

A decorative graphic consisting of a grid of squares in shades of grey and magenta, arranged in a pattern that tapers to the right.

SR 436
TRANSIT CORRIDOR STUDY
CONNECTING COMMUNITIES



IMAGINE TRANSIT THAT

GETS YOU THERE ON TIME

CONNECTS OUR COMMUNITIES

PUTS OUR REGION ON TOP

WHY SR 436?

- A critical artery connecting key economic centers of growing Metro Orlando
- A local business street with 100,000 jobs
- Home to 200,000 residents
- The gateway for many of the 72 million annual Orlando tourists

WHY NOW?

- Addressing safety for all users is imperative
- Premium transit is vital to compete for high tech jobs and talents
- Other regions are investing in premium transit; Central Florida cannot be left behind!



Link 436S is the **highest ridership route** among those that run every 30 minutes

Source: LYNX Forward (2017)

Home to **3 Universities** Including Full Sail and its **16,000** on-campus and online **students**

Source: Winter Park Magazine (2018)

Over 1/2 of all **fatal crashes** in the past 5 years involved a **pedestrian**



Source: CARS (2011-15)

Highest concentration of residents in Central Florida

Source: ACS 2012-16 population density by Census Tract

2 of the Top 5 **Busiest Stops** in the LYNX system are on the corridor



FERN PARK SUPERSTOP



DIXIE BELLE SUPERSTOP



OIA SUPERSTOP



Orlando International Airport

New **\$2.1 Billion terminal** will have higher-speed rail to South Florida

Source: Orlando Sentinel



HOW CAN BETTER TRANSIT LEAD TO MORE LIVABLE COMMUNITIES?

Short-term Land Use

IN THE FIRST FEW YEARS AFTER THE PROJECT

- Temporary re-use of vacant lots or underused parking lots
- Shift away from an auto-centric corridor serving through traffic
- More walking and biking to access the new service



Medium-term Land Use

IN TEN TO FIFTEEN YEARS

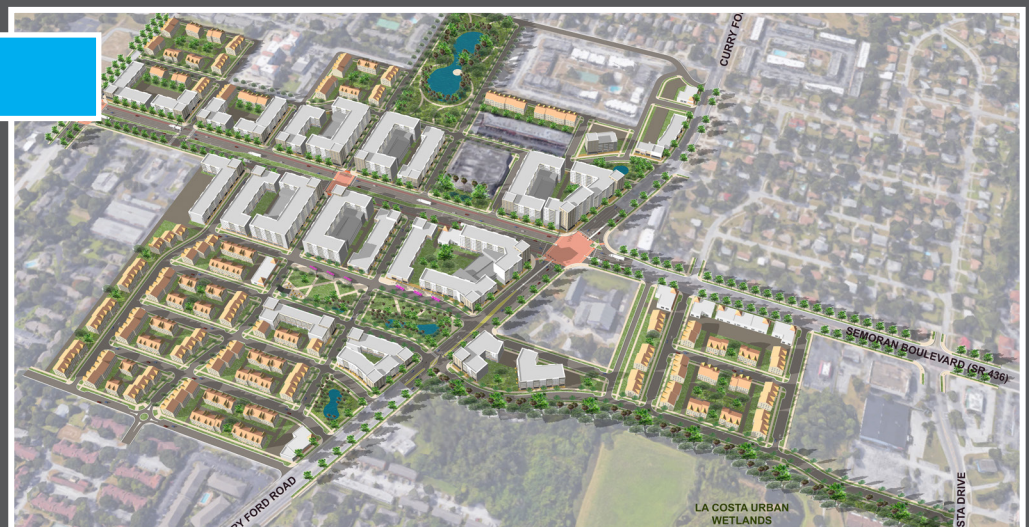
- New development concentrates around stations
- The street network becomes more connected, shortening walking and bicycling trips
- Older buildings are renovated or replaced with new, transit supportive development patterns



Long-term Land Use

THIRTY TO FIFTY YEARS INTO THE FUTURE

- Parking lots shrink, making way for dense development
- Denser mixed-use redevelopment continues near transit stations
- Higher-quality transit modes become feasible with increased ridership and economic needs



Illustrative concept of potential transit-oriented development at SR436 and Curry Ford Road.



