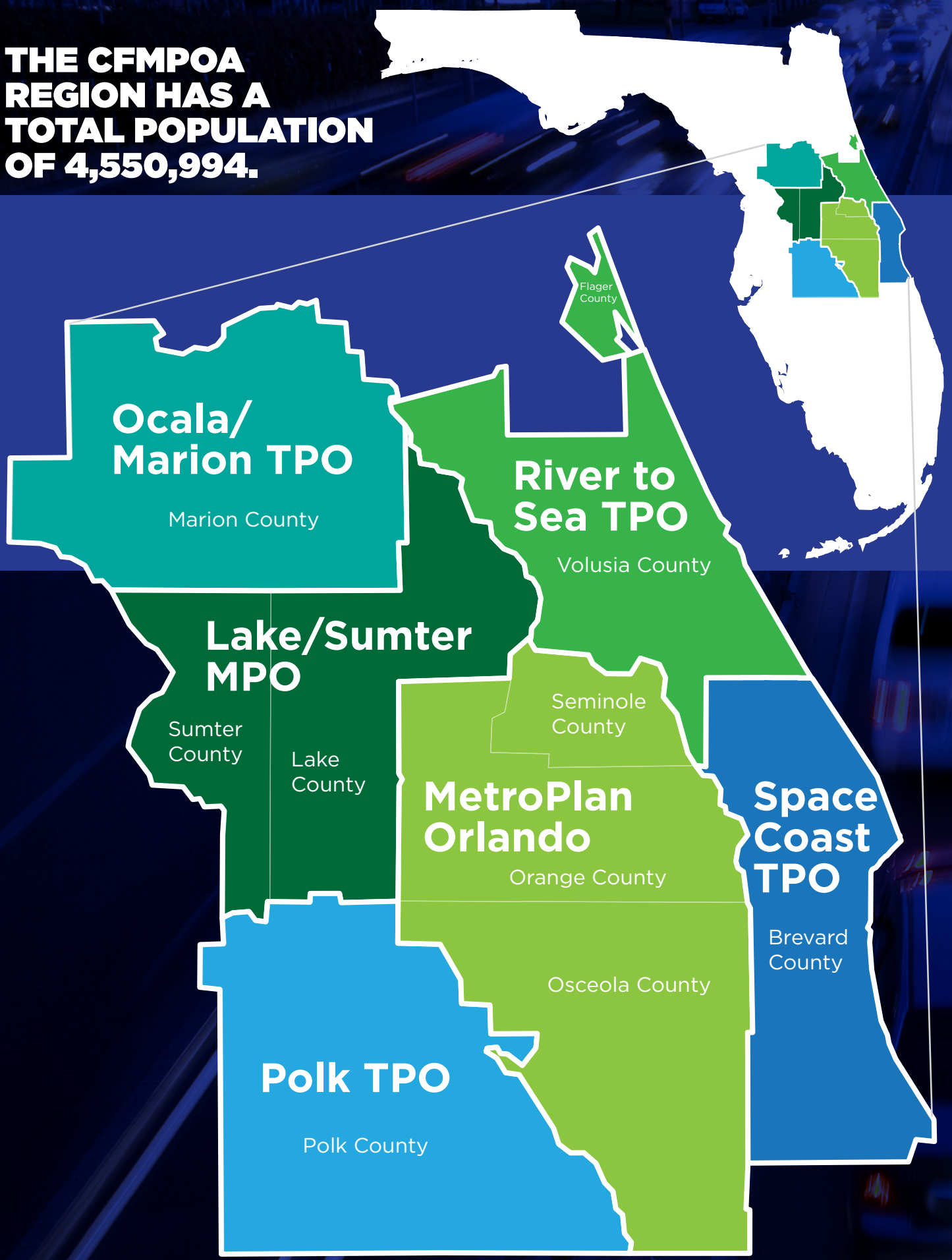




# CENTRAL FLORIDA MPO ALLIANCE LONG RANGE TRANSPORTATION PLANS **EXECUTIVE SUMMARY**



**THE CFMPOA  
REGION HAS A  
TOTAL POPULATION  
OF 4,550,994.**







Transportation is a central component of our daily lives. It affects everyone and plays a critical role in our quality of life now and in the future. The transportation decisions we make today will have a direct impact on the economy of our region as well as the health and happiness of our residents and visitors. Metropolitan Planning Organizations (MPO), or Transportation Planning Organizations (TPO), work with local governments to prioritize and fund the transportation improvements that will shape our future.

## What is the Central Florida MPO Alliance?

Started in 1997, the Central Florida Metropolitan Planning Organization Alliance (CFMPOA) is a coalition of six MPOs and TPOs in Central Florida committed to addressing transportation challenges in the larger Central Florida area. The CFMPOA is served by an 18 member policy board with three members from each of the following member organizations:

