

*Transportation Planning Division*

A stylized graphic of a blue fruit, possibly an orange or grapefruit, with several blue leaves. The fruit has a textured surface with small white dots. The entire graphic is set against a solid blue background.

# **TINY ROAD RCA STUDY**

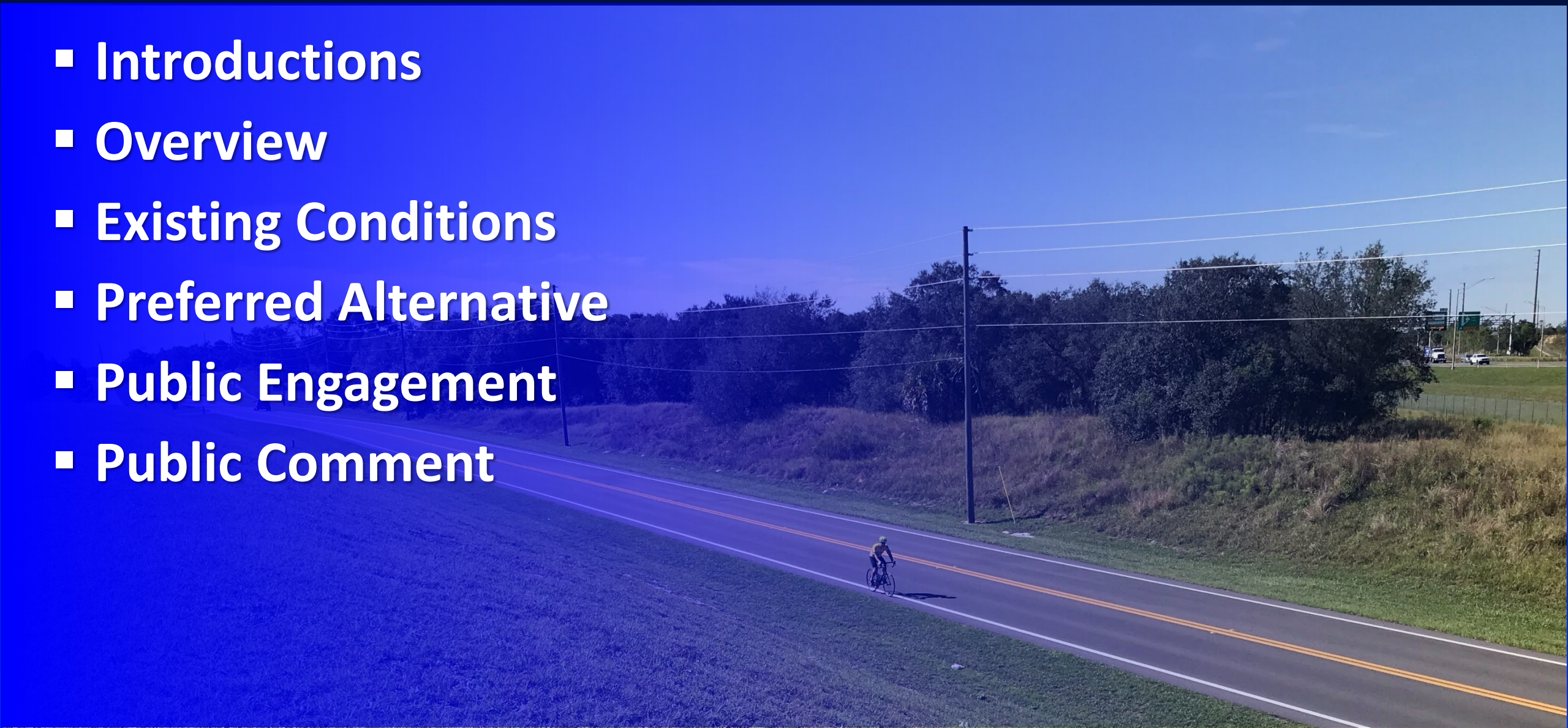
## **Public Meeting**

**November 2, 2023**



# Presentation Outline

- Introductions
- Overview
- Existing Conditions
- Preferred Alternative
- Public Engagement
- Public Comment





# Introductions



**Nicole H. Wilson**  
**DISTRICT 1 COMMISSIONER**



# Introductions

## Orange County Project Contact:

**Ian Phyers, Project Manager**

Transportation Planning Division

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## Consultant Project Contact:

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Call, Email, or Visit Website

<https://tinyroadstudy.com>



# Introductions

## Meeting Instructions

- The presentation will be followed by a question-and-answer period.
- Comments will be addressed in the order they are received.
- If you received a newsletter, you are on the project mailing list. If you did not, please sign in and provide your address to be added to the mailing list.



**TINY ROAD RCA STUDY**  
Bridgewater Middle School  
to Tilden Road



### PUBLIC COMMENT FORM

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

☐ Check here to be added to the project mailing list.

Date: 11/02/2023 **Speaker Request Card** Number ☐

*To be completed prior to making a recorded statement*

### COMMUNITY MEETING No. 1

**November 2, 2023**

**Tiny Road Roadway Conceptual Analysis (RCA) Study**  
**Just South of Bridgewater Middle School to Tilden Road**  
**Orange County, Florida**

#### Please Print:

Name: \_\_\_\_\_  
Last First Middle Initial

Address: \_\_\_\_\_  
Street

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Telephone: ( ) \_\_\_\_\_  
Area Code

Representing: Self \_\_\_\_\_ Firm \_\_\_\_\_  
Government Agency \_\_\_\_\_  
Civic Organization \_\_\_\_\_  
Homeowners Association \_\_\_\_\_  
Other \_\_\_\_\_

provements to the  
le School to Tilden  
of the project team  
ents are part of the

**Public Meeting**  
November 2, 2023  
6:00 p.m.  
ation at 6:30 p.m.  
ater Middle School  
5600 Tiny Rd,  
Garden, FL 34787



# Presentation Outline

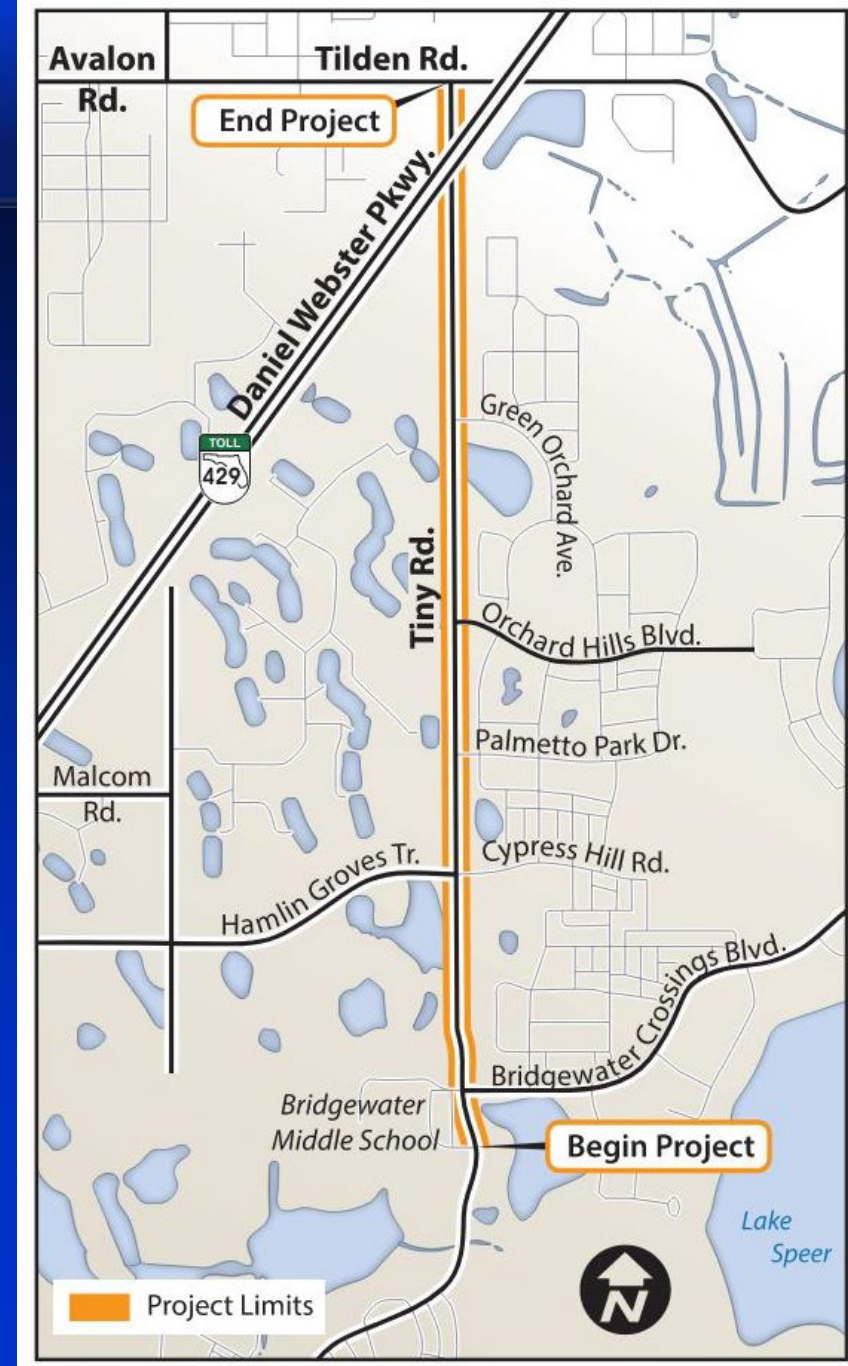
- Introductions
- **Overview**
- Existing Conditions
- Preferred Alternative
- Public Engagement
- Public Comment





# Overview

- Tiny Road is on Orange County's Long Range Transportation Plan
- The study begins at the Bridgewater Middle School southern property line and ends at Tilden Road - Approximately 1.9 miles
- The corridor is mostly residential on the east side and bordered on the west by the Water Conserv II property for the majority of the corridor.

