
HOMELESS SERVICES NETWORK OF CENTRAL FLORIDA

1940 Traylor Boulevard, P.O. Box 547068, Orlando, FL 32854
(407) 893-0133 (407) 893-5299 fax www.hsncl.org

The proposed cuts in Lynx routes and services will significantly affect people who have experienced homelessness in their efforts to return to self-sufficiency, as well as residents of low-income neighborhoods and their access to jobs and services.

Links to important social services

The proposed cuts in Lynx routes and services would reduce access to some important social service providers.

- The Social Security office at 5520 Gatlin Ave. (the corner of Gatlin Avenue and Dixie Belle Drive) will lose two of its bus routes, Link 5 and Link 6. Orlando is one of just a handful of cities nationwide where applications for replacement Social Security cards must be made in person and cannot be mailed in.

- The BETA Center, 4680 Lake Underhill Road, will lose its only bus route, Link 6. BETA Center reaches more than 17,000 people annually through its workshops and courses for parents, its Pregnant and Parenting Teen Program, its “walk-in” services for families in crisis, its Neighborhood Connections programs and its 20-bed shelter for women who are seeking to change the direction of their future and gain self-sufficiency.

- The Wayne Densch Center, a transitional housing program with a history of successfully rebuilding lives, will lose its bus line, Link 9. Residents at the center are required to work, and the loss of public transportation would increase the obstacles faced by program participants in obtaining employment and returning to self-sufficiency.

- Link 9 also provides the only bus service to the Lakeside Alternatives facility on Kennedy Boulevard.

- Link 52 provides the only bus service to the U.S. Immigration and Naturalization Office on Tradeport Drive.

■ Link 15 provides the only bus service to Florida Hospital East. A reduction is proposed from a bus every 30 minutes to a bus once an hour; Sunday service would be eliminated.

Affects on low-income neighborhoods

Seven target areas are identified in the Orange County Consolidated Plan:2005-2010 identified as needing special attention and assistance. The plans calls for focusing capital improvements, public services and affordable housing programs within these areas.

However, six of these seven target areas would lose bus service completely or face significant reductions in service if the proposed cuts in Lynx routes and services are made.

Bithlo will be left with no bus service at all if Link 32 is discontinued.

Azalea Park is served primarily by Link 15, even though the neighborhood's name is on Link 28. Link 15 goes through the heart of Azalea Park and connects with both downtown and points east, such as Valencia Community College. Link 15 also runs on Curry Ford Road, and access to jobs and services in that area would be reduced as the alternative routes run on Colonial Drive. The proposed cuts would reduce service on Link 15 from a bus every 30 minutes to a bus once an hour.

East Winter Garden would lose significant service through the elimination of Link 27 and Link 53. Both routes run through neighborhoods in that target area. The only alternative which would remain in that area is Link 442, which runs along Colonial Drive and connects with several other routes at West Oaks Mall.

Pine Castle would lose some service with the elimination of Link 52.

Pine Hills would lose some service with the elimination of Link 9, which serves the northern part of that target area. However, most of the bus routes serving Pine Hills are unaffected by the proposed changes.

South Orange Blossom Trail would lose much of its access to the jobs and services in the I-Drive area with the elimination of Link 43. Its only remaining service would be Link 4, which runs downtown; it connects to several other bus lines at Florida Mall but that would require residents of the target area to use several buses, making the trip much longer.

Of the target areas, only Zellwood would not be affected. It is served by Link 44.

A real-life example

A resident of the Wayne Densch Center employed in the I-Drive area, with its many restaurant, hotel and other service jobs, currently faces significant obstacles in getting to and from work. The proposed cuts in Lynx routes and services would make those obstacles nearly impossible to overcome.

To get to work by 9 a.m., this resident currently catches Link 9 at just before 6 a.m. on Kennedy Boulevard. (This is the first bus, so there is no way to get to I-Drive by bus before 8:58 a.m.) Link 9 arrives at the Rosemont Superstop at 6:21 a.m. The resident then waits about 50 minutes for Link 17, which leaves Rosemont at 7:10 a.m. and arrives at the Lynx Central Station downtown at 7:35 a.m.

Without Link 9, this resident would have to walk almost two miles from Wayne Densch Center to the Rosemount Superstop.

Link 38, which runs on I-4 from the downtown station to I-Drive without stopping, leaves the downtown station at 7:45 a.m. and arrives in the I-Drive area at 8:10 a.m. Link 38 is among the proposed route cuts. The alternative is Link 21, which leaves the downtown station at 7:45 a.m. but doesn't arrive until 8:58 a.m.

Getting to work now takes this resident slightly more than two hours. If Link 38 is discontinued, the trip would take three hours.

To get home in the afternoon, this resident currently catches Link 38 at 5:20 p.m. and arrives at Lynx Central Station at 5:50 p.m. This is the latest run of Link 38, so the resident must leave work promptly at 5 p.m. At the downtown station, this resident waits 25 minutes for Link 17, which leaves downtown at 6:15 p.m. and arrives at the Rosemont Superstop at 6:43 p.m. There the resident waits almost another hour for Link 9, which leaves Rosemont at 7:35 p.m. and drops him off at the Wayne Densch Center at about 7:45 p.m.

Without Link 38, this resident would have to catch Link 8 at 5:10 p.m., giving him even less time to leave work and get to the bus stop. Link 8 arrives at Lynx Central Station at 6:20 p.m., so this resident would have to take a later run of Link 17, leaving downtown at 6:45 p.m. and arriving at Rosemont at 7:10 p.m. He can catch Link 9 at Rosemont at 7:35 and reach the Wayne Densch Center at about 7:45 p.m.

The trip home from work takes about 2½ hours.