



INTERNATIONAL DRIVE

TRANSIT FEASIBILITY & ALTERNATIVE TECHNOLOGY ASSESSMENT





1

I-DRIVE TFATA OVERVIEW

INTERNATIONAL DRIVE 2040 STRATEGIC VISION

I-DRIVE DISTRICT

CONNECTED – COMPLETE – AUTHENTIC – PROSPEROUS – SUSTAINABLE

GOALS



1
Walkability,
cycling, and
transit



2
Diversity of
uses and
housing types



3
Civic and public
gathering
places



4
Infill and
redevelopment
opportunities



5
Resource
conservation
and efficiency

TRANSFORMATIVE TOOLS



LAND
DEVELOPMENT



REGULATIONS



PARKING



MOBILITY

SUBDISTRICTS (FOCUS AREAS)

1

CONVENTION
CENTER

2

RETAIL &
HOSPITALITY

3

ENTERTAINMENT

4

SEA WORLD

5

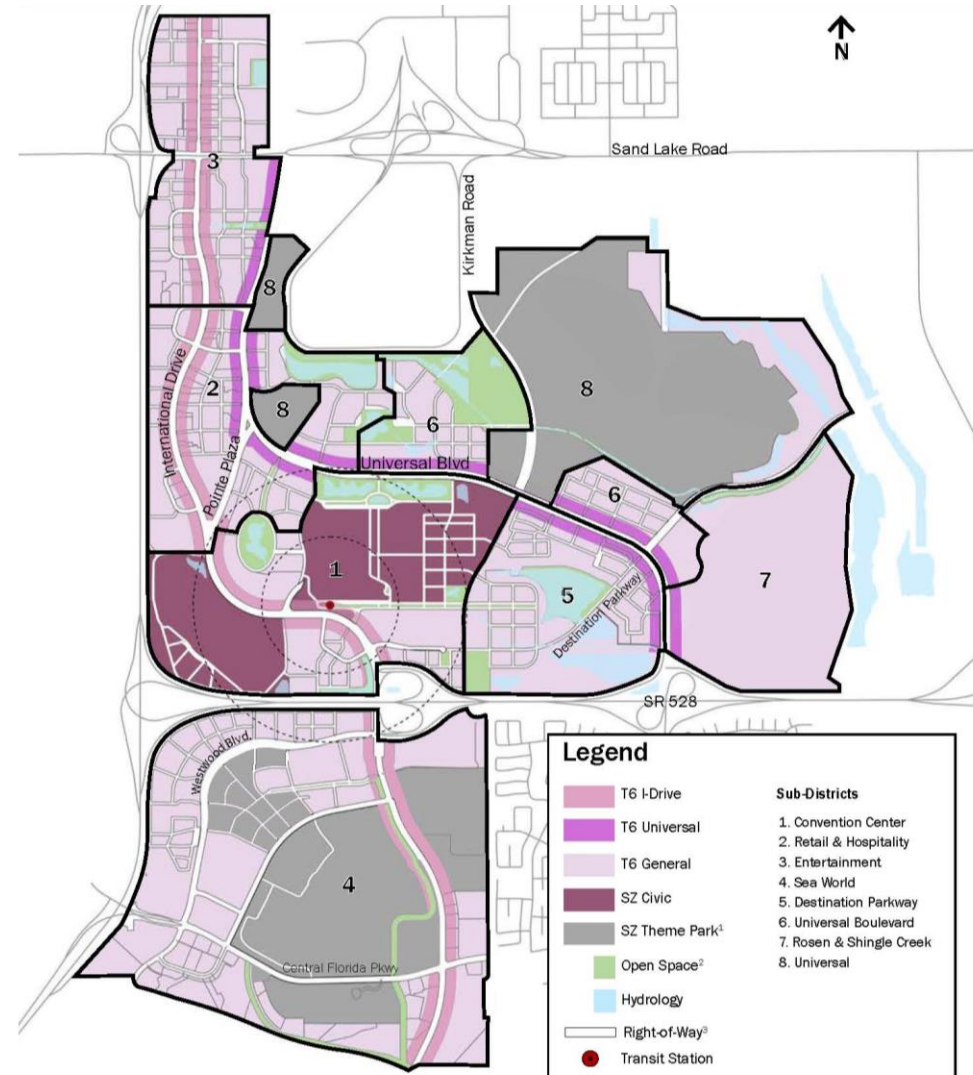
DESTINATION
PARKWAY

6

UNIVERSAL
BOULEVARD

7

ROSEN &
SHINGLE
CREEK



Notes:

1. When SZ Theme Park abuts Universal Boulevard or International Drive, the Site and Building Requirements shall apply as provided on Table (22).

2. Open Spaces are conceptual and the underlying land shall be treated as a T6 General Transect.

3. Block configurations are conceptual and will be established at Site Plan submittal.



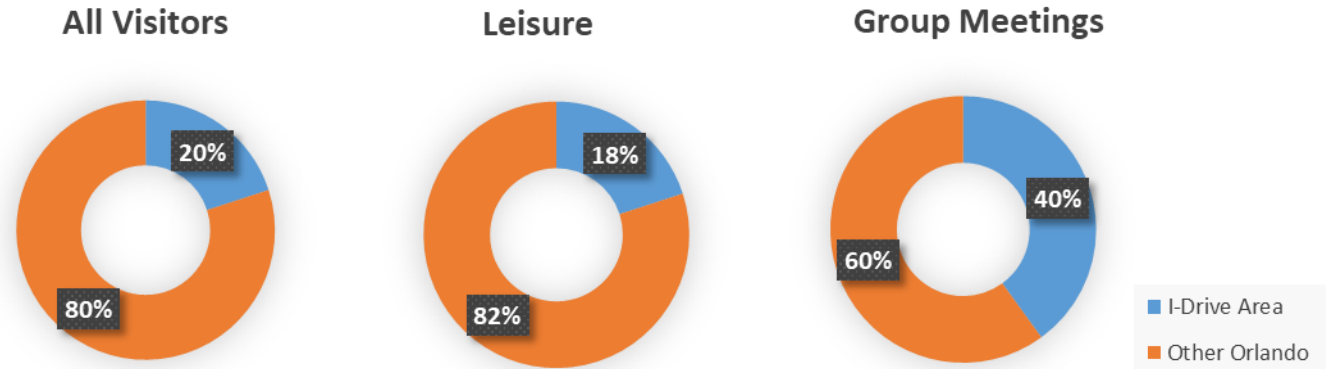
Orlando Visitors 2018



America's most visited destination

- Record number of U.S. visitors: 68.55 million (up 4.1 percent)
- Record number of international visitors: 6.48 million (up 5.4 percent)

