



Poinciana Boulevard Improvements Alternatives Study

Pleasant Hill Road to Trafalgar Boulevard
Public Information Meeting
February 4, 2021

Presentation Contents

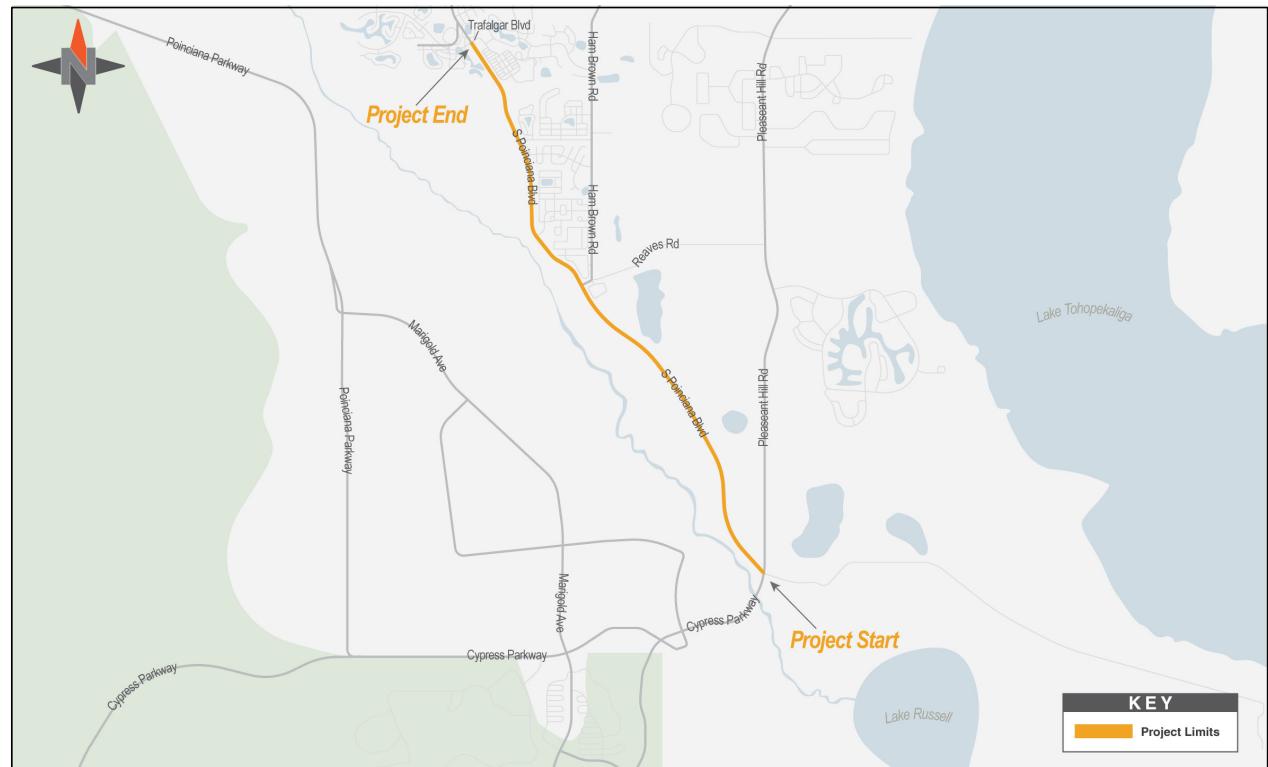


- Project overview, purpose and need
- Current traffic and future demands
- Public involvement activities
- Proposed typical section alternatives
- Recommended alternative
- Benefits of recommended alternative
- Project schedule and estimated costs

