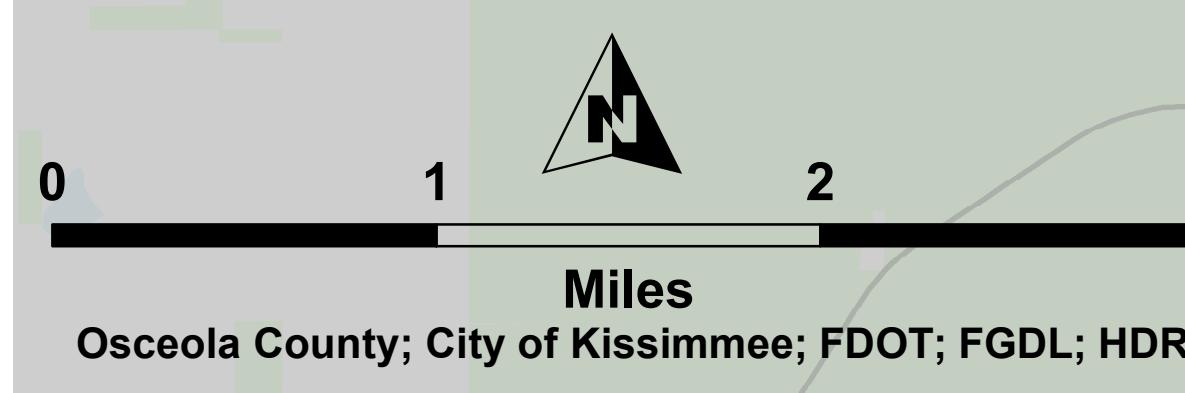
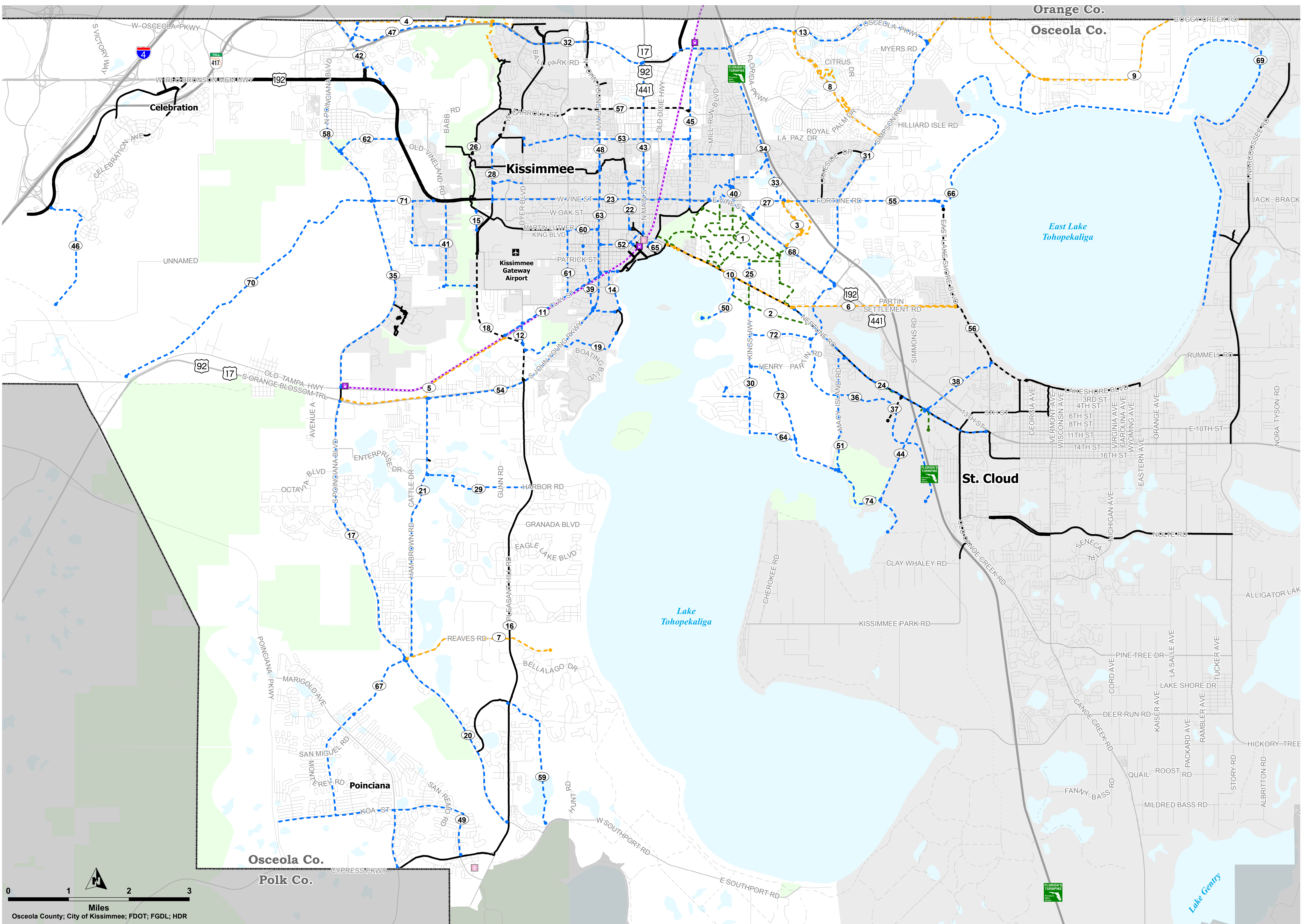




APPENDIX B  
Individual Project Summaries



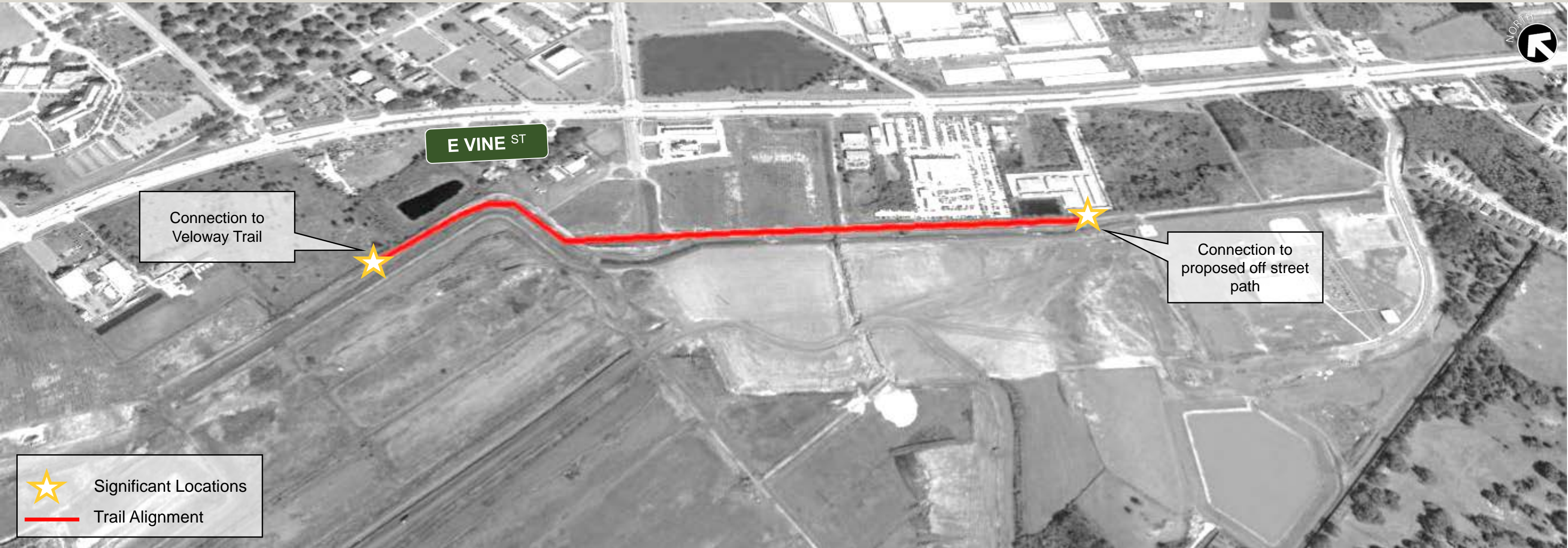
Trail Alignments		Existing Transit		Jurisdictions		Other	
	Existing Trail/Multi-Use Path		System Projects		SuperStop		City Boundary
	NeoCity Projects		Designed Trails		Sunrail Station		Urban Growth Boundary
	High Priority Projects		Other Trails		Sunrail		Water Body
							Conservation Area
					County Boundary		

## Osceola County Trail Network Feasibility Analysis

### Prioritized Trail Network by Type

# NEOCITY TRAILS AND CONNECTORS

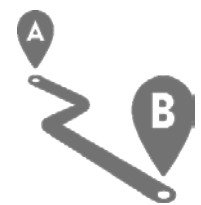
# 1A: Greenway Trail



## Project Summary

The Greenway Trail (also referred to as the Canal Trail) is located adjacent to the water management canal along the northern side of the district. The trail allows an opportunity to pass in front of active uses and directly connect businesses to the trail network.

Additional information on this facility can be found in the NeoCity Masterplan.



Veloway Trail proposed off street path



0.7 Miles



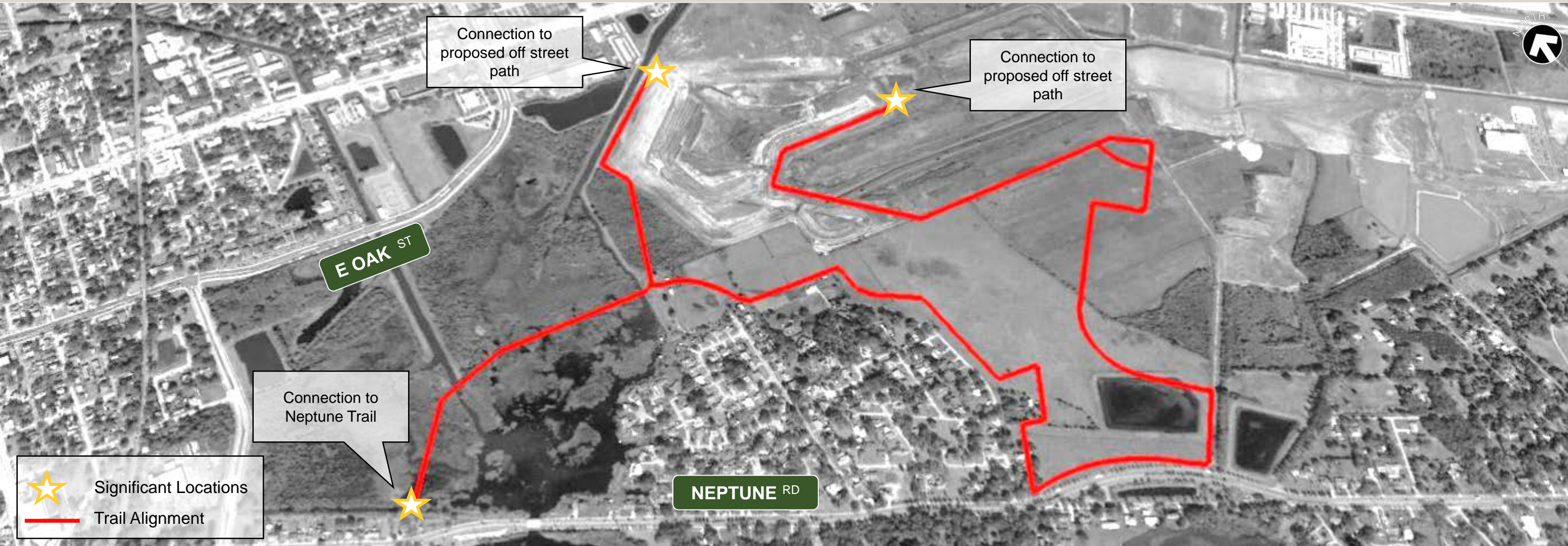
Refer to NeoCity MasterPlan

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



Source: NeoCity Master Plan June 2017

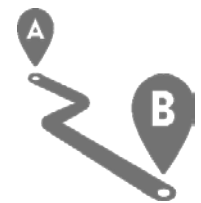
# 1B: Pond Trail



## Project Summary

A shared bicycle and pedestrian trail will be provided around the entire perimeter of the 142 acre pond (circa 5.2 km in length) resulting in a significant recreational amenity. Part of this trail will be in the form of a boardwalk with points for access to pontoon decks allowing interaction with the water.

Additional information on this facility can be found in the NeoCity Masterplan.



Neptune Trail to proposed off street path



3.7 Miles



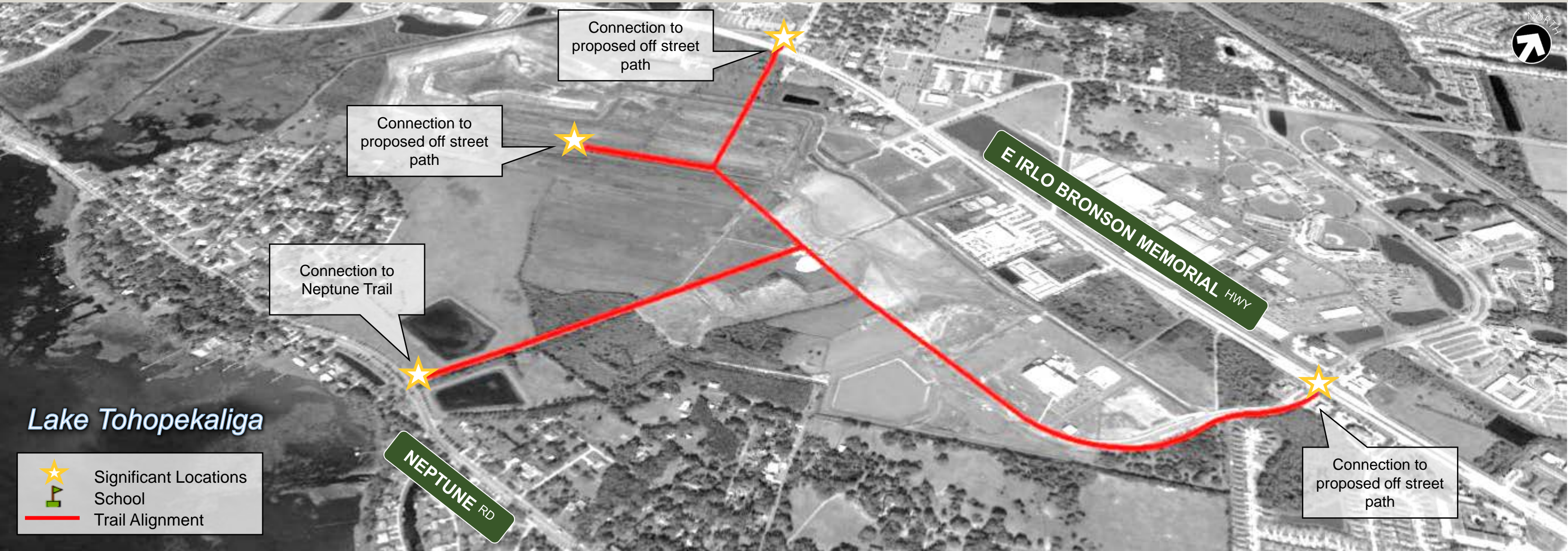
Refer to NeoCity MasterPlan

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



Source: NeoCity Master Plan June 2017

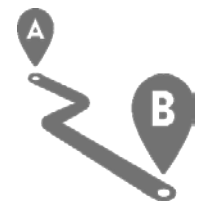
# 1C: Veloway Trail



## Project Summary

The Veloway is NeoCity's iconic two-way cycle track, planned to change the prominence of cycling in Osceola County and connect a planned Transit Hub to all parts of the district. The Veloway connects through the site both east-west and north-south to provide convenient bicycle access and a prominent feature of the street layout which promotes safe, accessible cycling within NeoCity. This Veloway will provide the central component and focus of cycle activity within NeoCity and will link to and create access to more traditional bicycle lanes and trails.

Additional information on this facility can be found in the NeoCity Masterplan.



Neptune Road to E Irlo Bronson Memorial Highway



2.4 Miles



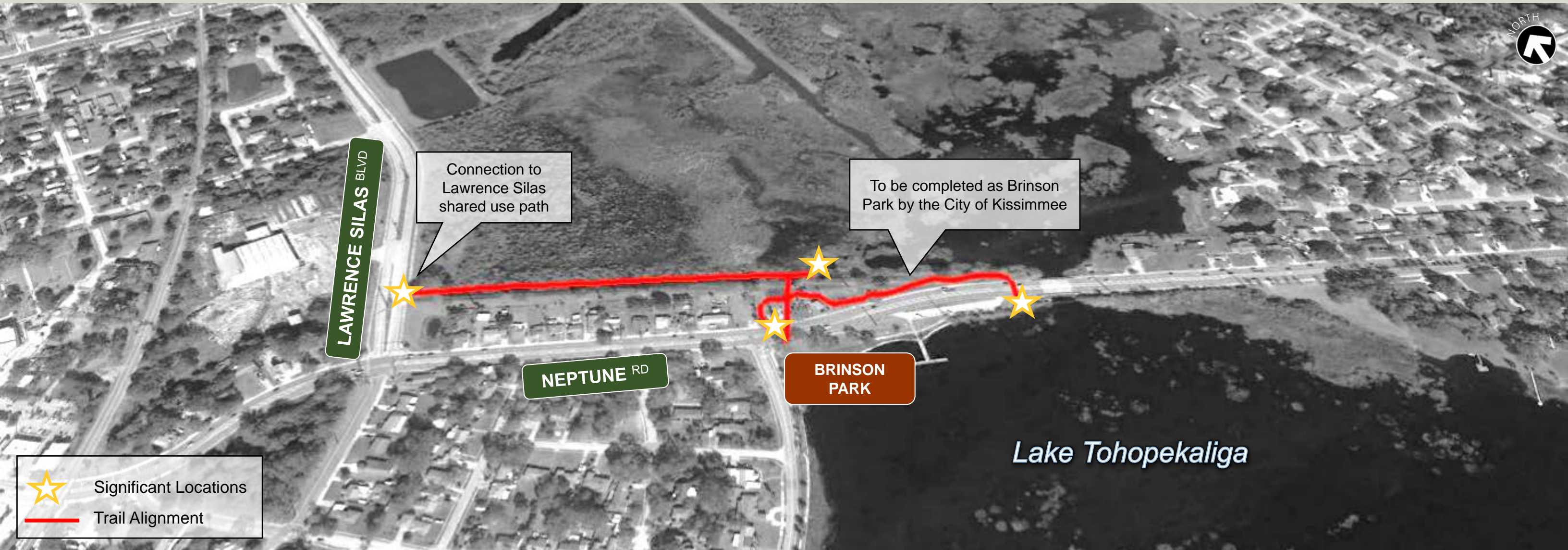
Refer to NeoCity MasterPlan

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



Source: NeoCity Master Plan June 2017

# 2A: Lakefront Trail Connector



## Project Summary

The Lakefront Trail Connector is a link between the shared use path along Lawrence Silas Boulevard and Brinson Park. The Lakefront Trail Connector would allow for pedestrians and bicyclists to use the path along Lawrence Silas Boulevard to access the Lakeshore Trail, Brinson Pier Park, the Neptune Road Trail, and NeoCity without using the existing sidewalk on Neptune Road located at the back of curb.

Additional information about this trail can be found in the Neptune Trail Connection Report completed by Osceola County in June 2018 that provides details for:

- roadway and traffic impacts,
- access management,
- environmental concerns,
- drainage and structures,
- and utilities.



Lawrence Silas Boulevard to Brinson Park

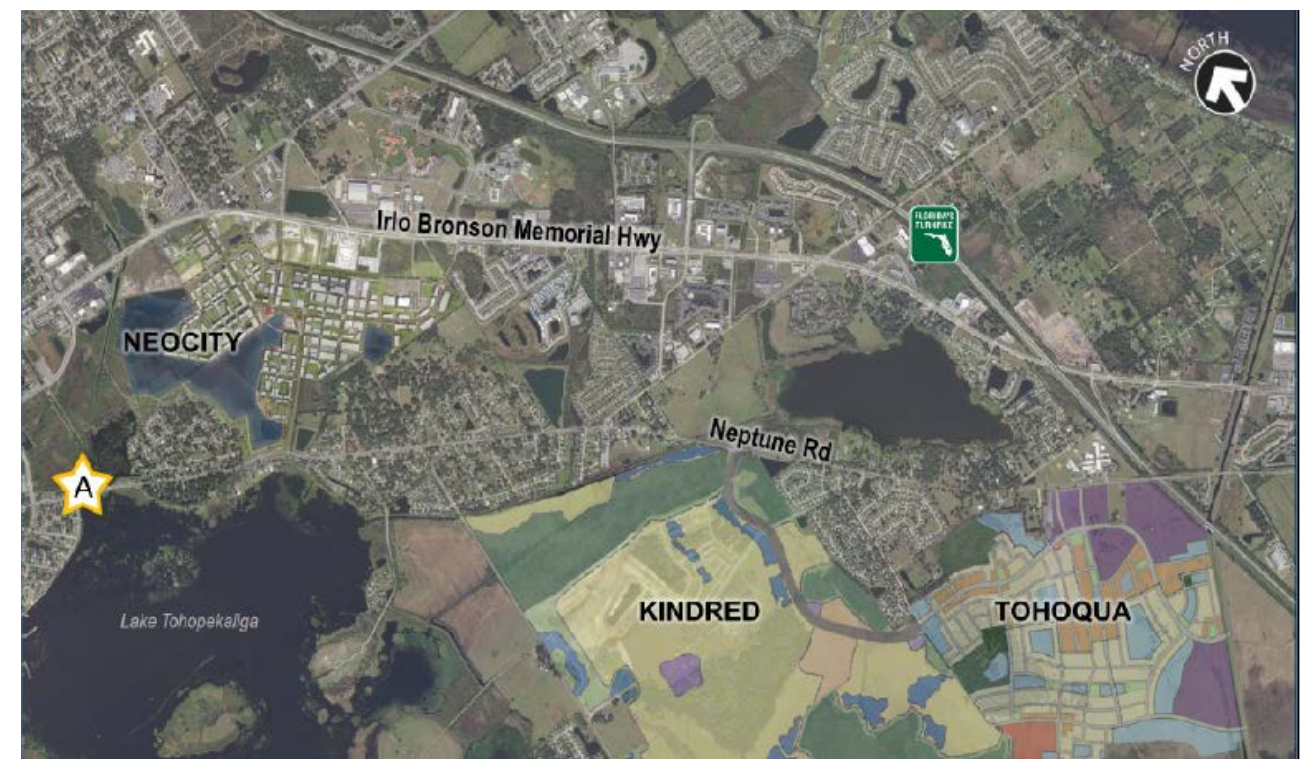


0.5 Miles

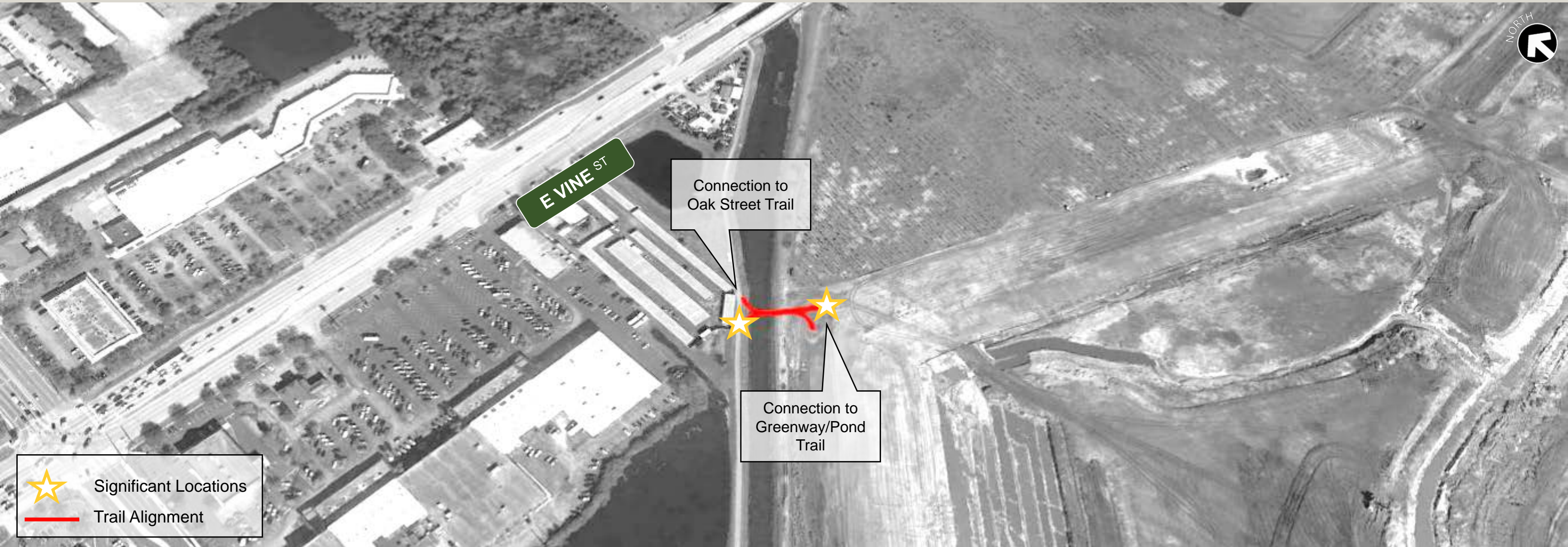


Refer to Neptune Trail Connection Report

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 2B: West Greenway Bridge

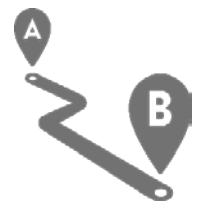


## Project Summary

The West Greenway Trail Bridge is a link between the NeoCity Greenway Trail and the Oak Street Trail. The bridge connection serves as the western-most bicycle and pedestrian gateway into NeoCity. Implementation of this connection is dependent on the construction schedule of the NeoCity Pond Trail.

Additional information about this trail can be found in the Neptune Trail Connection Report completed by Osceola County in June 2018 that provides details for:

- roadway and traffic impacts,
- access management,
- environmental concerns,
- drainage and structures,
- and utilities.



NeoCity Greenway Trail to Oak Street Trail



0.07 Miles



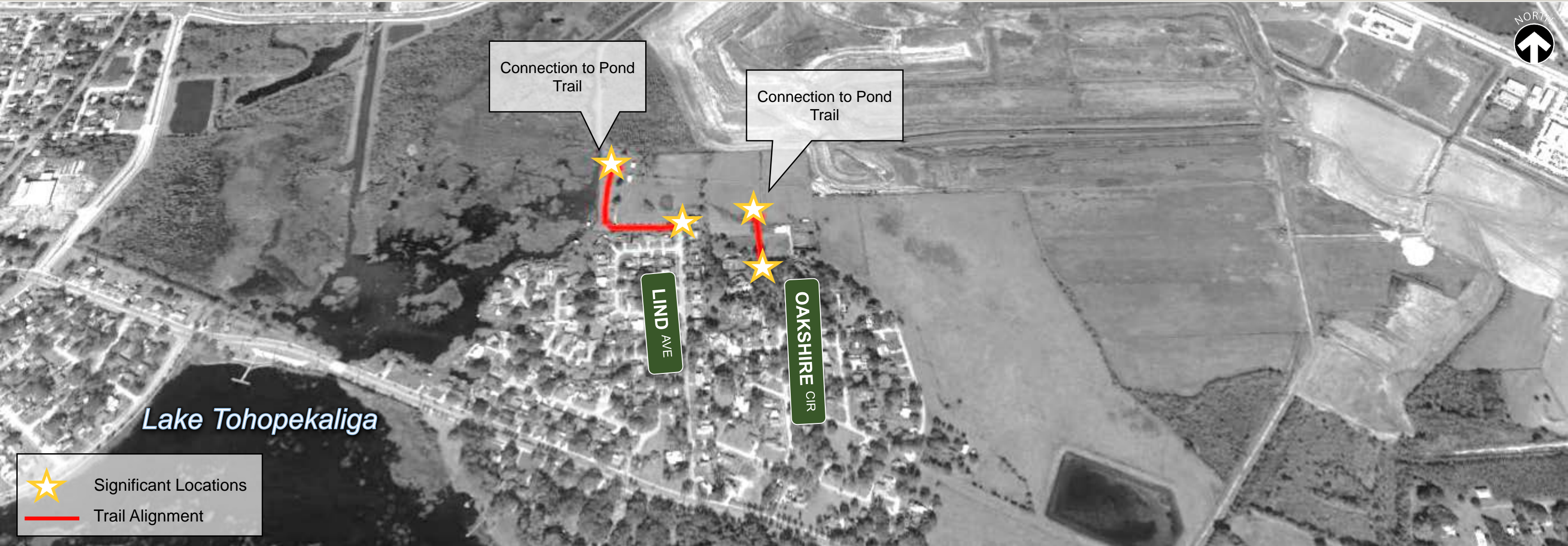
Refer to Neptune Trail Connection Report

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.





# 2C: Pond Trail Connector

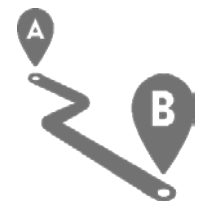


## Project Summary

The Pond Trail Connector provides a connection from the Neptune Road Trail to the NeoCity Pond Trail. Implementation of this connection is dependent on the construction schedule of the NeoCity Pond Trail. The Pond Trail Connector allows for the community north of Neptune Road and west of NeoCity to access the Pond Trail without needing to cross Neptune Road.

Additional information about this trail can be found in the Neptune Trail Connection Report completed by Osceola County in June 2018 that provides details for:

- roadway and traffic impacts,
- access management,
- environmental concerns,
- drainage and structures,
- and utilities.



Neptune Road Trail to NeoCity Pond Trail

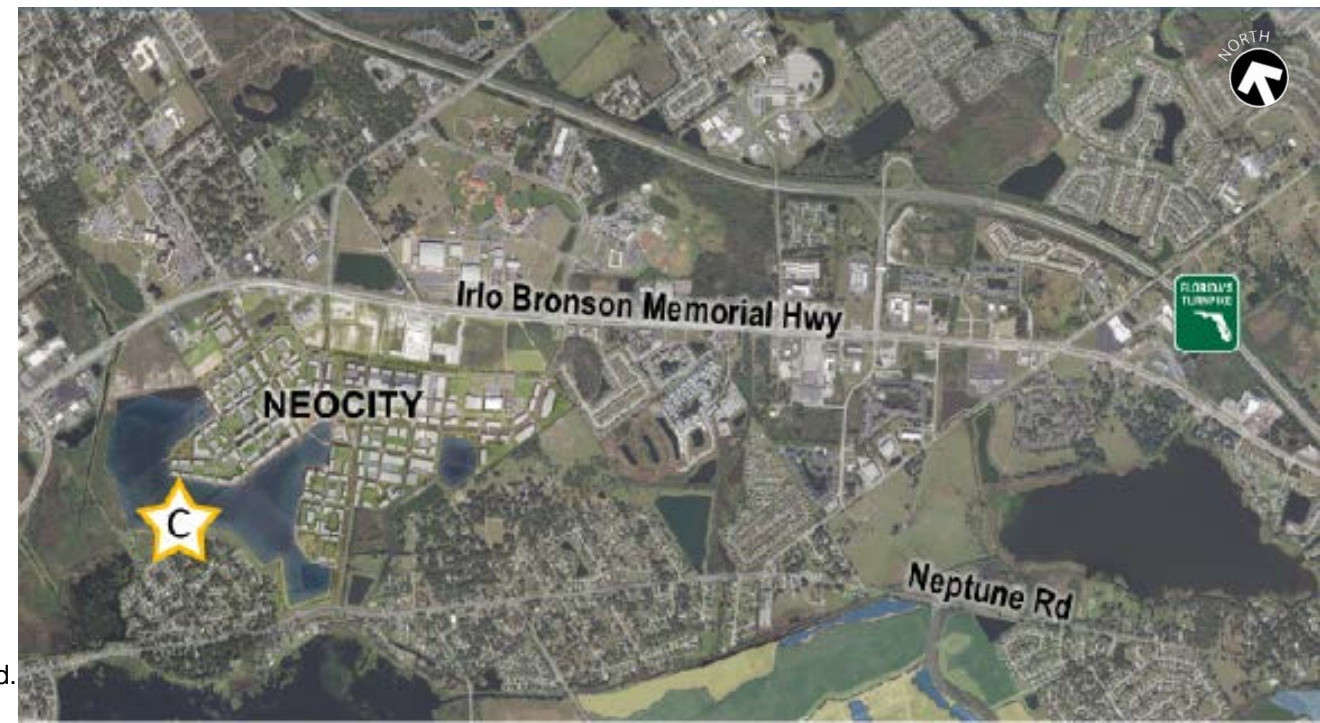


0.3 Miles

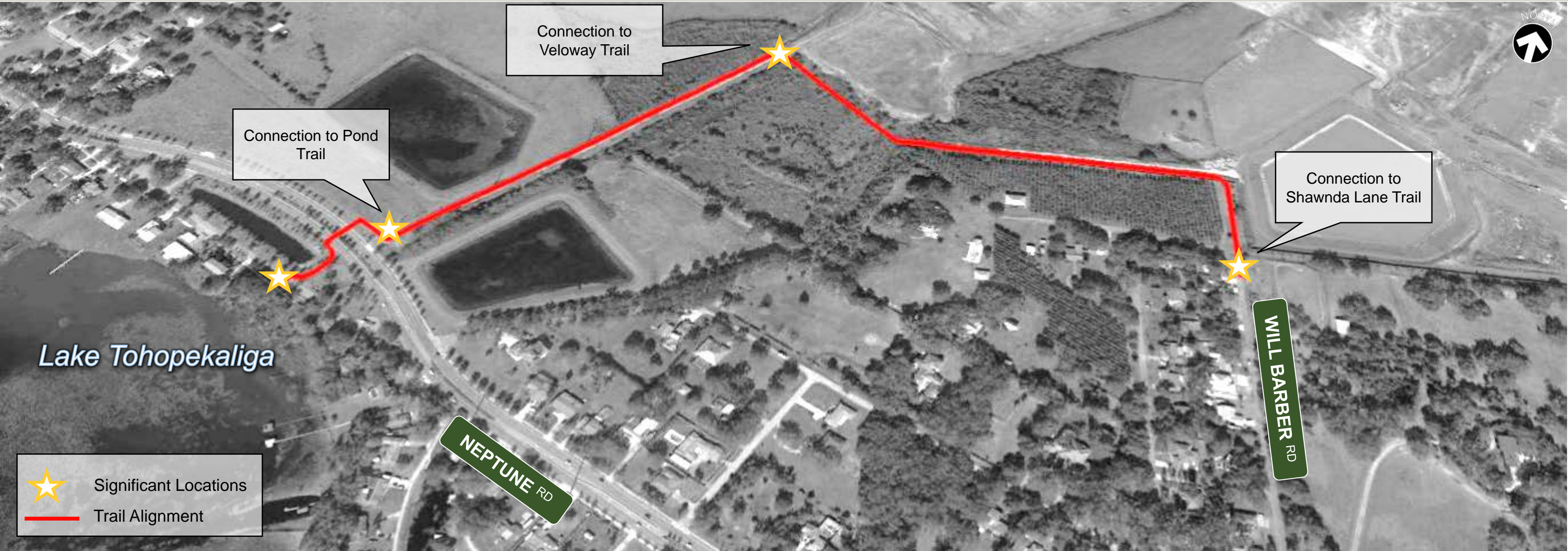


Refer to Neptune Trail Connection Report

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 2D: Bill Johnston Connector

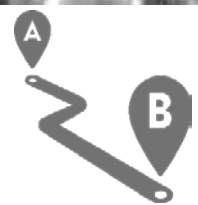


## Project Summary

The Bill Johnston Connector would be the southern link between Neptune Road and NeoCity. The Bill Johnston Rest Area is located south of the proposed Neptune Gateway into NeoCity and is a primary junction between the modern landscape architecture and pastoral qualities of the Neptune Road Trail. As a large County owned property, it could potentially serve as a resting area, waterfront vista, and transition point between Osceola County's heritage and its future.

Additional information about this trail can be found in the Neptune Trail Connection Report completed by Osceola County in June 2018 that provides details for:

- roadway and traffic impacts,
- access management,
- environmental concerns,
- drainage and structures,
- and utilities.



Neptune Road to Will Barber Road

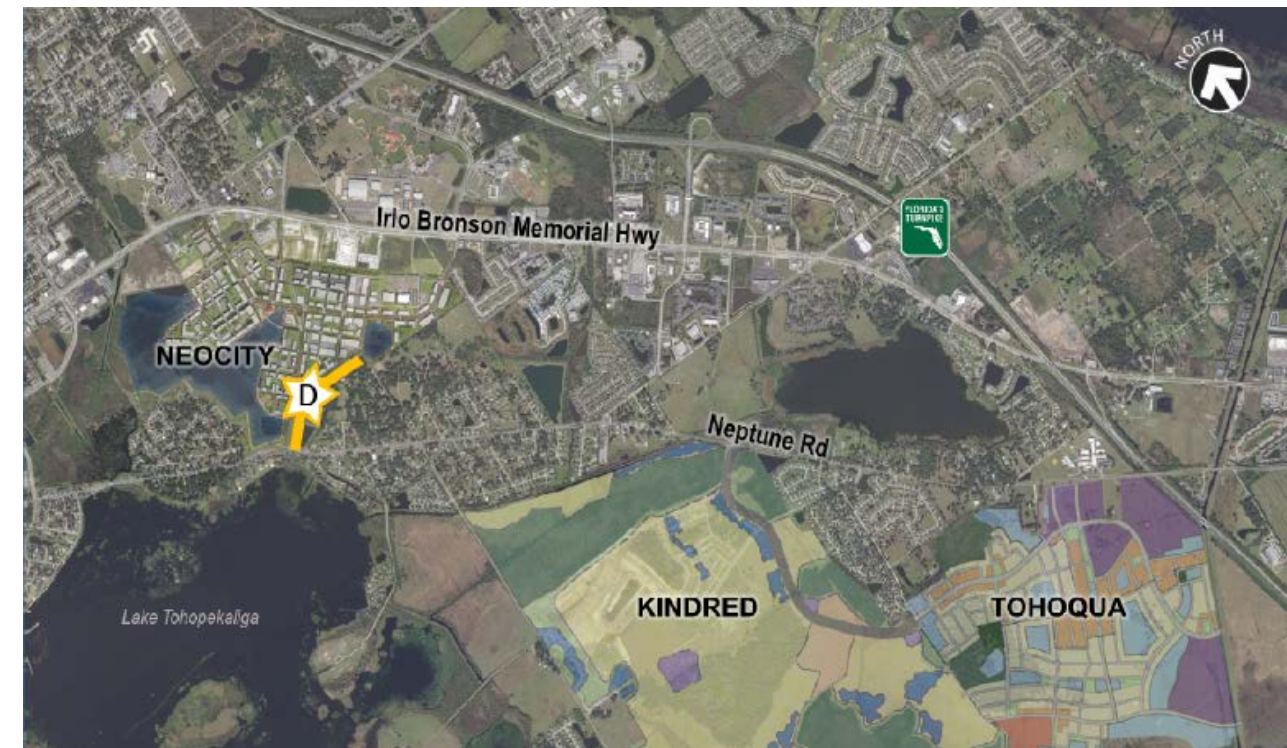


0.8 Miles

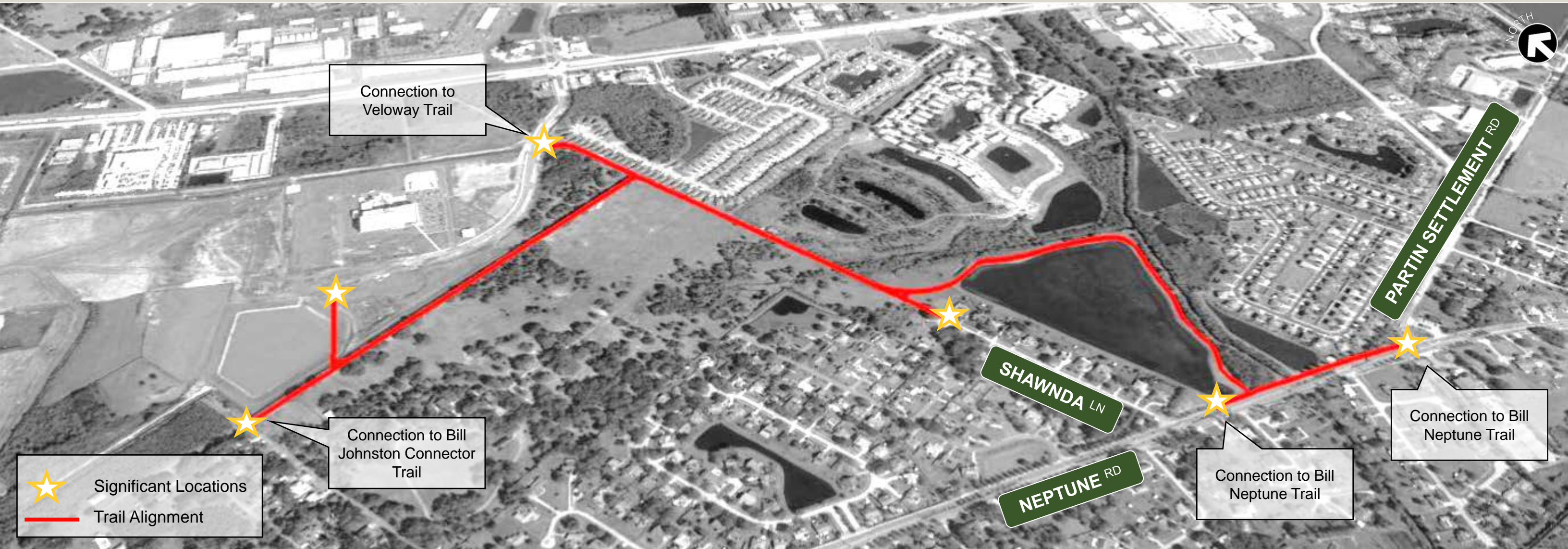


Refer to Neptune Trail Connection Report

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 2E: Shawnda Lane Trail

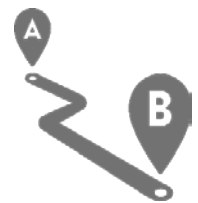


## Project Summary

The Shawnda Lane Trail would be the southeast gateway into NeoCity for bicyclists and pedestrians. The trail would serve as both a recreational and a transportation facility for students attending NeoCity Academy, a STEM-focused Magnet School located on the west side of NeoCity. The trail extends from NeoCity Way to Neptune Road, looping around an existing stormwater pond east of Shawnda Lane.

Additional information about this trail can be found in the Neptune Trail Connection Report completed by Osceola County in June 2018 that provides details for:

- roadway and traffic impacts,
- access management,
- environmental concerns,
- drainage and structures,
- and utilities.



Johnston Connector Trail to Veloway Trail and Neptune Road Trail

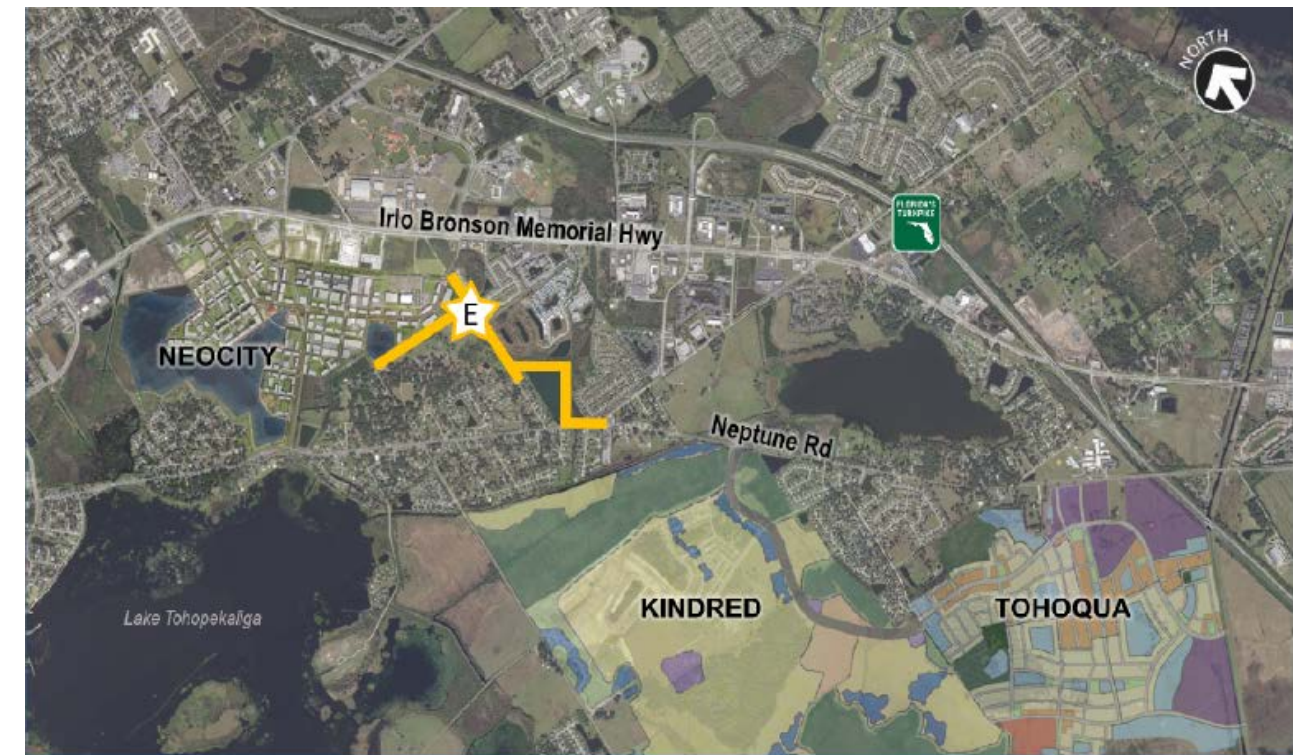


2.0 Miles

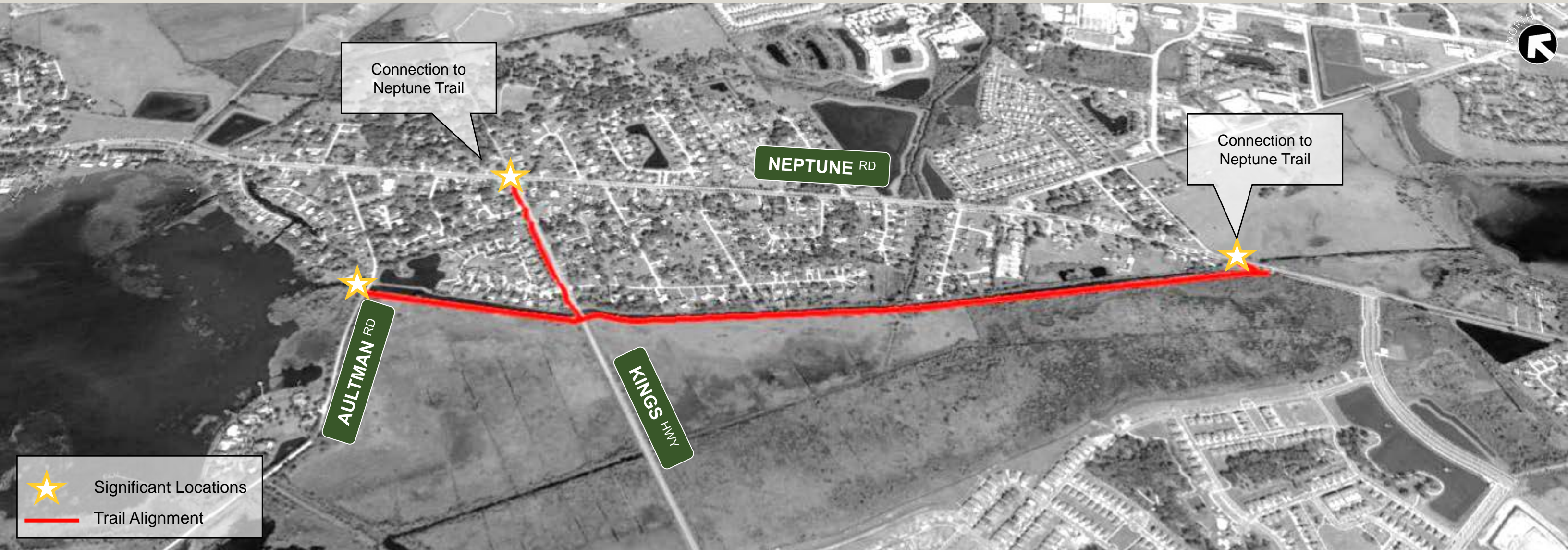


Refer to Neptune Trail Connection Report

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 2F: Partin Canal Trail

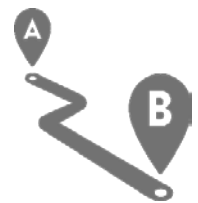


## Project Summary

The Partin Canal Trail is planned as an off-street trail facility roughly parallel to Neptune Road connecting the area near Partin Settlement Road with Kings Highway and Aultman Road. The Partin Canal is a quiet corridor between Fish Lake and Lake Toho. This trail allows for a scenic, parallel route connecting residential developments along Kings Highway. Trail users can bypass the intersection of Neptune Road and Kings Highway, potentially encouraging more activity.

Additional information about this trail can be found in the Neptune Trail Connection Report completed by Osceola County in June 2018 that provides details for:

- roadway and traffic impacts,
- access management,
- environmental concerns,
- drainage and structures,
- and utilities.



Aultman Road to Neptune Road



1.8 Miles



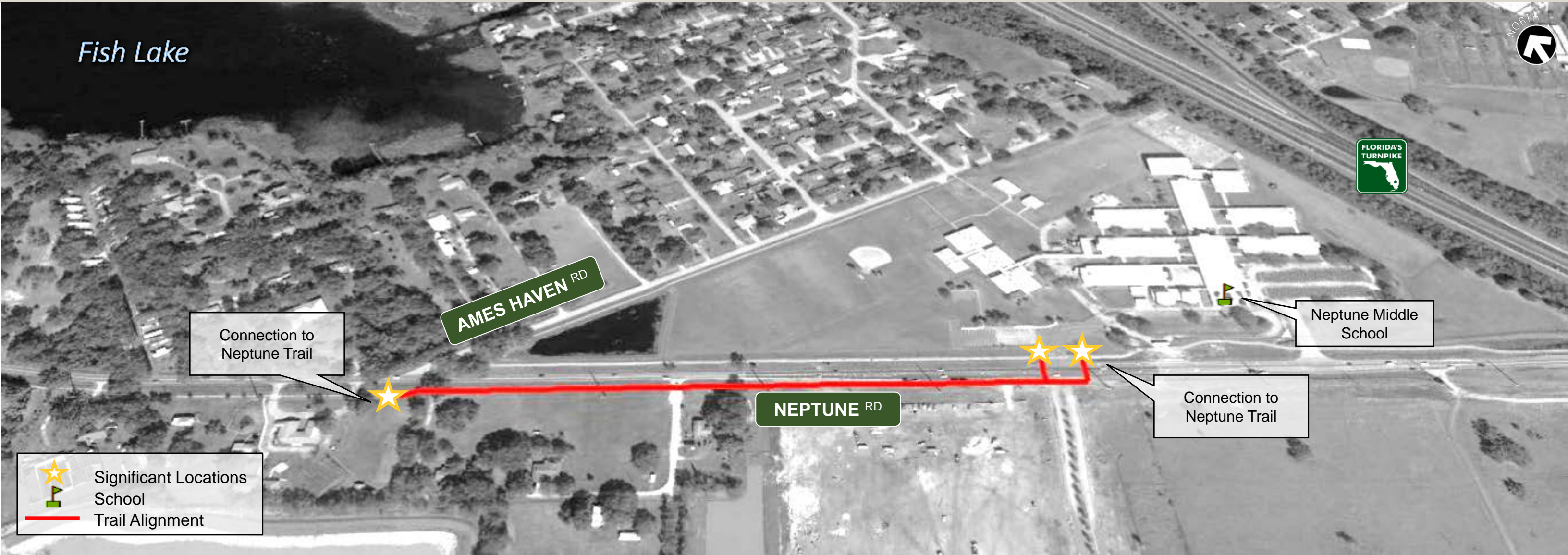
Refer to Neptune Trail Connection Report

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 2G: Neptune Trail Realignment

Fish Lake

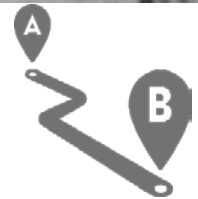


## Project Summary

The existing shared use path along Neptune Road forms the spine of the County's existing and future trail system network. Enhancements of this trail corridor will support other trail connections that are underway, including the Brinson Park re-development and the on-going development of NeoCity. This improvement is currently being advanced through the Neptune Road PD&E study (2019).

Additional information about this trail can be found in the Neptune Trail Connection Report completed by Osceola County in June 2018 that provides details for:

- roadway and traffic impacts,
- access management,
- environmental concerns,
- drainage and structures,
- and utilities.



Ames Road to Neptune Middle School

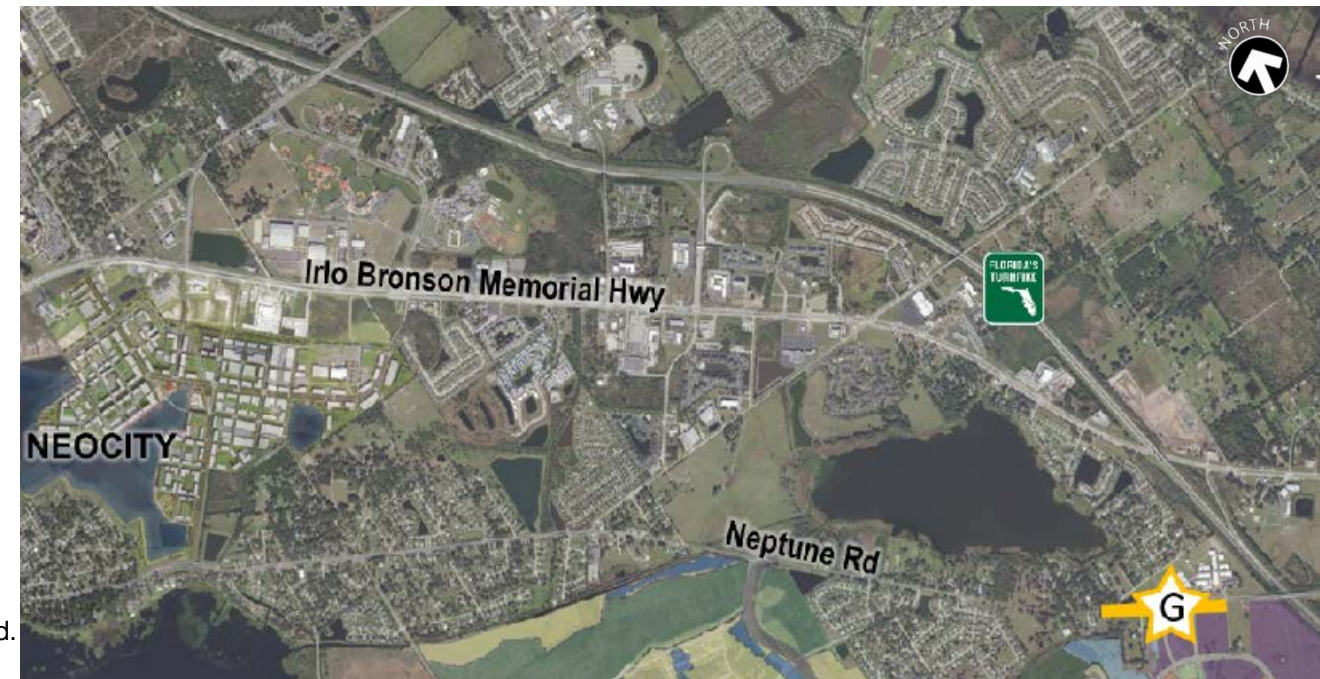


0.4 Miles

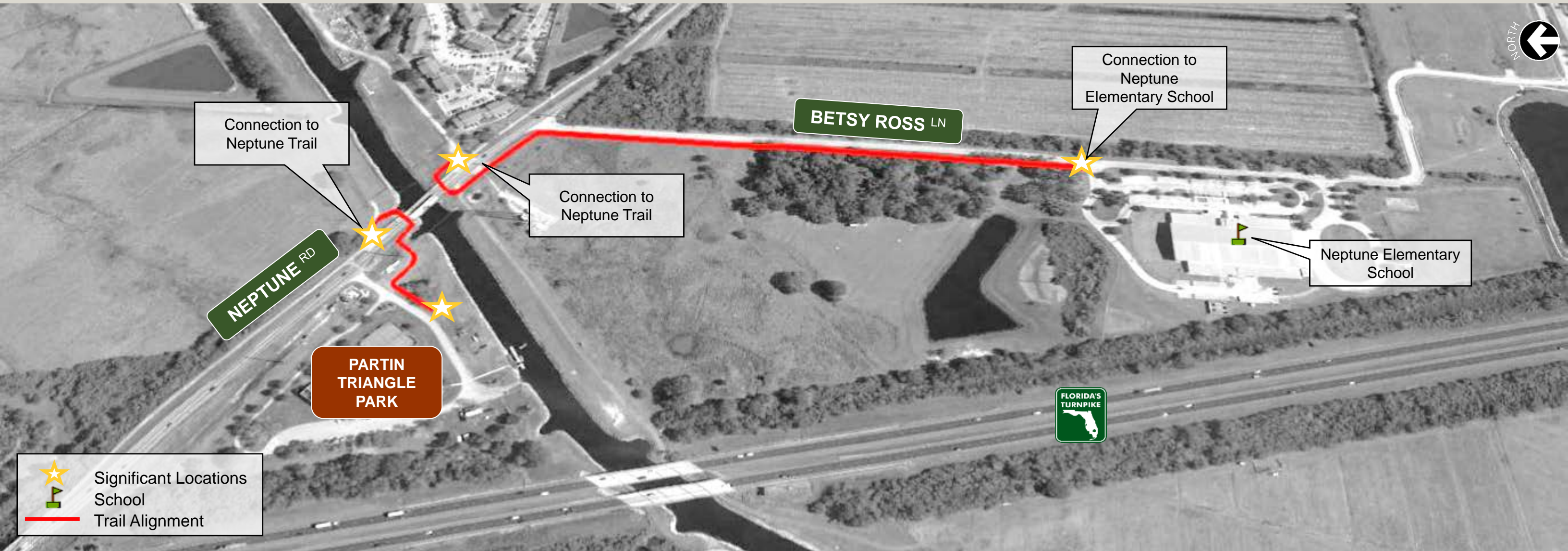


Refer to the Neptune Road PD&E Study

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 2H: Neptune Rockets Trail



## Project Summary

The Neptune Rockets Trail would provide a valuable link from Neptune Elementary School to surrounding recreational facilities. Neptune Elementary School, home of the Rockets, is located in the City of St. Cloud, south of Neptune Road and east of the SFWMD C-31 Canal. The school does not yet have a direct pedestrian connection to Neptune Road. The Neptune Rockets Trail would provide a valuable link from the school to surrounding recreational facilities. Students could utilize the approximate half-mile connection to enjoy the active acreage, playground, and other amenities at Partin Triangle Neighborhood Park.

Additional information about this trail can be found in the Neptune Trail Connection Report completed by Osceola County in June 2018 that provides details for:

- roadway and traffic impacts,
- access management,
- environmental concerns,
- drainage and structures,
- and utilities.



Neptune Road to Neptune Elementary School

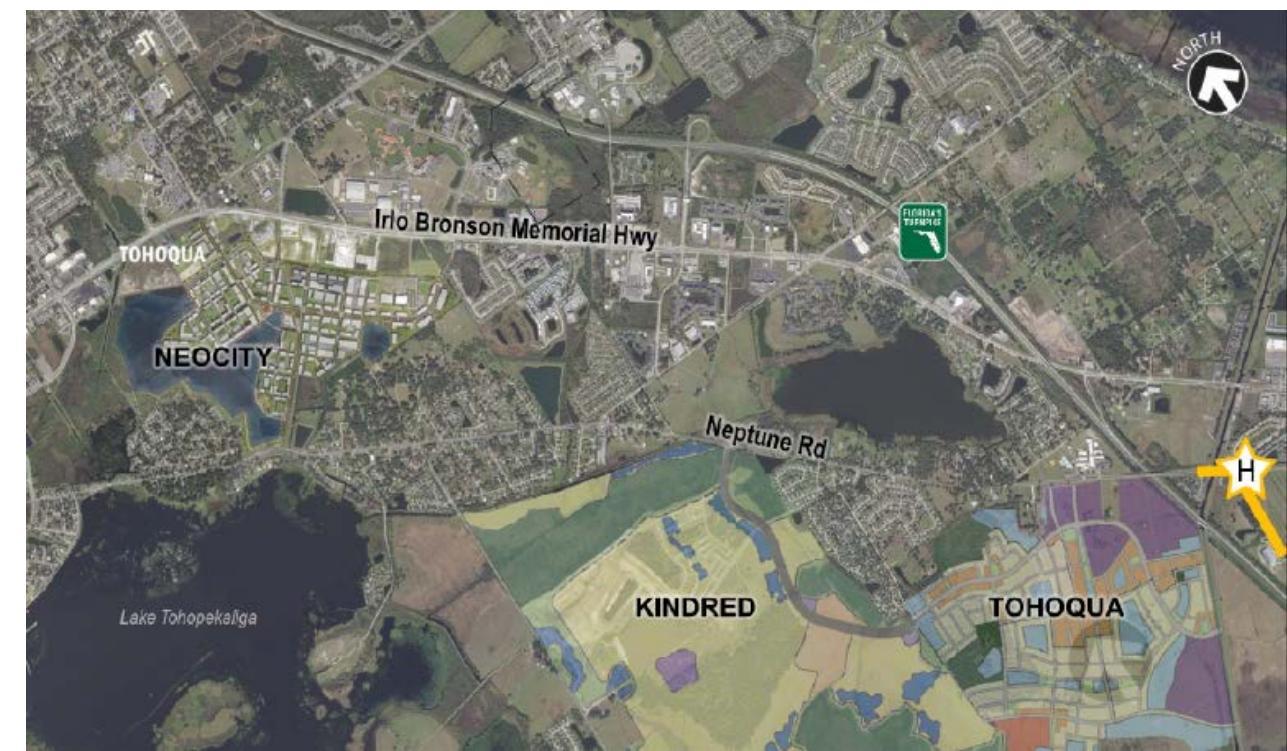


0.5 Miles



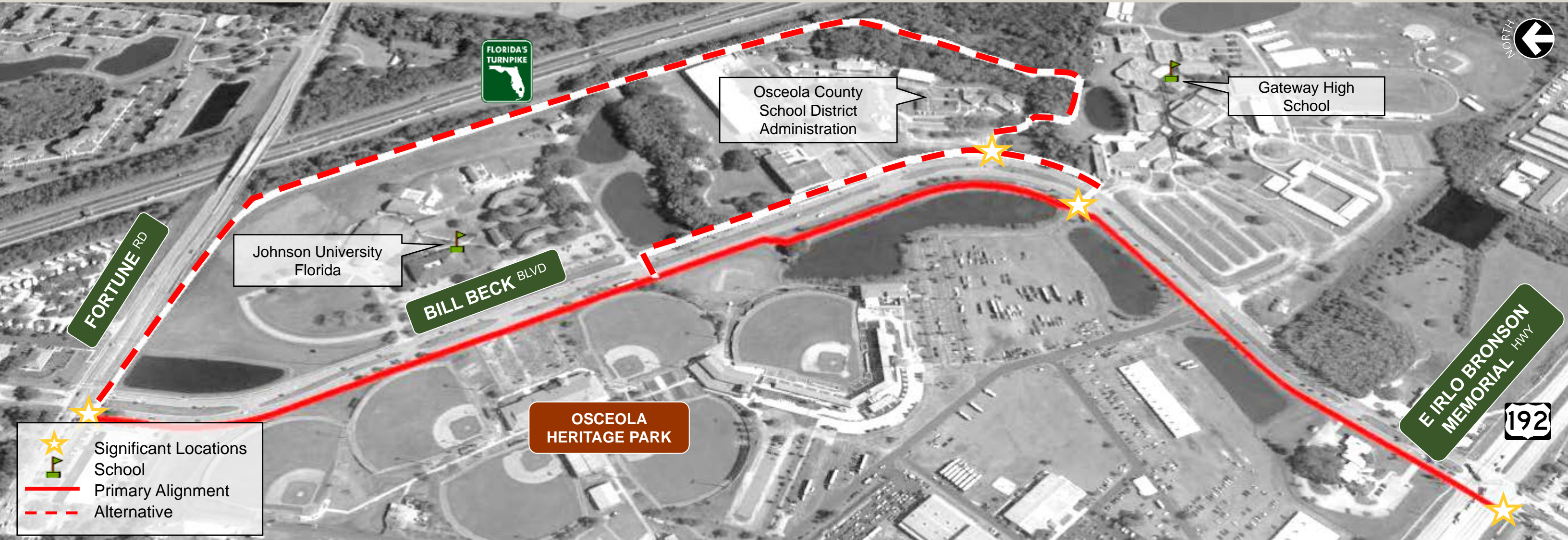
Refer to Neptune Trail Connection Report

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



**BILL BECK TRAIL**

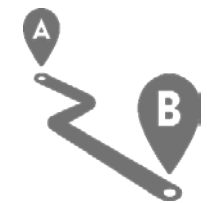
# 3: Bill Beck Trail



## Project Summary

The Bill Beck Trail is proposed to provide a key link between Fortune Road and E Irlo Bronson Highway (US 192). The proposed trail alignment connects multiple public education and recreational uses and the NeoCity development south of E Irlo Bronson Highway. This proposed trail would significantly enhance bicycle and pedestrian movement along Bill Beck Boulevard's existing sidewalk infrastructure.

This 2.3-mile trail loop corridor provides direct access to Johnson University Florida, Gateway High School, the School District of Osceola County Administrative Annex Complex, and Osceola County Stadium in the Osceola Heritage Park. The proposed trail stretches from the intersection of Bill Beck Boulevard and E Irlo Bronson Memorial Highway and to the intersection of Bill Beck Boulevard and Fortune Road. The proposed trail concept would meander through the reconstructed pond system for Osceola Heritage Park.



