

US 192 ALTERNATIVES ANALYSIS



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The 192 Alternatives Analysis will provide a clear understanding of the transportation issues facing the Osceola and Kissimmee corridors, propose alternative solutions to address these issues, and analyze the cost, benefit and impact of each alternative.



PROJECT STATUS REPORT

Since the study's kick off in Spring 2012, the project team has evaluated existing conditions, conducted numerous meetings and open houses with citizens, businesses and local government stakeholders, and identified a broad range of alternatives to address the study area's needs. During Fall 2012 the study team developed a three-level process to screen these alternatives. This initial "Long List of

Alternatives" has been screened against the project's goals and objectives to form a "Short List of Alternatives." (See pages 2, 3 and 4 of this newsletter). Each evaluation phase will be linked and will show the gradual progression from a qualitative to a quantitative evaluation of the alternatives. A single "Locally Preferred Alternative" will be identified in the Summer 2013.



ALTERNATIVES

Based on existing conditions and input received from stakeholders throughout the study area, the study team identified alternatives to improve transit travel times, frequency, coverage and the LYNX system accessibility and identity within the area for existing and projected riders. Several technologies were initially evaluated for their appropriateness to the Osceola and Kissimmee corridors and their potential ability to meet the project goals and objectives. These included Bus, Bus Rapid Transit (BRT), Streetcar, Light Rail Transit, Heavy Rail, Commuter Rail, Monorail, MagLev and High Speed Rail. Of those, four technologies, including Bus, BRT, Streetcar and Light Rail Transit were identified during the initial screen for further consideration because they were most consistent with the goals and objectives of the study.



Alternatives Comparison Table

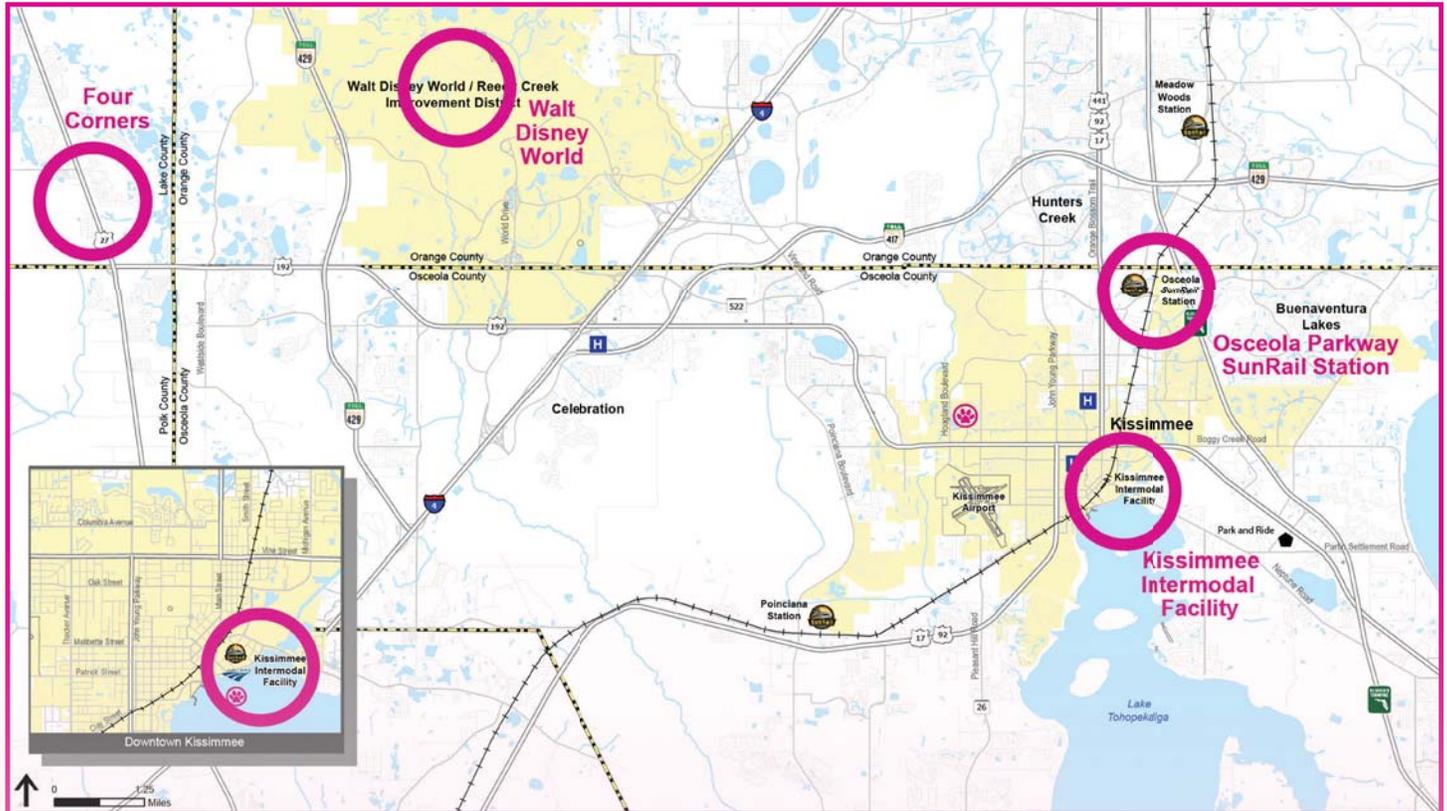
Mode	Bus	Bus Rapid Transit	Light Rail	Streetcar
				
