



City of Titusville

MultiModal Master Plan

June 2019

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Introduction

The City of Titusville is known as the Gateway to Nature & Space, and the City is proud to be recognized as Florida's second Trail Town, defined as a community close to a long-distance non-motorized recreational trail that welcomes hikers, bicyclists, skaters, and joggers with shops and lodging. There are three significant trails converging in the City: The Coast-to-Coast Trail, the St. Johns River-to-Sea Loop, and the East Coast Greenway. In addition to these major trails, several other bicycle and pedestrian facilities are available in the City, including recreational and transportation-focused facilities. This MultiModal Master Plan reflects the City's vision to take the next steps in mobility as it continues to grow. This report describes the outreach, planned improvements, analysis, and recommendations for additional MultiModal facilities within the City of Titusville.

Existing Facilities

The City of Titusville has taken an active role in implementing multimodal facilities throughout the city. MultiModal facilities include roadways, bus stops, bus benches, sidewalks, crosswalks, bike lanes, shared lane marking, and trails.

The existing facilities are depicted in a GIS map format in **Exhibit 1**, with electronic files available separately.

City of Titusville | Existing Facilities and Planned Improvements

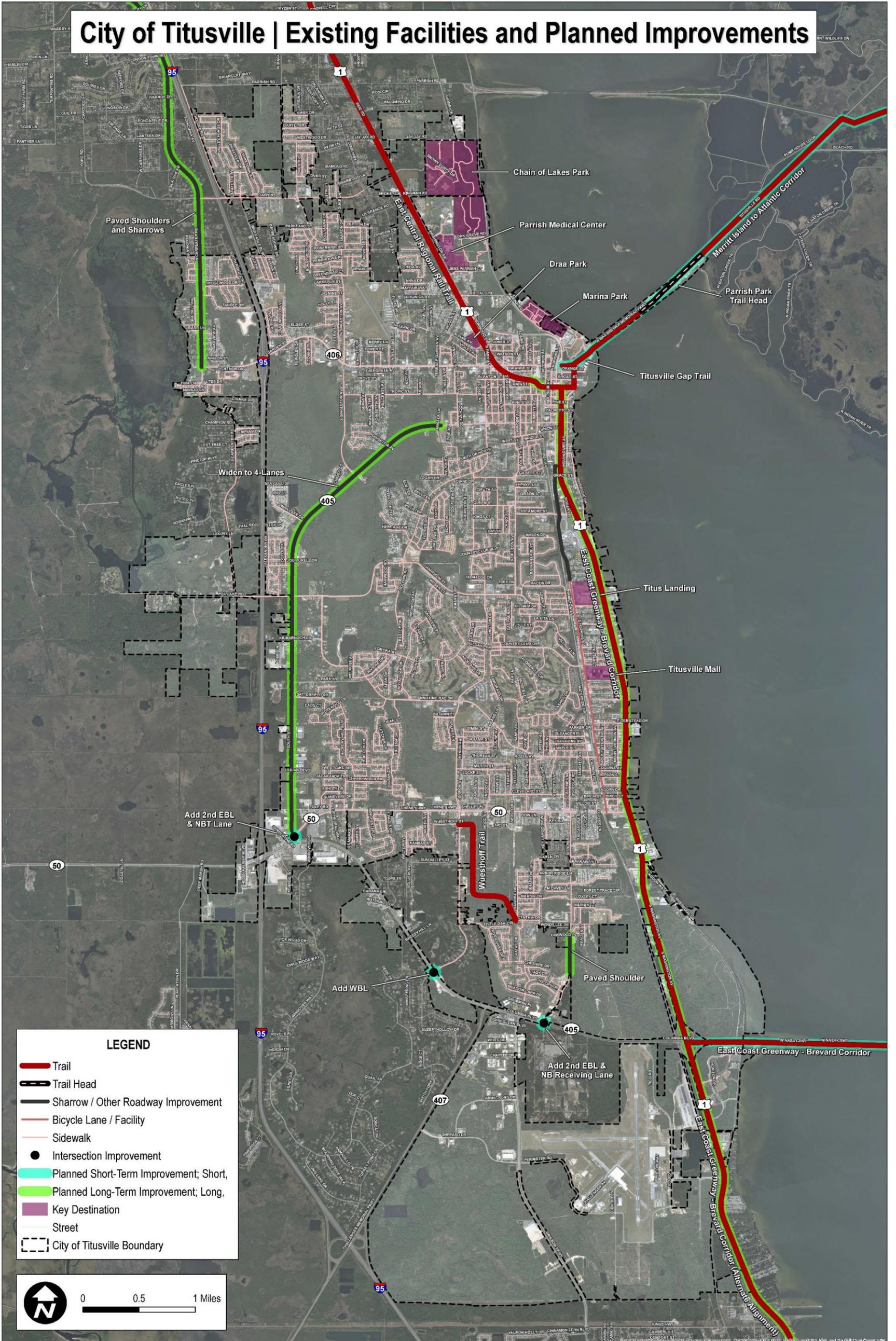


Exhibit 1: Existing and Proposed MultiModal Facilities

Proposed and Planned Facilities

There are many planned and proposed trails near and in the City of Titusville, including City, Regional, and State projects. Proposed Roadway and Trail Projects are described below, and they are shown graphically in **Exhibit 1**.

Proposed Roadway Projects

Planned roadway projects typically include improvements to bicycle and pedestrian mobility, as these facilities are required based on current standards. Roadway projects that are planned within Titusville are divided into two categories – Short Term and Long Term. The Short Term projects will be implemented within the next five years while the Long Term projects will be implemented between five and twenty years from now.

Short Term Roadway Projects:

The following roadway projects are included in FDOT's Work Program and will be implemented within the next five years:

- 4361221 – (Year 2019/20)
 - SR 405 at SR 50 – Add 2nd Eastbound Left-Turn Lane & Northbound Through Lane
 - SR 405 at Barna Ave – Add Westbound Left-Turn Lane
- 4361231 – (Year 2019/20) SR 405 at Sission Road – Add Eastbound Left-Turn Lane and Northbound Receiving Lane

Long Term Roadway Projects:

The following roadway projects are listed in the Space Coast Transportation Planning Organization (SCTPO)'s Long Range Transportation Plan. They are not included within a five-year work program, indicating that they will be implemented in the next five to twenty years.

- NASA Bridge – Project Development & Environmental (PD&E)
- SR 405 – Widen to 4-lanes, from current 4-lane portion to SR 50 (Year 2031-2035)
- Sission Road – Paved Shoulders

Proposed MultiModal Projects

There are several planned and proposed trail and bicycle improvements in the City of Titusville.

Short Term MultiModal Projects:

The following MultiModal projects are included in FDOT's Work Program and will be implemented within the next five years:

- 4417781 – (Year 2019 Design, Year 2021 Construction) Parrish Park Trailhead as part of the Coast To Coast Trail
- 4361872 – (Year 2019/20) Titusville Gap Trail – from Indian River Avenue to Max Brewer Bridge
- 436187-1 – (Year 2019/20) – SR 406 Corridor Study (recommendations are nearly complete)

Long Term MultiModal Projects:

The following MultiModal project is listed in the Space Coast TPO's Long Range Transportation Plan. It is not included within a five-year work program, indicating that it will be implemented in the next five to twenty years.

- Carpenter Road – Paved Shoulders and Sharrows

Proposed Transit Projects

The SCTPO recently performed an Americans with Disabilities Act (ADA) assessment for all transit stops and identified several deficiencies. The assessment included potential improvements with cost estimates. These improvements are not planned or programmed, but they can be considered as potential improvements. The table from the SCTPO report is provided in **Appendix A**.

Public Involvement

Several steps were taken to engage the public and stakeholders to identify goals and objectives for the Titusville MultiModal Master Plan. The outreach steps included face-to-face meetings, telephone conversations, written coordination, development of a survey, and participation in significant outreach events. This section of the report describes the outreach, the input, project goals and objectives, and the resulting prioritization program.

Survey

Public outreach began with the creation and rollout of a survey which asked questions about vehicle/bicycle/transit usage, pedestrian activity, problem areas, goals, concerns, and more. A copy of the survey is attached in **Appendix B**. The survey was available on-line via the link shown in **Exhibit 2**. The survey link was accessible from the City's website and was provided during the outreach events.

<https://www.surveymonkey.com/r/5LB73L6>



Exhibit 2: Survey Link

As of March 1, 2019, a total of 61 respondents took the online survey, resulting in hundreds of specific and generalized recommendations. A summary of the survey results is also included in **Appendix B**.

Events

The first outreach event took place at the Titusville Welcome Center, which is also the location of the Coast to Coast Bicycle Company, on December 15, 2018.

A second outreach event occurred during the combined Gear It Up, Ride It Down and Florida Scrub Jay festival on February 23, 2019.

A third event was held April 11th, 2019 to present the project recommendations. Due to the lack of attendance, an additional event was held May 17th, 2019 with the City's Trails Working Group.

The first two events were focused on engaging in discussions with the public on their ideas for projects, areas they are concerned with, and their overall thoughts towards multimodal travel. Maps were marked on to indicate specific recommendations and/or concerns. Meeting attendees were also encouraged to take the online survey.

Notes and comments from the events are provided in **Appendix C**.

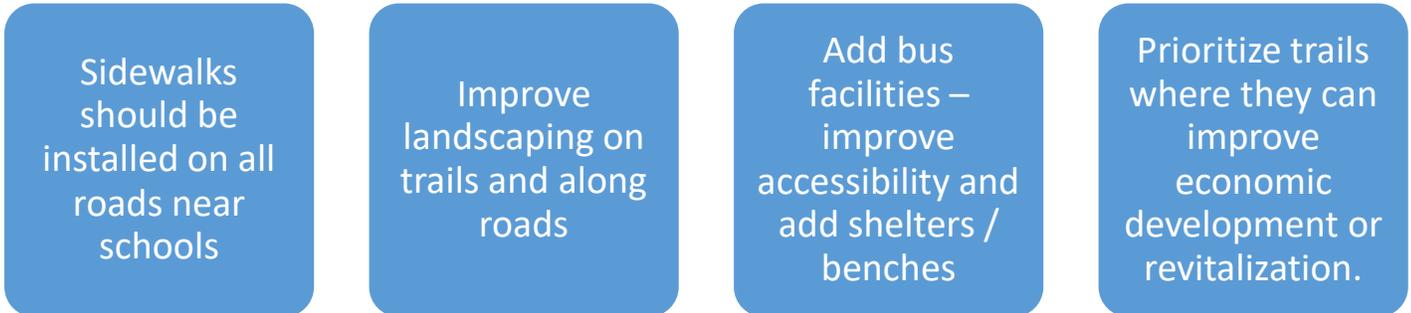
Stakeholders

A list of stakeholders was generated by City staff, including several business owners, agency representatives, citizen advocates, and staff members. A total of 29 stakeholders were included in the outreach. Stakeholders were contacted in person or by phone and were interviewed to gain their perspective on goals, objectives, priorities, and recommendations. The stakeholder summary worksheet is attached in **Appendix D**. Individual stakeholder responses were hand-written and are scanned into the project folder. Stakeholder interviews proved to be invaluable since the stakeholders represent a strong cross section of people with different views that are familiar with different areas of town. Several overarching themes were apparent during the interviews, as described below.

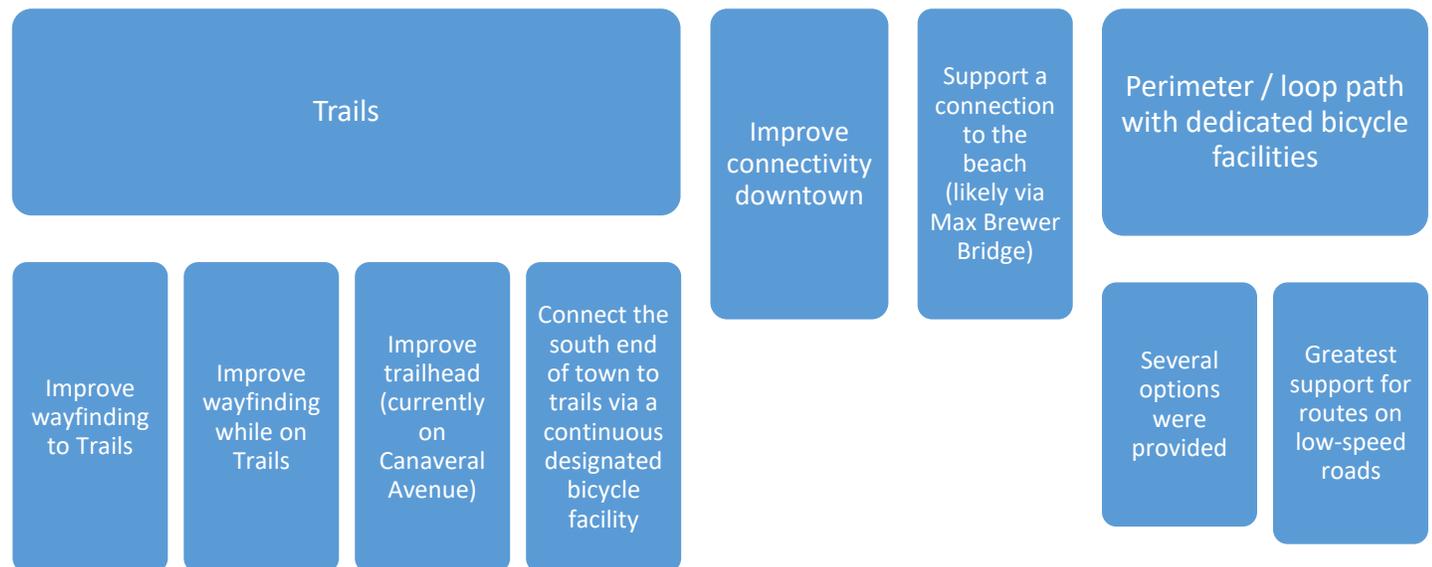
List of Multimodal Goals

Multimodal goals were developed based on input from the public and from stakeholders. They are characterized as general, location-based goals, and ancillary/other goals.

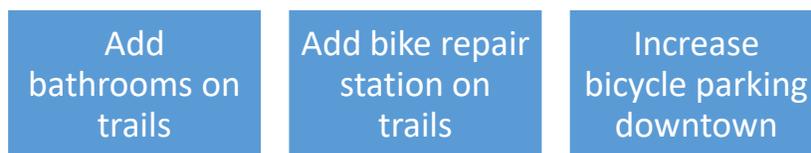
General Goals



Location-Based Goals

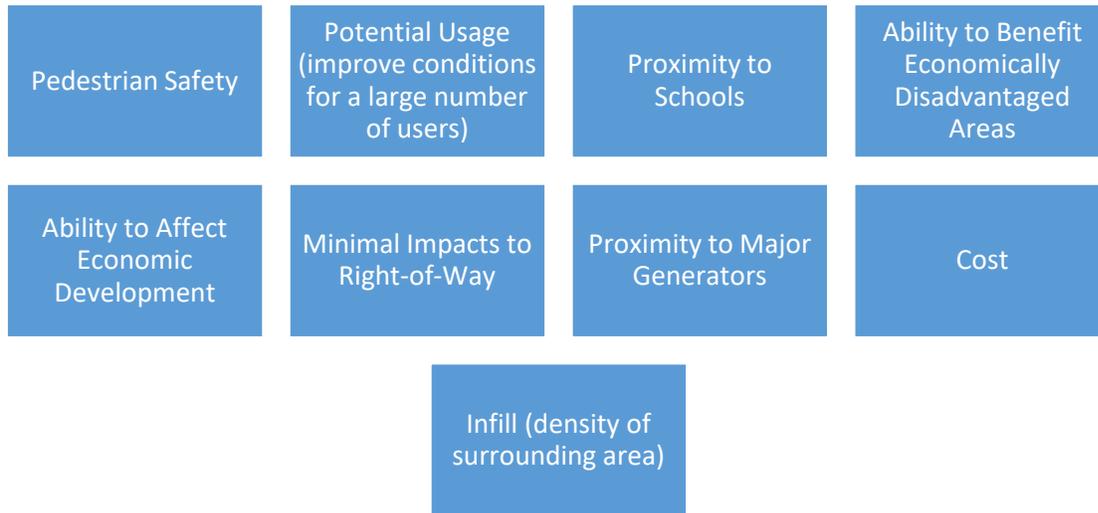


Ancillary / Other Goals



Prioritization

Individual project recommendations are prioritized later in this report by considering the following factors, as described by stakeholders and according to transportation best practices:



Different types of projects are recommended to be prioritized using different criteria and different weighting based on the type and purpose of the project, as well as the potential funding sources.