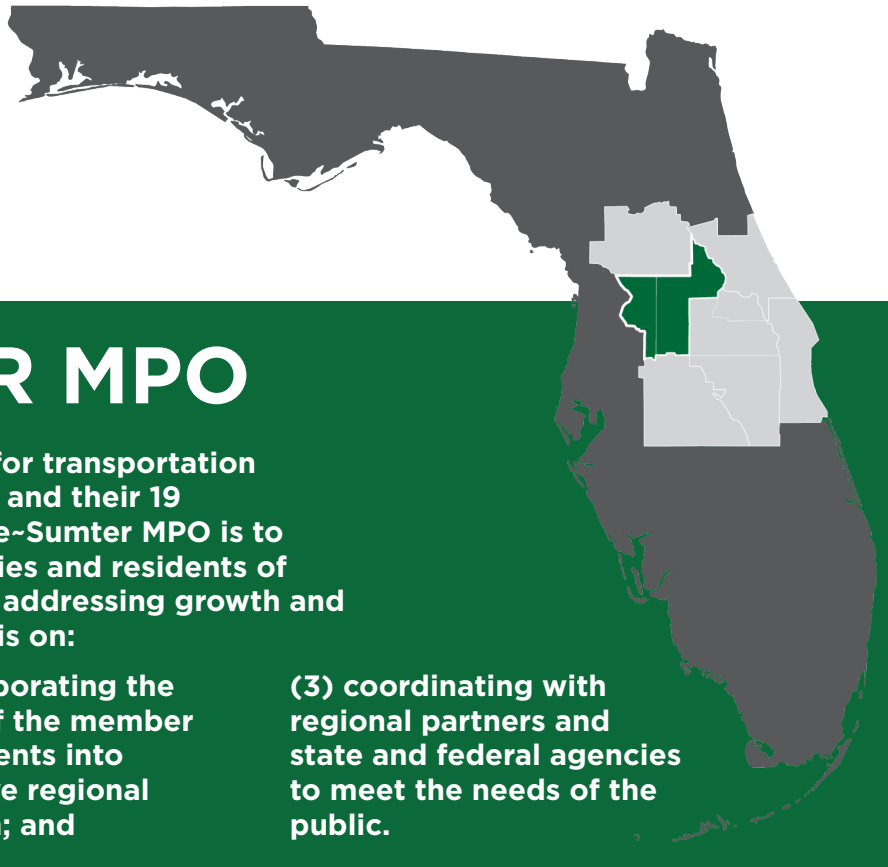
- Lake-Sumter Metropolitan Planning Organization;
- MetroPlan Orlando;
- Ocala/Marion County Transportation Planning Organization;
- Polk County Transportation Planning Organization;
- Space Coast Transportation Planning Organization; and
- River to Sea Transportation Planning Organization.

The CFMPOA is a forum for information on projects of regional significance, and it establishes legislative priorities to address the region's transportation needs.

## What is a Long Range Transportation Plan?

A Long Range Transportation Plan (LRTP) establishes the vision for a dynamic multi-modal transportation system with goals and policies. It identifies current and future needs based on population projections and travel demand within an MPO/TPO area. LRTPs guide decisions on the expenditure of federal and state transportation funds for highway, public transportation, freight, pedestrian and bicycle projects for the next 20 years. LRTPs are developed with a reliance on input from the public to help identify and prioritize these multimodal transportation projects. MPOs and TPOs then estimate the available revenue in the 20-year planning period to create a cost feasible plan and an unfunded needs plan. This document summarizes the 2040 LRTPs for each of the six CFMPOA member organizations. In the 2040 LRTP update, the MPOs and TPOs in Central Florida focused on:

- Shifting away from adding roadway capacity and **increasing mode choice**;
- Increased use of **technology & operations** solutions;
- **Balancing development** with environmental preservation; and
- Incorporating **performance measures** into planning.



# LAKE-SUMTER MPO

The Lake-Sumter MPO is responsible for transportation planning in Lake and Sumter Counties and their 19 municipalities. The mission of the Lake-Sumter MPO is to provide the local governments, agencies and residents of Lake and Sumter counties a forum for addressing growth and transportation issues, with an emphasis on:

(1) planning a regional, multi-modal transportation network that balances accessibility and mobility;

(2) incorporating the visions of the member governments into a cohesive regional approach; and

(3) coordinating with regional partners and state and federal agencies to meet the needs of the public.

## Long Range Planning

Transportation 2040, the Lake-Sumter MPO's LRTP, represents the culmination of a multi-level partnership between local, state, and federal policy-makers and the citizens, business owners, and stakeholders who are most impacted by transportation decisions. This document is used as a tool in the planning process to assist in addressing the region's needs as the area continues to grow and develop.

### PLAN OVERVIEW

The MPO developed Transportation 2040 in compliance with the current federal legislation at the time of adoption, Moving Ahead for Progress in the 21st Century (MAP-21). The plan is also compliant with the Fixing America's Surface Transportation (FAST) Act, which currently governs MPO activities. In keeping with MAP-21, planning for this LRTP incorporated a number of new elements that brought more information to the decision-making process, for both the MPO and the public. MPO staff enhanced its performance-based planning practice for this LRTP and expanded its use of contemporary planning tools, such as scenario planning, to inform policy and other types of decisions.

Throughout development of this LRTP, the MPO engaged in extensive outreach with an eye toward making public participation convenient by taking advantage of opportunities where our residents, visitors and local business people were already gathering. The MPO sought out opportunities to interact with people who traditionally have been only minimally involved in the continuous, comprehensive, cooperative (3C) planning process.

regional planning

public involvement

advancing mobility options

## Promoting Regional Transportation Partnerships



## ALTERNATIVE TRANSPORTATION

An important addition to this update of the L RTP is the inclusion of a listing of programs that are tied to alternative transportation strategies for mobility in the MPO planning area. These programs include the following emphasis areas:

- Regional Trails;
- Complete Streets;
- Safe Routes to School;
- Sidewalks; and
- Transportation System Management and Operations.