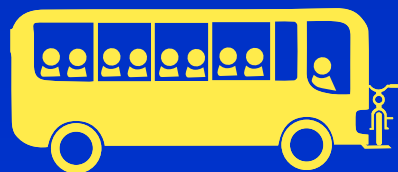
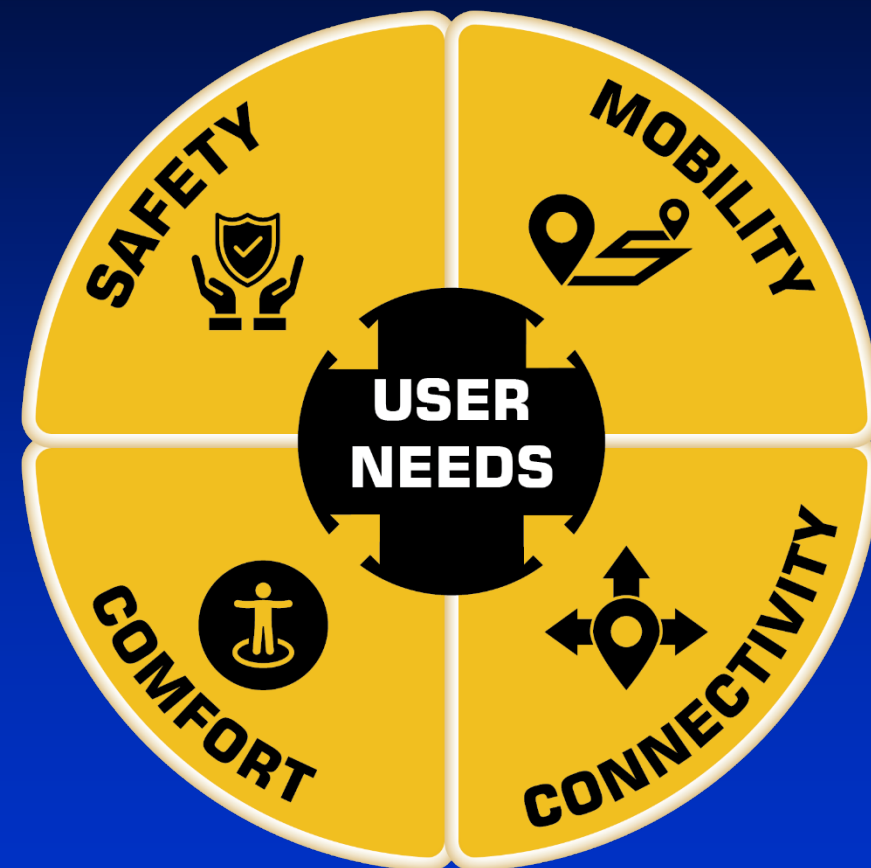




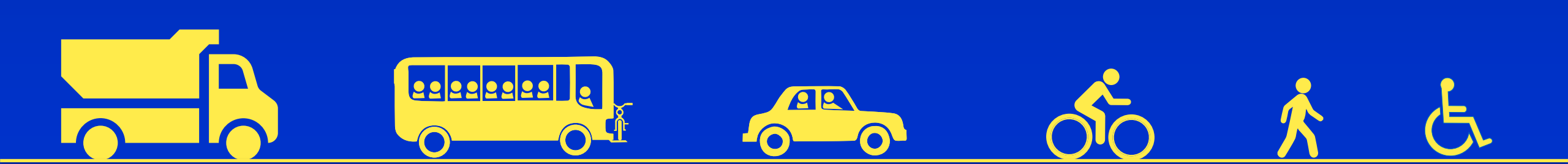
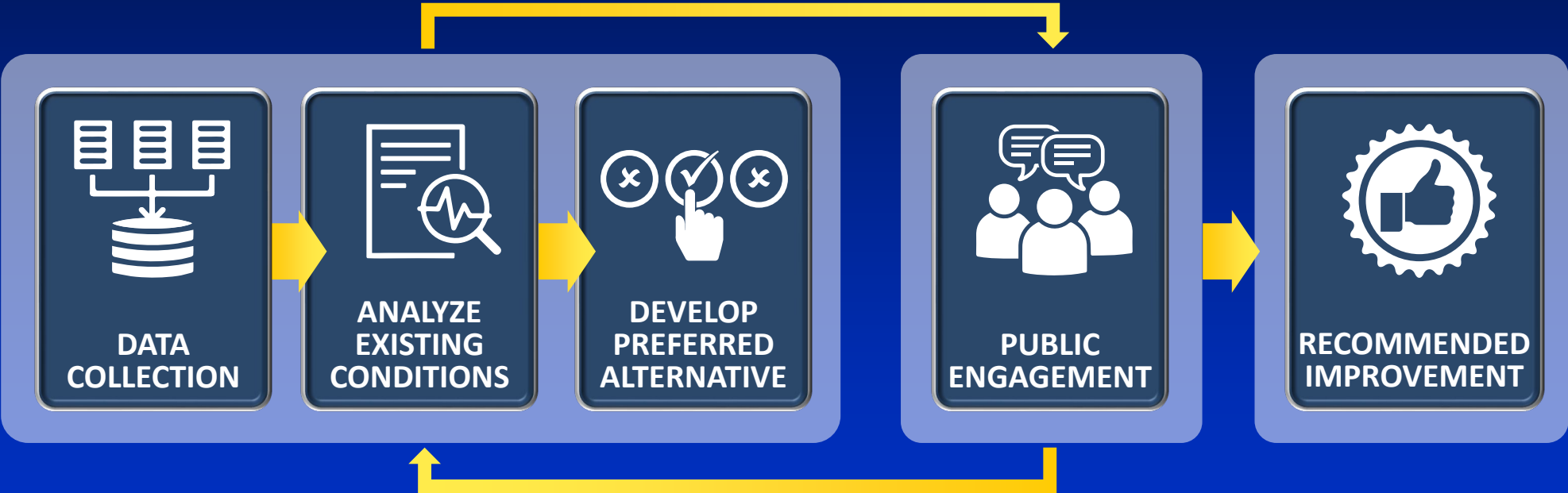
# OVERVIEW

## IDENTIFY IMPROVEMENTS:

- Document Project Need
- Balance Needs of all users
  - Safety
  - Mobility
  - Comfort
  - Connectivity



## STUDY PROCESS





# Presentation Outline

- Introductions
- Overview
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- Preferred Alternative
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# Existing Conditions

## ROADWAY GEOMETRY AND CHARACTERISTICS

- Tiny Road is a paved two-lane roadway
- The alignment has several hills throughout the northern portion of the corridor that limit sight distance.
- There is an existing 10' multi-use path on the east side from the southern limit of the project to before the SR 429 overpass.





# Existing Conditions

## COMMUNITY FEATURES

### Schools

- Bridgewater Middle School
- Keene's Crossing Elementary School
- Foundation Academy
- The Goddard School of Winter Garden

### Churches

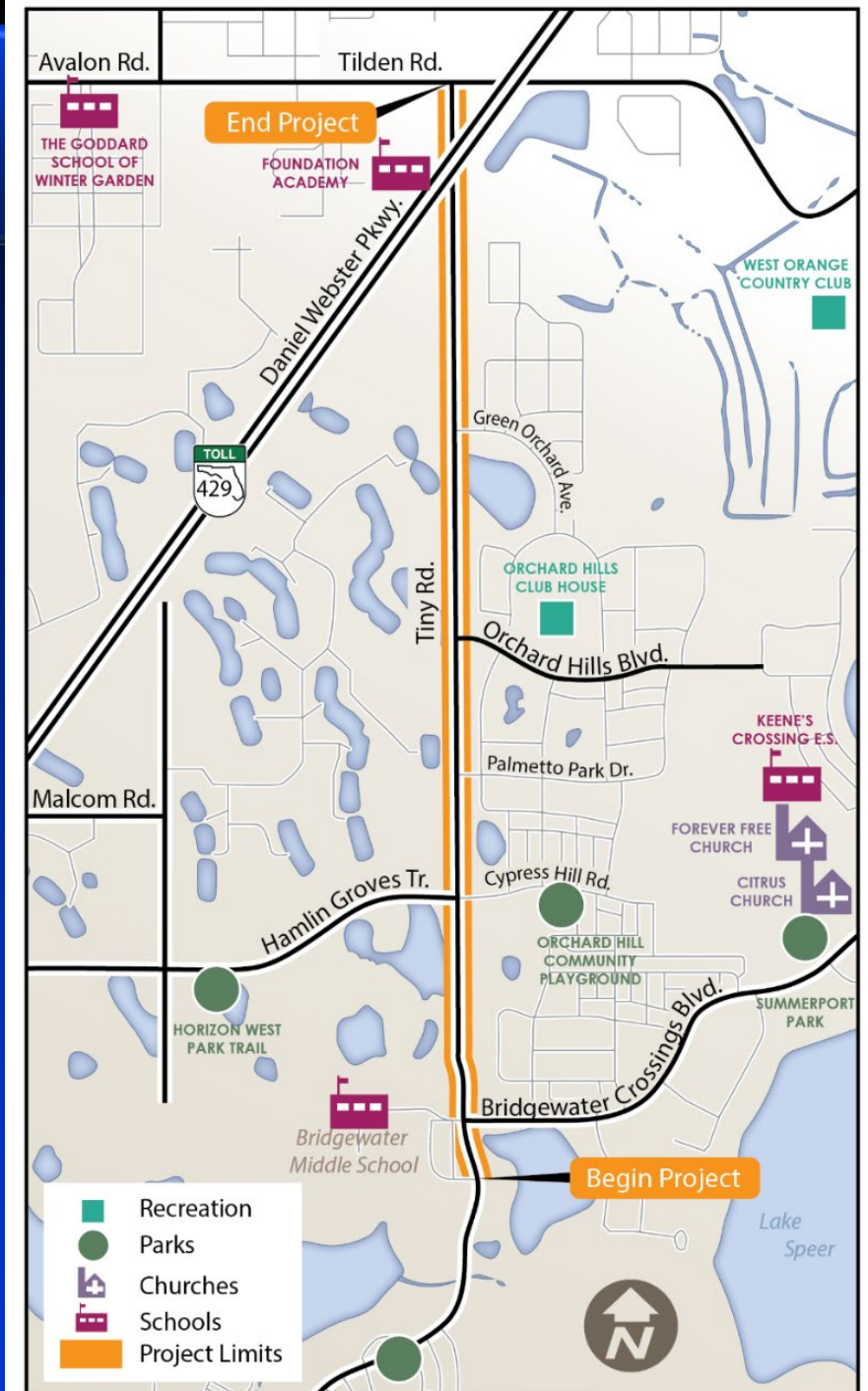
- Forever Free Church
- Citrus Church

### Parks

- Summerport Park
- Horizon West Park Trail and future Horizon West Regional Park
- Orchard Hill Community Playground

