



December, 2018

**Commissioner
Brandon Arrington
District 3**

Transportation & Transit



Responsibilities

- Traffic Engineering
- Transportation Planning
- Traffic Operations
 - Signals
 - Signs
 - Crosswalks (striping)
- Construction
 - Roads
 - Sidewalks
 - Trails



Budget



- Operating Budget
 - Approximately \$7.5 million
 - Includes \$1 million per year to maintain and service approximately 200 traffic signals
 - \$408,000 per year for street light maintenance
 - \$3 million for signs, crosswalks and other safety devices
- Capital Budget
 - Approximately \$20.6 million



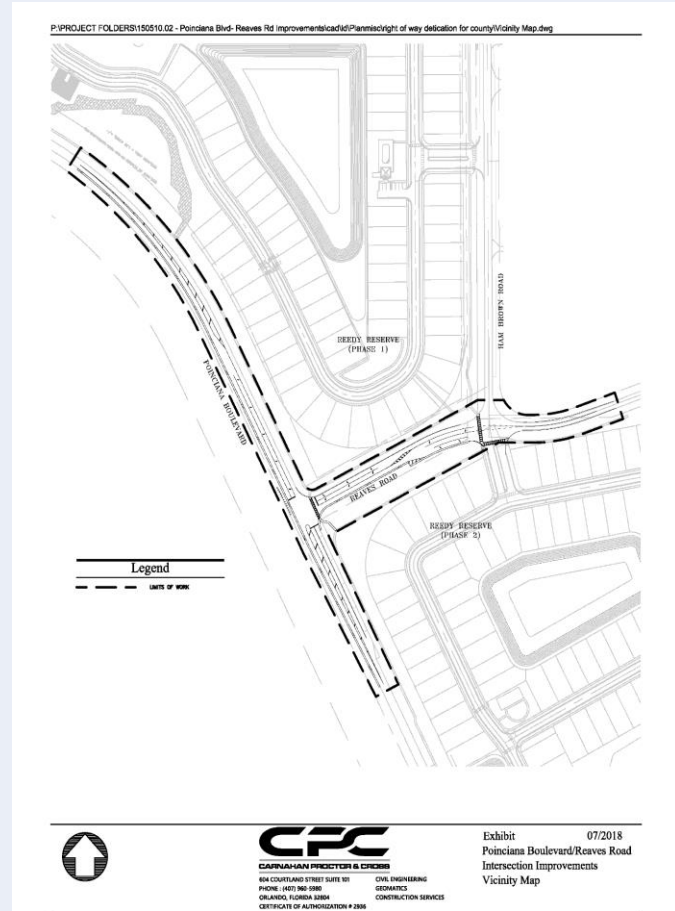
Major Accomplishments

- Advanced roadway design for NeoCity
- Advanced design plans to widen Carroll Street from John Young Parkway to Michigan Street
- Advanced design and construction plans for 6 new sidewalks
- Completed design and construction of 20 new traffic signals
- Completed Trails Master Plan



Upcoming Projects in Poinciana

- Improvements to Reaves Road and Poinciana Boulevard
 - Turn lanes and crosswalks at Poinciana Blvd., Reaves Road and Ham Brown Road
 - Traffic signal at Poinciana Blvd. and Reaves Road
- Three traffic signals (design)
 - Pleasant Hill @ Windmill (FY 2019)
 - Poinciana Blvd. @ Octavia (FY 2019)
 - Pleasant Hill @ Eagle Lake (FY 2020)
- Sidewalk Master Plan (FY 2019)
- ITS Master Plan (FY 2019)
- Sidewalks @ Deerwood Elementary School (design in FY 2020)



Hoagland Boulevard



- From John Young Parkway to north of the Shingle Creek Bridge
 - 3.15 miles
 - approx. \$39 million
 - Construction began Oct. 15
 - Four lane divided roadway with bike lanes and sidewalks, including reconstruction of Shingle Creek Bridge and a bridge over the RR tracks
 - Completion anticipated mid-2021
 - <https://www.osceola.org/agencies-departments/transportation-transit/projects/hoagland-blvd/>



Signals

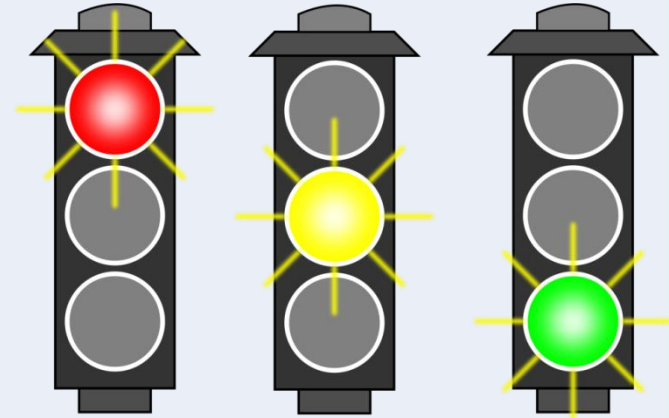


- More than 200 signalized intersections in Osceola County
 - County adds approximately 30 signalized intersections to its inventory each year
 - Cost can exceed \$350,000 depending upon complexity of the intersection
 - Signals, roundabouts, speed humps and other traffic calming measures must be “warranted”
 - Because a signal is warranted doesn’t always mean it will be added to the worklist
 - Access Management
 - Other alternatives
 - Data collection includes traffic and pedestrian/bike volumes, crashes, signage, etc.



Signal Timing

- Cypress Pkwy. from Cypress Branch Rd. to Old Pleasant Hill Rd. was retimed in 12/2017
- Signal coordination on Pleasant Hill Road from S. Poinciana Blvd. to Brighton Lakes Blvd. was implemented for the first time in Summer 2018
 - Corridor will be retimed/refined in Spring/Summer 2019
 - Initial field work and data collection complete
- Osceola TMC has near complete camera and central system coverage of Cypress Pkwy. and Pleasant Hill Rd. corridors for daily monitoring
- US 17/92 @ Pleasant Hill Rd. and 17/92 @ The Oaks is being retimed by FDOT within the next few months
 - Double-cycle left turns recently introduced to improve traffic flow from 17/92 onto Pleasant Hill Rd southbound
- Marigold @ KOA signal was reconfigured June 2018 to improve safety and efficiency



Roundabouts

- FDOT adopted a roundabout policy in 2014 and is encouraging its use on future road projects
 - Safer alternative to stop signs and signals
 - Comparable to cost of traffic signals (unless right of way is required)
 - Reduces delays and improves traffic flow
 - Osceola County exploring roundabout options
 - Celebration Boulevard and Campus Street
 - Reviewing current list of signal-warranted intersections for possible roundabouts



Partners



- Liaison with:
 - LYNX
 - \$7.6 million in annual budget support
 - MetroPlan Orlando
 - Central Florida Expressway Authority
 - SunRail
 - FDOT