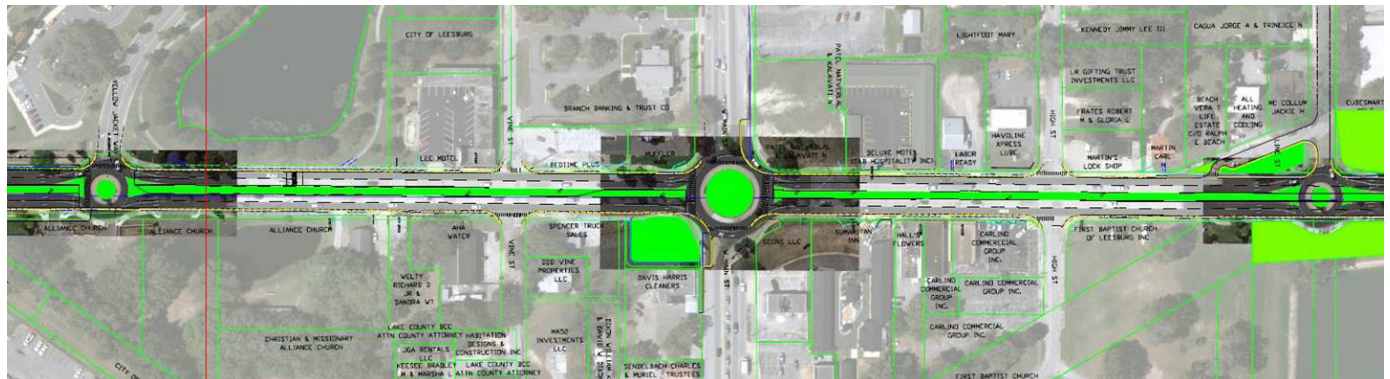
Each program is tied to a list of projects, a policy, or regional master plan adopted by the MPO. The Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT) and the Federal Transit Administration (FTA) puts a high level of importance on these types of programs and projects, requiring their inclusion in our planning process.

Transportation 2040 addresses the challenge of meeting needs in the face of fiscal constraints. The plan balances multiple modes of transportation while considering social impacts, the natural environment, and enhancement of the economy. Furthermore, the plan respects the visions of the Lake-Sumter MPO's two counties and 19 municipalities.

## ONGOING AND RECENTLY COMPLETED PROJECTS



*CR 561 and CR 455 Roundabout (Lake County) - Through an FDOT Local Agency Program (LAP) project, Lake County recently constructed a roundabout at CR 561 and CR 455. The existing stop-controlled intersection had a 61% higher crash rate than the Florida state average. There have been no reported crashes since the roundabout opened in 2015.*



*US 27 Complete Streets (Leesburg) - LSMPO is pursuing three roundabouts along U.S. 27 at Line Street, Main Street and Yellow Jacket Drive. The roundabouts were recommended during a recently conducted planning study and will replace existing traffic signals to improve safety and overall traffic flow along US 27.*



*SR 50 Realignment (Groveland) - LSMPO is working with FDOT to design a new four-lane truck route realignment of SR 50 around the City of Groveland to enhance safety, livability and walkability within the City. The project will include a portion of the South Lake Trail which is part of the Coast to Coast Connector.*

# METROPLAN ORLANDO

MetroPlan Orlando leads transportation planning efforts in Orange, Osceola, and Seminole counties— an area larger than the state of Delaware. We coordinate closely with elected officials, industry experts, and the community to shape a future system that offers travel options. As the metropolitan planning organization for Central Florida, we also set priorities and determine how federal and state transportation dollars are spent in the region. MetroPlan Orlando’s vision is to create a regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region’s vitality.

## Long Range Planning

MetroPlan Orlando’s LRTP offers a plan to shape our rapidly growing three-county region. The current 2040 Plan was adopted by the MetroPlan Orlando Board in 2015, after extensive technical planning and public outreach. It provides for \$15.1 billion worth of investment divided roughly in half between transit and road projects.

The plan takes into account the explosive growth expected in our part of Central Florida in the next 20 years. During that time, population of the three-county area is expected to swell by more than 1 million people, and jobs are expected to increase by almost 60%.

## REGIONAL COORDINATION

MetroPlan Orlando works closely with neighboring metropolitan planning organizations and agency partners on projects requiring larger geographic coordination. These are just a few examples.

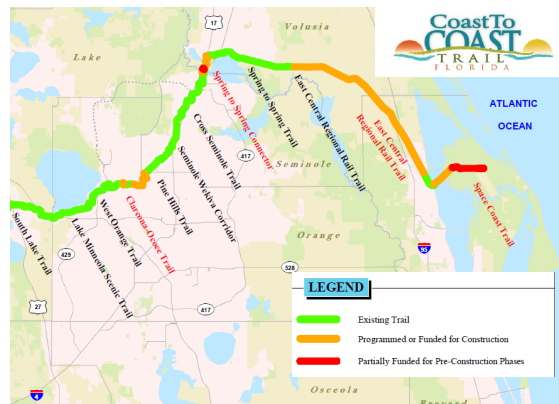
## Central Florida Regional Freight and Goods Movement Study

The Central Florida Regional Freight Mobility Study assessed freight needs, future growth, and set forth recommendations for freight planning. The study examined the types of goods coming to and through the region, where they come from, how freight moves and identified freight deficiencies and opportunities in the transportation system. Results showed more than 200 million tons of freight flow through our region each year. About 95% of our goods move by truck.