### Recreation

- West Orange County Club
- Orchard Hills Club House





# Existing Conditions

## LAND USE

### Orange County Zoning

P-D: Planned Development District

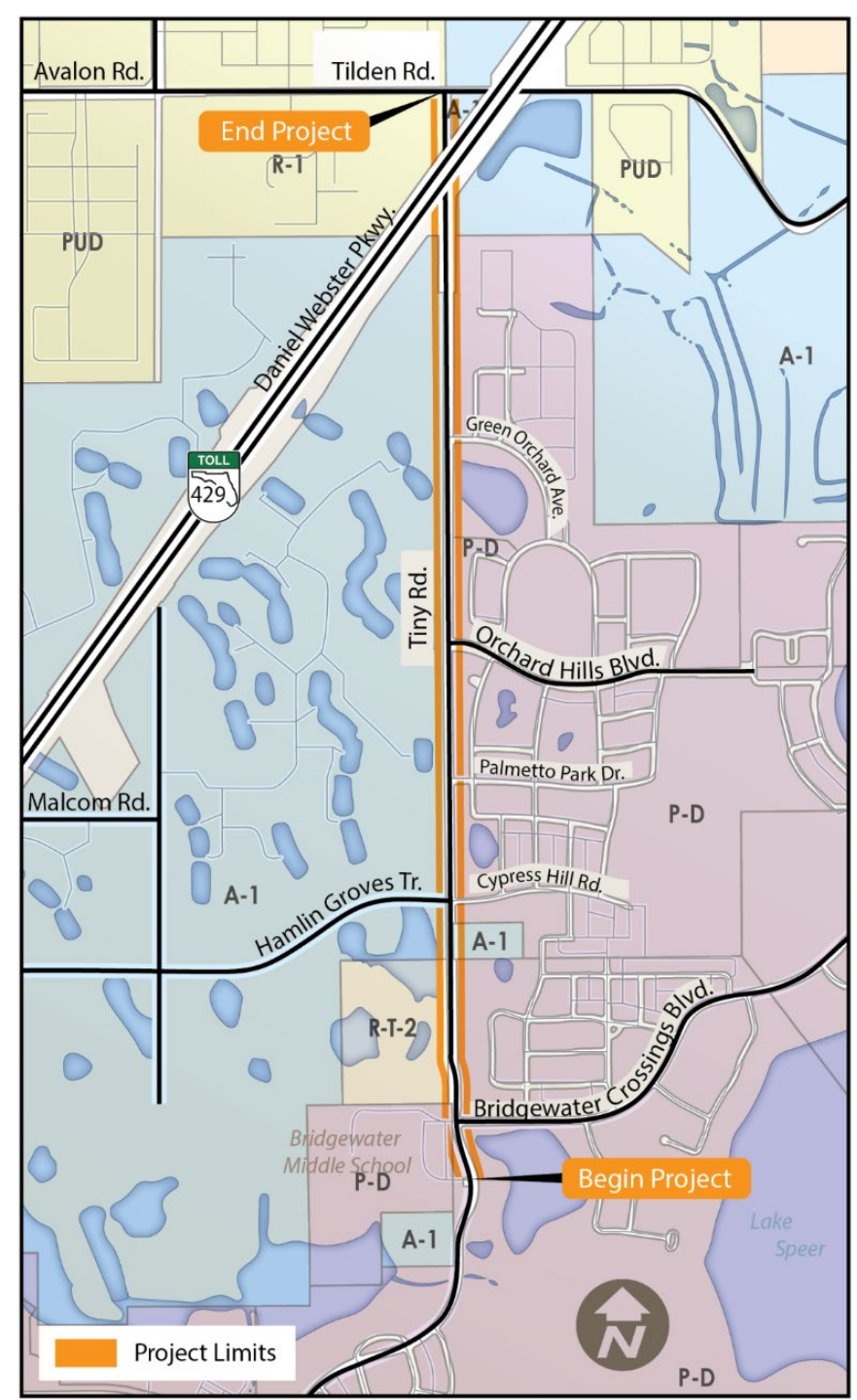
A-1: Citrus Rural District

R-T-2: Combination Mobile Home and  
Single-Family Dwelling District

### City of Winter Garden Zoning

PUD: Planned Unit Development

R-1: Single Family Residential District

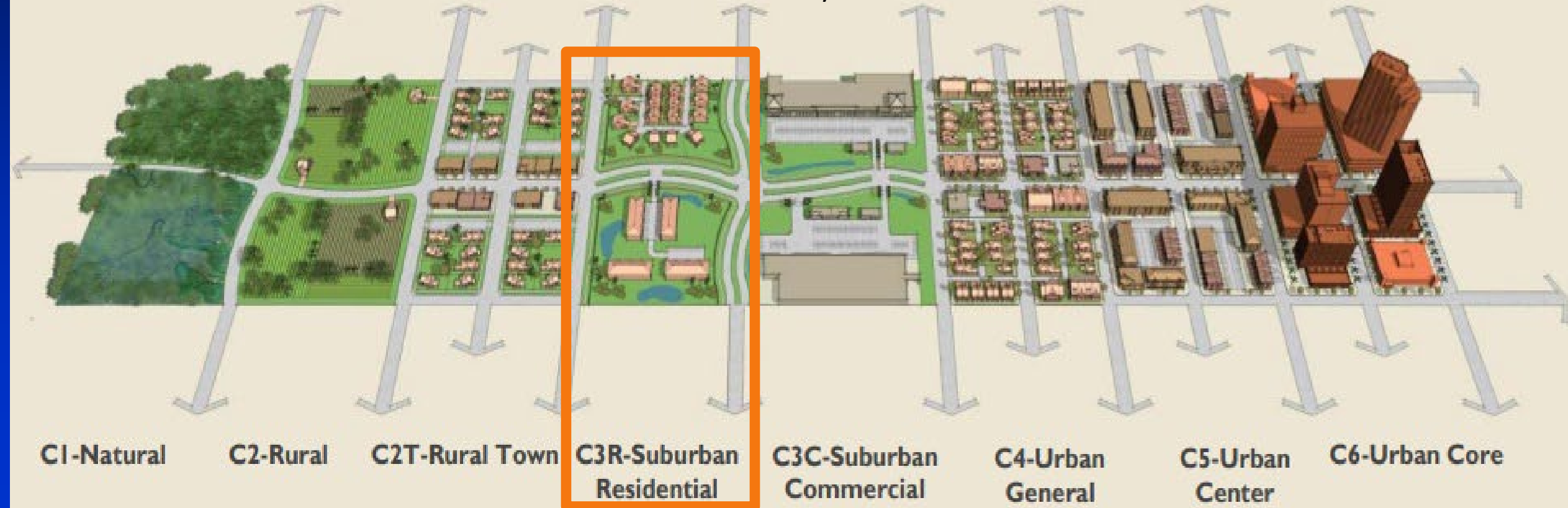




# Existing Conditions

## CONTEXT CLASSIFICATION C3R SUBURBAN RESIDENTIAL

- Allows for a 35 mph Design Speed
- Representative of Medium Density Population
- Facilitates Inclusion of Shared Use Path for Pedestrian and Bicycle Traffic





# Existing Conditions

## DRAINAGE

- Project is within the St. John's River Water Management District (SJRWMD) and the South Florida Water Management District (SFWMD)
- Southern half of the project shown here is in the SFWMD jurisdiction.