Potential for mixed-use transit oriented development near stations



Safe & comfortable pedestrian & bicycle facilities accessing the station

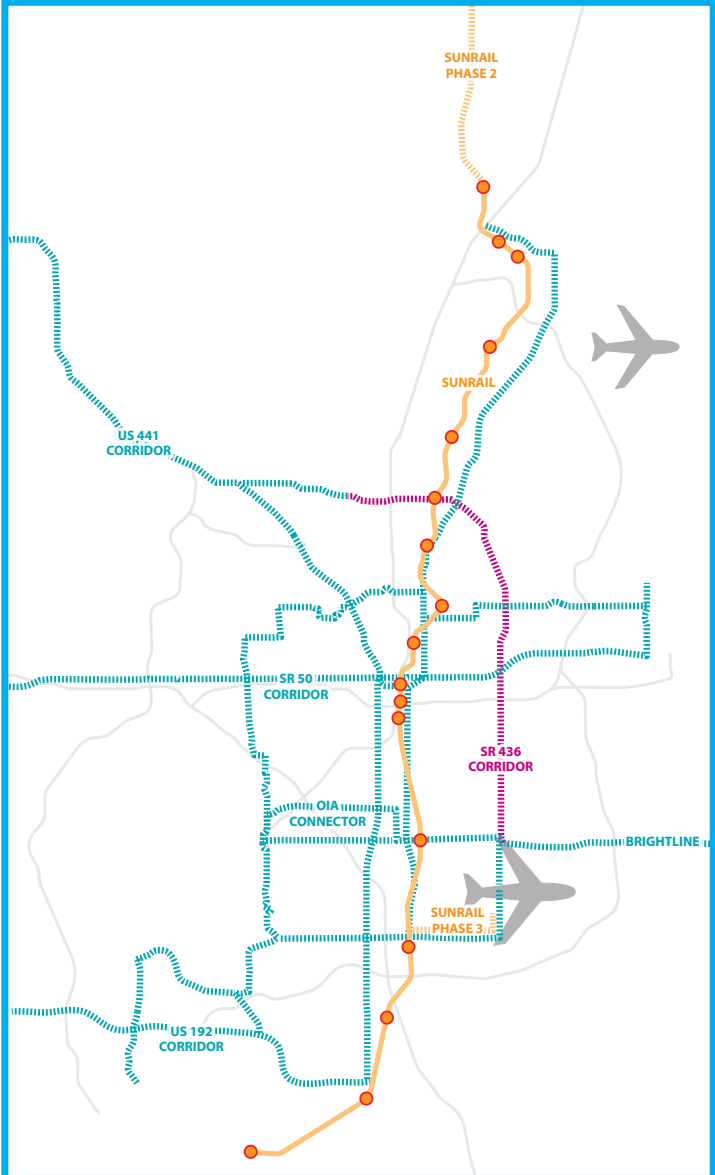
Smart signals that communicate with transit vehicles to shorten transit wait times at signals.



Stations with amenities such as off-board ticketing, wi-fi, information screens displaying estimated arrival times, wayfinding and network maps, etc.

Bus only or shared bus lanes with transit signal priority

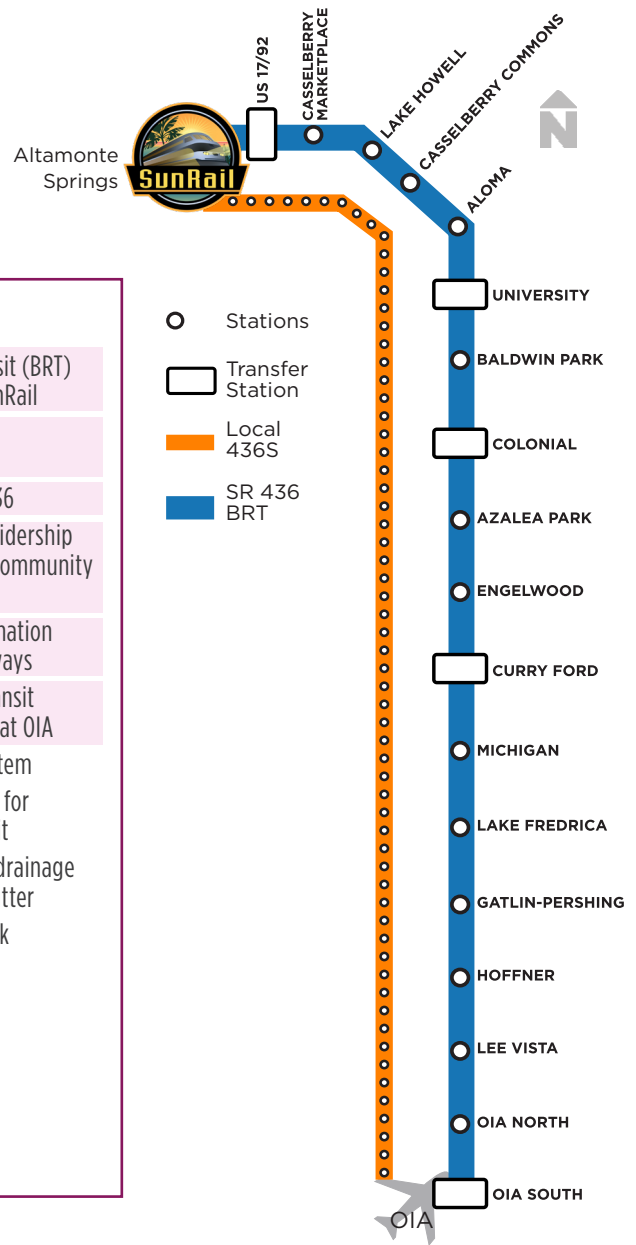
Frequent headways and specially branded, hybrid/electric, low-floor buses for level boarding with amenities such as on-board wi-fi, bike storage, etc.