I-Drive Resort Area Visitor Market Shares



75,000+ JOBS

121 HOTELS

14.3 MILLION VISITORS

47,900+ HOTEL ROOMS

1800+ BUSINESSES

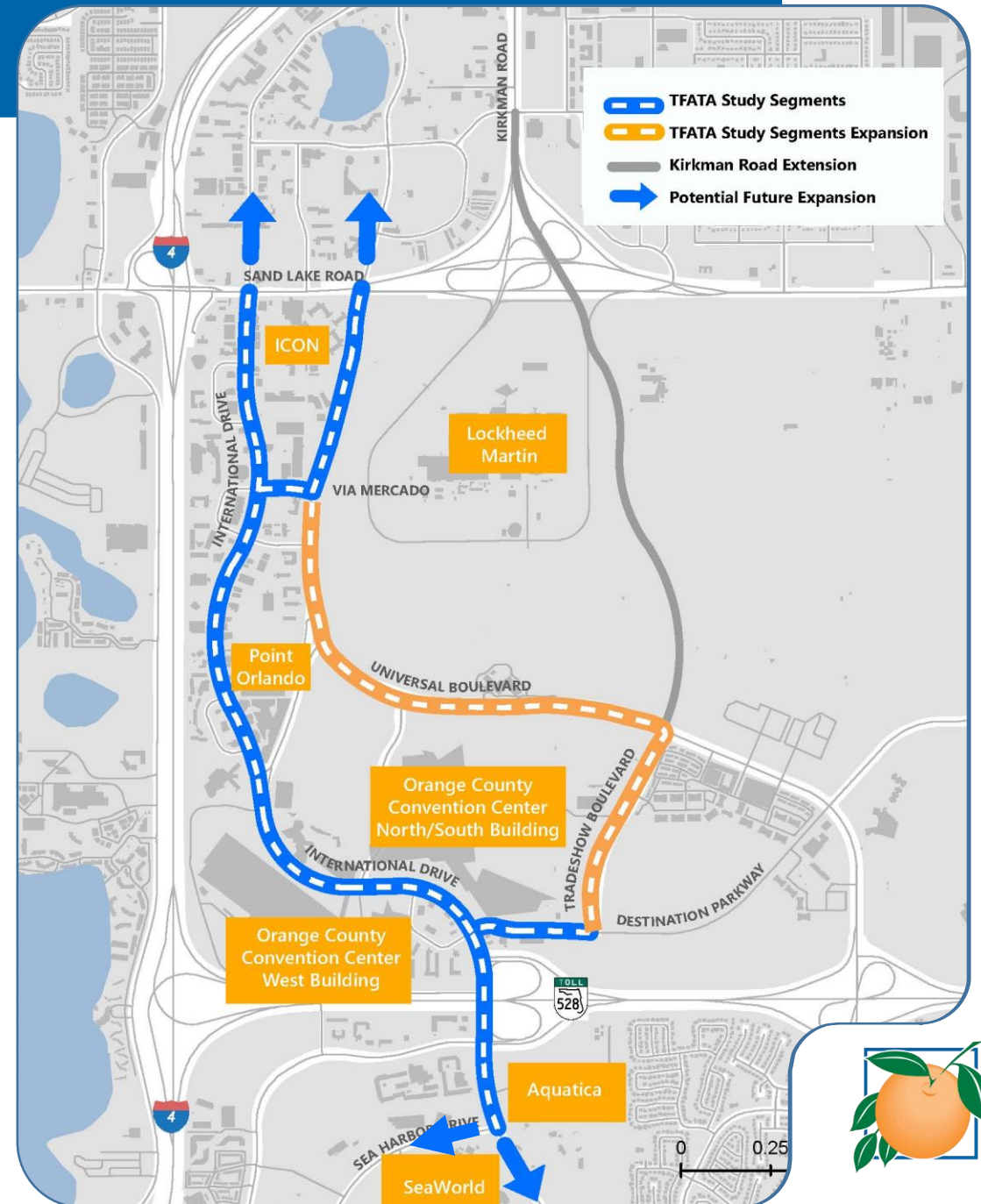
WORLD CLASS DESTINATION

Source: I-Drive Economic Impact Analysis, 2017.

