innovative safety counter measures



Potential Supporting Activities: Develop Vision Zero and counter measure fact sheet, provide Vision Zero updates and data

Linking Transportation & Land Use

Plan a network that provides transportation choices

BPTAC Role:

- Participate in the development of plans and programs



Potential Supporting Activities: Sidewalk Gap Analysis, Southern Brevard Trails Master Plan, North Merritt Island Pioneer Trail Feasibility Study, Dixon Road Complete Street Analysis, Municipal Updates Presentation

Resiliency & Sustainability

Plan for a resilient and sustainable transportation system

Priority Actions:

- Participate in the development of plans and programs



Potential Supporting Activities: Consider transit connectivity regarding Sidewalk Gap Analysis, Resiliency Corridor Studies

Technology & Data

Implement technology to enhance reliability of the transportation system

Priority Actions:

- Understand and share data trends and new technologies



Potential Supporting Activities: Provide reports when bike/ped counts are conducted, presentation from FDOT on Non-Motorized Count Program, Presentation on new technologies such as video recognition, automation, and leading pedestrian signals



BPTAC Mission & Core Values

MISSION: To collaboratively review plans and make recommendations to the Space Coast TPO Governing Board to improve bicycle, pedestrian, and trail facilities and enhance multimodal connections for people of all ages, incomes, and abilities.

CORE VALUES: Safety. Equity. Innovation.



Leadership

Represent and Promote the Space Coast TPO

BPTAC Role:

- Report BPTAC activities to City/Town Manager or TAC Representative
- Attend Public Meetings and make formal comments
- Share TPO social media posts and news

Potential Supporting Activities: Joint meeting with IRCMPO BPTAC, presentation from Office of Greenways & Trails on their programs and economic impact of trails, trusts for trails



Safety

Implement a Safe Transportation System for All Users

BPTAC Role:

- Champion Vision Zero
- Support innovative safety counter measures

Potential Supporting Activities: Develop Vision Zero and counter measure fact sheet, provide Vision Zero updates and data



Linking Transportation & Land Use

Plan a Network that Provides Transportation Choices

BPTAC Role:

- Participate in the development of plans and programs

Potential Supporting Activities: Sidewalk Gap Analysis, Southern Brevard Trails Master Plan, North Merritt Island Pioneer Trail Feasibility Study, Dixon Road Complete Street Analysis, Municipal Updates Presentation



Resiliency & Sustainability

Plan for a Resilient and Sustainable Transportation System

Priority Actions:

- Participate in the development of plans and programs

Potential Supporting Activities: Consider transit connectivity regarding Sidewalk Gap Analysis, Resiliency Corridor Studies



Technology & Data

Implement Technology to Enhance Reliability of the Transportation System

Priority Actions:

- Understand and share data trends and new technologies

Potential Supporting Activities: Provide reports when bike/ped counts are conducted, presentation from FDOT on Non-Motorized Count Program, Presentation on new technologies such as video recognition, automation, and leading pedestrian signals

Requesting Approval

Sarah Kraum
Senior Transportation Planner
Sarah.Kraum@sctpo.com

**PRESENTATIONS
ITEM NUMBER 6A**

Bicycle & Pedestrian Master Plan Annual Report

*For further information, please contact: debbie.flynn@sctpo.com
Strategic Plan Emphasis Area: Linking Transportation & Land Use*

DISCUSSION:

October 2019, the Space Coast TPO adopted their updated Bicycle & Pedestrian Master Plan (BPMP). The plan outlined 5 goals, with objectives and performance measures. The purpose of these goals was to help achieve a more walkable, bike-friendly, multimodal transportation system in Brevard.

Staff will provide an overview and update of the accomplishments, achievements, and progress towards attaining the goals of the BPMP.

REQUESTED ACTION:

As desired by the BPTAC.