Fortune Road to E Irlo Bronson Memorial Highway

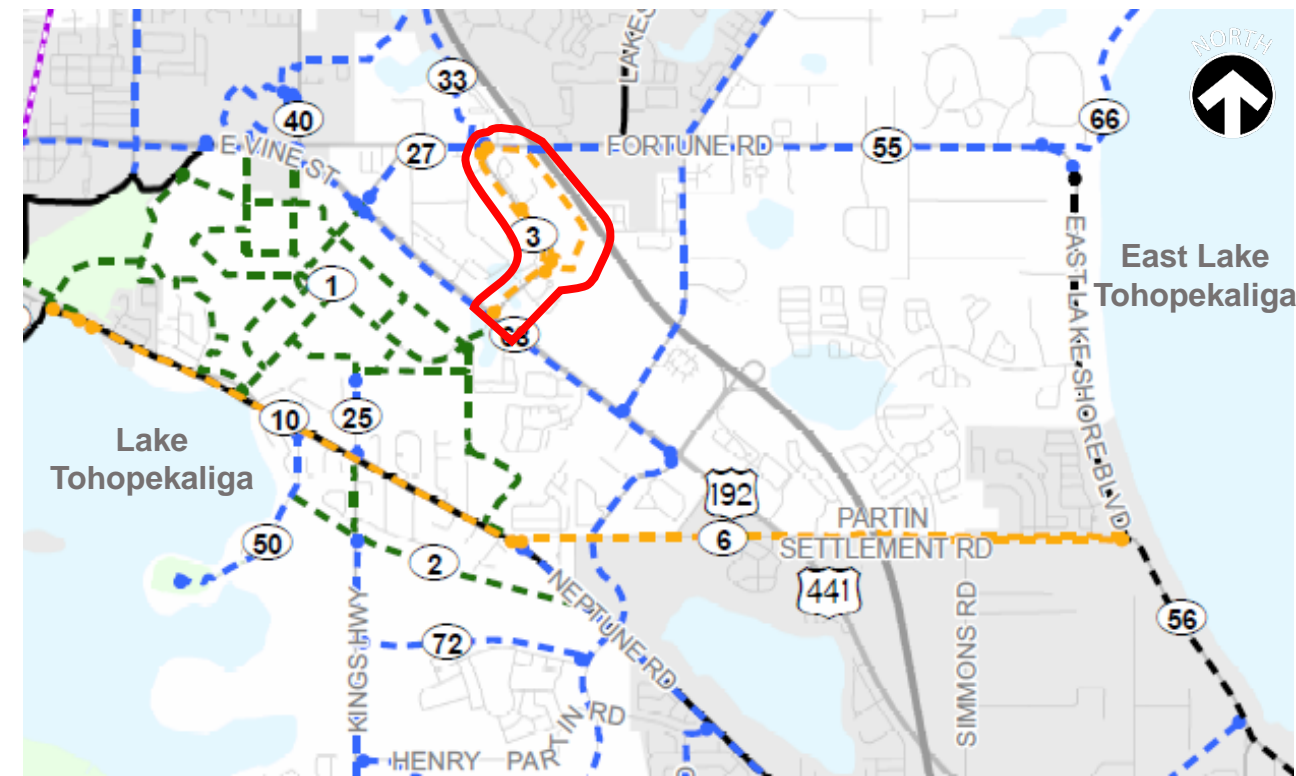


2.3 Miles



Primary – \$2,200,000  
Alternative – Contingent on boardwalk & easements

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.





# 3: Bill Beck Trail

## Project Description

The Bill Beck Trail corridor connects the Osceola Heritage Park, Gateway High School, Johnson University Florida, and the School District of Osceola County Administrative Annex Complex with NeoCity. This trail would use redevelopment of the Osceola Heritage Park site to build a recreational and transportation facility through the public space to allow for pedestrian and bicycle connectivity between the educational and institutional uses.

## Osceola Heritage Park

The Osceola Heritage Park includes a number of public event center uses on the same site between Bill Beck Boulevard and US 192. In their existing configuration, much of the Bill Beck Boulevard frontage a pond system buffering the baseball fields from the roadway. The reconfiguration of the site will update the baseball complex and has the potential to allow for a trail to meander through the realigned storm water ponds.

The design around the drainage ponds should consider landscaping a key component to differentiating the ponds utility to its recreational value by providing shady open space around the trail. The use of native plants along the littoral area would discourage entering the ponds and encourage staying on the trail.



*Bill Beck Boulevard includes a wide median with institutional uses on both sides of the four lane corridor.*

The educational uses along Bill Beck Road will be on the far side of the roadway from the trail for each use, a primary crossing location should be established. These locations should consider traffic flow, but also the natural attraction of pedestrians and bicyclist to the shortest routes.



*The trail crossings would provide access to the School District of Osceola County Administrative Annex Complex.*

The route through the edge of the Osceola Heritage Park was selected after analysis of several other options including:

- Widening the sidewalk on the east side of the roadway;
- Using only the school loop; and
- Adding a path through the median.

These options may be viable, but do not provide the continuity or recreational potential of an alignment through the updated Osceola Heritage Park site.



*Bill Beck Boulevard medians are very wide, providing an attractive trail through the center. This options was not selected due to potential conflicts with left turning vehicles from the Osceola Heritage Park.*

## Education Loop

The education loop trail alignment improves the existing sidewalk on the north side of Bill Beck Boulevard connecting to a path behind the educational facilities. This alignment allows pedestrians and bicyclists to divert from traffic and experience the trail through nature and wetland areas. The path would be an extension from the existing pedestrian bridge between the Administrative Annex and the Gateway High School Campus aligned between the two properties to the extent possible.

The looping path offers a natural option allowing a space for recreation for students and employees from the adjacent educational facilities along the corridor. A rest area is proposed at the location where the Primary Alignment redirects away from Bill Beck Boulevard through the berm between the School District of Osceola County Administrative building and the Gateway High School (pictured below). The proposed alignment for this secluded path runs parallel to utilities near the Florida Turnpike (also pictured below).



*Possible rest area location facing Bill Beck Boulevard near retention pond between Gateway High School and the School District of Osceola County Administrative building.*



*Utility corridor adjacent to the Florida Turnpike (right) and behind the Gateway High School (left).*

# 3: Bill Beck Trail

## User Experience

### Traffic and Trail User Interaction

The primary trail alignment is along the edge of the Osceola Heritage Park site and would extend from US 192 to Fortune Road with limited interaction with general purpose traffic with only several side street driveways to cross along the path.

At either end of the corridor, the trail meets a signalized intersection. The preferred crosswalks for the trail crossings should be identified using wayfinding signage and treatments such as leading pedestrian intervals or dedicated phases, high emphasis crosswalk pavement markings, and curb extensions where practical.

Along the west side of the corridor, there are seven existing driveways to be crossed. On the south end, users need to cross the looping parking lot driveways of Photon-X. There are four driveways associated with the Osceola Heritage Park including the Heritage Park Way which aligns with Panther Paws Trail, the primary access for Gateway High School. At each driveway, care should be given to provide a level crossing for the trail and that clear sight lines are available for turning drivers.

Each of the three educational uses on the east side of the roadway should have wayfinding to guide potential trail users to the new facility. The educational loop provides these connections, but with or without this alternative, the connections are needed.

Rectangular Rapid Flashing Beacons have been used in similar roadway configurations to alert drivers to bicycle and pedestrian crossings. Placement of the pedestrian crossings in locations without left turn pockets would allow for two-stage crossings.



End of sidewalk at Heritage Park Way along the west/south side of Bill Beck Boulevard. This connection would be completed with the primary alignment.

## Connectivity

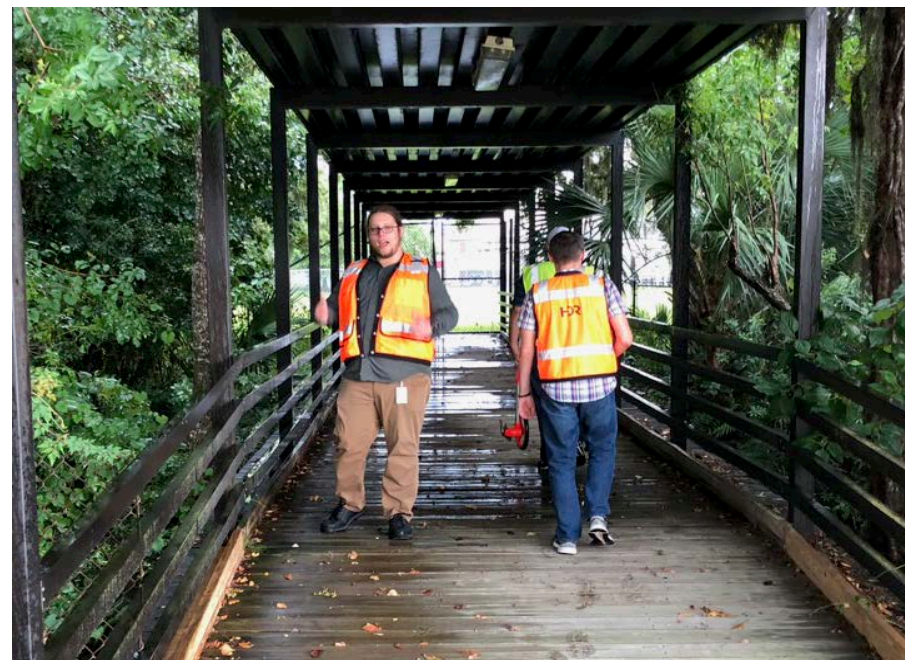
The Bill Beck Trail is proposed to provide connectivity to multiple significant destinations within Osceola County. The southern end is a direct connection into the NeoCity site, a development positioned to become the most significant and comprehensive global center for research and development.

NEOCITY

Along the corridor, connections across Bill Beck Boulevard allow users to travel to Johnson University Florida, Gateway High School, and the School District of Osceola County Administrative building, Gateway High School.



The Osceola Heritage Park is a major event attractor with periodic heavy traffic that can be supported by the trail to facility access and circulation by bicycle and transit.



The existing boardwalk bridge over a swollen creek between the School District of Osceola County Administrative building and Gateway High School.

## Safety & Security

The trail is parallel to a well travelled roadway and has considerable access to adjacent properties. Consider pedestrian lighting as an enhancement to prevent pockets of the trail from being the dark spaces between the lit roadway and event centers. Trail re-design should consider ADA accessibility for pedestrian facilities in public rights-of-way and security guidance through CPTED (Crime Prevention Through Environmental Design) principles.

CPTED principles should be incorporated on the sections of the Educational loop adjacent to the Turnpike. It is important to activate as much of the trail as possible or close it when activity is not advisable. Coordination with the educational facilities will be needed to determine the best strategies for managing the trail during the school hours and when the educational facilities are closed.



Utility corridor parallel to the Florida Turnpike adjacent to the educational facilities.

# 3: Bill Beck Trail

## Physical Considerations

### Contamination

Multiple gas stations located in the vicinity of the primary trail alignment pose a risk for contamination and may require additional environmental analysis if excavation and fill is required.

### Constructability

The primary alignment assumes reconfiguration of the Osceola Heritage Park stormwater ponds. Maintenance of Traffic (MOT) would be needed during construction to facilitate the new crossing locations and driveway modifications. If the educational loop is advanced, a boardwalk bridge will be needed in the wetland area between the School District of Osceola County building and Gateway High School and may require special access and construction equipment.

### Right-of-Way

Right-of-way impacts are generally not anticipated. However, coordination with Osceola Heritage Park will be needed to align portions of the trail along Bill Beck Boulevard outside of the roadway right-of-way.

The privately held parcels on either side of Bill Beck Boulevard approaching E Irlo Bronson Highway limit potential trail width without right-of-way acquisition. In areas with limited width, paving the full area back of curb and using textured surfaces to guide users way from the roadway is an alternative, particularly near major intersections.



Right-of-way in front of private property (left) on the southeast side of Bill Beck Boulevard.

## Natural Environment

The primary trail alignment is planned for a built environment that is largely used for stormwater ponds supporting the Osceola Heritage Park site. Updates to this area should include native landscaping and canopy options to support trail use with shade and aesthetics. The educational loop is through areas of natural wetlands and utility corridors. The wetlands may require boardwalk sections and additional environmental analysis is needed to determine the least invasive approach.

### Drainage & Structures

The primary trail alignment runs through drainage areas. All analyses for this alignment assumes the reconstruction of the drainage and space for the trail outside of the trail design. The educational loop, between the School District of Osceola County Administrative building and Gateway High School. An existing short boardwalk bridge allows pedestrian activity and access over the swollen creek, pictured below. Additional bridges and boardwalks will be needed to align the trail through this area and loop near the Florida Turnpike.



Swollen creek between the School District of Osceola County Administrative building and the Gateway High School.

## Utilities Coordination

Utilities are present on both sides of Bill Beck Boulevard. Coordination is needed at the time of design to cross any underground utilities. The educational loop would need an agreement to use the utility easements along Florida's Turnpike to allow for general use of the trail.



Utility corridor adjacent to the Florida Turnpike (left) and behind the Gateway High School (right).

## Implementation Notes

The primary implementation considerations include:

- Alignment through the stormwater ponds assumes reconstruction of the ponds. A continuous berm is required to allow for a trail.
- Outreach is recommended in further development of the trail concept to garner support for the trail in Osceola Heritage Park and on easements from the respective educational institutions.
- Pedestrian crossings may require additional engineering study at time of implementation to justify the use of traffic control devices. The crossings for the educational loop should be added with or without the educational loop trail alignment to improve accessibility to the trail for the educational sites.
- Trail termini at US 192 and Fortune Road require improvements in wayfinding and pedestrian crossings to support use of the trail.

**VINELAND CONNECTOR TRAIL**

# 4: Vineland Connector Trail



## Project Summary

Running along the northern border of Osceola County, the Vineland Connector Trail would provide an east-west connection from Kissimmee Vineland Road (SR 535) to an existing trail end point at Osprey Park. Further, the proposed trail would connect with the Shingle Creek Trail trailhead in the Flora Ridge subdivision via a new overpass over Osceola Parkway.

The proposed 4.0-mile trail would significantly enhance bicycle and pedestrian movement in this rapidly developing area of the County and would provide direct access and connections to SunRise City Plaza located on Kissimmee Vineland Road. This off-road, separated shared use path would be located within a utility corridor and would provide improved accessibility for the residential and commercial areas along the corridor. A new trailhead at Kissimmee Vineland Road is proposed as part of the trail concept.



Kissimmee Vineland Road (SR 535) to Shingle Creek Preserve

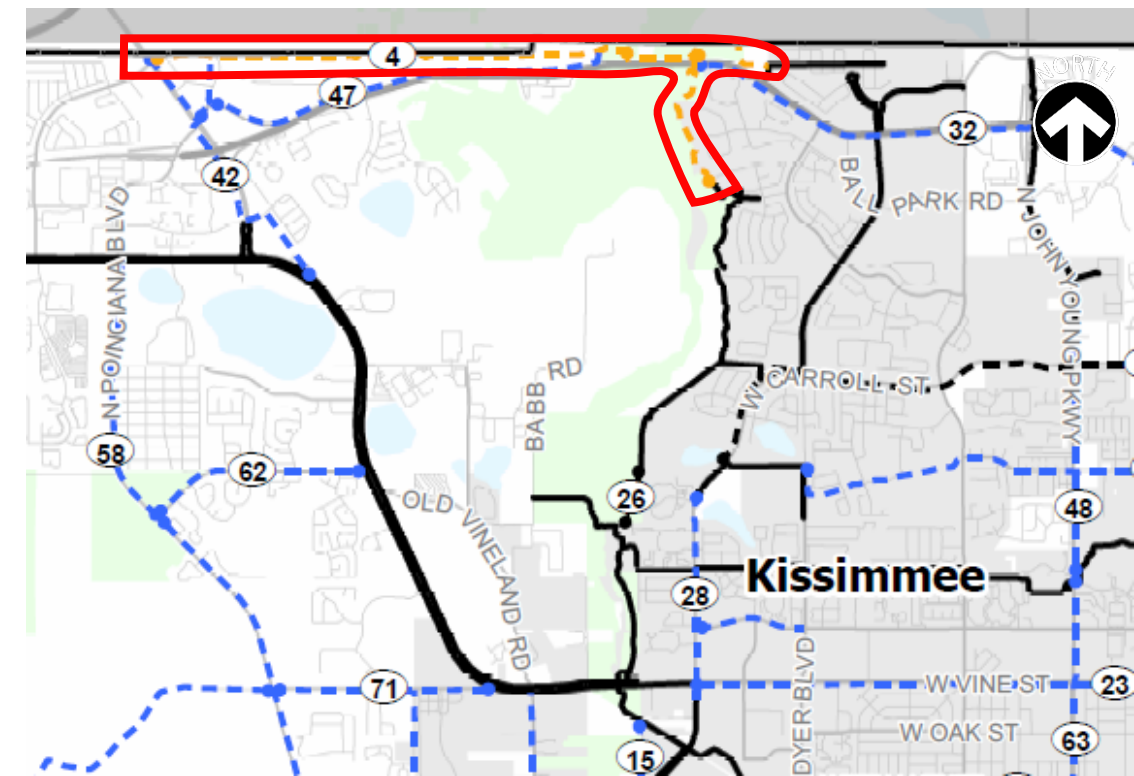


4.0 Miles



\$4,900,000 + additional Shingle Creek Sections & Osceola Parkway Bridge

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 4: Vineland Connector Trail

## Project Description

The proposed Vineland Connector Trail would provide a direct connection between retail and tourist areas along Kissimmee Vineland Road and the Shingle Creek Trail. The proposed trail would use the Kissimmee Utility Authority (KUA) corridor along the northern county border and would align generally parallel to the overhead utility. The primary trail would meet a branch of the proposed Shingle Creek Trail extension which will cross Osceola Parkway and Shingle Creek to provide access to the existing Shingle Creek Trail.

The proposed trail concept is a 12-foot-wide shared use path with landscaping, shading, and amenities such as trash cans, benches, and water fountains. Based on current conditions and constraints, the proposed trail has been separated into two segments. From west to east, the proposed concepts for the two segments are described below.

## Segment 1 – Kissimmee Vineland Road to Shingle Creek Bridge

Segment 1 (2.4 miles) would run along a utility corridor with stormwater facilities and would connect commercial areas on Kissimmee Vineland Road (SR 535) to the proposed extension of the Shingle Creek Trail. The proposed trail for this segment is a 12-foot-wide shared use path that would connect to trail heads within adjacent multi-family developments under construction between the trail and Osceola Parkway.

While braded with the utility corridor, this segment would use berms on the north side of the retention ponds to provide a more natural feel and allow for taller landscaping. Hyrdophylic landscaping could be incorporated throughout the segment to improve the natural, recreational feel of the corridor. Rest areas, benches, and wayfinding could also be added at regular intervals.

This portion of the trail would also be aligned with the Central Florida Pipeline which transports gasoline and batched denatured ethanol. Coordination and avoidance of the underground utilities would be critical to the success of the in the design of this portion of the trail.



*Berm located north of an existing drainage canal and south of utility line. Potential bridge connections would allow residents of the apartments south of the canal to easily access the trail. Natural elements would be needed to create a recreational feel, providing shady and a perceivable separation from Osceola Parkway.*



*Potential trailhead location along SR 535 near SunRise City Plaza. Area for new trail connection to SR 535.*

## Segment 2 – Shingle Creek Bridge and Osceola Parkway Overpass

This segment of the proposed Vineland Connector Trail would offers several opportunities to improve connections to other existing trails, including a new bridge crossing over Shingle Creek, a new overpass over Osceola Parkway, a new trail connection to the Osprey Park north of Osceola Parkway, and a new trail connection to the Shingle Creek Trail and residential areas south of Osceola Parkway.

The implementation of the Osceola Parkway overpass would allow the Shingle Creek Regional Trail to connect into a larger trail network stretching from Kissimmee to Wekiva Springs State Park, and from Orlando to Mascotte. Closing the key gaps within the County's trail network system overall supports outdoor activities for residents in the area and ecotourism for bicyclists and pedestrians in urban Central Florida.

Wayfinding elements could play a key role in increasing public awareness of the trail and other trail connections to the system, and would present an opportunity for unique branding for the County. Such wayfinding materials could include maps, clear and concise signs and markings along the trail, and up to date trail system data.



*Proposed pedestrian bridge design over Osceola Parkway.*

# 4: Vineland Connector Trail

## User Experience

### Traffic and Trail User Interaction

The Vineland Connector Trail would be fully separated from heavy utilized corridors in the area. The proposed alignment is behind residential developments along the border of the Osceola County and Orange County line. A portion of the trail would be adjacent to E Osceola Parkway and allows north-south access via a pedestrian bridge over the highway. The trail ultimately would connect east of Shingle Creek to an existing shared use paths.

The long term extension of the Poinciana Parkway should be considered in the crossing developed today. It may require signalized traffic control depending on future development on the Orange County portion of the corridor.



*Poinciana Boulevard extension. Existing access road for utilities behind shopping center.*

### Connectivity

Implementation of the Vineland Connector Trail will allow connections to the regional Shingle Creek Trail and other trails in the northern part of Osceola County. A portion of the trail will connect to the Poinciana Boulevard extension and provide access through the shopping center. This trail alignment provides ample open space and will enhance pedestrian and bicycle activity for the residential developments along Osceola Parkway.

## Safety & Security

Crime Prevention Through Environmental Design (CPTED) principles should be applied in the design of all trail enhancements. Pedestrian lighting should be incorporated and ADA accessibility should be considered.

## Physical Considerations

### Drainage & Structures

A pedestrian bridge structure will be needed to cross over Shingle Creek on the north side of Osceola Parkway and is proposed as part of a separate project.



*Proposed trail bridge designed separately would cross Shingle Creek on the north side of Osceola Parkway.*

## Natural Environment

The proposed Vineland Connector Trail is in a primarily built environment. The landscaping of the trail provides the opportunity to add more natural settings and shade, which will make the trail more attractive to users.

### Right-of-Way

No right-of-way needs are projected with implementation of this proposed trail concept. However, where the trail nears or abuts private property, construction easements may be needed to allow a contractor to work and ultimately tie back to the natural ground level. At driveway crossings, agreements will be needed for the reconstruction of the driveway apron that may extend into private property to allow for reasonable transition in grade. Additionally, easements may be required where portions of the trail align near the residential property retention ponds.

## Contamination

Multiple gas stations located in the vicinity of the primary trail alignment pose a risk for contamination and may require additional environmental analysis if excavation and fill is required. Additionally, the trail is located within the vicinity of petroleum and ethanol pipeline, which should be surveyed to provide the exact locations prior to the design.



*Central Florida Pipeline utility marker in easement near SR 535.*

## Utilities Coordination

Much of the trail alignment lies within the KUA service area. The Central Florida Pipeline and fiber-optic markers are present in the vicinity of the overhead power poles along the trail corridor. The exact location of utilities should be verified using Sunshine 811. Survey supporting design should include investigation of underground utilities.

## Constructability

The development of this trail should be done in coordination with the City of Kissimmee and the development of the Osceola County Pedestrian Bridge. Additional coordination is recommended with the residential development and shopping center business owners. A bridge is potentially needed over Shingle Creek.

## Implementation Notes

The primary implementation considerations include:

- Outreach to the adjacent developers and communities to coordinate the use of the stormwater ponds and determine suitable access points.
- Intergovernmental Coordination to extend the Shingle Creek Trail and improve connections beyond Osceola County.

**SHINGLE-POINCIANA SUNRAIL TRAIL**



# 5: Shingle-Poinciana SunRail Trail



## Project Summary

The Shingle-Poinciana SunRail Trail would provide a key link between the SunRail Poinciana Station and the future Shingle Creek Trail along Hoagland Boulevard. The proposed 3.2-mile trail corridor would run from S Poinciana Boulevard along the north side of S Orange Blossom Trail, turns north along the east side of Broad Street, then turns along the south side of Old Tampa Highway.

Additionally, this new east-west trail concept offers the ability to connect multiple north-south trail corridors in the future. This proposed trail also serves an immediate and local need to enhance bicycle and pedestrian movement along Old Tampa Highway and S Orange Blossom Trail around established residential communities that currently lack existing sidewalk infrastructure.



S Poinciana Boulevard to Future Hoagland Intersection

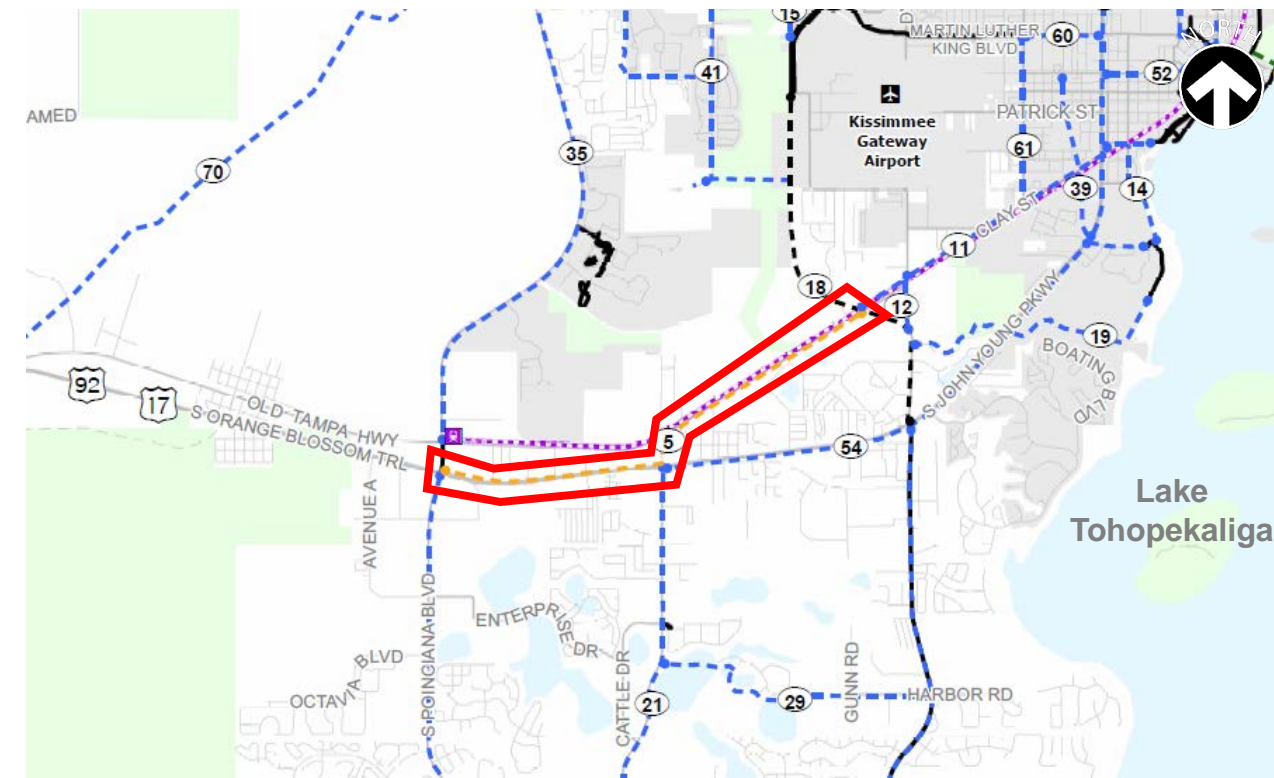


3.2 Miles



\$10,000,000\*  
\*does not include ROW

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 5: Shingle-Poinciana SunRail Trail

## Project Description

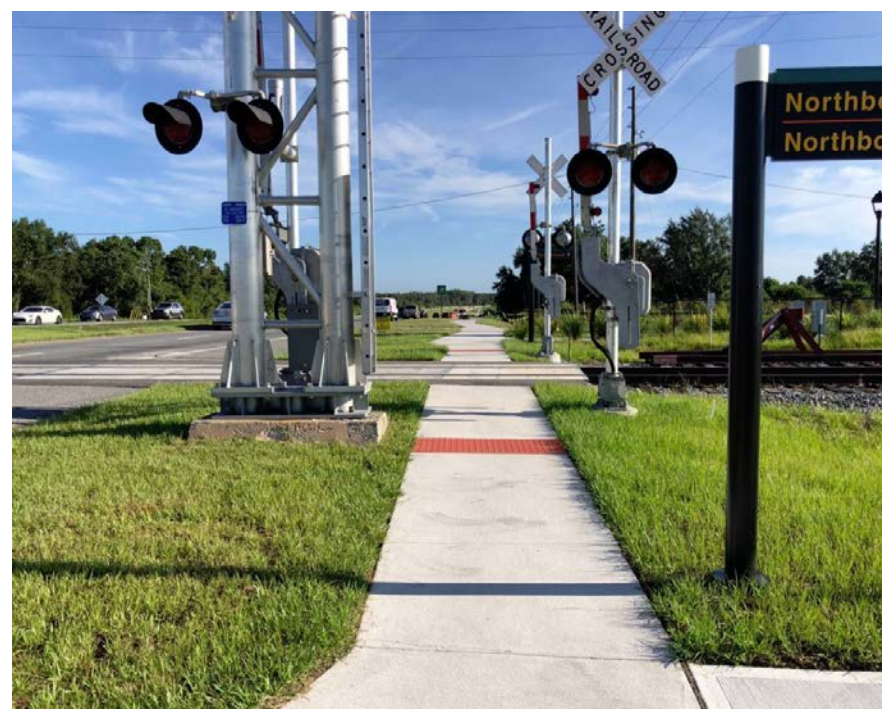
The proposed trail concept would provide a shared use path to the parallel roadway with landscaping, shading, and amenities such as trash cans, benches and water fountains. Based on current conditions and constraints, the proposed trail alignment would run along S Orange Blossom Trail, turns to run along Broad Street, and then turns to run along Old Tampa Highway. From west to east, the proposed concepts for the three segments are described below.

### Segment 1 – Orange Blossom Trail (Poinciana Boulevard to Broad Street/Ham Brown Road)

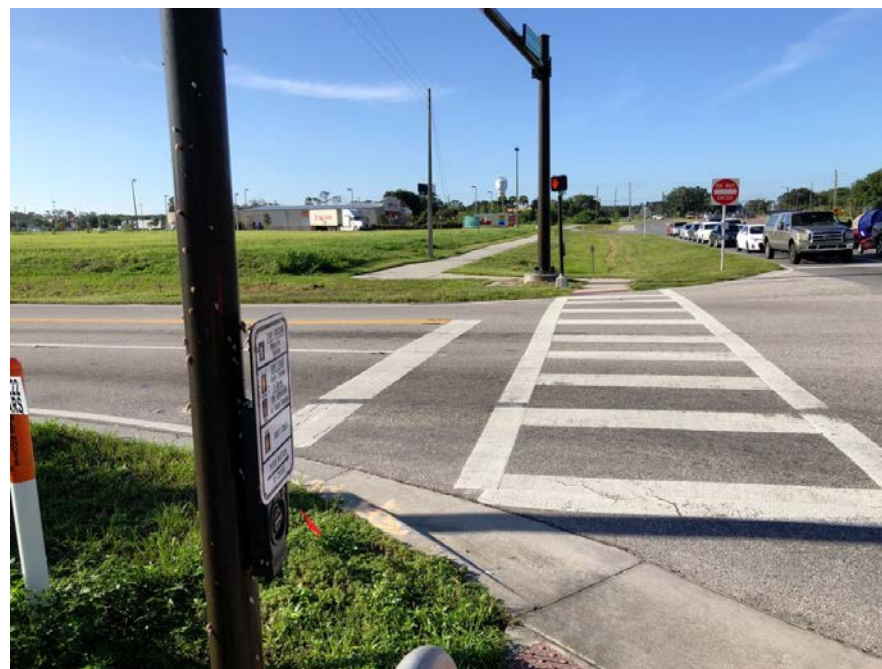
At the western end, Segment 1 (1.4 miles) of Shingle-Poinciana SunRail Trail runs along S Orange Blossom Trail (US 17-92) from Poinciana Boulevard to Broad Street/Ham Brown Road. This alignment is preferred to Old Tampa Highway between Poinciana Boulevard and Broad Street given the wider existing right-of-way.

The proposed 12-foot-wide shared use path would be aligned along the northern side of the existing right-of-way. Near Poinciana Boulevard intersection, the trail would replace the existing sidewalk. The western end of the proposed trail concept connects directly to both an existing sidewalk that travels approximately 0.25 miles north to the SunRail Poinciana Station and the Poinciana Trail that runs south from Orange Blossom Trail.

The width of the parkway varies in width along this segment, but the proposed trail would be aligned along the northern edge of the existing right-of-way. The trail crosses several side streets and driveways that connect to adjacent commercial development and residential neighborhoods. This segment is characterized by open drainage swales that would need to be re-graded and closed with inlets and piped to the existing detention ponds. The space created by piping the stormwater could be used for landscaping and canopy shade trees.



*Potential trailhead at Old Tampa Highway and Poinciana Boulevard near the SunRail Poinciana Station.*



*Existing sidewalk and crossing on the east side of S Poinciana Boulevard in-between Old Tampa Highway and Orange Blossom Trail.*

### Segment 2 – Broad Street/Ham Brown Road (from Orange Blossom Trail to Old Tampa Highway)

At the Broad Street/Ham Brown Road intersection, the trail corridor shifts. Segment 2 (0.2 miles) runs north-south and connects the Orange Blossom Trail (US 17-92) to the Old Tampa Highway segments. The proposed trail concept is a shared use path on the east side of the roadway. For this segment, narrowing the trail to 10 feet wide may be required to fit within the existing right-of-way.

At the intersection of Orange Blossom Trail and Broad Street/Ham Brown Road, the signal would need to be upgraded to add a pedestrian crossing on the north leg of the intersection. Additionally, through this segment, there are four existing driveways that will need to be crossed. Coordination with the adjacent owners will be required to obtain easements to accommodate tie-backs.

### Segment 3 – Old Tampa Highway (Broad Street to Hoagland Boulevard/Shingle Creek Trail)

Segment 3 (1.6 miles) of the proposed Shingle-Poinciana SunRail Trail runs from Broad Street to Hoagland Road along Old Tampa Highway. The alignment runs along the south side of the roadway to avoid conflicts with the railroad line along the north side of Old Tampa Highway. The south side of the roadway is adjacent to residential areas.

The proposed trail concept for this segment is a shared use path on the south side of the roadway. The existing right-of-way through this segment is not sufficient to construct a standard path. Easements or right-of-way may be acquired to develop a standard facility. In the absence of these improvements, a wide sidewalk situated at the back of curb would provide a facility where none exists today and would provide a valuable link for transportation purposes.

To complete this link, a new standalone bridge structure is proposed for the Shingle Creek crossing. This bridge would be parallel and on the south side of the existing railway bridge. Alternatively, a resurfacing and restriping of the bridge could be considered for bringing a pedestrian path onto the existing structure. Engineering analysis for added additional surface and physical separation should be conducted before moving forward with this option.

# 5: Shingle-Poinciana SunRail Trail

## User Experience

### Traffic and Trail User Interaction

The proposed Shingle-Poinciana SunRail Trail would travel along three roadways, crosses several side streets, multiple driveways, signalized intersections, and ends at the proposed Hoagland Boulevard rail crossing bridge. Conditions for each of the three segments are described below.

Within Segment 1, the trail corridor passes several driveway and side streets, with signalized intersections at either end (Poinciana Boulevard Broad Street/Ham Brown Road). Signal timing adjustments and a crosswalk would be required to facilitate crossings at the Broad Street/Ham Brown Road intersection. At driveway locations, sight lines should be considered and realigned for a straight and level path that allows elevation transitions between the trail and the street.

In the short Segment 2, there are four wide driveway crossings that would need to be adjusted to accommodate the trail. The width of the trail would need to be narrowed to fit within the existing right-of-way. Trail crossings should be level, and driveways should be retrofit as applicable to present a straight, visible, and predictable path for trail users.

Within Segment 3, the trail corridor also passes several driveways and side streets. At driveway locations, sight lines should be considered and realigned for a straight and level path that allows elevation transitions between the trail and the street.

### Connectivity

The proposed trail concept adds an important link to the adjacent trail network (Poinciana Trail and the future Shingle Creek Trail) as well as connecting the SunRail station to the surrounding neighborhood.

### Safety & Security

The trail is parallel to well-travelled roadways and has considerable access to adjacent properties. Crime Prevention Through Environmental Design (CPTED) principles should be applied in the design of all trail enhancements. Roadway and pedestrian lighting should be incorporated and ADA accessibility should be considered.

## Physical Considerations

### Drainage & Structures

Large sections of this corridor will require curbing and closed drainage to implement the trail without acquiring additional right-of-way. The open drainage swales in Segment 1 would need to be re-graded, closed with inlets and piped to the existing detention ponds. A new pedestrian bridge at Shingle Creek would need to be constructed to accommodate the trail in Segment 3.



*Existing bridge over Shingle Creek. Approximately 40' between bridge walls. Approximately 55' between travel way and Railroad Centerline.*

### Contamination

Multiple gas stations located in the vicinity of the primary trail alignment pose a risk for contamination and may require additional environmental analysis if excavation and fill is required.

### Natural Environment

The proposed Shingle-Poinciana SunRail Trail is in a primarily built environment through much of the alignment. Landscaping along the trail would provide the opportunity to add more natural settings and shade, which will make the trail more attractive to users, especially portions of the trail crossing over Shingle Creek.

## Right-of-Way

Right-of-way needs are projected with implementation of this proposed trail concept along the south side of Old Tampa Highway. In locations where the trail nears or abuts private property, construction easements would be needed to allow a contractor to work and ultimately tie back to the natural ground level. At driveway crossings, agreements would be needed for the reconstruction of the driveway apron that may extend into private property to allow for reasonable transition in grade.



*Limited right-of-way on the south side of Old Tampa Highway.*

### Utilities Coordination

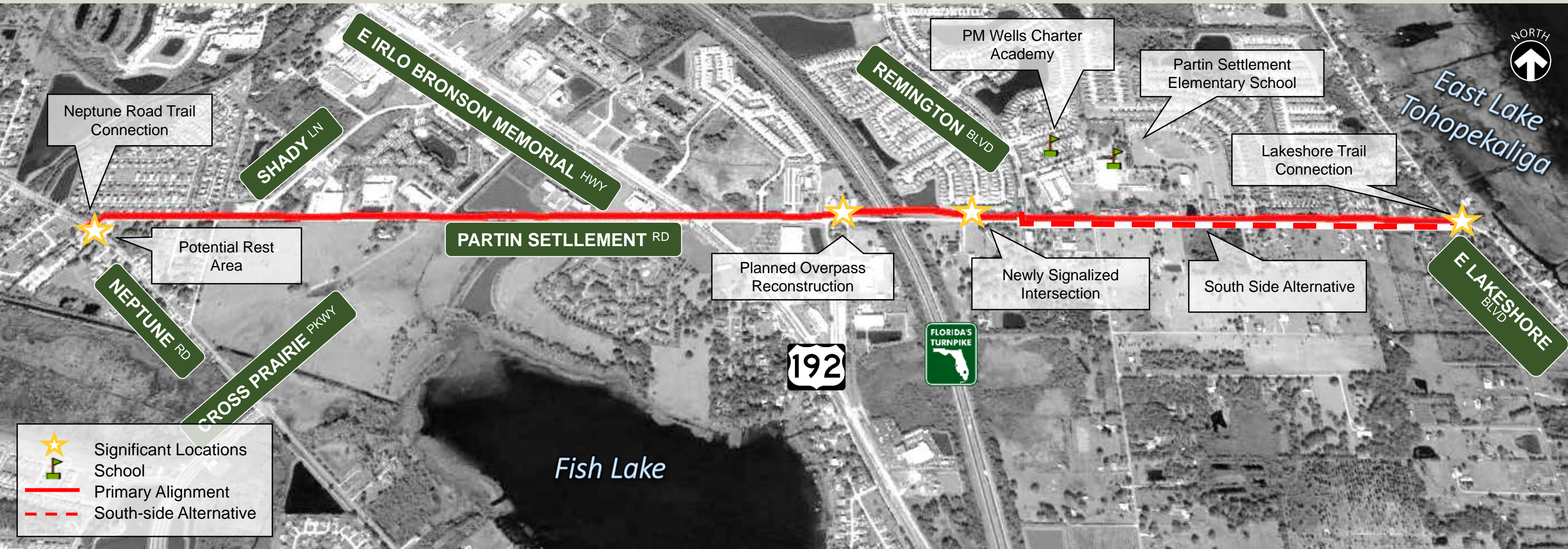
Fiber-optic markers are present in the vicinity of the overhead power poles along trail corridor. The exact location of utilities should be verified using Sunshine 811. Survey supporting design should include investigation of underground utilities.

## Implementation Notes

Successful implementation of this trail is dependent on sufficient right-of-way and easement requirements. Coordination with private property owners is needed to pursue this preferred primary alignment. Additionally, a new bridge would be preferable for crossing over Shingle Creek to better accommodate pedestrian and bicycle movement along Old Tampa Highway.

# PARTIN SETTLEMENT TRAIL

# 6: Partin Settlement Trail

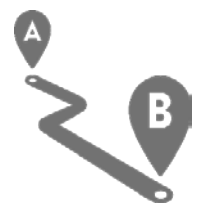


- Significant Locations
- School
- Primary Alignment
- South-side Alternative

## Project Summary

The Partin Settlement Trail is proposed to provide a link between the existing Neptune Trail and a proposed trail along East Lakeshore Boulevard. This proposed trail would significantly enhance bicycle and pedestrian accommodation along Partin Settlement Road beyond the capabilities of the existing sidewalk.

A proposed 2.7-mile trail along Partin Settlement Road would provide direct access to PM Wells Charter Academy and Partin Settlement Elementary School. The new trail would also provide access to trail connections to NeoCity. The proposed trail alignment runs along the north side of Partin Settlement Road to better facilitate access to the existing residential communities located on this side of the roadway. A south side alternative loop is proposed from Remington Boulevard to E Lakeshore Boulevard for a 0.89-mile segment. This new shared use path will improve facilities beyond the existing sidewalks and create more accessibility for pedestrian and bicyclists.



Neptune Road to E Lakeshore Boulevard

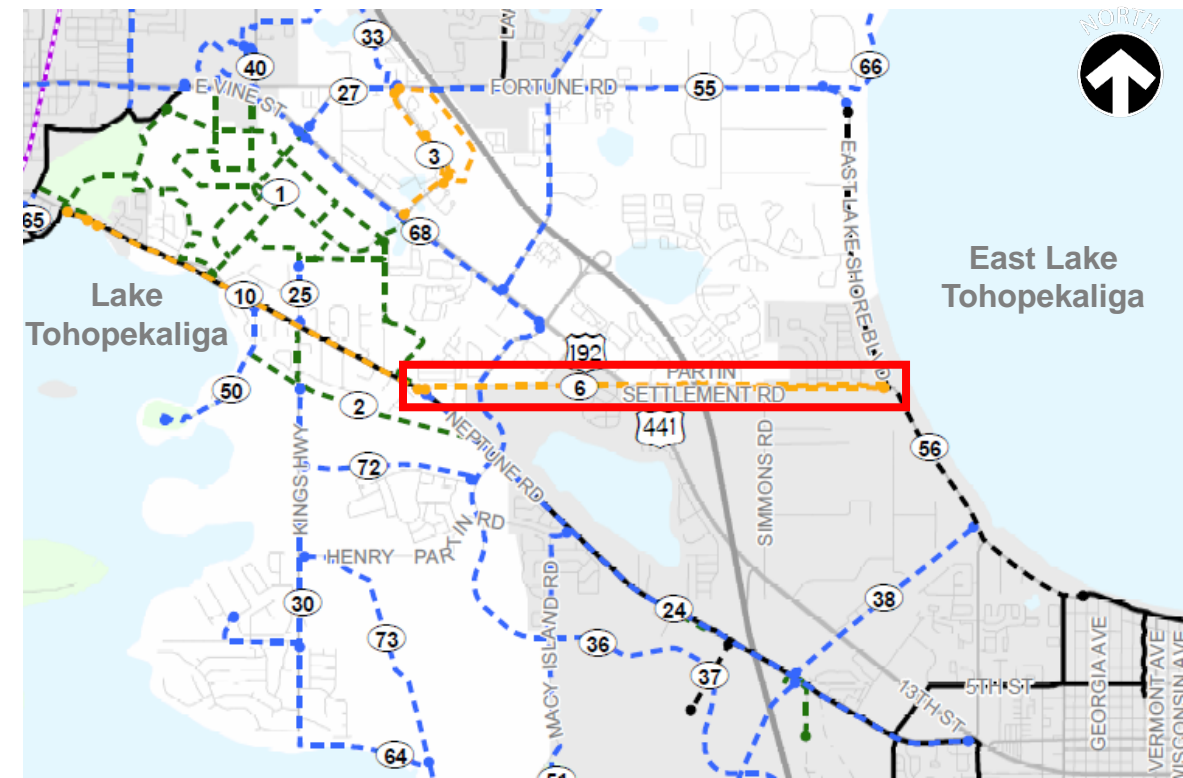


3.6 Miles



Primary – \$8,500,000  
South-side Alternative – \$3,100,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 6: Partin Settlement Trail

## Project Description

Partin Settlement Road is one of two direct paths between the Neptune Trail and East Lakeshore Boulevard Trail. Along with the C31 canal trail, the four trails (Neptune Trail, Lakeshore Boulevard Trail, and the proposed Partin Settlement Trail) would create an 8-mile trail loop around Fish Lake and better connect the area between Lake Toho and East Lake Toho.

The proposed Partin Settlement Trail concept would be a shared use path parallel to the roadway with landscaping, shading, and amenities such as trash cans, benches, and water fountains. Based on current conditions and constraints, the proposed trail has been separated into three segments. From west to east, the proposed concepts for the three segments are described below.

## Segment 1 – Neptune Road to US 192

Segment 1 (1.2 miles) of Partin Settlement Trail connects Neptune Road to US 192 (Irlo Bronson Memorial Highway). The proposed trail concept is a shared use path that uses the existing sidewalk alignment on the north side of the roadway. The existing sidewalk is predominately a 5-foot-wide path near the edge of the right-of-way often abutting sub-division walls. Given topography challenges on the south side of the roadway, the north side remains the most feasible site for trail implementation.



Pedestrian railing between the sidewalk and drainage swale on the north side of Partin Settlement Road. A brick wall for the sub-division is adjacent to the sidewalk minimizing the useable space.



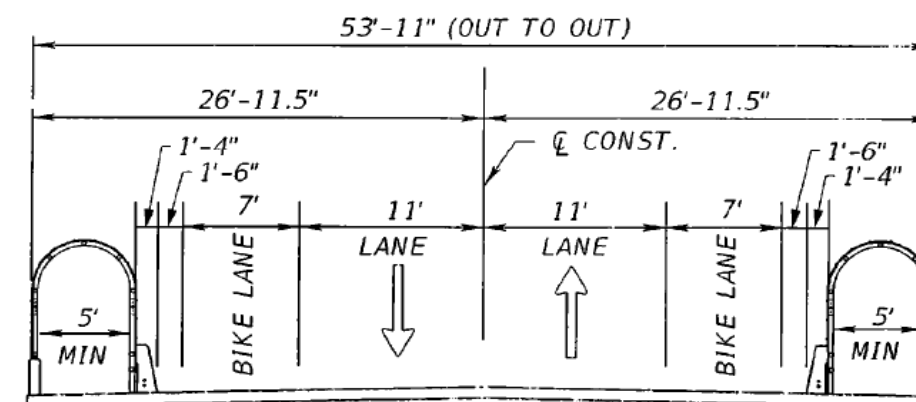
North side of Partin Settlement Road existing constraints. The trail may fork in this location to provide two 6ft wide paths in lieu of relocating the utility box.

The proposed trail starts at the north corner of the Partin Settlement Road and Neptune Road intersection in an unused space that resulted from the realignment of Partin Settlement Road. The new proposed trail would connect to the Shawnda Lane connection with NeoCity (north side of Neptune Road) and the Neptune Trail (south side of Neptune Road). A new rest area is proposed to utilize the remnant space at the convergences of the trails.

In Segment 1, the proposed trail runs adjacent to numerous existing sub-divisions and businesses with a parkway width ranging from 30 to 40 feet. This segment is characterized by open drainage swales that would need to be re-graded, closed with inlets, and piped to the existing detention ponds. The space created by piping the stormwater could be used for landscaping and canopy shade trees. As a cost saving measure for the trail on this segment, the existing sidewalk bridge located across a drainage canal between Aeronautical Drive and US 192 may be re-used if signage is provided on either side that indicates the trail is narrowing over the structure.

## Segment 2 – US 192 to Remington Boulevard

Segment 2 (0.6 miles) of the proposed trail runs from US 192 to Remington Boulevard, and includes an overpass over Florida's Turnpike. While the existing overpass does not include any sidewalk or trail facilities, a new overpass is planned in this location that would include a 5-foot-wide sidewalk and a 7-foot-wide bike lane on both sides of the roadway. The currently planned typical section from the Osceola County agreement with Florida's Turnpike Enterprise is shown below.



Proposed Partin Settlement Road overpass over the Florida's Turnpike (Source: Osceola County agreement with Florida's Turnpike Enterprise.)

For the remaining portions of this segment, the proposed trail facilities from US 192 to Remington Boulevard is a conversion of the roadway typical section to include bike lanes and sidewalks to match the overpass section. Based on Osceola County Property Appraiser data on the right-of-way through this segment, the right-of-way varies from 90 to 120 feet.

This width could accommodate five 11-foot-wide travel or turning lanes for vehicular traffic (55 feet). The remaining 35 to 65 feet could accommodate buffered 7-foot-wide bike lanes and 8-foot-wide sidewalks on both sides of the roadway. The five vehicular lanes would likely include two general purpose travel lanes and up to three turn or auxiliary lanes. In locations where greater right-of-way exists, the additional space could allow for landscape buffers.

# 6: Partin Settlement Trail



North side of Partin Settlement Road facing east. Utility placement approximates future bridge width.

Through this segment, sidewalk sections on the north side should only narrow from 8-feet to 5-feet within the overpass section. Signage should be provided to identify to users that the path width is constrained.



Drainage retention area behind shopping center on the north side of Partin Settlement Road. Possible rest area location along trail.

## Segment 3 – Remington Boulevard to East Lakeshore Boulevard

Segment 3 (0.9 miles) of the proposed Partin Settlement Trail between Remington Boulevard and East Lakeshore Boulevard is fronted by sub-divisions on the north and large acreage residential properties on the south. When considering the County-owned properties and easements, the effective right-of-way width in this segment is estimated to be 90 feet or greater. Similar to the trail segment over Florida's Turnpike, buffered bike lanes could be maintained in this section and still accommodate a wider roadway with limited landscaping. The recently installed signal at the Remington Boulevard and Partin Settlement Road intersection creates a transition location for the proposed trail to return to full trail width or remain split between sidewalk and bicycle lane. In the ideal condition, the bike lanes and a 12-foot-wide shared use path would both be provided throughout this segment.

Through this segment, the proposed trail would replace the 5-foot-wide sidewalk with a 12-foot-wide shared use path between the Remington Boulevard and East Lakeshore Boulevard signalized intersections. To allow for the trail associated tie backs and landscaping, it is proposed that the north side of the roadway is modified to include curb, gutter, inlets, and closed drainage throughout.



Signalized intersection under construction at Partin Settlement Road and Remington Boulevard, north side of the roadway.



Bicyclist using sidewalk along north side of Partin Settlement Road.



Located on the north side of Partin Settlement Road, 9-foot offset from travel way to reclaimed water valve.

# 6: Partin Settlement Trail

## User Experience

### Traffic and Trail User Interaction

Users of the existing sidewalk on Partin Settlement Road interact with five signalized intersections, several side streets, and multiple driveways between Neptune Road and East Lakeshore Boulevard. Conditions for each of the three segments are described below.

Segment 1 has one major intersection at Shady Lane and nine side streets or driveway crossings. The Shady Lane intersection will be reconstructed as part of the extension of the Cross Prairie Parkway. The trail width near the intersection may need to be modified as a wide paved sidewalk. Signal timing at this location should consider trail use and preclude permitted left turns during the pedestrian crossing interval. At driveway locations, sight lines should be considered and realigned for a straight and level path that allows elevation transitions between the trail and the street.

In Segment 2, there is not an existing sidewalk between Red Jasper Drive and Remington Boulevard. The numerous driveways in this segment could be consolidated to reduce conflict points with the trail. Trail crossings should be level, and driveways should be retrofit as applicable to present a straight, visible, and predictable path for trail users.

Segment 3 has two large sub-division entrances, access to the PM Wells Charter Academy, and nine residential driveways. At the sub-division entrances, sight lines should be provided with straight open paths across the driveway. Adding a median in the trail path and creating two 8-foot-wide paths at these sub-division entrances would help discourage drivers from turning onto the trail. For the residential driveways, the driveway apron should be maintained between the trail and the street.

### Connectivity

The existing sidewalk on Partin Settlement Road is nearly continuous on the north side from Neptune Road to East Lakeshore Boulevard. The only area of discontinuity is around the Florida's Turnpike overpass, which is planned for replacement with the widening of the Turnpike. The proposed trail concept supports regional connections between Kissimmee and St. Cloud, as well as connecting the Lake Toho and East Lake Toho areas. Together with the Neptune Trail, East Lakeshore Boulevard Trail and C-31 canal, the proposed trail concept will create an 8-mile loop around Fish Lake.

On a local level, there are a number of residential areas north of Partin Settlement Road that use the existing sidewalk as their connection to businesses on US 192. The upgrade from sidewalk to shared use path would provide an improvement for these connections offering a comfortable way to bicycle or walk for transportation or recreation.



*Bicyclist utilizing existing sidewalk on the north side of Partin Settlement Road traveling west. Other pedestrians and bicyclists were observed throughout the time of the field visit.*

## Safety & Security

The trail is parallel to a well travelled roadway and has considerable access to adjacent properties. Crime Prevention Through Environmental Design (CPTED) principles should be applied in the design of all trail enhancements. Pedestrian lighting should be incorporated to improve visibility between the large area between the roadway and adjacent developments. ADA accessibility should also be considered.

## Physical Considerations

### Drainage & Structures

Large sections of this corridor will require curbing and closed drainage to implement the trail without acquiring additional right-of-way. The open drainage swales in Segment 1 would need to be re-graded and closed with inlets and piped to the existing detention ponds. The existing bridge between Aeronautical Drive and US 192 could be re-used as a cost saving measure given that signage is provided on either side. Although it is approximately 6-feet wide as clear space for users, it is short and very visible. Replacing with a wider structure is preferred, however, use of the existing structure may be sufficient in the near term.



*Drainage swale between Partin Settlement Road and the sidewalk, facing west. This condition has been observed scattered along the north side of the roadway for portions of Partin Settlement Road.*



*Existing 6' metal modular bridge over the drainage canal in Segment 1.*



*Drainage retention area in front of ice rink on the north side of Partin Settlement Road. Possible rest area location along trail.*



# 6: Partin Settlement Trail

## Utilities Coordination

Fiber-optic markers are present in the vicinity of the overhead power poles along trail corridor. The exact location of utilities should be verified using Sunshine 811. Survey supporting design should include investigation of underground utilities.



*Utilities in swale on the north side of Partin Settlement Road approaching Neptune Road.*

## Contamination

Multiple gas stations located in the vicinity of the primary trail alignment pose a risk for contamination and may require additional environmental analysis if excavation and fill is required.

## Natural Environment

The proposed Partin Settlement Trail is in a primarily built environment. The landscaping of the trail provides the opportunity to add more natural settings and shade, which will make the trail more attractive to users.

## Right-of-Way

No right-of-way acquisition is projected with implementation of this proposed trail concept. In locations where the trail nears or abuts private property, construction easements would be needed to allow a contractor to work and ultimately tie back to the natural ground level. At driveway crossings, agreements will be needed for the reconstruction of the driveway apron that may extend into private property to allow for reasonable transition in grade.



*The westbound approach to the future Partin Settlement Road/Cross Prairie Parkway intersection. Existing sidewalk is currently in the future turn lane.*

## Constructability

The development of this trail is tied to the construction of the Florida's Turnpike overpass bridge, the new trail and intersection at Shady Lane, and connection to the East Lakeshore Boulevard Trail. Drainage coordination with these projects will be needed for both the ultimate configuration as well as during construction. Maintenance of traffic (MOT) plans will be needed for short-term lane closures that would be expected during the proposed drainage swale closures.



*Northwest extra signal head at Partin Settlement Road and Lakeshore Boulevard may require fill and drainage improvements to provide level connections between the trails.*



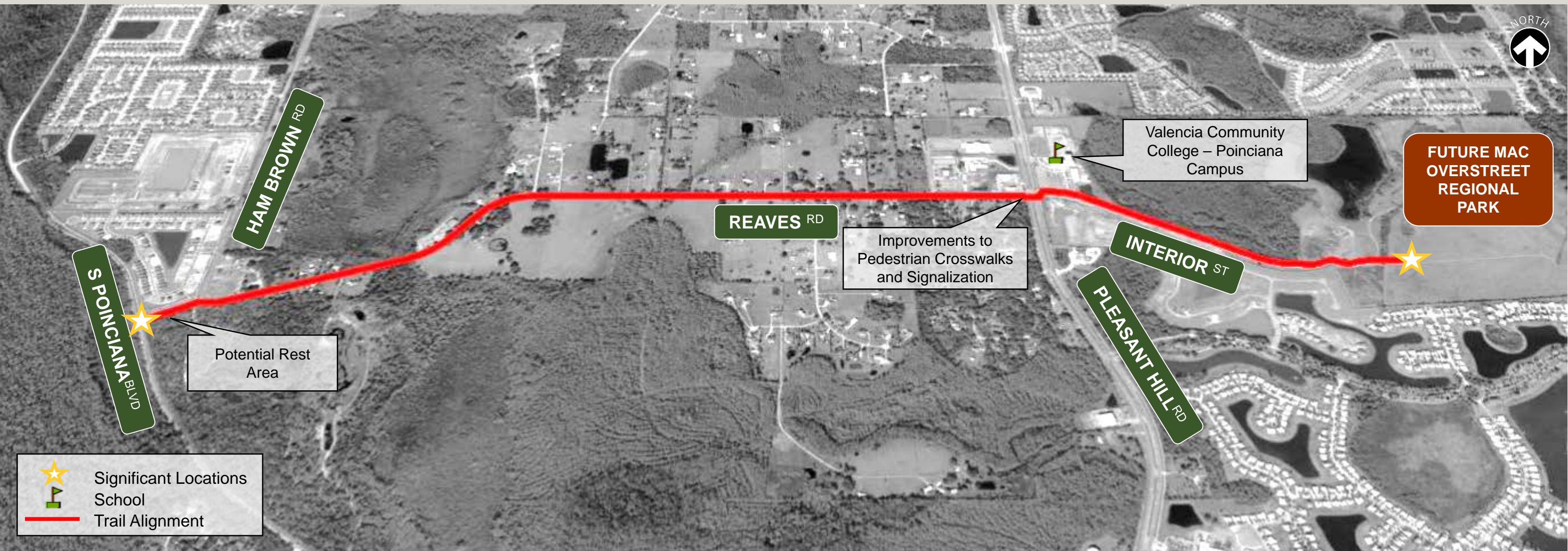
*Faded crosswalk markings on the north side of Partin Settlement Road facing east at Star Magnolia Drive. Sidewalk bends around the median island.*

## Implementation Notes

The segments identified as part of this trail concept could be implemented as standalone projects or a single trail construction project. The execution of the ideas presented in this feasibility analysis should be implemented in a consistent way, particularly as they relate to the transition from the Florida's Turnpike overpass bridge.

**REAVES TRAIL**

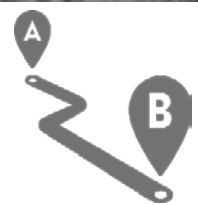
# 7: Reaves Trail



## Project Summary

The Reaves Trail would provide a link along Reaves Road and Interior Street and connect to other proposed or existing trails along S Poinciana Boulevard, Ham Brown Road, and Pleasant Hill Road. The eastern end of the proposed trail is the future Mac Overstreet Regional Park, which is adjacent to Lake Tohopekaliga.

This 2.6-mile trail would provide better connections to existing residential developments north of Reaves Road, developments currently under construction south of Reaves Road, the Valencia Poinciana Campus, and the future regional park east of Pleasant Hill Road. The proposed trail endpoints are located at the Reaves Road and S Poinciana Boulevard intersection and at the Mac Overstreet Regional Park. The proposed alignment runs along the south side of Reaves Road to avoid multiple conflicts with residential driveways located on the north side of Reaves Road. A new shared use path is proposed to improve facilities and increase accessibility for bicyclists and pedestrians.



S Poinciana Boulevard to Future Mac Overstreet Regional Park

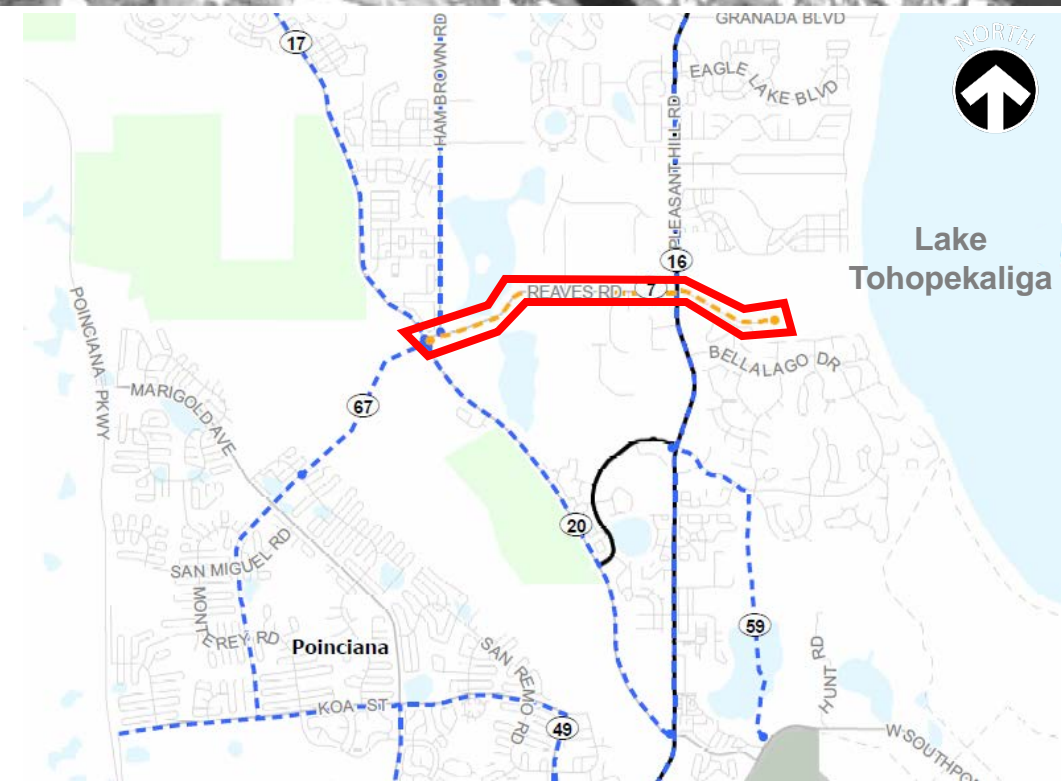


2.6 Miles



\$8,600,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 7: Reaves Trail

## Project Description

The Reaves Road corridor is an important east-west connection between Poinciana Boulevard, Pleasant Hill Road, and western side of Lake Tohopekaliga. The east end of the corridor is adjacent to the Valencia College, Poinciana Campus and the future Mac Overstreet Regional Park site located along Lake Tohopekaliga.

The proposed Reeves Trail concept is a shared use path with natural shading from the tree canopy south of the roadway corridor and landscaping areas between the adjacent roadway and the trail. Based on current conditions, the proposed trail has been separated into two segments. From west to east, the proposed concepts for the two segments are described below.

### Segment 1 – Poinciana Boulevard to Pleasant Hill Road

Segment 1 (1.9 miles) of the proposed Reaves Trail connects Poinciana Boulevard to Pleasant Hill Road. The proposed trail concept is a shared use path that runs on the south side of the existing roadway. Currently, this segment has sidewalks provided only on the north side of the roadway near the intersections with Poinciana Boulevard and Pleasant Hill Road.

Through this segment, the proposed trail runs next to several adjacent, under construction, and proposed sub-divisions. The south side of the roadway has approximately 20-feet of right-of-way between the roadway travel lanes and the adjacent private properties. This segment is characterized by open drainage swales that would need to be re-graded, curb and gutter added, and the ditches would be closed and piped. The proposed 10-foot-wide trail would be placed parallel to the roadway with a 7-foot-wide buffer.

At the Pleasant Hill Road intersection, the signal timing would need to be adjusted to provide an additional pedestrian phase for the south leg of the intersection. This would permit a better connection across Pleasant Hill Road for trail users, and provide a direct connection to the existing Pleasant Hill Trail that runs along the east side of the roadway.

At the western end of the segment, a new Rest Area is proposed near the Poinciana Boulevard intersection. This rest area would serve not only the Reeves Trail, but the connecting Poinciana Trail and Ham Brown Trails.



*Facing west along Reeves Road showing the typical existing roadway conditions along Segment 1.*



*Golf cart utilizing Reeves Road in travel lane.*

### Segment 2 – Pleasant Hill Road to Future Mac Overstreet Regional Park

Segment 2 (0.7 miles) of the proposed Reeves Trail runs east along Interior Street from Pleasant Hill Road towards the future Mac Overstreet Regional Park. Currently, a 10-foot-wide sidewalk runs along the north side of Interior Street adjacent to the Valencia Community College – Poinciana Campus for less than 0.1 miles. A 5-foot-wide sidewalk runs along the south side of Interior Street.

As part of a separate stand alone trail project, the extension of this 10-foot-wide sidewalk is proposed when the regional park and access roadway is developed. Wayfinding and rest areas are also proposed to provide users additional amenities between the trail facilities and the regional park. Coordination with Valencia Community College may be appropriate as part of these efforts.



*An 10-foot-wide existing sidewalk along the north side of Interior Street east of Pleasant Hill Road.*

# 7: Reaves Trail

## User Experience

### Traffic and Trail User Interaction

The proposed Reaves Trail would run parallel to a posted 45 mph roadway with frequent driveway crossings. The trail buffer from the road should be maximized with the use of curb and easements where possible.

The signal at Pleasant Hill Road requires minor modifications to include pedestrian signalization on the south and west legs to connect the trail to the Pleasant Hill Trail and surrounding commercial, retail, and educational properties.

### Connectivity

Reeves Road does not currently provide pedestrian or bicycle access. The proposed trail concept would provide a critical east-west link between three other adjacent trail connections that are underway including the Poinciana Trail, Ham Brown Trail, and Pleasant Hill Trail. The ongoing development along Poinciana Boulevard and Ham Brown Road will add additional residences and increased potential users of the trail corridor, as well as the new Valencia Community College – Poinciana Campus and future Mac Overstreet Regional Park.

### Safety & Security

Crime Prevention Through Environmental Design (CPTED) principles should be applied in the design of all trail enhancements. Roadway and pedestrian lighting should be incorporated and ADA accessibility should be considered.



*New home construction on south side of Reaves Road at the end of Ham Brown Road, facing west.*

## Physical Considerations

### Drainage & Structures

Placement of the proposed trail in the existing right-of-way requires closing and piping of the open drainage along the south side of the roadway. To provide vertical separation, curb and gutter would be required with inlet spacing supporting the roadway. Further study is required to determine stormwater storage and conveyance needs. No bridge or structural work is anticipated for this corridor.



*Deep ditch approximately 14-16' on the south side of Reaves Road in front of private property.*

### Contamination

There are no known physical or contamination concerns within the vicinity of the project alignment. However, the alignment should avoid mature trees where possible.

### Natural Environment

The proposed Reeves Trail is primarily in a built environment. The landscaping of the trail provides the opportunity to add more natural settings and shade, which will make the trail more attractive to users.

### Right-of-Way

No right-of-way acquisition is projected with implementation of this proposed trail concept. In locations where the trail nears or abuts private property, construction easements would be needed to allow a contractor to work and ultimately tie back to the natural ground level.

At driveway crossings, agreements will be needed for the reconstruction of the driveway apron that may extend into private property to allow for reasonable transition in grade.



*South side of Reaves Road facing east at Pasture Road.*

### Utilities Coordination

Fiber-optic markers are present in the vicinity of the overhead power poles along trail corridor. The exact location of utilities should be verified using Sunshine 811. Survey supporting design should include investigation of underground utilities.



*Utility station in apparent right of way path on the north side of Reaves Road.*

## Implementation Notes

Successful implementation of this trail is dependent on drainage improvements and safely buffering the trail along Reaves Road with minimal impacts to private/residential properties.

**BUENAVENTURA TRAIL**

# 8: Buenaventura Trail



- Significant Locations
- School
- Primary Alignment
- Alternative Park Loops

## Project Summary

The Buenaventura Trail would traverse the Buenaventura Lakes community between Osceola Parkway and Simpson Road along Buena Ventura Boulevard, the neighborhood's primary roadway. The proposed trail concept would significantly enhance bicycle and pedestrian connections from the residential areas to the retail areas along both Simpson Road and Osceola Parkway.

A new 2.4-mile-long trail corridor is proposed for the south side of Buena Ventura Boulevard to replace an existing sidewalk in some sections. Direct access to the trail would be provided from numerous lower volume side streets that connect into residential neighborhoods. The Buenaventura Trail would also provide a connection to the proposed trail extension loops at Archie Gordon Memorial Park and the 65<sup>th</sup> Infantry Veterans Park north of Buena Ventura Boulevard. These loops provide additional access to adjoining areas, as well as connect two of the community's largest public spaces to the trail network.

