

Executive Summary

Coast to Coast Trail-Orange County Gap Corridor Planning and Concept Development Study

Introduction

In March 2015, the Florida Department of Transportation (FDOT) District Five commenced a Corridor Planning and Concept Development Study for the Orange County Gap of the Coast to Coast Trail. As part of this study, a set of alignments were developed, evaluated, and ultimately one was selected to close this “gap” of the Coast to Coast Trail. This gap, which is 3.9 miles in length, begins at the intersection of Hiawassee Road and Clarcona-Ocoee Road and ends at the intersection of US 441 and SR 414. The gap, including the three alternative alignments that were evaluated, are shown in Figure 1.

Public Involvement

All stakeholders for this project (Orange and Seminole Counties, the City of Orlando, Duke Energy, Central Florida Expressway Authority, LYNX, Florida Central Railroad, MetroPlan Orlando, the Florida Greenways and Trails Foundation, and the Florida Department of Environmental Protection’s Office of Greenways and Trails) served on the Project Visioning Team (PVT) which met regularly to provide feedback at key points throughout the project.

In addition to the PVT meetings, one public meeting was held to present the preferred trail alternative to the public for feedback.

Purpose and Need

At the beginning of the project, a Purpose and Need were developed for the project. The documented purpose of this project was to “provide local and regional bicycle and pedestrian connectivity to users of all ages and physical abilities by closing the 3.9 mile gap in Orange County for the Coast to Coast Trail”.

The needs identified for this project were: 1) local and regional connectivity and 2) livability.

Process for Identifying Preferred Alternative

The process for identifying the preferred alternative involved three steps:

1. Performing an existing conditions assessment of the Study Area
2. Identifying and evaluating potential alignments to select the preferred alternative
3. Refining the preferred alternative to address specific issues/concerns

Each of these steps is documented in subsequent subsections of this summary.

Existing Conditions Assessment

The first task for this project was to assess the existing conditions for the Study Area. This assessment looked at a variety of aspects including existing/future land use, location of utility lines, existing traffic operations, and environmental conditions. These existing conditions were used in the development of evaluation metrics (discussed in the next subsection).

Identifying and Evaluating Potential Alignments

The next task for the project was to identify potential alignments. A total of three different alignments were developed using Pine Hills Road and/or the Duke Energy Easement. These three alignments are shown in Figure 1.

Using the Purpose and Need, evaluation metrics were developed to identify which alignment should be the preferred alternative. These metrics were then evaluated based on the data collected as part of the Existing Conditions Assessment. Based on the evaluation metrics, it was determined that the Pine Hills Road Alignment would be the preferred alternative. This alignment is shown in Figure 2.

Refining the Preferred Alternative

Following the identification of the preferred alternative, refinements were made to the alignment at four specific points in order to address a specific issue/concern in that area. These refinements were as follows:

- Drainage improvements along US 441
- Trail placement under the SR 414 overpass
- Conversion and modification of the US 441 Northbound to SR 414 Westbound Loop Ramp (from free flow to signalized condition)
- Relocation of LYNX bus shelter at the Walmart Neighborhood Market (5559 Clarcona-Ocoee Road)

Environmental Evaluation

Following the refinement of the preferred alternative, an environmental evaluation was performed. This evaluation determined that there were no environmental impacts associated with the preferred alternative.

Steps for Implementation

The following are the next steps to implement the project:

