



SR 50/UCF Connector Alternatives Analysis

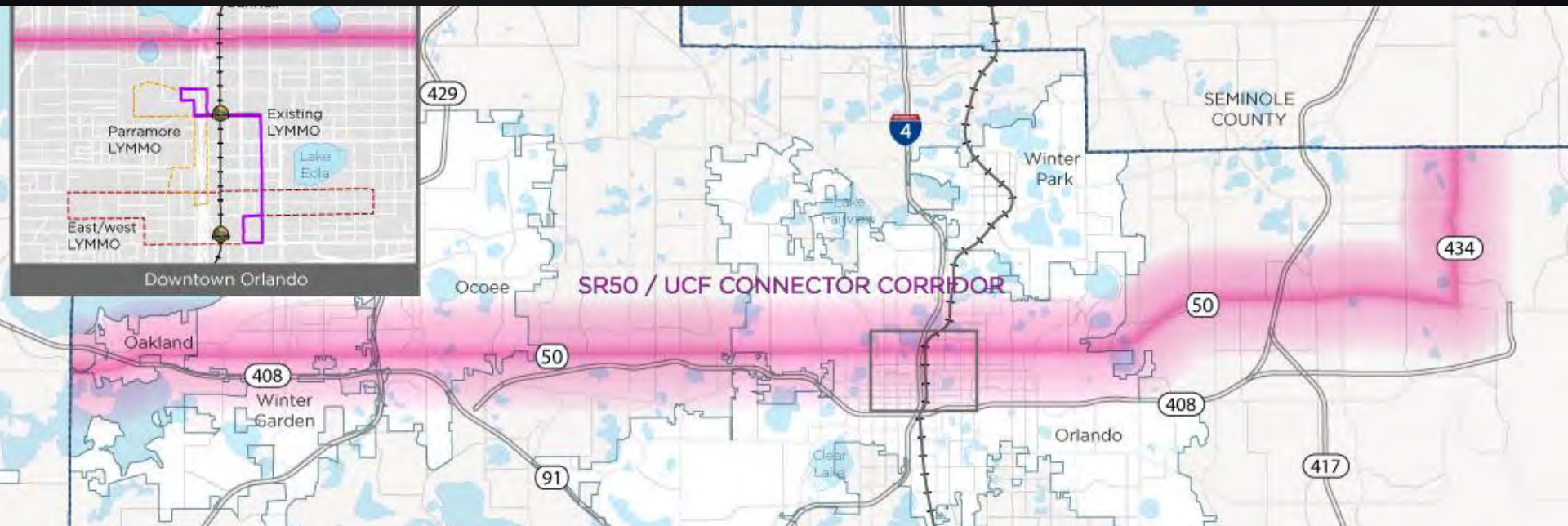
www.LYNXSR50.com

Brief Presentation for MetroPlan Orlando
LRTP Meetings – June 2014



Purpose and History of Study

- Alternatives Analysis Study funded by Federal Transit Admin. (FTA)
- Study Area includes the area within 1 mile of SR 50 between the Lake County line and SR 434, and along SR 434/Alafaya Trail to UCF
- Corridor is a key link of regional transportation system and has high levels of transit use
- Will leverage SunRail investment and expand its reach



SR 50 Serves Jobs



187,200 **Working Population**
(workers who live, who live & work, and who commute into the corridor to work)

13% of Metro Orlando Jobs

9% of Metro Orlando Population

Of approximately 130,000 jobs on the corridor, less than 10% are filled by corridor residents

Source: US Census Longitudinal Employer Household Dynamics, 2010

Study Process and Schedule

Technical Analysis

Public Engagement

Results

Modes

Alignments

Work to Date

Screened Modes
(5 Modes)

Evaluated Sections of
Alignments (26 Sections)

Public Engagement Round 1

Long List of
Alignments &
Input on Long
List of
Alignments

Develop Long List of Alignments
(13 Alignments across 4 Segments)

Stakeholder Interviews
PAWG Meetings
CLG Meetings
Public Open House

Apr- May

1a & 1b:
Define Smaller Set of Modes
(based on segment with
highest level of need)

1c: Analyze Travel Time
on Long List of
Alignments &
Smaller Set of Modes

1d: Public Engagement Round 2

Shortlist of
Community-
supported
Alignments
& Information on
Operational Needs

One-on-one stakeholder mtgs.
PAWG meeting 5

Jun-Sep

2a: Detailed Evaluation of 6 to 7
Short List of Alternatives
(including mode, operating
characteristics, length)

