Appendices



Appendix A

Transit Map

WELCOME ABOARD!

LYNX operates 83 Links to great places throughout Central Florida. If you don't see your destination here, **CONTACT US** and we can connect you to the right Link for your trip.

Riding LYNX is also easy on your wallet. You can pay for your trip as you board the bus:

ONE RIDE	ALL-DAY
$2.00 Regular	**$4.50** Regular
$1.00 with LYNX discount fare ID	**$2.25** with LYNX discount fare ID

Link 709 and LYMMO are currently Fare Free.

Please see individual Link schedules for more information.

EXACT FARE REQUIRED
No change given.

Ready to roll? Look inside for more info...

Public Notice of Title VI Rights
The Central Florida Regional Transportation Authority d/b/a LYNX:

- LYNX operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with LYNX.
- For more information on LYNX' Civil Rights Program, and the procedures to file a complaint, contact, 407-841-2279 ext. 6117, email Title6officer@golynx.com, or visit our administrative office at 455 N. Garland Avenue, Orlando, Florida 32801. For more information, visit www.golynx.com
- A complainant may file a complaint directly with the Federal Transit Administration Office of Civil Rights, Attention Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.
- If information is needed in another language, contact 407-841-2279 ext. 6117.

LYNX®

LYNX is the public transit provider for Orange, Osceola and Seminole counties. Additional connectivity with Lake and Polk counties.

CONTACT US for information on fares, bus stops, schedules and trip planning:

407-841-5969 *phone*

golynx.com *web*

THANK YOU FOR RIDING LYNX!

BROCHURE

A APOPKA SUPERSTOP

Links 44, 106, 405, 436N, NeighborLink 652

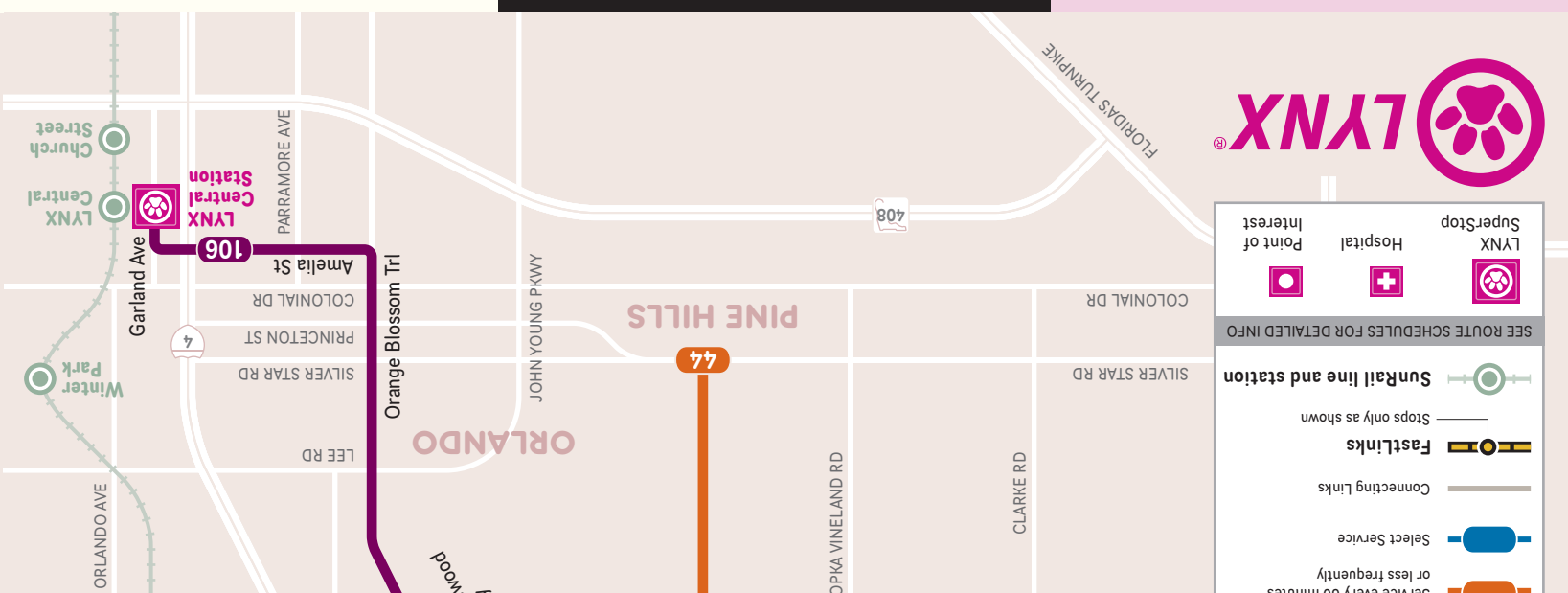
DIRECT SERVICE TO:

- Altamonte Springs SunRail
- Downtown Orlando
- Fern Park SuperStop
- AdventHealth Apopka
- Rosemont SuperStop
- Zellwood

LYNX®

Effective: APRIL 2021

Other accessible formats available upon request



BUS SERVICE FREQUENCY

To plan your trip or view full bus schedule visit **golynx.com**

EFFECTIVE APRIL 2021 - ALL BUS SERVICE FREQUENCIES ARE APPROXIMATE AND SUBJECT TO CHANGE

Times indicate departures from the BEGINNING of the route. Diagrams show major points on each Link – buses make additional local stops along the way.

44 NORTHBOUND
to Zellwood

Silver Star Rd/ Hiawassee Rd → Hiawassee Rd/ Apopka Blvd → Apopka SuperStop → Errol Plaza → Harry St/ Janet Ave → Anthony House

approximate time away >	13 mins	22 mins	33 mins	40 mins	49 mins

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	5:25 am*	5:25 am*	NO SERVICE
ALL-DAY	:25	:25	
LAST TRIP	7:25 pm	7:25 pm	

* *First trip from Harry St/Janet Ave at 5:07 am*

44 SOUTHBOUND
to Pine Hills

Anthony House → Errol Plaza → Apopka SuperStop → Apopka Blvd/ Hiawassee Rd → Silver Star Rd/ Hiawassee Rd

approximate time away >	21 mins	32 mins	41 mins	54 mins

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	5:20 am	5:20 am	NO SERVICE
ALL-DAY	:20	:20	
LAST TRIP	8:20 pm	8:20 pm	

405 NORTHSIDE
Apopka Circulator

Apopka SuperStop → Martin St/ Apopka High School → Welch Rd/ Park Ave → Apopka SuperStop

approximate time away >	9 mins	15 mins	25 mins

MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		5:10 am	5:15 am	5:15 am
DAY	5–7 am	:10	:15	:15
	7 am–8 pm	:15		
LAST TRIP		7:15 pm	7:15 pm	7:15 pm

405 SOUTHSIDE
Apopka Circulator

Apopka SuperStop → Central Ave/ Cleveland St → AdventHealth Apopka → Apopka SuperStop

approximate time away >	4 mins	12 mins	23 mins

MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		4:45 am	4:45 am	4:45 am
DAY	5 am–1 pm	:45	:45	:45
	1–7 pm			
EVE	7–8 pm	:40	:40	:45
NIGHT	8 pm–12 am	:30	:35	--
LAST TRIP		12:30 am	8:35 pm	7:45 pm

106 INBOUND
to LYNX Central Station

Apopka SuperStop → O.B.T./Piedmont-Wekiwa Rd → Rosemont SuperStop → O.B.T./ Silver Star Rd → LYNX Central Station - Bay F

approximate time away >	11 mins	26 mins	34 mins	47 mins

MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		4:25 am	4:55 am	4:50 am
DAY	4–5 am	:25, :55	:25, :55	:50
	5–6 am	:20, :35, :50		
	6–7 am	:05, :20, :35, :48	:20, :50	
	7–8 am	:00, :15, :30, :45		
	8–9 am	:00, :15, :45		
	9 am–5 pm	:15, :45		
	5–7:30 pm	:20, :50		
EVE	7:30–10 pm	:55	:50	:00
NIGHT	11 pm–12 am	:00	--	--
LAST TRIP		12:00 am	9:50 pm	8:00 pm

106 OUTBOUND
to Apopka SuperStop

LYNX Central Station - Bay F → O.B.T./ Silver Star Rd → Rosemont SuperStop → O.B.T./Piedmont-Wekiwa Rd → Apopka SuperStop

approximate time away >	15 mins	25 mins	38 mins	49 mins

MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		4:45 am	4:45 am	4:45 am
DAY	5 am–4 pm	:15, :45	:15, :45	:45
EVE	4–7 pm	:00, :15, :30, :45		
	7–8 pm	:15, :45	:45	--
NIGHT	8–11 pm	:45		
LAST TRIP		11:45 pm	9:45 pm	7:45 pm

652 NEIGHBORLINK
Maitland Center

NeighborLink 652 *is based at the Maitland SunRail Station and provides curb-to-curb service to the Maitland Center with advanced reservations.*

Passengers must call 407-244-0808 at least two hours in advance to arrange a pickup in the curb-to-curb service area of Maitland Center or use the NeighborLink app.

	MONDAY–FRIDAY ONLY
AM TRIPS depart	6:35, 7:35, 8:35 am
DAY	NO SERVICE
PM TRIPS arrive	5:10, 6:15, 7:00 pm

At SunRail Station

436N WESTBOUND
to Apopka SuperStop

Fern Park SuperStop → Altamonte Springs SunRail** → Altamonte Mall → SR-436/ West Town Pkwy → Apopka SuperStop

approximate time away >	9 mins	16 mins	33 mins	54 mins
Weekend Only	-- mins	10 mins	25 mins	45 mins

MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		5:05 am*	5:25 am*	6:55 am
DAY	5 am–7 pm	:05, :35	:25, :55	:55
EVE	7–8 pm		:20, :50	
	8–9 pm		:35, :58	
NIGHT	9–10 pm	:05, :40	:28	--
	10–11 pm	:25	:00, :30	
	11 pm–12 am	:10, :40		
LAST TRIP		12:20 am	12:00 am	8:55 pm

* *First trip departs from SR-436/West Town Pkwy at 5:05 am (Mon-Fri) and 4:30 am (Sat).*

** *Altamonte Springs SunRail Station served Monday–Friday only*

436N EASTBOUND
to Fern Park SuperStop

Apopka SuperStop → SR-436/ West Town Pkwy → Altamonte Mall → Altamonte Springs SunRail** → Fern Park SuperStop

approximate time away >	20 mins	38 mins	48 mins	56 mins
Weekend Only	17 mins	33 mins	-- mins	42 mins

MINS AFTER THE HOUR		MON–FRI	SAT	SUN
FIRST TRIP		4:30 am	4:40 am	6:50 am
DAY	5–8 am	:00, :30	:10, :40	:50
	8 am–12 pm	:25, :55		
	12 pm–5 pm	:20, :50		
	5 pm–6 pm	:25, :55		
	6–7 pm	:30		
EVE	7–8 pm	:00, :30	:10, :43	
	8–9 pm	:05, :55	:10, :40	
NIGHT	9–10 pm	:25, :55	:17, :40	--
LAST TRIP		9:55 pm	9:40 pm	8:50 pm

** *Altamonte Springs SunRail Station served Monday–Friday only*

LYNX Bus Tracker · LYNX PawPass · LYNX See & Say · NeighborLink

Download our apps to help you pay your fare, report safety and security concerns, get real-time information and schedule your NeighborLink ride.