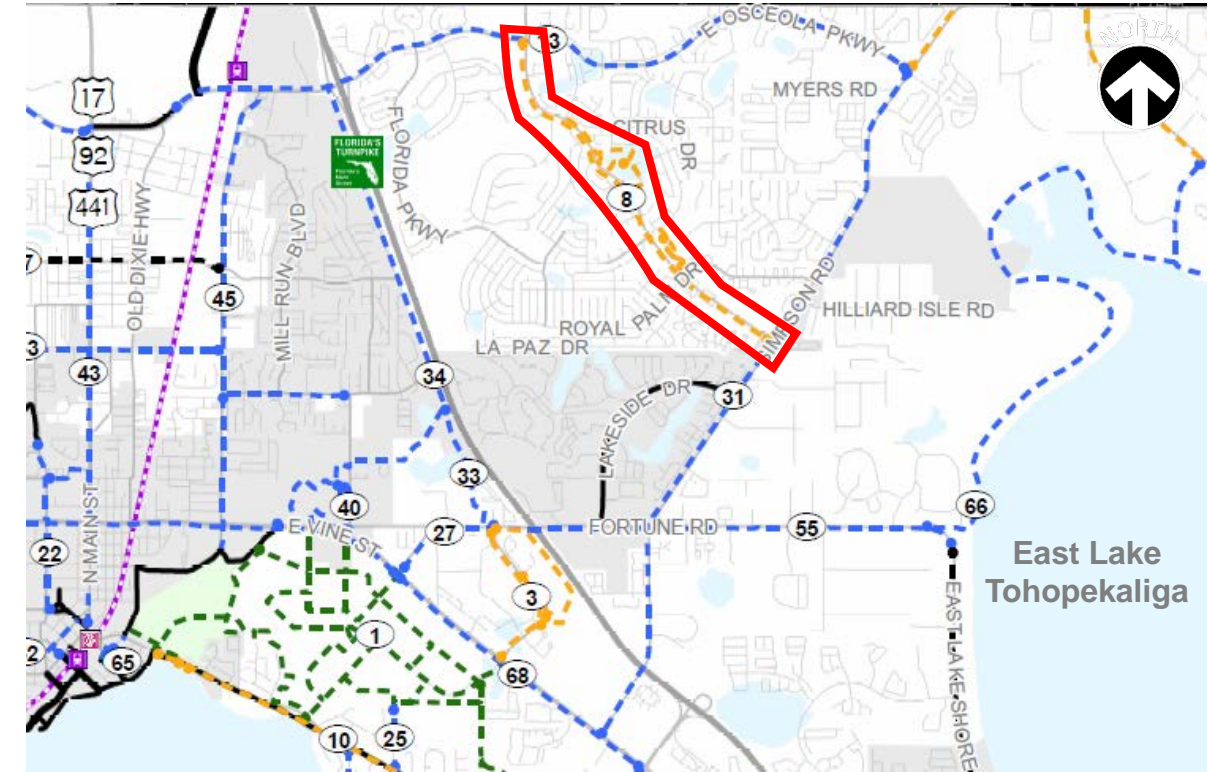


E Osceola Parkway to Simpson Road

4.2 Miles

Primary – \$5,400,000  
 Archie Gordon – \$3,300,000  
 65<sup>th</sup> Infantry – \$2,600,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 8: Buenaventura Trail

## Project Description

Buenaventura Boulevard is the primary roadway through the Buenaventura Lakes community, providing a connection between residential areas, businesses, and commercial development along Osceola Parkway and Simpson Road.

The proposed Buenaventura Trail is a shared use path along the south/west side of Buenaventura Boulevard with landscaping, shading, and amenities such as trash cans, benches, and water fountains. Based on current conditions and constraints, the proposed trail has been separated into three segments. From northwest to southeast, the proposed concepts for the three segments are described below.

### Segment 1 – Osceola Parkway to Florida Parkway

Segment 1 (1.4 miles) of the proposed Buenaventura Trail corridor right-of-way is approximately 200-feet wide with generous open space between the existing sidewalk and the roadway. The parkway between the roadway and sidewalk has a continuous drainage swale, utilities, and landscaping. Residential communities beyond the right-of-way front onto interior roadways that connect to Buenaventura Boulevard from a limited number of sub-division side streets.

The proposed trail concept for this segment places an emphasis on building a wider, more pastoral trail facility that offers clear visibility at each side street crossing. This portion of the trail will be a 12-foot-wide paved shared use path associated with tie-backs and landscaping.



The south side of Buenaventura Boulevard near Royal Palm Drive has an existing 3' to 4' sidewalk set behind a wide parkway.

### Segment 2 – Florida Parkway to Royal Palm Drive

Southeast of Florida Parkway, Segment 2 (0.3 miles) of the proposed Buenaventura Trail narrows considerably and changes character. The corridor fronts numerous single family homes with frequent, individual driveways and piped swale drainage.

In this segment, the proposed trail would replace the existing 5-foot-wide sidewalk with a 10-foot-wide paved shared use path between the Florida Parkway and Royal Palm Drive signalized intersections. To allow for the trail associated with the tie-backs and landscaping, it is proposed that the south/west side of the roadway is modified to include curb, gutter, inlets, and closed drainage throughout.

The proposed trail crosses approximately 30 driveways between Florida Parkway and Royal Palm Drive. Each driveway includes an apron that angles the sidewalk pavement towards the roadway. Users must steer or step at an angle on each apron. Additionally each, driveway crossing creates a potential conflict point between turning vehicles and trail users.

At each crossing, reconstruction of the driveway could take one of two approaches to develop a more preferable and consistent trail.

1. Adjust the driveway aprons to slope down only in the parkway area located between the roadway and the trail. This may be practicable only in areas with wider parkway strips.
2. Lower the grade of the trail to the level of the driveway. This is applicable when space is not available to move the driveway apron toward the roadway.



The south side of Buenaventura Boulevard near Royal Palm Drive has an existing 3' to 4' sidewalk.

### Segment 3 – Royal Palm Drive to Simpson Road

Segment 3 (0.7 miles) runs along Buenaventura Boulevard from Royal Palm Drive to Simpson Road. Through this segment, there is an existing 5-foot wide sidewalk set back from the roadway until reaching Simpson Road where it is directly back of curb. The roadway serves residential neighborhoods nearby and commercial businesses.

The proposed trail in this segment of Buenaventura Boulevard is a 12-foot wide paved shared use path. A portion of the trail may align near a residential retention pond for aesthetically pleasing features enhancing user experience. Some portions of available right-of-way are greater than 30 feet which poses an opportunity for landscaping and shade via trees.

For portions of the trail just east and west of Oakwood Drive, narrowing the trail to 10 feet wide may be required to avoid impacts to adjacent private property. The approximate distance from existing sidewalk to the edge of travel-way is 15 feet. Right-of-way may need to be acquired to implement the 10-foot wide trail with a buffer such as curb and gutter or pedestrian railings.



Limited right-of-way on the south side of Buenaventura Boulevard approaching Simpson Road.



# 8: Buenaventura Trail

## Archie Gordon Memorial Park Loop – Alternative Alignment

The Archie Gordon Memorial Park Loop is identified as an opportunity to augment the Buenaventura Trail with a loop through and around the adjacent park. Existing infrastructure is already in place, consisting of an 8-foot wide paved path accommodating pedestrians and bicyclists. This 10-acre park is located in a highly populated Buenaventura neighborhood and is well used by community members and local sports leagues. Amenities already exist including restrooms, concession stand, pavilion for rest and shade, and parking. Extending the proposed Buenaventura Trail through this park and extending a path around the baseball field should be included to increase pedestrian and bicycle activity in the area. Coordination with the park officials is needed for implementation.

Trail crossings are needed to connect the south side alignment to the proposed trail loop at the north side of Buenaventura Boulevard. From north to south, the trail crossings are located at Briarwood Drive and at Trotters Circle.



Existing path around Archie Gordon Memorial Park. Coordination with park staff is needed to remove the gate lock to allow trail users to utilize this space without driving into the park.

## 65th Infantry Veterans Park Loop – Alternative Alignment

The 65<sup>th</sup> Infantry Veterans Park is a park facility coupled with other public uses including a fire station. Existing infrastructure includes a 12-foot-wide asphalt pathway that loops off the existing concrete walkway around the event lawn. Additionally there is a disc golf course that begins inside the looped walkway and extends on the east side of the lake and reaches into the west corner of the park. Amenities are present such as benches and trash facilities along the pedestrian pathway.

Connecting this loop path would allow for trail on either side of the road between each of the existing signals. Further, the park side of the loop would be a more recreational route while the primary alignment on this block is of more utilitarian value. Trail crossings are needed to connect the south side alignment to this proposed trail loop at the north side of Buenaventura Boulevard. From north to south, the trail crossings are located at Florida Parkway and Royal Palm Drive.

Extending the proposed Buenaventura Trail through this park and connecting to the existing shared use path should enhance the recreational uses in Osceola County. This park will serve as a rest area for trail users and park attendees. Additional amenities to be added include bike racks and water fountain stations. Extending the south side alignment through this park would also allow for connections and easier access to the park for the residents north of Buenaventura Boulevard.



Existing path and disc golf course at 65<sup>th</sup> Infantry Veterans Park Loop. Utilize space for trail loop.

## User Experience

### Traffic and Trail User Interaction

Users of the existing sidewalk on Buenaventura Boulevard interact with five signalized intersections, several side streets, and multiple driveways between Osceola Parkway and Simpson Road. Connections to the parks/proposed trail loops will need to include signalized trail crossings at four locations. Trail crossing may benefit from Rectangular Rapid Flashing Beacons or other high emphasis treatments. Pedestrians walking across Buenaventura at Briarwood Drive were observed (pictured below).



Pedestrian crossing at Briarwood Drive. Potential crossing to extend the proposed trail from the west side of Buenaventura Boulevard to the north side of the road.



Typical sidewalk at a driveway need improvement along the west side of Buenaventura Boulevard.

# 8: Buenaventura Trail

## Connectivity

The existing sidewalk on Buenaventura Boulevard is nearly continuous on the north side from Osceola Parkway to Simpson Road. The proposed trail concept supports enhanced pedestrian and bicycle movement on this corridor. This trail will also connect to the proposed trails on Simpson Road and E Osceola Parkway, making an effort to close the gap in the County's trail network.

Connecting the proposed Buenaventura Trail to the north side via the two park loops will generate more activity at these parks and provide more accessibility to the trail from the residential communities north of the parks. The Archie Gordon Memorial Park parking lot is considered a location to facilitate trail access and could be a notable trail head location with parking and facilities included.



*Archie Gordon Memorial Park parking lot could be part of a substantial trailhead site.*

## Safety & Security

The trail is parallel to a well-travelled roadway and has considerable access to adjacent properties. Crime Prevention Through Environmental Design (CPTED) principles should be applied in the design of all trail enhancements. Pedestrian lighting should be incorporated to improve visibility between the large area between the roadway and adjacent developments. ADA accessibility should also be considered.

## Physical Considerations

### Drainage & Structures

Large sections of this corridor will require curb and gutter with inlets to pipe stormwater from the roadside swales thus accommodating the trail without acquiring additional right-of-way. This is particularly critical section between Royal Palm Drive Florida Parkway, where residential driveways collect stormwater on the existing sidewalk.

The intersection of Briarwood Drive and Buenaventura Boulevard experiences minor flooding issues which effects the user experience of pedestrians and bicyclists utilizing the sidewalk. Improvements to the area drainage are needed avoid standing water on the trail.



*Briarwood Drive drainage issues. At the time of photo there was no recent rain and tadpoles were observed in the water.*

### Contamination

Multiple gas stations and dry cleaners located in the vicinity of the trail alignment pose a risk for contamination and may require additional environmental analysis if excavation and fill is required.

### Natural Environment

The proposed Buenaventura Trail is in a primarily built environment. The landscaping of the trail provides the opportunity to add more natural settings and shade, which will make the trail more attractive to users.

## Right-of-Way

No right-of-way acquisition is projected with implementation of this proposed trail concept. In locations where the trail nears or abuts private property, construction easements would be needed to allow a contractor to work and ultimately tie back to the natural ground level. At driveway crossings, agreements will be needed for the reconstruction of the driveway apron that may extend into private property to allow for reasonable transition in grade.

### Utilities Coordination

The Buenaventura Trail is located within the Kissimmee Utilities Authority (KUA) service area. The proposed alignment should have minimal impacts to existing utilities. However, the exact location of utilities should be verified using Sunshine 811. Survey supporting design should include investigation of underground utilities.



*Utilities to avoid along the west side of Buenaventura Boulevard.*

## Constructability

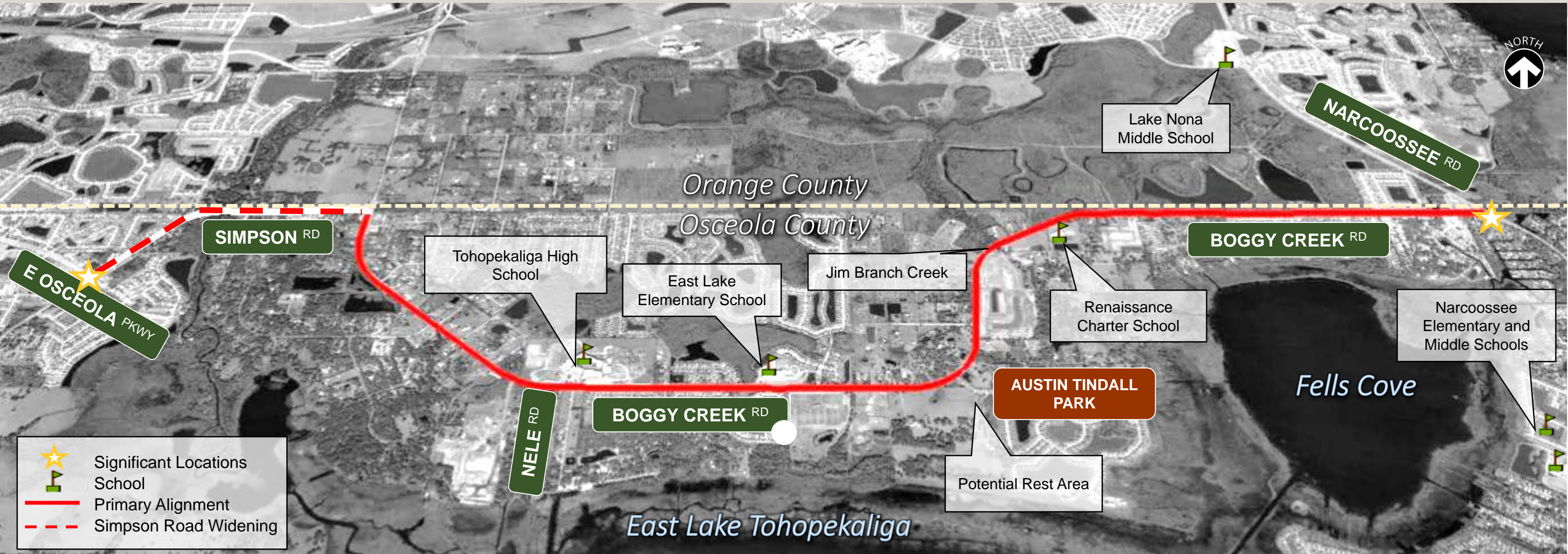
Drainage coordination with these projects will be needed for both the ultimate configuration as well as during construction. Maintenance of traffic (MOT) plans will be needed for short-term lane closures that would be expected during the proposed drainage swale closures.

## Implementation Notes

The segments identified as part of this trail concept could be implemented as standalone projects or a single trail construction project. Partnership with the community are needed to improve the parks with the trail loops. Acquisition of a parcel adjacent to the 65<sup>th</sup> Infantry Park is needed to connect the park to the right-of-way.

**BOGGY CREEK TRAIL**

# 9: Boggy Creek Trail

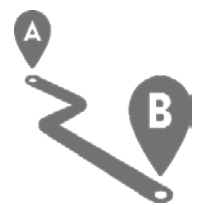


## Project Summary

The Boggy Creek Trail would provide a key link between other proposed trail connections along E Osceola Parkway and Simpson Road, the Boggy Creek Road corridor, and Narcoossee Road. This proposed trail concept would provide enhanced bicycle and pedestrian accessibility along Boggy Creek Road, which currently lacks sidewalk continuity.

This 7.1-mile corridor provides direct access to Tohopekaliga High School, East Lake Elementary School, Renaissance Charter School, and Austin Tindall Park. At the western end, the proposed trail endpoint is the Simpson Road and E Osceola Parkway intersection. The eastern endpoint is the Boggy Creek Road and Narcoossee Road intersection.

The proposed trail alignment runs along the west/north side of Simpson Road. The trail concept crosses at the Boggy Creek Road and Simpson Road intersection to the south side of Boggy Creek Road. This alignment offers significant opportunities to create accessible pedestrian and bicycle infrastructure for existing residential areas.



E Osceola Parkway to Narcoossee Road



7.1 Miles



\$16,900,000 +  
Improvements plan for Simpson Road

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 9: Boggy Creek Trail

## Project Description

The Boggy Creek Road corridor has numerous schools, parks, and residential developments. This proposed trail corridor runs along Simpson Road from Osceola Parkway to Boggy Creek Road and along Boggy Creek Road from Simpson Road to Narcoossee Road. The proposed Boggy Creek Trail concept offers improved connectivity to the numerous parks, public spaces, and schools in the area north of East Lake Tohopekaliga and Fells Cove. The proposed trail concept would be a shared use path adjacent to the roadway with landscaping, shading and amenities such as trash cans, benches, and water fountains. A new rest area is proposed at Austin Tindall Park. Based on current conditions and constraints of the right-of-way, the proposed trail has been separated into three segments. From west to east, the proposed concepts for the three segments are described below.

### Segment 1 – Simpson Road (Osceola Parkway to Boggy Creek Road)

The proposed trail concept through Segment 1 runs along 1.2 miles of Simpson Road between Osceola Parkway and Boggy Creek Road. This trail segment could be added at the time Simpson Road is reconstructed. This section of Simpson Road has 90% design plans (dated May 4, 2009) that call for roadway reconstruction to widen from two to four lanes. The design plans include a continuous 5- or 6-foot-wide sidewalk on both sides of the roadway. The proposed 6-foot-wide sidewalk is adjacent to the back of the curb or 5-foot-wide when a swale separates the curb from the sidewalk.



Sidewalk on the south side of Simpson Road approaching Boggy Creek.

A shared use path along Simpson Road would require a re-assessment of the plans and may require modifications in the proposed drainage and tie back slopes. In some cases, this may require short retaining walls and railings. In other cases, the right-of-way may allow adjustments to the location of the side slope to accommodate trail width. In sections where the trail is to be adjacent to the back of curb, a 14-foot trail width should be achieved at a minimum. Where separation is viable, a 12-foot-wide path is preferred.

### Segment 2 – Boggy Creek Road (Simpson Road to Nele Road / Tohopekaliga High School)

Segment 2 (1.5 miles) of the proposed trail runs along Boggy Creek Road from Simpson Road intersection to Nele Road near the Tohopekaliga High School access road. This segment is rural in character with open drainage swales and sidewalks in a few, intermittent locations. The proposed trail concept for this segment is a 10-foot-wide shared use path facility that would run along the south side of Boggy Creek Road.

The proposed trail concept would cross multiple driveways and sub-division access roadways that connect to the adjoining residential communities. The proposed trail would provide access for the western end of the Boggy Creek Road corridor to the newly constructed Tohopekaliga High School. The proposed trail requires that the south side of the roadway is modified to include curb, gutter, inlets, and closed drainage throughout to allow for the trail associated tie backs and landscaping.



South side of Boggy Creek Road with open drainage and lack of sidewalk adjacent to private property.

### Segment 3 – Boggy Creek Road (Nele Road / HS Access to Narcoossee Road)

Segment 3 (4.4 miles) of the proposed trail runs along Boggy Creek Road from the signalized intersection at Nele Road to Narcoossee Road. The proposed trail concept for this segment is similar to the shared use path concept proposed for Segment 2.

Through this segment, the proposed trail would replace the 5-foot-wide sidewalk that runs along most of the segment. The existing sidewalk is set back from the roadway by a wide parkway area. A few areas of the segment are more rural in character with open drainage and no sidewalks. Numerous driveways and sub-division roadways intersect with this segment of Boggy Creek Road.

Several schools and parks are located immediately adjacent to Boggy Creek Road. At the eastern end at the intersection with Narcoossee Road, the sidewalk on the south side of the roadway is located at the back of curb. To allow for the trail associated tie backs and landscaping, it is proposed that the south side of the roadway is modified to include curb, gutter, inlets, and closed drainage throughout.



5' existing sidewalk on south side of Boggy Creek Road in front of Austin Tindall Park.

# 9: Boggy Creek Trail

## User Experience

### Traffic and Trail User Interaction

The Boggy Creek Trail corridor, including segments along Simpson Road and Boggy Creek Road, has sections of existing sidewalks that would be replaced by the proposed trail. From west to east, the corridor passes through five signalized intersections: Osceola Parkway at Simpson Road, Simpson Road at Boggy Creek Road, Boggy Creek Road at Nele Road/Tohopekaliga High School, Boggy Creek Road at Turnberry Road, and Boggy Creek Road at Narcoossee Road. Additionally, there are numerous sub-division and local road access points. Each of the crossings should be considered for either level crossing options or signal retiming to promote the trail crossing.

Segment 1 runs along Simpson Road between Osceola Parkway and Boggy Creek Road. This segment is planned for reconstruction from a 2-lane to a 4-lane roadway with sidewalks on both sides. Plans could be modified in this segment to accommodate a 14-foot-wide trail if located back of curb, or a 12-foot-wide trail if separation from the roadway is feasible.

Segment 2 runs along Boggy Creek Road from the Simpson Road intersection to the Nele Road intersection. At the Simpson Road/Boggy Creek intersection, the signal timing should be adjusted to consider trail use, and allow pedestrians and bicyclist ample time to cross from the north side of Simpson Road to the west/south side of Boggy Creek Road. Throughout the rest of this segment, the trail should be set back from the roadway, at least 20 feet. The trail should be aligned to allow visibility around the subdivision walls.

In Segment 3, there are several sub-division entrances, driveways to residential properties, and access roadways to other residential developments. A new rest area with wayfinding is proposed on the southwest corner of Boggy Creek Road and Narcoossee Road.



Southwest corner of Boggy Creek Road and Narcoossee Road.

## Connectivity

The proposed alignment offers significant opportunities to create accessible pedestrian and bicycle infrastructure for existing residential areas. The upgrade from patchwork of sidewalks to a complete shared use path would provide connectivity for users between the residential neighborhoods, schools, parks, and commercial uses in the Boggy Creek Road corridor.



New signalized intersection for Tohopekaliga High School would require pedestrian crossings for the trail.

## Safety & Security

The trail is parallel to a well-travelled roadway and has considerable access to adjacent properties. Crime Prevention Through Environmental Design (CPTED) principles should be applied in the design of all trail enhancements. Pedestrian lighting should be incorporated to improve visibility between the large area between the roadway and adjacent developments. ADA accessibility should also be considered.

## Physical Considerations

### Drainage & Structures

Along the south side of Boggy Creek road, drainage is managed with a mix of swales and closed piped systems. The development of this trail is anticipated to require piped drainage, with some locations requiring curb, gutter and inlets. Within Segment 3, a new bridge would be required over Jim Branch Creek to continue the 10-foot-wide trail along Boggy Creek Road without limiting bicycle and pedestrian movement.



Bridge needed over Jim Branch Creek.

### Contamination

Multiple gas stations located in the vicinity of the primary trail alignment pose a risk for contamination and may require additional environmental analysis if excavation and fill is required.

### Natural Environment

The Boggy Creek Trails within a primarily built environment. The landscaping of the trail provides the opportunity to add more natural settings and shade, which will make the trail more attractive to users.

# 9: Boggy Creek Trail

## Right-of-Way

No right-of-way acquisition is projected with implementation of this proposed trail concept. In locations where the trail nears or abuts private property, construction easements would be needed to allow a contractor to work and ultimately tie back to the natural ground level. At driveway crossings, agreements will be needed for the reconstruction of the driveway apron that may extend into private property to allow for reasonable transition in grade.



Typical south side sidewalk. Significant right-of-way near Austin Tindall Park. Possibly extend sidewalk and modify swale.



Typical south side of Boggy Creek Road approaching Narcoossee Road. Significant right-of-way with no existing sidewalk.

## Constructability

The development of this trail is tied to the construction of the Simpson Road widening project and a new trail crossing at the intersection of Simpson Road and Boggy Creek Road. Maintenance of Traffic (MOT) plans will be needed for short-term land closures that would be expected during the proposed piping replacing the existing drainage swales.



Box culverts under Boggy Creek Road for Jim Branch Creek.

## Utilities Coordination

Kissimmee Utility Authority (KUA) has transmission lines located within the right-of-way along Boggy Creek Road until Cardinal Lane which may pose conflict with the proposed trail alignment. The exact location of utilities should be verified using Sunshine 811.



Area where trail implementation may be around utilities poles on the south side of Boggy Creek Road.

## Implementation Notes

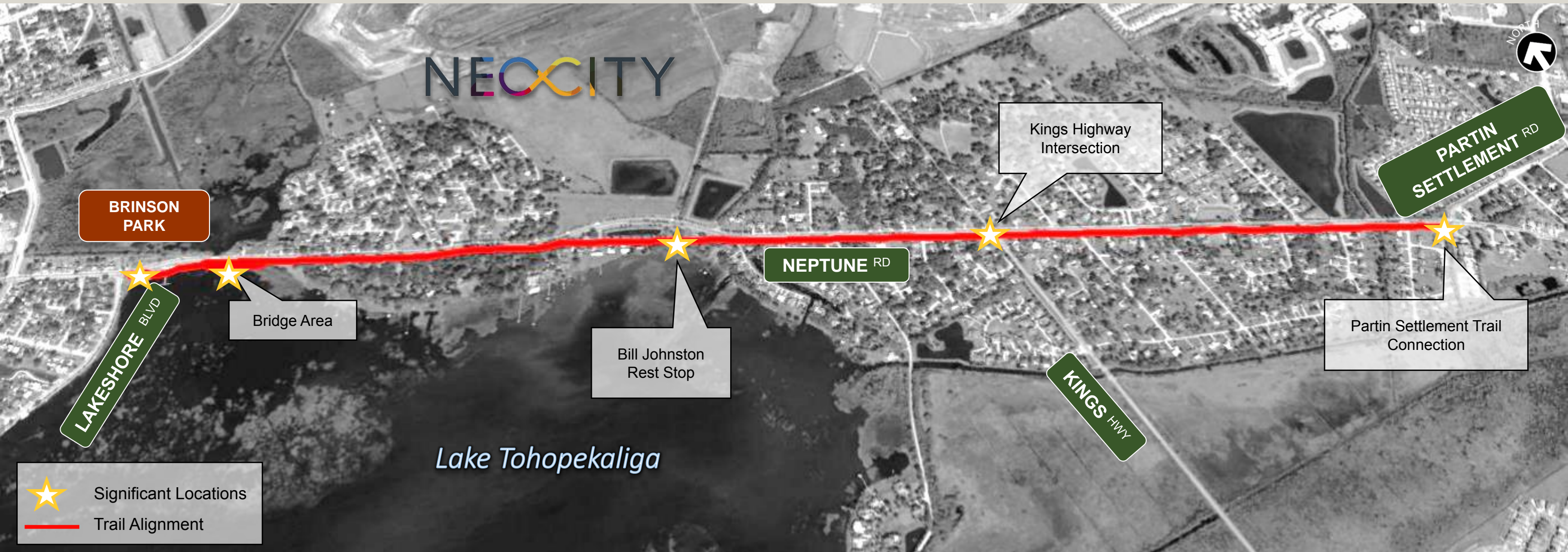
The primary implementation considerations include:

- Revisiting the Simpson Road design plans to accommodate trail width on the north side of the Simpson Road section.
- Coordination with developers along the south side of Boggy Creek road to implement trail width paths and landscaping. The neighborhood access points should also be considered as these are notable traffic conflict points.
- Signal upgrades and new signals may occur prior to trail development. Improving crossing locations will provide a safer and more accessible trail.
- A new bridge is needed for trail users to cross Jim Branch Creek.

**NEPTUNE TRAIL**



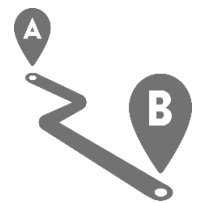
# 10: Neptune Trail Enhancements



## Project Summary

The existing shared use path along Neptune Road forms the spine of the County's existing and future trail system network. Future enhancements of this trail corridor will support other trail connections that are underway, including the Lakeshore Boulevard trail, the Brinson Park re-development, the on-going development of NeoCity trails, and the planned trail improvements on Neptune Road southeast of Partin Settlement Road. The Neptune Road Trail connects Kissimmee to St. Cloud and will be a critical connection for almost all future trails to the south and east.

Neptune Trail is an 8-foot-wide concrete trail generally located near the curb, with a parkway strip ranging from zero to six feet. The path crosses numerous driveways, side streets, and a signal at Kings Highway. Based on the feasibility assessment, a number of enhancement concepts are proposed to make the trail more enjoyable for users and provide a better connection to other trails. The proposed concepts include minor geometric changes, improvements to crossings, landscaping, and an improved bridge crossing over Lake Tohopekaliga.



Lakeshore Blvd to Partin Settlement Rd

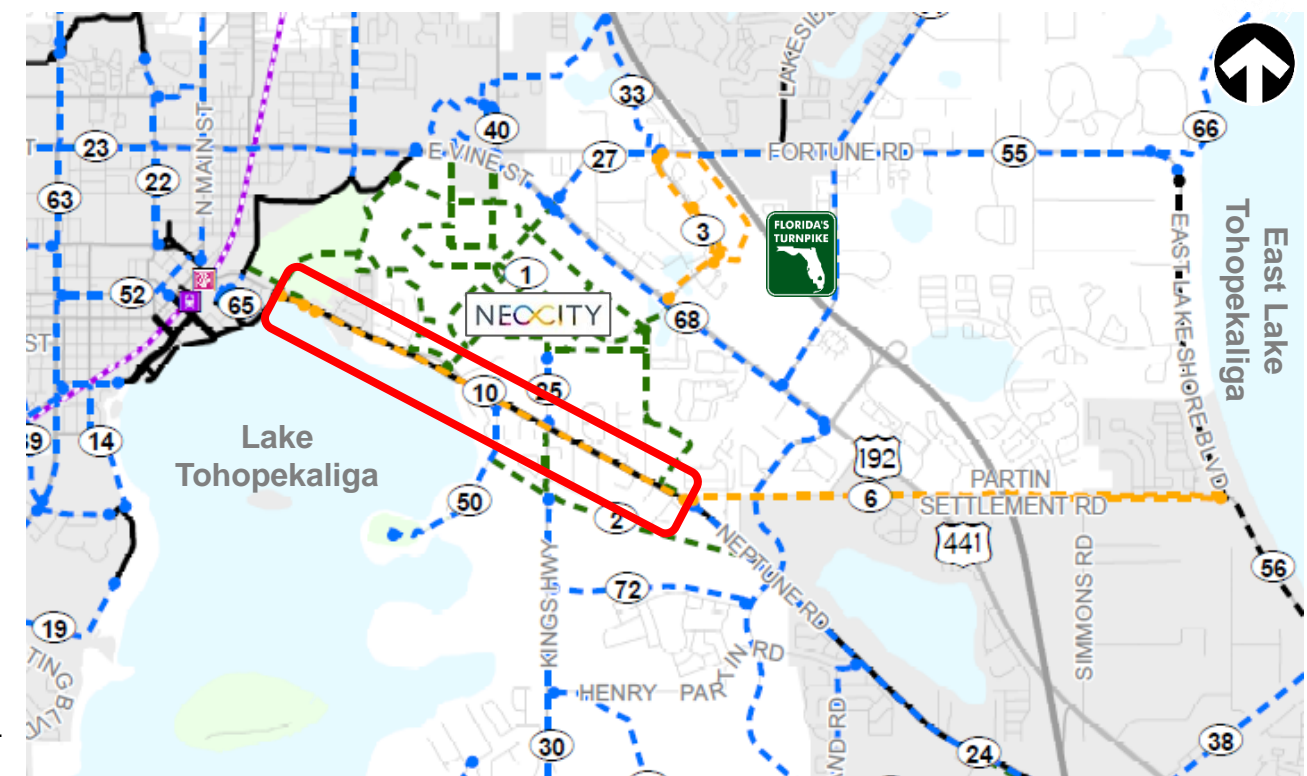


2.5 Miles



\$4,400,000  
Cost does not include Bridge Area Boardwalk

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 10: Neptune Trail Enhancements

## Project Description

The existing Neptune Trail between Lakeshore Boulevard and Partin Settlement Road is a functional shared use path that crosses several side streets, driveways, and ranges from zero to six feet from the back of curb. At the northeast end of this trail segment, the Lakeshore Boulevard Trail is currently under reconstruction with an anticipated completion in 2019. South of Partin Settlement Road, Neptune Trail has a significant buffer from the roadway and is being re-analyzed with on-going Neptune Road PD&E study, which is evaluating enhancements to this trail segment to improve comfort and aesthetics.

The following five enhancement concepts are proposed for the Neptune Trail to create a better link between adjacent trails at this critical link in the County's trail network.



Existing Neptune Road bridge and 'back of curb' trail facing east.



Shingle Creek Trail boardwalk – south of US 192

## #1 – Bridge Area Improvements

Just south of Lakeshore Boulevard, Neptune Road crosses the northern edge of Lake Tohopekaliga. The trail runs along the southern edge of the bridge and is aligned adjacent to the curb, or 'back of curb.' The existing conditions place trail users within feet of 40 mph plus traffic in a barrier protected, but unwelcoming environment.

This trail section could be improved by creating a new separated bridge or boardwalk structure that provides an opportunity for better views of the adjacent lake frontage. Consistent with the existing Neptune Road bridge structure, a new trail bridge or boardwalk would require at least an 85-foot-wide crossing length. As a further improvement to just adding a separate bridge structure, the trail could be extended approximately 700 feet as a boardwalk to provide overlooks south across the expansive Lake Toho vista and with seating areas to comfortably enjoy the views. Additionally, the natural vegetation along the shoreline should be restored to create a more inviting public space with invasive species removed.

A majority of the trail bridge could be designed as a boardwalk facility, similar in width to the structure along Shingle Creek. The design of a new boardwalk could incorporate more modern finishings that blend the architectural styles of NeoCity and Downtown Kissimmee.

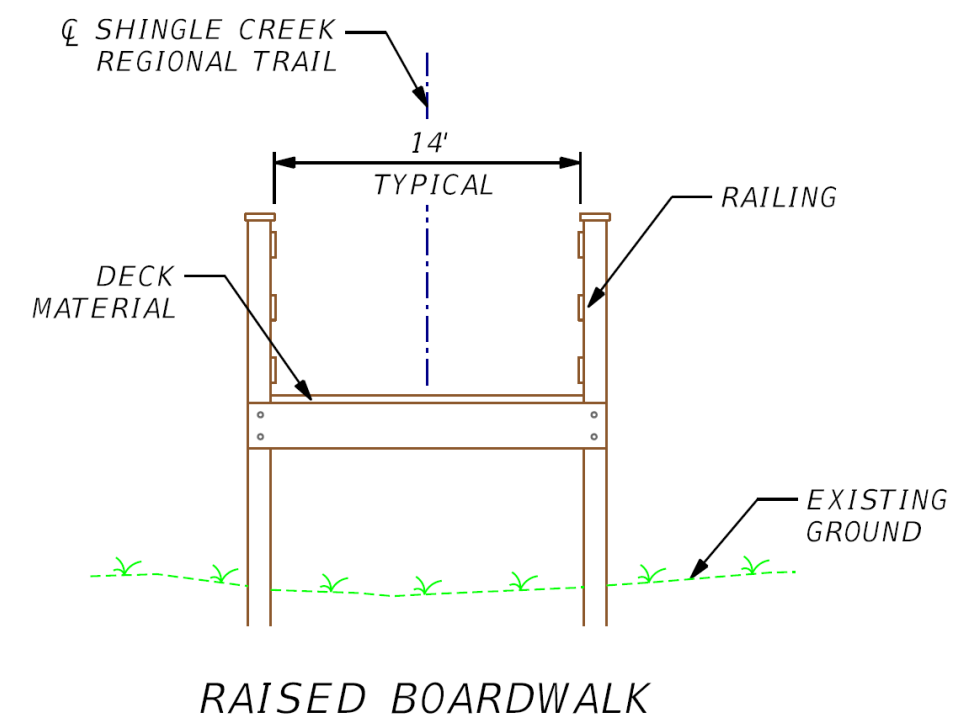
A new trail bridge and boardwalk should be at least 14 feet in width on a new bridge structure and 12 feet in width with open shoulders on any berm or approach.



Existing view of Lake Toho and existing invasive vegetation that could be opened up by a new trail bridge or boardwalk.



Example boardwalk style bridge with classic black finishes and natural littoral plantings adjacent to US17-92 in Casselberry, Florida.



Shingle Creek typical section for raised boardwalk. (Source: Osceola Co Files)

# 10: Neptune Trail Enhancements

## #2 – Level Crossing Driveways

The existing Neptune Trail crosses approximately 50 driveways between Lakeshore Boulevard and the Partin Settlement Road. Each driveway includes an apron that slopes the trail pavement towards the roadway. Trail users must steer or step at an angle on each apron. Additionally, each driveway crossing creates a potential conflict point between turning vehicles and trail users.

At each crossing, reconstruction of the driveway could take one of two approaches to develop a more preferable and consistent trail.

1. Adjust the driveway aprons to slope down only in the parkway area located between the roadway and the trail. This may be practicable only in areas with wider parkway strips.
2. Lower the grade of the trail to the level of the driveway. This is applicable when space is not available to move the driveway apron toward the roadway.

In the section along the Neptune Road residential cul-de-sac across from NeoCity, level crossings exist today on the uncurbed driveways. This section should remain as is.



Typical driveway apron sloping across the trail on Neptune Road northwest of the Bill Johnston Rest Area.



Example of an existing driveway apron on Neptune Road that slopes down only in the parkway strip.



Example of trail dipping to street level to avoid sloping towards road.



Existing level driveway crossing on the Neptune Road cul-de-sac.

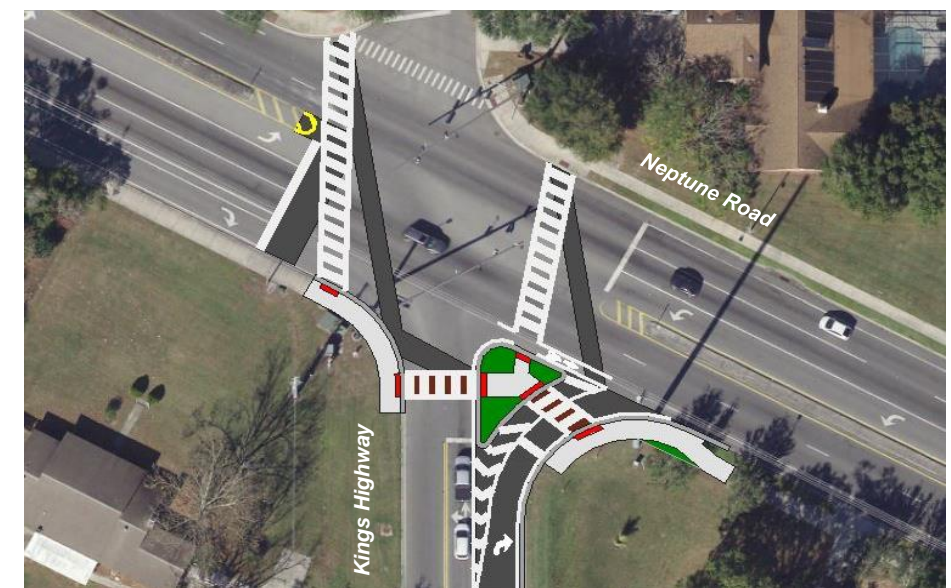
## #3 – Kings Highway Intersection

The Kings Highway intersection is the only existing signalized intersection between Lakeshore Boulevard and Partin Settlement Road. The trail crossing is approximately 80 feet in length and crosses three vehicular lanes, including a dedicated right turn lane from Kings Highway to Neptune Road.

The proposed concept redesigns the crossing by channelizing the northbound right turn and allowing for two shorter 25-foot-wide crossings and more direct pathways. Additionally, protected phasing or leading pedestrian phasing could be used to support the trail crossing.



Existing trail crossing condition at Kings Highway.



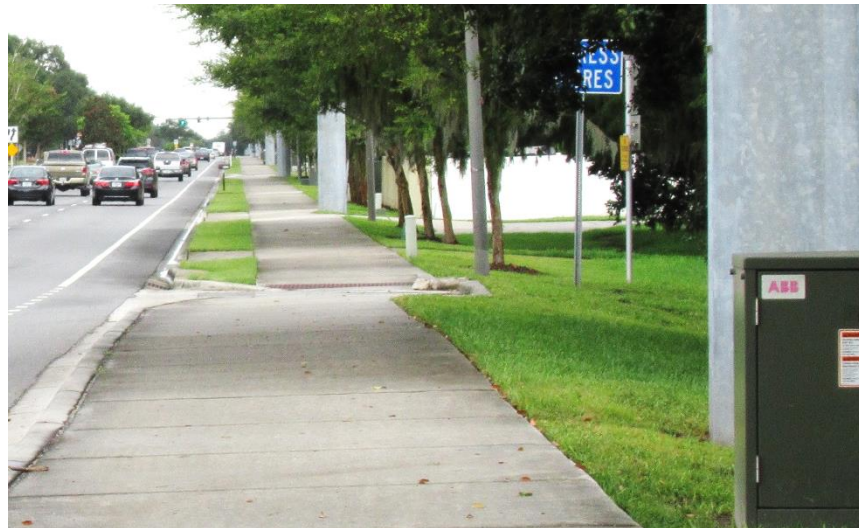
Concept sketch for improving the crosswalk at Kings Highway.

# 10: Neptune Trail Enhancements

## #4 – Trail Amenities

Trail amenities along Neptune Trail are only located at Brinson Park, Bill Johnston Rest Area, and Bertha Partin Rest Area south of Partin Settlement Road. In the areas between the utilities, additional benches, trash receptacles, water fountains, and wayfinding could be added in the assumed right-of-way area located between the existing transmission lines.

Routinely spaced benches allow a broader group of users opportunities for rest. Consistent use of standardized furnishings such as trash receptacles, water fountains, wayfinding signs and bicycle parking would help organize the trail and focus maintenance efforts. Wayfinding not only provides direct information, but a visual branding and reinforcement that this is a trail facility.



Example of assumed right-of-way area located between the existing transmission poles that could be available for amenities.



Example bench, trash receptacle, and wayfinding on the Orlando Urban Trail.

## #5 – Widening and Re-alignment

The average width of the Neptune Trail is 8 feet. Developing a consistently wider pathway, or re-aligning the pathway would require the relocation of other infrastructure such as transmission lines and curb lines and is likely cost prohibitive. However, some opportunities may exist to provide additional areas for bicycles to pass one another or enjoy additional landscaping.

In the section between Brinson Park and the Bill Johnston Rest Area, there are very limited areas for re-alignment. However, the trail could be widened in several locations between the existing transmission line poles to provide amenities. The widening concepts could be implemented in conjunction with driveway apron improvements.

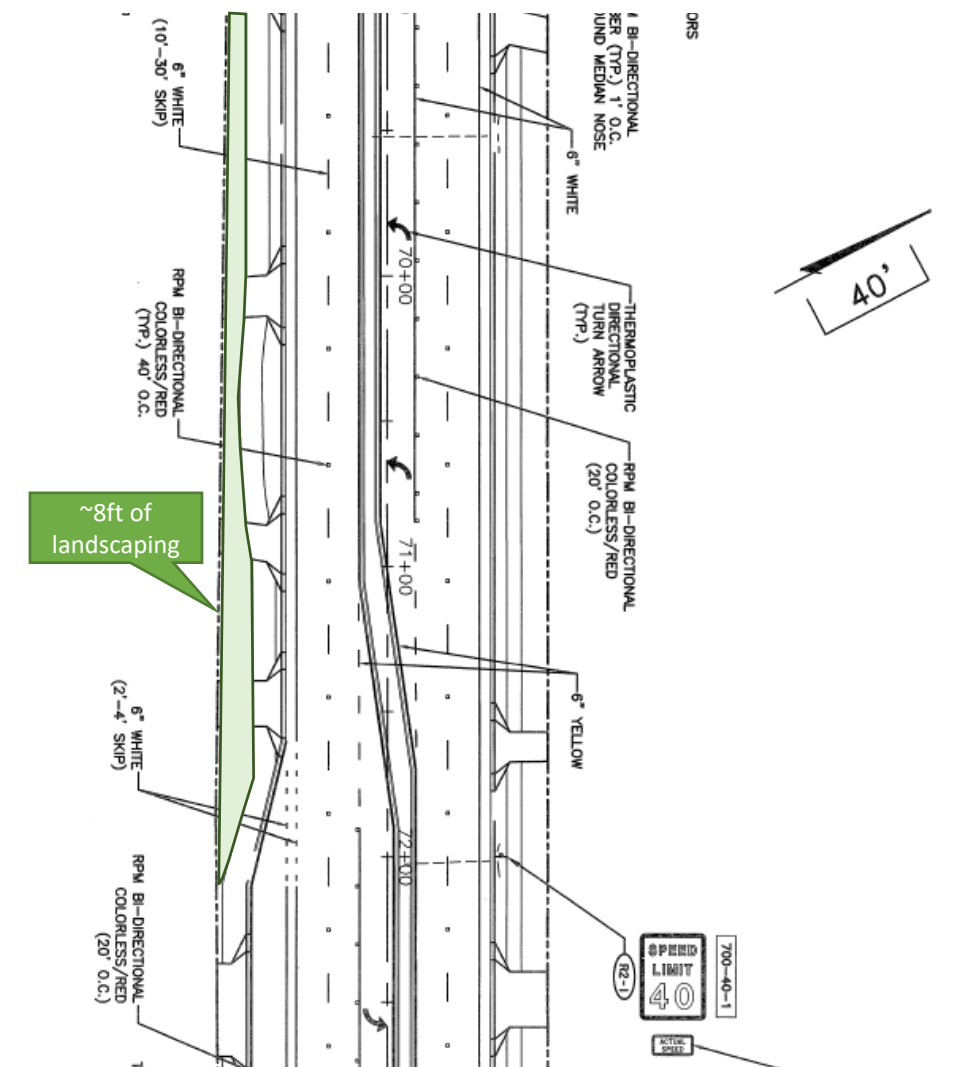
Southeast of Bill Johnston Rest Area, there is additional assumed right-of-way on Neptune Road, but landscaping and other utilities fill this area today (see the 2006 Neptune Road reconstruction plans). Though considered, relocation of the landscaping is not recommended to accommodate trail widening.



Narrow trail conditions between Brinson Park and Bill Johnston Rest Area.



Existing utilities and landscaping located under the transmission lines.



Clip from the June 2006 Signing and Pavement Marking Plans for the widening of Neptune Road. This section is northwest of Kings Highway.

# 10: Neptune Trail Enhancements

## User Experience

### Traffic and Trail User Interaction

The existing Neptune Road Trail between Lakeshore Boulevard and Partin Settlement Road is parallel to a posted 40 mph roadway with frequent side street and driveway crossings. The trail is predominately offset from the curb by two to six feet, but in some locations is immediately on the back of the curb.

The proposed separate structure in the bridge area addresses the trail user comfort by creating a distinct pathway removed from Neptune Road traffic. The other improvements help delineate the path, and provide for smoother travel despite the proximity to the roadway.

### Connectivity

The proposed enhancement concepts support other adjacent trail connections that are underway with:

- re-development of Brinson Park;
- on-going development of NeoCity; and
- planned improvements for Neptune Road southeast of Partin Settlement Road.

### Safety & Security

Crime Prevention Through Environmental Design (CPTED) principles should be applied in the design of all trail enhancements. Pedestrian lighting should be incorporated and ADA accessibility should be considered.



Example boardwalk style bridge adjacent to US 17-92 in Maitland, Florida with separate pedestrian lighting.

## Physical Considerations

### Drainage & Structures

The northern end of Neptune Trail near Brinson Park is a wide sidewalk bridge that abuts the roadway. The proposed new Lake Toho bridge should be coordinated with the rehabilitation of the Lake Toho frontage south of the bridge. At the Bill Johnston Rest Area, a new trail connection is planned between the Neptune Trail and NeoCity, including the reconstruction of a short bridge spanning a drainage canal. Replacement of this structure could be incorporated with improvements in this section depending on phasing of the adjacent improvements. Since Neptune Trail is an existing impervious surface, the majority of the proposed enhancements may be exempt from stormwater permitting. Permitting may be required related to the construction of a new structure and associated natural resource impacts.

### Contamination

Multiple gas stations located in the vicinity of the primary trail alignment pose a risk for contamination and may require additional environmental analysis if excavation and fill is required.

### Natural Environment

The Neptune Trail is within a primarily built environment. The waterfront areas of Lake Toho provide an opportunity for users to see a great natural attraction, but rehabilitation efforts along the shoreline to remove existing invasive plants would be required beyond the efforts described in the trail enhancement concepts.

### Right-of-Way

No right-of-way would be required for any proposed concept, however in locations where the trail nears or abuts private property, construction easements will be needed. Agreements with property owners would also be needed for adjustments to driveway aprons that extend into private property.

### Utilities Coordination

KUA has transmission lines along Neptune Road for the length of the trail. Fiber-optic markers are present near the overhead power poles. The exact location of utilities should be verified using Sunshine 811. Survey supporting design should include investigation of underground utilities.



KUA Marker at Bill Johnston Rest Area.

## Implementation Notes

The proposed enhancement concepts could be implemented as standalone projects or as a single trail reconstruction. The concepts should be implemented in a consistent way along this section of Neptune Road and the segment south of Partin Settlement Road, which is currently being evaluated in the Neptune Road PD&E Study.

Coordination with the City of Kissimmee and the environmental agencies responsible for Lake Toho will be needed to advance the bridge replacement concept. Plans for the trail should be coordinated with adjacent park redevelopment, and the future connections to NeoCity.

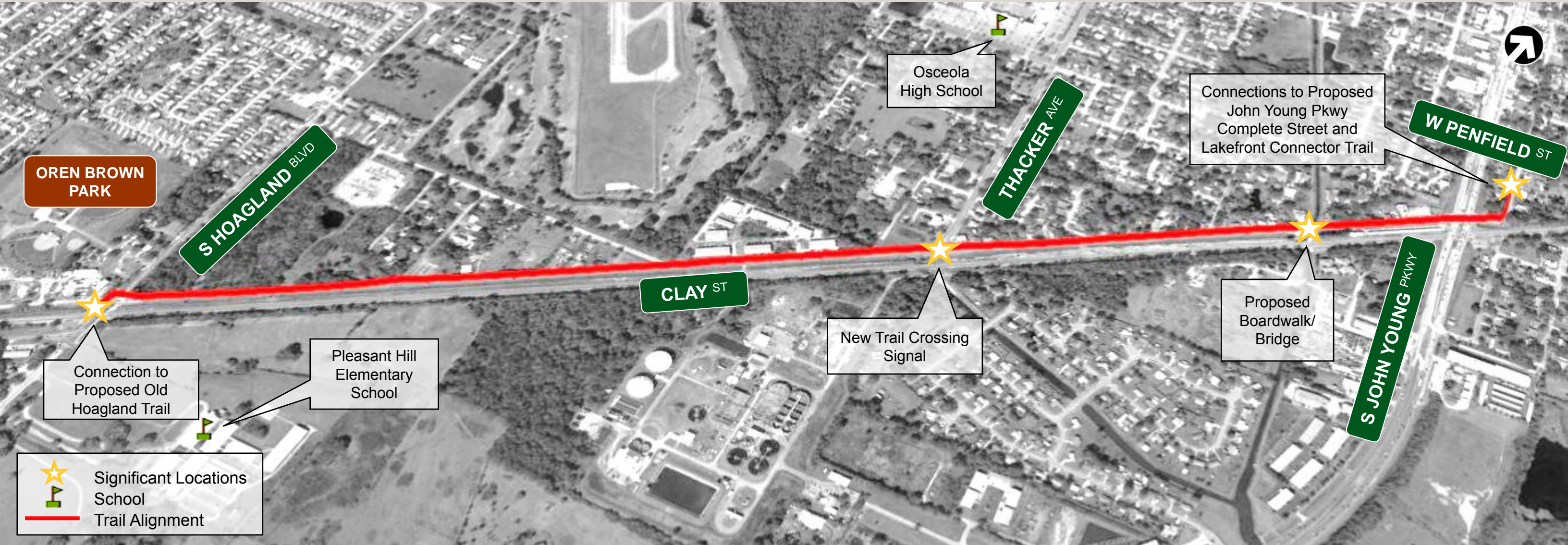


Neptune Road PD&E Study Limits (Source: [www.improveneptune.com](http://www.improveneptune.com))



Bill Johnston Rest Stop is the future connection point between the Neptune Trail and NeoCity, a focal point of the NeoCity Connectors and the Neptune Trail.

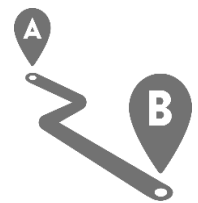
# 11: Clay Trail



## Project Summary

The Clay Trail is a proposed new trail along the north side of Clay Street between Hoagland Boulevard and W Penfield Street. Currently, there is no existing sidewalk along Clay Street, which runs parallel to a rail corridor to the south and residential areas, commercial properties, and the Kissimmee Gateway Airport to the north.

The proposed 1.6-mile-long trail concept is a 12-foot-wide shared use path through most of the corridor. A more narrow path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements. A new/modified signal will likely be needed at the Thacker Avenue intersection to allow safe crossings. The existing island configuration can be modified to act as a median refuge. A new boardwalk/bridge may be required at a drainage canal that leads to Lake Tohopekaliga.



**A** S Hoagland Boulevard to W Penfield Street

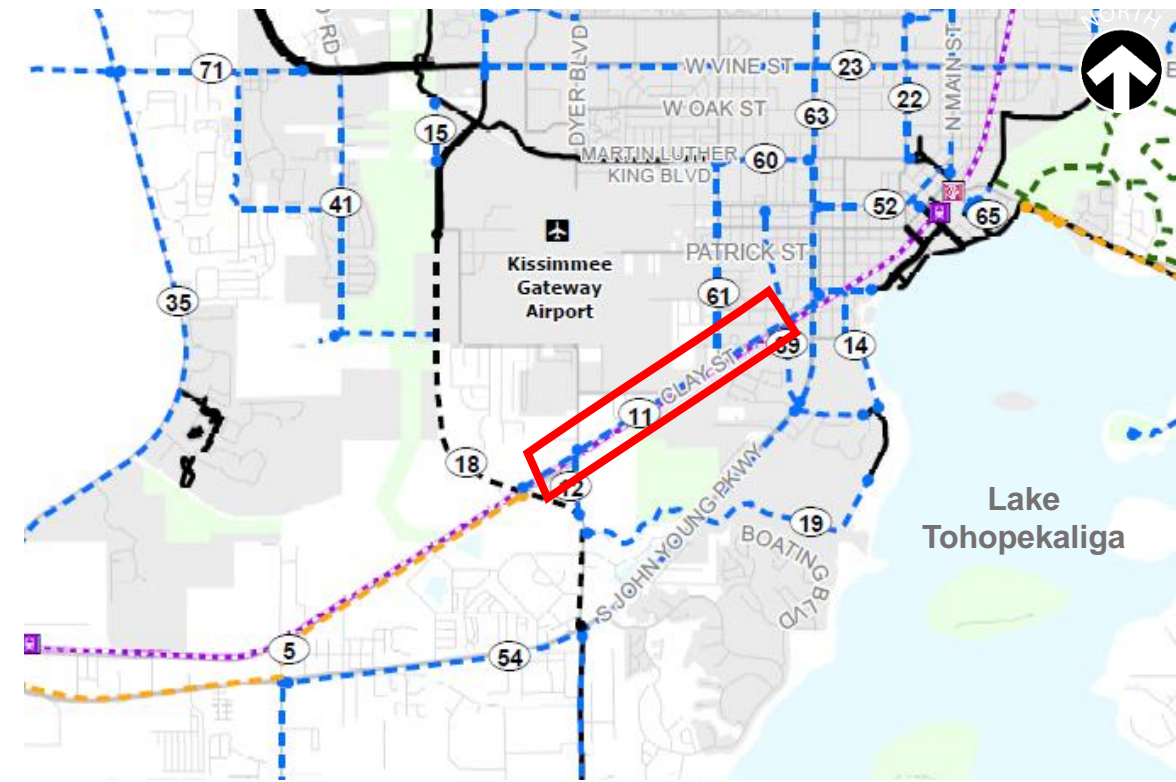


**B** 1.6 Miles

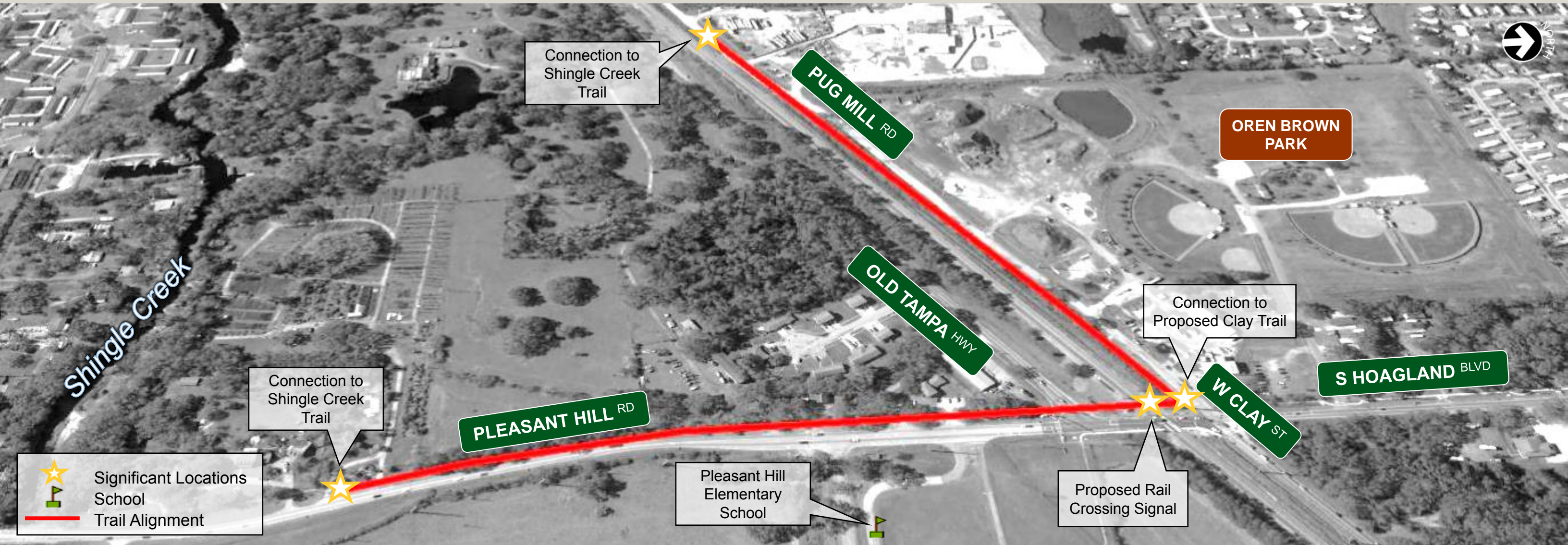


\$5,900,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 12: Old Hoagland Trail



## Project Summary

The proposed Old Hoagland Trail is a new 0.7-mile-long connector on the west side of Pleasant Hill Road and the south side of Pug Mill Road. The proposed trail alignment would provide a link between the proposed Shingle Creek Trail and the proposed Clay Trail. No sidewalk facilities are currently located on either roadway. The alignment runs parallel to railroad tracks on Pug Mill Road and adjacent to multiple residential driveways on Pleasant Hill Road.

The proposed Old Hoagland Trail concept is a 12-foot-wide shared use path through most of the corridor. A more narrow path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements. A signal modification is likely needed near the railroad crossing at Clay Street and Pleasant Hill Road.

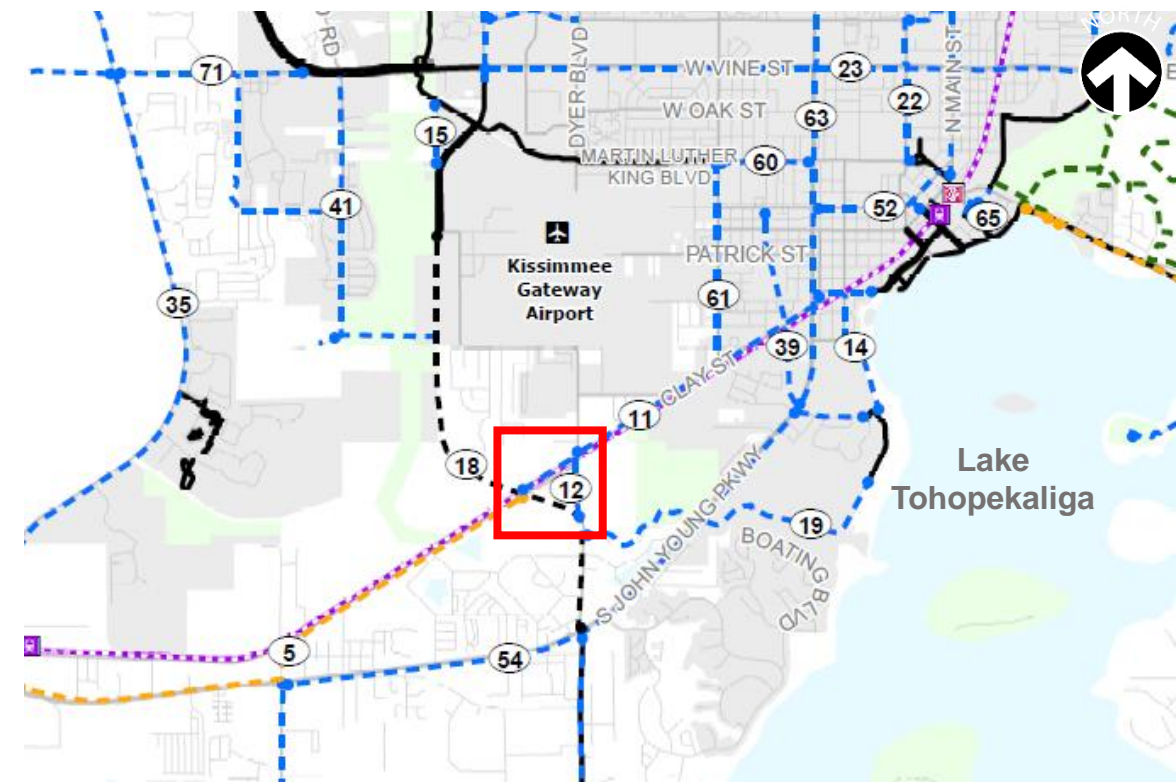


Shingle Creek Trail to W Clay Street

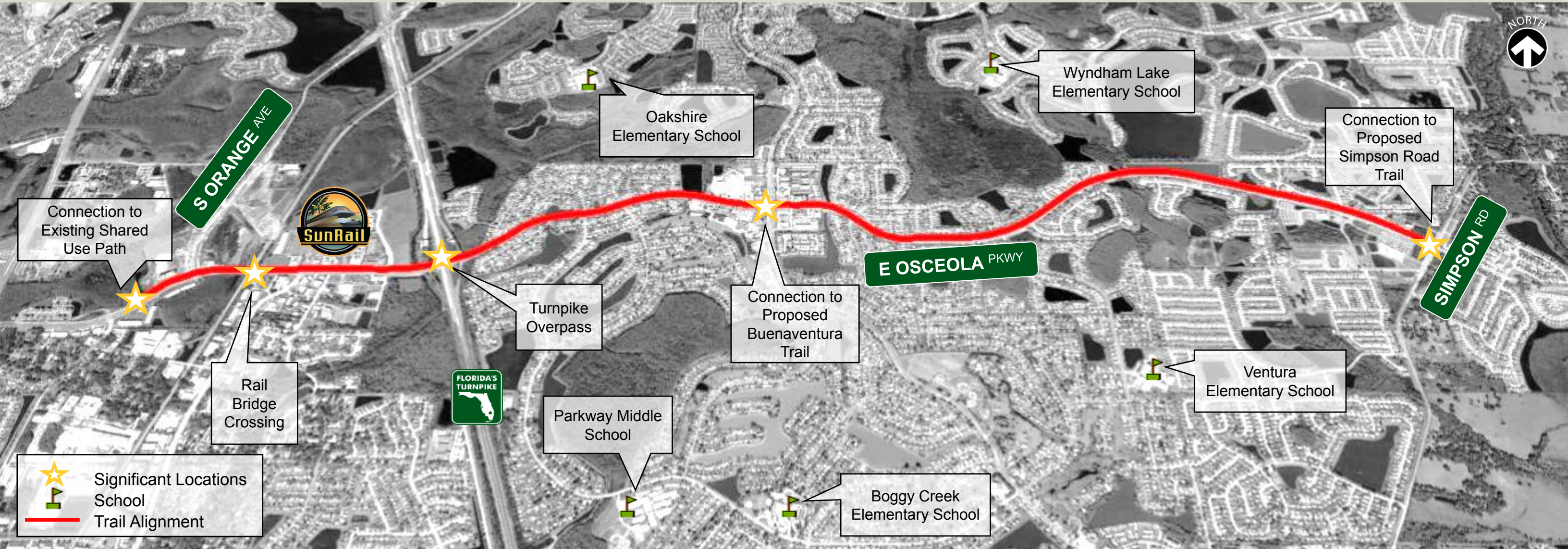
0.7 Miles

\$2,900,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



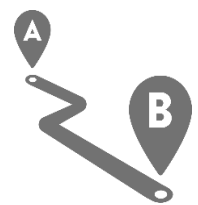
# 13: East Osceola Parkway Trail



## Project Summary

The East Osceola Parkway Trail is a proposed 4.6 mile trail enhancement concept to improve mobility for pedestrians and bicyclists along the north side of East Osceola Parkway from Orange Avenue to Simpson Road. Currently, this corridor has an existing sidewalk along the roadway that is located generally 2- to 6-feet back of curb. The East Osceola Parkway Trail runs adjacent to multiple residential subdivisions, commercial businesses, and a SunRail station. The trail corridor crosses the Florida's Turnpike, the SunRail corridor, numerous major roadways, and residential side streets.

The proposed East Osceola Parkway Trail concept is a 12-foot-wide shared use path through most of the corridor. A more narrow path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements. Overpasses at Florida's Turnpike and the SunRail Line will require alternative treatments to provide bicycle and pedestrian continuity.



