

L RTP Working Group - Agenda

Project: 2050 Long Range Transportation Plan – Space Coast TPO
2035 Transit Development Plan – Space Coast Area Transit

Subject: LRTP Working Group

Date: Wednesday, March 06, 2024, 1:30pm – 3:00pm

Location: Virtual – Microsoft TEAMS

Attendees: **LRTP Working Group**

SCTPO: Sarah Kraum, Georganna Gillette, Laura Carter

HDR: Nick Lepp, Melissa Porcaro, Nathan Hicks, Sydney Benson

This meeting's purpose is to collaborate and understand the existing conditions across the region for consideration in the 2050 Long Range Transportation Plan and the 2035 Transit Development Plan.

Agenda

- 1) Introductions
- 2) Long Range Plans Overview
- 3) State of the Space Coast Introduction
- 4) Needs Plan
 - a) Needs Charette Summary
 - b) Modal Partners Summary
- 5) Travel Demand Model & Alternative Capacity Analysis
 - a) Capacity Alternative Methodology
 - b) 2050 Socioeconomic Status Update & Timeline
- 6) Performance Measures
 - a) Align LRTP Prioritization
 - b) Missing Performance Measures?
- 7) Adjourn/Next Steps

LONG RANGE PLANS → ADVANCE
TRANSPORTATION
TOGETHER

L RTP Working Group

March 6, 2024



Agenda

Introductions

Capacity & Modeling Update

Long Range Plans Overview

**Performance Measures & Congestion
Management Process**

**State of the Space Coast
Introduction**

Next Steps

Needs Plan



An LRTP's Essential Role in Project Implementation



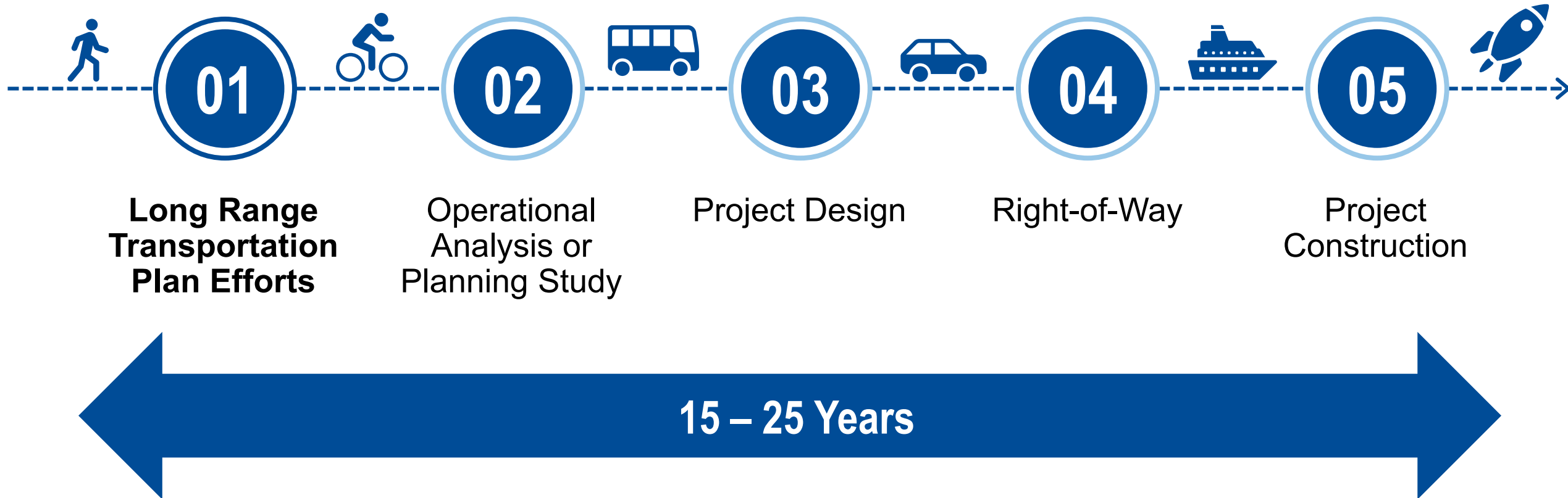
Importance of Collaboration

- There are dozens of different transportation stakeholders in Brevard
- Each has their own set of priorities
- The LRTP helps align needs between each stakeholder and prioritize them
- If a transportation project/effort is not included in the LRTP, it can cause significant delays



An LRTP's Essential Role in Project Implementation

Why should you get involved in the development of the Plans



Long Range Transportation Plan Next Steps...



What is the Needs List?

- A comprehensive list of transportation needs within Brevard County
- Needs 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.”
 - “There is potential for additional freight truck traffic here due to private investment.”
 - “This bridge will be considered deficient in 2042 and will need to be replaced before then.”

From Needs List to Cost Feasible



Analysis of current community conditions

Population and employment growth, congestion, safety, etc.



Community Engagement and Input

Public, Municipal/ Modal Partners, under-served populations, economic drivers, etc.



Development of Needs List

Considers data analysis, growth models, and community input.



Prioritization of Needs List

Based on the goals, objectives, performance measures, and federal requirements of Advance 2050.



Development of Cost Feasible Plan

25-year transportation budget. Not all projects from the Needs List will be in Cost Feasible Plan.

Advance 2050 will develop a transportation budget for the next 25 years through prioritizing community needs into a cost feasible plan.

The Needs List provides an opportunity for the community to discuss all types of transportation solutions for the region to meet future mobility needs.

Needs List Projects are **prioritized** to develop the Cost Feasible Plan

The Cost Feasible Plan is a list of prioritized projects from the Needs List that are budgeted by the anticipated transportation resources.



State of the Space Coast

An Existing Conditions Report on the Space Coast

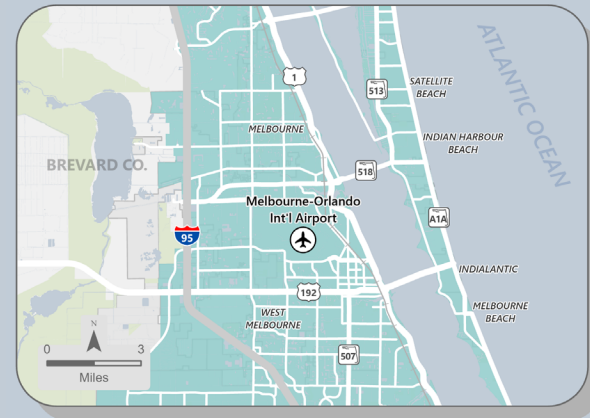
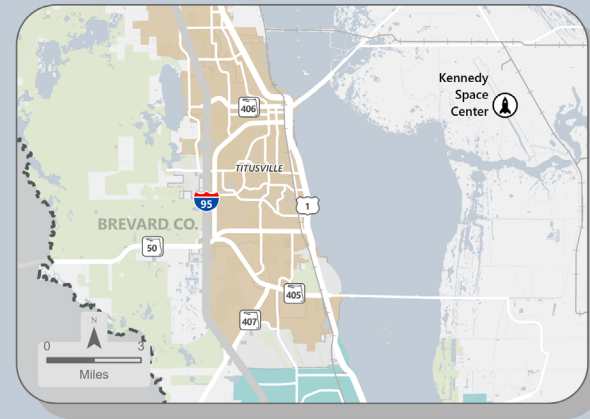
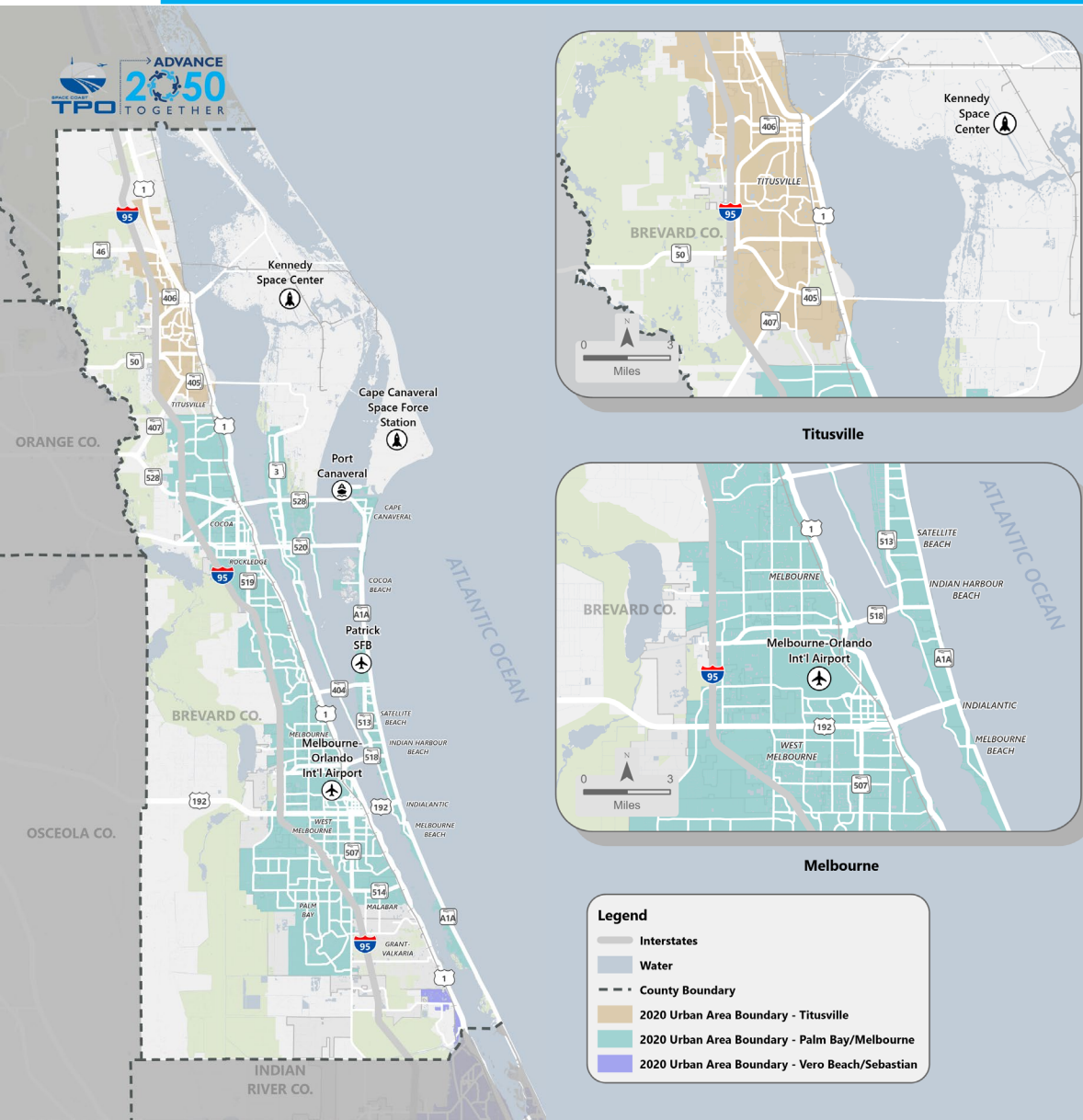


