

Citrus County Transit Comprehensive Operations Analysis (COA)

Board of County Commissioners Meeting

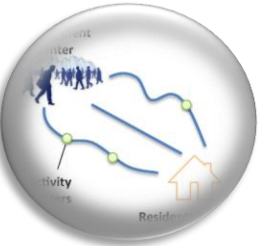
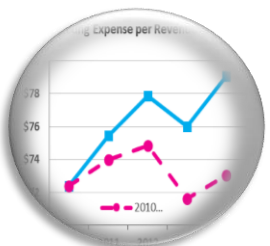
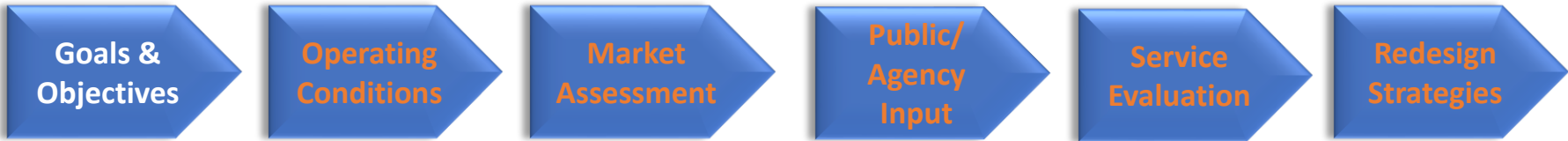
Date: 4/25/2023

2023

3-22-23 Addendum to Agenda



Key Study Steps



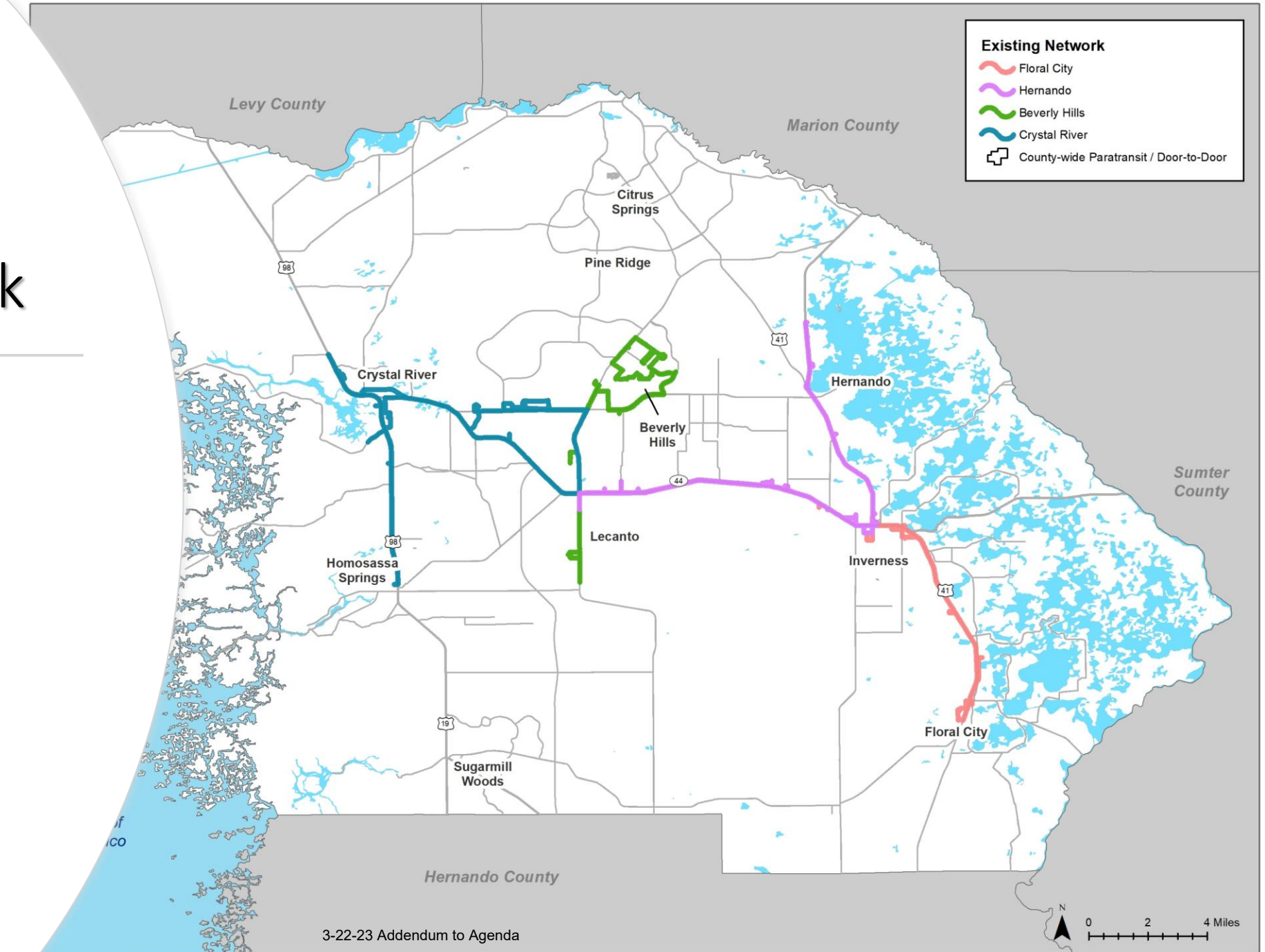
Service Type/Mode		Description	Headway (minutes)			Revenue Hours		
			Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Table 1								
Fixed-Route/ADA/Other Service								
Florida Transit TDP U								
Maintain Existing Fixed Route/Fixed Guideway								
Route #1	Parish Existing Fixed Route Service		60	60	60	0.00	0.00	0.00
Route #2	Parish Redlight		60	60	60			
Route #3	Martins Existing Fixed Route Service		60	60	60			
Route #4	Martins Existing ADA Paratransit Service		60	60	60			
Route #5	Orange County Existing Service		60	60	60			
New Service								
Expand/Maintain Existing Service								
New MetroRapid Service								
New Express Service								
New Local Service								
New Flex Service								
New Paratransit Service								
Total Operating Cost								
Total Operating Revenues*								
Shortfall								

Citrus County Transit – COA Goals



- Minimize impacts to existing ridership
- Increase system operational efficiencies
- Preserve route coverage, but realign routes where they are negatively impacting:
 - Travel Times
 - Speed and Reliability
 - On-Time Performance
 - Connections
- Reduce redundancy in routes to better utilize resources
- Streamline routes by removing excessive network overlap and potential to utilize on-street bus stops in suitable areas
- Implement Mobility-on-Demand (MOD) solutions in suitable areas

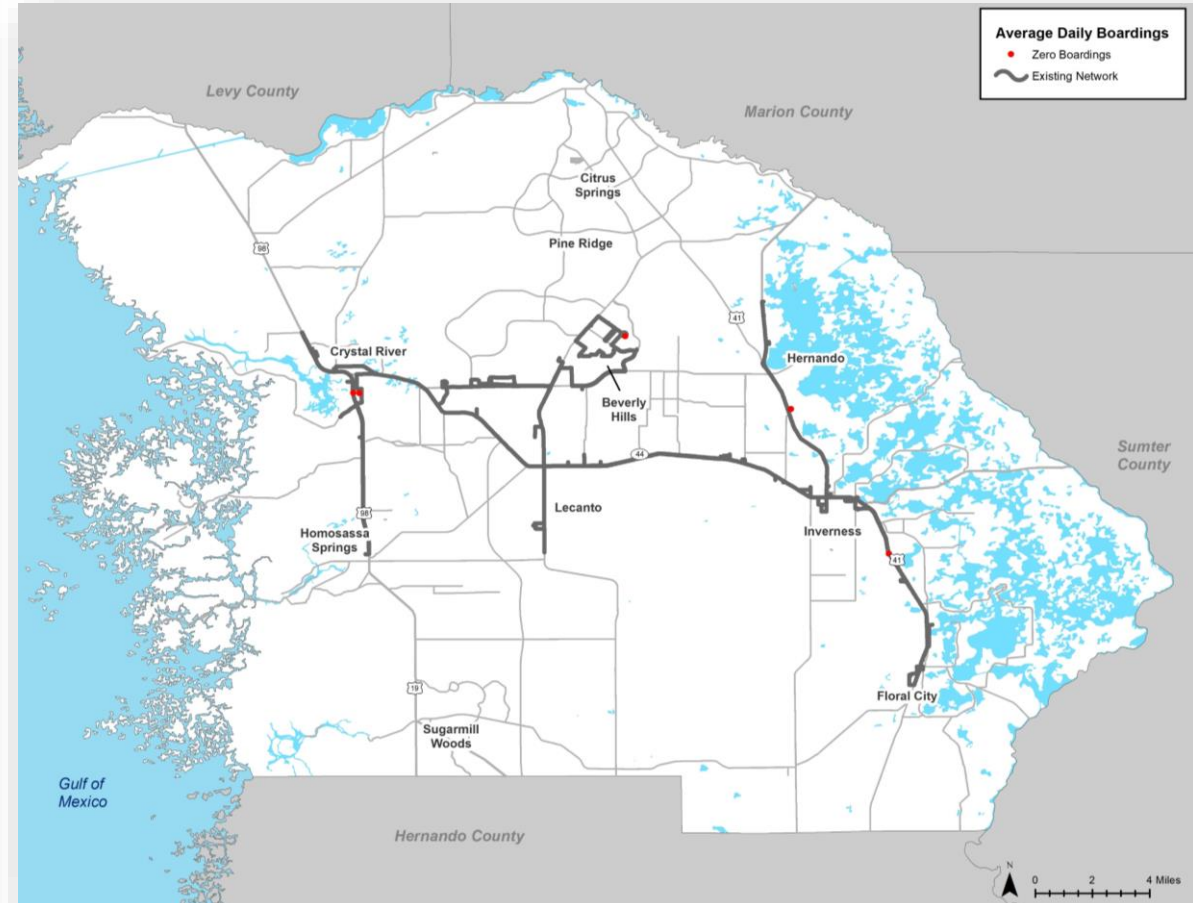
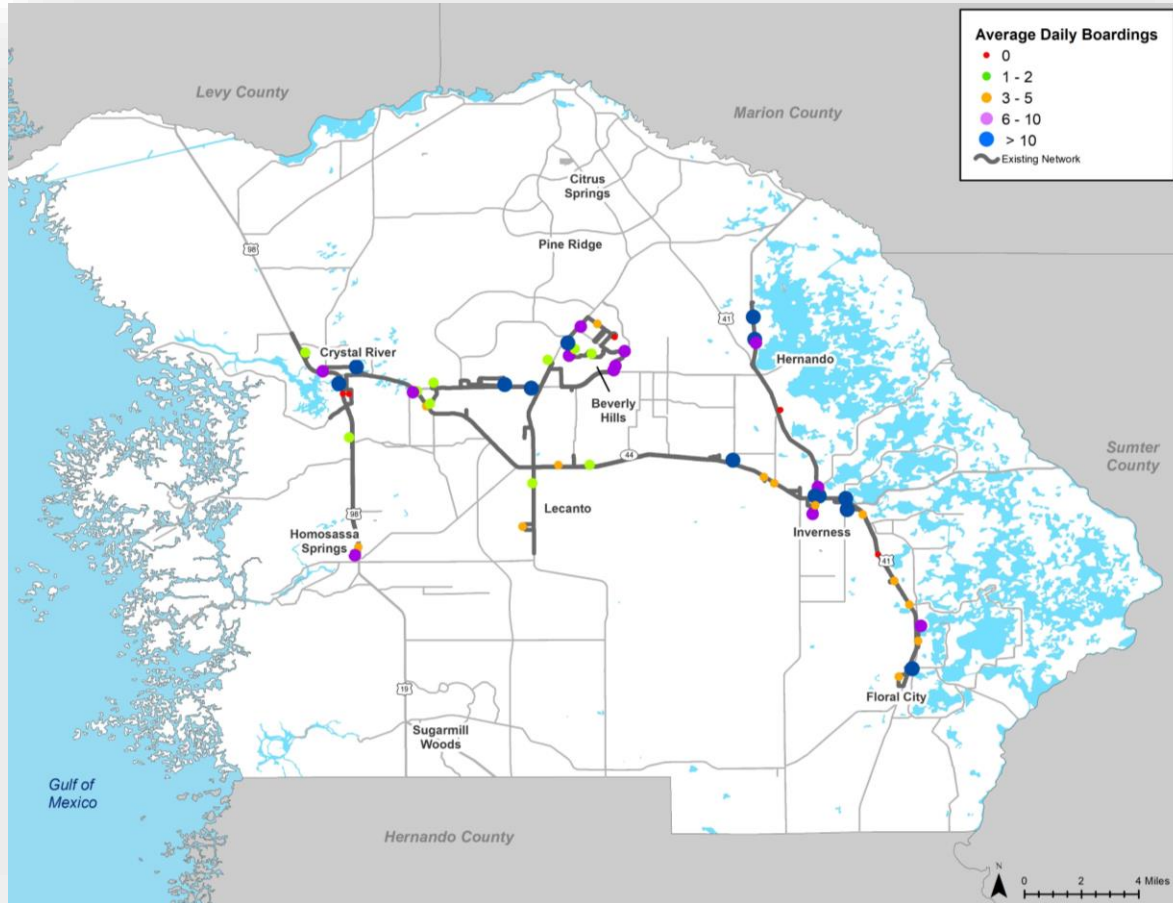
Citrus County Transit Network