Download on the App Store · GET IT ON Google Play

CAN'T FIND YOUR LINK?

LYNX has 21 brochures, listed below, to help you find your bus. Each one shows the Links serving a certain area, like Fern Park, or a particular service, like LYMMO. You can also use the table to the right, which shows each Link and the brochure it appears on. Note that some Links are shown on more than one brochure.

LYNX BUS SERVICE BROCHURES

- (A) Apopka SuperStop
- (B) Colonial Plaza SuperStop
- (C) Colonial Dr East/West
- (D) Colonial Dr West/West Oaks Mall
- (E) Destination Parkway
- (F) Dixie Belle Dr & Gatlin Ave
- (G) FastLink Services
- (H) Fern Park SuperStop
- (I) Florida Mall SuperStop
- (K) Kissimmee Intermodal Station
- (L) LYNX Central Station
- (M) LYMMO
- (N) Orlando International Airport
- (O) Poinciana Walmart Center
- (P) Rosemont SuperStop
- (Q) Sanford Seminole Centre
- (R) SunRail Connections
- (S) UCF Area
- (T) Disney Area
- (U) Washington Shores SuperStop
- (V) Winter Park Village Area

QUESTIONS?

Visit us online
golynx.com

Give us a call
407.841.LYNX

Like us on Facebook
facebook.com/golynx

Follow us on Twitter
@lynxbusorlando

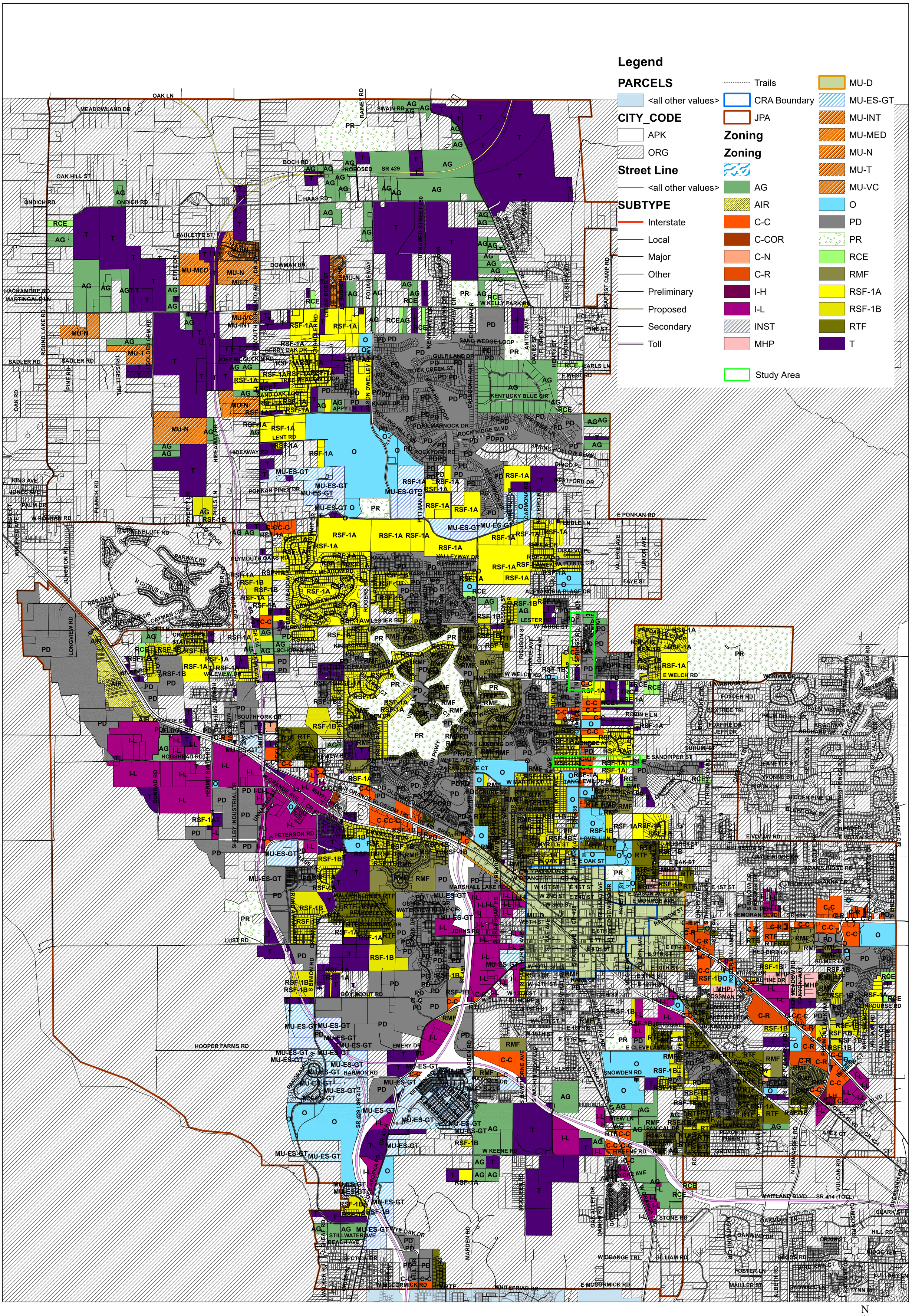
Link	Brochure
1	(R)(V)
3	(F)(L)
6	(B)(F)
7	(I)(L)
8	(E)(L)
9	(P)(R)(V)
10	(K)
11	(L)(N)(R)
13	(B)(L)(S)
15	(L)(S)
18	(K)(L)(R)
20	(L)(U)
21	(L)(U)
23	(P)(R)(V)
24	(U)
25	(L)(U)
26	(K)(O)
28	(C)(L)
29	(C)(L)
34	(Q)(R)
36	(L)(U)
37	(I)
38	(E)(L)
40	(L)(R)(U)
42	(E)(I)(N)(R)
44	(A)
45	(Q)(R)
46E	(Q)(R)
46W	(Q)(R)
48	(C)(L)
49	(C)(L)
50	(L)(T)
51	(B)(L)(N)
54	(D)(L)
55	(K)
56	(K)(T)
57	(K)(U)
58	(E)
102	(H)(L)(R)(V)
103	(H)(Q)
104	(C)(L)(S)
105	(C)(D)(L)
106	(A)(L)(P)
107	(I)(L)
108	(I)(K)
111	(E)(I)(N)(R)
125	(D)(L)(R)
155	(K)(R)
300	(L)(T)
301	(T)
302	(P)(T)
303	(T)(U)
304	(T)
305	(T)
306	(O)(R)(T)
313	(B)(L)
319	(L)(U)
405	(A)
426	(O)
434	(R)(S)
436N	(A)(H)(R)
436S	(F)(H)(N)
443	(P)(R)(V)
709	(K)
FastLink	
407	(G)(N)(K)
418	(G)(I)(R)
441	(G)(I)(K)(L)
LYMMO	
(L)(M)	Orange Line
(L)(M)	Lime Line
(M)	Grapefruit Line
NeighborLink	
601	(O)
604	(O)(R)
611	(D)
612	(C)(D)
613	(D)
621	(S)
622	(S)
631	(K)(R)
632	(K)(R)
641	(E)
651	(Q)(R)
652	(A)(H)(R)(V)

