



CITY OF TITUSVILLE

COMMUNITY REDEVELOPMENT AGENCY

AGENDA

Regular Meeting

June 9, 2026 - 5:30 PM

Council Chamber at City Hall

555 South Washington Avenue, Titusville, FL 32796

Any person who decides to appeal any decision of the Community Redevelopment Agency with respect to any matter considered at this meeting will need a record of the proceedings, and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The City desires to accommodate persons with disabilities. Accordingly, any physically handicapped person, pursuant to Chapter 286.26 Florida Statutes, should, at least 48 hours prior to the meeting, submit a written request to the chairperson that the physically handicapped person desires to attend the meeting.

1. CALL TO ORDER

2. DETERMINATION OF A QUORUM

3. INVOCATION

A. **A moment of silence will be held.**

4. PLEDGE OF ALLEGIANCE

5. APPROVAL OF MINUTES

A. **Minutes**

Approve the minutes of the regular Community Redevelopment Agency meeting on May 12, 2026.

6. SPECIAL RECOGNITIONS & PRESENTATIONS

7. OLD BUSINESS

A. **Trail Town Amenities Strategic Plan**

Accept the Downtown Bicycle and Pedestrian Amenities Strategic Plan.

8. NEW BUSINESS

9. PETITIONS AND REQUESTS FROM THE PUBLIC PRESENT

10. EXECUTIVE DIRECTOR'S REPORT

A. Executive Director's Report June 2026

The Executive Director's Report is included in the agenda packet. No action is requested.

11. ADJOURNMENT

City of Titusville
"Gateway to Nature and Space"

REPORT

To: Members of the Community Redevelopment Agency
From: Thomas Abbate, City Manager
Subject: **Minutes**
Department/Office: City Clerk

Recommended Action:

Approve the minutes of the regular Community Redevelopment Agency meeting on May 12, 2026.

Summary Explanation & Background:

Alternatives:

Item Budgeted:

Source/Use of Funds/Budget Book Page:

Strategic Plan:

Strategic Plan Impact:

ATTACHMENTS:

1. CRA minutes 5-12-26

The Community Redevelopment Agency (CRA) of the City of Titusville, Florida met in regular session in the Council Chamber of City Hall, 555 South Washington Avenue, on Tuesday, May 12, 2026.

XXX

Call to Order/Determination of a Quorum

Chairperson Connors called the meeting to order at 5:30 p.m. Present were Chairperson Andrew Connors, Vice-Chairperson Herman Cole, Jr. Col USAF Retired, and Members Megan Moscoso, Dr. Sarah Stoeckel and James Mutter, Executive Director Tom Abbate, Community Redevelopment Agency (CRA) Attorney Andriene Treasure, and Sr. Administrative Assistant Emily Campbell were also present. Member Jo Lynn Nelson was absent. Sr. Administrative Assistant Emily Campbell completed the minutes of the meeting.

XXX

Pre-recorded procedures for public comment, participation, and orderly conduct were played for all individuals that were in attendance or watching the meeting.

XXX

Invocation/Pledge of Allegiance

Chairperson Connors asked for a moment of silence and then led the entire assembly in the *Pledge of Allegiance to the Flag*.

XXX

Approval of Minutes

The request was to approve the minutes of the regular Community Redevelopment Agency meeting on April 14, 2026.

Motion: Vice-Chairperson Cole moved to approve the minutes of the Community Redevelopment Agency meeting on April 14, 2026, as submitted. Member Stoeckel seconded the motion.

The motion carried unanimously.

XXX

Special Recognitions and Presentations – None.

xxx

Old Business – None.

xxx

New Business

Resolution No. 11-2026 – Resolution of Commitment to Florida Main Street – Executive Director Abbate advised the request was to approve Resolution No. 11-2026 of Commitment to Florida Main Street and authorize execution of the Resolution, supporting the continued advancement and accreditation of Mainstreet-Titusville, Inc. through the Florida Department of State, Division of Historical Resources, Florida Main Street program.

Lisa Mosier, president of Main Street Titusville, Inc., stated that Main Street Titusville previously operated two separate programs beginning in 1986 and 2000, which were later discontinued for various reasons. Ms. Mosier explained that the resolution would demonstrate the City of Titusville’s support for Main Street Titusville, Inc. She also stated that the organization would be required to provide quarterly updates to the City.

Toni Shifalo stated that she was in support of Main Street Titusville, Inc. and was excited about the program. Ms. Shifalo encouraged the community to become involved and participate in the program.

Stan Johnston stated that he was in support of Resolution No. 11-2026 and the Main Street Titusville, Inc.

Motion: Vice-Chairperson Cole moved to approve Resolution No. 11-2026 of Commitment to Florida Main Street and authorize execution of the Resolution, supporting the continued advancement and accreditation of Mainstreet-Titusville, Inc. through the Florida Department of State, Division of Historical Resources, Florida Main Street program, as recommended. Member Stoeckel seconded the motion. The roll call vote was as follows:

Member Moscoso	Yes
Chairman Connors	Yes
Vice-Chair Cole	Yes
Member Mutter	Yes
Member Stoeckel	Yes

The motion carried unanimously.

xxx

Petitions and Request from the Public Present

Toni Shifalo stated that the Titusville Historic Preservation Board was hosting a Mid Century Modern and Space Industry Workshop on May 28, 2026. She invited anyone interested to attend.

xxx

Stan Johnston stated that he contacted five pastors to discuss matters related to the City of Titusville. Mr. Johnston also discussed the Titusville Police Department and the dams in the City of Titusville, etc.

xxx

Executive Directors Report

Executive Director Abbate submitted his written report and advised that all items were informational only.

xxx

With no further business to discuss, the meeting adjourned at 5:49 p.m.

City of Titusville
"Gateway to Nature and Space"

REPORT

To: Members of the Community Redevelopment Agency
From: Thomas Abbate, City Manager
Subject: **Trail Town Amenities Strategic Plan**
Department/Office: Community Development

Recommended Action:

Accept the Downtown Bicycle and Pedestrian Amenities Strategic Plan.

Summary Explanation & Background:

On September 9, 2025, the Community Redevelopment Agency (CRA) Board approved funding not to exceed \$40,000 for consultant services to prepare a Downtown Bicycle and Pedestrian Amenities Strategic Plan for the CRA District.

At the April 2026 CRA Board meeting, the Board reviewed the draft Plan and requested development of a phased implementation timeline and prioritized project list. The Board also recommended evaluating the four corner parcels at the southern end of the CRA District as a potential Trail Hub and destination gathering space. Staff confirmed with the Assistant City Manager that there are no known restrictions associated with the City-owned parcel.

The updated Downtown Bicycle and Pedestrian Amenities Strategic Plan is attached for CRA Board review and comment. The Plan evaluates existing bicycle and pedestrian infrastructure and amenity gaps throughout the CRA District and establishes a framework for phased implementation of trail-oriented amenities and public realm improvements.

The Plan identifies opportunities to improve trail connectivity, wayfinding, pedestrian lighting, trailheads, bicycle amenities, and economic activation areas to further position Downtown Titusville as a destination-oriented Trail Town. Recommendations include scalable amenity deployment strategies, corridor enhancement concepts, district-specific priorities, and potential grant funding opportunities.

Staff requests that the CRA Board review the Downtown Bicycle and Pedestrian Amenities Strategic Plan, and formally accept the Plan. Representatives from Kimley-Horn will be in attendance at the June 9, 2026, CRA Board meeting to present the Strategic Plan, discuss its recommendations, and respond to Board questions.

Upon acceptance, the Strategic Plan will serve as a guiding document for future capital improvement planning, project prioritization, grant funding pursuits, and budget development related to the phased implementation of bicycle and pedestrian amenities throughout the CRA District.

Alternatives:

As the Board Requests

Item Budgeted:

Yes

Source/Use of Funds/Budget Book Page:

Account: 104-5555-515.65-00

Project: CR1604 Trail Town Amenities

Strategic Plan:

STRATEGIC PLAN & CRA 2022 PLAN ALIGNMENT

Project: Downtown Trails Amenities Strategic Plan

CITY OF TITUSVILLE STRATEGIC GOALS & OBJECTIVES ADDRESSED	CRA 2022 ADOPTED COMMUNITY REDEVELOPMENT PLAN GOALS & STRATEGIES ADDRESSED
Objective 1.b – Enhance the appearance of the City	Redevelopment Strategies – Reinforce Connections; Reinforce CRA Branding and Marketing; Enhance Existing Destinations; Support Planned and Programmed Development
Objective 1.d – Improve public safety	Public Spaces (Goal 5.0) Goal 5.1 – Safe and accessible public spaces Goal 5.2 – Visually unified CRA Goal 5.3 – Increased public spaces and amenities
Objective 2.c – Continue implementation of the sustainability plan	Infrastructure (Goal 6.0) Objective 6.1.1 – Improve pedestrian/bike infrastructure Objective 6.1.3 – Promote sustainable multi-modal systems
Objective 4.b – Continue to market trails and amenities	Community & Culture (Goal 3.0) Goal 3.4 – Promote tourism and local assets Economic Development (Goal 4.0) Goal 4.2 – Encourage hospitality and entertainment venues

Strategic Plan Impact:

The Strategic Plan reinforces adopted redevelopment strategies by strengthening connections between districts, enhancing CRA branding and identity, supporting programmed redevelopment areas, and encouraging hospitality, recreation, and business activation along trail corridors.

The strategic impact of this initiative is the transition of the CRA from a regional trail pass-through corridor to a cohesive, destination-oriented system that supports economic vitality, placemaking, sustainability, and long-term reinvestment within the district.

ATTACHMENTS:

- 1. Titusville CRA Downtown Bicycle & Pedestrian Amenities Strategic Plan



CITY OF



Community Redevelopment Agency

Downtown Bicycle & Pedestrian Amenities Strategic Plan

May 2026

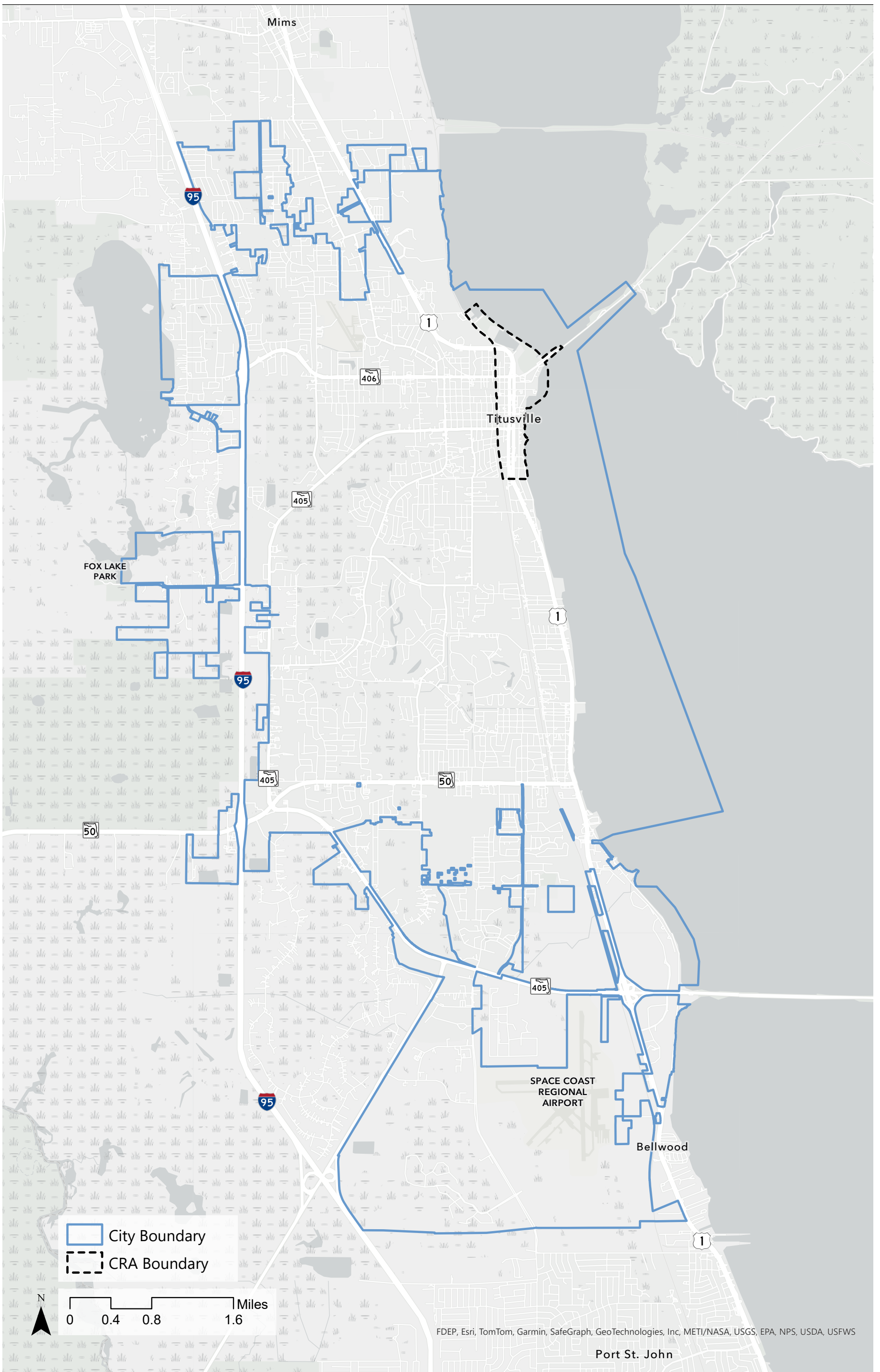
Kimley»Horn

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Introduction



COMMUNITY REDEVELOPMENT AREA LOCATION

INTRODUCTION

The City of Titusville Community Redevelopment Agency (CRA), established on October 12, 1982, is dedicated to the revitalization of the City's historic downtown through targeted reinvestment, place-making, and mixed-use development that celebrates the community's culture and heritage.

Titusville occupies a unique and strategic position at the convergence of three major regional trail systems the Coast-to-Coast Trail, the St. Johns to Sea Loop Trail, and the East Coast Greenway. This convergence presents a significant opportunity for the CRA to leverage trail-based mobility, recreation, and tourism as drivers of economic development, public space activation, and downtown vitality.

To capitalize on this opportunity, the CRA is advancing the Bicycle & Amenities Strategic Plan to evaluate existing trail conditions, identify bicycle and pedestrian gaps in connectivity and establish a coordinated framework for investment within the CRA boundary. The CRA encompasses five districts Civic Waterfront, Uptown, Downtown, Midtown, and the Historic Residential District totaling approximately 300 acres of diverse urban, waterfront, and neighborhood environments.

This Strategic Plan will provide targeted strategies, design concepts, and implementation priorities that align with the City's 2022 Community Redevelopment Plan and 2018 Multi-modal Strategic Plan, ensuring that trail and public-realm investments support broader goals for mobility, economic development, place-making, and quality of life.

WHAT THIS PLAN WILL DELIVER

The Titusville CRA Bicycle & Pedestrian Amenities Strategic Plan will provide a clear, actionable framework to guide public-realm investments that strengthen downtown vitality, improve mobility, and enhance the overall quality of life within the CRA. Specifically, the plan will deliver:

- A vision that connects the Regional Trails to the Civic Waterfront, Uptown, Downtown, Midtown, and Historic Residential Districts with a proposed cohesive bicycle & pedestrian amenity network.
- Prioritization capital projects including trail segments, trail-heads, plazas, waterfront access points, wayfinding, lighting, and support amenities that can be advanced through CRA funding, grants, and public-private partnerships.
- Concept-level designs and planning diagrams that illustrate how key corridors and public spaces can be transformed to support recreation, tourism, and everyday use.

GOALS

The strategies developed through this Strategic Plan are guided by three core goals that reflect both the CRA's mission and the City's long-term vision.

Use the Trail Network to Drive Downtown and CRA District Revitalization

The regional trail convergence represents a powerful economic development opportunity. This plan will leverage trail-based tourism, recreation, and daily mobility to:

- Increase foot traffic and activity in the downtown core.
- Support local businesses and redevelopment sites.
- Activate underutilized parcels and waterfront areas.
- Strengthen Titusville's identity as a trail-oriented destination.

Create a Unified, Connected Public-Realm Framework Across Five CRA Districts

Rather than isolated projects, the plan will establish a coordinated system of bicycle & pedestrian amenities and public spaces that:

- Improves connectivity between districts.
- Enhances walk-ability and bike ability.
- Creates consistent design language and user experience.
- Supports equitable reinvestment across the entire 300-acres.

Align Capital Investments with Adopted City Policy to Support Funding and Implementation

All recommendations will be grounded in and aligned with the City's adopted planning documents, ensuring that:

- CRA investments are defensible and strategic.
- Grant applications are competitive and well supported.
- Projects are coordinated with City, FDOT, and regional trail partners.
- The Strategic Plan becomes a tool for implementation, not just visioning.



COMMUNITY REDEVELOPMENT BOUNDARY



Existing Conditions

CRA TRAIL AMENITY GAP FINDINGS

System-Wide Findings

A review of existing conditions across the Community Redevelopment Area (CRA), as illustrated in the Bicycle & Pedestrian Amenity Gaps Map (see page 9), confirms that Titusville possesses a strong foundational pedestrian focused framework supported by regional trail connectivity, existing pedestrian infrastructure, and high-quality destination parks. The CRA benefits from its position along major regional trail corridors and from the presence of key destination spaces, particularly within the Civic Waterfront and Downtown districts.

However, while the baseline mobility network is present, pedestrian-supportive amenities are not evenly distributed across the CRA. As a result, the current system functions effectively as a regional pass-through corridor, but lacks the consistent identity, comfort amenities, and access nodes necessary to fully support a destination-oriented trail and pedestrian experience.

The analysis identified that existing amenities such as benches, bicycle parking, street lighting, trash receptacles, and public art are concentrated primarily within the Civic Waterfront and Downtown districts, while other districts serve primarily as connectivity corridors with limited pedestrian-specific infrastructure.

Conversely, amenities including trailheads, informational mapping and signage, shade and water access, bicycle repair infrastructure, and trail-oriented activity nodes are largely missing across the CRA. These gaps represent the greatest opportunity for strategic investment.

Bicycle & Pedestrian Amenity Gaps Map

The Bicycle and Pedestrian Amenity Gap Map illustrates the existing distribution of trail-related amenities across the CRA boundary, including bicycle facilities, shared routes, and pedestrian infrastructure. Through this mapping effort, it became evident that prior investments have largely focused on individual amenities rather than a coordinated system, resulting in a concentration of amenities within the Downtown District and limited distribution across the remaining districts.