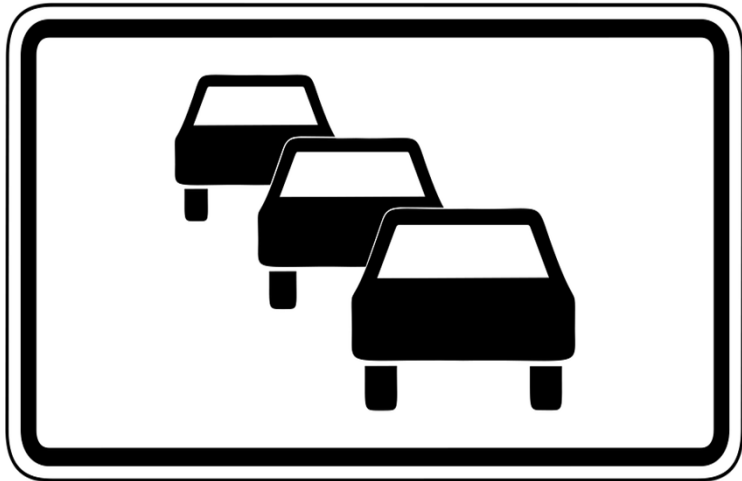
Project Location



- Poinciana Boulevard from Pleasant Hill Road to Trafalgar Boulevard
- South of U.S. 17
- 5.7 miles long

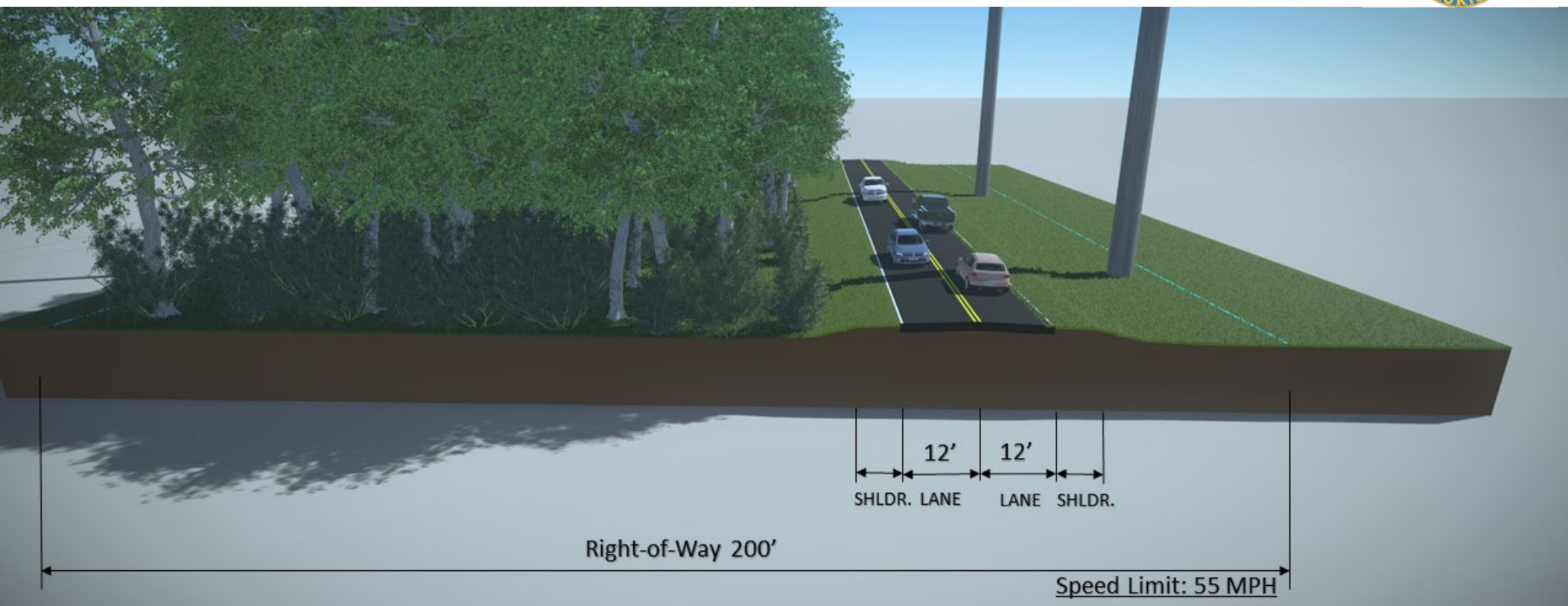


Project Purpose & Need



- Address congestion
- Improve traffic operations and safety
- Provide additional options for pedestrians and bicyclists
- Evaluate potential changes to existing posted speed limit
- Improve drainage
- Identify access management opportunities
- Minimize impacts to the environment and adjacent properties