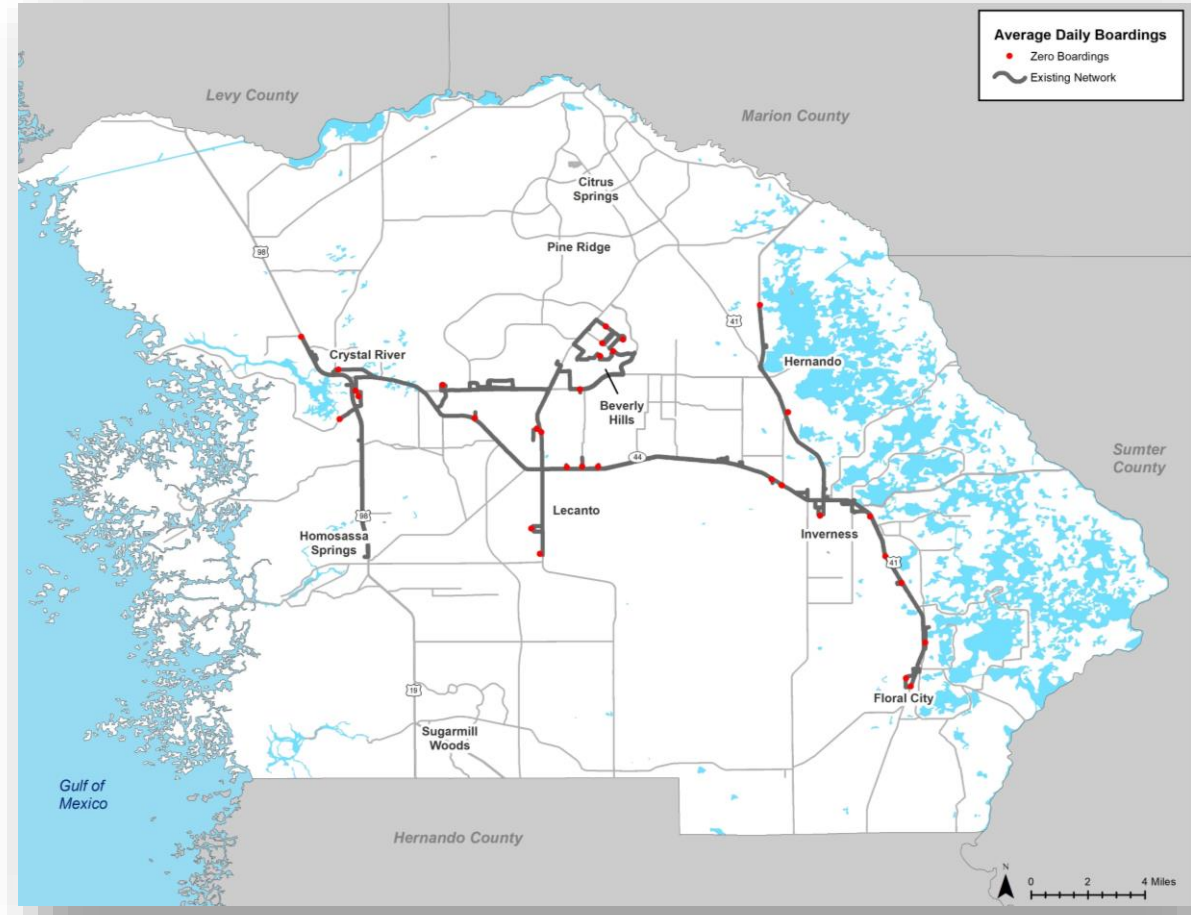
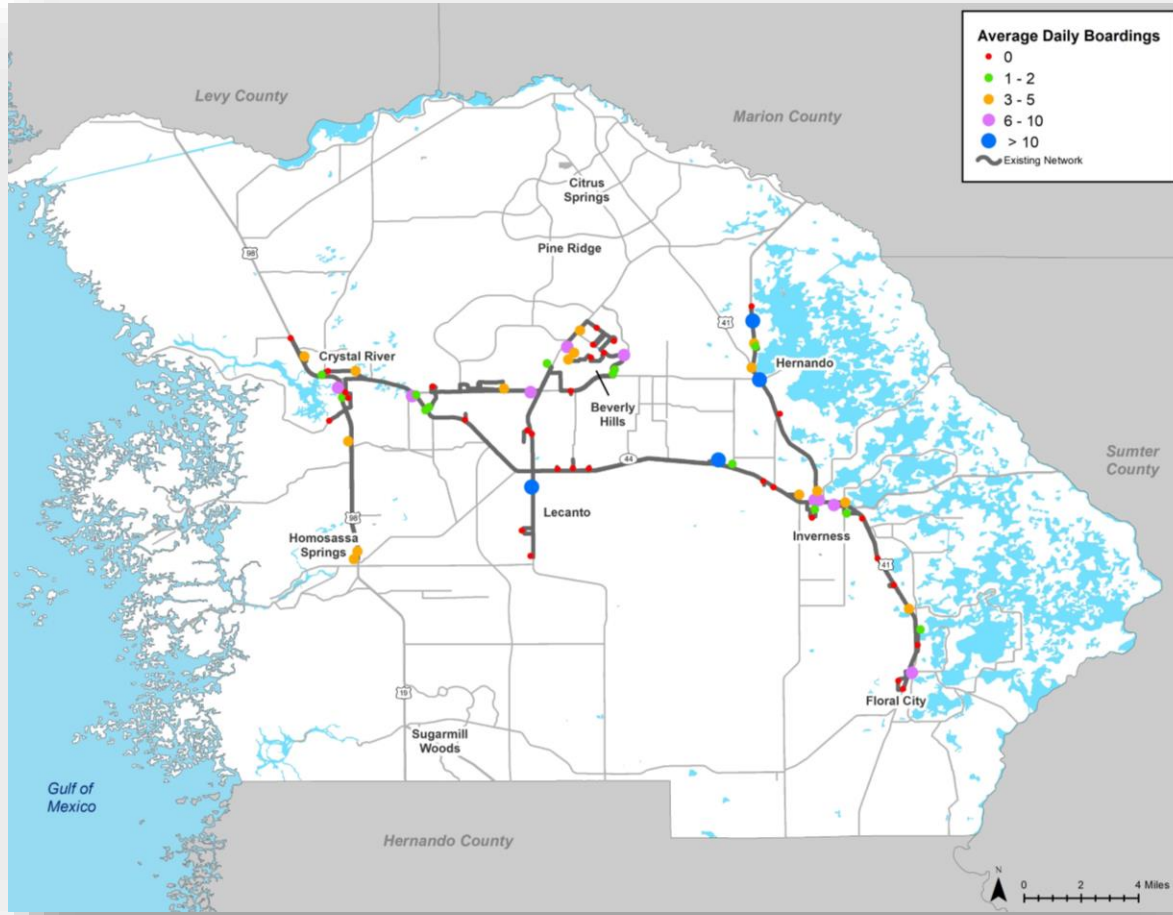
3-22-23 Addendum to Agenda