Orange Avenue/  
SunRail to Simpson  
Road

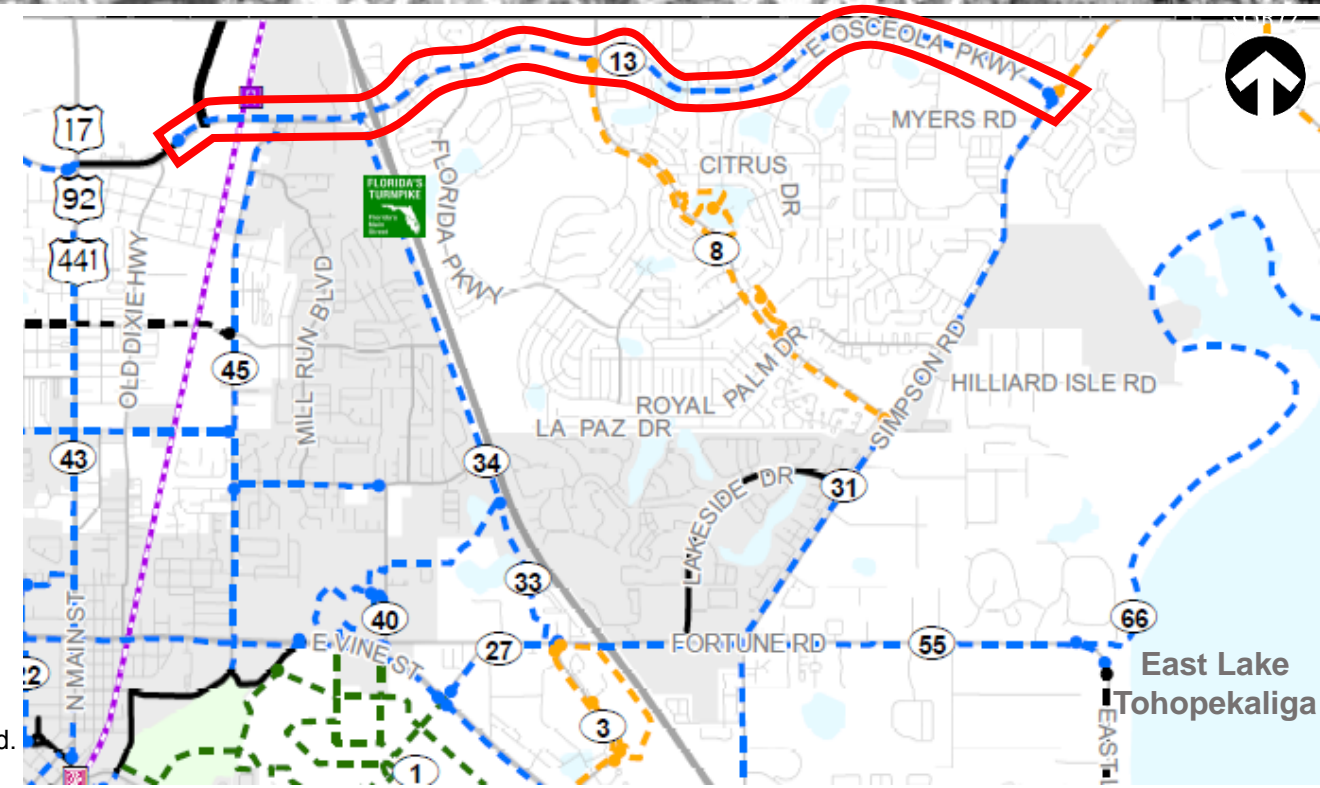


4.6 Miles



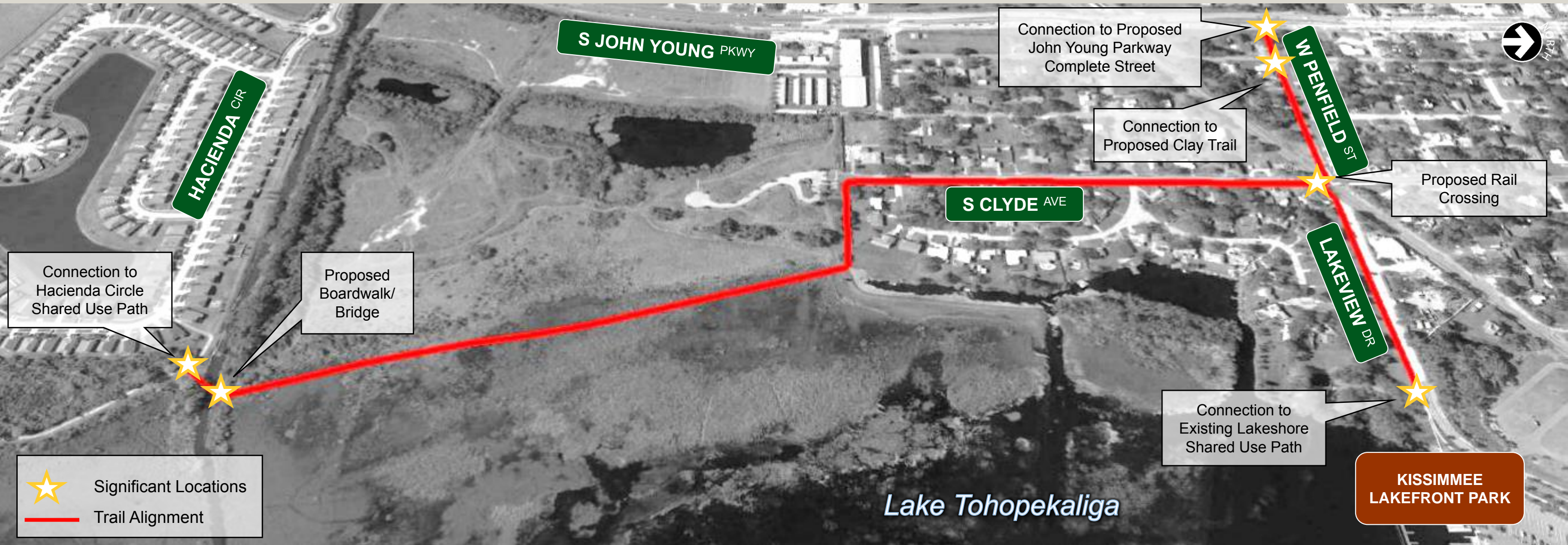
\$14,000,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.





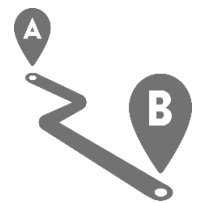
# 14: Lakefront Connector Trail



## Project Summary

The Lakefront Connector Trail is a proposed shared use path along S Clyde Avenue and W Penfield Street. This 1.1-mile-long connector would connect to an existing shared use path on Hacienda Circle in the Estancia neighborhood to the Kissimmee Lakefront Park and other residential areas on the west side of Lake Tohopekaliga.

A portion of the proposed trail concept is along S Clyde Avenue, which has less than 20 feet of public right-of-way east of the travel lanes. A 10-foot-wide shared use path is proposed to avoid impacts to private parcels, however right-of-way may be required to obtain this trail width. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements. The southern end of the proposed trail crosses through undeveloped wetland area. There are opportunities to connect near Lake Toho for scenic views. A new bridge crossing over a drainage canal would be required to connect to the existing shared use path at Hacienda Circle. A rail crossing would be needed at S Clyde Avenue and W Penfield Street intersection.



Hacienda Circle to W Penfield Street and Lakeview Drive

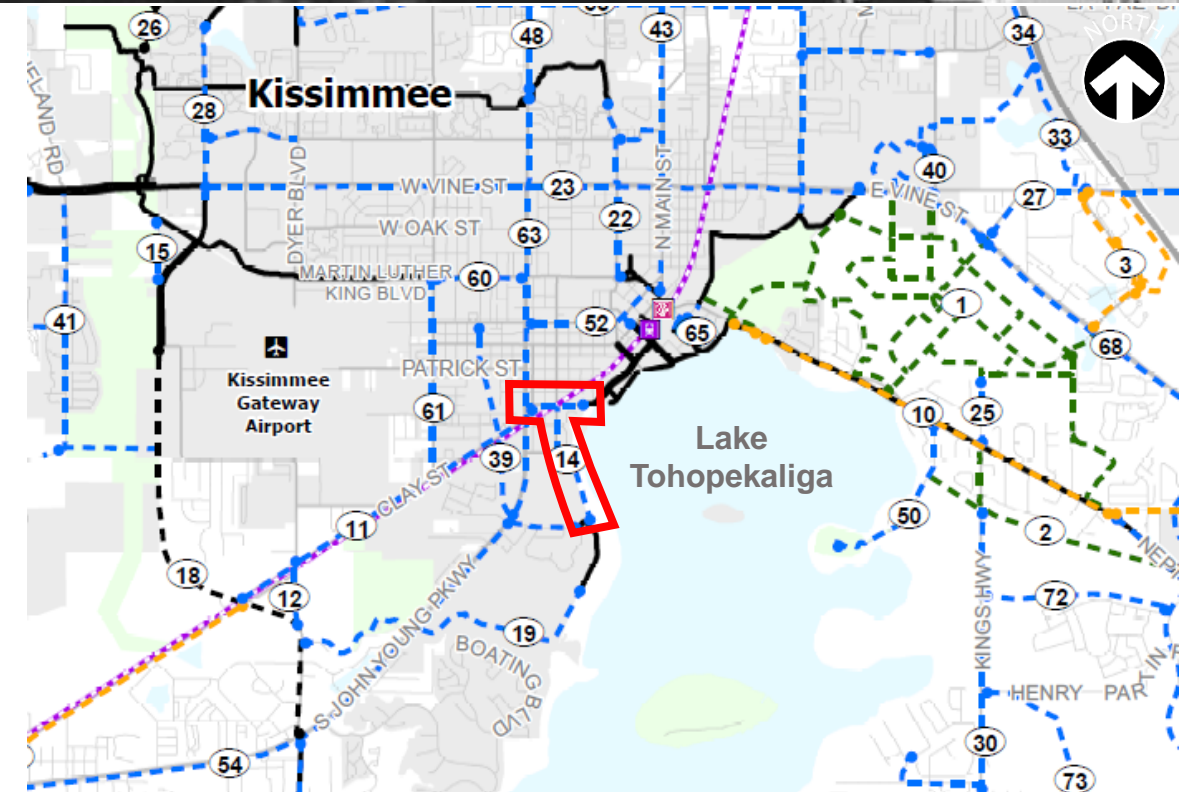


1.1 Miles

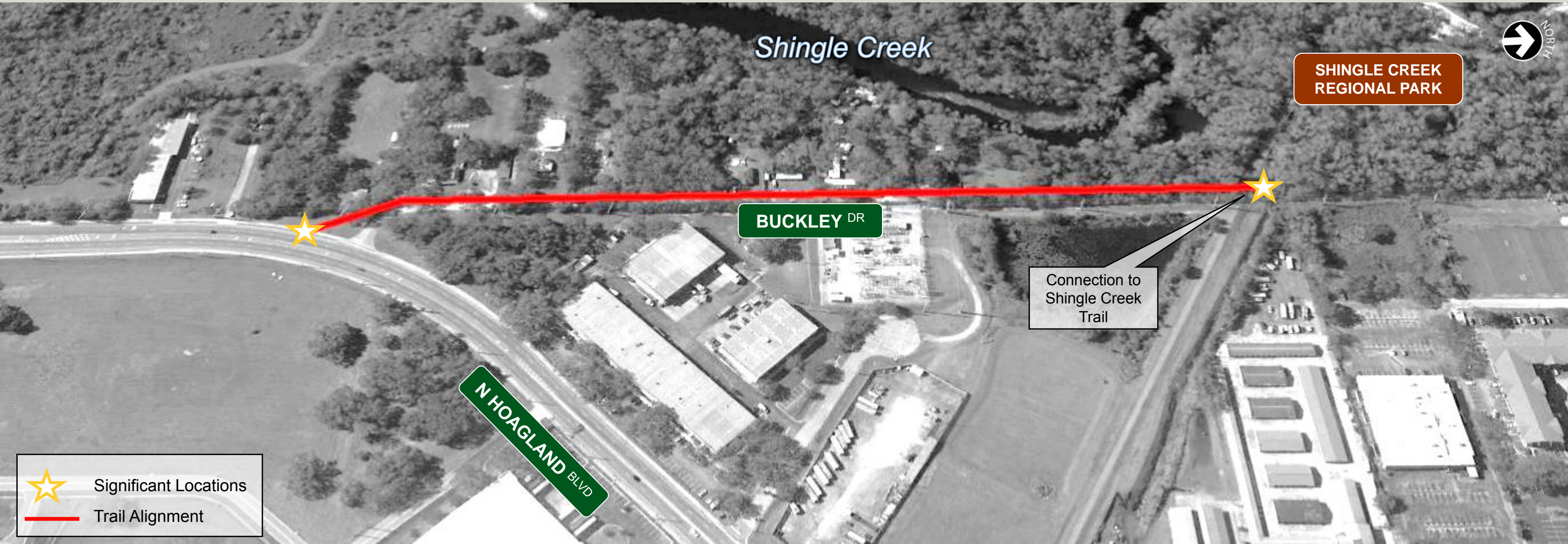




Highly contingent on boardwalk requirements through wetland area

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 15: Shingle Creek on Buckley Drive Trail



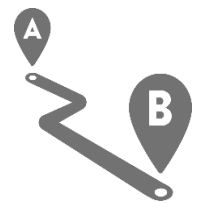
 Significant Locations  
 Trail Alignment

## Project Summary

The Shingle Creek on Buckley Drive Trail concept is proposed to create a link for pedestrians and bicyclists between Hoagland Boulevard and the existing Shingle Creek Trail and Shingle Creek Regional Park. The proposed 0.4-mile-long trail concept is aligned along the west side of Buckley Drive, which currently does not have any sidewalk facilities to serve the residential properties along the roadway.

The County has previously established this trail alignment through a design process. Implementation of the proposed 12-foot-wide shared use path offers numerous benefits including:

- Extension of the Shingle Creek Trail network that connects Kissimmee to Wekiva Springs State Park;
- Closing the gap for a key north-south connector in a larger regional trail network; and
- Significantly increasing outdoor opportunities and ecotourism for bikers and pedestrians in urban Central Florida.



N Hoagland Boulevard to South of Vine Street

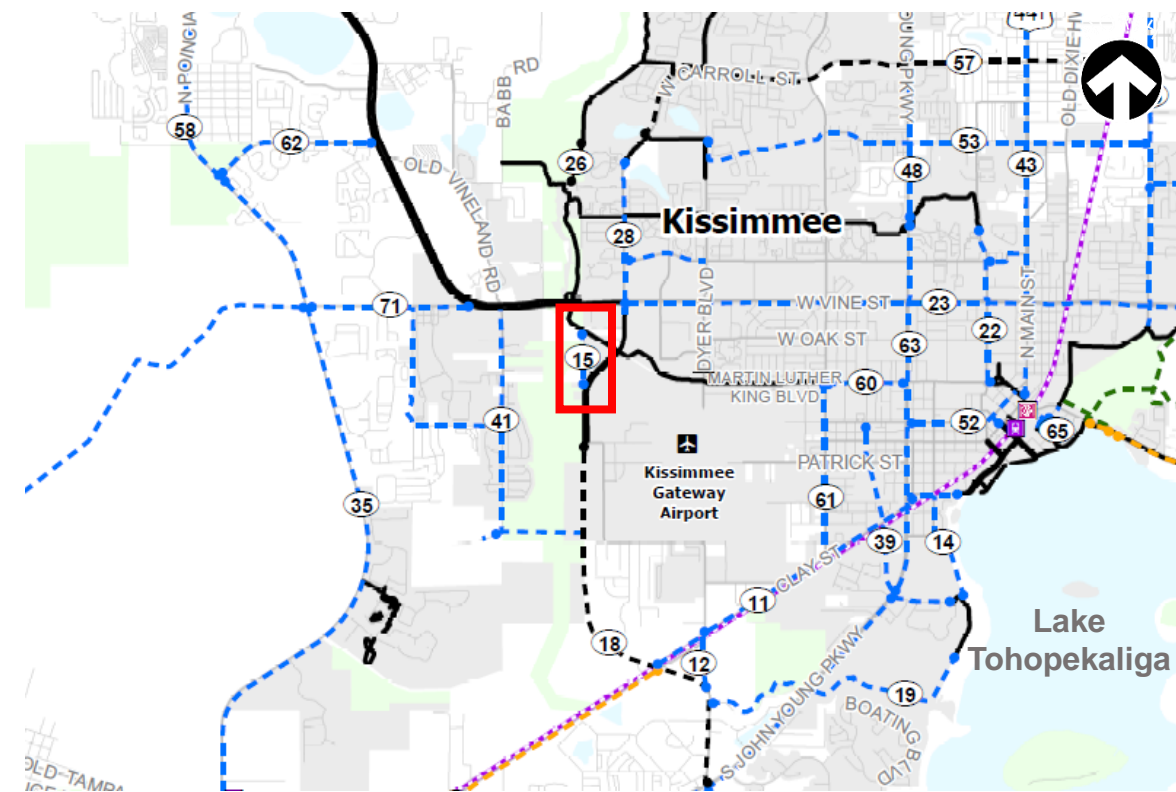


0.4 Miles

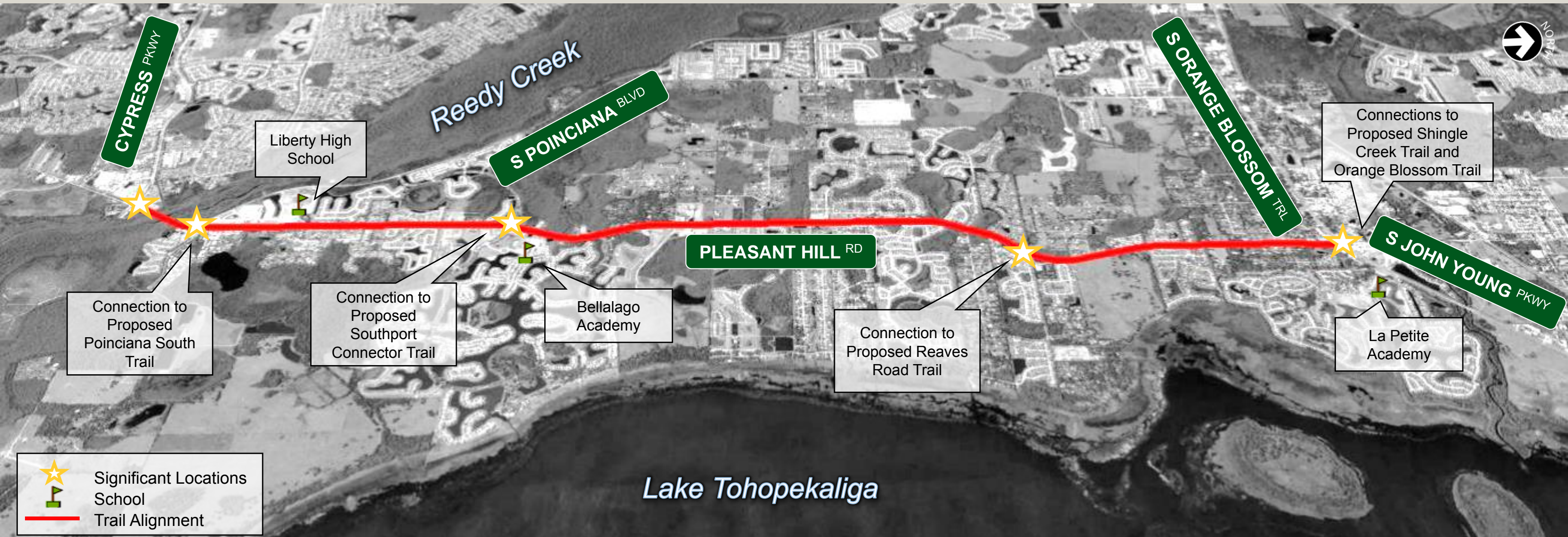


Refer to design

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 16: Pleasant Hill Trail

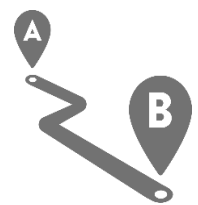


## Project Summary

An existing shared use path runs along the east side of Pleasant Hill Road from Cypress Parkway to S John Young Parking. Future enhancements of this trail corridor are proposed to widen through reconstruction the existing 8-foot-wide path to a 12-foot-wide shared use path with landscaping and amenities.

Natural shade is limited along this 8.0-mile-long trail alignment and there are little to no trees or landscaping. Trail enhancements are proposed to provide additional amenities and add some aesthetic features to make the trail more appealing to users.

The Pleasant Hill Trail currently is aligned adjacent to utility poles that could be a constraint for the enhancements. These could place limitations on the trail width and flexibility for tree locations. Developing shorter crossings of side streets along the trail would also add to user comfort and limit exposure to crossing vehicles.



Cypress Parkway to S John Young Parkway

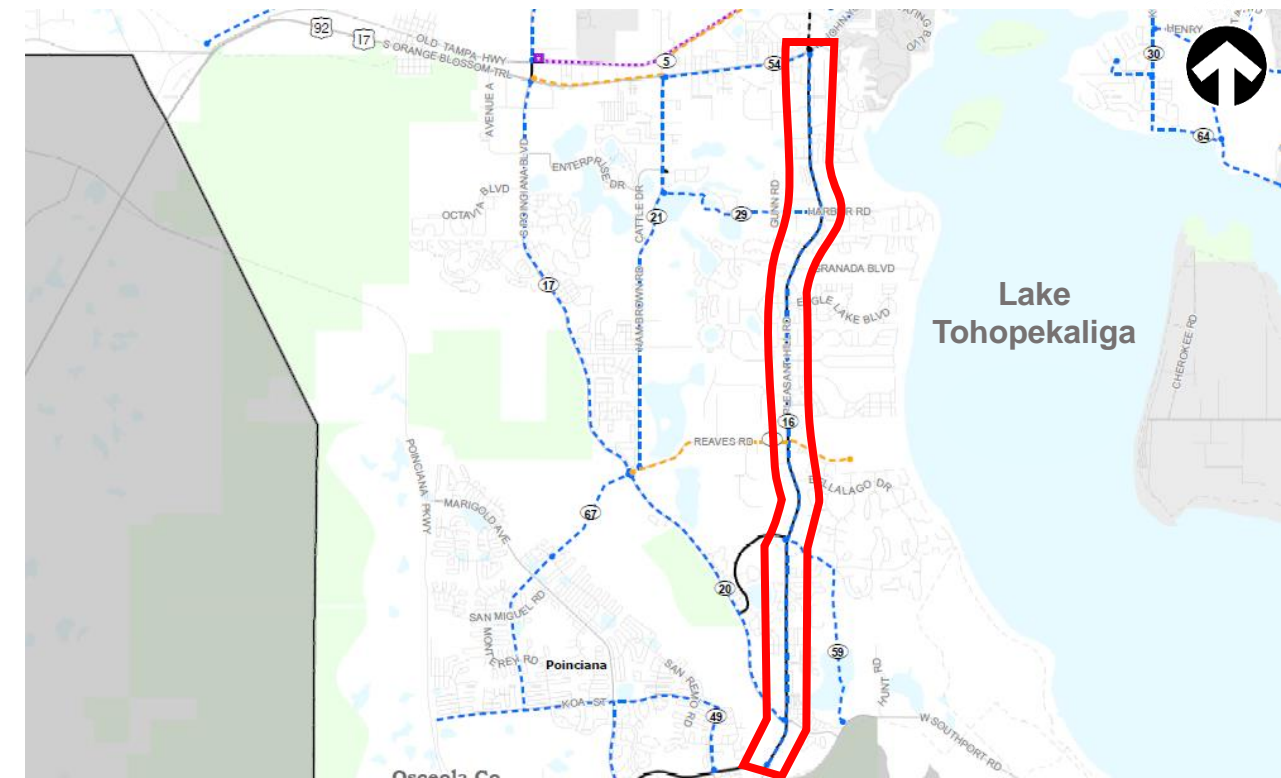


8.0 Miles

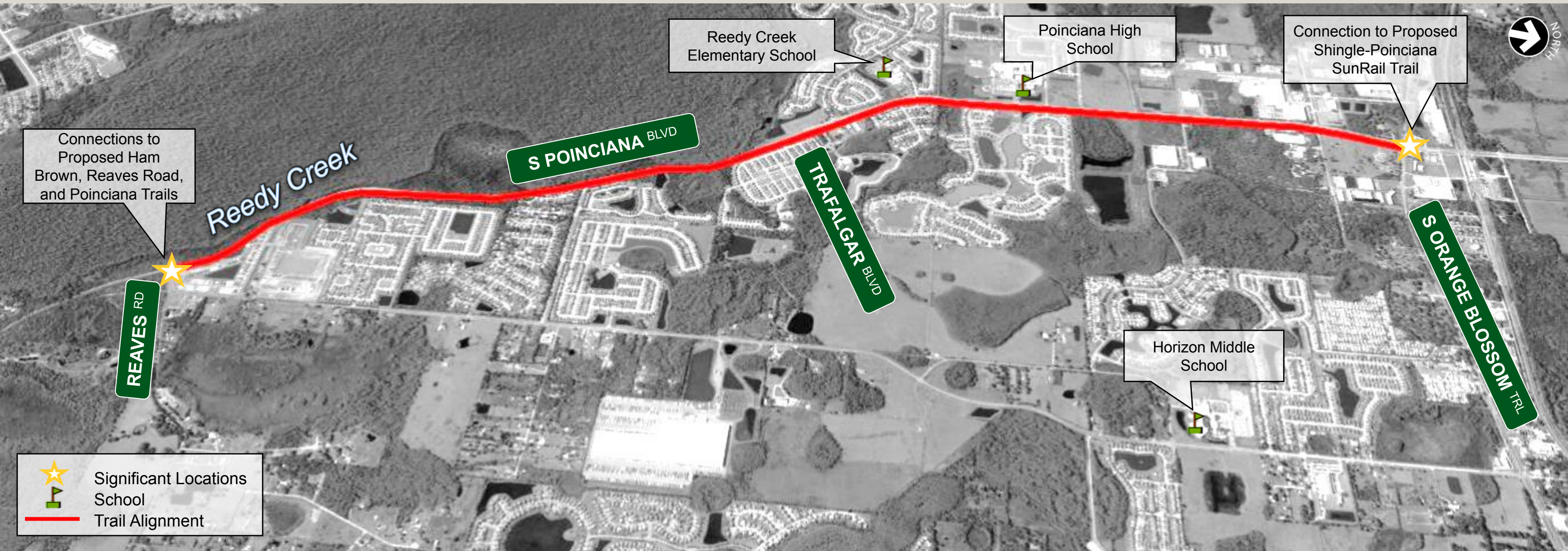


\$14,700,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 17: Poinciana Trail

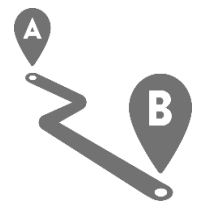


## Project Summary

The Poinciana Trail is a proposed 4.7-mile-long new shared use path on the east side of Poinciana Boulevard from Reaves Road to S Orange Blossom Trail. The majority of Poinciana Boulevard south of Trafalgar Boulevard area has an existing right-of-way width between 150 and 200 feet and no existing sidewalk. North of Trafalgar Boulevard, the existing 5-foot-wide sidewalk is between 2 to 6 feet from back of curb in most sections.

Based on the current conditions of the right-of-way, the proposed trail concept is a 12-foot-wide shared use path. Drainage improvements are anticipated as this trail will overlap open swales and drainage inlets.

This proposed trail concept would provide pedestrians and bicyclists direct access to Reedy Creek Elementary School and Poinciana High School. Coordination with these facilities is recommended to ensure safe crossing for students and trail users during school peak hours.



Reaves Road to S Orange Blossom Trail

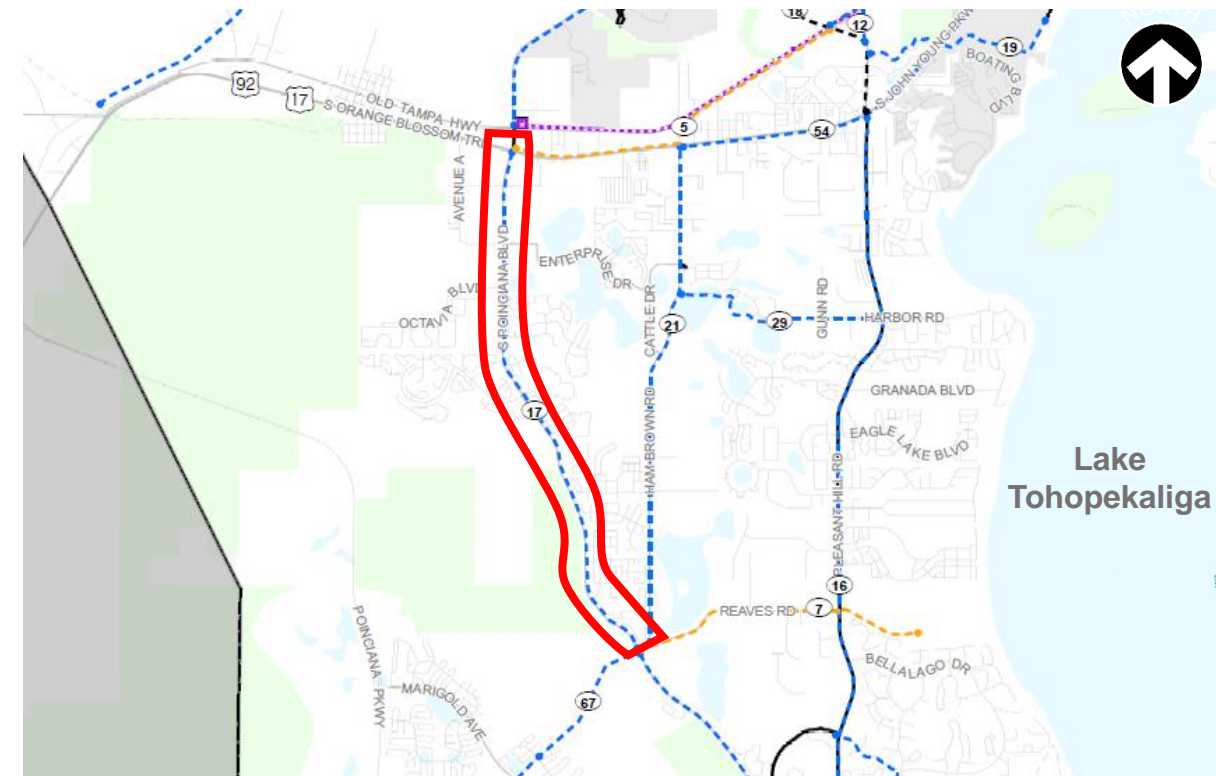


4.7 Miles

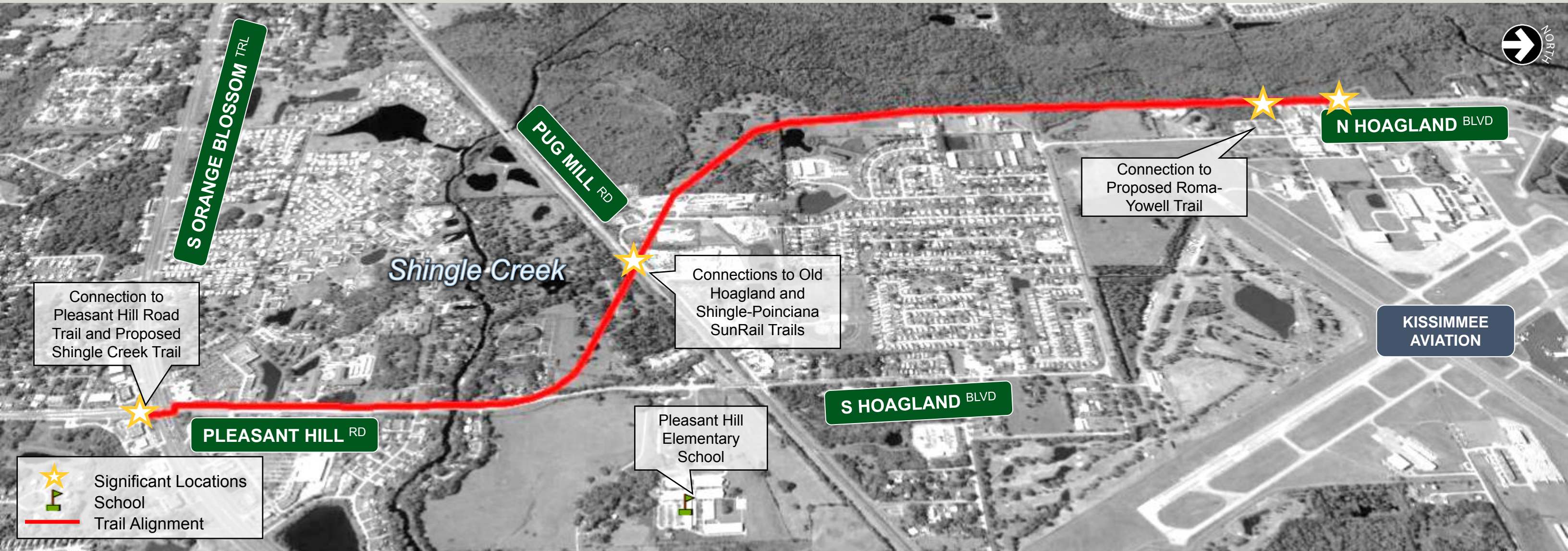


\$11,300,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 18: Shingle Creek Trail Hoagland Boulevard Extension

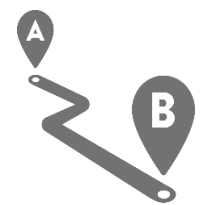


## Project Summary

The Shingle Creek Trail Hoagland Boulevard Extension is a 2.6-mile-long connector along the proposed Hoagland Boulevard realignment project. The proposed trail concept runs on the west side of Pleasant Hill Road connecting to the existing Pleasant Hill Road Trail. The alignment crosses a rail corridor and Pug Mill Road at a new intersection, continues north to N Hoagland Boulevard, to ultimately connect to the Shingle Creek Trail.

The County has previously established this trail alignment through a design process. Implementation of the designed 8-foot-wide shared use path offers numerous benefits including:

- Extension of the Shingle Creek Trail network that connects Kissimmee to Wekiva Springs State Park;
- Closing the gap for a key north-south connector in a larger regional trail network; and
- Significantly increasing outdoor opportunities and ecotourism for bikers and pedestrians in urban Central Florida.



**Pleasant Hill Road Trail to N Hoagland Boulevard**

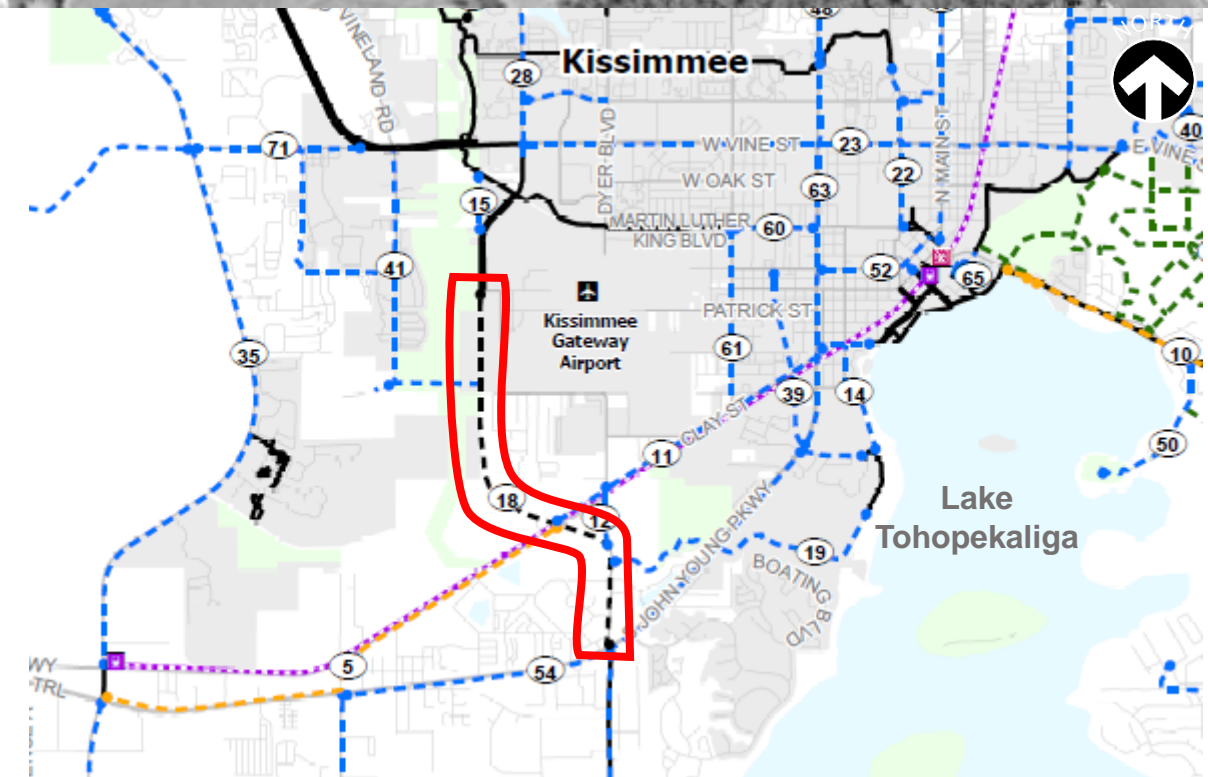


**2.6 Miles**

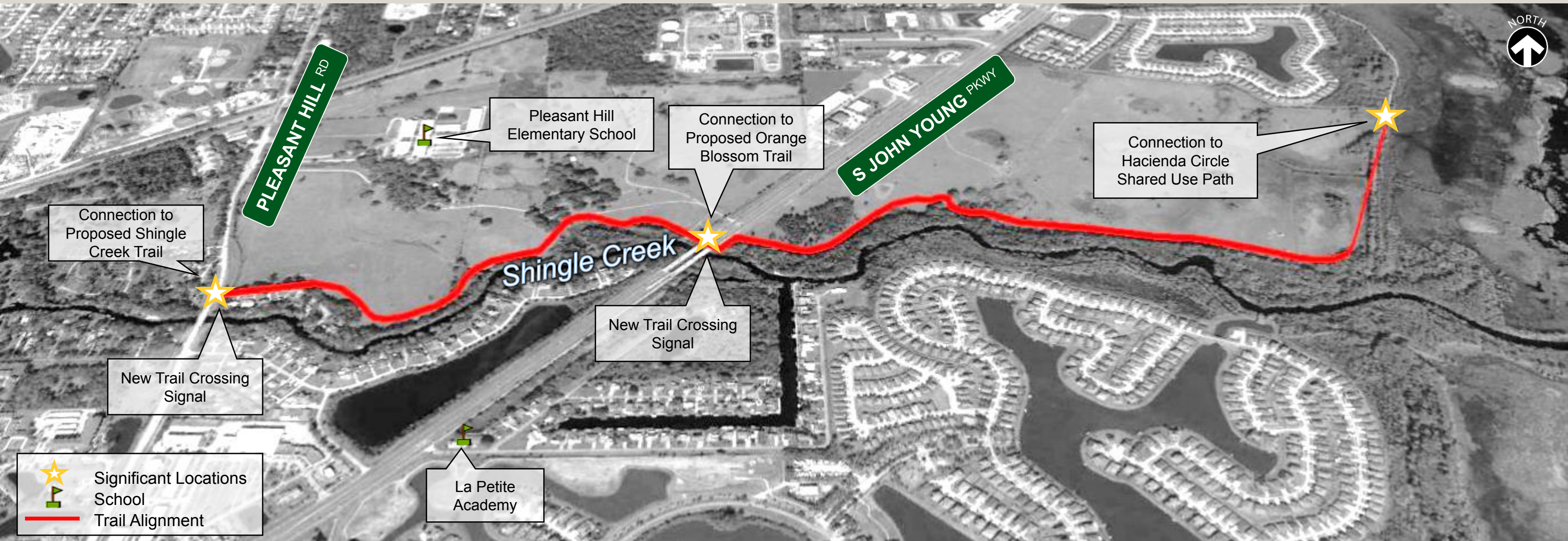


**Refer to design**

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



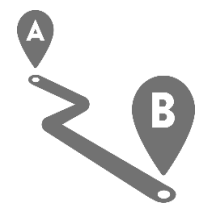
# 19: Shingle Creek Trail South Extension



## Project Summary

The Shingle Creek Trail South extension is a proposed 2.0-mile-long connector from Pleasant Hill Road to an existing shared use path on Hacienda Circle. The proposed trail concept alignment runs along the north side of Shingle Creek to provide users a scenic route. Extending the Shingle Creek Trail will provide continuity and improvements to bicycle and pedestrian activity on a regional level.

Based on the current conditions of the right-of-way, the proposed trail will be a 12-foot-wide paved trail. A crossing or signal is needed to safely allow users to travel east-west over S John Young Parkway. Coordination with property owners is recommended for a small portion of the proposed alignment that is placed behind residential properties. Trail crossing signals are anticipated to safely cross Pleasant Hill Road and S John Young Parkway.



Pleasant Hill Road to Hacienda Circle

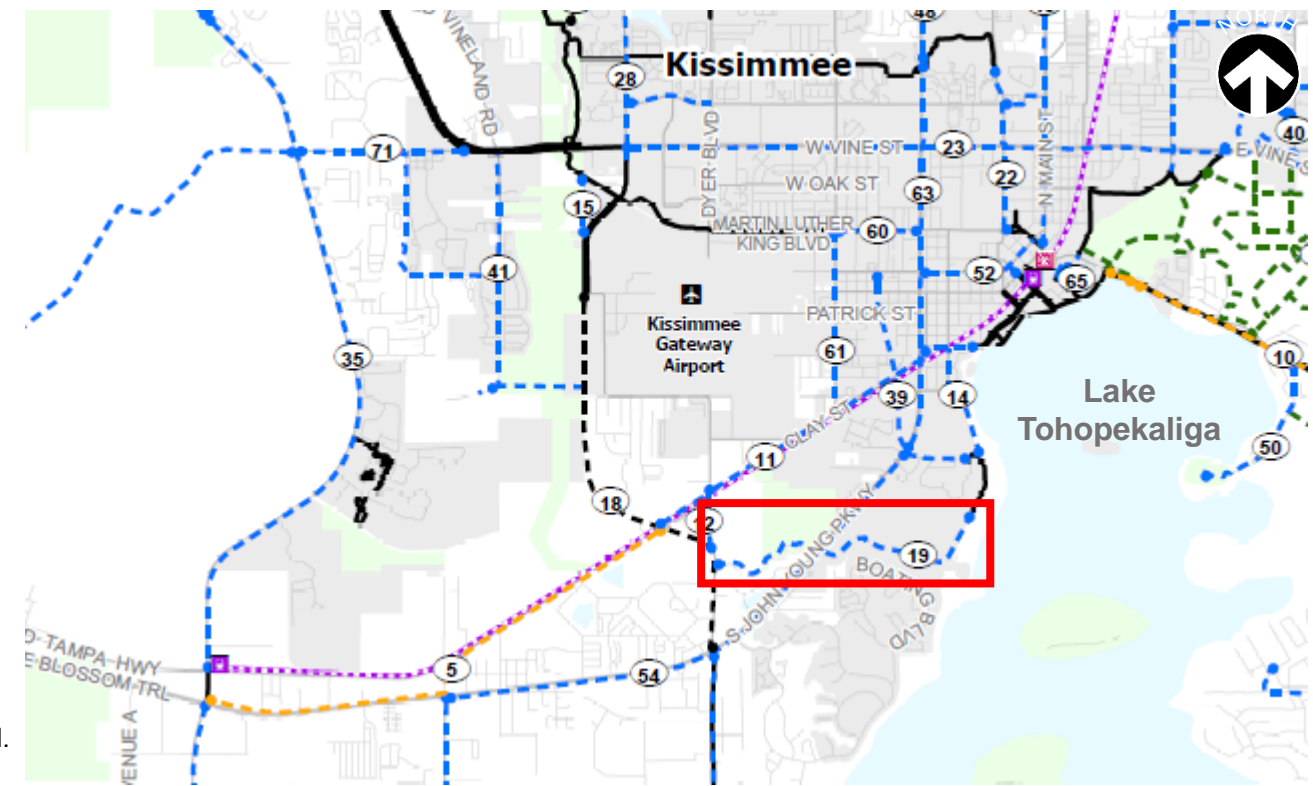


2.0 Miles

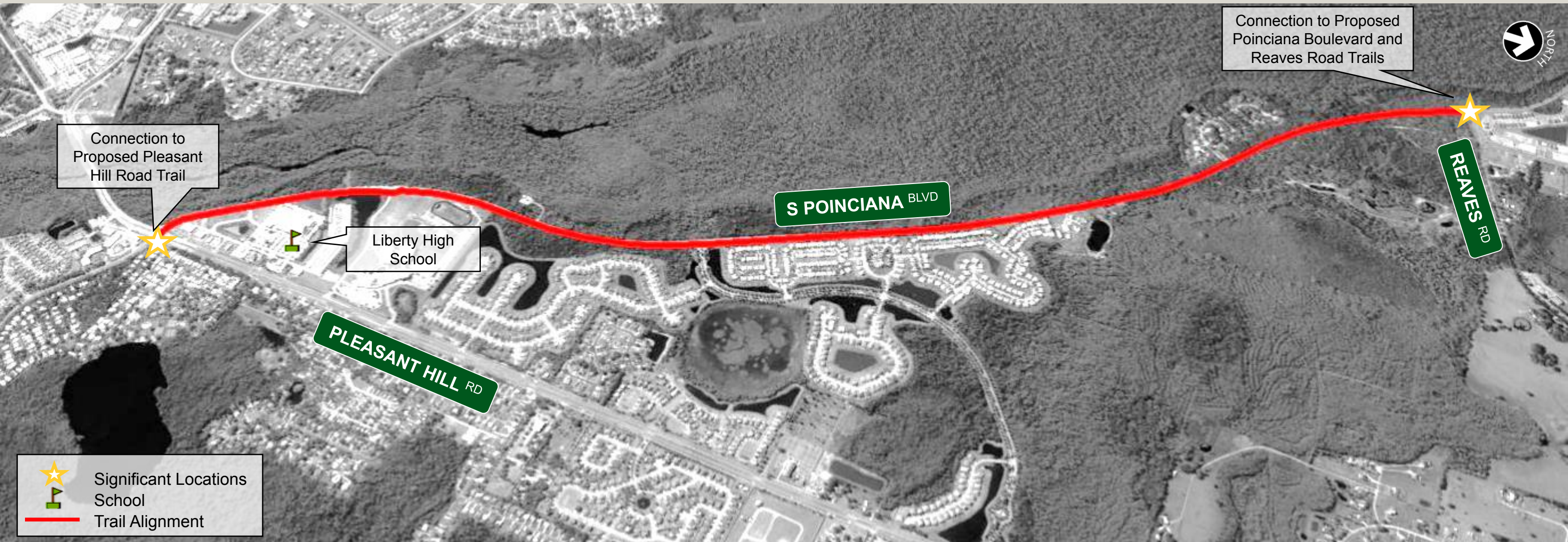


\$4,700,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 20: Poinciana South Trail

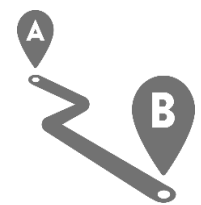


## Project Summary

The Poinciana South Trail is proposed to align on the east side of S Poinciana Boulevard for 3.3 miles from Pleasant Hill Road to Reaves Road. Pedestrian and bicycle activity is limited here as sidewalk infrastructure is either scarce or disconnected. Where existing sidewalks exist, they are usually located generally back of swale.

The proposed trail concept for Poinciana South Trail is a 12-foot-wide shared use path through most of the corridor. A more narrow path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.

This trail will provide users direct access to Liberty High School on Pleasant Hill Road. Coordination with the school is recommended to ensure safe crossing for students and trail users during school peak hours.



Pleasant Hill Road to Reaves Road

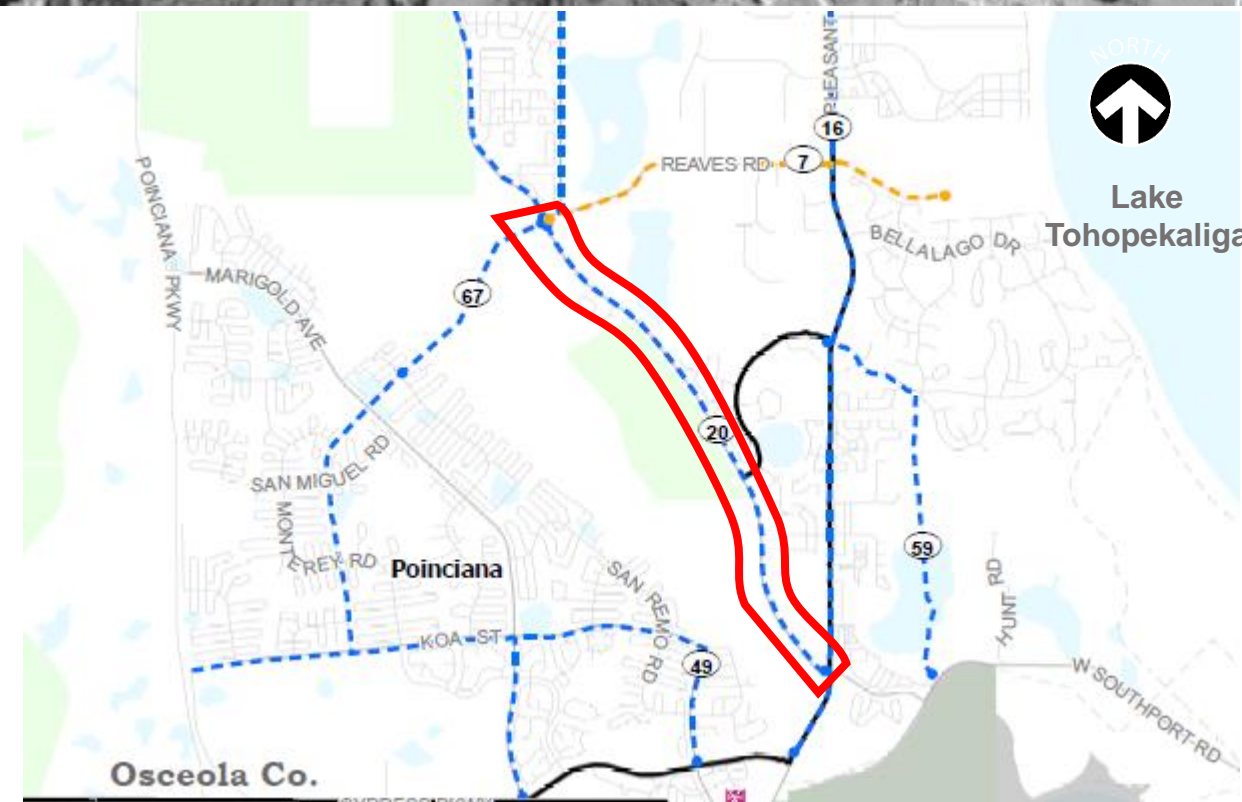


3.3 Miles

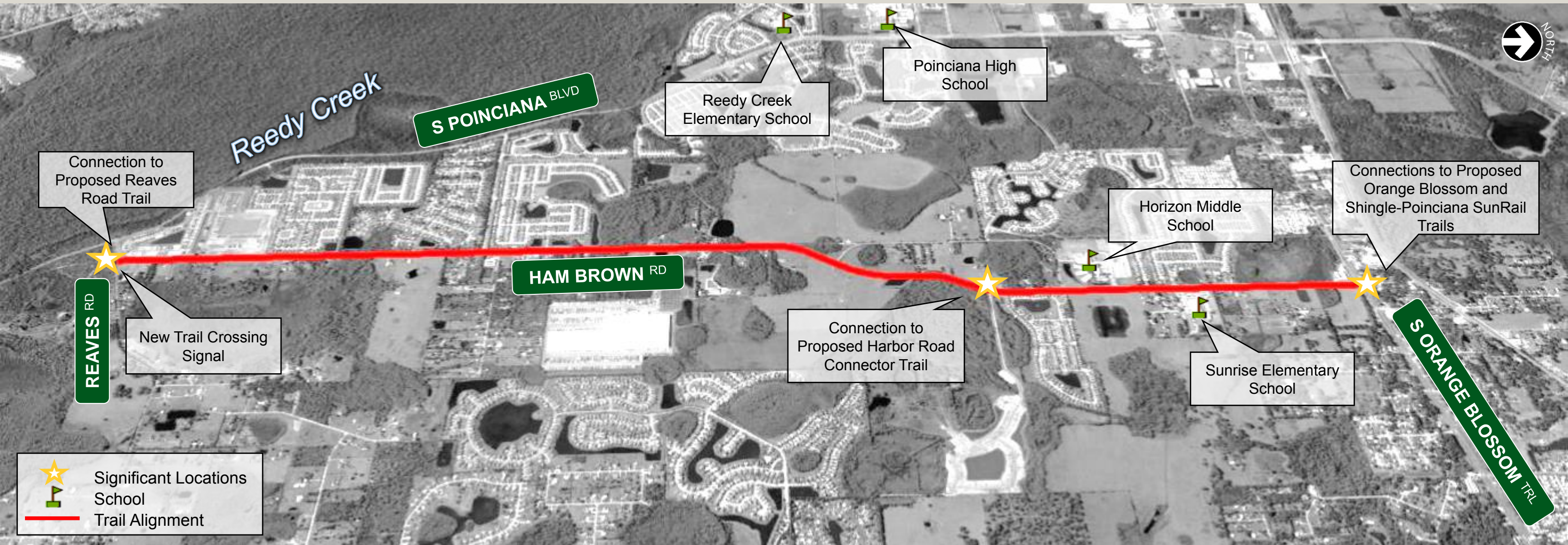


\$9,300,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 21: Ham Brown Trail

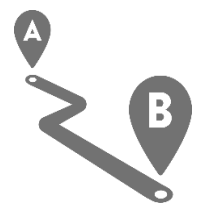


## Project Summary

The Ham Brown Trail is a proposed 4.4-mile-long connector from Reaves Road to S Orange Blossom Trail on the east side of Ham Brown Road. Most of the corridor has an existing sidewalk adjacent to drainage with no curb and gutter. Some segments have no sidewalk facilities.

The proposed Ham Brown Trail concept is a 12-foot-wide shared use path through most of the corridor. A more narrow path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.

The proposed trail will provide users direct access to Sunrise Elementary School and Horizon Middle School. Coordination with these facilities is recommended to ensure safe crossing for students and trail users during school peak hours. A trail crossing signal is also anticipated to safely connect to the proposed Reaves Road Trail.



Reaves Road to S Orange Blossom Trail



4.4 Miles



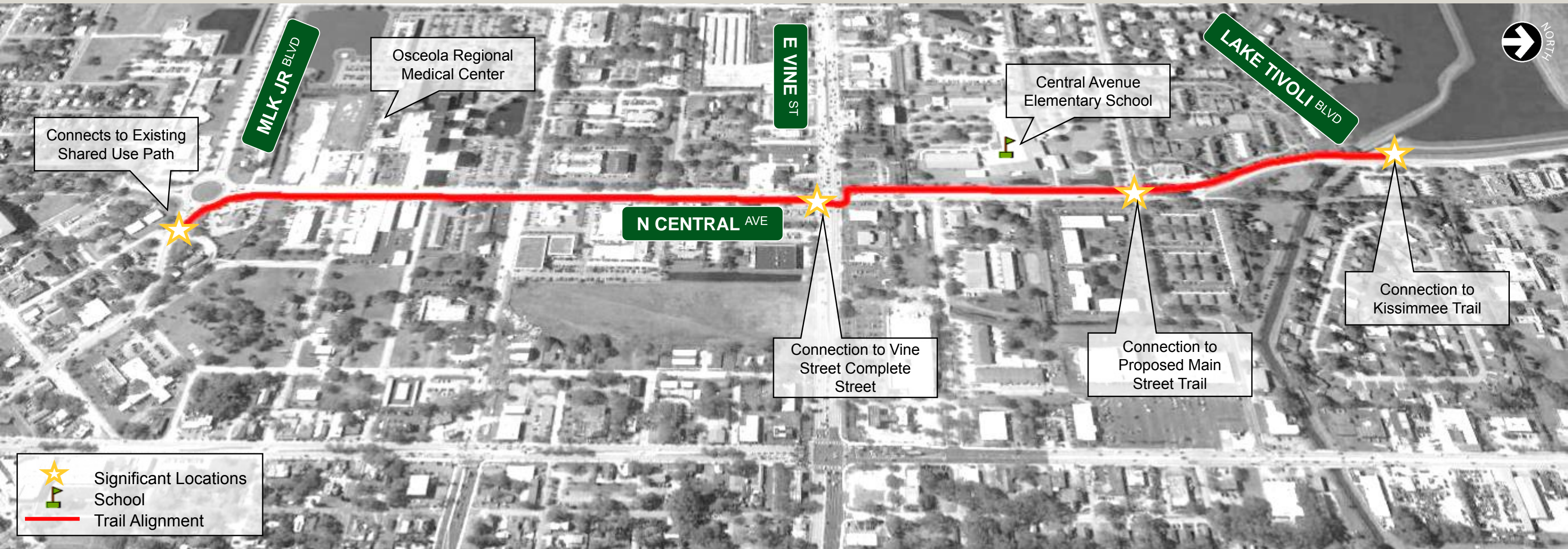
\$12,600,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.





# 22: Central Trail



## Project Summary

The Central Trail is a proposed 1.0 mile shared use path from MLK Jr Boulevard to Lake Tivoli Boulevard. The proposed alignment is on the east side of N Central Avenue from MLK Jr Boulevard to E Vine Street and on the west side of N Central Avenue from E Vine Street to north of Lake Tivoli Boulevard. This proposed trail will ultimately connect to an existing Kissimmee Trail shared use path.

The proposed Central Trail concept is a 12-foot-wide shared use path through most of the corridor. A more narrow path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Modifications to existing curb and gutter may be needed to safely buffer the trail from the roadway and provide drainage improvements.

The proposed trail will provide users direct access to Central Avenue Elementary School. Coordination is recommended to ensure safe crossing for students and trail users during school peak hours.

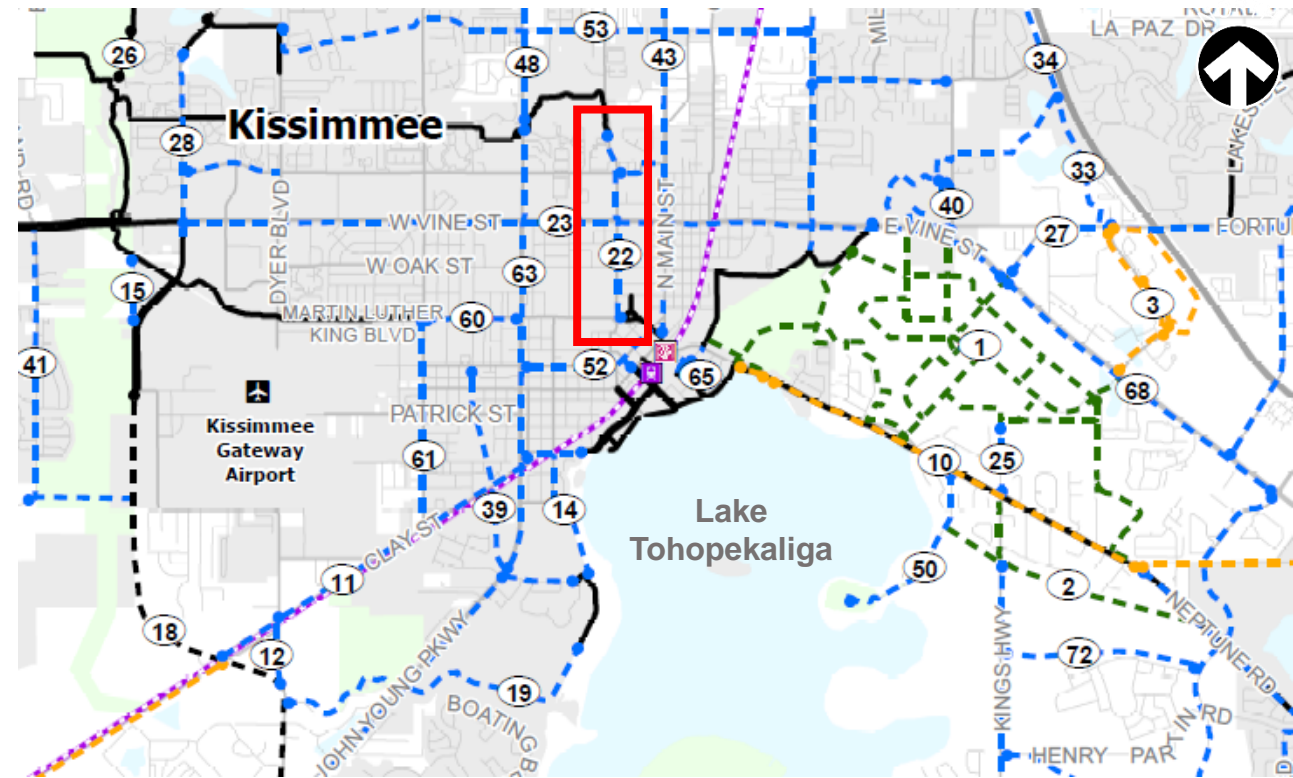


MLK Jr Boulevard to Lake Tivoli Boulevard

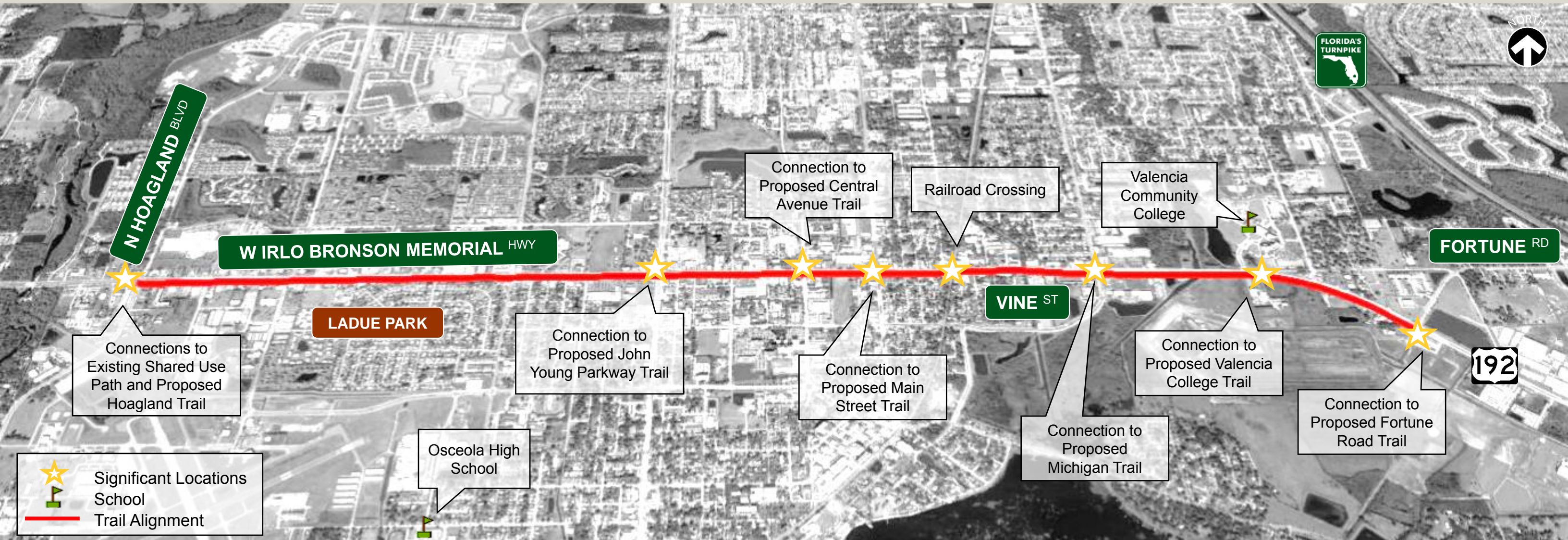
1.0 Miles

\$3,300,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 23: Vine Street Complete Street

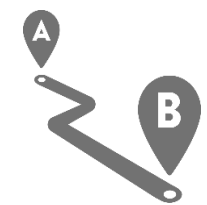


## Project Summary

The Vine Street Complete Street suggests additional study to identify improvements that will transform the Vine Street (W Irlo Bronson Memorial Highway/US 192) corridor into a walkable and safe accessible area for all users including pedestrians, bicyclists, motorists, and transit riders. This 4.4-mile-long corridor runs from N Hoagland Boulevard to Fortune Road. This primary commercial corridor has 6 to 8 travel lanes, left and right turn lanes, multiple signalized intersections, and numerous driveways and side streets.

Implementation of the proposed complete street concept offers numerous benefits including:

- Enhanced pedestrian infrastructure such as sidewalks, crosswalks, median crossing islands;
- Traffic calming measures to lower travel speeds and crash rates; and
- Bicycle accommodations such as protected or dedicated bicycle lanes.



N Hoagland Boulevard to Fortune Road

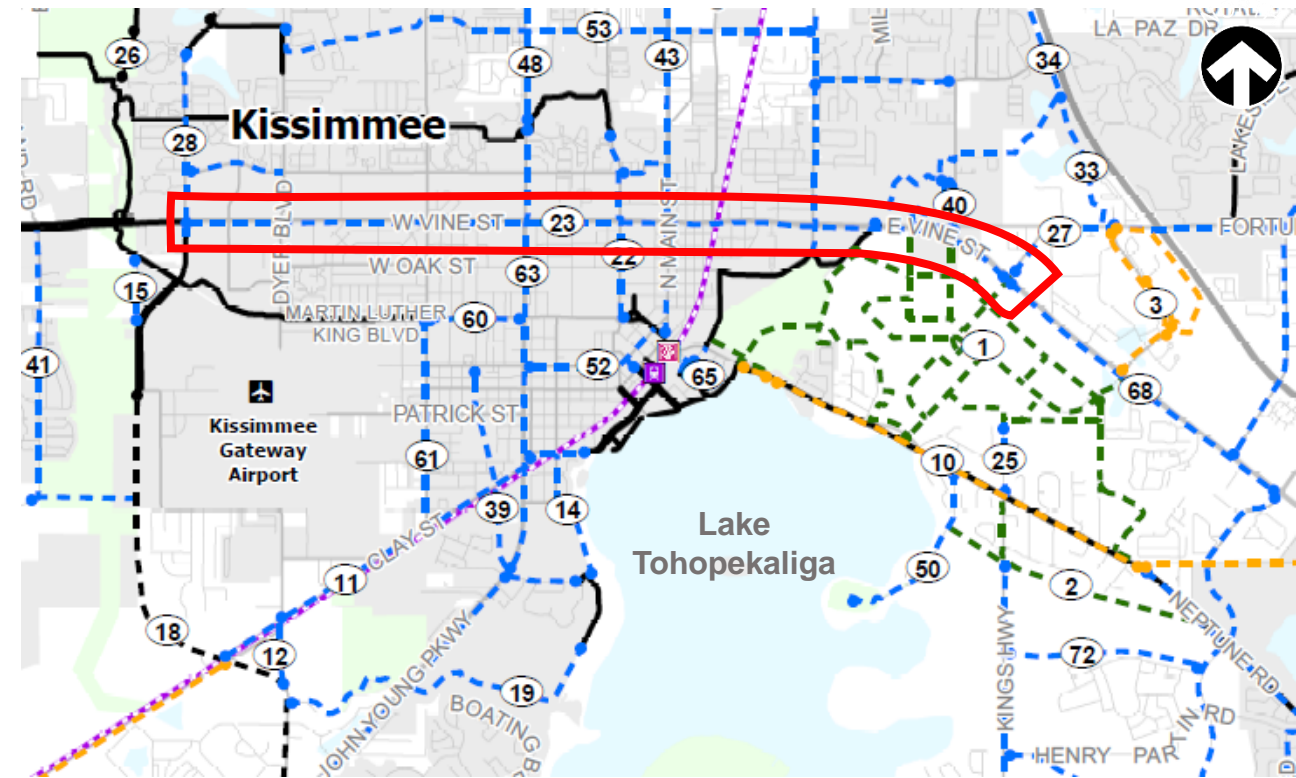


4.4 Miles

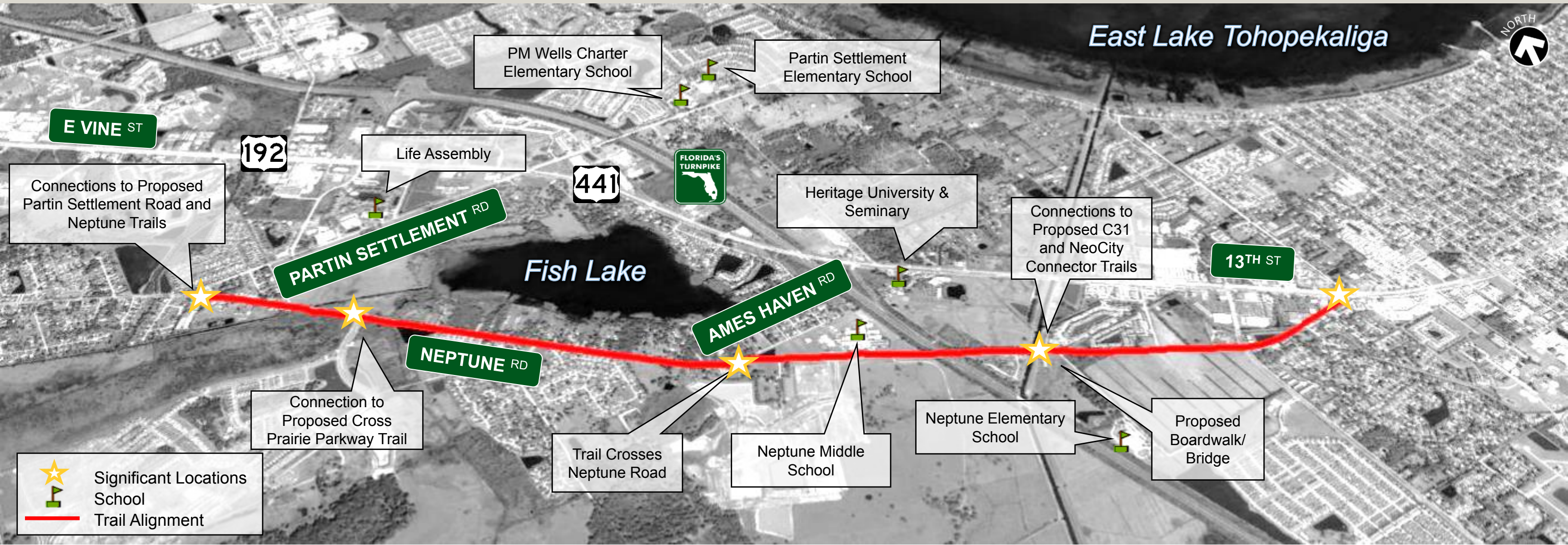


\$13,400,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



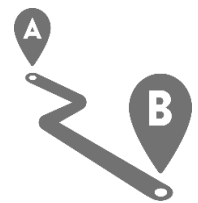
# 24: Neptune South Trail



## Project Summary

The Neptune Road South Trail concept proposes enhancements to the existing shared use path on Neptune Road between Partin Settlement Road and 13<sup>th</sup> Street. The existing trail alignment along this 3.9-mile-long corridor runs on the south side of Neptune Road from Partin Settlement Road to Ames Haven Road and on the north side from Ames Haven Road to 13<sup>th</sup> Street.

