

ORANGE



COUNTY
F L O R I D A

Hiawassee Road Pedestrian / Cyclist Safety Study

July 29, 2026

Community Meeting #2

PRESENTATION OUTLINE

- Introductions & Opening Remarks
- Overview
- Existing Conditions
- Recommended Alternative
- Public Engagement
- Public Comment



INTRODUCTIONS



Michael “Mike” Scott

District 6 Commissioner

INTRODUCTIONS

Ian Phyers, AICP

Orange County Project Contact:

Transportation Planning Division
Orange County
Public Works Department
4200 S. John Young Parkway
Orlando, FL 32839
Ian.Phyars@ocfl.net
(407) 836-8075

Cris Schooley, PE, AICP

Consultant Project Contact:

Transportation Project Manager
Kimley-Horn
200 S Orange Ave, Suite 600
Orlando, FL 32801
Cris.Schooley@kimley-horn.com
(407) 768-3227



Call, Email, Complete Survey, or Visit Website
[HiawasseeRoadBikePedStudy.com](https://www.hiawassee-road-bike-ped-study.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

HIAWASSEE ROAD PEDESTRIAN/CYCLIST SAFETY STUDY ALTERNATIVES PUBLIC MEETING

Meeting Date: Wednesday, April 22, 2026
Meeting Location: Pine Hills Community Center (6408 Jennings Rd, Pine Hills, FL 32818)

COMMENTS (Please Print)

Additional space on back

CONTACT INFORMATION (Please Print)

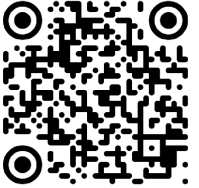
NAME _____

AFFILIATION _____

ADDRESS _____

EMAIL _____

PHONE _____



Hiawasseeroadbikepedstudy.com

Please place your comment form
in the box provided at this
meeting or mail to:

Ian Phylars, AICP, Project Manager
Transportation Planning Division
Orange County
Public Works Department
4200 S. John Young Parkway
Orlando, FL 32839

 **ORANGE
COUNTY**
FLORIDA

PRESENTATION OUTLINE

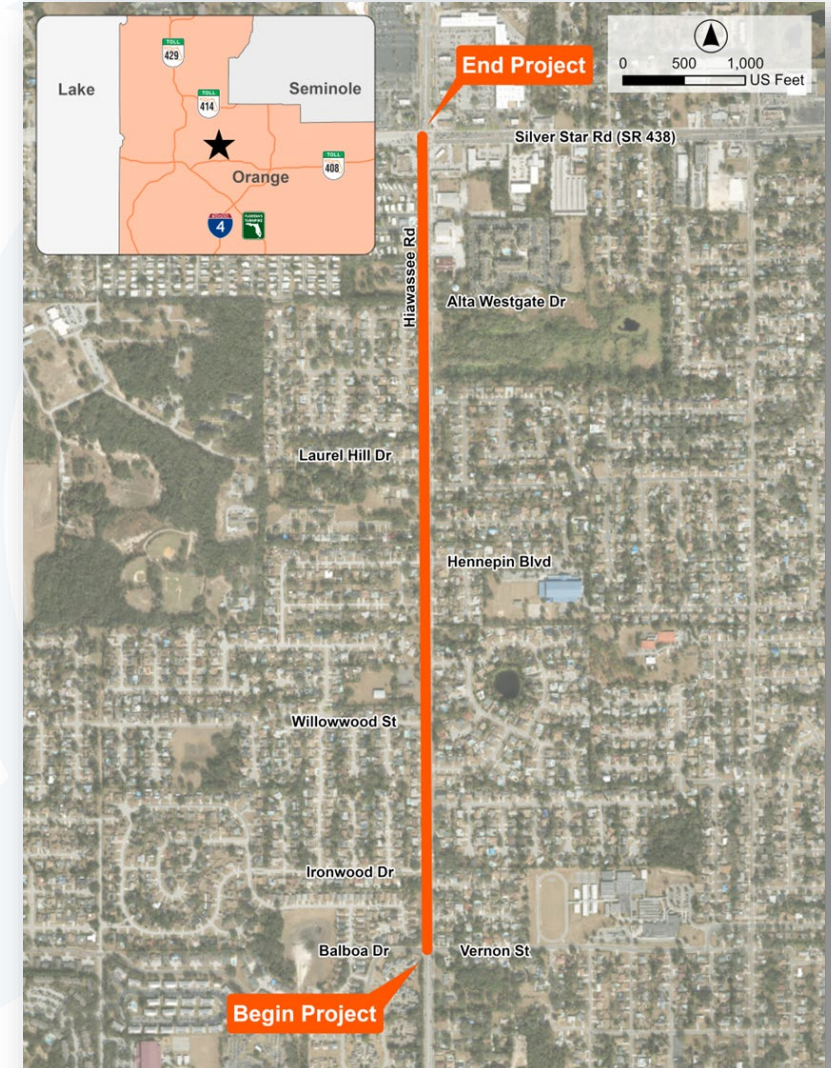
- Introductions & Opening Remarks
- **Overview**
- Existing Conditions
- Recommended Alternative
- Public Engagement
- Public Comment



OVERVIEW

Hiawassee Road

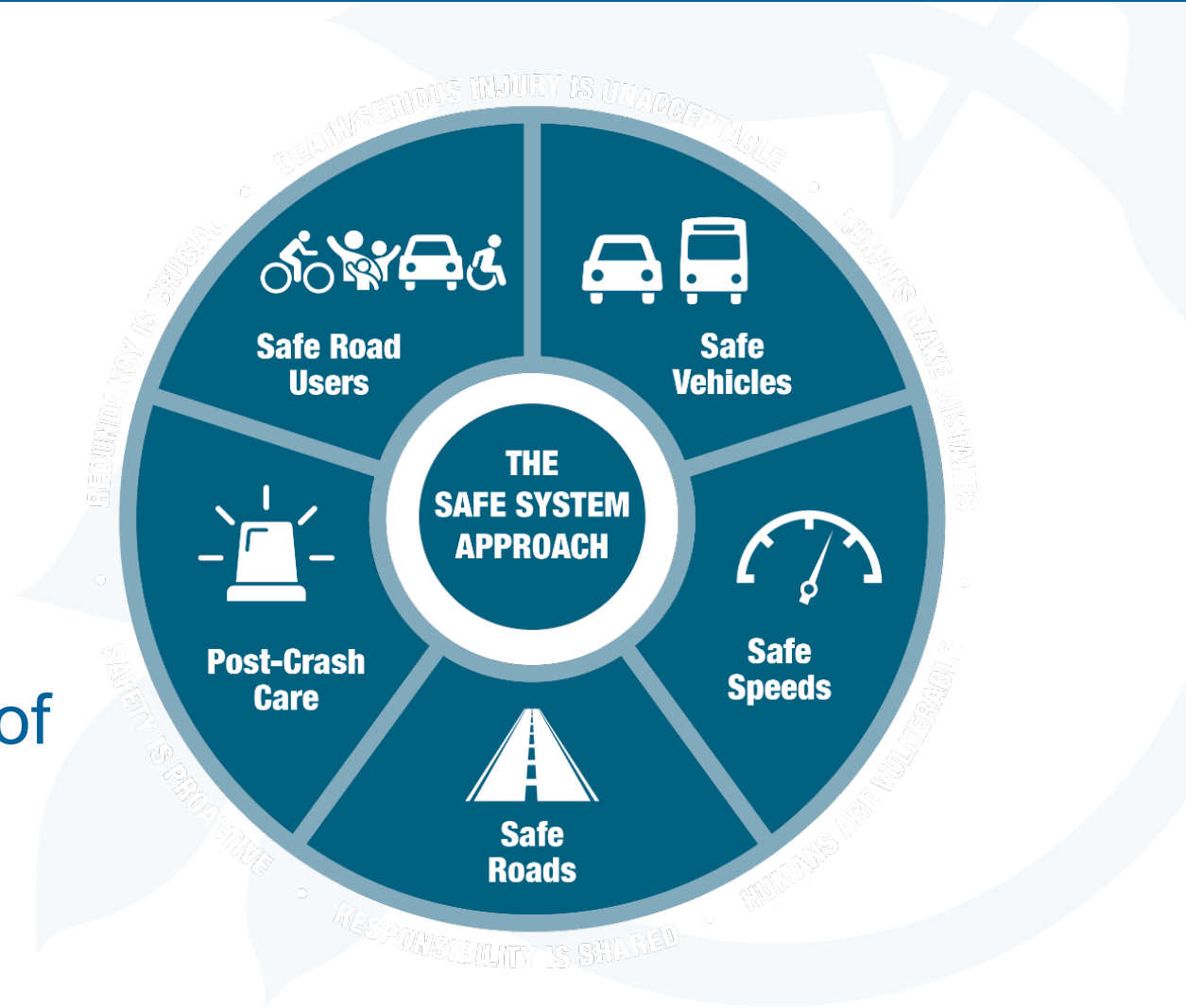
- The Study begins at Balboa Drive and ends at Silver Star Road – Approximately 1.5 miles
- The corridor supports multiple ways of travel, includes several bus stops and adjacent land uses include residential, commercial, and institutional



