City of Oviedo

2045 MOBILITY PLAN & MOBILITY FEE

EXECUTIVE SUMMARY



SEPTEMBER 2024



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MOBILITY COHORT

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INTRODUCTION

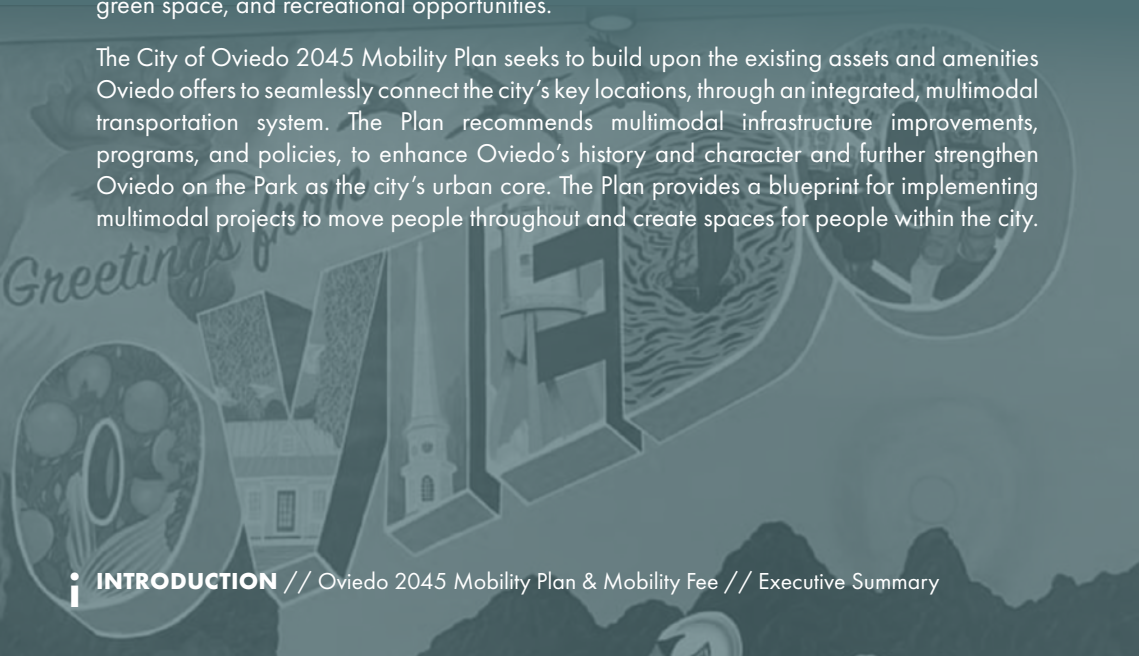
Incorporated in 1925, the City of Oviedo's original roots trace back to the Civil War when, in 1865, homesteaders settled the land around Lake Jesup and established thriving celery and citrus industries whose crops were transported by steam ships and sold in nearby communities. Originally known as the Lake Jesup Community, it was later renamed Oviedo in celebration of Florida's Spanish heritage. Now, almost a century later, the City's 16 square miles are home to more than 40,000 residents.

Located in Central Florida, about twenty minutes northeast of Orlando, the City of Oviedo is a relatively hidden gem that is tucked away from the touristy bustle of its neighboring city while providing easy access to world-renowned attractions such as Disney World, Universal Studios, and Kennedy Space Center, as well as the University of Central Florida, Seminole State College, and Orlando International Airport.

While proximity to Orlando is one of its biggest assets, the City of Oviedo also has a lot to offer its residents, employees, and visitors, boasting a top-rated school system, highly ranked parks and recreational amenities, restaurants, retail, community events, and a thriving business community. In 2020, the city was voted both one of the "50 Best Places to Live in America" and "Best Suburb to Raise a Family in the Orlando Area," while a previous national citizen survey also revealed high marks for safety, public trust in local government, and quality of life.

Found in the center of the city is Oviedo on the Park, a downtown, mixed-use development that offers a community gathering space including restaurants, a gelateria, a juice bar, and shopping surrounding Center Lake Park. Other key destinations in the city include Oviedo Mall, Oviedo Medical Center, and Solary Park which offer health, wellness, entertainment, green space, and recreational opportunities.

The City of Oviedo 2045 Mobility Plan seeks to build upon the existing assets and amenities Oviedo offers to seamlessly connect the city's key locations, through an integrated, multimodal transportation system. The Plan recommends multimodal infrastructure improvements, programs, and policies, to enhance Oviedo's history and character and further strengthen Oviedo on the Park as the city's urban core. The Plan provides a blueprint for implementing multimodal projects to move people throughout and create spaces for people within the city.



The 2045 Mobility Plan establishes a framework over the next 22-years to move people and provide choices through mobility projects established to meet the "needs" of projected growth in population and employment and increases in vehicle and person miles of travel. Mobility Plan projects (aka mobility projects) consist of improvements to roads, shared-use paths, trails, sidewalks, intersections, access connections and multimodal programs, services, and studies.

These Mobility Plan projects are illustrated in separate Plans for Roads, Multimodal Improvements, Intersections, and Access Connections. Mobility projects also include closing Sidewalk Gaps on major roads, Mobility Plan Implementation projects, and projects for Future Planning Consideration with the Florida Department of Transportation (FDOT), Seminole County, and the residents and businesses within Oviedo and surrounding unincorporated areas.

The mobility projects identified in the 2045 Mobility Plan form the basis for the City of Oviedo Mobility Fee consistent with Florida Statutes 163.3180 and 163.31801. The Mobility Fee is intended to replace the City's Transportation Impact Fee and Seminole County's Mobility Fee with a streamlined and simplified way for development activity to mitigate its transportation impact through payment of a one-time Mobility Fee to the City of Oviedo.

The Mobility Fee collected from development activity will be used to fund mobility projects identified in the 2045 Mobility Fee to provide a mobility "benefit" to development activity that pays the Mobility Fee. Development activity includes the construction, alteration, modification, expansion, redevelopment, rehabilitation, or remodeling of buildings, facilities, or structures, change of occupancy or use, special uses, variances, and any use of land that results in an increase in person travel demand above the existing use of land.

The City of Oviedo 2045 Mobility Plan and Mobility Fee Technical Report, dated September 2023, documents future growth, the need for mobility projects, and the data and methodology used to develop a Mobility Fee that meets legally established dual rational nexus and rough proportionality tests, along with the requirements of Florida Statute Sections 163.3180, 163.31801, and Florida Statute Chapter 380.



MOBILITY PLANNING



GOAL 2-1 of the Transportation Element of the City of Oviedo's Comprehensive Plan is:

"Provide a sustainable multimodal transportation system that aims to: balance pedestrian, motorized and non-motorized vehicular traffic through safe, efficient, aesthetically pleasing, feasible, and cost-effective improvements; reduce pollution by encouraging the use of alternative fuels and non-motorized transportation modes, and preserve the quality of life and unique character of the city's neighborhoods through traffic calming and other strategies."

POLICY 2-1.13.3 of the Transportation Element of the City's Comprehensive Plan is:

"The City mobility plan shall address transportation impact to City, County, and FDOT facilities within and directly adjacent to the City. Mobility plan projects shall be based on future person travel demand and the need for multimodal projects to meet that demand as required by the needs test of the dual rational nexus test. The horizon year for the mobility plan shall be either consistent with the City's Comprehensive Plan or the most recently adopted Long Range Transportation Plan (LRTP). The mobility plan may include multimodal projects that will not be used in the calculation of a mobility fee or are only partially attributable to new development."

POLICY 2-1.13.4 of the Transportation Element of the City's Comprehensive Plan is:

"The types of multimodal projects included in the mobility plan shall include improvements, programs, and services consistent with multimodal quality of service standards established in the mobility plan. The mobility plan shall include the identification of multimodal projects for people walking, bicycling, riding micromobility devices and transit, and driving, such as, but not limited to, bike lanes, dedicated lanes, low speed lanes, multimodal flex lanes, paths, low speed and shared curbless streets, sidewalks, trails, microtransit and transit facilities and vehicles, new mobility technology, shared mobility programs and services, landscape and streetscape, parking areas and structures, mobility hubs, high visibility crossings, safety and capacity enhancements and improvements, wayfinding programs, roundabout, turn lanes, traffic control devices, and new, upgraded, or widen roads."

POLICY 2-1.13.15 of the Transportation Element of the City's Comprehensive Plan is:

"The City shall consider development of a mobility fee, that it controls and expends to fund multimodal projects identified in an adopted mobility plan, to repeal transportation concurrency and proportionate share, and to replace the collection of City transportation mitigation impact fees and County mobility fees with City mobility fees."

POLICY 2-1.13.16 of the Transportation Element of the City's Comprehensive Plan is:

"The mobility fee shall mitigate the attributable person travel demand of new development activity on future City, County, and FDOT facilities within and directly adjacent to the City."

WHY DOES THE CITY NEED A MOBILITY PLAN?

In 2007, the Florida Legislature introduced the concept of Mobility Plans and alternative mobility funding strategies to provide an equitable way for new development activity to mitigate (offset) its impact to the multimodal transportation system.

In 2013, the Legislature updated the Community Planning Act to encourage and allow local governments to adopt alternative mobility funding systems, based on a plan for mobility (Florida Statute 163.3180). In 2022, the City of Oviedo amended the Transportation Element of its Comprehensive Plan to establish legislative intent to develop a Mobility Fee based on the multimodal projects established in a Mobility Plan.

The City of Oviedo is projected to experience significant population and employment growth that will add new homes, businesses, and shops to the community over the next 22 years. These new residents and businesses will generate additional traffic and increase the demand for multimodal transportation projects to travel within Oviedo and to and from surrounding cities, communities, and neighborhoods.



MOBILITY FEES



WHAT IS A MOBILITY FEE?

A Mobility Fee is a one-time fee paid to the City by new development activity (e.g., new or expanded homes or businesses) to off-set (mitigate) any increases in person travel demand and pay for its attributable share of the multimodal projects adopted as part of the Mobility Plan. Mobility Fees are intended to be an alternative to transportation concurrency and road impact fees. They are not taxes on existing homes or businesses and are only assessed if new development activity results in an increase in person travel demand. Mobility Fees are one of the funding sources available that provides the City with greater flexibility to fund a variety of multimodal projects included in the Mobility Plan.

WHO WOULD PAY IF THE CITY OF OVIEDO ADOPTED A MOBILITY FEE?

Any new development activity that requires a building permit and results in an increase in person travel demand above the existing use of property. Mobility Fees are assessed if there is an addition, change of use, expansion, or modification that generates additional person travel demand (impact) above the existing use of the property. If an existing property owner has a vacant lot and applies for a building permit to construct a new home, then they would be required to pay the Mobility Fee. Florida Statute exempts governmental uses, along with public and charter schools, from paying Mobility Fees.

HOW ARE THE FEES DETERMINED?

Mobility Fees are determined through an evaluation of projected growth in population, employment, and person travel demand and the need for multimodal projects to provide the person miles of capacity necessary to accommodate that growth. Mobility Fees are then calculated based on the cost and person capacity of the multimodal projects adopted as part of the City's Mobility Plan. The Mobility Fee is based on a detailed methodology designed to meet the dual rational nexus test and rough proportionately test established by case law and Florida Statute Section 163.3180 and 163.31801.

The City of Oviedo Mobility Plan & Mobility Fee Technical Report, dated September 2023, is a detailed report that has been developed to document the Mobility Fee methodology and demonstrate legal and statutory compliance. The results of the detailed Technical Report are what is known as the Mobility Fee Schedule. The Mobility Fee Schedule includes different land uses and the Mobility Fee rate assessed for each land use based on a specific unit of measure.

HOW WILL THE CITY FUND MOBILITY PLAN PROJECTS?

Beyond Mobility Fees, the multimodal projects identified in the City's Mobility Plan can be funded through a variety of sources, such as Federal and State earmarks, funds, grants, and programs through MetroPlan. While the County does collect gas taxes, the majority of those funds are used to maintain current infrastructure. If the County Commission elects to place an extension of the infrastructure sales tax on the ballot and the residents of the County vote in favor of the sales tax, then the sales tax would be an available source of revenues.

The City could also consider the use of special assessments, Community Redevelopment Area (CRA) funds, property taxes, and tourist development taxes to help fund Mobility Plan projects. Services and programs such as shared micromobility programs and transit circulator services may also charge user fees to pay for the program and services. The identification of multimodal projects as part of the City's Mobility Plan provides the City with the means to proactively pursue appropriations and additional funding opportunities that frequently become available to promote economic development or economic stimulus programs and grants.





HOW ARE MOBILITY FEES IMPLEMENTED?

The following are the seven steps involved in the implementation of a Mobility Fee. The City amended the Comprehensive Plan in 2022 to address step 1. This Executive Summary illustrates the plans that were adopted as part of step 2. The City adopted an implementing ordinance in 2024, based on the Technical Report addressing steps 3 and 4. The administration and assessment of the Mobility Fee identified in step 5 is an ongoing process. Once the Mobility Plan & Mobility Fee is adopted, the City will evaluate the need for amendments to the comprehensive plan, land development code, and site access / impact assessments as part of step 6. Upon adoption, the City can begin programming multimodal projects from the Mobility Plan into its Capital Improvements Program as part of step 7. Like step 5, updates of the Capital Improvements Element and Program is an ongoing process.