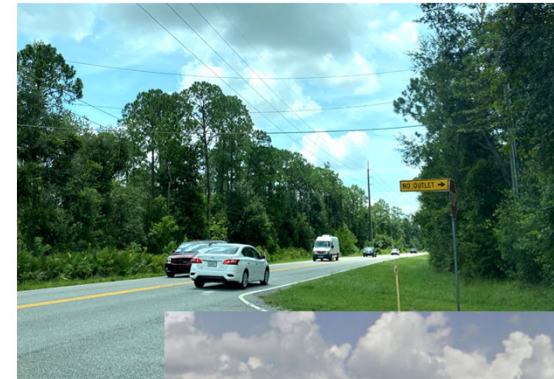
Existing Typical Section



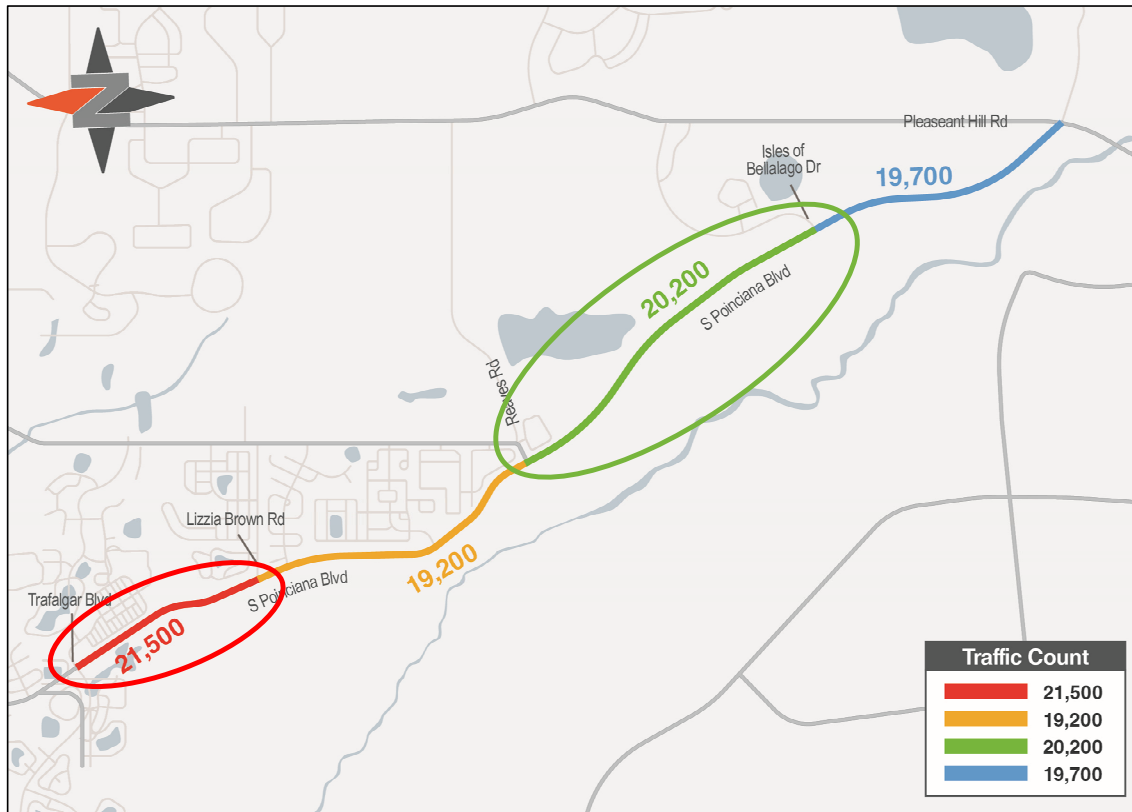
Existing Conditions



- Left turn lanes at some locations
- Intermittent sidewalks
- No bicycle lanes
- Open drainage ditches
- Poinciana Boulevard transitions to a four-lane divided roadway at the northern project limits