ATTACHMENTS:

- Bicycle & Pedestrian Master Plan Progress Report, **Attachment A**
- Bicycle & Pedestrian Master Plan, Progress Report Slides, **Attachment B**



2019 Bicycle & Pedestrian Master Plan Progress Report



November 1, 2022 - October 31, 2023 (Year 4)

Goal

Activities



Create a Network

- Space Coast Trail is under design
- N Merritt Island Pioneer Trail Feasibility Study has been funded via SUN Trails
- East Coast Greenway (US 1: SR 50 to Grace Street) is funded via SUN Trails for design in Titusville
- Atlantic Ave and Ridgewood Ave Trails in Cape Canaveral were designated as part of the East Coast Greenway
- Southern Brevard Trail Master Plan scope of services was approved
- Multimodal improvements of SR 520 from Aurora Road to Hubert Humphrey Causeway in Cocoa is underway



Partner with Organizations

- All municipalities, including Brevard County and the Brevard Public Schools adopted Vision Zero
- Vision Zero Workshop
- Bicycle Helmet Promotion Training classes
- Mobility Week pop-ups with Space Coast Area Transit
- BPTAC Strategic Assessment was completed
- US 192 Pop Up Event
- National Stop on Red Week Kick-off Event in City of Palm Bay
- Bike @ Roll to School Day



Empower

- Walking Safely Presentation for 2023 Running Zone “Spring into Fitness” Challenge
- Helping Seniors Educational Series: Your Transportation Checklist Panel Presentations
- 6 Bike Rodeo Events
- Brevard Public Schools distributed Student Travel Survey
- Developed Student Travel Survey Tool & Graphical Summary Report
- Completed City of Rockledge’s School Routes Analyses (SRA)
- City of Cocoa’s SRA is underway



Generate Awareness

- Presented at the Coast to Coast Alliance Kick-off Meeting at Wekiwa Springs State Park
- Presented the BPMP to the Central Florida MPO Alliance
- Continued Local Collaboration Program with municipalities
- Began Coordination Meetings with Brevard County Housing & Human Services
- Continued Coordination Meetings with Space Coast Area Transit



Pursue Equity

- Participation in the Little Grower's Harvest Yam Festival
- 2035 Transit Development Plan Update is underway
- 2035 Transit Development Plan’s Transit Rider Survey is underway
- Merritt Island Redevelopment Agency installed 4 Space Coast Area Transit bus shelters
- Updated equity emphasis areas through the Vision Zero Action Plan





Create a Network

Establish a Well-Connected, Safe, and Comfortable Bicycle and Pedestrian Network

ROW

- SR A1A (SR 518 to Volunteer Way) - Sidewalk gaps (1.058 miles)

Construction

- SR 501 (SR 520 to Industry Rd) - Complete Street (3.313 miles)
- US 1 (Indian River County Line to north of Goat Creek) - Sidewalk gaps (8.635 miles)
- SR A1A (Cocoa Isle Blvd to St Lucie Ln) – Mid-Block Pedestrian Signals (1.638 miles) – **Completed**

Design

- NASA Blvd (Eddie Allen Rd to Evans Rd) - Sidewalk (1.417 miles)
- SR A1A (Long Point Road to George King Blvd) – Sidewalk (1.038 miles)
- Melbourne SW Trail System (Dairy Rd to W.H. Jackson St) - Bicycle Path/Trail (3.14 miles)
- SR A1A (Shearwater Pkwy to SR 404) - Sidewalk (1.249 miles)
- SR A1A (Volunteer Way to Roosevelt Ave) – Sidewalk (1.548 miles)
- SR A1A (Grosse Pointe Ave to Flug Ave) – Sidewalk (0.311 miles)
- SR 528 (east of SR 524 (Industry Road) to east of SR 3) – Shared-Use Trail (3.719 miles)
- SR 528 (east of SR 3 to Port Canaveral Interchange) – Trail (5.091 miles)
- SR 501 (Clearlake Road) (south of Michigan Ave to west of Industry Rd) – Bicycle Lanes/sidewalks (1.123 miles)
- MINWR Park Entrance to west of Kennedy Parkway - Space Coast Trail (10.6 miles)

Performance Measure:
Plan, design, or construct 4 miles of additional bicycle and pedestrian facilities

**≈ 61
Miles**

2



Create a Network

Establish a Well-Connected, Safe, and Comfortable Bicycle and Pedestrian Network

Resurfacings with Bike/Pedestrian Improvements & Design

- SR 518 (US 1 to Pineapple Ave) (0.316 miles) – **Completed**
- SR 520 (Aurora St to Hubert Humphrey Causeway) (2.254 miles) – **Under Construction**
- SR 519/Fiske Boulevard & Barnes Blvd - I-95 Ramp Improvements (0.518 miles) – **Completed**

