

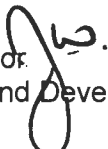


Interoffice Memorandum

AGENDA ITEM

March 5, 2021

TO: Mayor Jerry L. Demings
-AND-
County Commissioners

FROM: Jon V. Weiss, P. E., Director 
Planning, Environmental and Development Services Department

CONTACT PERSON: **Renzo Nastasi, AICP, Manager**
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SUBJECT: April 27, 2021 – Work Session
International Drive Transit Feasibility and Alternative Technology
Assessment and Tradeshow Boulevard Roadway Conceptual
Analysis Study

The Transportation Planning Division has completed the International Drive Transit Feasibility and Alternative Technology Assessment (TFATA) and Tradeshow Boulevard Roadway Conceptual Analysis (RCA) Study.

The International Drive TFATA addresses the potential of implementing a premium transit service as an urban circulator operating within the International Drive District from Sea Harbor Drive to Sand Lake Road (SR 482). The need for premium transit within the International Drive District is based on a variety of factors, including future traffic operations, safety, and social and economic demands.

The Tradeshow Boulevard RCA study recommends improvements providing for additional vehicular capacity and the construction of transit lanes. The Tradeshow Boulevard RCA study limits are from Destination Parkway to Universal Boulevard, a distance of approximately 0.62 miles.

At the April 27, 2021 Work Session, staff will present the I-Drive premium transit background, study analysis, and recommendations, along with the results of the Tradeshow Boulevard RCA study. Public hearings before the Board for each project are upcoming.

This item is for informational purposes only; no action is required by the Board.

JVW/RN/bh

Attachment

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I-Drive Transit Feasibility and Alternative Technology Assessment Report

November 13, 2020

Acronyms and Abbreviations

Abbreviation	Meaning
AADT	Annual Average Daily Traffic
ACF	Axle Correction Factor
ADT	Average Daily Traffic
AGT	automated guideway transit
AST	aboveground storage tank
ASTM	American Society for Testing and Materials
AV	Autonomous Vehicle
BAT	Business Access and Transit
BID	Business Improvement District
Bld	Boulevard
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development
CIG	Capital Investment Grant
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CO	Carbon monoxide
CV	Connected vehicle
DDR	District Dedicated Revenues
Dr	Drive
DTTER	Design Traffic and Transit Engineering Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAC	Florida Administrative Code
FTA	Federal Transit Administration
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FLU	Future Land Use
FTA	Federal Transit Administration
FY	Fiscal year
GPS	Global Positioning System
GRP	Gross Regional Product



Abbreviation	Meaning
HCM	Highway Capacity Manual
I-Drive	International Drive
hr	hour
ID	identification
JTA	Jacksonville Transportation Authority
LOS	Level of Service
LPG	Liquefied natural gas
mph	miles per hour
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NOFO	Notifications of Funding Opportunities
NRCS	Natural Resources Conservation Service
NSTP	New Starts Transit Program
NSWR	New Starts Wheels on the Road
MSA	Metropolitan Statistical Area
NB	northbound
NSTP	New Starts Transit Program
NTD	National Transit Database
O&M	Operations & Maintenance
OCS	Overhead contact system
OSCC	Orange County Convention Center
OCEPD	Orange County Environmental Protection Division
OCPS	Orange County Public Schools
O-D	Origin-destination
OIA	Orlando International Airport
OUC	Orlando Utilities Commission
PAG	Project Advisory Group
PCW	petroleum contact water
PD&E	Project Development & Environmental
PHF	Peak Hour Factor



Abbreviation	Meaning
PIP	Public Involvement Plan
ppm	parts per million
Pkwy	Parkway
POV	Privately Owned Vehicle
PRT	Personal rapid transit
RCA	Roadway Conceptual Analysis
SB	southbound
sec	second
SF	Seasonal Factor
SFWMD	South Florida Water Management District
sq ft	square feet
STOPS	Simplified Trips-On-Project Software
STP	Surface Transportation Program
STTF	State Transportation Trust Fund
TCAR	Transit Concept and Alternatives Review
TFATA	Transit Feasibility and Alternative Technology Assessment
TMC	Turning movement counts
TMS	Transportation Management Services
TOD	Transit Oriented Development
TPSS	traction power substations
TSP	Transit Signal Priority
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
veh	vehicle
V/C	Volume to Capacity
VMSF	vehicle maintenance and storage facility
VWCD	Valencia Water Control District
YOE	year of expenditure



CONTENTS

1.0 Introduction.....	1
1.1 Study Area.....	2
1.2 Purpose and Need.....	2
1.2.1 Definition of the Problem.....	2
1.2.2 Goals and Objectives.....	4
2.0 Existing Conditions	5
2.1 Land Use.....	5
2.1.1 Existing Land Use and Development	5
2.1.2 Future Land Use and Development	7
2.1.3 Orange County Convention Center.....	7
2.2 Roadway Elements.....	10
2.2.1 Roadway Characteristics	10
2.2.2 Utilities Assessment.....	14
2.2.3 Geotechnical Analysis.....	18
2.2.4 Environmental Site Assessment	18
2.3 Operational Elements	22
2.3.1 Transportation Planning Consistency.....	22
2.3.2 Crash Analysis.....	22
2.3.1 Existing Traffic Operations.....	24
2.3.2 Existing Transit Operations.....	28
2.3.3 Parking Analysis	32
2.4 Natural Elements.....	32
2.4.1 Hydrologic and Natural Features	32
2.4.2 Threatened and Endangered Species.....	33
3.0 Definition of Alternatives	33
3.1 No-Build Alternative.....	33
3.2 Identification of Viable Alternatives	34
3.2.1 Vehicle Technology Alternatives	34
3.2.2 Alignment Alternatives	38
3.3 Viable Alternatives.....	42
3.4 Station and Transit Hub Locations.....	44
3.4.1 Standard Stations Locations and Characteristics.....	44
3.4.2 Transit Hub Options.....	46
4.0 Evaluation of Viable Alternatives.....	48
4.1 System Effectiveness	48
4.2 Transit Operating Plan.....	49
4.3 System Operations and Maintenance Cost.....	54
4.4 Fare Structure and Transfer Policy	55
4.5 Ridership Estimates.....	55
4.6 Traffic Operations	56
4.6.1 Opening Year	56
4.6.2 Interim Year Traffic Operations.....	57
4.6.3 Design Year Traffic Operations.....	58
4.6.4 Right-Turn Queues	58
4.6.5 Curbside vs. Median Transit Lane Traffic Operations.....	58



4.7	Opinions of Probable Capital Costs	59
4.7.1	Capital Cost Assumptions	59
4.7.2	Capital Cost Components	60
4.8	Environmental Considerations	69
4.8.1	Air Quality Impacts	69
4.9	Alternatives Matrix	69
5.0	Recommended Premium Transit System	72
5.1	Ridership Forecast	74
6.0	Implementation Plan	75
6.1	Governance Options	76
6.2	Federal Funding	77
6.2.1	Capital Investment Grant Program	77
6.2.2	Better Utilizing Investments to Leverage Development	77
6.2.3	Flexible Funding Programs	78
6.3	State Funding	78
6.3.1	New Starts Transit Program	78
6.3.2	Public Transit Block Grant Program	79
6.4	FDOT Discretionary Programs	79
6.4.1	Transit Service Development Program	79
6.4.2	Transit Corridor Program	80
6.5	Local Financial Commitment	80
6.6	Transit Project Delivery	81
6.7	Recommended Funding Strategy	82
7.0	Public Involvement Summary	85
7.1	Public Involvement Plan	85
7.1.1	Engagement Tools	85
7.2	Public Involvement Activities	86
7.2.1	Stakeholder Engagement	86
7.2.2	Agencies and Small Groups	88
7.2.3	Public Meetings	93

APPENDICES

- Appendix A. Viable Alternatives Plan Sheets
- Appendix B. Station Area Assessment
- Appendix C. Transit Hub Assessment
- Appendix D. Alternatives Comparison Matrix
- Appendix E. Capital and O&M Costs Supporting Tables
- Appendix F. Recommended Transit System Plan Sheets
- Appendix G. Public Involvement Materials



FIGURES

Figure 1. Study Area 3

Figure 2. Existing Land Use 6

Figure 3. Orange County Future Land Use Map 8

Figure 4. Recent Completed and Planned Developments 9

Figure 5. Study Area Sidewalks and Signalized Intersection Locations 12

Figure 6. Study Area 2018 Average Annual Daily Traffic 13

Figure 7. Existing Utilities – Water and Utility Easements 15

Figure 8. Existing Utilities – Reuse Water and OUC Electrical Distribution 16

Figure 9. Existing Utilities – Wastewater 17

Figure 10. Soil Survey of Study Area Map 19

Figure 11. Location of MEDIUM and HIGH Ranked Sites 21

Figure 12. Study Area Crash Heat Map 23

Figure 13. Traffic Data Count Map 25

Figure 14. 2020 AADT Volumes 26

Figure 15. Existing LYNX Routes and Stops 29

Figure 16. Existing I-Ride Trolley Routes and Stops 31

Figure 17. Orange County I-Drive Transit Lanes Project Typical Section 34

Figure 18. Alternative 2 Routing Alignment Options 39

Figure 19. Alternatives 1 & 2 40

Figure 20. Curbside (top) vs Median (bottom) Running 41

Figure 21. Alternative 1 Stations Locations 45

Figure 22. Alternative 2 Stations Locations 46

Figure 23. Potential Transit Hubs 47

Figure 24. Alternative 1 Bus Turnaround Options North Portion of Alignment 51

Figure 25. Alternative 2 Bus Turnaround Options North Portion of Alignment 51

Figure 26. Bus Turnaround Options South Portion of Alignment 52

Figure 27. Recommended I-Drive Premium Transit System 73

Figure 28. Transit Project Delivery 82

Figure 29. PAG Focus Areas 88

Figure 30. Public and Community Members Focus Areas 94



TABLES

Table 1.	Goals and Objectives.....	4
Table 2.	Roadway Characteristics of the Study Segments.....	10
Table 3.	List of Sites with Potential Contamination Concerns	20
Table 4.	Existing Year (2020) Network Performance	27
Table 5.	Existing Year (2020) Intersection Performance	27
Table 6.	2018 LYNX Route Operating Characteristics	28
Table 7.	2018 LYNX Stop Activity in the I-Drive District	30
Table 8.	I-Ride Trolley Routes Operating Characteristics	30
Table 9.	2018 I-Ride Trolley Ridership.....	30
Table 10.	Summary Comparison of Vehicle Technologies.....	37
Table 11.	Curbside and Median Running Comparison.....	42
Table 12.	Viable Alternatives	43
Table 13.	Viable Alternatives Weekday Operating Plan.....	50
Table 14.	Viable Alternatives Weekend Operating Plan.....	50
Table 15.	Viable Alternatives Travel Times.....	53
Table 16.	Viable Alternatives Operating Hours and Operating Miles.....	53
Table 17.	Viable Alternatives Peak, Spare and Total Vehicles.....	54
Table 18.	Viable Alternatives Total O&M Costs	55
Table 19.	Ridership Estimates.....	56
Table 20.	Opening Year (2025) Network Performance	57
Table 21.	Interim Year (2035) Network Performance.....	57
Table 22.	Design Year (2045) Network Performance.....	58
Table 23.	Conceptual Right-of-Way Requirements.....	64
Table 24.	Unallocated Contingencies Applied to Cost Components	66
Table 25.	Viable Alternatives Capital Cost Summary	68
Table 26.	Viable Alternatives Comparison Summary	70
Table 27.	Viable Alternatives Comparison Scoring	71
Table 28.	Ridership Results for Recommended Premium Transit System	75
Table 29.	Governance Options Analysis.....	77
Table 30.	Near Term Implementation Steps	84
Table 31.	Project Advisory Group Members	87



1.0 INTRODUCTION

The International Drive (I-Drive) Transit Feasibility and Alternative Technology Assessment (TFATA) evaluated the potential of implementing a premium transit service as an urban circulator operating within the I-Drive District. The project purpose is to improve mobility options for a diverse set of travel markets within the rapidly growing I-Drive District, and to implement a sustainable multimodal system that reflects and complements the surrounding environment. The I-Drive 2040 Strategic Vision Plan approved by the Orange County Board of County Commissioners in February 2016 includes a policy direction intended to further enhance and sustain the economic viability of the I-Drive District and the Orange County Convention Center (OCCC). Careful planning and design for an effective premium transit system with multiple transportation modes can achieve the intent and purpose of the Board’s policy and will be essential to the existing and future growth of the I-Drive District.

This comprehensive report discusses the key issues and opportunities facing the implementation of a premium transit service within the I-Drive District, the process used to arrive at a proposed premium transit system, and a detailed discussion of that recommendation. The content in this report is organized into the following sections.

Section	Description
1.0 Introduction	Describes the study area and presents the project’s goals and objectives
2.0 Existing Conditions	Presents the study area conditions and characteristics
3.0 Definition of Alternatives	Describes the vehicle technology, alignment alternatives, stations, and transit hubs considered
4.0 Evaluation of Viable Alternatives	Outlines the analysis performed to ultimately identify the recommended premium transit system
5.0 Recommended Premium Transit System	Presents the recommended premium transit system, including operating considerations
6.0 Implementation Plan	Presents the implementation strategy based on the project funding needs
7.0 Public Involvement Summary	Presents a summary of the public outreach activities



1.1 Study Area

The study area for a potential premium transit service is illustrated in Figure 1, and includes key roadway segments where the existing I-Ride Trolley operates between Sand Lake Road and the Destination Parkway Superstop, and continues further south to Sea Harbor Drive. The study area encompasses the OCCC and surrounding land uses including hotels, restaurants, entertainment venues, and theme parks. The five roadway segments being studied are:

1. I-Drive from Sea Harbor Drive to Sand Lake Road,
2. Via Mercado from I-Drive to Universal Boulevard,
3. Destination Parkway from I-Drive to Tradeshow Boulevard,
4. Tradeshow Boulevard from Destination Parkway to Universal Boulevard, and
5. Universal Boulevard from Tradeshow Boulevard to Sand Lake Road.

The arrows on Figure 1 pointing to the north of Sand Lake Road and to the south of Sea Harbor Drive reflect an understanding that this study area is a subset of the I-Drive District, and that mobility options for the study area will need to consider opportunities for subarea and regional expansion to the north and south, and potentially to the east and west.

1.2 Purpose and Need

The purpose and need for the I-Drive TFATA is documented in detail in the *Purpose and Need Report*. This section provides a summary of the definition of the problem and the goals and objectives that were integrated into the evaluation framework.

1.2.1 Definition of the Problem

The I-Drive District is a major economic generator within Orange County and generates significant mobility demand for visitors, commuters, and residents alike. The I-Drive District is home to 6 theme parks, 4 entertainment complexes, 35 additional major attractions, over 120 hotels and resorts, and more than 300 restaurants and nightlife venues; and it will soon be home to Universal Studio's newest theme park, EPIC Universe.¹ A 2017 economic impact analysis found the I-Drive District's economic impact accounts for \$7.3 billion in Gross Regional Product (GRP), which is approximately 7% of the total Metropolitan Statistical Area (MSA) GRP.² The I-Drive District also accounts for approximately 12% of the jobs in Orange County,³ hosts 20% of all Orlando's visitors,⁴ and produces over \$3.4 billion in personal income. Major employers include Universal Orlando Resorts, SeaWorld Orlando and Aquatica, as well as the numerous associated hotels, commercial and entertainment facilities.

¹ I-Drive Business Improvement District Website (www.IDriveDistrict.com)

² I-Drive Economic Impact Analysis 2017

³ I-Drive Economic Impact Analysis, 2017

⁴ I-Drive District Guide, 2019



Figure 1. Study Area



OCCC, a major economic contributor in the Central Florida area, is located in the I-Drive District and in the study area. The OCCC attracts over 230 events annually and contributes more than \$2.4 billion in annual economic impact to the area.⁵ In March 2016, the OCCC published a master plan with a goal to further increase the attractiveness of the facility for large-scale events. Recommended improvements include, but are not limited to, enhanced vehicular circulation, freight service, transit, monumental art, and unique meeting spaces. These enhancements will continue to attract global and domestic visitors alike to the I-Drive area.

The I-Drive District’s current transportation system faces challenges beyond the increasing vehicular traffic congestion. The I-Ride Trolley, a bus circulator service that operates within the District, experiences long travel times due to short distances between stops and long dwell times for passengers to get on and off the vehicle. In addition, convention event organizers often hire private shuttle bus services to transport conventioners to and from hotels and special events, which adds more vehicles to an already congested corridor. Visitors looking to take advantage of the area’s many attractions, shopping, and dining experiences often find mobility options limited and time-consuming.

The purpose of this project is to improve mobility options for this diverse set of travel markets within the rapidly growing I-Drive District through an investment in a high-quality transit system (referred to as “premium transit”).

1.2.2 Goals and Objectives

The goals and objectives presented in Table 1 were integrated into the evaluation framework and applied to assess each of the transit alternatives considered.

Table 1. Goals and Objectives

Goals	Description	Objectives
Support Multimodal Connectivity	While the primary goal is to provide a transit circulator serving local trips in the I-Drive District, the proposed premium transit investment will also connect with other transit services serving key destinations within the Orlando region.	<ul style="list-style-type: none"> - Support Local Connectivity - Support Regional Connectivity
Serve Diverse Travel Markets and Needs	A premium transit service will offer a frequent, convenient, and comfortable travel option within the I-Drive District for visitors, residents, conventioners, and workers.	<ul style="list-style-type: none"> - Serve Tourist Travel Market - Serve Conventioneer Travel Market - Serve Employee Travel Market - Implement a Safe Transit System

⁵ Orange County Convention Center Website <https://www.occc.net/About-Us>



Table 1. Goals and Objectives

Goals	Description	Objectives
Sustain Economic Competitiveness and Development	A premium transit service will provide cost-effective infrastructure and mobility investment, which will support global competitiveness and promote sustainable economic development within the I-Drive District.	<ul style="list-style-type: none"> - Global Economic Competitiveness - Support New and Sustainable Development - Implement Cost Effective Transit Investment - Support County and Local Community Development Goals and Plans

2.0 EXISTING CONDITIONS

This section provides a comprehensive assessment of the study area conditions and characteristics, including land use context, roadway elements, traffic and transit operational elements, and natural elements. This section summarizes the *Study Area Conditions and Characteristics Report* and the existing/current conditions sections of the *Design Traffic and Transit Engineering Report (DTTER)*, and the *Transit System Plan Analysis Report*.

2.1 Land Use

2.1.1 Existing Land Use and Development

The I-Drive District has a broad-ranging mix of land uses, but can be categorized into four general land use categories: Commercial (including hotel, motel, and lodging), Vacant, Institutional (including convention centers), and Residential. Almost 50% of the land use can be classified as Commercial, 21% Vacant, and approximately 10% Residential. Most Residential land use is south of the study area and consists primarily of apartments and condominiums. Within the actual study area boundaries, the land use patterns are similar to the larger District - the majority of land use is categorized as Commercial, which includes both travel demand generators, such as hotels, and travel demand attractors, such as restaurants, retail, and entertainment. Institutional land use follows, with a small portion east of Universal Boulevard designated as Vacant. Figure 2 shows the existing land use of the study area. Greater detail is provided in the *Study Area Conditions and Characteristics Report*.



Figure 2. Existing Land Use



2.1.2 Future Land Use and Development

The study area is planned primarily for Commercial and Institutional uses and planned developments, as shown in Figure 3. Projects that are recently completed or planned are shown in Figure 4. Particularly noteworthy is EPIC Universe, Universal Studios theme park that is under construction. Kirkman Road is planned to be extended from Sand Lake Road to Universal Boulevard in support of this development, where it will continue onto Tradeshow Boulevard. Details about future land use and development can be found in the *Study Area Conditions and Characteristics Report*.

2.1.3 Orange County Convention Center

The OCCC is the second largest convention center in the nation with two buildings (one on each side of I-Drive). On the southwest side of I-Drive is the West Concourse, and on the northeast side are the North and South Concourses in one building. The two buildings are connected via a covered elevated walkway that also connects to the Hyatt Regency hotel and convention center. Separate walkways connect to the Rosen Plaza and Rosen Centre Hotels.

In 2015, the OCCC crafted a Master Plan to address potential expansion opportunities and improvements to the OCCC campus. The most notable outcome is the expansion of the North/South Concourses, which has been under construction since March 2020. It will consist of a North/South Connector and a Multipurpose Venue. The North/South Connector will



provide an enclosed hallway to connect the two Concourses as well as a ballroom and meeting space. Part of the Connector will be a new “front door” to the North/South Concourse building that is oriented toward Convention Way. Enhancements planned for the West Concourse include an activity center at its front entrance, a covered pedestrian plaza, and cafes/informal seating.

Furthermore, the OCCC Master Plan addresses parking, freight movement, traffic circulation (including new Privately Owned Vehicle (POV) lanes at the North/South Concourses), other pedestrian improvements, and a potential new Autonomous Vehicles (AV) shuttle to provide circulation within its campus. A potential transit hub is proposed in the vicinity of the North/South Concourses to provide additional modal connectivity. More details can be found in the *Study Area Conditions and Characteristics Report*.



Figure 3. Orange County Future Land Use Map

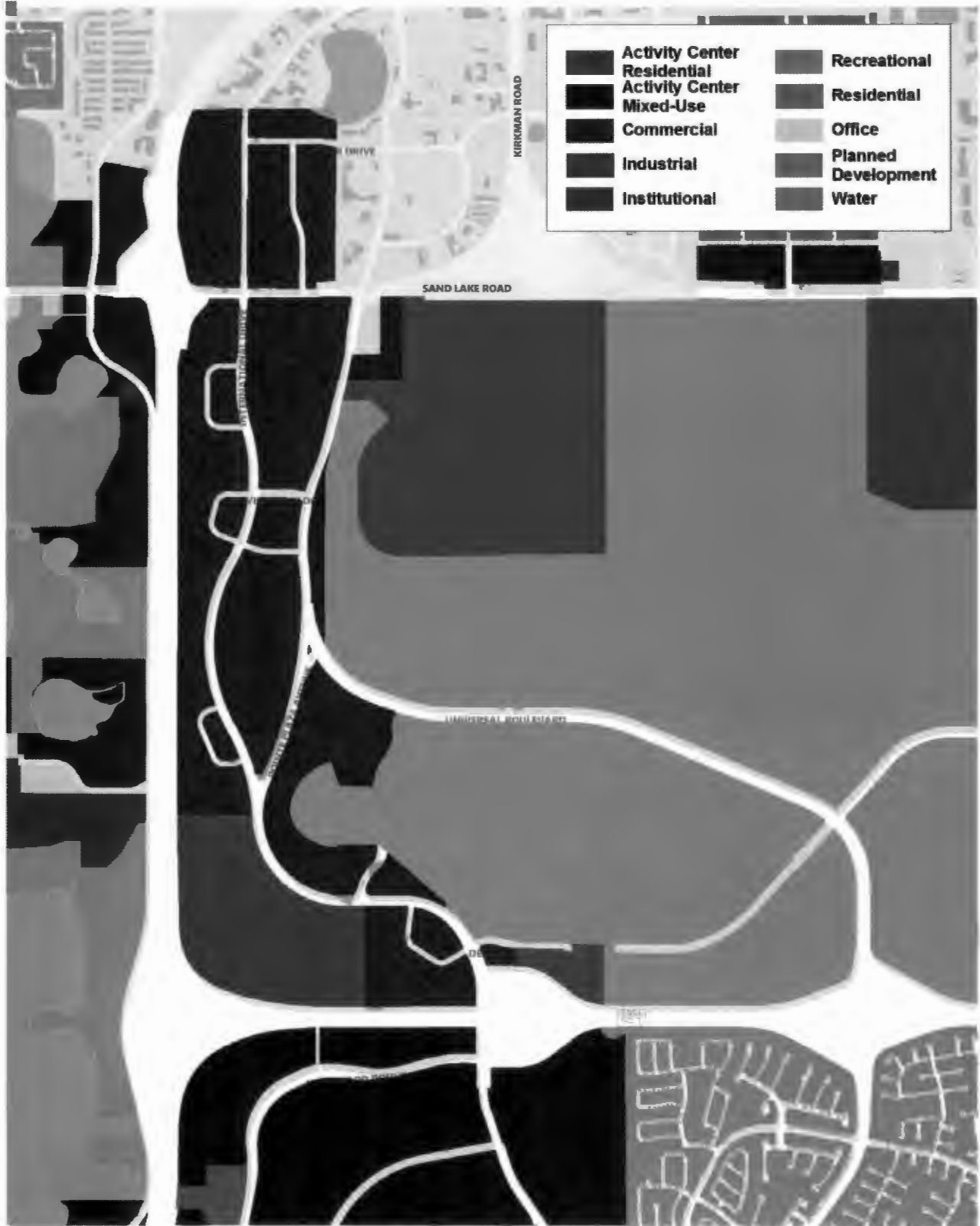
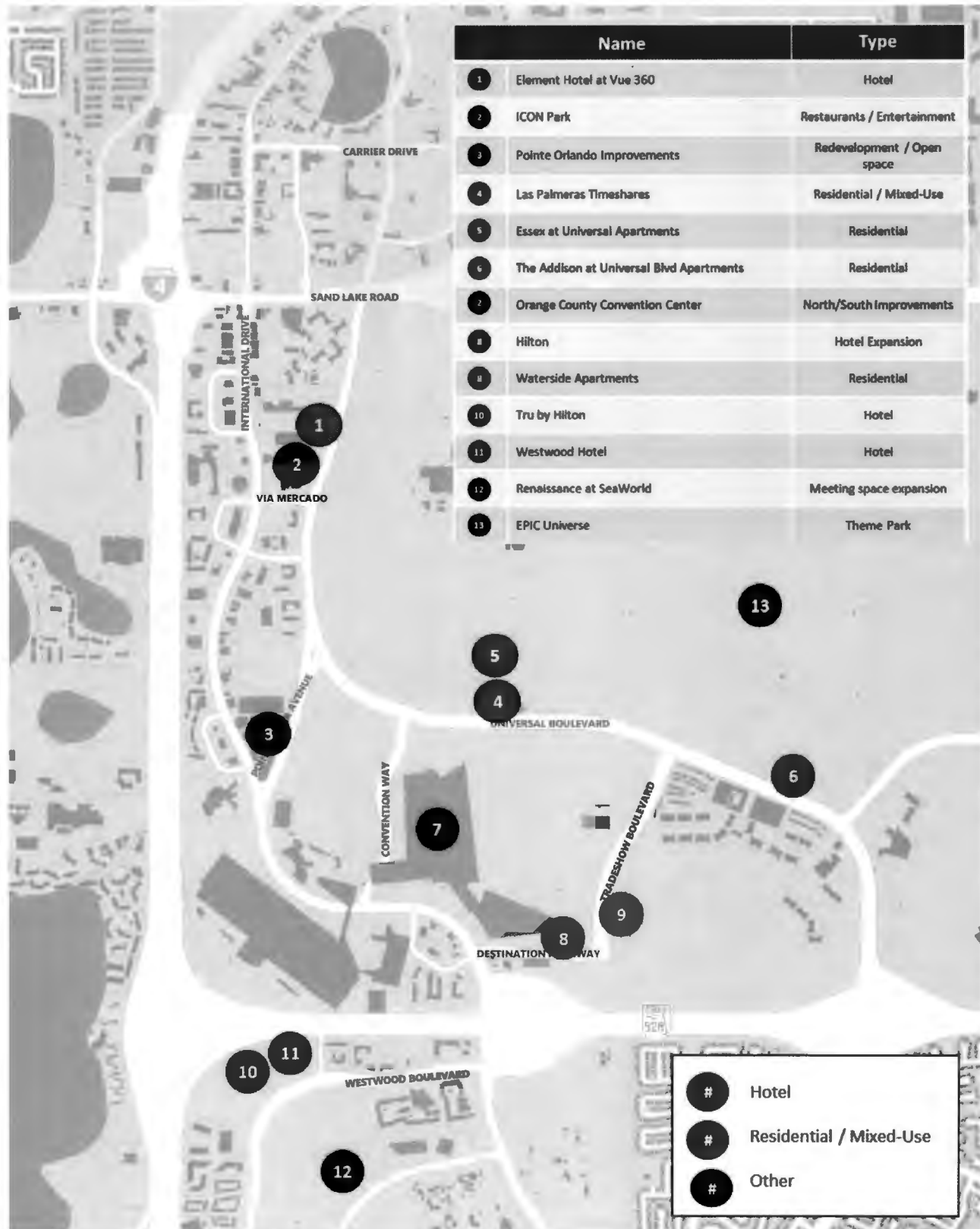


Figure 4. Recent Completed and Planned Developments



2.2 Roadway Elements

2.2.1 Roadway Characteristics

Roadway Geometry

The roadway corridors within the study area include segments of I-Drive, Universal Boulevard, Destination Parkway, and all of Tradeshow Boulevard. The existing geometric design conditions of the study area roadways are generally consistent with the surrounding land use characteristics. The traffic lanes and control devices help define the functional geometrics and the roadway geometric analysis. The land use characteristics are automobile-oriented, with a large amount of spacing between developments, generous amounts of surface parking surrounding the buildings, and large setbacks of the buildings from the roadway. The roadway geometry matches that automobile orientation, with high vehicular capacities, wide spacing between signalized intersections, and limited cross-street connectivity. Overall, the land use and transportation network largely reflect suburban rather than downtown urban development patterns.

Lane configurations, signal spacing, and speed limits are defined for the four study roadways: I-Drive, Universal Boulevard, Destination Parkway, and Tradeshow Boulevard, as highlighted in Table 2. Details of each of the study segments can be found in the *Study Area Conditions and Characteristics Report*.

Table 2. Roadway Characteristics of the Study Segments

Roadway	From	To	Typical Section	# of Signals	Speed Limit (mph)	Approx. Distance (miles)
International Drive	Sand Lake Road	Hawaiian Court	4 lanes	11	35	2.4
	Hawaiian Court	Sea Harbor Drive	6 lanes	5	45	0.8
Universal Boulevard	Sand Lake Road	Pointe Plaza Avenue	4 lanes	2	40	1.0
	Pointe Plaza Avenue	Tradeshow Boulevard	6 lanes	2	45	1.0
Via Mercado	I-Drive	Universal Boulevard	5 lanes	0	35	0.1
Destination Parkway	I-Drive	Tradeshow Boulevard	4 lanes	2	35	0.3
Tradeshow Boulevard	Universal Boulevard	Destination Parkway	2 lanes	0	35	0.6



Signalized Intersections

Figure 5 shows the signalized intersections and sidewalks in the study area. Three new traffic signals are under design in the following locations:

- I-Drive and Ale House/Helicopter Tours
- I-Drive and Austrian Row
- Universal Boulevard and Las Palmeras Hilton Vacation Club/Convention Center driveway

The existing signal controllers for signalized intersections located within the proposed I-Drive bus/ transit lane project will be replaced with adaptive control systems that enable traffic signals to adapt to actual traffic demand. In addition, global positional system (GPS)/infrared dual preemption will be installed, which will allow for Transit Signal Priority (TSP) and emergency vehicle preemption.

Traffic Volumes

As shown in Figure 6, the 2018 average annual daily traffic (AADT) on Universal Boulevard, north of Destination Parkway, ranges from 18,000 to 24,000 while I-Drive's AADT is 25,000. Traffic volumes along Sand Lake Road range from 42,000 to 65,000 AADT. Detailed traffic information within the study area are provided in the *Design Traffic and Transit Memorandum*.

Bicycle Features

The absence of dedicated bicycle facilities within the study area limits the use of bicycles as an alternative mode of transportation and the promotion to a segment of tourism that is interested in bicycling. There are bike lanes only along I-Drive between Universal Boulevard and Oak Ridge Road, north of the study area.

Effective January 2018, Orange County began to license, permit and regulate the Pedicab Industry within the I-Drive District. A pedicab is a non-motorized vehicle with three wheels that is operated by a driver using bicycle-like pedals, pulling a cab behind them where passengers ride. Pedicabs currently operate on sidewalks, creating conflicts with pedestrians circulating along I-Drive.

Pedestrian Features

Orange County conducted a walkability assessment for the study area in 2014, as documented in the *International Drive Parking Study and Walkability Analysis Technical Memorandum*. This 2014 document identifies many positive elements for the pedestrian facilities and walking environment throughout most of the study area, including the following:

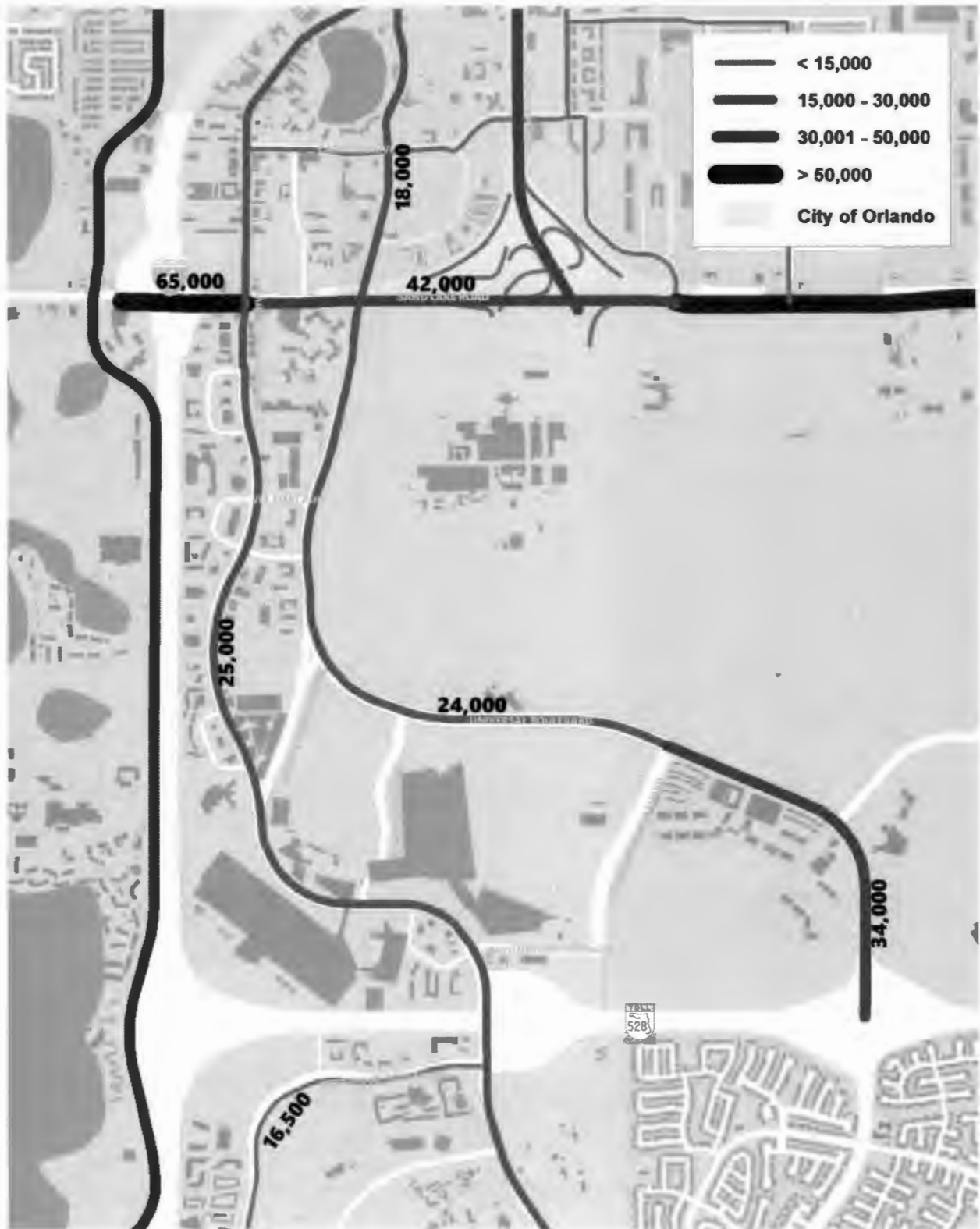
- Sidewalks are provided in most developed areas and are generally in good condition;
- Roadway and adjacent property lighting illuminates most of the study area;
- Crosswalks with various signalization are provided at various locations; and
- Regular pedestrian activity is found along I-Drive north of Pointe Plaza Avenue.



Figure 5. Study Area Sidewalks and Signalized Intersection Locations



Figure 6. Study Area 2018 Average Annual Daily Traffic



The Walk Score online tool gives the TFATA study area a score of 44, meaning that the area is mainly car-dependent, as most errands involve the use of a vehicle for residents and visitors staying in the area. The 2014 *Walkability Memorandum* also identifies opportunities for enhancing walkability within the study area including improvements for crosswalks, walkways, bikeways, and lighting. A detailed assessment of walkability with respect to each study area corridor can be found in the *Study Area Conditions and Characteristics Report*.

2.2.2 Utilities Assessment

Utility providers of electric services within the study area are Orlando Utilities Commission (OUC) and Duke Energy. Duke Energy owns a power sub-station on the east side of Universal Boulevard (8101 Universal Boulevard) and a sub-station at 5707 Sea Splash Way next to SeaWorld. Providers for water/wastewater services include Orange County Utilities, OUC, and the City of Orlando Water Reclamation. Figure 7 shows the general location of water service lines along with the numerous utility easements located within the study area. Figure 8 shows the location of reuse water service lines and OUC electrical distribution. Figure 9 shows the general location of wastewater service lines and structures.

Gas service is provided by TECO, and traffic signals are provided by Orange County Public Works. Fiber and phone services are provided by Century Link, Charter Communications, MCI, Crown Castle, Summit Broadband, Comcast Communications, Smart City Telecom, and Uniti Fiber LLC.



Figure 7. Existing Utilities – Water and Utility Easements

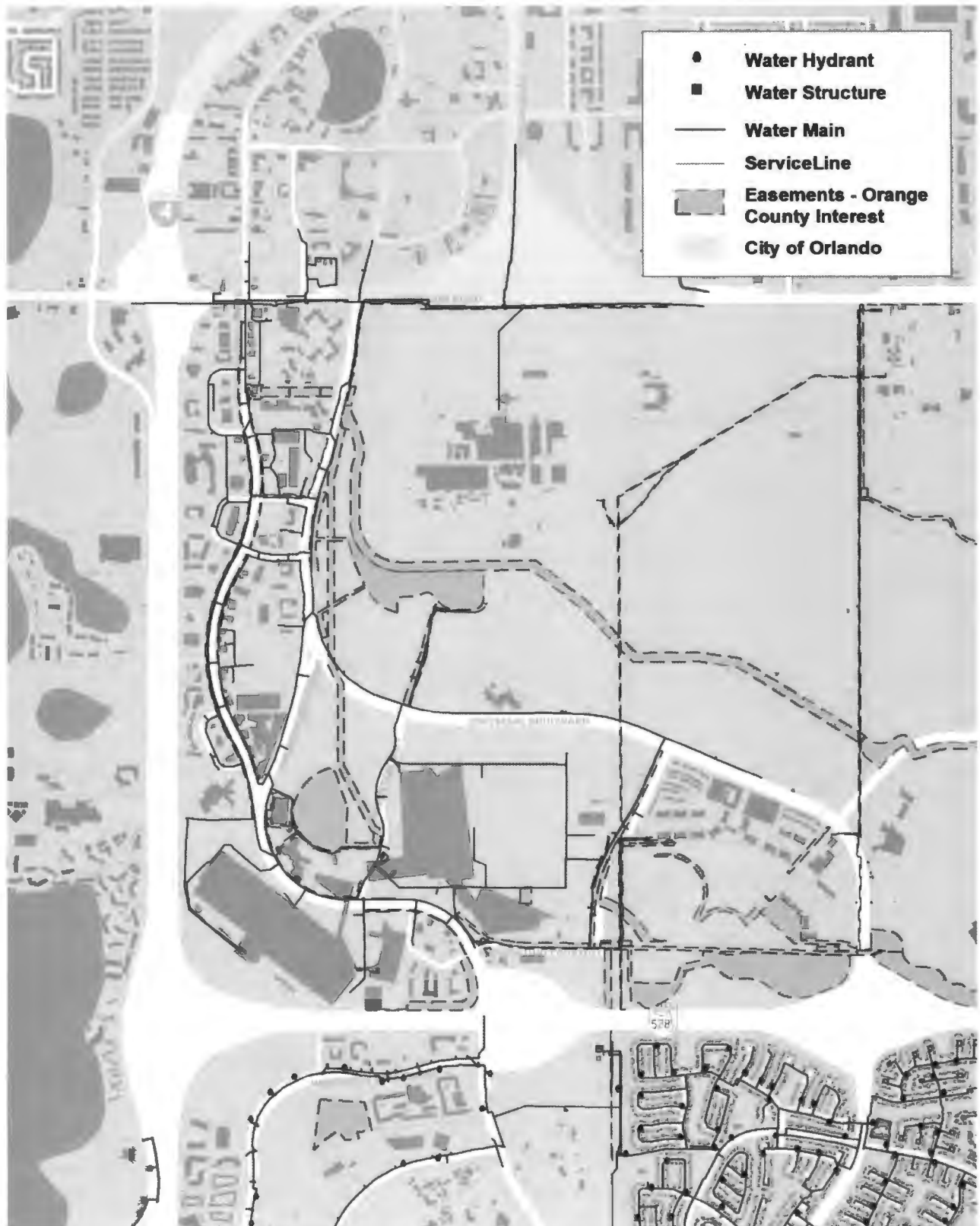


Figure 8. Existing Utilities –Reuse Water and OUC Electrical Distribution

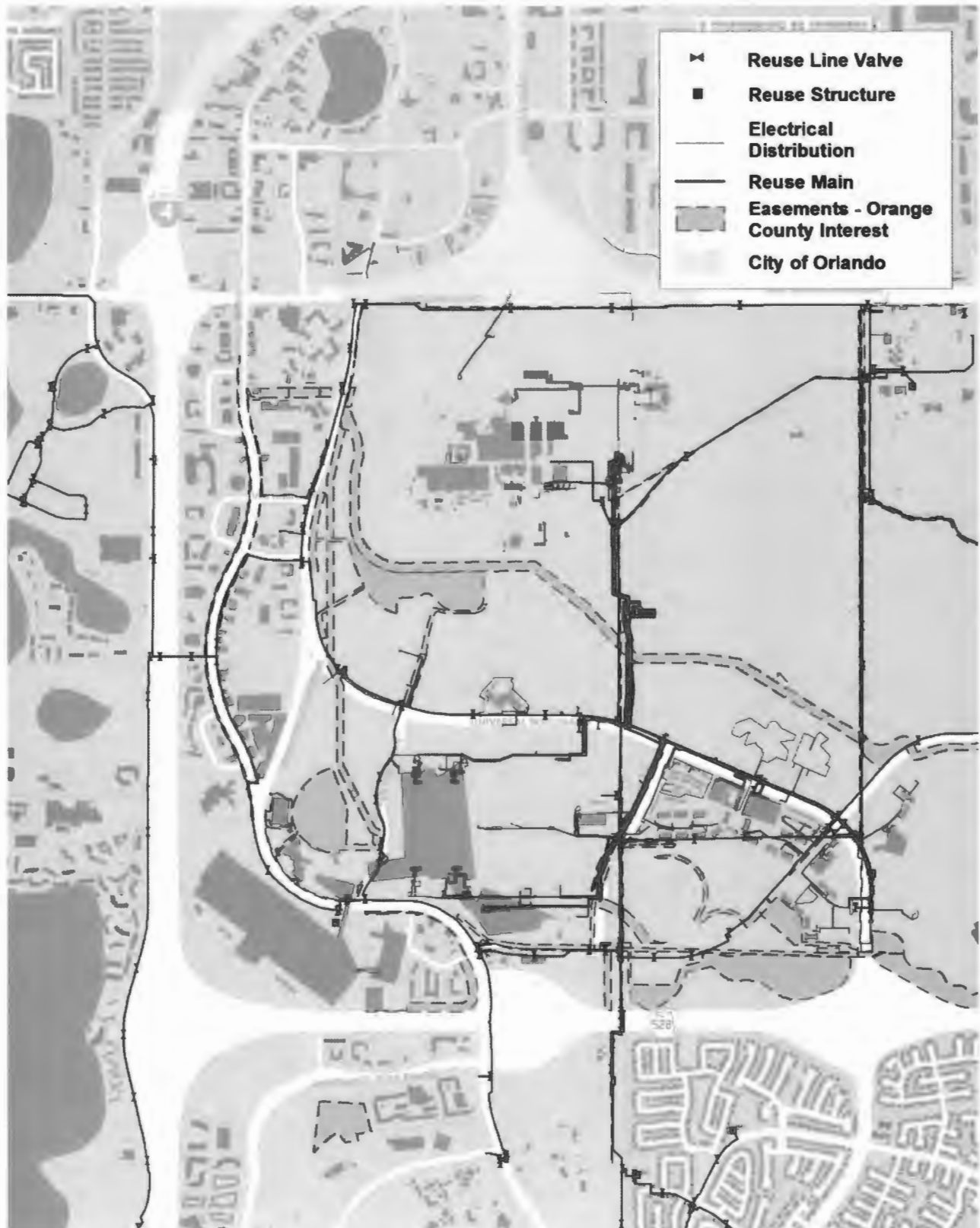


Figure 9. Existing Utilities – Wastewater



2.2.3 Geotechnical Analysis

Results of the geotechnical data collection activities are provided in the *Geotechnical Report*; and are summarized in this section. Most of the soils within the study area are classified as Group A/D, which includes Basinger fine sand, Smyrna-Smyrna wet fine sands, and Smyrna fine sand-urban land complex. The next prominent soil within the study area is Group A alone. The soil survey of the study area is shown in Figure 10.

2.2.4 Environmental Site Assessment

A desktop environmental review for the study area was performed for existing conditions. This desktop-level assessment included a regulatory document review for properties within ¼-mile of the project corridor (one-mile for superfund sites and landfills). A detailed contamination screening, complying with the Level 1 investigation (FDOT Part 2, Chapter 20) and/or Phase 1 Environmental Site Assessment (ESA) (per American Society for Testing and Materials [ASTM] E 1527-13) was completed. Thirty-seven (37) sites were determined as having the potential for contamination concern. Of the 37 sites investigated, the following risk rankings have been applied: 29 sites ranked LOW, 3 sites ranked MEDIUM, and 5 sites ranked HIGH. The rankings are LOW, MEDIUM, and HIGH and are generally defined below. Table 3 lists the sites with MEDIUM and HIGH potential contamination concern to the study segments. Figure 11 shows the location of MEDIUM and HIGH potential contamination sites in relation to the proposed transit stops.

LOW: A review of available information indicates that past or current activities on the property have an ongoing contamination issue; the site has a hazardous waste generator identification (ID) number; or the site stores, handles, or manufactures hazardous materials. However, based on the review of conceptual or design plans and/or findings from this Level I evaluation, it is not likely that there would be any contamination impacts to the project.

MEDIUM: After a review of conceptual or design plans and findings from this Level I screening evaluation, a potential contamination impact to the project has been identified. If there was insufficient information (such as regulatory records or site historical documents) to make a determination as to the potential for contamination impact, and there was reasonable suspicion that contamination may exist, the property was ranked at least as MEDIUM. Properties used historically as gasoline stations and that have not been evaluated or assessed by regulatory agencies, sites with abandoned in-place underground petroleum storage tanks, or currently operating gasoline stations received this ranking.

HIGH: After a review of all available information and conceptual or design plans, there is appropriate analytical data that shows contamination would substantially impact construction activities, have implications to right-of-way acquisition, or have other potential transfer of contamination related liability to the FDOT.



Figure 10. Soil Survey of Study Area Map



Table 3. List of Sites with Potential Contamination Concerns

Site No.	Site Name	Site Address	Dist. from Study Segments	Details	Risk Ranking
1	Sand Lake Shell Service/Circle K #2708960	6942 Sand Lake Rd	350 ft	Discharge in 1998 and in 2015. Site assessments are still ongoing. During site reconnaissance, this site was a BP/Circle K gas station. Observation monitoring wells were located in the parking lot.	HIGH
2	WAWA Food Market #51	6500 W Sand Lake Rd	220 ft	3 underground storage tanks (UST) and 8 dispensers on site. Multiple non-compliance violations. During site reconnaissance, this site was a WAWA. Multiple monitoring wells were located around the perimeter of the convenience store labeled with an S on it.	MEDIUM
3	Peabody Orlando/Hyatt Regency Orlando	9801 International Dr	120 ft	Discharge in 2011. No Further Action with Conditions has been approved stating the implementation of engineering controls and establishment and use of recordation of institutional controls. During site reconnaissance, this site was the Hyatt Regency Orlando. This may require a notification to the agency if intrusive activities are located nearby.	HIGH
4	Rikers International/Mobil #11220	9858 International Dr	230 ft	Discharge in 1998. Site assessment activities are still ongoing. During site reconnaissance, this site was a Walgreens. Monitoring wells were located throughout the parking lot.	HIGH
5	Air Florida Helicopter	8990 International Dr	170 ft	Five (5) 500-gallon singlewall steel tanks on site. Four (4) contain AV gas and one is empty. The tanks are not regulated by 2-762(FAC) due to being too small. Orange County Environmental Protection Division (OCEPD) Storage Tank Compliance Section has no jurisdiction. The site is also located in a Groundwater Contamination Area with Ethylbenzene. During site reconnaissance, this site is Air Florida Helicopter. Aboveground storage tanks (AST) were located in the back of the private property.	HIGH
6	Former Landfill and Brownfield Site	9751 Universal Blvd	300 ft	Brownfield Rehabilitation Site and Former Landfill Site with groundwater contamination. Remedial action plan in place. Multiple locations along Universal Boulevard from Destination Parkway to Via Mercado.	HIGH
7	7-Eleven Store #37611	9725 Universal Blvd	150 ft	New active fuel user in 2019. USTs in place. During site reconnaissance, this site was 7-Eleven.	MEDIUM
8	Exxon Mobil/7-Eleven Store #34881	6026 Destination Pkwy	120 ft	City water line broke in 2013. Cleanup status completed immediately. Removed a total of 50 gallons of petroleum contact water (PCW). During site reconnaissance, this site is a 7-Eleven gas station.	MEDIUM



Figure 11. Location of MEDIUM and HIGH Ranked Sites



For those locations with a risk ranking of MEDIUM or HIGH, Level II field screening is recommended to be conducted during future project implementation phases. These sites have been determined to have potential contaminants that may impact the project. Further detail of the findings can be found in the *Contamination Screening Evaluation Report*.

2.3 Operational Elements

2.3.1 Transportation Planning Consistency

The TFATA study is consistent with the policies outlined in the Orange County 2030 Comprehensive Plan 2010-2030—Goals, Objectives & Policies adopted in 2009 and is consistent with the adopted Orange County 2030 Long Range Transportation Plan. Orange County's Comprehensive Plan highlights the I-Drive Activity Center Element as a special activity center that was adopted with a Strategic Development Plan and is subject to the policies contained in the I-Drive Activity Center Element (FLU3.2.14). The I-Drive Activity Center is considered a Regional Activity Center for the purposes of increasing the threshold set forth in Chapter 380, Florida Statutes, and Rule 28-24.014(10), Florida Administrative Code (FAC). The Comprehensive Plan Objective FLU2.3 states that the Land Development Code and Future Land Use (FLU) Map shall reflect the coordination of land use and transportation as a major strategy for implementing the County's development framework. Policy FLU2.3.9 states Orange County will support land use policies that reinforce effective transportation management. This includes support for activity centers, transit-oriented developments (TOD) and sector planning. The goals and objectives for the I-Drive Activity Center Element include:

- To promote tourism by the development of an economically visible, well planned tourist-oriented activity center.
- The efficient movement of people within the activity center shall be provided by the development of a multimodal transportation system.
- To facilitate the expansion of residential development in proximity to employment areas of the activity center in order to minimize travel distance and time between the uses.
- To provide a balance between infrastructure programming and land use.
- To provide land use compatibility and environmental projection within and adjacent to the activity center.

2.3.2 Crash Analysis

Crash records were acquired using the FDOT Signal Four Analytics database for areas in and around the study area. Six years of crash records were compiled from January 1, 2013, through December 31, 2018. A more complete review and analysis of crash data in the I-Drive District is provided in the *Design Traffic and Transit Technical Memorandum* and the *Study Area Conditions and Characteristics Report*. Figure 12 shows the crash heat map of the study area.



Figure 12. Study Area Crash Heat Map



2.3.1 Existing Traffic Operations

To assess existing and future traffic conditions, both 72-hour roadway segment counts and 8-hour intersection turning movement counts (TMC) were collected in January 2020 and considered along with counts from previous studies. The count locations are shown in Figure 13.

An operational analysis was conducted for the study corridors using the Synchro 10 software and its application of the Highway Capacity Manual (HCM) 6th Edition. Network performance results were based on Synchro's Percentile Delay Analysis, given that the HCM does not provide network-level performance measures. The Synchro model was developed consistent with existing geometry. Google Earth was used to develop the model lane configurations and intersection control types. Posted speed limits along the corridor were input to the model link speeds. Existing signal timing plans were obtained from Orange County's Traffic Engineering Division and coded in the model. All analysis procedures followed the 2014 *FDOT Traffic Analysis Handbook*. Consistent with the traffic methodology, the performance measures are:

- Network performance measures: total delay; average delay per vehicle; underserved vehicles
- Intersection performance measures:
 - > Turning-movement level: level of service (LOS), delay, volume-to-capacity (V/C) ratios, and 95th percentile queue lengths
 - > Overall intersection: LOS, delay, max V/C ratio

From the 72-hour classification counts and from prior studies, AADTs were calculated, as shown in Figure 14. The methodology is shown below. For AADTs derived from prior year counts, scale factors were applied as needed.

1. Obtain the Seasonal Factor (SF) and the Axle Correction Factor (ACF) from FDOT Florida Traffic Online (2018).
2. Apply the formula $AADT = ADT \times SF \times ACF$. (ADT stands for Average Daily Traffic)
3. Balance AADTs along the corridor

K and D factors were also determined for the AM and PM peak periods. Further details can be found in the *DTTER*.

At the intersection level, AM and PM peak hours were selected to be 8:00-9:00 AM and 5:00-6:00 PM, respectively, based on a review of the TMCs. Peak hour factors (PHF) and truck percentages were then calculated for each of the peak hours. TMCs were seasonally adjusted using seasonal factors from FDOT's Florida Traffic Online and then balanced. Synchro was used to provide network- and intersection-level performance.