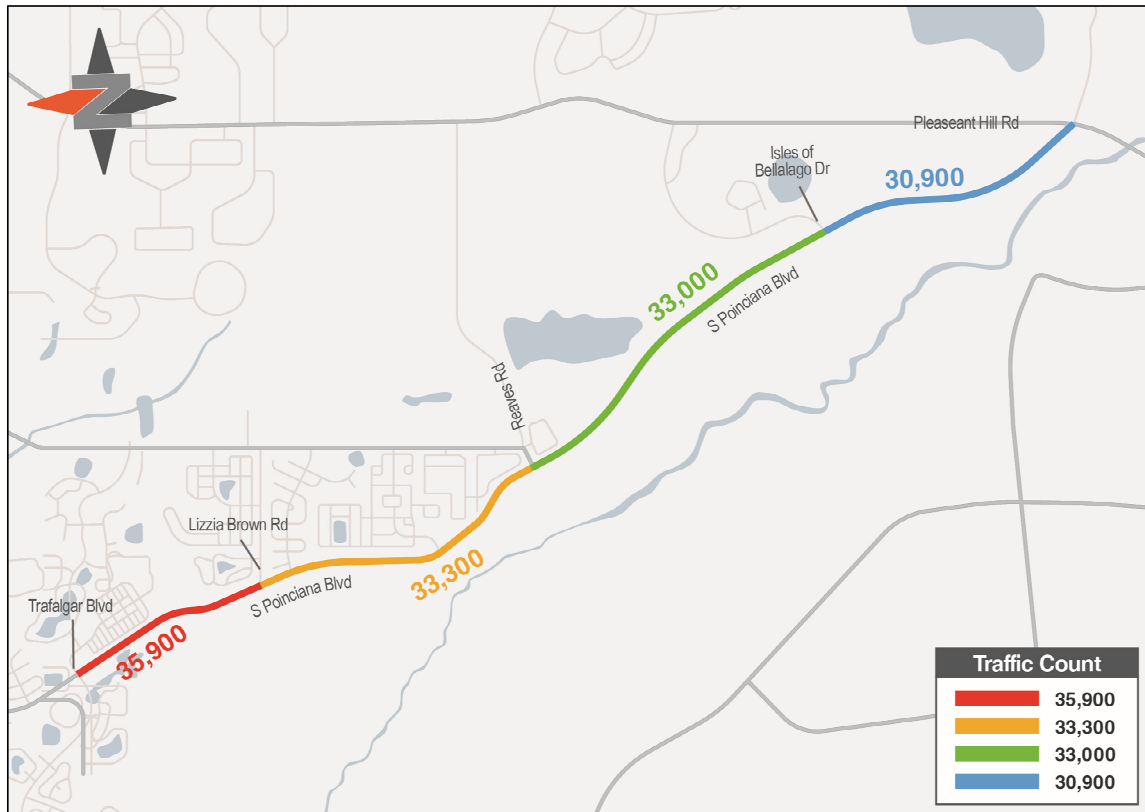


Current Traffic Volumes



- Average traffic volumes range from 19,200 to 21,500 vehicles per day
- Busiest segments are:
 - Lizzia Brown Road to Trafalgar Boulevard – 21,500 vehicles
 - Isles of Bellalago Drive to Reaves Road – 20,200 vehicles

Future Traffic Projections

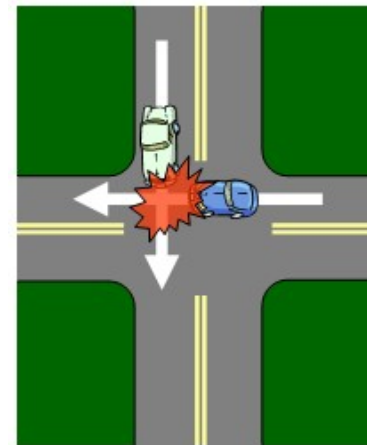


- Traffic volume is expected to grow to 30,900 to 35,900 vehicles per day
- Highest volumes:
 - Lizzia Brown Road to Trafalgar Boulevard
 - Isles of Bellalago Drive to Reaves Road