MULTIMODAL PROJECTS

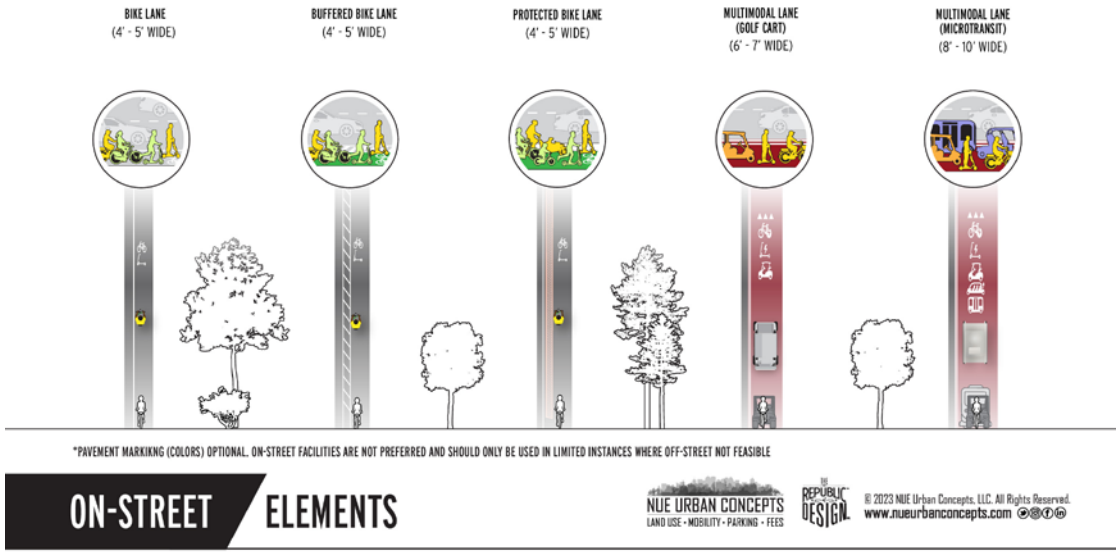


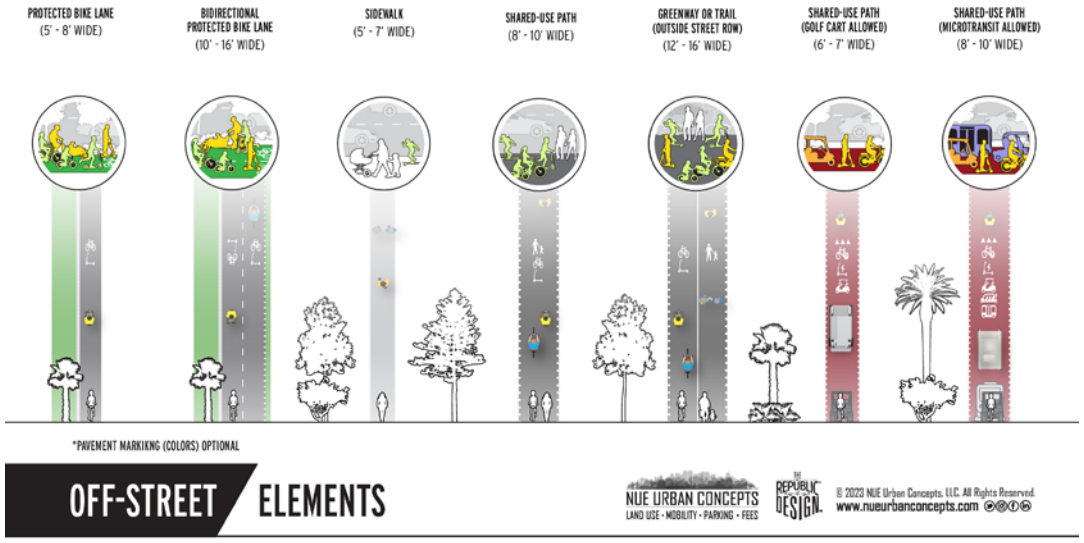
WHAT ARE MULTIMODAL PROJECTS?

The Mobility Plan accommodates different types (modes) of travel on a variety of multimodal facilities (e.g., bike lanes, paths, roads, sidewalks, and trails). The images below illustrate the types of multimodal projects, both on-street and off-street, that are included in the Mobility Plan. Sidewalks and bike lanes are intended to be primarily used by people bicycling and walking (non-motorized travel).

Shared-use paths, multi-use trails, multimodal lanes, and multimodal ways can also be used by micromobility devices (e.g., electric bikes, electric scooters, etc.) and microtransit (e.g., golf carts, autonomous transit shuttles, etc.). Retrofits allow users to move aside and allow others to pass where existing right-of-way restrictions prevent providing an adequately wide multimodal facility.







MULTIMODAL PROJECTS



HOW WERE THEY IDENTIFIED?

The multimodal projects identified in the Mobility Plan were established based on the fundamental multimodal elements necessary to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient multimodal transportation system focused on moving people and providing mobility choices.



MOBILITY: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner. The lack of sidewalks, paths, trails, bike lanes, and curb access ramps are often impediments to people choosing to walk or bike from home to work and other daily activities.



EQUITY: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. Equitable mobility provides transportation justice for not only underserved and/or disadvantaged communities but also for vulnerable users. People have a fundamental right to move around easily, safely, and conveniently.



ACCESSIBILITY: The ease at which people reach, enter, and use modes of travel (walk / bike / transit / vehicle) at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices.



CONNECTIVITY: The number of route options people have available to them and their directness and/or distance. Gridded street networks provide a high level of connectivity, whereas dead-end cul-de-sacs do not. Innovative approaches to enhance connectivity, such as Low Speed and Shared Streets, along with using paths and trails for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, riding micromobility devices, and accessing transit.



VISIBILITY: The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking = greater awareness and more people walking and biking = safer conditions (i.e. safety in numbers). Green bike lanes, pavers at crosswalks, and flashing signals are all design elements used to increase visibility of people walking and bicycling.



CONTINUITY: The uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions — neither should sidewalks, paths, trails, or bike lanes.



SAFETY: The combination of behavioral and physical design elements of the built environment can make mobility comfortable and pleasant for all ages and abilities. The elements that provide safety include slower speeds, physical separation, enhanced visibility crossings, and designations for different mobility modes. Enhanced safety features encourage behavioral changes that make safety everyone's responsibility.



COMFORT: The sum of all the mobility elements plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice. The perception of comfort shows that the availability of a car doesn't automatically make it a first mode choice and the most obvious or direct route may also not be the most comfortable. Improving conditions can remove impediments, increase trip satisfaction and usefulness, and incline travellers to use non-vehicular modes.



SOCIAL VALUE: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.

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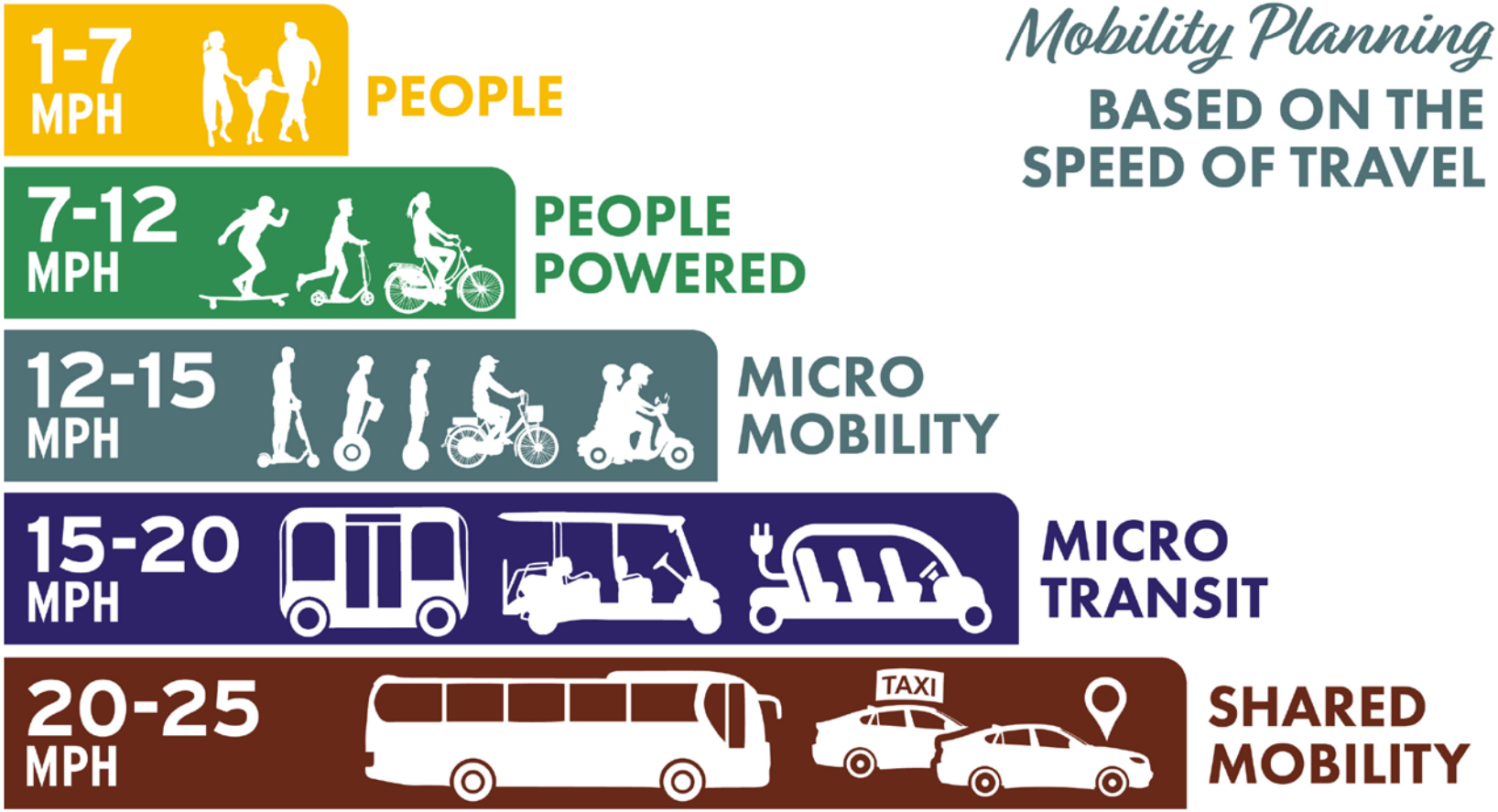
TRAVEL SPEED



Transportation modes are often grouped into two categories, cars and "multimodal." While slowing the speed of cars makes the biggest overall impact on street safety for other road users, there are significant speed differentials between different types of multimodal modes that can also sometimes create unsafe situations. Sidewalks and paths are designed to accommodate people bicycling, jogging, walking, or pushing a stroller at 1 to 7 miles per hour, while roads are designed to accommodate people driving cars between 20 and 50 miles per hour.

This is a large speed difference that creates a "missing middle mode" in how cities currently build their transportation infrastructure. People riding electric bicycles or scooters, driving electric low speed vehicles, or riding a transit circulator are moving between 10 and 20 miles per hour and are not currently accommodated on most major roads.

It is not preferred, and can be unsafe for pedestrians, for electric bicycles or electric scooters (low speed electric vehicles) to use sidewalks in the City, even though Florida Statute allows them to be used wherever bicycles are used; unless the City adopts regulations regarding their use. It is also not preferred, and most often not safe, for bicycles, low speed electric vehicles, or scooters to use the entire lane on major roads, even though Florida Statute allows them to use the entire lane where other infrastructure is not available.



TRAVEL SPEED



MOVING TOWARDS VISION ZERO

There are two primary components in moving towards Target Zero and Safer Streets for All: (1) multimodal projects and (2) speed of cars. The 2045 Mobility Plan addresses multimodal projects. Speed is the most important variable in reducing crashes, traffic deaths and serious injuries. Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speed increases, so does the probability that a crash involving vulnerable road users (people walking, bicycling, scooting, in wheelchairs, etc.) and motorists will result in one or more fatalities.

Traveling at a speed of 40 mph, a vehicle needs 145 feet to reach a full stop, while traveling at 20 mph only 45 feet is needed. Similarly, if a person is hit by a vehicle traveling 40 mph there is only a 10% chance of surviving the crash, while at 20 mph there is a 90% chance of survival. The Mobility Plan introduces the concept of Street Quality of Service Standards that prioritize slower speeds. Slower posted speed limits are only effective if they are accompanied by physical and visual improvements to the right-of-way that are designed to slow down motor vehicles.

