

## TRANSPORTATION ELEMENT: SUPPORTING DATA AND ANALYSIS

### Introduction

Over the past five years, Osceola County policy makers have shifted the County’s comprehensive planning culture away from specifying policies and regulations focused on maintaining adopted standards and towards adoption of detailed plans which prescribe the location, character, and form by which growth should take place. This change represents a shift from policies focusing on how growth is perceived: from management and mitigation towards plans which recognize growth as a powerful market force which must be harnessed to achieve our adopted vision. This shift is implemented in how transportation impacts are perceived and how transportation improvements are funded.

This update emphasizes the future network’s ability to support the (re)development vision expressed in the adopted Future Land Use, Northeast District, South Lake and East of Lake Toho Elements. The updated Transportation Element represents an opportunity for Osceola County to establish a policy framework which produces implementing regulations that clearly illustrate the location, timing and form of mobility improvements to the year 2040.

This update is the first element in the Osceola County Comprehensive Plan with a 2040 horizon year. The 2025 horizon year has however been retained in this updated element as an interim planning year in order to remain consistent with the comprehensive plan’s remaining elements which will be subsequently updated to the new 2040 horizon year.

### Some Notes on Nomenclature

This update represents a shift at Osceola County away from designing roadways solely on the basis of their conventional functional classification and towards facilities intended to invoke a desirable development character. Conventional functional classification inversely correlates a roadway’s two primary functions (access and mobility) where the overall network represents a continual tradeoff between the two. This tradeoff often results in hierarchical networks of channelized trips and congested sprawl. When the impacts of development are evaluated in the context of conventional functional classification, growth becomes simply a proxy for trip generation, parking demand and access (driveways) all of which must be continually regulated.

This update introduces four thoroughfare types intended to balance mobility, livability, and commerce. These thoroughfare types are intended to enable a connected network that is 100-percent walkable and will create the armature needed to sustain communities in small, simple increments. Detailed descriptions and example cross sections of the thoroughfare types will be documented in an updated Land Development Code in order to implement the policies contained in this update. Generalized relationships between the new thoroughfare types and conventional functional classifications are summarized in the table below.

Functional Classification	Thoroughfare Types			
	Multimodal Corridor	Boulevard	Avenue	Street
Major Arterial				
Minor Arterial				
Collector				
Local				

## **Hallmarks of This Update**

This update is the result of a three-year endeavor to reimagine the future character of mobility in Osceola County. The process was comprised of four distinct phases all culminating in the GOPs and supporting transportation map series which make up this updated element.

### ***Phase 1 Establishing the Long-Term Vision for the Future Mobility of People and Commerce***

A thorough review of existing conditions, trends and adopted plans was conducted and were contrasted against an established set best practices and precedents for roadways and transit listed below:

#### Roadways

1. Create a fine-grained network in new areas
2. Recreate the grid
3. Connect neighborhoods & centers
4. Limit scale of roadways
5. Catalyze economic development
6. Protect environmental resources

#### Transit

1. Create a production network
2. Develop a coverage network feeder system
3. Connect high ridership centers
4. Concentrate multiple modes of transit investment to achieve mobility and economic development
5. Catalyze Redevelopment / TOD Areas
6. Protect environmental resources

These best practices and precedents were used to evaluate and build upon and the County's adopted plans and programs to create a unified future (2040) roadway and transit networks which balance automobile speed and access along with transit coverage and production within Osceola County's Urban Growth Boundary. A detailed summary of this process is summarized in the attached document titled Transportation Element Update: Phase 1 Exploration.

### ***Phase 2 Land Use Integration***

The roadway and transit networks derived from Phase 1 were tested to determine if they were adequate to accommodate anticipated population and employment growth in the location and form expressed in the county's adopted Future Land Use Map, DRIs and other approved plans, as well as the same data from the cities of St. Cloud and Kissimmee. An internal workshop was conducted to calibrate a GIS-based land use allocation model which allocated population and employment projections to vacant and redevelopable areas utilizing allocation weights assigned to the following attractiveness factors:

## Land Use Allocation Attractiveness Factors

1. Urban centers
2. Employment centers
3. Expressway interchanges
4. Transit
5. Local network

The location and velocity of future population and employment growth were optimized using the land use allocation model created for this update. This exercise is summarized in the attached document titled Transportation Element Update: Phase 2 Land Use Integration.

### ***Phase 3 Modeling and Metrics***

Phase 2's population and employment allocations were then used to conduct travel demand model runs for the 2025 and 2040 roadway and transit networks developed in Phase 1. The results of this analysis demonstrated a high likelihood of greatly increased mode shifts to transit and automobile travel speeds likely to yield productive returns on investment. Detailed results of this exercise are summarized in the attached technical memorandum: Transportation Element Update: Task 1 Documentation of Long-Term Multimodal Vision.

### ***Phase 4 Fiscal Sustainability***

Prior levels of investment for transportation infrastructure and operations, have not kept pace with needs to serve the impacts created by growth and the transportation vision accompanying this update was developed without regard to fiscal constraints. Therefore, Osceola County subsequently embarked on a *Transportation Funding Study* to review the costs associated with the county's transportation vision against existing and potential revenue sources. This study yielded several approaches for financially sustaining our long-term transportation vision.

The study's principal recommendations include the monetization of new development incentivized by the repeal of impact fees through a "*designated ad valorem tax*" to supplement a potential combination of local option gasoline and sales taxes. This system is desirable for two reasons: 1) It enables the county to capture the incremental value associated with the new development that is induced by the repeal of transportation impact fees and 2) it affords the county the flexibility needed to prioritize mobility investments in a fashion which influences the form and location of future growth in a manner that implements the development vision expressed in the Comprehensive Plan as opposed to simply having to accommodate the additional traffic associated with new development by widening roads. The assumptions and recommendations of the Osceola County Transportation Funding Study are attached as data and analysis supporting this element.

### **Other Supporting Documents**

The updated GOPs and Transportation Map Series are supported by additional planning studies which are included in this supporting data and analysis and attached for easy reference.

### ***Osceola County Pedestrian and Bicycle Facility Master Plan***

Walking and bicycling in Osceola County has been recognized as challenging due to long distances between homes and employment/shopping destinations. A lack of suitable paths and connections is often cited as major contributor to relying on cars for even the shortest trips. The Osceola County Pedestrian

and Bicycle Facility Master Plan represents the Community Development Department's response to these concerns and is intended to present a clear planning framework to set county-wide goals, identify opportunities and obstacles, and present policies which incorporate pedestrian and bicycle needs into Osceola County's land development codes and capital improvement programs. The master plan concludes with a set of recommended actions, funding resources, and a phased implementation program.

### ***Osceola County Long-Range Transit Plan***

Osceola County's Long Range Transit Plan (LRTP) was developed to guide transportation investment and land use planning within the county's Urban Growth Boundary (UGB) to provide an overall transportation network that is focused on moving people – not just cars. The plan is based on a review of recent transportation studies and initiatives, traffic data and projections, as well as existing land uses and future land use plans. The LRTP yielded prioritized corridors which will guide the timing of investments to coincide with anticipated travel demand between activity centers. The Osceola County LRTP is used to effectively focus transportation funding in priority corridors and improve overall mobility within the County's UGB. A copy of the LRTP is attached as data and analysis supporting this element.

### **Osceola County Expressway Authority: OCX Master Plan 2040**

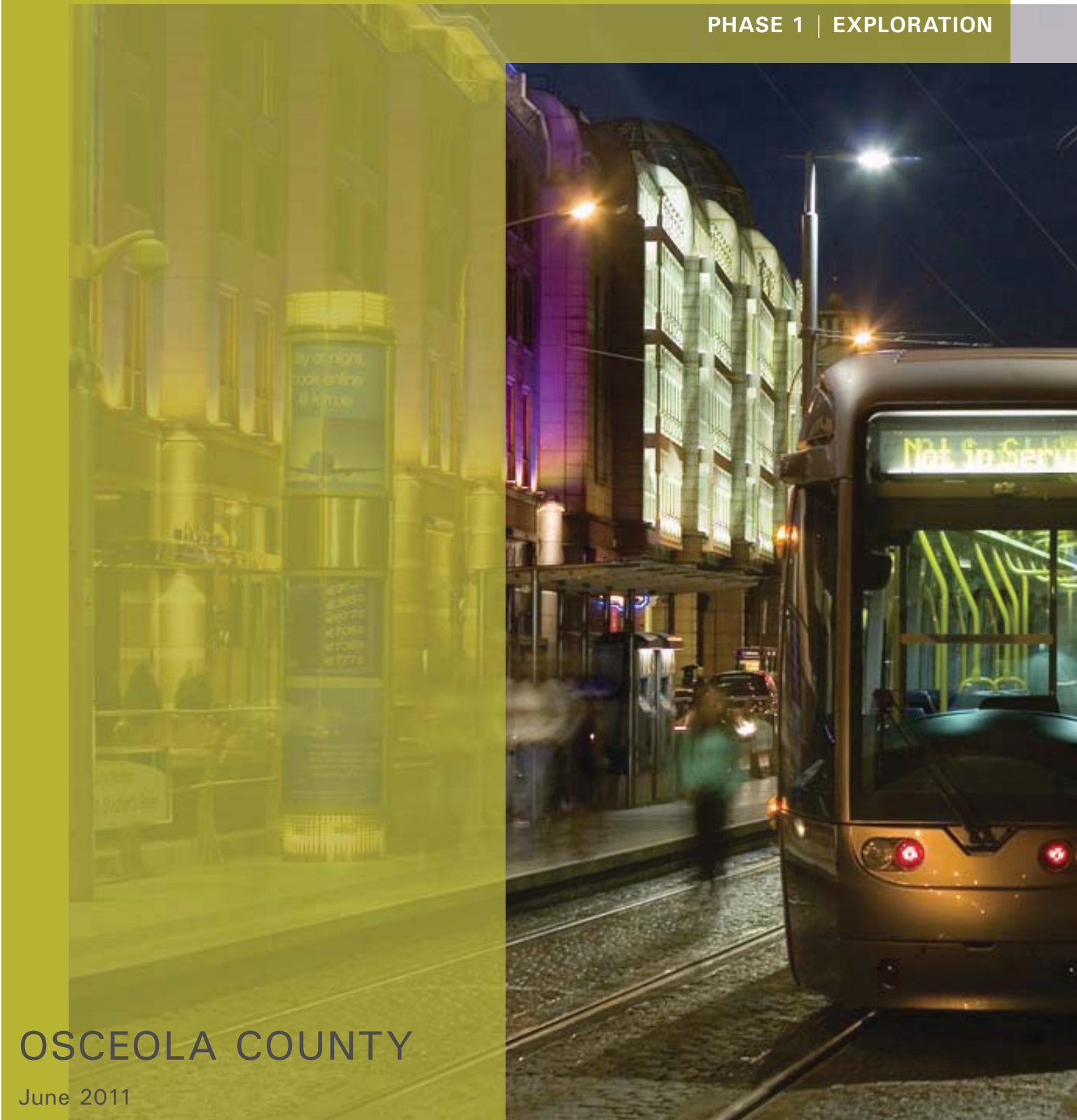
The OCX Master Plan 2040 documents the expressway plan for the Osceola County Expressway Authority (OCX). The goal of the study is to establish a long-range expressway master plan which identifies OCX policies and capital projects through the year 2040 and is based upon the vision established by the OCX board. A copy of this master plan is attached as data and analysis supporting this element.



**Transportation Element Update: Phase 1 Exploration**

# TRANSPORTATION ELEMENT UPDATE

PHASE 1 | EXPLORATION



OSCEOLA COUNTY

June 2011





The following document provides a brief summary of the first of six phases of Osceola County's Transportation Element Update; its goal to evolve Osceola County's transportation system into one of the premier multimodal networks, serving the community both economically and socially. This summary, **PHASE 1 | EXPLORATION**, examines existing conditions, goals, best practices, ideal geometries and evaluation metrics for roadways and transit within the County. Associated Appendices provide detailed process maps, meeting notes, field verification photos and a final GIS dataset to be used in subsequent phases. Phases 2 through 6 are outlined below.

**PHASE 2 | LAND USE INTEGRATION** will examine land uses needed to support ideal transportation geometries;

**PHASE 3 | MODELING & METRICS** will examine the performance of the ideal roadways versus transit geometry and their relationship to the County's smart growth goals;

**PHASE 4 | DRAFT VISION** will examine the highest performing components of each geometry and combine them into the draft vision;

**PHASE 5 | OPTIMIZATION OF VISION** will examine ways to optimize the performance of the new transportation system; and

**PHASE 6 | FINAL VISION & IMPLEMENTATION** will create the final Comprehensive Plan Update and examine actions to realize the new vision.

## RELATIONSHIP TO THE COMPREHENSIVE PLAN

The Transportation Element of the Osceola County Comprehensive Plan 2025 is currently being updated to represent the direction of the leaders and the citizens of Osceola County. As articulated in the Element, Osceola County shall establish a multimodal transportation system that promotes the values of sustainable development, increasing mobility options and promoting accessibility to economic, educational, cultural, and recreational opportunities for residents and visitors alike. The Comprehensive Plan outlines a series of measures will take deliberate actions to achieve. These measures strive to improve the number of persons per vehicle; ridership potential of transit; overall transit service; internal capture rate for automobile trip; road level of service; safety and the mobility needs of tourists, commercial traffic and freight.

## WHY NOW?

Transportation investments are powerful and far-reaching. Transportation accounts for 19% of spending by the average American household - as much as for food and health care combined. Investment also follows transportation improvements. Clearly, transportation and economic development are linked.

Economic conditions and the performance of existing systems make us question conventional approaches. Vehicular miles of travel (VMTs) have been growing faster than population growth; there are longer commute times and decreasing transit ridership. Osceola County is growing, aging and urbanizing, thus increasing the need for additional transportation options. Health issues point to this trend as well; as people walk less and drive more, the number of obesity-related illnesses has now surpassed smoking-related diseases. The current direction of ever-expanding roads to meet capacity is being questioned by the community. At the same time, the community has questioned the viability of implementing transit.

People want more transportation choices, whether to save money on gas, to get into shape by walking or biking, or to have a more relaxing commute (refer to Figure 1. Desired Transportation Changes). Communities can provide these choices by making it easy for residents and visitors to drive, walk, bike or take transit.



Osceola County, as demonstrated with recent planning efforts, is not immune to these trends. Over the past decade, Osceola County's population has been growing quickly, expecting to reach a population of 460,000 by 2030. A recent slowdown, including high unemployment and foreclosures, provide reason for leadership to question current patterns of growth. The 2030 MetroPlan Orlando Long Range Transportation Master Plan (LRTMP) shows that the County's major arterials such as US-192, Osceola Parkway and Narcoossee Road will continue toward the path of congestion, with travel times and delays both increasing. Daily VMTs in Osceola County have increased, surpassing both state and national averages. With traffic channeled from collector streets to only a few major arterials, overall travel times have increased 62% since 2000 (RSH, 2010).

Equally important to the direction the County is heading are the core values of its citizens. With over 90% of residents in Osceola driving to work, there is an opportunity to match vision and reality. In 2007, County citizens were asked what would improve Osceola's transportation system. Respondents focused on transit (including light-rail and bus) and roadway improvements (such as additional highways and road widening projects). A desire for commute times of less than thirty minutes and preference for cheaper transportation options emerged.

Finally, it must be acknowledged how the County is positioned for the future. Located on the fringe of Orlando, the County plays a critical role in the region's economic and transportation vision. This is immediately apparent with the potential investment in two major regional transit projects; the Florida High Speed Rail and SunRail.

As Osceola County transforms its economy and workforce, transportation must be aligned with a vision. This update is developing this vision, one not based on previous ways of doing thing, but based on what makes sense for the existing and future generations of the County based on empirical data.

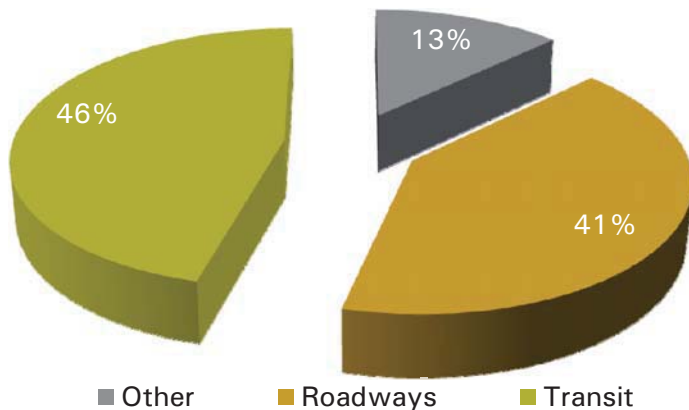


Figure 1. Desired Transportation Changes

## GOALS

County leadership has made a deliberate choice to take on an unconventional process. The reason can be found in the national statistics on household transportation investments, current economic conditions and the status of the existing transportation system across the Country. If we plan as we always have, we will get what we always have. The result will be never-ending roadway investments and reinvestments and a minimal transit system. Osceola County is one of the nation's largest counties in land area and is strategically positioned within the Orlando regional area and the State of Florida. A paradigm shift in the way we think about future transportation investments would allow the County to capitalize on regional transportation initiatives, strategic economic position, recently adopted smart growth Conceptual Master Plans and the overall direction of the Comprehensive Plan.

The following ten guiding principles were developed by the Technical Advisory Committee (TAC) to elevate the conversation about the future of transportation in Osceola County. The TAC included representatives from various County departments, such as Long-Range Planning, Transportation Engineering and Community Planning.

1. Develop a vision reflective of the County's direction.
2. Challenge standard thinking.
3. Test all options in a fair way.
4. Create a set of policies to make informed investment decisions.
5. Provide citizens with mobility choices.
6. Ensure accessibility.
7. Create a plan that is economically sustainable.

8. Create a realistic transportation system that better meets the County's mobility and performance metrics.
9. Move people with a reasonable level of service.
10. Update the transportation element

## DETAILED PROCESS FOR PHASE 1 | EXPLORATION

**PHASE 1 | EXPLORATION** examined existing conditions, best practices, goals, ideal geometries and evaluation metrics for both roadways and transit in the County. Further detail on each of these investigations is shown below.

### EXISTING CONDITIONS

Over twenty GIS datasets from different municipalities and agencies were compiled into existing and potential future roadway and transit geometries. These datasets provided baseline information for use in subsequent Phase 1 tasks.

This data has been utilized throughout this Phase and will continue to be utilized in subsequent phases. A full list of these sources can be found in the Appendices and the companion GIS dataset.

Review of best practices and goals for roadways and transit found in existing transportation plans and studies was completed as part of the preparation for Transportation Workshop #1. Following is a brief summary of some of the major studies, including a discussion of which of these recommendations or conclusions have been incorporated into the preferred geometries.

Auxiliary data included four GIS datasets that helped to provide the underpinnings for the Update's conclusions:

- University of Florida population projections, 2009 - 2030 and the 2010 US Census;
- Osceola County long range transit plan model data;
- Osceola County existing roadway network capacity data, 2010; and

- Osceola County existing and future transportation analysis zones (TAZ) data.

The listing here of a transportation plan or study does not necessarily mean that Osceola County ascribes to all provisions or conclusions found within them. However, these past plans and studies provide useful analysis that have been consulted for their relevance.

### Major Studies

- 2030 MetroPlan Orlando Long Range Transportation Master Plan (LRTMP)
- East US 192 Enhancement Committee Report
- LYNX Transit Development Plan and Annual Update and Progress Report for Fiscal Year 2011
- Draft Osceola County Long Range Transit Plan Master Plan Report
- Osceola County Comprehensive Plan 2025; Transportation Element
- Osceola Parkway Extension Feasibility Study
- Preliminary Feasibility Study for the Poinciana Boulevard - Pleasant Hill Road Connector
- Southport Connector Studies: Preliminary Alignment and Feasibility Study for Southport Connector from Cypress Parkway to Canoe Creek Road (2009) and from Canoe Creek Road to SR-528 (2010)
- Fiscal Year 2010-2011 Osceola County Capital Improvement Plan (CIP)

### 2030 MetroPlan Orlando Long Range Transportation Master Plan (2009)

**Status:** MetroPlan Orlando prepares a transportation plan every five years, forecasting over a 20-to 30-year period. The latest version was adopted in August 2009.

**Purpose:** The 2030 MetroPlan Orlando Long Range Transportation Master Plan (LRTMP) provides a unified transportation vision between Orange, Osceola and Seminole Counties, and 23 Orlando area municipalities. This latest transportation plan highlights land use as an essential element of the transportation system for the first time. It also focuses on non-vehicular modes that support a balanced transportation system. The plan identifies future transit projects, including an expanded bus system, bus rapid transit (BRT), passenger rail and bicycle and pedestrian components.

#### **Key Recommendations:**

- SunRail commuter rail transit, from DeLand in Volusia County to the Poinciana Industrial Park in Osceola County
- Three projected SunRail stops in Osceola County: at Osceola Parkway, at the Kissimmee Amtrak station and at the Poinciana Industrial Park
- Identification of Osceola Parkway and Narcoossee Road Corridors as key components to the regional transit network
- A regional BRT route within US-441 (Orange Blossom Trail) Corridor from Orlando to Kissimmee
- Inclusion of primary bus service within the SR-423 (John Young Parkway) Corridor
- A Circulator with BRT along US-192 (Irlo Bronson Memorial Highway/ Vine Street)
- Identification of the North Osceola Circulator as a “Feeder Route”
- Multimodal corridor along Pleasant Hill Road
- A connection from the Kissimmee SunRail Station, to a proposed development between Neptune Road and US-192, including a streetcar system



## East US-192 Enhancement Committee Report (2009)

**Status:** The East US-192 Enhancement Committee Report was issued in August 2009.

**Purpose:** The Osceola County Board of County Commissioners (BOCC) appointed a nine-member committee to develop potential public and private improvements to a 2000-acre stretch of East US-192 from Michigan Avenue in Kissimmee to the north city limits of St. Cloud at the C-31 Canal. The Committee's Report recommends the creation of four hub districts that each take advantage of existing economic drivers, and a fifth hub district on vacant land located at the east end of the study area.

### **Key Recommendations:**

- Create a multimodal transit-served district fronting US-192
- Focus a hub district on Valencia Community College
- Center a hub district on the Osceola County Heritage Park (OHP), with existing institutional uses, employment and amateur sports facilities
- Create a Gateway hub district located at US-192 on the west side of Florida's Turnpike, with landscape and streetscape improvements
- Expand on existing institutional uses by adding workforce housing within an Administrative hub district
- Provide a location for schools, churches, community and social services and recreation uses within a Joint Community Services hub district

## LYNX Transit Development Plan (2007) and Annual Update and Progress Report For Fiscal Year 2011 (2010)

**Status:** The LYNX/Central Florida Regional Transportation Authority prepared a Transit Development Plan in 2007 for fiscal year 2008 which provides guidance to area transit agencies within a 10-year planning horizon. An annual update has been prepared, that latest version issued in 2010 for fiscal year 2011.

**Purpose:** The intent of the LYNX Transit Development Plan is to coordinate transit planning and development around a dynamic regional transit system. In Osceola County, bus service is provided to Kissimmee, St. Cloud, Osceola Square Mall, Celebration, Poinciana, Valencia Community College, Buenaventura Lakes, West US-192 and Walt Disney World properties. In addition to this fixed-route bus service, LYNX offers a flexible service called a PickUpLine (PUL), which is a call-first service.

The LYNX Transit Development Plan projects beyond existing service lines by identifying candidate BRT corridors and providing order of magnitude costs for major components and operational expenses.

### **Key Recommendations:**

- Link 4 (US-441) and Link 55 (West US-192) identified as candidate BRT corridors
- Disney "3-D" – Buenaventura Lakes to Disney's resorts via Osceola Parkway and I-4
- Link 306 - Changes to the existing route from the Florida Mall transit center to the Kissimmee Amtrak Intermodal Center via John Young Parkway
- Link 312 – Kissimmee Amtrak Intermodal Center to the Downtown Disney Intermodal Center via US-192
- Link 315 – Osceola Parkway SunRail station to the Downtown Disney Intermodal Center via Osceola Parkway and International Drive
- Link 326 – Poinciana to the Downtown Disney Intermodal Center via Cypress Parkway, Pleasant Hill Road and Poinciana Parkway

## Draft Osceola County Long Range Transit Plan Master Plan Report (2010)

**Status:** The Draft Osceola County Long Range Transit Master Plan (LRTMP) Report was released in October 2010 and has yet to be formally adopted by Osceola County.

**Purpose:** The Osceola County LRTMP is intended to provide recommendations for specific transit and intermodal projects to other regional transportation agencies including LYNX, MetroPlan Orlando and the Florida Department of Transportation (FDOT). The Plan identifies transit corridors connecting the 16 general activity centers projected for Osceola County and prioritizing the investment of funds necessary to accommodate anticipated travel demand. Transit services covered in the Plan include those provided by LYNX, Amtrak trains, Greyhound inter-city bus services and privately-operated buses and shuttles.

### Key Recommendations:

- Evaluate additional LYNX transit routes in the short-term as the Celebration/ Formosa Gardens Loop, South St. Cloud Loop, and Poinciana Parkway Connector and East Lake Tohopekaliga Loop
- Focus on US-192 and Osceola Parkway as primary BRT Corridors in the intermediate term
- Consider light rail along the Osceola Parkway Corridor to serve the Northeast District in the long term

## Osceola County Comprehensive Plan 2025; Transportation Element (2007)

**Status:** The Transportation Element was adopted in December 2007 as a component of the Osceola County Comprehensive Plan 2025. The Element was updated in 2010 to include the Multimodal Transportation District (MMTD) and is the subject of this present amendment process.

**Purpose:** The Transportation Element's objective is to plan for a multimodal transportation system that emphasizes accessibility through the encouragement of mass transit usage, supported by compact and pedestrian-oriented urbanized areas. Specific policies have been adopted to ensure that future roadway expansions and new

roads serve as multimodal corridors, public transit will be encouraged and promoted by the County within the Urban Growth Boundary. Proposed Mixed Use Districts would increase transit ridership and multimodal opportunities.

### Key Recommendations:

- The Comprehensive Plan provided the land use and transportation policy framework for the transit master plan. Development of the Conceptual Master Plans for the Mixed Use Districts adopted in the Comprehensive Plan furthered the integration of multimodal and transit options with appropriate urban design concepts.

## Osceola Parkway Extension Feasibility Study (Ongoing)

**Status:** Osceola County commissioned the Osceola Parkway Extension Feasibility Study which is currently in progress.

**Purpose:** This study is intended to identify the future traffic conditions with the proposed Osceola Parkway extension beginning at the current terminus of Osceola Parkway and including Boggy Creek Road and Narcoossee Road, both north and south of the Orange/Osceola County line. Three alternatives were evaluated for each study year (2015, 2025 and 2035) and future traffic impacts projected - Alternative 1 identified Osceola Parkway as a four-lane arterial; Alternative 2 as a four-lane, limited-access freeway with two mainline tolls; and Alternative 3 as a four-lane, limited-access freeway with no tolls.

### Key Recommendations:

- Under Alternatives 2 and 3 the entire Osceola Parkway Extension would operate at an acceptable level of service

### **Preliminary Feasibility Study for the Poinciana Boulevard - Pleasant Hill Road Connector (2010)**

**Status:** The Preliminary Feasibility Study for the Poinciana Boulevard - Pleasant Hill Road Connector was prepared in March 2010 and reviewed by the Osceola County BOCC in February 2011.

**Purpose:** The need for a roadway connection between Poinciana Boulevard, Pleasant Hill Road, and Ham Brown Road has long been identified in the Osceola County Comprehensive Plan. This Feasibility Study is intended to describe the preferred roadway alignment that provides an additional east-west connection among the three primary north-south roadways in the area. Various alignment scenarios were tested as part of the analysis.

#### **Key Recommendations:**

- The study identifies a preferred roadway alignment and typical cross section for the northern alignment; starting in the area of Poinciana Boulevard at Mercantile Drive; east to a point just south of Ross Lanier Lane to Ham Brown Road; south on Ham Brown Road to near Cattle Drive, and east to Pleasant Hill Road just south of Rose Marie Drive.

### **Southport Connector Studies: Preliminary Alignment and Feasibility Study for Southport Connector from Cypress Parkway to Canoe Creek Road (2009) and from Canoe Creek Road to SR-528 (2010)**

**Status:** The Southport Connector Studies were prepared in November 2009 and June 2010, with the Studies' recommendations presented to the Osceola County BOCC in April 2011. Anticipated next steps are to conduct a Project Development and Environment (PD&E) Study, interchange analysis and financial feasibility study.

**Purpose:** The Osceola County Comprehensive Plan has included a Southport Road/Connector providing additional access to the Poinciana area. The Southport Connector will provide a direct connection from Poinciana, east to Florida's Turnpike allowing Poinciana residents an alternative route to access east Osceola County as

well as areas north and south of Osceola County.

#### **Key Recommendations:**

- The roadway alignment shown within the South Lake Tohopekaliga Conceptual Master Plan area is the preferred alternative for the southernmost alignment. Alternative alignments have been developed east of Mixed Use District 5, but have yet to select a preferred alternative.

### **Osceola County Capital Improvement Plan for Fiscal Years 2011-2015 (2010)**

**Status:** The latest Osceola County Capital Improvement Plan (CIP) was approved by the Osceola County BOCC in 2010 for fiscal years 2011-2015.

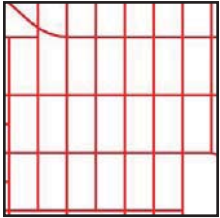
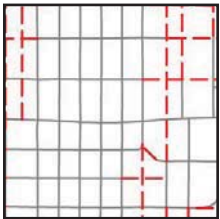
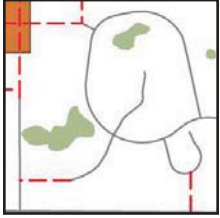
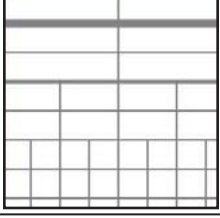
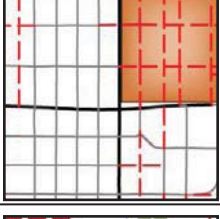
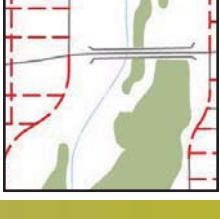
**Purpose:** Osceola County addresses infrastructure growth annually by conducting a Capital Improvement Program that results in an official CIP document. The CIP consists of a five-year priority listing of all capital projects, accompanied by project financing that is consistent with the County's debt management policies.

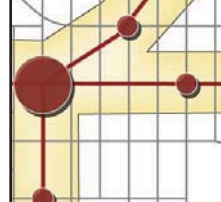

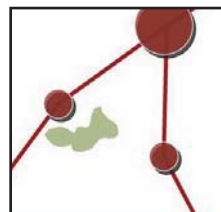
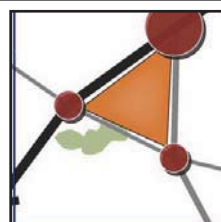
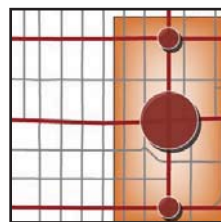

#### **Funded Projects:**

- Narcoossee Road/ US-192 Improvements;
- Boggy Creek Road Phases I and II Engineering;
- Osceola Parkway Phase II Engineering;
- Poinciana Boulevard Phase III Engineering
- Sinclair Road Engineering;
- Pleasant Hill Road/US-17/92 Intersection Traffic Engineering;
- Bill Beck Boulevard Engineering;
- Neptune Road Phase IIA Engineering; and
- Simpson Road/ US-192 Engineering

## BEST PRACTICES/ MATRICES

Workshop #1 was held with the TAC in November of 2010 to verify project goals, overall process and data sources. Initial thoughts were presented on how the County’s transportation system has gotten to where it is today, including the economics factors associated with continuing to build roadway infrastructure versus investing in transit systems. Project examples were highlighted, focusing on those best practices and precedents that helped form two ideal geometries for potential roadway systems and two geometries for potential transit systems. Further detail on Workshop #1, including attendees, presentation and meeting materials and notes can be found in Appendix B. The best practices that were used in determining the overall ideal strategies, and eventually used to evaluate the preferred scenario, are listed as follows with diagrams to illustrate the ideas behind each:

Osceola County’s Best Practices   ROADWAYS	<p><b>CREATE A FINE GRAINED NETWORK IN NEW AREAS</b> Maximize walkability and the effectiveness of the transportation system by incorporating a highly connected, gridded street network in new planning areas</p>	<ul style="list-style-type: none"> <li>Creates a pedestrian-oriented environment</li> <li>Minimizes large roadways</li> <li>Reduces reliance on single roadways</li> <li>Spacing Standards: Regional Highways, Connect Cities; Multimodal Corridors, 1 mile; Avenues &amp; Boulevards, 1/2 mile; Local Streets, 1/8 mile</li> </ul>	
	<p><b>RECREATE THE GRID</b> Invest in additional roadway connections to ease dependence on arterial roadways, and create more walkable pedestrian environments</p>	<ul style="list-style-type: none"> <li>Reduces reliance on existing arterials</li> <li>Spacing Standards: Regional Highways, Connect Cities; Urban Expressways, 4 to 6 miles; Arterials, 1/8 to 3 miles; Collectors, 1/2 mile</li> </ul>	
	<p><b>CONNECT NEIGHBORHOODS &amp; CENTERS</b> Create additional connections to isolated neighborhoods and centers where possible</p>	<ul style="list-style-type: none"> <li>Reduces reliance on arterials</li> <li>Provides additional options for pedestrian use</li> <li>Stimulates economic development</li> </ul>	
	<p><b>LIMIT SCALE OF ROADWAYS</b> Minimize the size of roadways to achieve other objectives</p>	<ul style="list-style-type: none"> <li>Increases walkability</li> <li>Improves economic development</li> </ul>	
	<p><b>CATALYZE ECONOMIC DEVELOPMENT</b> Capitalize on roadway improvements by prioritizing investments in redevelopment areas and catalyst developments</p>	<ul style="list-style-type: none"> <li>Increases efficiency of investment dollars</li> <li>Increases public awareness and support for redevelopment opportunities</li> <li>Stimulates economic development</li> </ul>	
	<p><b>PROTECT ENVIRONMENTAL RESOURCES</b> Avoid negative impacts on environmental systems by reducing road crossings and bridging where necessary</p>	<ul style="list-style-type: none"> <li>Maintains ecosystem connectivity</li> <li>Adjacent roadways can increase recreational/ bike trail/ pedestrian usage</li> </ul>	

<p><b>CREATE A PRODUCTION NETWORK</b> Designed to serve high-use areas with the opportunity for high ridership routes</p>	<ul style="list-style-type: none"> <li>Creates a more fiscally-friendly system</li> <li>Offers direct routes for most riders</li> <li>Capitalizes on high-ridership areas</li> <li>Stimulates economic development in key areas</li> <li>Creates a transit system with higher frequency</li> </ul>	
<p><b>DEVELOP A COVERAGE NETWORK FEEDER SYSTEM</b> Designed to serve an entire area, with comparable level of service across the network</p>	<ul style="list-style-type: none"> <li>Offers service to all areas</li> <li>Provides a feeder system</li> </ul>	
<p><b>CONNECT HIGH RIDERSHIP CENTERS</b> Connect high ridership areas and high employment areas, focusing on direct transit routes between these key areas</p>	<ul style="list-style-type: none"> <li>Provides efficient direct-route service to high ridership areas</li> <li>Improves ridership</li> <li>Strengthens economic development</li> </ul>	
<p><b>CONCENTRATE MULTIPLE MODES OF TRANSIT INVESTMENT TO ACHIEVE MOBILITY &amp; ECONOMIC DEVELOPMENT</b> Focus investment dollars on specific areas with the most opportunity to increase economic development potentials</p>	<ul style="list-style-type: none"> <li>Increases efficiency of investment dollars</li> <li>Increases connectivity and mobility through the use of different modes of transit</li> <li>Increases mobility options by providing alternatives to single occupant driving, focusing on multi-modal service, facilities and/or infrastructure</li> </ul>	
<p><b>CATALYZE REDEVELOPMENT/ TOD AREAS</b> Use transit as a way to reinvest in blighted or identified redevelopment areas by increasing land values on transit routes</p>	<ul style="list-style-type: none"> <li>Increases public awareness and support for redevelopment opportunities</li> <li>Increases land use value through increased housing density and opportunity for economic development</li> <li>Supports development and/or redevelopment in designated growth areas throughout the county that implement aspects of the County Comprehensive Plan.</li> </ul>	
<p><b>PROTECT ENVIRONMENTAL RESOURCES</b> Avoid negative impacts on environmental systems by reducing road crossings and bridging where necessary</p>	<ul style="list-style-type: none"> <li>Maintains ecosystem connectivity</li> <li>Adjacent transit stops can increase recreational/ bike trail/ pedestrian usage</li> <li>Preserves or enhances the environmental, natural, historic and cultural integrity</li> </ul>	



## IDEAL NETWORKS

Workshop #2 was held with the TAC in February of 2011, to review those goals and best practices determined through Workshop #1, as well as to review a set of refined geometries developed by quadrant. The two ideal roadway geometries were schematically developed using the best practices, and evaluating the benefits of the four preliminary geometries developed for Transportation Workshop #1. Of these four scenarios, two were developed for roadways; the High Speed System and the Grid System, and two were developed for transit; the Coverage Network and the Production Network.

### *Roadway*

An ideal roadway geometry combines the concepts of local access with regional mobility. Access is the availability of alternative routes to a destination. The livability and walkability of these grid networks improve as they become finer grained. Mobility refers to the ability to get to a destination in a minimal amount of time. The regional roadway system connects the major cities, towns and employment areas throughout the region. Often, these take the form of beltways, expressways and/ or arterials. Traditionally, it was thought that mobility would increase as we move away from an urban area. However, without planning, this mobility tends to decrease in sprawling communities over time.

Within the High Speed System, additional expressways and arterials would need to be developed in a series of concentric rings around the Orlando metropolitan area. While this system has the benefits of connecting numerous municipalities within the region, and moving most traffic relatively quickly, drawbacks occur when there are very few additional direct connection options for a commuter to get where they need to go. While the High Speed Network is based on the popular collector, arterial, expressway strategy, it is this pattern of development that seems to continually cause the need for roadway improvement projects.

The Grid System creates highly connected systems of roadways at each density center within the County, while trying to improve connectivity at existing arterials and collectors by identifying locations where roads could be continued, or additional roads built to lessen the spacing between such roadways.

These refined geometries were developed based on the ideal geometries, defined below and were guided by the primary ideas listed below:

- New, grid network just east of Kissimmee
- Increased east/west connections to Mixed Use Districts 1 and 2
- Insertion of a new grid network in Mixed Use Districts 5, 6 and 9
- Alignment of the Southport Connector at the edge of Mixed Use Districts 5 and 6 to avoid bifurcating the new higher density communities
- Addition of key interchanges along both the Florida's Turnpike and Southport Connector
- Creation of parallel through-streets to reconnect neighborhoods and centers
- Connection of segments of the beltway (i.e. Southport Connector to SR-528)
- Creation of key additional crossings of major wetlands systems at Shingle Creek

### *Transit*

An ideal transit geometry combines the concepts of production and coverage. Production systems serve areas and nodes that have enough density and employment to create a high ridership route with enough frequency and hours of coverage that encourage continuous ridership. Although these systems result in a higher economic return, they need supporting land uses and secondary transit feeder support. Coverage systems are designed to provide the most access to all citizens and areas regardless of density.

Historically, transit served as an economic engine for many cities, used by the poor, middle class and the rich alike. Its structure formed some of our greatest places. In the last 50 years, transit in the United States has taken on the perception of being a lesser form of transportation.

With the rise of global urbanization, however, transit's efficient mode of moving people has once again elevated that perception. Based on the direction of the Comprehensive Plan, the Osceola community acknowledges the need for efficient transit. A successful community transit system should serve major destinations and population centers; have good multimodal connections; serve multiple trip purposes and lengths (e.g. commuter, tourist, short and long); be utilized at multiple time

periods to maximize operations and maintenance; be connected to a regional system; and provide reasonable access for transit dependant populations.

- Creation and improvement of regional connections to Orlando International Airport (OIA), Downtown Orlando and Innovation Way
- Connection of major activity centers via primary routes
- Connection of neighborhoods via secondary routes
- Intersection of multiple modes and services at hubs
- Creation of connections to future density centers at Mixed Use Districts 5 and 6
- Creation of “Main Street” modal hubs at St. Cloud and across I-4 from Celebration
- Establishment of a lakeside center development within Mixed Use District 6

with new transit routes

- Creation of key connections across Florida’s Turnpike to Mixed Use Districts 1 and 2
- Connection of employment to and from Downtown Disney
- Formation of a transit hub in Downtown Kissimmee

Within the workshop, small groups each reviewed transit and transportation geometries for one of the four quadrants, deleting alignments known to be infeasible, and adding others for further consideration.

Further detail on Workshop #2, including attendees, presentation and meeting materials and notes can be found in Appendix C.

The ideal geometry strategies developed in Workshop #1 and used in fleshing out the roadway and transit scenarios are described on the next page.





## GEOMETRIES CONSIDERED BUT DISMISSED

### *Workshop #2 Analysis:*

Through Workshop #2, a number of additions and deletions were made to the Roadway and Transit Networks. These changes can be seen on the maps included within Appendices B and C, and are summarized below, with location highlighted on the map on page 13.









Roadway and transit connections added for further consideration during the workshop, included:

1. Many additional connections within the proposed grids of Mixed Use Districts 5, 6 and 9;
2. An additional grid network southwest of East Lake Tohopekaliga;
3. A few connections between Narcoossee Road and East Lake Tohopekaliga;
4. A few connections between Boggy Creek Road and East Lake Tohopekaliga;
5. A "Lakeshore Drive" around the edge of East Lake Tohopekaliga;
6. Connections from Kings Highway to Mixed Use District 1;
7. An overpass connection at Florida's Turnpike and Mill Slough Road;
8. Connections at the northwest corner of Kissimmee;
9. A connection across Florida's Turnpike from Kissimmee Park Road to Old Canoe Creek Road;
10. A connection north from Osceola Parkway, about 1¼ miles west of Dyer Boulevard;
11. A rerouted Southport Connector southwest extension through Polk County to avoid Shingle Creek and its associated wetlands;
12. Additional neighborhood connections in vacant areas between Pleasant Hill Road and Lake Tohopekaliga;
13. A connection from Mixed Use District 3 into Bellalago;
14. A connection from East Lake Tohopekaliga, along Rummell Road to Narcoossee Road;
15. Interchange locations at Florida's Turnpike and Southport Connector; Southport Connector and the new boulevard south of Alligator Lake; Southport Connector and US-192; and Southport Connector and Nova Road;
16. Southport Connector extension north of the Poinciana Boulevard and Pleasant Hill Road intersection;
17. Two proposed transit routes from Boggy Creek Road north to OIA were consolidated into one connection;
18. Narcoossee Road, Orange Blossom Trail and Pleasant Hill Road were upgraded to primary transit corridors;
19. Poinciana Boulevard was downgraded to a secondary transit route;
20. A transit connection from the multimodal corridor in Mixed Use District 2 north to Boggy Creek Road;
21. Transit routes continued along Vine Street into Downtown Kissimmee;
22. A TOD at the modal intersection of Florida's Turnpike and Osceola Parkway;
23. An additional transit corridor along Jones Road;
24. Additional transit services extending further west along the Old Tampa Highway and onto Osceola-Polk Line Road;
25. A street car loop within St. Cloud, with an extension south to Mixed Use District 5;
26. A BRT loop around Lake Tohopekaliga;
27. A BRT route along Narcoossee Road to Innovation Way, and Center Lake DRI; and
28. A BRT route extended down US-192 to Harmony.





### Osceola Roadway Network

-  Expressway
-  Boulevard
-  Parkway
-  Avenue
-  Local Streets
-  Water
-  Wetlands
-  Planning Area

Scale: 1" = 1 Square Mile

2/29/2011



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Roadway connections originally proposed within the scenarios, but deleted during the workshop included:

- 29. A connection from SR-429 to Goodman Road, across the northwest corner of Reunion;
- 30. Local street connections within Mixed Use District 9;
- 31. A boulevard connection south from Tri-County Road;
- 32. A connection across the Shingle Creek wetland system at Octavia Boulevard;

- 33. An east-west connection at Allen Street;
- 34. Numerous east-west connections between Pleasant Hill Road and Lake Tohopekaliga;

### EXISTING CONDITIONS



### PHOTOSIMULATION OF 5-YEAR BUILDOUT



### PHOTOSIMULATION OF 20-YEAR BUILDOUT



## FIELDWORK ANALYSIS:

A 1½ week-long site investigation took place in mid-April 2011 to determine whether those connections identified in the preliminary scenarios and additional connections identified during Workshop #2 were feasible. While both photo documentation and final mapping results and changes can be found in Appendix E, a summary of those changes is listed below, with locations noted on the map on page 17.

1. Within Mixed Use District 9, at the northwest corner of the County, a few local road connections were rerouted west of Goodman Road to terminate into existing curb cuts, or to avoid wetland features and the Four Corners Charter Elementary School. While the level of connectivity remains about the same, these roadways are more curvilinear in form (Map Grids B4, C4, B5, C5, B6, C6, B7 and C7).
2. Connections through Reunion (Map Grids D6, C7 and D7) were deleted due to existing residential units within or in close proximity to the proposed connection, as well as wetland permitting issues. Possible avenue connections may exist further north of Reunion along existing easements and road right-of ways, but would still require wetland permitting.
3. Connections east of I-4 northeast and southwest of World Drive (Map Grids G3, F4, G4, E5 and F5) were rerouted slightly to tie into existing curb cuts, and breaks in the wetland systems. The intersection at Osceola Parkway was moved slightly west to tie in at a 90 degree angle. The overpass across I-4 would require further study, including studies regarding road length required to gain appropriate heights over I-4.
4. Proposed connections within Celebration were moved to create a parkway north of the existing golf course, and would tie into the current three-way interchange at Celebration Boulevard and Celebration Avenue (Map Grids G4 and H4).
5. A parkway connection from Lake Wilson Road to Osceola-Polk Line Road (Map Grids E7, F7 and F8) was deleted due to the existing golf course and immediately adjacent wetlands.
6. The boulevard connection shown extending US-192 further east and along Shingle Creek (Map Grids J3, J4, K4 and K5) was rerouted slightly to avoid development at the west end of the connection, and to minimize wetland crossings. This connection would still require wetland permitting.
7. Avenue connections through the southeast corner of Osceola Parkway and SR-535 (Vineland Road) (Map Grids L2 and L3) were rerouted to follow what look like newly graded road pathways, and to avoid development and tie into existing roads and curb cuts at Bamboo Lane and Princess Way. The Princess Way connection would limit roadway width to only 2 lanes, due to a forty foot right-of-way, and the northern connections would require an overpass at Osceola Parkway.
8. Avenue connections at Dyer Boulevard and John Young Parkway (Map Grid O3) were adjusted slightly to connect the unfinished roadway from Centerview Boulevard west, and from Regatta Bay Boulevard connecting into Flora Boulevard. The north-south avenue would complete a current disconnect of Thacker Avenue.
9. Avenue connections were deleted east of Hoagland Boulevard, north of the Kissimmee Airport (Map Grid N5); due to developed land, lack of right-of-way, and conflicts with airport property. A reroute was identified just north of the airport that would avoid buildings, and allow for an additional east-west connection able to handle additional truck traffic.
10. Avenue connections were deleted and/or rerouted south of Orange Blossom Trail (Map Grids M8 and M9) to avoid existing residences, and to tie into existing road connections and right-of-ways.
11. The boulevard connecting Pleasant Hill Road with Poinciana Boulevard (Map Grids K10, L10 and M10) was rerouted to avoid existing residences, and to tie into Poinciana Boulevard at Poinciana High School.
12. Additional avenue connections between Pleasant Hill Road and Poinciana Boulevard (Map Grids K10, L10 and M10 through K12, L12 and M12), were deleted or adjusted to avoid existing residences and wetlands.





**Osceola Roadway Network**

- Expressway
- Avenue
- Local Streets
- Parkway
- Water
- Wetlands

Grid Cell = 1 Square Mile



2/29/2011

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13. The Southport Connector tie-in to Pleasant Hill Road (Map Grid N15), north of the Poinciana Boulevard and Pleasant Hill Road intersection has been deleted due to existing residences, the need for a bridge across a lake, and additional wetland permitting.
14. The Boulevard crossing at Shingle Creek has been rerouted to align from Reaves Road to an existing dead-end street at Laurel Road (Map Grids L13 and K14), also reducing the amount of wetland crossing needed.
15. The boulevard west of the neighborhood development from CR-580 to the suggested Southport extension (Map Grids I13, J13, I14, J14, I15 and J15), has been moved further east to hug the edge of the neighborhoods along an existing drainageway easement, resulting in less wetland disturbance. The west extension of CR-580 (Map Grid I15) should turn south to avoid the wetland crossing as well
16. The Bill Beck Boulevard (Map Grids R3 and S4) completion has been adjusted slightly to tie into the north dead-end of Bill Beck Boulevard, and the existing constructed portions of the road along Florida's Turnpike.
17. The crossing at Mill Slough Road and Florida's Turnpike (Map Grid R4) has been deleted due to existing neighborhoods, and the lack of sufficient roadway length to gain proper altitude above Florida's Turnpike.
18. The Mill Slough Road extension further west of Michigan Avenue (Map Grids P4 and Q4) has been deleted due to lack of right-of-way and existing neighborhood development.
19. The connection at the existing Oak Street/ Michigan Avenue curve (Map Grid Q5) has been adjusted to keep the curve, and to mirror that curve on the east side of the wetland, with one roadway connection crossing the wetland. The new grid roadway network just east (Map Grids Q5, R5 and R6) has been rotated to align parallel to Vine Street, and the avenue from Bill Beck Boulevard to Kings Highway (Map Grids R6 and S6), has been adjusted to follow the existing length of Kings Highway, and allow for a 90 degree connection into Vine Street.
20. The area between Boggy Creek Road and East Lake Tohopekaliga (Map Grids U3, U4, V4 and U5) has been reworked to allow for a portion of a lakeshore parkway, and additional connections back into Boggy Creek Road, while avoiding major wetland crossings, and respecting the existing roadway network and residences. The lakeshore parkway will be cut short of tying into Fortune road, due to neighborhoods, but will tie into the northeast corner of Lee Janzen Drive at an existing open space area. Connections to the lakeshore parkway can extend from Borinquen Drive and Hillard Isle Road.
21. The south extension of the 10th Street loop in St. Cloud (Map Grid W10) was deleted south of 17th Street due to existing development, such as the St. Cloud Senior Center.
22. The westernmost section of the Fertic Road extension (Map Grid W11) was deleted as well, due to existing development and the deletion of the south extension of 10th Street.
23. The boulevard connection across Florida's Turnpike into Mixed Use District 2 (Map Grid V11) was adjusted to avoid the existing neighborhood, but would still require commercial property purchase and demolition.
24. Portions of avenue extensions south of St. Cloud were deleted due to existing residences and golf course development (Map Grids X12 and Y12).
25. The boulevard extension of New Nolte Road was adjusted slightly at the southeastern bend (Map Grid Z11) to avoid existing large lot developments.
26. The diagonal portions of the boulevard running west of Alligator Lake and south to Lake Gentry (Map Grids AA12, AA13, Z15 and Z16) was rerouted to run in more of a north-south direction. Due to the existing roadway grid in the area, and existing large-lot properties, this would a less efficient connection, but more economically feasible than a large right-of-way purchase.
27. The existing Alligator Lake Road right-of-way (Map Grid AB12) was used up until the notch in Alligator Lake to avoid conflicts with the existing residential development at the lake edge.

28. The lakeshore parkway around the southeast edge of Alligator Lake (Map Grids AA12, AA13 and AB13) was deleted to existing residential development that backs up to the lake edge.
29. Portions of the grid networks off of US-192 (Map Grids AD11 and AE11) were deleted to avoid existing residences and wetlands.

## PREFERRED GEOMETRY EVALUATION

Based on the best practices discussed earlier, the performance of a smart growth transportation system is one that features a denser and well-connected network of streets, key areas of smaller block sizes, and extensive transit service building on regional initiatives. These preferred geometries will result in fewer VMTs, less congestion, and decreased vehicular emissions as compared to a conventional suburban transportation system. Providing multiple routes and multiple modes are both key to an efficient transportation system. When streets are connected in a complete network, many different routes to get from point A to point B can be chose, allowing users to get there faster and more easily.

Providing access to public transportation reduces congestion by carrying more people within the same road space. Reducing congestion makes commutes easier and is more efficient for businesses. The preferred geometries include creating transit and road options which accommodate more travelers in the same space and create better options for getting between existing and new centers and expansive residential areas. These geometries imply streets designed for all kinds of existing and future Osceola families - safer and more appealing. These strategies make streets safer and easier to use for everyone, including motorists, pedestrians, bicyclists and public transit riders, as well as children, the elderly and people with disabilities. Changes to street design like widening sidewalks, installing medians and adding bike lanes are simple but yield huge reductions in traffic accidents and fatalities.

The preferred geometries also begin to address our elected official's fiscal concern over our never ending transportation expenses. Investments in road maintenance, complete streets and transit could become the priority over new construction. These strategies make streets safer and easier to use for everyone, including motorists, pedestrians, bicyclists and public transit riders, as well as children, the elderly and people with disabilities. Changes to street design like enlarging sidewalks, installing medians and adding bike lanes are simple but yield huge reductions in traffic accidents and fatalities.

Smart growth transportation strategies create economic opportunity, as demonstrated by the past and new Conceptual Master Plans. Investments in these transportation strategies create new jobs, help more workers get to employment more efficiently and foster regional economic growth. New geometries will help the Osceola community spend less of their budget on transportation.



## **PREFERRED GEOMETRY**

Final Osceola Phase 1 Transit Network Map  
(attached)

Final Osceola Phase 1 Roadway Network Map  
(attached)









## **NEXT STEPS**

As illustrated in the above summary and the attached Appendices, the two Phase 1 final geometries provide the appropriate starting point for the subsequent phases addressing land use integration, transportation performance, draft and final plan element options and implementation actions.





**Osceola Roadway Network**

-  Expressway
-  Avenue
-  Boulevard
-  Parkway
-  Local Streets
-  Planning Area
-  Water
-  Wetlands

Grid Cell = 1 Square Mile

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

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### Osceola Transit Network

- Regional Routes
- Primary Routes
- Secondary Routes
- Activity Centers
- Planning Area
- Water
- Wetlands



Water  
Wetlands



North

Scale: 1 Square Mile

2/29/2011



Grid Cell = 1 Square Mile

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## **Transportation Element Update: Phase 2 Land Use Integration**

# TRANSPORTATION ELEMENT UPDATE

PHASE 2 | LAND USE INTEGRATION



OSCEOLA COUNTY

14 November 2011





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## INTRODUCTION

This summary, [Phase 2 | Land Use Integration](#) examines the land uses needed to support the ideal transportation geometries. This report is part of a six-phase analysis that will culminate in an updated to the Osceola County Transportation Element.

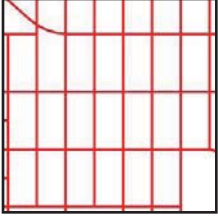
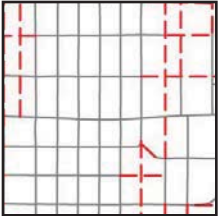
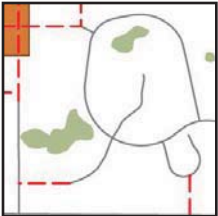
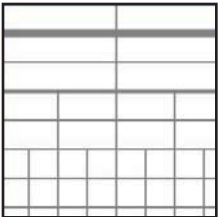
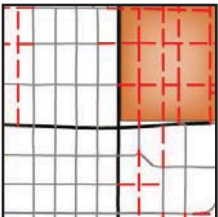
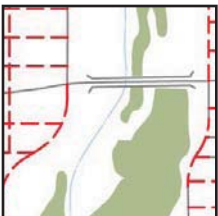
## SUMMARY OF PHASE 1, EXPLORATION

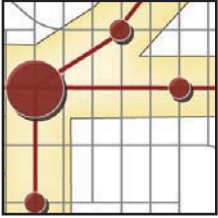

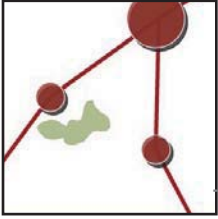
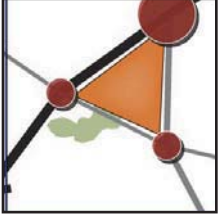
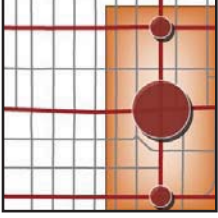

Phase 1, Exploration, examined existing conditions, best practices, goals, ideal geometries and evaluation metrics for both roadways and transit in the County. Further detail on each of these investigations is shown in the July 2011 Phase 1 summary document. Best Practices are included here as building blocks from which Phase 2 started.



**BEST PRACTICES/ MATRICES**

During Phase 1, the Technical Advisory Committee developed the best practices that were used in determining the overall ideal strategies, and eventually used to evaluate the preferred scenario, are listed as follows with diagrams to illustrate the ideas behind each:

<p><b>Osceola County's Best Practices</b></p> <p><b>ROADWAYS</b></p>	<p><b>CREATE A FINE GRAINED NETWORK IN NEW AREAS</b>                  Maximize walkability and the effectiveness of the transportation system by incorporating a highly connected, gridded street network in new planning areas</p>	<ul style="list-style-type: none"> <li>Creates a pedestrian-oriented environment</li> <li>Minimizes large roadways</li> <li>Reduces reliance on single roadways</li> <li>Spacing Standards: Regional Highways, Connect Cities; Multimodal Corridors, 1 mile; Avenues &amp; Boulevards, 1/2 mile; Local Streets, 1/8 mile</li> </ul>	
	<p><b>RECREATE THE GRID</b>                  Invest in additional roadway connections to ease dependence on arterial roadways, and create more walkable pedestrian environments</p>	<ul style="list-style-type: none"> <li>Reduces reliance on existing arterials</li> <li>Spacing Standards: Regional Highways, Connect Cities; Urban Expressways, 4 to 6 miles; Arterials, 1/8 to 3 miles; Collectors, 1/2 mile</li> </ul>	
	<p><b>CONNECT NEIGHBORHOODS &amp; CENTERS</b>                  Create additional connections to isolated neighborhoods and centers where possible</p>	<ul style="list-style-type: none"> <li>Reduces reliance on arterials</li> <li>Provides additional options for pedestrian use</li> <li>Stimulates economic development</li> </ul>	
	<p><b>LIMIT SCALE OF ROADWAYS</b>                  Minimize the size of roadways to achieve other objectives</p>	<ul style="list-style-type: none"> <li>Increases walkability</li> <li>Improves economic development</li> </ul>	
	<p><b>CATALYZE ECONOMIC DEVELOPMENT</b>                  Capitalize on roadway improvements by prioritizing investments in redevelopment areas and catalyst developments</p>	<ul style="list-style-type: none"> <li>Increases efficiency of investment dollars</li> <li>Increases public awareness and support for redevelopment opportunities</li> <li>Stimulates economic development</li> </ul>	
	<p><b>PROTECT ENVIRONMENTAL RESOURCES</b>                  Avoid negative impacts on environmental systems by reducing road crossings and bridging where necessary</p>	<ul style="list-style-type: none"> <li>Maintains ecosystem connectivity</li> <li>Adjacent roadways can increase recreational/ bike trail/ pedestrian usage</li> </ul>	

<p><b>CREATE A PRODUCTION NETWORK</b> Designed to serve high-use areas with the opportunity for high ridership routes</p>	<ul style="list-style-type: none"> <li>Creates a more fiscally-friendly system</li> <li>Offers direct routes for most riders</li> <li>Capitalizes on high-ridership areas</li> <li>Stimulates economic development in key areas</li> <li>Creates a transit system with higher frequency</li> </ul>	
<p><b>DEVELOP A COVERAGE NETWORK FEEDER SYSTEM</b> Designed to serve an entire area, with comparable level of service across the network</p>	<ul style="list-style-type: none"> <li>Offers service to all areas</li> <li>Provides a feeder system</li> </ul>	
<p><b>CONNECT HIGH RIDERSHIP CENTERS</b> Connect high ridership areas and high employment areas, focusing on direct transit routes between these key areas</p>	<ul style="list-style-type: none"> <li>Provides efficient direct-route service to high ridership areas</li> <li>Improves ridership</li> <li>Strengthens economic development</li> </ul>	
<p><b>CONCENTRATE MULTIPLE MODES OF TRANSIT INVESTMENT TO ACHIEVE MOBILITY &amp; ECONOMIC DEVELOPMENT</b> Focus investment dollars on specific areas with the most opportunity to increase economic development potentials</p>	<ul style="list-style-type: none"> <li>Increases efficiency of investment dollars</li> <li>Increases connectivity and mobility through the use of different modes of transit</li> <li>Increases mobility options by providing alternatives to single occupant driving, focusing on multi-modal service, facilities and/or infrastructure</li> </ul>	
<p><b>CATALYZE REDEVELOPMENT/ TOD AREAS</b> Use transit as a way to reinvest in blighted or identified redevelopment areas by increasing land values on transit routes</p>	<ul style="list-style-type: none"> <li>Increases public awareness and support for redevelopment opportunities</li> <li>Increases land use value through increased housing density and opportunity for economic development</li> <li>Supports development and/or redevelopment in designated growth areas throughout the county that implement aspects of the County Comprehensive Plan.</li> </ul>	
<p><b>PROTECT ENVIRONMENTAL RESOURCES</b> Avoid negative impacts on environmental systems by reducing road crossings and bridging where necessary</p>	<ul style="list-style-type: none"> <li>Maintains ecosystem connectivity</li> <li>Adjacent transit stops can increase recreational/ bike trail/ pedestrian usage</li> <li>Preserves or enhances the environmental, natural, historic and cultural integrity</li> </ul>	



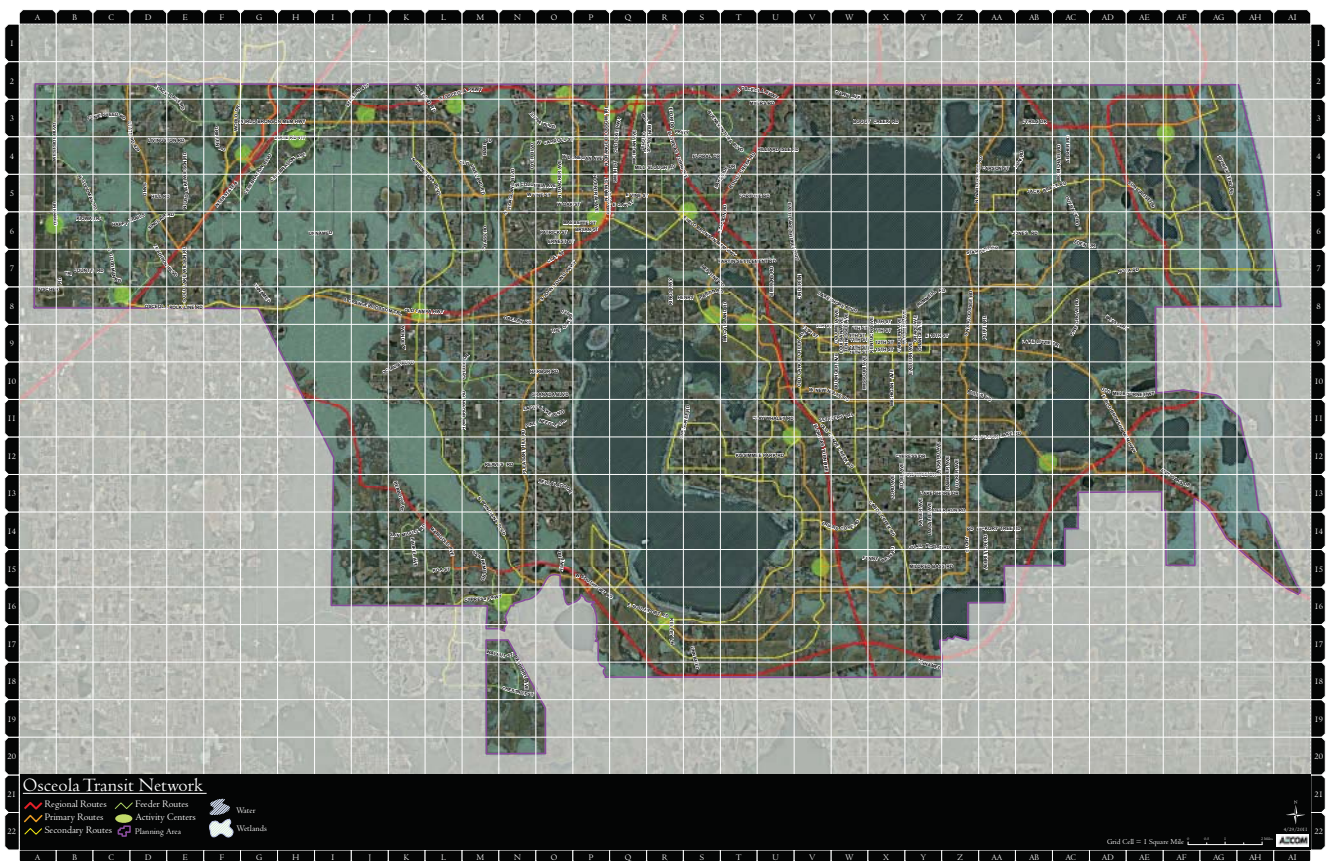
## IDEAL NETWORKS

Also during Phase 1, two ideal roadway geometries were schematically developed based on these best practices, the High Speed System and the Grid System. Two ideal transit geometries were also developed, the Coverage Network and the Production Network.

Final, refined roadway and transit geometries were then developed. The roadway scenario was guided by primary ideas such as new grid networks, increased connections and strategic wetland crossings, as well as new beltway interchanges. The transit scenario was based on creation and improvement of regional connections, intersections of multiple modes and services, and creation of key centers, neighborhoods and employment areas. The two scenarios are shown on the following page.







## GENERAL SUMMARY FOR PHASE 2 | LAND USE INTEGRATION

### EXISTING CONDITIONS + COMPILED LAND USE

Phase 2 kicked off with an intensive data review and collection, with multiple periods of review with County staff and municipal staff from the cities of Kissimmee and St. Cloud. These initial meetings were used to verify existing information and data, as well as determine additional sources of information. This data collection resulted in the initial set of existing conditions maps included on pages A-3 through A-11:

- Development Areas (page A-3), those areas of the County which have plans or development orders allowing growth (i.e. Conceptual Master Plans, Developments of Regional Impact, etc.);
- Centers (page A-5), areas with high housing, commercial or employment densities or areas near existing and future transit stations;
- Redevelopment Areas (page A-7), places where most feel change would be beneficial; and
- High Development Potential (page A-9), those large areas of vacant land and identified redevelopment areas.

All of these areas factor into the growth model and its allocation of growth potentials.

Research and compilation of the County's, Kissimmee's and St. Cloud's land uses and densities; the Conceptual Master Plan land use maps and development programs; Comprehensive Plan Amendments (CPAs); Developments of County Impact (DCIs); current Developments of Regional Impact (DRIs); Map H Master Plans and development programs; and Planned Development (PD) densities, resulted in an initial dataset, compiling over 290 separate layers with corresponding residential and employment densities. The resulting table from this analysis is included on pages B-1 through B-4, and the resulting Crosswalked Land Use map, as described in the following section, is included on page A-11. These land uses and densities were used as a baseline for future development densities and patterns, refined through the use of the Crosswalk system and included in the land use model which ultimately was used to allocate new residential and employment growth to appropriate areas within the County.

### LAND USE ALLOCATION MODELING PROCESS

#### Crosswalk™ Technology

The first step in the Land Use Allocation Modeling (LUAM) process was to generate the four following outputs in Crosswalk™:

- Regional Land Use Shapefile. The Regional Land Use Shapefile contains the source land use and regional land use (referred to as the Crosswalked™ Land Use naming conventions). This Shapefile is the basis of the LUAM as it directly reflects each community's land use plan.
- Land Use Lookup Table (LULUT). The LULUT contains source land use types and corresponding housing and employment densities per acre to establish the capacity for a given parcel. Crosswalking™ process completed by the stakeholders. The LULUT is linked to the LUAM to ensure model results directly reflect growth projections and preferred development patterns outlined in community land use plans.
- Employment Lookup Table (EMPLUT). The EMPLUT is used to determine the percentage of an employment type within a given land use type.
- Attractiveness GIS Shapefiles. In early meetings with the County, Kissimmee and St. Cloud, a set of Attractiveness Factors were developed, and weights assigned to each category. The final factors and weights are shown in the following table.



ATTRACTIVENESS FACTORS	RESIDENTIAL	EMPLOYMENT
<b>EXISTING FACTORS</b>		
Urban Center	7	8
Employment Center	3	3
Community Center	6	6
Expressway	2	1
Interchange	1	4
Local Road	4	1
Transit	1	3
<b>FUTURE FACTORS</b>		
Urban Center	4	6
Employment Center	6	7
Community Center	3	4
Expressway	1	7
Southport 2040	2	2
Interchange	1	5
Southport 2040	3	5
Local Road	8	4
Transit	6	6

### Projecting Growth

The purpose of the LUAM is to allocate residential and employment growth for parcels vacant and redevelopment areas at the TAZ level. The following steps are taken in the LUAM to accomplish this allocation of future population and employment:

- The LULUT is used to update the Regional Land Use Shapefile to determine residential and employment capacities within the overall model area.
- Buildout capacities are determined by multiplying households per acre and employees per acre by total parcel acreage for buildable parcels.
- Proximity to the nearest attractants, as identified above, is calculated for each parcel through minimum distance queries.
- Distance indicators are created for each proximity query to find the maximum distance between a parcel and attractant. The distance indicators are divided by 100 through the Invert and Rank (IR) formula to achieve a standard scoring rating of 1-100, 1 being the least attractive and 100 being

the most attractive.

- Color gradients are applied to normalized distances where red represents areas nearest to attractants and green represents areas furthest from attractants.

The results of steps 1-6 are shown in the maps on pages A-25 through A-35. These maps show the influence of each attractant across the model area; red being the most attractive and green the least attractive land based on the proximity to the attractant.

### Control Totals

The model uses TAZ data with population and employment control totals provided by the county, BEBR, and MetroPlan Orlando. The control total numbers are used with a 2009 base year through 2025 and 2040. The LUAM cannot exceed the control numbers projected. Control totals do not indicate where or how growth will occur; they are used solely to determine growth capacity. Control totals for new homes and jobs are entered into the model as fixed assumptions and, therefore, cannot be altered.

### Allocations

To maintain the integrity of community land use plans, the source land use density is used to determine the number of new jobs or households allocated to each parcel. The LUAM allocates new households to parcels identified as buildable, or to parcels located within redevelopment areas. The allocation tool first distributes new households and jobs to parcels with the highest attractiveness score per each subregion and year. This process continues until the control total quantities are exhausted and no jobs or households are left to allocate.

### Summary by TAZ

The Regional Land Use Shapefile is populated with residential and employment growth projections within each subregion for 2025, 2040 and Buildout. This data is summarized into the Regional TAZ Shapefile for use in the Transportation Modeling currently being completed by Kimley-Horn and Associates.

## ROADWAYS + TRANSIT

### Future Roadways

The following table explains the hierarchy of roads on the roadway network plan and their function and characteristics. The Roadway Network Map on page A-13 shows the current refinement of the network. These roadway classifications will be used in the travel model being prepared by Kimley-Horn & Associates, and are complementary to existing classifications.

### Transit Types, Density + Ridership

Though the transit table on page 9 will continue to be refined, it is the first step in conducting optimization analysis to determine whether the county's land uses are transit supportive and to begin to assess which transit corridors may need refinement. The transit network map, included on page A-15, shows the refined network, with supportive densities shown on page A-19.

### ROADWAY HIERARCHY + GENERAL FUNCTION

NEW TYPE	CONVENTIONAL EQUIVALENT	FUNCTION/ SPACING	LAND USES SERVED	MAX. LANES	MAX. SPEED	SIDEWALKS	BICYCLE LANES	ON-STREET CURB PARKING
Expressway	Freeway, highway, tollway, or limited access	<ul style="list-style-type: none"> <li>Serve through traffic at higher speeds for longer distances</li> <li>Allow for regional mobility</li> <li>Allow for high volumes of vehicular traffic, usually with limited or no pedestrian + bicycle access</li> <li>Accessed by interchanges + grade-separated crossings.</li> <li>May include managed lanes for transit or a parallel fixed transit route</li> <li>Generally, exwys. spaced 4 to 6 miles apart</li> </ul>	Urban centers + major regional destinations	6 lanes (8 lanes, some existing)	65+ mph	No	No	No
Boulevard	Major street, major or minor arterial	<ul style="list-style-type: none"> <li>Provide for through traffic with high volumes</li> <li>Serve multiple neighborhoods</li> <li>Provide a connected grid linking higher intensity districts</li> <li>Allow for multi-modal activity (bicycles, pedestrians + transit)</li> <li>Should include curb parking</li> <li>Can include high-frequency or managed lanes + bus routes</li> <li>Generally spaced 1 to 3 miles apart</li> </ul>	Urban and employment centers + higher density neighborhoods	3-4 lanes	35 - 45 mph	Yes	Yes	Yes
Avenue	Minor arterial or collector	<ul style="list-style-type: none"> <li>Provide for inter-neighborhood traffic + local connections</li> <li>Connect between neighborhoods to reduce vehicular reliance on expressways + boulevards</li> <li>Provide alternative options for pedestrian + bicycle use</li> <li>Should include curb and angle parking</li> <li>Can accommodate local transit</li> <li>Spaced approximately ½-mile apart</li> </ul>	Residential neighborhoods + local commercial	2-4 lanes	30 - 35 mph	Yes	Yes	Yes
Parkway	n/a	<ul style="list-style-type: none"> <li>Similar to an avenue but with one-sided property access + lake/natural resource frontage</li> <li>Provide visual access to natural areas + inter-neighborhood circulation</li> </ul>	Residential neighborhoods + access to lake frontage	2-4 lanes	35 mph	Yes	Yes	Yes
Local	Local	<ul style="list-style-type: none"> <li>Provide access to local properties</li> <li>Serve local neighborhoods + districts</li> <li>Include bicycle + pedestrian facilities in ROW</li> <li>Spaced approximately 1/8-mile apart</li> </ul>	Neighborhoods	2 lanes	25 mph	Yes	Yes	Yes

## SAMPLE TRANSIT MODES + GENERAL REQUIREMENTS

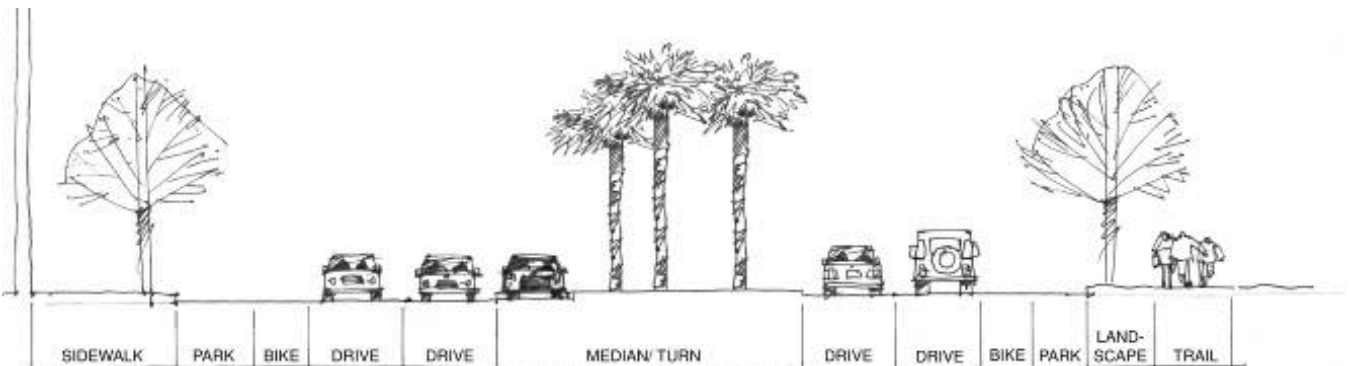
MODE	AREAS SERVED	SPEED, DISTANCE OF LINE	STOP FREQUENCY	MIN. RIDERS/MILE/ DENSITY	RIGHT-OF-WAY (MIN.)	TRANSITION OR EVOLVE?
High Speed Rail	Downtowns and other major activity centers	60 mph+; 30+ miles (statewide)	More than 5 miles	1,000-2,000+ riders per mile; Serves, multi-county, statewide, or nationwide ridership	Needs separate dedicated rail line	No
Commuter Rail	Downtowns, major destinations, centers	55 mph+; 30+ miles	3-5 miles	1,000-2,000+ riders per mile; Serves riders within a 5-mile radius of stops, usually with park-and-rides; Connects to major destinations, such as OIA.	Parallel to highway or freight rail; Needs barrier between existing line and commuter rail	No - may rely on existing rail line right of way
Light Rail Transit (LRT)	Urban centers	Speed needs to compete with vehicle travel; 10-15 miles	1 mile, enhanced station	1,000 riders/mile = 12 DU/acre, 0.25-0.54 FAR or 10-20,000 jobs along line; mix of jobs and housing	Needs dedicated space for fixed guideway	Yes - from enhanced bus (120' min. ROW)
Streetcar	Urban centers and residential neighborhoods; (Traditionally, streetcars were the 'last link' from BRT/LRT/ Commuter Rail stops to final destinations. Now streetcars are seen as a flexible way to serve clusters of development spaced at greater distances and higher speeds (up to 55 mph+); Comparable to BRT or LRT	Speed needs to compete with vehicle travel 1 - 3 miles, or up to 15 miles	Every block+, enhanced station or not	500 - 1,000 riders/mile = 10 DU/ acre (3-6 DU/ acre for mixed use), 0.25 FAR; mix of jobs and housing necessary	Does not need dedicated lane or fixed guideway but operates more efficiently with one or both	Yes - from enhanced bus
Bus Rapid Transit (BRT)	Urban centers	Speed needs to compete with vehicle travel; 10-15 miles	1-2 miles, enhanced station	500 riders/mile = 6 DU/acre, 0.14 FAR; mix of jobs and housing necessary	Needs dedicated lane but not fixed guideway	Yes - from enhanced bus with right-of-way reserved (120' min.)
High Frequency Transit Corridor/ Express Bus	Centers + neighborhoods	Speed should compete with vehicle travel	Varies	200-300 riders/mile		Yes – may be first stage of later rapid transit
Local Transit Circulators (Bus)	Centers + neighborhoods	Varies	Every block		Does not need dedicated lane or fixed guideway	Yes - may be first stage



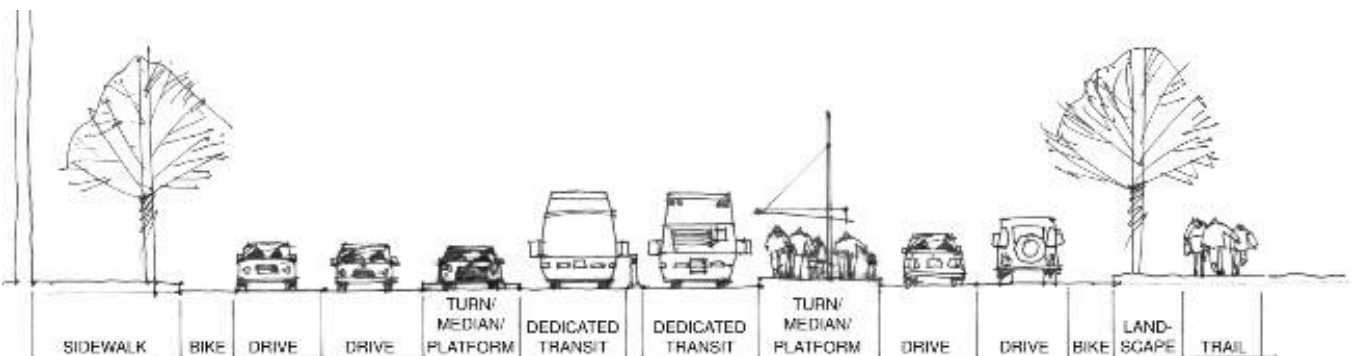
## Evolution of a Transit System

Transit systems can evolve from bus to rapid transit over a period of time, as growth or redevelopment occurs, but that transition has been rare in most places. Transition can happen only if a right-of-way (min. 120 feet) is reserved. Steps in a transitioning transit system might be:

1. Starts as **bus service**, with local service and frequent stops, or often as flex service, such as the LYNX PickUp line;
2. System shifts to **bus with limited stops** and signal priority (no dedicated lanes);
3. It becomes **enhanced bus transit** with limited stops, signal priority, and dedicated lanes;
4. It finally becomes a **Bus Rapid Transit (BRT) system** with dedicated lanes and enhanced stations (if ROW is reserved);
5. And/or, it becomes a **Light Rail Transit (LRT) system** (if ROW is reserved).



*Before transit*



*After transit*

*Example of boulevard first without and then with transit (approximately 150-foot right-of-way)*

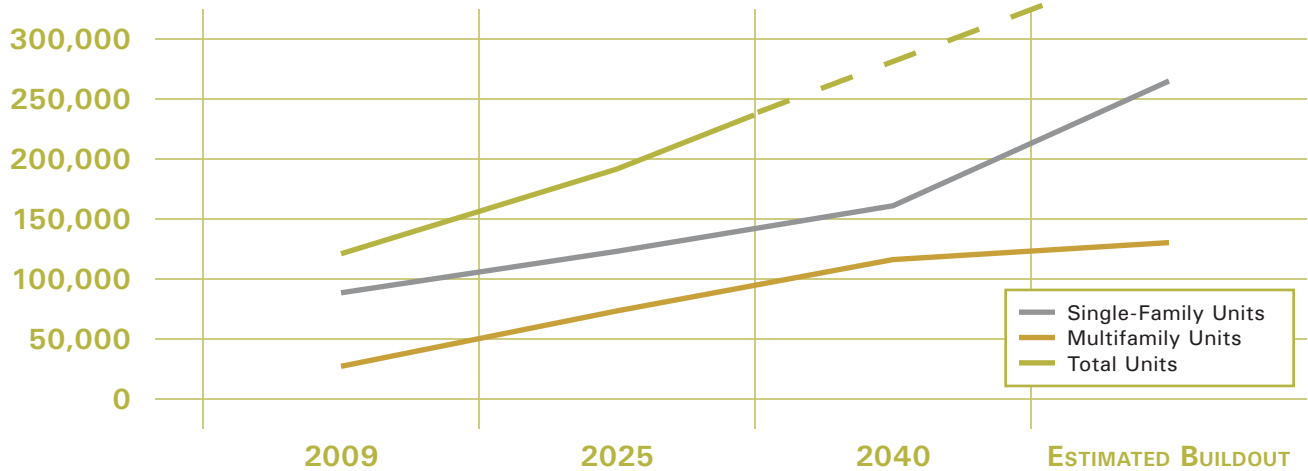
## GROWTH MODEL OUTCOMES

The Osceola County growth model allocates future growth to the Transportation Analysis Zones (TAZs) within the Urban Growth Boundary, according to the forecasted growth control totals for the years 2025 and 2040. It starts with the 2009 base year data and adds residential and employment growth cumulatively by interim model years. Buildout is based on the crosswalked land uses (refer to page A-11) and assumptions about different land use patterns and types and capacity of the parcels in the growth area.

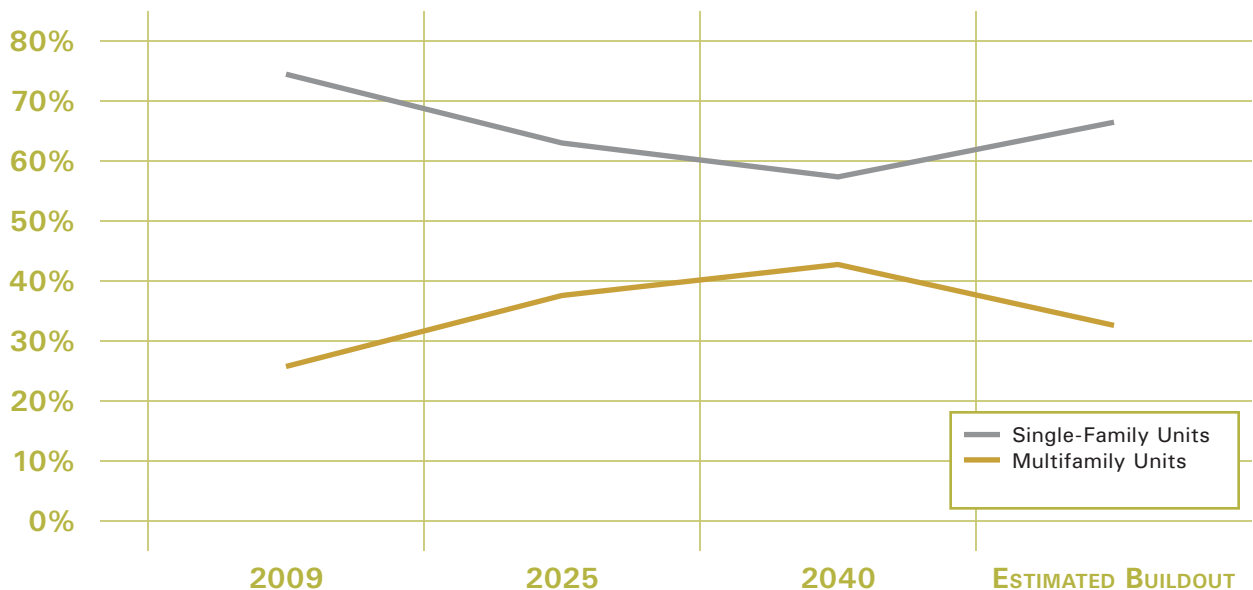
## Residential Growth

The model assumes that Osceola County will gain 145,329 new residential units between 2009 and 2040. Single family units will account for a smaller proportion – shifting from 74% in 2009 to 57% in 2040. Refer to tables below.

**TOTAL RESIDENTIAL UNITS (2009 - BUILDOUT)**



**RESIDENTIAL MIX (2009 - BUILDOUT)**



### Employment Growth

Osceola County will gain 225,440 new employees between 2009 and 2040, with service employees growing more than commercial and industrial employees. Refer to table on page 12.

### Jobs to Housing Mix

In 2009, the jobs to housing ratio in Osceola County was almost exactly one employee for every housing unit. By 2040, that balance is projected to shift to 1.3 employees for every housing unit, which indicates that the study area is becoming less of a bedroom community and less reliant on surrounding areas for employment. Refer to table on page 12.

### Anticipated Growth Patterns

The growth model developed for this project results in a pattern that is tied to the major road and transit corridors and relates to the locations with development potential and attractiveness “pull.”

In 2025, the growth is fairly dispersed along the major corridors (e.g., 192, Narcoossee) with the master planned communities (East Lake, Northeast District, etc.) beginning to develop, with additional pockets of growth occurring at road interchanges, urban centers, and in the cities.

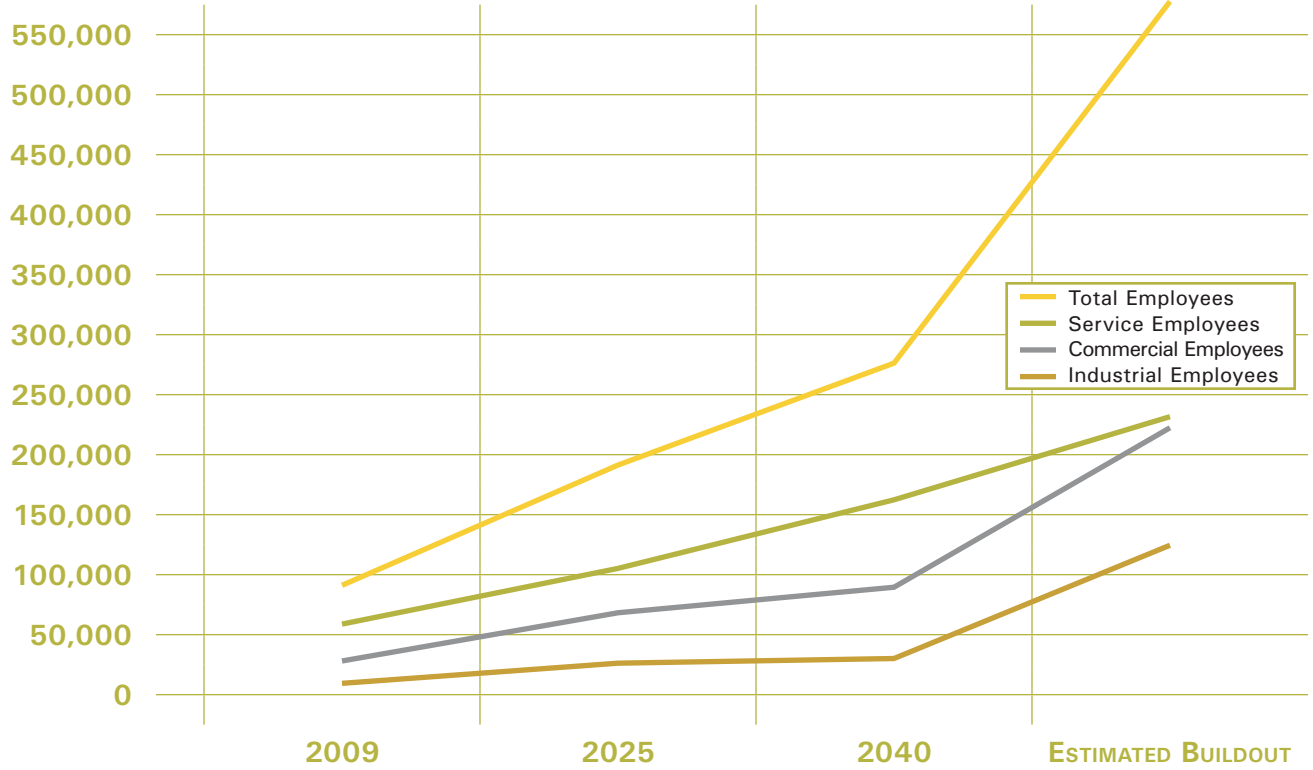
By 2040, the growth will continue in the communities and will intensify along the corridors, in the centers, and at interchanges. Most of the master planned communities are either built out or close to buildout. Refer to table on page 13.

At buildout, additional housing and employment development disperses to fill in the parcels with remaining capacity and in the areas that are less attractive for development – away from centers, corridors, interchanges, etc. The buildout is based on the currently approved Future Land Use Map (FLUM) of the County and does not take into affect any changes to the FLUM, including increases in density/intensity, additional redevelopment areas, and additional mixed use development, that may occur over the next 30 years and beyond.

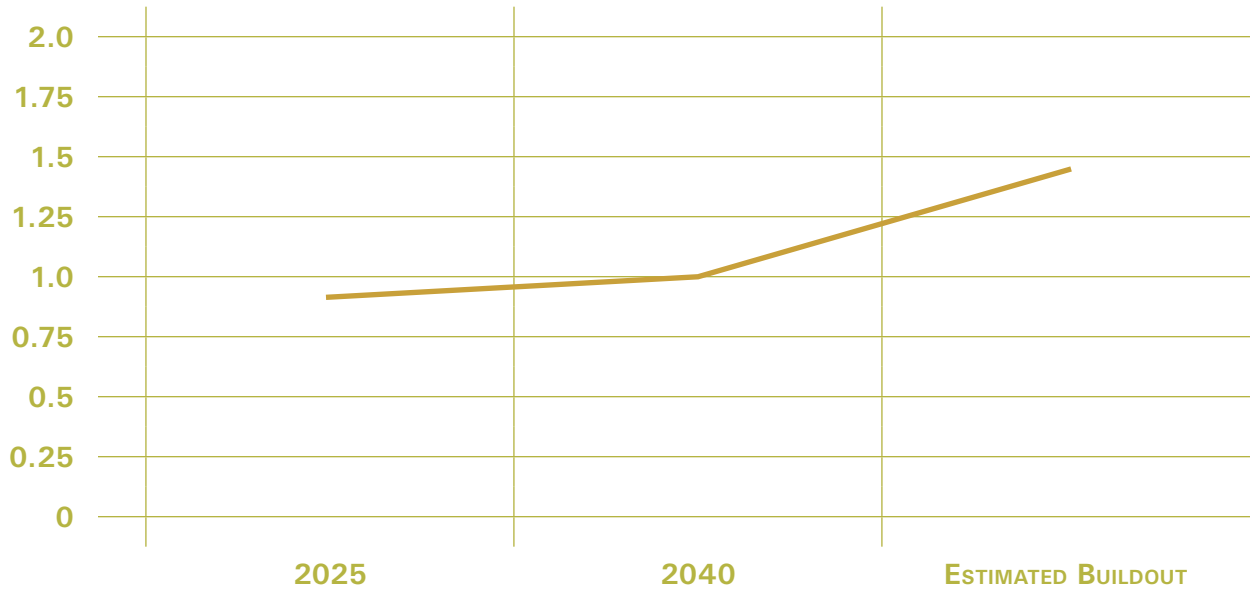




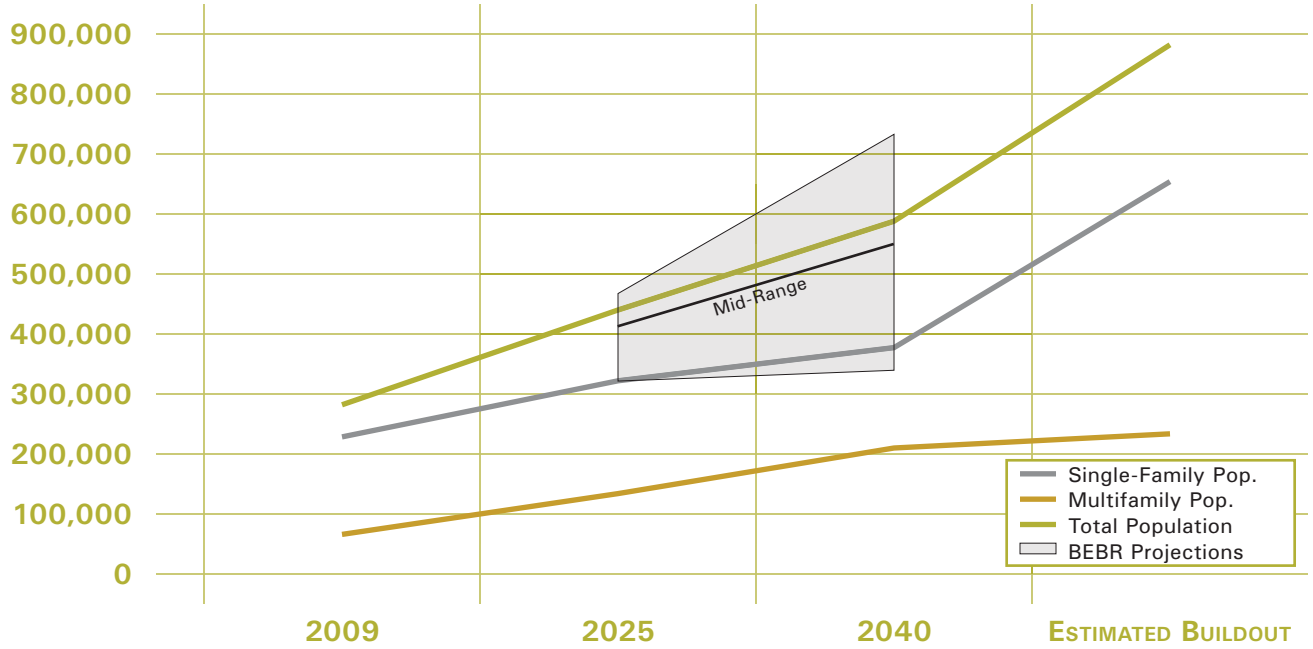
**EMPLOYMENT GROWTH (2009 - BUILDOUT)**



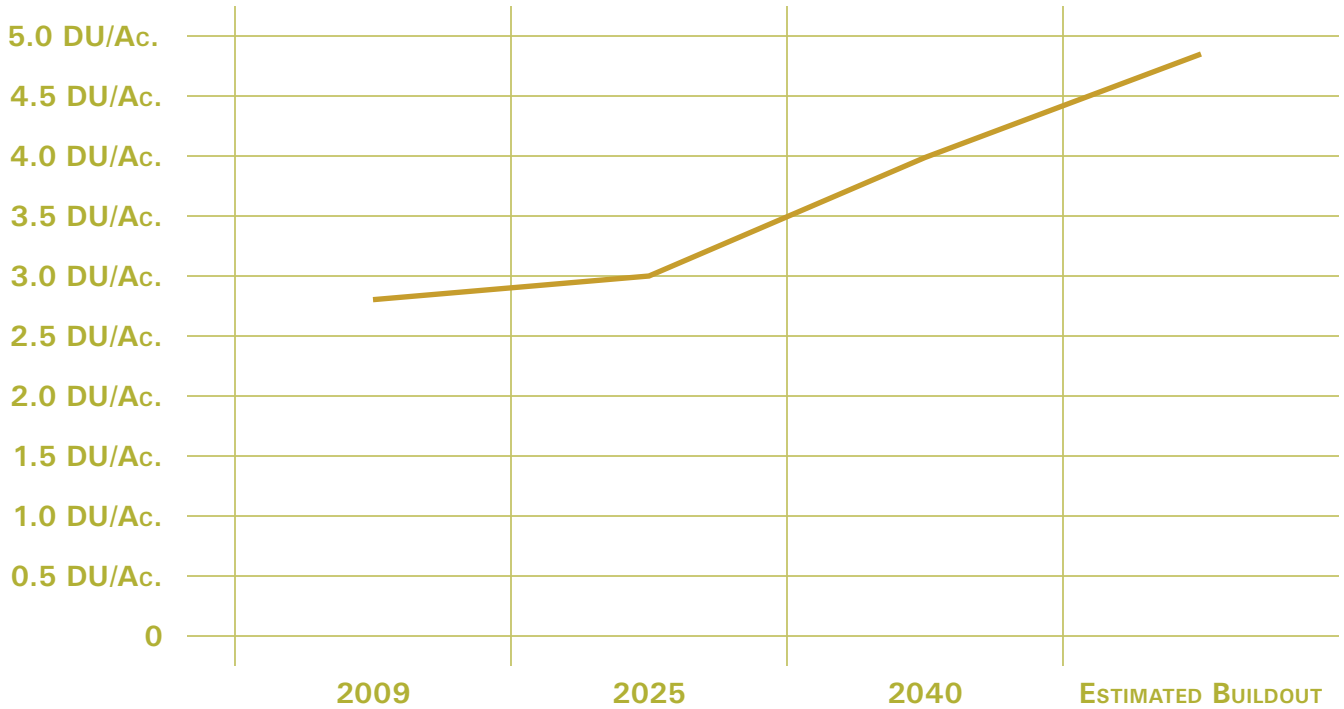
**JOBS-HOUSING BALANCE (2009 - BUILDOUT)**



**POPULATION GROWTH (2009 - BUILDOUT)**



**AVERAGE RESIDENTIAL DENSITIES (2009 - BUILDOUT)**



*DU/acre was calculated not including wetlands or conservation areas*

**EXISTING CONDITIONS**



**PHOTOSIMULATION OF 5-YEAR TRANSITION**



**PHOTOSIMULATION OF 20-YEAR TRANSITION**





## OPTIMIZATION ALONG CORRIDORS

For this preliminary optimization exercise, AECOM looked at the Transit Emphasis / Multi Modal Corridors to determine whether the land use, densities, patterns, and network are functionally-supportive. The summary below is a quick synopsis of how optimal the system is as currently planned and where additional optimization could occur.

### TRANSPORTATION AND LAND USE OPTIMIZATION CONSIDERATIONS (FOR TRANSIT CORRIDORS)

	OSCEOLA PKWY	SH 192 CORRIDOR	NORTHEAST CORRIDOR	EAST, SOUTH CORRIDORS
<b>LAND USE</b>				
Existing land use Mix of employment and residential uses, concentration along corridors and near stations			n/a	n/a
Future land use Mix of uses, concentration of density along corridors and around future stations				
Future density Average minimum density or concentrated density at station areas				
Urban design Buildings close to street, near stations, walkable				
<b>CIRCULATION AND MOBILITY</b>				
Pedestrian and bicycle connections Existing or planned facilities within the "last 1/4 mile" around stations				
Links with other regional transit systems Intermodal connectivity – near other stations				
Links to local transit feeders Existing or planned feeder routes with connections between stations and stops				
Street and parking access Street access and parking accessibility to/from stop(s) (e.g., for park and ride facility)			n/a	n/a
<b>MARKET AND INVESTMENT POTENTIAL</b>				
Location and Proximity Near regional attractions and employment				
High value High property values and attractiveness of corridor				
Development or redevelopment potential Potential for higher density uses at future Station sites (land value and FAR low)	n/a		n/a	n/a
<b>INFRASTRUCTURE</b>				
Infrastructure Availability Water and sewer in place or ready for development				
Adequate right-of-way in place or possible			n/a	n/a
Corridors for new multi-modal system planned	n/a	n/a		

Key:

- Optimized!
- Partially optimized; needs some optimization
- Needs optimization

## TRANSIT PERFORMANCE MEASURES

PRODUCTIVITY THRESHOLDS	RAPID BUS		BUS RAPID TRANSIT		LIGHT RAIL	
	MINIMUM	DESIRED	MINIMUM	DESIRED	MINIMUM	DESIRED
Daily Riders per Mile	200	400	500	1,500	1,000	2,000
Daily Riders per Station Area	200	400	500	1,500	1,000	2,000
<b>RESIDENTIAL ZONE MINIMUM THRESHOLDS</b>						
Mode Share (% person trips)	18%	18%	18%	18%	18%	18%
Workers per Household	1.5	1.5	1.5	1.5	1.5	1.5
Total Households	741	1,481	1,852	5,556	3,704	7,407
Units per Acre	2.5	4.9	6.2	18.5	12.3	24.7
<b>EMPLOYMENT ZONE MINIMUM THRESHOLDS</b>						
Mode Share (% person trips)	10%	10%	10%	10%	10%	10%
Square Foot per Worker	350	350	350	350	350	350
Employment Square Feet	700,000	1,400,000	1,750,000	5,250,000	3,500,000	7,000,000
Development Intensity (FAR)	0.05	0.11	0.14	0.41	0.27	0.54
Employees/Acre	6.7	13.3	16.7	50.0	33.3	66.7

Assumptions: Station area is 0.5 mile radius with ~300 acres available for development  
 Source: James Lightbody, Research, 2011

## Osceola Parkway

Osceola Parkway is a 6+ lane major arterial with sidewalks and bicycle lanes along many segments. A number of segments are 4 lanes, including from Buenaventura Boulevard to Boggy Creek Road. Most of the development on the western end is in the tourist district. Some development is relatively new and is big box style with large parking areas adjacent to the street (e.g., Kohls, Wal-Mart). Residential development tends to be lower density, single-family development generally arranged in separate projects. The corridor has some advantages:

- Portions are attractively landscaped;
- Proximity to and connections to major attractions and employment centers;
- Utilities and adequate right-of-way are available; and
- Large vacant parcels are available.

Challenges include:

- Land use densities (current and planned) are too low to be transit-supportive;
- The urban design and transportation circulation are challenging for future transit; and
- Station areas would have to be carefully sited and designed.

Next steps for optimization:

- Pick catalyst sites based on development potential;
- Do fine grained planning for future activity center (station areas);
- Determine if land uses could become denser/TOD on vacant lands and plan for increased intensity;
- Plan connections to other transit systems and feeders; and
- Identify funding to implement transit plans and road improvements.



*Osceola Parkway near Kohls*



*Osceola Parkway from Above (at John Young Parkway)*



## US 192/Irlo Bronson Memorial Highway

This corridor is a 4-6 lane facility with sidewalks. US 192 runs through the municipalities of Kissimmee and St. Cloud, and a majority of the corridor is developed with commercial and service uses (low density development on smaller lots fronting the road). A number of the buildings are vacant or underutilized in pockets. The older development is typical of its era. The corridor has some advantages:

- Location near and connections to some of the area's signature destinations (i.e., Disney, Celebration, and the cities) ;
- Serves as a major east/west artery for Osceola County with high volumes of traffic;
- Some pockets of land are ripe for redevelopment, as evidenced through the US 192 study of floor area ratio and land building values; and
- Maximum permissible land use densities are sufficient to support transit.

Challenges include:

- The types of future land uses currently planned may not optimize transit use, because the focus is auto-oriented commercial uses and isolated uses that are not designed as complementary mixed use. Transit-supportive integration is not prescribed. Because of that, future development along the corridor may exacerbate future congestion;
- Some infrastructure deficiencies (e.g., existing septic systems);
- Lack of immediate market: land values not low enough and market desirability not high enough at this time; and
- Smaller parcels creating the need and therefore the need for land assemblage for (re)development in order for detailed transit-supportive master plans to be developed.



US 192 west of Kissimmee



US 192 west of Kissi Poinciana Blvd and US 192

Next steps for optimization:

- Complete fine-grain activity center planning, and select catalyst sites at anticipated major transit nodes (see Optimization map for West US 192, as an example). The creation of a highly detailed master plan (and regulating code) for a site targeted for transit-supportive development has proven to be a powerful way for a community to attract small developers. Knowledge of what is essentially pre-approved at a site can be a powerful incentive to developers looking to minimize risks associated with regulatory uncertainty;
- Optimize for an overall mix of employment and residential uses that would support transit (e.g., primary jobs as well as retail; medium density housing);
- Address lack of code and/or code barriers to future urban design and built form. Future development should be more connected, walkable, and cohesive;
- Plan for pedestrian and bicycle connections to and along the corridor to improve connections and safety, especially adjacent to and nearby existing and future transit stations (i.e., connections around the quarter mile nearest stations is important);
- Address infrastructure needs and deficiencies (e.g., sewer); and
- Focus public investment as catalyst for development.

### **New Community Corridors: Northeast District, East Toho, and South Toho**

The new communities are planned for transit, so their land uses are intensified around future station areas. The future mix and densities are generally transit-supportive, although some further intensification around station areas would not harm the viability of transit. Northeast District is probably best optimized because it has more employment and residential mix. Its proximity to the airport and Medical City may make its market attractiveness fairly high.

Next steps for optimization:

- Improve intermodal connections to make new transit within the communities viable;
- Address regulatory barriers (e.g., need for new code), financial gaps, and limitations of infrastructure;
- Improve the roadway network – connected system (e.g., Southport connector and other through-streets); and
- Need for private investment to front the transit system and the roadway network.



*An example of what station areas could become, given the available right-of-way along US 192*

## **APPENDIX A. MAP BOOK**

### **EXISTING CONDITIONS MAPS**

**MAP 1. DEVELOPMENT AREAS**

**MAP 2. CENTERS**

**MAP 3. REDEVELOPMENT AREAS**

**MAP 4. HIGH REDEVELOPMENT POTENTIAL**

**MAP 5. CROSSWALKED LAND USE**

### **ROADWAY + TRANSIT MAPS:**

**MAP 6. ROADWAY NETWORK**

**MAP 7. TRANSIT NETWORK**

**MAP 8. BICYCLE + PEDESTRIAN NETWORK**

**MAP 9. CORRIDOR SUPPORTIVE DENSITY**

**MAP 10. INTEGRATED LIVABLE CORRIDORS**

**MAP 11. WEST 192/ WEST OSCEOLA PARKWAY**

### **MODELING RESULTS MAPS**

**MAP 12. DWELLING UNITS PER ACRE AT 2040**

**MAP 13. EMPLOYMENT DENSITY 2040**

**MAP 14. NEW HOMES + JOBS AT 2040**

**MAP 15. ATTRACTIVENESS FOR EXISTING URBAN CENTERS**

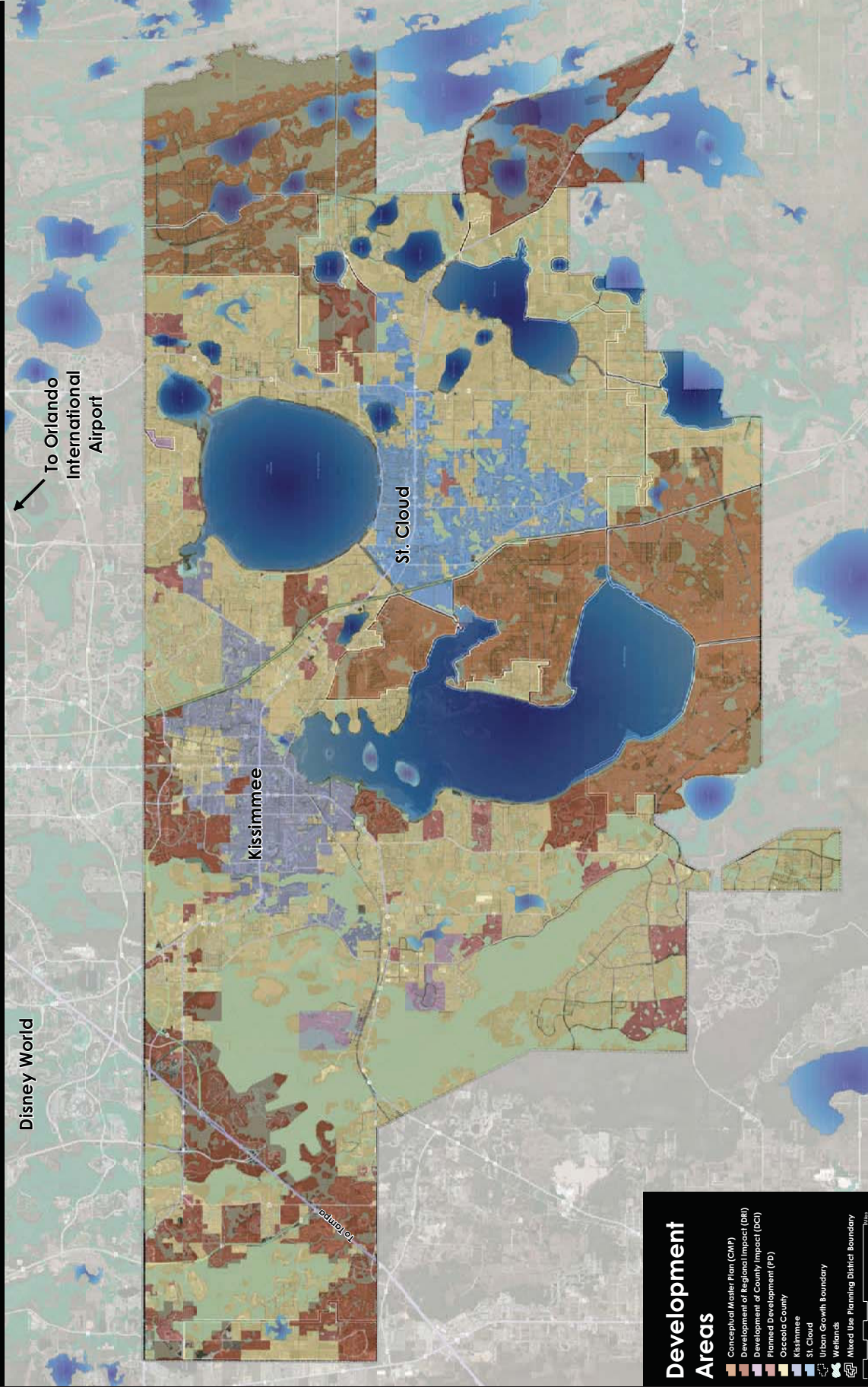
**MAP 16. ATTRACTIVENESS FOR FUTURE URBAN CENTERS**

**MAP 17. ATTRACTIVENESS FOR RESIDENTIAL**



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# Osceola County Transportation Phase 2 Development Areas



**Development Areas**

- Conceptual Master Plan (CMP)
- Development of Regional Impact (DRI)
- Development of County Impact (DCI)
- Planned Development (PD)
- Osceola County
- Kissimmee
- St. Cloud
- Urban Growth Boundary
- Wetlands
- Mixed Use Planning District Boundary

0 1 2 3 4 5 Miles

North Arrow

Development Areas

Conceptual Master Plan

Development of Regional Impact

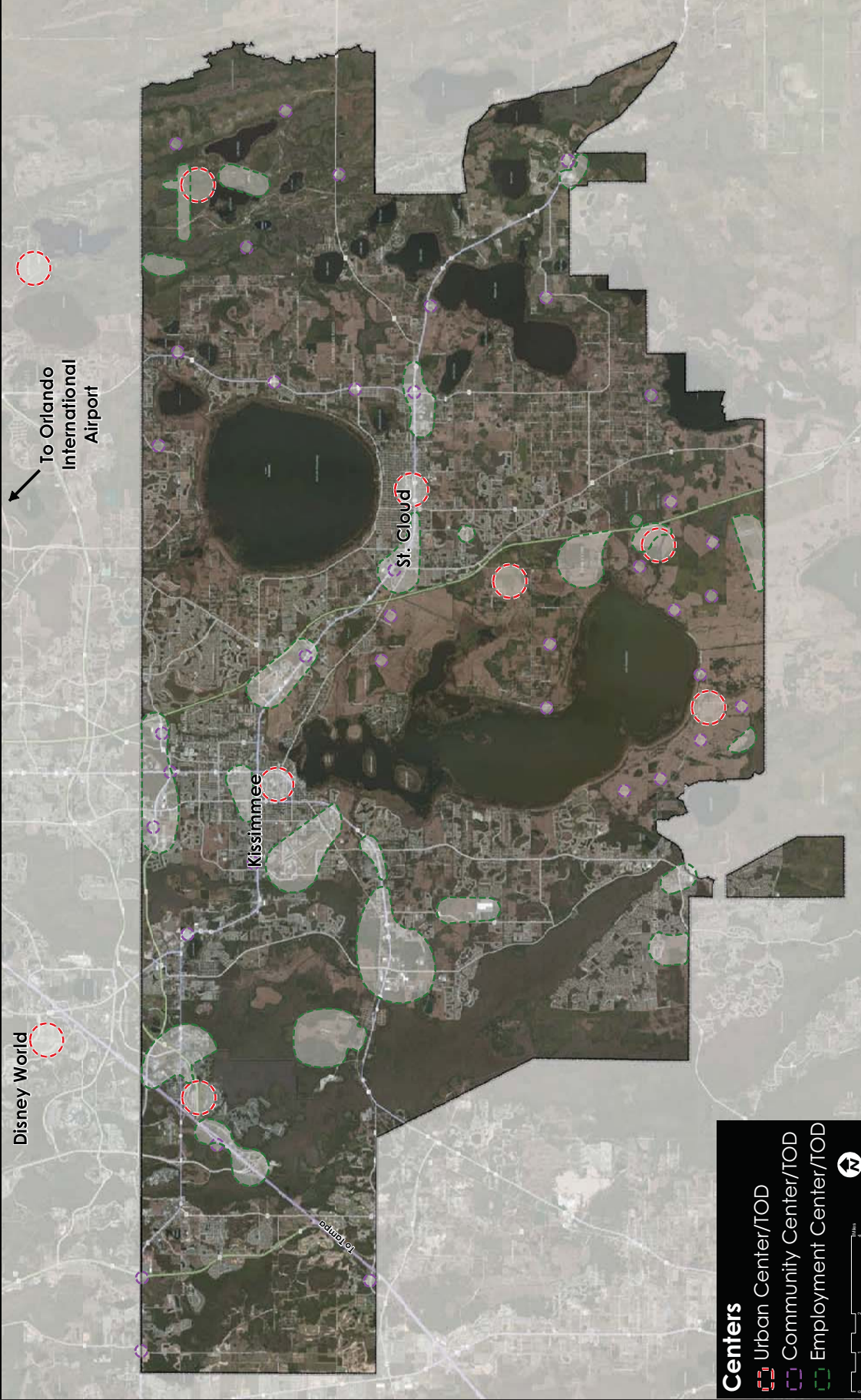
Development of County Impact

Planned Development

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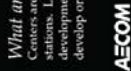
# Osceola County Transportation Phase 2 Centers



**Centers**

- Urban Center/TOD
- Community Center/TOD
- Employment Center/TOD

**What are Centers?**  
Centers are areas with high housing densities, commercial or employment densities or near transit stations. Land use has been optimized in these areas to support ridership and to promote urban development. Centers are used as an attractant in the growth model to indicate areas most likely to develop or intensify.

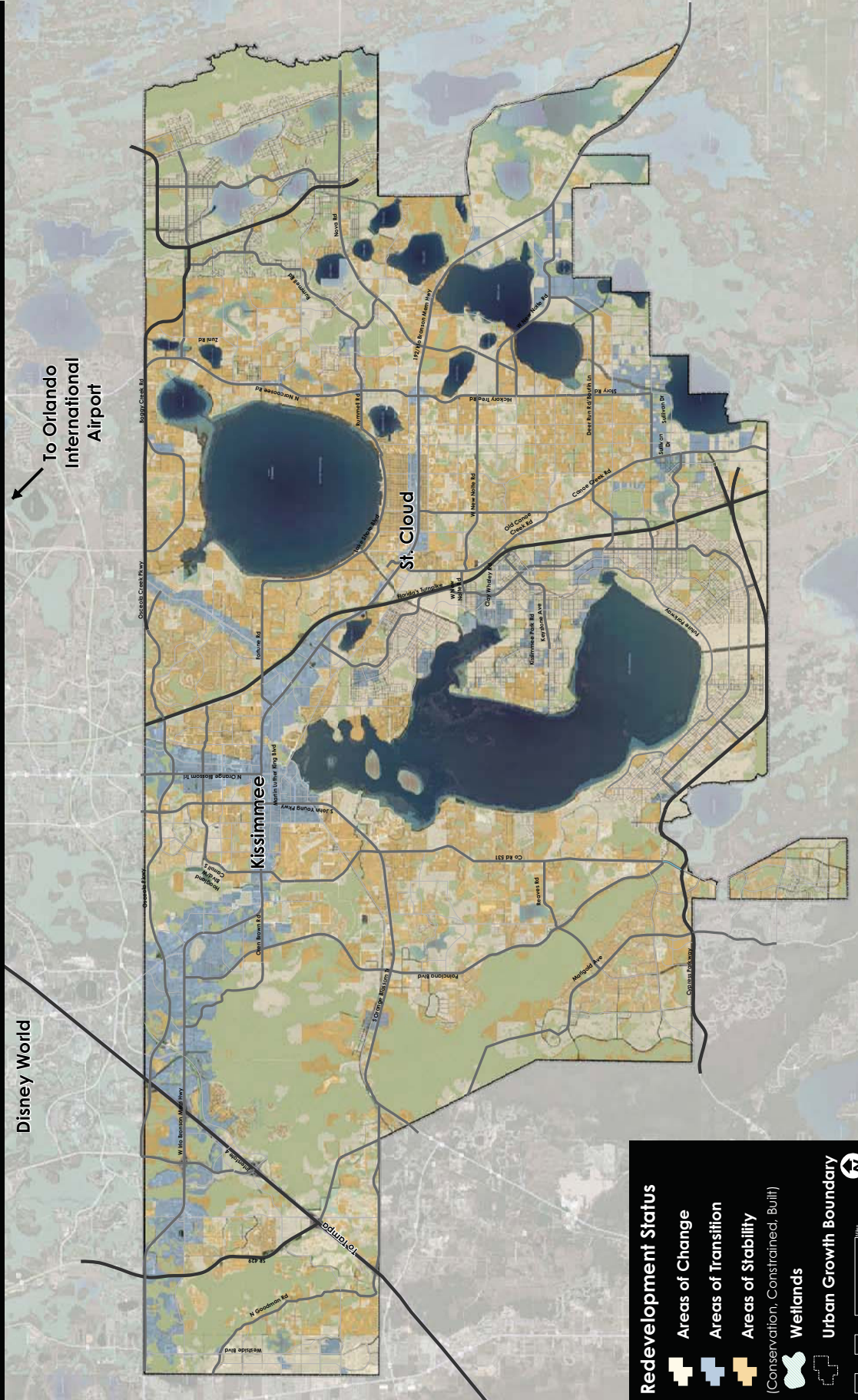


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# Osceola County Transportation Phase 2

## Redevelopment Areas



**Redevelopment Status**

- Areas of Change
- Areas of Transition
- Areas of Stability

(Conservation, Constrained, Built)

- Wetlands
- Urban Growth Boundary

0 1 2 Miles

**What are Redevelopment Areas?**  
 Areas of Redevelopment Status, where most people feel change would be beneficial. Jurisdictions reviewed this map to determine areas that are more or less likely to change. The model then allocates growth to these vacant or underutilized areas, creating additional jobs or homes, to existing conditions.