2b: Public Engagement Round 3

6 to 7 Premium
Transit
Alternatives

Focus Groups
One-on-one stakeholder mtgs.
Community Events
Social Media

Oct-Jan

3a: Define Locally Preferred
Alternative (LPA)
(Incorporate Public & Stakeholder
Input)

3b: Present LPA to Boards, Councils

Defined and
Adopted LPA

Transit Modes being Advanced for further Analysis

Enhanced Bus and Bus Rapid Transit Modes are considered most appropriate to serve immediate need

- Serves both local and longer distance trips
- Fosters economic development
- Serves immediate and future transit ridership, visions and jobs/housing projections
- Are most cost-effective to build and operate

Streetcar is the most cost-effective rail mode, but more appropriate for short-distance trips

- May serve long-term transit ridership
- Fosters economic development
- Serves short-distance trips more effectively



Enhanced Bus: Albuquerque Rapid Ride Red Line

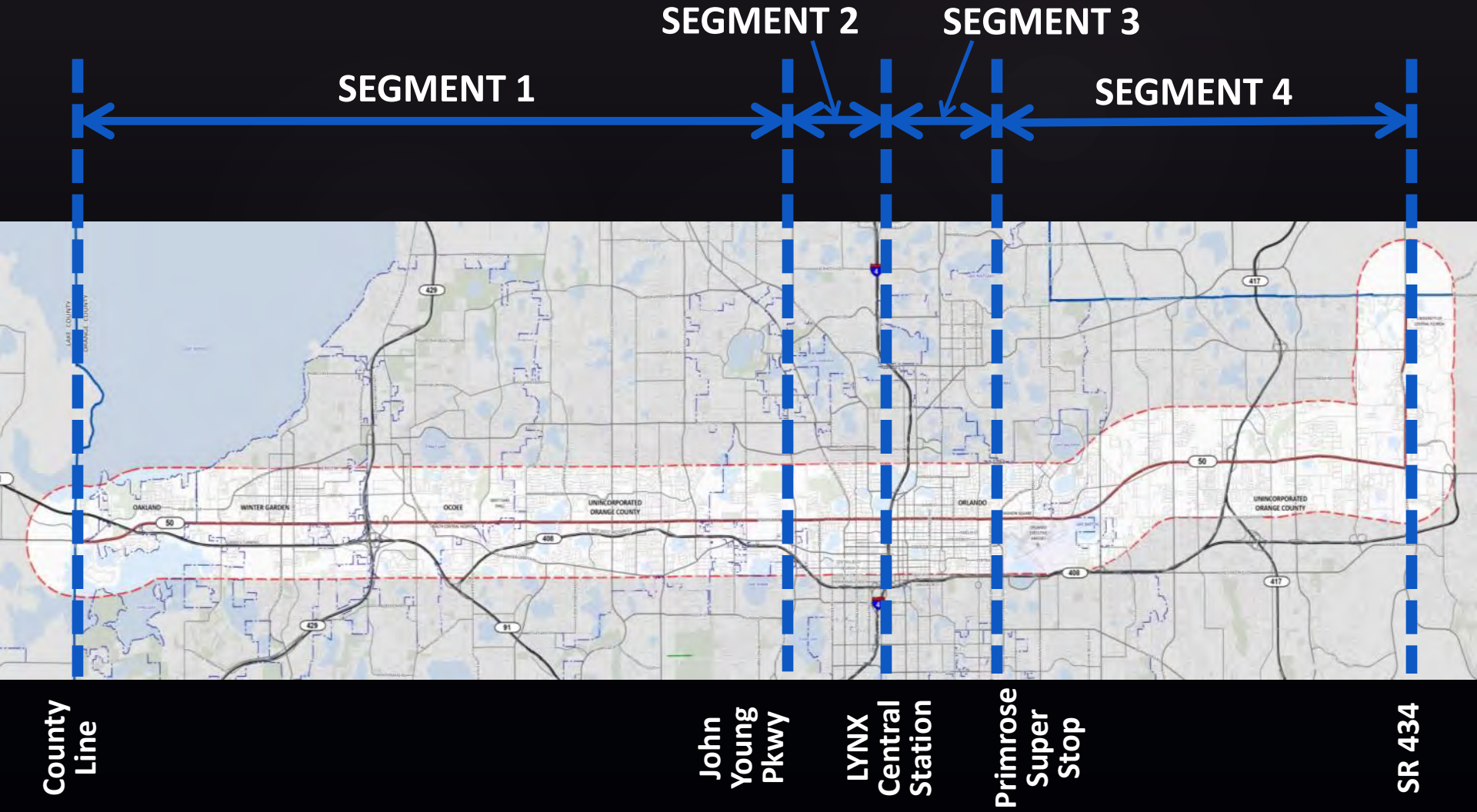


BRT: Cleveland Health Line



Seattle Streetcar

SR 50 Corridor Segments



SEGMENT 1

SEGMENT 2

SEGMENT 3

SEGMENT 4

County
Line

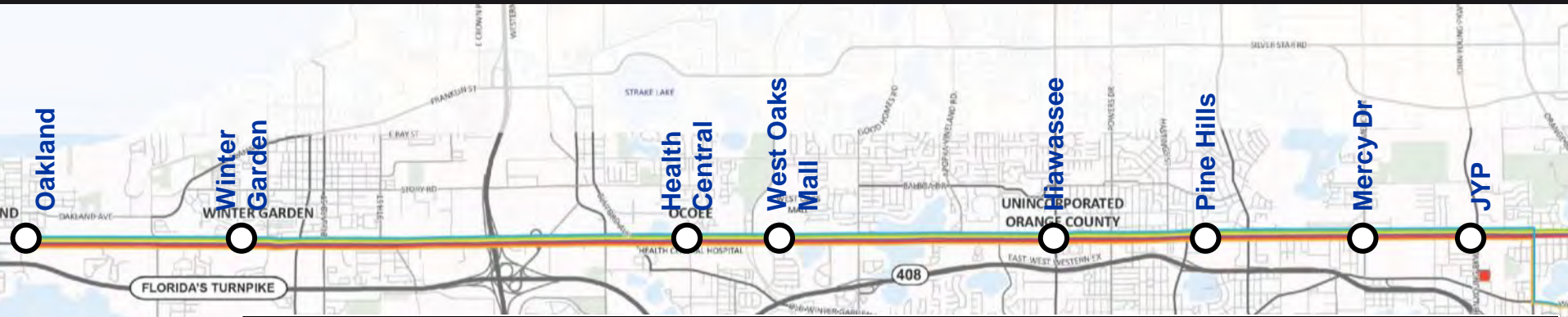