State of the Space Coast

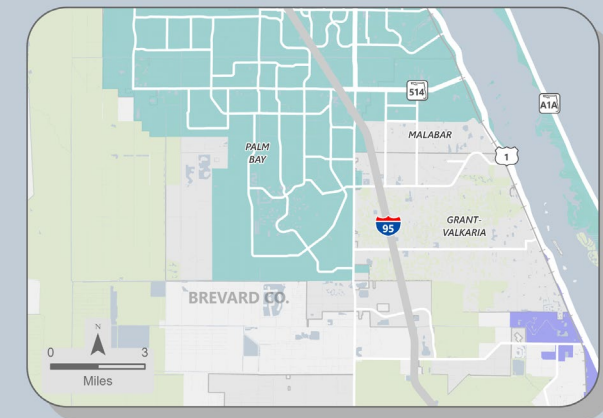
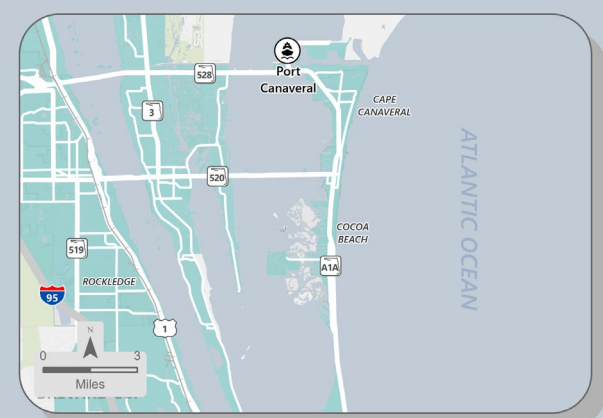
- Existing Conditions Report
- Overlap of both LRTP and TDP elements for Advance 2050 Plans
- Designed to be more of a snapshot of the Space Coast today



Urbanized Areas



2020 Census Population



The 2020 Decennial Census reports

Palm Bay-Melbourne urbanized area had a population of

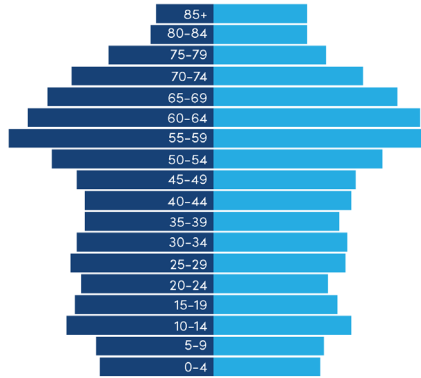
510,675
 & consists of
250.5 square miles

while the Titusville urbanized area had a population

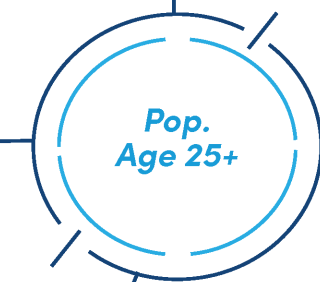
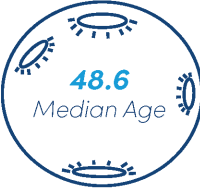
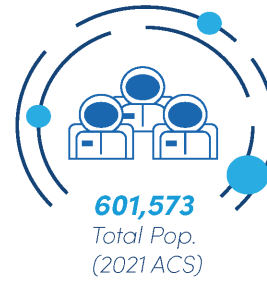
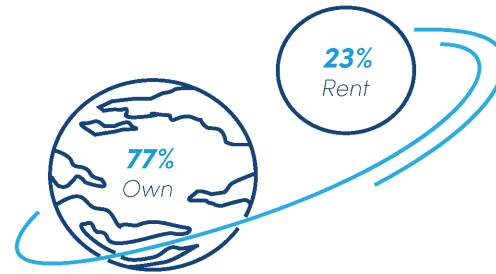
62,459
 & consists of
40 square miles

Our People

Brevard County 2021 AC
5-Year Estimates Tables



Male | Female



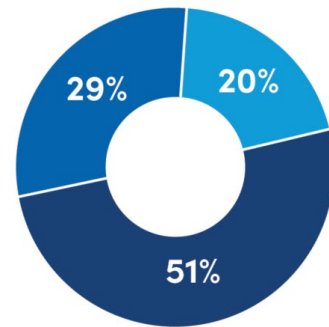
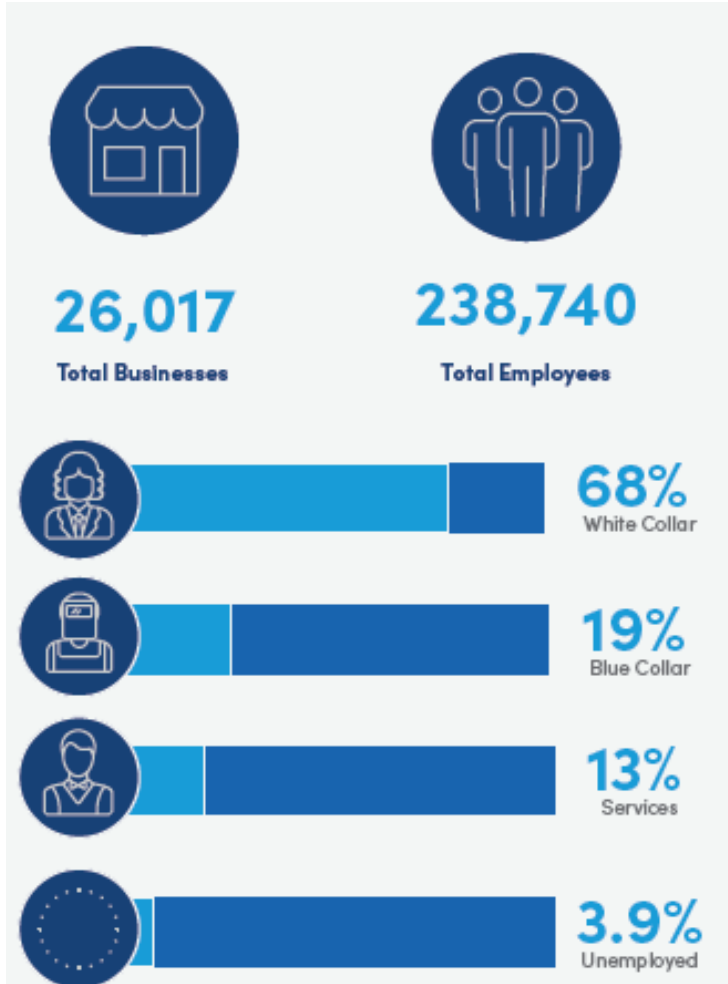
\$1,031
Median Rent
(2021 ACS)

1%
Pop. in
Group Quarters
(2020 Census)

\$303,706
Median Home Value
(2023 Esri)