Source: Citrus County Transit, 2022

Average Weekday Daily Boardings 2019

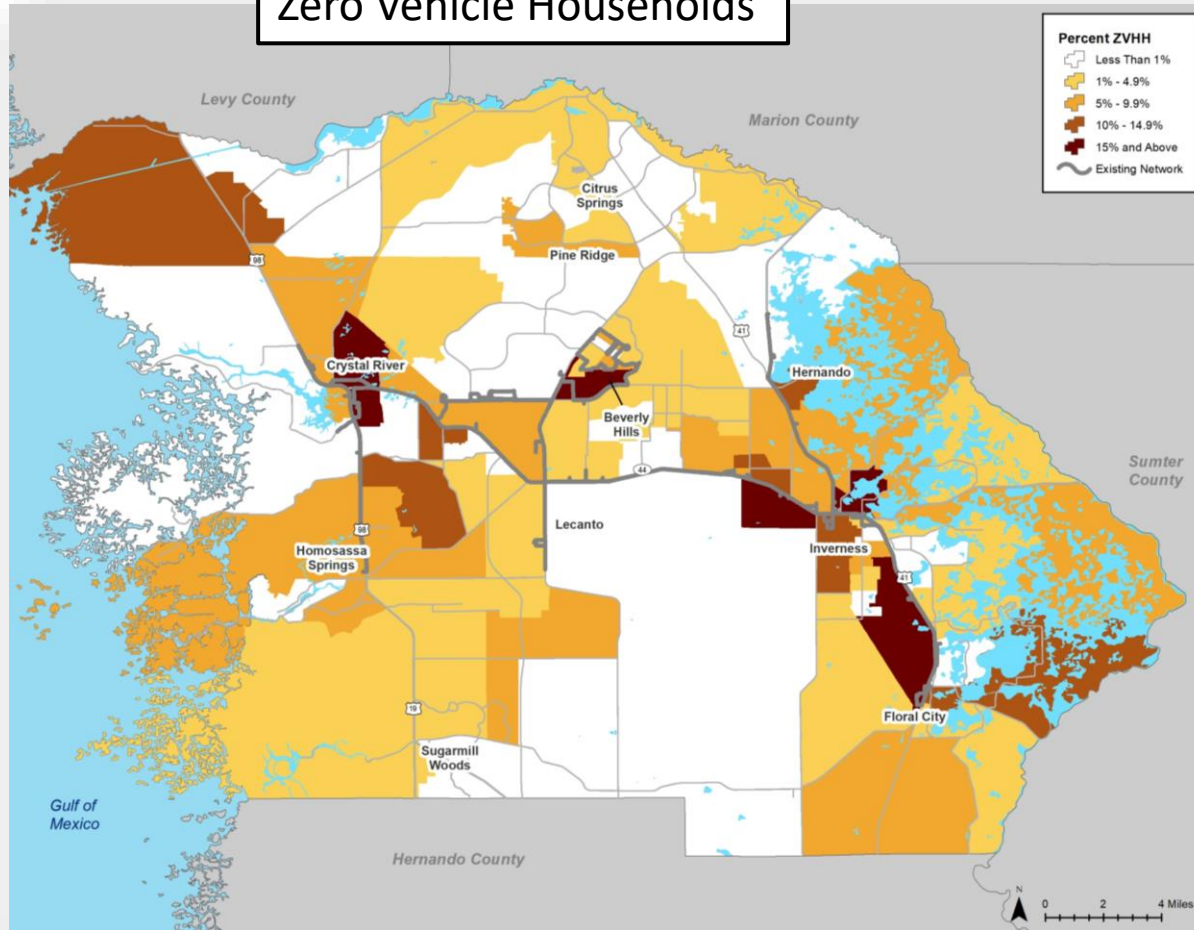


Average Weekday Daily Boardings 2022

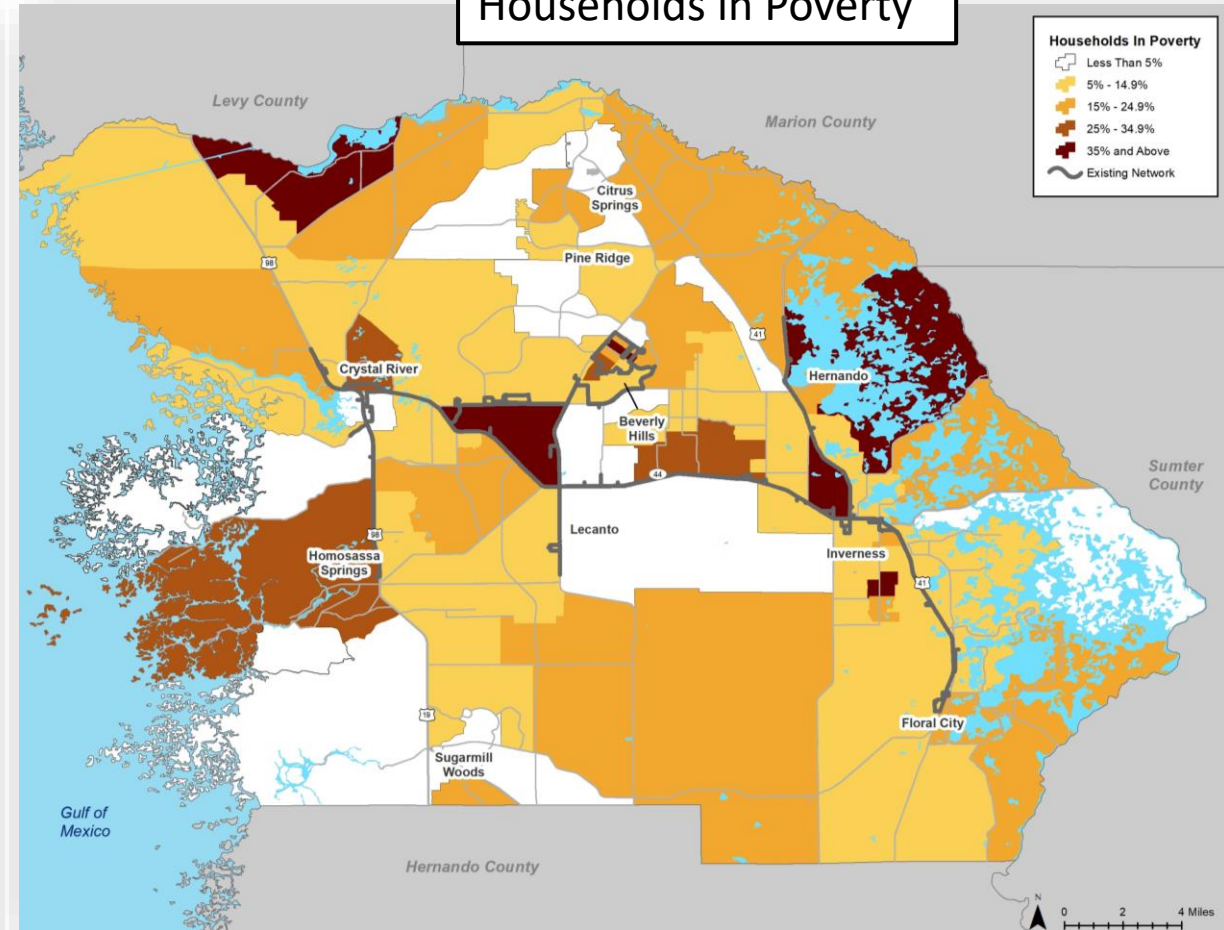


Latent Demand – (2020 ACS 5-Year)

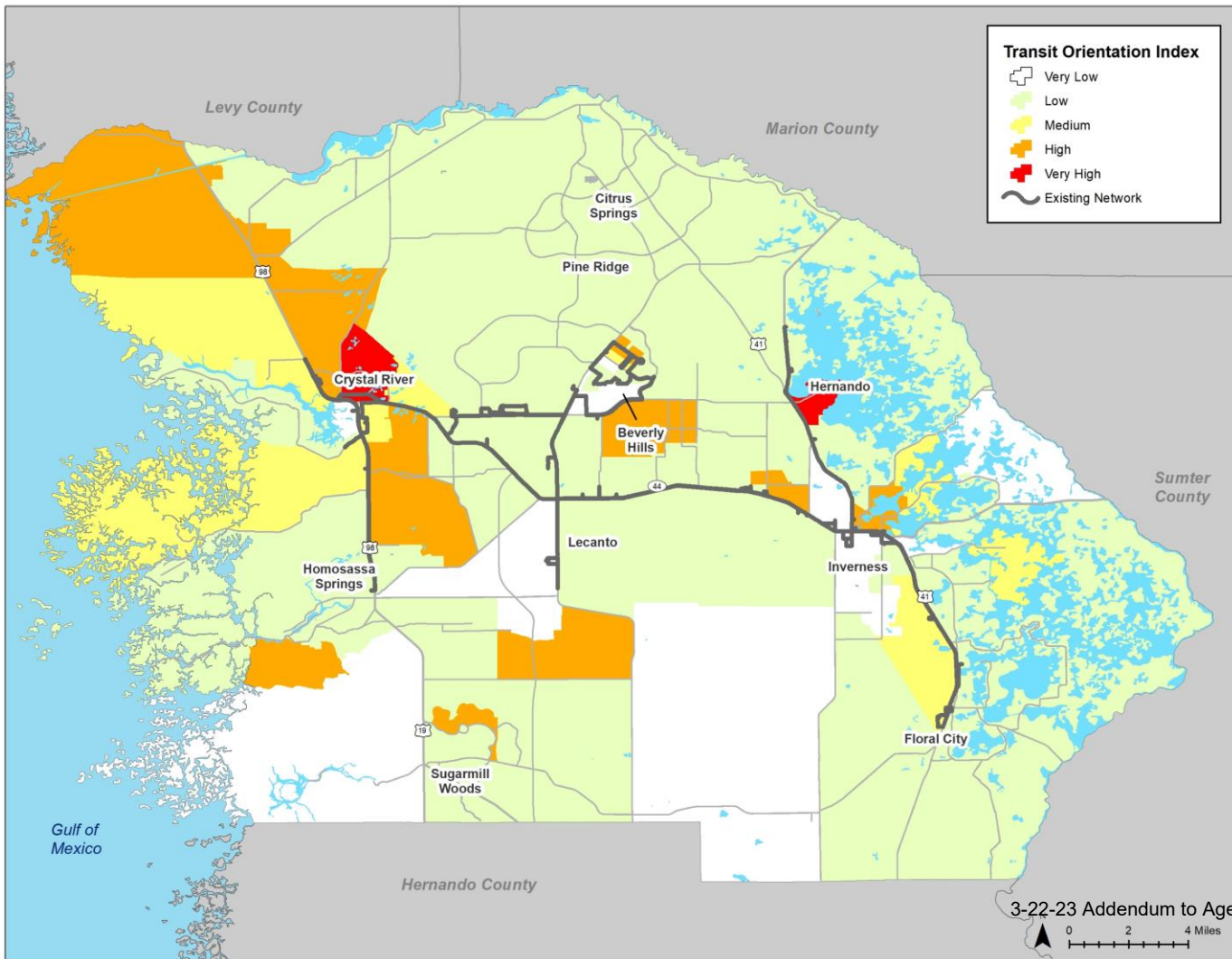
Zero Vehicle Households



Households in Poverty

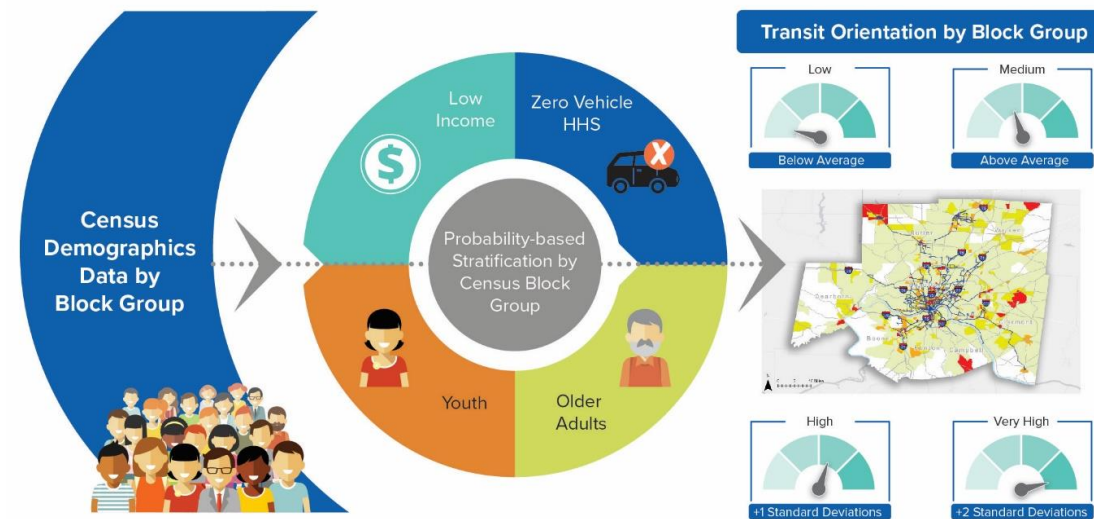


Transit Orientation Index – (ACS 2020 5-year)