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# Osceola County Transportation Phase 2 High Development Potential



**High Development Potential**  
 HDP 2025  
 HDP 2040  
 Urban Growth Boundary

*High Development Potential (HDP) areas are the largest vacant parcels and identified redevelopment areas with potential development plots as well as near-term development plan. These large-scale developments have significant impact to Osceola County, thus allows the growth model to allocate significant development to those areas.*

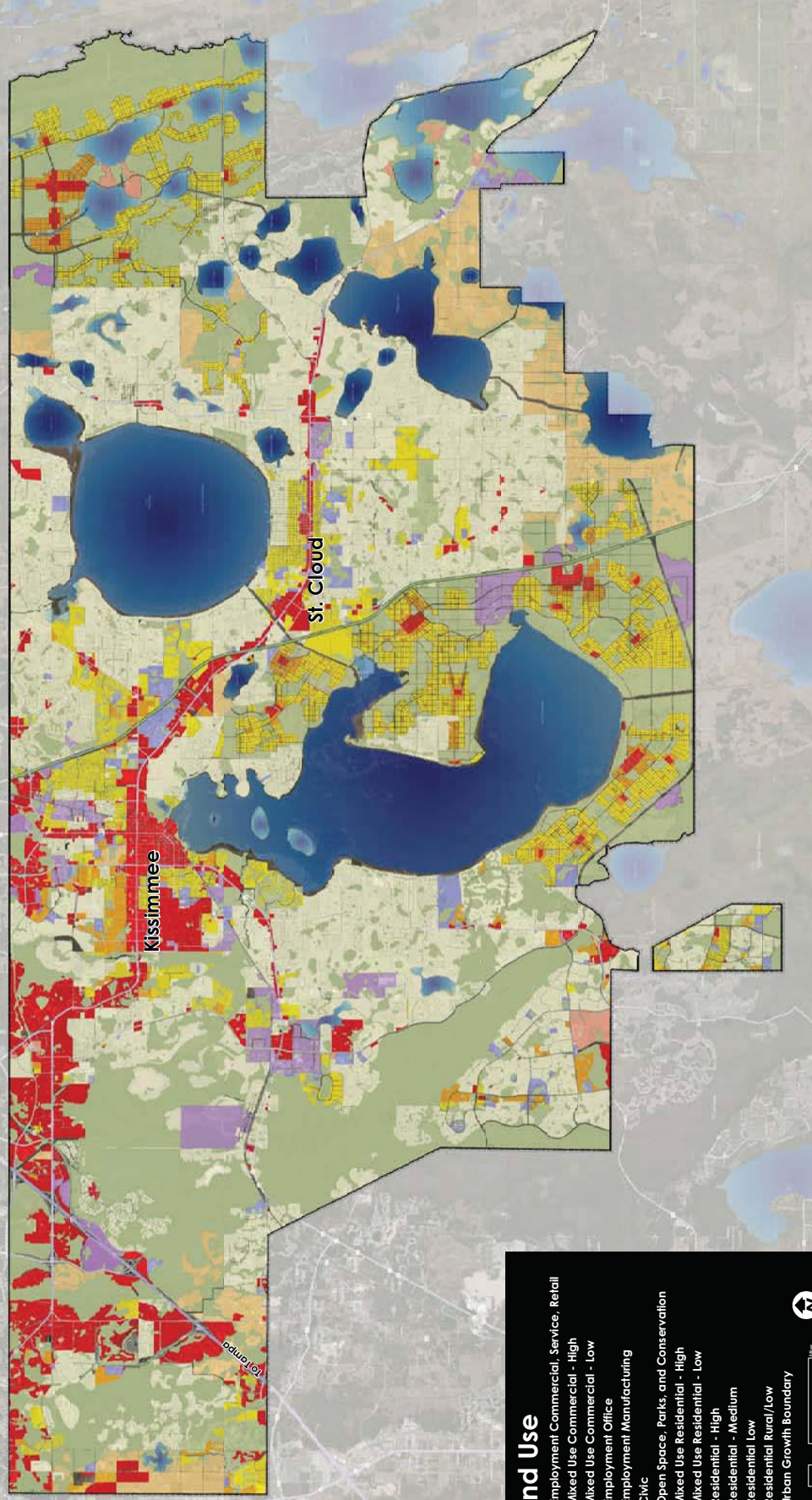
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# Osceola County Transportation Phase 2 Crosswalked Land Use

Disney World

To Orlando International Airport



## Land Use

- Employment Commercial, Service, Retail
- Mixed Use Commercial - High
- Mixed Use Commercial - Low
- Employment Office
- Employment Manufacturing
- CMC
- Open Space, Parks, and Conservation
- Mixed Use Residential - High
- Mixed Use Residential - Low
- Residential - High
- Residential - Medium
- Residential Low
- Residential Rural/Low
- Urban Growth Boundary



7.5 Miles

0

2.5

5

7.5

10

12.5

15

17.5

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32.5

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37.5

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42.5

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192.5

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197.5

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267.5

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287.5

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292.5

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302.5

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347.5

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372.5

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382.5

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387.5

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402.5

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407.5

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412.5

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447.5

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452.5

455

457.5

460

462.5

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470

472.5

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582.5

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590

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595

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602.5

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610

612.5

615

617.5

620

622.5

625

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637.5

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642.5

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662.5

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667.5

670

672.5

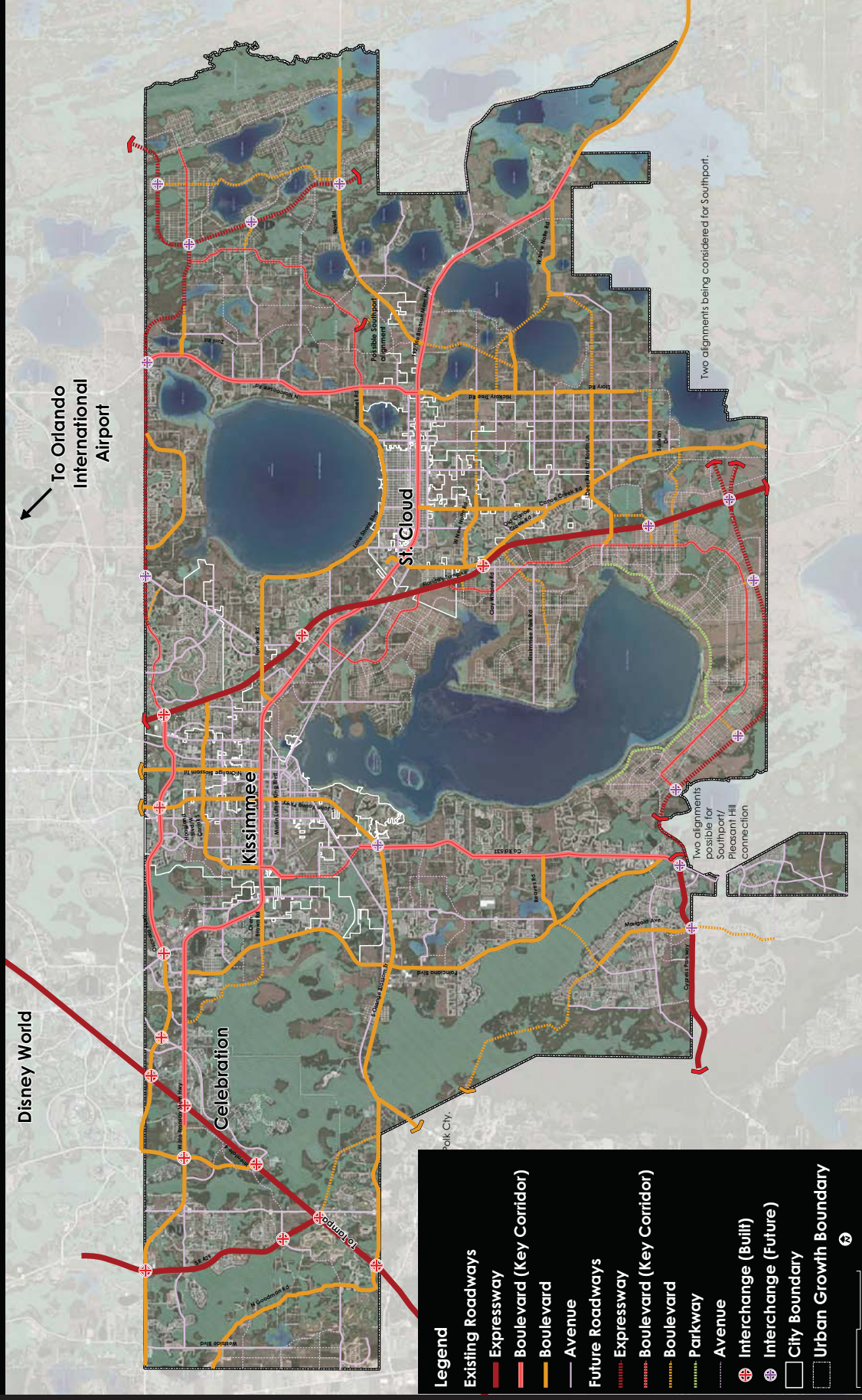
675

677.5

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# Osceola County Transportation Phase 2 Roadway Network



To Orlando International Airport

Disney World

Celebration

Kissimmee

St. Cloud

Two alignments being considered for Southport.

Two alignments possible for Southport/Pleasant Hill connection

**Legend**

- Existing Roadways
- Expressway
- Boulevard (Key Corridor)
- Boulevard
- Avenue
- Future Roadways
- Expressway
- Boulevard (Key Corridor)
- Boulevard
- Parkway
- Avenue
- Interchange (Built)
- Interchange (Future)
- City Boundary
- Urban Growth Boundary

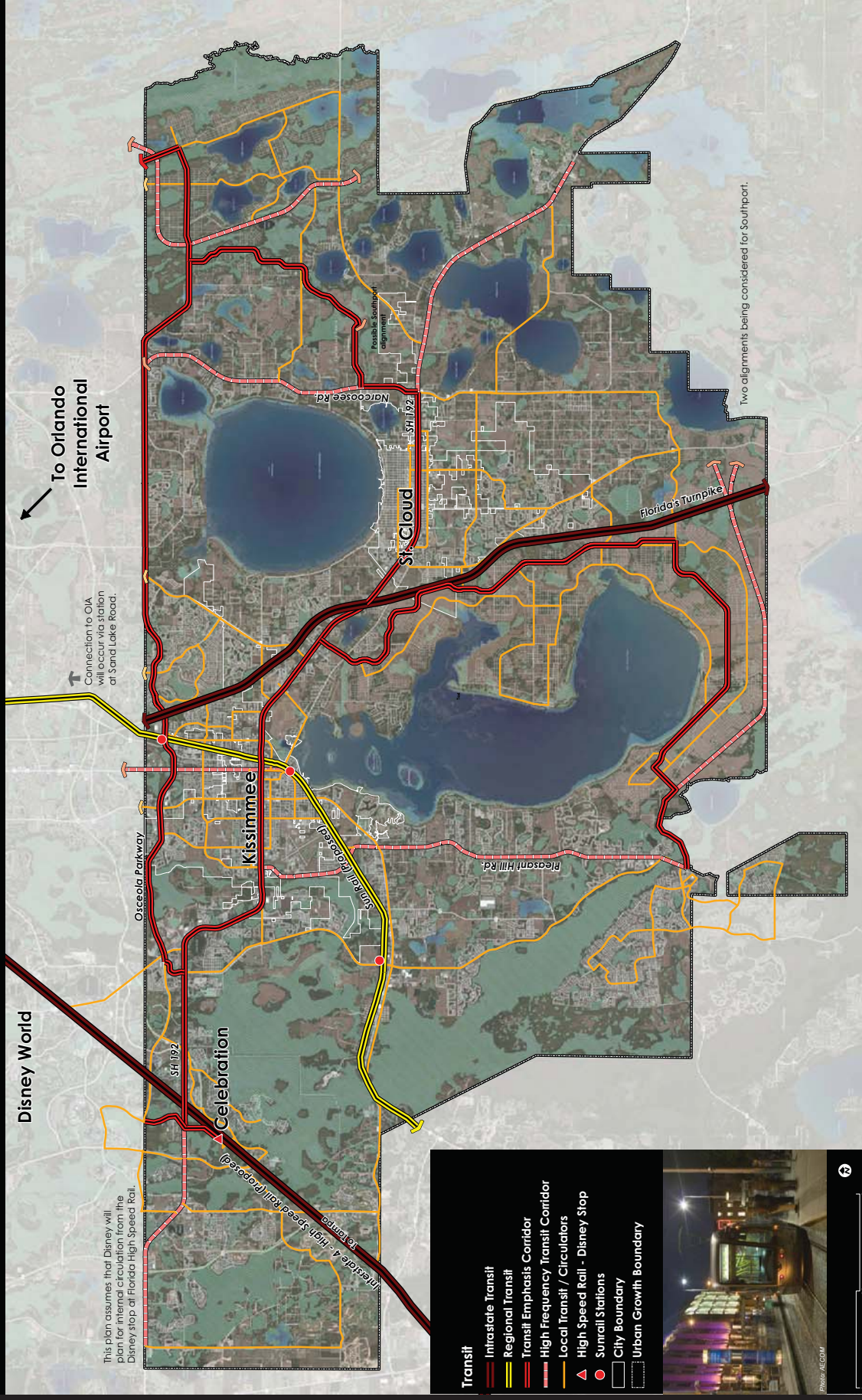


**Roadway Network**  
 This map supports the optimized Osceola County land use and vehicular and multi-modal travel within the urban growth boundary. The system is based on a connected hierarchy of street types: expressways and boulevards carry the highest speeds and volumes of traffic, whereas avenues and local streets are the neighborhood serving roads designed for vehicles, bicycles, and pedestrians. The cross sections for the different classes show Osceola County's vision for future roadways.



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# Osceola County Transportation Phase 2 Transit Network



## What types of transit may serve Osceola?

Osceola County's transit network will support the county's optimized future land use and growth, and conversely, the towns, job centers, and higher density areas will grow around the transit corridors. The transit network shows a hierarchy of transit types - with specific mode types to be selected and planned based on various objectives such as speed, riders, service capacity, right-of-way, and cost.

## Intrastate and Regional Transit

This transit (also commutes or high speed rail) serves commuters for larger distances at the highest speeds, and is generally at the edge of dense urban areas. For commuter trips, generally occur that is separate from freight and goods separation at crossings.

## Transit Emphasis Corridor

This transit (also through downtowns and centers. They will become Bus Rapid Transit (BRT), Light Rail Transit (LRT), or Streetcars. LRT requires a fixed guideway and designated right of way. BRT or regular have, with sidewalk bump-outs at intersections for stops.

## Local Transit (High Frequency, Circulators)

Local transit (High Frequency, Circulators) serves commuters. They serve commuters and centers and in between. Depending on their purpose (commuter versus local, they can stop frequently in urban blocks and/or at major transit centers, and may have bus stop or LRT.

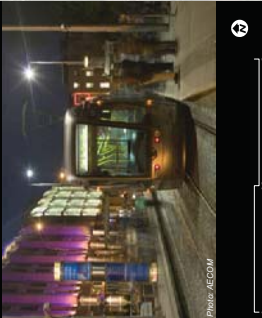


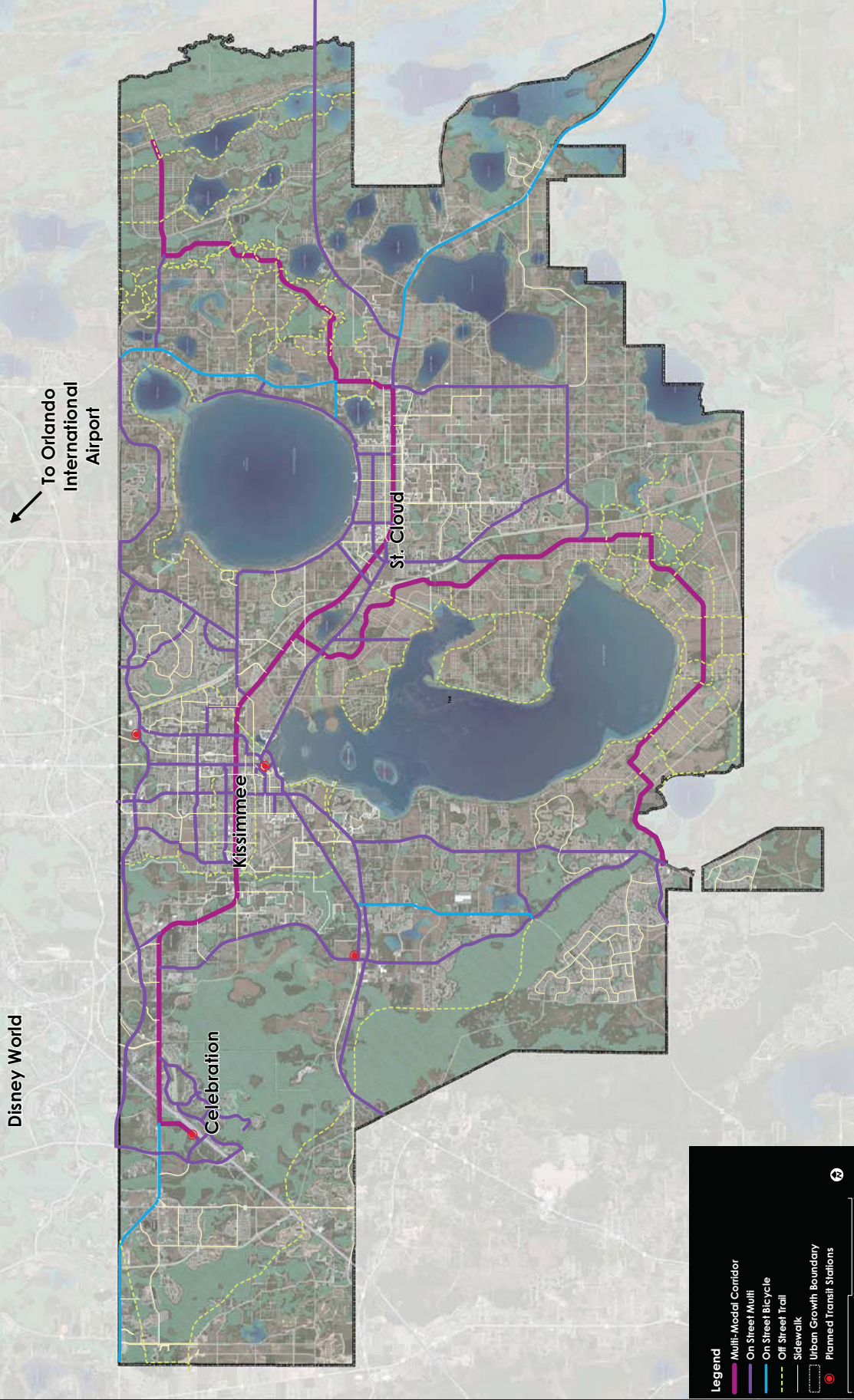
Photo: AECOM

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# Osceola County Transportation Phase 2

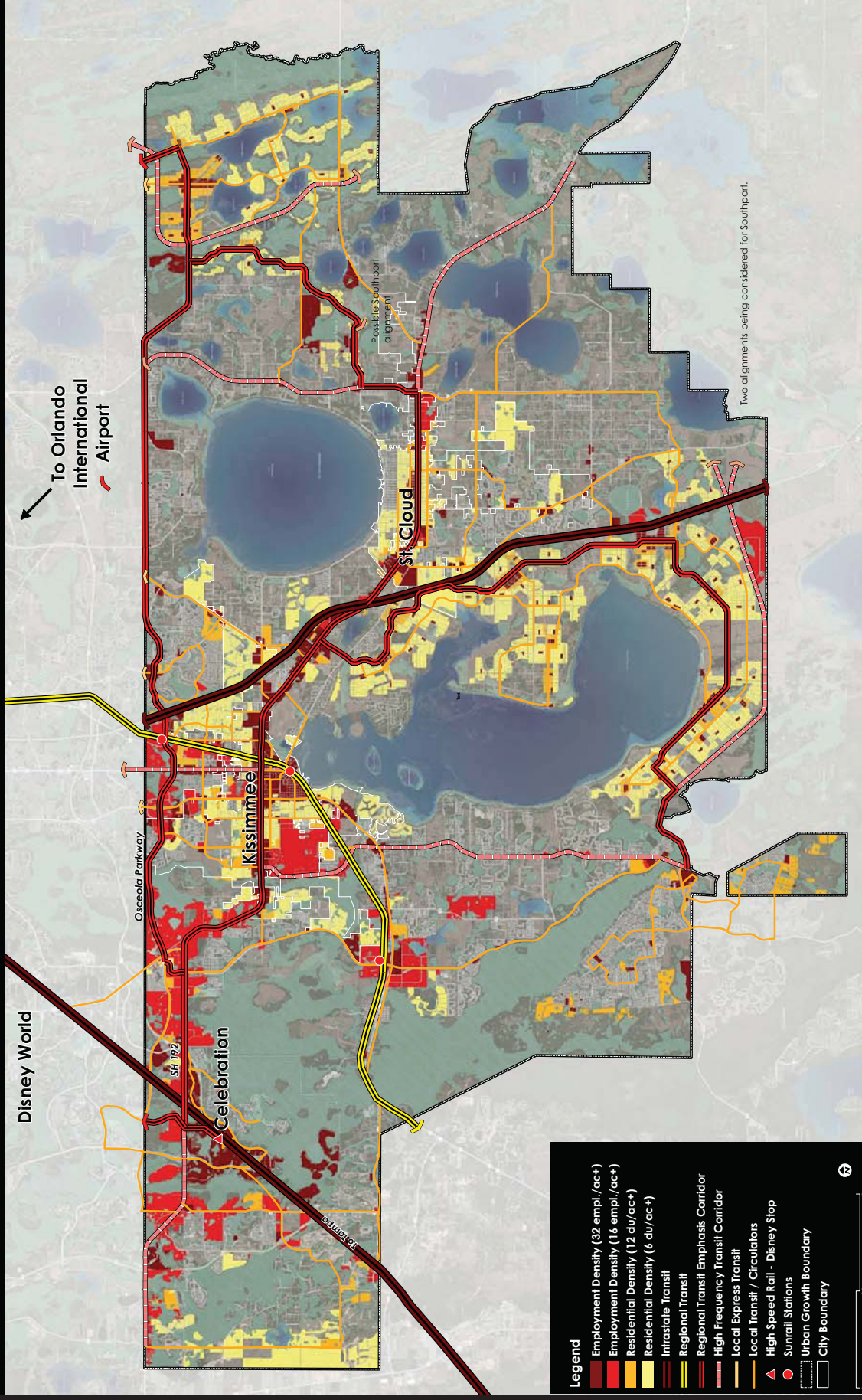
## Bicycle and Pedestrian Network



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# Osceola County Transportation Phase 2 Corridor-Supportive Density



**Legend**

- Employment Density (32 empl./ac+)
- Employment Density (16 empl./ac+)
- Residential Density (12 du/ac+)
- Residential Density (6 du/ac+)
- Intrastate Transit
- Regional Transit
- Regional Transit Emphasis Corridor
- High Frequency Transit Corridor
- Local Express Transit
- Local Transit / Circulators
- High Speed Rail - Disney Stop
- Sunrail Stations
- Urban Growth Boundary
- City Boundary

Scale: 0 to 1 mile

**Transit needs nearby housing and employment**

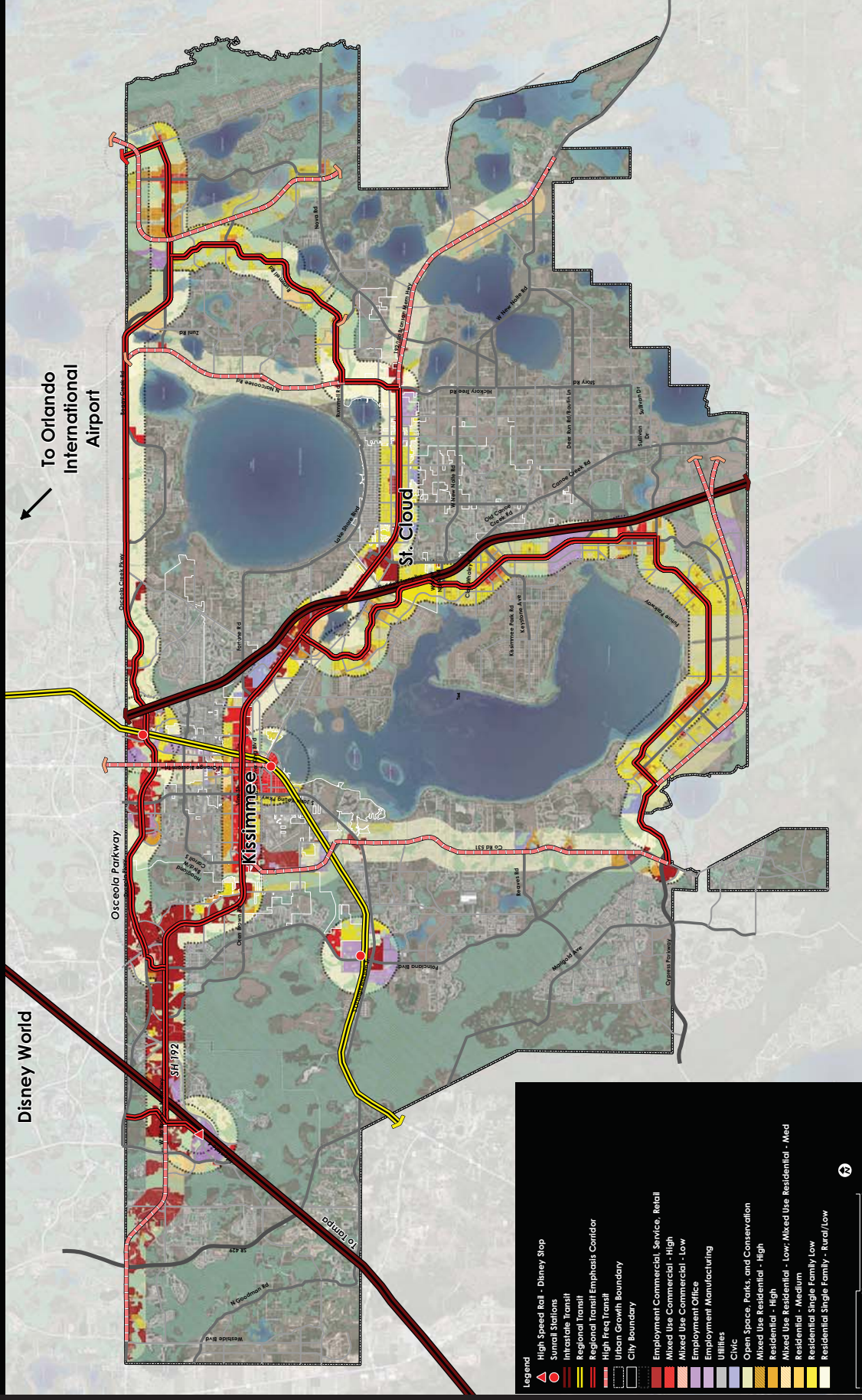
Osceola County's transit network will support the county's optimized future land use and growth. Higher density (10-16 units/acre) for light rail, employment and commercial centers will also need to occur around the stations to support transit.





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# Osceola County Transportation Phase 2 Integrated Livable Corridors



**Legend**

- High Speed Rail - Disney Stop
- Transit Stations
- Regional Transit
- Regional Transit Emphasis Corridor
- High Speed Transit
- Urban Growth Boundary
- City Boundary
- Employment Commercial, Service, Retail
- Mixed Use Commercial - High
- Mixed Use Commercial - Low
- Employment Office
- Employment Manufacturing
- Utilities
- Civic
- Open Space, Parks, and Conservation
- Mixed Use Residential - High
- Residential - High
- Mixed Use Residential - Low, Mixed Use Residential - Med
- Residential - Medium
- Residential Single Family Low
- Residential Single Family - Rural/Low

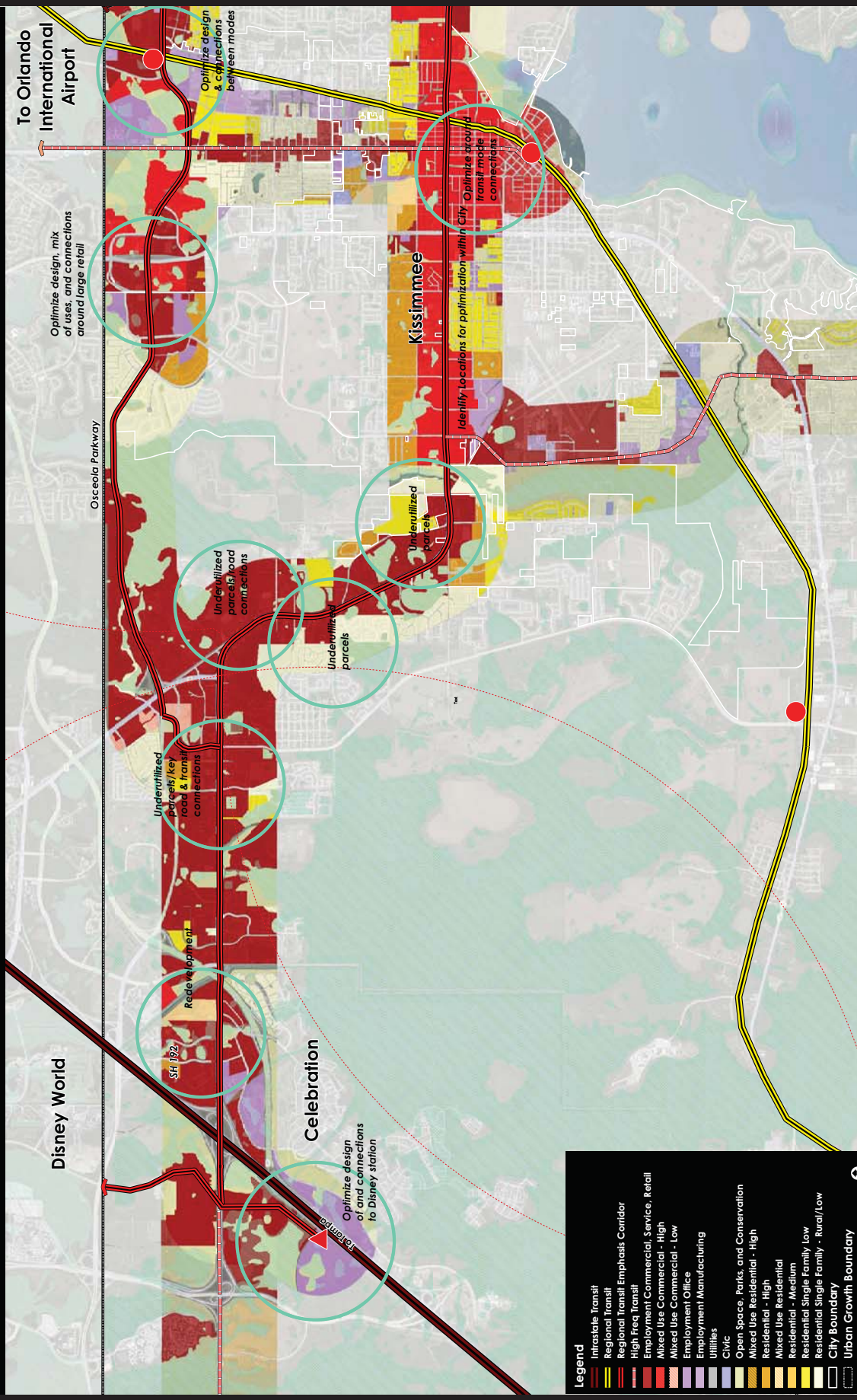
Scale: 0 1/4 1/2 Miles

North Arrow

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# Osceola County Transportation Phase 2 West 192/West Osceola Pkwy

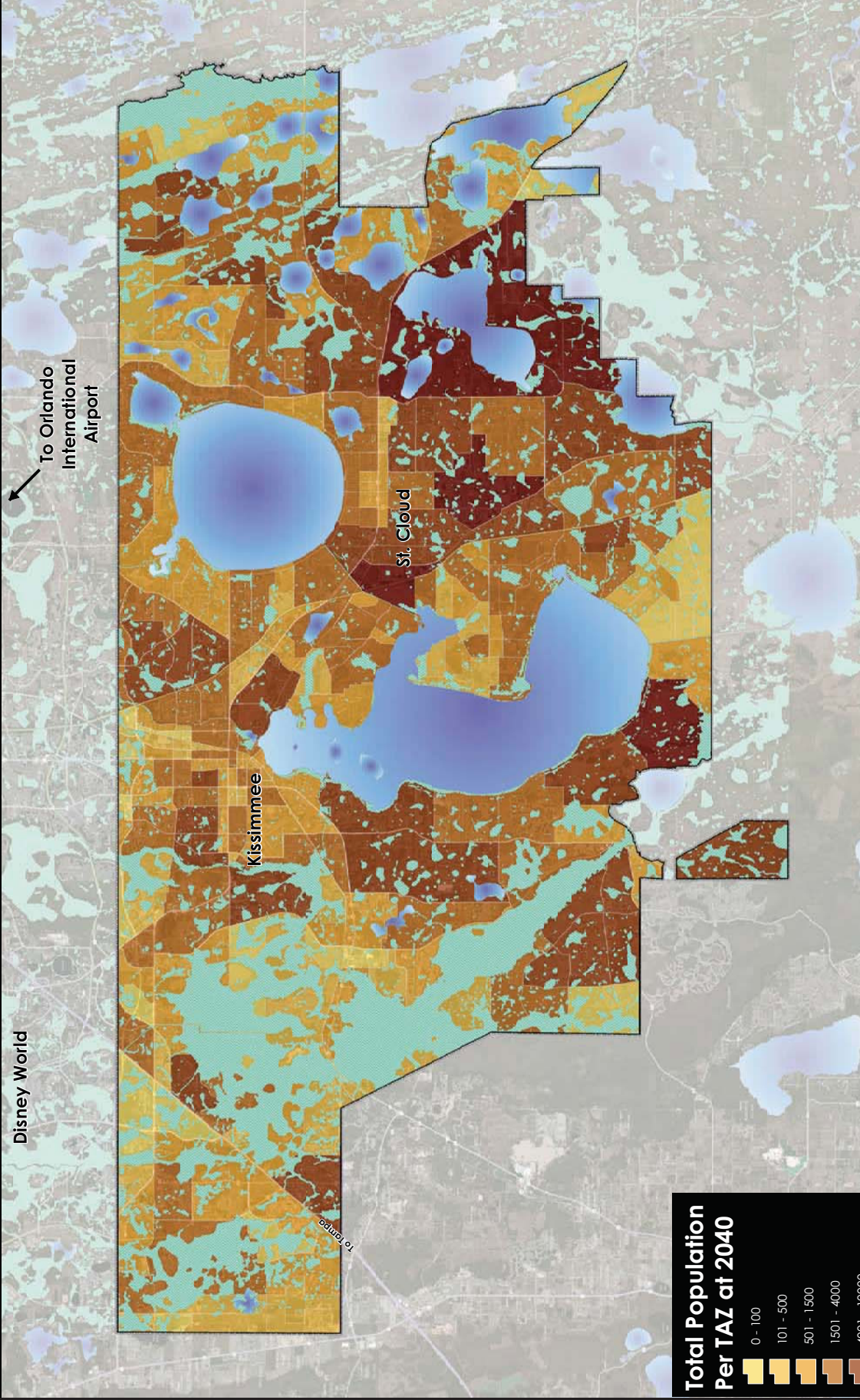


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# Osceola County Transportation Phase 2

Total Population 2040



## Total Population Per TAZ at 2040

- 0 - 100
- 101 - 500
- 501 - 1,500
- 1,501 - 4,000
- 4,001 - 10,000
- 10,001 - 20,000

Wetlands

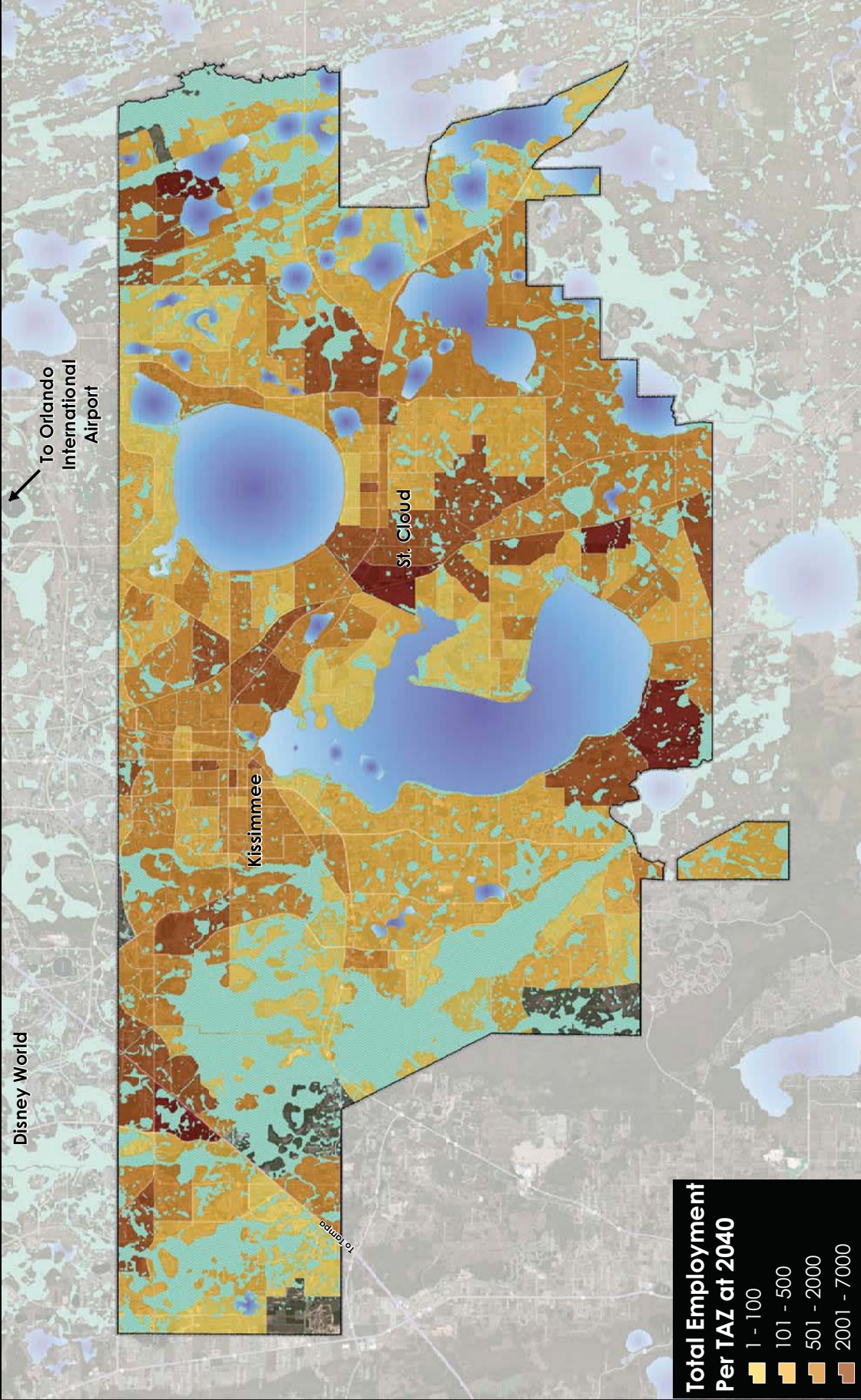
Urban Growth Boundary





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# Osceola County Transportation Phase 2 Total Employment 2040



**Total Employment Per TAZ at 2040**

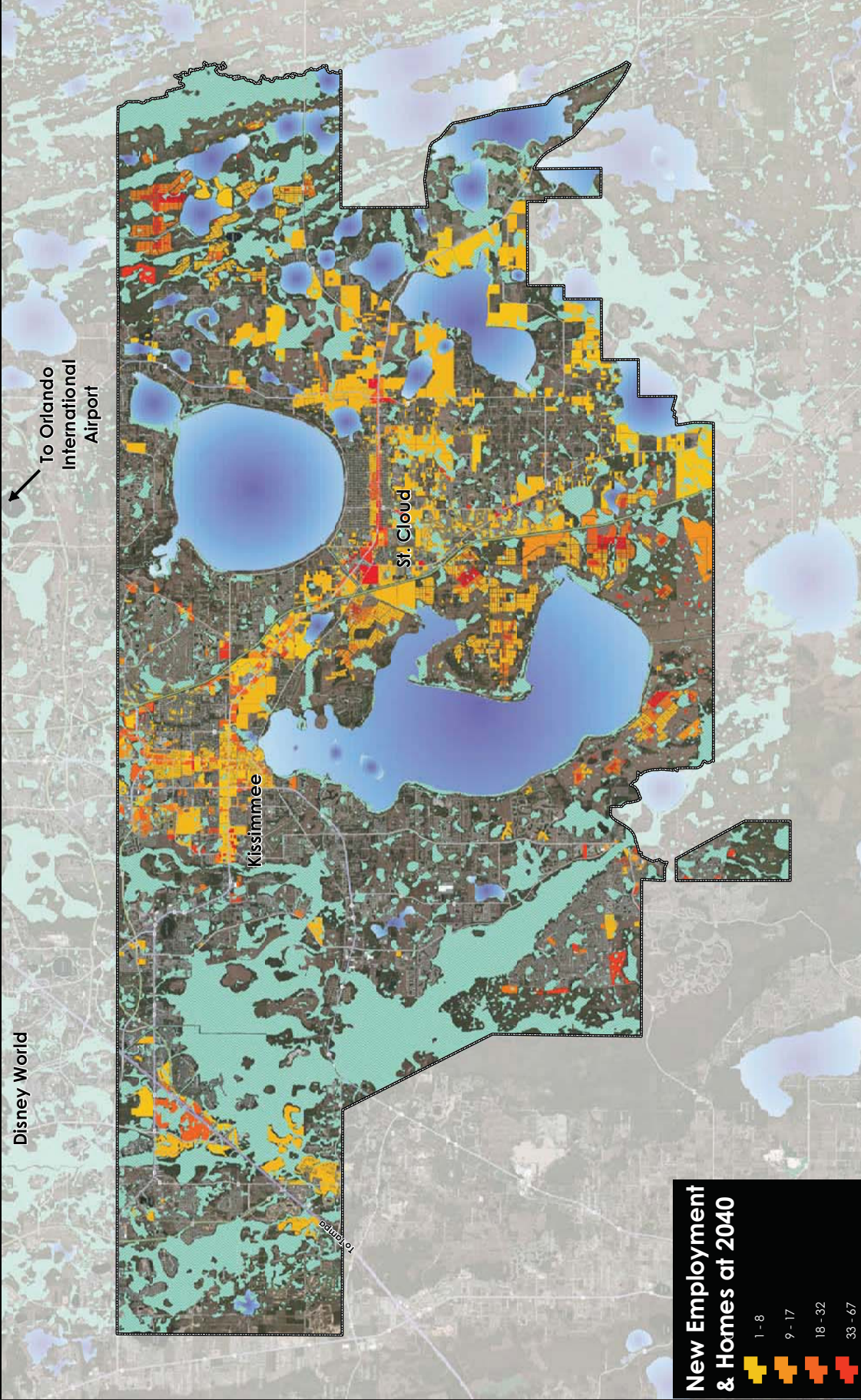
- 1 - 100
- 101 - 500
- 501 - 2000
- 2001 - 7000
- 7001 - 12500

- Wetlands
- Urban Growth Boundary

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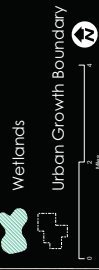


# Osceola County Transportation Phase 2 New Homes and Jobs at 2040



## New Employment & Homes at 2040

- 1 - 8
- 9 - 17
- 18 - 32
- 33 - 67
- 68 - 120
- Wetlands
- Urban Growth Boundary

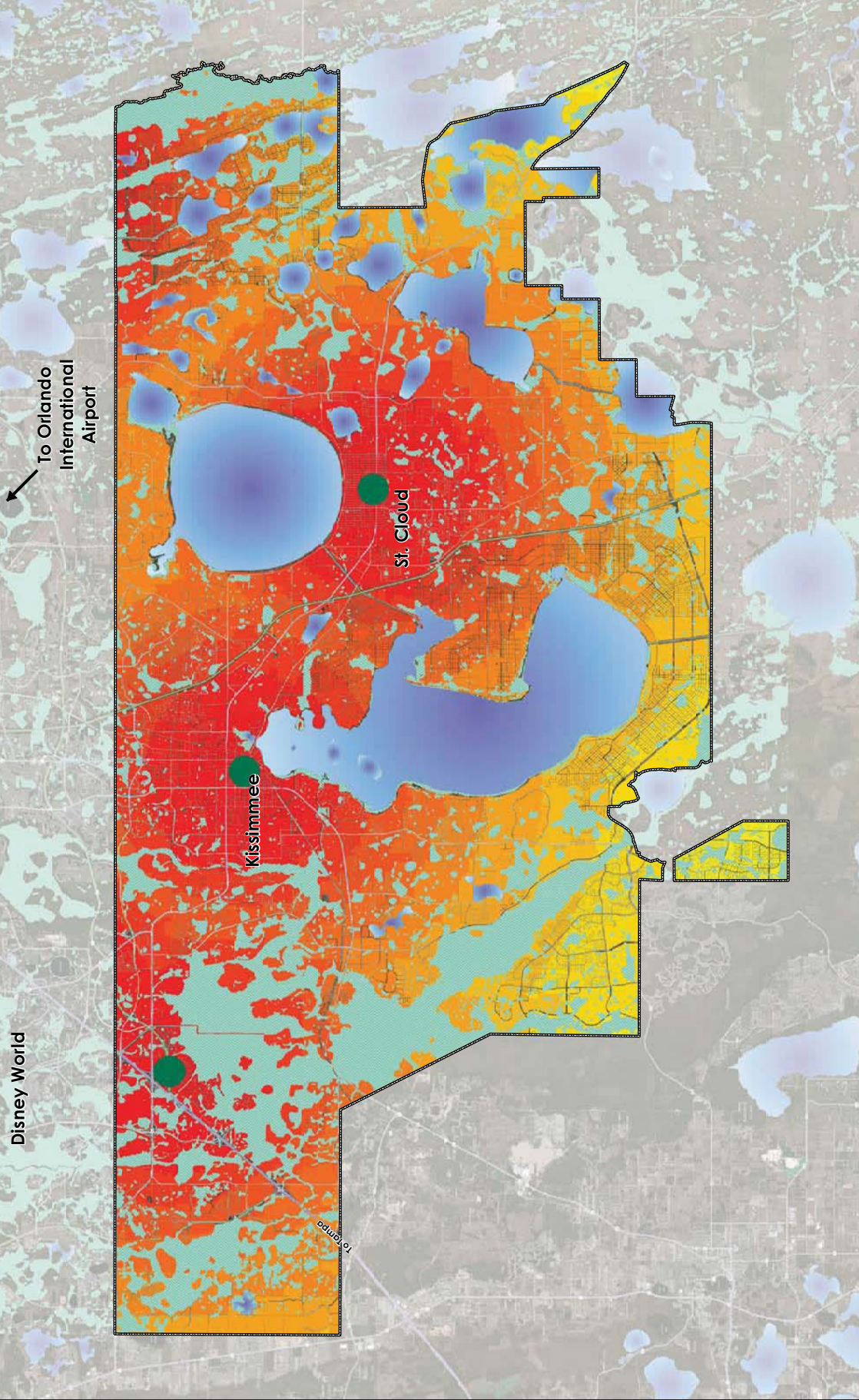


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# Osceola County Transportation Phase 2

## Existing Urban Center Attractiveness



### Existing Urban Center Attractiveness



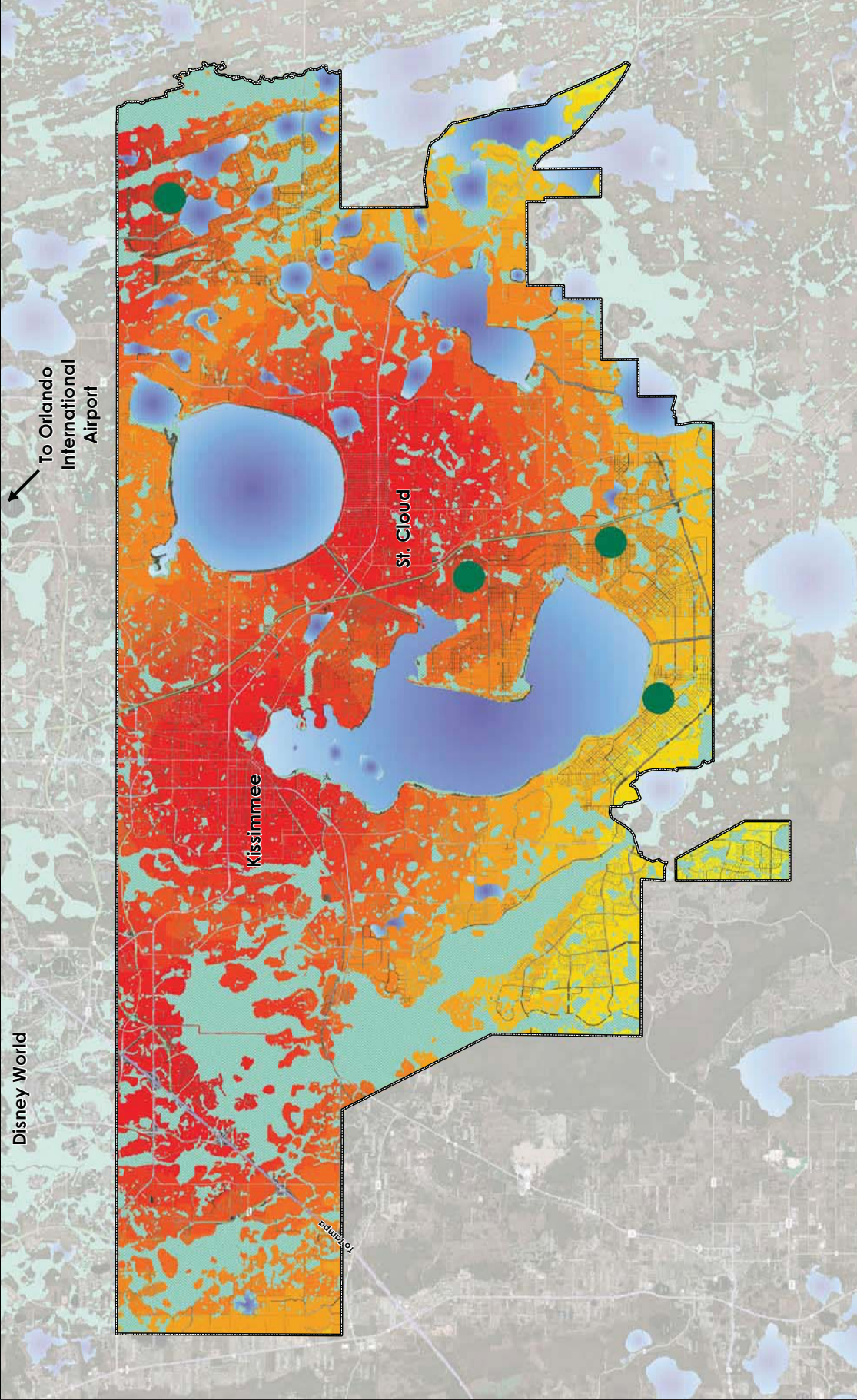
\*\*One of the factors in determining attractiveness for development is based on a parcel's proximity to existing urban centers. The growth model evaluates a parcel's suitability for development and determines the year that it will develop. Development is assigned to the most attractive areas first at rates which meet county-wide forecasts for growth.



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# Osceola County Transportation Phase 2

## Future Urban Center Attractiveness



### Future Urban Center Attractiveness

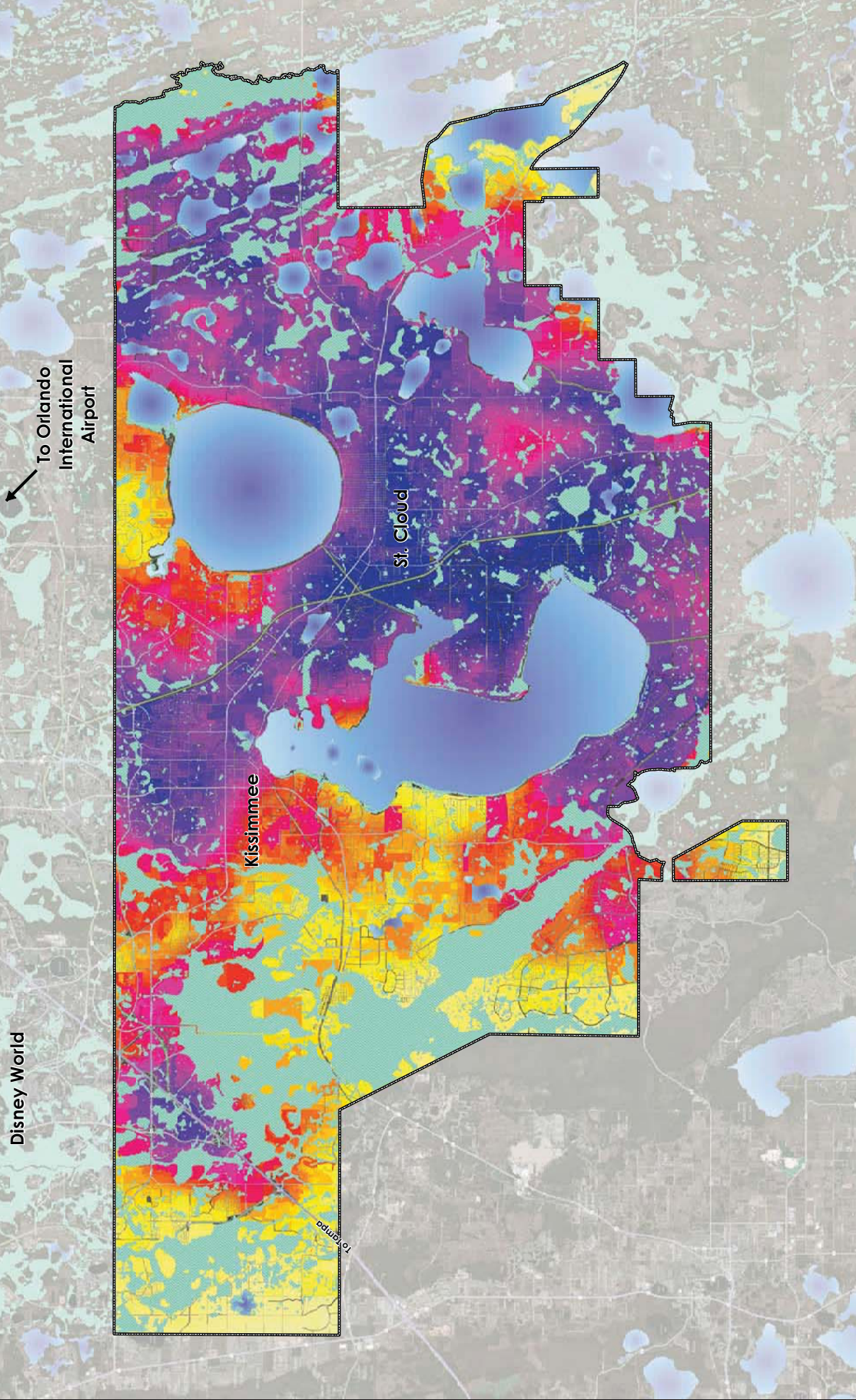


\*\*One of the factors in determining attractiveness for development is based on a parcel's proximity to future urban centers. The growth model evaluates a parcel's suitability for development and determines the year that it will develop. Development is assigned to the most attractive areas first at rates which meet county-wide forecasts for growth.

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# Osceola County Transportation Phase 2 Residential Attractiveness



## Residential Attractiveness



\*\*Once overall attractiveness has been determined for all attractants, each one is weighted to reflect the importance of the attractant and summarized into an overall attractiveness factor for residential and employment. The growth model evaluates a parcel's suitability for development and determines the year that it will develop. Development is assigned to the most attractive areas first at rates which meet county-wide forecasts for growth.

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## APPENDIX B. DENSITY TABLES BY LAND USE

LAND USE	DWELLING UNITS/ ACRE	EM-PLOYEES/ ACRE
<b>County and Municipalities' Land Use</b>		
OsceolaCounty _ Commercial	18	30
OsceolaCounty _ Conservation	0	0
OsceolaCounty _ Dual Use/HDR + Comm.	13	120
OsceolaCounty _ High Density Residential	18	0
OsceolaCounty _ Industrial	0	20
OsceolaCounty _ Institutional	0	10
OsceolaCounty _ Low Density Residential	4	0
OsceolaCounty _ Medium Density Res.	8	0
OsceolaCounty _ Mixed Use	6	6
OsceolaCounty _ Natural Resource/Utility	0	0
OsceolaCounty _ Office	0	50
OsceolaCounty _ Rural Enclave	1	0
OsceolaCounty _ Rural/ Agricultural	1	0
OsceolaCounty _ Tourist Commercial	20	10
Kissimmee _ AE	0	20
Kissimmee _ CG	0	120
Kissimmee _ CONS	0	0
Kissimmee _ IN	0	20
Kissimmee _ INST	0	10
Kissimmee _ MF-HDR	21	0
Kissimmee _ MF-MDR	10	0
Kissimmee _ MH-MDR	20	0
Kissimmee _ MU-D	40	120
Kissimmee _ MU-FB	6	120
Kissimmee _ MU-V	40	120
Kissimmee _ OR	9	50
Kissimmee _ REC	0	9
Kissimmee _ SF-LDR	4	0
Kissimmee _ SF-MDR	7	0
Kissimmee _ UT	0	20
St.Cloud _ AGR	1	0
St.Cloud _ COM	25	120
St.Cloud _ COM _ MDR	10	120
St.Cloud _ HDR	16	0
St.Cloud _ IND	0	20
St.Cloud _ LDR	3	0
St.Cloud _ MDR	8	0
St.Cloud _ PROF	0	60
St.Cloud _ PUB	0	10
St.Cloud _ REC	0	0

LAND USE	DWELLING UNITS/ ACRE	EM-PLOYEES/ ACRE
<b>Conceptual Master Plans</b>		
CMP _ East - Community Center	8	91
CMP _ East - Neighborhood Type 1	8	0
CMP _ East - Neighborhood Type 2	12	0
CMP _ East - Neighborhood Center	3	45
CMP _ East - Open Space	0	0
CMP _ East - Special District - Lakeside	0	10
CMP _ East - Special District - South	0	13
CMP _ East - Urban Center	15	137
CMP _ Northeast - Community Center	19	41
CMP _ Northeast - Employment Center	18	66
CMP _ Northeast - Neighborhood Type 1	6	0
CMP _ Northeast - Neighborhood Type 2	12	0
CMP _ Northeast - Neighborhood Center	18	54
CMP _ Northeast - Open Space	0	0
CMP _ Northeast - Special District - Lakes	7	7
CMP _ Northeast - Special District - Northwest	0	55
CMP _ Northeast - Urban Center	28	122
CMP _ South - Community Center	14	75
CMP _ South - Employment Center	9	43
CMP _ South - Neighborhood Type 1	8	0
CMP _ South - Neighborhood Type 2	12	0
CMP _ South - Neighborhood Center	0	51
CMP _ South - Open Space	0	0
CMP _ South - Special District - Canoe Creek	0	15
CMP _ South - Special District - Disney	0	14
CMP _ South - Special District - Northeast	0	20
CMP _ South - Special District - Southport	0	17
CMP _ South - Urban Center - East	29	125
CMP _ South - Urban Center - West	27	109
<b>Developments of Regional Impact (DRI)</b>		
DRI _ Bellalago - Commercial	0	21
DRI _ Bellalago - Multifamily	3	0
DRI _ Bellalago - OpenSpace	0	0
DRI _ Bellalago - Single Family	3	0
DRI _ Bronson - Open Space	0	0
DRI _ Bronson - Residential - Attached	6	0
DRI _ Bronson - Residential - Attached/ Detached	6	0
DRI _ Bronson - Retail	0	30
DRI _ Celebration - Attraction/Hotel/Office	0	35
DRI _ Celebration - Mixed Use	4	35
DRI _ Celebration - Office/Hotel	0	35
DRI _ Celebration - Office/Retail	0	35



LAND USE	DWELLING UNITS/ ACRE	EM-PLOYEES/ ACRE
DRI _ Celebration - Office/Retail/Hotel	0	35
DRI _ Celebration - Open Space	0	0
DRI _ Celebration - Public	0	35
DRI _ Celebration - Residential	4	0
DRI _ Celebration - Res/Office/Hotel	4	35
DRI _ Center Lake - Commercial Center	0	40
DRI _ Center Lake - Elementary School	0	10
DRI _ Center Lake - Lands Below SDL	0	0
DRI _ Center Lake - Neighborhood Center	0	102
DRI _ Center Lake - Parks/Recreation	0	0
DRI _ Center Lake - Residential	10	0
DRI _ Center Lake - Water Management	0	0
DRI _ Center Lake - Wetland	0	0
DRI _ Center Lake - Wetland Buffer	0	0
DRI _ ChampionsGate - Hotel	0	6
DRI _ ChampionsGate - Office	0	133
DRI _ ChampionsGate - Open Space	0	0
DRI _ ChampionsGate - Residential	13	0
DRI _ ChampionsGate - Retail	0	20
DRI _ CTS - Attraction	0	50
DRI _ CTS - Hotel/Office/Retail/Attraction	0	50
DRI _ CTS - Open Space	0	0
DRI _ CTS - Residential	5	0
DRI _ CTS - Retail	0	50
DRI _ Fallchase - Open Space	0	0
DRI _ Fallchase - Retail/Hotel	0	11
DRI _ Fallchase - Retail/Hotel/Theme Park	0	11
DRI _ FantasyHeights - Commercial	0	32
DRI _ FantasyHeights - Open Space	0	0
DRI _ FantasyHeights - Single Family	5	0
DRI _ FantasyHeights - Single/Multifamily	8	0
DRI _ FloraRidge - Hotel	0	18
DRI _ FloraRidge - Industrial/Office/Park	0	145
DRI _ FloraRidge - Multifamily	11	0
DRI _ FloraRidge - Office	0	52
DRI _ FloraRidge - Open Space	0	0
DRI _ FloraRidge - Park/School	0	5
DRI _ FloraRidge - Retail	0	32
DRI _ FloraRidge - Single Family	5	0
DRI _ Formosa - Commercial	0	27
DRI _ Formosa - Commercial/Office	0	27
DRI _ Formosa - Hotel/Commercial	0	27
DRI _ Formosa - Multifamily	4	0
DRI _ Formosa - Open Space	0	0

LAND USE	DWELLING UNITS/ ACRE	EM-PLOYEES/ ACRE
DRI _ Formosa - Residential Club	0	4
DRI _ Formosa - Single Family	4	0
DRI _ Fountainhead - Mixed Use	10	19
DRI _ Fountainhead - Open Space	0	0
DRI _ Gateway - Business Park	0	35
DRI _ Gateway - Commercial	0	24
DRI _ Gateway - Hotel	0	15
DRI _ Gateway - Open Space	0	0
DRI _ Harmony - Commercial	0	15
DRI _ Harmony - Institutional	0	5
DRI _ Harmony - Office	0	15
DRI _ Harmony - Office Commercial	0	15
DRI _ Harmony - Office Industrial	0	15
DRI _ Harmony - Open Space	0	0
DRI _ Harmony - Residential	1	0
DRI _ Harmony - Resort Residential	7	0
DRI _ Harmony - Roadways	0	0
DRI _ Harmony - Town Center	1	15
DRI _ Harmony - Utilities	0	0
DRI _ Landmark - Hotel	0	27
DRI _ Lindfields - Hotel Motel Lodging	0	26
DRI _ Lindfields - Multifamily	6	0
DRI _ Lindfields - Open Space	0	0
DRI _ Lindfields - Retail	0	16
DRI _ Lindfields - Single Family	6	0
DRI _ MysticDunes - A Resort Villa/ Time Share	32	13
DRI _ MysticDunes - B Resort Villa/ Time Share	10	10
DRI _ MysticDunes - C Resort Villa/ Time Share	9	9
DRI _ MysticDunes - D Resort Villa/ Time Share	8	8
DRI _ MysticDunes - E Resort Villa/ Time Share	6	6
DRI _ MysticDunes - F Resort Villa/ Time Share	8	8
DRI _ MysticDunes - G Resort Villa/ Time Share	7	7
DRI _ MysticDunes - H Resort Villa/ Time Share/ Commercial	9	9
DRI _ MysticDunes - I Resort Villa/ Time Share/ Commercial	7	7
DRI _ MysticDunes - J Resort Villa/ Time Share/ Commercial	5	5
DRI _ MysticDunes - K Commercial	0	20
DRI _ MysticDunes - L Club House	0	74
DRI _ MysticDunes - N Resort Villa/ Time Share	7	7
DRI _ MysticDunes - Open Space	0	0
DRI _ Oaks - Open Space	0	0
DRI _ Oaks - Residential	6	0
DRI _ OscCorpCenter - Mixed Use	5	30

LAND USE	DWELLING UNITS/ ACRE	EM- PLOYEES/ ACRE
DRI _ OscCorpCenter - Mixed Use/Office/ Warehouse	5	30
DRI _ OscCorpCenter - Office/Warehouse	5	30
DRI _ OscCorpCenter - Open Space	0	0
DRI _ OscCorpCenter - Retail	5	30
DRI _ OscCorpCenter - TOD	5	30
DRI _ Parkway - Commercial (3A)	0	28
DRI _ Parkway - Commercial/Hotel	0	31
DRI _ Parkway - Entertainment	0	14
DRI _ Parkway - Parcel 1 Hotel	0	17
DRI _ Parkway - Parcel 7A & 7B1 Hotel	0	13
DRI _ Parkway - Multifamily	24	0
DRI _ Parkway - Open Space	0	0
DRI _ Parkway - Parcel 2B Time Share	26	9
DRI _ Parkway - Parcels 3B, 6A, 6B, 6C Time Share	25	8
DRI _ Parkway - Parcel 7B2 Time Share	22	8
DRI _ Remington - Civic	0	8
DRI _ Remington - Multifamily	6	0
DRI _ Remington - Open Space	0	0
DRI _ Remington - Residential	6	0
DRI _ Remington - Retail/Service	0	8
DRI _ Remington - Single Family	6	0
DRI _ ResortWorld - Open Space	0	0
DRI _ ResortWorld - Residential	19	0
DRI _ ResortWorld - Retail	0	9
DRI _ Reunion - Civic	4	2
DRI _ Reunion - Commercial	4	2
DRI _ Reunion - Open Space	0	0
DRI _ Reunion - Residential	4	2
DRI _ Reunion - Resort	4	2
DRI _ Southbridge - Open Space	0	0
DRI _ Southbridge - Residential/Hotel	8	15
DRI _ Southbridge - Residential/Retail/Hotel	8	15
DRI _ Southbridge - Res/Retail/Office/Hotel	8	15
DRI _ Southbridge - Retail/Office	0	15
DRI _ Stoneybrook - Multifamily	8	0
DRI _ Stoneybrook - Open Space	0	0
DRI _ Stoneybrook - School	0	15
DRI _ Stoneybrook - Single Family	8	0
DRI _ Westgate - Open Space	0	0
DRI _ Westgate - Retail/Service	16	6
DRI _ Westgate - Retail/Service/Office	16	6
DRI _ Westgate - Time Share	16	6
DRI _ Westgate - Town Center	16	6

LAND USE	DWELLING UNITS/ ACRE	EM- PLOYEES/ ACRE
DRI _ Westgate - Water Sports	16	6
DRI _ Westside - A Retail/Service/Hotel/ Resort Residential	9	21
DRI _ Westside - B Retail/Service/Hotel/ Resort Residential	7	17
DRI _ Westside - C Resort Residential	15	0
DRI _ Westside - D Resort Residential	2	0
DRI _ Westside - E Residential	5	0
DRI _ Westside - F Residential	6	0
DRI _ Westside - H Residential	4	0
DRI _ Westside - I Residential	10	0
DRI _ Westside - J School	0	5
DRI _ Westside - K Retail/Service/ Office	10	11
DRI _ Westside - L Residential	9	0
DRI _ Westside - M Residential	4	0
DRI _ Westside - Open Space	0	0
DRI _ XenturyCity - Commercial	0	119
DRI _ XenturyCity - Hotel	33	11
DRI _ XenturyCity - Mixed Use	0	119
DRI _ XenturyCity - Open Space	0	0
DRI _ XenturyCity - Residential	25	0
<b>Developments of County Impact (DCI)</b>		
DCI _ Sundance - Mixed Use	7	23
DCI _ Sundance - Open Space	0	0
DCI _ Sundance - Residential	7	0
<b>Planned Developments (PD)</b>		
PD _ Amber Pointe	11	0
PD _ Ashebrook/Martin	3	0
PD _ Avatar Property - Neighborhood 4	2	10
PD _ Bronson Bay	4	0
PD _ Celebration Mania	11	8
PD _ East Lake	2	0
PD _ Emerald Cay West	0	16
PD _ Emerald Lakes	4	0
PD _ Encantada	10	0
PD _ Falcon	0	9
PD _ Fish Lake	4	1
PD _ Fox - Kendrick	13	7
PD _ Godwin SR 532	0	13
PD _ Gold Property	12	0
PD _ Grand Oaks	8	0
PD _ Hammock Trail	3	0
PD _ Iris Larson/Centerview	0	35
PD _ Isles of Bellalago	2	0

LAND USE	DWELLING UNITS/ ACRE	EM-PLOYEES/ ACRE
PD _ Johnston Land Development	0	31
PD _ Kyng's Heath	0	24
PD _ Lago Buenida	5	0
PD _ Lake Ajay Village	0	29
PD _ Lake Pointe	2	0
PD _ Larson - Davis	13	6
PD _ Legacy Dunes/Devon Park	0	2
PD _ Maingate	0	26
PD _ Maingate Hills	0	14
PD _ Marina Bay	2	0
PD _ Meadow Woods Cove	11	65
PD _ Morgan Williams	0	41
PD _ Osceola Market Place	0	27
PD _ Osceola Village	0	26
PD _ Osceola Woods	0	9
PD _ Paradise Palms	5	0
PD _ Partin Promenade	0	10
PD _ Pleasant Hill SS	0	65
PD _ Poinciana Parke	0	85
PD _ Realvest	0	36
PD _ Secret Lake Resort	70	15
PD _ Sinclair Village	0	34

LAND USE	DWELLING UNITS/ ACRE	EM-PLOYEES/ ACRE
PD _ Solivita Grand	1	0
PD _ Springhead Lake	2	1
PD _ St. Catherine of Sienna	0	5
PD _ Stoneybrooke North	7	0
PD _ Suhl's	0	30
PD _ Super Target	0	19
PD _ The Promenade	6	6
PD _ Trafalgar	3	0
PD _ Van An Property	0	13
PD _ Veranda Palms	4	0
PD _ Villa Sol	3	0
PD _ Village Walk	3	0
PD _ Vista Royal	0	7
<b>Mixed Use Districts (MUD)/ Comprehensive Plan Amendments (CPA)</b>		
MUD _ Boggy Creek	2	13
MUD _ Waterview	0	4
CPA _ BKRanch	0	20





## APPENDIX C. OSCEOLA TRANSIT CORRIDORS AT A GLANCE

### Existing Development – Approximation

#### 2009 Existing Corridor Development

	Built Acres	2009 Dwelling Units	2009 Employment	Avg. du/ac	Avg. emp/ac.
Osceola Parkway	6,500	17,500	27,810	3	4
US 192	3,010	13,930	11,080	4.6	3.7
East and South	986	1,300	620	1.3	0.6
Northeast	-	-	-	-	-

Source: TAZ data, 2009.

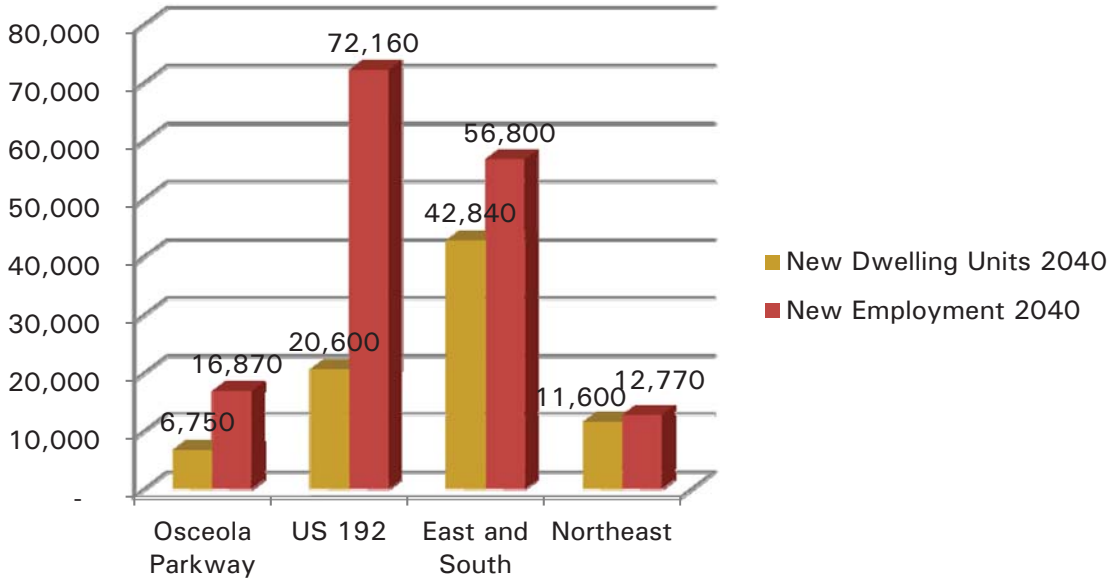
Note: TAZs account for larger areas than the corridors, so numbers are slightly inflated.

Built acres (from parcel data) do not include open space or conservation.

### Future Development along Corridors (new development only, not cumulative)

2040 Development along Corridors		
	New Dwelling Units 2040	New Employment 2040
Osceola Parkway	6,750	16,870
US 192	20,600	72,160
East and South	42,840	56,800
Northeast	11,600	12,770
Source: AECOM Growth Model, October, 2011		
Buildout Development along Corridors		
	New Dwelling Units Buildout	New Employment Buildout
Osceola Parkway	23,690	38,380
US 192	24,190	118,560
East and South	45,860	65,020
Northeast	16,320	16,300
Source: AECOM Growth Model, October, 2011		

## 2040 Corridors Development (new)



### Corridor Length

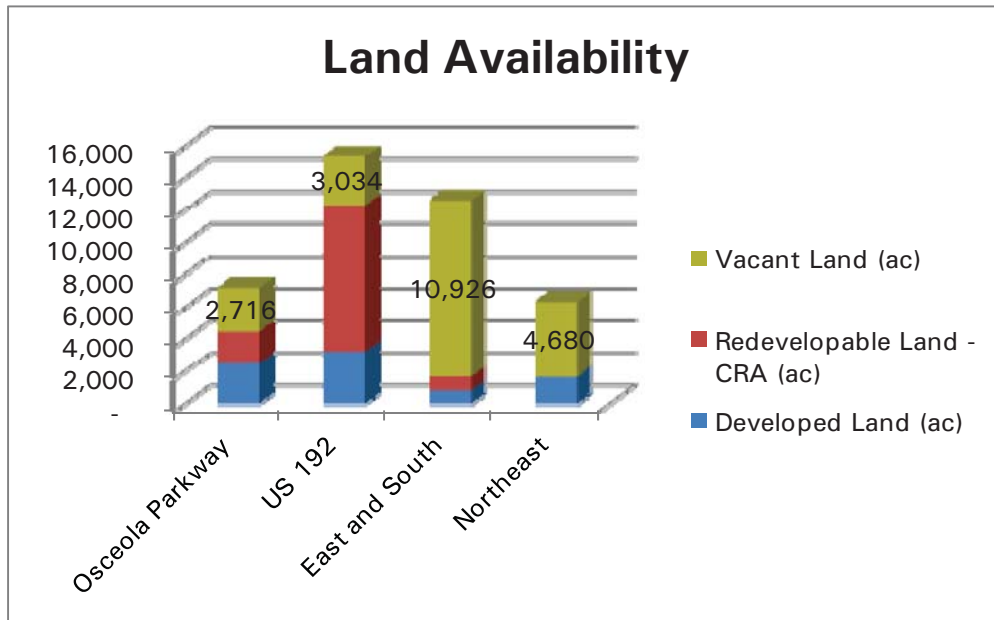
Length of Corridors	
	Miles
Osceola Parkway	16.4
US 192	22.8
East and South	21.8
Northeast	7.3

*Source: AECOM Transit Network map, October, 2011*

## Land Availability

Land Availability Along Corridors				
	Developed Land (ac)	Redevelopable Land - CRA (ac)	Vacant Land (ac)	Total Land (ac)
<b>Osceola Parkway</b>	2,482	1,988	2,716	7,186
<b>US 192</b>	3,224	9,077	3,034	15,335
<b>East and South</b>	831	846	10,926	12,603
<b>Northeast</b>	1,653		4,680	6,333

*Source: AECOM Transit Corridor and Land Use map, October, 2011*

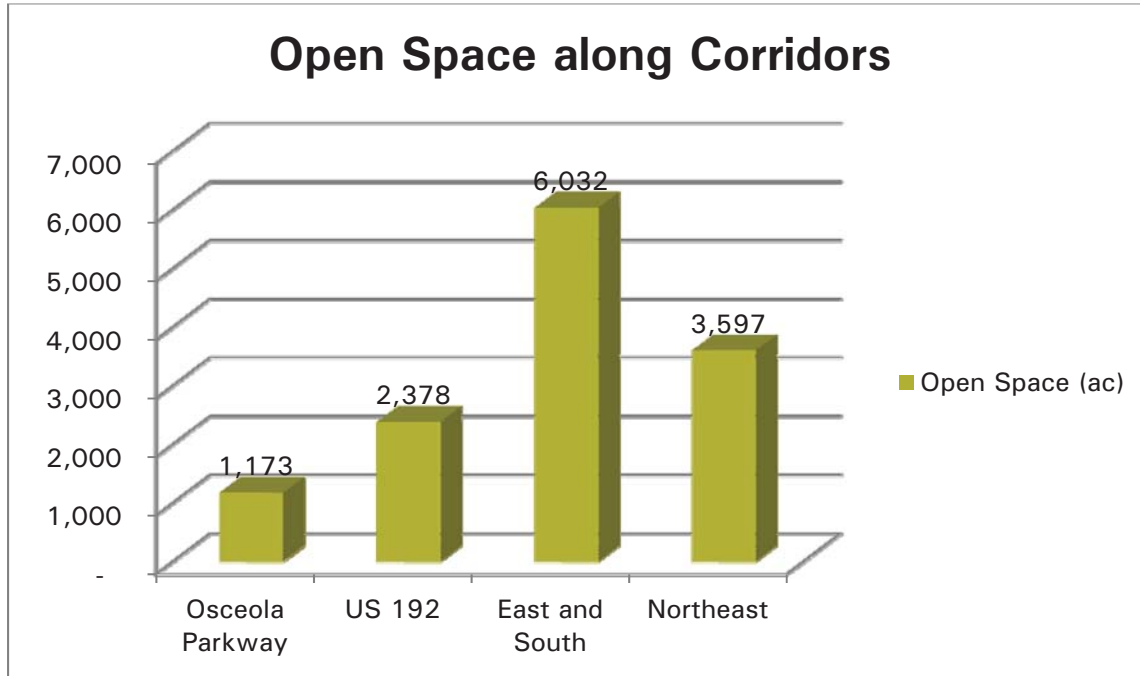




## Open Space and Conservation

Open Space and Conservation Land along Corridors			
	Total Land (ac)	Open Space (ac)	% of Total Land
Osceola Parkway	7,186	1,173	16%
US 192	15,335	2,378	16%
East and South	12,603	6,032	48%
Northeast	6,333	3,597	57%

*Source: AECOM Transit Corridor and Land Use map, October, 2011*



## Average Densities – Future Development

2040 Average Future Development Densities		
	Average DU Density (du/ac)	Average Employment Density (emp/ac)
Osceola Parkway	2.7	6.6
US 192	4.0	14.7
East and South	8.1	10.7
Northeast	10.7	11.8

Source: AECOM Transit Corridor and Land Use map, October, 2011

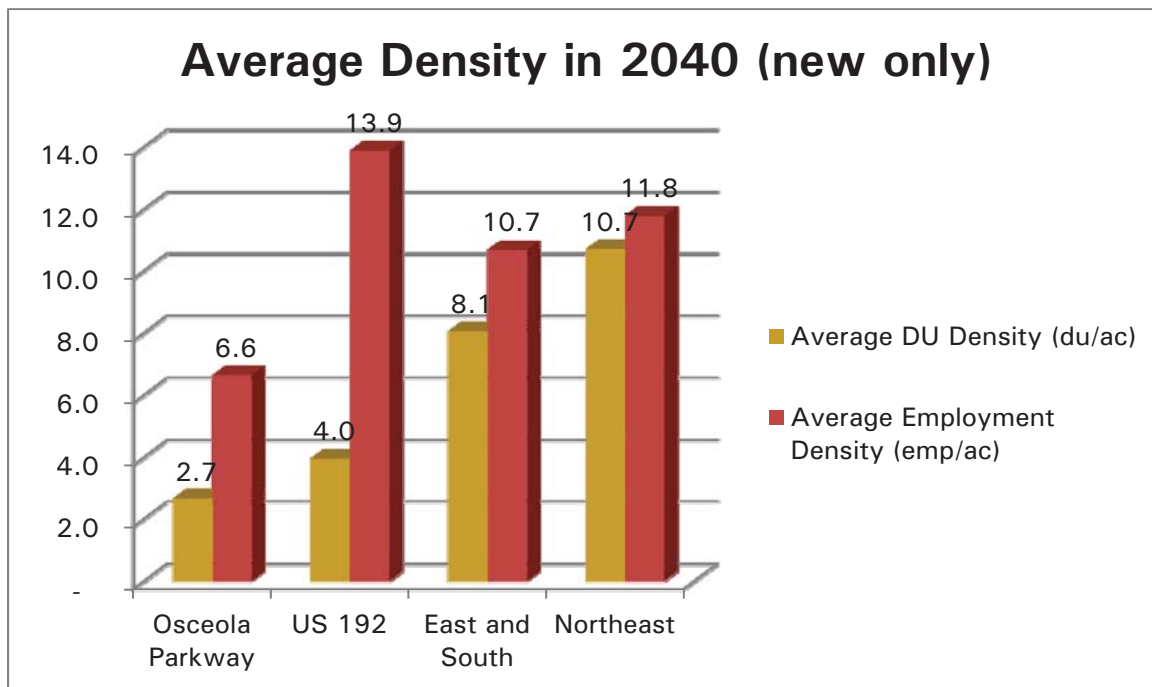
## Future Development Densities (Max)

	Maximum DU Density (du/ac)	Maximum Employment Density (emp/ac)
Osceola Parkway(1)	40	120
US 192 (2)	40	120
East and South	29	125
Northeast	28	122

Source: AECOM Transit Corridor and Land Use map, October, 2011

(1) most residential on redevelopment sites; very little of the 120 du/ac on developable sites.

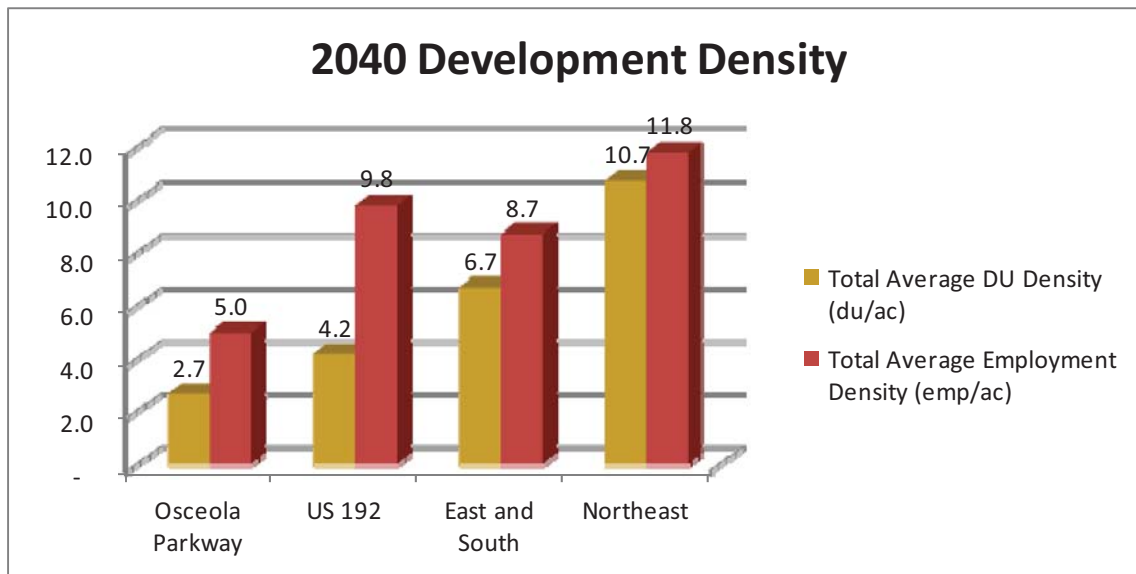
(2) most residential on redevelopment sites; very little of the 120 du/ac on developable sites.



## Average Densities – Existing and New

2040 Average Development Densities (Existing + Future)		
	Average DU Density (du/ac)	Average Employment Density (emp/ac)
Osceola Parkway	2.7	5.0
US 192	4.2	9.8
East and South	6.7	8.7
Northeast	10.7	11.8

*Source: AECOM, October, 2011*







**Transportation Element Update: Task 1 Documentation of Long-Term  
Multimodal Vision**

## Memorandum

To: Tim Palermo  
From: Michael Woodward, P.E.  
Date: November 9, 2012  
Subject: Transportation Element Update: Task 1. Documentation of  
Long-Term Multimodal Vision

### **Executive Summary:**

Osceola County policy makers have shifted towards adoption of detailed plans that prescribe the location, character, and form by which growth will take place. As part of these efforts, roadway network and transit improvements have been identified. There is a need to analyze the future transportation conditions and ridership levels associated with the improvements.

Travel Demand Model runs were conducted using the future year Ideal roadway network for two scenarios; Year 2025 and Year 2040. The results of the analysis indicate that significant increases in Transit Ridership are anticipated. The results also indicate that many roadways within the county are anticipated to have volumes that exceed the adopted service volume.

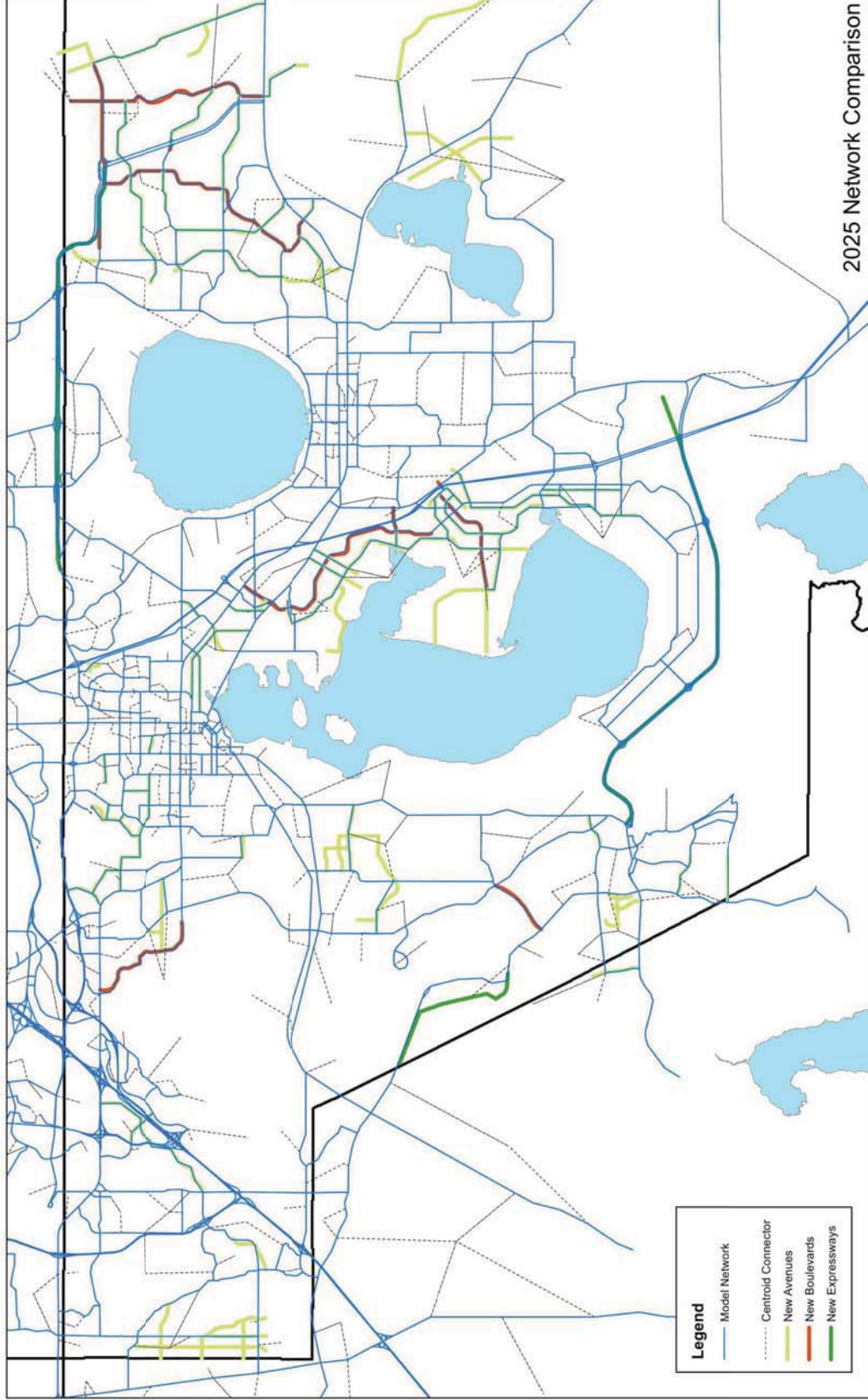
The following sections of this memorandum summarize the methods and results of the analysis.



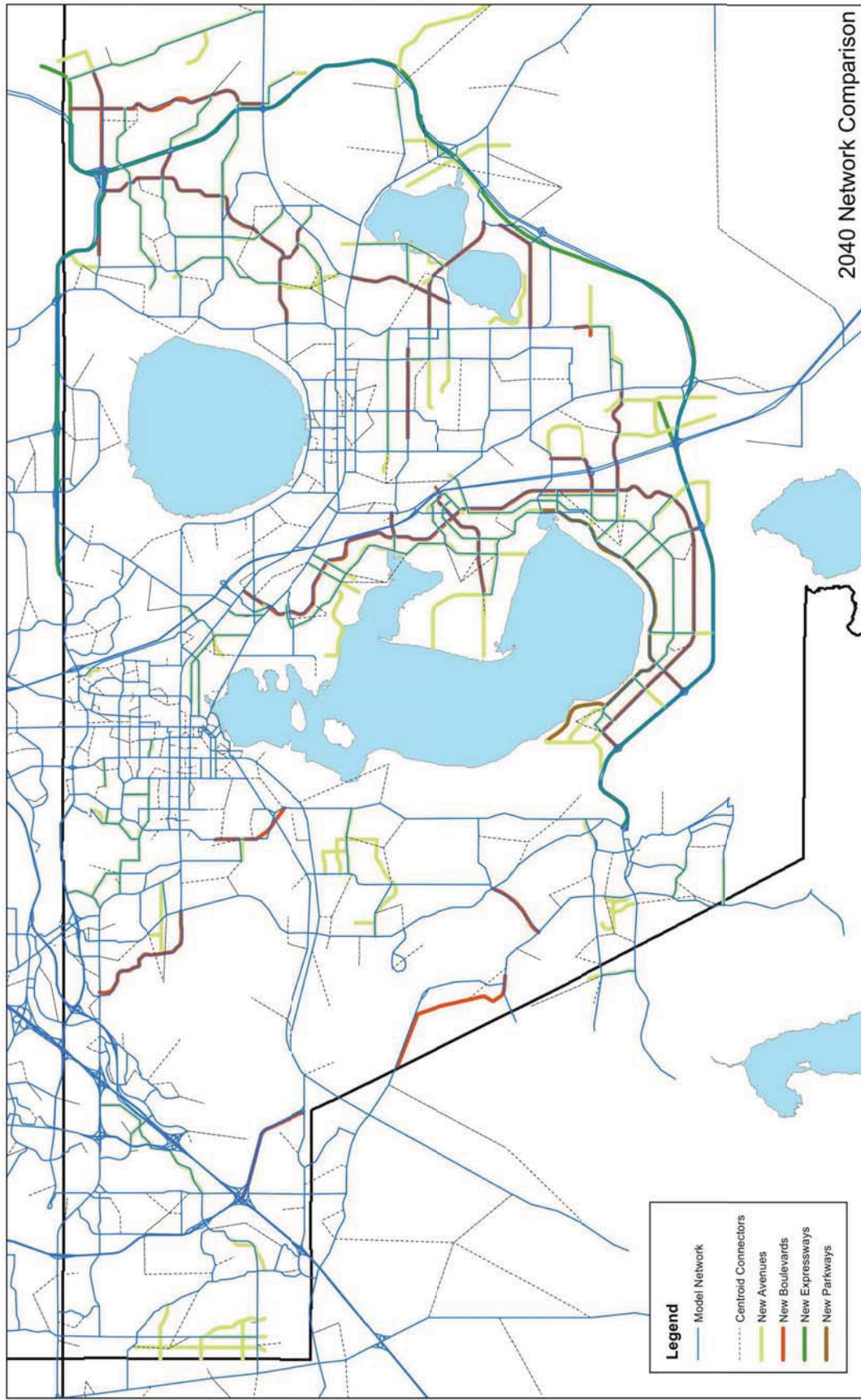
## **Roadway Network Modifications**

The future year roadway networks used in this analysis are consistent with the Ideal roadway networks for years 2025 and 2040. The Ideal roadway networks were developed and documented previously in the December 2011 DRAFT *Documentation of Transportation Analysis*. Using the network from that analysis as a base, additional model adjustments were made. **Exhibit 1** shows the new Ideal Network facilities that are anticipated to be in place by year 2025, overlaid on the model network that was previously developed. Similarly, the year 2040 Ideal network improvements are shown on **Exhibit 2**. As shown in the Exhibits, most of the new Ideal Network roads were considered in the previous analysis, but several of the roadway segments were not considered.

The year 2025 and 2040 model networks for this analysis were revised to include most of the Ideal Network roads that were not previously considered. However, not all of the roadway segments were added. In the event that a portion of a planned road extends beyond a point where it connects to the model network, that portion of the road will not affect the model. New roads that do not provided model connectivity were not added to the network. **Exhibits 3-12** show and describe the roadway segments that were not added to the model network. The remaining Ideal Network roads are included in the analysis.

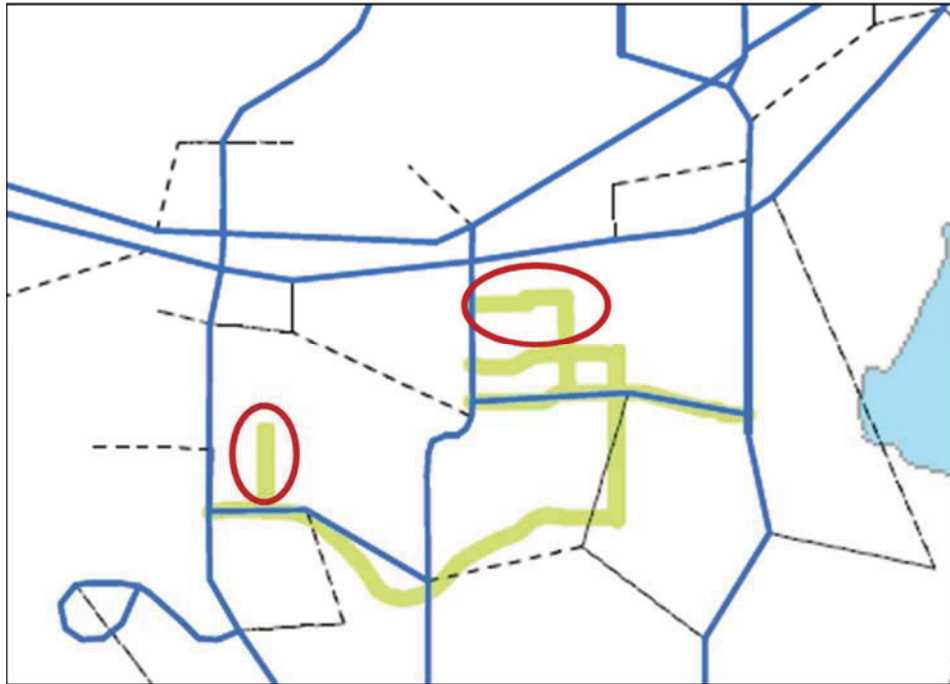


**Exhibit 1:** Year 2025 Ideal Network and Initial Model Network



**Exhibit 2:** Year 2040 Ideal Network and Initial Model Network





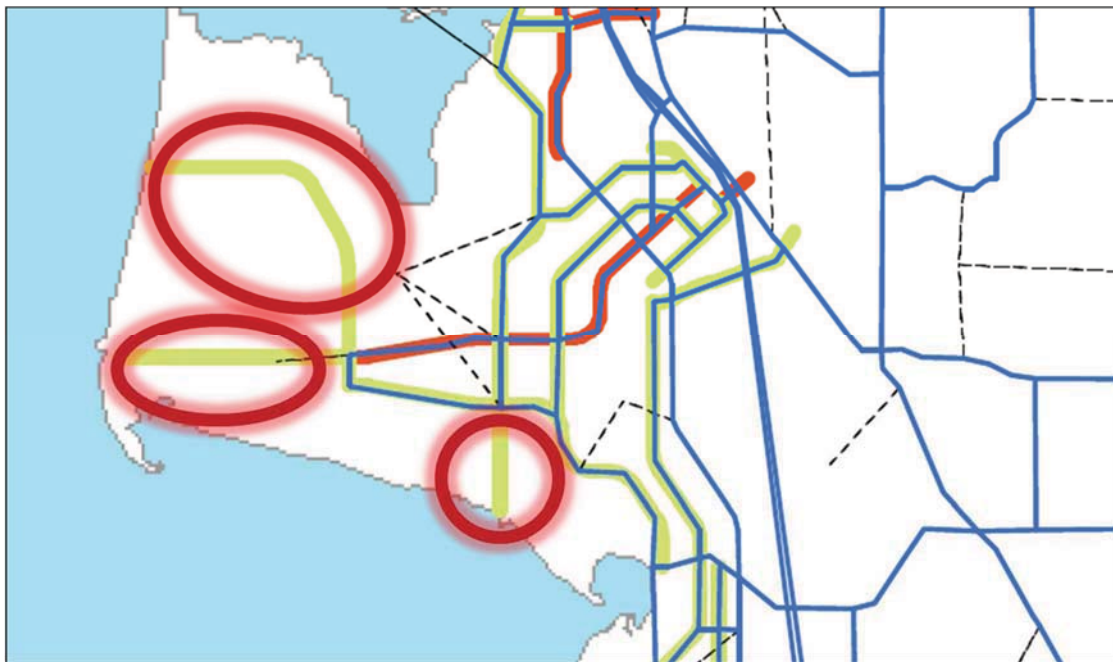
**Exhibit 3:** South of US 17/92, west of Pleasant Hill Road. The circled segments were not added since they do not provide new connections.



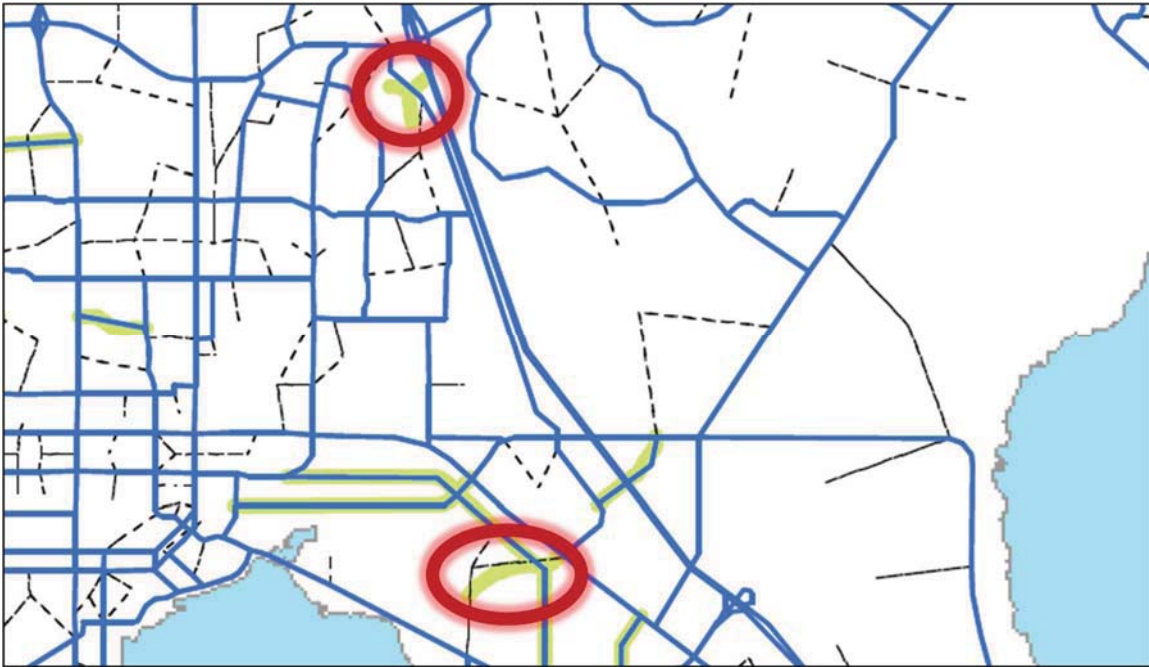
**Exhibit 4:** Near the South Lake Toho Masterplan area. The circled roads do not provide new connections.



**Exhibit 5:** South Lake Toho Masterplan area. The circled roads do not have an interchange with Southport Connector, and therefore don't provide new connections.



**Exhibit 6:** East of Lake Toho. The circled roads do not provide new connections.

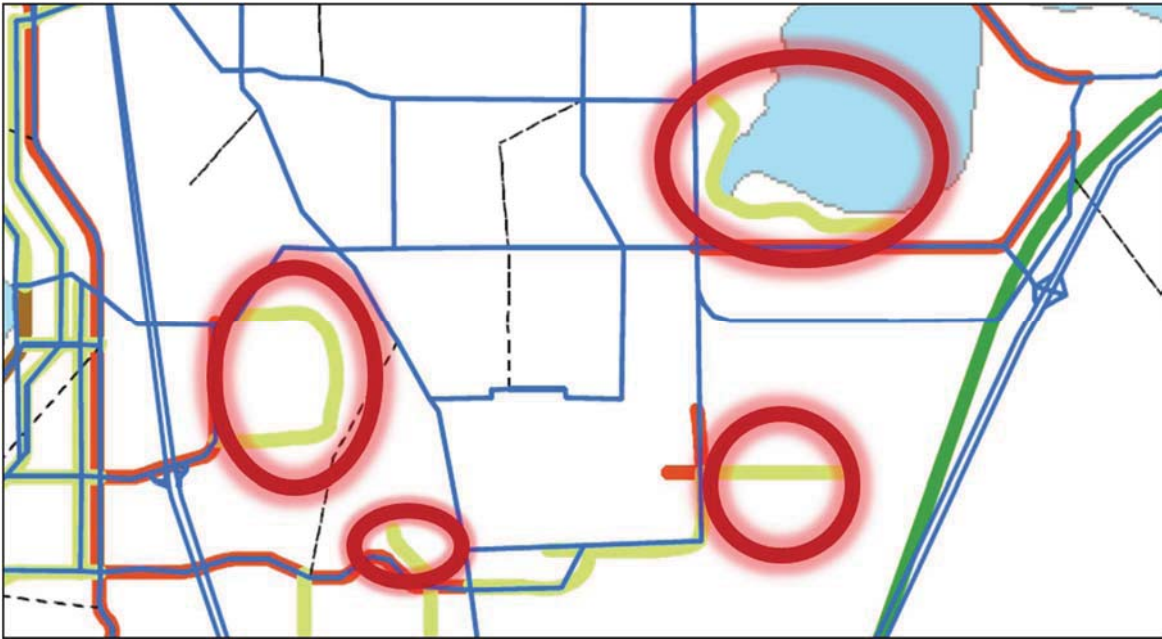


**Exhibit 7:** Circled roads near the Bill Beck Blvd Extension (one near Osceola Parkway and one near US 192) do not provide new connections.

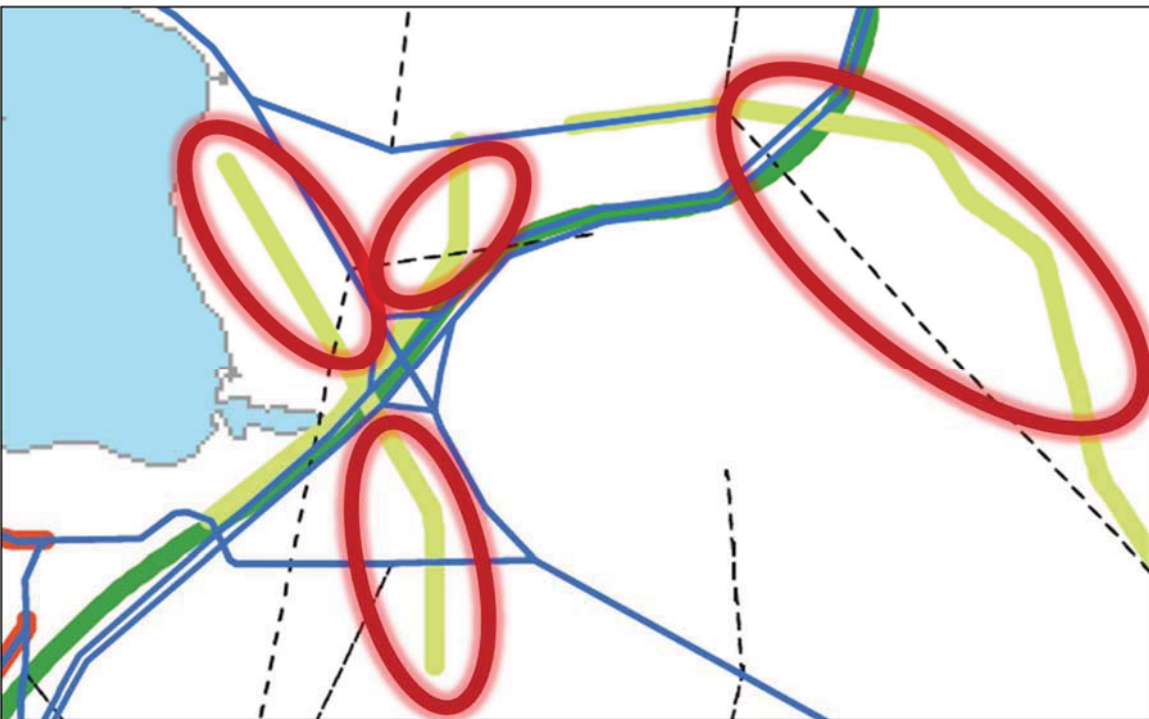


**Exhibit 8:** South of St Cloud. The circled roads do not provide new connections.

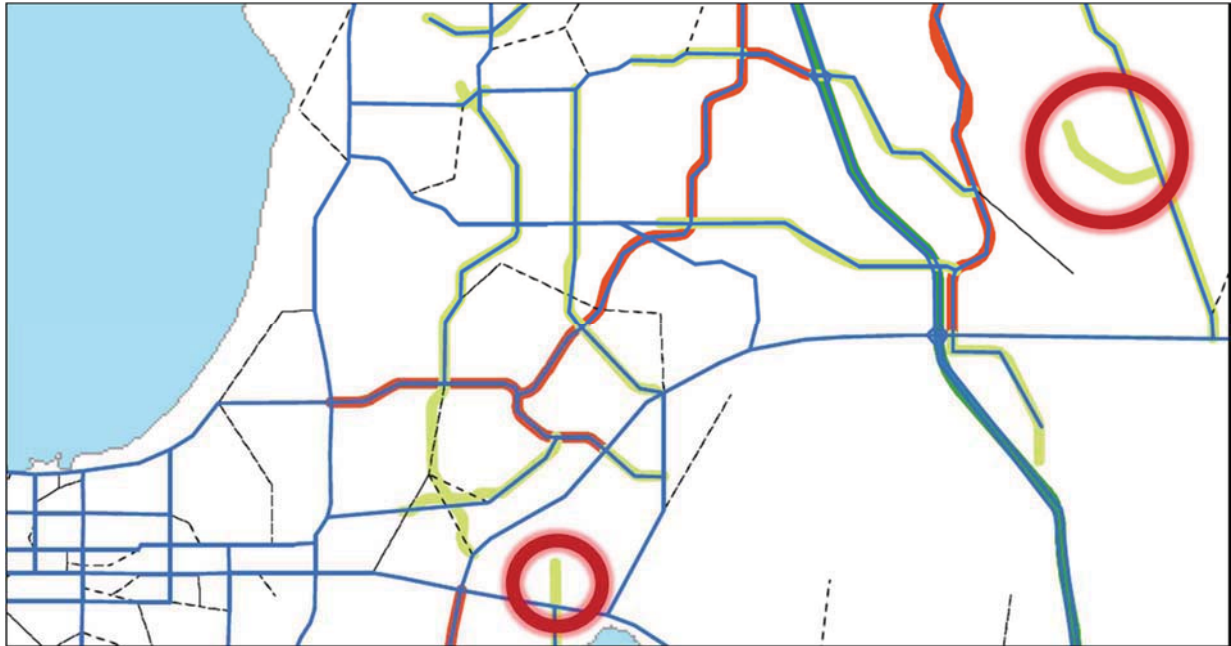




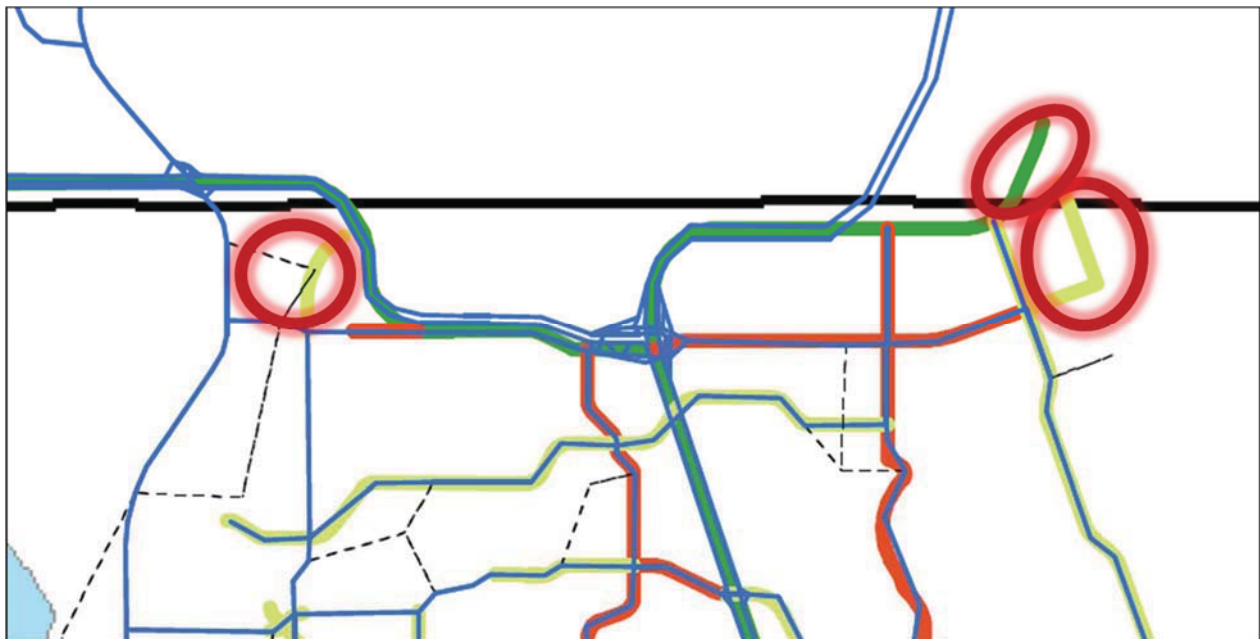
**Exhibit 9:** East of Lake Toho. The circled roads do not provide new connections.



**Exhibit 10:** Southport / US 192 Interchange (East of Alligator Lake). The circled roads do not provide new connections.



**Exhibit 11:** East of St Cloud. The circled roads do not provide new connections.



**Exhibit 12:** East of Boggy Creek Rd. The circled roads do not provide new connections. The expressway in the northeast portion of the Exhibit extends to SR 528, a Tolloed Expressway

## **Transit Network**

The transit network in this analysis is consistent with the route frequency and implementation schedule in Table A-20 of the *Osceola County Transportation Funding Study*. The transit routes are listed in **Table 1**.

**Table 1.** Osceola County Transit Routes

Route	Route Name	Type	Year 2025 Frequency (minutes)		Year 2040 Frequency (minutes)	
			Peak	Off-Peak	Peak	Off-Peak
M4L108	US 441 Osceola	Local	15	30	15	30
M4L112	US 192	Local	60	60	60	60
M4L240	US 27 - Canadian Ct	Express	n/a	n/a	60	60
M4L261	Osceola Pkwy	Local	n/a	n/a	30	60
M4L262	US 27/I-4/Disney	Express	n/a	n/a	30	60
M4L306	South John Young Pkwy	Local	30	60	30	60
M4L312	Kissimmee - Disney	Local	30	60	30	60
M4L313	Four Corners - Disney	Local	30	60	30	60
M4L315	Osceola Pkwy	Local	60	60	60	60
M4L334	St. Cloud - Kissimmee	Local	30	60	30	60
M4L335	Poinciana Blvd	Local	15	30	15	30
M4L427	Celebration	Local	n/a	n/a	30	60
M4L428	East Osceola Pkwy	Local	n/a	n/a	30	30
M4L429	Mill Run	Local	n/a	n/a	30	30
M4L431	North Kissimmee	Local	30	30	30	30
M4L432	Kissimmee Circulator	Local	n/a	n/a	30	30
M4L433	St Cloud-South	Local	60	60	60	60
M4L434	St Cloud-East	Local	n/a	n/a	60	60
M4L901	Poinciana Blvd	Local	n/a	n/a	30	60
M4L902	Co. Rd. 532	Local	n/a	n/a	30	60
M4L903	Four Corners Loop	Local	n/a	n/a	30	60
M4L904	Southport Loop-South	Local	30	30	30	60
M4L905	Southport Loop-East	Local	n/a	n/a	30	60
M4L906	St. Cloud Loop-South	Local	n/a	n/a	30	60
M4L907	South Disney/Celebration	Local	30	30	30	60
M4L908	Hoagland Blvd/Airport	Local	n/a	n/a	30	60
M4L909	US192/Narcoossee	Local	n/a	n/a	15	30
M5L101	Southport	Premium	n/a	n/a	10	15
M5L102	US 192	Premium	8	15	10	15
M5L103	Osceola Pkwy	Premium	n/a	n/a	10	15
M7L1	Sun Rail	Rail	60	120	60	120



## **Model Results**

### **Roadways**

Based on the model forecast, it is anticipated that many roadways will exceed their capacity in future years. In order to analyze the performance of the transportation scenarios, maps were developed to show the anticipated volume to capacity (V/C) ratio of each roadway segment. Model results from the Year 2025 and Year 2040 scenarios are provided in **Exhibits 13 and 14**, respectively. In the exhibits, the V/C ratio is represented by different colors. The numbers in the exhibits depict the number of lanes. For one way and limited access facilities, the number of lanes in each direction is displayed. Model volumes were also used to calculate the anticipated Level of Service (LOS) and V/C ratios (at LOS D) for roadways within Osceola County, as tabulated in **Appendix A** for year 2025 and **Appendix B** for year 2040.

It is noted that the V/C ratio is based on the volume and capacity during the peak hour. Thus, a V/C ratio over 1.0 means that the volume demand during the peak hour exceeds the hourly capacity of the roadway. The result is that congestion will be spread beyond the peak hour. This is a condition that occurs today in portions of the Orlando Urban area and it is expected to occur in more areas in the future.

As can be seen in **Exhibits 13 and 14**, most roadways are anticipated to exceed their capacity under the year 2025 and year 2040 scenarios, with travel demand on many roadway segments at more than 60% over capacity. Roadway congestion is anticipated throughout the county, with high volume to capacity ratios in Kissimmee, St Cloud, and each of the Master Planned Districts.

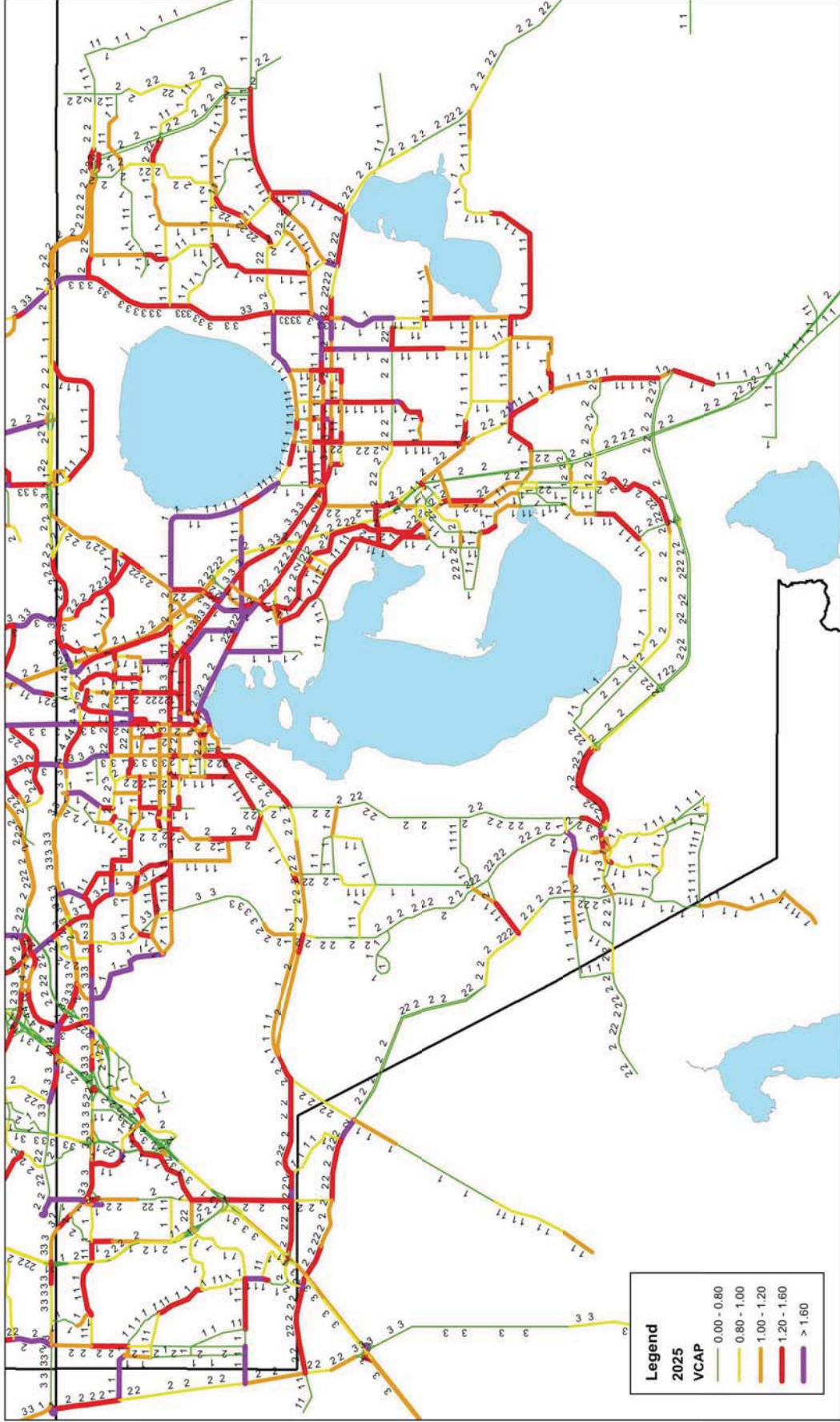
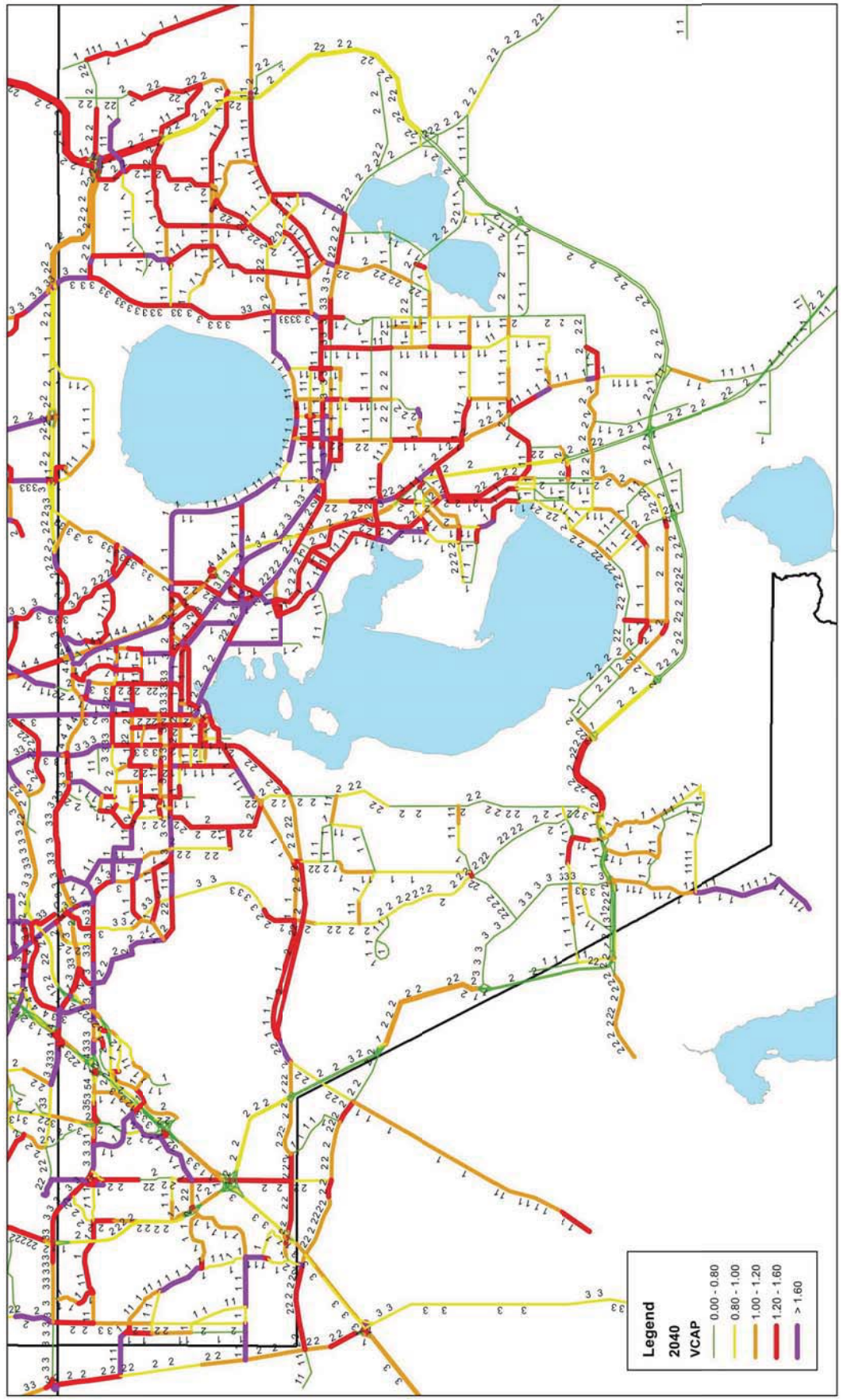


Exhibit 13: Year 2025 Number of Lanes and V/C Ratio



**Exhibit 14:** Year 2040 Number of Lanes and V/C Ratio



It should be noted that simply adding more capacity (i.e., continuing to widen the roadways) tends to generate more demand (i.e., traffic volumes). Thus, it is not possible to provide enough capacity to provide free flowing traffic because over time, the traffic volumes and congestion continue to increase. As roadways become more congested, travelers will alter their trips (i.e., use transit, travel during non-peak periods, make shorter trips, or even move closer to their job). Thus, managing congestion can be a very effective growth management tool.