## Southern Drainage Basin Map (SFWMD)



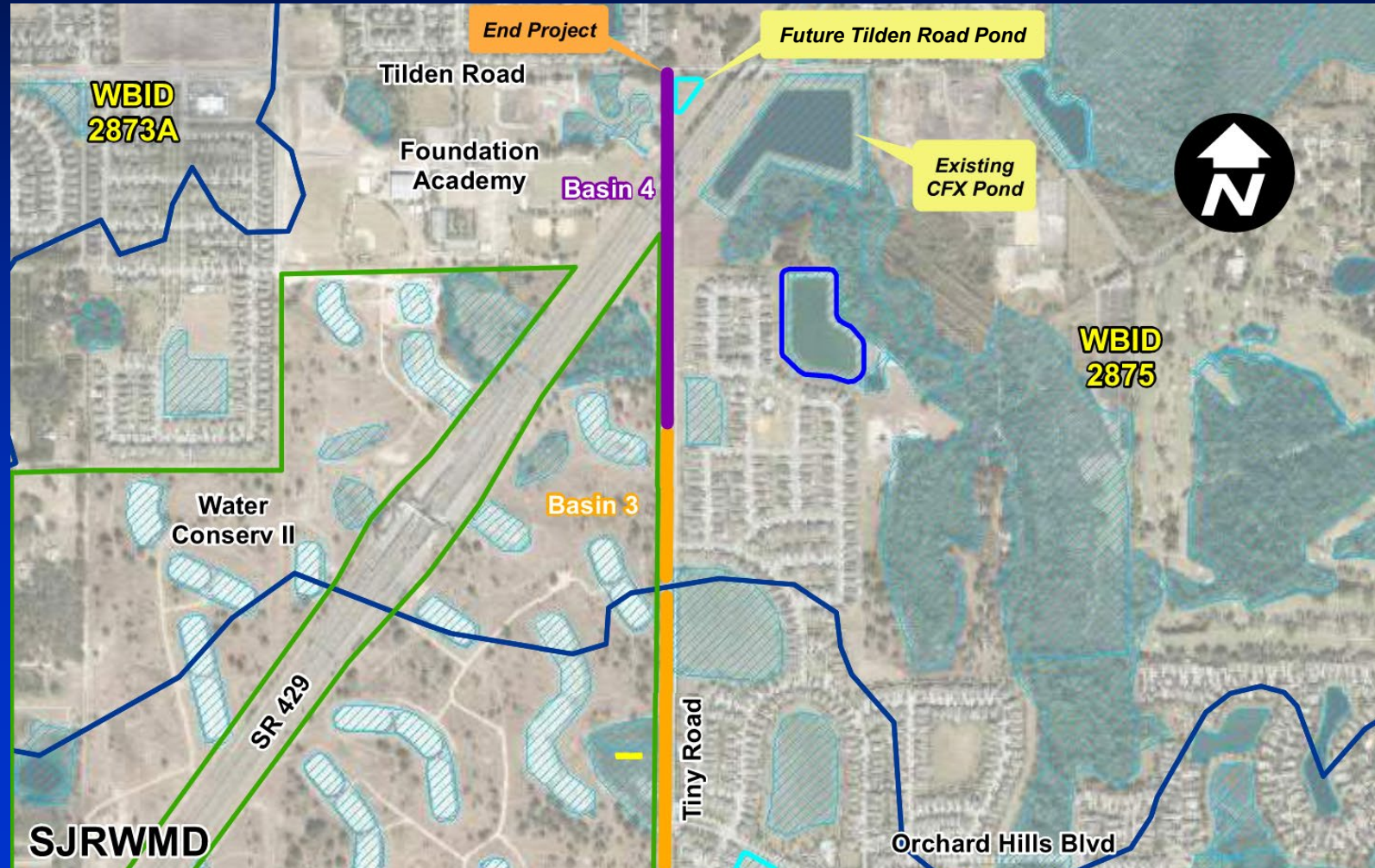


# Existing Conditions

## DRAINAGE

- Northern half of the project shown here is in SJRWMD jurisdiction.
- Meet SJRWMD special basin criteria for the Ocklawaha River Hydrologic Basin, Wekiva Recharge Protection Basin, and the Lake Apopka Hydrologic Basin.

## Northern Drainage Basin Map (SJRWMD)





# Existing Conditions

## EXISTING ENVIRONMENTAL ASSESSMENT

- Wetland impacts are expected to be minimal.
- No protected species were observed in the study corridor; however, habitat supporting flora and fauna species of concern include:
  - Gopher tortoise, Eastern Indigo snake, snail kite, sand skink, Florida sandhill crane, wood stork, little blue heron, tri-colored heron, American alligator, and Florida pine snake
- Surveys for protected wildlife species will be performed during design.
- No historic buildings or archaeological sites were identified.

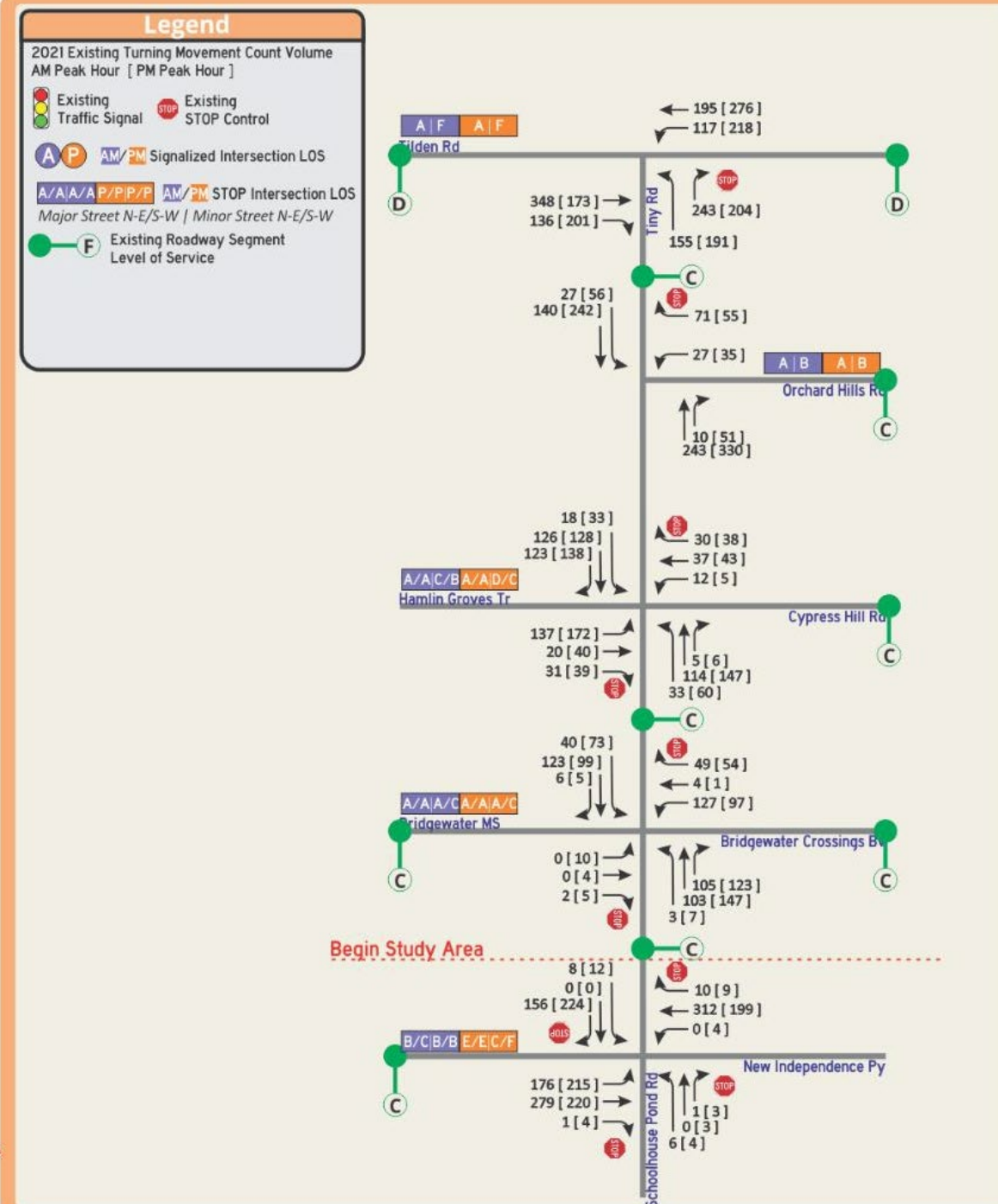




# Existing Conditions

## TRAFFIC ANALYSIS – NO BUILD CONDITIONS

- Existing Year Average Annual Daily Traffic (AADT) Volume: 9,000
- Opening Year 2028 AADT: 15,700
- Mid-Design Year 2038 AADT: 25,100
- Design Year 2048 AADT: 34,600
- Existing Level of Service (LOS) = C, or Stable Traffic Flow
- Pedestrian/Bicycle Counts Along Tiny Road (7am-7pm)
  - 37 Pedestrians
  - 18 Bicyclists

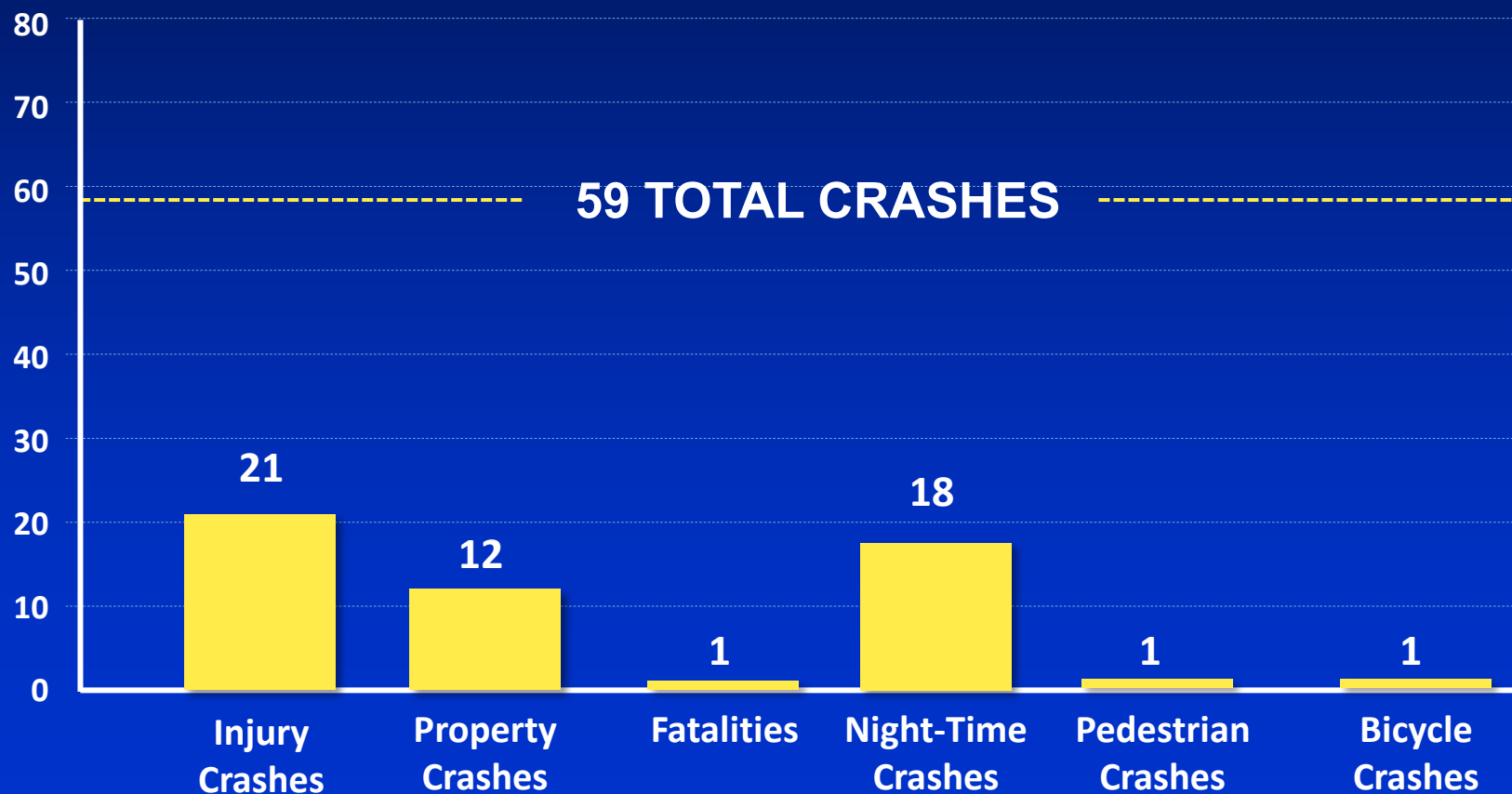




# Existing Conditions

## SAFETY AND CRASH HISTORY

Seven-Year Period 2015 – 2021





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# Alternative Analysis

## ROUNDABOUT

- Roundabouts have fewer conflict points compared to conventional intersections.
- Roundabouts promote slower speeds through intersection and along the corridor.
- Crash severity can be reduced compared to conventional intersections.
- Pedestrians only cross one direction of traffic at a time as they traverse a roundabout.
- Unlike conventional, signalized intersections, Roundabouts are not affected by power outages.





