



Chapter 9

MULTIMODAL/GROUP PROJECTS



9. MULTIMODAL/GROUP PROJECTS

9.1. BICYCLE AND PEDESTRIAN PLANNING

The River to Sea TPO has a long standing commitment to bicycle and pedestrian planning and project implementation and works closely with local, regional and state stakeholders. Over the last several years, the River to Sea TPO has completed numerous bicycle and pedestrian feasibility studies and plans focused on school safety, as well as regional and local comprehensive and multimodal transportation plans.

The River to Sea TPO has recently completed a Regional Trails Corridor Assessment (RTCA) to identify the regional trail projects needed to complete the interconnected regional trails within the planning area. The completion of the RTCA, the continued allocation of TMA set-aside funding for bicycle/pedestrian projects (roughly \$31 million between 2019 and 2040) and the use of Transportation Alternatives Program (TAP) funding reaffirms the River to Sea TPO's commitment to the development of bicycle and pedestrian facilities and regional trail facilities that provide vital connections within the state and national trail and greenway network. The RTCA map is included as Figure 11.

9.2. PUBLIC TRANSIT PLANNING

The River to Sea TPO LRTP continues to provide support for local public transit service by reserving a portion of the TMA set-aside to provide funding of roughly \$31 million between 2019 and 2040. Recognizing that this funding is limited to supporting only the continuation of existing service, the River to Sea TPO will continue to seek additional transportation funding strategies that will support the expanded transit needs of this planning area.

The long range planning efforts of the TPO also recognize the need to continue the implementation of SunRail service. Phase II, north from the DeBary station to the DeLand Amtrak station, is anticipated to be funded within the initial five-year period. Although other studies have been completed and are underway to consider future transit expansion, the results of these efforts are not yet ready to be included in the cost feasible transportation plan. The R2CTPO has continued its commitment to future rail alignments by protecting a rail envelope in the I-4 corridor within Volusia County.

9.3. COMMUTER RAIL

In August 2006, Florida Governor Jeb Bush announced an agreement in principle with CSX Transportation to buy 61.5 miles of freight track through Central Florida to use in the development of a commuter rail service (Central Florida Commuter Rail). The project, later named SunRail, was planned to include twelve stations and provide a transportation alternative to congested roads in Central Florida, as well as enhance freight mobility throughout the state as its population grows. The project is currently being managed by FDOT, with input from the Central Florida Commuter Rail Commission Governing Board. This commission was established to assist FDOT with policy direction through the first seven years of operation and will subsequently take control of the operations and maintenance of SunRail.