### **Transit Ridership**

Transit ridership increased as the densities and intensities of the TAZ's increased. Several of the Osceola County routes are anticipated to perform well, including the US 441 route, the US 192 route, and the Kissimmee-Downtown Disney route. Of the premium transit routes, the US 192 route is anticipated to have the highest ridership. Transit ridership is shown for each analysis scenario in **Table 2**.

### **Mode Split**

Highway and transit trips were recorded for each analysis year. Highway and transit mode splits were calculated as the percentage of highway or transit trips to total trips. Mode split percentages for years 2025 and 2040 are shown in **Tables 3 and 4**. Although the number of transit trips increased over time, the number of highway trips increased even more; thus, the reported transit mode split went down over time. In reality, based on the levels of congestion reported for the highway network, the mode split for transit will likely increase if adequate transit infrastructure is provided.

**Table 2.** Year 2025 and Year 2040 Daily Transit Ridership

Route	Route Name	Ridership	
		2025	2040
M4L108	US 441 Osceola	9,750	16,100
M4L112	US 192	2,460	4,350
M4L261	Osceola Pkwy	0	430
M4L306	South John Young Pkwy	1,000	2,010
M4L312	Kissimmee - Downtown Disney	3,700	7,940
M4L313	Four Corners - Disney	370	460
M4L315	Osceola Pkwy	430	740
M4L334	St. Cloud - Kissimmee	1,010	2,710
M4L335	Poinciana Blvd	1,680	3,260
M4L427	Celebration	0	670
M4L428	East Osceola Pkwy - Boggy Creek	0	720
M4L429	Mill Run - Buenaventura Lakes	0	680
M4L431	North Kissimmee	1,990	3,580
M4L432	Kissimmee Circulator	0	1,630
M4L433	St Cloud-South	600	1,110
M4L434	St Cloud-East	0	150
M4L901	Poinciana Blvd	0	530
M4L902	Co. Rd. 532	0	1,270
M4L903	Four Corners Loop	0	70
M4L904	Southport Loop-South	460	610
M4L905	Southport Loop-East	0	530
M4L906	St. Cloud Loop-South	0	330
M4L907	South Disney/Celebration Loop	400	950
M4L908	Hoagland Blvd/Kissimmee Airport	0	100
M4L909	East US192/Narcoossee	0	200
M4L910	NED Loop	30	110
M4L911	NED-East Route	180	890
M5L101	Southport	0	2,010
M5L102	US 192	6,980	10,240
M5L103	Osceola Pkwy	0	2,320
M7L1	central florida commuter rail	6,560	13,740
<b>Total</b>		<b>37,600</b>	<b>80,440</b>

**Table 3. Year 2025 Mode Split**

Year 2025					
Trip Type	Total Trips	Highway Trips		Transit Trips	
		Trips	% Mode Split	Trips	% Mode Split
Home-Based Work - Low	674,795	648,173	96.1%	26,622	3.9%
Home-Based Work - Medium	657,527	635,678	96.7%	21,849	3.3%
Home-Based Work - High	112,205	109,477	97.6%	2,728	2.4%
Home-Based Non-Work	5,637,861	5,595,887	99.3%	41,974	0.7%
Non-Home Based	3,670,522	3,647,180	99.4%	23,342	0.6%
<b>Total HBW</b>	<b>1,444,527</b>	<b>1,393,328</b>	<b>96.5%</b>	<b>51,199</b>	<b>3.5%</b>

**Table 4. Year 2040 Mode Split**

Year 2040					
Trip Type	Total Trips	Highway Trips		Transit Trips	
		Trips	% Mode Split	Trips	% Mode Split
Home-Based Work - Low	877,121	827,703	94.4%	49,418	5.6%
Home-Based Work - Medium	812,738	768,893	94.6%	43,845	5.4%
Home-Based Work - High	171,938	164,771	95.8%	7,167	4.2%
Home-Based Non-Work	7,103,224	7,047,190	99.2%	56,034	0.8%
Non-Home Based	4,624,106	4,596,818	99.4%	27,288	0.6%
<b>Total HBW</b>	<b>1,861,797</b>	<b>1,761,367</b>	<b>94.6%</b>	<b>100,430</b>	<b>5.4%</b>

### Population within Walking Distance of Transit Service

One of the goals of the future land use is to provide improved access to transit. As a check, geographic point files were created using centroid connector locations, socioeconomic data, and model walk percentages in order to calculate the anticipated percentage of Osceola County population that is within walking distance to transit. Population and employment within ½ mile of transit are considered to be “within walking distance”. Projections were calculated for the year 2025 and 2040 scenarios. Results are shown in



**Table 5.** As noted in the table, the number of people within walking distance of transit increased over time. Ultimately, approximately 52 percent of the population is anticipated to be within walking distance of transit service.

**Table 5.** Population within Walking Distance of Transit Service

Analysis Year	Population		Percentage Within Walking Distance
	Within Walking Distance	Total	
2025	254,285	566,770	45%
2040	393,270	752,200	52%

### **Employment within Walking Distance of Transit Service**

Similarly, geographic point files were created using centroid connector locations, socioeconomic data, and model walk percentages in order to calculate the anticipated percentage of Osceola County employment that is within walking distance to transit. Projections were calculated for the year 2025 and 2040 scenarios. Results are shown in **Table 6**. As noted in the table, employment within walking distance of transit increased over time. Ultimately, approximately 66 percent of employment is anticipated to be within walking distance of transit service.

**Table 6.** Employment within Walking Distance of Transit Service

Analysis Year	Employment		Percentage Within Walking Distance
	Within Walking Distance	Total	
2025	117,321	183,735	64%
2040	176,472	268,628	66%

## **Summary**

Most Osceola County roads will be congested in the future, and it is not possible for the Orlando region to build its way out of the congestion. This analysis is relatively consistent with previous regional future visioning exercises in that development was focused in specific areas (centers), with corridors connecting the centers, and a significant focus on providing alternative modes.

The modeling efforts resulted in projections where most roads are anticipated to be over capacity, and transit ridership will increase significantly.

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Osceola County TEU - Year 2025 Roadway Network Capacity

Appendix A

ROADWAY	FROM	TO	# of Lanes (2 way)	Adjusted Service Volumes				Model Vol	Model AADT	Peak Hour				
				B	C	D	E			K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	V/C Ratio
Griffen Rd	US 192	World Dr	2	460	740	790	790	12,909	12,700	0.09	0.52	590	C	0.75
Florida's Turnpike	Indian River County	Kissimmee Park Rd	4	2100	2880	3400	3600	44,490	43,600	0.09	0.52	2,040	B	0.60
Florida's Turnpike	Kissimmee Park Rd	US 192/441	4	2200	3020	3720	4020	65,071	63,800	0.09	0.52	2,990	C	0.80
Florida's Turnpike	US 192/441	Osceola Pky	4	2200	3020	3720	4020	75,953	74,400	0.09	0.52	3,480	D	0.94
Florida's Turnpike	Osceola Pky	Orange County Line	4	2200	3020	3720	4020	75,483	74,000	0.09	0.52	3,460	D	0.93
Interstate 4	Osceola Polk Line Rd (CR 532)	SR 429	6	3300	4580	5580	6200	98,989	97,000	0.07	0.56	3,940	C	0.71
Interstate 4	SR 429	World Dr	6	3300	4580	5580	6200	98,310	96,300	0.07	0.62	4,460	C	0.80
Interstate 4	World Dr	US 192	6	3300	4580	5580	6200	79,537	77,900	0.08	0.54	3,230	B	0.58
Interstate 4	US 192	Orange County Line	6	3300	4580	5580	6200	97,509	95,600	0.08	0.58	4,290	C	0.77
SR 417	Orange County Line	Osceola Pky	4	2200	3020	3720	4020	51,286	50,300	0.09	0.52	2,350	C	0.63
SR 417	Osceola Pky	Celebration Ave	4	2200	3020	3720	4020	62,477	61,200	0.09	0.52	2,860	C	0.77
SR 417	Celebration Ave	I-4	4	2200	3020	3720	4020	48,702	47,700	0.09	0.52	2,230	C	0.60
SR 429 (Western Beltway)	I-4	Sinclair Rd	4	2200	3020	3720	4020	51,892	50,900	0.09	0.52	2,380	C	0.64
SR 429 (Western Beltway)	Sinclair Rd	US 192	4	2200	3020	3720	4020	55,265	54,200	0.09	0.52	2,540	C	0.68
SR 535 (Vineland Rd)	US 192	Poinciana Blvd	4	0	1330	1770	1870	68,558	67,200	0.08	0.60	3,290	F	1.86
SR 60	Indian River County Line	Polk County Line	2	240	430	740	1480	10,423	10,200	0.08	0.52	400	C	0.54
US 192	Lake County Line	SR 429 (Western Beltway)	4	1560	1890	1960	1960	49,106	48,100	0.08	0.61	2,350	F	1.20
US 192	World Dr	I-4	6	3300	4580	5580	6200	102,319	100,300	0.07	0.53	3,660	C	0.66
US 192	I-4	Parkway Blvd	6	0	2080	2680	2830	77,634	76,100	0.08	0.54	3,210	F	1.20
US 192	Polynesian Isle Blvd	Vineland Rd (SR 535)	6	2400	2860	2940	2940	71,153	69,700	0.12	0.64	5,240	F	1.78
US 192	Thacker Ave	Main St (US 441)	6	0	2080	2680	2830	55,530	54,400	0.08	0.53	2,220	D	0.83
US 192-441	Main St (US 441)	Michigan Ave	6	2400	2860	2940	2940	61,648	60,400	0.11	0.63	4,140	F	1.41
US 192-441	Commerce Center Dr	Columbia Ave	4	0	1330	1770	1870	67,664	66,300	0.08	0.55	2,810	F	1.59
US 192-441	Columbia Ave	Mississippi Ave	6	0	2080	2680	2830	61,457	60,200	0.12	0.65	4,630	F	1.73
US 192-441	Narcoossee Rd (CR 15)	Nova Rd (CR 532)	4	1770	2560	3320	3760	31,491	30,900	0.09	0.58	1,580	B	0.48
US 192-441	Old Melbourne Hwy	SR 15/Holopaw Rd	4	1670	2420	3130	3550	43,285	42,400	0.11	0.66	3,200	E	1.02
US 192	SR 15/Holopaw Rd	Brevard County Line	4	1410	2210	2800	3180	36,238	35,500	0.08	0.55	1,590	C	0.57
US 441/SR 15	SR 60	Canoe Creek Rd/CR 523	2	240	430	740	1480	20,972	20,600	0.09	0.51	950	E	1.28
US 441/SR 15	Canoe Creek Rd/CR 523	US 192	2	240	430	740	1480	20,855	20,400	0.09	0.51	930	E	1.26
US 17/92 (S Orange Blossom Tr)	Polk County Line	Osceola Polk Line Rd (CR 532)	2	510	820	880	880	31,640	31,000	0.12	0.68	2,590	F	2.94
US 17/92	Penfield St	Emmett St	4	1560	1890	1960	1960	40,989	40,200	0.08	0.55	1,730	C	0.88
US 17/92 (N Orange Blossom Tr)	Donegan Ave	Carroll St	6	2400	2860	2940	2940	52,743	51,700	0.08	0.62	2,720	C	0.93
Absher Road	Jack Brack Rd	Cyrils Dr	2	340	540	580	580	NA	NA	NA	NA	NA	NA	NA
Bass Highway	Pine Grove Rd	End	2	270	430	460	460	NA	NA	NA	NA	NA	NA	NA
Bass Road	Yowell Rd	US 192	2	460	740	790	790	14,347	14,100	0.07	0.57	590	C	0.75
Bill Beck Blvd	US 192-441	Boggy Creek Rd	4	1400	1700	1760	1760	37,641	36,900	0.11	0.62	2,490	F	1.41
Boggy Creek Rd	Boggy Creek Rd (East)	Osceola Pkwy	4	1400	1700	1760	1760	68,012	66,700	0.07	0.60	2,700	F	1.53
Boggy Creek Rd	Osceola Pky	Buenaventura Blvd	4	1400	1700	1760	1760	69,347	68,000	0.07	0.51	2,520	F	1.43
Boggy Creek Rd	Buenaventura Blvd	Simpson Rd	4	1400	1700	1760	1760	76,570	75,000	0.08	0.51	3,000	F	1.70
Boggy Creek Rd	Simpson Rd	U.S. 192-441	4	0	1200	1590	1680	35,053	34,400	0.08	0.61	1,680	D	1.06
Boggy Creek Rd (East)	Narcoossee Rd (CR 15)	Austin Tyndell Park	2	400	800	1140	1440	14,687	14,400	0.08	0.55	620	C	0.54
Boggy Creek Rd (East)	Austin Tyndell Park	Boggy Creek Rd (West)	2	460	740	790	790	17,422	17,100	0.07	0.52	610	C	0.77
Brown Chapel Rd	13th St (US 192-441)	Lakeshore Blvd	2	460	740	790	790	34,697	34,000	0.09	0.51	1,550	F	1.96
Buenaventura Blvd	Boggy Creek Rd	Florida Pky	4	0	1200	1590	1680	49,886	48,900	0.08	0.57	2,270	F	1.43
Buenaventura Blvd	Florida Pky	Osceola Pkwy	4	1400	1700	1760	1760	42,366	41,500	0.08	0.64	2,190	F	1.24
Buenaventura Blvd	Osceola Pkwy	Orange County Line	6	2160	2570	2650	2650	98,618	96,600	0.09	0.60	5,010	F	1.89
Canoe Creek Rd (CR 523)	US 441	Sullivan Dr	2	240	430	740	1480	13,598	13,300	0.08	0.55	600	D	0.81
Canoe Creek Rd (CR 523)	Sullivan Dr	Deer Run Rd	2	420	800	1120	1420	14,284	14,000	0.08	0.51	570	C	0.51
Canoe Creek Rd (CR 523)	Deer Run Rd	Old Canoe Creek Rd	4	1330	1620	1680	1680	31,282	30,700	0.09	0.62	1,650	C	0.98
Canoe Creek Rd (CR 523)	Old Canoe Creek Rd	New Nolte Rd	2	460	740	790	790	17,245	16,900	0.09	0.53	840	D	1.06
Canoe Creek Rd (CR 523)	New Nolte Rd	US 192-441	4	1330	1620	1680	1680	33,149	32,500	0.08	0.54	1,440	B	0.86
Carroll St	Columbia Ave	Dyer Blvd	4	1330	1620	1680	1680	54,621	53,500	0.09	0.54	2,540	F	1.51
Carroll St	Dyer Blvd	Thacker Ave	4	1330	1620	1680	1680	59,176	58,000	0.09	0.53	2,720	F	1.62
Carroll St	Thacker Ave	John Young Pky	6	2160	2570	2650	2650	75,956	74,400	0.09	0.51	3,300	F	1.25
Carroll St	John Young Pky	Main St (US 441)	4	1400	1700	1760	1760	48,028	47,100	0.09	0.59	2,480	F	1.41
Carroll St	Main St (US 441)	Old Dixie Hwy	4	1400	1700	1760	1760	41,514	40,700	0.09	0.57	2,080	F	1.18
Carroll St	Old Dixie Hwy	Michigan Ave	4	1330	1620	1680	1680	39,705	38,900	0.09	0.60	2,140	F	1.27
Celebration Ave	US 192	Celebration Blvd	4	0	800	1350	1530	22,572	22,100	0.06	0.69	970	D	0.72
Celebration Blvd	Celebration Pl	World Dr	4	1400	1700	1760	1760	NA	NA	NA	NA	NA	NA	NA
Championship Blvd	Polk County Line	I-4	4	0	1200	1590	1680	32,319	31,700	0.08	0.57	1,520	D	0.96
Clay St/Penfield St	Randolph Ave	Thacker Ave	2	370	590	630	630	11,592	11,400	0.11	0.47	560	C	0.89
Clay St	Thacker Ave	Pleasant Hill Rd	2	460	740	790	790	23,678	23,200	0.09	0.63	1,290	F	1.63
Creek Woods Dr	Canoe Creek Rd	Michigan Ave	2	460	740	790	790	15,717	15,400	0.09	0.54	760	C	0.96
Cypress Pky	Marigold Ave	Pleasant Hill Rd	6	2160	2570	2650	2650	63,337	62,100	0.07	0.56	2,420	C	0.91
Cyrils Dr	Narcoossee Rd (CR 15)	Absher Road	4	970	1150	1220	1220	49,208	48,200	0.09	0.67	2,960	F	2.43
Deer Park Rd (CR 419)	US 192	Nova Rd (CR 532)	2	240	430	740	1480	20,463	20,100	0.10	0.50	1,040	E	1.41
Deer Run Rd	Canoe Creek Rd (CR 523)	Hickory Tree Rd	2	400	800	1140	1440	14,258	14,000	0.09	0.67	810	D	0.71
Donegan Ave	John Young Pky	US 17/92	4	1400	1700	1760	1760	38,383	37,600	0.08	0.50	1,560	C	0.89
Donegan Ave	US 17/92	Michigan Ave	2	480	770	830	830	17,382	17,000	0.08	0.55	780	C	0.94
Doverplum Ave	Old Pleasant Hill Rd	Cypress Pky	2	460	740	790	790	12,335	12,100	0.07	0.50	440	B	0.56
Doverplum Ave	Cypress Pky	Koa St	2	460	740	790	790	11,312	11,100	0.08	0.61	520	C	0.66
Eden Dr	Nova Rd (CR 532)	End	2	270	430	460	460	9,042	8,900	0.09	0.72	550	C	1.20
Enterprise Dr/Mercantile Ln	Poinciana Blvd	Ham Brown Rd	2	370	590	630	630	NA	NA	NA	NA	NA	NA	NA
Fifth St (St Cloud)	Vermont Ave	US 192-441	2	270	430	460	460	13,551	13,300	0.10	0.57	770	C	1.67
Florence Villa Grove Rd	Polk County Line	Westside Blvd	2	460	740	790	790	22,028	21,600	0.90	0.52	10,110	F	12.80
Florida Pky	Osceola Pky	Buenaventura Blvd	2	330	530	570	570	14,266	14,000	0.10	0.54	760	C	1.33
Formosa Gardens Blvd	Sinclair Rd	Funie Steed Rd	2	400	800	1140	1440	12,242	12,000	0.08	0.53	480	C	0.42
Formosa Gardens Blvd	Funie Steed Rd	US 192	4	1400	1700	1760	1760	17,228	16,900	0.08	0.61	800	B	0.45
Fortune Rd	Boggy Creek Rd	Lakeshore Blvd	2	400	800	1140	1440	24,078	23,600	0.09	0.64	1,300	E	1.14
Friars Cove Rd	Florida's Turnpike	Canoe Creek Rd (CR 523)	2	270	430	460	460	20,587	20,200	0.09	0.67	1,190	F	2.59
Funie Steed Rd	Westside Blvd	Formosa Gardens Blvd	2	400	800	1140	1440	13,395	13,100	0.07	0.52	480	C	0.42
Funie Steed Rd	Formosa Gardens Blvd	Old Lake Wilson Rd	2	330	530	570	570	8,729	8,600	0.09	0.66	530	C	0.93
Goodman Rd	Tri-County Rd	Westside Blvd	2	330	530	570	570	9,101	8,900	0.14	0.62	790	C	1.39
Ham Brown Rd	Reaves Rd	Cattle Drive Ln	2	400	800	1140	1440	6,654	6,500	0.10	0.55	340	B	0.30
Ham Brown Rd	Cattle Drive Ln	US 17/92	4	1680	2430	3150	3570	15,664	15,400	0.09	0.51	700	B	0.22
Henry Partin Rd	Kings Hwy	Neptune Rd	2	330	530	570	570	23,332	22,900	0.10	0.68	1,590	F	2.79
Hickory Tree Rd	Deer Run Rd	Bullis Rd (S)	2	400	800	1140	1440	15,443	15,100	0.10	0.56	860	D	0.75
Hickory Tree Rd	Bullis Rd (S)	US 192 (West)	2	460	740	790	790	19,385	19,000	0.09	0.56	960	F	1.22
Hickory Tree Rd	US 192 (East)	De												



Osceola County TEU - Year 2025 Roadway Network Capacity

Appendix A

ROADWAY	FROM	TO	# of Lanes (2 way)	Adjusted Service Volumes				Model Vol	Model AADT	Peak Hour				
				B	C	D	E			K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	V/C Ratio
Koa St	Rhododendrom Ave	Marigold Ave	2	460	740	790	790	11,353	11,100	0.07	0.50	410	B	0.52
Koa St	Marigold Ave	Doverplum Ave	2	460	740	790	790	15,204	14,900	0.08	0.53	600	C	0.76
Lakeshore Blvd	Fortune Rd	Partin Settlement Rd	2	400	800	1140	1440	18,828	18,500	0.09	0.63	1,010	D	0.89
Lakeshore Blvd	Partin Settlement Rd	Brown Chapel Rd	2	400	800	1140	1440	19,221	18,800	0.09	0.67	1,150	E	1.01
Lakeshore Blvd	Brown Chapel Rd	Mississippi Ave	2	400	800	1140	1440	10,650	10,400	0.08	0.71	620	C	0.54
Marigold Ave	Cypress Pky	Koa St	6	2050	2450	2510	2510	45,815	44,900	0.07	0.63	2,010	B	0.80
Marigold Ave	Koa St	Eastbourne Rd	6	2050	2450	2510	2510	64,756	63,500	0.07	0.62	2,920	D	1.16
Masters Blvd/Goodman Rd	Championsgate Blvd	Tri-County Rd	2	460	740	790	790	8,703	8,500	0.09	0.64	490	B	0.62
Michigan Ave (St Cloud)	Lakeshore Blvd	US 192	2	330	530	570	570	10,127	9,900	0.09	0.53	450	B	0.79
Michigan Ave (St Cloud)	US 192	New Nolte Rd	2	400	800	1140	1440	15,003	14,700	0.08	0.51	630	C	0.55
Michigan Ave (St Cloud)	New Nolte Rd	Creek Woods Dr	2	400	800	1140	1440	13,305	13,000	0.10	0.53	680	C	0.60
Michigan Ave (CR 531)	Osceola Pky	Carroll St	6	2160	2570	2650	2650	96,178	94,300	0.08	0.51	3,910	F	1.48
Michigan Ave (CR 531)	Carroll St	Donegan Ave	4	1400	1700	1760	1760	47,544	46,600	0.08	0.54	1,960	F	1.11
Michigan Ave (CR 531)	Donegan Ave	US 192-441	4	1400	1700	1760	1760	43,795	42,900	0.07	0.55	1,710	C	0.97
Narcoossee Rd (CR 15)	U.S. 192-441	10th St	6	2160	2570	2650	2650	65,229	63,900	0.09	0.53	2,940	F	1.11
Narcoossee Rd (CR 15)	10th St	Rummel Rd	6	2160	2570	2650	2650	64,692	63,400	0.09	0.55	3,040	F	1.15
Narcoossee Rd (CR 15)	Rummel Rd	Jones Rd	6	2660	3840	4980	4980	61,370	60,100	0.09	0.57	2,930	C	0.59
Narcoossee Rd (CR 15)	Jones Rd	Orange County Line	6	2160	2570	2650	2650	65,682	64,400	0.09	0.66	3,840	F	1.45
Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	4	1400	1700	1760	1760	49,887	48,900	0.09	0.65	2,830	F	1.61
Neptune Rd	Lakeshore Blvd	Kings Hwy	4	1400	1700	1760	1760	55,700	54,600	0.09	0.65	3,330	F	1.89
Neptune Rd	Kings Hwy	Partin Settlement Rd	4	0	1200	1590	1680	63,902	62,600	0.10	0.64	3,830	F	2.41
Neptune Rd	Partin Settlement Rd	Kissimmee Park Rd	2	460	740	790	790	44,906	44,000	0.09	0.68	2,730	F	3.46
Neptune Rd	Kissimmee Park Rd	U.S. 192-441	2	0	500	730	770	42,219	41,400	0.09	0.54	1,920	F	2.63
Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	4	1400	1700	1760	1760	19,703	19,300	0.09	0.63	1,070	B	0.61
Nova Rd (CR 532)	U.S. 192-441	Eden Dr	2	400	800	1140	1440	20,847	20,400	0.09	0.60	1,090	D	0.96
Nova Rd (CR 532)	Eden Dr	Orange County Line	2	240	430	740	1480	13,206	12,900	0.11	0.43	610	D	0.82
Old Boggy Creek Rd	Denn John Ln	Boggy Creek Rd	2	460	740	790	790	14,694	14,400	0.09	0.55	680	C	0.86
Old Canoe Creek Rd	US 192	Neptune Rd	4	1400	1700	1760	1760	40,435	39,600	0.08	0.55	1,830	C	1.04
Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	4	1400	1700	1760	1760	40,111	39,300	0.08	0.60	1,960	F	1.11
Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	2	460	740	790	790	39,717	38,900	0.08	0.69	2,270	F	2.87
Old Dixie Hwy	Donegan Ave	Osceola Pky	2	370	590	630	630	13,311	13,000	0.08	0.55	610	C	0.97
Old Hickory Tree Rd	Nolte Rd	US 192	2	460	740	790	790	10,459	10,200	0.12	0.56	680	C	0.86
Old Lake Wilson Rd (CR 545)	US 192	Westgate Blvd	6	2160	2570	2650	2650	41,292	40,500	0.07	0.56	1,580	B	0.60
Old Lake Wilson Rd (CR 545)	Westgate Blvd	Sinclair Rd	4	1330	1620	1680	1680	36,459	35,700	0.09	0.70	2,360	F	1.40
Old Lake Wilson Rd (CR 545)	Sinclair Rd	Osceola Polk Line Rd (CR 532)	4	1330	1620	1680	1680	45,539	44,600	0.08	0.66	2,480	F	1.48
Old Melbourne Hwy	US 192	Bronco Dr	2	420	800	1120	1420	5,934	5,800	0.08	0.66	310	B	0.28
Old Tampa Hwy	US 17/92	Poinciana Blvd	2	400	800	1140	1440	11,899	11,700	0.09	0.69	750	C	0.66
Old Tampa Hwy	Poinciana Blvd	Broad St	2	400	800	1140	1440	13,139	12,900	0.10	0.69	860	D	0.75
Old Tampa Hwy	Broad St	Pleasant Hill Rd	2	400	800	1140	1440	11,461	11,200	0.11	0.71	840	D	0.74
Old Vineland Rd	US 192	Princess Way	2	370	590	630	630	12,214	12,000	0.09	0.47	510	C	0.81
Orange Ave (CR 527)	Osceola Pky	Orange County Line	2	460	740	790	790	35,240	34,500	0.09	0.59	1,810	F	2.29
Orange Ave (St Cloud)	Rummel Rd	US 192-441 (13th St)	2	270	430	460	460	7,749	7,600	0.09	0.52	340	B	0.74
Oren Brown Rd	Poinciana Blvd	US 192	2	460	740	790	790	13,666	13,400	0.08	0.56	590	C	0.75
Osceola Pky	I-4	SR 417	8	2920	3450	3550	3550	91,616	89,800	0.10	0.63	5,450	F	1.54
Osceola Pky	SR 417	Vineland Rd (SR 535)	6	2160	2570	2650	2650	110,459	108,200	0.09	0.63	6,090	F	2.30
Osceola Pky	Vineland Rd (SR 535)	Dyer Blvd	6	2400	2860	2940	2940	108,346	106,200	0.08	0.62	5,320	F	1.81
Osceola Pky	Dyer Blvd	John Young Pky	6	0	1870	2410	2550	101,125	99,100	0.08	0.49	3,770	F	1.56
Osceola Pky	John Young Pky	US 17-92-441 (O.B.T.)	8	0	2550	3230	3400	82,084	80,400	0.08	0.51	3,200	D	0.99
Osceola Pky	US 17-92-441 (O.B.T.)	Florida's Turnpike	8	0	2550	3230	3400	112,070	109,800	0.08	0.54	4,620	F	1.43
Osceola Pky	Florida's Turnpike	Buenaventura Blvd	6	0	1870	2410	2550	74,393	72,900	0.10	0.49	3,660	F	1.52
Osceola Pky	Buenaventura Blvd	Boggy Creek Rd	4	1330	1620	1680	1680	49,710	48,700	0.08	0.63	2,450	F	1.46
Osceola Pky	US 17/92	Lake Wilson Rd	2	460	740	790	790	52,940	51,900	0.09	0.46	2,160	F	2.73
Osceola Polk Line Rd (CR 532)	Lake Wilson Rd	I-4	4	1400	1700	1760	1760	43,757	42,900	0.07	0.56	1,710	C	0.97
Partin Settlement Rd	Neptune Rd	US 192-441	2	460	740	790	790	16,060	15,700	0.09	0.56	830	D	1.05
Partin Settlement Rd	US 192-441	Lakeshore Blvd	2	400	800	1140	1440	14,220	13,900	0.10	0.58	790	C	0.69
Pine Grove Rd	US 192-441	Nova Rd (CR 532)	2	400	800	1140	1440	22,425	22,000	0.09	0.62	1,230	E	1.08
Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	2	400	800	1140	1440	11,892	11,700	0.09	0.58	620	C	0.54
Pleasant Hill Rd	Cypress Pky	Poinciana Blvd	6	2160	2570	2650	2650	50,074	49,100	0.07	0.59	1,970	B	0.74
Pleasant Hill Rd	Poinciana Blvd	Grasmere View Pkwy	4	1400	1700	1760	1760	33,616	32,900	0.07	0.58	1,430	B	0.81
Pleasant Hill Rd	Grasmere View Pkwy	US 17/92	4	1400	1700	1760	1760	43,284	42,400	0.07	0.64	1,950	D	1.11
Pleasant Hill Rd	US 17/92	Clay St	2	460	740	790	790	47,708	46,800	0.08	0.57	2,110	F	2.67
Poinciana Blvd	Pleasant Hill Rd	Crescent Lakes Way	4	1680	2430	3150	3570	38,433	37,700	0.08	0.74	2,170	C	0.69
Poinciana Blvd	Crescent Lakes Way	US 17/92	4	1400	1700	1760	1760	46,430	45,500	0.09	0.58	2,360	F	1.34
Poinciana Blvd	US 17/92	One Mile North of CSX RR	4	1770	2560	3320	3760	69,620	68,200	0.08	0.72	3,790	F	1.14
Poinciana Blvd	One Mile North of CSX RR	Oren Brown Rd	6	2530	3650	4730	5370	76,551	75,000	0.09	0.62	4,210	D	0.89
Poinciana Blvd	Oren Brown Rd	US 192 (Bronson Hwy)	6	2160	2570	2650	2650	86,078	84,400	0.08	0.71	4,680	F	1.77
Poinciana Blvd	US 192 (BRONSON HWY)	Vineland Rd (SR 535)	4	1400	1700	1760	1760	35,332	34,600	0.07	0.64	1,630	C	0.93
Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	4	1330	1620	1680	1680	29,251	28,700	0.07	0.50	1,070	B	0.64
Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	2	460	740	790	790	9,292	9,100	0.07	0.75	490	B	0.62
Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	2	370	590	630	630	5,314	5,200	0.08	0.61	240	B	0.38
Rummel Rd	Mississippi Ave	Narcoossee Rd (CR 15)	2	370	590	630	630	16,259	15,900	0.10	0.59	980	F	1.56
Sand Hill Rd	Old Lake Wilson Rd (CR 545)	Formosa Gardens Blvd	2	460	740	790	790	10,325	10,100	0.08	0.57	460	B	0.58
Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	4	1400	1700	1760	1760	36,737	36,000	0.09	0.56	1,810	C	1.03
Sherberth Rd	US 192	Orange County Line	2	460	740	790	790	17,436	17,100	0.08	0.65	920	F	1.16
Siesta Lago Dr	US 192	Poinciana Blvd	2	460	740	790	790	12,355	12,100	0.09	0.49	550	C	0.70
Simpson Rd	Boggy Creek Rd/Fortune Rd	U.S. 192-441	4	1330	1620	1680	1680	43,857	43,000	0.07	0.51	1,610	C	0.96
Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	4	1400	1700	1760	1760	28,963	28,400	0.05	1.28	1,830	C	1.04
Southport Rd	Pleasant Hill Rd	Southport	4	1250	1820	2350	2660	87,210	85,500	0.12	0.36	3,780	F	1.61
SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	6	0	2080	2680	2830	68,427	67,100	0.07	0.62	3,000	F	1.12
Tenth (10th) St	Narcoossee Rd (CR 15)	Michigan Ave	2	330	530	570	570	15,085	14,800	0.10	0.67	980	F	1.72
Tenth (10th) St	Michigan Ave	US 192-441 (13th St)	2	270	430	460	460	10,808	10,600	0.09	0.54	520	C	1.13
Thacker Ave	Osceola Pky	John Young Pky	4	1400	1700	1760	1760	NA	NA	NA	NA	NA	NA	NA
Thacker Ave	Clay St	MLK Jr Blvd	2	0	530	770	810	37,390	36,600	0.12	0.49	2,090	F	2.71
US 192	SR 429	World Dr	6	0	2080	2680	2830	59,301	58,100	0.07	0.56	2,170	D	0.81
US 192	Parkway Blvd	Polynesian Isle Blvd	6	0	2080	2680	2830	77,634	76,100	0.07	0.56	3,170	F	1.18
US 192	Vineland Rd (SR 535)	Siesta Lago Dr	6	2400	2860	2940	2940	65,624	64,300	0.07	0.61	2,800	C	0.95
US 192	Siesta Lago Dr	Hoagland Blvd	6	2400	2860	2940	2940	70,122	68,700	0.07	0.58	2,910	D	0.99
US 192	Hoagland Blvd	Thacker Ave	6	0	2080									

Osceola County TEU - Year 2025 Roadway Network Capacity

ROADWAY	FROM	TO	# of Lanes (2 way)	Adjusted Service Volumes				Model Vol	Model AADT	Peak Hour				
				B	C	D	E			K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	V/C Ratio
US 17/92	Pleasant Hill Rd	Penfield St	4	1560	1890	1960	1960	43,397	42,500	0.07	0.60	1,840	C	0.94
US 17/92	MLK Jr Blvd	US 192	4	1560	1890	1960	1960	37,503	36,800	0.07	0.51	1,250	B	0.64
US 17/92 (N Orange Blossom Tr)	Carroll St	Osceola Pky	8	3240	3830	3940	3940	75,205	73,700	0.08	0.51	3,060	B	0.78
US 17/92 (N Orange Blossom Tr)	Osceola Pky	Orange County Line	8	3240	3830	3940	3940	97,146	95,200	0.08	0.58	4,470	F	1.13
Vermont Ave	Lakeshore Blvd	US 192	2	270	430	460	460	10,909	10,700	0.09	0.52	500	B	1.09
Westside Blvd	Goodman Rd	Funie Steed Rd	4	1400	1700	1760	1760	27,821	27,300	0.09	0.52	1,280	B	0.73
Westside Blvd	Funie Steed Rd	US 192	4	1400	1700	1760	1760	23,506	23,000	0.09	0.52	1,080	B	0.61
Woodcrest Blvd	Michigan Ave	Bill Beck Blvd	2	460	740	790	790	25,827	25,300	0.08	0.62	1,260	F	1.59
World Dr	I-4	US 192	4	1400	1700	1760	1760	29,151	28,600	0.07	0.72	1,470	B	0.84
World Dr	US 192	Osceola Pky	6	3300	4580	5580	6200	94,600	92,700	0.07	0.65	4,180	C	0.75
Royal Palm Dr	Buenaventura Blvd	Boggy Creek Road	2	370	590	630	630	23,389	22,900	0.09	0.49	970	F	1.54
Osceola Pky	Victory Way	I-4	6	2160	2570	2650	2650	74,616	73,100	0.09	0.52	3,420	F	1.29
Tri-County Rd	Polk County Line	Goodman Rd	2	460	740	790	790	14,780	14,500	0.08	0.52	600	C	0.76

Osceola County TEU - Year 2040 Roadway Network Capacity

Appendix B

ROADWAY	FROM	TO	# of Lanes (2 way)	Adjusted Service Volumes				Model Vol	Model AADT	Peak Hour				
				B	C	D	E			K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	V/C Ratio
Griffen Rd	US 192	World Dr	2	460	740	790	790	15,837	15,500	0.09	0.52	730	C	0.92
Florida's Turnpike	Indian River County	Kissimmee Park Rd	4	2100	2880	3400	3600	62,527	61,300	0.09	0.52	2,870	C	0.84
Florida's Turnpike	US 192/441	Kissimmee Park Rd	4	2200	3020	3720	4020	119,110	116,700	0.09	0.52	5,460	F	1.47
Florida's Turnpike	US 192/441	Osceola Pky	4	2200	3020	3720	4020	158,067	154,900	0.09	0.52	7,250	F	1.95
Florida's Turnpike	Osceola Pky	Orange County Line	4	2200	3020	3720	4020	174,852	171,400	0.09	0.52	8,020	F	2.16
Interstate 4	Osceola Polk Line Rd (CR 532)	SR 429	6	3300	4580	5580	6200	98,451	96,500	0.07	0.56	3,920	C	0.70
Interstate 4	SR 429	World Dr	6	3300	4580	5580	6200	116,279	114,000	0.07	0.62	5,280	D	0.95
Interstate 4	World Dr	US 192	6	3300	4580	5580	6200	94,260	92,400	0.08	0.54	3,830	C	0.69
Interstate 4	US 192	Orange County Line	6	3300	4580	5580	6200	133,831	131,200	0.08	0.58	5,890	E	1.06
SR 417	Orange County Line	Osceola Pky	4	2200	3020	3720	4020	66,857	65,500	0.09	0.52	3,070	D	0.83
SR 417	Osceola Pky	Celebration Ave	4	2200	3020	3720	4020	73,166	71,700	0.09	0.52	3,360	D	0.90
SR 417	Celebration Ave	I-4	4	2200	3020	3720	4020	56,783	55,600	0.09	0.52	2,600	C	0.70
SR 429 (Western Beltway)	I-4	Sinclair Rd	4	2200	3020	3720	4020	71,267	69,800	0.09	0.52	3,270	D	0.88
SR 429 (Western Beltway)	Sinclair Rd	US 192	4	2200	3020	3720	4020	68,162	66,800	0.09	0.52	3,130	D	0.84
SR 535 (Vineland Rd)	US 192	Poinciana Blvd	4	0	1330	1770	1870	85,757	84,000	0.08	0.60	4,120	F	2.33
SR 60	Indian River County Line	Polk County Line	2	240	430	740	1480	13,354	13,100	0.08	0.52	520	D	0.70
US 192	Lake County Line	SR 429 (Western Beltway)	4	1560	1890	1960	1960	75,064	73,600	0.08	0.61	3,600	F	1.84
US 192	World Dr	I-4	6	3300	4580	5580	6200	136,012	133,300	0.07	0.53	4,860	D	0.87
US 192	I-4	Parkway Blvd	6	0	2080	2680	2830	91,421	89,600	0.08	0.54	3,780	F	1.41
US 192	Polynesian Isle Blvd	Vineland Rd (SR 535)	6	2400	2860	2940	2940	77,510	76,000	0.12	0.64	5,710	F	1.94
US 192	Thacker Ave	Main St (US 441)	6	0	2080	2680	2830	57,041	55,900	0.08	0.53	2,280	D	0.85
US 192-441	Main St (US 441)	Michigan Ave	6	2400	2860	2940	2940	73,835	72,400	0.11	0.63	4,960	F	1.69
US 192-441	Commerce Center Dr	Columbia Ave	4	0	1330	1770	1870	85,623	83,900	0.08	0.55	3,560	F	2.01
US 192-441	Columbia Ave	Mississippi Ave	6	0	2080	2680	2830	59,229	58,000	0.12	0.65	4,470	F	1.67
US 192-441	Narcoossee Rd (CR 15)	Nova Rd (CR 532)	4	1770	2560	3320	3760	55,170	54,100	0.09	0.58	2,760	D	0.83
US 192-441	Old Melbourne Hwy	SR 15/Holopaw Rd	4	1670	2420	3130	3550	41,506	40,700	0.11	0.66	3,070	D	0.98
US 192	SR 15/Holopaw Rd	Brevard County Line	4	1410	2210	2800	3180	42,229	41,400	0.08	0.55	1,860	C	0.66
US 441/SR 15	SR 60	Canoe Creek Rd/CR 523	2	240	430	740	1480	22,942	22,500	0.09	0.51	1,030	E	1.39
US 441/SR 15	Canoe Creek Rd/CR 523	US 192	2	240	430	740	1480	16,549	16,200	0.09	0.51	740	E	1.00
US 1792 (S Orange Blossom Tr)	Polk County Line	Osceola Polk Line Rd (CR 532)	2	510	820	880	880	30,973	30,400	0.12	0.68	2,540	F	2.89
US 1792	Penfield St	Emmett St	4	1560	1890	1960	1960	47,527	46,600	0.08	0.55	2,000	F	1.02
US 1792 (N Orange Blossom Tr)	Donegan Ave	Carroll St	4	1560	1890	1960	1960	52,747	51,700	0.08	0.62	2,720	F	1.39
Absher Road	Jack Brack Rd	Cyrils Dr	2	340	540	580	580	NA	NA	NA	NA	NA	NA	NA
Bass Highway	Pine Grove Rd	End	2	270	430	460	460	NA	NA	NA	NA	NA	NA	NA
Bass Road	Yowell Rd	US 192	2	460	740	790	790	26,533	26,000	0.07	0.57	1,080	F	1.37
Bill Beck Blvd	US 192-441	Boggy Creek Rd	4	1400	1700	1760	1760	45,662	44,700	0.11	0.62	3,010	F	1.71
Boggy Creek Rd	Boggy Creek Rd (East)	Osceola Pkwy	4	1400	1700	1760	1760	95,549	93,600	0.07	0.60	3,790	F	2.15
Boggy Creek Rd	Osceola Pky	Buena Ventura Blvd	4	1400	1700	1760	1760	104,572	102,500	0.07	0.51	3,800	F	2.16
Boggy Creek Rd	Buena Ventura Blvd	Simpson Rd	4	1400	1700	1760	1760	113,386	111,100	0.08	0.51	4,450	F	2.53
Boggy Creek Rd	Simpson Rd	U.S. 192-441	4	0	1200	1590	1680	44,218	43,300	0.08	0.61	2,110	F	1.33
Boggy Creek Rd (East)	Narcoossee Rd (CR 15)	Austin Tyndell Park	2	400	800	1140	1440	29,132	28,500	0.08	0.55	1,220	E	1.07
Boggy Creek Rd (East)	Austin Tyndell Park	Boggy Creek Rd (West)	2	460	740	790	790	31,937	31,300	0.07	0.52	1,110	F	1.41
Brown Chapel Rd	13th St (US 192-441)	Lakeshore Blvd	2	460	740	790	790	37,900	37,100	0.09	0.51	1,700	F	2.15
Buena Ventura Blvd	Boggy Creek Rd	Florida Pky	4	0	1200	1590	1680	57,282	56,100	0.08	0.57	2,610	F	1.64
Buena Ventura Blvd	Florida Pky	Osceola Pkwy	4	1400	1700	1760	1760	46,546	45,600	0.08	0.64	2,410	F	1.37
Buena Ventura Blvd	Osceola Pkwy	Orange County Line	6	2160	2570	2650	2650	114,245	112,000	0.09	0.60	5,800	F	2.19
Canoe Creek Rd (CR 523)	US 441	Sullivan Dr	2	240	430	740	1480	10,270	10,100	0.08	0.55	450	D	0.61
Canoe Creek Rd (CR 523)	Sullivan Dr	Deer Run Rd	2	420	800	1120	1420	13,546	13,300	0.08	0.51	540	C	0.48
Canoe Creek Rd (CR 523)	Deer Run Rd	Old Canoe Creek Rd	4	1330	1620	1680	1680	33,927	33,200	0.09	0.62	1,780	C	1.06
Canoe Creek Rd (CR 523)	Old Canoe Creek Rd	New Nolte Rd	2	460	740	790	790	15,610	15,300	0.09	0.53	760	C	0.96
Canoe Creek Rd (CR 523)	New Nolte Rd	US 192-441	4	1330	1620	1680	1680	39,222	38,400	0.08	0.54	1,700	C	1.01
Carroll St	Columbia Ave	Dyer Blvd	4	1330	1620	1680	1680	59,657	58,500	0.09	0.54	2,780	F	1.65
Carroll St	Dyer Blvd	Thacker Ave	4	1330	1620	1680	1680	63,652	62,400	0.09	0.53	2,930	F	1.74
Carroll St	Thacker Ave	John Young Pky	6	2160	2570	2650	2650	89,557	87,800	0.09	0.51	3,900	F	1.47
Carroll St	John Young Pky	Main St (US 441)	4	1400	1700	1760	1760	69,132	67,700	0.09	0.59	3,570	F	2.03
Carroll St	Main St (US 441)	Old Dixie Hwy	4	1400	1700	1760	1760	55,811	54,700	0.09	0.57	2,800	F	1.59
Carroll St	Old Dixie Hwy	Michigan Ave	4	1330	1620	1680	1680	48,857	47,900	0.09	0.60	2,630	F	1.57
Celebration Ave	US 192	Celebration Blvd	4	0	800	1350	1530	38,281	37,500	0.06	0.69	1,650	E	1.22
Celebration Blvd	Celebration Pl	World Dr	4	1400	1700	1760	1760	NA	NA	NA	NA	NA	NA	NA
Championsgate Blvd	Polk County Line	I-4	4	0	1200	1590	1680	35,594	34,900	0.08	0.57	1,680	D	1.06
Clay St/Penfield St	Randolph Ave	Thacker Ave	2	370	590	630	630	13,018	12,800	0.11	0.47	630	C	1.00
Clay St	Thacker Ave	Pleasant Hill Rd	2	460	740	790	790	26,650	26,100	0.09	0.63	1,450	F	1.84
Creek Woods Dr	Canoe Creek Rd	Michigan Ave	2	460	740	790	790	12,698	12,400	0.09	0.54	610	C	0.77
Cypress Pky	Marigold Ave	Pleasant Hill Rd	4	1400	1700	1760	1760	58,308	57,100	0.07	0.56	2,220	F	1.26
Cyrils Dr	Narcoossee Rd (CR 15)	Absher Road	4	970	1150	1220	1220	52,064	51,000	0.07	0.56	1,980	F	1.62
Deer Park Rd (CR 419)	US 192	Nova Rd (CR 532)	2	240	430	740	1480	25,235	24,700	0.10	0.50	1,280	E	1.73
Deer Run Rd	Canoe Creek Rd (CR 523)	Hickory Tree Rd	2	400	800	1140	1440	19,505	19,100	0.09	0.67	1,110	D	0.97
Donegan Ave	John Young Pky	US 1792	4	1400	1700	1760	1760	39,808	39,000	0.08	0.50	1,620	C	0.92
Donegan Ave	US 1792	Michigan Ave	2	480	770	830	830	22,549	22,100	0.08	0.55	1,020	F	1.23
Doverplum Ave	Old Pleasant Hill Rd	Cypress Pky	2	460	740	790	790	12,464	12,200	0.07	0.50	440	B	0.56
Doverplum Ave	Cypress Pky	Koa St	2	460	740	790	790	13,474	13,200	0.08	0.61	620	C	0.78
Eden Dr	Nova Rd (CR 532)	End	2	270	430	460	460	14,085	13,800	0.09	0.72	860	D	1.87
Enterprise Dr/Mercantile Ln	Poinciana Blvd	Ham Brown Rd	2	370	590	630	630	NA	NA	NA	NA	NA	NA	NA
Fifth St (St Cloud)	Vermont Ave	US 192-441	2	270	430	460	460	18,977	18,600	0.10	0.57	1,070	F	2.33
Florence Villa Grove Rd	Polk County Line	Westside Blvd	2	460	740	790	790	24,305	23,800	0.90	0.52	11,140	F	14.10
Florida Pky	Osceola Pky	Buena Ventura Blvd	2	330	530	570	570	23,743	23,300	0.10	0.54	1,270	F	2.23
Formosa Gardens Blvd	Sinclair Rd	Funie Steed Rd	2	400	800	1140	1440	31,056	30,400	0.08	0.53	1,220	E	1.07
Formosa Gardens Blvd	Funie Steed Rd	US 192	4	1400	1700	1760	1760	25,313	24,800	0.08	0.61	1,170	B	0.66



Osceola County TEU - Year 2040 Roadway Network Capacity

Appendix B

ROADWAY	FROM	TO	# of Lanes (2 way)	Adjusted Service Volumes				Model Vol	Model AADT	Peak Hour				
				B	C	D	E			K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	V/C Ratio
Koa St	Rhododendrom Ave	Marigold Ave	2	460	740	790	790	11,838	11,600	0.07	0.50	430	B	0.54
Koa St	Marigold Ave	Doverplum Ave	2	460	740	790	790	13,526	13,300	0.08	0.53	530	C	0.67
Lakeshore Blvd	Fortune Rd	Partin Settlement Rd	2	400	800	1140	1440	24,701	24,200	0.09	0.63	1,320	E	1.16
Lakeshore Blvd	Partin Settlement Rd	Brown Chapel Rd	2	400	800	1140	1440	23,065	22,600	0.09	0.67	1,380	E	1.21
Lakeshore Blvd	Brown Chapel Rd	Mississippi Ave	2	400	800	1140	1440	10,699	10,500	0.08	0.71	620	C	0.54
Marigold Ave	Cypress Pky	Koa St	6	2050	2450	2510	2510	42,800	41,900	0.07	0.63	1,870	B	0.75
Marigold Ave	Koa St	Eastbourne Rd	6	2050	2450	2510	2510	48,515	47,500	0.07	0.62	2,180	B	0.87
Masters Blvd/Goodman Rd	Championsgate Blvd	Tri-County Rd	2	460	740	790	790	9,075	8,900	0.09	0.64	510	C	0.65
Michigan Ave (St Cloud)	Lakeshore Blvd	US 192	2	330	530	570	570	11,469	11,200	0.09	0.53	500	B	0.88
Michigan Ave (St Cloud)	US 192	New Nolte Rd	2	400	800	1140	1440	15,200	14,900	0.08	0.51	640	C	0.56
Michigan Ave (St Cloud)	New Nolte Rd	Creek Woods Dr	2	400	800	1140	1440	20,025	19,600	0.10	0.53	1,020	D	0.89
Michigan Ave (CR 531)	Osceola Pky	Carroll St	6	2160	2570	2650	2650	114,826	112,500	0.08	0.51	4,660	F	1.76
Michigan Ave (CR 531)	Carroll St	Donegan Ave	4	1400	1700	1760	1760	51,582	50,600	0.08	0.54	2,130	F	1.21
Michigan Ave (CR 531)	Donegan Ave	US 192-441	4	1400	1700	1760	1760	51,504	50,500	0.07	0.55	2,010	F	1.14
Narcoossee Rd (CR 15)	U.S. 192-441	10th St	6	2160	2570	2650	2650	76,842	75,300	0.09	0.53	3,460	F	1.31
Narcoossee Rd (CR 15)	10th St	Rummel Rd	6	2160	2570	2650	2650	73,507	72,000	0.09	0.55	3,450	F	1.30
Narcoossee Rd (CR 15)	Rummel Rd	Jones Rd	6	2660	3840	4980	5650	70,549	69,100	0.09	0.57	3,370	C	0.68
Narcoossee Rd (CR 15)	Jones Rd	Orange County Line	6	2160	2570	2650	2650	126,811	124,300	0.09	0.66	7,420	F	2.80
Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	4	1400	1700	1760	1760	58,105	56,900	0.09	0.65	3,290	F	1.87
Neptune Rd	Lakeshore Blvd	Kings Hwy	4	1400	1700	1760	1760	62,769	61,500	0.09	0.65	3,750	F	2.13
Neptune Rd	Kings Hwy	Partin Settlement Rd	4	0	1200	1590	1680	72,522	71,100	0.10	0.64	4,350	F	2.74
Neptune Rd	Partin Settlement Rd	Kissimmee Park Rd	2	460	740	790	790	61,330	60,100	0.09	0.68	3,740	F	4.73
Neptune Rd	Kissimmee Park Rd	U.S. 192-441	2	0	500	730	770	53,119	52,100	0.09	0.54	2,410	F	3.30
Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	4	1400	1700	1760	1760	43,190	42,300	0.09	0.63	2,340	F	1.33
Nova Rd (CR 532)	U.S. 192-441	Eden Dr	2	400	800	1140	1440	25,093	24,600	0.09	0.60	1,320	E	1.16
Nova Rd (CR 532)	Eden Dr	Orange County Line	2	240	430	740	1480	14,884	14,600	0.11	0.43	690	D	0.93
Old Boggy Creek Rd	Denn John Ln	Boggy Creek Rd	2	460	740	790	790	31,606	31,000	0.09	0.55	1,470	F	1.86
Old Canoe Creek Rd	US 192	Neptune Rd	4	1400	1700	1760	1760	44,143	43,300	0.08	0.55	2,000	F	1.14
Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	4	1400	1700	1760	1760	54,595	53,500	0.08	0.60	2,670	F	1.52
Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	2	460	740	790	790	47,172	46,200	0.08	0.69	2,690	F	3.41
Old Dixie Hwy	Donegan Ave	Osceola Pky	2	370	590	630	630	17,132	16,800	0.08	0.55	780	C	1.24
Old Hickory Tree Rd	Nolte Rd	US 192	2	460	740	790	790	12,734	12,500	0.12	0.56	840	D	1.06
Old Lake Wilson Rd (CR 545)	US 192	Westgate Blvd	6	2160	2570	2650	2650	45,458	44,500	0.07	0.56	1,740	B	0.66
Old Lake Wilson Rd (CR 545)	Westgate Blvd	Sinclair Rd	4	1330	1620	1680	1680	40,682	39,900	0.09	0.70	2,640	F	1.57
Old Lake Wilson Rd (CR 545)	Sinclair Rd	Osceola Polk Line Rd (CR 532)	4	1330	1620	1680	1680	43,280	42,400	0.08	0.66	2,360	F	1.40
Old Melbourne Hwy	US 192	Bronco Dr	2	420	800	1120	1420	6,179	6,100	0.08	0.66	320	B	0.29
Old Tampa Hwy	US 17/92	Poinciana Blvd	2	400	800	1140	1440	15,600	15,300	0.09	0.69	980	D	0.86
Old Tampa Hwy	Poinciana Blvd	Broad St	2	400	800	1140	1440	16,789	16,500	0.10	0.69	1,110	D	0.97
Old Tampa Hwy	Broad St	Pleasant Hill Rd	2	400	800	1140	1440	13,306	13,000	0.11	0.71	970	D	0.85
Old Vineland Rd	US 192	Princess Way	2	370	590	630	630	15,271	15,000	0.09	0.47	640	C	1.02
Orange Ave (CR 527)	Osceola Pky	Orange County Line	2	460	740	790	790	37,981	37,200	0.09	0.59	1,960	F	2.48
Orange Ave (St Cloud)	Rummel Rd	US 192-441 (13th St)	2	270	430	460	460	7,446	7,300	0.09	0.52	330	B	0.72
Oren Brown Rd	Poinciana Blvd	US 192	2	460	740	790	790	17,334	17,000	0.08	0.56	750	C	0.95
Osceola Pky	I-4	SR 417	8	2920	3450	3550	3550	108,638	106,500	0.10	0.63	6,460	F	1.82
Osceola Pky	SR 417	Vineland Rd (SR 535)	6	2160	2570	2650	2650	109,827	107,600	0.09	0.63	6,050	F	2.28
Osceola Pky	Vineland Rd (SR 535)	Dyer Blvd	6	2400	2860	2940	2940	133,870	131,200	0.08	0.62	6,570	F	2.23
Osceola Pky	Dyer Blvd	John Young Pky	6	0	1870	2410	2550	153,775	150,700	0.08	0.49	5,730	F	2.38
Osceola Pky	John Young Pky	US 17-92-441 (O.B.T.)	8	0	2550	3230	3400	152,064	149,000	0.08	0.51	5,930	F	1.84
Osceola Pky	US 17-92-441 (O.B.T.)	Florida's Turnpike	8	0	2550	3230	3400	142,323	139,500	0.08	0.54	5,870	F	1.82
Osceola Pky	Florida's Turnpike	Buenaventura Blvd	6	0	1870	2410	2550	76,524	75,000	0.10	0.49	3,770	F	1.56
Osceola Pky	Buenaventura Blvd	Boggy Creek Rd	4	1330	1620	1680	1680	53,360	52,300	0.08	0.63	2,630	F	1.57
Osceola Polk Line Rd (CR 532)	US 17/92	Lake Wilson Rd	2	460	740	790	790	47,869	46,900	0.09	0.46	1,960	F	2.48
Osceola Polk Line Rd (CR 532)	Lake Wilson Rd	I-4	4	1400	1700	1760	1760	41,242	40,400	0.07	0.56	1,610	C	0.91
Partin Settlement Rd	Neptune Rd	US 192-441	2	460	740	790	790	20,190	19,800	0.09	0.56	1,050	F	1.33
Partin Settlement Rd	US 192-441	Lakeshore Blvd	2	400	800	1140	1440	16,934	16,600	0.10	0.58	940	D	0.82
Pine Grove Rd	US 192-441	Nova Rd (CR 532)	2	400	800	1140	1440	22,596	22,100	0.09	0.62	1,240	E	1.09
Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	2	400	800	1140	1440	17,546	17,200	0.09	0.58	910	D	0.80
Pleasant Hill Rd	Cypress Pky	Poinciana Blvd	6	2160	2570	2650	2650	39,795	39,000	0.07	0.59	1,570	B	0.59
Pleasant Hill Rd	Poinciana Blvd	Grasmere View Pkwy	4	1400	1700	1760	1760	47,758	46,800	0.07	0.58	2,030	F	1.15
Pleasant Hill Rd	Grasmere View Pkwy	US 17/92	4	1400	1700	1760	1760	52,070	51,000	0.07	0.64	2,340	F	1.33
Pleasant Hill Rd	US 17/92	Clay St	2	460	740	790	790	61,433	60,200	0.08	0.57	2,720	F	3.44
Poinciana Blvd	Pleasant Hill Rd	Crescent Lakes Way	4	1680	2430	3150	3570	52,114	51,100	0.08	0.74	2,940	D	0.93
Poinciana Blvd	Crescent Lakes Way	US 17/92	4	1400	1700	1760	1760	61,955	60,700	0.09	0.58	3,150	F	1.79
Poinciana Blvd	US 17/92	One Mile North of CSX RR	4	1770	2560	3320	3760	81,288	79,700	0.08	0.72	4,430	F	1.33
Poinciana Blvd	One Mile North of CSX RR	Oren Brown Rd	6	2530	3650	4730	5370	90,338	88,500	0.09	0.62	4,970	D	1.05
Poinciana Blvd	Oren Brown Rd	US 192 (Bronson Hwy)	6	2160	2570	2650	2650	99,971	98,000	0.08	0.71	5,440	F	2.05
Poinciana Blvd	US 192 (BRONSON HWY)	Vineland Rd (SR 535)	4	1400	1700	1760	1760	43,632	42,800	0.07	0.64	2,010	F	1.14
Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	4	1330	1620	1680	1680	35,778	35,100	0.07	0.50	1,310	B	0.78
Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	2	460	740	790	790	20,766	20,400	0.07	0.75	1,100	F	1.39
Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	2	370	590	630	630	7,849	7,700	0.08	0.61	360	B	0.57
Rummel Rd	Mississippi Ave	Narcoossee Rd (CR 15)	2	370	590	630	630	15,334	15,000	0.10	0.59	920	F	1.46
Sand Hill Rd	Old Lake Wilson Rd (CR 545)	Formosa Gardens Blvd	2	460	740	790	790	12,469	12,200	0.08	0.57	550	C	0.70
Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	4	1400	1700	1760	1760	46,923	46,000	0.09	0.56	2,310	F	1.31
Sherberth Rd	US 192	Orange County Line	2	460	740	790	790	22,190	21,700	0.08	0.65	1,170	F	1.48
Siesta Lago Dr	US 192	Poinciana Blvd	2	460	740	790	790	15,930	15,600	0.09	0.49	710	C	0.90
Simpson Rd	Boggy Creek Rd/Fortune Rd	U.S. 192-441	4	1330	1620	1680	1680	51,908	50,900	0.07	0.51	1,900	D	1.13
Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	4	1400	1700	1760	1760	31,470	30,800	0.05	1.28	1,980	F	1.13
Southport Rd	Pleasant Hill Rd	Southport	4	1250	1820	2350</								

Osceola County TEU - Year 2040 Roadway Network Capacity

ROADWAY	FROM	TO	# of Lanes (2 way)	Adjusted Service Volumes				Model Vol	Model AADT	Peak Hour				
				B	C	D	E			K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	V/C Ratio
US 17/92	Pleasant Hill Rd	Penfield St	4	1560	1890	1960	1960	52,558	51,500	0.07	0.60	2,230	F	1.14
US 17/92	MLK Jr Blvd	US 192	4	1560	1890	1960	1960	50,227	49,200	0.07	0.51	1,670	C	0.85
US 17/92 (N Orange Blossom Tr)	Carroll St	Osceola Pky	6	2400	2860	2940	2940	69,552	68,200	0.08	0.51	2,830	C	0.96
US 17/92 (N Orange Blossom Tr)	Osceola Pky	Orange County Line	6	2400	2860	2940	2940	109,584	107,400	0.08	0.58	5,040	F	1.71
Vermont Ave	Lakeshore Blvd	US 192	2	270	430	460	460	16,054	15,700	0.09	0.52	730	C	1.59
Westside Blvd	Goodman Rd	Funie Steed Rd	4	1400	1700	1760	1760	38,576	37,800	0.09	0.52	1,770	C	1.01
Westside Blvd	Funie Steed Rd	US 192	4	1400	1700	1760	1760	29,005	28,400	0.09	0.52	1,330	B	0.76
Woodcrest Blvd	Michigan Ave	Bill Beck Blvd	2	460	740	790	790	26,274	25,700	0.08	0.62	1,280	F	1.62
World Dr	I-4	US 192	4	1400	1700	1760	1760	39,698	38,900	0.07	0.72	2,000	F	1.14
World Dr	US 192	Osceola Pky	6	3300	4580	5580	6200	111,152	108,900	0.07	0.65	4,920	D	0.88
Royal Palm Dr	Buenaventura Blvd	Boggy Creek Road	2	370	590	630	630	24,391	23,900	0.09	0.49	1,010	F	1.60
Osceola Pky	Victory Way	I-4	6	2160	2570	2650	2650	88,413	86,600	0.09	0.52	4,050	F	1.53
Tri-County Rd	Polk County Line	Goodman Rd	2	460	740	790	790	18,486	18,100	0.08	0.52	750	C	0.95

# **Osceola County Transportation Funding Study**



# Osceola County

## Transportation Funding Study

### Transportation Funding Study and Next Steps Report



Tindale-Oliver  
&  
Associates, Inc.  
Planning and Engineering

May 2012



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## Transportation Alternative Funding Options

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# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

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### INTRODUCTION

According to information from the *Bureau of Economic and Business Research* at the University of Florida, the twenty year period from 1990 to 2010 saw Osceola County's population grow from 107,785 to 268,685, an increase of 160,957 residents. This growth created three significant transportation problems for Osceola County:

- 1) While the County has expanded transportation infrastructure during this time period, deficiencies in transportation infrastructure have resulted (Boggy Creek Road from Boggy Creek Road East to Osceola Parkway, Old Canoe Creek Road from Kissimmee Park Road to Canoe Creed Road, etc.) because the County has not had an adequate stable revenue source to fund needed transportation system capacity improvements.
- 2) The increased travel on Osceola County roads, resulting in part from the significant growth during the last twenty years, has also resulted in deteriorated road conditions (quality and smoothness of ride) and roads with widths of ten feet or less having to carry greater traffic than they were planned for. The County has not funded operations and maintenance (O&M) of the transportation system at an adequate level.
- 3) Further exacerbating roadway conditions in Osceola County are the 90,000 visitors that use County roadways on a daily basis.

Further, while projected growth to 2040 will likely slow down and not be at the past historical rate of growth, the 2040 projected population of Osceola County as developed by County staff is 591,559, an increase of nearly 323,000 additional residents.

In short, the past level of investment made by the County for transportation infrastructure, both capital and operating, has not kept pace with needs to serve either existing development or the impacts created by new growth from 1990 to 2010. Coupled with the projected growth through 2040, the County must develop a multi-modal transportation system and realistic funding plan that ensures that the county will not fall further behind in providing the transportation infrastructure needed to serve its citizens.

### ***A Call to Action***

Realizing the critical role that the transportation system plays in supporting economic development and that the above problems must be solved if the County is to prosper through attracting new industry and jobs to the County, the Board of County Commissions (BCC) initiated a Transportation Funding Study. The purpose of the Transportation Funding Study is three fold:



- 1) develop a multimodal transportation system to serve existing citizens and new growth;
- 2) create a mix of development (smart growth) that results in places where people live, work and play, while at the same time diversifying the tax base and increasing property values per acre; and
- 3) most importantly, develop stable and consistent sources of funding for capital and operating costs to both maintain and expand the transportation system.

### ***Key Concepts***

Through four BCC workshops, Board Members provided guidance and direction for the Transportation Funding Study, with the result being the following key concepts:

- 1) Improve current maintenance conditions
- 2) Resolve existing deficiencies
- 3) Create equity and fairness between who pays for transportation
- 4) Eliminate transportation impact fees
- 5) Think out of the box when developing stable and consistent revenue alternatives
- 6) Balance priority projects with existing revenues first
- 7) Focus smart growth development in targeted geographic areas of the County
- 8) Enhance economic development through changes to the Land Development Code
- 9) Create an implementation action plan

The above key concepts formed the basis for the recommendations resulting from the Transportation Funding Study.

The remainder of this report is organized into three sections. **Section 1** presents the list of multi-modal transportation projects needed to be built over the next 30 years and provides a cost estimate. The cost estimates also take into consideration both capital and transit and roadway operating/maintenance costs. **Section 2** presents the revenue projections for the existing and potential revenue sources that could be available to fund roadway and transit operating and capital expenditures. Baseline revenues were provided by the County and projections, including assumptions, were developed by the Consultant. **Section 3** presents a summary of revenues and expenses developed under seven different scenarios. These scenarios were developed based on discussions with the County Administration and from guidance and direction from the Board of County Commissioners (BCC) through three transportation funding workshops. Section 3 also provides the implementation framework for moving forward with BCC directed actions.

## **SECTION 1**

### **TRANSPORTATION SYSTEM COSTS**

The purpose of this section is to explain the capital and operation/maintenance (O&M) costs developed for each travel mode included in the 2040 transportation system, including the development of the unit costs, associated cost assumptions, and the total project costs associated with the Ideal and Balanced Transportation Systems.

#### **COST ASSUMPTIONS**

The following sections describe the various cost figures and assumptions utilized in the costing of the Ideal and Balanced Transportation Systems for Osceola County as they apply to funding responsibility, capital costs, O&M costs, and indexing.

#### ***Funding Responsibility***

The future transportation system includes multi-modal transportation facilities that will be funded by multiple agencies. Funding responsibilities assumptions are for planning purposes only and they can change pending future funding and coordination. For roadways, it was assumed that capital and O&M costs for all state roads will be fully funded by the Florida Department of Transportation (FDOT), that all city roads are funded by each respective city, and that all toll roads will be funded through available toll facility funds. The capital and O&M funding responsibility for the majority of county roads lies with Osceola County, while certain boulevard and avenue improvements will be paid for by private developers through MSBU's or CDD's over an extended period of time.

For transit improvements, in discussions with County staff it was estimated that the County would fund 55 percent of O&M costs associated with service improvements. The balance of O&M costs is estimated to be funded with farebox (25 percent), State (8 percent), and Federal (12 percent) revenues. Similarly, the County is estimated to fund 35 percent of capital costs, with State (15 percent) and Federal (50 percent) revenues providing the balance of capital funding.

### ***Capital Cost Assumptions***

#### Roadways

Road construction cost information from Osceola County, other Florida counties, and FDOT was reviewed to develop a unit cost for all phases involved in the construction of one lane mile of roadway capacity. Recent local and statewide bids, as well as future local and statewide estimates were reviewed, with consideration given for urban and rural section design, as well as the cost differences between county and state roadways. As shown in Table 1-1, the resulting weighted average cost of approximately \$4.44 million per lane mile was utilized in the calculation of the roadway cost of the Ideal and Balanced Transportation Systems. All cost figures were reviewed with County staff prior to use in transportation system costing and represent conservative estimates for future roadway costs. These cost estimates include bicycle, sidewalk, and landscaping amenities consistent with conceptual master plan avenues, boulevards and parkways. In addition, drainage assumptions were made (urban vs. rural) based on the mix of projects provided by County staff. A detailed description of specific projects considered and weighting factors is available in Technical Memorandum #4.

**Table 1-1**  
**Estimated Cost per Lane Mile for County and State Roadway Projects**

<b>Cost Phase</b>	<b>Cost per Lane Mile</b>
Design	\$356,712
Right-of-Way	\$1,107,205
Construction	\$2,700,500
CEI	\$277,170
<b>Total</b>	<b>\$4,441,587</b>

Source: Technical Memorandum #4, Table 4

The capital cost assumptions also include cost estimates for three different types of local intersection improvements. Based on the scope of the improvement, intersection improvements were estimated at \$300,000 (turn lane additions, minor intersection improvements, ramps), \$1.0 million (major intersection improvements), and \$20.0 million (final improvement at the US 17/92 at Pleasant Hill Road intersection).

### Transit (Local and BRT)

Table 1-2 presents a series of capital cost assumptions that were incorporated into the transit cost model for local and BRT service in Osceola County.

**Table 1-2**  
**Transit Capital Cost Assumptions**

Description	Local / Circulator	Bus Rapid Transit
Fleet Margin	20%	20%
Vehicle Cost	\$585,000	\$908,320
Paratransit Vehicle Cost	\$60,000	n/a
Bench Stop Spacing	3 per mile	n/a
Shelter Stop Spacing	1 per mile	n/a
Station Stop Spacing	n/a	2 per mile
Bench Stop Cost	\$15,000	n/a
Shelter Stop Cost	\$25,000	n/a
Station Stop Cost	n/a	\$150,000

Source: Assumptions were based on LYNX data, industry standards, and the consultant’s professional knowledge of transit systems

### Other (Trails, Dirt Roads, and SunRail)

Table 1-3 presents a series of capital cost assumptions that were incorporated into the cost model for trails and SunRail in Osceola County. Dirt roads are funded as part of the enhanced roadway maintenance funding.

**Table 1-3**  
**Capital Cost Assumptions – Other Modes**

Description	Cost
Trails - Off Street (per ft)	\$88.63
Trails - Equestrian (per ft)	\$44.00
SunRail (Capital Allocation)	\$27,100,000

Source: Osceola County Transportation Planning Dept.

## ***Operational & Maintenance Cost Assumptions***

### Roadways

Table 1-4 presents a series of operational and maintenance assumptions that were incorporated into the roadway cost model for Osceola County. The sidewalk cost is an additional 3.0 percent



applied to the annual cost that is allocated to roadway maintenance, as well as an additional \$500,000 annual base allocation.

**Table 1-4**  
**Roadways Operational & Maintenance Cost Assumptions**

Description	Cost
Current Annual O&M Funding Level	\$3,600,000
Current O&M Cost per Lane Mile	\$1,900.74
Enhanced Annual O&M Funding Level	\$12,000,000
Enhanced O&M Cost per Lane Mile	\$6,335.80
Sidewalk Annual Maintenance Cost	3.00%
Additional Annual Sidewalk Allocation	\$500,000

Source: Osceola County Transportation Planning and Public Works Depts.

### Transit (Local and BRT)

Table 1-5 presents a series of operational and maintenance assumptions that were incorporated into the transit cost model for local and BRT service in Osceola County.

**Table 1-5**  
**Transit Operational & Maintenance Cost Assumptions**

Description	Local / Circulator	Bus Rapid Transit
Service Span, Weekdays (Peak)	6 hrs	6 hrs
Service Span, Weekdays (Off Peak)	8 hrs	8 hrs
Service Span, Saturday (Peak)	6 hrs	6 hrs
Service Span, Saturday (Off Peak)	8 hrs	8 hrs
Service Span, Sunday	12 hrs	12 hrs
Headway, Weekdays (Peak)	30 mins	10 mins
Headway, Weekdays (Off Peak)	60 mins	15 mins
Headway, Saturday (Peak)	30 mins	10 mins
Headway, Saturday (Off Peak)	60 mins	15 mins
Headway, Sunday	60 mins	15 mins
Vehicle Capacity (Equivalent Seats)	60 seats	90 seats
Average Bus Speed	12 mph	30 mph
Annual Days of Service (Weekdays)	255	255
Annual Days of Service (Saturdays)	55	55
Annual Days of Service (Sundays)	55	55
Load Factor/System Capacity	30%	30%
Operating Cost per Hour	\$82.47	\$103.09

Source: Assumptions were based on LYNX data, industry standards, and the consultant's professional knowledge of transit systems

Other (Trails, Dirt Roads, and SunRail)

Table 1-6 presents a series of operational and maintenance cost assumptions that were incorporated into the other modes cost for Osceola County.

**Table 1-6**  
**Operational & Maintenance Cost Assumptions – Other Modes**

Description	Cost
Trails Annual Maintenance	\$787,138
Dirt Roads Annual Maintenance	\$426,000
SunRail Annual O&M Costs	\$1,602,222

Source: Florida Department of Transportation and Osceola County Transportation Planning and Public Works Departments.

### ***Indexing Assumptions***

All capital and O&M costs were indexed to reflect year-of-expenditure costs for transportation improvements. The index was based on annual inflation factors provided by FDOT with adjustments applied to account for recent slow growth trends and conservative future growth estimates. For roadways, the maximum annual index applied was 2.40 percent, while the maximum annual index for transit was 2.00 percent. The annual breakdown and calculated indexing factors are presented in Appendix A, Table A-1.

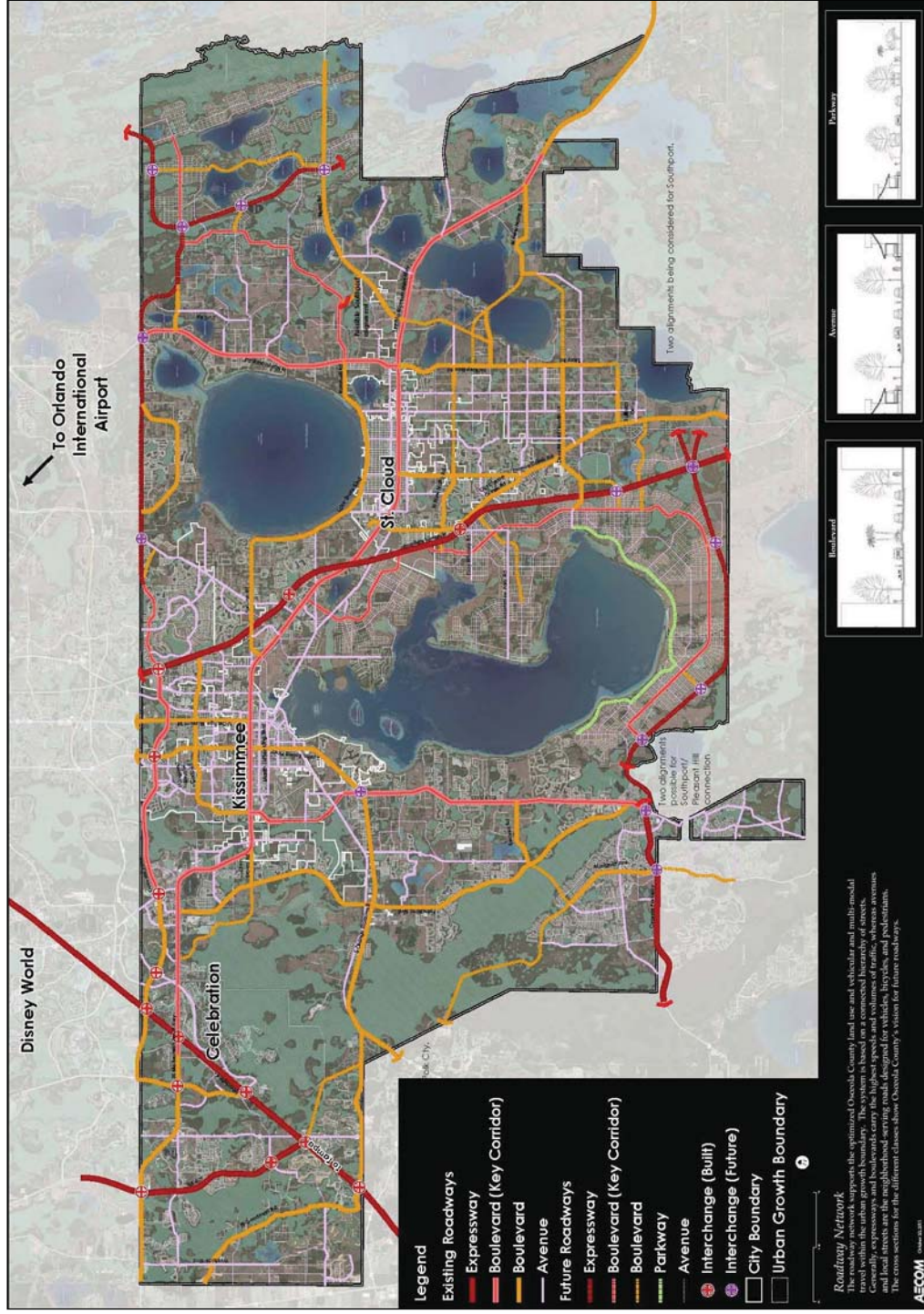
### **IDEAL TRANSPORTATION SYSTEM**

#### ***Description of Ideal Transportation System***

Maps 1-1 and 1-2, provided by AECOM, illustrate the Ideal Transportation System developed for Osceola County. Map 1-1 illustrates the Ideal roadway network, including existing and future facilities that would be improved, as well as recommended interchange improvements. Map 1-2 illustrates the Ideal future transit network, including intrastate, regional, local, and high-frequency transit corridors, as well as high-speed rail corridors and SunRail stations. AECOM developed a roadway network heavily focused on new roads by expanding the grid system concept of Avenues and Boulevards identified in the conceptual master plans. For existing roadways the emphasis was on the addition of multi-modal features such as sidewalks, bike lanes, parking, transit lanes, and landscaping. In addition, the 2040 Ideal System are considered and included improvements identified in the MetroPlan 2030 Long Range Transportation Plan, the County's three Conceptual Master Plans, transit improvements recommended in the LYNX Strategic Master Plan and Transit Development Plan, the Five Year County Capital Improvement Program, as well as priority improvements recommended by the BCC.

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

Map 1-1 – Transportation Vision 2040 Roadway Network







### ***Capital Costs (Ideal Transportation System)***

#### Roadway Network

Using the cost per lane mile detailed in Table 1-1, the total capital cost for the list of roadway improvements identified as part of the Ideal Transportation System was calculated. The list of projects included “existing” and “intersection” improvements that were previously identified by Osceola County staff and “new” and “reconstruction” improvements identified by AECOM. “Reconstruction” are to existing roads that will be improved to meet new cross-section standards including the addition of multi-modal features. For roadway projects, the improvement list includes projects to be funded by the County, cities, FDOT, and toll fares (expressways). The improvement list also includes projects which will be funded by developers (though the implementation of Community Development Districts or Municipal Service Benefit Units), for which the funding responsibility is labeled “Other”.

It should be noted that, other than were a new road is built over and existing dirt road, paving of dirt roads was not included in the study. The paving of dirt roads will be funded by special assessments along the areas where dirt roads are paved.

#### Transit Network

Using the cost assumptions detailed in Table 1-2, the total capital costs for the list of transit improvements identified as part of the Ideal Transportation System was calculated. The list of projects includes improvements to existing service, new service, BRT service, and paratransit service. The capital cost summary only includes the portion of these improvements for which the County is responsible for funding (approximately 35 percent).

#### Additional Modes Network

Using the cost assumptions detailed in Table 1-3, the total capital costs for the list of trails and SunRail improvements identified as part of the Ideal Transportation System was calculated. The list of trail projects includes improvements to multi-use and equestrian trails within Osceola County. The capital cost summary only considers improvements for which the County is responsible for funding.

Tables 1-7 through 1-9 detail the total capital costs for the Ideal Transportation System for the 2025, 2040 and 2025 & 2040 combined time periods. Additional project details are presented in Appendix A.

# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

**Table 1-7**  
**2025 Time Period Capital Costs (in millions) – Ideal Transportation System**

Funding Responsibility	Roads <sup>(1)</sup>			Transit <sup>(2)</sup>	Other <sup>(2)</sup>			Total	
	Existing	New	Reconstr.		Interers.	Trails	Dirt Rds		SunRail
County	\$766.81	\$461.48	\$77.57	\$28.28	\$132.77	\$45.89	\$0.00	\$27.24	\$1,540.04
Cities	\$38.56	\$468.12	\$0.00	n/a	n/a	n/a	n/a	n/a	\$506.67
Toll	\$335.65	\$296.04	\$0.00	n/a	n/a	n/a	n/a	n/a	\$631.69
FDOT	\$295.58	\$0.00	\$0.00	n/a	n/a	n/a	n/a	n/a	\$295.58
Other	\$0.00	\$700.69	\$0.00	n/a	n/a	n/a	n/a	n/a	\$700.69
<b>Total (2025)</b>	<b>\$1,436.59</b>	<b>\$1,926.32</b>	<b>\$77.57</b>	<b>\$28.28</b>	<b>\$132.77</b>	<b>\$45.89</b>	<b>\$0.00</b>	<b>\$27.24</b>	<b>\$3,674.66</b>

(1) Source: Appendix A, Table A-2

(2) Source: Appendix A, Table A-14

**Table 1-8**  
**2040 Time Period Capital Costs (in millions) – Ideal Transportation System**

Funding Responsibility	Roads <sup>(1)</sup>			Transit <sup>(2)</sup>	Other <sup>(2)</sup>			Total	
	Existing	New	Reconstr.		Interers.	Trails	Dirt Rds		SunRail
County	\$22.68	\$308.72	\$793.08	\$0.00	\$150.18	\$0.00	\$0.00	\$0.00	\$1,274.66
Cities	\$0.00	\$839.54	\$2,165.84	n/a	n/a	n/a	n/a	n/a	\$3,005.38
Toll	\$1,051.83	\$81.17	\$0.00	n/a	n/a	n/a	n/a	n/a	\$1,133.00
FDOT	\$21.27	\$0.00	\$0.00	n/a	n/a	n/a	n/a	n/a	\$21.27
Other	\$0.00	\$941.48	\$0.21	n/a	n/a	n/a	n/a	n/a	\$941.69
<b>Total (2040)</b>	<b>\$1,095.78</b>	<b>\$2,170.91</b>	<b>\$2,959.13</b>	<b>\$0.00</b>	<b>\$150.18</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$6,376.00</b>

(1) Source: Appendix A, Table A-2

(2) Source: Appendix A, Table A-14

# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

**Table 1-9**  
**2025 & 2040 Time Periods Capital Costs (in millions) – Ideal Transportation System**

Funding Responsibility	Roads			Transit	Other			Total	
	Existing	New	Reconstr.		Interers.	Trails	Dirt Rds		SunRail
County	\$789.49	\$770.20	\$870.65	\$28.28	\$282.95	\$45.89	\$0.00	\$27.24	<b>\$2,814.70</b>
Cities	\$38.56	\$1,307.66	\$2,165.84	n/a	n/a	n/a	n/a	n/a	<b>\$3,512.05</b>
Toll	\$1,387.48	\$377.20	\$0.00	n/a	n/a	n/a	n/a	n/a	<b>\$1,764.69</b>
FDOT	\$316.84	\$0.00	\$0.00	n/a	n/a	n/a	n/a	n/a	<b>\$316.84</b>
Other	\$0.00	\$1,642.17	\$0.21	n/a	n/a	n/a	n/a	n/a	<b>\$1,642.38</b>
<b>Total (2025 &amp; 2040)</b>	<b>\$2,532.37</b>	<b>\$4,097.23</b>	<b>\$3,036.70</b>	<b>\$28.28</b>	<b>\$282.95</b>	<b>\$45.89</b>	<b>\$0.00</b>	<b>\$27.24</b>	<b>\$10,050.66</b>

Source: Tables 1-7 and 1-8



### ***Operational & Maintenance Costs (Ideal Transportation System)***

#### Roadway Network

Using the O&M cost per lane mile detailed in Table 1-4, the total O&M cost for the list of roadway improvements identified as part of the Ideal Transportation System was calculated. The list of projects included “existing” and “intersection” improvements that were previously identified by Osceola County staff and “new” and “reconstruction” improvements identified by AECOM. “Reconstruction” are to existing roads that will be improved to meet new cross-section standards including the addition of multi-modal features. For roadway projects, only the O&M costs associated with County funded roads were considered.

#### Transit Network

Using the cost assumptions detailed in Table 1-5, the total O&M cost for the list of transit improvements identified as part of the Ideal Transportation System was calculated. The list of projects includes improvements to existing service, new service, BRT service, and paratransit service. The O&M cost summary only includes the portion of these improvements for which the County is responsible for funding (approximately 55 percent).

#### Personnel & Others

The O&M cost summaries also include funding for personnel costs. These represent administrative, engineering and field costs associated with County personnel services and other operating expenses incurred on an annual basis. The O&M cost summary only includes the portion of these expenses for which the County has the funding responsibility.

#### Additional Modes Network

Using the cost assumptions detailed in Table 1-6, the total O&M costs for the list of trails, dirt roads, and SunRail improvements identified as part of the Ideal Transportation System was calculated. The O&M cost summary only includes the portion of these expenses for which the County has the funding responsibility.

Tables 1-10 through 1-12 detail the total O&M costs for the Ideal Transportation System for the 2025, 2040 and 2025 & 2040 combined time periods. Additional project details are presented in Appendix A.

# Osceola County Transportation Funding Study:

Transportation Alternative Funding Options

**Table 1-10**

## 2025 Time Period Operational & Maintenance Costs (in millions) – Ideal Transportation System

Funding Responsibility	Roads	Transit	Personnel & Others	Other			Total
				Trails	Dirt Rds	SunRail	
County	\$198.50	\$123.02	\$258.06	\$5.51	\$6.77	\$9.67	\$601.53
Cities	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Toll	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Other	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Total (2025)</b>	<b>\$198.50</b>	<b>\$123.02</b>	<b>\$258.06</b>	<b>\$5.51</b>	<b>\$6.77</b>	<b>\$9.67</b>	<b>\$601.53</b>

Source: Appendix A, Table A-17

**Table 1-11**

## 2040 Time Period Operational & Maintenance Costs (in millions) – Ideal Transportation System

Funding Responsibility	Roads	Transit	Personnel & Others	Other			Total
				Trails	Dirt Rds	SunRail	
County	\$394.05	\$519.05	\$388.76	\$13.77	\$10.20	\$35.50	\$1,361.32
Cities	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Toll	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Other	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Total (2040)</b>	<b>\$394.05</b>	<b>\$519.05</b>	<b>\$388.76</b>	<b>\$13.77</b>	<b>\$10.20</b>	<b>\$35.50</b>	<b>\$1,361.32</b>

Source: Appendix A, Table A-17

# Osceola County Transportation Funding Study:

Transportation Alternative Funding Options

**Table 1-12**  
**2025 & 2040 Time Periods Operational & Maintenance Costs (in millions) – Ideal Transportation System**

Funding Responsibility	Roads	Transit	Personnel & Others	Other			Total
				Trails	Dirt Rds	SunRail	
County	\$592.55	\$642.07	\$646.82	\$19.27	\$16.96	\$45.18	\$1,962.85
Cities	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Toll	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Other	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Total (2025 &amp; 2040)</b>	<b>\$592.55</b>	<b>\$642.07</b>	<b>\$646.82</b>	<b>\$19.27</b>	<b>\$16.96</b>	<b>\$45.18</b>	<b>\$1,962.85</b>

Source: Tables 1-10 and 1-11

### **Total Indexed Cost of Ideal Transportation System**

Table 1-13 summarizes the total cost of the Ideal Transportation System for the 2025 time period. For this time period, capital and O&M costs total \$3,675 and \$602 million, respectively.

**Table 1-13**  
**2025 Time Period Total Costs (in millions) – Ideal Transportation System**

Funding Responsibility	Capital	O&M	Total
County	\$1,540.04	\$601.53	\$2,141.56
Cities	\$506.67	n/a	\$506.67
Toll	\$631.69	n/a	\$631.69
FDOT	\$295.58	n/a	\$295.58
Other	\$700.69	n/a	\$700.69
<b>Total (2025)</b>	<b>\$3,674.66</b>	<b>\$601.53</b>	<b>\$4,276.19</b>

Source: Tables 1-7 and 1-10

Table 1-14 summarizes the total cost of the Ideal Transportation System for the 2040 time period. For this time period, capital and O&M costs total \$6,376 and \$1,361 million, respectively.

**Table 1-14**  
**2040 Time Period Total Costs (in millions) – Ideal Transportation System**

Funding Responsibility	Capital	O&M	Total
County	\$1,274.66	\$1,361.32	\$2,635.98
Cities	\$3,005.38	n/a	\$3,005.38
Toll	\$1,133.00	n/a	\$1,133.00
FDOT	\$21.27	n/a	\$21.27
Other	\$941.69	n/a	\$941.69
<b>Total (2040)</b>	<b>\$6,376.00</b>	<b>\$1,361.32</b>	<b>\$7,737.32</b>

Source: Tables 1-8 and 1-11

Table 1-15 summarizes the total cost of the Ideal Transportation System for the 2025 & 2040 time periods. For the combined 2025 and 2040 time periods, capital and O&M costs total \$10,051 and \$1,963 million, respectively.



**Table 1-15**

**2025 & 2040 Time Periods Total Costs (in millions) – Ideal Transportation System**

Funding Responsibility	Capital	O&M	Total
County	\$2,814.70	\$1,962.85	\$4,777.55
Cities	\$3,512.05	\$0.00	\$3,512.05
Toll	\$1,764.69	\$0.00	\$1,764.69
FDOT	\$316.84	\$0.00	\$316.84
Other	\$1,642.38	\$0.00	\$1,642.38
<b>Total (2025 &amp; 2040)</b>	<b>\$10,050.66</b>	<b>\$1,962.85</b>	<b>\$12,013.51</b>

Source: Tables 1-9 and 1-12

**BALANCED TRANSPORTATION SYSTEM**

***Description of Balanced Transportation System***

The BCC conveyed their desire to see how the Transportation System would look like if only existing revenue sources were utilized. This led to the creation of the “Balanced Transportation System”. The Balanced Transportation System moved 445 lane miles of roadway improvements (out of the initial 670 lane miles of roadway included in the Ideal network) from the 2025 time period to the 2040 time period and moved 131 lane miles of roadway improvements (out of the initial 1,552 lane miles of roadway included in the Ideal network) outside of the 2040 time period. The transition of the roadway projects also impacted the projected roadway maintenance costs. Additionally, one local bus route was moved from the 2025 time period to the 2040 time period. Finally, it should be noted that moving projects from the 2025 time period to the 2040 time period results in increased project costs due to the indexing of costs.

***Capital Costs (Balanced Transportation System)***

Details of the capital costs for the transportation system were previously presented on page 1-9. Changes between the Ideal and Balanced systems include the funding period and project lists. Tables 1-16 through 1-18 detail the total capital costs for the Balanced Transportation System for the 2025, 2040 and 2025 & 2040 combined time periods. Additional project details are presented in Appendix B.

# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

**Table 1-16**  
**2025 Time Period Capital Costs (in millions) –Balanced Transportation System**

Funding Responsibility	Roads <sup>(1)</sup>			Transit <sup>(2)</sup>	Other <sup>(2)</sup>			Total	
	Existing	New	Reconstr.		Interers.	Trails	Dirt Rds		SunRail
County	\$227.12	\$41.11	\$57.50	\$0.34	\$130.55	\$45.89	\$0.00	\$27.24	\$529.76
Cities	\$27.88	\$0.00	\$0.00	n/a	n/a	n/a	n/a	n/a	\$27.88
Toll	\$223.77	\$337.10	\$0.00	n/a	n/a	n/a	n/a	n/a	\$560.86
FDOT	\$261.10	\$0.00	\$0.00	n/a	n/a	n/a	n/a	n/a	\$261.10
Other	\$0.00	\$0.00	\$0.00	n/a	n/a	n/a	n/a	n/a	\$0.00
<b>Total (2025)</b>	<b>\$739.86</b>	<b>\$378.21</b>	<b>\$57.50</b>	<b>\$0.34</b>	<b>\$130.55</b>	<b>\$45.89</b>	<b>\$0.00</b>	<b>\$27.24</b>	<b>\$1,379.59</b>

(1) Source: Appendix B, Table B-2

(2) Source: Appendix B, Table B-14

**Table 1-17**  
**2040 Time Period Capital Costs (in millions) – Balanced Transportation System**

Funding Responsibility	Roads <sup>(1)</sup>			Transit <sup>(2)</sup>	Other <sup>(2)</sup>			Total	
	Existing	New	Reconstr.		Interers.	Trails	Dirt Rds		SunRail
County	\$532.65	\$559.83	\$565.05	\$34.95	\$153.10	\$0.00	\$0.00	\$0.00	\$1,845.58
Cities	\$14.89	\$1,492.04	\$2,165.84	n/a	n/a	n/a	n/a	n/a	\$3,672.77
Toll	\$1,051.83	\$81.17	\$0.00	n/a	n/a	n/a	n/a	n/a	\$1,133.00
FDOT	\$69.33	\$0.00	\$0.00	n/a	n/a	n/a	n/a	n/a	\$69.33
Other	\$0.00	\$1,918.16	\$0.21	n/a	n/a	n/a	n/a	n/a	\$1,918.37
<b>Total (2040)</b>	<b>\$1,668.70</b>	<b>\$4,051.20</b>	<b>\$2,731.10</b>	<b>\$34.95</b>	<b>\$153.10</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$8,639.05</b>

(1) Source: Appendix B, Table B-2

(2) Source: Appendix B, Table B-14

# Osceola County Transportation Funding Study:

Transportation Alternative Funding Options

**Table 1-18**  
**2025 & 2040 Time Periods Capital Costs (in millions) – Balanced Transportation System**

Funding Responsibility	Roads			Transit	Other			Total	
	Existing	New	Reconstr.		Inter.	Trails	Dirt Rds		SunRail
County	\$759.77	\$600.94	\$622.55	\$35.30	\$283.65	\$45.89	\$0.00	\$27.24	\$2,375.34
Cities	\$42.76	\$1,492.04	\$2,165.84	n/a	n/a	n/a	n/a	n/a	\$3,700.64
Toll	\$1,275.60	\$418.26	\$0.00	n/a	n/a	n/a	n/a	n/a	\$1,693.86
FDOT	\$330.42	\$0.00	\$0.00	n/a	n/a	n/a	n/a	n/a	\$330.42
Other	\$0.00	\$1,918.16	\$0.21	n/a	n/a	n/a	n/a	n/a	\$1,918.37
<b>Total (2025 &amp; 2040)</b>	<b>\$2,408.56</b>	<b>\$4,429.40</b>	<b>\$2,788.60</b>	<b>\$35.30</b>	<b>\$283.65</b>	<b>\$45.89</b>	<b>\$0.00</b>	<b>\$27.24</b>	<b>\$10,018.64</b>

Source: Tables 1-16 and 1-17

***Operational & Maintenance Costs (Balanced Transportation System)***

Details of the O&M costs for the transportation system were previously presented on page 1-12. Changes between the Ideal and Balanced systems include the funding period and project lists.

Tables 1-19 through 1-21 detail the total O&M costs for the Balanced Transportation System for the 2025, 2040 and 2025 & 2040 combined time periods. Additional project details are presented in Appendix B.



# Osceola County Transportation Funding Study:

Transportation Alternative Funding Options

**Table 1-19**

## 2025 Time Period Operational & Maintenance Costs (in millions) – Balanced Transportation System

Funding Responsibility	Roads	Transit	Personnel & Others	Other			Total
				Trails	Dirt Rds	SunRail	
County	\$181.41	\$115.42	\$258.06	\$5.51	\$6.77	\$9.67	\$576.84
Cities	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Toll	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Other	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Total (2025)</b>	<b>\$181.41</b>	<b>\$115.42</b>	<b>\$258.06</b>	<b>\$5.51</b>	<b>\$6.77</b>	<b>\$9.67</b>	<b>\$576.84</b>

Source: Appendix B, Table B-17

**Table 1-20**

## 2040 Time Periods Operational & Maintenance Costs (in millions) – Balanced Transportation System

Funding Responsibility	Roads	Transit	Personnel & Others	Other			Total
				Trails	Dirt Rds	SunRail	
County	\$362.15	\$509.90	\$388.76	\$13.77	\$10.20	\$35.50	\$1,320.28
Cities	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Toll	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Other	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Total (2040)</b>	<b>\$362.15</b>	<b>\$509.90</b>	<b>\$388.76</b>	<b>\$13.77</b>	<b>\$10.20</b>	<b>\$35.50</b>	<b>\$1,320.28</b>

Source: Appendix B, Table B-17

# Osceola County Transportation Funding Study:

Transportation Alternative Funding Options

**Table 1-21**  
**2025 & 2040 Time Periods Operational & Maintenance Costs (in millions) – Balanced Transportation System**

Funding Responsibility	Roads	Transit	Personnel & Others	Other			Total
				Trails	Dirt Rds	SunRail	
County	\$543.56	\$625.33	\$646.82	\$19.27	\$16.96	\$45.18	\$1,897.12
Cities	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Toll	n/a	n/a	n/a	n/a	n/a	n/a	n/a
FDOT	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Other	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Total (2025 &amp; 2040)</b>	<b>\$543.56</b>	<b>\$625.33</b>	<b>\$646.82</b>	<b>\$19.27</b>	<b>\$16.96</b>	<b>\$45.18</b>	<b>\$1,897.12</b>

Source: Tables 1-19 and 1-20

### **Total Indexed Cost of Balanced Transportation System**

Table 1-22 summarizes the total cost of the Balanced Transportation System for 2025 Time Period. For this time period, capital and O&M costs total \$1,379 and \$577 million, respectively.

**Table 1-22**

**2025 Time Period Total Costs (in millions) – Balanced Transportation System**

Funding Responsibility	Capital	O&M	Total
County	\$529.76	\$576.84	\$1,106.60
Cities	\$27.88	n/a	\$27.88
Toll	\$560.86	n/a	\$560.86
FDOT	\$261.10	n/a	\$261.10
Other	\$0.00	n/a	\$0.00
<b>Total (2025)</b>	<b>\$1,379.59</b>	<b>\$576.84</b>	<b>\$1,956.43</b>

Source: Tables 1-16 and 1-19

Table 1-23 summarizes the total cost of the Balanced Transportation System for 2040 Time Period. For this time period, capital and O&M costs total \$8,639 and \$1,320 million, respectively.

**Table 1-23**

**2040 Time Period Total Costs (in millions) – Balanced Transportation System**

Funding Responsibility	Capital	O&M	Total
County	\$1,845.58	\$1,320.28	\$3,165.86
Cities	\$3,672.77	n/a	\$3,672.77
Toll	\$1,133.00	n/a	\$1,133.00
FDOT	\$69.33	n/a	\$69.33
Other	\$1,918.37	n/a	\$1,918.37
<b>Total (2040)</b>	<b>\$8,639.05</b>	<b>\$1,320.28</b>	<b>\$9,959.33</b>

Source: Tables 1-17 and 1-20

Table 1-24 summarizes the total cost of the Balanced Transportation System for 2025 & 2040 time periods. For the combined time periods, capital and O&M costs total \$10,018 and \$1,897 million, respectively. It is important to note the cost totals for the Ideal and Balanced systems are fairly similar. Projects were pushed back and even removed when creating the Balanced system, but due to the delay, the costs end up being indexed at a greater degree due to the timing. The

postponement of these projects provides some financial relief in the earlier years, but results in greater overall project costs in the long run.

**Table 1-24**  
**2025 & 2040 Time Period Total Costs (in millions) – Balanced Transportation System**

Funding Responsibility	Capital	O&M	Total
County	\$2,375.34	\$1,897.12	\$4,272.45
Cities	\$3,700.64	\$0.00	\$3,700.64
Toll	\$1,693.86	\$0.00	\$1,693.86
FDOT	\$330.42	\$0.00	\$330.42
Other	\$1,918.37	\$0.00	\$1,918.37
<b>Total (2025 &amp; 2040)</b>	<b>\$10,018.64</b>	<b>\$1,897.12</b>	<b>\$11,915.76</b>

Source: Tables 1-18 and 1-21



## SECTION 2 REVENUE PROJECTIONS

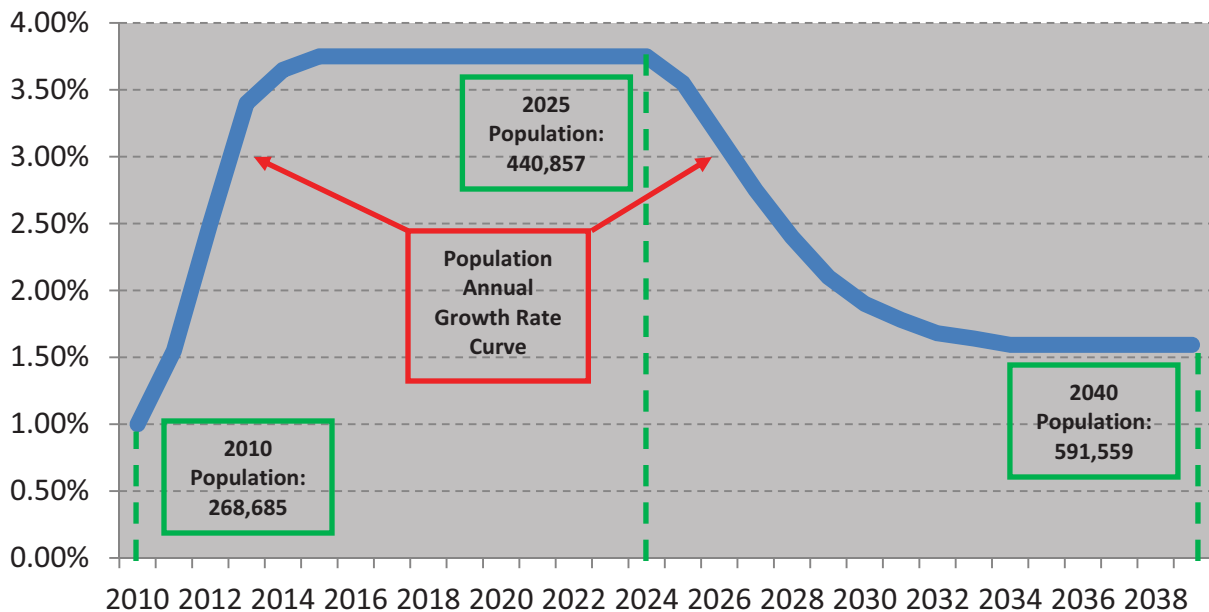
The purpose of this section is to explain the revenue projections developed to fund future transportation projects in Osceola County. This section details the County’s existing revenue sources available to fund transportation, as well as new potential revenue sources and their projected revenue levels.

### REVENUE ASSUMPTIONS

Several revenue assumptions were developed and used to project the existing and potential revenue sources. These assumptions are summarized below:

- **Revenue Projections** – Are consistent with and use, as appropriate, the county population and employment projections through 2040. Figure 2-1 illustrates the annual growth rates associated with the population projections for Osceola County. It should be noted that the revenue projections start in year 2012 as the base year. Appendix C, Table C-4 summarizes population and employment projections.

**Figure 2-1**  
**Annual Population Growth Rate Projections**



# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

- **Fuel Tax** – Projections assume existing gas taxes are continued through 2040. Projections are adjusted downward by 0.5 percent to account for increased fuel efficiency and reduced consumption per capita over time.
- **Transportation Impact Fees** – Projections were based on residential and non-residential units of growth contained in the County demographic data developed by AECOM.
- **Local Discretionary Sales Surtax (Existing)** – Projections assume the existing sales tax would be continued through 2040. Based on discussions with Office of Management and Budget, for projection purposes, 50 percent of sales tax collections are used for transportation (includes debt service payments). Additionally, the sales tax was increased at an average rate of 1.5 percent per year. This is based on a Consumer Price Index (CPI) adjustment factor of 1 percent per year and income adjustment factor of 0.5 percent per year, as discussed in the sections that follow.
- **Charter County and Regional Transportation System Surtax (New)** – The Charter County and Regional Transportation System Surtax would be used for transportation. Other assumptions are the same as the existing one cent infrastructure sales tax. Revenues from adoption of this tax are not projected to start until 2016.
- **New Growth Dedicated Ad Valorem Tax (DAT) Increment** – A percentage of the new growth tax increment (DAT), based on the current millage rate, will be applied to parcels that are currently vacant and get developed. New growth valuation is based on estimated new growth value per unit of land use. The land use unit values are ramped up and grown as follows:
  - Residential uses; from 0 percent to 3.2 percent by 2016 and 3.2 percent thereafter
  - Non-residential uses; from 0 to 5.0 percent by 2016 and 5.0 percent thereafter
  - Other uses; from 0 to 3.0 percent by 2016 and 3.0 percent thereafter
- **Existing Base Dedicated Ad Valorem Tax (DAT) Increment** – Used current distribution of residential, non-residential, tangible property and other categories. These categories are then ramped up and grown as follows:
  - Residential categories; from 0 percent to 3.2 percent by 2016 and 3.2 percent thereafter
  - Non-residential categories; from 0 to 5.5 percent by 2016 and 5.5 percent thereafter
  - Tangible property categories; from 0 percent to 3.0 percent by 2016 and 3.0 percent thereafter
  - Other categories; from 0 to 1.0 percent by 2016 and 1.0 percent thereafter

- **FDOT Revenues** – FDOT projects included in the costs were assumed to be 100 percent funded by FDOT.
- **Toll Revenues** – Osceola County Expressway projects included in the costs were assumed to be 100 percent funded by toll revenues.
- **City Projects** – City revenues were not available at the time of this study. For the purposes of this study, project costs were assumed to be 100 percent funded by City revenues. Future discussions with the cities are being held to determine specific projects, costs and revenues to be used to fund city projects.
- **Developer Projects** - Developer projects will be funded through special assessments, MSBU's or CDD's applied to the new development.

### EXISTING REVENUE SOURCES

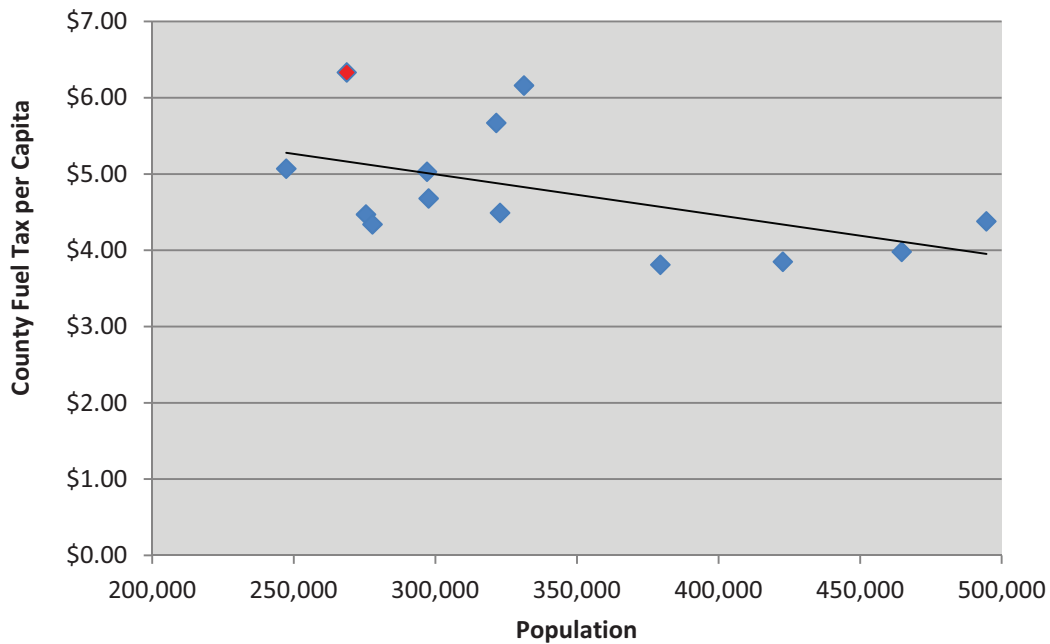
To fund future roadway improvements, Osceola County has historically used impact fee revenues and infrastructure sales tax. Fuel taxes, including the Constitutional, County, 1<sup>st</sup> Local Option, and Ninth Cent Fuel Tax, are currently being used for transportation maintenance expenditures and not for transportation capacity expansion.

#### *Fuel Tax*

Osceola County currently collects the constitutional fuel tax (2¢), the county fuel tax (1¢), the ninth cent fuel tax (1¢), and the 1<sup>st</sup> local option fuel tax (6¢). Of the total revenues collected from the ninth cent and local option fuel taxes, the Osceola County Board of County Commissioners (BCC) retains approximately 62.5% of the proceeds. Osceola County adopted the 1<sup>st</sup> local option fuel tax by Ordinance 09-08 in June 1983 and it will expire on December 2038. It is well established that due to higher fuel efficiency of newer vehicles and because fuel taxes are imposed on a cents per gallon basis instead of as a percentage of total fuel cost, this revenue source is relatively inefficient and does not show an increasing trend over time. In addition, a correlation analysis between county fuel tax per capita and population of all 67 counties in Florida indicates that as population increases, fuel tax per capita decreases. This relation suggests that as communities become more urbanized, the travel demand tends to decrease due to shorter and fewer trips. Given that Osceola County is actively working on defining growth patterns within the Urban Growth Boundary to achieve a more efficient and dense land use plan, it is expected that this type of reduction will also be observed within Osceola County in the future.

Figure 2-2 shows this trend for Osceola County’s population peer group (which includes counties with a population between 200,000 and 500,000), using the County fuel tax as an example. Osceola County’s current population is approximately 275,000 and is projected to reach almost 600,000 by 2040.

**Figure 2-2**  
**County Fuel Tax per Capita: Population 200,000 to 500,000**



Source: Census 2010 for Population and LGFIH 2011 for Fuel Tax Collections (1 penny). The red dot identifies Osceola County and the blue dots represent other counties with a population between 200,000 and 500,000.

Currently, the County’s per capita fuel tax collections are approximately 20 percent higher compared to the average collection for its peer group due to heavy tourist population. According to the information provided by the Kissimmee Convention and Visitors Bureau (CVB), Osceola County attracted approximately 92,000 tourists in 2010. When the tourist population is added to the number of residents, the resulting fuel tax per capita is within 5 percent of other counties. Given that tourist population is unlikely to double as the population doubles and the fact that the collection is likely to decrease as the County becomes more urbanized and achieves a reduction in travel, it is not unreasonable to adjust the average collection amount per capita downward overtime in the calculation of fuel tax revenues.



Table 2-1 presents estimated revenues for each type of fuel tax available to the County for the 2025 and 2040 time periods.

**Table 2-1**  
**Existing Fuel Tax Revenue Projections**

Revenue Source	FY 2012-2025	FY 2026-2040	Total
Constitutional Fuel Tax	\$64.74	\$93.79	<b>\$158.53</b>
County Fuel Tax	\$28.83	\$41.83	<b>\$70.66</b>
Ninth Cent Fuel Tax	\$18.46	\$26.74	<b>\$45.20</b>
1st Local Option Fuel Tax	\$103.11	\$149.39	<b>\$252.51</b>
<b>Total (Existing Fuel Taxes)</b>	<b>\$215.14</b>	<b>\$311.75</b>	<b>\$526.89</b>

Source: County Staff and the Local Government Financial Information Handbook

Fuel tax revenues were calculated using the Fiscal Year 2012 projected distributions from the *Local Government Financial Information Handbook (LGFH)*, produced by Florida’s Office of Economic and Demographic Research. The FY 2012 distribution per capita was calculated by dividing total revenues by the sum of population and employees in the county. This per capita unit figure was indexed downward by -0.5 percent each year based on gas tax revenue trends explained previously.

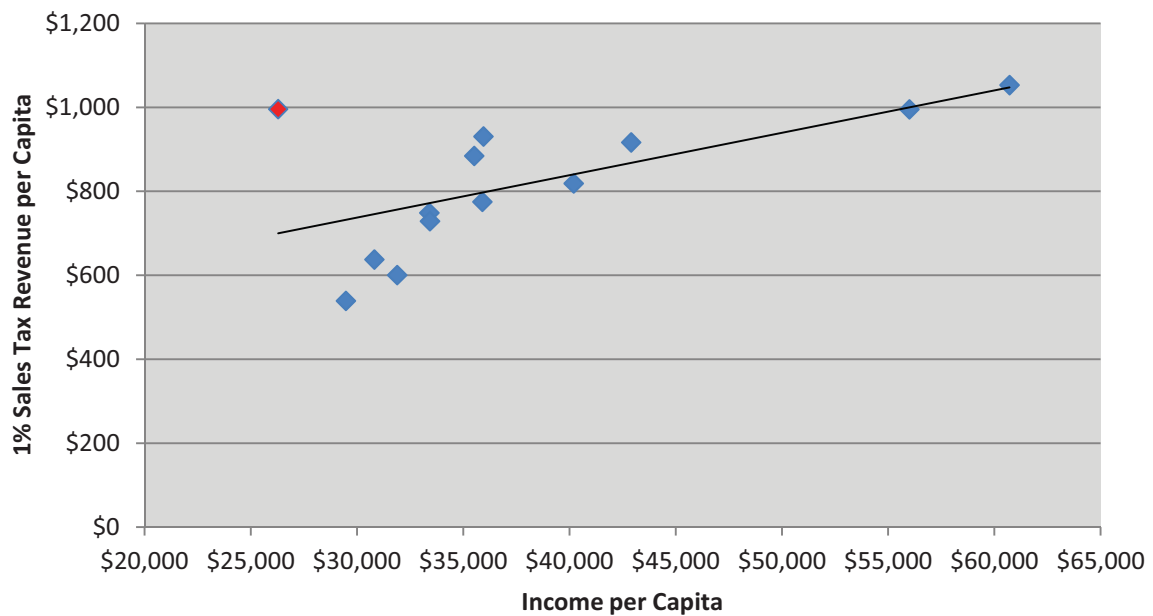
### ***Local Discretionary Sales Surtax***

Sales taxes are a commonly accepted dedicated funding source for transportation projects and have historically provided the greatest revenue yield and stability compared to other sources. A major source of transportation funding in the state of Florida is local discretionary sales surtax (LDSS). There are eight different types of LDSS that are currently authorized in law as potential revenue sources for county and municipal governments, and school districts. Osceola County adopted the LDSS by Ordinance 90-01 in September 1990 and it will expire on September 2025. The LDSS rate for each individual county depends on the particular levies authorized in that jurisdiction. Discretionary sales surtax must be collected when the transaction occurs in, or delivery is into a county that imposes the surtax, and the sale is subject to the state’s sales and use tax. Osceola County currently levies one of the LDSS, the local government infrastructure surtax (1.0%). This sales tax was originally implemented in 1990 and in 2005 the levy was extended through 2025. Through an interlocal agreement, the BCC retains 54.01 percent of the sales tax revenues. For projection purposes, this is assumed to remain constant. Over the past 10 years,

Osceola County has annually dedicated approximately \$5 million of the BCC proceeds to roadway and transportation projects throughout the county.

A correlation analysis between taxable sales and several demographic variables suggested that there is a positive correlation between income and wealth and taxable sales. In other words, sales tax revenues are expected to increase as a community's income and wealth levels increase. Figure 2-3 presents this relation for counties that have a population of 200,000 to 500,000.

**Figure 2-3**  
**1% Sales Tax Revenue per Capita vs. Income per Capita: Population 200,000 to 500,000**

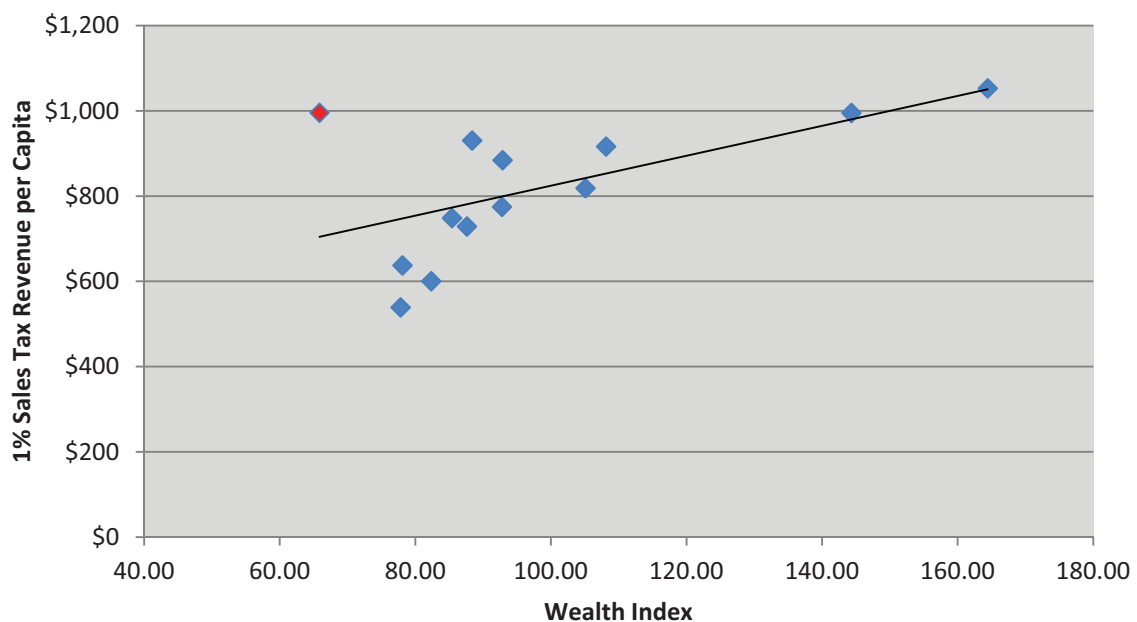


Source: Woods & Poole, 2012 for Income per Capita and LGFIH 2011 for Sales Tax Collections (1%). The red dot identifies Osceola County and the blue dots represent other counties with a population between 200,000 and 500,000.

Figure 2-4 presents a similar analysis conducted with the wealth index, which also indicates a positive correlation between a community's wealth level and sales tax revenues generated. The Woods & Poole wealth index is a measure of relative total personal income per capita weighted by the source of income. The wealth index is the weighted average of regional income per capita divided by U.S. income per capita (80% of the index); plus regional proportion of income from dividends/interest/rent divided by the U.S. proportion (10% of the index); plus the U.S. proportion of income from transfers divided by the regional proportion (10% of the index). Thus, relative

income per capita is weighted positively for a relatively high proportion of income from dividends, interest, and rent, and negatively for a relatively high proportion of income from transfer payments. Because the imputed rent of owner-occupied homes is added to rental income of persons in calculating total personal income, some of the appreciated value of owner-occupied homes is included in rental income. Since dividends, interest, and rent income are a good indicator of assets, the Woods & Poole Wealth Index attempts to measure relative wealth.

**Figure 2-4**  
**1% Sales Tax Revenue per Capita vs. Wealth Index: Population 200,000 to 500,000**



Source: Woods & Poole, 2012 for Wealth Index and LGFIH 2011 for Sales Tax Collections (1%). The red dot identifies Osceola County and the blue dots represent other counties with a population between 200,000 and 500,000.

Finally, the analysis indicated that as the population of a community increases, income tends to increase as well. Given this, it is expected that sales tax revenue per capita is likely to increase in Osceola County over time.

