City of Oviedo
Year 2025 Transportation Master Plan

Central Floridians are spending, on average, 50 to 60 hours per year stuck in traffic. This comes from research by the Texas transportation institute that has tracked nationwide mobility trends since 1982. Compared to peer regions of comparable sizes, we spend more time per year delayed by traffic congestion and congestion is growing each year at a much faster rate. Extending this trend into the future without significant changes in our driving patterns and travel behaviors we can expect traffic delay to climb to more than 80 hours per year. Imagine spending two average work weeks sitting in your car!

by making trips viable by multiple modes, reinforcing our neighborhoods and pedestrian places with traffic calming, and improving the overall connectivity of the street and trail network.

COMMUNITY DOCKS
CREATING PLACES THAT REFLECT THE CONNECTIONS WE MAKE

Guiding Principles

The development of the future transportation network recognized the existing physical constraints of the Study Area as well as the existing deficiencies in the transportation network. The following principles were used in the development of the alternatives evaluated to ensure that the projects identified in the plan are consistent with the City's vision and goals:

A. Improve safety and reduce congestion on the transportation system.

B. Minimize the need for multi-lane highways by improving connections and maintaining the street grid where feasible.

C. Avoid creating 6-lane highways.

D. Connect neighborhoods and schools, especially for bicycle and pedestrian modes.

E. Protect capacity and improve safety on arterial roadways by establishing and maintaining access management standards.

F. Encourage joint driveway and shared access connections to reduce curb cuts and median breaks and encourage shared parking.

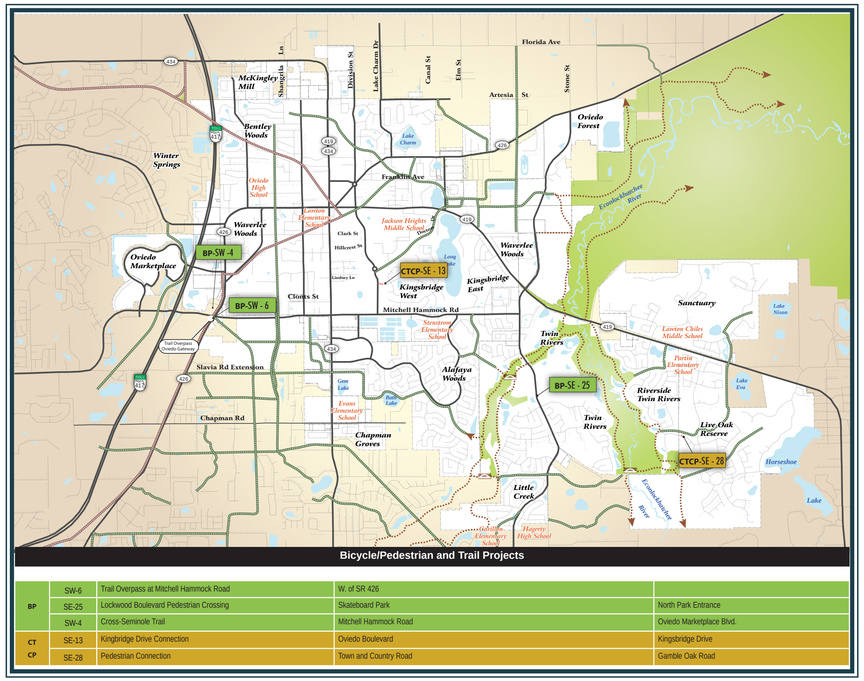
G. Identify new corridors to distribute traffic and reduce travel times.

H. Apply traffic calming techniques on local streets to maintain safe speeds and minimize traffic intrusion.

I. Encourage alternative travel modes by building "complete streets" – for automobiles, pedestrians, bicycles and transit.