As freight growth continues, opportunities for improvement exist in these areas: 1) capacity and congestion; 2) community impacts, including air quality and safety; and 3) institutional and regulatory bottlenecks. MetroPlan Orlando is working with the statewide MPO Advisory Council and FDOT to program projects that address the physical and operational freight needs of our transportation system.

## Coast to Coast Connector

The Coast to Coast Connector will provide a continuous 275-mile multi-use trail from the Gulf of Mexico to the Atlantic Ocean. About 75% of the connector exists or is funded for construction. Funding has been programmed for the two gaps located in MetroPlan Orlando’s service area: the Orange Gap (approximately 4.5 miles) and the Seminole/Volusia Gap (approximately 0.8 miles). The connector will link to several existing trails, including: West Orange Trail, Clarcona-Ocoee Trail, Pine Hills Trail, Seminole-Wekiva Trail, and Rinehart Trail.





## TRANSFORMATIONAL PROJECTS

While the 2040 Plan contains many projects, some are transformational for the three-county region. Foremost among these are the I-4 Ultimate, Wekiva Parkway, SunRail expansion, and the Orlando International Airport's Intermodal Terminal.

**Wekiva Parkway** This \$1.7 billion parkway completes a beltway around metropolitan Orlando, with a 25-mile toll road through parts of Orange, Seminole, and Lake counties. It is expected to be complete in 2021, relieving congestion on US 441, SR 46, I-4, and other local roads. Much of the parkway travels through the environmentally sensitive Wekiva River Basin, so 3,400 acres have been set aside for conservation.

**I-4 Ultimate** The \$2 billion public/private partnership covers 21 miles in Orange and Seminole counties. New express lanes with variable tolling will give drivers the choice of a faster commute. Traffic flow is expected to improve in all lanes, as a result. The funding partnership will allow the road to be completed much sooner than if only public funds were used. After the road opens (expected in 2021) the team of private companies will assume responsibilities for operations and maintenance.

**SunRail Expansion** The 61.5-mile commuter rail line is designed to connect Orange, Osceola, Seminole and Volusia counties with 17 stations. The line currently runs from DeBary to Sand Lake Road in Orange County. Phase 2 South is expected to open in 2018, running through Osceola County to Poinciana. Funding is being sought for Phase 2 North, from DeBary to DeLand, and for Phase 3, a link to the Orlando International Airport.

**Orlando International Airport's Intermodal Terminal Facility** The 500,000-square-foot facility consists of a dual-platform, 4-track passenger rail system, an automated people mover and accommodations for future rail projects, like Brightline. Brightline will connect the Orlando International Airport with downtown West Palm Beach, Ft. Lauderdale, and Miami via express trains. Construction is also under way to increase capacity at the airport's North Terminal to 45 million passengers annually. A new South Airport Complex is currently in the preliminary design phase.

-  I-4 Ultimate
-  Wekiva Parkway
-  SunRail (with phase 3 connection to airport)
-  OIA Intermodal Terminal Facility
-  All Aboard Florida / Brightline
-  Osceola County Expressway Master Plan
-  US 192 Bus Rapid Transit



OCALAMARIONTPO.ORG



# OCALA/MARION TPO

The Ocala/Marion County Transportation Planning Organization's (TPO) planning area includes Marion County and the incorporated cities of Belleview, Dunnellon, and Ocala. The purpose of the TPO is to provide a forum for a coordinated, comprehensive, and continual transportation planning process. This process is critical in providing a safe, effective, and cost efficient transportation system.

## Long Range Planning

Ocala/Marion TPO's L RTP is a comprehensive, multimodal "blueprint" developed to meet the transportation needs of Marion County over the next 25 years. The Cost Feasible Plan includes \$1.1 billion in transportation funding through 2040. Highway capacity and interchanges/overpasses account for approximately 78% of the total cost. Transit capital and operations, multiuse trails and sidewalks, and ITS/corridor management account for the remaining 22% of the plan.

### ROADWAY PROJECTS

Based on the prioritization of the Needs Assessment and the availability of revenues through 2040, a total of \$870.7 million of roadway construction projects are funded through the 2040 L RTP. Below are highlights from some of the key projects included in the Cost Feasible Plan.

#### NE 25th Avenue and NE 36th Avenue

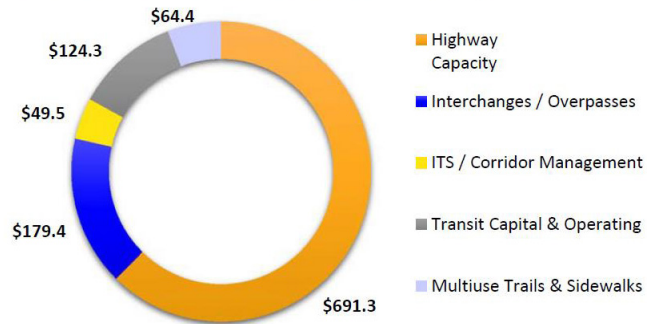
Widening of these two north/south roads between NE 14th Street and NE 35th Street from 2 to 4 lanes will provide additional north/south capacity. These projects also include grade separated crossings of the CSX line.

#### SR 40

As part of the Emerging Strategic Intermodal System (SIS) east of SR 326, the widening of SR 40 east of CR 314 will improve regional access from Central Florida to I-95 and Florida's East Coast.