MOVING TOWARDS VISION ZERO

City of Oviedo
STREET
QUALITY OF SERVICE STANDARDS

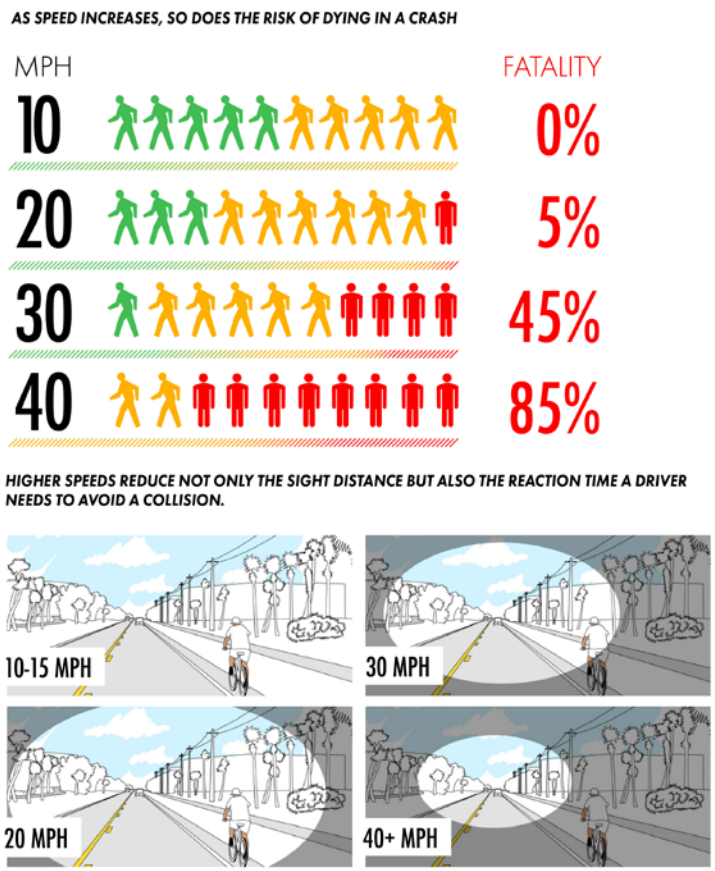
STREET QUALITY OF SERVICE (QOS) STANDARDS INTENT: POSTED SPEED = DESIGN SPEED	POSTED SPEED LIMIT DOWNTOWN & DESIGNATED AREAS (DA)	POSTED SPEED LIMIT OUTSIDE DOWNTOWN/ DESIGNATED AREAS (ODA)	APPLICABLE LOCATIONS
MICROMOBILITY SPEED LIMITS	SPEED LIMIT 10	SPEED LIMIT 15	SIDEWALKS, SHARED-USE PATHS, MULTI-USE TRAILS, BIKE / MULTIMODAL LANES & WAYS, & SELECT FACILITIES
QUALITY OF SERVICE (QOS) A*	SPEED LIMIT 15	SPEED LIMIT 20	LOCAL, RESIDENTIAL & SELECT STREETS WITH ROW MODIFICATIONS TO SLOW VEHICLES
QUALITY OF SERVICE (QOS) B	SPEED LIMIT 20	SPEED LIMIT 25	LOCAL, RESIDENTIAL, & SELECT STREETS. ALSO INCLUDES: SELECT COLLECTORS & ARTERIALS WITH ROW MODIFICATIONS TO SLOW VEHICLES
QUALITY OF SERVICE (QOS) C	SPEED LIMIT 25	SPEED LIMIT 30	SELECT LOCAL STREETS, MINOR & MAJOR COLLECTORS, & SELECT ARTERIALS WITH ROW MODIFICATIONS TO SLOW VEHICLES
QUALITY OF SERVICE (QOS) D	SPEED LIMIT 30	SPEED LIMIT 35	MAJOR COLLECTORS, MINOR ARTERIALS, & SELECT STREETS
QUALITY OF SERVICE (QOS) E**	SPEED LIMIT 35 +	SPEED LIMIT 40 +	SELECT STREETS & PRINCIPAL ARTERIALS

* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A
** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
QOS STANDARDS WORK IN CONJUNCTION WITH AREAWIDE ROADWAY LEVEL OF SERVICE STANDARDS. QOS STANDARDS ARE INTENDED TO ALLOW FOR LOWERING VEHICLE SPEEDS AND INCREASING FLEXIBILITY TO DESIGN ROADS AT THE DESIRED SPEED OF TRAVEL (POSTED SPEED) VS TRADITIONAL APPROACHES USING 85TH PERCENTILE SPEED OR THE ACTUAL OR ANTICIPATED SPEED OF TRAVEL. QOS STANDARDS ARE APPLICABLE AS PART OF AN OVERALL VISION ZERO OR SAFER STREETS PROGRAM AT A NEIGHBORHOOD, DESIGNATED AREA, OR COMMUNITY WIDE SCALE. SEE ADOPTED 2045 MOBILITY PLAN FOR FURTHER USE OF QOS STANDARDS

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2045 MOBILITY PLAN SUMMARY



The 2045 Mobility Plan consist of separate Plans for Roads, Multimodal Improvements, Intersections, and Access Connections. The Mobility Plan also includes closing Sidewalk Gaps on major roads, Mobility Plan Implementation projects, and projects for Future Planning Consideration. The following are the components of the 2045 Mobility Plan:

ROADS PLAN

The Roads Plan features new roads, the widening of existing roads, and a PD&E study for Mitchell Hammock. The Roads Plan also features the reimagining of existing rights-of-way through the conversion of multi-lane roads to two lane complete streets. Alexandria Blvd is proposed to go from a four-lane undivided road to a two-lane divided street with multimodal features.



MULTIMODAL PLAN

The Multimodal Plan features new shared-use paths and trails, along with the retrofit of existing sidewalks to shared-use paths. The City's preference is for shared-use paths or separated off-road bicycle lanes as opposed to standard on-street bike lanes and sidewalks. The Multimodal Plan also features details for retrofitting Oviedo Blvd to add a trail or shared-use paths from CR 419 to Mitchell Hammock, while minimizing impacts to on-street parking.

INTERSECTIONS PLAN

The Intersections Plan features proposed intersections improvements, roundabouts, and a future interchange at SR 417 and Winter Springs Blvd. Roundabouts are proposed for construction by FDOT along SR 434 and by the City at various locations through-out the City.

ACCESS CONNECTIONS PLAN

The 2045 Mobility Plan contains a unique component known as the Access Connection Plan. The intent of the Access Connection Plan is retrofit existing commercial nodes to enhance cross-access and internal circulation and to plan for interconnectivity along commercial corridors as new development and redevelopment occurs. Planning for and requiring construction of access connections still allows for connectivity and alternatives to adjacent roads without the expense and design restrictions to access adjacent land uses associated with the construction of roadway. Developing an Access Connections Program is a Mobility Plan Implementation project.associated with the construction of roadway. Developing an Access Connections Program is a Mobility Plan Implementation project.

CLOSING SIDEWALK GAPS

The City's desire is to enhance the quality of service for people walking, bicycling, scooting, and possibly using golf carts on an interconnected network of shared-use paths and trails. However, not all roads have adequate right-of-way to construct shared-use paths or to retrofit existing sidewalks to shared-use paths. The identified sidewalk gaps are primarily on arterial and collector roads. Addressing safe routes to schools and closing gaps on local roads is included as a Mobility Plan Implementation project.

2045 MOBILITY PLAN SUMMARY



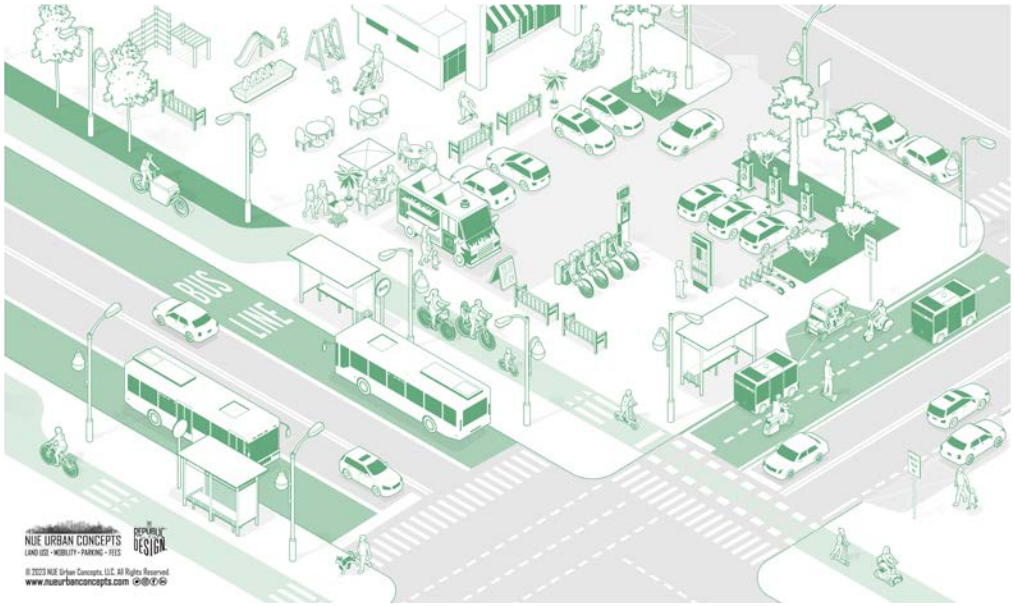
FUTURE PLANNING CONSIDERATIONS

The 2045 Mobility Plan contains another unique component comprised of various mobility projects that require additional coordination between the City, County, and FDOT and community outreach. These mobility projects include traffic calming, new trails, new roads, and new multimodal connections. Some of these mobility projects have been met with community opposition in the past. Further outreach efforts are needed to see if solutions can be identified.

MOBILITY PLAN IMPLEMENTATION PROJECTS

The 2045 Mobility Plan is comprised of multiple components and known mobility projects are illustrated in the various Mobility Plans. However, there is still significant planning and design beyond the 2045 Mobility Plan that is needed for the City to enhance the quality of service of its multimodal transportation system. In addition, mobility needs are dynamic and new challenges and opportunities arise all the time. These Mobility Plan Implementation projects allow the City to address needs as they arise through updates to the Capital Improvements Program and to utilize Mobility Fees as one of the funding sources for these projects. Mobility Plan Implementation Projects include the following:

- **BICYCLE INFRASTRUCTURE MASTER PLAN**
- **SIDEWALK MASTER PLAN**
- **SIDEWALK MASTER PLAN IMPLEMENTATION**
- **CURB RAMP UPGRADE PROGRAM**
- **FUTURE PLANNING CONSIDERATION**
- **TRAFFIC CALMING PROGRAM**
- **ACCESS CONNECTION PROGRAM & IMPLEMENTATION**
- **MICROMOBILITY & MICROTRANSIT SHARE PROGRAM**
- **MOBILITY EQUITY PROGRAM**
- **VISION ZERO ACTION PLAN**
- **WAYFINDING PROGRAM**
- **MOBILITY HUBS & TRANSIT STOPS**
- **MULTIMODAL ORDINANCES & STUDIES**

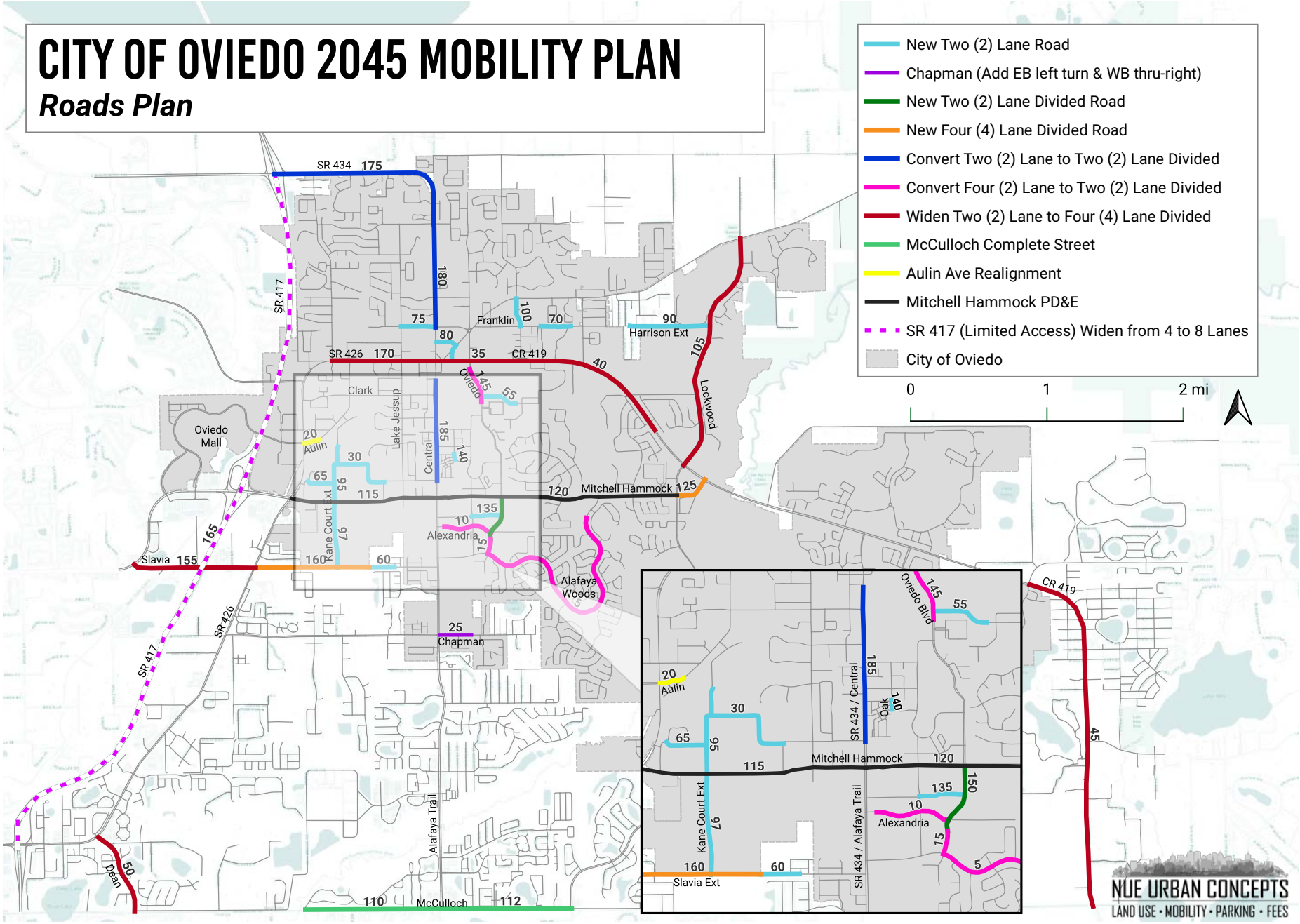


These Programs have also been included in recognition that each year the City amends its Capital Improvements Program as part of the annual budget development and that priorities and elected officials change overtime. The multimodal programs have also been added to address the recent amendments to Florida Statute Section 163.31801 (The Impact Fee Act) that limit impact fee and mobility fee updates to once every four (4) years, unless there are extraordinary circumstances that warrant an update earlier than every four (4) years.



