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Transit Master Plan

2030 Paw Print: The LYNX Transit Master Plan

Technical Memorandum #2: Corridor Future Characteristics

Final Report

February 2011

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LYNX
Long Range
Strategic Master Plan

Technical Memorandum #2:
Corridor Future Characteristics

Prepared for

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1. Introduction

The *2030 Paw Print* is a long range strategic master plan (LRSMP) initiated to refine the network of 14 high-capacity transit corridors identified in LYNX's 2006 Comprehensive Operations Analysis (COA) and recent Transit Development Plan (TDP). At the request of METROPLAN Orlando, four corridors were added to the study and two corridors were extended based on its Streetcar/Bus Rapid Transit (BRT) project and the associated collector/distributor or circulation systems. The resulting 18 corridors cover three counties: Orange, Seminole, and Osceola.

The study will evaluate each corridor for transit modal improvements through 2030. Modal improvements could include local bus, express bus, BRT, streetcar, light rail, and commuter rail. High speed rail is only considered in the sense that these modes will connect with proposed high speed rail stations. In addition, the *2030 Paw Print* will establish a plan that prioritizes these modal improvements between now and 2030.

This technical memorandum is the second in a series of technical memoranda. The first technical memorandum focused on baseline, or current, conditions in each of the corridors. This memorandum focuses on future conditions of the corridors to the extent they can be projected. The technical memorandum is divided into four sections.

Section 1 is the introduction.

Section 2 reviews previously completed planning studies to provide information on the region's growth trends. It also provides insight into the type of development the local residents and decision-makers support.

Section 3 provides demographic projections for 2030.

Section 4 provides an assessment of growth trends and recommendations.

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2. Review of Plans and Studies

This section reviews relevant transit policies at local city and county levels of government. The summarized documents emphasize issues that may have implications for LYNX service. These policies will influence the transit development over time.

LOCAL AND REGIONAL PLANS

Comprehensive plans and land development regulations (LDRs) were reviewed in selected municipalities in order to assess regulations related to transit throughout the region. Comprehensive plans and LDRs were evaluated for all municipalities along the 18 corridors that have a current population of more than 15,000. Despite having fewer than 15,000 residents, the comprehensive plans and LDRs of Bay Lake and Lake Buena Vista were also reviewed due to their proximity to Walt Disney World. It is understood that these municipalities may have relatively small permanent populations, but their functional populations are rather large due to a large tourist influx.

The following is a list of the reports reviewed.

- "How Shall We Grow"
- Comprehensive Plans
    - Orange County
        - Apopka
        - Reedy Creek Improvement District
            - Bay Lake
            - Lake Buena Vista
        - Maitland
        - Orlando
        - Winter Park
    - Osceola County
        - Kissimmee
        - St. Cloud
    - Seminole County
        - Altamonte Springs
        - Casselberry
        - Sanford

- Land Development Regulations
    - Orange County
    - Apopka
  - Reedy Creek Improvement District
    - Bay Lake
    - Lake Buena Vista
  - Maitland
  - Orlando
  - Winter Park
  - Osceola County
    - Kissimmee
    - St. Cloud
  - Seminole County
    - Altamonte Springs
    - Casselberry
    - Sanford

Local policies emphasize mobility, efficiency, cost effectiveness, safety, accessibility, and convenience as essential components for an effective multi-modal transportation network in the Orlando area. High speed rail, SunRail, and other feasible enhanced services developed as part of the *2030 Paw Print* will provide the region with a variety of transportation options.

SUMMARY OF FINDINGS

A review of local planning documents and land development regulations reveals that County governments and local municipalities in Central Florida share a vision for a multi-modal transportation system. Effective mobility for the region's residents, visitors, and freight will ensure a high quality of life. Coordination among the multitude of plans, programs, and policies must occur to achieve the region's shared vision. LYNX must effectively operate in the local planning, financial, and policy environment in order to maintain and expand the regional transit system. In addition, LYNX must have input concerning future land use programs and development regulations of the member jurisdictions in order for land use and transit planning to be effective. The following are some critical themes that emerged as a result of reviewing local plans and land development regulations:

- **Transit-Friendly Land Development Pattern:** The existing highway-based system has become overburdened. Building and improving roads can no longer be the only alternative for Central Florida's mobility. Many local plans emphasize the importance of smart growth and compact development for future development.

- **Special Area Studies including Activity Center Plans:** LYNX should review the studies and plans in order to recommend, where appropriate, the incorporation of transit facilities into new retail centers, businesses, and neighborhoods.

- **Development Approvals:** LYNX must work with the policy makers and staff to continue transit as part of the development approval process, both large and small.

- **Local Agency Coordination:** LYNX must ensure coordination and cooperation with the numerous local agencies throughout the region in order to provide efficient and effective service to businesses, residents, and visitors.

Tables 2-1, 2-2, and 2-3 provide a summary of key goals, objectives, policies, regulations, and standards enacted by local agencies to support the *2030 Paw Print*. Appendix A of this document provides a more detailed summary of reviewed plans and programs, along with potential implications regarding the development of the *2030 Paw Print*.

Table 2-1
Document Review Findings

Document Reviewed	Most Recent Update	Guiding Principles	Recommendations
"HOW SHALL WE GROW?"	2007	• Four key themes emerged from the *How Shall We Grow?* campaign demonstrating how the future of Central Florida could be different if future policies and practices are based on the four Cs: o Conservation, o Countryside, o Centers, and o Corridors.	• Preserve open space, recreational areas, farmland, water resources, and regionally significant natural areas. • Provide a variety of transportation choices. • Foster distinct, attractive, and safe places to live. • Encourage a diverse, globally competitive economy. • Create a range of obtainable housing opportunities and choices. • Build communities with educational, health care, and cultural amenities

Table 2-2
Comprehensive Plan Review Findings

Document Reviewed	Year Adopted	Relevant Goals	Relevant Objectives, Policies, and Recommendations
ORANGE COUNTY COMPREHENSIVE PLAN	2009	• Implement an urban planning framework that provides for long-term, cost-effective provision of public services and facilities, and desired future development pattern. • Implement a safe, accessible, convenient, efficient, and financially feasible multi-modal transportation system that minimizes environmental impacts.	• Encourage urban strategies such as infill development, coordinated land use and transportation planning, and mixed-use development, which promote efficient use of infrastructure, compact development, and an urban experience with a range of choices and living options. • Develop more urban tools to promote mixed uses, walkability, and locations with multi-modal access. These tools should include development regulations and incentives that encourage traditional neighborhood development, mixed-use activity centers, and other forms that will result in more efficient land use and better coordination between land use and transportation.
OSCEOLA COUNTY COMPREHENSIVE PLAN	2007	• Manage how and where growth occurs by using sustainable development and smart growth planning practices to enhance the quality of life, promote economic vitality, and accommodate projected population growth and development in an environmentally- acceptable manner. • Establish a multi-modal transportation system that promotes the values of sustainable development, including increasing mobility options and promoting accessibility to economic, educational, cultural, and recreational opportunities for residents and visitors alike. Transportation improvements should minimize environmental impacts and protect natural resources.	• Establish an urban growth boundary. • Develop a smart growth development pattern. • Coordinate the siting of existing and proposed transportation improvements with surrounding land uses. • Promote alternative modes of transportation to provide a safe, comfortable, attractive, efficient, and energy-efficient multi-modal transportation network and encourage the use and expansion of alternative modes of transportation for commuting, as well as for recreational purposes. • Investigate and plan for an interconnected passenger rail system that is linked to the region, state, and nation.

Table 2-2
Comprehensive Plan Review Findings (Continued)

Document Reviewed	Year Adopted	Relevant Goals	Relevant Objectives, Policies, and Recommendations
SEMINOLE COUNTY COMPREHENSIVE PLAN	2008	• Develop and maintain an effective, convenient, and economically-feasible transportation system that provides regional access for people and goods, is compatible with environmental conservation, provides access to recreational opportunities, and that preserves the rural quality of life. • Along corridors and mixed-use centers, provide a balance between access and mobility, support development and redevelopment of adjacent land uses, and promote compatibility with the economic viability and aesthetics of the County.	• Support enhanced transit service in corridors where redevelopment efforts are desired, in order to provide alternative mobility options to support redevelopment. • The County shall establish and utilize level of service standards for the provision of a multi-modal transportation system. • The County shall provide a financially feasible program for funding transportation improvements necessary to support growth forecasts.
REEDY CREEK IMPROVEMENT DISTRICT COMPREHENSIVE PLAN	1999	• Continue to maintain a safe, convenient, and efficiently balanced transportation system to meet the multi-modal capacity requirements of existing and future development.	• Participate with other state and local agencies and governments in the area to develop roadway and transit programs and projects outside the District. • Acquire rights-of-way for transportation facility improvements. • Ensure that efficient transit services are provided.

Table 2-2
Comprehensive Plan Review Findings (Continued)

Document Reviewed	Year Adopted	Relevant Goals	Relevant Objectives, Policies, and Recommendations
ALTAMONTE SPRINGS COMPREHENSIVE PLAN	2002	• Achieve a quality community in which to live and work. Locate development where a full range of public services and facilities are provided to effectively meet the economic and service needs of the City and protect natural resources. • Meet existing and future transportation needs through a transportation system that offers multi-modal travel options and places an emphasis on public transportation. • Integrate the multi-modal transportation system with land use planning. • Obtain funds through a variety of sources to finance needed transportation improvements.	• Use innovative LDRs such as transit and pedestrian-oriented development, planned development, transfer development rights, development bonuses, and minimum land use densities/intensities to ensure an appropriate land use pattern that encourages the integration of transportation and transit systems with land use to promote effective mass transportation. • Design a transportation system to accommodate and promote multiple modes. • Implement transit programs and services designed to reduce reliance on the single-occupant automobile.

Table 2-2
Comprehensive Plan Review Findings (Continued)

Document Reviewed	Year Adopted	Relevant Goals	Relevant Objectives, Policies, and Recommendations
APOPKA EVALUATION AND APPRAISAL REPORT	2007	• The City should consider a complete rewrite of the Transportation Element to communicate the City's desire to integrate land use planning/ transportation and develop a local transportation system that: o Provides a full range of safe, dependable, and accessible travel options for residents, employees, or visitors who cannot afford a car, cannot drive, or would prefer not to drive all the time, including a network of sidewalks and bicycle routes; and o Encourages expansion and facilitates design of a public transit system that gets people to jobs, retail centers, and recreation facilities.	• Incorporate transit-oriented design principles into the transportation element. • Add policies that require more coordination with LYNX to: o Expand service routes, taking into consideration the location of affordable housing developments, employment centers, and educational/public facilities, among others; o Integrate bicycle and transit through bike racks on buses, bicycle routes, and bicycle parking near transit stops; o Design stations and facilities to accommodate people with disabilities or special needs; o Provide park & ride facilities; and o Improve security for transit users and pedestrians.
CASSELBERRY COMPREHENSIVE PLAN	2009	• Provide a quality living environment for all residents, provide for a sound economic future through proper development and redevelopment, and protect/preserve the quality of the environment and natural resources. • Ensure the planning and provision of a safe, efficient, balanced, and economically-feasible transportation system that meets the needs of existing and future land use activity, while maintaining environmental, residential, and economic compatibility.	• Implement a comprehensive transportation strategy to promote mass transit, pedestrian, and bicycle use within the City and metropolitan area. • Request assistance from Seminole County in identifying available funding for transit facilities in order to correct any existing problems and to provide for future commuter rail or light rail facilities. • Work with LYNX towards a long-range vision of implementing higher capacity transit modes along US 17-92, such as bus rapid transit or streetcar service.

Table 2-2
Comprehensive Plan Review Findings (Continued)

Document Reviewed	Year Adopted	Relevant Goals	Relevant Objectives, Policies, and Recommendations
KISSIMMEE EVALUATION AND APPRAISAL REPORT	2009	• Provide a safe, convenient, efficient, and effective multi-modal transportation system for both current and future users. • Efficiently and effectively serve the transit needs of the City.	• Utilize the planned Kissimmee Intermodal Hub as a major connection point for LYNX routes and SunRail.
MAITLAND COMPREHENSIVE PLAN	2002	• Ensure that future development balances land use and transportation and is directed in a harmonious pattern with existing development and the natural environment so that the City's image as a residential community is maintained and improved. • Protect the quality of neighborhoods by providing safe and efficient transportation systems that ensure convenient access to property while protecting the residential character of City neighborhoods from traffic impacts.	• The City shall require high density development in proximity to large employment and retail centers, particularly within the downtown Maitland portion of the Transportation Concurrency Exception Area (TCEA), to increase transit usage and provide residential proximity to employment, with provisions for pedestrian and transit needs. • The City shall support the continuation of a transit and pedestrian-oriented downtown area. • A transit-oriented development (TOD) overlay district is established to create opportunities for compact pedestrian- and bicycle-friendly neighborhood centers accessible to transit. • The City supports expanded mass transit service on regional facilities and collectors as an option for motorists seeking to reduce travel time and costs associated with congestion and as a means to protect its neighborhoods from cut-through non-local traffic.

Table 2-2
Comprehensive Plan Review Findings (Continued)

Document Reviewed	Year Adopted	Relevant Goals	Relevant Objectives, Policies, and Recommendations
ORLANDO GROWTH MANAGEMENT PLAN	2009	• Develop a balanced transportation system that supports building a livable community and improves access and travel choices through the enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, demand management programs, and traffic management techniques. • Maintain a concurrency management system, which ensures that transportation facilities and services needed to support development and redevelopment are available concurrently with the impacts of such development. • Develop a financially-feasible transportation system, which meets the accessibility needs of the city residents.	• Metropolitan activity centers shall be served by internal public transit, bikeway, and pedestrian systems by 2030. • By 2020, five percent of work trips shall be accommodated by public transit and maintain or improve a 30-minute weighted average headway on 59 percent of the designated transit service corridors within the TCEA. • Require that transit facilities, such as turn-out bays, preemptive signals, high-occupancy vehicle lanes, bus-only lanes, and transit shelter locations, be included in roadway design proposals, as appropriate. • Work with Florida Department of Transportation (FDOT), METROPLAN, and LYNX in the planning and construction of fixed guideway transit systems. • The City shall become the hub of the statewide intercity rail system by 2010.
SANFORD COMPREHENSIVE PLAN	2000	• Develop and maintain an integrated multi-modal transportation system that promotes mobility and accessibility to move people and goods. • Stress multi-modal mobility that offers transportation and transit services to all residents and tourists in the most efficient, convenient, assessable, and affordable manner possible.	• Provide for an integrated multi-modal transportation system that emphasizes safe, convenient, and efficient movement of motorized and non-motorized vehicles as well as pedestrians. • Transportation programs and improvements within the TCEA shall emphasize pedestrian and transit modes of transportation.