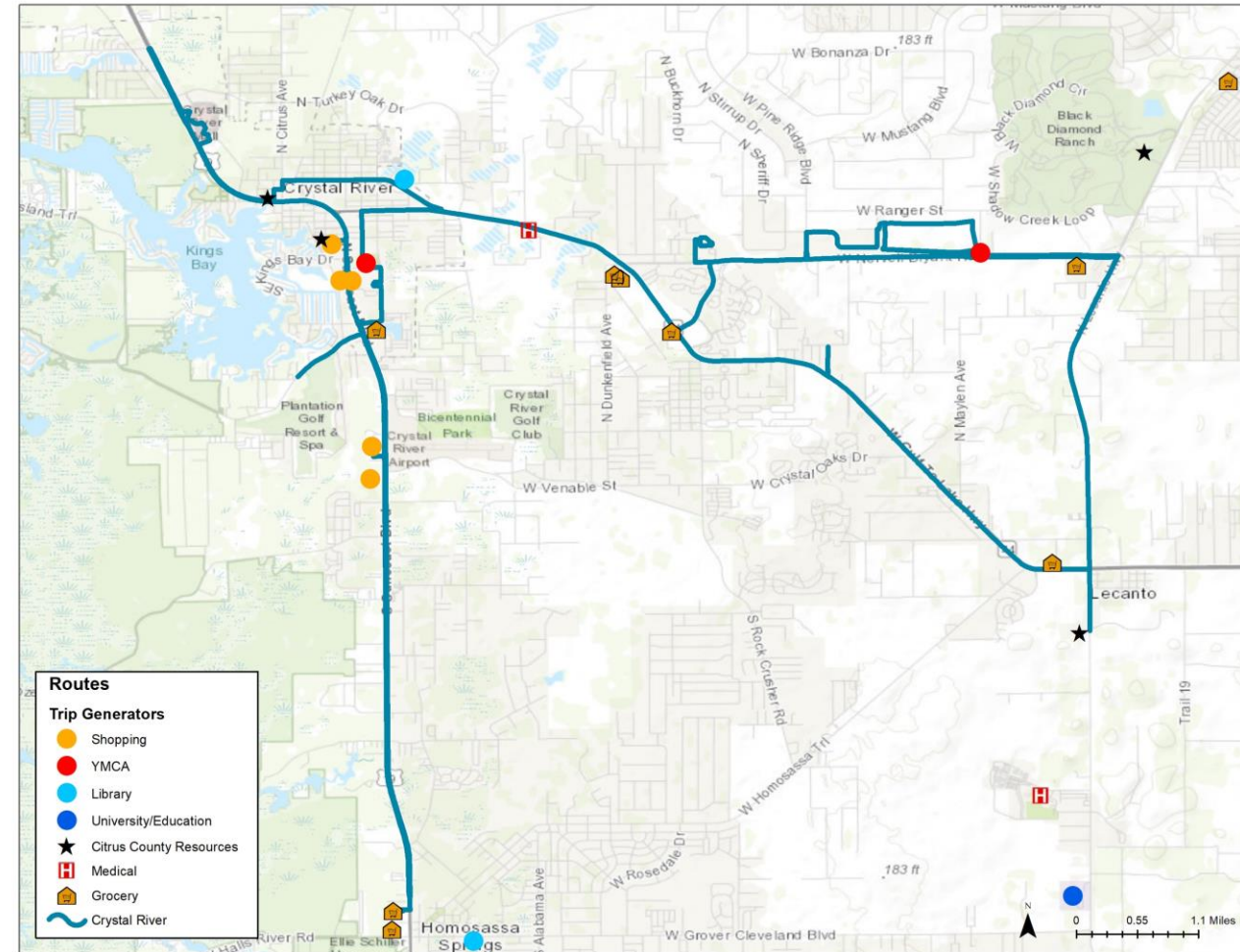
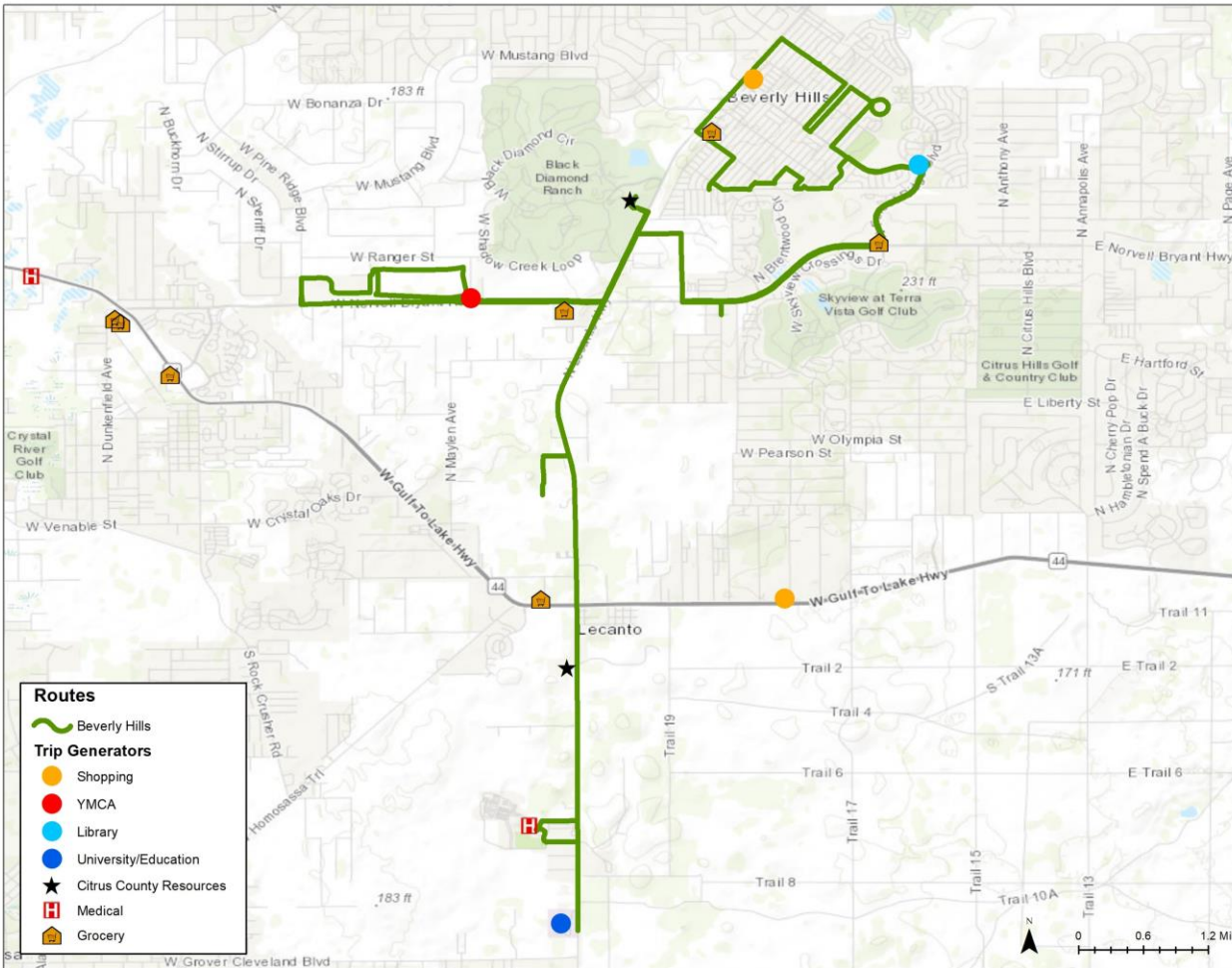


Analysis includes the following data components:

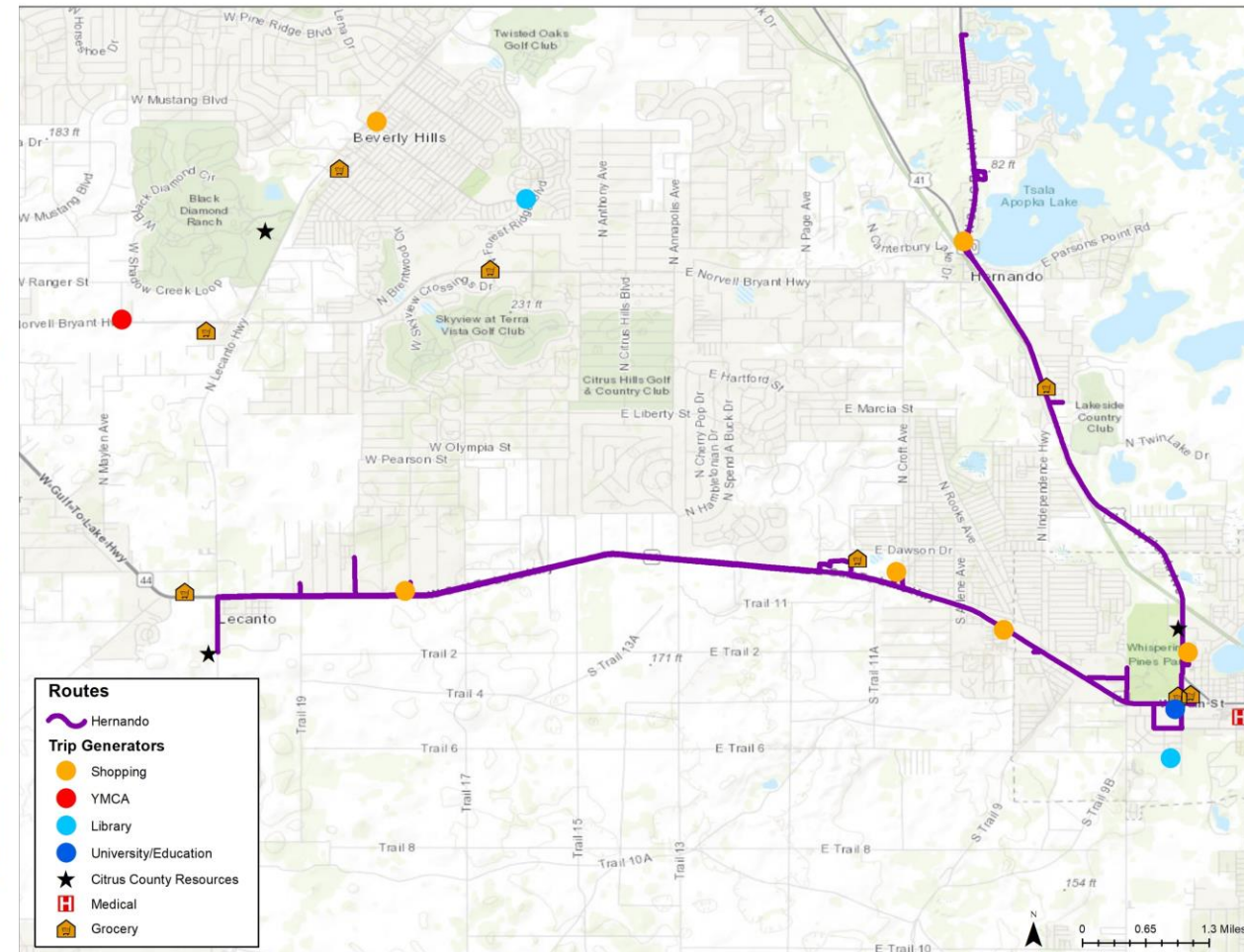
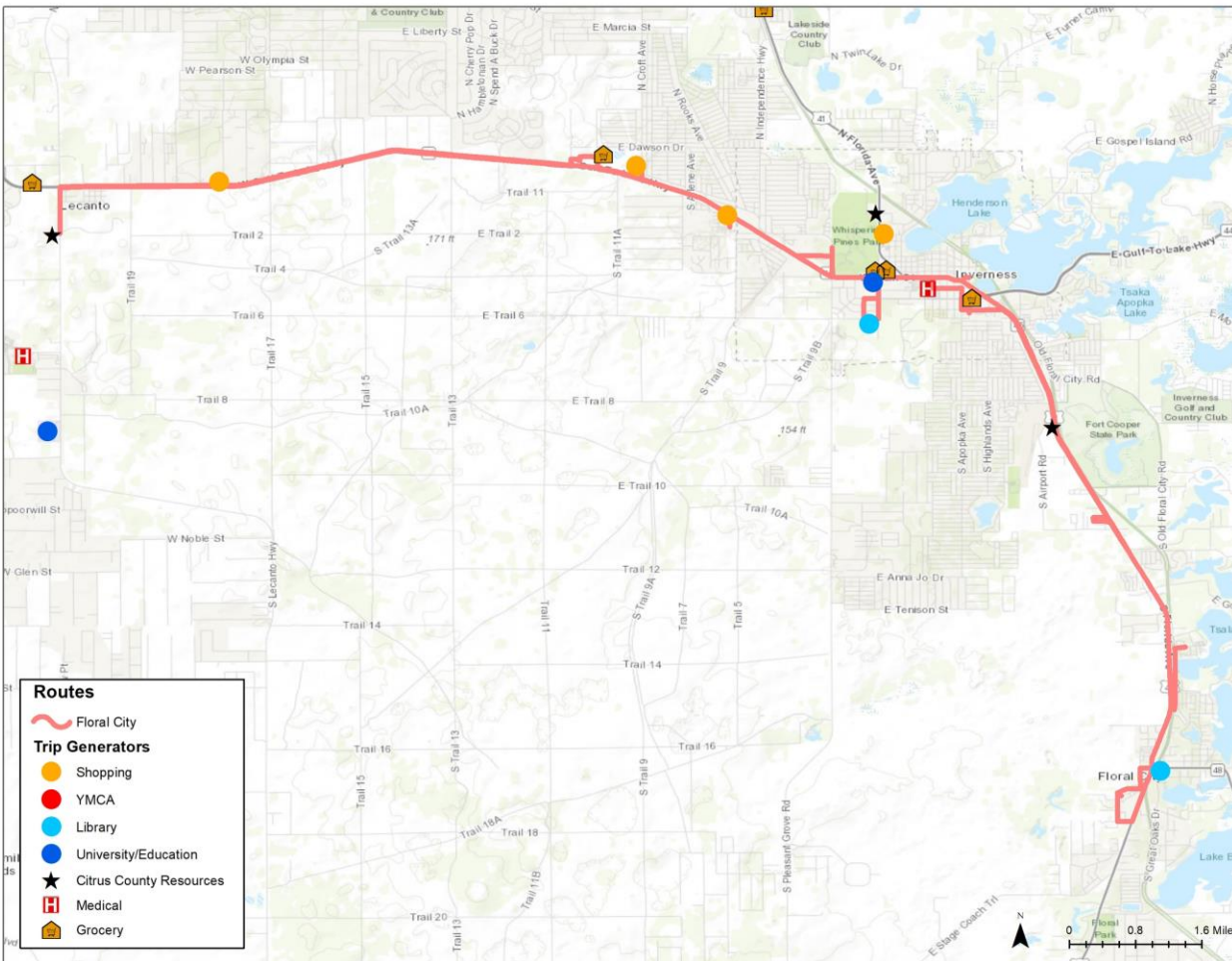
- Ages 15-24
- Ages 65 and above
- Zero vehicle households
- Low-income households



Existing Beverly Hills and Crystal River Routes



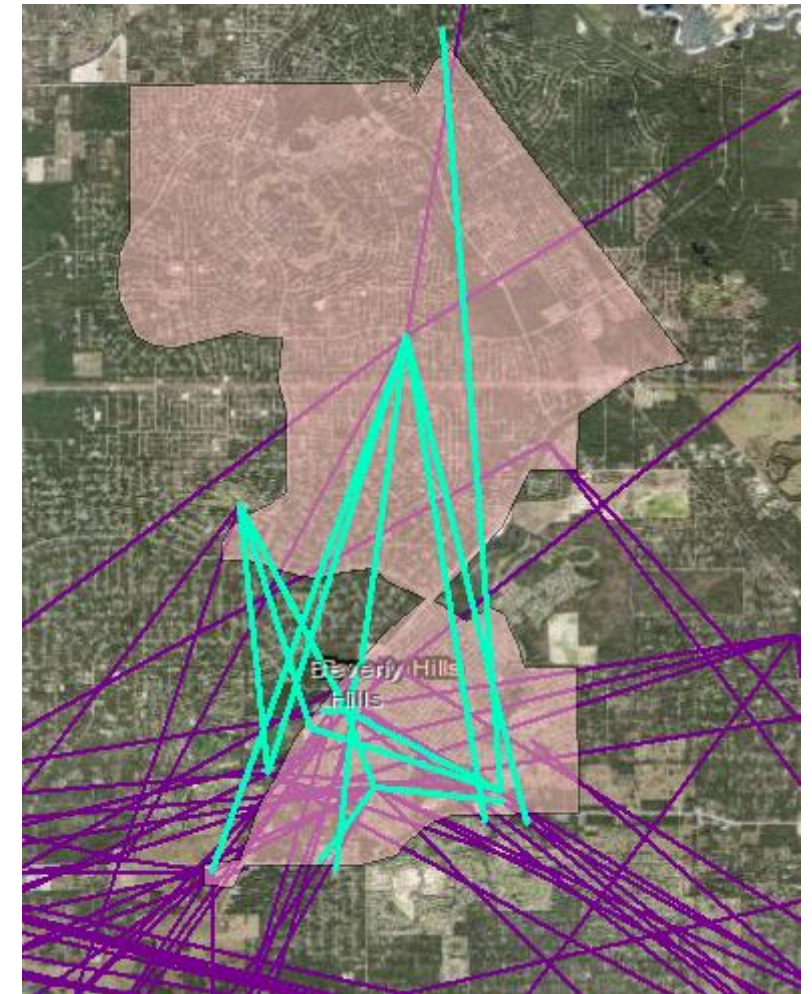
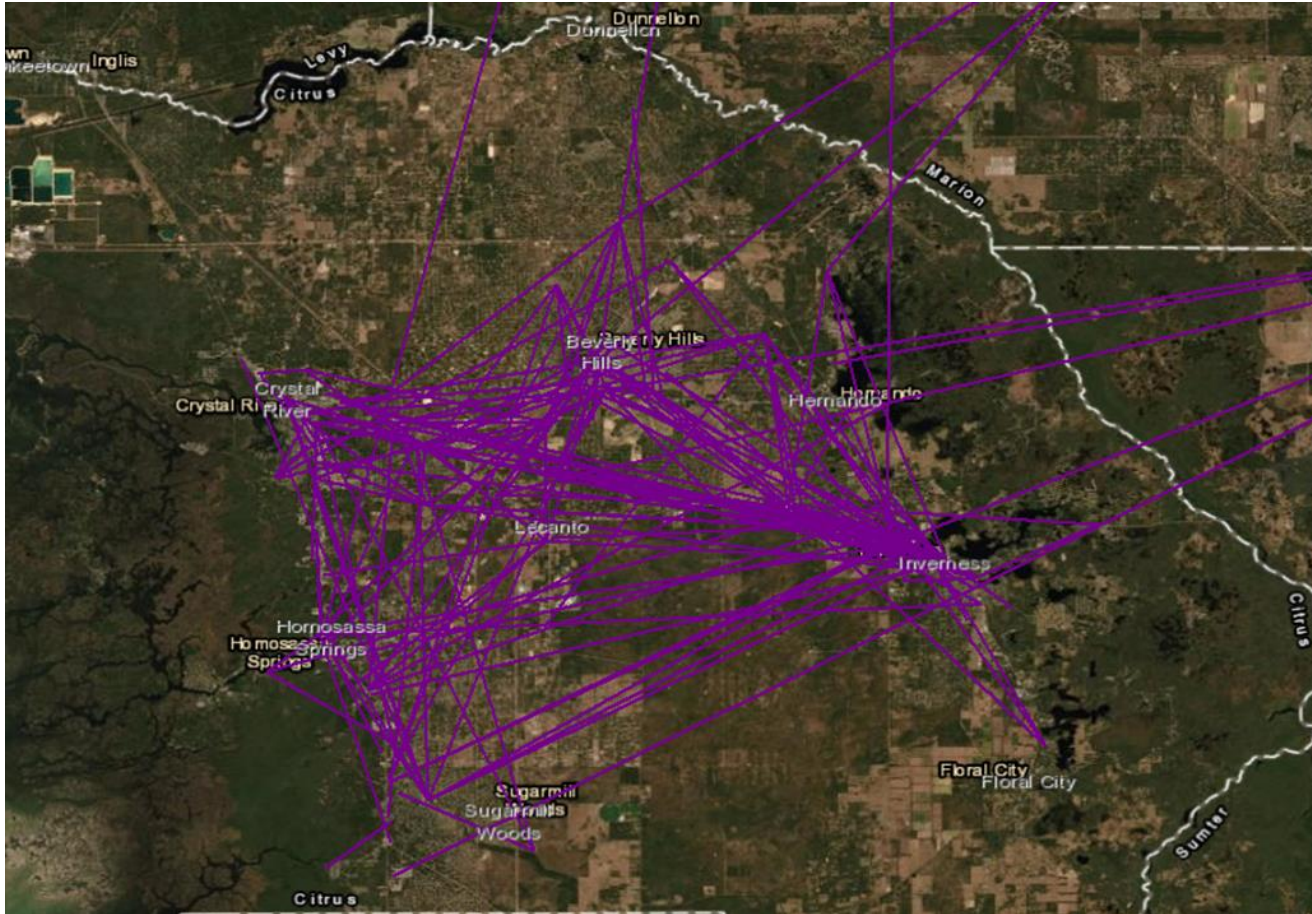
Existing Floral City and Hernando Routes



