



OSCEOLA PARKWAY EXTENSION PROJECT ADVISORY GROUP (PAG)

MEETING SUMMARY

Date/Time: Thursday, July 20, 2017, 9:00 a.m. to 10:30 a.m.

Location: Osceola Heritage Park, Exhibition Hall, 1875 Silver Spur Lane, Kissimmee, FL 34744

Attendees: There were six attendees and six staff members – See sign-in sheets attached.

I. Notifications

Invitation letters were emailed to 44 members of the PAG on June 23, 2017. Reminder invites were emailed to PAG members on July 18, 2017.

II. Welcome

Mary Brooks, Public Involvement Coordinator, Quest Corporation of America, called the meeting to order and welcomed everyone. She gave a brief introduction about the meeting and provided safety, housekeeping and Title VI information. Attendees introduced themselves and the organization they represent.



The purpose of this PAG meeting was to review the project and present an update on the status of potential impacts. The corridors are under re-evaluation by the Central Florida Expressway Authority (CFX) after previous studies reached various levels of approvals. In 2005, Osceola County adopted a Comprehensive Plan that proposed several new corridors to meet the county's anticipated growth. The Osceola County Expressway Authority (OCX) Master Plan 2040 was finalized in 2013, defining the county's expressway needs and providing a program of projects to implement the plan. In September 2016, an interlocal agreement was approved, transferring the lead for developing the remainder of the OCX 2040 Master Plan to CFX. CFX then incorporated the OCX Master Plan segments into its Master Plan.

In March 2017, the CFX Board approved consultant contracts to conduct Concept, Feasibility and Mobility Studies, which commenced in April. The four corridors under study are:

- Poinciana Parkway Extension / I-4 Connector (13 miles);
- Southport Connector Expressway (13 miles);
- Northeast Connector Expressway (25 miles); and
- Osceola Parkway Extension (9 miles).



The corridors are primarily in Osceola County, with small portions in Orange and Polk counties. The studies encompass 60 total miles of roadway (mileage breakdown above).

The overall goals of the project corridor studies are to:

- Improve roadway connections from I-4/SR 429 to Florida’s Turnpike, to US 192 and SR 417;
- Promote regional connectivity and enhance mobility of the area’s growing population and economy via a high-speed expressway;
- Provide additional traffic capacity within the study area;
- Reduce congestion and delays on local roads by providing a new limited-access transportation option; and
- Provide for the incorporation of transit options.

The studies underway provide a “fresh look” at the proposed corridor segments including researching recent information that could influence the current decision-making. Data is collected continuously with public involvement ongoing. The proposed schedule of the Concept, Feasibility and Mobility Studies was discussed.

An overview of past, current and ongoing public involvement and stakeholder opportunities for participation was discussed. CFX anticipates holding several public meetings throughout the corridors during the studies, as well as other community engagement opportunities.

- Environmental Advisory Group & Project Advisory Group – EAG met July 11 and the PAG’s are meeting July 19 and 20.
- Public Meetings
 - Kick-off – September 2017
 - Draft Concept Report – January / February 2018
- Board Presentations – Osceola, Orange and Polk Board of County Commissioners
- Meetings with additional stakeholders
 - *(Land owners, business owners, community groups, etc.)*
- CFX Study Webpage
<https://www.cfxway.com/agency-information/plans-studies/project-studies/concept-studies/>
- Study Facebook Page
<https://www.facebook.com/pg/CFXConceptStudies/about/>

The Advisory Group roles were defined:



- Environmental Advisory Group
 - Important component of the natural environment analysis;
 - Special advisory resource to CFX and the consultant teams;
 - Assists in providing environmental impact input in the evaluation of the feasibility of the project corridors;
 - Informs the project team of local knowledge, issues and concerns within the study limits regarding environmental impacts.
- Project Advisory Group
 - Important component of the mobility analysis;
 - Special advisory resource to CFX and the consultant teams;
 - Assists in providing input in the evaluation of the feasibility of the project corridors;
 - Informs the project team of local knowledge, issues and concerns within the study limits.

