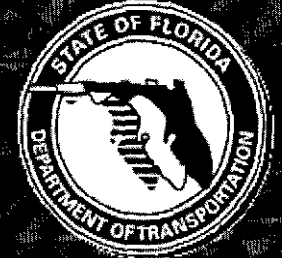


**ITEM #** 4

**PRESENTATION**

**NORTH/SOUTH COMMUTER  
CORRIDOR ALTERNATIVES  
ANALYSIS**

**BY  
MICHAEL E. SNYDER, P.E.  
FLORIDA DEPARTMENT OF TRANSPORTATION  
DISTRICT V  
DISTRICT SECRETARY**

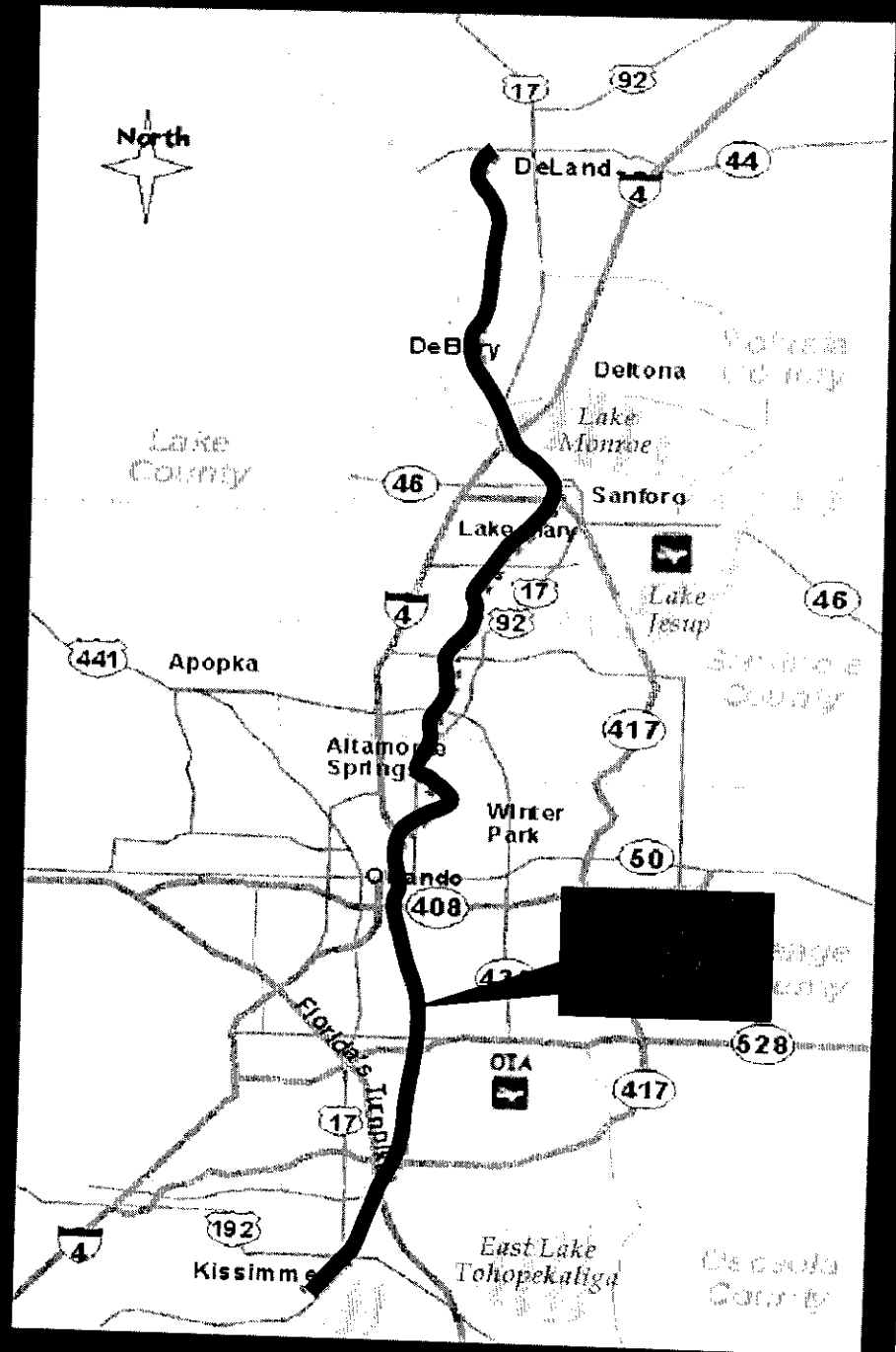


# **NORTH/SOUTH COMMUTER CORRIDOR ALTERNATIVES ANALYSIS**

## **TECHNICAL BRIEFING**



- From Poinciana Blvd. in Kissimmee through Orlando to DeLand
- On existing CSXT rail line
- 13 stations