Matrix of Goals to Existing / Planned / Proposed Improvements

The matrix in *Exhibit 3* compares the existing and proposed system to foster the identification of potential needs. Areas that do not address the project goals indicate that additional improvements may be beneficial.

Exhibit 3: Matrix of Planned Improvements

Goals		SR 405 at SR 50 - Add Turn Lanes	SR 405 at Barna Ave - Add Turn Lanes	SR 405 at Sisson Road - Add Turn Lanes	NASA Bridge PD&E	SR 405 Widening to 4-Lanes (North of SR 50)	Sisson Road - Paved Shoulders	East Coast Trail (Kingman Road to Volusia County line)	Parrish Park Trailhead	Titusville Gap Trail	Carpenter Road	Transit ADA Improvements
General	Sidewalks should be installed near schools	No	No	No	No	Yes	No	No	No	No	Yes	No
	Improve landscaping on trails and along roads	No	No	No	TBD	TBD	No	Potentially	Potentially	Potentially	No	No
	Add bus facilities	No	No	No	No	Potentially	No	No	No	No	No	Yes
	Economic Development	No	No	No	Potentially	Potentially	No	Potentially	Potentially	Yes	Yes	Yes
Location Specific	Trails	Improve wayfinding to trails	No	No	No	No	No	No	Potentially	Yes	No	No
		Improve wayfinding while on trails	No	No	No	No	No	No	Potentially	Potentially	No	No
		Improve trailhead (Canaveral Ave)	No	No	No	No	No	No	No	No	No	No
		Connect south to north	No	No	No	No	Yes	No	No	No	No	No
	Improve Connectivity Downtown	Only for SOV	Only for SOV	Only for SOV	Potentially	Yes	Only for SOV	Yes, but only to/from the north	No	Yes	Yes	Yes
	Connect to the Beach	No	No	No	Yes	No	No	No	Yes	Yes	No	No
Other Goals	Perimeter Loop	No	No	No	Potentially	Yes	Minor benefit	No	No	No	No	No
	Add a bike repair station	No	No	No	No	No	No	No	Potentially	No	No	No
Other Goals	Increase bicycle parking downtown	No	No	No	No	No	No	No	No	No	No	No
	Summary	Only improves conditions for vehicles	Only improves conditions for vehicles	Only improves conditions for vehicles	Many elements to be determined	Many elements to be determined	Safety improvement	Nearly complete trail connection	Easternmost Trailhead	Important connection to the beach	Improves safety and mobility	Several potential improvements are considered

Summary of Existing and Proposed Projects

While the City of Titusville has taken several critical steps towards improving mobility, additional investments would still be beneficial. The planned and programmed improvements generally do not sufficiently address the stated goals for the MultiModal Master Plan. Several additional improvements should therefore be identified. These improvements are identified, described, and listed in the next sections of this report.

Improvements Identified by Stakeholders and Public

Several specific projects, areas of concern, and areas of opportunity were identified through the public survey, public outreach, and stakeholder interviews. The recommendations include key destinations, suggested trail improvements, suggested bicycle facilities, suggested sidewalk facilities, suggested transit locations, and other concerns.

Destinations

Key destinations identified through public outreach are as follows:

- Chain of Lakes Park – This location is a regional amenity, and any additional connections or emphasis would be welcomed.
- Downtown – Many respondents focused on connectivity to, from, and within the downtown core. Desired improvements ranged from more parking to bike facilities to better access for boaters.
- Malls – Titus Landing and the Titusville Mall were mentioned as key destinations.
- Draa Park – Additional connections to the park are desired.
- Marina Park (with BMX / Skateboard Park) – Additional connections to the park are desired.

Trail Locations

Comments related to trails and trailheads are as follows:

- Enchanted Forest – add trails or connectivity to the Brevard County Enchanted Forest
- A connection between Marina Park and the Chain of Lakes Park is desired
- Move / relocate / improve the trailhead on Canaveral Avenue
- Add a trail along Jay Jay Road
- Connect to the City of Cocoa via a trail

Locations Where Bicycle Improvements are Desired

Comments were made for specific locations where bicycle facilities and improvements are desired, including:

- Barna Avenue from SR 405 to Park Avenue
- Park Avenue
- Hopkins Avenue (this roadway was recently resurfaced, and the comments were not specific as to what should be modified)
- SR 405 from SR 50 to Fox Lake Road

- US 1 from SR 405 to SR 50
- SR 406 (Garden Street)
- Sisson Road
- Harrison Street from SR 405 to US 1
- Riverside Drive
- Indian River Avenue
- Fox Lake Road near I-95
- Old Dixie Highway
- Jones Street near Draa Park
- Dairy Road
- Deleon Avenue

Locations Where Pedestrian Improvements are Desired

Comments were made for specific locations where pedestrian facilities and improvements are desired, including:

- Barna Avenue – South of SR 50 (there is sidewalk on the east side but not on the west side)
- SR 50 from Helen Hauser Boulevard to SR 405
- US 1 – There are several locations with gaps on the east side, and there are no sidewalks on either side of US 1 south of SR 50
- SR 405 from SR 50 to Fox Lake Road – There are minimal locations with sidewalks
- Sisson Road – Sidewalk improvements were requested

Intersection Improvements

Several comments were related to specific concerns at individual intersections:

- US 1 & Dairy Road – Add a crosswalk on the southern leg
- US 1 & Silver Star Road / Jess Parrish Court – A crosswalk is desired
- US 1 & Garden Street – Consider a roundabout (note that a roundabout is recommended by FDOT as part of their Garden Street & US 1 corridor studies)
- Check safety at SR 405 & Foley Road
- Evaluate Signal Warrant at US 1 NB (Washington Avenue) & Julia Street (note that this has been evaluated previously. A surveillance camera will be placed at the northwest corner to monitor the intersection)

Transit Improvements

Specific bus stop locations were described as needed improvements:

- South Street & Park Avenue – This stop needs sidewalk connections and ADA boarding & alighting improvements
- US 1 & Olmstead Drive – A bench and shelter are desired
- US 1 & Harrison Street – The existing bus stop would benefit from amenities due to the increased usage from recent development
- Titusville Police Department

- US 1 & SR 50 – the stop in the southeast quadrant is not accessible. A crosswalk and sidewalk would be beneficial

Overall Concerns and Desires

Comments were made regarding the overall area, trail system, and roadway network. These topics are generally not specific to any particular location.

- Launch related traffic is intense and there should be better plans to address exiting after launches
- Downtown could use traffic calming (this comment is likely related to speeds on Hopkins Avenue and Washington Avenue)
- Lighting should be addressed during all projects
- There should be bathrooms, trash cans, signage, and bike repair stations on the trails
- Sidewalks should be provided on every roadway within the City
- Roadway capacity will become a more important issue as the City continues to grow

Recommended Improvements

Several improvements are recommended to address MultiModal mobility. Improvement recommendations were developed based on an evaluation of existing conditions, site visits, stakeholder interviews, public involvement, and an evaluation of potential improvements. The improvements are grouped as follows:

- Trails – New trail connections or locations that are not adjacent to an existing roadway alignment.
- Bicycle Improvements – Addition or provision for bicycle facilities on or adjacent to roadways such as sharrows, bike lanes, and shared-use paths.
- Sidewalk Improvements – Includes addition of concrete sidewalks on one or both sides of the road.
- Intersection Improvements – Various modifications that are location specific and address intersection needs.

The improvements and their costs are shown in **Exhibit 4**, and are mapped in **Exhibit 5**.

Exhibit 4: Recommended Improvements

Number	Type	Location	From	To	Jurisdiction	Distance	Units	Improvement	Cost Per Mile	Project Cost	Priority	Next Steps	Other Considerations	
1/2	Trails	Enchanted Forest	Sisson Road	US 1	Brevard County	1.2	miles	12' Wide Trail	\$443,000	\$530,000	Medium	\$10-30K Feasibility / Corridor study to determine alignment	Need to coordinate with County. Connect to Little League Lane	
3		Marina Conenction	Marina Park	Chain of Lakes Trails	Private / City	0.65	miles	12' Wide Trail	\$443,000	\$290,000	Medium	\$30-50K Corridor study to determine typical section	Right-of-way acquisition needed. Check previous agreement for FEC Rail crossing at Buffalo Road. These costs are to be added to the "Project Cost".	
4		Barna Avenue	SR 405	Jamaica Street	Brevard County / City	2.3	miles	10-12' Path / Trail	\$443,000	\$1,020,000	High	\$30-60K Corridor study to determine typical section	--	
5		East Coast Rail Trail	Main Street	Current Trailhead at Canaveral Avenue	FEC RR / City	0.26	miles	New Trailhead Location & Trail Extension	\$443,000	\$220,000	Medium	Coordinate with FEC for ROW/Easement	--	
6	Bicycle Improvements	Barna Avenue	Jamaica Street	Park Avenue	City	2.5	miles	Bike Lanes	\$13,000	\$30,000	High	Operational analysis to consider removal of turn lane to make space for bike lanes.	Costs assume implementation during repaving.	
7		Park Avenue	SR 405	Draa Park	City	4.12	miles	Bike Lanes	\$2,366,000	\$9,750,000	Low	Hold	Major reconstruction required	
8		SR 405	SR 50	Current 4-Lane	FDOT	4.3	miles	Widen to 4-Lanes	n/a	\$66,528,000	High	Advocate for PD&E	Widening is included in LRTP for year 2031-2036. PD&E is high priority. Costs shown assume widening.	
9		US 1	SR 405	SR 50	FDOT	2.5	miles	Add bike Lanes	\$13,000	\$30,000	High	Hold for repaving	--	
10		SR 406 (Garden Street)	I-95	US 1	FDOT	3.1	miles	See FDOT Corridor Study	--	--	Medium	Coordination with FDOT	Includes roundabouts & lane reduction to add buffered bike lanes	
11		Fox Lake Road	Fox Lake Park	I-95	Brevard County	1.24	miles	Bike Lanes / Trail	\$2,366,000	\$2,930,000	Low	\$10-20K Corridor study to determine typical section	Needs new bridge to maximize usage	
12		Fox Lake Road	I-95 SB	Alexander Drive	Brevard County	0.16	miles	Bike Lanes & Sidewalks or Wide Path	\$223,000	\$36,000	Low	Feasibility Study to better understand timing	Requires new bridge over I-95, so not likely in short-term.	
13		Harrison Street	Park Avenue	Demaret Drive	City	0.6	miles	Add bike Lanes	\$2,366,000	\$1,420,000	Medium	\$20-50K Corridor study to determine typical section	Requires reconstruction	
14		Harrison Street	Demaret Drive	US 1	City	1.3	miles	Add bike Lanes	\$13,000	\$20,000	Medium	\$10K Operational analysis to consider removal of turn lane to make space for bike lanes.	--	
15		Grace Street	Hopkins Avenue	Riverside Drive	City	0.18	miles	Shared Lane Markings	\$14,000	\$3,000	High	Design	--	
16		Riverside Drive	US 1	Grace Street	City	0.61	miles	Add bike Lanes	\$589,000	\$360,000	Medium	Design	Add 5' wide (measured from curb) concrete section adjacent to curb	
17		Riverside Drive	Grace Street	Indian River Avenue	City	0.26	miles	Shared Lane Markings	\$14,000	\$4,000	High	Design	--	
18		Indian River Avenue	St Johns Street	South Street	City	0.28	miles	Add bike Lanes	\$589,000	\$165,000	Medium	Design	Add 5' wide (measured from curb) concrete section adjacent to curb	
19		Indian River Avenue	South Street	Main Street	City	0.33	miles	Shared Lane Markings	\$14,000	\$5,000	High	Design	--	
20		Old Dixie Highway	Lagrange Road	Parker Street	Brevard County	1.8	miles	Shared Lane Markings	\$14,000	\$25,000	Medium	Design	There is existing sidewalk on one side	
21		Dairy Road	Old Dixie Highway	US 1	Brevard County	0.3	miles	Bike Lanes / Trail	\$443,000	\$130,000	Medium	\$15-25K Corridor Study to determine typical section	--	
22		Deleon Avenue	Harrison Street	Gilbert Street	City	1.05	miles	Widen SW to 8-10'	\$443,000	\$470,000	Medium	\$15-30K Corridor study to determine typical section	More property impacts North of Gilbert, but that could be a next phase	
23		Deleon Avenue	Gilbert Street	Garden Street	City	1	miles	Bicycle Boulevard (traffic calming)	\$400,000	\$400,000	Medium	\$20-60K Corridor Study to develop concepts	Include many chicanes, tabled intersections, mini-roundabouts. North limits could be the trail	
24		Deleon Avenue	Garden Street	US 1	City	0.27	miles	Bicycle Boulevard (traffic calming)	\$400,000	\$110,000	Medium	\$10-20K Corridor Study to develop concepts	Include many chicanes, tabled intersections, mini-roundabouts. North limits could be the tra	
25		Singleton Ave	SR 405	Dairy Road	Brevard County / City	2.7	miles	Shared Lane Markings	\$14,000	\$38,000	Medium	Design	Several different typical sections. Minimal bike accommodations.	
26		Sidewalk Improvements	SR 50	Helen Hauser Boulevard	SR 405	FDOT	0.49	miles	5' wide sidewalk(s)	\$446,000	\$219,000	Low	Coordination with FDOT	Need to cross under interchange. Previous coordination with FDOT showed feasibility issues
27			SR 405	SR 50	Fox Lake Road	FDOT	2.2	miles	5' wide sidewalk (one side)	\$223,000	\$491,000	Low	Design	PD&E is proposed as a high priority for this section
28			Sisson Road	SR 405	Little League Lane	Brevard County	0.62	miles	5' wide sidewalk (one side)	\$223,000	\$138,000	High	Design	There are some portions with existing sidewalks.
29			Park Avenue	SR 405	Knox McRae Drive	City	0.68	miles	5' wide sidewalk (both sides)	\$446,000	\$303,000	High	Design	No existing sidewalks. No room for bike lanes.
30			Park Avenue	Ravenswood Drive	Harrison Street	City	0.16	miles	5' wide sidewalk (east side)	\$223,000	\$36,000	Low	Design	Existing sidewalk on the west side, northernmost area is highest priority.
31	Park Avenue		Vista Terrace	Barna Avenue	City	0.64	miles	5' wide sidewalk (east side)	\$223,000	\$143,000	Low	Design	Existing sidewalk is available on west side	
32	Park Avenue		Tropic Street	Garden Street	City	0.25	miles	5' wide sidewalk (west side)	\$223,000	\$56,000	Low	Design	Existing sidewalk is available on east side	
33	Park Avenue		Garden Street	Draa Park	City	0.17	miles	5' wide sidewalk (west side)	\$223,000	\$38,000	Medium	\$5-15K Corridor study to determine typical section	Connectivity between Garden Street and Draa Park	
34	Knox McRae Drive		at Coquina Elementary		City	0.09	miles	5' wide sidewalk (north side)	\$223,000	\$20,000	High	Design	--	
35	Jay Jay Road		US 1	Hammock Road	Brevard County	0.7	miles	5' wide sidewalk	\$223,000	\$156,000	Low	\$10-25K Corridor study to determine typical section	--	
36	Jones Street		Deleon Avenue	Shady Pines Lane	City	0.09	miles	Fill 5' wide sidewalk gap	\$223,000	\$20,000	Medium	Design	--	
37	Dairy Road		Singleton Avenue	Old Dixie Highway	Brevard County	0.61	miles	5' wide sidewalk (south side)	\$223,000	\$136,000	Low	Design	Existing sidewalk is available on north side.	
38	US 1		Kings Highway	SR 50	FDOT	5	miles	5' wide sidewalk(s)	\$223,000	\$1,115,000	High	Coordination with FDOT	Portion just south of SR 50 critical for access to bus stop	
39	US 1		SR 50	Harrison Street	FDOT	0.79	miles	5' wide sidewalk (east side)	\$223,000	\$176,000	High	Coordination with FDOT	Existing sidewalk is available on west side.	
40	US 1		Park Lane	Terrier Trail	FDOT	0.15	miles	5' wide sidewalk (east side)	\$223,000	\$33,000	High	Coordination with FDOT	Existing sidewalk is available on west side. Near High School	
41	US 1		Sycamore Street	Grace Street	FDOT	0.16	miles	5' wide sidewalk (east side)	\$223,000	\$36,000	High	Coordination with FDOT	Existing sidewalk is available on west side.	
42	Country Club Drive		Park Avenue	US 1	City	0.65	miles	5' wide sidewalk (north side)	\$223,000	\$145,000	High	Design	Sidewalk on south side has gaps and portions need maintenance/repair. Distance shown is just to fill gaps, not for complete repair on north side.	
43	Singleton Ave		SR 405	Greenbriar Ct	Brevard County / City	1.8	miles	5' wide sidewalk (west side)	\$223,000	\$401,000	Low	Design	Existing sidewalk is available on east side.	
44	Singleton Ave		380' south of Garden St	Garden St	City	0.07	miles	5' wide sidewalk (east side)	\$223,000	\$16,000	High	Design	No sidewalks on either side for this short distance.	
45	Intersection Improvements		Park Avenue & Tropic Street			City	60	feet	Crosswalks	n/a	\$8,600	High	Design (to include ramp modifications)	The existing sidewalk switches sides of Park Ave
46		US 1 & Dairy Road			FDOT	140	feet	Crosswalks	n/a	\$15,850	Low	Design	There's a crosswalk on the north leg, no sidewalks on south leg	
47		US 1 & Jess Parrish Court			FDOT	200	feet	Crosswalks	n/a	\$75,975	High	Design (to include ramp modifications)	Assumes 2 legs. Includes 60' sidewalk to trail	
48		SR 405 & Foley Road			FDOT	n/a		Safety Analysis	n/a	\$10,000	High	Safety Analysis	--	
49		Launch Traffic / Event Planning / Evacuation Plan			Multiple	n/a		Signal Timing Plan	n/a	40,000	High	Determine Scope / Study Area	Cost varies based on the number of intersections.	