Employment

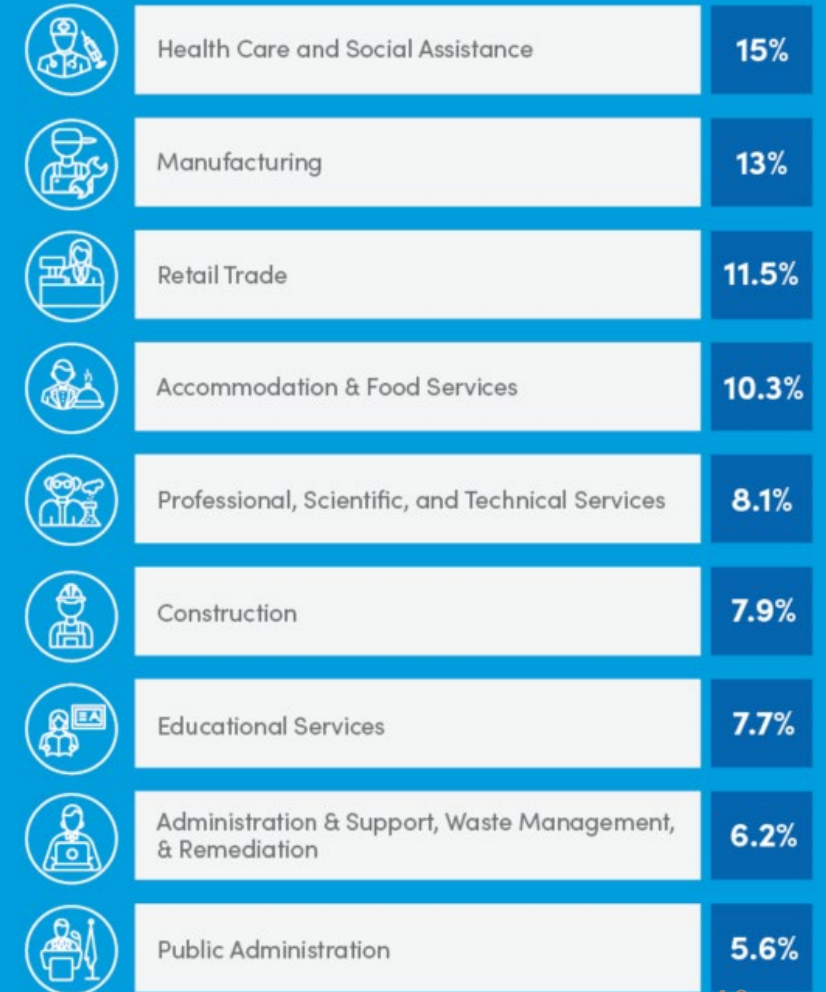


Worker by Age Range

- Age 29 or Younger
- Age 30 to 54
- Age 55 or Older

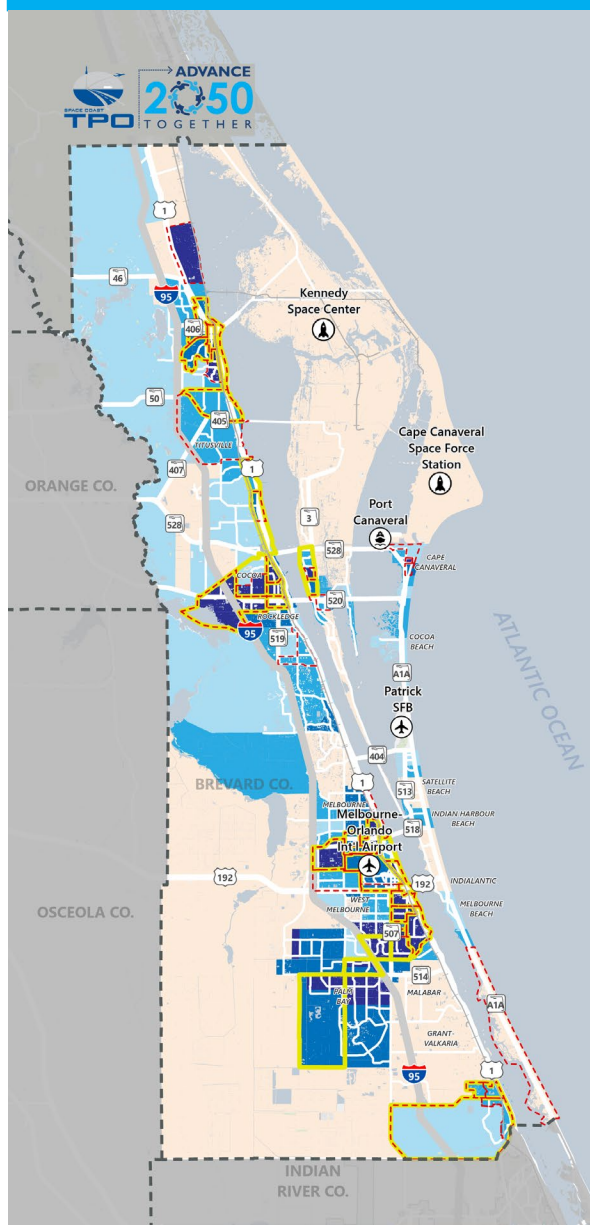
Source: Census on the Map

Key Industries with Majority Share of Jobs



Source: Census on the Map

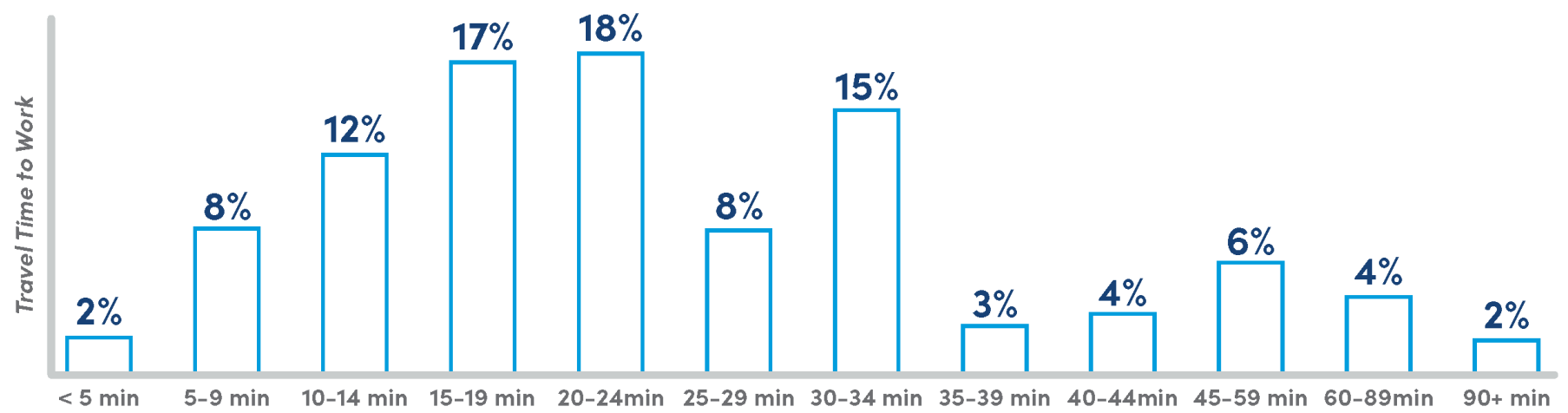
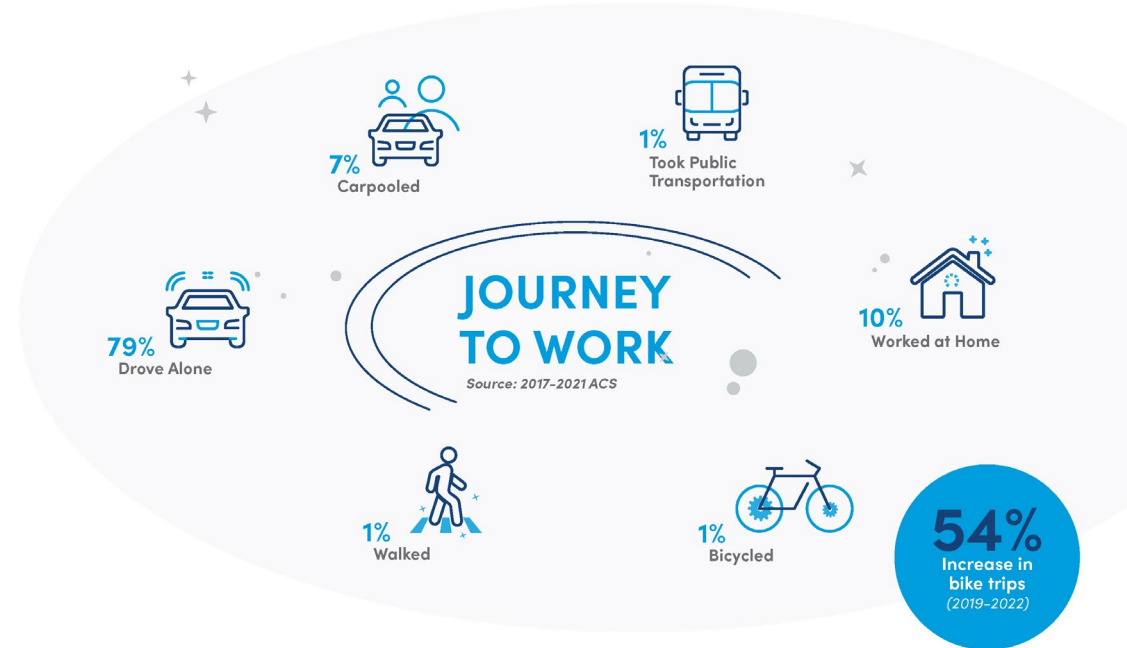
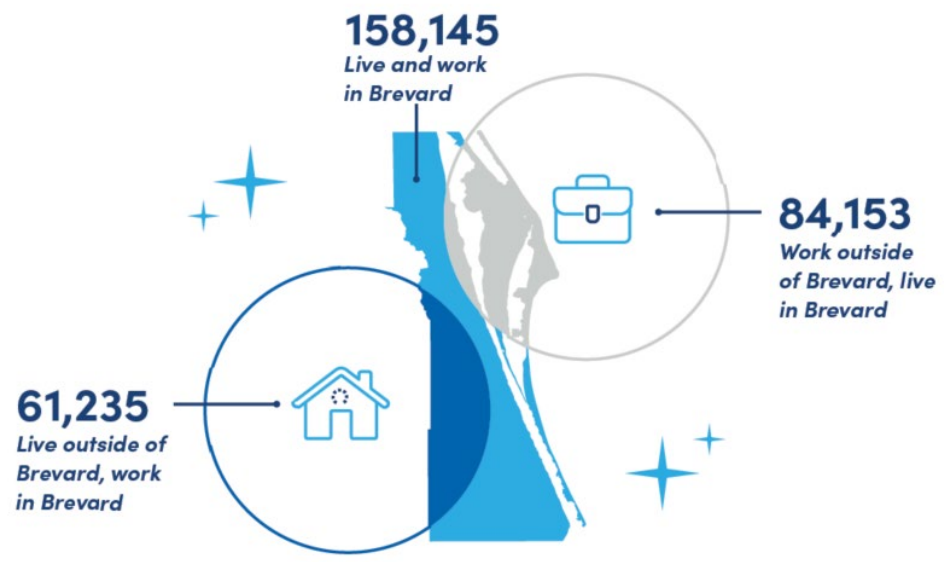
Underserved & Justice 40



