



# TECHNICAL ADVISORY COMMITTEE

Ocala Citizens Service Center  
201 SE 3rd Street, Ocala FL 34471  
2<sup>nd</sup> Floor Training Room

**April 10, 2018**  
**10:00 AM**

## AGENDA

### 1. CALL TO ORDER AND ROLL CALL

### 2. PROOF OF PUBLICATION

### 3. ACTION ITEMS

#### A. FY 2024 PRIORITY PROJECT LIST

*Staff will present the draft FY 2024 Project Priorities for review. Staff is requesting review, ranking, and approval of the priority projects list.*

#### B. BELLEVIEW TO GREENWAY TRAIL CORRIDOR FEASIBILITY ANALYSIS

*Staff will present the Feasibility Analysis with four alternatives. Staff is requesting approval of the preferred alternative.*

### 4. PRESENTATIONS

#### A. PRESENTATION ON THE CENTRAL FLORIDA TRANSIT STUDY

*Staff will provide a presentation on the East Central Florida Transit Study. This item is being presented for informational purposes only.*

### 5. COMMENTS BY FDOT

### 6. COMMENTS BY TPO STAFF

### 7. COMMENTS BY TAC MEMBERS

### 8. PUBLIC COMMENT (Limited to 5 minutes)

### 9. ADJOURNMENT

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 629-8297 forty-eight (48) hours in advance, so arrangements can be made.

*The next regular meeting of the Technical Advisory Committee will be held on  
May 8, 2018.*



**April 6, 2018**

**TO: TPO Board Members**

**FROM: Kenneth Odom, Transportation Planner**

**RE: DRAFT FY 2024 Priority Projects**

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The following pages contain a copy of the DRAFT FY 2024 Priority Projects, the 2018 Trail Priorities and the 2018 Off-System Priorities. There have been the usual changes in programmed funding as the projects progress towards final construction. Additionally, there are number of changes to all of the lists this year. The changes are as follows:

2024 Priority Projects

- **#5: SR 40 Downtown Operational Improvement** – The project has been split into two phases;
- **#8: US 41 from SW 111<sup>th</sup> Place Lane to SR 40** – Project has been added back to the list because of deferred construction funding;
- **#21: SW 40<sup>th</sup> Avenue Realignment** – New project

2018 Trail Projects

- **#8: Watula Trail and NE 8<sup>th</sup> Road Trail** – Projects have been combined into one.
- **#10: Nature Coast Trail** – New Project

2018 Off-System Priorities

- **#1: SW 44<sup>th</sup> Avenue from SR 200 to SW 20<sup>th</sup> Street** – Project has been added back to the list because of deferred construction funding.
- **#10: Lake Tusawilla Flood Relief** – New Project

If you have any questions regarding the rankings or a specific project please contact me in our office at (629-8297).

OCALA/MARION COUNTY TPO  
ADOPTED FY 2023 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS		
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/Capacity Ratio	LOS	SIS					
1	NW 49th Street Interchange <i>(FDOT FM# 435209-1)</i>	-	-	-	-	-	-	-	-	Yes	New Interchange	ROW/CST	Project Manager: Heather Grubert MLOU Approved: 1/26/2015 IJR Approval Date: June 2016 Working with Marion County/FDOT to possibly expedite project schedule.	
	<i>Funding Status</i> <i>IJR to be funded by Marion County</i>	<i>PHASE</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>	<i>FY 22/23</i>						
		PD&E	\$21,649											
		PE					\$1,661,140							
2	SR 40/US 441 Intersection Op. Improvement I NW 2nd St to SW Broadway Street <i>(FDOT FM# 433661-1)</i>	0.16	6	D	50,000	34,900	70%			C	No	Add Dedicated Turn Lanes, Pedestrian Improvements & Enhanced Illumination	FULLY FUNDED	Project Manager: Todd Alexander Plans Complete:12/2016 <i>Fully funded.</i>
		<i>PHASE</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>	<i>FY 22/23</i>						
		ROW			\$697,200	\$667,200		\$240,000						
		CST					\$2,796,481							
3	US 441 Intersection Op. Improvement II at SR 464 <i>(FDOT FM# 433660-1)</i>	NA	6	D	50,000	25,300	51%			C	No	Add Dedicated Turn Lanes and Pedestrian	CST	Project Manager: Todd Alexander Plans Complete:7/2016 <i>\$2,100,603 LRE</i>
		<i>PHASE</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>	<i>FY 22/23</i>						
		ROW		\$175,000	\$340,000	\$213,300	\$120,000	\$43,680						
4	SR 35 Intersection Op. Improvement at SR 25, Foss Rd., & Robinson Rd. <i>(FDOT FM# 435208-1)</i>	NA	2	D	14,800	16,500	111%			F	No	Add SB Right-Turn Lanes	ROW/CST	Project Manager: Amir Asgarinik Wait for finalized scope to determine if ROW is necessary.
		<i>PHASE</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>	<i>FY 22/23</i>						
		PE				\$1,005,000								
5	SR 40 Downtown Operational Improvement US 441 to NE 8th Avenue <i>(FDOT FM# 431935-1) - Phase I</i>	0.63	4	D	32,400	34,700	107%			F	No	Pedestrian and Traffic Ops	CST	Project Manager: Matt Hassan
	SR 40 at NE 1st Avenue (EB Left-Turn) <i>(FDOT FM# 431935-1) - Phase II</i>	0.63	4	D	32,400	34,700	107%			F	No	Traffic Operational Improvement	CST	Project Manager: Matt Hassan
	<i>Phase II</i>	<i>PHASE</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>	<i>FY 22/23</i>						
		PE	\$91,230											
6	SR 40 East Multi-Modal Improvement NE 49th Terrace to NE 60th Court <i>(FDOT FM# 435490-1)</i>	1.5	4	D	32,400	20,900	65%			C	No	Add turn-lanes, enhanced illumination, pedestrian safety measures and intersection reconstruction at SR 35.	PE	
7	SR 40 West Multi-Modal Improvement CSX Rail Bridge to I-75	2.8	4	D	32,400	33,000	102%			F	No	Sidewalk Widening & Reconditioning	PE	
8	US 41 SW 111TH PL LN to SR 40 <i>(FDOT FM# 238648-1)</i>	3.6	2	D	18,600	23,000	124%			D	No	Add 2 Lanes	FULLY FUNDED	Project Manager: Kathy Enot Plans Complete: 9/2013, Update: 4/2017
		<i>PHASE</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>	<i>FY 22/23</i>						
		ROW		\$4,210,727										
		CST					\$42,827,665							



OCALA/MARION COUNTY TPO  
ADOPTED FY 2023 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS			
9	SR 200											
	CR 484 to Citrus County Line (FDOT FM# 238651-1)	3.2	2	C	8,400	15,100	180%	F	No	Add 2 Lanes	CST	Project Manager: Naziru Isaac Plans Complete: 1/2017 Right of way complete <i>Estimate: \$34,465,223 (LRE 8/11/2015)</i>
10	SR 401-75 Interchange Operational Improvements											
	SW 40 <sup>th</sup> Avenue to SW 27 <sup>th</sup> Avenue (FDOT FM# 433652-1)	-	4	D	32,400	28,500	88%	D	Yes	Operations Improvements at I-75 interchange and at SW 27 <sup>th</sup> Ave intersection.	CST	Project Manager: Taleb Shams Plans complete: 5/2017 Right of way: FY 2018-2019
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		ROW				\$1,220,000	\$2,170,000	\$1,412,409				
11	CR 4841-75 Interchange Operational Improvements											
	SW 20 <sup>th</sup> Avenue Road to CR 475A (FDOT FM# 433651-1 & -2 & -3)	-	4	D	32,400	28,100	87%	D	Yes	Operational/Capacity Improvements	ROW	Project Manager: Sarah Van Gundy Plans complete: 7/2017 <i>LF: \$4,393,910 (2nd ROW)</i>
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		PE		\$105,000								
		ROW		\$1,340,000	\$1,110,000	\$250,000	\$138,000					
		CST				\$7,934,381						
12	NE 36 <sup>th</sup> Avenue											
	SR 492 to NE 35 <sup>th</sup> Street (FDOT FM# 431798-1) PD&E Underway	1.6	2	D	14,040	11,700	83%	D	No	Add 2 Lanes	N/A	Project Manager: Jazlyn Heywood LDCA Scheduled Approval: 12/2015 Segment only for PD&E
	Implementation Phases:	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
	SR 492 to NE 20 <sup>th</sup> Place (.4 miles) (FDOT FM# 431798-2)									Add 2 Lanes	ROW	Project Manager: Heather Grubert Plans complete: 5/2017
	(.4 miles) (FDOT FM# 431798-3) Project includes grade separation over CSX S line	PE	\$123,833							Add 2 Lanes & Bridge over CSX rail line	FULLY FUNDED	Project Manager: Heather Grubert Plans complete: 5/2017
		ROW	\$4,251,558	\$4,285,000	\$1,615,550	\$257,840						
		RRU		\$650,000								
		CST		\$14,840,792								
	(.8 miles) (FDOT FM# 431798-4)									Add 2 Lanes	ROW	Project Manager: Heather Grubert Plans complete: 5/2017
13	Marion Oaks Extension and Flyover											
	SW 18th Ave Rd to CR 475/w I-75 Flyover	2.4	2	-	-	-	-	-	No	New 2 Lane Road/w New Overpass	PD&E	New Project
14	Emerald Road Extension											
	SE 92nd Loop to Emerald Road	0.5	2	-	-	-	-	-	No	New 2 Lane Road	PD&E	New Project
15	SR 40											
	CR 328 to US 41 (FDOT FM# 238720-1)	9.8	2	C	16,400	8,200	50%	C	No	Add 2 Lanes	ROW	Project Manager: Kathy Enot Plans complete: 3/2010 <i>Next phase right of way</i>
16	NW 37th Avenue											
	SR 40 to US 27	1.63	2	-	-	-	-	-	No	New 2 Lane Road	PE	New Project
17	NE 8th Avenue											
	SR 40 to SR 492	0.65	4	E	28,900	8,600	30%	C	No	Remove 2 Lanes/ Multi-modal enhancements	PE	New Project

OCALA/MARION COUNTY TPO  
ADOPTED FY 2023 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS	
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS				
18	SR 40 - East												
	NE 60th Court to CR 314 (FDOT FM# 410674-2)	10.0	2	C	12,400	13,600	110%		E	Yes	Add 2 Lanes 2 bridge structures, from CR 326 to CR 314 concrete, wildlife crossings	FULLY FUNDED	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 3/2017 LRE being updated
	<i>Funding Status</i>												
		<i>PHASE</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>	<i>FY 22/23</i>					
		<i>ROW</i>		\$5,240,000	\$1,690,000	\$388,100							
		<i>CST</i>			\$129,637,273								
	CR 314 to CR 314A (FDOT FM# 410674-3)	5.8	2	C	8,400	11,400	136%			Yes	Add 2 Lanes	ROW	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 2/2017 <i>New phase start of survey</i>
	CR 314A to Levy Hammock Road (FDOT FM# 410674-4)	2.6	2	C	8,400	7,200	86%			Yes	Add 2 Lanes	PE	<i>New phase start of survey</i> Includes Black Bear Scenic Trail <i>New phase design</i>
19	US 27 I-75 Interchange Operational Improvements												
	NW 44th Avenue to NW 35th Avenue (FDOT FM# 433680-1)	-	4	D	39,800	21,600	54%				Improvements	PD&E	New Project
	<i>Funding Status</i>												
20	NE 25th Avenue												
	SR 492 to NE 35th Street (FDOT FM# 431797-1)	1.6	2	D	14,040	9,100	65%				Add 2 Lanes	ROW	Project Manager: Naziru Isaac Plans complete: 10/2018
	<i>Funding Status</i>												
21	SW 40th Avenue Realignment												
		0.15	2	D	14,040	3,500	25%				Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												
22	SW 95th Street Interchange (FDOT FM# 429582-1)	-	-	-	-	-	-	-	-	Yes	New Interchange	PD&E	New Project
	<i>Funding Status</i>												
23	US 27												
	NW 27th Ave. to NW 44th Ave. (FDOT FM# 433633-1)	1.8	4	D	37,900	20,600	54%				Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												
24	SR 40												
	SW 60th Ave. to SW 27th Ave.	3.0	4	D	39,800	28,500	72%				Add 2 Lanes	PD&E	New Project
	<i>Funding Status</i>												
25	CR 484												
	SW 49th Avenue to Marion Oaks Pass	1.3	2	E	15,930	8,100	51%				Add 2 Lanes	PD&E	New Project
	<i>Funding Status</i>												
26	CR 484												
	CR 475A to SW 49th Ave	4.2	4	D	29,160	28,100	96%				Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												
27	US 441												
	CR 42 to Sumter County Line (FDOT FM# 238395-8)	2.0	4	D	39,800	34,600	87%				Add 2 Lanes	ROW	Project Manager: Ashraf Elmaghraby
	<i>Funding Status</i>												
28	US 301 - South												
	SE 143rd Place to CR 42 (FDOT FM# 411256-4)	2.00	2	D	24,200	16,700	69%				Add 2 Lanes	ROW	Project Manager: Marcus Lisicki 10/30/09 Plans complete
	<i>Funding Status</i>												
29	SR 326												
	US 441 to CR 200A (FIHS Facility)	2.3	2	D	16,800	11,500	68%				Add 2 Lanes	PE	New Project
	<i>Funding Status</i>												

Ocala/Marion County TPO  
Regional Trail Priorities  
FY 2018

Priority	Project	From	To	Length (mi)	Regional Trail	Phase	Phase Estimate	Notes
1	Pruitt Trail	Bridges Road	SR 200	9.5	HOF	CST	\$ 3,325,000	CST FY 2021 (Delayed). Project will be divided into two separate segments because of ROW negotiation delays.
3	Ocala to Silver Springs Trail	Osceola Trail	Silver Springs State Park	6	-	CST	\$ 1,800,000	DES FY 2020. (\$253,000)
4	CR 484 - Pennsylvania Ave. Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	0.8	-	DES	\$ 75,000	Total project cost estimated at \$4 Million. Will include significant utilities infrastructure update.
5	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	5	-	DES	\$ 155,000	Design funded in FY 2019.
6	Silver Springs Bikeway Phase II	Baseline Paved Trail - North Trailhead	CR 42	18.5	HOF	DES	\$ 555,000	
7	Belleview Greenway Trail	Lake Lillian Park	Cross Florida Greenway	5.3	-	DES	\$ 159,000	Feasibility study underway.
8	Watula & NE 8th Road Trail	Tusawilla Art Park	CR 200A	1.5	-	CST	TBD	Design FY 2019
9	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	4.5	HOF	CST	\$ 1,500,000	The DEP is applying for a SUN Trails grant to expedite the completion of PE and begin CST. (PE - 60%)
10	Nature Coast Trail	Levy County Line	CR 484	7.5	-	PD&E	-	Regional trail connection that will extend north to Chiefland and to Tallahassee.
11	Black Bear Trail	Silver Springs State Park	Wildcat Lake Boat Ramp (1 mi. east of SR 19)	27	HOF	PD&E	\$ 750,000	PD&E FY 2020.
12	Silver Springs to Hawthorne Trail	Silver Springs State Park		Approx. 30	-	PD&E	\$ 750,000	

DEP - Department of Environmental Protection

DES - Design

HOF - Heart of Florida Loop

ROW - Right-of-way

PD&E - Preliminary Design & Environmental

STJMMD - St. Johns Water Management District

Off-System Priorities

**2024 OFF-SYSTEM PRIORITIES**

Priority	Project	From	To	Length (mi)	Agency	Project Type	Phase	Phase Estimate	Notes
1	SW 44 <sup>th</sup> Avenue	SR 200	SW 20th Street	1.7	Ocala	Capacity	CST	\$ 4,600,000	New 4-lane.
2A	SW 49 <sup>th</sup> Avenue	Osceola Boulevard	SW 95th Street	4.1	MC	Capacity	CST	\$ 16,290,000	<u>Funded in FY 2019.</u> \$9.0M local funds, \$7.3 FDOT funds.
2B	SW 49 <sup>th</sup> Avenue	Marion Oaks Trail	Marion Oaks Manor	3.0	MC	Capacity	PE	\$ 1,340,000	Widen existing two-lane corridor to four-lanes and construct new four-lane road. (PE -
3A	SE 113th St	Hames Road	SE 56th Avenue	0.14	City of Belleview	Sidewalk	DES	TBD	Add sidewalks on the north side of the corridor.
3B	US 301	320' N of SE 62nd Ave Rd	SE 115th Lane	0.22	City of Belleview	Sidewalk	DES/BLD	\$ 110,000	Add sidewalks on the west side of the corridor. (PE_\$ 15K, CST-\$ 95K)
4	East Pennsylvania Avenue (CR 484) Bicycle	Rainbow River Bridge	US 41	0.8	City of Dunnellon	Bike Path	DES	\$ 242,167	Project to add bicycle path facilities and improved access to Blue Run Park.
5	Countywide ITS Operations & Maintenance	-	-	-	Ocala & MC	O/M	-	\$ 500,000	Annual allocation (\$250K each agency) for ITS Ops & Maintenance.
6	NE 19th Avenue	SR 492	NE 28th St	0.99	City of Ocala	Sidewalk	DES	TBD	Add Sidewalks
7	NE 7th Street	NE 36th Ave	NE 44th Ave	0.75	City of Ocala	Sidewalk	DES	TBD	Add Sidewalks
8	Marion Oaks Boulevard	at CR 484	-	-	MC	Reconfigure Intersection	DES	TBD	Study to reconfigure intersection and signalization.
9	CR 315 Resurfacing	CR 316	CR 318	9.9	MC	Resurfacing	CST	\$ 6,700,000	Reclaim, resurface, widen and add shoulders.
10	Lake Tusawilla Flood Relief	NE Watula Avenue	-	-	City of Ocala	Flood Mitigation	DES	\$ 5,000,000	Expand Lake Tusawilla mitigate flooding on NE Watula Ave and the CSX rail line.
<b>2024 OFF-SYSTEM PRIORITIES (FULLY FUNDED)</b>									
(1)	Osceola Linear Park	SE 3rd Street	NE 5th Street	0.52	Ocala	Linear Park	CST	\$ 700,000	<u>Funded in FY 2018.</u> Full remodel of the corridor to include multi-modal facilities.
(2)	SunTran Replacement Buses	-	-	-	SunTran	Transit	-	\$ 3,600,000	<u>Funded in FY 2019.</u> Replacement of seven transit buses. Two have been ordered.
(3)	Sunrise/Horizon Schools	Marion Oaks Manor	Marion Golf Way	0.83	MC	Sidewalks	DES	\$ 325,000	<u>PE funded in FY 2019.</u> <u>CST funded in FY 2021.</u>
(4)	NW 110th Ave	N of SR 40	NW 21st Street	1.51	MC	Widen Shoulders	CST	\$ 336,952	Widen shoulders to mitigate roadway departure crashes.



**April 5, 2018**

**TO: TAC/CAC Members**

**FROM: Kenneth Odom, Transportation Planner**

**RE: Belleview to Greenway Trail Study - DRAFT**

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In recent years, through multi-agency collaborative efforts, the Ocala/Marion County TPO has directed a great deal of resources to the development of the trail systems on the Marjorie Harris-Carr Greenway and throughout Marion County. A large part of that effort has not only been the development of the rural trail system, but also conceptualizing and studying potential connections from urban centers to those rural trail systems.

The City of Belleview is the last of the three cities in Marion County to navigate through this process and four alternatives have been developed in order to connect from Lake Lillian Park to different points on the greenway. These alternatives, as well as the DRAFT study, have been included for your review. Please take the time to familiarize yourself with the alternatives that have been developed and be prepared to discuss them at the committee meeting on April 10, 2018.

If you have any questions regarding the Belleview to Greenway Trail Study, please feel free to contact the TPO staff at 629-8297.



# BELLEVIEW TO GREENWAY TRAIL CORRIDOR FEASIBILITY STUDY

APRIL 4, 2018

*Prepared for*



Bellevue to Greenway Trail Corridor Feasibility Study

Introduction

The purpose of this study is the identification of a preferred alignment for a shared-use path connecting the City of Bellevue to the Cross-Florida Greenway Trail (CFGT) which currently spans from Silver Springs State Park to the City of Dunnellon. Through the analysis of existing conditions, City, County, public, and stakeholder input, four alternative trail routes have been identified. Based on the feedback and existing conditions in the study area, preferred connections to the CFGT have been identified. The project study area and each of the four alternatives (herein after referred to as Alternatives A, B, C, or D) can be seen in Figure 1.

Cross Florida Greenway Trail and Regional Connectivity

The Cross-Florida Greenway Trail (CFGT) represents a significant natural resource reaching from the Silver Springs State Park to the City of Dunnellon. In Marion County, several trail systems have been approved and funded that either connect with or form the regional trail network that created the CFGT. Due to the size of the CFGT, it has been identified for improved trail access and named as a major connection for the Heart of Florida Trail system. The Heart of Florida Trail system connects nine counties in Central Florida through a network of paved trails. The CFGT and Coast to Coast Regional Connector represent some of the largest and most significant trail systems that create the northern and southern boundaries of the loop. Similar to the CFGT, the Coast to Coast Regional Connector acts as a primarily east-west trail that connects the Gulf and Atlantic Coasts of Florida. Once completed, the Coast to Coast Connector will be a one of a kind trail with a shared-use path stretching from St. Petersburg to Titusville. Figure 2 depicts the regional trail connectivity in Central Florida.



Photo 1: Cross-Florida Greenway Trail

In addition to the multi-county connections that will be provided by these regional trails, the proposed alternatives will add to Marion County’s effort to connect Bellevue, Dunnellon, Ocala, and Silver Springs State Park. Existing and proposed trail systems such as the Silver Springs Bikeway, Santos Trailhead, and Baseline Road Trailhead will create connections between Ocala and the CFGT to create a growing countywide network.

Regional Trail Benefits

The creation of this regional trail system presents the opportunity for significant economic and recreation benefits to both residents and visitors of Marion County. This regional trail network will draw visitors from around the country and even internationally to experience the natural and aesthetic beauty of the area. An increase in trail users will promote a positive economic impact to the area through increased visitation and tourism.

Tourism created by trails and other passive recreation resources (parks, conservation areas, etc.) will also draw visitors to nearby hotels and local businesses, while positively impacting the nearby community. Typically, passive recreation tourism focuses on the experiences associated with the natural and aesthetic beauty of the trail systems while having very little negative impact. By connecting the City of Bellevue to this trail network, local businesses and residents will experience these economic benefits in addition to the potential increase of property values. Areas near or with access to shared-use trail systems will benefit from improved aesthetics which may result in increased property values.



Figure 1: Belleview to Greenway Trail: Corridor Feasibility Study - Study Area

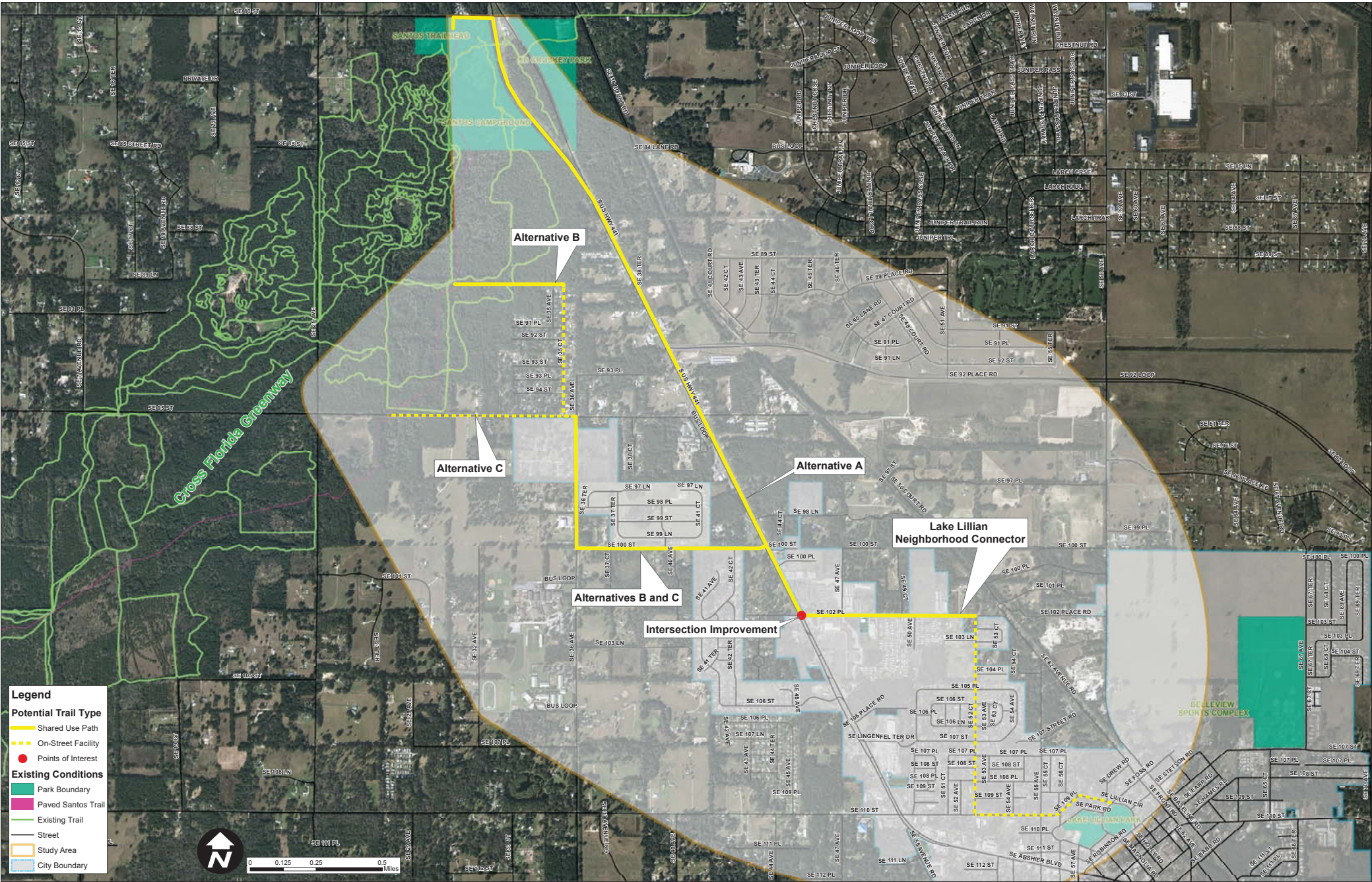
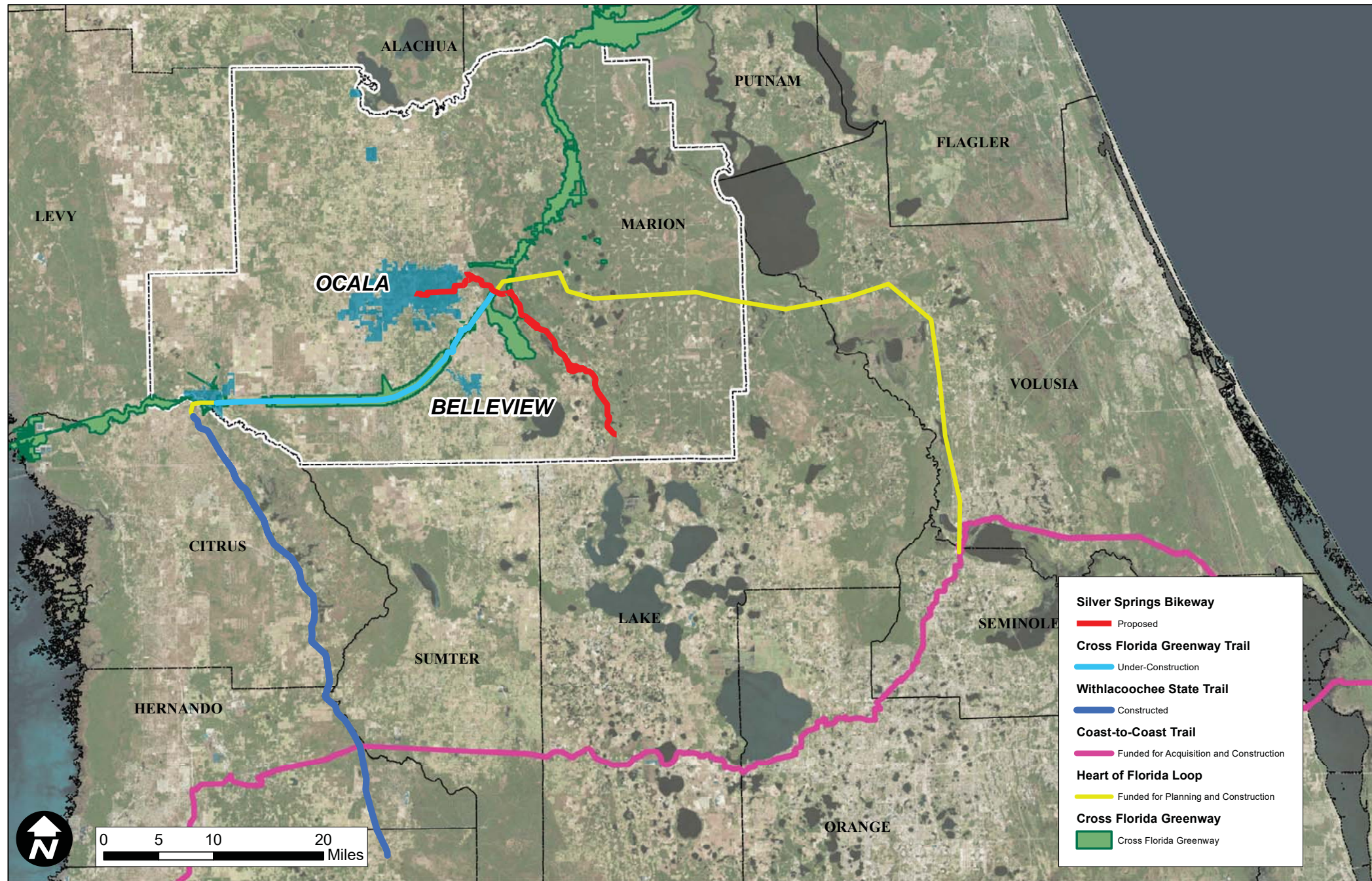




Figure 2: Belleview to Greenway Trail: Corridor Feasibility Study - Regional Trail Connectivity





Trail Alternatives

Lake Lillian Park located near the center of the City of Belleview has been identified as the proposed trailhead for the City. Due to the existing residential development in this area and the limited right-of-way (ROW) surrounding Lake Lillian Park, this feasibility study will address multiple facility types including shared lane markings and shared-use paths. Ideally, a shared-use path will be used to connect the City of Belleview with the CFGT to separate bicycle and pedestrian users from the existing traffic on the roadways. Where necessary, shared lane markings may be used in areas with limited available ROW, posted speed limits at or below 35 mph, and low vehicle traffic volumes. Roadways with available ROW, a shared-use path will be the desired option. Shared-use paths are more likely to have a significant economic impact on the community through increased tourism and awareness, and are recommended wherever feasible.