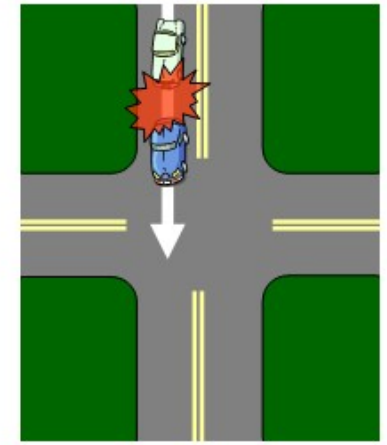
Crash History



- More than 350 crashes (2015-2019)
- 25% resulted in injuries
- Intersections with high number of crashes:
 - Reaves Road
 - Lizzia Brown Road
- Most common crash types:
 - Rear-end
 - Side-swipe
 - Angle



Right angle

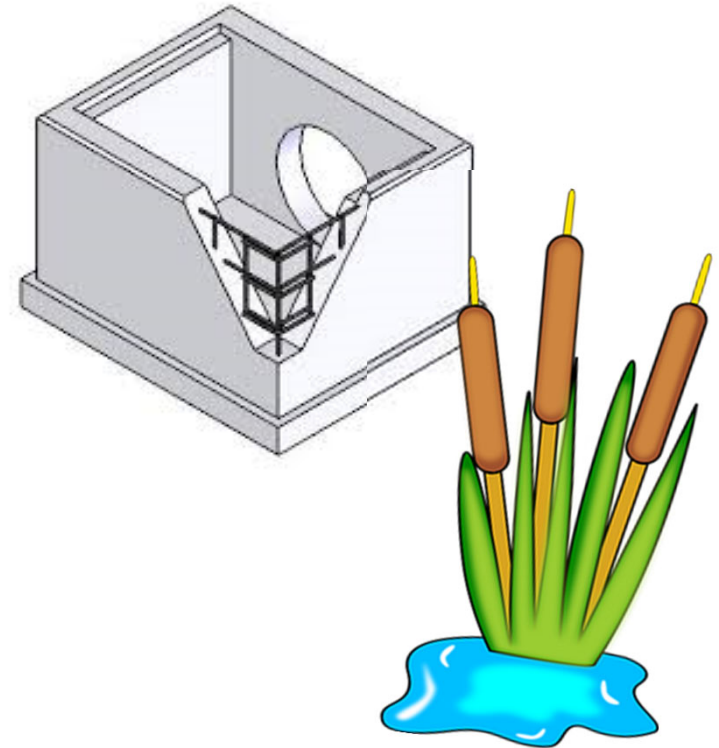


Rear end

Environmental Analysis



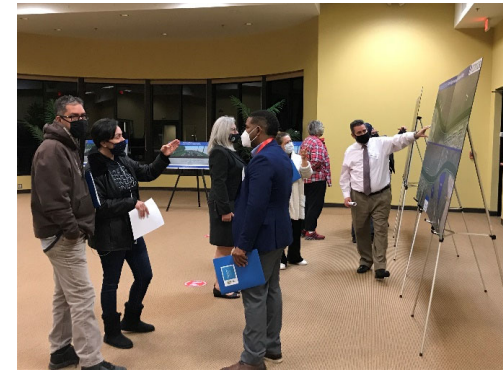
- Project has included significant environmental analysis related to:
 - Wetlands
 - Endangered and protected species
 - Stormwater runoff
- Additional drainage infrastructure, including new water retention ponds will be needed.



Public Involvement



- Public meeting held February 4, 2021
 - 29 people attended virtually
 - 8 people attended in person
- Notifications emailed to elected officials and government partners, and mailed to 1,525 property owners or tenants
- Newspaper advertisement in the Osceola News-Gazette, media release and social media post
- Meeting presentation and exhibits available to both in-person and online attendees and posted to the project web page



Public Involvement



- Nearly 50 comments or questions have been received through the alternatives' evaluation phase, including 39 from the public meeting. Comments and questions were related to:
 - Sound wall near Country Side Manor
 - Bus stop and mass transit options
 - Speed limit
 - Access management
 - Traffic signal at Lizzia Brown Road
 - Traffic projections and growth
 - Impact to properties during construction
 - Project schedule
 - Environmental impact
 - Roadway lighting
 - Construction timeline
 - Right-of-way acquisition
 - Roadway alignment
 - Project financing