OVERVIEW

Identify Improvements

- Document Project Need
- Balance Needs of all Users
 - Safety
 - Mobility
 - Comfort
 - Connectivity
- Improvements to support the goal of *Vision Zero*



OVERVIEW

Study Process



PRESENTATION OUTLINE

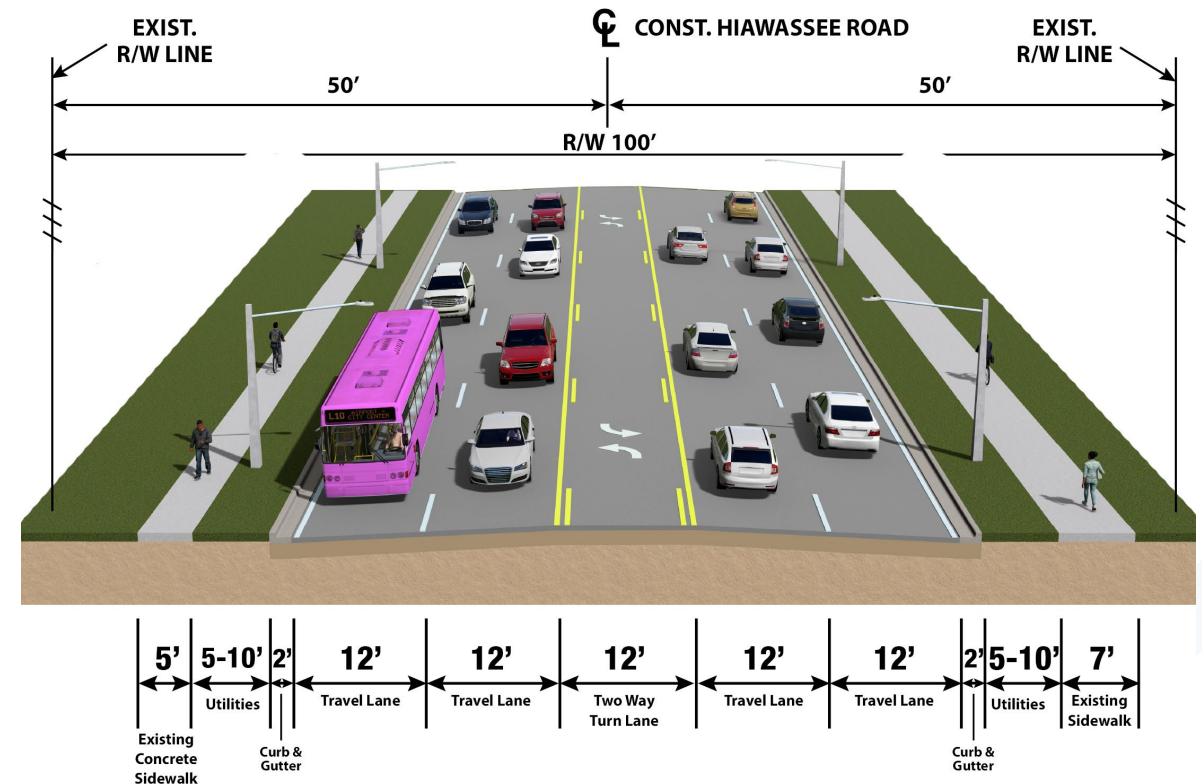
- Introductions & Opening Remarks
- Overview
- **Existing Conditions**
- Recommended Alternative
- Public Engagement
- Public Comment



EXISTING CONDITIONS

Hiawassee Road Characteristics

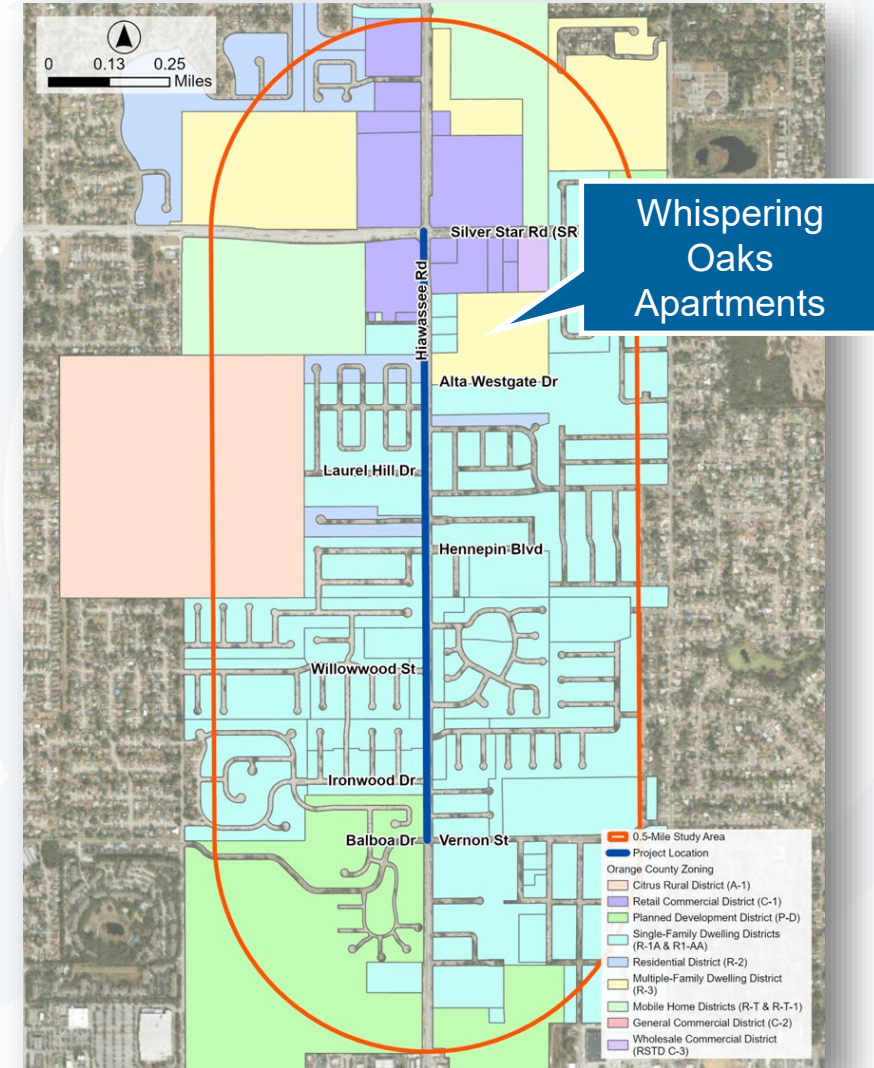
- Urban minor arterial roadway
- Four travel lanes with continuous left turn lane
- 45-mph posted speed
- Sidewalks on both sides
- No bicycle lanes
- 100 feet of right-of-way
- Major Intersections:
 - Balboa Drive/Vernon Street
 - Hennepin Boulevard
 - Laurel Hill Drive
 - Silver Star Road