Photo 2: Lake Lillian Park

The four proposed trail alternatives will serve the neighborhoods surrounding Lake Lillian Park while improving access to the businesses located along U.S. 27/301/441. At the intersection of 102nd Place and U.S.27/301/441, improvements may be necessary to enhance the safety of this crossing location. Improvements to this intersection may include the implementation of added green times, median refuges, or other appropriate traffic calming methods to ensure that the trail users and pedestrians can safely interact with the motorists.

Alternative A

Route

Alternative A will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail will continue westward to connect with U.S. 27/301/441. Alternative A will then continue north along U.S. 27/301/441 to the intersection with SE 80th Street. From this location, the trail will head west until it connects with the Santos Trailhead and Campground facility. Figure 3 depicts the proposed route for Alternative A.

Details

Due to the limited available ROW in the low speed neighborhoods nearby Lake Lillian Park, shared lane markings should be used along SE 109th Place, SE 110th Street, and SE 52nd Court from the Lake Lillian Park to 102nd Place. Due to the wider available ROW located along U.S. 27/301/441 and SE 80th Street, the preferred treatment for these roadways is a shared-use path. The shared-use path will replace some of the existing sidewalks which continue north from SE 102nd Place to SE 100th Street where Alternatives B and C diverge. The existing sidewalks will likely be replaced with a 12-ft. shared-use path that would accommodate multiple user types. Alternative A will serve both a transportation and a recreational purpose by connecting the City of Belleview with the Santos Trailhead facility thereby providing additional access to the businesses and schools located near U.S. 27/301/441. Two large shopping centers, several stand-alone businesses, and Belleview Elementary School are located nearby and are likely benefit from this alternative. Alternative A is the longest of the proposed alignments, but the direct access to the Santos Trailhead may warrant the additional costs associated with the longer distance.



Photo 3: Santos Trailhead

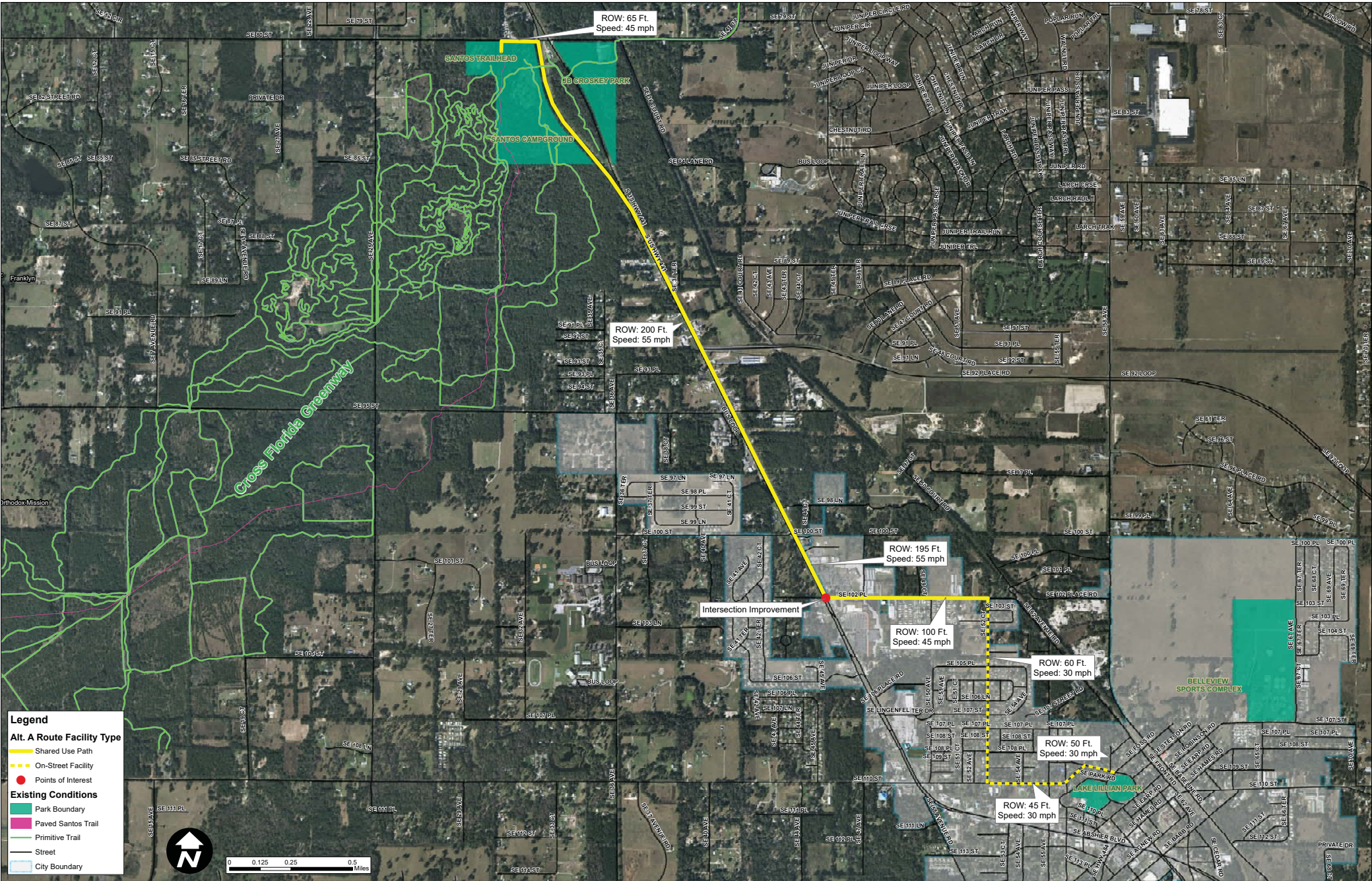
**Table 1: Alternative A Benefits and Challenges**

<b>Alternative A – Benefits and Challenges</b>	
<b>Benefits</b>	<b>Challenges</b>
Utilizes the existing Santos Trailhead	Roadways with posted speeds of 45 mph +
Primarily a shared-use path facility	Second longest alternative and with potentially high cost
Improves bicycle and pedestrian access to the Belleview-Santos Elementary School	Business entrances may create conflict areas
Uses the available ROW on U.S. 27/301/441	Lower quality user experience due to the high traffic volumes and speed on U.S. 27/301/441
Adjacent to a high-volume roadway which may increase awareness and use of the trail	

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Figure 3: Belleview to Greenway Trail: Alternative A





Alternative B

**Route**

Alternative B will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place the trail will continue west to connect with U.S. 27/301/441. Alternative B will head north along U.S. 27/301/441 to SE 100th Street where it will head west to SE 36th Avenue. The trail will then head north to the intersection with SE 95th Street, where the trail will head slightly west to travel north along SE 35th Court. At the northern terminus of SE 35th Court, the trail will go west through the Cross-Florida Greenway to connect with the CFGT. **Figure 4** depicts the proposed route for Alternative B.

**Details**

Alternative B may take advantage of the available ROW and existing sidewalk space along U.S. 27/301/441 and SE 100th Street by replacing them with 12-ft. wide shared-use paths. The alternative will use the northern side of SE 100th Street to avoid potential wetland impacts. From SE 100th Street a shared-use path is recommended along SE 36th Avenue to SE 95th Street. The shared-use path will improve connectivity between Lake Lillian Park, Belleview High School, and the northwestern neighborhoods (including Cobblestone and Cobblestone North). Belleview High School will be connected to the proposed route through an existing sidewalk along SE 36th Avenue. From SE 95th Street, the available ROW decreases, potentially causing Alternative B to transition into shared lane markings until the northern terminus of SE 35th Court. The alternative will connect with the CFGT via shared-use path through State owned parcels. Alternative B is the only alternative that will travel through previously undisturbed sections of the Cross-Florida Greenway to make the connection with the CFGT.



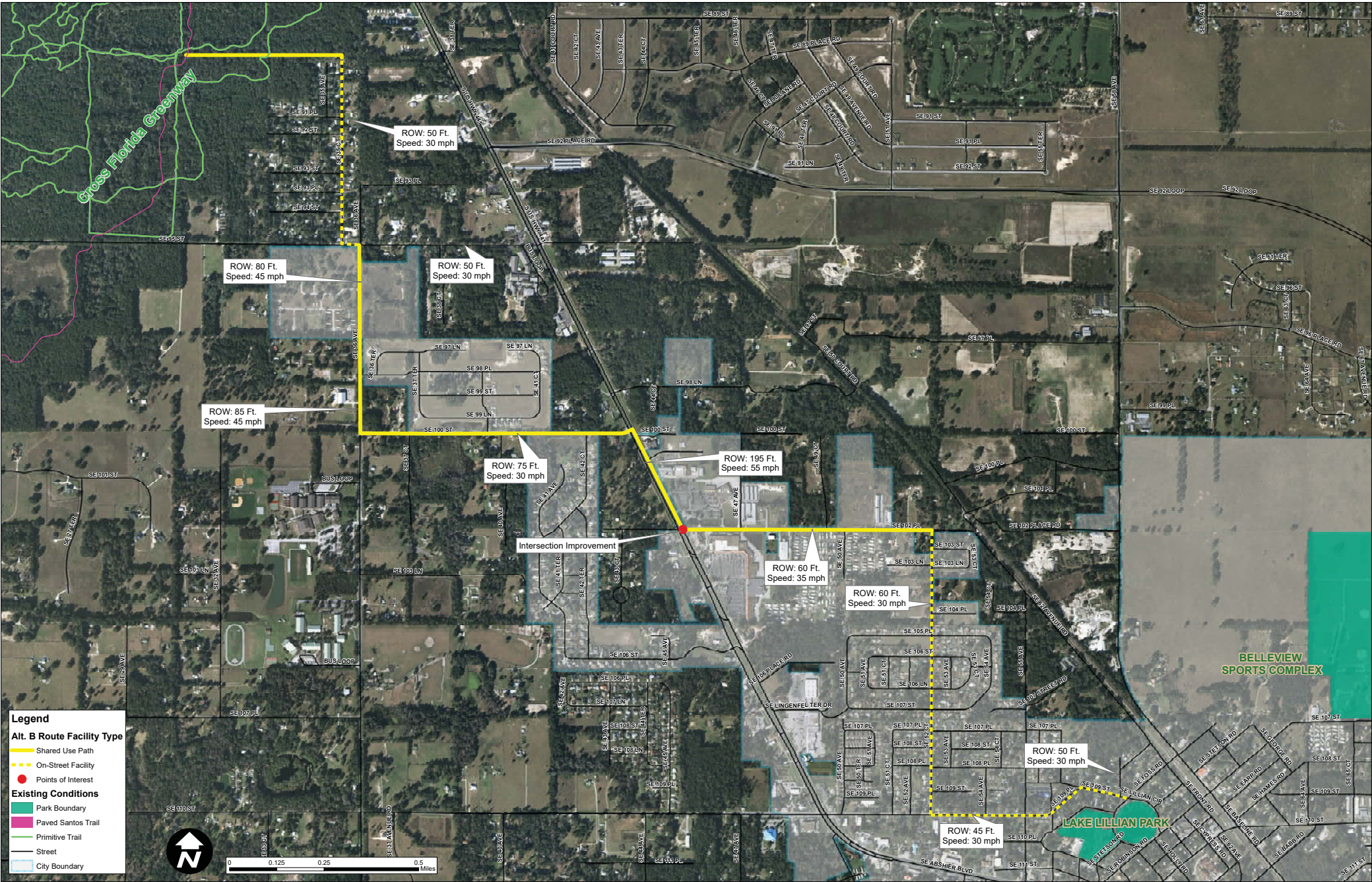
Photo 4: SE 35th Court.

**Table 2: Alternative B Benefits and Challenges**

Alternative B - Benefits and Challenges	
Benefits	Challenges
Connects the NW Belleview neighborhoods with Lake Lillian Park	Does not connect with an existing trailhead facility
Improves bicycle and pedestrian access to the Belleview High School	Potential wetland impacts nearby SE 100th St.
Follows roadways with speeds 35 mph or slower	



Figure 4: Belleview to Greenway Trail: Alternative B





Alternative C

**Route**

Alternative C will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail will continue westward to connect with U.S. 27/301/441. From U.S. 27/301/441 the alternative will head north to the intersection with SE 100th Street. Alternative C will follow SE 100th Street west until the intersection with SE 36th Avenue where the trail will turn north to the intersection with SE 95th Street. From this location, Alternative C will continue west along SE 95th Street until it reaches the CFGT crossing located just east of SE 25th Avenue. **Figure 5** depicts the proposed route for Alternative C.



Photo 5: SE 95th St.

**Details**

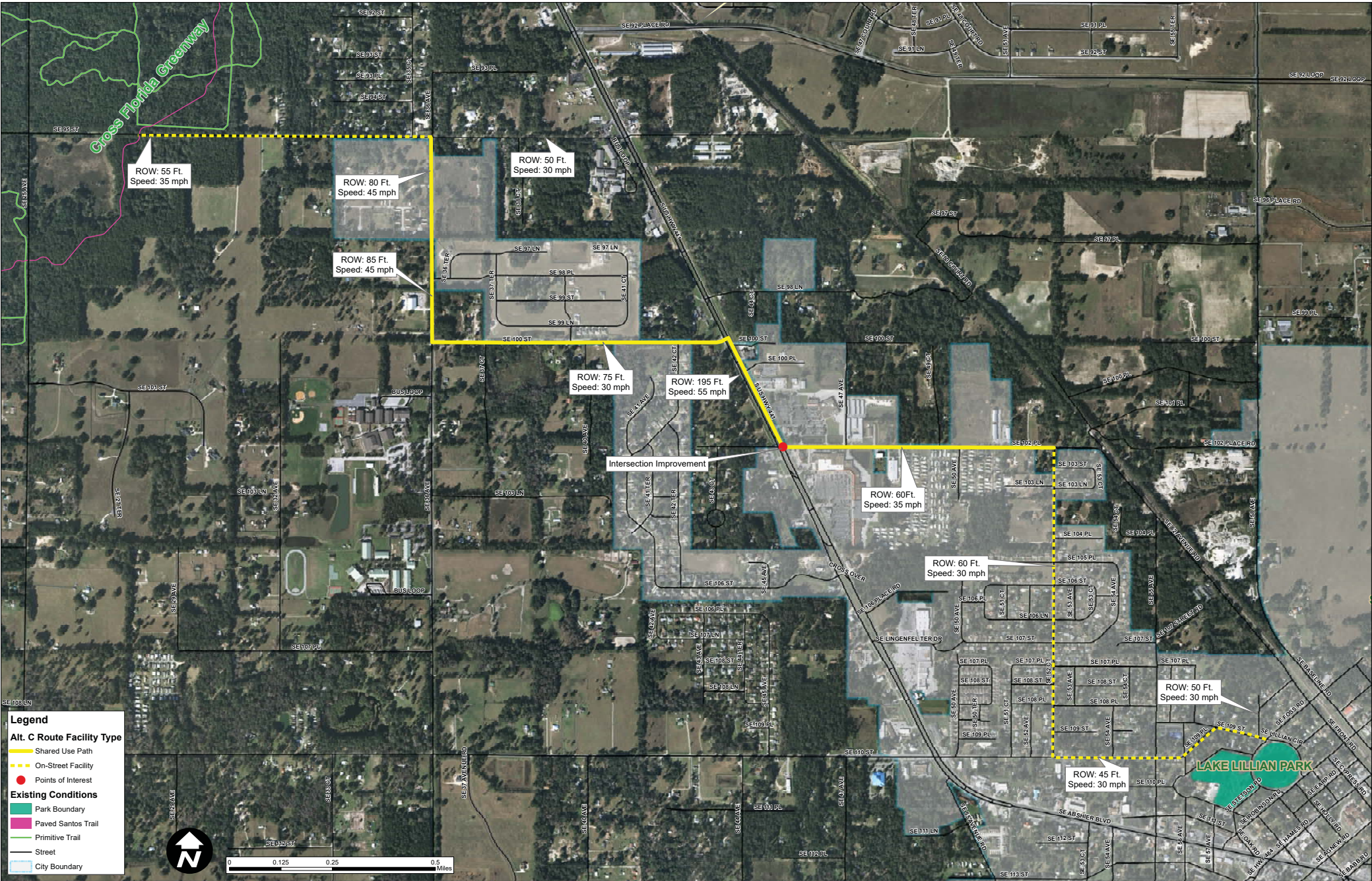
Similar to Alternative B, Alternative C will likely avoid the wetland and replace the sidewalk on SE 100th Street with a shared-use path from U.S. 27/301/441 until it meets with SE 95th Street where the available ROW may warrant the transition into shared lane markings. SE 95th Street has a posted speed limit of 35 mph and has a smaller available ROW which may allow the development of shared lane markings. Alternative C should also provide increased bicycle and pedestrian access for the Belleview High School, and the northwestern neighborhoods of Belleview. Although this alternative varies only slightly from Alternative B, this route is benefited by improved user experience and limited natural impacts.

Table 3: Alternative C Benefits and Challenges

Alternative C - Benefits and Challenges	
Benefits	Challenges
Connects the NW Belleview neighborhoods with Lake Lillian Park	Does not connect with an existing trailhead
Improves bicycle and pedestrian access to the Belleview High School	Potential wetland impacts nearby SE 100th St.
Follows roadways with speeds 35 mph or slower	
Uses a tree lined route which will improve the user experience	
Shortest alternative with potentially the lowest cost	



Figure 5: Belleview to Greenway Trail: Alternative C





Alternative D

**Route**

Alternative D represents the combination of Alternatives A and B. Alternative D will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail will continue westward to connect with U.S. 27/301/441. Alternative D will then continue north along U.S. 27/301/441 to the intersection with SE 100th Street. From SE 100th Street the trail will split into two routes, one continuing north and another going west. One route will continue north along U.S. 27/301/441 to SE 80th Street where the trail will head west until it connects with the Santos Trailhead and Campground facility. From SE 100th Street, the second route of the trail will head west to SE 36th Avenue then head north to the intersection with SE 95th Street, where the trail will head slightly west then travel north along SE 35th Court. At the northern terminus of SE 35th Court, the trail will go west through the Cross-Florida Greenway to connect with the CFGT.

**Details**

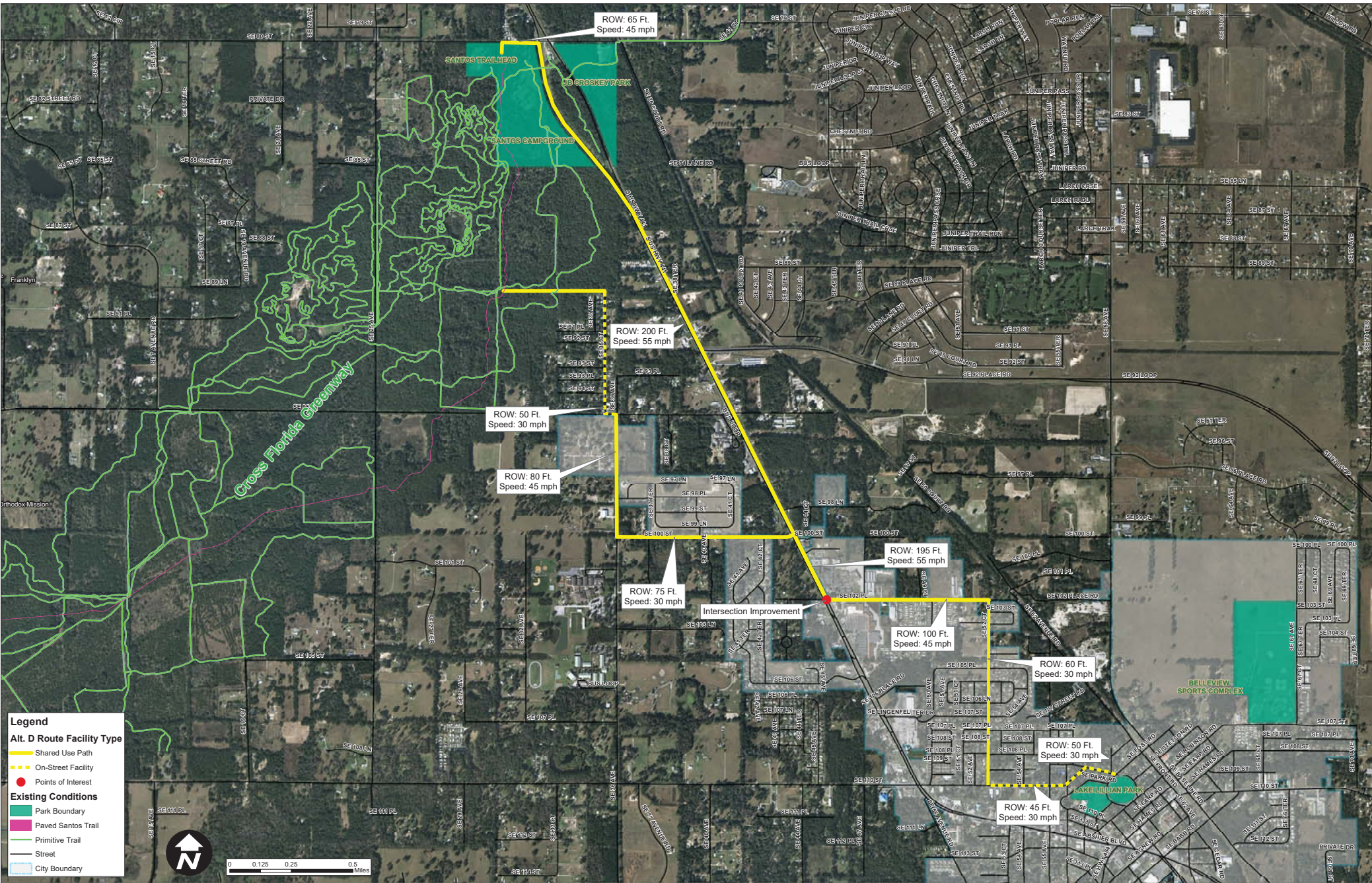
This combination of Alternatives A and B has been proposed based on the public, stakeholder, and TPO Staff recommendations that the trail should provide access to businesses, schools, and residential areas. Because it is a combination of two routes, Alternative D will be the longest alternative and will have the longest length of shared-use path. Additionally, because it makes connections with different sections of the CFGT (Santos Trailhead and northwest of SE 35th Court), Alternative D will create a local trail loop that will connect businesses and residents with the CFGT. The creation of the trail loop between SE 80th Street and SE 95th Street will improve local recreation and transportation options while also adding an important connection to the regional trail network.

If this alternative is chosen, the construction of the trail may be developed in one or potentially two phases to reduce upfront construction costs. Phase 1 will follow the route of Alternative A, improving access to local businesses along U.S. 27/301/441 and providing direct access to the Santos Trailhead facility. Phase 2, will begin at the intersection with SE 100th Street and will follow the route of Alternative B through the northwestern neighborhoods making the connection to the CFGT near the northern terminus of SE 35th Court.

Alternative D - Benefits and Challenges	
Benefits	Challenges
Connects the NW Belleview neighborhoods and local businesses along U.S. 27/301/441 with Lake Lillian Park and the CFGT	Potential wetland impacts nearby SE 100th St.
Improves bicycle and pedestrian access to the Belleview High School and Belleview Santos Elementary School	Longest alternative with potentially the highest cost
Utilizes the existing Santos Trailhead	
Primarily a shared-use path facility	
Phased implementation may reduce upfront costs of construction	
Will create a local trail loop and connection to the CFGT of approximately 5.6 miles	



Figure 6: Belleview to Greenway Trail: Alternative D





## Costs

Using the proposed routes above, approximate costs have been developed detailing the trail distances and facility types. For these alternatives, shared lane markings and shared-use paths have been considered. These trail types have been outlined in **Table 3** and **Table 4**.

**Table 4: Trail Type Estimated Costs Per Mile**

Trail Type	Cost (Per Mile)
Shared Lane Markings	\$ 30,000.00
Shared-Use Path*	\$ 570,000.00

\* FDOT Actual Adjusted (\$450,000 + PE: \$60,000 +CEI: \$60,000)

**Table 5: Trail Alternative Cost Estimates (A-C)**

Alternative	Cost Type	Approximate Distance (Feet)	Approximate Distance (Miles)	Approximate Cost	Approximate Total Cost
Alternative A	Shared-Use Path	18,033	3.42	\$ 1,946,744.32	\$ 1,985,607.95
	Shared Lane Marking	6,840	1.30	\$ 38,863.64	
Alternative B	Shared-Use Path	13,629	2.58	\$ 1,471,312.50	\$ 1,526,363.64
	Shared Lane Marking	9,689	1.84	\$ 55,051.14	
Alternative C	Shared-Use Path	11,465	2.17	\$ 1,237,698.86	\$ 1,297,693.18
	Shared Lane Marking	10,559	2.0	\$ 59,994.32	

**Table 6: Trail Alternative D Cost Estimates by Phases 1 and 2**

Alternative	Cost Type	Approximate Distance (Feet)	Approximate Distance (Miles)	Approximate Cost	Approximate Total Cost
Alternative D (Overall)	Shared-Use Path	2,6615	5.05	\$ 2,873,210.23	\$ 2,928,261.36
	Shared Lane Marking	9,689	1.84	\$ 55,051.14	
Phase 1	Shared-Use Path	18,033	3.42	\$ 1,946,744.32	\$ 1,985,607.95
	Shared Lane Marking	6,840	1.30	\$ 38,863.64	
Phase 2	Shared-Use Path	8,582	1.63	\$ 926,465.9	\$ 942,653.41
	Shared Lane Marking	2,849	0.54	\$ 16,187.5	

Based on the costs in **Tables 5 and 6**, Alternative C is the most cost effective, while Alternative D will likely be the least cost effective due to the larger amount of shared-use path in this alternative.