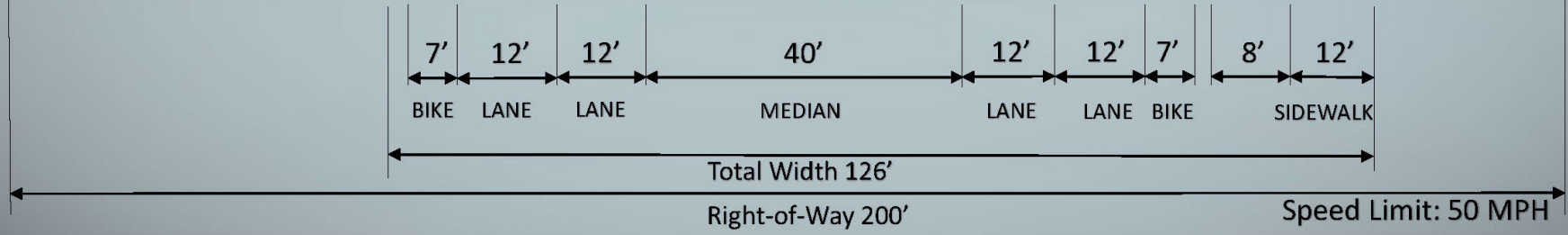
A complete record comments and questions is included in the public meeting summary

Alternatives Evaluated

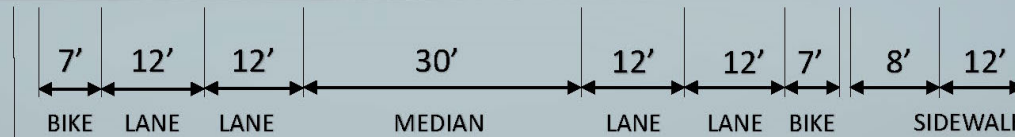


- Three potential alternatives were evaluated
- All provided four travel lanes with either a depressed or raised (curbed) median
- All options provided a wide sidewalk on the east side
- All options proposed a lower speed limit
- All roadway widening options fit within existing right-of-way