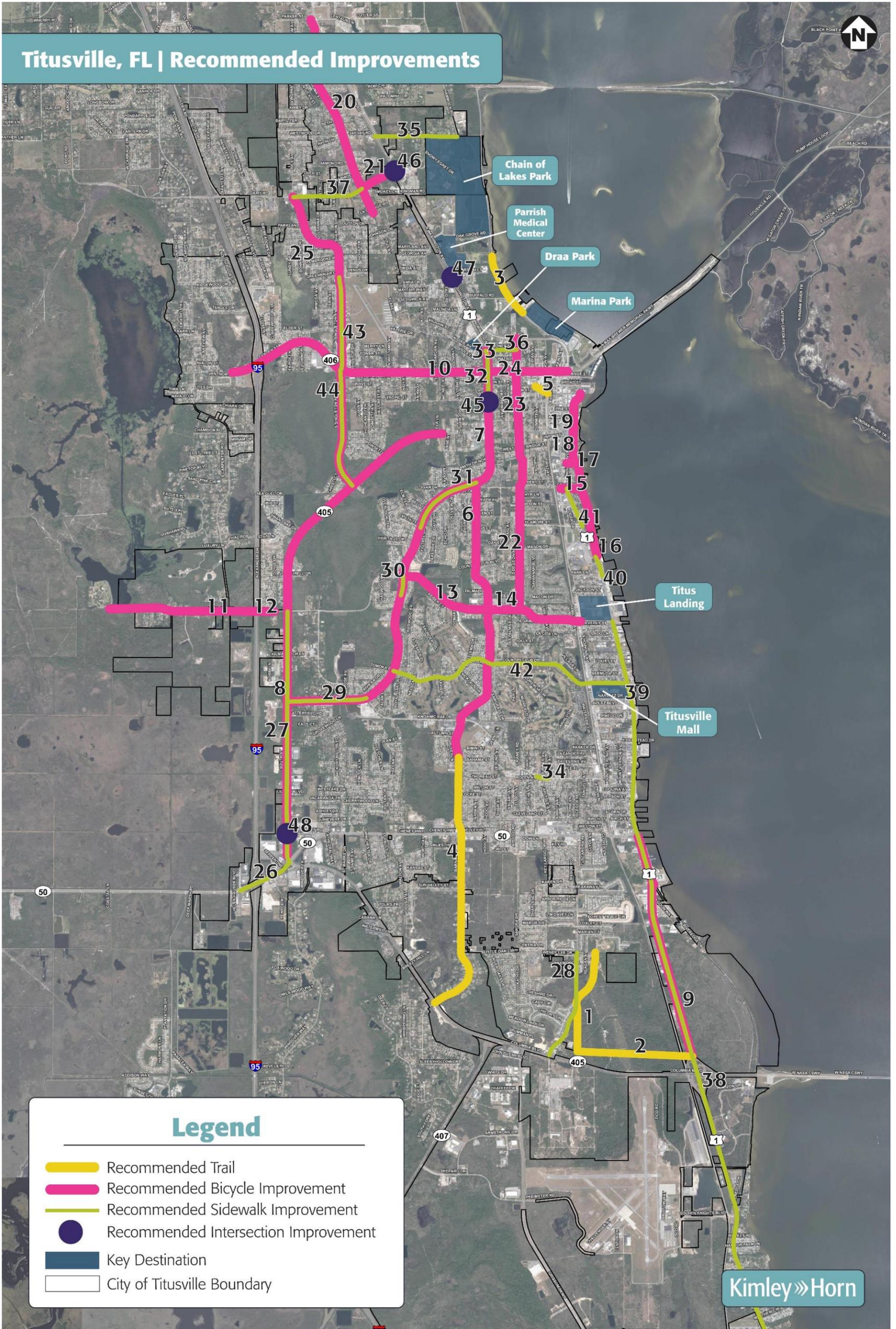


Exhibit 5: Recommended Improvements

Trail Improvements

Two new trail connections are recommended for consideration.

One is a short connection through the Brevard County Enchanted Forest Sanctuary. The Enchanted Forest already includes several miles of hiking trails. A new connection through the forest would benefit bicyclists and pedestrians traveling between US 1 and Sisson Road. This connection will require coordination with Brevard County and preliminary steps to determine the alignment and typical section.

A short connection between Marina Park and the Chain of Lakes Park would significantly shorten the current route between these two important destinations. This connection requires right-of-way acquisition.

Bicycle Improvements

Bicycle recommendations are generally along the alignment of an existing road.

Some roadways, such as Harrison Street, Barna Avenue (from Jamaica Street to Park Avenue), and Park Avenue, are wide enough that a re-striping project could reallocate the existing space to provide bike lanes. In some cases, this will require removal of the two-way left-turn lane, which may have a negative effect on travel times and congestion. For these locations, an operational analysis is recommended to quantify the potential negative impact and consider it against the corresponding benefit of adding bike lanes.

Barna Avenue, from SR 405 to Jamaica Street, appears to have enough space to add a 10 to 12 foot wide shared use path. In this case, a corridor study should be conducted to determine the alignment, typical section, and costs.

Several other recommendations are ready to proceed into the design phase.

A Bicycle Boulevard is recommended for Deleon Avenue. A Bicycle Boulevard is generally defined as a roadway where many types of traffic calming methods are employed to keep speeds slow enough that bicyclists of all confidence levels feel comfortable using the facility. These treatments work best on roadways that are not the main thoroughfare so that other vehicles can use alternate routes.

Pedestrian Improvements

Pedestrian recommendations are generally straightforward and consist of adding sidewalks. Most locations that are recommended are ready to move into the design phase. Sidewalks on State Roads should be coordinated with FDOT to determine what potential funding sources might be available, particularly in areas where new sidewalks will fill gaps in the existing system.

The recommendations for a portion of Park Avenue and on Jay Jay Road (county road) should be vetted further through a corridor study to determine the preferred typical section.

Intersection Improvements

Recommendations at intersections generally consist of adding crosswalks or performing an analysis to determine if traffic control measures or modifications are appropriate.

Funding Opportunities

Current Sources

Improvement recommendations to address mobility are broad and wide ranging, so they will take time to implement. As detailed in the City's capital improvement plan, the City currently allocates \$100,000 per year for sidewalk repair, \$100,000 for sidewalk infill, and another \$40,000 for sidewalk infill within the Community Redevelopment Area. The City should consider increasing the annual budget for sidewalks and setting aside funding for adding bicycle facilities and transit improvements (in coordination with applicable agencies).

Current City funding sources include the general fund, impact fee funds, and funds from the Community Redevelopment Agency. The City has a Sidewalk Trust Fund that developers can pay into if it is determined that they don't need to build a sidewalk across their frontage.

Current Policies

Section 30-238 of the City's Land Development Code requires new development to construct sidewalk along the portion of the parcel that abuts a street. This requirement can be waived by the City Administrator if stated criteria are met, or if it is deemed to not be practical. If not practical, a payment can be made into the sidewalk trust fund, based on the City's average cost of sidewalk (per linear foot).

While this policy may be appropriate for areas that will never need sidewalks, the policy likely inadvertently increases the future cost of adding sidewalk and makes it more difficult to add sidewalks at a later time. Many of the factors, such as a lack of connectivity, are temporary and don't address the future need for a sidewalk. Reconstruction or retrofitting of a site to add sidewalk at a future date is significantly more difficult and expensive than it is to incorporate a sidewalk in the initial design of the site. It is recommended that this policy is modified to better incentivize the construction of sidewalks.

Specific changes to consider to Section 30-238 are as follows:

- Remove 30-238(a)(1) and (3) since the future improvement would benefit from having existing sidewalk
- Modify 30-238(c)(3)b as follows (new portion underlined): There is no connectivity for the required sidewalk and there will likely be no benefit from sidewalk connections within the next 25 years; and
- Modify 30-238(c)(4) to require 130% of the average cost (rather than 100%), since retrofitting sidewalk is more expensive than installing sidewalk on an undeveloped site.

Additional Funding Sources

Funding for several of the projects should be pursued from the Space Coast TPO. As the City takes initial steps to determine project readiness and define the scope for the next steps, the TPO will have more confidence in ranking the projects as part of the Needs Assessment and update to the Long Range Transportation Plan.

VISIT FLORIDA Grants

VISIT FLORIDA is the state's official tourism marketing corporation created in 1996. VISIT FLORIDA is not a government agency, but rather a not-for-profit corporation that carries out the work of the Florida Commission on Tourism, which was created as a public-private partnership by the Florida Legislature in 1996. The Commission, in partnership with the

Governor's office, took over the functions of what was then the Tourism Division of the Florida Department of Commerce. VISIT FLORIDA maintains the following grant programs:

- **Cultural Heritage and Nature Tourism Grant Program:** The Cultural Heritage and Nature Tourism (CHNT) Grant Program is a reimbursement program designed to provide funding for multi-county and multi-partner marketing projects for the promotion of Florida's cultural heritage and nature tourism and education efforts. Total funds historically available are approximately \$140,000.
- **Advertising Matching Grants Program:** VISIT FLORIDA administers an advertising matching grants program to publicize the tourism advantages of the State of Florida. This program is administered on behalf of the Florida Commission on Tourism, in cooperation with the Governor's Office of Tourism, Trade, and Economic Development. Notices of the grants program are sent out by the second Friday in March. The deadline for applications is the third Friday in April. The total for all grants under this program do not exceed \$40,000 per year.

Website: <https://www.visitflorida.org/resources/grants/>

Contact: partner@visitflorida.org

Office of Greenways and Trails - The Recreational Trails Program (RTP)

The Recreational Trails Program (RTP) is coordinated by the Office of Greenways and Trails. The RTP is a competitive program that provides grants for projects that provide, renovate, or maintain recreational trails, trailheads, or trailside facilities. The Florida Department of Environmental Protection (FDEP) administers the program in coordination with the U.S. Department of Transportation and the Federal Highway Administration (FHWA). Municipal or county governments, state or federal governmental agencies, recognized state and federal Indian tribal governments, and organizations approved by the State are eligible to apply. RTP grants have a minimum 20 percent local match. Applications are typically due at the end of March.

Website: <https://floridadep.gov/lands/land-and-recreation-grants/content/rtp-assistance>

Contact: public.services@dep.state.fl.us

Small Cities Community Development Block Grant Program

The Community Development Block Grant Program is a federal program that provides funding for housing and community development. The U. S. Department of Housing and Urban Development distributes money to states participating in the Small Cities Community Development Block Grant program based on a formula developed by Congress. Florida has received between \$18 and \$35 million each year since 1983.

The program has five preliminary categories:

- Housing
- Neighborhood Revitalization
- Commercial Revitalization
- Economic Development
- Section 108 Loan Guarantee Program

Applications for Economic Development grants may be submitted at any time. Applicants may apply for Housing, Neighborhood, or Commercial grants only if they have no open grants. Grant contracts are written for two-year periods. Applications must meet certain eligibility and national objective requirements, as listed below:

- To qualify under the Low-Moderate National Objective, at least 51 percent of the beneficiaries must be low and moderate income persons. The U. S. Department of Housing and Urban Development has defined a low and moderate income person as one whose total family income is at or below 80 percent of the area's median income.
- Under the Slum and Blight National Objective, the area must be a slum or blighted area as defined by state or local law.
- Activities funded under the Urgent Needs National Objective must alleviate existing conditions that pose a serious and immediate threat to those living in the area and are 18 months or less in origin. Additionally, the local government must demonstrate that it is unable to finance the activity on its own, and that other funding is not available.

Website: <http://www.floridajobs.org/community-planning-and-development/assistance-for-governments-and-organizations/florida-small-cities-community-development-block-grant-program>

Contact: jason.seabolt@deo.myflorida.com

Florida Community Trust's Florida Forever Grant Program

Florida Communities Trust is a state land acquisition grant program that provides funding to local governments and eligible non-profit environmental organizations for acquisition of community-based parks, open space, and greenways that further outdoor recreation and natural resource protection needs as identified in local government comprehensive plans. Approximately \$66 million (unless otherwise allocated by the legislature) is available each funding cycle.