Table 2-2
Comprehensive Plan Review Findings (Continued)

Document Reviewed	Year Adopted	Relevant Goals	Relevant Objectives, Policies, and Recommendations
ST. CLOUD COMPREHENSIVE PLAN	2000	• The City shall seek to enhance the livability and character of St. Cloud through the encouragement of innovative land development techniques and an attractive and functional mix of residential, commercial, educational, cultural, and recreational land uses. • Provide a safe, efficient, and convenient transportation system for motorized and non-motorized users of the St. Cloud transportation network.	• The City shall continue to support mass transit service by encouraging compact development, requiring the provision of pedestrian connections, and requiring the provision of transit facilities and amenities where necessary.
WINTER PARK COMPREHENSIVE PLAN	2009	• The purpose of this element is to provide guidance for appropriate plans and policies needed to ensure a walkable, pedestrian, and bicycle-friendly, treed, relaxed, beautiful, safe urban village that promotes neighborliness and courtesy among citizens and visitors. • It shall be the goal of the City of Winter Park to ensure the provision of a balanced transportation system that promotes its mission.	• The City will work with LYNX to provide local and regional transit service to existing and future residents that serves the transportation needs of City and supports the goals of this element.

Table 2-3
Land Development Regulations Review Findings

Document Reviewed	Type of Regulation	Standards
ORANGE COUNTY CODE OF ORDINANCES	• Establish a TOD overlay zone.	• Establish an area located within ½ mile of commuter rail stations in unincorporated Orange County within which mixed-use, pedestrian-friendly development is encouraged. • Achieve greater development density. • Promote a mix of uses. • Promote a quality pedestrian environment.
OSCEOLA COUNTY CODE OF ORDINANCES	• The code provides for all transit bus benches within unincorporated Osceola County that are located at a transit bus stop location on public right-of-way, including placement, design, advertising regulations, and regulations for the removal of bus benches.	• Any person duly incorporated or authorized to transact business in Florida may be permitted to place and maintain transit bus benches for the use and convenience of the general public. • Benches may be located at bus stops on public right-of-way only where they do not present a hazard to pedestrians or motorists.
SEMINOLE COUNTY LAND DEVELOPMENT CODE	• Transit service and facilities. • Competitive transit service. • Transportation Management Plan to alleviate congestion, improve mobility and mitigate the anticipated traffic impacts of traffic generated by new or expanded developments.	• Activity centers should provide adequate service population size, density, mix of uses, and concentrated land use to support transit use. • Buildings should be oriented toward transit facilities to provide convenient access and activity center development should be designed at a pedestrian scale. • Provide for shelters, walkways, benches, trash containers, lighting, information displays, landscaping, and other amenities that will create a user-friendly environment.

Table 2-3
Land Development Regulations Review Findings (Continued)

Document Reviewed	Type of Regulation	Standards
REEDY CREEK IMPROVEMENT DISTRICT LAND DEVELOPMENT REGULATIONS	• Site plan requirements.	• The site plan shall show the location and size of transit corridors and information related to on-site transit service such as circulation path of buses, necessary queuing areas for passengers and buses, and areas to be designated as bus stops and shelters.
ALTAMONTE SPRINGS LAND DEVELOPMENT REGULATIONS	• Requirements for approval of preliminary and final site plans.	• Preliminary site plans must show proposed access points and designed transportation improvements including transit stop locations. • All private developments will include provisions for participating in a mass transit or shuttle-bus system as part of the development review process consistent with the multi-modal transportation element.
APOPKA CODE OF ORDINANCES	• Transit stop requirements, size, design, location, and coordination.	• Any development with a parking requirement of more than 350 vehicles shall provide and dedicate to the city land area for a transit stop. • The land area dedicated shall be sufficient to provide a transit stop with shelter and a separate paved transit lane 100 feet from the bus stop.
CASSELBERRY CODE OF ORDINANCES	• Transit bus shelter locations, applications, permits, construction standards, maintenance, and enforcement. • Purpose and intent of zoning districts.	• Transit bus shelters may be placed at any officially designated transit stop location along arterial roadways that lie within municipal corporate boundaries and on private property and public right-of-way after receiving proper authorization and permits.
KISSIMMEE CODE OF ORDINANCES	• Residential planned unit development district site design regulations.	• Design elements to be addressed include transit shelters, benches, trash receptacles, and other hardscape features.

Table 2-3
Land Development Regulations Review Findings (Continued)

Document Reviewed	Type of Regulation	Standards
MAITLAND LAND DEVELOPMENT CODE	• Proportionate fair-share obligation.	• Transit service improvement projects must satisfy LYNX's design standards and guidelines for transit facilities and improvements.
ORLANDO CODE OF ORDINANCES	• Level of service standards. • Concurrency evaluation required prior to issuance of a Concurrency Verification Letter or Concurrency Encumbrance Letter.	• Determine whether levels of service for mass transit are adequate to support the impacts of new development. • Mass transit level of service standards shall apply during regular service hours and shall be 60-minute headways citywide. • Maintenance of mass transit level of service, measured at transit stops within ¼-mile of the property for which the concurrency evaluation is sought. • Transit shelters are allowed in City rights-of-way. • Town and Village Centers should be major stops on the transit network.
SANFORD LAND DEVELOPMENT REGULATIONS	*No reference to transit.*	
ST. CLOUD CODE OF ORDINANCES	*No reference to transit.*	
WINTER PARK CODE OF ORDINANCES	• Concurrency management regulations and proportionate fair-share option to mitigate deficit transportation facilities. • Commercial shopping center district minimum on-site accommodations for transit.	• The City, at its discretion, may allow developments to contribute proportionate fair-share to system-wide projects, either solely or in conjunction with highway-related improvements. • Commercial shopping centers at the time of development, expansion, or major redevelopment shall be required to address on-site provisions that will accommodate and encourage the use of mass transit.

3. Existing Growth Trends

As part of the 2030 Long Range Transportation Plan (LRTP), METROPLAN developed two land uses, a **trend land use**, developed by the standard land use approach, and an **alternative land use**, developed following smart growth principles. The objective of this approach was to analyze future travel demands under two different growth scenarios and to determine whether one of the approaches proved more effective at improving the transportation system.

This section presents a detailed evaluation of future conditions along the 18 corridors included as part of the *2030 Paw Print*. A future conditions profile is developed for each of the 18 corridors using data from various sources including the adopted 2030 METROPLAN LRTP, LYNX, and various other sources. Brief descriptions of the components reviewed for an area within a ½-mile buffer of each of the 18 corridors are summarized below.

Then, each corridor is reviewed in detail in a number of areas for future conditions and a future transit corridor profile is developed. These profiles include the following:

- Corridor Demographics
  - Trend Land Use
  - Alternative Land Use
- Land Use Distribution
- Roadway and Traffic Conditions
- Planned Roadway Improvements
- Bicycle and Pedestrian Facilities

FUTURE TRANSIT CORRIDOR PROFILES

This section contains a description of the areas included in the future conditions review and a future transit corridor profile dedicated to each corridor. The profiles are presented in the form of fact sheets containing a detailed evaluation of future conditions for each of the study corridors. Data were combined from various sources in order to create these fact sheets. Fact sheets contain the following information.

Description of Corridor

To aid in identifying the corridors, a brief description of each is provided. The corridors often include multiple roads connecting various points.

Corridor Characteristics

A number of corridor demographic parameters are reviewed for each of the corridors to assess key demographics of the ½-mile buffer areas. The corridor demographics reviewed include the following. For each characteristic, projections for both the trend and alternative land use are provided.

- Population
- Employment
- Population Density (per square mile)
- Employment Density (per square mile)

Major Activity Centers

In this section of the fact sheets, major activity centers are identified. Major activity centers can be areas such as downtowns or privately-owned facilities such as Walt Disney World. The listed activity centers are those anticipated to be in existence in 2030.

Transit Facilities

In addition to the transit service profile, a list of transit facilities is also provided to gauge the availability of transit infrastructure to be located in the corridor in the future. Information is provided on the following types of facilities.

- Transit Centers
- Transfer Centers
- Park & Ride Lots

Planned Improvements

The 2030 METROPLAN LRTP is reviewed and a summary of the 2030 roadway improvements to be completed by the year 2030 are summarized for each of the 18 corridors. Improvements primarily take the form of road widening projects.

Congested Road Segments

A review of the roadways that are anticipated to be congested is conducted as part of assessing future roadway and traffic conditions. The level of congestion on each road segment was measured by the roadway volume to capacity (V/C) ratio. For example, a V/C ratio greater than 1 indicates that future travel demand along the corridor is anticipated to exceed the corridor physical capacity and, therefore, medium to high levels of congestion are anticipated. A V/C ratio of less than 1 may indicate a less congested road segment in the corridor. The average V/C ratios for each of the 18 corridors, which were calculated based on roadway segment V/C ratios, are summarized for each corridor.

Bicycle and Pedestrian Facilities

Since the two most utilized modes for accessing transit are walking and bicycling, the future total number of miles of bicycle and sidewalk facilities within each corridor is also reviewed. The data may provide a general indication of the level of potential transportation connectivity within each corridor. However, caution should be exercised in interpreting these data as facilities within a ½-mile buffer area may not always be connected to the corridor main line.

Land Use Distribution

A review of various future land uses within the corridors is provided from the future land use map. A review of the distribution of various land uses can help provide a better understanding of the corridor's potential for future transit services given the future transit supportiveness of some land use types over others. The distribution of land uses within each of the selected corridors is categorized into the following categories (Other includes all land that is not categorized):

- Residential
- Institutional
- Right of Way
- Commercial
- Industrial
- Other

Corridor Map Series

In addition to the corridor profile fact sheets with corridor characteristics discussed previously, a series of maps are also developed. The maps present a visual representation of most of the

future characteristics presented in the corridor fact sheets, as well as other attributes that are typically helpful to transit service and infrastructure planning.

The maps developed for each of the 18 corridors include the following. It should be noted that, other than the Future Population Density – Alternative Land Use – Total Income maps for each corridor, which are presented in this section, all other maps are included in Appendix B.

- Future Land Use
- Future Population Density
    - Trend Land Use (low & total income)
    - Alternative Land Use (low & total income)
- Future Employment Density
    - Trend Land Use (low & total income)
    - Alternative Land Use (low & total income)
- Future Roadway Data (including number of lanes, median type [divided/undivided], and signalized intersections)
- Future Congestion (Volume/Capacity Ratio)
- Future Bicycle and Pedestrian Facilities
- Proposed/Approved Developments of Regional Interest (DRI), Multi-modal Transportation Districts (MMTD), infills, brownfields, etc.

The remainder of this section presents the corridor profile fact sheets and maps showing study area anticipated future characteristics.

Corridor Fact Sheets and Maps

1: Winter Park SunRail Connector

Description of Corridor

This corridor runs from the proposed SunRail station in Winter Park to US 17/92 at Lee Rd. via Morse Blvd., Denning Ave., and Webster Ave. The length of the corridor is 1.4 miles.

Corridor Characteristics	Alternative	Trend
Population	36,833	23,438
Employment	41,193	47,603
Population Density (per square mile)	5,641	3,590
Employment Density (per square mile)	6,309	7,291

Major Activity Centers

Downtown Winter Park

Transit Facilities

Transit Centers	0
Transfer Centers	1
Park & Ride Lots	0
SunRail Stations	1

Planned Improvements

Year

None

Congested Road Segments

Segment Average V/C Ratio	1.13

Bike & Pedestrian Facilities

Miles of Bike Lanes/Trails	2.04
Miles of Sidewalks	8.07

Land Use Distribution (Percent)

Residential	30.04
Institutional	9.25
Right of Way	18.31
Commercial	14.88
Industrial	1.33
Other	26.19

SIS Facilities

SIS Facilities within Study Area	2
CSX, Winter Park Amtrak	

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LYNX Study Corridor 1 – Winter Park SunRail Connector

Legend

Study Corridors

- SunRail
- Winter Park SunRail Connector
- 1-Mile Corridor Study Area

LYNX® 2030 Transit Master Plan

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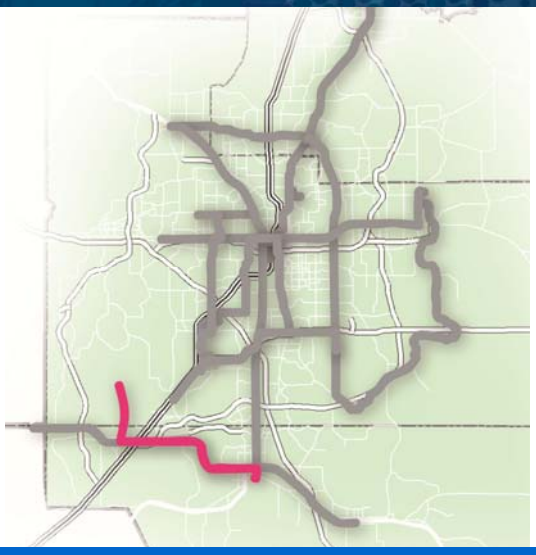
2: US 192 — Disney to Kissimmee

Description of Corridor

This corridor runs from the proposed SunRail station in downtown Kissimmee to the Disney Transportation Center at Walt Disney World via US 192 and World Drive. The length of the corridor is 16.5 miles.