Figure 13. Traffic Data Count Map



Sources

- A. Universal Blvd Pedestrian Safety Action Plan (2018)
- B. I-Drive Crosswalk Study (2019)
- C. Orange County Online Counts (2018)
- D. I-Drive Planning Study (2016)
- E. Kirkman Extension DTTM (2018/2019)
- F. SR 528 Widening DTTM (2015)
- G. TPK Counts (2019)

Legend

- 2020 TMC Location
- ★ 2020 Bike/Ped/Pedi-Cab Count
- ▬ 2020 Roadway Count
- ^A TMC from Previous Study Study Reference
- ★ Ped/Bike Count from Previous Study
- ▬ Roadway Count from Previous Study



Figure 14. 2020 AADT Volumes

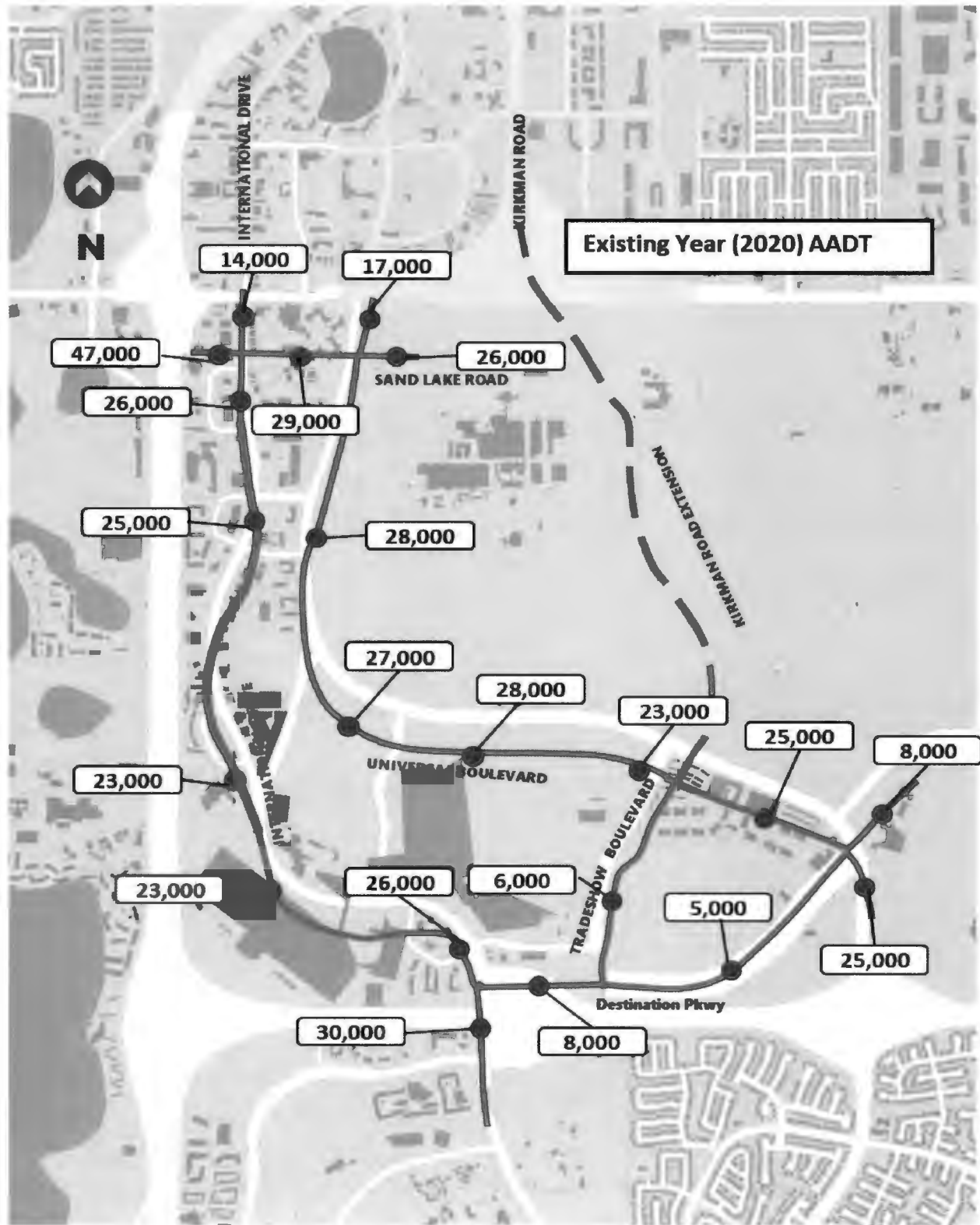


Table 4 shows the network performance. The network performance in the PM peak shows the increased PM traffic volume experiencing approximately 20% more delay per vehicle, resulting in almost 50% more total delay. In both the AM and PM, all traffic volume is served in the network.

Table 4. Existing Year (2020) Network Performance

Performance Measure	AM Peak Hour	PM Peak Hour
Average Delay (sec/veh)	25	29
Total Delay (hr)	229	385
Number of Unserved Vehicles	0	0

Table 5 provides the performance of studied intersections. The two Tradeshow Boulevard stop-controlled intersections operate at LOS F due to having a minor street movement delay of greater than 50 seconds in the peak periods. The Destination Parkway at Tradeshow Boulevard intersection operates at LOS D in PM peak hour. Between the AM and PM peak, there are three intersections where one or more movements has delay greater than 80 seconds and cycle failure is likely to occur in the peak period: Universal Boulevard at Sand Lake Road, I-Drive at Sand Lake Road, and Universal Boulevard at Destination Parkway. Further details about existing traffic operations can be found in the *DTTER*.

Table 5. Existing Year (2020) Intersection Performance

Major Rd	Cross Street	AM Peak Hour			PM Peak Hour		
		Max V/C	Delay	LOS	Max V/C	Delay	LOS
I-Drive	Sand Lake Rd	0.65	29.0	C	1.05 ¹	53.5	D
	Jamaican Ct (North)	0.42	18.9	B	0.57	7.3	A
	Austrian Ct / via Mercado	0.44	17.1	B	0.51	25.9	C
	Pointe Plaza Ave	0.84	25.5	C	0.67	30.2	C
	Convention Way	0.45	41.6	D	0.68	40.0	D
	Destination Pkwy	0.54	25.4	C	0.59	32.8	C
	SR 528 Westbound Ramps	1.0	48.9	D	0.86	27.7	C
	SR 528 Eastbound Ramps	0.65	30.2	C	0.97	32.8	C
Destination Pkwy	Tradeshow Blvd*	0.40	111.8	F	0.47	30.7	D
	Sand Lake Rd	1.13	43.8	D	0.96	49.8	D
Universal Blvd	Pointe Plaza Ave	0.57	21.9	C	0.65	31.4	C
	Convention Way	0.62	26.5	C	0.81	26.3	C
	Concourse Dr	0.37	4.6	A	0.43	18.7	B
	Tradeshow Blvd*	0.87	62.9	F	0.88	77.8	F
	Destination Pkwy	0.83	35.3	D	1.31	77.0	E

*Stop controlled intersection

¹ The northbound movement on I-Drive is at capacity and delay is over 80 seconds per vehicle



2.3.2 Existing Transit Operations

This section provides an overview of the transit services currently offered in the I-Drive District, including LYNX, I-Ride Trolley and OCCC hotel shuttles. Private charter bus services also operate within the study area, often in association with pre-paid tours that visit attractions mainly located outside of the I-Drive TFATA study area.

LYNX

The I-Drive District is served by six regular LYNX bus routes (8, 38, 42, 50, 58, and 111) that primarily run every 30 minutes on weekdays with reduced service levels at night and weekends (Routes 8 and 38 run every 15 minutes on weekdays). Table 6 summarizes key operating characteristics for each route.

- Link 8: West Oak Ridge Road to I-Drive with major stops at OCCC and Orlando Outlet I-Drive
- Link38: Downtown Orlando to I-Drive with stops at OCCC and Kirkman Road
- Link 42: I-Drive to Orlando International Airport (OIA) with major stops at Destination Parkway and Orlando Premium Outlet I-Drive
- Link 50: Downtown Orlando to Disney World, with stops on Sea Harbor Drive
- Link 58: Shingle Creek with a stop at Destination Parkway
- Link 111: OIA to SeaWorld with major stops Sea Harbor Drive and Destination Parkway

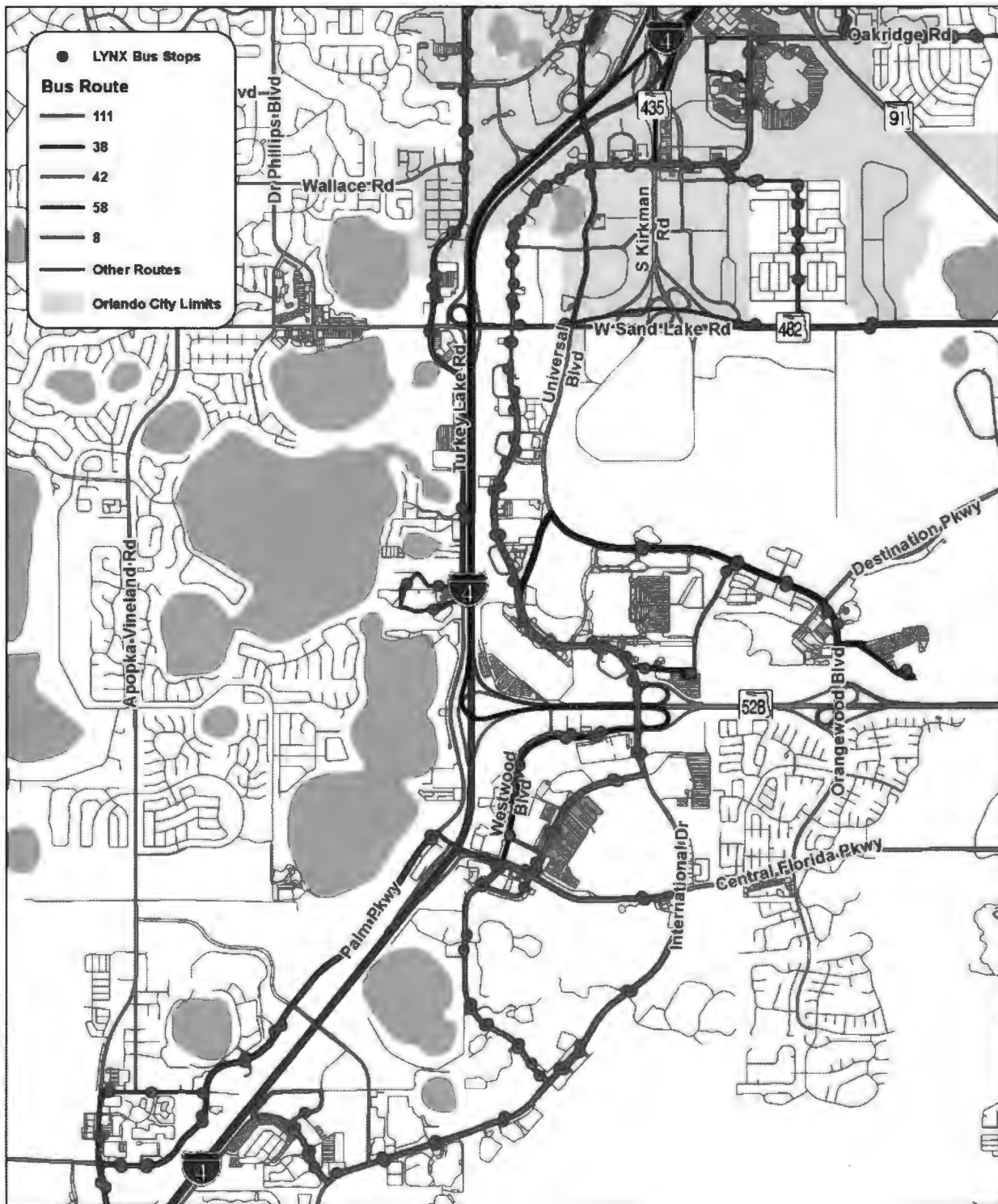
The operating characteristics of each route are shown in Table 6. Figure 15 provides a map of LYNX routes and stops in the study area. Each of these bus routes originates outside of the I-Drive District, most connecting to downtown Orlando or OIA.

Table 6. 2018 LYNX Route Operating Characteristics

LYNX Route	Weekday Frequency (minutes)	Saturday Frequency (minutes)	Sunday/Holiday Frequency (minutes)	Weekday Service Span	Duration (hours)
Link 8	15	30	30	4:45am – 3:01am	22
Link 38	15	15	15	6:00am – 6:50pm	13
Link 42	30	30	60	4:50am – 12:30am	20
Link 50	30	30	30	5:15am – 12:55am	20
Link 58	30	30	30	6:29am – 11:43pm	17
Link 111	60	60	60	5:30am – 11:17pm	18



Figure 15. Existing LYNX Routes and Stops



The six LYNX routes serving the I-Drive District transported over 3.2 million LYNX passengers in 2018, as identified in Table 7. Additional system performance measures can be found in the *Transit Systems Plan Analysis*.

Table 7. 2018 LYNX Stop Activity in the I-Drive District

LYNX Route	Annual Weekday	Annual Saturday	Annual Sunday/Holiday	Total
Link 8	1,097,521	172,017	174,564	1,444,102
Link 38	229,678	48,643	43,495	321,816
Link 42	293,223	69,983	43,421	406,627
Link 50	646,185	130,967	115,892	893,044
Link 58	43,146	1,836	4,827	49,809
Link 111	75,635	14,009	12,657	102,301
			Total	3,217,699

I-RIDE Trolley

The I-Ride Trolley provides scheduled transit service between local destinations, hotels, and the OCCC along two bus routes: the Red Line and Green Line, as illustrated in Figure 16. Table 8 summarizes the operating characteristics of each route. The Green Line and Red Line operate at different frequencies, but each route operates daily from 8:00 a.m. to 10:30 p.m. all year long.

Table 8. I-Ride Trolley Routes Operating Characteristics

I-Ride Trolley Route	Frequency (minutes)	Daily Service Span	Duration (Hours)
Green Line	30	8:00am – 10:30pm	14.5
Red Line	20	8:00am – 10:30pm	14.5

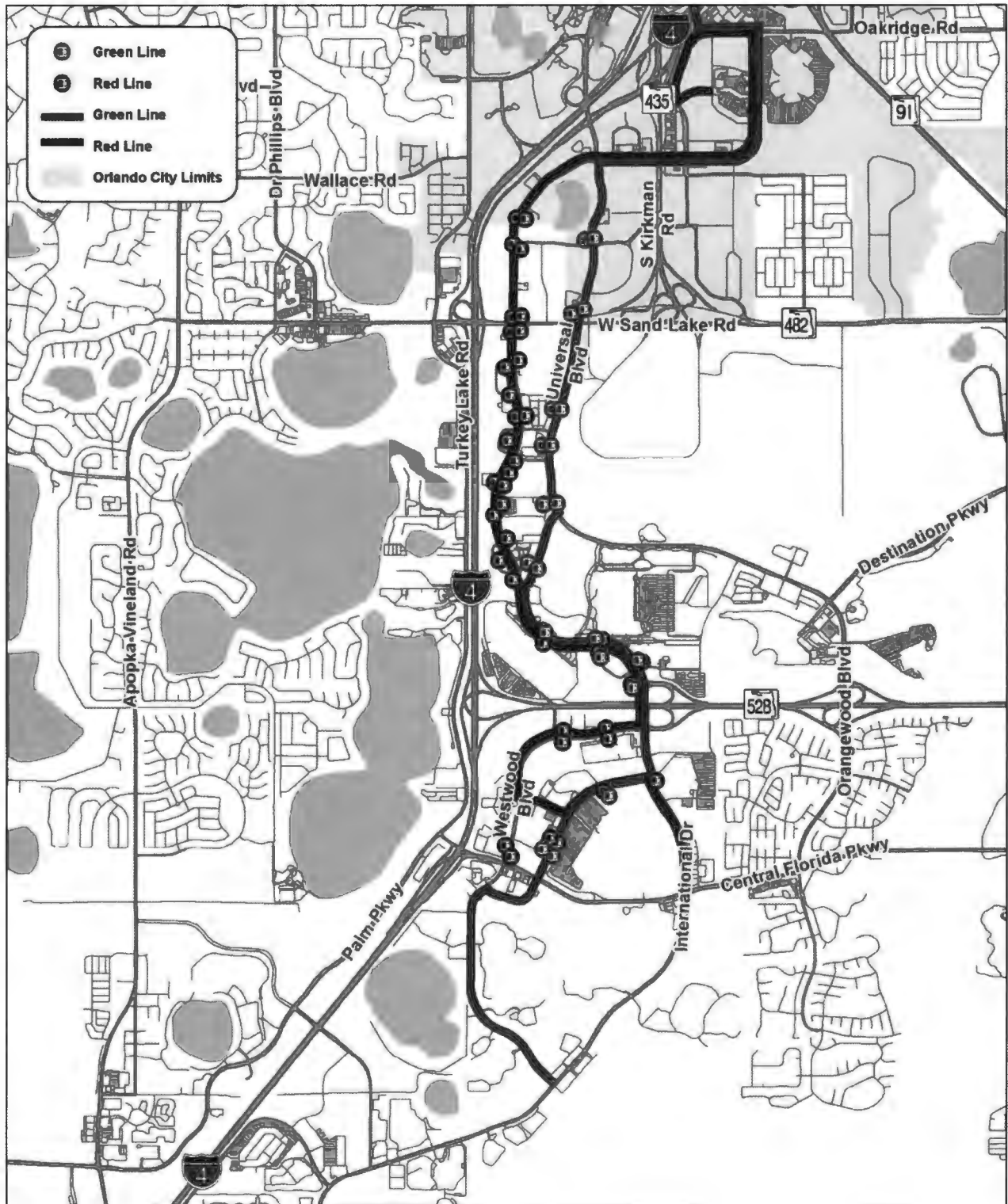
The I-Ride Trolley routes served over 1.4 million passengers in 2018, as identified in Table 9. The Red Line accounted for nearly 68% of that total ridership. Additional system performance measures can be found in the *Transit Systems Plan Analysis*.

Table 9. 2018 I-Ride Trolley Ridership

I-Ride Trolley Route	Average Daily	Total
Green Line	1,295	472,598
Red Line	2,772	101,976
	Total	1,484,574



Figure 16. Existing I-Ride Trolley Routes and Stops



OCCC Hotel Shuttle

In addition to the public transit options offered by LYNX and the I-Ride Trolley, hotel shuttle services are provided free to conventioners for most OCCC events through contracts between event organizers and private shuttle service providers. Commonly contracted providers include Mears, Transportation Management Services (TMS), and the Florida Charter Bus Company.

OCCC hotel shuttle services at strategic pick-up locations serve hotel blocks that have been previously arranged for events. While hotel websites also advertise the I-Ride Trolley, the survey conducted for this study indicates that a good number of conventioners are unaware of the service.

Most shuttle buses serving conventioners are in the style of charter buses with a capacity of 50 passengers. For large events at OCCC, a range of 100 to 300 shuttle buses are needed, completing an average of four trips in the morning and three trips in the afternoon. OCCC shuttle buses generally operate at 15 to 20-minute headways, with some events requiring a more frequent service operating at 10-minute headways.

2.3.3 Parking Analysis

The Orange County *I-Drive Parking and Walkability Analysis* (2014) determined there are over 31,000 off-street parking spaces located within the study area across all land uses. Active entertainment, hotel, restaurant, and retail account for approximately 20,400 spaces and represent two-thirds of the total existing parking inventory. The *Study Area Conditions and Characteristics Report* lists the parking information relevant to the study area. When a use requires more than 20 spaces, it is not permitted to provide surface parking greater than 25% over the minimum parking requirement. There is no cap on structured parking garages.

2.4 Natural Elements

2.4.1 Hydrologic and Natural Features

The study area hydrology and natural features occurs within Section 36 Township 23 South Range 28 East, Section 1 Township 24 South Range 28 East, Section 6 Township 24 South Range 29 East, and Section 12 Township 24 South Range 28 East to include Sea Harbor Drive. The study area occurs within the boundaries of the South Florida Water Management District (SFWMD) in the Shingle Creek drainage basin. The study area is also located in the Valencia Water Control District (VWCD), whose boundary begins along the south right-of-way line of SR 528 and extends southward.

Orange County's S-11 canal passes under Tradeshow Boulevard. According to the U.S.D.A. Natural Resources Conservation Service (NRCS) soil survey, the S-11 Canal was excavated through St. John's fine sand, a poorly drained, non-hydric soil. The area should not be considered jurisdictional for regulatory purposes. Improvements to this road in anticipation of the Kirkman Road extension are in the scope of the TFATA and discussed in the *Tradeshow Boulevard Roadway Conceptual Analysis (RCA)*. All other wetland and surface water systems



outside of the right-of-way would likely not be impacted by the transit improvements or the Tradeshow Boulevard roadway improvements. Additionally, there are no known conservation areas or mitigation banks within the study corridor. More information can be found in the *Study Area Conditions and Characteristics Report*.

2.4.2 Threatened and Endangered Species

The entire study area falls within the United States Fish and Wildlife Service (USFWS) Consultation Area for the sand skink. The federal status for the sand skink is threatened. The USFWS Information, Planning, and Consultation System also lists Audubon's Crested Caracara, Everglades Snail Kite, Florida Scrub-Jay, Red-cockaded Woodpecker, and Wood Stork for the study area. The study area consists of mostly commercial developments with minimal, if any, occurrences of undisturbed habitat. Past impacts to the remnant vegetative communities and fragmentation have resulted in minimal wildlife utilization and diversity. More information can be found in the *Study Area Conditions and Characteristics Report*.

3.0 DEFINITION OF ALTERNATIVES

The objective for the Definition of Alternatives is to identify premium transit alternatives that are viable and meet the project's goals and objectives. This section presents the tiered process used to screen potential transit alternatives.

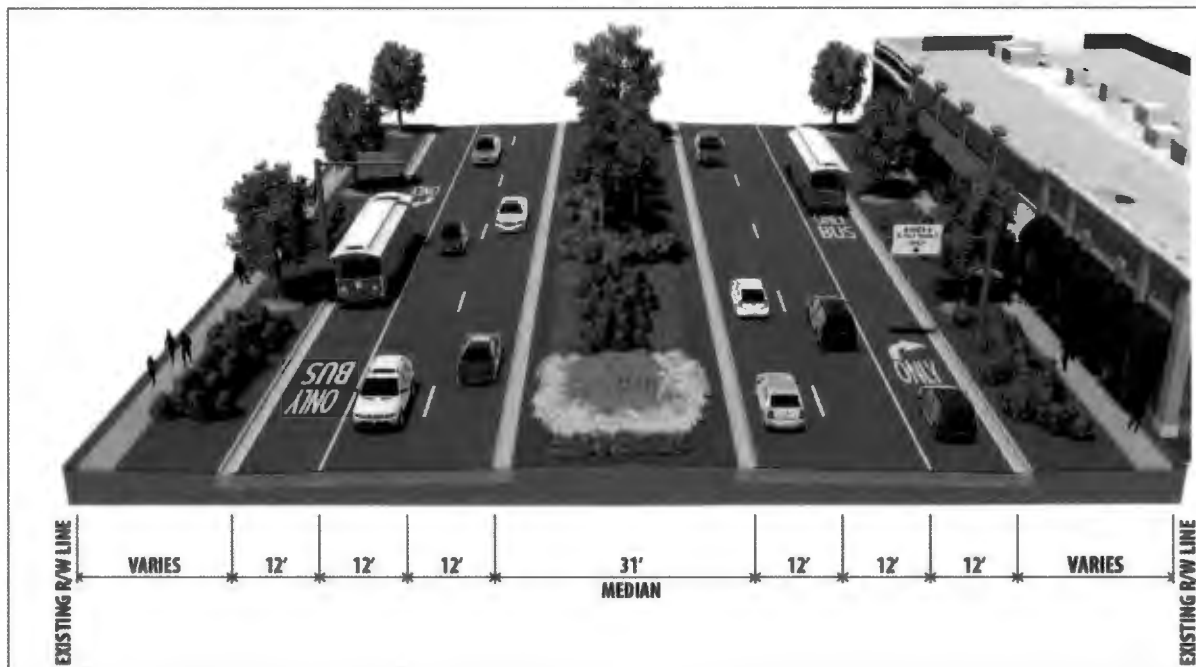
3.1 No-Build Alternative

The No-Build Alternative incorporates the I-Drive transit lanes project, currently at 90% design, implementing four general use traffic lanes and two dedicated curbside Business Access and Transit (BAT) lanes in the segment from Sand Lake Road to Destination Parkway. Transit lanes are also programmed along Universal Boulevard from Sand Lake Road to Via Mercado. Construction is expected to begin in late 2021 or early 2022. Figure 17 illustrates a typical section of the I-Drive transit lanes.

The TFATA study findings include the recommendation for the development of a detailed "I-Drive Transit and Traffic Management Plan" as design and construction advances that would optimize the efficient and cost-effectiveness of the programmed transit lanes, regardless of the outcome of this study. Existing LYNX and I-Ride Trolley transit services will be operating in the newly constructed transit lanes once they are available. Other users of the transit lanes would include the OCCC hotel shuttles and the right-turning passenger and freight vehicles that will use the lanes for access to cross streets and I-Drive fronting properties.



Figure 17. Orange County I-Drive Transit Lanes Project Typical Section



3.2 Identification of Viable Alternatives

A set of viable build alternatives was identified, considering routing alignment alternatives, options for position alignments in relation to the cross-section of the roadway, and vehicle technology alternatives compatible with the character for premium transit within the I-Drive District. The viable alternatives plan sheets are provided in Appendix A.

3.2.1 Vehicle Technology Alternatives

A set of transit vehicle technologies for initial consideration and screening were identified, including technologies recommended in earlier studies. The assessment focused on transit technologies with some degree of proven operational experience in urban environments, including automated guideway transit (AGT), monorail, aerial gondola, personal rapid transit (PRT), premium bus, modern streetcar, and autonomous/connected vehicle (AV/CV) shuttles.

Four of the technologies considered in the preliminary screening did not advance into the more detailed comparative assessment – AGT, monorail, aerial gondola, and PRT. Each of these technologies requires significant infrastructure resulting in very high capital costs for design and construction of the system. AGT, monorail, and PRT require exclusive, grade-separated guideways on an aerial structure. The aerial gondola requires significant structures to support the aerial guideway and passenger stations. Introduction of an aerial guideway and related infrastructure for elevated stations is out of character with the existing and planned development and pedestrian focus along I-Drive. In addition, each of these technologies, but particularly the



aerial gondola, would typically be implemented in a corridor with greater distances between stations than needed in the I-Drive District.

Three of the technologies were advanced – premium bus, modern streetcar, and AV/ CV shuttles. While each has its own unique set of advantages and disadvantages, these technologies were determined to be more compatible with the character for premium transit within the I-Drive District.

Premium Bus

The term “bus rapid transit (BRT)” is often used; however, this study refers to the term “premium bus” to emphasize the use of this technology for a local circulator service. Premium buses can be configured in numerous sizes and can be powered by different technologies such as diesel, compressed natural gas (CNG), hybrid electric, and others.



The premium bus vehicle technology assessment evaluated available and operating technologies in the U.S. transit market. Premium bus vehicles available in today’s transit market offer many of the exterior and interior qualities of modern streetcar vehicles, but at lower capital costs and with increased maneuverability and flexibility.



Modern Streetcar

The modern streetcar is similar to an LRT vehicle but typically smaller in size to accommodate operations as a circulator service, often in mixed traffic on the streets in an urban environment. The rail vehicle typically operates as a single car and can be electrically powered through contact with overhead catenary wires or with some combination of on-board battery storage systems. The relatively high-level passenger capacity combined with adaptability to many urban environments has led to the introduction of modern streetcars in a number of cities internationally and in the U.S. However, there are challenges, such as the high costs for the vehicles and related rail, stations, systems and maintenance facility infrastructure.



AV/CV Shuttles

AV/CV shuttles are an emerging mode of transportation that have been deployed in various stages of demonstration and early implementation around the world and in the U.S., including a local Orlando demonstration at Lake Nona. Vehicles introduced to date are generally small, carrying up to 12 or 15 passengers and traveling at about 15 miles per hour.



Currently, the various demonstrations and limited operations require an operator or at

least a service representative on board, because of their emerging nature. It is anticipated that over time, the technology and applicability could evolve such that the shuttles can operate safely and effectively without operators on board and depending on the level of public acceptance and perception of safety and security.

Comparison Matrix

The three vehicle technologies advanced from the preliminary screening (modern streetcar, premium bus, and AV/CV shuttle) were evaluated based the key performance characteristics listed below. Further details are provided in the *Vehicle Technology Assessment*.

- **Capacity** - passenger capacity, both seated and standing.
- **Rider Experience** – features such as level boarding and multiple doors, and ride comfort.
- **Adaptability/Maneuverability** – ability to detour off the transit lane in case of accident, incident or other service changes.
- **Expandability** – ability to alter or extend the route while minimizing cost and service disruption.
- **Proven Operating Experience** – demonstrated implementation and in-service operations in comparable urban environments.

As shown in Table 10, based on the assessment of these key factors, the premium bus has the highest rating of the three vehicle technologies considered. Premium bus exhibits five “High” ratings and one “Medium” rating. The modern streetcar and AV/CV shuttle technologies each exhibit three “High” ratings and a split of “Medium” and “Low” ratings.



Table 10. Summary Comparison of Vehicle Technologies

Key Factor	Premium Bus	Modern Streetcar	AV/ CV Shuttle
Capacity	Significant passenger capacity – seated and standing	Significant passenger capacity – seated and standing	Limited capacity – only 12 to 15 passengers per vehicle
Rider Experience	Premium bus vehicles comparable to interiors and features of rail transit vehicles	High level of rider comfort and passenger amenities	Comfortable and convenient interior and seating
Adaptability/ Maneuverability	Route flexibility – easy to maneuver around obstructions and make detours.	Fixed rail system with no ability to deviate from route in reaction to incidents, accidents, construction	Very flexible – allows for dynamic route adjustments, and can deviate from the fixed route
Expandability	Easier to expand routes either permanently or for special events. Limited infrastructure requirements	Expandable, but requires up-front planning and design decisions	Expandable and flexible – limited infrastructure requirements
Proven Operating Experience	Numerous systems operating in U.S. serving diverse, congested urban corridors.	Numerous operating systems in U.S. and internationally. However, limited experience on similar transit lane in congested corridor similar to I-Drive.	Still in demonstration phase in numerous cities and operating environments, particularly for larger sized vehicles. Still uncertain on acceptance and safety/security of autonomous operations

Favorable Medium Non-Favorable

Vehicle Technology Findings

Premium bus is rated high in terms of capacity, passenger experience, adaptability/maneuverability, expandability, and proven operating experience. Capital costs are significantly lower compared to modern streetcar with premium bus vehicles providing similar levels of service and rider comfort. The very high ratings for adaptability/maneuverability and expandable capacity are particularly significant in consideration of the I-Drive TFATA purpose and need. Upgraded premium buses available in today’s U.S. transit market offer many of the exterior and interior qualities of modern rail vehicles. In addition, various sized vehicles and different fuel/power source technologies are available.

Modern streetcar provides the greatest capacity with a high rating for passenger experience. However, the modern streetcar vehicles are by far the highest in cost and would require significant infrastructure investment. The implementation timeline is generally longer compared to premium bus because of the complexity of the rail systems and the need for a specialized vehicle maintenance and storage facility. In addition to high cost, operations on a fixed rail and tight turning radii significantly limit the adaptability/maneuverability of the modern streetcar in a corridor such as I-Drive. This could be the most significant negative factor for this technology in the context of the I-Drive District within the study area. While modern streetcar could be expanded to serve other local and regional connections, it would require significant up-front planning, coordination, and design decisions. Extensive infrastructure costs and disruption would be incurred for rail and power supply expansion, particularly to the north crossing congested Sand Lake Road. Additional challenges that are not necessarily reflected in this



summary include more extensive and sometimes disruptive construction along the I-Drive corridor, the installation of fixed rail and power distribution systems, and utility relocations. Streetcar systems require extensive agency coordination to start-up, operate and maintain the new infrastructure and technology modes of transit service.

AV shuttles could present a promising potential addition to mobility solutions for the I-Drive District in the long-term. The technology rates very high in terms of rider experience, adaptability/maneuverability, and expandability. However, the limited capacity and low operating speeds of the current technologies are not consistent with the requirements for a full-scale, high-frequency transit operation needed in the I-Drive corridor.

3.2.2 Alignment Alternatives

To arrive at the most operationally efficient and cost-effective transit alignment, the I-Drive TFATA study considered multiple corridor segments that provide opportunities for premium transit operations along I-Drive and Universal Boulevard. This section presents the screening process used to identify the preferred alignment, with regard to both routing and cross-sectional position.

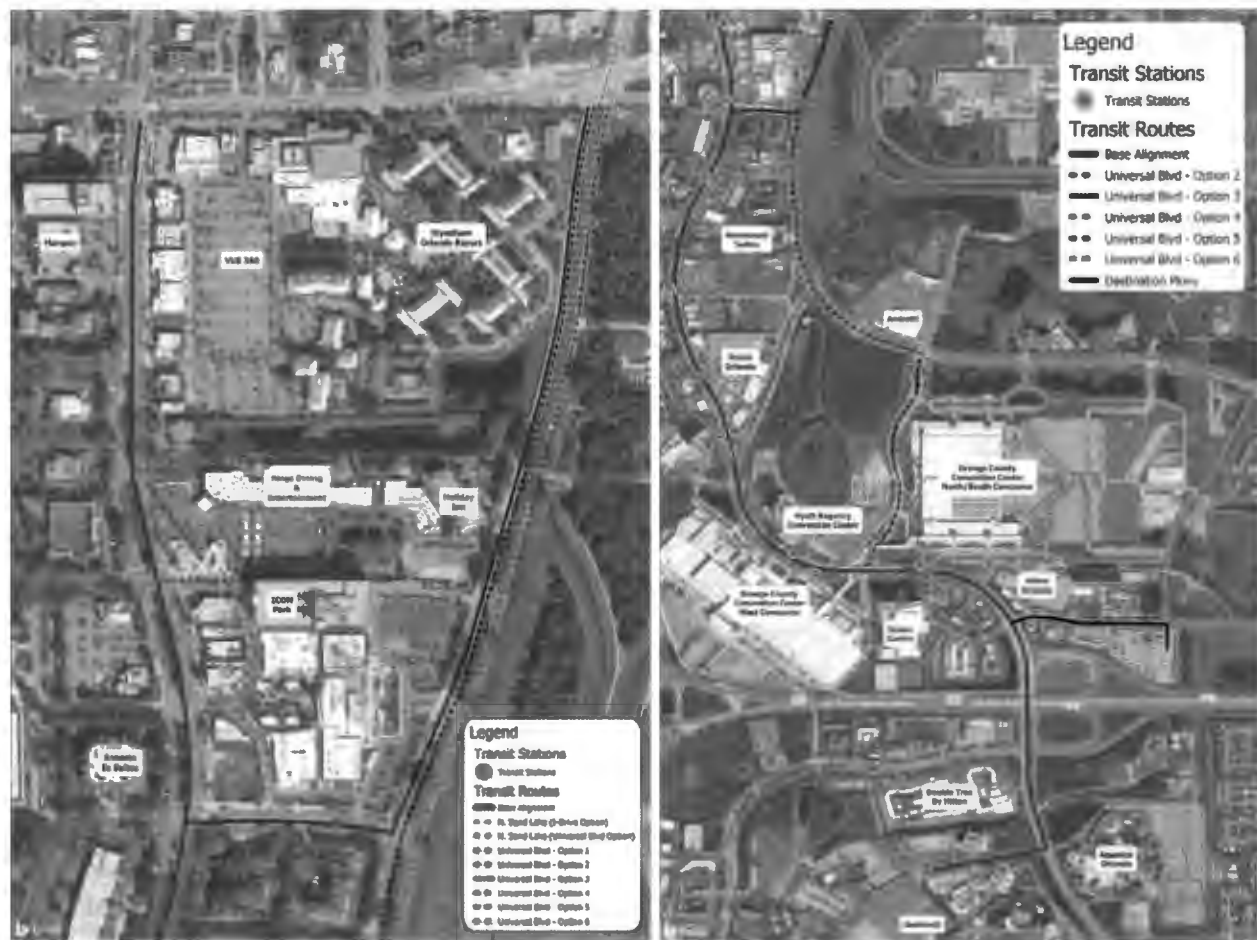
Routing Selection

A transit alignment along I-Drive from Sand Lake Road to Sea Harbor Drive, heading west along Sea Harbor Drive to SeaWorld, was identified as Alternative 1. Alternative 2 considers a shift of varying lengths of the I-Drive segment in Alternative 1 to Universal Boulevard. Both Alternatives 1 and 2 consider potential opportunities to extend the premium transit service north of Sand Lake Road as a subsequent project and include a spur along Destination Parkway to the east. Because Universal Boulevard is less developed, it is more feasible to extend the route with the transit vehicle operating in an exclusive lane.

To make the shift from I-Drive to Universal Boulevard, six routing options were considered, as shown in Figure 18. The first two options consider roads that presently serve as private access driveways behind Kings Dining & Entertainment and ICON Park. Other options consider transit operations on Via Mercado, Pointe Plaza Avenue, Convention Way, and a combination of Destination Parkway and Tradeshow Boulevard. As part of the I-Drive TFATA, improvements to Tradeshow Boulevard were evaluated; the concept recommended in the *RCA* includes considerations for median transit lanes that would provide continuity to the proposed transit lanes along the Kirkman Road extension project.



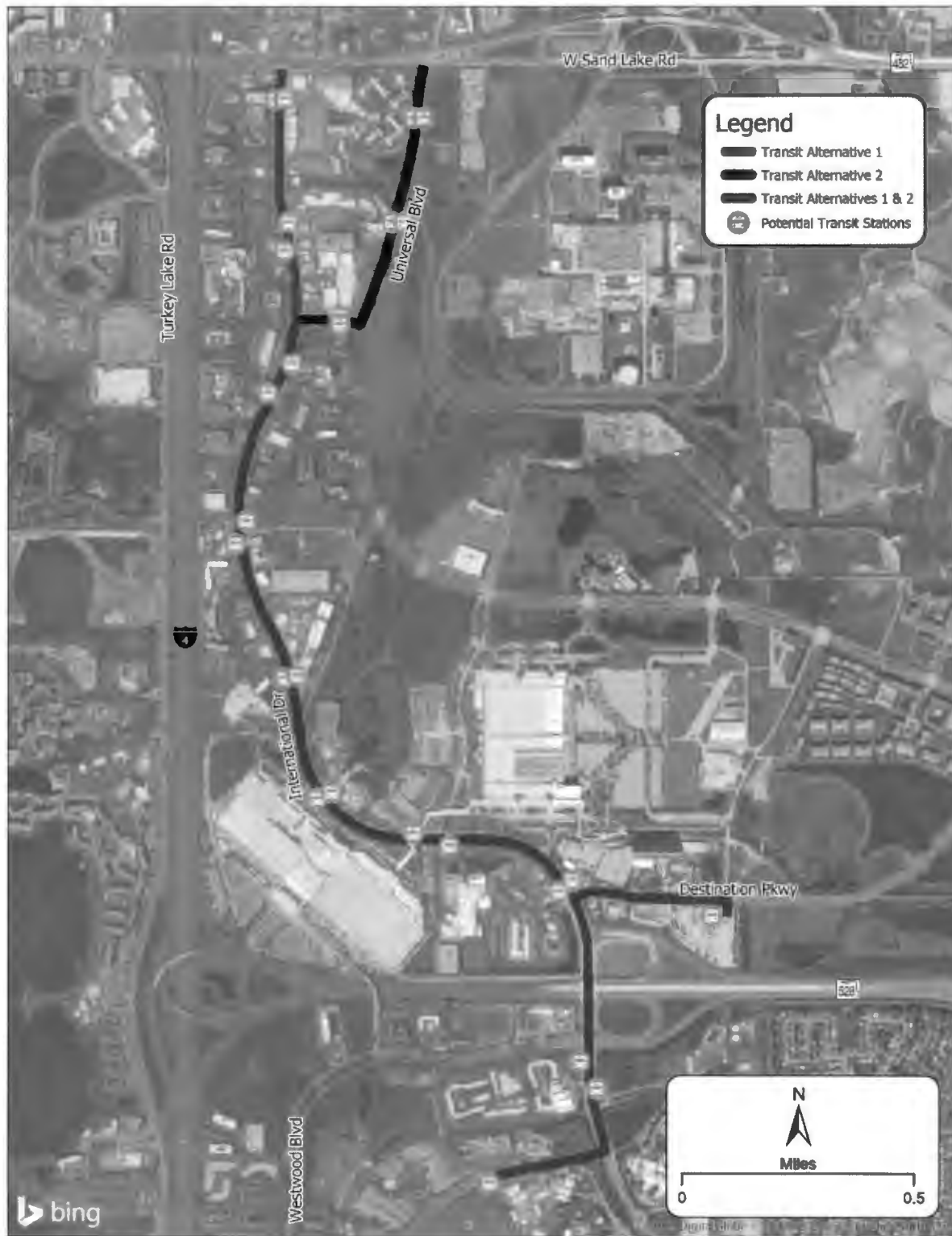
Figure 18. Alternative 2 Routing Alignment Options



Because of the sparseness of existing development on Universal Boulevard relative to I-Drive, it was determined that Alternative 2 would utilize Via Mercado as the route to transition premium transit service from I-Drive to Universal Boulevard. The two options north of Via Mercado are on private property and required a significant transformation of the existing development with potential transit vehicle maneuverability issues. Other routing options south of Via Mercado do not efficiently serve main attractions along the I-Drive corridor, but could be revisited in future phases of the project as the surrounding land uses along Universal Boulevard are developed. Alternatives 1 and 2, shown in Figure 19, were identified as viable routing alignments and were evaluated as described in Section 4.0.



Figure 19. Alternatives 1 & 2



South of SR 528, additional routing options from I-Drive to SeaWorld were considered, including a service loop along Westwood Boulevard using Florida Festival Drive. This option would add direct service to apartments and hotels. However, the route would add a disproportionate amount of additional travel time, potentially causing scheduling issues that would require longer run times and more vehicles. Also, several of the hotels and commercial establishments served by this proposed loop are within walking distance of I-Drive. Thus, for Alternatives 1 and 2, the route continues along Sea Harbor Drive to SeaWorld and includes a station where Westwood Boulevard meets I-Drive.

Median vs Curbside Considerations

The position of the premium transit alignment within the cross-section was also considered to determine viable alternatives. The assessment evaluated the potential impacts of the transit vehicles running along the curbside or running in the median. As shown in Figure 20, the two options for cross-section positions of the premium transit alignment include:

- **Curbside Running:** The premium transit service would operate along the outside curb lane, sharing the I-Drive transit lanes with other existing transit services and right-turning passenger vehicles and trucks. South of Destination Parkway and along Destination Parkway, the premium transit service would operate in mixed traffic.
- **Median Running:** The transit lane designation would shift to the lanes running along the median, and the premium transit service would operate within those lanes. Other existing transit services would be required to use left-door vehicles to serve stations located in the median. South of Destination Parkway and along Destination Parkway, the premium transit service would operate in mixed traffic.

Figure 20. Curbside (top) vs Median (bottom) Running



Table 11 lists advantages and disadvantages to the curbside and median running options.

Table 11. Curbside and Median Running Comparison

	Curbside	Median
Advantages	<ul style="list-style-type: none"> • Allows all transit to continue to benefit from the transit lanes • Patrons would not necessarily need to cross part of the road when boarding/alighting • Minimizes impacts to median openings (left-turn lanes) • Can use conventional right-boarding vehicles • Lower impact to trees and landscaping 	<ul style="list-style-type: none"> • Reduces driveway conflicts • Patrons only need to cross half of the road • Less likely to conflict with other transit and curbside-stopping vehicles such as taxis, ridesharing vehicles, and private shuttles • Only one platform would need to be constructed per station • Avoids requiring additional right-of-way
Disadvantages	<ul style="list-style-type: none"> • Conflicts with right-turning movements • Potential conflicts with curbside valet parking • More likely to conflict with taxis, ridesharing vehicles, private shuttles, and other transit • Patrons with origins or destinations on the opposite side of the road would need to cross the entire road • Requires construction of two platforms • Additional right-of-way may be needed 	<ul style="list-style-type: none"> • Forces other transit vehicles to operate in mixed traffic, as they only have right-door boarding and alighting • Patrons must cross half of the road whenever boarding or alighting • Greater impact on trees and landscaping • Operational conflicts with left-turning movements • Potential need for mid-block crossings to provide pedestrian access at some station locations that cannot be placed near a signalized intersection

3.3 Viable Alternatives

The screening of vehicle technologies and alignment alternatives resulted in eight specific viable alternatives, shown in Table 12 and described below:

- **Transit Vehicle Technologies:** The screening of vehicle technologies identified two modes for viable alternatives:
 - > **Premium Bus:** Premium bus vehicles offer features that enhance passenger experience and have other qualities typically found on rail transit vehicles, but at a lower cost and with increased operating flexibility and maneuverability.
 - > **Modern Streetcar:** The modern streetcar is an electrically powered rail transit vehicle that can operate in mixed traffic or in a dedicated guideway and can “fit” on the streets in an urban environment.
- **Routing Alignment:** Two potential routing alternatives were identified serving the corridor between Sand Lake Road to the north and SeaWorld to the south:
 - > **Alternative 1** would operate on I-Drive from Sand Lake Road to Sea Harbor Drive, including a spur along Destination Parkway to the east.



- > **Alternative 2** would operate on Universal Boulevard from Sand Lake Road to Via Mercado and then south on I-Drive (similar to Alternative 1) to Sea Harbor Drive, including a spur along Destination Parkway to the east.
- **Position Alignment:** Each of the two routing alignments (Alternatives 1 and 2) were considered for operations in one of two possible position alignments in relation to the cross-section of the roadway:
 - > **Curbside-Running** would operate in shared curbside transit lanes (northbound and southbound) between Sand Lake Road and Destination Parkway, and then continue to operate in the curbside mixed traffic lane on Destination Parkway and on I-Drive south from Destination Parkway to Sea Harbor Drive, as well as on Sea Harbor Drive to the terminus stop near SeaWorld. In Alternative 2, this position would operate in a curbside lane on Via Mercado and north on Universal Drive.
 - > **Median-Running** would operate on inner lanes (northbound and southbound) adjacent to the median on I-Drive between Sand Lake Road and Destination Parkway, and then continue on the curbside mixed traffic lane on Destination Parkway, and back to median lane on I-Drive south to Sea Harbor Drive. With the implementation of median running lanes, the lanes constructed for the I-Drive transit lanes project would revert back to general purpose lanes. In Alternative 2, this position would operate on the curbside on Via Mercado and in median-running lanes on Universal Boulevard.

Table 12. Viable Alternatives

Viable Transit Alternatives		Alternative 1		Alternative 2	
		Curb-Side Running	Median Running	Curb-Side Running	Median Running
Premium Bus	Alternative 1a Curb Premium Bus				
	Alternative 1b Median Premium Bus				
	Alternative 2a Curb Premium Bus				
	Alternative 2b Median Premium Bus				
Modern Streetcar	Alternative 1a Curb Streetcar				
	Alternative 1b Median Streetcar				
	Alternative 2a Curb Streetcar				
	Alternative 2b Median Streetcar				



3.4 Station and Transit Hub Locations

3.4.1 Standard Stations Locations and Characteristics

Premium transit station locations were identified for the viable alternatives. This includes considerations for curbside and median-running transit alignments. Therefore, analysis for each station area includes considerations for curbside and median-running station locations, where applicable, with respect to the following criteria:

- **Land Use and Development** - the efficient placement of stations with respect to surrounding land uses and major attractions is critical to enhancing customer's overall accessibility and ability to reach their desired destination.
- **Multimodal Connectivity** - transit stations that are strategically located to connect people to their destination by facilitating pedestrian/bicycle access and effective connections to other transit system services result in greater overall service attractiveness and efficiency.
- **Implementation & Impacts** - the timing and ability to implement improvements to the transit system is influenced by the overall cost of such improvements. Transit station costs are greatly dependent on the availability of right-of-way, the need for relocating utilities or drainage structures, and long-term maintenance and operating costs.

The proposed stations for Alternative 1 and Alternative 2 are strategically located to provide a spacing of about 0.25 mile for the core area of the corridor while providing access to main attractions within the study area. Alternative 1 and Alternative 2 shared the same station locations south of Via Mercado. Figure 21 and Figure 22 illustrate the spacing of station areas and the main attractions within walking distance. Further details about the station area assessment can be found in the Appendix B.



Figure 21. Alternative 1 Stations Locations

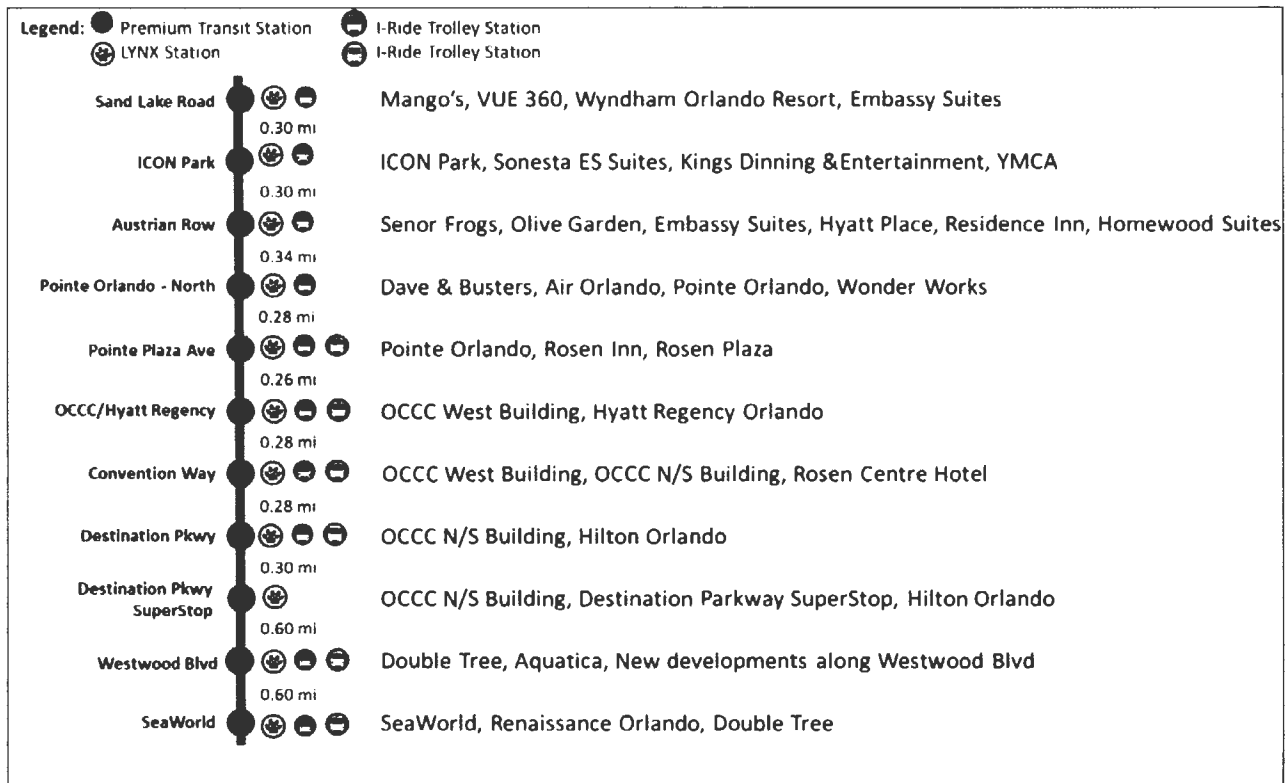
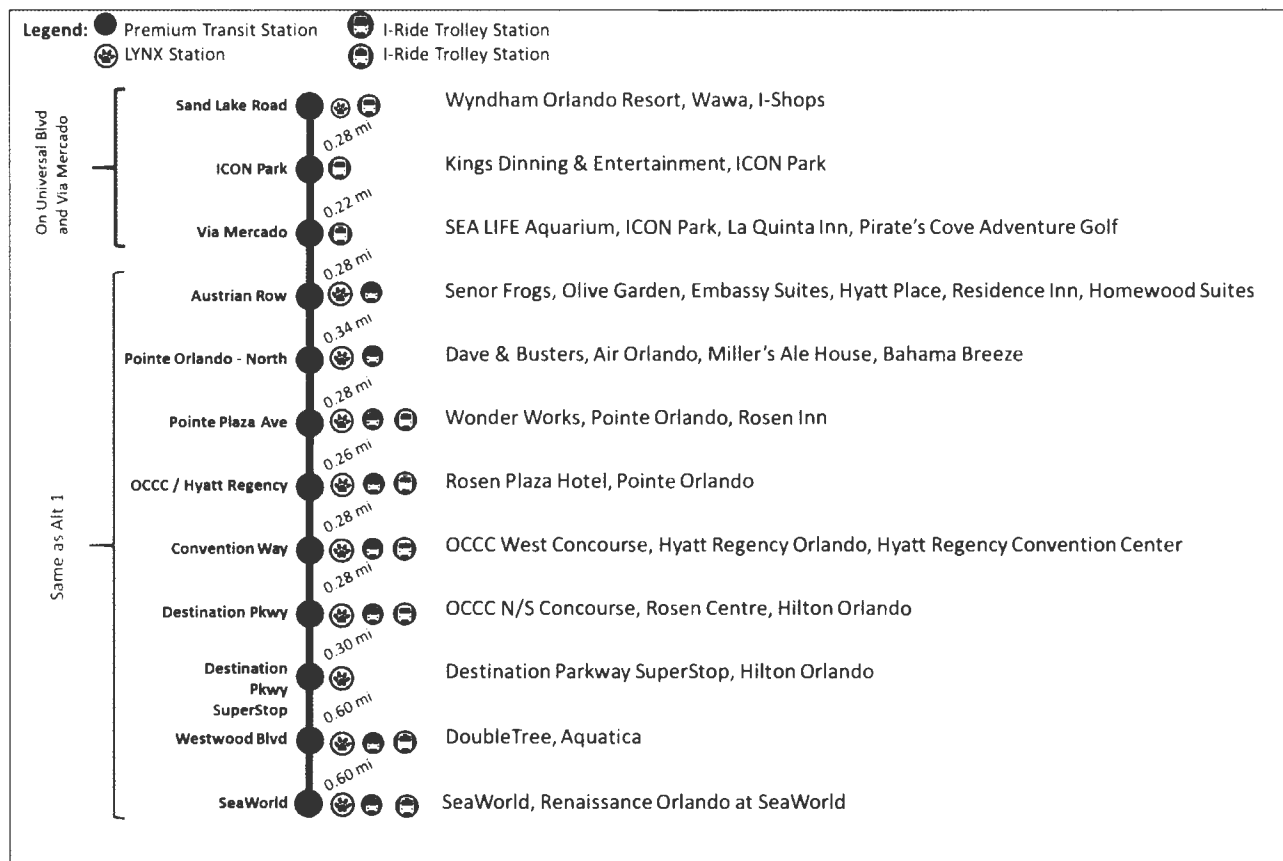


Figure 22. Alternative 2 Stations Locations



3.4.2 Transit Hub Options

To identify sites that could help transit passengers conveniently transfer at one location to a different route or service to complete their trip, an assessment of potential transit hubs for the I-Drive TFATA study area was conducted. Transit hubs can be designed to accommodate a variety of transit modes and services, and to provide a safe and comfortable waiting area for passengers and information on transit schedules. This assessment considered five sites, shown in Figure 23, for the one or more transit hubs that could facilitate connections between local transit routes serving the I-Drive District and regional transit services to the OIA, downtown Orlando, theme parks and attractions, and other areas. The analysis included a comprehensive evaluation to identify the advantages and disadvantages of each site based on the evaluation criteria initially referenced in Section 3.4.1: Land Use and Development, Multimodal Connectivity, and Implementation & Impacts. Further detail on each considered site can be found in Appendix C.



Figure 23. Potential Transit Hubs



Site 1 - Destination Parkway SuperStop: The Destination Parkway Superstop is an existing LYNX transfer station. This facility provides direct access to the Hilton Orlando Hotel and serves the adjacent parking garage, dedicated to OCCC operations. Development near the site is presently sparse. However, future development plans associated with EPIC Universe and improvements to Tradeshow Boulevard will change development patterns in the area surrounding this site. Future planned developments in the vicinity of this site include affordable housing and expansions of the OCCC North/South Building and the Hilton Orlando Hotel. The implementation of a transit hub at this location facilitates connections and transfers with future transit services operating in the planned transit lanes along Tradeshow Boulevard, as well as existing and potential connections to downtown Orlando and OIA.