In the case of Osceola County, similar to fuel tax per capita, the current sales tax collection per capita is approximately 20 percent higher than the average of the County's peer group primarily due to the heavy tourist visitation. According to the information provided by the Kissimmee Convention and Visitors Bureau (CVB), Osceola County attracted approximately 92,000 tourists in

2010. When the tourist population is added to the number of residents, the resulting sales tax per capita is within 5 percent of other counties. Given these factors, it is estimated that sales tax revenues per capita will increase by 1.5 percent per year, on average.

Table 2-2 presents the projected revenues for the Board of County Commissioners (BCC) portion of the existing local government infrastructure surtax for the portion being used for transportation funding.

**Table 2-2**  
**Projected Revenues for Local Discretionary Sales Surtax**

Revenue Source	FY 2012-2025	FY 2026-2040	Total
Local Gov't Infrastructure Surtax	\$193.08	\$351.91	<b>\$544.98</b>

Source: All estimates from County Staff and the Local Government Financial Information Handbook

### ***Transportation Impact Fees***

Osceola County's main source of revenue for roadway capacity expansion is the countywide transportation impact fee. Impact fee revenue projections were tied to population and employment projections and used to estimate projections for single family, multi-family, office, retail, and industrial land uses. While the current transportation impact fee is currently under moratorium, the impact fee projections are calculated using the transportation development costs calculated in Tech Memo #4. Additionally, an annual index has been applied to the transportation development cost to account for inflation. Table 2-3 presents the projected impact fee revenues for Osceola County.

**Table 2-3**  
**Projected Revenues for Transportation Impact Fees**

Revenue Source	FY 2012-2025	FY 2026-2040	Total
Transportation Impact Fees	\$616.06	\$778.20	<b>\$1,394.25</b>

Source: Tindale-Oliver & Associates based on projected growth rates and socio-economic data

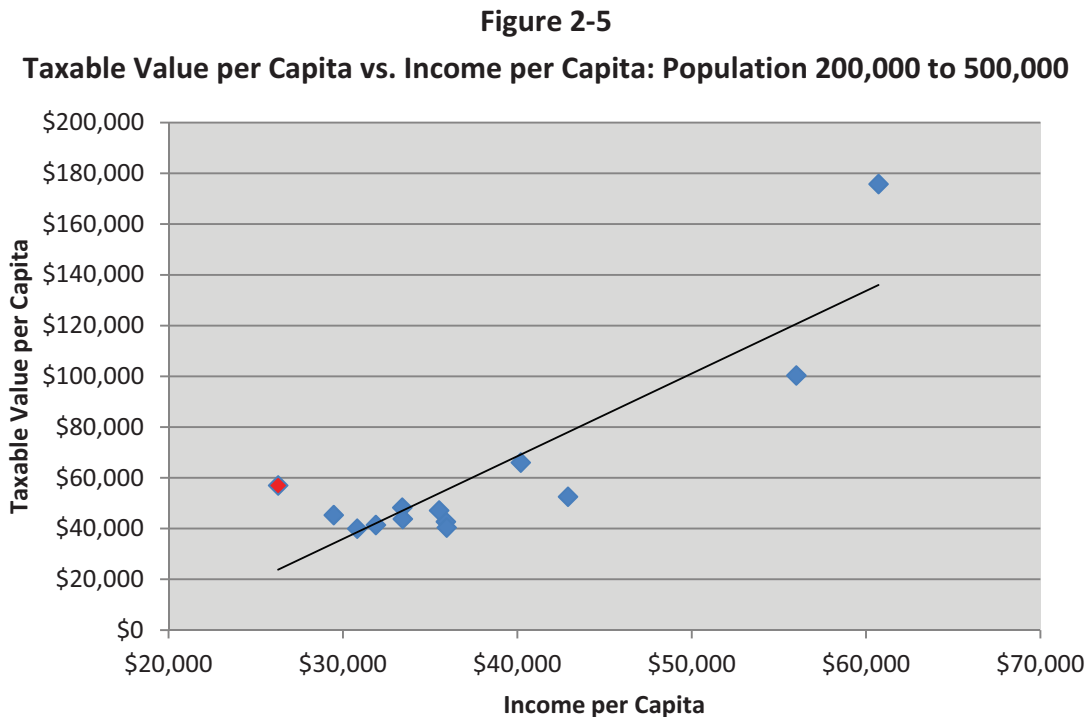
### ***General Fund (Ad Valorem Base)***

Ad valorem tax revenues are based on the taxable value of the property and millage rate each jurisdiction imposes. The County currently levies 6.70 mils of property tax (this does not include



1.33 mils collected for Library and EMS services), which was estimated to generate \$112 million of ad valorem revenues in FY 2012. Of this amount, approximately \$20 million is used toward transportation expenditures.

Similar to sales tax revenues, ad valorem tax revenues also indicate a positive correlation with income of a community. Figure 2-5 presents this relationship.



Source: Woods & Poole, 2012 for Income per Capita and 2011 Florida Property Valuations and Tax Databook; Real Property Taxable Value. The red dot identifies Osceola County and the blue dots represent other counties with a population between 200,000 and 500,000.

Table 2-4 presents the projected general fund revenues that will be collected from the existing ad valorem tax base and will be available for transportation expenditures.

**Table 2-4**

**Projected Revenues for General Fund (Ad Valorem Base)**

Revenue Source	FY 2012-2025	FY 2026-2040	Total
General Fund (Ad Val Base)	\$329.97	\$609.68	<b>\$939.65</b>

Source: Appendix C, Table C-2

Office of Management and Budget provided base year information. Projections were made under the assumption that the same percentage of the General Fund will continue to be available for transportation expenditures

***FDOT Revenues***

A list of state road improvements was included as part of the Osceola County Transportation System. Based on discussions with County staff, it was assumed that all state road improvements will be fully funded with FDOT revenues, with no funding responsibility on the County for FDOT improvements.

Table 2-5 presents a summary of the existing revenue sources utilized in this report. The revenue levels for the FDOT contributions correspond to the Ideal Transportation System.

**Table 2-5**

**Summary of Existing Revenues**

Revenue Source	FY 2012-2025	FY 2026-2040	Total
<b>Existing Revenue Sources</b>			
Constitutional Fuel Tax <sup>(1)</sup>	\$64.74	\$93.79	<b>\$158.53</b>
County Fuel Tax <sup>(1)</sup>	\$28.83	\$41.83	<b>\$70.66</b>
Ninth Cent Fuel Tax <sup>(1)</sup>	\$18.46	\$26.74	<b>\$45.20</b>
1st Local Option Fuel Tax <sup>(1)</sup>	\$103.11	\$149.39	<b>\$252.51</b>
Local Government Surtax <sup>(2)</sup>	\$193.08	\$351.91	<b>\$544.98</b>
Transportation Impact Fees <sup>(3)</sup>	\$616.06	\$778.20	<b>\$1,394.25</b>
General Fund (Ad Valorem Base) <sup>(4)</sup>	\$329.97	\$609.68	<b>\$939.65</b>
FDOT (Revenue to Match Projects)	\$295.58	\$21.27	<b>\$316.84</b>
<b>Total (Existing Revenue Sources)</b>	<b>\$1,649.82</b>	<b>\$2,072.80</b>	<b>\$3,722.62</b>

(1) Source: Table 2-1

(2) Source: Table 2-2

(3) Source: Table 2-3

(4) Source: Table 2-4

### NEW REVENUE SOURCES

To fully fund future roadway improvements, Osceola County needs to utilize new revenue sources. Potential County funding options considered by the BCC include the 2<sup>nd</sup> local option fuel tax, the charter county sales surtax and dedicated ad valorem tax (DAT). Additional revenue sources include toll facility revenues, city revenues and developer revenues which are assumed to have no net impact on the County’s funding options. The following subsections present the potential revenue levels that each new source would potentially provide for transportation in Osceola County.

#### **2<sup>nd</sup> Local Option Fuel Tax**

County governments are authorized to levy a tax of 1 to 5 cents upon every net gallon of motor fuel (non-diesel) sold within a county. This tax shall be levied by an ordinance adopted by a majority plus one vote of the membership of the governing body or voter approval in a countywide referendum. These tax proceeds may be used for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted local government comprehensive plan, for expenditures needed to meet immediate local transportation problems, and for other transportation-related expenditures that are critical for building comprehensive multi-modal roadway networks by local governments.

Table 2-6 presents the projected potential revenues (BCC portion only) that would be available if the County were to adopt all five pennies of the 2<sup>nd</sup> LOFT.

**Table 2-6**  
**Projected Revenues for the 2<sup>nd</sup> Local Option Fuel Tax**

Revenue Source	FY 2012-2025	FY 2026-2040	Total
2nd Local Option Fuel Tax	\$78.49	\$113.73	<b>\$192.22</b>

Source: All estimates from County Staff and the Local Government Financial Information Handbook

Fuel tax revenues were calculated using the Fiscal Year 2012 projected distributions from the *Local Government Financial Information Handbook*, produced by Florida’s Office of Economic and Demographic Research. The FY 2012 distribution per capita was calculated by dividing total

revenues by the sum of population and employees in the county. This per capita unit figure was indexed downward each year based on gas tax revenue trends explained previously.

***Charter County and Regional Transportation System Surtax***

The County is also eligible to levy the Charter County and Regional Transportation System Surtax (CCRTSS). The CCRTSS is a local discretionary sales surtax (up to one percent) on the sale of the first \$5,000 of transactions subject to the state sales and use tax on goods and services. It is subject to approval by a charter amendment approved by a majority vote of the electorate of the county (Florida Statutes 212.055). The County receives the entire amount and is not required to share CCRTSS revenues with the municipalities. Generally, the use of the proceeds is for the development, construction, operation, and maintenance of fixed-guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.

Table 2-7 presents the projected potential revenues that would be available if the County were to adopt the maximum one percent charter county sales surtax. These revenue projections reflect the fact that the charter county surtax would potentially not be adopted until 2016.

**Table 2-7**  
**Projected Revenues for the Charter County and Regional Transportation System Surtax**

Revenue Source	FY 2012-2025	FY 2026-2040	Total
Charter County Surtax	\$556.18	\$1,330.41	<b>\$1,886.59</b>

Source: All estimates from County Staff and the Local Government Financial Information Handbook

***Dedicated Ad Valorem Tax***

Dedicated ad valorem tax (DAT), also known as tax increment financing, is a broad based public financing method that can be used to fund public services and capital projects. However, the term “tax increment” would be called DAT to avoid any confusion that the general public might have in thinking that tax increment means a new tax, when in reality it is not. The Osceola BCC directed that this funding source be considered to fund both transportation capital and operating costs. Three potential DAT financing options for Osceola County are described below as requested by the BCC.



### New Development

The first option assumes that a percentage (33 percent) of ad valorem revenues generated by new development will be available for transportation capital projects and O&M. Direction from the County Administration indicated that the maximum percentage of new growth tax increment revenues that could be allocated to fund transportation is 33 percent; therefore, 33 percent was used. This represents the portion of revenues received due to the increase in the value of taxable vacant property compared to a base year and due to the construction of more valuable structures. For the purposes of ad valorem revenue projections, the current rate of 6.70 mils is used. For Scenario #1, new development will generate approximately \$1,811.75 million through 2040. In subsequent scenarios, this value decreases as scenario-related millage reductions are applied.

The second option is similar to the first option, except for the fact that this option assumes that a variable percentage of ad valorem revenues generated by new development will be available for transportation expenditures. The variable rate starts at 80 percent and is incrementally decreased until it reaches a level of 30 percent. This method provides more total revenues and most importantly, more upfront revenues sooner due to the higher starting percentage as compared to the first option.

### Existing Development

The third option assumes that a percentage (18.2 percent) of ad valorem revenues generated by existing development will be available for transportation expenditures (primarily O&M). This represents a portion of the revenue received due to the escalation of the property values over time even without any new construction.

In the preparation of ad valorem revenue projections, it is important to take into consideration the differences between market value versus the taxable value of the property. At times, taxable value could be significantly different from the market value due to the exemptions, caps on the annual increase percentages, etc. In addition, it is also important to evaluate value differentials between existing and new structures. This analysis was conducted for primary land use categories, and is summarized in the following paragraphs.

- Residential properties: In terms of taxable value, a comparison of values of single family homes built over the past three years to the average value of all single family homes suggested that homes built recently are more valuable per dwelling unit. There are two

primary reasons for this: 1) Newer structures tend to be larger and built with more expensive material, and 2) Homestead exemption affects the taxable value. In the case of multi-family homes, there was not a significant difference in the value of new or existing homes.

A review of data from the Osceola County Property Appraiser's database suggests that in Osceola County approximately 55 percent of single family homes and 10 percent of multi-family homes are homesteaded. According to State law, the increase in taxable value of homestead property is capped at three percent or at the Consumer Price Index, whichever is lower. A review of the 25-year historical CPI data indicates that the average annual increase also has been approximately 2.8 percent. To allow for adjustments due to sale of properties, etc., an average increase of 3.2 percent is used for residential properties. In addition, the 2011 value of existing single family homes is estimated at \$100,000 per dwelling unit and \$190,000 per dwelling unit for new homes based on a review of the Property Appraiser data. In the case of multi-family homes, apartments were valued at \$70,000 per unit, and all other multi-family homes at \$140,000 per unit, based on information obtained from the Property Appraiser database.

- Non-residential properties: An evaluation of Property Appraiser database suggested that there is not a significant differentiation between the value of existing and new properties or there is not sufficient sales information to conclude otherwise. Per square foot taxable values were estimated based on the value of structures, which ranged from \$100 per square foot for industrial land uses to \$200 per square foot for commercial properties. In addition, based on a trend review, a five percent annual increase is estimated for non-residential properties.
- The change in resulting revenue figures were compared against the historical trends and were found to be consistent. More specifically, over the past 10 years, the taxable value per capita increased by an average of 5.2 percent in Osceola County and by 4.9 percent in the State. Ad valorem revenue projections for Osceola County resulted in a similar increase (4.6 percent).

### ***Toll Facility Revenues***

A list of toll road improvements was included as part of the Osceola County Transportation System. Based on discussions with County staff, it was assumed that all toll facilities will be fully funded through the collection of toll revenues, with no funding responsibility falling on the County.

### ***City Revenues***

A list of city road improvements was included as part of the Osceola County Transportation System. Based on discussions with County staff, it was assumed that all city road improvements will be fully funded with city revenues, with no funding responsibility falling on the County. As indicated previously, future discussions with the cities are being held to determine specific projects, costs and revenues to be used to fund city projects.

### ***Developer Revenues***

A list of avenue and boulevard road improvements within Osceola County was included as part of the AECOM Ideal Transportation System. Based on discussions with County staff, it was assumed that a portion of these facilities will be developer funded, with no funding responsibility falling on the County. These developer funds will be generated through special assessments, MSBU's or CDD's applied to the new development.

**SECTION 3**  
**TRANSPORTATION FUNDING SCENARIOS**

Throughout the process of balancing the costs and revenues of the transportation network, multiple alternative scenarios were developed to show the effect of implementing various revenues sources. The following lists the work efforts in the development process for the transportation funding scenarios and general overview of implementation considerations and adoption process.

- December 12, 2011 BCC Workshop
- Development of four scenarios and January 23, 2012 BCC Workshop
- Public Outreach
- Transition from Ideal to Balanced Transportation System
- Development of revised and new scenarios and February 27, 2012 BCC Workshop
- Implementation Considerations
- Adoption Process

The following subsections detail the development process for each scenario and the direction provided by County Administration and the BCC.

**DECEMBER 12, 2011 BCC WORKSHOP**

At the December 12<sup>th</sup> BCC workshop, BCC members asked questions and expressed interest in reviewing a tax increment financing option, similar in concept to the tax increment concept developed in Pasco County. BCC members specifically asked the County Staff and Consultant team to look into the concept of eliminating the current transportation impact fee and replacing it with a “self imposed tax increment on new growth.” While the main focus was to be on the self imposed tax increment on new growth, other revenue sources to be considered included the 2<sup>nd</sup> local option fuel tax and the charter county sales surtax. The BCC requested that information be brought to the BCC at the January BCC Workshop.



### **DEVELOPMENT OF FOUR SCENARIOS AND JANUARY 23, 2012 BCC WORKSHOP**

Based on discussions with Staff four scenarios were developed for funding of the capital and operating costs of the Ideal Transportation System. As previously discussed, for these scenarios, it is assumed that City improvements are funded with City revenues, that FDOT improvements are funded with FDOT revenues, that toll facilities are funded with toll revenues, and that a portion of avenues and boulevards are funded with developer revenues generated from MSBU's and/or CDD's applied to new development in targeted specific geographic areas. Additionally, based on further direction from the County Administration, potential property tax reductions were also to be considered in the development of the funding scenarios. The following scenarios present four different revenue options for funding the Ideal Transportation System based on Commissioner briefings and subsequent direction from the County Administration.

# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

### Scenario #1

The first alternative revenue scenario was developed to fund improvements for the Ideal Transportation System. This scenario eliminates transportation impact fees as a revenue source and adds a self imposed new growth tax increment financing approach as a new revenue source. Direction from the County Administration indicated that the maximum percentage of new growth tax increment revenues that could be allocated to fund transportation is 33 percent. Table 3-1 summarizes the costs, revenues, and financial outlook presented in Scenario #1.

**Table 3-1**  
**Scenario #1 – Osceola County Alternative Revenue**

Revenue/Cost Source	FY 2012-2025	FY 2026-2040	Total
<i>Existing Revenue Sources</i>			
<b>Total (excluding IF's)</b>	<b>\$1,033.76</b>	<b>\$1,294.60</b>	<b>\$2,328.37</b>
<i>Potential Revenue Sources</i>			
Countywide Tax Increment (@ 33%)	\$255.66	\$1,556.09	\$1,811.75
Osceola County Toll Revenues Match to Projects	\$631.69	\$1,133.00	\$1,764.69
City Projects Funded by Cities	\$506.67	\$3,005.38	\$3,512.05
Developer Roads (Over time with MSBU or CDD)	\$700.69	\$941.69	\$1,642.38
<b>Total (Potential)</b>	<b>\$2,094.71</b>	<b>\$6,636.16</b>	<b>\$8,730.87</b>
<b>Total (Existing &amp; Potential)</b>	<b>\$3,128.47</b>	<b>\$7,930.77</b>	<b>\$11,059.24</b>
<i>Transportation Cost</i>			
<b>Total Transportation Cost</b>	<b>\$4,276.19</b>	<b>\$7,737.32</b>	<b>\$12,013.51</b>
<i>Financial Condition</i>			
<b>Projected Financial Condition</b>	<b>(\$1,147.72)</b>	<b>\$193.45</b>	<b>(\$954.27)</b>

The total transportation cost is based on the Ideal Transportation System

# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

### Scenario #2

The second alternative revenue scenario was developed to fund improvements for the Ideal Transportation System. Scenario #2, adds the 2<sup>nd</sup> local option fuel tax as another new revenue source for the County. Adopting the additional 5 pennies of local option fuel tax would result in approximately \$192 million in revenues through FY 2040. Given direction by the County Administration concerning concurrent millage reductions with new revenue sources, the County could decrease the contributions from the general fund by approximately \$96 million (one-half the amount of new revenue from the 2<sup>nd</sup> LOFT) and reduce the property tax millage. Table 3-2 summarizes the costs, revenues, and financial outlook presented in Scenario #2.

**Table 3-2**  
**Scenario #2 – Osceola County Alternative Revenue**

Revenue/Cost Source	FY 2012-2025	FY 2026-2040	Total
<b><i>Existing Revenue Sources</i></b>			
Reduction in General Fund Revenues to Transportation	(\$39.25)	(\$56.86)	(\$96.11)
Existing Revenues (excluding Trans. IF's)	\$1,033.76	\$1,294.60	\$2,328.37
<b>Total (Existing)</b>	<b>\$994.52</b>	<b>\$1,237.74</b>	<b>\$2,232.26</b>
<b><i>Potential Revenue Sources</i></b>			
Countywide Tax Increment (@ 33%)	\$253.61	\$1,542.53	\$1,796.14
2nd Local Option Fuel Tax	\$78.49	\$113.73	\$192.22
Osceola County Toll Revenues Match to Projects	\$631.69	\$1,133.00	\$1,764.69
City Projects Funded by Cities	\$506.67	\$3,005.38	\$3,512.05
Developer Roads (Over time with MSBU or CDD)	\$700.69	\$941.69	\$1,642.38
<b>Total (Potential)</b>	<b>\$2,171.15</b>	<b>\$6,736.32</b>	<b>\$8,907.48</b>
<b>Total (Existing &amp; Potential)</b>	<b>\$3,165.67</b>	<b>\$7,974.07</b>	<b>\$11,139.74</b>
<b><i>Transportation Cost</i></b>			
<b>Total Transportation Cost (excluding Cities)</b>	<b>\$4,276.19</b>	<b>\$7,737.32</b>	<b>\$12,013.51</b>
<b><i>Financial Condition</i></b>			
<b>Projected Financial Condition</b>	<b>(\$1,110.52)</b>	<b>\$236.74</b>	<b>(\$873.77)</b>

The total transportation cost is based on the Ideal Transportation System

# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

### Scenario #3

The third alternative revenue scenario was developed to fund improvements for the Ideal Transportation System. Scenario #3 adds the charter county and regional transportation surtax as another new revenue source for the County. Adopting an additional 1.0 percent sales tax would result in approximately \$1.9 billion in revenues through FY 2040. Given direction by the County Administration concerning concurrent millage reductions with new revenue sources, the County could decrease the contributions from the general fund by approximately \$940 million (about 50 percent of the total charter county and regional transportation surtax) and reduce the property tax millage. Table 3-3 summarizes the costs, revenues, and financial outlook presented in Scenario #3. This scenario results in a projected funding surplus of \$32 million over the 2012 to 2040 time period.

**Table 3-3**  
**Scenario #3 – Osceola County Alternative Revenue**

Revenue/Cost Source	FY 2012-2025	FY 2026-2040	Total
<b>Existing Revenue Sources</b>			
Reduction in General Fund Revenues to Transportation	(\$190.98)	(\$748.67)	(\$939.65)
Existing Revenues (excluding Trans. IF's)	\$1,033.76	\$1,294.60	\$2,328.37
<b>Total (Existing)</b>	<b>\$842.78</b>	<b>\$545.93</b>	<b>\$1,388.71</b>
<b>Potential Revenue Sources</b>			
Countywide Tax Increment (@ 33%)	\$235.60	\$1,423.17	\$1,658.76
2nd Local Option Fuel Tax	\$78.49	\$113.73	\$192.22
Charter County Surtax	\$556.18	\$1,330.41	\$1,886.59
Osceola County Toll Revenues Match to Projects	\$631.69	\$1,133.00	\$1,764.69
City Projects Funded by Cities	\$506.67	\$3,005.38	\$3,512.05
Developer Roads (Over time with MSBU or CDD)	\$700.69	\$941.69	\$1,642.38
<b>Total (Potential)</b>	<b>\$2,709.32</b>	<b>\$7,947.38</b>	<b>\$10,656.69</b>
<b>Total (Existing &amp; Potential)</b>	<b>\$3,552.10</b>	<b>\$8,493.31</b>	<b>\$12,045.41</b>
<b>Transportation Cost</b>			
<b>Total Transportation Cost</b>	<b>\$4,276.19</b>	<b>\$7,737.32</b>	<b>\$12,013.51</b>
<b>Financial Condition</b>			
<b>Projected Financial Condition</b>	<b>(\$724.09)</b>	<b>\$755.99</b>	<b>\$31.90</b>

The total transportation cost is based on the Ideal Transportation System



# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

### Scenario #4

The fourth alternative revenue scenario was developed to fund improvements in the Ideal Transportation System. Scenario #4, uses the funding surplus identified in Scenario 3 to further reduce property taxes and the general fund allocation to fund transportation and still achieve a balanced financial condition. In this scenario, the County could decrease the contributions from the general fund by approximately \$967 million (about 51 percent of the total charter county and regional transportation surtax) and reduce the property tax millage. Table 3-4 summarizes the costs, revenues, and financial outlook presented in Scenario #4.

**Table 3-4**  
**Scenario #4 – Osceola County Alternative Revenue**

Revenue/Cost Source	FY 2012-2025	FY 2026-2040	Total
<b>Existing Revenue Sources</b>			
Reduction in General Fund Revenues to Transportation	(\$196.55)	(\$770.53)	(\$967.09)
Existing Revenues (excluding Trans. IF's)	\$1,033.76	\$1,294.60	\$2,328.37
<b>Total (Existing)</b>	<b>\$837.21</b>	<b>\$524.07</b>	<b>\$1,361.28</b>
<b>Potential Revenue Sources</b>			
Countywide Tax Increment (@ 33%)	\$235.01	\$1,419.29	\$1,654.30
2nd Local Option Fuel Tax	\$78.49	\$113.73	\$192.22
Charter County Surtax	\$556.18	\$1,330.41	\$1,886.59
Osceola County Toll Revenues Match to Projects	\$631.69	\$1,133.00	\$1,764.69
City Projects Funded by Cities	\$506.67	\$3,005.38	\$3,512.05
Developer Roads (Over time with MSBU or CDD)	\$700.69	\$941.69	\$1,642.38
<b>Total (Potential)</b>	<b>\$2,708.73</b>	<b>\$7,943.50</b>	<b>\$10,652.23</b>
<b>Total (Existing &amp; Potential)</b>	<b>\$3,545.94</b>	<b>\$8,467.57</b>	<b>\$12,013.51</b>
<b>Transportation Cost</b>			
<b>Total Transportation Cost (excluding Cities)</b>	<b>\$4,276.19</b>	<b>\$7,737.32</b>	<b>\$12,013.51</b>
<b>Financial Condition</b>			
<b>Projected Financial Condition</b>	<b>(\$730.25)</b>	<b>\$730.25</b>	<b>\$0.00</b>

The total transportation cost is based on the Ideal Transportation System

Scenarios #1-4 were presented at the January 23, 2012 BCC workshop. During this workshop, the BCC provided direction requesting new funding scenarios that do not include any new taxes. More specifically, additional funding would only be acquired through tax increment ad valorem revenues from both existing and new development.

### **PUBLIC OUTREACH**

During the January 23, 2012 BCC Workshop, County Administration was directed to initiate and complete public outreach using materials from the January 23, 2012 BCC Presentation and report back to the BCC at the February 27 BCC Workshop. During this four week period 28 presentations were made to the following organizations and interested parties:

- Growth Management Task Force
- Central Florida Homebuilders Association
- Chambers of Commerce
- Osceola County School Board
- Cities of Kissimmee and St. Cloud
- Constitutional Offices
- Community Stakeholders
- Community Meetings

There was general broad based support for transportation funding that included:

- Fix maintenance and operations of the road system
- Consider enhancements to existing transportation facilities, intersections and capacity improvements
- Consider infill and redevelopment opportunities along the US 192 corridor
- Replacing impact fees with another revenue source that could include a New Growth Dedicated Ad Valorem Tax Increment and/or Charter County Sales Surtax

### **TRANSITION FROM IDEAL TO BALANCED TRANSPORTATION SYSTEM**

Based on the tax increment revenue levels observed in scenarios #1-4, it was clear that if no new taxes were able to be implemented, there would be insufficient funding for the Ideal Transportation System. This realization led to the creation of the “Balanced Transportation

System”. The Balanced Transportation System moves a number of projects from the FY 2025 time period to the FY 2040 time period and delays other projects outside of the 2040 time frame.

#### **DEVELOPMENT OF REVISED AND NEW SCENARIOS AND FEBRUARY 27, 2012 BCC WORKSHOP**

Based on direction from the BCC at the January 23, 2012 BCC workshop and follow-up discussions with the County Administration, three new scenarios (numbers 5 to 7) were developed. Once again, for these scenarios, it is assumed that City improvements are funded with City revenues, that FDOT improvements are funded with FDOT revenues, that toll facilities are funded with toll revenues, and that a portion of avenues and boulevards are funded with developer revenues generated from MSBU’s and/or CDD’s applied to new development in targeted specific geographic areas. Additionally, based on further direction from the County Administration, potential property tax reductions were also to be considered in the development of the funding scenarios.

Finally, it should be noted that the following scenarios present three different revenue options for funding the Balanced Transportation System and consider Commissioner briefings and subsequent direction from the County Administration.

# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

### Scenario #5

The fifth alternative revenue scenario was developed to fund improvements in the Balanced Transportation System. Similar to Scenario #1, this scenario is based on the New Growth Dedicated Ad Valorem Tax and assumes that 33 percent of ad valorem revenues generated by new development will be available for transportation. Table 3-5 summarizes the costs, revenues, and financial outlook presented in Scenario #5. While projects were shifted from 2025 to 2040 and outside of 2040, with only the New Growth Dedicated Ad Valorem Tax, this scenario does not fund all the Transportation System costs. Enhanced maintenance is funded, but in order to create a Balanced Transportation System, additional cuts in capital projects, additional revenues, or some combination of both, need to be implemented.

**Table 3-5**  
**Scenario #5 – Osceola County Alternative Revenue**

Revenue/Cost Source	FY 2012-2025	FY 2026-2040	Total
<b>Existing Revenue Sources</b>			
<b>Total (excluding IF's)</b>	<b>\$999.28</b>	<b>\$1,342.67</b>	<b>\$2,341.95</b>
<b>Potential Revenue Sources</b>			
Dedicated Ad Valorem ( New Dev. @ 33%)	\$255.66	\$1,556.09	\$1,811.75
Osceola County Toll Revenues Match to Projects	\$560.86	\$1,133.00	\$1,693.86
City Projects Funded by Cities	\$27.88	\$3,672.77	\$3,700.64
Developer Roads (Over time with MSBU or CDD)	\$0.00	\$1,918.37	\$1,918.37
<b>Total (Potential)</b>	<b>\$844.40</b>	<b>\$8,280.23</b>	<b>\$9,124.63</b>
<b>Total (Existing &amp; Potential)</b>	<b>\$1,843.68</b>	<b>\$9,622.90</b>	<b>\$11,466.58</b>
<b>Transportation Cost</b>			
<b>Total Transportation Cost</b>	<b>\$1,956.43</b>	<b>\$9,959.33</b>	<b>\$11,915.76</b>
<b>Financial Condition</b>			
<b>Projected Financial Condition</b>	<b>(\$112.75)</b>	<b>(\$336.43)</b>	<b>(\$449.18)</b>

The total transportation cost is based on the Balanced Transportation System



# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

### Scenario #6

The sixth alternative revenue scenario was developed to fund improvements in the Balanced Transportation System. All other assumptions are consistent with Scenario #5. Scenario #6 adds a Base Tax Increment DAT from existing development to create a Balanced Transportation System. This would require approximately 18.2 percent of ad valorem revenues collected as a result of the expected property value increases between FY 2012 and FY 2040. Table 3-6 summarizes the costs, revenues, and financial outlook presented in Scenario #6.

**Table 3-6**  
**Scenario #6 – Osceola County Alternative Revenue**

Revenue/Cost Source	FY 2012-2025	FY 2026-2040	Total
<i>Existing Revenue Sources</i>			
<b>Total (excluding IF's)</b>	<b>\$999.28</b>	<b>\$1,342.67</b>	<b>\$2,341.95</b>
<i>Potential Revenue Sources</i>			
Dedicated Ad Valorem ( New Dev. @ 33%)	\$255.66	\$1,556.09	\$1,811.75
Osceola County Toll Revenues Match to Projects	\$560.86	\$1,133.00	\$1,693.86
City Projects Funded by Cities	\$27.88	\$3,672.77	\$3,700.64
Developer Roads (Over time with MSBU or CDD)	\$0.00	\$1,918.37	\$1,918.37
Dedicated Ad Valorem (Existing @ 18.2%)	\$67.45	\$381.72	\$449.18
<b>Total (Potential)</b>	<b>\$911.85</b>	<b>\$8,661.95</b>	<b>\$9,124.63</b>
<b>Total (Existing &amp; Potential)</b>	<b>\$1,911.14</b>	<b>\$10,004.62</b>	<b>\$11,915.76</b>
<i>Transportation Cost</i>			
<b>Total Transportation Cost</b>	<b>\$1,956.43</b>	<b>\$9,959.33</b>	<b>\$11,915.76</b>
<i>Financial Condition</i>			
<b>Projected Financial Condition</b>	<b>(\$45.29)</b>	<b>\$45.29</b>	<b>\$0.00</b>

The total transportation cost is based on the Balanced Transportation System

In a subsequent meeting with staff from the Office of Management and Budget, concern was expressed about the ability to support other services if a portion of the base DAT is dedicated to transportation. A more detailed review of the existing base DAT will need to be performed during follow up support phases.

# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

### Scenario #7

The seventh alternative revenue scenario was developed to fund improvements in the Balanced Transportation System. Unlike Scenario #5, where it was assumed that only 33 percent of the DAT revenues from new development would be available for transportation, this scenario assumes a variable rate that starts at using 80 percent of the DAT revenues from new development and then reduces this amount by 10 percent each year until the 33 percent level is reached. The objective of this scenario is to obtain more new growth DAT earlier than the fixed 33 percent allocation of Scenario 5. All other assumptions are consistent with Scenario #5. Table 3-7 summarizes the costs, revenues, and financial outlook presented in Scenario #7.

**Table 3-7**  
**Scenario #7 – Osceola County Alternative Revenue**

Revenue/Cost Source	FY 2012-2025	FY 2026-2040	Total
<b>Existing Revenue Sources</b>			
<b>Total (excluding IF's)</b>	<b>\$999.28</b>	<b>\$1,342.67</b>	<b>\$2,341.95</b>
<b>Potential Revenue Sources</b>			
Dedicated Ad Valorem ( New Dev. @ Variable %)	\$493.71	\$1,767.22	\$2,260.93
Osceola County Toll Revenues Match to Projects	\$560.86	\$1,133.00	\$1,693.86
City Projects Funded by Cities	\$27.88	\$3,672.77	\$3,700.64
Developer Roads (Over time with MSBU or CDD)	\$0.00	\$1,918.37	\$1,918.37
<b>Total (Potential)</b>	<b>\$1,082.45</b>	<b>\$8,491.36</b>	<b>\$9,573.81</b>
<b>Total (Existing &amp; Potential)</b>	<b>\$2,081.73</b>	<b>\$9,834.02</b>	<b>\$11,915.76</b>
<b>Transportation Cost</b>			
<b>Total Transportation Cost</b>	<b>\$1,956.43</b>	<b>\$9,959.33</b>	<b>\$11,915.76</b>
<b>Financial Condition</b>			
<b>Projected Financial Condition</b>	<b>\$125.30</b>	<b>(\$125.30)</b>	<b>\$0.00</b>

The total transportation cost is based on the Balanced Transportation System

### IMPLEMENTATION CONSIDERATIONS

Scenarios #5 to #7 were presented at the February 27, 2012 BCC workshop. Following the consultant presentation, staff presented the BCC with implementation considerations that included the following:

- Confirm funding direction
- Legal review and ordinances
- Coordination with the cities
- Update the Comprehensive Plan and Land Development Code
- Adoption Process

Guidance and direction received from the BCC on each of these topics is discussed below.

**Confirm Funding Direction** – The BCC provided the following guidance: 1) confirmed direction concerning the elimination of the transportation impact fee; 2) confirmed direction to continue to investigate the potential of implementing a county-wide New Growth Dedicated Ad Valorem Tax Increment to replace the Transportation Impact Fee; 3) confirmed direction to eliminate the second local option gas tax from further consideration; 4) confirmed direction to investigate the potential of implementing a county-wide Base Revenue Dedicated Ad Valorem Tax Increment to assist in funding the enhanced funding level for maintenance; and 5) confirmed direction to investigate support for potential implementation of the charter county sales tax in Osceola County.

The BCC direction can be summarized into the following actions to be taken by Osceola County:

1. Fund Transportation System Maintenance – Road maintenance funding is ramped up from \$3.6 to \$12.0 million in the first four years of the funding program. Thereafter, road maintenance funding is indexed and additional lane miles from capacity improvements are added to the maintenance program. This level of funding is designed to enhance maintenance conditions and maintain a satisfactory pavement condition in Osceola County through 2040. The total county maintenance costs from 2012 to 2040, for the balanced multi-modal transportation system (roads, transit, bicycle, pedestrian, equestrian trails and dirt roads), is \$1,897 million (\$1.9 billion).
2. Eliminate Transportation Impact Fees – The BCC directed that the transportation impact fee be replaced by a more stable funding source that does not have the peaks and valleys that

have occurred with the transportation impact fee. Transportation impact fee revenues, tied to the specific population and employment projections from 2012 to 2040, are estimated to generate \$1,394 million (\$1.4 billion). At the same time, direction from the BCC was to maintain equity between who pays for growth. This direction resulted in the creation of the New Growth Dedicated Ad Valorem Tax Increment discussed below.

3. New Growth Dedicated Ad Valorem Tax (DAT) Increment – This is not a new tax. It is based on allocating a portion of future DAT revenues generated by new growth. This option assumes that a percentage (33 percent) of the DAT revenues generated by new development will be available to fund the multi-modal transportation system capital projects and O&M costs. Based on the current millage rate of 6.70 mills, the new growth DAT is projected to generate approximately \$1,812 million (\$1.8 billion) through 2040.
  
4. Existing Base Dedicated Ad Valorem Tax (DAT) Increment – This option is based on dedicating a portion of DAT revenue received from the existing development base due to the future escalation of the property values between now and 2040. In concept, dedicating a portion of the growth from the existing tax base is being done to fund part of the increased funding needed for roadway O&M costs attributed to the existing base population. This option assumes that a percentage (18.2 percent) of the growth in the existing base DAT revenues will be available to fund the multi-modal transportation system O&M costs. Given the potential impact that using this source of funding for transportation may have on other County services, it will be further evaluated during the implementation phase. The existing base development DAT is projected to generate approximately \$449 million through 2040. It should be noted that no revenue growth was projected from this source until 2014.
  
5. Charter County and Regional Transportation System Surtax (CCRTSS) – The Charter County Sales Surtax of one cent would generate nearly \$40 million dollars per year. Of significant importance is that approximately 42 percent of these revenues would be generated by visitors to Osceola County as opposed to the residents of Osceola County. Given the significant multi-modal transportation system cost, Board members discussed implementation of the CCRTSS and potential millage reductions for the citizens of Osceola County that could be implemented concurrently with the successful passage of the CCRTSS. Another issue the BCC faces is timing of revenues coming from the Base and New Growth DAT tax increments. Given the continued slow economic recovery, the majority of DAT revenues will be generated after 2025. A major advantage of the CCRTSS over the DAT revenues is that the CCRTSS will provide an immediate revenue stream to fund the needed



multi-modal transportation system costs the first year of implementation. The CCRTSS is projected to generate \$1,887 million (1.9 billion) from 2016 to 2040.

**Legal Review and Ordinances** – The BCC provided the following guidance concerning legal issues and update of codes and ordinances: 1) develop the legal framework and potential implementation issues relating to the county-wide New Growth Dedicated Ad Valorem Tax Increment and county-wide Base Revenue Dedicated Ad Valorem Tax Increment; 2) identify potential issues and define the modifications to the transportation impact fee ordinance necessary to repeal transportation impact fees; 3) define any other issues that need to be addressed from a legal perspective concerning administration and support of the BCC transportation funding study.

**Coordination with the Cities** – The BCC requested County Administration to initiate follow-up meetings the cities to assist city administration and staff in understanding the direction the BCC is taking in financing funding for the multi-modal transportation system in Osceola County. These meetings have already begun with the cities of Kissimmee and St. Cloud.

**Update of the Comprehensive Plan and Land Development Code** – Staff discussed the need to update the Comprehensive Plan, and in particular the Transportation, Future Land Use and Capital Improvements Elements of the Comprehensive Plan to ensure that the goals, objectives and policies reflect BCC direction. The BCC concurred with this direction. County staff is moving forward with the updating of the Osceola Comprehensive Plan.

**Adoption Process** – A general overview of the adoption process tasks was discussed with the BCC. Topics included: 1) the public involvement process to obtain community support and buy-in of the funding study recommendations; 2) the number of BCC workshops necessary to guide the implementation direction and process; and 3) the necessary administrative changes to development review, concurrency and traffic impact study procedures and processes. BCC direction was for the County Administration to develop and brief the BCC on the specific adoption process actions necessary to move forward with implementation as discussed in this section.

**Implementation Matrix** – Given the above recommendations and implementation considerations, an implementation matrix was developed that includes major milestones and initial timeframes. It is important to note that this Implementation Matrix is a first draft and will likely change over time.

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table 3-8**

**Osceola County Transportation Funding Study Implementation Matrix**

Work Category	Action	Milestone Schedule (completion dates)
<b>Eliminate Transportation Impact Fees (TIF)</b>		
	Identify issues and implications of repealing the TIF Ordinance	June 2012
	Define necessary Administrative Regulations changes and Process for handling TIF credits	July 2012
	Draft TIF Repealing Ordinance	July 2012
	BCC Workshop on Repealing of TIF	August 2012
	TIF Repealing Ordinance	September 2012
<b>New Growth Dedicated Ad Valorem Tax (DAT) Increment</b>		
	Develop legal framework and issues for New Growth DAT Ordinance	June 2012
	Complete technical analysis of New Growth DAT	June 2012
	Board Adoption of Tax Increment Level	July 2012
	Calculate Tax Increment Amount	October to November 2012
	Budget Workshops	April to August 2013
	Adoption of Budget	September 2012
<b>Existing Base Dedicated Ad Valorem Tax (DAT) Increment</b>		
	Develop legal framework and issues for New Growth DAT Ordinance	June 2012
	Complete technical analysis of New Growth DAT	June 2012
	Board Adoption of Tax Increment Level	July 2012
	Calculate Tax Increment Amount	October to November 2012
	Budget Workshops	April to August 2013
	Adoption of Budget	September 2012
<b>Charter County and Regional Transportation Surtax (CCRTSS)</b>		
	Define BCC direction regarding pursuing CCRTSS	June 2012
	Drafting of Ballot	July 2012
	Coordination with Cities (Kissimmee and St. Cloud)	August 2012
	Coordination with Community Stakeholders	August 2012
	CCTRSS Public Outreach effort	August 2012
	Referendum	November 2012
<b>Update Comprehensive Plan</b>		
	Finalize and Approve Comprehensive Plan Scope of Services	June 2012
	BCC Workshop on Comprehensive Plan Amendments #1	July 2012
	Transportation Element	September 2012
	Future Land Use Element	September 2012
	Capital Improvements Element	September 2012
	Internal Review CSSC Meetings (4)	June to August 2012
	Public Involvement Process	August 2012
	BCC Workshop on Comprehensive Plan Amendments #2	September 2012

## **APPENDIX A**

# **Ideal Transportation System**

**APPENDIX A**  
**IDEAL TRANSPORTATION SYSTEM**

This appendix provides the detailed capital and operational/maintenance cost calculations and project lists associated with the Ideal Transportation System for Osceola County.

- Table A-1 presents the cost indexing factors applied to all cost figures in this appendix.
- Table A-2 presents the capital cost summary of roadway improvements tied to the Ideal Transportation System.
- Map A-1 shows the 2025 Osceola County roadway improvements tied to the Ideal Transportation System.
- Map A-2 shows the 2040 Osceola County roadway improvements tied to the Ideal Transportation System.
- Map A-3 shows the Osceola County Area Zones
- Table A-3 presents the list of Osceola County roadway improvements tied to the Ideal Transportation System.
- Table A-4 presents the list of City of Kissimmee roadway improvements tied to the Ideal Transportation System.
- Table A-5 presents the list of City of St. Cloud roadway improvements tied to the Ideal Transportation System.
- Table A-6 presents the list of Expressway improvements tied to the Ideal Transportation System. These projects will be funded with toll revenues.
- Table A-7 presents the list of state (FDOT) roadway improvements tied to the Ideal Transportation System. These projects will be funded with state revenues.
- Table A-8 presents the list of developer (other) roadway improvements tied to the Ideal Transportation System.
- Table A-9 presents the list of Osceola County intersection improvements tied to the Ideal Transportation System.
- Table A-10 presents the list of Osceola County roadway reconstruction improvements tied to the Ideal Transportation System.
- Table A-11 presents the list of City of Kissimmee roadway reconstruction improvements tied to the Ideal Transportation System.
- Table A-12 presents the list of City of St. Cloud roadway reconstruction improvements tied to the Ideal Transportation System.



- Table A-13 presents the list of developer (other) roadway reconstruction improvements tied to the Ideal Transportation System.
- Table A-14 presents the capital cost summary of non-roadway improvements tied to the Ideal Transportation System.
- Table A-15 presents the capital cost summary for transit improvements tied to the Ideal Transportation System.
- Table A-16 presents the capital cost summary for trail improvements tied to the Ideal Transportation System.
- Table A-17 presents the O&M cost summary for all transportation modes tied to the Ideal Transportation System.
- Table A-18 presents the O&M cost summary for Osceola County roadways tied to the Ideal Transportation System.
- Table A-19 presents the O&M cost summary for transit improvements tied to the Ideal Transportation System.
- Table A-20 presents the O&M cost detail for the transit costs summarized in Table A-19.
- Table A-21 presents the O&M cost summary for personnel costs tied to the Ideal Transportation System.
- Table A-22 presents the cost detail for the personnel costs summarized in Table A-21.
- Table A-23 presents the O&M cost summary for trail improvements tied to the Ideal Transportation System.
- Table A-24 presents the O&M cost summary for dirt road improvements tied to the Ideal Transportation System.
- Table A-25 presents the O&M cost summary for SunRail improvements tied to the Ideal Transportation System.

# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

**Table A-1**

**Present Day Inflation Factors - Roadways and Transit**

Year	Roadways		Transit	
	Inflation Rate	Inflation Factor	Inflation Rate	Inflation Factor
2012	-	1.000	-	1.000
2013	0.60%	1.006	0.50%	1.005
2014	1.20%	1.018	1.00%	1.015
2015	1.80%	1.036	1.50%	1.030
2016	2.40%	1.061	2.00%	1.051
2017	2.40%	1.086	2.00%	1.072
2018	2.40%	1.112	2.00%	1.093
2019	2.40%	1.139	2.00%	1.115
2020	2.40%	1.166	2.00%	1.137
2021	2.40%	1.194	2.00%	1.160
2022	2.40%	1.223	2.00%	1.183
2023	2.40%	1.252	2.00%	1.207
2024	2.40%	1.282	2.00%	1.231
2025	2.40%	1.313	2.00%	1.256
2026	2.40%	1.345	2.00%	1.281
2027	2.40%	1.377	2.00%	1.307
2028	2.40%	1.410	2.00%	1.333
2029	2.40%	1.444	2.00%	1.360
2030	2.40%	1.479	2.00%	1.387
2031	2.40%	1.514	2.00%	1.415
2032	2.40%	1.550	2.00%	1.443
2033	2.40%	1.587	2.00%	1.472
2034	2.40%	1.625	2.00%	1.501
2035	2.40%	1.664	2.00%	1.531
2036	2.40%	1.704	2.00%	1.562
2037	2.40%	1.745	2.00%	1.593
2038	2.40%	1.787	2.00%	1.625
2039	2.40%	1.830	2.00%	1.658
2040	2.40%	1.874	2.00%	1.691
<b>2012-2025:</b>		<b>1.145</b>		<b>1.120</b>
<b>2026-2040:</b>		<b>1.596</b>		<b>1.477</b>

Source: Adjusted inflation rates based on rates provided by the Florida Department of Transportation and the 2035 Revenue Forecast Handbook.

Osceola County Transportation Funding Study:  
Transportation Alternative Funding Options

Table A-2  
Summary of Roadway Improvements – Ideal Transportation System

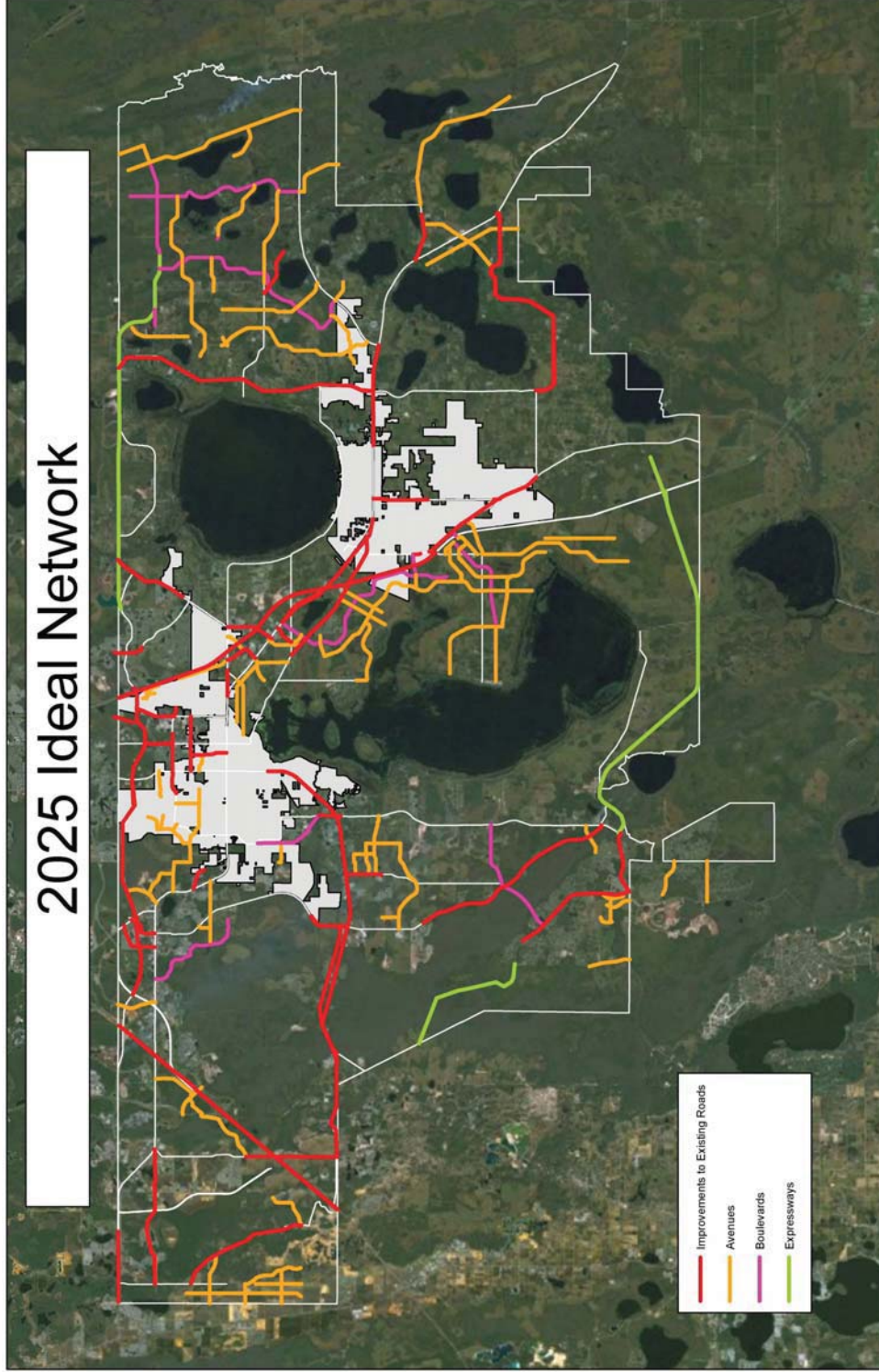
Funding Responsibility	Existing Roads (2025)			Existing Roads (2040)			New/Future Roads (2025)			New/Future Roads (2040)		
	Lane Miles (2025)	Unit Cost per Lane Mile	Total Cost (2025)	Lane Miles (2040)	Unit Cost per Lane Mile	Total Cost (2040)	Lane Miles (2025)	Unit Cost per Lane Mile	Total Cost (2025)	Lane Miles (2040)	Unit Cost per Lane Mile	Total Cost (2040)
County	150.78	\$5,085,617	\$766,809,331	3.20	\$7,088,773	\$22,684,074	90.74	\$5,085,617	\$461,476,241	43.55	\$7,088,773	\$308,724,481
Kissimmee	11.39	n/a	\$38,555,493	0.00	\$7,088,773	\$0	48.06	\$5,085,617	\$244,400,259	0.00	\$7,088,773	\$0
St Cloud	0.00	\$5,085,617	\$0	0.00	\$7,088,773	\$0	43.99	\$5,085,617	\$223,717,641	118.43	\$7,088,773	\$839,538,824
Expressway	66.00	\$5,085,617	\$335,650,722	148.38	\$7,088,773	\$1,051,832,138	58.21	\$5,085,617	\$296,035,363	11.45	\$7,088,773	\$81,167,559
FDOT	58.12	\$5,085,617	\$295,576,060	3.00	\$7,088,773	\$21,266,319	137.78	\$5,085,617	\$700,688,077	132.81	\$7,088,773	\$941,482,680
Other	0.00	\$5,085,617	\$0	0.00	\$7,088,773	\$0	378.78	n/a	\$1,926,317,581	306.25	n/a	\$2,170,913,544
Intersection (1)	9	\$343,500	\$3,091,500	0	\$478,800	\$0						
Intersection (2)	2	\$1,145,000	\$2,290,000	0	\$1,596,000	\$0						
Intersection (3)	1	\$22,900,000	\$22,900,000	0	\$31,920,000	\$0						
<b>Total</b>	<b>286.29</b>	<b>n/a</b>	<b>\$1,464,873,106</b>	<b>154.58</b>	<b>n/a</b>	<b>\$1,095,782,531</b>	<b>440.87</b>	<b>n/a</b>	<b>\$2,560,655,637</b>	<b>685.02</b>	<b>n/a</b>	<b>\$4,097,231,125</b>
Funding Responsibility	Reconstruction (2025)			Reconstruction (2040)			New/Future Roads (Total)			Reconstruction (Total)		
	Lane Miles (2025)	Unit Cost per Lane Mile	Total Cost (2025)	Lane Miles (2040)	Unit Cost per Lane Mile	Total Cost (2040)	Lane Miles	Unit Cost per Lane Mile	Total Cost	Lane Miles	Unit Cost per Lane Mile	Total Cost
County	15.25	\$5,085,617	\$77,572,950	111.88	\$7,088,773	\$793,079,080	127.13	\$7,088,773	\$870,652,030	127.13	\$7,088,773	\$870,652,030
Kissimmee	0.00	\$5,085,617	\$0	118.96	\$7,088,773	\$843,291,370	118.96	\$7,088,773	\$843,291,370	118.96	\$7,088,773	\$843,291,370
St Cloud	0.00	\$5,085,617	\$0	186.57	\$7,088,773	\$1,322,547,448	186.57	\$7,088,773	\$1,322,547,448	186.57	\$7,088,773	\$1,322,547,448
Expressway	0.00	\$5,085,617	\$0	0.00	\$7,088,773	\$0	0.00	\$7,088,773	\$0	0.00	\$7,088,773	\$0
FDOT	0.00	\$5,085,617	\$0	0.00	\$7,088,773	\$0	0.00	\$7,088,773	\$0	0.00	\$7,088,773	\$0
Other	0.00	\$5,085,617	\$0	0.03	\$7,088,773	\$211,245	0.03	\$7,088,773	\$211,245	0.03	\$7,088,773	\$211,245
<b>Total</b>	<b>15.25</b>	<b>n/a</b>	<b>\$77,572,950</b>	<b>417.44</b>	<b>n/a</b>	<b>\$2,959,129,143</b>	<b>432.69</b>	<b>n/a</b>	<b>\$3,036,702,093</b>	<b>432.69</b>	<b>n/a</b>	<b>\$3,036,702,093</b>

Source: Tables A-3 through A-13

Map A-1

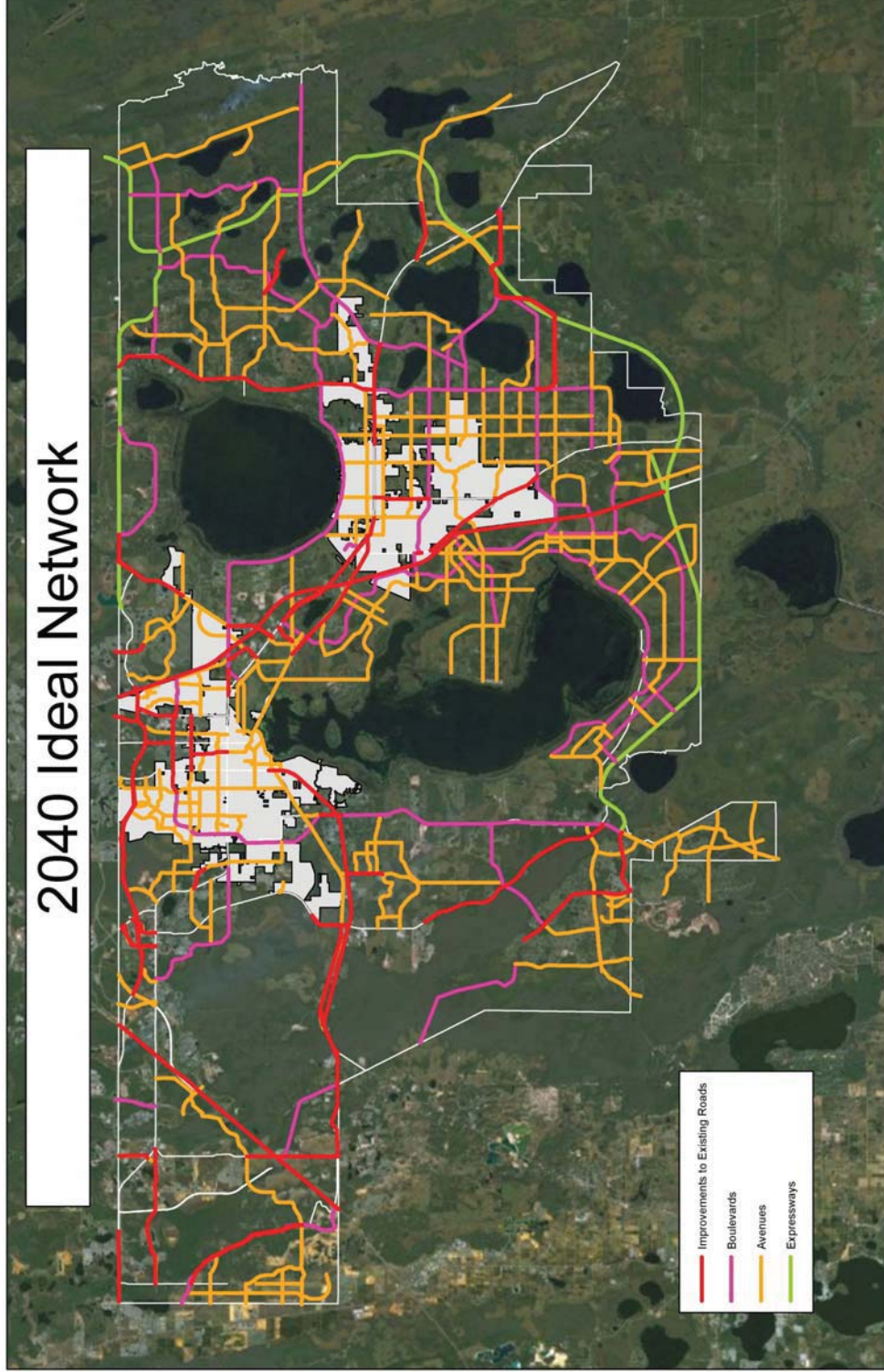
2025 County Roadway Improvements – IDEAL System

# 2025 Ideal Network





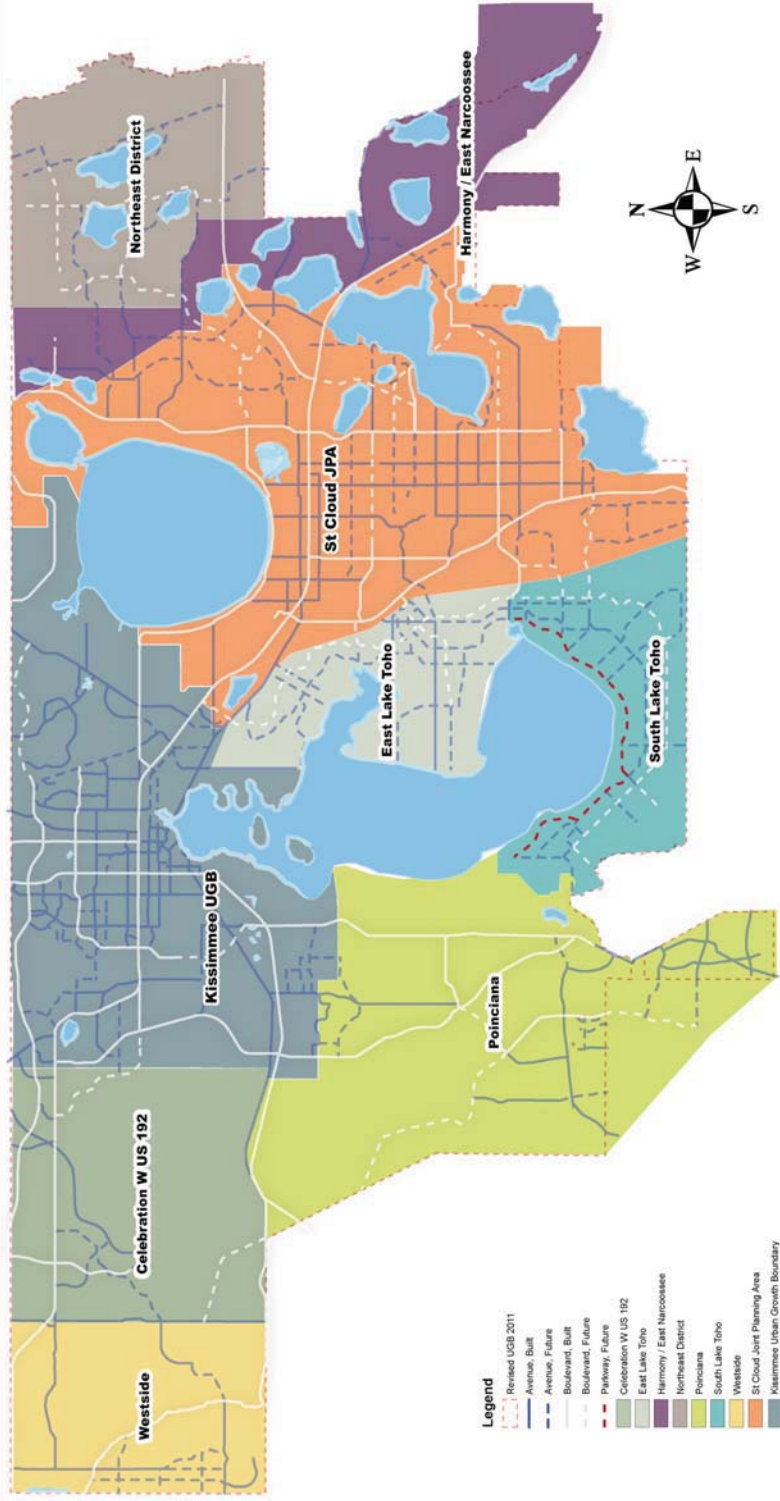
Map A-2  
2040 County Roadway Improvements – IDEAL System



Osceola County Transportation Funding Study:  
Transportation Alternative Funding Options

Map A-3  
Osceola County Area Zones Map

OSCEOLA COUNTY AREA ZONES



The Kissimmee Urban Growth Boundary and Saint Cloud Joint Planning Area are both conceptual in nature and have not yet been adopted by their respective jurisdictions.

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

## Table A-3 County Roadway Improvements – IDEAL System

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
-	Bill Beck Blvd Ph. I	Osceola Pkwy	Charter School	Existing	2025	0	2	2	0.80	1.60	
-	Boggy Creek Ph. I	Osceola Pkwy	E. Boggy Creek	Existing	2025	2	4	2	1.68	3.36	
-	Boggy Creek Ph. II	Hillard Isle	Osceola Pkwy	Existing	2025	2	4	2	1.40	2.80	
-	Buenaventura Blvd	Buttonwood	Osceola Co. Line	Existing	2025	4	6	2	0.80	1.60	
-	Canoe Creek Rd	Nolte Rd	US 192/13th St	Existing	2025	2	4	2	1.48	2.96	
-	Canoe Creek Rd	Deer Run	Old Canoe Creek Rd	Existing	2025	2	4	2	1.70	3.40	
-	Carroll Street Ph. I	400' east of Old Dixie	John Young Pkwy	Existing	2025	2	4	2	1.10	2.20	
-	Carroll Street Ph. II	Thacker	John Young Pkwy	Existing	2025	4	6	2	0.58	1.16	
-	Carroll St	400' east of Old Dixie	Michigan	Existing	2040	4	6	2	0.50	1.00	
-	CR 532 Osceola/Polk Line	Old Lake Wilson Rd (CR 545)	US 17/92	Existing	2025	2	4	2	3.00	6.00	
-	Cypress Pkwy	Marigold	Pleasant Hill	Existing	2025	4	6	2	1.71	3.42	
-	Eden Dr	Jones Rd Connection		Existing	2025	0	2	2	0.81	1.62	
-	Goodman Rd	Tri County Rd	Sand Mine Rd	Existing	2025	0	2	2	3.53	7.06	
-	Ham Brown Rd	Cypress Shadows	US 17/92	Existing	2025	2	4	2	1.02	2.04	
-	Hickory Tree Rd	Deer Run Rd	US 192 (E)	Existing	2025	0	2	2	6.00	12.00	
-	Hoagland Blvd	US 17/92	Marsh Rd	Existing	2025	2	4	2	0.60	1.20	
-	Marigold Ave	Eastbourne	Cypress Pkwy	Existing	2025	2	4	2	4.19	8.38	
-	Narcoossee Rd	US 192	Orange Co. Line	Existing	2025	4	6	2	7.00	14.00	
-	Neptune Rd Ph. II	Partin Settlement	C31 Canal	Existing	2025	2	4	2	2.72	5.44	
-	Neptune Rd Ph. II	C31 Canal	KPR	Existing	2025	2	4	2	0.68	1.36	
-	Neptune Rd Ph. III	KPR	US 192	Existing	2025	2	4	2	0.90	1.80	
-	Old Boggy Creek Rd	Denn John	Boggy Creek	Existing	2025	2	4	2	0.50	1.00	
-	Old Canoe Creek Rd	KPR	Canoe Creek Rd	Existing	2025	2	4	2	2.30	4.60	
-	Old Lake Wilson Rd Ph. II	Sinclair	Polk Co. Line	Existing	2025	2	6	4	3.21	12.84	
-	Old Melbourne Hwy	US 192	Bronco	Existing	2025	2	4	2	1.00	2.00	
-	Old Tampa Hwy	US 17/92	Poinciana	Existing	2025	2	4	2	3.00	6.00	
-	Old Vineland Rd	US 192	Princess Way	Existing	2025	0	2	2	0.45	0.90	
-	Orange Ave	Osceola Pkwy	Orange Co. Line	Existing	2025	2	4	2	0.52	1.04	
-	Osceola Pkwy Ph.	Orange Blossom Tr	FL Turnpike	Existing	2025	6	8	2	1.12	2.24	
-	Osceola Pkwy Ph. III (4-6)	John Young Pkwy	Orange Blossom Tr	Existing	2025	4	6	2	1.10	2.20	
-	Osceola Pkwy Ph. III (6-8)	John Young Pkwy	Orange Blossom Tr	Existing	2040	6	8	2	1.10	2.20	
-	Osceola Pkwy	Dyer Blvd	John Young Pkwy	Existing	2025	4	6	2	1.10	2.20	
-	Osceola Pkwy	SR 417/Southern Connector	SR 535/Vineland Rd	Existing	2025	4	6	2	2.00	4.00	
-	Osceola Pkwy	SR 535/Vineland Rd	John Young Pkwy	Existing	2025	4	6	2	3.90	7.80	
-	Poinciana Ph. IV	Crescent Lake	Pleasant Hill	Existing	2025	2	4	2	5.57	11.14	
-	Poinciana Blvd	US 17/92	1 mile N. of Old Tampa	Existing	2025	4	6	2	2.20	4.40	
-	Polynesian Isle Blvd	US 192	OP overpass	Existing	2025	2	4	2	0.50	1.00	
-	Shady Ln	US 192	Partin Settlement	Existing	2025	2	4	2	0.55	1.10	
-	Simpson Rd Ph. I	US 192	FL Turnpike	Existing	2025	2	4	2	0.40	0.80	
-	Simpson Rd Ph. II	FL Turnpike	Fortune Rd	Existing	2025	2	4	2	0.83	1.66	
-	Woodcrest Blvd	Michigan Ave	Orchid St	Existing	2025	2	4	2	0.23	0.46	
36	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	4.49	8.98	Harmony/East Narcoossee
66	South Lake Arterial 1	Southport Arterial	Southport Connector	New	2040	0	4	4	0.74	2.94	
142	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.77	1.54	Poinciana
149	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.54	1.09	Westside
150	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.93	1.86	Westside
178	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	3.18	6.37	Westside
179	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.36	2.73	Westside
180	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.04	2.08	Westside
184	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.95	3.91	Celebration
186	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.85	3.69	Celebration
198	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.14	2.28	Poinciana
202	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.39	0.77	Poinciana
203	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.69	1.38	Poinciana
204	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.63	1.27	Poinciana
205	Reaves Rd Ext. (0-2)	Poinciana Boulevard	Marigold Avenue	New	2025	0	2	2	1.58	3.16	
205	Reaves Rd Ext. (2-4)	Poinciana Boulevard	Marigold Avenue	New	2040	2	4	2	1.58	3.16	
206	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.46	0.92	Poinciana
207	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.56	3.11	Poinciana
209	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.16	2.33	Poinciana
244b	Southport Arterial	Bay Lake	Southport Connector	New	2040	0	4	4	4.42	17.69	
256	Toho Pkwy (0-2)	Neptune	Road A Connector	New	2025	0	2	2	5.21	10.42	
256	Toho Pkwy (2-4)	Neptune	Road A Connector	New	2040	2	4	2	5.21	10.42	
260	Toho Pkwy (0-2)	US 192	Neptune	New	2025	0	2	2	0.80	1.60	
260	Toho Pkwy (2-4)	US 192	Neptune	New	2040	2	4	2	0.80	1.60	
270	Oren Brown Rd Ext. (0-2)	Poinciana Boulevard	n/a	New	2025	0	2	2	3.43	6.87	
270	Oren Brown Rd Ext. (2-4)	Poinciana Boulevard	n/a	New	2040	2	4	2	3.43	6.87	
522	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.12	2.24	Poinciana
526	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.52	1.04	Westside
527	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.56	1.11	Westside
543	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.96	1.93	Celebration
544	Westside Blvd	n/a	n/a	New	2025	0	2	2	1.27	2.53	
554	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.02	2.04	Poinciana



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-3 (continued)**  
**County Roadway Improvements – IDEAL System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
559	Hoagland Blvd (0-2)	Shingle Creek	Pleasant Hill Rd	New	2025	0	2	2	0.40	0.80	
559	Hoagland Blvd (2-4)	Shingle Creek	Pleasant Hill Rd	New	2025	2	4	2	0.40	0.80	
561	Zuni Rd	n/a	n/a	New	2025	0	2	2	0.72	1.45	
634	Northeast St (0-2)	Osceola Parkway Ext.	Cyrils Drive	New	2025	0	2	2	0.43	0.87	
634	Northeast St (2-4)	Osceola Parkway Ext.	Cyrils Drive	New	2040	2	4	2	0.43	0.87	
675	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.74	1.48	
676	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.80	1.61	Poinciana
682	Hoagland Blvd/W Carroll S (0-2)	5th Street	Shingle Creek	New	2025	0	2	2	1.62	3.25	
682	Hoagland Blvd/W Carroll S (2-4)	5th Street	Shingle Creek	New	2025	2	4	2	1.62	3.25	
<b>Total:</b>										<b>288.27</b>	
<b>Total (Existing - 2025):</b>										<b>150.78</b>	
<b>Total (Existing - 2040):</b>										<b>3.20</b>	
<b>Total (New - 2025):</b>										<b>90.74</b>	
<b>Total (New - 2040):</b>										<b>43.55</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map A-3



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-4  
City of Kissimmee Roadway Improvements – IDEAL System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
-	Bill Beck Blvd Ph. II	Kissimmee Charter School	Boggy Creek Rd	Existing	2025	0	2	2	0.50	1.00	
-	Michigan Ave Ph. I	Carroll St	Osceola Pkwy	Existing	2025	4	6	2	1.05	2.10	
-	Central Ave	Donegan Ave	Vine St	Existing	2025	n/a	n/a	n/a	1.00	1.00	
-	Carroll St	Old Dixie Hwy	Michigan Ave	Existing	2025	4	5	1	0.50	0.50	
-	Donegan Ave	Orange Blossom Tr	Michigan Ave	Existing	2025	n/a	n/a	n/a	0.76	0.76	
-	Donegan Ave	John Young Pkwy	Orange Blossom Tr	Existing	2025	3	5	2	0.75	1.50	
-	Old Vineland Rd	US 192	Princess Hwy	Existing	2025	n/a	n/a	n/a	0.45	0.45	
-	Bill Beck Blvd	Boggy Creek Rd	US 192	Existing	2025	n/a	n/a	n/a	0.96	0.96	
-	Michigan Ave	Carroll St	Osceola Pkwy	Existing	2025	4	6	2	1.08	2.16	
-	Woodcrest Blvd	Michigan Ave	Orchid Ln	Existing	2025	2	6	4	0.24	0.96	
1	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.64	3.28	Kissimmee
143	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.95	1.91	Kissimmee
145	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.91	1.83	Kissimmee
146	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.29	2.59	Kissimmee
152	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.58	1.17	Kissimmee
153	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.56	1.11	Kissimmee
159	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.91	1.81	Kissimmee
160	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.59	1.19	Kissimmee
161	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.65	1.30	Kissimmee
162	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.87	3.73	Kissimmee
163	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.19	0.38	Kissimmee
164	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.38	0.77	Kissimmee
177	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.85	1.69	Kissimmee
189	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.97	3.95	Kissimmee
191	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.86	1.73	Kissimmee
192	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.60	1.21	Kissimmee
197	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.71	1.42	Kissimmee
212	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.37	0.73	Kissimmee
215	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.45	0.90	Kissimmee
218	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.32	0.63	Kissimmee
219	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.14	0.28	Kissimmee
271	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.75	1.50	Kissimmee
516	Martin Luther King Blvd	n/a	n/a	New	2025	0	2	2	1.58	3.16	Kissimmee
517	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.81	3.61	Kissimmee
528	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.33	0.66	Kissimmee
680	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.67	1.35	Kissimmee
685	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.49	0.98	Kissimmee
687	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.82	1.64	Kissimmee
688	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.77	1.54	Kissimmee
<b>Totals</b>	<b>Total:</b>									<b>59.45</b>	
	<b>Total (Existing - 2025):</b>									<b>11.39</b>	
	<b>Total (Existing - 2040):</b>									<b>0.00</b>	
	<b>Total (New - 2025):</b>									<b>48.06</b>	
	<b>Total (New - 2040):</b>									<b>0.00</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map A-3

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-5  
City of St. Cloud Roadway Improvements – IDEAL System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>	
91	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	0.01	0.02	St Cloud	
92	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	0.08	0.17	St Cloud	
93	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	0.01	0.02	Harmony/East Narcoossee	
94	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	0.13	0.25	Northeast District	
140	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	1.84	3.68	St Cloud	
141	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	3.22	6.44	St Cloud	
147	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	2.75	5.51	St Cloud	
148	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	2.35	4.70	Westside	
170	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	2.80	5.61	St Cloud	
171	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.96	1.92	St Cloud	
172	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	2.12	4.23	South Lake Toho	
224	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.29	0.58	St Cloud	
225	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.97	1.94	St Cloud	
228	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	1.93	3.86	St Cloud	
229	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.33	0.66	St Cloud	
230	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.10	0.20	St Cloud	
239	Keystone Ave (0-2)	Old Canoe Creek Rd	Avenue	New	2025	0	2	2	3.07	6.13	St Cloud	
239	Keystone Ave (2-4)	Old Canoe Creek Rd	Avenue	New	2040	2	4	2	3.07	6.13		
240	E New Nolte Rd	Hickory Tree Rd West	Hickory Tree Rd East	New	2040	0	4	4	3.23	12.91		
242	Friar's Connection	Toho Pkwy	Deer Run Rd	New	2040	0	4	4	1.64	6.55		
244a	Southport Arterial	Bay Lake	Southport Connector	New	2040	0	4	4	4.42	17.69		
279	Keystone Blvd (0-2)	Old Canoe Creek Rd	Avenue	New	2025	0	2	2	0.24	0.47		
279	Keystone Blvd (2-4)	Old Canoe Creek Rd	Avenue	New	2040	2	4	2	0.24	0.47		
281	Sullivan Dr	N/A	N/A	New	2040	0	2	2	1.47	2.93		
282	Unnaged Avenue	N/A	N/A	New	2040	0	2	2	0.60	1.20		
502	Nova Rd Ext.	US 192	Alligator Lake Rd	New	2040	0	4	4	2.55	10.18		
523	Deer Run Rd/Boutin Ln	Hickory Tree Rd West	Hickory Tree Rd East	New	2040	0	4	4	2.90	11.60		
538	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	1.25	2.50		St Cloud
547	W New Nolte Rd (0-2)	Old Canoe Creek Rd	Toho Pkwy	New	2025	0	2	2	0.58	1.15		St Cloud
547	W New Nolte Rd (2-4)	Old Canoe Creek Rd	Toho Pkwy	New	2040	2	4	2	0.58	1.15		
563	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	0.58	1.16		St Cloud
568	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.24	0.49	St Cloud	
572	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.40	0.80	St Cloud	
577	Mildred Bass Ext.	Story Rd	Mildred Bass Rd	New	2040	0	4	4	0.23	0.90	St Cloud	
578	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.33	0.67		
579	Story Rd Ext.	Mildred Bass Rd	Story Rd	New	2040	0	4	4	0.41	1.65	St Cloud	
581	Bay Lake Rd	Canoe Creek Rd	Toho Pkwy	New	2040	0	4	4	2.62	10.49		
583	South Lake Arterial 3	Southport Arterial	Southport Connector	New	2040	0	4	4	0.25	1.00		
635	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	2.35	4.69	St Cloud	
639	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	0.32	0.64	St Cloud	
642	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	0.26	0.52	St Cloud	
647	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	2.41	4.82	St Cloud	
655	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	2.10	4.20	St Cloud	
656	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	0.94	1.89	St Cloud	
659	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	1.60	3.19	St Cloud	
661	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	0.86	1.72	St Cloud	
662	Unnamed Avenue	N/A	N/A	New	2025	0	2	2	1.36	2.72	St Cloud	
<b>Total:</b>										<b>162.42</b>		
<b>Total (Existing - 2025):</b>										<b>0.00</b>		
<b>Total (Existing - 2040):</b>										<b>0.00</b>		
<b>Total (New - 2025):</b>										<b>43.99</b>		
<b>Total (New - 2040):</b>										<b>118.43</b>		

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map A-3

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-6**  
**Expressway Improvements – IDEAL System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles
-	Florida Turnpike	Southport Connector	US 192/St. Cloud	Existing	2040	4	6	2	6.53	13.06
-	Florida Turnpike	US 192/St. Cloud	US 441/Orange Blossom Tr	Existing	2040	4	8	4	1.33	5.32
-	Southport Connector	Southport Rd	SR 91/Florida's Turnpike	Existing	2025	0	6	6	9.50	57.00
-	Southport Connector	SR 91/Florida's Turnpike	Canoe Creek Rd	Existing	2025	0	6	6	1.50	9.00
-	SR 417/Southern Ext.	SR 417	Osceola Co. Line/Osceola Pkwy Ext.	Existing	2040	0	4	4	1.00	4.00
-	SR 417/Southern Ext.	Osceola Co. Line/Osceola Pkwy Ext.	Nova Rd	Existing	2040	0	4	4	4.00	16.00
-	SR 417/Southern Ext.	Nova Rd	US 192	Existing	2040	0	4	4	5.00	20.00
-	SR 417/Southern Ext.	US 192	Story Rd Ext.	Existing	2040	0	4	4	6.00	24.00
-	SR 417/Southern Ext.	Story Rd Ext.	Canoe Creek Rd	Existing	2040	0	4	4	1.50	6.00
-	SR 417/Southern Ext.	Canoe Creek Rd	SR 91/Florida's Turnpike	Existing	2040	0	4	4	1.00	4.00
-	SR 417/Southern Ext.	SR 91/Florida's Turnpike	Cypress Pkwy	Existing	2040	0	4	4	11.00	44.00
-	SR 417/Southern Ext.	Cypress Pkwy	Polk Co. Line	Existing	2040	0	4	4	3.00	12.00
265	Osceola Pkwy Ext.	Boggy Creek Rd	Southport Connector	New	2025	0	4	4	10.5157	42.06
495	SR 429 Extension	Osceola/Polk Line Rd	I-4	New	2040	0	4	4	2.86254	11.45
513	Poinciana Pkwy (0-2)	Eastbourne Rd	Polk Co. Line	New	2025	0	2	2	4.03687	8.07
513	Poinciana Pkwy (2-4)	Eastbourne Rd	Polk Co. Line	New	2025	2	4	2	4.03687	8.07
<b>Totals</b>	<b>Total:</b>									<b>284.04</b>
	<b>Total (Existing - 2025):</b>									<b>66.00</b>
	<b>Total (Existing - 2040):</b>									<b>148.38</b>
	<b>Total (New - 2025):</b>									<b>58.21</b>
	<b>Total (New - 2040):</b>									<b>11.45</b>

Source: Osceola County Transportation Planning Division, Community Development Department

**Table A-7**  
**State (FDOT) Roadway Improvements – IDEAL System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles
-	I-4	2.8 mi. S of Polk/Osceola Co. Line	Orange/Osceola Co. Line	Existing	2025	6	8	2	11.60	23.20
-	US 17/92	Pleasant Hill Rd	Portage St	Existing	2025	4	6	2	2.40	4.80
-	SR 500/US 192	Aeronautical Blvd / Eastern Ave	Buddinger / CR 532	Existing	2025	4	6	2	6.67	13.34
-	US 17/92	CR 532	Old Tampa Hwy	Existing	2025	2	4	2	0.84	1.68
-	US 17/92	Old Tampa	Poinciana	Existing	2025	2	4	2	1.75	3.50
-	US 17/92 (2-4)	Poinciana Blvd	Ham Brown Rd	Existing	2025	2	4	2	1.50	3.00
-	US 17/92 (4-6)	Poinciana Blvd	Ham Brown Rd	Existing	2040	4	6	2	1.50	3.00
-	US 17/92	Ham Brown Rd	Pleasant Hill Rd	Existing	2025	4	6	2	1.70	3.40
-	US 192	Lake Co. Line	Secret Lake Drive	Existing	2025	4	6	2	1.80	3.60
-	US 441	Country Lane	Carroll	Existing	2025	4	6	2	0.80	1.60
<b>Totals</b>	<b>Total:</b>									<b>61.12</b>
	<b>Total (Existing - 2025):</b>									<b>58.12</b>
	<b>Total (Existing - 2040):</b>									<b>3.00</b>
	<b>Total (New - 2025):</b>									<b>0.00</b>
	<b>Total (New - 2040):</b>									<b>0.00</b>

Source: Osceola County Transportation Planning Division, Community Development Department

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-8  
Other (Developer) Roadway Improvements – IDEAL System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
56	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	2.47	4.95	East Lake Toho
57	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.08	2.15	East Lake Toho
58	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	4.30	8.60	East Lake Toho
59	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.44	2.88	East Lake Toho
60	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.19	2.38	East Lake Toho
61	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	2.11	4.22	East Lake Toho
62	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	6.14	12.29	South Lake Toho
63	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.18	2.36	South Lake Toho
64	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.97	1.95	South Lake Toho
65	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.44	2.87	South Lake Toho
67	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.88	1.75	South Lake Toho
68	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	4.11	8.22	South Lake Toho
69	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.51	1.03	South Lake Toho
70	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.91	3.81	South Lake Toho
71	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.58	3.17	South Lake Toho
72	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	2.73	5.47	South Lake Toho
73	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.84	1.68	South Lake Toho
74	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	2.42	4.84	South Lake Toho
76	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.14	0.28	Northeast District
77	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.36	0.72	Northeast District
78	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.10	0.20	Northeast District
79	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.11	0.22	Northeast District
80	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.28	0.57	Northeast District
81	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.42	0.84	Northeast District
82	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.28	0.57	Northeast District
83	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.15	0.31	Northeast District
84	Jack Brack Rd Ext. (0-2)	Center Lake Rd	Southport Connector	New	2025	0	2	2	0.68	1.35	
84	Jack Brack Rd Ext. (2-4)	Center Lake Rd	Southport Connector	New	2040	2	4	2	0.68	1.35	
87	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.44	0.88	Northeast District
88	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.09	0.18	Northeast District
89	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.09	0.18	Northeast District
90	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.08	0.16	Northeast District
110	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	2.26	4.52	Northeast District
111	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.03	2.05	Northeast District
157	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	2.08	4.16	East Lake Toho
243	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.95	1.91	South Lake Toho
245	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	4.44	8.87	Northeast District
246	Easternmost Arterial (0-2)	Northeast St	Nova Rd	New	2025	0	2	2	5.10	10.19	
246	Easternmost Arterial (2-4)	Northeast St	Nova Rd	New	2040	2	4	2	5.10	10.19	
253	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.95	1.91	East Lake Toho
256	Toho Pkwy (0-2)	Road A Connector	Bay Lake Rd	New	2025	0	2	2	5.03	10.06	
256	Toho Pkwy (2-4)	Road A Connector	Bay Lake Rd	New	2040	2	4	2	5.03	10.06	
261	Northeast St (0-2)	Southport Connector	Avenue	New	2025	0	2	2	2.54	5.07	
261	Northeast St (2-4)	Southport Connector	Avenue	New	2040	2	4	2	2.54	5.07	
280	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	5.08	10.17	South Lake Toho
506	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	2.78	5.55	East Lake Toho
533	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	2.66	5.32	Northeast District
541	Clay Whaley Rd	n/a	n/a	New	2025	0	2	2	0.73	1.47	
545	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.37	2.74	East Lake Toho
552	Rummel Rd Ext. (0-2)	Center Lake Rd	Nova Rd	New	2025	0	2	2	1.01	2.03	
552	Rummel Rd Ext. (2-4)	Center Lake Rd	Nova Rd	New	2040	2	4	2	1.01	2.03	
582	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.70	3.39	South Lake Toho
584	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.08	0.15	South Lake Toho
587	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.23	0.45	South Lake Toho
588	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.14	0.27	South Lake Toho
589	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.78	1.56	South Lake Toho
591	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.31	0.63	South Lake Toho
594	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.90	1.81	South Lake Toho
595	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.13	0.27	East Lake Toho
597	Clay Whaley Rd	n/a	n/a	New	2025	0	2	2	0.43	0.87	
601	W New Nolte Rd	n/a	n/a	New	2025	0	2	2	0.37	0.74	
606	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.56	3.13	Northeast District



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-8 (continued)**  
**Other (Developer) Roadway Improvements – IDEAL System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
607	Keystone Ave	n/a	n/a	New	2025	0	2	2	1.50	2.99	
618	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	1.25	2.51	Northeast District
619	Unnamed Avenue	n/a	n/a	New	2025	0	2	2	0.62	1.25	Northeast District
258a	Eden Drive Ext. (0-2)	Northeast Rd	Rummel Road Ext.	New	2025	0	2	2	5.48	10.95	
258a	Eden Drive Ext. (2-4)	Northeast Rd	Rummel Road Ext.	New	2040	2	4	2	5.48	10.95	
258b	Rummel Rd Ext. (0-2)	500' E of Narcoossee Rd	Nova Rd	New	2025	0	2	2	1.70	3.39	
258b	Rummel Rd Ext. (2-4)	500' E of Narcoossee Rd	Nova Rd	New	2040	2	4	2	1.70	3.39	
-	Future Parkway	Deer Run Rd	Avenue	New	2040	0	4	4	9.02	36.09	
<b>Total:</b>										<b>270.59</b>	
<b>Total (Existing - 2025):</b>										<b>0.00</b>	
<b>Total (Existing - 2040):</b>										<b>0.00</b>	
<b>Total (New - 2025):</b>										<b>137.78</b>	
<b>Total (New - 2040):</b>										<b>132.81</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map A-3

**Table A-9**  
**County Intersection Improvements – IDEAL System**

Description	Location	Improvement	Cost Category	Funding Time Period
Bill Beck Blvd. Phase III	Boggy Creek Rd to US 192	Left Turn Lanes	Int (1)	2025
Central Ave	US192 - Donegan	Add Rt Turn Lane	Int (1)	2025
Donegan	John Young - Michigan	3-Intersection	Int (2)	2025
Funie Steed Rd	at Westside - Morgan Williams	Intersection	Int (1)	2025
Old Canoe Creek Rd II	Intersection at Nolte Road	Intersection	Int (1)	2025
Kissimmee Park Rd	at Old Canoe Creek Rd	Intersection	Int (1)	2025
Osceola Pkwy	at FL Turnpike	Ramps	Int (1)	2025
Osceola Pkwy	at Orange Blossom Tr	Add Rt Turn Lane	Int (1)	2025
Poinciana Blvd	Intersections at US 192 & SR 535	Intersection	Int (2)	2025
Sherberth Rd	US 192- Black Lake Road	Intersection/Aux Lns	Int (1)	2025
US 17/92	at Pleasant Hill Rd	Flyover	Int (3)	2025
US 17/92	at Pleasant Hill Rd	Intersection	Int (1)	2025

Source: Osceola County Transportation Planning Division, Community Development Department

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-10**  
**County Reconstruction Improvements – IDEAL System**

ID	Description	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>	
20	Funie Steed Rd	2025	0	2	2	3.83	7.65		
21	n/a	2040	0	2	2	3.37	6.73	St Cloud	
22	n/a	2040	0	2	2	3.20	6.40	St Cloud	
23	I Drive	2025	0	2	2	1.07	2.14		
24	n/a	2040	0	2	2	3.35	6.69	St Cloud	
26	Laurel Ave	2040	0	2	2	1.57	3.14		
30	n/a	2040	0	2	2	1.30	2.60	St Cloud	
46	n/a	2040	0	2	2	0.60	1.19	St Cloud	
48	n/a	2040	0	2	2	0.82	1.64	St Cloud	
55	n/a	2040	0	2	2	2.63	5.26	St Cloud	
122	n/a	2040	0	2	2	1.37	2.73	St Cloud	
165	n/a	2040	0	2	2	2.44	4.88	St Cloud	
166	n/a	2040	0	2	2	3.06	6.12	St Cloud	
167	n/a	2040	0	2	2	1.55	3.10	St Cloud	
182	n/a	2040	0	2	2	0.01	0.01	St Cloud	
199	n/a	2040	0	2	2	2.09	4.18	St Cloud	
200	n/a	2040	0	2	2	1.34	2.67	St Cloud	
201	n/a	2040	0	2	2	0.51	1.02	St Cloud	
208	n/a	2040	0	2	2	0.01	0.01	St Cloud	
234	N Goodman Rd	2040	0	2	2	5.31	10.62		
251	Bass Hwy	2040	0	2	2	2.08	4.16		
257	Nova Rd	2040	0	2	2	7.97	15.94		
272	Co Rd 531	2040	0	2	2	7.94	15.88		
274	Reaves Rd	2025	0	2	2	1.83	3.65		
530	n/a	2040	0	2	2	1.62	3.23	St Cloud	
532	Cyrils Drive	2040	0	2	2	1.05	2.10		
555	Poinciana Blvd/Pleasant Hill Rd	2040	0	2	2	0.53	1.06		
614	n/a	2040	0	2	2	0.25	0.50	St Cloud	
645	Zuni Rd	2025	0	2	2	0.90	1.81		
<b>Totals</b>							<b>Total:</b>	<b>127.13</b>	
							<b>Reconstruction (2025):</b>	<b>15.25</b>	
							<b>Reconstruction (2040):</b>	<b>111.88</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map A-3

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-11**

**City of Kissimmee Reconstruction Improvements – IDEAL System**

ID	Description	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>	
3	n/a	2040	0	2	2	0.43	0.87	Kissimmee	
9	n/a	2040	0	2	2	0.26	0.52	Kissimmee	
12	n/a	2040	0	2	2	0.29	0.57	Kissimmee	
14	n/a	2040	0	2	2	3.19	6.38	Kissimmee	
15	n/a	2040	0	2	2	0.25	0.49	Kissimmee	
16	n/a	2040	0	2	2	0.76	1.51	Kissimmee	
17	n/a	2040	0	2	2	0.37	0.74	Kissimmee	
19	n/a	2040	0	2	2	3.70	7.39	Kissimmee	
25	n/a	2040	0	2	2	1.38	2.75	Kissimmee	
27	n/a	2040	0	2	2	1.01	2.02	Kissimmee	
28	n/a	2040	0	2	2	1.72	3.45	Kissimmee	
29	n/a	2040	0	2	2	1.51	3.02	Kissimmee	
32	n/a	2040	0	2	2	0.66	1.32	Kissimmee	
37	n/a	2040	0	2	2	4.81	9.62	Kissimmee	
39	n/a	2040	0	2	2	0.18	0.35	Kissimmee	
40	n/a	2040	0	2	2	1.37	2.74	Kissimmee	
43	n/a	2040	0	2	2	0.80	1.61	Kissimmee	
44	n/a	2040	0	2	2	0.79	1.58	Kissimmee	
45	n/a	2040	0	2	2	3.18	6.36	Kissimmee	
49	n/a	2040	0	2	2	1.08	2.15	Kissimmee	
50	n/a	2040	0	2	2	0.26	0.51	Kissimmee	
51	Michigan Ave	2040	0	2	2	1.44	2.88		
52	n/a	2040	0	2	2	2.58	5.16	Kissimmee	
53	n/a	2040	0	2	2	2.02	4.05	Kissimmee	
54	n/a	2040	0	2	2	0.26	0.53	Kissimmee	
120	n/a	2040	0	2	2	0.68	1.36	Kissimmee	
124	n/a	2040	0	2	2	1.88	3.76	Kissimmee	
125	n/a	2040	0	2	2	1.47	2.94	Kissimmee	
154	n/a	2040	0	2	2	1.11	2.23	Kissimmee	
158	n/a	2040	0	2	2	0.42	0.84	Kissimmee	
176	n/a	2040	0	2	2	0.81	1.62	Kissimmee	
188	n/a	2040	0	2	2	0.71	1.42	Kissimmee	
190	n/a	2040	0	2	2	0.35	0.69	Kissimmee	
193	n/a	2040	0	2	2	0.27	0.54	Kissimmee	
194	n/a	2040	0	2	2	1.04	2.07	Kissimmee	
195	n/a	2040	0	2	2	0.63	1.26	Kissimmee	
196	n/a	2040	0	2	2	1.14	2.28	Kissimmee	
211	n/a	2040	0	2	2	2.55	5.10	Kissimmee	
213	n/a	2040	0	2	2	0.18	0.37	Kissimmee	
214	n/a	2040	0	2	2	1.24	2.49	Kissimmee	
231	n/a	2040	0	2	2	0.19	0.38	Kissimmee	
269	Oren Brown Rd	2040	0	2	2	1.05	2.10		
273	n/a	2040	0	2	2	0.31	0.61	Kissimmee	
284	n/a	2040	0	2	2	4.10	8.21	Kissimmee	
507	Fortune Rd	2040	0	2	2	3.33	6.65		
515	n/a	2040	0	2	2	0.40	0.80	Kissimmee	
519	n/a	2040	0	2	2	0.96	1.92	Kissimmee	
529	n/a	2040	0	2	2	0.37	0.74	Kissimmee	
<b>Totals</b>	<b>Total:</b>							<b>118.96</b>	
	<b>Reconstruction (2025):</b>							<b>0.00</b>	
	<b>Reconstruction (2040):</b>							<b>118.96</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map A-3

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-12**

**City of St. Cloud Reconstruction Improvements – IDEAL System**

ID	Description	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
6	n/a	2040	0	2	2	3.98	7.97	St Cloud
7	n/a	2040	0	2	2	0.79	1.59	St Cloud
8	n/a	2040	0	2	2	1.17	2.33	St Cloud
10	n/a	2040	0	2	2	1.06	2.13	St Cloud
11	n/a	2040	0	2	2	2.35	4.70	St Cloud
13	n/a	2040	0	2	2	1.54	3.07	St Cloud
34	n/a	2040	0	2	2	3.59	7.19	St Cloud
35	n/a	2040	0	2	2	1.72	3.45	St Cloud
38	n/a	2040	0	2	2	1.63	3.26	St Cloud
40	n/a	2040	0	2	2	1.37	2.74	St Cloud
95	n/a	2040	0	2	2	0.07	0.15	St Cloud
96	n/a	2040	0	2	2	0.04	0.09	St Cloud
97	n/a	2040	0	2	2	0.06	0.12	St Cloud
98	n/a	2040	0	2	2	0.07	0.15	St Cloud
99	n/a	2040	0	2	2	0.02	0.05	St Cloud
100	n/a	2040	0	2	2	0.12	0.24	St Cloud
101	n/a	2040	0	2	2	0.07	0.15	St Cloud
102	n/a	2040	0	2	2	0.11	0.22	St Cloud
103	n/a	2040	0	2	2	0.04	0.09	St Cloud
104	Jack Brack Rd	2040	0	2	2	0.75	1.49	
108	Jack Brack Rd	2040	0	2	2	0.96	1.92	
109	Jones Rd	2040	0	2	2	1.74	3.48	
123	n/a	2040	0	2	2	3.24	6.49	
126	n/a	2040	0	2	2	1.53	3.07	St Cloud
127	n/a	2040	0	2	2	2.39	4.78	St Cloud
130	Carson St	2040	0	2	2	0.70	1.40	
134	n/a	2040	0	2	2	0.92	1.84	
135	n/a	2040	0	2	2	3.82	7.64	St Cloud
136	n/a	2040	0	2	2	1.25	2.49	St Cloud
137	n/a	2040	0	2	2	1.03	2.07	St Cloud
138	Hickory Tree Rd	2040	0	2	2	5.43	10.85	
139	n/a	2040	0	2	2	6.18	12.36	
169	n/a	2040	0	2	2	0.17	0.34	St Cloud
173	n/a	2040	0	2	2	0.45	0.90	St Cloud
223	n/a	2040	0	2	2	0.43	0.85	St Cloud
226	n/a	2040	0	2	2	0.44	0.89	St Cloud
227	n/a	2040	0	2	2	0.53	1.07	St Cloud
231	n/a	2040	0	2	2	0.19	0.38	East Lake Toho
232	Lake Shore Blvd	2040	0	2	2	6.28	12.57	
233	Deer Run Rd/Boutin Ln	2040	0	2	2	3.42	6.84	
238	Kissimmee Park Rd	2040	0	2	2	3.53	7.06	



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-12 (continued)**  
**City of St. Cloud Reconstruction Improvements – IDEAL System**

ID	Description	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
241	Clay Whaley Rd	2040	0	2	2	1.38	2.75	
262	Hickory Tree Rd	2040	0	2	2	3.90	7.80	
283	Story Rd	2040	0	2	2	1.77	3.53	
504	Rummell Rd	2040	0	2	2	0.99	1.98	
509	Zuni Rd	2040	0	2	2	1.06	2.11	
520	n/a	2040	0	2	2	1.10	2.21	St Cloud
534	n/a	2040	0	2	2	0.63	1.26	St Cloud
535	n/a	2040	0	2	2	1.90	3.81	St Cloud
539	W New Nolte Rd - Hickory Tree Rd	2040	0	2	2	2.54	5.09	
540	Kissimmee Park Rd	2040	0	2	2	0.93	1.87	
548	W New Nolte Rd	2040	0	2	2	1.94	3.87	
550	Sullivan Dr	2040	0	2	2	0.55	1.11	
553	Pine Grove Rd	2040	0	2	2	2.04	4.08	
560	Old Canoe Creek Rd	2040	0	2	2	0.39	0.79	
573	n/a	2040	0	2	2	0.52	1.03	St Cloud
574	Old Canoe Creek Rd	2040	0	2	2	0.14	0.29	
580	Old Canoe Creek Rd	2040	0	2	2	3.05	6.11	
592	n/a	2040	0	2	2	0.55	1.10	East Lake Toho
593	n/a	2040	0	2	2	0.41	0.83	East Lake Toho
596	Deer Run Rd/Boutin Ln	2040	0	2	2	0.39	0.79	
600	n/a	2040	0	2	2	0.30	0.60	East Lake Toho
651	Jack Brack Rd	2040	0	2	2	0.72	1.44	
652	Jones Rd	2040	0	2	2	0.46	0.93	
678	Deer Run Rd/Boutin Ln	2040	0	2	2	0.39	0.77	
<b>Totals</b>	<b>Total:</b>						<b>186.57</b>	
	<b>Reconstruction (2025):</b>						<b>0.00</b>	
	<b>Reconstruction (2040):</b>						<b>186.57</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map A-3

**Table A-13**  
**Other (Developer) Reconstruction Improvements – IDEAL System**

ID	Description	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
75	n/a	2040	0	2	2	0.01	0.03	St Cloud
<b>Totals</b>	<b>Total:</b>						<b>0.03</b>	
	<b>Reconstruction (2025):</b>						<b>0.00</b>	
	<b>Reconstruction (2040):</b>						<b>0.03</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map A-3

**Table A-14**

**Capital Cost Summary for Non-Roadway Modes – IDEAL System**

Year	Transit <sup>(1)</sup>	Trails <sup>(2)</sup>	Dirt Roads <sup>(3)</sup>	SunRail <sup>(4)</sup>	Total
2025	\$132,770,856	\$45,890,168	\$0	\$27,235,500	\$205,896,524
2040	\$150,175,868	\$0	\$0	\$0	\$150,175,868
<b>Total</b>	<b>\$282,946,724</b>	<b>\$45,890,168</b>	<b>\$0</b>	<b>\$27,235,500</b>	<b>\$356,072,392</b>

(1) Source: Table A-15

(2) Source: Table A-16

(3) Source: There was no capital cost associated with dirt roads

(4) Source: Osceola County portion of the SunRail funds appropriated for capital expenditures

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-15  
Capital Cost Summary for Transit Improvements – IDEAL System**

Mode / Route	Vehicles Needs <sup>(1)</sup>	2025										2040																
		Individual Vehicle Cost	Cost of Vehicle Needs	Bench Stop Needs	Individual Bench Cost	Cost of Bench Needs	Shelter Needs	Individual Shelter Cost	Cost of Shelter Needs	Stations	Individual Station Cost	Cost of Station Needs	Cost of Exlusive Lanes Needed	Total Capital Costs	Individual Vehicle Cost	Cost of Vehicle Needs	Bench Stop Needs	Individual Bench Cost	Cost of Bench Needs	Shelter Needs	Individual Shelter Cost	Cost of Shelter Needs	Stations	Individual Station Cost	Cost of Station Needs	Cost of Exlusive Lanes Needed	Total Capital Costs	
<b>Local Service</b>																												
Total	19	\$585,000	\$11,115,000	468	\$15,000	\$7,020,000	157	\$25,000	\$3,925,000	0	\$150,000	\$0	\$0	\$22,060,000														
<b>Bus Rapid Transit</b>																												
Total	16	\$908,320	\$14,533,120	0	\$15,000	\$0	0	\$25,000	\$0	66	\$150,000	\$9,900,000	\$291,368,042	\$315,801,162														
<b>Paratransit</b>																												
Total	14	\$60,000	\$840,000	0	\$15,000	\$0	0	\$25,000	\$0	0	\$150,000	\$0	\$0	\$840,000														
<b>Total Capital Cost - 2025</b>																												
Federal Match (@50%)														\$338,701,162														
State Match (@15%)														\$50,805,174														
<b>Total Capital Cost - 2025 (County Portion Only) - Indexed</b>														\$118,545,407														
<b>Total Capital Cost - 2025 (County Portion Only) - Indexed</b>														\$132,770,856														
<b>Local Service</b>																												
Total	64	\$585,000	\$37,440,000	512	\$15,000	\$7,680,000	172	\$25,000	\$4,300,000	0	\$150,000	\$0	\$0	\$49,420,000														
<b>Bus Rapid Transit</b>																												
Total	23	\$908,320	\$20,891,360	0	\$15,000	\$0	0	\$25,000	\$0	97	\$150,000	\$14,550,000	\$203,602,302	\$239,043,662														
<b>Paratransit</b>																												
Total	34	\$60,000	\$2,040,000	0	\$15,000	\$0	0	\$25,000	\$0	0	\$150,000	\$0	\$0	\$2,040,000														
<b>Total Capital Cost - 2040</b>																												
Federal Match (@50%)														\$290,503,662														
State Match (@15%)														\$145,251,831														
<b>Total Capital Cost - 2040 (County Portion Only)</b>														\$101,676,282														
<b>Total Capital Cost - 2040 (County Portion Only) - Indexed</b>														\$150,175,868														

(1) Vehicle count from Table A-20 multiplied by a fleet margin of 20 percent

# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

**Table A-16**  
**Capital Cost Summary for Trails – IDEAL System**

Year	Trail	Length (Feet)	Unit Cost per Foot	Total Capital Costs
2020	Off-Street	408,672	\$88.63	\$36,220,599
2020	Equestrian	71,280	\$44.00	\$3,136,320
<b>Total Capital Cost - 2020</b>				<b>\$39,356,919</b>
<b>Total Capital Cost - 2020 - Indexed</b>				<b>\$45,890,168</b>

Source: Osceola County Transportation Planning Division, Community Development Department

**Table A-17**  
**Operational & Maintenance Cost Summary for All Modes – IDEAL System**

Year	Roads <sup>(1)</sup>	Transit <sup>(2)</sup>	Personnel & Others <sup>(3)</sup>	Trails <sup>(4)</sup>	Dirt Roads <sup>(5)</sup>	SunRail <sup>(6)</sup>	Total
2025	\$198,502,969	\$123,019,026	\$258,057,477	\$5,506,820	\$6,768,288	\$9,672,614	\$601,527,194
2040	\$394,045,143	\$519,047,969	\$388,759,171	\$13,767,050	\$10,196,310	\$35,503,637	\$1,361,319,280
<b>Total</b>	<b>\$592,548,112</b>	<b>\$642,066,994</b>	<b>\$646,816,647</b>	<b>\$19,273,871</b>	<b>\$16,964,598</b>	<b>\$45,176,252</b>	<b>\$1,962,846,474</b>

(1) Source: Table A-18

(2) Source: Table A-19

(3) Source: Table A-21

(4) Source: Table A-23

(5) Source: Table A-24

(6) Source: Table A-25



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-18**  
**O&M Cost Summary for County Roadways – IDEAL System**

Maintenance Variables			
Current Number of Lane-Miles:	1,894		
2025 Number of Lane-Miles:	2,289		
2040 Number of Lane-Miles:	2,580		
Current Annual Funding Level:	\$3,600,000		
Current Per Lane-Mile Cost:	\$1,900.74		
Current Desired Annual Funding Level:	\$12,000,000		
Desired Per Lane-Mile Cost:	\$6,335.80		
Sidewalk Percentage:	3.00%		
Additional Annual Sidewalk Maintenance:	\$500,000		
Year	Roadway Maintenance	Sidewalk Maintenance	Total
2012	\$3,600,000	\$608,000	\$4,208,000
2013	\$5,396,796	\$662,765	\$6,059,561
2014	\$7,312,353	\$722,664	\$8,035,017
2015	\$9,381,343	\$788,627	\$10,169,970
2016	\$11,651,353	\$862,403	\$12,513,756
2017	\$14,076,142	\$939,045	\$15,015,187
2018	\$14,626,969	\$962,568	\$15,589,537
2019	\$15,201,140	\$987,006	\$16,188,146
2020	\$15,785,695	\$1,011,496	\$16,797,191
2021	\$16,394,364	\$1,036,903	\$17,431,267
2022	\$17,027,724	\$1,063,233	\$18,090,957
2023	\$17,672,238	\$1,089,617	\$18,761,855
2024	\$18,342,211	\$1,116,927	\$19,459,138
2025	\$19,038,223	\$1,145,164	\$20,183,387
2026	\$19,667,803	\$1,181,353	\$20,849,156
2027	\$20,305,263	\$1,217,933	\$21,523,196
2028	\$20,965,470	\$1,255,800	\$22,221,270
2029	\$21,648,796	\$1,294,968	\$22,943,764
2030	\$22,355,609	\$1,335,459	\$23,691,068
2031	\$23,071,039	\$1,376,379	\$24,447,418
2032	\$23,810,449	\$1,418,647	\$25,229,096
2033	\$24,574,208	\$1,462,278	\$26,036,486
2034	\$25,362,685	\$1,507,292	\$26,869,977
2035	\$26,176,249	\$1,553,708	\$27,729,957
2036	\$27,015,271	\$1,601,544	\$28,616,815
2037	\$27,880,118	\$1,650,819	\$29,530,937
2038	\$28,771,161	\$1,701,549	\$30,472,710
2039	\$29,688,769	\$1,753,757	\$31,442,526
2040	\$30,633,311	\$1,807,456	\$32,440,767
<b>Total</b>	<b>\$557,432,752</b>	<b>\$35,115,360</b>	<b>\$592,548,112</b>
<b>Total (2025)</b>			<b>\$198,502,969</b>
<b>Total (2040)</b>			<b>\$394,045,143</b>

Source: Osceola County Transportation Planning Division,  
Community Development Department

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-19**

**O&M Cost Summary for Transit – IDEAL System**

<b>Maintenance Variables<sup>(1)</sup></b>			
Annual LYNX Contribution:			\$4,441,193
Paratransit Portion:			\$1,600,000
Paratransit Percentage:			36%
2025 Transit Maintenance:			\$11,068,836
2025-2040 Transit Maintenance:			\$33,212,237
<b>Year</b>	<b>Transit Maintenance</b>	<b>Indexing<sup>(2)</sup> Factor</b>	<b>Total Cost</b>
2012	\$4,441,193	1.000	\$4,441,193
2013	\$4,951,012	1.005	\$4,975,767
2014	\$5,460,830	1.015	\$5,542,743
2015	\$5,970,649	1.030	\$6,149,769
2016	\$6,480,468	1.051	\$6,810,972
2017	\$6,990,286	1.072	\$7,493,587
2018	\$7,500,105	1.093	\$8,197,615
2019	\$8,009,924	1.115	\$8,931,065
2020	\$8,519,743	1.137	\$9,686,947
2021	\$9,029,561	1.160	\$10,474,291
2022	\$9,539,380	1.183	\$11,285,086
2023	\$10,049,199	1.207	\$12,129,383
2024	\$10,559,017	1.231	\$12,998,150
2025	\$11,068,836	1.256	\$13,902,458
2026	\$12,545,063	1.281	\$16,070,225
2027	\$14,021,289	1.307	\$18,325,825
2028	\$15,497,516	1.333	\$20,658,189
2029	\$16,973,743	1.360	\$23,084,290
2030	\$18,449,970	1.387	\$25,590,108
2031	\$19,926,196	1.415	\$28,195,568
2032	\$21,402,423	1.443	\$30,883,697
2033	\$22,878,650	1.472	\$33,677,373
2034	\$24,354,877	1.501	\$36,556,670
2035	\$25,831,103	1.531	\$39,547,419
2036	\$27,307,330	1.562	\$42,654,050
2037	\$28,783,557	1.593	\$45,852,206
2038	\$30,259,784	1.625	\$49,172,149
2039	\$31,736,010	1.658	\$52,618,305
2040	\$33,212,237	1.691	\$56,161,893
<b>Total</b>	<b>\$451,749,953</b>	<b>n/a</b>	<b>\$642,066,994</b>
<b>Total (2025)</b>			<b>\$123,019,026</b>
<b>Total (2040)</b>			<b>\$519,047,969</b>

(1) Source: Table A-20

(2) Source: Table A-1



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-21**

**O&M Cost Summary for Personnel – IDEAL System**

Year	Annual Personnel Costs <sup>(1)</sup>	Indexing <sup>(2)</sup> Factor	Total Cost
2012	\$16,242,288	1.000	\$16,242,288
2013	\$16,242,288	1.006	\$16,339,742
2014	\$16,242,288	1.018	\$16,534,649
2015	\$16,242,288	1.036	\$16,827,011
2016	\$16,242,288	1.061	\$17,233,068
2017	\$16,242,288	1.086	\$17,639,125
2018	\$16,242,288	1.112	\$18,061,425
2019	\$16,242,288	1.139	\$18,499,966
2020	\$16,242,288	1.166	\$18,938,508
2021	\$16,242,288	1.194	\$19,393,292
2022	\$16,242,288	1.223	\$19,864,319
2023	\$16,242,288	1.252	\$20,335,345
2024	\$16,242,288	1.282	\$20,822,614
2025	\$16,242,288	1.313	\$21,326,125
2026	\$16,242,288	1.345	\$21,845,878
2027	\$16,242,288	1.377	\$22,365,631
2028	\$16,242,288	1.410	\$22,901,627
2029	\$16,242,288	1.444	\$23,453,864
2030	\$16,242,288	1.479	\$24,022,344
2031	\$16,242,288	1.514	\$24,590,825
2032	\$16,242,288	1.550	\$25,175,547
2033	\$16,242,288	1.587	\$25,776,512
2034	\$16,242,288	1.625	\$26,393,719
2035	\$16,242,288	1.664	\$27,027,168
2036	\$16,242,288	1.704	\$27,676,859
2037	\$16,242,288	1.745	\$28,342,793
2038	\$16,242,288	1.787	\$29,024,969
2039	\$16,242,288	1.830	\$29,723,388
2040	\$16,242,288	1.874	\$30,438,048
<b>Total</b>	<b>\$471,026,361</b>	<b>n/a</b>	<b>\$646,816,647</b>
<b>Total (2025)</b>			<b>\$258,057,477</b>
<b>Total (2040)</b>			<b>\$388,759,171</b>

(1) Source: Table A-22

(2) Source: Table A-1



# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

**Table A-22**  
**Annual Personnel Cost Detail – IDEAL System**

Dept #	Departments/Cost Centers	Operating Expenses		Net Operating Expenses	Personnel Services	Total Personnel Costs
		Total Operating Expenses	Already Included			
1427	Impact Fee Coordination	\$20,506	\$0	\$20,506	\$74,874	\$95,380
1428	Smart Growth Administration	\$146,458	\$0	\$146,458	\$18,281	\$164,739
1454	Planning	\$6,106,549	\$4,441,193	\$1,665,356	\$650,738	\$2,316,094
1711	Information Technology	\$913	\$0	\$913	\$88,431	\$89,344
1799	Countywide Computer Project Support	\$690	\$0	\$690	\$0	\$690
3801	Stormwater Management	\$0	\$0	\$0	\$0	\$0
3805	Drainage Improvements	\$120,000	\$0	\$120,000	\$0	\$120,000
4101-4107	Zones 1 - 6	\$0	\$0	\$0	\$0	\$0
4108	Shared Zone 1 Impact Fee	\$0	\$0	\$0	\$0	\$0
4121	Engineering	\$0	\$0	\$0	\$0	\$0
4123	Project Administration	\$20,805	\$0	\$20,805	\$469,218	\$490,023
4124	Osceola Parkway Operations & Maintenance	\$0	\$0	\$0	\$0	\$0
4131	Road & Bridge	\$0	\$0	\$0	\$0	\$0
4132	Traffic Services	\$728,397	\$0	\$728,397	\$0	\$728,397
4133	Equipment Repair	\$842,962	\$0	\$842,962	\$378,697	\$1,221,659
4150	Stormwater	\$117,989	\$0	\$117,989	\$83,447	\$201,436
4152	Public Works/Project Management	\$150,490	\$0	\$150,490	\$723,935	\$874,425
4153	Services	\$15,609	\$0	\$15,609	\$97,823	\$113,432
4154	Traffic Engineer	\$438,089	\$0	\$438,089	\$1,034,472	\$1,472,561
4155	Engineering	\$161,215	\$0	\$161,215	\$450,170	\$611,385
4156	Construction	\$32,368	\$0	\$32,368	\$784,899	\$817,267
4157	Road & Bridge	\$2,281,820	\$2,281,820	\$0	\$5,173,306	\$5,173,306
4158	Mowing Units	\$1,220,079	\$0	\$1,220,079	\$418,972	\$1,639,051
4301	Transportation	\$113,099	\$0	\$113,099	\$0	\$113,099
4310	Transportation Administration	\$0	\$0	\$0	\$0	\$0
8007	CIP Transportation	\$0	\$0	\$0	\$0	\$0
9202-9383	MSBUs and MSTUs	\$0	\$0	\$0	\$0	\$0
9961	Debt Service	\$0	\$0	\$0	\$0	\$0
<b>Total (Annual)</b>		\$12,518,039	\$6,723,013	\$5,795,026	\$10,447,263	\$16,242,288

Source: Osceola County Transportation Planning Division, Community Development Department – Osceola County Transportation Revenues & Expenditures - FY2011 Budget

**Table A-23**  
**O&M Cost Summary for Trails – IDEAL System**

Maintenance Variables		
Capital Expenditure (2020):		\$45,890,168
Annual Maint. Percentage:		2%
Year	Maintenance Percentage	Total Cost
2012	n/a	n/a
2013	n/a	n/a
2014	n/a	n/a
2015	n/a	n/a
2016	n/a	n/a
2017	n/a	n/a
2018	n/a	n/a
2019	n/a	n/a
2020	2.00%	\$917,803
2021	2.00%	\$917,803
2022	2.00%	\$917,803
2023	2.00%	\$917,803
2024	2.00%	\$917,803
2025	2.00%	\$917,803
2026	2.00%	\$917,803
2027	2.00%	\$917,803
2028	2.00%	\$917,803
2029	2.00%	\$917,803
2030	2.00%	\$917,803
2031	2.00%	\$917,803
2032	2.00%	\$917,803
2033	2.00%	\$917,803
2034	2.00%	\$917,803
2035	2.00%	\$917,803
2036	2.00%	\$917,803
2037	2.00%	\$917,803
2038	2.00%	\$917,803
2039	2.00%	\$917,803
2040	2.00%	\$917,803
<b>Total</b>		<b>\$19,273,871</b>
<b>Total (2025)</b>		<b>\$5,506,820</b>
<b>Total (2040)</b>		<b>\$13,767,050</b>

Source: Osceola County Transportation Planning Division, Community Development Department

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-24**

**O&M Cost Summary for Dirt Roads – IDEAL System**

<b>Maintenance Variables<sup>(1)</sup></b>			
Unit Cost (per Centerline Mile):			\$100
Centerline Miles of Dirt Rds:			142
Attempts per Year			30
Annual Dirt Rds Maintenance:			\$426,000
<b>Year</b>	<b>Dirt Roads Maintenance</b>	<b>Indexing<sup>(2)</sup> Factor</b>	<b>Total Cost</b>
2012	\$426,000	1.000	\$426,000
2013	\$426,000	1.006	\$428,556
2014	\$426,000	1.018	\$433,668
2015	\$426,000	1.036	\$441,336
2016	\$426,000	1.061	\$451,986
2017	\$426,000	1.086	\$462,636
2018	\$426,000	1.112	\$473,712
2019	\$426,000	1.139	\$485,214
2020	\$426,000	1.166	\$496,716
2021	\$426,000	1.194	\$508,644
2022	\$426,000	1.223	\$520,998
2023	\$426,000	1.252	\$533,352
2024	\$426,000	1.282	\$546,132
2025	\$426,000	1.313	\$559,338
2026	\$426,000	1.345	\$572,970
2027	\$426,000	1.377	\$586,602
2028	\$426,000	1.410	\$600,660
2029	\$426,000	1.444	\$615,144
2030	\$426,000	1.479	\$630,054
2031	\$426,000	1.514	\$644,964
2032	\$426,000	1.550	\$660,300
2033	\$426,000	1.587	\$676,062
2034	\$426,000	1.625	\$692,250
2035	\$426,000	1.664	\$708,864
2036	\$426,000	1.704	\$725,904
2037	\$426,000	1.745	\$743,370
2038	\$426,000	1.787	\$761,262
2039	\$426,000	1.830	\$779,580
2040	\$426,000	1.874	\$798,324
<b>Total</b>	<b>\$12,354,000</b>	<b>n/a</b>	<b>\$16,964,598</b>
<b>Total (2025)</b>			<b>\$6,768,288</b>
<b>Total (2040)</b>			<b>\$10,196,310</b>

(1) Source: Osceola County Transportation Planning Division, Community Development Department

(2) Source: Table A-1

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table A-25**

**O&M Cost Summary for SunRail – IDEAL System**

Maintenance Variables <sup>(1)</sup>			
SunRail Operations Begin:			2021
Annual O&M Cost:			\$1,602,222
Year	SunRail Maintenance	Indexing <sup>(2)</sup> Factor	Total Cost <sup>(3)</sup>
2012	n/a	1.000	n/a
2013	n/a	1.005	n/a
2014	n/a	1.015	n/a
2015	n/a	1.030	n/a
2016	n/a	1.051	n/a
2017	n/a	1.072	n/a
2018	n/a	1.093	n/a
2019	n/a	1.115	n/a
2020	n/a	1.137	n/a
2021	\$1,602,222	1.160	\$1,858,578
2022	\$1,602,222	1.183	\$1,895,429
2023	\$1,602,222	1.207	\$1,933,882
2024	\$1,602,222	1.231	\$1,972,335
2025	\$1,602,222	1.256	\$2,012,391
2026	\$1,602,222	1.281	\$2,052,446
2027	\$1,602,222	1.307	\$2,094,104
2028	\$1,602,222	1.333	\$2,135,762
2029	\$1,602,222	1.360	\$2,179,022
2030	\$1,602,222	1.387	\$2,222,282
2031	\$1,602,222	1.415	\$2,267,144
2032	\$1,602,222	1.443	\$2,312,006
2033	\$1,602,222	1.472	\$2,358,471
2034	\$1,602,222	1.501	\$2,404,935
2035	\$1,602,222	1.531	\$2,453,002
2036	\$1,602,222	1.562	\$2,502,671
2037	\$1,602,222	1.593	\$2,552,340
2038	\$1,602,222	1.625	\$2,603,611
2039	\$1,602,222	1.658	\$2,656,484
2040	\$1,602,222	1.691	\$2,709,357
<b>Total</b>	<b>\$32,044,440</b>	<b>n/a</b>	<b>\$45,176,252</b>
<b>Total (2025)</b>			<b>\$9,672,614</b>
<b>Total (2040)</b>			<b>\$35,503,637</b>

(1) Source: Osceola County Transportation Planning Division, Community Development Department

(2) Source: Table A-1

(3) FDOT will fund O&M during the first 7 years of operation



## **APPENDIX B**

### **Balanced Transportation System Cost Details**

**APPENDIX B**

**BALANCED TRANSPORTATION SYSTEM**

This appendix provides the detailed capital and operational/maintenance cost calculations and project lists associated with the Balanced Transportation System for Osceola County.

