



Lake Mary SunRail station

SunRail: **ON TRACK FOR THE FUTURE**

More than 2.5 million area residents have used SunRail since its launch on May 1, 2014. The first phase of SunRail introduced 32 miles of track running from DeBary in Volusia County to Sand Lake Road in Orlando, and 12 stations to Central Florida. In Seminole County, there are stations in Sanford, Lake Mary, Longwood, and Altamonte Springs. All four stations include park-and-ride lots with bus drop-off areas, as well as areas where car riders may be dropped off.

- The Sanford station is located a short distance from historic downtown Sanford, with its charming mix of antique stores, restaurants, lakefront recreational activities, county services and Central Florida Regional Hospital. It provides direct connections to new residential development on the east side of the tracks.
- The Lake Mary station is located adjacent to Stairstep Park, close to the city's municipal services complex, a restaurant and retail center, several additional parks and Seminole State College's Sanford/Lake Mary Main Campus. Surrounding residential neighborhoods and planned expansion of the city center also are within walking distance of the Lake



Mary SunRail station.

- The Longwood station is located a short distance from the historic center of town, municipal services buildings, civic centers, three public parks and South Seminole Hospital. Dining and shops are also within walking distance of the SunRail station. In addition, the city of Longwood is planning a new mixed-use development adjacent to the station site.
- The Altamonte Springs station is centrally located within a brisk walk or bus ride of the Altamonte Mall and Florida Hospital, with a host of additional dining and shopping opportunities along the way. The SunRail station is also within walking distance of Winwood and

Eastmonte parks, several residential neighborhoods and the city's municipal services complex.

In support of SunRail, some of the neighboring cities of Seminole and Orange Counties have launched several projects to encourage residents to use the service.

On October 12, the City of Sanford inaugurated a free trolley service from the Sanford SunRail station. The historical trolley can accommodate as many as 45 passengers and stops at several locations on 1st and 3rd Streets in downtown Sanford.

Sanford also operated the Choo Choo to the Zoo from June 1 through September 1 of 2017, a free shuttle service that connected the Sanford SunRail station with the Central Florida Zoo. The city intends to run the zoo service again next summer.

The cities of Altamonte Springs, Lake Mary, Longwood, Sanford, and Maitland have launched a first-of-its-kind, inter-city program offering discounted Uber trips in and between the five cities. Starting March 21, 2017 these cities will pay 25 percent of the cost of rides that begin or end at the SunRail station inside of their city, in addition to offering a 20 percent discount for every trip beginning and ending within city limits. Beginning in August, an extension of the pilot program will see the cities subsidizing 20 percent of every Uber fare that begins and ends within any one of the participating cities.

Lake Mary has recently installed wayfinding signage to help identify the downtown areas to SunRail riders, installing four large map kiosks as well as pedestrian and vehicular directional signs. When SunRail riders leave the train platform, they are met with one of the kiosks that outline the entire downtown and its shopping district. As they make their way further downtown, they are guided by directional signs along the way.

SunRail Service

SunRail trains, which use steel wheel technology, consist of two to three double-decker cars, in addition to a locomotive, and can carry about 150 seated passengers per car. SunRail primarily runs during peak commuting times, operating every 30 minutes during peak morning and afternoon rush hours and at two- to two-and-a-half-hour intervals during non-peak hours on weekdays only.

Although more than 3500 people use SunRail each day, the Florida Department of Transportation continues to focus on growing its ridership, maintaining on-time performance and clean trains and courteous staff and working with local partners. SunRail currently runs 36 trips per day, Monday through Friday, excluding holidays. Weekend service is also occasionally offered, on an as-needed basis, to provide transportation to and from special events and major venues, such as art festivals or local sports games. This extended weekend service is funded entirely by Central Florida business leaders and local organizations.

As the system matures, local officials hope eventually to be able to increase the frequency of trains to every 15 minutes during peak hours and every hour during off-peak times, as well as to expand regular service to weekends, in response to community demand.