Trail Design Standards and Typical Sections

Trail Design Standards

Trail designs vary by location, but they will typically follow these standards:

- American Association of State Highway and Transportation Officials (AASHTO)
- National Association of City Transportation Officials (NACTO)
- FDOT Design Manual (FDM)
- Manual on Uniform Traffic Control Devices (MUTCD)
- Americans with Disabilities Act (ADA)

When constructing a shared-use path, the typical width to allow bi-directional movement is 12 ft. using standard asphalt material. The minimum width of 10 ft. should only be used in areas where limited ROW or other constraints prevent the construction of a 12-ft. shared-use path. When developing the shared-use paths of the preferred alternative, the width should meet or exceed this minimum width to increase the users' comfort and appeal of the trail. Shared-use paths should be separated from the vehicle travel lanes by open space or a physical barrier. Access to the trail should be kept to the standards described within the ADA with limited access points or roadways bisecting the trail.

According to the FDM Chapter 224, the maximum longitudinal grade for a shared-use path is 5% with larger grades being acceptable for certain distances. **Table 7** depicts the maximum grade lengths as described within the FDM:

**Table 7: Maximum Grade Lengths**

Longitudinal Grade (%)	Maximum Length (feet)
6	800
7	400
8	300
9	200
10	100
11+	50

*Notes: When using longer grade, consider adding 4 to 6 feet of additional width to the path to allow a bicyclist to dismount and walk their bicycle. Clear distances and sight distances should be adjusted to accommodate longer grades.*

The surface of the trail should be designed to standard shoulder pavement and meet the following guidelines:

- 12-inch stabilized subgrade
- Base 1 group
- 1.5 Structural Course

Where shared lane markings are considered, they will meet the roadway design standards as amended (Design Standards eBook, section 17347 and MUTCD figure 9C-9) consisting of a bike and chevron pattern and will be positioned in the travel lane identifying the cyclist's ability to use the vehicle lane. The chevrons in the shared lane markings are designed to direct cyclists into following the vehicle traffic flow. According to NACTO, shared lane markings are typically placed between 50-100 ft. along high traffic or higher speed roadways while lower speed roadways are typically marked every 250 ft. or more. Shared lane markings are typically marked by white paint but may also include green outlines to increase

awareness and visibility on the roadway. Further customization of the shared lane markings identifying the trail, or naming the route can also be added to improve the route.

Signage may be used to support the trail network for both the shared lane markings and shared-use paths. This signage will be used to identify areas where the shared lane markings allow cyclists to utilize the full travel lanes. Additionally, wayfinding and appropriate crossing signage will be necessary along the shared-use path to direct users. All appropriate signage will be developed in coordination with the standards described in the MUTCD 2009 Chapter 2B as amended.

Where appropriate, traffic calming measures may be considered along the preferred trail alternative to reduce conflicts with motor vehicles. Traffic calming measures are intended to slow motor vehicles while not inhibiting their ability to use the same routes. These traffic calming measures could include but should not be limited to the following:

- Visual road narrowing (street trees, vertical delineators, etc.)
- Median refuges
- Chicanes
- Traffic circles

---

## Typical Sections

Typical section renderings have been created to depict the potential arrangement of the proposed alternatives in the area. These typical sections show how the shared-use paths and shared lane markings may be implemented in Marion County to create the connection with the CFGT.

**Figure 7** depicts how the implementation of shared lane markings could be implemented on the roadways. Shared lane markings should only be used when shared-use paths or designated bike lanes are not feasible due to a lack of ROW. Shared lane markings are less expensive to implement but don't provide the same separation from vehicles or safety benefits provided by shared-use paths. Shared lane markings should only be implemented on low volume roadways with posted speed limits at or below 35 mph.

**Figure 8** depicts how a shared-use path could be implemented to create a connection through the CFGT. The goal of this study is to implement 12-ft. shared use paths wherever possible to create the connection between the City of Belleview and the CFGT.

**Figure 9** depicts the development of the trail alongside the roadway. When feasible, the implementation of a shared-use path is a safer alternative to the shared lane markings and will provide a separation from motor vehicles. For roadways with low posted speed limits and limited available ROW, the shared-use path can be constructed directly adjacent to the travel lanes with vertical delineators or other similar buffers to clearly designate the separation of uses.

Figure 7: Shared Lane Marking

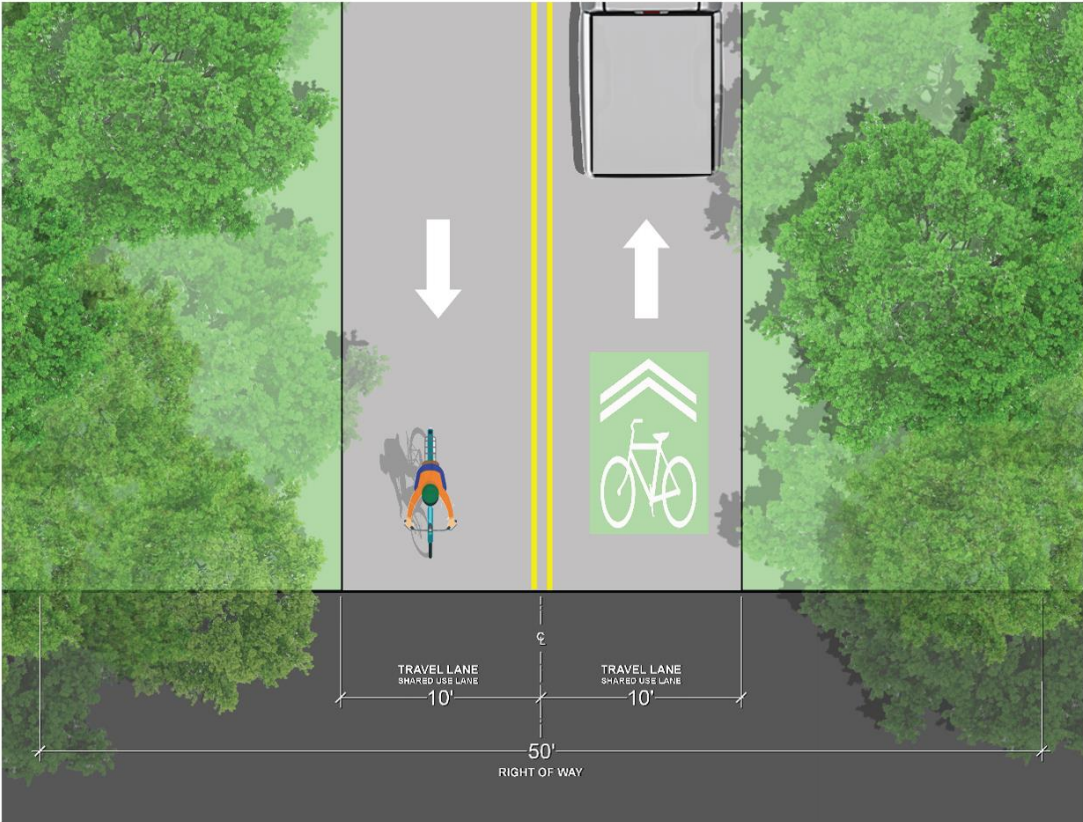
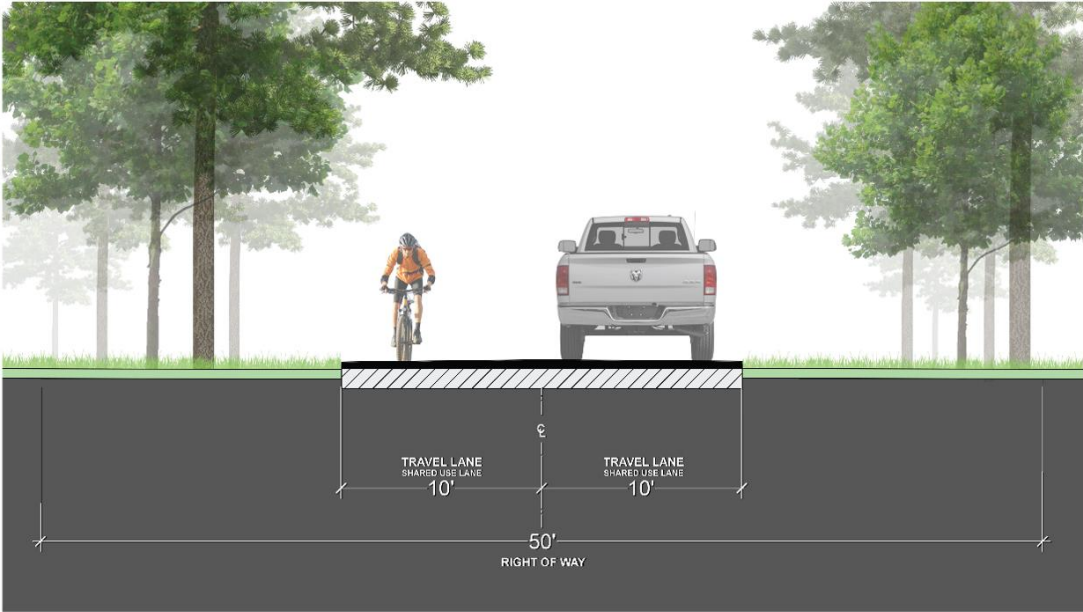




Figure 8: Shared-Use Path

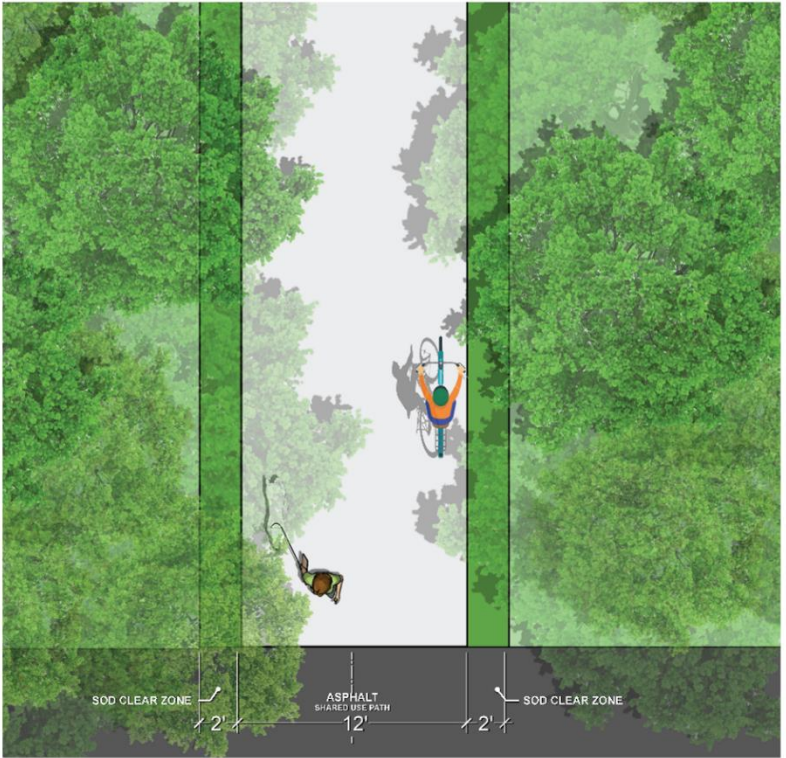
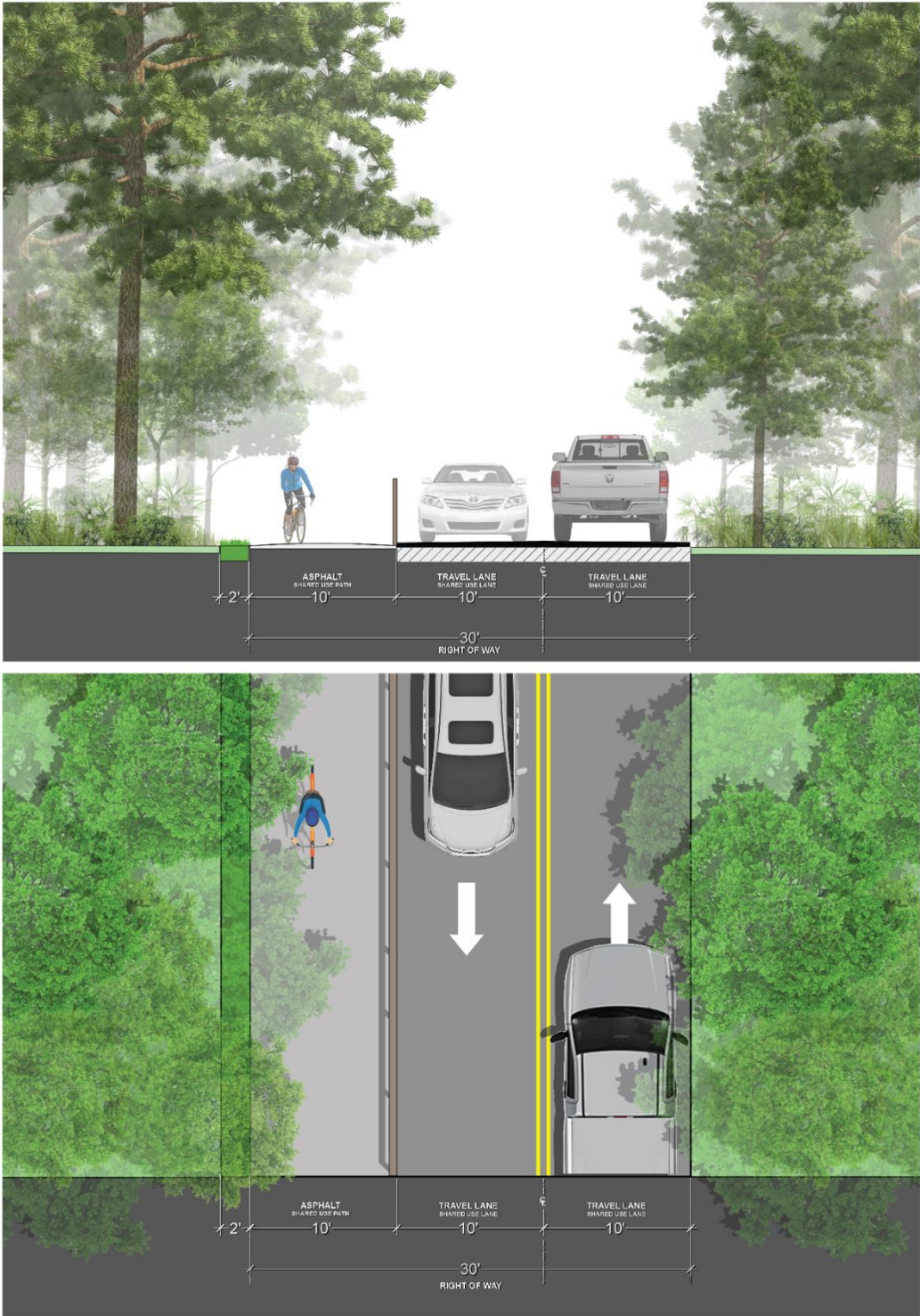


Figure 9: Trail Directly Alongside Roadway





## Existing Conditions Considerations

Four alternatives have been developed that provide a connection between the City of Belleview and the CFGT. These connections were developed through the analysis of the existing conditions and coordination with the public and stakeholders. The information considered for this analysis consisted of:

- Right-of-way and Potential Easements
- Flood zones, wetlands and contamination sites data
- Florida Department of Environmental Protection: Florida Natural Areas Inventory data
- Historic sites and structures data
- Trip Generators and attractors data

Based on this available data, a preferred route or routes will be chosen to connect the City of Belleview with the CFGT.

### Right-of-Way and Potential Easements

Using 2017 Marion County parcel boundaries, the parcel data map was created to determine estimated property impacts and to estimate the available ROW. Using the available data, the proposed alternatives will traverse available ROW between 50 ft.-100 ft. The goal is for the creation of a continuous shared-use path connecting Belleview with the CFGT. However, shared lane markings may be necessary along roadways with limited available ROW, low posted speeds, and low vehicle traffic volumes. Traffic calming measures, and signage may be considered to support the implementation of shared lane markings. Shared-use paths should be prioritized for areas with higher posted speeds and wider available ROW.

**Appendix A** depicts the 2017 parcel boundaries within the project area.

Alternative B, is the only alignment that is likely to require property acquisition or easements from the Cross-Florida Greenway to make the connection with the CFGT. The proposed acquisition area is between the CFGT and the northern terminus of SE 35th Court. **Appendix B** depicts the estimated available ROW and the area where acquisition or easements may be necessary.

### Flood Zones, Wetlands, and Contamination Sites

Based on the information gathered from the National Wetlands Inventory, a small wetland is located on the southside of SE 100th Street which both Alternative B and C could potentially be located. The replacement of the existing sidewalk with a 12-ft. shared-use asphalt path along the northern side of SE 100th Street is recommended to avoid this wetland area. Outside of the areas along SE 100th Street, the alternatives should not interfere with any known wetlands.

Based on FEMA flood zone data, the proposed alternative routes will be located within three flood zones:

- Flood Zone A
- Flood Zone AE
- Flood Zone X

Flood Zone AE indicates a 1% chance of annual flooding and a requirement that structures in this area are built in accordance with the Base Flood Elevation (BFE). Flood Zone A shares the 1% chance of annual flooding but the area does not have a developed BFE. Flood Zone X indicates an approximate 0.2% chance of annual flooding. Flood zones and wetlands will be addressed during environmental and design phases. **Appendix C** depicts the location of wetlands and flood zones in the project area.

Most the contamination sites are located along the U.S. 27/301/441 corridor however, it is unlikely that the trail alternatives will interfere with these locations. The FDOT contamination impacts coordinator should be contacted during the during the environmental phase to ensure that additional contamination

locations are not in the area and that the proposed trail will not adversely impact these locations. Contamination sites will be further addressed during the environmental and design phases. **Appendix C** depicts the known contamination sites within the project area.

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#### Florida Department of Environmental Protection: Florida Natural Areas Inventory

Using the available Florida Natural Areas Inventory (FNAI) data, the trail alternatives are within the Sand and Blue-tailed Mole Skink Consultation Area and the Lake Ridge Plants Consultation Area. Due to the presence of these consultation areas, special care will be taken during the environmental phase to ensure these species will not be adversely affected. An environmental review will be conducted upon the identification of the preferred route and additional analysis will be performed to limit potential impacts to endangered or threatened species. The proposed trails are anticipated to be primarily within the existing ROW or on existing pavement meaning that significant species impacts are not anticipated. **Appendix D** depicts the boundaries of the species consultation areas.

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#### Historic and Cultural Resources

The State Historic Preservation Office (SHPO) maintains and routinely updates the location of historic and culturally significant resources. Lake Lillian Park is part of the Lake Lillian Historic Neighborhood and there are five known historical structures near the proposed trailhead. However, it is unlikely that the implementation of the trail in this area will impact these properties. North of SE 110th Street the alternatives will not interact with any known historically significant resources until they reach the CFGT. The Marjorie Harris-Carr Cross Florida Greenway is listed as a historical resource which may require SHPO coordination regarding the section of Alternative B that will utilize this resource. Historic and cultural impacts will be addressed during the environmental and design phase. **Appendix E** depicts the location of known historical or culturally significant resources nearby the project area.

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#### Relevant Trip Generators and Attractors

Nearby businesses, schools, and community centers act as trip generators and attractors that bring people to the area. Local retail areas such as Belleview Commons and Belleview Regional Shopping Centers may become destinations for trail users due to their location adjacent to the proposed routes. Marion County future land use maps identify additional commercial development along U.S. 27/301/441, which may be benefited from the increased access provided by the proposed alternatives.

Through trail creation, the students attending nearby schools will have safer and more robust connections between their homes and the schools. While schools are predicted to see nearly immediate benefits from the construction of the trail network, it is likely that the local businesses and community centers will benefit from the increased connectivity as well. Adjacent trails may boost attendance at community events and local businesses leading to community wide economic benefits. **Appendix F** depicts the location of generators and attractors.

### Stakeholder and Public Feedback

To begin the stakeholder engagement process, City and County staff were consulted to help identify alternatives that would create the most significant connection to the CFGT and provide a regional benefit. After discussion with City and County staff it was determined that Alternatives A or B would likely provide the most substantial benefit by connecting the northwest neighborhoods through alternative B or the businesses along U.S. 27301/441 through Alternative A with the City of Belleview.

A public workshop was held on February 10, 2018 at Lake Lillian Park to gather public input regarding the four proposed alignments. The attendees were asked to fill out brief questionnaires and comment forms designed to determine their activity levels and preference for the alternatives. Most of the attendees indicated moderate activity levels and made use of either the existing CFGT or other local parks at least

on a monthly basis. Alternative B was identified as the most popular alternative however, concerns over safety along SE 35th Court were expressed. Participants also expressed safety concerns resulting from the high-speed traffic and volume along U.S. 27/301/441. Specific mention of SE 102nd Place as a roadway needing a shared-use path was a theme from stakeholders and participants. In addition to the public feedback regarding the development of Alternative B, local businesses identified Alternative A as their preferred choice. If the trail travels along U.S. 27/301/441, trail users could have near direct access to several businesses along the route. **Appendix G** contains the feedback received during the public workshop.

## Funding Plan

Moving forward, funding of the preferred alternative should be prioritized within local and statewide resources. The preferred alternative should be included within the next Transportation Improvement Plan and Long Range Transportation Plan as they enter their update cycles. In addition to local/regional funding sources, inclusion into the Florida Shared-Use Nonmotorized (SUN) Trail Network should be pursued. The SUN Trail Network is a program overseen by the Florida Department of Transportation which focuses on supporting the development of trails throughout the state. Inclusion into these plans will help make the preferred alternative eligible for regional funding. The Office Florida Greenways and Trails maintains the Land Trails Opportunity Map which identifies the “Lake to Cross Florida Greenway Corridor” as a potential connection between Lake County and the CFGT. Due to the alternatives following the opportunity corridor, the preferred alternative may qualify for additional funding sources at the statewide level if it is later prioritized by the Office of Greenways and Trails. As these regional and statewide funding resources are pursued, local grants and donations may be another resource that will aid in the creation of this trail connection.

## Feasibility Recommendation

Based on the feedback received and existing conditions within the study area, Alternatives A and B were preferred. In response to the two preferred routes, Alternative D was developed to address the desires of the community and key stakeholders including the Belleview City Commission. Alternative D represents the combination of Alternatives A and B to create the most beneficial trail connection between Belleview and the CFGT. The Belleview City Commission and public workshop attendees favored Alternative B, as it connects many of the northwestern neighborhoods with the City of Belleview. Local business stakeholders and the Ocala Marion County TPO Board, indicated that Alternative A would be equally preferable due to its route near local businesses and the transportation benefits it would provide along U.S. 27/301/441. Based on the current conditions and feedback received, construction of Alternative D is recommended to create a trail network that will provide the greatest benefit to the community.

Depending upon the available funding options at the time of construction and design, it may be necessary to implement Alternative D in two Phases (Phase 1 and 2). Phase 1 should follow Alternative A along U.S. 27/301/441 creating the direct connection with the Santos Trailhead and Campground facility. Phase 2, would begin at the intersection of U.S. 27/301/441 and SE 100<sup>th</sup> Street and will follow along the Alternative B route making a connection to the CFGT near SE 35<sup>th</sup> Court.

By choosing to pursue Alternative D, residents and business owners in the Belleview area will directly benefit from the expanding regional trail network. Connections between Belleview and the CFGT will open recreational and transportation opportunities within Marion County and the Central Florida region. When constructed, the Belleview to CFGT connections will attract national and international users as part of the regional trail network. If implemented, Alternative D may become an economic driver, increasing local connectivity and boosting tourism in Marion County.