Site 2 - I-Drive & Destination Parkway: At the southeast corner of the intersection of I-Drive and Destination Parkway lies a Mobil gas station, 7-Eleven convenience mart, and an Orange County building. These buildings would need to be acquired by Orange County to allow for the implementation of the transit hub facility and coordination with property owners will be required. Additionally, the county building that houses Human Resources for the OCCC would need to be relocated. Developing a transit hub at this location would potentially require environmental remediation due to its current gas station use.

Site 3 - I-Drive & Convention Way: This transit hub location would offer a central option on I-Drive, and provides direct access to the OCCC Campus with hotels, retail, and restaurants within a short walk. This site would facilitate connections with OCCC shuttle and circulator services, as well as PediCab services.¹ However, connections to planned regional transit services operating along SR 528 from OIA and downtown Orlando would be challenging.

Site 4 - Convention Way across OCCC: This location provides access to OCCC and the Hyatt Regency; however, other developments along I-Drive and Universal Boulevard could be perceived as a far distance from the site. This site would require the premium transit service to deviate from its main route and no LYNX or I-Ride transit presently serves or is planned to serve this location.

Site 5 - Convention Way & Universal Boulevard: This location is adjacent to the back access areas of the OCCC North/South Concourses, and is a significant distance from activities on I-Drive. There is additional future development planned along Universal Boulevard and Convention Way that could be served by transit connections at this potential transit hub location. This site would require the premium transit service to deviate from its main route.

Transit Hub Assessment Results

The assessment identifies the Destination Parkway SuperStop (Site 1) as the site that generally facilitates the implementation of a transit hub, while providing connectivity with existing and future regional and local transit services. This site would be served by planned regional transit services along SR 528, as well as future local transit services operating along the planned transit lanes on Tradeshow Boulevard. Moreover, this parcel is owned by Orange County, which eliminates the need for right-of-way acquisition.

4.0 EVALUATION OF VIABLE ALTERNATIVES

The viable alternatives described in Section 3.3 were evaluated based on their general performance in meeting the goals of the project. Appendix D contains a detailed Transit Alternatives Comparison Matrix for the viable alternatives.

4.1 System Effectiveness

The introduction of premium transit in the I-Drive District is intended to address the key operating parameters and characteristics that contribute to transit system performance and



ridership. In summary, the key characteristics of the premium transit service to be introduced include:

- **Modern transit vehicle technology**, including level boarding and multiple doors to improve convenience and timeliness of passenger boarding and alighting;
- **Higher service frequencies** and reliable, on-time performance;
- Operation in a **dedicated guideway**, in an exclusive or semi-exclusive transit lane minimizing delays due to operations in mixed traffic, including TSP and other measures to improve transit operating speeds;
- Reasonable **spacing of transit station stops** so that there is convenient access for passengers while minimizing travel time for the transit vehicle;
- **Station amenities** including safe, secure, and well-lit station platforms with shelters providing protection from sunlight and rain; and
- **Real-time information** communicating to passengers the arrival time of the next available vehicle at the station stop as well as accessible on smartphone and/or website.

4.2 Transit Operating Plan

To assess the effectiveness of the viable alternatives, a full range of operating statistics was developed, including: corridor or alignment lengths, vehicle travel speeds, span of service, headway, peak service span, days of operation, number of days of operations per year and, in the case of streetcar, the number of vehicles in a consist (train), as well as dwell times, layover, turnaround of the vehicles and annual miles and hours of service. The *Premium Transit Operating Plan* provides details on the operating plan analysis.

The operating assumption for all services includes start of service at 6:00 a.m. daily and continuing to 1:00 a.m. daily. This 20-hour span occurs 7 days per week. Headways are 10 minutes all day and every day, requiring 7 vehicles per hour. For this analysis, the assumption is that the service operates 254 weekdays and 111 weekends and holidays, or 365 days per year. For the streetcar service, the trains will run with a one car consist at all times. The one-way travel time (based on assumed average travel speeds), cycle time, and one-way distance calculations assumed an average transit vehicle speed of 12 mph due to the anticipated use of the I-Drive transit lanes by right-turning vehicles and other transit vehicles associated with LYNX local buses, the I-Ride Trolley vehicles, and OCCC hotel shuttles. Average dwell time per stop is assumed to be 30 seconds for all alternatives. Details of the operating plan for each viable alternative are in Table 13 and Table 14.



Table 13. Viable Alternatives Weekday Operating Plan

Alternative	Weekdays of Operation	Weekday Peak			Weekday Off-Peak		
		Peak Frequency	Peak Span	Peak One-Way Trips	Off-Peak Frequency	Off-Peak span	Off-Peak One Way Trips
Premium Bus							
Alt 1a (Curb Premium Bus)	254	10 min	4 hrs	24 trips	10 min	16 hrs	96 trips
Alt 1b (Median Premium Bus)							
Alt 2a (Curb Premium Bus)							
Alt 2b (Median Premium Bus)							
Streetcar							
Alt 1a (Curb Streetcar)	254	10 min	4 hrs	24 trips	10 min	16 hrs	96 trips
Alt 1b (Median Streetcar)							
Alt 2a (Curb Streetcar)							
Alt 2b (Median Streetcar)							

Table 14. Viable Alternatives Weekend Operating Plan

Alternative	Weekend Days of Operation	Weekend		
		Frequency	Span	One-Way Trips
Premium Bus				
Alt 1a (Curb Premium Bus)	111	10 min	20 hrs	120 trips
Alt 1b (Median Premium Bus)				
Alt 2a (Curb Premium Bus)				
Alt 2b (Median Premium Bus)				
Streetcar				
Alt 1a (Curb Streetcar)	111	10 min	20 hrs	120 trips
Alt 1b (Median Streetcar)				
Alt 2a (Curb Streetcar)				
Alt 2b (Median Streetcar)				

There are different operating assumptions for streetcars and premium bus vehicles. Streetcars have an operator compartment and vehicle controls at each end of the vehicle, which means that turning the vehicle around is a matter of the operator securing the vehicle in place and walking from one end to the other. Therefore, the dwell time at the end of the streetcar lines is assumed to be 120 seconds, or 2 minutes at each end of the line. There are no additional route miles for streetcars.

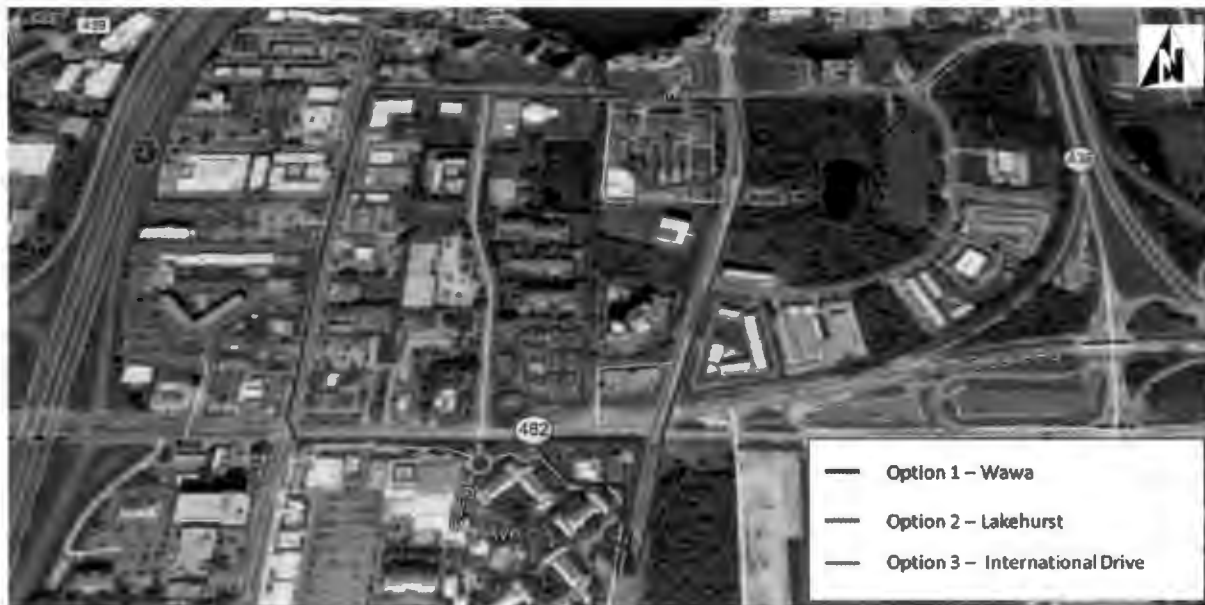
For the premium bus vehicles, the turnaround is more involved, adding time and route miles. With the doors on the right side of the vehicles, the buses need to position for the trip in the opposite direction by physically turning around on adjacent streets. For the north portion of the routes, there are three turnaround options for Alternative 1 and three turnaround options for Alternative 2. For Alternative 1, the turnaround options are (with added route miles): Western Loop (.83 mile), via Canada Avenue (1.26 miles), and via Universal Boulevard (1.66 miles). For Alternative 2, these options are: Wawa (0.42 mile), Lakehurst (1.5 miles), I-Drive (1.78 miles). These options are depicted in Figure 24 and Figure 25.



Figure 24. Alternative 1 Bus Turnaround Options North Portion of Alignment



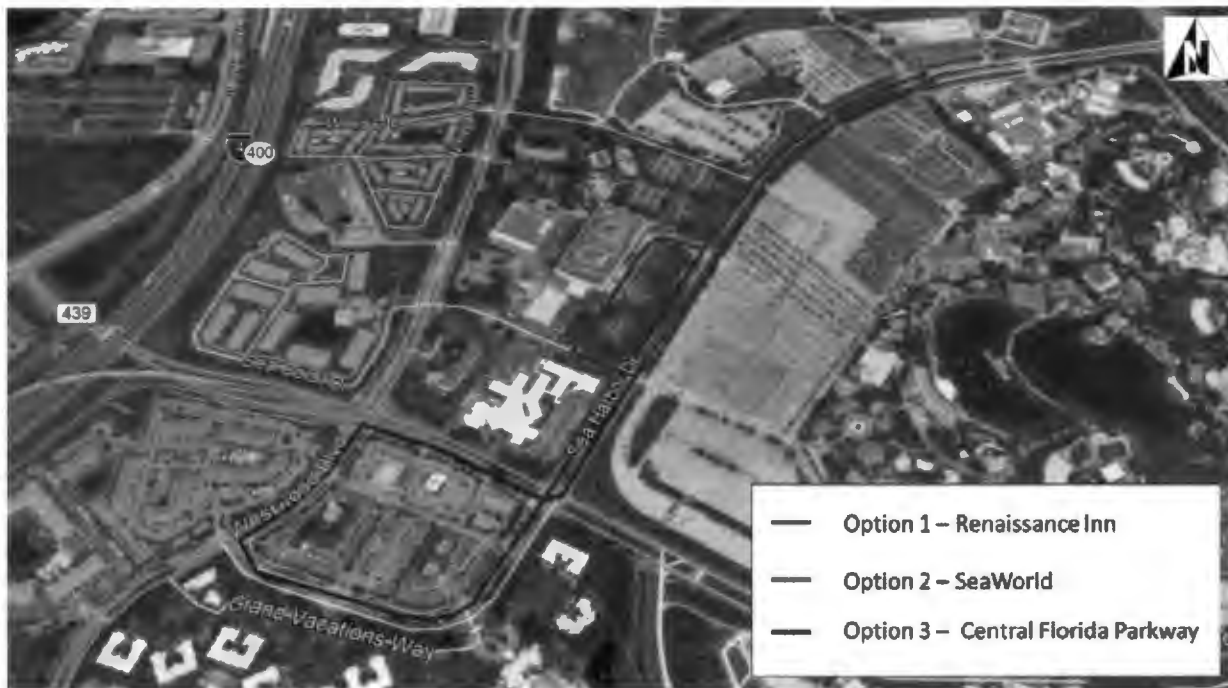
Figure 25. Alternative 2 Bus Turnaround Options North Portion of Alignment



At the south end of the line, there are three turnaround options for Alternatives 1 and 2, shown in Figure 26. For Alternative 1 and Alternative 2, the routes and added route miles are the same. They are: Renaissance Inn (1.1 miles), SeaWorld (0.47 mile), and Central Florida Parkway (1.84 miles).



Figure 26. Bus Turnaround Options South Portion of Alignment



To estimate operational statistics such as total distance and time for the premium bus alternatives, one turnaround option was selected for Alignment 1 (Western Loop) and one for Alignment 2 (Wawa option). This assumption will add 1.26 miles and 6.3 minutes, and .42 miles and 2.1 minutes respectively to the base statistics for Alternatives 1 and 2. The SeaWorld option was assumed for the southern location for both alternatives. This option adds 0.47 mile and 2.4 minutes to the base statistics for Alternative 1 and Alternative 2. The premium bus vehicles also have recovery time at the ends of the line for 120 seconds or 2 minutes, same as the streetcars.

Travel times, cycle times, and one-way distances were calculated for the eight viable alternatives based on the operating plan, turnaround options, and average speeds and dwell times. The total one-way travel times (based on assumed average travel speeds), station to station distances, acceleration and deceleration rates of the vehicles, assumed dwell times at each station, and recovery time at the end of the lines were identified. The travel time calculations assume an average transit vehicle speed of 12 mph and average dwell time per stop of 30 seconds for all alternatives. A recovery time of 2 minutes was assumed at the north and south ends of line to allow the vehicles to get back on schedule and/or for the operators to have a relief break. Table 15 depicts the total running times by alternative.



Table 15. Viable Alternatives Travel Times

Alternative	Station to Station Travel Time	Dwell Time	Layover Time	Turnaround Time*	One-Way Travel Time **	Cycle Time ***
Premium Bus						
Alt 1a (Curb Premium Bus)	18.3 min	4.5 min	2.0 min	4.3 min	29.1 min	64.1 min
Alt 1b (Median Premium Bus)						
Alt 2a (Curb Premium Bus)	19.7 min	5.0 min		2.3 min	29.0 min	63.8 min
Alt 2b (Median Premium Bus)						
Streetcar						
Alt 1a (Curb Streetcar)	18.3 min	4.5 min	2.0 min	0.0 min	24.8 min	49.6 min
Alt 1b (Median Streetcar)						
Alt 2a (Curb Streetcar)	19.8 min	5.0 min			26.8 min	53.6 min
Alt 2b (Median Streetcar)						

Note: * Turnaround time = ½ of total turnaround time to account for different patterns at north and south ends

**One way travel time = station to station travel time + dwell time + layover + ½ total turnaround time

***Cycle time is the one-way travel time x 2 (for bidirectional service) +10% for bus options to account for traffic congestion during the turn around

The annual revenue hours, shown in Table 16, are determined by calculating the total running time for each trip multiplied by 120 trips per day multiplied by 365 service days per year. Annual revenue miles are a function of the number of trips multiplied by the distance. The one-way distance is multiplied by two to account for both directions, multiplied by 120 trips per day, and multiplied by 365 days per year to result in the total annual revenue miles.

Table 16. Viable Alternatives Operating Hours and Operating Miles

Alternative	Annual Vehicle Revenue Hours	Annual Vehicle Revenue Miles
Premium Bus		
Alt 1a (Curb Premium Bus)	51,100	381,060
Alt 1b (Median Premium Bus)		
Alt 2a (Curb Premium Bus)		369,672
Alt 2b (Median Premium Bus)		
Streetcar		
Alt 1a (Curb Streetcar)	36,500	306,600
Alt 1b (Median Streetcar)		
Alt 2a (Curb Streetcar)	43,800	330,252
Alt 2b (Median Streetcar)		

Note: One-way distance is ½ of the total travel distance including the turnaround for premium bus options

The number of peak vehicles needed to provide the service is determined by calculating the run time per trip and number of trips per hour based on the proposed headways. The total number of vehicles is calculated by taking the peak vehicle fleet and multiplying by the spare ratio, which



calculates the needed number of spare vehicles. Table 17 depicts the peak, spare and total number of vehicles needed for each alternative.

Table 17. Viable Alternatives Peak, Spare and Total Vehicles

Alternative	Peak Vehicles	Spare Vehicles	Total Vehicles
Premium Bus			
Alt 1a (Curb Premium Bus)	7	3	10
Alt 1b (Median Premium Bus)			
Alt 2a (Curb Premium Bus)			
Alt 2b (Median Premium Bus)			
Streetcar			
Alt 1a (Curb Streetcar)	5	2	7
Alt 1b (Median Streetcar)			
Alt 2a (Curb Streetcar)	6		8
Alt 2b (Median Streetcar)			

4.3 System Operations and Maintenance Cost

Although other operating statistics were calculated, only one variable unit cost was identified for the O&M cost model. The Cost per Revenue Hour is the average cost for a transit vehicle to supply transit services to the public for one hour of revenue service. This includes wages and benefits of operators, and other personnel directly involved in providing the service, among other operating expenses.

Costs per revenue hour were developed based on experiences with and knowledge of other systems that currently operate similar services or have been or are being planned for. Costs for these peer-city transit services were derived from known planning project values used to estimate future planning level costs, actual operating data, which was pulled from Federal Transit Administration (FTA) National Transit Database (NTD) for existing systems, or a combination of these. Appropriate inflation factors were used to bring previous year costs from their base year into current year constant 2020 dollars. An average annual inflation factor of 1.5% per year was used to inflate the costs as needed.

The O&M costs were calculated by multiplying the hours, miles, peak vehicles and guideway miles by the unit costs by mode. The O&M cost estimates expressed in 2020 constant dollars are summarized in Table 18.



Table 18. Viable Alternatives Total O&M Costs

Alternative	Cost per Revenue Hour	O&M Estimate (in \$Millions 2020)
Premium Bus		
Alt 1a (Curb Premium Bus)		
Alt 1b (Median Premium Bus)		
Alt 2a (Curb Premium Bus)	\$94	\$4.8
Alt 2b (Median Premium Bus)		
Streetcar		
Alt 1a (Curb Streetcar)		
Alt 1b (Median Streetcar)		\$8.2
Alt 2a (Curb Streetcar)	\$226	
Alt 2b (Median Streetcar)		\$9.9

4.4 Fare Structure and Transfer Policy

Orange County, LYNX, I-Ride Trolley and key stakeholders will need further discussion and consensus on development of a long-term fare structure and transfer policy for the I-Drive Premium Transit service as well as other transit operations in the corridor. The current operating plan assumes a \$2.00 adult fare for a single trip and a \$5.00 one-day pass, which is consistent with the current LYNX and I-Ride Trolley fares. The operating plan also assumes free transfers between the premium bus and other services. These fare and transfer assumptions are also consistently applied for ridership estimates, implementation plan and other relevant analysis.

The operating plan also assumes implementation of an off-vehicle ticket and payment system for the I-Drive Premium Bus Transit service, which will result in quicker boarding times and reduced dwell times for premium service vehicle operations on I-Drive. Ticketing equipment, supplemented by electronic fare payment options, will be included in the station stop infrastructure and design, and in the TFATA project capital cost estimate.

4.5 Ridership Estimates

Transit ridership was estimated using the FTA forecasting tool known as Simplified Trips-On-Project Software (STOPS) model. Ridership estimates were generated based on results of the STOPS ridership forecasting model as well as “off-model” trips based on the extensive Special Generator activity in the corridor. Further details are documented in the *STOPS Model Ridership Results Technical Memorandum*.

As shown in Table 19, the ridership estimates for the streetcar technology running along Alternative 1 and sharing the dedicated lane with other transit services will carry about 3,200 daily trips in the opening year (2025) and about 5,000 daily trips in 2045. Ridership will be slightly higher for the Alternative 2 alignment. Ridership for the premium bus is expected to be about 10 to 15% lower than the streetcar ridership on both alignments.



Table 19. Ridership Estimates

Year	Premium Bus				Streetcar			
	Alternative 1		Alternative 2		Alternative 1		Alternative 2	
	2025	2045	2025	2045	2025	2045	2025	2045
Model Based daily ridership	1,000	2,200	1,050	2,350	1,350	2,650	1,400	2,950
Model Based Annual ridership	335,000	737,000	351,750	787,250	452,250	887,750	418,750	988,250
Total Annual ridership including Special Event trips	930,950	1,498,000	947,700	1,548,250	1,048,200	1,648,750	1,064,950	1,749,250
Average weekday ridership on project (includes all trip purposes)	2,800	4,500	2,900	4,700	3,200	5,000	3,200	5,300

Sensitivity analyses applying different assumptions were conducted to assess ridership. The results of the sensitivity analyses using the STOPS model indicate that with the premium transit service running on an exclusive lane and the remaining transit services operating in the general purpose lanes, ridership would likely increase by about 15%. If no fares are charged on the premium transit service, ridership may increase by about 35%.

4.6 Traffic Operations

Future year traffic operational analyses were conducted for opening year 2025, interim year 2035, and design year 2045. For the viable alternatives, Synchro inputs such as truck percentages and PHFs, were carried forward from the Existing Year model. For each alternative, corridor cycle lengths and splits were optimized, giving consideration to high-volume cross-street movements. For Alternatives 1 and 2, transit phases were coded into Synchro as 12-second hold phases. Transit stops were not modeled in Synchro because each alternative has a dedicated transit lane where stopping does not impact traffic flow.

Network performance measures were used to compare the No-Build Alternative and viable alternatives on a system-level. Network results can objectively compare different alternatives. Details on the traffic analysis for the I-Drive TFATA are provided in the *DTTER*.

4.6.1 Opening Year

In opening year 2025, operations for Alternatives 1 and 2 are similar to one another in both the AM and PM peak hours. This is because the roadway network along I-Drive and Universal Boulevard are mostly under capacity and are able to serve the study area travel demand. Although Alternatives 1 and 2 reserve signal time for transit phases, the traffic operations do not significantly degrade relative to the No-Build Alternative.

The results of the analysis are tabulated in Table 20. In the opening year 2025, the AM peak hour yields similar results with regard to average delay and total delay, with minor differences due to signal timing and transit phases in Alternatives 1 and 2. In the PM peak hour, the study



area average delay for Alternatives 1 and 2 is only increased by 4 seconds per vehicle in the PM peak hour relative to the No-Build Alternative. Alternative 2 shows the lowest number of unserved vehicles in the PM peak hour due to the Tradeshow Boulevard improvements relative to the No-Build Alternative, and the transit signal phase being located at the intersection of Sand Lake Road and Universal Boulevard instead of Sand Lake Road at I-Drive relative to Alternative 1.

Table 20. Opening Year (2025) Network Performance

Performance Measure	No-Build Alternative	Alternative 1	Alternative 2
2025 AM Peak			
Average Delay (sec/veh)	28	29	30
Total Delay (hr)	330	349	365
Number of Unserved Vehicles	0	21	38
2025 PM Peak			
Average Delay (sec/veh)	41	45	45
Total Delay (hr)	753	825	820
Number of Unserved Vehicles	564	678	476

4.6.2 Interim Year Traffic Operations

In the interim year 2035, the traffic operations on Destination Parkway begin to show differentiation between the No-Build Alternative and Alternatives 1 and 2. Destination Parkway at Tradeshow Boulevard experiences LOS F in the No-Build Alternative because there is only one eastbound left-turn lane and one southbound right-turn lane whereas Alternatives 1 and 2 include eastbound dual left-turn lanes and dual southbound right-turn lanes. I-Drive at Destination Parkway experiences LOS F in the PM peak hour in the Alternatives 1 and 2 because they have a transit signal hold phase that is not in the No-Build Alternative.

Network

The network results for the interim year 2035 are displayed in Table 21. The No-Build Alternative has the lowest delay and number of unserved vehicles. In the Alternatives 1 and 2, the delay is similar but the number of unserved vehicles is lower in Alternative 2.

Table 21. Interim Year (2035) Network Performance

Performance Measure	No-Build Alternative	Alternative 1	Alternative 2
2035 AM Peak			
Average Delay (sec/veh)	38	43	43
Total Delay (hr)	571	634	639
Number of Unserved Vehicles	174	473	492
2035 PM Peak			
Average Delay (sec/veh)	48	53	52
Total Delay (hr)	998	1,104	1,077
Number of Unserved Vehicles	928	1,270	1,413



4.6.3 Design Year Traffic Operations

In the design year 2045, the less effective network operations are driven by key intersections such as I-Drive at Sand Lake Road, I-Drive at Destination Parkway, and Universal Boulevard at Sand Lake Road. The remaining intersections are generally under capacity, with an intersection LOS of E or better.

Network

The network results for the design year 2045 are displayed in Table 22. In the design year 2045, Alternatives 1 and 2 are slightly worse than the No-Build Alternative in all of the reported metrics, which reflects the installation of transit signal phases. However, the unserved demand for Alternatives 1 and 2 in the PM peak hour between 2,033 and 2,153 vehicles indicates that network degradation is not primarily due to transit signal installation, and the No-Build Alternative cannot accommodate the vehicular demand.

Table 22. Design Year (2045) Network Performance

Performance Measure	No-Build Alternative	Alternative 1	Alternative 2
2045 AM Peak			
Average Delay (sec/veh)	49	54	56
Total Delay (hr)	867	936	968
Number of Unserved Vehicles	1,230	1,379	1,490
2045 PM Peak			
Average Delay (sec/veh)	61	62	62
Total Delay (hr)	1,407	1,468	1,445
Number of Unserved Vehicles	2,095	2,153	2,033

4.6.4 Right-Turn Queues

An additional assessment of the interaction of the transit and non-transit uses of the BAT lanes was conducted to determine if dwell time at the new premium transit stations would impact traffic operations. To make this determination, the distance between the stop bar and the new stations was used as a proxy for right-turn queue storage. Based on the assessment, it is not expected that right-turn operations at the signalized intersections are affected by transit operations. This implies that the right-turn movements at signalized intersections do not cause additional delays for transit vehicles beyond the normal corridor travel speeds. A major contributing reason for the limited interaction of the right-turn queue is that right-turning vehicles can complete the movement during the mainline through phase at most of the signalized intersections.

4.6.5 Curbside vs. Median Transit Lane Traffic Operations

The impact of median running transit lanes versus curbside running transit lanes on general vehicular traffic operations was evaluated as part of the *DTTER*. The analysis uses three primary metrics: increased signal delay due to a required transit hold phase; eliminated lane(s) due to transit lane alignment; and increased pedestrian calls due to a nearby transit stop



location. Right-turn lane elimination was not a primary consideration since the movement could still occur during the through phase of the signal, which is typically allocated the most green time in a signal cycle. However, left-turn lane elimination or signalization may require a permitted movement to become protected only, reduce the total lanes on the intersection approach, or reroute movements to a different intersection to complete the left-turn movement. The *DTTER* analysis found that median transit lanes have more adverse impacts to vehicular traffic operations than the curbside running lanes.

4.7 Opinions of Probable Capital Costs

The opinion of probable capital costs was determined using historical pricing of construction of a similar alignment type and vehicle technology. Engineering, guideway, utilities, structures, stations, systems, fare collection equipment, professional services, and contingencies were included in each cost estimate using the standard FTA Standard Cost Categories (SCC). It is important to note that these costs are not intended to be detailed capital cost estimates based on detailed design, but rather are to be used as preliminary capital cost estimates to aide in decision making based on order of magnitude differences between alternatives, alignments and technologies during conceptual planning phases.

The estimate includes only those improvements necessary for construction of the premium transit service. Betterments such as streetscape, street lighting, communication systems, roadway improvements outside of the guideway, or costs listed in the assumptions below are not included in this estimate. In general, the reported cost is the estimate to build a premium transit system within the existing curbs. These costs were estimated in both the current year (2020) and the year of expenditure (YOE) dollars, assumed as 2025 for the midpoint of construction. The level of design is still conceptual; therefore, most items in the capital cost estimates are represented as allowances, which in effect act as “place-holders” until further analysis and level(s) of design can identify the quantifiable items needed to develop a more accurate capital cost estimate.

4.7.1 Capital Cost Assumptions

The following general and specific assumptions have been applied in the identification of cost components, quantities and unit costs.

- Base costs are presented in 2020 constant dollars. YOE costs are 2020 costs inflated to 2025 (assumed as the mid-point of construction) at a 3% annual escalation rate, consistent with FTA guidance.
- A combination of allocated and unallocated contingencies has been applied to the cost estimates. Allocated contingencies have been applied as a percentage of cost components and categories (ranging from 10% to 30%), and an overall 20% unallocated contingency has been applied to the total project costs.



Position Alignments - Assumptions

- Both curbside and median platforms are assumed to facilitate level boarding with an elevated curb height (typically 8 to 14 inches). If the platforms are to be shared use with other buses, the stops may need to be multi-level to provide access to both vehicle types.
- Utility locations were provided for the I-Drive transit lane project (from Jamaican Court to Destination Parkway). The proposed station locations were reviewed for utility conflicts. It was assumed that the thickened slab stations can be placed over buried utilities (as would be assumed for driveway and sidewalk slabs), with the exception of utility vaults and manholes that were avoided in the alignment/station concepts.
- A consistent station footprint was defined for station locations identified for curbside and median alignments. Platforms for both median and curb-running alignments are assumed to be 10 feet deep and 80 feet long with a 2 feet construction and landscaping buffer around three sides of the perimeter.

Vehicle Technologies – Assumptions

- Modern Streetcar:
 - > Range of vehicle size / dimensions, assume single car consist, multiple doors, low-floor
 - > Streetcar vehicles compatible with U.S. Buy America requirements.
 - > Allowance of \$5.2 million per vehicle, plus a 10% allocated contingency.
- Premium Bus:
 - > Range of vehicle size / dimensions, multiple doors, low-floor
 - > Premium bus vehicles compatible with U.S. Buy America requirements.
 - > Allowance of \$1.0 million per vehicle, likely to support acquisition and implementation of 60' articulated hybrid electric vehicle, plus a 10% allocated contingency.

4.7.2 Capital Cost Components

The major cost components are intended to capture the key cost drivers associated with each alternative under consideration. Cost components are consistent with the FTA SCC, and costs for each alternative are organized and presented in the SCC format.

Guideway and Track Elements

Streetcar

Guideway - This category includes costs for excavation and embankment to bring existing grade to subgrade and finishing the subgrade for the curbside, as well as median running alignments along the entire route from Sand Lake Road to Sea Harbor Drive, including the spur on Destination Parkway. For the curbside streetcar alternatives, rail is included along the I-Drive transit lanes from Sand Lake Road to Destination Parkway. For all remaining segments of the



curbside and median-running alignments, rail is included on existing general purpose lanes. An aggregate base under the track slab is included in the estimate, along with geotextile materials and track drains. Earthwork and aggregate items are quantified by the cubic yard and/or ton as customarily included in bid documents, and geotextiles are quantified by the square yard.

Track Embedded - This category includes costs to acquire and build approximately 34,500 track feet (median-running) to 36,400 track feet (curb-running) of embedded track. Included are costs associated to furnish and install the reinforced concrete slab, insulated rail, and other track materials. The vehicle maintenance facility and storage yard embedded track (1,200 feet) is also included in this category (though it is often reported as yard track within SCC 30 Facilities). Costs for the track and other track materials included in the estimate are based on quoted budgetary material prices for recent U.S. streetcar projects.

Special Trackwork (Switches, Turnouts) - Special track work includes turnouts, bumping posts, major interchanges (grand union), and transition rail. The preliminary design and cost estimate include six turnouts and two half grand unions (at I-Drive and Destination Parkway and at Tradeshow and Destination Parkway). Special track is quantified by each unit and is made up of costs to furnish and install the reinforced concrete slab, and turnout. Cost estimates for turnouts and half grand unions are based on costs experienced in recent U.S. streetcar projects.

Premium Bus

Guideway - This category includes an allowance of \$0.4 million per guideway mile, including any additional improvements need to improve the I-Drive transit lanes, and treatment for mixed traffic lanes on the remainder of the alignment. For the curbside premium bus alignment alternatives, the guideway operates along the I-Drive transit lanes from Sand Lake Road to Destination Parkway. For all remaining segments on the curbside and median-running alignments, the guideway will be implemented on existing general purpose lanes with mixed traffic.

Stations, Stops, Terminals, Intermodal

Station costs include capital costs for fixed facilities and infrastructure (platforms, shelters, seating, and railings), as well as station amenities (lighting, screening, signage and communication systems, and kiosks). Basic dimensions and amenities are identical for the streetcar and premium bus alternatives. Number and type of stations do differ between the curbside (20 side platforms) and median-running alignments (3 side platforms, 8 center platforms). There is only a minor cost difference per station between the streetcar and premium bus alternatives, reflecting additional station accommodations required for rail systems.

Support Facilities

Yard, Shops, Administrative Building

Streetcar – The definition of the streetcar alternatives and the capital cost estimate have assumed the design and construction of a new, specialized vehicle maintenance and storage



facility (VMSF) to accommodate up to 15 modern streetcar vehicles (to support estimated total vehicle requirements for the project and potential future expansion) and provide service to the overall program. It is also assumed that the facility would include space for equipment and spare parts, as well as a building to support management, administration, and operations staff. Also included are costs for major equipment needs and sitework in the vicinity of the VMSF site. The preliminary capital cost estimate for this facility is based on recent costs experienced in other modern streetcar projects in the U.S. and for comparable-sized facilities and vehicle fleets.

Premium Bus - The cost estimate assumes no costs in this category. It was assumed that existing or expanded bus maintenance facilities would be available for storage and maintenance of the I-Drive premium bus fleet, either by the local transit providers, or through private contracting. This assumption will be re-examined and any cost estimate adjustments incorporated in future phases of this project.

Sitework and Special Conditions

Demolition, Clearing, and Earthwork

This category typically includes costs for demolition of quantifiable existing infrastructure and an allowance for other unquantifiable elements that may be defined as the design progresses, such as project site clearing, demolition, and fine grading. Costs are identical for the streetcar and premium bus alternatives, with an allowance of \$0.5 million per guideway mile applied in the estimate.

Site Utilities and Utility Relocation

This category typically includes the capital costs for constructing drainage, water and sewer improvements, new or modified street lighting, and relocating or adjusting existing public and private utilities that need to be moved to facilitate project construction. Allowances for utilities and drainage are included in the cost estimate and are typically similar for the streetcar and premium bus alternatives, ranging from \$1.1 to \$1.3 million per guideway mile for utilities and \$0.3 million per guideway mile for drainage modifications.

Environmental Mitigation

This category includes costs for mitigation of environmental conditions along the transit guideway. An allowance for environmental mitigation has been applied at \$0.05 million per guideway mile for the streetcar and premium bus alternatives.

Roadways, Access-ways and Parking Lots

This category includes construction of various asphalt and concrete pavement sections and curb and gutter, and the installation of pavement markings and roadway signage. Allowances for roadway work are included in the cost estimate and differ by technology, ranging from \$1.2 million per guideway mile for streetcar to \$0.24 million per guideway mile for premium bus, reflecting higher costs for roadway work in relation to rail tracks in the guideway.



Maintenance of Traffic and Other Indirect Costs during Construction

This category includes costs associated with contractor mobilization, traffic control/maintenance of traffic, and temporary erosion control. Allowances for maintenance of traffic are included in the cost estimate and differ by technology, ranging from \$0.5 million per guideway mile for streetcar to \$0.27 million per guideway mile for premium bus. Allowances for contractor indirect costs are also included in the cost estimate and are consistent for both technologies at 15% of direct construction costs.

Systems

Train Control and Signals

Streetcar - This category includes allowance for providing control points and connected vehicle interfaces along the corridor and at key locations. Costs are based on experience on other streetcar projects.

Premium Bus - This category is not applicable.

Traffic Signals

This category includes new construction, modifications, and/or upgrades at various intersections along the alignment. Cost estimates are typically similar for the streetcar and premium bus alternatives, ranging from \$0.22 million per 18 intersections for complex traffic signals, \$0.125 million per six modified traffic signals, and an allowance for TSP at \$0.28 million per route mile.

Traction Power Supply: Substations

Streetcar – This category includes cost for electric traction power substations (TPSS) located throughout the alignment. TPSS costs are estimated at \$2.5 million per 3.4 route miles, consistent with experience on recent streetcar projects. The cost estimate assumes that the majority of the streetcar alignment would operate “on-wire” for electric power supply.

Premium Bus – Electric vehicle power charging stations costs are not included. Costs would vary based on the type of premium bus.

Traction Power Distribution: Catenary and Third Rail

Streetcar - This category includes improvements required to distribute power across the project alignment. Costs include overhead contact system (OCS) poles and foundations and various assemblies, assuming \$1.3 million per track mile, consistent with experience on recent streetcar projects. The cost estimate assumes that the majority of the streetcar alignment would operate “on-wire” for electric power supply.

Premium Bus – This category is not applicable.



Communications

This category includes allowances to provide new fiber conduit and cabling along the total length of the alignment. An allowance has been applied at \$0.35 million per guideway mile for the streetcar and premium bus alternatives.

Fare Collection System and Equipment

This category includes allowances to provide new fiber conduit and cabling along the total length of the alignment. An allowance has been applied at \$30,000 per 40 pieces of fare equipment for the streetcar and premium bus alternatives.

Right-of-Way

Purchase or Lease of Real Estate

This category includes anticipated costs to acquire property necessary to locate and construct any segments of the transit guideway, station stops, power substation equipment, and the VMSF. A primary goal of the conceptual design effort has been to utilize existing right-of-way to every extent possible for the transit guideway, stations, and VMSF. Some of the identified station platforms encroach into existing pedestrian easements outside of the right-of-way line. These stations are listed in Table 23. Orange County will need to verify if these easements can be used for the premium transit stations platforms.

Table 23. Conceptual Right-of-Way Requirements

Station	Right-of-Way Area Needed (sq. ft.)	Affected Property Owner	Address	Parcel ID
ICON Park (NB)	560	Orlando Hotel International SPE LLC	8255 INTERNATIONAL DR	36-23-28-7168-02-001
ICON Park (SB)	640	8400 I-Drive LLC	8400 INTERNATIONAL DR	36-23-28-7164-02-005
Austrian Row (NB)	560	MWK Investments, Inc.	8625 INTERNATIONAL DR	36-23-28-7176-01-003
Pointe Plaza Avenue (SB)	640	Convention Hotel Partners, Inc.	9700 INTERNATIONAL DR	01-24-28-7158-02-003
SeaWorld (NB/SB)	640	SeaWorld of Florida, Inc.	7007 SEAWORLD DR	12-24-28-7874-00-010

The current estimate does not include any right-of-way costs. The transit guideway is on publicly owned roadways, and the potential VMSF site for the streetcar alternative is located on County-owned property. There are two potential remaining costs pending for inclusion in this category: some additional right-of way for station areas and potential right-of-way for location of streetcar TPSS power substations should that alternative be chosen. These costs can be re-examined in further project development and design.



SCC 70 Vehicles

Streetcar

This category includes allowances to purchase of seven or eight new modern streetcar vehicles compatible with U.S. Buy America requirements, along with procurement and inspection support. The allowance for this cost estimate is set at \$5.2 million per vehicle, plus a 10% allocated contingency.

Premium Bus

This category includes allowances to purchase 10 new premium bus vehicles compatible with U.S. Buy America requirements, along with procurement and inspection support. The allowance for this cost estimate is set at \$1.0 million per vehicle, likely to support acquisition and implementation of 60-foot articulated hybrid electric vehicle, plus a 10% allocated contingency.

SCC 80 Professional Services

Project Development

This category includes costs associated with advancing the planning and project development, environmental reviews, and preliminary engineering efforts. An allowance reflecting 3% of direct construction costs has been applied to all alternatives.

Final Design

This category includes unquantified allowances for final design and related preconstruction contracts. An allowance reflecting 8% of direct construction costs has been applied for all alternatives. No decisions have been made at this time regarding project delivery method, selection of which could impact this cost category.

Project Management for Design and Construction

This category includes allowances for agency and consultant project management efforts and public outreach costs throughout the life of the project. An allowance reflecting 6% of direct construction costs has been applied for all alternatives. No decisions have been made at this time regarding project delivery method, selection of which could impact this cost category.

Construction Administration and Management

This category includes allowances for construction administration and management. An allowance reflecting 6% of direct construction costs has been applied for all alternatives. No decisions have been made at this time regarding project delivery method, selection of which could impact this cost category.



Insurance and Legal

This category includes an allowance for insurance and legal representation and permitting and review fees by other outside agencies. An allowance reflecting 1% for insurance and 2% for legal of direct construction costs has been applied for all alternatives.

Surveys, Testing, Investigation, Inspection

This category includes an allowance for associated work. An allowance reflecting 2% of direct construction costs has been applied for all alternatives.

Start Up

Startup efforts include preparation of standard operating procedures, rulebooks, emergency preparedness and training, operator training, integrations support, and simulation of services. An allowance reflecting 2% of direct construction costs has been applied for all alternatives.

SCC 90 Unallocated Contingency

A combination of allocated and un-allocated contingencies has been applied to the cost estimates, consistent with FTA guidelines. Allocated contingencies have been applied as a percentage of each cost component category (ranging from 10% to 30%). An overall 20% unallocated contingency has been applied to the total project costs. Table 24 lists the specific allocated and unallocated contingency percentages applied to each SCC cost category, consistently for each of the alternatives.

Table 24. Unallocated Contingencies Applied to Cost Components

Cost Component	Allocated Contingency	Unallocated Contingency
SCC 10 Guideway and Track Elements	30%	20%
SCC 20 Stations, Stops, Terminal, Intermodal	20%	20%
SCC 30 Support Facilities: Yard, Shops, Admin. Buildings	30%	20%
SCC 40 Sitework and Special Conditions	30%	20%
SCC 50 Systems	30%	20%
SCC 60 Right-of-Way, Land, Existing Improvements	0%	20%
SCC 70 Vehicles	10%	N/A
SCC 80 Professional Services	0%	20%
SCC100 Finance Charges	N/A	N/A

SCC 100 Finance Charges

According to FTA guidelines, it is optional to include any applicable finance charges in the SCC cost estimate. Since the project delivery method has not been determined and no specific funding and financial plan has been developed to date, this cost estimate does include an allowance of 1% of direct construction costs for finance charges for all alternatives. This assumption can be reevaluated as the financial plan is further developed.



The capital cost estimates for the viable alternatives are summarized in Figure 25, with more detailed tables included in Appendix E.



Table 25. Viable Alternatives Capital Cost Summary

SCC CAT.	Item	Premium Bus				Streetcar			
		Alt 1a (Curb Premium Bus)	Alt 1b (Median Premium Bus)	Alt 2a (Curb Premium Bus)	Alt 2b (Median Premium Bus)	Alt 1a (Curb Streetcar)	Alt 1b (Median Streetcar)	Alt 2a (Curb Streetcar)	Alt 2b (Median Streetcar)
10	Guideway and Track Elements	\$2,760,000	\$2,760,000	\$2,880,000	\$2,880,000	\$30,360,000	\$29,125,000	\$31,400,000	\$30,165,000
	Contingency	\$828,000	\$828,000	\$864,000	\$864,000	\$9,108,000	\$8,737,500	\$9,420,000	\$9,049,500
	Category 10 Subtotal	\$3,588,000	\$3,588,000	\$3,744,000	\$3,744,000	\$39,468,000	\$37,862,500	\$40,820,000	\$39,214,500
20	Stations, Stops, Terminals, Intermodal	\$5,775,000	\$3,225,000	\$6,050,000	\$3,775,000	\$5,700,000	\$3,700,000	\$6,300,000	\$4,300,000
	Contingency	\$1,155,000	\$645,000	\$1,210,000	\$755,000	\$1,140,000	\$740,000	\$1,260,000	\$860,000
	Category 20 Subtotal	\$6,930,000	\$3,870,000	\$7,260,000	\$4,530,000	\$6,840,000	\$4,440,000	\$7,560,000	\$5,160,000
30	Support Facilities	\$0	\$0	\$0	\$0	\$23,000,000	\$23,000,000	\$23,000,000	\$23,000,000
	Contingency	\$0	\$0	\$0	\$0	\$6,900,000	\$6,900,000	\$6,900,000	\$6,900,000
	Category 30 Subtotal	\$0	\$0	\$0	\$0	\$29,900,000	\$29,900,000	\$29,900,000	\$29,900,000
40	Sitework and Special Conditions	\$21,922,650	\$21,267,150	\$22,566,000	\$22,290,750	\$42,609,300	\$38,892,300	\$44,274,225	\$40,439,250
	Contingency	\$6,576,795	\$6,380,145	\$6,769,800	\$6,687,225	\$12,782,790	\$11,667,690	\$13,282,268	\$12,131,775
	Category 40 Subtotal	\$28,499,445	\$27,647,295	\$29,335,800	\$28,977,975	\$55,392,090	\$50,559,990	\$57,556,493	\$52,571,025
50	Systems	\$7,482,000	\$5,662,000	\$5,718,000	\$6,158,000	\$23,982,000	\$22,677,000	\$24,701,500	\$23,346,000
	Contingency	\$2,244,600	\$1,698,600	\$1,715,400	\$1,847,400	\$7,194,600	\$6,803,100	\$7,410,450	\$7,003,800
	Category 50 Subtotal	\$9,726,600	\$7,360,600	\$7,433,400	\$8,005,400	\$31,176,600	\$29,480,100	\$32,111,950	\$30,349,800
	Construction Subtotal (10-50)	\$48,744,045	\$42,465,895	\$47,773,200	\$45,257,375	\$162,776,690	\$152,242,590	\$167,948,443	\$157,195,325
60	Right of Way, Land (Not Applicable)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
70	Vehicles	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$36,400,000	\$36,400,000	\$41,600,000	\$41,600,000
	Contingency	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,640,000	\$3,640,000	\$4,160,000	\$4,160,000
	Category 70 Subtotal	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$40,040,000	\$40,040,000	\$45,760,000	\$45,760,000
80	Professional Services (Applies to Cats. 10-50)	\$13,160,892	\$11,465,792	\$12,898,764	\$12,219,491	\$43,949,706	\$41,105,499	\$45,346,079	\$42,442,738
90	Unallocated Contingency	\$10,220,108	\$8,875,988	\$10,022,553	\$9,464,648	\$29,320,201	\$27,099,960	\$30,404,361	\$28,138,598
100	Finance Charges (Not Applicable)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TOTAL ESTIMATED COST (2020 Dollars)	\$83,125,046	\$73,807,675	\$81,694,517	\$77,941,515	\$276,086,598	\$260,488,049	\$289,458,883	\$273,536,660
	INFLATION @ 3%/yr YoE 2025	\$13,239,665	\$11,755,649	\$13,011,819	\$12,414,063	\$43,973,437	\$41,488,993	\$46,103,296	\$43,567,298
	TOTAL ESTIMATED COST (2025 Dollars)	\$96,364,711	\$85,563,324	\$94,706,336	\$90,355,577	\$320,060,035	\$301,977,042	\$335,562,178	\$317,103,958



4.8 Environmental Considerations

4.8.1 Air Quality Impacts

The proposed project is located in Orange County, an area currently designated as being in attainment with the Clean Air Act National Ambient Air Quality Standards (NAAQS) for all six criteria pollutants, including carbon monoxide (CO) and particulate matter (2.5 microns in size and 10 microns in size).

In accordance with the *FDOT Project Development and Environment (PD&E) Manual*, the project was subjected to a CO screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The FDOT's screening model for CO is based on United States Environmental Protection Agency (EPA) software, which produces conservative estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour screening estimates can be directly compared to the current one-hour and eight-hour NAAQS for CO. The screening was performed for the project opening year (2025), interim year (2035,) and the design year (2045) at the intersection with a combination of the highest intersection approach volume and lowest approach speed along the project corridor, using FDOT's most current air quality screening model, CO Florida 2012.

The roadway intersection forecasted to have the highest total approach traffic volume was International Drive and Sand Lake Road. The traffic forecasted volumes were based on the traffic demand on the roadway rather than the roadway capacity. Therefore, the No-Build, Alternative 1, and Alternative 2 scenarios were assumed to have the same traffic volumes for the project opening year (2025), the interim year (2035), and the project design year (2045). Estimates of CO were predicted for the default receptors (automatically assigned within the COFL 2012 screening software), which are located 10 feet to 150 feet from the edge of the roadway. Based on the results from the screening model, the highest project-related CO concentrations are below the NAAQS of 35 parts per million (ppm) for a one-hour concentration and 9 ppm for an eight-hour concentration for the three years evaluated. The full assessment of the air analysis is provided in the *Air Quality Impact Technical Memorandum*.

The project is not predicted to have substantial air quality impacts and has passed the NAAQS model screening. Construction activities may cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts can be minimized by adherence to all applicable local and state regulations and application of appropriate construction specifications and procedures.

4.9 Alternatives Matrix

The viable alternatives were evaluated based on their general performance in meeting the needs of the study area and consistency with the I-Drive TFATA goals and objectives. The comparison of viable alternatives also evaluates how each viable alternative performs with



respect to community and environmental impacts, traffic and pedestrian impacts, and constructability and operability. Figure 26 summarizes the results of the comparison of viable alternatives. The comparison matrix shown in Figure 27 provides details on the scoring of each alternative; a more detailed evaluation matrix is included in Appendix D.

Alternative 1a and Alternative 2a, curbside running using premium bus technology show an overall good score when compared to the other viable alternatives; however, Alternative 1a better meets the needs of the study area with respect to supporting multimodal activity, servicing diverse travel markets and needs, and sustaining economic competitiveness and development.

Alternative 1 better serves existing and key activity centers north of Via Mercado. This alternative also facilitates access to the public parking garage on I-Drive and Sand Lake Road, enhancing walkability within the I-Drive District and in consistency with the philosophy of “park once” highlighted in the I-Drive 2040 Vision Plan.

Table 26. Viable Alternatives Comparison Summary

EVALUATION SUMMARY	Alt. 1a (Curb Premium Bus)	Alt. 1b (Median Premium Bus)	Alt. 2a (Curb Premium Bus)	Alt. 2b (Median Premium Bus)	Alt. 1a (Curb Streetcar)	Alt. 1b (Median Streetcar)	Alt. 2a (Curb Streetcar)	Alt. 2b (Median Streetcar)
Support Multimodal Activity								
Serve Diverse Travel Markets and Needs								
Sustain Economic Competitiveness and Development								
Community and Environmental Impacts								
Traffic and Pedestrian Impacts								
Constructability and Operability								

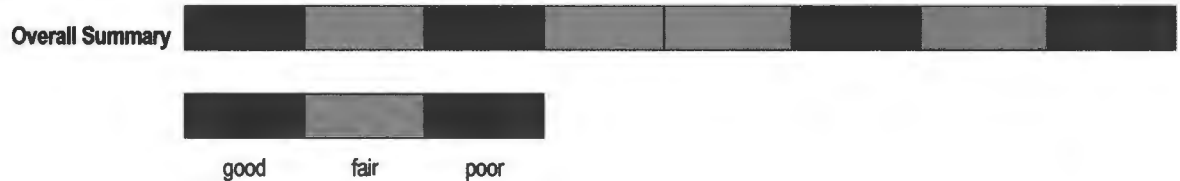


Table 27. Viable Alternatives Comparison Scoring

EVALUATION SUMMARY	Alt. 1a (Curb Premium Bus)	Alt. 1b (Median Premium Bus)	Alt. 2a (Curb Premium Bus)	Alt. 2b (Median Premium Bus)	Alt. 1a (Curb Streetcar)	Alt. 1b (Median Streetcar)	Alt. 2a (Curb Streetcar)	Alt. 2b (Median Streetcar)
Support Multimodal Activity								
Service to existing / planned regional and local transit hubs	1		1				1	
Service to existing parking garage facilities		1						1
Average weekday ridership on project Opening Year 2025	100	100	100	100		1	1	
Model Based Auto trip diversion (daily) Opening Year 2025	100	100					100	100
SUMMARY	4.00	4.00	1.00				4.00	4.00
Serve Diverse Travel Markets and Needs								
Population/Employment within 1/2 mile (2040)								
Hotel population within 1/2 mile (2020)								
Entertainment/tourism venues within 1/2 mile (2020)		1			1.00	1		
Annual Special event trips Opening Year 2025		1.00	1		1	1		1
Percent of transit dependent trips			1		1	1		1
Pedestrian Accessibility					1			
SUMMARY	9.00	11.00	15.00		4.00	11.00	15.00	15.00
Sustain Economic Competitiveness and Development								
Planned development within 1/2 mile (2020)	1	1	1					
Direct connection between OCC and key activity centers	1							
Capital cost per mile (millions)	1		1.00	1				
O&M cost per mile (millions)								
Annualized cost (capital and O&M) per mile			1					
Annualized cost (capital and O&M) per annual # passengers	1.00	1	1.00	1.00				
SUMMARY	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Community and Environmental Impacts								
# and % minorities within 1/2 mile (2020)	1		1			1	1	
Access to community facilities	1	1.00	1.00		1.00	1.00		
Impacts on trees and landscaping		1	1		1	1		
Annual Monetized value of Air Quality Benefits Opening Year	100	100	100	100	1	1.00	1.00	1.00
SUMMARY	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Traffic and Pedestrian Impacts								
Increased Signal Delay		1.00	1		1.00	1.00		1.00
# Driveways, parking entrances	1.00	1	1.00	1	1.00	1.00		1.00
Impacts to planned (I-Drive Lanes) left-turn lane operations			1.00		1			
SUMMARY	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Constructability and Operability								
Utility conflicts			1		1	1		1
Operability within planned I-Drive transit lanes								
Requirements for the use of left-door transit vehicles	1		1					
Flexibility for future system expansion								
SUMMARY	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overall Summary	33	41	35	41	33	41	41	51
Overall Scoring	Fair (41 to 49)							

5.0 RECOMMENDED PREMIUM TRANSIT SYSTEM

The I-Drive TFATA study completed a detailed evaluation of the viable alternatives to improve mobility in the I-Drive District. Based on the results from the evaluation of viable alternatives, the recommended premium transit system identifies a premium bus service operating on I-Drive from Sand Lake Road to Sea Harbor Drive including a spur on Destination Parkway, with 11 transit stations. As shown in Figure 27, this premium bus system would operate within the I-Drive transit lanes (northbound and southbound), and would operate in the curbside mixed traffic lane on Destination Parkway and on I-Drive south from Destination Parkway to Sea Harbor Drive as well as on Sea Harbor Drive to the proposed south end terminus stop near SeaWorld. These lanes would also accommodate the LYNX and I-Ride transit services. The recommended premium transit alignment plan sheets are provided in Appendix F.

The recommended premium bus stations are located at or near key activity centers, spaced in the core activity area at about every 0.25 mile, to minimize impacts to traffic, pedestrians, and landscaping along the alignment. Nine of the eleven stations have platforms in both the northbound and southbound direction, while two stations (Destination Parkway SuperStop and SeaWorld) have a shared single platform. Each of the stations have been conceptually designed as 80 feet in length and 8 to 10 feet in width with curb heights to accommodate level boarding and ADA accessibility. They are generally located on the far-side of signalized intersections within existing publicly owned right-of-way when feasible. Station design will be completed during a more advanced engineering phase, but current plans are to include passenger shelters, information kiosks, fare payment machines, real-time schedule information and other amenities.

The operating plan for the recommended premium transit system assumes hours of service starting at 6:00 a.m. daily and continuing to 1:00 a.m. daily. This 20-hour span occurs 7 days per week. Policy headways have been established as 10 minutes all day and every day. Based on the vehicle running time analysis and the estimated round-trip cycle time, the operating plan identifies that a total fleet of 10 premium bus vehicles are required.