III. Osceola Parkway Extension Presentation:

- Mark Callahan from CH2M presented the following information:
 - a. Study background
 - b. In 2012, Osceola County completed the Preliminary Feasibility Study to evaluate an easterly extension of Osceola Parkway from west of Boggy Creek Road to east of the proposed Northeast Connector Expressway.
 - c. Previous study area discussed.
 - d. During the PD&E Study in March 2013 a public kickoff meeting was held to present the three corridors evaluated during the preliminary feasibility study. Corridor B (on the Orange County side of the county line) was recommended to move forward for further study. That study concluded in May 2017.

Don Whyte, Deseret Ranches:

- The graphic does not include connections to the airport. In previous discussions we discussed how critical it was to have those connections to SR 417.
- Previous graphics showed connections to SR 417.

Mark Callahan:

- Obviously, the airport is an important component.

Don Whyte, Deseret Ranches:

- It is a misleading graphic.



Mary Brooks, Quest Corporation of America (QCA):

- If you have comments, please state your name and affiliation for the benefit of the note takers.

Don Whyte, Deseret Ranches:

- Yes, Don Whyte with Deseret Ranch. I sat in all those meetings and I saw all the exhibits.
- There was big public dialogue about Boggy Creek Road and other alignments west of SR 417.
- Those graphics do not do justice to that public process.

Mark Callahan:

- This is the information we have from the study. We are also looking at a four-lane limited access, south of the airport, with connections to the airport, following Boggy Creek Road and turning east towards the Split Oak area.
- Based on what we have heard here today, we are going to make refinements to the graphic which might include: new alignments near Split Oak, connections to SR 417, Boggy Creek Road, Osceola Parkway, Narcoossee Road, Medical City Drive, systems interchange proposed for the Northeast Connector, and the Cyrils Drive Extension.

Richard Levey, Tavistock:

- The connection to the airport is important.

Mark Callahan:

- It is on the next slide. Yes, we need to focus on that a bit better.

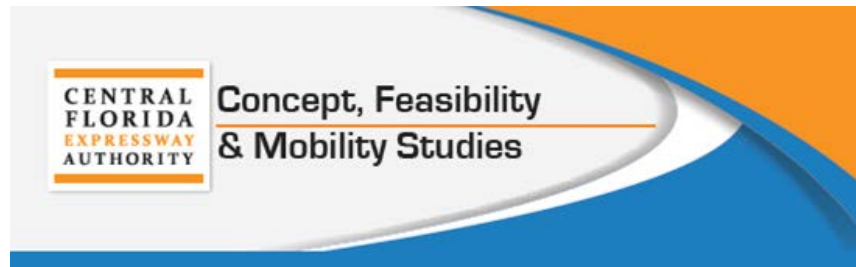
Don Whyte, Deseret Ranches:

- Concerned with possible connection to Cyrils Drive. The connection is more like the connection to Boggy Creek Road. If Boggy Creek has a system-to-system connection, it is only fair that Cyrils has one as well.

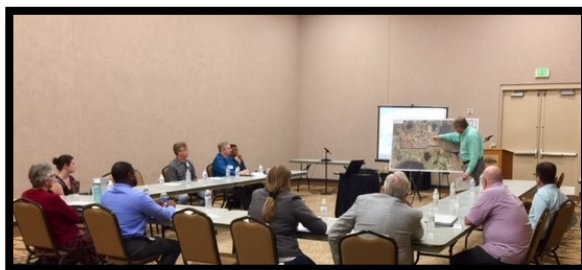
Mark Callahan:

- Okay. That is fair.

Mr. Callahan continued the presentation:



- e. The PD&E Study Recommended Alternative identified five potential interchanges. The Recommended Alternative provides a four-lane limited access facility originating at SR 417 and the south Orlando International Airport access road, following Boggy Creek Road southerly to near the county line and then turning east through Split Oak Forest connecting to the proposed Northeast Connector and extending two miles farther east.
- f. PD&E Evaluation Review and Recommendations: Based on the impacts associated with the PD&E Recommended Alternative, further refinements to the typical section and alignments will be evaluated to improve the viability of the alternatives.
- g. Current study area: Evaluates the extension of Osceola Parkway from approximately one-quarter mile west of Boggy Creek Road to a connection with the proposed Northeast Connector, and considers alternatives for a north-south system-to-system connection from the Osceola Parkway Extension to SR 417 at Boggy Creek Road. Study area includes sections of Orange County, the City of Orlando and Osceola County.
- h. Land use changes: Discussion of the high-growth area with several Developments of Regional Impact (DRI), Planned Developments (PD) and Mixed-Use Developments including:
 - i. Sunbridge (Northeast District Conceptual Master Plan)
 - 1. 29,000 households at build-out (Source: PEIR 2017)
 - ii. Formerly Poitras - Greater Orlando Aviation Authority (GOAA)
 - iii. Greenway Park DRI/PUD
 - iv. Lake Nona / Medical City
 - v. Eagle Creek Village
 - vi. Southern Oaks
 - vii. Adventist Health System/Sunbelt Inc.
- i. The team will work with Orange and Osceola counties to minimize impacts to planned developments.