Showcase and Regional Trails

- Space Coast Trail is under design
- N Merritt Island Pioneer Trail Feasibility Study is funded via SUN Trails
- East Coast Greenway (US 1: SR 50 – Grace St) funded via SUN Trails for Design in Titusville
- Atlantic Ave and Ridgewood Ave Trails in Cape Canaveral were designated as part of the East Coast Greenway
- Southern Brevard Trails Master Plan's scope was approved

Performance Measure:
Plan, design, or construct 4 miles of additional bicycle and pedestrian facilities

≈ 61 Miles



Partner with Organizations

Partner to Educate, Enforce, and Engineer Safe Use of Facilities

- All municipalities, including Brevard County and the Brevard Public Schools adopted Vision Zero
- Vision Zero Workshop
- Bicycle Helmet Promotion Training Classes
- Attended Mobility Week pop-ups with Space Coast Area Transit
- BPTAC Strategic Assessment was completed
- US 192 Pop Up Event
- National Stop on Red Week Kick-off Event in City of Palm Bay
- Bike @ Roll to School Day





Empower

Empower People of All Ages and Abilities to Walk or Ride Bicycle Regularly

- Walking Safely Presentation for 2023 Running Zone "Spring into Fitness" Challenge
- Helping Seniors Educational Series: Your Transportation Checklist Panel Presentations
- 6 Bike Rodeo Events
- Brevard Public Schools distributed Student Travel Survey
- Developed Student Travel Survey Summary Tool and Graphical Summary Report
- Completed City of Rockledge's School Routes Analyses (SRA)
- City of Cocoa's SRA is underway



Generate Awareness

Increase Awareness of the Network, Safe Practices, and Public Health Benefits

- Presentations
 - Coast to Coast Meeting Alliance Kick-off Meeting at Wekiwa Springs State Park
 - BPMP to the Central Florida MPO Alliance
- Continued Local Collaboration Program with municipalities
- Began Coordination Meetings with Brevard County's Housing & Human Services
- Continued Coordination Meetings with Space Coast Area Transit





Pursue Equity

Pursue Equitable Distribution of Projects, Programs, and Funding

- Participated in the Little Grower's Harvest Yam Festival
- 2035 Transit Development Plan update is underway
- 2035 Transit Development Plan's Transit Rider Survey is underway
- Merritt Island Redevelopment Agency installed 4 Space Coast Area Transit bus shelters
- Updated equity emphasis areas through the Vision Zero Action Plan



**PRESENTATIONS
ITEM NUMBER 6B**

School Routes Analysis

*For further information, please contact: debbie.flynn@sctpo.com
Strategic Plan Emphasis Area: Linking Transportation & Land Use*

DISCUSSION:

The School Routes Analysis (SRA) analyzed existing conditions and developed safety and mobility recommendations for nine schools within the cities of Rockledge and Cocoa. The schools were: Rockledge High, John F Kennedy Middle, Hans Christian Andersen Elementary, Golfview Elementary Magnet, Ronald McNair Magnet Middle, Cocoa High, Endeavour Elementary, Saturn Elementary, and Cambridge Elementary. The nine study schools were selected by the cities of Rockledge and Cocoa in consultation with the Space Coast TPO and Brevard County.

The purpose of the SRA is to create a safer environment for students who live within the walk zone and choose to walk or bike, to and from the school, as well as student drivers. This was accomplished through a detailed study process that assessed study areas through observed vehicular, pedestrian, and bicycle circulation routes adjacent to the school sites, identified issues associated with student drivers, pedestrians, and bicyclists within the study area, and developed recommendations for improvement.

Staff will present on the project methodology, recommendations, deliverables, and an overview of the next steps.

Please visit the following website for the final reports and graphic summary booklets for each school: <https://www.spacecoasttpo.com/what-we-do/planning/safe-routes-to-school>


REQUESTED ACTION:

As desired by the BPTAC.