Corridor Characteristics	Alternative	Trend
Population	130,060	82,531
Employment	94,158	98,759
Population Density (per square mile)	2,568	1,629
Employment Density (per square mile)	1,859	1,950

Major Activity Centers
Walt Disney World
US 192 Tourist Corridor
Downtown Kissimmee

Transit Facilities	
Transit Centers	0
Transfer Centers	3
Park & Ride Lots	0
SunRail Stations	1

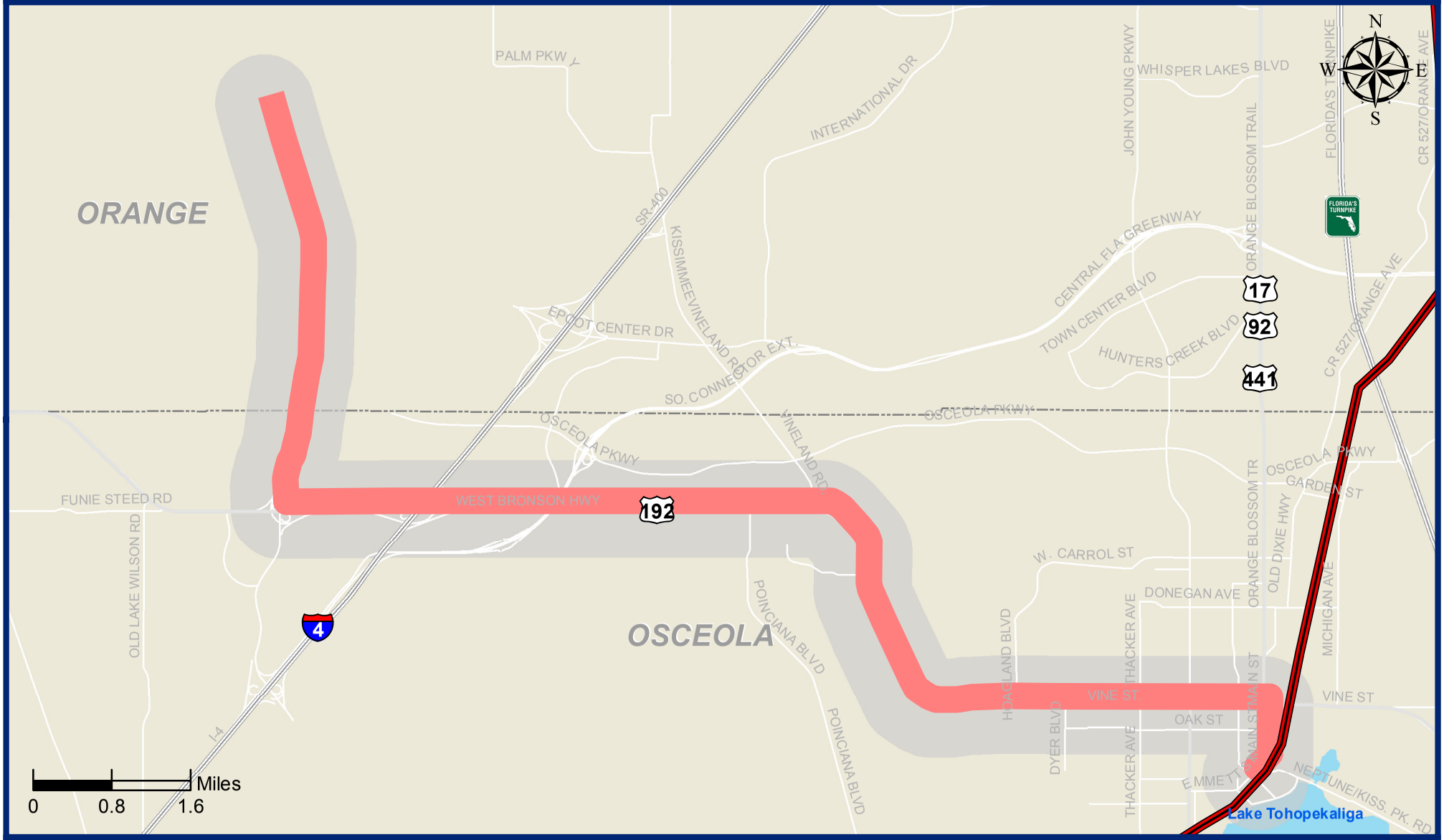
Planned Improvements	Year
None	

Congested Road Segments	
Segment Average V/C Ratio	1.24

Bike & Pedestrian Facilities	
Miles of Bike Lanes/Trails	26.69
Miles of Sidewalks	31.33

Land Use Distribution (Percent)	
Residential	18.11
Institutional	3.20
Right of Way	11.97
Commercial	34.64
Industrial	1.37
Other	30.71

SIS Facilities	
SIS Facilities within Study Area	9
Kissimmee Gateway Airport, Kissimmee Intermodal Center, CSX, Kissimmee Amtrak, I-4, SR 417, US 192, Hoagland Blvd., US 441	



LYNX Study Corridor 2 – US 192: Disney to Kissimmee

Legend

Study Corridors

- SunRail
- US 192: Disney to Kissimmee
- 1-Mile Corridor Study Area

LYNX 2030 Transit Master Plan

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3: US 192 — Lake County to St. Cloud

Description of Corridor

This corridor runs along US-192 from US-27 through Kissimmee to St. Cloud. The length of the corridor is 27 miles.

Corridor Characteristics	Alternative	Trend
Population	262,996	218,936
Employment	73,805	89,203
Population Density (per square mile)	2,497	2,079
Employment Density (per square mile)	701	847

Major Activity Centers

US 192 Tourist Corridor
Downtown Kissimmee

Transit Facilities

Transit Centers	0
Transfer Centers	4
Park & Ride Lots	2
SunRail Stations	0

Planned Improvements	Year
US 192 (Lake Co Line to Orange Co Line) - Widen 4-6	2015
US 192 (Aeronautical to Budinger) - Widen 4-6	2030

Congested Road Segments

Segment Average V/C Ratio	1.30

Bike & Pedestrian Facilities

Miles of Bike Lanes/Trails	50.36
Miles of Sidewalks	57.77

Land Use Distribution (Percent)

Residential	26.40
Institutional	3.91
Right of Way	14.17
Commercial	39.66
Industrial	1.25
Other	14.60

SIS Facilities

SIS Facilities within Study Area	10
Kissimmee Gateway Airport, CSX, I-4, Florida's Turnpike, SR 417, US 192, US 441, Hoagland Blvd., US 429, US 27	

LYNX Study Corridor 3 – US 192: Lake County to St. Cloud

Legend

Study Corridors

- SunRail
- US 192: Lake County to St. Cloud
- 1-Mile Corridor Study Area

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4: Silver Star Rd to Parramore

Description of Corridor

This corridor travels east and west along Silver Star Rd. from N Hiawassee Rd. to Gore St. in downtown Orlando. In order to travel north and south to reach downtown Orlando, the corridor travels along US 441 (Orange Blossom Trail) to Colonial Drive and travels north and south along Parramore Ave. to Gore St. The length of the corridor is 8 miles.

Corridor Characteristics	Alternative	Trend
Population	77,496	74,382
Employment	103,717	96,688
Population Density (per square mile)	4,547	4,365
Employment Density (per square mile)	6,086	5,674

Major Activity Centers

Downtown Orlando

Transit Facilities	
Transit Centers	1
Transfer Centers	1
Park & Ride Lots	0
SunRail Stations	1

Planned Improvements	Year
None	

Congested Road Segments

Segment Average V/C Ratio	1.37

Bike & Pedestrian Facilities

Miles of Bike Lanes/Trails	25.75
Miles of Sidewalks	107.01

Land Use Distribution (Percent)	
Residential	39.08
Institutional	4.74
Right of Way	19.56
Commercial	0.6
Industrial	20.05
Other	15.97

SIS Facilities	
SIS Facilities within Study Area	4
CSX, Florida Central Railroad, I-4, SR 408	

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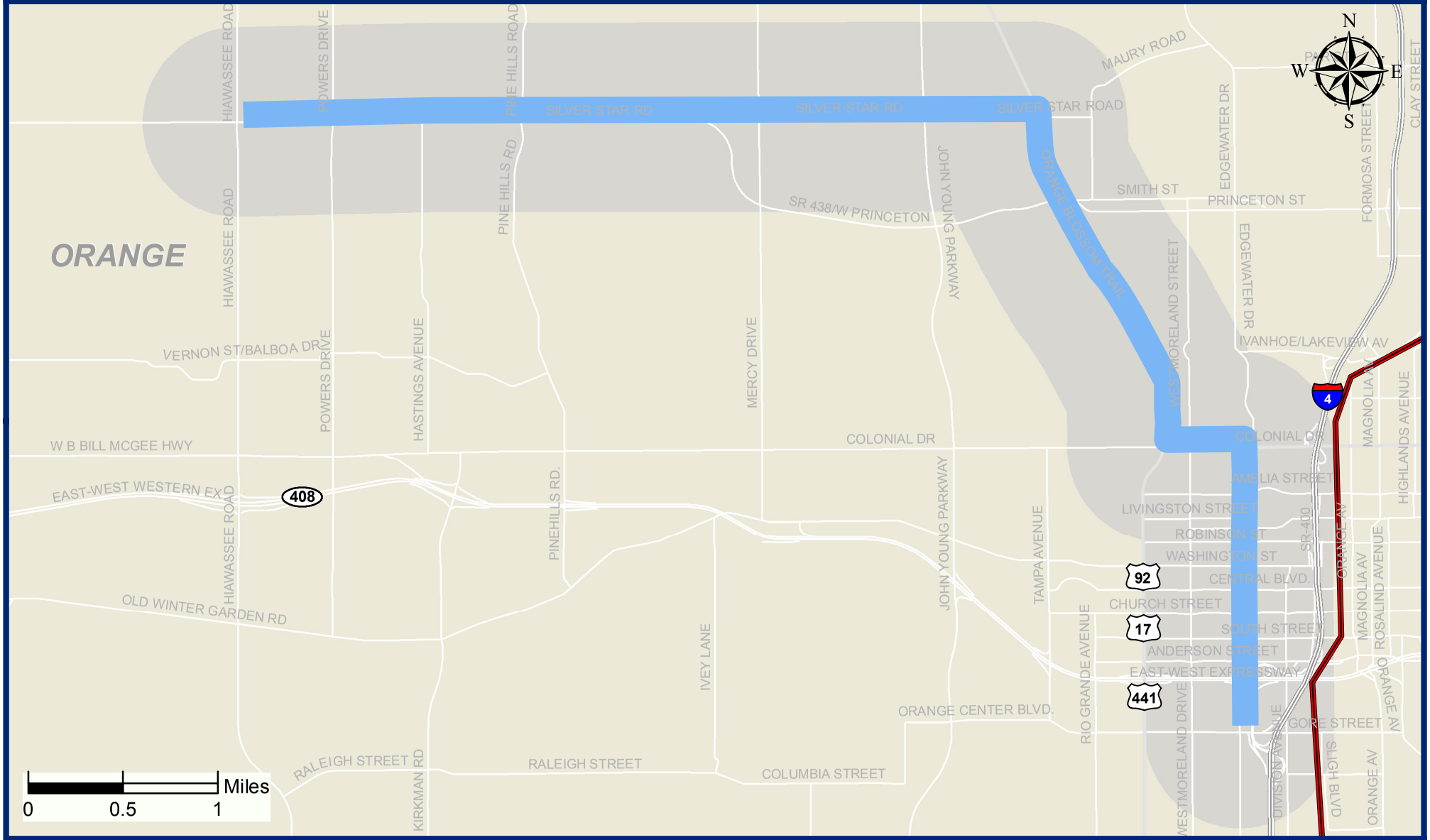

LYNX Study Corridor 4 – Silver Star Road to Parramore

Legend

Study Corridors

- SunRail
- Silver Star Road to Parramore
- 1/2 Mile Corridor Buffer

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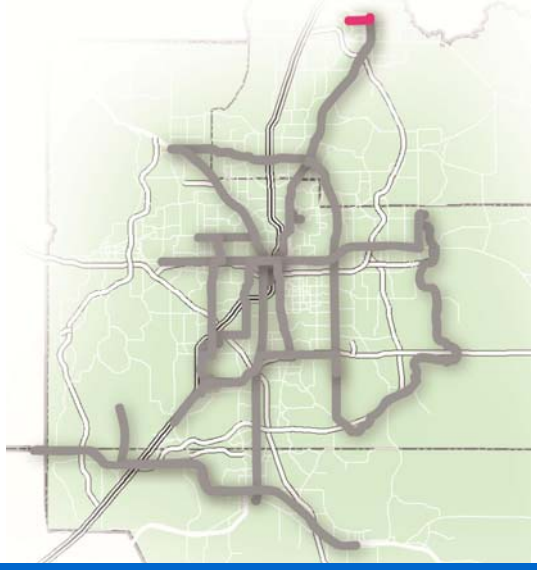
5: Sanford SunRail Connector



Description of Corridor

This corridor runs from downtown Sanford to the proposed SunRail station on 1st St. The length of the corridor is 1.8 miles.

Corridor Characteristics	Alternative	Trend
Population	31,126	16,088
Employment	48,392	34,557
Population Density (per square mile)	4,383	2,265
Employment Density (per square mile)	6,814	4,866

Major Activity Centers

Downtown Sanford

Transit Facilities

Transit Centers	0
Transfer Centers	0
Park & Ride Lots	0
SunRail Stations	1

Planned Improvements

Year

None

Congested Road Segments

Segment Average V/C Ratio	0.83

Bike & Pedestrian Facilities

Miles of Bike Lanes/Trails	6.41
Miles of Sidewalks	6.54

Land Use Distribution (Percent)

Residential	13.33
Institutional	2.28
Right of Way	20.04
Commercial	3.28
Industrial	9.08
Other	51.99

SIS Facilities

SIS Facilities within Study Area	6
St Johns River, CSX, Sanford Amtrak Auto Train, CSX Sanford Bulk Transflo, SR 46, Persimmon Ave	

LYNX Study Corridor 5 – Sanford SunRail Connector

Legend

Study Corridors

- SunRail
- Sanford SunRail Connector
- 1-Mile Corridor Study Area

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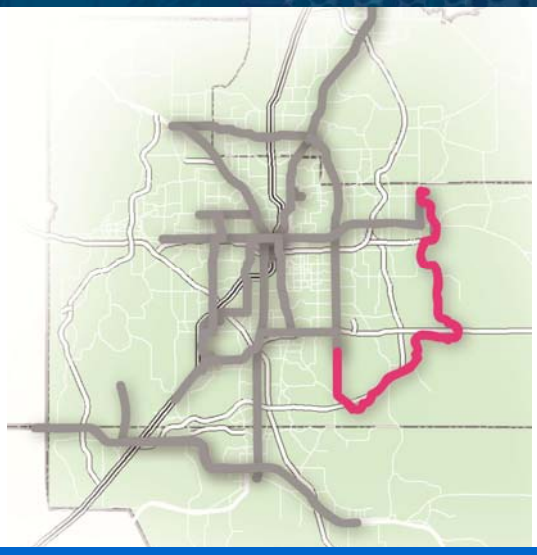
6: Innovation Way — OIA to UCF



Description of Corridor

This corridor runs from OIA to UCF via the proposed Innovation Way. The length of the corridor is 30.7 miles.