j. Split Oak Forest minimization alternative

- i. We will endeavor to avoid splitting the conservation area. We have a possible solution to minimize impacts and avoid the mitigation bank in Orange County; we are still studying the Osceola County portion.

J.D. Humphreys, Suburban Land (SL) Reserve:



- Who are the entities with Split Oak who can approve the alignment?

Mark Callahan:

- There has been a lot of discussion. We are working with the environmental community and having discussions with them about potential impacts and what we might need to do.
- One option is to look for an alignment to the south. This is still in the works. As these things come up, we will discuss further.

J.D. Humphreys, SL Reserve:

- So, you have contacted the outside environmental community? And the public at large? Then you also have the agencies that control that property.

Mary Brooks:

- The manager for that property was present at the EAG meeting.

Beth Jackson, Orange County Environmental Protection Division:

- The agencies who need to be contacted are the Florida Fish & Wildlife Conservation Commission, Osceola County is the land owner, Florida Communities Trust, both Orange and Osceola County.

Mark Callahan:

- They have been engaged.

J.D. Humphreys, SL Reserve:

- Have they weighed in at all?



Mark Callahan:

- To be candid, at the EAG meeting it was largely the same information. Nothing new was presented.
- There is a little frustration with them, but they are still engaged.

J.D. Humphreys, SL Reserve:

- So, they have not said “no way Jose”? This is not going to happen.

Mark Callahan:

- It was not said at the meeting.
- We need to take a hard look and see if anything can be done.
- We are looking at bridging or the idea of bridges. No decisions have been made.



Richard Levey, Tavistock:

- On another note, your graphics show Cyrils Drive at a more southerly location than what was planned.
- Kimley Horn failed to show the location. They tried to make up for it on a previous report.
- We spent a lot of time and money designing access to Cyrils.

Mark Callahan:

- I appreciate you brought that up specifically.
- With Cyrils Drive, we have to have room for where the interchange is, for the interchange to operate.
- This is something we'll have to tackle and come up with a solution.

Richard Levey, Tavistock:

- They received county approval for the location of the road yesterday. The location you have marked is incorrect.
- It has not shifted; it is where it's always been.

Scott Carter, CH2M:

- Please send me the CADD files so we know exactly where it goes.
- I am doing the geometry and I'll see how to make it work.

Richard Levey, Tavistock:

- We paid a lot of money to design this.

Mr. Callahan continued the presentation. He noted they are still waiting for the traffic report from CFX.

J.D. Humphreys, SL Reserve:

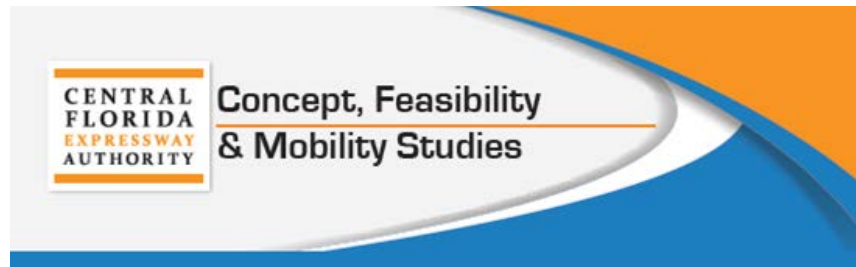
- Do you have a sense of what your target traffic has to be for this to be feasible?

Mark Callahan:

- That is part of the task that CDM Smith is performing. It is part of the model.

J.D. Humphreys, SL Reserve:

- You have some unknown about the cost. But from a traffic/modeling standpoint...?



Mark Callahan:

- I would say there are several projects here that will move forward. Not all of them will be feasible.
- I want to believe this one will move forward.

J.D. Humphreys, SL Reserve:

- Fingers crossed.
- Is there a caution or concern given the results?