To better understand and evaluate the existing conditions, amenities were reclassified into a tiered system consisting of three distinct categories: Base Nodes, Enhanced Nodes, and Trail Hubs. This framework establishes a consistent methodology for assessing both the presence and intensity of amenity groupings throughout the CRA.

- [Base Node \("Combo Three"\)](#)

The Base Node represents the most fundamental level of trail support infrastructure and includes a bench, bicycle rack, and waste receptacle. This node serves as the primary building block for expanding amenity coverage throughout the CRA and provides the most efficient opportunity for incremental improvements.

- [Enhanced Node](#)

The Enhanced Node builds upon the Base Node by incorporating additional elements that improve user experience, safety, and navigation. In addition to the Base Node components, this node includes pedestrian-scale lighting and wayfinding signage, reinforcing both usability and trail identity.

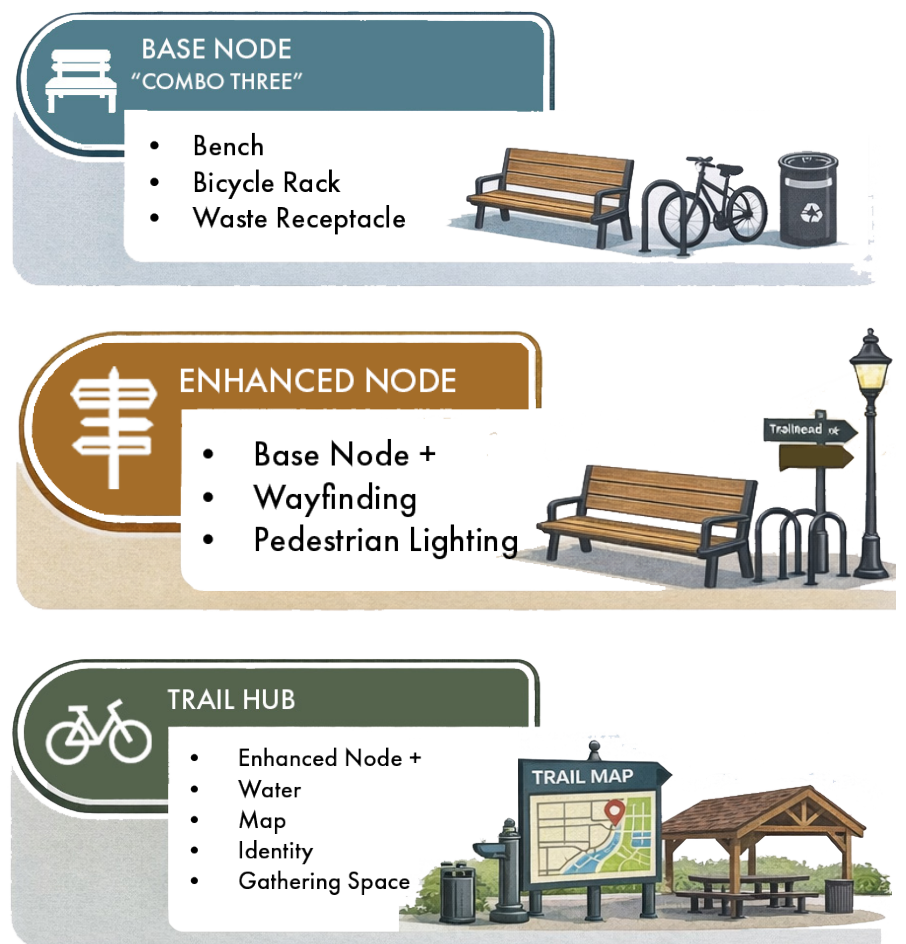
- [Trail Hub / Trailhead](#)

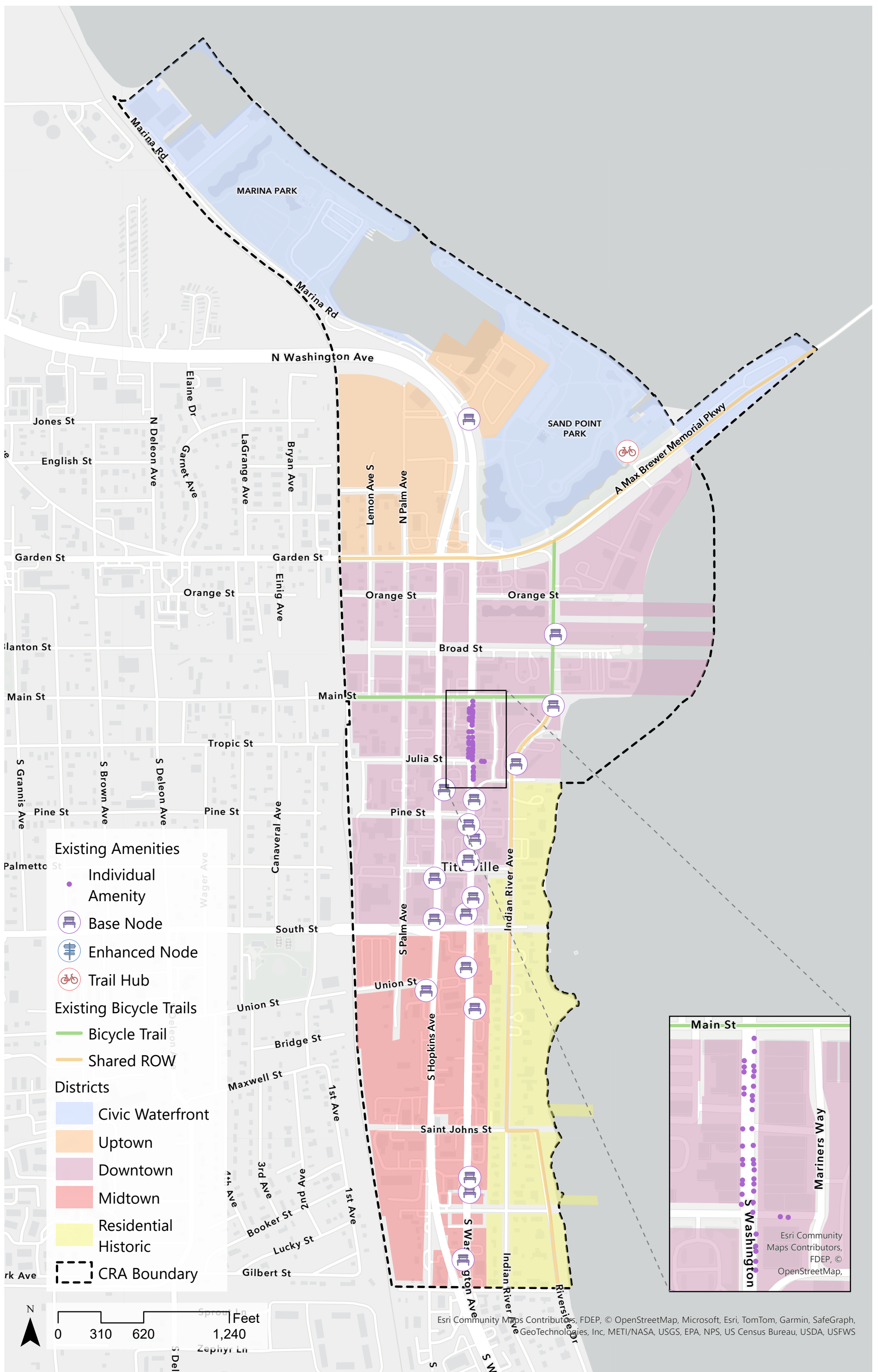
The Trail Hub represents the highest level of amenity concentration and is intended to serve as a destination or major access point within the trail network. This node includes all Base and Enhanced Node elements, along with water fountains, informational mapping, gathering spaces, and shade structures to support extended use and broader public activity.

Through this classification, the analysis identifies not only where amenities exist, but also the level of service each location provides. The findings indicate that while Base Nodes are present throughout portions of the CRA, there is a clear absence of Enhanced Nodes and Trail Hubs within the study area.

This gap highlights a critical opportunity to transition from isolated amenity placement to a layered and intentional node-based system, where amenities are deployed strategically to strengthen connectivity, improve user experience, and establish a recognizable trail identity.

The proposed Strategic Plan builds upon this framework by introducing a distributed network of Base Nodes, Enhanced Nodes, and Trail Hubs across all districts. This approach ensures that each district is connected through a consistent amenity strategy while also supporting its unique role within the broader trail system.





BICYCLE & PEDESTRIAN AMENITY GAPS MAP

EXISTING CONDITIONS

A field review of the CRA districts identified a wide range of bicycle & pedestrian supportive infrastructure already in place, particularly within the Downtown, Civic Waterfront, and Midtown areas. Collectively, these elements support basic mobility, visibility, and comfort for pedestrians and demonstrate that many core pieces of a pedestrian ready public realm already exist within the CRA.

Mobility & Access

- Crosswalks
- Sidewalks
- Bicycle lanes
- Parking lots
- On-street parking

Bicycle & Pedestrian Support

- Bicycle racks
- Bicycle stations
- Wayfinding signage
- Bicycle signage
- Pedestrian signage

Comfort, Safety & Streetscape

- Street lighting
- Pedestrian-scale lighting
- Benches
- Trash receptacles
- Landscape buffers
- Street trees

Existing Amenities Matrix

The Existing Amenities Matrix provides a detailed inventory of the amenities currently present throughout the CRA, organized by district and key roadways within each district. This matrix serves as a comprehensive evaluation tool, identifying both the type and distribution of pedestrian and bicycle amenities across the study area.

Each amenity category was reviewed through field observations and mapped analysis, with check marks used to indicate where individual elements are present. While certain foundational infrastructure such as sidewalks and street lighting was found to be relatively consistent across the CRA, the matrix highlights notable gaps in other critical amenities that contribute to a safe, functional, and enjoyable pedestrian and bicycle environment.

The matrix is intended to provide a clear and visual understanding of existing conditions, allowing the planning process to be grounded in data rather than assumptions. By organizing amenities

Key Amenities Not Currently Present or Consistently Provided

Despite the presence of foundational infrastructure, several critical bicycle & pedestrian amenities that define a complete, destination-quality network are missing or could be enhanced within the CRA.

Placemaking & Identity

- Public art

Trailheads and access nodes

- Clearly defined entry points with orientation, seating, and identity

Bicycle repair and service stations

- Air pumps, tools, and minor repair capability for riders

Informational trail network signage

- Maps, distances, destinations, and connections to the Coast-to-Coast Trail, St. Johns to Sea Loop, and East Coast Greenway

Economic & activity generators tied to the trail

- Retail, food, rentals, events, and programming that encourage people to stop, spend, and stay






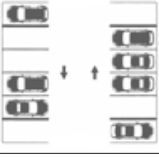










Drinking fountains and bottle fill stations

- Readily accessible drinking water along bicycle trails & pedestrian paths

in this format, the CRA is able to quickly identify patterns of concentration, areas of deficiency, and inconsistencies between districts.

Each district is supported by its own matrix, focusing on the core amenities commonly found in successful, pedestrian-oriented environments. This district-level breakdown allows for a more precise evaluation of how each area is currently functioning and where targeted improvements are needed.

The gaps identified within the matrix directly inform the Strategic Plan's implementation strategy. By understanding what is currently absent or underrepresented, the CRA can prioritize investments that enhance safety, improve usability, and strengthen the overall trail and pedestrian network. This ensures that future improvements are intentional, equitable, and aligned with the broader goals of the Strategic Plan.

		Civic Waterfront A Max Brewer Memorial Parkway	Uptown			Downtown				Midtown			Historic Residential	
			Lemon Avenue North	North Palm Street	North Washington Avenue	Broad Street	Indian River Avenue	South Palm Street	Main Street	South Hopkins Avenue	South Washington Avenue	South Street	Indian River Avenue	Riverside Drive
Crosswalks		✓					✓		✓			✓		
Sidewalks		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
Bicycle Rack							✓				✓			
Bicycle Station							✓							
Bicycle Lane		✓					✓		✓					
Parking Lot				✓					✓	✓	✓			
Street Parking						✓		✓	✓		✓		✓	
Street Lights		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Pedestrian Lights						✓								
Wayfinding		✓							✓					
Signage									✓					
Benches							✓				✓			
Trash Receptacles							✓				✓			
Public Art						✓	✓							
Landscape Buffer			✓				✓	✓		✓	✓		✓	
Street Trees									✓					

EXISTING AMENITIES MATRIX

DISTRICT SCORECARD

DISTRICT	CONNECTIVITY	COMFORT	TRAIL IDENTITY	ECONOMIC ACTIVATION	OVERALL ROLE
CIVIC WATERFRONT	HIGH	MEDIUM	LOW	MEDIUM	REGIONAL DESTINATION POTENTIAL
DOWNTOWN	HIGH	MEDIUM	LOW	HIGH	PRIMARY TRAIL TO COMMERCE HUB
UPTOWN	MEDIUM	LOW	LOW	LOW	EMERGING CONNECTION ZONE
MIDTOWN	MEDIUM	LOW	LOW	LOW	PASS THROUGH CORRIDOR
HISTORIC RESIDENTIAL	MEDIUM	LOW	LOW	VERY LOW	NEIGHBORHOOD TRAIL FABRIC

Purpose of the Scorecard

The District Scorecard was developed as an evaluation tool to systematically assess the presence, distribution, and effectiveness of bicycle and pedestrian amenities within each CRA district. Rather than relying solely on qualitative observations, the scorecard provides a structured framework to compare districts, identify gaps, and inform targeted investment strategies.

This approach allows the Strategic Plan to move beyond general observations and establish a data-informed understanding of how each district currently functions within the broader trail network.

How the Scorecard Was Developed

The scorecard is based on field observations, mapping analysis, and alignment with the CRA's planning goals and pedestrian amenity standards. Each district was evaluated against a consistent set of criteria, including:

- Trail connectivity and continuity
- Presence of core amenities (benches, bike racks, lighting, etc.)
- Wayfinding and trail identity elements
- Access points and node development
- Comfort and usability features
- Integration with surrounding land uses and destinations

Each category reflects key components required to support a functional, safe, and engaging pedestrian amenity experience within a semi-urban downtown environment.

How the Scorecard Is Used

The scorecard serves three primary functions within the Strategic Plan:

1. Comparative Analysis Tool

It allows for direct comparison between districts, highlighting where amenities are concentrated, where gaps exist, and how each district performs relative to the overall system.

2. Gap Identification Framework

It identifies missing or underrepresented amenities, which directly informs the amenity gap analysis and prioritization of improvements.

3. Strategic Decision-Making Tool

It supports the development of district-specific recommendations by aligning observed conditions with each district's intended role within the pedestrian network (destination, connector, activation zone, or context-sensitive area).

Why the Scorecard Is Important

The District Scorecard is critical because it establishes a clear, defensible foundation for investment decisions. It ensures that:

- Improvements are targeted rather than uniform, responding to the specific needs of each district
- Resources are allocated to areas with the greatest impact on connectivity, usability, and experience
- The overall pedestrian system evolves as a cohesive network, rather than a series of isolated enhancements

By grounding recommendations in a consistent evaluation framework, the scorecard strengthens the credibility of the Strategic Plan and provides CRA staff and decision-makers with a practical tool for implementation, phasing, and future updates.

Role in the Overall Plan

The findings from the District Scorecard directly inform:

- The Bicycle and Pedestrian Amenity Gaps Map
- The District-Level Strategies and Recommendations
- The System-Wide Implementation Philosophy
- The Scalable Amenity Deployment Strategy

DISTRICT SPECIFIC ANALYSIS

The following district analysis build upon these system-wide findings and provide detailed evaluations of existing conditions, amenity gaps, and priority investment strategies tailored to each district's role within the CRA Bicycle & Pedestrian Amenities Network.

The CRA contains five distinct districts **Civic Waterfront, Uptown, Downtown, Midtown, and Historic Residential** collectively encompassing approximately 300 acres. While each district has a unique character and role within the community's urban fabric, they share a common opportunity: to serve as active, amenitized nodes within a cohesive pedestrian network.

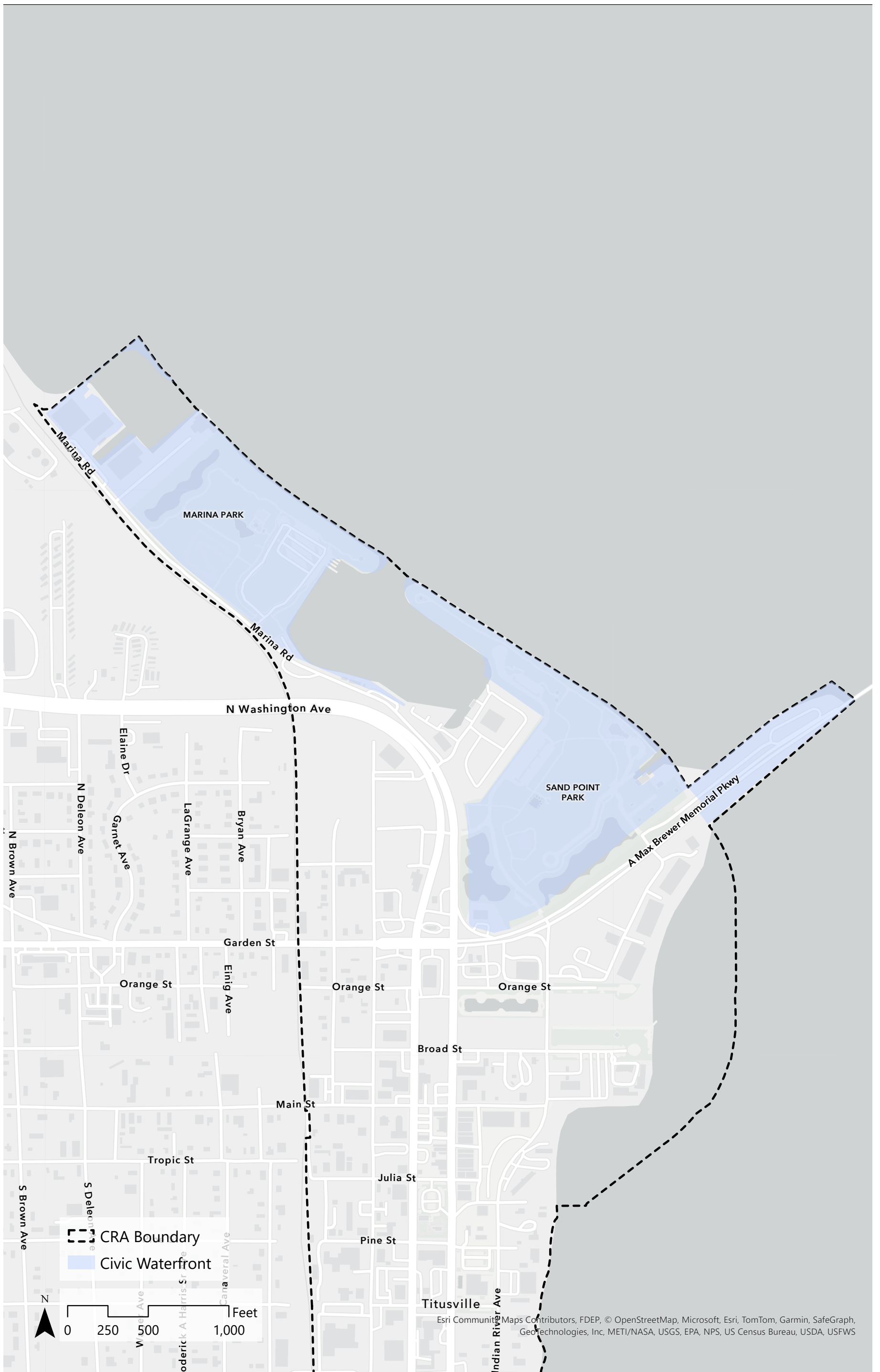
During the evaluation of pedestrian amenities across these districts, recurring patterns emerged in both physical conditions and design opportunities. Consistent with the City of Titusville's design principles, such as **streetscape standards, street furniture, sustainable site features, and pedestrian-friendly design frameworks** found in the Urban Design Manual. This analysis provides a district-level understanding of how existing and potential amenities support a high-quality user experience.