The reasons for the development of commuter rail are myriad. The population of Central Florida is expected to more than double in less than five decades, and population growth equals more traffic delays due to the increased number of cars on Central Florida roads. More than 88 percent of Central Florida residents polled by the University of Central Florida believe that the region needs a more balanced transportation system, including increased transit



Longwood SunRail station

options such as passenger rail and buses.

Besides residents, the number of tourists coming to Central Florida is expected to grow as well, by 77 percent by the year 2030, adding to the region's congested road network. As such, SunRail will help provide a transportation alternative to residents and visitors alike and alleviate some of this traffic.

SunRail Expansion

Work is now underway on Phase 2 South, which will extend SunRail service to Osceola County and add another four stations. Phase 2 South, the first expansion of SunRail, began construction south of the current Sand Lake Road station on April 1, 2016. FDOT awarded the design-build construction contract to Middlesex-Herzog, a joint venture.

Phase 2 South will add four new stations to the 12 that currently serve SunRail customers – at Meadow Woods in Orange County, the Tupperware Station near Osceola Parkway in Osceola County, the Kissimmee Station in downtown Kissimmee, and a new southern terminus station in Poinciana, also in Osceola County. The project is a 17.2-mile extension of existing SunRail service, which now operates on 32 miles of the Central Florida Rail Corridor. Plans also include double tracking most of the corridor, improving grade crossings and building the four new stations with platforms and park-and-ride lots. Phase 2 South is expected to open for passenger service by summer 2018.

The \$187 million project is 50 percent funded by the Federal Transit Administration, and 25 percent each by the state of Florida and local funding partners.



A groundbreaking ceremony was held on April 25, 2016 to celebrate the official start of construction on Phase 2 South. It was held at the Gateway Station Shopping Center, near the site of the future Tupperware Station in Osceola County.

In addition to building four new stations, ongoing construction activities include: grade crossing improvements, construction of a vehicle storage and light maintenance facility adjacent to the Poinciana station, installation of a second track along most of the corridor, and an upgraded signal system.

FDOT also continues to work with its federal and local funding partners to identify a federal funding source to extend SunRail north from DeBary to DeLand in Volusia County. When complete, SunRail will extend from DeLand in Volusia County to Poinciana in Osceola County for a full-build system comprising 61.5 miles and 17 total stations.

Additionally, FDOT currently has plans to assist local governments in upgrading 49 SunRail crossings to quiet zones. Currently, train engineers must sound their horns at crossings to alert motorists. In a quiet zone, sounding the horn is not required, although the engineer may still sound the horn in an emergency. The crossing upgrades will include additional crossing arms, a raised median to prevent drivers from bypassing the arms, and increased lighting at designated locations. This multi-year plan is projected to make crossings safer as well as to reduce noise pollution.

SunRail has come a long way and will continue to offer Central Florida commuting options into the future.



State Road 436

New Highways

Paving the Way for Smoother Travel in Seminole County

With Seminole County always on the grow, it's no wonder that major projects like I-4 Ultimate and the Wekiva Parkway expansion are underway to relieve traffic congestion and improve quality of life for both area residents and visitors.

I-4 Ultimate

The I-4 Ultimate project is rebuilding 21 miles of Interstate 4 from Kirkman Road in Orange County to just east of State Road 434 in Seminole County. A great deal of work has already taken place on the I-4 Ultimate Project since the Florida Department of Transportation (FDOT) broke ground in February 2015. Much more progress is planned for the upcoming year, including many significant improvements in Seminole County.

The \$2.3 billion project is a public-private partnership between FDOT and I-4 Mobility Partners. This company is tasked with designing, constructing, financing, maintaining and operating the I-4 Ultimate project for 40 years. When

finished, I-4 Ultimate will completely reconstruct the current lanes, add new express lanes, rebuild interchanges, and revamp or replace old bridges, while also adding new ones (more than 140 in all) along the length of the project.