Corridor Characteristics	Alternative	Trend
Population	300,057	229,085
Employment	201,718	143,108
Population Density (per square mile)	3,657	2,792
Employment Density (per square mile)	2,458	1,744

Major Activity Centers

- Medical City/Innovation Way
- Central Florida Research Park
- University of Central Florida
- Orlando International Airport

Transit Facilities

Transit Centers	0
Transfer Centers	3
Park & Ride Lots	2
SunRail Stations	0

Planned Improvements	Year
Alafaya Tr (Curry Ford to Avalon Park) - Widen 4-6	2025
Moss Park Extension (Moss Park to Innovation Way) - New 4 lane	2015

Congested Road Segments

Segment Average V/C Ratio	1.16

Bike & Pedestrian Facilities

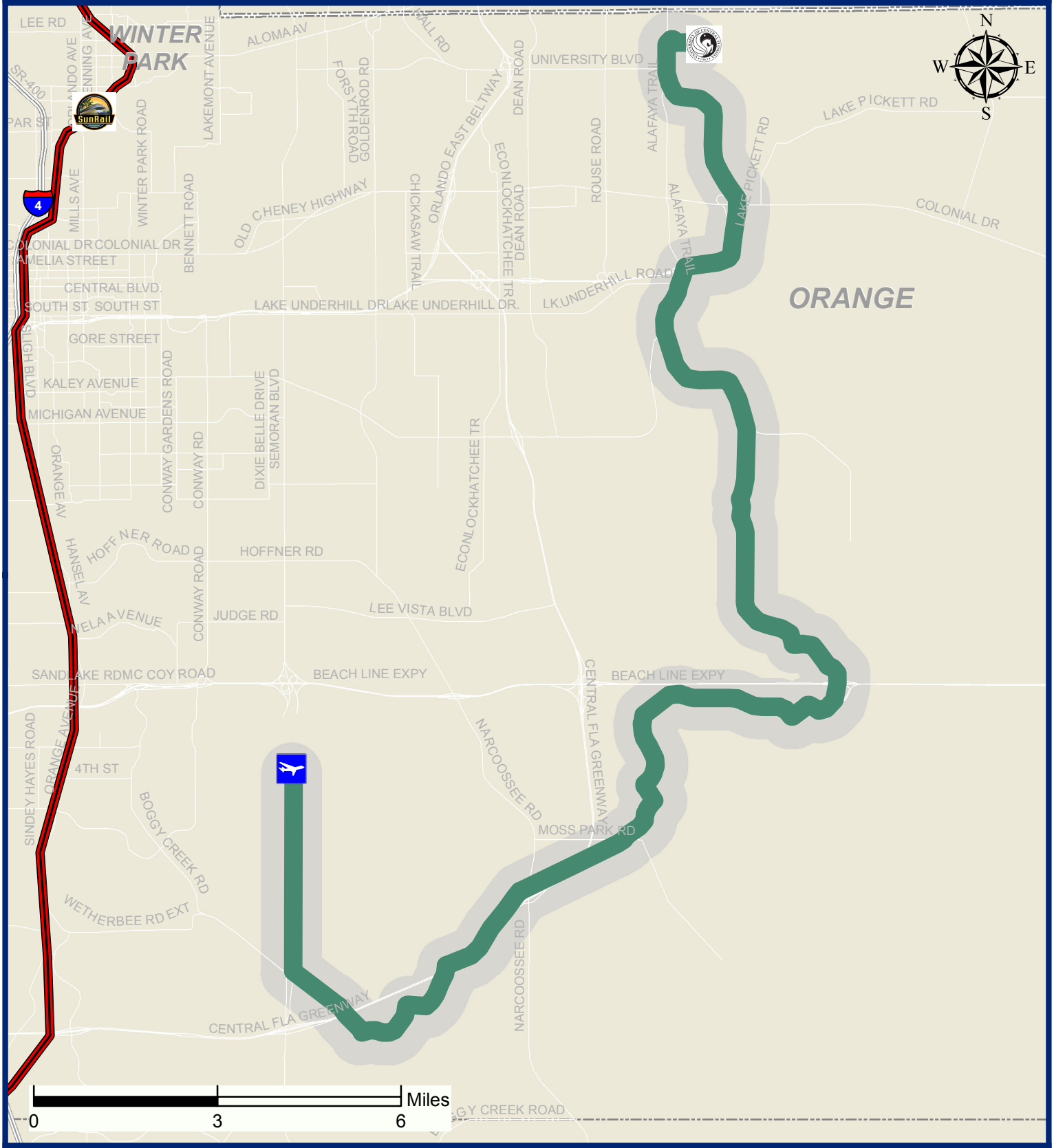
Miles of Bike Lanes/Trails	22.27
Miles of Sidewalks	19.64

Land Use Distribution (Percent)

Residential	8.83
Institutional	19.64
Right of Way	7.57
Commercial	1.6
Industrial	11.41
Other	50.95

SIS Facilities

SIS Facilities within Study Area	3
Orlando International Airport, SR 417, SR 528	



LYNX Study Corridor 6 – Innovation Way: OIA to UCF

Legend

Study Corridors

- SunRail
- Innovation Way: OIA to UCF
- 1-Mile Corridor Study Area

- Orlando International Airport
- University of Central Florida

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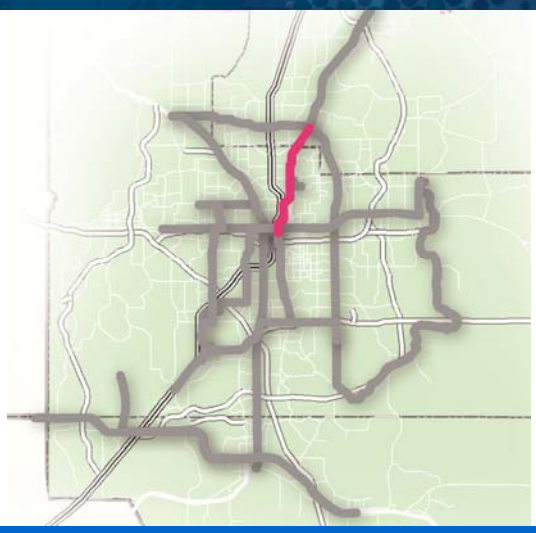
7: US 17-92 — Fern Park to Downtown

Description of Corridor

This corridor runs north and south along US 17/92 from the Fern Park area to downtown Orlando. The corridor travels via Orange Ave. to downtown from the intersection of Orange Ave. and US 17/92. The length of the corridor is 8.6 miles.



Corridor Characteristics	Alternative	Trend
Population	109,807	82,949
Employment	151,589	141,971
Population Density (per square mile)	5,664	4,279
Employment Density (per square mile)	7,820	7,323

Major Activity Centers

Downtown Orlando

Transit Facilities	
Transit Centers	1
Transfer Centers	2
Park & Ride Lots	0
SunRail Stations	1

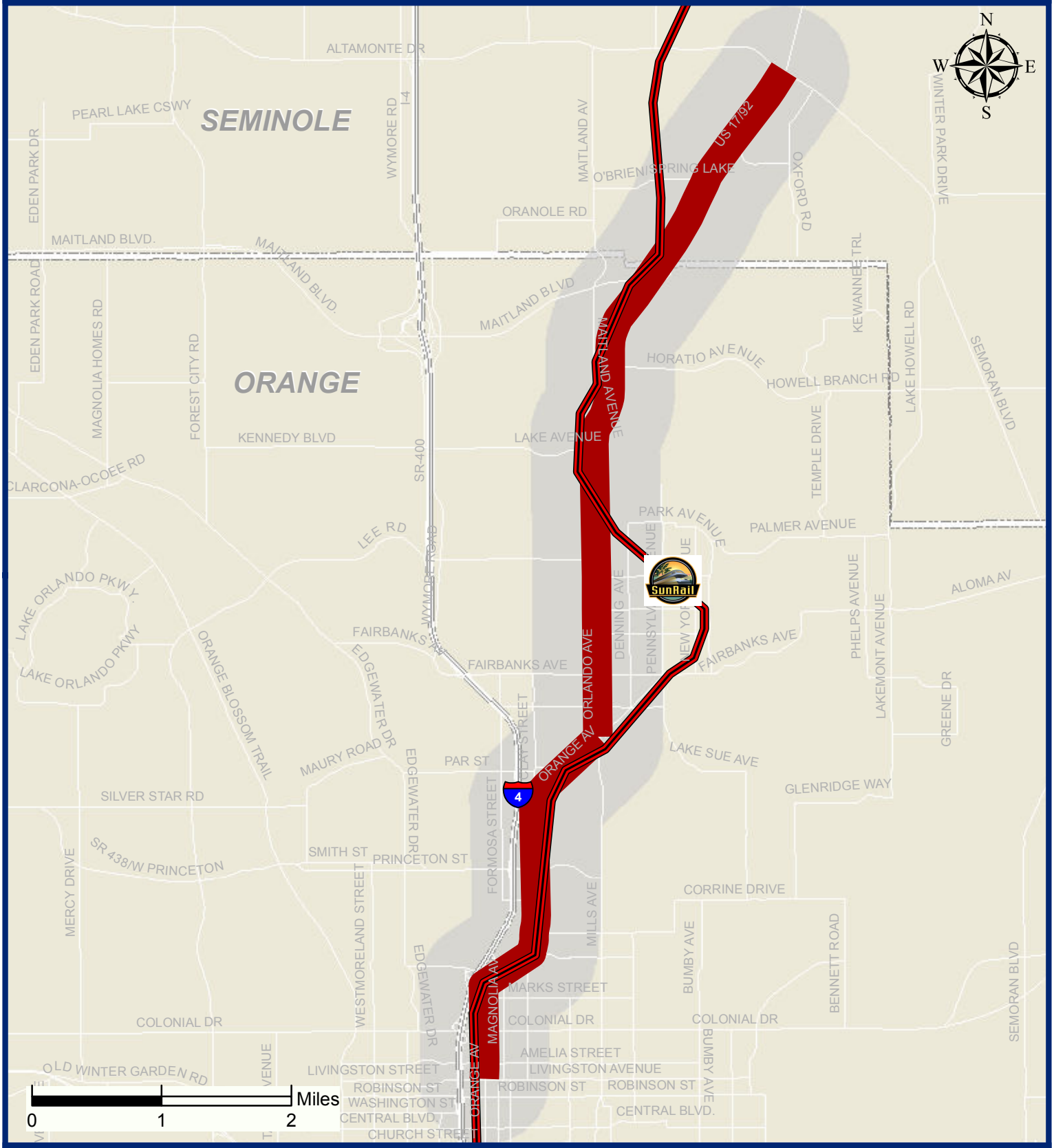
Planned Improvements	Year
None	

Congested Road Segments	
Segment Average V/C Ratio	1.39

Bike & Pedestrian Facilities	
Miles of Bike Lanes/Trails	26.39
Miles of Sidewalks	94.20

Land Use Distribution (Percent)	
Residential	33.22
Institutional	4.42
Right of Way	18.52
Commercial	8.06
Industrial	1.61
Other	34.18

SIS Facilities	
SIS Facilities within Study Area	2
CSX, I-4	



LYNX Study Corridor 7 – US 17-92: Fern Park to Downtown

Legend

Study Corridors

- US 17-92: Fern Park to Downtown
- SunRail
- 1-Mile Corridor Study Area

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8: US 17-92 — Sanford to Fern Park

Description of Corridor

This corridor runs north and south along US 17/92 from Sanford to the Fern Park area. The length of the corridor is 12 miles.

Corridor Characteristics	Alternative	Trend
Population	111,218	94,773
Employment	96,774	74,553
Population Density (per square mile)	2,585	2,203
Employment Density (per square mile)	2,249	1,733

Major Activity Centers

Seminole State College

Transit Facilities	
Transit Centers	0
Transfer Centers	2
Park & Ride Lots	0
SunRail Stations	0

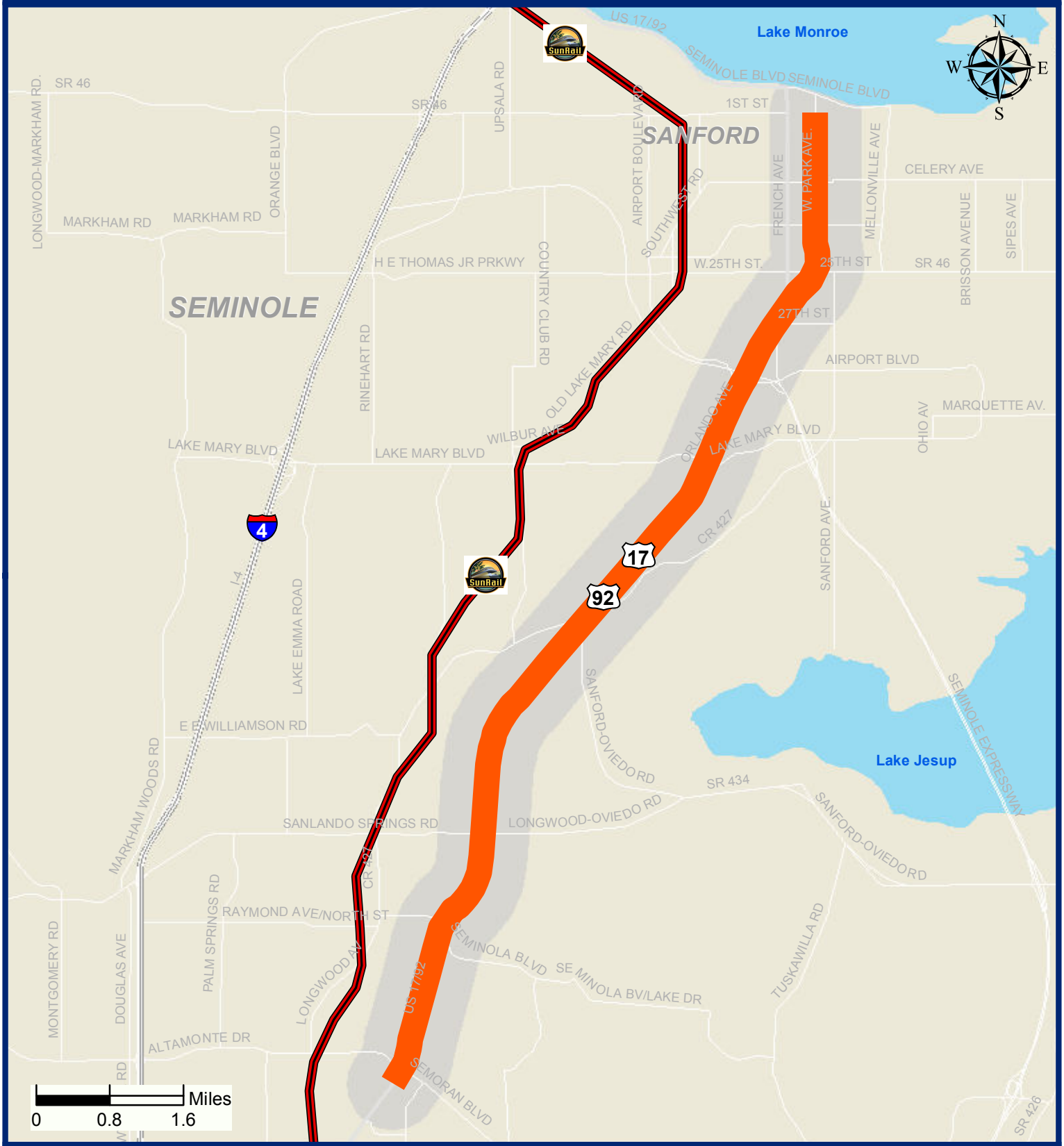
Planned Improvements	Year
US 17/92 (Shepard to Lake Mary) - Widen 4-6	2015
US 17/92 (Lake Mary to SR 417) - Widen 4-6	2030