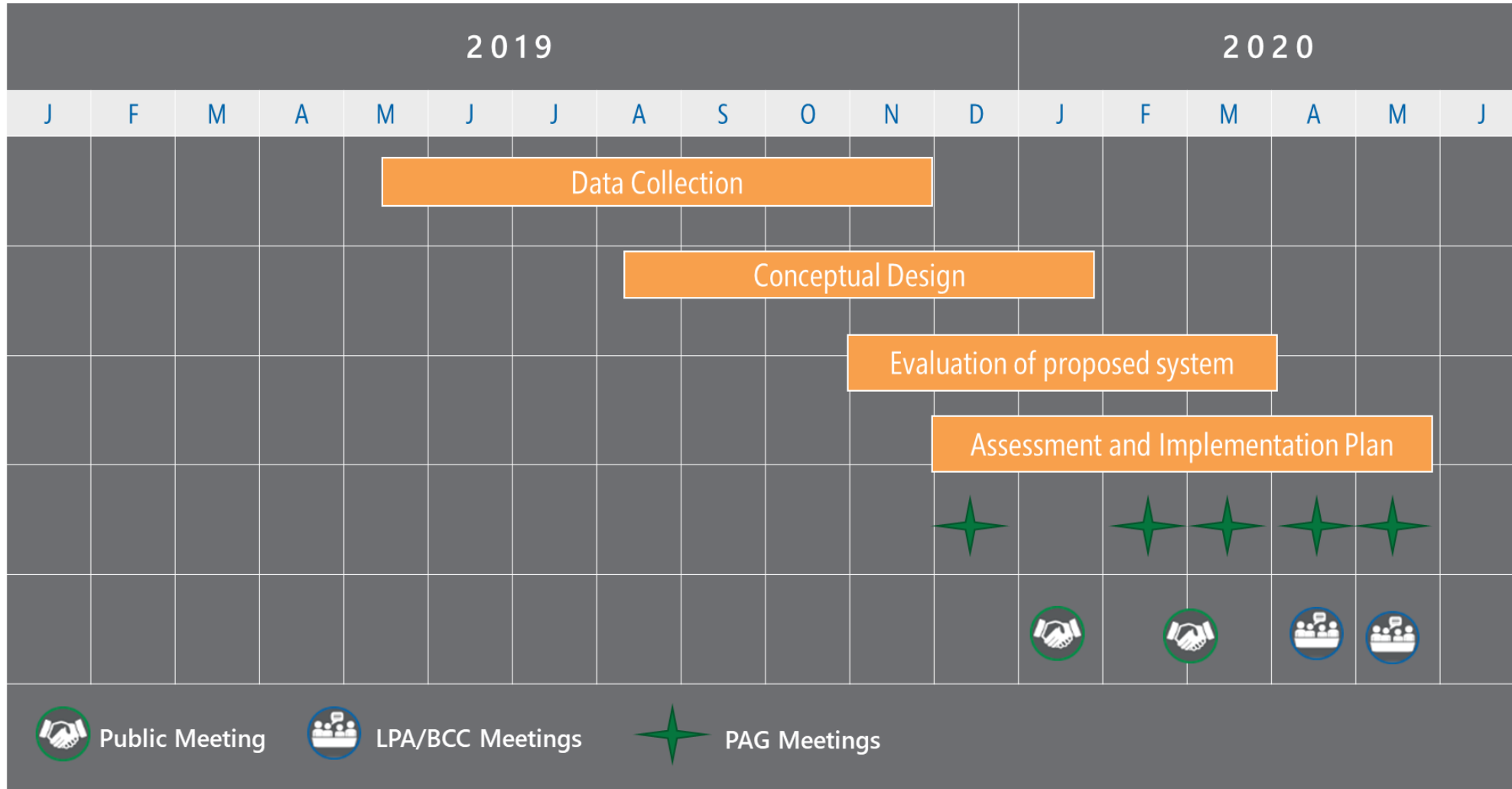


STUDY LIMITS AND BOUNDARY/SEGMENTS

- International Drive – Sea Harbor Drive to Sand Lake Road
- Via Mercado – International Drive to Universal Boulevard
- Destination Parkway – International Drive to Tradeshow Boulevard
- Tradeshow Boulevard – Destination Parkway to Universal Boulevard
- Universal Boulevard – Tradeshow Boulevard to Sand Lake Road
- Universal Boulevard – Tradeshow Boulevard to Sand Lake Road
- Incorporate results of the Kirkman Road Extension Project – Universal Boulevard to Carrier Drive



TFATA SCOPE AND SCHEDULE

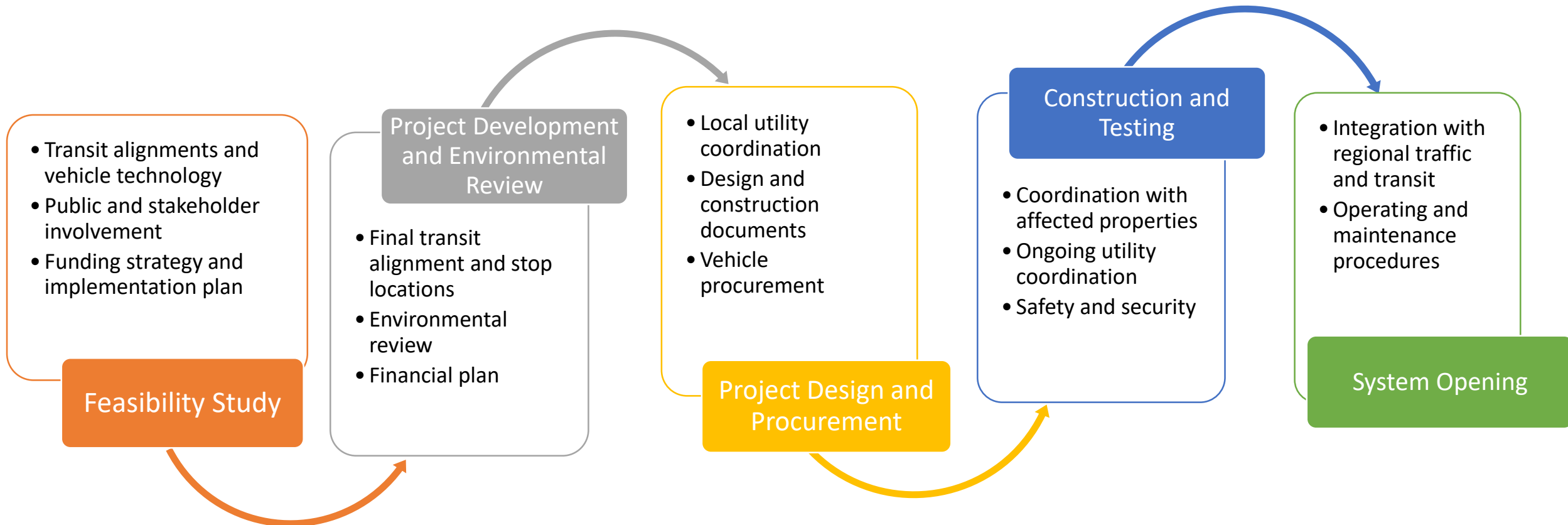


AGENCY / SMALL GROUP MEETINGS

Agency / Organization	Completed	Pending
Orange County Convention Center	X	
International Drive Business Improvement District	X	
Orange County Real Estate Management Division	X	
Orange County Utilities	X	
Orange County Public Works	X	
Orange County Traffic Engineering	X	
LYNX	X	
Florida Department of Transportation	X	
Orange County Environmental	X	
Fire Rescue Department	X	
Orange County Sheriff's Office	X	
Orlando Utilities Commission		X
International Drive CRA Advisory Committee		X
Duke Energy		X
Federal Transit Administration		X
Army Corps of Engineers		X
South Florida Water Management District		X

Small Groups	Completed	Pending
Universal Orlando	X	
SeaWorld	X	
City of Orlando		X
Bayshore at Vista Cay Condominiums HOA	X	
Tangelo Park HOA		X
Hilton Orlando		X
Rosen Hotels & Resorts		X
Hyatt Regency Orlando		X
Wyndham Orlando Resort		X
Pointe Orlando		X
International Drive Resort Area Chamber of Commerce		X
Visit Orlando		X
Dowdy Realty North International Drive		X
ETC of Central Florida		X
Paramount Hospitality Management / Avanti Hotel		X