3-22-23 Addendum to Agenda

MOD Origin and Destination Analysis

Jan 4th – Feb 24th, 2022

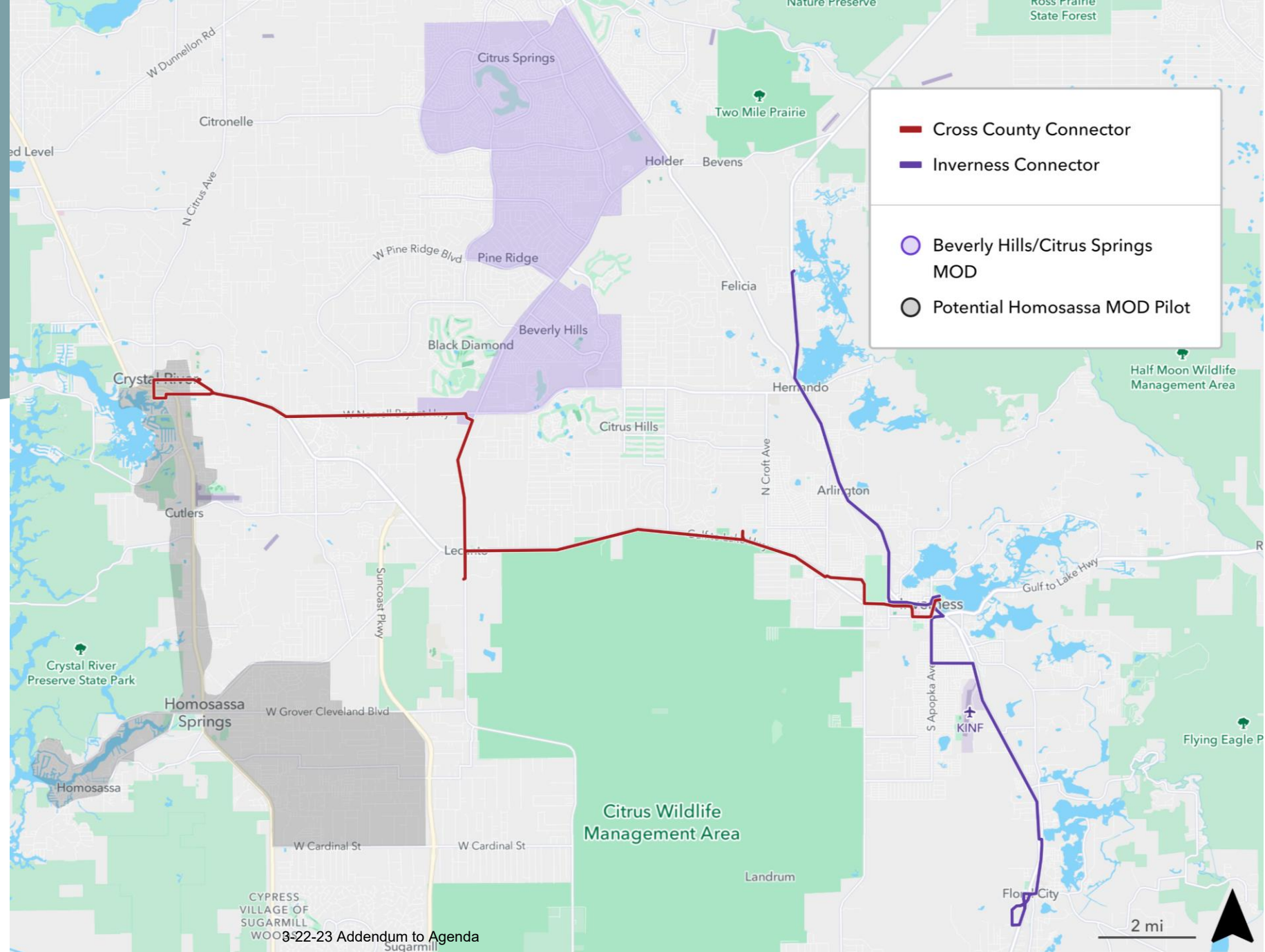


COA Network Recommendation



- Streamline cross county connections on US 44
- Streamline north-south connections along US 41
- Mobility-on-Demand (MOD) service in Beverly Hills and Homosassa to replace fixed route service
- Expand service to Citrus Springs
- Remove route redundancy
- Introduce bidirectional service to areas with highest ridership

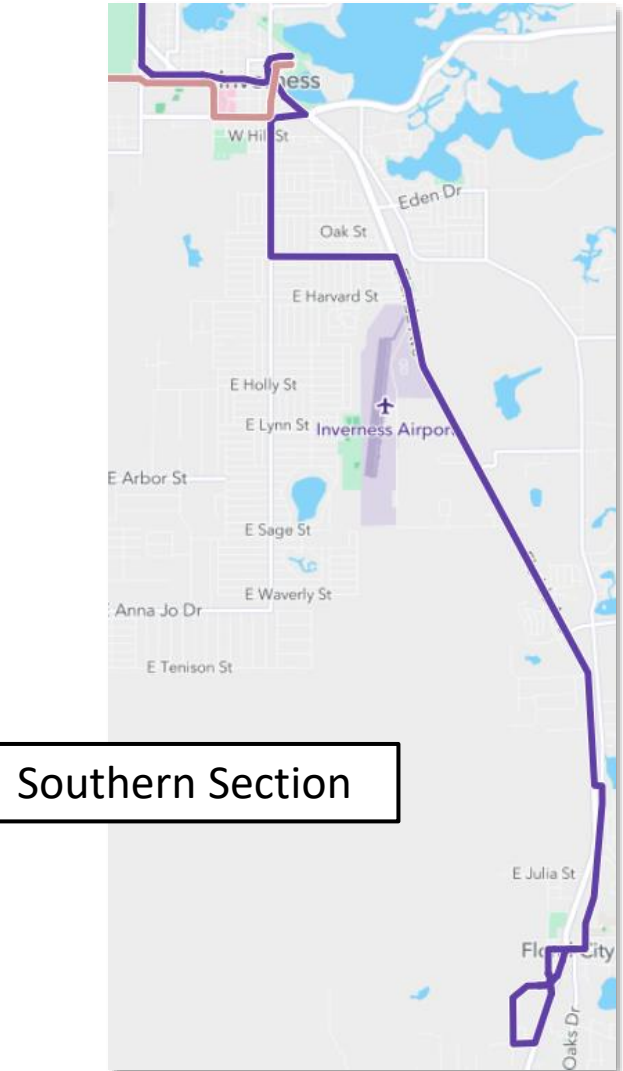
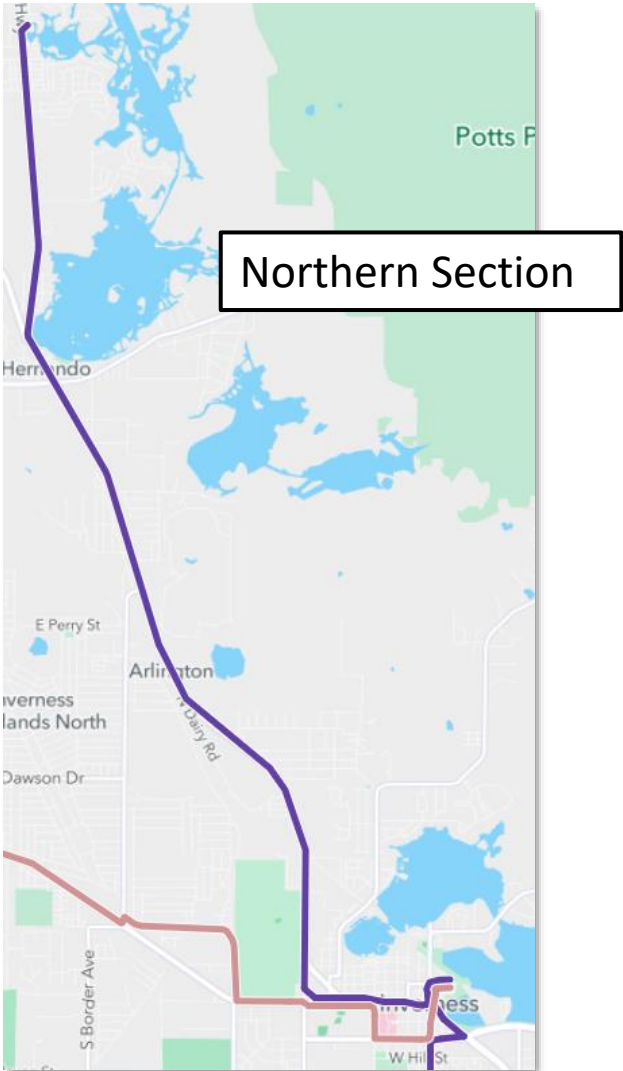
COA Network Recommendation



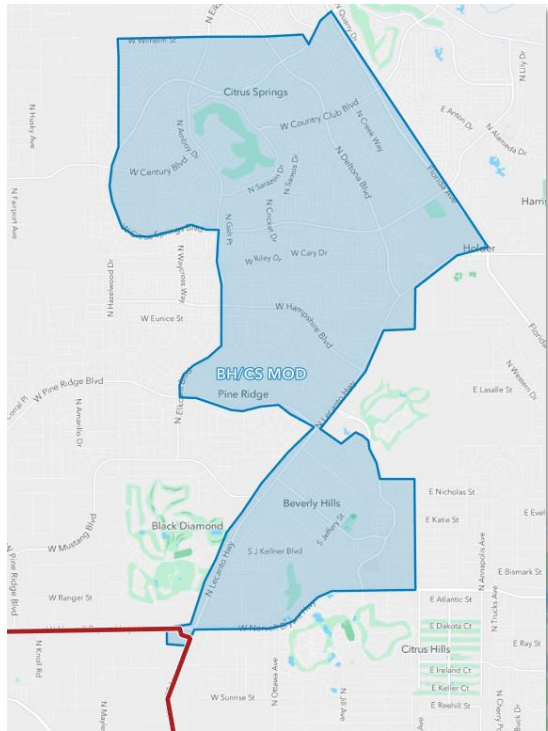
Cross County Connector Route



Inverness / Floral City Route



Citrus Springs / Beverly Hills Mobility-on-Demand (MOD)



Recommended for
MOD Services



Evaluated

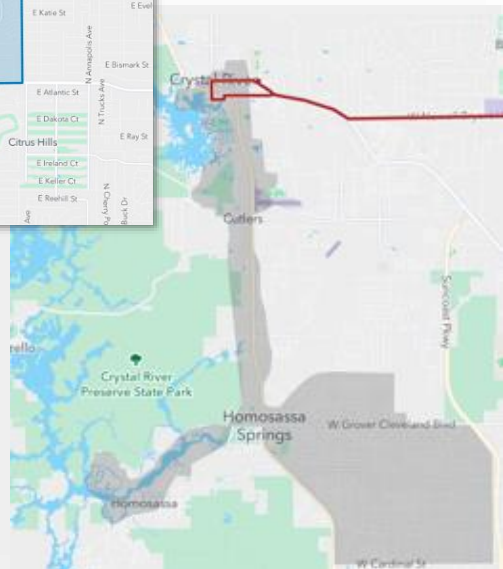
- Flex route - serves fixed stops and rides on-request
- First/last mile connector
- Anchored point-to-point