The Neptune Road PD&E Study is underway in 2019, which is evaluating options to make enhancements to this trail corridor including complete reconstruction. Potential trail enhancement concepts could consider amenities and aesthetic features to make the trail more appealing to users.



Partin Settlement Road to 13<sup>th</sup> Street

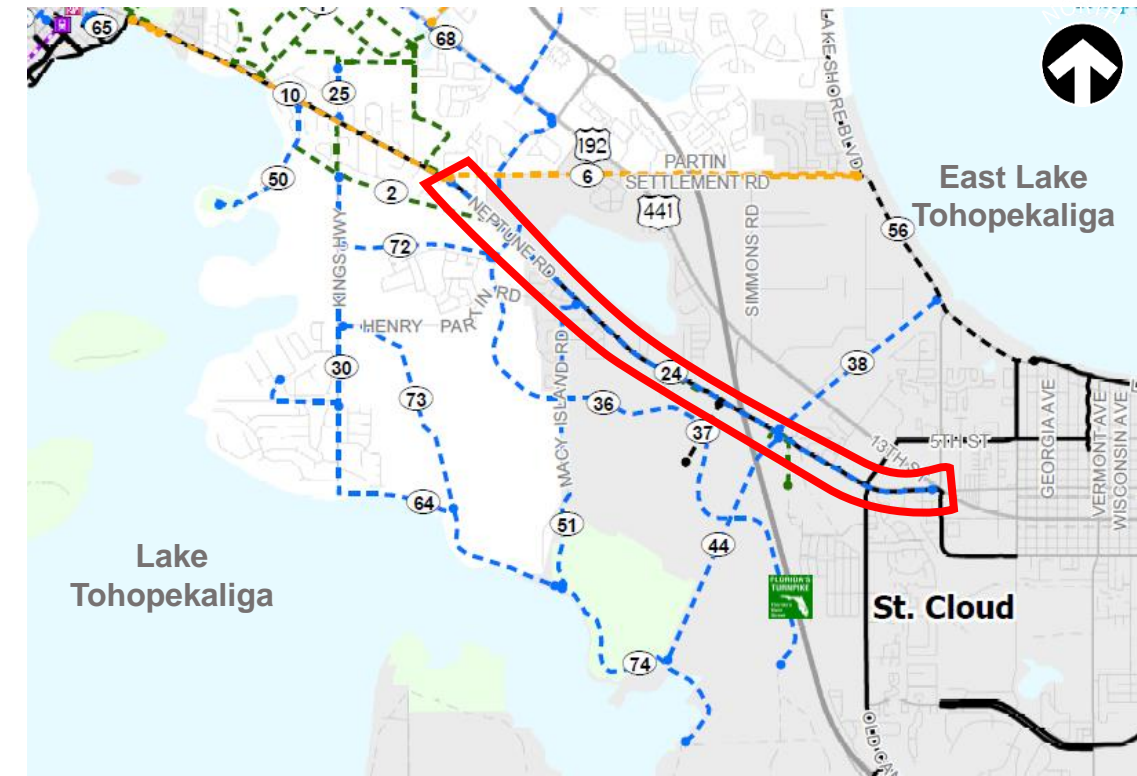


3.9 Miles

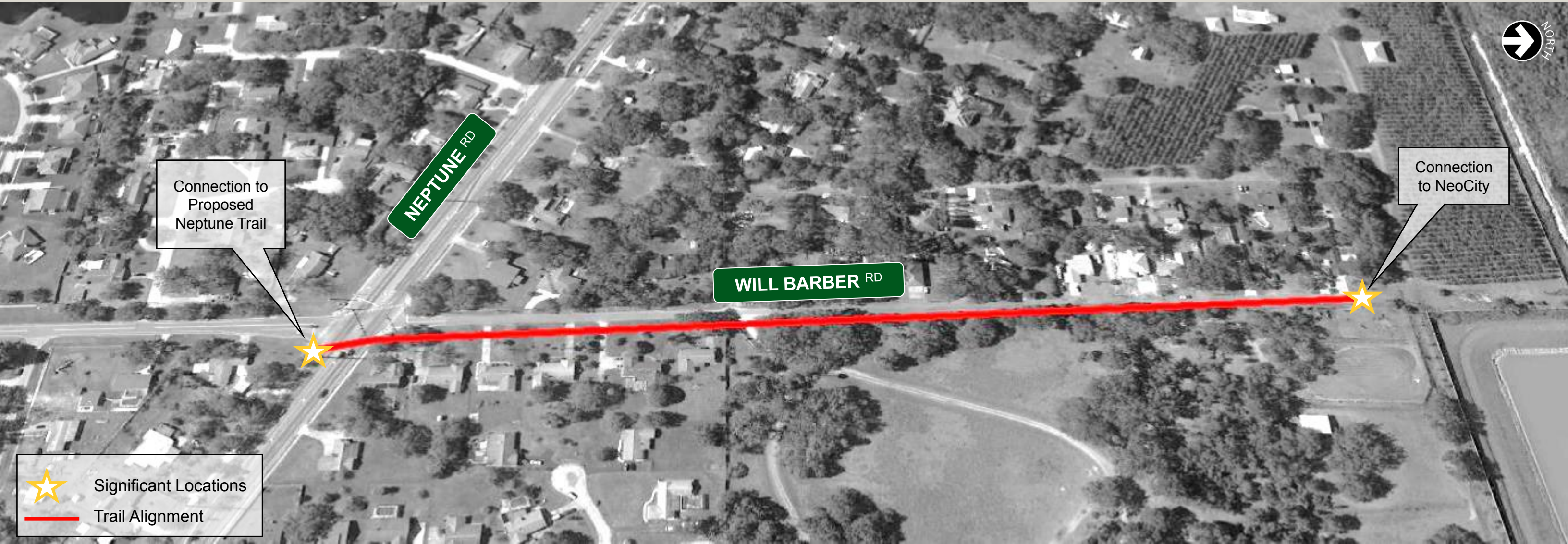


Project Cost to be developed through ongoing PD&E

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 25: Will Barber Trail



## Project Summary

The Will Barber Trail is a 0.4-mile-long connector from Neptune Road to the NeoCity development. The proposed trail concept alignment runs along the east side of Will Barber Road. This roadway is located in a heavy residential area, serving as an arterial to Neptune Road. The proposed trail alignment will intersect multiple residential driveways.

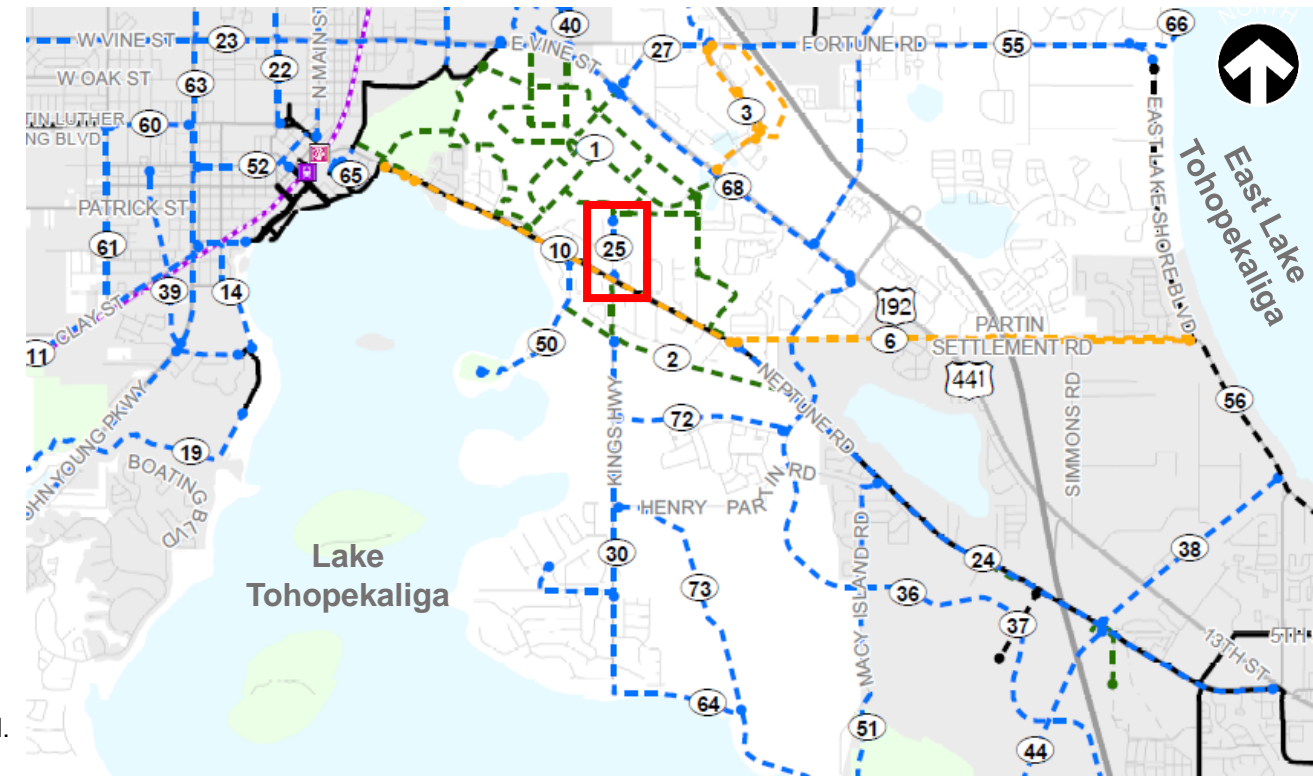
The proposed Will Barber Trail alignment is constrained by the limited public right-of-way available along this corridor. A more narrow path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements. As an interim improvement, the corridor could be signed as a shared street.

**A** **B**  
Neptune Road to NeoCity

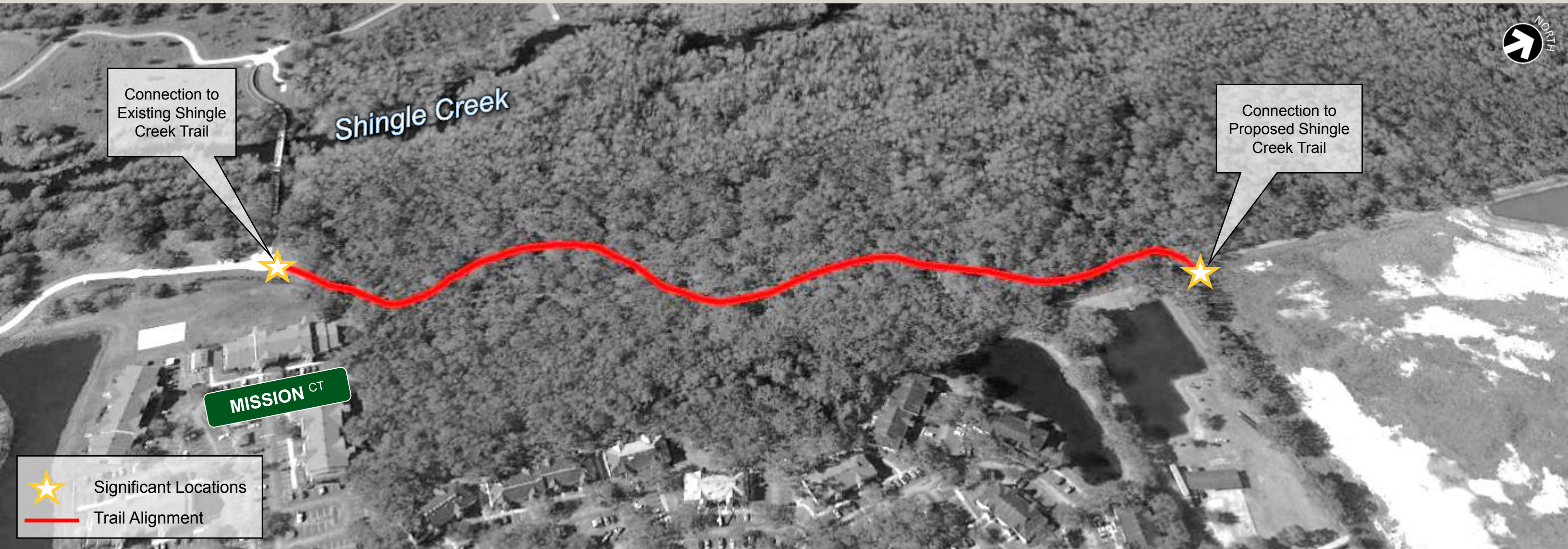
**C**  
0.4 Miles

**D**  
\$1,400,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 26: Shingle Creek Gap Trail

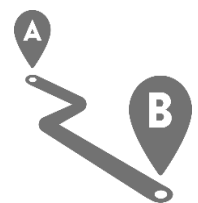


## Project Summary

The Shingle Creek Gap Trail is proposed to fill a gap between two existing segments of the Shingle Creek Gap. The new 0.4 mile trail concept would provide a critical link to further enhance local and regional pedestrian and bicycle activity along the Shingle Creek Trail. This proposed alignment runs along an undeveloped area from approximately Mission Court to Quality Court.

The County has previously established this trail alignment through a design process. Implementation of the proposed 12-foot-wide shared use path offers numerous benefits including:

- Extension of the Shingle Creek Trail network that connects Kissimmee to Wekiva Springs State Park;
- Closing the gap for a key north-south connector in a larger regional trail network; and
- Significantly increasing outdoor opportunities and ecotourism for bikers and pedestrians in urban Central Florida.



Shingle Creek Trail Termini

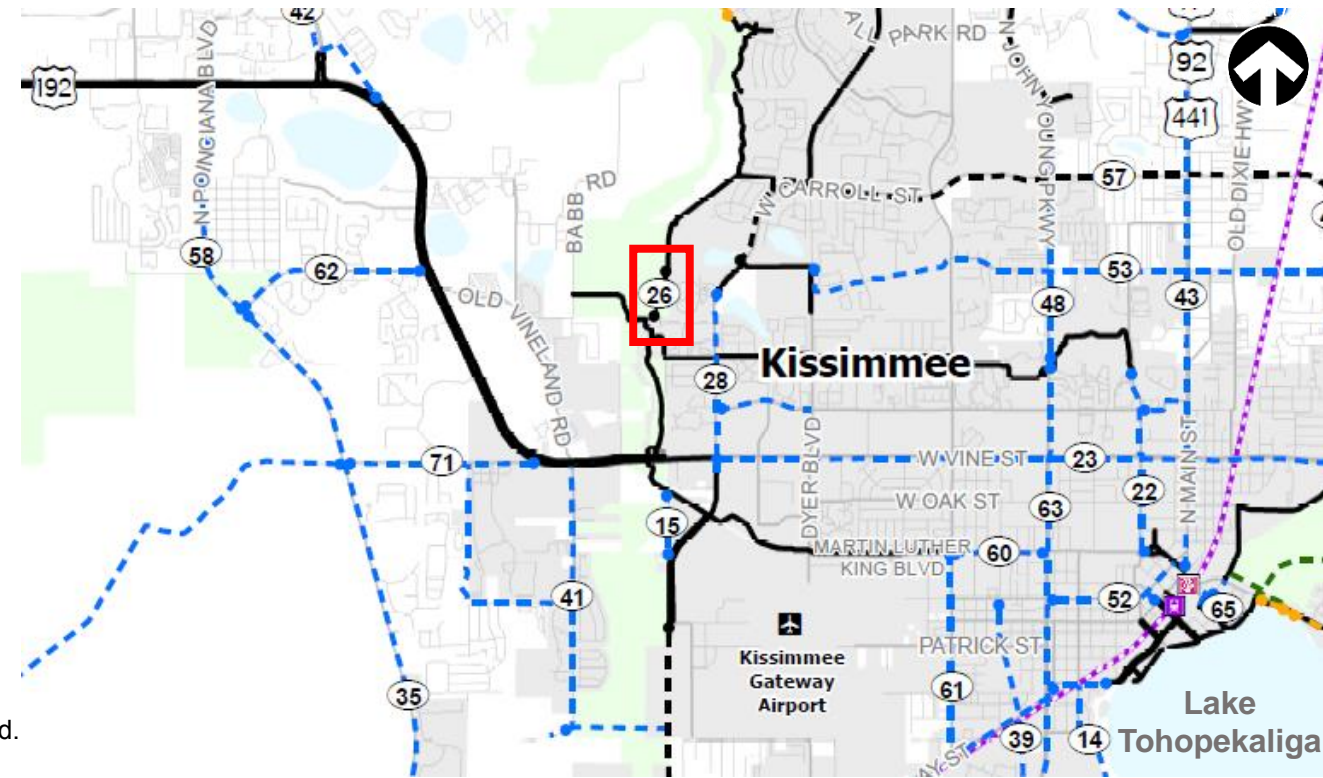


0.3 Miles

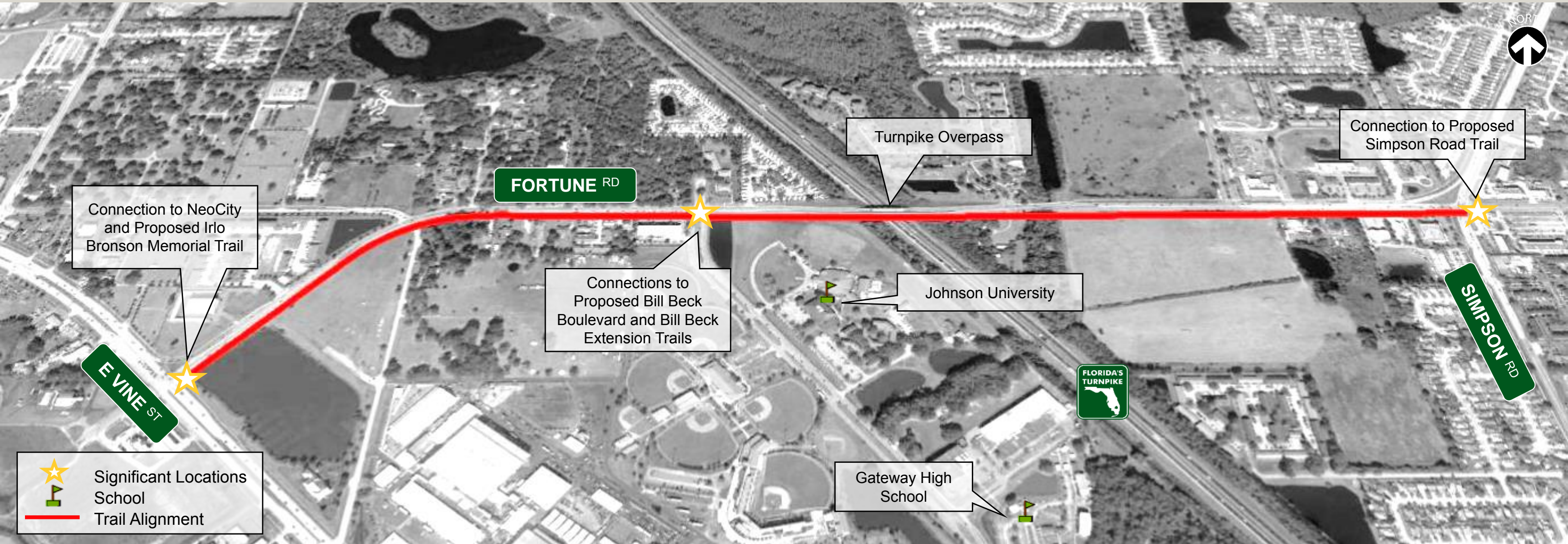


Refer to design

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 27: Fortune West Trail

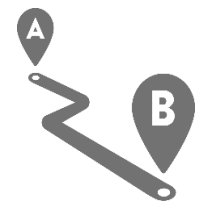


## Project Summary

The Fortune West Trail is a new proposed 1.5-mile-long trail concept that connects E Vine Street to Simpson Road. The proposed trail alignment runs on the south side of Fortune Road. An existing 5-foot-wide sidewalk is located for the entire length of this trail corridor. The overpass for the Florida's Turnpike is to be improved by the Turnpike.

The County has previously established this trail alignment through a design process. Implementation of the proposed 12-foot-wide shared use path offers numerous benefits including:

- Enhancing regional access to nearby recreational facilities such as the Kissimmee Parks and Recreation and the Kissimmee Bay Country Club;
- Providing another mode of transportation to nearby school facilities; and
- Supporting other trail connections that are underway, including the Lakeshore Trail and the on-going development of NeoCity trails.



E Vine Street to Simpson Road

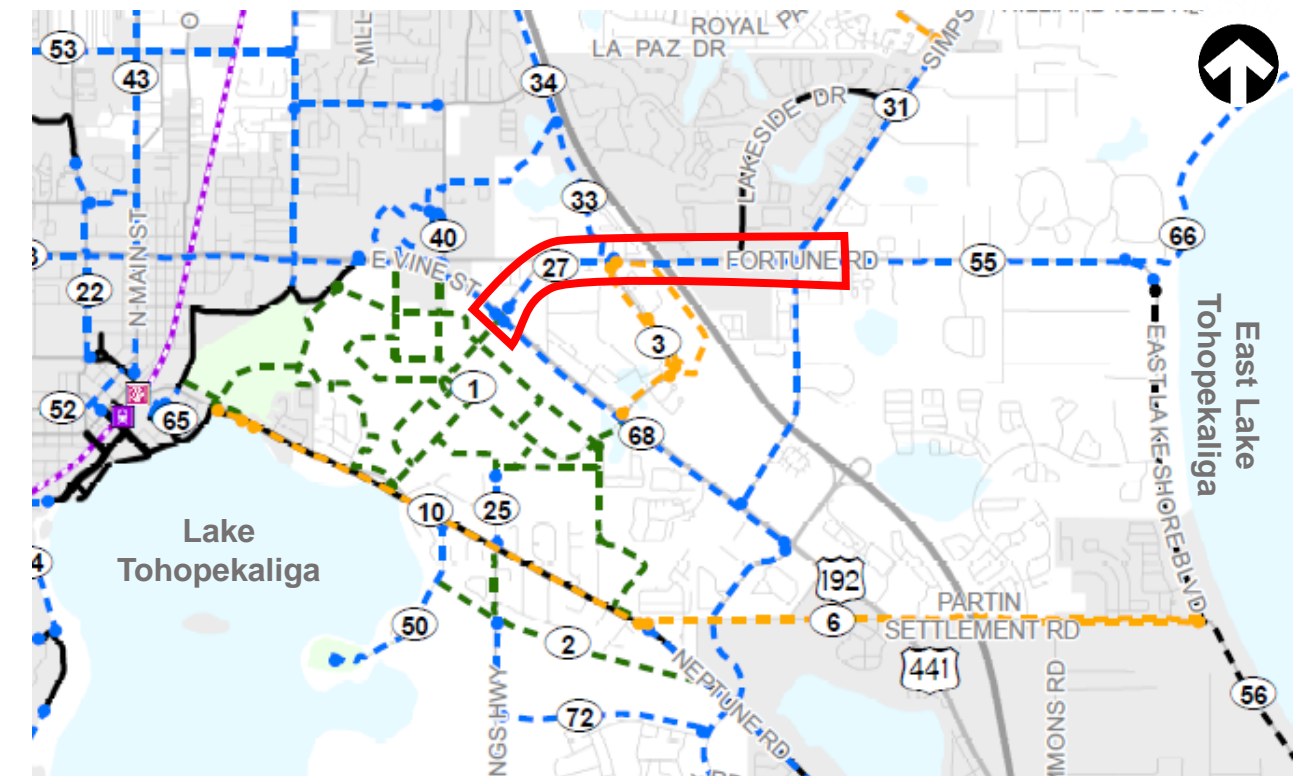


1.6 Miles

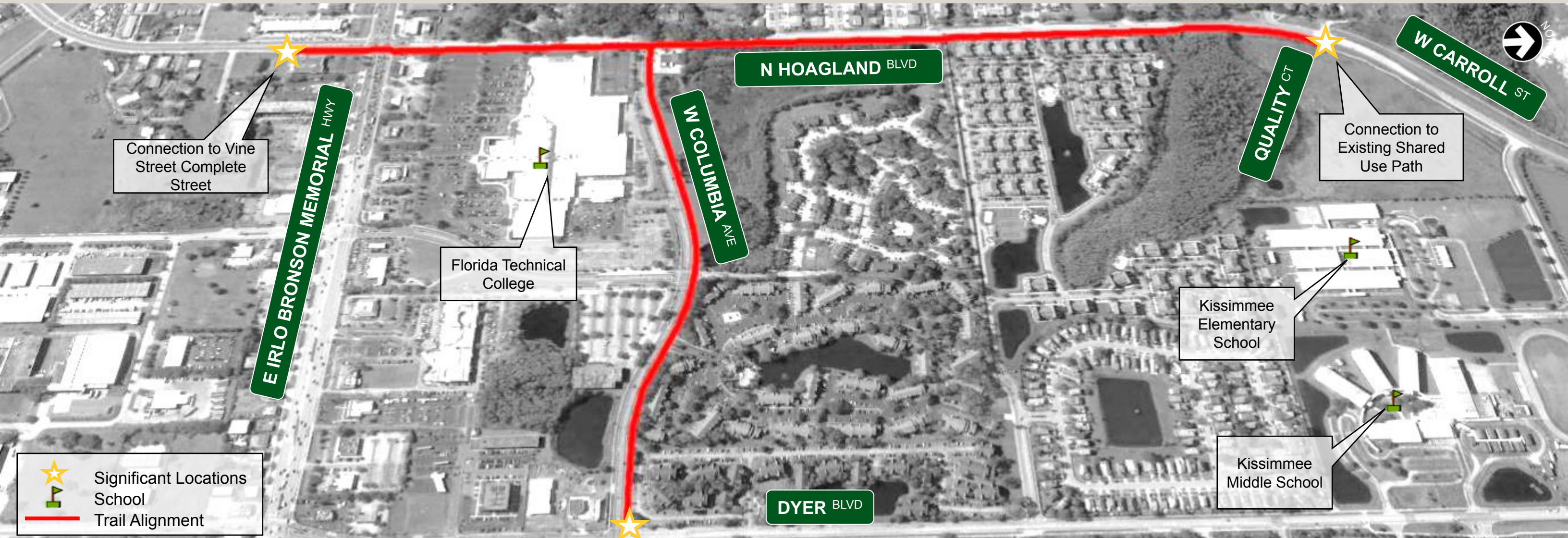


Refer to Lakeshore Fortune design

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 28: Hoagland Trail



## Project Summary

The Hoagland Trail is a 1.5-mile-long shared use path along Hoagland Boulevard and W Columbia Avenue. The proposed trail alignment runs on the east side of N Hoagland Boulevard from south of W Irlo Bronson Memorial Highway to Quality Court and on the north side of W Columbia Avenue from N Hoagland Boulevard to Dyer Boulevard. This trail will serve as a connector to the existing shared use path that runs parallel to W Carroll Street. Right-of-way is limited through this corridor, but there is an existing sidewalk back of curb.

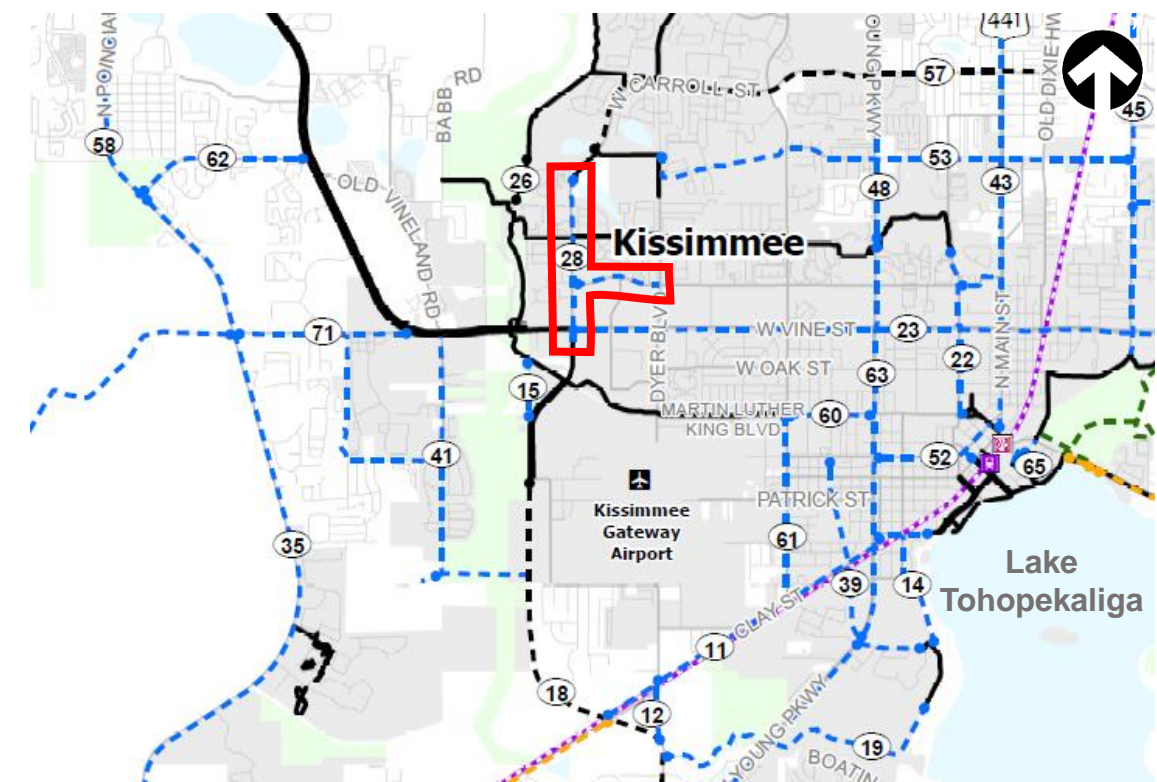
The proposed Hoagland Trail concept is a 12-foot-wide shared use path through most of the corridor. A more narrow path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements. Coordination with Florida Technical College is recommended to ensure safe crossing for students.

**A** **B**  
E Irlo Bronson Memorial Highway to Quality Court and Dyer Boulevard

1.5 Miles

\$3,600,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



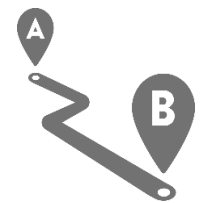
# 29: Harbor Connector Trail



## Project Summary

The Harbor Connector Trail is a proposed 2.0-mile-long connector between Ham Brown Road and Pleasant Hill Road. Based on 2018 aerial photography, a new residential community is under development east of Ham Brown Road. The Harbor Connector Trail concept alignment runs from Ham Brown Road along the south side of the new development access road, south of the new residential streets, along a planned extension of Harbor Road, to connect to the south side of Harbor Road over to Pleasant Hill Road. The trail concept includes direct connections for residents to easily access the shared use path.

The trail concept is a 12-foot-wide shared use path through most of the corridor. A more narrow path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements. A trail crossing signal is also anticipated to be needed at the intersection on Harbor Road and Pleasant Hill Road.



Ham Brown Road to Pleasant Hill Road

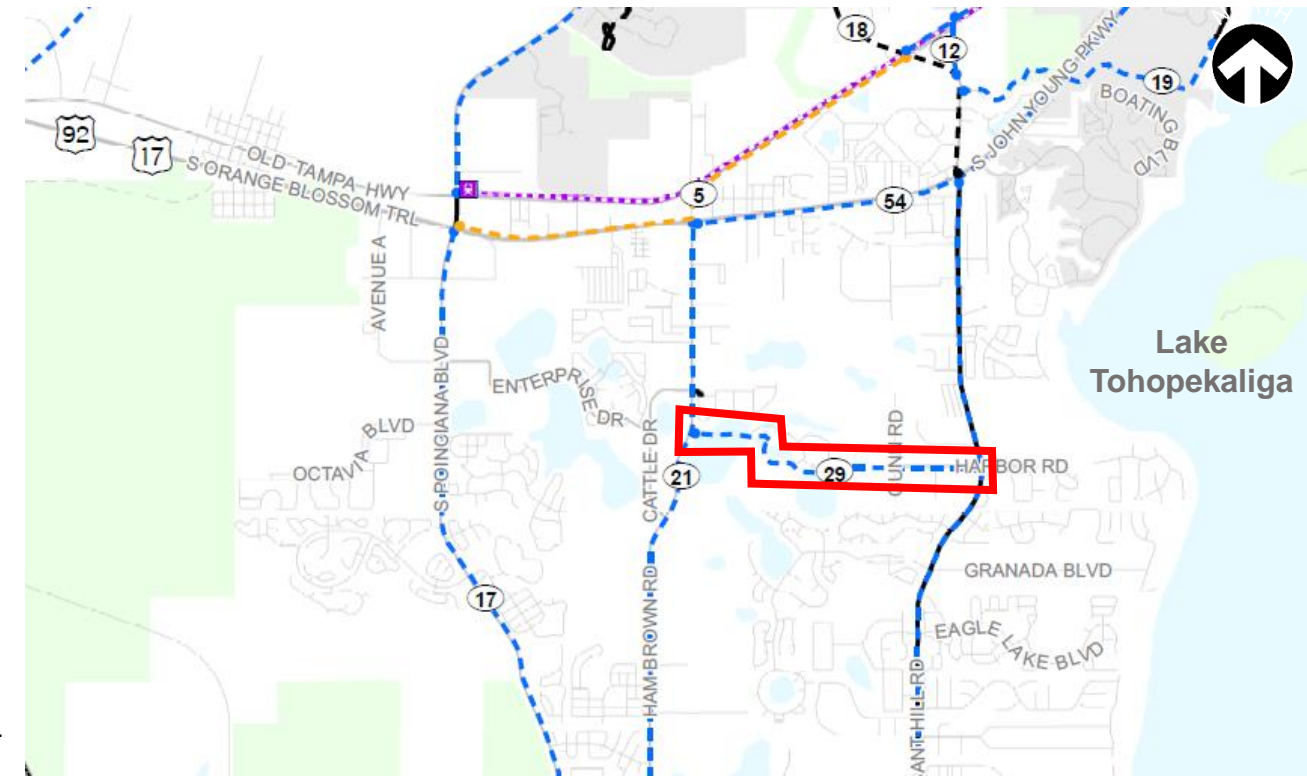


2.0 Miles



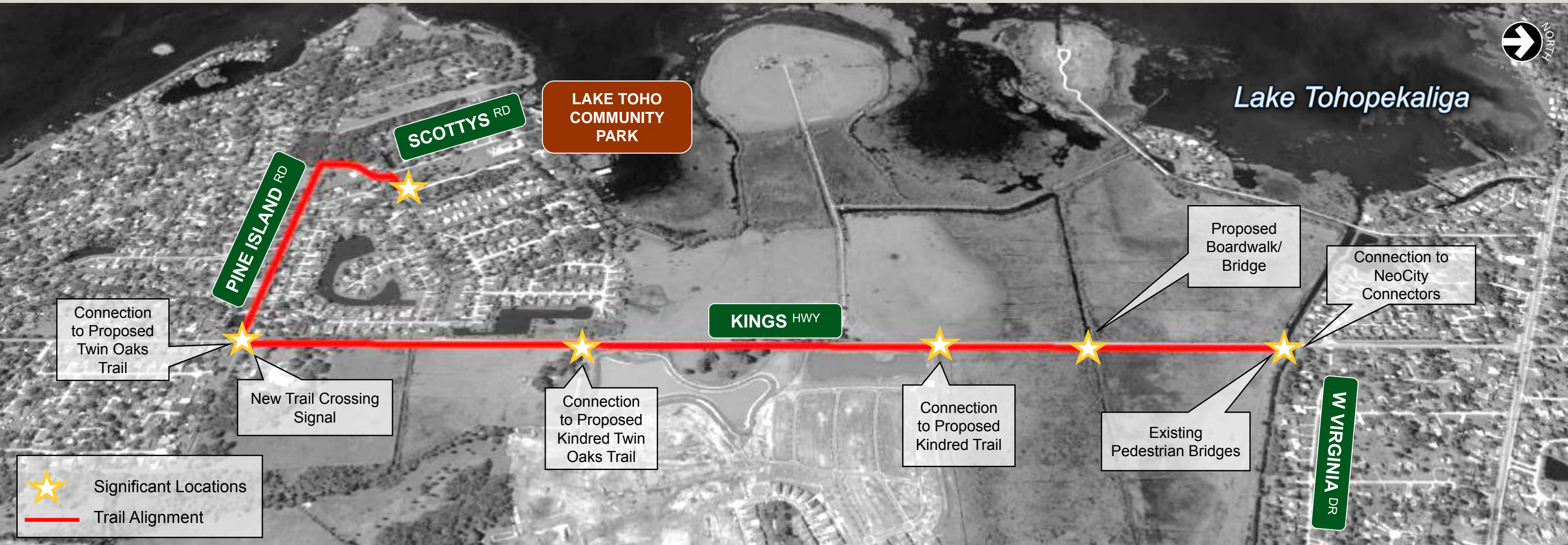
\$5,700,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.





# 30: Kings Highway Trail



## Project Summary

The Kings Highway Trail is a proposed 2.1-mile-long shared use path from Scottys Road to the Partin Canal Trail previously studied by Osceola County. The trail alignment runs from the Lake Toho Community Park to Partin Canal Trail along the side of Parsons Rd, Scottys Road, and Pine Island Road through a residential area. It then runs on the east side of Kings Highway to W Virginia Drive.

The Kings Trail concept is a 12-foot-wide shared use path through most of the corridor. A narrower path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.

The trail concept includes pedestrian bridges or boardwalks at locations on Kings Highway where the trail must cross the water bodies leading into Lake Tohopekaliga. A new/modified signal may also be needed at Pine Island Road and Kings Highway intersection.



Scottys Road to Partin Canal Trail (2F)

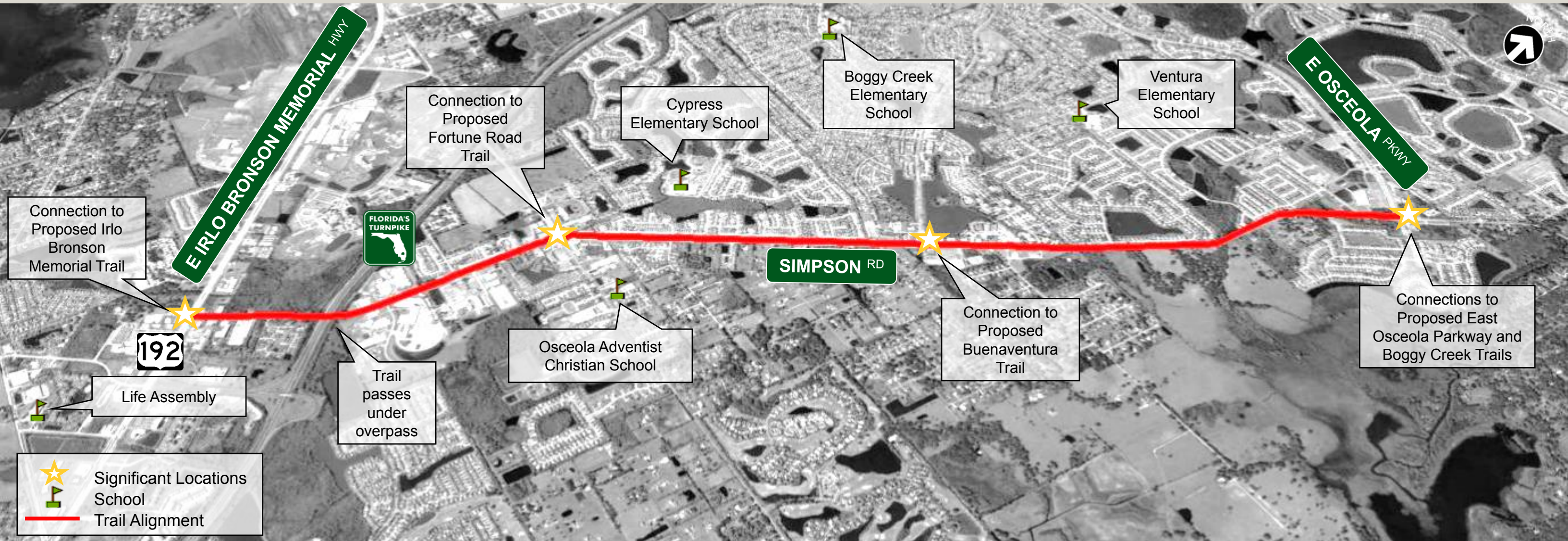
2.1 Miles

\$7,300,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



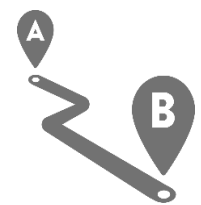
# 31: Simpson Trail



## Project Summary

The Simpson Trail is a proposed 4.4-mile-long shared use path running along the west side of Simpson Road from E Irlo Bronson Memorial Highway (US 192) to E Osceola Parkway. As of January 2019, Simpson Road is currently undergoing a PD&E Study to evaluate sidewalk and roadway improvements for this entire corridor. Coordination with the PD&E Study is needed to ensure enough public right-of-way is designated for future implementation of this trail.

The Simpson Trail concept is a 12-foot-wide shared use path through most of the corridor. A narrower path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.



E Irlo Bronson Memorial Highway to E Osceola Parkway

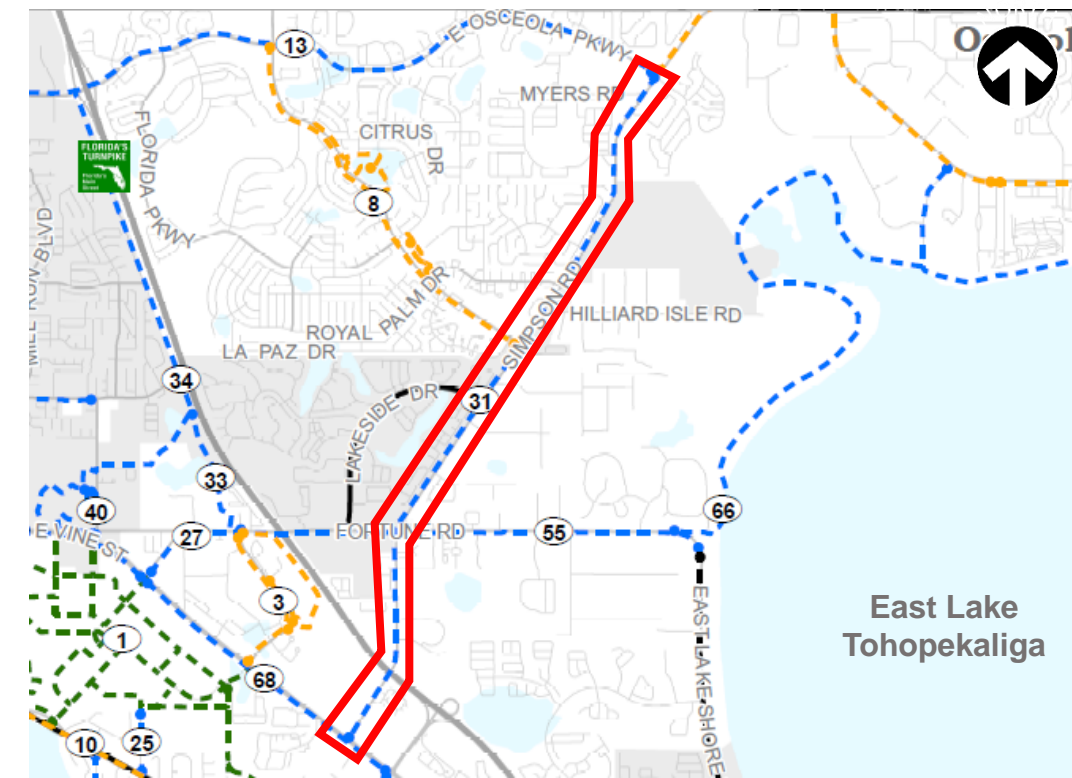


4.4 Miles



Project Cost to be developed through ongoing PD&E

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



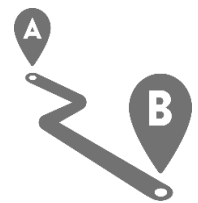
# 32: Osceola Parkway Central Trail



## Project Summary

The Osceola Parkway Central Trail is a proposed shared use path on the south side of W Osceola Parkway from Shingle Creek Preserve to S Orange Blossom Trail. This new 2.7-mile-long shared use path will enhance pedestrian and bicycle activity in the area. Currently, there is inconsistency with existing sidewalk infrastructure, making it difficult for pedestrian and bicycle users to travel along this segment W Osceola Parkway.

Based on the current conditions of the right-of-way, the proposed trail concept is a 12-foot-wide paved trail. Curb and gutter is not anticipated as available right-of-way is greater than 20 feet. However, drainage improvements are anticipated as this trail will overlap drainage inlets and cross drains. Additionally, a new/modified signal is proposed for the proposed trail crossing at the S John Young Parkway intersection.



Shingle Creek Preserve to S Orange Blossom Trail

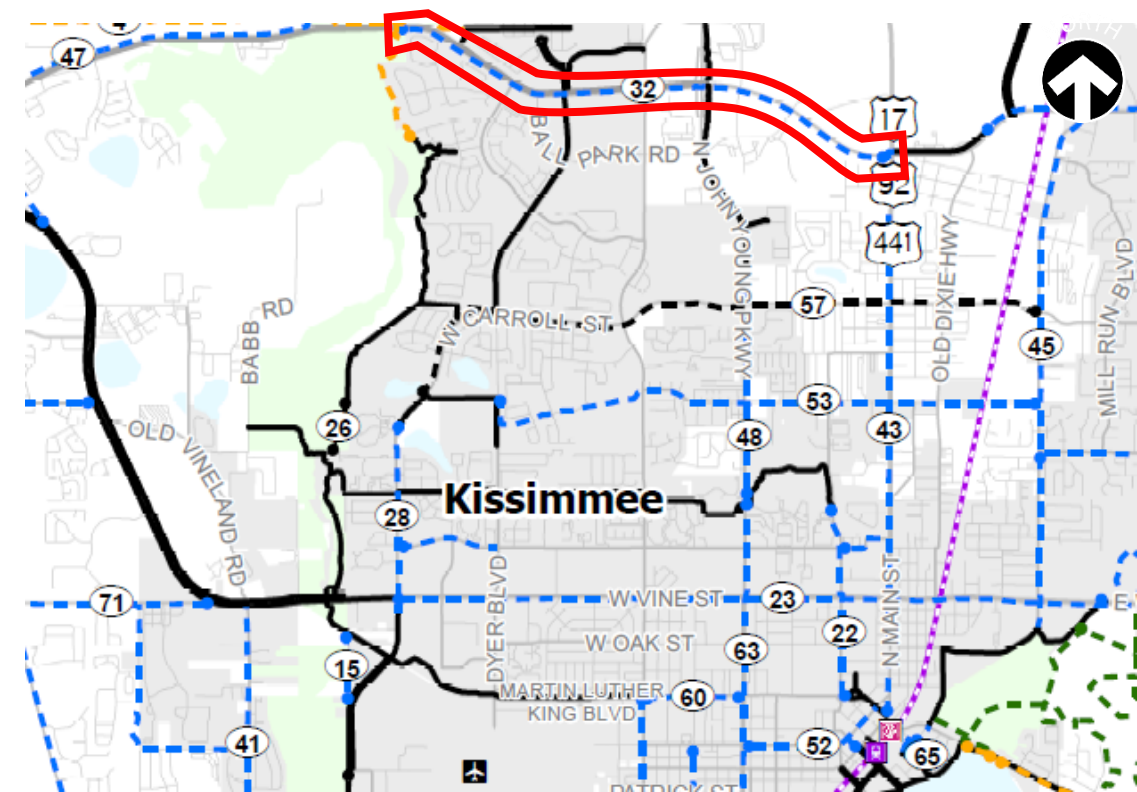


2.7 Miles





\$7,900,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 33: Bill Beck Extension Trail



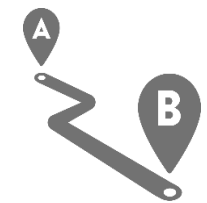
 Significant Locations  
 Trail Alignment

## Project Summary

The Bill Beck Extension Trail is a proposed 0.9-mile-long connector from Bill Beck Boulevard to south of Mill Sough Road. This trail is proposed to run parallel to the Florida Turnpike, and cut in between residential developments north of Fortune Road. The trail will be set back from the Florida's Turnpike ensuring safety for all users.

The Bill Beck Extension shared use path will provide numerous connections to enhance pedestrian and bicyclist activity in the area. The northern point of the trail is proposed to connect to the proposed Valencia College Connector Trail while the southern point of the trail will connect to the proposed Bill Beck Trail.

The proposed trail concept is a 12-foot-wide paved trail. Trail alignment could be adjusted to take advantage of opportunities to align portions of the trail around retention ponds to provide a more appealing route and scenery for users.



Bill Beck Boulevard to Mill Sough Road

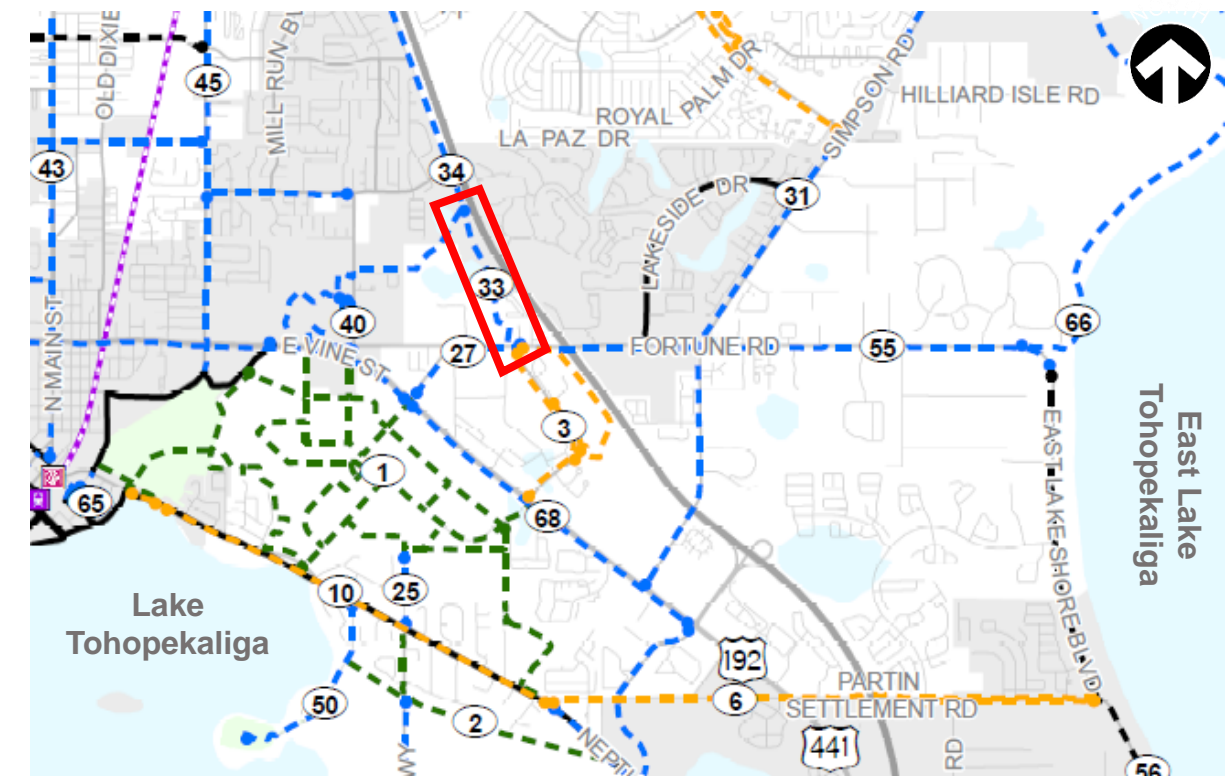


0.9 Miles

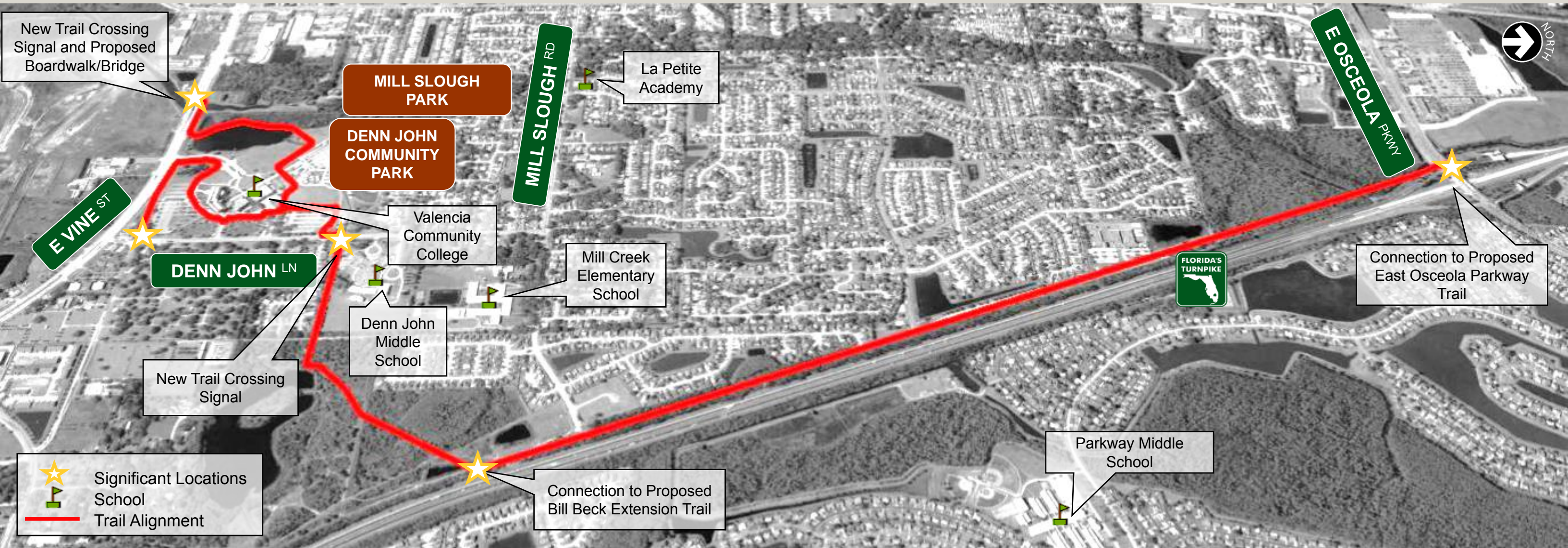


\$1,800,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



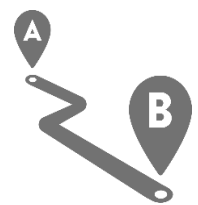
# 34: Valencia College Connector Trail



## Project Summary

The Valencia College Connector Trail is a proposed 4.2-mile-long shared use path that runs parallel to the Florida's Turnpike and connects E Vine Street to E Osceola Parkway. Most of the trail runs through undeveloped land or within the Denn John Community Park or Valencia Community College campus. This proposed trail will significantly boost pedestrian and bicyclist activity in the area by providing direct access to a high-volume college campus, parks, schools, and residential communities west of the Turnpike.

Based on current conditions of the right-of-way, the proposed trail will be a 12-foot-wide paved trail. Improvements to the existing sidewalk infrastructure at the Valencia College campus is proposed. Coordination with Valencia Community College and Denn John Middle School is recommended to ensure safe crossings and convenient connections for all users. Additionally, new/modifications to signals for trail crossings as well as pedestrian bridges are anticipated with implementation of this trail.



Vine Street to E Osceola Parkway

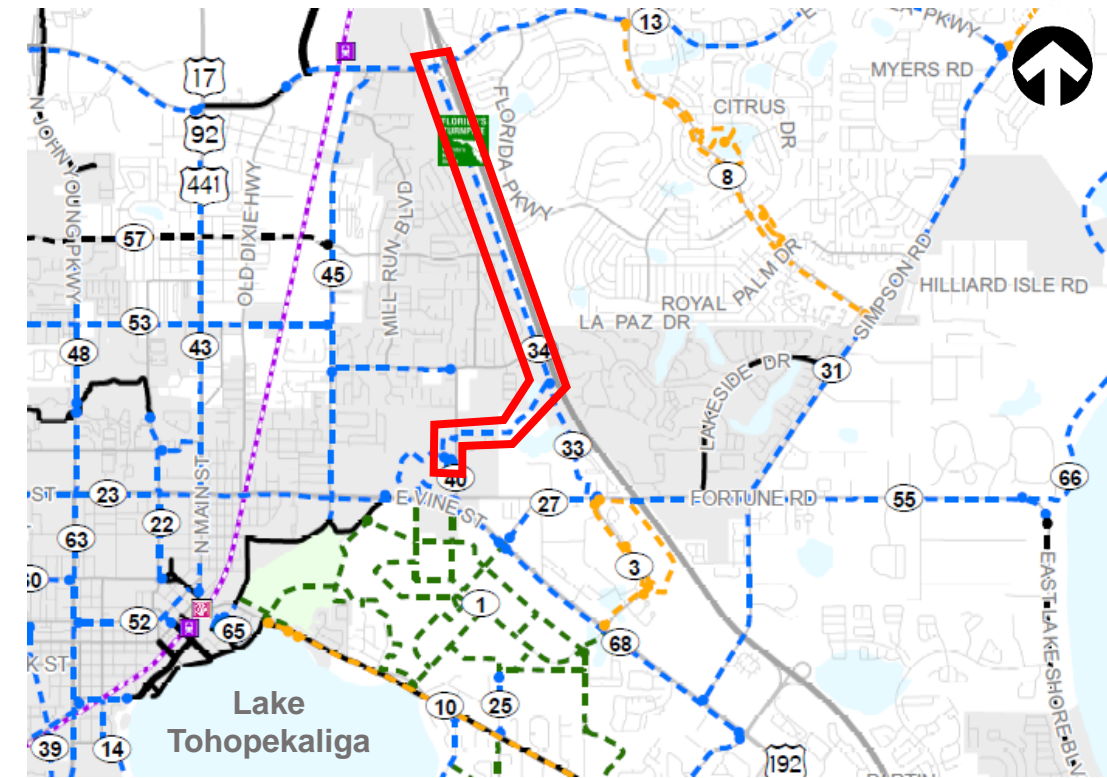


4.2 Miles



\$9,800,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



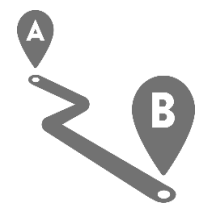
# 35: Poinciana Central Trail



## Project Summary

The Poinciana Central Trail is proposed to align on the east side of S Poinciana Boulevard for 4.6 miles from Old Tampa Highway to Siesta Lago Drive. The majority of this corridor has an existing sidewalk that would be replaced with a shared use path. Generally, there is 2 to 6 feet of buffer provided between the roadway and the sidewalk. Additionally, the sidewalk is generally located behind drainage swales or cross drains.

The Poinciana Central Trail concept is a 12-foot-wide shared use path through most of the corridor. A narrower path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements. Additionally, pedestrian bridges are likely needed to cross any water bodies intersecting Poinciana Boulevard.



Old Tampa Highway to Siesta Lago Drive

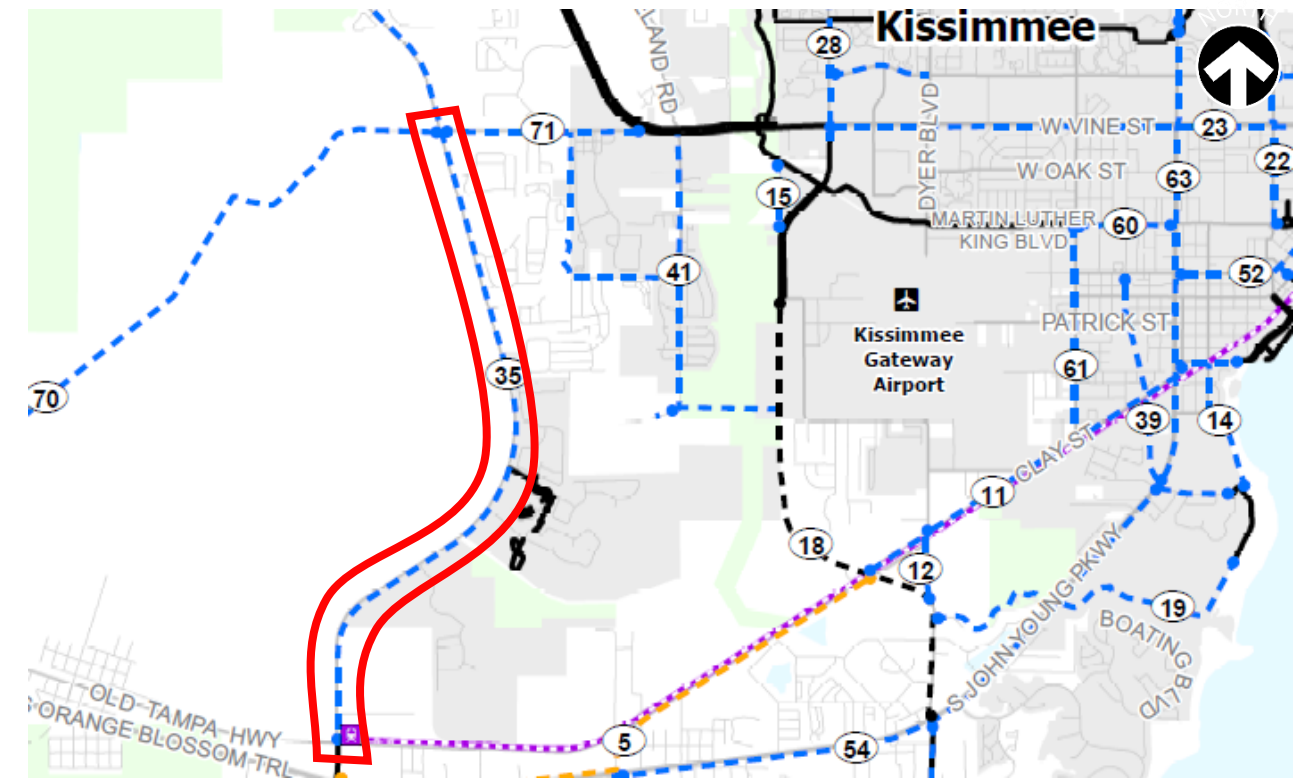


4.6 Miles

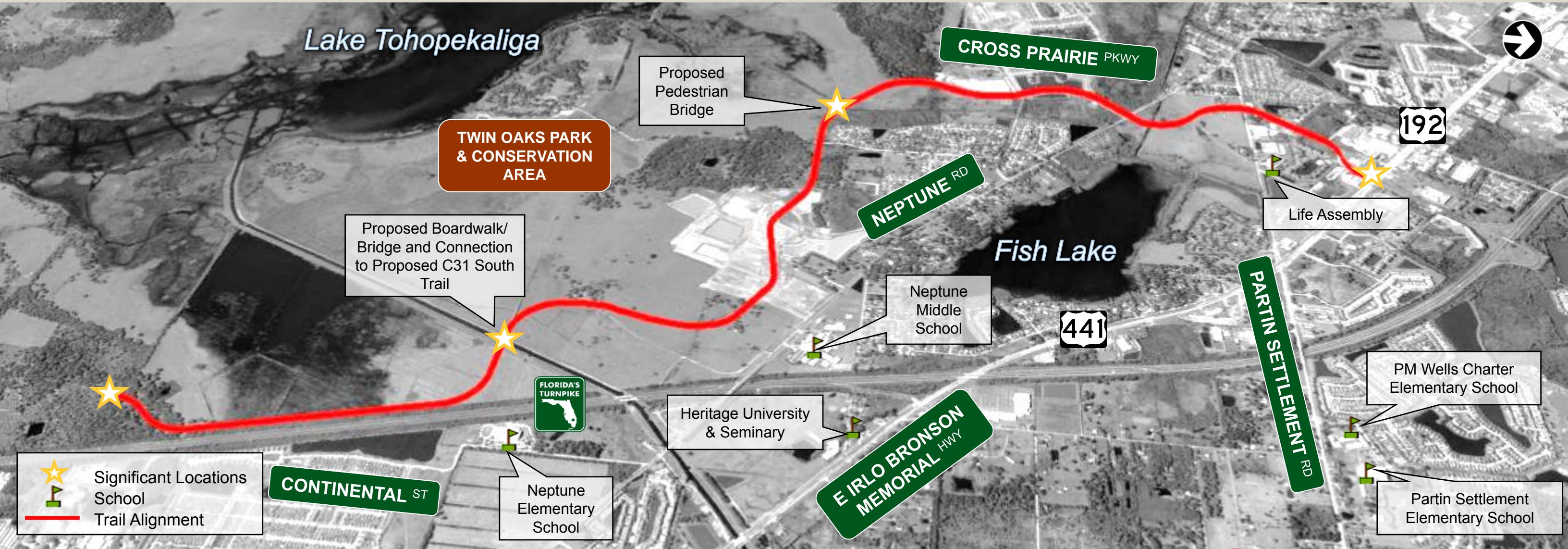


\$12,400,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



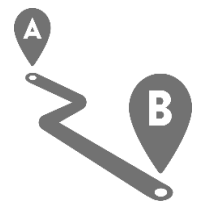
# 36: Cross Prairie Trail



## Project Summary

The Cross Prairie Trail is a proposed 5.4-mile-long shared use path that runs along the Cross Prairie Parkway that is currently under construction. The proposed trail concept connects Continental Street to E Irlo Bronson Memorial Highway. This project is largely under construction concurrent with residential development along the corridor. The trail built to date is an 8-foot-wide paved trail along the west side of Cross Prairie Parkway.