- No-Build

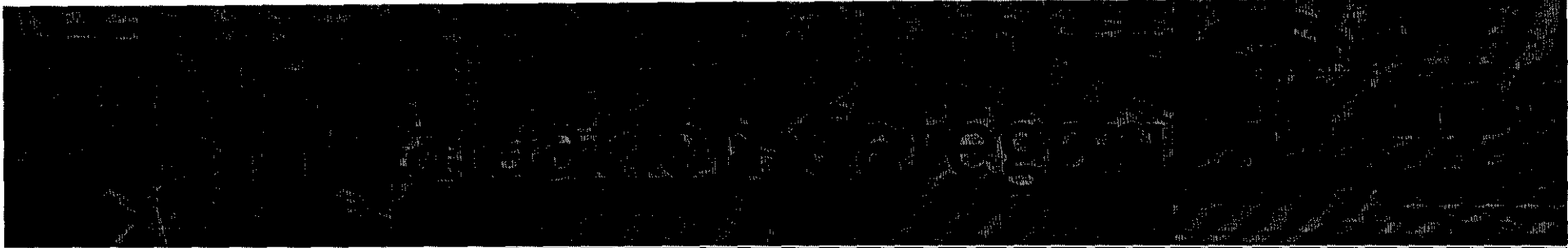
- Includes projects in the financially constrained LRTP

- Baseline/TSM

- A lower cost transit improvement in the corridor, primarily improved bus service