EXISTING CONDITIONS

Existing Land Use / Major Developments

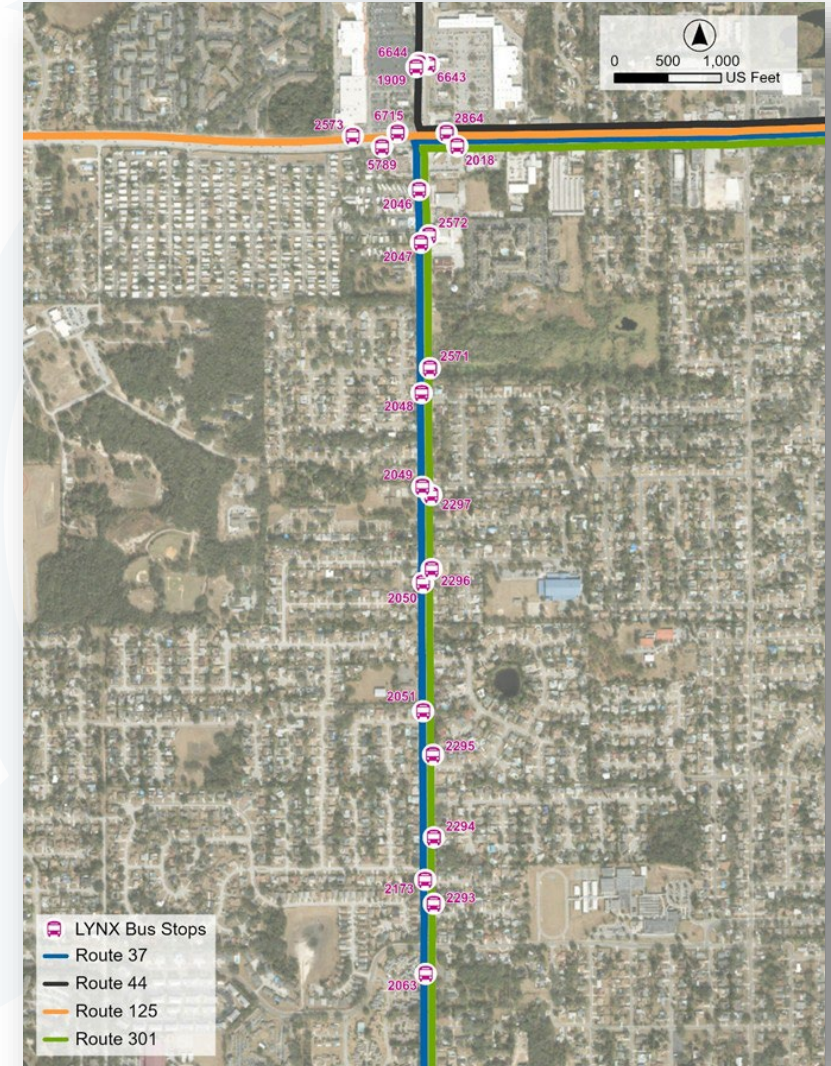
- Mostly residential land use
- Some commercial use near Silver Star Road
- Institutional uses include nearby schools and utility property
- New Development
 - Whispering Oaks, a 192-unit apartment complex



EXISTING CONDITIONS

Transit Services (LYNX)

- Route 37
 - 2024 Yearly Ridership: 785,820
 - Frequency – 20 minutes
- Route 44
 - 2024 Yearly Ridership: 140,493
 - Frequency – 1 hour
- Route 125
 - 2024 Yearly Ridership: 628,220
 - Frequency – 20 minutes

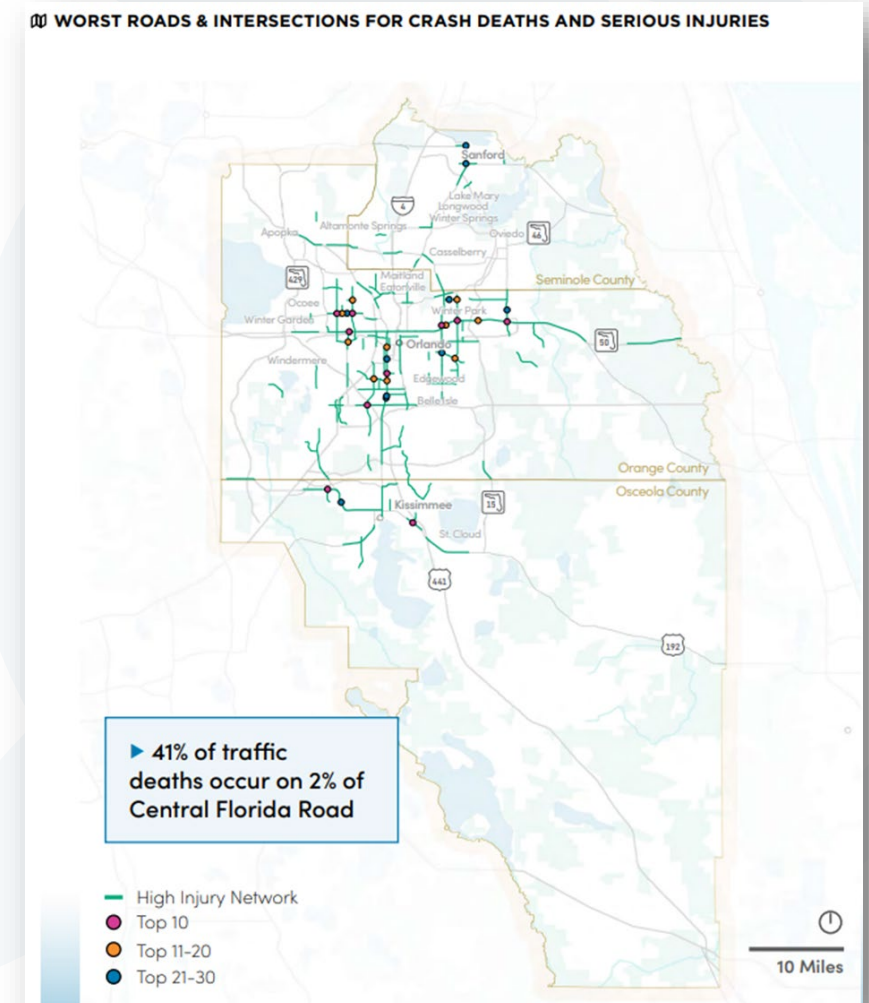


EXISTING CONDITIONS

High Injury Network (HIN)

- HIN – collection of streets where a disproportionate number of crashes that result in someone being killed or seriously injured (KSI) occur
- Identified by MetroPlan Orlando as part of the ***Vision Zero*** initiative
- Hiawassee Road has been identified in the top 30 HIN intersection / corridor locations:

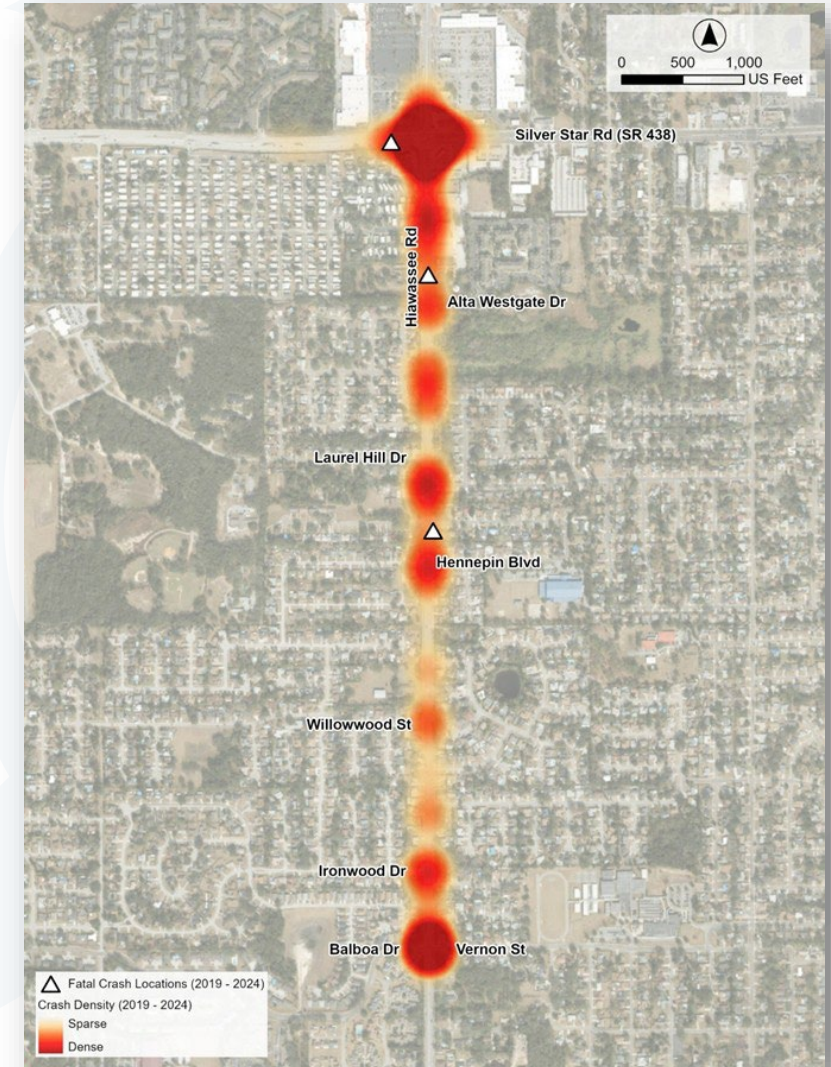
HIN Intersection Location	HIN Corridor
#4 – Hiawassee Road at Silver Star Road	#4 – Hiawassee Road from Silver Star Road (SR 438) to SR 50



EXISTING CONDITIONS

Crash History and Safety

- 981 total crashes (2019 – 2024)
 - 607 crashes at signalized intersections (62%)
 - 465 at Silver Star Road
 - 98 at Balboa Drive / Vernon Street
 - 44 at Hennepin Boulevard
- 337 injury crashes (34%)
- 38 Serious Injury/Fatal (3.9%)
 - 3 fatalities

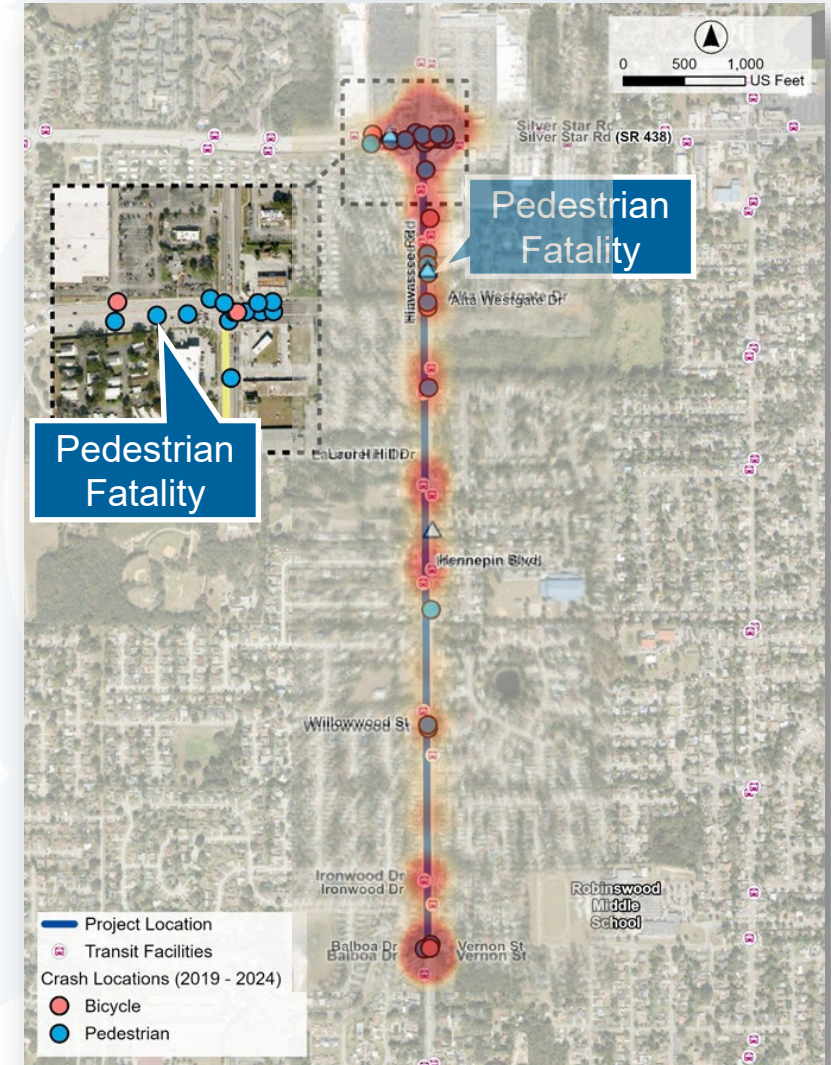


EXISTING CONDITIONS

Pedestrian/Bicycle Related Crashes

- 37 Ped/Bike crashes (2019 – 2024)
 - Most adjacent to LYNX bus stops
 - All but one (1) reported bike-ped crashes resulted in injury, serious injury, or fatality
 - Crashes involving pedestrians and bicyclists are about 10× more likely to result in serious injury or fatality.

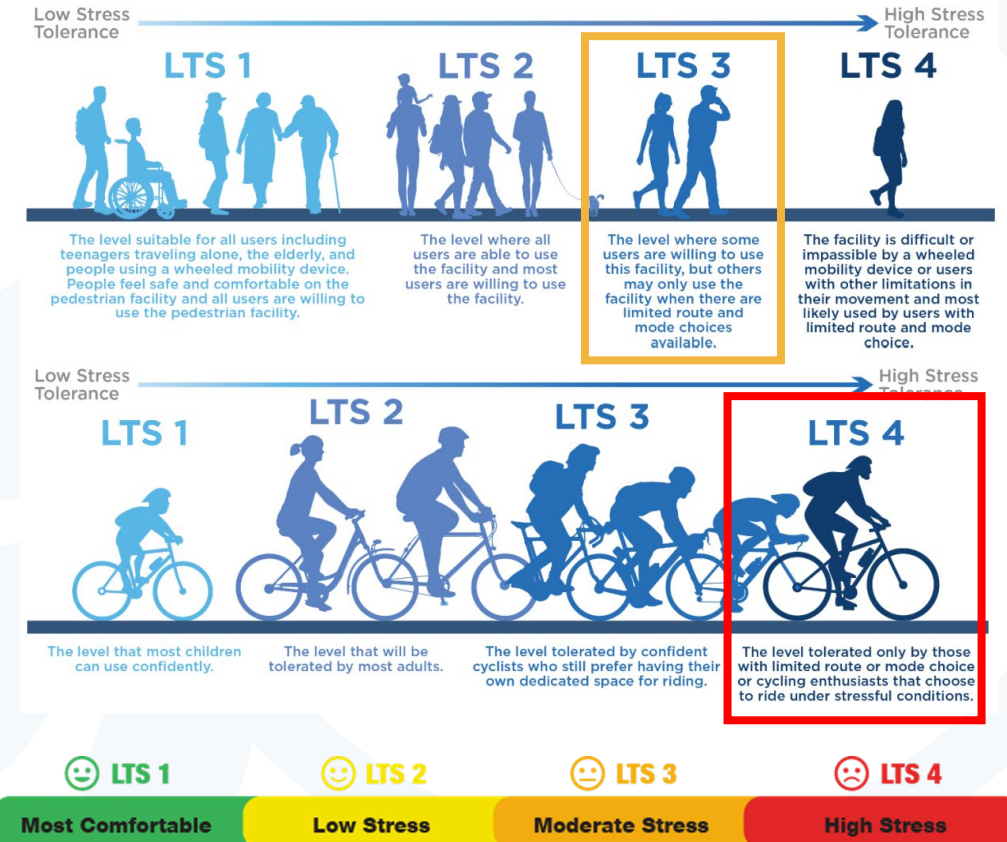
Year	Total Bike/Ped Crashes	Crash Severity				% Fatal or Serious Injury (KSI) Crashes
		Property Damage Only	Injury	Serious Injury	Fatal	
2019	9	0	6	3	0	33.3%
2020	5	0	3	2	0	40.0%
2021	5	0	1	3	1	80.0%
2022	8	0	5	2	1	37.5%
2023	6	0	5	1	0	16.7%
2024	4	1	3	0	0	0.0%
Total	37	1	23	11	2	35.1%