Congested Road Segments	
Segment Average V/C Ratio	1.12

Bike & Pedestrian Facilities	
Miles of Bike Lanes/Trails	24.60
Miles of Sidewalks	30.87

Land Use Distribution (Percent)	
Residential	29.32
Institutional	4.96
Right of Way	16.56
Commercial	16.43
Industrial	4.12
Other	28.63

SIS Facilities	
SIS Facilities within Study Area	3
Sanford Greyhound, CSX, Seminole Expressway	



LYNX Study Corridor 8 – US 17-92: Sanford to Fern Park

Legend

Study Corridors

- US 17-92 Sanford to Fern Park
- SunRail
- 1-Mile Corridor Study Area

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9: SR 436 — Apopka to Fern Park

Description of Corridor

This corridor runs east and west along SR 436 (Semoran Blvd.) from Apopka to the Fern Park area. The length of the corridor is 10.5 miles.

Corridor Characteristics	Alternative	Trend
Population	106,404	92,163
Employment	91,553	85,460
Population Density (per square mile)	4,338	3,758
Employment Density (per square mile)	3,733	3,485

Major Activity Centers

Altamonte Regional Business Center
Altamonte Mall

Transit Facilities

Transit Centers	0
Transfer Centers	4
Park & Ride Lots	0
SunRail Stations	1

Planned Improvements	Year
SR 436 (Orange Co to Lake Harriet) - Widen 6-8	2025
SR 436 (Palm Springs to US 17-92) - Widen 6-8	2025

Congested Road Segments

Segment Average V/C Ratio	1.32

Bike & Pedestrian Facilities

Miles of Bike Lanes/Trails	18.69
Miles of Sidewalks	25.62

Land Use Distribution (Percent)

Residential	37.94
Institutional	3.61
Right of Way	15.47
Commercial	18.40
Industrial	1.21
Other	23.37

SIS Facilities

SIS Facilities within Study Area	2
Florida Central Railroad, I-4	

LYNX Study Corridor 9 – SR 436: Apopka to Fern Park

Legend

Study Corridors

- SunRail
- SR 436: Apopka to Fern Park
- 1-Mile Corridor Study Corridor

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10: SR 436 — Fern Park to OIA

Description of Corridor

This corridor runs north and south along SR 436 (Semoran Blvd.) from the Fern Park area to OIA. The length of the corridor is 16.6 miles.

Corridor Characteristics	Alternative	Trend
Population	155,500	149,802
Employment	94,950	92,250
Population Density (per square mile)	4,248	4,092
Employment Density (per square mile)	2,594	2,520

Major Activity Centers

Lee Vista
Orlando International Airport

Transit Facilities

Transit Centers	0
Transfer Centers	5
Park & Ride Lots	0
SunRail Stations	0

Planned Improvements	Year
SR 436 (US 17-92 to Wilshire) - Widen 6-8	2025
SR 436 (Lake Howell Rd to Lake Howell Ln) - Widen 6-8	2025
SR 436 (Lake Howell Ln to Howell Branch) - Widen 6-8	2030

Congested Road Segments

Segment Average V/C Ratio	1.34

Bike & Pedestrian Facilities

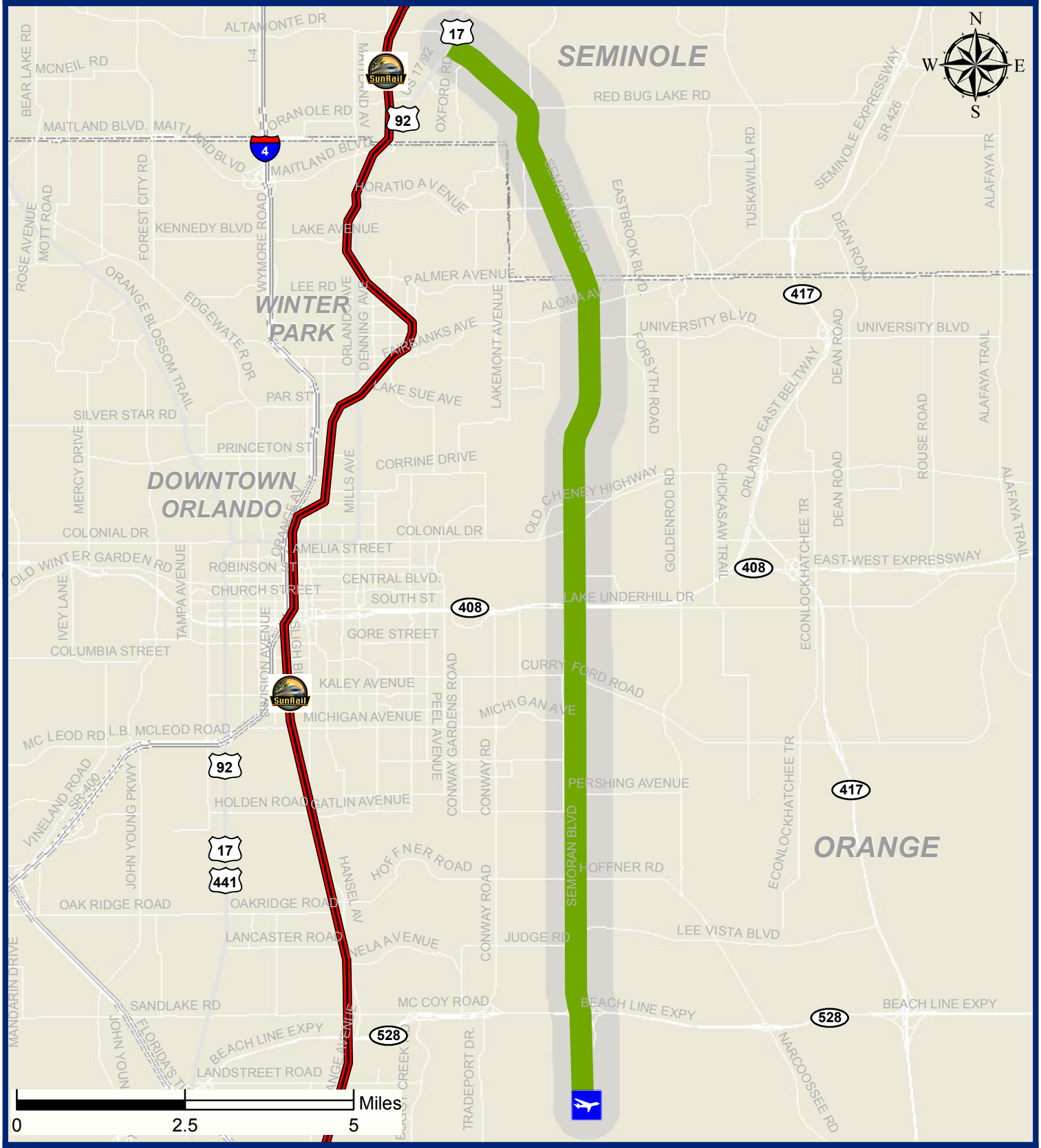
Miles of Bike Lanes/Trails	41.08
Miles of Sidewalks	51.55

Land Use Distribution (Percent)

Residential	42.47
Institutional	1.83
Right of Way	14.56
Commercial	5.35
Industrial	2.78
Other	33.01

SIS Facilities

SIS Facilities within Study Area	0
Orlando International Airport, SR 408, SR 528, Airport Blvd.	



LYNX Study Corridor 10 – SR 436: Fern Park to OIA

Legend

Study Corridors

- SR 436: Fern Park to OIA
- SunRail
- Orlando International Airport
- 1-Mile Corridor Study Area

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11: US 441 — Apopka to Downtown

Description of Corridor

This corridor runs north and south along US 441 (Orange Blossom Trail) from Apopka to downtown Orlando. In downtown Orlando, the corridor runs east and west from I-4 to US 441 along Amelia St. The length of the corridor is 12.6 miles.

Corridor Characteristics	Alternative	Trend
Population	103,471	101,871
Employment	104,312	96,812
Population Density (per square mile)	3,608	3,552
Employment Density (per square mile)	3,637	3,376

Major Activity Centers

Downtown Orlando

Transit Facilities	
Transit Centers	1
Transfer Centers	2
Park & Ride Lots	0
SunRail Stations	1

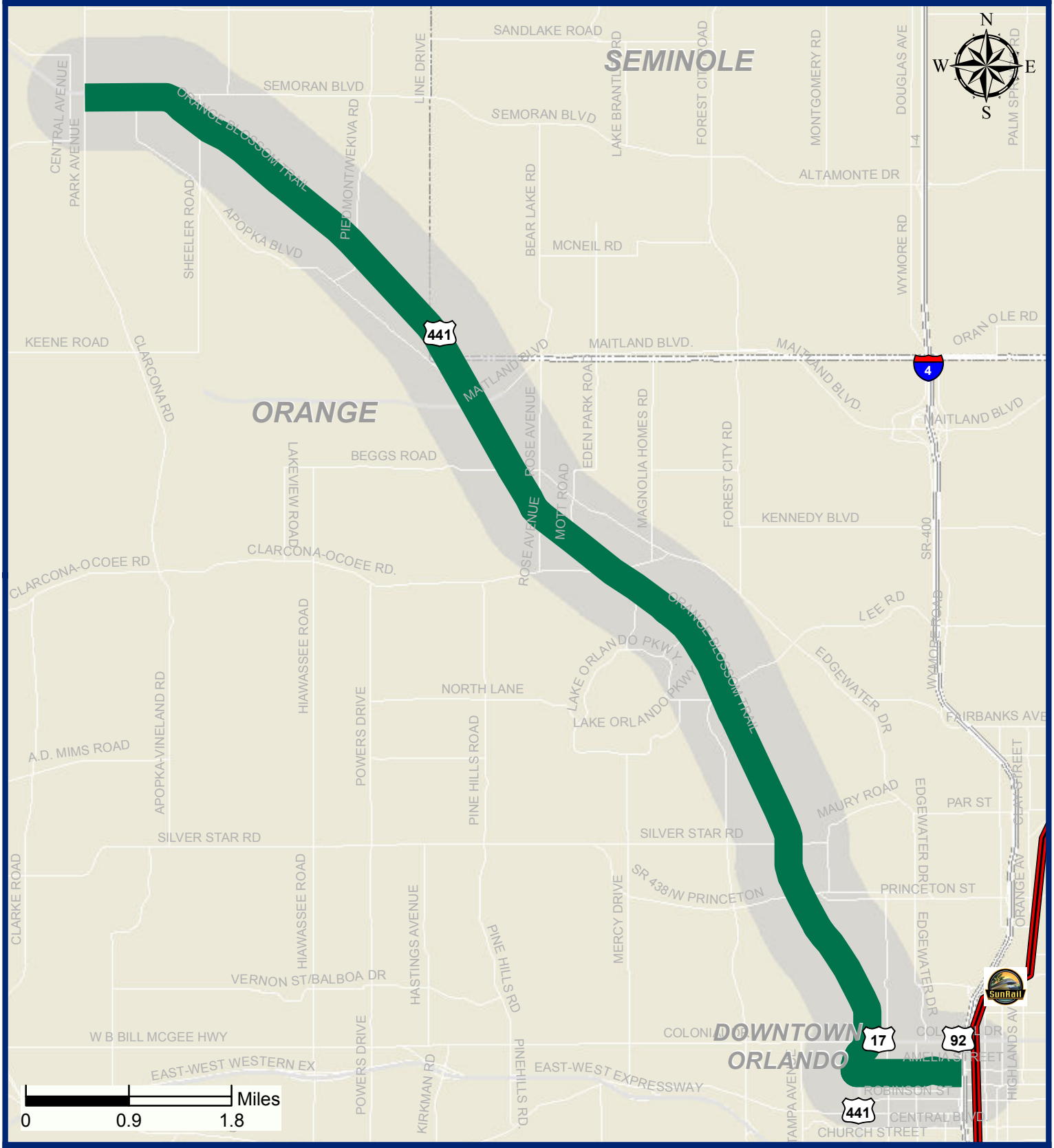
Planned Improvements	Year
None	

Congested Road Segments	
Segment Average V/C Ratio	1.30

Bike & Pedestrian Facilities	
Miles of Bike Lanes/Trails	44.06
Miles of Sidewalks	105.60

Land Use Distribution (Percent)	
Residential	35.31
Institutional	3.94
Right of Way	16.86
Commercial	7.29
Industrial	19.81
Other	16.78

SIS Facilities	
SIS Facilities within Study Area	3
CSX, Florida Central Railroad, I-4	



LYNX Study Corridor 11 – US 441: Apopka to Downtown

Legend

Study Corridors

- US 441: Apopka to Downtown
- SunRail
- 1-Mile Corridor Study Area

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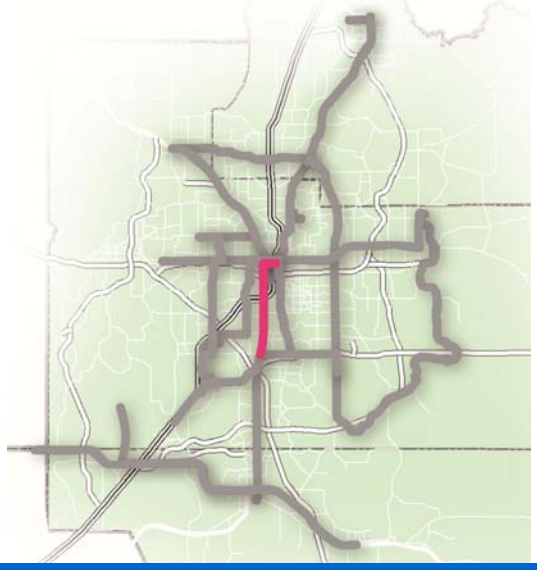
12: US 441/17-92 — Downtown to Florida Mall

Description of Corridor

This corridor runs north and south along US 441 (Orange Blossom Trail) from downtown Orlando to the Florida Mall at Sand Lake Rd. In downtown Orlando, the corridor runs east and west from I-4 to Orange Blossom Trail along Amelia St. The length of the corridor is 7.8 miles.