ATTACHMENTS:



- School Routes Analysis, Presentation Slides, **Attachment A**

School Routes Analysis



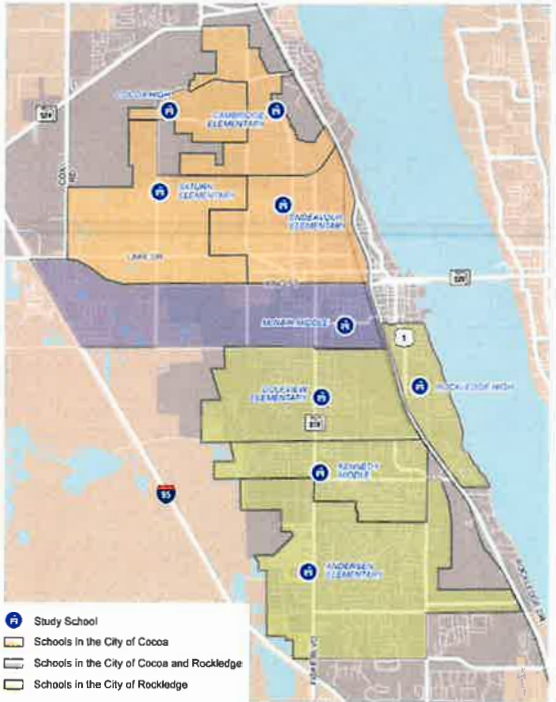
BPTAC Meeting

April 29th, 2024

PROJECT OVERVIEW

- School Routes Analysis Purpose – Identify Safe Routes to School projects to improve bicyclist, pedestrian, and driver **safety** and **mobility**
- Conducted initial 2019/2020 School Routes Analyses in Melbourne and Palm Bay
- Rockledge/Cocoa – 9 total schools



STUDY PROCESS



SCHOOL COORDINATION MEETINGS

Purpose:

- o Verify existing conditions data
- o Gather additional information
- o Identify issues and opportunities

Participants typically included:

- o School Officials (Principal/Assistant)
- o School Resource Officer (SRO)
- o Brevard Public Schools (Facilities and Transportation)
- o City Staff
- o Brevard County Traffic Operations Staff
- o SCTPO Staff
- o Kittelson Staff



SCHOOL FIELD REVIEWS

Purpose:

- o Review walking and bicycling routes
- o Observe traffic and drop-off/pick-up activity
- o Verify existing conditions data

Participants typically included:

- o City Staff
- o Brevard County Traffic Operations Staff
- o SCTPO Staff
- o Kittelson Staff



5

GENERAL RECOMMENDATIONS

Study Area:

- o Fill sidewalk gaps and reconstruct sidewalk segments that do not meet current standards
- o Fill bicycle facility gaps
- o Add or restripe high visibility crosswalks within study areas
- o Add flashing beacon signage for existing school zones, restripe pavement markings, and add school zone advance warning signs
- o Add Rectangular Rapid Flashing Beacon (RRFB) signage to increase visibility of pedestrian and bicyclist crossings at midblock crossings
- o Install/upgrade pedestrian ramps to meet current standards

Enforcement:

- o Additional crossing guards to help manage traffic during drop-off/pick-up times



6

SUMMARY OF RECOMENDATIONS

Number of Recommendations by School

School Location	City	Number of Recommendations
Rockledge High	Rockledge	14
Kennedy Middle	Rockledge	13
Anderson Elementary	Rockledge	11
Golfview Elementary	Rockledge	13
McNair Middle	Rockledge/ Cocoa	16
Cocoa High	Cocoa	16
Endeavour Elementary	Cocoa	12
Saturn Elementary	Cocoa	9
Cambridge Elementary	Cocoa	10
TOTAL		114

Number of Recommendations by Type

Recommendation Type	Number of Recommendations
Sidewalk/Bicycle Facility	31
Crossing	17
School Circulation	6
Sign/Signal	28
Traffic Calming	8
Maintenance	10
Enforcement	3
Roadway	9
Feasibility Study	1
TOTAL	114