#### NW 49th Street

This new east/west connection will extend from NW 35th Avenue across I-75 to NW 44th Avenue. Providing connectivity to the commercial and



**TOTAL COST OF ALL PROJECTS \$1.1 BILLION**

Cost Feasible Project Funding (\$millions)

industrial land uses, this project along with the new interchange at I-75 will allow quicker and easier access for freight and businesses.

#### NW/SW 44th Avenue

Filling in the gaps of the 44th Avenue corridor between SR 200 to US 27 will provide a continuous multi-lane parallel corridor to I-75.

#### Marion Oaks Manor Extension

Constructing a new East/West connection with an overpass over I-75 will provide additional travel options for the Marion Oaks Community and relieves congestion on CR 484.

#### SR 200

Widening the remainder of SR 200 south of CR 484 will provide better regional connection between Ocala and Inverness.

#### US 301

Widening to four lanes between CR 42 to SE 143rd Pl. will complete the final two lane gap between Wildwood and Belleview.



In addition to funding capacity projects in the LRTP, all of the local fuel tax revenues have been set aside for maintenance activities. This results in a total of \$371.9 million dollars in local fuel tax revenues being set aside for maintenance and operational needs.

### ITS AND CORRIDOR MANAGEMENT PROJECTS

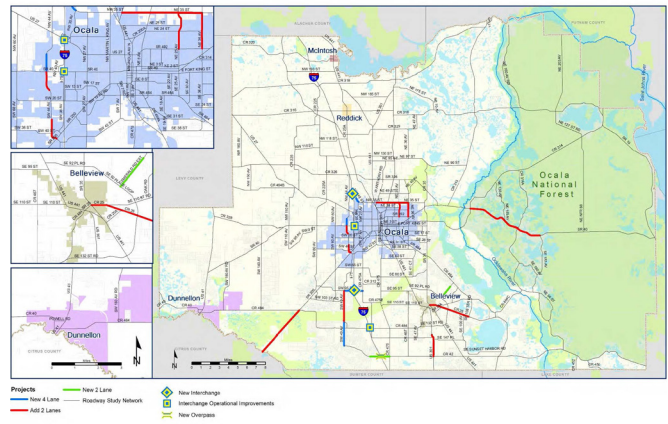
Because Intelligent Transportation Systems (ITS) and Corridor Management projects typically provide a lower cost solution to addressing congestion while optimizing existing available capacity, all ITS and Corridor Management projects identified in the Needs Assessment have been funded in the Cost Feasible Plan. The plan includes improvements to 148 existing signalized intersections. An additional \$12.1 million of federal Transportation Management Area (TMA) revenues have been set aside for ITS implementation on future corridors or other Congestion Management Process (CMP) related projects.

### TRANSIT SERVICE IMPROVEMENTS

Service improvements were considered for all existing SunTran routes that would reduce the headway to 30 minutes. However, due to limited funding, service improvements included in the Cost Feasible Plan are limited to reducing the frequency to 45 minutes on four routes. In addition to these service improvements, the Cost Feasible Plan also includes continued operation of the existing fixed route and ADA service and \$2.41 million for ADA bus shelter accessibility improvements.

### WALK/BIKE AND MULTIUSE TRAIL PROJECTS

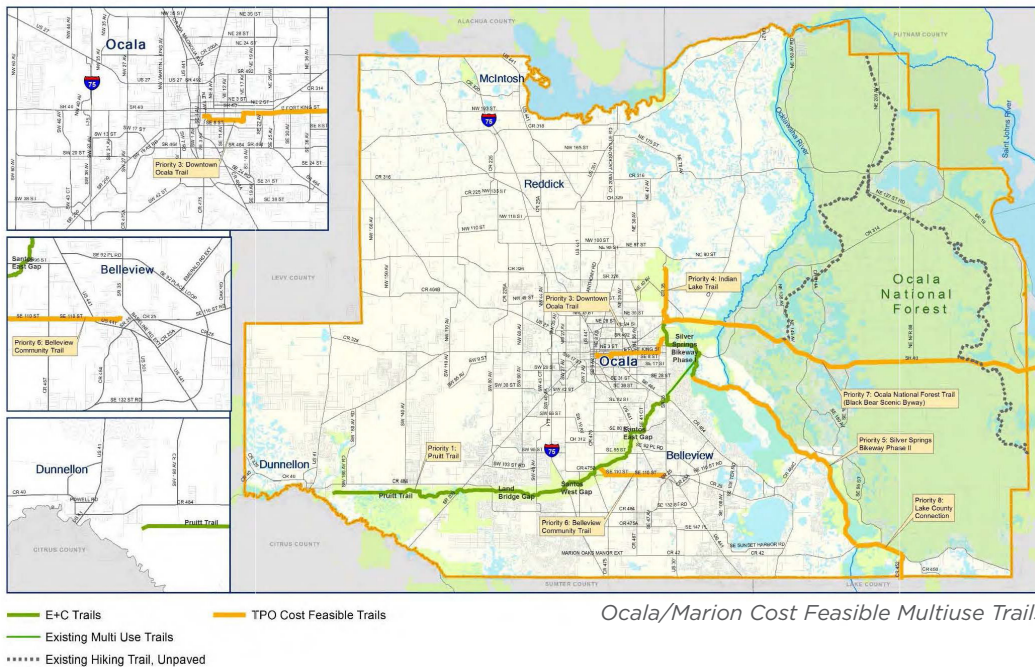
Prioritization and implementation for the multiuse trails identified in the Needs Assessment were based on the priorities



Ocala/Marion TPO 2021-2040 Cost Feasible Roadway Projects

established through the annual Transportation Improvement Program (TIP) update. The trails shown on the map represent those on which the TPO has been focused through statewide coordination to construct the Heart of Florida Loop Trail as well as trails within Marion County that provide connections to the Heart of Florida Loop Trail and destinations within the county. To fund those trails in the LRTP, \$6.1 million in state revenue and \$42.4 in federal revenue have been set aside.