In developing future elements of the trail, a 12-foot-wide paved trail would be preferable. Once completed, this trail will significantly enhance connectivity to many nearby schools located west of the Florida's Turnpike, including Neptune Middle School and Life Assembly. Two pedestrian bridges may be needed to cross over water inlets into the nearby lakes. Additionally, multiple trail crossing signals are likely needed where the trail intersects at Neptune Road and Partin Settlement Road.



Continental Street to E Irlo Bronson Memorial Highway

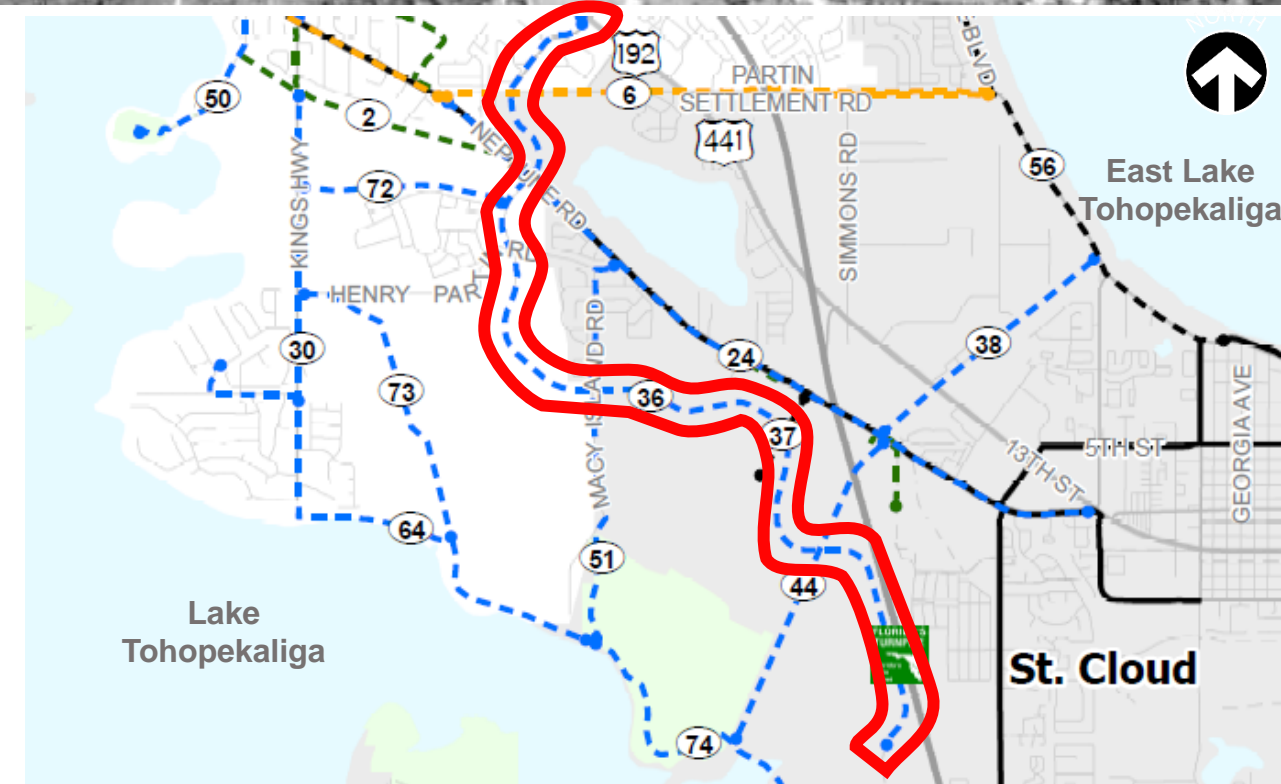


5.4 Miles

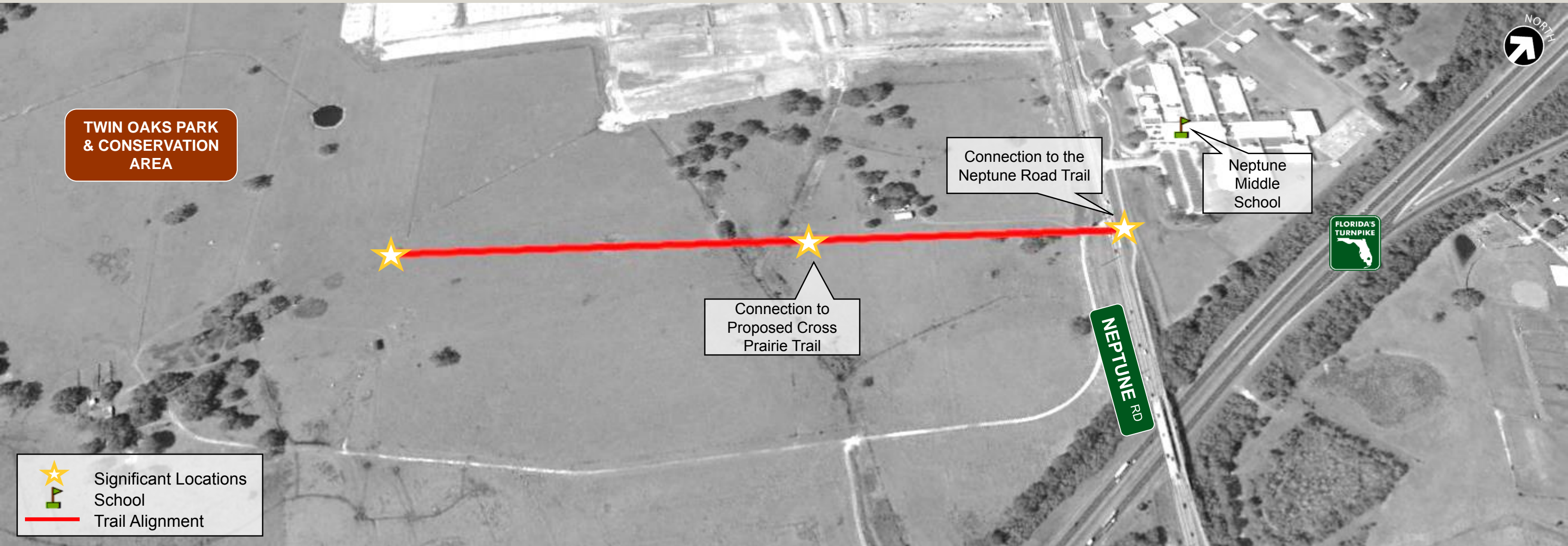


To be constructed with the roadway

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 37: Tohoqua Trail

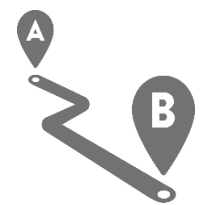


## Project Summary

The Tohoqua Trail is a proposed 0.5-mile-long shared use path that provides a connection between the the Cross Prairie Trail, the Twin Oaks Conservation Area and the Neptune Trail. This trail is strategically placed near a residential master planned community for the Tohoqua area.

The County has previously established this trail alignment through a design process. Implementation of the proposed shared use path offers numerous benefits including:

- Providing residents access to 20 acres of parks and green space, and a 370-acre regional park, and
- Enhancing access to NeoCity and other proposed trails north of the planned community including the Neptune Road Trail and Lakeshore Trail.



Twin Oaks Conservation Area to Neptune Road

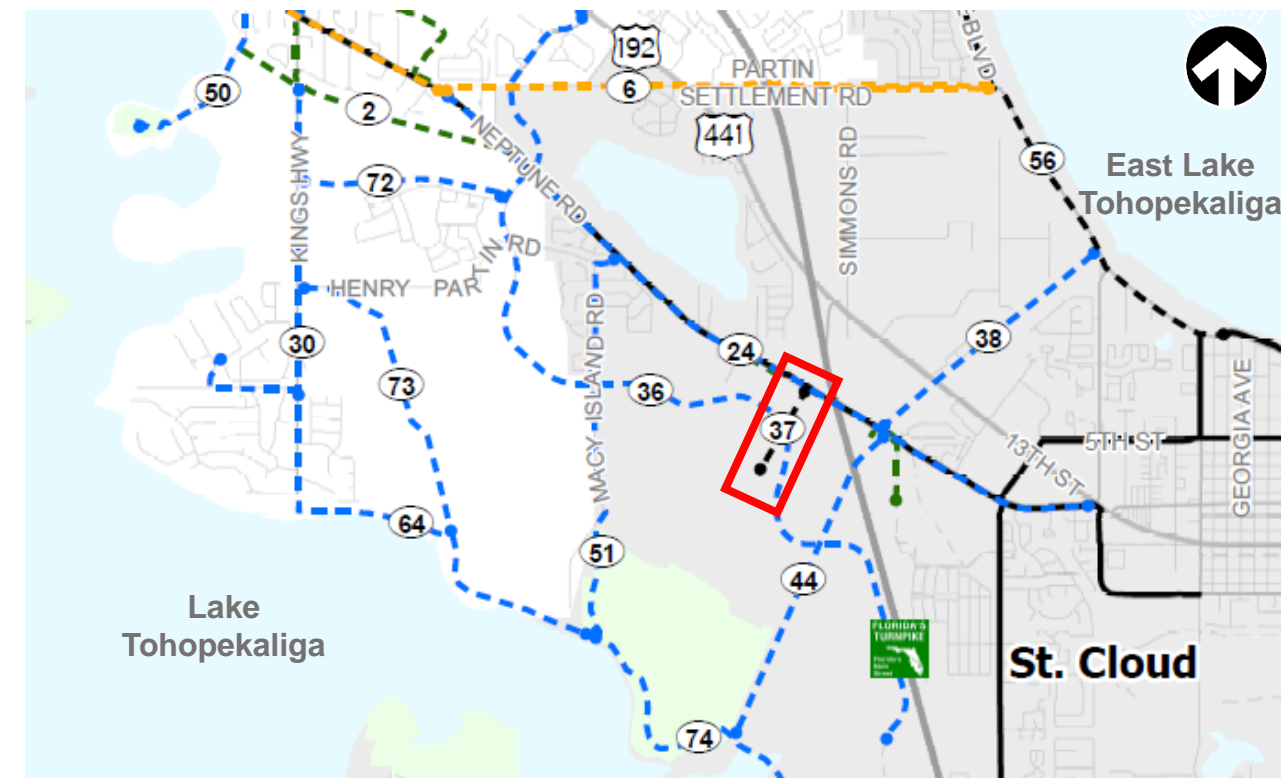


0.5 Miles



Constructed with the roadway supporting new residential development

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.





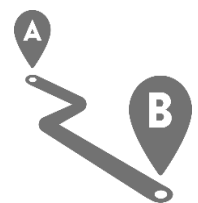
# 38: Kissimmee St. Cloud Connector



## Project Summary

The Kissimmee St. Cloud Connector Trail is a proposed connector trail from Neptune Road to E Lakeshore Boulevard. The alignment runs 1.4 miles on the southeast side of a water body that connects East Lake Tohopekalgia to Lake Tohopekalgia. This proposed trail creates an important link between the proposed Lakeshore Trail, the existing Neptune South Trail, and the proposed C31 South Trail. The alignment runs through undeveloped land, hugging near residential properties, and would need to pass under the E Irlo Bronson Memorial Highway (US 192) bridge.

The proposed Kissimmee St. Cloud Connector Trail concept is a 12-foot-wide paved trail. Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is aligned in an area where the trail is placed behind properties. Adequate lighting and amenities will be considered to activate as much of the trail as possible.



Neptune Road to Lakeshore Boulevard

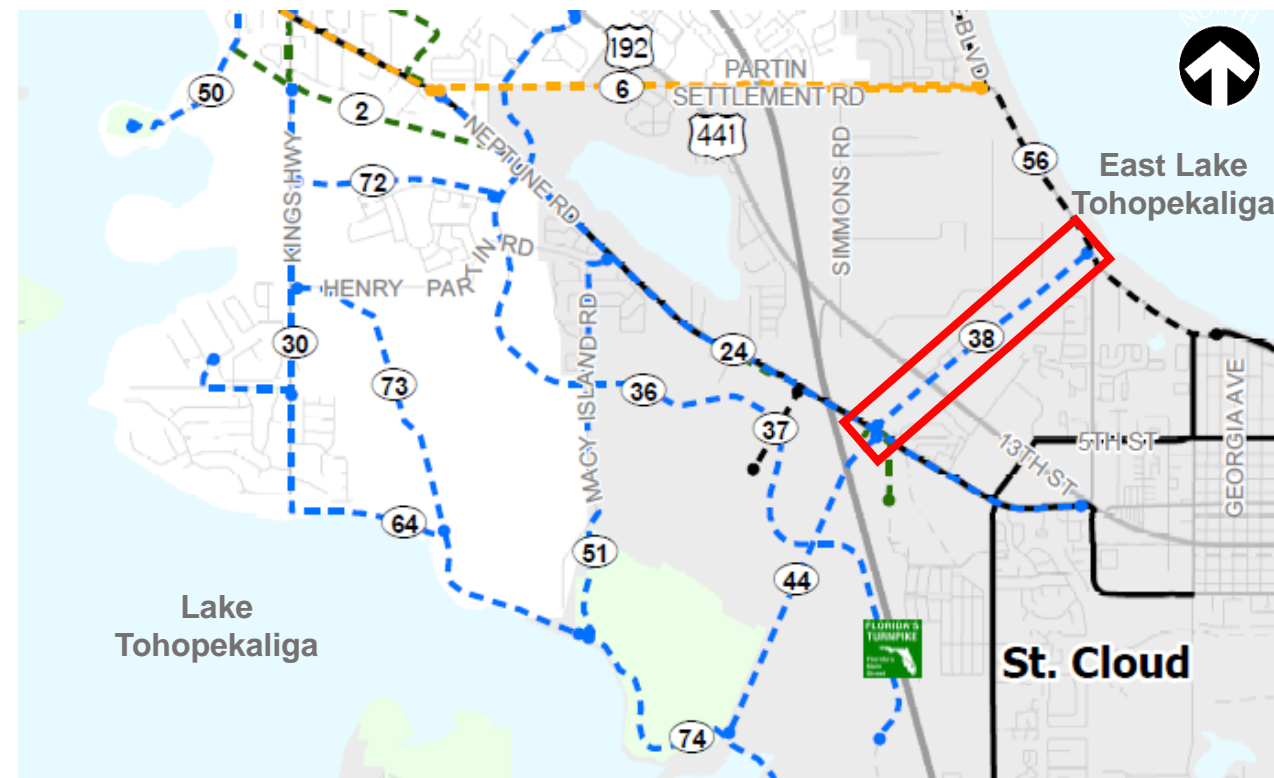


1.5 Miles

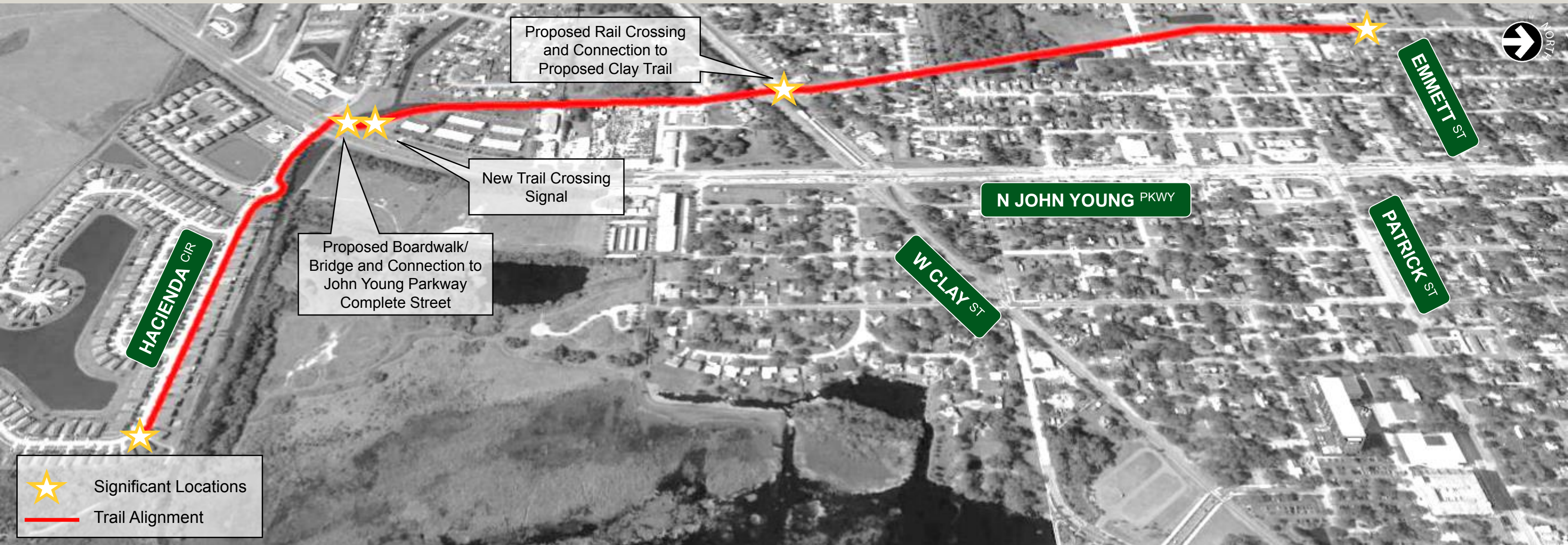


\$2,800,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



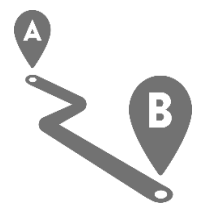
# 39: West Kissimmee Canal Trail



## Project Summary

The West Kissimmee Canal Trail is a proposed 1.5-mile-long shared use path that follows the drainage canal from Hacienda Circle to Emmett Street. The alignment runs along Hacienda Circle, crosses N John Young Parkway, crosses the drainage canal to create a north-south connection to Emmett Street. The proposed trail alignment runs parallel to the drainage canal and requires a rail crossing near Clay Street. The proposed trail connects to several other proposed trails. This trail will enhance pedestrian and bicyclist connectivity in the area as this trail's southern connection point meets with an existing shared use path at Hacienda Circle.

The West Kissimmee Canal Trail concept is a 12-foot-wide paved trail. The majority of the trail aligns parallel to a water body that leads into Lake Tohopekaliga. A pedestrian bridge is likely needed to cross over this water body, as well as upgrades to the signal at the N John Young Parkway and Hacienda Circle intersection.



Hacienda Circle to Emmett Street

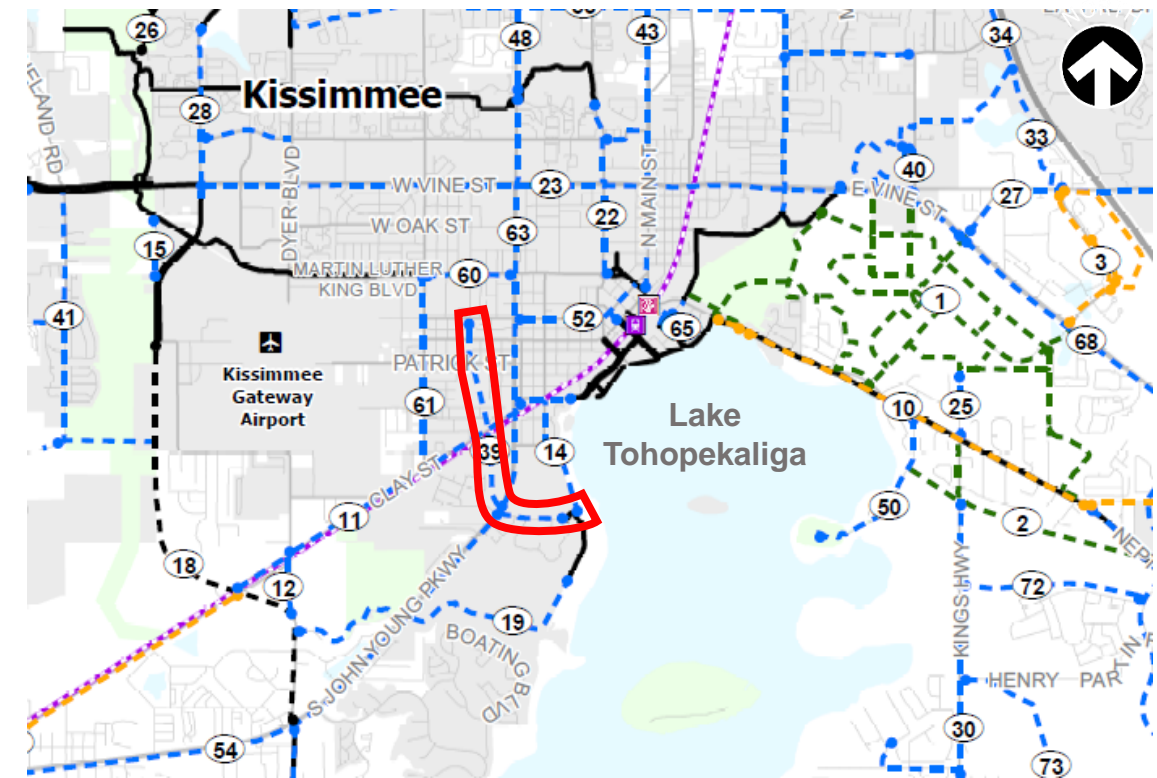


1.5 Miles

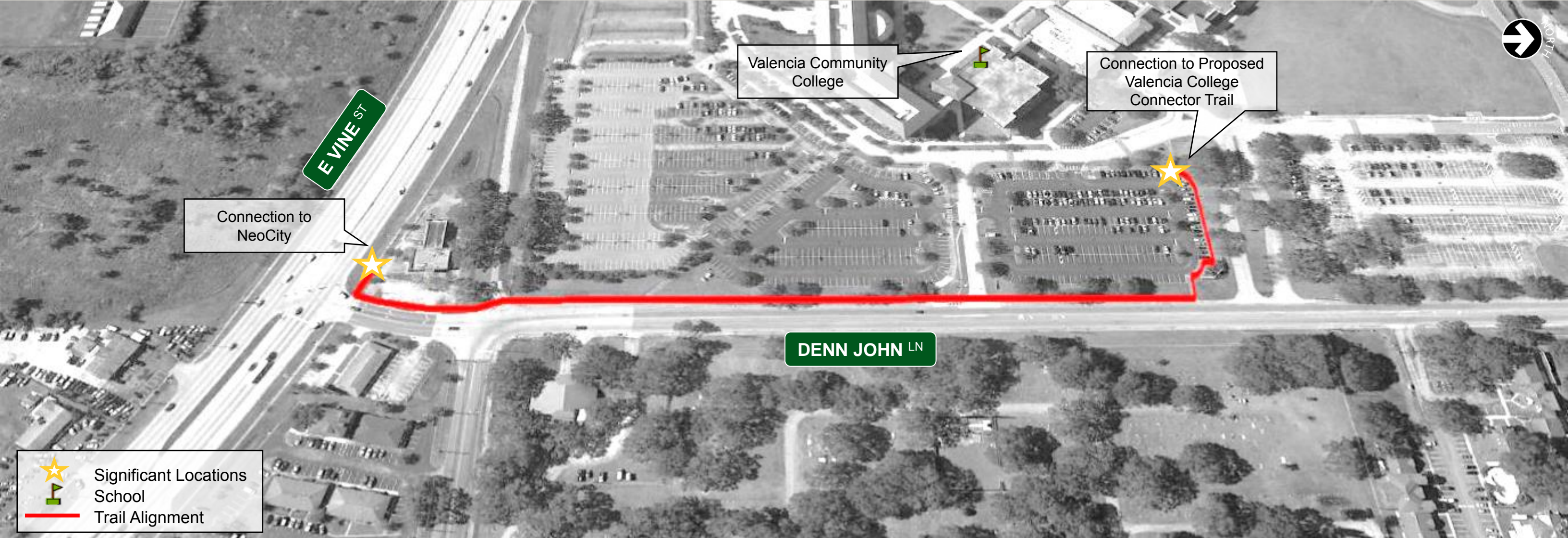


\$3,800,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



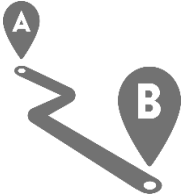
# 40: Denn John Trail



## Project Summary

The Denn John Trail is a proposed 0.3-mile-long shared use path on the west side of Denn John Lane connecting from Vine Street to Valencia Community College. The proposed alignment will replace an existing sidewalk located back of curb. The trail would provide an east/west connection to the proposed Valencia Community College Connector Trail and to proposed pedestrian and bicyclist improvements as part of the Vine Street Complete Street.

The proposed trail concept for Denn John Trail is a 10-foot-wide shared use path, which will help avoid impacts to adjacent parcels. Right-of-way may need to be acquired to implement a minimum trail width of 10 feet. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.



Vine Street to Valencia Community College

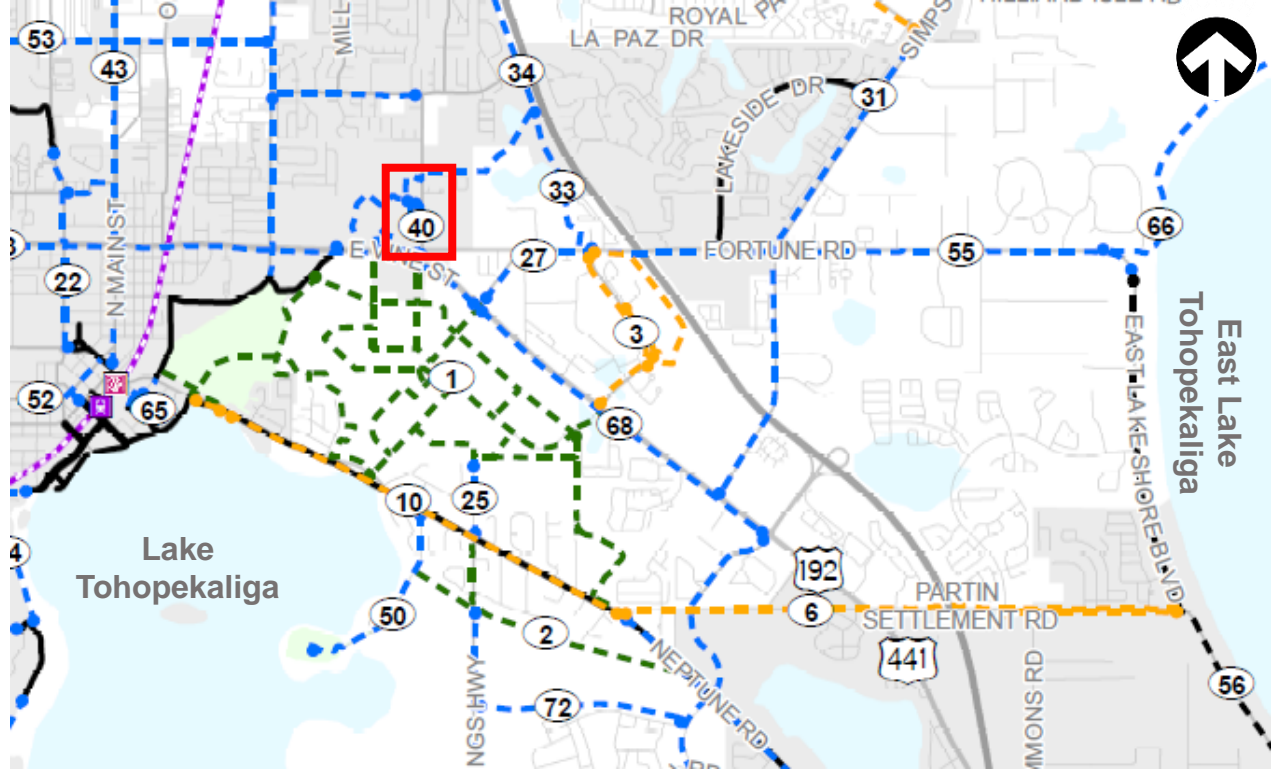


0.3 Miles

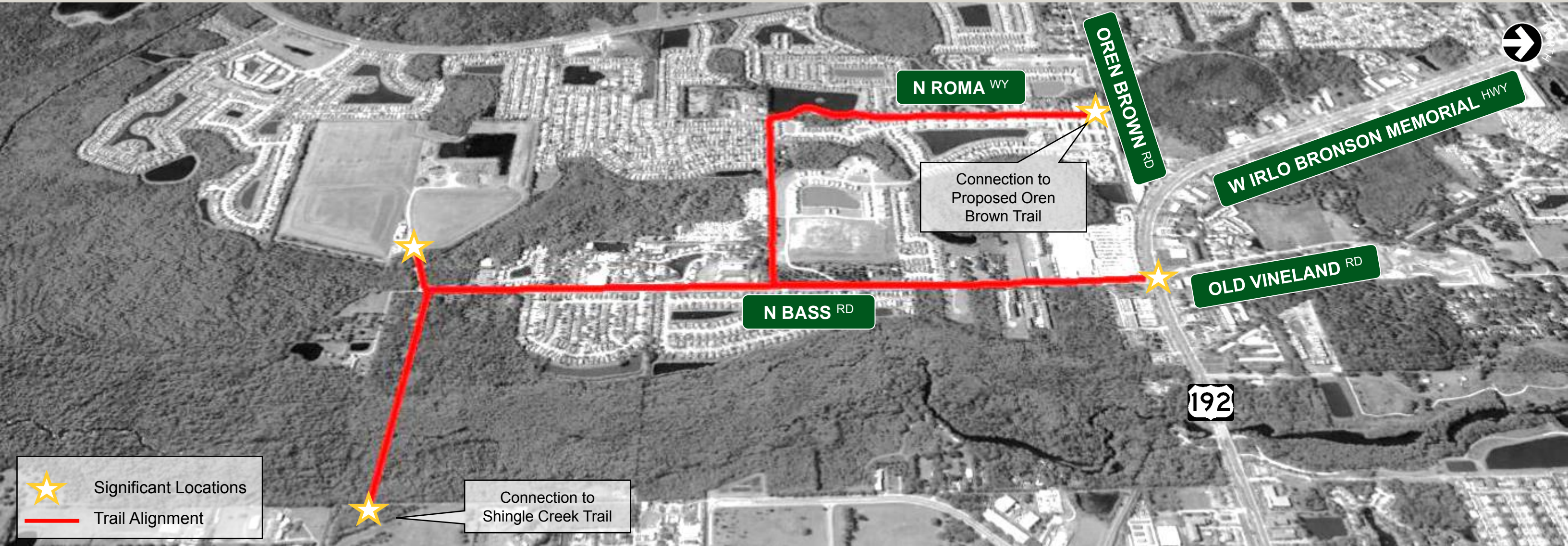


\$1,200,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



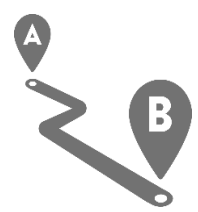
# 41: Roma-Yowell Trail



## Project Summary

The Roma-Yowell Trail is a 3.3-mile-long shared use path along N Romay Way through residential development along N Bass Road and N Roma Way. This proposed trail connects a new section of Shingle Creek Trail along Hoagland Boulevard to Oren Brown Road and will enhance pedestrian and bicyclist activity in the area as sidewalk lacks continuity or doesn't exist. Bridging the Shingle Creek is required to allow for this connection.

Portions of the proposed trail alignment are constrained by limited right-of-way and numerous residential properties and commercial businesses adjacent to the roadway. Narrowing portions of the trail to 10 feet wide may be required to avoid impacts to private parcels. Right-of-way may need to be acquired to implement a minimum trail width of 10 feet. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.



Shingle Creek Trail to Oren Brown Road and W Irlo Bronson Memorial Highway

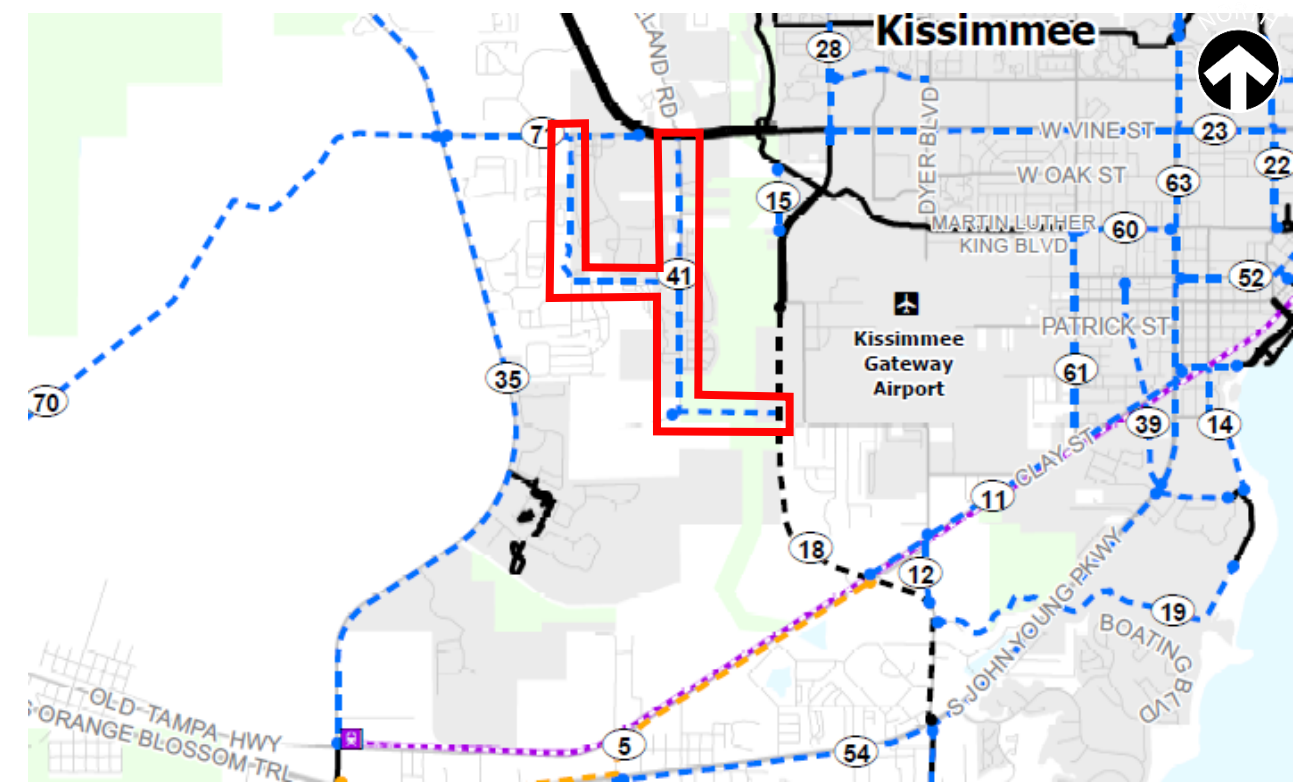


3.3 Miles

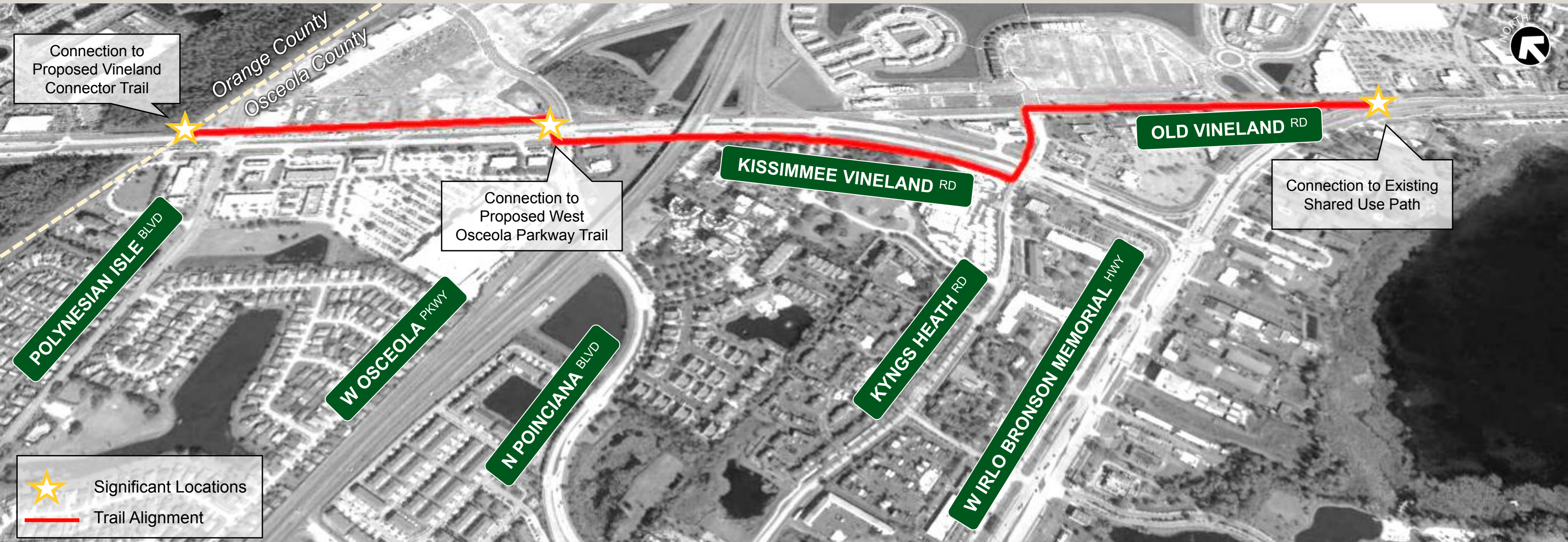


\$9,800,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 42: Vineland (SR 535) Trail



## Project Summary

The Vineland (SR 535) Trail is a proposed 1.5-mile-long connector from Polynesian Isle Boulevard to W Irlo Bronson Memorial Highway. The trail alignment runs along the east side of Old Vineland Road, crosses to the north side of Kyngs Heath Road, crosses to the west side of Kissimmee Vineland Road (SR 535), passes under W Osceola Parkway, crosses to the east side of Kissimmee Vineland Road at Poinciana Boulevard before ending at the County border near Polynesian Isle Boulevard. The trail is strategically located near residential property and commercial businesses, providing a convenient alternative mode of transportation for residents and visitors to the area. This trail will also connect to the proposed Shingle Creek connector trail, in an effort to close the gaps in the County's trail network system.

The Vineland (SR 535) Trail concept is a 12-foot-wide paved trail. Coordination with residential development and commercial businesses may be needed to allow trail access through these parcels.

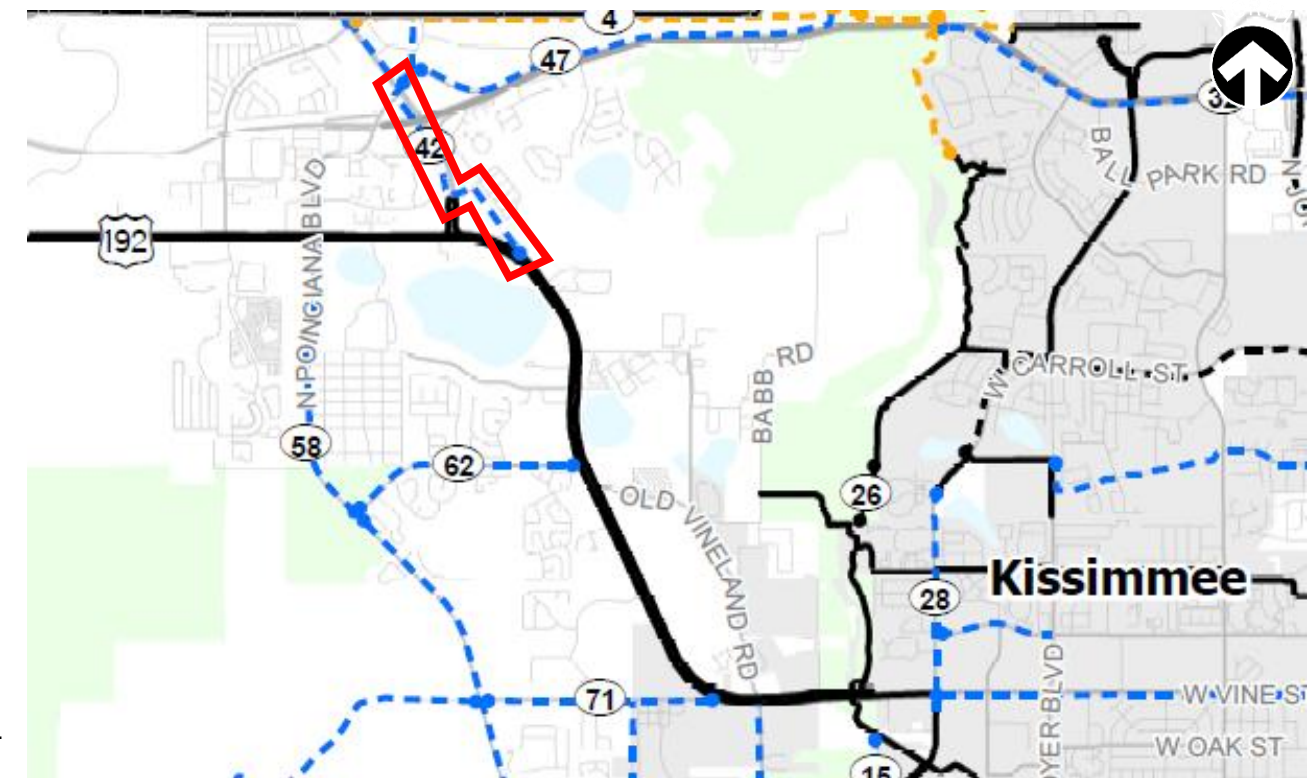


Polynesian Isle Boulevard to W Irlo Bronson Memorial Highway

1.5 Miles

\$5,100,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 43: Main Street Trail



## Project Summary

The Main Street Trail is a proposed 3.2-mile-long shared use path along the west side of N Main Street (US 17/19/441). The trail extends from W Neptune Road to Osceola Parkway. A proposed leg of this trail aligns on the north side of W Columbia Avenue from N Main Street to N Central Avenue. This trail may be best suited for a complete streets project looking comprehensively at multi-modal activity on the corridor.

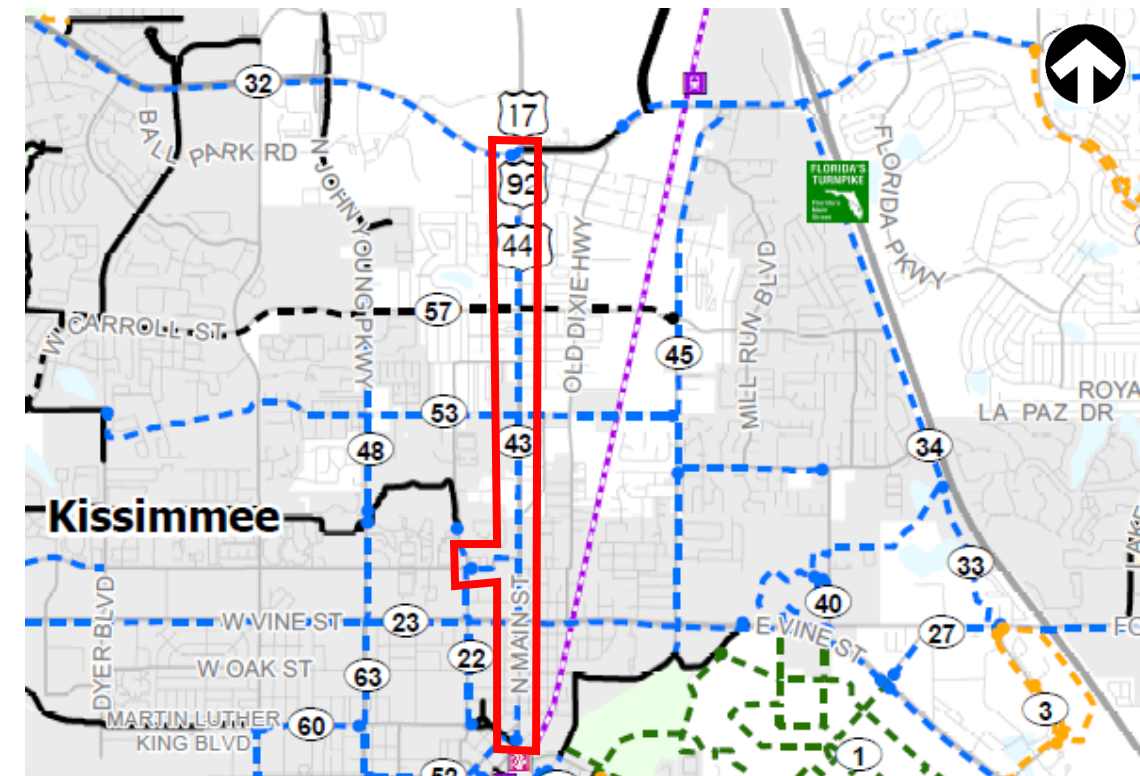
Portions of the alignment are constrained by limited right-of-way and numerous residential driveways and commercial businesses are located adjacent to the roadway. Narrowing portions of the trail to 10 feet wide may be required to avoid impacts to private parcels. Right-of-way may need to be acquired to implement a minimum trail width of 10 feet. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements. Pedestrian bridges are also anticipated to cross over water bodies.

**A** **B**  
Neptune Road to E Osceola Parkway and W Columbia Avenue

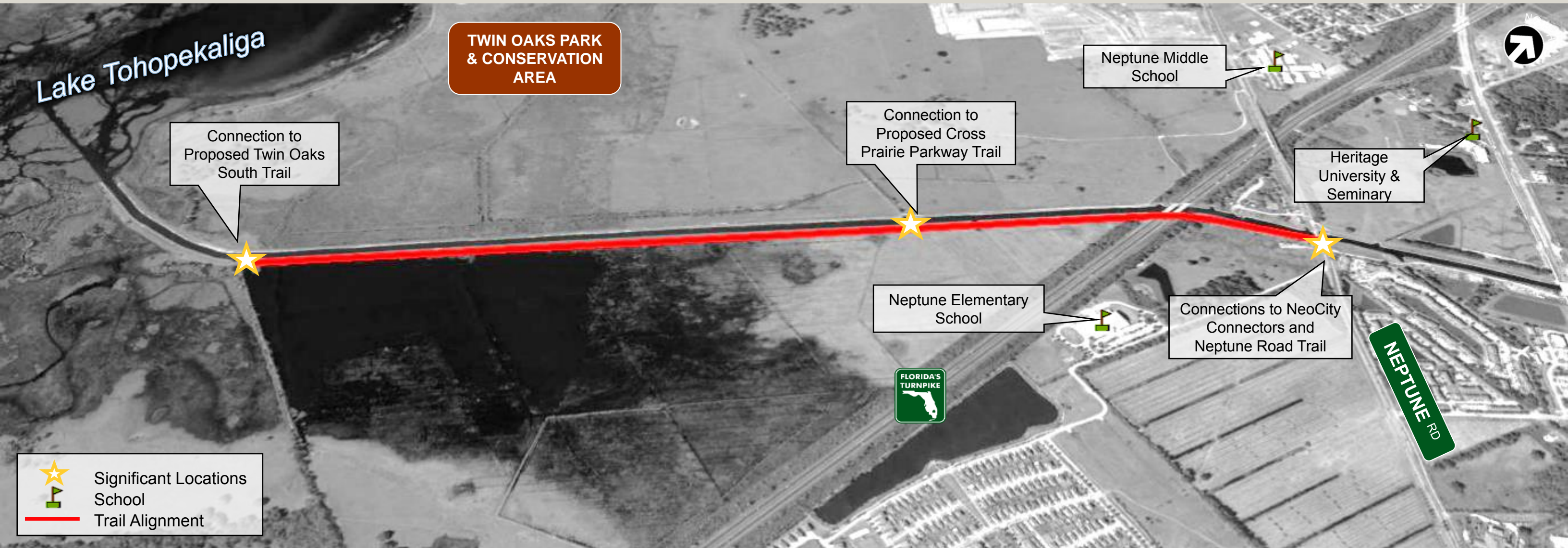
3.2 Miles

\$10,400,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



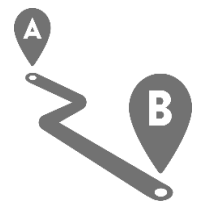
# 44: C31 South Trail



## Project Summary

The C31 South Trail is a proposed connector trail from Lake Tohopekaliga to Neptune Road. The alignment runs 1.7 miles on the southeast side of a water body leading into Lake Tohopekaliga. This trail connects to the proposed Neptune South Trail, the proposed Kissimmee – St. Cloud Connector Trail, and the proposed Twin Oaks South Trail. The alignment is proposed through undeveloped land.

The proposed trail concept is a 12-foot-wide paved path or boardwalk trail running through the wetland areas. A boardwalk trail through a more natural setting gives pedestrians and bicyclists an opportunity to experience nature while conserving the natural environment and landscape. Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is not near a well-lit corridor. Adequate lighting and amenities will be considered to activate as much of the trail as possible.



Neptune Road to Lake Tohopekaliga

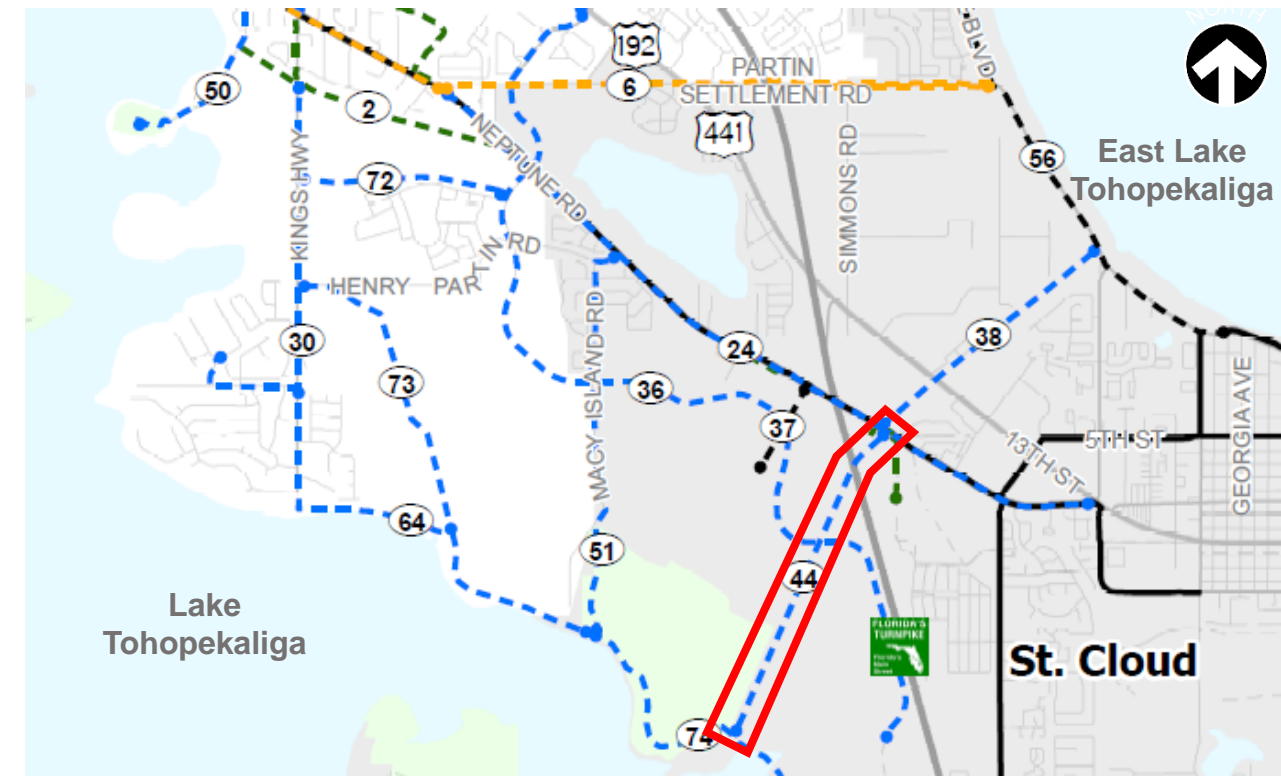


1.7 Miles

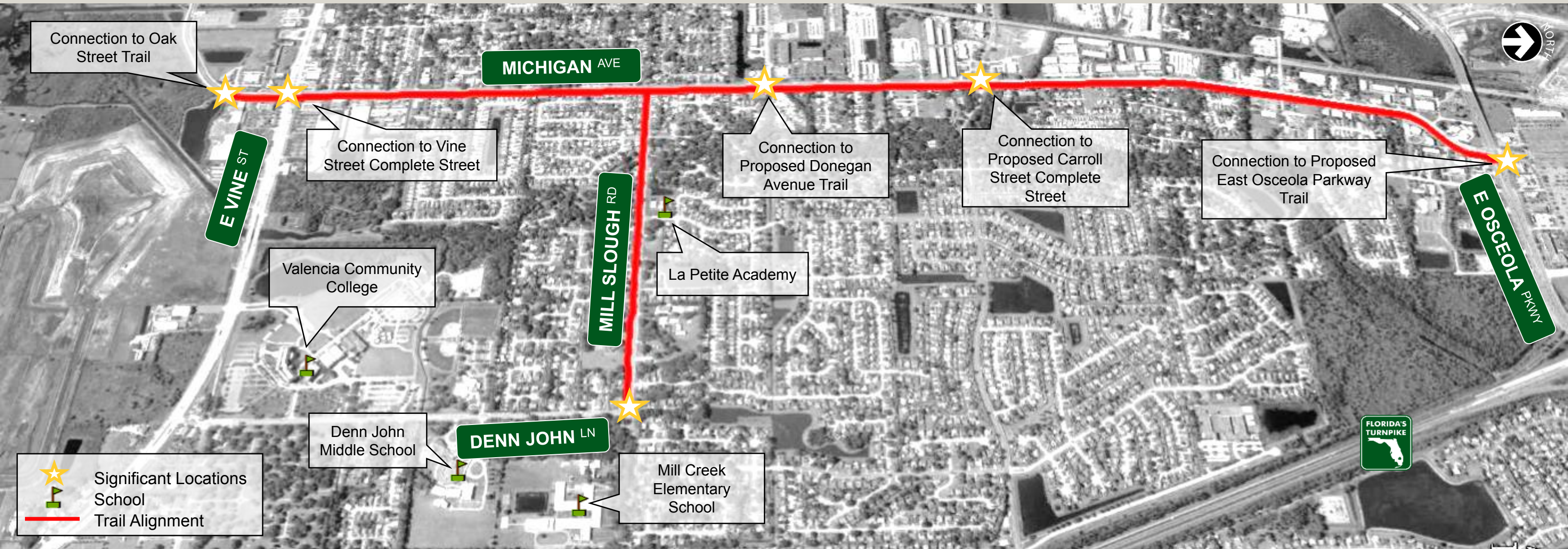


\$3,300,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 45: Michigan Trail



## Project Summary

The Michigan Trail is a proposed 3.4-mile trail along Michigan Avenue and Mill Slough Road connecting Oak Street Trail to E Osceola Parkway and Denn John Lane. The proposed alignment is on the east side of Michigan Avenue from south of E Vine Street to E Osceola Parkway and on the south side of Mill Slough Road from Michigan Avenue to Denn John Lane.

The majority of the alignment is constrained by limited right-of-way and numerous residential driveways and commercial businesses adjacent to the roadway. Narrowing portions of the trail to 10 feet wide may be required to avoid impacts to private parcels. Right-of-way may need to be acquired to implement a minimum trail width of 10 feet. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements. Additionally, this trail will enhance connectivity to the schools nearby including Denn John Middle and Mill Creek Elementary, as the trail is conveniently located within a heavy residential area.

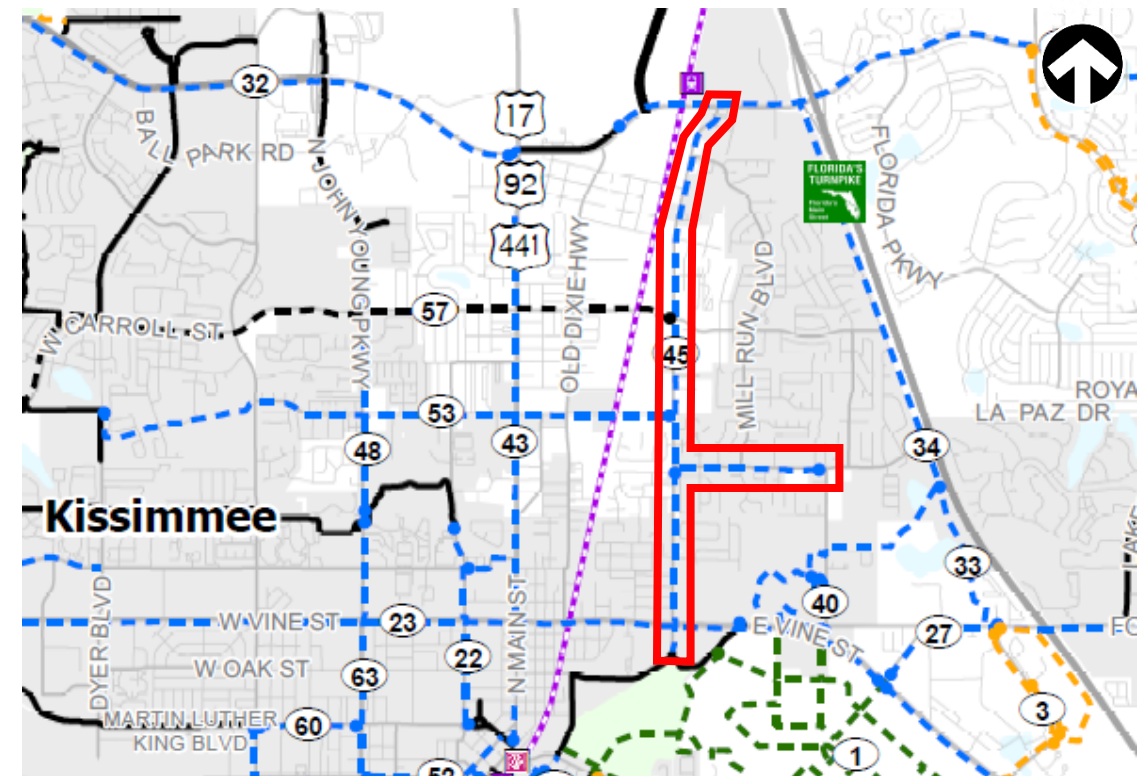


Oak Street Trail to E Osceola Parkway and Denn John Lane

3.4 Miles

\$10,600,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.





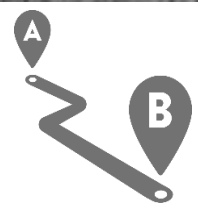
# 46: Celebration Connector Trail



## Project Summary

The Celebration Connector Trail is a 2.3-mile-long proposed shared use path that passes through undeveloped land south of Celebration. The proposed trail alignment passes through several residential developments and provides a connection to Reedy Creek from Celebration Boulevard.

The proposed trail concept is a 12-foot-wide paved path or boardwalk trail running through the wetland areas. A boardwalk trail through a more natural setting gives pedestrians and bicyclists an opportunity to experience nature while conserving the natural environment and landscape. Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is not near a well-lit corridor. Adequate lighting and amenities will be considered to activate as much of the trail as possible.



Reedy Creek to Celebration Boulevard

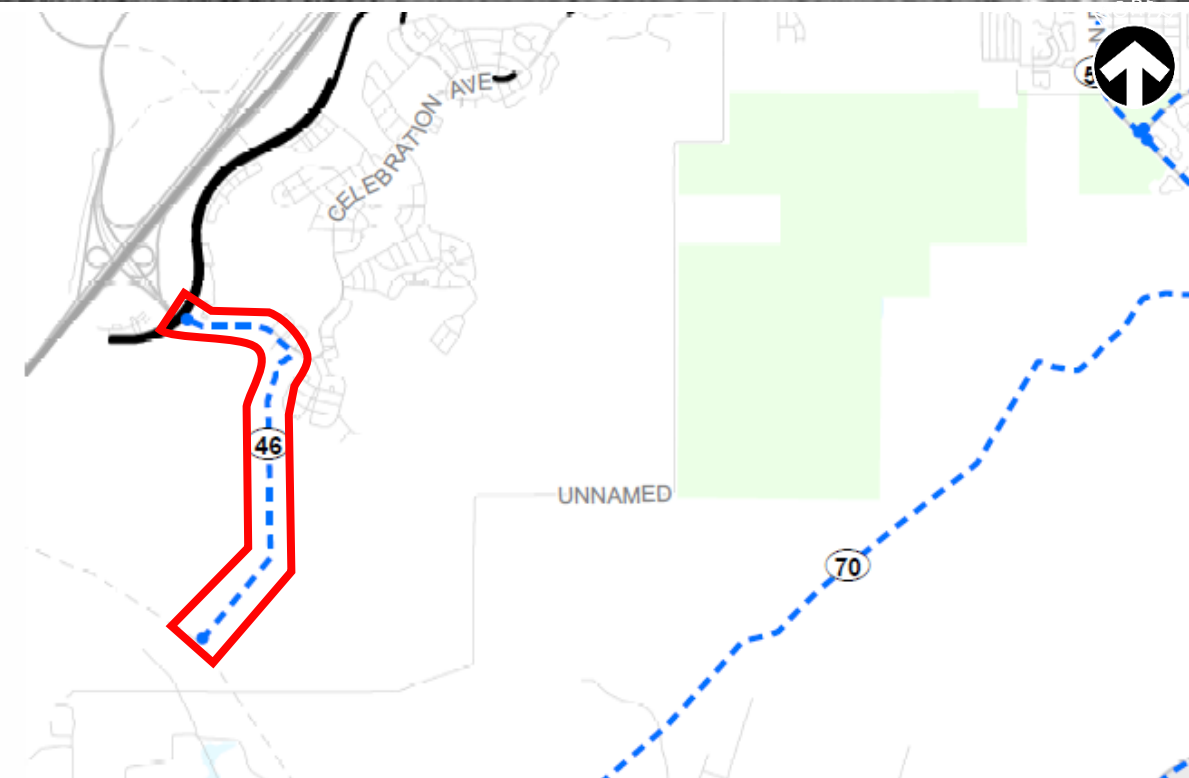


2.3 Miles

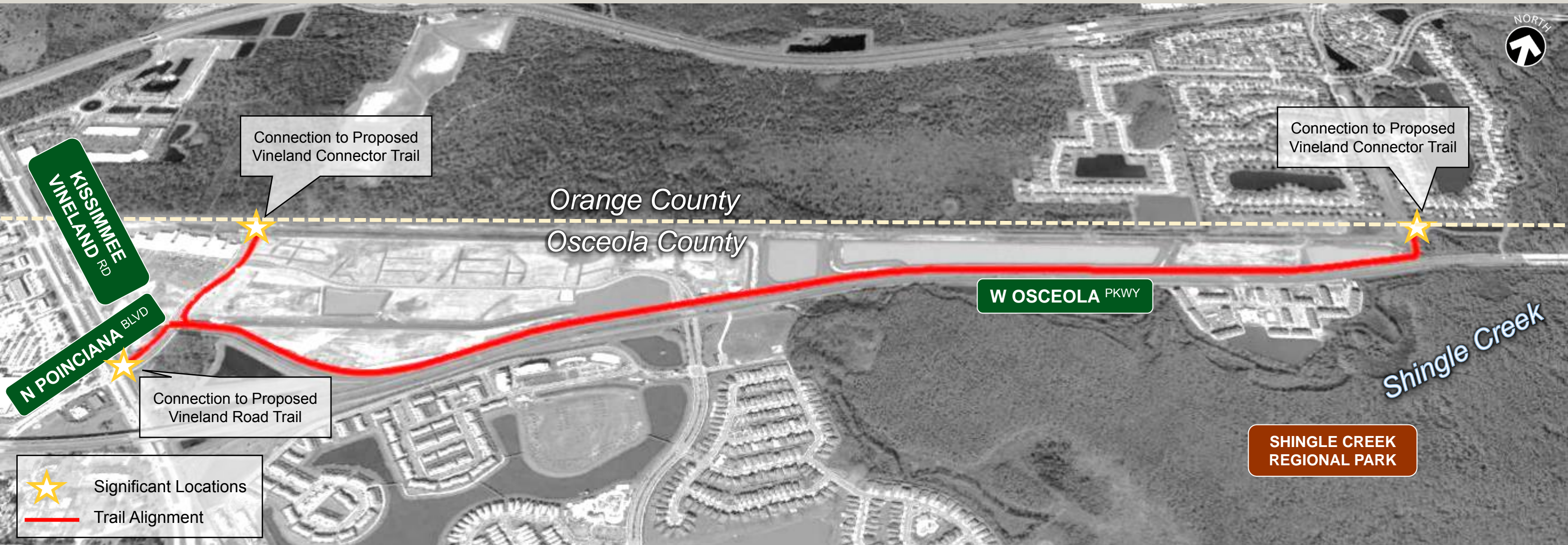


Highly contingent on boardwalk requirements through wetland area

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 47: West Osceola Parkway Trail



## Project Summary

The West Osceola Parkway Trail is a proposed 2.3-mile-long shared use path along the north side of W Osceola Parkway and west side of N Poinciana Boulevard. The trail connects Shingle Creek Preserve to Kissimmee Vineland Road and is adjacent to multiple residential areas and commercial businesses. The trail concept will provide a convenient alternative mode of transportation for residents and visitors to the area. This trail will also connect to the proposed Vineland Connector Trail, in an effort to close the gaps in the County's trail network system.

The proposed trail concept is a 12-foot-wide shared use path on the north side of Osceola Parkway. Coordination with the adjacent residential developments and commercial businesses may be needed to allow trail access through these parcels. This project would create a localized loop with the Vineland Connector project.

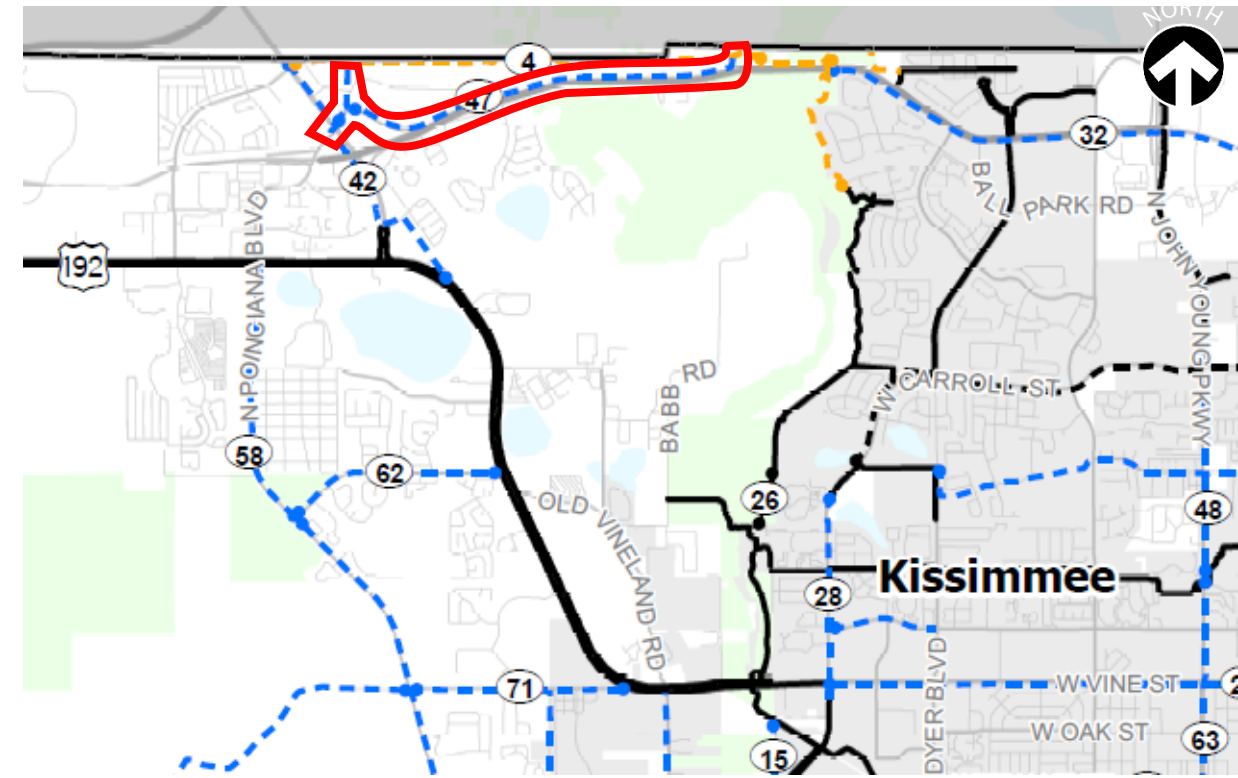


Kissimmee Vineland Road to Shingle Creek Preserve and Vineland Connector Trail

2.3 Miles

\$6,700,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 48: N John Young Parkway Complete Street



## Project Summary

The N John Young Complete Street suggests additional study to identify improvements that will transform the corridor into a walkable and safe accessible area for all users including pedestrians, bicyclists, motorists, and transit riders. This section of John Young Parkway is 1.1 miles between Lake Tivoli Boulevard to N Carroll Street.