The current operating assumption is that each of the premium bus vehicle trips will be scheduled to travel to and serve the Destination Parkway SuperStop station. The schedule and level of service to the Westwood Boulevard station could be adjusted as development increases around that station area and pedestrian access issues are addressed. However, the current operating plan assumes that each premium bus vehicle stops at each station on each vehicle trip.



Figure 27. Recommended I-Drive Premium Transit System



Orange County, LYNX, I-Ride Trolley and key stakeholders will need further discussion and consensus on development of a long-term fare structure and transfer policy for the I-Drive Premium Transit service as well as other transit operations in the corridor. A \$2.00 adult fare for a single trip and a \$5.00 one-day pass is assumed, which is consistent with the current LYNX and I-Ride Trolley fares. The operating plan also assumes free transfers between the premium bus and other services. These fare and transfer assumptions are also consistently applied for ridership estimates, financial plan and other relevant documents.

The implementation of an off-vehicle ticket and payment system for the I-Drive Premium Bus Transit service is recommended, which results in quicker boarding times and reduced dwell times for premium service vehicle operations on I-Drive. Ticketing equipment, supplemented by electronic fare payment options, are included in the station stop infrastructure and design, and in the TFATA project capital cost estimate.

5.1 Ridership Forecast

The ridership forecasts for the I-Drive study were estimated using the STOPS travel modeling software. As shown in Figure 28, the recommended premium transit system is projected to carry about 1,000 trips in the opening year 2025 and about 2,200 trips in the long term. When ridership from Special Generators along the I-Drive corridor is included, the project is projected to carry 2,800 trips in the opening year and about 4,500 trips in the long term. The methodology used to estimate the Special Generators trips is described in the *STOPS Model Ridership Results Technical Memorandum*. The several existing park-and-ride (parking garage) facilities at I-Drive premium transit station locations will attract a significant number of transit trips that do not necessarily use the premium bus transit, but use other transit services in the area. The daily auto diversion in the opening year is about 1,400 and about 3,200 in the long term.

Sensitivity analyses, using the STOPS model, indicate that with the premium transit service running on an exclusive lane and the remaining transit services operating in the general purpose lanes, ridership is likely to increase by about 15%. If no fares are charged, ridership may increase by about 35% relative to the base case ridership.

The STOPS model development, implementation and calibration standards used in this analysis were designed to meet the needs of the I-Drive TFATA study and do not necessarily meet all of FTA's technical requirements for STOPS ridership estimates to complete FTA Capital Investment Grant (CIG) funding eligibility and project ratings. However, the methodology and technical tools applied generate ridership estimates that can be applied for a consistent comparative assessment between alternatives. Moving forward, it is recommended that an updated and detailed Origin-Destination (O-D) survey be conducted to capture the visitor and non-visitor travel market be conducted and the results be incorporated in the STOPS model. Further, the model is recommended to be calibrated using a complete set of consistent station level boardings and updated demographic and land use input data.



Table 28. Ridership Results for Recommended Premium Transit System

Alternative 1 using Premium Bus technology running on shared dedicated lane	2020	2025	2040	2045
Model Based daily ridership	900	1,000	2,000	2,200
Model Based work trips	550	572	1,383	1,515
Model Based non work trips	350	428	617	685
Percent of transit dependent trips	7.70%	7.59%	7.49%	7.49%
Model based auto trip diversion (daily)	1,424	1,390	2,900	3,176
Daily VMT reduction	-6,361	-5,199	-12,116	-13,270
Model Based Annual ridership	301,500	335,000	670,000	737,000
OFF-MODEL : Annual Special event trips- SeaWorld, Convention Center etc., (annual trips)	548,800	595,950	700,750	761,000
Total Annual ridership including Special Event trips	850,300	930,950	1,370,750	1,498,000
Average weekday ridership on project (includes all trip purposes)	2,600	2,800	4,100	4,500

As part of the analysis to examine transit ridership characteristics within the I-Drive District, surveys were conducted among I-Ride Trolley and LYNX passengers, as well as OCCC attendees; however the small number of responses to the survey were not enough for a statistically valid sample to be incorporated into the STOPS model. The survey results are documented in the *Transit System Plan Analysis Report*.

6.0 IMPLEMENTATION PLAN

The FTA and the Federal Highway Administration (FHWA) (U.S. Department of Transportation [USDOT]) agencies) and the state FDOT have grant and funding programs that can help fund the proposed I Drive Premium Transit Project. These programs carry with them formal planning and application requirements to assist the funding agencies in determining the eligibility of the project to receive funds under these programs.

This section summarizes the recommended implementation strategy based on the project funding needs. The *Implementation Plan Report* documents details on the analysis of governance alternatives for transitioning the proposed I-Drive Premium Transit Project from the planning phase to construction and operation. It also describes the federal and state funding sources for premium transit and assesses each program's suitability for the I-Drive Premium Transit Project.



6.1 Governance Options

The project sponsor/lead agency that will develop and manage the proposed I-Drive Premium Transit Project must be well positioned to apply for and access capital and potentially operations funding from federal, state, and local government and private sector sources. When evaluating applications for funds, the FTA and FDOT will critically evaluate the lead agency to assess its experience and technical capacity to carry out a transit capital project and operating program of this nature. Determining the agency or organization best positioned to lead the development and operation of the proposed I-Drive Premium Transit Project ultimately comes down to which agency has a mission to develop the transportation infrastructure and services in the I-Drive Corridor, and which has the requisite ability and authority to plan, fund, construct and operate the premium transit project. The two agencies with the most directly relevant missions are Orange County and the I-Drive Business Improvement District.

The International Drive Business Improvement District, an independent special district created through ordinances passed by Orange County and the City of Orlando, is charged with the responsibility of managing, coordinating and/or implementing major initiatives that contribute to the current and future economic development for the International Drive Resort Area. The I-Drive Business Improvement District is well positioned to play an important role in the planning and coordination elements of the project, and to potentially assist with resources necessary to develop and operate the project.

Orange County coordinates with Regional Transportation Partners to plan, fund, develop, and operate the County's transportation system. Orange County has the status to receive grant funds from federal and state agencies. The County has led the development of the TFATA, and is the lead agency in development of the I-Drive transit lanes project. In addition, it is anticipated that most of the required local funding for the project will likely come from County sources. Therefore, it is recommended that Orange County be the lead agency to develop and operate the proposed I-Drive Premium Transit Project, and to coordinate as appropriate with each of the partners to ensure success of the system.

Orange County currently provides operating funds to LYNX for regional transit services; LYNX is the local transit operator and the FTA-designated recipient for the urbanized area. When assessing potential project partners, it should be recognized that LYNX is an existing transit-oriented organization with infrastructure and equipment and labor resources; and is experienced with the transit operating environment in the I-Drive corridor. In addition to and because of the above, LYNX may be able to operate the transit service at a lower cost than other providers. However, for comparative purposes, the County may wish to explore the costs associated with contracting with a private transit service provider to operate the transit service on the proposed I-Drive Premium Transit Project.

Table 29 summarizes the advantages and disadvantages related to each of these agencies and organizations serving as lead agency for the proposed I-Drive Premium Transit Project.



Table 29. Governance Options Analysis

Agency/Organization	Advantages	Disadvantages
Orange County	<ul style="list-style-type: none"> •Owner of the corridors and roadway facilities, and responsible for infrastructure development. •Leading development of the I-Drive Transit Lanes Project. •Public agency eligible to receive certain federal and state grants. •Demonstrated technical capacity to develop and construct infrastructure and provide funding for contracted transit services. •Primary source of local project funding with the ability to address budgetary issues. 	<ul style="list-style-type: none"> •Limited by Countywide budgetary fluctuations. •Adherence to public agency procurement procedures and regulations may limit contract flexibility. •Support for the project may be impacted by the terms of elected officials. •Little experience with transit projects or transit funding applications. •Would likely need to contract for the provision of transit services.
I-Drive Business Improvement District	<ul style="list-style-type: none"> •Singularly focused on comprehensive economic improvements to this area, including transportation. •Directly represents membership of business stakeholders. •Positioned to respond quickly to the need for service adjustments. 	<ul style="list-style-type: none"> •May not be eligible to receive certain grant funds directly, including the state New Starts Transit Program (NSTP), Transit Service Development, and federal BUILD programs. •Technical capacity to manage the design and construction of the project. •Would need to contract for the provision of transit services.

6.2 Federal Funding

The USDOT supports public transit projects primarily through FTA programs, and state and local transportation providers have mechanisms to access multimodal funding through FHWA programs. Federal sources that may support the proposed I-Drive Premium Transit Project are presented in this section.

6.2.1 Capital Investment Grant Program

Federal funding to support the capital costs of developing major rail transit and premium bus transit projects comes primarily through the FTA’s discretionary CIG Program for New Starts projects (over \$300 million total project cost) and Small Starts projects (under \$300 million project cost with maximum FTA funding of \$100 million). These grants are highly competitive and can typically provide up to 50% of the capital costs of a selected project.

6.2.2 Better Utilizing Investments to Leverage Development

The Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grant program allows the USDOT to provide funds to road, rail, transit, and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER discretionary grants, Congress has dedicated nearly \$7.9 billion for 11 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.



Under the BUILD program, project sponsors at the state and local levels are eligible to obtain funding for multimodal, multijurisdictional capital projects that are more difficult to support through traditional USDOT programs. BUILD funds can be awarded directly to any public entity—municipalities, counties, port authorities, tribal governments, Metropolitan Planning Organizations (MPO), or others—in contrast to traditional federal programs that provide funding to very specific groups of applicants (mostly state departments of transportation and transit agencies).

6.2.3 Flexible Funding Programs

FTA offers several flexible funding programs that fund transit-related activities. Flexible funds are certain legislatively specified funds that may be used either for transit or highway purposes. The idea of flexible funds is that a local area can choose to use certain federal transportation program funds based on local planning priorities, rather than based on restrictive criteria of program eligibility. Flexible funding programs that could be applied to the proposed I-Drive Premium Transit Project include FHWA Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and FTA Urban Formula Program.

The STP is the largest potential source of flexible funds. These funds can be used for both highway and transit purposes. This source can be utilized for buying buses or rail vehicles, or for constructing fixed guideway systems like BRT, light rail, or heavy rail. In cases where the transit improvement overlaps with roadway infrastructure, often the funds may be applied for through FHWA without transfer to an FTA program. FTA encourages local decision-makers to consider and advocate for these funds as they plan for transit projects and renovations.

6.3 State Funding

The FDOT has long played an important role in the funding and development of premium transit projects across the state. This section presents discretionary and formula-based funding programs administered by FDOT that may support the proposed I-Drive Premium Transit Project.

6.3.1 New Starts Transit Program

The primary state funding source for major premium transit capital projects is the New Starts Transit Program, consisting of both New Starts Transit Program (NSTP) and New Starts Wheels on the Road (NSWR) funding allocations. The program was created to assist local agencies in developing rail transit and BRT/premium bus projects. It is also designed to help improve Florida's rate of return from the Mass Transit Account of the Federal Highway Trust Fund. State matching support of local capital funding for major transit projects strengthens the financial ratings of these projects, helping them qualify to receive discretionary FTA CIG Program (New Starts and Small Starts) funds.

Approximately 10% of the Documentary Stamp Tax collections which were dedicated to FDOT in Senate Bill 360 in 2005, are allocated off the top to FDOT for the NSTP. The amount available typically falls in the range of \$30 to \$40 million per year. The Florida Legislature later provided additional annual revenues for the program from the New Wheels on the Road



revenue source, which is programmed as NSWR. This is typically \$7 to \$8 million per year. These two FDOT Work Program fund codes support the same type of transit projects, and the funding sources may be combined on an eligible project, which is defined as project type which would otherwise be eligible to receive FTA CIG funding.

Because the total funding available from these sources might be inadequate to fund several major transit projects in Florida advancing concurrently, additional funding sources from outside the NSTP program could be needed statewide in any given year. Most funds in the State Transportation Trust Fund (STTF), including District Dedicated Revenues (DDR), are not restricted from use in support of transit capital projects, and may be programmed for a District transit project based on the District's project prioritization.

Premium transit projects (rail transit and BRT/premium bus) may be evaluated and rated under the FTA CIG evaluation process, or under the recently developed NSTP criteria, if not otherwise going through the FTA evaluation process. Projects rated under the state NSTP criteria may still be eligible to access federal funds, such as BUILD grants, flexible STP/SU funds, FTA formula funds, etc., and not be subject to the discretionary FTA CIG evaluation process.

Example projects funded during and since the development of this state program include the Miami-Dade Metrorail Orange Line/Airport Connector, SunRail Phases I and II, Orlando's LYMMO BRT extensions, The Wave Streetcar in Fort Lauderdale (project terminated), Miami-Dade South Corridor BRT, Central Avenue BRT in Pinellas County, and the Jacksonville Transportation Authority (JTA) First Coast Flyer BRT lines.

6.3.2 Public Transit Block Grant Program

FDOT's largest annual source of transit funding is the Public Transit Block Grant program, which is allocated each year to mostly urbanized area transit agencies by a formula specified in Chapter 341, Florida Statutes. Of the total \$106 million allocated in Fiscal Year (FY) 21, approximately \$90 million per year is allocated directly to the urbanized area transit agencies and is used primarily by local public transit agencies to fund a portion of transit operating expenses. Section 341.052(8) of Florida Statutes allows FDOT to supplement the Public Transit Block Grant allocation of an existing Public Transit Block Grant Program recipient if requested by the MPO (in this case MetroPlan Orlando), if state funds are available, and should FDOT concur. Routing additional Public Transit Block Grant funds through LYNX (as the existing recipient) under this provision of state law could provide an additional revenue source for both the capital and operating costs of the proposed I-Drive Premium Transit Project.

6.4 FDOT Discretionary Programs

6.4.1 Transit Service Development Program

FDOT provides discretionary funding to local public agencies to support new and/or demonstration transit projects and services through the Transit Service Development Program.



Eligible activities under this program include transit capital, marketing, maintenance and operations for a period of up to three years. Locally sponsored projects require a 50% match. For FY 21, the total amount of state funds allocated from the statewide program for Transit Service Development is approximately \$14 million, which is allocated based on a solicitation of local project applications and FDOT District Office support. The FDOT District Office may also supplement their allocation of these statewide distributed funds with other available FDOT funds. For example, should FDOT District 5's priorities require additional funding beyond the level allocated to them from the statewide program, it may request FDOT Central Office approval to reprogram State Transportation Trust Fund dollars within the District to support the additional Transit Service Development Program needs.

6.4.2 Transit Corridor Program

The purpose of the Transit Corridor Program is to fund transit projects and services that increase the throughput capacity of congested highway corridors. The funds may support up to 100% of both eligible capital and operating costs and are available to funded projects as long as they continue to meet their identified goals and objectives. The total amount of funding initially allocated for FY 21 is approximately \$14 million, which is programmed primarily to ongoing projects. Like with the Transit Service Development Program, an FDOT District may supplement its statewide allocation of these funds with other available state funds.

6.5 Local Financial Commitment

The federal Small Starts rating process places emphasis on Local Financial Commitment as a key criterion, which applies to both capital and operating revenues for a proposed project. FTA requires an "acceptable degree of local financial commitment including evidence of stable and dependable financing sources." Twenty-five percent of the rating for local financial commitment is an assessment of the current financial condition of the project sponsor, which is based on average fleet age, bond ratings within the last two years, current ratio of assets to liabilities, and recent service history. An additional 25% of the rating is based on the dollar amount of the local financial commitment (both capital and operating). Finally, 50% of the rating is based on the reasonableness of assumptions and financial capacity, both for capital and operating costs. Note that FTA considers state and/or private funds committed to the project to be non-federal, and are therefore eligible to be counted as part of the Local Financial Commitment to the project.

At the state level, FDOT also places emphasis on Local Financial Commitment in its guidance for allocating NSTP/NSWR capital project funding. Before a project is rated based on quantitative and qualitative criteria, the agency must first demonstrate that the project meets initial qualification threshold criteria, which include:

- Local policy board support for the project;



- Adoption of a financial commitment to program local capital funds for the proposed project equal to or exceeding the amount of funds requested from FDOT; and
- Adoption of a financial commitment to fully fund the long-term operations and maintenance of the proposed and existing transit system with non-state funds.

Regarding funding for transit operating expenses, local government funding support is typically the critical determinant of a project's financial rating. At this time, it is anticipated that Orange County General Revenues will be the primary source of operating funds for the proposed I-Drive Premium Transit Project. A possible future voter referendum would allow for up to a 1% sales tax increase to be dedicated for transportation uses and could support this and other transit projects in Orange County.

Existing County resources for operating funds may be supplemented from other sources, such as the FDOT discretionary transit programs discussed in Section 6.3. However, federal options for funding transit operations of an urbanized area premium transit project are very limited. The FTA's primary source of funding to local transit agencies, the Urbanized Area Formula Program, may be used only for capital expenditures and preventative maintenance in urbanized areas that exceed 200,000 population like Orange County. These funds go directly to the local transit provider (in this case, LYNX) and are not seen as a viable funding alternative unless the fleet is operated and maintained by LYNX.

Finally, Notifications of Funding Opportunities (NOFO) are released periodically for grant programs that fund specific types of operating expenses. These programs are often released under FTA's Research, Development, Demonstration and Deployment program and are highly competitive and have limited funding. Recent examples include Access and Mobility Partnership grants, the Mobility on Demand Sandbox Demonstration Program, and Mobility for All Pilot Program grants.

6.6 Transit Project Delivery

Because of its involvement in leading or supporting the implementation of premium transit projects in Florida, FDOT has developed a uniform five-step process to take road and transit projects from concept to construction. This process is outlined in FDOT's Transit Concept and Alternatives Review guidance (TCAR), which is an integrated guide for conducting the activities associated with major transit projects seeking funding from the FTA CIG Program and FDOT's NSTP. Figure 28 illustrates how a local sponsor plans for and develops a project that can meet complex requirements associated with various sources of funding, including FTA and FDOT.

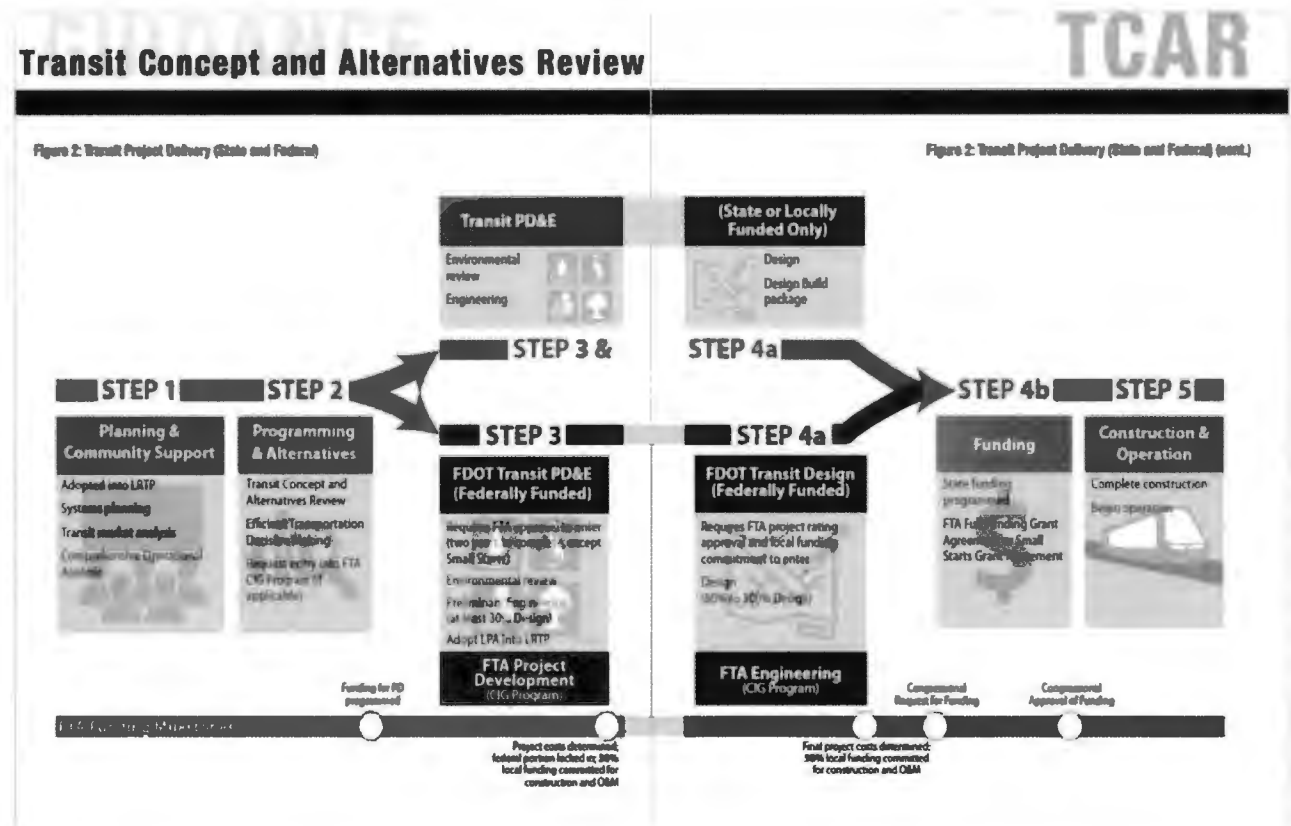
This I-Drive TFATA study addresses the requirements for Step 1 Planning and Community Support, and Step 2 Programming and Alternatives.

The I-Drive Premium Transit Project now stands at the entry into Step 3 Project Development and Environment. The decision point for the County at this stage of the process is whether to



seek FTA CIG Small Starts Program funding, or to focus on a combination of local funding, federal discretionary program funds, and state funding including the NSTP. The data and information presented in the TFATA provide some of the information required to develop an FTA Request for Entry into Project Development, or to address the criteria and submit an application to FDOT for NSTP funds.

Figure 28. Transit Project Delivery



The key consideration for this decision is whether the County needs FTA CIG Program to advance the proposed I-Drive Premium Transit Project. Although the CIG Program can provide a potentially significant amount of capital funding, it has extensive eligibility requirements for the very competitive Small Starts application and evaluation process. Pursuing this type of funding would be expected to lengthen the schedule for project completion and delay the start of revenue service. Finally, there is no guarantee that even if the project receives the requisite MEDIUM or above project rating from FTA, that it would receive a funding recommendation and ultimately a Small Starts Grant Agreement and Congressional funding appropriations.

6.7 Recommended Funding Strategy

It is recommended that Orange County serve as project sponsor/lead agency for the proposed I-Drive Premium Transit Project. The County is the primary source of local funding. As a public agency, it is eligible to receive and expend funding from both state and federal grant programs.



While only LYNX can receive funding from the FTA Section 5307 Urbanized Area Transit Program and the state Public Transit Block Grant Program, Orange County may receive funds from discretionary programs, such as the federal BUILD discretionary grant program and the state Transit Service Development Program. The County has the requisite transportation technical and management capability to properly handle procurement steps and to implement and manage the program. This includes construction of the project as well as the management and administration of a public or private transit service provider contract to operate the system.

There are several factors to consider regarding whether to pursue FTA Small Starts funding for the project. The existing financial commitment of Orange County to the design and construction of the I-Drive transit lanes may constitute a significant portion of the required local match for the project. The FTA Project Development Process requires federal oversight and project evaluation, along with other requirements and process steps. The competition for funds is stiff, and following the process does not guarantee ultimate FTA approval and Congressional allocation of funds. In addition, the desired timeframe for construction of the I-Drive transit lanes is also a consideration relative to achievable timing of the construction phase as an FTA Small Starts project.

If the project uses FTA CIG funds, certain capital project elements may be subject to the National Environmental Policy Act (NEPA). This includes requesting a class of action determination from FTA, and then completing the corresponding NEPA document (Environmental Impact Statement, Environmental Assessment, or Categorical Exclusion). Should FDOT and FTA determine that the capital project requires FTA NEPA oversight, Orange County may need to request a class of action determination directly from FTA. If project elements requiring NEPA are roadway related (e.g. stations, park and ride lots, etc.), the NEPA may be performed under FDOT's NEPA authority as delegated by FHWA. Should the project use state funds only, the County may follow the state process, which is typically to complete a Project Development and Environment (PD&E) Study or State Environmental Impact Report.

With these considerations, it is recommended that the County follow a strategy to fund the proposed I-Drive Premium Transit Project primarily with a combination of local and state funding, possibly supplemented with state and/or federal funding to reduce the amount of Orange County and FDOT NSTP contributions. The request for state capital cost participation would be supported with Orange County's adherence to a project review and evaluation process consistent with FDOT's Guidelines for Rail and BRT Project Advancement Utilizing FDOT Funds.

The general sequence of the near-term implementation steps recommended for the I-Drive Premium Transit Project are detailed in Table 30.



Table 30. Near Term Implementation Steps

Implementation Steps	Description	Purpose
1. Coordination with LYNX	Orange County will meet and coordinate with LYNX regarding roles and responsibilities related to the proposed I-Drive Premium Transit Project. This discussion will include whether LYNX is open to a contractual arrangement whereby LYNX would provide operations services.	LYNX will be a critical partner in the delivery of this service, and early communication can also help clarify which funding sources the County will be seeking to ensure compatibility between Orange County and LYNX plans.
2. Coordination with I-Drive Transit Lanes	The County will coordinate proposed on-street and other transit project elements, such as stations and shelters.	Reconcile ultimate I-Drive project with current planned and ongoing construction of the I-Drive transit lanes.
3. Application for State New Starts Transit Program	The County will prepare an application for submission to FDOT District 5 for state New Starts Transit Program funds in the amount of 50% of the eligible capital costs of the project, inclusive of the I-Drive transit lanes. Guidance for this application is provided in FDOT's "Guidelines for Rail and BRT Project Advancement Utilizing FDOT Funds," along with subsequent direction and application package currently being developed by FDOT.	The TFATA substantially addresses requirements of FDOT's Transit Concept and Alternatives Review (TCAR) guidance, and documents certain information needed to either request entry into FTA Project Development or to prepare an application for FDOT NSTP funding.
4. Identification of additional local funds needed	The County will document in detail the current and planned expenditures on the eligible costs of designing and constructing the I-Drive transit lanes, which are a critical element of the proposed I-Drive Premium Transit Project. The County will identify and commit additional local funds needed to fully match the amount of state capital dollars being requested.	Including the cost of the I-Drive transit lanes within the total cost of the project may allow the County to claim those costs as committed local share and match to the state funding being requested.
5. Inclusion of the project in the Transportation Improvement Program and Five-Year Work Program	The County will coordinate with MetroPlan Orlando to have the eligible capital costs of the project included in their priority list and Transportation Improvement Program, and will request FDOT District 5 to include capital funding in the Department's Five-Year Work Program.	Inclusion of the project in these adopted programming documents is a mandatory requirement to receive state and federal funding for the project.
6. Application for federal funding	The County will prepare for the next round of the federal BUILD discretionary grants or other applicable federal discretionary programs, and will prepare an application for federal funding of a portion of the capital costs of the project.	If successful, the amount awarded will reduce equally the share of both local and state dollars required to fund design, vehicle acquisition, and construction of the project.
7. Application for FTA Section 5339 Bus and Bus Facilities grant	The County will coordinate with LYNX to determine whether to apply for an FTA Section 5339 Bus and Bus Facilities discretionary grant to support acquisition of rolling stock and construction of capital infrastructure.	Any funds received through this discretionary program will reduce both the local and state shares of the proposed I-Drive Premium Transit Project costs.



Table 30. Near Term Implementation Steps

Implementation Steps	Description	Purpose
8. Identification of additional funding sources	The County will work with MetroPlan Orlando to identify additional funding sources for capital costs of the project, such as federal flexible funding.	MetroPlan Orlando may request to use federal transportation funds directly through FDOT to support transit-related capital improvements on the corridor, or to have these funds flexed to LYNX's FTA Section 5307 allocation and drawn down for eligible transit capital expenses on the corridor.
9. Application for Transit Development Program grant	The County (or LYNX) may apply to FDOT District 5 during the annual application cycle for a Transit Service Development Program grant.	This would provide state funding of up to 50% of the net operating costs of the project for the first three years of service.
10. Identification of additional state funding sources	State funding programs may include allocation of Transit Corridor Program funds to support capital and/or operating costs. These funds may come either from a statewide allocation or from a District 5 supplement to the program. MetroPlan Orlando may also request FDOT to supplement LYNX's Public Transit Block Grant allocation to help support operations on the project.	By taking full advantage of existing state transit programs and funding strategies, the County will be able to develop and operate a premium transit project with enhanced facilities and services that can best address the transportation needs and challenges of the I-Drive District.

7.0 PUBLIC INVOLVEMENT SUMMARY

Multiple public involvement activities were conducted to provide many opportunities for incorporating the views, concerns and issues of community stakeholders into the county's decision-making process. The public involvement process ensured that the study recommendations not only meet the transportation needs of the area, but also are supported by community stakeholders.

7.1 Public Involvement Plan

A Public Involvement Plan (PIP) was developed to define the strategies to inform and involve the public during all phases of the I-Drive TFATA study. The activities described in the PIP established a process to engage the public and stakeholders by providing project information, timely public notice, and encourage opportunities for providing input in the decision-making process. The PIP and engagement used for the public involvement process are provided in Appendix G.

7.1.1 Engagement Tools

The public outreach strategies for the International Drive TFATA involved a variety of engagement tools encompassing in-person activities and digital outlets as well. The next section describes each of the tools used during the outreach process.



Newsletter

Newsletters were created and distributed to property owners within the study area and additional stakeholders. The newsletters provided the community with general information of the study, upcoming public events, and project schedule.

Advertisements/News Releases

To announce the purpose, date, time, and location for each public meeting and hearing, display advertisements were published in the Sunday Orange County Extra Section of the *Orlando Sentinel* and *El Sentinel*. A news release was also distributed prior to each meeting or hearing date. The Orange County's Public Information Officer handled all contact with the media.

Project Website

A project website was created and linked to the Orange County website. The website houses the project overview, map of the study area, schedule, and project documents as well as a contact page for the public to submit comments and input.

7.2 Public Involvement Activities

7.2.1 Stakeholder Engagement

Orange County recognizes the importance of involving community leaders throughout the decision-making process. Key regional stakeholders were invited to participate in the Project Advisory Group (PAG) in an effort for keeping them updated on progress and ensuring they have a voice. Multiple opportunities for coordination with agencies and small groups were also provided to ensure maximum public and stakeholder involvement. Public involvement for the *Tradeshow Boulevard RCA* was implemented in accordance with the *TFATA Public Involvement Plan*.

Project Advisory Group

The PAG was convened three times over the course of the study to participate in visioning and community feedback exercises. The PAG members, listed in Table 31, included agencies and stakeholders in the I-Drive District along the following transportation corridors:

- I-Drive from Sand Lake Road (State Road 482) to Sea Harbor Drive
- Universal Boulevard from Sand Lake Road to Tradeshow Boulevard
- Via Mercado from International Drive to Universal Boulevard
- Destination Way International Drive to Tradeshow Boulevard
- Tradeshow Boulevard from Destination Parkway to Universal Boulevard

Supporting materials were provided to PAG members for discussion and concurrence to the recommendations of the transit study, including support for the *Tradeshow Boulevard RCA* recommendations. Meeting summaries and materials are provided in Appendix G.



Table 31. Project Advisory Group Members

Agency / Organization	
Orange County	Efficient Transportation for the Community of Central Florida, Inc.
City of Orlando	Hilton Orlando
LYNX	Plaza International / Brooksville Group
Orange County Convention Center	Universal Blvd Property Owners Association
Visit Orlando	Universal Orlando
International Drive Business Improvement District	Paramount Hospitality Management / Avanti Hotel
International Drive Resort Area Chamber of Commerce	Rosen Hotels & Resorts
Sea World	Dowdy Realty North International Drive
Universal Orlando	Hyatt Regency Orlando
ICON Orlando	Wyndham Orlando Resort International Drive
Pointe Orlando	UniCorp US

PAG Meeting #1. The first PAG Meeting took place on December 2, 2019. This meeting focused on an overview of the purpose of the project and findings from the preliminary existing conditions analysis. Preliminary concepts for Tradeshow Boulevard improvements were also presented and discussed.

PAG Meeting #2. The second PAG Meeting took place on March 12, 2020. This PAG meeting covered the study goals and objectives, preliminary transit alignment alternatives, transit stations and transit hubs, findings on the vehicle technology assessment, and the needs for a vehicle storage and maintenance facility.

PAG Meeting #3. Because of limitations caused by the COVID-19 pandemic and to adhere to social distancing requirements, this meeting was held on July 22, 2020, in a virtual space via GoToWebinar. The presentation was prerecorded, and project representatives were online to host the meeting, conduct instant polls, and answer questions. For two weeks following the meeting, PAG members had additional opportunity to provide input online via MindMixer.

The purpose of PAG Meeting #3 was to review the study findings and recommendations. PAG members' input was incorporated in the development of a recommended premium transit system for the I-Drive District, as well as for the recommendations for Tradeshow Boulevard improvements.

Project Advisory Group Focus Areas

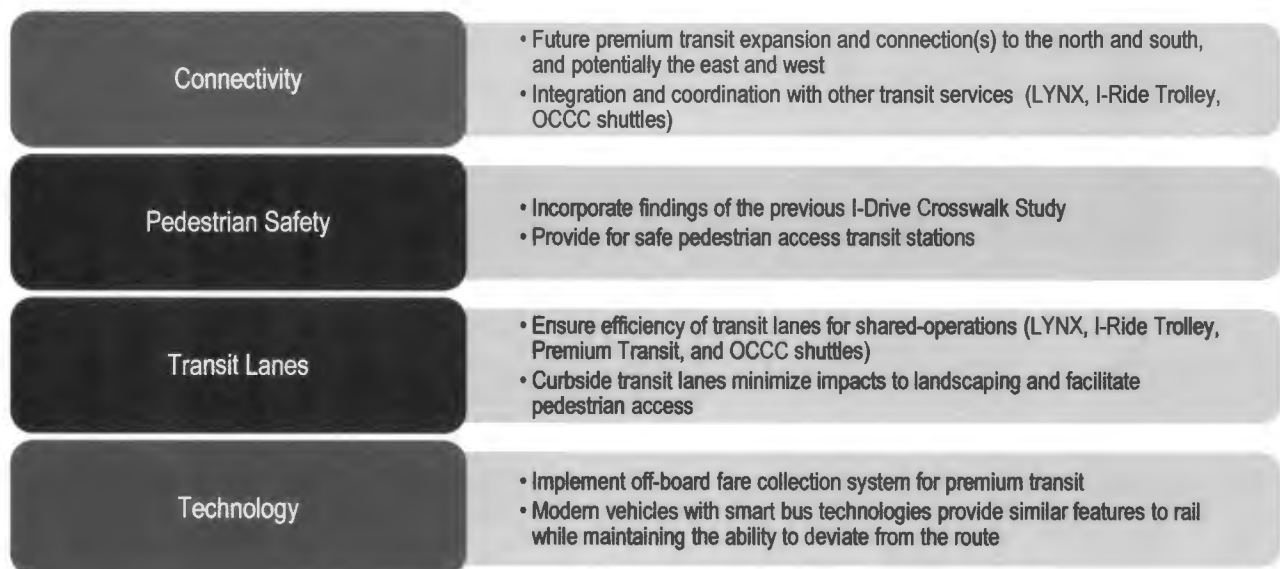
PAG members expressed the need to consider multiple opportunities for expansion and connection(s) to the north and south, and potentially the east and west. The study area is a subset of a larger I-Drive District, and improving mobility for the District requires future expansions to serve existing and planned key activity centers located outside of the study area, particularly north of Sand Lake Road.



The recommended premium service is identified to operate in the planned transit lanes to be constructed by Orange County on I-Drive between Sand Lake Road and Destination Parkway. PAG members expressed concerns with shared operations for the transit lanes including LYNX, I-Ride Trolley and OCCC hotel shuttles. Ongoing integration and coordination between the I-Drive Premium Bus Transit service and these other services is critical to maintain efficient and cost-effective operations and optimal services for the transit rider and visitor to the I-Drive District.

PAG members expressed their general support for a premium bus vehicle technology (which is also commonly referred to as Bus Rapid Transit or BRT that offers features that enhance passenger experience and other qualities typically found on rail vehicles, but at a lower cost and with increased operating flexibility and maneuverability. Figure 29 outlines the different PAG focus areas.

Figure 29. PAG Focus Areas



7.2.2 Agencies and Small Groups

Agencies and small groups were invited to provide their thoughts on current and future transit needs in the I-Drive District. Multiple face-to-face and virtual stakeholder interviews were conducted to gather feedback on both the premium transit system for the I-Drive District and the improvements for Tradeshow Boulevard. Detailed agency and small groups meeting summaries are provided in Appendix D.

Agency Coordination

Existing Transit Services

LYNX, I-Drive Trolley and OCCC hotel shuttles currently provide transit services in the I-Drive District. Multiple interviews with the I-Drive Business Improvement District, LYNX, and OCCC



were conducted to identify issues and areas of opportunity for the integration of the premium transit system with the existing transit services. Input from these interviews can be summarized as follows:

- I-Ride Trolley
 - > The I-Ride Trolley will be introducing an updated vehicle fleet (utilizing a similar replica historic trolley design with a single door, but with low-floor capability).
 - > Expansion of the Green Line is being considered to continue service along Universal Boulevard (beyond Pointe Plaza toward the Kirkman Road Extension and Destination Parkway), replacing the current Green Line service operating on I-Drive south of Pointe Plaza.
- LYNX
 - > LYNX is pursuing a major transit expansion plan as part of a proposed countywide penny sales tax referendum to fund transportation projects. Proposed improvements include a potential route restructuring in the I-Drive District, replacing some of the current bus route segments with consolidated services.
 - > An integrated fare structure and transfer policy and the implementation of an off-vehicle ticket and payment system would facilitate integration between the recommended premium transit system and other transit services.
- OCCC Hotel Shuttles
 - > OCCC hotel shuttle services are free for conventioners. Strategic pick-up locations serve hotel blocks that have been previously arranged for events.
 - > Most OCCC shuttles are in the style of charter coach buses, generally with a capacity of 50 passengers. For large events at OCCC, a range of 100 to 300 shuttle buses, completing an average of four trips in the morning and three trips in the afternoon, are needed.
 - > OCCC shuttle buses generally operate at 15 to 20-minute headways, with some events requiring a more frequent service operating at 10-minute headways.

Utility Providers

Utility providers within the study area for electric services include Orlando Utilities Commission (OUC) and Duke Energy. Providers for water/wastewater services include Orange County Utilities and OUC. Interviews with utility providers were conducted to identify potential impacts to utilities for the identified Tradeshow Boulevard improvements and the implementation of the proposed transit system, particularly at proposed station locations. Collective feedback from utility providers is summarized below:



- Utility providers are working in coordination with Orange County to address impacts to utilities infrastructure for the I-Drive transit lanes design and construction.
- Coordination with electric service providers for the design phase of the project is critical because transit charging stations might require significant electric load.

Emergency Responders

The Orange County Sheriff's Office and the Orange County Fire Department were invited to provide their input related to emergency response operations in the I-Drive District. Collective feedback from emergency respondents is summarized below:

- Law enforcement is facing challenges with the fast growth in the I-Drive District area. Implementing a transit system that helps reduce the number of rental car vehicles would facilitate law enforcement operations.
- Maintaining median cut-outs for law enforcement used along I-Drive would facilitate access to monitor major attractions.
- Security elements for transit stations should include cameras and good visibility.
- First responders will need to be trained regarding the recommended vehicle technology and system components.

Traffic and Transit Operations

Coordination with Orange County Traffic Engineering and OCCC identified specific issues and opportunities related to traffic and transit operations along the I-Drive corridor. Collective feedback regarding traffic and transit operations is summarized below:

- Orange County Traffic Engineering is installing three new traffic lights for the following locations: International Drive and Ale House/Helicopter Tours, International Drive and Austrian Row, and Universal Boulevard and Las Palmeras Hilton Vacation Club/Convention Center driveway.
- Signal controllers for signalized intersections located within the proposed I-Drive transit lanes project will be replaced with an adaptive control system that enable traffic signals to adapt to actual traffic demand.
- OCCC hotel shuttles are envisioned to operate in the I-Drive transit lanes. However, passengers using the OCCC hotel shuttles would be picked-up and dropped-off at designated areas outside of the transit lanes.
- The OCCC Master Plan identifies freight routes for the OCCC campus. The need for a truck access and staging lane for Tradeshow Boulevard to accommodate freight traffic was identified.



- Incorporating transit lanes along Tradeshow Boulevard would provide connectivity with the planned transit lanes along Kirkman Road extension and the Destination Parkway Superstop.
- The Destination Parkway SuperStop site facilitates connectivity with future regional transit services. This location also provides opportunities for connections with transit services operating along Tradeshow Boulevard.

Other Agencies

Other agencies involved in the development of the I-Drive TFATA study included the FDOT, Orange County Public Schools (OCPS), Orange County Environmental Divisions, and the Orange County Real Estate Management Division. Input received from these agencies is summarized below.

- FDOT
 - > Opportunities to obtain funds through the service development program could be considered for the project implementation plan, but there are limitations regarding the amount.
- City of Orlando
 - > A potential for a request by the City to study options for future expansion, north of Sand Lake Road was discussed. Options that could be considered for future expansion north of Sand Lake include I-Drive, Canada Avenue, and Universal Boulevard. Expansion to the north is challenging due to high traffic volumes along Sand Lake Road and limited right-of-way along I-Drive north of Sand Lake Road.
- Orange County Public Schools (OCPS)
 - > OCPS expressed interest in assessing the potential for school buses to use I-Drive transit lanes.
- Orange County Environmental Division
 - > Impacts associated with the proposed improvements may require regulatory permits and compensatory mitigation for agencies that claim jurisdiction over these systems.
 - > Orange County's S-11 Canal passes under Tradeshow Boulevard. All other wetland and surface water systems outside of the right-of-way would likely not be impacted by the transit improvements or the Tradeshow Boulevard roadway improvements.
- Orange County Real Estate Management Division
 - > Valuation of property is needed if right-of-way acquisition is required for transit stations, stormwater treatment, and Tradeshow Boulevard improvements.



Small Groups

Theme Parks

Major theme parks located within the I-Drive District were engaged to incorporate their input regarding transportation issues and opportunities for visitors traveling to and from the I-Drive District and circulating to the many attractions and activities within the District.

- Universal Orlando
 - > The Kirkman Road extension will provide access to the new EPIC Universe theme park and will incorporate median transit lanes. Ongoing coordination for the design of the identified improvements for Tradeshow Boulevard would be required, particularly for the configuration of the intersection with Universal Boulevard.
 - > The new EPIC Universe development will include a transit hub for Universal buses only and hubs for other transit services and coach buses.
- SeaWorld Orlando
 - > SeaWorld expressed concerns related to unsafe conditions for pedestrians in areas near the theme parks.
 - > SeaWorld employees currently use the LYNX stop on Sea Harbor. However, implementing transit service that would bring employees and visitors closer to the park main entrances at SeaWorld and Aquatica is preferable.

Hotels and Businesses

To understand the perspective of hotels and businesses with respect to transportation needs for the I-Drive District, interviews were conducted with representatives of Hilton Orlando, Wyndham Orlando, Rosen Hotels, and Plaza International. The collective feedback from the hotels and businesses is summarized below:

- The current situation with COVID-19 is greatly impacting businesses in the I-Drive District and recovery may take time, which may impact local funding opportunities.
- Improving mobility for the I-Drive District requires considerations for a future expansion of the premium transit service to serve the hotels and businesses located north of Sand Lake Road.
- Comfortable seating areas and passenger amenities for premium transit stations would provide a better experience for I-Drive visitors.
- Efficient operations for the premium transit service require coordination for the use of the transit lanes by OCCC shuttles as well as designated areas for loading and unloading of passengers for OCCC events.



Homeowners Associations

Existing residential developments provide housing options for those working in the I-Drive District as well as vacation rental opportunities for visitors and conventioners. Collective feedback from interviews with homeowners associations is summarized below:

- Tangelo Park HOA
 - > Considerations for the implementation of security features for the new transit system such as metal detectors or scanning devices would provide a safer environment for premium transit operations.
 - > Implementing transit connections to and from Tangelo Park will reduce the need for automobile use for residents who work in the I-Drive District.
- Bayshore at Vista Cay Condominium HOA
 - > Bayshore at Vista Cay Condominium is a vacation rental community. Guests often prefer to rent a car for their transportation needs while visiting the area. The use of transit is low due to the long walking distance to the I-Ride Trolley stop on Universal Boulevard and long headways for current transit services within the I-Drive area.

7.2.3 Public Meetings

Public meetings allowed the public to react to the findings and recommendations of the I-Drive TFATA study. To ensure maximum exposure and promotion of the public workshops, efforts were taken to connect with public officials, community organizations, local agencies, employers, and various media outlets.

Two public meetings were conducted to gather input from the community. Informational displays with maps and other graphics were displayed for public review and comment. The meetings began with a presentation, followed by an informal question and answer session during which attendees could interact with the study team members to comment and provide input. The public meeting summaries are contained in Appendix D.

Project Kick-Off Meeting. The first public meeting took place on January 30, 2020. The purpose of the meeting was to review the general scope of work including the Tradeshow Boulevard RCA and preliminary existing conditions analysis for the International Drive TFATA study.

Recommended Alternative Information Meeting. Because of limitations caused by the COVID-19 pandemic and to adhere to social distancing requirements, the meeting was held on September 23, 2020, in a virtual space via GoToWebinar. The presentation was prerecorded, and project representatives were online to host the meeting, conduct instant polls, and answer questions. For two weeks following the meeting, the public had additional opportunity to provide input online at MindMixer. The purpose of the meeting was to present the Tradeshow Boulevard



Alternative Concepts and the transit analysis that was conducted for the TFATA study for public review and comment.

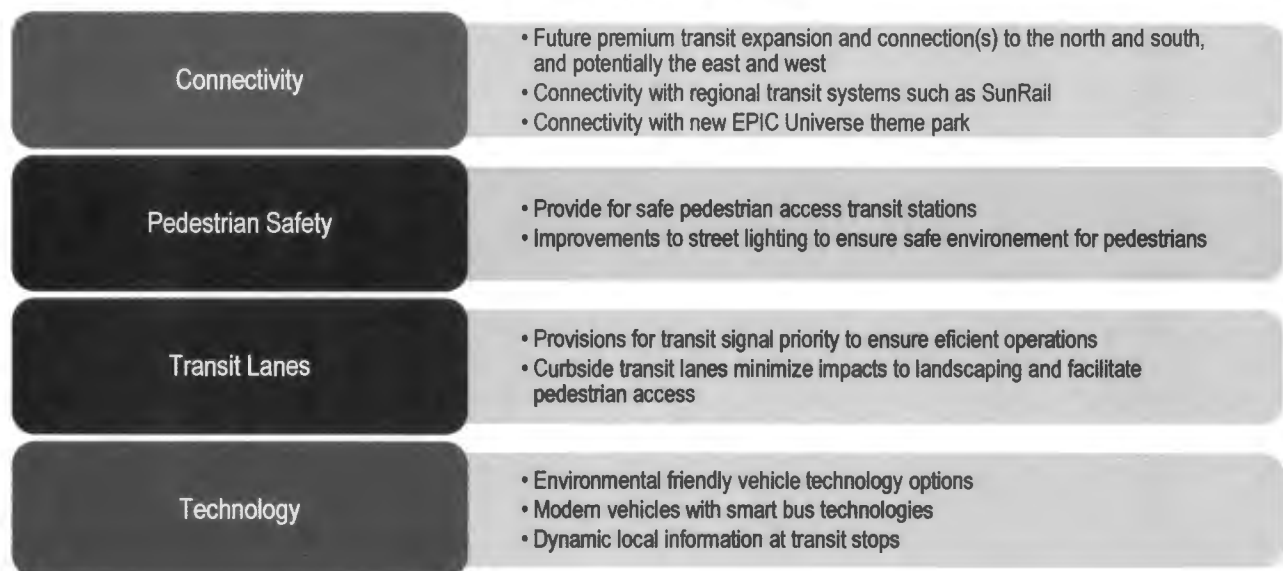
Public and Community Members Focus Areas

Members of the public and the community expressed the need to consider opportunities for expansion and connection(s) within the I-Drive District and the region to provide for better mobility options for I-Drive visitors, residents, and employees.

Public focus areas highlighted the desire for pedestrian safety improvements that include adequate street lighting for pedestrian facilities and provisions for safe and convenient access for transit stations. Preference for curbside running transit lanes was expressed by members of the community because curbside operations facilitate pedestrian access.

Members of the community also expressed preference for environmentally friendly vehicle technology options and the use of smart bus technologies for the premium transit system. Figure 30 outlines the Public and Community Members focus areas.

Figure 30. Public and Community Members Focus Areas



Appendix A.
VIABLE ALTERNATIVES PLAN SHEETS

(Appendices included separately on CD)



Appendix B.
STATION AREA ASSESSMENT

(Appendices included separately on CD)



Appendix C.
TRANSIT HUB ASSESSMENT
(Appendices included separately on CD)



Appendix D.
ALTERNATIVES COMPARISON MATRIX
(Appendices included separately on CD)



Appendix E.
CAPITAL AND O&M COSTS SUPPORTING TABLES
(Appendices included separately on CD)



Appendix F.
RECOMMENDED TRANSIT SYSTEM PLAN SHEETS
(Appendices included separately on CD)



Appendix G.
PUBLIC INVOLVEMENT MATERIALS
(Appendices included separately on CD)







I-Drive Transit Feasibility and Alternative Technology Assessment

Draft
Tradeshow Boulevard
Roadway Conceptual
Analysis (RCA)

March 2021

Acronyms and Abbreviations

Ac-Ft	Acre-Feet
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ASTM	American Society for Testing and Materials
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFS	Cubic Feet per Second
CSER	Contamination Screening Evaluation Report
EDR	Environmental Data Resources, Inc.
ESA	Environmental Site Assessment
FAC	Florida Administrative Code
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FNAI	Florida Natural Areas Inventory
HGL	Hydraulic Gradeline
I-Drive	International Drive
NPL	National Priorities List
OCCC	Orange County Convention Center
OIA	Orlando International Airport
OUC	Orlando Utilities Commission
PD&E	Project Development and Environment
RCA	Roadway Conceptual Analysis
SFWMD	South Florida Water Management District
TFATA	Transit Feasibility and Alternative Technology Assessment
TOD	Transit-Oriented Development
USFWS	United States Fish and Wildlife Service
VPD	Vehicles per Day
VWCD	Valencia Water Control District



CONTENTS

EXECUTIVE SUMMARY	1
ES.1 Introduction.....	1
ES.2 Purpose and Need.....	1
ES.3 Existing Conditions.....	3
ES.4 Traffic Analysis.....	4
ES.5 Alternatives.....	4
ES.5.1 Alternative Concept 1: 4 General Use Lanes + 2 Median Transit Lanes + Truck Access Road	4
ES.5.2 Alternative Concept 2: 4 General Use Lanes + 2 Transit Lanes (Curbside) + Truck Access Road	5
ES.5.3 Alternative Concept 3: 6 General Use Lanes + 2 Transit Lanes (Curbside)	5
ES.6 Recommended Alternative	5
ES.7 Public Involvement Recommended Alternative.....	8
ES.8 Conclusions and Recommendations.....	9
1.0 Introduction.....	1-1
1.1 Study Area.....	1-1
1.2 Purpose and Need.....	1-3
2.0 Existing Conditions	2-1
2.1 Roadway Characteristics	2-1
2.1.1 Roadway Geometry	2-1
2.1.2 Bicycle Features	2-2
2.1.3 Pedestrian Features	2-2
2.1.4 Transit	2-2
2.2 Existing (2019) Segment Traffic Conditions.....	2-6
2.3 Crash Analysis.....	2-6
2.4 Utilities Assessment	2-11
2.5 Consistency with Local Plans	2-16
2.6 Geotechnical Analysis	2-16
2.7 Environmental Site Assessment	2-18
2.7.1 Methodology	2-18
2.7.2 Findings.....	2-19
2.7.3 Conclusion.....	2-22
2.8 Existing Land Use and Developments	2-22
2.8.1 Existing Land Use.....	2-22
2.8.2 Future Land Use.....	2-23
2.8.3 Development Plans.....	2-25
2.9 Cultural Features	2-26
2.9.1 Schools.....	2-26
2.9.2 Parks and Community Centers	2-26
2.9.3 Hospitals.....	2-26
2.9.4 Religious Institutions.....	2-27
2.9.5 Fire/Police Protection.....	2-27
2.9.6 Orange County Convention Center.....	2-27
2.9.7 Parking	2-27
2.9.8 Other Future Developments.....	2-28
2.10 Archaeological and Historic Features	2-28



2.11	Natural Features	2-28
2.11.1	Land Use Descriptions and FLUCFCS Codes	2-29
2.11.2	Wetlands and Surface Waters	2-29
2.11.3	Conservation Areas	2-30
2.11.4	Mitigation Sites	2-30
2.11.5	Threatened and Endangered Species.....	2-31
2.11.6	Protected Wildlife Species	2-31
2.11.7	Protected Plant Species.....	2-34
3.0	Existing Traffic Analysis.....	3-1
3.1	Traffic Data Sources.....	3-1
3.2	Traffic Data Collection	3-1
3.3	Segment Level Traffic Volumes	3-3
3.4	Intersection Traffic Volumes	3-3
3.5	Intersection Traffic Operations.....	3-5
4.0	Tradeshow Boulevard Roadway Design Criteria	4-1
4.1	Roadway Design Criteria	4-1
4.2	Drainage Criteria	4-5
4.2.1	Drainage Design and Permitting	4-5
4.3	Roadway Opportunities and Constraints.....	4-7
5.0	Alternatives Analysis.....	5-1
5.1	Typical Section Alternatives.....	5-1
5.1.1	Alternative Concept 1: 4 General Use Lanes + 2 Median Transit Lanes + Truck Access Road	5-1
5.1.2	Alternative Concept 2: 4 General Use Lanes + 2 Transit Lanes (Curbside) + Truck Access Road	5-2
5.1.3	Alternative Concept 3: 6 General Use Lanes + 2 Transit Lanes (Curbside)	5-3
5.2	Future Year Traffic Analysis.....	5-4
5.2.1	Segment-Level Traffic Volumes	5-5
5.2.2	Intersection Traffic Volumes.....	5-6
5.2.3	Intersection Traffic Operations	5-6
5.3	Access Management Determination	5-11
5.4	Alternative Concepts	5-11
5.5	Comparison Matrix	5-11
6.0	Tradeshow Boulevard Recommended Alternative	6-1
6.1	Recommended Alternative Summary	6-1
6.1.1	Traffic Analysis	6-1
6.1.2	Typical Section	6-1
6.1.3	Recommended Alternative Intersections.....	6-2
6.1.4	Typical Section and Right-of-Way Needs.....	6-3
6.2	Opinion of Probable Cost.....	6-3
6.2.1	Project Costs	6-3
6.2.2	Engineering Design Costs	6-3
6.2.3	Construction, Engineering and Inspection (CEI) Costs.....	6-3
6.2.4	Right-of-Way Costs.....	6-3
6.2.5	Construction Costs	6-3
6.2.6	Contingency Costs.....	6-4



6.2.7	SCALE Factors.....	6-4
6.3	Environmental and Community Impacts.....	6-4
6.3.1	Land Use.....	6-4
6.3.2	Community Cohesion.....	6-4
6.3.3	Wetlands.....	6-5
6.3.4	Wildlife and Habitat.....	6-5
6.4	Geotechnical Considerations.....	6-5
6.5	Environmental Assessment.....	6-6
6.6	Utilities Impacts.....	6-6
6.7	Drainage Impacts.....	6-6
6.7.1	Preliminary Drainage Design Analysis.....	6-6
6.7.2	Stormwater Management Facilities.....	6-7
6.7.3	Pond Locations.....	6-11
6.7.4	Cross Drains.....	6-15
6.7.5	Floodplains and Floodways.....	6-15
6.7.6	Stormwater Permits.....	6-16
6.7.7	Stormwater Easements.....	6-16
6.8	Transportation and Long Range Plans.....	6-16
6.9	Access Management Alternatives.....	6-17
7.0	Public Involvement.....	7-1
7.1	Project Advisory Group Meetings.....	7-1
7.2	Agency and Small Group Meetings.....	7-1
7.3	Public Meetings.....	7-1
7.3.1	Project Kick-Off Meeting.....	7-2
7.3.2	Alternatives Information Meeting.....	7-2
7.3.3	Recommended Alternative Meeting and Feedback.....	7-2

APPENDICES

Appendix A. Concept Plans
 (Electronic Only)

Appendix B. TFATA Design Traffic and Transit Technical Memorandum
 (Electronic Only)

Appendix C. Contamination Screening Evaluation Report
 (Electronic Only)

Appendix D. Geotechnical Report
 (Electronic Only)

Appendix E. Public Involvement
 (Public Involvement Plan and Summary Materials—Electronic Only)



FIGURES

Figure ES-1. Recommended Alternative Typical Section ES-8

Figure 1-1. TFATA Study Area 1-2

Figure 2-1. Existing Tradeshow Boulevard Typical Section 2-2

Figure 2-2. Study Area LYNX Routes and 2018 Daily Ridership by Stop 2-3

Figure 2-3. Study Area LYNX Bus Stops 2-4

Figure 2-4. I-Ride Trolley Route and Stop Locations 2-5

Figure 2-5. Study Area Average Annual Daily Traffic (2019 AADT) 2-7

Figure 2-6. Study Area Crash Heat Map 2-8

Figure 2-7. Crash Type by Severity 2-10

Figure 2-8. Existing Reusable and Electrical Distributions 2-13

Figure 2-9. Existing Sewer Facilities 2-14

Figure 2-10. Existing Water Mains 2-15

Figure 2-11. Soil Survey Groups in the Study Area 2-17

Figure 2-12. Sites with Potential Contamination Concerns 2-21

Figure 2-13. Existing Land Uses 2-23

Figure 2-14. Future Land Uses 2-24

Figure 2-15. I-Drive Strategic 2040 Vision Plan Future Land Use and Existing Zoning 2-25

Figure 2-16. Recently Completed and Planned Developments 2-26

Figure 2-17. Floodplains and Wetlands 2-30

Figure 2-18. Wetland Impacts 2-32

Figure 3-1. Traffic Data Collection Sources 3-2

Figure 3-2. Existing Year (2020) Turning Movement Volumes at Universal Boulevard and Destination Parkway 3-4

Figure 5-1. 4 General Use Lanes + 2 Median Transit Lanes + Truck Access Road 5-2

Figure 5-2. 4 General Use Lanes + 2 Curbside Transit Lanes + Truck Access Road 5-3

Figure 5-3. 6 General Use Lanes + 2 Curbside Transit Lanes 5-3

Figure 5-4. Future Year Traffic Analysis Intersections 5-5

Figure 5-5. 2025 Turning Movements at Universal Boulevard and Destination Parkway 5-7

Figure 5-6. 2045 Turning Movements at Universal Boulevard and Destination Parkway 5-8

Figure 6-1. Recommended Alternative Typical Section 6-2

Figure 6-2. Sand Lake Road Complex Stormwater System 6-8

Figure 6-3. Drainage Basins 6-8

Figure 6-4. Stormwater Ponds 6-10



TABLES

Table ES-1. Alternatives Comparison Matrix	ES-6
Table 2-1. Roadway Characteristics of Tradeshow Boulevard	2-1
Table 2-2. Study Area LYNX FY 2018 Average Daily Ridership by Stop.....	2-6
Table 2-3. Universal Boulevard Crash Data	2-7
Table 2-4. Tradeshow Boulevard Crash Data	2-9
Table 2-5. Tradeshow Boulevard Crash Severity and Economic Loss	2-10
Table 2-6. Utility Agency Owners.....	2-11
Table 2-7. Existing Utilities Within the Study Area	2-12
Table 2-8. Potential Contamination Sites	2-20
Table 3-1. Traffic Factors per Segment.....	3-2
Table 3-2. Existing Year 2020 Truck Percentages and Peak Hour Factors	3-3
Table 3-3. Existing Year 2020 Intersection Performance	3-5
Table 4-1. Design Controls and Criteria	4-1
Table 4-2. Orange County Roadway Design Standards.....	4-3
Table 5-1. Segment Level Traffic Operations.....	5-5
Table 5-2. Design Year (2025) AM Peak Intersection Results	5-9
Table 5-3. Design Year (2025) PM Peak Intersection Results	5-9
Table 5-4. Opening Year (2025) AM Peak Intersection Results	5-10
Table 5-5. Opening Year (2025) PM Peak Intersection Results	5-10
Table 5-6. Access Class Management.....	5-11
Table 5-7. Alternative Concepts Comparison Matrix	5-12
Table 6-1. Median Access Control.....	6-18



EXECUTIVE SUMMARY

ES.1 Introduction

In 2019, Orange County initiated the International Drive (I-Drive) Transit Feasibility and Alternative Technology Assessment (TFATA) to analyze the potential of implementing a premium transit service within the I-Drive District. Included as part of the TFATA is an evaluation of the potential to implement improvements to Tradeshow Boulevard, to include the addition of vehicular travel lanes and transit lanes between Destination Parkway and Universal Boulevard. The Tradeshow Boulevard Roadway Conceptual Analysis (RCA) documents the existing conditions on Tradeshow Boulevard, the purpose and need for the Tradeshow Boulevard project, and the analysis performed to evaluate alternatives for the improvements. Finally, it describes the determination of the Recommended Alternative based on an alternatives analysis and its potential community and environmental impacts. The public and agency involvement conducted for the Tradeshow Boulevard RCA is also documented.