Proposed Alternative 1



Proposed Alternative 2

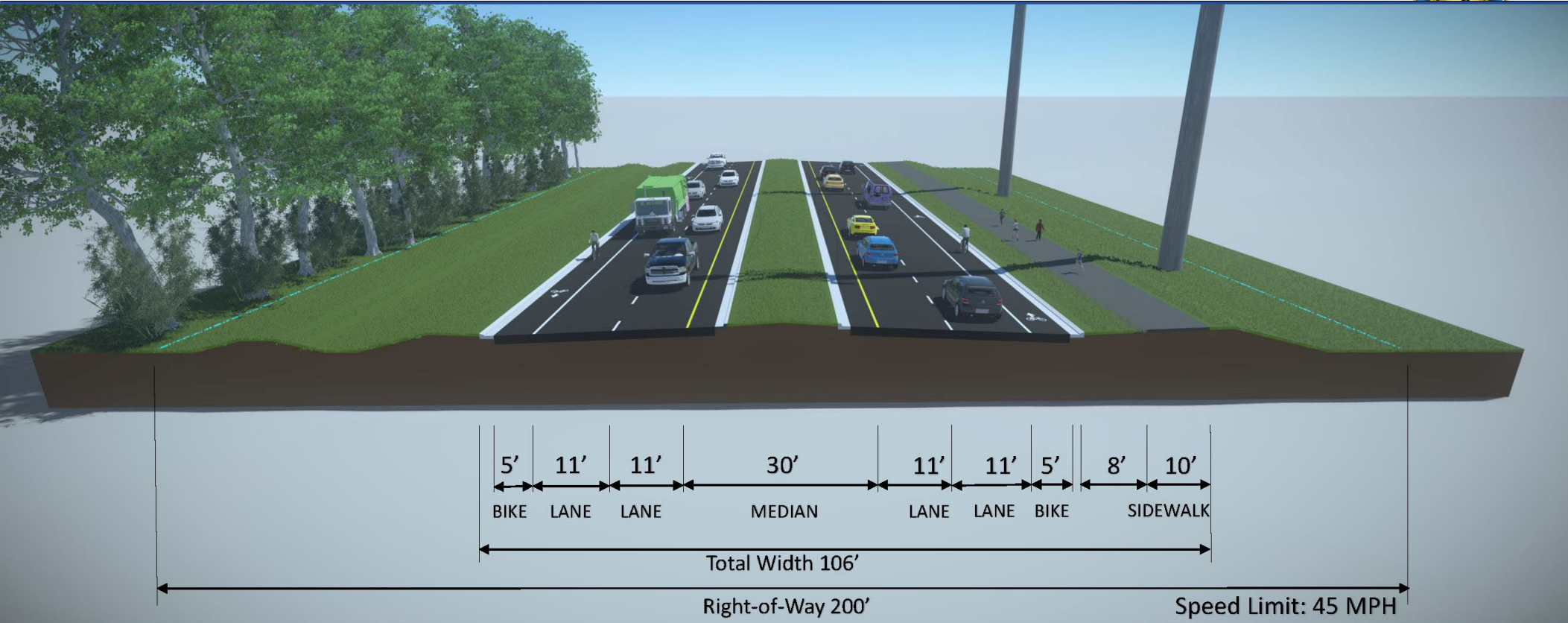


Total Width 116'

Right-of-Way 200'

Speed Limit: 50 MPH

Proposed Alternative 3

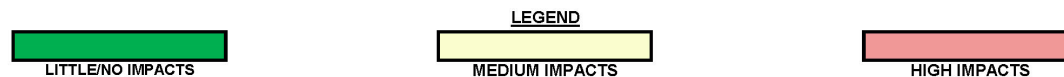


Evaluation Matrix



**POINCIANA BOULEVARD IMPROVEMENTS
PLEASANT HILL ROAD TO TRAFALGAR BOULEVARD
OSCEOLA COUNTY**

	UNITS	NO BUILD	BUILD ALTERNATIVE 1-REFINED	BUILD ALTERNATIVE 2	BUILD ALTERNATIVE 3
Right-of-Way Needs					
Right-of-Way Acreage Impacts	Acre	0	35.54	35.54	35.54
Environmental Impacts					
Floodplains	Acre-Feet	0.00	82.35	81.10	77.66
Wetland Impacts	Acre	0.00	55.40	54.56	52.25
Bald Eagle Nests	Each	0.00	0.00	0.00	0.00
Traffic Projections					
Level of Service	-	F	C	C	C
Preliminary Cost Estimates					
Preliminary Environmental Mitigation Cost	\$	\$0	\$2,770,040	\$2,728,000	\$2,612,500
Preliminary Construction and CEI Costs	\$	\$0	\$47,144,682	\$53,523,312	\$50,792,686
Right-of-Way Costs	\$	\$0	\$7,755,585	\$7,755,585	\$7,755,585
Total Preliminary Estimated Project Cost Estimate	\$	\$0	\$57,670,307	\$64,006,897	\$61,160,771



Note: Overall preliminary estimated costs lower for Build Alternative 1-Refined

Input on Alternatives



Poinciana Boulevard Improvements
Public Information Meeting
Thursday, February 5, 2021
Project Number: PS-20-11-208-167

PUBLIC COMMENT FORM

Name: _____ Phone: _____
Address: _____ State: _____ Zip: _____
City: _____
Email: _____

Please use this comment form to express your opinions regarding the proposed alternatives to address equity and safety needs on Poinciana Boulevard. You may also email Osceola County Project Manager Conroy Jacobs directly at conroy.jacobs@osceola.org. Comments are always welcome. However, comments received by Feb. 16, 2021, will become part of the record for this meeting.

COMMENTS:

Mr. Conroy Jacobs, AICP, MPA
Osceola County Project Manager
1 Courthouse Square, Suite 8100
Kissimmee, FL 34741
Conroy.Jacobs@osceola.org

Please send comments or questions
via email or U.S. Mail to:

- Public input received:
 - The posted speed limit of 45 mph and 11-foot-wide travel lanes are preferred over the 50-mph posted speed limit and 12-foot-wide travel lanes
 - The overall 30-foot-wide median (4-foot-wide paved shoulders and 22-foot-wide raised median) is preferred over the 40-foot-wide depressed median.
 - 7-foot-wide buffered bike lanes are preferred over 5-foot-wide bike lanes.