J. Provide recreational bicycle facilities to accommodate riders of all ages and skill levels.

The 2025 Transportation Master Plan aims to strengthen community by making wise investments to the transportation system capacity, increasing choices for transportation



City of Oviedo Transportation Master Plan - Bike-Ped & Trails Map

Legend:

- City Limits Boundary
- Oviedo City Limits
- Outside Oviedo City Limits
- Econlockhatchee River Basin
- Bicycle & Pedestrian River Crossing
- Community Trail
- Regional Trail
- Unpaved Trail
- Bike/Ped Connector

BP	SW-6	Trail Overpass at Mitchell Hammock Road	W. of SR 426	
	SE-25	Lockwood Boulevard Pedestrian Crossing	Skateboard Park	North Park Entrance
	SW-4	Cross-Seminole Trail	Mitchell Hammock Road	Oviedo Marketplace Blvd.
CT	SE-13	Kingbridge Drive Connection	Oviedo Boulevard	Kingsbridge Drive
CP	SE-28	Pedestrian Connection	Town and Country Road	Gamble Oak Road

Prioritized Projects

Many alternative scenarios and projects were considered during the plan. The top priority projects were identified based upon existing or projected deficiencies, costs and benefits, and sequenced to balance the transportation network and protect neighborhoods from traffic impacts. The project priorities are organized here or by project type. Since some of the projects are not to be completed by the City or will be development driven, those projects are not prioritized. Also, since the funding sources to be used for these may be separate for bike/pedestrian, transit and roadway projects (for example, impact fees have been traditionally used for bike/pedestrian or transit), they have been summarized into separate prioritized lists. The projects include a map # and description that relates to the Draft Transportation Master Plan Project Map.

Roadway Improvements

The City's roadway transportation network consists of six main points of traffic ingress and egress along four major corridors consisting SR 434 (north and south), SR 426 (east and west), Red Bug Lake Road (west) and CR 419 (east). Traffic access to the SR 417 (Seminole County Expressway) and almost every external destination must use a combination of these routes. The connectivity of the transportation network is constrained by the physical characteristics of the Econ River, wetland systems and the SR 417. In addition, the system of many subdivision roadways is disconnected and requires traffic to use the major corridors for most trips. Therefore, transportation mobility is highly sensitive to the quality of traffic flow on these roadways.

Transportation Systems Management Improvements (TSM)

Transportation Systems Management improvements (TSM) are also among the highest priority of projects. According to research studies, TSM improvements can provide the highest benefit-costs among the range of automobile improvements contemplated by the plan. TSM improvements for Oviedo will include access management, intersection capacity and safety improvements, traffic signal optimization improvements, and other non-widening capacity enhancement improvements.

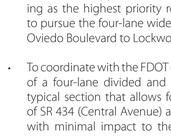
New Corridors

Several new corridors are proposed as part of the 2025 Master Plan. These include new corridors and connections by existing roadways in the Northeast Quadrant/Black Hammock area, the West Gateway (potential hospital site), East Gateway (existing Lockwood Village) in the new corridors and connections on existing roadways in the So Fam areas between Mitchell Hammock Road and Chapman Road. Although many years away, the plan anticipates how the City will continue to grow and where transportation capacity will be needed. These connections and new roadways should be required when and if new development occurs within these areas and completed as part of the required infrastructure for those development projects.

Without new development in these areas, these roadway connections may not be needed; however, they should be reserved as part of the plan to indicate where future roadways should occur if and when development takes place. The completion of the suggested roadway connections and/or construction of new roadway corridors as "complete streets," that is, streets that accommodate bicycles, pedestrians and motorist, should be placed as conditions of approval for new development in these areas. These projects are not ranked and will occur in response to new development.

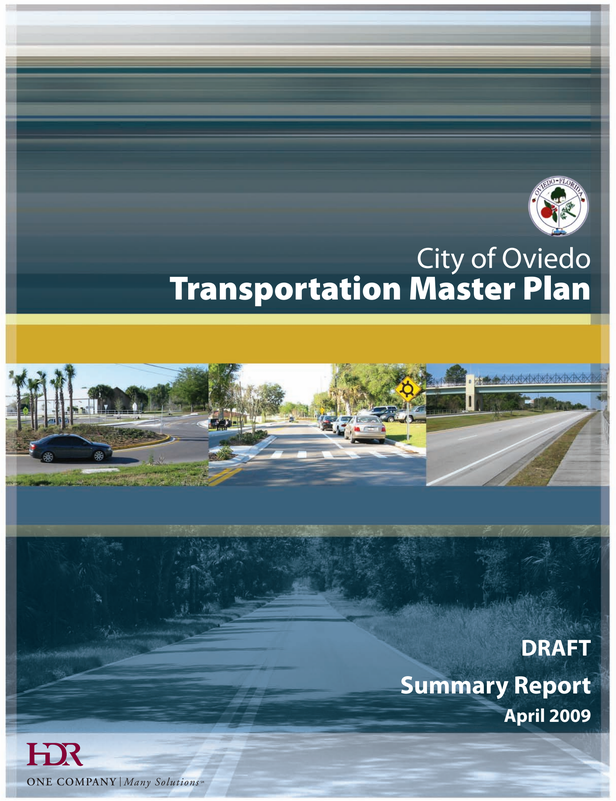
Bicycle/Pedestrian and Trail Projects

The Centennial Parks and Pedestrian System Master Plan serves as the blueprint for future pedestrian and bike transportation corridors throughout the City of Oviedo including off-sidewalks.