ASSESMENT & IMPLEMENTATION REPORTS



GRAPHICAL SUMMARY REPORTS

SCHOOL ROUTES ANALYSIS
JOHN F. KENNEDY MIDDLE SCHOOL

GRAPHICAL SUMMARY REPORT

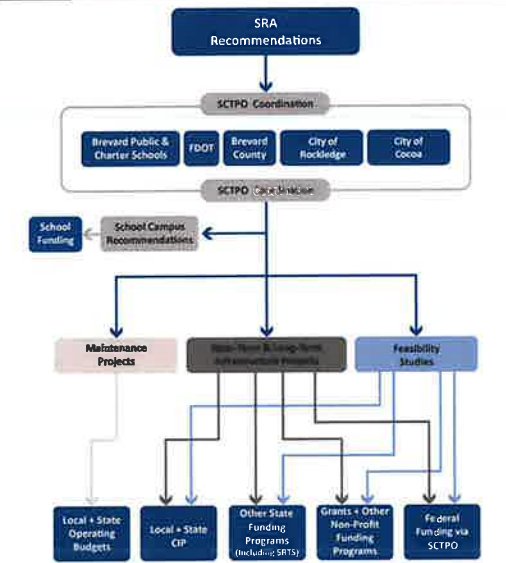
KITTELSON & ASSOCIATES

TPD

Figure 1: Existing and Proposed Routes and Route Plan
 John F. Kennedy Middle School

Figure 2: Recommended School Routes for John F. Kennedy Middle School

NEXT STEPS



Framework for Implementing SRA Recommendations



Debbie Flynn
Project Manager -
Space Coast TPO
Debbie.Flynn@sctpo.com

Space Coast TPO
2725 Judge Fran Jamieson Way
Bldg. B, Room 105
Melbourne, FL 32940
Tel: (321) 690-6890



Travis Hills, PE, RSP₁
Project Manager -
Kittelison & Associates, Inc.
thills@Kittelison.com

Kittelison & Associates Inc.
225 E Robinson Street
Suite 355
Orlando, FL 32801
Tel: (407) 540-0555

**PRESENTATIONS
ITEM NUMBER 6C**

Advance 2050 Bicycle, Pedestrian, and Trails Needs List Development

*For further information, please contact: sarah.kraum@sctpo.com
Strategic Plan Emphasis Area: Linking Transportation & Land Use*

DISCUSSION:

Space Coast Transportation Planning Organization (SCTPO) is currently developing their Long Range Transportation Plan (LRTP), Advance 2050. As part of the LRTP process, the SCTPO is developing a comprehensive transportation Needs List. The purpose of the Needs List is to identify transportation gaps, improvements, and needs throughout the community. Needs can be roadway, trail, safety concerns, and more.

BPTAC Members will have the opportunity to contribute to the Needs List development through a mapping activity based around the SCTPO Bicycle & Pedestrian Master Plan and Showcase Trails Network.

REQUESTED ACTION:

As desired by the BPTAC.

ATTACHMENTS:

- Advance 2050 Needs List Presentation Slides, **Attachment A**

LONG RANGE PLANS → ADVANCE
TRANSPORTATION
TOGETHER

LONG RANGE PLANS → ADVANCE
TRANSPORTATION
TOGETHER

Bicycle, Pedestrian, & Trail Needs
BPTAC

April 29, 2024

LONG RANGE PLANS → ADVANCE
TRANSPORTATION
TOGETHER

What is an LRTP?

- **Long Range Transportation Plan (LRTP)**
 - Planning document required by the U.S. DOT for the purposes of planning and programming of federal and state transportation funds
 - Reflects the goals and priorities of the region over a 20-year horizon
 - Outlines the funding and projects to be developed over the next 25 years