PROJECT IMPLEMENTATION TIMELINE



Typical project duration 7 – 9 years



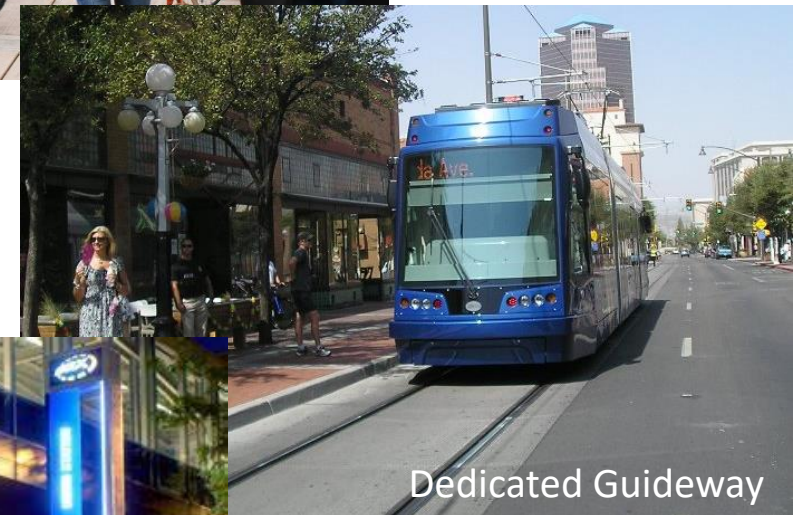


2

WHAT DO WE MEAN BY
“PREMIUM TRANSIT”?

PREMIUM TRANSIT SERVICE

- Modern Vehicle Technology
- Level Boarding and Multiple Doors
- Higher Service Frequencies
- Dedicated Guideway
- Station Spacing
- Station Amenities and Real-Time Information



Modern Streetcar



Premium Bus



AV/CV & Emerging Technologies

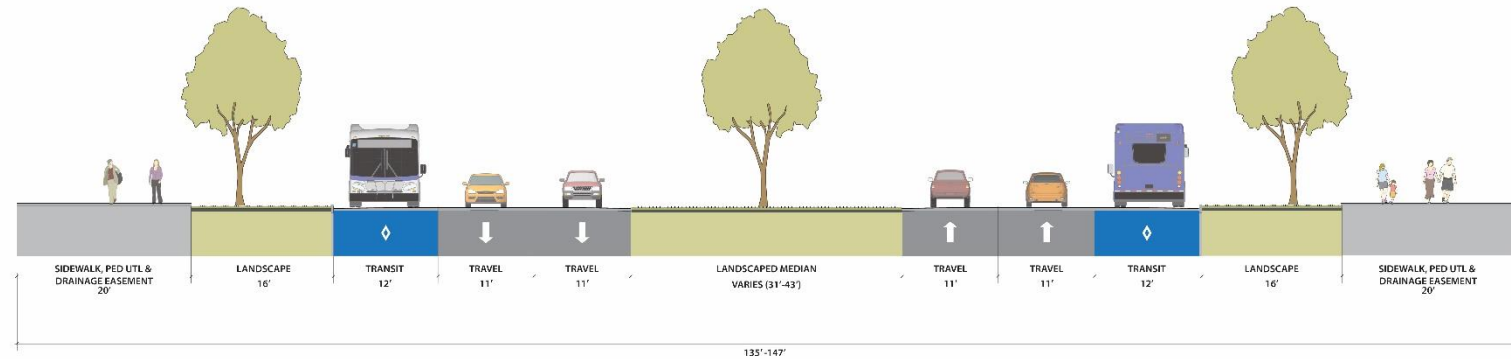


PREMIUM TRANSIT TYPICAL SECTIONS

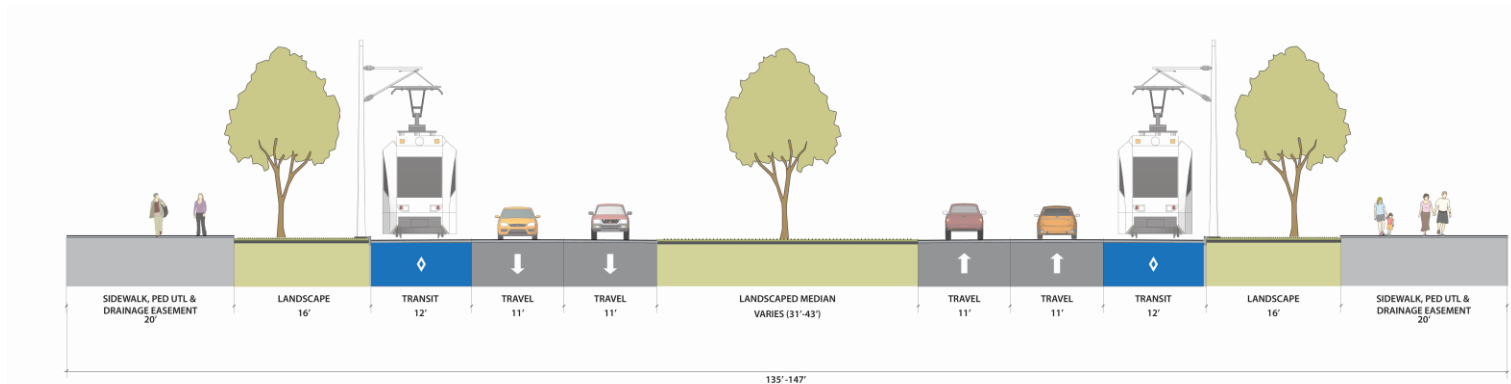
Curb Running

- Minimize impacts to roadway access management
- Reduce conflicts with pedestrian crossing to access stations

