

Journey to 2050: Future Technology & Trends Webinar

(Note: The following questions were answered live and summarized using Chat GPT V2)

Q *Are there any plans to add east-west light rail and coordinate development with existing transit links?*

A Previous planning exercises have explored rail expansion along east-west corridors, potentially extending from Apopka and West Orange County to the University of Central Florida or Oviedo. As part of our 2050 Metropolitan Transportation Plan (MTP), we've collaborated with LYNX and SunRail to develop a shared regional transit vision. While this is an exciting concept and robust transit vision, the 2050 Plan must remain cost-feasible and supported by a dedicated funding source before these types of service expansions could be considered.

Q *Are there plans to widen roads like Welch Road and Wekiva Springs Road due to increased traffic from new developments?*

A The 2050 MTP aims to create a regional vision for transportation over the next 25 years. This includes needs assessments and proposed multimodal improvements—such as technology upgrades, operational enhancements, active transportation (bike and pedestrian), and some roadway widenings on the state highway system. We're happy to follow up individually about specific roadways and welcome additional inquiries.

Q *What's being done to create a safer citywide bike network in Orlando?*

A As part of the active transportation planning efforts, we've assessed trail, bike, and pedestrian needs. We've identified infrastructure solutions such as crosswalk lighting, signalized intersections, and many other options. These recommendations were integrated into our broader 2050 MTP and Regional Vision Zero Safety Action Plan. We're also recommending improvements to regional trails, incorporating midblock crossings, and enhancing overall biking infrastructure.

Q *Are there plans to increase the number of Lynx buses?*

A LYNX routinely reviews and adjusts routes and bus frequencies. Our 2050 MTP includes funding for transit capital improvements, developed in cooperation with both LYNX and SunRail. If you're interested in learning about specific changes in your area, we encourage you to contact LYNX directly.

Q *What pedestrian-focused improvements are planned for downtown Orlando?*

A In addition to existing pedestrian zones (like Wall Street) and event-specific pedestrian zones (like Orange Avenue and Church Street), future enhancements would fall under the City of Orlando's jurisdiction. Our plans do emphasize safety and accessibility, and we have worked closely with the City of Orlando (and other regional partners) to develop pedestrian-focused improvements and include those recommendations within the 2050 Plan.



Q *Can pedestrian signal timing be improved to reduce wait times and improve comfort?*

A Each year, we conduct a signal retiming program in coordination with local jurisdictions. This includes evaluating pedestrian needs. If certain intersections are problematic, residents can reach out to us or their local governments for consideration in future retiming efforts.

Q *Will areas like Mills Avenue receive landscaping and pedestrian-scale design improvements?*

A Environmental and safety enhancements—such as greenery, medians, and pedestrian-scale features—are part of our strategic planning. When specific corridor projects move forward, we coordinate with implementing agencies like the City of Orlando to identify and apply these improvements where they are feasible.

Q *How do federal policies around fossil fuels and electric vehicles impact regional planning?*

A One major impact is on funding. As vehicles become more fuel-efficient or electric, gas tax revenues decline, reducing available funds for transportation projects. This may affect project feasibility in the long term.

Q *Would a local transportation tax be enough to fund major transit and pedestrian projects?*

A A sales tax would be considered illustratively in our plans, but the exact impact depends on how it is structured and what policies govern its use(s). It could significantly support project implementation across the region if approved and dedicated to transportation.

Q *Would a local transportation tax be enough to fund major transit and pedestrian projects?*

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Q *Has MetroPlan considered elevated transit like solar-powered pods or monorail-style systems?*

A At this time, there are no specific plans to evaluate this mode of transit. However, we are open to researching and exploring innovative systems in future planning cycles.

Q *What's being done to address the growing traffic in Lake Nona, and is a new corridor included in the plan?*

A We're aware of the concerns and are looking into whether a new corridor between Boggy Creek Road, SR 417, and SR 528 is included. We will follow up with more specific details as needed.

For more information:

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