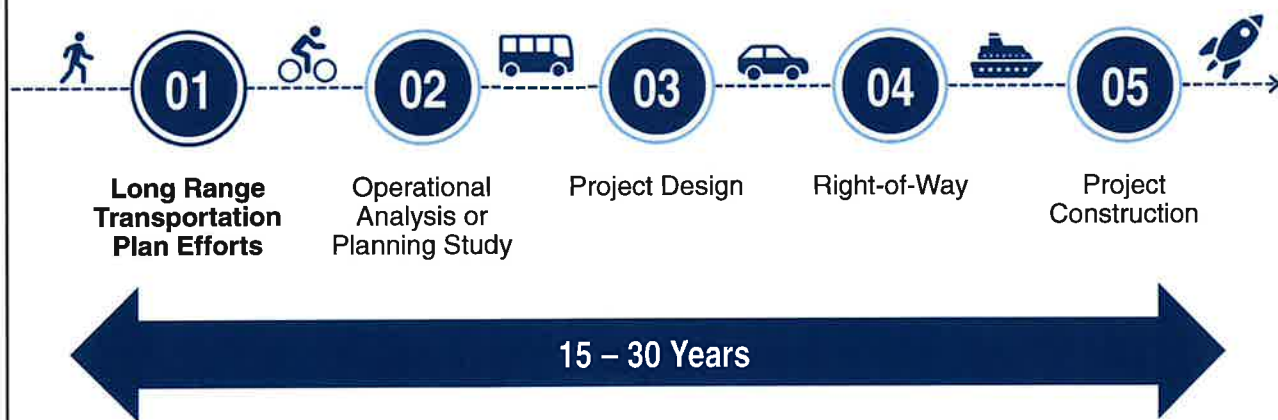
2

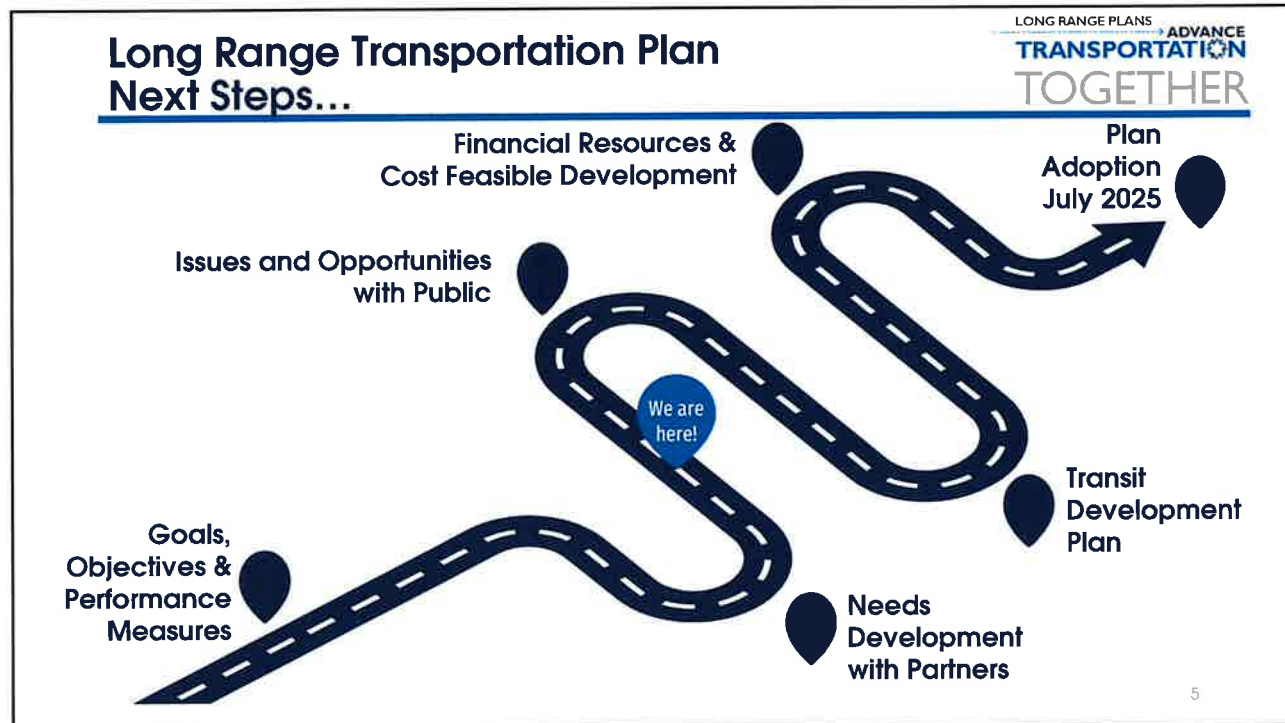
An LRTP's Essential Role in Project Implementation

LONG RANGE PLANS → ADVANCE
TRANSPORTATION TOGETHER



The Life of a Transportation Project: From Idea to Reality





What is the Needs List?

LONG RANGE PLANS ADVANCE
TRANSPORTATION
TOGETHER

- A comprehensive list of transportation needs within Brevard County
- They are identified through a series of stakeholder and public outreach events
- What is an example of a "need"?
 - "I think we need a trail connection between these two existing trails."
 - "My community doesn't feel safe walking here because there isn't a sidewalk."
 - "It is difficult for me to get to work due to my lack of access to transportation choices."
 - "This roadway gets very congested during my drive home from work."

What Does the Needs List Include?