For clarity and comparison, findings have been compiled into a district-level amenities matrix that identifies which typical trail-related elements including **benches, shade structures, lighting, public art, signage, landscape buffers, rest areas, and access points are present or absent in each district**. This matrix serves as a baseline for identifying gaps in trail amenities relative to expected urban design standards and user needs.

Each district is unique in its character, economic drivers, and future strategic opportunities. Through this analysis, we identify:

- District strengths, including where certain bicycle & pedestrian amenities and supportive urban design elements are already well represented.
- Opportunities for focused enhancements, particularly where insufficient amenities currently weaken connectivity, comfort, or sense of place.
- Design guidance alignment, ensuring that proposed amenities are consistent with broader principles for pedestrian realm quality, landscape integration, and public space activation as outlined in the Titusville Urban Design Manual.

Ultimately, this analysis supports the delivery of a well-connected bicycle & pedestrian network with appropriately distributed amenities enhancing accessibility, comfort, safety, and the overall user experience across all five CRA districts.



CIVIC WATERFRONT DISTRICT

CIVIC WATERFRONT EXISTING CONDITIONS

The Civic Waterfront District serves as one of the primary recreational and regional trail destinations within the CRA. Key analysis areas included **Marina Park, Sand Point Park, and the A. Max Brewer Memorial Parkway corridor**, which collectively function as major access points to the regional trail network and the Indian River Lagoon waterfront.

Field observations confirmed that this district contains the highest concentration of recreation-focused and trail-supportive amenities within the CRA, establishing it as a critical anchor for trail-based tourism, recreation, and community gathering.

The following amenities were observed throughout the Civic Waterfront District:

Amenities & Mobility Infrastructure

- Multi-use trail
- Walking paths
- Trailhead facilities
- Crosswalks
- Bicycle racks
- Bicycle stations
- Parking areas

User Comfort & Support Amenities

- Drinking fountains
- Restroom facilities
- Picnic tables
- Charcoal grills
- Benches
- Pet waste stations

Safety & Navigation

- Area lighting
- Wayfinding signage
- General and trail signage
- Gated access (where applicable)

Placemaking & Community Features

- Public art
- Book exchange

The Civic Waterfront contains several destination-level amenities not consistently present in other CRA districts, including:

- Splash pad
- BMX track
- Skate park
- Dog park
- Playground facilities
- Direct water access

These amenities significantly increase dwell time and position the district as a regional recreation destination.

DISTRICT RANKING

Connectivity: ★★★★★☆

Comfort: ★★★★★★

Identity: ★★★★★☆

Economic Activation: ★★★★★☆

Primary Role: Regional Recreation Destination

		Crosswalks	Sidewalks	Bicycle Rack	Bicycle Station	Bicycle Lane	Parking Lot	Street Parking	Street Lights	Pedestrian Lights	Wayfinding	Signage	Benches	Trash Receptacles	Public Art	Landscape Buffer	Street Trees
ROADWAY	A Max Brewer Memorial Parkway	✓	✓			✓			✓		✓						
		Multi-use Trail	Walking Path	Trailhead	Bicycle Rack	Bicycle Station	Parking Lot	Restrooms	Street Lights	Pedestrian Lights	Wayfinding	Signage	Benches	Trash Receptacles	Public Art	Pavillion Picnic Area	Water Access
PARKS	Marina Park	✓	✓		✓		✓	✓	✓		✓	✓	✓	✓		✓	✓
	Sand Point Park	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓



UPTOWN DISTRICT

UPTOWN EXISTING CONDITIONS

The Uptown District functions as a transitional corridor between the Civic Waterfront recreational destination and the Downtown economic core. Primary analysis areas included **N. Hopkins Avenue, N. Palm Avenue, Coleman Street, and Lemon Avenue.**

Existing land use within this district is predominantly industrial and service-oriented, resulting in limited pedestrian infrastructure, reduced walk-ability, and minimal bicycle trail-supportive amenities. While this district currently serves primarily as a movement corridor, it represents a critical opportunity to strengthen connectivity between the waterfront and the broader CRA trail network.

Existing Amenities & Mobility Infrastructure

Field observations indicate limited pedestrian and bicycle trail-supportive infrastructure within this district. Existing conditions generally include:

- Intermittent sidewalk segments
- Vehicular-focused roadway design
- Limited crosswalk infrastructure
- Minimal bicycle trail identity or user orientation features

The current transportation environment prioritizes vehicular movement over pedestrian and bicycle comfort, limiting the district's effectiveness as a trail connector.

Existing User Comfort & Support Amenities

Few user-supported amenities were observed within this district. The lack of seating, shade, waste receptacles, and trail-oriented infrastructure reduces usability for pedestrians and cyclists traveling between districts.

Existing Safety, Lighting & Navigation

- Limited pedestrian-scale lighting
- Minimal trail-specific wayfinding
- Limited visual cues indicating proximity to regional trail corridors

Placemaking & Community Identity Features

Placemaking elements such as public art, gateway features, or identifiable trail branding were largely absent within the Uptown District. This contributes to the perception of the district as a pass-through zone rather than an integrated component of the trail system.

Amenity Gaps & Opportunities

Based on field observations and comparison to complete trail-support environments, key gaps include:

- Continuous sidewalk network
- Pedestrian and bicycle safety enhancements
- Trail wayfinding and directional signage
- Trash receptacles and comfort amenities
- Pedestrian-scale lighting
- District identity and visual transition elements

DISTRICT RANKING

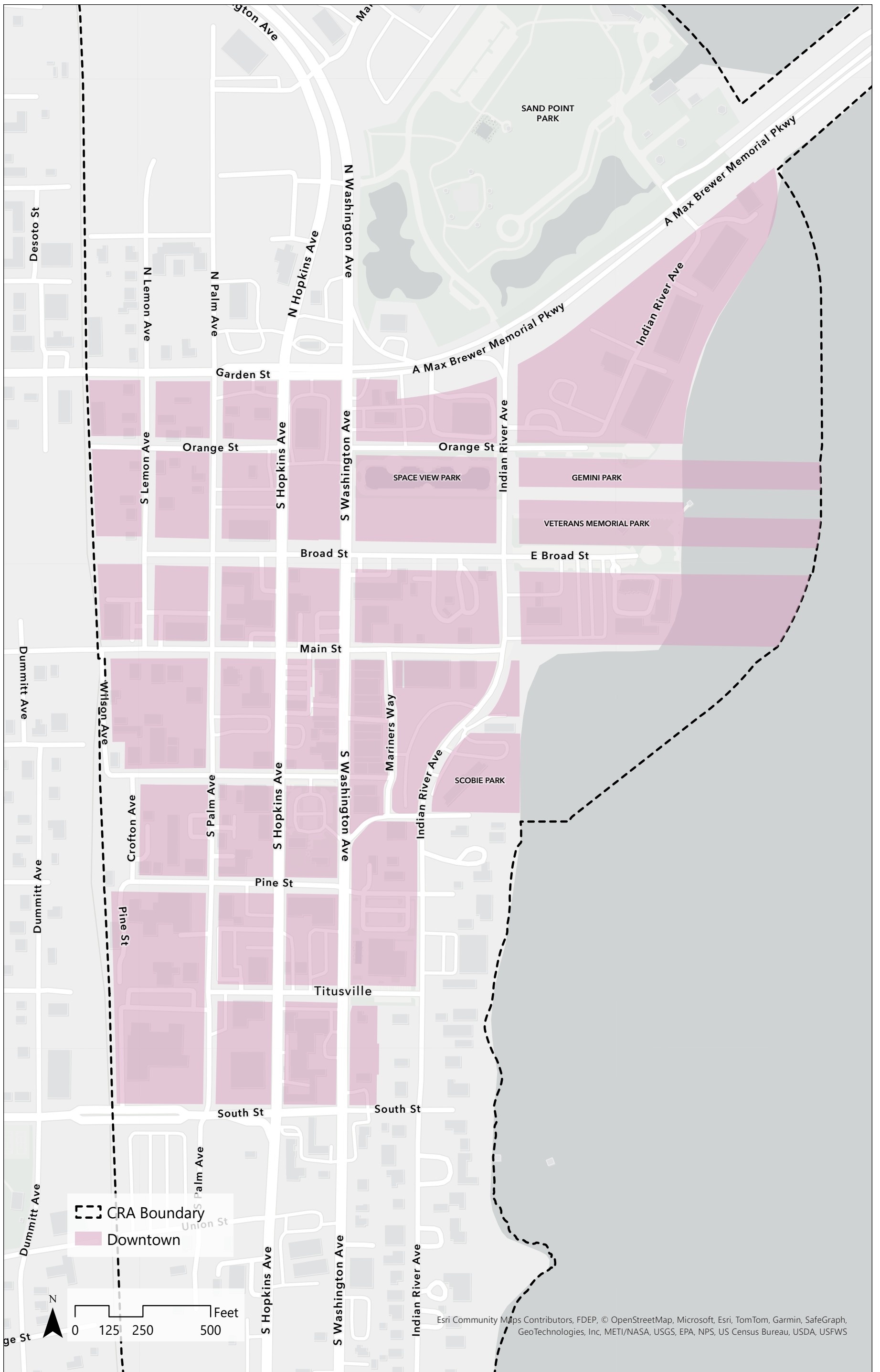
Connectivity: ★★☆☆☆

Comfort: ★☆☆☆☆

Identity: ★☆☆☆☆

Economic Activation: ★☆☆☆☆

Primary Role: Industrial Transition Connector



DOWNTOWN DISTRICT

DOWNTOWN EXISTING CONDITIONS

The Downtown District serves as the primary economic and civic core of the CRA and functions as the central convergence point between bicycle trail users, local businesses, public spaces, and community activity. Key park spaces analyzed within this district included [Space View Park](#), [Gemini Park](#), [Veterans Memorial Park](#), and [Scobie Park](#).

With the highest concentration of park spaces within the CRA, the Downtown District plays a critical role in supporting a centralized bicycle & pedestrian network that distributes users throughout the district in a connected, unified, and economically supportive manner.

Primary road corridors evaluated for trail amenities included [Broad Street](#), [Indian River Avenue](#), [South Palm Street](#), and [Main Street](#), which collectively provide the framework for pedestrian, bicycle, and vehicular movement within the district.

Existing Amenities & Mobility Infrastructure

The Downtown District contains the most comprehensive network of pedestrian and bicycle infrastructure within the CRA. Field observations identified:

- Frequent and well-distributed crosswalks
- Interconnected sidewalk network
- Bicycle racks and bicycle stations
- Bicycle lanes along key corridors
- Surface parking and on-street parking supporting park and business access
- Street lighting and general area lighting
- Wayfinding and general directional signage

This level of infrastructure supports both daily local use and regional trail user access into the downtown core.

Existing User Comfort & Support Amenities

Downtown provides a strong baseline of trail-supportive comfort amenities, including:

- Benches and seating areas
- Trash receptacles
- Street trees and landscape buffer plantings
- Streetscape beautification and pedestrian realm enhancements
- Public art installations supporting district identity

Within park spaces, additional amenities include:

- Restroom facilities
- Drinking fountains
- Water access points
- Pavilions and shaded gathering areas
- Picnic tables
- Walking paths

While these amenities support general park use, they are less concentrated than those observed within the Civic Waterfront destination parks.

Existing Safety, Lighting & Navigation

- Strong presence of general street lighting
- Existing wayfinding and signage infrastructure
- Limited pedestrian-scale lighting specifically oriented to trail users

Placemaking & Community Identity Features

Downtown contains the highest concentration of placemaking features within the CRA, including:

- Public art installations
- Activated park spaces
- Streetscape landscape enhancements
- Business and civic activity nodes

These elements support the district's role as the primary trail-to-community interface.

Amenity Gaps & Opportunities

Despite strong foundational infrastructure, several key trail-specific elements are needed to fully position Downtown as the central hub of the CRA trail system:

- Pedestrian-scale trail lighting
- Informational and regional trail network signage
- Formal trailhead locations and identity features
- Expanded multi-use shared paths and designated trail corridors
- Additional bicycle support infrastructure along a continuous network
- Purpose-built gathering spaces designed for trail user interaction
- Enhanced economic interface between trail corridors and commercial areas

Implementation Insight: The "Combo Three" Strategy

Field observations identified a consistent pattern throughout Midtown and portions of Downtown where benches, bicycle racks, and waste receptacles were co-located. This "Combo Three" configuration provides a functional and cost-effective baseline trail amenity node.

This observation supports a scalable implementation strategy for the CRA, where standardized amenity clusters can be deployed along primary corridors to quickly improve user comfort, functionality, and visual consistency across districts.

DISTRICT RANKING

Connectivity: ★★★★★

Comfort: ★★★★★☆

Identity: ★★★☆☆

Economic Activation: ★★★★★

Primary Role: Trail-to-Commerce Hub

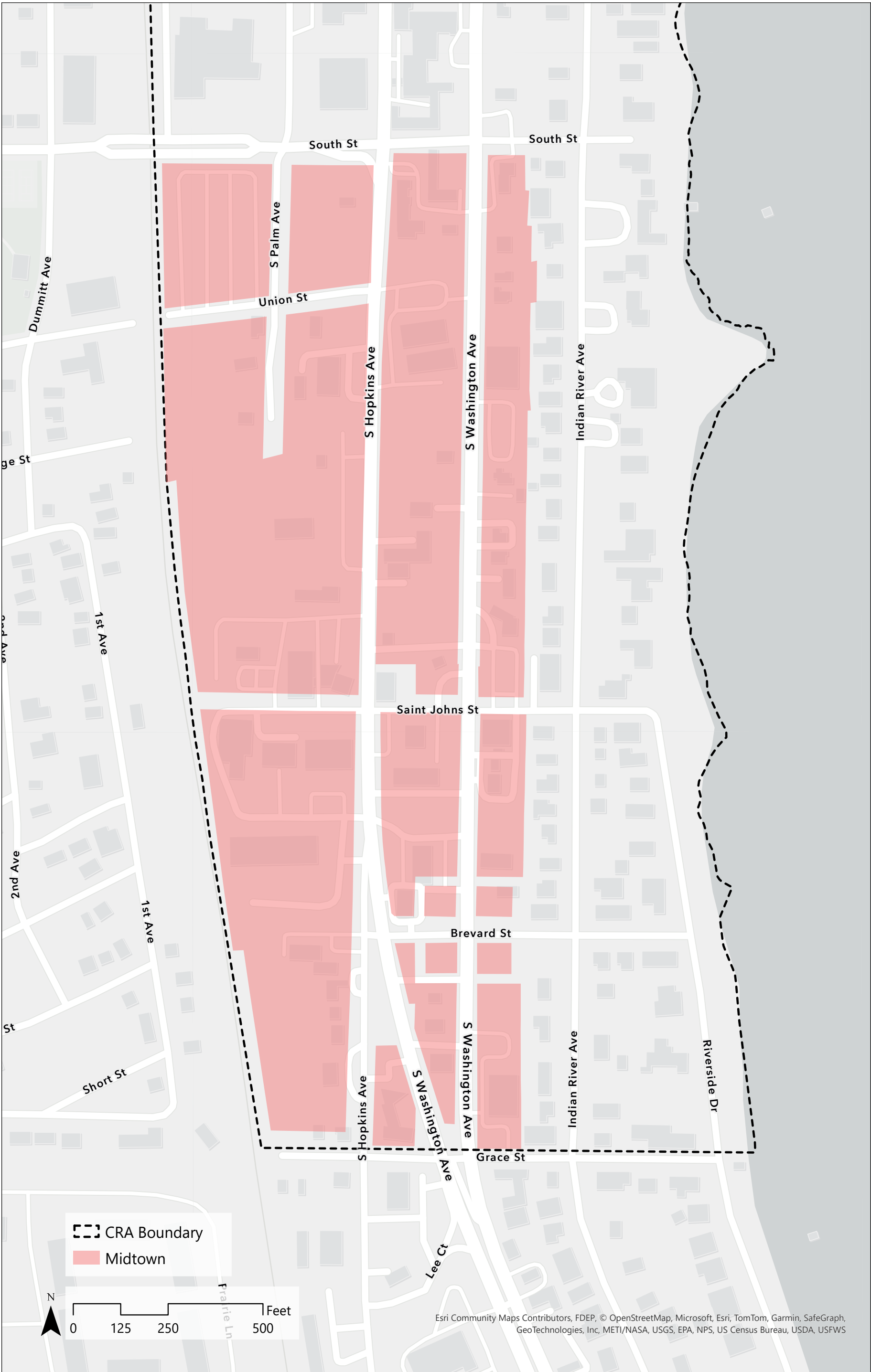
DOWNTOWN EXISTING CONDITIONS

ROADWAYS

	Crosswalks	Sidewalks	Bicycle Rack	Bicycle Station	Bicycle Lane	Parking Lot	Street Parking	Street Lights	Pedestrian Lights	Wayfinding	Signage	Benches	Trash Receptacles	Public Art	Landscape Buffer	Street Trees
Broad Street		✓					✓	✓						✓		
Indian River Avenue	✓	✓	✓	✓	✓			✓				✓	✓	✓	✓	
South Palm Street		✓					✓	✓							✓	
Main Street	✓	✓			✓	✓	✓	✓		✓	✓					✓

	Multi-use Trail	Walking Path	Trailhead	Bicycle Rack	Bicycle Station	Parking Lot	Restrooms	Street Lights	Pedestrian Lights	Wayfinding	Signage	Benches	Trash Receptacles	Public Art	Pavillion Picnic Area	Water Access
Space View Park		✓			✓				✓		✓	✓	✓	✓		
Gemini Park		✓							✓		✓	✓	✓	✓	✓	✓
Veterans Memorial Park		✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Scobie Park				✓		✓		✓			✓	✓	✓			✓

PARKS



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MIDTOWN DISTRICT

MIDTOWN EXISTING CONDITIONS

The Midtown District serves as the primary north–south connectivity corridor within the CRA and functions as the transition zone between the Downtown core and southern CRA districts. While no major park spaces were identified within this district, the corridor plays a critical role in supporting movement through the CRA bicycle & pedestrian network.