ES.2 Purpose and Need

The purpose of the TFATA study is to address increasing transportation needs within the I-Drive District and to implement a sustainable multimodal system that reflects and complements the surrounding environment. The I-Drive 2040 Strategic Vision plan approved by the Orange County Board of County Commissioners in February 2016 includes a policy direction intended to further enhance and sustain the economic viability of the I-Drive District and the Orange County Convention Center (OCCC). Careful planning and design for an effective premium transit system with multiple transportation modes can achieve the intent and purpose of the Board's policy and will be essential to the existing and future growth of the I-Drive District.

Orange County is conducting the Tradeshow Boulevard RCA to determine the need for adding capacity to the existing two-lane segment of the roadway from Destination Drive to Universal Boulevard, a distance of approximately 3,250 feet, as well as to identify the appropriate amount of additional right-of-way needed to satisfy the transportation demand. The purpose and need developed for the Tradeshow Boulevard improvements project includes the following issues:

- **System Linkage.** Tradeshow Boulevard is a two-lane service road that primarily provides freight delivery access to the OCCC facilities. The existing roadway is located on a 60-foot easement dedicated to Orange County (Book Number 6689, Page 3847). Epic Universe is improving and extending Kirkman Road from Sand Lake Road to Universal Boulevard, intersecting at the current terminus of Tradeshow Boulevard. There are no existing transit services on Tradeshow Boulevard, and there is only a short section of sidewalk parallel to the Hilton Hotel at the south end of the corridor. The proposed improvement will add lanes, provide and shared-use pathways, and accommodate future transit services within a



consistent typical section through the Universal Boulevard intersection, south to Destination Parkway.

- **Capacity/Transportation Demand.** Within the immediate area, direct connections to Tradeshow Boulevard are being improved. Destination Parkway has recently been extended from Tradeshow Boulevard to John Young Parkway as a divided four-lane major collector–urban roadway. The Kirkman Road Extension from Sand Lake Road to Universal Boulevard is being planned as a gateway to Universal’s Epic Universe as a six-lane general use roadway with two dedicated transit lanes. The existing two-lane Tradeshow Boulevard will be over capacity once these connecting major roadways are completed.
- **Social and Economic Needs.** Tradeshow Boulevard provides freight access to the OCCC North Concourse facilities as an alternate to I-Drive. Expansion of the North Concourse includes additional freight access and circulation on site with additional and improved connections to Tradeshow Boulevard. In addition, access is planned from Tradeshow Boulevard to additional and improved patron parking areas. Orange County is considering land use changes in the northeast quadrant of Tradeshow Boulevard and Destination Parkway. Access to this area from Tradeshow Boulevard will be a consideration as the final land use is determined.
- **Modal Interrelationships.** The Tradeshow Boulevard RCA is part of the TFATA study to improve and implement a sustainable multimodal system complementing the surrounding environment. The planning and design of an effective premium transit system with multiple transportation modes is the overall intent and purpose of the TFATA study. The increased lanes, combined with accommodation of multiple transportation modes (including transit) is a part of the TFATA study purpose and need. Transportation modes being considered, in addition to premium transit, include shared-use paths to accommodate pedestrians and bicyclists and potential freight-only lanes.
- **Safety and Enhancement Concerns.** Currently, there are no paved facilities for pedestrians and bicyclists along this important connector between Universal Boulevard and Destination Parkway. In addition to providing added roadway capacity and transit access, the Tradeshow Boulevard improvements will include shared-use paths to provide safe pedestrian and bicycle access through the corridor. Currently, there is no access from the east side of Tradeshow Boulevard to the west. There are pathways in areas to the east with no connections along Tradeshow Boulevard. Residential developments are located adjacent to or near Tradeshow Boulevard. The improvements will significantly increase user safety, access, and convenience and will provide immediate access to the current LYNX transit SuperStop located at the roadway’s southern terminus.

The goals and objectives for the Tradeshow Boulevard project are in accordance with policies outlined in the Orange County 2030 Comprehensive Plan and the adopted 2030 Long Range Transportation Plan.



ES.3 Existing Conditions

Tradeshow Boulevard is a two-lane, undivided roadway with 11-foot-wide travel lanes connecting Destination Parkway and Universal Boulevard. Tradeshow Boulevard functions as a service road, providing access to freight delivery for the OCCC facilities. There are no signalized intersections on Tradeshow Boulevard. There are no sidewalks along Tradeshow Boulevard, except for a portion on the west side from Destination Parkway to the Hilton Hotel parking access road. There is no curb and gutter along Tradeshow Boulevard. Notably, Tradeshow Boulevard lies within a 60-foot easement dedicated to Orange County (Orange County Book Number 6689, Page 3847). Additional right-of-way will impact two parcels: 06-24-29-0000-00-005 and 06-24-29-0000-00-020.

Within the TFATA study area, direct fixed-route local bus service is provided by LYNX. The I-Ride Trolley provides direct fixed-route transit service within the I-Drive District. However, no stops or lines run along Tradeshow Boulevard. Within the Tradeshow Boulevard study area, one LYNX bus stop is served by LYNX bus route (111), which runs every 60 minutes or less frequently. Route 111 runs from Orlando International Airport to SeaWorld with stops at Sea Harbor Drive and Destination Parkway (the Destination Parkway SuperStop south of Tradeshow Boulevard).

There are no existing signalized intersections on Tradeshow Boulevard between Destination Parkway and Universal Boulevard.

A Sunshine 811 design ticket request covering the Tradeshow Boulevard corridor identified 14 Utility Agency Owners (UAOs). There is no existing street lighting along Tradeshow Boulevard.

The Tradeshow Boulevard improvements are within the SFWMD-designated Kissimmee River Watershed and the Shingle Creek Basin. Impacts to jurisdictional wetlands and surface waters resulting from construction of the improvements may require mitigation pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344.

The existing Tradeshow Boulevard is under the following SFWMD permit:

- Permit No. 48-01098-S | Application No. 020514-6
- OCCC Phase V and VI Expansion
- Date 07/07/2002

The Tradeshow Boulevard improvements are located within a watershed known as the Sand Lake Road Complex (SLRC), which is bounded by Sand Lake Road to the north, Shingle Creek to the east, Beachline Expressway (SR 528) to the south, and I-4 to the west. The SLRC watershed is approximately 3,000 acres in size and encompasses the OCCC; Lockheed Martin facility; the future Universal Studios Epic Theme Park; numerous hotels and restaurants; and retail development along I-Drive and Universal Boulevard.



The watershed consists of two major conveyance systems (Central Canal and the Newover Canal) and numerous interconnected stormwater ponds that eventually discharge to Shingle Creek at multiple locations. A recent Master Stormwater System Drainage Basin Map associated with a comprehensive Drainage Analysis of the SLRC watershed received a conceptual permit modification from SFWMD (Conceptual Permit No. 48-102657-P, Application No. 190910-1786, dated December 27, 2019):

Sand Lake Road Complex Master Stormwater Management System Update

Conceptual Modification of SFWMD ERP 48-0103-S

Drainage Analysis for Current and Future Conditions
(dated September 2019, revised November 2019)

Prepared for: Universal City Development Partners, LTD.

Prepared by: Donald W. McIntosh Associates, Inc.

This permit modification accommodates the treatment volumes (peak attenuation and pollution abatement) required for the Tradeshow Boulevard Recommended Alternative.

ES.4 Traffic Analysis

Detailed traffic analyses are provided in separate documentation, Design Traffic and Transit Technical Memorandum. This RCA provides the existing traffic conditions in the study area, as well as analysis of the improvement alternatives. The Recommended Alternative typical section with four general use lanes and two dedicated transit lanes will provide an acceptable level of service along the corridor.

ES.5 Alternatives

Development of the conceptual alternatives initially identified six-lane and eight-lane typical sections, with transit lanes, with a proposed consistent corridor right-of-way width of 200 feet. The proposed right-of-way incorporates the existing 60-foot easement within which Tradeshow Boulevard is currently located. Coordination with key stakeholders using Tradeshow Boulevard resulted in the identification of three typical sections for further analysis.

Three typical section alternatives were developed to address the corridor's mobility needs. Each of these provides additional roadway vehicular capacity, improved bicycle and pedestrian accommodations, and the potential for integration with modified transit services with the planned future developments along the Tradeshow Boulevard corridor. The alternatives differ in how they address transit accommodations. The three typical section alternatives analyzed are as follows:

ES.5.1 Alternative Concept 1: 4 General Use Lanes + 2 Median Transit Lanes + Truck Access Road

This typical section incorporates four general use lanes (two on each side of the roadway), and two dedicated transit lanes that run through the median for a total of six lanes. A 24-foot one-way



truck access road (also called a truck staging lane) is provided for freight traffic. For pedestrian and bicycle accommodations, there is a 10-foot shared-use path on each side of Tradeshow Boulevard.

ES.5.2 Alternative Concept 2: 4 General Use Lanes + 2 Transit Lanes (Curbside) + Truck Access Road

This typical section incorporates four general use lanes (two on each side of the roadway), and two dedicated curbside transit lanes on both sides of the roadway for a total of six lanes. A 24-foot one-way truck access road (also called a truck staging lane) is provided for freight traffic. For pedestrian and bicycle accommodations, there is a 10-foot shared-use path on each side of Tradeshow Boulevard.

ES.5.3 Alternative Concept 3: 6 General Use Lanes + 2 Transit Lanes (Curbside)

This typical section incorporates six general use lanes (three on each side of the roadway), and two dedicated curbside transit lanes on both sides of the roadway for a total of eight lanes. For pedestrian and bicycle accommodations, there is a 10-foot shared use path on each side of Tradeshow Boulevard.

The basic elements of all of these typical sections include full reconstruction of the existing two-lane roadway with 11-foot general use lanes and 12-foot transit lanes. The median width varies based on the placement of the transit lanes. Type F curb and gutter is used on the outside and inside lanes. A 10-foot shared-use pathway is located on each side of the roadway. The typical right-of-way width is 200 feet in the section with the freight lane, transitioning to 160 feet at the south corridor limits. Table ES-1 shows the social, natural and physical impacts of the three Alternative Concepts and their costs.

ES.6 Recommended Alternative

The recommended typical section is Alternative 1 with 4 General Use Lanes +2 Median Transit Lanes + Truck Access Road. The recommendation is based on continuation of the median transit lanes south from the Kirkman Road Extension (under design by others) and operational considerations in coordination with OCCC. The recommendation is shown in Figure ES-1 and contains the following roadway design elements:

- Four 11-foot travel lanes
- Two 12-foot transit lanes
- Dedicated truck staging lane
- A 10-foot shared-use path on each side of the roadway
- Type E curb and gutter along the inside lanes
- Type F curb and gutter along the outside lanes
- A variable width grass strip between the shared-use path and the right-of-way



Table ES-1. Alternatives Comparison Matrix

<i>Evaluation Criteria</i>	No Build Alternative	Alternative Concept 1	Alternative Concept 2	Alternative Concept 3
	No Improvements	4 General Use Lanes + 2 Median Transit Lanes + Truck Access Road	4 General Use Lanes + 2 Curbside Transit Lanes + Truck Access Road	6 General Use Lanes + 2 Curbside Transit Lanes
Right-of-Way				
Acres Impacted (roadway)	0	14.2	14.2	14.2
Acres Impacted (pond)	0	0	0	0
Number of Business Parcels	0	0	0	0
Number of Unimproved Parcels	0	2	2	2
Traffic Operations & Safety				
Crosswalks (Intersection)	0	4	4	6
New Signals	0	4	2	2
Social, Natural, & Physical Impacts				
Wetland (acre)	0	0.02	0.02	0.09
Archaeological/Historical Sites	0	0	0	0
Potential Contamination Sites Impacted	0	0	0	0
Floodplains (acre-feet)	0	0	0	0
Potential for Noise Impacts (high/med/low)	N/A	Low	Low	Low
Threatened and Endangered Species Impacts (high/med/low)	N/A	Low	Low	Low
Potential for Major Utility Impacts	No	Yes	Yes	Yes
Roadway Improvements				

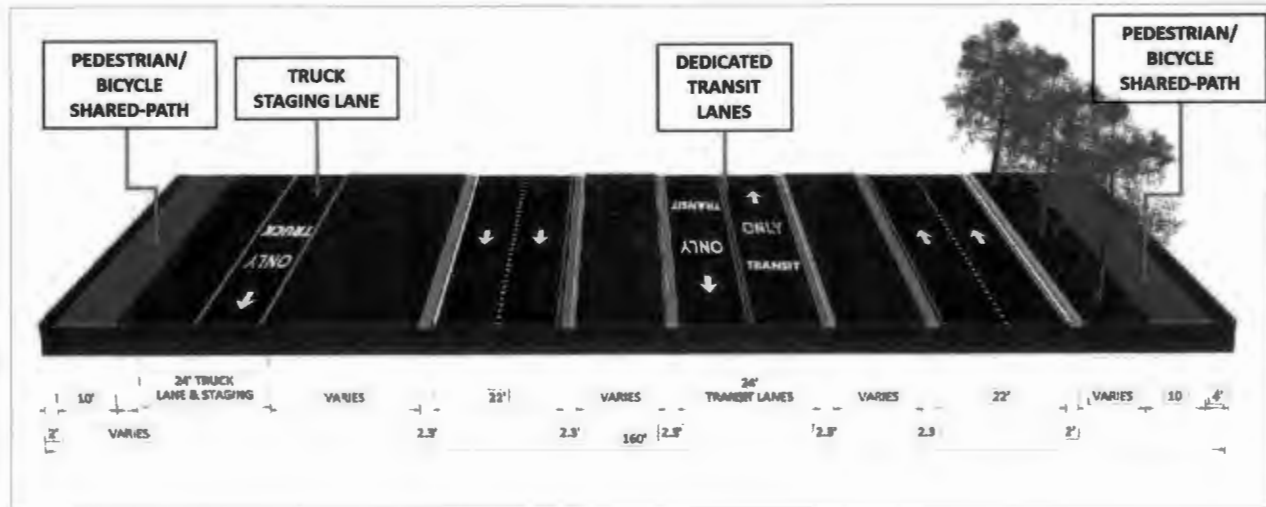


<i>Evaluation Criteria</i>	No Build Alternative	Alternative Concept 1	Alternative Concept 2	Alternative Concept 3
	<i>No Improvements</i>	<i>4 General Use Lanes + 2 Median Transit Lanes + Truck Access Road</i>	<i>4 General Use Lanes + 2 Curbside Transit Lanes + Truck Access Road</i>	<i>6 General Use Lanes + 2 Curbside Transit Lanes</i>
Dedicated Bus Lanes	X	✓	✓	✓
Dedicated Truck Staging Lane	X	✓	✓	X
Median Bus Lane	X	✓	X	X
Curbside Bus Lane	X	X	✓	✓
Estimated Project Costs				
Construction Costs	No cost	\$9,220,000	\$9,000,000	\$9,050,000
Contingency Costs (25% of Construction cost)	No cost	\$2,305,000	\$2,250,000	\$2,262,500
Design (15% of Construction)	No cost	\$1,728,750	\$1,687,500	\$1,696,875
CEI (10% of Construction)	No cost	\$1,152,500	\$1,125,000	\$1,131,250
Right-of-Way Acquisition	No cost	\$TBD	\$TBD	\$TBD
Mitigation Banking	No cost	\$2,500	\$2,500	\$11,250
Total Costs	No cost	\$14,408,750	\$14,065,000	\$14,151,875



Based on the matrix evaluation shown in Table ES-1 and the public involvement activities, the Recommended Alternative is the 4 General Use Lanes + 2 Transit Lanes + Truck Access Road. The Recommended Alternative minimizes right-of-way impacts, environmental impacts, and project costs. The Recommended Alternative is shown on the concept plans in Appendix A and is described in more detail in Section 6.0.

Figure ES-1. Recommended Alternative Typical Section



ES.7 Public Involvement Recommended Alternative

In combination with the TFATA, two community meetings were held to present project information to the public and to receive input regarding the improvements. Meeting summaries and additional public involvement documentation are contained in Appendix E. Small group meetings were held with representatives of the following:

- Bayshore Condominiums Homeowners Association
- Tangelo Park
- City of Orlando
- Hilton Orlando
- SeaWorld
- Universal Orlando
- I-Drive CRA
- Rosen Hotels
- Plaza International
- Wyndham Orlando
- Orange County Convention Center

In addition, three Project Advisory Group meetings were held with key stakeholders in the study area. Summaries of these meetings are also in Appendix E.



ES.8 Conclusions and Recommendations

The objective of the Tradeshow Boulevard RCA is to develop and evaluate alternatives for improvements to Tradeshow Boulevard from Destination Parkway to Universal Boulevard. The alternatives sought to provide cost-feasible improvements to the roadway to balance the safety and mobility needs of all mode users in the corridor. The process incorporated insights from planning, engineering, and the public to refine the alternatives, and ultimately advance a Recommended Alternative to the design phase. It is recommended that the Recommended Alternative be advanced by Orange County into the design phase.

It is recommended that Orange County coordinate with adjacent property owners to request permission or secure a drainage easement to discharge into ponds jointly owned by the County and Universal City Development Partners and a drainage easement from Hilton Hotel.



1.0 INTRODUCTION

Orange County completed a study in 2016 for a bus/transit lane project that would operate on individual segments of I-Drive, Universal Boulevard, and Via Mercado, which has since progressed to final design. In 2019, Orange County initiated the I-Drive Transit Feasibility and Alternative Technology Assessment (TFATA) to analyze the potential of implementing a premium transit service within the I-Drive District. The TFATA study will evaluate the 2016 alignments and will address the feasibility of a second-generation modern streetcar or a state-of-the-art mass transit service envisioned to provide expanded access to the I-District land uses. The proposed improvements will increase the safety, accessibility, comfort, and convenience of pedestrians, cyclists, transit patrons and motorists of all ages and abilities, as well as freight handlers.

As shown in Figure 1-1, the five roadway segments being studied include:

- I-Drive from Sea Harbor Drive to Sand Lake Road
- Via Mercado from I-Drive to Universal Boulevard
- Destination Parkway from I-Drive to Tradeshow Boulevard
- Tradeshow Boulevard from Destination Parkway to Universal Boulevard
- Universal Boulevard from Tradeshow Boulevard to Sand Lake Road

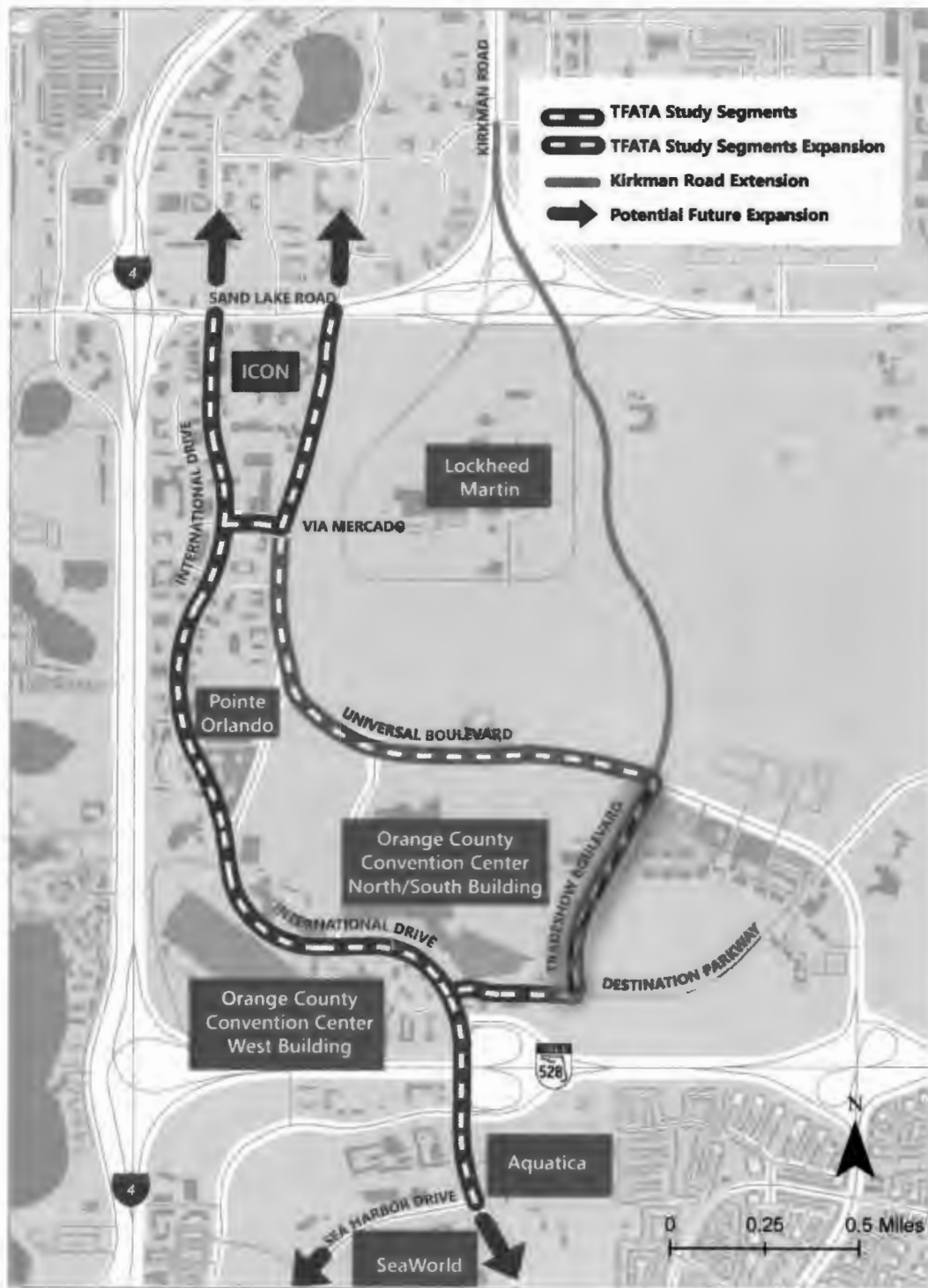
Included as part of the TFATA is an evaluation of the potential to implement improvements to Tradeshow Boulevard, to include the addition of vehicular travel lanes and transit lanes between Destination Parkway and Universal Boulevard. The Tradeshow Boulevard Roadway Conceptual Analysis (RCA) documents the existing conditions on Tradeshow Boulevard, the purpose and need for the Tradeshow Boulevard project, and the analysis performed to evaluate alternatives for the improvements. Finally, it describes the determination of the Recommended Alternative based on an alternatives analysis and its potential community and environmental impacts. The public and agency involvement conducted for the Tradeshow Boulevard RCA is also documented.

1.1 Study Area

The study area for the current TFATA study was established based on the 2016 study area and illustrated in Figure 1-1. The arrows pointing to the north of Sand Lake Road and to the south of Sea Harbor Drive reflect an understanding that the TFATA study area is a subset of the I-Drive District, and that mobility options for the study area will need to consider opportunities for subarea and regional expansion to the north and south, and potentially to the east and west. The Tradeshow Boulevard study area is highlighted in Figure 1-1.



Figure 1-1. TFATA Study Area



Note: The dashed red line highlights the Tradeshow Boulevard project study limits.



1.2 Purpose and Need

The purpose of the TFATA study is to address increasing transportation needs within the I-Drive District and to implement a sustainable multimodal system that reflects and complements the surrounding environment. The I-Drive 2040 Strategic Vision plan approved by the Orange County Board of County Commissioners in February 2016 includes a policy direction intended to further enhance and sustain the economic viability of the I-Drive District and the OCCC. Careful planning and design for an effective premium transit system with multiple transportation modes can achieve the intent and purpose of the Board's policy and will be essential to the existing and future growth of the I-Drive District.



Tradeshow Boulevard looking south.

Orange County is conducting the Tradeshow Boulevard RCA to determine the need for adding capacity to the existing two-lane segment of the roadway from Destination Drive to Universal Boulevard, a distance of approximately 3,250 feet, as well as to identify the appropriate amount of additional right-of-way needed to satisfy the transportation demand. The purpose and need developed for the Tradeshow Boulevard improvements project includes the following issues:

- **System Linkage.** Tradeshow Boulevard is a two-lane service road that primarily provides freight delivery access to the OCCC facilities. The existing roadway is located on a 60-foot easement dedicated to Orange County (Book Number 6689, Page 3847). Epic Universe is improving and extending Kirkman Road from Sand Lake Road to Universal Boulevard,



intersecting at the current terminus of Tradeshow Boulevard. There are no existing transit services on Tradeshow Boulevard, and there is only a short section of sidewalk parallel to the Hilton Hotel at the south end of the corridor. The proposed improvements will add lanes, provide sidewalks and shared-use pathways, and accommodate future transit services within a consistent typical section through the Universal Boulevard intersection, south to Destination Parkway.

- **Capacity/Transportation Demand.** Within the immediate area, direct connections to Tradeshow Boulevard are being improved. Destination Parkway has recently been extended from Tradeshow Boulevard to John Young Parkway as a divided four-lane major collector-urban roadway. Kirkman Road Extension from Sand Lake Road to Universal Boulevard is being planned as a gateway to Universal's Epic Universe as a six-lane general use roadway with two dedicated transit lanes. The existing two-lane Tradeshow Boulevard will be over capacity once these connecting major roadways are completed.
- **Social and Economic Needs.** Tradeshow Boulevard provides freight access to the OCCC North Concourse facilities as an alternate to I-Drive. Expansion of the North Concourse includes additional freight access and circulation on site with additional and improved connections to Tradeshow Boulevard. In addition, access is planned from Tradeshow Boulevard to additional and improved patron parking areas. Orange County is considering land use changes in the northeast quadrant of Tradeshow Boulevard and Destination Parkway. Access to this area from Tradeshow Boulevard will be a consideration as the final land use is determined.
- **Modal Interrelationships.** The Tradeshow Boulevard RCA is part of the TFATA study to improve and implement a sustainable multimodal system complementing the surrounding environment. The planning and design of an effective premium transit system with multiple transportation modes is the overall intent and purpose of the TFATA study. The increased lanes combined with accommodation of multiple transportation modes (including transit) is a part of the TFATA study purpose and need. Transportation modes being considered, in addition to premium transit, include shared-use paths to accommodate pedestrians and bicyclists and potential freight-only lanes.
- **Safety and Enhancement Concerns.** Currently, there are no paved facilities for pedestrians and bicyclists along this important connector between Universal Boulevard and Destination Parkway. In addition to providing added roadway capacity and transit access, the Tradeshow Boulevard improvements will include shared-use paths to provide safe pedestrian and bicycle access through the corridor. Currently, there is no access from the east side of Tradeshow Boulevard to the west. There are pathways in areas to the east with no connections along Tradeshow Boulevard. Residential developments are located adjacent to or near Tradeshow Boulevard. The improvements will significantly increase user safety, access, and convenience and will provide immediate access to the current LYNX transit SuperStop located at the roadway's southern terminus.



2.0 EXISTING CONDITIONS

This section presents an overview of the existing physical characteristics and conditions of the Tradeshow Boulevard corridor.

2.1 Roadway Characteristics

The physical and geometric characteristics for Tradeshow Boulevard and the immediate connecting arterial roadways are summarized in this section.

2.1.1 Roadway Geometry

The existing geometric design conditions of the study area roadways are generally consistent with the surrounding land use characteristics. The traffic lanes and control devices help define the functional geometrics and the roadway geometric analysis.

Lane configurations, signal spacing, and speed limits defined in the study area roadways are highlighted in Table 2-1.

Table 2-1. Roadway Characteristics of Tradeshow Boulevard

Roadway	From	To	Typical Section	# of Signals	Speed Limit (mph)
Tradeshow Boulevard	Universal Boulevard	Destination Parkway	2 lanes	0	35
Destination Parkway	I-Drive	Tradeshow Boulevard	4 lanes	2	35
Universal Boulevard	Pointe Plaza Avenue	Tradeshow Boulevard	6 lanes	2	45

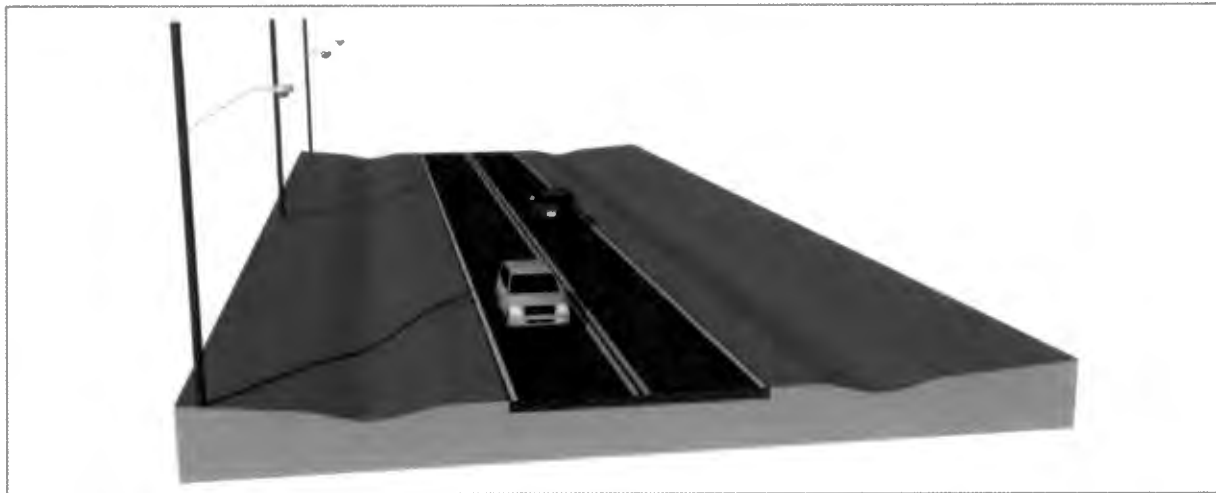
Tradeshow Boulevard

Tradeshow Boulevard is a two-lane, undivided roadway with 11-foot wide travel lanes between Destination Parkway and Universal Boulevard. Tradeshow Boulevard functions as a service road, providing access for freight delivery to the OCCC facilities. Along Tradeshow Boulevard, there are no signalized intersections; no sidewalks, except for a portion on the west side from Destination Parkway to the Hilton Hotel parking access road; and no curb and gutter. Notably, Tradeshow Boulevard lies within a 60-foot easement dedicated to Orange County (Orange County Book Number 6689, Page 3847). This road will impact two parcels: 06-24-29-0000-00-005 and 06-24-29-0000-00-020.

Figure 2-1 illustrates the existing Tradeshow Boulevard two-lane typical section.



Figure 2-1. Existing Tradeshow Boulevard Typical Section



2.1.2 Bicycle Features

There are currently no bicycle features on Tradeshow Boulevard.

2.1.3 Pedestrian Features

Tradeshow Boulevard has an existing 10-foot sidewalk on the west side of the roadway from Destination Parkway to the Hilton Hotel parking access road approximately 0.11 mile north of Destination Parkway. Pedestrians on this sidewalk enjoy the shade of trees and a fountain at the Hilton Hotel located west of the study corridor. There are no crosswalks within the study area perpendicular to Tradeshow Boulevard; however, there are two west-east crosswalks at the Destination Parkway/Tradeshow Boulevard intersection that lead to the LYNX Destination Parkway SuperStop. The crosswalk at the Destination Parkway/Tradeshow Boulevard intersection is the only signalized crosswalk within the study area. A south-north crosswalk is located on Tradeshow Boulevard at the Hilton Hotel parking access road 0.11 mile north of Destination Parkway. These crosswalks connect the OCCC and the Hilton Hotel to the LYNX SuperStop and other local bus stops.

2.1.4 Transit

The study area has only one transit option for travel to and within the I-Drive District—it is a direct fixed-route local bus service provided by LYNX, as shown in Figure 2-2 and Figure 2-3. The I-Ride Trolley provides direct fixed-route transit service within the I-Drive District. However there are no stops or lines along Tradeshow Boulevard, as shown in Figure 2-4.

LYNX provides local bus service for residents and visitors to efficiently and easily travel around the Greater Orlando Metro Area. Tradeshow Boulevard has one LYNX bus stop served by one regular LYNX bus route (111), which generally runs every 60 minutes or less frequently, according to the most recently updated schedule on the LYNX website. Route 111 runs from



Orlando International Airport to SeaWorld with stops at Sea Harbor Drive and Destination Parkway, including Tradeshow Boulevard. LYNX then runs to the Destination Parkway SuperStop south of Tradeshow Boulevard.

Figure 2-2. Study Area LYNX Routes and 2018 Daily Ridership by Stop

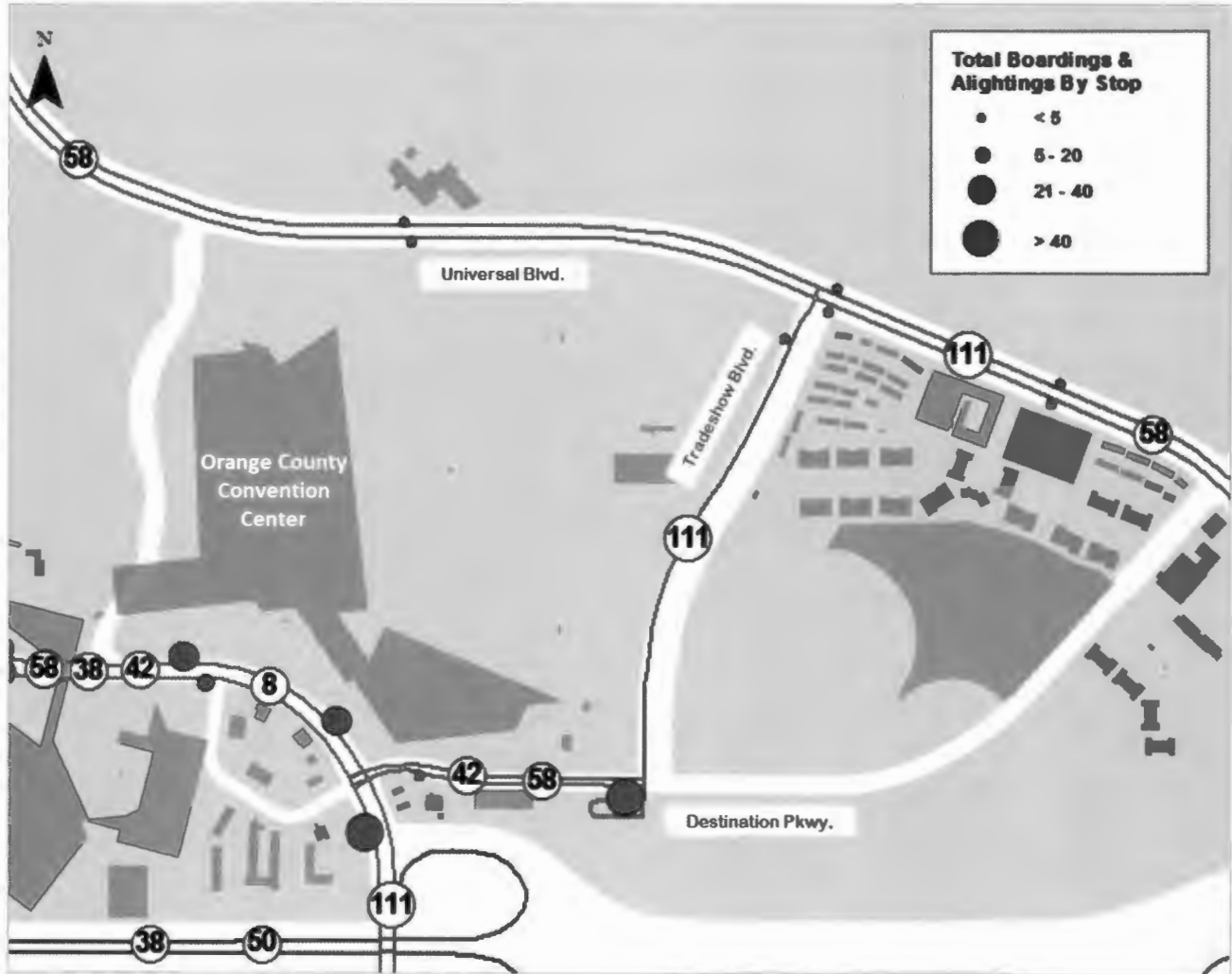


Figure 2-3. Study Area LYNX Bus Stops

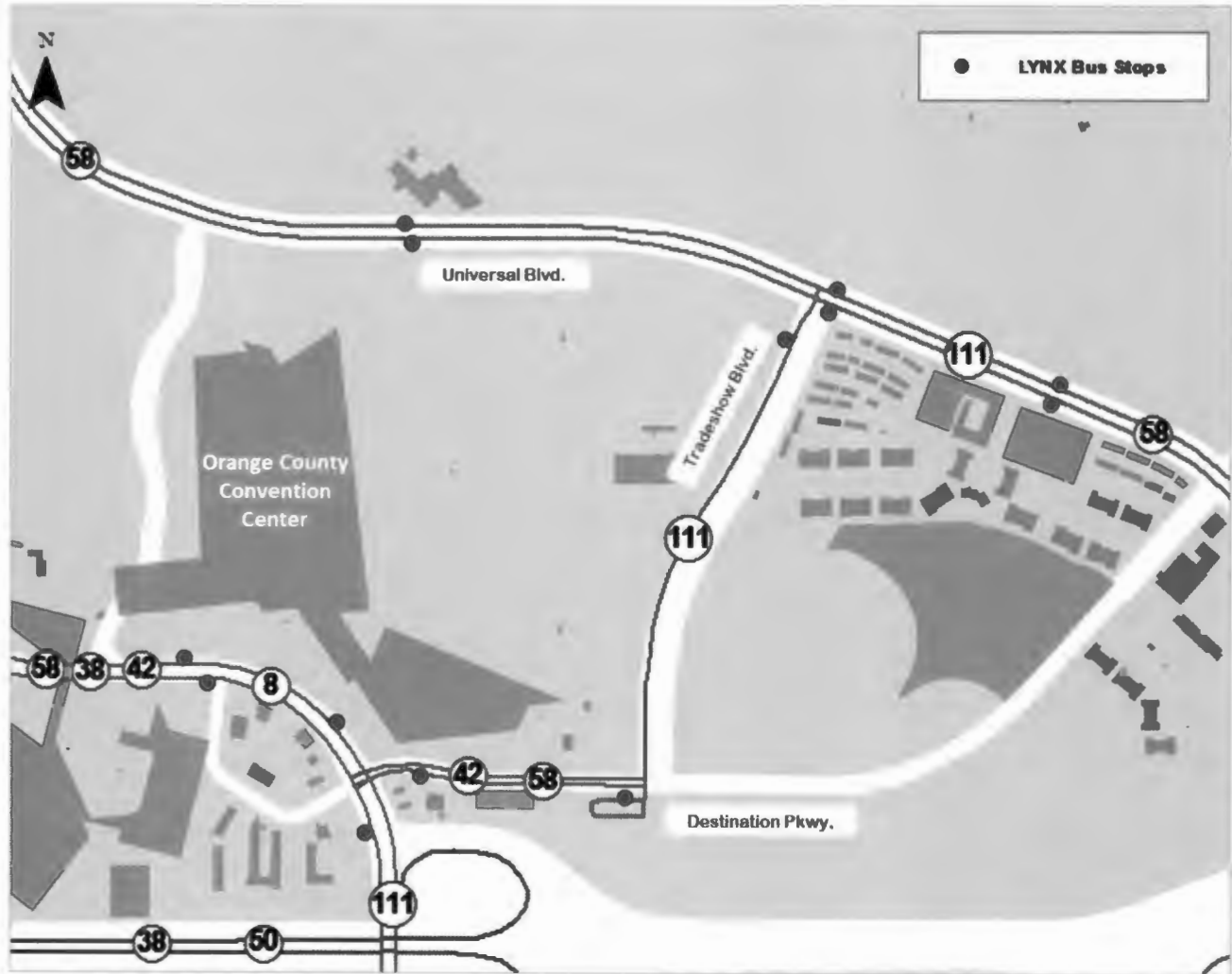
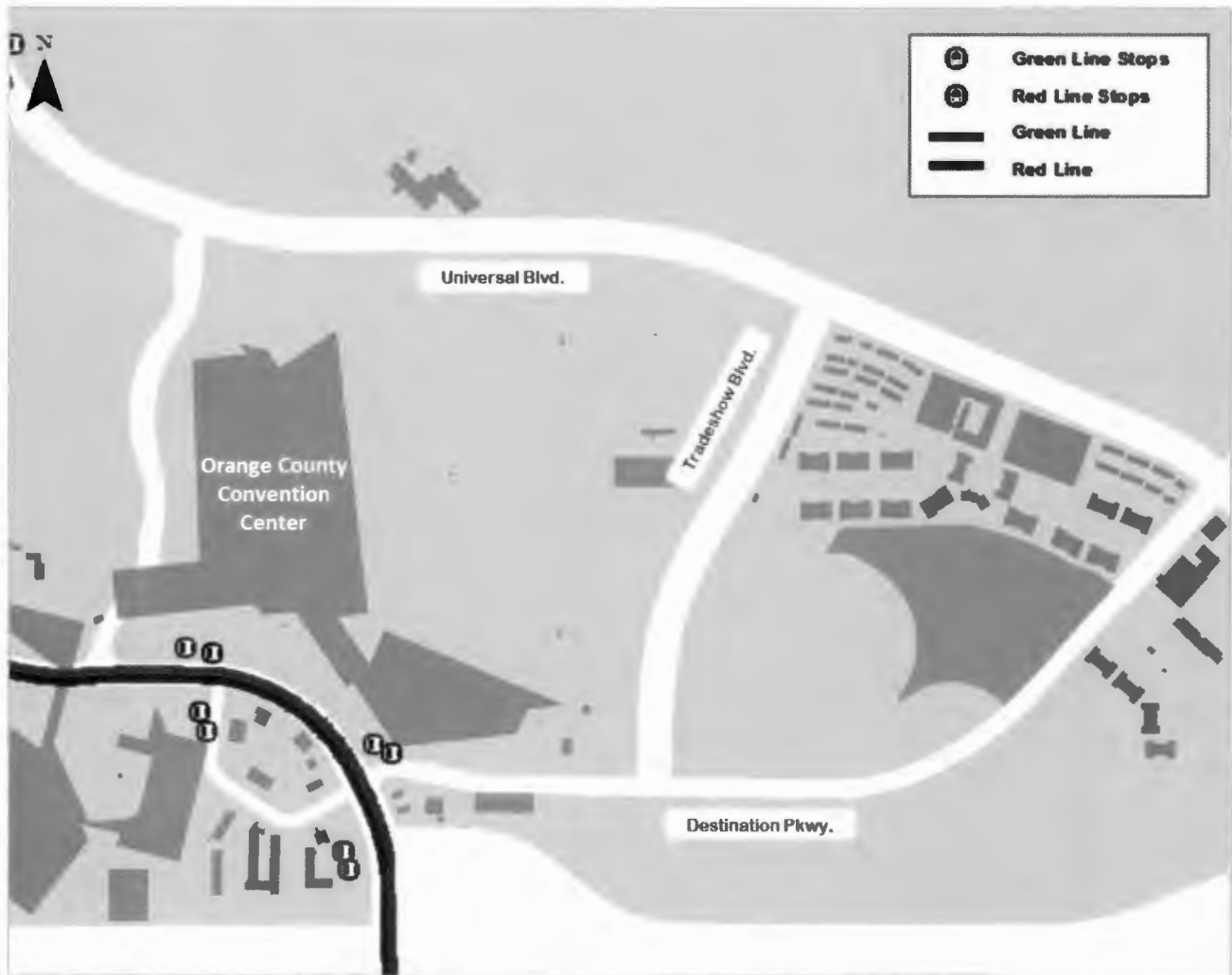


Figure 2-4. I-Ride Trolley Route and Stop Locations



In fiscal year 2018, the LYNX bus system provided approximately 25 million trips, with roughly 3.5 million of these trips served by five routes operating within the I-Drive District. Using 2018 average daily ridership, bus boarding and alighting patterns showed high use of stops near tourist attractions, such as theme parks and major shopping centers. Peak bus transition took place at SeaWorld, hotel plazas adjacent to the OCCC, the Pointe Orlando shopping and entertainment complex, and the Destination Parkway Superstop station. The LYNX routes and bidirectional, daily ridership by stop information within the study area is provided in Table 2-2.

Table 2-2. Study Area LYNX FY 2018 Average Daily Ridership by Stop

LYNX Stop	Average Weekday Passengers	Average Saturday Passengers	Average Sunday Passengers
Destination Parkway Superstop	143	131	99
Tradeshow Boulevard/Universal Boulevard	2	1	1

2.2 Existing (2019) Segment Traffic Conditions

The current demand for vehicle movement was determined through analysis of the existing service demand based on the collected data for Tradeshow Boulevard. The existing traffic volumes obtained for Tradeshow Boulevard show existing year average number of vehicles per day (Year 2020) to be 6,000. The traffic volumes for the connecting roadways of Destination Parkway and Universal Boulevard are shown in Figure 2-5.

Detailed traffic analyses for the RCA are provided in the Design Traffic Technical Memorandum and the Design Traffic Engineering Report. These documents provide the existing traffic conditions of the area, as well as an analysis of the improvement alternatives.

2.3 Crash Analysis

Crash records were acquired using the Florida Department of Transportation (FDOT) Signal Four Analytics database for areas in and around the study area. Six years of crash records were compiled (January 1, 2013 through December 31, 2018). A complete review and analysis of crash data in the I-Drive District is provided in the TFATA Design Traffic and Transit Technical Memorandum. Table 2-3 summarizes the crash data for the six study area intersections along Universal Boulevard that have the highest rate of crash incidents. The Tradeshow Boulevard intersection ranked sixth compared to the other intersections. A crash analysis for Destination Parkway was not performed. A further analysis may be conducted if necessary.

Figure 2-6 shows the crash heat map of the study area.