Connections to Other Modes
The success of transit on SR 436 depends on a successful regional transit system.

A PACKAGE OF RECOMMENDATIONS

The Study concluded with a package of recommendations that can be advanced with varying implementation timeframes. This package comprises the following:



ONGOING

- Enhance sidewalks on SR 436
- Enhance surrounding ped/bike network
- Improve streetscape and lighting
- Increase crossing locations

SHORT-TERM:

- Limited-stop bus from OIA to SunRail
- Reduce speeding
- Conduct ped/bike safety education and enforcement
- Implement ped-friendly signal timing
- Protect left-turns
- Optimize travel on alternative facilities through TSM&O
- Update signage at OIA
- Implement TSP and queue jumps
- Form a SR 436 Action Group
- Market health benefits of transit
- Engage community to champion transit
- Preserve affordable housing
- Advance transit supportive development

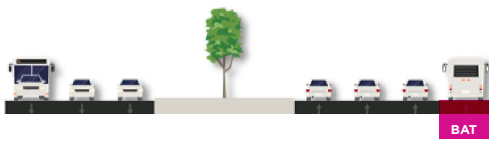
LONG-TERM:

- Bus Rapid Transit (BRT) from OIA to SunRail
- Use stations, not “stops”
- Run on SR 436
- Serve high-ridership locations & community destinations
- Use a combination of running ways
- Seamless transit connections at OIA
- Build a BRT system
- Secure funding for premium transit
- Convert swale drainage to curb-and-gutter
- Expand network connectivity

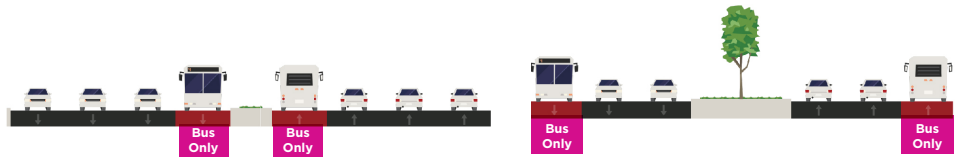
Key Recommendations

RUNNINGWAYS TO BE CONSIDERED

The BRT service would operate on a combination of runningways including mixed-traffic and dedicated lanes. The applicability, benefits, and costs of particular runningway types vary along different segments of SR 436. The runningway recommendations should be studied in more detail in the next stage of project development.



Long right-turn lanes can be converted to Business Access and Transit (BAT) lanes.



Exclusive transit lanes could be implemented along the median or on the curbside

PREMIUM TRANSIT ON SR 436 WILL OFFER:

- 15-min headways
- Sheltered stations spaced farther apart
- Real-time bus arrival info
- Transit Signal Priority for buses at intersections

- Off-board ticketing
- Near-level boarding
- Bicycle racks
- Better buses

WHAT COULD WE ACHIEVE?

ENHANCE TRANSIT EXPERIENCE

Nearly 8,000 corridor riders a day.

BRT riders save 30 to 45 minutes daily.



SAFE WALKING & BICYCLING

Wider sidewalks, more crossings, and less speeding.



ENCOURAGE REDEVELOPMENT

Up to 19 station areas catalyzing redevelopment and economic growth.



RELIABLE AUTO MOBILITY

Reduced conflicts will result in safer and more reliable auto mobility.



IMPLEMENTABLE IMPROVEMENTS

The project is cost-effective and will be competitive when seeking Federal grants.



SUPPORT COMMUNITY HEALTH

A Health Impact Assessment identified opportunities to encourage healthier communities as part of transit investment.



IN THE MEANTIME...

Before the long-term solution is implemented, LYNX and our partners are looking to give riders a **new choice** by adding limited-stop FastLink service on SR 436 in the next two years. This will be coupled with more **direct connections to SunRail**. This **short-term low-cost** improvement will offer better service, get riders used to premium transit, and **demonstrate the viability of longer-term solutions**.



WHAT ELSE DID WE CONSIDER?



Walking or biking to transit should be safe and comfortable. The study has recommended many **Complete Streets** treatments to make this a reality.



A **Health Impact Assessment** evaluated how solutions can foster healthier communities.

HOW CAN YOU HELP?



EXECUTIVES/ COMMUNITY LEADERS

- Secure funds for preliminary engineering
- Contribute to the short-term alternative
- Campaign for dedicated transit funding



AGENCY STAFF

- Incorporate recommendations into your work
- Have your company/agency fill out a letter of support



CITIZENS

- Tell your elected officials that you want better transit
- Ride LYNX and spread the word
- Follow LYNX on Facebook at [golynx](#) for updates
- Thank your bus driver

STAY IN TOUCH!



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