Primary corridors analyzed included **S. Hopkins Avenue, S. Washington Avenue, and South Street**, which function as major arterial roadways connecting the CRA districts and supporting high vehicular traffic volumes.

Although these corridors provide foundational pedestrian infrastructure, they currently lack the visual and physical cues necessary to communicate the presence of a larger regional trail network and downtown destination environment.

Existing Amenities & Mobility Infrastructure

The Midtown District provides baseline mobility infrastructure that supports movement through the CRA. Existing amenities include:

- Crosswalk infrastructure
- Continuous sidewalk network along primary corridors
- Bicycle racks at select locations
- Surface parking and on-street parking
- Street lighting
- Benches and seating areas
- Trash receptacles
- Landscape buffers providing separation from vehicular traffic

While these elements support basic pedestrian movement, they do not yet function as a cohesive bicycle-supportive environment.

Existing User Comfort & Support Amenities

Basic comfort amenities exist but are inconsistently distributed and not currently designed as intentional user nodes.

Existing Safety, Lighting & Navigation

- Presence of standard roadway lighting
- Limited pedestrian-scale lighting
- Minimal trail wayfinding or directional signage
- Limited visual indicators of proximity to the Downtown or Civic Waterfront trail destinations

DISTRICT RANKING

Connectivity: ★★★★★☆

Comfort: ★★☆☆☆

Identity: ★☆☆☆☆

Economic Activation: ★★☆☆☆

Primary Role: Primary Distribution Corridor

	Crosswalks	Sidewalks	Bicycle Rack	Bicycle Station	Bicycle Lane	Parking Lot	Street Parking	Street Lights	Pedestrian Lights	Wayfinding	Signage	Benches	Trash Receptacles	Public Art	Landscape Buffer	Street Trees
S Hopkins Avenue		✓				✓		✓								✓
S Washington Avenue		✓	✓			✓	✓	✓				✓	✓			✓
South Street	✓	✓						✓								



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HISTORIC RESIDENTIAL DISTRICT

HISTORIC RESIDENTIAL EXISTING CONDITIONS

The Historic Residential District represents the cultural and architectural foundation of the CRA and provides a distinct sense of place unlike any other district. This area reflects the historical development of Titusville and contributes significantly to the identity and character of the community.

Due to its historic residential context, this district functions differently from the recreation-driven Civic Waterfront and the activity-focused Downtown core. The bicycle & pedestrian system within this district must balance connectivity and user comfort with preservation of neighborhood scale, historic architecture, and streetscape character.

Primary corridors analyzed included **Indian River Avenue and Riverside Drive**, which provide north-south connectivity along Indian River Lagoon and connect to adjacent CRA districts.

Existing Amenities & Mobility Infrastructure

The Historic Residential District contains mobility infrastructure appropriate to its residential scale and character, including:

- Sidewalk connections along primary corridors
- Shared bicycle use within lower-speed vehicular environments
- On-street parking supporting residential and visitor access
- Standard street lighting
- Landscape buffers supporting separation and visual quality

This infrastructure supports neighborhood-level walk-ability and passive trail use while maintaining historic streetscape character.

Existing User Comfort & Support Amenities

Traditional high-density amenities are limited within this district, which is appropriate given the residential and historic nature of the area. The district currently supports passive recreation, neighborhood walking, and scenic bicycle travel.

Existing Safety, Lighting & Navigation

- Standard roadway lighting present
- Limited pedestrian-scale lighting
- Minimal trail-specific wayfinding or interpretive signage

Placemaking & Cultural Identity Features

The primary placemaking asset within this district is the historic built environment itself, including residential architecture, streetscape rhythm, and waterfront adjacency. Preservation of these elements is critical to maintaining district authenticity and community identity.

DISTRICT RANKING

Connectivity: ★★★★★

Comfort: ★★★★★

Identity: ★★★★★

Economic Activation: ★☆☆☆☆

Primary Role: Cultural & Neighborhood Experience Zone

	Crosswalks	Sidewalks	Bicycle Rack	Bicycle Station	Bicycle Lane	Parking Lot	Street Parking	Street Lights	Pedestrian Lights	Wayfinding	Signage	Benches	Trash Receptacles	Public Art	Landscape Buffer	Street Trees
Indian River Avenue		✓					✓	✓							✓	
Riverside Drive		✓						✓								

DISTRICT RANKING SUMMARY

RANK	DISTRICT	SYSTEM PERFORMANCE	SUMMARY CONDITION
1	CIVIC WATERFRONT	HIGH	Regional destination with the highest concentration of amenities and established trailhead presence
2	DOWNTOWN	MODERATE - HIGH	Strong amenity base and connectivity, but lacks structured trail identity and node hierarchy
3	UPTOWN	MODERATE	Functions as a key connector but lacks identity, wayfinding, and higher-level amenities
4	HISTORIC RESIDENTIAL	MODERATE - LOW	Provides connectivity in a sensitive context, with limited amenities by design
5	MIDTOWN	LOW	Minimal infrastructure and limited walkability, with significant gaps in pedestrian amenities

The following summary consolidates the findings from the District Scorecard, Existing Amenities Matrix, and Amenity Gap Analysis to provide a clear understanding of how each district currently performs within the CRA bicycle and pedestrian system.

This overview establishes a baseline for system performance, identifies relative strengths and deficiencies, and defines the role each district plays within the broader network. These findings directly inform the district-specific strategies, recommendations, and investment priorities outlined in the following section.

DISTRICT PERFORMANCE RANKING

Based on the evaluation of connectivity, amenity presence, usability, and overall trail experience:

DISTRICT PERFORMANCE RANKING

Based on the evaluation of connectivity, amenity presence, usability, and overall trail experience:

SYSTEM-WIDE FINDINGS

Across all districts, several key patterns emerged:

- Amenity Concentration vs. Distribution

Amenities are heavily concentrated within the Civic Waterfront and Downtown, with limited distribution across Uptown and Midtown.

- Lack of Amenity Hierarchy

Existing improvements reflect isolated investments rather than a structured system of Base Nodes, Enhanced Nodes, and Trail Hubs.

- Connectivity Without Identity

While some physical connections exist, there is a lack of cohesive wayfinding, branding, and user guidance across the CRA.

- Limited Access Points and Trailheads

With the exception of the Civic Waterfront, there are minimal defined trail access nodes or hubs that anchor the system.

- Inconsistent User Experience

The level of comfort, safety, and usability varies significantly between districts.

DISTRICT ROLES WITHIN THE TRAIL SYSTEM

Through the analysis, each district has emerged with a defined functional role:

- Civic Waterfront - Regional Destination Anchor
- Downtown - Economic & Activity Core
- Midtown + Uptown - Connectivity & Distribution Corridors
- Historic Residential - Context-Sensitive Neighborhood Integration

These roles establish the foundation for how improvements are prioritized and implemented.

TRANSITION TO IMPLEMENTATION

The findings from this summary highlight the need to transition from individual amenity investments to a coordinated, system-based approach.

This includes:

- Establishing a clear amenity hierarchy (Base Node, Enhanced Node, Trail Hub)
- Expanding amenities beyond core districts to improve equity and access
- Reinforcing connectivity through consistent wayfinding and identity systems
- Aligning improvements with each district's functional role and character

LOOKING AHEAD

The following section builds upon this summary by examining each district in detail. It defines:

- The specific role each district plays within the system
- The amenity gaps and deficiencies identified through analysis
- The targeted opportunities and strategies for implementation

Together, these recommendations translate system-level findings into actionable, district-specific improvements that support a cohesive, connected, and scalable trail network throughout the CRA.



District Analysis

CIVIC WATERFRONT ANALYSIS

District Role Within the Overall Pedestrian Network

The Civic Waterfront District functions as a regional arrival and recreation destination. Future investments should focus on strengthening connections from the waterfront into downtown and surrounding districts, ensuring that bicycle & pedestrian trail users transition from recreation spaces into commercial and cultural areas within the CRA.

Identified Amenity Gaps

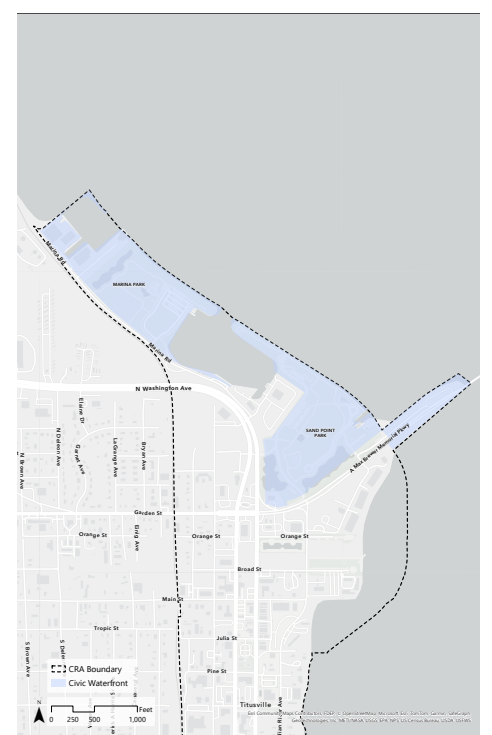
Despite the strong recreation foundation, several public realm and bicycle & pedestrian experience elements are not consistently present and represent opportunities for enhancement:

- Street trees along key corridors
- Accent and streetscape landscape treatments
- Pedestrian-scale lighting along trail-adjacent streets and connectors

These elements are essential for improving comfort, safety, and nighttime usability, particularly along transition corridors between the waterfront and downtown.

Based on field observations and bicycle & pedestrian system performance, the following improvements are recommended for this district:

- **Expand pedestrian-scale lighting along trails and connectors to improve safety and extend usable hours.**
- **Update wayfinding signage to clearly reinforce regional trail connections and downtown linkages.**
- **Provide additional seating nodes to support longer stays and multi-generational use.**
- **Expand bicycle support infrastructure, including additional racks and repair/service locations.**



UPTOWN ANALYSIS

District Role Within the CRA Trail Network

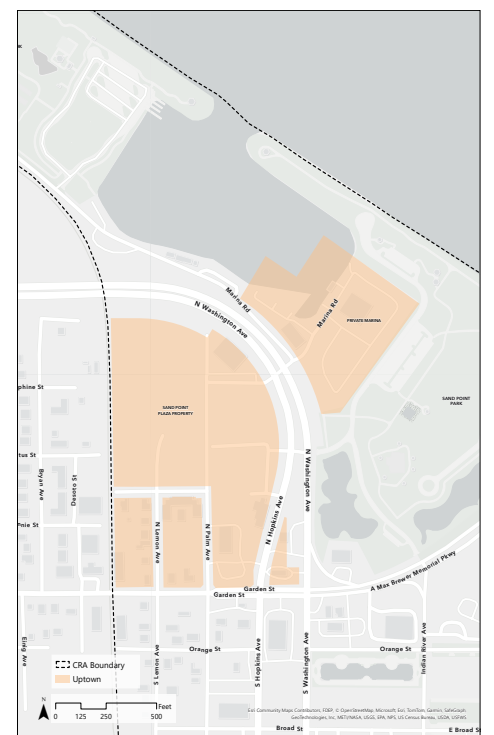
The Uptown District primarily functions as a Transition and Connectivity Zone. Future improvements should focus on transforming the district from a pass-through industrial corridor into a safe, legible, and comfortable bicycle & pedestrian connection between the Civic Waterfront and Downtown.

Priority Focus Areas for Investment

To strengthen the Uptown District's role as a trail connector and transitional zone, the following improvements are recommended:

- Installation of trail-oriented wayfinding signage reinforcing connections to the Civic Waterfront and Downtown, & three regional trail networks
- Evaluation of a trailhead or access node near Sand Point Park to strengthen entry into the regional trail system
- Expansion of sidewalk and pedestrian path connectivity

- Installation of trash receptacles and basic bicycle & pedestrian trail user support amenities
- Addition of area lighting and pedestrian-scale lighting to improve safety and nighttime usability
- Integration of public art and gateway features to establish visual transition between districts



MIDTOWN ANALYSIS

District Role Within the Overall Trail Network

The Midtown District functions as the Primary Connection and Distribution Corridor for the CRA. This district has the greatest opportunity to expand regional trail reach, strengthen connectivity between districts, and reinforce the overall identity and values of the CRA through targeted infrastructure and streetscape investment.

Amenity Gaps & Opportunities

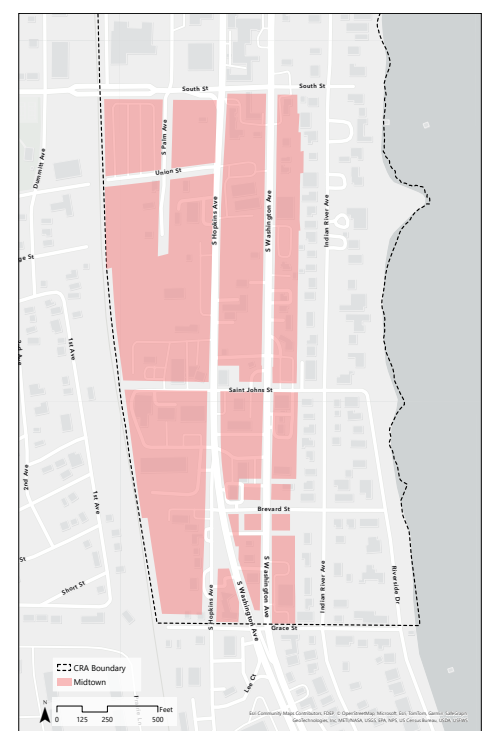
The following amenity-supportive elements were largely absent within the Midtown District:

- Street trees providing canopy and thermal comfort
- Pedestrian-scale lighting
- Pedestrian-specific wayfinding and informational signage
- Public art or identity features
- Pet waste stations
- Bicycle lanes or dedicated bicycle infrastructure
- Bicycle stations or service facilities
- Trailhead or access node infrastructure
- Regional trail network mapping or interpretive signage

Priority Focus Areas for Investment

To strengthen Midtown’s role as the primary pedestrian connection corridor, the following improvements are recommended:

- Installation of street trees to improve pedestrian comfort and streetscape continuity
- Expansion of pedestrian-scale lighting along primary corridors
- Implementation of trail wayfinding and regional network signage
- Expansion of bicycle infrastructure, including lanes, racks, and service stations
- Strategic placement of amenity node clusters (“Combo Three” installations)
- Introduction of public art and identity features to reinforce district transition and CRA branding
- Development of bicycle & pedestrian access nodes linking Midtown into Downtown and adjacent districts



DOWNTOWN ANALYSIS

District Role Within the Overall Trail Network

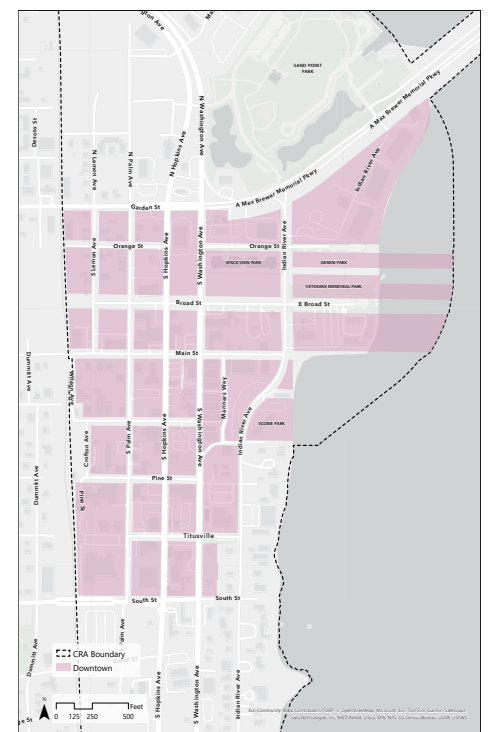
The Downtown District functions as the Primary Trail-to-Commerce and Activity Hub within the CRA. Future investments should focus on capturing regional trail users and converting pass-through traffic into extended stays that support local businesses, public spaces, and community programming.

Priority Focus Areas for Investment

To strengthen Downtown's role as the central bicycle & pedestrian hub of the CRA, the following improvements are recommended:

- Expansion of pedestrian-scale lighting along key trail corridors and park edges

- Installation of regional trail informational signage and mapping systems
- Development of formal trailhead locations within or adjacent to major park spaces
- Expansion of multi-use trail and shared path connectivity through the district core
- Strategic placement of bicycle stations along continuous trail routes
- Creation of bicycle & pedestrian-oriented gathering and activation spaces
- Strengthening connections between pedestrian corridors and economic activity zones



HISTORIC RESIDENTIAL ANALYSIS

District Role Within the Overall Trail Network

The Historic Residential District functions as the Cultural and Neighborhood Experience Zone within the CRA. This district provides a scenic, lower-intensity pedestrian experience that reinforces community identity while maintaining connectivity between major amenity destinations.

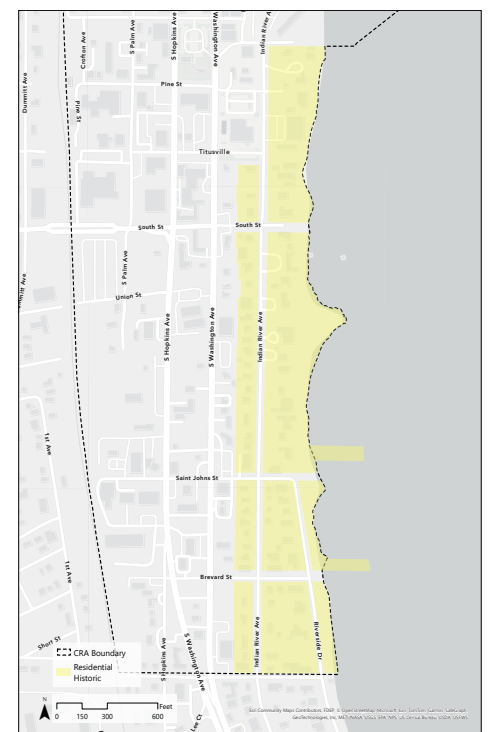
Context-Sensitive Amenity Strategy

Unlike other CRA districts, the Historic Residential District requires a limited and carefully curated amenity approach. The goal is to enhance safety, navigation, and comfort without introducing infrastructure that would detract from historic character or residential scale.