**Appendix**

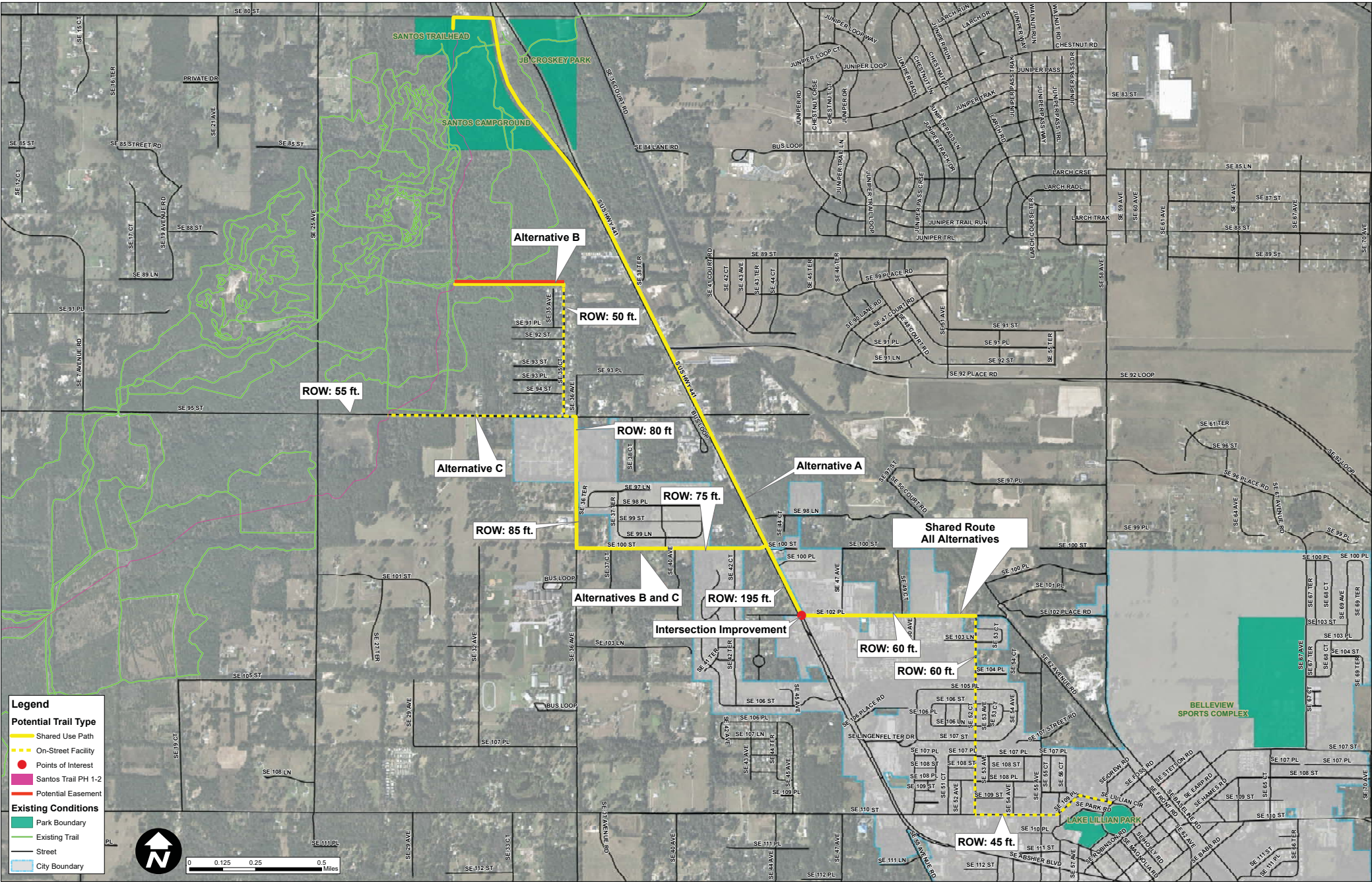
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Appendix A: Right-of-Way and Potential Easements

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# Appendix A: Belleview to Greenway Trail: Corridor Feasibility Study - Right of Way and Potential Easement Site

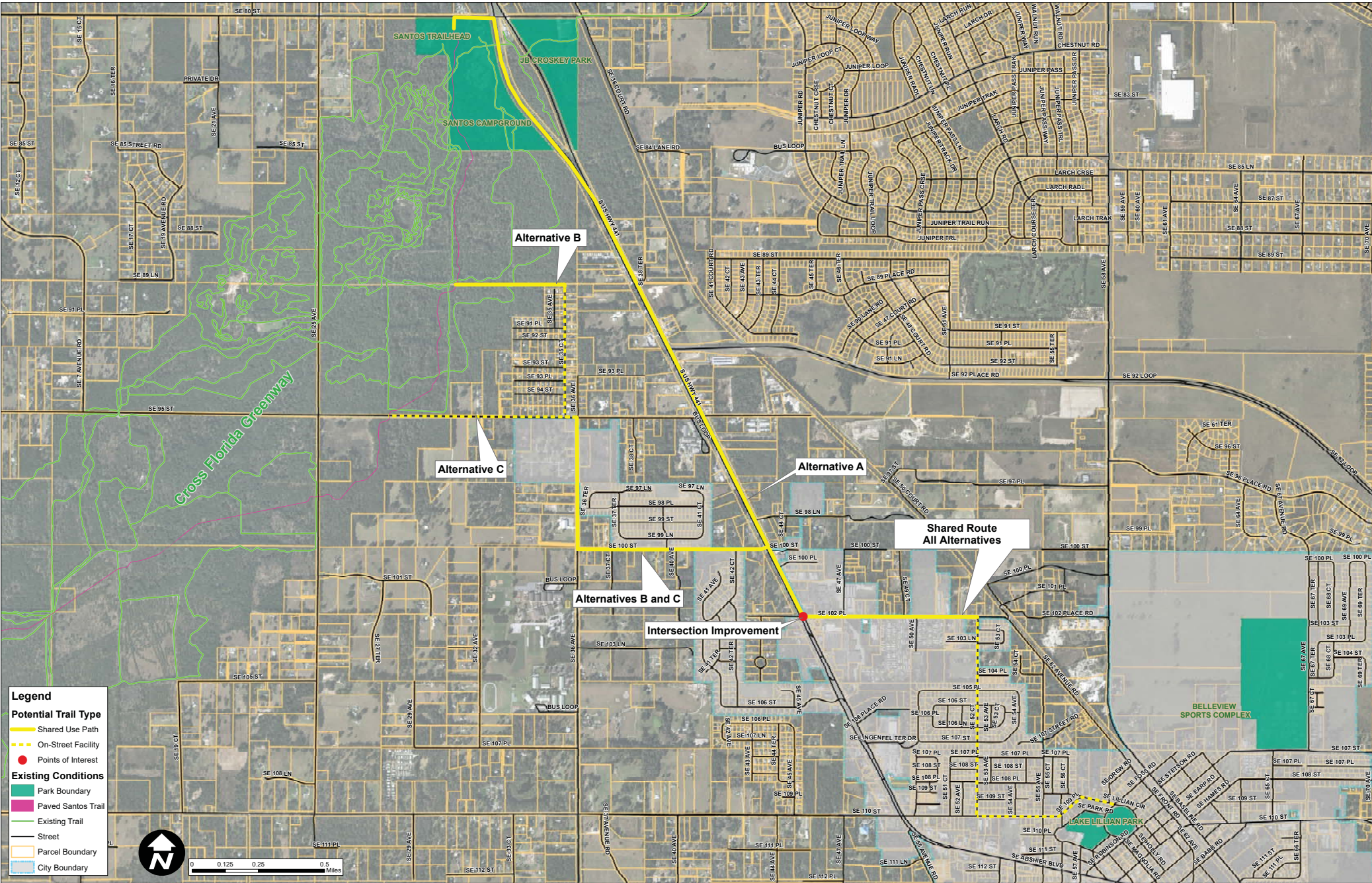


Appendix B: Parcel Data

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## Appendix B: Belleview to Greenway Trail: Corridor Feasibility Study - Parcel Data

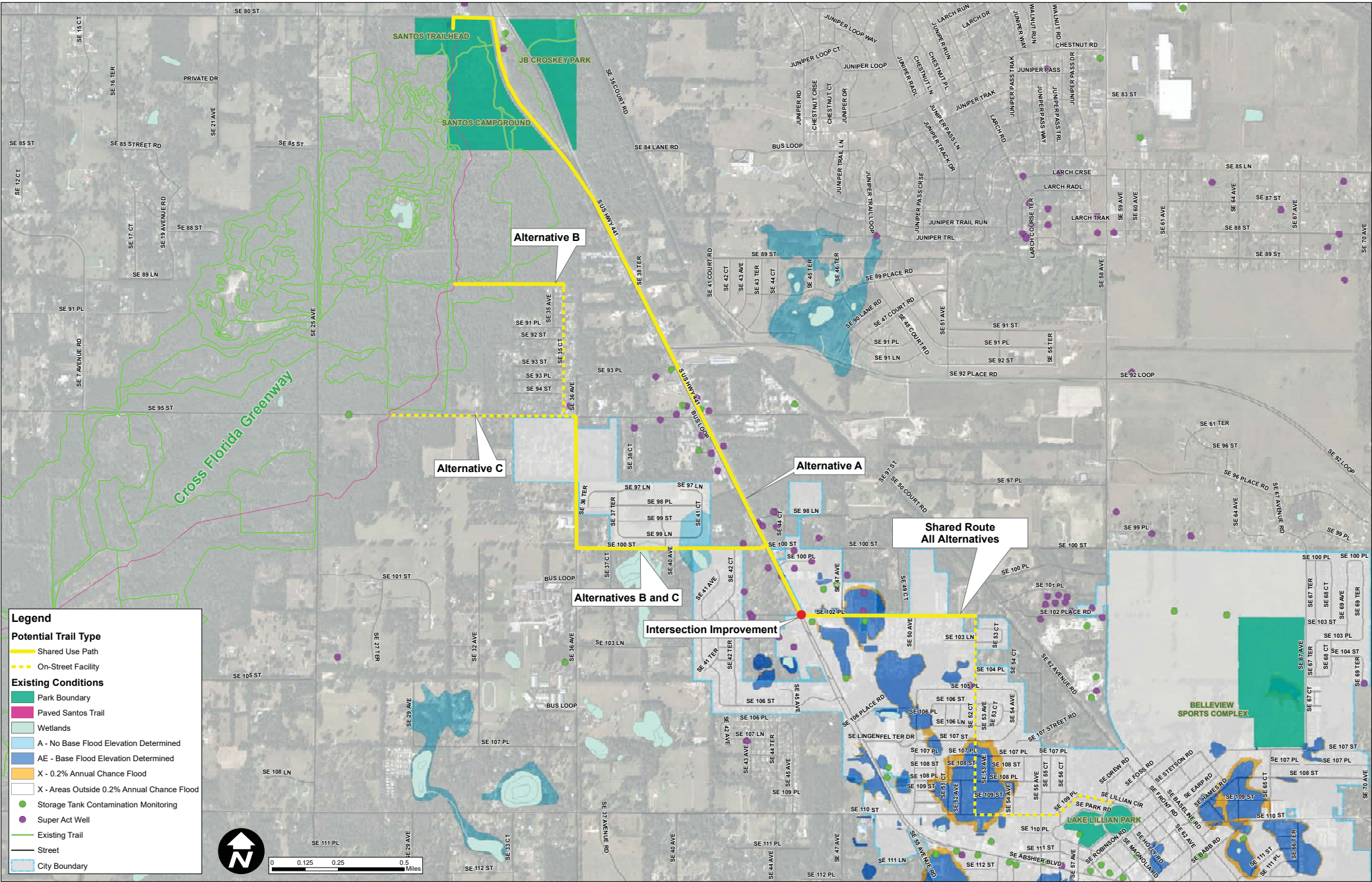




Appendix C: Flood Zones, Wetlands, and Contamination Sites

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# Appendix C: Belleview to Greenway Trail: Corridor Feasibility Study - Flood Zones, Wetlands, and Contamination Sites

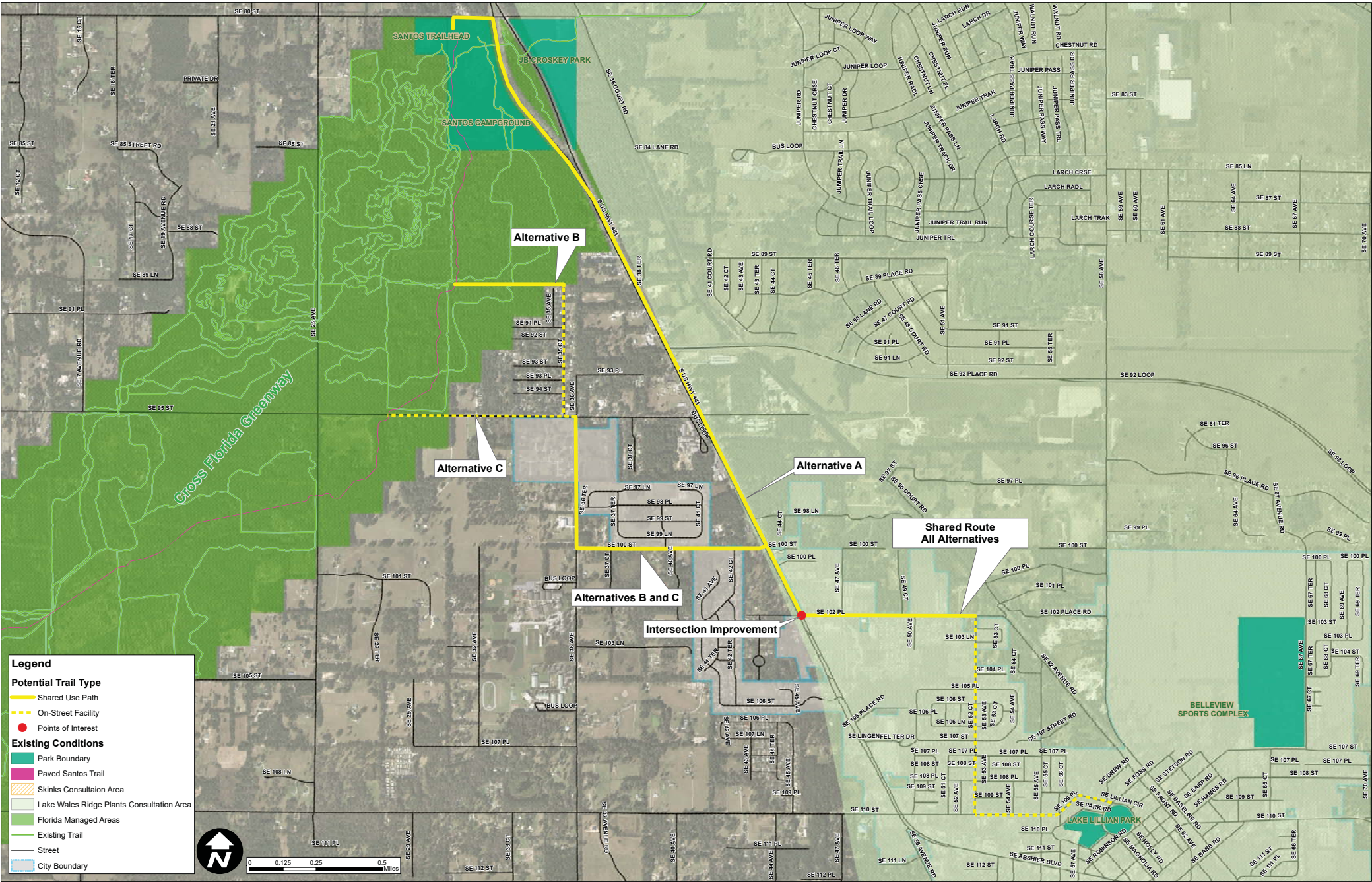


Appendix D: Florida Department of Environmental Protection:  
Florida Natural Areas Inventory

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# Appendix D: Belleview to Greenway Trail: Corridor Feasibility Study - FDEP: FNAI Species Data

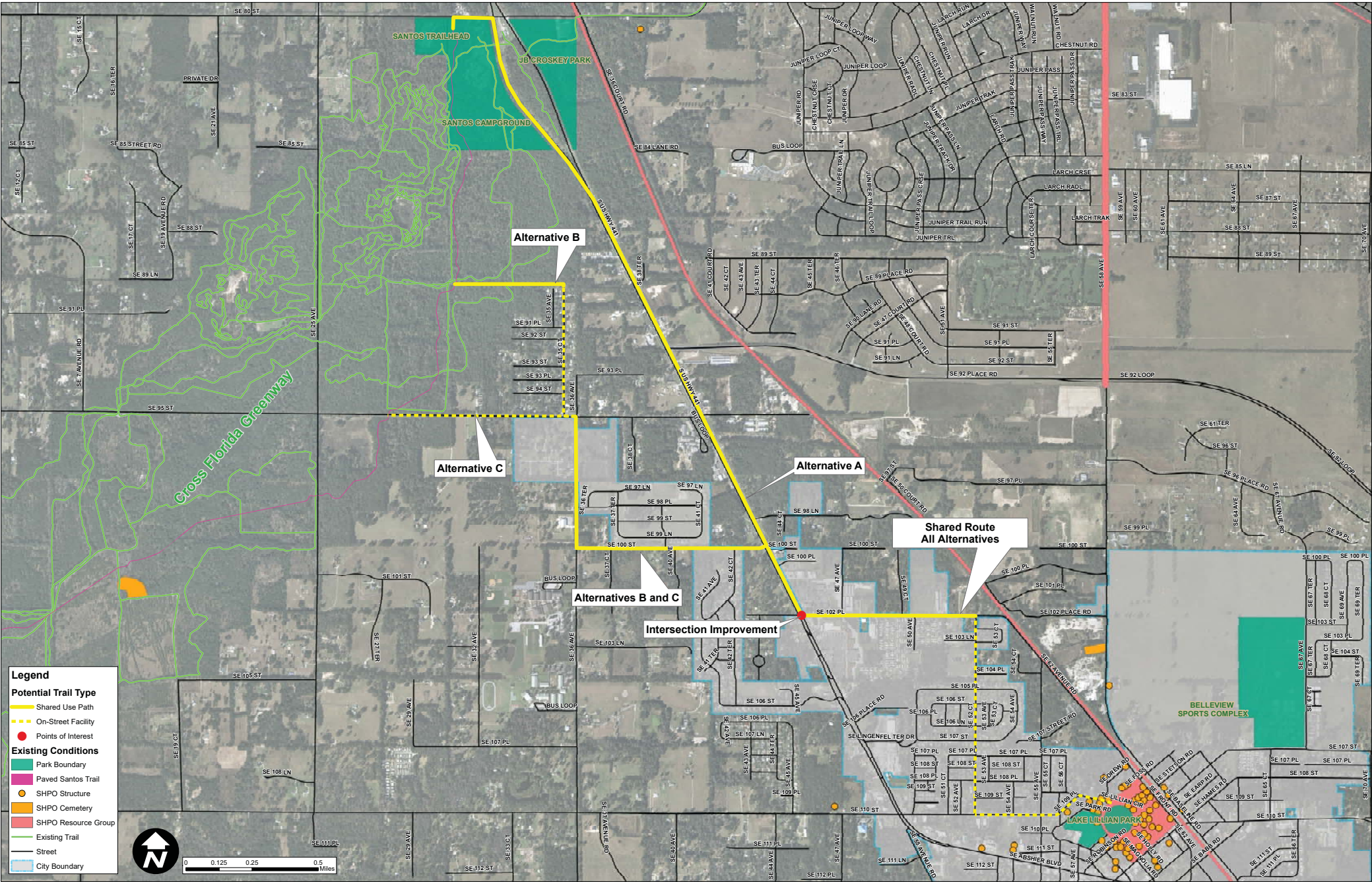


Appendix E: Historic and Cultural Resources

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# Appendix E: Belleview to Greenway Trail: Corridor Feasibility Study - Historic and Cultural Resources

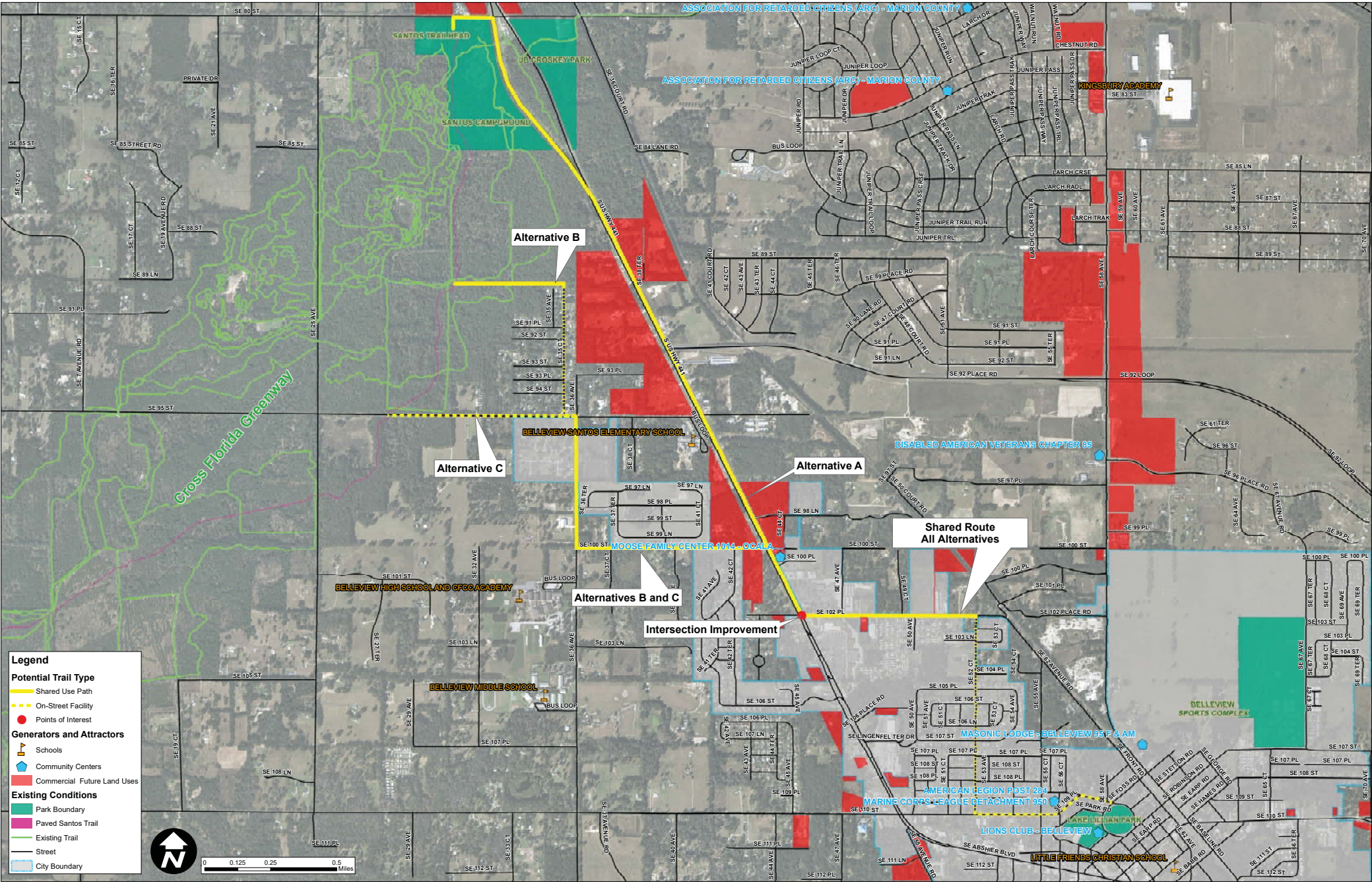




Appendix F: Relevant Trip Generators and Attractors

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# Appendix F: Belleview to Greenway Trail: Corridor Feasibility Study - Generators and Attractors



Appendix G: Public Open House

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Kimley»Horn

# Belleview to Greenway Trail: Corridor Feasibility Study

## Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes No (zip code) ~~34420~~ 34420

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year Once a month Once a week Never

How often do you visit other parks or conservation areas within Marion County?

Once a year Once a month Once a week Never

Which of the following best describes your physical activity level?

Not Very Active Active Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking Recreational Walking Transportation I Wouldn't Use a Trail

Which trail alternative would you prefer?

A B C None

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely Likely Very Likely

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

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Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

no you work with what you have  
good Job

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# Bellevue to Greenway Trail: Corridor Feasibility Study

## Public Comment Form

Please take a moment to provide your thoughts on the three proposed trail corridors.

*all would work. Good Job*

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# Belleview to Greenway Trail: Corridor Feasibility Study

## Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes  No (zip code) \_\_\_\_\_

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year  Once a month  Once a week  Never

How often do you visit other parks or conservation areas within Marion County?

Once a year  Once a month  Once a week  Never

Which of the following best describes your physical activity level?

Not Very Active  Active  Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking  Recreational Walking  Transportation  I Wouldn't Use a Trail

Which trail alternative would you prefer?

A  B  C  None

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely  Likely  Very Likely

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

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Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

I think this is a great idea!

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# Belleview to Greenway Trail: Corridor Feasibility Study

## Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes  No (zip code) \_\_\_\_\_

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year  Once a month  Once a week  Never

How often do you visit other parks or conservation areas within Marion County?

Once a year  Once a month  Once a week  Never

Which of the following best describes your physical activity level?

Not Very Active  Active  Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking  Recreational Walking  Transportation  I Wouldn't Use a Trail

Which trail alternative would you prefer?

A  B  C  None

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely  Likely  Very Likely

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

Sidewalks would be beneficial for hikers

\_\_\_\_\_

\_\_\_\_\_



# Belleview to Greenway Trail: Corridor Feasibility Study

## Public Comment Form

Please take a moment to provide your thoughts on the three proposed trail corridors.

Track A would be safe but the lack of trees would make it uncomfortable.

The shared roads are might be dangerous.

Multiple horizontal lines for writing additional comments.



# Belleview to Greenway Trail: Corridor Feasibility Study

## Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes No (zip code) 34420

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year Once a month Once a week Never

How often do you visit other parks or conservation areas within Marion County?

Once a year Once a month Once a week Never

Which of the following best describes your physical activity level?

Not Very Active Active Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking Recreational Walking Transportation I Wouldn't Use a Trail

Which trail alternative would you prefer?

A B C None

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely Likely Very Likely

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

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Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

UNFORTUNATELY MOTORIST DO NOT WISH TO SHARE THE ROAD WITH  
WALKERS OR BICYCLIST. BETWEEN TEXTING AND JUST PLAIN IGNORANCE  
SHARED USE IS DANGEROUS. MOTORIST DO NOT EVEN STOP FOR  
PEDESTRIANS IN THE CROSSWALK





## Belleview to Greenway Trail: Corridor Feasibility Study

### Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes    No (zip code) \_\_\_\_\_

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year     Once a month     Once a week     Never

How often do you visit other parks or conservation areas within Marion County?

Once a year     Once a month     Once a week     Never

Which of the following best describes your physical activity level?

Not Very Active     Active     Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking     Recreational Walking     Transportation     I Wouldn't Use a Trail

Which trail alternative would you prefer?

A     B     C     None

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely     Likely     Very Likely

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

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Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

TRAFFIC CONCERN

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# Bellevue to Greenway Trail: Corridor Feasibility Study

## Public Comment Form

Please take a moment to provide your thoughts on the three proposed trail corridors.

*I FEEL B would be the best choice  
for most people.*

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Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



## Belleview to Greenway Trail: Corridor Feasibility Study

### Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Belleview City Limits? If not, what is your zip code?

Yes    No (zip code) \_\_\_\_\_

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year    Once a month    Once a week    Never

*multiple time a week*

How often do you visit other parks or conservation areas within Marion County?

Once a year     Once a month    Once a week    Never

Which of the following best describes your physical activity level?

Not Very Active     Active    Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking    Recreational Walking    Transportation    I Wouldn't Use a Trail

Which trail alternative would you prefer?

A     B    C    None

*IF 32<sup>nd</sup> Ct proves to be safe neighborhood, otherwise toss up*

What is the likelihood that you would use a shared-use path between Belleview and the Cross Florida Greenway?

Unlikely    Likely     Very Likely

*between A + C concerned*

Are there additional connections to community features that should be considered between Belleview and the Cross Florida Greenway? (please answer below)

*about safety along 301 / 441 + along 95<sup>th</sup>*

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Do you have any concerns regarding the development of a shared-use path from Belleview to the Cross Florida Greenway? (please answer below)

*Look great!*

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Move along 301/441  
not the best for  
young children

This is a great  
project! I like  
this alternative  
the best, as it  
incorporates many  
Bellevue neighborhoods

The comment above is referencing  
trail Alternative B.

not crazy about  
shared use on  
95<sup>th</sup> - cars go very  
fast! like how  
it services middle  
& high school

Concerned about  
safety along 35<sup>th</sup> Ct,  
but love how this  
services ~~HS~~ & middle  
school & high school  
& stays off of  
301/441



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**MEMORANDUM**

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TO: TAC MEMBERS

FROM: MICHAEL DANIELS, DIRECTOR

SUBJECT: CENTRAL FLORIDA REGIONAL TRANSIT STUDY

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The Central Florida Regional Transit Study covers a 10-county area (Brevard, Flagler, Lake, Marion, Orange, Osceola, Polk, Volusia, Seminole and Sumter) and will provide transit investment and policy assessment, regional travel pattern and market analysis, and a regional transit vision framework. The purpose of the District 5 – led study is to:

- Create consensus on regional priorities;
- Collect data on current and projected traffic demands;
- Incorporate changing demographics and technologies as well as increased desire for transportation options;
- Identify gaps and opportunities in transit planning, from land use policy to funding; and
- Create a vision for the future of transit in East Central Florida, with specific suggestions of projects in which to invest.

If you have any questions, please contact our office at 629-8297.