Appendix B

City of Apopka Zoning Map

Orange County Zoning Map

Zoning Map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APK
ORG
Street Line
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Interstate
Local
Major
Other
Preliminary
Proposed
Secondary
Toll
Trails
CRA Boundary
JPA
Zoning
Zoning
AG
AIR
C-C
C-COR
C-N
C-R
I-H
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MHP
MU-D
MU-ES-GT
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MU-MED
MU-N
MU-T
MU-VC
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PD
PR
RCE
RMF
RSF-1A
RSF-1B
RTF
T
Study Area
OAK LN
MEADOWLAND DR
RAINEY RD
SWAIN RD
BOCH RD
PROPOSED
SR 429
OAK HILL ST
ONDICH RD
HAAS RD
RCE
PAULETTE ST
ETRIE DR
MU-MED
MU-N
MU-T
CR 437
BOWMAN DR
UNNAMED STREET 650
MU-N
FOLIAGE WAY
CEDAR ROSE ST
HACKAMORE RD
MARTINGALE LN
ROUND LAKE RD
SADLER RD
PINE RD
OAK RD
GOLDEN GEM RD
TRUSSELL TRL
MU-VC
MU-INT
SOUTH CORRINTO RD
RSF-1A
RSF-1B
BERRY OAK DR
JOEY MCGUCKIN RD
SAND OAK LOOP
TREE TOP LOOP
APPY LN
SAND WEDGE LOOP
GULF LAND DR
ROCK CREEK ST
LEGG DR
KNOTT DR
ROCK HILL LOOP
KENTUCKY BLUE CIR
CALEDONIA AVE
ROLLING HILLS LN
KILMARNOCK DR
ROCK RIDGE BLVD
SPRING HOLLOW BLVD
ROCKFORD RD
LENT RD
HIDEAWAY RD
HIDEAWAY RD
KING AVE
JONES AVE
PALM DR
W PONKAN RD
PONKAN PINES DR
MU-ES-GT
PLANCK RD
POVERTY LN
SHELBY INDUSTRIAL DR
MU-ES-GTO
PITTMAN RD
MELBERWICK DR
CARMONA RD
E PONKAN RD
PEBBLE LN
SHEILA DR
DISALVO PL
VALLEYWAY DR
SILVERTIP RD
ALEXANDRIA PLACE DR
VALERIE AVE
JUNIOR AVE
FAYE ST
GREENBLUFF RD
PARWAY RD
PLYMOUTH OAKS RD
JUNCTION RD
N CITRUS CIR
RED OAK LN
CAYMAN CIR
OLDE ROAD DR
CRAIGSHIRE DR
STATHAM DR
LONGVIEW RD
SR 414
SCHOOL
AIR
ORANGE CIR
SOUTHFORK DR
HOGSHEAD RD
CONRAD RD
HERMIT SMITH RD
W ORANGE AVE
CR 437
W ORANGE BLOSSOM TRL
US 441
SR 500
PETERSON RD
UNIVERSITY BLVD
SR 434
MAYFLY RD
OLD WINTER GARDEN RD
RAILROAD
MARSHALL LAKE RD
W ORANGE ST
CR 424
W 1ST ST
E 1ST ST
W 2ND ST
E 2ND ST
W 3RD ST
E MASON AVE
E MONROE AVE
W 5TH ST
E 5TH ST
E 6TH ST
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E CLEVELAND ST
E CELESTE ST
W CELESTE ST
W WELCH RD
E WELCH RD
W LANCASTER RD
E LANCASTER RD
W SUMMIT ST
E OAK ST
W OAK ST
E SEMORAN BLVD
SR 436
W LESTER RD
E LESTER RD
W TAHOE ST
E SANDPIPER ST
W SANDPIPER ST
E WEST RD
EARLS LN
HOLLY ST
PINE ST
DAVIES ST
FLORENCE ST
HENRY ST
VIRGINIA ST
ANTON AVE
HOLSTEIN RD
BAPTIST CAMP RD
W KELLY PARK RD
E KELLY PARK RD
SR 535
MILLENDUTH RD
STRAWBRIDGE DR
BOWMAN RD
HAVERLAKE CIR
E VOTAW RD
W VOTAW RD
E OAK ST
W OAK ST
E 1ST ST
W 1ST ST
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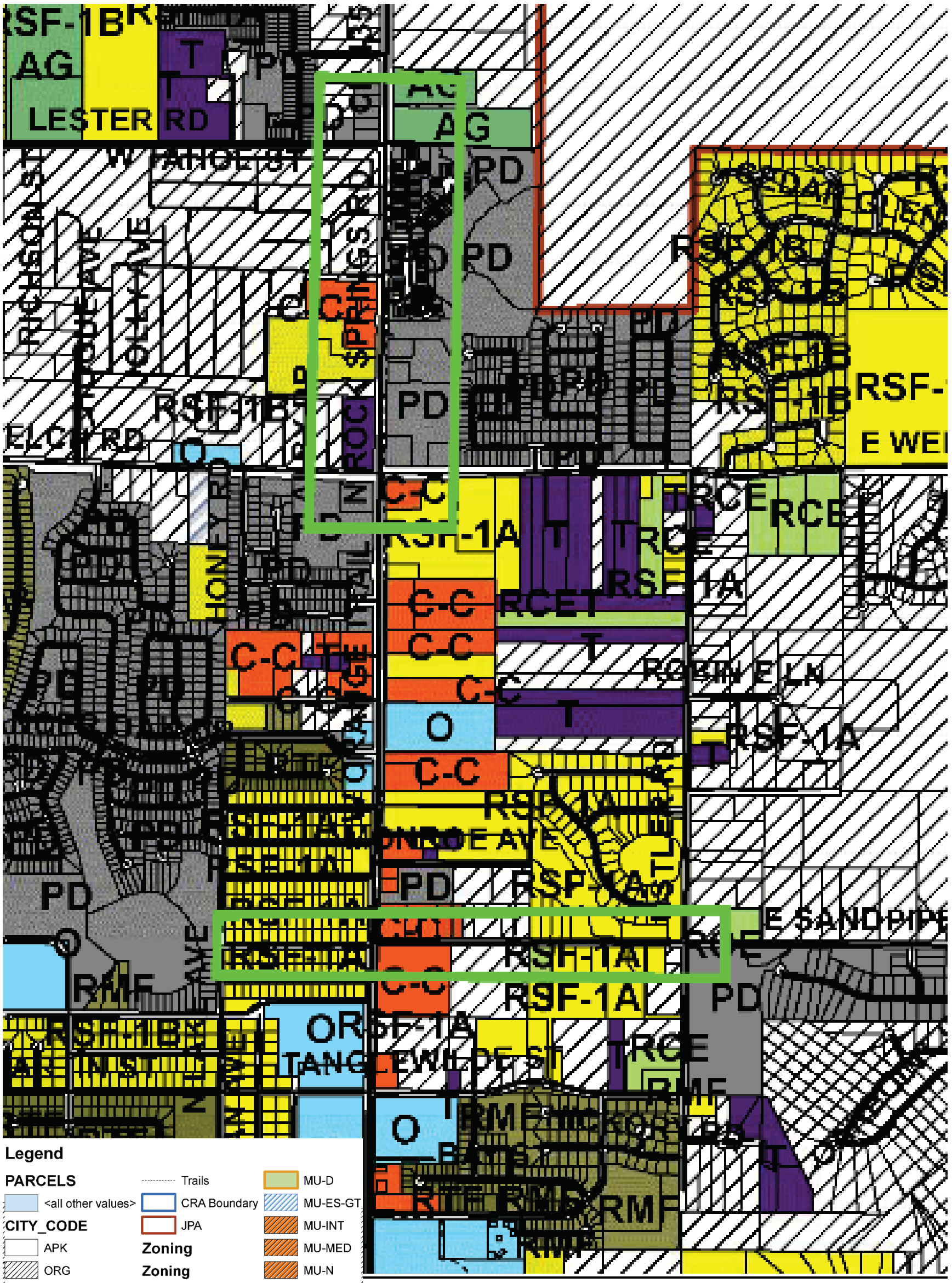
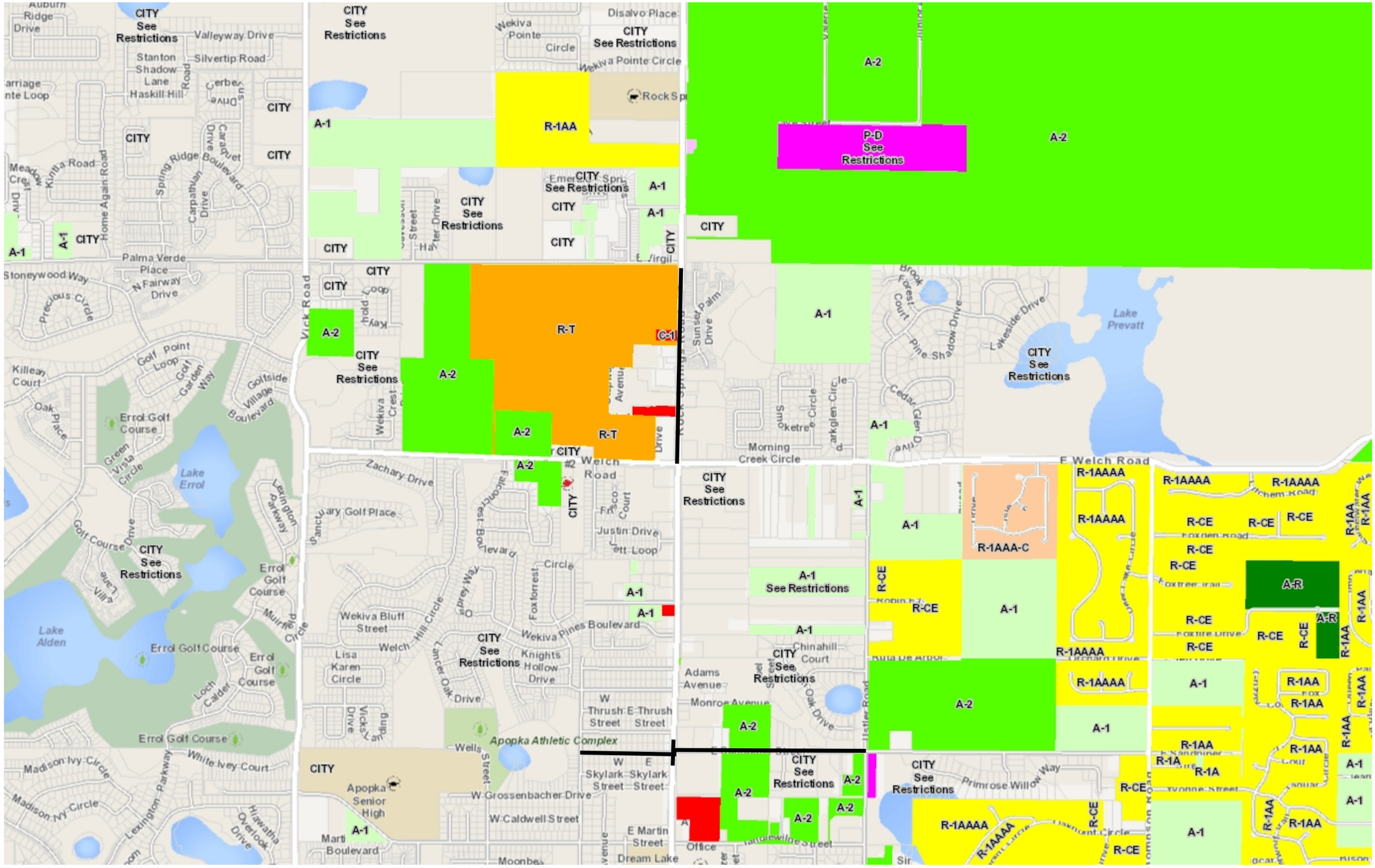
W LANCASTER RD
E LANCASTER RD
W SUMMIT ST
E OAK ST
W OAK ST
E SEMORAN BLVD
SR 436
W LESTER RD
E LESTER RD
W TAHOE ST
E SANDPIPER ST
W SANDPIPER ST
E WEST RD
EARLS LN
HOLLY ST
PINE ST
DAVIES ST
FLORENCE ST
HENRY ST
VIRGINIA ST
ANTON AVE
HOLSTEIN RD
BAPTIST CAMP RD
W KELLY PARK RD
E KELLY PARK RD
SR 535
MILLENDUTH RD
STRAWBRIDGE DR
BOWMAN RD
HAVERLAKE CIR
E VOTAW RD
W VOTAW RD
HOOPER FARMS RD
EMERY DR
HARMON RD
BOY SCOUT RD
LUST RD
JOHNS RD
HOGSHEAD RD
SR 429 / SR 414
SR 414 (TOLL)
MAITLAND BLVD
STONE RD
W ORANGE TRL
GILLIAM RD
E MCCORMICK RD
W MCCORMICK RD
WHITEFRIAR DR
MARDEN RD
MCQUEEN RD
OAK ALLEY DR
DAMON RD
SR 434
N HIAWASSEE RD
APOPKA BLVD
SPRINT BLVD
CR 414
APEX CT
W KEENE RD
E KEENE RD
STONE AVE
W GRANGE AVE
OAKMORE LN
OAKWIND DR
FOSTER LN
MAILLER ST
ALBERTH RD
GATEWAY LN
LYNN RD
LULLABY LN
HILL RD
LOCKHART ST
RIDGE TER
BECCOS RD
KING RAIL CT
WOODWARD DR
ROSSMAN DR
ALPINE DR
VICTOR DR
REED BIRD LN
KILMER LN
MEADOW RD
HIGH MEADOW CANTONWAY
GASKINS RD
CLARK ST
GRESDEN TRL
BLUFF OAK ST
HIDDEN PINE LN
PISON CIR
YVONNE ST
JEANETTE ST
SUHUMI ST
FOXTREE TRL
FOXDEN RD
PALM BLUFF DR
PALM VISTA DR
FOXFIRE DR
JEFF DR
ROBIN E LN
ARGOWAY
ORCHARD DR
GOLF VALLEY
WEKIWA DR
LAVANHAM CT
PONKAN RD
ROCK SPRINGS RD
N THOMPSON RD
OLD LOCKWOOD RD
OVERLAND RD
VULCAN RD
ADAMS RIDGE RD
BETHESDA ST
CAYLE RIDGE DR
DEANNA DR
THOR AVE
SQUAVA DR
SUSSEX DR
SR 434
RED BIRD RD
RANSOM ST
SANFORD AVE
ORANGE AVE
ORLANDO AVE
ORANGE AVE
ORANGE BLVD
ORANGE AVE
ORANGE AVE
ORANGE AVE