Recommended improvements for this district include:

- Installation of context-sensitive wayfinding and pedestrian signage
- Addition of pedestrian-scale lighting designed to match historic streetscape character
- Strategic street tree installation to enhance canopy and pedestrian comfort
- Limited installation of amenity node clusters (“Combo Three”) in carefully selected locations

To maintain historic integrity, implementation of amenity clusters should be limited to approximately 2–3 total locations within the district. Additional installations could negatively impact the architectural vernacular, visual character, and historic streetscape experience.



DISTRICTS ANALYSIS SUMMARY

Overall CRA Trail System Opportunity

The district analysis confirms that the CRA does not require wholesale pedestrian construction, but rather strategic amenity layering and system unification. The greatest opportunity lies in:

- **Establishing consistent bicycle & pedestrian identity throughout the CRA**
- **Creating predictable comfort and support amenities along corridors**
- **Developing trailheads and access nodes at key district transition points**
- **Strengthening trail-to-economic and trail-to-community connections**
- **Reinforcing district transitions through way-finding, lighting, and streetscape improvements**

Based on these findings, the Strategic Plan advances a unified pedestrian implementation philosophy focused on:

- **Destination Anchoring at the Civic Waterfront**
- **Economic Capture and Activation within Downtown**
- **Connectivity Reinforcement within Uptown and Midtown**
- **Context-Sensitive Integration within the Historic Residential District**

Not every district needs the same level of intensity but every district should:

- **Be recognizable as part of the CRA pedestrian system**
- **Provide predictable user comfort**
- **Support connectivity between destinations**



Strategic Plan

DISTRICT IMPLEMENTATION STRATEGY

Strategy Overview

The Titusville CRA Bicycle & Pedestrian Amenities Network is supported by a strong foundation of mobility infrastructure across all five districts. However, the distribution of amenities varies significantly between districts. The system-wide strategy focuses on creating a consistent, recognizable, and scalable pedestrian experience while allowing each district to maintain its unique identity and functional role within the CRA.

The overall goal is to transition the CRA Bicycle & Pedestrian Amenities Network from a **pass-through regional corridor into a destination-oriented pedestrian system** that supports recreation, economic activity, community identity, and quality of life.

Strategy 1. Identity & Wayfinding Consistency

Create a unified identity across all districts through:

- Regional mapping and informational signage
- Consistent branding and visual language
- Gateway markers at district transitions
- Directional signage connecting parks, downtown, and waterfront

Strategy 2. Comfort & Usability Network

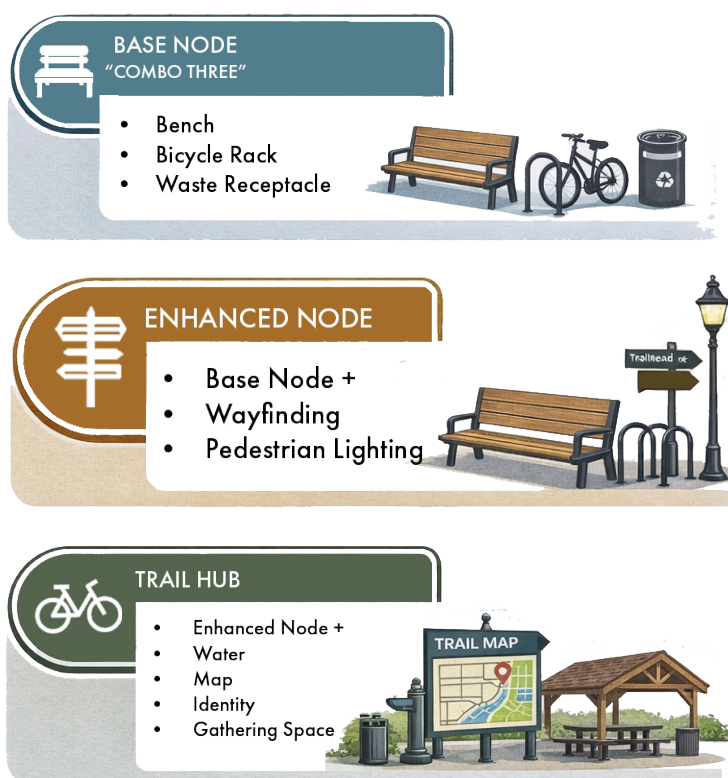
Provide a predictable and consistent user experience by implementing:

- Pedestrian-scale lighting
- Seating and rest node spacing
- Shade through street trees and landscape integration
- Drinking water access at key nodes and trailheads

Strategy 3. Trail Access & Node Development

Establish defined entry points into the converted regional trail system through:

- Trailhead development at major destination parks
- Secondary access nodes at district transition zones
- Integration of bicycle parking, repair, and rest infrastructure




Strategy 4. Economic & Community Activation Integration

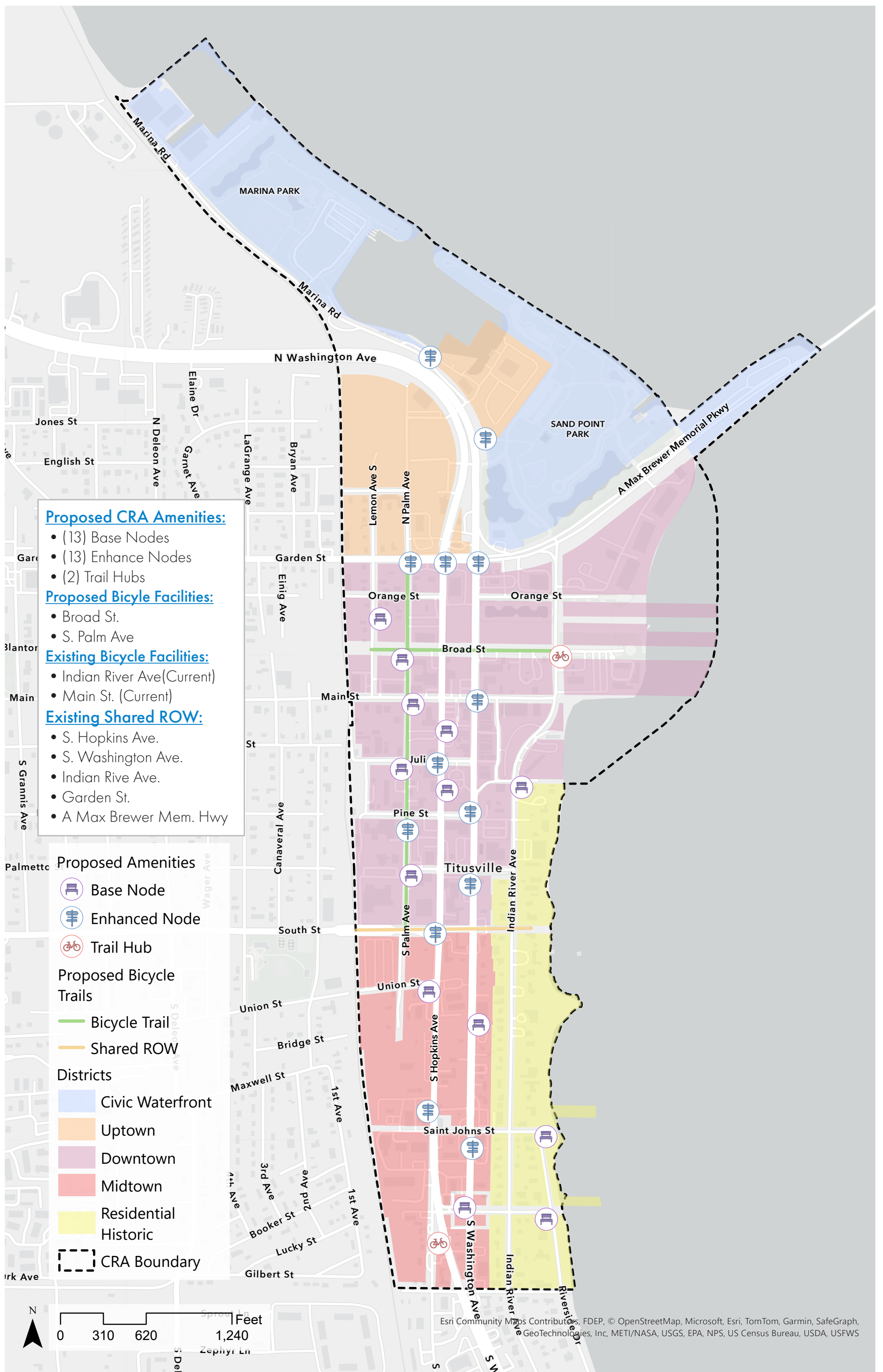
Strengthen the connection between the existing trail system and the local destinations through:

- Trail-oriented gathering spaces
- Business-facing trail & pedestrian corridors
- Programming and event-support spaces
- Public art and cultural storytelling

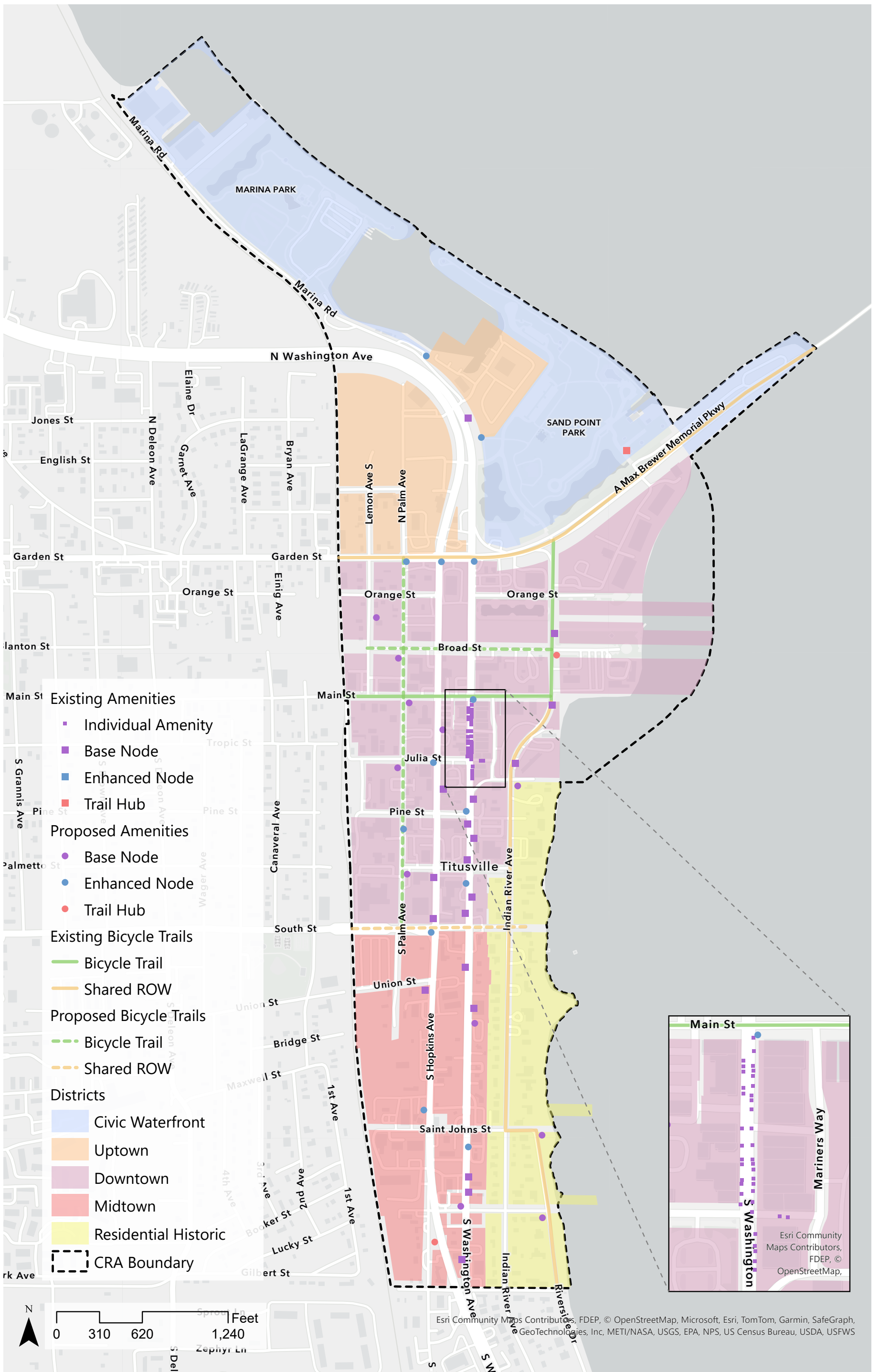
Strategy 5. Scalable Amenity Deployment Strategy

Implement repeatable amenity packages that can be deployed efficiently across districts.

- **Base Node ("Combo Three")** 
 - o Bench
 - o Bicycle rack
 - o Waste receptacle
- **Enhanced Node** 
 - o Base Node + Wayfinding + Pedestrian lighting
- **Trail Hub / Trailhead** 
 - o Enhanced Node + Water + Map + Identity + Gathering Space



BICYCLE & PEDESTRIAN AMENITIES STRATEGIC PLAN



COMPLETE BICYCLE & PEDESTRIAN AMENITIES NETWORK

PROPOSED RECOMMENDATIONS - BROAD STREET



EXISTING STREET SECTION

[This street is currently under design as a separate City initiative.](#)

PROPOSED STREET SECTION

PROPOSED RECOMMENDATIONS - S PALM AVENUE



EXISTING STREET SECTION



PROPOSED STREET SECTION

PROPOSED RECOMMENDATIONS - SOUTH STREET



EXISTING STREET SECTION



PROPOSED STREET SECTION

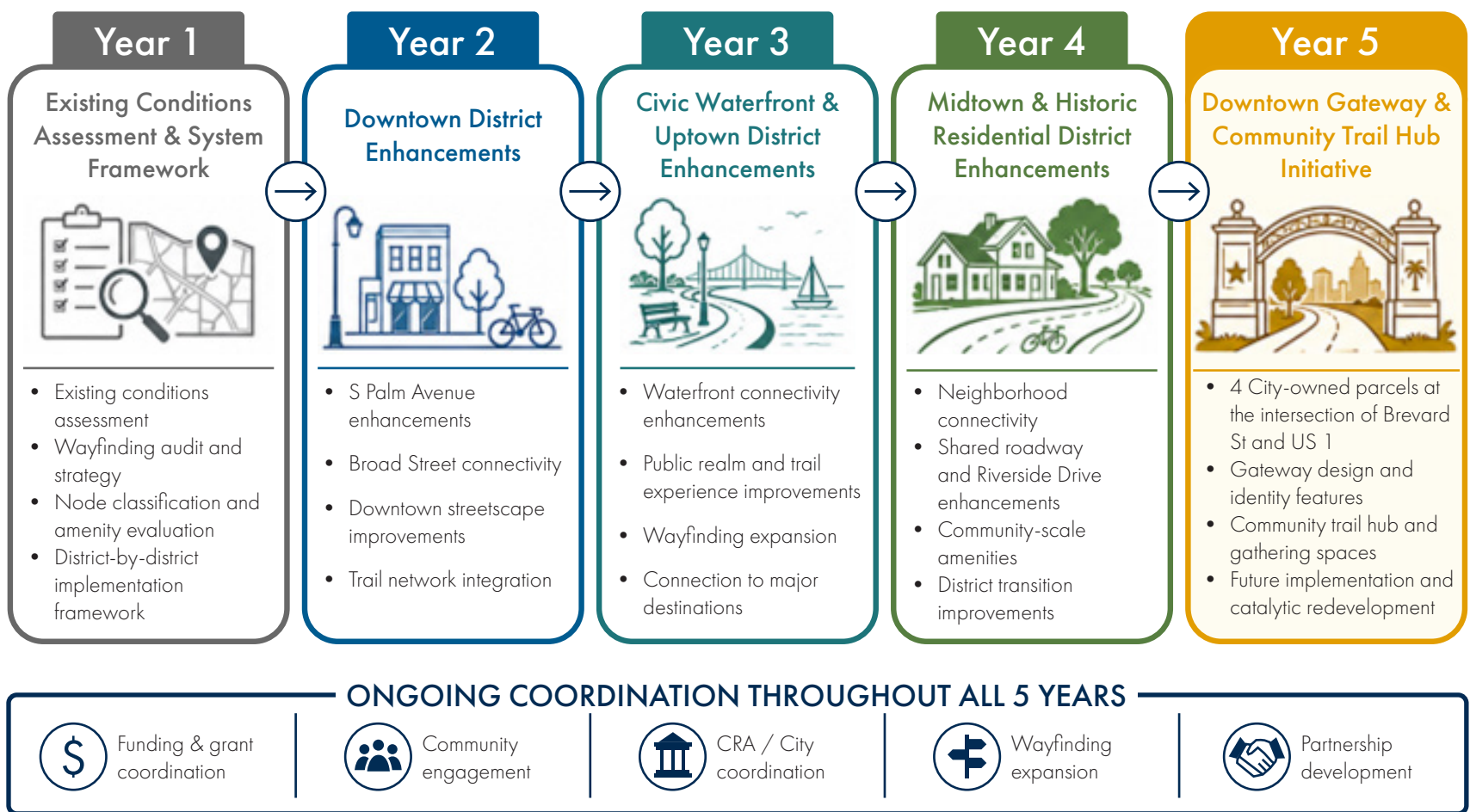


5-Year Phased Implementation Plan

5-Year Phased Implementation Approach

The Titusville Downtown Bicycle and Pedestrian Amenities Strategic Plan is intended to be implemented through a coordinated five-year phased approach focused on strengthening connectivity, enhancing user experience, and establishing a cohesive identity throughout the CRA districts. The phased implementation strategy allows the Community Redevelopment Agency (CRA) and City to prioritize improvements incrementally while building upon previous investments and identified opportunities.

Each phase focuses on a targeted geographic area or implementation initiative, allowing for detailed evaluation of existing conditions, integration of bicycle and pedestrian amenities, enhancement of trail connectivity, and incorporation of future funding opportunities. The phased approach also ensures that improvements remain context-sensitive to the character of each district while contributing to a unified citywide vision for multimodal connectivity.



Implementation is cumulative, with each phase building upon the previous year to strengthen multimodal connectivity, district identity, and community access throughout the CRA.