**Ocala-Marion TPO  
TAC Meeting  
Ocala-Marion TPO Offices  
April 10, 2018**



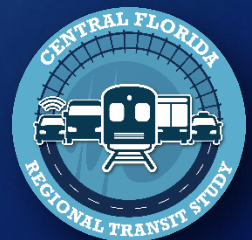
# AGENDA

- Introductions
- Study Purpose & Scope
- Study Benefits & Schedule
- Coordination with Other Studies & Plans
- Travel Pattern and Market Analysis
  - MPO / TPO – urbanized area
  - County to County
  - Top 10 Major Activity Centers
- Identification of High Capacity Corridors – Local Context
- Summary of Work Completed to Date
- Initial Presentation of Conceptual Regional Transit Vision Framework
- Next Steps



# STUDY PURPOSE

- 1 • **Establish a Base Transit Condition / Identify Gaps**
- 2 • Identify Existing and Future Funding Gaps
  - Identify Potential Funding Sources
- 3 • Analyze Existing Transit Supportive Plans and Policies
- 4 • Estimate Regional Desire Lines
  - Estimate Transit Market Demand-Patronage Forecast Ranges (2040/2060)
  - Identify Strong Candidate Corridors for Higher Capacity Transit
- 5 • Identify of the Conceptual Regional Transit Vision Framework
  - Identify Interim and Long Term High Priority Transit Investments
  - Develop Strategies for Advancing Conceptual Regional Transit Vision Framework



# Study Scope

- Task 1: Data Collection
- Task 2: Transit Investment And Policy Assessment
- Task 3: Regional Travel Pattern And Market Analysis
- Task 4: Regional Transit Vision Framework
- Task 5: Study Coordination/Meetings





# RTS Benefits

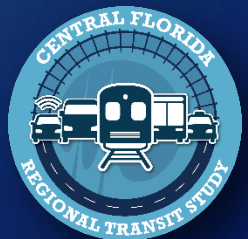
- *Assist in implementing new MPO coordination and tourism regulations*
- *Identify and coordinate cross-jurisdictional regional transit projects*
- *Establish base future transit projects (2030)*
- *Identify future (2040/2060) transit projects and gap between base and future*
- *Provide a reasonable method to identify "buildable" transit projects*
- *Provide a suggested strategy to prioritize and implement regional transit projects*
- *Provide information and analysis that will assist immediate projects with FTA new/small starts process (land use/finance)*



# RTS Schedule

Project Task	2016										2017										2018					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	
<b>Regional Transit Study</b>											[Red bar spanning Dec 2016 to Feb 2018]															
<b>Notice to Proceed</b>										N																
<b>Task 1: Data Collection</b>											[Red bar spanning Dec 2016 to Feb 2017]															
<b>Task 2: Transit Investment and Policy Assessment</b>											[Red bar spanning Dec 2016 to Feb 2018]															
<b>Task 3: Regional Travel Pattern and Market Analysis</b>											[Red bar spanning Dec 2016 to Apr 2017]															
<b>Task 4: Regional Transit Vision Framework</b>											[Red bar spanning Dec 2016 to Feb 2018]															

Legend	
Notice to Proceed	N
Duration of Task for RTS	[Red bar]



# Project Advisory Group (PAG)

7

Name	Agency / Organization	Title
Virginia Whittington	MetroPlan Orlando	Director of Regional Partnerships
Harry Barley	MetroPlan Orlando	Executive Director
Bob Kamm	Space Coast TPO	Executive Director
Lois Bollenback	River to Sea TPO	Executive Director
Michael Daniels	Ocala Marion TPO	Executive Director
Mike Woods	Lake~Sumter MPO	Executive Director
Ronnie Blackshear	Polk TPO	Director
Jennifer Carver	FDOT - Central Office Representative	Statewide Growth Management Coordinator
Brenda Young	FDOT - District Five Representative	Passenger Operations Manager
Paul Simmons	FDOT - District One Representative	Intermodal System Development Manager



# Meeting

PAG Meeting	Date	Alliance Meeting
Kick-Off	October 14, 2016	*
2	January 13, 2016	*
3	April 21, 2017	*
4	July 14, 2017	
5	October 3, 2017	
6	January 19, 2018	*

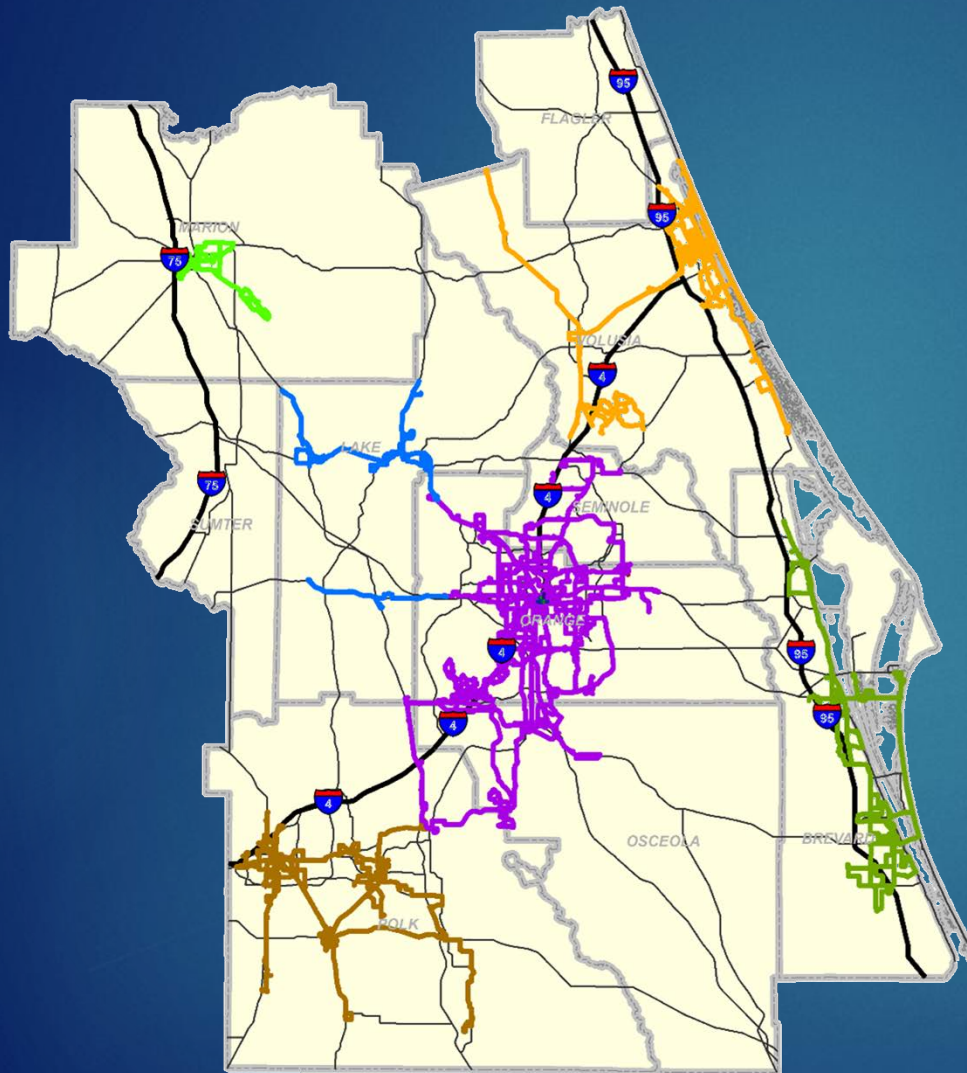


# Coordination with Other Studies & Plans

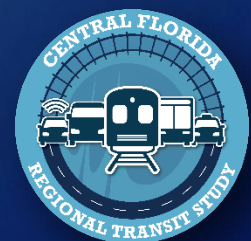
- MPO/TPO LRTP – Cost Feasible / Needs Networks
- Transit Agency Transit Development Plans
- East Central Florida Corridor Evaluation Study
- Districtwide Multimodal Assessment
- SIS Needs Plan
- How Shall We Grow: A Shared Vision for Central Florida
- FDOT – Intercity Bus Services
- Comprehensive Plans
- North Ranch Master Plan



# Existing Transit Routes

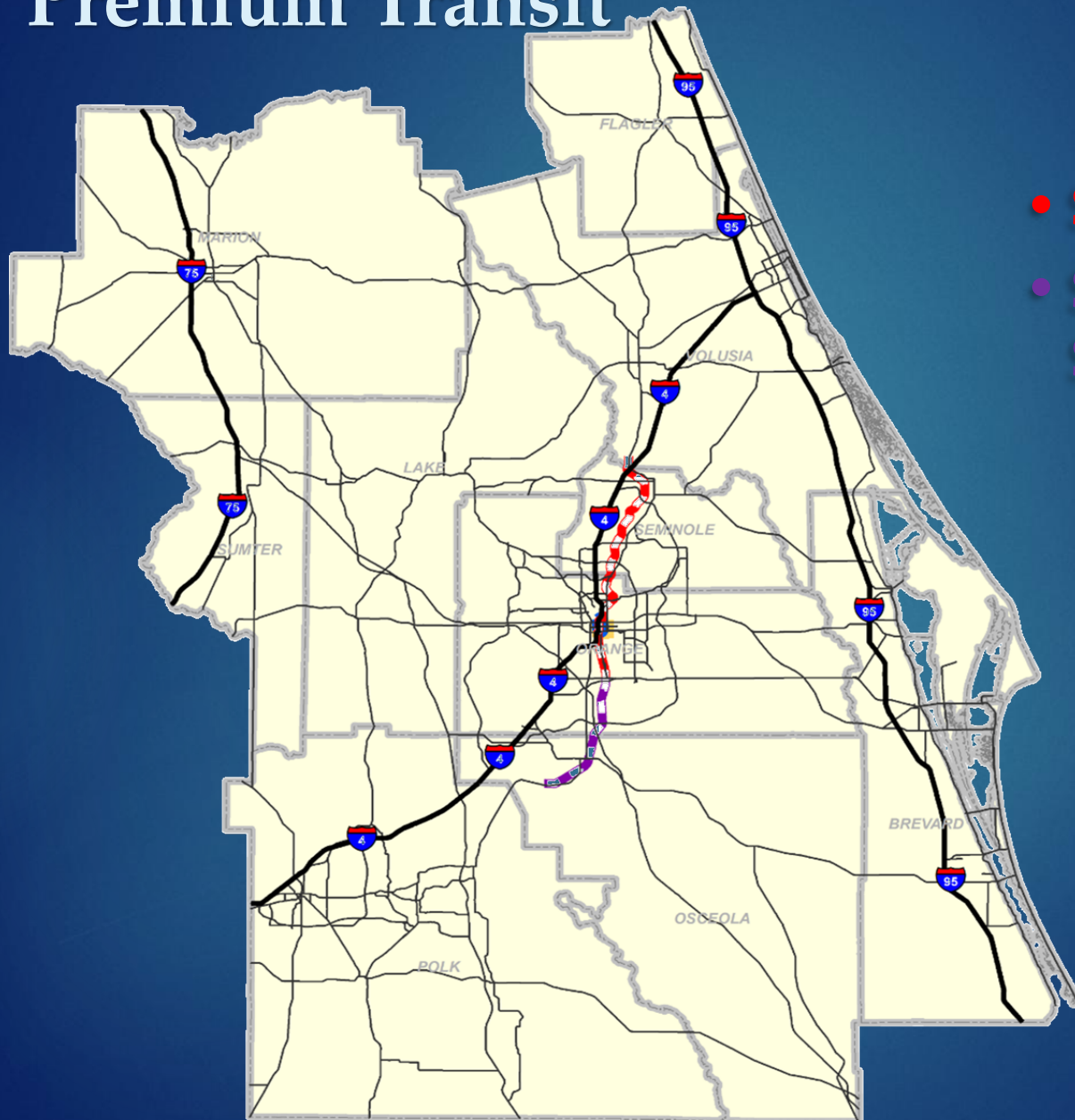


- SunTran - Marion
- Votran - Volusia
- LakeXpress – Lake
- Sumter County Transit
- LYNX – Seminole, Orange & Osceola
- Winter Haven Area Transit
- Citrus Connection
- Space Coast Area Transit

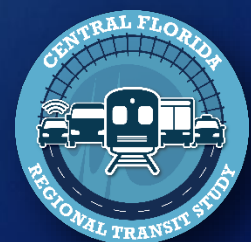




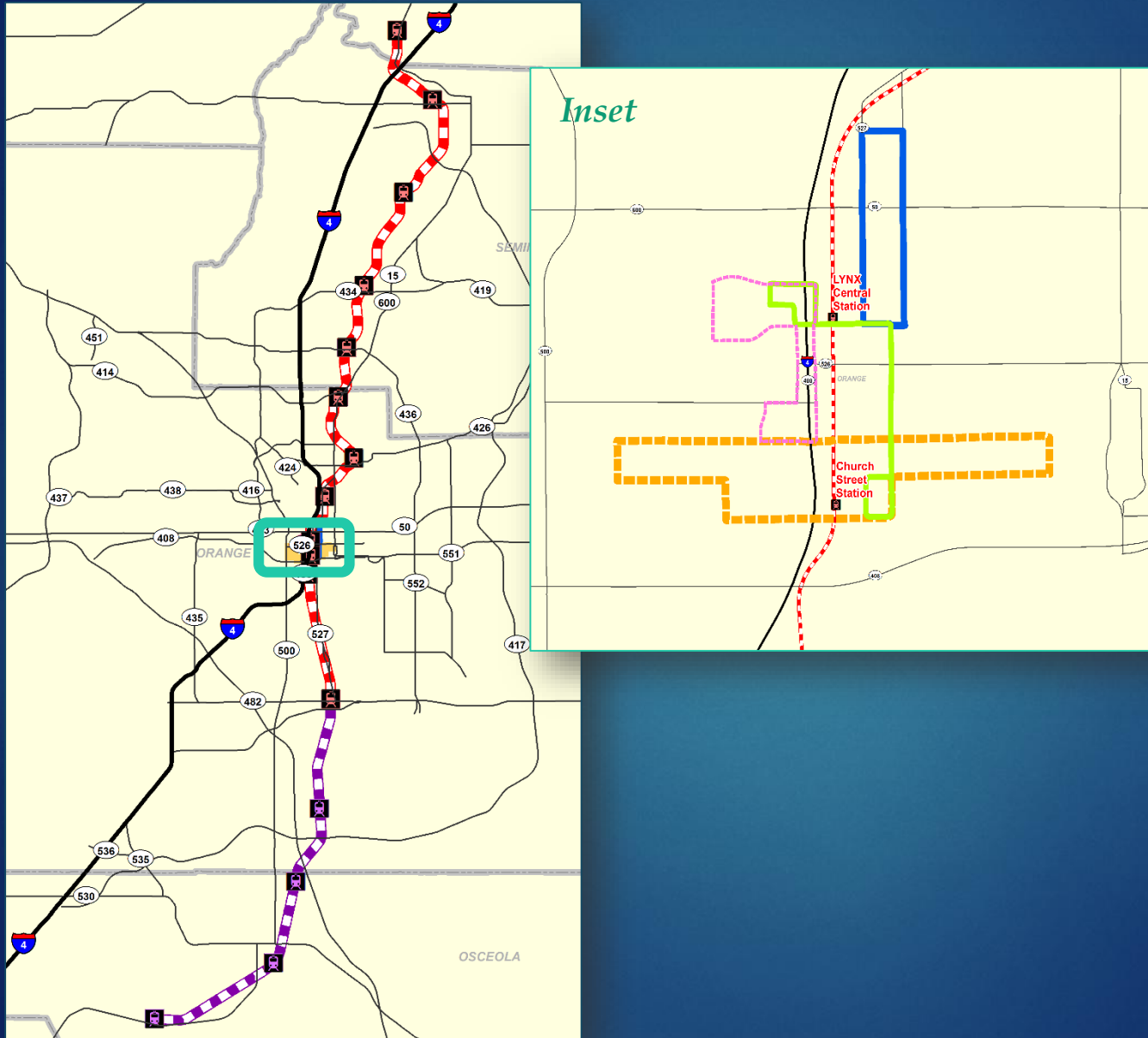
# Premium Transit



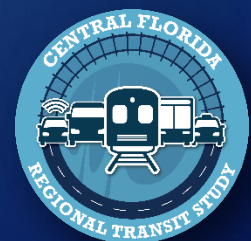
- SunRail Phase 1
- SunRail Phase 2 South



# Premium Transit

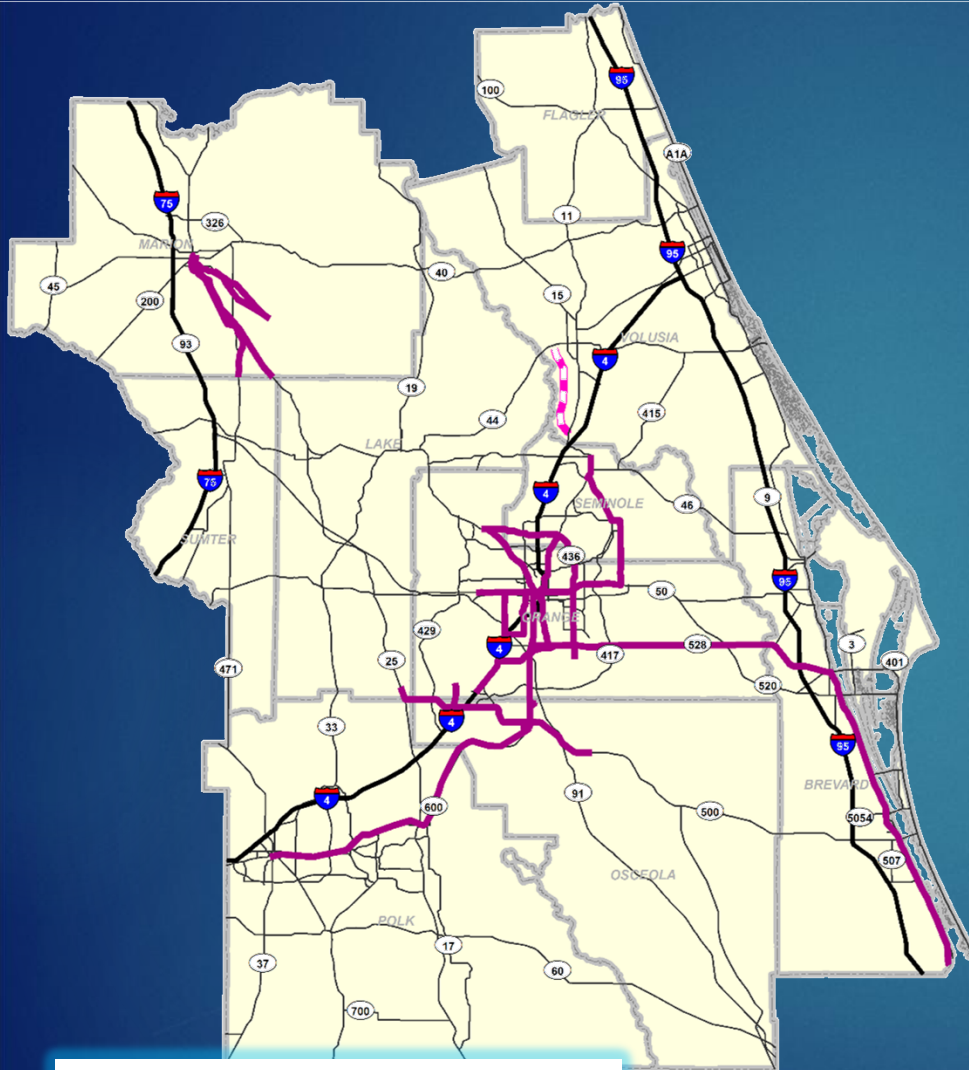


- SunRail Phase 1
- SunRail Phase 2 South
- LYMMO Lime
- LYMMO Orange Downtown
- LYMMO Orange North Quarter
- LYMMO Grapefruit



# Cost Feasible Network

13



- Cost Feasible Network
- SunRail - Phase 2 North

## Ocala / Marion TPO

- SE LRT
- SE Commuter Rail
- SE BRT CR 464
- SE BRT US 27 / US 441

## MetroPlan Orlando

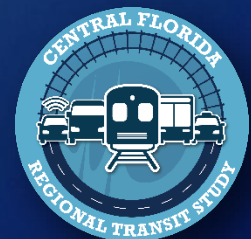
- 2030 LYNX Vision Corridors – high capacity only
- US 192
- US 441
- SR 436
- SR 50
- OIA Connector
- BrightLine (private)

## River To Sea TPO

- SunRail Phase 2 North

## Polk County TPO

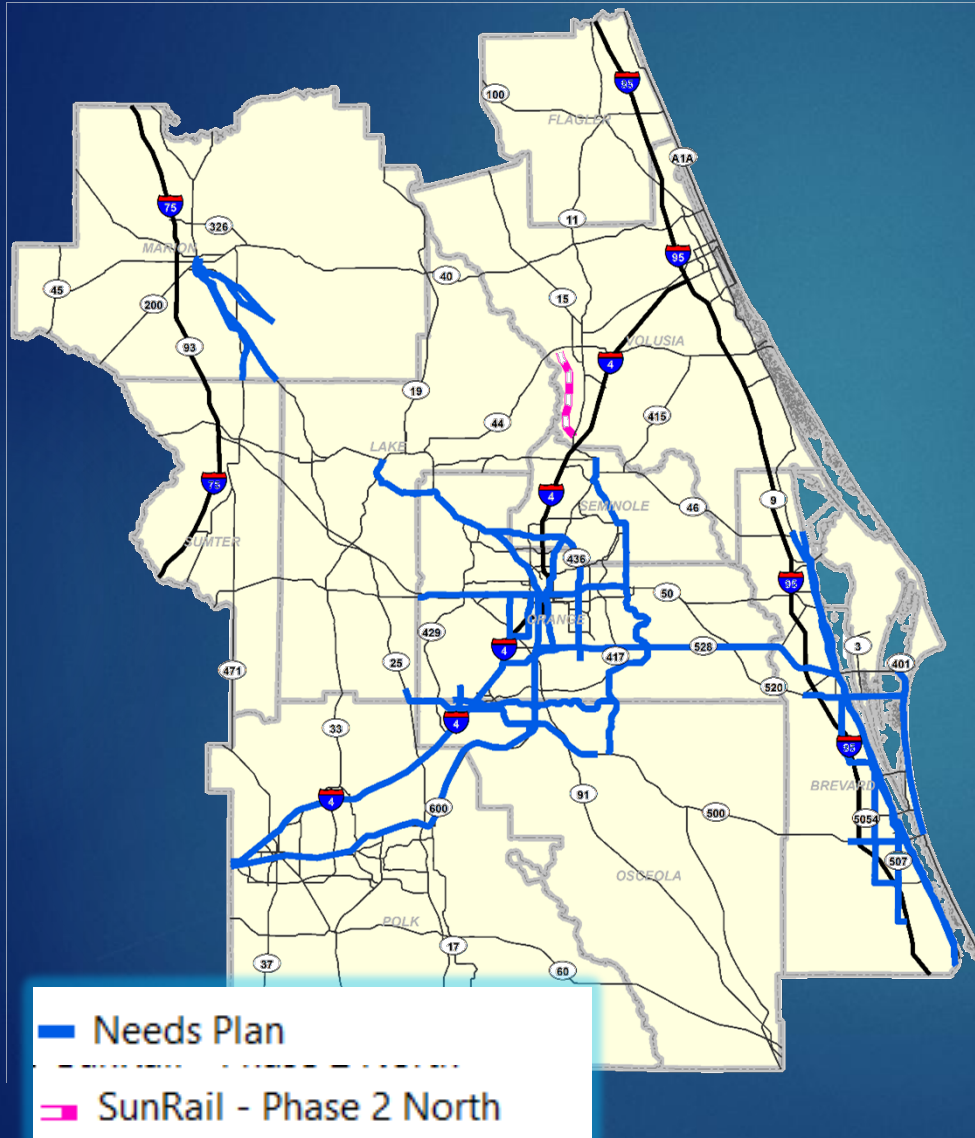
- SunRail Extension to Lakeland





# Needs Network

14



## MetroPlan Orlando

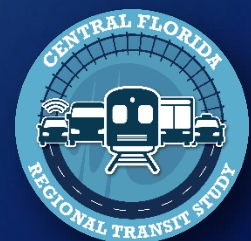
- NW Corridor Extension to Tavares
- HSR Orlando to Tampa

## Polk County TPO

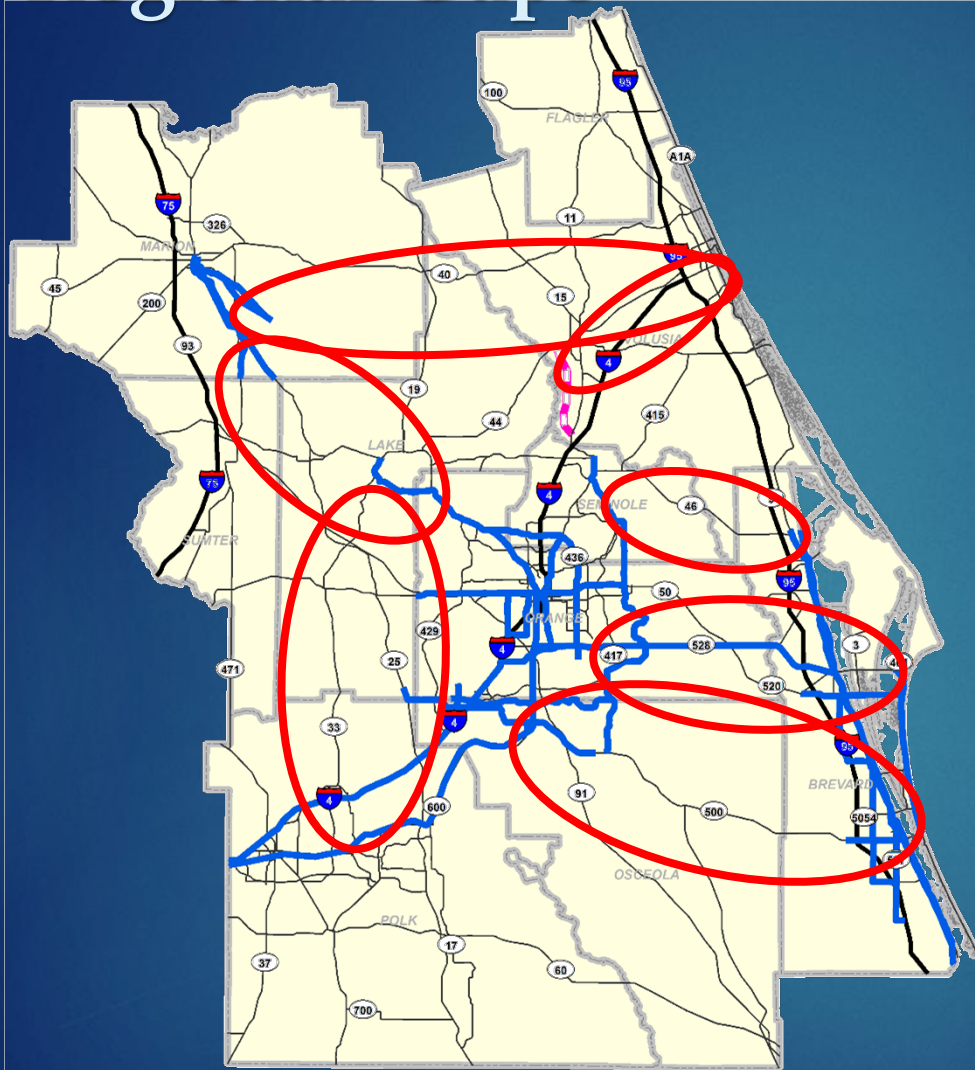
- SunRail Extension to Hillsborough County Line
- HSR Orlando to Tampa

## Space Coast TPO

- US 1 / FEC Commuter Rail
- US 1 BRT
- SR 520 BRT
- Fiske/Stadium BRT
- Wickham/Minton BRT
- Babcock BRT
- SR A1A BRT
- US 192 BRT



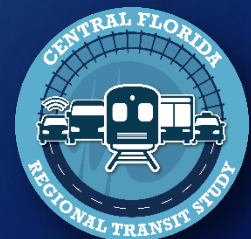
# Regional Gaps



- Ocala / Marion - Lake / Orange County
- Ocala / Marion - Volusia County
- East-West Volusia County
- Seminole County - Brevard County
- Orange County - Brevard County
- Osceola County - Brevard County
- Polk County - Lake County

— Needs Plan

— SunRail - Phase 2 North



# TRAVEL PATTERN AND MARKET ANALYSIS

- 2040 / 2060 Travel Market Demand (Source: CFRPM v6.1)
- 2040 and 2060 Regional Desire Lines - 3 Levels of Travel Analysis
  - MPO/TPO Urbanized Area
  - County to County
  - Top 10 Major Activity Centers

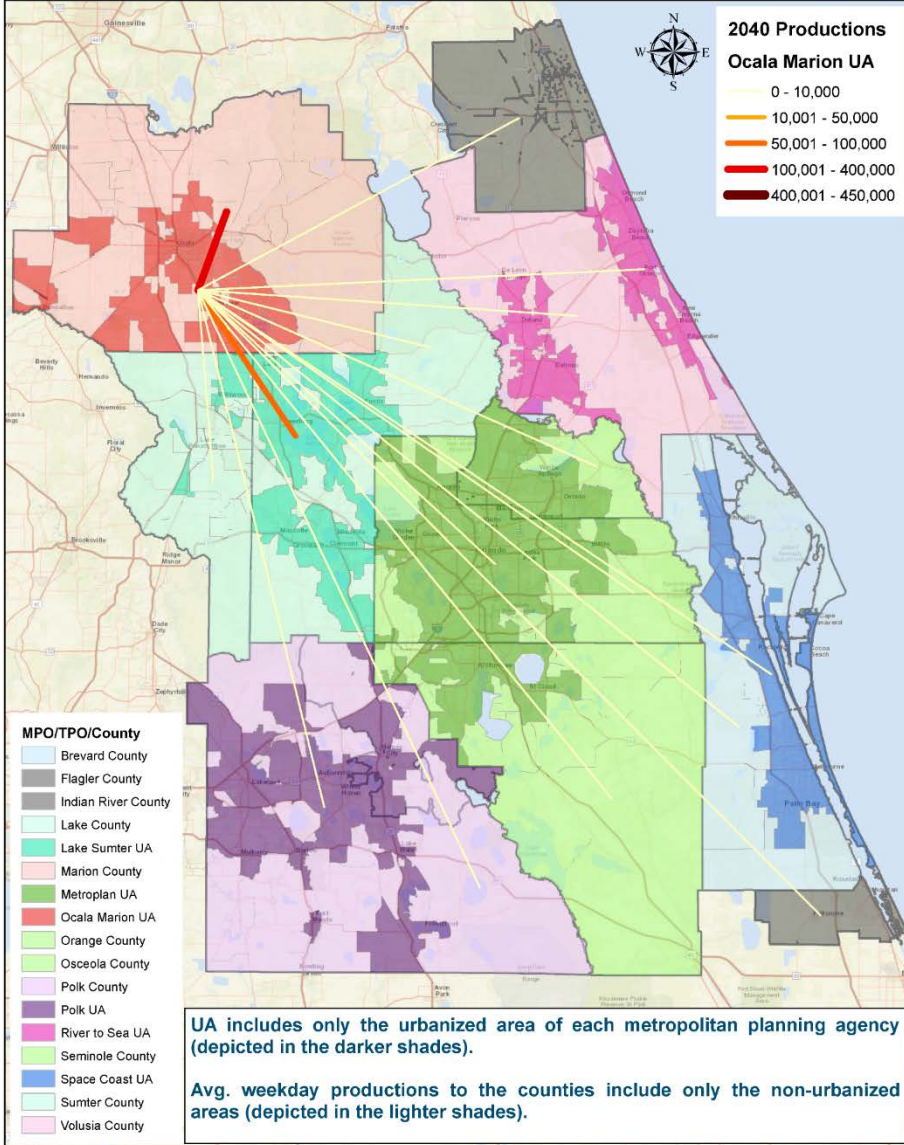




# 2040 Average Weekday Productions from Ocala Marion Urbanized Area (UA)\*

SCALE: 0 5 10 20 Miles

Date: 7/11/2017



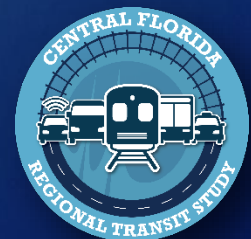
\* 2040 Ocala Marion UA to Ocala Marion UA avg. weekday productions = 782,694.