- Table B-1 presents the cost indexing factors applied to all cost figures in this appendix.
- Table B-2 presents the capital cost summary of roadway improvements tied to the Balanced Transportation System.
- Map B-1 shows the 2025 Osceola County roadway improvements tied to the Balanced Transportation System.
- Map B-2 shows the 2040 Osceola County roadway improvements tied to the Balanced Transportation System.
- Map B-3 shows the Osceola County Area Zones
- Table B-3 presents the list of Osceola County roadway improvements tied to the Balanced Transportation System.
- Table B-4 presents the list of City of Kissimmee roadway improvements tied to the Balanced Transportation System.
- Table B-5 presents the list of City of St. Cloud roadway improvements tied to the Balanced Transportation System.
- Table B-6 presents the list of Expressway improvements tied to the Balanced Transportation System. These projects will be funded with toll revenues.
- Table B-7 presents the list of state (FDOT) roadway improvements tied to the Balanced Transportation System. These projects will be funded with state revenues.
- Table B-8 presents the list of developer (other) roadway improvements tied to the Balanced Transportation System.
- Table B-9 presents the list of Osceola County intersection improvements tied to the Balanced Transportation System.
- Table B-10 presents the list of Osceola County roadway reconstruction improvements tied to the Balanced Transportation System.
- Table B-11 presents the list of City of Kissimmee roadway reconstruction improvements tied to the Balanced Transportation System.
- Table B-12 presents the list of City of St. Cloud roadway reconstruction improvements tied to the Balanced Transportation System.

- Table B-13 presents the list of developer (other) roadway reconstruction improvements tied to the Balanced Transportation System.
- Table B-14 presents the capital cost summary of non-roadway improvements tied to the Balanced Transportation System.
- Table B-15 presents the capital cost summary for transit improvements tied to the Balanced Transportation System.
- Table B-16 presents the capital cost summary for trail improvements tied to the Balanced Transportation System.
- Table B-17 presents the O&M cost summary for all transportation modes tied to the Balanced Transportation System.
- Table B-18 presents the O&M cost summary for Osceola County roadways tied to the Balanced Transportation System.
- Table B-19 presents the O&M cost summary for transit improvements tied to the Balanced Transportation System.
- Table B-20 presents the O&M cost detail for the transit costs summarized in Table B-19.
- Table B-21 presents the O&M cost summary for personnel costs tied to the Balanced Transportation System.
- Table B-22 presents the cost detail for the personnel costs summarized in Table B-21.
- Table B-23 presents the O&M cost summary for trail improvements tied to the Balanced Transportation System.
- Table B-24 presents the O&M cost summary for dirt road improvements tied to the Balanced Transportation System.
- Table B-25 presents the O&M cost summary for SunRail improvements tied to the Balanced Transportation System.

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-1**

**Present Day Inflation Factors - Roadways and Transit**

Year	Roadways		Transit	
	Inflation Rate	Inflation Factor	Inflation Rate	Inflation Factor
2012	-	1.000	-	1.000
2013	0.60%	1.006	0.50%	1.005
2014	1.20%	1.018	1.00%	1.015
2015	1.80%	1.036	1.50%	1.030
2016	2.40%	1.061	2.00%	1.051
2017	2.40%	1.086	2.00%	1.072
2018	2.40%	1.112	2.00%	1.093
2019	2.40%	1.139	2.00%	1.115
2020	2.40%	1.166	2.00%	1.137
2021	2.40%	1.194	2.00%	1.160
2022	2.40%	1.223	2.00%	1.183
2023	2.40%	1.252	2.00%	1.207
2024	2.40%	1.282	2.00%	1.231
2025	2.40%	1.313	2.00%	1.256
2026	2.40%	1.345	2.00%	1.281
2027	2.40%	1.377	2.00%	1.307
2028	2.40%	1.410	2.00%	1.333
2029	2.40%	1.444	2.00%	1.360
2030	2.40%	1.479	2.00%	1.387
2031	2.40%	1.514	2.00%	1.415
2032	2.40%	1.550	2.00%	1.443
2033	2.40%	1.587	2.00%	1.472
2034	2.40%	1.625	2.00%	1.501
2035	2.40%	1.664	2.00%	1.531
2036	2.40%	1.704	2.00%	1.562
2037	2.40%	1.745	2.00%	1.593
2038	2.40%	1.787	2.00%	1.625
2039	2.40%	1.830	2.00%	1.658
2040	2.40%	1.874	2.00%	1.691
<b>2012-2025:</b>		<b>1.145</b>		<b>1.120</b>
<b>2026-2040:</b>		<b>1.596</b>		<b>1.477</b>

Source: Adjusted inflation rates based on rates provided by the Florida Department of Transportation and the 2035 Revenue Forecast Handbook.



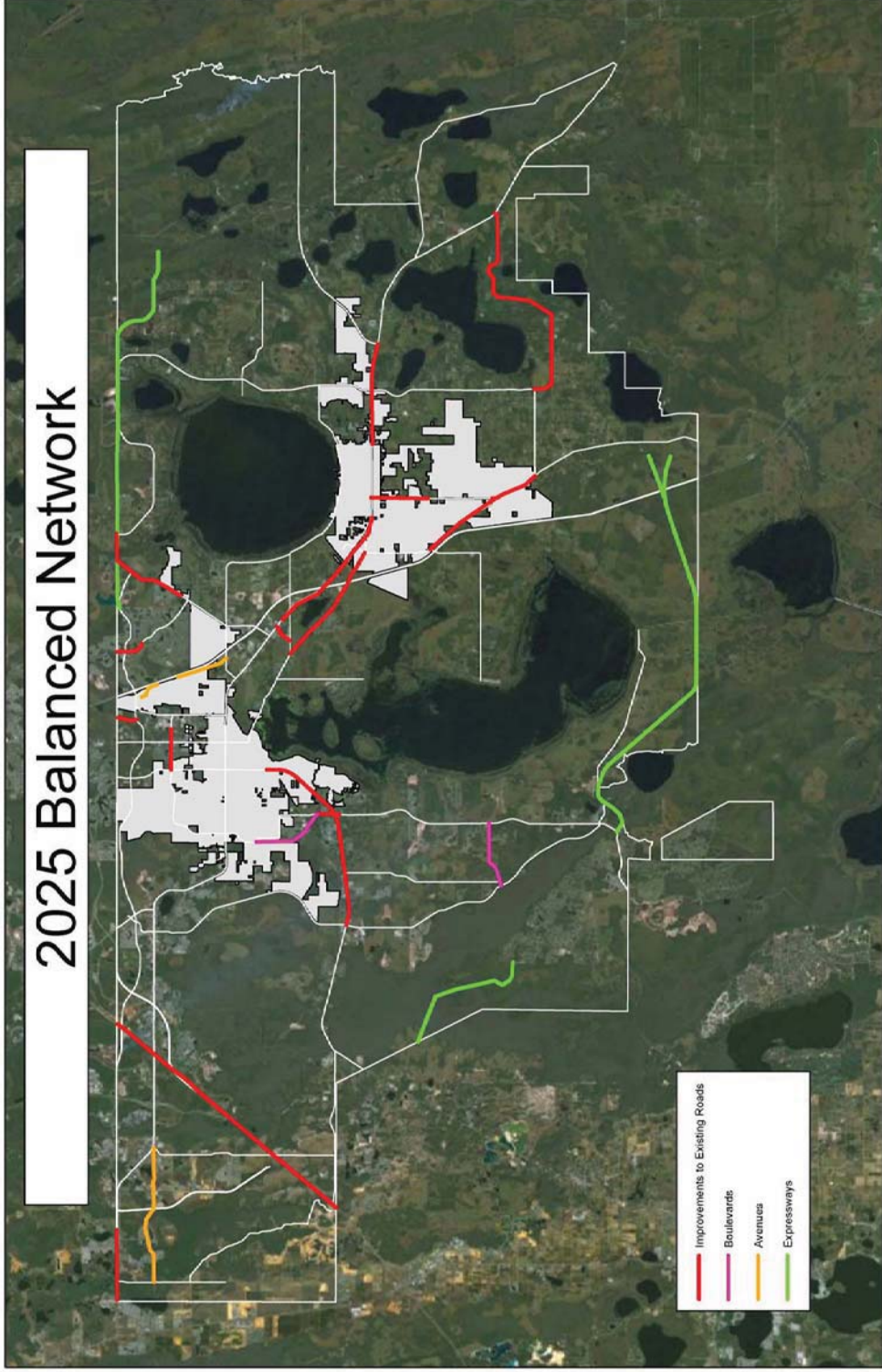
Osceola County Transportation Funding Study:  
Transportation Alternative Funding Options

Table B-2  
Summary of Roadway Improvements – Balanced Transportation System

Funding Responsibility	Existing Roads (2025)			Existing Roads (2040)			New/Future Roads (2025)			New/Future Roads (2040)		
	Lane Miles (2025)	Unit Cost per Lane Mile	Total Cost (2025)	Lane Miles (2040)	Unit Cost per Lane Mile	Total Cost (2040)	Lane Miles (2025)	Unit Cost per Lane Mile	Total Cost (2025)	Lane Miles (2040)	Unit Cost per Lane Mile	Total Cost (2040)
County	44.66	\$5,085,617	\$227,123,655	75.14	\$7,088,773	\$532,650,403	8.08	\$5,085,617	\$41,111,885	78.97	\$7,088,773	\$559,825,157
Kissimmee	9.29	n/a	\$27,875,697	2.10	\$7,088,773	\$14,886,423	0.00	\$5,085,617	\$0	48.06	\$7,088,773	\$340,666,227
St Cloud	0.00	\$5,085,617	\$0	0.00	\$7,088,773	\$0	0.00	\$5,085,617	\$0	162.42	\$7,088,773	\$1,151,375,829
Expressway	44.00	\$5,085,617	\$223,767,148	148.38	\$7,088,773	\$1,051,832,138	66.28	\$5,085,617	\$337,095,326	11.45	\$7,088,773	\$81,167,559
FDOT	51.34	\$5,085,617	\$261,095,577	9.78	\$7,088,773	\$69,328,200	0.00	\$5,085,617	\$0	270.59	\$7,088,773	\$1,918,162,348
Other	0.00	\$5,085,617	\$0	0.00	\$7,088,773	\$0	0.00	\$5,085,617	\$0	571.49	\$7,088,773	\$4,051,197,120
Intersection (1)	1	\$343,500	\$343,500	3	\$478,800	\$1,436,400	0.00	\$5,085,617	\$0	0.00	\$7,088,773	\$0
Intersection (2)	0	\$1,145,000	\$0	1	\$1,596,000	\$1,596,000	0.00	\$5,085,617	\$0	0.00	\$7,088,773	\$0
Intersection (3)	0	\$22,900,000	\$0	1	\$31,920,000	\$31,920,000	0.00	\$5,085,617	\$0	0.00	\$7,088,773	\$0
<b>Total</b>	<b>149.29</b>	<b>n/a</b>	<b>\$740,205,577</b>	<b>235.40</b>	<b>n/a</b>	<b>\$1,703,649,564</b>	<b>74.37</b>	<b>n/a</b>	<b>\$378,207,211</b>	<b>571.49</b>	<b>n/a</b>	<b>\$4,429,404,331</b>
Funding Responsibility	Reconstruction (2025)			Reconstruction (2040)			New/Future Roads (2025)			New/Future Roads (2040)		
	Lane Miles (2025)	Unit Cost per Lane Mile	Total Cost (2025)	Lane Miles (2040)	Unit Cost per Lane Mile	Total Cost (2040)	Lane Miles (2025)	Unit Cost per Lane Mile	Total Cost (2025)	Lane Miles (2040)	Unit Cost per Lane Mile	Total Cost (2040)
County	11.31	\$5,085,617	\$57,502,054	79.71	\$7,088,773	\$565,047,917	8.08	\$5,085,617	\$41,111,885	78.97	\$7,088,773	\$559,825,157
Kissimmee	0.00	\$5,085,617	\$0	1.18	\$7,088,773	\$8,464,867	0.00	\$5,085,617	\$0	48.06	\$7,088,773	\$340,666,227
St Cloud	0.00	\$5,085,617	\$0	186.57	\$7,088,773	\$1,322,547,448	0.00	\$5,085,617	\$0	162.42	\$7,088,773	\$1,151,375,829
Expressway	0.00	\$5,085,617	\$0	0.00	\$7,088,773	\$0	66.28	\$5,085,617	\$337,095,326	11.45	\$7,088,773	\$81,167,559
FDOT	0.00	\$5,085,617	\$0	0.00	\$7,088,773	\$0	0.00	\$5,085,617	\$0	270.59	\$7,088,773	\$1,918,162,348
Other	0.00	\$5,085,617	\$0	0.03	\$7,088,773	\$211,245	0.00	\$5,085,617	\$0	571.49	\$7,088,773	\$4,051,197,120
<b>Total</b>	<b>11.31</b>	<b>n/a</b>	<b>\$57,502,054</b>	<b>385.27</b>	<b>n/a</b>	<b>\$2,731,097,980</b>	<b>74.37</b>	<b>n/a</b>	<b>\$378,207,211</b>	<b>571.49</b>	<b>n/a</b>	<b>\$4,429,404,331</b>

Source: Tables B-3 through B-13

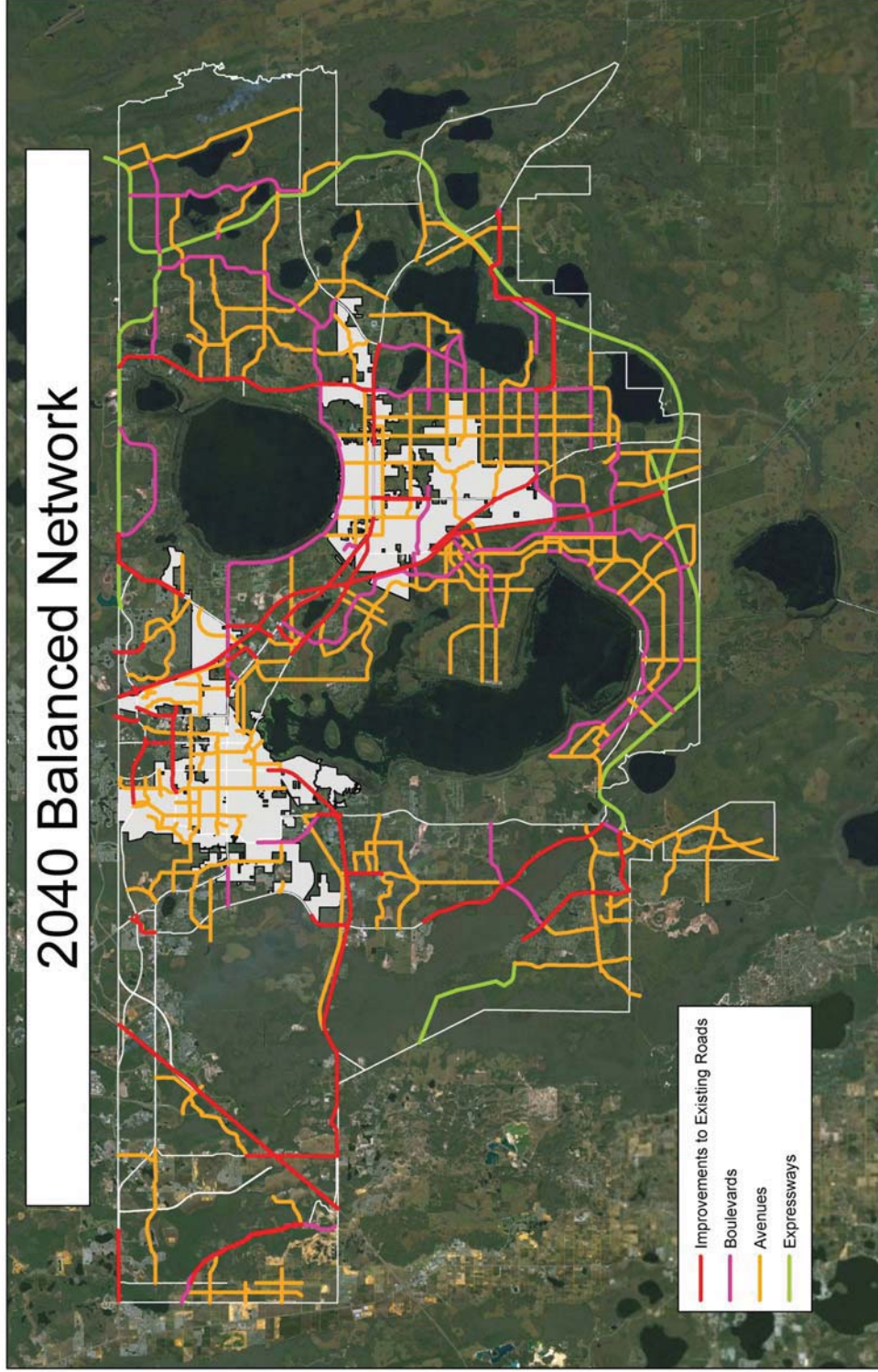
Map B-1  
2025 County Roadway Improvements – BALANCED System





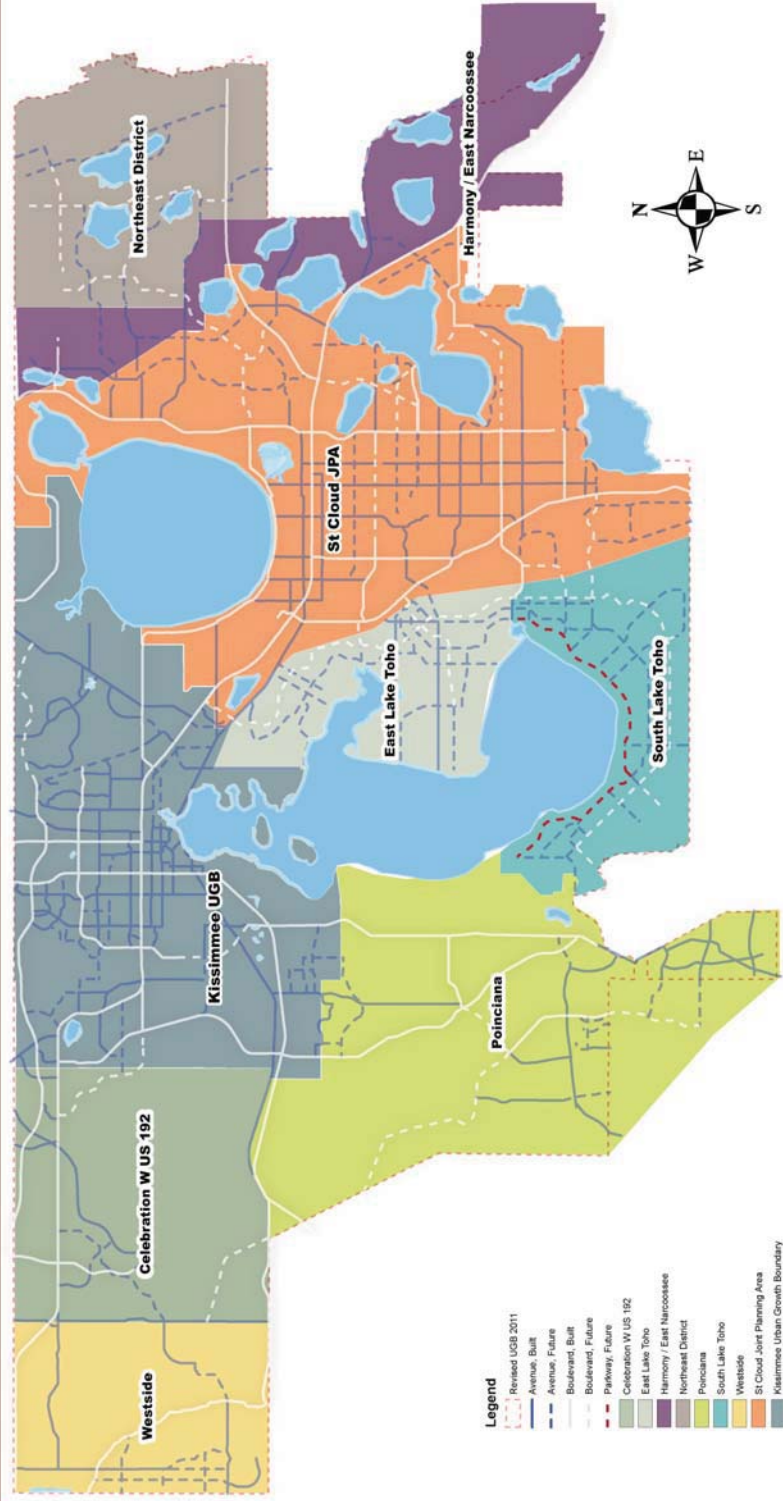
Map B-2

2040 County Roadway Improvements – BALANCED System



Map B-3  
Osceola County Area Zones Map

# OSCEOLA COUNTY AREA ZONES



The Kissimmee Urban Growth Boundary and Saint Cloud Joint Planning Area are both conceptual in nature and have not yet been adopted by their respective jurisdictions.

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

## Table B-3 County Roadway Improvements – BALANCED System

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
-	Bill Beck Blvd. Phase I	Osceola Pkwy	Charter School	Existing	2025	0	2	2	0.80	1.60	
-	Boggy Creek Phase I	Osceola Pkwy	E. Boggy Creek	Existing	2025	2	4	2	1.68	3.36	
-	Boggy Creek Phase II	Hillard Isle	Osceola Pkwy	Existing	2025	2	4	2	1.40	2.80	
-	Buenaventura Blvd	Buttonwood	Osceola Co. Line	Existing	2025	4	6	2	0.80	1.60	
-	Canoe Creek Rd	Nolte Rd	US 192/13th St	Existing	2025	2	4	2	1.48	2.96	
-	Canoe Creek Rd	Deer Run	Old Canoe Creek Rd	Existing	2025	2	4	2	1.70	3.40	
-	Carroll St Ph. I	400' east of Old Dixie	John Young Pkwy	Existing	2025	2	4	2	1.10	2.20	
-	Carroll St Ph. II	Thacker	John Young Pkwy	Existing	2040	4	6	2	0.58	1.16	
-	Carroll St	400' east of Old Dixie	Michigan	Existing	2040	4	6	2	0.50	1.00	
-	CR 532 Osceola/Polk Line	Old Lake Wilson Rd (CR 545)	US 17/92	Existing	2040	2	4	2	3.00	6.00	
-	Cypress Pkwy	Marigold	Pleasant Hill	Existing	2040	4	6	2	1.71	3.42	
-	Goodman Rd	Tri County Rd	Sand Mine Rd	Existing	2040	0	2	2	3.53	7.06	
-	Ham Brown Rd	Cypress Shadows	US 17/92	Existing	2040	2	4	2	1.02	2.04	
-	Hickory Tree Rd	Deer Run Rd	US 192 (E)	Existing	2025	0	2	2	6.00	12.00	
-	Hoagland Blvd	US 17/92	Marsh Rd	Existing	2025	2	4	2	2.00	1.20	
-	Marigold Ave	Eastbourne	Cypress Pkwy	Existing	2040	2	4	2	4.19	8.38	
-	Narcoossee Rd	US 192	Orange Co. Line	Existing	2040	4	6	2	7.00	14.00	
-	Neptune Rd Ph. II	Partin Settlement	C31 Canal	Existing	2025	2	4	2	2.72	5.44	
-	Neptune Rd Ph. II	C31 Canal	KPR	Existing	2025	2	4	2	0.68	1.36	
-	Neptune Rd Ph. III	KPR	US 192	Existing	2040	2	4	2	0.90	1.80	
-	Old Boggy Creek Rd	Denn John	Boggy Creek	Existing	2040	2	4	2	0.50	1.00	
-	Old Canoe Creek Rd	KPR	Canoe Creek Rd	Existing	2025	2	4	2	2.30	4.60	
-	Old Lake Wilson Rd Ph. II	Sinclair	Polk Co. Line	Existing	2040	2	4	2	3.21	6.42	
-	Orange Ave	Osceola Pkwy	Orange Co. Line	Existing	2025	2	4	2	0.52	1.04	
-	Osceola Pkwy Ph. III (4-6)	John Young Pkwy	Orange Blossom Tr	Existing	2040	4	6	2	1.10	2.20	
-	Osceola Pkwy	Dyer Blvd	John Young Pkwy	Existing	2040	4	6	2	1.10	2.20	
-	Poinciana Ph. IV	Crescent Lake	John Young Pkwy	Existing	2040	2	4	2	5.57	11.14	
-	Poinciana Blvd	US 17/92	1 mile N. of Old Tampa	Existing	2040	4	6	2	2.20	4.40	
-	Shady Lane	US 192	Partin Settlement	Existing	2025	2	4	2	0.55	1.10	
-	Simpson Rd Ph. I	US 192	FL Turnpike	Existing	2040	2	4	2	0.40	0.80	
-	Simpson Rd Ph. 2	FL Turnpike	Fortune Rd	Existing	2040	2	4	2	0.83	1.66	
-	Woodcrest Blvd	Michigan Ave	Orchid St	Existing	2040	2	4	2	0.23	0.46	
66	South Lake Arterial 1	Southport Arterial	Southport Connector	New	2040	0	4	4	0.74	2.94	
142	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.77	1.54	Poinciana
149	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.54	1.09	Westside
150	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.93	1.86	Westside
178	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	3.18	6.37	Westside
179	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.36	2.73	Westside
184	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.95	3.91	Celebration
186	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.85	3.69	Celebration
198	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.14	2.28	Poinciana
202	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.39	0.77	Poinciana
203	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.69	1.38	Poinciana
205	Reaves Rd Ext. (0-2)	Poinciana Blvd	Marigold Ave	New	2040	0	2	2	1.58	3.16	
205	Reaves Rd Ext. (2-4)	Poinciana Blvd	Marigold Ave	New	2040	2	4	2	1.58	3.16	
207	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.56	3.11	Poinciana
209	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.16	2.33	Poinciana
256	Toho Pkwy (0-2)	Neptune	Road A Connector	New	2040	0	2	2	5.21	10.42	
256	Toho Pkwy (2-4)	Neptune	Road A Connector	New	2040	2	4	2	5.21	10.42	
260	Toho Pkwy (0-2)	US 192	Neptune	New	2040	0	2	2	0.80	1.60	
260	Toho Pkwy (2-4)	US 192	Neptune	New	2040	2	4	2	0.80	1.60	
522	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.12	2.24	Poinciana
526	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.52	1.04	Westside
543	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.96	1.93	Westside
544	Westside Blvd	n/a	n/a	New	2040	0	2	2	1.27	2.53	
554	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.02	2.04	Poinciana
559	Hoagland Blvd (0-2)	Shingle Creek	Pleasant Hill Rd	New	2025	0	2	2	0.40	0.80	
559	Hoagland Blvd (2-4)	Shingle Creek	Pleasant Hill Rd	New	2025	2	4	2	0.40	0.80	
634	Northeast St (0-2)	Osceola Parkway Ext.	Cyrils Drive	New	2040	0	2	2	0.43	0.87	
634	Northeast St (2-4)	Osceola Parkway Ext.	Cyrils Drive	New	2040	2	4	2	0.43	0.87	
675	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.74	1.48	Westside
676	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.80	1.61	Poinciana
682	Hoagland Blvd/W Carroll S (0-2)	5th Street	Shingle Creek	New	2025	0	2	2	1.62	3.25	
682	Hoagland Blvd/W Carroll S (2-4)	5th Street	Shingle Creek	New	2025	2	4	2	1.62	3.25	
<b>Total:</b>										<b>206.86</b>	
<b>Total (Existing - 2025):</b>										<b>44.66</b>	
<b>Total (Existing - 2040):</b>										<b>75.14</b>	
<b>Total (New - 2025):</b>										<b>8.08</b>	
<b>Total (New - 2040):</b>										<b>78.97</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map B-3



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-4**  
**City of Kissimmee Roadway Improvements – BALANCED System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
-	Bill Beck Blvd Ph. II	Kissimmee Charter School	Boggy Creek Rd	Existing	2025	0	2	2	0.50	1.00	
-	Michigan Ave Ph. I	Carroll St	Osceola Pkwy	Existing	2040	4	6	2	1.05	2.10	
-	Central Ave	Donegan Ave	Vine St	Existing	2025	n/a	n/a	n/a	1.00	1.00	
-	Carroll St	Old Dixie Hwy	Michigan Ave	Existing	2025	4	5	1	0.50	0.50	
-	Donegan Ave	Orange Blossom Tr	Michigan Ave	Existing	2025	n/a	n/a	n/a	0.76	0.76	
-	Donegan Ave	John Young Pkwy	Orange Blossom Tr	Existing	2025	3	5	2	0.75	1.50	
-	Old Vineland Rd	US 192	Princess Hwy	Existing	2025	n/a	n/a	n/a	0.45	0.45	
-	Bill Beck Blvd	Boggy Creek Rd	US 192	Existing	2025	n/a	n/a	n/a	0.96	0.96	
-	Michigan Ave	Carroll St	Osceola Pkwy	Existing	2025	4	6	2	1.08	2.16	
-	Woodcrest Blvd	Michigan Ave	Orchid Ln	Existing	2025	2	6	4	0.24	0.96	
1	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.64	3.28	Kissimmee
143	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.95	1.91	Kissimmee
145	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.91	1.83	Kissimmee
146	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.29	2.59	Kissimmee
152	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.58	1.17	Kissimmee
153	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.56	1.11	Kissimmee
159	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.91	1.81	Kissimmee
160	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.59	1.19	Kissimmee
161	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.65	1.30	Kissimmee
162	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.87	3.73	Kissimmee
163	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.19	0.38	Kissimmee
164	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.38	0.77	Kissimmee
177	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.85	1.69	Kissimmee
189	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.97	3.95	Kissimmee
191	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.86	1.73	Kissimmee
192	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.60	1.21	Kissimmee
197	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.71	1.42	Kissimmee
212	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.37	0.73	Kissimmee
215	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.45	0.90	Kissimmee
218	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.32	0.63	Kissimmee
219	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.14	0.28	Kissimmee
271	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.75	1.50	Kissimmee
516	Martin Luther King Blvd	n/a	n/a	New	2040	0	2	2	1.58	3.16	
517	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.81	3.61	Kissimmee
528	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.33	0.66	Kissimmee
680	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.67	1.35	Kissimmee
685	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.49	0.98	Kissimmee
687	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.82	1.64	Kissimmee
688	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.77	1.54	Kissimmee
Totals	<b>Total:</b>									<b>59.45</b>	
	<b>Total (Existing - 2025):</b>									<b>9.29</b>	
	<b>Total (Existing - 2040):</b>									<b>2.10</b>	
	<b>Total (New - 2025):</b>									<b>0.00</b>	
<b>Total (New - 2040):</b>									<b>48.06</b>		

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map B-3

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-5  
City of St. Cloud Roadway Improvements – BALANCED System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
91	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.01	0.02	St Cloud
92	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.08	0.17	St Cloud
93	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.01	0.02	Harmony/East Narcoossee
94	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.13	0.25	Northeast District
140	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	1.84	3.68	St Cloud
141	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	3.22	6.44	St Cloud
147	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	2.75	5.51	St Cloud
148	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	2.35	4.70	Westside
170	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	2.80	5.61	St Cloud
171	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.96	1.92	St Cloud
172	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	2.12	4.23	South Lake Toho
224	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.29	0.58	St Cloud
225	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.97	1.94	St Cloud
228	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	1.93	3.86	St Cloud
229	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.33	0.66	St Cloud
230	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.10	0.20	St Cloud
239	Keystone Ave (0-2)	Old Canoe Creek Road	Avenue	New	2040	0	2	2	3.07	6.13	
239	Keystone Ave (2-4)	Old Canoe Creek Road	Avenue	New	2040	2	4	2	3.07	6.13	
240	E New Nolte Rd	Hickory Tree Road West	Hickory Tree Road East	New	2040	0	4	4	3.23	12.91	
242	Friar's Connection	Toho Parkway	Deer Run Road	New	2040	0	4	4	1.64	6.55	
244a	Southport Arterial	Bay Lake	Southport Connector	New	2040	0	4	4	4.42	17.69	
279	Keystone Boulevard (0-2)	Old Canoe Creek Road	Avenue	New	2040	0	2	2	0.24	0.47	
279	Keystone Boulevard (2-4)	Old Canoe Creek Road	Avenue	New	2040	2	4	2	0.24	0.47	
281	Sullivan Dr	N/A	N/A	New	2040	0	2	2	1.47	2.93	
282	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.60	1.20	
502	Nova Road Extension	US 192	Alligator Lake Road	New	2040	0	4	4	2.55	10.18	
523	Deer Run Rd/Boutin Ln	Hickory Tree Road West	Hickory Tree Road East	New	2040	0	4	4	2.90	11.60	
538	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	1.25	2.50	St Cloud
547	W New Nolte Rd (0-2)	Old Canoe Creek Road	Toho Parkway	New	2040	0	2	2	0.58	1.15	
547	W New Nolte Rd (2-4)	Old Canoe Creek Road	Toho Parkway	New	2040	2	4	2	0.58	1.15	
563	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.58	1.16	St Cloud
568	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.24	0.49	St Cloud
572	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.40	0.80	St Cloud
577	Mildred Bass Extension	Story Road	Mildred Bass Road	New	2040	0	4	4	0.23	0.90	
578	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.33	0.67	St Cloud
579	Story Road Extension	Mildred Bass Road	Story Road	New	2040	0	4	4	0.41	1.65	
581	Bay Lake Road	Canoe Creek Road	Toho Parkway	New	2040	0	4	4	2.62	10.49	
583	South Lake Arterial 3	Southport Arterial	Southport Connector	New	2040	0	4	4	0.25	1.00	
635	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	2.35	4.69	St Cloud
639	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.32	0.64	St Cloud
642	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.26	0.52	St Cloud
647	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	2.41	4.82	St Cloud
655	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	2.10	4.20	St Cloud
656	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.94	1.89	St Cloud
659	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	1.60	3.19	St Cloud
661	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	0.86	1.72	St Cloud
662	Unnamed Avenue	N/A	N/A	New	2040	0	2	2	1.36	2.72	St Cloud
<b>Totals</b>	<b>Total:</b>										<b>162.42</b>
	<b>Total (Existing - 2025):</b>										<b>0.00</b>
	<b>Total (Existing - 2040):</b>										<b>0.00</b>
	<b>Total (New - 2025):</b>										<b>0.00</b>
	<b>Total (New - 2040):</b>										<b>162.42</b>

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map B-3

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-6**  
**Expressway Improvements – BALANCED System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles
-	Florida Turnpike	Southport Connector	US 192/St. Cloud	Existing	2040	4	6	2	6.53	13.06
-	Florida Turnpike	US 192/St. Cloud	US 441/Orange Blossom Tr	Existing	2040	4	8	4	1.33	5.32
-	Southport Connector	Southport Rd	SR 91/Florida's Turnpike	Existing	2025	0	4	4	9.50	38.00
-	Southport Connector	SR 91/Florida's Turnpike	Canoe Creek Rd	Existing	2025	0	4	4	1.50	6.00
-	SR 417/Southern Ext.	SR 417	Osceola Co. Line/Osceola Pkwy Ext.	Existing	2040	0	4	4	1.00	4.00
-	SR 417/Southern Ext.	Osceola Co. Line/Osceola Pkwy Ext.	Nova Rd	Existing	2040	0	4	4	4.00	16.00
-	SR 417/Southern Ext.	Nova Rd	US 192	Existing	2040	0	4	4	5.00	20.00
-	SR 417/Southern Ext.	US 192	Story Rd Ext.	Existing	2040	0	4	4	6.00	24.00
-	SR 417/Southern Ext.	Story Rd Ext.	Canoe Creek Rd	Existing	2040	0	4	4	1.50	6.00
-	SR 417/Southern Ext.	Canoe Creek Rd	SR 91/Florida's Turnpike	Existing	2040	0	4	4	1.00	4.00
-	SR 417/Southern Ext.	SR 91/Florida's Turnpike	Cypress Pkwy	Existing	2040	0	4	4	11.00	44.00
-	SR 417/Southern Ext.	Cypress Pkwy	Polk Co. Line	Existing	2040	0	4	4	3.00	12.00
265	Osceola Pkwy Ext.	Boggy Creek Rd	Southport Connector	New	2025	0	4	4	10.5157	42.06
495	SR 429 Extension	Osceola/Polk Line Rd	I-4	New	2040	0	4	4	2.86254	11.45
513	Poinciana Pkwy (0-2)	Eastbourne Rd	Polk Co. Line	New	2025	0	4	4	4.03687	16.15
513	Poinciana Pkwy (2-4)	Eastbourne Rd	Polk Co. Line	New	2025	2	4	2	4.03687	8.07
<b>Totals</b>	<b>Total:</b>									<b>270.11</b>
	<b>Total (Existing - 2025):</b>									<b>44.00</b>
	<b>Total (Existing - 2040):</b>									<b>148.38</b>
	<b>Total (New - 2025):</b>									<b>66.28</b>
	<b>Total (New - 2040):</b>									<b>11.45</b>

Source: Osceola County Transportation Planning Division, Community Development Department

**Table B-7**  
**State (FDOT) Roadway Improvements – BALANCED System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles
-	I-4	2.8 mi. S of Polk/Osceola Co. Line	Orange/Osceola Co. Line	Existing	2025	6	8	2	11.60	23.20
-	US 17/92	Pleasant Hill Rd	Portage St	Existing	2025	4	6	2	2.40	4.80
-	SR 500/US 192	Aeronautical Blvd / Eastern Ave	Buddinger / CR 532	Existing	2025	4	6	2	6.67	13.34
-	US 17/92	CR 532	Old Tampa Hwy	Existing	2040	2	4	2	0.84	1.68
-	US 17/92	Old Tampa	Poinciana	Existing	2040	2	4	2	1.75	3.50
-	US 17/92 (2-4)	Poinciana Blvd	Ham Brown Rd	Existing	2025	2	4	2	1.50	3.00
-	US 17/92 (4-6)	Poinciana Blvd	Ham Brown Rd	Existing	2040	4	6	2	1.50	3.00
-	US 17/92	Ham Brown Rd	Pleasant Hill Rd	Existing	2025	4	6	2	1.70	3.40
-	US 192	Lake Co. Line	Secret Lake Drive	Existing	2025	4	6	2	1.80	3.60
-	US 441	Country Lane	Carroll	Existing	2040	4	6	2	0.80	1.60
<b>Totals</b>	<b>Total:</b>									<b>61.12</b>
	<b>Total (Existing - 2025):</b>									<b>51.34</b>
	<b>Total (Existing - 2040):</b>									<b>9.78</b>
	<b>Total (New - 2025):</b>									<b>0.00</b>
	<b>Total (New - 2040):</b>									<b>0.00</b>

Source: Osceola County Transportation Planning Division, Community Development Department

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-8  
Other (Developer) Roadway Improvements – BALANCED System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
56	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	2.47	4.95	East Lake Toho
57	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.08	2.15	East Lake Toho
58	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	4.30	8.60	East Lake Toho
59	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.44	2.88	East Lake Toho
60	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.19	2.38	East Lake Toho
61	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	2.11	4.22	East Lake Toho
62	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	6.14	12.29	East Lake Toho
63	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.18	2.36	South Lake Toho
64	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.97	1.95	South Lake Toho
65	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.44	2.87	South Lake Toho
67	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.88	1.75	South Lake Toho
68	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	4.11	8.22	South Lake Toho
69	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.51	1.03	South Lake Toho
70	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.91	3.81	South Lake Toho
71	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.58	3.17	South Lake Toho
72	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	2.73	5.47	South Lake Toho
73	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.84	1.68	South Lake Toho
74	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	2.42	4.84	South Lake Toho
76	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.14	0.28	Northeast District
77	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.36	0.72	Northeast District
78	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.10	0.20	Northeast District
79	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.11	0.22	Northeast District
80	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.28	0.57	Northeast District
81	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.42	0.84	Northeast District
82	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.28	0.57	Northeast District
83	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.15	0.31	Northeast District
84	Jack Brack Rd Ext. (0-2)	Center Lake Rd	Southport Connector	New	2040	0	2	2	0.68	1.35	
84	Jack Brack Rd Ext. (2-4)	Center Lake Rd	Southport Connector	New	2040	2	4	2	0.68	1.35	
87	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.44	0.88	Northeast District
88	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.09	0.18	Northeast District
89	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.09	0.18	Northeast District
90	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.08	0.16	Northeast District
110	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	2.26	4.52	Northeast District
111	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.03	2.05	Northeast District
157	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	2.08	4.16	East Lake Toho
243	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.95	1.91	South Lake Toho
245	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	4.44	8.87	Northeast District
246	Easternmost Arterial (0-2)	Northeast St	Nova Rd	New	2040	0	2	2	5.10	10.19	
246	Easternmost Arterial (2-4)	Northeast St	Nova Rd	New	2040	2	4	2	5.10	10.19	
253	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.95	1.91	East Lake Toho
256	Toho Pkwy (0-2)	Road A Connector	Bay Lake Rd	New	2040	0	2	2	5.03	10.06	
256	Toho Pkwy (2-4)	Road A Connector	Bay Lake Rd	New	2040	2	4	2	5.03	10.06	
261	Northeast St (0-2)	Southport Connector	Avenue	New	2040	0	2	2	2.54	5.07	
261	Northeast St (2-4)	Southport Connector	Avenue	New	2040	2	4	2	2.54	5.07	
280	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	5.08	10.17	South Lake Toho
506	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	2.78	5.55	East Lake Toho
533	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	2.66	5.32	Northeast District
541	Clay Whaley Rd	n/a	n/a	New	2040	0	2	2	0.73	1.47	
545	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.37	2.74	East Lake Toho
552	Rummel Rd Ext. (0-2)	Center Lake Rd	Nova Rd	New	2040	0	2	2	1.01	2.03	
552	Rummel Rd Ext. (2-4)	Center Lake Rd	Nova Rd	New	2040	2	4	2	1.01	2.03	
582	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.70	3.39	South Lake Toho
584	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.08	0.15	South Lake Toho
587	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.23	0.45	South Lake Toho
588	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.14	0.27	South Lake Toho
589	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.78	1.56	South Lake Toho
591	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.31	0.63	South Lake Toho
594	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.90	1.81	South Lake Toho
595	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.13	0.27	East Lake Toho
597	Clay Whaley Rd	n/a	n/a	New	2040	0	2	2	0.43	0.87	
601	W New Nolte Rd	n/a	n/a	New	2040	0	2	2	0.37	0.74	
606	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.56	3.13	Northeast District



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-8 (continued)**

**Other (Developer) Roadway Improvements – BALANCED System**

ID	Description	From	To	Project List	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
607	Keystone Ave	n/a	n/a	New	2040	0	2	2	1.50	2.99	
618	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	1.25	2.51	Northeast District
619	Unnamed Avenue	n/a	n/a	New	2040	0	2	2	0.62	1.25	Northeast District
258a	Eden Drive Ext. (0-2)	Northeast Rd	Rummel Road Ext.	New	2040	0	2	2	5.48	10.95	
258a	Eden Drive Ext. (2-4)	Northeast Rd	Rummel Road Ext.	New	2040	2	4	2	5.48	10.95	
258b	Rummel Rd Ext. (0-2)	500' E of Narcoossee Rd	Nova Rd	New	2040	0	2	2	1.70	3.39	
258b	Rummel Rd Ext. (2-4)	500' E of Narcoossee Rd	Nova Rd	New	2040	2	4	2	1.70	3.39	
-	Future Parkway	Deer Run Rd	Avenue	New	2040	0	4	4	9.02	36.09	
<b>Total:</b>										<b>270.59</b>	
<b>Total (Existing - 2025):</b>										<b>0.00</b>	
<b>Total (Existing - 2040):</b>										<b>0.00</b>	
<b>Total (New - 2025):</b>										<b>0.00</b>	
<b>Total (New - 2040):</b>										<b>270.59</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map B-3

**Table B-9**

**County Intersection Improvements – BALANCED System**

Description	Location	Improvement	Cost Category	Funding Time Period
Bill Beck Blvd. Phase III	Boggy Creek Rd to US 192	Left Turn Lanes	Int (1)	2040
Osceola Pkwy	at FL Turnpike	Ramps	Int (1)	2040
Osceola Pkwy	at Orange Blossom Tr	Add Rt Turn Lane	Int (1)	2040
Poinciana Blvd	Intersections at US 192 & SR 535	Intersection	Int (2)	2040
US 17/92	at Pleasant Hill Rd	Flyover	Int (3)	2040
US 17/92	at Pleasant Hill Rd	Intersection	Int (1)	2025

Source: Osceola County Transportation Planning Division, Community Development Department

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-10**  
**County Reconstruction Improvements – BALANCED System**

ID	Description	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
20	Funie Steed Rd	2025	0	2	2	3.83	7.65	
21	n/a	2040	0	2	2	3.37	6.73	St Cloud
22	n/a	2040	0	2	2	3.20	6.40	St Cloud
23	I-Drive	2040	0	2	2	1.07	2.14	
24	n/a	2040	0	2	2	3.35	6.69	St Cloud
26	Laurel Ave	2040	0	2	2	1.57	3.14	
30	n/a	2040	0	2	2	1.30	2.60	St Cloud
48	n/a	2040	0	2	2	0.82	1.64	St Cloud
55	n/a	2040	0	2	2	2.63	5.26	St Cloud
122	n/a	2040	0	2	2	1.37	2.73	St Cloud
165	n/a	2040	0	2	2	2.44	4.88	St Cloud
166	n/a	2040	0	2	2	3.06	6.12	St Cloud
182	n/a	2040	0	2	2	0.01	0.01	St Cloud
199	n/a	2040	0	2	2	2.09	4.18	St Cloud
200	n/a	2040	0	2	2	1.34	2.67	St Cloud
201	n/a	2040	0	2	2	0.51	1.02	St Cloud
208	n/a	2040	0	2	2	0.01	0.01	St Cloud
234	N Goodman Rd	2040	0	2	2	5.31	10.62	
251	Bass Hwy	2040	0	2	2	2.08	4.16	
274	Reaves Rd	2025	0	2	2	1.83	3.65	
530	n/a	2040	0	2	2	1.62	3.23	St Cloud
532	Cyrils Drive	2040	0	2	2	1.05	2.10	
555	Poinciana Blvd/Pleasant Hill Rd	2040	0	2	2	0.53	1.06	
614	n/a	2040	0	2	2	0.25	0.50	St Cloud
645	Zuni Rd	2040	0	2	2	0.90	1.81	
<b>Totals</b>	<b>Total:</b>						<b>91.02</b>	
	<b>Reconstruction (2025):</b>						<b>11.31</b>	
	<b>Reconstruction (2040):</b>						<b>79.71</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map B-3

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-11**

**City of Kissimmee Reconstruction Improvements – BALANCED System**

ID	Description	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>	
3	n/a	2040	0	2	2	0.43	0.87	Kissimmee	
9	n/a	2040	0	2	2	0.26	0.52	Kissimmee	
12	n/a	2040	0	2	2	0.29	0.57	Kissimmee	
14	n/a	2040	0	2	2	3.19	6.38	Kissimmee	
15	n/a	2040	0	2	2	0.25	0.49	Kissimmee	
16	n/a	2040	0	2	2	0.76	1.51	Kissimmee	
17	n/a	2040	0	2	2	0.37	0.74	Kissimmee	
19	n/a	2040	0	2	2	3.70	7.39	Kissimmee	
25	n/a	2040	0	2	2	1.38	2.75	Kissimmee	
27	n/a	2040	0	2	2	1.01	2.02	Kissimmee	
28	n/a	2040	0	2	2	1.72	3.45	Kissimmee	
29	n/a	2040	0	2	2	1.51	3.02	Kissimmee	
32	n/a	2040	0	2	2	0.66	1.32	Kissimmee	
37	n/a	2040	0	2	2	4.81	9.62	Kissimmee	
39	n/a	2040	0	2	2	0.18	0.35	Kissimmee	
40	n/a	2040	0	2	2	1.37	2.74	Kissimmee	
43	n/a	2040	0	2	2	0.80	1.61	Kissimmee	
44	n/a	2040	0	2	2	0.79	1.58	Kissimmee	
45	n/a	2040	0	2	2	3.18	6.36	Kissimmee	
49	n/a	2040	0	2	2	1.08	2.15	Kissimmee	
50	n/a	2040	0	2	2	0.26	0.51	Kissimmee	
51	Michigan Ave	2040	0	2	2	1.44	2.88		
52	n/a	2040	0	2	2	2.58	5.16	Kissimmee	
53	n/a	2040	0	2	2	2.02	4.05	Kissimmee	
54	n/a	2040	0	2	2	0.26	0.53	Kissimmee	
120	n/a	2040	0	2	2	0.68	1.36	Kissimmee	
124	n/a	2040	0	2	2	1.88	3.76	Kissimmee	
125	n/a	2040	0	2	2	1.47	2.94	Kissimmee	
154	n/a	2040	0	2	2	1.11	2.23	Kissimmee	
158	n/a	2040	0	2	2	0.42	0.84	Kissimmee	
176	n/a	2040	0	2	2	0.81	1.62	Kissimmee	
188	n/a	2040	0	2	2	0.71	1.42	Kissimmee	
190	n/a	2040	0	2	2	0.35	0.69	Kissimmee	
193	n/a	2040	0	2	2	0.27	0.54	Kissimmee	
194	n/a	2040	0	2	2	1.04	2.07	Kissimmee	
195	n/a	2040	0	2	2	0.63	1.26	Kissimmee	
196	n/a	2040	0	2	2	1.14	2.28	Kissimmee	
211	n/a	2040	0	2	2	2.55	5.10	Kissimmee	
213	n/a	2040	0	2	2	0.18	0.37	Kissimmee	
214	n/a	2040	0	2	2	1.24	2.49	Kissimmee	
231	n/a	2040	0	2	2	0.19	0.38	Kissimmee	
269	Oren Brown Rd	2040	0	2	2	1.05	2.10		
273	n/a	2040	0	2	2	0.31	0.61	Kissimmee	
284	n/a	2040	0	2	2	4.10	8.21	Kissimmee	
507	Fortune Rd	2040	0	2	2	3.33	6.65		
515	n/a	2040	0	2	2	0.40	0.80	Kissimmee	
519	n/a	2040	0	2	2	0.96	1.92	Kissimmee	
529	n/a	2040	0	2	2	0.37	0.74	Kissimmee	
<b>Totals</b>	<b>Total:</b>							<b>118.96</b>	
	<b>Reconstruction (2025):</b>							<b>0.00</b>	
	<b>Reconstruction (2040):</b>							<b>118.96</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map B-3

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-12**

**City of St. Cloud Reconstruction Improvements –BALANCED System**

ID	Description	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>
6	n/a	2040	0	2	2	3.98	7.97	St Cloud
7	n/a	2040	0	2	2	0.79	1.59	St Cloud
8	n/a	2040	0	2	2	1.17	2.33	St Cloud
10	n/a	2040	0	2	2	1.06	2.13	St Cloud
11	n/a	2040	0	2	2	2.35	4.70	St Cloud
13	n/a	2040	0	2	2	1.54	3.07	St Cloud
34	n/a	2040	0	2	2	3.59	7.19	St Cloud
35	n/a	2040	0	2	2	1.72	3.45	St Cloud
38	n/a	2040	0	2	2	1.63	3.26	St Cloud
40	n/a	2040	0	2	2	1.37	2.74	St Cloud
95	n/a	2040	0	2	2	0.07	0.15	St Cloud
96	n/a	2040	0	2	2	0.04	0.09	St Cloud
97	n/a	2040	0	2	2	0.06	0.12	St Cloud
98	n/a	2040	0	2	2	0.07	0.15	St Cloud
99	n/a	2040	0	2	2	0.02	0.05	St Cloud
100	n/a	2040	0	2	2	0.12	0.24	St Cloud
101	n/a	2040	0	2	2	0.07	0.15	St Cloud
102	n/a	2040	0	2	2	0.11	0.22	St Cloud
103	n/a	2040	0	2	2	0.04	0.09	St Cloud
104	Jack Brack Rd	2040	0	2	2	0.75	1.49	
108	Jack Brack Rd	2040	0	2	2	0.96	1.92	
109	Jones Rd	2040	0	2	2	1.74	3.48	
123	n/a	2040	0	2	2	3.24	6.49	
126	n/a	2040	0	2	2	1.53	3.07	St Cloud
127	n/a	2040	0	2	2	2.39	4.78	St Cloud
130	Carson St	2040	0	2	2	0.70	1.40	
134	n/a	2040	0	2	2	0.92	1.84	
135	n/a	2040	0	2	2	3.82	7.64	St Cloud
136	n/a	2040	0	2	2	1.25	2.49	St Cloud
137	n/a	2040	0	2	2	1.03	2.07	St Cloud
138	Hickory Tree Rd	2040	0	2	2	5.43	10.85	
139	n/a	2040	0	2	2	6.18	12.36	
169	n/a	2040	0	2	2	0.17	0.34	St Cloud
173	n/a	2040	0	2	2	0.45	0.90	St Cloud
223	n/a	2040	0	2	2	0.43	0.85	St Cloud
226	n/a	2040	0	2	2	0.44	0.89	St Cloud
227	n/a	2040	0	2	2	0.53	1.07	St Cloud
231	n/a	2040	0	2	2	0.19	0.38	East Lake Toho
232	Lake Shore Blvd	2040	0	2	2	6.28	12.57	
233	Deer Run Rd/Boutin Ln	2040	0	2	2	3.42	6.84	
238	Kissimmee Park Rd	2040	0	2	2	3.53	7.06	



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-12 (continued)**

**City of St. Cloud Reconstruction Improvements – BALANCED System**

ID	Description	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>	
241	Clay Whaley Rd	2040	0	2	2	1.38	2.75		
262	Hickory Tree Rd	2040	0	2	2	3.90	7.80		
283	Story Rd	2040	0	2	2	1.77	3.53		
504	Rummell Rd	2040	0	2	2	0.99	1.98		
509	Zuni Rd	2040	0	2	2	1.06	2.11		
520	n/a	2040	0	2	2	1.10	2.21	St Cloud	
534	n/a	2040	0	2	2	0.63	1.26	St Cloud	
535	n/a	2040	0	2	2	1.90	3.81	St Cloud	
539	W New Nolte Rd - Hickory Tree Rd	2040	0	2	2	2.54	5.09		
540	Kissimmee Park Rd	2040	0	2	2	0.93	1.87		
548	W New Nolte Rd	2040	0	2	2	1.94	3.87		
550	Sullivan Dr	2040	0	2	2	0.55	1.11		
553	Pine Grove Rd	2040	0	2	2	2.04	4.08		
560	Old Canoe Creek Rd	2040	0	2	2	0.39	0.79		
573	n/a	2040	0	2	2	0.52	1.03	St Cloud	
574	Old Canoe Creek Rd	2040	0	2	2	0.14	0.29		
580	Old Canoe Creek Rd	2040	0	2	2	3.05	6.11		
592	n/a	2040	0	2	2	0.55	1.10	East Lake Toho	
593	n/a	2040	0	2	2	0.41	0.83	East Lake Toho	
596	Deer Run Rd/Boutin Ln	2040	0	2	2	0.39	0.79		
600	n/a	2040	0	2	2	0.30	0.60	East Lake Toho	
651	Jack Brack Rd	2040	0	2	2	0.72	1.44		
652	Jones Rd	2040	0	2	2	0.46	0.93		
678	Deer Run Rd/Boutin Ln	2040	0	2	2	0.39	0.77		
<b>Totals</b>	<b>Total:</b>							<b>186.57</b>	
	<b>Reconstruction (2025):</b>							<b>0.00</b>	
	<b>Reconstruction (2040):</b>							<b>186.57</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map B-3

**Table B-13**

**Other (Developer) Reconstruction Improvements – BALANCED System**

ID	Description	Funding Time Period	Existing Lanes	Future Lanes	Lanes Added	Length (Miles)	Total Lane Miles	Area Zones <sup>(1)</sup>	
75	n/a	2040	0	2	2	0.01	0.03	St Cloud	
<b>Totals</b>	<b>Total:</b>							<b>0.03</b>	
	<b>Reconstruction (2025):</b>							<b>0.00</b>	
	<b>Reconstruction (2040):</b>							<b>0.03</b>	

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: Area Zones can be observed in Map B-3

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-14**

**Capital Cost Summary for Non-Roadway Modes – BALANCED System**

Year	Transit <sup>(1)</sup>	Trails <sup>(2)</sup>	Dirt Roads <sup>(3)</sup>	SunRail <sup>(4)</sup>	Total
2025	\$130,552,136	\$45,890,168	\$0	\$27,235,500	\$203,677,804
2040	\$153,101,805	\$0	\$0	\$0	\$153,101,805
<b>Total</b>	<b>\$283,653,941</b>	<b>\$45,890,168</b>	<b>\$0</b>	<b>\$27,235,500</b>	<b>\$356,779,609</b>

(1) Source: Table B-15

(2) Source: Table B-16

(3) Source: There was no capital cost associated with dirt roads

(4) Source: Osceola County portion of the SunRail funds appropriated for capital expenditures

Osceola County Transportation Funding Study:  
Transportation Alternative Funding Options

Table B-15  
Capital Cost Summary for Transit Improvements – BALANCED System

Mode / Route	Vehicles Needs <sup>(1)</sup>	2025										2040																
		Individual Vehicle Cost	Cost of Vehicle Needs	Bench Stop Needs	Individual Bench Cost	Cost of Bench Needs	Shelter Needs	Individual Shelter Cost	Cost of Shelter Needs	Stations	Individual Station Cost	Cost of Station Needs	Cost of Exlusive Lanes Needed	Total Capital Costs	Individual Vehicle Cost	Cost of Vehicle Needs	Bench Stop Needs	Individual Bench Cost	Cost of Bench Needs	Shelter Needs	Individual Shelter Cost	Cost of Shelter Needs	Stations	Individual Station Cost	Cost of Station Needs	Cost of Exlusive Lanes Needed	Total Capital Costs	
<b>2025</b>																												
Local Service																												
Total	12	\$585,000	\$7,020,000	409	\$15,000	\$6,135,000	137	\$25,000	\$3,425,000	0	\$150,000	\$0	\$0	\$16,580,000														
<b>2040</b>																												
Bus Rapid Transit																												
Total	16	\$908,320	\$14,533,120	0	\$15,000	\$0	0	\$25,000	\$0	66	\$150,000	\$9,900,000	\$291,368,042	\$315,801,162														
Paratransit																												
Total	11	\$60,000	\$660,000	0	\$15,000	\$0	0	\$25,000	\$0	0	\$150,000	\$0	\$0	\$660,000														
<b>Total Capital Cost - 2025 (County Portion Only)</b>																												
Federal Match (@50%)														\$333,041,162														
State Match (@15%)														\$166,520,581														
<b>Total Capital Cost - 2025 (County Portion Only) - Indexed</b>																												
														\$116,564,407														
<b>2040</b>																												
Local Service																												
Total	71	\$585,000	\$41,535,000	571	\$15,000	\$8,565,000	192	\$25,000	\$4,800,000	0	\$150,000	\$0	\$0	\$54,900,000														
Bus Rapid Transit																												
Total	23	\$908,320	\$20,891,360	0	\$15,000	\$0	0	\$25,000	\$0	97	\$150,000	\$14,550,000	\$203,602,302	\$239,043,662														
Paratransit																												
Total	37	\$60,000	\$2,220,000	0	\$15,000	\$0	0	\$25,000	\$0	0	\$150,000	\$0	\$0	\$2,220,000														
<b>Total Capital Cost - 2040</b>																												
Federal Match (@50%)														\$296,163,662														
State Match (@15%)														\$148,081,831														
<b>Total Capital Cost - 2040 (County Portion Only)</b>																												
<b>Total Capital Cost - 2040 (County Portion Only) - Indexed</b>																												
														\$103,657,282														

(1) Vehicle count from Table B-20 multiplied by a fleet margin of 20 percent

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-16**  
**Capital Cost Summary for Trails – BALANCED System**

Year	Trail	Length (Feet)	Unit Cost per Foot	Total Capital Costs
2020	Off-Street	408,672	\$88.63	\$36,220,599
2020	Equestrian	71,280	\$44.00	\$3,136,320
<b>Total Capital Cost - 2020</b>				<b>\$39,356,919</b>
<b>Total Capital Cost - 2020 - Indexed</b>				<b>\$45,890,168</b>

Source: Osceola County Transportation Planning Division, Community Development Department

**Table B-17**  
**Operational & Maintenance Cost Summary for All Modes – BALANCED System**

Year	Roads <sup>(1)</sup>	Transit <sup>(2)</sup>	Personnel & Others <sup>(3)</sup>	Trails <sup>(4)</sup>	Dirt Roads <sup>(5)</sup>	SunRail <sup>(6)</sup>	Total
2025	\$181,410,428	\$115,422,310	\$258,057,477	\$5,506,820	\$6,768,288	\$9,672,614	\$576,837,937
2040	\$362,149,222	\$509,904,241	\$388,759,171	\$13,767,050	\$10,196,310	\$35,503,637	\$1,320,279,631
<b>Total</b>	<b>\$543,559,650</b>	<b>\$625,326,551</b>	<b>\$646,816,647</b>	<b>\$19,273,871</b>	<b>\$16,964,598</b>	<b>\$45,176,252</b>	<b>\$1,897,117,568</b>

(1) Source: Table B-18

(2) Source: Table B-19

(3) Source: Table B-21

(4) Source: Table B-23

(5) Source: Table B-24

(6) Source: Table B-25

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-18**  
**O&M Cost Summary for County Roadways – BALANCED System**

Maintenance Variables			
Current Number of Lane-Miles:	1,894		
2025 Number of Lane-Miles:	1,958		
2040 Number of Lane-Miles:	2,463		
Current Annual Funding Level:	\$3,600,000		
Current Per Lane-Mile Cost:	\$1,900.74		
Current Desired Annual Funding Level:	\$12,000,000		
Desired Per Lane-Mile Cost:	\$6,335.80		
Sidewalk Percentage:	3.00%		
Additional Annual Sidewalk Maintenance:	\$500,000		
Year	Roadway Maintenance	Sidewalk Maintenance	Total
2012	\$3,600,000	\$608,000	\$4,208,000
2013	\$5,325,497	\$662,765	\$5,988,262
2014	\$7,122,143	\$722,664	\$7,844,807
2015	\$9,020,894	\$788,627	\$9,809,521
2016	\$11,063,453	\$862,403	\$11,925,856
2017	\$13,201,503	\$939,045	\$14,140,548
2018	\$13,552,273	\$962,568	\$14,514,841
2019	\$13,916,885	\$987,006	\$14,903,891
2020	\$14,283,183	\$1,011,496	\$15,294,679
2021	\$14,663,447	\$1,036,903	\$15,700,350
2022	\$15,057,772	\$1,063,233	\$16,121,005
2023	\$15,453,907	\$1,089,617	\$16,543,524
2024	\$15,864,227	\$1,116,927	\$16,981,154
2025	\$16,288,826	\$1,145,164	\$17,433,990
2026	\$16,972,395	\$1,181,671	\$18,154,066
2027	\$17,669,601	\$1,218,589	\$18,888,190
2028	\$18,393,487	\$1,256,805	\$19,650,292
2029	\$19,144,695	\$1,296,341	\$20,441,036
2030	\$19,923,863	\$1,337,216	\$21,261,079
2031	\$20,717,947	\$1,378,538	\$22,096,485
2032	\$21,540,843	\$1,421,226	\$22,962,069
2033	\$22,393,191	\$1,465,296	\$23,858,487
2034	\$23,275,629	\$1,510,769	\$24,786,398
2035	\$24,188,796	\$1,557,664	\$25,746,460
2036	\$25,133,334	\$1,606,000	\$26,739,334
2037	\$26,109,880	\$1,655,796	\$27,765,676
2038	\$27,119,074	\$1,707,073	\$28,826,147
2039	\$28,161,555	\$1,759,847	\$29,921,402
2040	\$29,237,962	\$1,814,139	\$31,052,101
<b>Total</b>	<b>\$508,396,262</b>	<b>\$35,163,388</b>	<b>\$543,559,650</b>
<b>Total (2025)</b>			<b>\$181,410,428</b>
<b>Total (2040)</b>			<b>\$362,149,222</b>

Source: Osceola County Transportation Planning Division,  
Community Development Department



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-19**

**O&M Cost Summary for Transit – BALANCED System**

Maintenance Variables <sup>(1)</sup>			
Annual LYNX Contribution:			\$4,441,193
Paratransit Portion:			\$1,600,000
Paratransit Percentage:			36%
2025 Transit Maintenance:			\$10,135,358
2025-2040 Transit Maintenance:			\$33,212,237
Year	Transit Maintenance	Indexing <sup>(2)</sup> Factor	Total Cost
2012	\$4,441,193	1.000	\$4,441,193
2013	\$4,879,206	1.005	\$4,903,602
2014	\$5,317,218	1.015	\$5,396,977
2015	\$5,755,231	1.030	\$5,927,888
2016	\$6,193,244	1.051	\$6,509,099
2017	\$6,631,256	1.072	\$7,108,707
2018	\$7,069,269	1.093	\$7,726,711
2019	\$7,507,282	1.115	\$8,370,619
2020	\$7,945,295	1.137	\$9,033,800
2021	\$8,383,307	1.160	\$9,724,636
2022	\$8,821,320	1.183	\$10,435,621
2023	\$9,259,333	1.207	\$11,176,014
2024	\$9,697,345	1.231	\$11,937,432
2025	\$10,135,358	1.256	\$12,730,010
2026	\$11,673,817	1.281	\$14,954,159
2027	\$13,212,275	1.307	\$17,268,444
2028	\$14,750,734	1.333	\$19,662,728
2029	\$16,289,192	1.360	\$22,153,302
2030	\$17,827,651	1.387	\$24,726,952
2031	\$19,366,110	1.415	\$27,403,045
2032	\$20,904,568	1.443	\$30,165,292
2033	\$22,443,027	1.472	\$33,036,136
2034	\$23,981,486	1.501	\$35,996,210
2035	\$25,519,944	1.531	\$39,071,035
2036	\$27,058,403	1.562	\$42,265,225
2037	\$28,596,861	1.593	\$45,554,800
2038	\$30,135,320	1.625	\$48,969,895
2039	\$31,673,779	1.658	\$52,515,125
2040	\$33,212,237	1.691	\$56,161,893
<b>Total</b>	<b>\$438,681,261</b>	n/a	<b>\$625,326,551</b>
<b>Total (2025)</b>			<b>\$115,422,310</b>
<b>Total (2040)</b>			<b>\$509,904,241</b>

(1) Source: Table B-20

(2) Source: Table B-1



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-21**  
**O&M Cost Summary for Personnel – BALANCED System**

Year	Annual Personnel Costs <sup>(1)</sup>	Indexing <sup>(2)</sup> Factor	Total Cost
2012	\$16,242,288	1.000	\$16,242,288
2013	\$16,242,288	1.006	\$16,339,742
2014	\$16,242,288	1.018	\$16,534,649
2015	\$16,242,288	1.036	\$16,827,011
2016	\$16,242,288	1.061	\$17,233,068
2017	\$16,242,288	1.086	\$17,639,125
2018	\$16,242,288	1.112	\$18,061,425
2019	\$16,242,288	1.139	\$18,499,966
2020	\$16,242,288	1.166	\$18,938,508
2021	\$16,242,288	1.194	\$19,393,292
2022	\$16,242,288	1.223	\$19,864,319
2023	\$16,242,288	1.252	\$20,335,345
2024	\$16,242,288	1.282	\$20,822,614
2025	\$16,242,288	1.313	\$21,326,125
2026	\$16,242,288	1.345	\$21,845,878
2027	\$16,242,288	1.377	\$22,365,631
2028	\$16,242,288	1.410	\$22,901,627
2029	\$16,242,288	1.444	\$23,453,864
2030	\$16,242,288	1.479	\$24,022,344
2031	\$16,242,288	1.514	\$24,590,825
2032	\$16,242,288	1.550	\$25,175,547
2033	\$16,242,288	1.587	\$25,776,512
2034	\$16,242,288	1.625	\$26,393,719
2035	\$16,242,288	1.664	\$27,027,168
2036	\$16,242,288	1.704	\$27,676,859
2037	\$16,242,288	1.745	\$28,342,793
2038	\$16,242,288	1.787	\$29,024,969
2039	\$16,242,288	1.830	\$29,723,388
2040	\$16,242,288	1.874	\$30,438,048
<b>Total</b>	<b>\$471,026,361</b>	<b>n/a</b>	<b>\$646,816,647</b>
<b>Total (2025)</b>			<b>\$258,057,477</b>
<b>Total (2040)</b>			<b>\$388,759,171</b>

(1) Source: Table B-22

(2) Source: Table B-1

# Osceola County Transportation Funding Study:

## Transportation Alternative Funding Options

**Table B-22**  
**Annual Personnel Cost Detail – BALANCED System**

Dept #	Departments/Cost Centers	Operating Expenses			Personnel Services	Total Personnel Costs
		Total Operating Expenses	Already Included	Net Operating Expenses		
1427	Impact Fee Coordination	\$20,506	\$0	\$20,506	\$74,874	\$95,380
1428	Smart Growth Administration	\$146,458	\$0	\$146,458	\$18,281	\$164,739
1454	Planning	\$6,106,549	\$4,441,193	\$1,665,356	\$650,738	\$2,316,094
1711	Information Technology	\$913	\$0	\$913	\$88,431	\$89,344
1799	Countywide Computer Project Support	\$690	\$0	\$690	\$0	\$690
3801	Stormwater Management	\$0	\$0	\$0	\$0	\$0
3805	Drainage Improvements	\$120,000	\$0	\$120,000	\$0	\$120,000
4101-4107	Zones 1 - 6	\$0	\$0	\$0	\$0	\$0
4108	Shared Zone 1 Impact Fee	\$0	\$0	\$0	\$0	\$0
4121	Engineering	\$0	\$0	\$0	\$0	\$0
4123	Project Administration	\$20,805	\$0	\$20,805	\$469,218	\$490,023
4124	Osceola Parkway Operations & Maintenance	\$0	\$0	\$0	\$0	\$0
4131	Road & Bridge	\$0	\$0	\$0	\$0	\$0
4132	Traffic Services	\$728,397	\$0	\$728,397	\$0	\$728,397
4133	Equipment Repair	\$842,962	\$0	\$842,962	\$378,697	\$1,221,659
4150	Stormwater	\$117,989	\$0	\$117,989	\$83,447	\$201,436
4152	Public Works/Project Management	\$150,490	\$0	\$150,490	\$723,935	\$874,425
4153	Services	\$15,609	\$0	\$15,609	\$97,823	\$113,432
4154	Traffic Engineer	\$438,089	\$0	\$438,089	\$1,034,472	\$1,472,561
4155	Engineering	\$161,215	\$0	\$161,215	\$450,170	\$611,385
4156	Construction	\$32,368	\$0	\$32,368	\$784,899	\$817,267
4157	Road & Bridge	\$2,281,820	\$2,281,820	\$0	\$5,173,306	\$5,173,306
4158	Mowing Units	\$1,220,079	\$0	\$1,220,079	\$418,972	\$1,639,051
4301	Transportation	\$113,099	\$0	\$113,099	\$0	\$113,099
4310	Transportation Administration	\$0	\$0	\$0	\$0	\$0
8007	CIP Transportation	\$0	\$0	\$0	\$0	\$0
9202-9383	MSBUS and MSTUS	\$0	\$0	\$0	\$0	\$0
9961	Debt Service	\$0	\$0	\$0	\$0	\$0
<b>Total (Annual)</b>		\$12,518,039	\$6,723,013	\$5,795,026	\$10,447,263	\$16,242,288

Source: Osceola County Transportation Planning Division, Community Development Department – Osceola County Transportation Revenues & Expenditures - FY2011 Budget

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-23**  
**O&M Cost Summary for Trails – BALANCED System**

Maintenance Variables		
Capital Expenditure (2020):		\$45,890,168
Annual Maint. Percentage:		2%
Year	Maintenance Percentage	Total Cost
2012	n/a	n/a
2013	n/a	n/a
2014	n/a	n/a
2015	n/a	n/a
2016	n/a	n/a
2017	n/a	n/a
2018	n/a	n/a
2019	n/a	n/a
2020	2.00%	\$917,803
2021	2.00%	\$917,803
2022	2.00%	\$917,803
2023	2.00%	\$917,803
2024	2.00%	\$917,803
2025	2.00%	\$917,803
2026	2.00%	\$917,803
2027	2.00%	\$917,803
2028	2.00%	\$917,803
2029	2.00%	\$917,803
2030	2.00%	\$917,803
2031	2.00%	\$917,803
2032	2.00%	\$917,803
2033	2.00%	\$917,803
2034	2.00%	\$917,803
2035	2.00%	\$917,803
2036	2.00%	\$917,803
2037	2.00%	\$917,803
2038	2.00%	\$917,803
2039	2.00%	\$917,803
2040	2.00%	\$917,803
<b>Total</b>		<b>\$19,273,871</b>
<b>Total (2025)</b>		<b>\$5,506,820</b>
<b>Total (2040)</b>		<b>\$13,767,050</b>

Source: Osceola County Transportation Planning Division, Community Development Department



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-24**  
**O&M Cost Summary for Dirt Roads –BALANCED System**

Maintenance Variables <sup>(1)</sup>			
Unit Cost (per Centerline Mile):			\$100
Centerline Miles of Dirt Rds:			142
Attempts per Year			30
Annual Dirt Rds Maintenance:			\$426,000
Year	Dirt Roads Maintenance	Indexing <sup>(2)</sup> Factor	Total Cost
2012	\$426,000	1.000	\$426,000
2013	\$426,000	1.006	\$428,556
2014	\$426,000	1.018	\$433,668
2015	\$426,000	1.036	\$441,336
2016	\$426,000	1.061	\$451,986
2017	\$426,000	1.086	\$462,636
2018	\$426,000	1.112	\$473,712
2019	\$426,000	1.139	\$485,214
2020	\$426,000	1.166	\$496,716
2021	\$426,000	1.194	\$508,644
2022	\$426,000	1.223	\$520,998
2023	\$426,000	1.252	\$533,352
2024	\$426,000	1.282	\$546,132
2025	\$426,000	1.313	\$559,338
2026	\$426,000	1.345	\$572,970
2027	\$426,000	1.377	\$586,602
2028	\$426,000	1.410	\$600,660
2029	\$426,000	1.444	\$615,144
2030	\$426,000	1.479	\$630,054
2031	\$426,000	1.514	\$644,964
2032	\$426,000	1.550	\$660,300
2033	\$426,000	1.587	\$676,062
2034	\$426,000	1.625	\$692,250
2035	\$426,000	1.664	\$708,864
2036	\$426,000	1.704	\$725,904
2037	\$426,000	1.745	\$743,370
2038	\$426,000	1.787	\$761,262
2039	\$426,000	1.830	\$779,580
2040	\$426,000	1.874	\$798,324
<b>Total</b>	<b>\$12,354,000</b>	<b>n/a</b>	<b>\$16,964,598</b>
<b>Total (2025)</b>			<b>\$6,768,288</b>
<b>Total (2040)</b>			<b>\$10,196,310</b>

(1) Source: Osceola County Transportation Planning Division,  
Community Development Department

(2) Source: Table B-1

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table B-25**

**O&M Cost Summary for SunRail – BALANCED System**

Maintenance Variables <sup>(1)</sup>			
SunRail Operations Begin:			2021
Annual O&M Cost:			\$1,602,222
Year	SunRail Maintenance	Indexing <sup>(2)</sup> Factor	Total Cost <sup>(3)</sup>
2012	n/a	1.000	n/a
2013	n/a	1.005	n/a
2014	n/a	1.015	n/a
2015	n/a	1.030	n/a
2016	n/a	1.051	n/a
2017	n/a	1.072	n/a
2018	n/a	1.093	n/a
2019	n/a	1.115	n/a
2020	n/a	1.137	n/a
2021	\$1,602,222	1.160	\$1,858,578
2022	\$1,602,222	1.183	\$1,895,429
2023	\$1,602,222	1.207	\$1,933,882
2024	\$1,602,222	1.231	\$1,972,335
2025	\$1,602,222	1.256	\$2,012,391
2026	\$1,602,222	1.281	\$2,052,446
2027	\$1,602,222	1.307	\$2,094,104
2028	\$1,602,222	1.333	\$2,135,762
2029	\$1,602,222	1.360	\$2,179,022
2030	\$1,602,222	1.387	\$2,222,282
2031	\$1,602,222	1.415	\$2,267,144
2032	\$1,602,222	1.443	\$2,312,006
2033	\$1,602,222	1.472	\$2,358,471
2034	\$1,602,222	1.501	\$2,404,935
2035	\$1,602,222	1.531	\$2,453,002
2036	\$1,602,222	1.562	\$2,502,671
2037	\$1,602,222	1.593	\$2,552,340
2038	\$1,602,222	1.625	\$2,603,611
2039	\$1,602,222	1.658	\$2,656,484
2040	\$1,602,222	1.691	\$2,709,357
<b>Total</b>	<b>\$32,044,440</b>	<b>n/a</b>	<b>\$45,176,252</b>
<b>Total (2025)</b>			<b>\$9,672,614</b>
<b>Total (2040)</b>			<b>\$35,503,637</b>

(1) Source: Osceola County Transportation Planning Division, Community Development Department

(2) Source: Table B-1

(3) FDOT will fund O&M during the first 7 years of operation

**APPENDIX C**  
**Revenue Projections**

## APPENDIX C REVENUE PROJECTIONS

This appendix provides the annual projected revenues for existing and potential revenues sources in Osceola County.

- Table C-1 presents the annual projected revenue levels for the constitutional, county, ninth cent, and 1<sup>st</sup> local option fuel taxes within Osceola County between 2012 and 2040.
- Table C-2 presents the annual projected revenue levels for the local government infrastructure sales tax, transportation development fees (impact fees), and ad valorem revenues tied to transportation funding within Osceola County between 2012 and 2040.
- Table C-3 presents the annual projected revenue levels for potential new funding sources, including the 2<sup>nd</sup> local option fuel tax (5 pennies) and the charter county surtax (1.0%).
- Table C-4 presents a summary of the population and employment control totals utilized in the revenue projections for Osceola County.

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table C-1**  
**Existing Revenue Sources – Fuel Tax Projections**

Year	Constitutional Fuel Tax	County Fuel Tax	Ninth Cent Fuel Tax	1st Local Option Fuel Tax
2012	\$3,905,466	\$1,737,996	\$1,113,482	\$6,220,690
2013	\$3,966,739	\$1,765,441	\$1,130,951	\$6,318,287
2014	\$4,059,111	\$1,806,734	\$1,157,287	\$6,465,418
2015	\$4,163,717	\$1,853,481	\$1,187,111	\$6,632,036
2016	\$4,275,751	\$1,903,544	\$1,219,053	\$6,810,487
2017	\$4,392,609	\$1,955,766	\$1,252,371	\$6,996,620
2018	\$4,514,159	\$2,010,086	\$1,287,025	\$7,190,227
2019	\$4,640,887	\$2,066,724	\$1,323,157	\$7,392,080
2020	\$4,772,803	\$2,125,684	\$1,360,767	\$7,602,199
2021	\$4,910,318	\$2,187,149	\$1,399,974	\$7,821,234
2022	\$5,053,707	\$2,251,244	\$1,440,855	\$8,049,628
2023	\$5,202,983	\$2,317,974	\$1,483,415	\$8,287,396
2024	\$5,358,583	\$2,387,535	\$1,527,778	\$8,535,239
2025	\$5,520,658	\$2,459,995	\$1,573,987	\$8,793,394
2026	\$5,663,851	\$2,524,055	\$1,614,813	\$9,021,475
2027	\$5,792,017	\$2,581,431	\$1,651,354	\$9,225,619
2028	\$5,903,508	\$2,631,385	\$1,683,141	\$9,403,204
2029	\$5,999,427	\$2,674,409	\$1,710,488	\$9,555,986
2030	\$6,081,505	\$2,711,269	\$1,733,889	\$9,686,721
2031	\$6,154,043	\$2,743,884	\$1,754,570	\$9,802,261
2032	\$6,221,236	\$2,774,122	\$1,773,728	\$9,909,286
2033	\$6,283,916	\$2,802,354	\$1,791,598	\$10,009,125
2034	\$6,345,162	\$2,829,951	\$1,809,060	\$10,106,677
2035	\$6,404,722	\$2,856,802	\$1,826,041	\$10,201,547
2036	\$6,464,681	\$2,883,836	\$1,843,136	\$10,297,050
2037	\$6,525,645	\$2,911,324	\$1,860,517	\$10,394,154
2038	\$6,587,537	\$2,939,232	\$1,878,163	\$10,492,737
2039	\$6,650,146	\$2,967,465	\$1,896,014	\$10,592,462
2040	\$6,713,421	\$2,996,001	\$1,914,054	\$10,693,247
<b>Total</b>	<b>\$158,528,308</b>	<b>\$70,656,872</b>	<b>\$45,197,779</b>	<b>\$252,506,486</b>
<b>Total (2025)</b>	<b>\$64,737,491</b>	<b>\$28,829,352</b>	<b>\$18,457,213</b>	<b>\$103,114,935</b>
<b>Total (2040)</b>	<b>\$93,790,818</b>	<b>\$41,827,520</b>	<b>\$26,740,566</b>	<b>\$149,391,551</b>

Source: Local Government Financial Information Handbook; 2012 projected distribution



# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table C-2**

**Existing Revenue Sources – Non-Fuel Tax Projections**

Year	Local Gov't Infr. Sales Surtax	Transportation Devel. Fees	General Fund (Ad Val)
2012	\$10,524,306	\$20,663,684	\$19,581,305
2013	\$10,858,903	\$20,789,625	\$19,581,305
2014	\$11,271,956	\$29,052,721	\$19,946,369
2015	\$11,725,056	\$32,862,383	\$20,318,810
2016	\$12,209,077	\$35,715,474	\$21,078,765
2017	\$12,719,275	\$38,528,660	\$21,869,527
2018	\$13,256,417	\$41,471,479	\$22,692,447
2019	\$13,822,804	\$44,722,163	\$23,548,935
2020	\$14,419,679	\$48,187,749	\$24,440,471
2021	\$15,049,348	\$51,973,151	\$25,368,602
2022	\$15,713,900	\$56,084,949	\$26,334,951
2023	\$16,414,821	\$60,445,625	\$27,341,215
2024	\$17,154,812	\$65,223,819	\$28,389,174
2025	\$17,935,921	\$70,338,245	\$29,480,690
2026	\$18,688,227	\$64,039,244	\$30,617,717
2027	\$19,420,289	\$60,730,128	\$31,802,300
2028	\$20,125,285	\$56,424,292	\$33,036,582
2029	\$20,804,146	\$52,153,062	\$34,322,810
2030	\$21,459,898	\$48,243,397	\$35,663,340
2031	\$22,103,912	\$45,868,604	\$37,060,639
2032	\$22,748,205	\$45,181,116	\$38,517,296
2033	\$23,394,895	\$44,776,462	\$40,036,022
2034	\$24,053,719	\$45,795,897	\$41,619,664
2035	\$24,723,966	\$46,698,118	\$43,271,205
2036	\$25,412,893	\$48,704,421	\$44,993,772
2037	\$26,123,147	\$51,137,313	\$46,790,649
2038	\$26,855,103	\$53,641,363	\$48,665,277
2039	\$27,608,640	\$56,111,407	\$50,621,266
2040	\$28,384,194	\$58,690,368	\$52,662,407
<b>Total</b>	<b>\$544,982,794</b>	<b>\$1,394,254,919</b>	<b>\$939,653,513</b>
<b>Total (2025)</b>	<b>\$193,076,275</b>	<b>\$616,059,728</b>	<b>\$329,972,566</b>
<b>Total (2040)</b>	<b>\$351,906,519</b>	<b>\$778,195,191</b>	<b>\$609,680,947</b>

Source: Local Government Financial Information Handbook; 2012 projected distribution and discussions with County staff (Office of Management and Budget)

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table C-3**  
**Potential Revenue Sources – Fuel/Sales Tax Projections<sup>(1)</sup>**

Year	2nd Local Option Fuel Tax	Charter County Surtax
2012	\$4,735,065	n/a
2013	\$4,809,376	n/a
2014	\$4,921,400	n/a
2015	\$5,048,260	n/a
2016	\$5,184,129	\$45,456,053
2017	\$5,325,847	\$47,428,209
2018	\$5,473,255	\$49,495,947
2019	\$5,626,941	\$51,669,675
2020	\$5,786,920	\$53,949,231
2021	\$5,953,688	\$56,345,580
2022	\$6,127,581	\$58,862,614
2023	\$6,308,611	\$61,504,328
2024	\$6,497,312	\$64,278,748
2025	\$6,693,863	\$67,190,261
2026	\$6,867,518	\$70,142,320
2027	\$7,022,948	\$73,007,821
2028	\$7,158,158	\$75,760,280
2029	\$7,274,483	\$78,405,595
2030	\$7,374,023	\$80,954,491
2031	\$7,461,995	\$83,453,353
2032	\$7,543,483	\$85,951,511
2033	\$7,619,500	\$88,456,490
2034	\$7,693,777	\$91,008,172
2035	\$7,766,011	\$93,602,638
2036	\$7,838,727	\$96,268,533
2037	\$7,912,662	\$99,017,151
2038	\$7,987,723	\$101,850,731
2039	\$8,063,653	\$104,766,660
2040	\$8,140,390	\$107,767,066
<b>Total</b>	<b>\$192,217,303</b>	<b>\$1,886,593,458</b>
<b>Total (2025)</b>	<b>\$78,492,249</b>	<b>\$556,180,645</b>
<b>Total (2040)</b>	<b>\$113,725,054</b>	<b>\$1,330,412,813</b>

Source: Local Government Financial Information Handbook; 2012 projected distribution and discussions with County staff

Note 1: It was assumed that the Charter County Surtax does not get into effect until the year 2016.

# Osceola County Transportation Funding Study: Transportation Alternative Funding Options

**Table C-4**  
**Population and Employment Projections<sup>(1)</sup>**

Year	Single Family Dwelling Units	Multi-Family Dwelling Units	Industrial Employment	Commercial Employment	Service Employment
2012	977	1,411	263	947	1,064
2013	1,959	2,829	530	1,908	2,128
2014	3,321	4,796	909	3,285	3,610
2015	4,839	6,989	1,341	4,861	5,256
2016	6,449	9,314	1,815	6,603	7,011
2017	8,123	11,732	2,320	8,479	8,831
2018	9,857	14,236	2,862	10,498	10,721
2019	11,659	16,839	3,440	12,665	12,680
2020	13,526	19,535	4,058	15,003	14,715
2021	15,466	22,337	4,717	17,512	16,825
2022	17,480	25,245	5,423	20,215	19,017
2023	19,567	28,259	6,176	23,122	21,290
2024	21,732	31,386	6,981	26,250	23,650
2025	23,975	34,625	7,842	29,614	26,104
2026	26,181	37,811	8,293	31,291	29,191
2027	28,208	40,739	8,705	32,829	32,063
2028	30,034	43,376	9,076	34,216	34,673
2029	31,671	45,741	9,408	35,454	37,028
2030	33,139	47,860	9,705	36,568	39,156
2031	34,492	49,814	9,979	37,593	41,132
2032	35,785	51,682	10,240	38,573	43,028
2033	37,028	53,478	10,492	39,515	44,859
2034	38,262	55,260	10,740	40,449	46,685
2035	39,482	57,022	10,986	41,373	48,498
2036	40,716	58,804	11,235	42,306	50,347
2037	41,973	60,619	11,488	43,258	52,237
2038	43,252	62,467	11,745	44,228	54,161
2039	44,550	64,341	12,006	45,208	56,132
2040	45,867	66,243	12,271	46,206	58,138
<b>Total (2025)</b>	<b>23,975</b>	<b>34,625</b>	<b>7,842</b>	<b>29,614</b>	<b>26,104</b>
<b>Total (2040)</b>	<b>45,867</b>	<b>66,243</b>	<b>12,271</b>	<b>46,206</b>	<b>58,138</b>

Source: Osceola County Transportation Planning Division, Community Development Department

Note 1: This table only includes cumulative new development and does not include existing development

**Osceola County Pedestrian and Bicycle Facility Master Plan**

# Osceola County Pedestrian and Bicycle Facility Master Plan



## Transportation Element Data & Analysis Edition

March 21, 2013





# Osceola County Pedestrian and Bicycle Facility Master Plan



## 1.0 Introduction

A web-based survey conducted by the Community Development Department in September 2011 and interviews with community leaders revealed public attitudes which regard walking and bicycling in Osceola County as challenging due to long distances between homes and employment/shopping destinations. Others cited a lack of suitable adequate paths and connections as a major contributor to relying on cars for even the shortest trips. Some expressed safety concerns for poor or elderly citizens due to the scarcity of suitable pathways. This master plan represents the Community Development Department's response to these concerns and is intended to present a clear planning framework to set county-wide goals, identify opportunities and obstacles, and present policies which incorporate pedestrian and bicycle needs into Osceola County's land development codes and capital improvement programs. The master plan concludes with a set of recommended actions, funding resources, and a phased implementation program.

### 1.1 Why Walk? Why Pedal?

***Mobility.*** Increased mobility is the clearest, most obvious reason that we should want to increase levels of walking and cycling in Osceola County. Walking is the original and most basic form of human travel. Some amount of walking is integral to every journey most people take each day. Walking and cycling are not unlike other travel modes in that safe, interesting, and continuous routes are needed to attract travelers and the activities they bring to a place.

***Mobility for everyone.*** Many of our fellow citizens do not have the economic resources necessary to own, maintain and insure an automobile; putting lower income families at a severe disadvantage for accessing jobs and basic goods and services. Likewise, many school age children are dependent upon expensive school bus service or parents to get to school or recreational opportunities because no safe alternative exists. Lastly, a built environment that necessitates automobile dependence is one reason that driving and independent living are considered mutually-dependent activities by our elderly citizens.

***Increased transit patronage.*** Safe and convenient walking environments are crucial to the success of any transit investment. All transit trips begin and/or end with a walk or bike ride. Bicycle and pedestrian connections are transit supportive in that they reduce the time required to access transit and effectively increase transit's service area. Direct bicycle routes can increase a

transit stop's service area by a factor of four (ten minute walk equals one-half mile [+/-] vs. ten minute bicycle ride equals two miles [+/-]).

**Lifestyle.** Walking and bicycling are popular ways to reap the benefits of an active lifestyle while traveling for recreation, work, or shopping. It is widely accepted that small, regular amounts of moderate physical activity can improve muscle and joint strength, lower blood pressure, improve mental health, and lower the risk of heart disease. The benefits of even moderate physical activity are substantial and were recognized in a landmark report published by the Surgeon General's office in 1996. This report, titled *Physical Activity and Health* helped to change the way Americans think about the connection between exercise and health. This publication provided some of the first empirical evidence that the old "no pain, no gain" approach to fitness, where only sustained high energy workouts produced measurable health benefits, was not valid after all. In other words, a little amount of physical activity can go a long way towards improving one's health. While the Surgeon General's report did recognize the marginal benefits of heavy exercise, it stressed the enormous health benefits of moderate, regularly practiced activities such as walking and bicycling. Interestingly, the marginal increase in health benefit is greatest when moving from a sedentary lifestyle to a moderately active one. With an adult obesity rate of 24 percent<sup>1</sup>, Osceola County citizens are at higher risk for many chronic health conditions. These risks can be easily moderated by incorporating more physical activity into our daily travel routines.

**Increased economic development/increased community character.** Walking and bicycling are how an increasing number of people are choosing to spend their leisure and vacation dollars. With over five million visitors and eight billion dollars in annual economic activity, the pedestrian-oriented San Antonio River Walk thrives amid Texas heat and humidity as the state's most popular tourist attraction. Investments in walking and bicycling facilities are investments in economic development. A recent study by the East Central Florida Regional Planning Council on the economic impact of Orange County's recreational trails demonstrated that County trails supported 516 jobs and yielded estimated economic impact of 42.6 million dollars in 2010.<sup>2</sup> Walking and bicycling facilities create value in our communities as well. Successful (re)development projects in the Central Florida communities of Winter Springs, Winter Garden, Oakland, and Lake Mary/Heathrow all clearly demonstrate the powerful economic development power of public investment in recreational trails. Places where walking and bicycling activity are readily visible are perceived as attractive, friendly places to live and visit, and attract economic development in the form of commercial and tourism activities.<sup>3</sup>

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<sup>1</sup> [www.countyhealthrankings.org](http://www.countyhealthrankings.org)

<sup>2</sup> ECFRPC REMI, Inc. model results

<sup>3</sup> [www.walkinginfo.org](http://www.walkinginfo.org)

## 1.2 Purpose and Need for a Pedestrian and Bicycle Master Plan

This master plan implements adopted County policy by documenting the need for enhanced pedestrian and bicycle networks and prescribing a process for development of needed improvements. A principle objective of the Transportation Element of the Osceola County Comprehensive Plan is an integrated, multimodal transportation network which “*provides a safe, comfortable, attractive, efficient and energy-efficient multimodal transportation network and shall support the expansion of alternative modes for commuting, as well as for recreational purposes.*”<sup>4</sup> Comprehensive Plan policies adopted to implement this objective include:

***Policy 1.3.1: Multimodal corridors:*** The County shall ensure that major existing and future roadways and expansion of existing major roadways be designed as multimodal transportation corridors to accommodate automobiles, bicycles, pedestrians, and transit, specifically by incorporating public transit routes, sidewalks, and bike paths into new and existing arterials and collectors that may be improved in accordance with Policy 1.6.5.

***Policy 1.3.2: Public access to transit and other facilities:*** The County shall incorporate regulations into the Land Development Code to increase public access to transit, and facilitate bicycle and pedestrian travel, by requiring a multimodal approach to transportation planning. Examples of this approach may include bus shelters along frontage right-of-way and bike paths and pedestrian walkways internal to a development, which provide access to transit stops.

***Policy 1.3.3: Bicycle and pedestrian facilities separated from roadways.*** In transportation corridors where barriers to bicycle or pedestrian travel exist, the County, in its own projects and in approving new developments, shall minimize potential conflicts between and among automobiles, transit, bicycles, pedestrians, and rail by requiring designs that will create pedestrian and bicycle facilities separate from roadways.

***Objective 1.7:*** specifies that “Osceola County shall develop an efficient and coordinated bicycle and pedestrian system that will ensure the safe, and convenient, and efficient travel of pedestrians and bicyclists” adopted policies reinforcing this objective include:

***Policy 1.7.1: Sidewalk Master Plan:*** The *Sidewalk, Bikeway, Trail, and Greenway Master Plan*, hereafter referred to as the Sidewalk Master Plan, shall guide the County in implementing transportation projects and ensuring that bicycle facilities be integrated into road construction and improvement projects. In addition, the County will establish exclusive bicycle lanes or paths.

***Policy 1.7.2: Bicycle paths.*** The County shall use the Sidewalk Master Plan to determine where to connect existing and future bicycle paths to community facilities, major trip generators or attractors, parking, residential areas, schools, and commercial centers.

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<sup>4</sup> Osceola County Comprehensive Plan, Transportation Element: *Objective 1.3 Multimodal Transportation Network*

**Policy 1.7.3: County facilities coordinated with greenways and trails.** The County shall design facilities, based on the Sidewalk Master Plan, while coordinating with countywide, federal, regional, or statewide greenways and trails, or bicycle and pedestrian plans.

**Policy 1.7.4: Bicycle route considerations.** In establishing bicycle routes, the County shall consider traffic patterns, road construction and improvement projects, and the number of bicyclists in determining which transportation corridor will include bicycle facilities.

**Policy 1.7.5: Sidewalk requirements in LDC.** The County shall continue to enforce requirements in the Land Development Code concerning sidewalk systems and shall adopt new requirements concerning bicycle facilities in transportation or trail corridors. At a minimum, the requirements shall ensure that sidewalks are constructed in urban areas to link residential neighborhoods, schools, and commercial areas.

**Policy 1.7.6: Sidewalk priorities.** Based on the Sidewalk Master Plan recommendations, priority shall be given to constructing and improving sidewalks where heavy usage is projected. In addition, the County shall incorporate sidewalks along roads between residential areas and schools, which may be implemented concurrently with other roadway improvements.

**Policy 1.7.7: Intersection safety.** The County will continue to enforce existing criteria in the Land Development Code that will help improve the safety of intersections, such as meeting ADA guidelines and regulations.

**Policy 1.7.8: Bicycle/pedestrian facility funding.** The County will seek grants and other revenue sources to increase bicycle and pedestrian facilities.

**Policy 1.7.9: Bicycle/pedestrian projects in CIP.** The County will assess, as necessary, the transportation network and identify any needed bicycle and pedestrian projects that may be included in the County's Capital Improvement Program (CIP).

**Policy 1.7.10: Communities designed for bicycle/pedestrian activities.** Communities shall be designed and developed in a manner that promotes increased bicycle and pedestrian activity with a street network that is not exclusively made up of cul-de-sacs and collector roads.

**Policy 1.7: Connections between neighboring land uses.** The County shall promote connections between neighboring land uses in order to increase bicycle and pedestrian mobility and transit accessibility, consistent with the locational criteria in Future Land Use Element Policy 1.3.1.

### 1.3 Issues

Issues identified during the development of this plan which significantly limit opportunities for cyclists and pedestrians include:

**1.3.1 Absent network and automobile dependence.** Planning for pedestrian and bicycle connections and facilities is a relatively new function of government as such facilities were traditionally incorporated as places grew incrementally in a pattern of logical, rectilinear commercial and neighborhood blocks. These blocks were typically bounded on four sides by streets for cars and parking and sidewalks for walking and commercial activities.

Unfortunately, a majority of the growth in Osceola County did not take place in the context of an adopted master plan specifying a pattern of streets and blocks, but rather in a patchwork of fragmented single-use projects. Non-residential uses became surrounded by off-street parking and were considered incompatible with neighborhoods. Consequently neighborhoods were often isolated and impermeable to cars and pedestrians. The distances between these uses became too great to transcend without a car so a comprehensive system of sidewalks and paths was correctly considered an unnecessary luxury which would not be used. The disjointed network that resulted became an obstacle to planners seeking to (re-)establish walkability into the built environment. Retrofits are necessary but need to occur within the framework of a coordinated master plan in order ensure useful connections are established.

**1.3.2 Community perception.** The aforementioned auto-oriented development pattern has led to a situation where walking and cycling are perceived solely as activities for poor people or fitness enthusiasts. Public perceptions about the utility and benefits of walking and cycling are evolving much like public perceptions about the health benefits of physical activity and smoking cessation have evolved. Convenient pathways and close, walkable shopping and entertainment centers are now among the community amenities being cited more often by homebuyers making purchasing decisions. This plan seeks to expand on such market trends by establishing a planning program which ensures that such features are integral to growth.

**1.3.3 Demand for low income mobility.** All too often it is the poor among us that disproportionately feel the effects of neglected or absent bicycle and pedestrian facilities. When transportation investments favor the automobile, development and infrastructure investments tend to be focused on low-density suburban areas. Such an approach typically leaves historically low-resource communities even more immobile without access to employment opportunities or basic household needs, and forced to travel on dangerous thoroughfares, which were often not designed with pedestrian and bicycle safety in mind. Accordingly, disproportionate levels of pedestrian and bicycle-related crashes occur in underserved communities. With an estimated annual cost of over \$8,500<sup>5</sup> per car, greater than twenty-percent of the County's 2010 median household income<sup>6</sup>, automobile ownership itself substantially limits options available to low-income persons. The approaches presented in this master plan are intended to increase transportation equity without forgoing overall system efficiency.

**1.3.4 Policy and implementation barriers:** A substantial obstacle to increasing the number and quality of pedestrian and bicycle facilities is the absence of a unified vision where needed facilities are incorporated into new thoroughfares or retrofitted incrementally into existing infrastructure. This master plan should systematize Osceola County pedestrian and bicycle

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<sup>5</sup> American Automobile Association, 2010; medium size sedan; 10,000 miles/year.

<sup>6</sup> U.S. Census Bureau, American Community Survey 2010 1-year estimate.



planning such existing networks are continually enhanced during the course of roadway safety and capacity improvements, new roadway construction, small and large-scale (re)development approvals, and capital improvement programming.

#### **1.4 Hallmarks of the Plan**

In addition to identifying the potential future location, timing, and type of pedestrian and bicycle improvements, the Osceola County Pedestrian and Bicycle Master Plan builds upon livability ideals expressed in the adopted Comprehensive Plan and Conceptual Master Plans for existing and future communities. These ideals are expressed throughout this plan through the following elements:

- A system of sidewalks and pathways, which address the needs of current and future residents which improve safety, increase transit accessibility, foster economic development, and improve coordination with other agencies.
- A process for prioritizing future capital investment in pedestrian and bicycle facilities.
- Policy guidance to help realize the vision of multi-modal livability expressed in the County's adopted Conceptual Master Plans.
- Focused resources towards areas which potentially serve the greatest number of pedestrians and cyclists; notably along the County's major thoroughfares.
- Planning for livable streets using urban design as a tool which supports and enables increased levels of walking and cycling.
- Refinement of requirements contained in the Osceola County Land Development Code for all phases of the development approval process as it relates to pedestrian and bicycle improvements.
- Establish meaningful bicycle/pedestrian level of service standards for comprehensive planning.

#### **1.5 Organization of the Plan**

This document's four remaining chapters are summarized below:

- **Chapter 2** contains a review of the existing and planned land development uses and patterns, existing walking and cycling facilities, accompanied by safety statistics and maps.
- **Chapter 3** presents a methodology for prioritizing needed pedestrian and bicycle improvements.

- **Chapter 4** contains recommended actions and a phased implementation plan.
- **Chapter 5** is intended to serve as a reference source of best practices and generalized design standards.



## 2.0 Walking and Cycling in Osceola County

### 2.1 Existing Land Uses and Development Patterns

Osceola County has experienced dramatic population growth over the past 20 years. This growth has had a disproportionate impact on the County’s transportation networks because the pattern of growth resulted in vehicle miles of travel (VMT) increasing at a substantially faster rate than population growth. Furthermore, in spite of these increased levels of travel, motorist fatalities have declined by a noteworthy 27 percent while pedestrian fatalities have fallen by just over half (14 percent) that rate.<sup>7</sup> Roadway infrastructure when designed with an emphasis on traffic movement at the expense of other modes has been successful in attracting new shopping, office, and apartment complexes however the location and design of roadways dictate not only the location and timing of growth, but its form and character as well. A look around our communities reveals that automobile-oriented transportation facilities always tend to lend themselves to automobile-oriented development patterns while compact, connected and pedestrian-friendly roadways lend themselves to compact, connected and pedestrian-friendly development patterns. A “cars first” emphasis often results in roadways without bicycle lanes, adequate sidewalks, crosswalks and streetscape. Consequently, more than half of all fatal pedestrian crashes take place on these types of high-volume, high-speed facilities.<sup>8</sup> Osceola County seeks to reverse past automobile-focused development patterns through its adopted Comprehensive Plan which takes into account measures which promote sustainable growth cultivated by a connected transportation network of local streets, avenues, and boulevards.

### 2.2 Existing Walking and Cycling Policies and Programs

Existing programs include:

**Federal Programs.** U.S. Department of Transportation (DOT) policy requires the inclusion of pedestrian and bicycle policies in transportation plans in order to “*incorporate safe and convenient walking and bicycling facilities into transportation projects*” noting that “*every*

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<sup>7</sup> Transportation for America: Dangerous by Design 2011: Solving the Epidemic of Preventable Pedestrian Deaths.

<sup>8</sup> Ibid.

transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems” Therefore, encouraging all levels of government to go “beyond minimum standards to provide safe and convenient facilities for these modes.”<sup>9</sup>

*Safe Routes to School* is a federal program which Osceola County, in partnership with the School District of Osceola County participates. The purposes of the Safe Routes to School Program are:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.<sup>10</sup>



**Local Programs.** Sidewalk requirements in Osceola County are presently contained in Chapter 13 of the *Osceola County Land Development Code*. The Land Development Code is the regulatory implementation of the County’s Comprehensive Plan. These regulations specify that a continuous network of sidewalks of at least five (5) feet wide to be constructed on all “non-limited access, arterial and urban collector roadways in the urbanized area” and “if pedestrian circulation safety requires sidewalk construction to the nearest intersection, not adjacent to the property, applicant shall construct the portion of this (additional) sidewalk.” Additionally, “sidewalks at least four (4) feet wide shall be constructed along both sides of local roads within urban areas.” These requirements guide the (re)construction of existing or new roadways as well as retrofits associated with development approvals.

### 2.3 Osceola County Walking and Cycling Characteristics

In Florida, bicycling and walking represent approximately 1.2 and 6.9 percent of all person trips respectively.<sup>11</sup> The overwhelming majority of non-motorized travel in Osceola County is either for recreation or because no other travel option exists. The majority of household person trips

<sup>9</sup> USDOT 2010: *Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*. <http://www.dot.gov/affairs/2010/bicycle-ped.html>

<sup>10</sup> [http://www.dot.state.fl.us/safety/SRTS\\_files/SRTS.shtm](http://www.dot.state.fl.us/safety/SRTS_files/SRTS.shtm) (copied verbatim)

<sup>11</sup> NHTS 2009

are for purposes other than employment. These other (social, shopping, school, etc.) trips are often short-distance trips and therefore are ideal candidates for bicycling or walking. In fact, almost three quarters of all walking trips are less than one-half mile. Communities that are successful in reducing automobile dependency for these shorter trips have employed a two-prong approach by increasing the attractiveness of existing facilities (complete streets) and by integrating land uses in a fashion where daily errands can be readily accomplished without a car.

## **2.4 Dangerous by Design Study**

In 2011, the Orlando-Kissimmee Metropolitan Area was identified as the nation's most dangerous large metropolitan area for pedestrians by a national advocate for transportation policy reform.<sup>12</sup> While Osceola County represents only a small portion of the overall, larger and more densely-settled Central Florida region, many of the safety concerns cited in the larger region are beginning to be emergent in Osceola County. Such concerns include: streets designed primarily for moving automobile traffic (not pedestrians) and insufficient pedestrian infrastructure. High operating speeds on roadways adjacent to pedestrian activity are also a major contributor to pedestrian deaths. Research conducted by the National Highway Traffic Safety Administration found that a pedestrian is 16 times more likely to die in a crash on a road posted at 50 mph or greater than on a road posted at 30 mph or less.<sup>13</sup>

Map 1 shows the location of Osceola County pedestrian and bicycle crashes in 2010. The 104 crashes depicted on this map resulted in 77 injuries and 5 deaths. The pattern and location of these crashes show that the County's highest most heavily traveled corridors are also the most dangerous.

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<sup>12</sup> Transportation for America: Dangerous by Design 2011: Solving the Epidemic of Preventable Pedestrian Deaths.

<sup>13</sup> NHTSA. National Pedestrian Crash Report, 2008.





## 2.5 Supportive Infrastructure for Walking and Cycling

**Sidewalks.** Sidewalks represent a fundamental element of any complete street (Figure 1) and the backbone of any pedestrian network. In order to attract pedestrians, sidewalks should be incorporated into the design of all streets, parking facilities and public spaces, and should be designed to connect building entrances. To make walking more attractive, it is important to



www.pedbikeimages.org

provide as many pedestrian connections as possible between buildings, adjoining commercial centers or adjoining neighborhoods. Pedestrians should be protected from moving traffic through features such as street trees, planting strips, bicycle lanes or a row of parked cars. The sidewalk itself should also be wide enough to provide a buffer area, with a minimum width of five (5) feet in less traveled areas and ten (10) to fifteen (15) feet in heavily traveled non-residential areas.

however the *FDOT Design Handbook* defines a bicycle lane as: “a portion of the roadway (either with curb and gutter or a flush shoulder) which has been designated by striping, special pavement markings, and signing for the preferential use by bicyclists.”<sup>14</sup> Bicycle lanes are often incorporated into new or reconstructed roadways and typically attract cyclists which are generally already comfortable with travel in mixed traffic. Bike lanes, either undesignated or designated though signage or special pavement markings, should have a minimum width of four (4) feet where no curb exists and five (5) feet when adjacent to a curb and the curb includes a one (1) to two (2) foot gutter pan. The measured width of the bike lane should not include the gutter pan. Historically, Osceola County generally has not designated bicycle lanes on new or reconstructed roadways, but does typically include a ribbon of pavement right of the white stripe which can be used by cyclists.

**Exclusive Bicycle Lanes.** In Florida there is no “statutory” definition of a bicycle lane,



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<sup>14</sup> FDOT. *Plans Preparation Manual*

***Corners and Crossings.*** Corners and curb ramps at street intersections are important considerations in the design of any pedestrian network. The FDOT provides standards for appropriate design treatments which are compliant with the Americans with Disabilities Act. Pedestrian-friendly design at intersections features may include:

- Median/refuge islands,
- Curb extensions/bulb-outs,
- Reduced curb-return radii,
- Pedestrian signalization,
- Pavement markings,
- Textured /colored paving materials at crossings and/or intersections, and
- Raised intersections.

***Streetscapes.*** Urban designers have observed for years that pedestrian activity is always highest in places where people feel safe, engaged and comfortable among fellow travelers. Streetscape treatments are valuable tools to provide a buffer between moving cars and pedestrians. Roadways that are designed with “Complete Street” features in mind always incorporate this separation. Street trees and on-street parking are the most effective and visually appealing buffers. In addition to being an effective safety barrier, streetscapes can create pedestrian realms which are visually pleasing, shaded, and can even incorporate commercial activities such as shopping and dining.



West Orange Trail (FDEP Office of Greenways and Trails)

***Multi-Use Paths.*** Sometimes called shared-use paths, multi-use paths are defined by American Association of State Highway and Transportation Officials (AASHTO) as “a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared-use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.”<sup>15</sup>

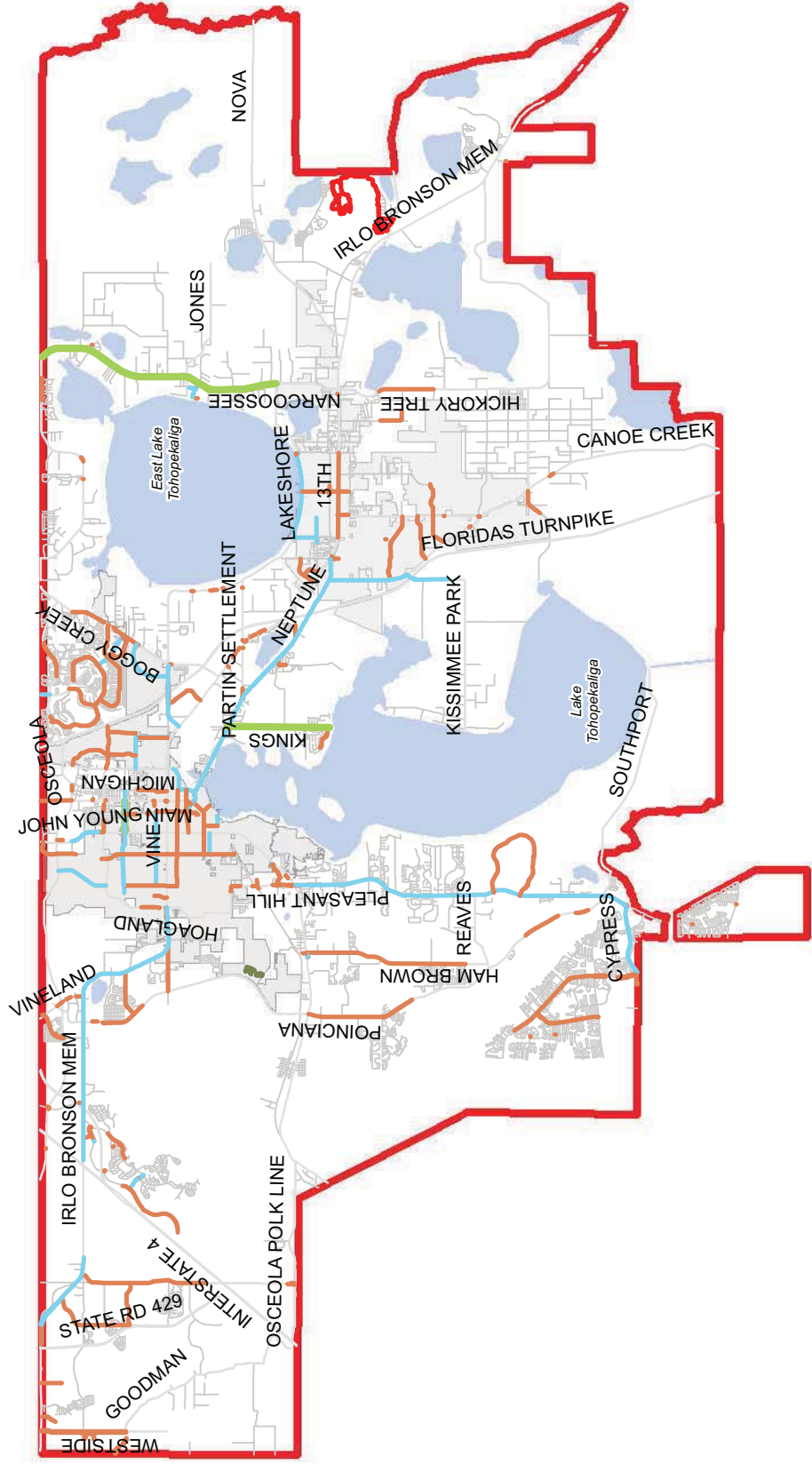
Multi-use paths offer low-stress environments for all users, especially recreational fitness novices and children. Many Florida communities have

implemented networks of multi-use paths which function as the “arterials” of a larger pedestrian and bicycle system. Multi-use pathways have a *minimum* width of ten (10) feet and vertical grades no greater than five (5) percent. Regionally-significant flagship multi-use paths such as the Shingle Creek Trail being planned to connect Osceola County, Kissimmee, Orange County and Orlando are typically 14 feet wide. Existing and planned multi-use paths are depicted on Maps 2 and 3.

<sup>15</sup> AASHTO: *Guide for the Development of Bicycle Facilities*, 1999.

# Osceola County Pedestrian and Bicycle Facility Master Plan

## Map 2 - Existing Network



### Legend

- Equestrian Trail
- Sidewalk
- On Street Bicycle
- Adjacent Multi-User Path
- Off-Street Trail

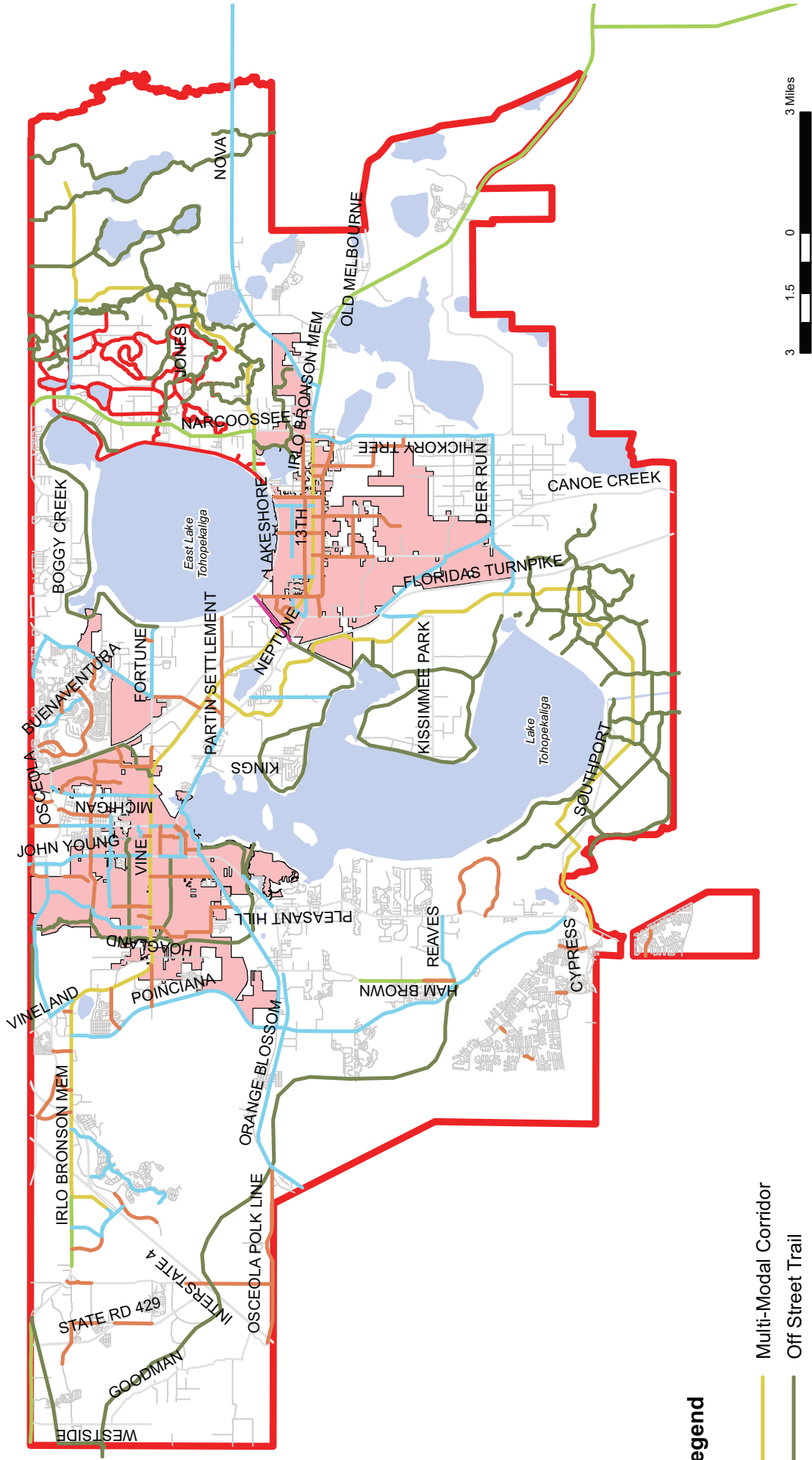


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# Osceola County Pedestrian and Bicycle Facility Master Plan

## Map 3 - Planned Network



### Legend

- Multi-Modal Corridor
- Off Street Trail
- On Street Bicycle
- On Street Multi
- Sidewalk
- Equestrian Trails
- Kissimmee-St. Cloud Linear Park Trail



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## 2.4 Future Plans

In recent years, Osceola County has adopted a series of plans and policies intended to channel future long-term growth into greenfield areas governed by Conceptual Master Plans. To date, Conceptual Master Plans have been adopted for the Northeast District, the East Lake Tohopekaliga, and the South Lake Tohopekaliga districts (Map 4). These districts are characterized by an interconnected network of framework streets and local streets. Framework streets include multimodal corridors, boulevards and avenues. Each framework street is a “complete street” (Figure 1) designed to safely accommodate pedestrian and bicycle travel, with sidewalks on both sides and bicycle lanes on most sections. Lastly, the component neighborhood and commercial centers are connected by a regional network of multi-use and equestrian trails.

## 2.5 Facilities Inventory

Existing facilities in Osceola County include the existing sidewalk network, on-street bicycle lanes, adjacent multi-user paths and off-street, multi-user trails. Map 2 shows the location of these facilities. A summary of existing facilities is shown in Table 1.

**Table 1 Summary of Existing Bicycle & Pedestrian Facilities by Type**

<b>Existing Network</b>	<b>Feet</b>	<b>Miles</b>
Off Street Trail	5,888	1.12
On Street Bicycle	8,266	1.57
On Street Multi-Use Path	127,808	24.21
Sidewalk (both sides of street)	412,169	78.06
Sidewalk (one side of street)	15,191	2.88
Sidewalk Local	1,607,681	304.49
Equestrian Paths	42,865	8.11
<b>Totals</b>	<b>2,219,868</b>	<b>420.44</b>

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This inventory was conducted for roadways classified as minor collector and above and is a centerline representation of existing facilities using Google Earth orthographic photos as a reference for location. Google Earth was also used to identify gaps in sidewalk connectivity (Map 4). These missing links represent candidate projects totaling approximately 70 miles of sidewalk connections and have a combined estimated construction cost of \$27 million.



# Osceola County Pedestrian and Bicycle Facility Master Plan

## Figure 1 - Example Complete Street Concept





### 3.0 Prioritization Plan

The County has adopted a long-term land use and transportation vision which includes a substantial investment in future bicycle and pedestrian networks. Map 3 would guide implementation of this vision when adopted as part of the comprehensive plan. The total costs associated with funding the vision depicted in Map 3 are summarized in Table 2.

