

1/10/06 Email message from Mr. Charlie Klein distributed to members of the Transportation Committee by the Executive Director

TO: Doug Kelly (E-mail); Monty Knox (E-mail); Frances Pignone (E-mail); Irby Pugh (E-mail); Kathy Putnam (E-mail)  
Subject: FW: BUS-HUB SYSTEM START IN 2006

Mr. Charlie Klein, a citizen who attended yesterday's Commission Meeting, said after the meeting that he would send us some information for our consideration . The information is included in his message below and in the two attachments.

## Denny

Dennis L. O'Neil  
Executive Director  
Consolidation of Services Study Commission  
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-----Original Message-----

**From:** Charlie Klein [mailto:cklein2@bellsouth.net]  
**Sent:** Tuesday, January 10, 2006 10:23 AM  
**To:** O'Neil, Dennis  
**Subject:** BUS-HUB SYSTEM START IN 2006

Dear Mr On'eil: It was nice meeting you at the meeting last night. I will attach 2 items, a survy that needs to be fine tuned and the Bus-Hub highlights.

The cost of buses for improving Lynx with the Bus-Hub concept are:

Shuttle Buses (28 passengers) \$80,000-\$90,000 with wheelchair lets say \$100,000 each.

The large buses are a low of \$275,000 to \$415,000, for our needs lets say \$450,000 each.

The \$44 million that the Orange County commissioners pledged to to commuter rail could have provided the following buses for Lynx to improve service in Orange, Osceola and Seminole counties.

\$18 million would provide 40 large 55 passenger buses for the long haul service. 2200 cars off I-4 or whatever.

\$20 million would provide 200 Shuttle buses that would pickup the commuters near their home and deliver them to the transfer points. Some of these could be used for direct service from the housing development to the workplace, using partime drivers.

Just think what we could do with \$235 Million!

Thank you and Kathy Putnam for your interest.  
Sincerely  
Charlie Klein  
407 438 6433 lv message

### **Attachment 1.**

**THE BUS HUB SYSTEM:** This bus system is copied from the successful Airline hubs. Flexibility of service and scheduling is what makes it successful.

**HERE IS HOW IT WORKS:** The small rental car type bus,(30 commuters) would pick them up near their home and take them to a weather protected transfer point. They would transfer to a larger bus that would take them near their workplace. The goal would be to get the commuters to work by not adding more than 45 minutes to their present commute time, hopefully less than 30 minutes.

The Flexibility of the Bus-Hub system will make it possible for Lynx to sell monthly Passes on some select routes, such as Daytona Beach, Volusia Fair Grounds, Debarry, Sanford, Heathrow, etc.

The commuters on any bus will be able to have coffee, read and relax, reservations may be offered on some routes on a monthly basis. Guaranteed seating.

There are 60 areas in greater Orlando, as taken from the AAA map. With 100 small buses, Lynx should be able to provide service to all of them. Should a development not be supportive of the Bus-Hub service, their bus could be used somewhere else.

Just 100 tour buses could get almost 6500 cars off of I-4 and at a cost of \$30 million. That is much cheaper than any rail system. The Tour Companies could be contracted to do the maintenance and driving, or Lynx could handle all of it. The buses would be wheelchair equipped and hold 65 passengers, like those at Kennedy Space Center.

**THINK OF THE BUS-HUB SYSTEM THIS WAY:** I leave my car at home, I walk to the bus stop that is close to my home, I transfer to a larger bus that takes me close to work, shopping, entertainment. I save money on gas and parking.

**THE BUS-HUB SYSTEM SAVES TAX DOLLARS AND GAS BIG TIME.**

**YOU ARE THE TAXPAYING GOVERNMENT, SO YOU WILL BE PAYING 100% NOT 25% OF THE COST FOR MASS TRANSIT.**

**-IF YOU DO NOT HEAR THIS PLAN ON RADIO AND TELEVISION, YOU ARE NOT BEING INFORMED PROPERLY OF OTHER OPTIONS.**

**WE MUST AUDIT ANY TRANSPORTATION SYSTEM TO ASSURE US THAT THE CONTRACTS ARE NOT INFLATED. YOU NEED TO MAKE SURE THAT YOUR TAXES ARE NOT BEING WASTED.**

YOUR COMMISSIONERS HAVE IGNORED AND ARE IGNORING OTHER OPTIONS, THIS BUS-HUB SYSTEM IDEA WAS GIVEN TO THEM PRIOR TO MOBILITY 20/20 AND NOTHING HAS BEEN DONE. HAVE YOU EVER SEEN A SURVEY REGARDING COMMUTING?