Source: CFRPM v6.1

# MPO/TPO Urbanized Area

17

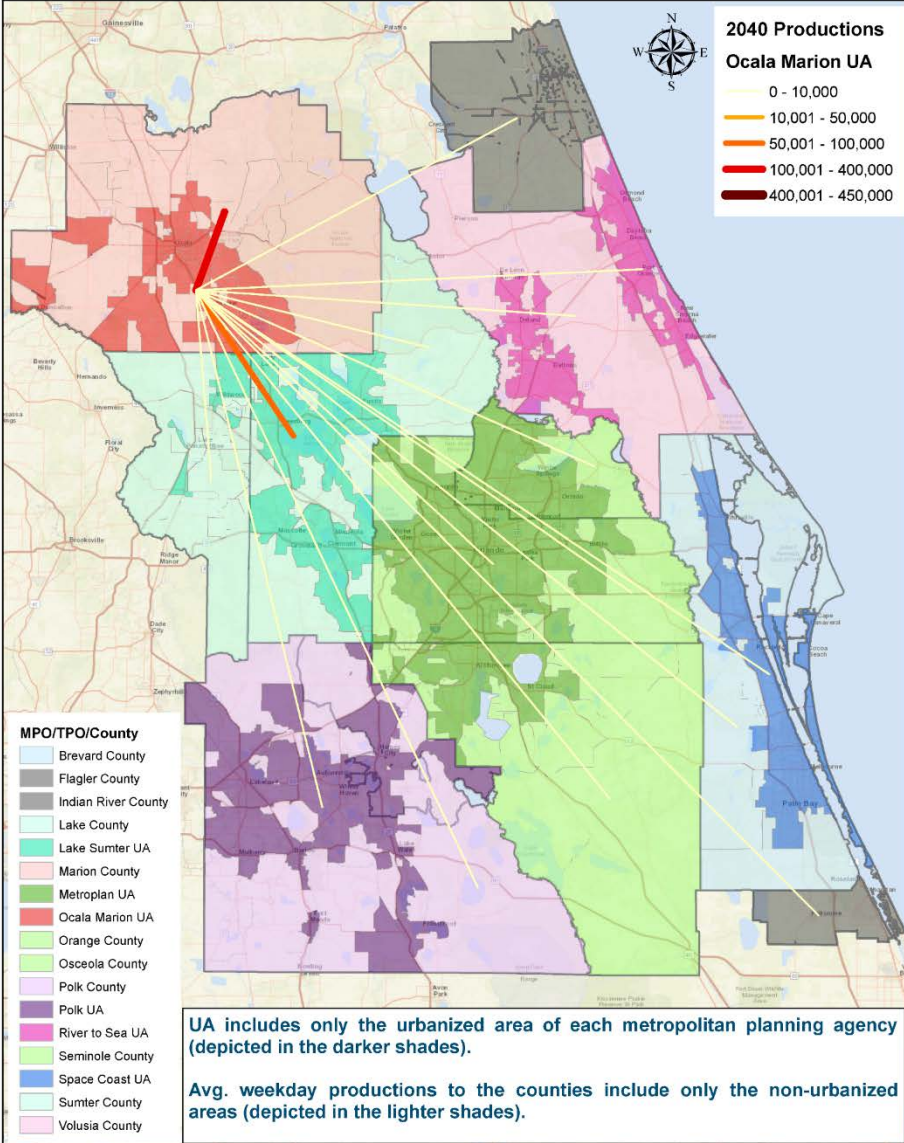
- MPO/TPO Urbanized Areas to:
  - Non-Urbanized Area (Counties)
  - Other Urbanized Areas
- Intra Ocala-Marion Urbanized Area Trip Volumes noted at bottom of maps
- 2040 & 2060 Trip Productions



# 2040 Average Weekday Productions from Ocala Marion Urbanized Area (UA)\*

SCALE: 0 5 10 20 Miles

Date: 7/11/2017

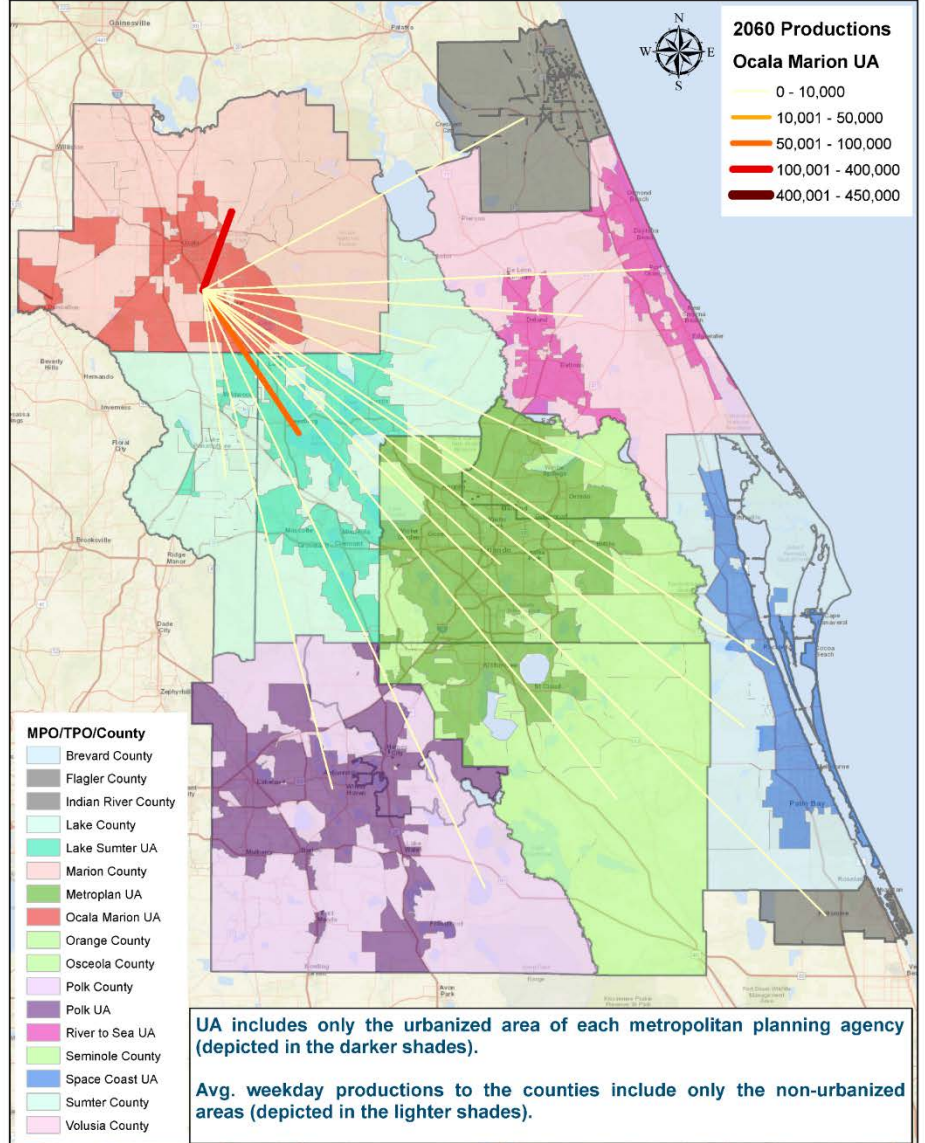


\* 2040 Ocala Marion UA to Ocala Marion UA avg. weekday productions = 782,694.  
Source: CFRPM v6.1

# 2060 Average Weekday Productions from Ocala Marion Urbanized Area (UA)\*

SCALE: 0 5 10 20 Miles

Date: 7/11/2017



\* 2060 Ocala Marion UA to Ocala Marion UA avg. weekday productions = 979,791.  
2040 Ocala Marion UA to Ocala Marion UA avg. weekday productions = 782,694.  
Source: CFRPM v6.1

# MPO/TPO Urbanized Area 2040 Trip Productions

TRIPS	From Urban Area / Non-Urban Area (County)	To Urban Area / Non-Urban Area (County)
332,009	MetroPlan UA	Orange County
261,636	Polk County	Polk UA
249,012	Orange County	MetroPlan UA
241,206	Osceola County	MetroPlan UA
219,020	Polk UA	Polk County
212,235	Space Coast UA	Brevard County
187,301	Brevard County	Space Coast UA
181,223	River To Sea UA	Volusia County
164,532	Marion County	Ocala Marion UA
156,162	Volusia County	River To Sea UA
155,075	Ocala Marion UA	Marion County
144,588	MetroPlan UA	Osceola County
133,203	Lake County	Lake Sumter UA
111,370	Lake Sumter UA	Lake County
104,868	Lake Sumter UA	MetroPlan UA
103,374	River To Sea UA	MetroPlan UA

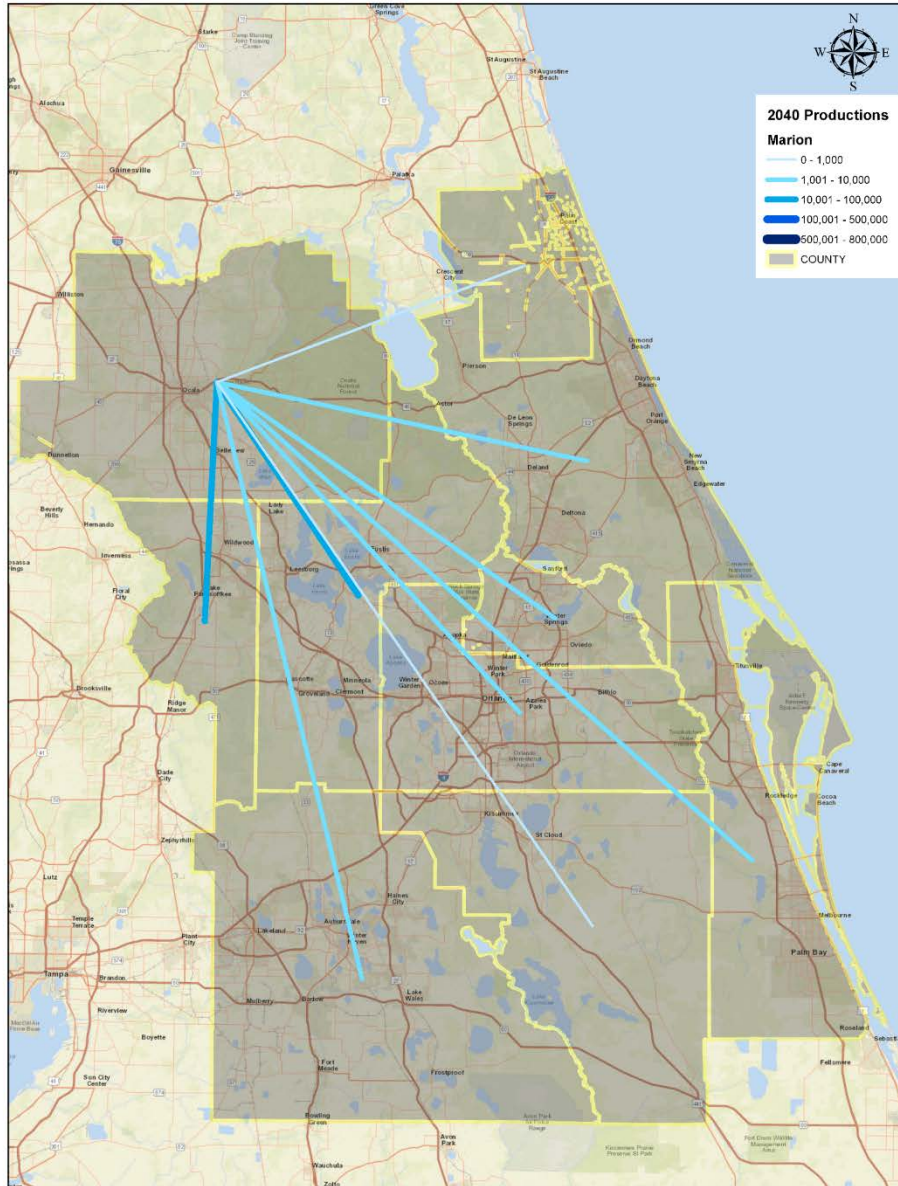




# 2040 Productions from Marion County\*

SCALE: 0 5 10 20 Miles

Date: 6/2/2017

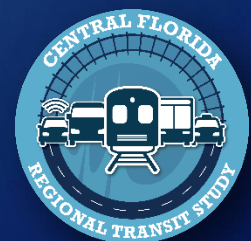


\* Intra county productions = 1,223,820.

## County to County

20

- Inter County Trips
- Intra County Trip Volumes noted at bottom of map
- 2040 & 2060 Trip Productions

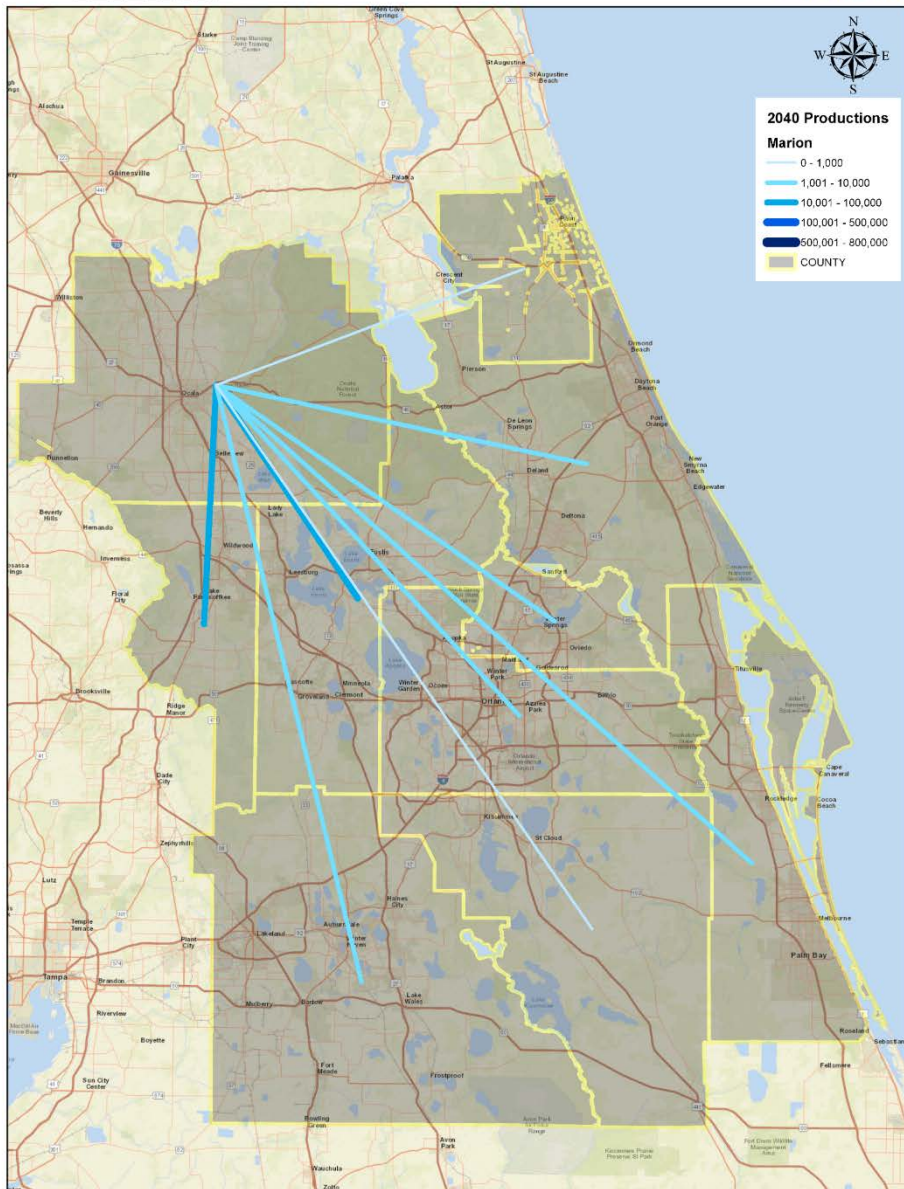




# 2040 Productions from Marion County\*

SCALE: 0 5 10 20 Miles

Date: 6/2/2017

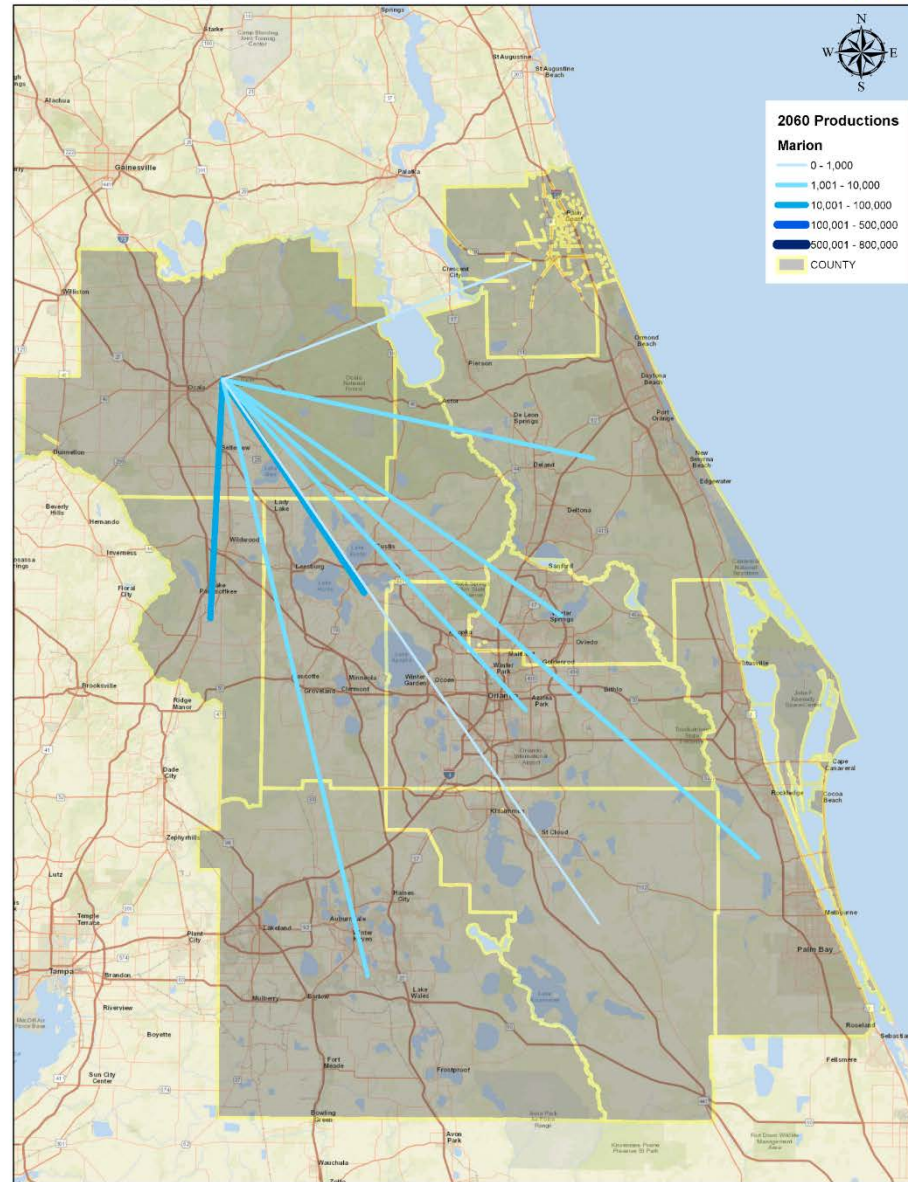


\* Intra county productions = 1,223,820.

# 2060 Productions from Marion County\*

SCALE: 0 5 10 20 Miles

Date: 6/5/2017



\* Intra county productions = 1,566,559

# County to County 2040 & 2060 Trip Productions > 100K

2040 TRIPS	2060 TRIPS	From County	To County
696,188	799,462	Osceola	Orange
497,545	507,060	Seminole	Orange
359,917	453,139	Orange	Seminole
235,904	315,795	Orange	Osceola
147,885	183,877	Lake	Orange
116,729	147,727	Polk	Orange
111,713	146,392	Osceola	Polk
105,708	133,633	Orange	Lake
103,247	123,878	Flagler	Volusia
<100K	117,627	Sumter	Lake
<100K	101,410	Volusia	Seminole
<100K	100,863	Polk	Osceola

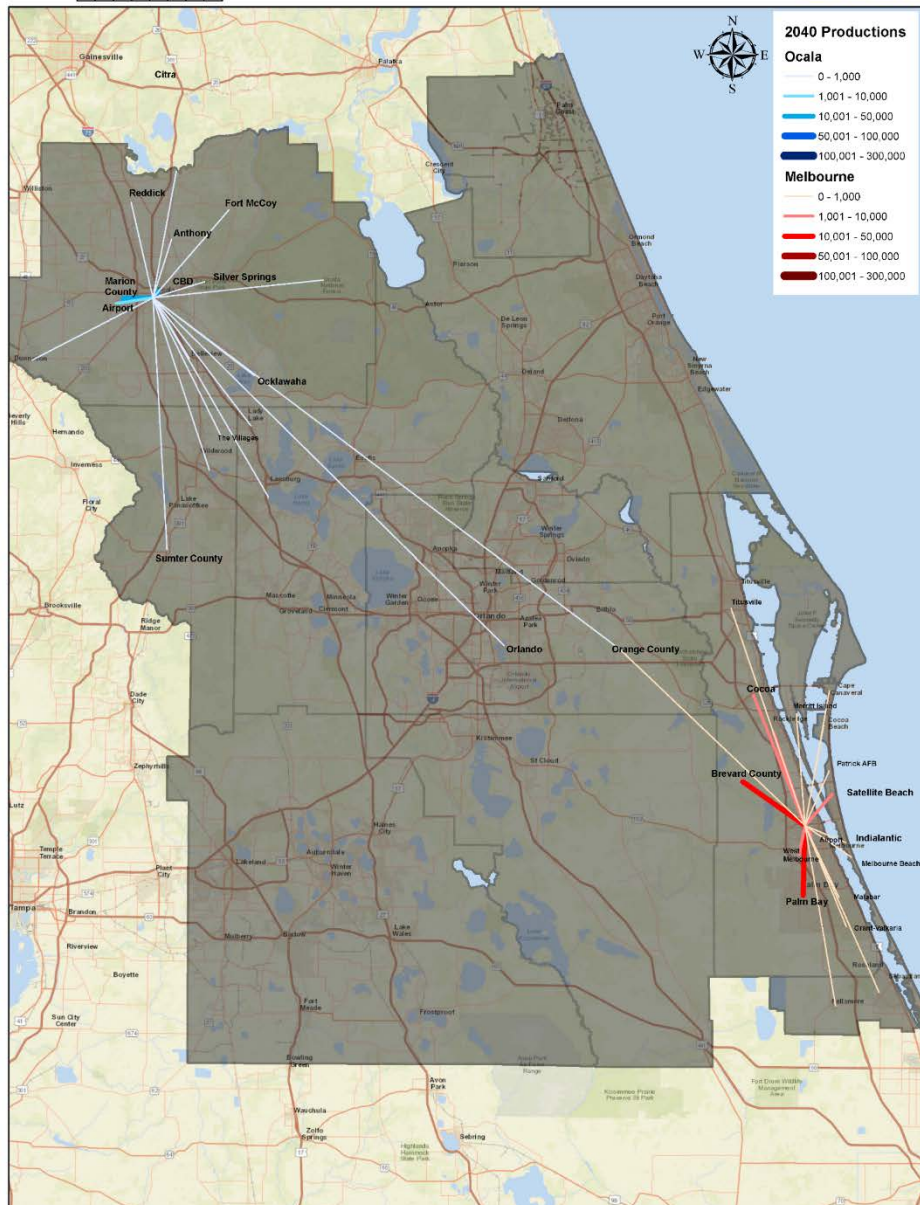




# Top 20 2040 Productions from Ocala<sup>9</sup> and Melbourne<sup>10</sup>

SCALE: 0 5 10 20 Miles

Date: 6/5/2017



## Major Activity Centers

23

### ➤ Top 10 Major Activity Centers

- Top 20 Trip Productions

### ➤ Percentage of person trips represented by all district trips (noted at bottom of map)

### ➤ 2040 & 2060 Trip Productions

Rank 9 - Represents 99% of person trips from Ocala. Intra district Productions = 46,241.  
 Rank 10 - Represents 98% of person trips from Melbourne. Intra district Productions = 49,543.

