

Journey to 2050: Future Technology & Trends Webinar

Q & A Part II

(Note: The following questions were posed during the webinar however we were unable to respond prior to the webinar's end.)

Q *Are there any plans to utilize the old Pinsley/FCN railroad line along OBT/441 to get commuters downtown from Apopka/Orange County and even College Park/Packing District?*

A Previous planning exercises have explored potential rail expansions to serve these routes. As part of our 2050 Metropolitan Transportation Plan (MTP), we've collaborated with LYNX and SunRail to develop a shared regional transit vision. While this is an exciting concept and robust transit vision, the 2050 Plan must remain cost-feasible and supported by a dedicated funding source before these types of service expansions could be considered.

Q *Is there a way to connect the attractions to the airport?*

A The Sunshine Corridor Study, completed in 2024, explored the possibility of creating a rail connection between the Orlando International airport to the attractions area. Additional information about this project and its recommendations are available online at: <https://www.cflroads.com/project/451404-1> and <https://storymaps.arcgis.com/stories/4020c1c20b9b4ab98a6acc6cc4a072cd>.

Q *With the significant cost in earthwork and asphalt, the continually reducing available space for road widening, the increasing costs of vehicular ownership and operation, and the increasing number of vehicle crashes and injuries, what is the threshold or trigger that would make us consider second level transit light rail like Whoosh or Unitsky String Technologies to provide transportation to and around our communities. It is verified that elevated rail has been running in many countries with no injuries over 100 years.*

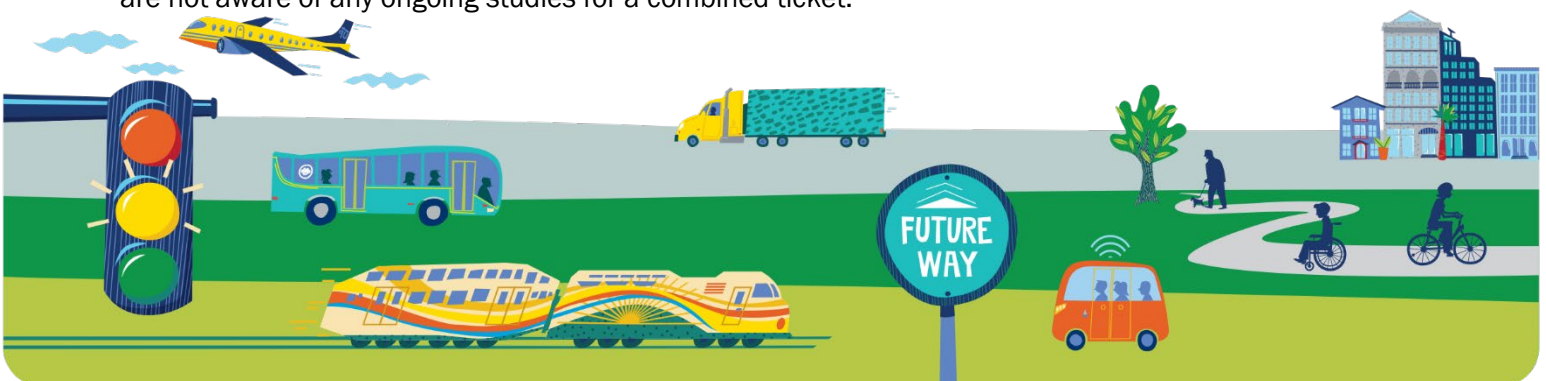
A At this time, there are no specific plans to evaluate this mode of transit. However, we are open to researching and exploring innovative systems in future planning cycles. The 2050 Plan does include a shared regional transit vision, which incorporates both bus and rail concepts. While this is an exciting concept and robust transit vision, the 2050 Plan must remain cost-feasible and supported by a dedicated funding source before these types of service expansions could be considered.

Q *Concerning the traffic model is being develop by FDOT D5, Is this model accounting for EV and Autonomous vehicles?*

A The current version of the Central Florida Regional Planning Model (CFRPM) 7 incorporates a scenario planning methodology based on the Federal Highway Administration's potential connected vehicle/autonomous vehicle scenarios. Additional information about this topic is available on the CFRPM 7 website at: [User Guide - Central Florida Regional Planning Model](#). The new CFRPM 8 is still under development by the Florida Department of Transportation District Five. Additional information about the CFRPM 8 is available online here: https://cfrpm.org/index.php/CFRPM_8_Development

Q *While in Vienna, I used a unified payment card that allowed use of trains, subway, buses, etc. Any plans to unify payment across SunRail and LYNX to one pass would cover all?*

A Right now, SunRail and LYNX allow a ticket from one system to be used for one free transfer to the other system. This applies to trips started on SunRail trains or LYNX buses. As far as a single, combined ticket is concerned, that would need to be studied in a joint effort from the two transit agencies. At this time, we are not aware of any ongoing studies for a combined ticket.



Q Does the trip generation rates on the CFRPM 8.0 model include the decrease in traffic for people working hybrid?

A The new Central Florida Regional Planning Model Version 8 (CFRPM 8) is under development by the Florida Department of Transportation District Five. Additional information about the anticipated CFRPM 8 features is available online here: https://cfrpm.org/index.php/CFRPM_8_Development

Q Wouldn't it be easier to control development through districting, than to fix infrastructure through widening roads?

A While widening is one type of transportation project, it is not always the best improvement for every situation. The 2050 Metropolitan Transportation Plan takes a multimodal approach to identifying transportation improvement projects, primarily focusing on technology, operations, complete streets, active transportation, and transit improvements, among others

Q A lot of people living in the Tri-County boundaries, like Davenport, DeBary, Deltona, Haines City, Deland, Clermont, Mount Dora, Does the 2050 plan consider the heavy congestion on those roads that serves this satellite cities?

A Yes. The 2050 Metropolitan Transportation Plan includes an evaluation of travel patterns to, from, and within our three-county planning area. The results of this evaluation will be published as part of the 2050 MTP in the coming weeks.

Q Do we know if SunRail will run closer to a 24-hour schedule when it finally connects to Brightline via the MCO airport?

A SunRail is currently studying the feasibility of weekend service and what that might look like. There are many factors to consider, such as employee scheduling, equipment maintenance, allocation of rolling stock, etc. We have received citizen input that weekend and 24-hour transit service would benefit the community, but cost feasibility must be studied and weighed prior to initiation of service.

Q The bus service is not reliable for workers. From Oviedo to Downtown takes 90 to 100 minutes. It is almost 2 hours from Sanford to Downtown Orlando. MetroPlan should lead strategies to improve the bus system connection and travel time. Big Cities like New York, Boston, Chicago and Philly has a bus systems more reliable that give the option to use transit instead of driving to work.

A As part of our 2050 Metropolitan Transportation Plan (MTP), we've collaborated with LYNX and SunRail to develop a shared regional transit vision. While this is an exciting concept and robust transit vision, the 2050 Plan must remain cost-feasible and supported by a dedicated funding source before these types of service expansions could be considered. At this time, the 2050 MTP includes funding for transit capital improvements, developed in coordination with both LYNX and SunRail.

For more information:

Email: MTP@MetroPlanOrlando.gov | Website: metroplanorlando.gov

Project Manager: Taylor Laurent

Stay connected via social media and join our email list to be notified about upcoming events and updates related to the 2050 MTP.