Recommended

- Point-to-point shared-ride service in a zone, connects to mobility hub(s)



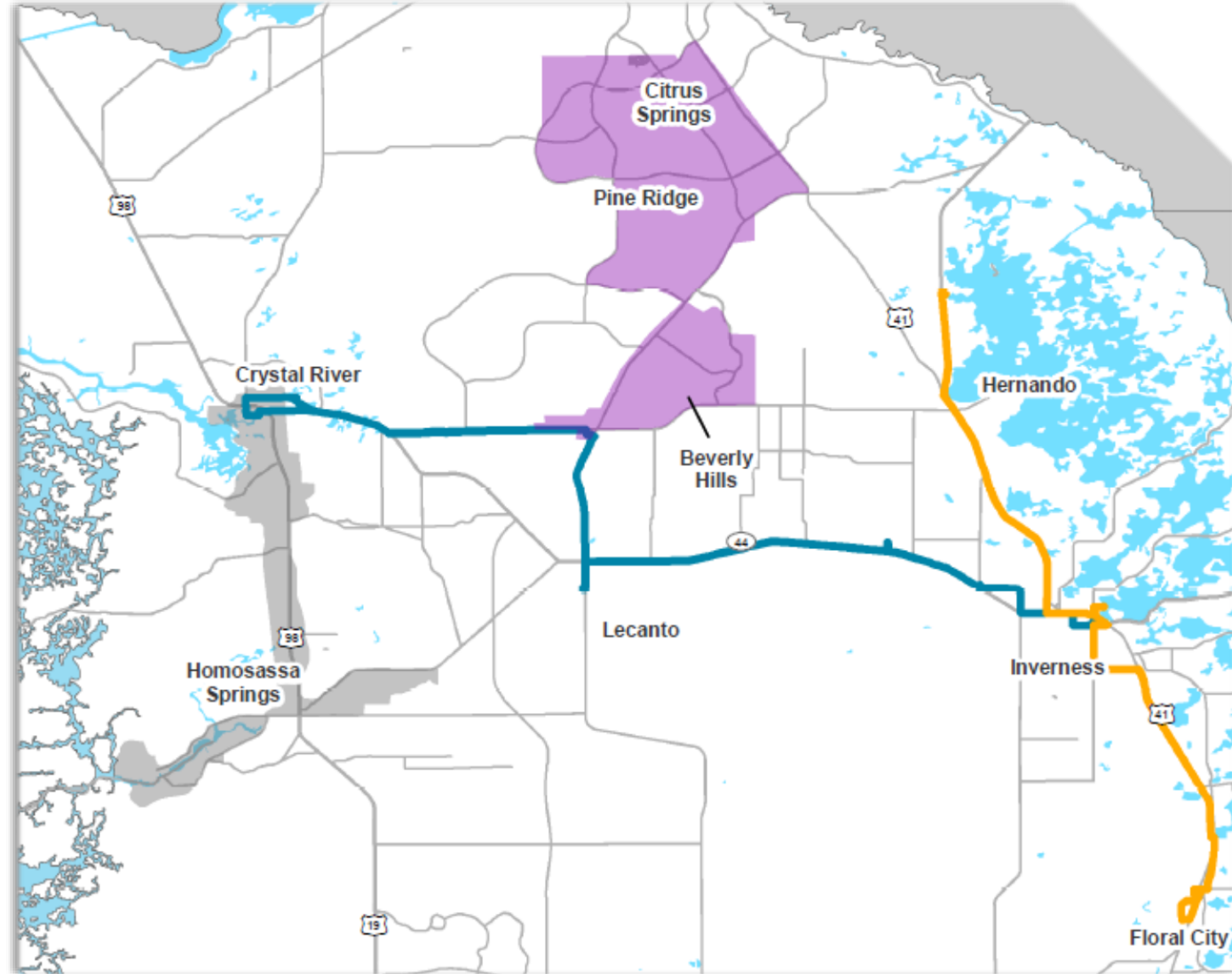
Potential future
MOD



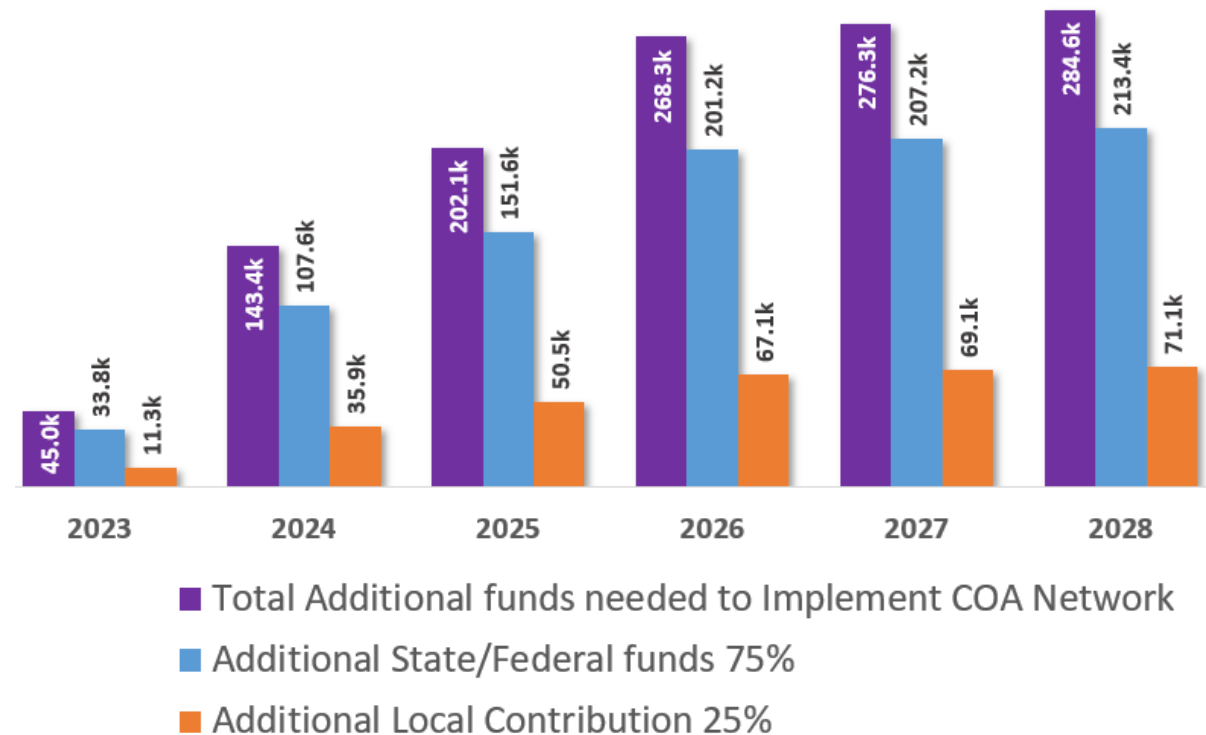
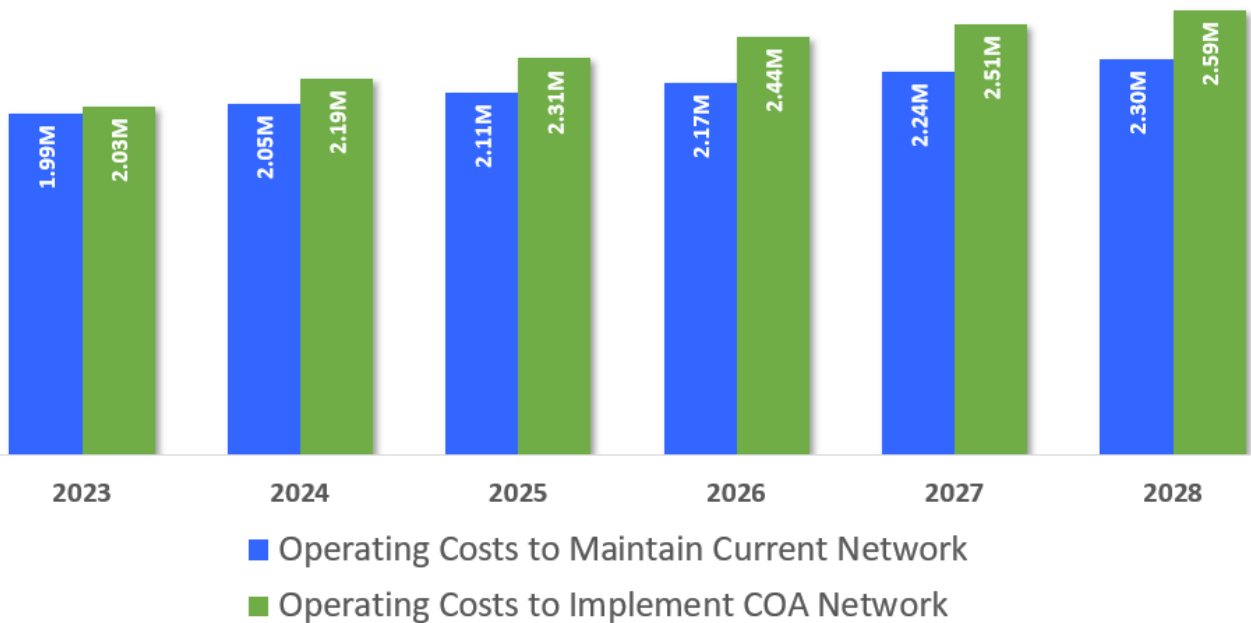
All trips are on request and result in a shared-ride solution for all

Benefits:

- Streamlined bidirectional routes
- Reduces the number of transfers
- Retains 4 vehicles
- Improves headways from 90-minutes to 60-minutes all day long with no breaks
- Expands coverage to major trip generators
- Introduces two MOD options
- Extends weekday span from 6:00 AM - 5:20 PM to 6:00 AM to 6:30 PM
- Added Saturday Service 9:00 AM - 3:00 PM



COA Financial Assumptions



Questions/Comments



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CITRUS COUNTY TRAFFIC DIVERSION