EXISTING CONDITIONS

Existing Multimodal LOS

Hiwassee Road	Value
Number of Lanes	4 Lanes (and a two-way left-turn lane)
Posted Speed	45 MPH
AADT (Year 2025)	31,500
Roadway Segment LOS (Auto)	LOS D
Pedestrian Level of Stress (LTS)	 LTS 3 Horizontal separation but no vertical separation
Bicycle LTS	 LTS 4 Horizontal separation but no vertical separation No bicycle facilities
Transit LOS	LOS C One route with 20-minute headway



EXISTING CONDITIONS

Lighting

- Existing streetlights
- Field visits assessed existing lighting conditions
- Lighting generally meets design standards for placement, color, and hardware components, but additional coverage is needed.
- Lighting gaps have been identified



EXISTING CONDITIONS

- Safety Concerns
 - High Transit Use
 - High Crashes
 - High Pedestrian and Cyclist Stress Levels (LTS)
 - High Injury Network
 - Speeding + Multi lane width
 - Heavy intersection Activity
 - Lack of Safe Crossing Opportunities
 - Missing Bike Facilities
 - Lighting Gaps at Key Locations

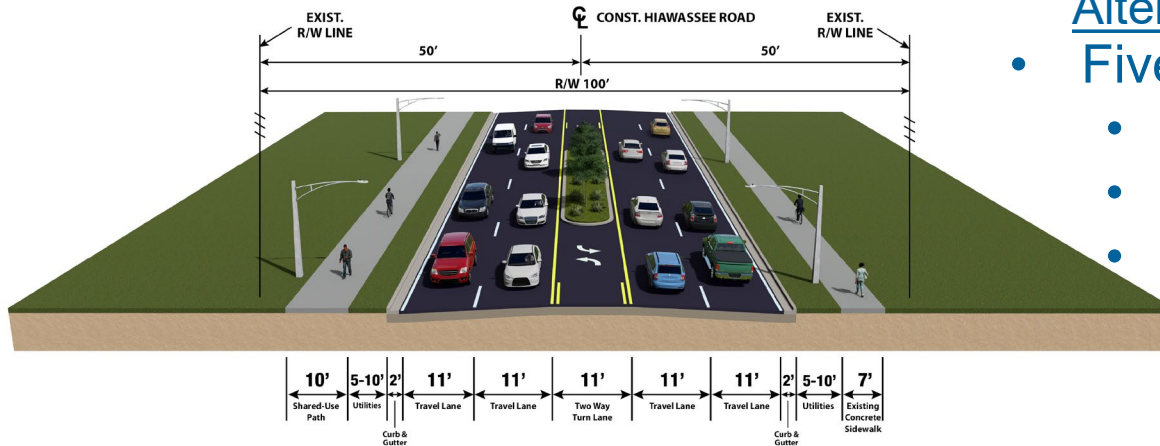


PRESENTATION OUTLINE

- Introductions & Opening Remarks
- Overview
- Existing Conditions
- **Recommended Alternative**
- Public Engagement
- Public Comment



STUDY ALTERNATIVES TYPICAL SECTIONS

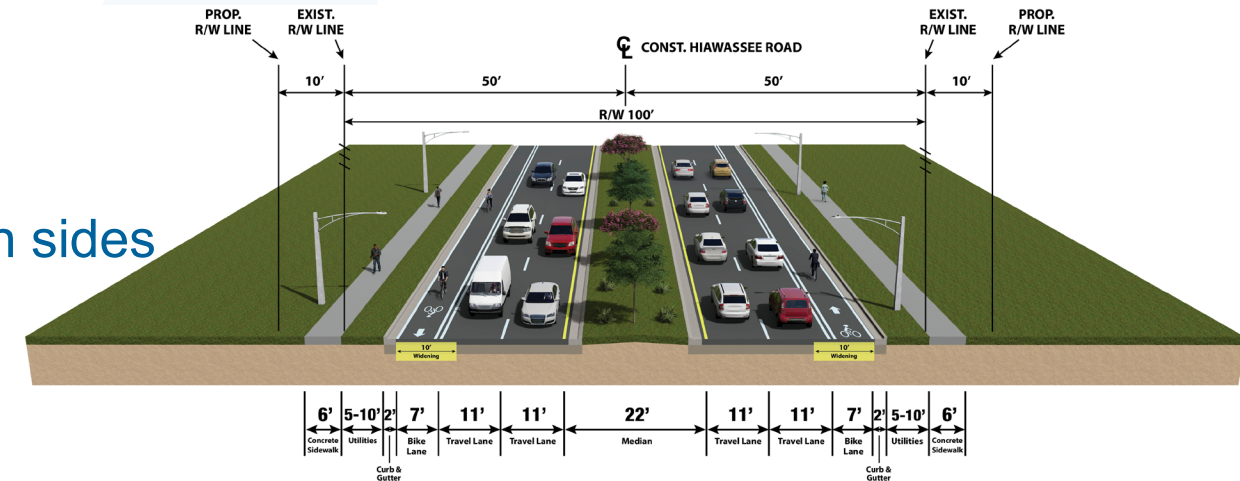


Alternative 2

- Five-lane roadway configuration
 - Reducing lane widths to 11-feet
 - Add 10-foot-wide shared use path on the west side
 - Maintain 7-foot sidewalk on the east side

Alternative 3

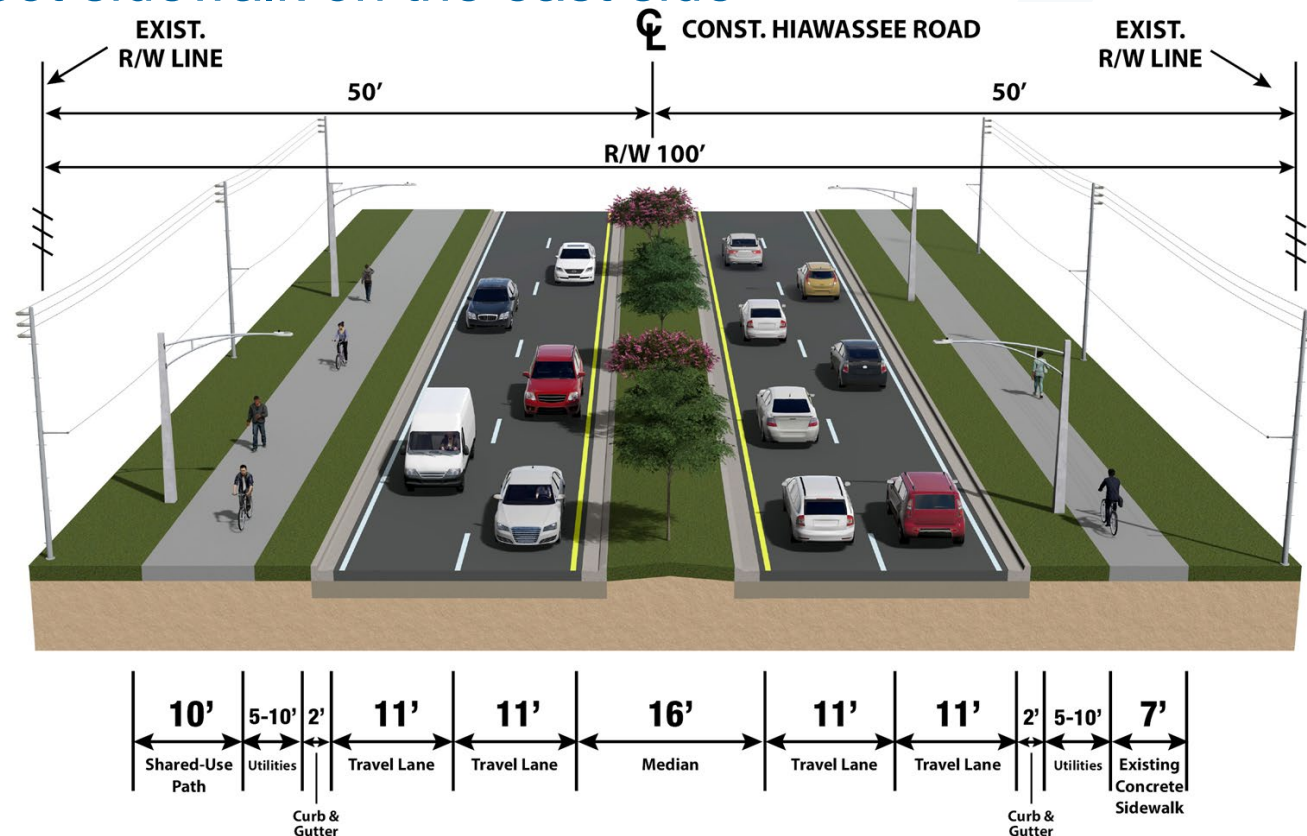
- Four-lane roadway configuration
 - Add 22-foot-wide raised median
 - Add 7-foot-wide buffered bicycle lanes on both sides
 - Add 6-foot-wide sidewalks on both sides