Implementation of the proposed complete street concept offers numerous benefits including:

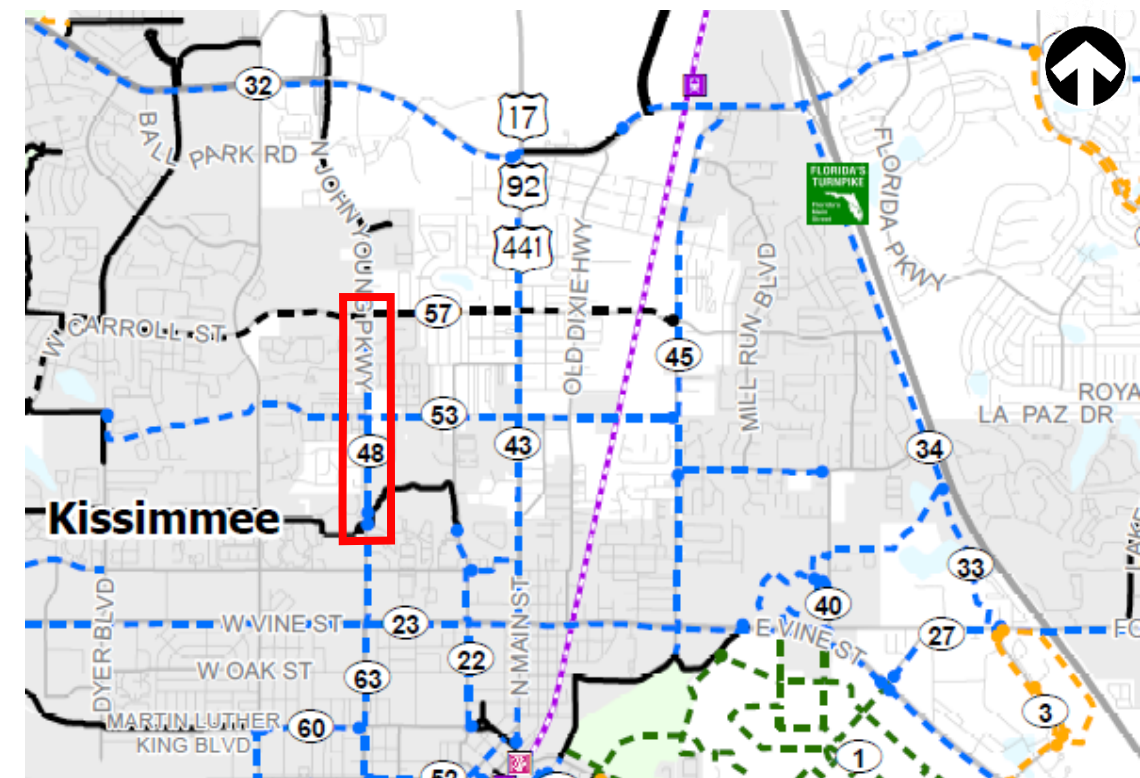
- Enhanced pedestrian infrastructure such as sidewalks, crosswalks, median crossing islands;
- Traffic calming measures to lower travel speeds and crash rates; and
- Bicycle accommodations such as protected or dedicated bicycle lanes.

**A** **B**  
Lake Tivoli Boulevard to Carroll Street

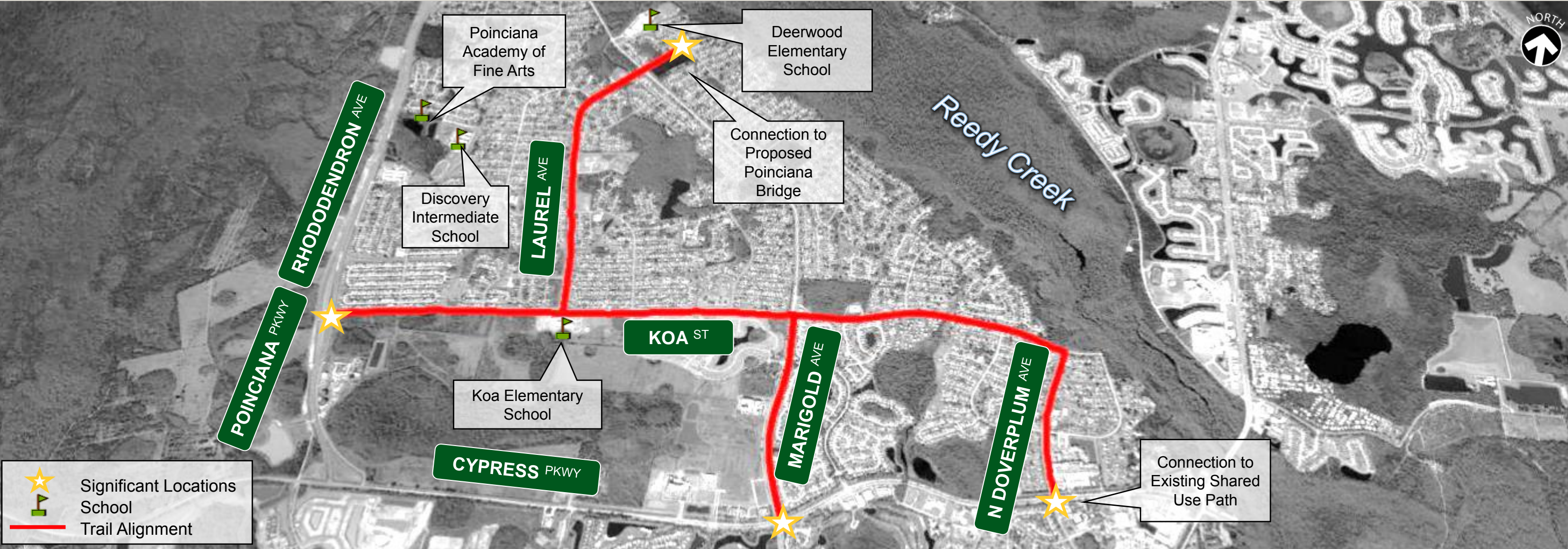
**1.1 Miles**

**\$3,100,000**

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 49: Poinciana Community Trail



Significant Locations  
 School  
 Trail Alignment

## Project Summary

The Poinciana Community Trail is a proposed shared use path that runs along several residential communities in the Poinciana area. The proposed trail alignment would run along Koa Street, Laurel Avenue, Marigold Avenue, and N Doverplum Avenue for a total of 6.7 miles. This trail will enhance pedestrian and bicyclist activity in the area and improvement access to the schools nearby including Koa Elementary School and Deerwood Elementary School.

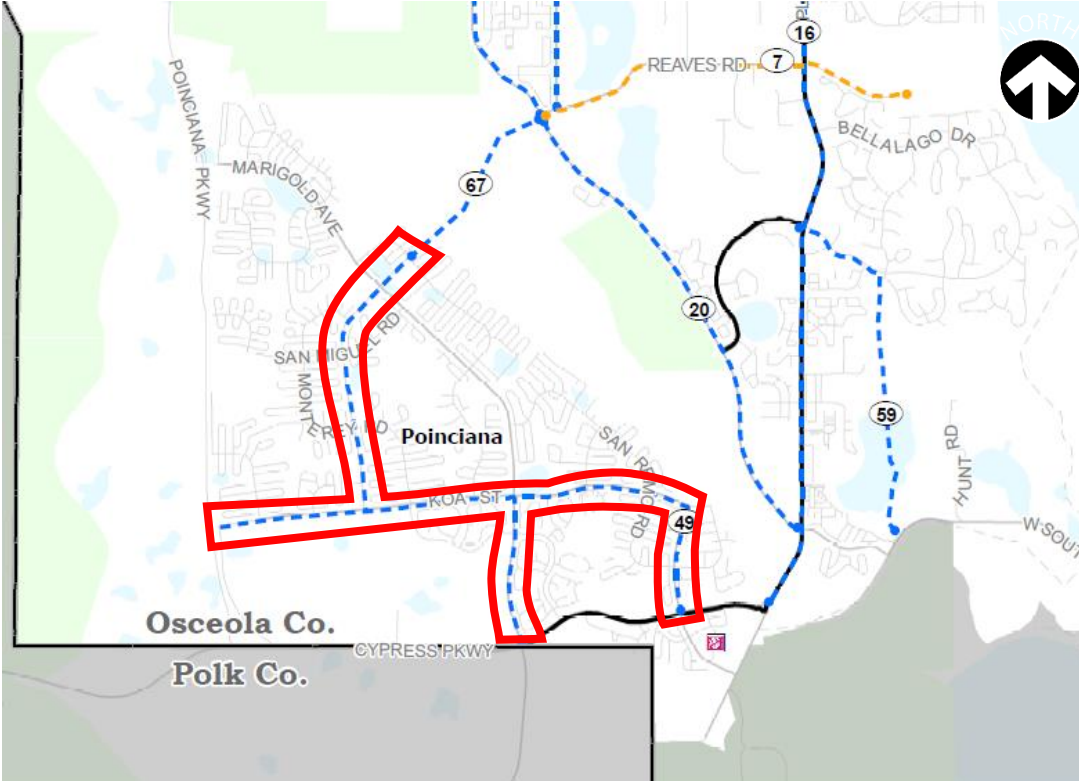
The proposed trail concept is a 12-foot-wide shared use path through most of the corridor. A narrower path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.

Poinciana Parkway to Reedy Creek and Cypress Parkway

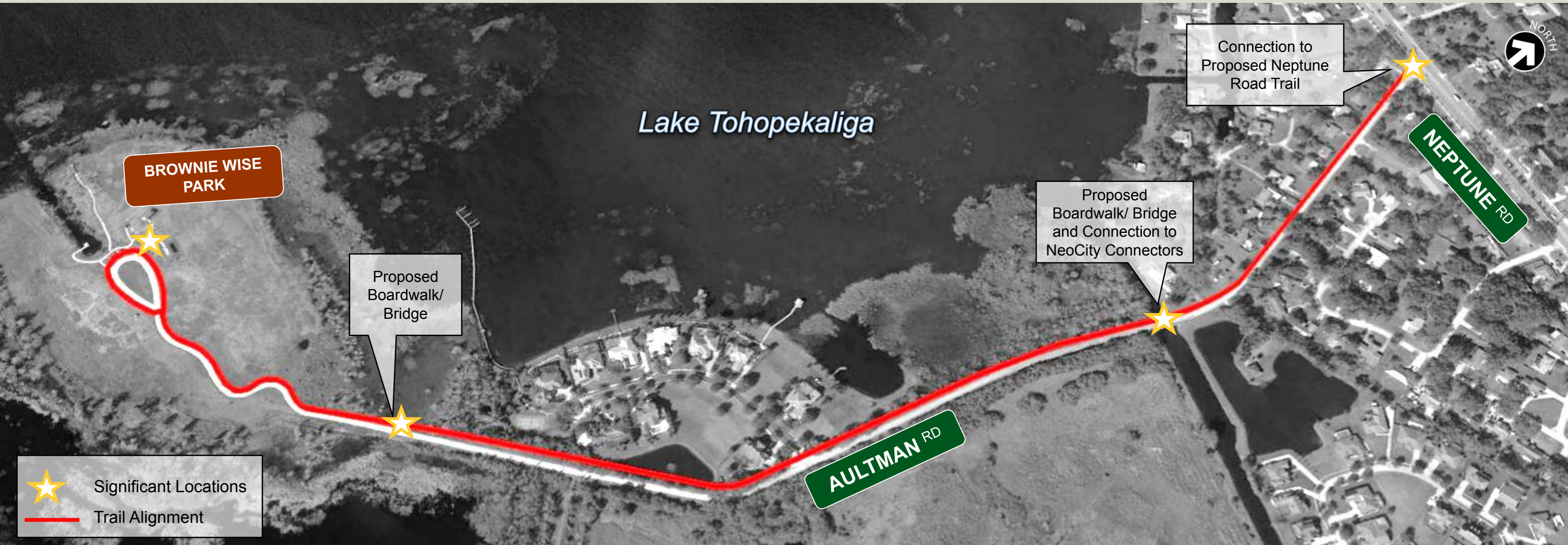
6.7 Miles

\$13,200,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



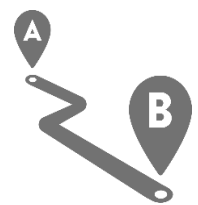
# 50: Brownie Wise Park Trail



## Project Summary

The Brownie Wise Park Trail is a proposed 1.5-mile-long shared use path along Aultman Road between Neptune Road and Brownie Wise Park. The proposed trail concept alignment connects to Neptune Trail and offers a trail loop through the Brownie Wise Park/Tupperware Island Conservation Area.

This trail concept offers opportunities for users to access nature, in alignment with the County's goal to return this area's landscape to its natural state and boost conservation efforts for native wildlife and create opportunities for passive recreation. The trail could be aligned along Lake Tohopekaliga for additional scenic experiences. Coordination with any private property owners along the trail corridor may be needed to align the trail near Lake Tohopekaliga. Portions of the trail may require curb and gutter to minimize impacts to private parcels on Aultman Road and provide drainage improvements.



**Brownie Wise Park to Neptune Road**

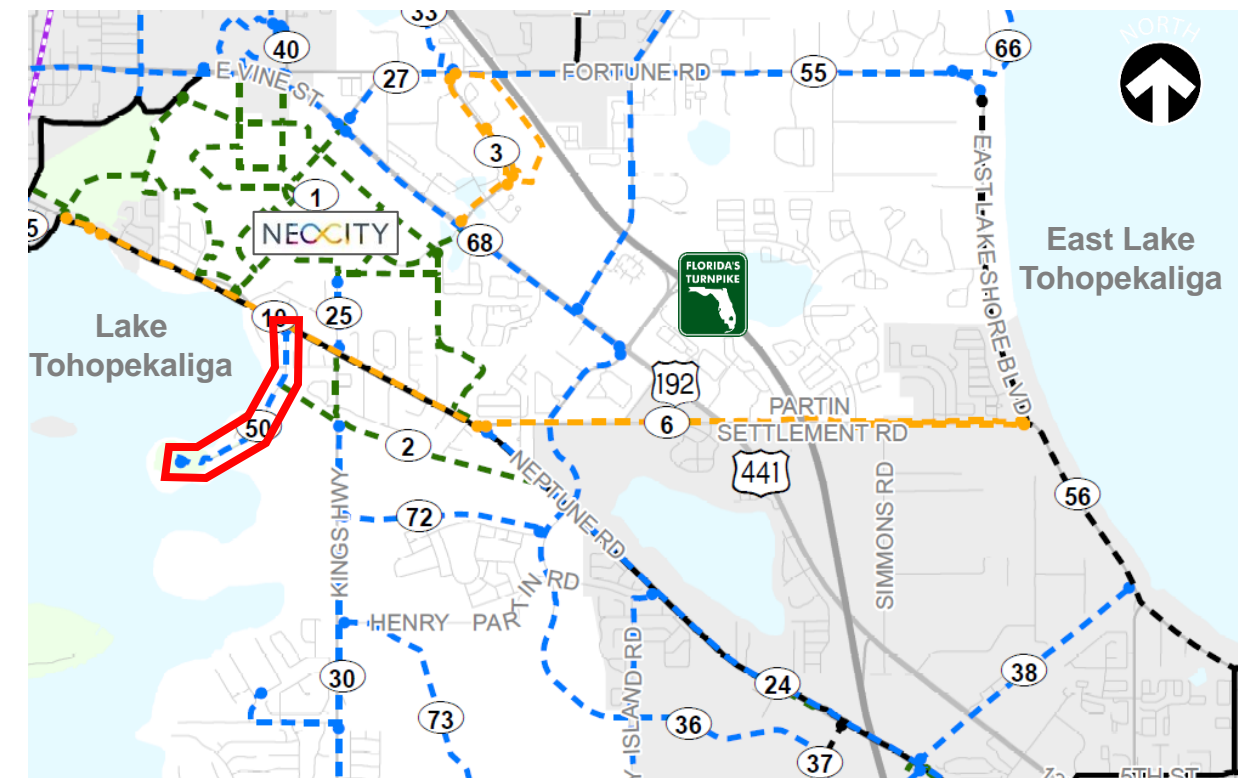


**1.1 Miles**

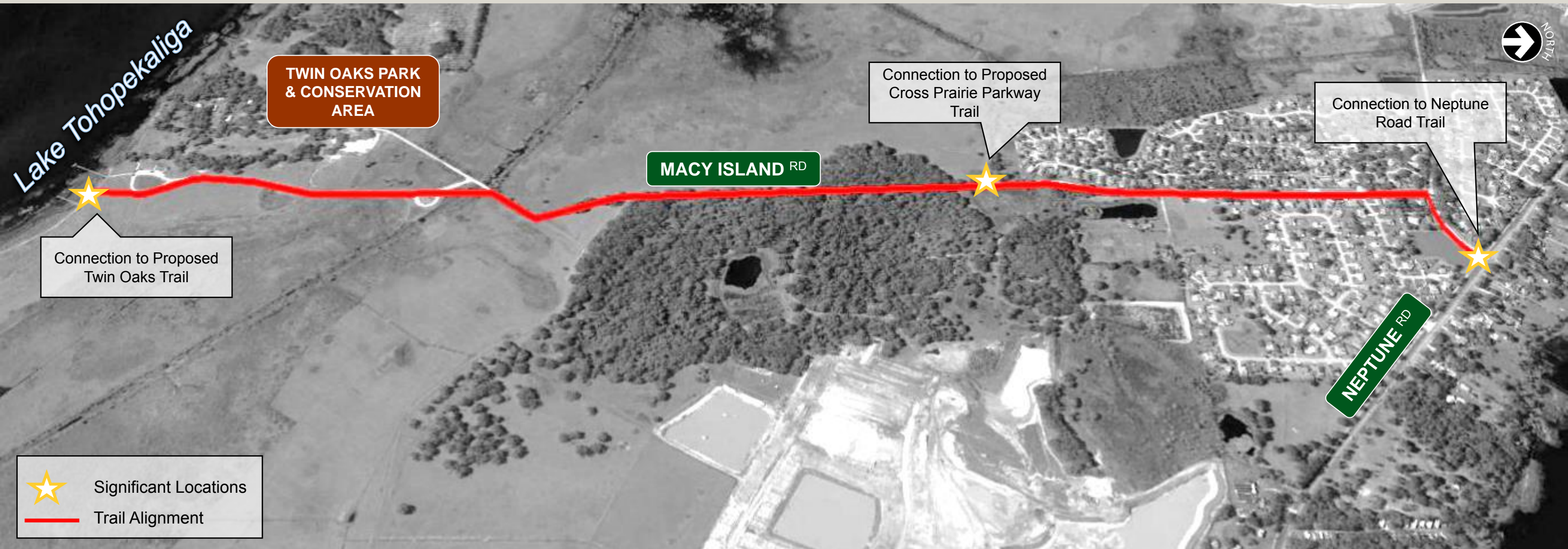


**\$3,600,000**

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



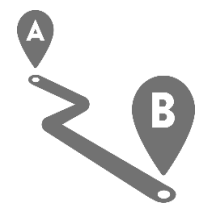
# 51: Macy Island Trail



## Project Summary

The Macy Island Trail is a 2.0-mile-long proposed shared use path between Twin Oaks Park on Lake Tohopekaliga and Neptune Road. The trail alignment is along Macy Island Road through residential areas and undeveloped land. The proposed trail concept would connect the existing Neptune Trail to the Twin Oaks Park and Conservation Area, as well as connect to the proposed Cross Prairie Trail.

The proposed trail concept is a 12-foot-wide paved trail. Pedestrian bridges are likely needed to cross any water bodies or wetland areas. Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is not near a well-lit corridor. Adequate lighting and amenities will be considered to activate as much of the trail as possible.



Lake Tohopekaliga to Neptune Road

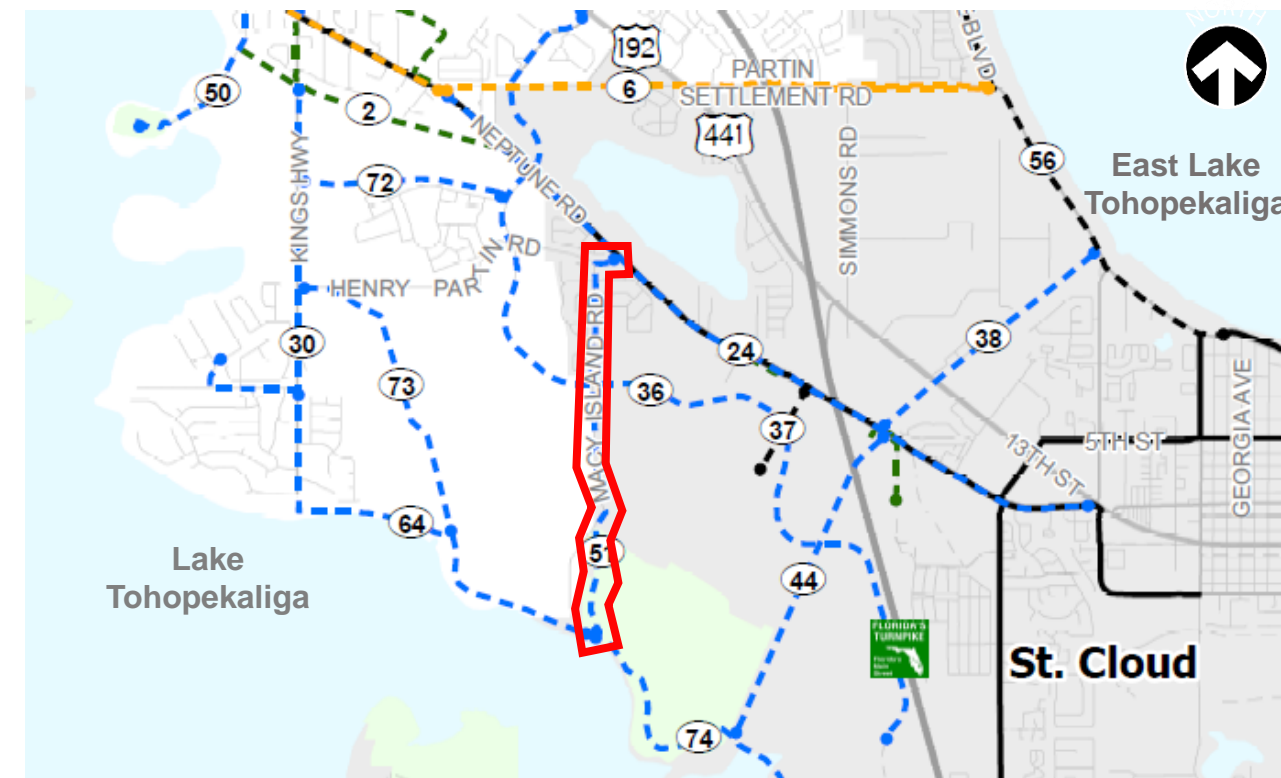


2.0 Miles

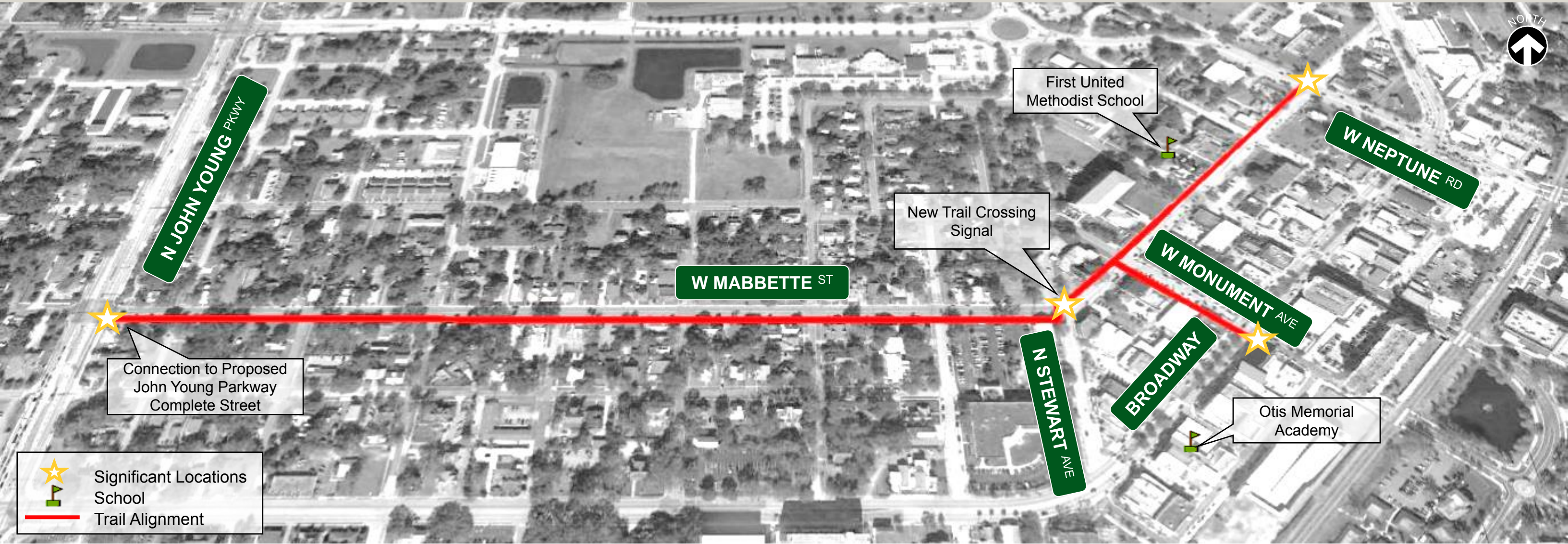


\$6,100,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 52: Mabbette Trail



## Project Summary

The Mabbette Trail is a 0.9-mile-long shared use path on W Mabbette Street from N John Young Parkway to W Neptune Road. The proposed alignment is on the south side of W Mabbette Street from N John Young Parkway to N Stewart Avenue and crosses to the north side at this intersection until reaching W Neptune Road. An additional leg of the proposed trail is on the west side of W Monument Avenue. An existing sidewalk runs along both Mabbette Street and Monument Avenue.

The Mabbette Trail concept is a 10-foot-wide shared use path through most of the corridor. A narrower path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.

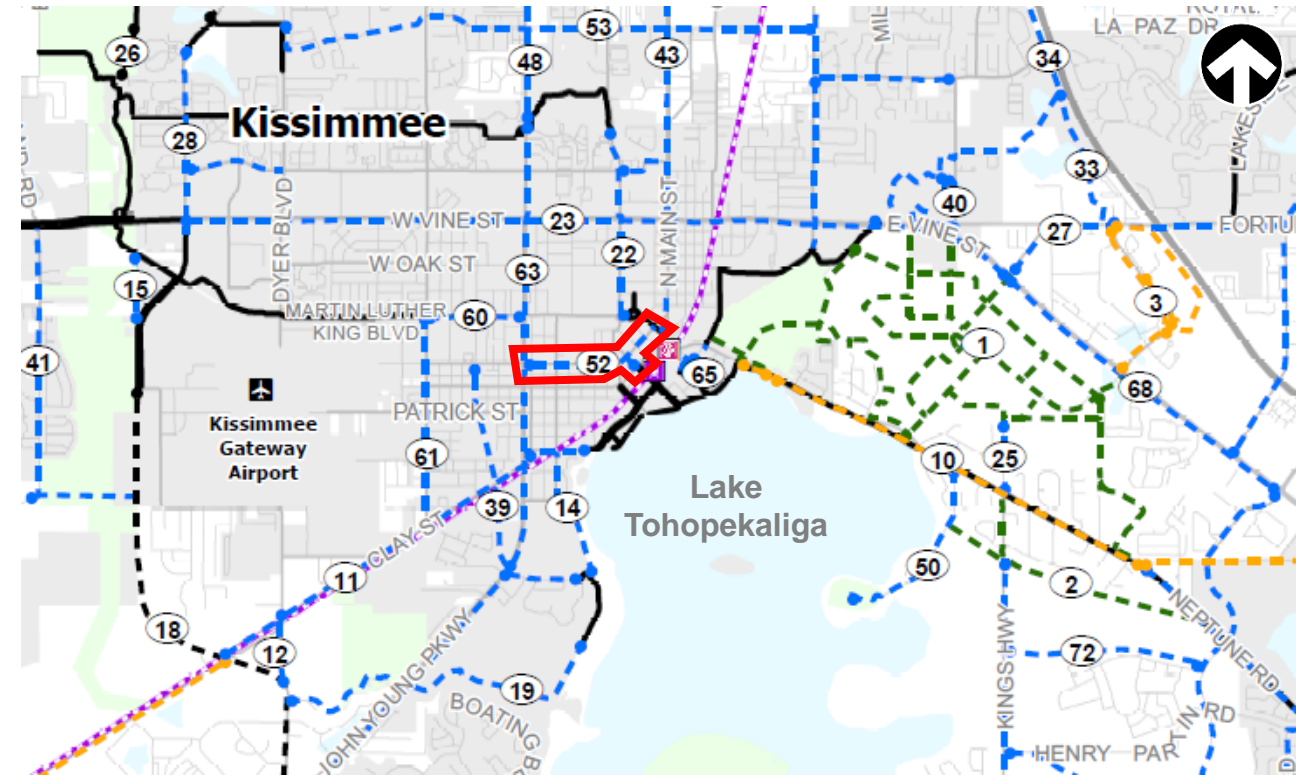


N John Young Parkway to W Neptune Road and Broadway

0.9 Miles

\$2,900,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 53: Donegan Trail

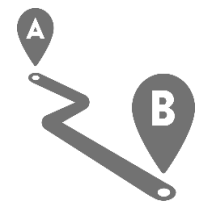


## Project Summary

The Donegan Trail is a 3.0-mile-long shared use path connecting Dyer Boulevard to Michigan Avenue along Chantilly Avenue and Donegan Avenue. The proposed trail alignment is on south side of W Donegan Avenue and Chantilly Avenue. Based on 2018 aerial photographs, the trail alignment cuts through a residential development between Dyer Boulevard and Thacker Avenue which is currently under construction.

The proposed trail concept is a 12-foot-wide shared use path through most of the corridor. A narrower path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.

Trail crossing signals are also likely needed at major intersections along the trail alignment including at Thacker Avenue, N John Young Parkway, N Orange Blossom Trail, and the rail crossing west of Michigan Avenue.



Dyer Boulevard to Michigan Avenue

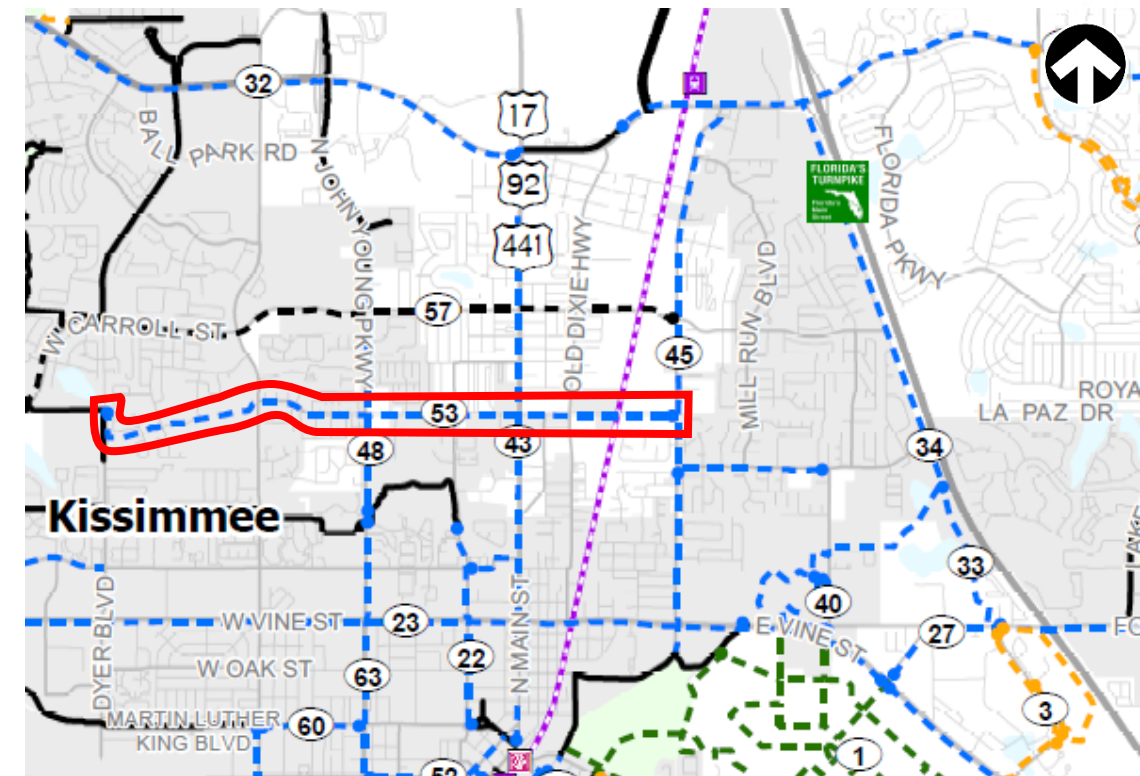


3.0 Miles



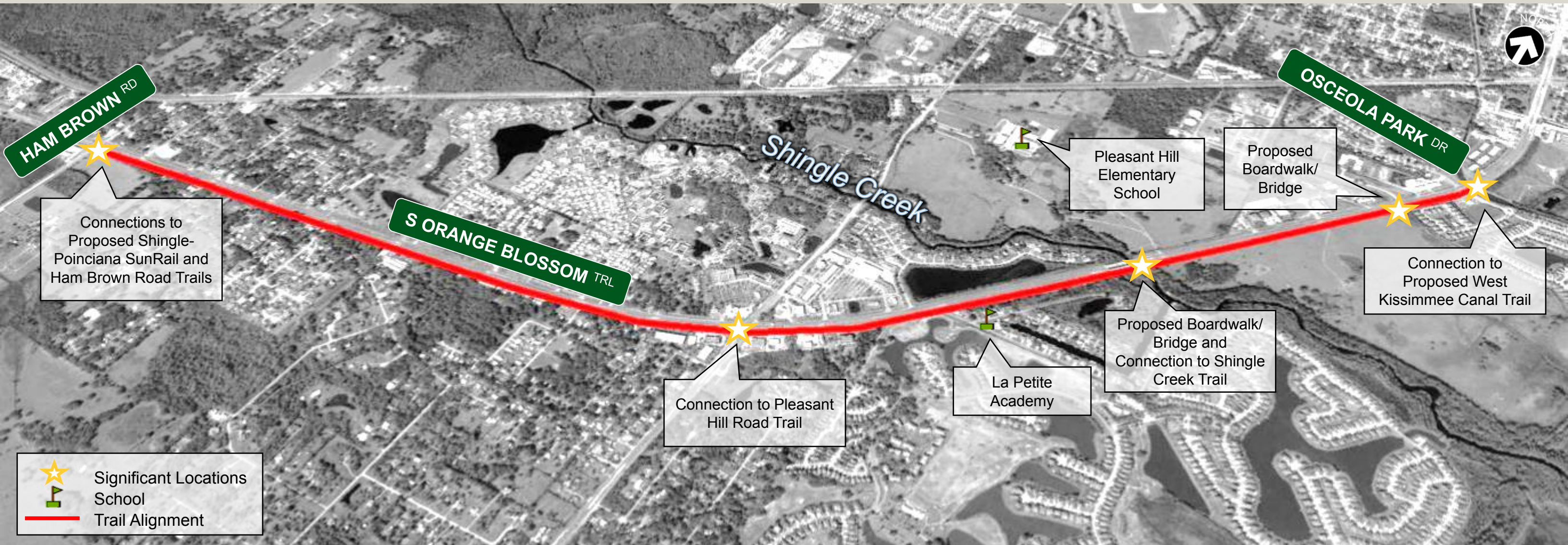
\$8,300,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.





# 54: Orange Blossom Trail

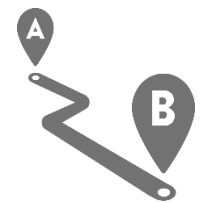


## Project Summary

The Orange Blossom Trail is a proposed 3.3-mile-long shared use path on the south side of S Orange Blossom Trail. This trail will provide a connection from Ham Brown Road to Osceola Park Drive, and will enhance pedestrian and bicyclist activity in the area as sidewalk lacks continuity or doesn't exist.

Some portions of the proposed alignment have significant right-of-way and can accommodate a 12-foot-wide paved trail. Narrowing portions of the trail to 10 feet wide may be required to avoid impacts to private parcels. Right-of-way may need to be acquired to implement a minimum trail width of 10 feet. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.

Additionally, pedestrian bridges are likely needed in order to cross over Shingle Creek and other water bodies intersecting with Orange Blossom Trail.



Ham Brown Road to Osceola Park Drive

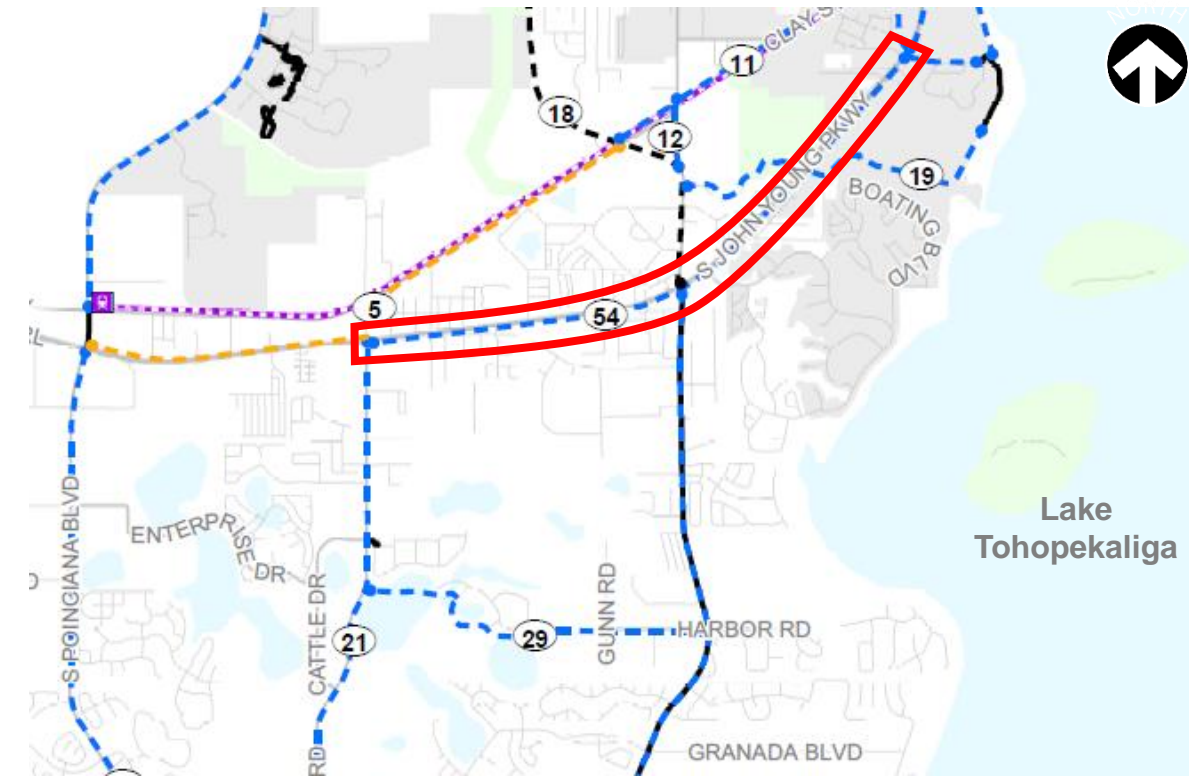


3.3 Miles

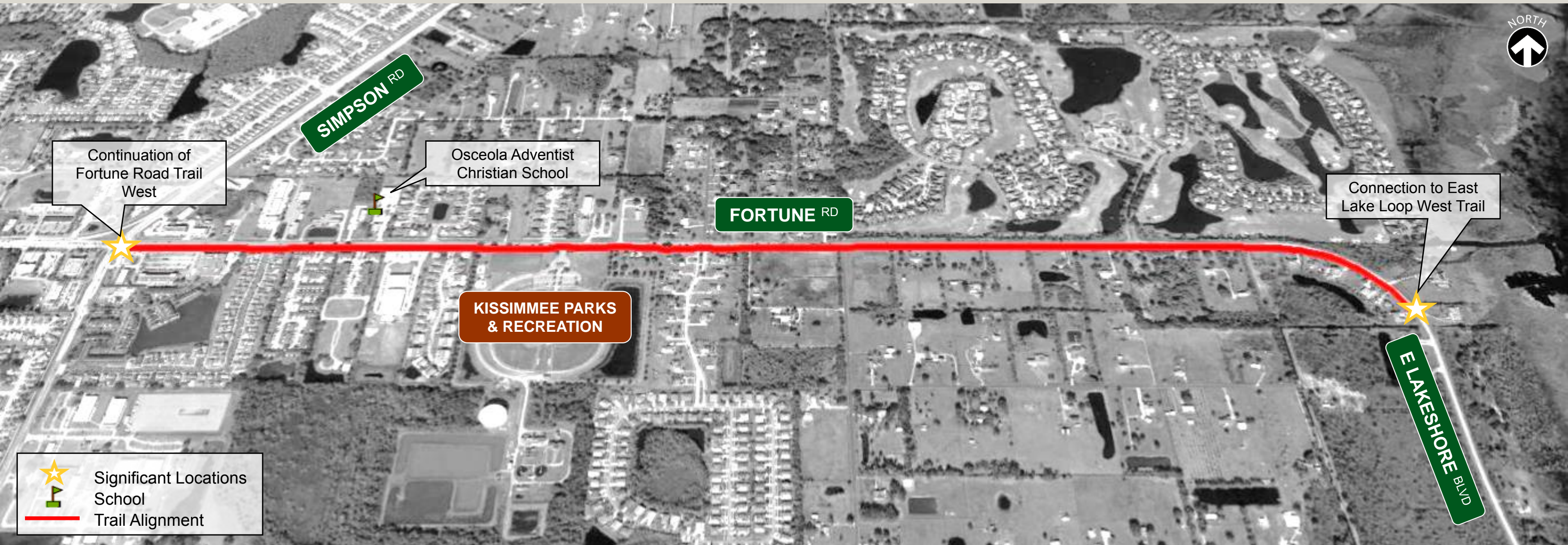


\$10,100,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 55: Fortune East Trail

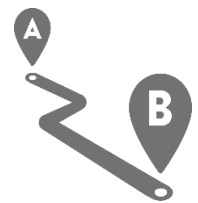


## Project Summary

The Fortune East Trail is a 1.8-mile-long shared use path from Simpson Road to E Lakeshore Boulevard. The proposed alignment is on the south side of Fortune Road. The County has previously established this trail alignment through a design process.

Implementation of the proposed 12-foot-wide shared use path offers numerous benefits including:

- Enhancing regional access to nearby recreational facilities such as the Kissimmee Parks and Recreation and the Kissimmee Bay Country Club;
- Providing another mode of transportation to nearby school facilities; and
- Supporting other trail connections that are underway, including the Lakeshore Trail and the on-going development of NeoCity trails.



Simpson Road to E Lakeshore Boulevard

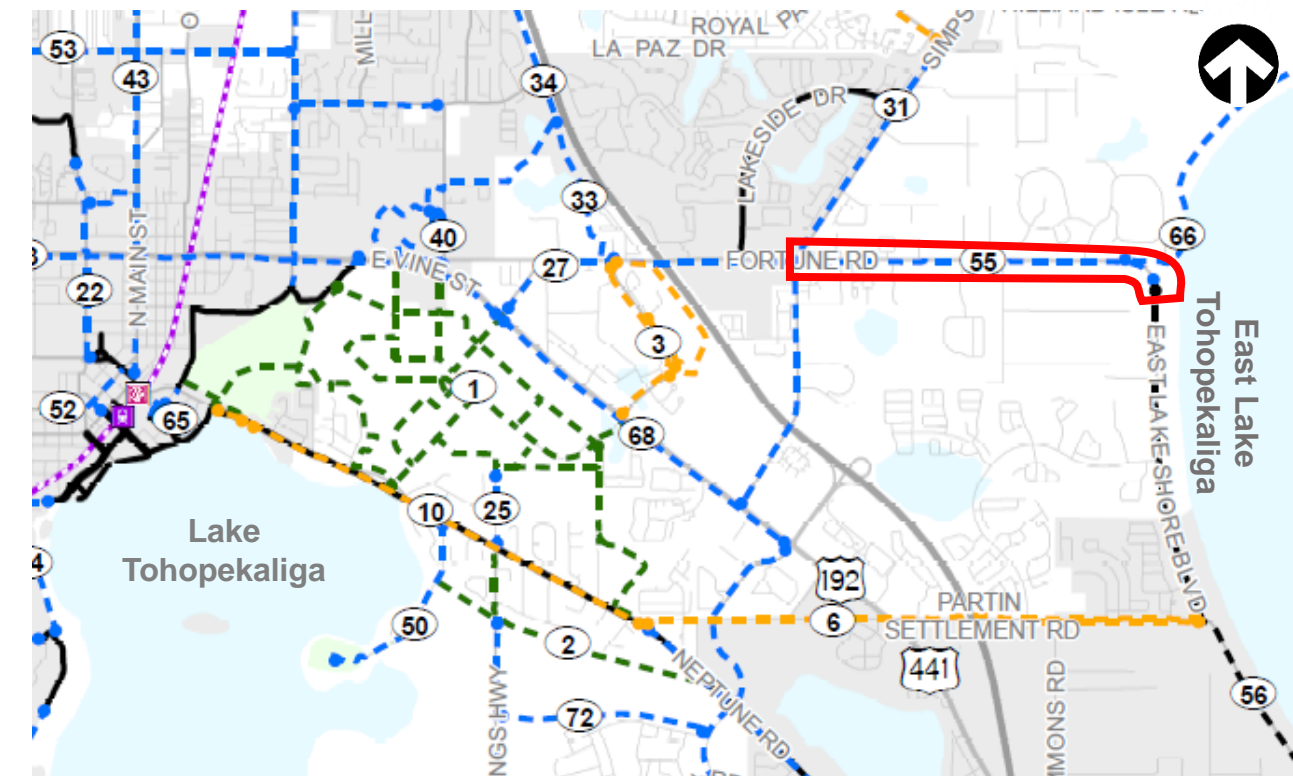


1.8 Miles



Refer to design

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 56: Lakeshore Trail

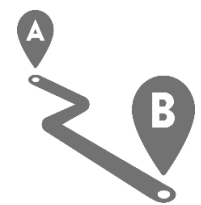


## Project Summary

The Lakeshore Trail is a proposed 3.5-mile-long trail from Fortune Road to Louisiana Avenue. The proposed alignment is on the east side of E Lakeshore Boulevard from Louisiana Avenue to Partin Settlement Road and crosses to the west side to Fortune Road.

The County has previously established this trail alignment through a design process. Implementation of the proposed 12-foot-wide shared use path offers numerous benefits including:

- Enhancing regional access to nearby recreational facilities such as the Kissimmee Parks and Recreation and the Kissimmee Bay Country Club;
- Providing another mode of transportation to nearby school facilities; and
- Supporting other trail connections that are underway, including the Lakeshore Trail and the on-going development of NeoCity trails.



Fortune Road to Louisiana Avenue

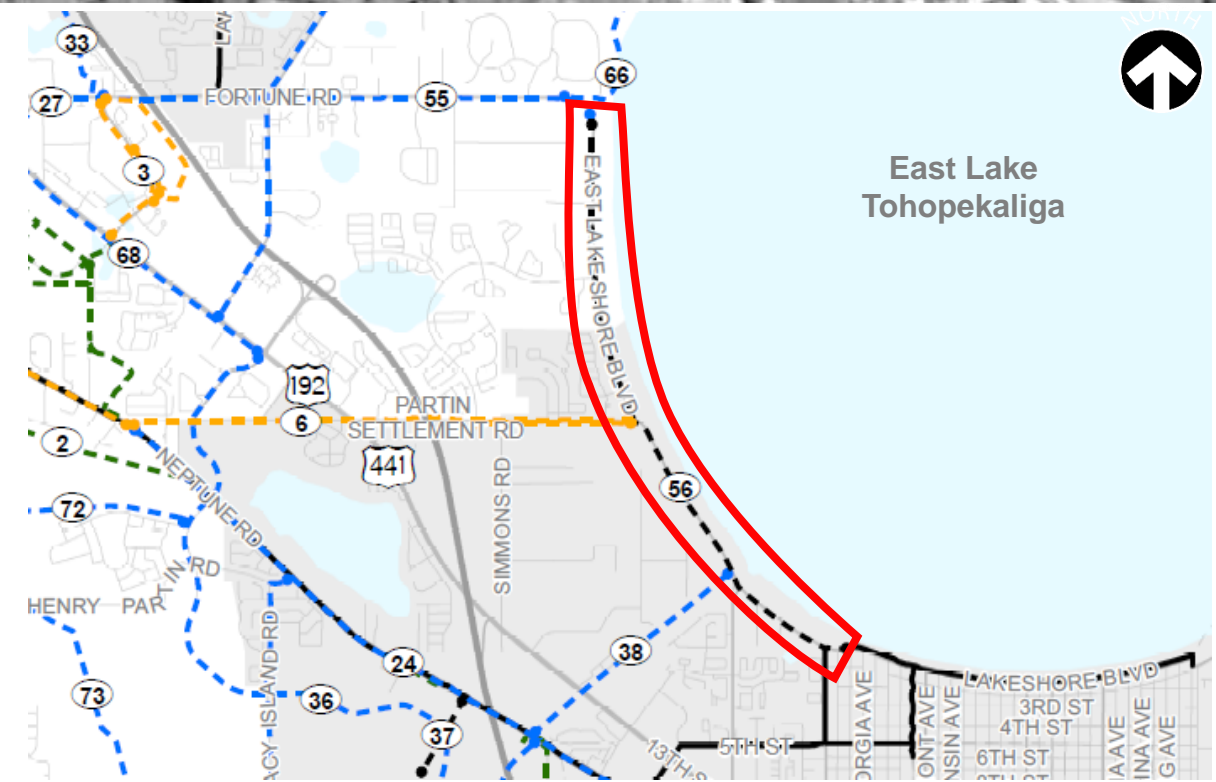


3.5 Miles



Refer to design

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 57: Carroll Street Complete Street

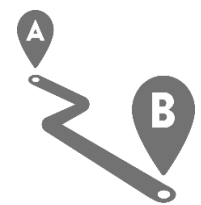


## Project Summary

The Carroll Street Complete Street proposes improvements to transform the corridor into a walkable and safe accessible area for all users including pedestrians, bicyclists, motorists, and transit riders. This 3.7-mile-long corridor runs W Donegan Avenue to from Michigan Avenue.

The County has previously established bicycle and pedestrian improvements through a design process. Implementation of the proposed complete street concept offers numerous benefits including:

- Enhanced pedestrian infrastructure such as sidewalks, crosswalks, median crossing islands;
- Traffic calming measures to lower travel speeds and crash rates; and
- Bicycle accommodations such as protected or dedicated bicycle lanes.



W Donegan Avenue to Michigan Avenue

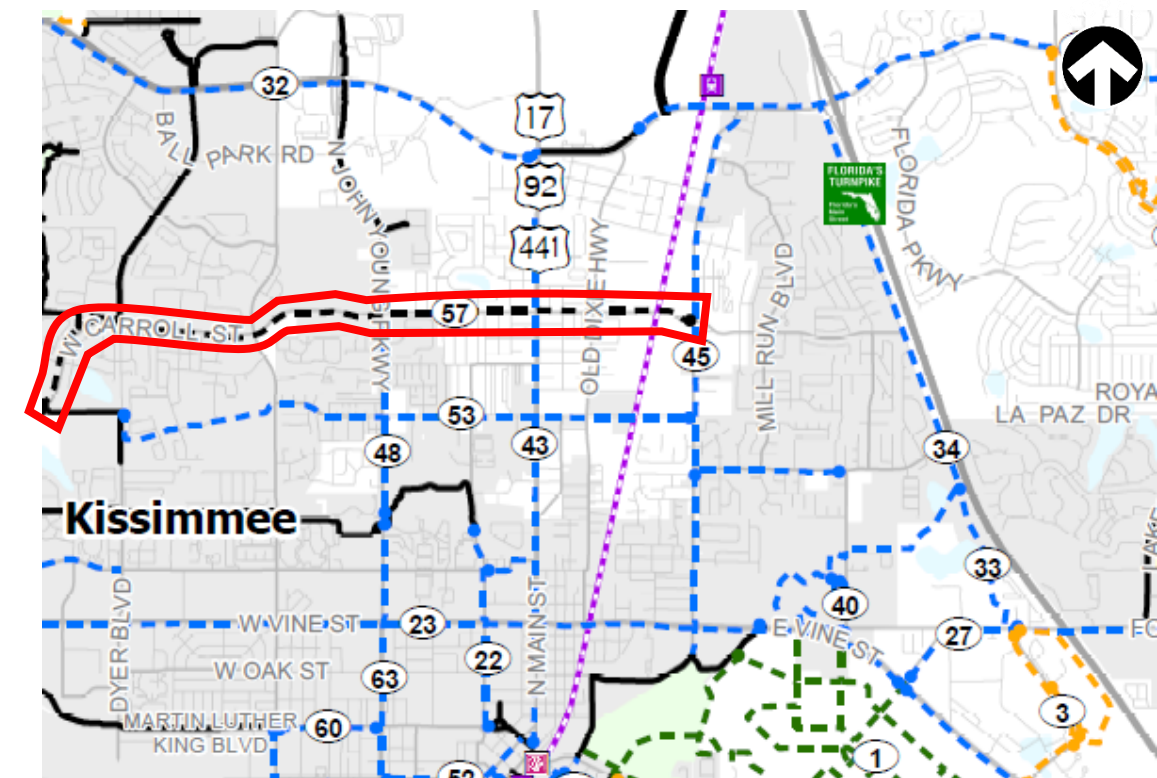


3.7 Miles

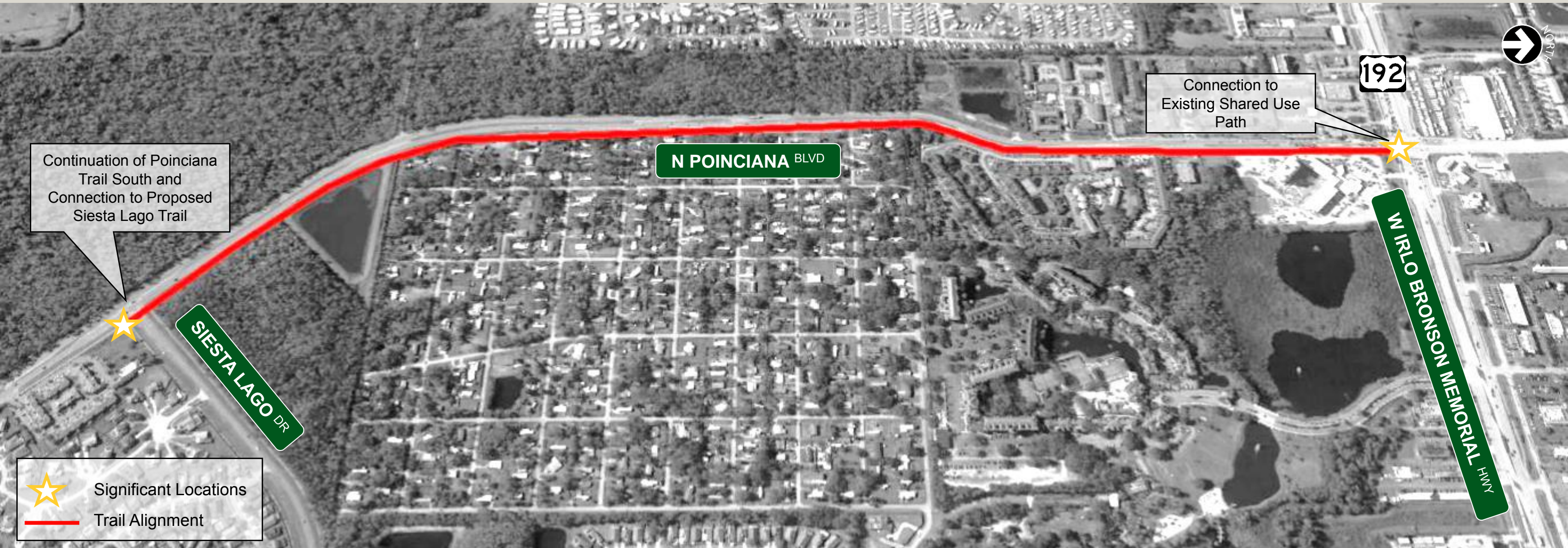


Refer to design

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



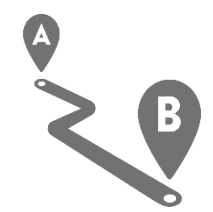
# 58: Poinciana North Trail



## Project Summary

The Poinciana North Trail is a proposed shared use path that connects Siesta Lago Drive to W Irlo Bronson Memorial Highway. The 1.3-mile-long trail alignment is on the east side of N Poinciana Boulevard. The corridor has an existing 5-foot-wide sidewalk on the east side of the roadway.

The Kings Trail concept is a 12-foot-wide shared use path through most of the corridor. A narrower path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.



Siesta Lago Drive to W Irlo Bronson Memorial Highway

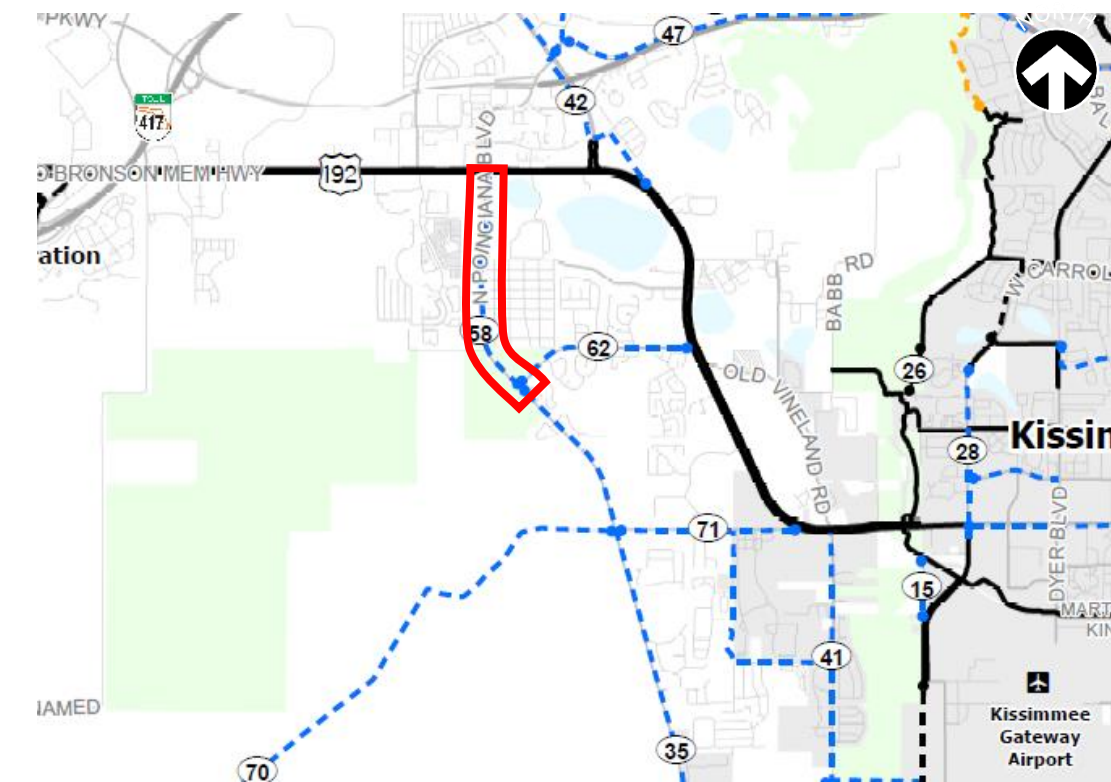


1.3 Miles



\$3,900,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



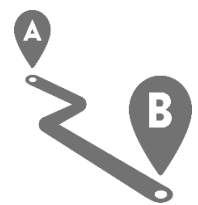
# 59: Southport Connector Trail



## Project Summary

The Southport Connector Trail is a proposed 2.4-mile-long shared use path from Southport Road to Pleasant Hill Road. The proposed alignment is mainly in developed land and cuts through a residential community along Bellalago Drive.

The proposed trail concept is an 14-foot-wide boardwalk trail running through the wetland areas. A boardwalk trail would offer users a different experience than what they would experience on a paved trail parallel to a heavily utilized Pleasant Hill Road. A boardwalk trail through a more natural setting gives pedestrians and bicyclists an opportunity to experience nature while conserving the natural environment and landscape. Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is not near a well-lit corridor. Adequate lighting and amenities will be considered to activate as much of the trail as possible. Coordination with Bellalago Academy is recommended to ensure safe crossing for students and trail users during school peak hours.



Southport Road to Pleasant Hill Road

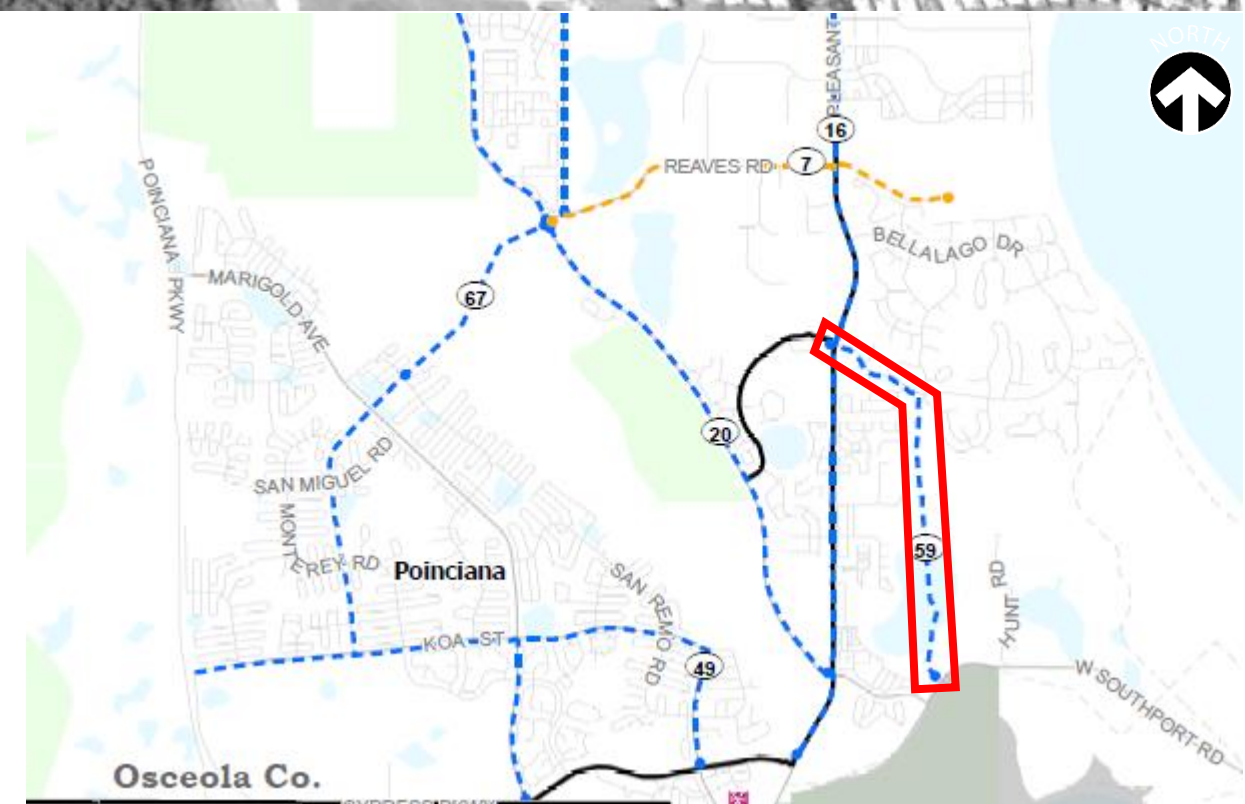


2.4 Miles



Highly contingent on boardwalk requirements through wetland area

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 60: Martin Luther King Jr Trail



## Project Summary

The Martin Luther King, Jr. Trail is a proposed 0.5-mile-long shared use path on the south side of Martin Luther King, Jr. Boulevard. The proposed trail connects Thacker Avenue to N John Young Parkway. This proposed shared use path will replace the existing sidewalk and enhance pedestrian and bicycle activity on this corridor acting as an extension of the existing trail west of Thacker Avenue. This trail will also provide easier access to the Thacker Avenue Elementary School.

The proposed trail concept is a 12-foot-wide shared use path through most of the corridor. A narrower path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements. Additionally, a pedestrian bridge is likely needed over a water body leading into Lake Tohopekaliga.