Corridor Characteristics	Alternative	Trend
Population	74,607	65,468
Employment	102,534	93,446
Population Density (per square mile)	4,463	3,917
Employment Density (per square mile)	6,134	5,590

Major Activity Centers
Downtown Orlando
Florida Mall

Transit Facilities	
Transit Centers	1
Transfer Centers	1
Park & Ride Lots	0
SunRail Stations	1

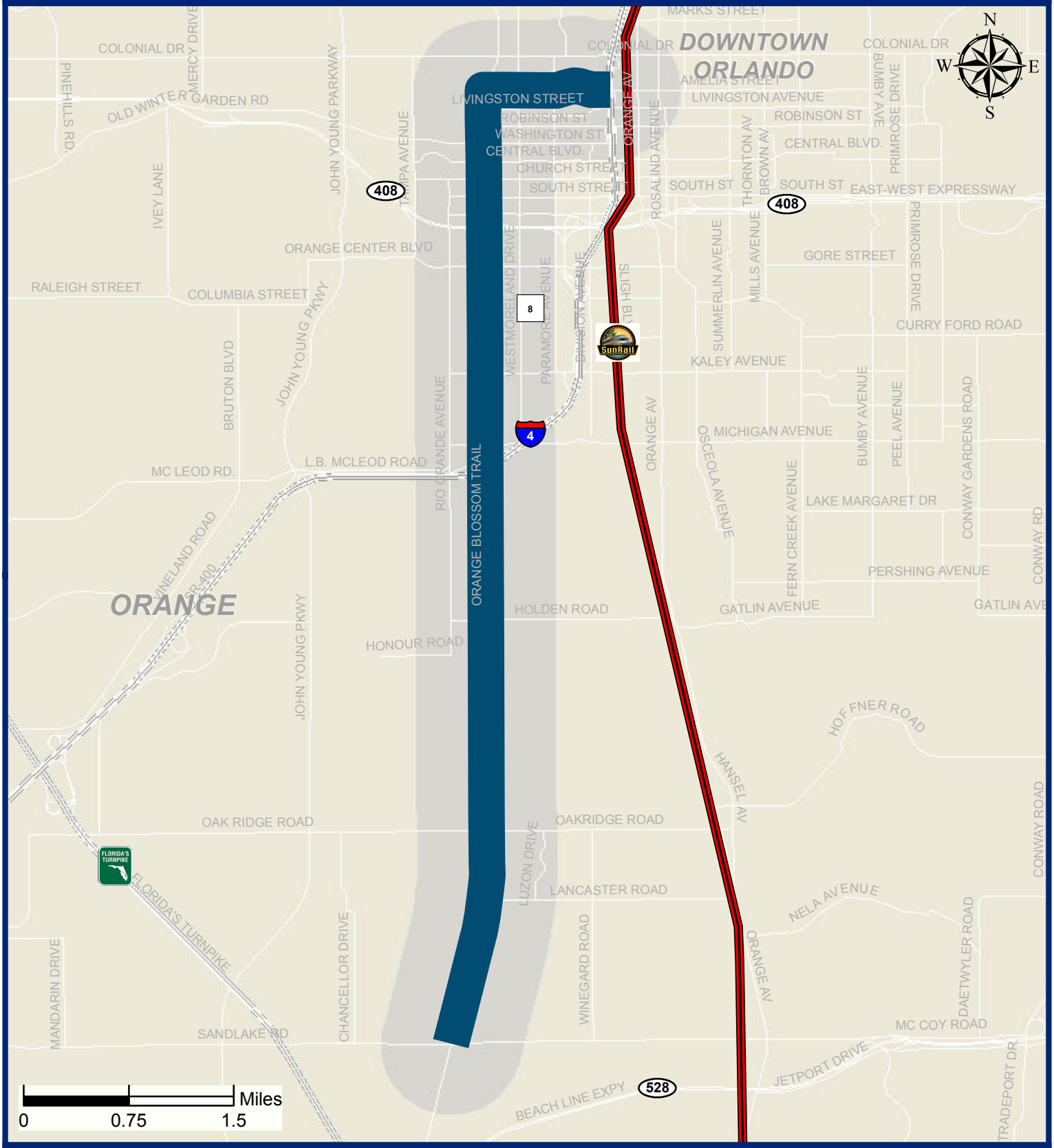
Planned Improvements	Year
None	

Congested Road Segments	
Segment Average V/C Ratio	1.36

Bike & Pedestrian Facilities	
Miles of Bike Lanes/Trails	20.13
Miles of Sidewalks	94.91

Land Use Distribution (Percent)	
Residential	35.94
Institutional	5.49
Right of Way	19.47
Commercial	0.02
Industrial	11.2
Other	27.86

SIS Facilities	
SIS Facilities within Study Area	4
CSX, Florida Central Railroad, I-4, SR 408	



LYNX Study Corridor 12 – US 441/17-92: Downtown to Florida Mall

Legend

Study Corridors

- US 441/17-92: Downtown to Florida Mall
- SunRail
- 1/2 Mile Corridor Buffer

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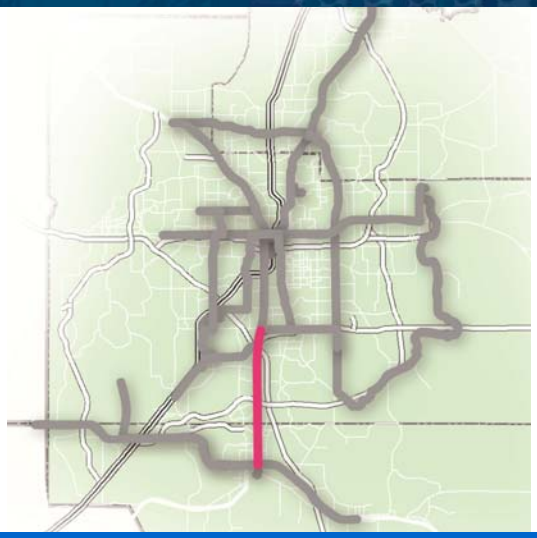
13: US 441/17-92 — Florida Mall to Kissimmee



Description of Corridor

This corridor runs north and south along US 441 (Orange Blossom Trail) from the Florida Mall at Sand Lake Rd. to Vine St. in Kissimmee. The length of the corridor is 10 miles.

Corridor Characteristics	Alternative	Trend
Population	78,093	61,414
Employment	79,052	81,416
Population Density (per square mile)	2,908	2,287
Employment Density (per square mile)	2,944	3,032

Major Activity Centers

Florida Mall
Downtown Kissimmee

Transit Facilities (2010)

Transit Centers	0
Transfer Centers	1
Park & Ride Lots	0
SunRail Stations	0

Planned Improvements

Year
None

Congested Road Segments

Segment Average V/C Ratio	1.43

Bike & Pedestrian Facilities (2010)

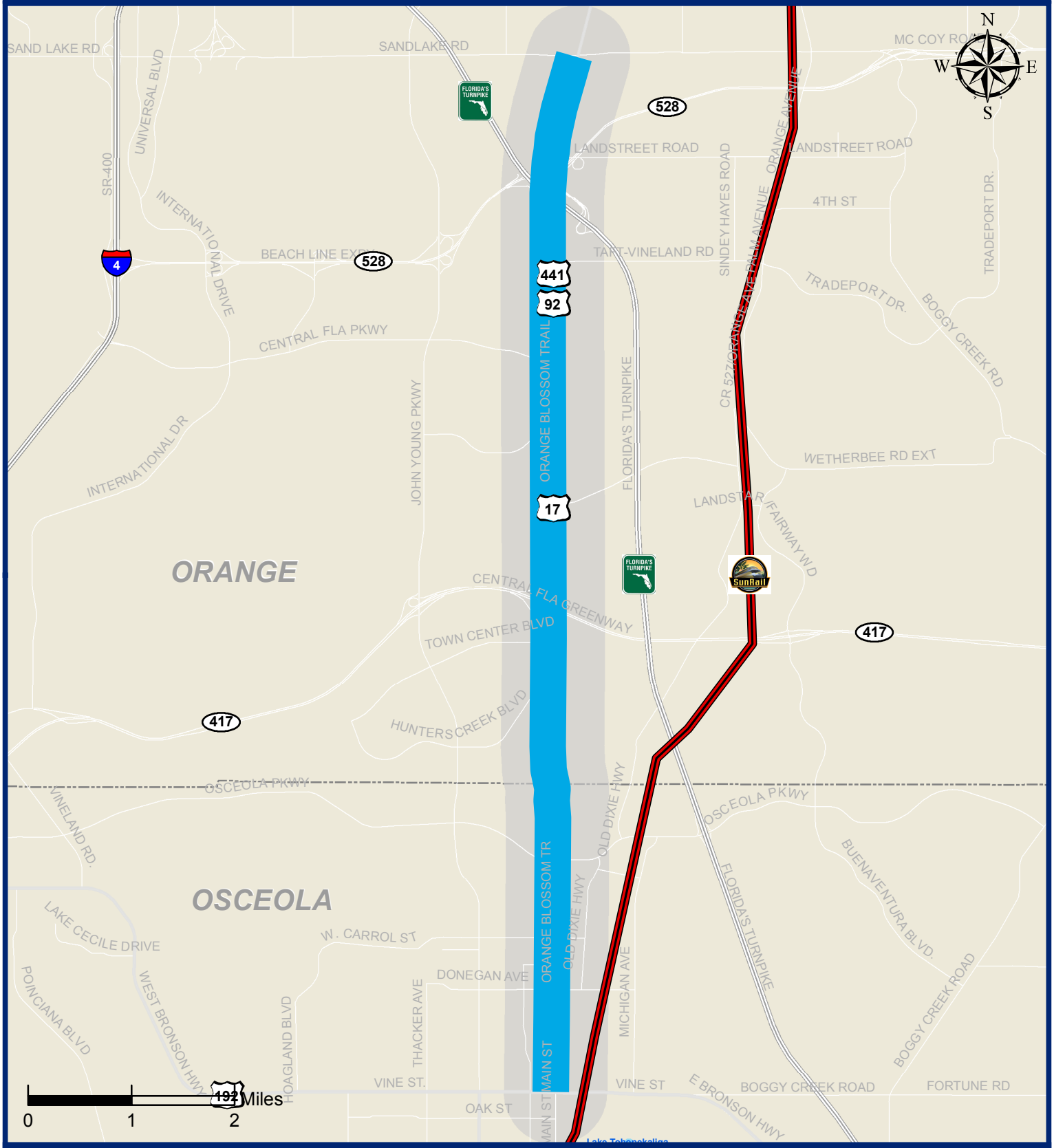
Miles of Bike Lanes/Trails	20.81
Miles of Sidewalks	26.97

Land Use Distribution (Percent)

Residential	34.54
Institutional	1.18
Right of Way	17.10
Commercial	12.61
Industrial	24.58
Other	9.99

SIS Facilities

SIS Facilities within Study Area	7
CSX, SR 528, Florida's Turnpike, SR 417, US 441, US 192, Hoagland Blvd.	



LYNX Study Corridor 13 – US 441/17-92: Florida Mall to Kissimmee

Legend

Study Corridors

- US 441/17-92: Florida Mall to Kissimmee
- SunRail
- 1-Mile Corridor Study Area

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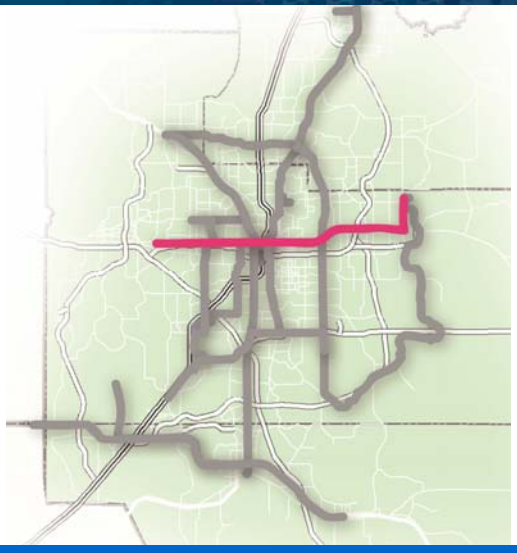
14: SR 50 — West Oaks Mall to UCF

Description of Corridor

This corridor extends east and west along SR 50 (Colonial Drive) from West Oaks Mall through downtown Orlando. The corridor runs north and south along Alafaya Trail from SR 50 to reach UCF. The length of the corridor is 21.8 miles.



