

SunRail - Commuter Rail Service for East Central Florida



CalTrain Commuter Rail - at the Belmont Station, Silicon Valley



Charlotte, North Carolina Light Rail

December 16, 2009 marked the symbolic beginning of commuter rail service to central Florida with the signing of legislation in Orlando by Governor Charlie Crist.

Make no mistake, SunRail is a big deal for central Florida. It will change the way we grow, spur reinvestment in core cities, improve the quality of urban life, reduce greenhouse gases, and improve our transportation network while reducing congestion on I-4.



When will this happen?

2012 is the start date for 12 stops along 31 miles of service from Debarry to Sand Lake Road. The second phase (2013-14) will extend service from Debarry to Deland in the north, and from Sand Lake to Poinciana in the south. This will add five additional stops.

How will this happen?

FDOT will construct and operate the system for seven years, after which time the local counties served (Volusia, Seminole, Orange, and Osceola) will be responsible for the operating costs.

What can I expect to see change in my community?

The areas within walking distance around the commuter rail stops need to be zoned for much higher densities and for a mixture of land uses. Think of these as interstate highway interchanges. You expect to see more intense

development at transportation nodes, and that is what these commuter rails stops will be.

Recommended Residential Density Thresholds for TODs 		
City/Source	TOD Type	Minimum Residential Densities (Dwelling Units/acre)
San Diego TOD Guidelines	<i>Urban TOD (LRT served)</i>	25
	<i>Neighborhood TOD (Bus served)</i>	18
Washington County, Oregon (LUTRAQ Study)	<i>Urban TOD (LRT served)</i>	15
	<i>Neighborhood TOD (Bus served)</i>	8
Portland Trip Met, TOD Guidelines	<i>LRT Served TOD</i>	30: 0-1/8 mi; 24: 1/8-1/4 mi; 12: 1/4-1/2 mi
	<i>Bus Served TOD</i>	24: 0-1/8 mi; 12: 1/8-1/4 mi

If your community is a distant suburb, you may expect to see park and ride lots near the commuter rail stop, but you should not expect to see that near urban stops.

New buildings with shops and stores on the first floor and apartments above should be sprouting up around commuter rails stops to create centers where people live and work.

This not only builds ridership for the train, but it adds real estate value and property tax revenue to the counties who must take over the operating costs of the train. This increased real estate value is part of the payback for the benefit of a billion dollar transportation investment.

Where has this been done well?

Portland, Oregon, Charlotte, North Carolina, and Arlington, Virginia (Rosslyn-Ballston corridor) are probably three of the best examples for us to copy.

Portland, Oregon- Street cars



- 2.4 miles service began in 2001, added 1.6 additional miles with a total capital investment of \$103 million.
- 10,000 housing units and 5 million sq. ft office and retail valued at \$3.5 billion in 5 years within three blocks of streetcar line;

[This could return \$60 million/year in new property taxes if tax rate were 1.75% of assessed value].



Source: Official Portland Streetcar website

Portland, Oregon Street Cars



- Proximity to mass transit reduced parking need.
- Ridership tripled projections-currently 13,000 per day;
- Auto use declined 6% since 1990; US auto use increased by 10%.
- Preventing 70 million vehicle miles per year!
- Street cars were initially manufactured in Czechoslovakia, now manufactured in Portland, means new jobs and industry.

Charlotte, NC - Light Rail



- Attracted \$1.5 billion in 3 years within ¼ mile of the line
- 7,581 housing units built on 265 acres zoned for Transit Oriented Development (avg. 28 units/ac) within ¼ mile of the rail stops.
- Proximity to mass transit reduces parking need
- Ridership doubled projections (18,000 per day)



Case Study- Rosslyn-Ballston,VA- Light Rail

- Corridor valued at \$9 billion; is 7.6% of county land area; 33% of all county property taxes
- 20% residents do not own a car; 50% of residents use transit to get to work; reduced vehicle miles traveled
- 73,000 jobs within 1/3 mile of transit
- 18,000 housing units; 35,000 residents
- 1.5 million sq. ft. commercial space
- 14 million sq. ft. office



Source: 2003 New Urban News; Washington Business Journal

What is the East Central Florida Regional Planning Council doing for SunRail?

State law gives regional planning councils the authority to recommend minimum densities in planned transit corridors. Working with the four Metropolitan planning Organizations that do transportation planning we have identified the most probable transit corridors and have assigned recommended minimum densities.

There is a lot of work to be done to plan all of the station areas, platforms, parking lots, and new development allowed within walking distance. We are just at the beginning stages. Some cities like Longwood have had an early start and are well along in their preparation, while others have been waiting for the final legislative approval and now will tell their consultants to go forward with the commuter rail stop plans.



Recommended Transit Corridor Densities

You can expect to see lots of comprehensive plan changes to incorporate the concepts of transit oriented design (TOD), mixed uses (commercial, office and residential), and higher densities in the coming months.