# Alternative Analysis

## PEDESTRIAN HYBRID BEACON (PHB)

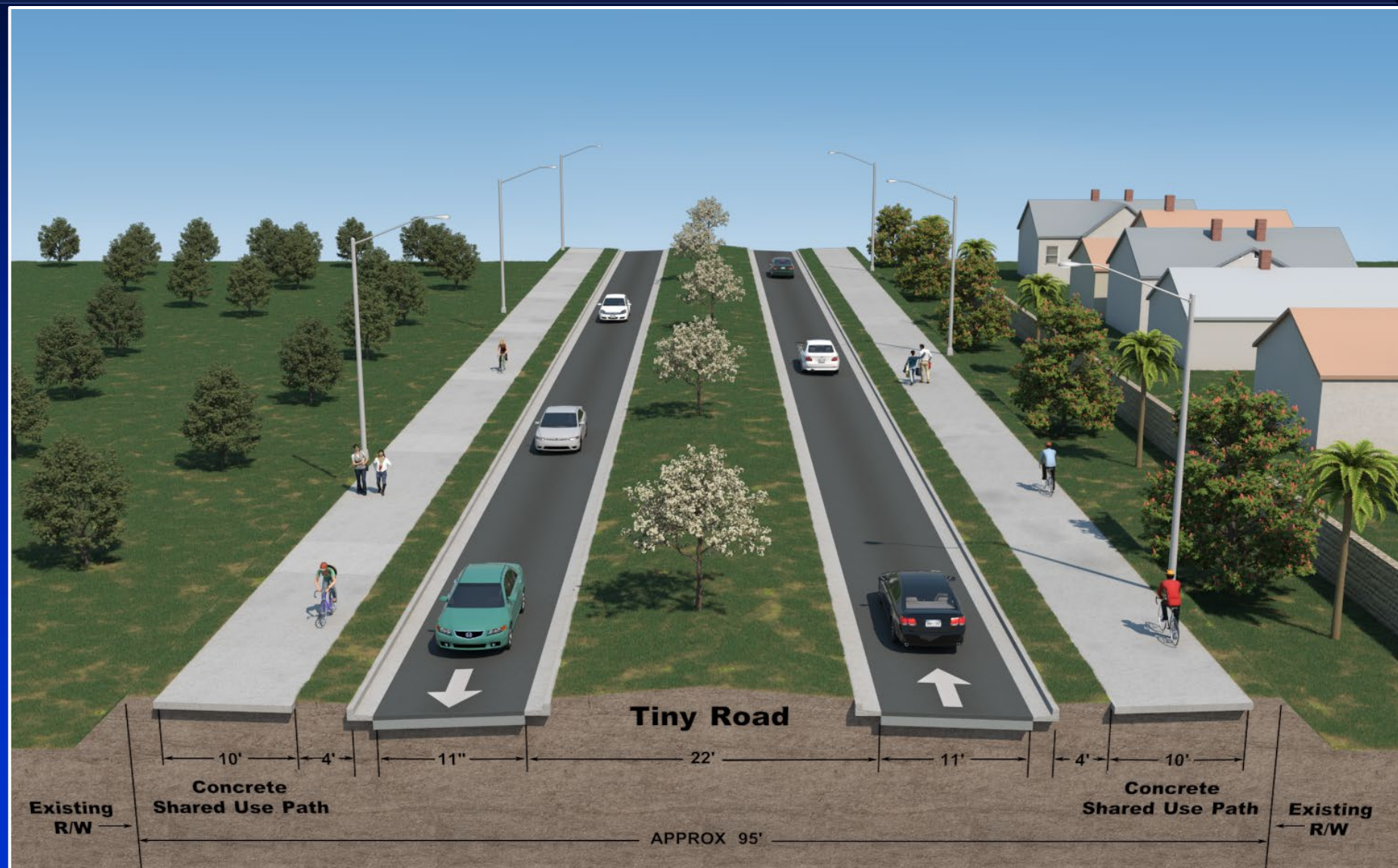


- PHBs remain dark until activated by someone waiting to cross the road.
- They can help increase driver attention to pedestrians crossing the roadway and reduce rear-end collisions.
- The red signal indication requires motorists to make a complete stop.



# Preferred Tiny Road Typical Section

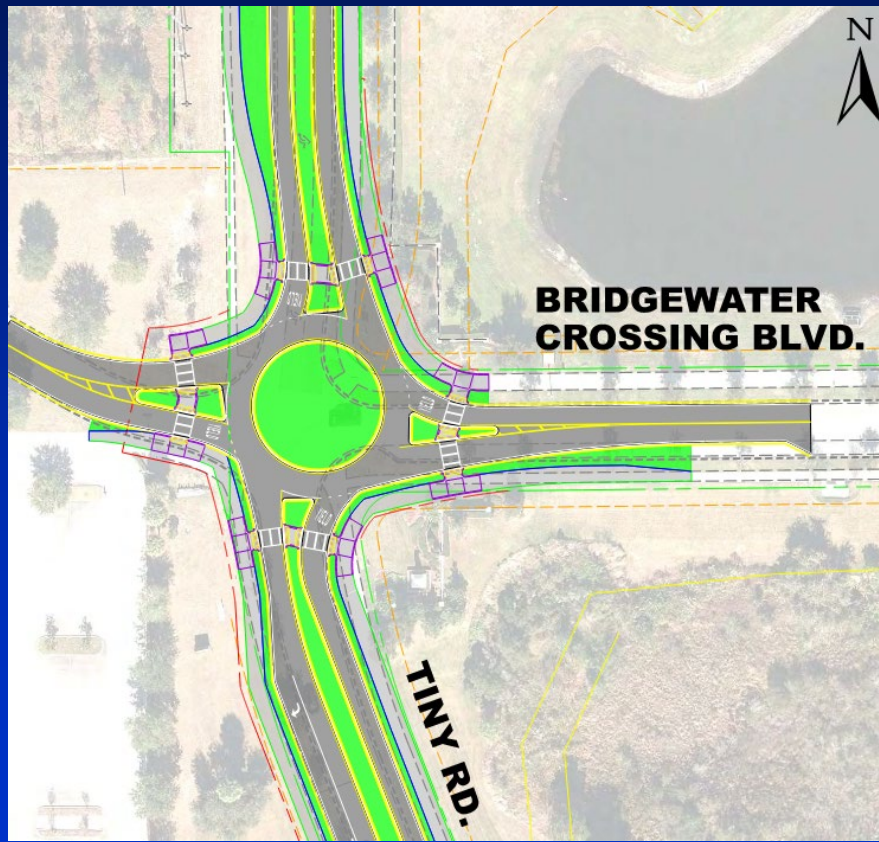
- Two 11-foot-wide travel lanes with 22-foot raised median
- Ten-foot-wide shared use paths on both sides
- Design Speed is 35mph
- Closed drainage system with stormwater ponds





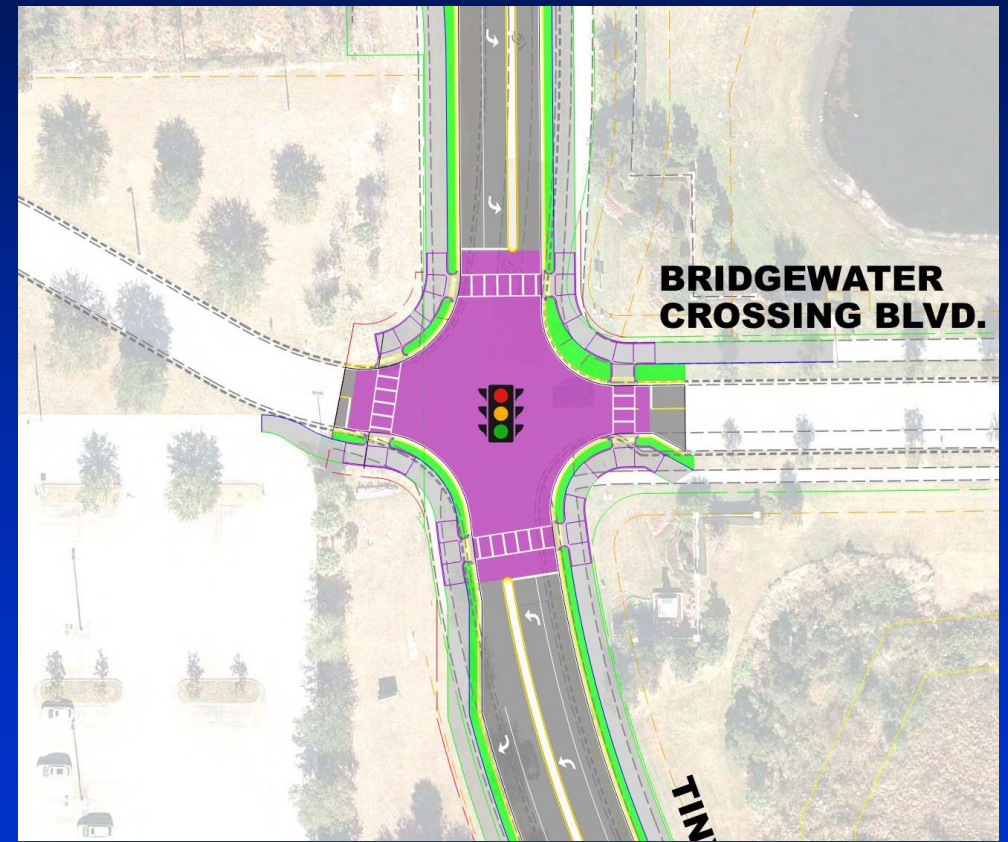
# Alternative Analysis: Bridgewater Crossing Blvd.