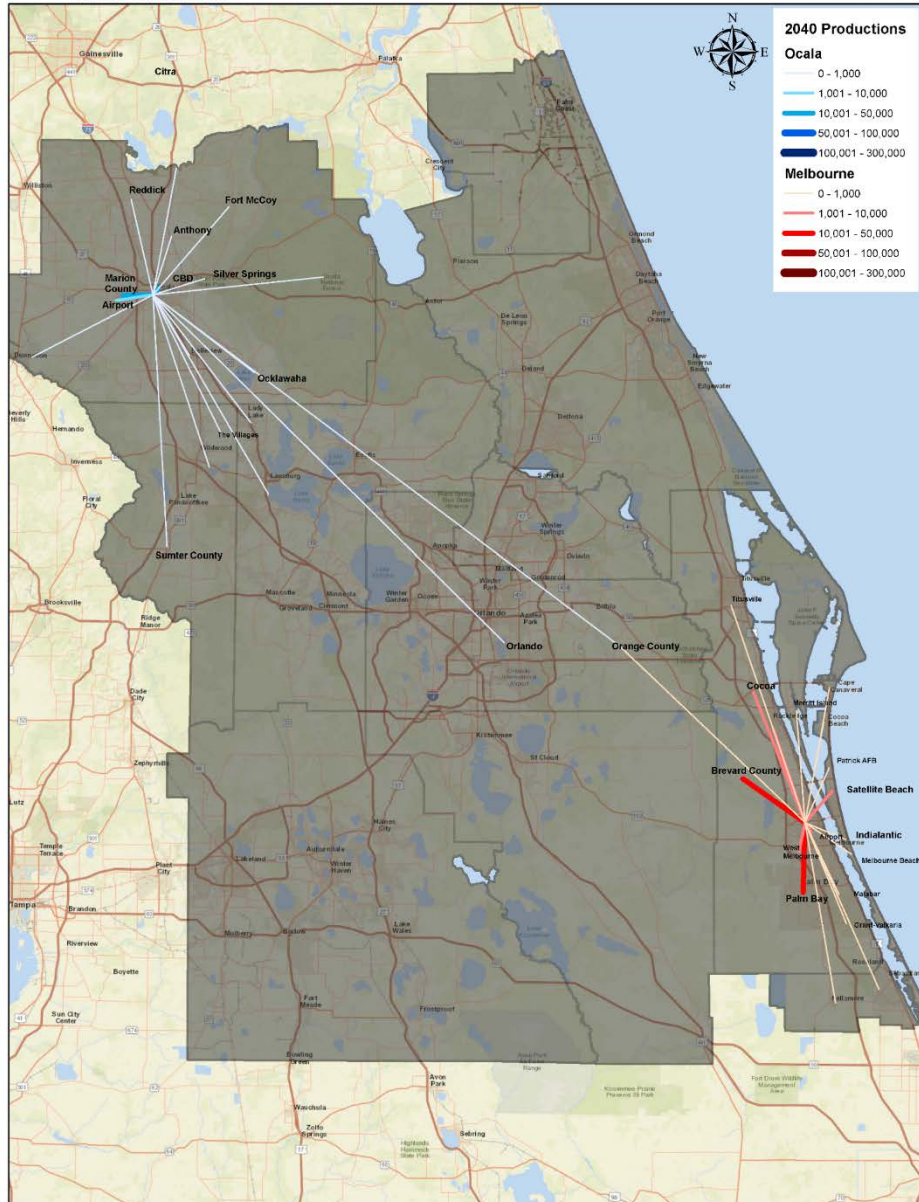




# Top 20 2040 Productions from Ocala<sup>9</sup> and Melbourne<sup>10</sup>

SCALE: 0 5 10 20 Miles

Date: 6/5/2017

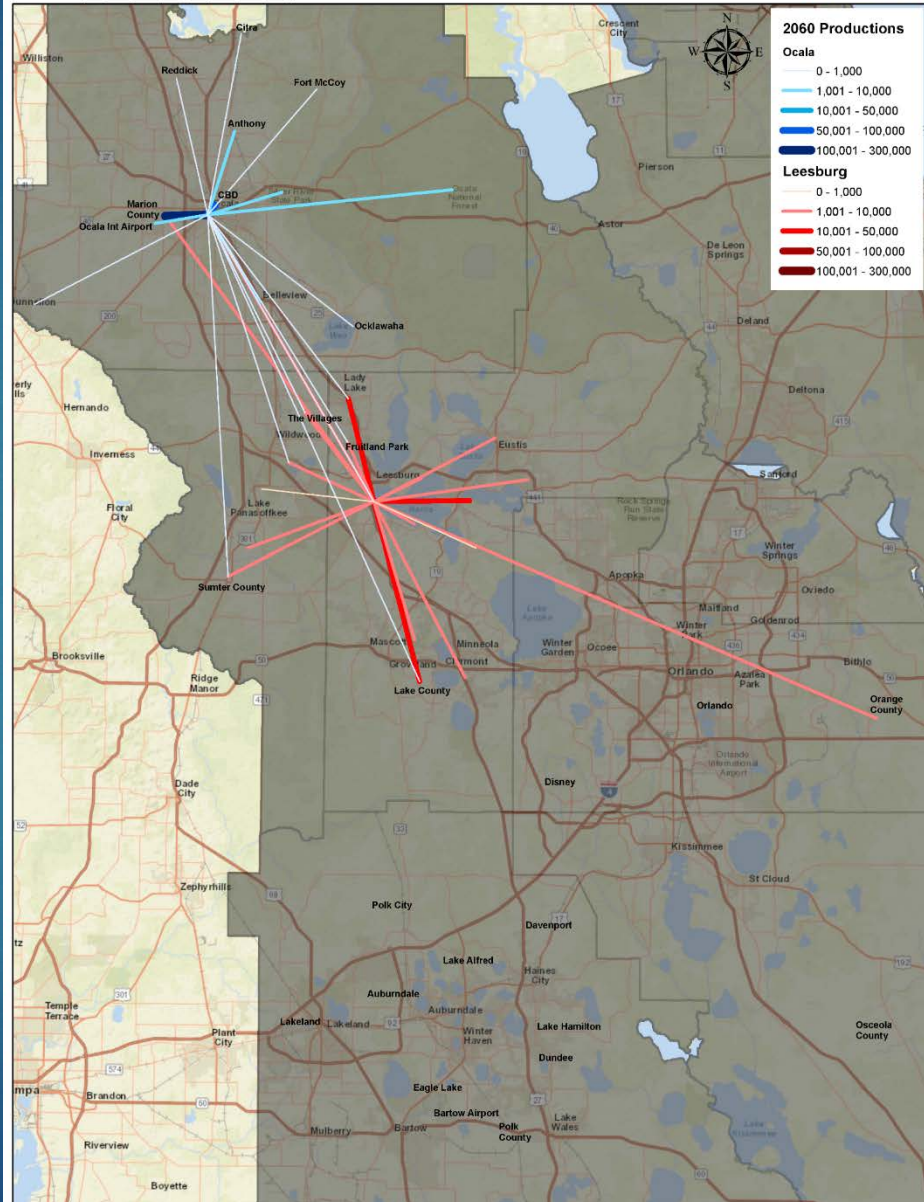


Rank 9 - Represents 99% of person trips from Ocala. Intra district Productions = 46,241.  
 Rank 10 - Represents 98% of person trips from Melbourne. Intra district Productions = 49,543.

# Top 20 2060 Productions from Ocala<sup>8</sup> and Leesburg<sup>10</sup>

SCALE: 0 5 10 20 Miles

Date: 6/5/2017



Rank 8 - Represents 99% of person trips from Ocala. Intra district productions = 160,660.  
 Rank 10 - Represents 96% of person trips from Leesburg. Intra district productions = 196,764.

# Top 10 Major Activity Centers

## Year 2040

1. Orlando
2. Lakeland
3. Daytona Beach
4. Kissimmee
5. Palm Bay
6. Winter Haven
7. Disney
8. Palm Coast
9. Ocala
10. Melbourne

## Year 2060

1. Orlando
2. Lakeland
3. Daytona Beach
4. Disney
5. Kissimmee
6. Palm Bay
7. Winter Haven
8. Ocala
9. Palm Coast
10. Leesburg

---

13. Leesburg

12. Melbourne





# Top 10 Major Activity Centers

Year 2040: 125,449 Trips – Orange County to Orlando

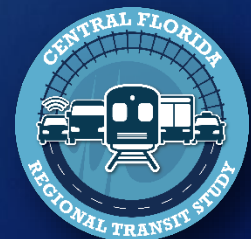
Year 2060: 12 Activity Center to Activity Center > 100K

2040 TRIPS	2060 TRIPS	From Activity Center	To Activity Center
125,449	397,062	Orange County	Orlando
<100K	280,440	Orlando	Orange County
<100K	207,029	Marion County	Ocala
<100K	198,460	Polk County	Lakeland
<100K	181,099	Osceola County	Orange County
<100K	169,134	Orange County	Disney
<100K	143,611	Orlando	Orlando CBD
<100K	137,452	Osceola County	Disney
<100K	120,877	Lakeland	Polk County
<100K	114,649	Osceola County	Kissimmee
<100K	104,489	Ocala	Marion County
<100K	102,729	Orange County	Orlando CBD



# Findings

- No significant Regional Travel Markets justifying Major 10 County Transit Capital Investment
  - No regional travel markets exceeding 100k daily trips threshold
- Regional Service Demand valid for supportive transit services
  - Enhance Regional and Local bus networks
  - Support Current and Future Private Providers
  - Enhance network with sub-regional and market driven capital infrastructure investments
- Significant Local Travel Markets within urbanized areas
  - Several localized urban area to county travel markets exceeding 100k daily trips threshold
- Existing SunRail corridor support future Orlando Urban Area and Regional north-south demands
  - Build upon this corridor investment for significant Intra-Urban area investments



# Summary of Work Completed to Date

28

1. Base Conditions/Databases
2. Assessment of MPO/TPO Plans and Programs
3. Assessment of Transit Agency Plans and Programs
4. Projected 2040/2060 Travel Desire Lines between:
  - MPO/TPOs
  - Counties
  - Major Activity Centers
5. Assessment of Local Land Use Plans and Land Development Policies
6. Assessment of Transit Funding and Presentation of Potential Sources





# Conceptual Regional Transit Vision Framework

## SUNRAIL

- The extension of the SunRail commuter rail system into Polk County, with future stations at Haines City, Auburndale and Lakeland.
- The extension of SunRail to DeLand in Volusia County.

## BRIGHTLINE

- From a local standpoint, possible commuter rail along the FEC corridor, with the Brevard TPO plan proposed regional commuter rail stops at the rail stations in Titusville, Cocoa, Eau Gallie, Melbourne and Palm Bay; and potential new station locations at Melbourne International Airport and the Space Coast Regional Airport in Titusville.
- For the Regional Transit Vision Framework, a future Brightline intercity rail station near Cocoa (possibly at the Brevard identified Clearlake Road location), and another near midpoint along SR 528 to serve the Northeast Sector/Ranch development.

## PRIVATE BUS

- As noted in MPO/TPO plans in handout.

## MPO/TPO ELEMENTS

- 2040/2060 Graphics on screen and handout.



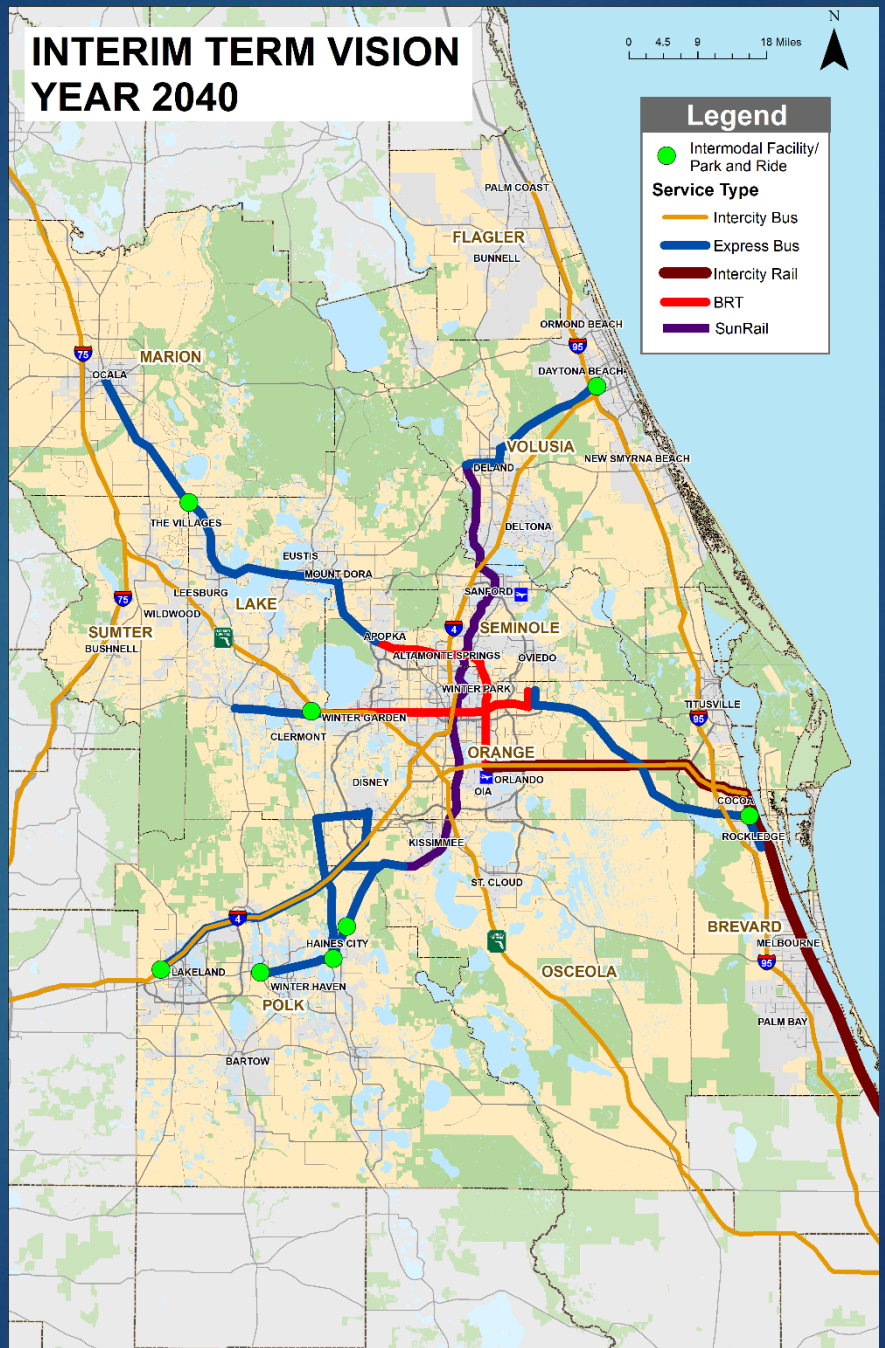
# INTERIM TERM VISION YEAR 2040

0 4.5 9 18 Miles



## Legend

- Intermodal Facility/  
Park and Ride
- Intercity Bus
- Express Bus
- Intercity Rail
- BRT
- SunRail



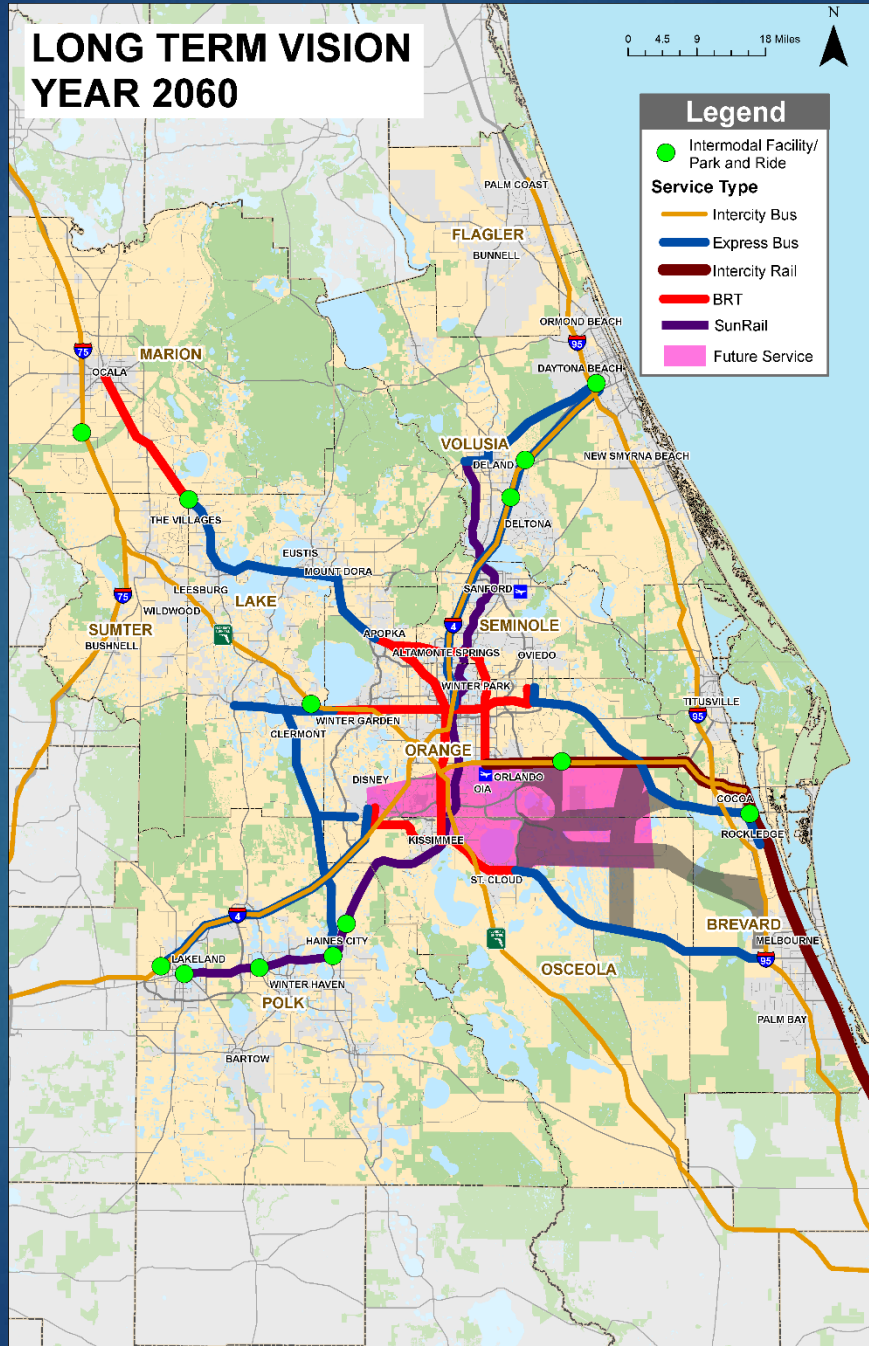
# LONG TERM VISION YEAR 2060

0 4.5 9 18 Miles



## Legend

- Intermodal Facility/  
Park and Ride
- Service Type**
- Intercity Bus
- Express Bus
- Intercity Rail
- BRT
- SunRail
- Future Service





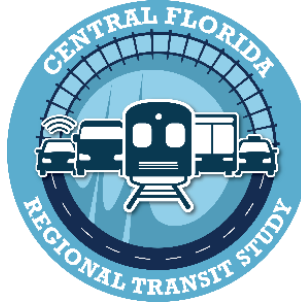
# Next Steps/Path Forward

- MPO / TPO Staff to Present to Technical Committees
- Present to MPO/TPO Boards
- Produce Final Draft for PAG Review
- Present Final Plan to PAG; then MPO Alliance



# Thank You!



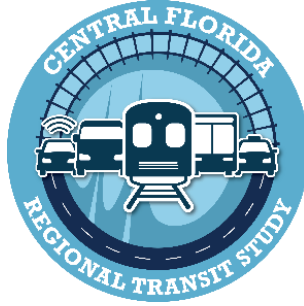


## REGIONAL TRANSIT VISION PROJECTS OVERVIEW

### OCALA/MARION COUNTY

- **Interim Term Vision**
  - **Local.**
    - Improved headways on the existing routes. New fixed route service with 60-minute headways along SR 200, express service with 30-minute headways from the Marion Oaks area to Ocala, and five circulator service areas (SR 200 North, SR 200/Marion Oaks, East Ocala, Belleview and South Ocala) which would have on-call transit service for access to the fixed route system.
  - **Regional.**
    - A bus connector service from Ocala to Belleview to Sumter County/The Villages, running along US 301/US 441/US 27 with 75-120-minute headways, terminating at the Lake County Transit Spanish Springs Station
    - Establishment of a park and ride facility and transit center at I-75 and CR 484 in south Marion County. This facility should be designed to accommodate both the SunTran local transit service, park and ride/car pool/express bus services and private intercity services. This would be a joint Transportation Center location to serve SunTran, Greyhound, Red Coach and GMG Transport as an intermodal hub.
- **Long Term Vision**
  - **Local.**
    - Establish a new or improved downtown transfer center to accommodate an expanded SunTran system, including new routes, increased headways and potential fixed guideway service.
    - Improve the headway on all existing and future SunTran routes to 30 minutes.
    - Establish a park and ride facility along SR 200, in the general vicinity of an area between I-75 and SW 60th Avenue.
    - Implement improvements that include a dedicated bus lane along US 301/US 441/US 27 from downtown Ocala to the Wildwood area, and a dedicated bus lane along CR 464 from downtown Ocala to Emerald Road.
  - **Regional.**
    - Extension of the two dedicated bus lanes projects along US301/US 441/US 27 and along CR 464 into Lake County, and treatment of the projects as true BRT service. The termini of both facilities would be in Lake County for connecting service.
    - The longer-term improvements (beyond 2060) could include a proposed intercity rail project (commuter rail) from downtown Ocala to Wildwood, Bushnell and beyond generally paralleling US 301 along the existing CSXT railroad corridor; and a proposed light rail project from downtown Ocala to the Emerald Road area generally paralleling CR 464 along the existing Florida Northern Railroad corridor.

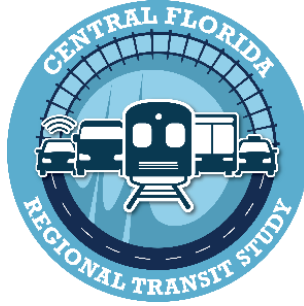




## REGIONAL TRANSIT VISION PROJECTS OVERVIEW

### LAKE/SUMTER COUNTY

- **Interim Term Vision**
  - **Local.**
    - Improving the headways of the current routes, extending service to evenings and weekends and restructuring several routes.
  - **Regional.**
    - The Regional Transit Vision (RTV) framework contains future SunTran bus connector service from Ocala to Belleview to Sumter County/The Villages, running along US 301/US 441/US 27 with 75-120-minute headways. LakeXpress Route 1A current services. The Villages Spanish Springs Station with service to Leesburg on 60-minute headways. The two agencies should work together to make a connection, and to coordinate service plans to make a transfer between counties seamless.
    - LakeXpress Route 4 currently provides 120-minute service on SR 19/US 441 between Altoona and Zellwood in Orange County via Eustis and Mt. Dora. In Zellwood, this service meets LYNX's Link 44, which provides 60-minute service between Zellwood and the Silver Star/Hiawasse Road intersection via the Apopka Superstop. These routes are long, serve multiple activity centers and have differing headways. The two agencies should work to establish a coordinated service plan to serve the longer distance customer, focusing on improving service between Mt. Dora and the Apopka Superstop and coordinating consistent headways.
    - LakeXpress recently extended SR 50 spine service from Clermont to Mascotte via Route 50W, which has 60-minute service. This route meets the SR 50E service at the Clermont Park and Ride lot on US 27 south of SR 50. SR 50E runs to the Winter Garden Regional Shopping Center on 60-minute headway, and connects with LYNX Link 105. The LYNX route provides 30-minute service (except evenings) to downtown Orlando on SR 50 via the West Oaks Mall. The two agencies should work to establish a coordinated service plan to serve the longer distance customer, focusing on improving through service between Clermont and the downtown Orlando.



## REGIONAL TRANSIT VISION PROJECTS OVERVIEW

### LAKE/SUMTER COUNTY (cont.)

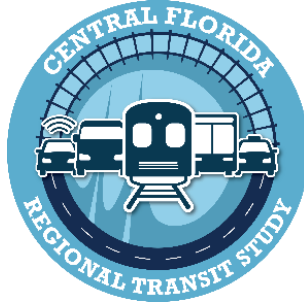
- **Long Term Vision**

- **Local.**

- Continued improvements to the local bus system's headways and service coverage.
- Currently, there are no connections between Sumter County and Lake County. Within Sumter County, the Orange Shuttle operates Monday, Wednesday, and Friday in the communities of Center Hill, Webster, Sumterville, and Bushnell. There is a morning run departing Center Hill at 7:45 a.m. and returning at 11:20 a.m. and an afternoon run, departing at noon and returning at 3:30 p.m. The potential 10-mile extension of this service to Mascotte to connect to the LakeXpress SR 50W service should be explored in the future.
- The Lady Lake-The Villages Urbanized Area (UZA) encompasses The Villages in the northeast corner of Sumter County, Lady Lake in the northwest corner of Lake County, and southern Marion County. Both Sumter County Transit and LakeXpress operate within the UZA making them jointly eligible for federal transit funding allocated to the UZA. In order to better service the residents of The Villages, as well as the employees that provide services to those residents, a comprehensive analysis of routes and route structure should be conducted by Lake, Sumter and Marion Counties to better service that part of the three-county area.

- **Regional.**

- Sumter/Lake County and LakeXpress should work with the surrounding MPO/TPO's and their respective transit agencies on developing long term corridor bus projects on critical travel corridors such as the SR 50 corridor with a LYNX mixed use BRT project as well as an east west Express service from Winter Garden to the University of Central Florida. Likewise, LakeXpress should work with LYNX to prioritize bus related improvements along the north US 441 corridor to improve bus travel times and customers experience. At the north end of the Lake/Sumter MPO area, LakeXpress should work with SunTran to provide consistent bus service and improve the US 441/US 301 corridor between Ocala, The Villages, and Leesburg.
- A Clermont to Disney commuter express route would travel between the Clermont Park-and-Ride and the Disney World employee entrance. Based on the MetroPlan Orlando portion of the Regional Vision Plan, this route should potentially be modified to connect to the Disney Transportation Center or Disney Springs Transit Center to meet with the south Orlando/Kissimmee related corridor services.
- None of the private long-distance providers have a stop or station within the Lake/Sumter County MPO area. One concept which might benefit middle Lake County and west Orange County is a potential establishment of a park and ride facility and transit center at the Turnpike and SR 50 near Oakland and the Lake County line. This facility could be serviced by LYNX and LakeXpress local routes, as well as by Red Coach USA and GMG Transport.



## REGIONAL TRANSIT VISION PROJECTS OVERVIEW

### POLK COUNTY

- **Interim Term Vision**

- **Local.**

- The vision includes improving the headways of the current routes, extending service to evenings and weekends and introducing new routes. There are also many capital improvements projects in the TDP that will improve transit in Polk County, including but not limited to new buses, passenger amenities such as bus stops and shelters, a new Lakeland intermodal facility and an east Polk maintenance facility.
- The US-98 Corridor Transit Design Report outlines phasing and design decisions for premium bus service along US-98. Initial investment should focus on signal priority and access management and later move to station construction and corridor redevelopment.
- Central Lakeland Transit Signal Priority (TSP) Feasibility Study Provides financial and technical justification for TSP/ bus queue jump lanes on three state highways in Lakeland. The report identifies 17 signalized intersections that should be the focus of TSP implementation.

- **Regional.**

- The Link 427 hours of operation should be extended and weekend service added within the next five years. This service should be coordinated with other LYNX as well as LakeXpress services.
- Implementation of park and ride facilities at Winter Haven, Haines City, and Davenport to support Polk County and bus interregional services.
- A proposed feeder route from Winter Haven and the above-mentioned park and ride facilities to the future Poinciana SunRail Station should be implemented within the next five years.
- Investigation of, and if feasible, implementation of express service between Lakeland and Disney, to connect with planned LYNX and LakeXpress services; and express service between Lakeland and the Poinciana SunRail station.
- Investigation into a joint I-4 park and ride facility that would contain a Transportation Center for public transit service and the private operators such as Greyhound, Red Coach, Florida Express Bus and HBCU Shuttle. This park and ride facility could also be used for the Lakeland to Disney, and Lakeland to Poinciana express service.

- **Long Term Vision**

- **Local.**

- The local element of the long-term vision continues improvements to the local bus system's headways and service coverage, and includes new routes and corridors as identified in the TDP and the LRTP.



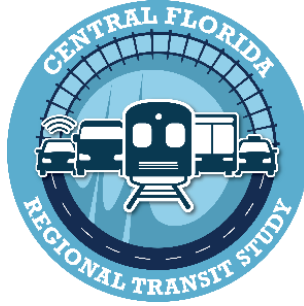


## REGIONAL TRANSIT VISION PROJECTS OVERVIEW

### POLK COUNTY (cont.)

#### ○ Regional.

- One bus route explored in the TDP that may have a potential impact to regional transit travel is the Lakeland to Disney Express. This commuter express route would travel between a Lakeland Park-and-Ride and the Disney Transportation Center or Disney Springs Transit Center. Based on the MetroPlan Orlando, and Lake/Sumter County MPO portion of the Regional Vision Plan, this route would connect to the Disney Transportation Center to meet with the US 192 corridor service and the US 27 corridor service.
- The 2017 TDP contains a technical memorandum which evaluates the possible extension of SunRail into Polk County, in support of the 2040 Long Range Transportation Plan Update. The memorandum covers potential phasing alternatives, station site considerations, feeder bus services, and institutional challenges. The memo also provides estimates of 2040 ridership, and capital and operating costs. The report provides a list of action steps that might address these potential barriers. Key recommendations include: developing a plan for bus connections to Poinciana SunRail station; monitoring existing ridership from Polk residents and periodically updating ridership forecasts; at the appropriate time, undertake a PD&E study of alternatives; and initiate discussions with key local and state entities such as CFCRC, FDOT, and CSX. Should these efforts be successful, the next steps would include developing planning, environmental and engineering documents, and making application for federal New Starts funds (or successor program).
- As indicated in the analysis, the 2017 TDP outlines a logical program for an alternatives scenario in which fixed route bus connections are extended to the Poinciana SunRail station in Osceola County, then SunRail is logically extended in a city by city manner. This logical extension concept is one of the backbones of the Regional Transit Vision.