Website: <https://floridadep.gov/lands/land-and-recreation-grants/content/fct-florida-communities-trust-home>

Contact: Angie.Bright@dep.state.fl.us

Florida Department of Transportation Enhancements

The Transportation Enhancement Program (TEP) is a federal program administered by the Florida Department of Transportation (FDOT). This funding is intended for projects or features that go beyond what has been customarily provided with transportation improvements. This program is for projects that are related to the transportation system, but are beyond what is required through normal mitigation or routinely provided features for transportation improvements. TEP is not a grant program; rather, projects are undertaken by project sponsors and eligible costs are reimbursed. These funds can be used for streetscapes, signage, and roadway improvements.

Website: <https://www.fdot.gov>

Contact: mariano.berrios@dot.state.fl.us

Bikes Belong Coalition Grant Program

This program assists in the development of bicycle facility projects by providing \$180,000 in grants each year. This program is administered by the Bikes Belong Coalition, which is a bicycle advocacy organization aimed at "putting more people on bikes more often."

Website: www.bikesbelong.org

Contact: (303) 449- 4893

Florida Recreation and Development Assistance Grant Program

The Florida Recreation and Development Assistance Program provides grants for the acquisition or development of land for public outdoor use or for the construction or renovation of recreational trails. This program is administered by the Florida Department of Environmental Protection, Bureau of Design and Recreation Services.

Website: www.dep.state.fl.us/parks/bdrs

Contact: Diane Langston at (850) 488-7896

Bike Florida Mini-Grants

This small-scale grant program is established through the sale of “Share the Road” specialty license plates to provide funds for bicycle and pedestrian programs. These grants provide assistance in the purchasing of equipment (such as road or trail signage, bike repair for educational programs), print materials (printing of bicycle safety information, safety signage for bicycle events, trail maps, etc.), or other safety-related projects. Helmet giveaway programs are not considered eligible.

Website: www.bikeflorida.org

Contact: joy@bikeflorida.org

Safe Routes to Schools

The Brevard County School District currently submits applications for Safe Routes to Schools funding. This funding would be appropriate for several projects identified in this Plan. The projects identified in this Plan should be considered when applying for Safe Routes to Schools

Website: <https://www.fdot.gov>

Contact: Anthony.Nosse@dot.state.fl.us

Florida Recreation Development Assistance Program

The Florida Recreation Development Assistance Program is a state competitive grant program that provides financial assistance to local governments to develop and/or acquire land for public outdoor recreational purposes; the maximum grant request is \$200,000.

Website: <https://floridadep.gov/lands/land-and-recreation-grants/content/frdap-assistance>

Contact: mary.ann.lee@dep.state.fl.us or call (850) 245-2501

Land and Water Conservation

Land and Water Conservation is a federal competitive program which provides grants for acquisition or development of land for public outdoor recreation use. The matching ratio is one applicant dollar to one federal dollar for all grant awards (50% / 50%). The maximum grant request is \$200,000.

Website: <https://floridadep.gov/lands/land-and-recreation-grants/content/lwcf-assistance>

Contact: rita.ventry@dep.state.fl.us or call (850) 245-2501

Conclusion

This MultiModal Master Plan is the result of the City of Titusville continually working to improve the safety and quality of life of its residents and visitors. Through substantial collaboration with key stakeholders and the general public, the recommendations included in this plan were created, refined, and prioritized. As the recommendations outlined in this plan are implemented, the tremendous resources within and around the City, such as the three major trail systems, will be enhanced and connections will be made to better connect origins and key destinations together, thereby improving the conditions for pedestrians, commuters, and cyclists. As the policies and facilities recommended in this plan are adopted and facilities are constructed, the City will move closer to its goal of providing a safe, efficient MultiModal transportation system throughout the community.



MultiModal
MASTER PLAN



Appendix A:

SCTPO Bus Stop ADA Assessment Recommendations



SPACE COAST AREA TRANSIT BUS STOP ACCESSIBILITY STUDY

Final Report

November 28, 2018

Prepared by



Titusville

ID	Intersection	ADA Compliant	Rank	Short-Term Fixes	Non-compliant features	Total Cost
914	S WASHINGTON AVE @ TITUSVILLE CHRYSLER DEALERSHIP	Yes	0	None		\$ -
870	SR 50 ACROSS FROM BROWNING AVE	Yes	0	None		\$ -
554	SR 50 / ROSEHILL AVE SW CORNER	Yes	0	None		\$ -
725	EFSC TITUSVILLE	Yes	0	None		\$ -
626	US 1 & SR 50	No	5	Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 32,000
1104	US HWY 1 / NARVAEZ DR	No	6	Move/Remove Bench	Bench, B&A Area	\$ 7,500
975	S WASHINGTON AVE/ COUNTRY CLUB DR EASTSIDE	No	9	Move/Remove Bench	Bench, B&A Area	\$ 4,800
911	S WASHINGTON AVE/ OLMSTEAD DR SW CORNER	No	11	Move/Remove Bench	Bench, B&A Area, Tripping Hazards	\$ 8,400
615	S WASHINGTON AVE / TERRIER TRAIL SE CORNER	No	20	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 4,500
484	S WASHINGTON AVE / TERRIER TRAIL SW CORNER	No	78	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 4,200
536	S WASHINGTON AVE / PARKER DR NE CORNER	No	93	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 7,800
880	S WASHINGTON AVE/ STEPHEN HOUSE WY SE CORNER	No	93	None	B&A Area	\$ 1,300
773	S HOPKINS AVE/ COUNTRY CLUB DR SE CORNER	No	107	None	B&A Area	\$ 1,000
542	GARDEN ST/ HILLTOP DR NW CORNER	No	109	Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 1,200
879	S WASHINGTON AVE/ SOUTH ST SE CORNER	No	122	None	None	\$ 3,100
489	S WASHINGTON AVE / LEE CT SE CORNER	No	157	None	B&A Area	\$ 3,100
539	US 1 AT 500 BUILDING AT DRIVEWAY	No	169	New/Move/Fix Signage, Move/Remove Bench	Signage, Bench, B&A Area, Curb Ramp	\$ 32,700
488	SOUTH ST/ SWAN LAKE SW CORNER	No	183	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 16,500
888	SOUTH ST/ DELEON AVE NE CORNER	No	185	None	B&A Area	\$ 2,500
534	NORTH BREVARD LIBRARY	No	190	Move/Remove Bench	Bench, Schedule, B&A Area	\$ 3,900
480	WALMART SUPERCENTER	No	200	New/Move/Fix Signage	Signage, Curb Ramp	\$ 600
481	S WASHINGTON AVE / RIVEREDGE DR W SIDE	No	207	Move/Remove Bench	Bench	\$ 300
976	S WASHINGTON AVE/ COURT ST EASTSIDE	No	210	Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 13,900
895	SOUTH ST @ ALDI DRIVEWAY	No	224	Add Detectable Warnings, Move/Remove Bench	Bench, Schedule, B&A Area, Curb Ramp	\$ 6,400
723	N WASHINGTON AVE NORTH OF JULIA ST EASTSIDE	No	225	New/Move/Fix Signage	Signage	\$ 6,800
971	S WASHINGTON AVE ACROSS FROM 6700 BUILDING	No	227	Move/Remove Bench	Bench	\$ 300
1192	N SINGLETON AVE / DAIRY RD	No	240	None	B&A Area	\$ 4,100
1132	S HOPKINS AVE	No	240	New/Move/Fix Signage	Signage	\$ 600
487	S HOPKINS AVE/ SYCAMORE ST SE CORNER	No	274	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 6,300
886	S HOPKINS AVE / GARDEN ST SW CORNER	No	274	Move/Remove Bench	Bench, B&A Area	\$ 700
737	S HOPKINS AVE/ BROAD ST NW CORNER	No	274	None	B&A Area	\$ 700
889	SOUTH ST/ PARK AVE NE CORNER	No	274	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 3,900
561	PARK AVE / MAIN ST NE CORNER	No	274	Move/Remove Bench, Move/Remove Trash Can	Bench, Trash Can, B&A Area, Curb Ramp	\$ 6,000
890	GARDEN ST. & PARK AVE.	No	274	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 1,500
876	S HOPKINS AVE/ LA PALOMA LN SE SIDE	No	274	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 1,800
590	ST. JOHNÂ€™S PLAZA	No	278	Add Detectable Warnings, Move/Remove Bench	Bench, Schedule, B&A Area, Curb Ramp	\$ 1,800
478	S WASHINGTON AVE / DELESPINE AVE SW CORNER	No	300	Move/Remove Bench	Bench, Schedule, B&A Area, Curb Ramp	\$ 4,900
887	S HOPKINS AVE/ SOUTH ST NW CORNER	No	300	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 1,400
912	S WASHINGTON AVE/ KNOX MCRAE DR SW CORNER	No	336	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 4,800
544	US 1/ MARINA RD SE CORNER	No	336	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 12,700
882	N WASHINGTON AVE/ BUFFALO RD SE CORNER	No	336	Move/Remove Bench	Bench, B&A Area	\$ 4,500
491	S WASHINGTON AVE / LEE CT SW CORNER	No	356	Move/Remove Bench	Bench, B&A Area	\$ 3,700
877	S HOPKINS AVE/ ROOSEVELT ST SE CORNER	No	371	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 6,500
974	S WASHINGTON AVE/ KNOX MCRAE DR EASTSIDE	No	396	Move/Remove Bench	Bench, B&A Area, Tripping Hazards	\$ 10,000
627	US 1 & SR 50	No	396	None	B&A Area	\$ 16,100
884	N WASHINGTON AVE/ SILVER STAR RD SW CORNER	No	396	Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 16,200
885	N WASHINGTON AVE/ BUFFALO RD SW CORNER	No	396	Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 21,800
724	N WASHINGTON AVE @ PARRISH HEART & HEALTH VILLAGE	No	398	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 7,900
909	S WASHINGTON AVE / LADO LN NW CORNER	No	406	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 2,500
848	SEARSTOWN MALL	No	412	New/Move/Fix Signage	Signage	\$ 6,800
793	MIRACLE CITY MALL ON HOPKINS AVE	No	412	New/Move/Fix Signage	Signage	\$ 6,800
727	SINGLETON AVE. ACROSS FROM DAIRY PLAZA	No	412	New/Move/Fix Signage	Signage	\$ 6,800
562	GOVERNMENT CENTER @ TITUSVILLE	No	426	Add Detectable Warnings	B&A Area	\$ 5,300
543	GARDEN ST @ GARDEN PARK APTS	No	428	Add Detectable Warnings	B&A Area, Tripping Hazards, Curb Ramp	\$ 1,500
538	S WASHINGTON AVE @ BAY TOWERS EASTSIDE	No	483	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 5,300
908	S WASHINGTON AVE/ SYCAMORE ST SW CORNER	No	483	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 2,100
900	S HOPKINS AVE/ COURT ST SE CORNER	No	483	None	B&A Area	\$ 1,300
878	GRACE ST/ S WASHINGTON AVE SW CORNER	No	483	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 2,500
982	PARK AVE/ PINE ST SE CORNER	No	483	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 1,800
873	S HOPKINS AVE/ PRITCHARD ST NE CORNER	No	483	None	B&A Area	\$ 1,300
556	S WASHINGTON AVE / RIVEREDGE DR NE CORNER	No	487	Move/Remove Bench	Bench	\$ 300
1054	SOUTH ST / BOBBI LN SW CORNER	No	506	None	Schedule, B&A Area, Curb Ramp	\$ 32,000
782	SINGLETON AVE / WESTWOOD DR SW CORNER	No	506	Add Detectable Warnings	Schedule, B&A Area, Curb Ramp	\$ 5,200
903	3154 SOUTH ST NORTHSIDE	No	512	None	B&A Area, Curb Ramp	\$ 11,600
553	SR 50 / WORTH AVE SW CORNER	No	521	Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 2,400

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ID	Intersection	ADA Compliant	Rank	Short-Term Fixes	Non-compliant features	Total Cost
476	S WASHINGTON AVE @ 6700 BUILDING	No	522	Move/Remove Bench	Bench	\$ 300
475	US 1 / RIVER PARK BLVD. SW CORNER	No	528	Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 32,200
532	SR 50 @ INDIAN RIVER PLAZA	No	550	None	B&A Area	\$ 4,700
874	S HOPKINS AVE/ KNOX MCRAE DR NE CORNER	No	567	None	B&A Area, Curb Ramp	\$ 8,300
474	TITUSVILLE TOWERS	No	593	Add Detectable Warnings, Move/Remove Bench	Bench, Schedule, Tripping Hazards, Curb Ramp	\$ 3,100
1091	SOUTH LAKE EDUCATION CENTER*	No	593	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 7,600
973	S WASHINGTON AVE/ PRITCHARD ST EASTSIDE	No	632	None	B&A Area, Curb Ramp	\$ 32,000
910	S WASHINGTON AVE / COURT ST NW CORNER	No	632	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 7,800
913	S WASHINGTON AVE/ PRITCHARD ST SW CORNER	No	632	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 7,600
477	SOUTH ST/ FOX LAKE RD NW CORNER	No	632	None	B&A Area	\$ 7,400
972	S WASHINGTON AVE ACROSS FROM TITUSVILLE CHRYSLER DEALERSHIP	No	640	Move/Remove Bench	Bench	\$ 700
540	PARRISH MEDICAL CENTER	No	648	None	B&A Area	\$ 5,900
978	S WASHINGTON AVE/ ST JOHN ST NE CORNER	No	690	New/Move/Fix Signage	Signage	\$ 6,800
907	S HOPKINS AVE/ ST JOHN ST NW CORNER	No	690	New/Move/Fix Signage	Signage	\$ 6,800
473	S WASHINGTON AVE @ MIRACLE CITY MALL	No	690	New/Move/Fix Signage	Signage	\$ 6,800
486	S WASHINGTON AVE ACROSS FROM MIRACLE CITY MALL	No	699	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 5,300
609	SR 50 / HOOD AVE SW CORNER	No	699	None	B&A Area	\$ 4,700
479	SR 50 @ WHISPERING PINES	No	699	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 3,200
977	S WASHINGTON AVE/ SYCAMORE ST EASTSIDE	No	729	Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 15,100
891	GARDEN ST / N WILLIAMS AVE NE CORNER	No	736	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 1,500
892	GARDEN ST/ HOLIDAY LN NE CORNER	No	736	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 1,800
1075	SR 50/ NADER LN	No	736	Move/Remove Bench	Bench, B&A Area	\$ 1,500
983	GARDEN ST @ U-HAUL	No	740	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 1,800
1099	S WASHINGTON AVE/ VECTORSPLACE BLVD NE CORNER	No	806	None	B&A Area, Curb Ramp	\$ 32,000
1100	S WASHINGTON AVE ACROSS FROM VECTORSPLACE BLVD	No	806	None	B&A Area, Curb Ramp	\$ 32,000
893	SINGLETON AVE. & SERENO POINTE DR.	No	806	None	B&A Area	\$ 4,500
1076	SOUTH ST/ FOX HOLLOW DR	No	806	Add Detectable Warnings	B&A Area, Curb Ramp	\$ 8,900
552	SR 50 ACROSS HICKORY HILL ENTRANCE SOUTHSIDE	No	822	Move/Remove Bench	Bench, Curb Ramp	\$ 300
901	S HOPKINS AVE/ OJIBWAY AVE SE CORNER	No	850	Move/Remove Bench	Bench, B&A Area	\$ 4,900
872	S HOPKINS AVE/ BIRCH ST	No	850	None	B&A Area	\$ 1,300
875	S HOPKINS AVE/ OLEANDER PL SE CORNER	No	850	Add Detectable Warnings, Move/Remove Bench	Bench, B&A Area, Curb Ramp	\$ 2,100
883	N WASHINGTON AVE / JESS PARRISH CT SE CORNER	No	862	Move/Remove Bench	Bench, B&A Area	\$ 6,200
483	SINGLETON AVE/ TROPIC ST SW CORNER	No	896	None	B&A Area, Curb Ramp	\$ 15,700
881	INDIAN RIVER AVE/BROAD ST NE CORNER	No	902	None	None	\$ 9,500



MultiModal MASTER PLAN



Appendix B: Online Survey



Titusville Multimodal Master Plan Survey

Please use this QR Code to take survey online.
For reference, the questions are shown below.