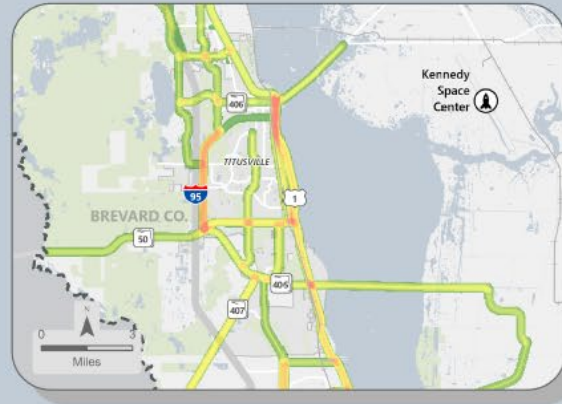
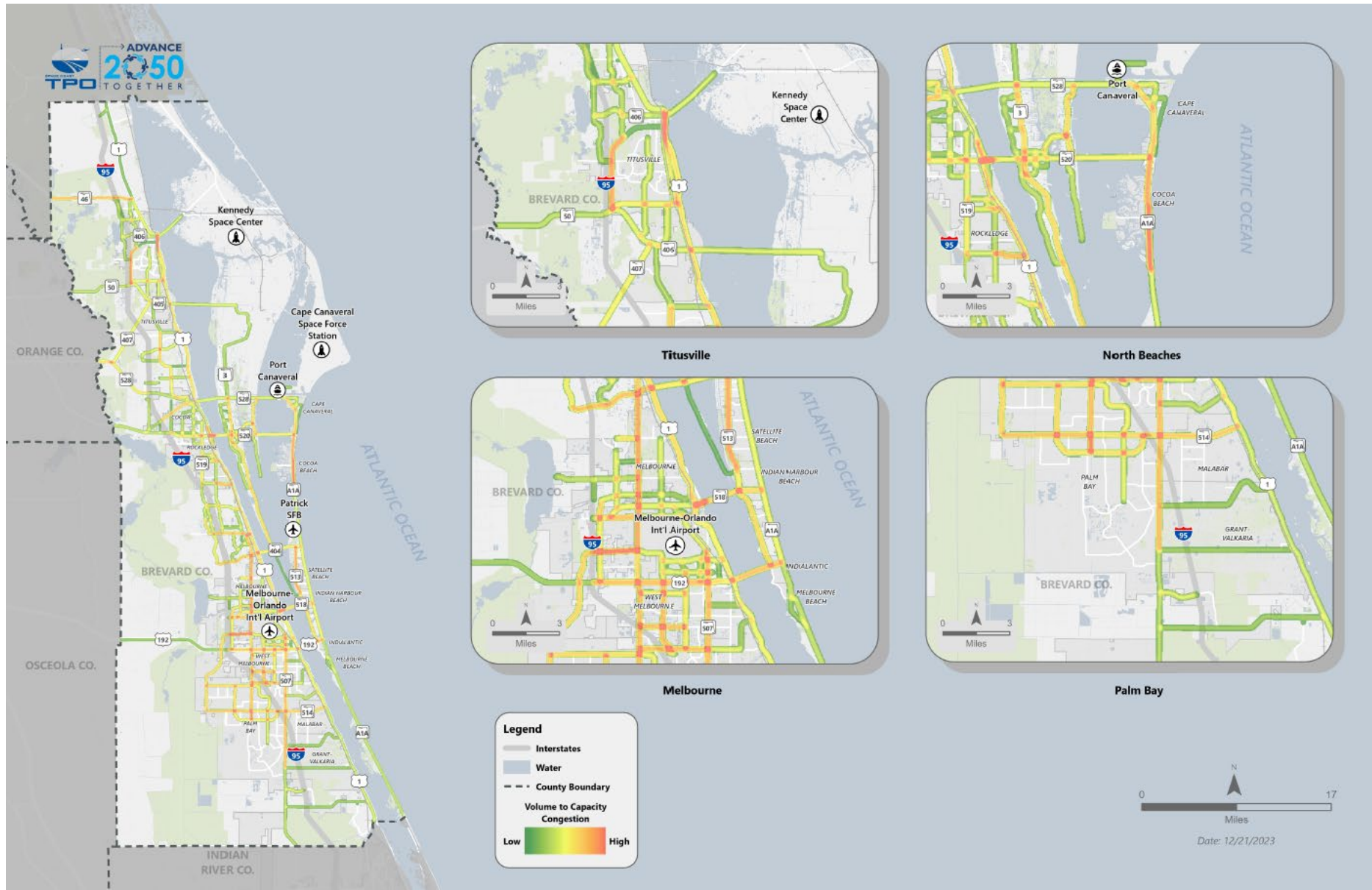
Limited English Proficiency Adults 18-64 (2017-2021)	Percent	Number
Speak Spanish & No English	0.11%	645
Speak Spanish & English Not Well	0.31%	1,765
Speak Indo-European & No English	0.04%	218
Speak Asian-Pacific Island & No English	0.01%	41
Speak Asian-Pacific Island & English Not Well	0.12%	686
Speak Other Language & No English	0.01%	47
Speak Other Language & English Not Well	0.02%	105



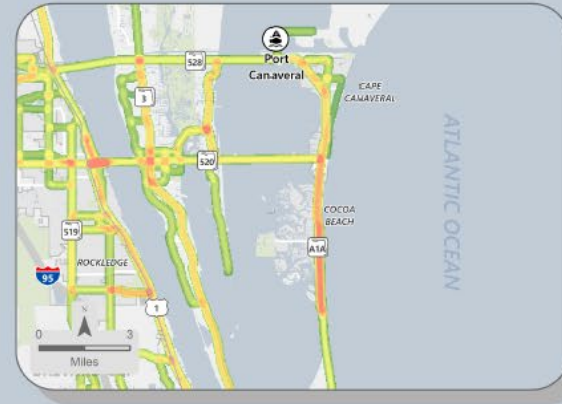
Mobility



Mobility



Titusville



North Beaches



Melbourne



Palm Bay

Legend

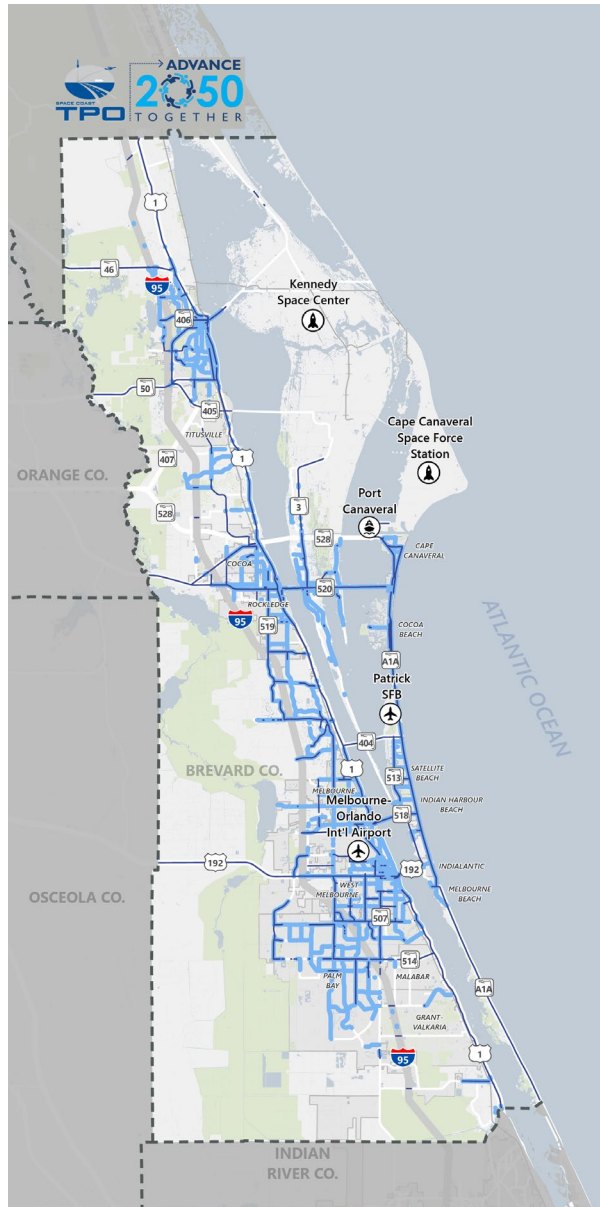
- Interstates
- Water
- County Boundary

Volume to Capacity Congestion

Low High

0 17
 Miles
 Date: 12/21/2023

Mobility



Source: FDOT RCI (2022)



Trails - 438.80mi



Sidewalks - 433.63mi



Bike Facilities Total - 797.70mi

Bike Facilities Breakdown:

- Bike Lanes - 179.73mi
- Paved Shoulder - 604.40m
- Shared Use Paths- 13.57mi

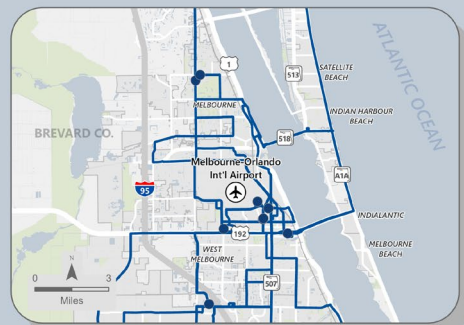
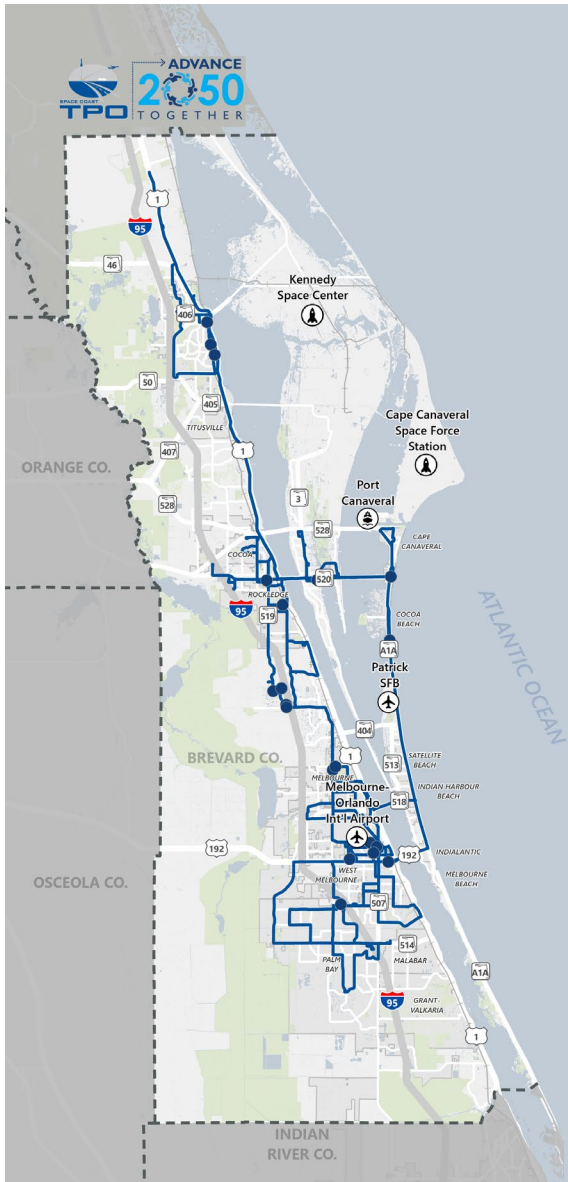
Mobility

Space Coast Area Transit Vision:

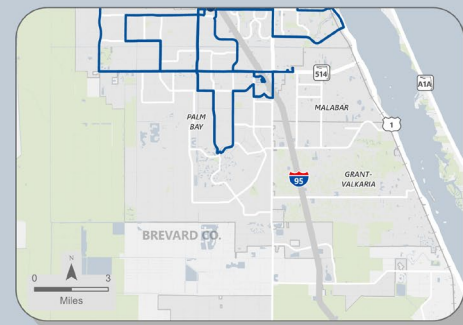
"To provide all persons living, working or visiting Brevard County the opportunity to use transit as a safe, affordable, convenient, and sustainable way of traveling"

Space Coast Area Transit Mission:

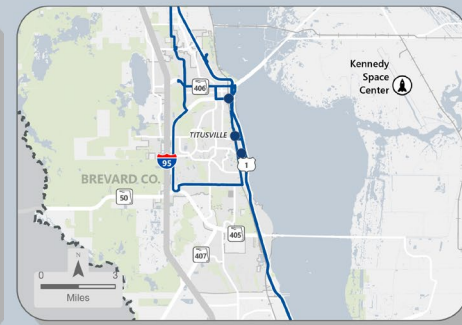
"Respond to existing and emerging user markets by maintaining current transit service levels while gradually enhancing fixed-route services in the most productive corridors, providing flexible on demand services in high-need areas where fixed-route service may not be the optimal choice, and implementing sustainable service delivery options."