Mark Callahan:

- We are going to do the model and see where the traffic is going, and then see if the cost is too high. We will start moving things around to make it work.
- All the stuff we are showing here is big marker stuff.
- It all comes down to the feasibility test that CFX will perform.

J.D. Humphreys, SL Reserve:

- When will we know?

Mark Callahan:

- As soon as we get the traffic report.
- This is the meat of it.

Mary Moskowitz, Osceola County:

- You mentioned new studies?

Mark Callahan:

- The ones we are discussing now. Not new studies.

Jerald Marks, Orange County Planning:

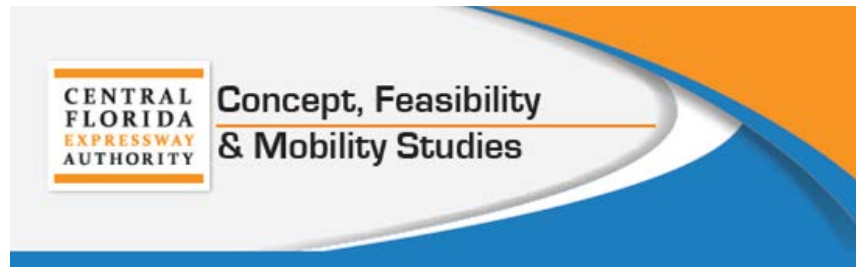
- We are interested in seeing the traffic study.

Mark Callahan:

- We hear all of your comments requesting traffic.
- Orange County provided comments and we will be looking at those and share them with the folks here.

J.D. Humphreys, SL Reserve:

- Do they have any comments about your new proposed alignment?



- It missed the Split Oak portion in Orange County.

Jerald Marks, Orange County Planning:

- It's more about the configuration, will it be elevated? Whether it is in your county or ours.

Mark Callahan:

- It is county focused. We have managed to avoid any impacts to Split Oak in Orange County.
- We are now looking how to do the same in Osceola County.

Beth Jackson, Orange County Environmental Protection Division:

- Any corridor going through Split Oak will affect all of the property and its management.
- Even though it has been moved out of Orange County, it will still impact the overall system.
- They will not be able to use prescribed fires to manage the property.

J.D. Humphreys, SL Reserve:

- They use prescribed fire on the Beachline all the time.

Beth Jackson, Orange County Environmental Protection Division:

- It just makes it more difficult.

J.D. Humphreys, SL Reserve:

- Yes, difficult but not impossible.

Mark Callahan:

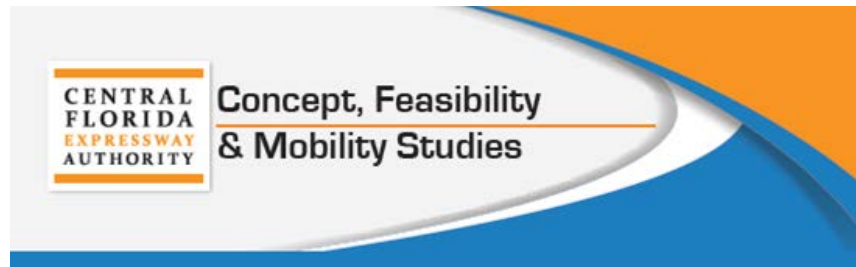
- This is going to be a continuing discussion.

J.D. Humphreys, SL Reserve:

- I agree. Fire is absolutely important.

Scott Carter of CH2M took over and continued the presentation:

- k. Corridor Alternatives
 - i. Six potential corridors:
 1. Corridors 1-3 connect to the existing SR 417 interchange with Boggy Creek Road.
 2. Corridors 4-6 connect with SR 417 one mile east of the existing interchange.



This concluded the presentation.

IV. Open discussion:

Richard Levey, Tavistock:

- If you are in the dark blue (PD&E Recommended Alternative), I think the prior study showed ramps that would go into the airport. The airport and SR 417 access were a consideration.
- For the interchange, we have done considerable work on extending over the SR 417 along ramps into the airport and we see it as an extension of Boggy Creek Road. We have determined it could work.
- If you are looking at this scale of improvements and the value in terms of traffic forecasts.
- That solves the problem of modeling.



J.D. Humphreys, SL Reserve:

- The most expensive of these alignments deal with the connection to the airport. It has the most challenges.

Scott Carter:

- That is why we did these alternatives (4-6).