Corridor Characteristics	Alternative	Trend
Population	276,679	226,605
Employment	211,055	182,625
Population Density (per square mile)	5,372	4,400
Employment Density (per square mile)	4,098	3,546

Major Activity Centers
West Oaks Mall
Fashion Square Mall
Central Florida Research Park
University of Central Florida

Transit Facilities	
Transit Centers	1
Transfer Centers	5
Park & Ride Lots	2
SunRail Stations	1

Planned Improvements	Year
SR 50 (SR 429 to Good Homes) - Widen 6-8	2020

Congested Road Segments	
Segment Average V/C Ratio	1.36

Bike & Pedestrian Facilities	
Miles of Bike Lanes/Trails	57.30
Miles of Sidewalks	144.59

Land Use Distribution (Percent)	
Residential	36.06
Institutional	7.52
Right of Way	17.15
Commercial	7.25
Industrial	7.04
Other	24.99

SIS Facilities	
SIS Facilities within Study Area	5
Orlando Executive Airport, CSX, Florida Central Railroad, SR 408, SR 417	

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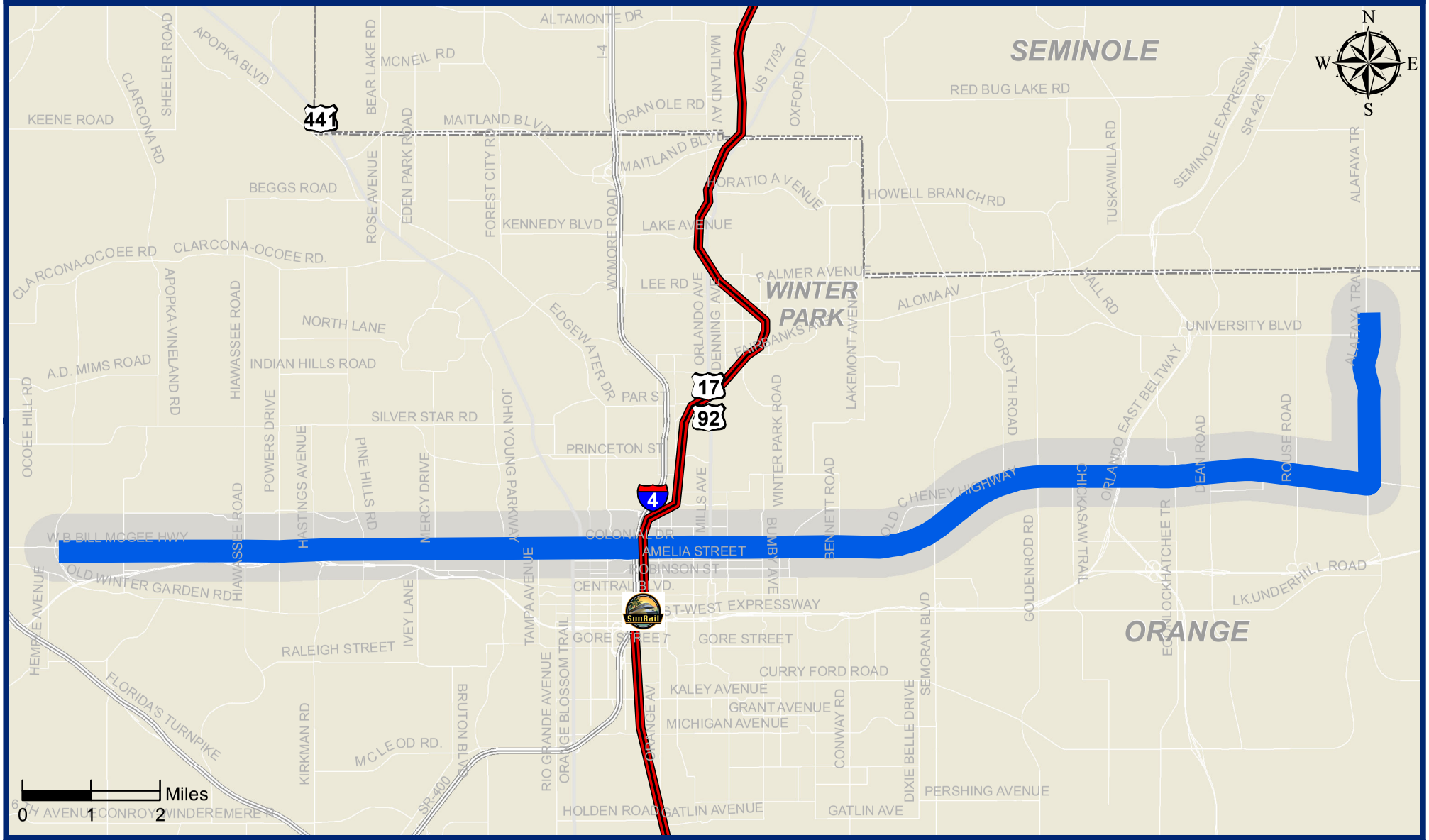

LYNX Study Corridor 14 – SR 50: West Oaks Mall to UCF

Legend

Study Corridors

- SR 50: West Oaks Mall to UCF
- 1-Mile Corridor Study Area
- SunRail

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15: John Young Pkwy — Downtown to International Drive

Description of Corridor

This corridor runs north and south along John Young Parkway and International Drive from downtown Orlando to the SR 528 Beach Line. The corridor travels via Colonial Drive in downtown from I-4 to John Young Parkway. The route runs east and west along Oak Ridge Rd. to travel between John Young Parkway and International Drive. The length of the corridor is 14.8 miles.

Corridor Characteristics	Alternative	Trend
Population	148,075	134,116
Employment	170,091	156,408
Population Density (per square mile)	4,199	3,803
Employment Density (per square mile)	4,823	4,435

Major Activity Centers

- Downtown Orlando
- Orange County Convention Center
- Mall at Millenia

Transit Facilities	
Transit Centers	1
Transfer Centers	3
Park & Ride Lots	0
SunRail Stations	1

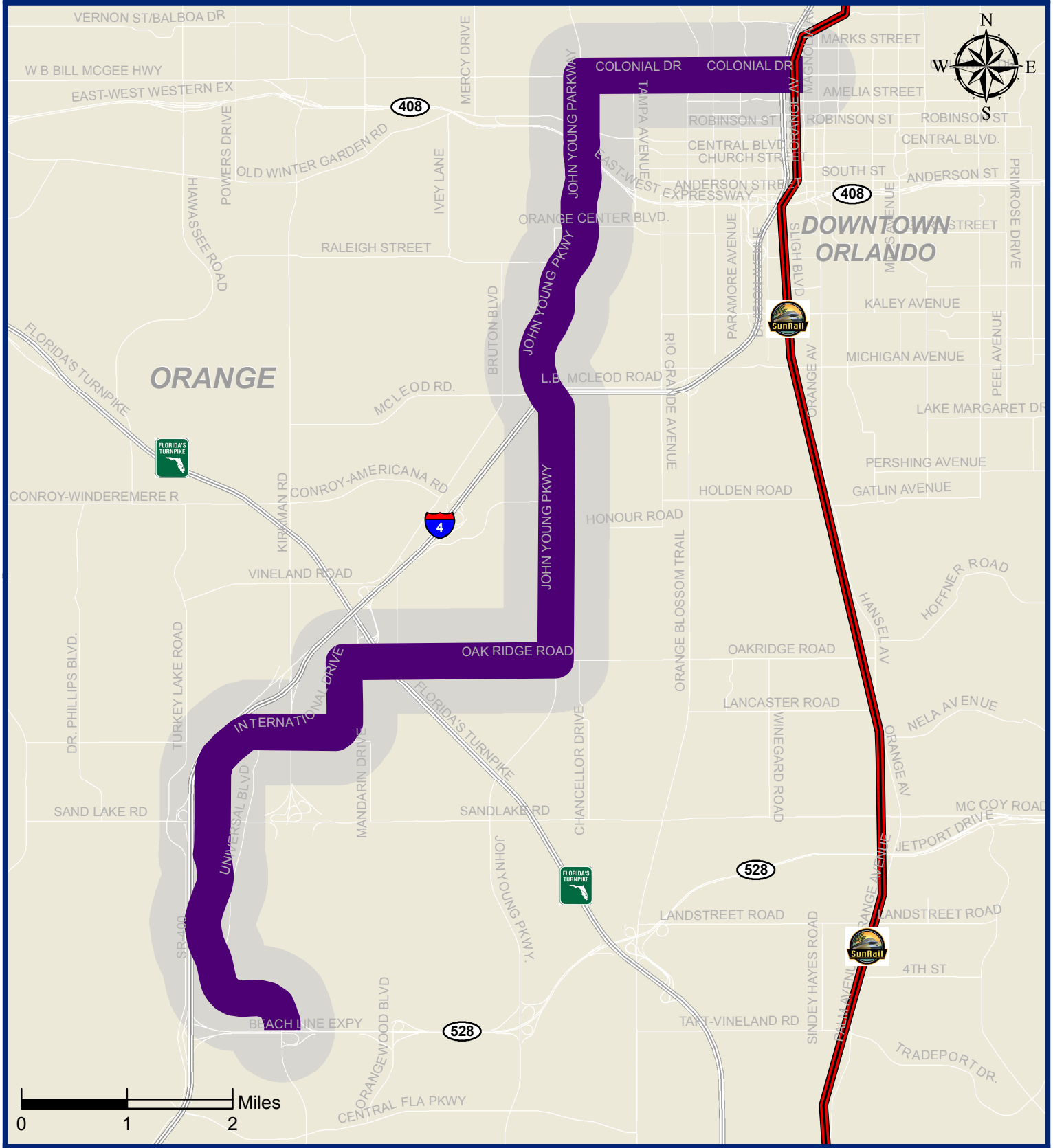
Planned Improvements	Year
International Drive (Hawaiian to Sand Lake) - Widen 4-6	2030

Congested Road Segments	
Segment Average V/C Ratio	1.33

Bike & Pedestrian Facilities	
Miles of Bike Lanes/Trails	42.63
Miles of Sidewalks	135.08

Land Use Distribution (Percent)	
Residential	28.98
Institutional	5.51
Right of Way	19.84
Commercial	1.52
Industrial	7.02
Other	37.13

SIS Facilities	
SIS Facilities within Study Area	5
CSX, Florida Central Railroad, I-4, Florida's Turnpike, SR 528	



LYNX Study Corridor 15 – John Young Pkwy: Downtown to International Drive

Legend

Study Corridors

- John Young Pkwy: Downtown to International Drive
- SunRail
- 1-Mile Corridor Study Area

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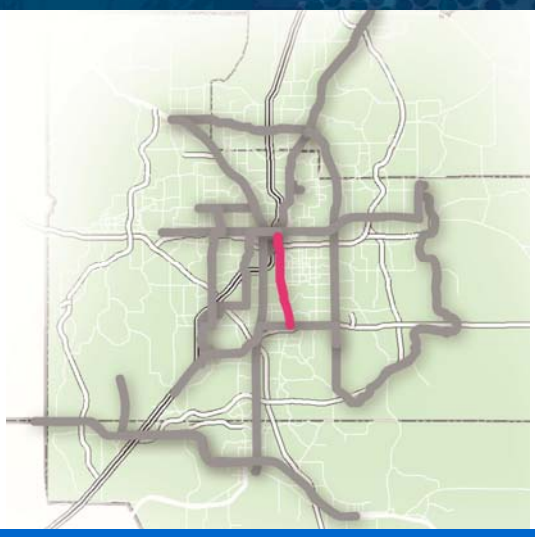
16: Orange Ave — Downtown to Sand Lake Rd



Description of Corridor

This corridor runs north and south along Orange Ave. from downtown Orlando to Sand Lake Rd. The length of the corridor is 6.8 miles.

Corridor Characteristics	Alternative	Trend
Population	84,046	69,626
Employment	144,589	126,163
Population Density (per square mile)	4,803	3,979
Employment Density (per square mile)	8,263	7,210

Major Activity Centers

Downtown Orlando

Transit Facilities	
Transit Centers	1
Transfer Centers	0
Park & Ride Lots	0
SunRail Stations	1

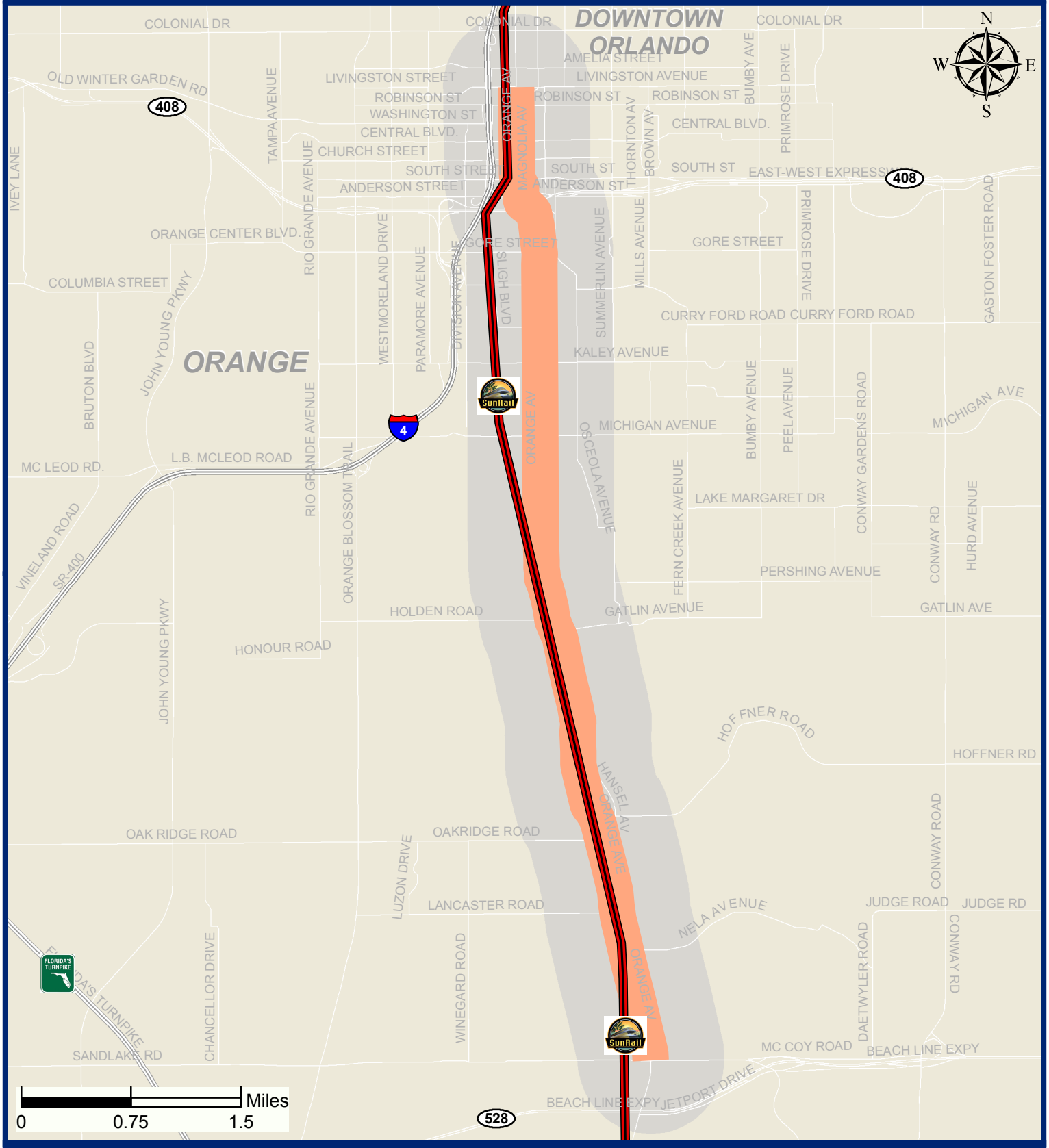
Planned Improvements	Year
None	

Congested Road Segments	
Segment Average V/C Ratio	1.54

Bike & Pedestrian Facilities	
Miles of Bike Lanes/Trails	28.83
Miles of Sidewalks	96.51

Land Use Distribution (Percent)	
Residential	33.83
Institutional	5.17
Right of Way	19.69
Commercial	3.86
Industrial	12.28
Other	25.18

SIS Facilities	
SIS Facilities within Study Area	9
Southern Whse & Distrbtn: Orlando, CSX, Florida Central Railroad, Orlando Amtrak, I-4, SR 408, Sligh Blvd., Columbia St., SR 528	



LYNX Study Corridor 16 – Orange Ave: Downtown to Sand Lake Rd

Legend

Study Corridors

- Orange Ave: Downtown to Sand Lake Rd
- SunRail
- 1-Mile Corridor Study Area

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17: Kirkman Rd — Park Promenade to International Drive

Description of Corridor

This corridor runs north and south along Kirkman Rd. and International Drive from Park Promenade to the SR 528 Beach Line. The corridor travels east and west along Silver Star Rd. from Park Promenade to Pine Hills Rd., north and south along Pine Hills Rd. to Colonial Drive, and east and west along Colonial Drive to Kirkman Rd. The route runs east and west along Sand Lake Rd. to travel between John Young Parkway and International Drive. The length of the corridor is 14.1 miles.