**Table 2 Future Network Cost Estimate**

<b>Future Network</b>	<b>Ft.</b>	<b>Mi.</b>	<b>\$/Ft.</b>	<b>Cost Estimate*</b>
Off Street Trail	282,666	53.54	\$ 88.63	\$ 25,053,000
On Street Multi	84,419	15.99	\$ 88.63	\$ 7,482,000
Equestrian	205,075	38.84	\$ 44.00	\$ 9,023,000
New Sidewalk	26,700	5.06	\$ 70.00	\$ 1,869,000
Retrofit Sidewalk**	382,419	72.43	\$ 70.00	\$ 26,769,000
Less Planned (2040) Projects	(155,275)	(29.41)	\$ 70.00	\$ (10,869,000)
<b>Totals</b>	<b>826,004</b>	<b>156.44</b>	<b>--</b>	<b>59,327,000</b>

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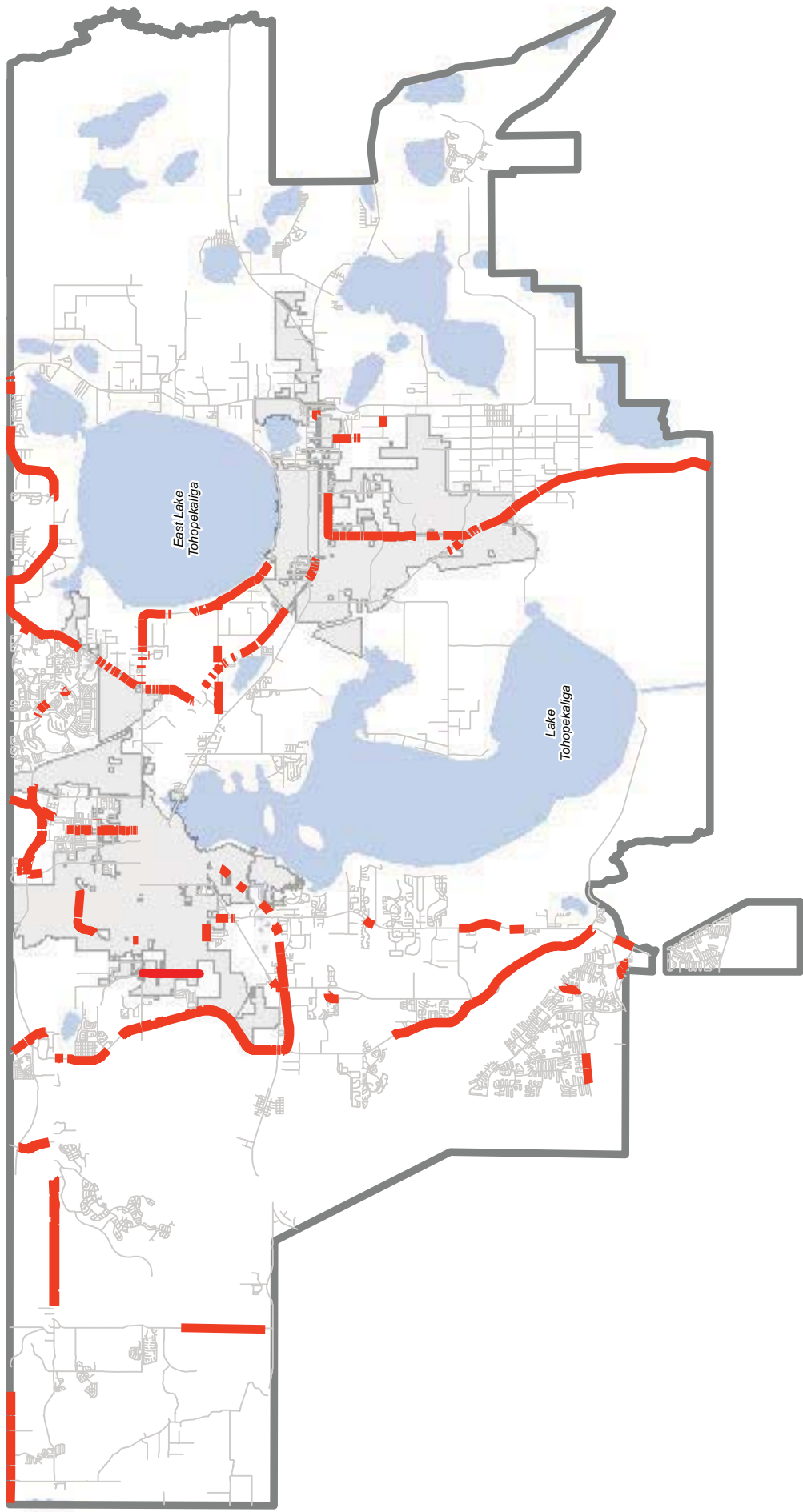
\*Cost estimates are rounded to nearest \$1,000 (2012 dollars)

\*\* Map 4 (includes all priority ranks)

The top priority however is to fill in the over 70 miles of missing network illustrated in Map 4. Construction of the missing links in the County’s existing network yields the highest and most immediate return on investment such that the pedestrian network begins to evolve into a system which connects the same housing, education and non-residential activity centers as the County’s roadway network does. Completion of these missing segments therefore represents the most fundamental first step towards the creation of an integrated network where non-motorized travel can begin to compete on closer footing with the private automobile. Therefore, prioritizing, and completing these missing links should be viewed as this master plan’s principal implementation recommendation.

# Osceola County Pedestrian and Bicycle Facility Master Plan

## Map 4 - Absent Sidewalk Network



### Legend

— Absent Sidewalk Network

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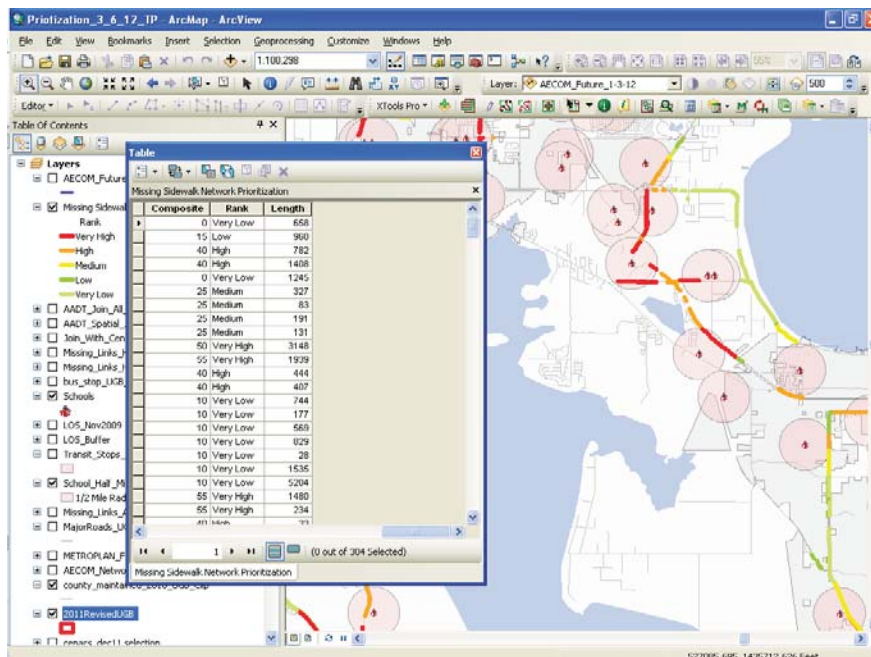
### 3.1 Candidate Project Prioritization

Pedestrian travel is not unlike other modes in that travel demand between common origins and destinations is increased when impedances are eliminated or minimized through the ability to easily access safe, interesting, continuous, and connected paths.

The absence of suitable pathways represents the single greatest impedance to pedestrian travel. Therefore, by identifying missing links and committing to their completion, Osceola County will undertake an important first step towards establishing walking as a safer means of intermodal travel. Any commitment by the BCC to eliminate all of these gaps would be constrained by limited financial resources which necessitate the need for a transparent and unbiased approach towards ranking which candidate projects should receive immediate priority and which can be delayed.

### 3.2 GIS-Based Prioritization

In 2011, transportation planning staff created an exhaustive GIS inventory of pedestrian, bicycle, and equestrian facilities within the County’s 411 square mile Urban Growth Boundary. This inventory of both existing facilities and missing links was created using the County’s existing roadway centerline file as a base and developed and cross-checked using high-resolution aerial photography. The sidewalk inventory was performed for all roadways classified as minor collector and above.



Safety and accessibility to users that have limited travel options should take the highest precedence when ranking candidate projects. Students at primary and secondary schools and persons living below poverty thresholds often have no choice other than to walk or use bicycles in order reach their destinations or access public transportation. The safety and travel needs of such travelers were both weighted heavily in prioritizing the candidate retrofit and network completion projects depicted in Map 5.

A GIS methodology was constructed to analytically compare and rank candidate sidewalk projects using weighted criteria related to proximity to schools, transit stops, traffic volume on adjacent roadways, poverty status, and overall population density. The weights assigned to each of these criteria are shown in Table 3 below.

**Table 3 Candidate Project Prioritization Matrix**

<b>Criteria</b>	<b>% Weight</b>
Pedestrian Attractors: Schools (yes/no; 1/2 mile buffer)	25%
Pedestrian Attractors: Transit Stops (yes/no; 1/2 mile buffer)	15%
Traffic Volume on Adjacent Road (percentile rank)	15%
Poverty (2010 ACS; percentile rank)	10%
Population Density (2010 Census, block groups; percentile rank)	15%

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The above table presents the most easily quantifiable prioritization criteria. Qualitative factors such as immediate safety and accessibility needs or connections to planned multimodal facilities need to be considered and ranked on a case-by-case basis since there are potential obstacles intrinsic to any retrofit construction project such as: right-of-way constraints, roadside drainage structures, and public input. The following steps summarize the prioritization process:

1. Results of each prioritization criteria were classified as “very high”, “high”, “medium”, “low”, and “very low”.
2. These results were then weighted according to the values presented Table 3 and combined into a single composite score and re-classified.

Results of this application are shown on Map 5 and Table 4. Tables which document the ranking of individual candidate projects can be found in the *Technical Appendix* accompanying this master plan.



**Table 4 Candidate Sidewalk Project Prioritization Ranking Summary**

Priority Rank	Length		Cost Estimate*
	Feet	Miles	
Very High	70,830	13	\$ 4,958,000
High	59,192	11	\$ 4,143,000
Medium	52,821	10	\$ 3,697,000
Low	91,794	17	\$ 6,426,000
Very Low	104,556	20	\$ 7,319,000
<b>Totals</b>	<b>379,193</b>	<b>72</b>	<b>\$ 26,544,000</b>

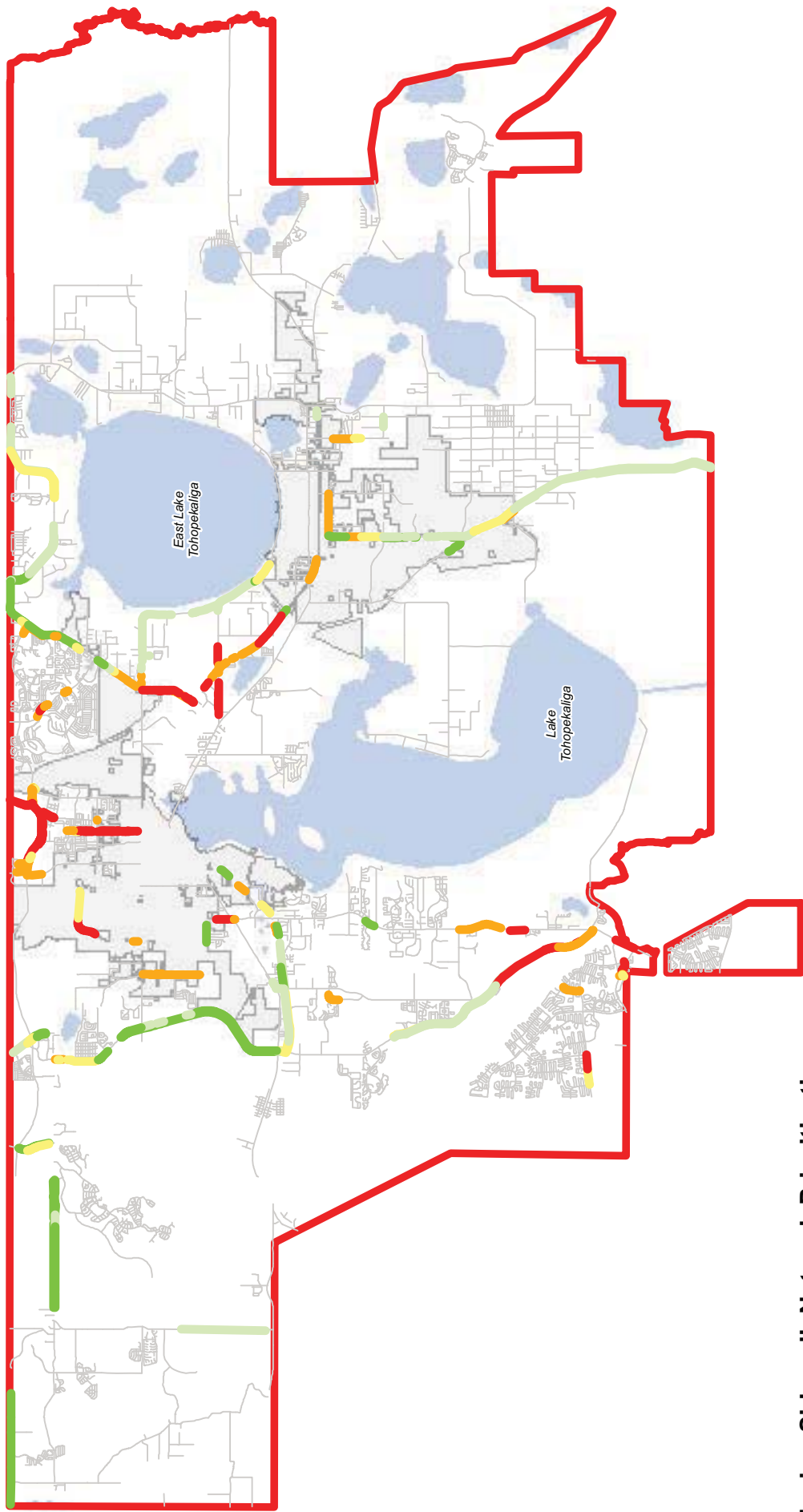
Approximate cost/linear foot: \$70

\*Cost estimates are rounded to nearest \$1,000

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# Osceola County Pedestrian and Bicycle Facility Master Plan

## Map 5 - Missing Links Prioritization Rank



### Missing Sidewalk Network Prioritization

- Very High
- High
- Medium
- Low
- Very Low

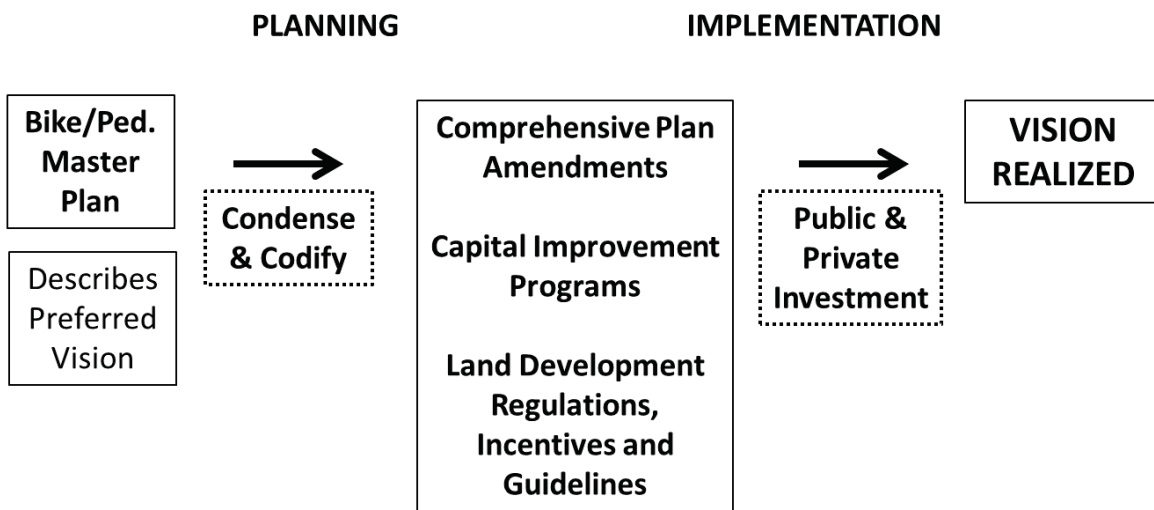


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## 4.0 Plan Implementation: Molding a New Reality

Plan implementation takes place on two levels: capital improvement planning/programming and development review. Implementation at the planning/programming levels require the ability to reach a consensus between diverse stakeholders and to have a consensus which is detailed enough to prescribe the location, timing and types of desired bicycle and pedestrian improvements over time. Implementation at the development review level requires that Osceola County adopt and enforce land development regulations, guidelines and incentives that are precise enough to express community goals and objectives without sacrificing flexibility for innovative approaches or unique contexts. The diagram below illustrates the transition from plan to reality.



### 4.1. Public Investment and Private Partnerships

Implementation of any plan requires partnerships and coordination with the private development community. The County’s role in this relationship is to develop plans and policies that are predictable and clearly illustrate what can and should be as opposed to a recitation of minimum standards. This predictability incentivizes development by minimizing risks associated with uncertainty. Codes that implement the vision contained in this master plan will maximize partnerships with private developers when they:

- clearly illustrate what is allowed or “pre-approved” as opposed to what is prohibited;
- focus on the arrangement and types of buildings rather than allowable uses;
- are flexible enough for innovation;
- are easily interpreted by professionals and lay people;

- provide for incentives and expedited permitting processes;
- use capital investments as a means to educe private (re)development; and
- minimize risk through precision in building placement, parking size and location, connections, landscape, signage, architectural details, and location of pathways and transit facilities.

#### 4.2. Recommended Comprehensive Plan Goals, Objectives and Policies

The *Transportation Element* of the *Osceola County Comprehensive Plan* should be updated to include policies which clearly specify a multimodal vision where walking and cycling can become viable travel options. Recommended policies include:

1. Where there are opportunities, Osceola County shall ensure that existing and new residential and non-residential developments are connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system.<sup>16</sup>
2. Osceola County shall continue ensuring that priority is placed on funding of physical improvements for "high accident frequency" locations.<sup>17</sup>
3. Osceola County shall utilize *the FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* (FDOT Green Book) standards and FDOT's *Bicycle Facilities Planning and Design Handbook* for determining the design contexts under which roads will have striped bike lanes and bikeway signage, as appropriate.
4. Osceola County shall pursue a county-wide system of off-street, multi-use paths though inclusion of the *Osceola County Pedestrian and Bicycle Facility Master Plan* into the Transportation Element of the *Comprehensive Plan*.
5. Osceola County shall within its *Land Development Code* establish development standards which enable access to transit, bicycle and pedestrian systems. These standards shall apply to development and road improvements.
6. Development within the County's transit service areas and MMTDs shall be coordinated with transit, bicycle and pedestrian systems.
7. The *Osceola County Pedestrian and Bicycle Facility Master Plan* shall be used as a primary basis for programing design and construction of future sidewalk retrofits, bicycle facilities and off-street trails.

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<sup>16</sup> Orange County TE Policy 2.1.1

<sup>17</sup> Orange County TE Policy 2.1.2

8. To increase the level of safety for bicycle and pedestrian trips to and from school, Osceola County shall continue to partner with the cities and Osceola County Public Schools through participation in the *Safe Routes to Schools* program.
9. Osceola County shall require that future residential and mixed-use *Planned Developments* be laid out to provide safe, convenient, and direct bicycle and pedestrian access to nearby and adjacent residential areas; transit stops; neighborhood activity centers such as schools; commercial areas; and industrial areas; and to provide safe, convenient and direct circulation.
10. Wherever possible, Osceola County shall require pedestrian walkways that form an on-site circulation system that minimizes conflicts between pedestrian and traffic interface, at all points of pedestrian access to on-site parking and to building entrances. Pedestrian walkways shall connect building entrances to one another, to on-site parking and from building entrances to public street entrances and existing or planned transit stops and rail stations.

#### **4.3. Funding Resources**

Various types of funding opportunities are available to cover the cost of construction and maintenance of candidate projects. Osceola County will need to actively pursue such opportunities which include:

**Grants.** The Transportation Efficiency Act of the 21st Century (TEA21), and its predecessor, the Inter-modal Surface Transportation Efficiency Act (ISTEA), is the single largest source of federal funding for greenway and other bicycle and pedestrian projects in the United States. It is administered through the United States Department of Transportation and provides up to 80% of the cost of developing and constructing facilities such as greenways, rail-trails, sidewalks and bike lanes.

The Recreational Trails Program (RTP) is a federally funded and administered through the Florida Department of Environmental Protection (DEP) - Office of Greenways & Trails. It is a competitive grant program that provides financial assistance to agencies of city, county, state, or federal governments, for the development of recreational trails, trailheads and trail facilities. The maximum grant amount for non-motorized projects is \$100,000. For motorized projects is \$250,000. There are match funding requirements where projects with greater match receive greater priority. Submissions are typically accepted during the final two weeks of March. The Florida Greenways and Trails Acquisition Program is a component of Florida Forever, the successor to Preservation 2000. It is administered through DEP-Office of Greenways & Trails. Municipalities can apply to the program to receive funding to acquire land for greenways and



trail projects. The purpose of this program is to acquire additional land to help create a state-wide system of greenways and trails. It is funded by bonds and backed by taxes.

The Florida Recreation Development and Assistance Program (FRDAP) is a competitive program that provides grants for acquisition or development of land for public outdoor recreation use. The program is administered through DEP. The Bureau of Design and Recreation Services of DEP's Division of Recreation and Parks has direct responsibility for FRDAP. Funds from FRDAP may be used to acquire or develop land for public outdoor recreation or to construct or renovate recreational trails. County governments may apply for FRDAP funds. There is a requirement to match certain funding levels depending on the total project cost. The submission period is usually early fall.

Alternative Transportation Enhancement Funds, these funds are being used to help design and construct greenways and trails throughout Florida. This program is administered through FDOT.

**Public Funding.** County funding for sidewalks and bicycle facilities can come from several different sources of revenue. The costs associated with the construction of sidewalk retrofits are typically included as part of roadway reconstruction and widening projects. Historically, these costs were paid through roadway impact fee collections. The Osceola County BCC has recently decided to shift away from using roadway impact fees to fund transportation improvements and plans to offset this lost source of revenue by allocating a portion of the increase in *ad valorem* assessments which accompanies new growth towards transportation improvements including sidewalk and bicycle projects. Other possible County funding mechanisms include Special Assessment and Community Redevelopment Districts, both of which have been successfully used to fund new or improved pedestrian and bicycle facilities.

#### **4.4. Short (1-5 years), Intermediate (5-10 years) and Long-Term (10-20 years) Implementation Phasing Plan**

The previously described candidate project prioritization process results in a ranking of projects which can be partitioned into an immediate, intermediate, and long-term phasing program.

Projects ranked as "Very High" were categorized as short-term (0-5 years) priority projects. These projects represent multiple segments (70,068 feet) of missing sidewalk on 15 roadways and have an estimated total improvement cost of approximately \$4.9 million.

Projects ranked as "High" and "Medium" were categorized as intermediate-term (5-10 years) projects. Intermediate-term priority segments represent 106,302 feet of missing sidewalk segments on 36 roadway segments and have an estimated total improvement cost of approximately \$8.1 million.

The list of long-term (10-20 years) prioritized candidate priority projects is comprised of those segments ranked either "Low" or "Very Low". These projects represent 197,833 feet of missing

sidewalk segments on 17 different roadways and have an estimated total improvement cost of approximately \$13.8 million.

A complete list of the prioritized projects contained *Technical Appendix* accompanying this plan.

## **5.0 Generalized Design Guidelines and Best Practices**

### **5.1. Generalized Design Standards**

The intent of this section is to offer design standards which aid planners and designers in the development and review of pedestrian and bicycle facilities. The [\*Florida Bicycle Facilities Planning and Design Handbook\*](#) is currently under revision, however it still represents a good reference for minimum standards, stopping sight distances and intersection crossings related to off and on-street bicycle facilities. The 2004 *Osceola County Sidewalks, Trails, and Greenways Master Plan* contained recommended design standards for several types of off-street facilities. Ultimately, design and permitting for all Osceola County bicycle and pedestrian facilities are controlled by the County's Land Development Code and administered by the County Engineer.

#### **5.1.2 Multi-Use Paths**

For off-road, multi-use paths as illustrated on the following page, the “minimum optimum” corridor is thirty-six (36) to fifty-six (56) feet, which is calculated as follows:

- 8 to 18 feet – paved trail surface width (recommend minimum 14 feet), plus;
- 10 feet for clear zones – 2 foot wide at-grade shoulders at each edge of the pavement to provide trail users a surface change rather than a drop if they stray off the paved surface, with an additional 3 foot clear zone beyond the 2 foot at grade shoulder to reduce conflicts if a trail user has to travel on the at-grade shoulder; plus,
- 10 to 20 feet for buffers – 5 to 10 foot vegetative buffers outside the clear zones to provide room for a shaded canopy to remain or grow.
- Vertical clearance should be a minimum of 8 feet.<sup>18</sup>

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<sup>18</sup> Adapted from the *Osceola County Master Plan for Bikeways, Sidewalks, Greenways and Trails*, 2004



Example section of a paved multi-use trail as illustrated in the *Narcoossee Community Plan*

### 5.1.3 Unpaved Trails

For unpaved trails, the “minimum optimum” corridor is twenty-two (22) to forty-eight (48) feet, which is calculated as follows:

- 4 to 8 feet - unpaved trail surface width, varies by project, plus
- 8 to 20 feet or more for buffers – separates user groups such as equestrians, hikers and bicyclists, and provides room for a shaded canopy to remain or grow on both sides of the cleared paths.<sup>19</sup>

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<sup>19</sup> Ibid.

*Technical Appendix*

Prioritization Ranking by Segment Contained in the GIS Database.

**Table A-1 Candidate Sidewalk Project Prioritization Results**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Estimated Cost</b>	<b>Rank</b>	<b>Length</b>
Buenaventura Blvd east side	Briarwood Dr	Florida Parkway N	\$ 56,000	Very High	796
Carroll St both sides	Donegan Av	Dyer Blvd	\$ 220,000	Very High	3148
Country Club Rd south side	Chip Ct W	Chip Ct E	\$ 20,000	Very High	288
Country Club Rd south side	Chip Ct E	Trophy Ln	\$ 16,000	Very High	232
Country Club Rd south side	Trophy Ln	S Flag Dr	\$ 35,000	Very High	496
Country Club Rd south side	S Flag Dr	Doverplum Av	\$ 11,000	Very High	154
Hoagland Blvd west side	Village Way	Baker Dr	\$ 104,000	Very High	1480
Koa St north side	Berkshire Rd	Laurel Av	\$ 121,000	Very High	1732
N Orange Blossom Trl east side	Cypress St	100' south of Cypress St	\$ 7,000	Very High	97
N Orange Blossom Trl east side	Osc. Animal Clinic	Cypress St	\$ 13,000	Very High	186
N Orange Blossom Trl east side	Walnut St	Osc Animal Clinic	\$ 17,000	Very High	249
N Orange Blossom Trl east side	School crossing @ Rental World	Walnut St	\$ 15,000	Very High	212
N Orange Blossom Trl east side	Columbia Av	school crossing @ Rental World	\$ 7,000	Very High	97
N Orange Blossom Trl east side	Furnitureland south boundary	Columbia Av	\$ 12,000	Very High	176
N Orange Blossom Trl east side	Columbia Av	SuperTest frontage	\$ 10,000	Very High	145
N Orange Blossom Trl west side	Canal crossing	Columbia Av	\$ 12,000	Very High	167
N Orange Blossom Trl west side	Dellwood Dr	Canal crossing	\$ 26,000	Very High	374
N Orange Blossom Trl east side	Benita St	Econo Auto Painting	\$ 27,000	Very High	391
N Orange Blossom Trl east side	Benita St	Rental World	\$ 25,000	Very High	355
N Orange Blossom Trl east side	Old Dixie Hwy	Benita St	\$ 2,000	Very High	23
N Orange Blossom Trl east side	Tremont St	Old Dixie Hwy	\$ 14,000	Very High	198
N Orange Blossom Trl west side	250' south of Tremont St	Benita St	\$ 26,000	Very High	367
N Orange Blossom Trl west side	120' south of Park Place Blvd	250' south of Tremont St	\$ 30,000	Very High	431
N Orange Blossom Trl east side	792' south of Donegan Blvd	Tremont St	\$ 81,000	Very High	1154
N Orange Blossom Trl east side	Hilda St	120' south of Park Place Blvd	\$ 91,000	Very High	1297
N Orange Blossom Trl west side	Donegan Av	Hilda St	\$ 32,000	Very High	460
N Orange Blossom Trl east side	Hilda St	792' south of Donegan Blvd	\$ 23,000	Very High	334



**Table A-1 Candidate Sidewalk Project Prioritization Results**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Estimated Cost</b>	<b>Rank</b>	<b>Length</b>
N Orange Blossom Trl west side	Jackson St	Duncan Av	\$ 42,000	Very High	605
N Orange Blossom Trl west side	Keen St	Fletcher St	\$ 21,000	Very High	296
N Orange Blossom Trl east side	Keen St	Fletcher St	\$ 20,000	Very High	285
N Orange Blossom Trl east side	Fletcher St	Jackson St	\$ 45,000	Very High	638
N Orange Blossom Trl west side	73' south of Martin St	Jackson St	\$ 15,000	Very High	212
N Orange Blossom Trl east side	Jackson St	Duncan Av	\$ 44,000	Very High	627
N Orange Blossom Trl west side	63' south of chev dealer N boundary	128' south of N boundary	\$ 4,000	Very High	61
Old Dixie Hwy west side	110' south of Osceola Pkwy	150' south of Still St	\$ 90,000	Very High	1279
Old Dixie Hwy east side	220' south of Osceola Pkwy	Garden St	\$ 29,000	Very High	417
Old Dixie Hwy east side	Garden St	150' south of Still St	\$ 70,000	Very High	999
Old Pleasant Hill Rd east side	Bravo supermarket driveway	Doverplum Av	\$ 167,000	Very High	2384
Orange Av west side	Gas line easment	Osceola Parkway	\$ 127,000	Very High	1808
Orange Av east side	Orange Co Line	Osceola Parkway	\$ 199,000	Very High	2838
Osceola Parkway south side	7/11 driveway	516 Osceola Pkwy west boundary	\$ 48,000	Very High	680
Osceola Parkway north side	N Orange Blossom Trl	Orange Av	\$ 244,000	Very High	3483
Osceola Parkway north side	Greenwald Way	17/92/441	\$ 302,000	Very High	4320
Osceola Parkway south side	Rooms to Go east driveway	17/92/441	\$ 118,000	Very High	1688
Partin Settlement Rd north side	Aeronautical Blvd	Ice Factory west boundary	\$ 70,000	Very High	994
Partin Settlement Rd north side	Ice Factory east boundary	Aeronautical Blvd	\$ 34,000	Very High	482
Partin Settlement Rd south side	Neptune Rd	Cobblestone west boundary	\$ 276,000	Very High	3948
Partin Settlement Rd north side	John Deere dealer	550' west of Remington Blvd	\$ 136,000	Very High	1939
Pleasant Hill Rd west side	267' south of Bellalago Dr	Audobon Reserve north boundary	\$ 125,000	Very High	1788
Pleasant Hill Rd west side	Clay St	Old Tampa Highway	\$ 16,000	Very High	234
Poinciana Blvd east side	440' south of Bellalago Dr	Reedy Creek ESA	\$ 118,000	Very High	1679
Poinciana Blvd east side	Reedy Creek ESA	Liberty HS north boundary	\$ 38,000	Very High	536
Poinciana Blvd east side	240' south of Liberty HS south d/way	Lowes north boundary	\$ 37,000	Very High	532
Poinciana Blvd west side	end of Phase 2 construction	Pleasant Hill Rd	\$ 622,000	Very High	8889

**Table A-1 Candidate Sidewalk Project Prioritization Results**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Estimated Cost</b>	<b>Rank</b>	<b>Length</b>
Simpson Rd east side	Fortune Rd	Kangaroo driveway	\$ 12,000	Very High	166
Simpson Rd east side	Villas at Fortune Place north bdy.	Astro Lake Dr N	\$ 15,000	Very High	214
Simpson Rd east side	Astro Lake Dr N	Harbor Town Dr	\$ 31,000	Very High	445
Simpson Rd east side	TECO north boundary	TECO driveway	\$ 26,000	Very High	370
Simpson Rd east side	TECO driveway	TECO main entrance	\$ 18,000	Very High	251
Simpson Rd east side	TECO main entrance	New Beginnings Rd N	\$ 47,000	Very High	668
Simpson Rd west side	536 Simpson entrance	OCSO N driveway	\$ 51,000	Very High	723
Simpson Rd east side	New Beginnings Rd N	New Beginnings Rd S	\$ 38,000	Very High	547
Simpson Rd west side	OCSO N driveway	OCSO main driveway	\$ 14,000	Very High	194
Simpson Rd west side	OCSO main driveway	OCSO S driveway	\$ 16,000	Very High	234
Simpson Rd west side	Vacant property N driveway	Vacant property S driveway	\$ 3,000	Very High	46
Simpson Rd west side	Country Lane	536 Simpson Rd north boundary	\$ 10,000	Very High	144
Simpson Rd west side	Vacant property N driveway	120 Simpson Rd	\$ 7,000	Very High	98
Simpson Rd west side	US 192	S driveway vacant corner property	\$ 3,000	Very High	42
Simpson Rd east side	Hotel N driveway	Hotel S driveway	\$ 14,000	Very High	196
Simpson Rd east side	Hotel S driveway	Hotel south boundary	\$ 3,000	Very High	46
Simpson Rd east side	Southern Self Storage S driveway	Hotel N driveway	\$ 3,000	Very High	44
Simpson Rd east side	Southern Self Storage center d/way	Southern Self Storage S driveway	\$ 5,000	Very High	73
Simpson Rd east side	Southern Self Storage N driveway	Southern Self Storage center driveway	\$ 6,000	Very High	79
Simpson Rd east side	Simpson Ridge Cir	Southern Self Storage	\$ 17,000	Very High	244
Simpson Rd east side	New Beginnings Rd S	South of Turnpike overpass	\$ 89,000	Very High	1273
E Irlo Bronson Mem Hwy north side	FL Tpk	Chili's western property line	\$ 371,000	Very High	5301
E Irlo Bronson Mem Hwy north side	East Palm Resort driveway	253' west of Academy Dr	\$ 53,000	Very High	752
13th St north side	Mercury dealer west driveway	Robinson Av	\$ 20,000	High	288
13th St north side	Robinson Av	Beef O'Brady's driveway	\$ 14,000	High	205
13th St north side	Beef O'Brady entrance	2912 13th St	\$ 6,000	High	89

**Table A-1 Candidate Sidewalk Project Prioritization Results**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Estimated Cost</b>	<b>Rank</b>	<b>Length</b>
13th St north side	2912 13th St	2900 13th St	\$ 7,000	High	103
13th St north side	2900 13th St	Arizona Av	\$ 7,000	High	99
13th St north side	Arizona Av	The Mark middle driveway	\$ 22,000	High	319
13th St north side	The Mark middle driveway	10th St	\$ 9,000	High	127
13th St north side	10th St	Checkers east driveway	\$ 60,000	High	862
13th St north side	Checkers east driveway	Columbia Av	\$ 15,000	High	216
Osceola Parkway south side	1120' west of Bogy Creek Rd	Bogy Creek Rd	\$ 115,000	High	1644
Bogy Creek Rd north side	500' north of Eagle Bay Blvd	Osceola Parkway	\$ 104,000	High	1483
Bogy Creek Rd north side	Pebble Pointe north boundary	682' south of Eagle Bay Blvd	\$ 25,000	High	350
Bogy Creek Rd east side	Winners Cir	Iglesia Christiana south boundary	\$ 85,000	High	1211
Bogy Creek Rd east side	Iglesia Christiana north boundary	232' south of Lakeside Dr	\$ 64,000	High	917
Bogy Creek Rd east side	Derby Dr	Iglesia Christiana north boundary	\$ 44,000	High	628
Buenaventura Blvd east side	Pine Island Cir	Buttonwood Dr	\$ 20,000	High	292
Buenaventura Blvd east side	Florida Parkway N	Community center	\$ 36,000	High	509
Buenaventura Blvd east side	Bridle Ct	115' north of FL Parkway S	\$ 37,000	High	535
Canoe Creek Rd east side	Bramblewood Dr	Fertic Rd	\$ 121,000	High	1724
Canoe Creek Rd west side	Friars Cove Ln	Friars Cove Rd	\$ 116,000	High	1659
Cattle Rd north side	Enterprise Blvd	Horizon Middle School South d/way	\$ 108,000	High	1539
Country Club Rd north side	Cypress Dr	Country Club Rd	\$ 3,000	High	37
Country Club Rd south side	Country Club Ct	Chip Ct W	\$ 25,000	High	361
Cypress Dr west side	Cypress Parkway	Country Club Rd	\$ 28,000	High	400
Donegan Blvd south side	Old Dixie Hwy	602 E Donegan driveway	\$ 28,000	High	405
Fortune Rd north side	2431 Fortune Rd	property boundaries	\$ 12,000	High	169
Fortune Rd north side	2367 Fortune Rd	property boundaries	\$ 18,000	High	252
Greenwald Way east	Lane Davis Dr	Osceola Parkway	\$ 63,000	High	905
Greenwald Way west	Lane Davis Dr	McCoy CU north driveway	\$ 27,000	High	390
Hoagland Blvd west side	Enchanted Oaks driveway	217' north of US 192	\$ 44,000	High	626

**Table A-1 Candidate Sidewalk Project Prioritization Results**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Estimated Cost</b>	<b>Rank</b>	<b>Length</b>
Hoagland Blvd west side	Foxhall Ct	Enchanted Oaks Driveway	\$ 24,000	High	348
Hunter Rd both sides	San Remo	KOA Blvd	\$ 147,000	High	2106
John Young Parkway west side	Osceola Parkway	Ball Park Rd	\$ 126,000	High	1803
John Young Parkway east side	466' south of Greenwald	Osceola Corp Ctr north bdy	\$ 41,000	High	589
Michigan Av east side	Osceola Parkway	Bravo supermarket driveway	\$ 14,000	High	198
N Orange Blossom Trl east side	Cruise America south bdy	162' north of Carroll St	\$ 56,000	High	802
Old Hickory Tree Rd west side	Rinker Driveway	19th St	\$ 55,000	High	782
Old Hickory Tree Rd west side	19th St	Gary Dr	\$ 99,000	High	1408
Osceola Parkway south side	John Young Pkwy	Greenwald Way	\$ 57,000	High	808
Osceola Parkway south side	Greenwald Way	190' west of KFC driveway	\$ 23,000	High	324
Osceola Parkway south side	Orange Av	Michigan Av	\$ 111,000	High	1588
Osceola Parkway north side	Orange Av	Michigan Av	\$ 121,000	High	1734
Partin Settlement Rd south side	Cobblestone east driveway	US 192	\$ 16,000	High	225
Pleasant Hill Rd west side	Reaves Rd	507' north of Bellalago Dr	\$ 366,000	High	5225
Pleasant Hill Rd west side	Old Tampa Hwy	Ped crossing to Pleas. Hill Elem	\$ 2,000	High	33
Poinciana Blvd east side	US 192	2601 Poinciana Blvd	\$ 69,000	High	992
Poinciana Blvd west side	Reedy Creek ESA	Pleasant Hill Rd	\$ 344,000	High	4921
S Orange Blossom Trl north side	Wonderland Way	Good Samaritan W boundary	\$ 63,000	High	898
S Orange Blossom Trl west side	270' south of John H Jones Blvd	Shingle Creek bridge	\$ 79,000	High	1135
Simpson Rd west side	120 Simpson Rd	524 Simpson Rd	\$ 180,000	High	2575
E Irlo Bronson Mem Hwy both sides	OCSO facility	FL Turnpike	\$ 155,000	High	2220
E Irlo Bronson/Partin Settlement Rd	346' south of Partin Settlement Rd	446' east of SR 500	\$ 56,000	High	795
E Irlo Bronson Mem Hwy north side	102' east of Amber Pointe Blvd	Partin Settlement	\$ 31,000	High	444
E Irlo Bronson Mem Hwy north side	373' east of Academy Dr	200' west of Amber Pointe Blvd	\$ 28,000	High	407
E Irlo Bronson Mem Hwy north side	Broadview Dr	Cool Breeze driveway	\$ 17,000	High	240
E Irlo Bronson Mem Hwy north side	SW corner of County property	Parkway Retail Plaza	\$ 17,000	High	248
E Irlo Bronson Mem Hwy north side	Hwy frontage of 2581 Broadview	property boundaries	\$ 28,000	High	406

**Table A-1 Candidate Sidewalk Project Prioritization Results**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Estimated Cost</b>	<b>Rank</b>	<b>Length</b>
Bass Rd east side	US 192	105' north of Paradise Cove Ct	\$ 74,000	High	1052
Bass Rd east side	30' north of Great Harbor Ln	214' south of Great Harbor Ln	\$ 18,000	High	260
Bass Rd west side	Wal Mart south boundary	650 Bass Rd south driveway	\$ 421,000	High	6011
Bass Rd east side	Paradise Cove south boundary	95' north of cul-de-sac	\$ 19,000	High	271
E Boggy Creek Rd north side	527' east of Turnberry Blvd	Orange Co. line	\$ 523,000	Medium	7475
E Boggy Creek Rd south side	120' east of Austin Tyndall d/way	Hummingbird Lane	\$ 112,000	Medium	1606
Boggy Creek/Osceola Parkway	658' west of Boggy Creek Rd	538' south of Amberley Park Dr	\$ 105,000	Medium	1503
Boggy Creek Rd north side	Royal Palm Dr	Pebble Pointe south boundary	\$ 42,000	Medium	596
Boggy Creek Rd east side	El Tabernaculo	Derby Dr	\$ 24,000	Medium	337
Boggy Creek Rd north side	522' east of Turnberry Blvd	Orange County line	\$ 72,000	Medium	1024
Boggy Creek Rd south side	Austin Tindall driveway	Hummingbird Ln	\$ 36,000	Medium	514
Canoe Creek Rd east side	Fertic Rd	Drema Ln	\$ 20,000	Medium	286
Canoe Creek Rd east side	Drema Ln	Nolte Rd	\$ 156,000	Medium	2235
Canoe Creek Rd east side	Crossing Creek Blvd	470' south of Crossing Creek Blvd	\$ 34,000	Medium	486
Canoe Creek Rd east side	470' south of Crossing Creek Blvd	Covington Estates north boundary	\$ 17,000	Medium	244
Canoe Creek Rd east side	Covington Estates south boundary	Deer Run Rd	\$ 315,000	Medium	4500
Carroll St both sides	Dyer Blvd	Thacker Av	\$ 229,000	Medium	3266
Country Club Rd north side	St Andrews Ct	Cypress Dr	\$ 20,000	Medium	285
International Dr east side	980' south of Osc Pkwy	N driveway Walgreens ctr	\$ 193,000	Medium	2751
Koa St north side	New Castle Rd	Berkshire Rd	\$ 127,000	Medium	1816
Lakeshore Blvd west side	Dream Ln	3051 Lakeshore Blvd	\$ 112,000	Medium	1599
Lakeshore Blvd west side	Old Sugar Ln	St Cloud City Limits	\$ 12,000	Medium	175
Lakeshore Blvd west side	Brown Chapel Rd	Dream Ln	\$ 42,000	Medium	603
Michigan Av east side	Bravo supermarket driveway	Ridge St	\$ 9,000	Medium	134
N Orange Blossom Trl west side	Carroll St	Keen St	\$ 19,000	Medium	278
N Orange Blossom Trl east side	Carroll St	100' north of Keen St	\$ 13,000	Medium	186
Old Hickory Tree Rd east side	Hickory Tree El. driveway #4	South driveway	\$ 23,000	Medium	327



**Table A-1 Candidate Sidewalk Project Prioritization Results**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Estimated Cost</b>	<b>Rank</b>	<b>Length</b>
Old Hickory Tree Rd east side	Hickory Tree El. #3 driveway	driveway #4	\$ 6,000	Medium	83
Old Hickory Tree Rd east side	Hickory Tree El. south boundary	Nolte Rd	\$ 13,000	Medium	191
Old Hickory Tree Rd east side	Hickory Tree El. north driveway	driveway #2	\$ 9,000	Medium	131
Osceola Parkway south side	Michigan Av	shopping center driveway	\$ 12,000	Medium	170
Osceola Parkway south side	KFC driveway	267' west of Centerview Blvd	\$ 30,000	Medium	430
Poinciana Blvd west side	2790 Poinciana Blvd	Camelot Country Way	\$ 259,000	Medium	3706
Poinciana Blvd east side	Old Tampa Highway	Home Depot west driveway	\$ 21,000	Medium	296
Poinciana Blvd east side	SunRail tracks	Old Tampa Highway	\$ 5,000	Medium	76
Poinciana Blvd east side	Home Depot W driveway	US 17/92	\$ 41,000	Medium	588
Poinciana Blvd west side	Knights Inn driveway	375' north of Legacy driveway	\$ 19,000	Medium	267
Poinciana Blvd west side	7-11 driveway	US 17/92	\$ 22,000	Medium	316
Poinciana Blvd east side	Trafalgar south boundary	NW corner of Bellalago	\$ 204,000	Medium	2909
S Orange Blossom Trl east side	Harris Blvd	61' south of The Oaks Blvd	\$ 105,000	Medium	1502
S Orange Blossom Trl north side	Poinciana Blvd	Home Depot W driveway	\$ 46,000	Medium	661
S Orange Blossom Trl north side	Home Depot West driveway	Home Depot E driveway	\$ 24,000	Medium	349
S Orange Blossom Trl south side	Poinciana Blvd	Racetrack west driveway	\$ 498,000	Medium	7112
Vineland Rd east side	Poinciana Blvd	Osceola Parkway entrance ramp	\$ 72,000	Medium	1024
Vineland Rd west side	Poinciana Blvd	Hampton Inn driveway	\$ 55,000	Medium	784
Boggy Creek Rd south side	Circle K S driveway	Will Hughey Rd	\$ 66,000	Low	939
Boggy Creek Rd north side	Orange Co Line	210' west of Springlake Vill Blvd	\$ 30,000	Low	422
Boggy Creek Rd north side	Morningside Dr N	Morningside Dr S	\$ 136,000	Low	1936
Boggy Creek Rd south side	Boggy Creek culvert	E Boggy Creek Rd	\$ 213,000	Low	3049
Boggy Creek Rd south side	North frontage road entrance	Boggy Creek culvert	\$ 163,000	Low	2326
Boggy Creek Rd south side	260' north of Puerta del Sol Blvd	North frontage rd entrance	\$ 44,000	Low	628
Boggy Creek Rd south side	Iglesia Presbyteriana	Puerta del Sol Blvd	\$ 240,000	Low	3434
Boggy Creek Rd south side	268' south of bridge	Iglesia Presbyteriana	\$ 189,000	Low	2705
Boggy Creek Rd south side	Pebble Pointe north boundary	268' south of bridge	\$ 37,000	Low	528

**Table A-1 Candidate Sidewalk Project Prioritization Results**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Estimated Cost</b>	<b>Rank</b>	<b>Length</b>
Boggy Creek Rd east side	Flamboyan St	Borinquen Dr	\$ 34,000	Low	483
Boggy Creek Rd east side	Borinquen Dr	2576 Boggy Crk south boundary	\$ 29,000	Low	419
Canoe Creek Rd east side	17th St	278' north of Hyleigh Way	\$ 18,000	Low	261
Canoe Creek Rd east side	Palm St	Oak St	\$ 17,000	Low	237
Canoe Creek Rd east side	Oak St	Pine St	\$ 16,000	Low	225
Canoe Creek Rd east side	Pine St	Crystal Ln	\$ 38,000	Low	540
Canoe Creek Rd east side	Crystal Ln	Bramblewood Dr	\$ 47,000	Low	677
Canoe Creek Rd west side	Nolte Rd	210' north of Settlers Trail	\$ 111,000	Low	1588
Canoe Creek Rd west side	Settlers Trail	Cypress Tree Trail	\$ 48,000	Low	686
Canoe Creek Rd west side	Seven Oaks South prop line	Winn Dixie plaza north boundary	\$ 24,000	Low	339
Canoe Creek Rd west side	Residence at 2898 Canoe Creek	property boundary	\$ 27,000	Low	384
Hoagland Blvd South side	Carrie Ln	Golfside Ct	\$ 148,000	Low	2108
International Dr west side	Osceola Pkwy	N driveway Publix shopping ctr	\$ 266,000	Low	3797
Lakeshore Blvd west side	C-31 Maintenance road	Old Sugar Ln	\$ 19,000	Low	269
Old Canoe Creek Rd west side	2598 Old Canoe Crk	196' north of Villagio Blvd	\$ 27,000	Low	382
Old Canoe Creek Rd east side	NW cor of Winn Dixie prop	Winn Dixie middle driveway	\$ 63,000	Low	894
Pleasant Hill Rd west side	Forest Dr	180' north of Brighton Lakes Blvd	\$ 86,000	Low	1223
Poinciana Blvd west side	Camelot Country Way	across from Siesta Lago Dr	\$ 114,000	Low	1634
Poinciana Blvd west side	Fire Station driveway	Oren Brown Rd	\$ 179,000	Low	2560
Poinciana Blvd west side	Oren Brown Rd	Old Tampa Highway	\$ 131,000	Low	1866
Poinciana Blvd east side	Rail Av	SunRail tracks	\$ 41,000	Low	592
Poinciana Blvd east side	Cumbrian Lakes Drive	Old Tampa Highway	\$ 514,000	Low	7347
Poinciana Blvd east side	Heritage Blvd	Cumbrian Lakes Dr	\$ 76,000	Low	1081
Poinciana Blvd east side	Eagle Pt. Blvd	Heritage Blvd	\$ 113,000	Low	1611
Poinciana Blvd east side	Indian Point Blvd	Eagle Point Blvd	\$ 56,000	Low	799
Poinciana Blvd east side	Across from Fire Station	Oren Brown Rd	\$ 145,000	Low	2068
Poinciana Blvd east side	Royal Palm Bay south boundary	143' south of S driveway	\$ 55,000	Low	783

**Table A-1 Candidate Sidewalk Project Prioritization Results**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Estimated Cost</b>	<b>Rank</b>	<b>Length</b>
S Orange Blossom Trl west side	Osceola Park Dr	O'Berry's Collision Ctr N.body	\$ 92,000	Low	1310
S Orange Blossom Trl south side	Trails End Plaza east boundary	Lake Lane	\$ 79,000	Low	1126
E Irlo Bronson Mem Hwy north side	191 feet W of C-31	Chili's western property line	\$ 67,000	Low	960
W Irlo Bronson Mem Hwy south side	W Orange Lake Blvd	SR 429 east side	\$ 201,000	Low	2869
W Irlo Bronson Mem Hwy south side	Polk County line	Westside Blvd	\$ 185,000	Low	2647
W Irlo Bronson Mem Hwy south side	Secret Lake Dr	W Orange Lake Dr	\$ 123,000	Low	1761
W Irlo Bronson Mem Hwy south side	Legacy Blvd	Secret Lake Dr	\$ 289,000	Low	4128
W Irlo Bronson Mem Hwy south side	Westside Blvd	Legacy Blvd	\$ 117,000	Low	1670
W Irlo Bronson Mem Hwy north side	368 ft E of Reedy Crk Blvd	I-4 interchange north side	\$ 71,000	Low	1011
W Irlo Bronson Mem Hwy north side	I-4 interchange north side	Eof I-4 interchange north side	\$ 178,000	Low	2544
W Irlo Bronson Mem Hwy north side	E of I-4 interchange north side	202' north of Parkway Blvd	\$ 130,000	Low	1855
W Irlo Bronson Mem Hwy south side	NB I-4 exit ramp	Celebration Place	\$ 114,000	Low	1624
W Irlo Bronson Mem Hwy south side	I-4 interchange south side	NB I-4 exit ramp	\$ 173,000	Low	2478
W Irlo Bronson Mem Hwy south side	Griffin Rd	NB I-4 entrance ramp	\$ 551,000	Low	7869
W Irlo Bronson Mem Hwy south side	368 ft E of Reedy Crk Blvd	Griffin Rd	\$ 128,000	Low	1823
S Orange Blossom Trl north side	Broad St	Bryant St	\$ 180,000	Low	2572
Vineland Rd east side	Orange County line	600' north of Kyngs Heath Rd	\$ 91,000	Low	1304
Vineland Rd east side	EB entrance ramp for SB traffic	EB entrance ramp for NB traffic	\$ 23,000	Low	328
Vineland Rd west side	Hampton Inn S driveway	Kyngs Heath Rd	\$ 77,000	Low	1095
E Boggy Creek Rd south side	Floridian RV Resort driveway	Narcoossee Rd	\$ 26,000	Very Low	366
E Boggy Creek Rd south side	266' east of Biscayne Breeze Way	Fells Cove W boundary	\$ 200,000	Very Low	2855
E Boggy Creek Rd south side	Fells Cove east boundary	Tindall Acres Rd	\$ 426,000	Very Low	6082
E Boggy Creek Rd south side	E Lake Rd	200' east of Fish Camp Rd	\$ 66,000	Very Low	947
E Boggy Creek Rd south side	Lake Vista Dr	E Lake Rd	\$ 63,000	Very Low	903
E Boggy Creek Rd south side	890' south of Will Hughey Rd	Lake Vista Dr	\$ 289,000	Very Low	4124
E Boggy Creek Rd south side	Will Hughey Rd	890' south of Will Hughey Rd	\$ 62,000	Very Low	885
E Boggy Creek Rd north side	Morningside Dr	222' west of Springlake Vill. Blvd	\$ 487,000	Very Low	6957

**Table A-1 Candidate Sidewalk Project Prioritization Results**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Estimated Cost</b>	<b>Rank</b>	<b>Length</b>
Boggy Creek Rd south side	Circle K north driveway	Circle K S driveway	\$ 15,000	Very Low	215
Boggy Creek Rd east side	Lakeside Dr	Iglesia de Dios south boundary	\$ 39,000	Very Low	560
Broad St east side	Old Tampa Hwy	290' north of 17/92	\$ 41,000	Very Low	590
Canoe Creek Rd east side	624' north of Nolte Rd	Settlers Trail	\$ 133,000	Very Low	1903
Canoe Creek Rd east side	Cypress Tree Trl	Creek Woods Drive	\$ 88,000	Very Low	1264
Canoe Creek Rd east side	Cornerstone Baptist south boundary	212' north of Camelot Blvd	\$ 107,000	Very Low	1523
Canoe Creek Rd east side	Distribution line easement	Pine Tree Dr	\$ 161,000	Very Low	2294
Canoe Creek Rd east side	Pine Tree Drive	Family Dollar south boundary	\$ 55,000	Very Low	780
Canoe Creek Rd east side	Kingdom Hall driveway	Crossing Creek Blvd	\$ 25,000	Very Low	350
Canoe Creek Rd east side	Deer Run Rd	Fanny Bass Rd	\$ 247,000	Very Low	3523
Canoe Creek Rd east side	Fanny Bass Rd	Sullivan Dr	\$ 555,000	Very Low	7930
Canoe Creek Rd east side	Sullivan Dr	UGB	\$ 94,000	Very Low	1349
Canoe Creek Rd west side	544' north of Sullivan Rd	UGB	\$ 98,000	Very Low	1397
Canoe Creek Rd west side	Deer Run Rd	UGB	\$ 220,000	Very Low	3136
Fortune Rd south side	Marllo Rd	Lakeshore Blvd	\$ 224,000	Very Low	3198
Fortune Rd south side	307' east of Providence Blvd	Marllo Rd	\$ 46,000	Very Low	656
Fortune Rd north side	2511 Fortune Rd	property boundaries	\$ 24,000	Very Low	341
Fortune Rd South side	2570 Fortune Rd	property boundaries	\$ 23,000	Very Low	325
Lakeshore Blvd west side	Remington south prop line	728 E Lakeshore Blvd	\$ 12,000	Very Low	177
Lakeshore Blvd west side	575 feet N of Remington S prop line	Remington S prop line	\$ 40,000	Very Low	569
Lakeshore Blvd west side	1100 E Lakeshore Blvd	980 E Lakeshore Blvd	\$ 58,000	Very Low	829
Lakeshore Blvd west side	980 E Lakeshore Blvd	980 E Lakeshore Blvd	\$ 2,000	Very Low	28
Lakeshore Blvd west side	980 E Lakeshore Blvd S prop line	Partin Settlement Rd	\$ 107,000	Very Low	1535
Lakeshore Blvd west side	Partin Settlement Blvd	C-31 canal	\$ 364,000	Very Low	5204
Lakeshore Blvd west side	144 E Lakeshore Blvd	Remington north boundary	\$ 24,000	Very Low	337
Lakeshore Blvd west side	Fortune Rd	155' north of Monica Terrace	\$ 222,000	Very Low	3176
Old Hickory Tree Rd north side	Green Acres Rd	Clark Rd	\$ 87,000	Very Low	1245

**Table A-1 Candidate Sidewalk Project Prioritization Results**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Estimated Cost</b>	<b>Rank</b>	<b>Length</b>
Old Lake Wilson Rd both sides	1500' south of Sinclair Rd	286' north of Excitement Dr	\$ 71,000	Very Low	1015
Old Tampa Hwy south side	Broad St	Crest Ridge Dr	\$ 62,000	Very Low	879
Partin Settlement Rd north side	Magnolia Dr	Lakeshore Blvd	\$ 52,000	Very Low	744
Poinciana Blvd west side	SunRail tracks	Old Tampa Highway	\$ 6,000	Very Low	92
Poinciana Blvd west side	Old Tampa Highway	Kissimmee Gatorade driveway	\$ 23,000	Very Low	323
Poinciana Blvd east side	Terra Verde south boundary	628' north of Indian Pt Blvd	\$ 45,000	Very Low	636
Poinciana Blvd east side	Oren Brown Rd	Crystal Garden Blvd	\$ 81,000	Very Low	1158
Poinciana Blvd east side	S end of wall @ Crystal Gardens	675' north of Madeira Beach Blvd	\$ 66,000	Very Low	944
Poinciana Blvd east side	Lizzia Brown Rd	Crestone Rd	\$ 54,000	Very Low	773
Poinciana Blvd east side	Crestone Rd	Doral Pte. Dr	\$ 267,000	Very Low	3811
Poinciana Blvd east side	Doral Pte. Dr	Reaves Rd	\$ 221,000	Very Low	3152
Poinciana Blvd east side	Reaves Rd	Bellalago north boundary	\$ 430,000	Very Low	6142
Poinciana Blvd west side	end of Phase 2 construction	Yorkshire Blvd	\$ 101,000	Very Low	1445
Providence Blvd east side	1221 Providence Rd	property boundaries	\$ 11,000	Very Low	150
S Orange Blossom Trl south side	Ham Brown Rd	Latino's Plaza west bdy	\$ 99,000	Very Low	1417
E Irlto Bronson Mem Hwy north side	Pine Ln	Winn Dixie West driveway	\$ 52,000	Very Low	736
W Irlto Bronson Mem Hwy south side	NB I-4 entrance ramp	SB overpass	\$ 93,000	Very Low	1324
S Orange Blossom Trl north side	Home Depot East driveway	Louis Dr	\$ 42,000	Very Low	602
S Orange Blossom Trl north side	Louis Dr	Dolores Dr	\$ 144,000	Very Low	2051
S Orange Blossom Trl north side	Dolores Dr	Broad St	\$ 255,000	Very Low	3649
S Orange Blossom Trl south side	Ham Brown Rd	Latino's Plaza west boundary	\$ 284,000	Very Low	4053
Vineland Rd east side	Kyng's Heath Rd	Poinciana Blvd	\$ 133,000	Very Low	1907
<b>Totals:</b>			<b>\$ 26,549,000</b>		<b>379,193</b>



# **Osceola County's Long Range Transit Plan**



## TITLE PAGE

*Prepared for*



*Prepared by*





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## APPENDICES

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- B. Tech Memo on Transit Technologies (December 2009)
- C. Osceola County Transit Corridors Report (2009)
- D. Outline Review of Area Transportation Plans and Land Use Plans (Feb. 11, 2010)





# 1.0

## INTRODUCTION

Over the past decade, Osceola County's population has increased nearly 60%, swelling from 172,000 persons in 2000 to over 260,000 persons in 2008. The southernmost county in the Orlando Metropolitan Area, Osceola County is the sixth largest in the state at approximately 1,322 square miles. Due in part to its proximity to Orlando, Osceola County's population is heavily concentrated in the northwestern portion of the county.

Despite current economic conditions and the slow pace of Florida's housing market, Osceola County will need to make significant improvements to its transportation network to encourage strong economic growth. Population growth in Osceola County is expected to continue over the next two decades, as current projections show the population reaching 500,000 by 2025. The Orlando Urban Area Transportation Study (OUATS), which uses the region's future land use plans to project future traffic volumes, shows three of the county's major arterials, including US 192, Osceola Parkway, and Narcoossee Road, with failing levels of service in the next two decades unless additional travel lanes are added. As the population grows and additional trips are added to these major arterials, traffic congestion and average travel delay are expected to increase. The resulting traffic congestion will make it difficult to attract high-paying jobs and economic growth to Osceola County, as new businesses will choose to relocate to places with better, more efficient transportation systems.

Historically, residential and commercial development in Osceola County has been characterized by low density suburban sprawl with the automobile as the only modal choice for many trips. According to the 2007 American Community Survey, the density within city limits in the county has decreased as the population has spread out into suburban areas even though the overall density within the county has increased within the last

decade. Between 2000 and 2007, daily vehicle miles travelled in Osceola County has increased 56% according to The Florida Department of Transportation (FDOT). This increase is higher than the state average (37%) and the national average (51%). The county's transportation network has focused on the automobile as the primary mode of transportation selected by 80% of commuters (2007 American Communities Survey), 2% more than in 2000. With traffic channeled on collector streets to a few major arterials, overall travel times have increased by 62% since 2000. This increase is much higher than the state and national travel time increases of 15% and 7%, respectively. The historic pattern of low density, suburban development and the automobile traffic it brings is no longer sustainable, but it will continue unless additional mobility options are provided for Osceola County's residents.

The recent federal investment in two major transit projects, Florida High Speed Rail and SunRail, has created an opportunity for Osceola County to break from its historic development pattern. These major transit lines have the potential to bring large numbers of people into Osceola County without their automobiles to live, work, and shop. The number of people and the quality of jobs and development to support them will depend on Osceola County's ability to link into the regional system High Speed Rail and SunRail bring to the area. In order to take advantage of this opportunity and the positive economic benefits of growth, Osceola County must connect its existing and planned activity centers, including neighborhoods, employment centers, and retail centers, to each other and to the region's transportation system.

Osceola County's Long Range Transit Plan (LRTP) has been developed to guide transportation investment and land use planning within the county's Urban Growth Boundary (UGB) to



provide an overall transportation network that is focused on moving people – not just cars. The plan is based on a review of recent transportation studies and initiatives, traffic data and projections, as well as existing land uses and future land use plans. After assessing the county's existing and future conditions, 16 general activity centers were identified in the County's 2009 Transit Centers Report to represent the county's major trip origins and destinations. Once these places had been identified, major corridor connections were developed based on existing and future traffic volumes. Finally, these corridors were prioritized to guide the timing of investment of funds to coincide with the anticipated travel demand between activity centers. The Osceola County LRTP can be used to more effectively focus transportation funding in priority corridors that will improve overall mobility within the County's UGB.



# 2.0

## GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

### 2.1. Long Range Transit Plan Mission Statement

Osceola's Comprehensive Plan is based on the concept of a sustainable integration of appropriate land uses and multi-modal transportation infrastructure. The vision includes the development of a safe and accessible transportation system that efficiently meets the mobility needs of all of Osceola's current and future residents, visitors, and businesses, and sustains its quality of life, economy, and the unique character of its built and natural communities.

The purpose of this study is to develop a transit plan for Osceola County's Urban Growth Area which is intended to achieve the following objectives:

- ▶ Support County efforts to develop high intensity urban centers and walkable communities
- ▶ Plan and incorporate a larger modal share for mass transit in the County, and
- ▶ Make effective use of the growth opportunities to plan an efficient transit system.

The study provides a long-range blueprint of the required transit infrastructure in concert with the County's emerging land use and transportation strategies to accommodate an integrated mass transit system as development occurs. Recommendations for specific transit and intermodal projects will be provided to other regional transportation agencies including LYNX, METROPLAN ORLANDO, and the Florida Department of Transportation (FDOT). Osceola County will coordinate with these agencies to ensure that the identified phasing and implementation plan for recommended transit and intermodal

projects is included in regional transportation improvement plans.

***LRTP Mission Statement:*** To plan an affordable and sustainable multi-modal transportation system for Osceola County that integrates with regional and statewide transit initiatives providing mobility which supports the county's economic growth objectives and sustainable development patterns.

### 2.2. LRTP Objectives and Policies

The Transportation Element of Osceola County's 2025 Comprehensive Plan emphasizes accessibility by placing emphasis on public transportation systems. This strategy is supported by the Future Land Use Element's strategy of encouraging the development of compact, pedestrian urban areas, including infill development as well as the development of new mixed-use communities. Existing goals, objectives and policies within the Transportation and Future Land Use Elements of the 2025 Comprehensive Plan are consistent with the LRTP mission statement.

An inventory of existing policies which support and further the purpose of the LRTP will partially illustrate the measures already adopted by the County to enhance public transportation opportunities. To organize this review of policies, we first propose the following goals for the LRTP which are based on and supplement existing goals within the Osceola County Comprehensive Plan.

***Recommended LRTP Goal 1:*** Identify an integrated multi-modal and intermodal transportation system that provides transportation mode choices to County residents and employers.



**Recommended LRTP Goal 2:** Identify a multi-modal transportation system that supports the County's land use strategy of compact and pedestrian-oriented development.

**Recommended LRTP Goal 3:** Identify a mass-transit system that is financially feasible through the use of cost efficient technologies appropriate for the projected future ridership and connections between trip origins and destinations.

**Recommended LRTP Goal 4:** Coordinate with adjacent transportation agencies and development stakeholders to identify potential opportunities for inter-modal connections.

The following table will summarize existing policies which are consistent with the recommended LRTP goals.

**Table 2.1 — Review of Existing Comprehensive Plan Policies**

LRTP Goal	Existing Policy (1)	Comments
#1 – Multi-modal/Inter-modal transportation choices	TE 1.1.9, 1.1.10, 1.3.2	Infrastructure for transit riders, bicyclists and pedestrians
	TE 1.10.3, 1.10.4	Improve inter-modal connectivity
	TE 1.3.5, 1.7.2, 1.1.12	Improve access to activity centers
#2 – Supports Compact and Ped-Oriented Development	FLUE 1.2.1	Incorporate transit oriented design principles
	TE 1.1.12	Increase density/intensity along major transit corridors
	TE 1.1.9, 1.1.12	Locate transit stations and stops within activity centers to support walkable connections
#3 – Financial Feasibility	TE 1.2.5, 1.9.3, 1.9.4	Preserve R/W for candidate transit corridors
	TE 1.3.2	Use the Mixed-Use Districts guidelines to encourage the private sector to provide transit assets, facilities, and operations
#4 – Regional Coordination	TE 1.8.1, 1.10.4, 1.10.5, 1.2.1 through .5, 1.2.14	Coordinate with METROPLAN and with FDOT on multi-modal facilities and services
	TE 1.2.8, 1.2.9, 1.10.5	Coordinate with Kissimmee and St. Cloud on mobility plans
	TE 1.10.7	Coordinate with GOAA on proposed intermodal station and on Poitras Property development
	TE 1.2.22, 1.6.5	Coordinate with LYNX on enhanced transit services

Note: (1) TE = Transportation Element; FLUE = Future Land Use Element of the County 2025 Comprehensive Plan



### 2.3. Proposed County Transit Policies

The review of existing policies indicates Osceola County has adopted numerous policies that are consistent with and further an enhanced transit system. Given this as a base, we propose additional policies which should be considered candidate policies for future comprehensive plan amendments. These recommendations are provided by the LRTP Goals previously identified.

**Table 2.2 — Recommended Transit Policies**

LRTP Goal	Recommended Policy
<p><b>#1 – Multi-modal/Inter-modal transportation choices</b></p>	<p>Implement a branded Osceola County premium transit service accommodating daily commuter trips to regional employment centers</p>
	<p>Identify all existing gaps in bicycle routes and in sidewalks from residential areas to existing and candidate future transit stops and stations, and program in the Capital Improvement Program the necessary enhancements to ensure continuous bicycle/pedestrian linkage</p>
<p><b>#2 – Supports Compact and Ped-Oriented Development</b></p>	<p>Ensure all development guidelines for new development or redevelopment mixed-use projects include continuous bicycle and pedestrian connections between residential areas and existing or candidate future transit stops or stations</p>
	<p>Urban/Employment Centers shall include transit oriented design and enhanced intermodal transit stations to facilitate transit connectivity</p>
<p><b>#3 – Financial Feasibility</b></p>	<p>Ensure that Development Order provisions for the Lake Toho DRI’s and the Lake Toho Transportation Association for local circulator service and for transit stop and station facilities and amenities provided by the private sector are coordinated with the Osceola County LRTP recommendations</p>
	<p>Evaluate Job Access Reverse Commute (JARC) funding opportunities for transit improvements accommodating commuter</p>
<p><b>#4 – Regional Coordination</b></p>	<p>Coordinate with Kissimmee on the proposed City Circulator service to connect with proposed Osceola regional premium service</p>
	<p>Coordinate with St. Cloud’s CRA efforts to provide local circulator service to connect with proposed Osceola regional premium service, and to ensure transit oriented design features for redevelopment along US 192</p>
	<p>Coordinate with GOAA on the Poitras Property development plan to ensure inter-modal connectivity along the Osceola Parkway Extension corridor to the Northeast District</p>
	<p>Coordinate with FDOT on the High Speed Rail extension from the OIA Intermodal Center to Miami via the Turnpike or the SR 528 corridor, identifying candidate inter-modal station locations</p>



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# 3.0

## REVIEW OF OTHER STUDIES AND INITIATIVES

In order to understand current and past transit initiatives, nearly 50 plans, studies, presentations, and maps of the Central Florida Region were reviewed. These reviews included plans and reports for regional entities including LYNX and METROPLAN ORLANDO, and comprehensive plans for Orange, Osceola, Polk Counties, and Reedy Creek Improvement District. The comprehensive plans for area cities included Orlando, Kissimmee, and St. Cloud. Comprehensive plan reviews focused on the Transportation and Future Land Use Elements. Recent transit related studies conducted by or for these local government agencies were reviewed as well. It is important that all Osceola County Transit Plan stakeholders understand the inter-relationships among and between the various local and regional planning initiatives as they relate to future transportation and land use planning. As the County develops and implements elements of the LRTP Master Plan, we want to ensure that these various planning initiatives are properly coordinated and do not present significant conflicts or inconsistencies.

Technical memos located in the Appendix to this report provide greater detail of studies and plans reviewed by the consultant team. Any planned or proposed transit service assessments are covered separately in Section 7 (Existing and Planned Transit Services) of this report.

### 3.1. Osceola County Studies and Initiatives

#### 3.1.1 Osceola County Transit Study - 2004

This county-wide transit study reviewed the existing LYNX service provided in Osceola County, reviewed ridership surveys, identified future transit needs, and identified fixed route service expansions and modifications over a 10-year implementation period. Specific recommendations for new fixed

route or local circulator service included the following:

- ▶ Buenaventura Lakes local circulator
- ▶ Celebration circulator
- ▶ Kissimmee to International Drive fixed route
- ▶ Osceola Convention Center to Disney Transit Center fixed route
- ▶ Kissimmee to OIA limited stop express route
- ▶ Celebration to Disney Transit Center express route
- ▶ Kissimmee to International Drive express route

#### 3.1.2 Osceola County Comprehensive Plan -2007

The Osceola County 2025 Comprehensive Plan identified the County's commitment to transit and land use patterns that encourage more walkable communities supported by transit connections. The Future Land Use Element set objectives and policies that adopted an urban growth boundary to target future infrastructure investment, adopted increased densities and intensities of development within specified land use classifications, and adopted infill development and sustainable development goals.

The Transportation Element's objective is to plan for a multi-modal transportation system that emphasizes accessibility through the encouragement of mass transit usage, supported by compact and pedestrian-oriented urbanized areas. Specific policies have been adopted to ensure that future roadway expansions and new roads serve as multi-modal corridors, public transit will be encouraged and promoted by the County within the Urban Growth Boundary, and proposed mixed-use districts would increase transit ridership and multi-modal opportunities.



The 2025 Comprehensive Plan provided the land use and transportation policy framework for this transit master plan. Development of the Conceptual Master Plans for the Mixed-Use Districts adopted in the Comprehensive Plan furthered the integration of multi-modal and transit options with appropriate urban design concepts. Intensified mixed-use development will encourage transportation mode shift toward local and regional transit alternatives, reducing the reliance on personal autos and relieving roadway congestion.

### 3.1.3 Transit Centers Report - 2009

This report builds upon Policy 1.3.13 of the Osceola County Comprehensive Plan's Future Land Use Element, which outlines the "centers" approach toward non-residential land uses within Mixed-Use developments. The report identifies Urban/Employment Centers that may have the potential to support enhanced transit service. This information provides background for the prioritization of candidate BRT or LRT alternatives.

#### Conceptual Master Plans - 2009

As of August 2010, Conceptual Master Plans (CMP) have been prepared for the following Mixed-Use Districts:

District 8 and a small part of 7 – Northeast District CMP  
 Districts 1 and 2 – East of Lake Toho CMP  
 Districts 3, 4 and part of 5 – South Lake Toho CMP

These CMPs were transmitted to the Florida Department of Community Affairs (DCA) in April 2010 as part of the Comprehensive Plan Amendment. The DCA is coordinating with the County on various concerns with the proposed amendments. Information about the proposed development plans, including transit-oriented pedestrian designs and transit accommodations, support the identification of prioritized transit corridors and technology.

### 3.1.4 Osceola Parkway Extension Study - 2010

This feasibility study is evaluating the eastern extension of the Osceola Parkway from Boggy Creek Road to the Northeast District. Numerous regional agencies including Orange County, GOAA, the City of Orlando, and private development interests are participating in this planning effort. Still in progress as of August 2010, the extension study will help define the transit

options that may be implemented to connect the proposed Northeast District with SunRail to the west as well as with the proposed GOAA Poitras Property development and Medical City in southeast Orange County.

## 3.2. Major Regional Initiatives

Regional transportation and land use plans also provide a base from which the county's transit plan is built. The following text briefly outlines the major planning initiatives that are pertinent to Osceola County.

### 3.2.1 City of Kissimmee Vine Street Corridor Plan

The City's goal is to reverse the corridor's perceived decline, transforming the existing strip-style, highway commercial development into a connected series of mixed-use, urban scale neighborhoods and villages. Kissimmee has established an Overlay District in concert with a Multi-Modal Transportation District (MMTD). This vision is predicated on implementing a multi-modal transportation strategy for the corridor and the adjacent downtown CRA which promotes walking, biking, shorter auto trips, and the provision of various forms of transit. This vision is focused on several community design and economic development goals including:

- ▶ Creating compact, high density, mixed-use urban-style development patterns that promote walkable, pedestrian-friendly public spaces
- ▶ Enhancing mobility for pedestrians, bicyclists, cars and transit through improvements in street network connectivity
- ▶ Implementing strong urban design techniques and streetscape features focused on the principles of placemaking and livability
- ▶ Creating development patterns in support of future premium transit service (i.e. bus rapid transit, bus circulators and connections to commuter rail) through a strong mixture of land uses and densities.



### 3.2.2 FDOT US 192 Design Project

Two sections of US 192 east of Kissimmee are currently under design for widening from 4 lanes to 6 lanes. These sections are from Aeronautical Drive to Budinger Avenue (west of the St. Cloud Central Business District (CBD)), and from Eastern Avenue to Nova Road (east of the St. Cloud CBD). This widening will bring these two sections into consistency with the 6-lane section within the St. Cloud CBD.

FDOT has been in contact with LYNX regarding the existing transit stops along these sections. The project will remove one existing stop at the request of LYNX (Westbound between 10th Street and Arizona Avenue), and will provide sidewalk connection between the edge of pavement and all bus stops across the drainage swale. Also for each stop a 5' by 8' concrete pad will be constructed.

### 3.2.3 SR 417 Southern Extension / Southport Connector Feasibility Studies (OOCEA & Osceola County)

In 2008, the Orlando Orange County Expressway Authority (OOCEA) conducted a feasibility study for extending SR 417 south from near the Narcoossee Road interchange area south toward Lake Toho, then continuing west to connect with I-4. Various alternative corridors were identified and evaluated, with no financially feasible concept selected.

Subsequent to this effort, Osceola County refined the analysis for a portion of this proposed roadway, from Cypress Parkway (near Pleasant Hill Road) to Canoe Creek Road. This Southport Connector would be approximately 13 miles in length, and is proposed to include an interchange with Florida's Turnpike in the vicinity of the Green Island DRI.

### 3.2.4 Innovation Way

Orange County envisioned the development of a high-tech corridor which would connect the University of Central Florida to the OIA/Medical City area. The Innovation Way corridor would be designed as a multi-modal facility with the ability to support BRT transit technology. Transit connections from the Northeast District to OIA and Medical City would have the ability to use the Innovation Way transit corridor to access the University of Central Florida and the associated Research Park area.

**Figure 3-1** provides a location map for the above referenced Osceola County transportation studies and regional transportation initiatives.

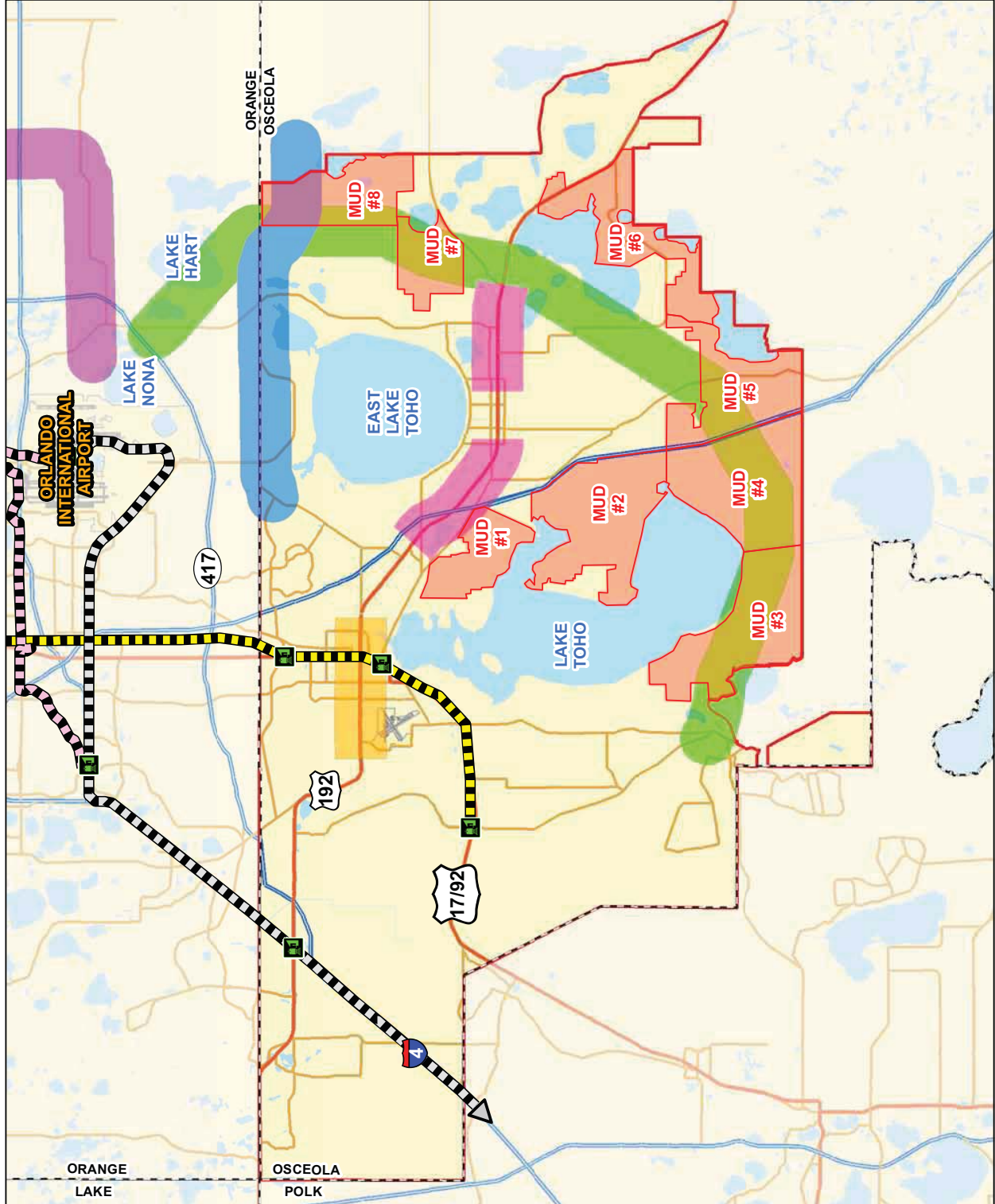
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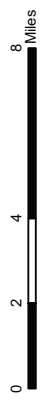
# Osceola County Long Range Transit Plan

Figure 3-1: Related Studies  
and Regional Initiatives



### Legend

- Rail Stations and Transit Centers
  - Florida High Speed Rail, Premium Transit
  - OIA Light Rail Connector Line, Premium Transit
  - SunRail Commuter Line, Premium Transit
  - Limited Access Roadway
  - Highway
  - Major Road
  - County Boundaries
  - Osceola County's Urban Growth Boundary
  - Mixed Use Districts
- Related Studies**
- Innovation Way Multimodal Corridor Study
  - Osceola Parkway Extension Study
  - Southport Connector/SR 417 Extension 417 Study
  - US 192 6 Lane Design
  - Vine Street Multimodal Corridor Study





# 4.0

## EXISTING CONDITIONS OVERVIEW

This section will examine the existing conditions within Osceola County's UGB to determine where significant concentrations of population, employment, and retail activity generators to identify existing activity generate. For the purposes of this study, activity centers are broadly defined as places with concentrations of population, employment, or retail/commercial land uses that either generate or attract transportation trips.

### 4.1. Existing Demographic Conditions

In 2009, Osceola County developed a *Transit Centers* Report to provide input data on existing conditions for the development of this *Osceola County Transit Master Plan*. The Transit Centers Report is based on the county's vision for 2025 as outlined in the Osceola County Comprehensive Plan. The report describes the county's plan to use urban centers to drive future economic development as an alternative to urban sprawl. These centers are areas that combine a compact mix of land uses at a density and intensity sufficient to create urban places within Osceola County, and are planned to provide a mix of land uses that include jobs, housing, entertainment, culture and education, and to function as both origins and destinations for individual trips. From a Future Land Use perspective, these places are activity centers – they are places where people live, work, shop, and play.

The identified centers are based on data and analysis from a variety of sources, including Osceola County's *Transit Centers Report*, METROPLAN ORLANDO'S OUATS traffic model socioeconomic data, and data provided by the most recent LYNX's *Five Year Service Plan*. It was compiled and analyzed to describe the existing conditions within the County, and to locate the existing concentrations of population, employment,

and retail activity that enhanced transit could initially serve.

#### 4.1.1 Population Centers

Before the economic downturn, Osceola County was the fastest growing county in Central Florida. Overall density within the county has increased 52% from 131 persons per square mile to 199 persons per square mile between 2000 and 2008, but Osceola County still has the lowest overall density in the region. Within city limits, population density has decreased from 1,418 persons per square mile to 1,153 persons per square mile between 2000 and 2007, indicating an overall density shift away from its city centers.

An overview of residential density within Osceola County's UGB is shown in **Figure 4-1**. Population within the Urban Growth Boundary is concentrated in five main areas: Celebration, Kissimmee, Buenaventura Lakes, Poinciana, and St. Cloud. An analysis of METROPLAN ORLANDO'S Traffic Analysis Zone data reflects residential density to be the highest in these general areas. According to METROPLAN's data, Kissimmee, Buenaventura Lakes, and St. Cloud have the highest residential density within the county's UGB, with densities as high as four to seven units per acre in multiple zones. The maximum residential density in two of the UGB's other population centers, Celebration and Poinciana, is two units per acre.

##### 4.1.1.1 Transit Dependent Populations

The transit dependent populations may be estimated through an analysis of Census data. In a recent study conducted for metropolitan Orlando's LYNX transit agency (*Five-Year Service Plan; April 2010*) the region's transit dependent population was defined as Census Tracts that had the following demographic attributes:



- Title VI areas (environmental justice populations typically underrepresented, consisting of minorities, elderly persons, low income persons, and disabled persons)
- Household income below the region's median income of \$38,000
- Households with zero to one auto ownership.

Within Osceola's UGB, these transit dependent populations were generally located in Kissimmee, St. Cloud, Poinciana, and part of Buenaventura Lakes.

#### 4.1.1.2 Special Transit Populations

In addition to Osceola's permanent population, the county has a significant seasonal and tourist population for many parts of the year. The county has over 42,000 hotel rooms and a short-term rental overlay area to accommodate the temporary population swell. The short term rental overlay shows the boundaries of areas within the UGB that allow for the construction of short-term rental units supported by the county's tourism industry. A 2008 study conducted by the University of Central Florida found that an estimated 1.24 million people stay in vacation homes in Osceola County each year. The study also found that visitors staying in short term rentals also stay longer than other visitors do. These rental units function as residential units when they are occupied by tourists, and present a special opportunity to increase transit ridership if tourists decide to visit Osceola County without renting a car.

Osceola County also mapped Senior Communities and Centers, as well as Short Term Rental Overlays as additional areas that would benefit from transit service. There were eight communities or centers identified within the UGB that serve senior citizens, with five in the Kissimmee area and three in the St. Cloud area. Senior citizens are a special population who are often interested in transit for the mobility it provides when they are unwilling or unable to drive a private automobile. **Figure 4-2** provides a map of the transportation dependent and the special transit populations.

#### 4.1.2 Employment Characteristics

An overview of Osceola County's existing employment density is shown in **Figure 4-3**, including the locations and employ-

ment levels of the county's major employers. Osceola's major employers are located throughout the county with some concentrations in Celebration, Kissimmee, Poinciana, St. Cloud, and in Lake Buena Vista (Orange County). Employment is predominantly in the education, government, and service sectors, with some significant employment in health care. The largest single employer by a large margin is the Osceola County School District with 7,000 employees, followed by the Walt Disney Company in Lake Buena Vista as the next largest employer with 3,700 employees. Other major employers include Walmart (2,730) stores located in Kissimmee, Poinciana, and St. Cloud; Osceola County Government (2,400) centered in Kissimmee; and the Gaylord Palms Resort (1,900) in Kissimmee.

The employment concentration of Osceola's major employers varies. Most of the county's major employers are concentrated in a single location, such as the Walt Disney Company, Gaylord Palms, and Osceola Regional Medical Center. These employers provide denser employment concentration better suited as activity centers. Some of Osceola County's largest employers, such as the School District, Publix Supermarkets, and Walmart, employ large numbers of workers, but they are relatively de-centralized, and may not be as well suited to function as employment centers.

Analysis of the county's overall employment density using OUATS traffic analysis zone data shows Kissimmee currently has the highest employment concentration. Downtown Kissimmee includes zones with employment densities in excess of thirty employees per acre, with multiple zones with more than eleven employees per acre. Employment densities in St. Cloud, Celebration, and Poinciana reach as high as two to four employees per acre.

##### 4.1.2.1 Retail Centers

Although small retail centers exist in all of the population and employment centers previously discussed, the county has identified eight major retail and commercial centers greater than 150,000 square feet in size. Located north of Kissimmee, the largest centers are The Loop and The Loop West with 440,000 and 490,000 square feet, respectively. Osceola Square Mall, also located in Kissimmee, and Poinciana's Town Center are the next largest centers. These retail centers



provide some employment, but function more importantly as significant trip attractors.

#### 4.1.2.2 Osceola County's Existing Activity Centers

Based on the county's population, employment, and retail characteristics presented in this section, Osceola County's existing concentrations of travel activity can be categorized into seven areas. These areas within Osceola's UGB include Celebration, The Loop, Osceola Regional Medical Center, Downtown Kissimmee, Buenaventura Lakes, St. Cloud, and Poinciana. These areas have higher concentrations of population, employment, or retail activity as compared to the rest of the areas within the UGB.

### 4.2. Existing Transportation Network

The county's transportation network has focused historically on the automobile as the primary mode of transportation selected by 80% of commuters in 2007, 2% more than in 2000 according to U.S. Census and American Community Survey data. With traffic channeled on collector streets to a few major arterials, overall travel times have increased by 62% since 2000. This increase is much higher than the state and national travel time increases of 15% and 7%, respectively. With several Developments of Regional Impact (DRI) already approved within the County's UGB, the historic pattern of low density, suburban development and the automobile traffic it brings is expected to continue unless additional mobility options are provided for Osceola County's residents.

The following sections provide an overview of the existing transportation network serving as the UGB's major roadways, and the overall transportation network as shown in **Figure 4-4** on page 25.

#### 4.2.1 Osceola Parkway

The Osceola Parkway (CR 522) is an east-west divided toll expressway and arterial roadway that connects I-4 on the western end with Florida's Turnpike and Buenaventura Boulevard and Boggy Creek Road (CR 530) to the east. Current (2008) traffic volumes range from approximately 12,600 daily vehicles just east of I-4 to 50,000 east of US 441. The county is conducting a feasibility study for the extension

of the four-lane and six-lane Parkway east of Boggy Creek Road, to connect with Narcoossee Road (CR 15) and provide access to the Northeast District.

Future volume projections for the year 2030 indicate daily traffic demand, which exceeds the adopted level of service by approximately 10,000 to over 50,000 daily vehicles depending on the location. As of January 2010, LYNX provides fixed route service from Disney to Poinciana Boulevard with an express route (Route Link 306) and from Michigan Avenue to Buenaventura Boulevard (Link 18).

#### 4.2.2 John Young Parkway

John Young Parkway is a four lane principal arterial roadway extending in a north-south direction through Kissimmee, widening to six lanes north of Vine Street. Osceola County is widening John Young

Parkway from 4 to 6 lanes from Parnell Street to the Orange County line, and Orange County has plans to widen the roadway north of the Osceola County line. Currently, John Young Parkway carries approximately 40,000 daily vehicles in the Kissimmee area, connecting Orange County to Kissimmee and south to Pleasant Hill Road.

Transit service operating on John Young Parkway includes Link 57 from the Washington Shores Transfer Center in Orange County to Osceola Square Mall providing service with 60 minute headways, but the City of Kissimmee has proposed additional transit service on John Young Parkway in its Comprehensive Plan.

#### 4.2.3 US 192

US 192 serves Osceola County as an east-west arterial, connecting I-4 and Disney World with Kissimmee, St. Cloud, and eastward to Melbourne. This four and six-lane divided highway carries 60,000 daily vehicles just east of I-4, 45,000 east of US 441, and 41,500 through St. Cloud.

Future 2030 volume projections indicate daily traffic demand, which exceeds the adopted level of service by approximately 15,000 to over 45,000 daily vehicles. As of January 2010, LYNX provides fixed route service from US 27 in Lake County and from Disney to Kissimmee (Links 55 and 56) and service from Kissimmee to St. Cloud (Link 10).

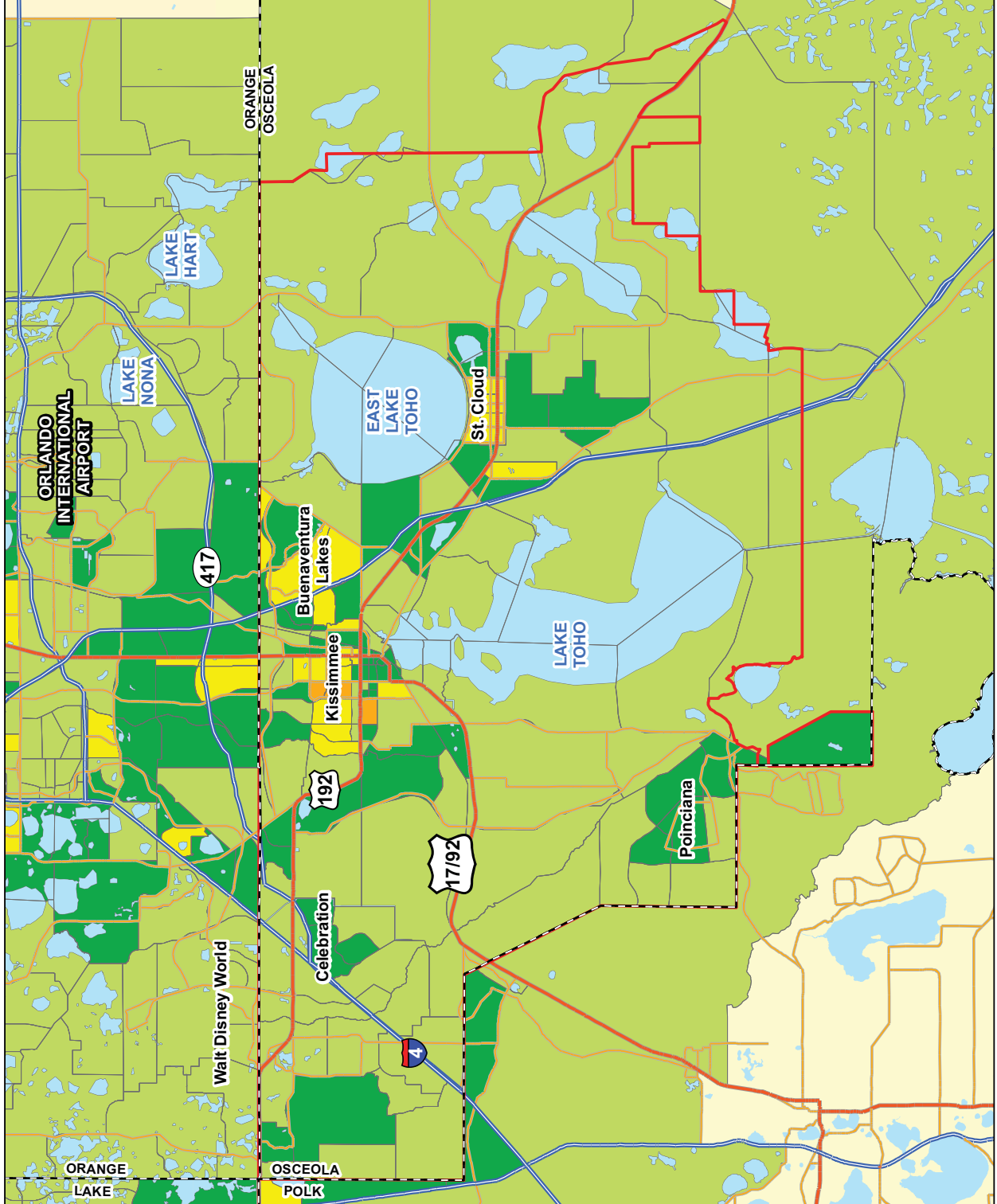
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# Osceola County Long Range Transit Plan

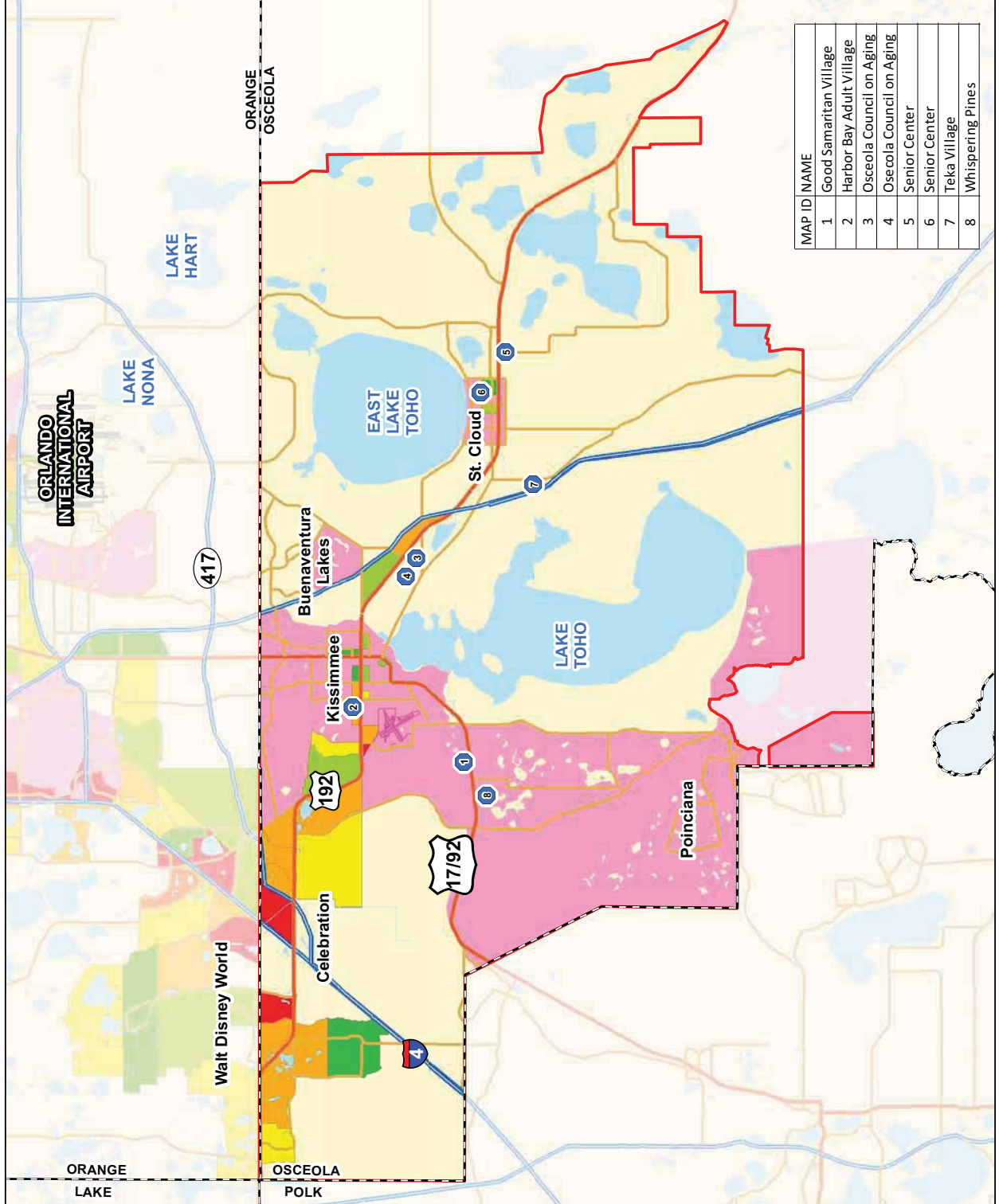
## Figure 4-1: Existing Residential Density by Traffic Analysis Zone





# Osceola County Long Range Transit Plan

**Figure 4-2: Transit Dependent  
and Special Transit  
Populations**





# Osceola County Long Range Transit Plan

## Figure 4-3: Existing Employment Density by Traffic Analysis Zone

**Legend**

- Major Employer Location
- County Boundaries
- Osceola County's Urban Growth Boundary

**Roads**

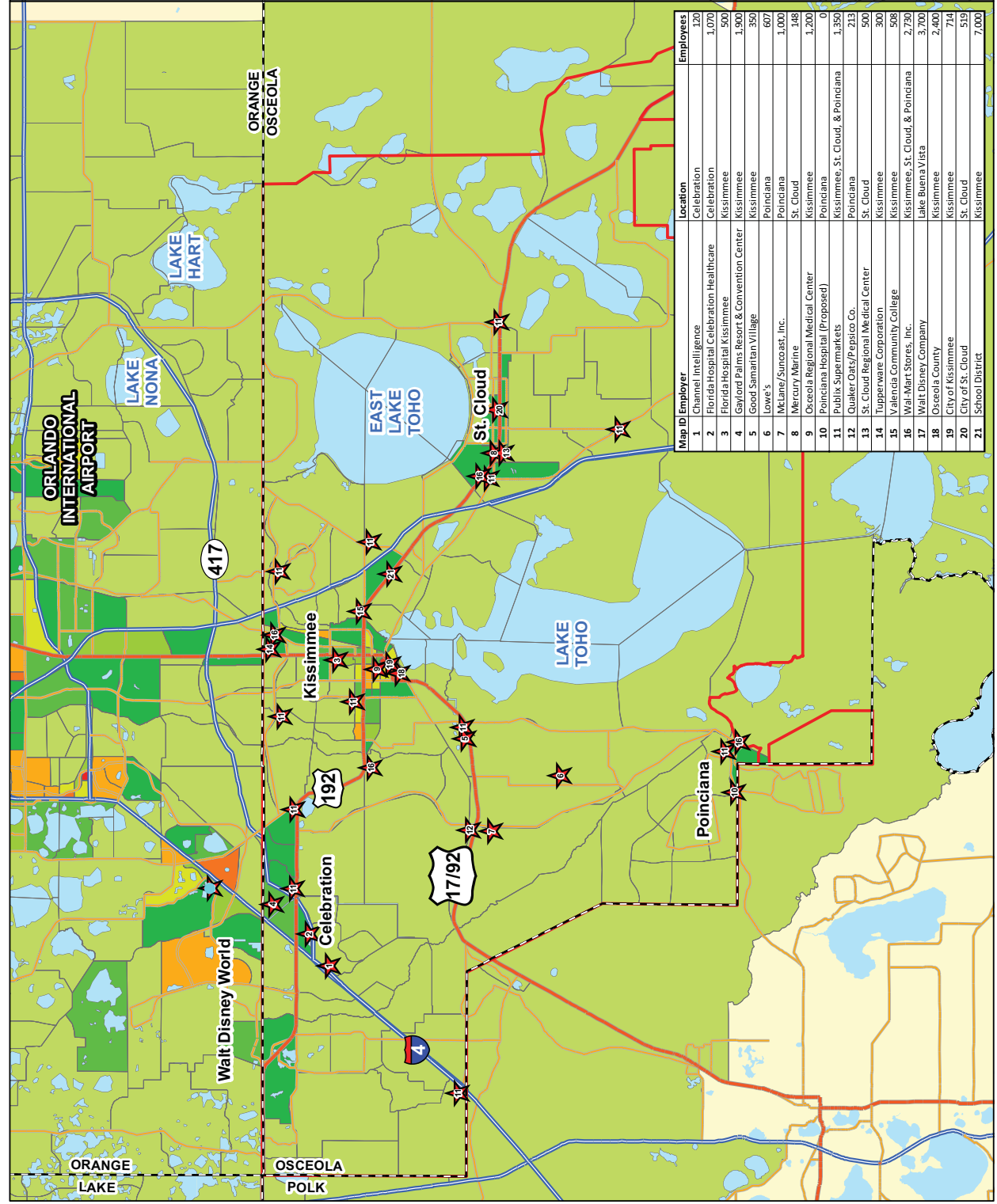
- Limited Access
- Highway
- Major Road
- Traffic Analysis Zone Boundaries

**Existing Employment Density  
Employees per Acre**

- 0 - 1
- 2 - 3
- 4 - 5
- 6 - 7
- 8 - 10
- 11 - 15
- 16 - 20
- 21 - 40
- 41 - 80

**Map ID | Employer | Location | Employees**

SOURCE: METROPOLITAN Orlando's Validated Base Year 2004 ODATS Traffic Model



Map ID	Employer	Location	Employees
1	Channel Intelligence	Celebration	120
2	Florida Hospital Celebration Healthcare	Celebration	1,070
3	Florida Hospital Kissimmee	Kissimmee	500
4	Gaylord Palms Resort & Convention Center	Kissimmee	1,900
5	Good Samaritan Village	Kissimmee	350
6	Low's	Poinciana	607
7	McLane/Suncoast, Inc.	St. Cloud	1,000
8	Mercury Marine	St. Cloud	148
9	Osceola Regional Medical Center	Kissimmee	1,200
10	Poinciana Hospital (Proposed)	Poinciana	0
11	Publix Supermarkets	Kissimmee, St. Cloud, & Poinciana	1,350
12	Quaker Oats/Pepsico Co.	Poinciana	213
13	St. Cloud Regional Medical Center	St. Cloud	500
14	Tupperware Corporation	Kissimmee	300
15	Valencia Community College	Kissimmee	508
16	Walt Disney Company	Kissimmee, St. Cloud, & Poinciana	2,730
17	Walt Disney Company	Lake Buena Vista	3,700
18	Osceola County	Kissimmee	2,400
19	City of Kissimmee	Kissimmee	714
20	City of St. Cloud	St. Cloud	519
21	School District	Kissimmee	7,000



#### 4.2.4 Narcoossee Road

Narcoossee Road (CR 15) is a north-south arterial serving as the primary link in East Osceola County between US 192 and SR 417. The roadway is currently under construction or is programmed for widening to four lanes along its entire length. The 2030 transportation model has Narcoossee as a six-lane facility based on projected travel demand needs.

While the year 2008 daily traffic volumes were less than 20,000 vehicles, the projected 2030 volumes range from 80,000 to nearly 100,000 daily vehicles. Currently there is no transit service along Narcoossee Road.

#### 4.2.5. US 441/Orange Blossom Trail/ US 17-92

For purposes of this transit plan, the US 441 and US 17/92 corridors are described jointly. US 441 runs concurrently in a north-south direction with US 17/92 from Orange County southward where it accesses US 192 in Kissimmee. It then runs concurrently with US 192 southeasterly then easterly through St. Cloud. US 17/92 commonly referenced as Orange Blossom Trail is a major north-south arterial route between Orlando and Kissimmee. Current daily traffic volume approaching Kissimmee just south of the Osceola Parkway is 29,000 vehicle, which are projected to increase to nearly 54,000 daily vehicles by 2030. This corridor is served by LYNX route 4, which travels from the LYNX Central Station to Kissimmee.

#### 4.2.6. Lake Toho Parkway (Proposed)

The six DRI's comprising the East Lake Toho and South Lake Toho Mixed-Use Districts (Districts 1, 2, 3 and 4) have coordinated their planning efforts and development order provisions for required transportation infrastructure. One of these provisions is the commitment to construct the Lake Toho Parkway – a multi-lane arterial and collector roadway that includes a transit corridor and continuous bicycle/pedestrian features. This north-south parkway is to be located west of Florida's Turnpike. It begins in the Green Island DRI, connecting the proposed Southport Connector from the west and south side of Lake Toho to Neptune Road. Year 2030 volumes are projected to be 45,000 to 55,000 daily vehicles. As an additional provision in their development orders, the DRI's will

provide shuttle transit service throughout the corridor. The City of Kissimmee is working with the DRI's on a more comprehensive local transit evaluation.

#### 4.2.7. Southport Connector/SR 417 Extension (Proposed)

In 2008, the Orlando-Orange County Expressway Authority (OOCEA) completed a feasibility study for the extension of SR 417 from the existing alignment east of Narcoossee Road southward around or across Lake Toho and continuing west to connect with I-4. This study built upon roadway concepts evaluated within the Green Island DRI traffic analysis, which proposed a Southport Expressway connecting the existing Southport Road to Florida's Turnpike (with a new interchange) and continuing east of Canoe Creek Road.

In November 2009, Osceola County produced a preliminary alignment and feasibility study for the Southport Connector South. The alignment guidelines included passing south of Lake Toho, connecting to the west with the Cypress Parkway near Pleasant Hill Road, and connecting to the east at Canoe Creek Road. Three alignment alternatives were evaluated and a preferred south alignment was recommended for a future PD&E Study. The 2030-projected daily volume is approximately 58,000 vehicles.

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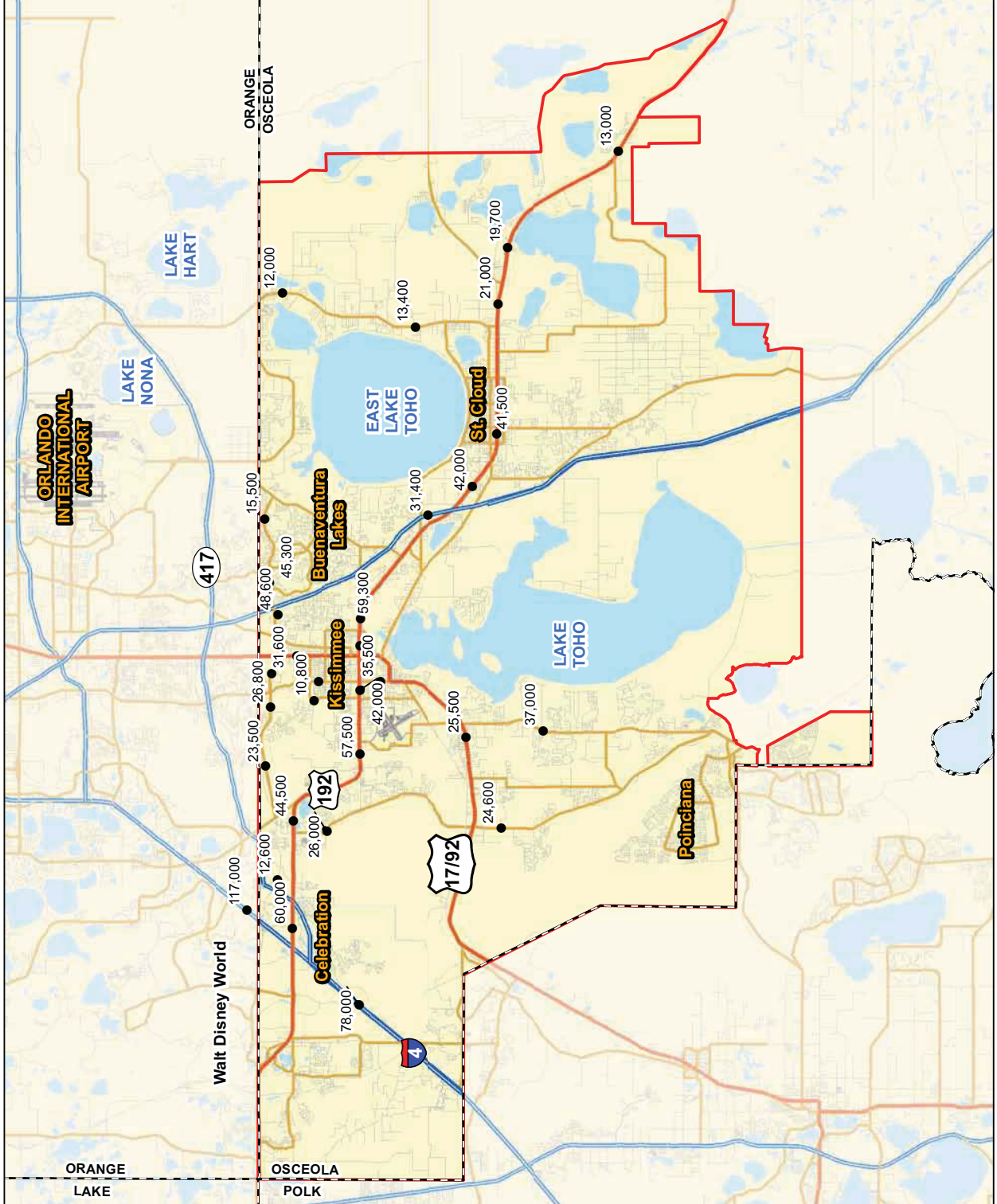
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# Osceola County Long Range Transit Plan

**Figure 4-4: Existing Roadway  
Network and Daily Volumes**



**Legend**

- 2008 Traffic Volumes
- ▭ County Boundaries
- ▭ Osceola County's Urban Growth Boundary
- ▭ Limited Access Roadway
- ▭ Highway
- ▭ Major Road
- ▭ Local Roads

SOURCE: METROSPLAN, Charis's Validated Base Year 2000 OLA'S Traffic Model





# 5.0

## LAND USE TRENDS AND INITIATIVES

Land use planning trends and initiatives within Osceola County are shifting away from low density development centered on automobile travel, to more compact development and the provision of transportation options. Future land use plans within the County's UGB share many common elements, including support for higher density development, mixes of land uses to shorten trip lengths, a focus on improved urban design, and providing transportation mode options to travelers that include transit. This trend can be seen both in existing centers and in future centers within the UGB.

The county's Comprehensive Plan directs future development and accommodation of its 2030 projected population growth within the UGB. While the entire UGB is targeted to have an overall density of 3.0 dwelling units per acre, the majority of this density and population will be accommodated within the existing areas identified in Section 4 (Celebration, Kissimmee, St. Cloud, and Poinciana) through infill development. Greenfield development will be directed into the county's Urban Expansion Area (UEA). This UEA is divided into eleven proposed Mixed-Use Districts (MUDs), each with its own Conceptual Master Plan targeting an overall residential density of 5.0 dwelling units/acre. The MUDs will use traditional neighborhood design and smart growth principles to create sustainable communities. Each district's Conceptual Master Plan will guide its development by specifying urban design and architectural standards, including standards for multi-modal transportation corridors.

The trend toward transit oriented development and MMTD's is not unique to the County's MUDs. Existing centers including the City of Kissimmee, St. Cloud, and even Poinciana have varying degrees of planning initiatives focused on multi-modal

transportation solutions and the development patterns that support them.

### 5.1. Mixed-Use Districts and Conceptual Master Plans

According to the *Osceola County Comprehensive Plan*, greenfield development within the county's Urban Growth Boundary will be directed into the county's designated Urban Expansion Area (UEA). The UEA itself is divided into eleven MUDs. Although the plans for the individual districts may vary, the MUDs are "intended to promote a balanced mix of activities, residences, shops, schools, workplaces, parks, etc." Densities within the County's MUDs range from five to 25 dwelling units per acre, and non-residential intensities with floor area ratios (FAR) ranging from 0.35 to 2.5. Osceola County's plans for 2030 include activity centers throughout the county's urban growth area. These include several Developments of Regional Impact (DRI) surrounding Lake Toho to the south and east, the Northeast District, Poinciana, and the cities of Kissimmee and St. Cloud. The Lake Toho DRI's, as well as the Northeast District, are located within Osceola County's MUD.

#### 5.1.1. East of Lake Toho Mixed Use Districts 1 and 2

The East Lake Toho Districts encompass approximately 11,250 acres of land east of Lake Tohopekaliga (Toho), and includes five planned DRI's, with 5,000 acres set aside for open space. Currently, the area is largely undeveloped, but multiple DRI's are planned for the area, including Toho Preserve, Tohoqua, Edgewater, and Bella Tara (Development of County Impact). The planning area is immediately east of Lake Toho and west of St. Cloud, from Neptune Road to Friar's Cove Road.



A central feature extending through MUDs 1 and 2 is Toho Parkway West. Toho Parkway West requires 80 feet of dedicated right-of-way, which would include a two-lane roadway with a dedicated transit facility extending the length of the MUD from Friar's Cove Road in the south to Neptune Road in the north. This multi-modal corridor would be designed for Bus Rapid Transit (BRT) service, connecting higher-density mixed-use centers, and would be supported by pedestrian and transit-oriented design elements. A bus feeder system would work to provide additional riders to the BRT line.

#### EAST OF LAKE TOHO DISTRICTS BY THE NUMBERS

Mixed-Use Districts	1 and 2
Size	11,250 acres
Open Space	5,000 acres
Residential	33,500 units
Residential Density	5 to 25 units per acre
Office/Industrial	3.1 million square feet
Retail	1.9 million square feet
Population	85,000 people
Employment	24,700 jobs
Jobs to Housing Ratio	0.8 to 1
Floor Area Ratio	0.35 to 2.5

#### COMPOSITION

1 Urban Center

5 Community Centers

32 Neighborhood Centers

#### KEY TRANSPORTATION PROJECTS

Lake Toho Parkway BRT corridor

US 192 widening to 6 lanes

Canoe Creek Road widening to 4 lanes

### 5.1.2. South Lake Toho DRI's Mixed-Use Districts 3, 4, and Part of 5

The South Lake Toho Districts encompass 16,350 acres, of which 8,400 acres are to be set aside as open space and natural communities. The Green Island DRI is the primary development project within the Districts. The planning area

is located directly south of Lake Toho, from Canoe Creek Road to the east to Poinciana on the west, reaching south to the UGB.

Three significant transportation projects are being proposed to accommodate the generation and, more importantly, the attraction of trips to the area. The first project is the Southport Connector – a four-lane limited access highway from Pleasant Hill Road to Canoe Creek Road. The second is the construction of the Lake Toho Parkway, connecting Green Island to the other Lake Toho DRI's, and then connecting to Neptune Road. This parkway is proposed as a multi-modal corridor, emphasizing transit and bicycle/pedestrian connections as well as vehicular mobility. The last significant transportation proposal is the two planned Bus Rapid Transit alignments within the South Lake Toho Mixed-Use Districts as well as connecting to the north to the Lake Toho Mixed-Use District. Like the East of Lake Toho DRI's, transit service would be supported by higher-density mixed-use centers, pedestrian and transit oriented design elements.

### 5.1.3. Northeast District (NED), Mixed-Use District 8

Currently undeveloped, the Northeast District (NED) encompasses approximately 17,150 acres of land south of the Osceola-Orange County line, bordered by the Econlockhatchee Swamp on the east, Absher Road to the west, and extending one mile north of Nova Road. Just south of Orange County's Medical City, the NED is expected to support drug and pharmaceutical manufacturing, medical research and testing laboratories, research, engineering, and design of specialized products, and support for the motion picture and sound recording industries.

Transportation access for the NED relies on three main transportation improvements. The Osceola Parkway Extension is planned to connect the Osceola Parkway's current terminus at Boggy Creek Road to meet the Southport Connector in the NED planning area. The Osceola Parkway Extension would include a multi-modal transportation corridor supporting premium transit along an east-west axis. The Osceola Parkway Extension would connect to two four-lane multi-modal corridors. The first would extend Cyrils Drive and include a BRT route connecting to Medical City to the north in Orange County. The second would extend south through the Center Lake DRI to connect into a proposed BRT system on US 192.



### NORTHEAST DISTRICT BY THE NUMBERS

Mixed-Use District	8
Size	17,150 acres
Open Space	11,000 acres
Residential Units	29,320 units
Residential Density	5 to 25 units per acre
Office/Industrial	6.7 million square feet
Retail	1.8 million square feet
Population	46,566 persons
Employment	44,000 jobs
Jobs to Housing Ratio	1.5 to 1
Floor Area Ratios	0.35 to 2.5

### COMPOSITION

1 Urban Center

4 Community Centers

19 Neighborhood Centers

### KEY TRANSPORTATION PROJECTS

Osceola Parkway Extension/transit connection

Southport Connector

US 192 transit corridor

## 5.2. Transit-Oriented Development (TOD) and Multi-modal Transportation District (MMTD) Initiatives

Several other planning initiatives within and adjacent to Osceola County's UGB focus on supporting transit-oriented development and multi-modal transportation to various extents. These range from comprehensive plans that include transit and multi-modal supportive policies (St. Cloud and Poinciana) to the designation of MMTD's in others (City of Kissimmee, the NED, and Orange County's Innovation Way). Common elements identified in each of these initiatives represent a planned departure from historic low density development patterns to more compact, urban developments that support multimodal options and transit.

### 5.2.1. City of St. Cloud

The City of St. Cloud's development pattern consists of a gridded street network with development concentrated along US 192. The City of St. Cloud is currently served by one LYNX route, Link 10, which travels on US 192 serving the immediate downtown area. LYNX plans to expand this route to include a larger portion of St. Cloud in 2015. Generally, the City of St. Cloud's Comprehensive Plan supports transit and alternative modes through its land use and transportation plans, but does not include specifics related to transit needs and defers these projects to the county and regional level. The City also limits density on several large tracts of vacant land within the city limits.

The City's Transportation Element specifies that all major roadways be designed to incorporate all modes, including transit, and new residential development exceeding 200 units or 50,000 square feet for commercial development must incorporate bus stop space and additional urban design characteristics supportive of transit.

St. Cloud has adopted a Community Redevelopment Agency (CRA) Master Plan with a vision of strengthening the area's unique mix of places and enhancing the area's business and economic vitality. Key strategies identified by the CRA Board with input from the community include the following:

- ▶ Establish a business development and retention strategy
- ▶ Enhance the CRA gateways and entrance corridors with coordinated signage and streetscape features
- ▶ Improve north-south roadway connections to nearby activity centers
- ▶ Balance transportation modes by identifying transit service enhancements and amenities, and developing an overall downtown parking strategy
- ▶ Amend the Comprehensive Plan and the Land Development Regulations to allow for mixed-use development and flexible site design

The CRA's focus is on redevelopment opportunities, aesthetic and operational improvements to the transportation network, and improving the area's characteristics to retain and improve existing businesses and attract new development investments.





As the CRA target mixed-use projects that promote a walkable environment, transit service and amenity enhancements would directly support improved access to the area, and provide additional economic activity and growth.

### 5.2.2. Poinciana

The Association of Poinciana Villages (APV) is one of the largest unincorporated master-planned communities in the United States, with a current estimated population of nearly 68,000. Covering over 47,000 acres and extending into Polk County, Poinciana recently conducted a feasibility analysis for municipal incorporation of its ten villages. In the feasibility study, the APV documents public input for a desire for more transit service and better access to retail/commercial services.

Poinciana has its own master plan, which includes a special Dual Use/High Density Residential and Commercial land use category, which allows either use or combination of the two uses. Density within this designation is not permitted to exceed the maximums specified in Osceola County's Future Land Use Element. Poinciana also has a Dual Use/Institutional and Commercial land use category, which functions in the same manner, with intensities that cannot exceed those specified by Osceola County.