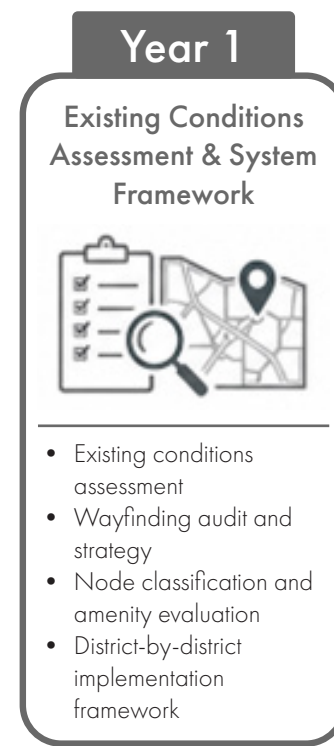
Year 1: Existing Conditions Assessment & System Framework Development

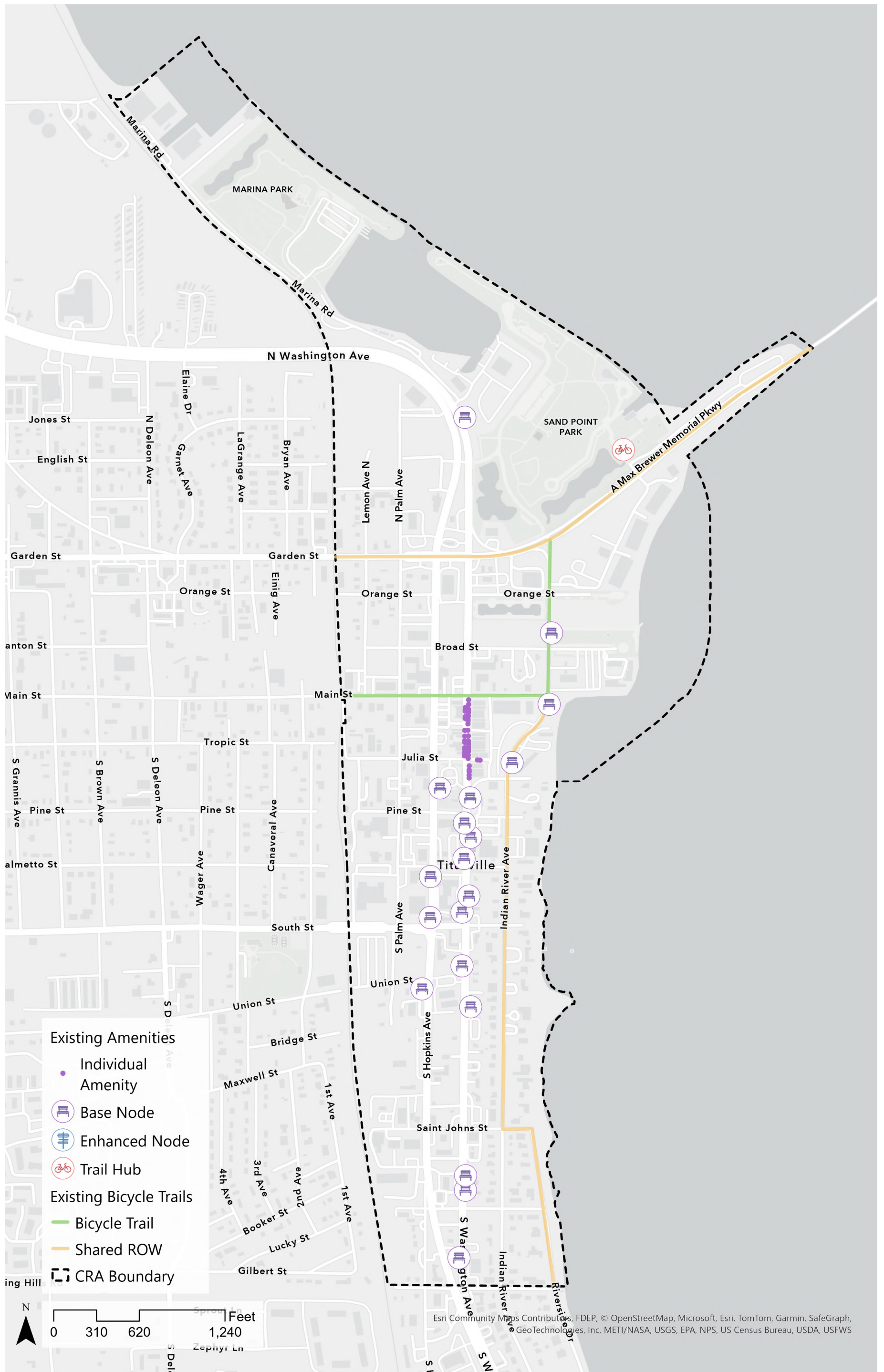
Year 1 will focus on establishing the foundational framework for implementation across the entirety of the CRA boundary rather than concentrating on a single district. This phase will include a comprehensive inventory and evaluation of existing bicycle and pedestrian amenities, trail infrastructure, signage, and wayfinding elements currently present throughout the study area.

A primary component of Year 1 will involve documenting the locations and conditions of existing wayfinding signage and developing a cohesive wayfinding and signage strategy for future implementation. This effort will establish the hierarchy, character, and placement approach for future bicycle and pedestrian navigation throughout the CRA districts.

Additionally, Year 1 will focus on identifying and categorizing existing Base Nodes, Enhanced Nodes, and Trail Hub locations throughout the study area. Each node will be evaluated based on existing amenities, visibility, accessibility, user experience, and overall functionality. Recommendations for improvements, enhancements, or potential relocations will be documented as part of the implementation framework.

The findings and recommendations developed during Year 1 will serve as the foundation for future district-specific implementation efforts occurring in Years 2 through 5.





YEAR 1 PHASE PLAN MAP

Year 2: Downtown District Enhancements

Year 2 will focus on implementation within the Downtown District, with significant emphasis placed on connectivity improvements associated with Palm Avenue, Broad Street, and the surrounding downtown corridor.

This phase will prioritize the integration of bicycle and pedestrian amenities identified during Year 1 while supporting ongoing and future infrastructure improvements within the downtown core. Enhancements along Indian River Avenue and key downtown corridors will focus on strengthening trail connectivity, improving pedestrian experience, enhancing streetscape character, and creating a more cohesive multimodal environment.

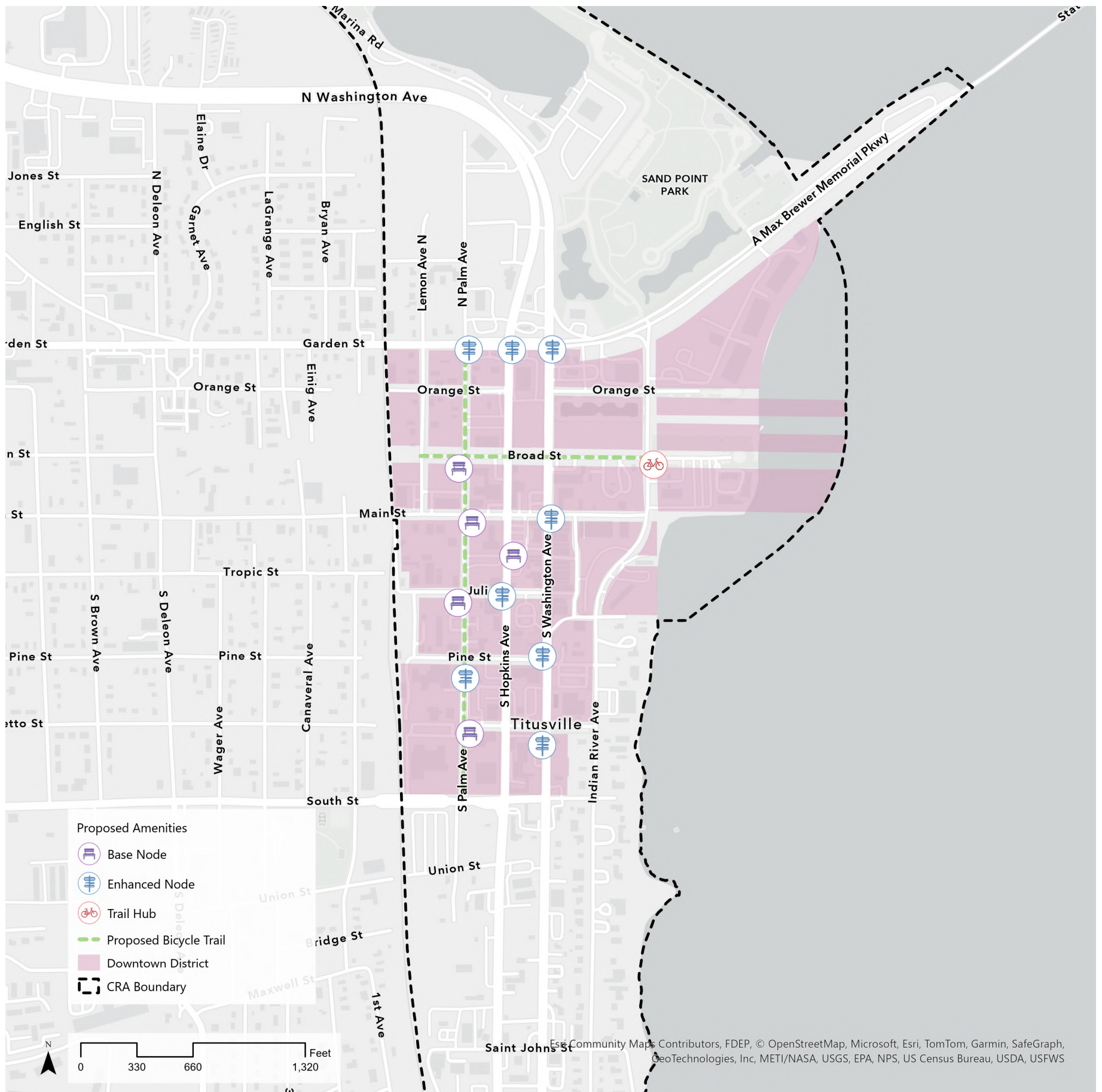
Implementation efforts during this phase may include installation of wayfinding signage, streetscape enhancements, pedestrian-oriented amenities, bicycle infrastructure improvements, trail connectivity upgrades, landscaping enhancements, and activation opportunities that reinforce the Downtown District as the central hub of the CRA trail network.

Year 2

Downtown District Enhancements



- S Palm Avenue enhancements
- Broad Street connectivity
- Downtown streetscape improvements
- Trail network integration



YEAR 2 PHASE PLAN MAP

Year 3: Civic Waterfront & Uptown District Enhancements

Year 3 will focus on the Civic Waterfront and Uptown Districts and their relationship to the greater bicycle, pedestrian, and regional trail network.

This phase will emphasize implementation of the amenity and wayfinding recommendations identified during Year 1 while enhancing connectivity between existing destinations, trail systems, and public gathering spaces. Improvements within these districts will focus on reinforcing existing assets rather than introducing major infrastructure modifications.

Minor trail connectivity and pedestrian enhancements along Indian River Avenue may occur during this phase; however, the primary intent will be to improve user experience, accessibility, comfort, and navigational clarity throughout the Civic Waterfront and Uptown areas.

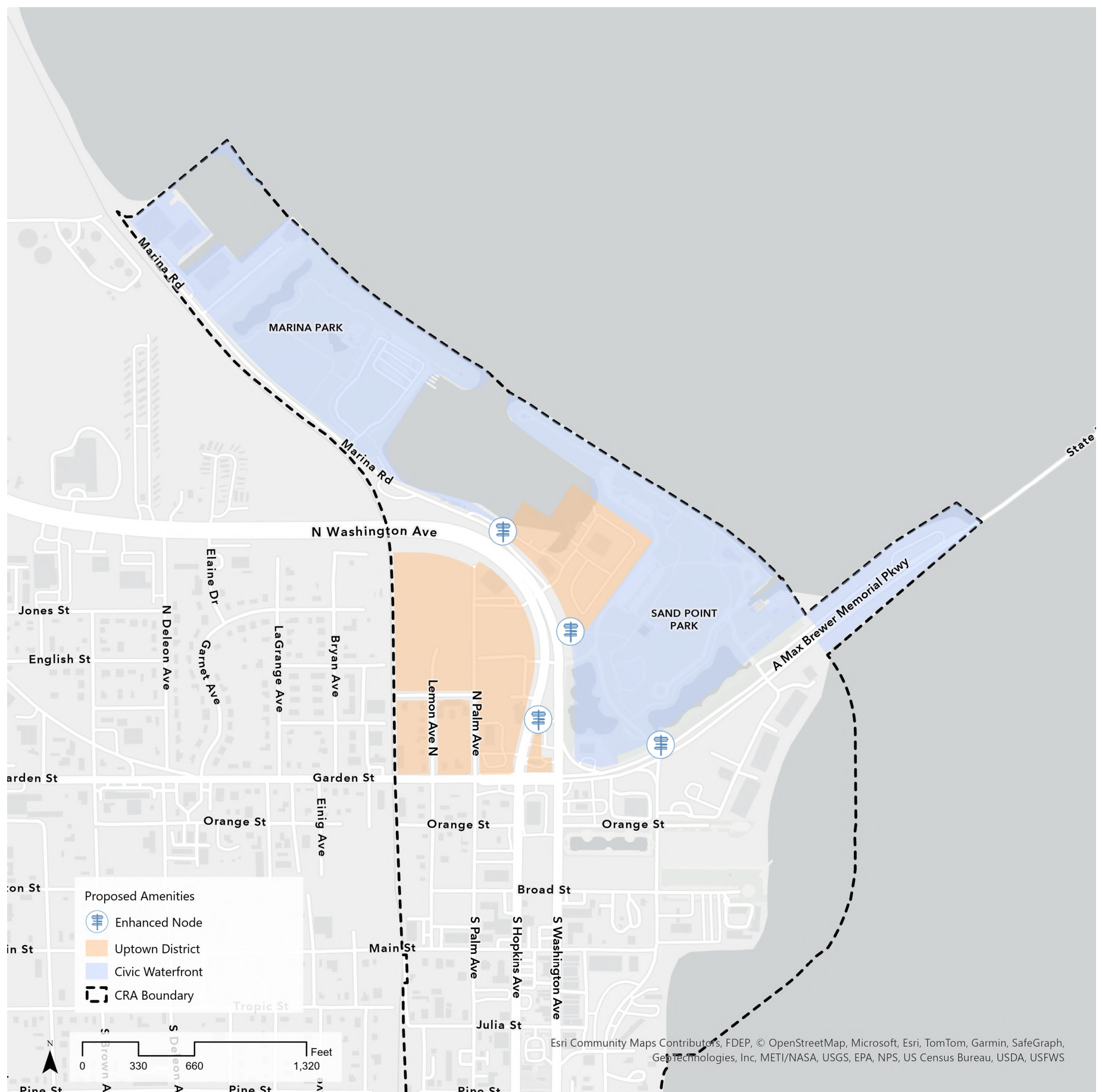
This phase will continue building upon the cohesive identity established in previous years while strengthening the connection between the waterfront, downtown core, and surrounding districts.

Year 3

Civic Waterfront & Uptown District Enhancements



- Waterfront connectivity enhancements
- Public realm and trail experience improvements
- Wayfinding expansion
- Connection to major destinations



YEAR 3 PHASE PLAN MAP

Year 4: Midtown & Historic Residential District Enhancements

Year 4 will focus on the Midtown and Historic Residential Districts, emphasizing neighborhood connectivity, community integration, and context-sensitive improvements that preserve the character of these areas while enhancing pedestrian and bicycle accessibility.

This phase will include evaluation and enhancement opportunities associated with Riverside Drive and existing shared roadway conditions, with a focus on improving connectivity between the historic downtown core and adjacent non-historic areas.

Implementation efforts during this phase will prioritize community-oriented improvements such as pedestrian amenities, neighborhood-scale wayfinding, trail connectivity enhancements, streetscape beautification, landscaping improvements, and bicycle accessibility upgrades designed to support daily use and neighborhood connectivity without negatively impacting the established character of the surrounding residential environment.

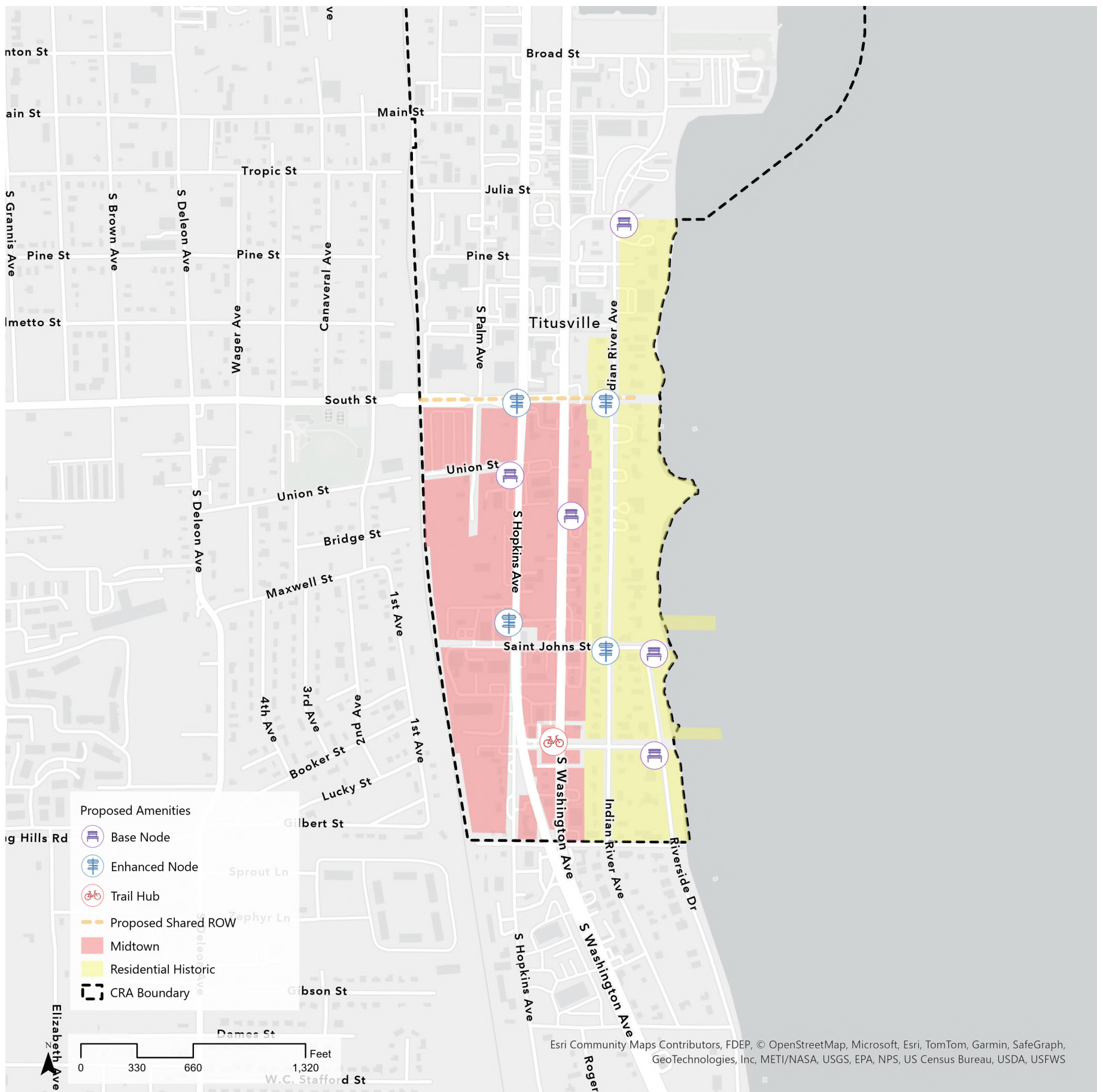
A major focus of Year 4 will be strengthening the transition between districts and further expanding the sense of connectivity throughout the CRA boundary.