RECOMMENDED TYPICAL SECTION

- Four-lane divided roadway configuration
 - Add 16-foot raised median
 - Add 10-foot-wide shared use path on the west side
 - Maintain 7-foot sidewalk on the east side

Landscaping is restricted under electrical lines



TRAFFIC CALMING

Traffic calming is the use of physical road design and layout changes—such as speed humps, chicanes, and narrow lanes in order for cars to drive more slowly and safely



RECOMMENDED POSTED SPEED

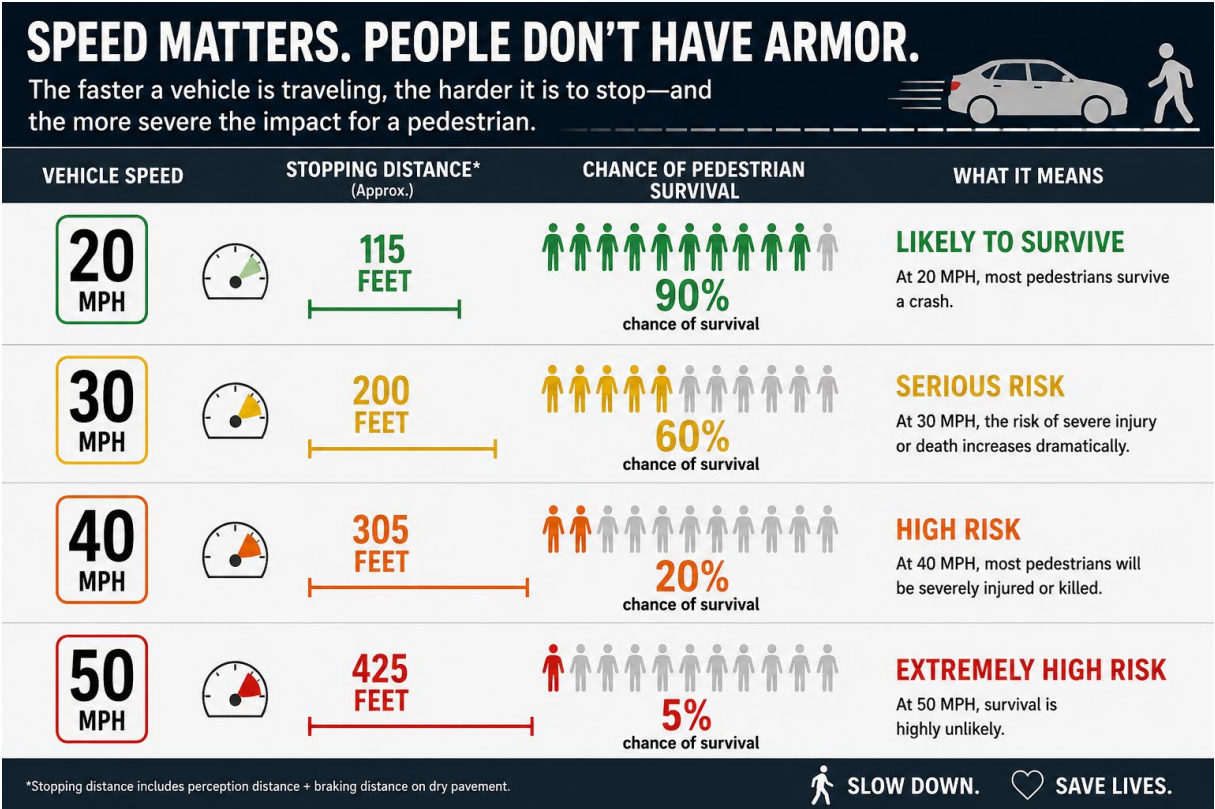
A speed study conducted at seven locations along the corridor recommends reducing the posted speed limit from 45 MPH to 35 MPH to enhance safety and reduce pedestrian crash severity.