Curb Running Bus



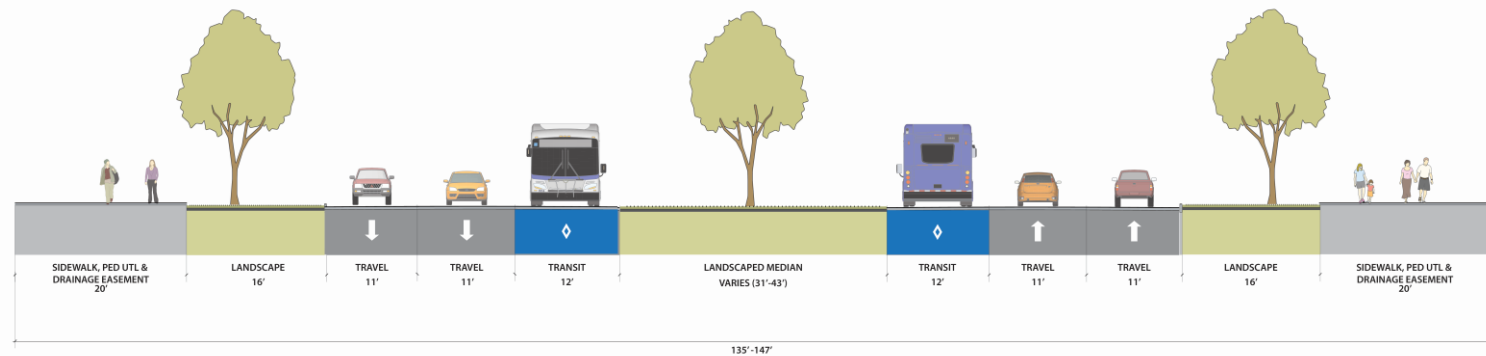
Curb Running Streetcar



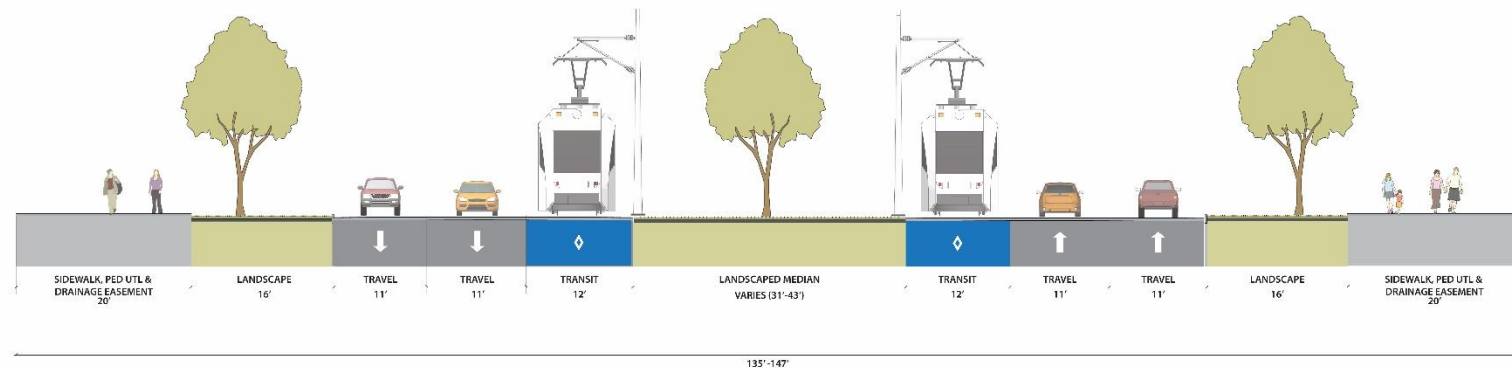
Median Running

- Reduce conflicts with right-turning vehicles
- Reduce conflicts with bicycles and pedestrian