Zoning Map Detail



Orange County InfoMap Public 11 x 17 Print





Legend

Zoning

- Agricultural Residential
- Citrus Rural
- Commercial
- Farmland Rural
- Industrial
- Mobile Home Residential
- Multiple-Family Dwelling District
- Neighborhood Activity Corridor
- Neighborhood Center
- Neighborhood Residential
- Planned Development
- Professional Office
- Residential
- Residential Cluster
- Residential District
- Residential Low-Density
- University Residential

Primary Streets (8,001 - 16,00

- Floridas Turnpike
- Floridas Turnpike On Ramp N
- I-4
- State Road 408
- State Road 414
- State Road 417
- State Road 429
- State Road 429 Off Ramp N
- State Road 528

- Major Streets (8,001 - 16,000)
- Streets (8,001 - 16,000)
- Railroads
- Parcels
- Water Bodies

Florida Counties

- <all other values>
- ORANGE
- Coastal Waters

- Study Corridor

1: 16,000

0.5 0 0.25 0.5 Miles

NAD_1983_StatePlane_Florida_East_FIPS_0901_Feet
Orange County, FL BCC

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

This map was automatically generated using Geocortex Essentials.

Appendix C

ROW Maps



FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.			

Road Plat Book 2
Page 19

SCALE : 1" = 50'

SEC. 4, T-21-S, R-28-E

SEC. 33, T-20S, R-28-E

SEC. 3, T-21-S, R-28-E

SEC. 34, T-20-S. R-28-E

6"x6" ORANGE COUNTY CONC. MON.

SECTION LINE

NAIL & CAP

PLACED STAKE

1" I. PIPE

1½" I. PIPE

2" I. PIPE

2½" HUB

4"x4" CONC. MON

SANDPIPER STREET 60'

NIGHTINGALE STREET 60'

THRUSH STREET 60'

BOB WHITE STREET 60'

ALBATROSS STREET 60'

10' UTILITY EASEMENT

BLOCK "F"

APOPKA FARMS

BLOCK D

FIRST ADDITION TO APOPKA FARMS

BLOCK A

FLAT BOOK

CITY LIMITS OF APOPKA

ROCK SPRINGS ROAD S.R. 435

N-00°20'-59"-W

℄ SURVEY & SECTION LINE

E. CITY LIMITS OF APOPKA

MONROE AVENUE 50'

ADAMS AVENUE 50'

WASHINGTON AVENUE 50'

HARVIN CITY P.B. "K" Pg. 118

BEGIN R/W TRANSFER STA. 121+87.51

END JOB NO. 75070-2503
BEGIN JOB NO. 75070-2502
STA. 121+87.51

Temp. Const Esm.

Exist R/W

R/W LINE

℄ PROJECT

P.I. STA. 122+69.11

N-02°15'-14"-W 2721.10

651.03'

1344.04'

651.03'

1335.42'

1323.75'

179°58'20"

179°55'00"

CURVE DATA ℄ SURV.

P.I. STA. 121+87.51
Δ = 01°54'15" LT.
D = 1°10'00"
T = 81.61'
L = 163.21'
R = 4911.07
P.C. STA. 121+05.90
P.T. STA. 122+69.11

"This right-of-way map when recorded is an instrument of title conveyance, transferring in accordance with Florida Statutes 337.29 (1977) all right, title, and interest of the Florida Department of Transportation in the road, street, highway, set forth on this map to ORANGE County."

Recorded in Public Records of Orange County, Florida, this 26 day of Oct. A.D. 1981 in Road Plat Book 2 Page 19 thru 22.
Thomas H. Locken, County Comptroller
By: [illegible] D.C.

Orange County, Florida

REVISION	BY	DATE
Rev. R/W Misc. Stks 115 117 120 & Added Info	KAH-dds DDD-JW HSH-JW	8-15-75 4-10-75 4-5-75

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 435 ORANGE County

	BY	DATE	APPROVED BY	DATE
DRAWN	S.C.	9-27-71		
TRACED				
CHECKED	M.J.B.	11-71		
COMPARED				
INDEXED				

E.P. Benedict 2-6-75 DISTRICT ENGINEER
Thomas H. Gross 2-12-75 ENGINEER OF RIGHT OF WAY
STATE HIGHWAY ENGINEER

SECTION 75070-2502 SHEET 1 OF

B.I.N° 524159

OCT 26 7 01 AM '81

(4)

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.			

Road Plat Book 2
Page 20

"This right-of-way map when recorded is an instrument of title conveyance, transferring in accordance with Florida Statutes 337.29 (1977) all right, title, and interest of the Florida Department of Transportation in the road, street, highway, set forth on this map to ORANGE County."

Recorded in Public Records of Orange County, Florida, this 26 day of Oct. A.D. 1981 in Road Plat Book 2 Page 19 thru 22.
Thomas H. Locher, County Comptroller
By: [signature], D.C.
Orange County, Florida

SCALE 1" = 50'

SEC. 33, T-20-S, R-28-E



B.I. No. 524159

CURVE DATA ℄ SURVEY

P.I. STA. 121+87.51
Δ = 01°54'15" LT.
D = 1°10'00"
T = 81.61'
L = 163.21'
R = 4,911.07'
P.C. STA. 121+05.90
P.T. STA. 122+69.11

SEC. 34, T-20-S, R-28-E

NOTE:
⊙———— R/W Mrk.
Symbol for Permanent R/W Markers
See Sheet No. 1 for details.

REVISION	BY	DATE
Add P.R/W M. & Note	MLH	2-9-81
Rev. Curve data	MLC-ALL	9-15-75
Rev. R.W.	KAH-ddd	8-15-75
Added Notation	HST, Jr.-JW	4-3-75

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 435 ORANGE COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	S.C.	9-27-71	C. L. Benedict	2-6-75 DISTRICT ENGINEER
TRACED	K.A.H.	10-18-73		
CHECKED	M.J.B.	11-71	Thomas C. Russo	2-12-75 ENGINEER OF RIGHT OF WAY
COMPARED				
INDEXED				STATE HIGHWAY ENGINEER

SECTION 75070-2502 SHEET 2 OF

Oct 26 7 01 AM '81

(5)

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.			

Road Plat Book 2
Page 21

"This right-of-way map when recorded is an instrument of title conveyance, transferring in accordance with Florida Statutes 337.29 (1977) all right, title, and interest of the Florida Department of Transportation in the road, street, highway, set forth on this map to ORANGE County."

Recorded in Public Records of Orange County, Florida, this 26 day of Oct. A.D. 1981 in Road Plat Book 2 Pages 13 thru 22.

Thomas H. Looser, County Comptroller
By: Walt Bachelor, D.C.
Orange County, Florida

SCALE : 1" = 50'

SEC. 33, T-20-S, R-28-E

DETAIL NOT TO SCALE
145
℄ SURVEY
R/W Line
50'

R.R. SPIKE

140 145 150

Sta 10+00 (L.D.) = Sta 140+34.69 (S.R. 435)

100' 70' 50'

SURVEY & SECTION LINE

P.I. STA. 149+08.60
Δ = 0°-55'-45" RT.
14-COR

℄ STA. 149+08.60 EXIST. R/W

303.87'

30' 30'

Sta. 149+38.61

END R/W TRANSFER
STA. 149+38.61

R/W LINE

50' 2721.10 — N-02°-15'-14"-W — ROCK SPRINGS ROAD S.R. 435 — 30' 60' 50' 30' 50'

22.98 (Calc.)

212.50' 212.50' 223.56' 340.17' (P) 310.18' (P) 1/2" I. PIPE 90°00'30" 90°00'30" ℄ CONST. 1319.98 N-01°-19'-23"-W

R/W LINE — 10' Util. Easement Abuts Rd. — 30' 20' 20' — Exist. R/W

PT. Sta. 151+15.07 ℄ Const. BK =
EQUATION
Sta. 151+15.09 ℄ Survey AHD =

20' DRAINAGE EASEMENT BY PLAT

R/W Line

970.0' (P) 969.34' 638.12' 638.90' (P) ℄ STA. 148+78.55

5 4 3 NOT PLATTED NOT INCLUDED 1

PC. Sta. 147+02.11 ℄ Const.

2614.69' (F) 2675.54' (F) STA. 149+08.60 J

2675.64 (P), 2675.54' (F)

℄ WELCH ROAD 60'

Sta. 149+38.61

N87°-51'-07"E

℄ Const. Curve Data
P.I. Sta. 149+08.60
Δ = 00°55'45" Rt.
D = 0° 13'30"
T = 206.49
L = 412.96
R = 25,464.79

341.20' (P) 652.40 (P) 311.20' (P)

APOPKA RANCHES P.B. Z, P. 134

2

332.66' 331.10' (P) 2615.37' (P)

B.I.N° 524159

860.43' (C) To S.R/W Line of WELCH Rd

212.50' 212.50' 50' 233.34' Sta. 19+99.75 (L.D.) 100' DRAINAGE EASEMENT BY PLAT 1023.88' (P) 50' 652.94' (P) N02°15'51"W (R) ℄

135.0' (P) 50' 50'

20 1635.63' (P) End L.D. Survey Sta. 20+00

SEC. 34, T-20-S, R-28-E.