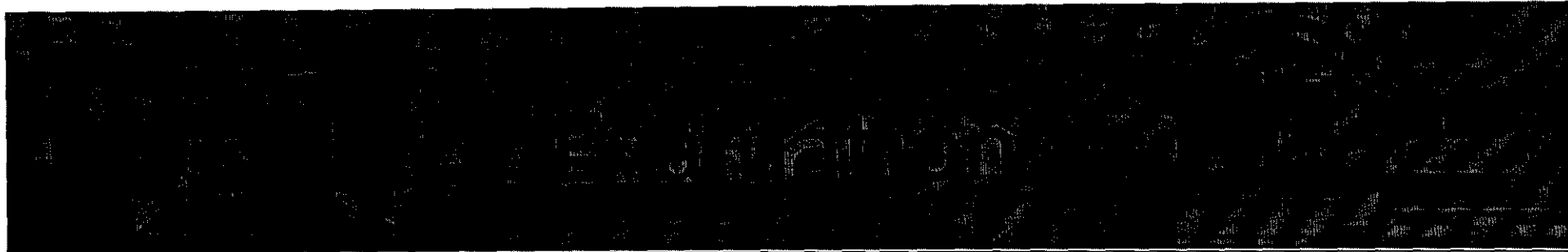
- Build

- Commuter rail operating in the CSXT corridor
- 



- Transit Ridership
- Costs
- Community Impacts
- Environmental Impacts

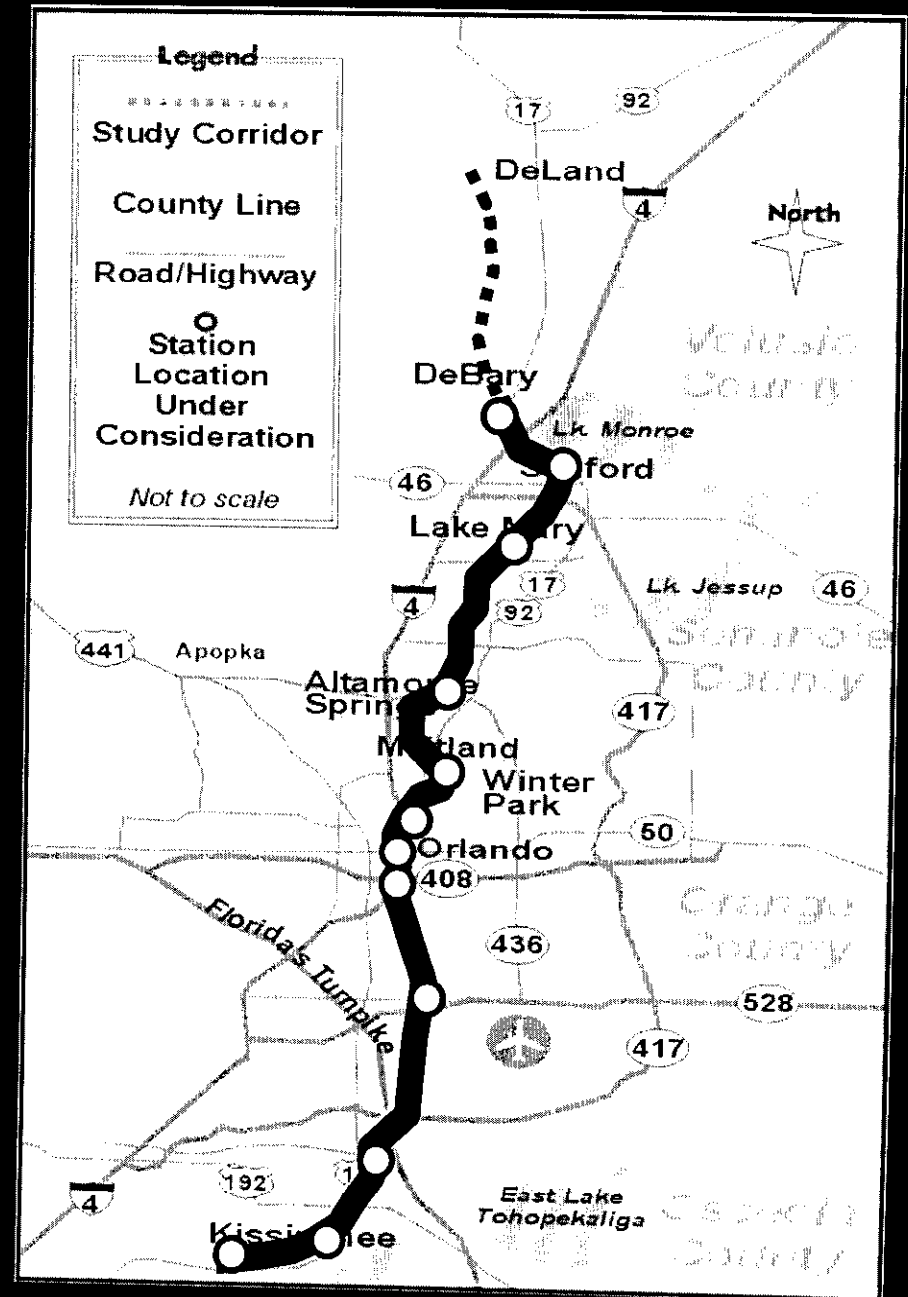


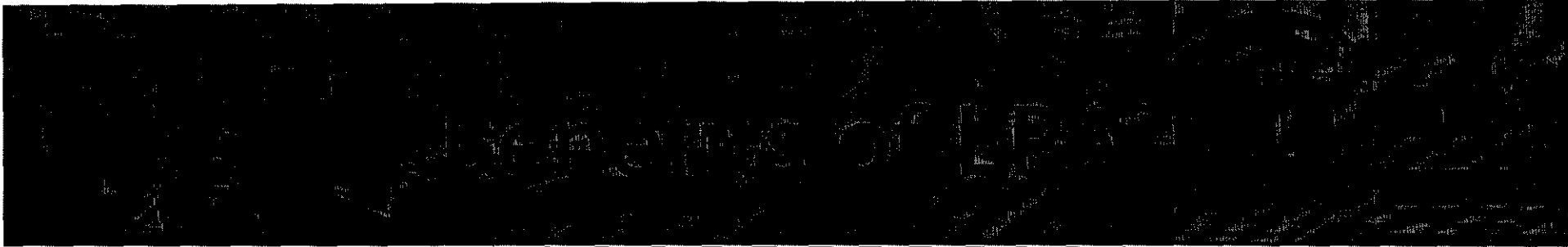



<b>Measure</b>	<b>No-Build Alternative</b>	<b>Baseline Alternative</b>	<b>Build Alternative</b>
<b>New Transit Ridership (Annual)</b>	0	591,855	4,761,105
<b>Operating Cost per Passenger (2025)</b>	\$3.77	\$3.84	\$3.98
<b>Annualized Capital Cost per Passenger (2025)</b>	N/A		\$0.63
<b>Transit Travel Times</b>	No change	No change	Improved