CITY OF OVIEDO 2045 MOBILITY PLAN

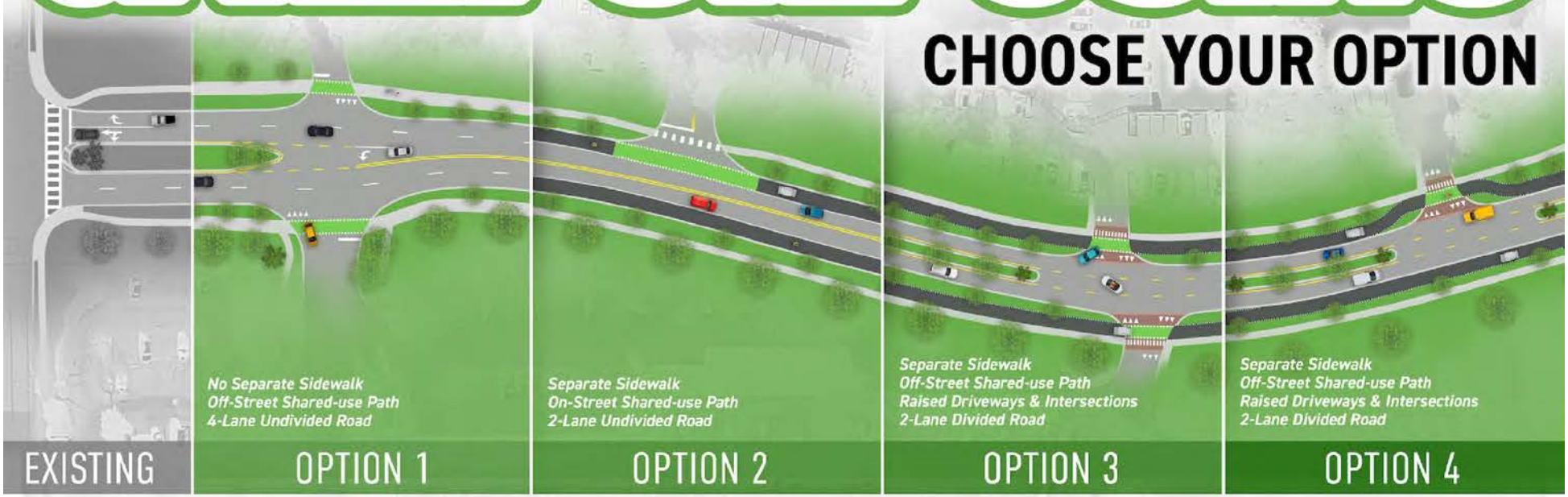
Roads Plan





REIMAGINING & REPURPOSING

CHOOSE YOUR OPTION



CREATIVE MOBILITY SOLUTIONS

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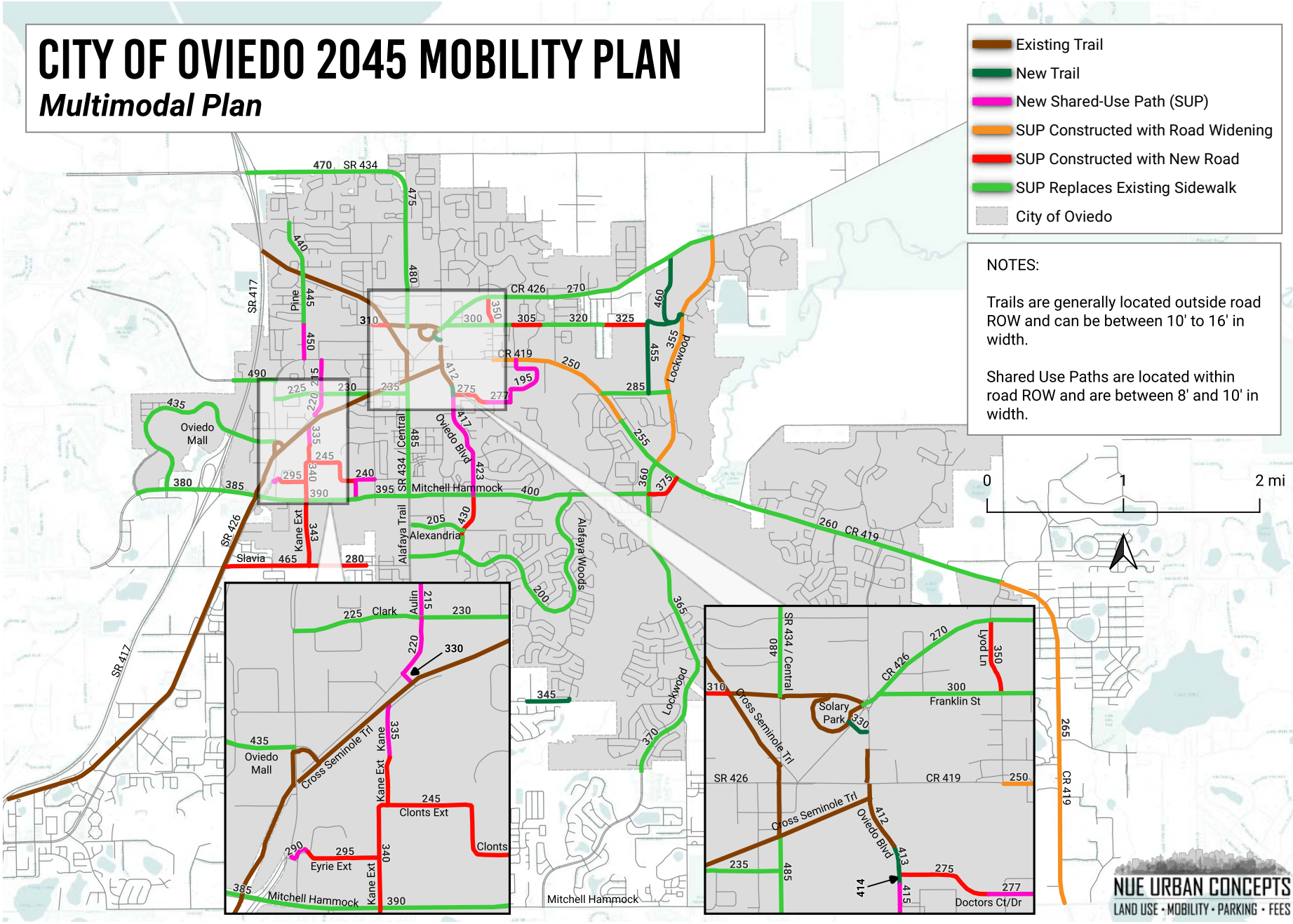
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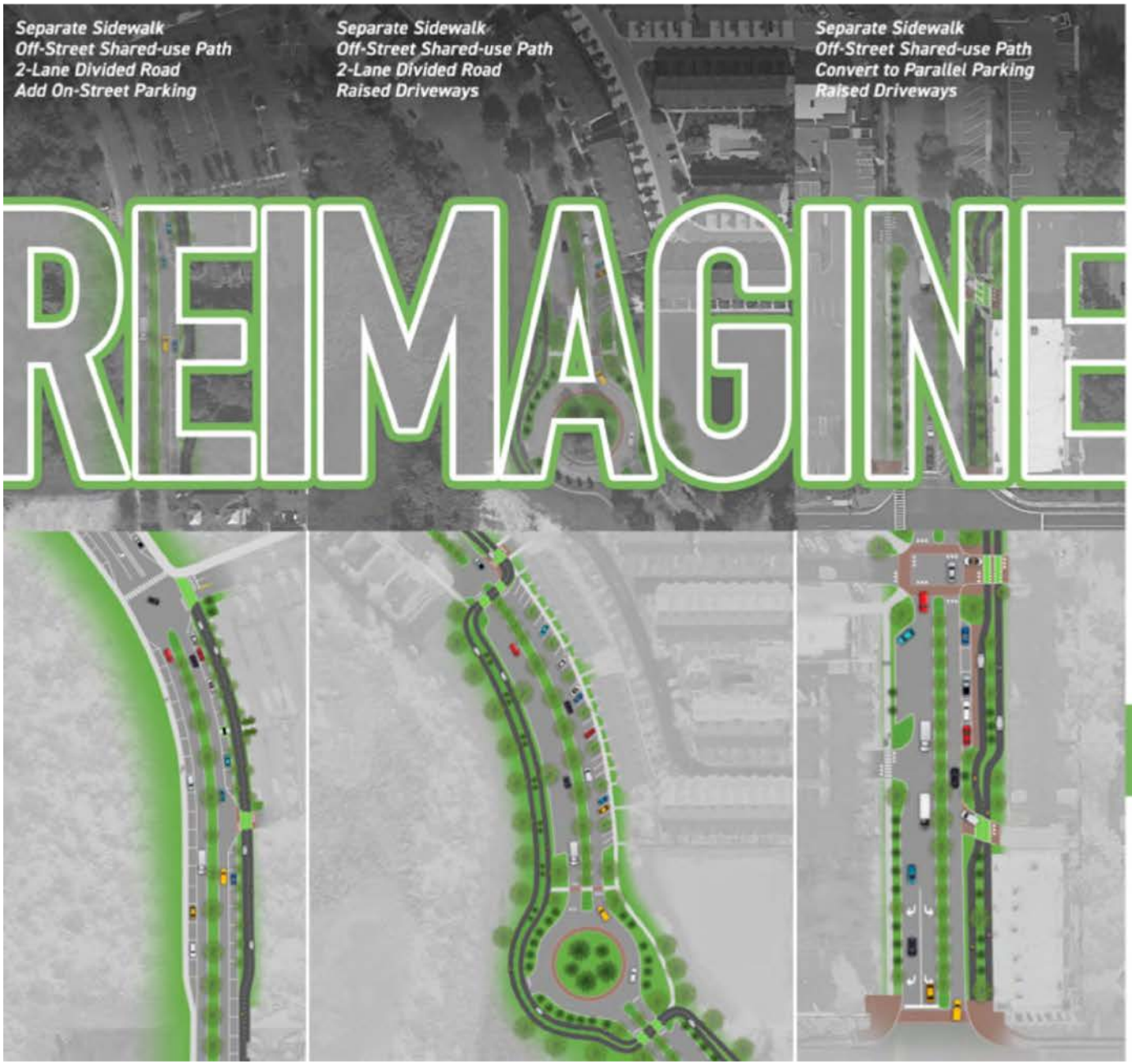
CITY OF OVIEDO 2045 MOBILITY PLAN

Multimodal Plan



REIMAGINE OVIEDO BOULEVARD





& REPURPOSE THE RIGHT-OF-WAY TO CREATE SAFER STREETS *for all*

CREATIVE MOBILITY SOLUTIONS

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LAND USE · MOBILITY · PARKING · FEES

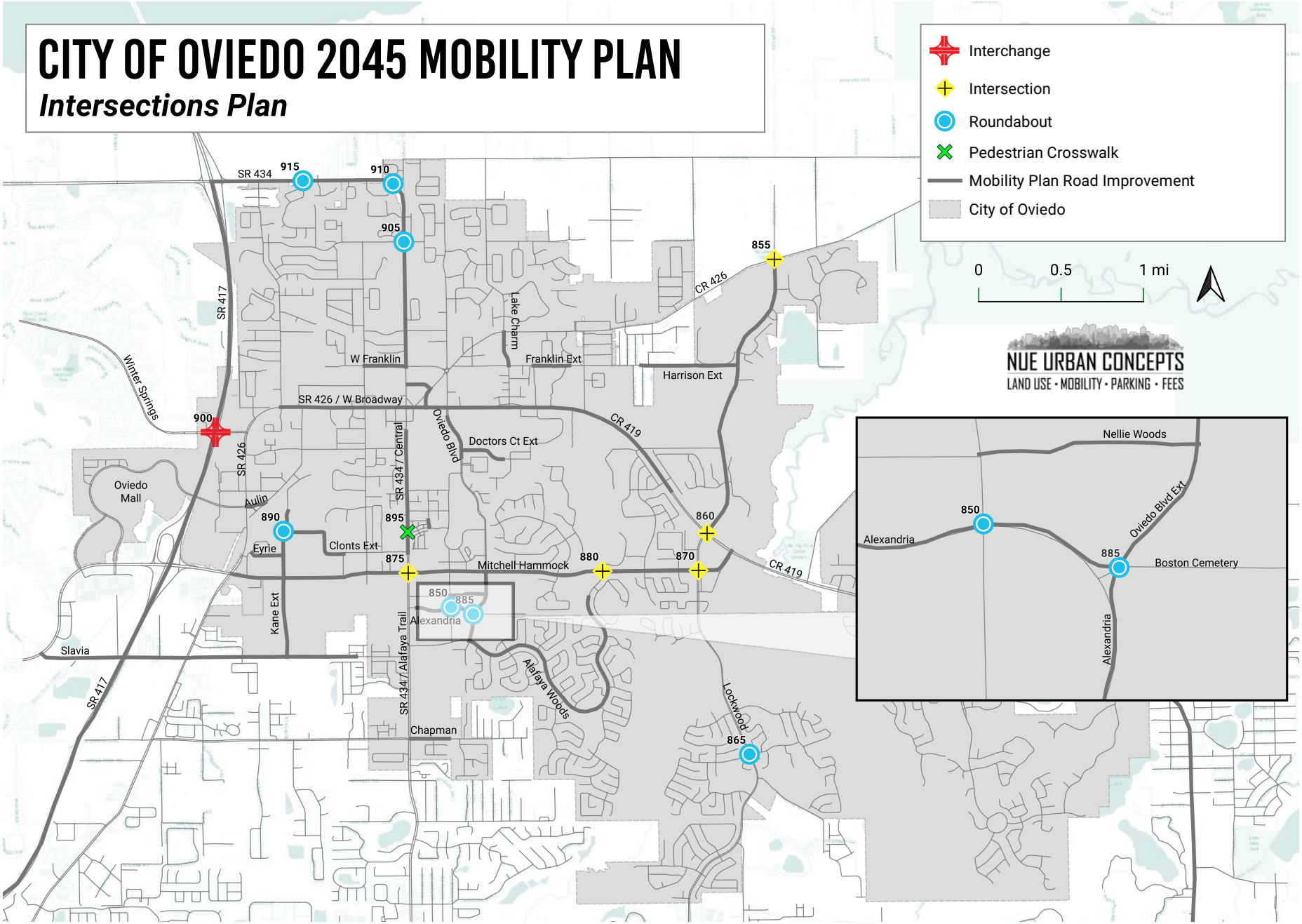
THE REPUBLIC OF DESIGN

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CITY OF OVIEDO 2045 MOBILITY PLAN