J.D. Humphreys, SL Reserve:

- There isn't really any way to avoid Split Oak.
- It does not appear that there is any good solution east of Narcoossee at this point.

Scott Carter:

- That is the challenge. We are trying to avoid this area.
- The challenge is to make the geometry work. Maybe traffic and tolls will justify a different alignment.

J.D. Humphreys, SL Reserve:

- It just doesn't show any other alternative at this time to the northeast.

Scott Carter:

- We are working on it right now.



- I received an email from a member of our team this morning with a new layout.

J.D. Humphreys, SL Reserve:

- So from an alternatives' standpoint, we have not seen all the alternatives.

Mark Callahan:

- We have not received traffic counts yet. No one has seen all the alternatives yet.

J.D. Humphreys, SL Reserve:

- When we will see all the alternatives?
- We meet again in January.
- I assumed that because there are no new colors to the east no other alternatives would be considered to the east.

Mark Callahan:

- We need traffic. Until then, all these corridors are guesses.

Scott Carter:

- Traffic determines a lot of this. If it doesn't generate enough revenue, we will avoid it.

J.D. Humphreys, SL Reserve:

- Yes. Got it.

Richard Levey, Tavistock:

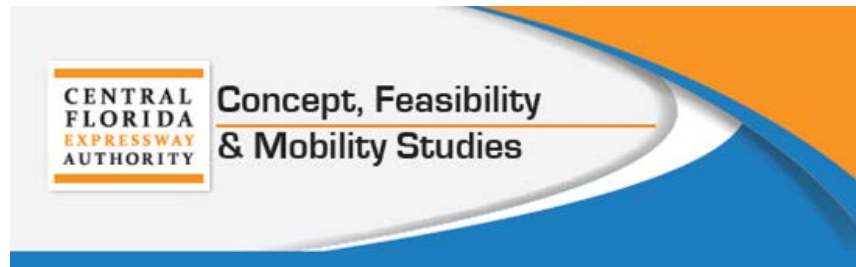
- There was a great deal of effort and a lot of public process, including the Governor's Task Force, that looked to preserve land from here to the coast. They all pretty much required this connection for any of that to work. That is all outside of the scope of this study. Wouldn't it be prudent to bear in mind that there is a lot of public sentiment on how these roads connect further to other things?

Mark Callahan:

- We can't be blind to that issue. It is something you guys have invested a lot of time and energy into.

Richard Levey, Tavistock:

- There was a consensus reached for potential corridors that could be saved. If those corridors all go to a place where you have no ability for a road to go beyond, all of that work is of no value.



- My concern is that you can reach a conclusion where you say this road is not needed today therefore we do not need to preserve this right of way.
- Unless you are moving forward you cannot preserve this right of way. This right of way has tremendous impact on all of the other work the state is doing from a transportation perspective.

Mark Callahan:

- We have to trust that we will work it out together.

Richard Levey, Tavistock:

- I am raising concerns. It was not in any of the documents discussed.
- In a historical context, consensus is where we got this. It has an impact on the critical need for this alignment so the right of way and corridor can be preserved. Otherwise there will be houses dumped there. There are houses in the way now too.
- It will make this alignment less possible and more expensive over time.

J.D. Humphreys, SL Reserve:

- The Governor's Task Force and those corridor alignments, but you also have the north segments.
- I'm concerned about the timing of the model and whether or not it needs to address the traffic coming from the north.

Mark Callahan:

- The traffic report will be for 2025.

J.D. Humphreys, SL Reserve:

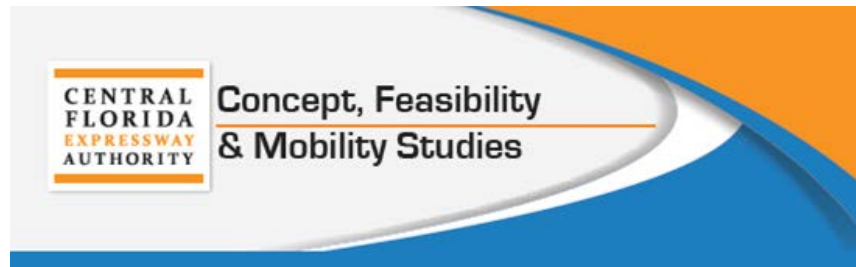
- I'm concerned with the model impacts from the plan.
- Requested the team considers the other connections to the east.