<https://www.surveymonkey.com/r/5LB73L6>



Current Travel Patterns

1. How do you usually travel to/from work? [Select up to two]
 - a. Walk
 - b. Bicycle
 - c. Transit buses
 - d. Motorcycle, scooter, or moped
 - e. Car – drive alone
 - f. Car – carpool
 - g. Taxi, Uber, Lyft, or other rideshare service
 - h. Other
2. How do you usually travel across town or between neighborhoods (for any purposes other than commuting to/from work)? [Select up to three]
 - a. Walk
 - b. Bicycle
 - c. Transit buses
 - d. Motorcycle, scooter, or moped
 - e. Car – drive alone
 - f. Car – carpool
 - g. Taxi, Uber, Lyft, or other rideshare service
 - h. Other
3. Do you have a condition that limits your mobility or travel mode options?
 - a. Yes
 - b. No
4. Do you own or otherwise have easy access to a personal vehicle?
 - a. Yes
 - b. No
5. When it comes to bicycling, how would you classify yourself?
 - a. Strong and fearless (You use a bicycle as you would a motor vehicle and don't mind sharing space with other vehicles)



- b. Enthused and confident (You can get around by bicycle, but prefer to ride on roads with little to no traffic and slow motor vehicle traffic)
- c. Interested but concerned (You strongly prefer to use trails or ride on the sidewalk. You would ride more if you felt safer)
- d. No way no how (Cannot ride or lack of interest)

Assessment of Existing Transportation System and Options

1. Is there adequate bicycle parking at or near your place of employment?
 - a. Yes
 - b. No
 - c. Not applicable
 - d. Don't know
2. How would you generally rate the driving facilities (streets, roads, highways) in Titusville?
 - a. Excellent
 - b. Good
 - c. Acceptable
 - d. Poor
3. How would you generally rate the bicycling facilities (bike lanes, sharrows, paths, trails, etc.) in Titusville?
 - a. Excellent
 - b. Good
 - c. Acceptable
 - d. Poor
4. How would you generally rate the walking facilities (sidewalks, trails, crosswalks, etc.) in Titusville?
 - a. Excellent
 - b. Good
 - c. Acceptable
 - d. Poor

Priorities for Improvements

1. Which of the following are the most significant obstacles that discourage you from walking or bicycling in Titusville? [Please arrange the options into your order of priority from highest to lowest]
 - a. Safety: I don't feel safe or comfortable walking or bicycling
 - b. Not Enough Facilities: There aren't enough sidewalks or designated bike facilities near where I live
 - c. Time: It takes too much time
 - d. Distance: My destination is not accessible by these travel means
 - e. Quality of Existing Facilities: The existing facilities for walking and bicycling are not appealing
 - f. There are no obstacles that prevent me from walking or biking
 - g. Other
2. Which of the following improvements would most encourage you to walk or bicycle more often? [Please arrange the options into your order of priority from highest to lowest]



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- a. Improved pedestrian crossings (e.g. midblock crossings, pedestrian refuge islands)
 - b. Landscaped buffers between the sidewalk and the curb
 - c. Additional bicycle parking at commercial and employment destinations
 - d. Separated bicycle facilities such as trails
 - e. Lower speeds for motorized vehicles
 - f. Express bus routes that come more frequently
 - g. More shade on your walking and bicycling routes
3. When considering methods to prioritize future transportation projects, which considerations are most important? [Please arrange the options into your order of priority from highest to lowest]
- a. Low cost
 - b. Feasibility (how easy/difficult is it to build)
 - c. Fills a gap in the network
 - d. Likelihood that it will be well used
 - e. Safety
 - f. Economic development or “Placemaking” where the transportation project can benefit existing or future development
 - g. Improved comfort or quality of existing facilities
 - h. Health / Social equity (provides service to disadvantaged groups)

Suggested Locations for Improvements

1. Please identify the three street segments that would most benefit from added or improved bicycle facilities (shared lane markings, bike lane, separated bike path, etc.):

2. Please identify the three street segments that would most benefit from added or improved pedestrian facilities (new or enhanced sidewalks, improved lighting, safer crossings, etc.):

3. Please identify the three intersections that would most benefit from added or improved facilities for people walking or bicycling (new or enhanced signals, shorter crossing distances, improved lighting, better crosswalks or curb ramps, etc.):

4. Please identify three locations where you would like to see additional bicycle parking facilities:



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5. Please identify three locations where a trail segment or connection should be made:

Other Information

Is there anything else that you would like to add or suggest? (open comment box)

Optional Demographic Information

1. Please select the Zipcode of your residence.
 - a. 32780
 - b. 32781
 - c. 32782
 - d. 32783
 - e. 32796
 - f. 32927
 - g. 32754
 - h. Other zip code
2. Please select the Zipcode of your workplace if you work in Titusville.
 - a. I don't work
 - b. I work from home
 - c. 32780
 - d. 32781
 - e. 32782
 - f. 32783
 - g. 32796
 - h. 32927
 - i. 32754
 - j. Other zip code
3. Please select your gender.
 - a. Female
 - b. Male
4. Please enter your age.



Survey Results

Titusville Multimodal Master Plan

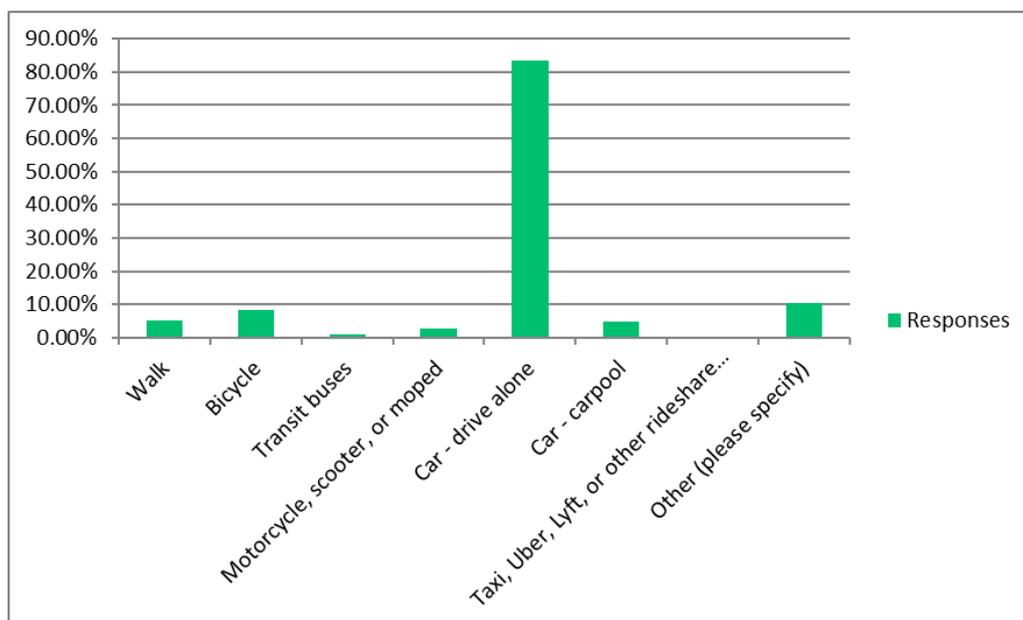
The Titusville Multimodal Master Plan Survey was conducted in-person at multiple location and dates, with a link via the City’s website. The survey was hosted online via SurveyMonkey from December 16, 2018 to June 3, 2019. The purpose of the survey was to gather the opinions and ideas of the public concerning multimodal facilities and opportunities within the City. A total of 195 respondents provided answers to survey questions.

The survey and its results are listed below. Graphs are included to illustrate answers provided for the multiple-choice questions. For ease of review, the most frequently selected multiple-choice options are highlighted in yellow. The most frequently mentioned items for the “free response” answers are summarized and highlighted as well. Raw survey data is included in **Attachment A**.

Current Travel Patterns

1. How do you usually travel to/from work? [Select up to two]

- a. Walk
- b. Bicycle**
- c. Transit buses
- d. Motorcycle, scooter, or moped
- e. Car – drive alone**
- f. Car – carpool
- g. Taxi, Uber, Lyft, or other rideshare service
- h. Other



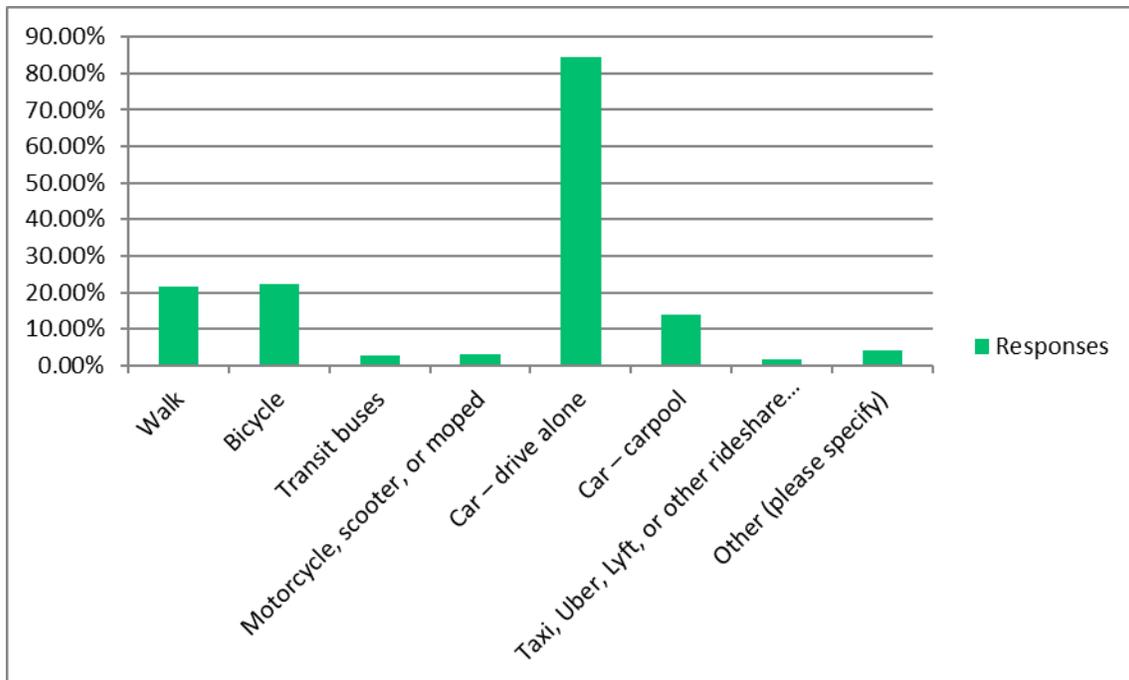


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2. How do you usually travel across town or between neighborhoods (for any purposes other than commuting to/from work)? [Select up to three]

- a. Walk
- b. Bicycle
- c. Transit buses
- d. Motorcycle, scooter, or moped
- e. Car – drive alone
- f. Car – carpool
- g. Taxi, Uber, Lyft, or other rideshare service
- h. Other