Intersections Plan

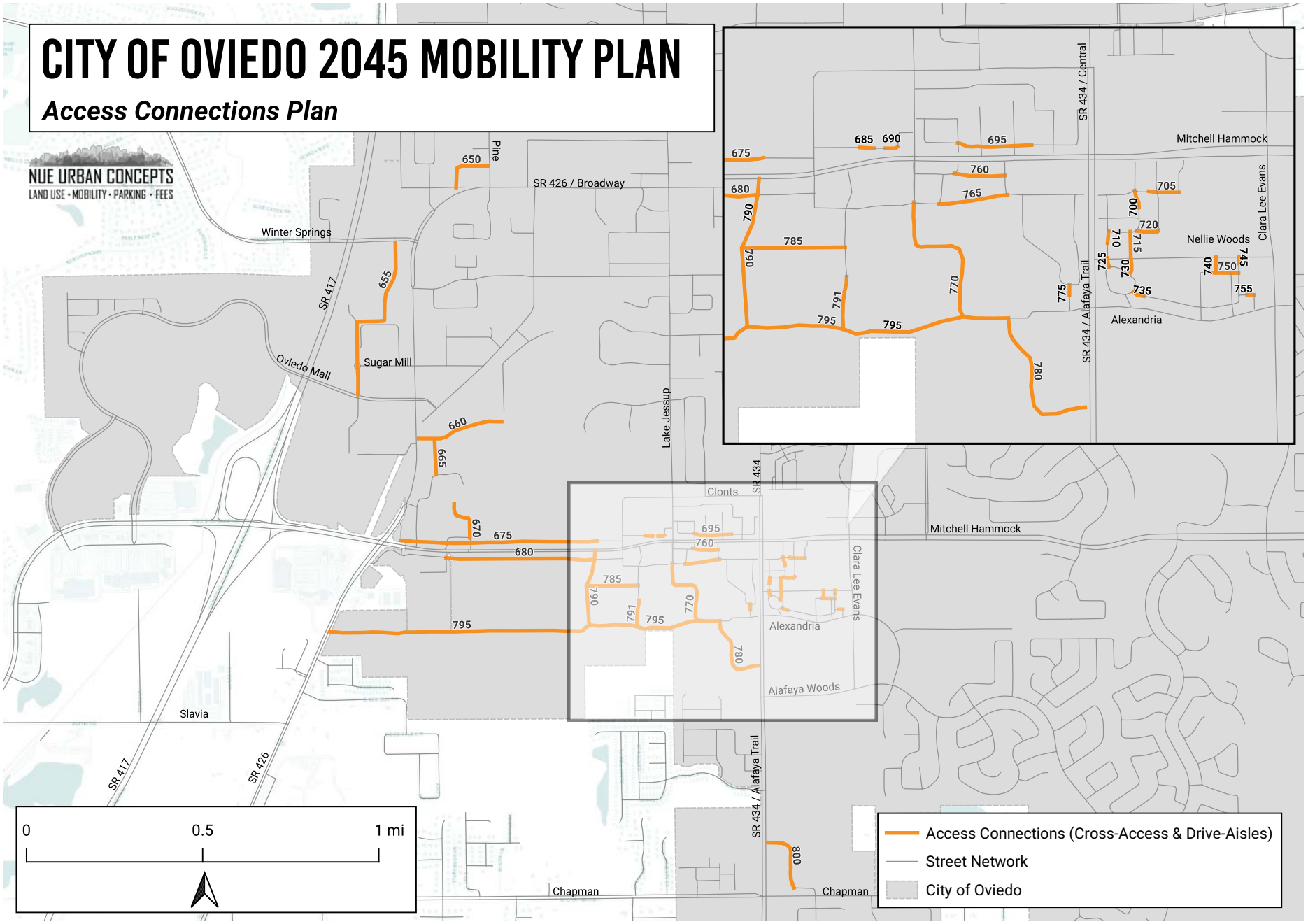




CITY OF OVIEDO 2045 MOBILITY PLAN

Access Connections Plan

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CITY OF OVIEDO 2045 MOBILITY PLAN

Closing Sidewalk Gaps (Shared-Use Path Limitations)

Existing Sidewalk
Sidewalk Gap
City of Oviedo

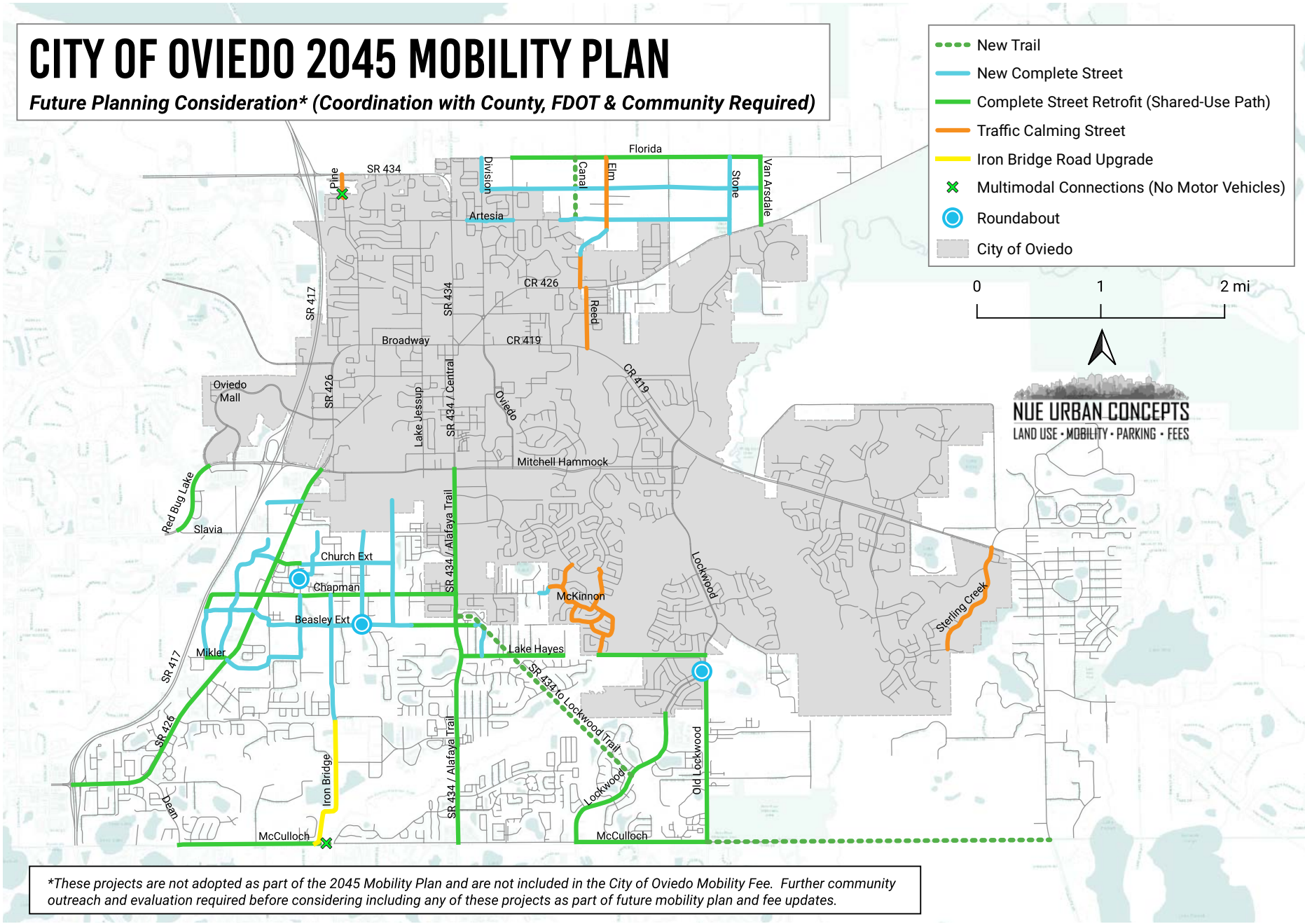
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CITY OF OVIEDO 2045 MOBILITY PLAN

Future Planning Consideration* (Coordination with County, FDOT & Community Required)



**These projects are not adopted as part of the 2045 Mobility Plan and are not included in the City of Oviedo Mobility Fee. Further community outreach and evaluation required before considering including any of these projects as part of future mobility plan and fee updates.*

MOBILITY FEE SUMMARY



The basis for the City of Oviedo Mobility Fee are the projects identified in the 2045 Mobility Plan consistent with Florida Statutes 163.3180 and 163.31801. Mobility Plan projects (aka mobility projects) consist of improvements to roads, shared-use paths, trails, sidewalks, intersections, access connections and multimodal programs, services, and studies. The Mobility Fee collected from development activity will be used to fund 2045 Mobility Plan projects. Development activity includes the construction, alteration, modification, expansion, redevelopment, rehabilitation, or remodeling of buildings, facilities, or structures, change of occupancy or use, special uses, variances, and any use of land that results in an increase in person travel demand above the existing use of land.

MOBILITY STUDY AREA MAP

The Mobility Study Area includes all of the City of Oviedo and is bounded on the north by Florida Avenue, on the east by the rural area designation of Seminole County or CR 419, on the south by Orange County and on the west by the Oviedo Mall and SR 417. The Mobility Study Area extends beyond the existing City of Oviedo municipal limits in recognition that travel, and trips do not stop at City limits. The major road system in the Mobility Study Area has been evaluated as part of the Mobility Plan and Mobility Fee development to address external impact to the County and State transportation system as the City's Mobility Fee is intended to replace both the City's existing transportation impact fee and Seminole County's Mobility Fee.

MOBILITY ASSESSMENT AREA MAP

There are two kinds of geographic areas in mobility fee systems: assessment areas and benefit districts. Assessment areas are based on either a physical location, such as a downtown, or a type of development pattern, such as a mixed-use. Development activity within the City only pays the mobility fee rate applicable to the Assessment Area in which the development activity is located. The establishment of different assessment areas is done in recognition that certain geographic locations or types of developments will result in shorter trips, more people walking and bicycling, and higher levels of internal capture; thus, minimizing impact to the external roadway network. The Mobility Fee schedule provides two (2) Assessment Areas: mixed-use and non-mixed use. The mixed-use Mobility Fee rates would apply to development activity that the City determines meet criteria to achieve community capture or internal capture rates of 25%.

MOBILITY BENEFIT DISTRICTS

The benefit test of the dual rational nexus test requires that local governments establish defined areas or districts within which mobility fees collected are earmarked for expenditure. The geographic limits of the proposed Mobility Fee Benefit District include both current City limits and an extra jurisdictional boundary that includes the entirety of the Mobility Study Area. The extension of a Mobility Fee Benefit District beyond current City limits was done in recognition that travel demand does not start or stop at the municipal limits of Oviedo and that the Mobility Plan includes County and State Roads outside City limits but within the Mobility Study Area.