LONG RANGE PLANS
ADVANCE
TRANSPORTATION
TOGETHER

- Guided by SCTPO Master Plans and Studies
- Municipal, Modal, and Citizen Partner input
- Includes:
 - Bicycle & Pedestrian Master Plan – the guiding document on bicycle and pedestrian Needs
 - Showcase Trail Network – the historical alignment for a spinal network of trails

7

Bicycle, Pedestrian, & Trail Needs

LONG RANGE PLANS
ADVANCE
TRANSPORTATION
TOGETHER



- What Bicycle & Pedestrian Master Plan projects should we prioritize?
- What Showcase Trail projects should we prioritize?

8

Summer Public Events

LONG RANGE PLANS → **ADVANCE
TRANSPORTATION
TOGETHER**



LONG RANGE PLANS → **ADVANCE
TRANSPORTATION
TOGETHER**

Sarah Kraum

Space Coast TPO, Senior Transportation Planner

321.690.6890

Sarah.Kraum@SCTPO.com





SPACE COAST TRANSPORTATION PLANNING ORGANIZATION GLOSSARY OF TERMS

Acronyms and Abbreviations

<u>Acronym</u>	<u>Full Name</u>
ADA	Americans with Disabilities Act
AMPO	Association of Metropolitan Planning Organizations
ATMS	Advanced Traffic Management System
BMBA	Brevard Mountain Bike Association
BOCC	Board of County Commissioners
BPTAC	Bicycle/Pedestrian and Trails Advisory Committee
CAC	Citizens Advisory Committee
CFMPO	Central Florida Metropolitan Planning Organization
CIGP	County Incentive Grant Program
CMS	Congestion Management System
CRA	Community Redevelopment Agency
CTST	Community Traffic Safety Team
ECFRPC	East Central Florida Regional Planning Council
ECRRT	East Central Florida Regional Rail Trail
EPA	Environmental Protection Agency
ETDM	Efficient Transportation Decision Making
FAST ACT	Fixing America's Surface Transportation Act
FDOT	Florida Department of Transportation
FEC	Florida East Coast Railroad
FHWA	Federal Highway Administration
FM	Financial Management
FS	Florida Statute
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographical Information System
GMSC	Growth Management Subcommittee
GPC	General Planning Consultant
G/W	Goes With
ITS	Intelligent Transportation System
LAP	Local Agency Program
LOGT	Local Option Gas Tax
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MPOAC	Metropolitan Planning Organization Advisory Council
PD&E	Project Development & Environment
PPP	Public Participation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCAT	Space Coast Area Transit
SJHP	St. John's Heritage Parkway
SJRWMD	St. Johns River Water Management District
SR	State Road
SU	Surface Transportation Block Grant Program Urban
TAC	Technical Advisory Committee
TDP	Transit Development Plan
TDLCB	Transportation Disadvantaged Local Coordinating Board
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
TRIP	Transportation Regional Incentive Program
UPWP	Unified Planning Work Program

MISSION: To plan a transportation system that enhances quality of life and economic development by engaging the community.

VISION: Provide a safe, multimodal, innovative, and resilient transportation system for all.

Leadership

Represent and promote the Space Coast TPO

Priority Actions:

- Report TPO actions and policies to Councils/Boards
- Share TPO social media posts and news
- Pursue leadership development opportunities

Performance Measure:

Implement Governing Board Strategic Plan



Safety

Implement a safe transportation system for all users

Priority Actions:

- Support implementation of Vision Zero Action Plan
- Support innovative safety counter measures

Performance Measure:

Prioritize a Safe System Approach Pilot Project on a High Injury Network Corridor



Linking Transportation & Land Use

Plan a network that provides transportation choices

Priority Actions:

- Participate in 2050 Long Range Transportation Plan development
- Explore opportunities to connect transportation hubs

Performance Measure:

Adopt Plans, Projects, and Programs that Increase Transportation Choices



Resiliency & Sustainability

Plan for a resilient and sustainable transportation system

Priority Actions:

- Participate and share Resiliency Public Engagement campaign and activities
- Keep utility departments and stakeholders informed

Performance Measure:

Adoption of Transportation Resiliency Master Plan



Technology & Data

Implement technology to enhance reliability of the transportation system

Priority Actions:

- Continue funding support of TSMO
- Encourage municipalities to develop transportation technology and data sharing policies

Performance Measure:

Launch Data Dashboard