1645.37' (P) N. Line of SW¼ Sec. 34-20-28

1/2" I. PIPE

135.0' (P) 1045.23' (P)

℄ USTLER ROAD 60'

30' N.E. COR. S.W.¼ SEC. 34 (Nail Cap)

NOTE:
⊙——— R/W Mrk.
Symbol for Permanent R/W Markers.
See Sheet No. 1 for details.

REVISION	BY	DATE
Add P.R.W.M.'s Note	M.L.H.	2-9-81
Changed Lat. Ditch	HST-JRS	10-15-75
Rev. R/W	RAH-JRS	8-18-75
Misc.	HST-Jr JW	4-3-75

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 435 ORANGE COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	S.C.	9-27-71	E.H. Benedict DISTRICT ENGINEER	2-6-75
TRACED	K.A.H.	10-18-73		
CHECKED	M.J.S.	11-71	Wm. C. Kellett ENGINEER OF RIGHT OF WAY	2-12-75
COMPARED				
INDEXED			STATE HIGHWAY ENGINEER	

SECTION 75070 - 2502 SHEET 3 OF

(6)

Oct 26 7 10 AM '81

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.			

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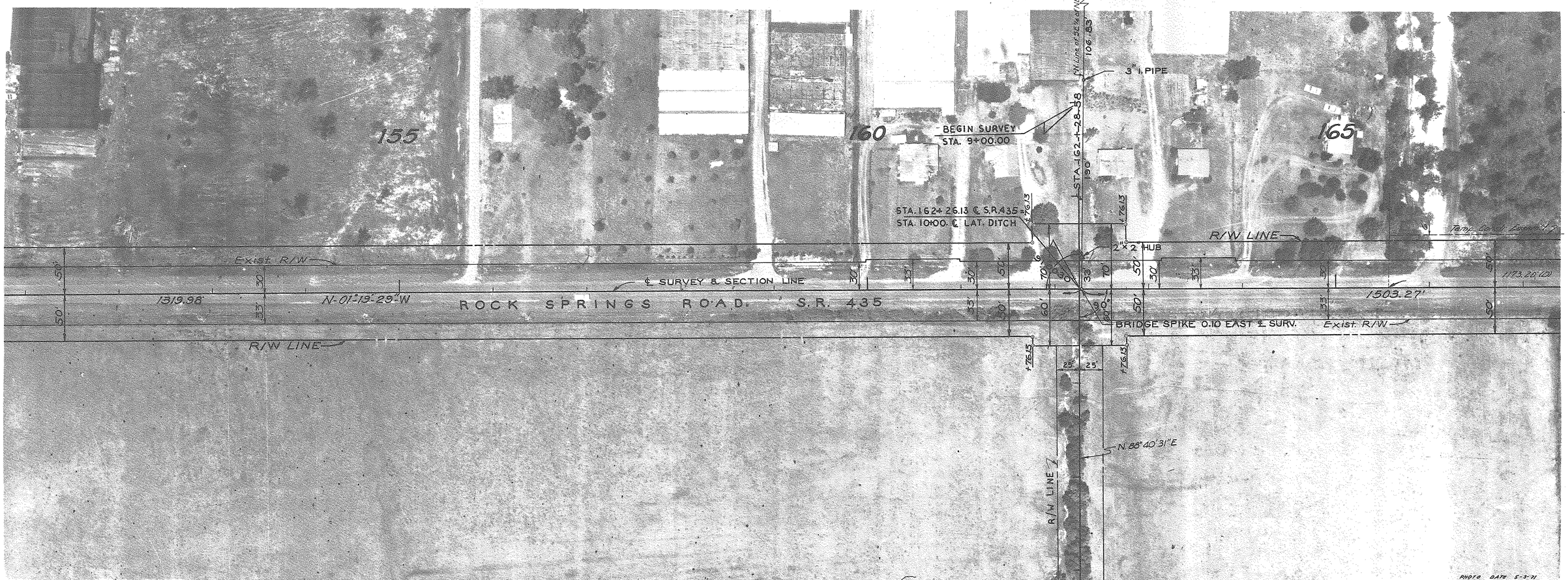
Recorded in Public Records of Orange County, Florida, this 20 day of October, A.D. 1978 in Road Plat Book 1 Page 21
Kenneth D. Kienth, County Comptroller

By: D. H. Shackleford
~~Clerk of Circuit Court~~ D.C.
Orange County, Florida

SCALE: 1" = 50

SEC. 33, T-20-S, R-28-E



SEC. 34, T-20-S, R-28-E

P.I. STA. 13+83.30
Δ = 2°59'50" Lt.

N. 85°40'41"E.
R/W LINE

NOTE:
⊙— — — R/W Mrk.
Symbol for Permanent R/W Markers.
See Sheet No. 1 for details.

B.I. No. 524159

REVISION	BY	DATE
Add P.R/W.M. & Note	MLH	2-9-81
Add Ease'mt.	HST-WTH	4-14-76
Rev. Lat. Ditch	JKP-JW	9-29-75
Various	HST, Jr.-JW	4-4-75

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 435 ORANGE COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	S.C.	9-27-71	C. R. Benedict	2-6-75 DISTRICT ENGINEER
TRACED	K.A.H.	10-18-73	Thomas E. Lasso	2-12-75 ENGINEER OF RIGHT OF WAY
CHECKED	M.J.B.	11-71		
COMPARED				
INDEXED				STATE HIGHWAY ENGINEER

SECTION 75070 - 2502 SHEET 7 OF

15

Rec'd 3-10-81 MO'C

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.			

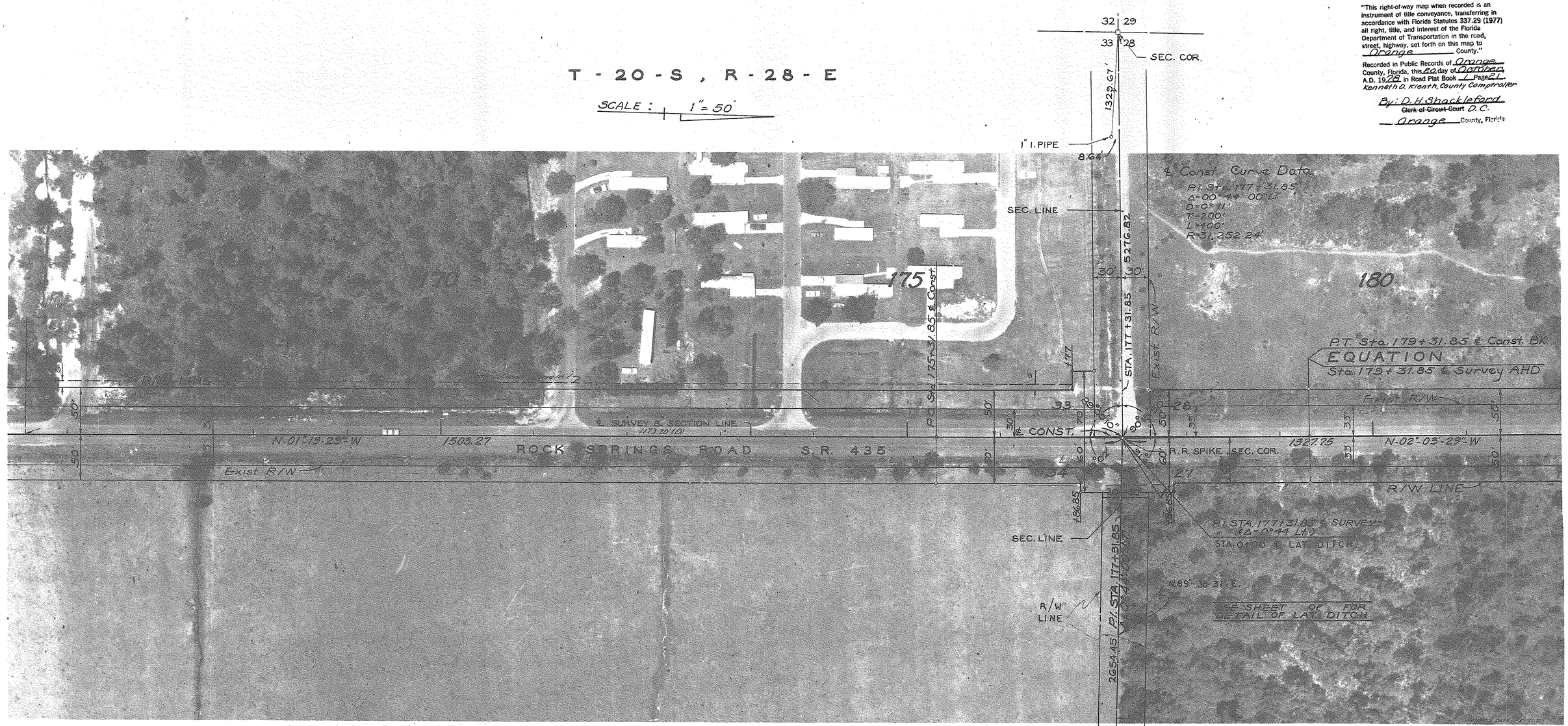
"This right-of-way map when recorded is an instrument of title conveyance, transferring in accordance with Florida Statutes 337.29 (1977) all right, title, and interest of the Florida Department of Transportation in the road, street, highway, set forth on this map to Orange County."

Recorded in Public Records of Orange County, Florida, this 20 day of October, A.D. 1978 in Road Plat Book 1 Page 21.
Kenneth D. Kienth, County Comptroller

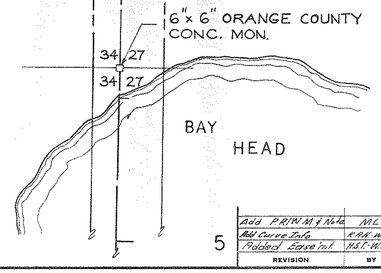
By: D. H. Shackleford
~~Clerk of Circuit Court~~ D.C.
Orange County, Florida

T - 20 - S , R - 28 - E

SCALE : 1" = 50'



B.I. No. 524159



T - 20 - S , R - 28 - E

NOTE:
⊙———— R/W Mrk.
Symbol for Permanent R/W Markers.
See Sheet No. 1 for details.