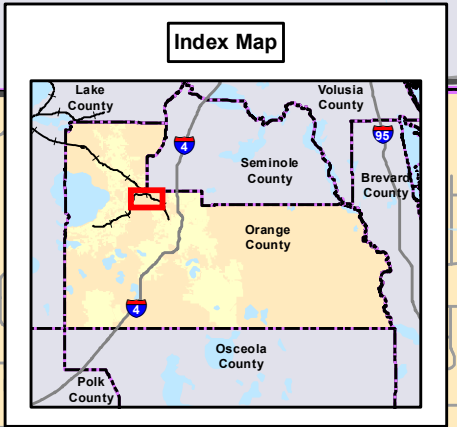
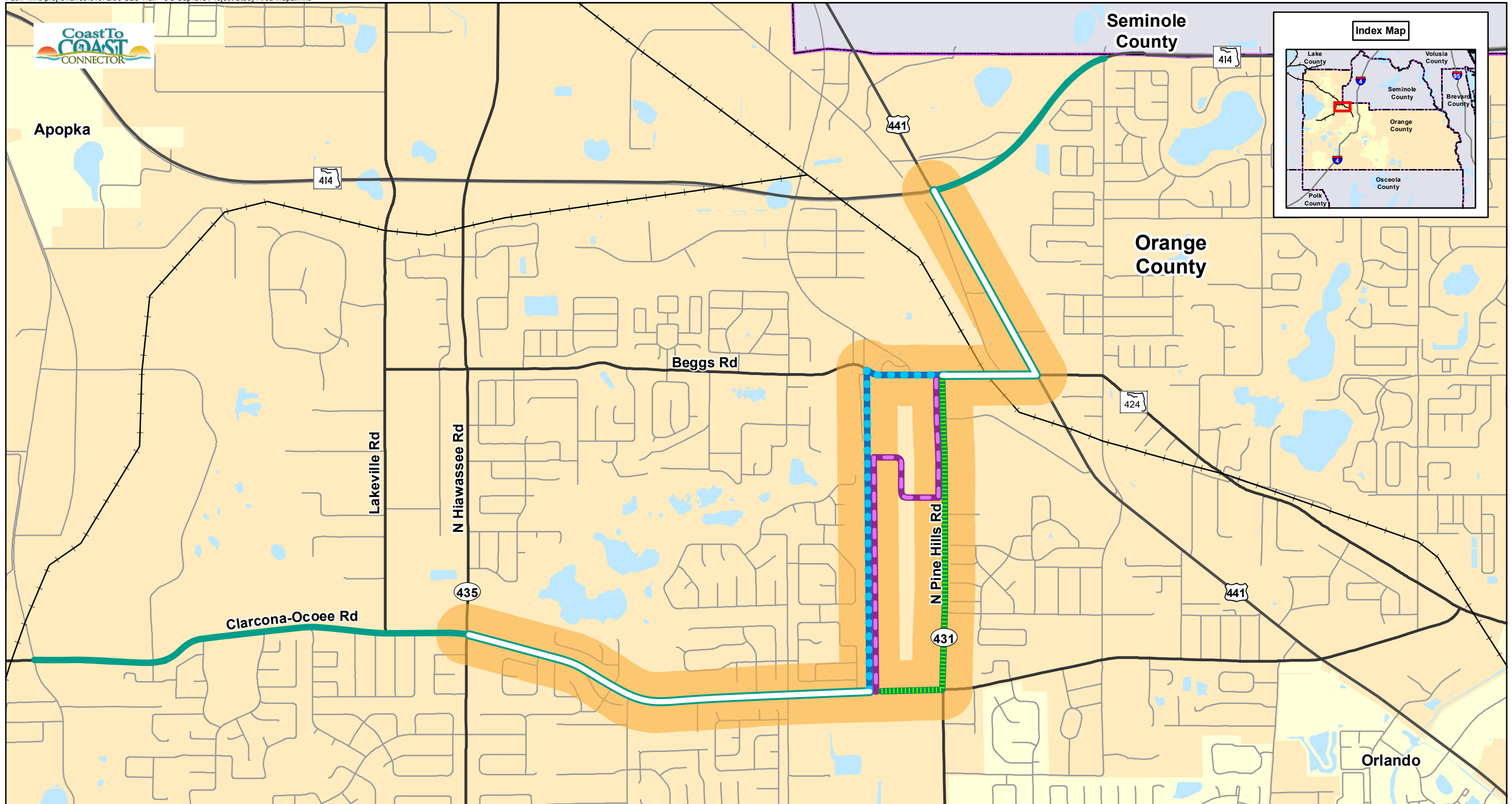
Final Design

Using the preferred alignment that was identified in this study as a reference, a final design of the trail will need to be developed. A contract for the design phase will be advertised by FDOT in FY 2017.

Formation of Interlocal Agreements

Prior to construction being completed, interlocal agreements will need to be worked out for the following:

- Trail ownership
- Trail maintenance



Legend

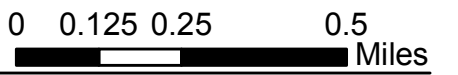
- Proposed Alignment
- Alternative 1
- Alternative 1A
- Alternative 2
- Existing Trails
- Project Study Area (500 Ft Buffer)
- FCEN Railroad
- Major Roadways
- Local Roadways
- County Boundaries
- Water Bodies
- Cities
- US Route
- State Road
- County Road