<b>Increased Transit Development Opportunity</b>	Low	Low	Higher
<b>Environmental Impacts</b>	None	None	Low





- The Build Alternative
- Existing CSXT rail line
- From Poinciana Blvd. in Kissimmee through Orlando to DeBary
- 12 stations



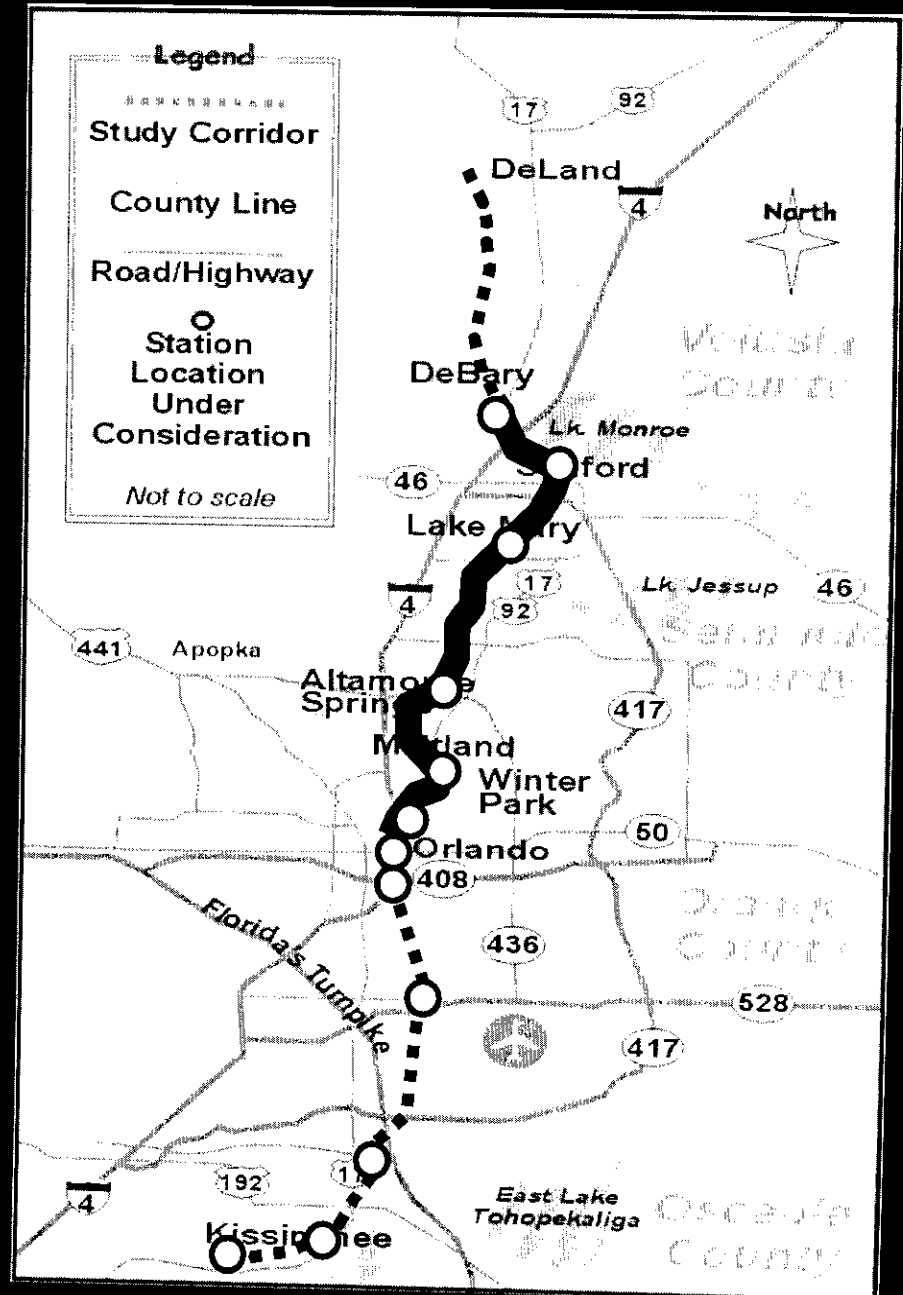
- 
- Increased mobility
  - Increased transit ridership
  - Reasonable cost per rider
  - No environmental fatal flaws
  - More efficient use of suburban bus systems
  - Complements and extends planned transit services
  - Incident management alternatives
  - Dispersion of corridor traffic
  - Potential for economic development
- 