REVISION	BY	DATE
Add P.R/W.M. & Note	MLH	2-9-81
Add Curve Info	R.A.H.-W.P.H.	7-16-76
Added Ease'nt	H.S.T.-W.P.H.	4-14-76

5

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD NO. 435 ORANGE COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	S.C.	9-28-71	C. A. Benedict	2-6-75 DISTRICT ENGINEER
TRACED	K.A.H.	10-18-73	Thomas C. Russo	2-12-75 ENGINEER OF RIGHT OF WAY
CHECKED				
COMPARED				
INDEXED				STATE HIGHWAY ENGINEER

SECTION 75070 - 2502 SHEET 8 OF

Rec'd 3-10-81 MDC MDC

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.			

STATE JOB NO. 75070 2503

Road Plat Book 2

Page 15

SCALE 1" = 50'

SEC. 4, T-21-S, R-28-E

3/8" I. PIPE

LARGE NAIL N.W. COR. OF N.E. 1/4 OF S.E. 1/4 SEC. 4

1281.90'

1282.44' TO P.I.

SET STAKE

190'(P)

30' 30'

244.12' (P)
244.03' (F)

4"x4" CONC. MON.

APOPKA HEIGHTS SUBDIVISION PLAT BOOK "K", P. 65

10 95

CITY LIMITS LINE

P.I. (R.R. SPIKE IN ORANGE COUNTY SEC. MANHOLE)

190'(P)

5' OHIO AVE. (CLOSED) 60'

STA. 95+94.04 (CAL.)

5° 56'45" LINE TO T. (ANGLE AT P.I.)

15'

30' 30'

Exist R/W

20' UTILITY EASEMENT

597.3'

APOPKA SCHOOL PROPERTY

7

89°06'43.03" P.C. TO LINE (CAL.)
88°09'41.04" T. TO C. (CAL.)

TANGENT

P.I.

10'

12.41' ℄ CONST. TO COR.

5068.04'

547.30'(F) ℄ (P)

123.68'(P)

547.26'(P) 547.30'(F)

110'

100'(P)

60.04'(P)
59.85'(F)

4"x4" CONC. MON.

SET STAKE
110.58'

20.05'

49.96'

30'

Exist R/W

APOPKA HEIGHTS SUBDIVISION 3RD REPLAT PLAT BOOK T PAGE 140

4"x4" CONC. MON.

220.72' (F)

110.31' (P)

110.30'(P)

3/4" IRON PIPE

547.22'(P)

547.39'(F)

100

110.31'(P)

123.60'(P)

STA. 100+08.54

547.12'(F) 547.13'(P)

STA. 102+29.09

123.51'

STA. 99+48.46

123.64'(P) 547.26'(P) 547.30'(F)

123.56'(P)

SET STAKE
110.31'(P)

SET STAKE
110.30'(P)

60.03'

Exist R/W

2

9

A

B

1

10

GROSSENBACHER DR.

60' CALDWELL STREET

T.B.M. N. 3-44-07-W.

CITY LIMIT LINE

N-00° 20'-59"W

℄ SURVEY ℄ SECTION LINE

S.R. 435 ROCK SPRINGS RD.

R/W TEMP. CONST. EASEMT. LINE

Exist R/W

Temp. Const. Ease.

30' 30'

TANGLE WIDE STREET

℄ SUR. STA. 95+34.04

2702.88' TO P.I.

℄ CONST. STA. 95+93.96

R/W Line

Temp. Const. Ease

40'

9'

21'

5'

STA. 98+38.06 (CAL.)

15° 15' LINE TO T. (ANGLE AT P.I.)

℄ SUR. P.T. STA. 98+68.44

P.R.C. STA. 98+68.09

℄ CONST.

42.37'

EQUATION (℄ CONST.)
P.T. STA. 105+45.21 BK. =
STA. 105+45.18 AHD.
(10 Lt. ℄ SUR. STA. 105+45.18

118.02'(P)

4"x4" CONC. MON.

1/2" IRON PIPE

NAIL & CAP

APOPKA TERRACE FIRST ADDITION PLAT BOOK X PAGE 25

19 14 18 G 15 105 17 16

10' UTILITY EASEMENT

74.05

1214.70'(F)

STA. 102+89.98

85.82

STA. 105+26.12

1218.86'(P) 1218.53'(F)

SKY LAKE STREET

STA. 105+56.13

1219.78'(P)

1219.70'(F)

74.72

STA. 105+86.10

19 14 18 F 15 17 16

10' UTILITY EASEMENT

Temp. Const. Ease.

5'

4"x4" MON.

PLACED STAKE

118.07

1 IRON PIPE

118.07'(P)

Exist R/W

℄ CONST.

STA. 109+22.20

94.18

1223.98'(P) 1223.79'(F)

SAND PIPER STREET

STA. 108+52.20

1225.80'(P) 1225.14'(F)

STA. 108+90.70

STA. 108+92.21

85.82

74.80

19 14 18 E 15 110 17 16

10' UTILITY EASEMENT

118.02'(P)

1/2" IRON PIPE

1/2 IRON PIPE

118.07

Exist R/W

91.48'

33'

28.92

1" I. PIPE

Sta. 108+90.70

1344.04

30' 30'

Temp. Const. Ease.

1" I. PIPE

R.R. SPIKE

SEC. 3, T-21-S, R-28-E

B.I.No. 524160

CURVE DATA ℄ SURVEY

P.I. STA. 95+94.04
Δ = 02° 00' 45" RT.
D = 00° 22'
T = 274.46'
L = 548.86'
R = 15,626'
P.C. STA. 93+19.58
P.T. STA. 98+68.44

℄ Const. Curve Data

⑤	⑥	⑦
P.I. Sta. 95+93.86	P.I. Sta. 100+37.42	P.I. Sta. 103+75.98
Δ = 2°00'45" Rt.	Δ = 3°23'08" Lt.	Δ = 3°23'06" Rt.
D = 0°22'01"	D = 1°00'	D = 1°00'
T = 274.28'	T = 169.33'	T = 169.33'
L = 548.51'	L = 338.56'	L = 338.56
R = 15,616.1'	R = 5729.58'	R = 5729.58'
P.C. Sta. 93+19.58	P.R.C. Sta. 98+68.09'	P.R.C. Sta. 102+06.65
P.R.C. Sta. 98+68.09	P.R.C. Sta. 102+06.65	P.T. Sta. 105+45.21

This right-of-way map when recorded is an instrument of title conveyance, transferring in accordance with Florida Statutes 337.29 (1977) all right, title, and interest of the Florida Department of Transportation in the road, street, highway, set forth on this map to ORANGE County."

Recorded in Public Records of Orange County, Florida, this 26 day of Oct. A.D. 19 81 in Road Plat Book 2 Pages 9 thru 18.

Thomas H. Locker, County Comptroller
By: W. H. Shackleford, D.C.

Orange County, Florida

REVISION	BY	DATE
Removed TCE	MJB-CWB	9-12-78
Remove Temp Const Es.	SHL-DJC	8-17-78
Misc. Revs.	S.H.L.	10-3-77

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 435 ORANGE COUNTY

	BY	DATE
DRAWN	S.C.	9-27-71
TRACED		
CHECKED	M.J.B.	11-71
COMPARED		
INDEXED		

APPROVED BY — DATE
E. E. Benedict 1-13-76
DISTRICT ENGINEER
H. L. Wheeler 3-4-76
ENGINEER OF RIGHT OF WAY
STATE HIGHWAY ENGINEER

SECTION 75070-2503 SHEET 7 OF

From U.S. 441 to N. City Limits of Apopka

Oct 26 7 00 AM '81

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.			

STATE JOB NO. 75070 2503

Road Plat Book 2

Page 16

SCALE : 1" = 50'

6"x6" ORANGE COUNTY CONC. MON.

SECTION LINE

1328.33

SEC. 4, T-21-S, R-28-E

SEC. 33, T-20S, R-28-E

NAIL & CAP

179°58'20"

118.02'(P) 1½" I. PIPE

BLOCK "F" APOPKA TERRACE FIRST ADDITION PLAT BOOK X PAGE 25

℄ SANDPIPER STREET 60'

℄ NIGHTINGALE STREET 60'

THRUSH STREET 60'

BOB WHITE STREET 60'

ALBATROSS STEEET 60'

BLOCK F

BLOCK E

BLOCK D

BLOCK C

BLOCK B

BLOCK A

110

115

120

10' UTILITY EASEMENT

Temp. Const. Ease.

TEMP. CONST. EASEMT.

CITY LIMITS

N. CITY LIMITS OF APOPKA

STA. 121+87.51 (℄ SURV.)

END R/W TRANSFER STA. 121+87.51

END CONST. PROJ. 75070-3503 STA. 135+62.00

END R/W ACQUISITION LT. & RT. STA. 121+87.51

P.T. STA. 122+69.11

P.C. STA. 121+05.90

BEGIN CONST. PROJ. 75070-3503 STA. 120+40.00

4"x4" CONC. MON.

2"x2" HUB

2" I. PIPE

1" I. PIPE

PLACED STAKE

Exist. R/W

ROCK SPRINGS ROAD S.R. 435

℄ CONST.

87°56' LINE TO T. ANGLE AT P.I.

℄ SURVEY & SECTION LINE

E. CITY LIMITS OF APOPKA

N-00°20'-59"-W

N-02°15'-14"-W

31°52'-30"

254.40

V14.35

1344.04'

651.03'

28.92

STA. 115+39.28

STA. 111+48.49

STA. 108+22.20

STA. 108+90.70

STA. 108+82.24

R/W Line

P.I. ℄ SEC. COR. 1" I. PIPE

179°55'00"

90°30" LINE TO P.T. (ANGLE AT P.I.)

END R/W PROJ. 75070-2503 STA. 121+87.51 (Begin R/W Proj. 75070-2502)

ADAMS AVENUE 50'

MONROE AVENUE

WASHINGTON AVENUE 50'

HARVIN CITY PLAT BOOK K, P. 118

SEC. 3, T-21-S, R-28-E

SEC. 34, T-20-S, R-28-E

6"x6" ORANGE COUNTY CONC. MON.

CURVE DATA ℄ SURV.

P.I. STA. 121+87.51
Δ = 01°54'15" LT.
D = 1°10'00"
T = 81.61'
L = 163.21'
R = 4,911.07'
P.C. STA. 121+05.90
P.T. STA. 122+69.11

This right-of-way map when recorded is an instrument of title conveyance, transferring in accordance with Florida Statutes 337.29 (1977) all right, title, and interest of the Florida Department of Transportation in the road, street, highway, set forth on this map to ORANGE County.

Recorded in Public Records of Orange County, Florida, this 26 day of Oct. A.D. 1981 in Road Plat Book 2 Page 5 thru 18.