Overall goals include increasing safety and mobility on the busy interstate, improving the connections between Central Florida communities and enhancing the future of the region.

Some of the highlights and major upcoming efforts on the approximately five miles of I-4 Ultimate in Seminole County include:

State Road 434/I-4 Interchange

Work at the interchange began in



summer 2017 and is anticipated to take two-and-a-half years to complete. A new free-flowing loop ramp will allow westbound State Road 434 motorists to enter I-4 without crossing over eastbound S.R. 434 traffic.

Central Parkway Overpass Bridge

Roadway improvements have already begun, with a final design to include direct connection ramps from eastbound I-4 express lanes to Central Parkway, and from Central Parkway to westbound I-4 express lanes. Substantial completion is anticipated in three years.

State Road 436/I-4 Interchange

Roadway improvements began in September 2016, with an anticipated duration of four years until completion. This includes the complete replacement of an



I-4 Ultimate / Downtown Orlando

existing bridge over the interstate. A new interchange configuration will allow all left-hand turns to be controlled by one traffic signal, streamlining travel through this busy corridor.

**Westmonte Drive/Wymore Road/
Douglas Avenue Loop**

Work on the improvements began September 2016 and is expected to take two years to complete. Northbound and southbound travel across State Road 436 will be relocated to the west via Westmonte Drive, improving traffic flow at the I-4 interchange.

State Road 436 Pedestrian Tunnel

A pedestrian tunnel will be located beneath State Road 436, just west of I-4, similar to pedestrian tunnels under Lake Mary Boulevard and S.R. 434. Work is scheduled to start October 2018, with an anticipated duration of 1.5 years to completion. When finished, the tunnel will allow pedestrians to cross safely under S.R. 436 near the Douglas Avenue and Wymore Road intersection.

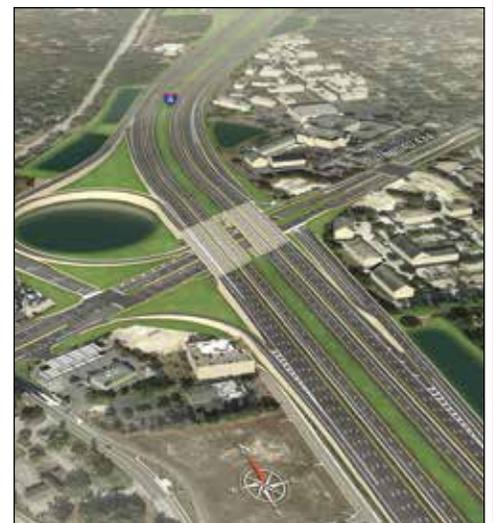
Wekiva Parkway

The Wekiva Parkway, a joint project of the Central Florida Express Authority and the Florida Department of Transportation, will complete Central Florida’s beltway. The all-electronic tolled parkway is an extension of State Road 429 that will link directly to S.R. 417 and other local expressways, providing travel alternatives to congested area roads and relieving U.S. Highway 441 and S.R. 46.

In an example of careful transportation planning in an environmentally sensitive area, development of the Wekiva Parkway has also included setting aside more than 3,400 acres of land for conservation.

Four sections of the parkway will be constructed in Seminole County:

- 6 miles of limited-access toll road along the existing S.R. 46 corridor from west of Old MacDonald Road to just west of Longwood-Markham Road
- 3.53 miles of limited-access toll road along the existing S.R. 46 corridor from one-half mile east of Wekiva Park Drive to Orange Boulevard



State Road 434 / I-4 Interchange

- 1.87 miles of roadway improvements for S.R. 46 from Orange Boulevard to Wayside Drive–Oregon Street
- 2.63 miles of limited-access toll road from Orange Boulevard to east of Rinehart Road, including the new Wekiva Parkway interchange at I-4 that will connect with S.R. 417

While the parkway is being developed and built in sections, the full project is expected to be completed in 2021.