FTA

FEDERAL TRANSIT ADMINISTRATION

U.S. Department of Transportation
Federal Transit Administration

REPORT SUMMARY

LYMMO BRT: 15 Years Later

Background

The LYMMO bus rapid transit (BRT) service, operated by LYNX in Orlando, Florida, began service in August 1997. LYMMO was one of the first bus-based premium downtown circulators in the United States. This report is a follow-up to the initial evaluation conducted in 2003.

Objectives

The objective of the evaluation was to revisit the performance of LYMMO 15 years after it began operation. The evaluation included many of the same performance measures that were used in the 2003 evaluation and also included new research. The new research included an employer survey of businesses located near the LYMMO route, a comparison of the change in jobs located within a ¼-mile buffer of the LYMMO route to the change in jobs within the Orlando urbanized area as a whole, and a comparison of LYMMO's performance to several rail streetcar systems in the U.S. that are of comparable length.

Findings and Conclusions

LYMMO continues to rank as one of LYNX's top five routes and outperforms several rail streetcar systems in the U.S. in terms of annual passenger trips and cost per trip.

Average daily ridership on the LYMMO has fallen three years in a row since 2010, and 2012 ridership was lower than ridership from the opening year. This drop is partially attributable to a 15 percent loss in jobs located within ¼ mile of the LYMMO route between 2002 and 2010. Nevertheless, the LYMMO continues to rank as one of LYNX's top five routes. Furthermore, it outperforms several rail streetcar systems in the U.S. in terms of annual passenger trips and cost per trip. LYMMO continues to be rated highly by passengers, scoring a 4.5 out of 5 in overall customer satisfaction. Fifteen percent of downtown Orlando employers said in a survey that LYMMO was a factor in their decision to remain downtown. A majority of riders and employers said LYMMO contributed to the economic development of downtown, made downtown a more attractive place to live and work, and improved mobility in downtown.

Benefits

Despite LYMMO's recent drop in ridership, it has proven to be a cost-effective service. Its operational cost per passenger trip is lower than LYNX's system-wide operational cost per passenger trip ($1.35 vs. $3.12) and is lower than that of four U.S. streetcar systems, whose costs range from $3.35–$10.25 per passenger trip. The survey findings from riders and employers showed that well-designed bus-based downtown circulators can have a positive image.

Project Information

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