Figure 2-5. Study Area Average Annual Daily Traffic (2019 AADT)

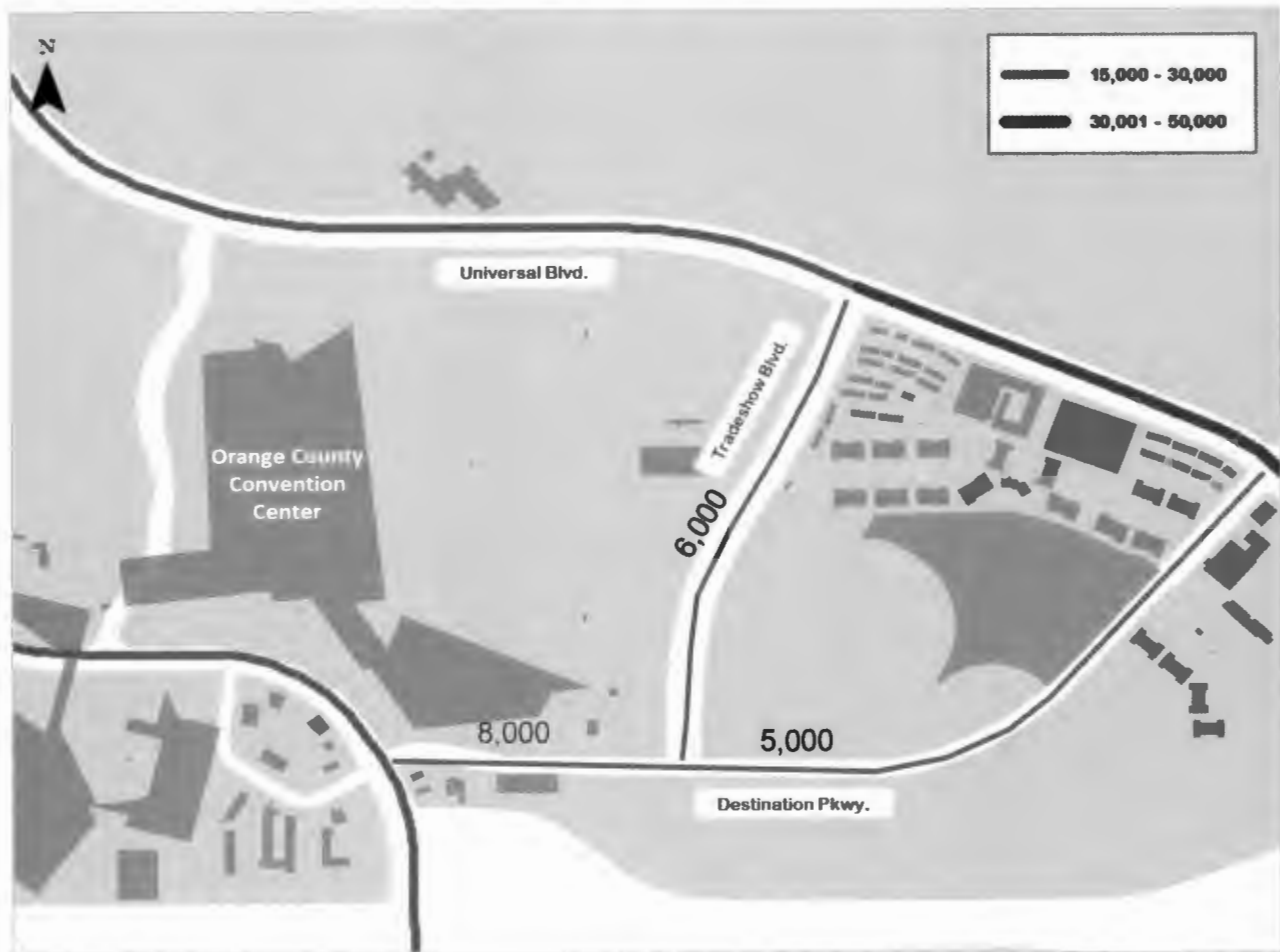


Table 2-3. Universal Boulevard Crash Data

Intersection	Vehicle Crashes by Type															
	Total	Fatal	Injury	Property Damage	Bicycle	Pedestrian	Rear End	Left	Sideswipe	Other	Angle	Right	Off Road	Head On	Rollover	Unknown
W Sand Lake Rd	135	0	25	110	0	0	55	21	29	16	7	4	2	0	1	0
Via Mercado	78	0	20	58	1	0	15	34	8	8	5	4	2	1	0	0
Pointe Plaza Ave	71	0	18	53	0	0	28	6	27	7	0	0	2	1	0	0
Austrian Row	42	0	11	31	0	0	5	22	5	6	0	1	3	0	0	0
Convention Way	37	2	9	26	0	2	18	1	7	2	1	0	4	0	0	1
Tradeshow Blvd	26	0	9	17	0	0	9	4	2	1	2	1	4	1	1	1



Figure 2-6. Study Area Crash Heat Map

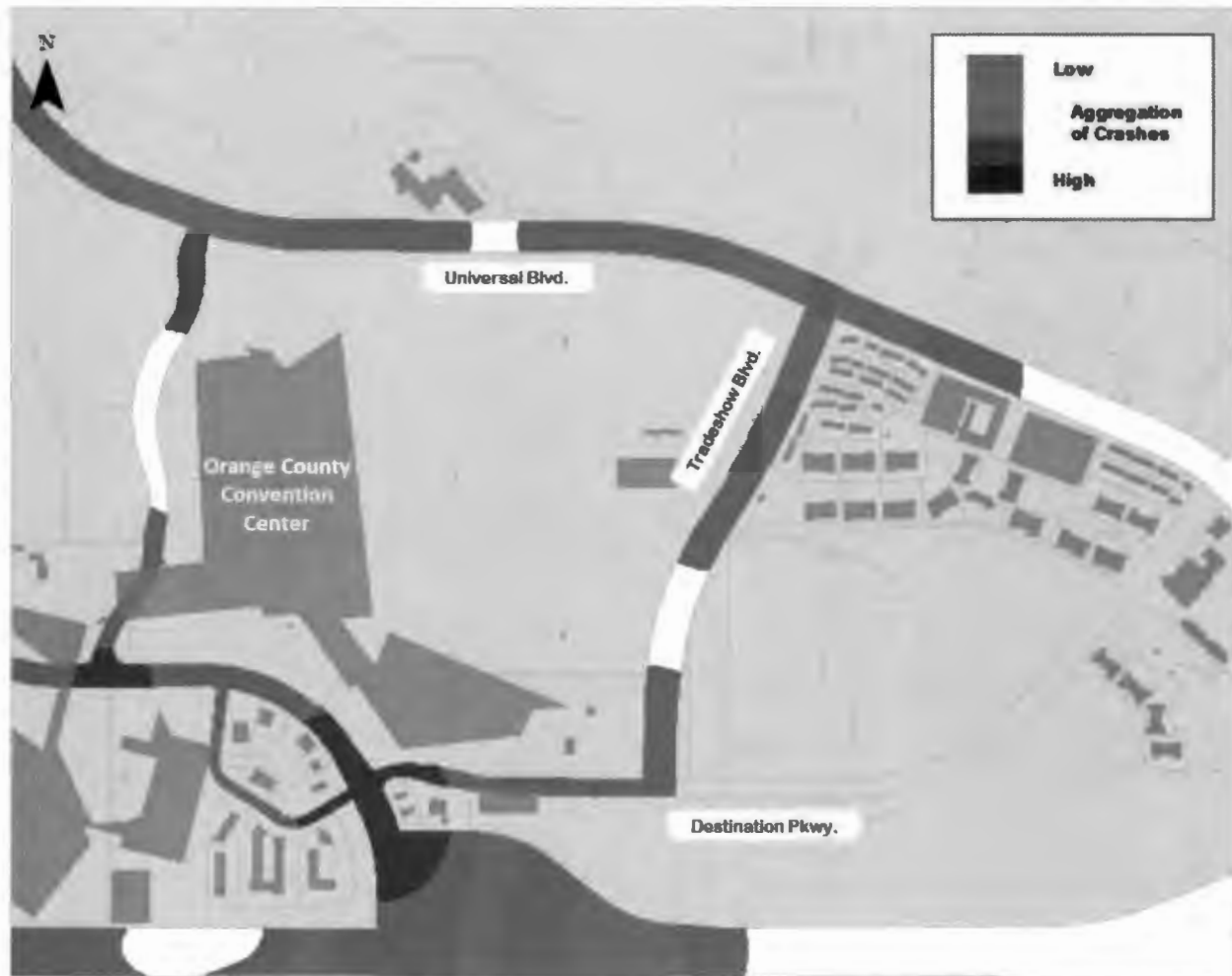


Table 2-4 shows additional information about the crash data specifically for Tradeshow Boulevard.

Table 2-4. Tradeshow Boulevard Crash Data

Characteristic	Total	Percentage
Crash Type		
Angle	2	7.7%
Head On	1	3.8%
Left Turn	4	15.4%
Off Road	4	15.4%
Other	1	3.8%
Rear End	9	34.6%
Right Turn	1	3.8%
Rollover	1	3.8%
Sideswipe	2	7.7%
Unknown	1	3.8%
Total	26	100%
Weather Conditions		
Clear	20	76.9%
Cloudy	5	19.2%
Rain	1	3.8%
Total	26	100%
Roadway Surface Conditions		
Dry	23	88.5%
Wet	3	11.5%
Total	26	100%
Lighting Conditions		
Dark—Lighted	10	38.5%
Daylight	14	53.8%
Dusk	2	7.7%
Total	26	100%

The most prominent crash type involved “Rear End” collisions (34.6 percent). 76.9 percent of all crashes happened when weather conditions were clear, 88.5 percent of all crashes happened when roadway surface conditions were dry, and more than 50 percent of all crashes happened during “Daylight” lighting conditions. Figure 2-7 illustrates the severity of crash types on Tradeshow Boulevard. Table 2-5 shows the economic losses that may have occurred as a result of those crashes.



Figure 2-7. Tradeshow Boulevard Crash Type by Severity

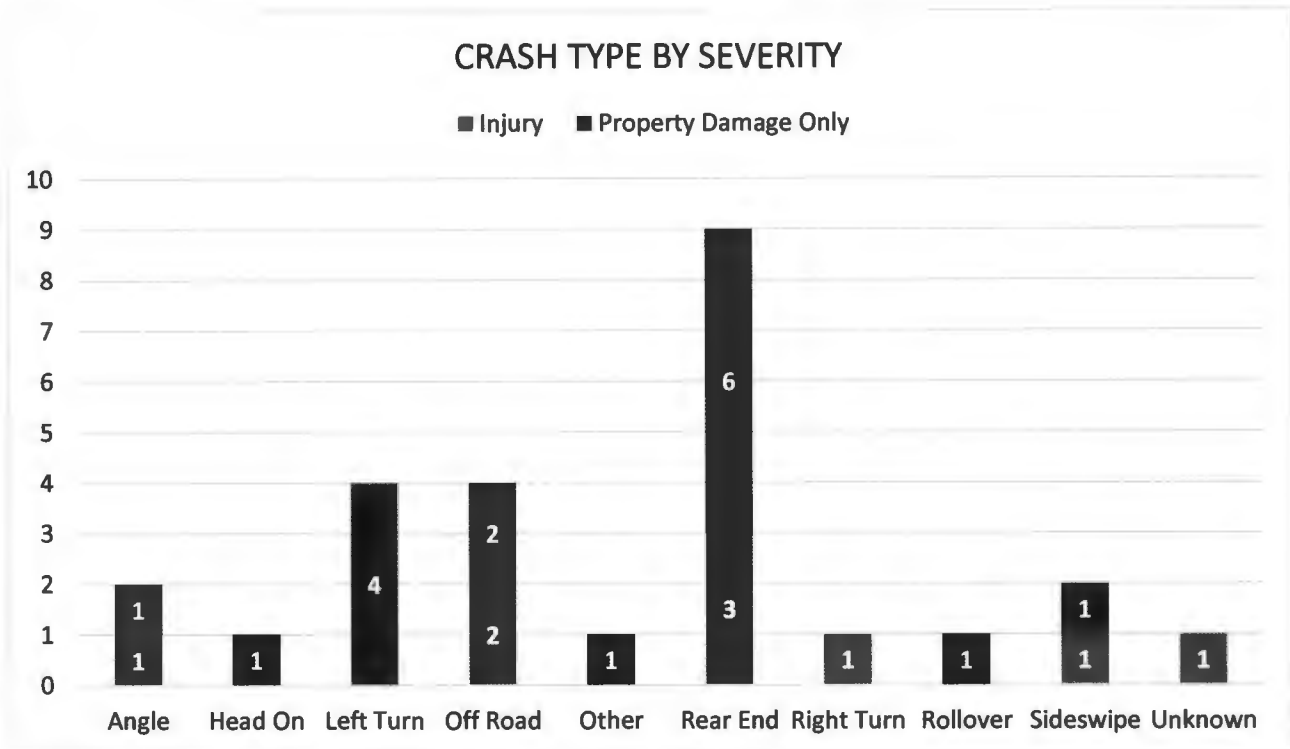


Table 2-5. Tradeshow Boulevard Crash Severity and Economic Loss

Characteristic	Total	Percentage
Injury	9	34.6%
Property Damage Only	17	65.4%
Total	26	100%
ECONOMIC LOSS*		
Property Damage Only	\$129,200.00	-
Injury	\$1,399,320.00	-
Fatality	\$0.00	-
Total	\$528,520.00	-

*Economic Losses Calculated Using PDO= \$7,600 Mod. Injury = \$155,480 and Fatality = \$10,120,000
Source: Florida Department of Transportation Crash Analysis Reporting (C.A.R.) System (FDOT 2015)

The data shows that 34.6 percent of all crashes resulted in injury, and 65.4 percent of all crashes resulted in Property Damage Only (PDO). No fatalities were reported at this intersection during the six-year period. The total number of crashes resulted in an economic loss of \$528,520.



2.4 Utilities Assessment

A Sunshine 811 design ticket request covering the Tradeshow Boulevard found the 14 Utility Agency Owners (UAO) summarized in Table 2-6.

Table 2-6. Utility Agency Owners

Service Area Code	Utility Agency Owner	Type of Utility	Contact	Phone Number
CVCFTV	Charter Communications	CATV, Fiber, Telephone	Marvin Usry Jr.	Day: (407) 532-8509 Alt: (407) 448-5506
FPC322	Duke Energy	Electric	Stephanie Olmo	Day: (407) 905-3376
L3C900	CenturyLink	Fiber	Network Relations	Day: (877) 366-8344
LCA395	Comcast Communications/ Prev Lk Cnty Cblv	CATV	Wade Mathews	Day: (352) 516-3824
MCIU01	MCI	Fiber, Communication Lines	MCIU01 Investigations	Day: (469) 886-4091
OC1332	Orange County Utilities – Waste Water	Wastewater	David Shorette	Day: (407) 254-9764
OC1420	Orange County Public Works	Fiber, Traffic Signals	Matthew Shipley	Day: (407) 836-7814 Alt: (321) 239-2403
OCU596	Orange County Utilities	Water	Victor Gonzalez	Day: (407) 836-6869
OTC811	Summit Broadband	Fiber, Telephone	Lester Guthrie	Day: (407) 996-1183 Alt: (407) 996-6218
OUC553	Orlando Utilities Commission – Water	Water	Steven Lockington	Day: (407) 434-2568
OUC582	Orlando Utilities Commission – Electric & Water	Electric, Water	Ronald Hawkins	Day: (407) 434-2569 Alt: (582) 613-1579
PGSORL	Teco Peoples Gas-Orlando	Gas	Joan Domning	Day: (813) 275-3783
SBF02	AT&T Distribution	Telephone	Dino Farruggio	Day: (561) 997-0240
SC1284	Smart City Telecom	Fiber, Telephone	David Cawley	Day: (407) 828-6648 Alt: (321) 231-3475

*Source: Sunshine One Call



Utility providers and operators were contacted in February and March 2020 and were provided an aerial map with the project and study area identified. The UAOs were asked to locate and identify their existing and planned facilities within the study area to identify potential utility impacts. The UAOs contacted and a description of the information provided about their facilities within the corridor are summarized in Table 2-7.

Table 2-7. Existing Utilities on the Tradeshow Boulevard Corridor

Utility Agency Owner	Facility Type	Description
Charter Communications	CATV, Fiber, Telephone	*No identified facilities.
Duke Energy	Electric	*No identified facilities.
CenturyLink	Fiber	No facilities present.
Comcast Communications/ Prev Lk Cnty Cblv	CATV	*No identified facilities.
MCI	Fiber, Communication Lines	No facilities present.
Orange County Utilities – Waste Water	Wastewater	8" polyvinyl chloride (PVC) piping and 18" PVC piping along Tradeshow Boulevard. 36" PVC piping on east side of Tradeshow Boulevard serving the apartment complex. At the Tradeshow Boulevard and Universal Boulevard intersection, 24" PVC piping.
Orange County Public Works	Fiber, Traffic Signals	*No identified facilities.
Orange County Utilities	Water	*No identified facilities.
Summit Broadband	Fiber, Telephone	*No identified facilities.
Orlando Utilities Commission – Water	Water	*No identified facilities.
Orlando Utilities Commission – Electric & Water	Electric, Water	Utility line and 16" piping along the west side of Tradeshow Blvd for the approximate length of study corridor, and 12" piping adjacent to the roadway near the Hilton Hotel entrance. An overhead transmission line easement of approximately 240' crosses Tradeshow Boulevard.
Teco Peoples Gas-Orlando	Gas	*No identified facilities.
AT&T Distribution	Telephone	*No identified facilities.
Smart City Telecom	Fiber, Telephone	Existing facilities running east-west at the intersection of Tradeshow Boulevard and Universal Boulevard.

*UAO did not respond or did not provide maps. Further coordination needed.



To minimize existing utility impacts, particularly to facilities located in easements, measures should be taken early in the planning process to adjust to concept design characteristics. Additional measures should be taken during the design phase to mitigate impacts to minimize costs to the UAO and disruption to customers. Additional information about existing utilities along Tradeshow Boulevard is shown in Figure 2-8 through Figure 2-10.

Figure 2-8. Existing Reusable and Electrical Distributions

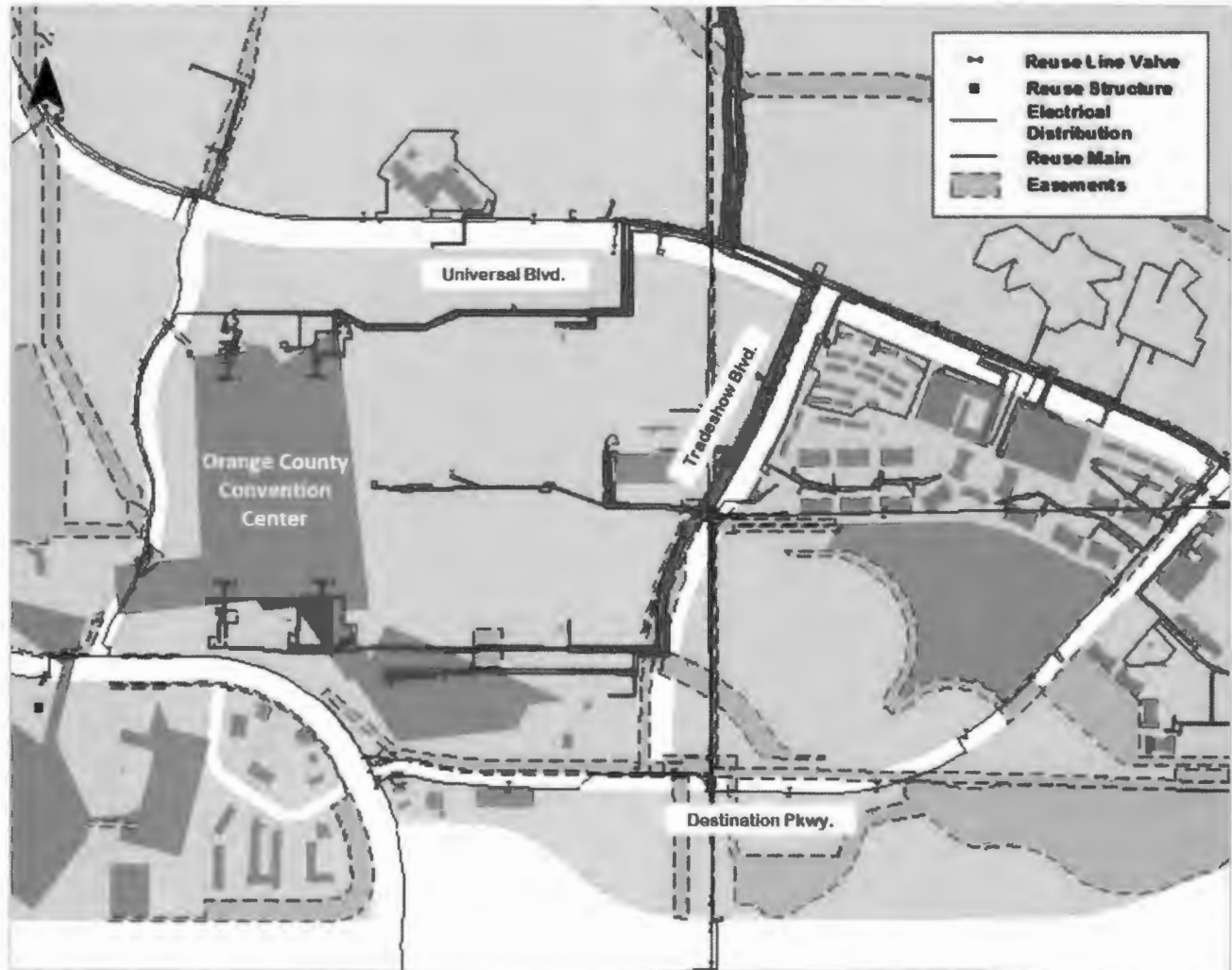


Figure 2-9. Existing Sewer Facilities

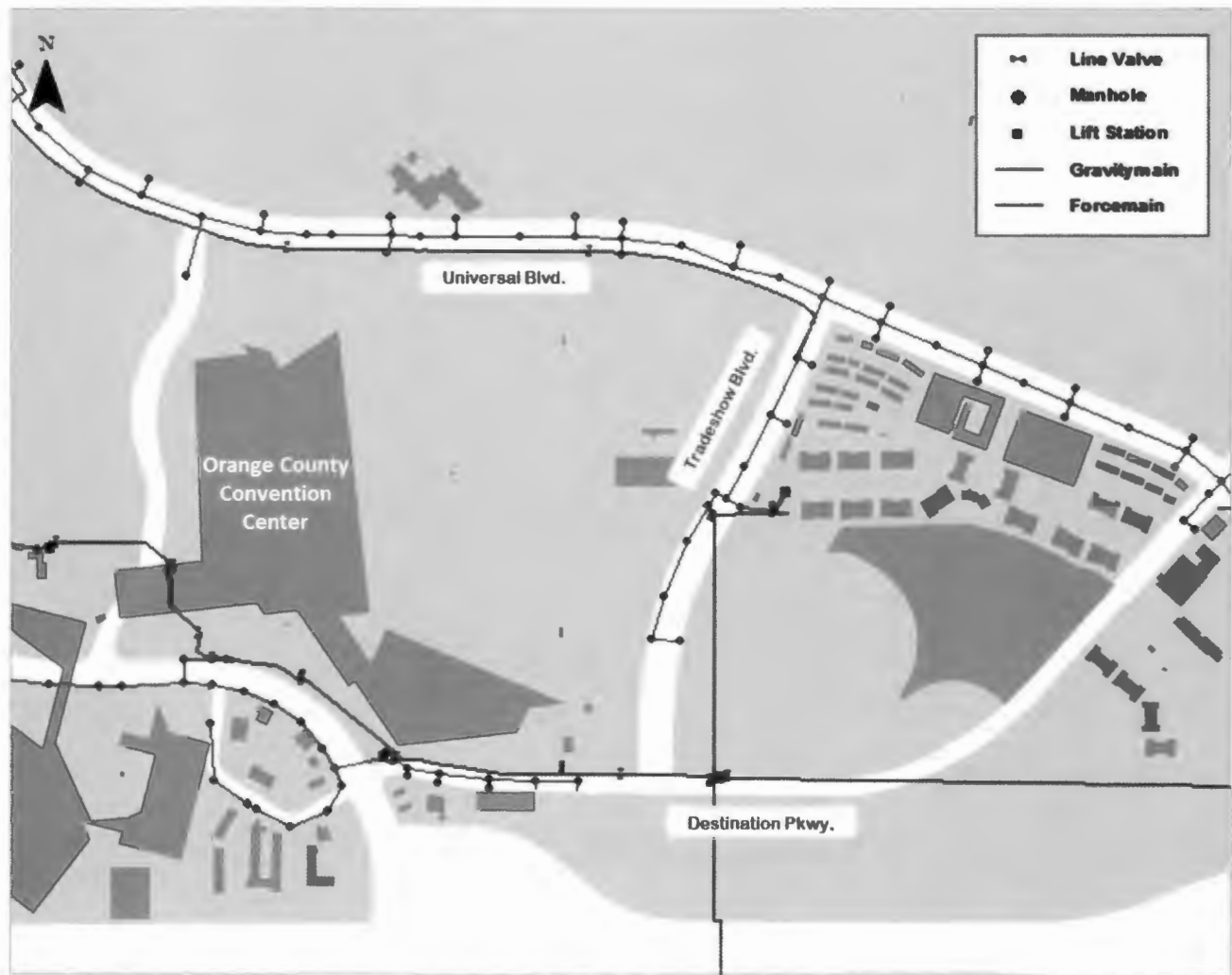
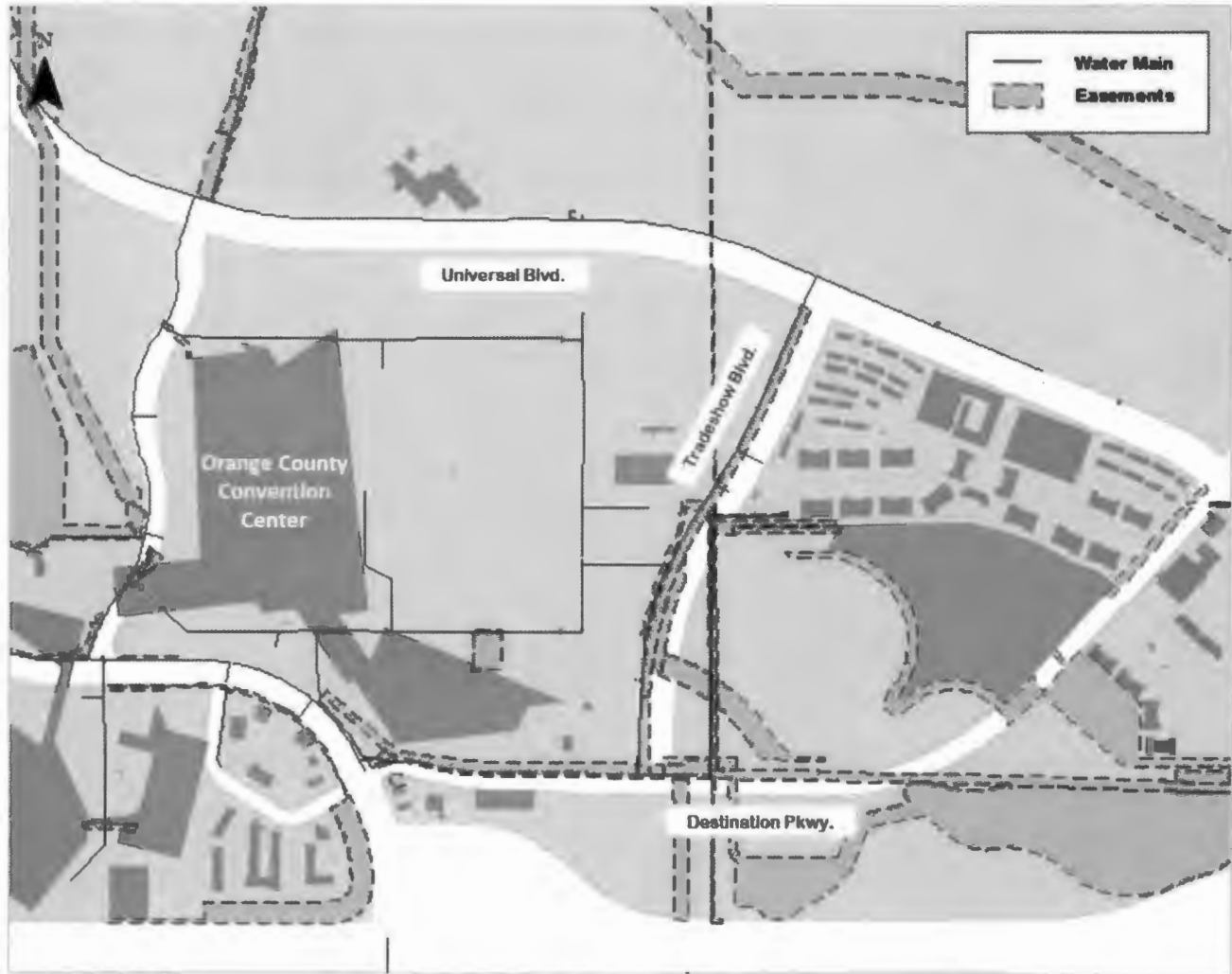


Figure 2-10. Existing Water Mains



2.5 Consistency with Local Plans

The TFATA study is consistent with the policies outlined in the Orange County 2030 Comprehensive Plan 2010-2030—Goals, Objectives & Policies adopted in 2009 and is consistent with the adopted Orange County 2030 Long Range Transportation Plan. Orange County's Comprehensive Plan highlights the I-Drive Activity Center Element as a special activity center that was adopted with a Strategic Development Plan and is subject to the policies contained in the I-Drive Activity Center Element (FLU3.2.14). The I-Drive Activity Center is considered a Regional Activity Center for the purposes of increasing the threshold set forth in Chapter 380, Florida Statutes, and Rule 28-24.014(10), Florida Administrative Code (FAC). The Comprehensive Plan Objective FLU2.3 states that the Land Development Code and Future Land Use (FLU) Map shall reflect the coordination of land use and transportation as a major strategy for implementing the County's development framework. Policy FLU2.3.9 states Orange County will support land use policies that reinforce effective transportation management. This includes support for activity centers, transit-oriented developments (TOD) and sector planning. The goals and objectives for the I-Drive Activity Center Element include:

- To promote tourism by the development of an economically visible, well planned tourist oriented activity center.
- The efficient movement of people within the activity center shall be provided by the development of a multimodal transportation system.
- To facilitate the expansion of residential development in proximity to employment areas of the activity center in order to minimize travel distance and time between the uses.
- To provide a balance between infrastructure programming and land use.
- To provide land use compatibility and environmental projection within and adjacent to the activity center.

The goals and objectives for the Tradeshow Boulevard improvements project are in accordance with the policies outlined in the Orange County 2030 Comprehensive Plan 2010-2030—Goals, Objectives & Policies and the adopted 2030 Long Range Transportation Plan.

2.6 Geotechnical Analysis

Results of the geotechnical data collection activities are provided in a separate TFATA Geotechnical Report, and are summarized in this section for the Tradeshow Boulevard study area. The majority of the soil within the study area is classified as Group A/D, which includes Basinger fine sand, Smyrna-Smyrna wet fine sands, and Smyrna fine sand-urban land complex. The next prominent soil within the study area is Group B/D, which includes Immokalee and St. Johns fine sands. The soil survey of the study area is shown in Figure 2-11.



Figure 2-11. Soil Survey Groups in the Study Area



2.7 Environmental Site Assessment

This section summarizes the Level 1 contamination screening evaluation for the Tradeshow Boulevard corridor.

2.7.1 Methodology

A Level 1 contamination screening evaluation was performed for the TFATA study area to determine the potential for contamination within the corridor's right-of-way from adjacent properties and business operations. The Tradeshow Boulevard corridor is one of the five corridors analyzed within the TFATA study. Additional information and description of the methodology for the contamination screening evaluation is included in the Contamination Screening Evaluation Report (CSER). Sites were ranked using FDOT's hazardous materials ranking system.

An environmental database search was performed by EDR Lightbox. The resulting Environmental Data Report (EDR), dated April 28, 2020, provided in the CSER identifies potential hazardous materials and petroleum contamination sites that were listed in the U.S. Environmental Protection Agency (USEPA) and the Florida Department of Environmental Protection (FDEP) databases.

The EDR lists sites within 0.5 mile of the project corridor's right-of-way boundaries. The EDR database search utilized a geographic information system (GIS) integrated database that included both federal and state regulated sites. This review filtered out sites based on the site's distance to the study segments. The following search distance buffers were used based on guidance provided in the FDOT PD&E Manual, Part 2, Chapter 20.

- 500 feet from the right-of-way line for petroleum, drycleaners, and non-petroleum sites;
- 1,000 feet from the right-of-way line for non-landfill solid waste sites; and
- 0.5 mile from the right-of-way line for Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), National Priorities List (NPL), Superfund Sites, or Landfill Sites.

In addition to the database search and desktop review, site reconnaissance was performed for the Tradeshow Boulevard corridor in March 2020, and site reconnaissance was performed in May 2020 for the MEDIUM and HIGH ranked sites for all other TFATA segments. The site reconnaissance consisted of walking the properties (where accessible and within the public right-of-way) to locate potential contamination involvement. The sites were evaluated for possible contamination risks to roadway right-of-way and potential construction activities. They were also researched for evidence of documented contamination, apparent changes to the ground surface and landscaping, ground staining, standing liquids, odors, sink holes, ventilation pipes, drums and other storage containers, and other indications of current or previous petroleum and hazardous materials use and/or storage.



A hazardous materials rating system that expresses the degree of concern for potential contamination problems was used to rate the identified sites. The ratings are LOW, MEDIUM, and HIGH and are generally defined as follows.

LOW: These sites are listed in a regulatory database but do not indicate any non-compliance, spill or release, or documentation that would indicate a concern for design or construction.

MEDIUM: Database review provides information for non-compliance, a historic spill or release, or condition that may pose a threat to design or construction and further review will be required to rule out. Further review of state or federal files may be warranted to provide greater insight to their impact to the project.

HIGH: These are sites with known existing releases to soil or groundwater that have a high likelihood to impact design or construction. Further document review or Level II assessment is required to understand the nature of the impact to the project.

2.7.2 Findings

Of the 37 sites investigated in the I-Drive TFATA study area, there are 29 LOW ranking sites, 3 MEDIUM ranking sites, and 5 HIGH ranking sites. Within the Tradeshow Boulevard corridor, five sites were identified as having the potential for contamination—three sites were ranked LOW, one site was ranked MEDIUM, and one site was ranked HIGH. There are no identified facilities with potential contamination concerns along the immediate Tradeshow Boulevard corridor, as shown in Figure 2-12.

Table 2-8 lists the sites with potential contamination concern along and near the Tradeshow Boulevard corridor. Figure 2-12 displays the locations of the LOW , MEDIUM , and HIGH ranking contamination sites.



Table 2-8. Potential Contamination Sites

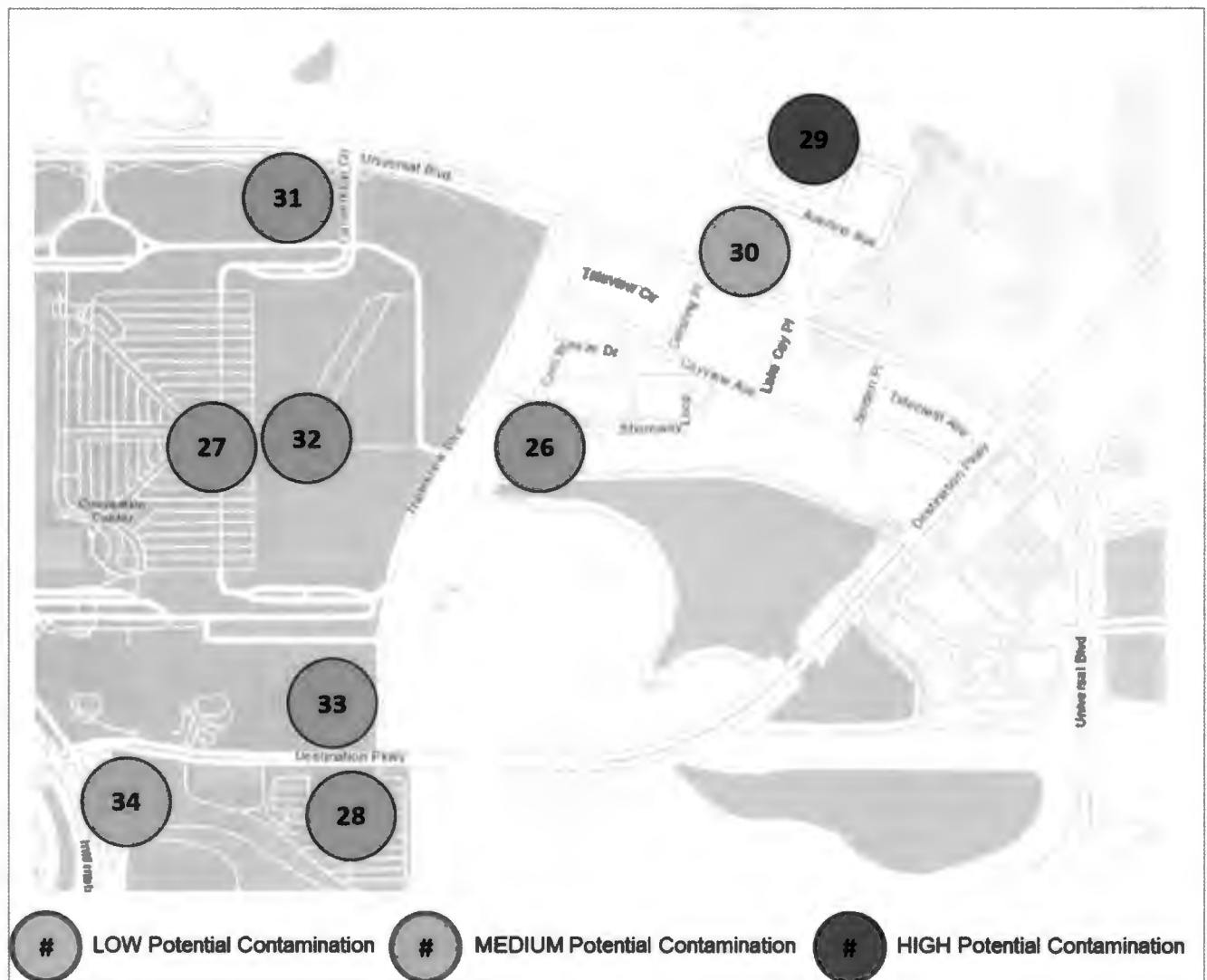
Site No.	Facility Name	Facility Address	Distance from Right-of-Way	Facility Description	Evaluation Risk Rating
26	Orange County Util-Universal PS #3995	9051 Cool Breeze Dr	200 ft	One above-ground storage tank (AST) on site, installed in 2007. Annual inspections in compliance. During site reconnaissance, this site was a private gated complex.	LOW
27	Orange County Convention Center North/South Building	9860 Universal Blvd	500 ft	Noncompliance violations. During site reconnaissance, this site was the delivery area for the Convention Center North/South Building	LOW
28	Orange County Util-Destination Pkwy #3245	5921 Destination Pkwy	400 ft	AST in compliance. During site reconnaissance, this site was the Destination Parkway SuperStop.	LOW
29	Former Landfill and Brownfield Site	9751 Universal Blvd	2,000 ft	Brownfield Rehabilitation Site and Former Landfill Site with groundwater contamination. Remedial action plan in place. Multiple locations along Universal Boulevard from Destination Parkway to Via Mercado.	HIGH
30	7-Eleven Store #37611	9725 Universal Blvd	800 ft	New active fuel user in 2019. Underground storage tanks (UST) in place. During site reconnaissance, this site was a 7-Eleven gas station.	MEDIUM
31	Universal City Property Management III	9400 Universal Blvd	20 ft	100-gallon spill of hydraulic fluid in 2004. Incident deemed cleaned in 2004. A Google Earth review shows the site is the entrance to the OCCC, on Universal Boulevard, east of Convention Way.	LOW
32	Sand Lake Road Complex	8502 Cottonmouth Tr	300 ft	General stormwater construction permit terminated in 2007. No violations found. A Google Earth review shows this site is the OCCC.	LOW
33	Hilton Hotel	6001 Destination Pkwy	280 ft	A 2018 Tank Registration Form indicates one AST at the site. No reports of violations or spills. Permitted facility site for which effluent, reclaimed water or wastewater residual discharge into the environment and/or monitoring is taking place. The permit terminated in 2018. A Google Earth review shows this site is the Hilton Hotel.	LOW



Table 2-8. Potential Contamination Sites

Site No.	Facility Name	Facility Address	Distance from Right-of-Way	Facility Description	Evaluation Risk Rating
34	Exxon Mobil/7-11 Store #34881	6026 Destination Pkwy	120 ft	City water line broke in 2013. Cleanup status completed immediately. Removed a total of 50 gallons of Petroleum Contact Water (PCW). During site reconnaissance, this site is a Exxon Mobil/7-11 service station.	MEDIUM

Figure 2-12. Sites with Potential Contamination Concerns



2.7.3 Conclusion

Based on the findings of the evaluation, the following conclusions can be made:

- For sites ranked LOW for potential contamination, no further action is required at this time. These sites/facilities have potential to impact the study area, but based on select variables have been determined to have low risk to the corridor at this time. Variables that may change the ranking include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change, additional assessment of the facilities would be conducted.
- For those locations with a risk ranking of MEDIUM or HIGH, further documentation review and/or Level II field screening is recommended to be conducted **during future project implementation phases**. These sites have been determined to have potential contaminants that may impact the project. Soil and/or Groundwater Management or Sampling plans are suggested to be developed for each site. Management plans will provide the methodology for appropriate soil or groundwater management and, if necessary, the sampling plan will provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical tests to be performed. A site location sketch for each facility showing all proposed boring locations and groundwater monitoring wells is likely to be prepared also. **However, these are all dependent on final design plans and the need for intrusive work or dewatering.** If a MEDIUM or HIGH ranking site is not located within an area of intrusive work, this may warrant the risk ranking to be revised to LOW.

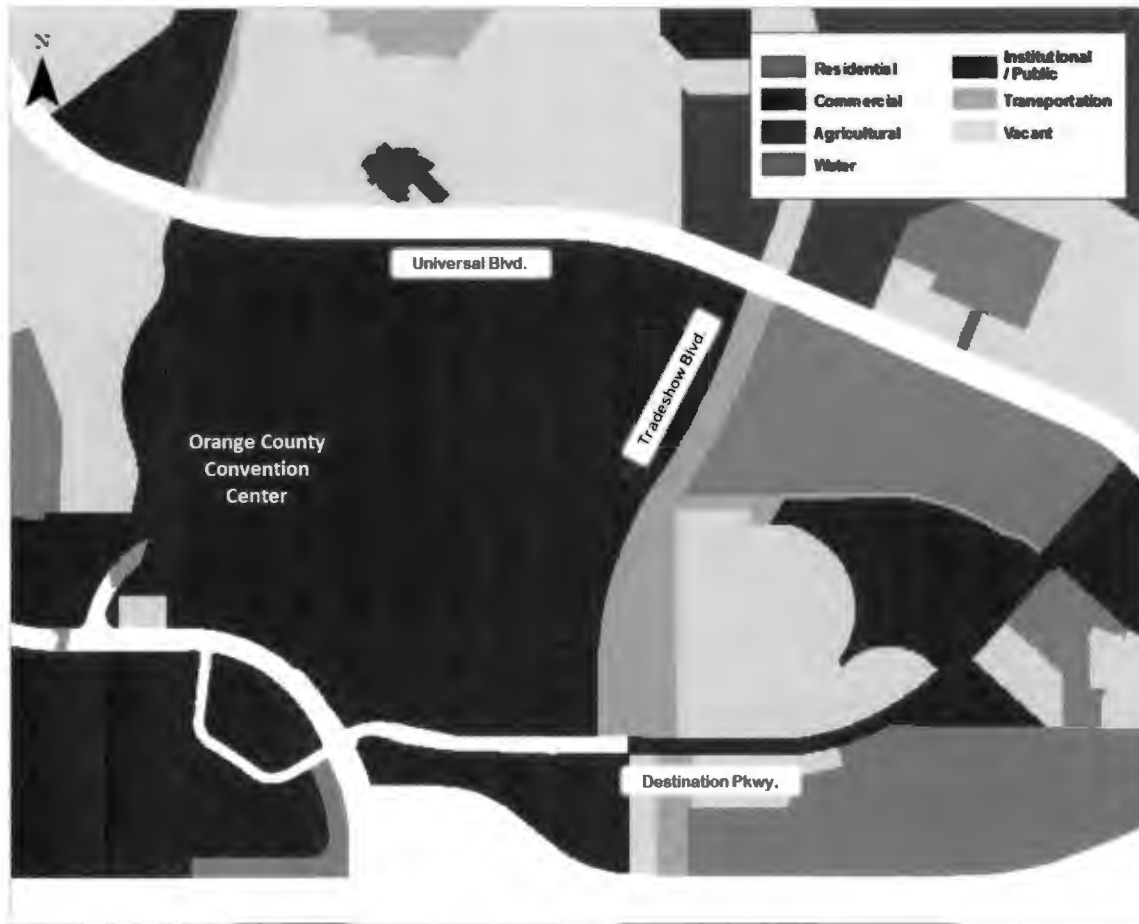
2.8 Existing Land Use and Developments

2.8.1 Existing Land Use

The Tradeshow Boulevard study area has a broad range of land uses, but can be categorized into four general land use categories: Institutional/Public, Commercial, Residential, and Transportation. The majority of the land use along Tradeshow Boulevard is Institutional/Public, which is observed in the area of the OCCC. The land use categories of Commercial and Residential are west and east of Tradeshow Boulevard, respectively. The roadway itself has a Transportation land use. Figure 2-13 shows the existing land uses in the study area.



Figure 2-13. Existing Land Uses



2.8.2 Future Land Use

The Future Land Use (FLU) in the Tradeshow Boulevard corridor (Figure 2-14) are consistent with the future land uses identified in the 2016 I-Drive 2040 Strategic Vision plan (Figure 2-15), which shows the area preserved for planned development along Tradeshow Boulevard.



Figure 2-14. Future Land Uses

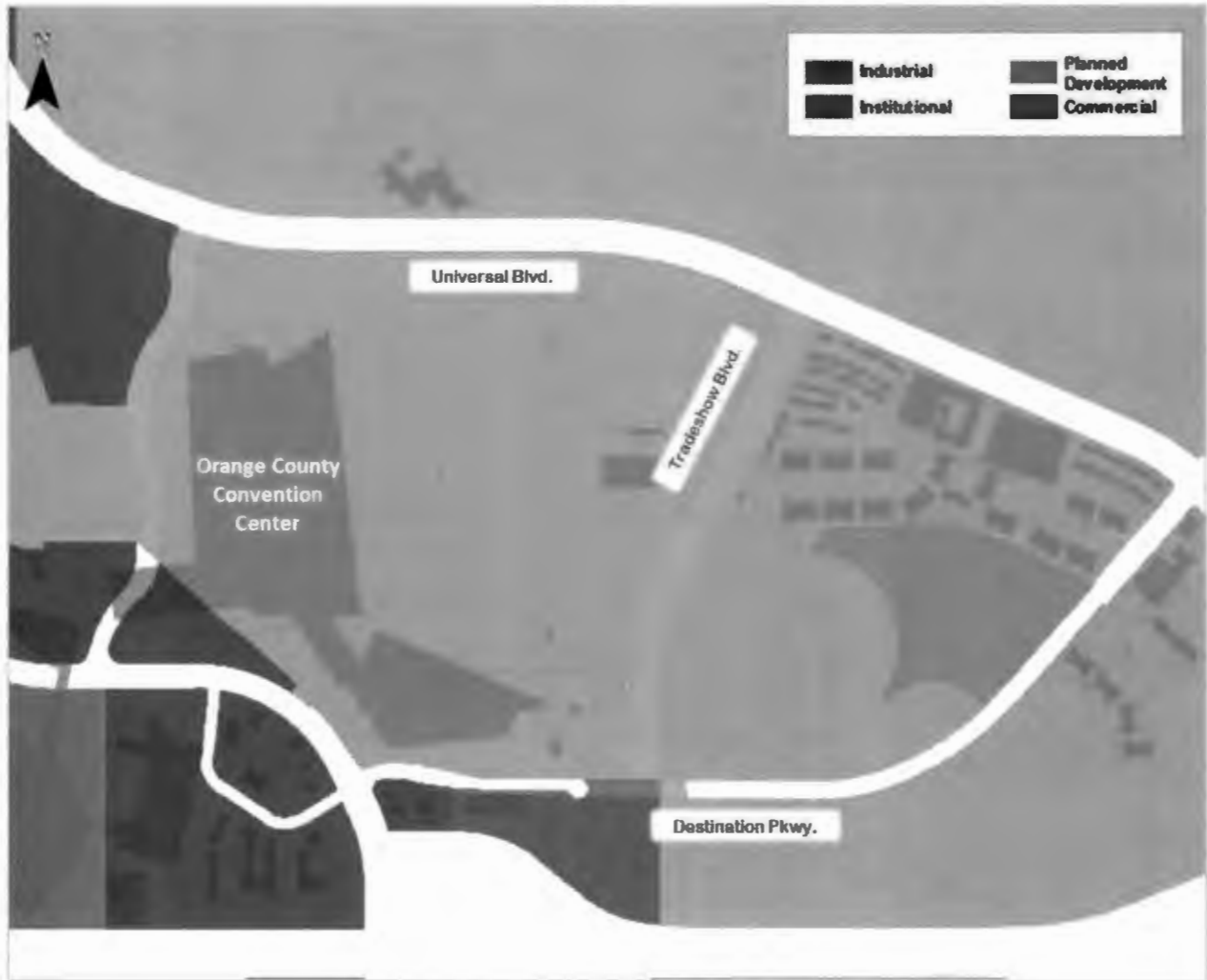
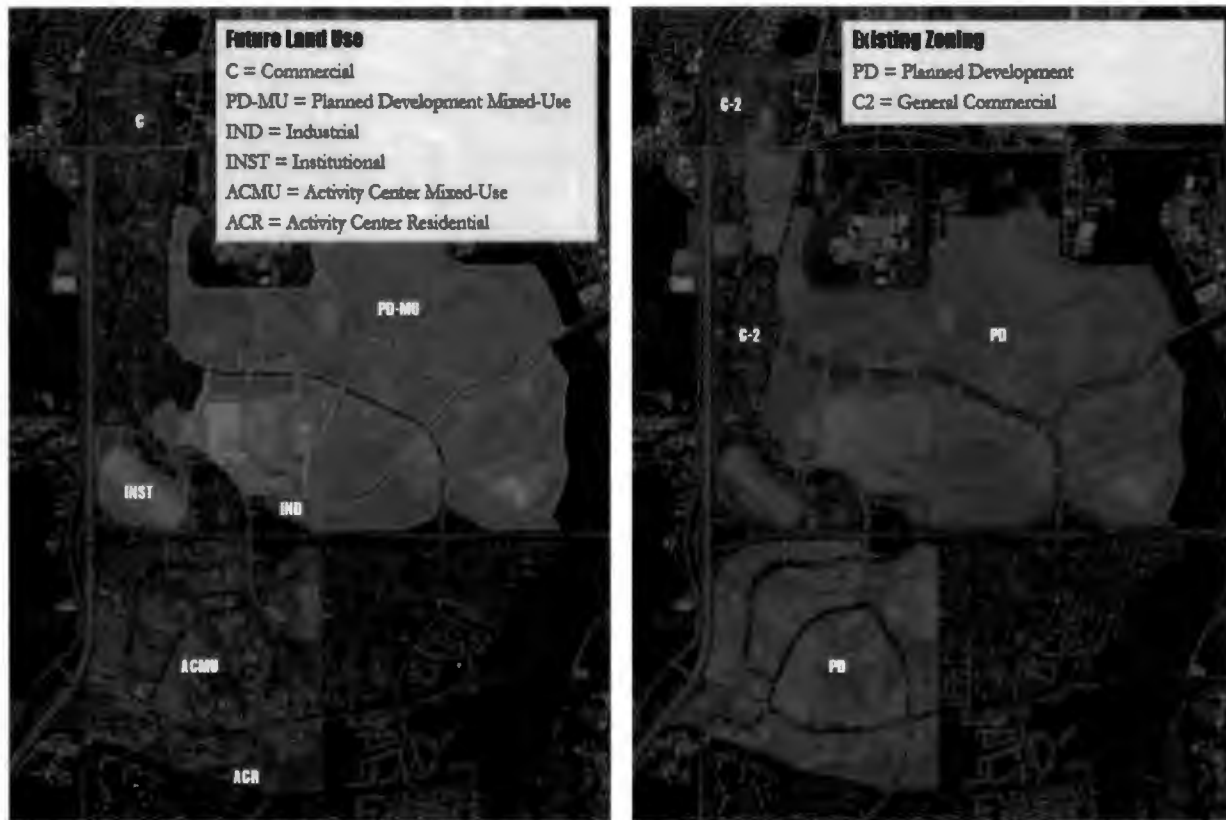


Figure 2-15. I-Drive Strategic 2040 Vision Plan Future Land Use and Existing Zoning



2.8.3 Development Plans

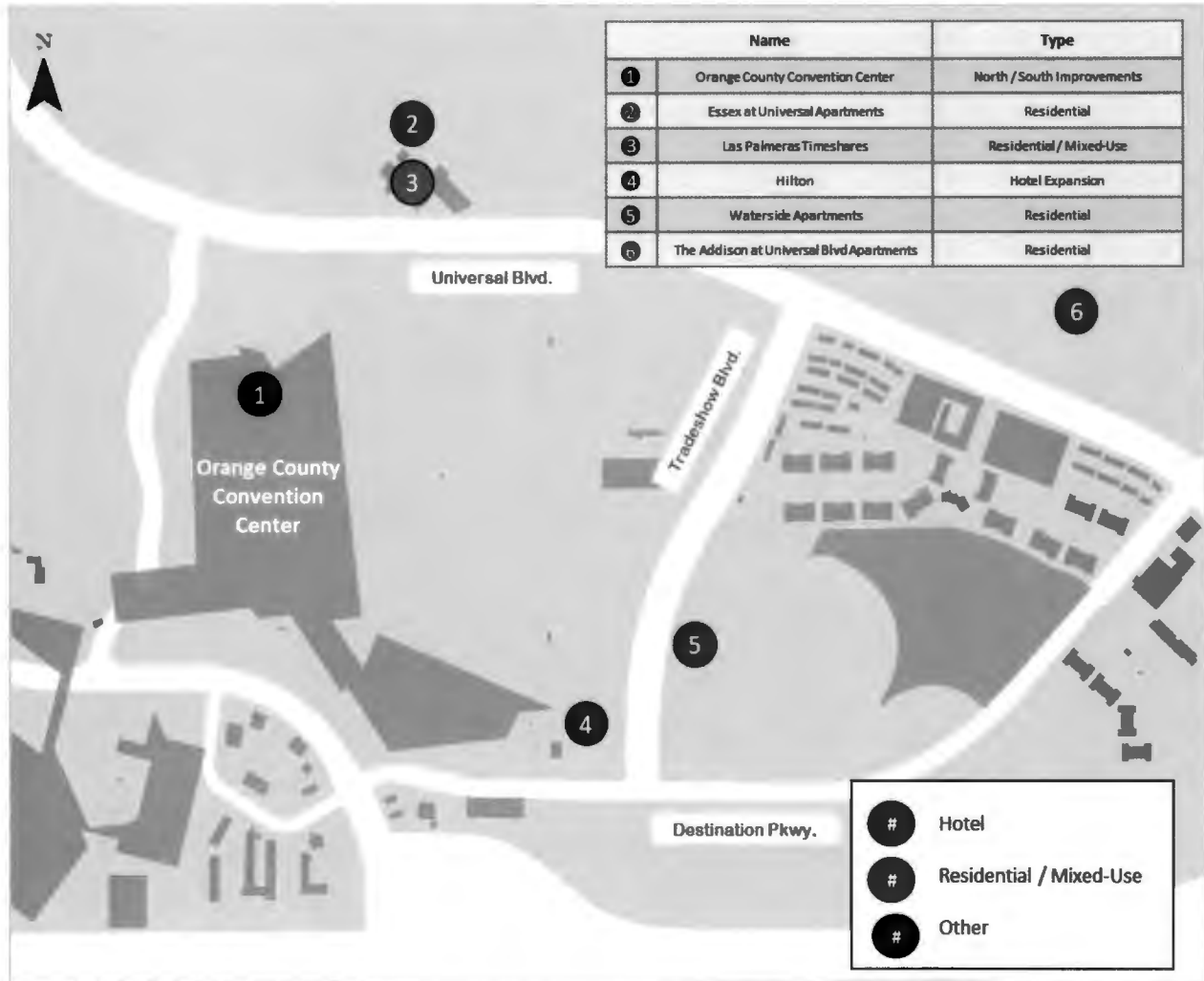
There are multiple planned residential developments within or near the Tradeshow Boulevard study area. The Addison at Universal Apartments added 344 multifamily units in April 2019 at the northwest corner of Destination Parkway and Universal Boulevard. The Essex Apartments is a planned residential development for a total lot size of approximately 11 acres. The planned development is proposing 330 multifamily units south of S. Perimeter Road and east of I-Drive. Other new residential/mixed-use developments include the Waterside Apartments and Las Palmeras Timeshare.

Positive economic impact will continue in the I-Drive District as there are six new projects scheduled to be completed within the study area. Travel demand and patterns in the study area may be affected by these developments.

The recently completed and planned developments within the Tradeshow Boulevard corridor are shown in Figure 2-16.



Figure 2-16. Recently Completed and Planned Developments



2.9 Cultural Features

2.9.1 Schools

There are no existing schools located along the Tradeshow Boulevard corridor.

2.9.2 Parks and Community Centers

There are no existing parks or community centers located along the Tradeshow Boulevard corridor.

2.9.3 Hospitals

There are no existing hospitals located along the Tradeshow Boulevard corridor.



2.9.4 Religious Institutions

There are no existing religious institutions located along the Tradeshow Boulevard corridor.

2.9.5 Fire/Police Protection

There are no fire or police protection sites located along the Tradeshow Boulevard corridor.

2.9.6 Orange County Convention Center

The Tradeshow Boulevard study area is located east of the OCCC. The OCCC Master Plan concept solutions include improvements to intersections with the surrounding roadways, including the Tradeshow Boulevard intersection.

The OCCC is the second largest convention center in the nation. There are two buildings (one on each side of I-Drive). On the southwest side of I-Drive is the West Concourse, and on the northeast side are the North and South Concourses in one building. The two buildings are connected via a covered elevated walkway that also connects the Hyatt Regency hotel and convention center. Separate walkways connect to the Rosen Plaza and Rosen Centre Hotels.

In 2015, the OCCC crafted a Master Plan to address potential expansion and improvement to the OCCC campus. The most notable part is expansion of the North/South Concourses, which has been under construction since March 2020. It would consist of a North/South Connector and a Multipurpose Venue. The North/South Connector would provide an enclosed hallway to connect the two Concourses as well as a ballroom and meeting space. Part of the Connector would be a new “front door” to the North/South Concourse building that is oriented toward Convention Way. Enhancements are also planned for the West Concourse to include an activity center at its front entrance, a covered pedestrian plaza, and cafes/informal seating.

