Purpose of Today’s Workshop

- Update on the East/West and Parramore Bus Rapid Transit (BRT) Projects
- Overview of Screening Process
- Overview of Assumptions
- Review the Locally Preferred Alternatives (LPA) and Options
  - North Corridor
  - South Corridor
East/West and Parramore Corridors Status

- Design/Build teams have been selected for both the East/West BRT and the Parramore BRT Projects
- Design – Spring 2012
- Construction – Fall 2012
- Operational – Fall 2013
- SunRail – Early 2014
## Current Status

<table>
<thead>
<tr>
<th></th>
<th>Initial Alternatives Analysis</th>
<th>Refined Alternatives Analysis</th>
<th>Locally Preferred Alternative</th>
<th>Agency/Jurisdiction Approval</th>
<th>Environmental Study</th>
<th>Design/Build Process</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>East/West Corridor</strong></td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
</tr>
<tr>
<td><strong>Parramore Corridor</strong></td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
</tr>
<tr>
<td><strong>North/South Corridors</strong></td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
<td>![Checkmark]</td>
</tr>
</tbody>
</table>

- **We Are Here**
- **Not Currently Funded**
Corridor Screening Process

- Initial North/South Corridors screened based on:
  - Technical Analysis (facilities, impacts and fit)
  - Public Involvement
    - Public meetings (30) – More than 500 people
    - WWW.LYMMOSTUDY.COM - 10,071 total hits

- Screening evaluation based on six goals:
  1. Improve Mobility and Accessibility
  2. Provide Equitable Transportation
  3. Enhance the Environment
  4. Enhance the Community
  5. Financially Viable Option
  6. Promote Economic Development
BRT Components Assumed

- **Running Way Improvements**
  - Exclusive bus lanes where possible
  - Signal priority/queue jumps/curb extensions at intersections

- **Vehicles**
  - 40-foot long hybrid buses

- **Stations**
  - Designed to accommodate 40-foot vehicle
  - Similar features to existing LYMMO stations
  - Aesthetic/branding treatments at stations and along corridor

- **Real-Time Passenger Information**
  - On-board vehicle
  - At stations
  - Mobile applications
Refined North Corridor AA

Thirteen North Corridor alternatives were refined into six alternatives for the LPA Evaluation

- All alternatives connect to SunRail
  - Two locations

- All alternatives connect to LYNX Central Station
  - Half of all routes have O&D

- Alternatives - Weber St. and Princeton St.
  - N. Orange Ave., Alden Rd. and Philadelphia St.

- Alternatives - Camden Rd. and Mills Ave.
  - Rollins St. and Princeton St.

- The preferred BRT route within each segment
  - N. Orange Ave. – serves existing development
  - Rollins St. preferable – Florida Hospital / Museum
Refined North Corridor AA

Alternative #3
Florida Hospital / Mills Park

Alternative #4
Florida Hospital / Mills Park / College Park – 2 Routes
Refined North Corridor AA

Alternative #5
Florida Hospital / Mills Park / Virginia

Alternative #6
Florida Hospital / Mills Park / Virginia / College Park
Alternative #4 and Alternative #6 scored the highest.

Split route option:
- After serving Florida Hospital:
  - College Park
  - Mills Park

This option implies being able to terminate at Mills Park – If not possible, then Alt. #6 preferable.
The preferred alternative is the Florida Hospital/College Park/Mills Park/Virginia (1-Way) Routes

- No Response: 9%
- 1 - Florida Hospital/College Park/Mills Park (2-Way): 15%
- 2 - Florida Hospital/College Park/Mills Park/Virginia (1-Way): 76%
Recommended North Corridor LPA

- Recommended LPA is Alternative #6
  - College Park
  - Virginia Dr.
- Preserves potential Alden Rd. alignment
  - Redevelopment needed to accommodate BRT
  - Pedestrian connectivity to Ivanhoe Village needed
- Future Refinements
  - West Edgewater Dr. extension
  - LYNX Central Station connection
  - South Corridor connection
Future North Corridor LPA Refinement

West Edgewater Dr. Extension in College Park

- SunRail
- Larger capture area
  - Residents to SunRail
  - Residents to Employment
  - Connecting Main Street
- Potential long term transit center

[Map showing the proposed extension with different symbols indicating directions, one-way streets, and Lymmo stations.]
Future North Corridor LPA Refinement

Tie to LYNX Central Station

- Routing of corridor to LYNX Central Station serving:
  - SunRail
  - Parramore BRT
Future North Corridor LPA Refinement