System Length	Varies	Varies	5 to 40 miles	<15 miles
Typical Operating Speed	18 mph	25 mph	28 mph	6 mph
Stop Spacing	¼ to ½ mile	½ to 1 mile	½ to 1 mile	1-2 blocks
Relative Cost	\$	\$	\$\$	\$\$
Possible Amenities	Some shelters, benches	Covered stations, wi-fi, signal priority, dedicated lanes	Covered stations, wi-fi, signal priority, dedicated lanes	Some shelters, benches
System Example	LYNX	LYMMO	Charlotte	Portland, Tampa



ALTERNATIVES (CONT.)

Each of the four selected technologies was further developed to formulate the Long List of Alternatives. Logical termini and key transit stops for each of the Alternatives have been defined based on existing high ridership locations and areas with existing/proposed land development. The logical termini include Four Corners (the intersection of Osceola, Orange, Lake and Polk Counties), Walt Disney World Resort (WDW), Kissimmee SunRail Station/Kissimmee Intermodal Facility and the Osceola Parkway SunRail Station.

Logical Termini



Bus Alternatives

Based on further evaluation, the Bus and Bus Rapid Transit alternatives have been advanced for further study. This would be comprised of improvements to existing bus transit including frequency, express /local bus routes and low cost capital improvements.

Bus Rapid Transit (BRT) Alternatives

The BRT alternatives include a range of infrastructure improvements along U.S. 192 and U.S. 441 that include queue jumps, traffic signal priority (TSP), exclusive transit lanes, improved stations and off-board fare collection.

About the US 192 Alternatives Analysis Study

The Central Florida Regional Transportation Authority (LYNX), in partnership with Osceola County are engaged in a study to evaluate alternatives for the potential improvement and expansion of transit service along two corridors primarily located in Osceola County. The Osceola Corridor runs along U.S. 192, extending 23 miles from U.S. 27 to the Florida Turnpike. The Kissimmee Corridor primarily follows US 441/Orange Blossom Trail and John Young Parkway, and is eight miles in length.

Goals of the project include:

- Improve mobility and transportation access
- Enhance the livability and economic competitiveness of the study area through an improved transportation system
- Develop the most efficient transportation system, which maximizes limited resources for the greatest public benefit
- Develop a transit system consistent with adopted local and regional plans and policies
- Preserve and enhance the environment, natural resources and open space

PARTNERS



SCHEDULE: The U.S. 192 Alternatives Analysis Study began in March 2012 and will conclude in Summer 2013.

FUNDING: The Study is funded through a Federal Transit Administration Livability Grant and the Central Florida Regional Transportation Authority (LYNX).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. In accordance with the Americans with Disabilities Act of 1990, and any subsequent amendment(s), persons requiring a special accommodation at any one of these meetings because of a disability should contact Sarah Tirado at (407) 254-6012 or at LYNX Central Station no later than two (2) business days prior to the meeting. If hearing impaired, contact LYNX at (407) 423-0787 (TDD).

NEXT STEPS

The following are the next steps in the evaluation of alternatives, progressing towards a single recommended alternative by the end of the study:

Refinement of Short List Alternatives

The Short List of Alternatives resulting from the Tier Two screening will be defined in greater detail. Each alternative will be analyzed in terms of the following, at a minimum:

- Ridership estimates
- Capital costs
- Operating and maintenance costs
- Traffic impacts
- Land use and environmental impacts

Additional Community Input

The first two project Open Houses were held in June and October 2012. Two additional public meetings will be held at the following major project milestones:

- After the Short List of alternatives has been developed and evaluated (Early 2013)
- Following the Draft Alternatives Analysis Report, including the recommended Locally Preferred Alternative (Spring 2013)

Input will also be sought through regularly scheduled meetings with the project's Community Liaison Group and through the project website, www.us192study.com.

Tier Three Screening

–Short List to Recommended Locally Preferred Alternative

The Tier Three screening will be the final screening and will lead to a recommendation of the Locally Preferred Alternative. This final screening will include an analysis that will focus on the key differences among the alternatives, highlighting the advantages and disadvantages of each and identifying the key trade-offs, costs and benefits.

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