Thomas H. Looney, County Comptroller
By: Ward Blackhurst, D.C.
Orange County, Florida

REVISION	BY	DATE
Remove Temp Const Es	SHL-DJC	8-17-78
Misc Revs	SHL	10-3-77

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 435 ORANGE COUNTY

	BY	DATE
DRAWN	S.C.	9-27-71
TRACED		
CHECKED	M.J.B.	11-71
COMPARED		
INDEXED		

APPROVED BY — DATE
1-13-76 DISTRICT ENGINEER
3-4-76 ENGINEER OF RIGHT OF WAY
STATE HIGHWAY ENGINEER

SECTION 75070-2503 SHEET 8 OF

From U.S. 441 to N. City Limits of Apopka

P.I. No. 524160

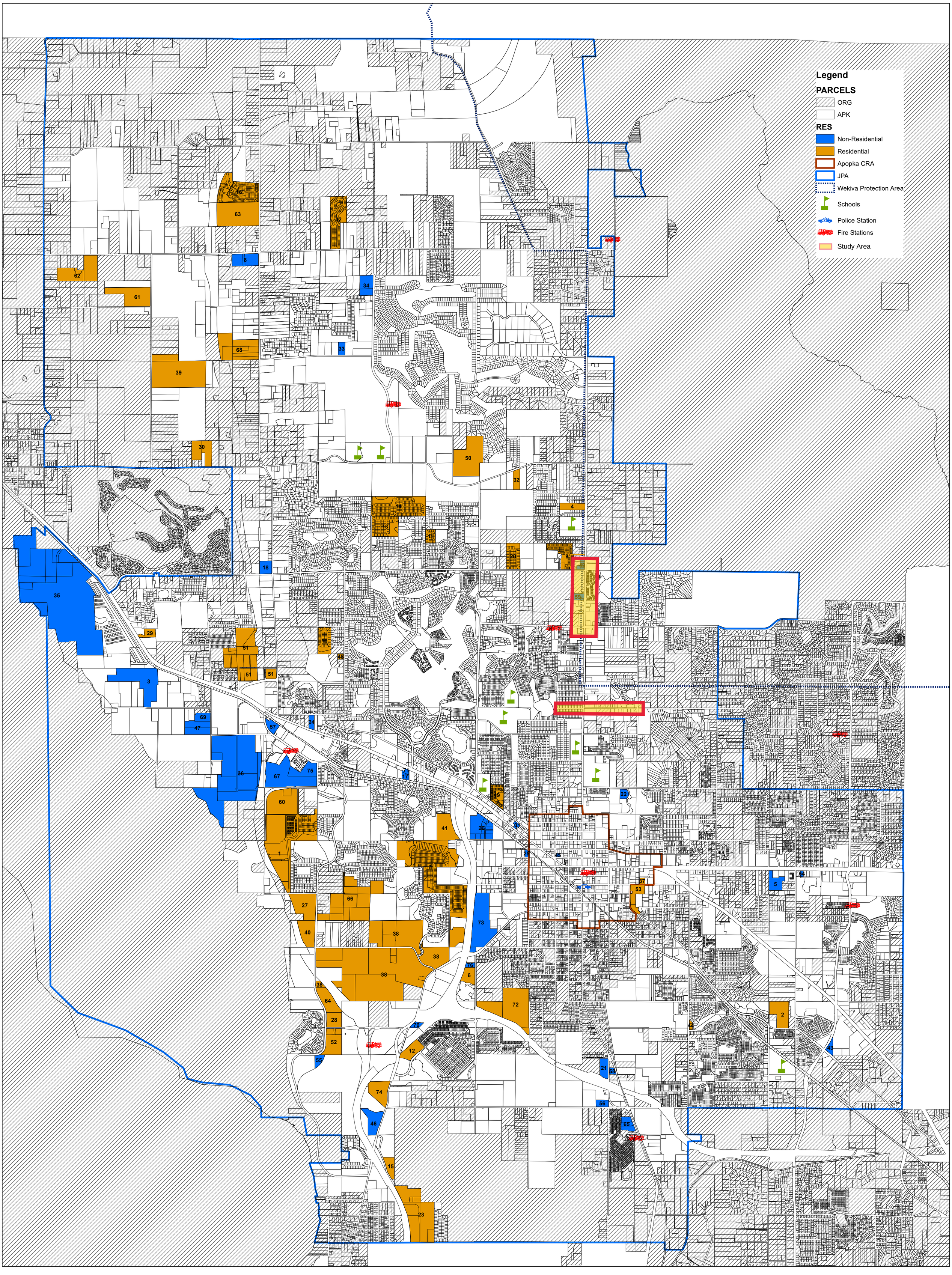
Oct 26 7 00 AM '81

Appendix D

Development Location Map

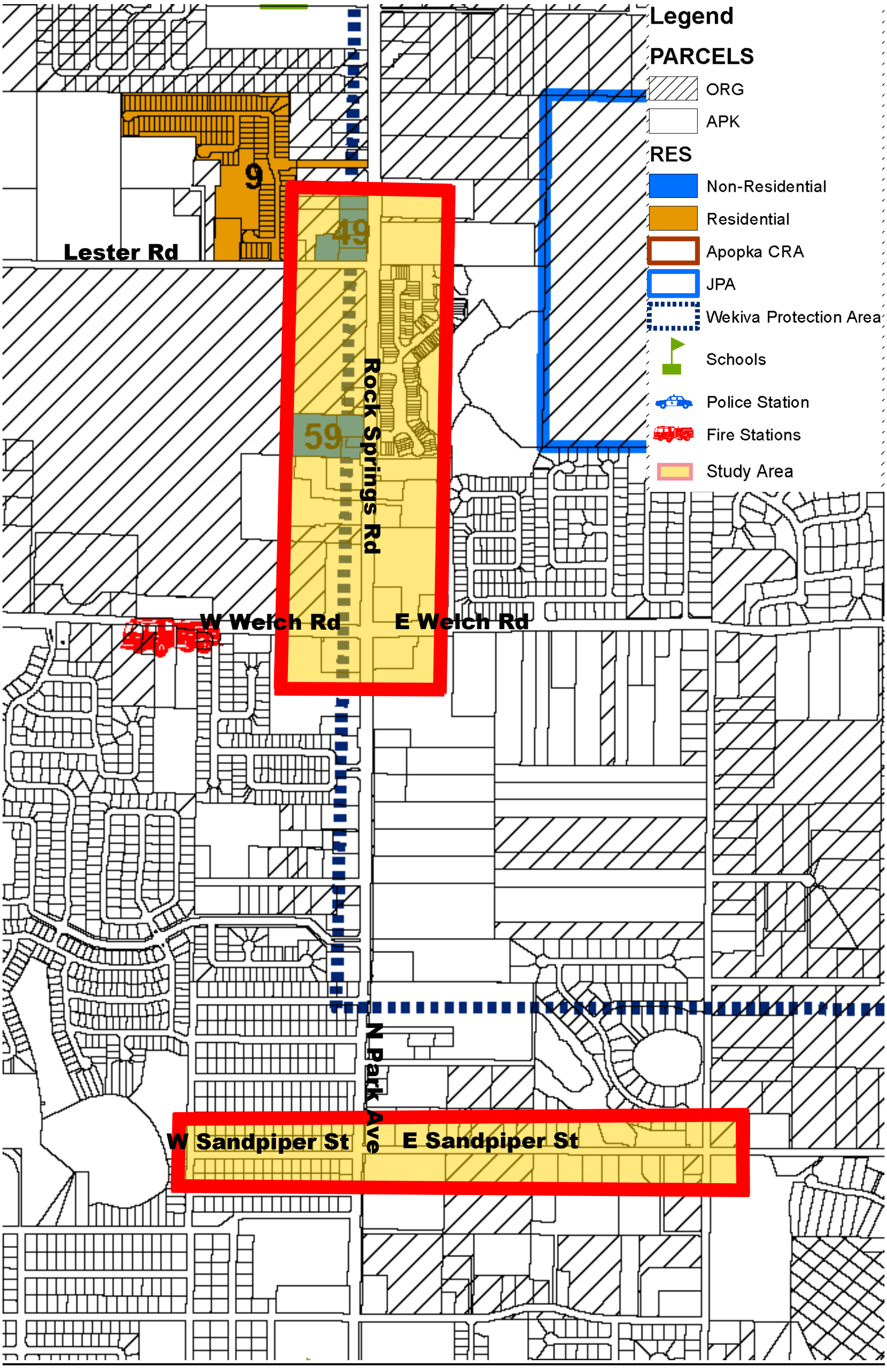
Rock Springs Road Study

Development Projects



Total Dwelling Units: 8,563
Total Non-Residential Sq. Ft: 12,175,914
Date: July 6, 2021