Connection to South LYMMO Loop

- Provides direct connection with East/West and South Corridors
- Replaces existing LYMMO service east of LYNX Central Station
Recommended North Corridor LPA
North Corridor LPA Characteristics

- Two routes (10.9 miles total)
- Extension to LYMMO
- 23 stations (including Florida Hospital and LYNX Central Station)
- 12 vehicles (including those serving existing LYMMO corridor)
- Signal priority at 10 intersections
- Potentially two miles of bus lanes
  - N. Orange Ave./Magnolia Ave.
  - N. Orange Ave./Magnolia Ave. to Virginia Dr.
North Corridor LPA Characteristics

- Service frequency
  - 10 minutes – weekday peak
  - 15 minutes – off peak

- Hours of service
  - Monday – Thursday – 6:00 AM to 10:00 PM
  - Friday – 6:00 AM to 12:00 AM
  - Saturday – 10:00 AM to 12:00 AM
  - Sunday – 10:00 AM to 10:00 PM
Refined South Corridor AA

Nine South Corridor alternatives were refined for the LPA Evaluation

- Screened potential alignments between South St. and Columbia St.
  - Lucerne Terr. / Sligh Blvd.
  - Orange Ave. / Gore St. / Sligh Blvd.
  - Orange Ave. / Columbia St. / Sligh Blvd.
- Screened potential alignments between Columbia St. and Michigan Ave.
  - Stop at SoDO Access
  - 2-Way Orange Ave.
  - Orange Ave. / Delaney Ave.
Refined South Corridor AA
Lucerne Ter./Sligh Blvd.

Alternative #1
Stop at SoDO

Alternative #2
2-Way on Orange Ave.

Alternative #3
Orange Ave. / Delaney Ave.
Refined South Corridor AA
Orange Ave./Gore St./ Sligh Blvd.

Alternative #4
Stop at SoDO Access

Alternative #5
2-Way on Orange Ave.

Alternative #6
Orange Ave. / Delaney Ave.
Refined South Corridor AA
Orange Ave./Columbia St./Sligh Blvd.

Alternative #7
Stop at SoDO Access

Alternative #8
2-Way on Orange Ave.

Alternative #9
Orange Ave./Delaney Ave.
Alternative #8 and Alternative #9 scored the highest.

- Columbia St.
- Market at Southside
- Delaney Ave.
The preferred alternative is Orange Ave. / Columbia St. / Sligh Blvd. / 2-Way on Orange Ave.
Recommended South Corridor LPA

- Recommended LPA is Alternative #8 (Orange Ave. / Columbia St. / Sligh Blvd. / Orange Ave.)
- Potential connection to Delaney Ave. through:
  - Flex route circulator
  - Delaney Ave. fixed route service to connect with LYMMO
- South Corridor LPA Refinement
  - Delaney Ave. and Pineloch Ave.
Future South Corridor LPA Refinement

- Extend terminus loop around Market at Southside
  - Connects Delaney Ave. residents with 600,000 sq. ft. retail center

- Two Corridor Options:
  - Delaney Ave. and Pineloch Ave.
  - On-site

www.lymmostudy.com
Recommended South Corridor LPA

www.lymmostudy.com
South Corridor LPA Characteristics

- One route (6.2 miles total)
- Connection to LYMMO
- 17 stations (including the Orlando Health/Amtrak SunRail Station)
- 5 vehicles
- Signal priority at five intersections
- New roadway – extension of Magnolia Ave. to northbound SR 408 ramp
Next Steps – Approval Process

- Orlando City Council
  - April 23, 2012
- LYNX
  - May 24, 2012
- METROPLAN Orlando
  - June 13, 2012
  - Inclusion in 2030 Regional Transportation Plan
- Submit to the Federal Transit Administration
  - June 2012
Next Steps

- Next project steps:
  - Financial Feasibility Study
    - Capital
    - O&M
  - Environmental Impact Statement
  - Design
  - Engineering
  - Construction

- LPA approval allows for City to apply for future Federal funding
Contact Information

Francis Flynn
Division Manager
City Transportation Planning Division
407.246.2092
Francis.Flynn@cityoforlando.net

Alan Danaher
Project Manager
Parsons Brinckerhoff
407.587.7835
danaher@pbworld.com

Ginger Corless
Public Outreach Coordinator
HHI Design
407.838.2559 (office)
407.616.5500 (cell)
gcorless@hhidesign.com