Median Running Bus



Median Running Streetcar

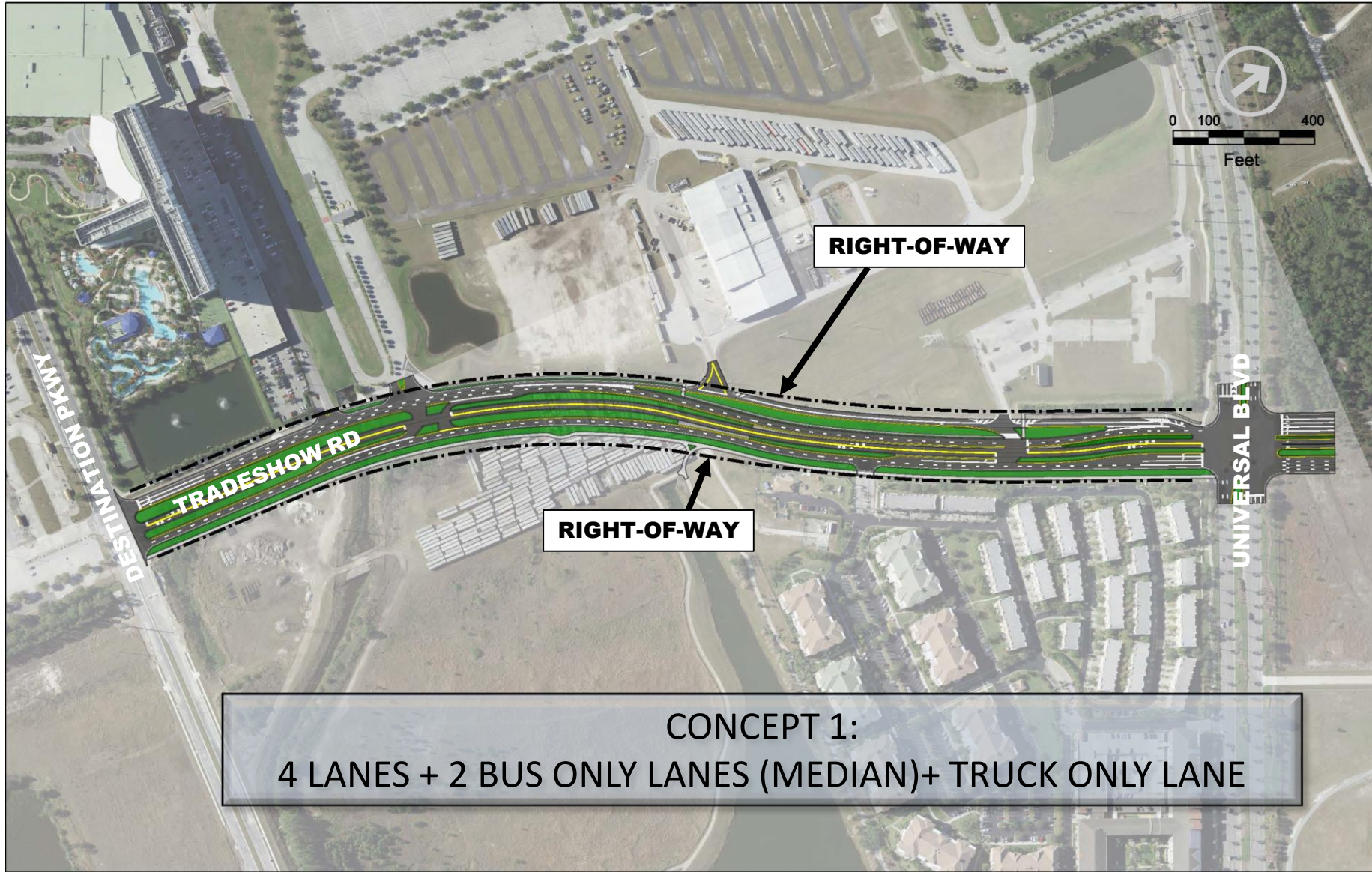




3

TRADESHOW IMPROVEMENTS

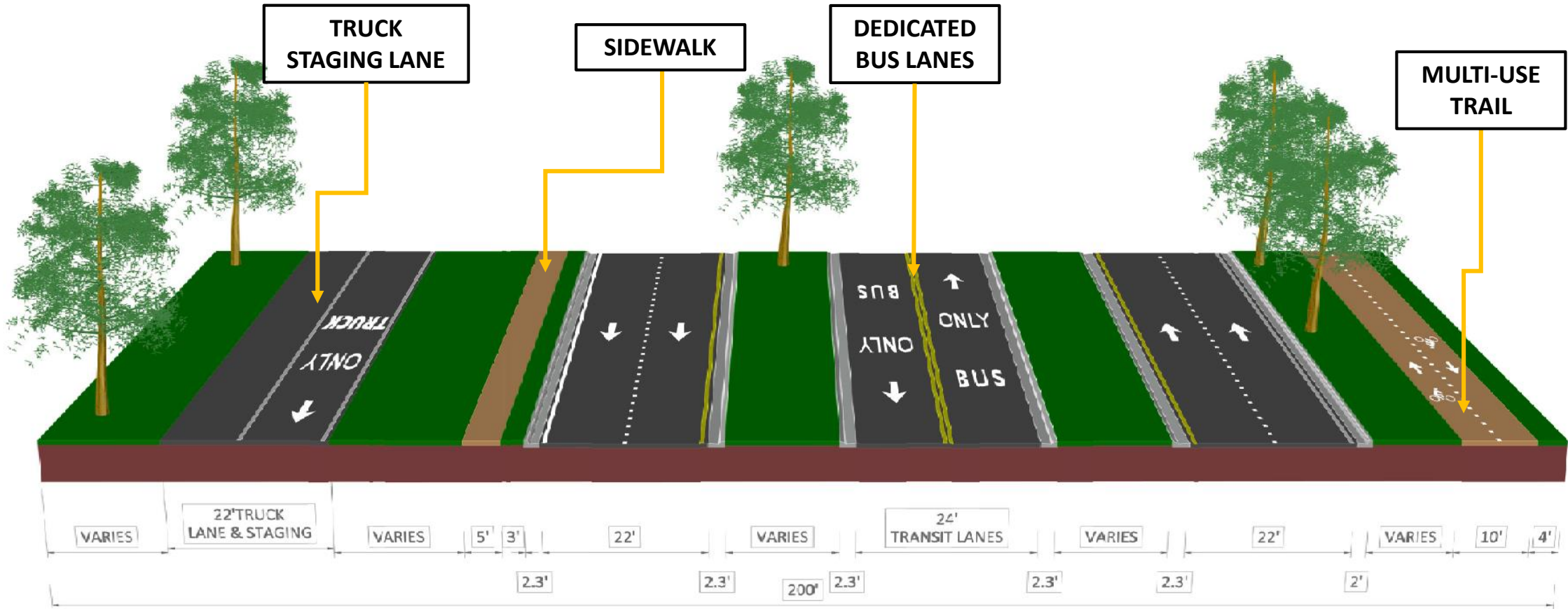