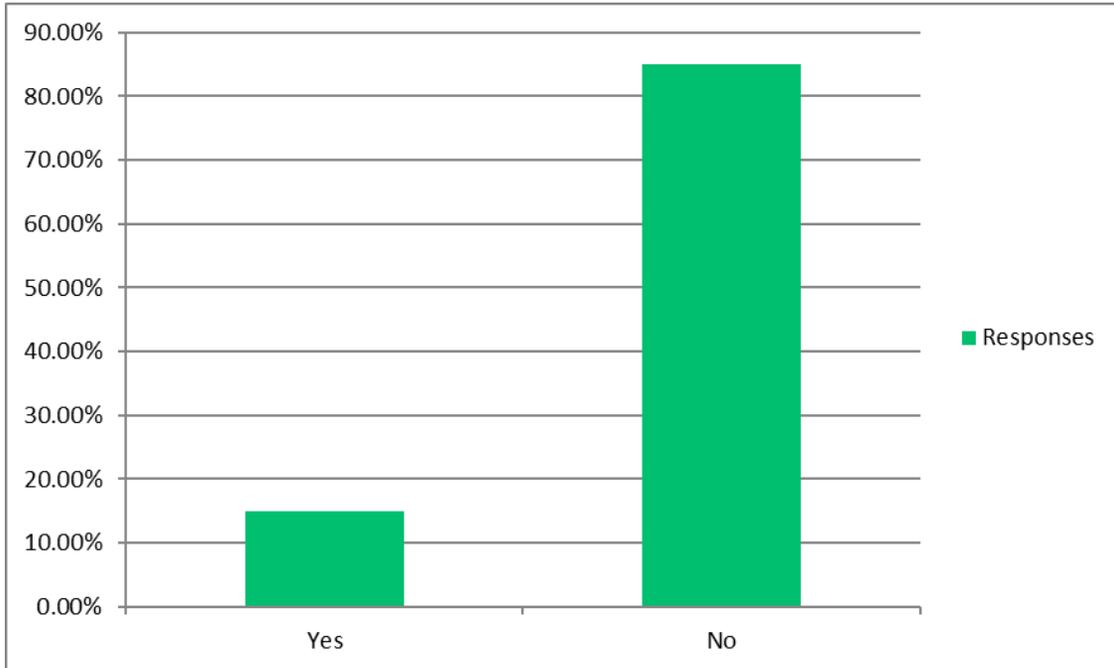




3. Do you have a condition that limits your mobility or travel mode options?

a. Yes

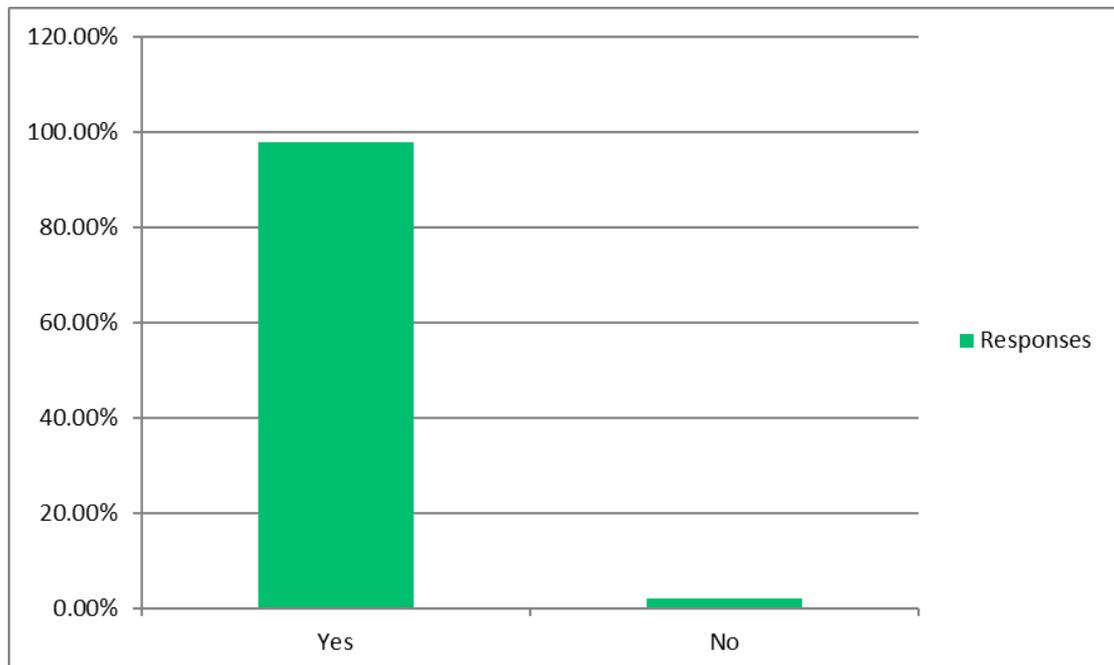
b. No



4. Do you own or otherwise have easy access to a personal vehicle?

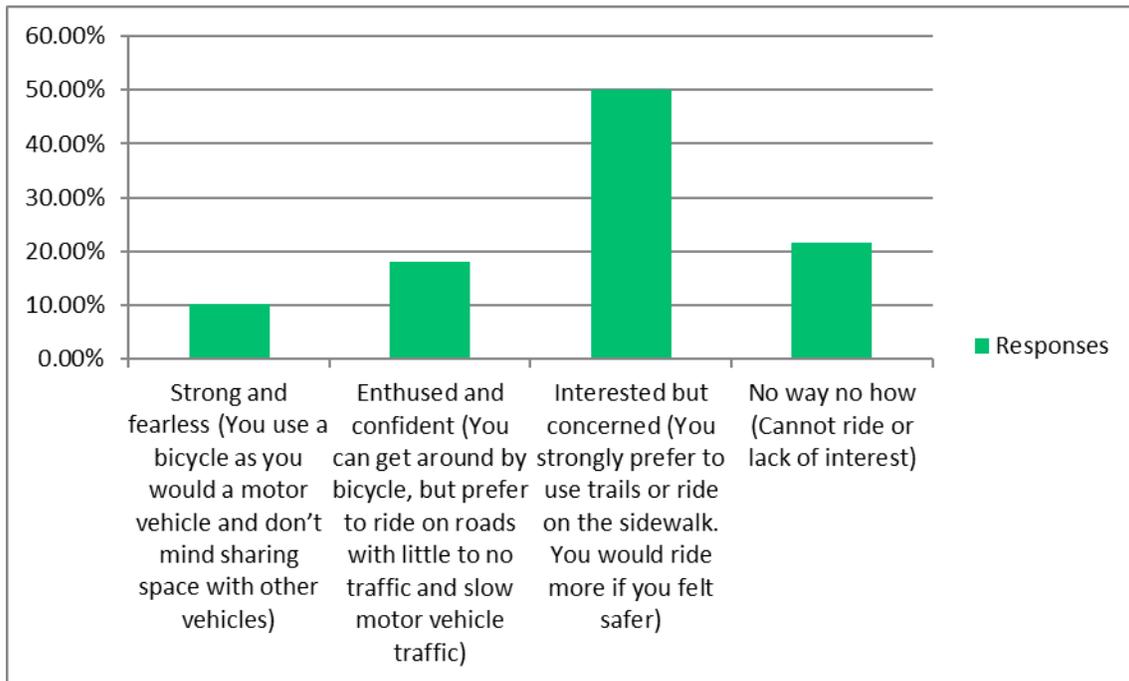
a. Yes

b. No





5. When it comes to bicycling, how would you classify yourself?
- a. Strong and fearless (You use a bicycle as you would a motor vehicle and don't mind sharing space with other vehicles)
 - b. Enthused and confident (You can get around by bicycle, but prefer to ride on roads with little to no traffic and slow motor vehicle traffic)
 - c. Interested but concerned (You strongly prefer to use trails or ride on the sidewalk. You would ride more if you felt safer)
 - d. No way no how (Cannot ride or lack of interest)

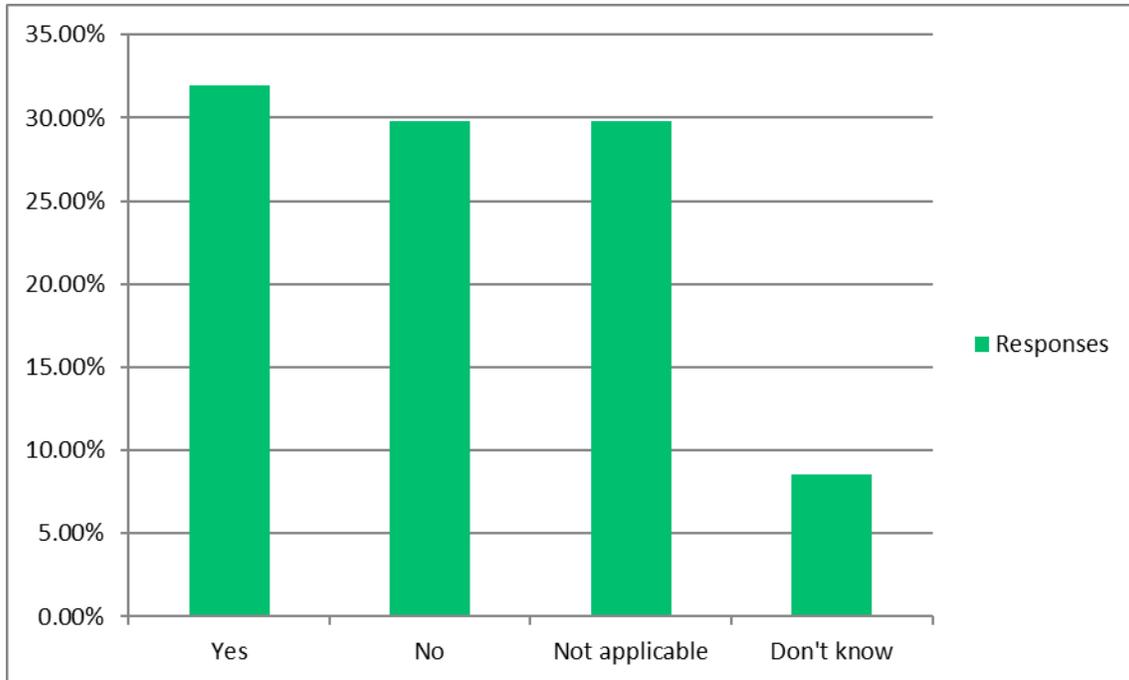




Assessment of Existing Transportation System and Options

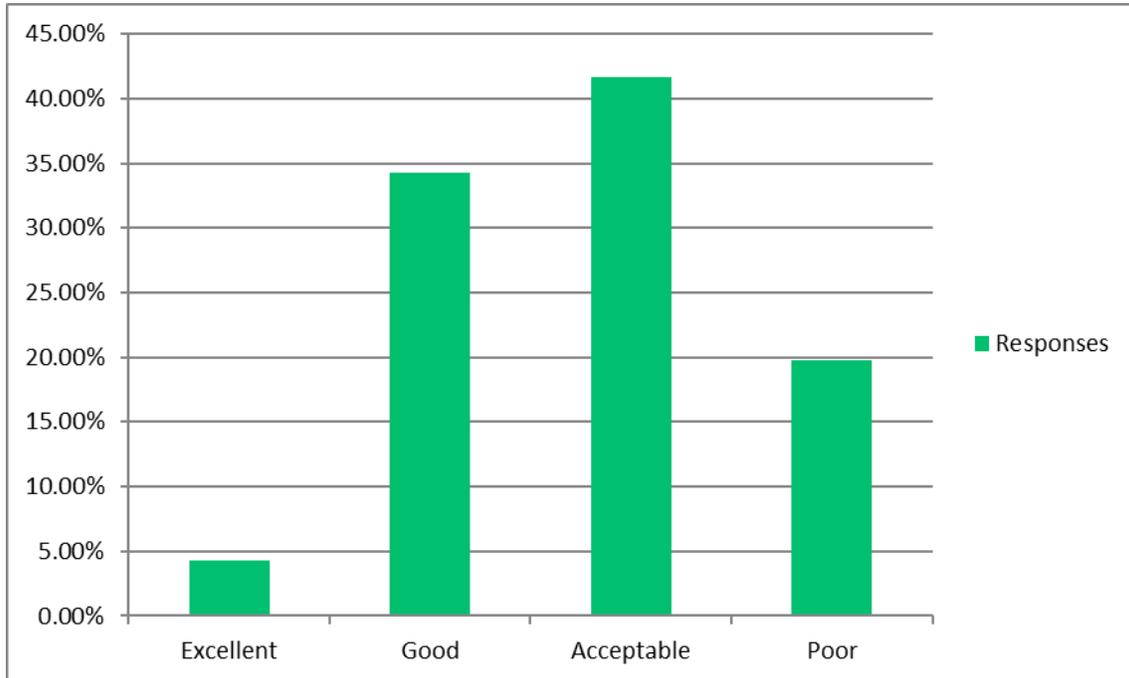
1. Is there adequate bicycle parking at or near your place of employment?

- a. Yes
- b. No
- c. Not applicable
- d. Don't know





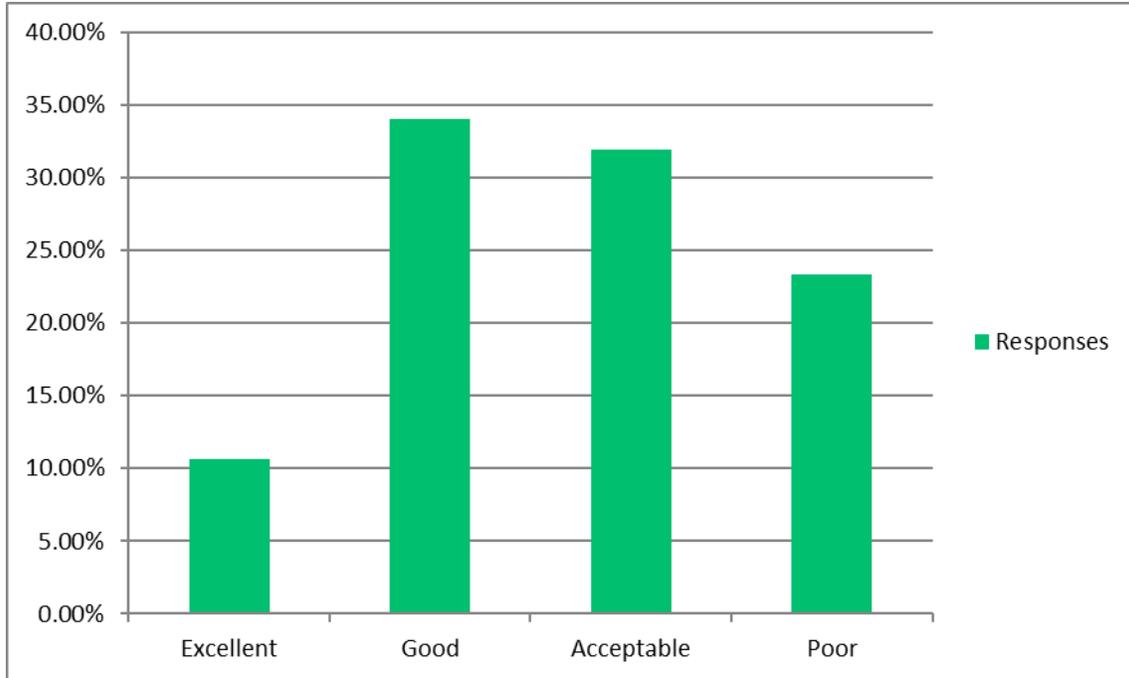
2. How would you generally rate the driving facilities (streets, roads, highways) in Titusville?
- a. Excellent
 - b. Good
 - c. Acceptable
 - d. Poor





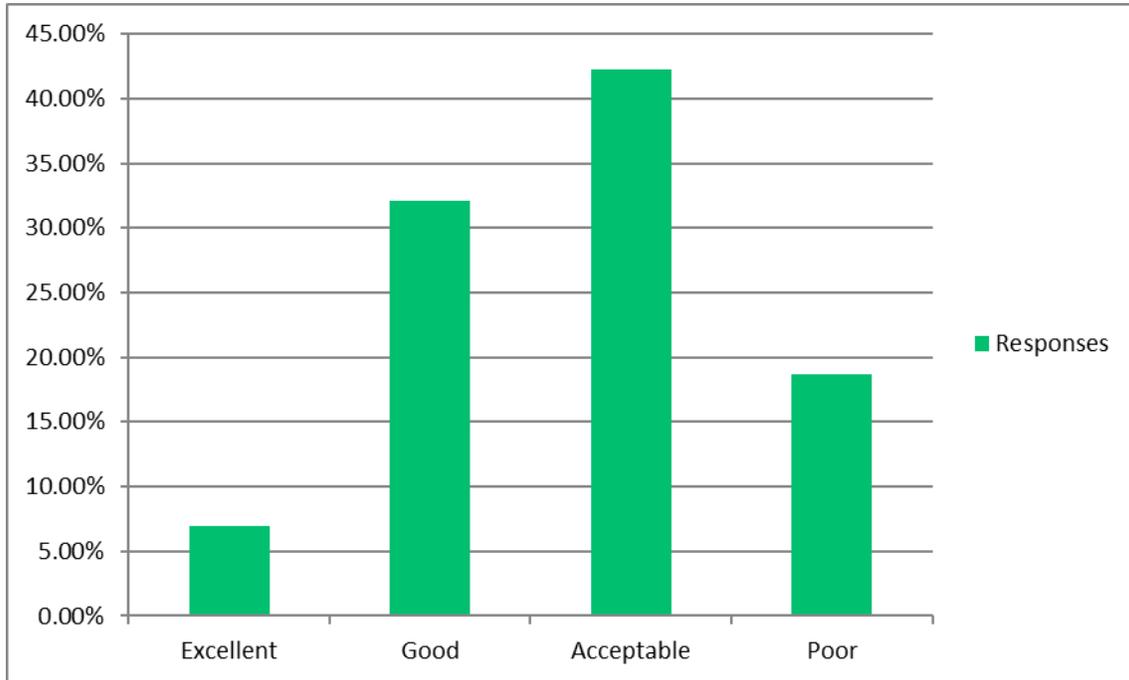
3. How would you generally rate the bicycling facilities (bike lanes, sharrows, paths, trails, etc.) in Titusville?