Recommended Alternative

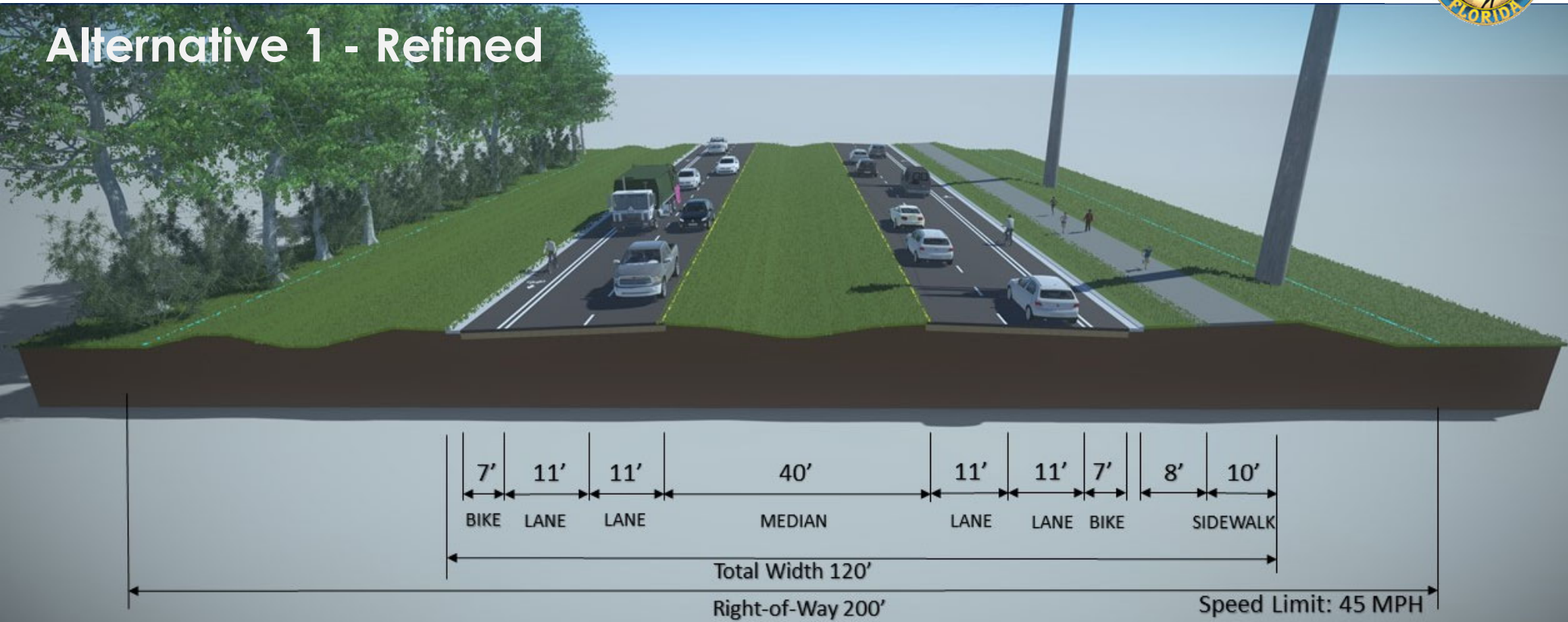


- Recommended Alternative is Alternative 1 – Refined
 - Refinements made after public comment
- Recommended Alternative features:
 - Maintained 40-foot-wide depressed center median
 - Reduced travel lane width from 12 feet to 11 feet
 - Reduced posted speed limit to 45 mph
 - Maintained 7-foot-wide buffered bike lanes
 - Reduced the sidewalk from 12 feet to 10 feet
 - Reduced overall preliminary estimated cost \$1,677,769

Recommended Alternative



Alternative 1 - Refined



Project Schedule



Alternatives Evaluation

- Refine alternatives
- Staff recommendation
- BOCC to choose preferred alternative spring 2021

Final Design

- To begin spring 2021
- Completion in spring 2022

Right-of-Way

- Right-of-way acquisition anticipated to begin fall 2021

Construction

- Expected to begin spring 2023



Questions?