## Alternative 1: Roundabout



- Curvature causes drivers to slow down.
- Accommodates school buses and fire trucks.

## Alternative 2: Traffic Signal



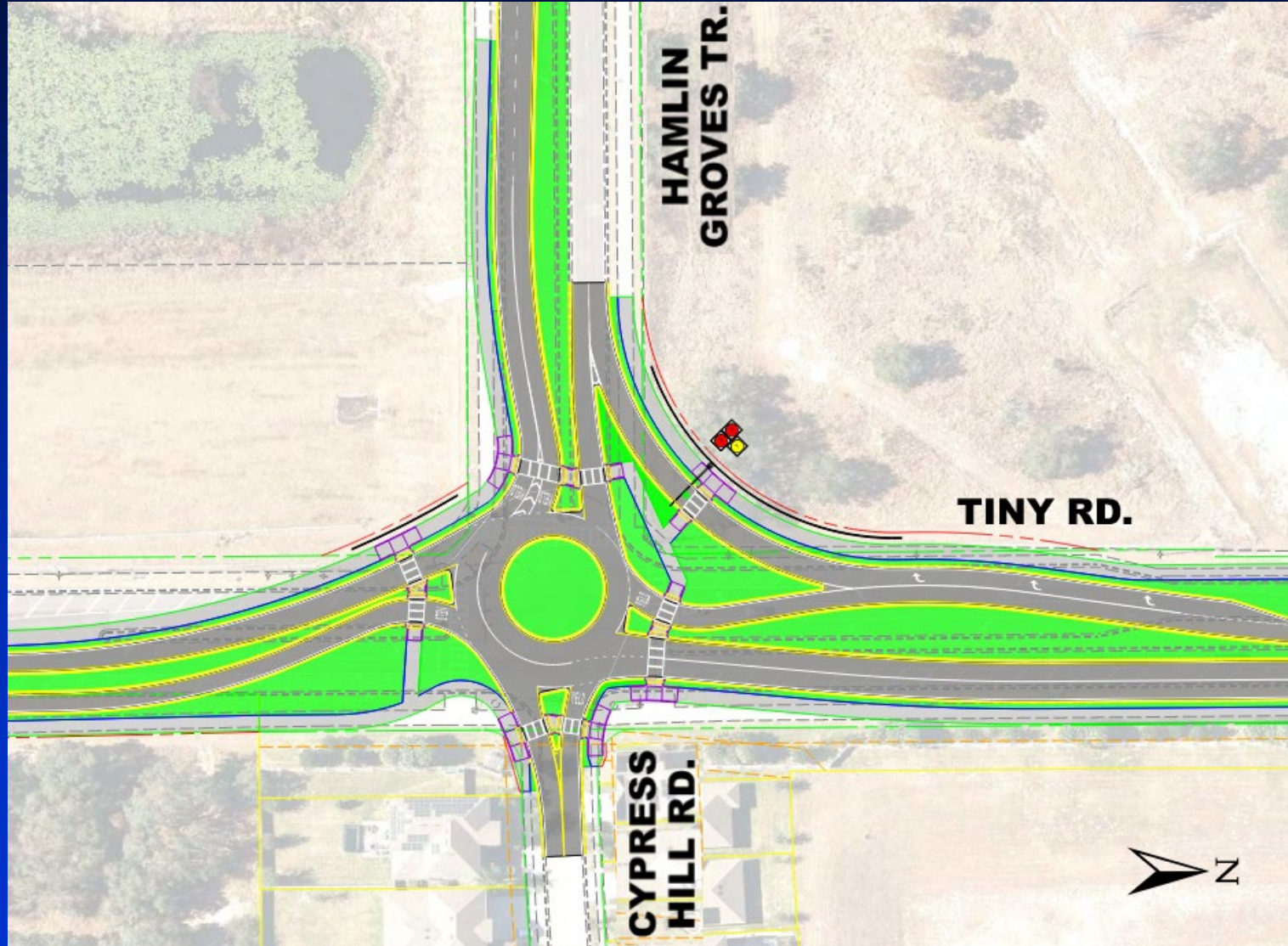
- Protected crossings for pedestrians.
- Raised intersection creates traffic calming.

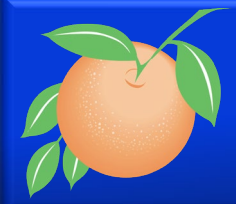


# Alternative Analysis: Hamlin Groves Trail

## Alternative 1: Roundabout (Preferred)

- Curvature causes drivers to slow down.
- Design of right turn lane onto Hamlin Groves Trail encourages drivers to turn right to reach shopping/dining and SR 429 rather than cutting through neighborhoods.
- Pedestrian Hybrid Beacon on right turn creates protected crossing for pedestrians.