- a. Excellent
- b. Good**
- c. Acceptable**
- d. Poor





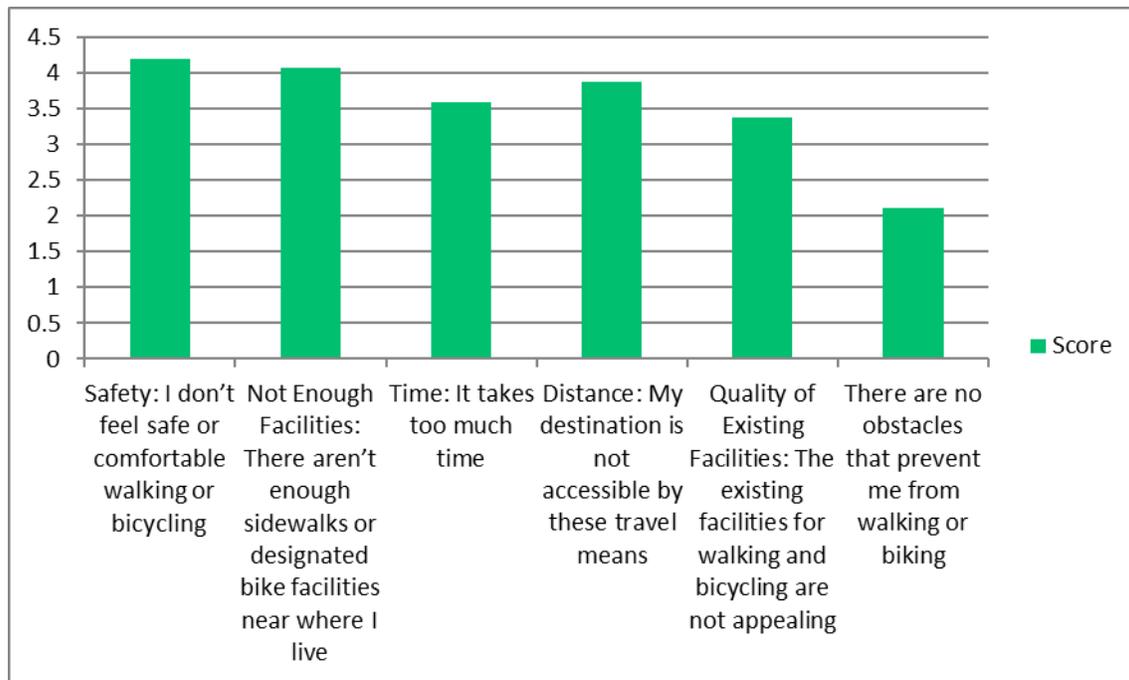
4. How would you generally rate the walking facilities (sidewalks, trails, crosswalks, etc.) in Titusville?
- a. Excellent
 - b. Good
 - c. Acceptable
 - d. Poor





Priorities for Improvements

1. Which of the following are the most significant obstacles that discourage you from walking or bicycling in Titusville? [Please arrange the options into your order of priority from highest to lowest]
 - a. Safety: I don't feel safe or comfortable walking or bicycling
 - b. Not Enough Facilities: There aren't enough sidewalks or designated bike facilities near where I live
 - c. Time: It takes too much time
 - d. Distance: My destination is not accessible by these travel means
 - e. Quality of Existing Facilities: The existing facilities for walking and bicycling are not appealing
 - f. There are no obstacles that prevent me from walking or biking
 - g. Other



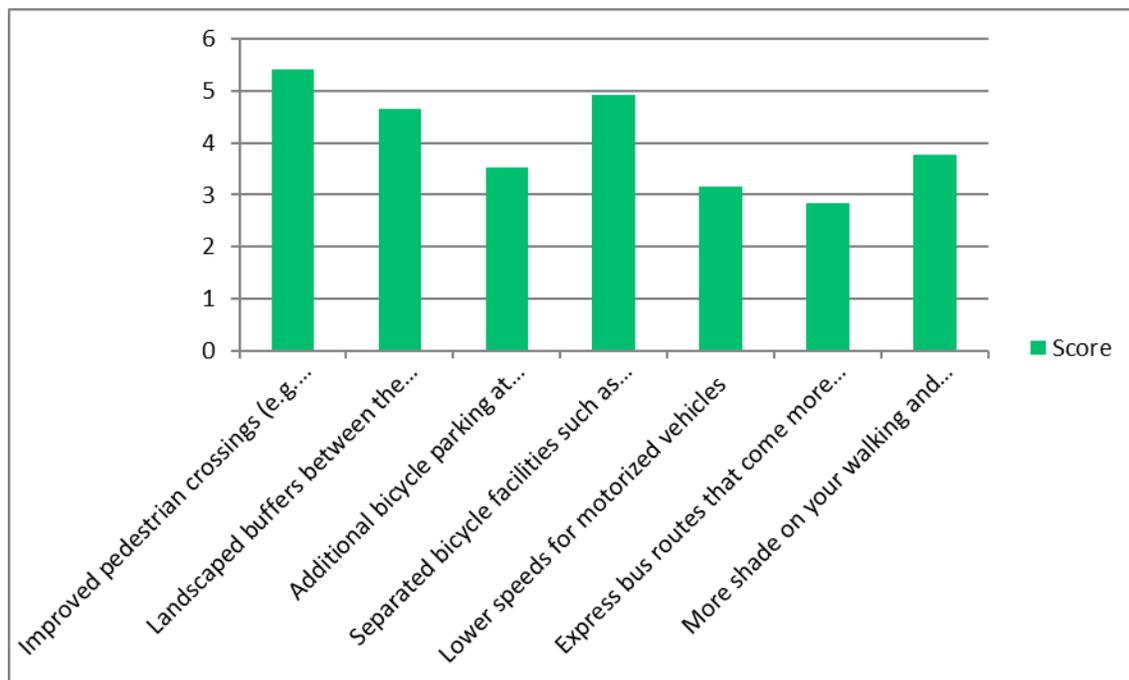


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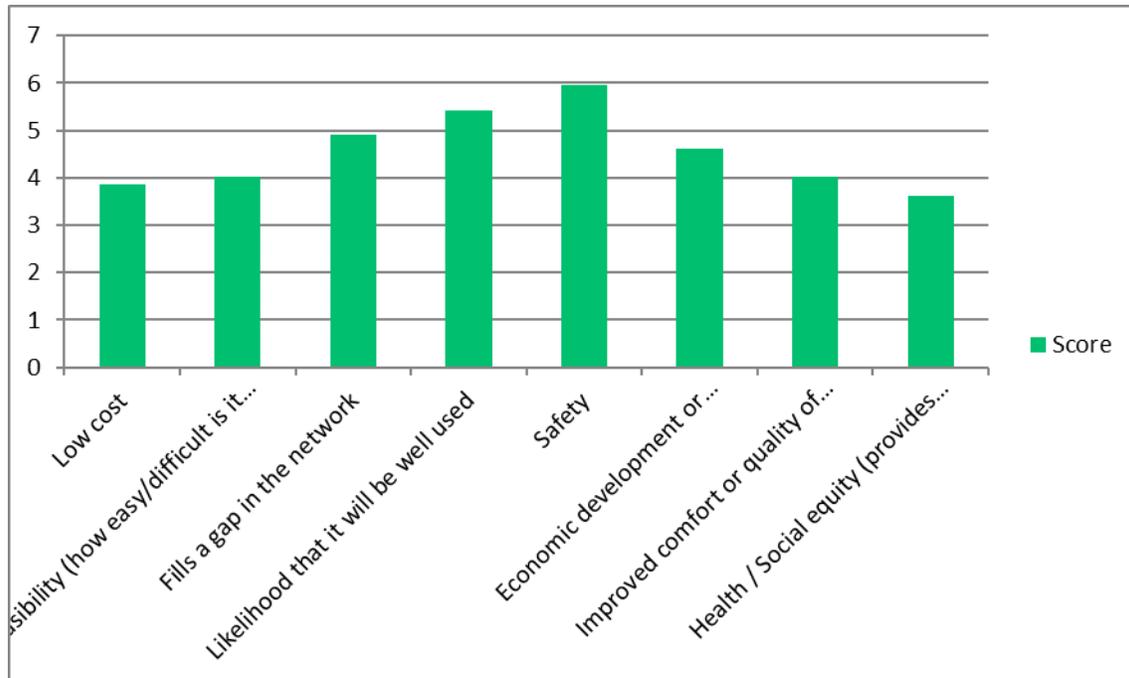
2. Which of the following improvements would most encourage you to walk or bicycle more often?
[Please arrange the options into your order of priority from highest to lowest]

- a. Improved pedestrian crossings (e.g. midblock crossings, pedestrian refuge islands)
- b. Landscaped buffers between the sidewalk and the curb
- c. Additional bicycle parking at commercial and employment destinations
- d. Separated bicycle facilities such as trails
- e. Lower speeds for motorized vehicles
- f. Express bus routes that come more frequently
- g. More shade on your walking and bicycling routes





3. When considering methods to prioritize future transportation projects, which considerations are most important? [Please arrange the options into your order of priority from highest to lowest]
- a. Low cost
 - b. Feasibility (how easy/difficult is it to build)
 - c. Fills a gap in the network
 - d. Likelihood that it will be well used
 - e. Safety
 - f. Economic development or “Placemaking” where the transportation project can benefit existing or future development
 - g. Improved comfort or quality of existing facilities
 - h. Health / Social equity (provides service to disadvantaged groups)





Suggested Locations for Improvements

1. Please identify the three street segments that would most benefit from added or improved bicycle facilities (shared lane markings, bike lane, separated bike path, etc.):

US 1, Garden Street, South Street, SR 405

2. Please identify the three street segments that would most benefit from added or improved pedestrian facilities (new or enhanced sidewalks, improved lighting, safer crossings, etc.):

SR 405, US 1, SR 50, South Street, Hopkins Avenue, Garden Street, Barna Ave

3. Please identify the three intersections that would most benefit from added or improved facilities for people walking or bicycling (new or enhanced signals, shorter crossing distances, improved lighting, better crosswalks or curb ramps, etc.):

SR 405 & SR 50

US 1 & SR 50

SR 50 & Barna

4. Please identify three locations where you would like to see additional bicycle parking facilities:

Downtown, Titus Landing, parks, shopping centers/businesses

5. Please identify three locations where a trail segment or connection should be made:

US 1, Fox Lake Road, SR 405, South Street, SR 50, Knox McCrae, Garden St.

Other Information

Is there anything else that you would like to add or suggest? (open comment box)

Teach laws and safety measures to both drivers and bicyclists

Enforce laws for drivers and bicyclists (especially speed limit for drivers)

Increase awareness of presence/location of multimodal facilities

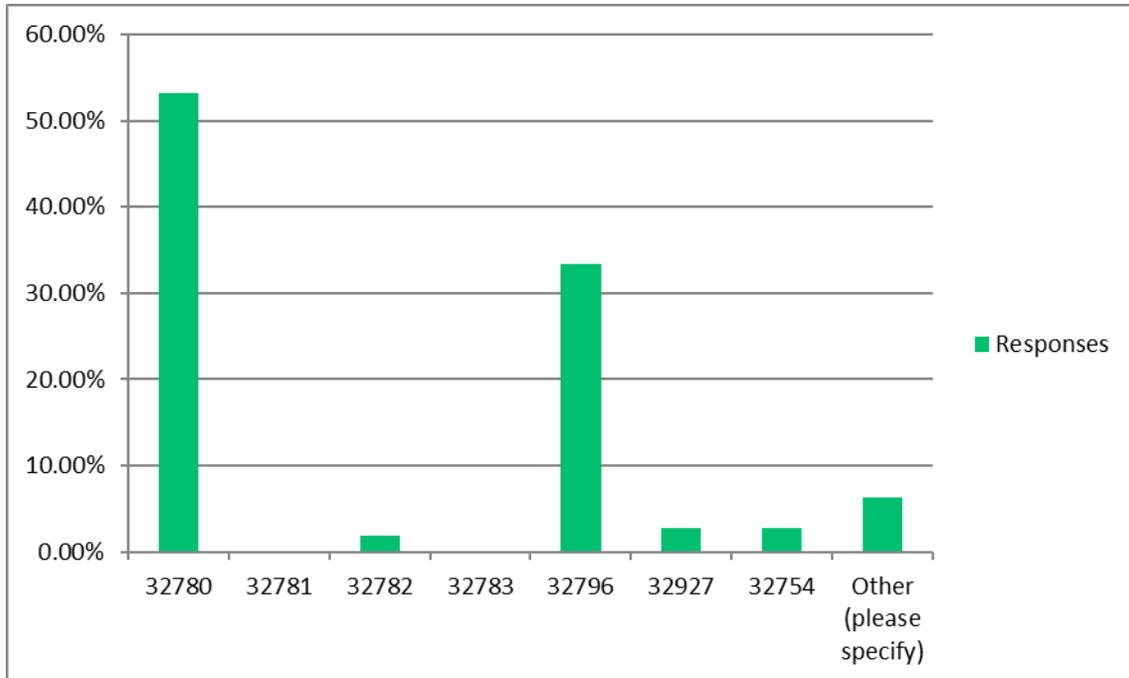


Optional Demographic Information

1. Please select the Zipcode of your residence.

- a. 32780
- b. 32781
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- d. 32783

- e. 32796
- f. 32927
- g. 32754
- h. Other zip code



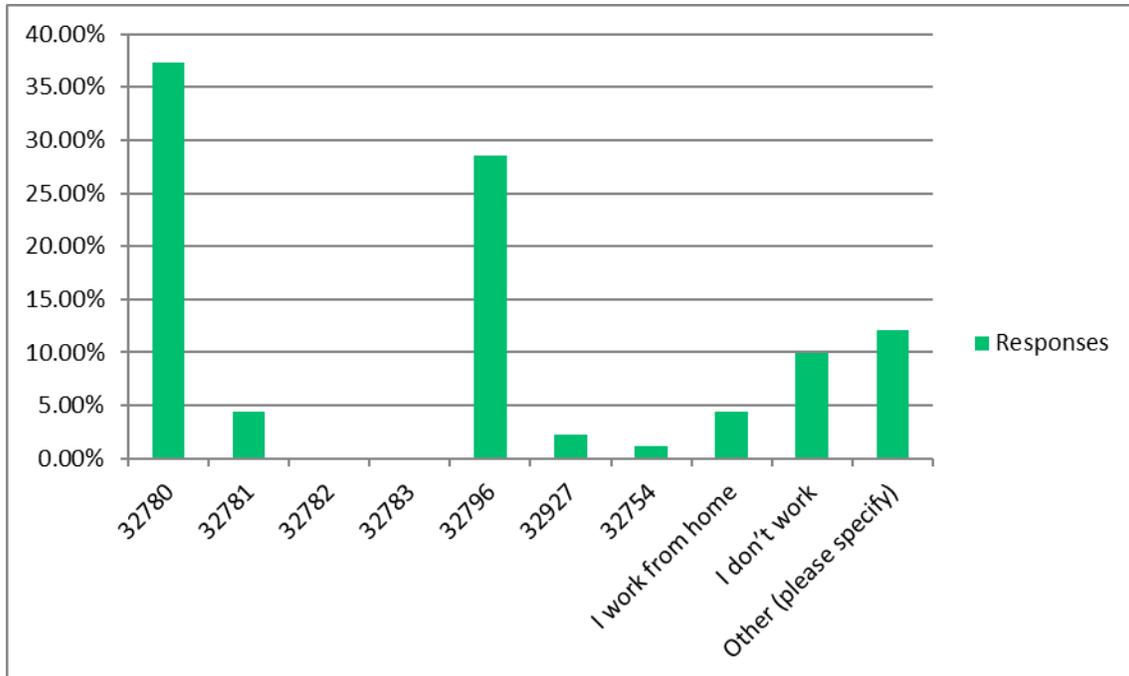


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2. Please select the Zipcode of your workplace if you work in Titusville.