In addition to the above funding of multiuse trails, the LRTP allocates \$16.5 million in federal Transportation Alternatives revenues for priority projects identified in the Bicycle and Pedestrian Master Plan. On-road bicycle and pedestrian improvements will be completed in conjunction with the roadway capacity projects included in the Cost Feasible Plan.



Ocala/Marion Cost Feasible Multiuse Trails



# POLK TPO

The Polk TPO is Polk County's MPO, responsible for coordinating transportation planning within Polk County and providing connectivity to the adjacent counties. The TPO's goal is to develop and maintain an integrated multi-modal transportation system to provide safe travel for all users, the efficient movement of goods and services, and to promote livable communities and economic activity.

## Long Range Planning

Momentum 2040 represents the Long Range Transportation Plan for Polk County through the planning horizon year of 2040. The term "Momentum" is representative of both the mobility provided by the transportation system in the plan and more importantly the progress and advancement of growing economic opportunities and quality of life provided to the residents and visitors in Polk County. Polk County has a strong heritage of industries supported by a robust transportation network and the Momentum 2040 Plan represents the next chapter in our County's future.

The Momentum 2040 Plan embodies five key themes that influence the allocation of resources and initiatives undertaken in the plan:

### Safe Transportation Network

Many urban areas of our county have roadway designs that do not address the needs of the communities they serve. The TPO's Complete Streets program, Neighborhood Mobility Audits, and Bicycle and Pedestrian Safety Action Plans seek to retrofit these corridors and target safety partnerships to improve safety.

### Protect and Enhance Communities

The plan fundamentally was based on the assumption that transportation projects should not include any fatal flaws in the form of significant adverse impacts to the environment or communities. Both the Complete Streets program and Neighborhood Mobility Audit improvements will enhance our local communities.

## Efficient Transportation Network

Overall, much of the transportation network in Polk County is relatively congestion free. This plan seeks to prioritize roadway projects that provide the greatest benefit to efficient travel in the County.

## Support Economic Development

The plan includes both funded capacity projects and unfunded "Illustrative Projects" that seek to enhance our economic competitiveness. Funded projects include Interstate 4 managed lanes and improvements to US 27. Unfunded Illustrative Projects include the Central Polk Parkway and expansion of SunRail into Polk County.

## Preserve the Existing System Enhancements

Our transportation heritage has left us an inheritance in the form of a robust roadway network. We are responsible for preserving this network for future generations and enhancing the system in a cost effective fashion. The Congestion Management Process will continue its cost effective strategies of implementing strategic intersection improvements that can delay or eliminate the need for major roadway expansion projects; as well as adding multimodal and safety improvements to otherwise routine roadway resurfacing projects.

## SIGNIFICANT CHALLENGES

The Momentum 2040 Plan builds upon the previous plan adopted in December 2010 titled the 2035 Mobility Vision Plan and many of the projects identified in that plan continue their path to implementation in this plan. It is important to note that significant challenges influence the Momentum 2040 Plan.



### Safety Concerns

Our community, similar to other communities in Florida, is confronted by frequent fatality and severe injury crashes that are not compatible with our community expectations. This plan makes significant investments in funding safety improvements to support a movement “Toward Zero Fatalities.”

### Growth and Demand

Our strategic location in Central Florida, robust highway network, and recent strong industry growth makes Polk County well positioned as we emerge from the Great Recession with significant growth. It is forecasted that the population in Polk County will grow by nearly 400,000 persons and nearly 190,000 employees. This will place significant demand on our highway network, especially in northeast Polk County.



*Caption Here*



*Caption Here*



*Caption Here*





# RIVER TO SEA TPO

The River to Sea Transportation Planning Organization (TPO) is responsible for carrying out the urban transportation planning and programming process for the designated planning area which includes: Volusia County, Beverly Beach, Flagler Beach and portions of the cities of Palm Coast and Bunnell, as well as portions of unincorporated Flagler County. It includes two urbanized areas, the Palm Coast - Daytona Beach - Port Orange Urbanized Area in the east and the Deltona Urbanized Area to the west.

## Long Range Planning

The next 25 years will bring very real challenges for local communities, including an aging population, increasing concerns over urban sprawl, and a significantly less predictable environmental picture. By developing an LRTP, the River to Sea TPO and its members strive to identify the mobility needs of our planning area and to develop a strategic approach to planning for the future. Projects selected for inclusion in the 2040 LRTP are intended to reflect the vision and goals of the planning area and its member governments. This Vision states that:

Our transportation system will provide a safe and accessible range of options that enhance existing communities while providing mobility in a fiscally responsible, energy efficient, and environmentally compatible manner. This integrated system will support economic development, allowing for the effective movement of all people, goods, and services necessary to maintain and enhance our quality of life.