Furthermore, the OCCC Master Plan addresses parking, freight movement, traffic circulation (including new Privately Owned Vehicle (POV) lanes at the North/South Concourses), other pedestrian improvements, and a potential new automated vehicle (AV) shuttle to provide circulation within its campus. A potential transit hub is proposed in the vicinity of the North/South Concourses to provide additional modal connectivity. More details can be found in the TFATA Existing Conditions Report.

2.9.7 Parking

There are no existing free parking features located along the Tradeshow Boulevard corridor. The OCCC maintains an approximately 50-acre fee based surface parking area on the west side of Tradeshow Boulevard that is a combination of paved and grassed parking spaces. The Master Plan proposes to pave the entire area. The Hilton Hotel owns a flat lot and a parking garage associated with the operation of the hotel.



2.9.8 Other Future Developments

There are multiple planned residential developments within or near I-Drive. The Waterside Apartments is the only residential development located within the Tradeshow Boulevard study area.

With the new future developments and scheduled projects to be completed near I-Drive, positive economic impact will continue in the I-Drive District, including Tradeshow Boulevard. The Hilton Hotel expansion is a planned development that will occur just west of Tradeshow Boulevard.

2.10 Archaeological and Historic Features

A cultural resource assessment desktop analysis was performed for the Tradeshow Boulevard study area to locate any cultural and historic resources that may be impacted by the improvements. Based on this analysis, there are no cultural resources listed, determined eligible, or appear to be potentially eligible for listing in the National Register of Historic Places (NRHP). Review of the Florida Master Site File verified that there are no structures over 50 years of age. Historic resources will not be a critical issue for the Tradeshow Boulevard project. The study area does not have the potential to contain undiscovered prehistoric sites.

2.11 Natural Features

The natural features review and existing conditions assessment identified wetlands, surface waters, and floodplains, as well as habitats with the potential to support federal or state, listed or protected species, within the study area. Scientific databases and information were referenced to facilitate desktop analyses of these features and land use conditions using Geographic Information System (GIS) tools. Sources included:

- Federal Emergency Management Agency (FEMA) basin studies
- Florida Natural Areas Inventory (FNAI) Biodiversity Index
- Florida Fish and Wildlife Conservation Commission (FWC) Eagle Nest database
- Natural Resources Conservation Service Soils of Orange County Geodatabase
- South Florida Water Management District (SFWMD) Land Cover Land Use Geodatabase
- U.S. Fish and Wildlife Service Everglades snail kite Consultation Area
- U.S. Fish and Wildlife Service Florida scrub-jay Consultation Area
- U.S. Fish and Wildlife Service National Wetlands Inventory
- U.S. Fish and Wildlife Service Red-cockaded woodpecker Consultation Area
- U.S. Fish and Wildlife Service Sand skink and Blue-tailed mole skink Consultation Area
- U.S. Fish and Wildlife Service Threatened and Endangered Species Act (ESA) Critical Habitat
- U.S. Fish and Wildlife Service Wood Stork Nesting Colonies/Core Foraging Areas



2.11.1 Land Use Descriptions and FLUCFCS Codes

Land use and land cover along Tradeshow Boulevard were evaluated in accordance with the Comprehensive Plan Objective FLU2.3, which states that the Land Development Code and Future Land Use (FLU) Map shall reflect the coordination of land use and transportation as a major strategy for implementing the County's development framework. Policy FLU2.3.9 states Orange County will support land use policies that reinforce effective transportation management. This includes support for activity centers, transit-oriented developments (TOD) and sector planning the Florida Land Use, Cover and Forms Classification System (FLUCFCS) developed by FDOT in 1999 and combined desktop analysis using the South Florida Water Management District (SFWMD) Land Cover Land Use GIS data, dated 2016, and site-specific observations collected during field reviews.

The study area is an active transportation corridor (8140) within a predominantly urbanized area with associated infrastructure such as electrical transmission lines (8320), commercial services (1400), multidwelling residential areas (1330), and disturbed urban land (1900).

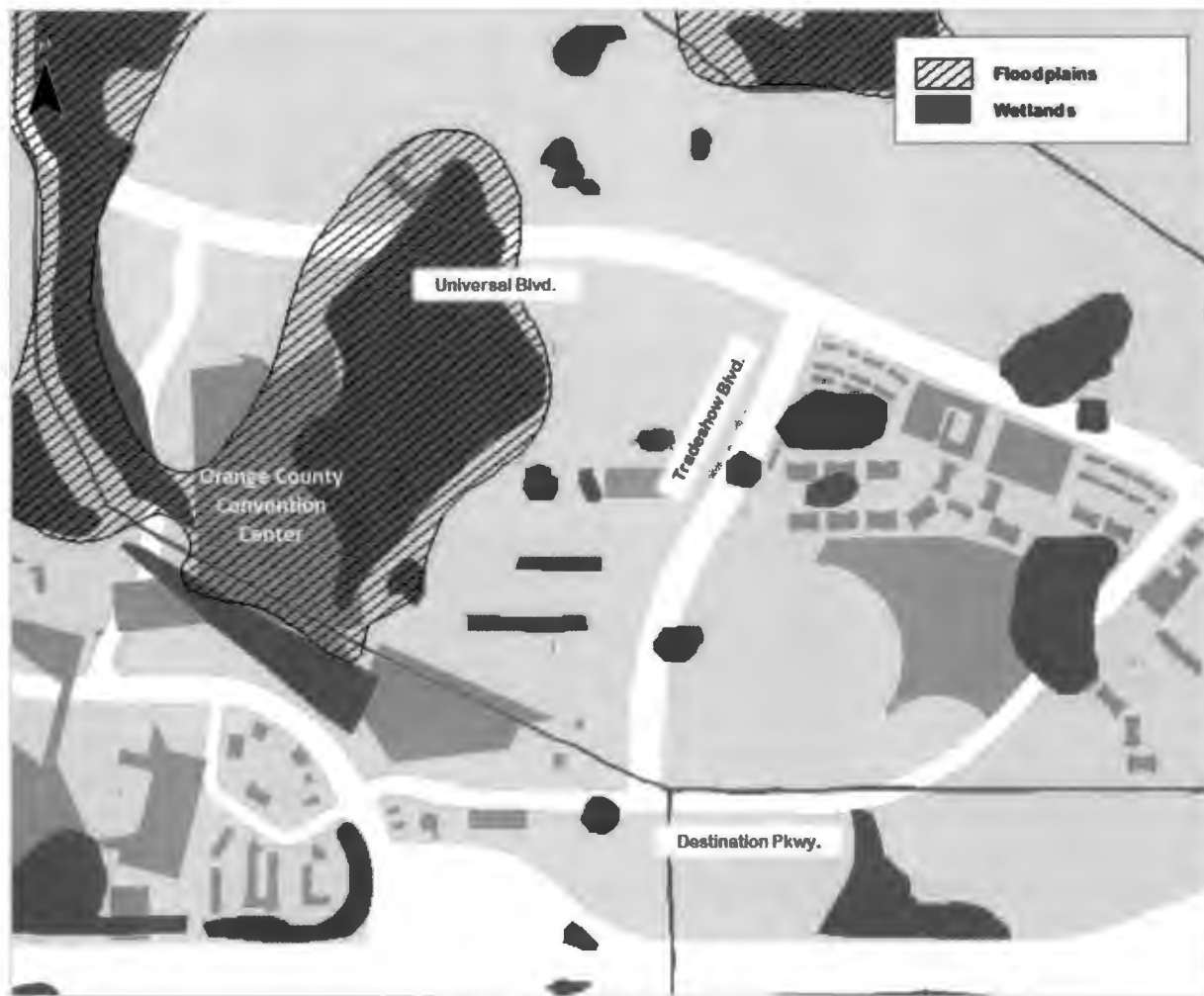
2.11.2 Wetlands and Surface Waters

Desktop analysis was used to evaluate wetlands and surface waters. Figure 2-17 displays the floodplain and wetlands within the study area. Wetlands present within the study area included one freshwater forested wetland (i.e., cypress with exotic hardwoods). This area is offset from Tradeshow Boulevard approximately 100 feet to the east, is isolated, and totals approximately 0.35 acre. Man-made surface waters are associated with existing drainage ditches and stormwater management ponds. Orange County's S-11 Canal passes under Tradeshow Boulevard. According to the U.S.D.A. Natural Resource Conservation Service (NRCS) soil survey, the S-11 Canal was excavated through St. John's fine sand, a poorly drained, non-hydric soil. The area should not be considered jurisdictional for regulatory purposes.

Federal, state, and local regulatory agencies have authority over jurisdictional wetlands and surface waters within the study area. These agencies include the U.S. Army Corps of Engineers (USACE), SFWMD, and Orange County Environmental Protection Division. If impacts occur to USACE and/or SFWMD regulated wetlands or surface waters associated with the proposed I-Drive District improvements, these impacts could require regulatory permits and compensatory mitigation depending on area of impact.



Figure 2-17. Floodplains and Wetlands



2.11.3 Conservation Areas

There are no known conservation areas within the Tradeshow Boulevard corridor.

2.11.4 Mitigation Sites

Tradeshow Boulevard is within the SFWMD-designated Kissimmee River Watershed and the Shingle Creek Basin. Impacts to jurisdictional wetlands and surface waters resulting from construction of the improvements could require mitigation pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344.

The existing Tradeshow Boulevard is under the following SFWMD permit:

Permit No. 48-01098-S | Application No. 020514-6

OCCC Phase V and VI Expansion

Date 07/07/2002



Mitigation banks offering state and federal mitigation bank credits for freshwater wetlands were available within the Kissimmee River Watershed at the time of this review. Mitigation banks provide an alternative to permittee-responsible mitigation, and mitigation banks are preferred by the permitting agencies. If mitigation were required, efforts should be made to purchase mitigation credits from a mitigation bank within the watershed of impact.

The study area lies within the service areas of ten mitigation banks, including Florida, Quickdraw, Collany, Reedy Creek, Southport Ranch, Shingle Creek, Hatchineha Ranch, Split Oak Forest, Bullfrog Bay, and Twin Oaks. Final mitigation requirements, including wetland credit type and mitigation bank credit availability, would be determined during the permitting and design phase.

Figure 2-18 shows potential wetland impacts near the Tradeshow Boulevard corridor.

2.11.5 Threatened and Endangered Species

The study area contains dense commercial development with minimal natural habitat aside from an isolated wetland and man-made drainage features. Past impacts to remnant vegetative communities and ongoing fragmentation of the remaining habitats likely reduce wildlife utilization throughout this developed area. Because of these factors, potential impacts to federal or state listed and/or protected wildlife were deemed negligible.

2.11.6 Protected Wildlife Species

The study area is within the U.S. Fish and Wildlife Service (USFWS) Consultation Area for the Everglade snail kite, red-cockaded woodpecker (RCW), sand and blue-tailed mole skink, and the Florida scrub-jay. The project area is also within the USFWS Core Foraging Area (CFA) for the wood stork, and undeveloped areas have a low potential to support the Eastern indigo snake. State-protected wildlife with the potential to utilize this area includes the gopher tortoise, Florida burrowing owl, and little blue heron. The bald eagle is also found in this area. Potential effects to these federally and state-protected species were considered, as discussed below.

Federally Listed Species and Critical Wildlife Habitat

The study area was evaluated for Critical Wildlife Habitat, as defined by Congress 17 CFR 35.1532. Review of GIS data provided by the USFWS confirmed there was no designated critical wildlife habitat within the study area.

Federally protected wildlife with the potential to occur within the study area based on the USFWS Consultation Area boundaries and/or the FNAI Biodiversity Matrix Report (March 2020) includes reptiles (Eastern indigo snake, sand and blue-tailed mole skinks) and birds (wood stork, Everglade snail kite, red-cockaded woodpecker, and Florida scrub-jay).



Figure 2-18. Wetland Impacts



The federal protection status for the Eastern indigo snake (*Drymarchon corais couperi*), sand skink (*Neoseps reynoldsi*) and blue-tailed mole skink (*Eumeces egregius lividus*) is threatened. The indigo snake uses a range of habitats from disturbed open land to pine flatwoods. Occupied indigo snake habitat was deemed unlikely in this increasingly urbanized and fragmented area. Therefore, the project would have no effect on the Eastern indigo snake. The project occurs within the USFWS Consultation Area for the sand skink and blue-tailed mole skink. However, per the Peninsular Florida Species Conservation and Consultation Guide (USFWS, 2012), “skink soils” were not present within the study area based on the NRCS Soil Survey for Orange County (NRCS, 2012). Therefore, the project would have no effect on the sand skink or the blue-tailed mole skink.

The federal protection status for the wood stork (*Mycteria americana*) is threatened. The wood stork is a transient wading bird that forages in shallow water containing high prey densities and utilizes forested habitats for nesting and roosting. The study area falls under the jurisdiction of the USFWS Central Florida Ecological Services Office, which recognizes a 15-mile CFA around wood stork rookeries, per the USFWS’s Standard Local Operating Procedures for Endangered Species (SLOPES).

The project is within the CFA of three wood stork colonies (e.g., Lawne Lake, Eagle Nest Park, and Gatorland). The nearest colony was approximately seven miles north of the study area. Wood stork colonies were not documented within the study area. However, the USFWS recognizes the need to protect wood stork suitable foraging habitat (SFH) within the CFA of wood stork colonies. SFH is defined as calm, relatively open waters with a seasonal water level between 2 and 15 inches (Wood stork Programmatic Key (2010), Foraging Assessment Methodology (updated 2012) USFWS). Potential impacts to SFH could total 0.09 acre within the S-11 Canal and 0.09 acre at the cypress wetland. If necessary, wetland mitigation would be provided pursuant to s.373.4137, F.S., Part IV, Chapter 373, F.S. and 33 U.S.C. §1344. Due to the requirement to evaluate impacts to SFH and mitigate wetlands per regulatory guidance, the project may affect, but is not likely to adversely affect the wood stork.

The federal protection status for the Everglade snail kite (*Rostrhamus sociabilis plumbeus*) and RCW (*Picoides borealis*) is endangered. The Florida scrub-jay (*Aphelocoma coerulescens*) is threatened. The study area is within the USFWS Consultation Area for all three species. Snail kites feed in shallow sloughs, marshes, lakes and surface waters that contain apple snails. Because of the increasingly urbanized nature of this area and lack of apple snail habitat, neither snail kite nesting or foraging would be expected. Therefore, the project would have no effect on the Everglade snail kite. RCWs are a territorial, non-migratory species that often live in small nesting groups (i.e., clusters) in fire-dependent pine flatwoods. There were no RCW clusters recorded within the study area and neither RCW habitat nor nesting cavities were observed. Therefore, the project would have no effect on the red-cockaded woodpecker. Florida scrub-jays are also habitat-specific, occupying sand pine, oak scrub, and scrubby flatwoods areas. None of these habitats were within the study area. Therefore, the project would have no effect on the Florida scrub-jay.



State Listed Species

State-protected species with the potential to utilize habitat within the study area include reptiles (gopher tortoise) and birds (Florida burrowing owl and little blue heron).

The state protection status for the gopher tortoise (*Gopherus polyphemus*) is threatened, and the tortoise is a candidate for federal listing. Tortoises occupy a variety of upland habitats, preferring those with well-drained sandy soils, a seasonal high water table below 18 inches, and abundant forage. Habitats supportive of gopher tortoise populations include disturbed open fields with ruderal vegetation similar to those along Tradeshow Boulevard. Gopher burrows were not observed. However, if a gopher tortoise or burrow is documented prior to construction, the County would obtain a gopher tortoise relocation permit from the Florida Fish and Wildlife Conservation Commission (FWC). Because of the low likelihood of occurrence and requirements to relocate tortoises from development sites, no adverse effect is anticipated.

The state protection status for the Florida burrowing owl (*Athene cunicularia Floridae*) and little blue heron (*Egretta Caerulea*) is threatened. The burrowing owl requires dry, open, habitat with sandy soils. Although the burrowing owl has been found in Orange County, suitable habitat was not observed within the study area. Therefore, no adverse effect is anticipated. Potential little blue heron habitat included the S-11 Canal. However, since impacts would be minimized and mitigated, if necessary, no adverse effect is anticipated to the little blue heron or any other wading birds.

Non-Listed, Federally Protected Wildlife

The bald eagle was removed from the USFWS List of Endangered and Threatened Wildlife effective August 8, 2007. The bald eagle continues to receive protections through the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d), as amended, and the Migratory Bird Treaty Act (MBTA). Construction is restricted within 330 feet of an active nest tree, and the USFWS Eagle Management Guidelines are required if construction occurs within 660 feet of an active eagle nest during the nesting season (October 1 – May 15). There were no bald eagle nests within 660 feet of the corridor. The nearest recorded bald eagle nest was OR047 located approximately three miles to the southwest. If a bald eagle nest is identified within 660 feet of the project at the time of construction, the County would coordinate with the USFWS in accordance with the BGEPA and MBTA. Because this project will be consistent with the BGEPA and MBTA, the project should not impact the bald eagle.

2.11.7 Protected Plant Species

Given the urbanized and developed conditions within the study area, neither federal nor state protected plants are expected to be present.



3.0 EXISTING TRAFFIC ANALYSIS

An operational analysis was conducted for the Tradeshow Boulevard corridor using Synchro 10 software and its application of the Highway Capacity Manual (HCM) 6th Edition. Network performance results were based on Synchro's Percentile Delay Analysis, given that the HCM does not provide network-level performance measures. The Synchro model was developed consistent with existing geometry. Google Earth was used to develop the model lane configurations and intersection control types. Posted speed limits along the corridor were input to the model link speeds. Existing signal timing plans were obtained from Orange County's Traffic Engineering Division and coded in the model. All analysis procedures followed the 2014 Florida Department of Transportation (FDOT) Traffic Analysis Handbook. Consistent with the traffic methodology, the performance measures are listed below.

Network performance measures:

- Total delay, average delay per vehicle, and unserved vehicles

Intersection performance measures:

- Movement: Level of service (LOS), delay, volume-to-capacity ratios, and 95th percentile queue lengths
- Overall Intersection: LOS, delay, max volume-to-capacity ratio

The design traffic development and traffic operational analysis for Tradeshow Boulevard was conducted for the following three intersections:

1. Universal Boulevard at Tradeshow Boulevard
2. Tradeshow Boulevard at Freight Delivery Entrance (~1,500 ft South of Universal Boulevard)
3. Destination Parkway at Tradeshow Boulevard

3.1 Traffic Data Sources

The traffic data sources used in the RCA include:

- Previously completed studies, including the Kirkman Road Preliminary Design Study (PDS)
- Orange County Online Traffic Counts
- Collected count data, including 72-hour roadway counts and 8-hour turning movement counts

3.2 Traffic Data Collection

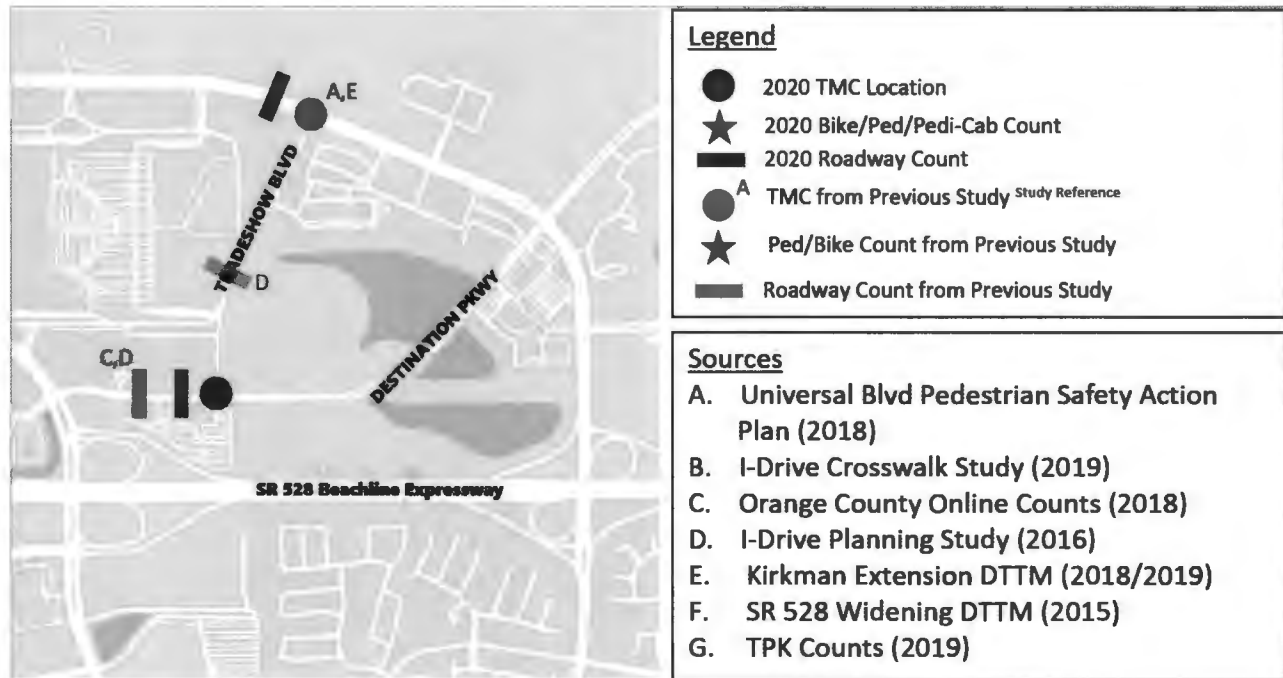
Traffic count data collected from the field and from available sources was used to develop existing traffic characteristics for the corridor. Based on the 24-Hour volume counts and 72-Hour classification counts, the peak hour traffic flow (measured K-Factor) and the directional split (measured D-Factor) for the roadways in the study area were calculated. A full summary of the



24-Hour volume counts and 72-Hour approach counts is provided in the Design Traffic and Transit Engineering Report.

The data collection map is displayed in Figure 3-1. A dark blue icon indicates that a 2020 traffic count was collected as part of this study.

Figure 3-1. Traffic Data Collection Sources



As part of the data collection, traffic factors were calculated from collected counts or obtained from previous studies. The traffic factors for the Existing Year, including the K-factor, D-factor, and T-factor, are summarized in Table 3-1.

Table 3-1. Traffic Factors per Segment

Major Road	From Segment	To Segment	Source	K-Factor		D-Factor	
				AM	PM	AM	PM
Tradeshow Blvd	Destination Pkwy	Universal Blvd	Previous Study	5.0	9.0	54.1	54.1
Destination Pkwy	I-Drive	Tradeshow Rd	2020 Data	5.0	9.0	53.4	61.5
	Tradeshow Rd	Universal Blvd	Previous Study	5.0	9.0	60.0	60.0
Universal Blvd	Destination Pkwy	Tradeshow Blvd	Previous Study	5.0	9.0	55.9	55.9
	Tradeshow Blvd	Concourse Dr	2020 Data	5.0	3.0	66.0	53.0



Table 3-1. Traffic Factors per Segment

Major Road	From Segment	To Segment	Source	K-Factor		D-Factor	
				AM	PM	AM	PM
	Concourse Dr	Convention Way	Previous Study	5.0	9.0	55.9	55.9
	Convention Way	Pointe Plaza Ave	Previous Study	5.0	9.0	55.9	55.9
	Pointe Plaza Ave	Sand Lake Rd	2020 Data	5.0	9.0	55.9	55.9

3.3 Segment Level Traffic Volumes

The existing traffic volumes obtained for Tradeshow Boulevard show existing year average number of vehicles per day (Year 2020) to be 6,000. The traffic volumes for the surrounding roadways of Destination Parkway and Universal Boulevard are discussed in Section 2.2 and shown in Figure 2-5.

3.4 Intersection Traffic Volumes

The existing traffic volumes for the study area were developed by first establishing a global AM and PM peak hours. A study area summation of volumes was calculated to find the AM and PM hours with the highest traffic volume, and the peak hours were selected based on intersection-level peak hours consistently seen across the corridor in the 2020 turning movement counts (TMC). Additional consideration was given to critical, higher-volume intersections, such as I-Drive at Destination Parkway. The global AM and PM peak hours were selected as 8:00 to 9:00 AM and 5:00 to 6:00 PM, respectively.

Existing 2020 intersection TMCs, peak hour factors (PHF), and truck percentages were then calculated based on the global peak hour. A summary of the intersection peak hour factors and truck percentages is provided in Table 3-2. More detailed information about truck percentages at each intersection approach is provided in the Design Traffic Technical Memorandum and the Design Traffic and Transit Engineering Report.

Table 3-2. Existing Year 2020 Truck Percentages and Peak Hour Factors

Major Road	Cross Street	AM Peak Hour		PM peak	
		PHF	Truck Percentages	PHF	Truck Percentages
Destination Pkwy	Tradeshow Blvd	0.62	4.0% to 74.0%	0.96	2.0% to 47.0%
Universal Blvd	Tradeshow Blvd	0.94	3.0% to 8.0%	0.95	1.0% to 2.0%



Next, intersection TMCs were seasonally adjusted using the seasonal factors from FDOT Florida Traffic Online. The TMCs were balanced along the study corridor by adding or subtracting traffic volumes. The balancing avoided unreasonable adjustments by considering existing driveways and major generators/attractors, such as parking decks, hotels, shopping plazas, and restaurants. Balanced 2020 AM and PM peak hour turning movement counts are presented in Figure 3-2.

Figure 3-2. Existing Year (2020) Turning Movement Volumes at Universal Boulevard and Destination Parkway



Intersection turning movement volumes were developed by applying a seasonal factor to the count data and balancing the volumes along Tradeshow Boulevard. The Existing Year 2020 turning movement volumes are displayed in Figure 3-2.

3.5 Intersection Traffic Operations

The Existing Year 2020 intersection performance summary is presented in Table 3-3. Detailed movement performance tables for delay, LOS, Volume-to-Capacity (V/C) ratio, and 95th percentile queue length are located in the Design Traffic and Transit Engineering Report, including the Synchro output reports.

Two stop-controlled intersections operate at LOS F due to having a minor street movement delay of greater than 50 seconds in the peak periods. The Destination Parkway at Tradeshow Boulevard intersection operates at LOS D in PM peak hour.

Table 3-3. Existing Year 2020 Intersection Performance

Major Road	Cross Street	AM Peak Hour			PM Peak Hour		
		V/C	Delay	LOS	V/C	Delay	LOS
Destination Pkwy	Tradeshow Blvd*	0.40	111.8	F	0.47	30.7	D
Universal Blvd	Tradeshow Blvd*	0.87	62.9	F	0.88	77.8	F

* Stop-controlled intersection
 Note: Red text denote LOS F



4.0 TRADESHOW BOULEVARD ROADWAY DESIGN CRITERIA

4.1 Roadway Design Criteria

The roadway design criteria used for the development of the Tradeshow Boulevard Alternative Concepts are in accordance with Orange County Road Construction Specifications and the FDOT Manual of Uniform Standards for Design, Construction and Maintenance for Streets and Highways, also referred to as the Florida Greenbook. The Tradeshow Boulevard project is comprised of elements with various design requirements. The roadway design criteria for each design element is outlined in Table 4-1.

Table 4-1. Design Controls and Criteria

Design Element	Class 5/C4 Urban General (DS = 35 mph)	Source
Functional Classification	Minor Arterial	City of Orlando Roadway Classification Map
Design Vehicle	WB-62FL	FDM Part 2, Section 201.6
Design Year	2045	County Scope of Services
Design Speed	35 mph	Per County Designation
Minimum Clear Zone Width (Recoverable Terrain)	24 ft	FDM Part 2, Table 215.2.1
Minimum Border Width	14 ft	FDM Part 2, Table 210.7.1
Length of Horizontal Curve		
Desired length based on design speed only	675 ft	FDM Part 2, Table 210.8.1
Minimum	400 ft	
Maximum Deflection without Horizontal Curves	1°	FDM Part 2, Section 210.8.1
Maximum Degree of Horizontal Curvature (D)	8° 15'	FDM Part 2, Table 210.9.2
Minimum Curve Radius		
Normal Crown	2,083 ft	FDM Part 2, Table 210.9.2
Reverse Crown	1,910 ft	
@ Maximum Superelevation	694 ft	



Table 4-1. Design Controls and Criteria

Design Element	Class 5/C4 Urban General (DS = 35 mph)	Source
Maximum Superelevation	0.05	FDM Part 2, Section 210.9
Superelevation Transition Slope Rate	1:150	FDM Part 2, Table 210.9.3
Maximum Profile Grade	6%	FDM Part 2, Table 210.10.1
Maximum Change in Grade without Vertical Curve	0.70%	FDM Part 2, Table 210.10.2
Crest Vertical Curves		
K =	98	FDM Part 2, Table 210.10.3
Minimum Length	135 ft	FDM Part 2, Table 2.10.10.4
Sag Vertical Curves		
K =	79	FDM Part 2, Table 210.10.3
Minimum Length	135 ft	FDM Part 2, Table 210.10.4
Minimum Lane Width		
Minimum Median Width	22 ft (19.5 ft in constrained right-of-way)	FDM Part 2, Table 210.3.1
Travel Lane	11 ft	FDM Part 2, Table 210.2.1
Auxiliary	11 ft	FDM Part 2, Table 210.2.1
Transit/Truck	12 ft	
Bicycle Facility	12 ft wide sidewalk on both sides of the roadway	FDM Part 2, Section 223.2.3 <i>*A Shared Use Path can substitute for a bicycle lane when the design speed is greater than 35 mph, the context classification is C1, C2, or C3, separation between bicycles and motorized traffic is maintained at intersections, and conflict points are minimal and mitigated</i>
Minimum Stopping Sight Distance		
Standard (Grades < 2%)	360 ft	FDM Part 2, Table 210.11.1
Minimum Decision Sight Distance	800 ft	AASHTO Greenbook, (2011) Table 3-3 p. 3-7
Minimum Vertical Clearance		



Table 4-1. Design Controls and Criteria

Design Element	Class 5/C4 Urban General	Source
	(DS = 35 mph)	
Overhead Sign Structures	17' 6"	FDM Part 2, Section 210.10.3
Signals	17' 6"	FDM Part 2, Section 210.10.3
Bridge (Road over Road)	16' 6"	FDM Part 2, Table 260.6.1

Additional design standards specifically for Orange County are outlined in Table 4-2.

Table 4-2. Orange County Roadway Design Standards

Design Element	Design Speed = 35 MPH			Source
Pavement Width				
Commercial/ Industrial	28 ft.			Orange County Roadway Design Standards §34-171
Vertical Alignment				
0 – 3,500 vpd	1.20%			Orange County Roadway Design Standards §34-171
Over 3,500 vpd	1.00%			
Horizontal Alignment				
Minimum Radius of Inside Edge of Pavement at Right Angle Curves	35 ft. minimum			Orange County Roadway Design Standards §34-171
Minimum Curve Radius	275 ft. minimum			
Pavement Requirements				
Subgrade	The subgrade shall be constructed in accordance with Orange County Road Construction Specifications and shall be compacted to ninety-five (95) percent of the maximum density as determined by AASHTO T-180 test method. The top six (6) inches shall be stabilized to a minimum Florida Bearing Value of 50 under curb areas and under limerock base.			Orange County Roadway Design Standards §34-171
Base Course	Residential	< 1,500 vpd	1,500 to 3,500 vpd	



Table 4-2. Orange County Roadway Design Standards

Design Element	Design Speed = 35 MPH			Source	
		6 in.	8 in.	10 in.	
	Commercial	< 1,500 vpd		> 1,500 vpd	
		8 in.		10 in.	
Surface Course for Flexible Pavements	Residential	< 1,500 vpd	1,500 to 3,500 vpd	> 3,500 vpd	
		1 in.	1 ½ in.	2 ½ in.	
	Commercial	< 1,500 vpd		> 1,500 vpd	
		1 ½ in.		2 ½ in.	
Return Radii					
Urban Sections	Face of curb or flow line				
Rural Sections	Edge of pavement				
Residential (<3,500 vpd/ > 3,500 vpd)	25 ft./35 ft. minimum				Orange County Roadway Design Standards §34-171
Commercial and Industrial	50 ft. minimum				
Sidewalks					
<ul style="list-style-type: none"> ▪ All sidewalks shall be located within the street Right-of-Way. ▪ Sidewalks shall be a minimum of four (4) inches in thickness, except at driveways where the required thickness is six (6) inches. ▪ Sidewalks shall be designed to include handicapped ramps at all intersections. ▪ On a case-by-case basis, upon approval from the County Engineer, a developer may make a voluntary contribution to a sidewalk fund to pay for construction of sidewalks in lieu of actual construction of sidewalks. ▪ The amount of the contribution shall be on a per foot basis, as may be approved from time to time by the county engineer. 				Orange County Roadway Design Standards §34-171	
Clearing					
All roadway rights-of-way shall be cleared and grubbed in accordance with Orange County Road Construction Specifications, latest edition, unless plans for selective clearing and grubbing are submitted and approved by the county engineer.				Orange County Roadway Design Standards §34-171	



4.2 Drainage Criteria

The Tradeshow Boulevard study area is located within the Shingle Creek Watershed. The Orange County Stormwater Division is primarily tasked with providing maintenance services and improvement to the County's primary drainage systems while the County's Roads & Drainage Division is primarily tasked with providing maintenance services and improvement to the County's secondary conveyance systems within public right-of-way.

4.2.1 Drainage Design and Permitting

The drainage design for the Tradeshow Boulevard project is administered by the Orange County Public Works Department and regulated by the South Florida Water Management District (SFWMD). Drainage design within Orange County is regulated by the Code of Ordinances, Chapter 34 (Subdivision Regulations), Article VII (Stormwater Management), Divisions 1 (General Requirements), 2 (General Design Criteria), and 3 (Hydraulic Design Criteria). In some cases, Orange County may also refer to the FDOT Drainage Manual. The SFWMD is regulated by the Environmental Resource Permit Applicant's Handbook (Volumes I and II). The stormwater runoff from the study area discharges into the stormwater master system bounded by Sand Lake Road to the north, Shingle Creek to the east, Beachline Expressway (SR 528) to the south, and I-4 to the west.

Because the Tradeshow Boulevard corridor is located within a positive outfall (open) basin, rather than a closed (land-locked) basin, the Orange County and SFWMD design criteria associated with the primary drainage system (i.e., stormwater management ponds) regulate the peak discharge rate into Shingle Creek, which discharges into Lake Tohopekaliga and eventually the Kissimmee River. More specifically, the peak rate of discharge after development-related improvements must be less than or equal to the peak runoff rate that existed prior to development. In addition, Orange County and SFWMD require that the stormwater management ponds provide water quality treatment volume to reduce pollutant loads to the receiving water body. Orange County, not the SFWMD, regulates the design of the secondary drainage system (drainage inlets and storm sewer conveyance systems).

Based on the regulations previously stated, the following design criteria pertain to the proposed Tradeshow Boulevard improvements:

Primary Drainage System (Stormwater Ponds)

- Water Quantity (Peak Rate Attenuation Volume)
 - > 25-year/72-hour design storm event for the SFWMD
 - > 25-year/24-hour design storm event for Orange County
 - > 1 foot of freeboard between the design high water elevation and the lowest berm/top of bank elevation for the design storm event



- > The minimum road centerline elevation shall be set at or above the 10-year/24-hour design high water elevation
- > The design high water elevation for the 100-year/24-hour storm event shall be contained within the stormwater ponds and not exceed adjacent building finished floor elevations
- Water Quality (Pollution Abatement Volume)
 - > Wet Detention—Treatment volume shall be the greater of the first inch of runoff from the basin or 2.5 inches of runoff times the percentage of imperviousness. The outfall structure should be designed to drawdown no more than one-half inch of the required treatment volume within 24 hours following the design storm event and the pond bottom shall be 3 feet above SHWL.
 - > Dry Retention—Dry retention treatment volume shall be equal to 50 percent of the amounts computed for wet detention. Dry retention ponds must be designed to recover the water quality treatment volume within 72 hours following a storm event.
 - > The bottom of a required retention or detention with filtration pond shall be a minimum of three feet above the estimated wet-season water table.
 - > Design criteria for pollution abatement utilizing wet retention or detention with filtration: Wet bottom ponds will be allowed, provided that a minimum of six (6) feet of water depth below the control water level is provided and that a maximum length to width ratio 2:1 is maintained.
 - > The pollution abatement volume recovery rate shall be as required by the SFWMD.

Secondary Drainage System (Storm Sewer Systems)

- Hydraulic Gradeline (HGL)—Per Orange County Land Development Code, the design storm frequency to be utilized for the design of the pavement drainage shall set the hydraulic gradient line at one foot below gutter for a ten-year frequency storm. The hydraulic gradient line for the storm sewer system shall be computed taking into consideration the design tailwater on the system and the energy losses associated with entrance into and exit from the system, friction through the system, and turbulence in the individual manholes/ catch-basins/junction boxes within the system.
- Inlet Capacity—FDOT Types 1 and 3 (single) inlets shall be located such that a maximum of 4.1 and 1.9 cubic feet per second (CFS), respectively, shall be intercepted during the ten-year frequency storm. Types 2 and 4 (sump) inlets shall be located such that a maximum of 9.0 and 6.5 CFS, respectively, shall be captured during the ten-year frequency storm. Bypass flow is limited to a maximum of 1.0 CFS. Off-site flows from impervious areas of more than one-half acre shall be intercepted prior to the right-of-way line. No part of an inlet structure shall be located within a curb radius or in front of the access to the stormwater pond.



- **Spread of Water**—Inlets shall be located at all low points, intersections, and along continuous grades to prevent the spread of water from exceeding tolerable limits. The acceptable tolerable limits for roadways with projected volumes in excess of an ADT of 3,500 vpd is defined as approximately one-half the traveled lane width. With respect to inlets at low points (sumps), these inlets shall be designed to intercept 100 percent of the design flow without exceeding the allowable spread of water onto the traveled lanes as defined above. On roadways with greater than an ADT of 3,500 vpd, to prevent siltation and to provide for a safety factor against clogging of a single inlet in a sump location, multiple inlets are required at all sump locations. The spread of water computations shall be based on a design rainfall intensity of 4 inches per hour. To authorize construction of the Tradeshow Boulevard improvements, Orange County will obtain an Environmental Resource Permit (ERP) from the SFWMD. Orange County will purchase all necessary right-of-way needed to construct and maintain the roadway and drainage conveyance systems up to the point of outfall. Note that, based on conversations with the Orange County Highway Construction Division, the contractor is responsible for securing a Right-of-Way Utilization Permit prior to construction. It should be noted that since the proposed improvements have minimal impacts to existing wetlands and/or regulated surface waters, a USACE permit will not be required. In this case, a No Permit Required (NPR) letter from USACE will need to be secured during the design phase. In addition, a Drainage Connection Permit will not be required from FDOT. The study is located adjacent to the Valencia Water Control District (VWCD) with boundaries extending southward from the south right-of-way line of SR 528. The existing stormwater management facilities and the drainage conveyance systems associated with this study area do not discharge to the VWCD system.

4.3 Roadway Opportunities and Constraints

Transmission poles and towers currently cross Tradeshow Boulevard. The existing transmission poles/towers will be avoided and are planned to be outside the proposed right-of-way.



5.0 ALTERNATIVES ANALYSIS

The objective of the alternatives analysis process is to identify alternatives for a safe transportation facility that meets the purpose and need of the project, is acceptable to the community, minimizes impacts on the environment, and is cost-effective. This section summarizes the alternatives considered for the Tradeshow Boulevard corridor based on traffic analysis, stakeholder input, and impact analysis. It includes the Tradeshow Boulevard typical section alternatives, access management determination, alternative improvement concepts, and a comparison matrix of the typical sections of the alternatives. The Tradeshow Boulevard alternatives analysis process resulted in the selection of a Recommended Alternative.

5.1 Typical Section Alternatives

The initial Alternative Concepts had six-lane and eight-lane typical sections with transit lanes within a consistent corridor right-of-way width of 200 feet. The proposed right-of-way incorporates the existing 60-foot easement within which Tradeshow Boulevard is currently located. Coordination with key stakeholders using Tradeshow Boulevard resulted in the identification of the typical sections for further development described in this section.

Three typical section Alternative Concepts were developed to address the corridor's mobility needs. Each of these alternatives provides additional roadway vehicular capacity, improved bicycle and pedestrian accommodations, and the potential for integration with modified transit services with the planned future developments along the Tradeshow Boulevard corridor. The alternatives differ in how they address transit accommodations. The traffic operations needs are addressed via access management.

As identified in Section 2.1, Tradeshow Boulevard lies within a 60-foot easement dedicated to Orange County (Orange County Book Number 6689, Page 3847). This road will impact two parcels: 06-24-29-0000-00-005 and 06-24-29-0000-00-020.

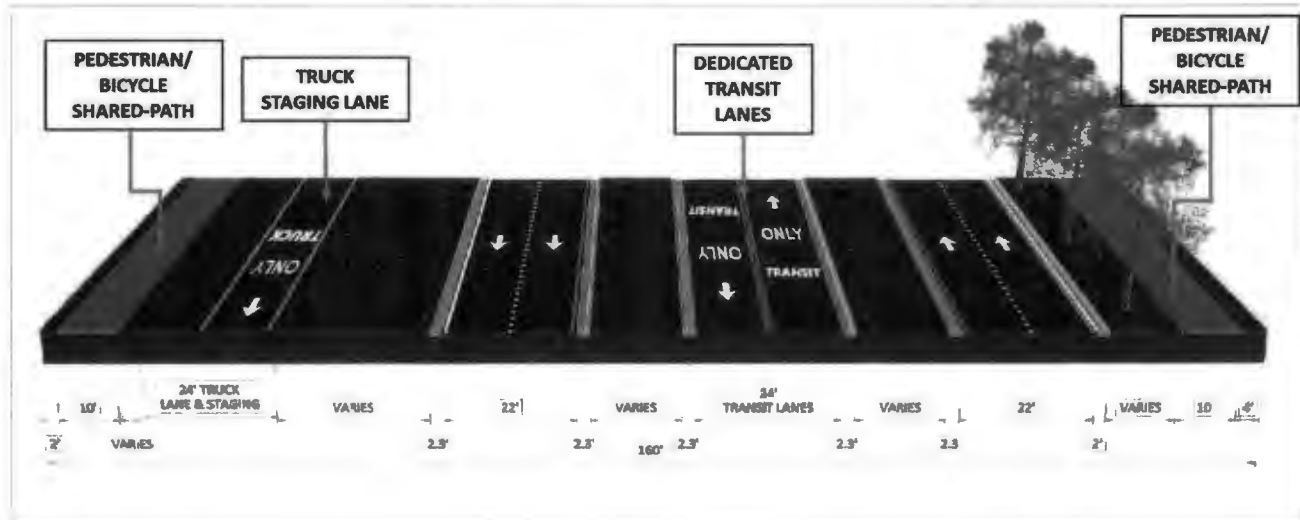
Each of the alternatives incorporates a four-lane to eight-lane roadway with considerations for transit-only lanes and a truck staging lane to better manage freight deliveries to the OCCC.

5.1.1 Alternative Concept 1: 4 General Use Lanes + 2 Median Transit Lanes + Truck Access Road

This typical section incorporates four general use lanes (two on each side of the roadway) and two dedicated transit lanes that run through the median. A 24-foot one-way truck staging lane is provided for freight accommodations. For pedestrian and bicycle accommodations, there is a 10-foot shared-use path on each side of Tradeshow Boulevard. See Figure 5-1 for the typical section. There is a 60' easement that exists today, there is no right-of-way. This road will impact at least two parcels: 06-24-29-0000-00-005 and 06-24-29-0000-00-020.



Figure 5-1. Alternative Concept 1: 4 General Use Lanes + 2 Median Transit Lanes + Truck Access Road

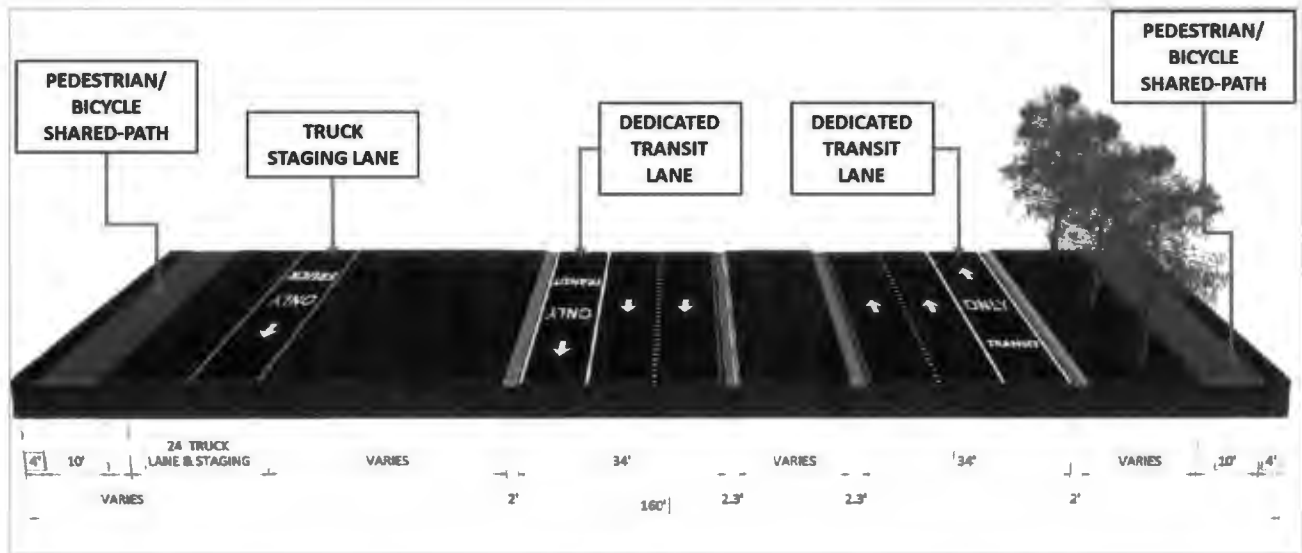


5.1.2 Alternative Concept 2: 4 General Use Lanes + 2 Transit Lanes (Curbside) + Truck Access Road

This typical section incorporates four general use lanes (two on each side of the roadway) and two dedicated curbside transit lanes on both sides of the roadway. A 24-foot one-way truck access road (also called a truck staging lane) is provided for freight accommodations. For pedestrian and bicycle accommodations, there is a 10-foot shared-use path on each side of Tradeshow Boulevard. See Figure 5-2 for the typical section. There is a 60' easement that exists today, there is no right-of-way. This road will impact at least two parcels: 06-24-29-0000-00-005 and 06-24-29-0000-00-020.



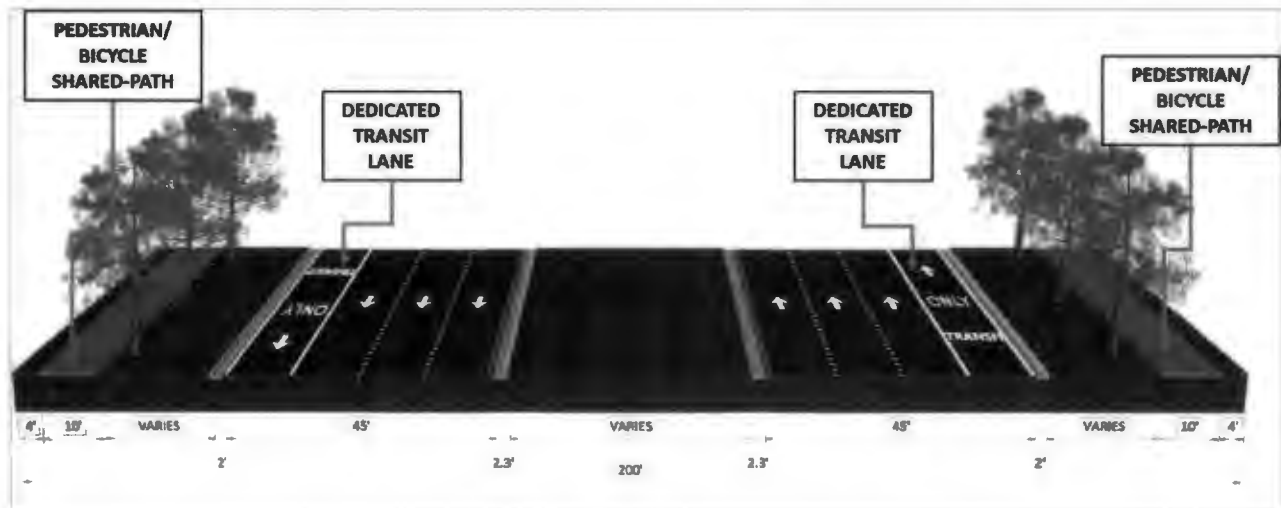
Figure 5-2. Alternative Concept 2: 4 General Use Lanes + 2 Curbside Transit Lanes + Truck Access Road



5.1.3 Alternative Concept 3: 6 General Use Lanes + 2 Transit Lanes (Curbside)

This typical section incorporates six general use lanes (three on each side of the roadway) and two dedicated curbside transit lanes in each direction of the roadway for a total of eight lanes. For pedestrian and bicycle accommodations, there is a 10-foot shared-use path on each side of Tradeshow Boulevard. See Figure 5-3 for the typical section. There is a 60' easement that exists today, there is no right-of-way. This road will impact at least two parcels: 06-24-29-0000-00-005 and 06-24-29-0000-00-020.

Figure 5-3. Alternative Concept 3: 6 General Use Lanes + 2 Curbside Transit Lanes



5.2 Future Year Traffic Analysis

A corridor capacity analysis was performed for the Tradeshow Boulevard RCA using the 2012 FDOT Generalized Service Volume Tables for urbanized areas on non-state roads. A subarea intersection analysis was also conducted for the three Alternative Concepts, which included the intersections listed below and shown in Figure 5-4.

- Destination Parkway at Tradeshow Boulevard
- Tradeshow Boulevard at OCCC Parking Access Road
- Tradeshow Boulevard at OCCC Freight Access Road
- Universal Boulevard at Tradeshow Boulevard/Kirkman Road Extension

Note the Freight U-Turn intersection located between the OCCC Freight Access Road and Universal Boulevard was added as a design feature to supplement the main freight entrance, which is a right-in-right-out (RIRO) intersection in Alternative Concepts 1 and 3. The intersection also provides access to the southbound access road (also called a truck staging lane) in Alternative Concepts 1 and 2.

Tradeshow Boulevard serves as a primary roadway facility for loading and unloading convention attendees and freight at the OCCC and experiences peak periods that impact regular transit schedules, therefore marginalizing its effectiveness for transit. The transit lanes included in the Alternative Concepts allow transit service to operate independent of the general roadway. The transit lane placement and operational independence are consistent with those planned for the Kirkman Road Extension and will result in predictable operation of future transit service from Destination Parkway through Sand Lake Road.



Figure 5-4. Tradeshow Blvd Future Year Traffic Analysis Intersections



5.2.1 Segment-Level Traffic Volumes

Roadway capacity was analyzed for the vehicular general use travel lanes (GL). Table 5-1 presents the 2045 average annual daily traffic (AADT) compared to the daily capacity calculated from the FDOT 2012 Generalized Service Volume Tables. With the 2045 AADT at 19,000 vehicles, a four-lane facility with a capacity of 30,000 vehicles can accommodate the Design Year demand. A six-lane facility would also accommodate the demand but would be underutilized with more than half of the capacity remaining.

Table 5-1. Segment Level Traffic Operations

Tradeshow Blvd Segment	Alternative Concept 1 4 GL* + 2 Median TL**		Alternative Concept 2 6 GL + 2 Curbside TL		Alternative Concept 3 6 GL + 2 Curbside TL	
	2045 AADT	Daily GL Capacity	2045 AADT	Daily GL Capacity	2045 AADT	Daily GL Capacity
Destination Pkwy to Universal Blvd	19,000	30,000	19,000	30,000	19,000	45,000

*GL – general use travel lane

**TL – transit lane



5.2.2 Intersection Traffic Volumes

FDOT's approved TURNS5-V2014 was used to develop AM and PM peak hour turning movement volumes at each study intersection for Opening Year 2025, Interim Year 2035, and Design Year 2045.

The intersection turning movement volumes are displayed in Figure 5-5 and Figure 5-6 for Year 2025 and 2045, respectively.

5.2.3 Intersection Traffic Operations

The intersection traffic operational results are presented in Table 5-2 through Table 5-5. In the 2045 AM and PM peak hours, the system connection intersections at Destination Parkway and Universal Boulevard operate at LOS E or better for all Alternative Concepts. At Destination Parkway, Alternative Concepts 1 and 2 operate almost identically since the turn configurations are the same. However, Concept Alternative 3 operates slightly worse with the same lane configuration due to the southbound U-turn volume experienced as a result of accommodating the right-out-only (RO) movement from the OCCC Parking Access Road. The intersection operational results reveal that the additional roadway capacity in Alternative Concept 3 does not provide any benefit to intersection operations at the boundary intersections since the turn lane configurations and signal timing dictate results.