PROJECT UPDATE

APRIL 6, 2023, MPO BOARD MEETING

Introduction

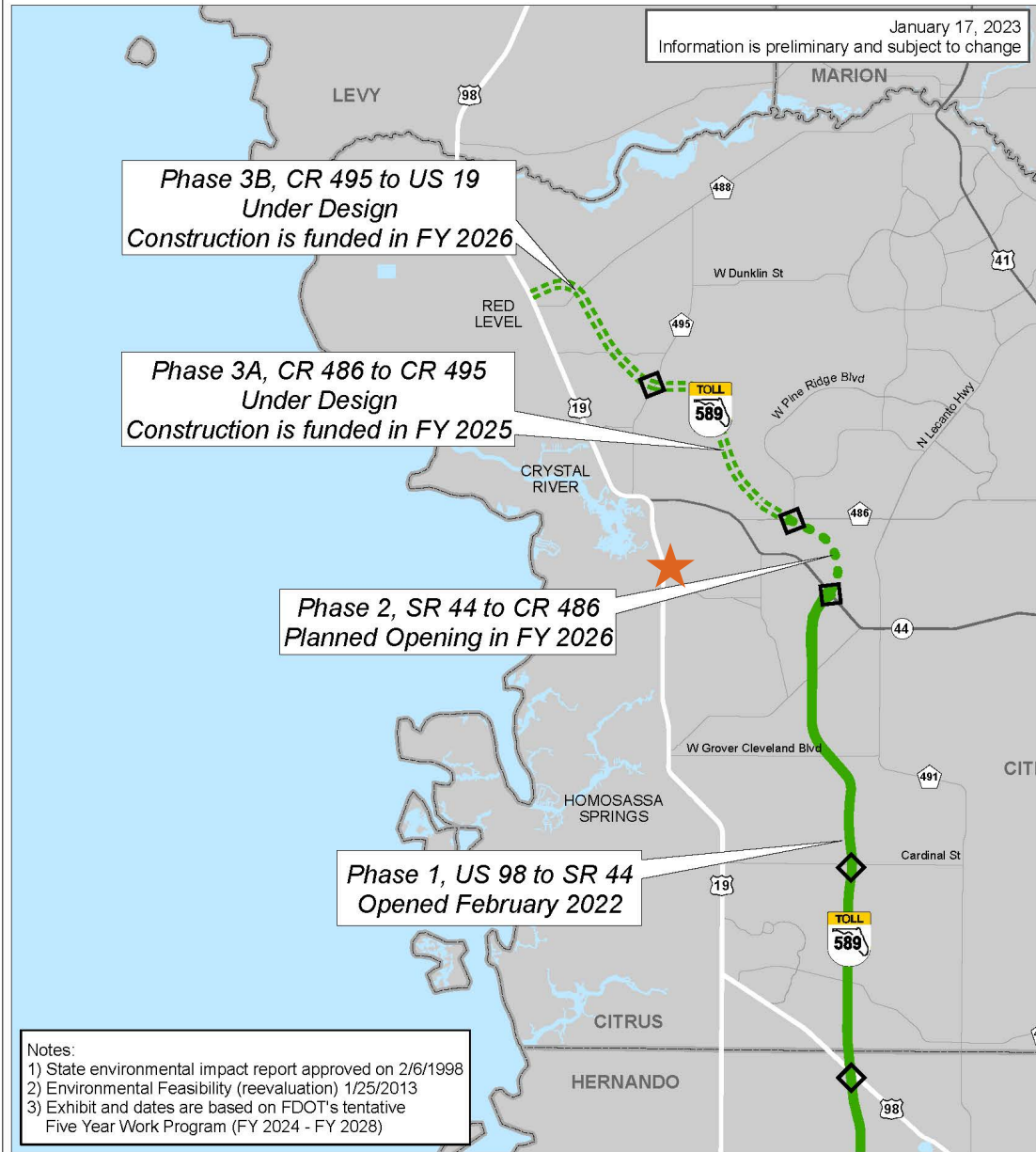
- Study Purpose
- Technical Evaluation
- Key Findings & Recommendations



Study Corridors



3-22-23 Addendum to Agenda



January 17, 2023
 Information is preliminary and subject to change

*Phase 3B, CR 495 to US 19
 Under Design
 Construction is funded in FY 2026*

*Phase 3A, CR 486 to CR 495
 Under Design
 Construction is funded in FY 2025*

*Phase 2, SR 44 to CR 486
 Planned Opening in FY 2026*

*Phase 1, US 98 to SR 44
 Opened February 2022*

- Notes:
- 1) State environmental impact report approved on 2/6/1998
 - 2) Environmental Feasibility (reevaluation) 1/25/2013
 - 3) Exhibit and dates are based on FDOT's tentative Five Year Work Program (FY 2024 - FY 2028)

Scenario Overview

Baseline: 2015 Validation Model

Scenarios

A: 2045 Suncoast Parkway Terminus at CR 486

B: 2045 Suncoast Parkway Terminus at CR 486 + Improvements

- At US 19 (Adding dual SB to EB left turn lanes)
- At Citrus Ave (Left Turn and Right Turn lanes on each approach)
- At SR 44 (WB to NB Right Turn Lane and Dual SB to EB Left Turn Lanes)

C: 2045 Suncoast Parkway Terminus at US 19 (Red Level)

CR 491 from Pine Ridge Blvd. to SR 200



2015: 7,059 (LOS B)
Scenario A: 14,941 (LOS F)
Scenario B: 14,982 (LOS F)
Scenario C: 14,961 (LOS F)

2015: 14,342 (LOS B)
Scenario A: 25,094 (LOS F)
Scenario B: 25,111 (LOS F)
Scenario C: 24,929 (LOS F)

Exceeds accepted LOS in 2045

Scenario A

- ~5,070 trips from Suncoast Pkwy
- 45% splits NB on US-41

Scenario C

- < 100 trips from Suncoast Pkwy
- Most continue to SR 200

2015: *Adj. Validation Model*

Scenario A: *Existing Conditions + Suncoast Parkway Terminus at CR 486*

Scenario B: *Existing Conditions + Suncoast Parkway Terminus at CR 486 + Upgraded Turkey Oaks Drive (Geometric Operational Improvements)*

Scenario C: *Existing Conditions + Suncoast Parkway Terminus at US 19 (Red Level)*

Pine Ridge Blvd. from CR 486 to CR 491

2015: 1,868 (LOS B)
Scenario A: 2,740 (LOS B)
Scenario B: 2,755 (LOS B)
Scenario C: 2,747 (LOS B)

2015: 4,754 (LOS B)
Scenario A: 7,691 (LOS B)
Scenario B: 7,710 (LOS B)
Scenario C: 7,730 (LOS B)

Reserve capacity: ~6,800 trips

Scenario A

- ~1,000 trips from Suncoast Pkwy
- ~50% split to Mustang

Scenario C

- ~200 trips from Suncoast Pkwy
- Most continue to SR 200

2015: *Adj. Validation Model*

Scenario A: *Existing Conditions + Suncoast Parkway Terminus at CR 486*

Scenario B: *Existing Conditions + Suncoast Parkway Terminus at CR 486 + Upgraded Turkey Oaks Drive (Geometric Operational Improvements)*

Scenario C: *Existing Conditions + Suncoast Parkway Terminus at US 19 (Red Level)*

NORVELL BRYANT HWY



2015: Adj. Validation Model

Scenario A: Existing Conditions + Suncoast Parkway Terminus at CR 486

Scenario B: Existing Conditions + Suncoast Parkway Terminus at CR 486 + Upgraded Turkey Oaks Drive (Geometric Operational Improvements)

Scenario C: Existing Conditions + Suncoast Parkway Terminus at US 19 (Red Level)

2015: 8,390 (LOS B)

Scenario A: 8,859 (LOS B)

Scenario B: 8,848 (LOS B)

Scenario C: 9,136 (LOS B)

CR 490 from US 19 to SR 44

2015: 10,825 (LOS B)

Scenario A: 12,081 (LOS B)

Scenario B: 12,087 (LOS B)

Scenario C: 12,278 (LOS B)

Reserve capacity: ~4,000 trips

Scenario A

- < 1% of trips from Suncoast Pkwy

Scenario C

- < 1% trips from Suncoast Pkwy

2015: Adj. Validation Model

Scenario A: Existing Conditions + Suncoast Parkway Terminus at CR 486

Scenario B: Existing Conditions + Suncoast Parkway Terminus at CR 486 + Upgraded Turkey Oaks Drive (Geometric Operational Improvements)

Scenario C: Existing Conditions + Suncoast Parkway Terminus at US 19 (Red Level)

Reserve capacity: 9,700 – 11,700 trips

Scenario A

- < 1% of trips from Suncoast Pkwy

Scenario C

- < 1% trips from Suncoast Pkwy

2015: 6,140 (LOS B)

Scenario A: 3,388 (LOS B)

Scenario B: 2,937 (LOS B)

Scenario C: 3,408 (LOS B)

2015: 4,156 (LOS B)

Scenario A: 3,075 (LOS B)

Scenario B: 3,075 (LOS B)

Scenario C: 3,331 (LOS B)

Grover Cleveland Blvd. from US 19 to CR 491



2015: Adj. Validation Model

Scenario A: Existing Conditions + Suncoast Parkway Terminus at CR 486

Scenario B: Existing Conditions + Suncoast Parkway Terminus at CR 486 + Upgraded Turkey Oaks Drive (Geometric Operational Improvements)

Scenario C: Existing Conditions + Suncoast Parkway Terminus at US 19 (Red Level)

West of Suncoast Pkwy
Reserve capacity: ~8,400 trips

Scenario A

- < 1% of trips from Suncoast Pkwy

Scenario C

- < 1% trips from Suncoast Pkwy

West of Suncoast Pkwy
Reserve capacity: ~2,200 trips

Scenario A

- ~9,000 trips from Suncoast Pkwy

Scenario C

- ~4,000 trips from Suncoast Pkwy

2015: 7,693 (LOS B)

Scenario A: 7,478 (LOS B)

Scenario B: 7,535 (LOS B)

Scenario C: 7,522 (LOS B)

2015: 1,751 (LOS B)

Scenario A: 10,547 (LOS B)

Scenario B: 10,587 (LOS B)

Scenario C: 10,467 (LOS B)



CR 491 (LECANTO HWY)

CARDINAL ST

Cardinal St. from US 19 to CR 491



2015: Adj. Validation Model

Scenario A: Existing Conditions + Suncoast Parkway Terminus at CR 486

Scenario B: Existing Conditions + Suncoast Parkway Terminus at CR 486 + Upgraded Turkey Oaks Drive (Geometric Operational Improvements)

Scenario C: Existing Conditions + Suncoast Parkway Terminus at US 19 (Red Level)

2015: 9,681 (LOS B)

Scenario A: 21,134 (LOS F)

Scenario B: 21,169 (LOS F)

Scenario C: 21,103 (LOS F)

CR 491 (LECANTO HWY)

CR 491 from Grover Cleveland Blvd to Cardinal St.

Exceeds accepted LOS in 2045

Scenario A

- ~7,800 trips from Suncoast Pkwy

Scenario C

- ~3,000 trips from Suncoast Pkwy

2015: 9,440 (LOS B)

Scenario A: 21,028 (LOS F)

Scenario B: 21,064 (LOS F)

Scenario C: 20,998 (LOS E)

CARDINAL ST



Recommendations

- Continue to seek funding for SR 44 and Turkey Oak Drive Intersection Improvements
- Seek additional corridor funding and improvements for CR 491 and SR 200
- 2050 Long-Range Transportation Plan
 - Coordinate with FDOT on Forecast External Station Volumes on US 19
 - Update Forecast Population and Employment to address Suncoast Parkway
 - Update Assessment of Suncoast Parkway Impacts

Questions and Comments



CITRUS COUNTY TRAFFIC DIVERSION

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APRIL 6, 2023, MPO BOARD MEETING