Melbourne



Palm Bay



Titusville



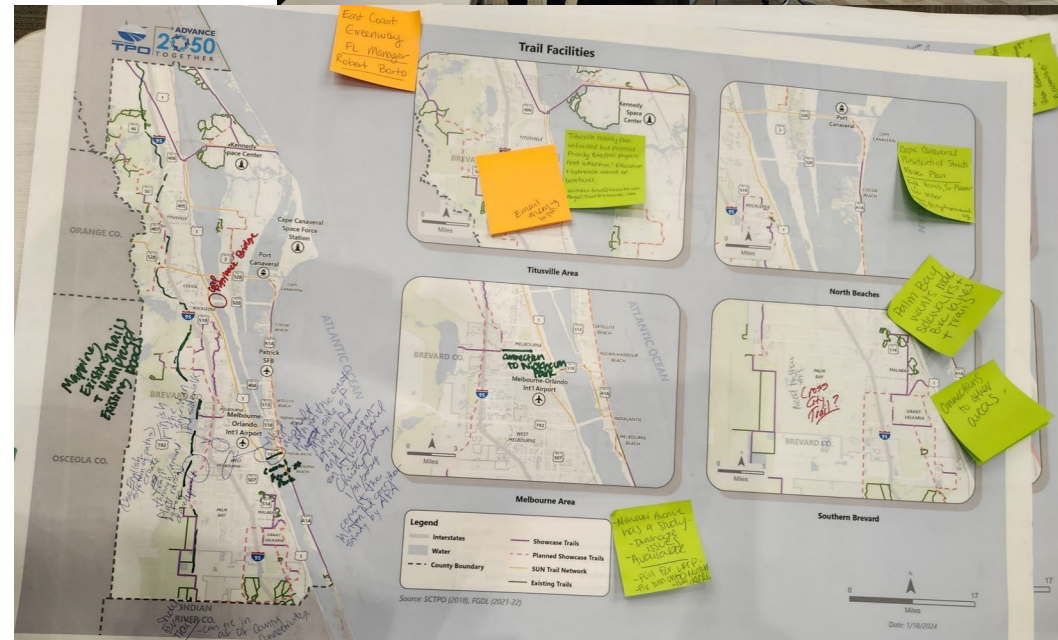
North Beaches

Needs Charrette & Modal Partners Meeting



Needs Charette

- Wednesday, January 31, 2024
- Center for Collaboration
- Consisted of local and municipal partners



Needs Charette Summary



- I-95 and A1A consistently experience heavy congestion
- Project Priorities not moving into Construction

Needs Charette Summary




The illustration is set against a dark blue background with white stars and clouds. In the upper left, the text 'Transit & Intermodal' is written in white. Below it, a white airplane flies across the sky. In the center, a white circle contains the text 'stick a sticker here :)'. Below this, a bus stop shelter is shown with a bench and a signpost featuring a bus icon. The shelter's interior is decorated with white stars and a dashed white line representing a transit route. In the bottom left corner, the word 'Objective' is written in blue, followed by the text 'Identify transit and micro mobility projects beyond the current needs.' in black.

Objective
Identify transit and micro mobility projects beyond the current needs.

- Could express routes on I-95 and US-1 alleviate congestion
- There is a need for bus stop shelters across Brevard County at all bus stops
- Barefoot Bay is an area that lacks multimodal options

Needs Charette Summary



**Bicycle,
Pedestrian,
& Trails**

sticker here :)

Objective
Identify additional bicycle, pedestrian, and trail projects beyond the current needs.

- Separated bike lanes across Brevard County are needed
- Lighting/pedestrian safety feature improvements are needed along:
 - Palm Bay Rd
 - A1A

Needs Charette Summary




- Many municipal staff expressed a need for nontraditional intersections – alternatives to traffic signals
- Increased Vision Zero Awareness and include previous studies
- High Injury Network was consistent with what municipal staff knew or saw

Needs Charette Summary



- Improve roads that connect to affordable housing across the county
- Consider implementing the Live Local Act in industrial and mixed-use zones
- There is a need for affordable housing options in Titusville, Cocoa Beach, West Melbourne, and Palm Bay

Needs Charette Summary



Sustainability & Resiliency

sticker here :)

Objective
Identify potential corridors from the Transportation Resiliency Master Plan to advance improvements.

Areas of flooding during significant rain events due to aging infrastructure and low-lying areas:

- Rockledge Drive (Oakledge Drive to McIver Drive)
- N. Indian River Drive (SR. 528 to 3819 NIRD and Dune Lane to Indian River Drive)
- Riveredge Drive (S. Washington Ave to 5450 Riveredge Dr)
- Newfound Harbor Drive (Worley to Mili Drive)
- S. Banana River Drive (SR 520 to Harbor Point Drive)
- Milford Point Drive (entire roadway)

Needs Charette Summary



The graphic features a blue background with a white circuit board pattern. The word "Technology" is written in white in the top left. Several circular icons are scattered across the board, including a car with a lightning bolt, a rocket, a paper airplane, and a building. A large white circle in the upper right contains the text "sticker here)".

Objective
Identify hot spots and areas to advance technologies and the intelligent transportation system.

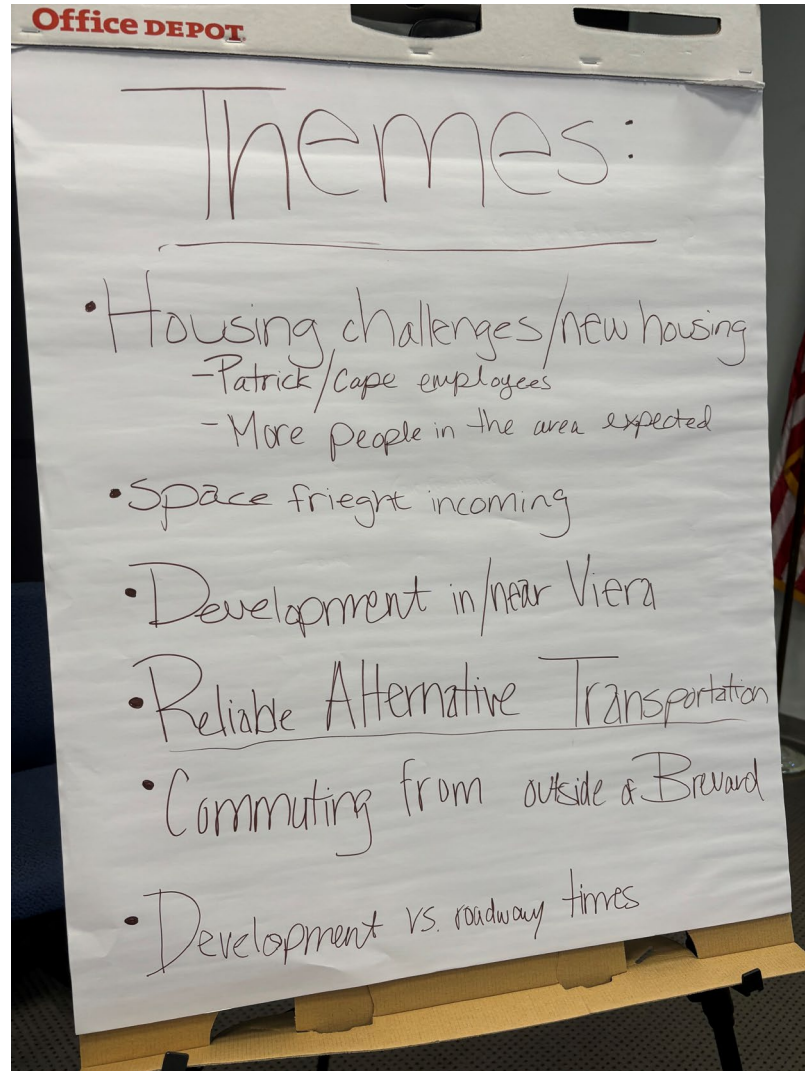
- Grissom Pkwy a near term need for technology to improve operations
- Realign curve on Nasa Blvd
- Technology to support evacuation / events / launches

Modal Partners Meeting

- Wednesday, February 21, 2024
- Space Florida
- Consisted of regional partners



Modal Partners Summary



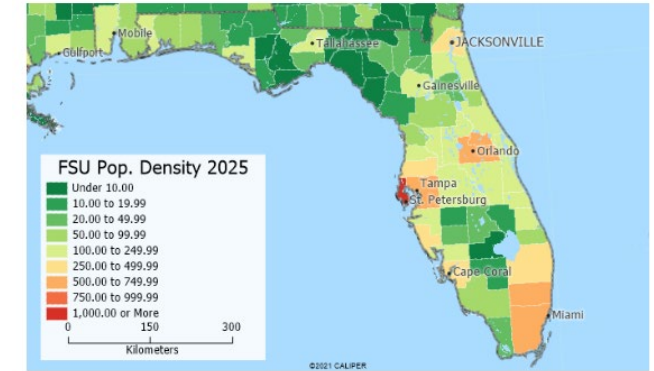
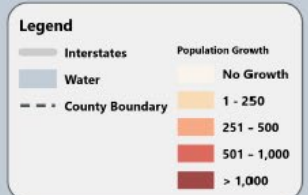
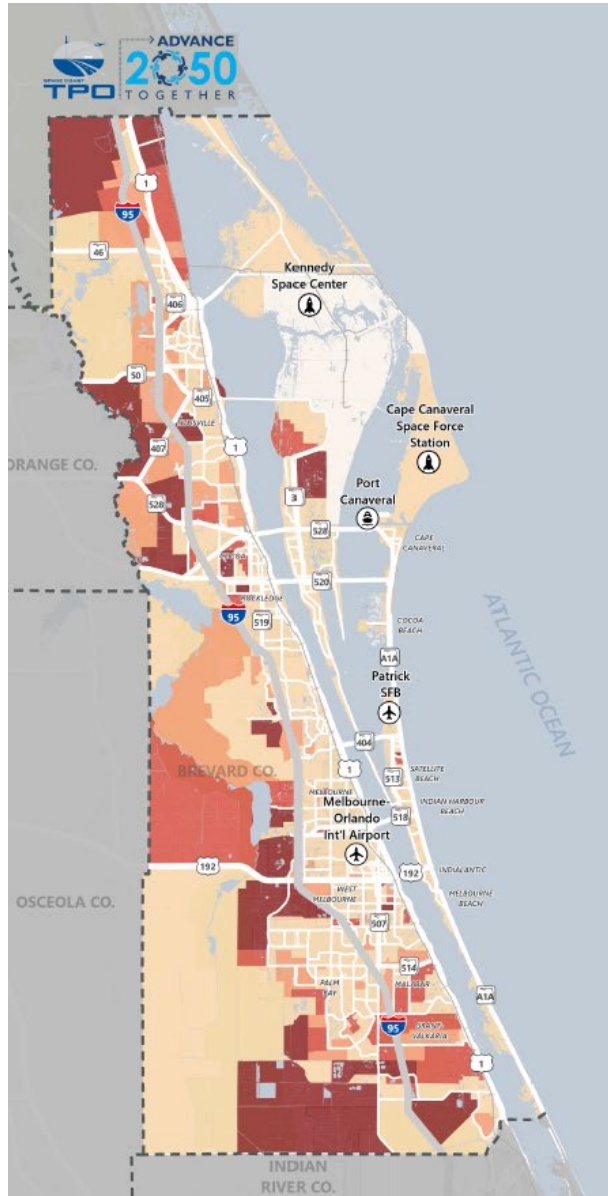
- Common Themes:
 - Housing challenges
 - Space freight a major consideration
 - Commuters from outside of Brevard coming into the county
 - Development of housing vs development of roadway timeframe alignment
 - Reliable Alternative Transportation