Meanwhile know this: SunRail is a good thing for East Central Florida, and it will mean positive change!

Transit Station Densities

Commuter Rail

Low:	16 du/ac
Medium:	30 du/ac
High:	60 du/ac
Regional:	100 du/ac

Station Density Radius: 1/4 mile

Light Rail/Trolley

Low:	12 du/ac
Medium:	24 du/ac
High:	48 du/ac

Station Density Radius: 1/3 mile

Line Density Radius: 1/6 mile

Bus Rapid Transit

Low:	12 du/ac
Medium:	20 du/ac
High:	40 du/ac

Line Density Radius: 1/4 mile

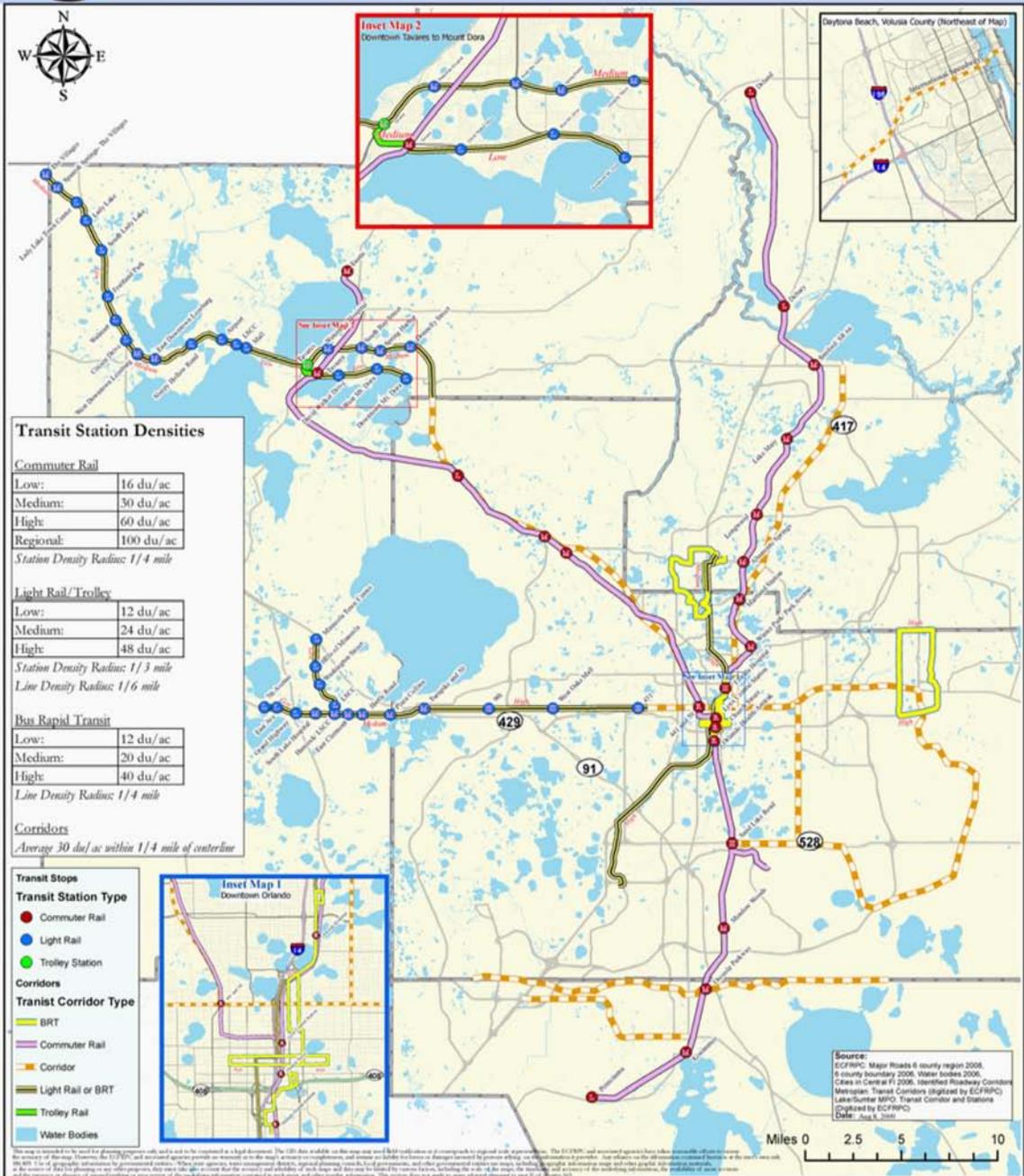
Corridors

Average 30 du/ac within 1/4 mile of centerline



Transit Corridors for Central Florida

Identified Corridors and Stations: ECFRPC, Metroplan, and Lake/Sumter MPO



For more information, you can see the presentation at:

[://www.dot.state.fl.us/construction/download/ConstConf09/CSX_SunRail.pdf](http://www.dot.state.fl.us/construction/download/ConstConf09/CSX_SunRail.pdf)