## REGIONAL TRANSIT VISION PROJECTS OVERVIEW

### BREVARD COUNTY

- **Interim Term Vision**

- **Local.**

- The local element of the short-term vision consists of improvements to the SCAT bus system, as identified in the Long Range Transportation Plan and the TDP. These include improving the headways of the current routes, extending service to evenings and weekends and introducing new routes. There are also many capital improvements projects in the TDP that will improve transit in Brevard County, including but not limited to new buses, passenger amenities such as bus stops and shelters, and a new administrative, operations and maintenance facility.
- The US 1 BRT from Mims to Micco (32 miles), should be incrementally implemented, with initial investment focused on signal priority and access management. The project would later move to station construction and corridor redevelopment.
- The Fiske/Stadium BRT (8 miles) would run from the intermodal terminal in downtown Cocoa to a new intermodal terminal at Viera Government Center.
- The SR 520 BRT (9 miles) would run from Clearlake Road to a new intermodal terminal at SR A1A. The initial investment should be focused on signal priority and access management and later move to station construction and corridor redevelopment.

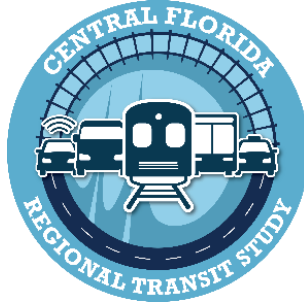
- **Regional.**

- Brevard County should work with Brightline intercity rail system to locate an intermodal station at Clearlake Road near SR 528/FEC and US 1.
- Considerations should be given to co-locating private and public services, as well as park and ride at that station/terminal. This facility would contain a transit center for public transit service and the private operators such as Greyhound and Florida Express Bus, as well as existing and proposed SCAT services.
- Two new express bus services should be initiated, including the Eastern State College campuses to UCF express, which would connect to a proposed LYNX intermodal center at UCF; and a new express between Brevard County and OIA, to connect to the proposed LYNX intermodal center at OIA.

- **Long Term Vision**

- **Local.**

- The local element of the long-term vision continues improvements to the local bus system's headways and service coverage, and includes new routes and corridors.
- A commuter rail system along the FEC that would connect Mims to Sebastian. This connection would serve several previous community train stations, new stations as well as the new Brevard Brightline station. The stations include ones in Titusville, Cocoa, Eau Gallie, Melbourne and Palm Bay, with a new location at Melbourne International Airport station.

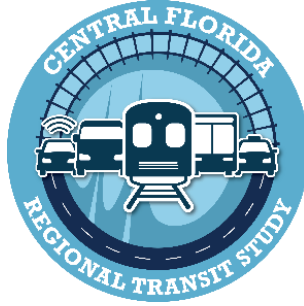


## REGIONAL TRANSIT VISION PROJECTS OVERVIEW

### BREVARD COUNTY (cont.)

- The SR A1A BRT from Port Canaveral to Melbourne (25 miles) should be incrementally implemented, with initial investment focused on signal priority and access management. The project would later move to station construction and corridor redevelopment.
  - The Wickham/Minton BRT (27 miles) would run from the intermodal terminal at Viera Government Center to US 1 and Malabar Road. This project should be incrementally implemented, with initial investment focused on signal priority and access management. The project would later move to station construction and corridor redevelopment.
  - The Babcock BRT (9 miles) would run from downtown Melbourne to a new intermodal terminal at Emerald City.
  - The US 192 BRT (8 miles) would run from downtown Melbourne to a new intermodal terminal at St. John's Heritage Parkway.
- **Regional.**
- The regional element of the long-range vision potentially includes implementation of rail service to Orlando. The 2040 LRTP identifies two commuter rail connections, both from Brevard County to the Orlando International Airport. One is proposed to run along SR 528 between Port Canaveral and the Orlando International Airport. The other is proposed to run between the Melbourne multimodal hub and OIA via the Pineda Extension/I95/Ellis Road/NASA Boulevard. Presumably, the corridor would extend through the Ranch area of Orange County and connect to OIA.
  - The key to the regional transit vision framework is the extension of the Brightline intercity rail service to OIA, with local stations strategically placed to allow for commuter rail service to run between intercity rail service. This concept would replace the proposed commuter rail service along SR 528 between Cocoa and OIA, but not between Cocoa and Port Canaveral. In order to serve the Ranch area of Orange County, there could be an intermediate stop on SR 528. Should the Brightline concept be advanced and implemented, in order to replace the proposed SR 528 commuter rail system, a fixed guideway connection would be required between the proposed Cocoa/Brevard intermodal station at Clearlake and the port. This could take the form of a host of fixed guideway facilities such as commuter rail, BRT, automated people mover, light rail transit, or enhanced express bus.
  - Regarding the Pineda Extension/I-95/Ellis Road/NASA Boulevard commuter rail system between Melbourne and OIA, there is some question as to whether the demand between Brevard County and Orange County is enough to warrant two commuter rail lines. This corridor between Melbourne and OIA should be preserved should the demand be exhibited beyond 2060. One potential strategy is to run enhanced express bus between these two points to build ridership demand, and then transition to another fixed guideway facility such as commuter rail, or light rail transit, or continue enhanced express bus.





## REGIONAL TRANSIT VISION PROJECTS OVERVIEW

### RIVER TO SEA (VOLUSIA/FLAGLER)

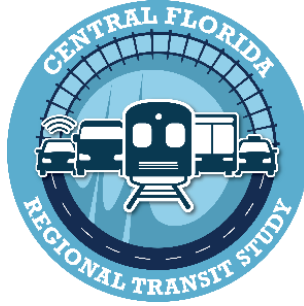
- **Interim Term Vision**

- **Local.**

- The local element consists of improvements to the Votran bus system, including improvement of headways of the current routes, extending service to evenings and weekends and introducing new routes. There are also many capital improvements projects that will improve transit in Volusia County, including but not limited to new buses, passenger amenities such as bus stops and shelters, a new intermodal facility in Daytona Beach and an updated administrative, operations and maintenance facility.
- In Flagler County, implementation of the three local, fixed route bus services and three zonal services should be implemented as outlined in the TDP.
- The US 17/92 BRT from DeBary SunRail station to downtown DeLand, should be incrementally implemented, with initial investment focused on signal priority and access management. The project would later move to station construction and corridor redevelopment.
- The US 92 BRT would run from the intermodal terminal in downtown Daytona Beach to a new intermodal terminal on the west side of town, near the Speedway and International Airport. Like the 17/92 project, the initial investment should be focused on signal priority and access management and later move to station construction and corridor redevelopment.
- Improvements in headways and service characteristics for Route 60, which runs between DeLand and Daytona, should be occur along with the implementation of the BRT projects.

- **Regional.**

- The SunRail commuter rail system should be extended from the current termini at DeBary to the planned station in DeLand. This service should be coordinated with other Votran bus services.
- Considerations should be given to co-locating private and public services at either Votran's current downtown terminal, or at the proposed intermodal terminal near the Speedway/Airport on the west side of Daytona Beach. This facility would contain a transit center for public transit service and the private operators such as Greyhound, Red Coach, Florida Express Bus and HBCU Shuttle. If located near I-95 and US 92, consideration should be given to inclusion of a park and ride facility that could also be used for: the US 92 BRT service between I-95 and downtown Daytona Beach; for express/limited service on US 92 to DeLand via Votran Route 60 or successor route; a potential Daytona to Orlando express service; and parking for the Speedway and surrounding land uses.



## REGIONAL TRANSIT VISION PROJECTS OVERVIEW

### RIVER TO SEA (cont.)

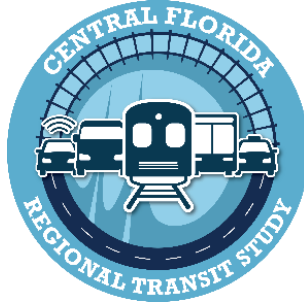
- **Long Term Vision**

- **Local.**

- The local element continues improvements to the local bus system's headways and service coverage, and includes new routes and corridors.
    - A BRT system would connect southwest Volusia with DeLand, and DeLand to Daytona Beach. This connection would be provided by two BRT services, one operating from the existing DeBary SunRail station, and the other from the planned DeLand SunRail station to Daytona Beach. In Daytona Beach, the services would connect with a new Westside Intermodal Station, and then continue to the existing Votran Transfer Plaza off US 1, using International Speedway Boulevard (ISB). The service from the DeBary SunRail station would operate on U.S. 17/92 and U.S. 92 (ISB). The service from a new DeLand SunRail station would operate on S.R. 44, U.S. 17/92 and U.S. 92.

- **Regional.**

- A new express bus route using the future managed lanes to be developed within I-4 from the Daytona Beach West Side Intermodal Terminal to Orlando, with a direct connection to either the DeBary SunRail station or an extended route to downtown Orlando. With such service, smaller park and ride facilities could be developed along I-4 at the S.R. 44 and S.R. 472 interchanges to complement the existing park and ride at Saxon Boulevard. These locations could also be considered for accommodation of private bus services in the form of an intermodal terminal, especially at the SR 44 location.



## REGIONAL TRANSIT VISION PROJECTS OVERVIEW

### METROPLAN ORLANDO (Orange, Seminole, Osceola)

- **Interim Term Vision**

- **Local.**

- The local element consists of improvements to the LYNX bus system, including improvement of headways of the current routes, extending service to evenings and weekends and introducing new routes as outlined in the TDP and the current Route Optimization Study. There are also many capital improvements projects that will improve transit in the LYNX service area, including but not limited to new buses, passenger amenities such as bus stops and shelters, and new intermodal facilities.
- The draft LYNX Vision Plan contains several corridors that will provide BRT or BRT like facilities that will have local and regional impact. In the interim term, the Disney Village to Orange Avenue via International Drive and Oak Ridge Road Corridor, the Silver Star Corridor and the Kirkman Road from Silver Star to International Drive Corridor should be advanced to address local needs.
- Express service between International Drive and OIA should be initiated. This will have local and regional impact.

- **Regional.**

- LakeXpress and LYNX should work to establish a coordinated service plan on SR 19/US 441 (Lake Route 4/LYNX Link 44) to serve the longer distance customer, focusing on improving service between Mt. Dora and the Apopka Superstop and coordinating consistent headways.
- LakeXpress and LYNX should work to establish a coordinated service plan on SR 50 (Lake Routes 50E 50W/LYNX Link 105) to serve the longer distance customer, focusing on improving through service between Clermont, downtown Orlando and UCF.
- LYNX and SCAT should coordinate on two new express bus services, including the Eastern State College campuses to UCF express, which would connect to a proposed LYNX intermodal center at UCF; and a new express between Brevard County and OIA, to connect to the proposed LYNX intermodal center at OIA.
- The Link 427 hours of operation should be extended and weekend service added within the next five years. This service should be coordinated with other Polk Transit, LYNX and LakeXpress services.
- The draft LYNX Vision Plan contains several corridors that will provide BRT or BRT like facilities. In the interim term, it is critical for regional mobility for LYNX to advance the SR 50 (BRT and Express) and SR 436 corridors. These transit improved corridors will provide access to Lake, Brevard and Polk transit services via connections at UCF, Winter Garden, Apopka, Disney and OIA.





## REGIONAL TRANSIT VISION PROJECTS OVERVIEW

### METROPLAN ORLANDO (cont.)

- **Long Term Vision**

- **Local.**

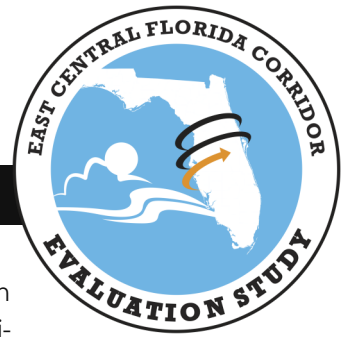
- Continued improvements to the LYNX system's headways and service coverage.
- The draft LYNX Vision Plan contains several corridors that will provide BRT or BRT like facilities that will have local and regional impact. In the long term, the Orange Avenue Corridor, and the US 17-92 North Corridor should be advanced to address local needs.
- Express service from the Poinciana Town Center Transit Center to Disney Springs via the Poinciana SunRail Station and to The Kissimmee Intermodal Station via Pleasant Hill Road should be initiated. These services will have local and regional impact as they connect to Polk Transit service.

- **Regional.**

- The draft LYNX Vision Plan contains several corridors that will provide BRT or BRT like facilities. In the long term, it is critical for regional mobility for LYNX to advance the US 192 (East and West) and US 441 (North and South) corridors. These transit improved corridors will provide access to Lake, Brevard and Polk transit services via connections at Apopka, Disney, Kissimmee and St. Cloud.
- Lake Sumter and MetroPlan Orlando should coordinate to develop a park and ride facility and transit center at the Turnpike and SR 50 near Oakland and the Lake County line. This facility could be serviced by LYNX and LakeXpress local routes, as well as by Red Coach USA and GMG Transport.
- The key to the regional transit vision framework is the extension of the Brightline intercity rail service to OIA, with an intercity station in Cocoa, and an intermediate stop on SR 528. This stop would serve the Ranch area of Orange County.
- Regarding the Brevard identified Pineda Extension/I-95/Ellis Road/NASA Boulevard commuter rail system between Melbourne and OIA, there is some question as to whether the demand between Brevard County and Orange County is enough to warrant two commuter rail lines. This corridor between Melbourne and OIA should be preserved should the demand be exhibited beyond 2060. One potential strategy is to run enhanced express bus between these two points to build ridership demand, and then transition to another fixed guideway facility such as commuter rail, or light rail transit, or continue enhanced express bus. Another option is to run limited stop/express bus on US 192, then transition to other forms of higher capacity transit if warranted.
- Connections between activity centers should be evaluated for higher capacity transit to serve local and regional needs. This includes, but is not limited to the Brightline SR 528 Station to OIA, OIA to I-Drive/Disney and sections of SR 50. These connections could take the form of a host of fixed guideway facilities such as dedicated BRT, automated people mover, light rail transit, or enhanced express bus.

# EVALUATION STUDY

## EAST CENTRAL FLORIDA CORRIDOR



### EVALUATION STUDY FRAMEWORK

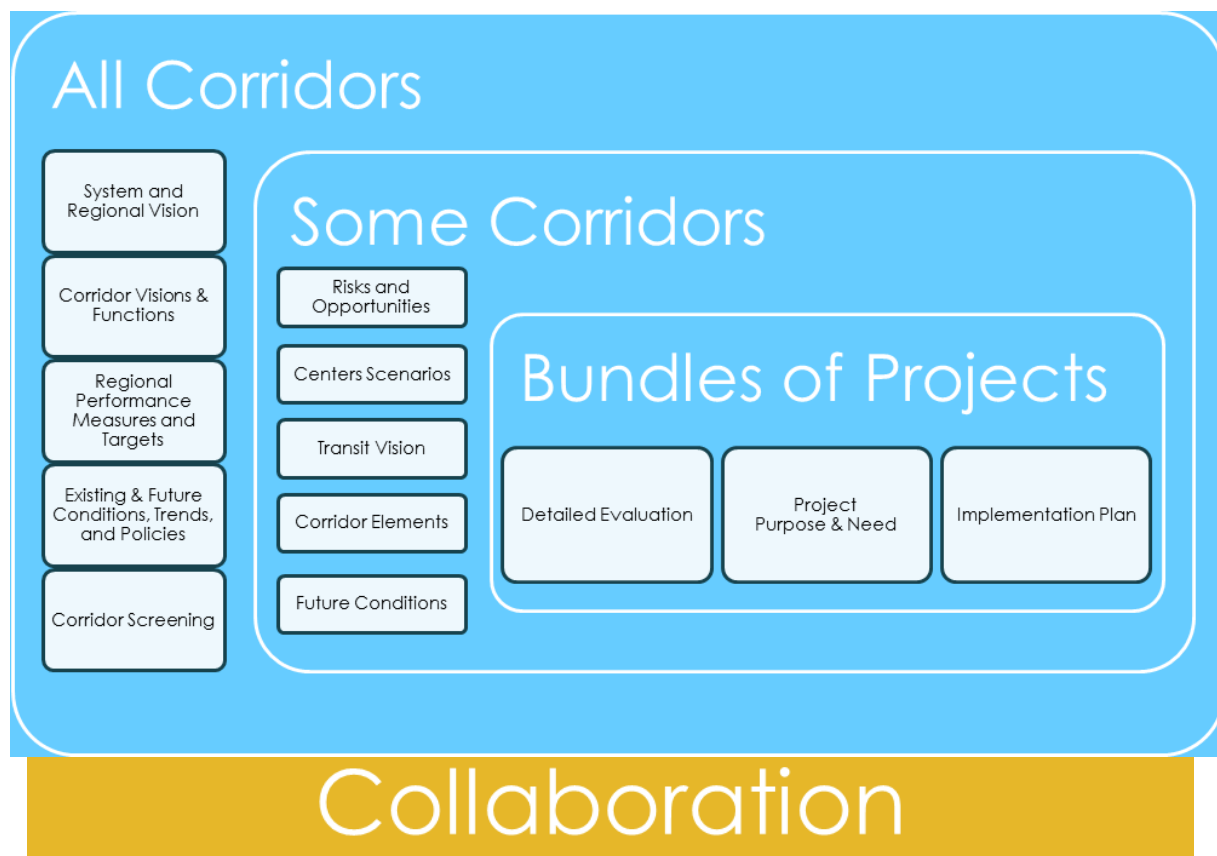
Develop an evaluation approach that will help identify and prioritize investments in transportation infrastructure and services to address regional connectivity and mobility gaps in the East Central Florida Corridor study region, consistent with the Florida Transportation Plan (FTP), and supports the statewide Future Corridors Initiative.

- Address regional connectivity and mobility gaps by developing and enhancing multimodal transportation corridors.
- Connect existing and future regional centers where people live, work, learn, play, considering timing and location of development expected to occur through 2060.
- Improve access to and connections between major transportation hubs and corridors across all modes to support growth in tourism and trade.
- Enhance and support emergency evacuation, response, and post-disaster recovery activities.

### EVALUATION STUDY GOALS

- Identify a package of transportation investments to address regional connectivity and mobility gaps by developing and enhancing multimodal transportation corridors.
- Develop a quantitative and qualitative evaluation approach, consistent with the 21 Guiding Principles and the goals of the Florida Transportation Plan.
- Support the statewide Future Corridors Initiative through the development of an evaluation framework.
- Identify projects to move forward to project development.

*The East Central Florida Corridor Evaluation Study (ECFCES) is the 2nd of three (3) stages in the Future Corridors Planning Process: 1) Concept Study for a broad area connecting two regions; 2) a more detailed Evaluation Study for a corridor or segment within the study area; and 3) more specific decisions about particular alignment(s) within a corridor through the Project Development and Environment (PD&E) process.*





**FDOT District Five - Ocala Operations**  
**627 Northwest 30th Avenue**  
**Ocala, Florida 34475**  
**352-732-1338**

Outside Consultant
In-House Construction
Maintenance

## Project Status Report as of March 21, 2018

MARION						
SR 35 (Baseline Road) from SE 96th Place Road to SR 464 (SE Maricamp Road)						
FIN #	238693-1-52-01					
CONTRACT #	E5W78					
Design-Build						
<b>PROJECT DESCRIPTION:</b> Widening and resurfacing SR 35 (Baseline Road) from Southeast 96th Place Road to south of S.R. 464 (Southeast Maricamp Road) from a two-lane to a four-lane roadway.						
					TIME	COST
<b>CONTRACTOR:</b>	D.A.B. Constructors, Inc.	<b>LET DATE:</b>	6/17/2015	<b>ORIGINAL:</b>	850	\$17,605,644.44
<b>FED. AID #:</b>	N/A	<b>NTP:</b>	8/28/2015	<b>CURRENT:</b>	1,191	\$20,273,065.21
<b>FUND TYPE</b>	Design-Build	<b>TIME BEGAN:</b>	8/28/2015	<b>ELAPSED:</b>	929	\$15,468,673.29
		<b>WORK BEGAN:</b>	8/28/2015	<b>% ORIGINAL:</b>	109.29%	87.86%
		<b>EST. COMPLETION:</b>	Late 2018	<b>% TO DATE:</b>	78.00%	76.30%
CONTACT		PHONE		EMAIL		
<b>PROJECT ADMINISTRATOR</b>		Harry Wood		C: 850-596-7392		<a href="mailto:harry.wood@atkingglobal.com">harry.wood@atkingglobal.com</a>
<b>FDOT PROJECT MANAGER</b>		Nicole Aiton		O: 352-620-3012 C: 352-812-5796		<a href="mailto:nicole.aiton@dot.state.fl.us">nicole.aiton@dot.state.fl.us</a>
<b>CONTRACTOR'S PROJECT MANAGER:</b>		Lysle Tower		C: 352-436-2994		<a href="mailto:lyslet@dabcon.com">lyslet@dabcon.com</a>
<b>CONTRACTOR'S SUPERINTENDENT:</b>		Clay Padgett		C: 352-302-1795		<a href="mailto:clayp@dabcon.com">clayp@dabcon.com</a>
<b>SENIOR PROJECT ENGINEER</b>		Eric Rosenstein		C: 850-596-8081		<a href="mailto:eric.rosenstein@atkingglobal.com">eric.rosenstein@atkingglobal.com</a>
<b>CONSTRUCTION MANAGER</b>		Denise Larkin		O: 352-620-3007		<a href="mailto:denise.larkin@dot.state.fl.us">denise.larkin@dot.state.fl.us</a>

MARION						
Interstate Lighting I-75 (SR 93) at CR 484, SR 326, and CR 318						
FIN #	435057-1-52-01					
CONTRACT #	T5575					
Conventional Construction						
<b>PROJECT DESCRIPTION:</b> Installation of new lighting along I-75 at the interchanges with CR 484, SR 326 and CR 318.						
					TIME	COST
<b>CONTRACTOR:</b>	United Signs & Signals, Inc.	<b>LET DATE:</b>	6/14/2017	<b>ORIGINAL:</b>	290	\$3,075,596.26
<b>FED. AID #:</b>	N/A	<b>NTP:</b>	8/16/2017	<b>CURRENT:</b>	310	\$3,075,596.26
<b>FUND TYPE</b>	Conventional	<b>TIME BEGAN:</b>	11/27/2017	<b>ELAPSED:</b>	125	\$1,924,134.52
		<b>WORK BEGAN:</b>	11/27/2017	<b>% ORIGINAL:</b>	43.10%	62.56%
		<b>EST. COMPLETION:</b>	Fall 2018	<b>% TO DATE:</b>	40.32%	62.56%
CONTACT		PHONE		EMAIL		
<b>FDOT PROJECT ADMINISTRATOR</b>		Nicole Aiton		O: 352-620-3012 C: 352-812-5796		<a href="mailto:nicole.aiton@dot.state.fl.us">nicole.aiton@dot.state.fl.us</a>
<b>CONTRACTOR'S PROJECT MANAGER:</b>		Dennis Harris		O: 352-742-1904		<a href="mailto:d.harris@ussfl.com">d.harris@ussfl.com</a>
<b>CONTRACTOR'S SUPERINTENDENT:</b>		Mike Edwards		C: 352-602-8321		<a href="mailto:medwards@ussfl.com">medwards@ussfl.com</a>
<b>CONSTRUCTION MANAGER</b>		Ronda Daniell		O: 352.620.3005 C: 352.274.8191		<a href="mailto:ronda.daniell@dot.state.fl.us">ronda.daniell@dot.state.fl.us</a>



## Project Status Report as of March 21, 2018, 2018

MARION						
SR 40 (Fort Brooks Road) from East of NE 10th Street to East of NE 145th Avenue						
FIN #	434408-1-52-01					
CONTRACT #	T5603					
Construction Lump Sum						
PROJECT DESCRIPTION: Mill and resurface SR 40 (Fort Brooks Road) from east of NE 10th Street Road to east of NE 145th Avenue Road						
					TIME	COST
CONTRACTOR:	D.A.B. Constructors, Inc.	LET DATE:	8/30/2017	ORIGINAL:	90	\$413,888.88
FED. AID #:	D517061B	NTP:	11/09/2017	CURRENT:	121	\$413,888.88
FUND TYPE	Lump Sum	TIME BEGAN:	12/11/2017	ELAPSED:	103	\$388,888.89
		WORK BEGAN:	12/11/2017	% ORIGINAL:	114.44%	93.96%
		EST. COMPLETION:	Spring 2018	% TO DATE:	85.12%	93.96%
CONTACT		PHONE			EMAIL	
FDOT PROJECT ADMINISTRATOR		Tricia Buster	O: 352-620-3041 C: 352-812-5807		<a href="mailto:tricia.buster@dot.state.fl.us">tricia.buster@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Mike Lemke	C: 352-601-8043		<a href="mailto:mikel@dabcon.com">mikel@dabcon.com</a>	
CONSTRUCTION MANAGER		Ronda Daniell	O: 352.620.3005 C: 352.274.8191		<a href="mailto:ronda.daniell@dot.state.fl.us">ronda.daniell@dot.state.fl.us</a>	

MARION						
SR 500/US 441/S Pine Avenue Drainage Improvements from SE 10th Ave to SE 31st Street						
FIN #	435666-1-52-01					
CONTRACT #	E5Z05					
Conventional Construction						
PROJECT DESCRIPTION: Replace the storm sewer pipe and drainage structures to alleviate flooding along U.S. 441.						
					TIME	COST
CONTRACTOR:	Commercial Industrial Corp.	LET DATE:	12/05/2017	ORIGINAL:	240	\$1,687,882.86
FED. AID #:	N/A	NTP:	2/08/2018	CURRENT:	240	\$1,687,882.86
FUND TYPE	Conventional	TIME BEGAN:	3/12/2018	ELAPSED:	18	\$50,047.41
		WORK BEGAN:	3/12/2018	% ORIGINAL:	7.50%	2.97%
		EST. COMPLETION:	Late 2018	% TO DATE:	7.50%	2.97%
CONTACT		PHONE			EMAIL	
PROJECT ADMINISTRATOR		Steven Fisher	O: 352-620-3019 C: 352-812-6990)		<a href="mailto:steven.fisher@dot.state.fl.us">steven.fisher@dot.state.fl.us</a>	
CONTRACTOR'S PROJECT MANAGER:		Jay Blankenfeld	O: 352-840-0161 C: 352-494-9021		<a href="mailto:jay@cicfl.com">jay@cicfl.com</a>	
CONTRACTOR'S SUPERINTENDENT:						
CONSTRUCTION MANAGER		Ronda Daniell	O: 352.620.3005 C: 352.274.8191		<a href="mailto:ronda.daniell@dot.state.fl.us">ronda.daniell@dot.state.fl.us</a>	

## LANDSCAPE PROJECTS CURRENTLY IN ESTABLISHMENT PERIOD

MARION			
I-75 Landscaping at SW 20th Street and SW 43rd Street			
FIN #	437828-1-52-01	Contract Days: 820	Days Elapsed: 265
CONTRACT #	E5Y94	Present Amount: \$438,500.00	Paid to Date: \$342,800.00

MARION			
I-75 Landscaping at CR 318			
FIN #	437818-1-52-01	Contract Days: 833	Days Elapsed: 438
CONTRACT #	E5Y29	Present Amount: \$412,920.00	Paid to Date: \$355,166.30



Outside Consultant
In-House Construction
Maintenance