Project Title Coast to Coast Trail -Orange County Gap

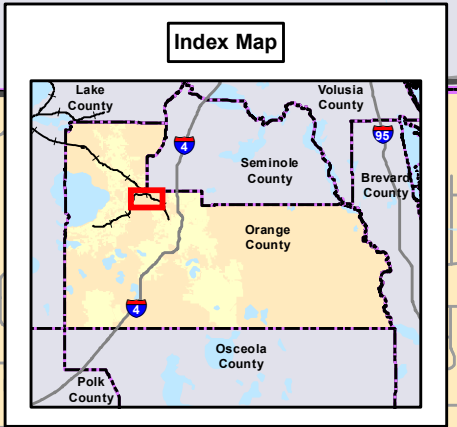
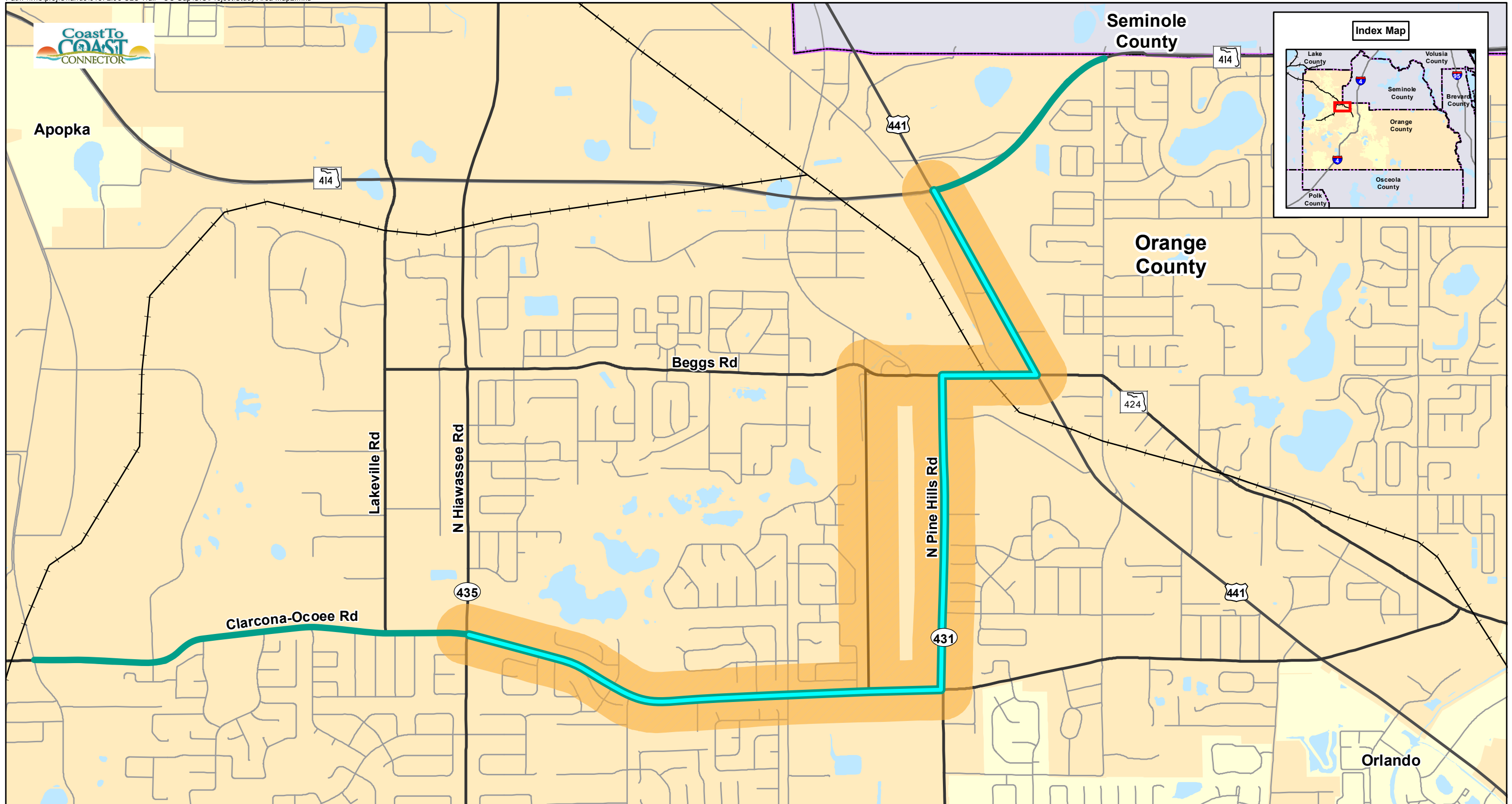
Map Title Study Area and Three Alternatives

Date September 2016













Figure # 1



Source: ESRI, FDOT, FGDL, FRA, Seminole County GIS, Seminole County Property Appraiser, Orange County Property Appraiser.



Legend

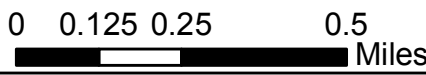
-  Preferred Alternative
-  Existing Trails
-  County Boundaries
-  Cities
-  Water Bodies
-  Project Study Area (500 Ft Buffer)
-  FCEN Railroad
-  Major Roadways
-  Local Roadways
-  US Route
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Project Title Coast to Coast Trail - Orange County Gap

Map Title Preferred Trail Alternative

Date September 2016

Figure # 2



Source: ESRI, FDOT, FGDL, FRA, Seminole County GIS, Seminole County Property Appraiser, Orange County Property Appraiser.