### 5.2.3. City of Kissimmee

The Vine Street Corridor is the primary corridor extending through the center of downtown Kissimmee. Currently, the Vine Street Corridor is characterized by strip commercial development focused on the automobile as the primary mode of transportation. LYNX provides transit service on the Main/Broadway/Emmett corridor, as well as John Young Parkway, Vine Street, and portions of Oak Street and Central Avenue. Current plans for future commuter rail service include a connection in downtown Kissimmee at a new intermodal center at the intersection of Pleasant Street and Dakin Avenue.

In 2007, the City of Kissimmee completed the Vine Street Redevelopment Study to develop a plan to guide new investment in ways that would reverse the economic decline of the corridor. The study led to the development of a vision for downtown Kissimmee with land uses characterized by compact, high density, mixed-use urban style development patterns. These development patterns are envisioned to support future premium transit service that included BRT on Vine Street with stops at Main Street, John Young Parkway,

Hoagland Boulevard, and Valencia Community College, as well as a bus circulator. In addition, the plan included enhancing mobility for pedestrians, bicyclists, and cars by providing modal options.

In 2008, the City of Kissimmee established an MMTD for downtown Kissimmee in response to recommendations from the Vine Street Redevelopment Study's Action Plan. The City's Ordinance 2705 creates an MMTD between Columbia Avenue on the north, Clay Street on the south, Denn John Lane to the east, and Hoagland Boulevard to the west. Development in this area will require contribution to the multi-modal network, but assumes external agencies will secure funding for major capital and operational improvements related to transit. The MMTD designation revises the City's Future Land Use Element to specify densities of 40 dwelling units per acre within a half mile of the Vine Street Corridor and the Kissimmee Intermodal Center, and 8 dwelling units per acre within the MMTD.

### 5.2.4. Northeast District MMTD

The NED Conceptual Master Plan includes goals, objectives, and policies that establish an MMTD that is coincident with the NED's boundary. The purpose of the district is to promote transit, walking, and bicycling while reducing the dependence on the automobile within the NED. The MMTD is organized around a high-density Central Core area within a quarter mile of a transit station with densities decreasing outward from this Central Core. The MMTD includes minimum densities and intensities and land use mix provisions for these higher density nodes, recognizes the importance of density to transit's effectiveness.

Transportation connections between these nodes of higher density are provided by all modes. The MMTD allows Level of Service for automobiles to be determined by FDOT or the Osceola Comprehensive Plan as appropriate, but sets minimum LOS for pedestrian, transit, and bicycle modes at C, D, and D, respectively. Performance of each mode is monitored as progress toward target performance measures, shown below.

- ▶ 80% of all bicycle and pedestrian facilities operating at LOS C or better
- ▶ Parcels within a quarter mile of a transit stop will have pedestrian facilities operating at LOC C or better



- 80% of employees and dwelling units in the NED will have convenient access to transit

Proposed development within the MMTD will provide contributions to the multi-modal network to support the MMTD's mobility goals. The MMTD refers to Osceola County's SmartCode for the design characteristics of its transportation corridors. Proposed densities within the NED follow TOD guidelines that allow for increases in density based on market demand over time.

Transit within the MMTD is planned to be provided by the county through coordination with LYNX. Regional transit, as identified in the NED's Conceptual Master Plan discussed previously, would connect the NED to Innovation Way, Medical City, Orlando International Airport, Kissimmee, St. Cloud, and other activity centers. Neighborhoods and centers in the NED will be connected to regional transit using a streetcar feeder service drawing on the district's residential areas.

### 5.2.5. Southeast Orlando Sector Plan

The *Southeast Orlando Sector Plan* is one of the largest urban planning and development projects ever undertaken by the City of Orlando. The area covered by the Plan consists of more than 19,300 acres and is within a 10 to 20 minute driving distance of Downtown Orlando, many of the region's entertainment attractions, as well as other regional job and education centers. The Plan area is located directly adjacent to the Orlando International Airport, and includes the Lake Nona community and "Medical City" – home to the UCF Medical School and the Burnham Institute.

The UCF College of Medicine & UCF Health Sciences Campus at Lake Nona will be a state-of-the-art complex for medical and biomedical education and research. The emerging life sciences cluster will transform the Central Florida economy and by 2017 will help create more than 30,000 jobs and have a projected annual economic impact of \$7.6 billion. This area is targeted as a Future Growth Center, with future projections of over 13,300 residential units, 2.1 million square feet of retail space, 3.3 million square feet of office space, 1,950 hotel rooms, 4.7 million square feet of industrial space, and 600,000 square feet of civic/government space by the year 2020. At build-out, the Southeast Plan area could very well be a mid-size town of 50,000 to 60,000 people.

In order to build and sustain a viable community, development features a mixture of land uses, which allow for increased accessibility, diversity, and opportunities for social interaction within the context of an integrated amenity framework. Utilizing the neighborhood as the basic community building unit, the center of residential neighborhoods will be defined by public space and activated by locally oriented civic and commercial facilities. Employment, shopping, and services will be concentrated in town, village, and neighborhood centers that are compact and walkable.

### 5.2.6. Innovation Way MMTD

Orange County has developed a "blueprint" for their future that identifies a high-tech corridor that would connect the University of Central Florida with Lake Nona, Medical City, and the Orlando International Airport. The county intends to establish an MMTD along the Innovation Way Corridor through a Comprehensive Plan amendment. The MMTD would assign secondary priority to vehicular mobility and primary priority to transit service and a supporting bicycle/pedestrian network. The plan amendment adopted in October 2009 was found to be "not in compliance" after review by the Department of Community Affairs and will likely be modified to receive the Department's approval. Innovation Way will incorporate development order conditions that promote Transit Oriented Design practices, incorporate local shuttles, accommodate bicycle and pedestrian networks and connectivity, and incorporate fixed route and potential fixed guideway transit services (including Bus Rapid Transit and Light Rail options).

### 5.2.7. Poitras Property Development

Since 2006, the Greater Orlando Aviation Authority (GOAA) has been working with the City of Orlando and Orange County on a strategic planning process for the potential development of the Poitras Property. This 1,800 acre property lies directly south of the planned Medical City development and forms the southern boundary of the City's Southeast Orlando Sector Plan area. Conservation easements and land use amendments have been recorded to better define the site development opportunities and constraints.

Based on a market analysis conducted in 2007, and subsequently updated in February 2010, the development program consists of up to the following densities and intensities by land use:



• Office	1 million sq. ft.
• Industrial	1 million sq. ft.
• Single Family Residential	3,000 units
• Multi-family Residential	1,800 units
• Retail and Services	400,000 sq. ft.

GOAA is pursuing a Planned Development (PD) ordinance, which will provide guidance for the conceptual land use plan, as well as identify primary transportation corridors. The PD is envisioned to incorporate transit options, potentially transit-oriented development for select sites, and the construction of roadway extensions and new primary roadways. The following transportation projects have been discussed in large stakeholder meetings with the staff of various agencies:

- Boggy Creek Road extension southeast of SR 417 through the property to a potential interchange with the proposed Osceola Parkway Extension
- A limited access spur from the SR 417 Southern Extension which was proposed by the Orlando Orange County Expressway Authority (locally referred to in Osceola County as the Northport Connector)
- The potential for a commuter rail spur to come off the SunRail mainline into the OIA Intermodal Center (this may be in addition to the proposed OIA Connector light rail line)
- Arterial or collector roadway connection to Narcoossee Road (in Orange County)

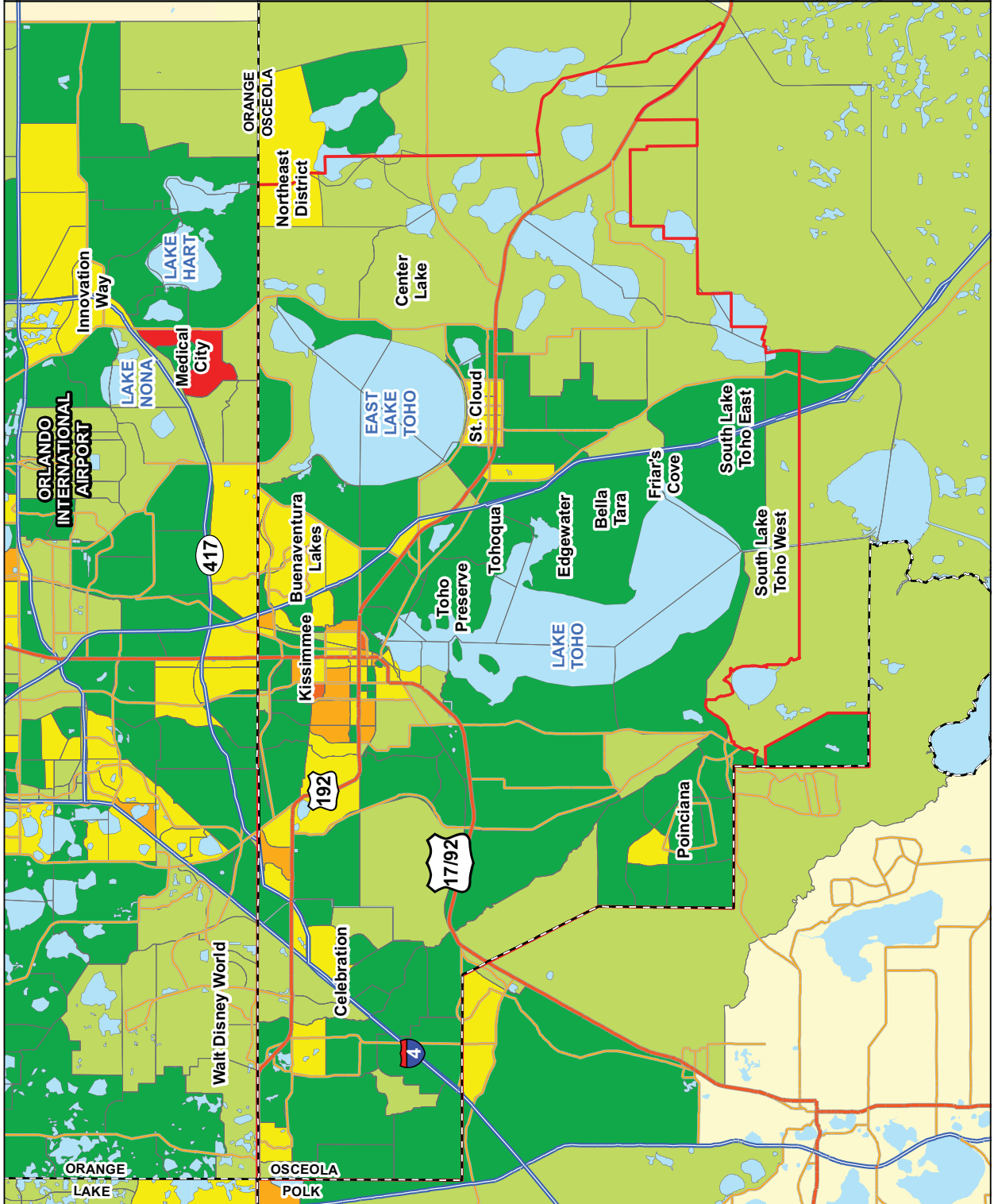
At the present time, the transportation linkages and transit concepts are very preliminary and subject to revision. Osceola County is anticipated to continue coordination with GOAA and the other transportation agency partners in the refinement of the PD's multi-modal transportation plan.

**Figure 5-1** provides the year 2030 projected residential density according to the METROPLAN MPO forecast, and **Figure 5-2** provides the projected employment density. **Figure 5-3** displays the County's existing and future activity centers as well as the proposed Mixed-Use Districts.



# Osceola County Long Range Transit Plan

## Figure 5-1: 2030 Projected Residential Density by Traffic Analysis Zone



**Legend**

- County Boundaries
- Osceola County's Urban Growth Boundary
- Traffic Analysis Zone Boundaries
- Roads
  - Limited Access Roadway
  - Highway
  - Major Road
- 2030 Projected Residential Density
- Dwelling Units per Acre
  - <1
  - 1-2
  - 3-4
  - 5-7
  - 8-9
  - 10-16

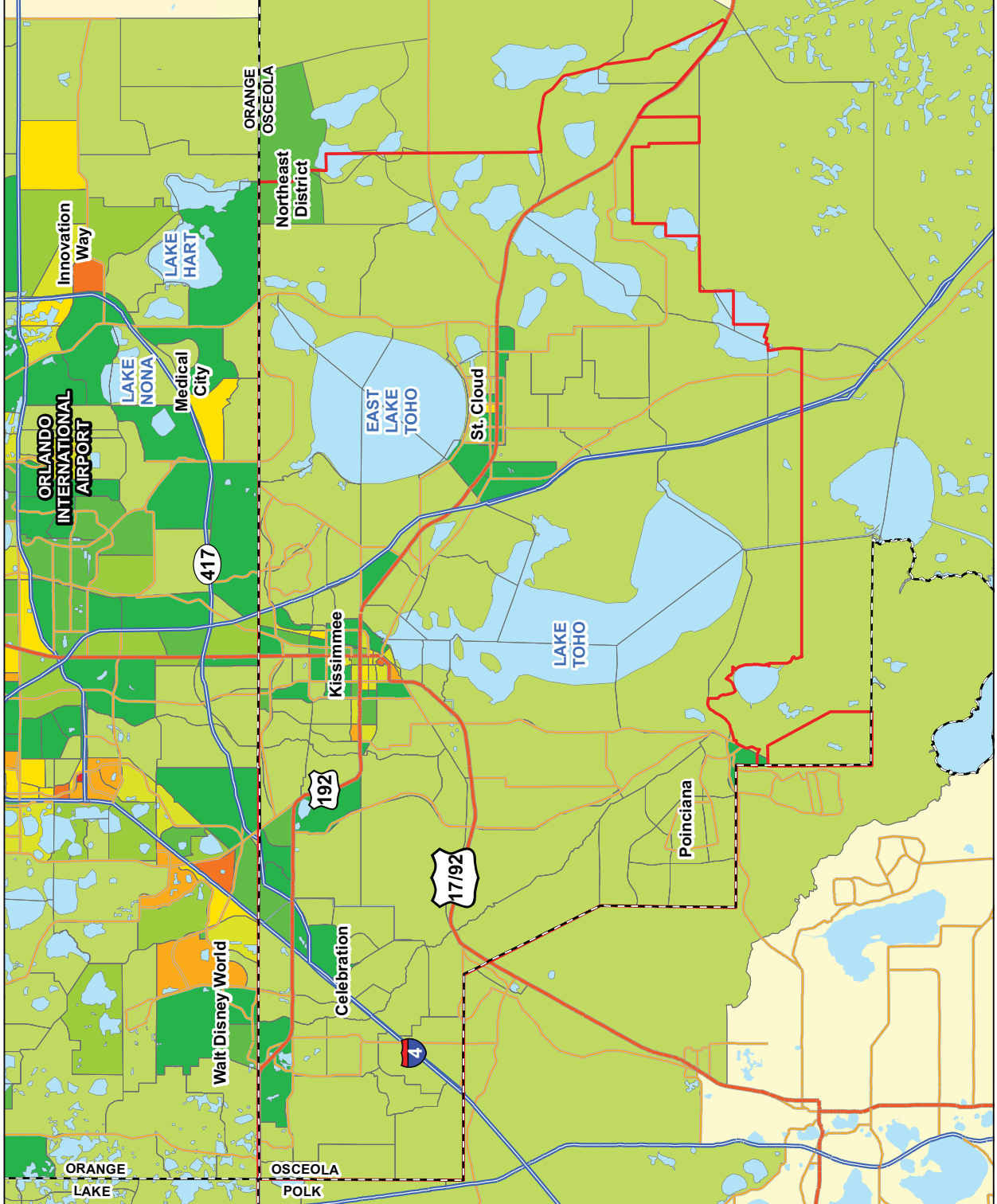
SOURCE: METROPOLITAN Orlando's 2030 OJANS Traffic Model





# Osceola County Long Range Transit Plan

**Figure 5-2: 2030 Projected  
Employment Density  
by Traffic Analysis Zone**



**Legend**

- County Boundaries
- Osceola County's Urban Growth Boundary
- Traffic Analysis Zone Boundaries

**Roads**

- Limited Access
- Highway
- Major Road

**2030 Projected Employment Density  
Employees per Acre**

0 - 1
2 - 3
4 - 5
6 - 7
8 - 10
11 - 15
16 - 20
21 - 40
41 - 80
81 - 130

SOURCE: METROPOLITAN ORLANDO'S QUAYS 2030 Traffic Model

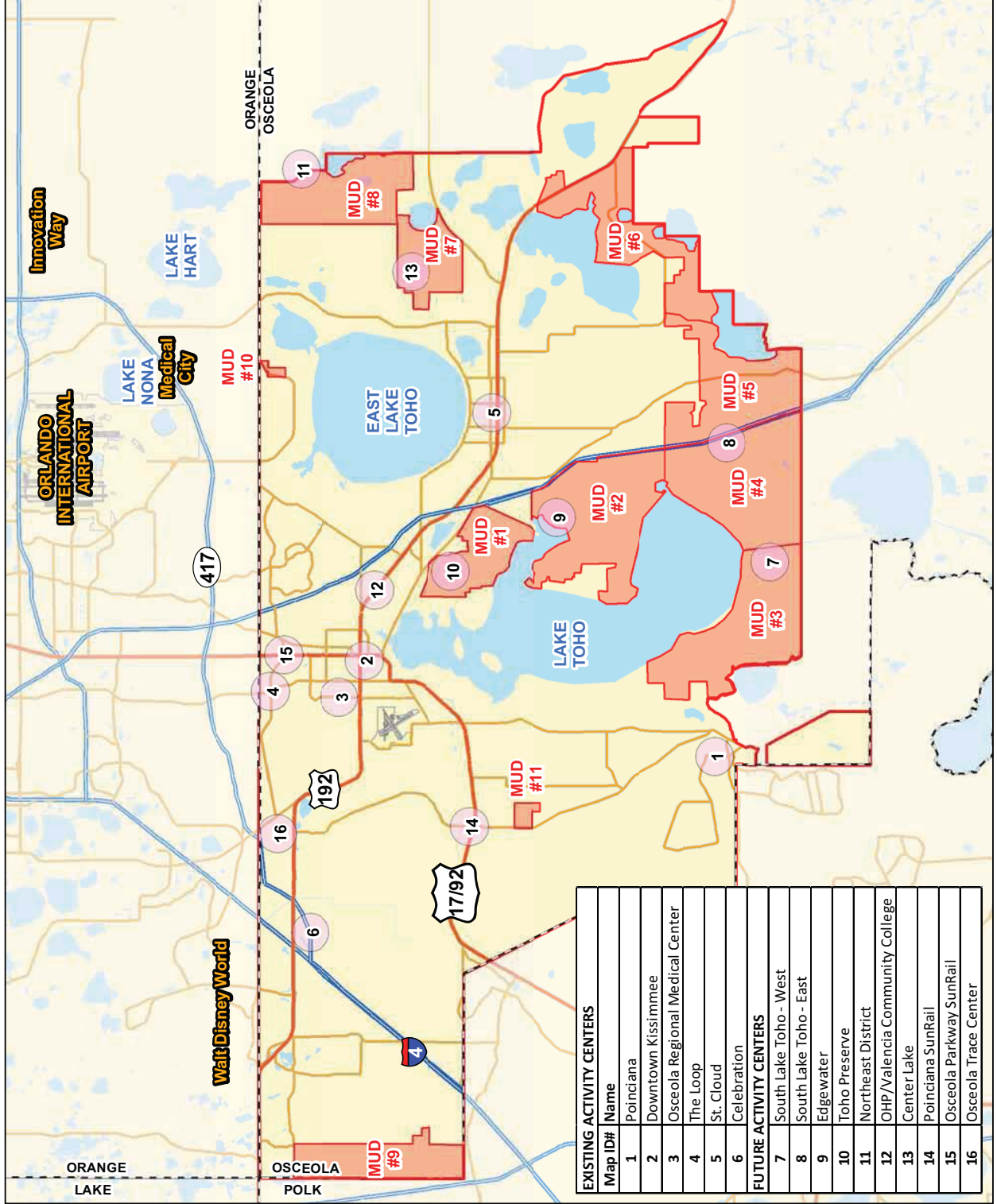




# Osceola County Long Range Transit Plan



Figure 5-3: Existing and Future Activity Centers



EXISTING ACTIVITY CENTERS	
Map ID#	Name
1	Poinciana
2	Downtown Kissimmee
3	Osceola Regional Medical Center
4	The Loop
5	St. Cloud
6	Celebration
FUTURE ACTIVITY CENTERS	
7	South Lake Toho - West
8	South Lake Toho - East
9	Edgewater
10	Toho Preserve
11	Northeast District
12	OHP/Valencia Community College
13	Center Lake
14	Poinciana SunRail
15	Osceola Parkway SunRail
16	Osceola Trace Center

**Legend**

Osceola County Activity Centers

- Urban Expansion Area Mixed Use Districts
- County Boundaries
- Osceola County's Urban Growth Boundary
- Limited Access Roadway
- Highway
- Major Road





# 6.0

## PROJECTED TRAVEL DEMAND

The regionally adopted OUATS travel demand model was used to assess projected travel demand. For the 2030 model year, only currently programmed and financially committed transportation projects were included. The following key assumptions and conditions are reflected in the OUATS 2030 model:

- Osceola Parkway Extension as a four-lane facility from Buenaventura Boulevard to Narcoossee Road
- US 192 as a six-lane facility through St. Cloud
- SunRail commuter rail line through the county terminating at the Poinciana station (with additional stations at the Osceola Parkway and in Kissimmee)
- Southport Connector from CR 531 to Florida's Turnpike and Old Canoe Creek Road
- Narcoossee Road as a six-lane facility from US 192 to SR 417
- 2030 projected population and employment for East Lake Toho and the South Lake Toho DRI's and Mixed-Use Districts
- Lake Toho Parkway as a four-lane facility
- Partial build-out of the Northeast District

**Figure 6-1** displays the proposed year 2030 transportation network and **Figure 6-2** provides the 2030 projected travel demand.

On many major corridors, the projected travel demand exceeds the available capacity by substantial amounts. This demand in excess of capacity is referred to as unmet demand.

Three primary conclusions are evident based on the projected 2030 travel demand:

- There is projected unmet travel demand along the Osceola Parkway ranging from approximately 30,000 to 50,000 daily trips
- The projected daily unmet demand along US 192 ranges from 15,000 to 47,000 trips
- The unmet Narcoossee Road's travel demand averages 50,000 daily trips.

With the projected levels of excess demand, major facilities will experience long periods of significant delays in future years. These delays will result in lost productivity, increased greenhouse gas emissions, and reduced quality of life for residents and visitors.

The major facilities with the highest amounts of congestion also happen to be the facilities that will provide primary access to the emerging growth areas in the County. To meet the demands associated with existing population and emerging growth areas, the County will face two choices: develop additional roadway corridors, and/or develop alternative modes of travel.

Developing alternative roadway corridors will be difficult at best. Beyond the Osceola Parkway extension, there is little room available to develop new roadway alignments. In the 2030 model, existing major roadways have already been widened to their maximum cross sections. Therefore, providing additional roadway lanes on existing roadways is also impractical.

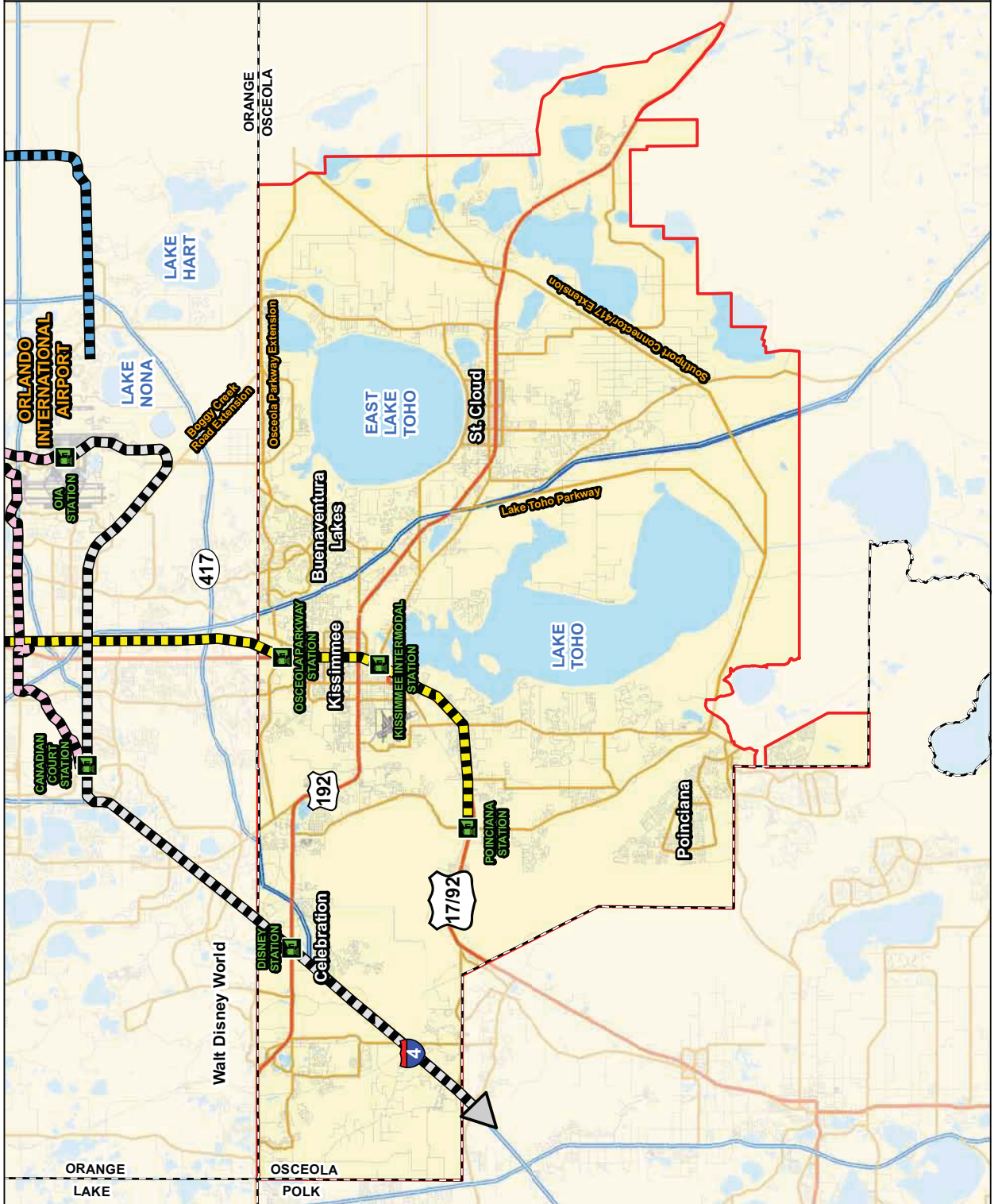
Given the projected congestion levels on major facilities, developing alternative travel modes appears feasible in Osceola County to help meet these excess travel demands.

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# Osceola County Long Range Transit Plan

Figure 6-1: 2030 Future  
Transportation Network



**Legend**

- Rail Stations and Transit Centers
- Florida High Speed Rail
- OIA Light Rail Connector Line
- SunRail Commuter Line
- Innovation Way Multimodal Corridor
- County Boundaries
- Osceola County's Urban Growth Boundary
- Limited Access Roadway
- Highway
- Major Road
- Local Roads

SOURCE: METROPOLITAN Orlando's 2030 OUMS Traffic Model, Greater Orlando Area's Authority, 2010 and Orange County, 2010

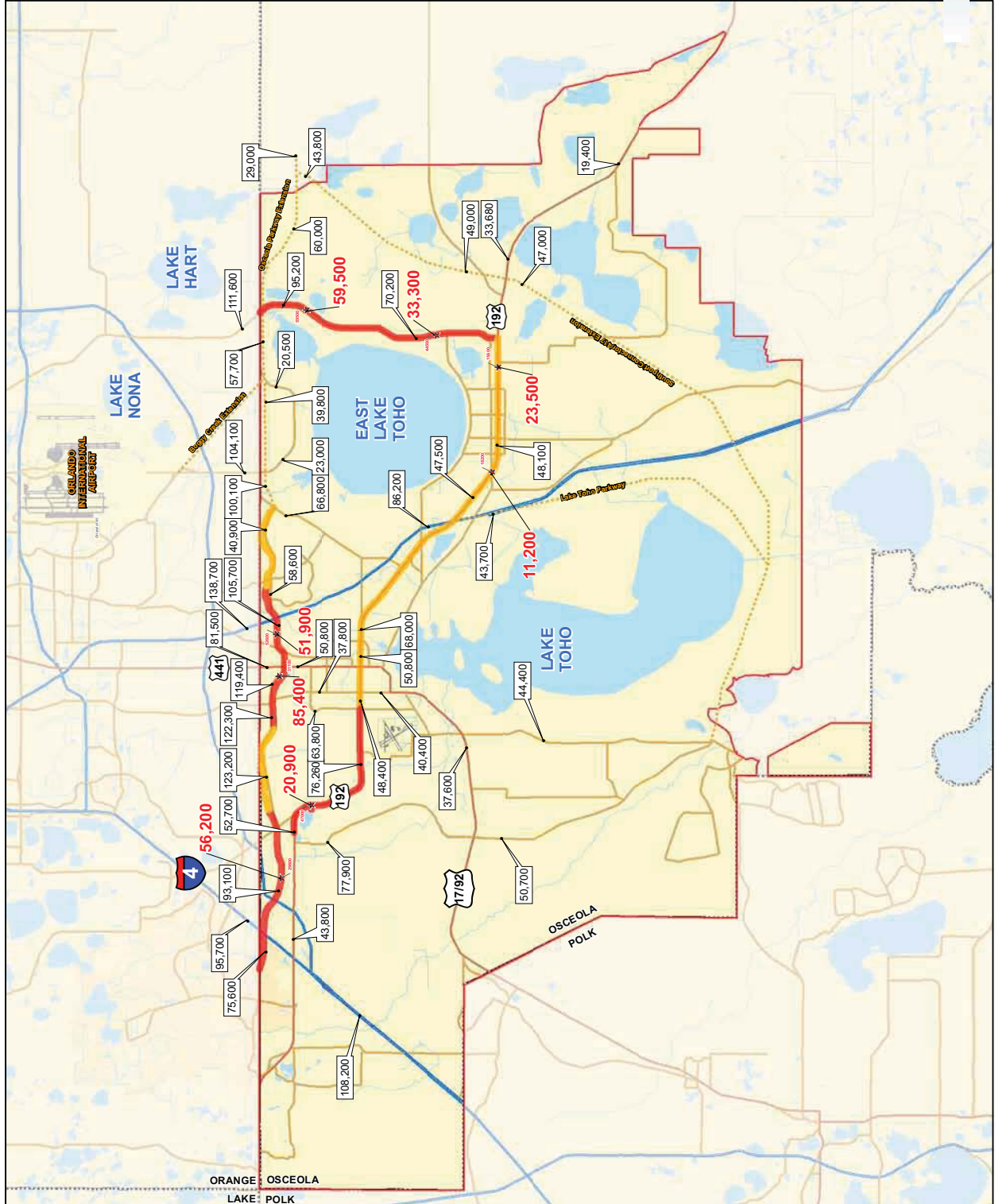




# Osceola County Long Range Transit Plan



Figure 6-2: 2030 Projected  
Traffic Demand







# 7.0

## EXISTING AND PLANNED TRANSIT SERVICES

### 7.1. Existing Transit Service

#### 7.1.1. LYNX Services

LYNX currently provides three types of transit services in Osceola County: fixed route, flexible route within defined geographic areas, and transportation disadvantaged services (door-to-door service typically for persons who cannot use regular bus service). As of April 25, 2010, the following fixed route services are provided.

**Table 7.1 — LYNX Fixed Route Service in Osceola County (April 25, 2010)**

Rte. No.	Description	Peak Headway	Avg. Daily Ridership
4	US 441 – Orlando CBD to Kissimmee	30 min.	5,091
10	East US 192 – Osceola Sq. Mall to St. Cloud	60 min.	985
18	Buenaventura Blvd., Michigan Avenue, US 192	60 min.	1,527
26	Pleasant Hill Road/Poinciana	60 min.	681
55	West US 192/Four Corners	30 min.	1,541
56	West US 192/Disney	30 min.	1,655
57	John Young Parkway	60 min.	804
426	Poinciana Circulator/Walmart Transfer Site	60 min.	73

Source: LYNX route information and NTD Ridership statistics

LYNX also has a contracted route (Link 306) which is a direct express service from the Poinciana Walmart lot to Downtown Disney's West Side Transfer Center. This service operates only two times in the morning and afternoon, and serves as a commuter route.

The flexible service offered by LYNX is called a PickUpLine (PUL), which is a call-first service. Vehicles smaller than a standard bus are used within a defined geographic boundary to pick up passengers from anywhere in the designated area, and transport them to a fixed route service transfer point where they can connect to the regional system. Osceola County currently has three PUL designated areas: Poinciana (PUL 601), Southwest Poinciana (PUL 603), and Buenaventura (PUL 631). **Figure 7-1** displays the existing LYNX transit service routes in Osceola County (as of August 2010).

#### 7.1.2. Private Services

Private bus service and shuttle service is provided throughout the LYNX service area, including service within Osceola County. These services range from private taxi and limousine operations to regional bus service to major attractions, airports, and seaports. The private services frequently offer personalized service for individual travelers or groups, providing direct transportation on demand. Kissimmee hosts many of the region's private shuttle service operations, as over one hundred companies offer visitors an attractive alternative to renting a car or taking public transit.

#### 7.1.3. Amtrak

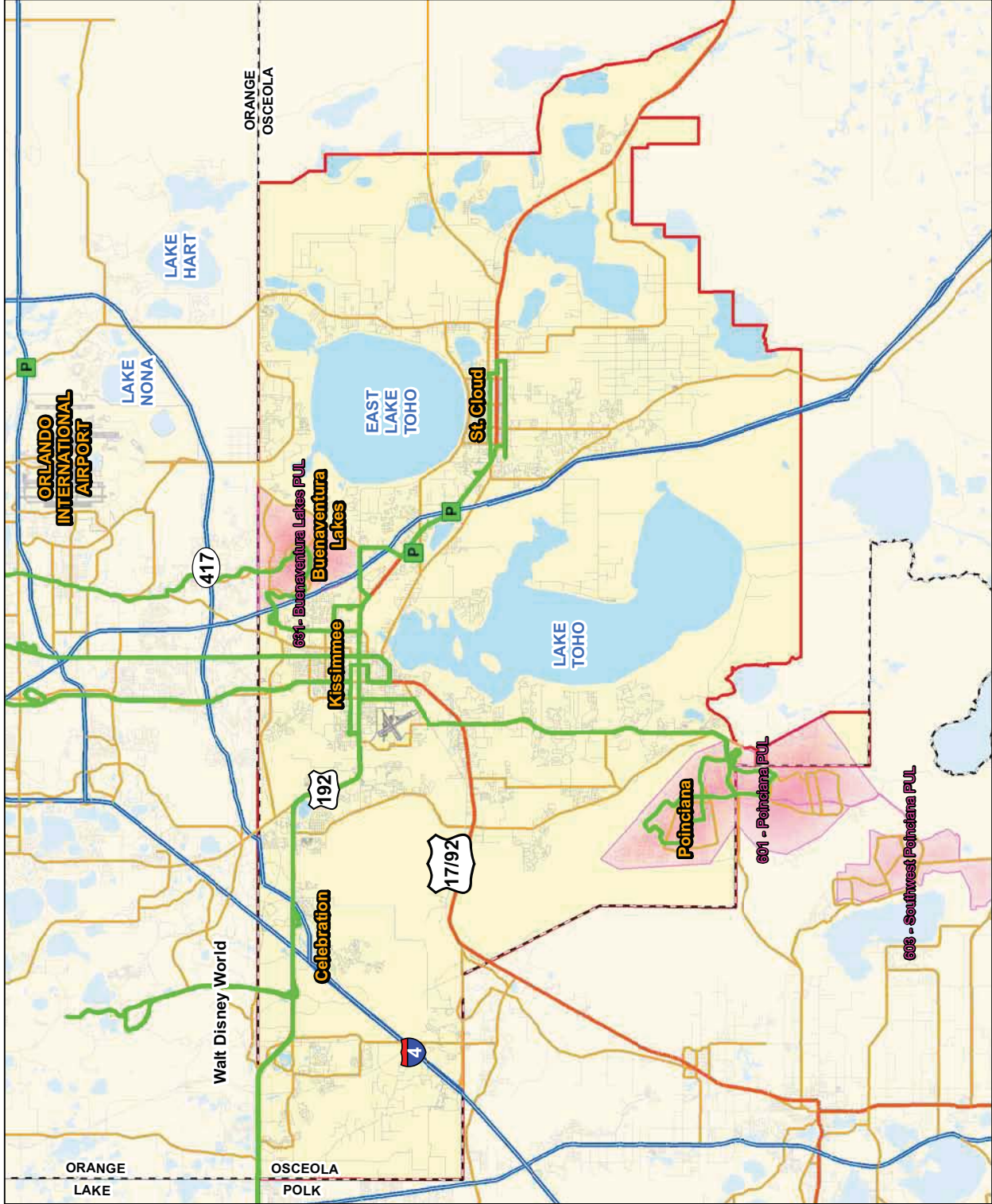
Amtrak's Silver Star and Silver Meteor trains provide service south to West Palm Beach, Ft. Lauderdale and Miami (with

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# Osceola County Long Range Transit Plan

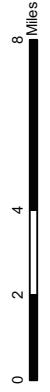
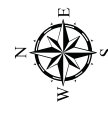
Figure 7-1: Existing  
LYNX Transit Service



**Legend**

- Existing Park and Ride
- Existing Transit Links - Osceola County
- Limited Access Roadway
- Highway
- Major Road
- PickUp/Line Coverage Areas
- County Boundaries
- Osceola County's Urban Growth Boundary

SOURCE: LYNX, August 2010





other interim stops) and provide service north to Jacksonville, Savannah, and other locations north to New York. The Amtrak Kissimmee station is located on Dakin Avenue, just southeast of E. Broadway Street/US 441. Here, travelers may board the southbound Silver Star each day at 10:55 am or board the northbound Silver Star at 6:40 pm. Similarly, the southbound Silver Meteor boards at 1:32 pm at Kissimmee, and the northbound train boards at 1:16 pm. This schedule is effective as of May 10, 2010.

**7.1.4. Intercity Bus**

Greyhound Lines offers inter-city bus service to 50 Florida cities, as well as hundreds of other locations outside the state. The Greyhound Kissimmee station is located adjacent to the Amtrak station on Dakin Avenue. As of September 2010, Greyhound offers four departure times from Kissimmee south toward Miami (one in the morning and three in the afternoon), and offers two departures north toward Jacksonville (one morning and one afternoon service).

**7.2. Peer Communities Comparison**

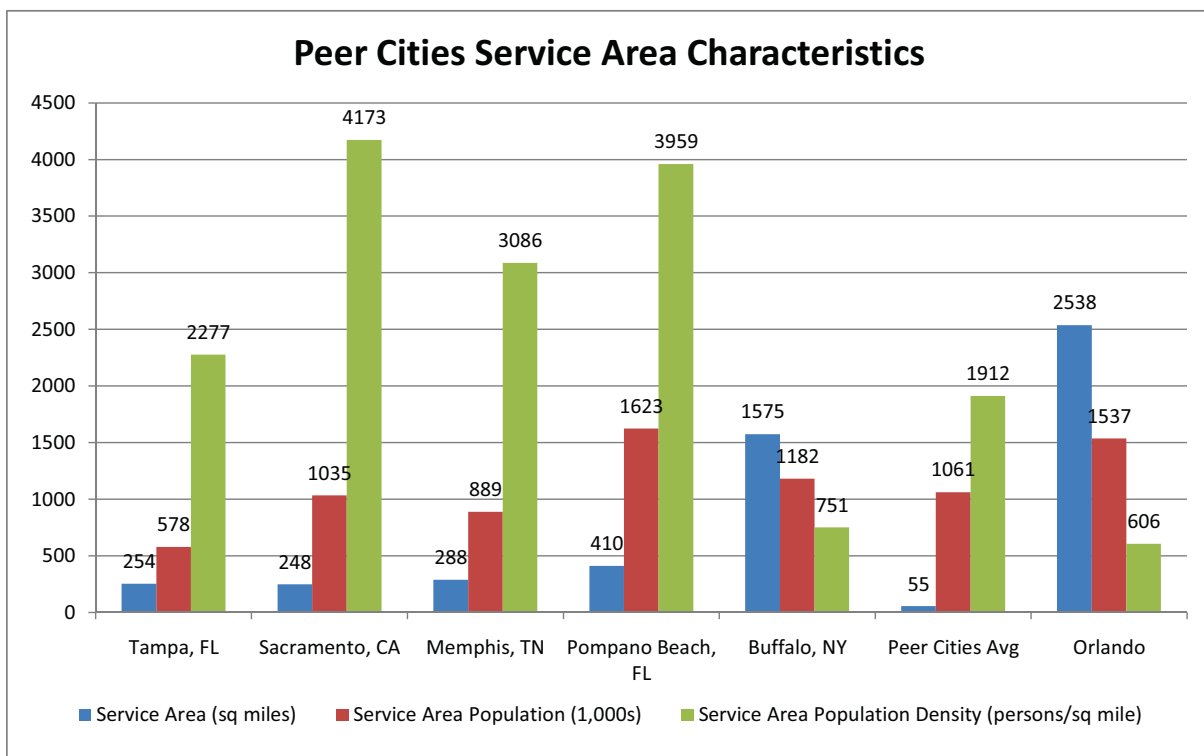
For purposes of transit planning, it is useful to compare existing levels of transit service to similar, peer communities, both in Florida and other areas of the country. The purpose of the

peer communities comparison is to establish a benchmark for transit service supply in similar communities for comparison to the study community. This comparison would then simply show whether there is more, less, or comparable transit service in the study area.

LYNX performs a peer cities comparison as a part of its Transit Development Plan process. For this analysis, LYNX performed a comparative analysis to the following communities:

- ▶ Tampa, FL
- ▶ Sacramento, CA
- ▶ Memphis, TN
- ▶ Pompano Beach, FL
- ▶ Buffalo, NY

The results of this analysis show that, on average LYNX provides comparable levels of transit service throughout its service area as do its peer communities. The following tables show how LYNX compared to its peers in terms of cost effectiveness and transit supply.



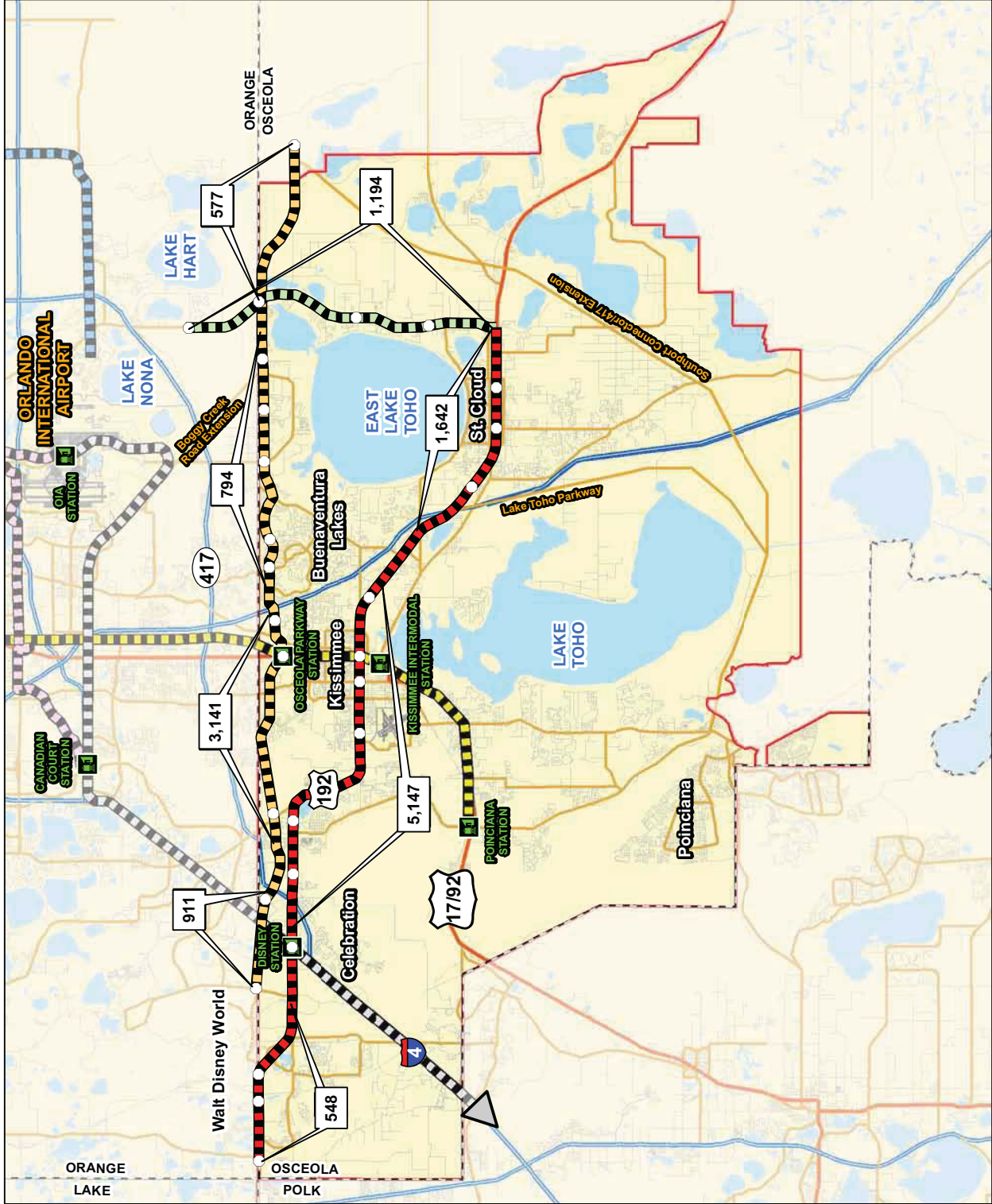
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# Osceola County Long Range Transit Plan

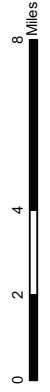
Figure 7-2: 2030 Projected  
Daily Transit Ridership

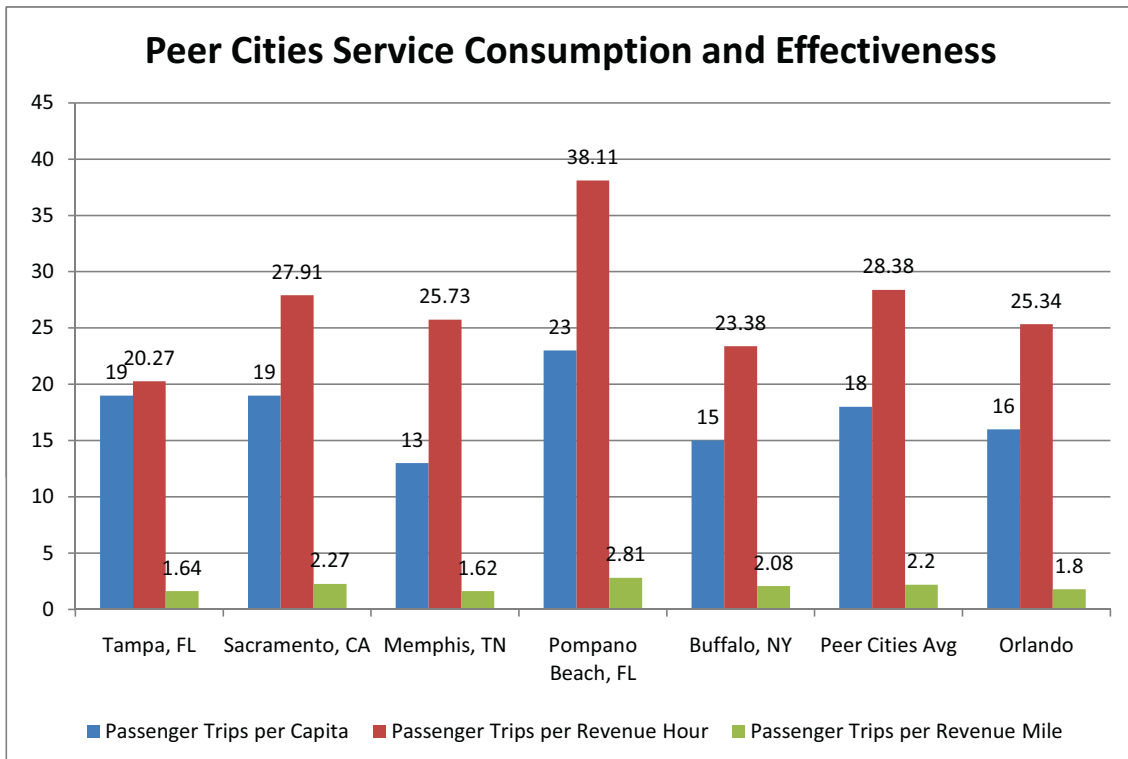
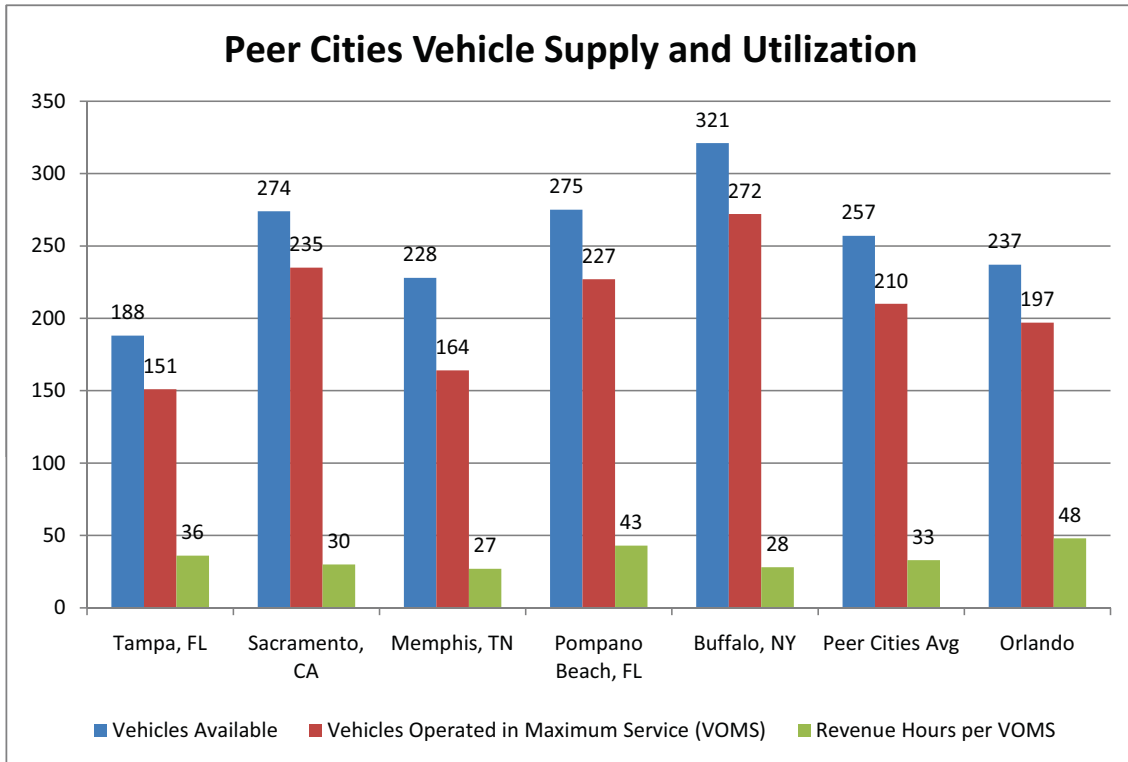


**Legend**

- Osceola County's Transit Stops
- Regional Rail Stations and Transit Centers
- Osceola Parkway Light Rail Line
- US 192 Bus Rapid Transit Line
- Narcoossee Road Bus Rapid Transit Line
- Florida High Speed Rail
- OIA Light Rail Connector Line
- SunRail Commuter Line
- Innovation Way Multimodal Corridor
- County Boundaries
- Osceola County's Urban Growth Boundary
- Limited Access Roadway
- Highway
- Major Road
- Local Roads

SOURCE: METROPLAN Orlando's 2030 OIAT'S Traffic Model, Greater Orlando Aviation Authority, 2010; and Orange County, 2010







### 7.3. Planned Transit Service

#### 7.3.1. Lynx Ten Development Plan

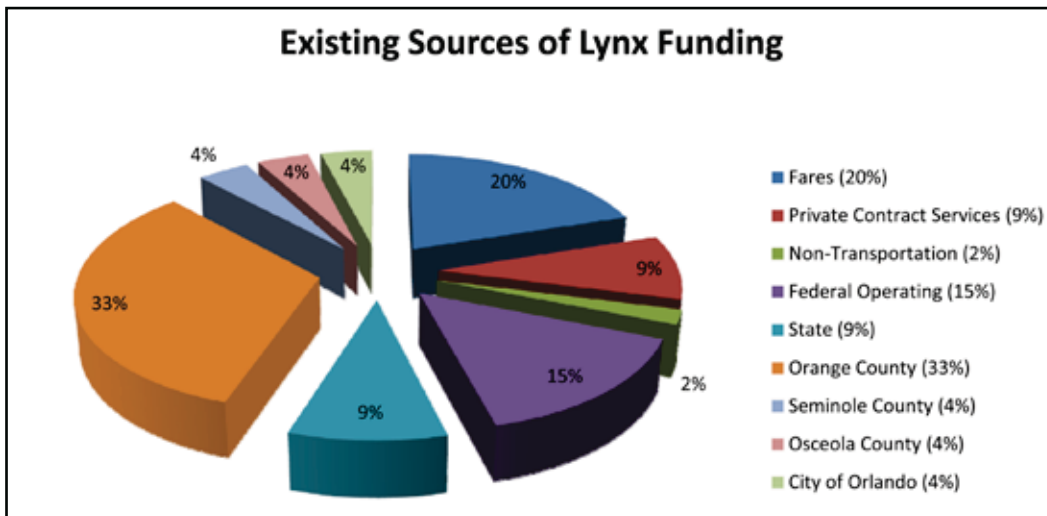
The LYNX 2009-2018 Transit Development Plan (TDP) identified Transit Emphasis Corridor Links, which comprise the backbone of the regional Long Range Vision Transit Network. These corridors are envisioned to provide enhanced transit amenities, including but not limited to the following:

- ▶ Sidewalk access to all stops
- ▶ Lighted bus shelters at higher volume stops
- ▶ Pull-out lanes at select stops
- ▶ Real time passenger information on bus arrival times
- ▶ Bus queue bypass lanes
- ▶ Potential evolution of the existing fixed routes into Bus Rapid Transit (BRT) service.

192 route was targeted for 30-minute headways, and would operate between the Kissimmee Intermodal Center and US 27. The 2009-2018 TDP also identified Regional Routes, which operate only during peak passenger demand. The only Osceola route identified was Route 261, which would access the Osceola Parkway SunRail station and connect to the Disney Transit Center via the Osceola Parkway and I-4.

Several Collector routes were identified, which provide basic fixed route service similar to existing LYNX services in Osceola County. The following Collector service routes in Osceola were noted in the TDP:

- ▶ Disney “3D” – Buenaventura Lakes to Disney’s All Star Resorts via the Osceola Parkway and I-4; morning and afternoon peak periods only.
- ▶ Link 306 – Florida Mall transit center (Orange County) to the Kissimmee Amtrak Intermodal Center via John Young Parkway; 30-minute peak and 60-minute off-peak headways.



Source: LNYX 2010 Funding Sources

Osceola County routes identified as transit emphasis corridors consisted of Link 4 (US 441) and Link 55 (West US 192). The US 441 route was targeted for 15-minute headways during peak weekday hours, 30-minute headways during off-peak operating hours, and included a separate express route between the Sand Lake SunRail station and the Osceola Square Mall. This express route would operate only during peak weekday periods, and at 60-minute headways. The west US

- ▶ Link 312 – Kissimmee Amtrak Intermodal Center to the Downtown Disney Intermodal Center via US 192; 30-minute peak and 60-minute off-peak headways.
- ▶ Link 315 – Osceola Parkway SunRail station to the Downtown Disney Intermodal Center via Osceola Parkway and International Drive; 60-minute headways.



- Link 326 – Poinciana to the Downtown Disney Intermodal Center via Cypress Parkway, Pleasant Hill Road, and Poinciana Parkway; one morning and one afternoon peak period trip.

Subsequent to this 2009-2018 TDP, LYNX developed a 5 Year Service Plan in early 2010 that expanded the analysis of the transit emphasis corridors. Current ridership volumes were analyzed along with demographic information to determine the Primary Corridors which link the highest trip generating and attracting locations along the area's major roadways. In Osceola County, these transit Primary Corridors were US 192 from Kissimmee to Clermont, and US 441 from the Orange County line to Kissimmee.

A crucial component of the 5 Year Service Plan was the development of a comprehensive financial analysis tool which allows the assessment of potential service changes. Financial information is available at both the system aggregate level as well as at the individual route level, as the model reflects the level of financial detail LYNX provides to the National Transit Database (NTD) on an annual basis. LYNX's April 2010 operating budget of approximately \$113 million is funded through local agency partners, federal and state operating grants, and through fares. The following chart provides an overview of the current funding sources.

The final element of the Plan was built upon the review of current services and financial performance, and identified potential regional service modifications. These recommended modifications are based on a revised strategic approach toward transit service provision – high frequency premium transit service along the area's major roadways, served by community and neighborhood-based feeder transit. This Enhanced System represents a short-term, five-year target for LYNX.

The primary objectives of the Enhanced System for the horizon year of 2014 are:

- Headways along the 14 Primary Corridors at a maximum of 15 minutes
- Access to proposed SunRail commuter stations
- Service to new regional developments
- Identification of candidate Bus Rapid Transit (BRT) corridors

- Identification of feeder services/corridors

BRT service in Osceola County was identified for the US 441 corridor from Apopka (Orange County) to Kissimmee, and for the US 192 corridor from US 27/Clermont to St. Cloud. This recommendation expanded the premium transit service limits that were presented in the 2009-2018 TDP, which did not include the segment of US 192 between Kissimmee and St. Cloud. The BRT system assumptions included the following characteristics:

- Stops every half mile or mile based on adjacent land use and corridor characteristics
- Transfer stations at the intersection of BRT routes with other BRT routes, with Primary Transit Bus routes, and with proposed SunRail stations
- Dedicated running ways within FDOT right-of-way
- 10-foot wide running way; up to 14 feet wide at stations
- Signal priority and queue jump lanes where possible
- 60-foot articulated vehicles with a capacity of 90 riders; on-board room for several cyclists with bikes
- Branding elements including name and logo, designated color scheme for units, stations and running ways
- Median or curb-side stations with "near-level" boarding
- 10 minute headways during weekdays; 20 minutes during nights and weekends
- Electronic fare collection

LYNX has recently prepared an annual update and progress report for the TDP for fiscal year 2011. In addition to the discussion of the 5 Year Service Plan, the TDP update notes the following comments on Osceola County transit service and amenities.

#### Passenger Amenities

- Advanced the design of the Kissimmee Intermodal Center to 100%. The project is waiting on the purchase of the property as part of the SunRail project.
- Completed the construction of the Osceola Square Mall Transfer Center.





### Planning and Development

- ▶ Re-initiated planning efforts with FDOT to provide feeder service to and from the SunRail stations (Phase 1 only).

### Implementation Program

- ▶ FY 2009 system-wide ridership was 24.6 million, a 10.1% decline from FY 2008
- ▶ FY 2011 system-wide funding is anticipated to reflect a 7% decline over FY 2010 levels
- ▶ Link 55 (west US 192) is to add late evening service Monday through Saturday (For the 10th year FY 2020) US 441 service improvements for weekday peak and midday and late evening headways, and Saturday and Sunday late evening service

In late 2009, LYNX developed several proposed links that would connect to the Lake Nona/Medical City region in south-east Orange County. While the proposals are preliminary, they illustrate the demand for transit service from various regional activity centers (including Kissimmee) to the developing mixed-use district. The following proposed route descriptions are under consideration by LYNX.

- ▶ Link 60 – OIA Intermodal Center to Lake Nona
  - Route: SR 436, Lee Vista Boulevard, Narcoossee Road, Lake Nona Blvd.
  - 16 mile route; local access
  - Operating from 6 am to 9 pm; 60 minute headway
- ▶ Link 60 Alt. – Sand Lake SunRail Station to OIA to Lake Nona
  - Route: McCoy Road to OIA to Boggy Creek Road to SR 417 to Lake Nona Blvd.
  - 32 mile route; local access
  - Operating from 5:30 am to 7:30 pm; 60 minute headway
- ▶ Link 205 – Downtown Orlando to Lake Nona
  - Route: I-4 to SR 408 to SR 417 to Lake Nona Blvd.
  - 25 mile route; express
  - Operating from 6 am to 7:30 pm; Morning and afternoon peak only
- ▶ Link 206 – Kissimmee to Lake Nona
  - Route: US 192 to Boggy Creek Road to Lake Nona

- 15 mile route; local access
- Operating from 6 am to 7:30 pm, Morning and afternoon peak only

- ▶ Link 311 – Downtown Orlando to Lake Nona (limited service)
  - Route: I-4 to SR 408 to SR 417 to Lake Nona Blvd.
  - 25 mile route; express
  - Operating from 5:45 am to 7:30 pm; 1 trip morning and afternoon only
- ▶ Link 312 – Kissimmee to Lake Nona
  - Route: Armstrong Ave. to US 192 to Boggy Creek Road to Lake Nona
  - 28 mile route; express
  - Operating from 5:45 am to 8:15 pm; 1 trip morning and afternoon only

The above routes and operating characteristics are only preliminary candidate routes as of October 2009. LYNX has prioritized the need for local and express routes to Lake Nona/Medical City, but as of the date of this report has not implemented any of the proposed services. Osceola County staff should continue to monitor potential transit service to this developing region of southeast Orange County as it relates to intermodal connectivity between Orange and Osceola counties.

### 7.3.2. SunRail

FDOT, in cooperation with the federal government and local officials in Orange, Seminole, Volusia and Osceola counties and the City of Orlando, has approved SunRail, a commuter rail transit project that will run along a 61-mile stretch of existing rail freight tracks in the four-county area. The 31-mile first phase of SunRail will serve 12 stations, linking Debary to Orlando (Sand Lake Road station). Phase II will serve five additional stations, north to DeLand and south to Poinciana. Service is expected to begin by 2013 for Phase 1 and by 2015 for Phase 2 (which includes the Osceola segments).

As SunRail nears construction in early 2011, FDOT has been working closely with host communities to refine station site plans. Plans are nearly complete for the first 12 SunRail stations in Debary, Sanford, Lake Mary, Longwood, Altamonte Springs, Maitland, Winter Park, Florida Hospital, Lynx Central Station, Church Street Station, Orlando Health/Amtrak, and





Sand Lake Road. Site plans also are under development for Phase II stations in DeLand, Meadow Woods, Osceola Parkway, Kissimmee and Poinciana.

The proposed operating plan includes 30-minute peak period service in each direction from 5:30 a.m. to 8:30 a.m. and from 3:30 p.m. to 6:30 p.m. Off-peak service will have two-hour headways. The average speed will be 45 miles per hour, and each train set will have up to three passenger cars accommodating 218 seated passengers per double-decker car.

A primary element for the success of SunRail is efficient connecting service with local transportation providers, including transit that can complete passengers' trips to their final destinations. LYNX is currently developing fixed route and flexible service plans for access to and from the SunRail stations. Park and Ride lots are also being planned for areas adjacent to the commuter rail corridor.

LYNX is committed to providing transit feeder services to and from the proposed SunRail stations. Service is anticipated to be provided through the existing LYNX fixed-route network and flexible service PickUp lines, with enhancements to these routes funded through FDOT. LYNX is presently developing the feeder bus network and associated costs with FDOT, however, these services and their committed funding source have yet to be finalized and adopted by their Board of Directors.

### 7.3.3. High Speed Rail

In early 2010, Florida was the beneficiary of \$1.2 billion of "stimulus funding" from the American Recovery and Reinvestment Act for the continued development of a High Speed Rail link between Tampa and Orlando. The total cost of the system is anticipated to be \$2.6 billion, which may be largely funded through a second round of federal stimulus funding.

The Florida High Speed Rail (HSR) system is proposed to be continued both south to Miami, and north to Jacksonville. As envisioned, it provides a high-speed transportation alternative to efficiently and effectively move people within a designated corridor. Part of the vision for a HSR system in Florida is it will allow seamless connections between travel modes, and will serve to spur development near the stations. The current schedule for opening of the Tampa-Orlando HSR system is in 2015, assuming funding for the full system is in place.

FDOT and regional transportation authorities have plans to connect to other transit systems at all stations. In Tampa, initial connections will be with bus transit, and the HSR station will co-locate with a potential light rail system. In Lakeland/Polk County, the initial transit connection will also be by bus. In Orlando, plans are in place to connect to the existing Lynx transit system and the planned light rail system at the International Drive intermodal station and at the Orlando International Airport (OIA). In addition, planning will take place to address a connection in the second phase of the SunRail system to HSR.

An HSR station is proposed for the Disney/Celebration area in northeast Osceola County. The exact location of this station is under consideration by FDOT and Disney/Celebration personnel. The station is envisioned as an intermodal center which will provide access and connection for various transit, automotive, and bicycle/pedestrian modes. Disney has pledged to contribute up to 50 acres of their land toward locating the station, and will extend their internal transportation system to the intermodal station to provide connectivity. Local roadway connections would likely be provided by US 192 as well as CR 427 and I-4. The exact location of the Disney/Celebration station is not anticipated to be finalized until late 2011.

A future phase of Florida's HSR is the proposed connection from OIA southward to Miami. Two primary corridors have been identified: Florida's Turnpike (through Osceola County) and SR 528 to I-95 in Orange and Brevard Counties. If the Turnpike corridor is selected, Osceola County may have an opportunity to provide direct access to HSR. This access could potentially occur at an intermodal station within the County through an Osceola transit linkage. Osceola County staff and officials should continue monitoring the selection of the Orlando to Miami corridor as the Florida Rail Enterprise conducts alignment feasibility and environmental studies through the federally mandated Project Development and Environmental (PD&E) process. A consultant has been retained to conduct this \$30 million study.

### 7.3.4. OIA Connector and Intermodal Station

Regional transit plans within the METROPLAN 2030 LRTP have identified the need for a premium transit corridor from



the Orlando International Airport (OIA) to the Orange County Convention Center and International Drive area. In 2005, an Alternatives Analysis Report recommended the Sand Lake Road corridor as the preferred OIA connector alignment. Proposed stations included the following:

- ▶ Canadian Court
- ▶ Universal
- ▶ South Park Center
- ▶ Chancellor Drive
- ▶ Florida Mall
- ▶ SunRail Station at Sand Lake Rd.
- ▶ Daetwyler Drive
- ▶ Lee Vista
- ▶ OIA Employee Parking Lot
- ▶ OIA Intermodal Center

The FDOT is currently conducting a re-evaluation study of the 2005 preferred alignment.

OIA is proposing the construction of an intermodal transfer station that would be a “Grand Central Station” terminal concept, accommodating the high-speed rail line, the OIA Connector, a potential commuter rail spur, the airport’s own shuttle system/people mover, and access to LYNX buses, car rental facilities, and other ground transportation options. The complex could also include food and retail concessions, a hotel, and other amenities. The terminal would be located approximately one-half mile south of the existing main terminal, connected with an elevated tram system.

#### 7.4. Major Unmet Needs

Based upon review of existing and planned transit services, there are several major needs in Osceola County that are apparent.

First, better access to transit services is needed. Current service provides access to core areas of the County, like Kissimmee, St. Cloud, and Poinciana, but routes are lengthy

and limited, and are focused on delivery of patrons north to Orange County and the City of Orlando. More focus on intra-County service, increased access to more areas of the County, and increased frequency of service are all areas that could be improved in the urban areas of the County to promote increased ridership.

A second unmet need is that of a need for premium transit services to provide more efficient, regular, and reliable service. These premium services could be provided by either advanced bus or rail equipment, depending upon the corridor and demand. The need for these premium services will become even more critical as the County continues to develop, especially in the Northeast and Eastern sections of the urban area.

A third major need is better connections for the County to the major rail initiatives active in the region: high speed rail and commuter rail. For high speed rail, several stations will be located near the County at the airport and the Convention Center. The Disney station will be located very near, or possibly within, the County. Each of these stations will include increased background bus service to distribute patrons to and from the high speed rail stations. However, additional premium service would make these stations more accessible in a more convenient and efficient manner to County residents and visitors.

Similarly, the County will have several commuter rail stations as part of the Phase Two development of SunRail. These stations also will be served by background bus services. However, premium services connecting to these stations will make transit a more viable modal alternative over the medium and long term in Osceola County.



# 8.0

## PURPOSE AND NEED FOR ENHANCED TRANSIT

Osceola County is at a point in its maturation where it is experiencing the unintended consequences of growth, such as traffic congestion, while it is ready to begin a new decade of increasing growth and development pressure as the Great Recession ends. Due to its proximity to the airport, Medical City, Lake Nona, and other major employment centers, the north part of the county will increase in desirability as a destination for residents to live near these major employment generators. In addition, the County's inclusion in SunRail and High Speed Rail will require additional transit services for the County to fully realize the potential of these two major initiatives.

Unlike many other surrounding communities, both in metro Orlando and the rest of the southeast, the County has an opportunity to plan for the changes coming its way. As with all of Florida, the ultimate type of community that the County will become will be largely determined by the type of transportation system that is planned.

Therefore, actions taken now will shape the character of future development, can help to focus redevelopment in appropriate nodal areas, can provide greater green spaces through the reduction in surface parking needs, can help to reduce greenhouse gas emissions through the reduction in single occupant vehicle use, can help to increase the livability of the County by providing alternative modes of travel, and can help to serve as a catalyst for these economic development activities by providing lifestyle choices that do not presently exist in the Central Florida area.

The purpose, then, of proposed increased transit services will be to promote economic development, provide county residents with access to jobs in an efficient and cost effective

manner, and to increase the livability of the County through the provision of alternative modes of travel.

The need for increased transit services in Osceola County is demonstrated through future roadway capacity needs, the need to better serve existing residents and visitors, the need to interconnect all areas of the county with the commuter rail and high speed rail, and to serve future development in a way that reduces reliance on single occupant vehicles.

Further, there is a need for premium transit services, particularly in an east-west direction through the Osceola Parkway and US 192 corridors, and in a north-south direction in the Kissimmee and East Lake Toho areas to service existing and projected population, employment, and tourism. These areas, in particular, will experience significant roadway congestion in future years. This congestion problem will not be met, even through the development of new roadway corridors, exclusively through roadway capacity.

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# 9.0

## ALTERNATIVES DEVELOPMENT

To help address the capacity and demand deficiencies noted previously, several transit improvement scenarios have been developed. These scenarios include additional background bus service to connect major underserved areas of the county, as well as the development of major transit corridor improvements.

### 9.1. Increased Bus Service

The additional background bus service is focused on intra-county service and on increased transit access throughout the urbanized area. Major service enhancement proposals include:

- ▶ Celebration / Formosa Gardens Loop - this service would connect the Formosa Gardens area to the Celebration area. It would intersect with existing Lynx service on US 192 to provide additional access to other parts of the County.
- ▶ South St. Cloud Loop – this loop service would travel via Old Canoe Road and Canoe Road to provide access to downtown St. Cloud and existing bus routes from the areas to the south and west of St. Cloud.
- ▶ Poinciana Parkway Route – this route would follow Poinciana Parkway from Vineland Road south all the way to Poinciana. This would provide a western alternative to existing Poinciana service, and would provide a more direct connection to the tourist and commercial areas along north Poinciana Blvd.
- ▶ East Lake Toho Loop – this route would follow US 192, Narcoossee Rd, and CR 530 to create a loop around East Lake Toho to provide transit service to areas of the county that are not currently served. In addition, this route would provide more direct access from Buenaventura Lakes to St Cloud.

These proposed routes are shown on **Figure 9-1**.

### 9.2. Transit Corridors

In addition to the background bus network enhancements, transit corridor improvements have been developed. These corridors would serve as “transit arterials” in future years, with background bus and local service connecting to them. These corridors are the primary focus of this alternatives development analysis because they can have the largest impact overall travel patterns. The transit arterials, shown in **Figure 9-2**, were developed with a couple of major goals in mind:

- ▶ Consistency with Osceola’s Future Vision
  - Land-use Activity Centers and Mixed-Use Districts
  - Transportation Corridors
- ▶ Consistency and connectivity to support Osceola’s Regional Context
  - METROPLAN transit vision concept
  - “How Shall We Grow” Land-use and Transportation Vision
  - Orlando’s Southeast Sector Plan/Greater Orlando Aviation Authority’s Poitras Property
- ▶ Connectivity and consideration of near-term Transportation Improvements
  - SunRail commuter rail
  - Florida’s High-Speed Rail
  - Innovation Way MMTD
  - Osceola Parkway Extension
  - OIA Light Rail Connector
  - GOAA Properties
- ▶ Recognition of Current and Projected 2030 traffic volumes and unmet demand

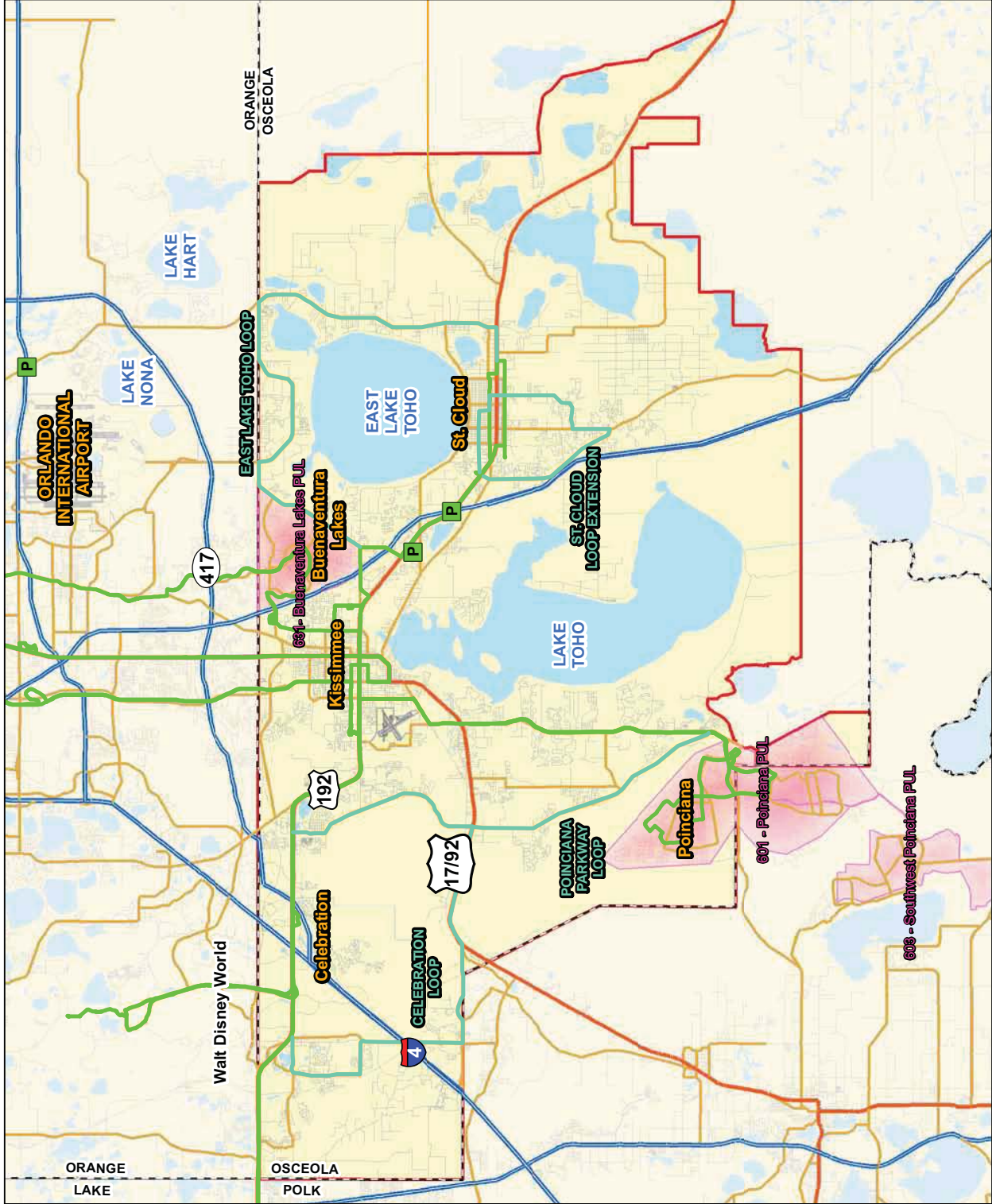


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# Osceola County Long Range Transit Plan

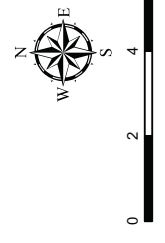
## Figure 9-1: Proposed Transit Service Expansions



**Legend**

- Existing Park and Ride
- Existing LYNX Transit Links
- Proposed Route Expansions
- Limited Access Roadway
- Highway
- Major Road
- PickUp/Line Coverage Areas
- County Boundaries
- Osceola County's Urban Growth Boundary

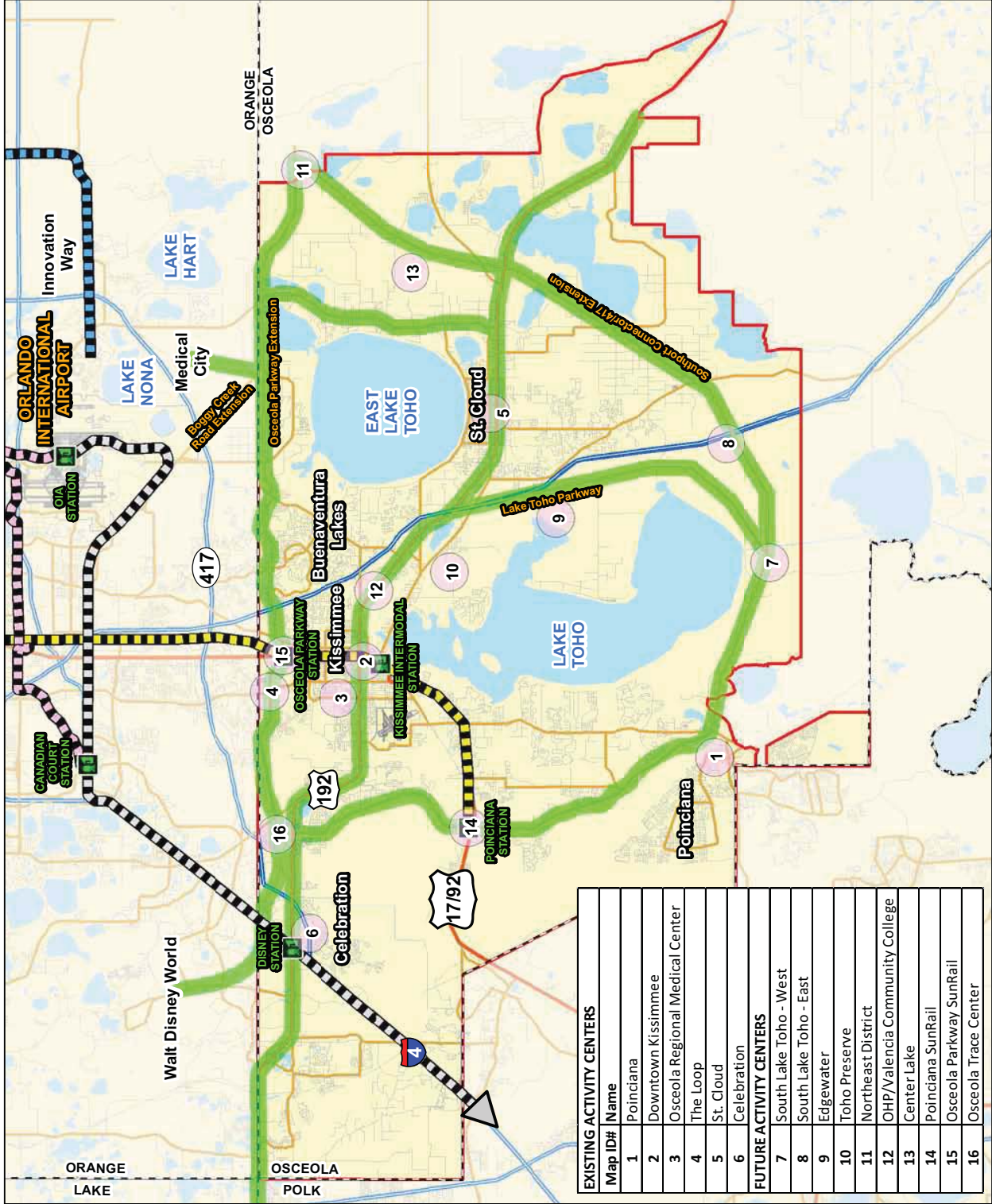
SOURCE: LYNX, August 2010





# Osceola County Long Range Transit Plan

Figure 9-2: Proposed 2030  
Premium Transit Network



**Legend**

- Osceola County Activity Centers
- Rail Stations and Transit Centers
- Florida High Speed Rail
- OIA Light Rail Connector Line
- SunRail Commuter Line
- Innovation Way Multimodal Corridor
- Proposed Premium Transit
- County Boundaries
- Osceola County's Urban Growth Boundary
- Limited Access Roadway
- Highway
- Major Road
- Local Roads

SOURCE: METROPLAN Orlando's 2030 OIAT'S Traffic Model, Greater Orlando Aviation Authority, 2010; and Orange County, 2010

EXISTING ACTIVITY CENTERS	
Map ID#	Name
1	Poinciana
2	Downtown Kissimmee
3	Osceola Regional Medical Center
4	The Loop
5	St. Cloud
6	Celebration
FUTURE ACTIVITY CENTERS	
7	South Lake Toho - West
8	South Lake Toho - East
9	Edgewater
10	Toho Preserve
11	Northeast District
12	OHP/Valencia Community College
13	Center Lake
14	Poinciana SunRail
15	Osceola Parkway SunRail
16	Osceola Trace Center





Based on these concepts, the following candidate transit corridors recommended:

- ▶ US 192 from US 27 to the Harmony DRI
- ▶ Osceola Parkway from Disney to the planned extension to the Northeast District
- ▶ Southport Connector/SR 417 extension from Pleasant Hill Road to the Northeast District
- ▶ Narcoossee Road from US 192 to SR 417
- ▶ Poinciana Boulevard from US 192 to Southport
- ▶ Lake Toho Parkway from the Southport Connector to US 192
- ▶ Northeast District to Medical City

### 9.3. Candidate Transit Technologies

This section summarizes the range of transit system types and rates their general suitability to application in Osceola County. A separately prepared Transit Technology Analysis report was prepared in December 2009, which provides more detail.

#### 9.3.1. Transit Equipment Types

Transit system equipment types can be generally segregated into bus types, rail types, and people mover types. These major categories can be further segregated into sub-categories. For a detailed assessment, the reader is directed to the Transit Technology Analysis report prepared under a separate cover.

##### 9.3.1.1. Bus Systems

Buses are the single dominant transit mode in the world, carrying more passengers in more cities than any other transit mode. This dominant role is largely due to the flexibility of the bus technology, permitting rapid deployment using existing streets with a minimum of support facilities required. To meet demand using buses, the choices available to tailor service are almost unlimited. Generally, the only absolute constant in the bus mode is its use of rubber tires. The following paragraphs provide a brief summary of bus service technology relevant to this study.



#### *Local Bus Service*

This is the most common type of bus service and is an element of every transit corridor alternative. It consists of buses running on local roads, circulating through local as well as arterial roads. The buses serve stops that may be as frequent as a single block or designated stops that are less frequent. Circulator bus routes can operate as feeder routes carrying passengers to higher capacity services including express bus routes, BRT, or rail transit stations. Local bus/circulator service functions with multi-modal transit stations that facilitate convenient transfers between transit modes.

The dominant bus vehicle for circulator service is the standard bus, but heavily used routes may have articulated buses operating on them. Mid-size or mini buses may operate along short routes in high population areas. They may also travel along indirect routes through lower population areas, in off-peak periods, or on routes with low ridership providing flexible service.

#### *Shuttle Bus Service*

Shuttle bus differs from circulator service in providing point-to-point service. Shuttle services often link transit stations with employment centers, schools, shopping centers, major attractions, or key residential neighborhoods. Shuttle services





may make multiple stops within a terminal center, but their distinctive characteristic is they do not typically serve intermediate points. Local shuttle buses may be part of any transit corridor alternative in the county.

Shuttle buses function with multi-modal transit stations that facilitate convenient transfers between transit modes. A shuttle bus service would be operated with standard or mid-sized buses. In higher ridership areas, articulated buses may be appropriate. The shuttle bus would operate in mixed traffic as opposed to on a guideway. Stations would be located at curbside along sidewalks.

### *Express Bus Service*

Express bus service differs from circulator service by having fewer stops allowing higher speeds. Express bus routes may stop as infrequently as one mile or even more. Some express services operate from suburbs into downtowns. Most express bus operations use arterial streets or highways. Buses using arterial bus lanes or highway high-occupancy vehicle (HOV) lanes are express buses as well. Some buses operate as circulators on one end of their route and then transition into express mode for the balance of the trip to downtown.

An express bus application along a highway corridor is primarily for work commutes. This type of operation attracts the most riders if it travels in uncongested conditions on the highway, such as in an HOV lane with direct transit access ramps. In some cases, intermediate express bus stations are located within the highway right-of-way. These stations are typically linked to park-and-ride lots.

### *Bus Rapid Transit*

Bus Rapid Transit (BRT) is not a vehicle technology, but a combination of measures to increase the capacity and quality of service possible using any of the preceding bus technologies. Features that are often included in BRT applications include:

- **Exclusive bus lanes** may be separated from general traffic lanes by barriers, or simply signage and road markings. On city streets, there are several ways these can be implemented. A two-way street might have one exclusive bus lane in

each direction, while a one-way street might have one dedicated lane. The bus lanes might be the outside lanes of a two-way street, or the two center lanes. In older cities with narrow street patterns, the dedication of an entire street to bus traffic is a possibility. On highways, exclusive bus lanes can be installed in each direction and separated from other traffic by barriers or signage. Where space is constrained, one exclusive bus lane could change direction to coincide with the rush hour traffic flow.



- **Traffic signal priority for buses** eliminates delays in bus service due to excessive waits at intersection signals. There are two general types of systems. In the first, depending on the program algorithm, a bus approaching a downstream traffic signal extends the green light or advances the cycle to green, through either transponders or other electronic communications means, to proceed through the intersection. The bus operator determines when signal priority is needed to maintain the bus schedule. In the second, a bus system equipped with an automatic vehicle location (AVL) system and advanced radio communications gives signal priority control to the operations center. At the operations center, a computerized system typically determines bus adherence to schedule and automatically







triggers traffic signals when needed. On streets with exclusive bus lanes, signal priority can be used when needed to give buses a head start over the rest of the traffic (a queue jump) by adding a signal phase that advances the green light for the bus lane prior to the green light for the other traffic lanes.

- **Fare collection system that speeds up the boarding process** would decrease dwell time and improve overall system efficiency. A Rapid Rail Transit-like solution is the prepayment of fares prior to boarding. However, the amount of space required to accommodate and secure prepaid customers waiting for buses may prohibit this option on many American city streets. Cashless fare payment methods that the customers use as they board include passes, credit cards, and “smart” cards.
- **Same-level boarding platform and bus floor** would speed up the boarding and deboarding processes, especially where wheelchair-bound passengers are involved. There are two options here: buses with low floors that are even with the curbside and loading platforms that bring passengers level with the floors of stairless buses. Innovative bus stop designs could incorporate accessibility as an integral element for use not only by disabled passengers, but also by the general riding public.
- **Effective, clearly designated off-street facilities to handle increased numbers of buses in the central business district** will ease congestion, provide visibility for bus services, and increase the efficiency and safety of boarding operations that do not have to compete with city traffic. Cities with central business districts concentrated in a small geographical area would generate enough local passengers to make off-street bus terminals effective. Terminals might feature convenient passenger services, such as newspaper stands, dry cleaning, food vendors, and stamp machines. Bus malls might provide circulator service on bus-only streets through the central business district and connect bus terminals at opposite ends of the district.
- **Hierarchical system of services** would build upon the high-speed bus service to offer a broad network of services (feeder, direct, express, and/or circulator buses) covering an

entire metropolitan area. The system would be characterized by ease of transfer between services with regard to fare payment and passenger-friendly signage, and identification of bus routes and schedules. Such a system would have the capability of linking suburb to suburb as well as suburb to downtown, setting the stage for changes in land-use policy.

BRT services typically use high-capacity articulated buses. These buses may have special features, such as multiple boarding doors, left side boarding, enhanced passenger information services, and distinctive service marketing.

### 9.3.1.2. Rail Systems

#### *Light Rail Systems*

Light rail transit lines commonly operate between central business districts (CBD) and suburban communities or nearby cities. End to end trips are usually shorter than one hour. Light rail transit may operate as a single line or as a network that converges near a central business district. In Osceola County, a light rail line would probably follow the median of a major arterial. The line may stop every few blocks in an urban center and about once per mile between centers. The service would likely operate short trains during peak periods and single vehicles during off-peak periods. Most of the stations would be located at-grade, either in arterial islands or at curbside in town centers. Elevated stations would be used where geographical constraints do not enable an at-grade station. Subway stations are unlikely to be cost effective in the county.





### Heavy Rail/Rapid Rail Transit

Rail Rapid Transit (RRT) technology is suited to corridors where sustained ridership demand is very high (about 100,000 passengers per day). Some RRT systems are fully automated and do not require drivers. Thus, in high-demand settings, RRT can offer operating cost savings compared to rail transit modes that operate in streets. Because they require an exclusive guideway, they can be substantially more expensive to construct than light rail systems.



RRT travel distances vary based on station spacing and corridor speeds. One heavily used line in Boston is about 12 miles long and operates some cars with no seats during peak hours. One BART line in the San Francisco Bay Area provides little standing room, wide, padded seats, and is over 50 miles long. Station spacing of heavy rail systems is usually approximately one per mile, although stations in downtown areas may be more frequent.

### Commuter Rail

Commuter rail or “regional rail” is a passenger rail service primarily operated in peak hours on relatively infrequent headways of 20 to 45 minutes. The stations in a commuter rail system are widely spaced, usually three miles or more apart on average. Commuter rail systems often radiate from a downtown terminal in multiple directions. They extend to stations in major urban hubs, suburban town centers, distant suburbs, and the centers of neighboring cities. Off-peak service is often infrequent or even absent.

Commuter rail lines with few stops may extend 60 miles or more. Lines with multiple stops may be much shorter or

operate by providing a combination of local and express trains, with the express trains skipping some stations. Boston has commuter rail lines varying from 45 to 14 miles in length.

The planned SunRail connecting Osceola County with Orlando and points north is a commuter rail service. The GOAA is evaluating the potential to construct a spur line off the main SunRail corridor to provide direct commuter rail access to the planned South Terminal Intermodal Station. Future commuter spurs may be developed and analyzed throughout the Central Florida region. At present, there appear to be no existing railway corridors in Osceola County that would be candidates for a commuter rail spur.

#### 9.3.1.3. Other System Options

Examples of other transit technology applications include people movers and monorails. People movers are driverless automated transit systems most commonly deployed in airports as well as in central business districts. People movers generally operate on an exclusive elevated guideway. Exceptions are downtown or airport locations that demand an underground connection. The two downtown people mover systems in Florida (Miami and Jacksonville) operate on elevated guideways. Stations are spaced every few blocks in major downtown settings. They may also be located at airport terminals, large parking structures, and multi-modal transportation centers as demanded. Because the technology requires an exclusive guideway, it has a very high cost per mile and station. The technology is probably not well suited to public transit applications in Osceola County.

A monorail is a subset of the people mover technology and requires an exclusive guideway. Their guideways and stations are almost exclusively elevated. There are numerous varieties of monorail, but there are just two major types in service: **straddle**, in which the vehicle rides on the top of a guide beam with side skirts that extend down on either side of the guide beam; and **suspended**, in which the vehicle hangs below a guide beam. While monorail technology has reached the point of being a mature technology, there are few practical urban applications.



### 9.3.2. Evaluation of Technologies

These various equipment and service types were evaluated for application in Osceola County. The criteria used for this evaluation include:

- ▶ Ability of the system to operate within the major corridors in the study area
  - Are there major physical barriers that prevent or preclude its implementation in the County?
- ▶ Ability of the system to connect the urban centers in the county
  - Can the system be implemented throughout the County to connect the various centers and multi-modal districts?
- ▶ Technical maturity
  - Does the system have proven operations in public transit use?
- ▶ Competitive procurement
  - Are there multiple manufacturers and parts suppliers, so that initial procurement and maintenance parts and supplies can be priced competitively?

The summary results of this analysis are reported in the table below.

### 9.3.3. Final Suitability Analysis

The candidate technology systems were compared to additional evaluation criteria to determine which of the systems may be most appropriate for application in specific corridors in Osceola County. The performance factors for each candidate system type described previously were compared with the particular characteristics to rate their potential suitability for application to Osceola County. Criteria used for this evaluation include:

- ▶ Capacity
  - Does the technology provide sufficient capacity of operations to accommodate projected travel demands in the County, and to help meet the unmet roadway capacity needs identified previously?
- ▶ Reliability
  - Has the system been proven reliable through a long operational history? Will it be available to serve the County's residents and visitors on a consistent basis?

### Transit Technology Equipment Study Area Suitability Analysis

Evaluation Factors	Shuttle Bus	Express Bus	Bus Rapid Transit	Light Rail Transit	Rail Rapid Transit	Commuter Rail	Monorail	Maglev	Peoplomover
Operate within Study Area	3	3	3	3	3	1	3	1	3
Connect Urban Centers	3	3	3	3	3	1	3	1	3
Technical Maturity	3	3	3	3	3	3	2	1	3
Competitive Procurement	3	3	3	3	3	3	1	1	1
Score (higher is better)	12	12	12	12	12	8	9	4	10
Rating System	3	Good		2	Fair		1	Poor	



- Flexibility

  - Can the system be implemented in a variety of settings within the County, such as suburban environments, downtown areas, and residential areas?
- Expandability

  - Can the system be easily expanded to meet future demands, both in terms of capacity and system length?
- Image

  - Does the system present an image of rapid transit that is user-friendly, and will help to entice ridership by being attractive and user-friendly?
- Right-of-Way Requirements

  - Can the system make maximum use of existing rights-of-way?
- Urban Fit

  - Is the size and scale of the system a good match to the suburban feel of Osceola County?

- Cost

  - Relative cost of the systems as compared to each other
- Eligibility for Federal Funding

  - Is this a system type that has been funded previously by FTA through the New Starts program?

The technology suitability analysis is provided in the following table.

The best performing technology alternatives are light rail transit and BRT, followed by the express bus alternative. The remaining alternatives, shuttle bus service and RRT, were significantly lower performing than the top three. Based on this evaluation the alternatives recommended for further study are the light rail transit and BRT technologies. This does not mean express bus should not be considered, but express bus can be subsumed under BRT. The possibility of identifying a BRT system that does not have all of the desired attributes of the BRT concept can be worthwhile and such systems may be characterized as express bus in the strict sense while achieving many of the benefits of BRT.

**Candidate Technology Analysis**

Evaluation Factors	Shuttle Bus	Express Bus	Bus Rapid Transit	Light Rail Transit	Rail Rapid Transit
Capacity	2	2	3	3	3
Reliability	3	3	3	3	3
Flexibility	1	3	3	3	1
Expandability	2	3	3	3	1
Image	1	1	3	3	2
Right-of-Way Requirement	3	3	3	2	1
Urban Fit	1	1	2	3	3
Cost	3	3	2	2	1
Eligible for Federal Funding	3	3	3	3	3
Score (higher is better)	19	22	25	25	18
Rating System Good	3	Fair	2	Poor	1



# 10.0

## ALTERNATIVES ANALYSIS

### 10.1. Evaluation Criteria

Nine project evaluation criteria were developed to rank the corridors and the alternatives in each corridor. The goal of this evaluation is to develop an overall prioritization of the candidate improvements in each corridor. The following summarizes the evaluation criteria and process.

#### 10.1.1. System Connectivity and Continuity

There are many transit and transportation improvements planned or under development in not only Osceola County, but also in neighboring counties. For proposed transit systems to be effective, they need to connect to the other major improvements to provide potential users with flexibility, reliability, and connectivity. As a user considers their mode choice, it is important that they have the ability to complete their trip in a convenient manner, via the mode selected, with a minimum number of transfers. In evaluating the corridors against this criterion, considerations were given to how the alternative would connect to other regional improvements, and how the connection could support increased ridership and mobility through additional modal options for patrons. Alternatives that provide the highest degree of connectivity and mobility were rated the highest, whereas those that do not provide intermodal connections to major destinations were rated the lowest.

#### 10.1.2. Serves Existing Congestion Need

The goal of this criterion is to evaluate the degree to which the improvement can help alleviate existing traffic congestion. Targeting modal improvements in corridors with existing traffic congestion can help to promote ridership by introducing service that saves residents time and money. By targeting

these existing congestion points, alternatives can increase the overall quality of life of Osceola's citizens by reducing their dependence on personal auto travel in extreme traffic congestion. Existing traffic volumes, volume-to-capacity ratios, and overall corridor delays were factors utilized in the evaluation of this criterion. Alternatives that lie within highly congested corridors and have the best potential to alleviate this congestion were rated the highest, while those in areas with little existing congestion were rated the lowest.

#### 10.1.3. Makes Maximum Use of Existing Rights-of-Way

In Central Florida, right-of-way acquisition often constitutes the largest single cost element in transportation improvement programs. This is in part due to the land values, but also in part due to Florida's liberal eminent domain laws, and the degree to which they are biased in favor of the landowner and against the acquiring agency. The eminent domain process is costly, time consuming, and its outcome is often uncertain. As a result, significant unforeseen costs can arise in project implementation. This criterion evaluates the degree to which the improvement alternatives make use of existing rights-of-way. Utilizing the existing right-of-way can be an effective cost-containment measure for the reasons described above. In addition, making use of existing rights-of-way can also avoid environmental impacts and/or associated mitigation costs. Therefore, projects that can be developed entirely within existing rights-of-way were rated the highest, while those requiring new rights-of-way were rated the lowest.

#### 10.1.4. Serves Major Future Congestion Need

Through the pace of development along with the rest of the economy in the current recession, Osceola remains an





attractive place to develop new residential, commercial, and tourism land uses. Once economic recovery resumes, the recent high rate of growth that the county has experienced will also resume. The goal of these criteria is to evaluate the degree to which the improvement scenarios alleviate future traffic congestion, or to which they provide additional modal options to county residents and visitors within these congested corridors. For this criterion, future year traffic volumes were projected using the METROPLAN ORLANDO regional travel demand model. These volumes were then compared to future capacities, with volume-to-capacity ratios and delay estimates being developed for major corridors. The extent to which the alternative has the potential to alleviate this future congestion was then evaluated. Alternatives within corridors with the highest levels of future traffic congestion were rated the highest, while those in less congested areas were rated the lowest.

#### 10.1.5. Connects Existing Population to Employment

In an effort to provide true mobility choices for current county residents, it is desirable to connect people to jobs with efficient, convenient service. Doing so promotes lesser reliance on single occupant vehicles, which results in fewer greenhouse gas emissions and greater convenience for residents. In addition, with increased modal options comes an increase in mobility and reduced overall transportation costs for residents. For this criterion, major existing population and employment areas were identified. In the case of employment, some of the major employers may not lie within the county, but are nearby. Through the regional travel demand process, major travel patterns were identified and the degree to which the alternatives can support the home to work trip were assessed. Alternatives that help promote multi-modal mobility within the high-desire travel sheds were rated the highest.

#### 10.1.6. Connects Future Population to Employment

This criterion is similar to the previous one, except it utilizes future rather than existing land uses to determine population and employment centers. The 2035 model incorporates planned developments so that these future land uses can be evaluated. Both within and immediately adjacent to the county, there are several large development projects planned

that will significantly alter the appearance and character of the county. Developing multi-modal improvements in corridors that serve these developments provides the county and the developer the ability to incorporate those accommodations into these longer-range development programs. Incorporating these features now can help to minimize the cost of the implementation later. Alternatives that serve these future high demand travel sheds were rated the highest.

#### 10.1.7. Supports Major Economic Development Goals

There are major development proposals being brought forward to, or being developed by, the county. In many cases, the existing roadway network is not adequate to provide sufficient mobility and access to these sites. In some cases, substantial additional roadway capacity can be added, and in some cases, it cannot. In most cases, however, there is a desire on the part of the county to provide additional mobility options to allow for increased development density, promote lesser reliance on single occupant automobiles, and provide options to reduce roadway and traffic congestion. In many cases, the developments themselves rely on these additional modal options to attract residents or visitors. Therefore, the provision of enhanced transit and mobility can serve as a powerful economic development catalyst at a time when such a catalyst is critical to economic recovery. As a result, alternatives that provide modal options to these high-impact economic development areas were rated the highest.

#### 10.1.8. Promotes Sustainable Growth

In general, sustainable growth is defined as development that reduces trip lengths, provides for non-motorized or transit options, and reduces dependence on the personal automobile. Another element of sustainable growth is to provide complementary land use types in close proximity to each other, so that trip needs can be satisfied through walking, biking, or transit modes as opposed to long car rides. If done right, increased land development density can also support these goals, while providing the tax base necessary to accommodate non-revenue producing open space and recreational lands.

Taken together, these factors serve to lessen vehicle miles of travel. Given that personal automobiles are the largest single



source of greenhouse gas emissions (GHG) in the county, reducing overall vehicle travel will have an attendant reduction in GHGs and will support Florida's new growth management legislation that requires these types of reductions.

Beyond the GHG reductions, the provision of modal options also lessens the need for wider and higher speed roads, which increases the space available for open space and bicycle and pedestrian facilities. Also, lower speed roads are more attractive in terms of safety for non-automotive travel.

Providing multi-modal options is a key essential element to the concept of sustainable growth. In an auto-oriented development pattern, density is lessened, and similar uses can be located farther apart, creating urban sprawl. In addition, roadway congestion requires wider and higher speed roadway facilities, which detracts from the overall quality of life as described above.

For this criterion, alternatives that can support the county's defined sustainable growth initiatives were rated the highest. Corridors that have existing sprawl-based land development patterns, with little opportunity for redevelopment, would be rated the lowest.

### 10.1.9. Shapes and Support County's Smart Growth Policies

The county has been working for a number of years on Area-wide Master Plans for its high growth areas that incorporate the concepts of sustainable growth, increased densities, and modal options. In addition to the sustainable growth ideas expressed above, these areas also contribute to more efficient use of other public facilities, such as water supply and distribution facilities and networks, wastewater treatment facilities, and public spaces. Alternatives that support the county's defined Smart Growth areas and policies were rated the highest.

## 10.2. Corridor Analysis

Based upon the previously outlined criteria and the related information reported previously in this Master Plan, the corridors were evaluated to determine an overall prioritization. Each corridor was rated high, medium, and low for each criterion.

The high, medium, and low evaluations were converted to numeric values, with high assigned a value of one, medium assigned a two, and low assigned a three. With these values assigned for each criterion, an aggregate corridor score was developed. In this evaluation method, lower aggregate scores indicate the highest levels of compliance with the greatest number of criteria. Conversely, higher scores represent the least amount of consistency with the identified criteria.

The Transit Corridor Prioritization table summarizes the scoring for each corridor, and reports the priority ranking developed for each corridor.

With this scoring and prioritization system, it is important to note that some of the corridors would require long-term actions and planning to implement, while others can be implemented in a shorter timeframe. Therefore, lower ranked alternatives are not necessarily discarded, especially if they are easier to implement in a shorter timeframe. Rather, the prioritization and evaluation process provides a framework for setting priorities on longer-term activities needed to develop these alternatives, and provides a basis for the county to begin dialogue with its planning partners and private interests to begin these efforts.

Primary criteria for the evaluation of transportation corridors include the level of accommodating trips between major trip attractors and generators, potential impacts of new facilities on the built and natural environment, access to local and regional transportation facilities and services, and cost considerations. For the prioritization of the candidate transit corridors, our analysis is purposefully limited to the accommodation of projected future travel demands within the UGB and the provision of seamless connections to planned regional transit facilities. These issues, addressed within this Plan's mission statement, are the guiding principles for this transit study and are the key factors for a successful Osceola transit system.

Results of the projected travel demand analysis for the year 2030 revealed several corridors that will operate under highly congested conditions. The committed roadway improvement projects identified by local and state agencies will not meet the anticipated travel demand. The segment of US 192 west of Hoagland Boulevard is projected to have 47,000 daily



trips beyond the roadway's capacity as a six-lane facility. The Osceola Parkway just west of the Turnpike is projected to have over 52,000 daily trips beyond its six-lane roadway capacity. Similarly, Narcoossee Road at the county line is projected to have unmet daily traffic volumes of almost 60,000 vehicles. The primary trips along these facilities are the work commute

trip, as Osceola residents travel to southwest Orange County and toward the OIA area. As the work commute trip is the primary focus of most transit trips, it should be a primary factor for transit planning and funding allocation. Provision of premium transit services can help to meet these travel needs by providing model choices to residents.

**Transit Corridor Prioritization Analysis**

Corridor/Evaluation Criteria	Transit System Type	System Connectivity / Continuity	Serves Existing Congestion Need	Makes Maximum Use of Existing Right-of-Way	Serves Major Future Congestion Need	Connects Existing Population to Employment	Connects Future Population to Employment	Supports Major Economic Development Goals	Promotes Sustainable Growth	Shapes and Supports County's Smart Growth Policies	Final Corridor Score	Final Corridor Ranking
Osceola Parkway – Disney to Northeast District (includes connection to Lake Nona and Medical City)	LRT	3	1	3	3	2	3	3	3	3	24	1
Narcoossee Road – US 192 to Northeast District	LRT	2	1	1	2	3	3	2	3	3	20	2
US 192 – US 27 to Kissimmee	BRT	2	3	3	1	3	2	2	2	2	20	2
NE District to Lake Nona/ Medical City	LRT or BRT	2	1	1	2	1	3	3	3	3	19	3
US 192 – Kissimmee to Harmony	BRT	2	2	3	1	2	2	2	2	2	18	4
Poinciana Boulevard from Poinciana to US 192	LRT or BRT	2	3	3	2	2	2	1	2	1	18	4
Southport Connector/417 Extension Osceola Trace to Northeast District via Poinciana	LRT or BRT	1	1	1	2	1	2	3	3	3	17	5
Lake Toho Parkway – Green Island DRI to Kissimmee	LRT or BRT	1	1	1	1	1	2	2	3	3	15	6

LRT = Light Rail Transit      BRT = Bus Rapid Transit      1 = Lowest Score, 3 = Highest Score

Based on this premise, we recommend the following corridors for prioritization for further evaluation:

1. Osceola Parkway from Disney to Narcoossee Road
2. US 192 from Disney to Kissimmee
3. Narcoossee Road from US 192 to north of the Osceola-Orange County line
4. US 192 from Kissimmee to St. Cloud (and west to the Harmony DRI)
5. Lake Toho Parkway from Green Island DRI to south Kissimmee (privately funded)
6. Northeast District to Lake Nona/Medical City (joint Osceola-Orange initiative)
7. Poinciana Boulevard from Poinciana to US 192
8. Southport Connector from Poinciana to the Northeast District (privately funded)



### 10.2.1 Osceola Parkway Corridor

This corridor was evaluated as a light rail alternative. The corridor provides access to jobs at Disney, Medical City, and Lake Nona, and connects county residents along the Parkway and in the Northeast District to these areas. Light rail was selected for this corridor due to its ability to accommodate heavy demands at reasonable operating speeds over long distances. Depending upon its final design, much of this alternative can be accommodated in existing rights-of-way along Osceola Parkway, and within proposed new rights-of-way for the Parkway Extension east of its current terminus. Development of transit improvements in this corridor should be coordinated with the OIA Light Rail Connector Study being initiated by FDOT.

### 10.2.2 Narcoossee Road Corridor

This corridor was evaluated as a light rail alternative so as to provide seamless connections to the Osceola Parkway system. In effect, LRT along this corridor would function as an eventual extension to the Osceola Parkway system. Projected travel demands along this roadway corridor far exceed the future capacity that can be provided. This corridor scores relatively high given that it would connect the major portions of Eastern Osceola County to the Airport, Medical City, and major employment in south Orange County.

### 10.2.3 US 192 West Corridor

This corridor extends along US 192 from roughly US 27 on the west to Kissimmee on the east. Much of this corridor currently consists of very congested roadway lanes, high driveway densities, and dense commercial land uses. Due to the limited right-of-way and the density of driveway interactions, a bus rapid transit system was considered. This system would be operated within existing rights-of-way, either in existing shoulder areas, or in existing travel lanes. This improvement would connect major uses along US 192 to the Disney World resort and employment areas. This improvement option rates highly in terms of connecting jobs to residents, and to helping to solve existing and projected traffic congestion problems.

### 10.2.3 US 192 West Corridor

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way densities, and dense commercial land uses. Due to the limited right-of-way and the density of driveway interactions, a bus rapid transit system was considered. This system would be operated within existing rights-of-way, either in existing shoulder areas, or in existing travel lanes. This improvement would connect major uses along US 192 to the Disney World resort and employment areas. This improvement option rates highly in terms of connecting jobs to residents, and to helping to solve existing and projected traffic congestion problems.

### 10.2.4 Medical City to Northeast District Connector

As the Northeast District develops, provision of transit service to residents and employees of the District will be a key critical component of the overall master plan. This corridor will rate highly for future conditions. It is envisioned that this corridor could comprise LRT or BRT facilities, depending upon demand.

### 10.2.5 US 192 East Corridor

This corridor extends from Kissimmee to Harmony, and would be comprised of BRT service. The Kissimmee to St. Cloud portion of the corridors performs fairly well as a BRT service. East of St. Cloud, projected ridership falls dramatically. The viability of the eastern segments of this corridor will be highly dependent upon the timing and character of development in Harmony.

### 10.2.6 Poinciana Boulevard from Poinciana to US 192

This corridor was analyzed as either a BRT or and LRT service. The corridor would provide access to the US 192 Corridor from Poinciana, which would help to provide modal options for residents of Poinciana. Due to its long distance, and relatively few station opportunities along the length, this corridor is recommended for express bus service initially, with the opportunity to develop BRT or LRT service over time as demand in the corridor grows.

### 10.2.7 Southport Connector Corridor

This corridor is comprised of a new expressway facility connecting major development projects to other regional roadway facilities. Premium transit service could be provided via BRT or LRT options. Since implementation of the roadway portion of this corridor is a long-term project, the development of



premium transit service in the corridor is a low priority at this time. However, as the roadway facilities are planned, a transit envelope should be provided, if practical.

### 10.2.8 Lake Toho Parkway

Similar to the Southport Connector, this is a new facility being planned to service major new development projects. The facility, as proposed, provides a transit envelope for premium service. Since the development of this facility will be a longer term project, it is a low priority transit corridor at this time.

## 10.3. Preliminary Ridership Assessment

For this report, preliminary ridership was tested on two corridors: the Osceola Parkway Corridor and the US 192 Corridor. Osceola Parkway was tested as a light rail system, with US 192 tested as a bus rapid transit system.

For a more detailed corridor analysis, several major changes would be made to the regional model to most accurately predict future ridership, such as:

- ▶ Modifications to existing bus networks so that they complement, and feed, the premium transit improvement
- ▶ Elimination of bus express routes that compete with the premium transit improvement
- ▶ Sensitivity analysis to determine the type, size, location, and number of stations.
- ▶ Sensitivity analysis to determine the appropriate fare structure
- ▶ Analysis to determine parking needs at stations
- ▶ Analysis of the model's base land use structure to evaluate if minor connections or route modifications could be beneficial to the transit improvement, and
- ▶ Evaluation of the model's ability to accurately predict current transit ridership as a measure of its ability to predict future ridership.

The above items were not performed for this study because they are typically developed as part of a corridor study rather than a countywide transit system master plan due to the

level of effort involved. However, they are noted here just to illustrate that the analysis performed for this study is extremely conservative, and likely understates the ridership forecasts that would be developed under a more detailed analysis.

The results of the Osceola Parkway analysis indicated that ridership potential was strongest between Buena Ventura Lakes and I-4. The ridership in this area was indicative of potential feasibility. To the east of Buena Ventura Lakes, this analysis indicates that the ridership estimates were not as strong. However, this is reflective of the transit and land use networks not being fully developed to the east. Also, detailed connections to the north, such as Medical City, the Airport, and Lake Nona would also have a significant beneficial affect on ridership in this segment.

Along US 192, a bus rapid transit system was modeled. Again, a conservative effort was conducted which likely resulted in an underestimation of ridership potential. Even with this conservative approach, the US 192 BRT proposal performed very well. Again, the ridership was strongest between Buena Ventura Lakes and I-4. However, the ridership was also promising through St Cloud to the east. From this very preliminary analysis, ridership approaching 10,000 riders per day was estimated.





# 11.0

## ORDER OF MAGNITUDE COSTS

Costs for transit applications vary widely dependent upon the technology, level of service required, number of stations or stops, the availability and cost of right-of-way, and operating costs. The objective of this section of the report is to provide an order of magnitude cost estimate for the recommended transit technologies. The technology assessment in the preceding section recommends for further study Light Rail Transit (LRT) and BRT technologies. More refined cost estimates will be developed as part of an Alternatives Analysis study for the preferred transit corridors.

The primary cost elements to be evaluated for LRT and BRT are as follows:

- Vehicles
- Guideway (the fixed linear space for exclusive use by the transit vehicle)
- Stations/Enhanced Stops
- Intelligent Transportation System (ITS) components
- Operating Costs

	Light Rail Transit	Bus Rapid Transit	Comment
<b>Vehicle</b>	\$2 to \$3 Million (Capacity=150)	\$500K to \$1 Million (Capacity=100)	Capacity is passengers per vehicle
<b>Guideway</b> <i>(dedicated for transit vehicle)</i>	\$20 to \$40 Million per mile	\$3 to \$10 Million per mile	LRT and BRT estimate <b>excludes</b> R/W acquisition; BRT assumes segregated lanes
<b>Station/Enhanced Stop</b>	\$500K to \$1 Million (typical spacing = every 1 to 2 miles)	\$200 to \$500K (typical spacing = every half to 1 mile)	Amenities such as restrooms, retail shops, seating, electronic transit information kiosks, ticket sale kiosks will increase cost
<b>ITS</b>	N/A (included in Guideway and Station costs)	\$100K to \$300K per mile	ITS may include transit vehicle signal pre-emption, passenger information systems, intelligent vehicle safety systems, vehicle location and dispatch
<b>Operating Cost</b>	\$14.15 per vehicle mile	\$8.70 per vehicle mile	

**Sources:** FTA Characteristics of Bus Rapid Transit for Decision-Making, Feb. 2009; APTA U.S. Average new Vehicle Costs for 2007/2008; FDOT Transportation Costs Report, New Vehicle Costs for 2007/2008, Policy Planning Costs, Sept. 2009; APTA 2009 Public Transportation Fact Book, April 2009



The source of the order of magnitude cost estimate information presented is from current information from the American Public Transit Association (APTA), the Federal Transit Administration (FTA), and from FDOT Policy Planning. The data represents 2007 through 2009 costs. The following table summarizes the cost estimates for LRT and BRT components.



# 12.0

## FUNDING STRATEGIES

There are numerous options to fund transportation, and transit specifically, improvements provided for in Florida law. This section outlines those options, summarizes the requirements to enact them, and estimates how much revenue could be generated from each option.

The information provided herein is intended to provide a summary of the range of funding alternatives. The decision to pursue any of these options is a policy decision to be made by the Board of County Commissioners. However, this information is important to keep in mind as transit alternatives are developed, as it can help to prioritize those improvements.

### 12.1 Federal and State Funding Sources

The State of Florida estimates that through the year 2035, the following amounts will be available for transportation system improvements:

- ▶ Federal funding available for state: \$54.2 billion (Includes state's match)
- ▶ State funding available: \$145.90 billion
- ▶ Turnpike revenue: \$19.7 billion

Of the above amounts, approximately \$8.92 billion is expected to be dedicated to transit systems, and approximately \$4.17 billion is identified as rail system funding.

#### 12.1.1. Federal Sources

##### ***Federal Transit Administration New Starts Program***

The primary method by which the Federal Government provides funding to major transit projects is through what is

called the New Starts program. All funds allocated through the New Starts program are discretionary. The Administration proposed specific projects and recommended funding amounts to Congress each year in the form of the President's Annual Budget. Since the funding is discretionary, Congress can add or delete projects, or more commonly, change the recommended funding amount. The projects and funding amounts are then contained with the annual Transportation Appropriations Bill that passes both houses of Congress and later becomes law.

Because there are large amounts of money involved, and the money is appropriated on a discretionary basis, the New Starts process is highly regulated, reviewed, and scrutinized. In fact, many believe this process to be the most highly regulated and scrutinized of all federal funding programs.

This program provides assistance to project sponsors for capital funding only and requires a hefty local match to secure funds. By law, the local match requirement is only 20% of the capital cost. However, funding decisions are extremely competitive, with more than 100 projects nationally competing for a finite funding amount. Therefore, to help get the most improvements per funding allocation, the FTA, in practice, requires a 50% local match, and often requests that local project sponsors supply more like 60% local funding to the project. Demonstration of a strong local financial commitment is a key factor in securing FTA funding. A key factor to remember is that matching funds are defined as non-New Starts funds. Therefore, matching funds could be other federal sources, local sources, private sector contributions, joint use facilities, existing owned rights-of-way, and the like.



The New Starts program requirements are well documented and programmatic. FTA requires analysis of six major topic areas as part of the funding evaluation process: Mobility Improvements, Environmental Benefits, Operating Efficiencies, Cost Effectiveness, Land Use Policies, and Financial Capacity and Readiness. The documentation required for each of these areas is reviewed and FTA assigns a rating to them. The ratings aggregate as shown in the chart below to arrive at an overall Project Justification Rating and an overall Financial Rating. These two then aggregate to the overall Summary Rating that is used in FTA's funding recommendations.

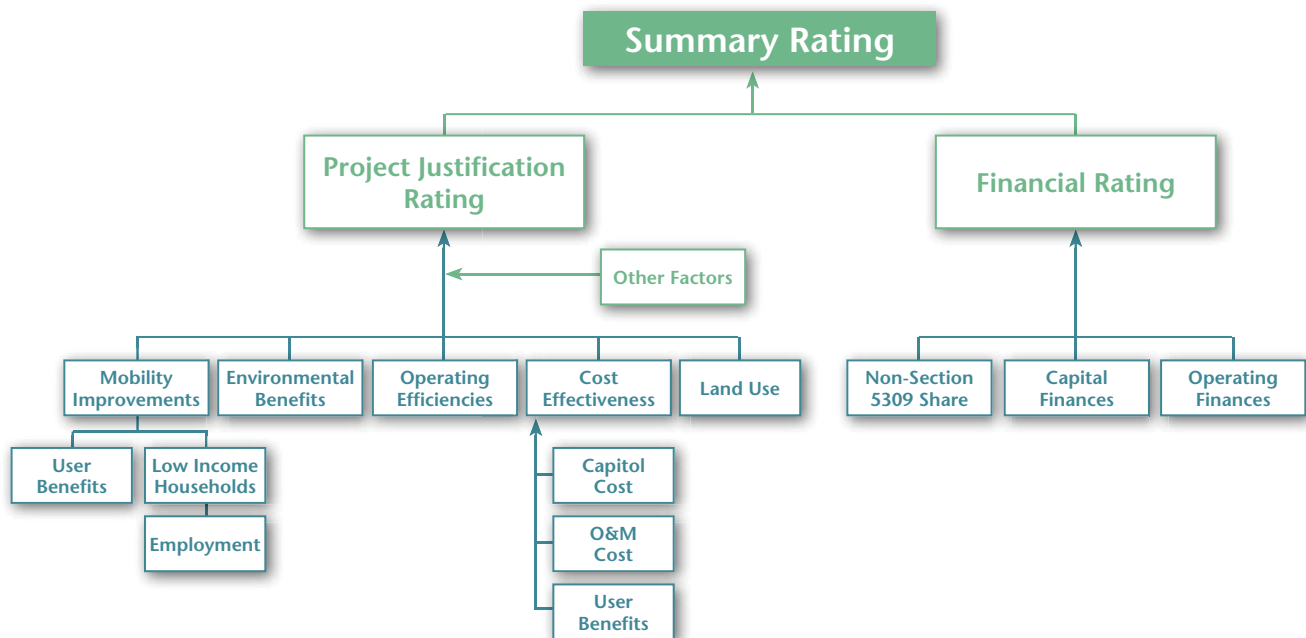
For a major project, it can take from four to eight years to secure final funding for construction through the New Starts program. There are milestones that must be passed and for each of these milestones, Congressional authorization is required to proceed.

In Osceola County, the most likely project to be funded through this program would be a light rail or similar system.

**Small Starts Program**

As a subset of the New Starts program, Congress created a less intensive program called Small Starts. The Small Starts program requires all of the same analysis topics as New Starts, but it requires less detail and shortens the timeline for receipt of funding. The program was created in response to a need to provide a streamlined process for smaller projects that are not requesting as much funding as the larger projects in the New Starts process. To qualify for Small Starts, a project must have capital costs of less than \$250 million and no more than \$75 million in FTA funding requested.

