

EXHIBIT 22

From: [REDACTED]@rcid.org>

To: [REDACTED]@rcid.org>

Subject: RE: WDN Ph. 3- SOG Intersection

Date: Thu, 28 Jul 2022 19:27:39 +0000

Importance: Normal

Inline-Images: image001.png

As discussed, [REDACTED] is checking into the final decision from the legal perspective. Disney and SOG apparently came to a legal agreement on this. [REDACTED] confirmed to me that the Ped access situation from SOG is to be completely omitted.

From: [REDACTED]@rcid.org>

Sent: Thursday, July 28, 2022 3:11 PM

To: [REDACTED]@rcid.org>

Subject: WDN Ph. 3- SOG Intersection

[REDACTED]

The current design has a signal with four phases, one of which is for pedestrians.

We had [REDACTED] do an updated traffic study for the intersection of Shades of Green which I have attached. It was not however a full signal warrant analysis. At the time our focus was on confirming the left turn lane length on WDN for Shades. That said, the report does have information regarding the pedestrian traffic.

Short version is they anticipate a peak of 30 pedestrian platoons/groups per hour (consisting of 2-3 people each for a total of 55-75 individuals/hour) crossing World Drive at that intersection. With that volume, the study does indicate if the signal is eliminated and a stop control for Shades is chosen, pedestrian control would need to be evaluated in further detail.

With the significant pedestrian traffic, the below three options were previously given:

1. Signal with at grade crosswalk as currently designed in the plans - *Disney doesn't want*
2. RCID to build a pedestrian bridge (tower footprints maintained in design and R/W) - *Disney really doesn't want*
3. All pedestrian access from Shades of Green is eliminated – *Disney likes but I have been told Shades does not. I did find the attached email from [REDACTED] to [REDACTED] that showed how they would preclude access. [REDACTED] was okay with it and liked that the security booth could also be used to verbally direct guest to turn back anyone walking on grass. However, [REDACTED] said [REDACTED] was not in favor and it was discussed in the various meetings regarding the project and property discussions and so after that Disney had “decided” upon the signal.*

The signal does have some secondary benefits of LOS for Shades exit (more detail in [REDACTED] report) and speed control along WDN between the roundabouts. We do have the full traffic study that was used for Phase 3 and the traffic study from Project Ursa. If you want those let me know and I can send them as they show the entire corridor.

Take a look and we can discuss further.

Thanks,

[REDACTED]
Manager, Planning & Engineering
Reedy Creek Improvement District

[REDACTED]

www.rcid.org



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