Travel Demand Model & Alternative Capacity Analysis

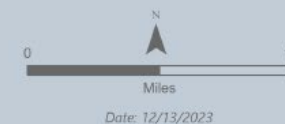


Travel Demand Model

- New Model Platform for CFRPM 8.0
- GIS based
- Accessibility Tool – proximity to destinations
- Model will be developed by FDOT over the next 18 months



TransCAD & TransModeler
 Working together to provide the best transportation solutions



Modeling Update

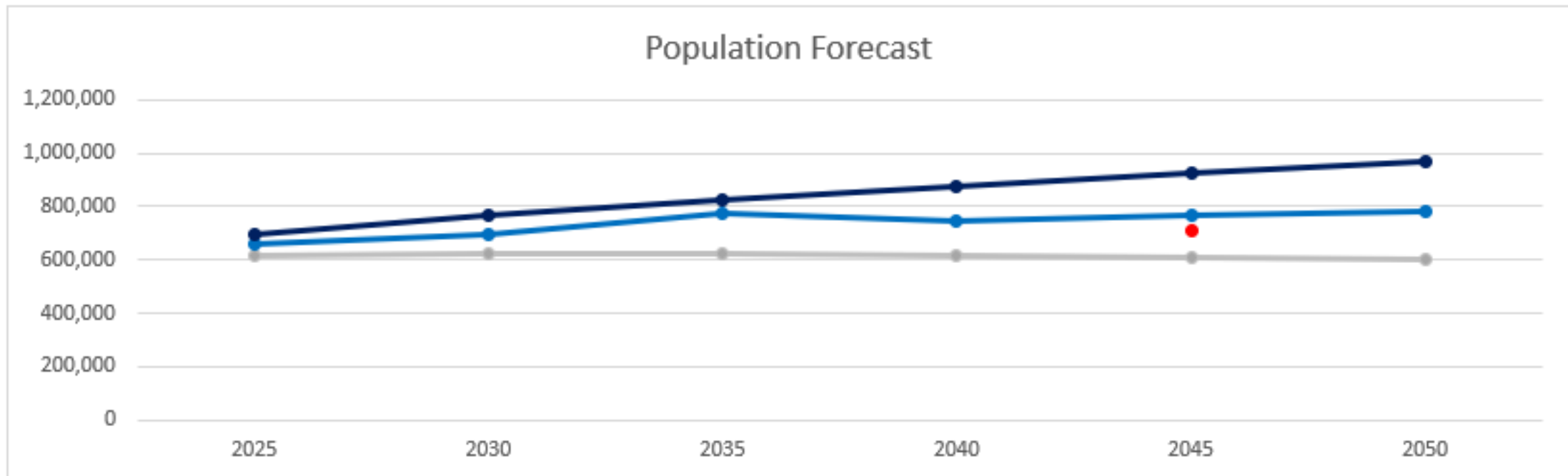
- LRTP must include the forecast of people and goods
- Develop alternative for Travel Demand Model:
 - Use 2045 model to extrapolate to the horizon year 2050
 - Develop multiple scenarios to understand the different forecasts based on alternative futures
 - Use multiple scenarios to develop confident forecast of people and goods (volume differential)
 - Map congested hot spots for people (cars) and goods (trucks)
 - Use hot spots for Cost Feasible evaluation

2050 Socioeconomic

Brevard
County

	2020	2025	2030	2035	2040	2045	2050
640,773							
Low		618,800	625,100	625,000	619,200	610,400	600,100
Medium		658,300	694,600	774,600	748,300	767,700	784,500
High		697,700	764,100	824,300	877,400	925,100	968,800

710,765 ← 2045 Forecast

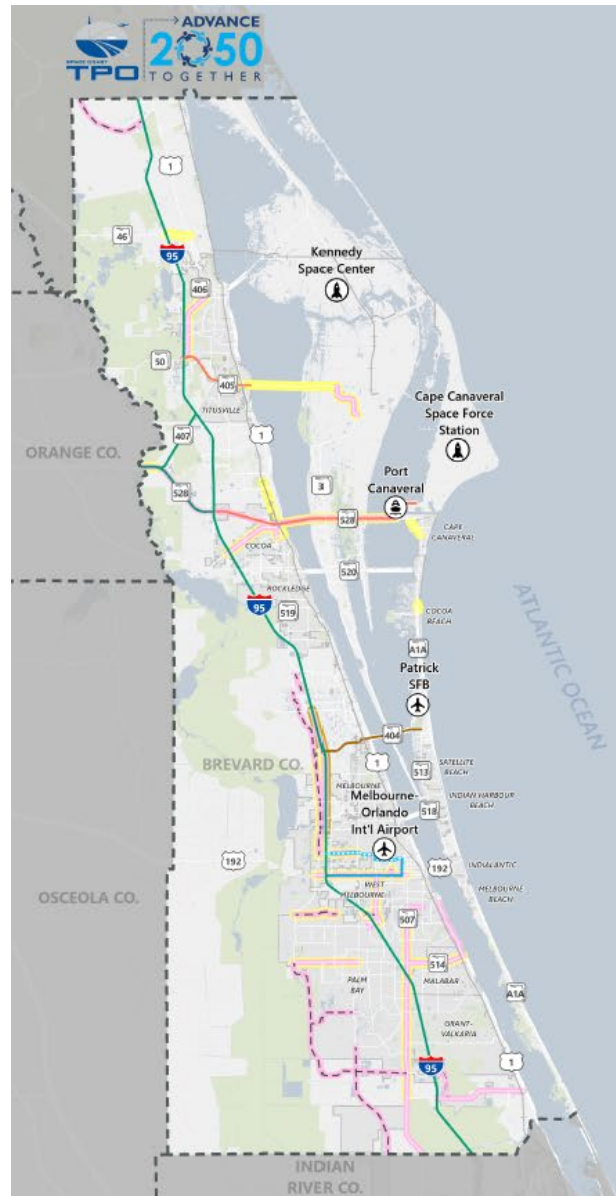


Capacity Alternative Scenarios

1. **Status Quo** – current Comprehensive Plan, basic model
2. **Transit Oriented Development** – take all the growth and put it into TOD (Population and employment)
3. **Technology** – ramp up employment (airport/sea port/space port)
4. **Vision Zero & Complete Streets** – Focus on High Injury Network (HIN), reduce the speed limit down to 25mph on all local roads.
5. **The Complete Needs** –unlimited amount of money and other constraints – does it solve all the problems?

Status Quo

- Extrapolate Population & Employment to 2050 Horizon
- 2045 Cost Feasible Network



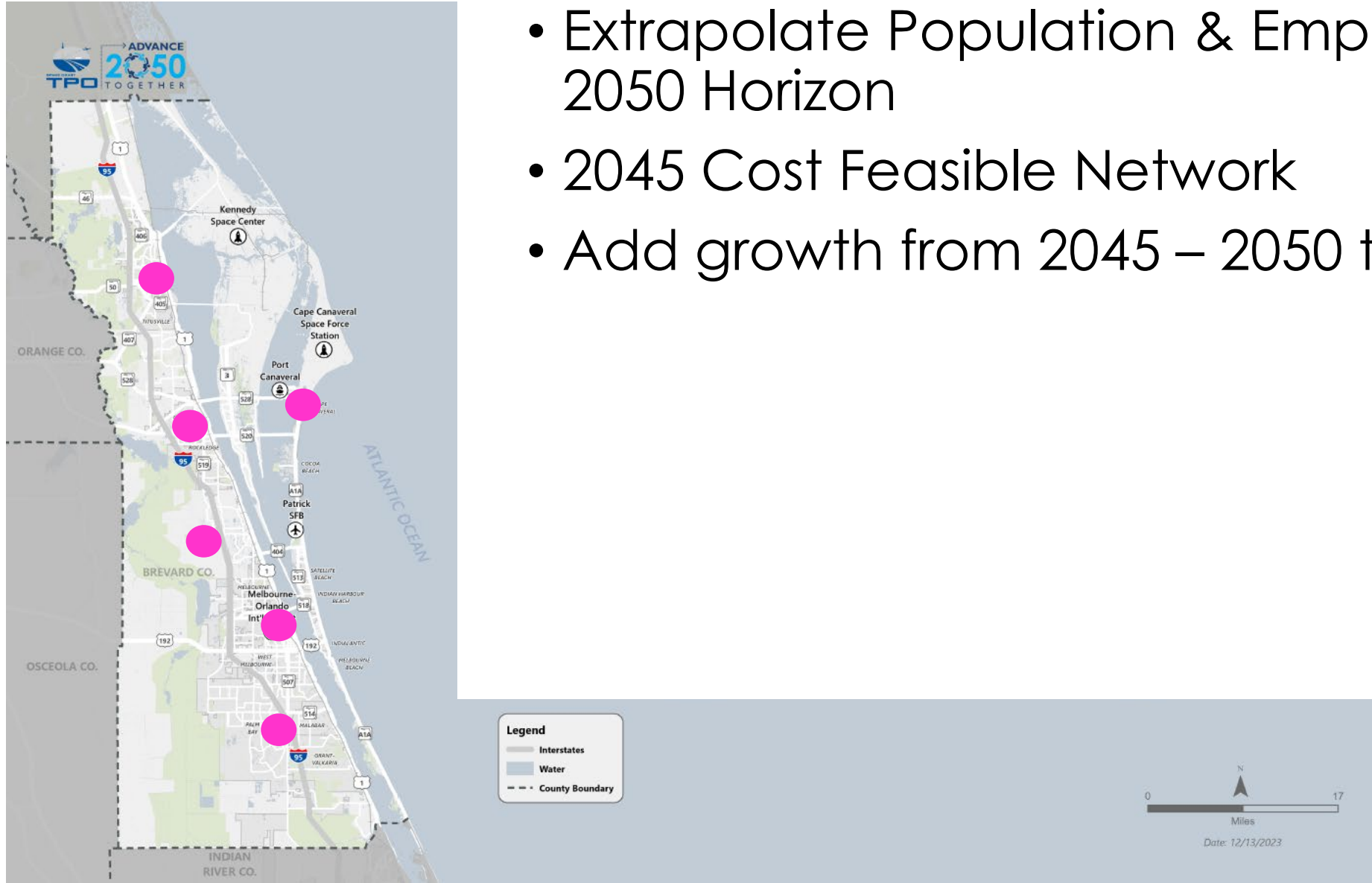
Source: FDOT RC1 (2022), SCTPO (2023)