## BALANCED TRANSPORTATION OPPORTUNITIES

Major highway projects reflected in the 2040 LRTP were selected to support the vision and goals of the long range plan. Projects were evaluated using factors such as the future demand for travel, economic development, safety, land use, connectivity and importance to freight movement. Although highway capacity projects comprise the largest funding category, the River to Sea TPO recognizes that people complete their trips in a variety of ways and the LRTP allocates funding to create a balanced set of transportation options for the future.

**Bicycle & Pedestrian Projects:** The River to Sea TPO has a long standing commitment to improve opportunities for people to walk and bike. Approximately \$31 million in funding is allocated in the LRTP to construct bike paths, trails and sidewalks throughout the planning area. In addition, support from the TPO helped the St. Johns River to Sea Loop Trail receive priority designation, thus securing state funds of up to \$8 million each year to complete the multi-use trail network.



*Dale Street Trail Ribbon Cutting (Edgewater) 1st opening for a SUN Trail funded project*

**Local Initiatives:** Approximately \$38 million in funding is allocated for local initiative projects such as complete streets retrofits, roundabouts, major technology improvements, climate change adaptation and other improvements that support the goals of the plan. This category of



funding recognizes that improvements to the transportation system come in many forms and projects help to support communities in addressing their specific needs.



2017 White Cane & Pedestrian Safety Day (held in Daytona Beach at the intersection of Nova and Beville Roads)

**Public Transit:** The River to Sea TPO recognizes that existing transit funds are limited to supporting only the continuation of existing service. Approximately \$31 million in funding is allocated to support local transit providers in both Volusia and Flagler Counties in addition to federal transit funding. The LRTP also supports the continued implementation of SunRail service including the anticipated completion of Phase II, north from the DeBary station to the DeLand Amtrak station.

**Traffic Operations:** The 2040 LRTP also reflects the River to Sea TPO's commitment to preserving and enhancing the existing transportation infrastructure by allocating funds to support transportation systems management and operations projects. The plan allocates roughly \$41 million for projects that improve traffic operations, safety and efficiency.

### PROGRESSIVE PLANNING

The River to Sea TPO chooses to be proactive in preparing for the changing environment. Two areas of particular importance to the TPO are: resiliency planning and advancing new technologies.

The River to Sea TPO planning area is shaped by the presence of water; the Atlantic Ocean, Intracoastal Waterway, St. Johns River and numerous canals, springs and lakes weave through our communities. In planning, it's important that we monitor, predict and prepare for changes as severe weather events become more commonplace in future years. The River to Sea TPO is preparing for potential events by conducting infrastructure risk assessments, coordinating with local agencies, reviewing transportation plans and developing adaptation and resiliency strategies.

Advances in technology have changed our lives in many ways over the past few decades. From personal computing to smart phones, the way people interact and share information has transformed our society. More recently, we've seen technology advancements such as traffic signals that adapt to changing congestion and automated vehicles, begin to re-shape the transportation industry. Through planning and by funding technology focused projects, the River to Sea TPO is working to keep pace with the changes that will improve the safety and efficiency of our transportation system.

### INCLUSIVE & TRANSPARENT PLANNING

The River to Sea TPO planning area includes a diverse population of almost 600,000 residents and our outreach programs include efforts to reach and involve representatives from all walks of the community in ways that are meaningful and measurable. Before, during and after the development of the 2040 LRTP, the River to Sea TPO put forth a comprehensive effort to ensure that all planning and decision making was inclusive and transparent. This included attending and presenting at a variety of public events, using social media to promote planning efforts, meeting with local businesses, and reaching out to advocacy groups, students and seniors. The River to Sea TPO welcomes input and involvement and works to ensure our activities are accessible to all members of the community.



2035 Long Range Transportation Plan Make Your Mark event held at Daytona State College in Deltona



# SPACE COAST TPO

The Space Coast TPO provides transportation planning services for Brevard County and its 16 cities and towns. What makes the Space Coast TPO unique is the diverse transportation modes that it considers and includes in its LRTP. The SCTPO “quintimodal” modes include: roads, air, seaport, spaceport and transit.

## Long Range Planning

The Space Coast TPO is largely defined by one word, Space. The Space program has been the primary economic driver for Brevard County since the 1960’s. In prior LRTP updates, the TPO was focused on the continued growth of the local and regional transportation system. Through the years, projects focused on accommodating vehicles through adding new roadways and increasing the capacity of existing facilities.

The most recent update, 2040, looks beyond the transportation system to consider how the system should and could synergize sustainable economic development, foster differing development patterns to improve quality of life and mitigate impacts on the environment.

The update process was broken into five phases:

### PHASE I: GATHERING INPUT:

Public Workshops, surveys, compilation of a “meta plan”, a synthesis of local, regional and state planning initiatives influencing the 2040 LRTP.

### PHASE II: SCENARIO PLANNING:

A process where the public and stakeholders weighed in on possible outcomes. Response to the scenarios informed the Vision, which charts a very different future for transportation investments and development patterns.

### PHASE III: VISIONING:

“Who do we want to be?”