City Council Actions for Consideration:

- Adopt prioritized intersection system management projects for implementation as funding permits and to apply transportation impact fees towards eligible projects.
- Adopt prioritized roadway improvements and continue to support the SR 426 four-lane widening as the highest priority roadway project and to pursue the four-lane widening of CR 419 from Oviedo Boulevard to Lockwood Boulevard.
- To coordinate with the FDOT on the development of a four-lane divided and four-lane undivided typical section that allows for the development of SR 434 (Central Avenue) as a "complete street" with minimal impact to the built environment along the corridor.
- To advocate a widening of State Road 434 (Central Avenue) from Mitchell Hammock Road to SR 417 as part of the METROPLAN ORLANDO (MPO) long-range plan process.
- To provide future roadway connections and to build a more robust transportation network as new development and redevelopment occurs and to use the list of development driven projects as a guide for establishing minimum improvement requirements to support development in these areas.
- To use the Centennial Parks and Pedestrian System Master Plan as the blueprint for future pedestrian and by transportation corridors throughout the city and to develop a policy for creating "complete streets" that accommodate all modes of transportation including walking, bicycling and transit.
- To complete the voids in the sidewalk network identified in the priority sidewalk improvement list by requiring these projects to be built as new development and redevelopment occurs in their vicinity.
- To add on road bicycle improvements along existing roadways including standard width bike lanes or wide striped shoulders (undesignated bike lanes) where feasible.
- To develop and adopt smart growth principles and best development practices that provide for interconnected mixed-use development and seek opportunities to reconnect existing neighborhoods to each other and their supporting roadways. Connections that may induce cut through traffic should not occur until after the prioritized roadway improvements are completed.
- To implement traffic calming measures to provide for slower speeds and to reduce volumes on local streets.
- To encourage the creation of park-and-ride lots in the locations identified in the plan and coordinate the use of these lots with local and regional transit services.
- To continue to support Lynx transit services and to pursue extending the fixed route service within the City.
- To develop and implement a local circulator transit service connecting the old downtown to the new downtown and connecting with regional transit services.
- To advocate for premium transit service along the Alafaya Trail Corridor to help accommodate regional transportation needs through the METROPLAN ORLANDO long-range plan process.
- To continue to support the expedited construction of Chapman Road by Seminole County.
- To advocate the extension of McCulloch Road from Tanner Road to SR 419 through the METROPLAN ORLANDO long-range plan process.



bike lanes and additional sidewalks where they're not currently present.

In addition, all existing roadways were evaluated for bicycle and pedestrian levels of service and "completeness" in terms of filling voids in the sidewalk and bicycle network.

Smart Growth, Connectivity and Calming

A stronger emphasis should be placed on creating mixed use development, improving walkability, and creating stronger connections within and between our existing neighborhoods, schools, and people places where citizens can live, work, and recreate. Many of these qualities are considered building blocks for Smart Growth. Changing our direction will include adapting to new patterns of development and seeking opportunities for redevelopment to occur in a more balanced, and sustainable manner. The Plan also offers policies and programs that are in keeping with recognized best development practices and policies leading to smart growth.

Many opportunities exist to reconnect our existing neighborhoods along existing right of way and easements that will foster pedestrian access and strengthen community interaction. These connections have been thoughtfully reviewed to minimize cut-through traffic from outside the neighborhood, applied together with traffic calming and sequenced to occur only after major capacity improvements are in place.

In addition, four transportation gateways have been identified within the framework. These areas provide the potential to use transportation improvements to help shape the identity of the City and enhance the built and natural environments.

Transit Services

The City of Oviedo is currently served by one transit route (Link 47) that provides access between UCF, the Oviedo Marketplace, the 419/426 corridor, and Seminole Community College. In order to improve ridership and service frequency the plan recommends restructuring existing transit service into two routes between UCF and the Oviedo Marketplace along the Lockwood Boulevard corridor and also between UCF and the Oviedo Marketplace along the Alafaya Trail corridor. Restructuring the route along with increased frequency is expected to increase the usage and success of the service.