John
Young
Pkwy

LYNX
Central
Station

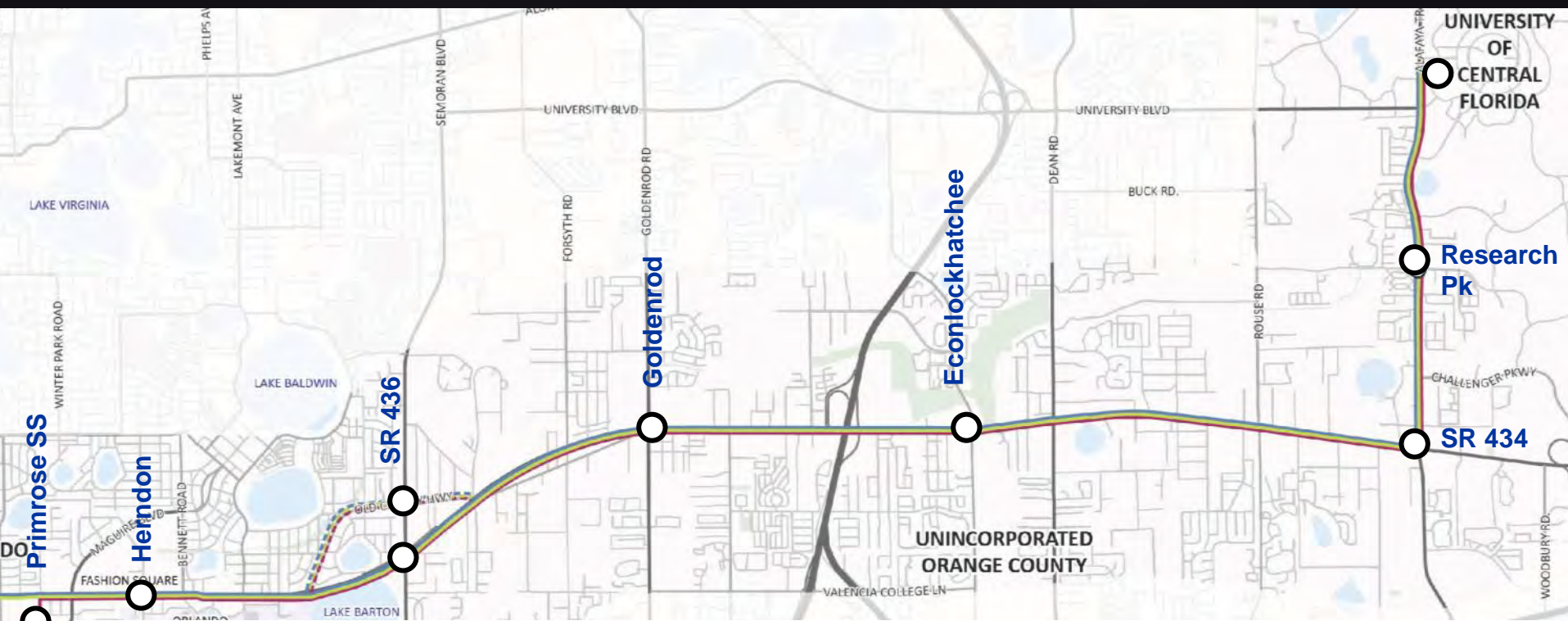
Primrose
Super
Stop

SR 434

Segments 1 and 4 Alignments & Preliminary Stations

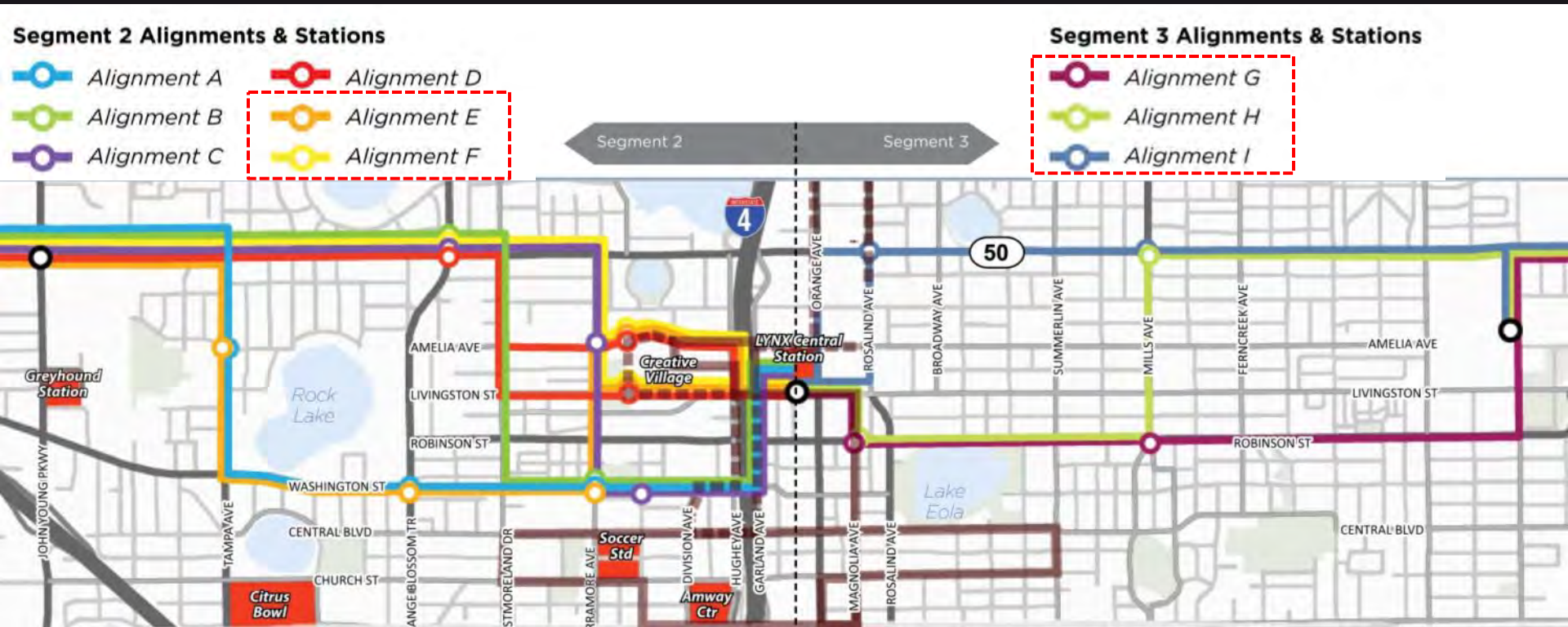


Segment 1 – from Lake County Line to John Young Parkway



Segment 4 – from Primrose Drive to SR 434/Alafaya Trail and to UCF

Segments 2 and 3 Alignments & Preliminary Stations from John Young Parkway to Primrose Drive



- Segment 2: Advancing Alignments **E** & **F** for further analysis
- Segment 3: Advancing Alignments **G**, **H**, & **I** for further analysis