Year 4

Midtown & Historic Residential District Enhancements



- Neighborhood connectivity
- Shared roadway and Riverside Drive enhancements
- Community-scale amenities
- District transition improvements



YEAR 4 PHASE PLAN MAP

Year 5: Downtown Gateway & Community Trail Hub Initiative

Year 5 will transition from district-focused implementation toward a catalytic design and redevelopment opportunity centered around four City-owned parcels located near the intersection of Brevard Street and US 1.

These parcels represent a critical gateway into the downtown core and provide an opportunity to establish a signature entry sequence and multimodal community destination for the City of Titusville.

The primary objective of Year 5 will be the development of conceptual and future implementation plans for a community-focused bicycle and pedestrian hub that integrates gateway features, trail connectivity, public gathering spaces, landscaping, wayfinding, and cultural identity elements into a unified design vision.

Potential improvements may include:

- Gateway signage and identity features
- Community gathering and event spaces
- Trailhead and bicycle support amenities

- Enhanced pedestrian crossings and connectivity
- Landscape beautification and streetscape enhancements
- Public art and cultural integration opportunities
- Expanded trail and regional connectivity infrastructure

While full build out and construction are not anticipated to occur entirely within Year 5, this phase is intended to initiate the planning, design, funding coordination, and phased implementation process for what could become a long-term catalytic investment and defining community destination within the CRA.

Year 5 represents the culmination of the strategic plan by tying together the broader bicycle and pedestrian network through a highly visible, community-centered gateway and trail hub experience.



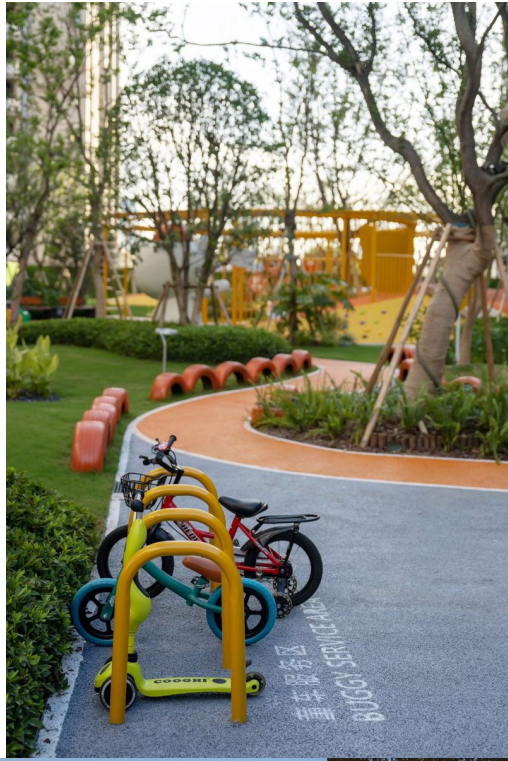
YEAR 5 PHASE PLAN MAP

Year 5

Downtown Gateway & Community Trail Hub Initiative



- 4 City-owned parcels at the intersection of Brevard St and US 1
- Gateway design and identity features
- Community trail hub and gathering spaces
- Future implementation and catalytic redevelopment



YEAR 5 PHASE PLAN IMAGES



Funding Opportunities

FUNDING OPPORTUNITIES INTRODUCTION

Implementation of the Titusville Trails Amenity Strategic Plan will require a coordinated and strategic approach that leverages local CRA resources alongside state, federal, nonprofit, and private-sector programs. The Titusville Community Redevelopment Agency is well positioned to pursue a diverse portfolio of funding sources that support placemaking, mobility, recreation, environmental resilience, safety, and quality-of-life improvements consistent with the Plan’s guiding principles. Many of the identified funding programs prioritize projects that enhance public spaces, enhance access to recreation and transportation options, improve safety for all users, and invest in historically underserved or economically disadvantaged areas, objectives that closely align with the CRA’s redevelopment mission.

The following Funding Opportunity Matrix serves as a practical implementation tool, summarizing active and anticipated grant opportunities relevant to amenity projects within the CRA district. The Matrix identifies key program details including administering agencies, eligible project types, funding amounts, match requirements, and application timelines. The matrix is intended to guide near and mid-term funding pursuits, inform project phasing, and support partnerships with local governments, nonprofit organizations, and regional agencies.



FUNDING OPPORTUNITIES MATRIX

#	Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Purpose & Priorities	Types of Projects
1	Community Challenge - Flagship Grant	American Association of Retired Persons (AARP)	\$15,000	0%	01/15/26	03/04/26	<p>Purpose: The AARP Community Challenge provides small grants to fund quick-action projects that can help communities become more livable for people of all ages.</p> <p>AARP evaluates each project based on its consistency with the AARP mission to serve the needs of people 50+.</p> <p>https://www.aarp.org/livable-communities/community-challenge/</p>	<ul style="list-style-type: none"> - Creating vibrant public places that improve open spaces, parks, and access to other amenities - Transportation and mobility options that increase connectivity, walkability, bike-ability, and access to public and private transit - Supporting community resilience through investments that improve disaster management, preparedness, and mitigation for residents
2	Community Challenge - Demonstration Grant	AARP	\$25,000	0%	01/15/26	03/04/26	<p>Purpose: The AARP Community Challenge provides small grants to fund quick-action projects that can help communities become more livable for people of all ages.</p> <p>AARP evaluates each project based on its consistency with the AARP mission to serve the needs of people 50+.</p> <p>https://www.aarp.org/livable-communities/community-challenge/</p>	<ul style="list-style-type: none"> - Pedestrian Safety: Improve the safety of streets and sidewalks - High-Speed Internet: Increase broadband access and adoption - Housing Design Competitions: Promote understanding and implementation of housing policies that support a variety of community needs using the AARP Housing Design Competition Toolkit
3	Florida Recreation Development Assistance Program (FRDAP)	Florida Department of Environmental Protection (FDEP)	\$200,000	50%	9/1/26	9/30/26	<p>Purpose: FDEP provides grants to local governments with the legal responsibility for providing outdoor recreation sites and facilities for the use and benefit of the public.</p> <p>Development projects must consist of at least 50% primary costs.</p> <p>Enclosed structures, with the exception of restrooms and concession stands, are ineligible.</p> <p>https://floridadep.gov/lands/land-and-recreation-grants/content/florida-recreation-development-assistance-program</p>	<ul style="list-style-type: none"> - Parkland acquisition - Parkland development <p>For development, primary costs include facilities such as beach access, picnic facilities, fishing piers, ball fields, tennis courts, trails, trailheads, and shade structures for recreation facilities. Support facilities include those facilities which have little or no public outdoor recreational value without the primary facility, such as restrooms, concession stands, parking, landscaping, and security lighting.</p>
4	Land and Water Conservation Fund (LWCF)	FDEP	\$1.5M	50%	11/15/26	12/15/26	<p>Purpose: Since 1965, the LWCF has provided more than \$5.2 billion through more than 44,000 grants for a wide variety of projects such as parks, sports and playfields, swimming and boating areas, trails, campgrounds, and similar. Each State is responsible for administering competitions, selecting projects, and then submitting project applications to NPS for review and final decision on award.</p> <p>Development projects must consist of at least 50% primary costs. Requires local government applicant.</p> <p>Enclosed structures, with the exception of restrooms and concession stands, are ineligible.</p> <p>https://floridadep.gov/lands/land-and-recreation-grants/content/lwcf-application-process-submission-cycles-and-funded</p>	<ul style="list-style-type: none"> - Parkland acquisition - Parkland development <p>For development, primary costs include facilities such as beach access, picnic facilities, fishing piers, ball fields, tennis courts, trails, trailheads, playgrounds, kayak/canoe launches, boat launches, observation decks/boardwalks, exercise stations, pavilions, and shade structures for recreation facilities. Support facilities include those facilities which have little or no public outdoor recreational value without the primary facility, such as restrooms, concession stands, parking, landscaping, and security lighting.</p>
5	Recreational Trail Program (RTP)	FDEP	\$350,000*	20-50%	TBD	TBD	<p>Purpose: To provide financial assistance for the development and maintenance of recreational trails, trailheads, and trailside facilities for both nonmotorized and motorized recreational trail uses. RTP grants are for projects that are primarily recreational in nature, rather than serving a more utilitarian transportation function.</p> <p>*This number represents the maximum funds that could be requested for nonmotorized recreational trails in FY25-26. This number is subject to change annually. Different funding amounts are available for motorized and mixed-use trails.</p> <p>https://floridadep.gov/lands/land-and-recreation-grants/content/rtp-application-process-submission-cycles-and-funded</p>	<ul style="list-style-type: none"> - Nonmotorized trail - Motorized trail - Mixed-use trail <p>Note: Sidewalks are not eligible.</p>

FUNDING OPPORTUNITIES MATRIX

#	Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Purpose & Priorities	Types of Projects
6	Outdoor Recreation Legacy Partnership (ORLP) Program	FDEP	\$15M	50%	05/01/26	06/01/26	<p>Purpose: ORLP is a nationally competitive grant program that delivers funding to urban areas with priority given to projects located in economically disadvantaged areas and lacking in outdoor recreation opportunities.</p> <p>Historically, ORLP projects were required to be located in a disadvantaged census tract as identified by the Climate and Environmental Justice Screening Tool. Since this tool has been taken down, a new determination process should be anticipated for this year.</p> <p>https://floridadep.gov/lands/land-and-recreation-grants/content/outdoor-recreation-legacy-partnership-program</p>	<p>Projects may include any or all manners of outdoor recreation activities such as structured and unstructured play areas, playgrounds, campgrounds, picnicking, sports fields, court sports such as basketball, tennis and pickleball, tracks and paths for running, walking, skating or biking, bird watching areas, water-based recreation facilities such as fishing, swimming pools, paddling, boating, and spray playgrounds, as well as for outdoor recreation facilities and some supporting facilities and infrastructure like restrooms, bathhouses, or parking areas, when part of an overall recreation project.</p> <p>Development projects must consist of at least 50% primary costs.</p>
7	Transportation Alternatives Program	Florida Department of Transportation (FDOT)	\$5M allocated to each district	20%	10/31/26	02/28/27	<p>Purpose: To help fund connected infrastructure for non-motorized users. The goals of the program include improving safety, health, and quality of life.</p> <p>Local Agency Program (LAP) certification is required to administer the project.</p> <p>https://www.fdot.gov/planning/systems/systems-management/tap</p>	<ul style="list-style-type: none"> - Sidewalk Facilities - Bicycle Facilities - Trailways - Complete Streets Projects - Safe Routes to School projects - Lighting - Safety-related infrastructure
8	Beautification Grant	FDOT	FY24-25 Average Award: \$100,000	Not required but encouraged	07/01/26	10/01/26	<p>Purpose: FDOT makes Highway Beautification Grants available to local governments interested in providing landscaping and irrigation along state transportation facilities.</p> <p>The applicant will be required to accept all maintenance and utility costs associated with the landscape project in perpetuity through an executed Memorandum of Understanding.</p> <p>Landscape projects funded by the Beautification Grant are typically used on FDOT rights-of-way but can in some instances extend onto publicly owned property that is contiguous to and visible from the Department's right of way.</p> <p>https://www.fdot.gov/roadway/landscape-architecture/beautification-grants</p>	<ul style="list-style-type: none"> - Purchase and install plant materials - Soil amendments - Irrigation systems
9	319(h) Grants	FDEP	Not Set	40%	March September	April October	<p>Purpose: This program offers funding for the control of water pollution from nonpoint sources, including stormwater.</p> <p>319(h) grants and SWAG are both available through the Nonpoint Source Management Program, which receives approximately \$8 million per year in federal and state appropriations.</p> <p>https://floridadep.gov/wra/319-tmdl-fund</p>	<p>Eligible projects include, but are not limited to:</p> <ul style="list-style-type: none"> - Demonstration and evaluation of Best Management Practices (BMPs), including reclaimed water, retention, and detention. - Nonpoint pollution reduction in priority watersheds (e.g., areas with water quality restoration plans, etc.). - Green stormwater infrastructure (GSI) / low impact development for stormwater. - Ground water protection from nonpoint sources. - Public education program on nonpoint source management - Septic to Sewer projects
10	State Water-Quality Assistance Grants (SWAG)	FDEP	Not Set	0% But providing match earns additional points	March September	April October	<p>Purpose: This program offers funding for the control of water pollution from nonpoint sources, including stormwater.</p> <p>319(h) grants and SWAG are both available through the Nonpoint Source Management Program, which receives approximately \$8 million per year in federal and state appropriations.</p> <p>https://floridadep.gov/wra/319-tmdl-fund</p>	<p>Eligible projects include, but are not limited to:</p> <ul style="list-style-type: none"> - Demonstration and evaluation of Best Management Practices (BMPs), including reclaimed water, retention, and detention. - Nonpoint pollution reduction in priority watersheds (e.g., areas with water quality restoration plans, etc.). - Ground water protection from nonpoint sources.
11	Quality of Life - Direct Effect Grant	Christopher & Dana Reeve Foundation	\$25,000	N/A	Rolling	Rolling	<p>Purpose: The Quality of Life Grants Program, created by the late Dana Reeve, strives to help individuals with disabilities and their families by providing grants to nonprofit organizations that improve quality of life through access, independence, opportunities for community engagement, and other life-enhancing endeavors.</p> <p>Project must serve at least five (5) individuals with paralysis, their families, or caregivers.</p> <p>Requires nonprofit applicant.</p> <p>https://www.christopherreeve.org/todays-care/get-support/grants-for-non-profits/</p>	<p>Direct Effect Quality of Life grants fund a wide range of projects including:</p> <ul style="list-style-type: none"> - Accessible Beach/Dock/Pier - Accessible Playground/Ball Field - Accessible Community Spaces - Accessible Trail

FUNDING OPPORTUNITIES MATRIX

#	Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Purpose & Priorities	Types of Projects
12	People for Bikes Grants	PeopleforBikes	\$10,000	N/A	Fall	Fall	<p>Purpose: PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation or community development; from city or county agencies or departments and from state or federal agencies working locally. PeopleForBikes only funds projects in the United States. Requests must support a specific project or program — Does not grant funds for general operating costs.</p> <p>Requires nonprofit applicant.</p> <p>PeopleforBikes will not consider grant requests in which funding amounts to 50% or more of the budget.</p>	<p>PeopleForBikes focuses most grant funds on bicycle infrastructure projects, such as:</p> <ul style="list-style-type: none"> - Bike paths, lanes, trails and bridges - Mountain bike facilities - Bike parks and pump tracks - BMX facilities - End-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage
13	Lowe's Hometowns	Lowe's	N/A	N/A	02/01/26	N/A	<p>Purpose: Lowe's Hometowns is a five-year, \$100 million commitment to restore and revitalize community spaces across the country and part of Lowe's commitment to deliver 10 million square feet of impact this year.</p> <p>Projects should impact the lives of a whole community or a segment of the community that is underserved, meet a need that has been overlooked/ignored in the community, be completed between July and November of the award year, and inspire others to achieve what's possible.</p> <p>https://corporate.lowes.com/our-responsibilities/lowes-hometowns</p>	<ul style="list-style-type: none"> - Community Centers/Services - Safe Affordable Housing - First Responder Facilities - Community Revitalization, including parks - Skilled Trades Education initiative
14	Community Planning Technical Assistance (CPTA) Grant	Florida Commerce	\$75,000	0%	Spring	Summer	<p>Purpose: CPTA grants provide local governments the opportunity to create innovative plans and development strategies to promote a diverse economy and meet statutory requirements for planning, while also protecting environmentally sensitive areas.</p> <p>The grant period begins July 1 of the year awarded and ends June 30 the following year. Projects must be completed by May 30.</p> <p>https://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/technical-assistance/community-planning-technical-assistance-grant</p>	<ul style="list-style-type: none"> - Economic development strategy - Strategic site inventory - Comprehensive plan update - Expand tourism opportunities - Update land development regulations - Downtown revitalization planning - Community redevelopment plan update - Design guidelines
15	Safe Streets and Roads for All (SS4A) - Implementation Grant	U.S. Department of Transportation (USDOT)	Max: \$25M Min: \$2.5M	20%	03/28/26	06/26/26	<p>Purpose: SS4A awards funds on a competitive basis to support planning, infrastructure, and behavioral and operational initiatives to prevent fatalities and serious injuries on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, motorists, and commercial vehicle operators.</p> <p>Based on the Space Coast TPO's Vision Zero Plan, the intersection of U.S. 1 and Garden Street is on one of the top 5 crash locations on the Pedestrian High Injury Network (HIN). On the same HIN, US 1 from Garden Street to Dairy Road is <i>the top</i> crash location for corridors.</p> <p>https://www.transportation.gov/grants/SS4A</p>	<ul style="list-style-type: none"> - Intersection improvements - Safety enhancements (sidewalks, crosswalks) - Traffic calming (roundabouts, speed reduction) - Corridor improvements
16	Better Utilizing Investment to Leverage Development (BUILD)	USDOT	Max: \$25M Min: \$1M	0-20%	12/23/27	02/24/27	<p>Purpose: The BUILD grant program provides grants for surface transportation infrastructure projects with significant local or regional impact.</p> <p>The Titusville CRA is located in <i>both</i> a rural area and an Area of Persistent Poverty, making it eligible for 100% Federal funding, as opposed to providing a match.</p> <p>Projects must offer significant safety, economic competitiveness, environmental sustainability, and quality of life benefits, as well as being built on partnership and/or community collaboration.</p> <p>https://www.transportation.gov/BUILDgrants</p>	<ul style="list-style-type: none"> - Complete Streets improvements - Intersection improvements - Safety enhancements - Traffic calming - Corridor improvements - Intermodal connectivity - Port infrastructure