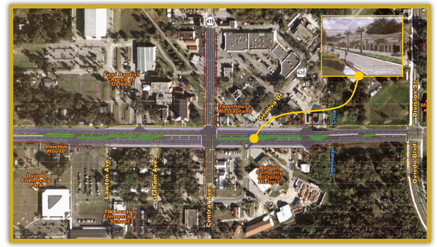
The City currently provides funding for Route 47; however, the new service as contemplated would provide opportunities for cost sharing between Seminole Community College, the City of Oviedo, and Seminole County due to the benefits it would have to each. Cost sharing and new funding sources are needed to implement this transit improvement. In addition, the plan recommends an internal circulator service serving the new downtown, the old downtown, and the government center complex located on Alexandria Boulevard. The circulator may serve initially as an event service that may grow into service for peak hours, mid-day lunch time circulation, as well as weekend service.

Funding for the circulator would be provided via the CRA or other new funding sources. Benefit assessments are typical means for providing capital and operating expenditures for transit circulator systems in many downtowns.

Critical Regional Transportation Projects

The Plan identifies five critical regional transportation projects that are important to the City. All of the major roadway capacity improvement projects identified in the plan are along county or state roadways.

SR 426 - The highest priority among these projects is to complete the widening of SR 426 from Pine Avenue to Lockwood Boulevard. This project will provide relief to the Mitchell Hammock Road corridor and the intersections between SR 426 and Lockwood Boulevard by providing a convenient access route to SR 417 and Red Bug Lake Road. This project also provide better access to the redeveloping core of the City.



The State Road 426 widening projectbetweenPineAvenueand Oviedo Boulevard is currently in design and includes the other two top priority projects for the intersection reconstruction at SR 434/CR 419 and the removal and realignment of the SR 426 intersection at Station Street.

Chapman Road - Chapman Road is an existing two-lane roadway from SR 426 to Alafaya Trail and is programmed for widening to four lanes along the 1.7 mile segment. Construction is scheduled to begin early in 2011 and to be completed by the end of 2012. This roadway provides an important parallel corridor to Mitchell Hammock Road and serves as an important regional connection between Oviedo and the SR 426 with connections to SR 417.

McCulloch Road Extension – McCulloch Road is a four-lane county roadway between Alafaya Trail and Lockwood Boulevard, transitioning to a two-lane roadway between Lockwood Boulevard and Old Lockwood Road. The road continues further east to provide access to residential development and ends before the Econ River Basin western boundary edge. The study finds that the further extension of McCulloch Road over the Econ River and connecting with CR 419 provides important relief to other east-west roadways and north-south connecting roadways within the City including Lockwood Boulevard, CR 419, SR 426, and Mitchell-Hammock Road. The McCulloch Road connection provides an important regional link between eastern Orange County and eastern Seminole County and the UCF Quadrangle and Research Park employment areas. Traffic between these origins and destinations today are accommodated by traffic bypassing through the City into the UCF Quadrangle and Research Park area or via the SR 50 corridor.

Orange County previously identified this as a high priority improvement project in the 1995 East Orange County Transportation Study. The major obstacle in completing this project is crossing the Econ River Basin.

SR 408 Extension – Another important regional roadway improvement is the proposed extension of SR 408 from its current terminus at SR 50/Challenger Parkway to extend to the east to SR 520 following the SR 50 corridor. This project is under study by the Orlando-Orange County Expressway Authority and, for purposes of the Oviedo Master Plan, this project was examined to understand unique benefits to the Oviedo area. The master plan shows that this important extension, when combined with McCulloch Road project, reduces traffic volumes on critical roadways within the City such that certain traffic clogged roadways may be restored to acceptable service levels without improvements to the roadways themselves.

SR 417/Winter Springs Road Interchange – A new SR 417 half interchange with access to/from the north at Winter Springs Road has been evaluated at a conceptual level. As studied, a new half interchange at this location enables Tuscawilla area residents to access SR 417 without routing through SR 426 and Red Bug Lake Road. And provides the ability for traffic to quickly bypass the northwest quadrant of Oviedo for access between SR 434 and Oviedo Marketplace or Oviedo High School.