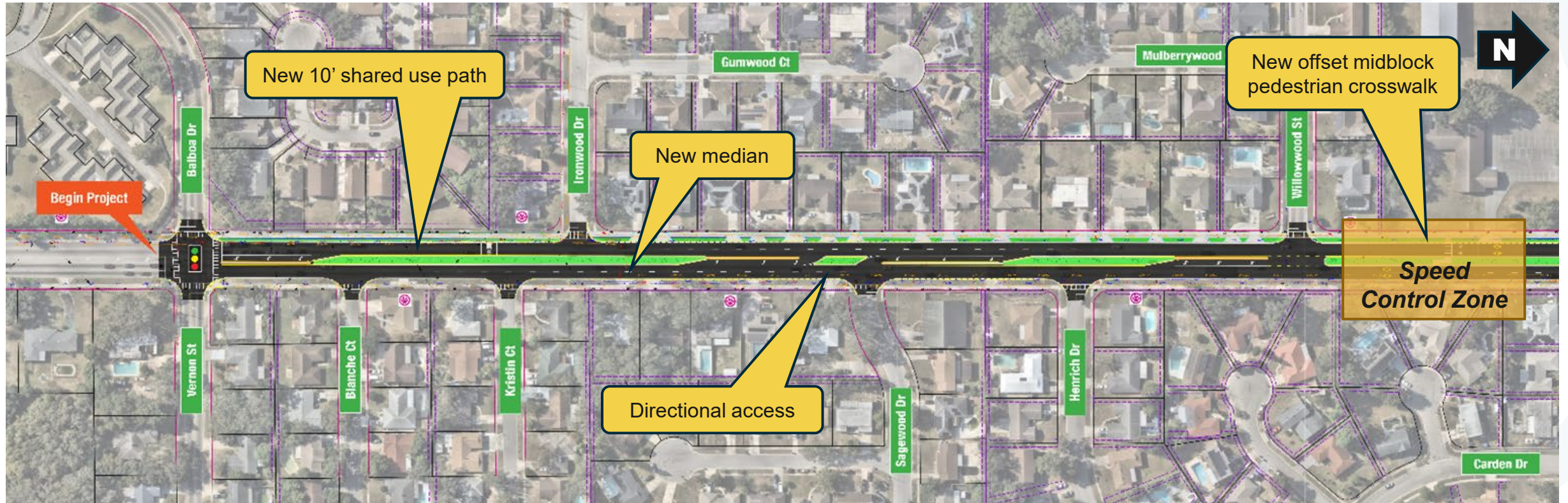
Currently posted



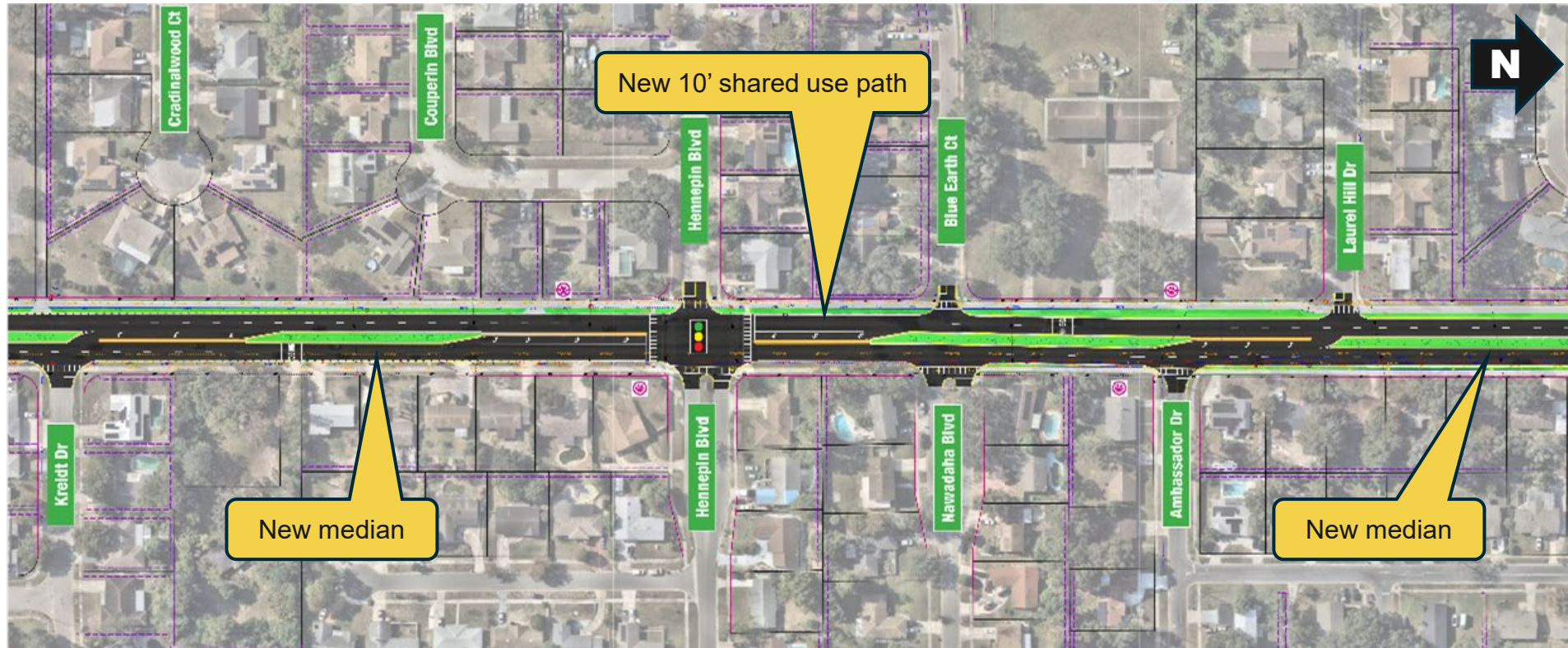
Recommended



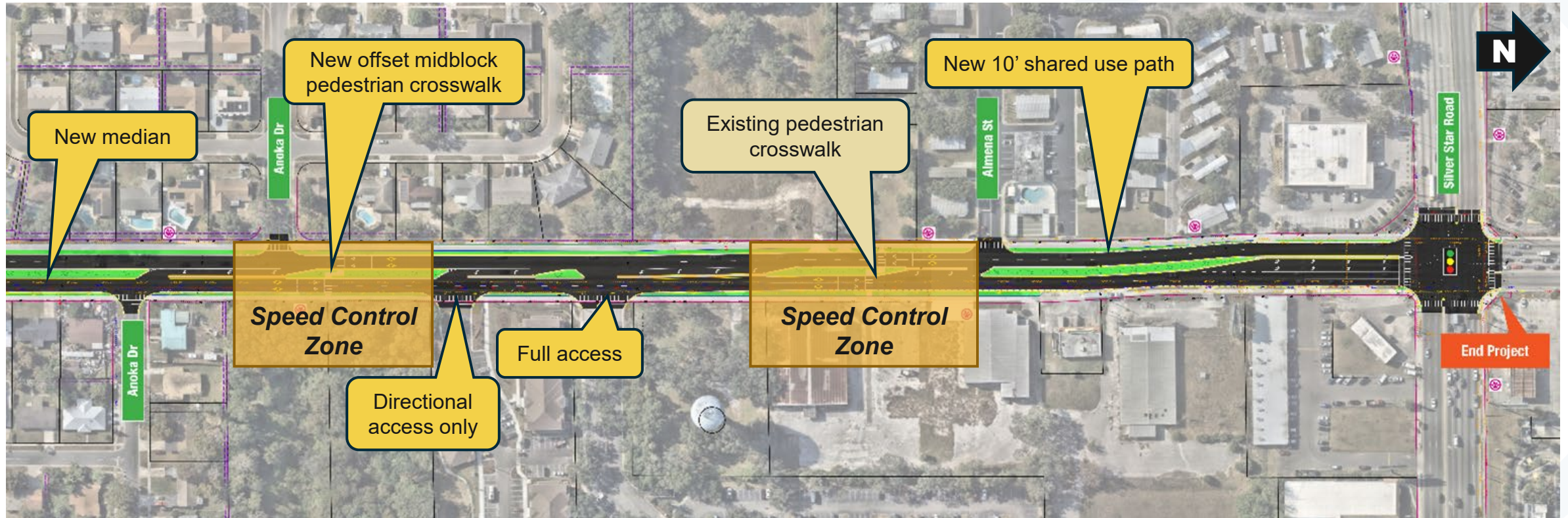
RECOMMENDED ALTERNATIVE



RECOMMENDED ALTERNATIVE



RECOMMENDED ALTERNATIVE



COMPARISON MATRIX

	Evaluation Factors	No-Build	Alternative 1 (Recommended)	Alternative 2	Alternative 3
Cost (2025 \$)	Design (15% of Construction Cost)	\$0	\$0.95 M	\$0.8 M	\$1.9 M
	Right-of-Way Acquisition	\$0	\$0	\$0	\$1.7 M
	Construction	\$0	\$9.5 M	\$7.8M	\$18.9 M
	CEI (15% of Construction Cost)	\$0	\$0.95 M	\$0.8 M	\$1.9 M
	Total Estimated Project Cost*	\$0	\$11.4 M	\$9.4 M	\$24.4 M

Recommended

	Evaluation Factors	No Build	Alternative 1 (Recommended)	Alternative 2	Alternative 3
Goals	Pedestrian and Bicyclist Safety	No Improvement	Improve	Improve	Improve
	Roadway Safety	No Improvement	Improve	Improve	Improve
	Accessibility for All Users	No Improvement	Improve	Improve	Improve
	Comfort and Convenience for All Users	No Improvement	Improve	Improve	Improve
	Transit Access	No Improvement	Improve	Improve	Improve
Property Impacts	Right-of-Way (acres)	0 ac	0 ac	0 ac	2.7 ac
	Parcels Impacted (number)	0	0	0	106
	Removal of Existing Trees (number)	0	0	0	82
	Existing Bus Stop Shelter Impacts (number)	0	0	0	14
	Utility Impacts (Low/Med/High)	None	Low	Low	High
	Roadway Drainage Impacts (Low/Med/High)	None	Low	Low	Med
Environmental Impacts	Community (Social-Economic) Impact Analysis (Low/Med/High)	None	Low	Low	High
	Archaeological & Historical Potential (Low/Med/High)	None	Low	Low	Low
	Wetlands Impacts (acres)	0 ac	0 ac	0 ac	0.08 ac
	Floodplain Impacts (acres)	0	0	0	0
	Potential Contamination Sites (# of Medium/High Sites)	0 / 1	0 / 1	0 / 1	0 / 1
	Threatened & Endangered Species Potential (Low/Med/High)	None	Low	Low	Low
	Critical and Strategic Habitat (Low/Med/High)	None	None	None	None
	Wildlife Corridor (Low/Med/High)	None	None	None	None
	Design (15% of Construction Cost)	\$0	\$0.95 M	\$0.8 M	\$1.9 M
	Right-of-Way Acquisition	\$0	\$0	\$0	\$1.7 M
Cost (2025 \$)	Construction	\$0	\$9.5 M	\$0.8 M	\$18.9 M
	CEI (15% of Construction Cost)	\$0	\$0.95 M	\$0.8 M	\$1.9 M
	Total Estimated Project Cost*	\$0	\$11.4 M	\$9.4 M	\$24.4 M