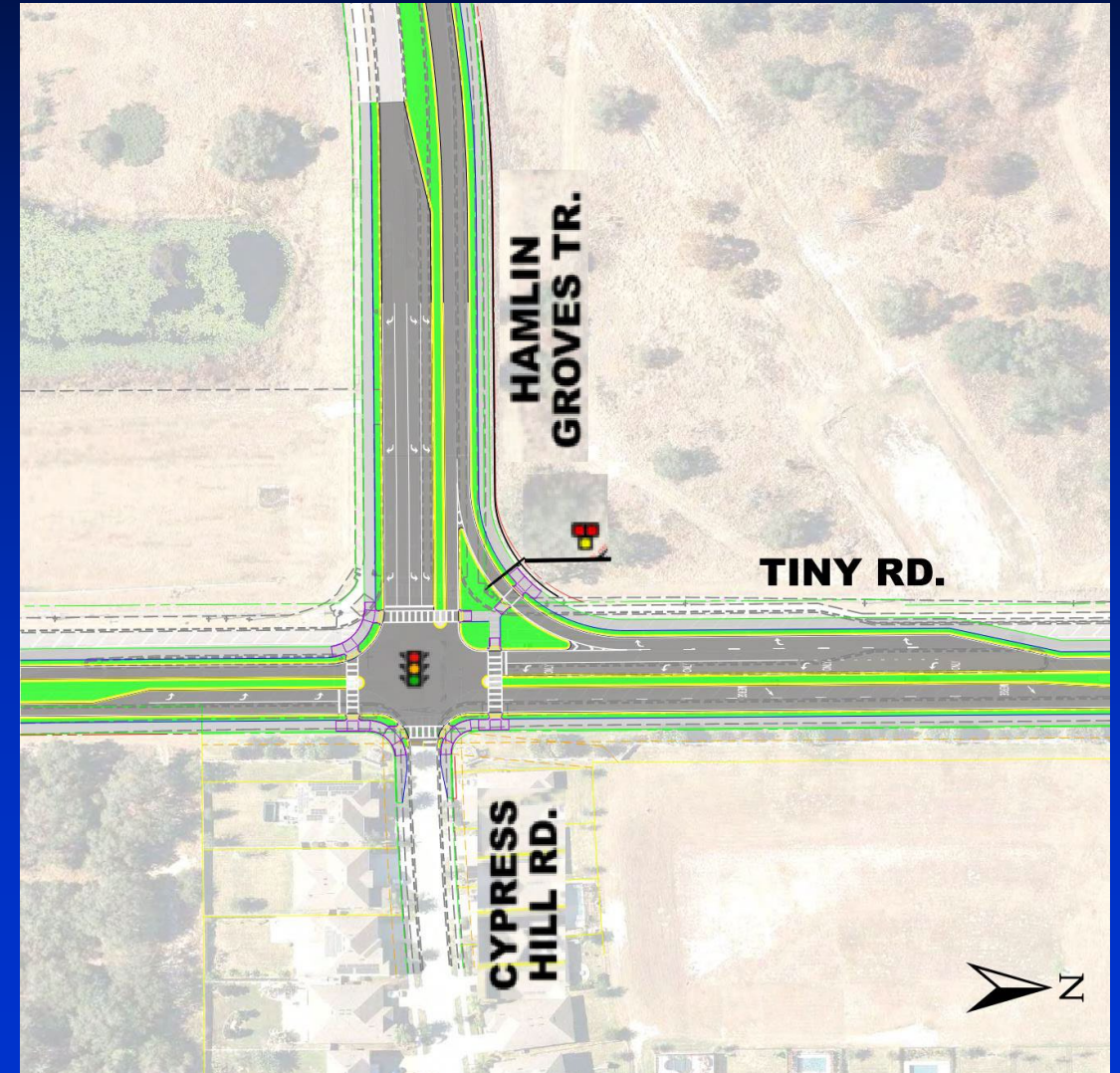




# Alternative Analysis: Hamlin Groves Trail

## Alternative 2: Traffic Signal

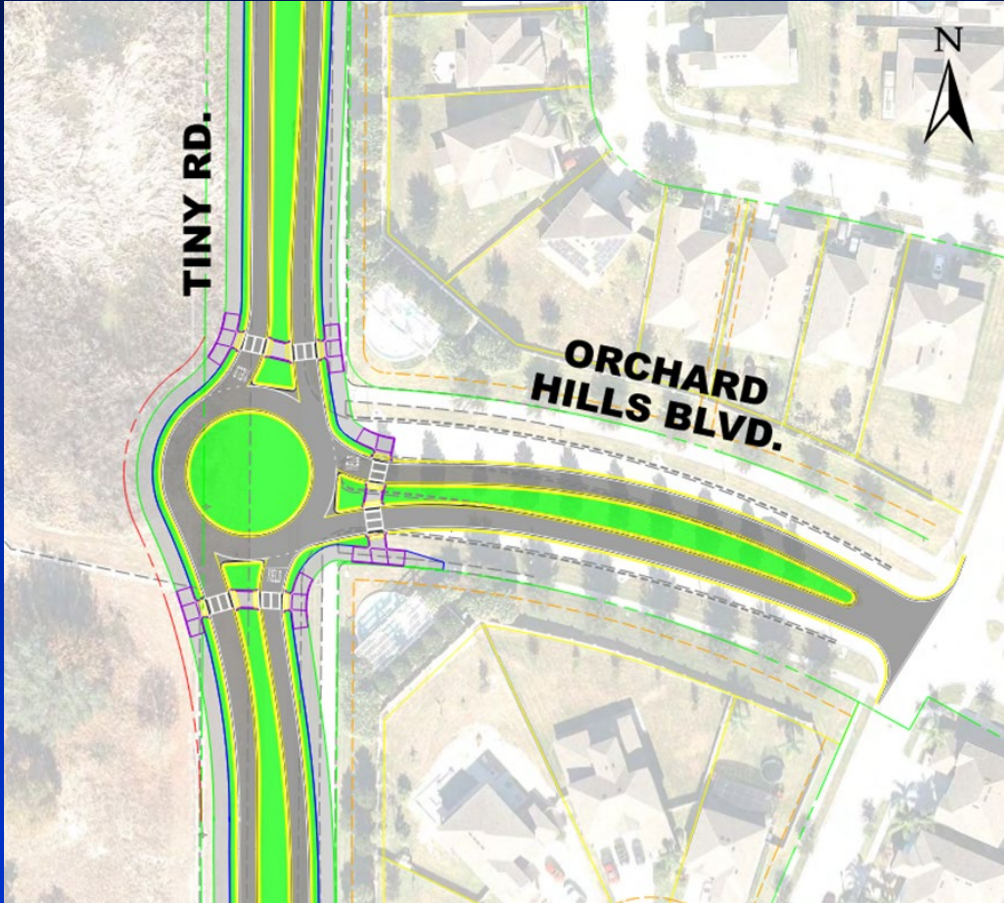
- Adds additional left turn lane onto Tiny Road heading north.
- Design of right turn lane onto Hamlin Groves Trail encourages drivers to turn right to reach shopping/dining and SR 429 rather than cutting through neighborhoods.
- Pedestrian Hybrid Beacon (PHB) on right turn creates protected crossing for pedestrians.





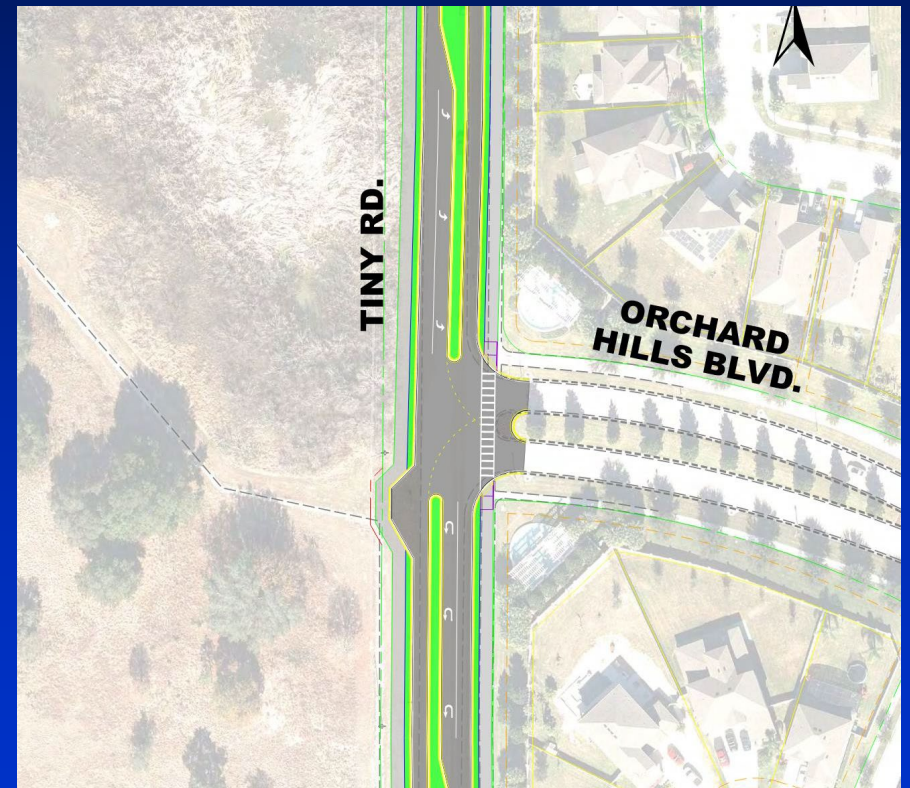
# Alternative Analysis: Orchard Hills Boulevard

## Alternative 1: Roundabout (Preferred)



- Curvature causes drivers to slow down.
- Left turns from Orchard Hills Blvd are safer.

## Alternative 2: Median Opening



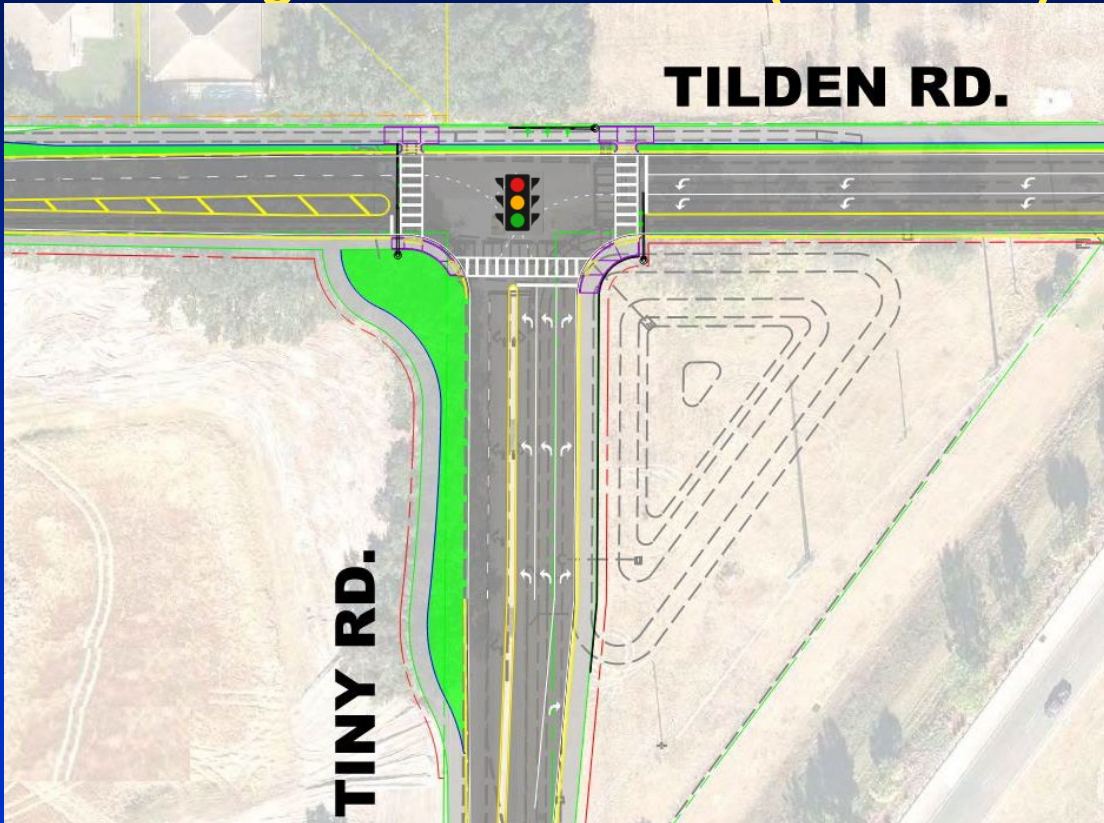
- Maintain existing access
- Additional space added for u-turns.



# Alternative Analysis: Tilden Road

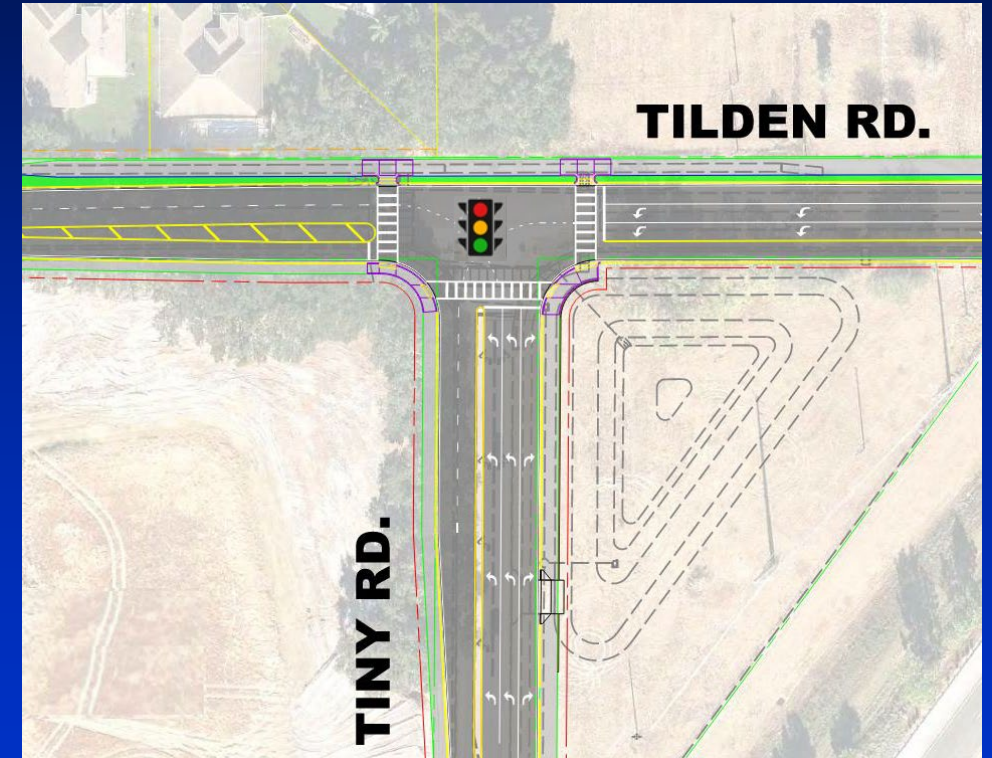
## Alternative 1:

### Traffic Signal – Shifted east (Preferred)



## Alternative 2:

### Traffic Signal – Shifted west



- Dual left turns onto Tiny Road and onto Tilden Road
- Multi-use Path (east side) continues across Tilden Rd. and connects with future trail project.