FUNDING OPPORTUNITIES MATRIX

#	Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Purpose & Priorities	Types of Projects
17	Florida Boating Improvement Program (FBIP)	Florida Fish and Wildlife Conservation Commission	N/A <i>Points awarded for applications less than \$500,000.</i>	0% <i>Points awarded for providing cost share.</i>	02/09/26	04/13/26	<p>Purpose: The Florida Boating Improvement Program provides funding through competitive grants for boating access projects and other boating-related activities benefitting motorized vessels in Florida. Eligible program participants include county governments, municipalities and other governmental entities of the state of Florida.</p> <p>https://myfwc.com/boating/grants-programs/fbip/</p>	<ul style="list-style-type: none"> - Boat ramps; lifts and hoists; marine railways; and other public launching facilities - Piers, docks, mooring buoys, and other mooring facilities - Recreational channel marking and other uniform waterway markers - Boating education - Economic development initiatives that promote boating - Other local boating-related activities that enhance boating access for recreational boaters
18	Waterway Assistance Program (WAP)	Florida Inland Navigation District (FIND)	N/A <i>Funding is capped at 90% of the tax revenue the District receives from the applicant's County.</i>	25-50%	01/01/26	03/30/26	<p>Purpose: The Waterways Assistance Program is a grant initiative established by the Florida Legislature in partnership with the Florida Inland Navigation District (FIND). Its aim is to enhance public access to the Atlantic Intracoastal Waterway and related waterways within the District.</p> <p>Applicants are required to meet with their local FIND Commissioner to discuss their application by March 4, 2026.</p> <p>https://www.aicw.org/grant_and_assistance_programs/waterway_assistance_programs_wap/index.php</p>	<ul style="list-style-type: none"> - Public navigation channel dredging - Shoreline stabilization - Maritime management planning - Boating safety grants - Navigation aids and markers - Public boat ramps and launching facilities - Beach renourishment - Boating safety equipment - Inlet management for public navigation - Environmental education programs and facilities - Public fishing and viewing piers - Other waterway related projects
19	Clean Vessel Act (CVA) Grant	FDEP	N/A <i>Two quotes required for costs exceeding \$2,500.</i>	25%	Rolling	Rolling	<p>Purpose: The Florida Clean Vessel Act Program provides grant funding to marina owners and operators for boater pumpout facilities in service to the public.</p> <p>The pumpout fee may not exceed \$5, and it must be displayed in the Pumpout Nav App for the public to easily find and use. All manufactured products used in the project must be produced in the U.S., according to Build America, Buy America (BABA).</p> <p>All projects funded with CVA grants are required to have two posted signs: 3'x4' universal pumpout logo facing waterway and an informational placard on or next to the equipment informing patrons of pumpout instructions and funding accreditation.</p> <p>https://floridadep.gov/rcp/cva/content/apply-cva-grant</p>	<ul style="list-style-type: none"> - Equipment purchase and installation - Dump station, portable, stationary, pumpout vessel, holding tank, lift station - Piping, plumbing, electrical work - Operations, maintenance, and repair - Sewage hauling and holding tank - Pumpout signage - Education and outreach materials <p>Eligible costs include engineering plans, permits, site preparation, renovation, equipment purchase, equipment installation, operations of equipment, maintenance and repair, sewage hauling, pumpout signage, and education and instruction materials.</p>



Synthesis & Outlook

TRAIL AMENITIES SYNTHESIS & OUTLOOK

The Titusville CRA Bicycle & Pedestrian Amenities Strategic Plan establishes a unified framework that recognizes each district's unique role while advancing a coordinated, system-wide pedestrian experience. Existing conditions analysis confirmed that the CRA already contains strong foundational assets particularly within the Civic Waterfront and Downtown but also revealed gaps in network continuity, identity, comfort amenities, and access node hierarchy across Uptown, Midtown, and the Historic Residential District.

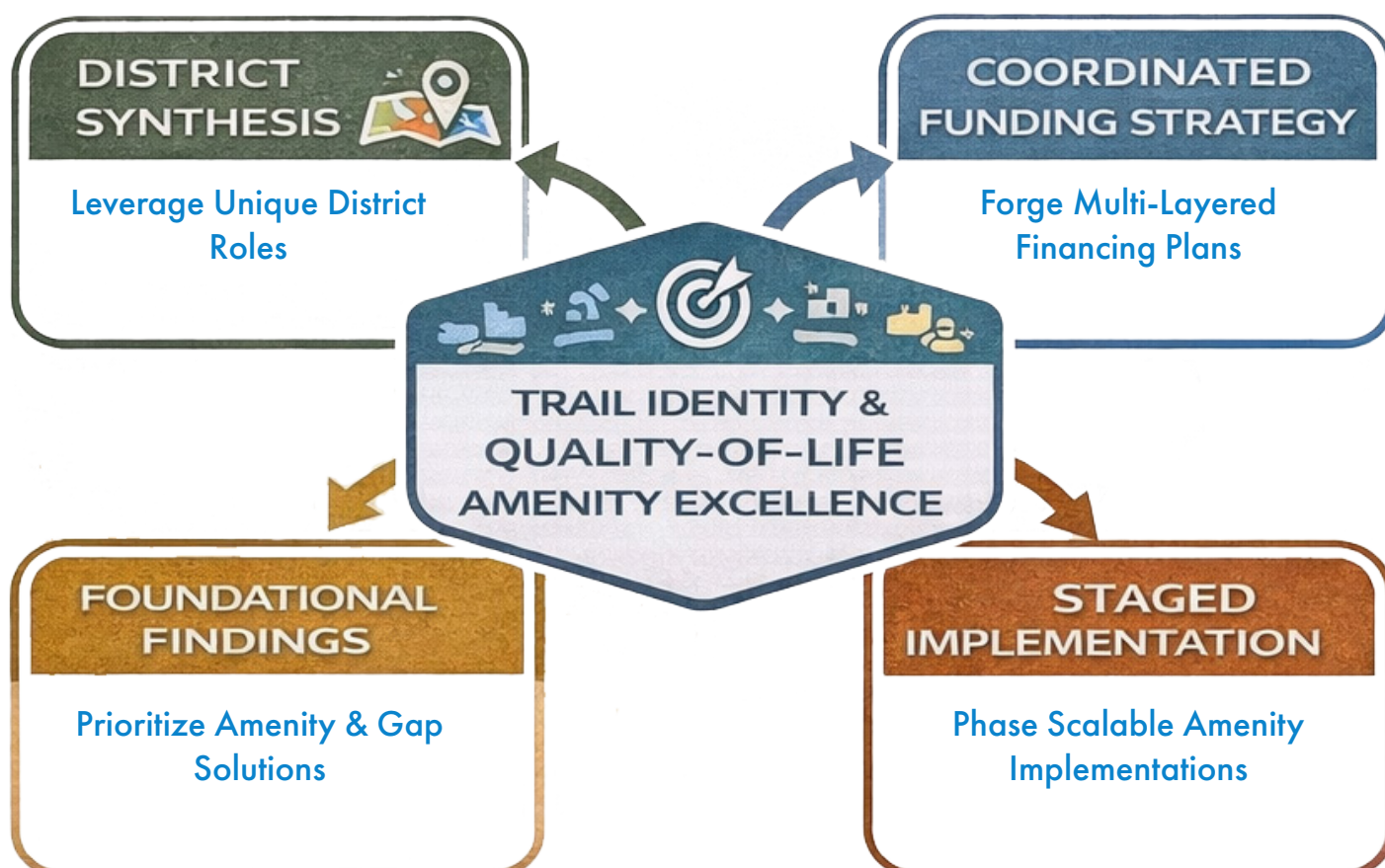
Through district-by-district evaluation, a clear structure emerged. The Civic Waterfront functions as the regional destination anchor. Downtown serves as the economic and activity conversion core. Uptown and Midtown operate as the primary connectivity and distribution corridors. The Historic Residential District provides cultural continuity and context-sensitive neighborhood integration. Together, these districts can provide a complete and scalable bicycle & pedestrian amenities ecosystem rather than a collection of isolated improvements.

The implementation strategy advances a repeatable and scalable amenity deployment model supported by consistent identity, layered comfort infrastructure, strategic node placement, and integration with economic and community activation opportunities. This approach allows the CRA to phase improvements logically while maintaining system cohesion as funding and partnership opportunities evolve.

Equally important, the plan is intentionally structured to align with diverse funding sources. The recommended improvements directly support program priorities tied to mobility, placemaking, recreation access, safety, environmental resilience, and equitable investment. By pairing the implementation philosophy with the Funding Opportunity Matrix, the CRA is positioned to pursue coordinated funding strategies that support near-term catalytic projects while building momentum for long-term system build out.

Ultimately, this Strategic Plan moves the CRA from an amenity inventory model to a performance-based pedestrian amenity network strategy. The strategy will aim to strengthen the regional trail, supporting local economic vitality, enhancing daily usability for residents, and preserving the character that defines Titusville's waterfront and historic neighborhoods.

The Titusville CRA Bicycle & Pedestrian Amenities Strategic Plan unifies district roles, funding strategies, and provides a scalable implementation model. This model aims to advance a cohesive and inclusive, performance based pedestrian system that will be positioned for longer-term success.





May 2026

Kimley»Horn

City of Titusville
"Gateway to Nature and Space"

REPORT

To: Members of the Community Redevelopment Agency
From: Thomas Abbate, City Manager
Subject: **Executive Director's Report June 2026**
Department/Office: Community Development

Recommended Action:

The Executive Director's Report is included in the agenda packet. No action is requested.

Summary Explanation & Background:

The Executive Director's Report is included in the agenda packet. No action is requested.

Alternatives:

N/A

Item Budgeted:

N/A

Source/Use of Funds/Budget Book Page:

N/A

Strategic Plan:

This implements Goal 5 of the City of Titusville's Strategic Goals and Objectives - Effective Governance.

Strategic Plan Impact:

ATTACHMENTS:

1. Executive Director's Report June 2026
2. 04.06.26 Minutes Draft

EXECUTIVE DIRECTOR'S REPORT

TO: Honorable Chairman and CRA Members

FROM: Tom Abbate, Executive Director

DATE: **June 9, 2026**

Staff is working on the following items.

1. Staff working with businesses and Zero Empty Spaces to fill vacancies downtown.
2. Broad Street Streetscape – The design scope of work was approved by the CRA Board and City Council on January 13, 2026. Bi-weekly coordination meetings with staff and AECOM have been established to support ongoing project progress. The Design Process is in progress.
3. Staff working on preliminary budget with Public Works and Finance.
4. Handprint Monuments and Solar Lighting – The Solar lights, irrigation and monument handprints are completed. Landscaping is expected to begin in June.
5. Staff attend all Main Street meetings as liaison to support efforts toward the re-establishment of Titusville Main Street. This item is being budgeted in preliminary budget FY2027. Main Street MOU expected to be on July CRA agenda, this project is in process.
6. Staff currently working with Titusville Area Chamber of Commerce and Special Events Department regarding more events in the downtown at the Welcome Center. There will be 4 monthly events at the Welcome Center – Titusville Twilight is the 4th Friday of each month.
7. Trail Town Amenities Strategic Plan – The draft plan was on the CRA Agenda for April 14, 2026, for review and comments. Staff sent comments to Kimley Horn. This is on June 2026 CRA agenda.
8. Market and downtown businesses. Miracle City Market has summer events downtown monthly that have been approved by staff.
9. Pedestrian safety – new proposal received from FDOT, approved, and work is in progress. Staff working with FDOT regarding the estimated cost and timing the funds are needed for the repaving and new elements (guard rails, new sidewalk connections, new curb ramps and drainage structures).
10. Updated New upcoming events in downtown kiosks.
11. Working with 3 possible new Commercial grants in the CRA.
12. Reviewing Proposed Projects
13. Approving Business Tax Receipts for CRA District.
14. EV Charging Stations at Welcome Center – looking at feasibility in Broad St. Plan. Not feasible at Welcome Center.
15. Business Retention Visits.
16. Trash Concerns
17. Working with Code Enforcement – positive activity generators and CPTED and a possible new Commercial Grant for a business for CPTED.
18. Monitoring events downtown.

The Resurfacing Project for Northbound US1 is Project Number 454217-1 and has been rescheduled to FY 2029 due to funding.

The FDOT website is CFLRoads.com.

Capital Projects in Downtown

- Broad Street Improvements – The design scope of work was approved by the CRA Board and City Council on January 13, 2026. Bi-weekly coordination meetings with staff and AECOM have been established to support ongoing project progress. The Design Process is in progress.
- New Sidewalks (ADA) -Scobie Park was paved with a pervious sidewalk for \$33,675 from CRA funding in conjunction with plantings at Scobie Park funded by grant partnerships. This was completed in May 2025. Other new sidewalk projects are in progress (\$207,127 total).
- Whiteway Replacement – City Staff is working with FPL on the design to replace the Whiteway lights with FPL maintained lights. A cost estimate will be forth coming.

Ongoing Projects

Historic Preservation Board

There was a Historic Preservation Board (HPB) meeting on February 2,2026.

The HPB held a successful Annual Workshop on May 28, 2026, at the Harry T. Morre Social Services Center. Staff and the HPB Board received community input regarding the draft proposed demolition ordinance. The HPB Board recognized 4 properties for recognition without designation for Mid-Century Modern Architecture.

April minutes are attached.

The Historic Preservation Board (HPB) of the City of Titusville, Florida met in regular session at City Hall in the Council Chamber, located at 555 South Washington Avenue, on Monday March 6, 2026 at 1:00 p.m.

XXX

Chairman Kiesel called the meeting to order at 1:00 p.m. Present were, Vice Chairman Petyk, Secretary Adams, Member Shifalo, Member Gaetjens, Member Foster, Member Jonas, Alternate Member Davis and Alternate Member Crofton. Also attending were Redevelopment Planner Sue Williams, Planner Tabitha Armstrong and Recording Secretary Laurie Dargie.

XXX

Vice Chairman Petyk motioned to approve the regular minutes from the March 2, 2026 meeting as presented. Member Foster seconded. There was a unanimous voice vote in favor.

XXX

Old Business

Mid-Century Modern Structures & Historic Preservation Board Annual Workshop Discussion

Chairman Kiesel's PowerPoint presentation on the Mid-Century Modern structures was shown to the Historic Preservation Board members.

Member Shifalo said she did research regarding the current owners and contacts for each of the properties to ensure that their letter of invitation is received so that someone can be present to receive the certification of recognition. Member Shifalo will continue to reach out to the owners or managers of the commercial properties.

Member Shifalo said she was about to obtain signatures of the release forms from three of the property owners so that Kurtis Korwan is able to take drone videos and photos of their properties.

Member Shifalo said she was unable to make contact with Ms. DeFazio as she did not return the messages that she left.

Chairman Kiesel said that there was discussion with Community Redevelopment Planner Sue Williams as to how to obtain feedback from the public who are interested in providing information about their Mid-Century Modern structures. It was decided that Ms. Williams contact information would be provided and she would forward the information to the Historic Preservation Board.

Planner Tabitha Armstrong wanted to get clarity as to the Historic Preservation Board's "end means" or intent for the collection of the data from the public will be.

Chairman Kiesel said that the intent is to see if there is enough data collected in hopes of getting a grant to create a report on Mid-Century Modern structures in the City of Titusville. Chairman Kiesel said the history of the era of Mid-Century Modern. Member Shifalo added that the Space era sparked the growth of Mid-Century Modern in Titusville.

Draft

Secretary Adams said that a grant opportunity could be a booklet driving tour.

The Historic Preservation Board's intent is also in hopes of getting owners to local designate the structures also.

Secretary Adams suggested changing the second slide of the PowerPoint presentation to the Architectural Design Guidelines Book information on Mid-Century Modern architecture. Member Foster said she would like to see an additional slide added with the elements of Mid-Century Modern also. Ms. Armstrong said she can make those changes.

Chairman Kiesel said he would like for this to run in the background of the workshop so that the public can view it.

Member Shifalo reiterated that she will work on the contact information for the recognition of the property owners. Member Shifalo said she will also contact Kurtis Korwan about getting the photos of the structures to use on the certificates and for the presentation.

Vice Chairman Petyk suggested getting yard signs for the properties being recognized so that they can be placed in their yards to draw attention to them for getting the recognition from the City's Historic Preservation Board. Member Jonas suggested making the signs generic so that they can be reused in future years.

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Petitions & Request

Member Shifalo said that Malinda Villain was not able to come to today's meeting but brought up Ms. Villain's intent to bring attention to the Indian River City as the Board did to Joynerville.

Member Foster stated that she worked on this nearly twenty years ago and it is a lengthy process. Member Foster said that there needs to be "buy in" from all of the neighbors. Therefore, they need to be provided the guidelines. Member Foster said Ms. Villain or whoever would like to proceed needs to read over the guidelines and proceed with what needs to be done in order to work towards a district. Chairman Kiesel said that this had been verbalized to Ms. Villain in past meetings. Member Foster said it will be up to the neighborhood to gather the information to start the process. Chairman Kiesel stated that they can also locally designate properties which will help in creating a district.

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Reports

Planner Tabitha Armstrong said she applied for the Joynerville Phase II grant in February 2026 and they will be announcing the awarded grants in July 2026.

Planner Tabitha Armstrong said she is looking to apply for the wayfinding signs grant also.

Planner Tabitha Armstrong said she submitted the Joynerville & Beyond project to the Florida Preservation Trust. Ms. Armstrong will be attending the 2026 Preserve Florida Conference on May 14th & 15th. She said she would like to have Historic Preservation Board member Kirk Davis also

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attend the conference and would like to know if the Historic Preservation Board would approve the travel for Kirk Davis being paid from the Historic Preservation Board's budget, if approved by City Council for Mr. Davis to attend.

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Vice Chairman Pety made a motion to recommend approval to use an estimated amount of \$950.00 of the Historic Preservation Board's budget to send Mr. Kirk Davis to the 2026 Preserve Florida Conference on May 14-15 2026 if approved by City Council. Member Jonas seconded.

Roll call was as follows:

Secretary Adams	Yes
Member Gaetjens	Yes
Member Jonas	Yes
Vice Chairman Petyk	Yes
Member Shifalo	Yes
Member Foster	Yes
Chairman Kiesel	Yes

Motion passed.

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Member Foster said that the monitoring equipment was installed at the Pritchard House for the SpaceX launches.

Member Foster spoke about the LaGrange cemetery. Member Davis said he will be attending the 2026 Black Cemetery Network Conference in May.

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Adjournment 1:36pm