- 
- Minimize capital costs
  - Maximize ridership
  - Early implementation date
  - Must serve Downtown Orlando
- 

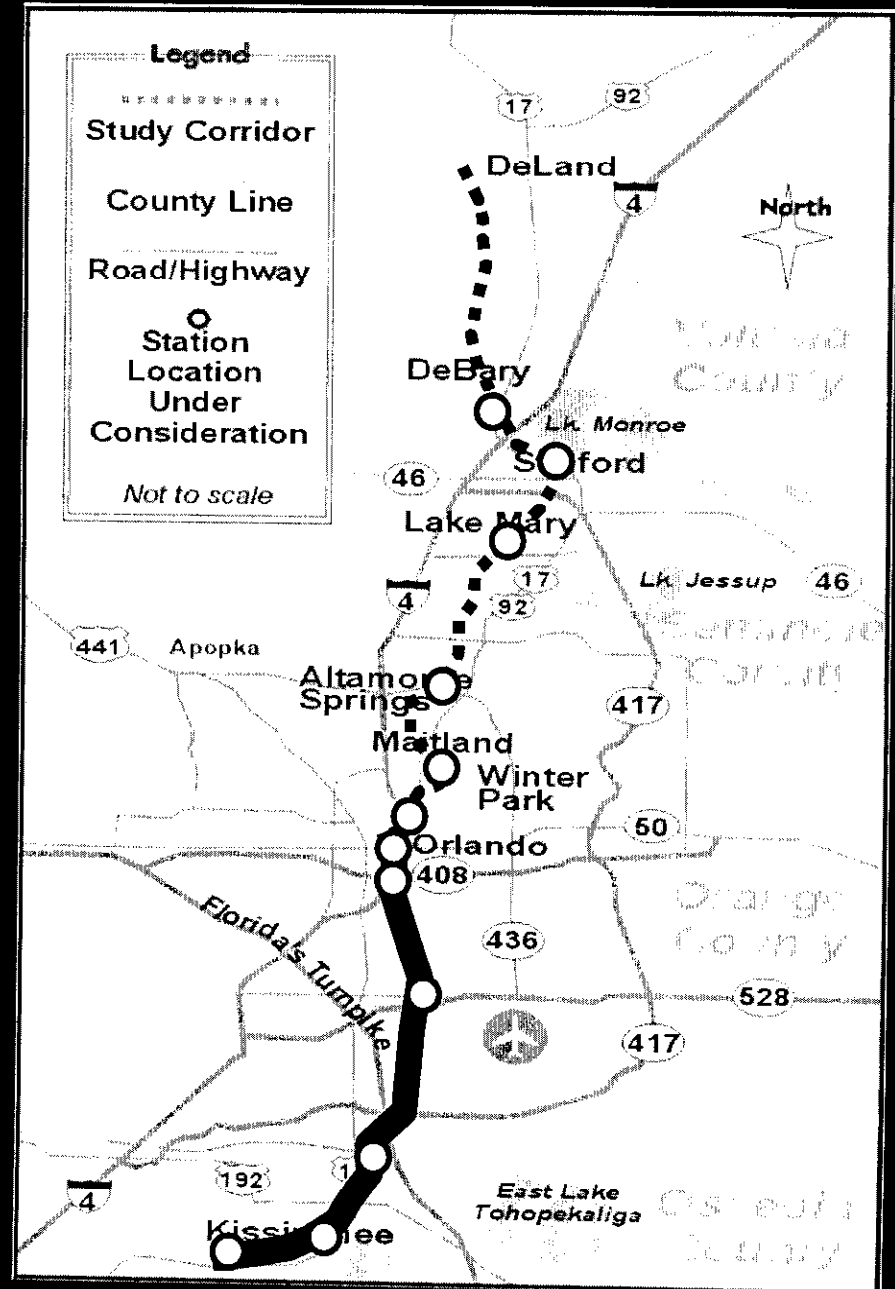
## NORTH SEGMENT:

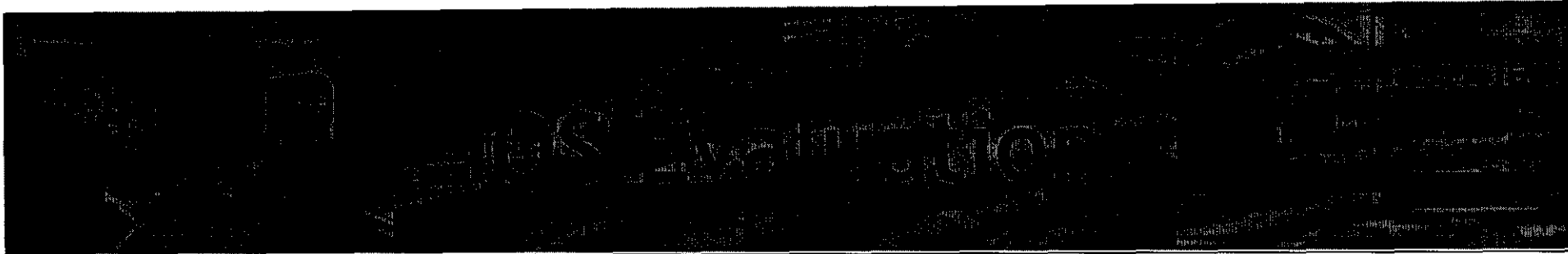
- From LYNX Central Station to DeBary



## SOUTH SEGMENT:

- From Poinciana Blvd. in Kissimmee to LYNX Central Station

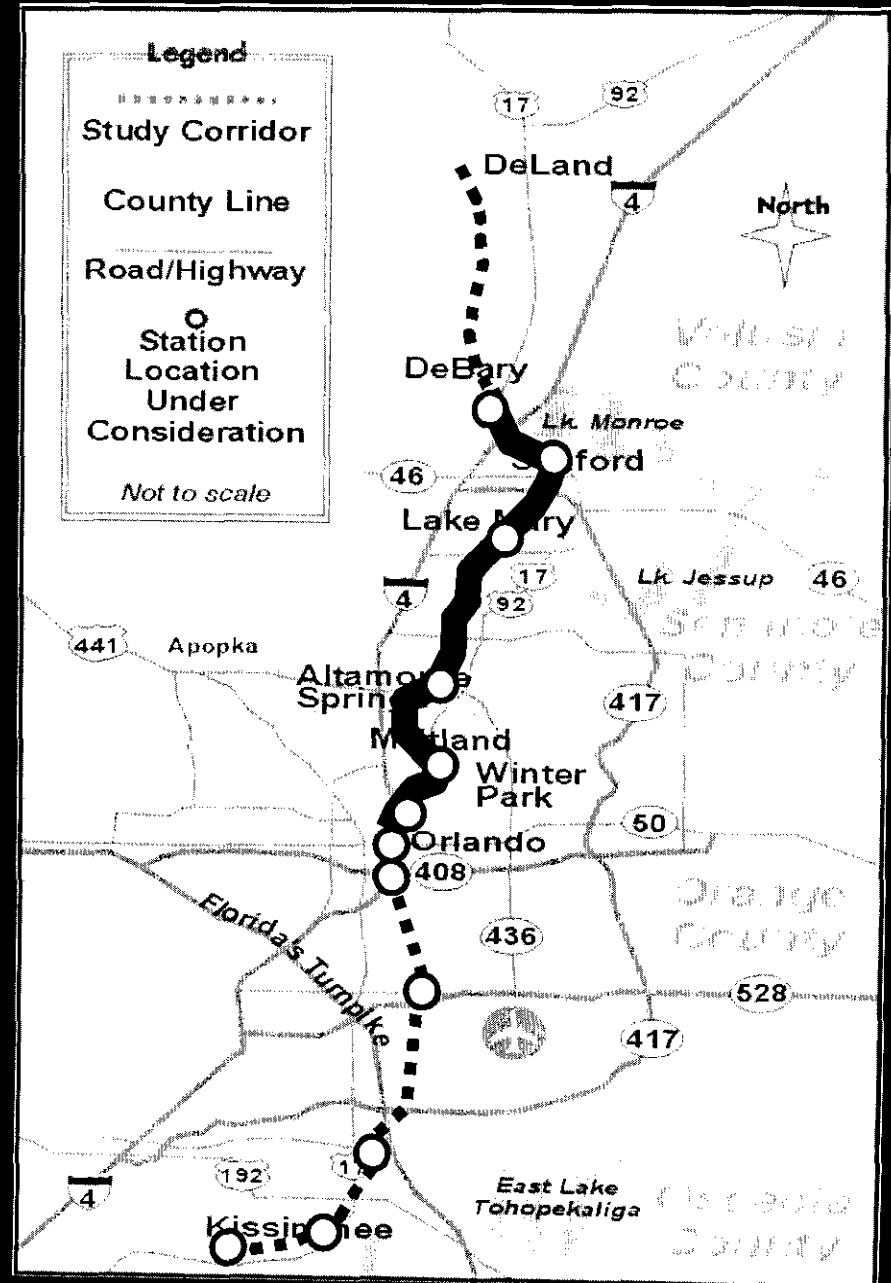


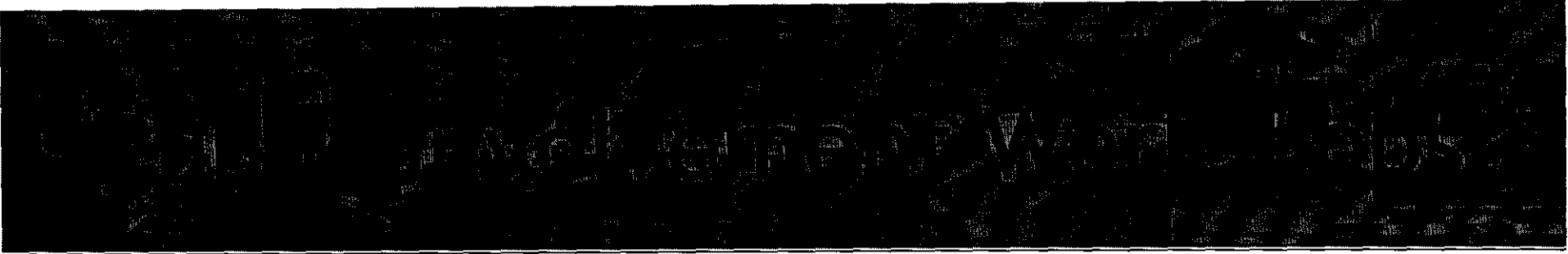


<b>Measure</b>	<b>North Segment</b>	<b>South Segment</b>
CRT Daily Transit Riders (2025)	4,170	4,410
CRT Daily Transit Riders (2010)	5,100	3,600
Capital Costs	\$170.35M	\$197.71M
Annualized Capital Cost per Passenger (2010)	\$10.90	\$17.50
Impacts to Taft Yard	No	Yes
Improves Near-Term Mobility in Corridor	Moderate	Low
Environmental Impacts	Not Significant	Not Significant



- North Segment as first phase
  - Reduce Quad Gates
  - Reduce Pedestrian Overpasses
  - \$155 M capital costs
  - \$10 M annual O & M costs
  
- South Segment as second phase





## ■ Volusia County

Tuesday, February 17<sup>th</sup>

DeBary Civic Center; DeBary

5:30 p.m. - 7:30 p.m.

## ■ Seminole County

Wednesday, February 18<sup>th</sup>

Lake Mary Community Building; Lake Mary

5:30 p.m. - 7:30 p.m.

## ■ Orange County

Thursday, February 19<sup>th</sup>

Orlando Public Library; Downtown Orlando

11:30 a.m. - 1:30 p.m.

## ■ Osceola County

Thursday, February 19<sup>th</sup>

Osceola Central Library; Kissimmee

5:30 p.m. - 7:30 p.m.