At present, projects can be funded through the Small Starts program in as little as four years. Small Starts projects still require specific identification in the annual Transportation Appropriations Bill as adopted by Congress. The most typical project to be funded through this program would likely be a long or complex BRT system. However, it is possible that a smaller light rail starter line, streetcar, or the like could also qualify.



**Minimum Project Development Requirements**

Metropolitan Planning and Programming Requirements	Project Management Technical Capability	NEPA Approvals	Other Considerations
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**Very Small Starts**

Very Small Starts is an additional subset of the New Starts program. It is similar to Small Starts, but provides for even less regulatory review and analysis. To qualify for the Very Small Starts program, the project must have capital costs less than \$50 million, must cost less than \$3 million per mile (excluding rolling stock), and must have more than 3,000 riders per day. The analysis criteria for this program are greatly reduced and the timeframe for receiving funding can be as little as two years.

The most likely qualifying project in Osceola County for this funding source would be a BRT project that does not require major right-of-way acquisition or reconstruction of existing roadway facilities.

**Job Access Reverse Commute Program**

Job Access Reverse Commute (JARC) funding was established to address the unique transportation challenges faced by welfare recipients and low-income persons. The main idea of the JARC program is to support transit system needs that can connect jobs to people. In Osceola County, there are several areas where JARC funding might be appropriate for use to support this goal.

The JARC funding is allotted to states by formula for areas with population below 200,000 persons and to designated recipients for areas with population of 200,000 persons and above. The formula is based on low-income and welfare recipients in urbanized and rural areas.

- ▶ 60% of funds go to designated recipients in areas with populations over 200,000
- ▶ 20% of funds go to states for areas under 200,000

- ▶ 20% of funds go to states for non-urbanized areas
- ▶ States may transfer funds between urbanized and non-urbanized area programs
- ▶ States and designated recipients must select grantees competitively
- ▶ Projects must be included in a locally-developed human service transportation coordinated plan beginning in FY 2007
- ▶ Ten percent of funds may be used for planning, administration, and technical assistance
- ▶ Sources for matching funds are expanded (non-DOT federal funds can be used as match) to encourage coordination with other programs such as those funded by the Department of Health and Human Services

The JARC funding received at local and state level for 2008 and 2009 is listed below.

JARC grants must be applied for and the process is very competitive. However, many areas have successfully used these funds to institute bus service to provide access to jobs.

**Congestion Mitigation and Air Quality**

In 1990, Congress amended the Clean Air Act (CAA) to bolster America's efforts to attain the National Ambient Air Quality Standards (NAAQS). The amendments required further reductions in the amount of permissible tailpipe emissions, initiated more stringent control measures in areas that still failed to attain the NAAQS (non-attainment areas), and provided for a stronger, more rigorous linkage between transportation and air quality planning.

Region	Urbanized Area/State	2009	2008
Florida	50,000 to 199,999 in Population	\$2,134,777.00	\$901,389.00
Florida	Areas Less than 50,000 in Population	\$1,057,995.00	\$1,818,785.00
Orlando	Areas More than 200,000	\$736,345.00	\$627,350.00





The Congestion Mitigation and Air Quality (CMAQ) program, jointly administered by the FHWA and the Federal Transit Administration (FTA), was reauthorized in 2005 under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The SAFETEA-LU CMAQ program provides over \$8.6 billion dollars in funds to state DOTs, MPOs, and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources over a period of five years (2005-2009).

According to the extract from the TCRP Synthesis 42, Use of Flexible Funds for Transit under ISTEA and TEA -21, the Orlando (Central Florida Area) does not qualify for the funds, as it is not in the non-attainment area. However, the EPA has issued new ozone standards that put the Orlando metropolitan area at risk of becoming a non-attainment area. If this happens, then CMAQ funding could become available to promote alternative transportation means, like transit service, to reduce the overall pollutant amounts.

### 12.1.2. State Sources

#### *FDOT Transit Block Grants*

The Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of funding for public transit. Funds are to be awarded to those public transit providers eligible to receive funding from the Federal Transit Administration's Sections 5307 and 5311 programs and to Community Transportation Coordinators (see definitions). The Department of Transportation will distribute 85% of the funds to Section 5307 providers and to Section 5311 providers who are not Community Transportation Coordinators via this procedure. The Florida Commission for the Transportation Disadvantaged will distribute 15% of the funds to Community Transportation Coordinators according to their own procedures.

The block grant funds may be used for eligible capital and operating costs of public transit providers. Funds may also be used for transit service development and transit corridor projects. Projects need to be consistent with applicable approved local government comprehensive plans. State participation is limited to 50% of the non-federal share of capital projects. Up to 50% of eligible operating costs can be paid with program funds or an amount equal to the total revenue,

excluding fare box, charter, advertising revenue, and federal funds, received by the provider for operating costs, whichever amount is less.

#### *FDOT Transit Service Development Block Grants*

The Public Transit Service Development Program was enacted by the Florida Legislature to provide initial funding for special projects. The program is designed to improve or expand public transit through innovative means. This source has been used for many types of projects around the state to begin new transit service routes that were otherwise unfunded. The funding is competitive and requires grant development and submittal to FDOT. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems can be funded through the Service Development Program. Grants are subject to specified times of duration, but cannot exceed three years.

#### *FDOT Commuter Assistance Program*

The commuter assistance program focuses on the reducing the amount of single occupant vehicles due to the fact that these vehicles are the greatest source of traffic congestion. Essentially, this program provides funding for coordination of commuter programs, such as rideshares, vanpools, and other means to increase vehicle occupancy.

This program may not be able to support major improvements to the transit system in the county, but it could help to provide funding to help promote system improvements.

#### *Transportation Enhancement Funds*

Transportation enhancement (TE) funding was created under ISTEA. TE funds are intended to increase the aesthetics or non-motorized functionality of transportation projects. These funds are typically used for streetscaping, bicycle and pedestrian facilities, and renovation of transportation-related historic properties, such as historic train depots or stations. It is possible that enhancement funds could be used for like purposes towards implementation of transit improvements.

### 12.1.3. Local Funding Sources

In addition to the state and federal funding sources, there are several local funding sources that require action by Osceola County to implement. All of these sources would be gener-



ated and controlled locally and could be used for matching funds for the federal programs mentioned above. Again, the following represents a menu of options with estimates of how much funding could be realized from each source.

#### ***Charter County Transportation System Surtax***

This 1¢ local option sales tax can be enacted through referendum called by a super-majority of the County Commission. With this sales tax, there is no requirement to share the funding with incorporated cities as with other infrastructure sales taxes. Revenues generated through this source can be utilized for construction, operations, and maintenance of transportation facilities. There is no sunset required for this sales tax. Based upon revenue estimates generated by the Florida Legislative Committee on Intergovernmental Relations (LCIR), it is estimated that approximately \$35 million per year could be generated in Osceola County.

#### ***Local Government Infrastructure Surtax***

This is also a 1¢ local option sales tax, but it can be used for a wider variety of general infrastructure purposes than the previously referenced Charter County tax. This resource can be used for nearly any local government capital project. In addition, it must be shared with the cities based upon inter-local agreement. This tax is currently in place in Osceola County, with most of its receipts already programmed. However, should the Commission desire, it could allocate part of its allocation to transit projects.

#### ***Local Option Fuel Taxes***

There are a number of local option fuel taxes available to Florida's counties to assist with local funding needs. These resources are described in the following sections.

- ▶ **Ninth Cent Fuel Tax** – currently collected by Osceola County. This tax can be used for transportation operations and maintenance, construction, or reconstruction.
- ▶ **One to six cents local option fuel tax** – currently imposed at six cents in Osceola County. This source can be used for transportation operations and maintenance, construction, or reconstruction
- ▶ **One to five cents local option fuel tax** – currently not imposed in Osceola County. The LCIR estimates that this

resource could generate up approximate \$1.4 million per cent. This resource can be used for capital expenditures only.

#### ***Transportation Impact Fees***

Transportation impact fees are levied against new development when a certificate of occupancy is issued. These fees are used to construct new facilities in accordance with the county's Transportation Impact Fee Ordinance. Case law in Florida requires that impact fees be used in a manner that directly or indirectly benefits the fee payer towards mitigating impacts reasonably attributable to the new development. This is known as the "rational nexus" test.

With the decline in new construction associated with the current recession, impact fee collections have experienced a corresponding decline. Therefore, now, it is not anticipated that significant funding is available through impact fees. This situation could change as economic recovery begins.

#### ***Tax Increment Financing Districts***

In the event of transit system implementation in the county, tax increment financing could become a viable source of recurring revenue to help fund capital outlays, operations, and maintenance. The tax increment finance district program would capture ad valorem tax revenue accrued due to new development in the vicinity of the system, and would funnel this revenue back to the operating agency to use on system maintenance, operations, or expansion. Provision of the system could spur redevelopment or new development in the area of stations; the operating agency would be the primary beneficiary of the increased value of these improvements. Revenue sharing could be packaged to send a portion of the greater revenue to the affected municipality, with the remainder accruing to the transit operating agency.

Tax increment districts could be created near stations. In these areas, the current tax roll value would be determined and then fixed as the baseline. New development or redevelopment occurring within defined station areas would presumably enhance tax rolls within these districts. The ad valorem property taxes collected on the additional tax base could be used to fund transit system construction or other system activities. Tax increment districts could be established about all stations,



or only at station areas likely to enjoy significant redevelopment. Revenues generated from this type scheme could be significant. In Dallas, the Dallas Area Regional Transit Authority (DART) has seen new development occurring near their light rail stations amounting to hundreds of millions of dollars within the first few years of system operation. This development is market driven, but can also be attributed to DART's aggressive marketing of station area development potentials.

#### ***Transit Station Area Impact Fees***

Another option would be to collect transit impact fees from properties in close proximity to the new system. Presumably, these properties would appreciate in value, be redeveloped, and would pay a transit impact fee to the operating agency upon issuance of a certificate of occupancy for the new development project. In an indirect way, this would also help the agency recover some of the increased value associated with the system. If needed, the transit impact fee could also be treated as a credit against the existing transportation impact fee collected by the county. In this way, the total amount collected would be the same, giving full recognition to transit being an important component of the overall transportation system.

#### ***Transit Station Area Land Leases***

Under this type program, the operating agency would acquire not only the land needed for the station, but the land around the station as well. Then, the agency would solicit a development partner to develop transit-oriented development on the site. The developer would pay the agency an annual fair-market value lease rate for the land for a long-term ground lease. This type of financing opportunity is attractive because it provides recurrent revenue for the operating agency, while allowing the agency to control the type, character, and quality of the development that occurs around its stations. This also empowers the agency with site plan approval so that the agency can be sure that the site will be developed in a manner that promotes transit system utilization. The Metropolitan Atlanta Rapid Transit Authority (MARTA) is currently experimenting with this type of financing.

#### ***Countywide Transit System Levy***

If the county proceeds with implementation of a fixed guide-

way system, one potential funding source would be a county-wide transit system levy. This levy would be an ad valorem tax to be dedicated to the transit system. Based upon system configuration and cost, a fractional levy could be developed to help fund system capital, operating, and maintenance costs. Enactment of this type levy would require a referendum.



# 13.0

## CONCLUSIONS AND RECOMMENDATIONS

### 13.1. Conclusions

Osceola County has positioned itself for transit applications throughout the Urban Growth Boundary through numerous Comprehensive Plan amendments and related planning initiatives. The principles and guidelines adopted as part of the Mixed-Use Districts emphasize transit over individual vehicular access and mobility. The Conceptual Plans identify multi-modal corridors, which are pedestrian accessible, maximize the benefits of transit oriented design and encourage increase transit usage.

The SunRail commuter rail system will bring private development interest to the three Osceola stations, and will require interconnections to local and regional transit to complete daily commute trips. Further, these stations and their associated development will become destinations for employment and for retail and entertainment attractions. The OIA's planned intermodal station just north of the county line will require linkages into northeast Osceola County, including linkage to the proposed Northeast Mixed-Use District.

Major roadway facilities in Osceola County are anticipated to have traffic demand levels that will far exceed the capacity available on those facilities. Even with new roadways like Osceola Parkway, and widening of existing facilities to their maximum cross sections, traffic demand will still far exceed capacity provided. These traffic levels will result in prolonged periods of extreme congestion along these key corridors, which will detract from economic development, quality of life, and will contribute to increased greenhouse gas emissions.

Given the projected traffic demands, and the inability to meet those demands through building of roadway lanes, it appears that development of premium transit modes in Osceola

County is feasible. These premium modes may relieve congestion by moving some drivers to transit. They will also promote economic development, provide desirable alternatives to single occupant vehicles, and contribute to positive livability index for the County.

Even though LYNX compares well to its peer communities on a regional basis, Osceola County is generally underserved by transit. Existing routes are lengthy and inconvenient, and these factors contribute to overall ridership levels. Additionally, there are major segments of the County that do not have adequate access to transit services.

Premium transit corridors were identified and prioritized, as follows:

1. Osceola Parkway from Disney to Narcoossee Road
2. US 192 from Disney to Kissimmee
3. Narcoossee Road from US 192 to north of the Osceola-Orange County line
4. US 192 from Kissimmee to St. Cloud (and west to the Harmony DRI)
5. Lake Toho Parkway from Green Island DRI to south Kissimmee (privately funded)
6. Northeast District to Lake Nona/Medical City (joint Osceola-Orange initiative)
7. Poinciana Boulevard from Poinciana to US 192
8. Southport Connector from Poinciana to the Northeast District (privately funded)

### 13.2. Recommendations

Based upon the above conclusions, several recommendations are made by this report. The recommendations are made in terms of how long it might take to implement them.



### 13.2.1. Short Term Plan

The following short term improvements are recommended. These are improvements that could be implemented within a five year time frame.

- ▶ Continue to work with LYNX to provide additional transit service in the county. Specific routes to be evaluated by LYNX should include:
  - Celebration / Formosa Gardens Loop
  - South St. Cloud Loop
  - Poinciana Parkway Connector
  - East Lake Toho Loop

Implementation of these short-term bus improvements will substantially increase access to transit for Osceola County's residents and visitors.

As mentioned previously, FDOT is initiating a study on light rail connections from the Sand Lake SunRail station eastward to the Airport and into the Medical City / Lake Nona area. FDOT has agreed to incorporate the Osceola Parkway area as part of the study area for this OIA Connector study. Therefore, Osceola County should continue to engage in this project, participate in the study process, and monitor the results and conclusions. Even if Osceola Parkway is not selected as the final corridor through that study process, FDOT will be developing the regional planning model, establishing stakeholders, and setting up a study process that the County could take advantage of in subsequent study efforts.

In addition to pursuing these bus system improvements, the County should also begin to develop studies as appropriate to position the premium transit corridors for implementation. These studies would include more detailed feasibility studies, Alternative Analyses, and Preliminary Engineering. By initiating these studies, the County can position itself for federal grant programs to develop and implement the projects.

### 13.2.2. Intermediate Term Plan

The intermediate term recommendations can be accomplished within a five to ten year timeframe. For the intermediate term plan, it is recommended that the County pursue implementation of premium transit service in the recommended corridors to the extent feasible. The primary Bus Rapid Transit Corridors would be most feasible at this time horizon. While

US 192 is the primary east-west BRT corridor, Osceola Parkway could also accommodate this service in the medium term.

As the County advances its major roadway priorities, such as implementing the Osceola Parkway extension and widening of existing facilities, every effort should be made to provide accommodations for premium transit within these corridors.

### 13.2.3. Long Term Plan

The long term plan is comprised of improvements that are likely to occur beyond a ten year timeframe. As major development initiatives begin to materialize, especially in the area of the Airport and the Northeast District, the County should develop a plan to implement premium transit services for these areas. Given the density and proximity of these development efforts, light rail should be considered for Osceola Parkway and the Northeast District as a long term improvement.

## 13.3. Next Steps

The next steps in Osceola's master planning for transit involve a policy decision on which candidate transit corridor should progress into the Alternatives Analysis (AA) process. The AA identifies alternative actions to address the area's multi-modal and transit needs, and generates the information needed to select a preferred project for implementation. Such studies typically address such issues as costs, benefits, environmental and community impacts, and financial feasibility. Project planning continues beyond the selection of a preferred capital investment strategy (or "New Start" for fixed guideway transit projects) and into further refinement and analysis, including completion of federal environmental review requirements.

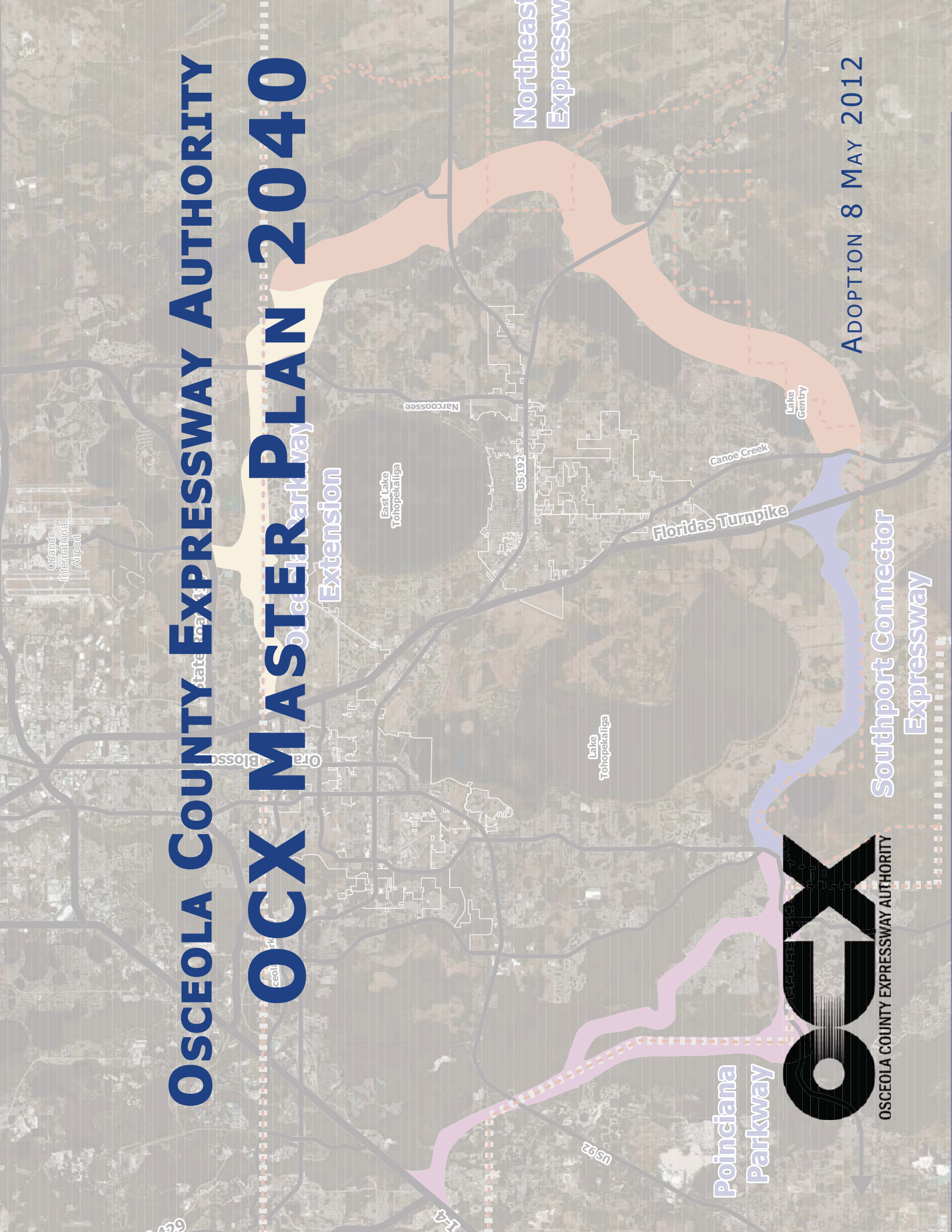
Local project sponsors are required to perform an alternatives analysis that evaluates the mode and alignment options for a particular corridor in the community. This analysis informs local officials and community members on the benefits, costs, and impacts of transportation options so that the community can identify a preference. This phase is complete when local and regional decision makers select a locally preferred alternative, and it is adopted by the metropolitan planning organization (MPO) into the region's long-range transportation plan. Following the AA evaluation, the project proceeds to the Preliminary Engineering phase (which includes compliance with the National Environmental Protection Act (NEPA)), then into final design.



**OCX Master Plan 2040**

# OSCEOLA COUNTY EXPRESSWAY AUTHORITY

# OCX MASTER PLAN 2040



Extension

Northeast Expressway

Poindiana Parkway

Southport Connector Expressway

ADOPTION 8 MAY 2012



## **I. Acknowledgements**

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### **Staff**

Jeffrey Jones, Osceola County  
Michelle Beamon, Osceola County  
Wayne Rich, Broad and Cassel  
Joe Stanton, Broad and Cassel

### **AECOM Design + Planning**

Bruce Meighen  
Megan Moore  
Casey Smith  
Justin Calvert  
Maria Michieli-Best

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### **Appendix I. Public Participation**

## 1. Introduction

This report documents the expressway plan for the Osceola County Expressway Authority (OCX) defined as OCX 2040. The goal of this study is to develop a long-range expressway master plan which identifies OCX policies, direction and capital projects through the year 2040, based on OCX's vision and objectives.

## 2. Our Developing Transportation System

Since its humble beginning in 1887, when portions of Orange and Brevard counties were merged, Osceola County has become a major transportation crossroads for Central Florida and is adjacent to the largest tourist destination in the world. Osceola County citizens have seen rapid changes in the range of housing and job options available and in transportation modes and options.

1860's population was less than 3,000; by 1960 it was 19,029. The road network at that time was established with the construction of Dixie Highway in 1917 and as automobiles began to replace horses, boats and trains. Disney World's Magic Kingdom opened in 1971, boosting and altering the local economy, and spurring development along Osceola County's major roads, especially along US Highway 192, with accommodations, restaurants, tourist-related retail and services. The County population grew to 49,286 by 1980. Housing became more dispersed as much of the new development occurred outside of

Osceola County's cities, primarily as single-family housing on large subdivided lots. A federal and state highway construction boom brought the construction of the Florida Turnpike and I-4, providing direct access to Osceola County.

In 1991, Osceola County adopted their first Future Land Use Map. By 2007, Osceola County's population grew to 260,000 people. New, large-scale, master planned communities sprang up throughout Osceola County, including Poinciana, Buena Ventura Lakes, Harmony and Celebration, as well as many smaller subdivisions. Commuting times to regional destinations became longer and transit began to plan a role in transportation.

Based on the new vision outlined in the adopted 2007 Comprehensive Plan, over 500,000 people could live in Osceola County by 2025. Many of them are expected to live within the 40,000 acres of publicly master planned, mixed use areas comprised of a variety of homes, jobs, smaller, walkable



streets and easy access to transit. The housing mix is anticipated to include an equal balance of single-family units and a variety of mixed use units, small homes, townhomes and lofts. Housing in these areas must be a minimum of 5 dwelling units per acre.

The County's employment growth is anticipated to increase to over 500,000 jobs, nearly five times what it is today, and shifting from service jobs to a healthy mix of all employment sectors including biotechnology. The jobs to housing ratio will reach 1.5, doubling today's number. New mixed use job centers will emerge in Kissimmee, St. Cloud, Celebration, and the South Lake Toho, East of Lake Toho and Northeast District Mixed Use Districts. Due to its strategic location, the Northeast District Urban Center will be one of the largest urban centers in the region.

Transportation will invigorate existing and future economic centers; reduce travel costs; decrease vehicular miles of travel (VMTs); shorten commute times; promote new transportation choices; and increase quality of life. New high-speed rail on I-4 and Florida's Turnpike will make daily commutes to Tampa and Miami possible. Rail service will provide access to Orlando, Orlando International Airport (OIA), Disney, Celebration and the emerging Medical City from Poinciana, Kissimmee and the Northeast District Urban Center. New multimodal corridors with dedicated transit lanes will connect Kissimmee, St. Cloud and new job centers in the South Lake Toho, East of Lake Toho, Northeast District and Center Lake Mixed Use Districts, as well as the Narcoossee area. This system will be complemented by a new regional expressway system providing regional connectivity and mobility.

1860-1960

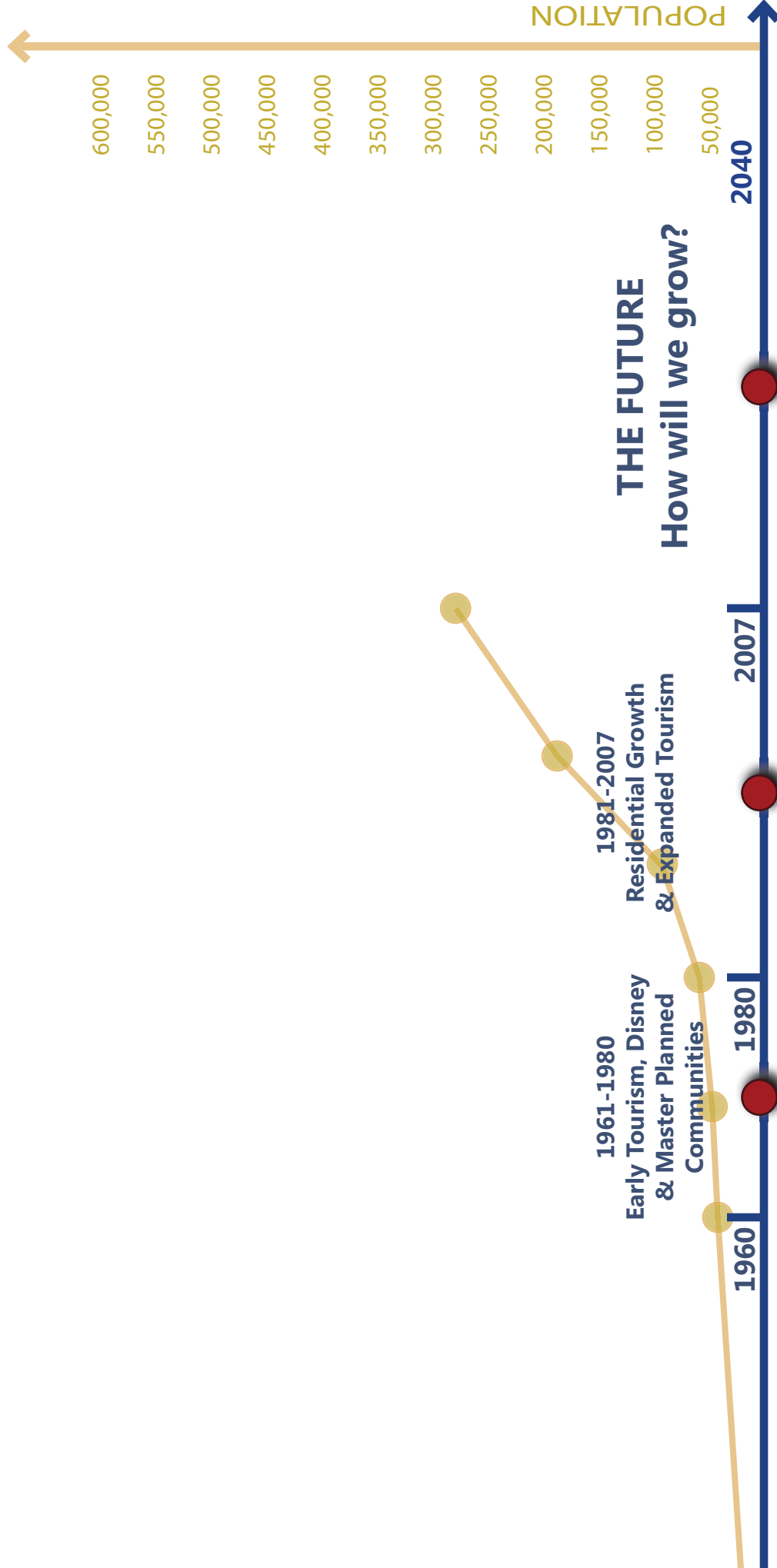
Nature, Ranching, Farming  
& Small Communities

Osceola County created in 1887

1860

TIME

Figure 1. How We Grew



### 3. The Osceola County Expressway Authority

In response to Osceola County's vision and transportation needs, OCX was formed in 2010 and began the creation of its first long-range expressway plan in 2012 – OCX 2040. The OCX Governing Board will ultimately consist of six members; three members appointed by the governing body of Osceola County; two members appointed by the Governor of the State of Florida; and the District V Secretary of the Florida Department of Transportation (FDOT), who shall be an ex officio non-voting member of OCX. The Board will administer the OCX 2040 Plan, intending to define expressway needs within the County and providing a program of projects by which implementation of the adopted plan can proceed.

As Central Florida moves into the next century new opportunities await OCX. Over 5 million people will live in central Florida, and Osceola County will be home to a large portion of this population. Significant growth in both population and employment challenge the existing road systems with

traffic projections demonstrating decreasing level of services by the year 2040. Mobility will rely on transit and new expressway system with technology that offers the opportunity to manage traffic congestion and streamline toll collection. There is the need for full integration with our partners including MetroPlan Orlando, Orlando-Orange County Expressway Authority (OOCEA), the Florida Turnpike Enterprise (FTE), Florida Department of Transportation (FDOT), Brevard, Orange and Polk counties, the City of Orlando and the Greater Orlando Aviation Authority (GOAA).

The OCX 2040 system is structured on a series of expressways that ring the interior of the County's Urban Growth Boundary; connecting existing and emerging cities and centers. The system provides access to alternative modes of transportation from these centers. The new system integrates the County with the overall Orlando metropolitan area, Brevard and Polk counties and OIA. OCX 2040

highlights include the development of four expressways:

- Poinciana Parkway (10 miles)
- Osceola Parkway Extension(9 miles)
- Southport Connector Expressway (13 miles)
- Northeast Connector Expressway (25 miles)

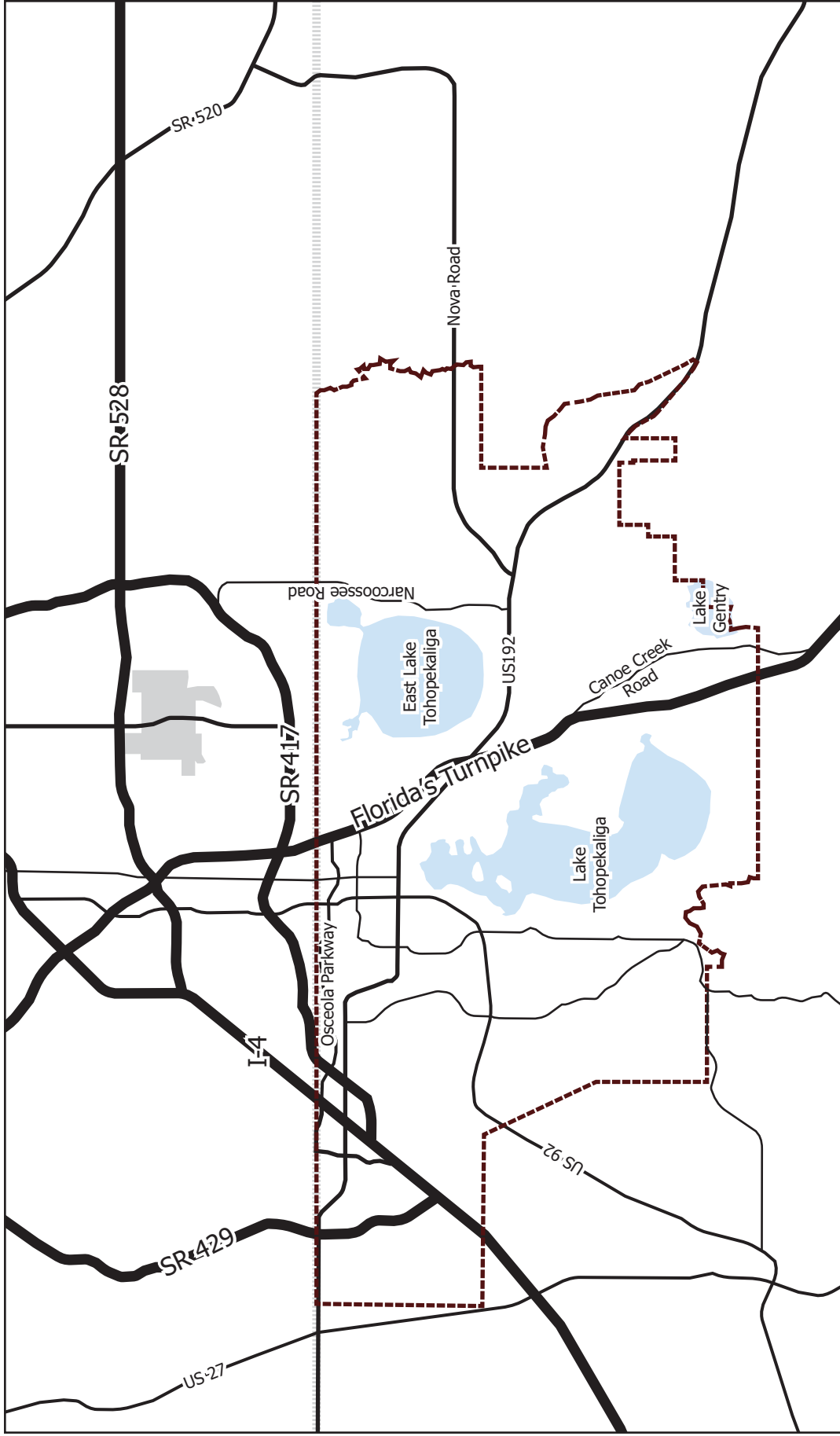


Figure 2. Regional Road System Map

## 4. Mission and Vision

The Osceola County Expressway Authority Mission is to “provide a safe, cost-effective transportation system serving the public in a manner that protects the natural environment and quality of life of Osceola County”.

OCX’s Vision is “providing safe, efficient and cost-effective transportation options”.

OCX’s goal over the next 30 years is to leverage its strengths and assets to address evolving regional transportation and community needs in a manner that is consistent with its mission and its vision.

OCX’s Objectives and Goals are:

### Goal 1. Engage in Proactive Planning

**Objective 1.1.** Be proactive by determining alignments prior to growth.

**Objective 1.2.** Integrate alignments into other adopted plans.

### Goal 2. Develop a Safe System

**Objective 2.1.** Ensure a safe and reliable system.

### Goal 3. Promote a High Quality of Life for Osceola County Residents

**Objective 3.1.** Reduce delay by providing limited access transportation options.

**Objective 3.2.** Improve capacity with new lineage and transit options.

**Objective 3.3.** Integrate into the regional arterial and highway system.

**Objective 3.4.** Ensure regional connectivity.

**Objective 3.5.** Move people efficiently within our Urban Growth Boundary.

**Objective 3.6.** Encourage the integration of multimodal options.



**Goal 4. Ensure Cost Efficiency**

**Objective 4.1.** Maximize revenues through the continued evaluation of projects and tolling strategies.

**Objective 4.2.** Maximize customer base.

**Objective 4.3.** Ensure a positive return on investment for new projects.

**Objective 4.4.** Minimize cost to local government and tax payers.

**Objective 4.5.** Use the latest technology to maximize mobility and efficiency.

**Goal 5. Minimize Impacts to our Neighborhoods and Natural Resources**

**Objective 5.1.** Minimize natural resource impacts.

**Objective 5.2.** Minimize impacts to homes.

**Goal 6. Support the Economic Development of the County**

**Objective 6.1.** Support the economic sustainability of the county by ensuring mobility.

**Objective 6.2.** Integrate with existing and future economic centers.

**Objective 6.3.** Strategically locate interchanges to support economic and land use goals.

**Objective 6.4.** Provide access to and from key regional designations.

**Goal 7. Ensure Coordination with our Local Communities and Regional Entities**

**Objective 7.1.** Coordinate with regional agencies, cities and counties.

**Objective 7.2.** Integrate with other planning efforts.

**Objective 7.3.** Investigate expressway opportunities and connections in adjacent counties.

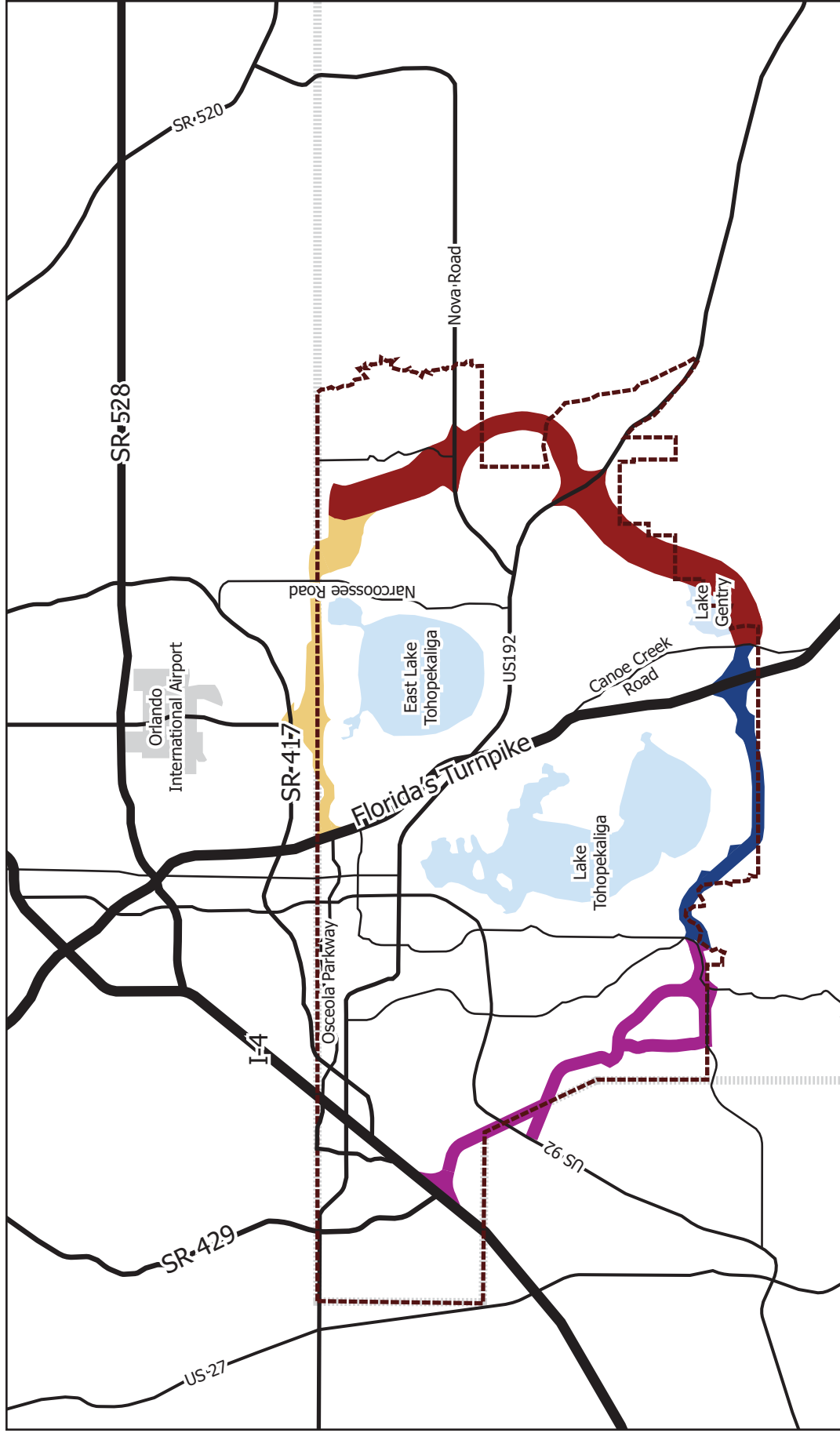
## 5. Master Plan

Through a series of workshops, the OCX Governing Board developed a framework which will form the basis for short-term actions and provides a mechanism to measure the success of projects. OCX 2040 calls for significant improvements to the existing system and construction of new expressways. These improvements will be funded through revenues generated by the toll system and through partnerships with other public agencies of private entities. Long-range improvements are graphically depicted in Figure 4, Master Plan. Additional detailed information on these projects can be found in Section 6, Framework Components. Improvements are developed as new or transitioning expressways or interchanges. New expressways or interchanges are primarily within new rights-of-way while transitioning expressways or interchanges are based on modifications to existing facilities. All information contained in this plan is conceptual and is subject to further feasibility and environmental analyses.

	Objective 1.1	Objective 1.2	Objective 2.1	Objective 3.1	Objective 3.2	Objective 3.3	Objective 3.4	Objective 3.5	Objective 3.6	Objective 4.1	Objective 4.2	Objective 4.3	Objective 4.4	Objective 4.5	Objective 5.1	Objective 5.2	Objective 6.1	Objective 6.2	Objective 6.3	Objective 6.4	Objective 7.1	Objective 7.2	Objective 7.3
<b>Poinciana Parkway</b>	●	●	●	●	●	○	●	●	○	●	●	●	●	●	○	●	●	○	●	●	●	●	●
<b>Osceola Parkway</b>	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○	●	●	●	●	●	●	●	●
<b>Southport Connector Expressway</b>	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Northeast Connector Expressway</b>	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○	●	●	●	●	●	●	●	●
<b>Other Regional Connections</b>	○	●	●	○	○	○	●	○	●	●	○	○	●	●	●	●	●	●	○	●	●	●	●

● Meets Goal; ○ Partially Meets Goals

Figure 3. Corridors and Objectives Comparison



**Figure 4. Master Plan**

- Legend:**
- Urban Growth Boundary
  - County Boundary
  - Existing Roads
- Segments:**
- Poinciana Parkway
  - Southport Connector Expressway
  - Northeast Connector Expressway
  - Osceola Parkway Extension

## 6. Master Plan Components

### Introduction

Osceola County and the Osceola County Expressway Authority (OCX) have endorsed the concept of a limited access expressway system serving the County's urban growth area. As currently envisioned, this system consists of the four segments shown in Figure 4. Once completed, the system will provide for a seamless connection between I-4 on the west and SR 417 to the north. Future connections could include working with OOCEA on a connection to SR 528 and partnering with FDOT on an easterly connection to Brevard County and I-95.

A description of each of the four segments and their status is provided as follows.

### Poinciana Parkway

#### 1. Project Description

The Poinciana Parkway is a four-lane toll facility approximately 10 miles in length, beginning at the current terminus of Marigold Avenue in the far northwest corner of the Poinciana community and terminating at the intersection of County Road 54 and US 17/92. It is intended to provide an additional outlet from this community to the rest of Central Florida via the regional road network.

As shown in Figure 5, the Poinciana Parkway consists of six segments:

- I-4 Segment
- Northwest Segment
- Bridge Segment
- Southeast Segment
- Southwest (Rhododendron) Segment
- Cypress Segment

The I-4 Segment provides a connection north to I-4. The Northwest Segment provides the connection through Polk County to US 17/92. The Bridge Segment is the section with the toll facility. The

Southeast Segment is the existing Marigold Avenue connection. When built, the Southwest Segment would replace Marigold Avenue as the primary route to and from the Bridge Segment. The Cypress Segment provides the connection to the Southport connector Expressway.

#### 2. Project Status

The Poinciana Parkway project has made significant progress. A schedule has been completed by Avatar that outlines the tasks to be completed prior to being able to construct. Avatar, Osceola County, Polk County and the Osceola County Expressway Authority, along with other stakeholders have been working together to complete these tasks. A Memorandum of Understanding (MOU) is being drafted that formally outlines duties and responsibilities of Avatar, Osceola County, Polk County and the Osceola County Expressway Authority.

An updated Traffic and Revenue Study is also underway and scheduled to be completed by July 2012 and a Financial Feasibility Analysis should be complete by October 2012. Construction is anticipated to be able to start as early as February 2013.



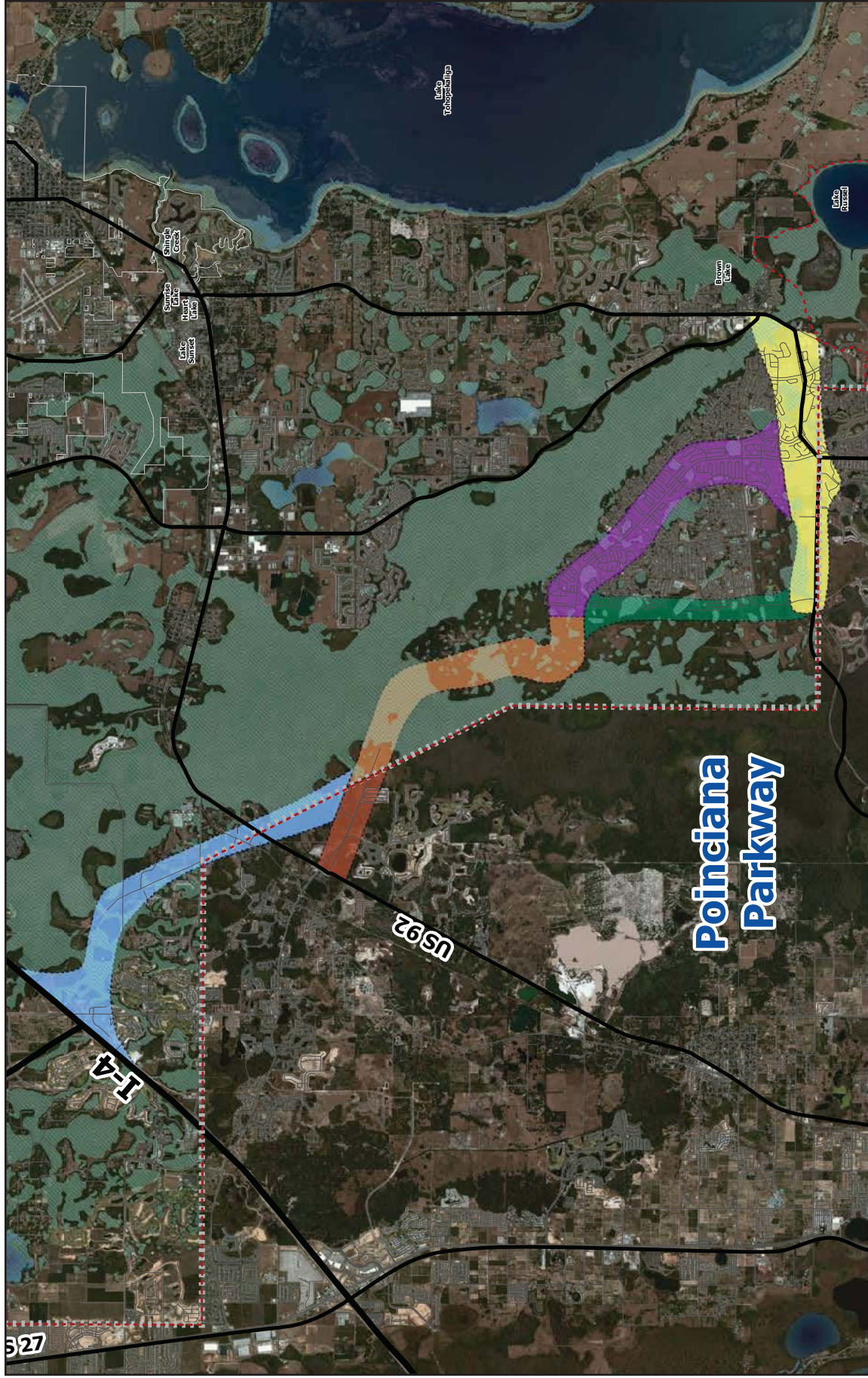
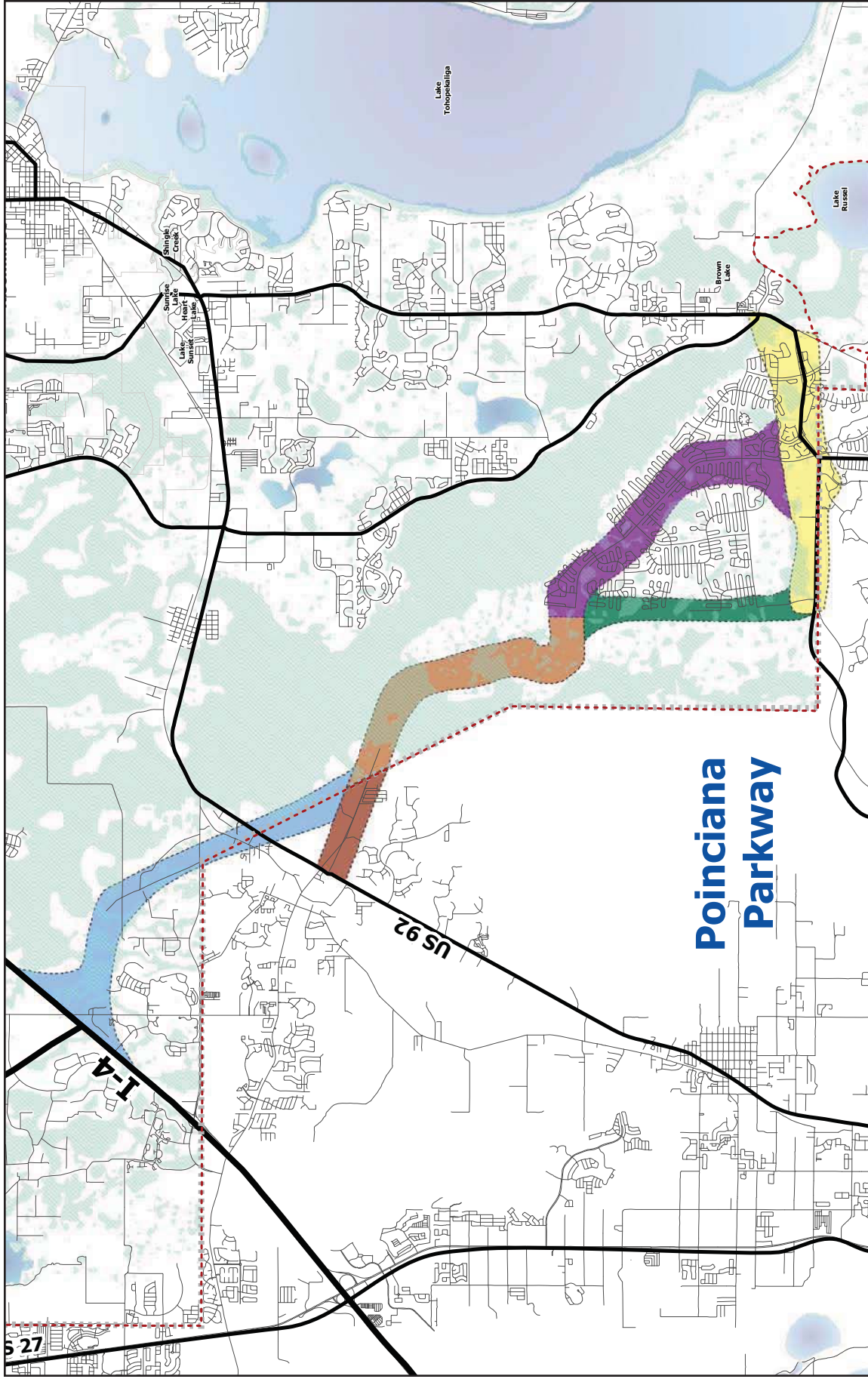


Figure 5. Poinciana Parkway Aerial Map

- Legend**
- City Boundaries
  - Urban Growth Boundary
  - Osceola County Boundary
  - Existing Roads
- Segments**
- I-4 Segment
  - Northwest Segment
  - Bridge Segment
  - Southwest Segment
  - Southeast Segment
  - Curves Segment

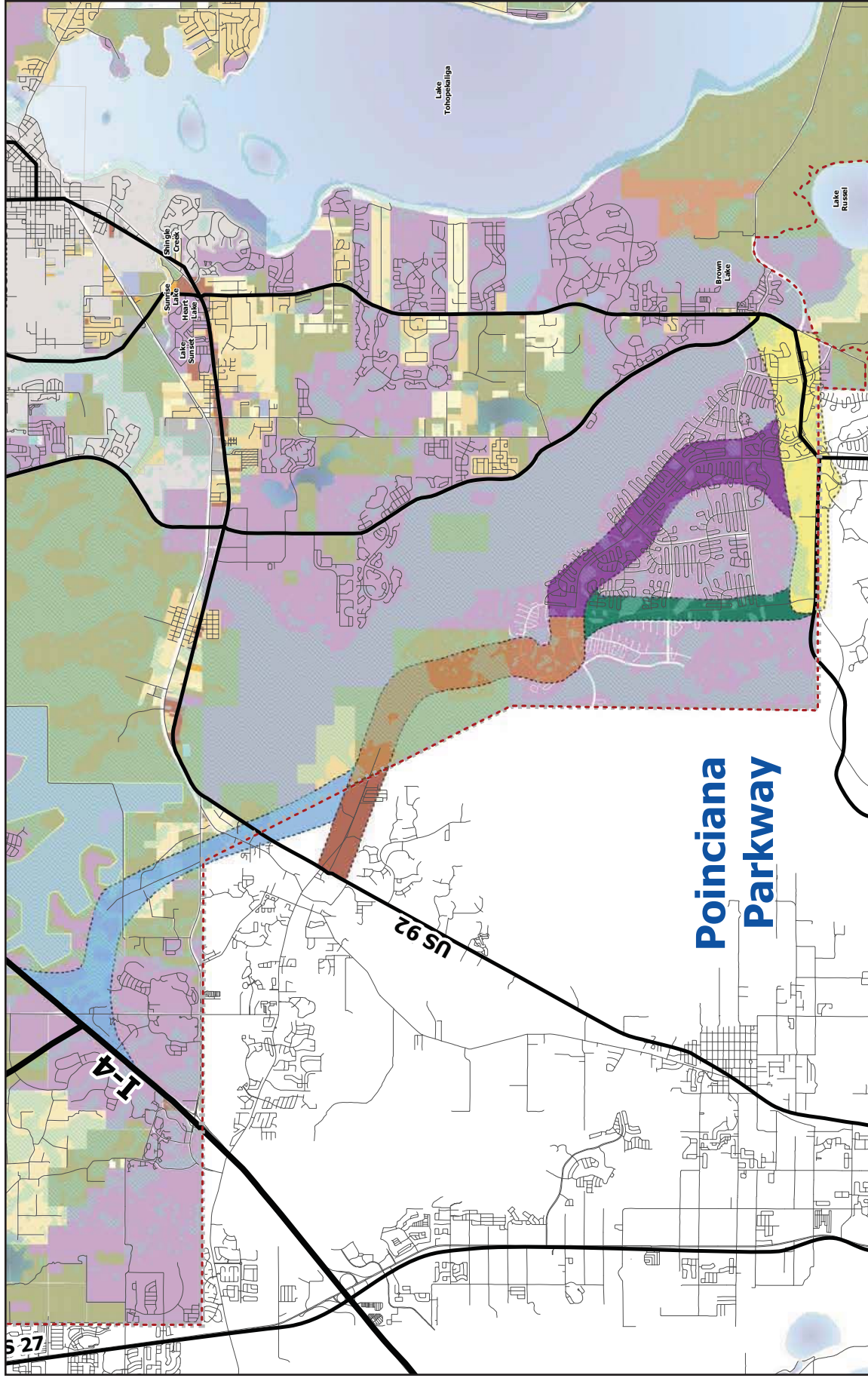




**Figure 6. Poinciana Parkway Environmental Map**

- Legend**
- City Boundaries
  - Urban Growth Boundary
  - Osceola County Boundary
  - Existing Roads
- Segments**
- I-4 Segment
  - Northwest Segment
  - Bridge Segment
  - Southwest Segment
  - Southeast Segment
  - Cypress Segment
- Environmental Constraints**
- Hydrology
  - Wetlands

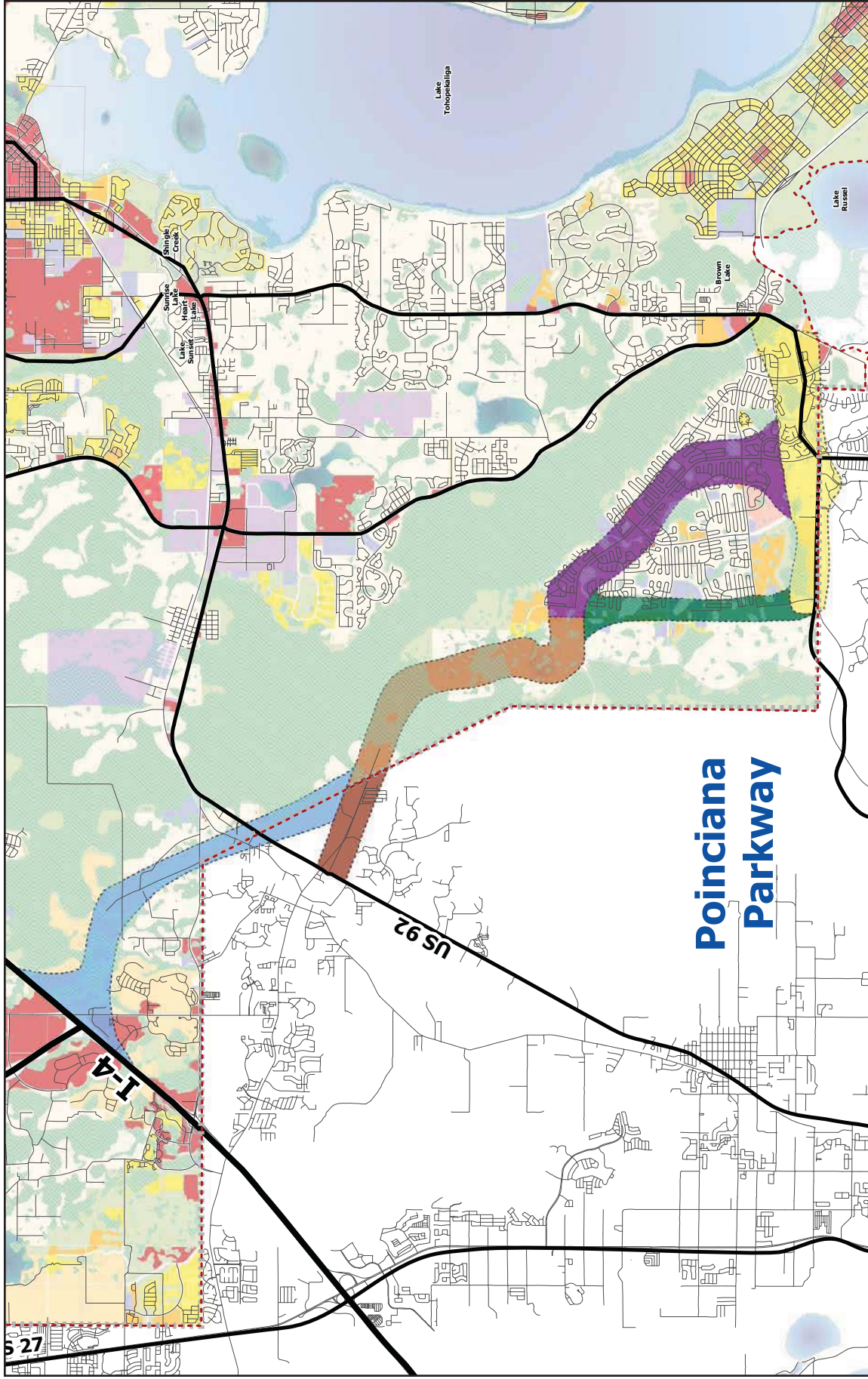




**Figure 7. Poinciana Parkway Zoning Map**

- Legend**
- City Boundaries
  - Urban Growth Boundary
  - Osceola County Boundary
  - Existing Roads
- Segments**
- I-4 Segment
  - Northwest Segment
  - Bridge Segment
  - Southwest Segment
  - Southeast Segment
  - Cypress Segment
- Current Land Use**
- Agricultural
  - Commercial
  - Development of County Impact
  - Estate
  - Incorporated
  - Industrial
  - Institutional
  - Mobile Home Park
  - Multi-Family
  - Planned Development
  - Ready Creek/Improvement
  - Development
  - Residential Professional Business
  - Residential
  - Rural
  - TBD
  - Tourist Service Center
  - Travel Trailer Park





**Figure 8. Poinciana Parkway Land Use Map**

**Legend**

- City Boundaries
- Urban Growth Boundary
- Osceola County Boundary
- Existing Roads

**Segments**

- I-4 Segment
- Northwest Segment
- Bridge Segment
- Southwest Segment
- Southeast Segment
- Cypress Segment

**Land Use**

- Employment Commercial, Service, Retail
- Mixed Use Commercial - High
- Mixed Use Commercial - Low
- Employment Office
- Employment Manufacturing
- Civic

**Open Space, Parks, and Conservation**

- Mixed Use Residential - High
- Mixed Use Residential - Low
- Residential - High
- Residential - Medium
- Residential Low
- Residential Rural/Low



## **Southport Connector Expressway**

### **1. Project Description**

The Southport Connector Expressway is located between Cypress Parkway and Canoe Creek Road, covering a distance of approximately 13 miles. This alignment passes through the South Lake Toho Mixed Used District forming the southern edge of the Urban Growth Boundary (UGB) and connecting the Poinciana Parkway to Florida's Turnpike. This project is being planned as a limited access toll road with a system to system interchange with the Turnpike, and combines roadway and transit elements.

The preferred corridor for this expressway was identified through the planning process for the South Lake Toho Conceptual Master Plan. Key considerations included impacts to the Disney Wilderness Preserve, interchange locations, interchange spacing requirements related to the Turnpike's existing Canoe Creek Service Plaza and the Turkey Lake Mainline Toll Plaza, and effect on neighboring residential properties. A major stakeholder group was instrumental in resolving these issues by reviewing multiple corridor alternatives and selecting the corridor that most effectively addressed them.

### **2. Project Status**

The following studies have been completed on the project to date:

- Concept Development and Evaluation Study for SR 417 Southern Extension. May 2008. Orlando-Orange County Expressway Authority (OOCEA)
- Preliminary Alignment and Feasibility Study for Southport Connector from Cypress Parkway to Canoe Creek Road. November 2009. Osceola County Smart Growth Office

The Corridor was adopted as part of the 2011 Osceola County Comprehensive Plan.

Currently, there is no funding allocated for undertaking a PD&E study for the project.



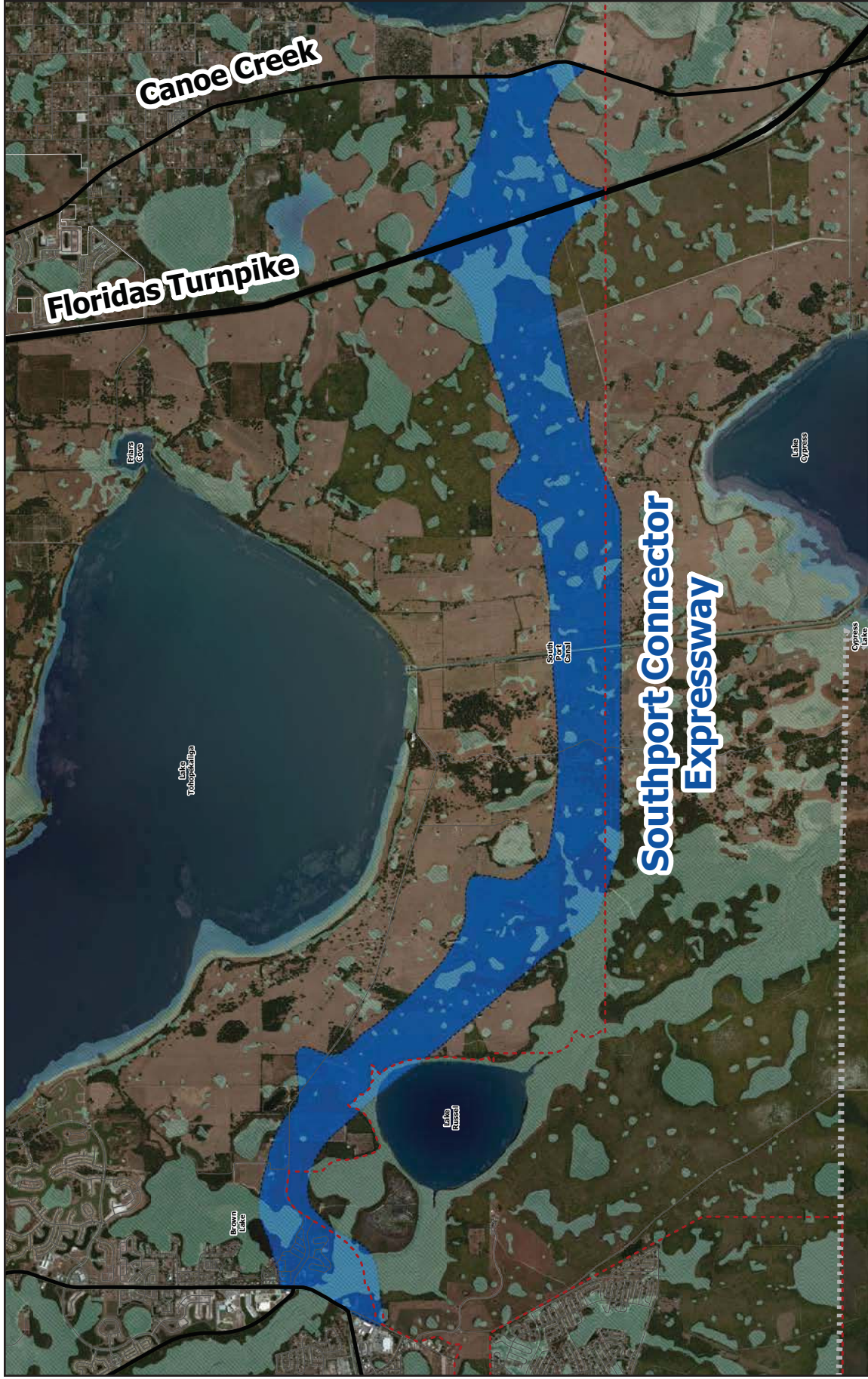
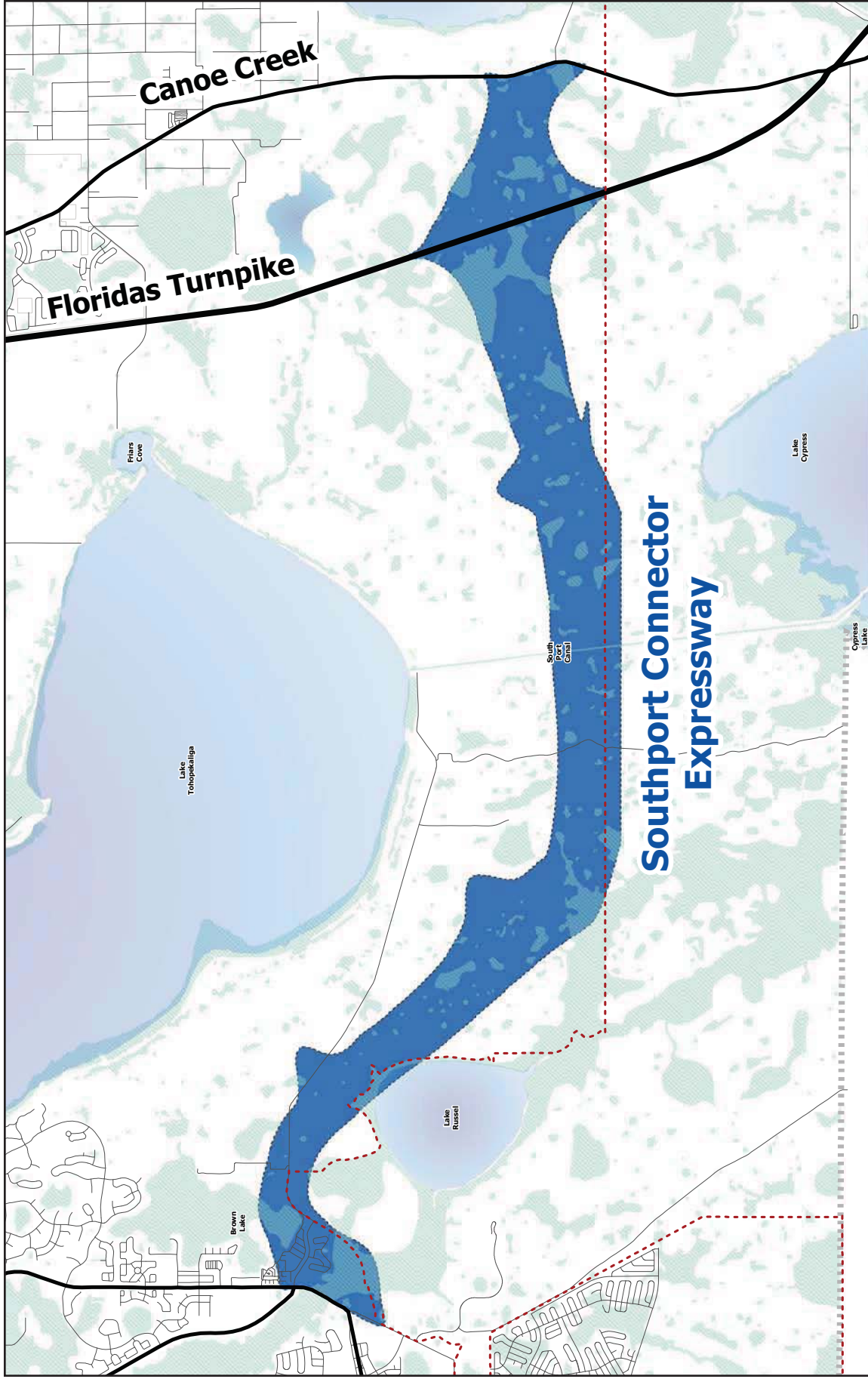


Figure 9. Southport Connector Aerial Map

- Legend**
- City Boundaries
  - Urban Growth Boundary
  - Osceola County Boundary
  - Existing Roads
- Segments**
- Southport Connector Expressway



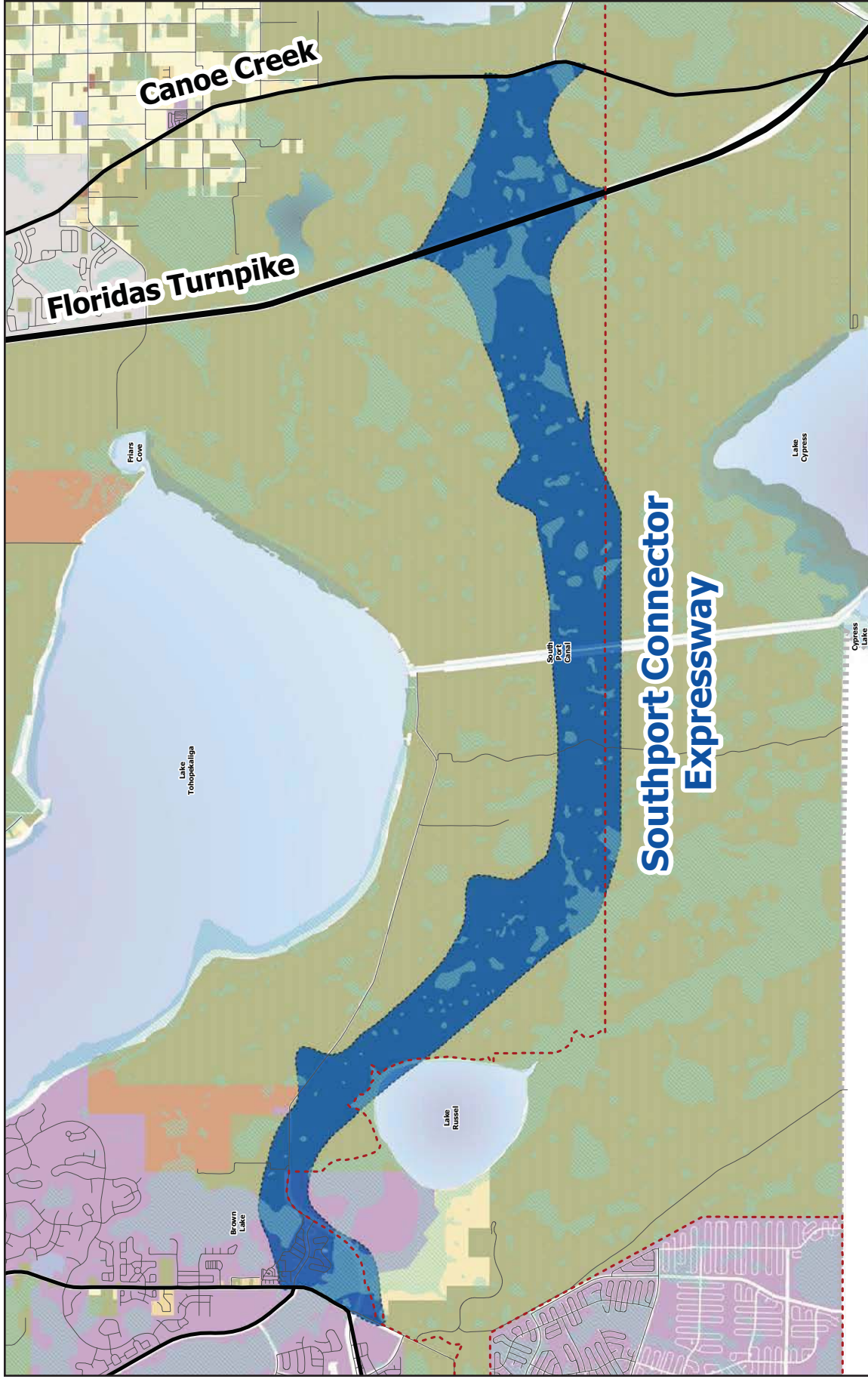




**Figure 10. Southport Connector Environmental Map**

- |                                |                                  |
|--------------------------------|----------------------------------|
| <b>Legend</b>                  | <b>Environmental Constraints</b> |
| City Boundaries                | Hydrology                        |
| Urban Growth Boundary          | Wetlands                         |
| Osceola County Boundary        |                                  |
| Existing Roads                 |                                  |
| <b>Segments</b>                |                                  |
| Southport Connector Expressway |                                  |





**Figure 11. Southport Connector Zoning Map**

**Legend**

- City Boundary
- Urban Growth Boundary
- Osceola County Boundary
- Existing Roads

**Segments**

- Southport Connector Expressway

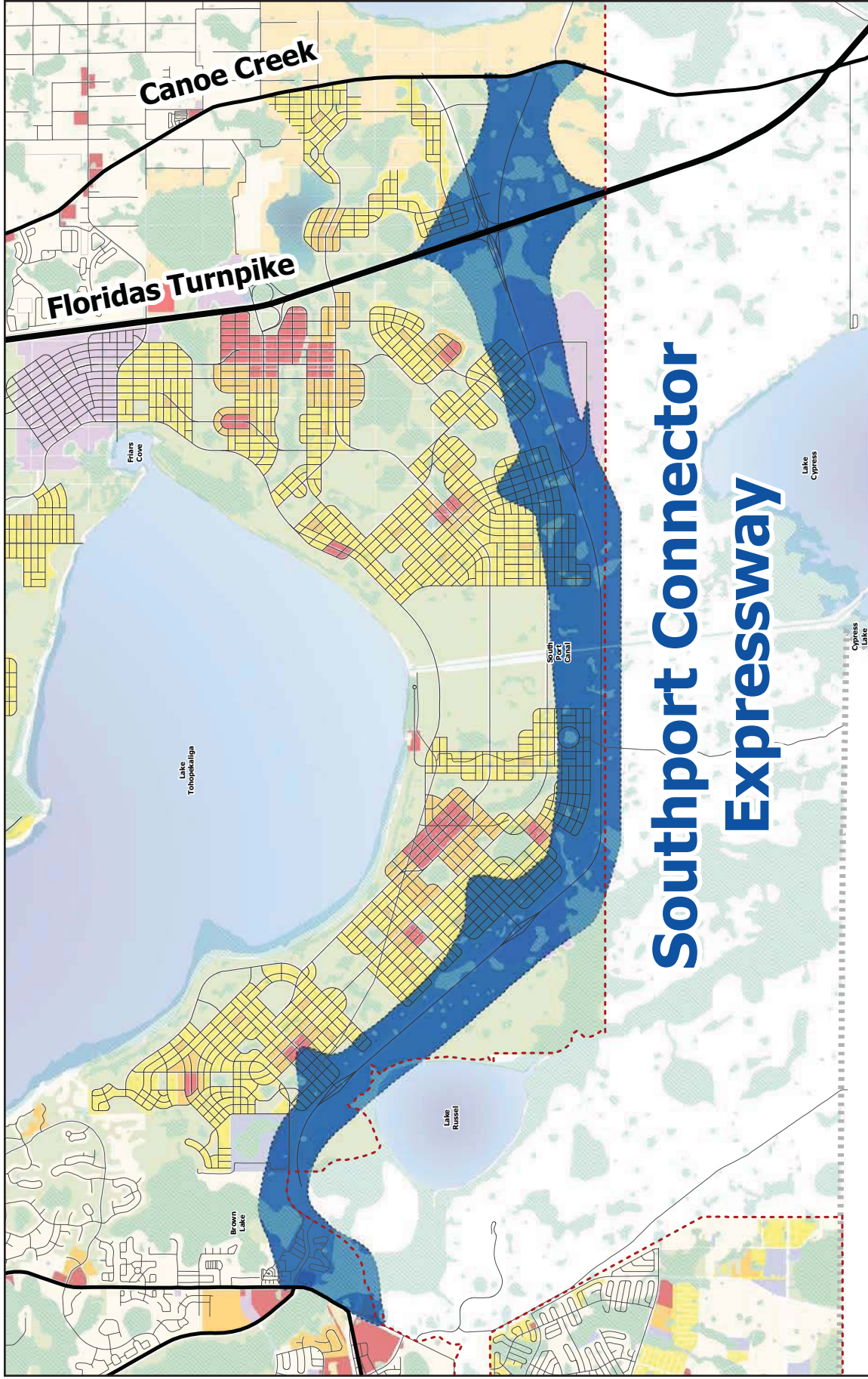
**Current Land Use**

- Agricultural
- Commercial
- Development of County Impact
- Estate
- Incorporated
- Industrial
- Institutional
- Mobile Home Park
- Multi-Family
- Planned Development
- Roadway Creek/Improvement
- Development
- Residential Professional Business
- Residential
- Rural
- TBD
- Tourist Service Center
- Travel Trailer Park

**Scale**

0 3,300 ft. 6,600 ft. 13,200 ft.





**Figure 12. Southport Connector Land Use Map**

- Legend**
- City Boundaries
  - Urban Growth Boundary
  - Osceola County Boundary
  - Existing Roads
- Segments**
- Southport Connector Expressway
- Land Use**
- Employment Commercial, Service, Retail
  - Mixed Use Commercial - High
  - Mixed Use Commercial - Low
  - Employment Office
  - Employment Manufacturing
  - Civic
- Open Space, Parks, and Conservation**
- Mixed Use Residential - High
  - Mixed Use Residential - Low
  - Residential - High
  - Residential - Medium
  - Residential Low
  - Residential Rural/Low



## **Northeast Connector Expressway**

### **1. Project Description**

The Northeast Connector Expressway extends from the Southport Connector Expressway at Canoe Creek Road, northeast to the Osceola/ Orange County line, for a length of approximately 25 miles. The Northeast Connector Expressway has been known as the Southport Connector East and the SR 417 Southern Extension in studies and discussions. The roadway is proposed as a four-lane limited access toll facility with the potential to be expanded to six lanes or as a dedicated transit corridor. The Northeast Connector will allow for a connection to the Osceola Parkway Extension and combines roadway and transit elements.

Various corridors for the Northeast Connector Expressway were examined as part of the South Lake Toho and Northeast District Conceptual Master Planning processes. Key considerations of this expressway include impacts to wetlands and habitat, routing around Lake Gentry, impacts to existing residential neighborhoods, and ensuring connections to proposed centers in Harmony and the Northeast District.

### **2. Project Status**

Potential corridors for this project were originally studied by the Orlando-Orange County Expressway Authority (OOCEA) in 2006. These studies were expanded through a feasibility study conducted by Osceola County in 2009 and 2010.

- Concept Development and Evaluation Study for SR 417 Southern Extension. May 2008. Orlando-Orange County Expressway Authority (OOCEA)
- Preliminary Alignment Evaluation for Southport Connector East from Canoe Creek Road to SR 528. June 2010. Osceola County Public Works Department and Smart Growth Office

Two possible corridors were adopted as part of the 2011 Osceola County Comprehensive Plan.

To date, no funding has been allocated for the County to conduct a PD&E study for this project.



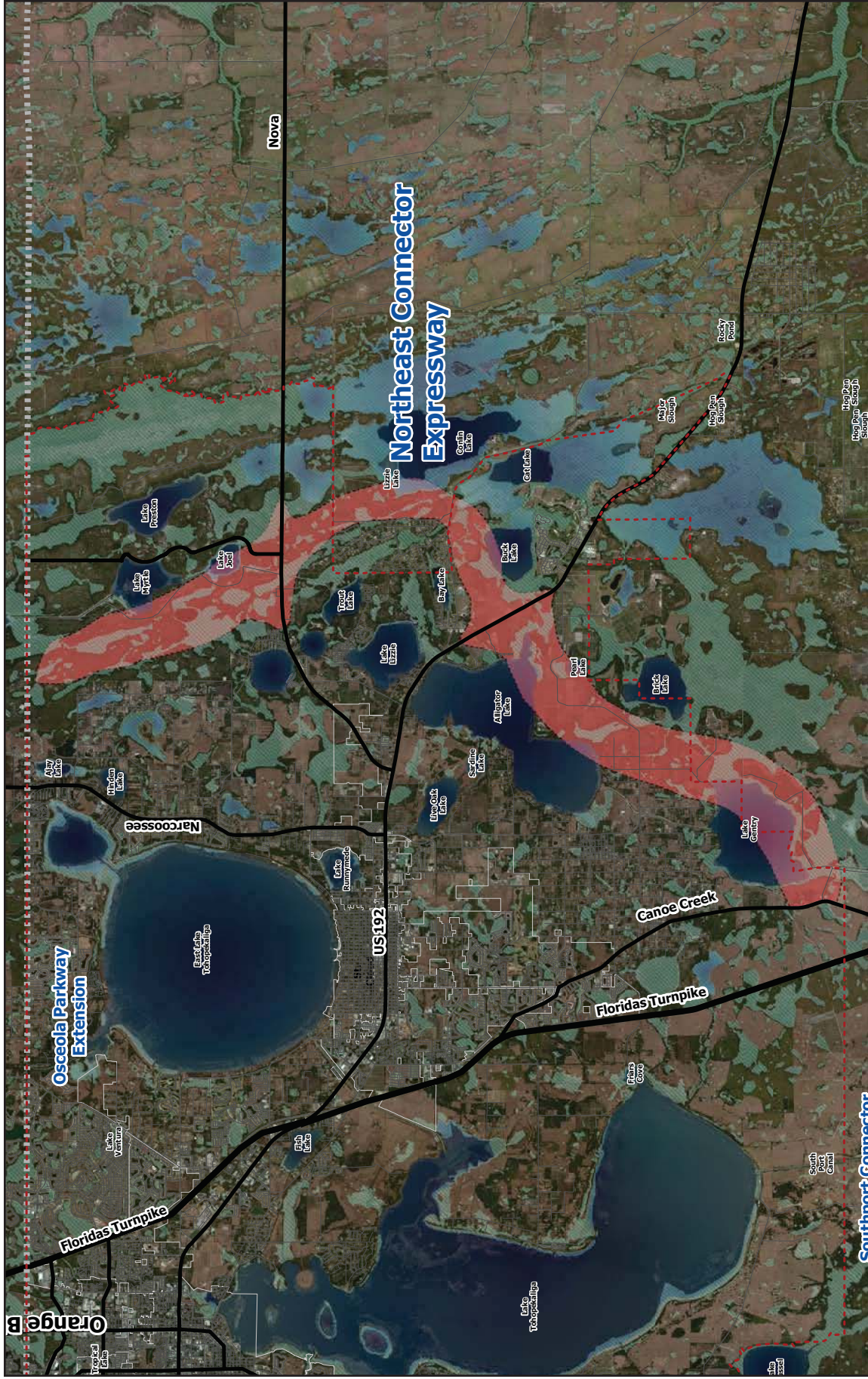


Figure 13. Northeast Connector Aerial Map

**Legend**

- City Boundaries
- Urban Growth Boundary
- Osceola County Boundary
- Existing Roads

**Segments**

- Northeast Connector Expressway





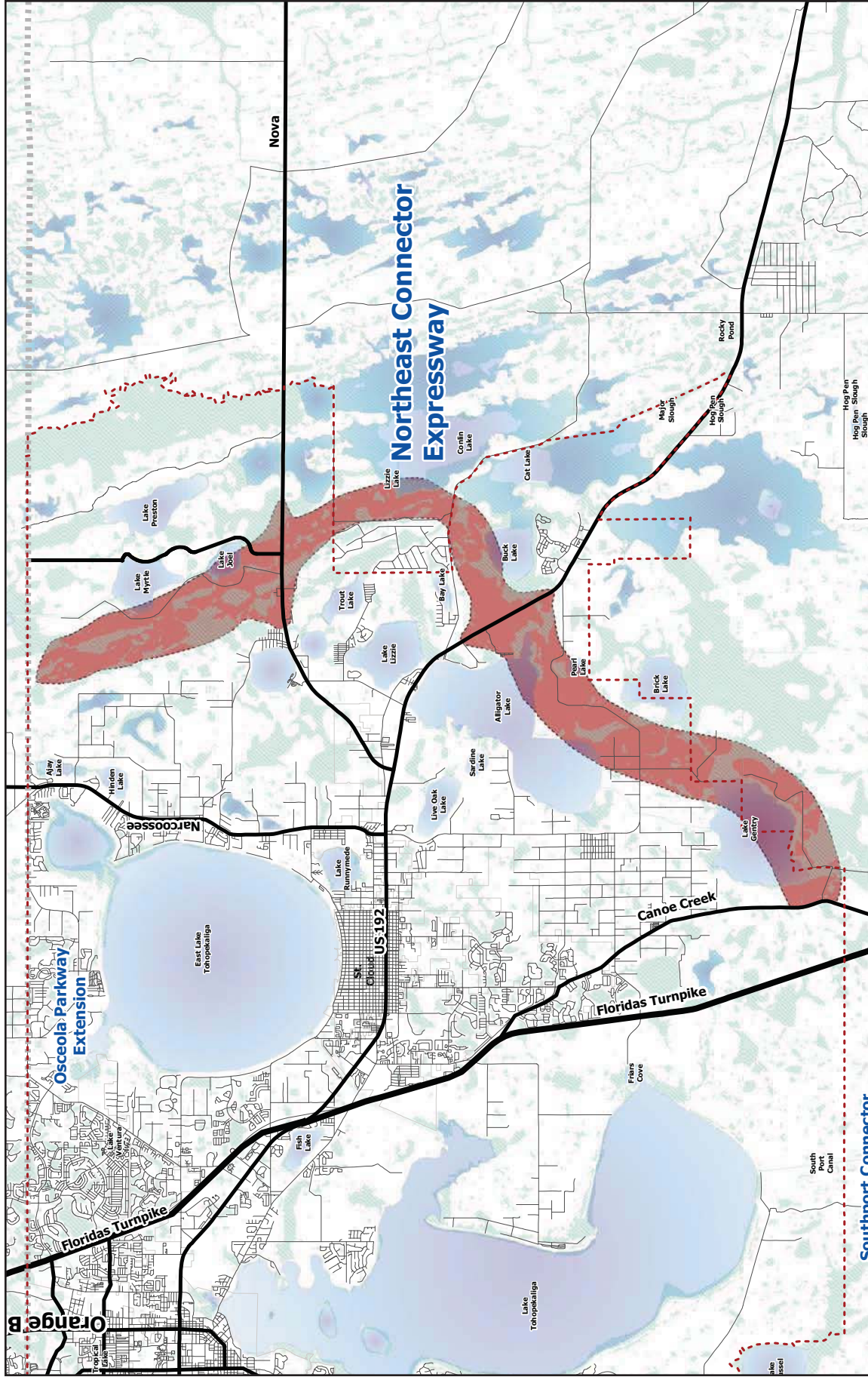
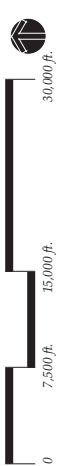


Figure 14. Northeast Connector Environmental Map





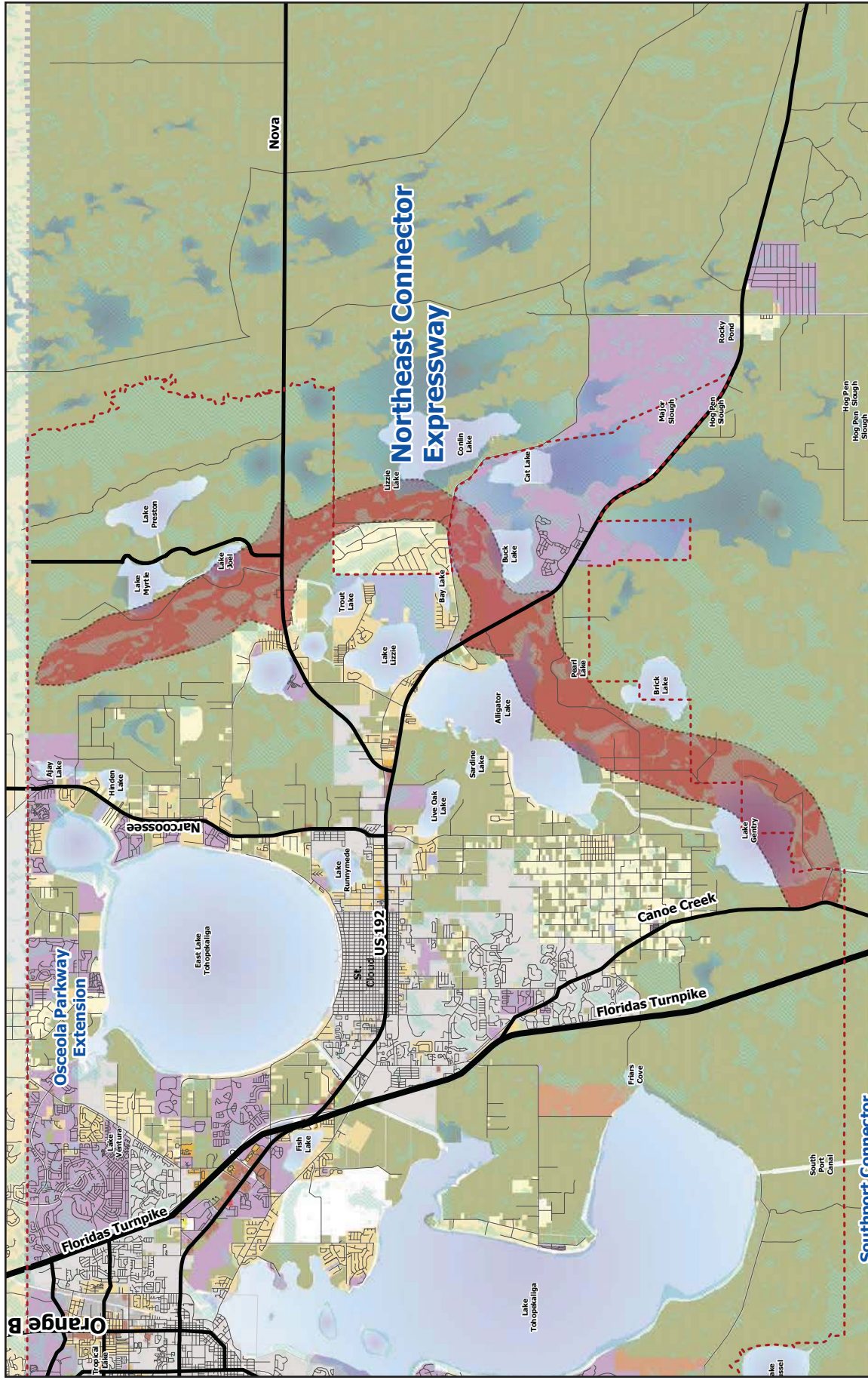


Figure 15. Northeast Connector Zoning Map

**Legend**

- City Boundaries
- Urban Growth Boundary
- Osceola County Boundary
- Existing Roads

**Segments**

- Northeast Connector Expressway

**Current Land Use**

- Agricultural
- Commercial
- Development of County Impact
- Estate
- Incorporated
- Industrial
- Institutional
- Mobile Home Park
- Multi-Family
- Planned Development
- Ready Creek/Improvement
- TBD
- Tourist Service Center
- Travel Trailer Park
- Residential
- Residential Professional Business
- Rural

**Scale:** 0, 7,500 ft., 15,000 ft., 30,000 ft.





## Osceola Parkway Extension

### 1. Project Description

The Osceola Parkway Extension is a 9-mile road segment beginning approximately one mile west of the Boggy Creek Road and Osceola Parkway intersection, and continuing to the Northeast Connector Expressway.

The purpose and need for this project is primarily to provide additional transportation mobility in order to support the projected transportation demand being generated by future economic growth. This project includes roadway and transit elements that are combined in a common surface transportation corridor. The roadway section is limited access roadway within a 400' right of way. The road will be built as a four-lane roadway with the ability to be expanded to six lanes to include a dedicated transit corridor. The Expressway will allow for a connection to the Northeast Connector Expressway and combines roadway and transit elements.

Coordination is necessary with Orange County, the City of Orlando, Greater Orlando Aviation Authority (GOAA) and OOCEA, as well as existing residential neighborhoods and the Split Oaks Mitigation Area.

### 2. Project Status

The Osceola Parkway Extension project has completed a number of feasibility studies.

- Traffic Analysis Report: Osceola Parkway Extension. December 2010. Osceola County Transportation Planning Department
- Financial Analysis: Osceola Parkway Extension. January 2011. Osceola County and Transportation Planning Department
- Environmental Analysis: Osceola Parkway Extension Feasibility Study. January 2011. Osceola County Transportation Planning Department.
- Osceola Parkway Extension Feasibility Study. January 18, 2011. Osceola County Transportation Planning Department

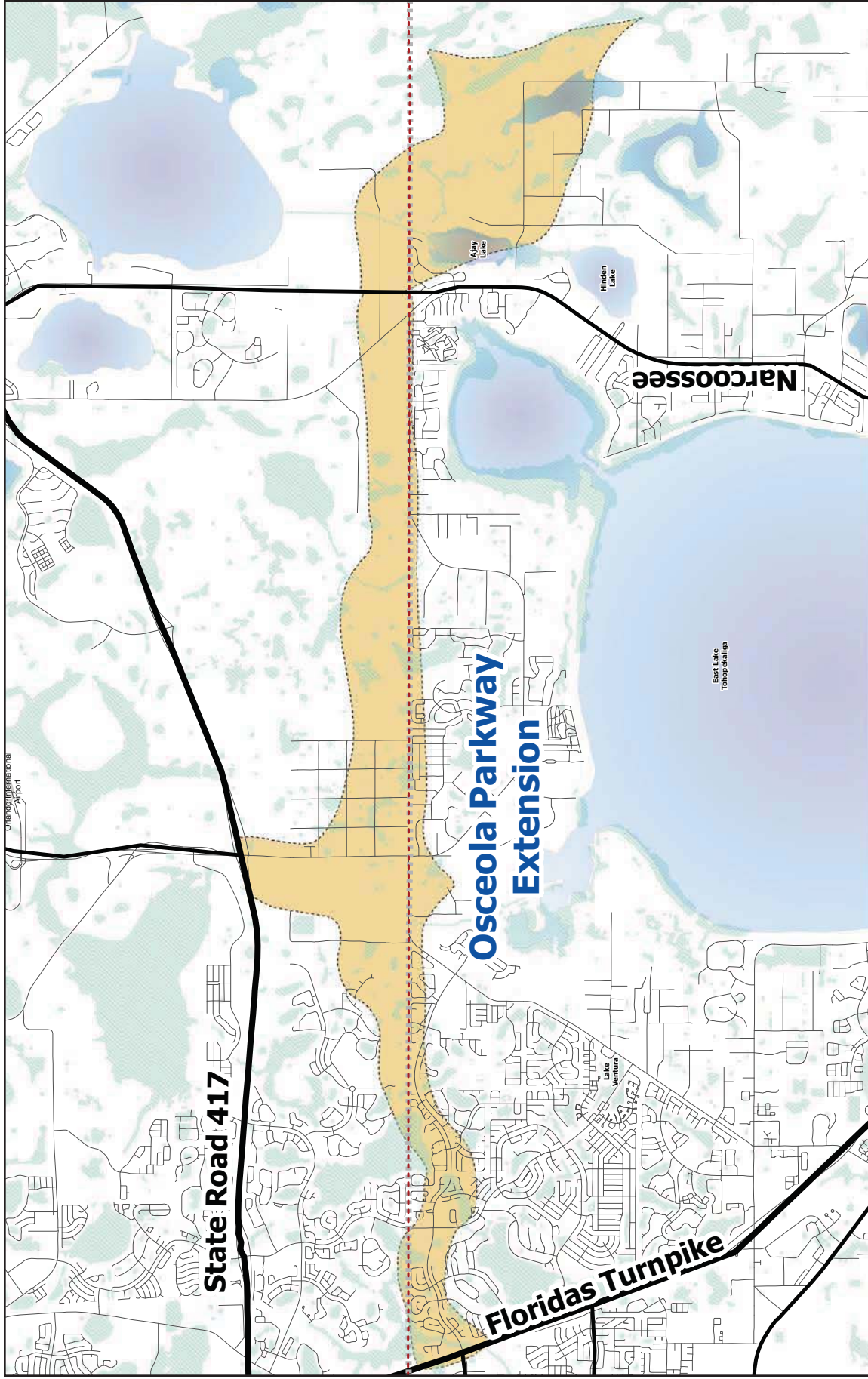
OCX and Florida's Turnpike Enterprise (FTE) are currently undertaking a Project Development and Environment (PD&E) for the Extension. This is through a funding agreement with FDOT and OCX. The study area has recently been expanded to include a possible limited access connection between the Extension and S.R. 417, to include the S.R. 417/Boggy Creek

Interchange. A Request for Qualifications (RFQ) has been issued by FTE for this project. It is anticipated that a consultant will be selected by late June or early July, with completion of the PD&E expected to take approximately 24 months.









**Figure 18. Osceola Parkway Environmental Map**

- Legend**
- City Boundary
  - Urban Growth Boundary
  - Osceola County Boundary
  - Existing Roads
- Segments**
- Osceola Parkway Extension
- Environmental Constraints**
- Hydrology
  - Wetlands



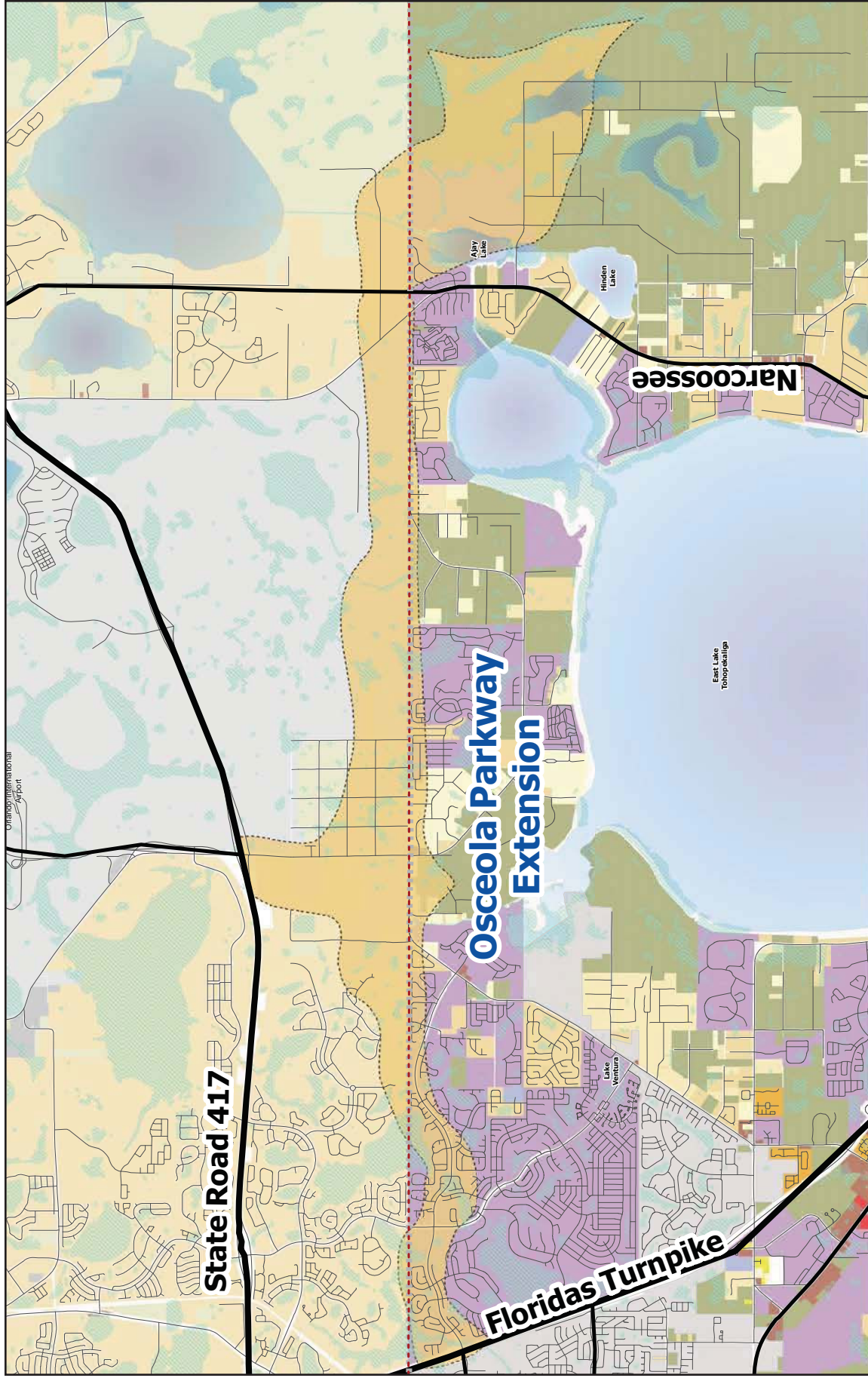


Figure 19. Osceola Parkway Zoning Map

**Legend**

- City Boundaries
- Urban Growth Boundary
- Osceola County Boundary
- Existing Roads

**Segments**

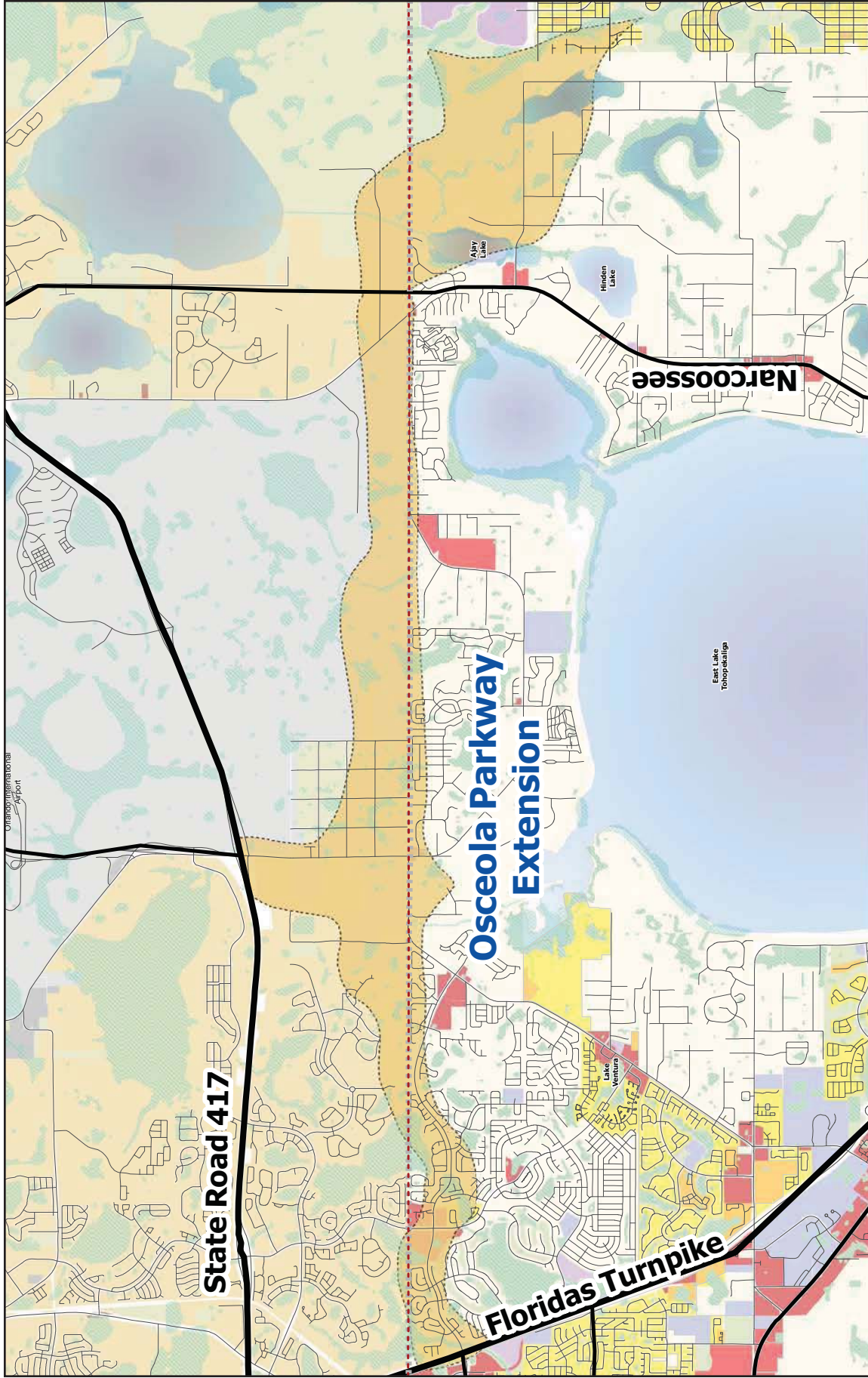
- Osceola Parkway Extension

**Current Land Use**

- Agricultural
- Commercial
- Development of County Impact
- Estate
- Incorporated
- Industrial
- Institutional
- Mobile Home Park
- Multi-Family
- Planned Development
- Ready Creek/Improvement Development
- Residential
- Residential Professional Business
- Rural
- TBD
- Tourist Service Center
- Travel Trailer Park

Scale: 0, 3,300 ft., 6,600 ft., 13,200 ft.





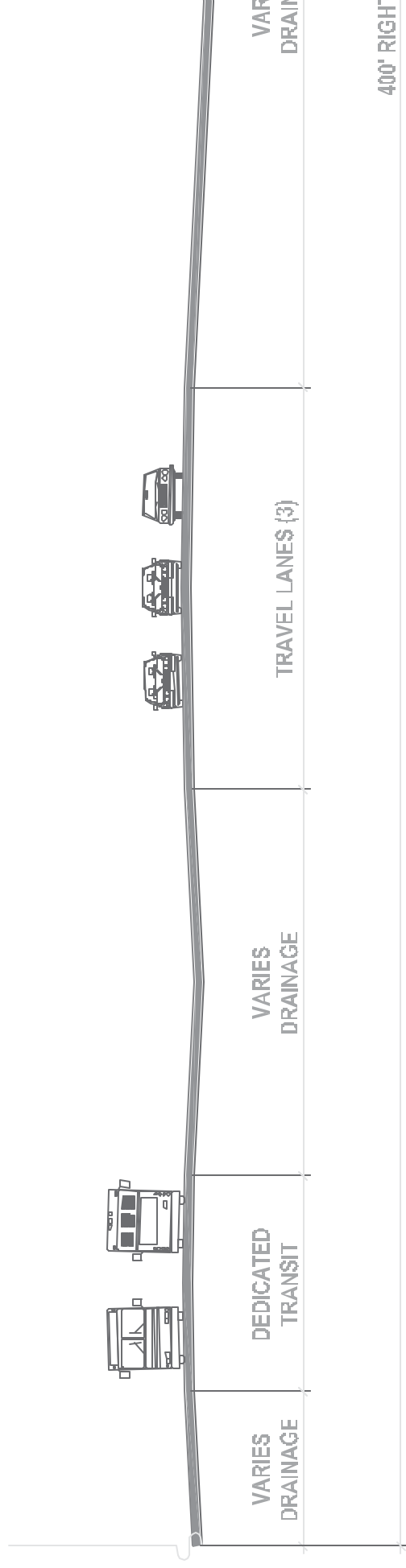
**Figure 20. Osceola Parkway Land Use Map**

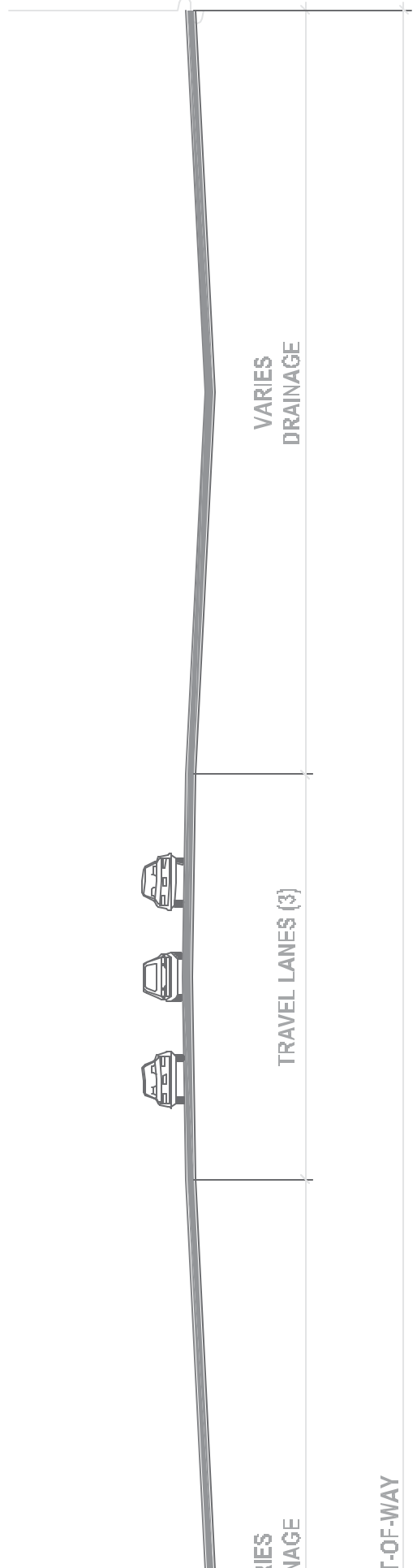
- Legend**
- City Boundaries
  - Urban Growth Boundary
  - Osceola County Boundary
  - Existing Roads
- Segments**
- Osceola Parkway Extension
- Land Use**
- Employment Commercial, Service, Retail
  - Mixed Use Residential - High
  - Mixed Use Residential - Low
  - Employment Office
  - Employment Manufacturing
  - Civic
  - Open Space, Parks, and Conservation
  - Residential - High
  - Residential - Medium
  - Residential Low
  - Residential Rural/Low



## 7. Typical Expressway

These expressways are anticipated to have a typical, ultimate cross section as illustrated below. While the six travel lanes and associated drainage corridors are typical of existing expressways in the region, a dedicated transit easement is anticipated to be included as well.





T-OF-WAY



## 8. Coordination with FDOT's Future Corridors Planning Initiative

In addition to planning expressways for the near future, it is important to consider the growth and development which the County may experience over the next 50 years. The Florida Department of Transportation (FDOT) has been planning for a 2060 time horizon in the state's transportation plan and in its corridor planning exercises. This strategic look at the state's transportation needs acknowledges it is not too soon to begin looking beyond the timeframes of local government comprehensive plans to ensure that facilities lasting a century or more are adequately planned for. Not considering long-term regional growth and the benefits of connecting the state's urbanized regions will likely result in a transportation system inadequate to support the future economic demands of the state.

For that reason, the new Future Corridors planning program of FDOT is a welcome enlargement of the traditional transportation planning activities by FDOT, the state's

metropolitan planning organizations and expressway authorities, and local governments like Osceola County. FDOT has identified study areas for nine new potential statewide or regional multi-modal transportation corridors as well as four re-development corridors. One study area for a new east-west transportation corridor, identified as Study Area F, would link Osceola County with Brevard County on the east and Orange, Lake, Sumter, Pasco and Hernando counties to the west.

To best position Osceola County for sustainable, well-balanced growth, OCX shall encourage FDOT to select Study Area F for one of its prototype studies. New transportation and utility corridors in the eastern most portion of Study Area F would enhance connectivity between the emerging activity centers in Osceola and the economic hubs in Brevard County. This enhanced connectivity carries significant benefits for economic development, hurricane

evacuation and overall mobility. For example, connecting the emerging medical and biotech cluster at Lake Nona with the high tech industries in Brevard County could create new synergies that lead to additional job growth.

OCX is prepared to work in partnership with FDOT, Osceola County, other local governments and interested stakeholders in identifying, designating and protecting new multi-modal transportation and utility corridors to better connect the region and encourages FDOT to commence such studies in East Central Florida as soon as possible.

## 9. References

- Austin Environmental Consultants, Inc., 2011. Osceola Parkway Environmental Analysis Extension Feasibility Study.
- Inward Consulting Engineers, 2011. Osceola Parkway Extension Preliminary Feasibility Study.
- Inward Consulting Engineers, 2011. Osceola Parkway Extension Final Feasibility Study.
- Kimley-Horn and Associates, 2011. Southport Connector South Feasibility Study Traffic and Cost Update.
- Kimley-Horn and Associates, 2011. Osceola Parkway Extension Financial Analysis, Kimley-Horn, 2011
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- Kimley-Horn and Associates, 2009. Preliminary Alignment Evaluation and Feasibility Study from Southport Connector from Cypress Parkway to Canoe Creek Road.
- METROPLAN. METROPLAN 2030 Long Range Transportation Plan.
- Wilbur Smith, 2008. Concept Development and Evaluation Study Final Report. SR 417 Southern Extension.
- Wilbur Smith, 2006. Poinciana Parkway Comprehensive Traffic and Toll Revenue Study

## Appendix I. Public Participation

### 1. Master Plan Agency Workshop Meeting Summary

Board Members Present:

- Atlee Mercer, Chairman
- William Folsom, Vice-Chairman
- Bob Healy, Secretary
- Noranne Downs, FDOT District 5

An agency workshop of the Osceola County Expressway Authority was held on March 26, 2012. The meeting was from 2pm to 4pm at the Osceola Heritage Park Extension Services building. Those agencies/ organizations in attendance included the following:

- Florida Department of Transportation (FDOT)
- South Florida Water Management District (SFWMD)
- Greater Orlando Aviation Association (GOAA)

- Florida Department of Environmental Protection (FDEP)
- Orange County
- City of Orlando
- City of Kissimmee
- City of St. Cloud
- Orlando-Orange County Expressway Authority (OOCEA)
- Toho Water Authority
- Osceola County
- MetroPlan Orlando
- Polk County
- Brevard County
- Audubon Society
- Atkins Global
- Hanson Walter and Associates
- KCG Corp
- Johnson Surveying
- GEC
- Kimley-Horn Inc.
- Infrastructure Engineering

Mr. Atlee Mercer welcomed the attendees and introduced the Osceola County Expressway Authority (OCX) board. The purpose of these meeting is to coordinate with all of the stakeholders on the OCX

Master Plan. The Master Plan is based on the existing studies that have been done on this region.

Mr. Bruce Meighen with AECOM presented the information regarding the OCX Master Plan. The OCX Mission and Vision statement tie into the corridors chosen. The Board has chosen these general corridors as their starting point for creating a perimeter expressway system. The system will provide connections between the major activity centers within the County as well as regional connections. Mr. Meighen provided an overview of all the segments and phases, emphasizing the connections to each other and the regional connections. Finally Mr. Meighen outlined the upcoming schedule for the Master Plan document. The plan will be completed in April and the OCX Board public hearings will be schedule for May/June 2012.

**Question and Answer Period**

The attendees had a number of questions. A summary of the questions and answers are below.

1. The OCX Board needs to think in far future. Accommodating transit and multimodal options should be expanded to commuter rail. Bob Kamm, Brevard County

The OCX Board is looking long-term; this plan is a 2040 plan. The corridors are planned to accommodate transit; a typical section will be included in the OCX Master Plan document.

2. There is a need for a new east west roadway into the Northwest Osceola County from Brevard County. This could be in the Nova Road Corridor. This would connect to Brevard County to the larger region. Bob Kamm, Brevard County

OCX has discussed that connection with FDOT and will work with them to select an appropriate corridor thru their planning

process. We would incorporate the results of that effort into the OCX Master Plan.

3. Are you using the Joint Land Use Plan Boundary? Michelle Orton, City of St. Cloud

These maps are showing the Osceola County Urban Growth Boundary (UGB). We will add the city limits to future maps.

4. Have there been any changes to the Poinciana Parkway route or mitigation? Charles Lee, Audubon Society

The mitigation bank impacts would be unchanged. And the route of the bridge is unchanged.

5. For the Southport Connector around Lake Russell, is there a footprint of a roadway? Charles Lee, Audubon Society

There will be a PD&E study for the Southport Connector Expressway to deal with those issues.

6. OOCEA has been successful in avoiding environmental impacts; they have an environmental committee established. OCX should employ a similar tool. Charles Lee, Audubon Society

OCX will take that into consideration.

7. Is there a priority list for the four corridors? Renzo Nastasi, Orange County

There is not a priority list for the four corridors. Osceola Parkway PD&E has been funded and will be completed in 2 years. The next PD&E performed will likely be the Southport Connector PD&E.

8. There is more traffic pressure in north/south than east/west. The potential Northeast Connector Expressway connection to 528 goes through Orange County's multimodal district. This will be inconsistent with Orange County's Plans. Renzo Nastasi, Orange County

The demand for both N/S and E/W traffic within this growth area will need

to be addressed through a continuing coordination process.

9. Is there a design for the Osceola Parkway Extension? Rob Brancheau, GOAA

The Osceola Parkway Extension will be a limited access, six lane roadway with transit incorporated.

10. There needs to be coordination of the agencies in term of established smoke corridors. Bob Mindick, Osceola County

OCX will continue to coordinate with the appropriate parties throughout the process.

11. What is the study adoption timeline? FJ Flynn, City of Orlando

The plan will be completed in April and the OCX Board public hearings will be schedule for May/June 2012.

12. For the Poinciana Parkway connection to I-4, have you started working with FDOT? Susan Sadighi, FDOT

OCX has not started coordinating with FDOT on that connection yet. We are waiting until later in the process, there are still a number of factors being worked out.

13. What will be the impact of the Osceola Parkway Extension be on the Buenaventura Lakes residents? Marvin Cortner, Around Osceola

A PD&E study has been commissioned that will identify the route and the impacts. This should be completed in two year.



## 2. Master Plan Public Workshop Meeting Summary

Board Members Present:

- Atlee Mercer, Chairman
- William Folsom, Vice-Chairman
- Bob Healy, Secretary
- Noranne Downs, FDOT District 5

A public workshop of the Osceola County Expressway Authority was held on March 26, 2012. The meeting was from 6pm to 8pm at the Osceola Heritage Park Extension Services building.

The public workshop was set up as an open house. There were maps around the room with the corridors for the four expressways as well as boards with descriptions and status of each corridor. Mr. Mercer provided a brief introduction of the Osceola County Expressway Authority (OCX), the Board Members and the Master Plan at 6:30pm. Mr. Mercer stated that these corridors are where OCX thinks the corridors should go after studying all of the existing studies. We are holding this public workshop to

solicit input on where the corridors should go. Mr. Mercer urged the residents to stay involved in the process.

### Exercises

There were two exercises for the attendees to complete. First was to list issues, constraints, advantages, and disadvantages of each expressway corridor. The second was to draw on a map, illustrating either constraints or advantages for each expressway corridor. Listed below are the results of the exercises.

#### Poinciana Parkway

- Schedule for widening Cypress Parkway from Marigold to Rhododendron and the constraints from Solivita Grande (future), homes and local residents

#### Osceola Parkway Extension

- Define scope of current RFQ and nest RFQ to connect to 417
- Work with Medical City/Lake Nona property owners now to plan corridor.

Use Haul Road alignment in Orange County

- Map: Participants wrote to move the corridor north into Orange County.

#### Southport Connector Expressway

- Projected date to start?
- Intersection of Southport and Canoe Creek needs to be as far south as possible!

#### Northeast Connector Expressway

- Keep grove parcels whole, do not split
- Move east from Bay Lake Ranch, more rural
- The Harmony Development objects to the corridor going through their property, it is inconsistent with the Harmony vision.

### Question & Answer Period

The audience had a number of questions. A summary of questions and answers are below.

1. Poinciana Parkway may support the remaining projects that will be completing the loop. By the time you get to build the full loop it may be too expensive to build.

This master plan study will help us know where the corridors will be, but the process will take more time. This must go through a process where everyone is listened to and the problems are dealt with.

2. Is Southport Connector going under Lake Toho?

No, the Southport Connector will not be tunneling under Lake Toho, the corridor goes south of Lake Toho.

3. What is the time frame for all of these projects?

The approximate timeframes are as follows. The Poinciana Parkway will begin start next year and finish 2015. The Osceola Parkway PD&E will be completed around 2014; this study will provide the cost, route, and anticipated traffic and the environmental impacts. In 2014 we may have funding to complete a PD&E study for the Southport Connector, which could open by 2025. Northeast Connector will not begin until all the other segments get completed, so it may start in 2027/2028.

4. Will these expressways use taxpayer money?

There is planned to be no taxpayer money paying for this system. It will be based on tolls, with the user paying for the expressway.

5. Will Cypress Parkway become a toll road?

That is unknown at this time.

6. Will the environmental concerns in the Bay Lake Area be taken into account?

Yes, that will be part of the PD&E.

7. Will this system connect to Innovation Way?

Yes.