ORIGIN & DESTINATION EVALUATION

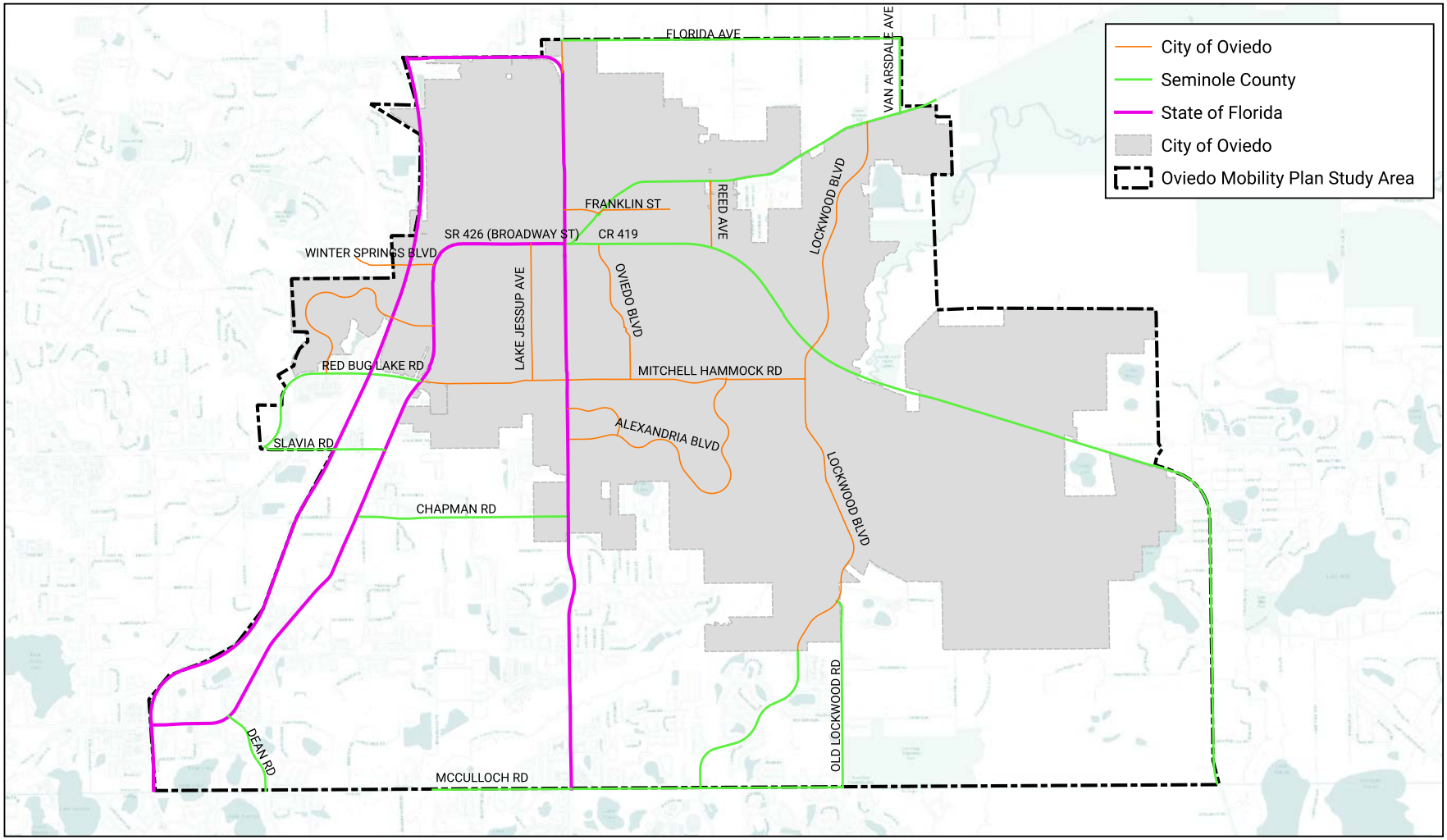
An Origin and Destination Evaluation was performed using big data using location-based services data to evaluate present day trip characteristics, including origin and destination trips, for the following three areas: (1) Core Mobility Area; (2) Mobility Study Area; and (3) eastern Seminole County. The evaluation also included trips to and from Orange County. The Core Mobility Area, which is primarily the City of Oviedo, features a community capture rate of 49%. This means on any given day, nearly 50% of all the trips generated in the Core Mobility Area do not leave the City of Oviedo. In addition, 18% of all trips from the Core Mobility Area travel to and from Orange County. Thus, 2/3 of all trips on a daily basis to and from the Core Mobility Area either begin or end in the City of Oviedo or Orange County.



CITY OF OVIEDO 2045 MOBILITY PLAN

Mobility Plan Study Area & Network by Ownership

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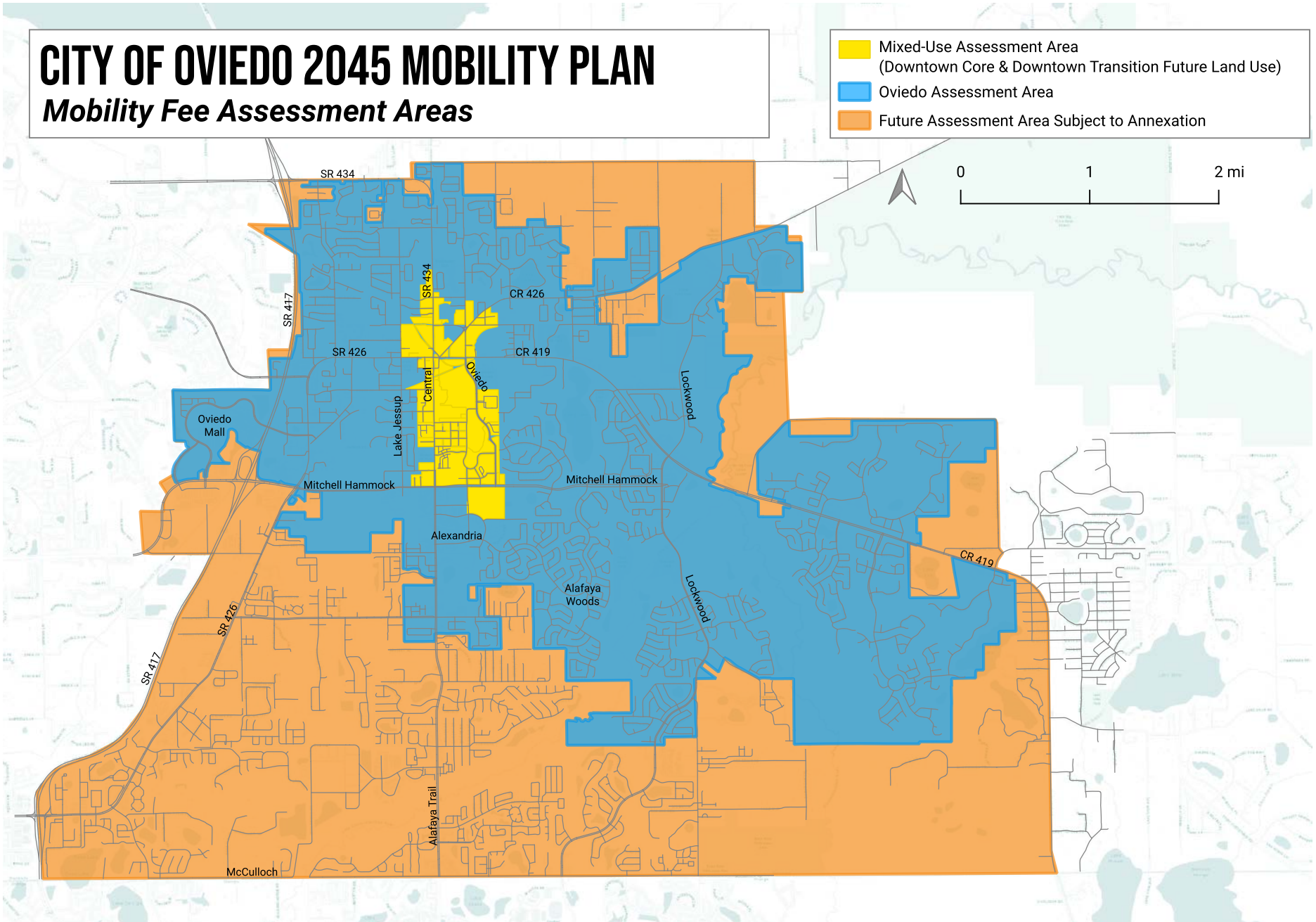


Source: City of Oviedo Geographic Information Systems (GIS) data, "Oviedo Streets."



CITY OF OVIEDO 2045 MOBILITY PLAN

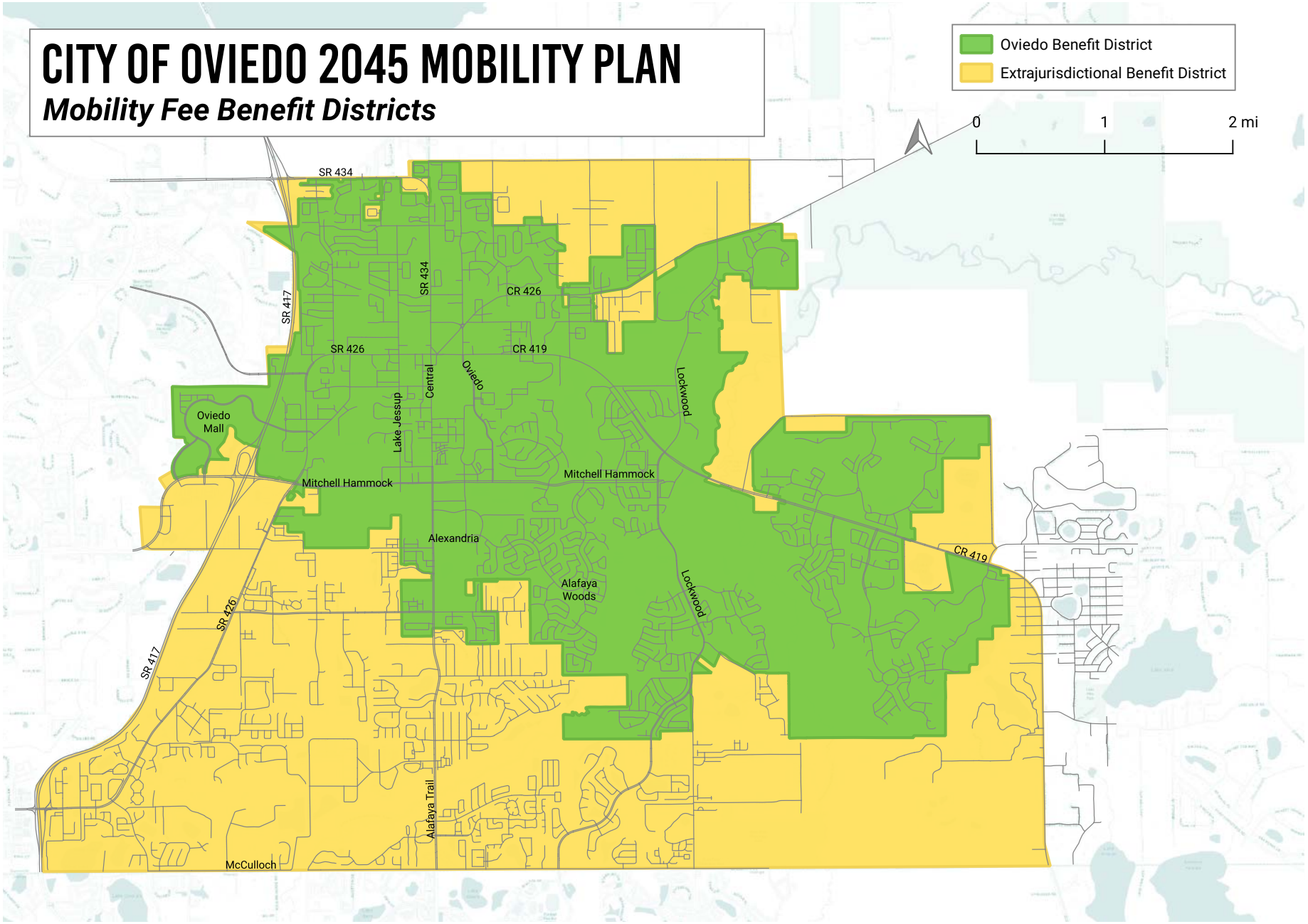
Mobility Fee Assessment Areas





CITY OF OVIEDO 2045 MOBILITY PLAN

Mobility Fee Benefit Districts



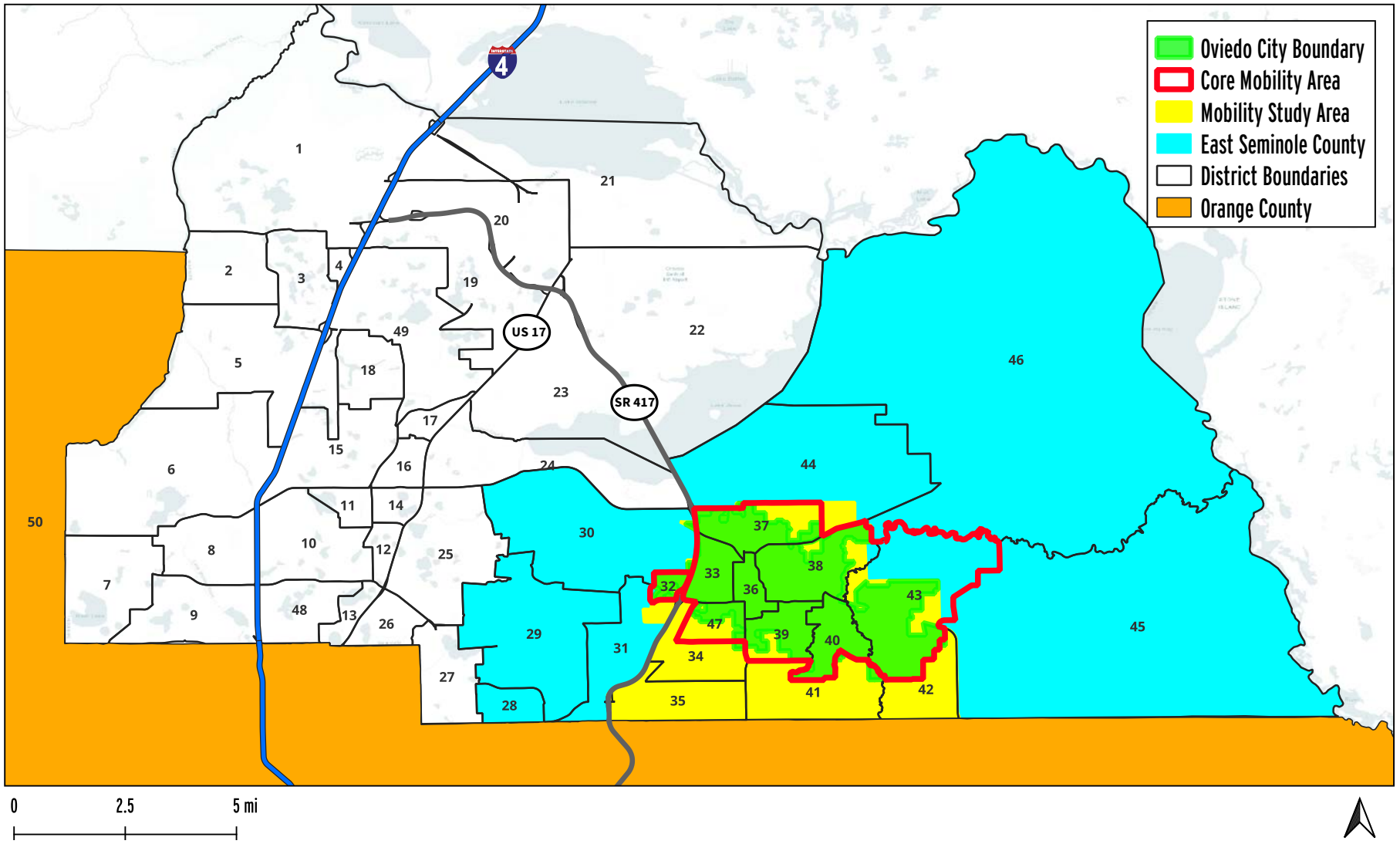


2022 Trip Origin & Destination Evaluation

futureplan

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(Using StreetLight 2021-2022 travel data)



MOBILITY FEE SCHEDULE



The 2045 Mobility Plan & Mobility Fee Technical Report details the methodology, data, and sources for determining the Mobility Fee. The calculated Mobility Fee for each land use is further defined in the Technical Report. The majority of Mobiity Fees are calculated on a per 1,000 square feet basis, except where the unit of measure indicates otherwise. The Technical Report provides a comparison of the calculated Mobility Fee against the existing City of Oviedo Transportation Impact Fee and Seminole County Mobility Fee.