# Alternative Pond Sites

- **Basin 1**  
Two stormwater pond alternatives
  - Preferred Pond  
Pond Alt. 1A
- **Basin 2**  
Two stormwater pond alternatives
  - Preferred Pond  
Pond Alt. 2A

## Southern Drainage Basin Map (SFWMD)

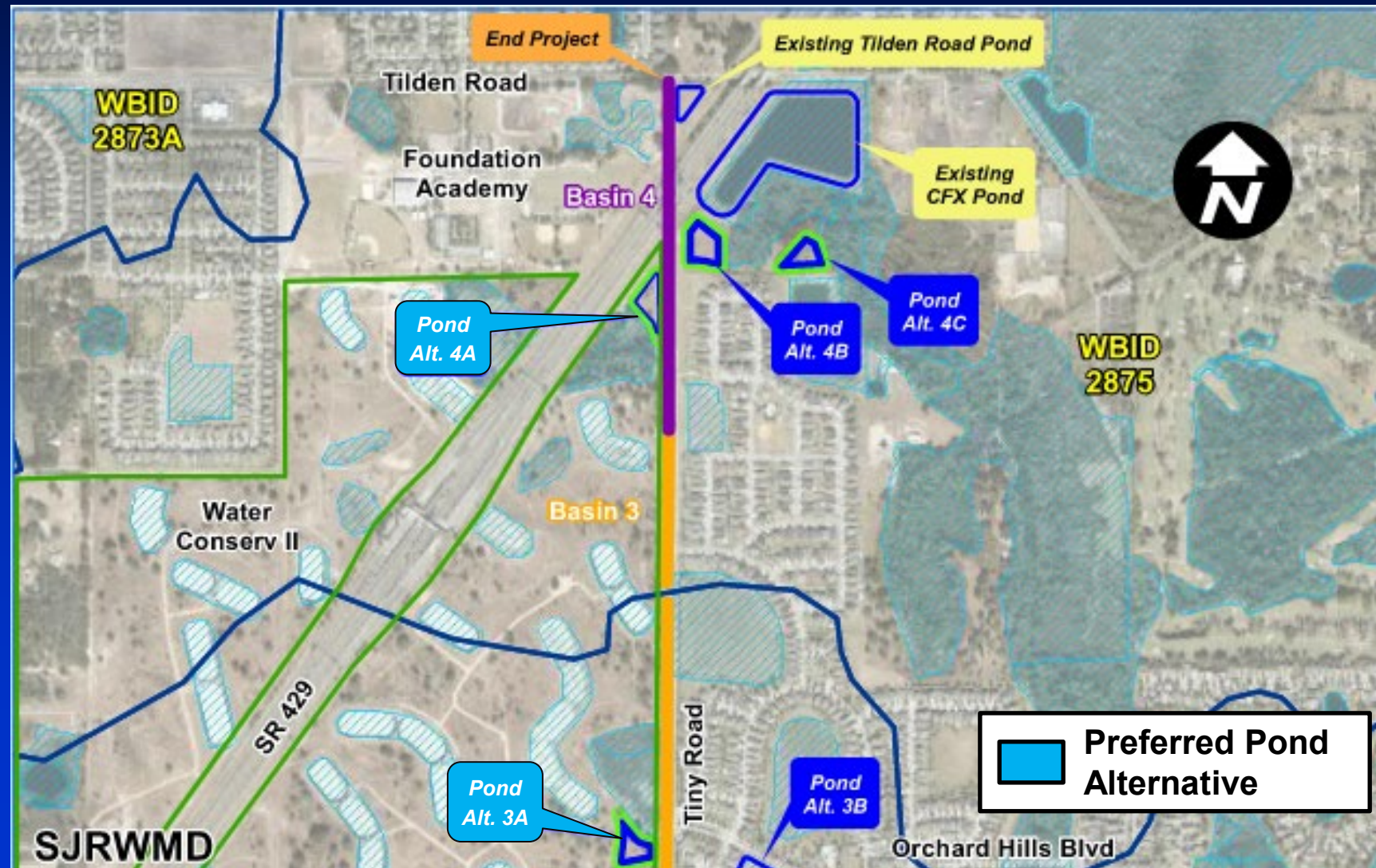




# Alternative Pond Sites

- **Basin 3**  
Two stormwater pond alternatives
  - Preferred Pond  
Pond 3A
- **Basin 4**  
Three stormwater pond alternatives
  - Preferred Pond  
Pond 4A

## Northern Drainage Basin Map (SJRWMD)





# Preferred Alternative

## EVALUATION MATRIX

Evaluation Criteria	No-Build Alternative	Alternative 1 (Preferred)	Alternative 2
<b>Right-of-Way Impacts</b>			
Number of Residential Acquisitions	None	None	None
Right-of-Way Needed (acres)	None	7.84	7.29
Number of Parcels Impacted	None	11	8
<b>Social, Natural, &amp; Physical Impacts</b>			
Social & Neighborhood	None	Low	Low
National Register Archaeological/Historic Sites	None	Low	Low
Threatened/Endangered Species	None	Moderate	Moderate
Acres of Wetlands	None	0.28	0.19
Acres of Floodplains	None	None	None
Potential Contamination Sites	None	None	None
Meets County Level of Service Standard	No	Yes	Yes
<b>Estimated Costs (Present Day Costs)</b>			
Design (15% of Construction)	No Cost	\$4,652,000	\$4,793,000
Right-of-Way Acquisition*	No Cost	\$280,000	\$262,000
Roadway Construction	No Cost	\$31,010,000	\$31,950,000
CEI (15% of Construction)	No Cost	\$4,652,000	\$4,793,000
<b>Total Cost **</b>		<b>\$40,594,000</b>	<b>\$41,798,000</b>



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# Public Engagement & Schedule

- Community Meeting

- Newsletters

- Project Website

<https://www.tinyroadstudy.com>

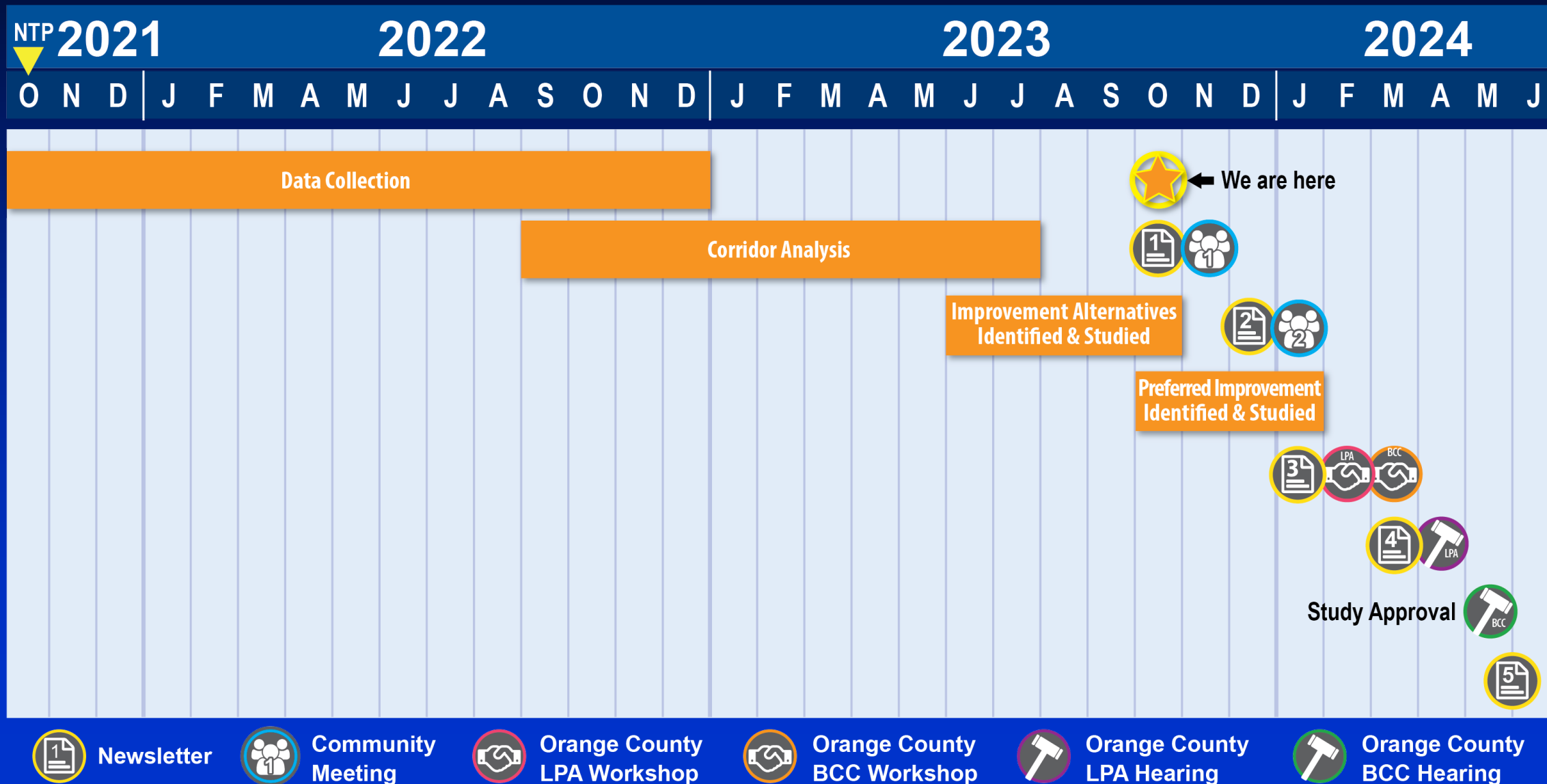
- Call/Email

- Attend LPA & BCC Hearings





# Public Engagement & Study Schedule





# Estimated Design and Construction Schedule

TINY ROAD IMPROVEMENT SCHEDULE								
	2023	2024	2025	2026	2027	2028	2029	2030
RCA								
DESIGN								
ROW								
CONSTRUCTION								

\* Estimated Dates



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# Ways to Provide Feedback After the Meeting

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**Ian Phyers, Project Manager**

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**QUESTIONS AND  
ANSWERS**