Date: 1/17/2024

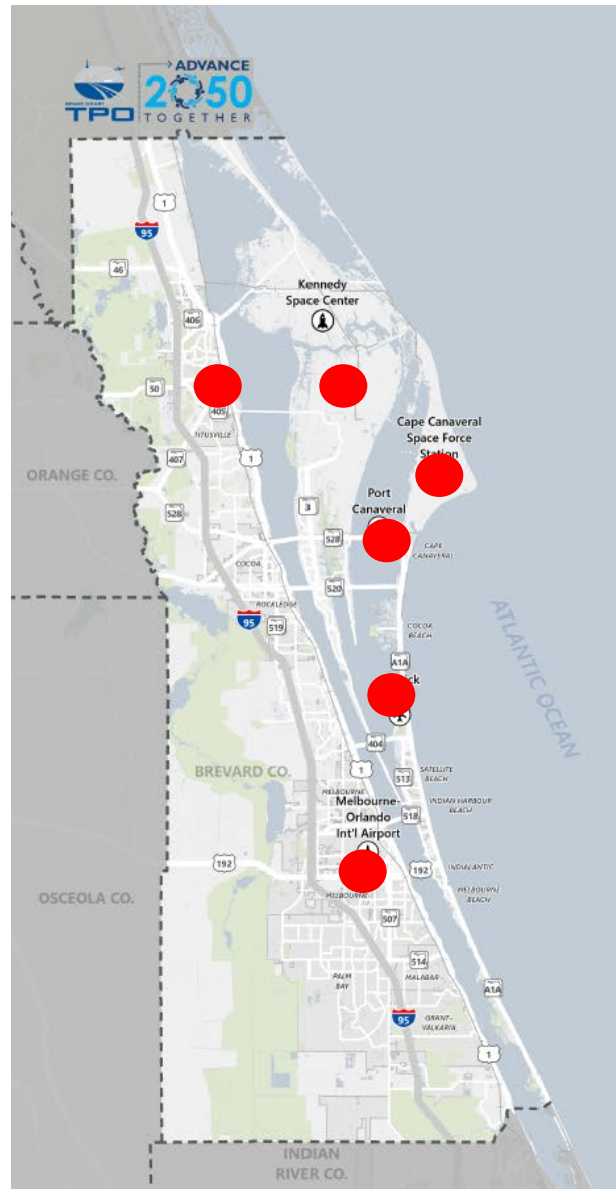
Transit Oriented Development

- Extrapolate Population & Employment to 2050 Horizon
- 2045 Cost Feasible Network
- Add growth from 2045 – 2050 to TOD areas



High Tech Employment

- Extrapolate Population & Employment to 2050 Horizon
- 2045 Cost Feasible Network
- Add Employment from 2020 – 2050 to Employment Centers



Legend
— Interstates
— Water
- - - County Boundary

0 17
Miles
Date: 12/13/2023

Vision Zero & Complete Streets

- Extrapolate Population & Employment to 2050 Horizon
- 2045 Cost Feasible Network
- Reduce speeds on all High Injury Network Corridors & Complete Streets



Legend

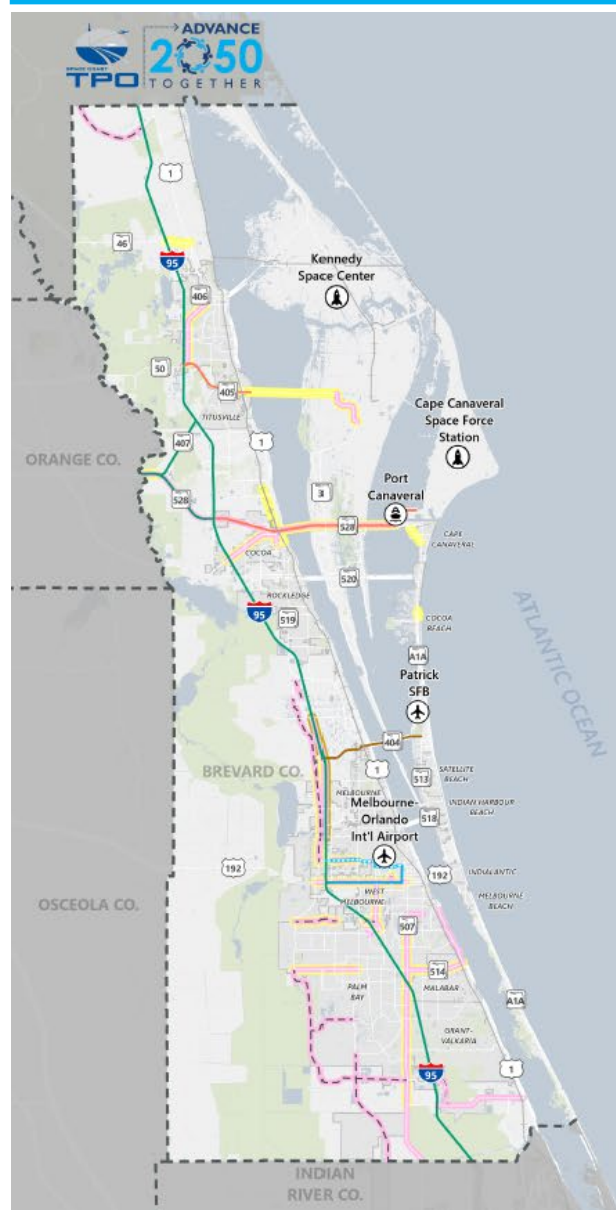
Interstates	Motorcycle HIN - Intersections	Motorcycle HIN - Roadway Segments
Water	Vehicle HIN - Intersections	Vehicle HIN - Roadway Segments
County Boundary	Bicycle HIN - Intersections	Bicycle HIN - Roadway Segments
	Pedestrian HIN - Intersections	Pedestrian HIN - Roadway Segments

Source: SCTPO (2017-21)



Complete Needs

- Extrapolate Population & Employment to 2050 Horizon
- 2045 Cost Feasible Network
- All mobility needs to support population & employment in the year 2050



Source: FDOT RC1 (2022), SCTPO (2023)



Performance Measures



Performance Measures

Safety



Multi-Modal Options



Linking Transportation with Land Use



Sustainability, Equity, and Resiliency



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



Leadership
 Represent and promote the Space Coast TPO



Safety
 Implement a safe transportation system for all users



Linking Transportation & Land Use
 Plan a network that provides transportation choices



Resiliency & Sustainability
 Plan for a resilient and sustainable transportation system



Technology & Data
 Implement technology to enhance reliability of the transportation system



Safety

Criteria	Definition	Scoring	Requirements
A1. Provides new vulnerable road user facility	Project would establish a new designated bicycle lane, sidewalk or trail utilizing the most current FDM standards.	Yes = 4 No = 0	Federal Planning Factor (B, D, F) 2045 LRTP Goal (A, B, C) SCTPO Board Strategic Plan Federal Performance Measure (PM1) Nat'l Goal 23 US Code 150(b)
A2. Provides improved safety measure on higher speed corridor	Project would provide safety improvements on corridor with a speed limit of 35 mph or greater, such as separated/buffered bicycle lane; min 8 foot sidewalk/multi-use trail; HAWKs; RRFBs; mid-block crossings; installation of medians; improved travel time reliability, etc. (Off road trail projects default to 20 mph)	Yes = 2 No = 0	Federal Planning Factor (B, D, F) 2045 LRTP Goal (A, B, C) SCTPO Board Strategic Plan Federal Performance Measure (PM1)
A3. Addresses the Vision Zero High Injury Network	Project is on the latest Vision Zero High Injury Network and includes safety improvements or addresses a safety issue	Yes = 6 No = 0	Federal Planning Factor (B, D, E, F) 2045 LRTP Goal (A, C) SCTPO Board Strategic Plan Federal Performance Measure (PM1)
A4. Is the project on a 4 or 5 lane, undivided roadway with no median?	This type of facility has been documented to have the higher number of crashes, especially for vulnerable road users.	Yes = 2 No = 0	Federal Planning Factor (B, D, F) 2045 LRTP Goal (A, C) SCTPO Board Strategic Plan
A5. In SOS top 25 list for vehicular, motorcyclist, bicycle or pedestrian frequency or crash severity?	Project corridor/intersection is listed in latest SOS report within top 25 for either vehicular, motorcyclist, bicycle or pedestrian frequency or crash severity.	Yes = 6 No = 0	Federal Planning Factor (B, D, F) 2045 LRTP Goal (A, B, C) SCTPO Board Strategic Plan Federal Performance Measure (PM1)