CHARLIE KLEIN [CKLEIN2@BELLSOUTH.NET](mailto:CKLEIN2@BELLSOUTH.NET) 407 438 6433

**Attachment 2.  
SURVEY FOR MASS TRANSIT**

**FOR A BUS HUB SYSTEM WITH OR WITHOUT A LIGHT RAIL SYSTEM**

THIS SURVEY WILL HELP US DEVELOP A MASS TRANSIT SYSTEM FOR THE NEEDS OF THE CITIZENS OF ORANGE, OSCEOLA, VOLUSIA COUNTIES. YOUR ANSWERS WILL MAKE IT POSSIBLE FOR US TO ESTABLISH THE ROUTES ACCORDING TO YOUR NEEDS AND DESIRES.

WHAT HOUSING DEVELOPMENT DO YOU LIVE IN?

\_\_\_\_\_.

NAME THE STREETS THAT ARE AT THE MAIN ENTRANCES OF YOUR DEVELOPMENT

\_\_\_\_\_ AND

\_\_\_\_\_

WOULD YOU COMMUTE BY BUS IF YOU COULD SAVE MONEY?

YES \_\_\_ NO \_\_\_

WOULD YOU COMMUTE BY RAIL IF YOU COULD SAVE MONEY? YES \_\_\_ -

NO \_\_\_

WOULD YOU DRIVE AND PARK AT THE BUS OR RAIL TERMINAL? YES \_\_\_ NO -

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WHAT PRICE WOULD YOU BE WILLING TO PAY FOR A DAILY COMMUTE? \_\_\_\_\_

What time do you have to clock-in? \_\_\_\_\_ What time do you clock out? \_\_\_\_\_

How long does it take you to get to work after parking your car? \_\_\_\_\_

What distance would you be willing to walk to the bus stop? \_\_\_\_\_

Would you buy a monthly pass to commute? \_\_\_\_\_ A weekly pass \_\_\_\_\_

Would you like coffee available for purchase at the main transfer points? \_\_\_\_\_

What intersection could you get safely to/ from your home by walking?  
\_\_\_\_\_

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What are your monthly work related car expenses? \_\_\_\_\_

Do you need a vehicle at work? \_\_\_\_\_ Frequently \_\_\_\_\_ Sometimes \_\_\_\_\_  
Never \_\_\_\_\_

Would you rent a car by the hour if they can be made available? \_\_\_\_\_

Would you prefer a Taxi, if the rate was decent? \_\_\_\_\_

Can your business afford to have a car available for the employees use for  
errands? \_\_\_\_\_

What time do you start work? \_\_\_\_\_ Leave work? \_\_\_\_\_

What intersection could you be dropped off at for work? \_\_\_\_\_

What intersection could you get to for the return trip?

1st \_\_\_\_\_ 2<sup>nd</sup> \_\_\_\_\_

Based on the time it takes to get to and from work, what would be the maximum minutes  
you would be

Willing to add to not have to drive to work? (From near your home to close to your  
workplace)

\_\_\_\_\_ Would you drive and park at a rail station? \_\_\_\_\_ Bus transfer  
point? \_\_\_\_\_

**THE FOLLOWING QUESTIONS ARE FOR THOSE WHO COMMUTE ON I-4**

**Would you drive to the bus/rail debarkation point? \_\_\_\_\_**

**Would you do so until we can get the buses? \_\_\_\_\_**

Which debarkation point would you be best for you?

Daytona Airport. \_\_\_\_\_ Volusia Fairgrounds \_\_\_\_\_ Lake Helen off ramp  
\_\_\_\_\_

Debary off ramp \_\_\_\_\_ Sanford at Hwy 46 \_\_\_\_\_ Heathrow off ramp  
\_\_\_\_\_

434 off ramp \_\_\_\_\_ 436 off ramp \_\_\_\_\_ Celebration off ramp  
\_\_\_\_\_

192 Disney off ramp \_\_\_\_\_ 435 off ramp \_\_\_\_\_ Sea world off ramp  
\_\_\_\_\_

Sandlake Rd \_\_\_\_\_ Other location \_\_\_\_\_

ALL BUSES WOULD BE NON-SMOKING AND SEATS WOULD BE RESERVED  
ON I-4

THE BUS PASSES WOULD BE ISSUED IN DIFFERENT COLORS EACH MONTH

THE PASSES WILL HAVE THE BUS NUMBER SO THE DRIVER CAN EASILY  
READ IT.

IF YOU MISS THE BUS, YOU WILL BE ABLE TO STANDBY FOR THE NEXT  
BUS.

ALL RETURN BUSES WILL DEPART FROM A LOCATION THAT IS AS CLOSE  
TO THE

WORKPLACE AS POSSIBLE. YOU MAY HAVE TO WALK A BLOCK OR TWO.

ALL TRANSFER POINTS WILL HAVE A RAIN ROOF FOR YOUR PROTECTION.

PLEASE GIVE US YOUR COMMENTS :