Scott Carter:

- CFX has a study that was initiated yesterday. It goes up to SR 408.

Mark Callahan wrapped up the presentation. He stated there is homework to do based on the discussions here. The team will reach out to the members as more information becomes available.

Mary Brooks:



- Anyone have anything you want to say before moving into action items?

Don Whyte, Deseret Ranches:

- Economic feasibility could be impacted by the phasing plan.
- Would like their right of way to be preserved.
- Will phasing be part of the consideration?

Mark Callahan:

- Yes. We will take it into account.

Mary Moskowitz, Osceola County:

- Osceola County is discussing the alignments to the east and several studies in the Narcoossee area including Cyrils Drive.
- Requests the team take into consideration when proposing new alignments after traffic is received.

V. Next Steps:

Comments will be reviewed and incorporated into the concepts for further study.

VI. Action Items

All attendees will receive a copy of the presentation and the exhibits, which also will be posted on the study webpage.

The Public Meeting is in September and the next PAG is anticipated for January of 2018.

The meeting adjourned just after 10:30 a.m.

END OF MEETING SUMMARY

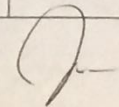
This meeting summary was prepared by Mary Brooks, Public Involvement Coordinator at QCA. It is not verbatim, but is a summary of the meeting activities and overall discussion. If you feel something should be added or revised, please contact Mary Brooks by email at mary.brooks@qcausa.com or by telephone 407-694-5505 within five (5) days of receipt of this summary.

SIGN IN

CFX Concept, Feasibility & Mobility Studies
PROJECT ADVISORY GROUP MEETING
CFX Project No.: 599-221
Osceola Parkway Extension
July 20, 2017, Osceola Heritage Park

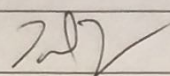
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GERALD MARKS ORANGE CO. PLANNING



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CFX Concept, Feasibility & Mobility Studies
PROJECT ADVISORY GROUP MEETING
CFX Project No.: 599-221
Osceola Parkway Extension
July 20, 2017, Osceola Heritage Park

Name	Organization	Address	City/State/Zip	Email Address	Initials
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CFX Concept, Feasibility & Mobility Studies
PROJECT ADVISORY GROUP MEETING

CFX Project No.: 599-221

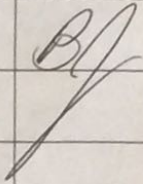
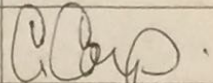
Osceola Parkway Extension

July 20, 2017, Osceola Heritage Park

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SIGN IN

CFX Concept, Feasibility & Mobility Studies
PROJECT ADVISORY GROUP MEETING
CFX Project No.: 599-221
Osceola Parkway Extension
July 20, 2017, Osceola Heritage Park

Name	Organization	Address	City/State/Zip	Email Address	Initials
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Beth Jackson	Orange County Environmental Protection	3165 McCrory Place Suite 200	Orlando, FL 32803	Beth.Jackson@ocfl.net	
Robert Goff	Orange County Parks & Recreation	4801 W. Colonial Drive	Orlando, FL 32808	Robert.Goff@ocfl.net	
Gail Piazza	Orange County Parks & Recreation	4801 W. Colonial Drive	Orlando, FL 32808	Gail.Piazza@ocfl.net	
	Orange County Schools - Transportation	6721 Hanging Moss Road	Orlando, FL 32807		
Phil Brown	OIA / GOAA	One Jeff Fuqua Boulevard	Orlando, FL 32827-4392	PBrown@GOAA.org	
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	Orlando VA Medical Center	13800 Veterans Way	Orlando, FL 32827		
Josh Devries	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	Joshua.Devries@osceola.org	
Kerry Godwin Cari Carpenter	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	KGod@osceola.org CNC1	

SIGN IN

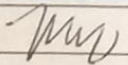
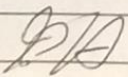
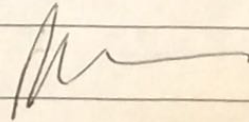
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CFX Concept, Feasibility & Mobility Studies – Osceola Parkway Extension

PROJECT ADVISORY GROUP MEETING

CFX Project No.: 599-221

Osceola Heritage Park – Exhibition Hall; 1875 Silver Spur Lane, Kissimmee, FL 34744

July 20, 2017

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