TRADESHOW BOULEVARD CONCEPT 1



CONCEPT 1:
4 LANES + 2 BUS ONLY LANES (MEDIAN)+ TRUCK ONLY LANE



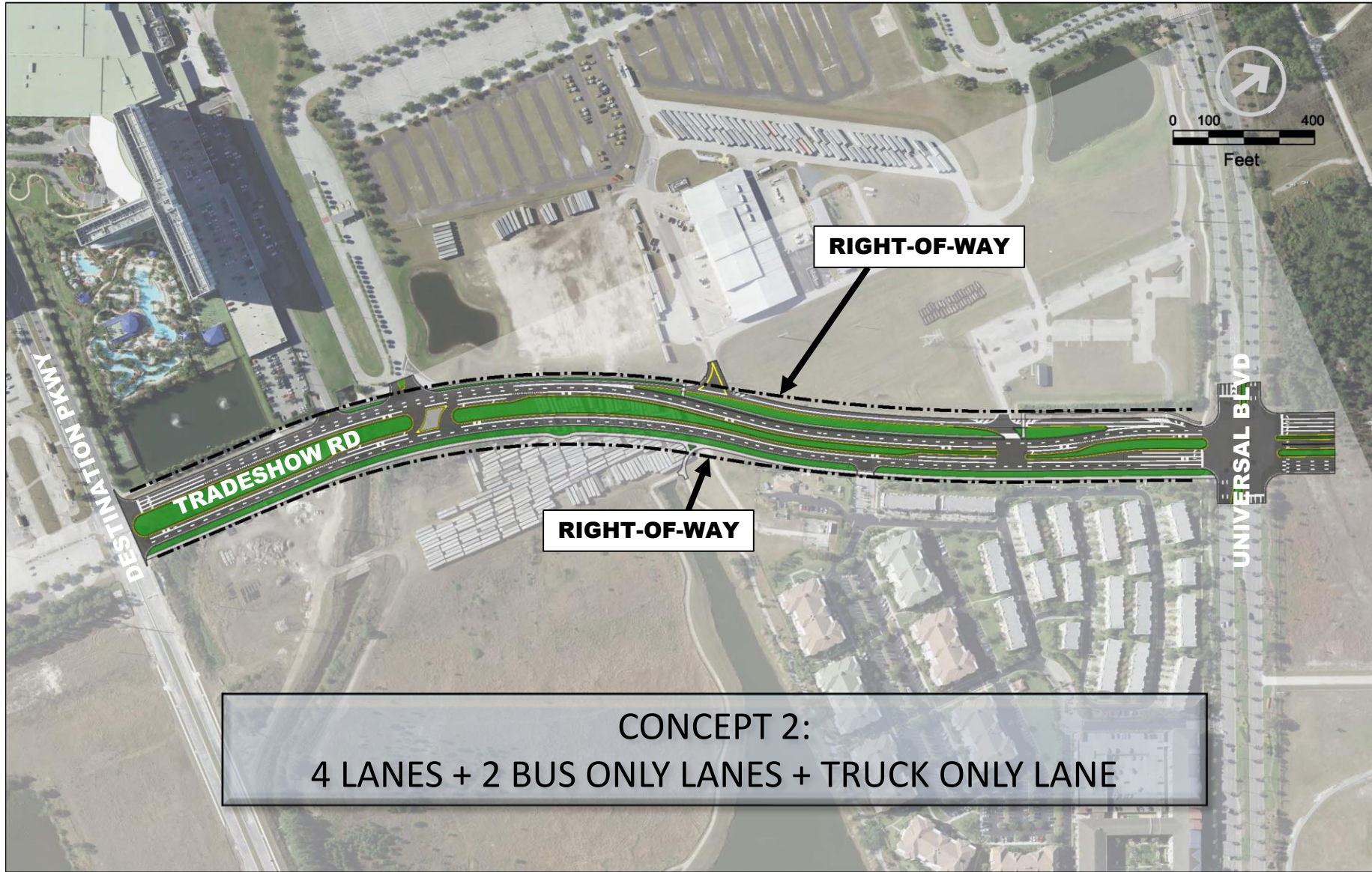
TRADESHOW BOULEVARD CONCEPT 1 TYPICAL SECTION