Total Score for Safety Emphasis Area = 20 Points



Linking Transportation and Land Use

Criteria	Definition	Scoring	Requirements
B1. Is project nearing, at or over capacity (V/C)?	Addresses monitoring of congestion on system. Corridors are considered congested with v/c is .85 or above. Those over 1.0 are over capacity. V/C scores provided in SOS.	V/C > 1.0 = 3 V/C > .85 = 2 V/C > .75 = 1 V/C < .75 = 0	Federal Planning Factor (A, C, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
B2. Does project improve capacity? Vehicular Only	Project includes intersection or corridor improvement such as widening; new or additional turn lane; additional queue length. Project may also be a new roadway offering alternative route with better reliability alleviating congestion on another corridor.	Yes = 4 No = 0	Federal Planning Factor (A, C, D, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
B3. Economic Impact within or connects to an Existing or Planned Activity Center	Activity centers typically will include attractors that provide employment opportunities. Projects that improve access to or increase mobility options to get to these centers have a direct economic impact. Data source will utilize the Existing Activity Centers and Major Destinations figure included in the most recently adopted SCTPO Bicycle and Pedestrian Master Plan. Projects directly connecting or improving access to airports, seaport, spaceports, or intermodal hubs. Planned Activity Centers must be identified in a formal document.	Ports = 4 Downtown = 4 Suburban = 3 Rural = 2 None = 0	Federal Planning Factor (A, C, D, E, F, G, J) 2045 LRTP Goal (B, C) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
B4. Community Connections	Project improves direct access to a community asset. Parks; Education Facility; Community Centers; Library	High (3+) = 6 Medium (2) = 3 Low (1 or less) = 0	Federal Planning Factor (D, E, F) 2045 LRTP Goal (A, B, C) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
B5. Enhances access to tourism areas	Project would improve/enhance access to one or more of the following high tourism areas/facilities: Beaches; Port Canaveral; KSC; Brevard Zoo; MINWR/Canaveral Nat'l Seashore	Yes = 3 No = 0	Federal Planning Factor (A, D, E, F, J) 2045 LRTP Goal (B, C) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)

Total Score for Transportation and Land Use Emphasis Area = 20 Points



Resiliency & Sustainability

Criteria	Definition	Scoring	Requirements
C1. Improves evacuation routes	Corridor either is an evacuation route or directly connects to one - mapped corridors are in SOS	Yes = 2 No = 0	Federal Planning Factor (C, G, H) 2045 LRTP Goal (A, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
C2. Drainage/ Stormwater	Improves = Removes direct runoff into any water body; treats stormwater; increases circulation/ water quality; reduces erosion Maintenance = Repairs/updates existing stormwater/retention areas None = Project will not improve or maintain any water body or treatment system	Improves = 7 Maintenance = 4 None = 0	Federal Planning Factor (D, E, G, H, I) 2045 LRTP Goal (C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
C3. Project improves transportation choices within a designated TD/EJ Area	Project is located within a Transportation Disadvantaged (TD) Population Area with a 1.8 score or higher as adopted in the Transportation Resiliency Master Plan, located in an area identified by the Climate Economic Justice Screening Tool (CEJST) or US DOT Equitable Transportation Community (ETC). All layers are displayed in the updated Vision Zero Action Plan.	Yes = 2 No = 0	Federal Planning Factor (B, C, D, E, F, I, J) 2045 LRTP Goal (A, B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PTASP) Nat'l Goal 23 US Code 150(b)
C4. Identified on Transportation RMP Vulnerability and Criticality Analysis	Corridors that have a total higher score are prioritized based on corridor vulnerability to all five shocks and stressors and criticality of corridor. Projects should improve the resiliency of the corridor.	<30 Points = 7 20-29 Points = 5 10-19 Points = 3 >10 Points = 0	Federal Planning Factor (B, C, D, E, G, H, I, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM3) Nat'l Goal 23 US Code 150(b)
C5. Improves bridge or causeway condition	Project includes rehabilitation or replacement of an existing bridge or causeway	Yes = 2 No = 0	Federal Planning Factor (B, D, E, F, G, H, I) 2045 LRTP Goal (C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM3) Nat'l Goal 23 US Code 150(b)

Total Score for Resiliency & Sustainability Emphasis Area = 20 Points



Technology & Data

Criteria	Definition	Scoring	Requirements
D1. Project utilizes advanced technologies referenced in ITS Master Plan	Project utilizes advanced technologies referenced in ITS Master Plan including, but not limited to: CCTV, DMS, wireless or fiber communications, connected signals, and PedSafe.	Yes = 5 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
D2. Will project improve freight reliability?	Project will address signal timing/efficiency of movement of goods. Project is on a SIS, or Arterial Roadway. See functional classification for eligibility.	Yes = 3 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
D3. Project includes unique strategy solution (Roundabouts; Road Diet, etc.)	Planning Projects: Will utilize ICE, context classification, road diet, roundabout or other unique solution during evaluation. Design/CST Phases: Project is including design of innovative solution: diverging diamond interchanges; roundabouts; HAWKs; RRFB's; road diet; etc.	Yes = 5 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
D4. Does project improve travel time reliability?	Project must include new or upgraded signal timing technology or other use of technology that would result in improved reliability of travel time, such as installation of message boards.	Yes = 7 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)

Total Score for Technology & Data Emphasis Area = 20 Points



Multi-Modal

Criteria	Definition	Scoring	Requirements
E1. Is the project included in the priority list of the SCTPO Bicycle, Pedestrian Master Plan?	Project must be in BPMP, Table 14, Final List of Priority Corridors OR Table 15, On-going or Recently Completed Studies. If not on priority list, not eligible for points.	Yes = 5 No = 0	"Federal Planning Factor (B, C, D, E, F, J) 2045 LRTP Goal (A, B, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)"
E2. Part of Regional or Showcase Trail network or provides direct connection to	Trail = Project/corridor is on OGT or SCTPO showcase trail network Connector = Project provides direct connection to a trail	Trail = 3 Connector = 1 None = 0	"Federal Planning Factor (B, C, D, E, F, J) 2045 LRTP Goal (A, B, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)"
E3. Improves Bicycle, Pedestrian, Trail facility?	Project would establish a bicycle lane, sidewalk or both. A trail or a complete street project would be considered both. OR Project updates existing facility to current design standards.	Bicycle = 2 Pedestrian = 2 Both/Trail/CS = 5 Neither = 0	"Federal Planning Factor (B, C, D, E, F, H, J) 2045 LRTP Goal (A, B, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)"
E4. New or improved multi-modal station, transit facility, bus stop or shelter	Project includes construction of new modal/transit facility (transfer station, maintenance, admin facility) or new ADA bus stop(s) would be established as part of project. Project could also include updated existing bus stops to be ADA compliant	Yes = 7 No = 0	"Federal Planning Factor (A, B, C, D, E, F, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)"

Total Score for Multi-Modal Emphasis Area = 20 Points

Missing Performance Measures

- Affordable Housing
- Justice40
- Others....

Next Steps

L RTP Working Group – March 6, 2024 (We Are Here!)

- Existing Conditions
- Confirm needs for Public Events
- Future SE data
- Modeling / Capacity Analysis
- Next Working Group Meeting (April / May)

TDP Working Group – March 7, 2024

- Existing Conditions
- Scenarios

Stakeholder Meetings

- Additional Stakeholder Meetings – March 2024

Public Events

- Beaches Workshop – May 22, 2024
- South County Workshop – May 29, 2024
- North County Workshop – June 5, 2024
- Central County Workshop / Open House – June 12, 2024

Needs List Adoption

- Technical & Citizens Advisory Committee – 7/8
- Space Coast TPO Governing Board – 7/11

Questions



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LONG RANGE PLANS
→ ADVANCE
TRANSPORTATION
TOGETHER

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L RTP Working Group Meeting

Project: 2050 Long Range Transportation Plan – Space Coast TPO
2035 Transit Development Plan – Space Coast Area Transit

Subject: L RTP Working Group

Date: Wednesday, March 6, 2024 1:30pm-3:00 pm

Location: Virtual, Teams Meeting

Attendees: **HDR:** Melissa Porcaro, Nick Lepp, Sydney Benson
SCTPO: Sarah Kraum, Laura Carter, Debbie Flynn
L RTP Working Group: Libertad Acosta-Anderson, Anna Spencer, Amanda black, Veronica Chanza-Figueroa, Frank Watanabe, Nicholas Gow, Linda Graham, Corrina Gumm, Jared Francis, John W. Coffey, Lexi Miller, Morgan Zuhlke, Kwabena Ofori, Jeffery ball, Richard Kohler, Jo Santiago, James Scherff, Paul Schoelzel, Stephen Swanke, James Taylor, Tim Rhode, Veronica Narvaez-Lugo, Alan Woolwich, Todd Corwin, Jason Mahaney, Bradley Parrish

Introduction

The purpose of this meeting was to discuss the results of the Needs Charrette, Modal Partner Workshop, Regional Model, and Scenarios with the Working Group and receive input and feedback.

State of the Space Coast

Following a review on the L RTP and Needs List, attendees had the opportunity to discuss and provide input on the following topics:

Needs Charette Summary

The objective for this section was to review the general comments and assess any questions or concerns. All comments have been documented, but this summary indicates the areas with repeated concerns for improvement. The median rent listed at \$1035, one Working Group member stated this was identified to be low compared to the current rates.

Modeling Update

This section's objective was to discuss the model used to forecast the people and goods of the area. SCTPO recognizes that the regional planning model is running behind. In the population forecast it was

identified that the low forecast has a decrease in population in 2035 while the medium and high forecasts do not. It was decided to move forward with the medium forecast.

Complete Needs

During this section, the performance measures were listed, and it was identified there was a need for a more in-depth evaluation of affordable housing and Justice40 – however, Justice40 is mentioned under the resiliency and sustainability section of the LRTP ranking system. Scenarios were presented and it was discussed how the scenarios are used to assess the needs. The more the scenarios produce the same project needs, they can be evaluated for placement on the needs priority list and cost feasible projects.

Next Steps

Following the LRTP Working Group meeting, the project team will continue to meet with regional and private partners within the Space Coast region to better understand the needs of the area. Table 1 shows the upcoming project schedule.

Table 1. Upcoming Project Schedule

Name	Date	Time	Location
TDP Working Group	March 7, 2024	1:30pm-3:30pm	Addison Village Club, 8150 Stadium Parkway, Viera West, FL 32940
Underserved Community Conversations	April 2024	TBD	TBD
Beaches Workshop	May 22, 2024	TBD	TBD
South County Workshop	May 29, 2024	TBD	TBD
North County Workshop	June 5, 2024	TBD	TBD
Central County Workshop	June 12, 2024	TBD	TBD
Technical & Citizens Advisory Committee	July 8, 2024	9:30am	Center for Collaboration, 1100 Rockledge Blvd. Rockledge, FL 32955
Space Coast TPO Governing Board	July 11, 2024	1:30pm	Center for Collaboration, 1100 Rockledge Blvd. Rockledge, FL 32955