- a. I don't work
- b. I work from home
- c. 32780
- d. 32781
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- j. Other zip code

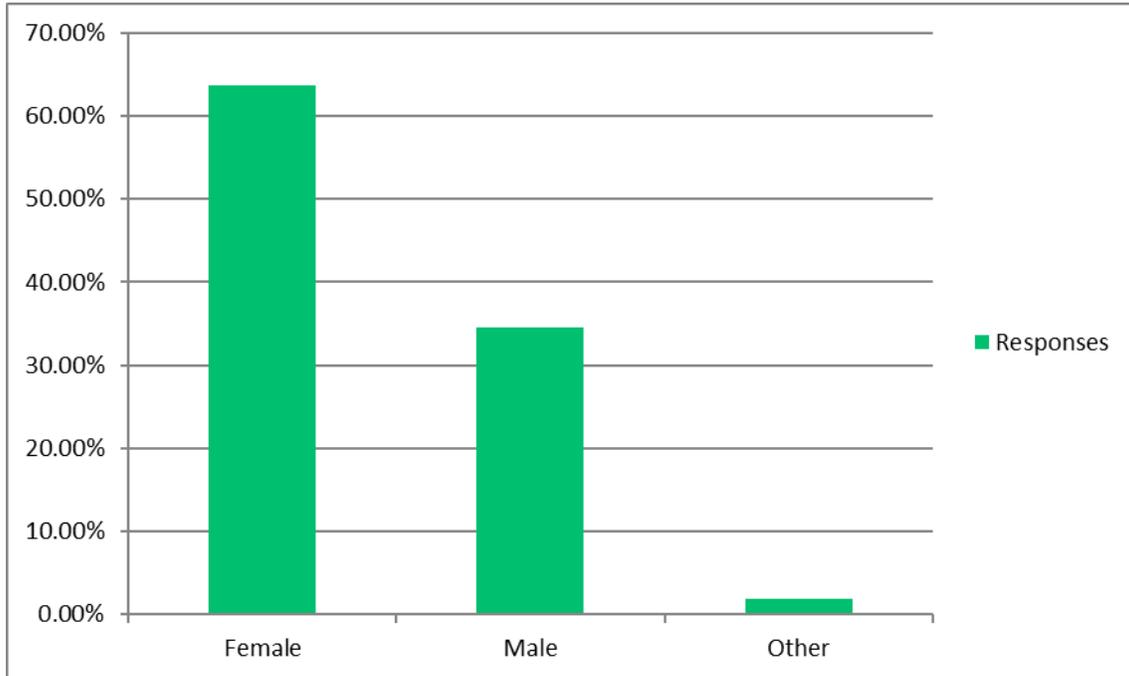




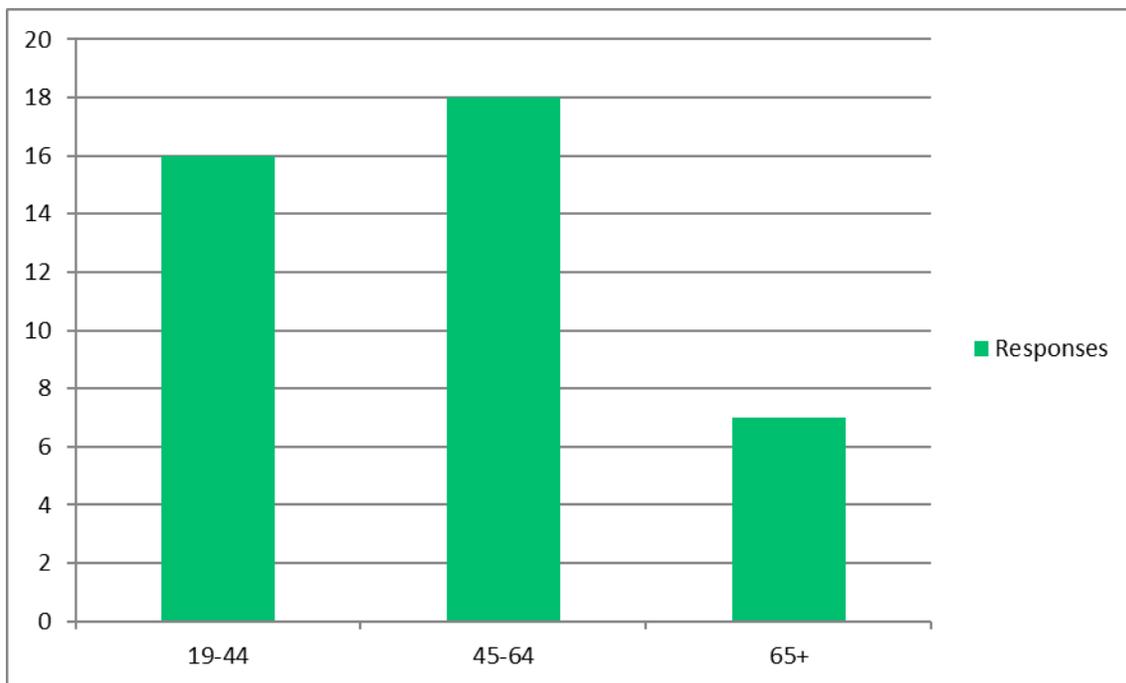
3. Please select your gender.

a. Female

b. Male



4. Please enter your age.





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Appendix C:

Summary of Outreach Event #1



Summary of Public Meeting # 1

MEETING DATE: December 15, 2018

MEETING TIME: 10:00 AM – 3:00 PM

LOCATION: Titusville Welcome Center

A public meeting was held Saturday December 17, 2018 at the Titusville Welcome Center to solicit public input on the Multimodal Master Plan. The Titusville Welcome Center is also the location of the Coast to Coast Bicycle Company, and there is a bicycle mechanic on site. Visitors to the welcome center and people passing by on the street were greeted and asked their thoughts on potential bicycle, pedestrian, and transit facilities. People were asked to take the online survey or provide their thoughts in person. Attendees included cyclists, Welcome Center visitors, people walking by on the sidewalk, and people traveling to the Welcome Center for a “Toys for Tots” sign-up.

Public Input Surveys were left at the Welcome Center to distribute to additional visitors.

Comments that were provided in-person include the following:

- Hopkins Ave is being resurfaced, which will add bike lanes.
- Streets near Main Street need attention since they only have partial facilities now – Pine Street, Main Street, Julia, Lemon, etc.
- Sidewalks should be built in the southern portion of town, near the businesses on US 1 and the adjacent residential areas
- US 1 needs sidewalk on the east side near Titus Landing
- SR 405 east of SR 50 needs sidewalk
- South Street has sidewalk gaps
- There are bus stops on Park & South that need facilities (access / B&A)
- There are not many transit facilities in the City
- We should look for concentrations of bike crashes
- Wayfinding is needed (this comment was repeated several times by different people) – mostly along the trail to let people know how to get from the trail to other destinations such as the Chain of Lakes
- When asked where sidewalks are needed, multiple people responded “everywhere” or “on every road”. Specific areas that were mentioned consist of:
 - SR 405
 - South Street
 - Garden Street



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- One respondent noted that there should be more bike lanes in the City
- Consider a bike trail or access point to the enchanted forest – connectivity to/from the neighborhood
- Some residents can't get to the trails without driving to a trailhead – they would like trails that connect through town
- US 1 travel speeds are too high, several accidents involving pedestrians have occurred; there are currently flashing beacons in some locations though they aren't always adhered to.
- Vandalism took place and mile markers were stolen along the trails
- Pedestrian crossing accidents have occurred near Washington Avenue
- Marcia Gaedcke asked for a brief write-up of the project and a link to the survey so she could put it in her newsletter (note, this information was emailed 12/17/18).
- One person took the survey on paper, which was then input into the online survey.

Several other attendees said that they would take the online survey and would share it with others.



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Appendix D:

Summary of Outreach Event #2



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Summary of Public Meeting # 2

MEETING DATE: February 23, 2019

MEETING TIME: 9:00 AM – 2:00 PM

LOCATION: Titusville Welcome Center – Gear it Up, Ride it Down / Scrub Jay Event

A public meeting was held Saturday February 23, 2019 at the Titusville Welcome Center at the “Gear it Up Ride it Down” / Florida Scrub Jay Festival to solicit public input on the Multimodal Master Plan. The bike ride / birding event was intended for people of all ages and experience levels to ride along the trails, starting and finishing at the Titusville Welcome Center. A pop-up pavilion area with maps of the City were used to solicit input on the multi-modal master plan. Attendees were greeted and asked their thoughts on potential bicycle, pedestrian, and transit facilities, as well as other transportation concerns. City wide maps were available to the public where they could point out and mark-up the locations of concern.

Comments that were provided in-person include the following:

1. The Max Brewer Bridge needs connectivity all the way to the ocean. *
2. Marina Road should connect to the Chain of Lakes Park. It is difficult to cross over to get to the trail, and it would be nice to stay on Marina Road. Ownership / ROW is not known. *
3. For Riverside Drive, consider a treatment that would facilitate bikes but still keep cut-through cars from using the road. Add smooth concrete edges for bike lanes with bumpy/rough brick for the rest of the pavement. Similar to Livingston Street, east of Mills Avenue:

https://www.google.com/maps/@28.5476469,-81.3632061,3a,75y,282.74h,67.52t/data=!3m5!1e1!3m3!1sRBNSAYV-6AZbqGF2RIBnWA!2e0!6s%2F%2Fgeo3.ggpht.com%2Fcbk%3Fpanoid%3DRBNSAYV-6AZbqGF2RIBnWA%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D248.09534%26pitch%3D0%26thumbfov%3D100

4. Sisson Road needs facilities for bikes. *
5. Barna Avenue, north of SR 50 needs facilities for bikes.
6. The existing system of trails is great! *
7. A riverwalk would be a great amenity even if it's in the south part of town (i.e. not near downtown). It would be good to connect parks for watching rocket launches.
8. SR 405, add bike lanes down to SR 50.
9. There is no access to the bus stop at Park Ave near SR 405.
10. SR 405, south of SR 50 should be continuous to US 1.
11. US 1 from SR 405 to SR 50, improvements are needed to the sidewalk/bike lanes.
12. Connect the south part of the City via FPL easement and SR 407 .
13. Difficult to cross US 1 near SR 46.



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14. Riverside Drive is nice, it would be good to have a trail there.
15. More signage to trails. *
16. Trails need more maps. *
17. Need connectivity all the way to Ocean.
18. There should be bike lanes everywhere on US 1.
19. There is no bus route from/to the probation office where people without a license need to go. *
20. Sidewalk needed on Grissom Parkway.
21. "Park Ave is terrible – so bad that I don't even walk it". The sidewalk is in bad shape, is too narrow, and is sometimes behind walls. Also, cars there drive too fast.
22. On Barna Avenue, the sidewalk is too close to the street and too narrow.
23. Sidewalk on SR 405 is partially damaged.
24. A loop would be great - SR 405 (South St)/Harrison St - De Leon Avenue.
25. Singleton Ave has a sidewalk gap. This would be nice connection.
26. Connect to Riverside Drive with Cocoa, but not along US 1.
27. Fox Lake Road should be improved under I-95. It is OK east of SR 405.
28. On Knox McRae Drive, the sidewalk in bad shape.
29. Improvements are needed on Sisson Road.
30. Sisson Road has no sidewalks south of Oakwood Place.
31. A connection is desired along SR 407, briefly following I-95, then along and easement on the south boundary of the City, connecting to Grissom Parkway.
32. Need some maintenance on SR 405, specifically the poor pavement & overgrown vegetation along the trail.
33. Dairy Road from I-95 to the Trail - the sidewalk is old and damaged. *
34. Holder Road is the main route to/from Mims.
35. There are potholes on Hopkins near Advance Auto (*road was paved recently*).
36. Beginning of the trail needs lighting.
37. Broken marker heading northeast on bridge.
38. US 1 isn't a good route to ride because there are distracted drivers. *
39. S. Carpenter Road – there's a lot of sand on the trails.
40. Add parking spaces on US 1.
41. A bike lane is planned for Garden Street.
42. SR 405 should have better facilities for biking. Cyclists often cross from the east and stop at the convenience market near Sisson Road.
43. Won't use US 1, speeds too high and no barrier. *
44. Sidewalk down Dairy Road needs improvement.
45. Restrooms (*resting spots*) are desired along the trail.
46. There should be more education to the community and cyclists about pedestrian and cyclist integration into roads.
47. Dairy Road: there is no connection from War Eagle Boulevard to US 1.
48. Parrish Road has no sidewalk (*outside city limits*).

*Comment was mentioned by multiple attendees



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Pictures of the Gear it Up, Ride It Down event are provided below.



Start of the 10-mile ride



Start of 10-mile ride



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Discussion with event attendees



Discussion with event attendees



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Discussion with event attendees



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Appendix E

Stakeholder Contact Summary

#	Name	Organization	Address	Meeting Location	Meeting Group	Status	Meeting Date	Action/Question/Needed Input	Notes	
1	Carrie Overfelt	Coast-to-Coast Bicycle C	419 S. Hopkins Ave	Bike Shop	3	Complete	12/15/2018	--	3-4 organized rides per week	
2	Doug Overfelt	Coast-to-Coast Bicycle C	419 S. Hopkins Ave					--	3-4 organized rides	
3	Ray Hayes	Ten Speed Drive Bicycle	3428 S. Hopkins Ave	Bike Shop	4	Complete	2/27/2019	--	No Time to Talk. City already has bike lanes and trails.	
4	Nancy Hayes	Ten Speed Drive Bicycle	3429 S. Hopkins Ave					--		
5	Nicole Hall	Titusville Chamber/Weld	419 S. Hopkins Ave	at Welcome Center or Phone	5	Complete	12/15/2018	--	1000 people per month come in and out	
6	Marcia Gaedcke	Titusville Chamber of Cc	2000 S. Washington					Complete		12/15/2018
7	Tom and Lyn Altif	Kayaks By Bo	410 S. Hopkins	On Site - across street from bike shop	9	Complete	12/15/2018	--		
8	Karan Conklin	Space Walk of Fame	308 Pine Street	Phone	10	Complete	2/28/2019	--	Museum director - across street from bike shop	
9	Sara Ann Conkling			?	11			Brad to check	Phone Number didn't work	
10	Mary Ellen Donner	Brevard County Park and Rec Director		Phone	7	Terry Stomp Called Back		--		
11	Jeff Davis	North Area Parks and Rec Superintendent		Phone	12			--		
12	Myrna Palfrey	Canaveral National Seashore		Phone	13	Complete		--	"Don't see what this has to do with us".	
13	Jane Speidel			Phone	14	Complete	2/28/2019	Brad to meet with her first	Outspoken citizen	
14	Laurilee Thompson	Dixie Crossroads		City conference room	15	mail 1/17 & 1/23		--	Well involved, outspoken about trails	
15	Jim Tulley	Former Mayor of Titusville		City conference room	2	Complete	23-Jan			
16	Laura Hamilton	Red Canyon/Launch Now		Phone	16	2/27/19 email		--		
17	Ciarra Taylor	Launch Now		Phone						
18	Kelsey Rosinski	Launch Now		Phone						
19	David Carter		3 Indian River Ave Un	Pier 220	1	Complete	1/18/2019	--		
20	Peter Petyk		1237 Little Oak Circle	City conference room	2	Complete	2/6/2019	--		
21	Edyie McCall	COT Economic Development Director		City conference room	6			Invite same day as we schedule other meetings at City		
22	Tom Abbate	COT Assistant City Manager								
23	Virginia Blaylock	COT Executive Assistant								
24	Peggy Busacca	COT Community Development Director								
25	Kevin Cook	COT Public Works Director					LM 3/26			PW Director, so speak to him separate - about \$4 and
26	Jolynn Donhoff	COT Assistant City Clerk								
27	Chelsea Farrell	COT Assistant City Attorney						Bicyclist		
28	Paul Haydt	East Coast Greenway		Phone	8	Complete	2/6/2019	--		
29	Ron Swank	City of Titusville		Phone		Complete	1/23/2019	Trevor, wants survey to be more about cars.		
30	V Christiansen	East Coast Greenway							New stakeholder/ no meeting yet	