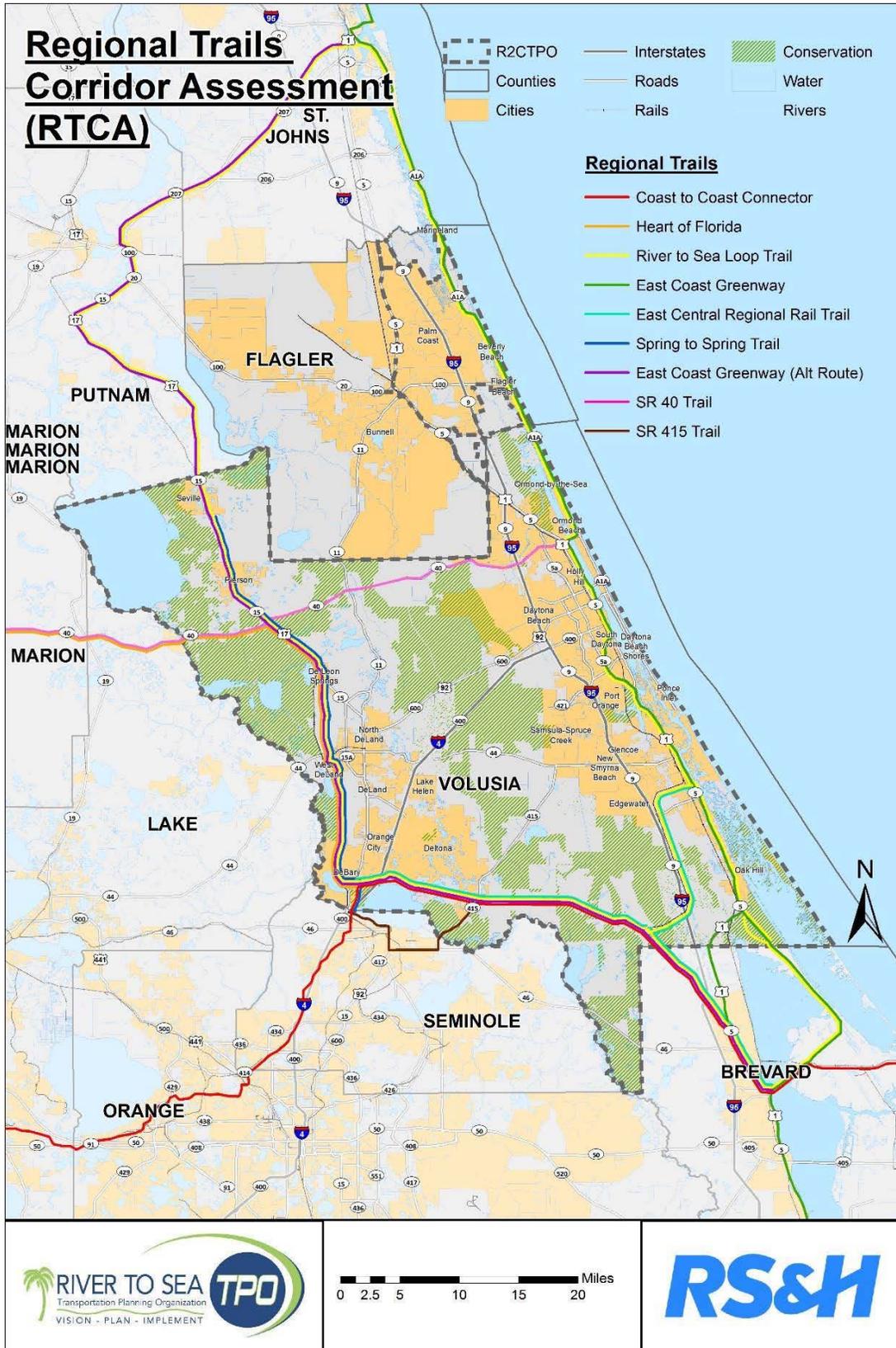


Figure 11 – Regional Trails Corridor Assessment

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9.4. TRANSPORTATION EFFICIENCY AND SYSTEM SAFETY PLANNING

This Long Range Transportation Plan also reflects the River to Sea TPO's commitment to preserving and enhancing the existing transportation infrastructure by allocating funds to improve traffic operations and safety and to utilize new technology to improve the efficiency of our existing system. This plan sets aside roughly \$41 million between 2019 and 2040 for projects that improve safety and efficiency.

The 2040 LRTP also helps to create high quality transportation facilities by allocating approximately \$38 million in funding between 2019 and 2040 for Local Initiative projects. These include projects that address complete streets retrofits, roundabouts, major technology improvements, climate change adaptation aesthetics and other qualified improvements that support the goals of the plan.

The TPO supports local governments by conducting feasibility studies for projects early in the development stage to provide assistance in accessing federal and state funding programs. The studies take a planning level approach and consider the purpose and need for the project, phases that need to be funded, project issues impacting constructability and preliminary cost estimates. The TPO sets aside \$200,000 per year in SU funds to conduct feasibility studies.

9.5. REGIONAL COORDINATION

For over a decade, the River to Sea TPO has been a participating member of the Central Florida MPO Alliance (CFMPOA). The group is comprised of six Central Florida MPO/TPOs that meet on a quarterly basis to collaborate on the transportation needs of the region. The CFMPOA continues to develop a regional list of priority projects for the mutual benefit of the region and to improve the communication of regional priorities to the FDOT. Projects are grouped into three main categories: 1) Strategic Intermodal System (SIS) projects that connect the MPOs to transportation and freight trade; 2) Regional Trail projects, which involve the statewide interconnected system identified by the Office of Greenways and Trails; and 3) Regional Transit projects that increase mobility across MPO and county boundaries. This level of regional cooperation is on the leading edge of regional planning in Florida.

Examples of regional coordination include the following:

Transit Corridor Feasibility Analysis Study – In March 2009, FDOT, in collaboration with the Volusia TPO (now known as the River to Sea TPO), completed a study that assessed the feasibility of potential transit corridors within Volusia County. The study provided sufficient technical documentation to apply for Federal Transit Administration (FTA) funding for a more detailed alternatives analysis.

Corridor Improvement Program – In an effort to maximize the effectiveness of existing corridors and recognize changing local conditions, the TPO conducted a series of corridor improvement studies that provided an assessment of several primary transportation corridors. The corridor improvement plan was intended to utilize readily accessible information as a means to identify projects that may be potentially pursued within the next few years. The studies considered all modes of travel and included the review and documentation of existing conditions and issues that impact mobility and livability along the corridors.

The River to Sea TPO takes its role seriously in supporting local and regional economic growth and diversity and improving the economic competitiveness of the region through improvements to the transportation system. High quality transportation projects have the potential to improve property values, support

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economic development and redevelopment and expand the tourism market. The River to Sea TPO seeks to support community priorities by developing transportation systems that are efficient, safe and supportive of the surrounding community. This includes transportation systems that provide access to markets and suppliers, which is critically important for the success of area businesses. Notable among planned improvements and improvements currently underway are the widening of I-4, from SR 44 to I-95; the widening of I-95, from the Brevard County line to US 92; and the reconstruction of the I-4/I-95/US 92 systems interchange. These improvements will complete the six-laning of the interstate highway system throughout Volusia and Flagler Counties and provide a needed upgrade to the interchange connecting these two highways. These projects will improve traffic flow and safety on critical highways that serve the planning area.

A notable example of the TPO's support for transportation improvements that promote economic growth is the recently completed extension of SR 430/Mason Avenue. This project was needed to provide safe and efficient access from the state highway system to a new distribution center (Trader Joe's) which created 450 new jobs.

Recent transportation infrastructure improvements along US 92/SR 600/International Speedway Boulevard, which included advanced traffic signal improvements, wider sidewalks, a pedestrian overpass, lighting, landscaping and safety and drainage improvements, support significant private sector development throughout the corridor. The International Speedway Corporation is investing approximately \$400 million in the expanded Daytona International Speedway.

SunRail, which began operation of a commuter rail service over a 31-mile corridor from DeBary through Orlando, has sparked considerable new development. According to a March 28, 2014 article in the Orlando Business Journal, 14 projects with a total value of \$785 million are under construction within a ten-minute walk of SunRail stations. Together, those projects total 3.4 million gross square feet and 1,150 residential units and are slated to create 6,280 jobs; 2,780 of those are temporary construction jobs.