Notes:
1. Cost includes construction contingency
2. Cost includes right-of-way (ROW)

Information is preliminary and subject to change

PRESENTATION OUTLINE

- Introductions & Opening Remarks
- Overview
- Existing Conditions
- Recommended Alternative
- **Public Engagement**
- Public Comment



PUBLIC ENGAGEMENT

Involvement Opportunities

- Study Website
- Community Meetings
- Newsletters
- Future LPA & BCC Hearings
- Email
 - Ian.Phyars@ocfl.net



Hiawassee Road Bicycle-Pedestrian Safety Study

Orange County has initiated a bicycle-pedestrian safety study on Hiawassee Road between Balboa Drive and Silver Star Road. The study will assess existing conditions and make recommendations for the safety, accessibility, and comfort of all users focusing on pedestrians, cyclists and transit users and their interaction with other modes of transportation. The proposed project is approximately 1.5 miles in length.

The study will provide an in-depth technical evaluation of the existing traffic signal operations and signage with associated supporting accommodations from Balboa Drive to Silver Star Road. The study is to review the needs for additional pedestrian, bicyclist, and transit enhancements to facilitate crossing Hiawassee Road by bicyclists and pedestrians. This project will take both existing and future development with bicyclist-pedestrian safety into consideration.

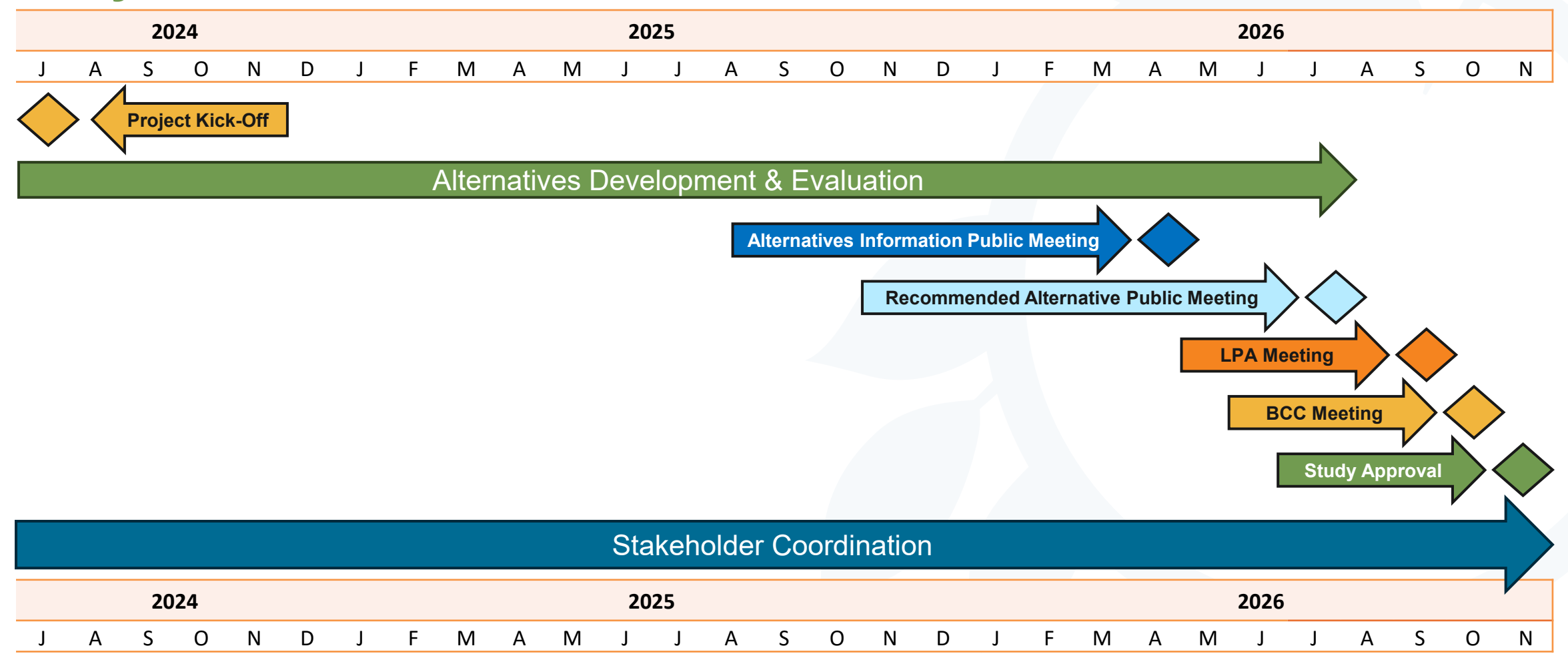
Hiawassee Road Bicycle-Pedestrian Safety Study Area Map

Study Website:

HiawasseeRoadBikePedStudy.com

PUBLIC ENGAGEMENT

Study Schedule



PRESENTATION OUTLINE

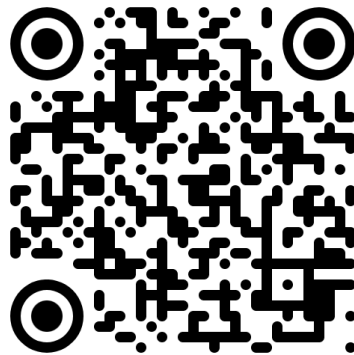
- Introductions & Opening Remarks
- Overview
- Existing Conditions
- Recommended Alternative
- Public Engagement
- **Public Comment**



PUBLIC COMMENT

Ways to Provide Feedback During the Meeting

- Ask questions and speak with project team members at the community meeting
- Submit a written comment form or fill out a speaker card
- Complete the study survey
 - Visit the link or scan the QR code to complete the study survey
- Project website is:



HiawasseeRoadBikePedStudy.com

**HIAWASSEE ROAD PEDESTRIAN/CYCLIST SAFETY STUDY
ALTERNATIVES PUBLIC MEETING**

Meeting Date: _____ Meeting Locations: _____

COMMENTS (Please Print)

Additional space on back

CONTACT INFORMATION (Please Print)

NAME _____
AFFILIATION _____
ADDRESS _____
EMAIL _____
PHONE _____

Please place your comment form
in the box provided at this
meeting or mail to:
Ian Phylars, AICP, Project Manager
Transportation Planning Division
Orange County Public Works Department
4200 S. John Young Parkway
Orlando, FL 32839

 Hiawasseeroadbikepedstudy.com

PUBLIC COMMENT

Ways to Provide Feedback During the Meeting

Ian Phyers, AICP

Orange County Project Contact:

Transportation Planning Division

Orange County
Public Works Department

4200 S. John Young Parkway

Orlando, FL 32839

Ian.Phyers@ocfl.net

(407) 836-8075

Cris Schooley, PE, AICP

Consultant Project Contact:

Transportation Project Manager

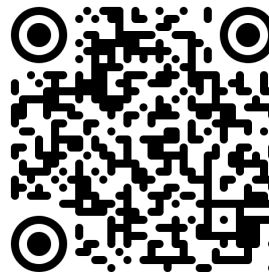
Kimley-Horn

200 S Orange Ave, Suite 600

Orlando, FL 32801

Cris.Schooley@kimley-horn.com

(407) 768-3227



Call, Email, Complete Survey, or Visit Website

[HiawasseeRoadBikePedStudy.com](https://www.hiawassee-road-bike-ped-study.com)



PUBLIC COMMENT



QUESTIONS