Corridor Characteristics	Alternative	Trend
Population	135,975	139,900
Employment	115,048	120,232
Population Density (per square mile)	4,059	4,176
Employment Density (per square mile)	3,434	3,589

Land Use Distribution (Percent)	
Residential	28.22
Institutional	6.91
Right of Way	18.38
Commercial	1.95
Industrial	6.03
Other	38.52

Major Activity Centers
Valencia Community College - West Campus
Universal Studios
Orange County Convention Center

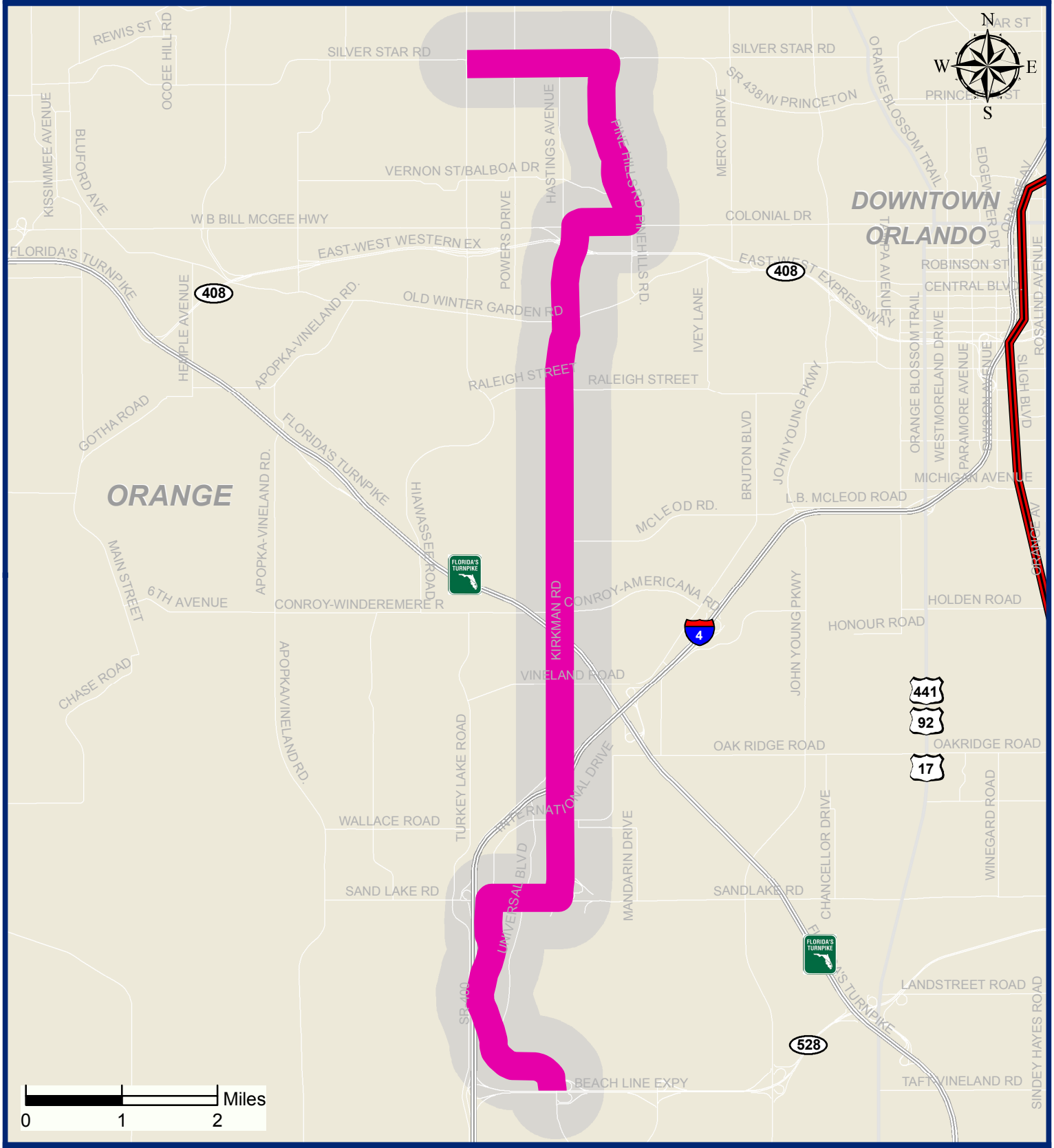
Transit Facilities	
Transit Centers	0
Transfer Centers	6
Park & Ride Lots	0
SunRail Stations	0

SIS Facilities	
SIS Facilities within Study Area	4
I-4, Florida Turnpike, SR 408, SR 528	

Planned Improvements	Year
International Dr (Hawaiian to Sand Lake) - Widen 4-6	2030
Sand Lake Rd (SR 482 to Presidents) - Widen 6-8	2020

Congested Road Segments	
Segment Average V/C Ratio	1.32

Bike & Pedestrian Facilities	
Miles of Bike Lanes/Trails	41.30
Miles of Sidewalks	61.56



LYNX Study Corridor 17 – Kirkman Rd: Park Promenade to International Drive

Legend

Study Corridors

- Kirkman Rd: Park Promenade to International Dr
- 1-Mile Corridor Study Area
- SunRail

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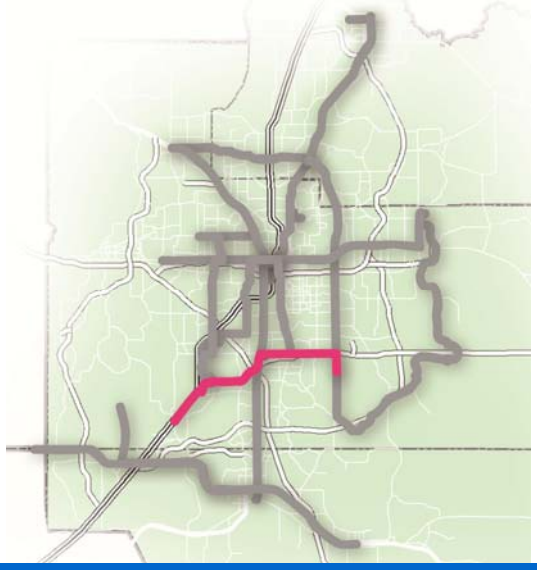
18: SR 528 — Disney to OIA



Description of Corridor

This corridor travels from OIA to Walt Disney World along Sand Lake Rd., SR 528 Beach Line, and I-4. The length of the corridor is 16.3 miles.

Corridor Characteristics	Alternative	Trend
Population	79,947	80,618
Employment	164,230	167,098
Population Density (per square mile)	1,797	1,812
Employment Density (per square mile)	3,692	3,757

Major Activity Centers

Walt Disney World
Orange County Convention Center
Florida Mall
Orlando International Airport

Transit Facilities

Transit Centers	0
Transfer Centers	3
Park & Ride Lots	0
SunRail Stations	1

Planned Improvements	Year
SR 528 (I-4 to John Young) - Widen 4-6	2020
SR 528 (I-4 to John Young) - Widen 6-8	2030
SR 528 (John Young to Turnpike) - Widen 4-6	2020

Congested Road Segments

Segment Average V/C Ratio	0.75

Bike & Pedestrian Facilities

Miles of Bike Lanes/Trails	21.10
Miles of Sidewalks	28.46

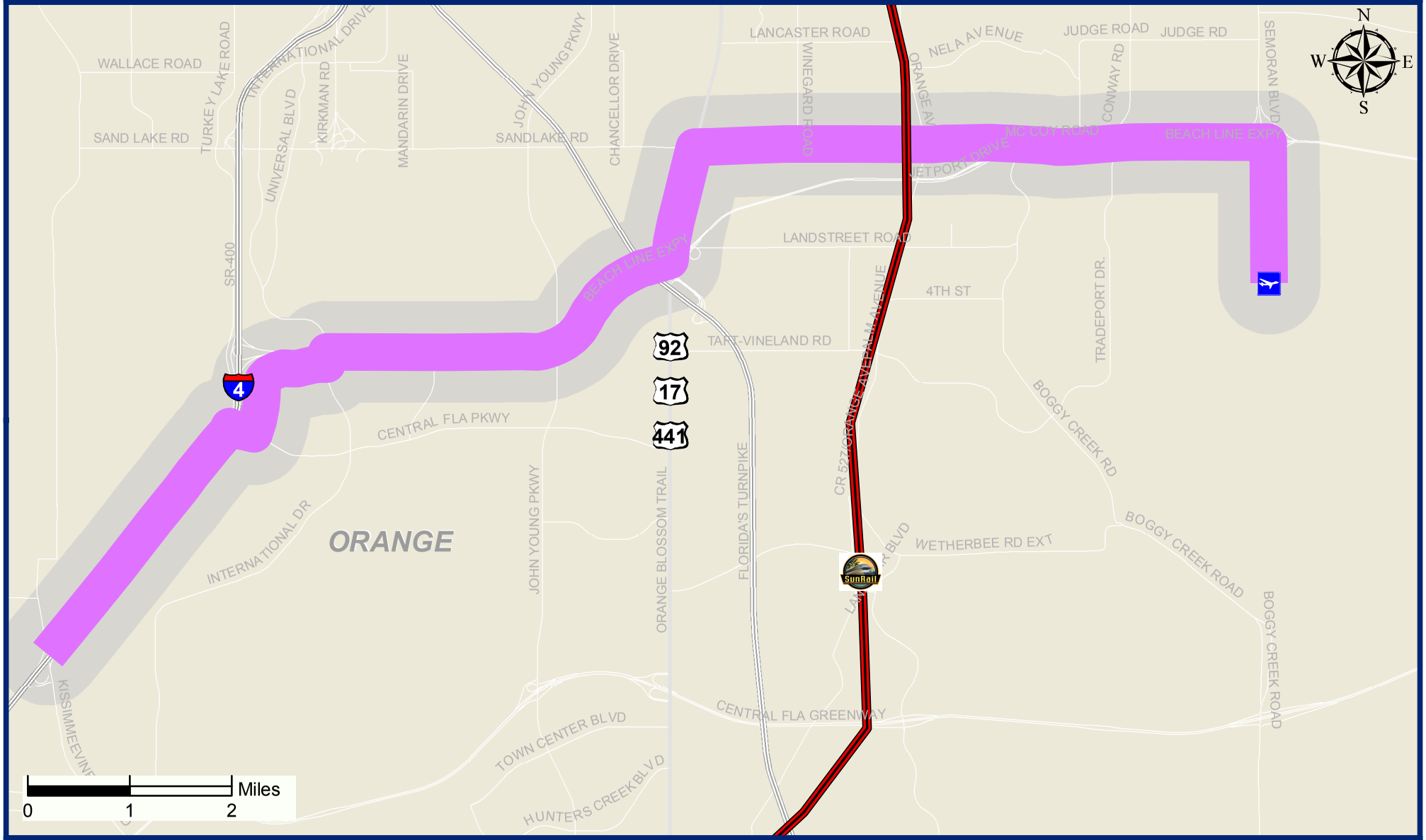
Land Use Distribution (Percent)

Residential	12.1
Institutional	1.39
Right of Way	17.43
Commercial	2.04
Industrial	15.57
Other	51.48

SIS Facilities

SIS Facilities within Study Area	8
Orlando International Airport, CSX, I-4, Florida's Turnpike, SR 528, Tradeport Dr., Boggy Creek Rd., Airport Blvd.	

2030 Paw Print: The LYNX Transit Master Plan



LYNX Study Corridor 18 – SR 528: Disney to OIA

Legend

Study Corridors

- SR 528: Disney to OIA
- 1-Mile Corridor Study Area
- SunRail

LYNX 2030 Transit Master Plan

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Appendix A: Review of Plans and Studies

This appendix provides a more detailed review and assessment of each document or program summarized in Table 2-2. Goals, objectives, and policies related to transit implementation in the region were selected for inclusion in this appendix.

Due to the large size of this appendix, it was not reproduced in this document, but is included on the enclosed compact disc.

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Appendix B: Corridor Map Series

Appendix B contains the corridor map series used to create the corridor profiles found in Section 3. The appendix is ordered by corridor. For each corridor, the following maps are provided. Each map represents the most recent data available.

- Population Density (Total Income): Alternative and Trend Land Use Scenarios
- Population Density (Low-Income): Alternative and Trend Land Use Scenarios
- Employment Density (Total Income): Alternative and Trend Land Use Scenarios
- Employment Density (Low-Income): Alternative and Trend Land Use Scenarios
- Future Transit Services and Facilities
- 2030 Number of Lanes
- 2030 Level of Service
- 2030 Bicycle Facilities and Sidewalks
- Future Land Use

Due to the large number of maps, they were not reproduced in this document, but copies are provided on the enclosed compact disc.

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