CONCEPT 1:
 4 LANES + 2 BUS ONLY LANES (MEDIAN)+ TRUCK ONLY LANE



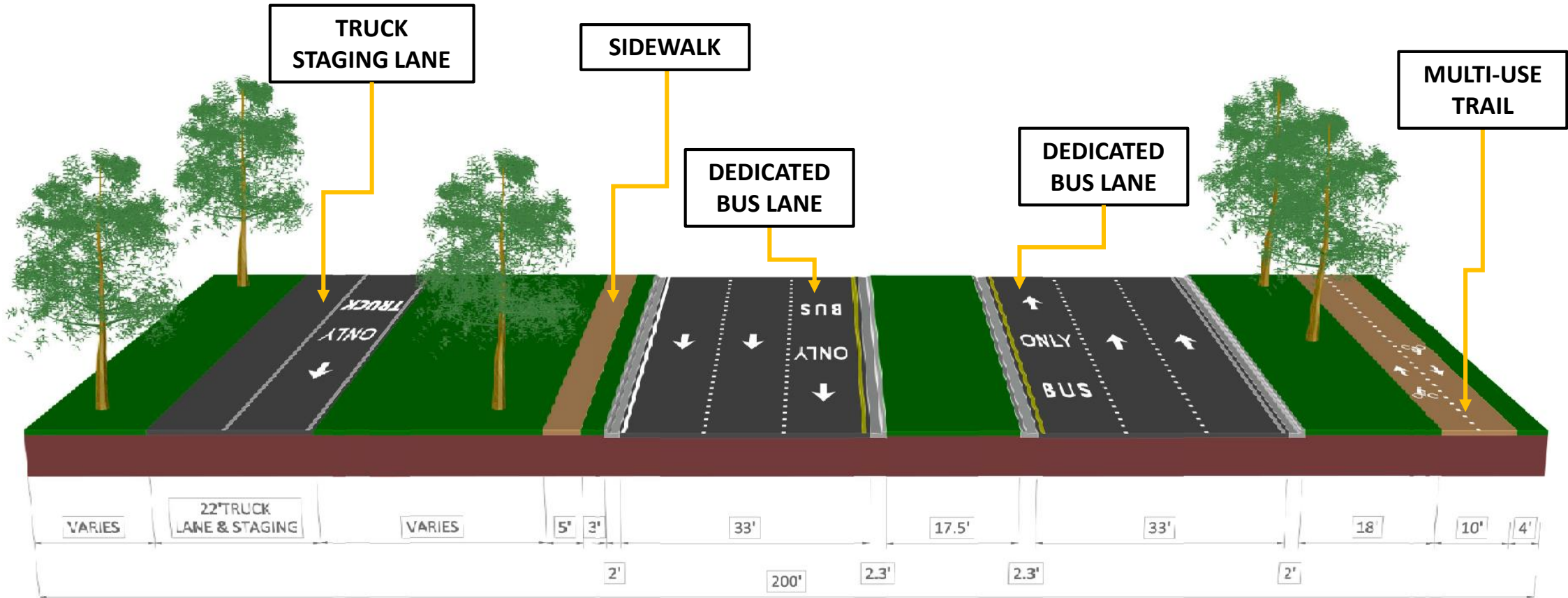
TRADESHOW BOULEVARD CONCEPT 2



CONCEPT 2:
4 LANES + 2 BUS ONLY LANES + TRUCK ONLY LANE



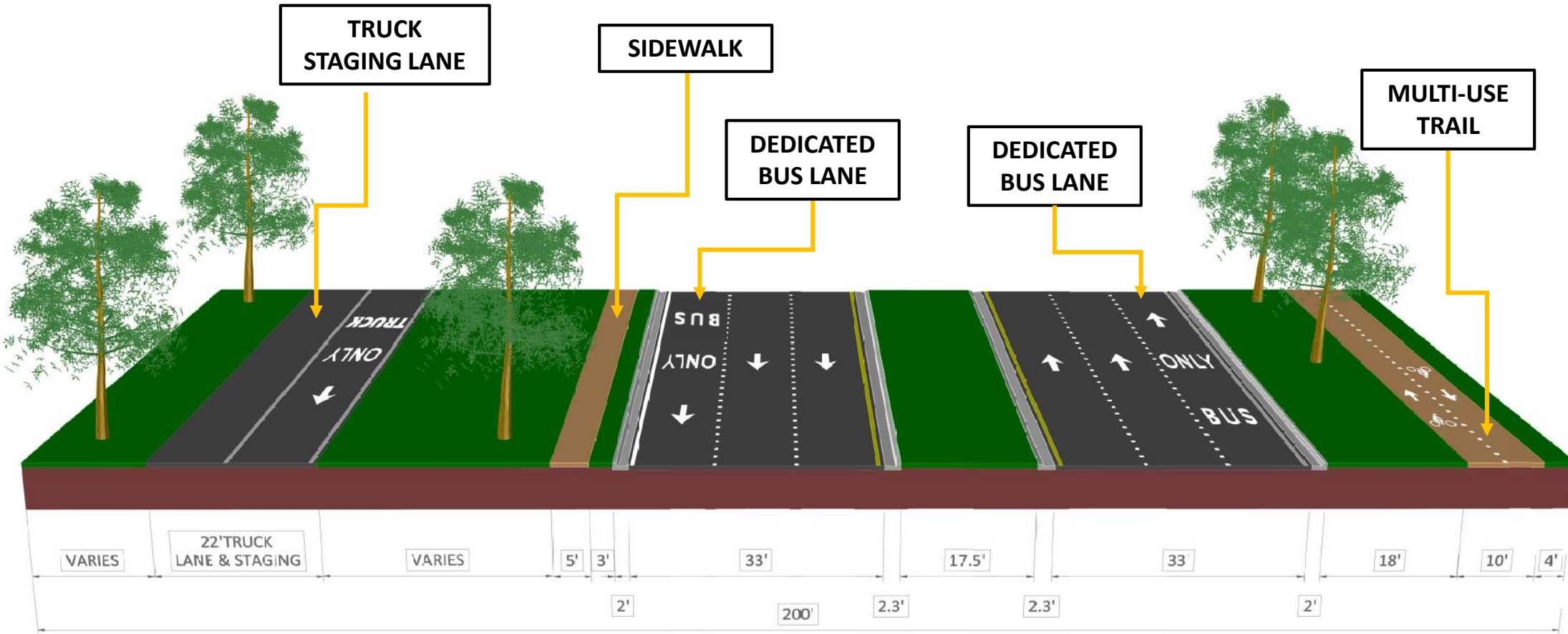
TRADESHOW BOULEVARD CONCEPT 2 TYPICAL SECTION



CONCEPT 2:
4 LANES + 2 BUS ONLY LANES + TRUCK ONLY LANE



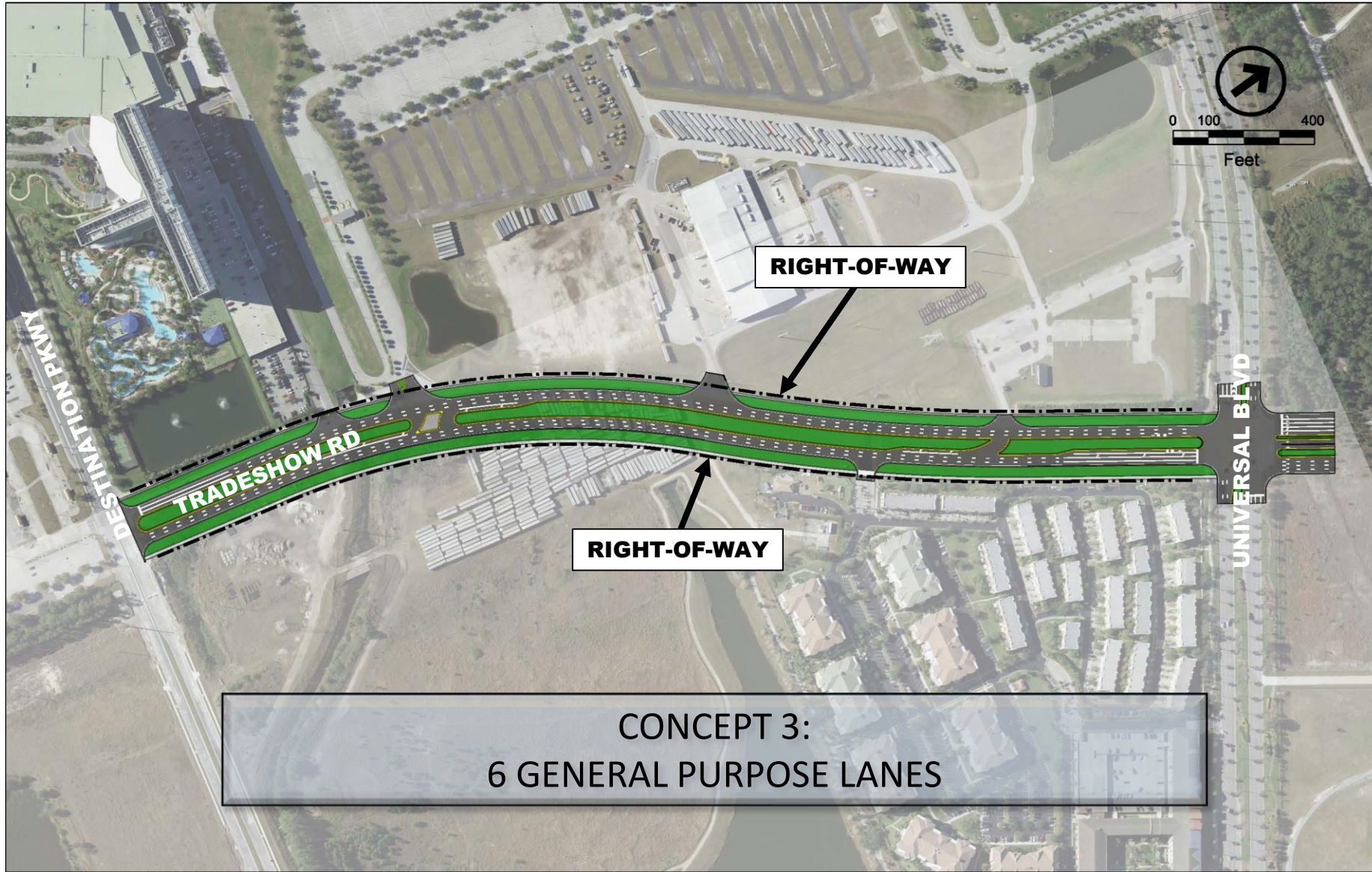
TRADESHOW BOULEVARD CONCEPT 2A TYPICAL SECTION



CONCEPT 2A:
4 LANES + 2 BUS ONLY LANES + TRUCK ONLY LANE



TRADESHOW BOULEVARD CONCEPT 3



CONCEPT 3:
6 GENERAL PURPOSE LANES