City of Oviedo Fee Schedule (2024)

Use Categories, Land Uses Classifications, and Representative Land Uses	***Unit of Measure***	***Mobility Fee (Non-Mixed-Use)***	***Mobility Fee (Mixed-Use)***
Residential & Lodging Uses			
Affordable or Workforce Housing	per dwelling unit	$1,364	$1,023
Residential	per 1,000 sq. ft.	$2,728	$2,046
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$3,333	$2,500
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space or lot	$2,903	$2,177
Institutional Uses			
Community Serving (Civic, Museum, Performing Arts, Place of Assembly or Worship)	per 1,000 sq. ft.	$2,392	$1,794
Long Term Care (Assisted Living, Congragate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$2,536	$1,902
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	$3,579	$2,685
Industrial Uses			
Industrial (Assembly, Brewing, Distilling, Distribution, Fabrication, Flex Space, Manufacturing, Nursery, Outdoor Storage, Processing, Trades, Warehouse, Utilities)	per 1,000 sq. ft.	$1,846	$1,385

Source: City of Oviedo 2045 Mobility Plan & Mobility Fee Technical Report dated September 2023, prepared by NUE Urban Concepts, LLC

City of Oviedo Fee Schedule (2024)

Use Categories, Land Uses Classifications, and Representative Land Uses	***Unit of Measure***	***Mobility Fee (Non-Mixed-Use)***	***Mobility Fee (Mixed-Use)***
Recreational Uses			
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	$9,203	$6,902
Indoor Commercial Recreation (Dance, Gym, Fitness, Indoor Sports, Kids Activities, Yoga)	per 1,000 sq. ft.	$8,901	$6,675
Office Uses			
Office (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	$4,346	$3,259
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$12,557	$9,418
Commercial & Retail Uses			
Small Retail Business (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	$3,882	$2,911
Retail (Discount, Entertainment, Financial, Retail, Services, Superstore)	per 1,000 sq. ft.	$6,104	$4,578
High Impact Retail (Bank, Pharmacy, Sit-Down Restaurant, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	$15,723	$11,793
Convenience Retail (Convenience, Motor Vehicle Charging & Fueling, Quick Service Restaurant)	per 1,000 sq. ft.	$46,706	$35,030
Additive Fees for Commercial Services			
Bank Drive-Thru Lane or Free-Standing ATM	per lane or ATM	$15,249	$11,437
Motor Vehicle Cleaning (Detailing, Wash, Wax)	per lane or stall	$16,226	$12,170
Motor Vehicle Charging or Fueling	per charging or fueling position	$17,969	$13,476
Motor Vehicle Services (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)	per bay or stall	$4,749	$3,562
Quick Service Restaurant Drive-Thru	per lane	$34,493	$25,870

Source: City of Oviedo 2045 Mobility Plan & Mobility Fee Technical Report dated September 2023, prepared by NUE Urban Concepts, LLC

MOBILITY PLAN TABLE OF PROJECTS / ROADS PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
5	Alafaya Woods Blvd	Alexandria Blvd	Stenstrom Elementary School	1.80	Convert Four (4) Lane to Two (2) Lane Divided
10	Alexandria Blvd	+/- 250 ft east of SR 434 (Alafaya Trail)	Oviedo Blvd Extension (#145)	0.36	Convert Four (4) Lane to Two (2) Lane Divided
15	Alexandria Blvd	Oviedo Blvd Extension (#145)	Alafaya Woods Blvd	0.11	Convert Four (4) Lane to Two (2) Lane Divided
20	Aulin Ave	SR 426 (W Broadway St)	Aulin Ave	0.12	Aulin Realignment
25	Chapman Rd	SR 434 (Alafaya Trail)	Evans Elementary School	0.23	Chapman (Add EB left turn & WB thru-right)
30	Clonts St Extension	Kane Ct Extension (#95)	Existing terminus of Clonts Street at intersection with Norma Ave	0.42	New Two (2) Lane Road
35	CR 419 (E Broadway St)	SR 434 (Central Ave)	Adeline B Tinsley Way	0.63	Widen Two (2) Lane to Four (4) Lane Divided
40	CR 419 (E Broadway St)	Adeline B Tinsley Way	+/- 400 feet southeast of Bishop Ave	1.19	Widen Two (2) Lane to Four (4) Lane Divided
45	CR 419	Snow Hill Rd	Orange County Line	2.59	Widen Two (2) Lane to Four (4) Lane Divided
50	Dean Rd	SR 426	McCulloch Rd	0.64	Widen Two (2) Lane to Four (4) Lane Divided
55	Doctors Court Extension	Oviedo Blvd	Existing Terminus of Doctors Court	0.27	New Two (2) Lane Road
60	Edward Stoner Wy Extension	Slavia Rd Extension (#160)	Existing Terminus of Edward Stoner Way	0.18	New Two (2) Lane Road
65	Eyrie Dr Extension	Eyrie Drive	Kane Court Extension (#95)	0.42	New Two (2) Lane Road
70	Franklin St (East) Extension	Existing Terminus of Franklin St	Harrison St	0.22	New Two (2) Lane Road
75	Franklin St (West) Extension	Lake Jessup Ave	SR 434 (Central Ave)	0.25	New Two (2) Lane Road
80	Geneva Dr Connector	SR 434 (Central Ave)	CR 426 (Geneva Dr)	0.15	New Two (2) Lane Road
85	Geneva Dr Realignment	CR 419 (E. Broadway St)	CR 426 (Geneva Dr)	0.10	New Two (2) Lane Road
90	Harrison St Extension	Existing Terminus of Harrison St	Lockwood Blvd	0.58	New Two (2) Lane Road
95	Kane Court Extension	Existing Terminus of Kane Court	Mitchell Hammock Rd	0.42	New Two (2) Lane Road
97	Kane Court Extension	Mitchell Hammock Rd	Slavia Rd Extension (#160)	0.49	New Two (2) Lane Road
100	Lyod Lane Extension	CR 426 (Geneva Dr)	Franklin St (East)	0.21	New Two (2) Lane Road
105	Lockwood Blvd	CR 426 (Geneva Dr)	CR 419 (E Broadway St)	1.81	Widen Two (2) Lane to Four (4) Lane Divided
110	McCulloch Rd	Rouse Rd	SR 434	1.00	McCulloch Complete Street

MOBILITY PLAN TABLE OF PROJECTS / ROADS PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
112	McCulloch Rd	SR 434	Lockwood Blvd	0.95	McCulloch Complete Street
115	Mitchell Hammock	SR 426 (W Broadway St)	SR 434 (Central Ave)	1.08	Mitchell Hammock PD&E
120	Mitchell Hammock	SR 434 (Central Ave)	Lockwood Blvd	1.77	Mitchell Hammock PD&E
125	Mitchell Hammock Extension	Lockwood Blvd	CR 419 (E Broadway St)	0.26	New Four (4) Lane Divided Road
135	Nellie Woods Lane Extension	Clara Lee Evans Way	Oviedo Blvd Extension (#145)	0.22	New Two (2) Lane Road
140	Oak St Extension	Existing Terminus of Oak St	Boardwalk Ave	0.04	New Two (2) Lane Road
145	Oviedo Blvd	+/- 350 ft south of CR 419 (E Broadway St)	+/- 200 ft south of Oviedo Aquatic Center southern access connection	0.28	Convert Four (4) Lane to Two (2) Lane Divided
150	Oviedo Blvd Extension	Mitchell Hammock Rd	Alexandria Blvd	0.34	New Two (2) Lane Divided Road
155	Slavia Rd	Red Bug Lake Rd	SR 426 (W Broadway St)	0.90	Widen Two (2) Lane to Four (4) Lane Divided
160	Slavia Rd Extension	SR 426 (W Broadway St)	Edward Stoner Wy Ext (#60)	0.84	New Four (4) Lane Divided Road
165	SR 417	SR 426	SR 434	5.62	SR 417 Widen Four (4) to Eight (8) Lane Limited Access Toll Road
170	SR 426 (W Broadway St)	Pine Ave	SR 434 (Central Ave)	0.76	Widen Two (2) Lane to Four (4) Lane Divided
175	SR 434	SR 417	Artesia St	1.48	Convert Two (2) Lane to Two (2) Lane Divided
180	SR 434	Artesia St	Franklin St	0.76	Convert Two (2) Lane to Two (2) Lane Divided
185	SR 434	Cross Seminole Trail	Clonts St	0.74	Convert Two (2) Lane to Two (2) Lane Divided

MOBILITY PLAN TABLE OF PROJECTS / MULTIMODAL PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
195	Academy Ave	CR 419 (E Broadway St)	Doctor's Dr	0.59	New Shared-Use Path
200	Alafaya Woods Blvd	SR 434 (Alafaya Trail)	Mitchell Hammock Rd	2.35	Shared-Use Path Replaces Existing Sidewalk
205	Alexandria Blvd	SR 434 (Alafaya Trail)	Oviedo Blvd Extension	0.43	Shared-Use Path Replaces Existing Sidewalk

MOBILITY PLAN TABLE OF PROJECTS / MULTIMODAL PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
210	Alexandria Blvd	Oviedo Blvd Extension	Alafaya Woods Blvd	0.11	Shared-Use Path Replaces Existing Sidewalk
215	Aulin Ave	SR 426 (W Broadway St)	Clark St	0.25	New Shared-Use Path
220	Aulin Ave	Clark St	Kane Ct	0.16	New Shared-Use Path
225	Clark St	SR 426 (W Broadway St)	Aulin Ave	0.34	Shared-Use Path Replaces Existing Sidewalk
230	Clark St	Aulin Ave	Lake Jessup Ave	0.39	Shared-Use Path Replaces Existing Sidewalk
235	Clark St	Lake Jessup Ave	SR 434 (Alafaya Trail)	0.24	Shared-Use Path Replaces Existing Sidewalk
240	Clonts St	Clonts St Extension	Lake Jessup Ave	0.14	New Shared-Use Path
245	Clonts St Extension	Kane Ct Extension	Existing Terminus of Clonts St	0.46	Shared-Use Path Constructed with New Road
250	CR 419 (E Broadway St)	Adeline B Tinsley Way	Bishop Ave	1.13	New Shared-Use Path with Road Widening
255	CR 419 (E Broadway St)	Bishop Ave	Lockwood Blvd	0.4	Shared-Use Path Replaces Existing Sidewalk
260	CR 419 (E Broadway St)	Lockwood Blvd	Snow Rd	2.69	Shared-Use Path Replaces Existing Sidewalk
265	CR 419 (E Broadway St)	Snow Rd	Orange County Line	2.58	New Shared-Use Path with Road Widening
270	CR 426 (Geneva Dr)	Oviedo Blvd	Lockwood Blvd	2.19	Shared-Use Path Replaces Existing Sidewalk
275	Doctors Drive Court Extension	Oviedo Blvd	Existing Terminus of Doctors Drive Court	0.27	Shared-Use Path Constructed with New Road
277	Doctors Drive	Existing Terminus of Doctors Drive Court	Academy Ave	0.17	New Shared-Use Path
280	Edward Stoner Way Extension	Slavia Rd Ext	Existing Terminus of Edward Stoner Way	0.18	Shared-Use Path Constructed with New Road
285	Evans St	CR 419 (E Broadway St)	Lockwood Blvd	0.48	Shared-Use Path Replaces Existing Sidewalk
290	Eyrie Dr	SR 426 (W Broadway St)	Eyrie Drive Extension	0.6	New Shared-Use Path
295	Eyrie Dr Extension	Eyrie Dr	Kane Ct Extension	0.42	Shared-Use Path Constructed with New Road