### PHASE IV: CORRIDOR PLANNING:

Identifying Needs by corridors to achieve the Vision

**PHASE 1**

### INPUT

Workshops	Transit Development Plan
Public Safety	Pedestrian/Bicycle/Trail
Metaplan	Mobility Plan
Local Comprehensive Plans	Regional Freight Study
Intelligent Transportation Systems	2035 LRTP
Complete Streets	Countywide Safety Analysis

**PHASE 2**

### SCENARIO PLANNING

Keeping the Trend  
Connected Communities  
Connecting the Port Centers  
High Tech Lifestyles



**PHASE 3**

### VISION

Reaching beyond to 2060  
Goals  
Economic Development  
Travel mode options  
Balance of nature and development



**PHASE 4**

### CORRIDOR PLANNING

Application of vision to corridors  
Identification of Needs



**PHASE 5**

### COST FEASIBLE PLAN

Application of Revenue Forecast to Needs List  
Identification of Policies needed to reach vision by 2060





## PHASE V: COST FEASIBLE PLAN AND BEYOND:

The final step was crafting a plan that respects the investment initiatives under way by the TPO and begins the transition, in close coordination with partners, towards investments aligning with the Vision.

One of the most useful results from the 2040 update are the Corridor Summary Tables. The tables are the end result of all of the phases. They display all projects, both funded and unfunded, time period, costs, and reference documents in an easy to read format. These tables have proven to be an invaluable quick reference tool in the years that have followed plan adoption.

The overall approach of Corridor Planning in the LRTP has carried over into the yearly Congestion Management System that is called the State of the System Report. This has become a way to track the progress towards reaching the goals in the LRTP which will be useful information to have in preparation for the 2045 LRTP update. (State of the system link - <http://spacecoasttpo.com/category/state-of-the-system/> )

### Sample Corridor Table

CLEARLAKE DRIVE/ SR 524						
From: SR 520		Functional Classification: Urban Minor Arterial				
To: E Industry Road		Corridor Length: 8.0 miles				
Community: Cocoa						
CORRIDOR PROJECTS						
Period	Project Type	Facility	From	To	Description	Net Cost*
2021-2035	Highway Capacity	Clearlake Rd.	Michigan	Industry Rd	Widen to 4 lanes	\$8,311
		SR 524	I-95 Interchange (South)	Industry Rd	Widen to 4 lanes	\$17,433
<b>Total:</b>						<b>\$25,744</b>
ITS Program	ITS	SR 501	SR 520	SR 528	ITS improvements	\$559
Multimodal Program	Bike/Ped	Clearlake Rd	2600' E of E Industry Rd	King Street	Designated Bike Lane	\$366
		Clearlake Rd	400' S of W King St	Range/ Pluckebaum Rd	Paved Shoulder	\$68
		Friday Rd	Highway 524	2300' south of Highway 524	Paved Shoulder	\$48
		Cox Rd	SR 524	600' north of W King Street	Sidewalk	\$218
		La Marche Dr	Otterbein Ave	Michigan Ave	Sidewalk	\$50
	Complete Streets	Michigan	Range	Clearlake	Complete Street	TBD
Unfunded	Transit	West Cocoa Circulator			New fixed route service	\$300

\*Cost estimates reflect publicly funded capital costs in \$000's YOY. Estimated costs for Program and Unfunded projects are represented in present day dollars.

#### REFERENCE DOCUMENTS

- Space Coast Bicycle and Pedestrian Mobility Plan (2013)
- Space Coast TPO Complete Streets Evaluation Methodology (2014)
- Space Coast TPO ITS Master Plan (2014)
- Space Coast Area Transit Development Plan (2012)

#### CORRIDOR LOCATION MAP



# WHAT'S NEXT FOR THE CFMPOA?

## Creating a Shared Vision for Central Florida

The MPOs and TPOs that make up the CFMPOA are continually looking for ways to work together to improve regional coordination and planning. Members of the CMPOA have collaborated on a number of regional planning initiatives including:

- **SUN Trail** – Alliance members worked together to secure funding to fill the Central Florida gaps of the Coast to Coast Connector trail (a 250-mile trail from St. Petersburg to Titusville) through the Florida Shared-Use Nonmotorized (SUN) Trail Network.
- **Central Florida MPO Alliance Regional Transit Study** – FDOT launched this study, in coordination with the CFMPOA, to develop a 50-year vision for mobility on a regional scale, emphasizing how to address gaps in the regional connectivity across public transportation modes.
- **Central Florida Regional Freight Mobility Study** - This study was done in coordination with the Florida Department of Transportation (FDOT) District 5 and set the foundation for how to fully integrate freight into the long-range planning process.

<https://metroplanorlando.org/wp-content/uploads/regional-freight-study-2013-final-report.pdf>

- **How Shall We Grow? Regional Summit** – Members of the Alliance presented a shared growth vision for Central Florida that focused on a future where the region consumes less land, preserves more environmental resources and natural countryside, creates more distinctive places to live in both rural and urban areas, and provides more choices for how people travel.
- **Annual CMPOA Priority Projects List** - The Alliance is a forum for information on projects of regional significance, and it establishes legislative priorities to address the region's transportation needs.

[https://metroplanorlando.org/wp-content/uploads/Combined-2016-CFMPOA-Priority-Project-Lists\\_ADOPTED.pdf](https://metroplanorlando.org/wp-content/uploads/Combined-2016-CFMPOA-Priority-Project-Lists_ADOPTED.pdf)

## How to Get Involved

The individual MPOs and TPOs in Central Florida are gearing up to begin updating their LRTPs for the 2045 horizon year. There will be opportunities to provide input on each of the new plans. Be on the lookout for outreach events in your area. In the meantime, stay up to date on CFMPOA activities at their website: [www.CFMPOA.org](http://www.CFMPOA.org). The CFMPOA hosts quarterly meetings that are open to the public and include opportunities for public comment. Exact dates and times for future CFMPOA meetings can be found on the website.