Figure 5-5. 2025 Turning Movements at Universal Boulevard and Destination Parkway

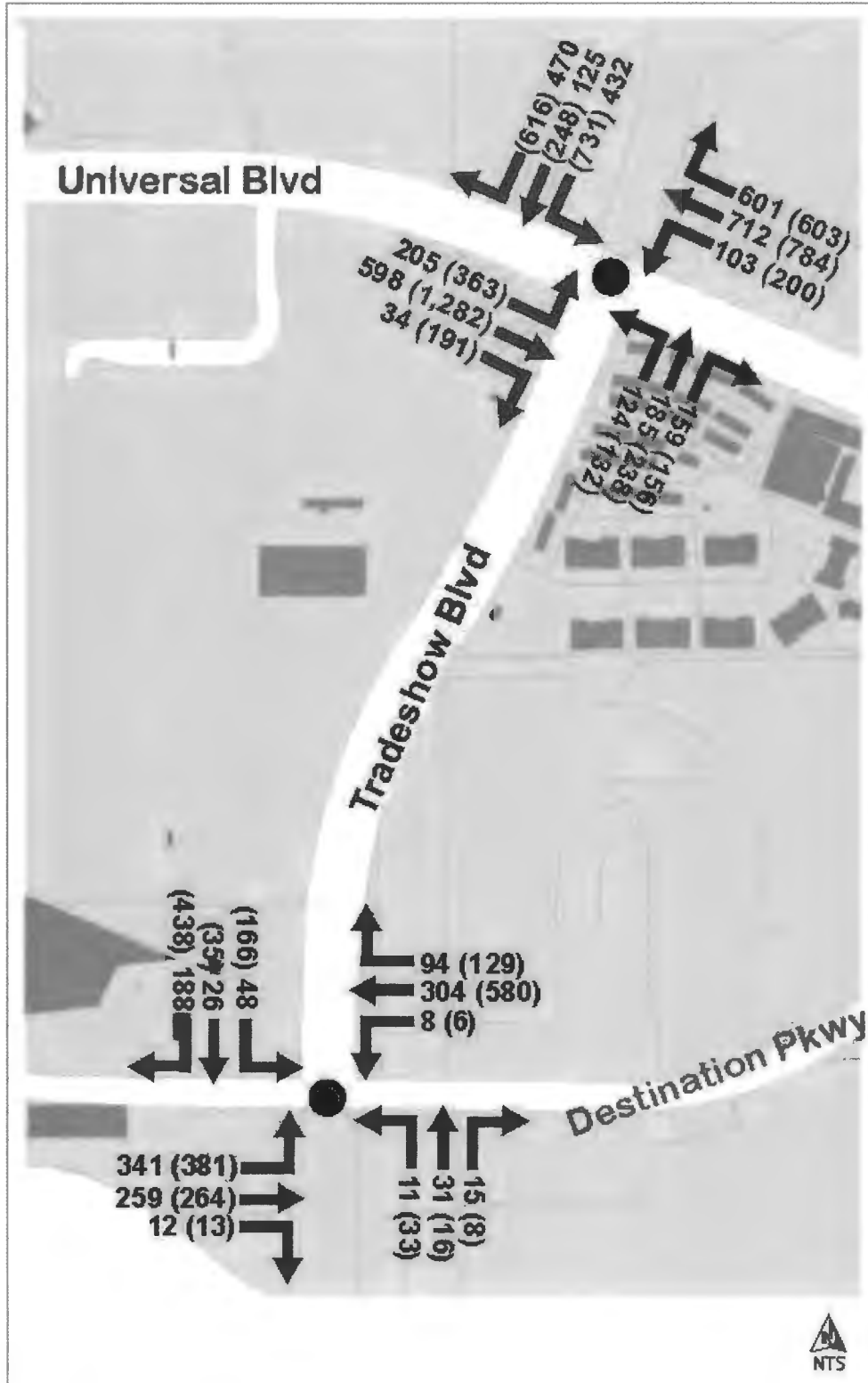


Figure 5-6. 2045 Turning Movements at Universal Boulevard and Destination Parkway

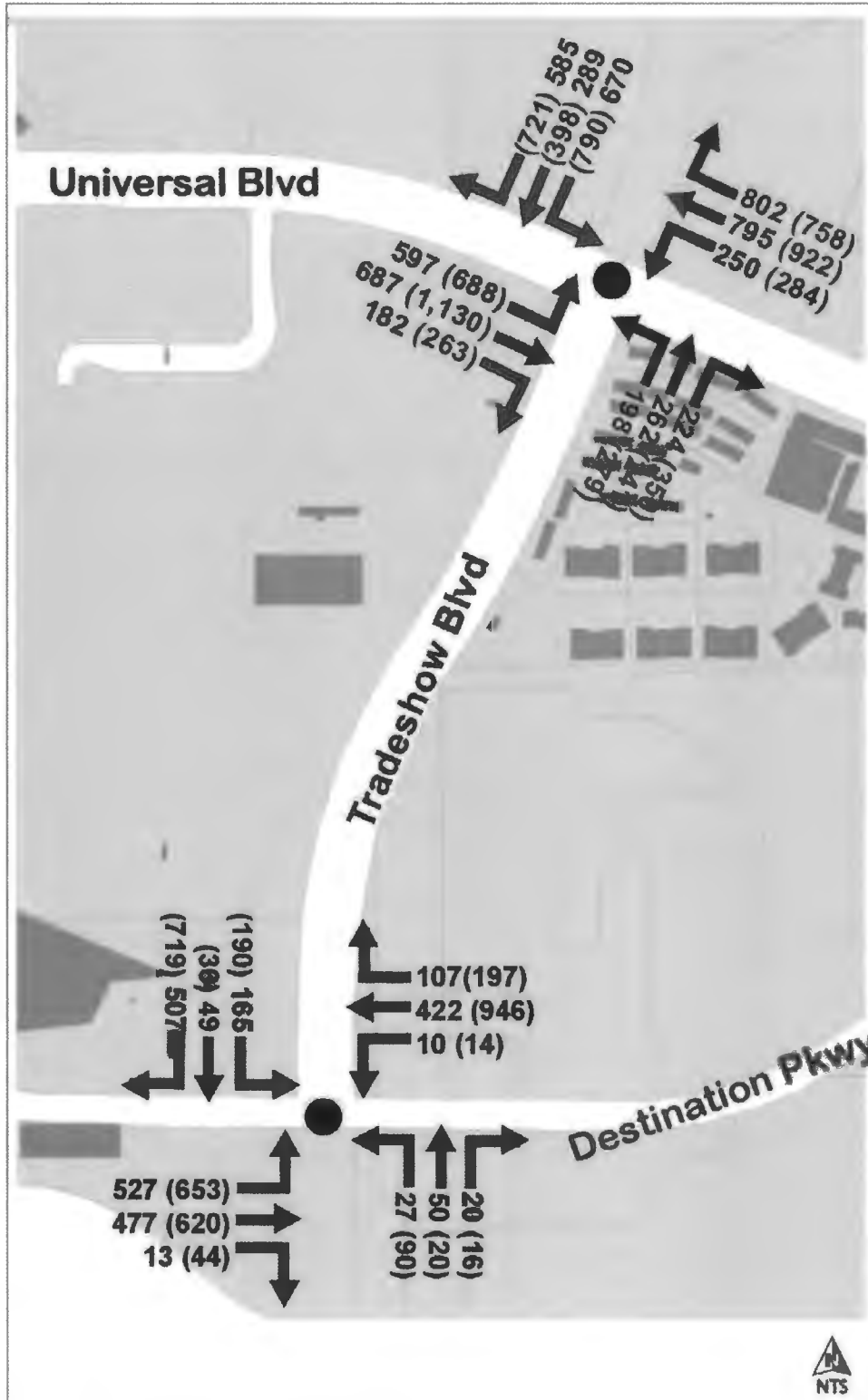


Table 5-2. Opening Year (2025) AM Peak Intersection Results

Tradeshow Blvd Intersection	Alternative Concept 1 4 GL + 2 Median TL				Control Type	Alternative Concept 2 4 GL + 2 Curbside TL				Control Type	Alternative Concept 3 6 GL + 2 Curbside TL			
	Control Type	Max V/C	Delay	LOS		Max V/C	Delay	LOS	Max V/C		Delay	LOS		
Universal Blvd	●●●	0.69	48.0	D	●●●	0.69	48.0	D	●●●	0.69	48.0	D		
OCCC Freight Access Rd	Free (RIRO)	-	-	-	●●●	0.19	8.9	A	●●● (RIRO)	-	1.4	-		
OCCC Parking Access Rd	●●●	0.50	11.8	B	●●●	0.50	11.9	B	●●● (RO)	-	1.8	-		
Destination Pkwy1	●●●	0.85	43.1	D	●●●	0.85	45.0	D	●●●	0.83	58.9	E		

¹Alternative Concept 3 results are less favorable than Alternative Concepts 1 and 2 due to the Southbound U-turn movement required to accommodate the OCCC Parking Access Eastbound Right Out Only

Table 5-3. Opening Year (2025) PM Peak Intersection Results

Tradeshow Blvd Intersection	Alternative Concept 1 4 GL + 2 Median TL				Control Type	Alternative Concept 2 4 GL + 2 Curbside TL				Control Type	Alternative Concept 3 6 GL + 2 Curbside TL			
	Control Type	Max V/C	Delay	LOS		Max V/C	Delay	LOS	Max V/C		Delay	LOS		
Universal Blvd	●●●	0.90	61.7	E	●●●	0.88	66.9	E	●●●	0.87	64.8	E		
OCCC Freight Access Rd	Free (RIRO)	-	-	-	●●●	0.21	7.2	A	●●● (RIRO)	-	1.2	-		
OCCC Parking Access Rd	●●●	0.46	8.6	A	●●●	0.46	8.2	A	●●● (RO)	-	1.5	-		
Destination Pkwy1	●●●	0.84	58.3	E	●●●	0.84	63.3	E	●●●	0.85	67.5	E		

¹Alternative Concept 3 results are less favorable than Alternative Concepts 1 and 2 due to the Southbound U-turn movement required to accommodate the OCCC Parking Access Eastbound Right Out Only



Table 5-4. Design Year (2045) AM Peak Intersection Results

Tradeshow Blvd Intersection	Alternative Concept 1 4 GL + 2 Median TL				Alternative Concept 2 4 GL + 2 Curbside TL				Alternative Concept 3 6 GL + 2 Curbside TL			
	Control Type	Max V/C	Delay	LOS	Control Type	Max V/C	Delay	LOS	Control Type	Max V/C	Delay	LOS
Universal Blvd	●●●	0.95	64.8	E	●●●	0.96	63.8	E	●●●	0.95	63.6	E
OCCC Freight Access Rd	Free (RIRO)	-	-	-	●●●	0.27	18.1	B	●●● (RIRO)	-	2.9	-
OCCC Parking Access Rd	●●●	0.65	13.5	B	●●●	0.65	13.4	B	●●● (RO)	-	3.0	-
Destination Pkwy ¹	●●●	0.98	63.9	E	●●●	0.98	65.8	E	●●●	1.1	85.8	F

¹Alternative Concept 3 results are less favorable than Alternative Concepts 1 and 2 due to the Southbound U-turn movement required to accommodate the OCCC Parking Access Eastbound Right Out Only.

Note: Red text denote LOS F

Table 5-5. Design Year (2045) PM Peak Intersection Results

Tradeshow Blvd Intersection	Alternative Concept 1 4 GL + 2 Median TL				Alternative Concept 2 4 GL + 2 Curbside TL				Alternative Concept 3 6 GL + 2 Curbside TL			
	Control Type	Max V/C	Delay	LOS	Control Type	Max V/C	Delay	LOS	Control Type	Max V/C	Delay	LOS
Universal Blvd	●●●	0.98	73.2	E	●●●	0.98	73.0	E	●●●	0.98	70.7	E
OCCC Freight Access Rd	Free (RIRO)	-	-	-	●●●	0.53	12.6	B	●●● (RIRO)	0.66	3.4	-
OCCC Parking Access Rd	●●●	0.68	12.7	B	●●●	0.68	13.1	B	●●● (RO)	0.55	3.1	-
Destination Pkwy ¹	●●●	0.94	55.3	E	●●●	0.96	53.5	D	●●●	0.95	65.0	E

¹Alternative Concept 3 results are less favorable than Alternative Concepts 1 and 2 due to the Southbound U-turn movement required to accommodate the OCCC Parking Access Eastbound Right Out Only



5.3 Access Management Determination

The access management review of the Tradeshow Boulevard corridor carefully considered the existing interaction of the surrounding land uses with the roadway. Directional median openings are included in the Alternative Concepts. The access management classification for Tradeshow Boulevard is Roadway Access Class 3 with controls identified in Table 5-6.

Table 5-6. Access Class Management

Roadway Access Class	Median Type	Connection Spacing (ft)		Median Opening Spacing (ft)		Minimum Signal Spacing (ft)
		≤ 45 MPH Posted	> 45 MPH Posted	Directional	Full	
3	Restrictive	440	660	1,320	2,640	2,640

Source: FDM 201 – Design Controls and FDOT Context Classification

As part of the traffic analysis and alternatives development, increased access management is presented to address the safety and traffic operations needs along the corridor. The FDOT Median Handbook guidance on access management and modification options provides direction for when access changes are reasonable. This guidance includes review of median width, turning movement volume, roadway AADT, and crash history. Each of the proposed access options will take into account the effects of existing spacing between access points and will attempt to address the overall traffic safety, efficiency, and system integrity of the corridor. The Alternative Concepts are consistent with an FDOT Access Class 3 restrictive median with emphasis on utilizing the existing network and major subdivision access points wherever possible.

5.4 Alternative Concepts

See Appendix A for illustrations of the Tradeshow Boulevard Alternative Concepts.

5.5 Comparison Matrix

Table 5-7 provides a detailed comparison of the qualitative and quantitative characteristics of the No Build Alternative and the three Alternative Concepts.



Table 5-7. Alternative Concepts Comparison Matrix

Evaluation Criteria	No Build Alternative	Alternative Concept 1	Alternative Concept 2	Alternative Concept 3
	No Improvements	4 General Use Lanes + 2 Median Transit Lanes + Truck Access Road	4 General Use Lanes + 2 Curbside Transit Lanes + Truck Access Road	6 General Use Lanes + 2 Curbside Transit Lanes
Right-of-Way				
Acres Impacted (roadway)	0	14.2	14.2	14.2
Acres Impacted (pond)	0	0	0	0
Number of Business Parcels	0	0	0	0
Number of Unimproved Parcels	0	2	2	2
Traffic Operations and Safety				
Crosswalks (Intersection)	0	4	4	6
New Signal/Signal Phasing/Timing	0	4	2	2
Social, Natural, and Physical Impacts				
Wetland (acre)	0	0.02	0.02	0.09
Archaeological/Historical Sites	0	0	0	0
Potential Contamination Sites Impacted	0	0	0	0
Floodplains (acre-feet)	0	0	0	0
Potential for Noise Impacts (high/med/low)	N/A	Low	Low	Low



Table 5-7. Alternative Concepts Comparison Matrix

Evaluation Criteria	No Build Alternative	Alternative Concept 1	Alternative Concept 2	Alternative Concept 3
	No Improvements	4 General Use Lanes + 2 Median Transit Lanes + Truck Access Road	4 General Use Lanes + 2 Curbside Transit Lanes + Truck Access Road	6 General Use Lanes + 2 Curbside Transit Lanes
Threatened and Endangered Species Impacts (high/med/low)	N/A	Low	Low	Low
Potential for Major Utility Impacts	No	Yes	Yes	Yes
Roadway Improvements				
Dedicated Bus Lanes	X	✓	✓	✓
Dedicated Truck Staging Lane	X	✓	✓	X
Median Bus Lane	X	✓	X	X
Curbside Bus Lane	X	X	✓	✓
Estimated Project Costs				
Construction Costs	No cost	\$9,220,000	\$9,000,000	\$9,050,000
Contingency Costs (25% of Construction cost)	No cost	\$2,305,000	\$2,250,000	\$2,262,500
Design (15% of Construction)	No cost	\$1,728,750	\$1,687,500	\$1,696,875
CEI (10% of Construction)	No cost	\$1,152,500	\$1,125,000	\$1,131,250
Right-of-Way Acquisition	No cost	\$TBD	\$TBD	\$TBD
Mitigation Banking	No cost	\$2,500	\$2,500	\$11,250
Total Costs	No cost	\$14,408,750	\$14,065,000	\$14,151,875



6.0 TRADESHOW BOULEVARD RECOMMENDED ALTERNATIVE

This section describes the Tradeshow Boulevard build alternatives and the selection of the Recommended Alternative. The Recommended Alternative is Alternative 1 with four General Use Lanes + two Median Transit Lanes + Truck Access Road. The recommendation is based on the continuation of the median transit lanes south from Kirkman Road Extension (under design by others) and operational considerations in coordination with OCCC. This section presents the results of the preliminary design analysis that was conducted for the recommended alternative identified in section above. The proposed improvements will address the increased mobility demands and safety needs along the corridor, while minimizing impacts to the social, natural, and physical environment.

6.1 Recommended Alternative Summary

6.1.1 Traffic Analysis

The I-Drive Design Traffic and Transit Engineering Report documents the existing and projected future traffic conditions which are summarized in Section 5.0 of this report. This analysis demonstrates the need to construct a four-lane roadway with two dedicated transit lanes and a truck staging road to accommodate the current and Design Year 2045 demand along the Tradeshow Boulevard corridor.

6.1.2 Typical Section

The recommended typical section is the four General Use Lanes + two Median Transit Lanes + Truck Access Road. The Recommended Alternative typical section is shown in Figure 6-1.

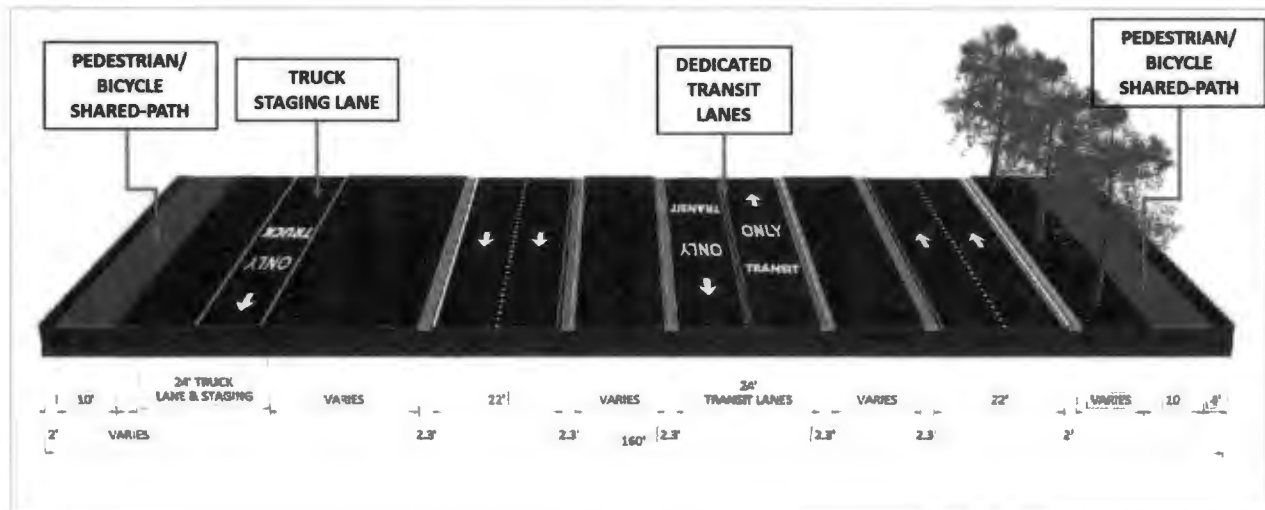
The roadway design elements incorporated into the Recommended Alternative include the following:

- Four 11-foot travel lanes
- Two 12-foot transit lanes
- Dedicated truck staging lane
- 12-foot sidewalks located on the east and west side of the roadway
- Type E curb and gutter along the inside lanes
- Type F curb and gutter along the outside lanes
- A variable width grass strip between the sidewalk and the right-of-way line
- No transit stops planned on Tradeshow Boulevard

As shown in Figure 6-1, the improvements associated with the Recommended Alternative are anticipated to be contained within the existing right-of-way.



Figure 6-1. Recommended Alternative Typical Section



6.1.3 Recommended Alternative Intersections

Within the study corridor, the proposed signalized intersections are Tradeshow Boulevard and Destination Parkway, Tradeshow Boulevard and the Hilton Hotel entrance, Tradeshow Boulevard and a freight access point, and Tradeshow Boulevard and Universal Boulevard.

The proposed improvements at these intersections are as follows:

- Tradeshow Boulevard/Destination Parkway
 - > Southbound through lanes
 - > Southbound left turn lanes
 - > Southbound right turn lane
 - > Northbound through/right turn lane
 - > Northbound left turn lane
 - > Eastbound through lanes
 - > Eastbound right turn lane
 - > Eastbound left turn lane
 - > Westbound through lanes
 - > Westbound right turn lane
 - > Westbound left turn lane
- Tradeshow Boulevard/OCCC East Entrance
 - > Southbound through lanes
 - > Southbound left turn lanes
 - > Southbound right turn lane
 - > Northbound through/right turn lane
 - > Northbound left turn lane
 - > Eastbound through lanes
 - > Eastbound right turn lane
 - > Eastbound left turn lane
 - > Westbound through lanes
 - > Westbound right turn lane
 - > Westbound left turn lane
- Tradeshow Boulevard/Freight Access
 - > Southbound through lanes
 - > Southbound left turn lanes
 - > Southbound right turn lane
 - > Northbound through/right turn lane
 - > Northbound left turn lane
 - > Eastbound through lanes
- Tradeshow Boulevard/Universal Boulevard
 - > Southbound through lanes
 - > Southbound left turn lanes
 - > Southbound right turn lane
 - > Northbound through/right turn lane
 - > Northbound left turn lane
 - > Eastbound through lanes



- > Eastbound right turn lane
 - > Eastbound left turn lane
 - > Westbound through lanes
 - > Westbound right turn lane
 - > Westbound left turn lane
- > Eastbound right turn lane
 - > Eastbound left turn lane
 - > Westbound through lanes
 - > Westbound right turn lane
 - > Westbound left turn lane

6.1.4 Typical Section and Right-of-Way Needs

The recommended typical section is four General Use Lanes + two Median Transit Lanes + Truck Access Road). Right-of-way will be acquired as needed east of the OCCC property line. The alternatives analysis included a consistent 200 foot right-of-way width for comparative analysis. The right-of-way width for the north portion of the recommended alternative is 200 feet including the Truck Access Road. With further refinement of the alternative, a reduction of the right-of-way to 160 feet for the southern portion of the corridor is recommended. The right-of-way requirements are shown in the concept plans contained in Appendix A.

6.2 Opinion of Probable Cost

6.2.1 Project Costs

The preliminary cost estimate for construction, design, CEI and contingency of the Recommended Alternative is \$14,408,750.

6.2.2 Engineering Design Costs

The engineering design costs associated with the Recommended Alternative have yet to be determined. It is assumed that the engineering design costs are 15 percent of the total construction costs.

6.2.3 Construction, Engineering and Inspection (CEI) Costs

The CEI costs associated with the Recommended Alternative have yet to be determined. It is assumed that the CEI costs are 10 percent of the total construction costs.

6.2.4 Right-of-Way Costs

The opinion of probable cost includes right-of-way costs as coordinated with Orange County.

6.2.5 Construction Costs

The anticipated construction costs for the Recommended Alternative are based on 2019 dollars formulated utilizing Area 1 (Orange County)/FDOT Statewide Averages and input from Orange County for adjustments for comparable roadway projects. The preliminary cost estimate for construction is \$9,220,000.



6.2.6 Contingency Costs

The contingency costs identified for the Recommended include 25 percent of the construction costs. The project costs do not include utility relocation costs.

6.2.7 SCALE Factors

The factors associated with the SCALE analysis and their respective analysis are as follows:

- **Safety.** Analysis of the existing crashes in the corridor is provided in Section 2.3. The proposed typical section includes a 12-foot shared-use path for pedestrians and bicyclists on each side of Tradeshow Boulevard.
- **Cost.** The cost analysis is provided in this section with the alternatives cost comparison provided in Table 5-7.
- **Alternatives.** The development of the alternatives and comparative analyses is provided in Section 5.0.
- **Long Range Plan.** The projects goals and objectives are in accordance with policies outlined in the Orange County 2030 Comprehensive Plan and as adopted in the 2030 Long Range Transportation Plan (Sections 2.5 and 6.8).
- **Environment.** Results of the environmental analysis and the minimal impacts associated with this project are summarized in Sections 2.0, 6.3 and 6.5.

6.3 Environmental and Community Impacts

Detailed studies and evaluations were conducted to determine the potential for adverse impacts that may result from the Tradeshow Boulevard project. These studies are available under separate cover. The findings suggest no to low anticipated environmental and community impacts. This section highlights the environmental and community impacts of the Recommended Alternative.

6.3.1 Land Use

The project is consistent with the existing and future land uses along the corridor, which are primarily Institutional/Public, Commercial, Residential, and Transportation. The Recommended Alternative is not anticipated to impact any of the current land uses nor create any future changes to the land uses, but rather enhance connectivity between them.

6.3.2 Community Cohesion

Community cohesion is anticipated to be maintained as this project will not create breaks in current neighborhood boundaries. There are no anticipated interruptions in service areas and there will be no change to access to community facilities and services.



The completion of the improvements along the corridor, such as the 12-foot shared use path on the both sides of Tradeshow Boulevard, will allow for greater pedestrian and bicycle access and mobility, which should positively influence community cohesion along the corridor.

6.3.3 Wetlands

Within the study area, there are low direct impacts to wetlands. All other surface water systems outside of the study area will likely not be impacted by the improvements. The project is anticipated to impact 0.02 acre of wetlands (roadway and ponds). Federal, state, and local government agencies with regulatory authority over wetlands and/or other surface waters generally require mitigation to offset unavoidable impacts as a condition of the permit. A cost per acre for utilizing a mitigation bank has been applied to the project costs.

Mitigation requirements are based on a compilation of wetland parameters, including quality, type, function, and size. Impacts to wetlands and/or other surface waters will be avoided and minimized to the maximum extent possible while maintaining safe and sound engineering and construction practices. Primarily, avoidance and minimization efforts are related to the proposed stormwater management pond locations.

A mitigation plan that adequately offsets adverse impacts will be developed and implemented during the design phase. Adverse wetland impacts that may result from the construction of this project will be mitigated, satisfying the requirements of Part IV, Chapter 373, F.S. and 33 U.S.C.S.1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and/or any other mitigation options that satisfy federal and state requirements.

6.3.4 Wildlife and Habitat

The existence of protected plant and animal species, as well as the possibility of occurrence within the project area, was investigated utilizing state and federal databases. A field review was not conducted, but minimal occurrences of species are anticipated, suggesting little to no impact from the Recommended Alternative. The potential impact to federally and/or state-listed wildlife species will be evaluated based upon the occurrence determinations for Orange County, Florida. If impacted, further analysis will be required to specifically address quantities of impact, current status of wildlife species, and other design and/or construction measures that can be incorporated to reduce or eliminate the potential impact.

6.4 Geotechnical Considerations

Detailed studies and evaluations were conducted to determine the potential for adverse impacts that may result from the Recommended Alternative. Baseline data, evaluation procedures, and analysis of results are contained in the project files in the "Geotechnical Report." The results of the geotechnical exploration indicate that the near-surface soils encountered along Tradeshow Boulevard alignment are generally suitable for support of the proposed roadway widening and reconstruction. Any non-select soils, muck, clay or debris, if encountered within project limits, should be removed and replaced with select soils in accordance with FDOT Index Nos. 120-002



and 120-001. Site preparation and roadway construction should be in accordance with the latest version of the FDOT Standard Specifications for Road and Bridge Construction and FDOT Standard Specification and Index Nos. 120-002 and 120-001.

6.5 Environmental Assessment

Detailed studies and evaluations were conducted to determine the potential for adverse impacts that may result from the Recommended Alternative. Baseline data, evaluation procedures, and analysis of results are contained in the project files in the "Contamination Screening Evaluation Report." The Recommended Alternative does not pose any negative impacts or threats to the existing conditions in the corridor.

6.6 Utilities Impacts

The Sunshine One Call service identified each of the UAOs known to operate within the Tradeshow Boulevard corridor. There are numerous utilities within the corridor, including electric lines, water and sewer lines, and telephone/communication lines. Contact information for each UAO is listed in Table 2-6 of Section 2.0. Information regarding future plans for improvements to utility services will be coordinated during the design phase of the Recommended Alternative.

6.7 Drainage Impacts

The impacts to the existing drainage system from the Recommended Alternative can be considered minimal. The following subsections describe the existing impervious area within the study area.

6.7.1 Preliminary Drainage Design Analysis

The Tradeshow Boulevard improvements are located within a watershed known as the Sand Lake Road Complex (SLRC), which is bounded by Sand Lake Road to the north, Shingle Creek to the east, Beachline Expressway (SR 528) to the south, and I-4 to the west. The SLRC watershed is approximately 3,000 acres in size and encompasses the OCCC; Lockheed Martin facility; the future Universal Studios Epic Theme Park; and numerous hotels, restaurants, and retail development along I-Drive and Universal Boulevard.

The watershed consists of two major conveyance systems (Central Canal and the Newover Canal) and numerous interconnected stormwater ponds that eventually discharge to Shingle Creek at multiple locations. Based on a Master Stormwater System Drainage Basin Map associated with a recent comprehensive drainage analysis prepared by Donald W. McIntosh Associates, Inc. (DWMA), the Tradeshow Boulevard project falls within the following four drainage basins (Figure 6-2):

- Universal Boulevard
- Orange County Convention Center



- Newover Canal
- Canadian Court

Within these four drainage basins, the Tradeshow Boulevard project falls within the following drainage sub-basins (Figure 6-3):

- OC-4 (Orange County Convention Center)
- SRoad (Universal Boulevard)
- NC-5A (Newover Canal)
- PZI-11A (Canadian Court)

Each drainage sub-basin is associated with the following stormwater ponds and/or receiving water body (Figure 6-4):

- Pond OC-4 (Sub-basin OC-4)
- Ponds OC-1A/OC-1B (Sub-basin SRoad)
- Newover Canal (Sub-basin NC-5A)
- Ponds 9A/10A (Sub-basin PZI-11A)

6.7.2 Stormwater Management Facilities

The existing stormwater management facilities (stormwater ponds) in the Tradeshow Boulevard study area include the following wet detention systems (Figure 6-4):

- Stormwater Ponds OC-1A/OC-1B
- Stormwater Pond OC-4
- Stormwater Ponds 9A/10A



Figure 6-2. Sand Lake Road Complex Stormwater System



Figure 6-3. Drainage Basins

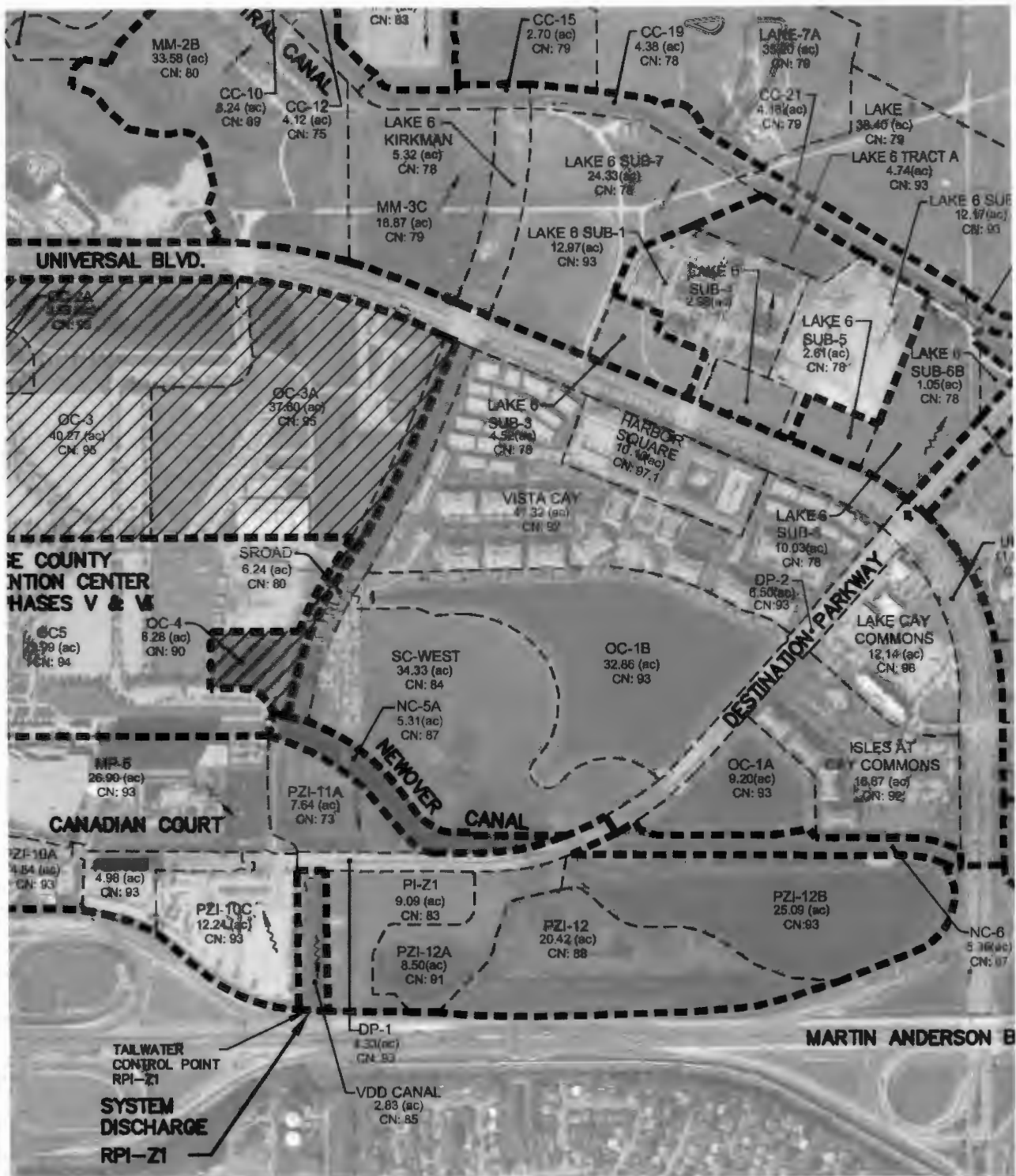
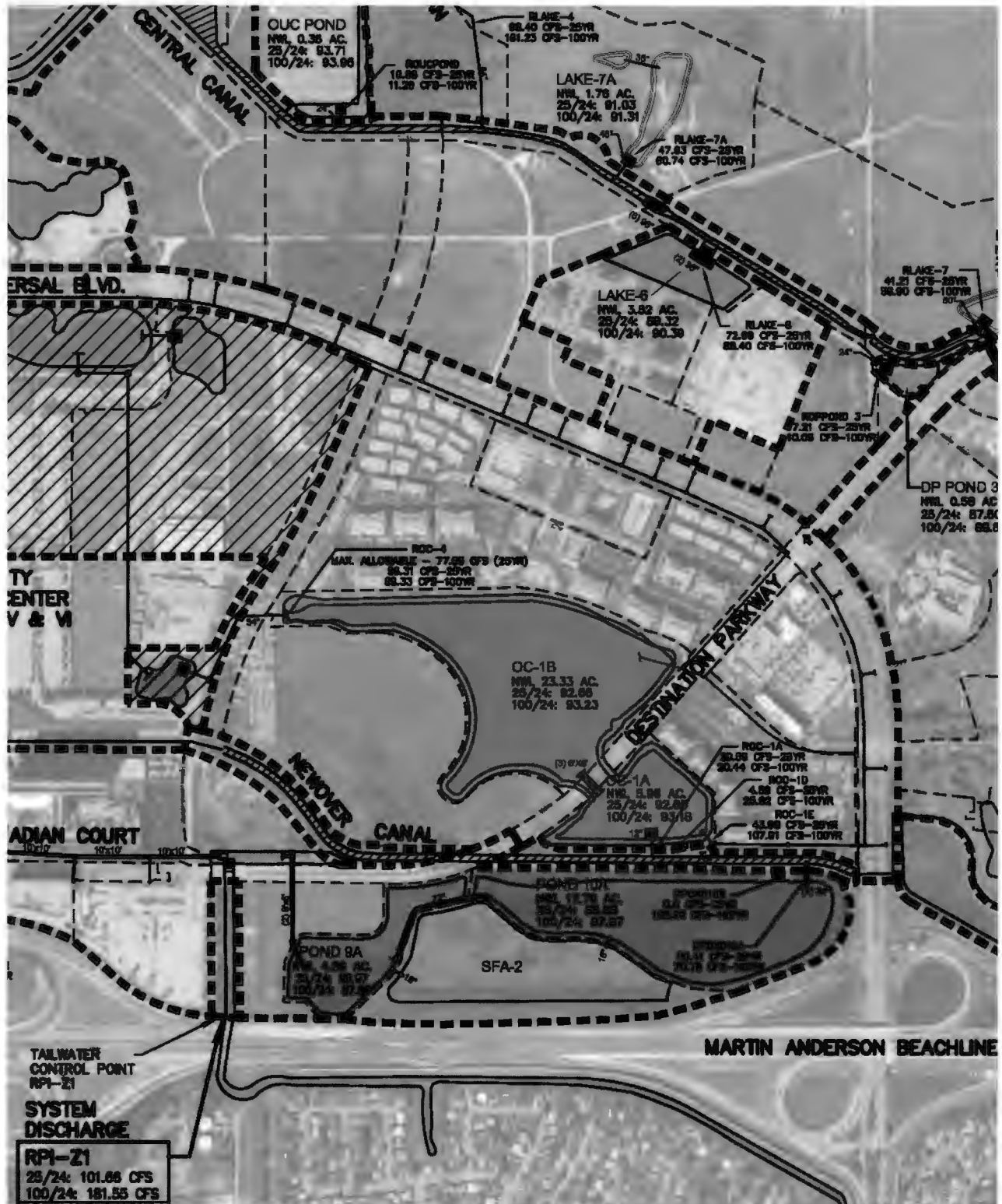


Figure 6-4. Stormwater Ponds



The capacity of the existing stormwater management ponds was investigated to determine if the additional impervious area associated with the three Tradeshow Boulevard Alternative Concepts could be accommodated. In the event that the existing stormwater management ponds did not have sufficient capacity, the scope of work for the Tradeshow Boulevard RCA called for the evaluation of additional alternative pond concepts. More specifically, if Stormwater Ponds OC-1A/OC-1B could not accommodate Tradeshow Boulevard improvements between the Newover Canal and Universal Boulevard (referred to as the North Segment), the following alternative would be evaluated:

- Expand Pond OC-4 within the Orange County Convention Center

Likewise, if it were concluded that stormwater Ponds 9A/10A could not accommodate Tradeshow Boulevard improvements between Destination Parkway and the Newover Canal (referred to as the South Segment), the following alternative would be evaluated:

- Construction of a linear pond between the Tradeshow Boulevard right-of-way and the Duke Energy easement

6.7.3 Pond Locations

Prior to evaluating stormwater pond alternatives, the total impervious area within the 200-foot Tradeshow Boulevard right-of-way was estimated—more specifically, the North Segment (between Universal Boulevard and the Newover Canal) and the South Segment (between Destination Parkway and the Newover Canal). The following is the breakdown in the right-of-way area and the impervious area for both segments based on the average of the areas within the three Alternative Concepts:

North Segment

- Length = 2,395 feet
- Total Right-of-Way Area = 11.00 acres
- Impervious Area = 6.95 acres
- Pervious Area = 4.05 acres

South Segment

- Length = 705 feet
- Total Area = 3.24 acres
- Impervious Area = 1.89 acres
- Pervious Area = 1.35 acres

Next, the current stormwater characteristics for the SLRC watershed, and more specifically the four drainage basins within the Tradeshow Boulevard corridor (Section 6.7.1), were established. The following entity received a conceptual permit modification from the SFWMD (Conceptual Permit No. 48-102657-P, Application No. 190910-1786, dated December 27, 2019):



Sand Lake Road Complex Master Stormwater Management System Update

Conceptual Modification of SFWMD ERP 48-0103-S
Drainage Analysis for Current and Future Conditions
(dated September 2019, revised November 2019)

Prepared for: Universal City Development Partners, LTD.
Prepared by: Donald W. McIntosh Associates, Inc.

The purpose of the recently approved SFWMD conceptual permit modification prepared by DWMA was twofold. First, to establish a baseline for flood stages (design high water elevations) and peak discharge rates based on “current” conditions and best available data. Second, to account for future development and determine if the overall SLRC watershed meets the 2005 conceptual permit with respect to flood stages, peak discharge rates, and water volume. The recent conceptual permit modification drainage analysis prepared by DWMA provides the best available data to use as a baseline to investigate stormwater management alternatives associated with the Tradeshow Boulevard improvements.

As mentioned in Section 6.7.2, if it could be confirmed that the existing stormwater ponds have sufficient capacity to accommodate the proposed Tradeshow Boulevard improvements with respect to water quality (peak attenuation) and water quality (pollution abatement), investigating stormwater pond alternatives would not be warranted. The remainder of this section documents that the existing stormwater ponds (Pond OC-1A/OC-1B and Pond 9A/10A) have sufficient capacity to accommodate the North and South Segments, respectively.

In the unlikely event that Orange County is unable to secure legal authority to access and utilize Ponds OC-1A/OC-1B, then expanding Pond OC-4 within the OCCC property would be required. Based on the Supporting Calculations prepared for the Tradeshow Boulevard Stormwater Report, Pond OC-4 would need to be expanded by approximately 0.25 acre to accommodate the North Segment of the Tradeshow Boulevard improvements. Should Orange County be unable to secure legal authority to access and utilize Ponds 9A/10A, constructing a stormwater pond between Tradeshow Boulevard and the existing Duke Energy easement would be required. Based on the Supporting Calculations, this new pond would need to be approximately 0.15 acre in size to accommodate the South Segment of the Tradeshow Boulevard improvements. The Tradeshow Boulevard Stormwater Report details the analysis including supporting calculations.

North Segment

The North Segment of the Tradeshow Boulevard improvements encompasses drainage Sub-basins OC-4 and SROAD and a minor portion of Sub-basin NC-5A (Figure 6-4). Therefore, an option that was considered was to divert a portion of the stormwater runoff from the right-of-way area to Pond OC-4 and the remainder of the runoff to Pond OC-1A/OC-1B. However, the preferred option is to direct the stormwater runoff from the entire North Segment right-of-way to Ponds OC-1A/OC-1B and determine if sufficient capacity is available.



The following two SFWMD permit files were reviewed for drainage Sub-basins OC-4 and SROAD and for Ponds OC-1A/OC-1B to confirm the future land use conditions and stormwater capacity:

- Conceptual Permit No. 48-102657-P
Application No. 190910-1786 (issued 12/27/19)
Universal SLRC Conceptual Permit Modification
- Permit No. 48-01098-S
Application No. 170315-11 (issued 04/04/17)
Orange County Convention Center | North-South Overflow Parking

Ponds OC-1A/OC-1B were reanalyzed based on an impervious area of 80 percent for drainage Sub-basin SROAD and the updated design water elevations and peak discharge rates approved by the SFWMD in the recently secured Conceptual Permit No. 48-102657-P, previously referenced. Sub-basin SROAD is 6.24 acres in size, and the assumed percent impervious of 80 percent equates to an impervious area of 4.99 acres. In comparison, the estimated impervious area for the North Segment based on the three Alternative Concepts is 6.95 acres, which exceeds the estimated permitted 4.99 acres. Because the proposed impervious area (6.95 acres) exceeds the assumed permitted impervious area (4.99 acres), additional water quality (pollution abatement) volume would be required.

However, Ponds OC-1A/OC-1B were permitted with an exceedance of 115.05 acre-feet of additional water quality volume than what is required. Therefore, the required water quality treatment volume associated with the North Segment of the Tradeshow Boulevard improvements can be accommodated within Ponds OC-1A/OC-1B.

Regarding the peak attenuation requirements associated with Ponds OC-1A/OC-1B, it should be noted that to avoid diverting some of the runoff to Pond OC-4, and the remainder to Ponds OC-1A/OC-1B, it was decided to redirect the entire North Segment runoff to Ponds OC-1A/OC-1B and model the design storm event to determine if the additional drainage area could be accommodated. Based on the recently secured conceptual permit, there are 12 drainage sub-basins that contribute stormwater runoff to Ponds OC-1A/OC-1B for a total drainage area of 300.73 acres and a weighted runoff curve number of 93. With the entire North Segment runoff redirected to Ponds OC-1A/OC-1B, the total drainage area increases to 305.61 acres, which constitutes a 4.88-acre increase. Note that the 4.88 acres of additional drainage area corresponds to the right-of-way area within Sub-Basin OC-4 that would be redirected to Ponds OC-1A/OC-1B. It should be noted that the weighted runoff curve number remained unchanged. Ponds OC-1A/OC-1B were remodeled using the Interconnected Channel and Pond Routing (ICPR) software (Version 4.0), which confirmed that the design high water elevations and peak discharge rates were still in compliance with the recently secured conceptual permit. The Tradeshow Boulevard Stormwater Report Supporting Calculations for the weighted runoff curve number computations, as well as the ICPR input data and flood routing results, which



demonstrate that Ponds OC-1A/OC-1B can accommodate the 4.88-acres of additional drainage area being rerouted from OC-4 to OC-1A/OC-1B.

Therefore, it can be concluded that **the existing Ponds OC-1A/OC-1B have sufficient volume (peak attenuation and pollution abatement) to accommodate the North Segment improvements of the Tradeshow Boulevard Recommended Alternative and will not need to be expanded from their current configurations.** However, as previously stated, in the unlikely event that Orange County is unable to secure legal authority to access and utilize Ponds OC-1A/OC-1B, then expanding Pond OC-4 within the OCCO property would be required. Based on the Supporting Calculations, Pond OC-4 would need to be expanded by approximately 0.25 acre to accommodate the North Segment of the Tradeshow Boulevard improvements.

South Segment

The South Segment of the Tradeshow Boulevard improvements falls within drainage Sub-basin PZI-11A and an insignificant portion of MP-4 (Figure 6-4). The preferred option is to direct the stormwater runoff from the entire South Segment right-of-way to Ponds 9A/10A and determine if sufficient capacity is available. If so, an analysis of an additional pond alternative would be unnecessary.

The following two SFWMD permit files for drainage Sub-basin PZI-11A and Ponds 9A/10A were reviewed to confirm the future land use conditions and stormwater capacity:

- Conceptual Permit No. 48-102657-P
Application No. 190910-1786 (issued 12/27/19)
Universal SLRC Conceptual Permit Modification
- Individual Environmental Resource Permit No. 48-102429-P
Application No. 191028-2144 (issued 02/14/20)
Hilton Orlando Convention Center Hotel

Based on both SFWMD submittals, which represent the latest design approved by the SFWMD for the study area, Ponds 9A/10A were reanalyzed based on an impervious area of 80 percent for drainage Sub-basin PZI-11A, and the updated design water elevations and peak discharge rates were approved by the SFWMD. Based on the South Segment's footprint within drainage Sub-basin PZI-11A and assuming an 80 percent impervious area, the computed impervious area is 2.59 acres compared to the average impervious area of the three Alternative Concepts of 1.89 acres. Since the impervious area associated with the future Tradeshow Boulevard improvements was confirmed to be less than the impervious area anticipated within drainage Sub-basin PZI-11A, it can be concluded that **the existing Ponds 9A/10A have sufficient volume (peak attenuation and pollution abatement) to accept additional flows from the South Segment improvements of the Recommended Alternative and will not need to be expanded from their current configurations.** However, in the unlikely event that Orange County is unable to secure legal authority to access and utilize Ponds 9A/10A, then constructing



a stormwater pond between Tradeshow Boulevard and the existing Duke Energy easement would be required. Based on the Tradeshow Boulevard Drainage Report Supporting Calculations, this new pond would need to be approximately 0.15 acre in size to accommodate the South Segment of the Tradeshow Boulevard Recommended Alternative.

6.7.4 Cross Drains

The Tradeshow Boulevard corridor encompasses one existing culvert associated with the Newover Canal primary conveyance system that outfalls to Shingle Creek. The existing culvert is an 84-inch reinforced concrete pipe (RCP) that will need to be extended to accommodate the improvements. In addition to the culvert being extended, the concrete scour protection/end treatment will need to be reconstructed (refer to the photographs below). A hydraulic analysis will be required to determine if the upstream flood stage will increase due to the additional friction losses or determine if the increase is *de minimis* during the design phase. Based on the Orange County Code of Ordinances, Division 3 of Article VII, the 25-year/24-hour design storm event will be required to analyze the referenced culvert crossing during design.



Downstream end of the 84-inch RCP culvert crossing (east of Tradeshow Boulevard).



Upstream end of the 84-inch RCP culvert crossing (west of Tradeshow Boulevard).

6.7.5 Floodplains and Floodways

Based on FEMA's Flood Insurance Rate Maps (FIRM) that encompass the SLRC watershed, there are no special flood hazards (floodplains or floodways) that will be impacted by the Tradeshow Boulevard improvements. More specifically, based on FIRM Panel 12095C0415F (effective September 25, 2009) no Zone A or AE floodplains, nor regulated floodways (with the exception of Shingle Creek), will be impacted.



6.7.6 Stormwater Permits

As stated in Section 4.2.1, to authorize construction of the Tradeshow Boulevard improvements, a right-of-way utilization will be required from Orange County, and an Environmental Resource Permit (ERP) will be required from the SFWMD. Based on conversations with the Orange County Highway Construction Division, the contractor is responsible for securing a Right-of-Way Utilization Permit prior to construction. The proposed improvements do not impact existing wetlands and/or regulated surface waters that would require a USACE permit. However, a No Permit Required (NPR) letter from USACE will need to be secured during the design phase.

In addition, a Drainage Connection Permit will not be required from FDOT. The VWCD does not have regulatory authority over the Tradeshow Boulevard improvements because the study area does not discharge flows to the VWCD.

6.7.7 Stormwater Easements

The North Segment of Tradeshow Boulevard will discharge into Ponds OC-1A/OC-1B. The breakdown in ownership of the ponds based on Orange County Property Appraiser's website (percent breakdown based on the approximate top of bank) is as follows:

Pond OC-1A

- 51% is owned by Orange County
- 49% is owned by Universal City Development Partners

Pond OC-1B

- 91% is owned by Orange County
- 6% is owned by Universal City Development Partners
- 3% is owned by Universal City Property Management III

Because the North Segment will discharge into ponds jointly owned by Orange County and a private entity, the County will need to request permission or secure a drainage easement from Universal City Development Partners.

The South Segment of Tradeshow Boulevard will discharge into a stormwater pond currently owned and maintained by the Hilton Orlando (aka A-R HHC Orlando Convention Hotel LLC). Even though the proposed stormwater discharge from this portion of the project has been accounted for and permitted to discharge into Ponds 9A/10A, the County will need to request permission or secure a drainage easement from the Hilton Orlando to allow the South Segment to outfall into Ponds 9A/10A.

6.8 Transportation and Long Range Plans

The Recommended Alternative is consistent with the Transportation Element of the Orange County Comprehensive Plan, principally by offering an improved system that focuses on safety,



capacity, mobility, accessibility, and convenience, as well as having minimal impact to the environment.

Another prominent factor in Transportation Element and the 2030 Long Range Transportation Plan is pedestrian network and connectivity. The current infrastructure for this in the area is limited with a lack of sidewalk and the various potential roadway conflicts. The Recommended Alternative includes 12-foot shared-use paths along the west and east sides of the corridor from Destination Parkway to Universal Boulevard.

6.9 Access Management Alternatives

The access management plan for Tradeshow Boulevard is generally based on the FDOT Access Class 3 criteria. The median opening spacing distances for the Class 3 criteria are as follows:

- Directional median opening spacing—660 feet
- Full median opening spacing criteria—1,320 feet

The Recommended Alternative accommodates both directional median and signalization, as shown in Table 6-1, which will be further developed during the design phase.



Table 6-1. Median Access Control

Median Access Control for Recommended Alternative: 4GP + 2 TL + Truck Access Road – Orange County											
Intersection (STATION)	Proposed Median Opening Type	Distance To/From Nearest Proposed DIRECTIONAL Median Opening (ft)				Distance To/From Nearest Proposed FULL Median Opening (ft)				Connectivity To	Comments
		To the South		To the North		To the South		To the North			
		Distance	Variance	Distance	Variance	Distance	Variance	Distance	Variance		
Access Management Class 5/C4 – Urban General (Spacing 660-ft Directional and 1,320-ft Full) – 35 MPH											
Tradeshow Boulevard at Destination Parkway (10+00)	Full/Signalized	N/A	N/A	700	-50%	N/A	N/A	900	-66%	East: Destination Parkway West: Destination Parkway	Begin Project Limits; access for southbound vehicles to Destination Parkway and Destination Parkway Transit SuperStop
OCCC Parking Access Road (19+00)	Full/Signalized	N/A	N/A	850	-36%	900	-66%	2,340	-11%	East: None West: OCCC & Hilton Hotel	Access to OCCC and Hilton Hotel for SB vehicles
OCCC Freight Access Road (27+50)	Full/Signalized	N/A	N/A	850	-36%	850	-68%	1,490	-44%	East: None West: OCCC Lot (unidentified)	Access for freight into lot
OCCC Freight U-Turn Access Road (36+00)	Directional/Signalized	850	-36%	N/A	N/A	1,700	-36%	640	-76%	East: None West: OCCC Lot (unidentified)	Access for freight into lot and truck staging lane



Table 6-1. Median Access Control

Median Access Control for Recommended Alternative: 4GP + 2 TL + Truck Access Road – Orange County											
Intersection (STATION)	Proposed Median Opening Type	Distance To/From Nearest Proposed DIRECTIONAL Median Opening (ft)				Distance To/From Nearest Proposed FULL Median Opening (ft)				Connectivity To	Comments
		To the South		To the North		To the South		To the North			
		Distance	Variance	Distance	Variance	Distance	Variance	Distance	Variance		
Tradeshow Boulevard at Universal Boulevard (42+40)	Full/ Signalized	640	-52%	N/A	N/A	2,340	-11%	N/A	N/A	<u>East:</u> Universal Boulevard	End Project Limits; access for northbound vehicles to Universal Boulevard and the future Kirkman Road Extension



7.0 PUBLIC INVOLVEMENT

Public involvement for the Tradeshow Boulevard RCA was implemented in accordance with the TFATA Public Involvement Plan. The plan identified the stakeholders, both public and private, the outreach activities, and the schedule of meetings. The public involvement plan and outreach materials, including presentations, newsletters, and meeting summaries, are included in Appendix E.

Public information for the Tradeshow Boulevard RCA, as a part of the TFATA Transit Study, was dispersed through the following methods:

- Newsletters were mailed to property owners, tenants, and other interested persons
- Public meeting advertisements were placed in *The Orlando Sentinel*, and *El Sentinel*
- A project website was maintained containing the project study area map, project schedule, meeting notices, newsletters, and other study documents

7.1 Project Advisory Group Meetings

The Project Advisory Group (PAG) was convened three times over the course of the project to participate in visioning and community feedback exercises. The PAG members included agencies and stakeholders in the I-Drive District along the following transportation corridors:

- International Drive from Sand Lake Road (State Road 482) to Sea Harbor Drive
- Universal Boulevard from Sand Lake Road to Tradeshow Boulevard
- Via Mercado from International Drive to Universal Boulevard
- Destination Way International Drive to Tradeshow Boulevard
- Tradeshow Boulevard from Destination Parkway to Universal Boulevard

Supporting materials was provided to PAG members for discussion and concurrence to the recommendations of the transit study, including support for the Tradeshow Boulevard RCA recommendations. Meeting summaries and materials are provided in Appendix E.

7.2 Agency and Small Group Meetings

Agency and small group meetings were held with representatives from Bayshore Condominium HOA, City of Orlando, Hilton, SeaWorld, Tangelo Park, Universal Orlando, FDOT, Duke Energy, and Orange County. Minutes from these meetings are included in Appendix E.

7.3 Public Meetings

Two public meetings were conducted for the TFATA and featured Tradeshow Boulevard RCA. Informational displays with maps and other graphics were displayed for public review and



comment. The meetings began with a presentation, followed by an informal question and answer session during which attendees could meet one-on-one with study team members to comment and provide input. The public meeting summaries are contained in Appendix E.

7.3.1 Project Kick-Off Meeting

The Project Kick-off Meeting was held on Friday, May 24, 2019. The purpose of the meeting was to review the general scope of work including the Tradeshow Boulevard RCA and preliminary existing conditions analysis for the International Drive TFATA study.

7.3.2 Alternatives Information Meeting

The Alternative Information Meeting was held on Friday, January 30, 2020. The purpose of the meeting was to present the Tradeshow Boulevard Alternative Concepts and the transit analysis that was conducted for the TFATA study for public review and comment.

7.3.3 Recommended Alternative Meeting and Feedback

The Recommended Alternative Meeting was held virtually on September 23, 2020.



APPENDICES

Appendix A. Concept Plans
(Electronic Only)

Appendix B. TFATA Design Traffic and Transit Technical Memorandum
(Electronic Only)

Appendix C. Contamination Screening Evaluation Report
(Electronic Only)

Appendix D. Geotechnical Report
(Electronic Only)

Appendix E. Public Involvement
(Public Involvement Plan and Summary Materials—Electronic Only)



Appendix A.
CONCEPT PLANS
(Electronic Only)



Appendix B.
TFATA DESIGN TRAFFIC AND TRANSIT TECHNICAL
MEMORANDUM
(Electronic Only)



Appendix C.
CONTAMINATION SCREENING EVALUATION REPORT
(Electronic Only)



Appendix D.
GEOTECHNICAL REPORT
(Electronic Only)



Appendix E.
PUBLIC INVOLVEMENT
(Public Involvement Plan and Summary Materials—Electronic Only)