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
300	Franklin St (East)	CR 426 (Geneva Dr)	Franklin St (East) Extension	0.5	Shared-Use Path Replaces Existing Sidewalk
305	Franklin St (East) Extension	Existing Terminus of Franklin St	Harrison St	0.2	Shared-Use Path Constructed with New Road
310	Franklin St (West) Extension	Lake Jessup Ave	SR 434 (Central Ave)	0.11	Shared-Use Path Constructed with New Road
315	Harrison St	Franklin St (East) Extension	Reed Ave	0.11	Shared-Use Path Replaces Existing Sidewalk
320	Harrison St	Reed Ave	Pineview Dr	0.35	Shared-Use Path Replaces Existing Sidewalk
325	Harrison St Extension	Pineview Dr	Shane Kelly Park Connector Trail	0.33	Shared-Use Path Constructed with New Road
330	Kane Court	Aulin Ave	Cross Seminole Trail	0.04	New Shared-Use Path
335	Kane Court	Cross Seminole Trail	Existing Terminus of Kane Ct	0.15	New Shared-Use Path
340	Kane Court Extension	Existing Terminus of Kane Ct	Mitchell Hammock Rd	0.42	Shared-Use Path Constructed with New Road
343	Kane Court Extension	Mitchell Hammock Rd	Slavia Rd Extension	0.49	Shared-Use Path Constructed with New Road
345	Lake Hayes Extension Trail	Existing Terminus of Lake Hayes	Aviles Ct	0.42	New Trail
350	Lyod Ln	CR 426 (Geneva Dr)	Franklin St (East)	0.21	Shared-Use Path Constructed with New Road
355	Lockwood Blvd	CR 426 (Geneva Dr)	CR 419 (E Broadway St)	1.81	New Shared-Use Path with Road Widening
360	Lockwood Blvd	CR 419 (E Broadway St)	Mitchell Hammock Rd	0.23	Shared-Use Path Replaces Existing Sidewalk
365	Lockwood Blvd	Mitchell Hammock Rd	Old Lockwood Rd	1.77	Shared-Use Path Replaces Existing Sidewalk
370	Lockwood Blvd	Old Lockwood Rd	Arrowroot Place	0.50	Shared-Use Path Replaces Existing Sidewalk
365	Lockwood Blvd	Mitchell Hammock Rd	Old Lockwood Rd	1.77	Shared-Use Path Replaces Existing Sidewalk
370	Lockwood Blvd	Old Lockwood Rd	Arrowroot Place	0.50	Shared-Use Path Replaces Existing Sidewalk
380	Red Bug Lake Rd	Dovera Dr	SR 417	0.53	Shared-Use Path Replaces Existing Sidewalk
385	Red Bug Lake Rd	SR 417	SR 426 (W Broadway St)	0.39	Shared-Use Path Replaces Existing Sidewalk

MOBILITY PLAN TABLE OF PROJECTS / MULTIMODAL PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
390	Mitchell Hammock Rd	SR 426 (W Broadway St)	Norma Ave	0.69	Shared-Use Path Replaces Existing Sidewalk
395	Mitchell Hammock Rd	Norma Ave	SR 434 (Central Ave)	0.40	Shared-Use Path Replaces Existing Sidewalk
400	Mitchell Hammock Rd	SR 434 (Central Ave)	Lockwood Blvd	1.77	Shared-Use Path Replaces Existing Sidewalk
405	Mitchell Hammock Ext	Lockwood Blvd	CR 419 (E Broadway St)	0.26	Shared-Use Path Constructed with New Road
410	Norma Ave	Clonts St	Mitchell Hammock Rd	0.13	New Shared-Use Path
412	Oviedo Blvd	CR 419 (E Broadway St)	Oviedo Aquatic Center Northern Access	0.18	Existing Trail
413	Oviedo Blvd	Oviedo Aquatic Center Northern Access	Oviedo Aquatic Center Southern Access	0.06	New Trail
414	Oviedo Blvd	Oviedo Aquatic Center Southern Access	Four to Two Lane Transition	0.04	New Trail
415	Oviedo Blvd	Four to Two Lane Transition	Fontanta Circle	0.05	New Shared-Use Path
416	Oviedo Blvd	Fontanta Circle	Windy Pines Way	0.04	New Shared-Use Path
417	Oviedo Blvd	Windy Pines Way	Piazza Point	0.13	New Shared-Use Path
419	Oviedo Blvd	Piazza Point	Roundabout	0.09	New Shared-Use Path
421	Oviedo Blvd	Roundabout	Center Lake Lane	0.14	New Shared-Use Path
423	Oviedo Blvd	Center Lake Lane	Mike Roberto Way	0.15	New Shared-Use Path
425	Oviedo Blvd	Mike Roberto Way	Mitchell Hammock Rd	0.09	New Shared-Use Path
427	Oviedo Blvd	CR 419 (E Broadway St)	Mitchell Hammock Rd	0.14	New Shared-Use Path Crosswalks (Not Mapped)
430	Oviedo Blvd Extension	Mitchell Hammock Rd	Alexandria Blvd	0.34	Shared-Use Path Constructed with New Road
435	Oviedo Mall Blvd	Red Bug Lake Rd	SR 426 (W Broadway St)	1.74	Shared-Use Path Replaces Existing Sidewalk
440	Pine Ave	Artesia St	Florida National Scenic Trail	0.40	Shared-Use Path Replaces Existing Sidewalk
445	Pine Ave	Florida National Scenic Trail	Field St	0.34	Shared-Use Path Replaces Existing Sidewalk
450	Pine Ave	Field St	SR 426 (W Broadway St)	0.28	New Shared-Use Path
455	Shane Kelly Park Connector Trail	Shane Kelly Park Trail (existing)	CR 419	0.71	New Trail

MOBILITY PLAN TABLE OF PROJECTS / MULTIMODAL PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
460	Shane Kelly Park Trail	CR 426 (Geneva Dr)	Lockwood Blvd	0.64	New Trail
465	Slavia Rd Extension	SR 426 (W Broadway St)	Edward Stoner Wy Ext	0.84	Shared-Use Path Constructed with New Road
470	SR 434	SR 417	De Leon St	1.1	Shared-Use Path Replaces Existing Sidewalk
475	SR 434	De Leon St	Artesia St	0.38	Shared-Use Path Replaces Existing Sidewalk
480	SR 434	Artesia St	Franklin St (East)	0.76	Shared-Use Path Replaces Existing Sidewalk
485	SR 434	Cross Seminole Trail	Mitchell Hammock Rd	0.85	Shared-Use Path Replaces Existing Sidewalk
490	Winter Springs Blvd	+/- 600 feet west of SR 417	SR 426 (W Broadway St)	0.31	Shared-Use Path Replaces Existing Sidewalk
495	Mobility Plan Implementation	Citywide	Mobility Study Area	20.00	Shared-Use Paths (Not Mapped on Multimodal Plan)

MOBILITY PLAN TABLE OF PROJECTS / SIDEWALK GAP PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
500	Adeline B Tinsely Way	Franklin St (East)	4th St	0.06	Sidewalk Gap
505	Artesia St (East)	SR 434 (Central Ave)	Twin Oaks Circle	0.12	Sidewalk Gap
510	Artesia St (East)	SR 434 (Central Ave)	+/- 100 feet east of SR 434	0.10	Sidewalk Gap
515	Artesia St (West)	Lake Jessup Ave	SR 434 (Central Ave)	0.24	Sidewalk Gap
520	Chapman Rd	Lorenzo Ln	Happy Horse Pt	0.04	Sidewalk Gap
525	Clonts St	Forest Trail	SR 434 (Central Ave)	0.15	Sidewalk Gap
530	Clonts St	Forest Trail	SR 434 (Central Ave)	0.15	Sidewalk Gap
535	De Leon St	Florida Ave	High Oaks Wy	0.06	Sidewalk Gap
540	Division St	+/- 230 feet south of Bay St	+/- 125 feet south of Magnolia St	0.64	Sidewalk Gap
545	Division St	+/- 500 feet south of Bay St	South of Palmetto St	0.11	Sidewalk Gap
550	Florida Ave	De Leon St	Lake Charm Dr	0.50	Sidewalk Gap
555	Lake Charm Dr	Florida Ave	Smart's Pl	0.25	Sidewalk Gap

MOBILITY PLAN TABLE OF PROJECTS / SIDEWALK GAP PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
560	Lake Charm Dr	Florida Ave	Panther St	0.50	Sidewalk Gap
565	Lake Charm Dr	Panther St	+/- 350 feet south of Lake Charm Crl	0.43	Sidewalk Gap
570	Lake Charm Dr	Lake Charm Crl	CR 426 (Geneva Dr)	0.09	Sidewalk Gap
575	Lake Jessup Ave	Artesia Street (West)	+/- 650 feet south of Artesia St	0.13	Sidewalk Gap
580	Lake Jessup Ave	Artesia Street (West)	+/- 225 feet north of Bentley St	0.18	Sidewalk Gap
585	Lake Jessup Ave	+/- 350 feet north of Ruth St	180 feet north of Ruth St	0.03	Sidewalk Gap
590	Lake Jessup Ave	Magnolia St	+/- 450 feet so9uth of Vine St	0.14	Sidewalk Gap
595	Lake Jessup Ave	SR 426 (W Broadway St)	Mitchell Hammock	1.00	Sidewalk Gap
600	Shangri La Ln	+/- 250 feet south of Red Spruce Wy	Casey Woods Pt	0.07	Sidewalk Gap
605	SR 434	Pine Ave	+/- 200 feet west of Calypso Wy	0.05	Sidewalk Gap
610	SR 434	Ellington Pl	Sweet Violet Dr	0.09	Sidewalk Gap
615	SR 434	Artesia Street (West)	Magnolia St	0.52	Sidewalk Gap

MOBILITY PLAN TABLE OF PROJECTS / ACCESS CONNECTION PLAN

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
650	Access Connection	Pine Ave	Chapel St	0.15	Access Connection
655	Access Connection	Winter Springs Blvd	Oviedo Mall Blvd	0.51	Access Connection
660	Access Connection	Commercial properties at the northeast corner of SR 426 and Mitchell Hammock		0.25	Access Connection
665	Access Connection			0.10	Access Connection
670	Access Connection			0.13	Access Connection
675	Access Connection	Mitchell Hammock North (Access Connections / Frontage Road)		0.56	Access Connection
680	Access Connection	Mitchell Hammock South (Access Connections / Frontage Road)		0.42	Access Connection
685	Access Connection	Commercial properties at the northwest corner of SR 434 and Mitchell Hammock		0.02	Access Connection
690	Access Connection			0.02	Access Connection
695	Access Connection			0.11	Access Connection

MAP ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
700	Access Connection	Commercial properties at the southeast corner of SR 434 and Mitchell Hammock		0.03	Access Connection
705	Access Connection			0.04	Access Connection
710	Access Connection			0.02	Access Connection
715	Access Connection	Boundaries are all follows: Mitchell Hammock on the north Clara Evans on the east Alexandria Blvd on the south SR 434 / Central Ave on the north		0.04	Access Connection
720	Access Connection			0.03	Access Connection
725	Access Connection			0.01	Access Connection
730	Access Connection			0.03	Access Connection
735	Access Connection			0.02	Access Connection
740	Access Connection			0.03	Access Connection
745	Access Connection			0.01	Access Connection
750	Access Connection			0.04	Access Connection
755	Access Connection			0.01	Access Connection
760	Access Connection	Commercial properties at the southwest corner of SR 434 and Mitchell Hammock		0.07	Access Connection
765	Access Connection			0.01	Access Connection
770	Access Connection			0.27	Access Connection
775	Access Connection			0.15	Access Connection
780	Access Connection			0.07	Access Connection
785	Access Connection			1.06	Access Connection
790	Access Connection			0.22	Access Connection
791	Access Connection			0.07	Access Connection
795	Access Connection	West of SR 434 / Alfaya Trail	SR 426	1.06	Access Connection
800	Access Connection	SR 434 / Alfaya Trail	Stenstrom Elementary School	0.18	Access Connection
805	Access Connection	Commercial Nodes	Commercial Corridors	4.26	Access Connection

MAP ID	FACILITY NAME	CROSS STREET 1	CROSS STREET 2	PROJECT TYPE
850	Clara Lee Evans & Alexandria Intersection	Clara Lee Evans Wy	Alexandria Blvd	Roundabout
855	Lockwood & Geneva Intersection	Lockwood Blvd	Geneva Drive (CR 426)	Intersection
860	Lockwood Blvd & CR 419	CR 419	Lockwood Blvd	Intersection
865	Lockwood Roundabout	Lockwood Blvd	Riviera Blvd	Roundabout
870	Mitchell Hammock & Lockwood Intersection	Mitchell Hammock Rd	Lockwood Blvd	Intersection
875	Mitchell Hammock & SR 434 Intersection	Mitchell Hammock Rd	SR 434	Intersection
880	Mitchell Hammock Rd & Alafaya Woods Intersection	Mitchell Hammock Rd	Alafaya Woods Blvd	Intersection
885	Oviedo Blvd Extension Roundabout	Oviedo Blvd Extension	Alexandria	Roundabout
890	Kanes Ct Extension Roundabout	Kanes Ct Ext	Clonts St Ext	Roundabout
895	Pedestrian Crosswalk	SR 434	Boardwalk Ave	Pedestrian Crosswalk
900	SR 417 & Winter Springs Blvd Interchange	SR 417	Winter Springs Blvd	Interchange
905	SR 434 & Artesia St	SR 434	Artesia St	Roundabout
910	SR 434 & De Leon	SR 434	De Leon	Roundabout
915	SR 434 & Mactavandash Dr	SR 434	Mactavandash Dr	Roundabout

Further Reading: City of Oviedo Mobility Plan & Mobility Fee Technical Report - September 2023

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