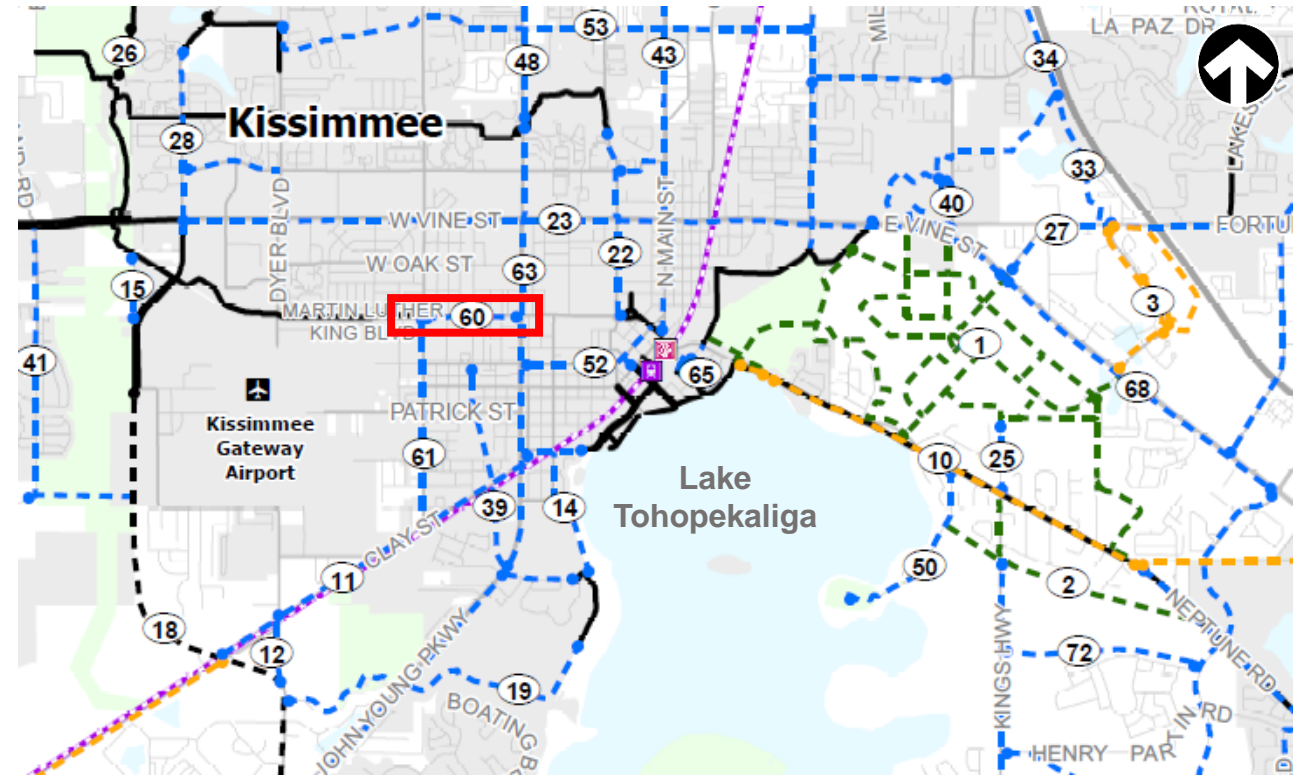


N Thacker Avenue to N John Young Parkway

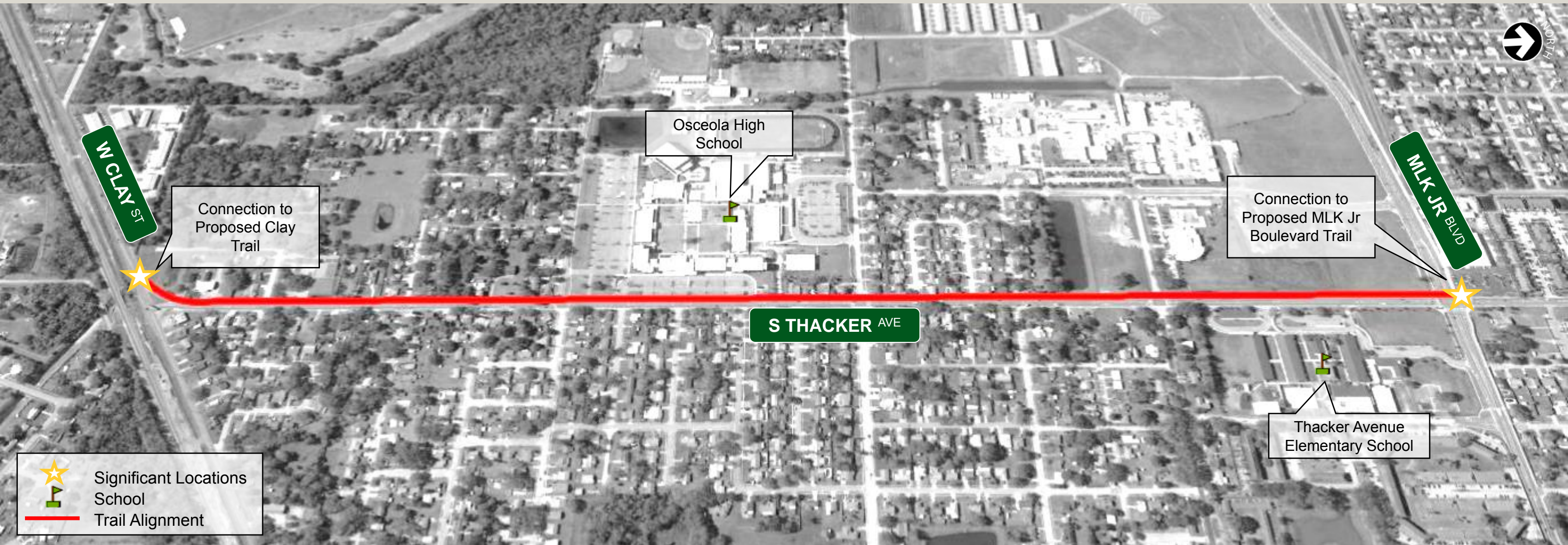
0.5 Miles

\$1,800,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 61: Thacker Trail



## Project Summary

The Thacker Trail is a 1.1-mile-long proposed new trail concept on the west side of S Thacker Avenue from W Clay Street to MLK Jr Boulevard. The proposed alignment is located in a heavy residential area which will enhance pedestrian and bicycle activity on this corridor.

The proposed trail in this area is constrained by the limited right-of-way, and the numerous residential properties adjacent to the roadway. Based on these conditions, narrowing the trail to 10 feet wide may be required to avoid impacts to private parcels. Right-of-way may need to be acquired to implement a minimum trail width of 10 feet. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.

This trail will provide direct access to Osceola High School and Thacker Avenue Elementary School. Coordination with these facilities is recommended to ensure safe crossing for students and trail users during school peak hours.

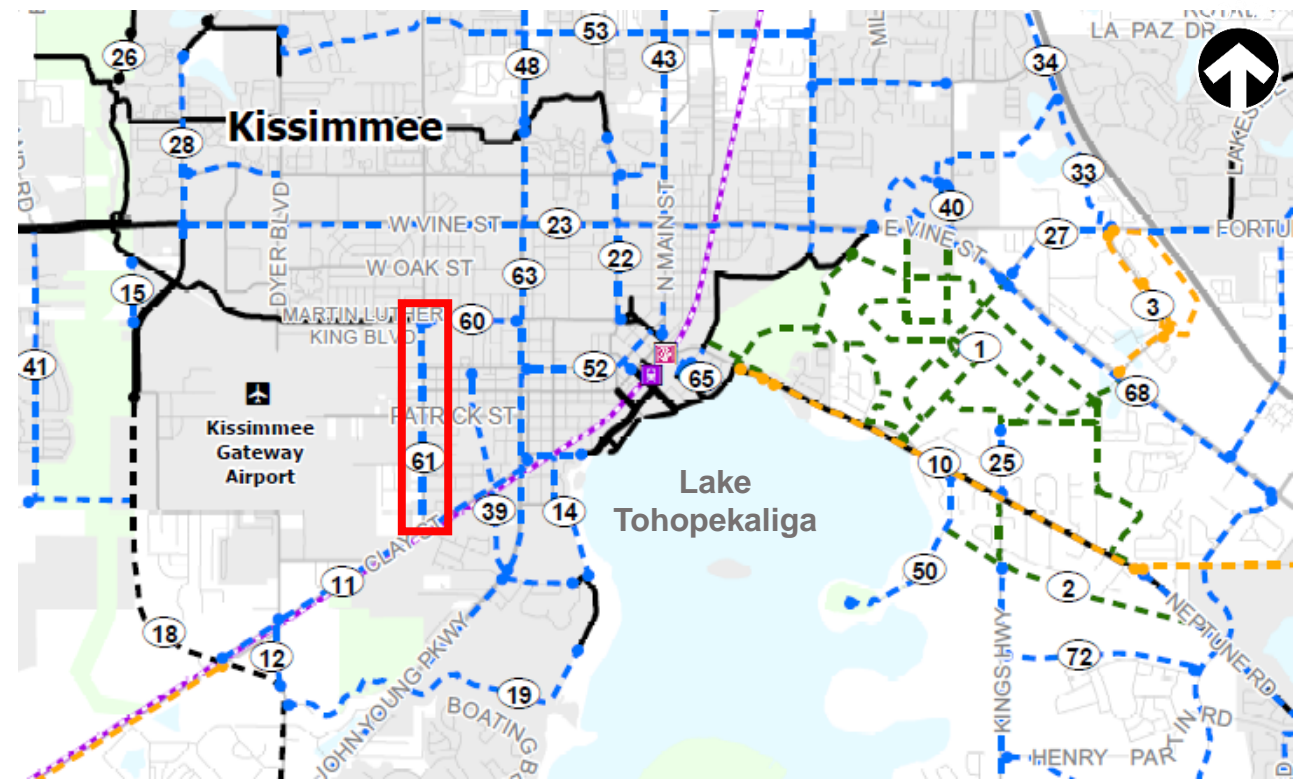


W Clay Street to Martin Luther King Jr Boulevard

1.1 Miles

\$3,700,000



Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.





# 62: Siesta Lago Trail





 Significant Locations  
 Trail Alignment


## Project Summary

The Siesta Lago Trail is a proposed 1.1-mile-long shared use path from N Poinciana Boulevard to Irlo Bronson Memorial Highway. The proposed alignment is on the north side of Siesta Lago Drive, a developed residential corridor. This new trail alignment will replace the existing sidewalk infrastructure, improving bicycle and pedestrian activity on this corridor.

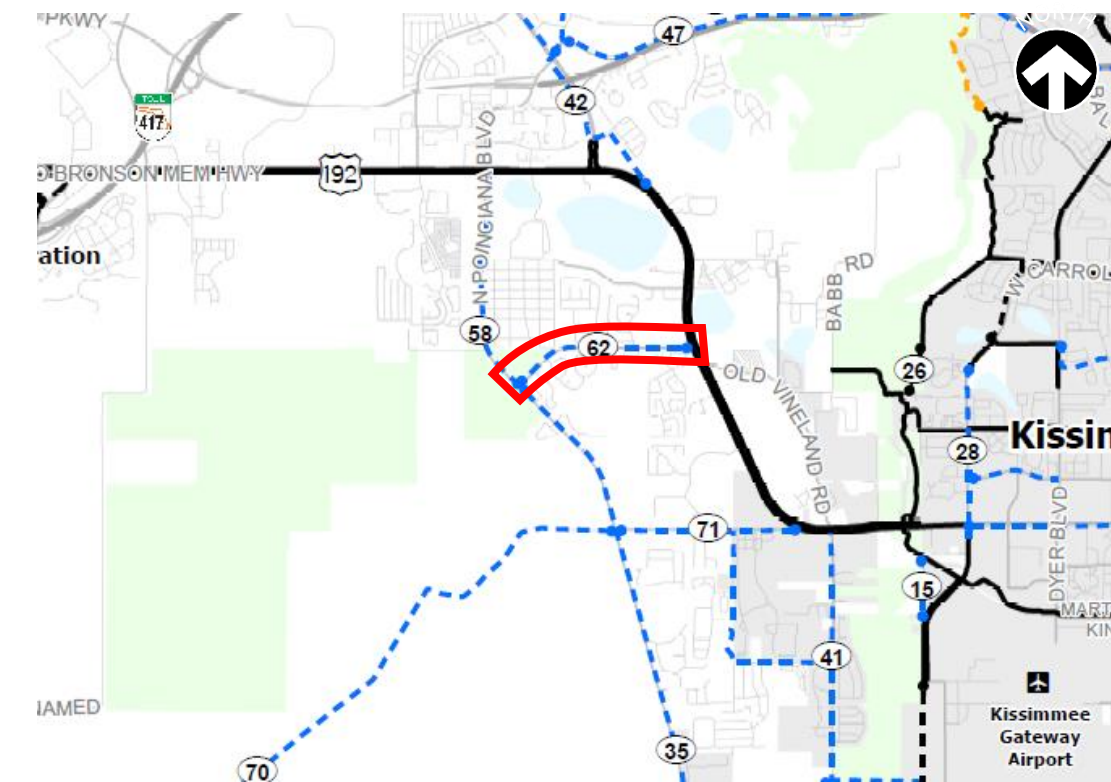
The proposed trail concept is a 12-foot-wide shared use path through most of the corridor. A narrower path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.

  N Poinciana Boulevard to Irlo Bronson Memorial Highway

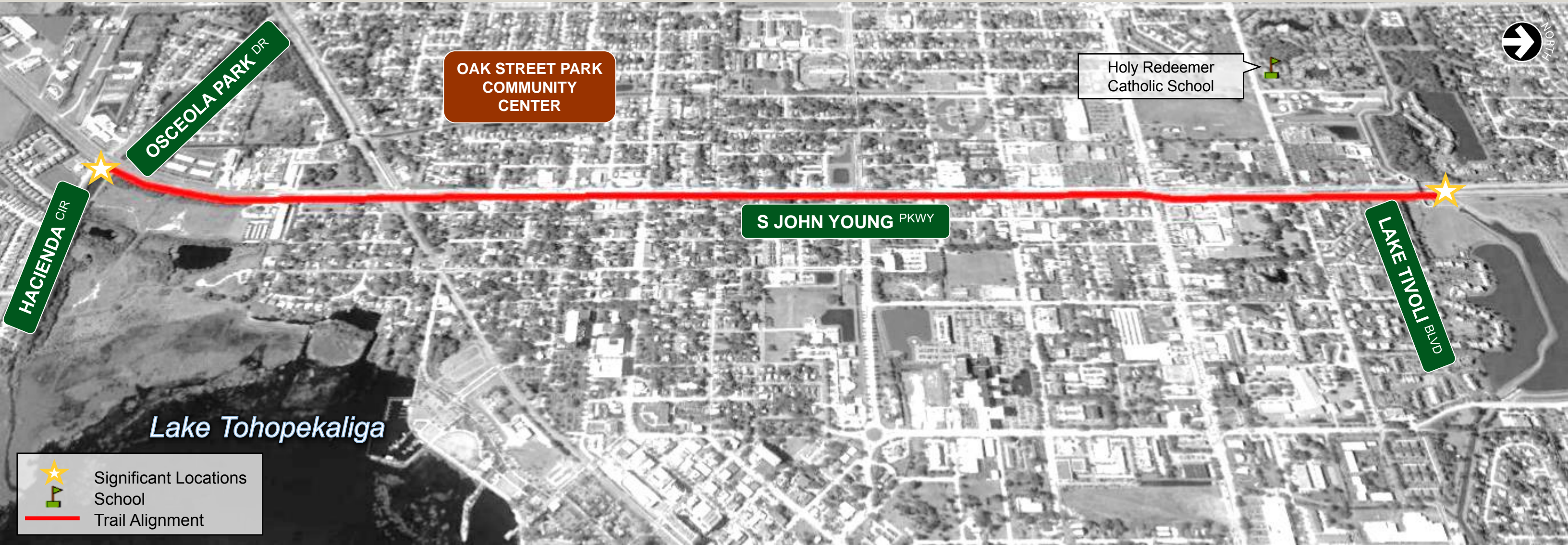
 1.1 Miles

 \$3,200,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 63: S John Young Parkway Complete Street

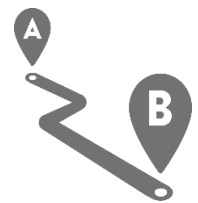


## Project Summary

The S John Young Parkway Complete Street suggests additional study to identify improvements that will transform the corridor into a walkable and safe accessible area for all users including pedestrians, bicyclists, motorists and transit riders. These needs may be reevaluated after the current construction of John Young Parkway is completed. This 2.3-mile-long corridor runs from Osceola Park Drive/Hacienda Circle to north of Lake Tivoli Boulevard.

Implementation of the proposed complete street concept offers numerous benefits including:

- Enhanced pedestrian infrastructure such as sidewalks, crosswalks, median crossing islands;
- Traffic calming measures to lower travel speeds and crash rates; and
- Bicycle accommodations such as protected or dedicated bicycle lanes.



Osceola Park Drive to Lake Tivoli Boulevard

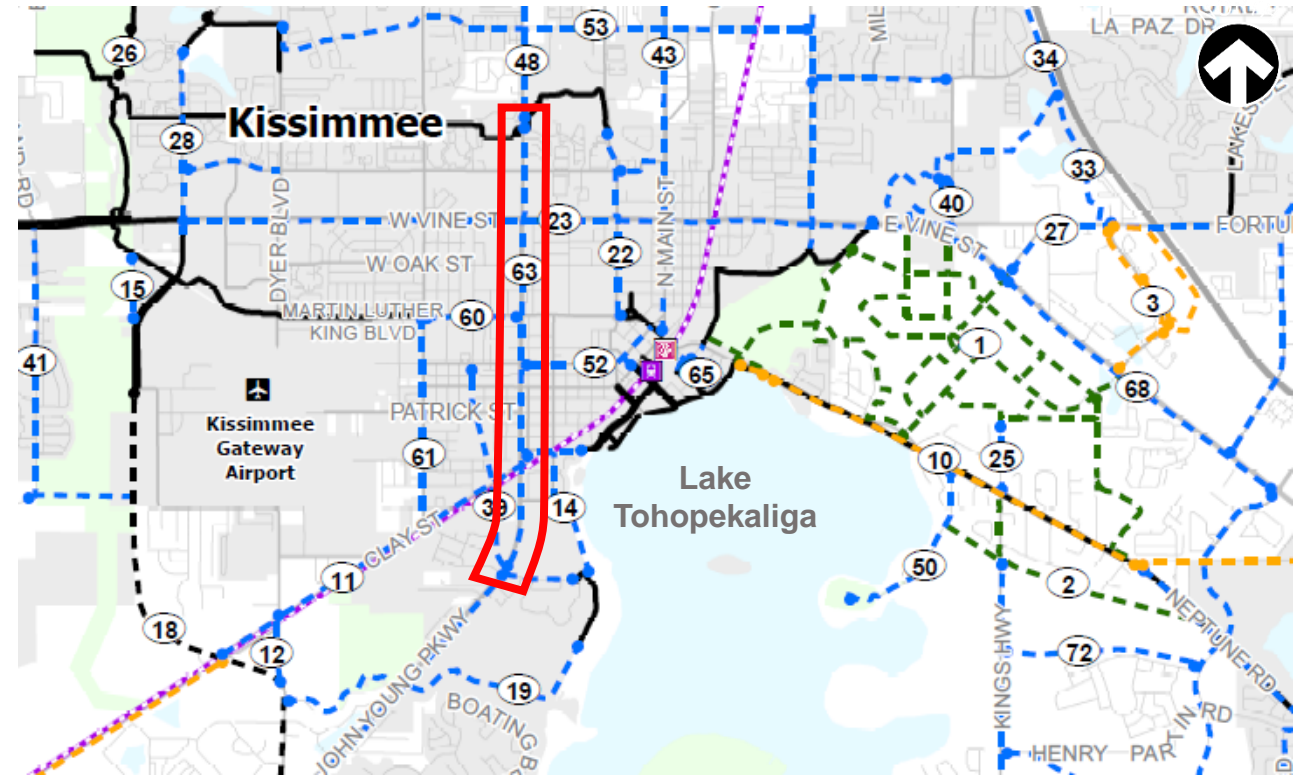


2.4 Miles

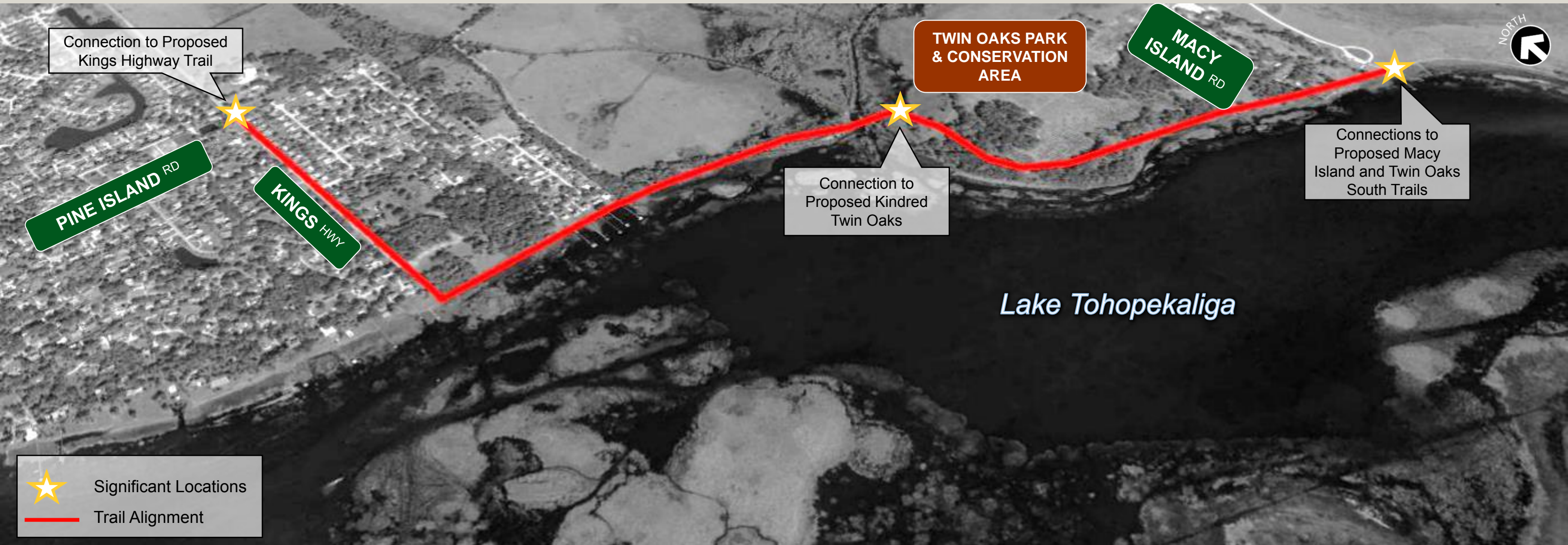


\$7,600,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



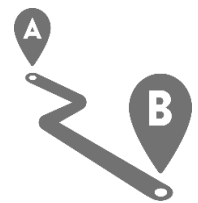
# 64: Twin Oaks Trail



## Project Summary

The Twin Oaks Trail is a proposed 2.3-mile-long connector from Pine Island Road to Macy Island Road. The trail alignment runs along a residential area on Kings Highway between Pine Island Road and the northern shore of Lake Tohopekaliga. The shoreline connection will require engagement and agreements with adjacent owners. The trail alignment turns and runs east to Macy Island Road through undeveloped land.

The proposed trail concept is a 12-foot-wide paved path or 14-foot-wide boardwalk trail running through the wetland areas along Lake Tohopekaliga. A boardwalk trail through a more natural setting gives pedestrians and bicyclists an opportunity to experience nature while conserving the natural environment and landscape. Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is not near a well-lit corridor. Adequate lighting and amenities will be considered to activate as much of the trail as possible.



Pine Island Road to Macy Island Road

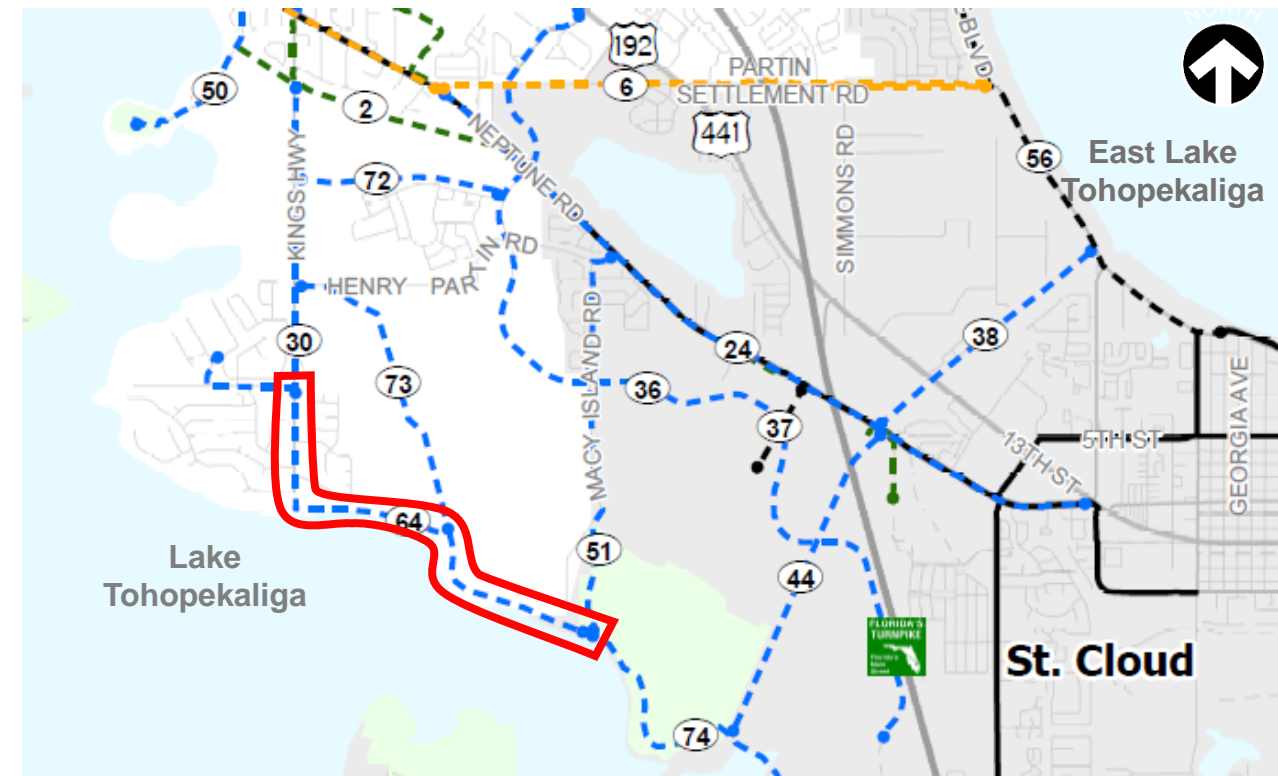


2.3 Miles

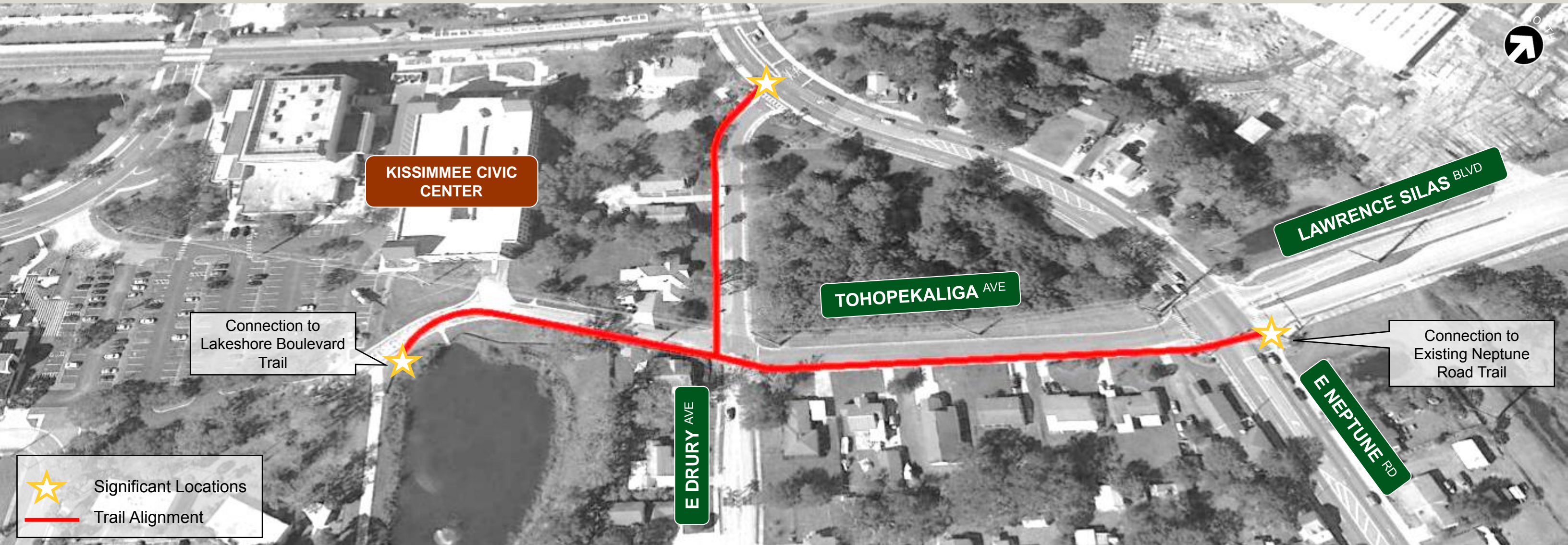


Highly contingent on boardwalk requirements through wetland area

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



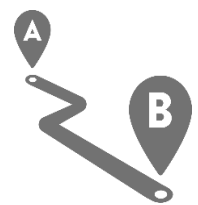
# 65: LYNX to Lakeshore Trail



## Project Summary

The LYNX to Lakeshore Trail is a 0.3-mile-long shared use path on Tohopekaliga Avenue and E Drury Avenue. The proposed trail connects the existing Lawrence Silas Trail and an existing trail between Lakeshore Boulevard and the Kissimmee Civic Center. The proposed alignment is on the west side of E Drury Avenue and on the south side of Tohopekaliga Avenue. The proposed trail will provide continuity for trail users throughout the County and make an effort to close a gap in a central point within the regional trail network system. Wayfinding is the element most needed to support use of the trail.

The proposed trail concept is a 10-foot wide paved path. A narrower path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.



Lakeshore Boulevard Trail to Neptune Road

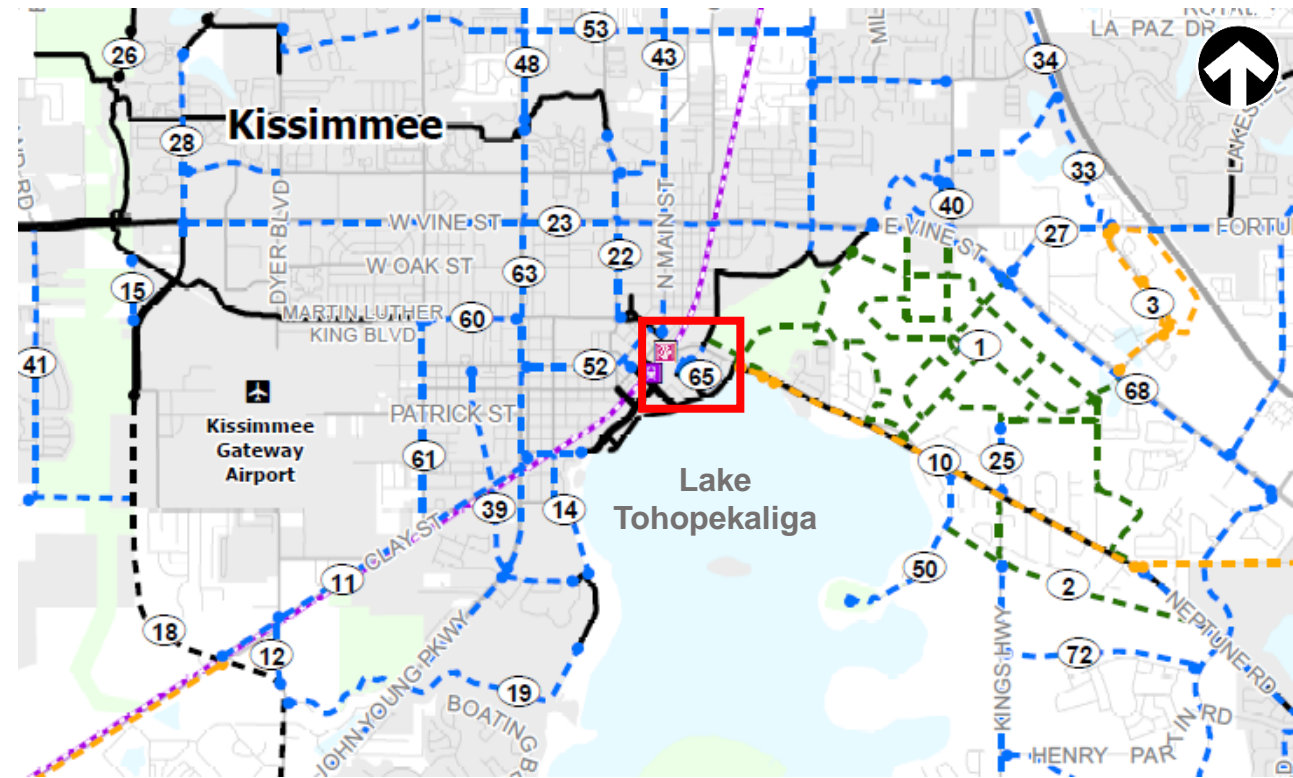


0.3 Miles



\$1,200,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



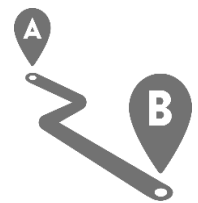
# 66: East Lake Loop West Trail



## Project Summary

The East Lake Loop West Trail is a 5.0-mile-long proposed trail that follows the northwestern edge of East Lake Tohopekaliga. The trail runs from Fortune Road/E Lakeshore Boulevard to Boggy Creek Road along the shoreline and Lake Vista Drive.

The proposed trail concept is a 12-foot-wide paved path or a 14-foot-wide boardwalk trail running through the wetland areas. The project forecast assumes an on land trail, boardwalk requires a different approach to develop a cost opinion. A boardwalk trail through a more natural setting gives pedestrians and bicyclists an opportunity to experience nature while conserving the natural environment and landscape. Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is not near a well-lit corridor. Adequate lighting and amenities will be considered to activate as much of the trail as possible.



Fortune Road to Boggy Creek Rd

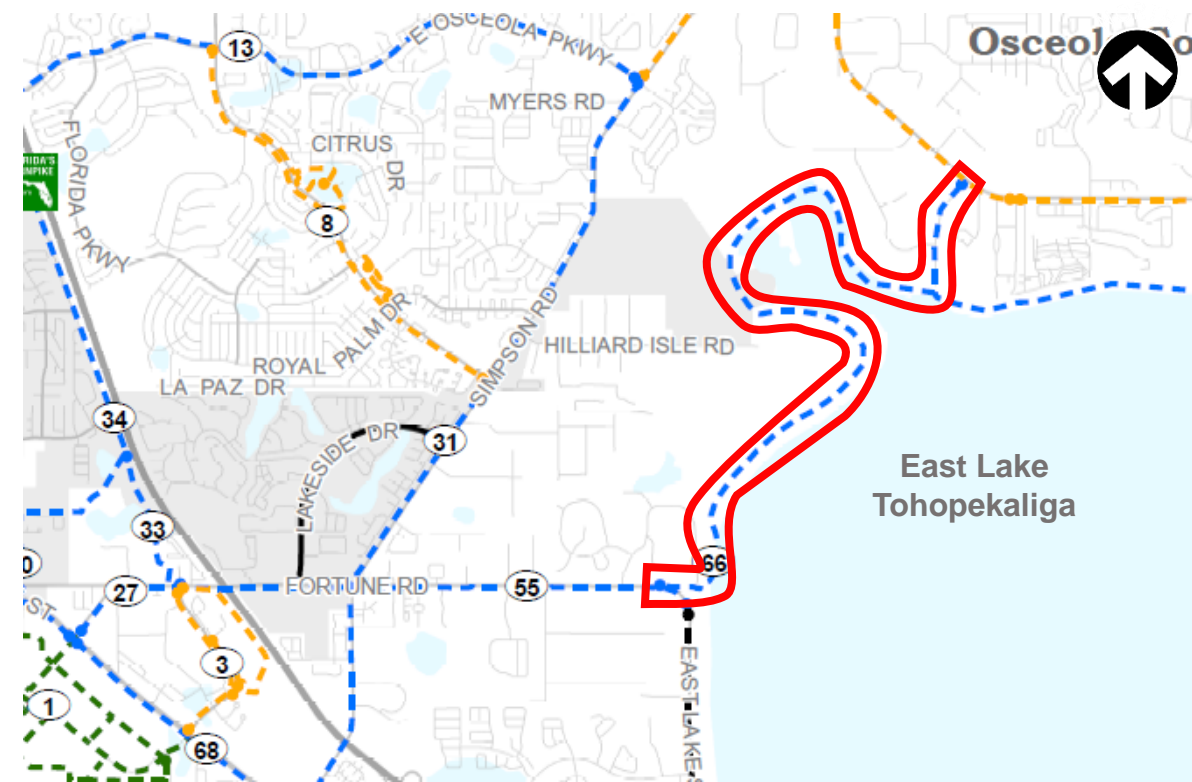


5.0 Miles



Highly contingent on boardwalk requirements through wetland area

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 67: Poinciana Reedy Creek Bridge Trail



## Project Summary

The Poinciana Reedy Creek Bridge is a 1.3-mile-long connector from Laurel Avenue to S Poinciana Boulevard and Reaves Road. This trail provides a direct connection north for residents of the Poinciana community, connecting to multiple proposed trails on Osceola Parkway and Reaves Road.

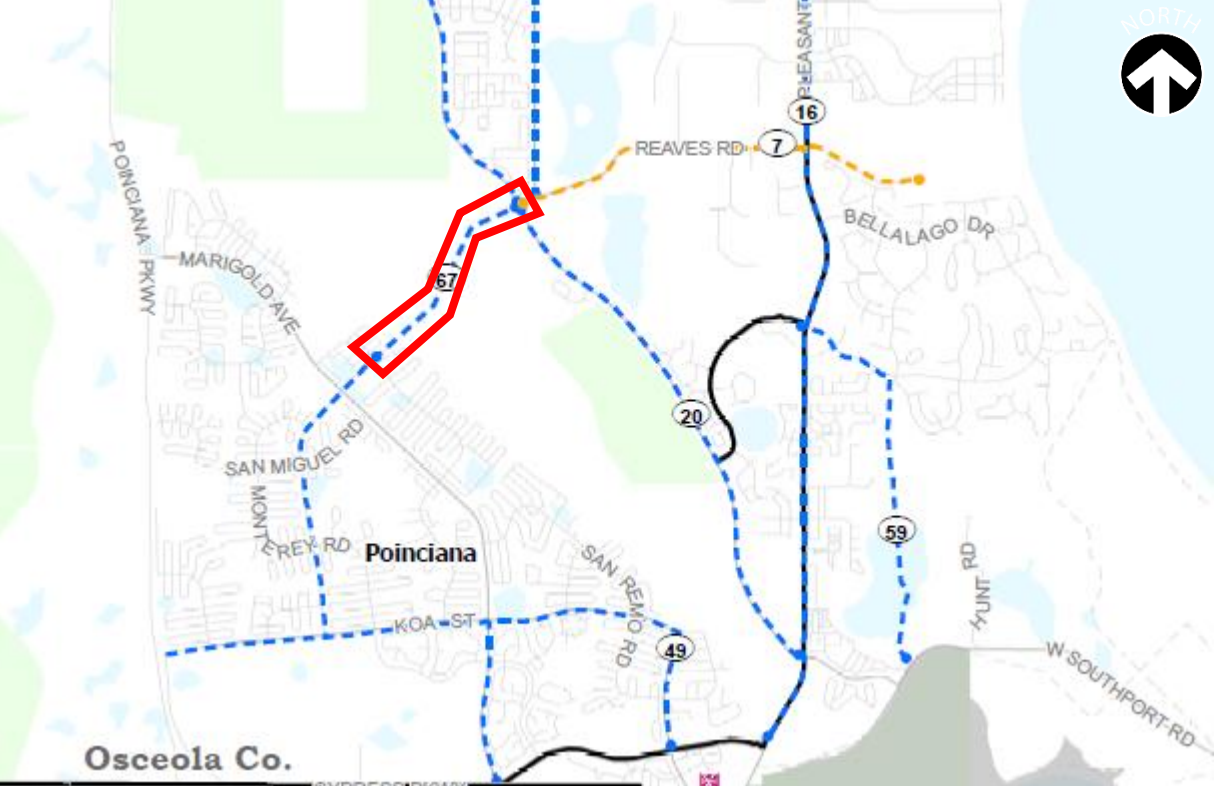
The proposed trail concept is an 14-foot-wide boardwalk trail crossing Reedy Creek and wetland areas for the entire length of the trail. A boardwalk trail through a more natural setting gives pedestrians and bicyclists an opportunity to experience nature while conserving the natural environment and landscape. Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is not near a well-lit corridor. Adequate lighting and amenities will be considered to activate as much of the trail as possible.

**A** **B**  
 Laurel Avenue to S Poinciana Boulevard and Reaves Road

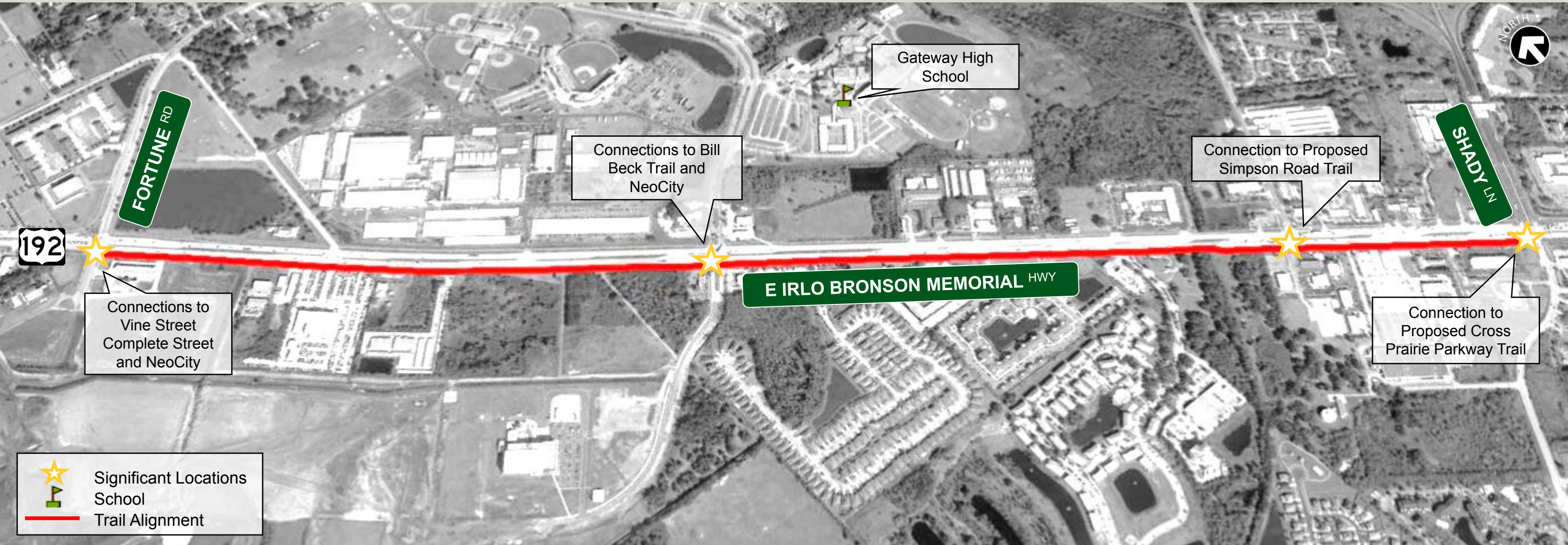
**1.3 Miles**

**\$**  
 Highly contingent on boardwalk requirements through wetland area

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



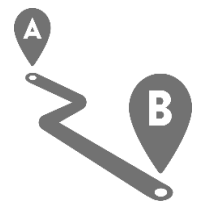
# 68: Irlo Bronson Memorial Highway Trail



## Project Summary

The Irlo Bronson Memorial Highway Trail is a proposed 1.8-mile-long shared use path from Fortune Road to Shady Lane. The proposed alignment will run on the south side of E Irlo Bronson Memorial Highway (US 1921) and replace the existing 5-foot-wide sidewalk that is currently placed behind drainage inlets.

The proposed trail concept for the Irlo Bronson Memorial Highway Trail is a 12-foot-wide shared use path through most of the corridor. A more narrow path may be required to minimize impacts to adjacent properties, however, right-of-way may need to be acquired to implement a 10-foot-wide path in some places. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.



Fortune Road to Shady Lane

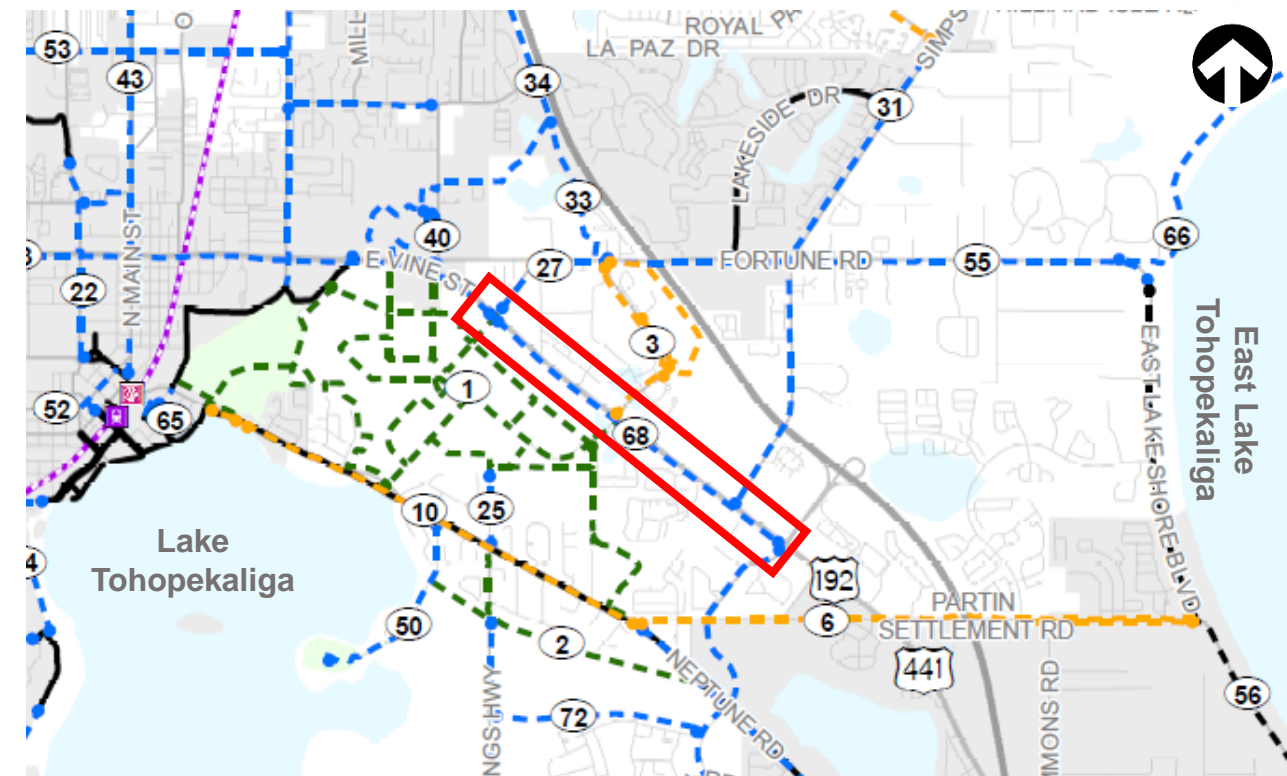


1.8 Miles



\$5,400,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 69: East Lake Loop North Trail

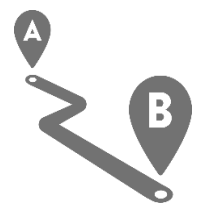


## Project Summary

The East Lake Loop North Trail is a 10.1-mile-long proposed trail that follows the northeastern edge of East Lake Tohopekaliga and loops around Fells Cove. The trail runs from Chisholm Park Trail to Lake Vista Drive.

Based on the current conditions of the right-of-way, the proposed trail will be a 12-foot-wide paved path. A boardwalk trail would offer users a different experience than what they would experience on a paved trail parallel to Boggy Creek Road. A boardwalk trail through a more natural setting gives pedestrians and bicyclists an opportunity to experience nature while conserving the natural environment and landscape.

This trail alignment requires significant coordination with nearby residents. Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is not near a well lit corridor. Adequate lighting and amenities will be considered to activate as much of the trail as possible.



Chisholm Park Trail to Lake Vista Drive



10.1 Miles



\$20,400,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.





# 70: Intercession City Trail

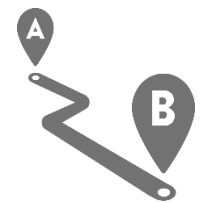


## Project Summary

The Intercession City Trail is a proposed 5.3-mile-long shared use path from S Orange Blossom Trail to N Poinciana Boulevard. The alignment runs primarily through undeveloped land.

The proposed trail concept is a 12-foot-wide paved shared use path or 14-foot-wide boardwalk trail running through the wetland areas. A boardwalk trail would offer users a different experience than what they would experience on a paved trail parallel to a heavily utilized corridor. A boardwalk trail through a more natural setting gives pedestrians and bicyclists an opportunity to experience nature while conserving the natural environment and landscape.

Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is not near a well lit corridor. Adequate lighting and amenities will be considered to activate as much of the trail as possible. Additionally, a trail signal is anticipated to be placed at Oren Brown Road and N Poinciana Boulevard.



S Orange Blossom Trail to N Poinciana Boulevard

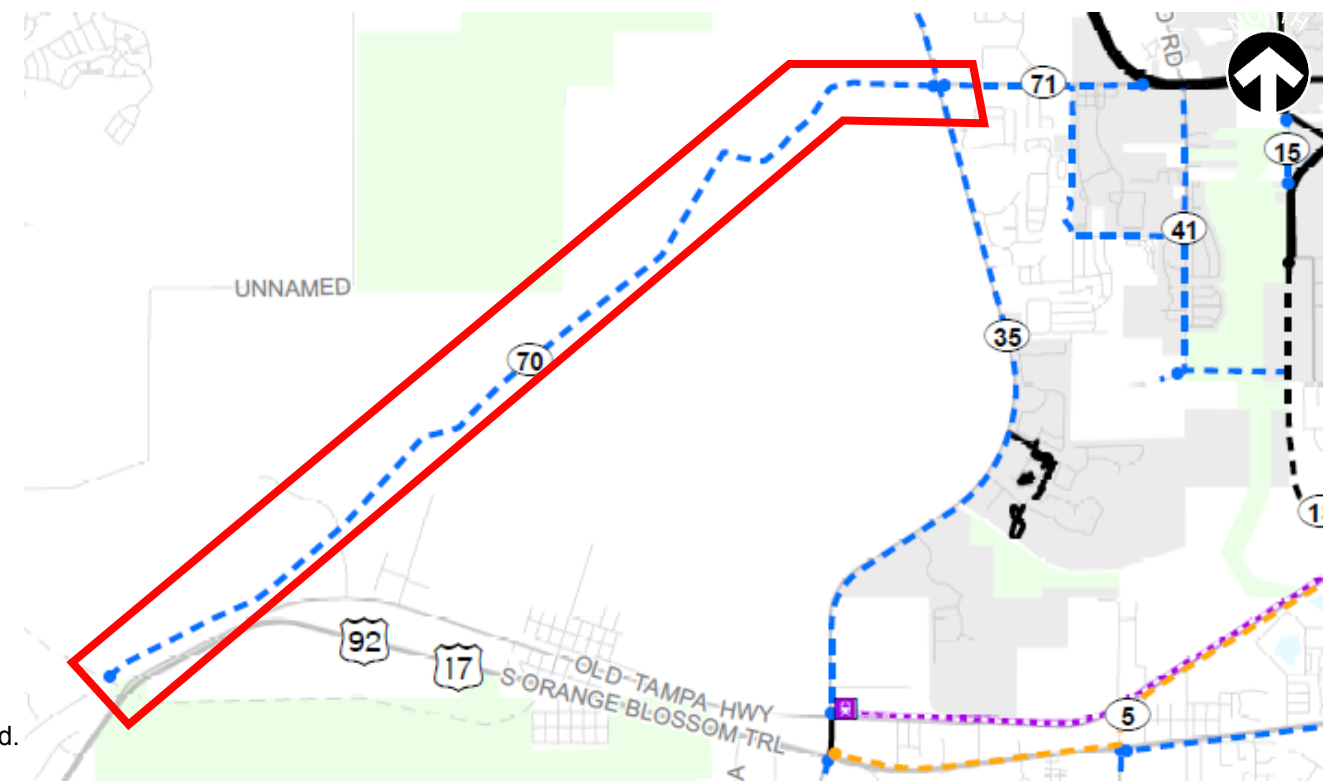


5.3 Miles



Highly contingent on boardwalk requirements through wetland area

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



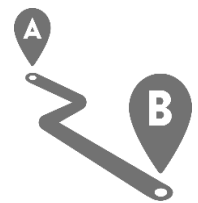
# 71: Oren Brown Trail



## Project Summary

The 1.0-mile-long Oren Brown Trail is proposed along the south side of the roadway from N Poinciana Boulevard to Irlo Bronson Memorial Highway. The existing conditions fluctuate along Oren Brown Road. Some portions include a sidewalk located directly on back of curb. Other portions of the alignment are constrained by limited right-of-way and numerous residential driveways with no existing sidewalk.

Based on the current conditions of the right-of-way, the proposed trail will be a 12-foot-wide paved trail in some areas. Narrowing portions of the trail to 10 feet wide may be required to avoid impacts to private parcels. Right-of-way may need to be acquired to implement a minimum trail width of 10 feet. Curb and gutter will be needed to safely buffer the trail from the roadway and provide drainage improvements.



N Poinciana Boulevard to Irlo Bronson Memorial Highway

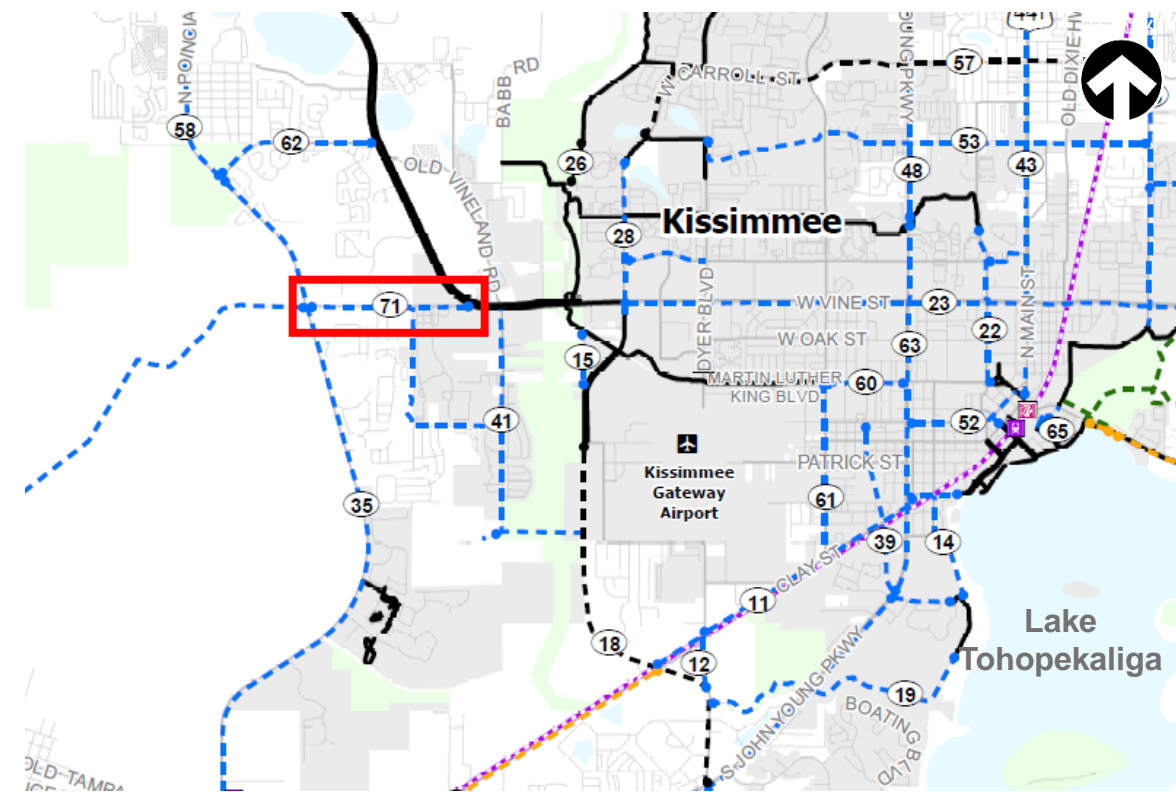


1.0 Miles



\$3,200,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 72: Kindred Trail

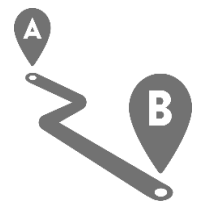


## Project Summary

The Kindred Trail is a proposed 1.1-mile-long shared use path from Kings Highway to Cross Prairie Parkway. This trail is strategically aligned behind a new residential community in the Kindred area, providing residents an alternative mode of transportation. This trail also will create a link between the proposed Kings Trail and Cross Prairie Trails, creating better connectivity to NeoCity and the City of Kissimmee.

Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is aligned in an area where the trail is placed behind properties. Adequate lighting and amenities will be considered to activate as much of the trail as possible.

As an alternative, the shared use path within the Kindred Development may be used as the main trail facility between the Cross Prairie Parkway and Kings Highway. Traveling through a neighborhood rather than around is a distinct experience and could also be used to complement the shown trail alignment.



Kings Highway to Cross Prairie Parkway

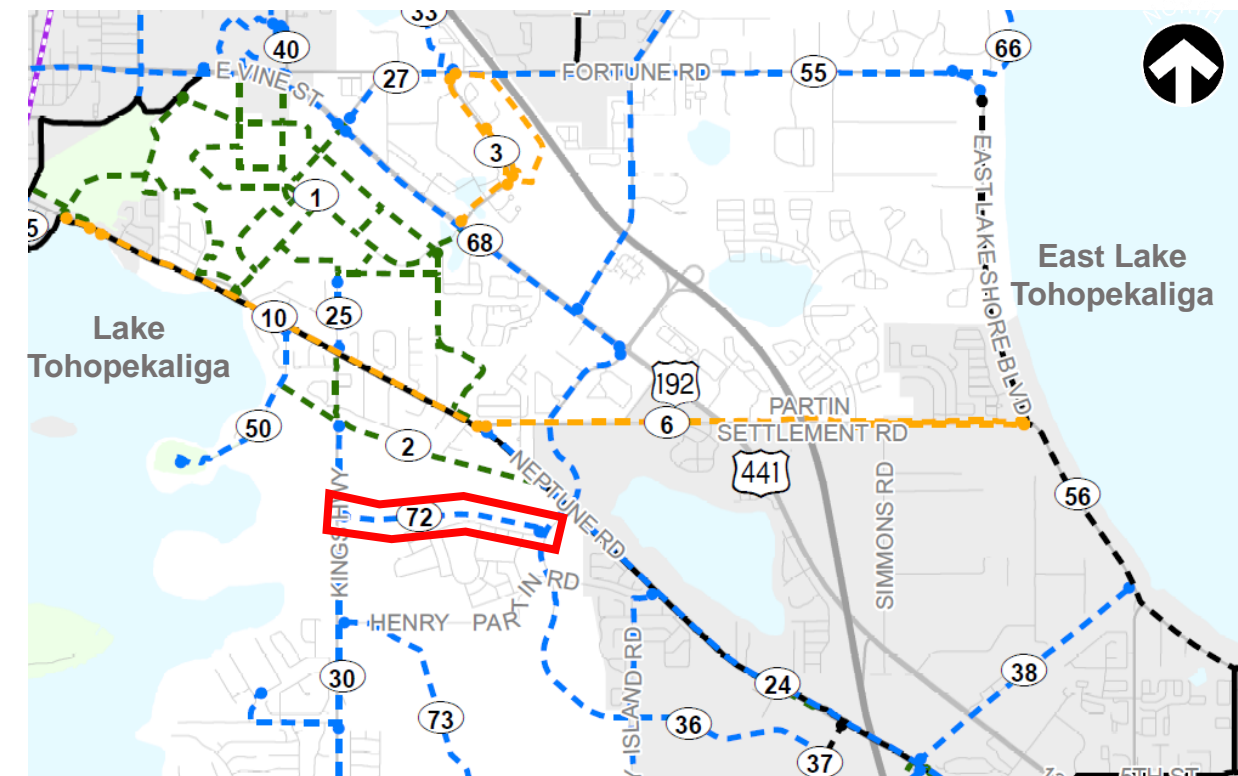


1.1 Miles



\$2,200,000

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 73: Kindred Twin Oaks Trail

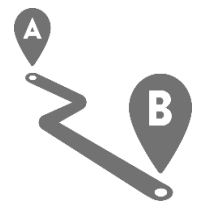


## Project Summary

The Kindred Twin Oaks Trail is a 1.6-mile-long new shared use path proposed to run from the Henry Partin Road and Kings Highway intersection to Lake Tohopekaliga. The trail is proposed through land that is currently undeveloped.

The proposed trail concept is a 12-foot-wide paved path or a 14-foot-wide boardwalk trail running through the wetland areas. A boardwalk trail through a more natural setting gives pedestrians and bicyclists an opportunity to experience nature while conserving the natural environment and landscape.

Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is not near a well lit corridor. Adequate lighting and amenities will be considered to activate as much of the trail as possible.



Kings Highway to Lake Tohopekaliga

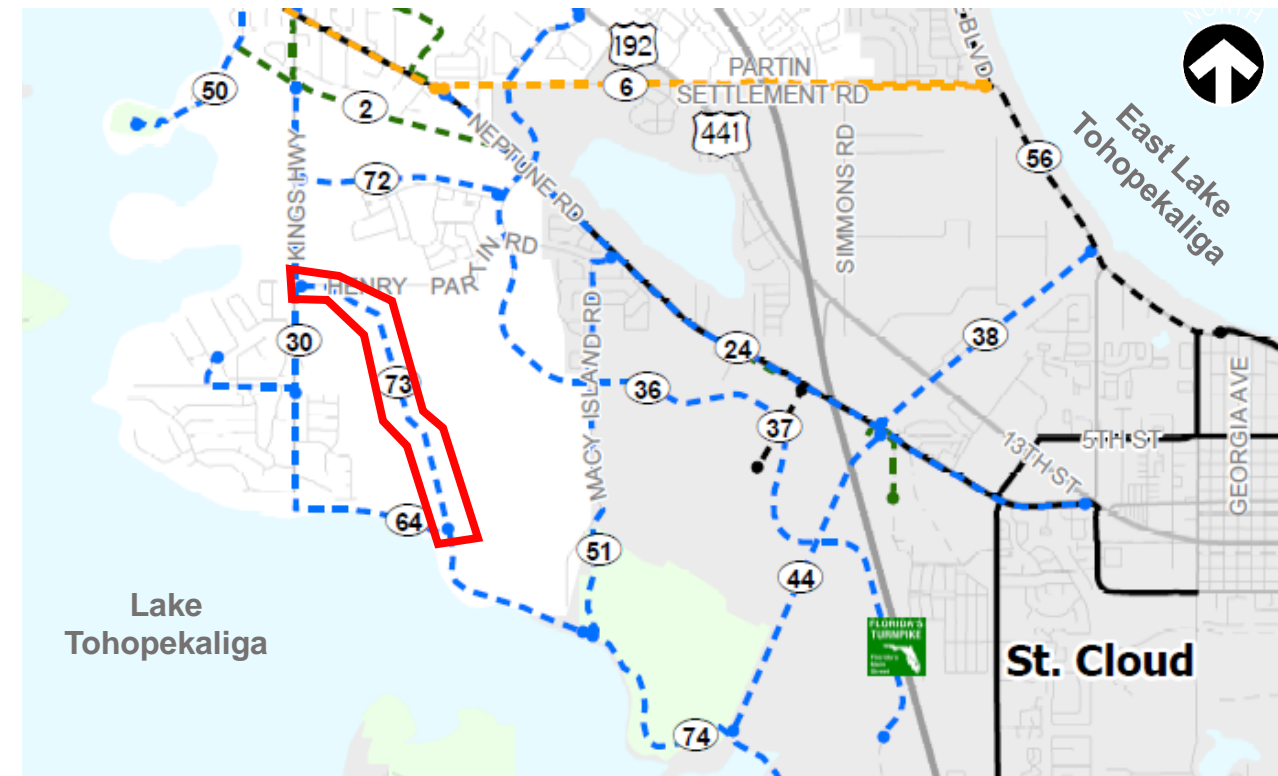


1.6 Miles

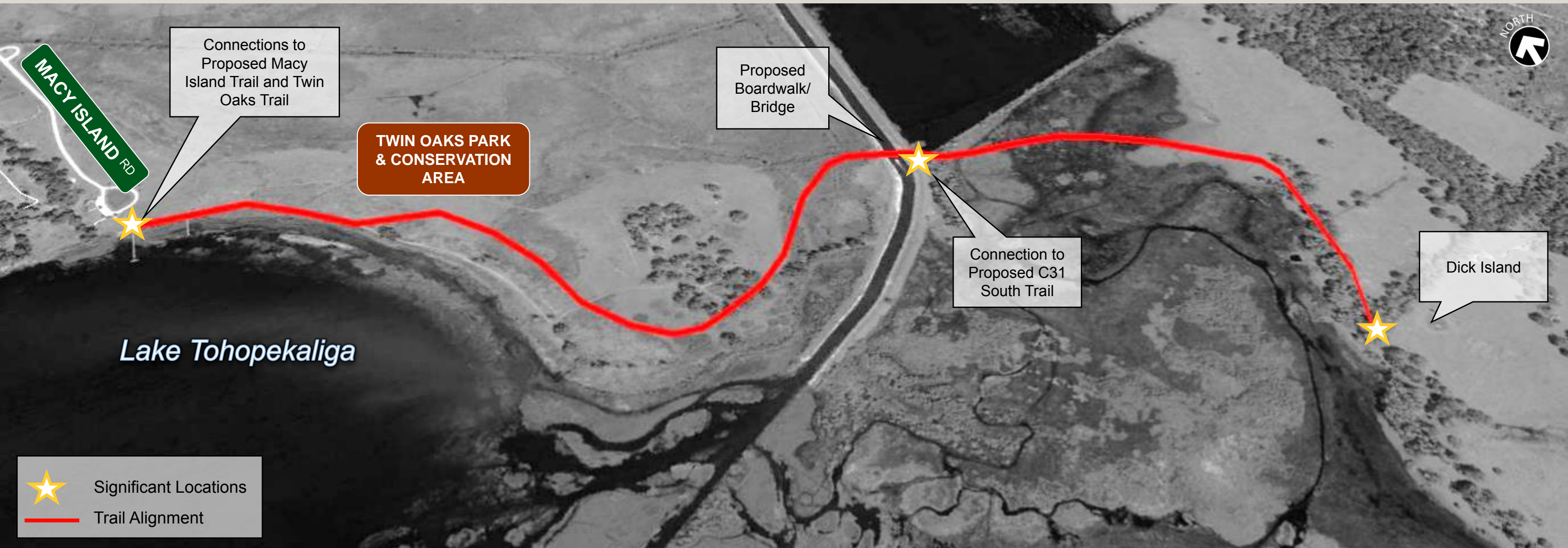


Highly contingent on boardwalk requirements through wetland area

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.



# 74: Twin Oaks South Trail

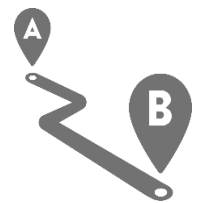


## Project Summary

The Twin Oaks South Trail is a proposed new 1.8-mile-long connector from Twin Oaks Park to Dick Island. The proposed trail alignment runs through undeveloped land and will connect to the proposed C31 South Trail, the proposed Macy Island Trail, and the proposed Twin Oaks Trail.

The proposed trail concept is a 12-foot-wide paved trail running through the undeveloped land. A proposed boardwalk bridge will be needed near the connection with the proposed C31 South Trail alignment. Future study of the area will determine the significance of wetlands in this area. A boardwalk trail may be needed for the entire alignment.

Crime Prevention Through Environmental Design (CPTED) principles will be needed as this trail is not near a well lit corridor. Adequate lighting and amenities will be considered to activate as much of the trail as possible.



Twin Oaks Park to Dick Island



1.9 Miles



Highly contingent on boardwalk requirements through wetland area

Note: All costs shown are exclusive of any ROW or off-site improvements such as stormwater ponds that may be required.