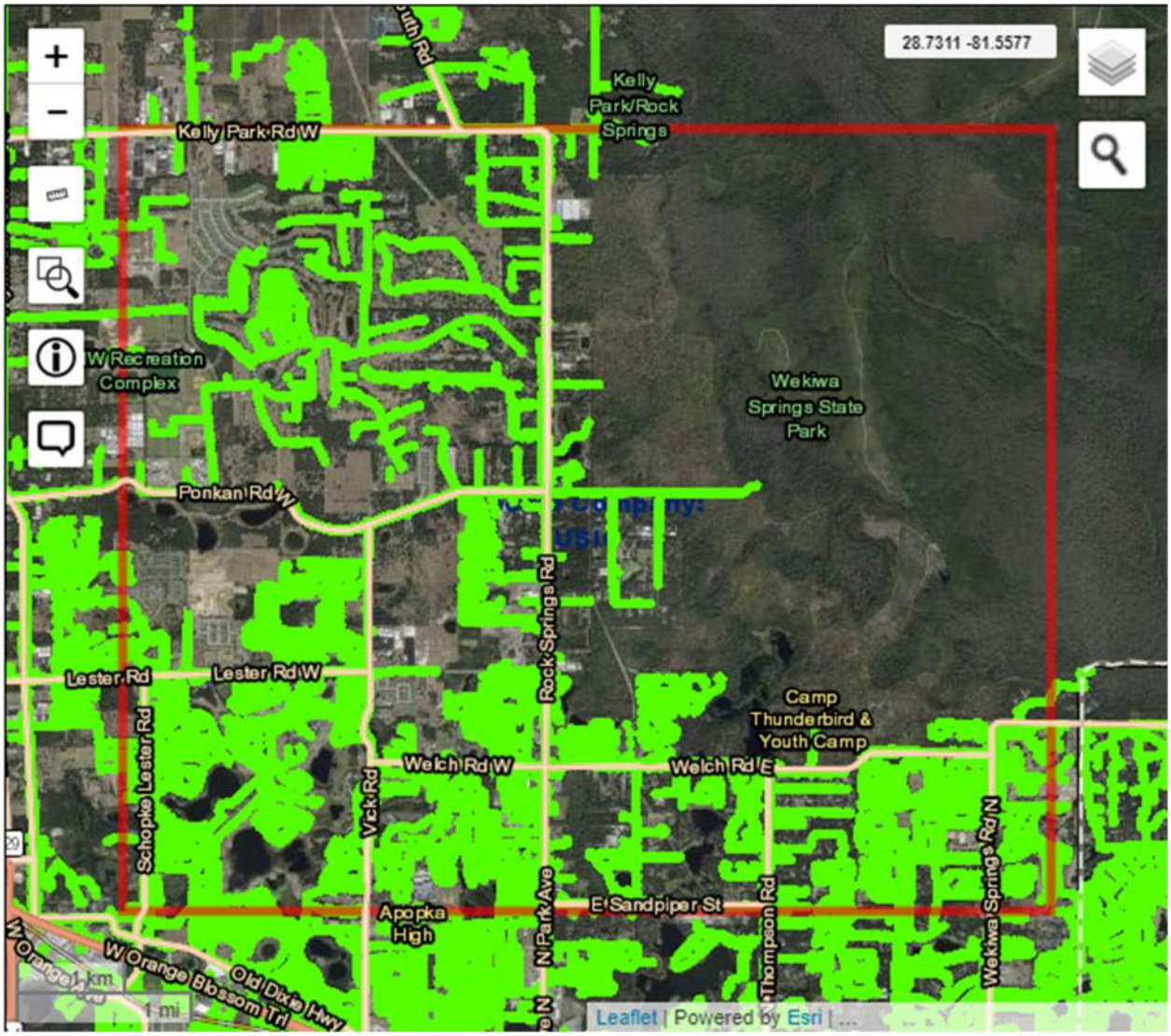
Development Map Detail



Appendix E

Utilities

Rock Springs Road Study

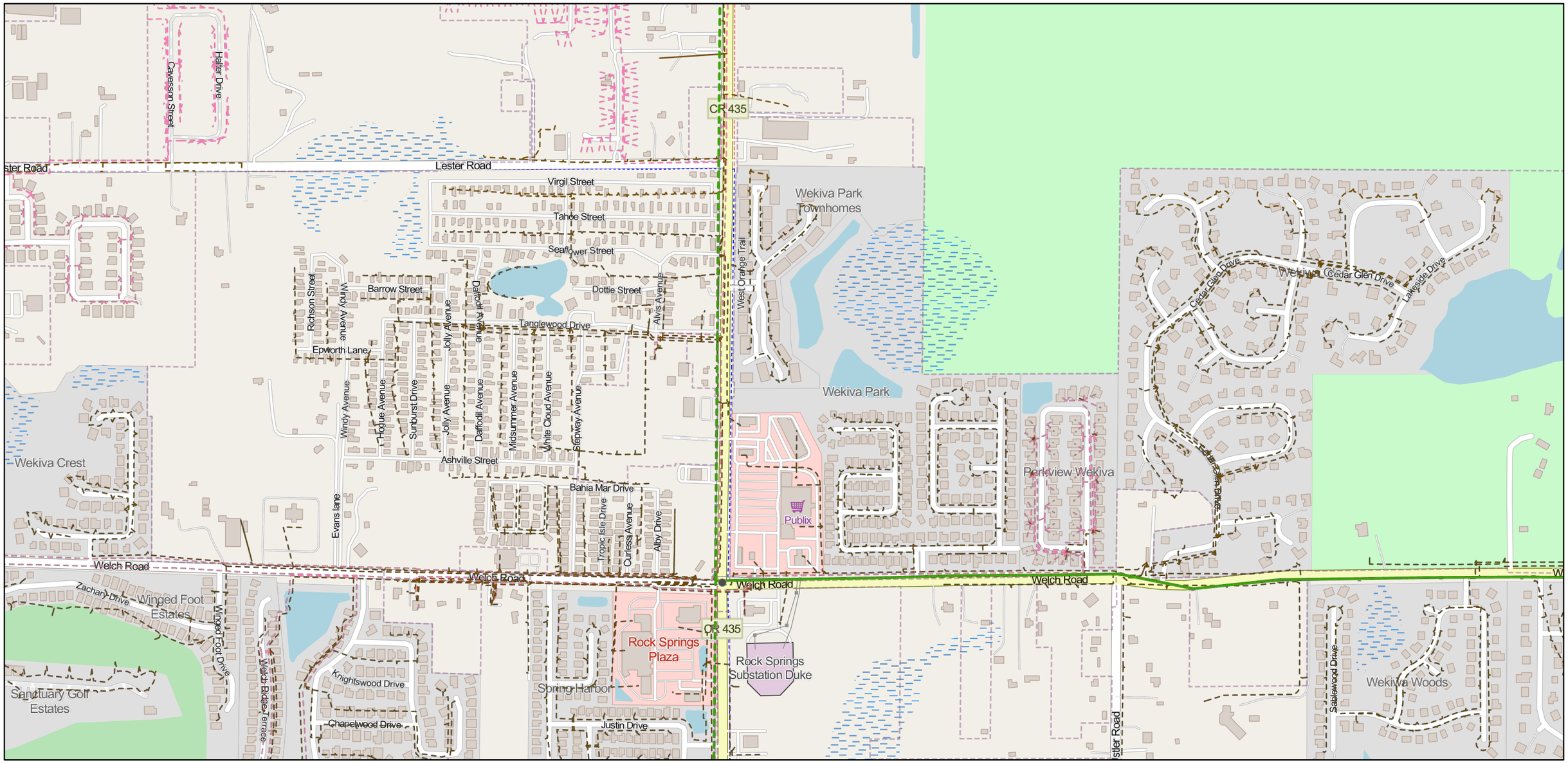


National Buried Asset
National Buried Asset
National Aerial / 3rd Party
IOF Fiber Route
Local Buried Asset
Local Buried Asset
Local Buried Asset
Local Buried Asset
Local Aerial Asset

CenturyLink™

This email is for informational purposes only. Please do not reply as this is an unmanned inbox.

LUMEN Relocate Utility Map



8/5/2021, 4:46:10 PM

Local Fiber Routes

- Underground
- Local Copper UG Route
- Local Copper Aerial Route
- METRO,UNDERGROUND

Routes Owned

- METRO,AERIAL

1:9,028

0 0.07 0.15 0.3 mi

0 0.15 0.3 0.6 km

Map data © OpenStreetMap contributors, Microsoft, Esri Community Maps contributors, Map layer by Esri

© map data Lumen

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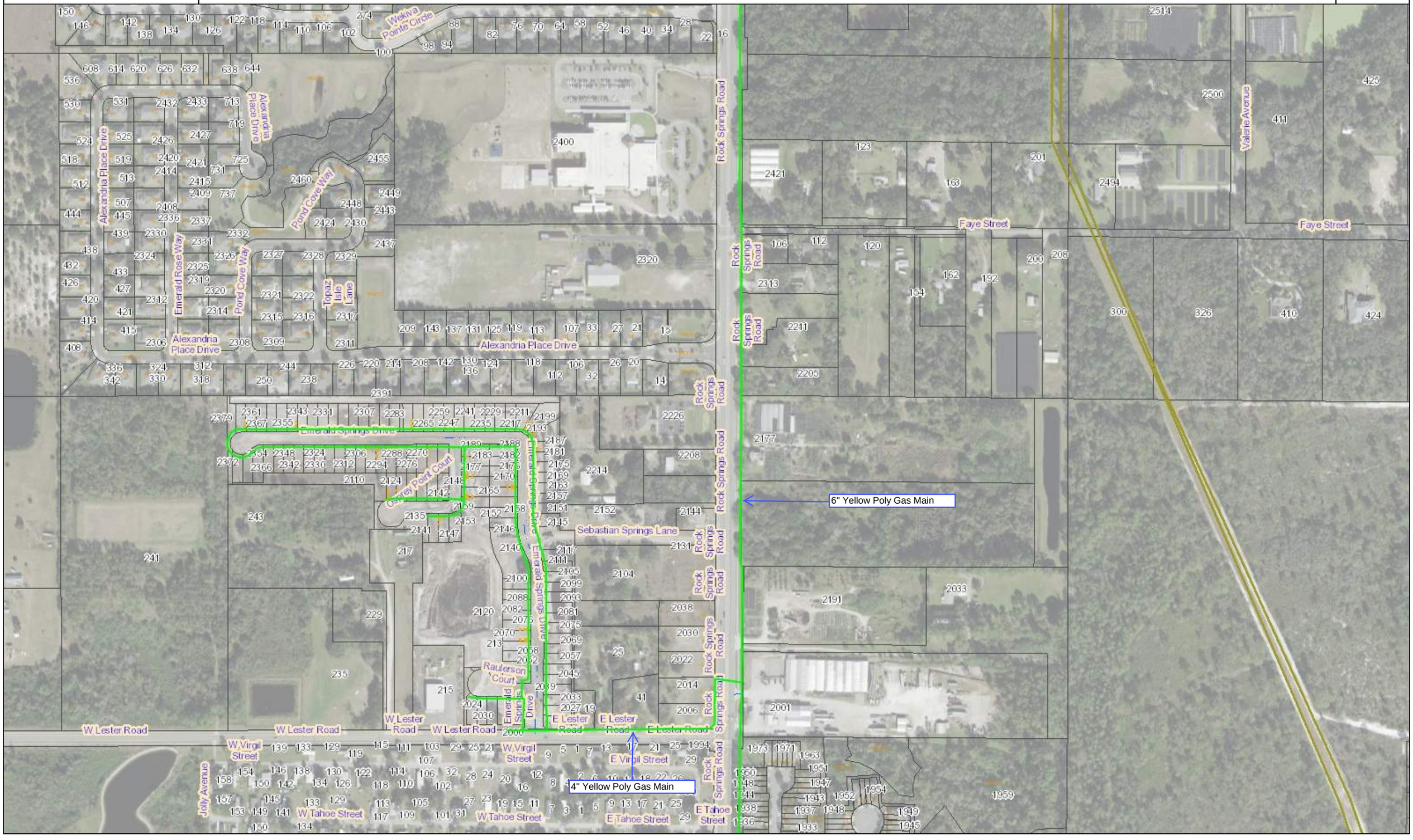
Lake Apopka Natural Gas District

District Map

Prepared by: TextBox2

Lake Apopka Natural Gas District
1320 Winter Garden - Vineland Rd.
Winter Garden, FL 34787



Lake Apopka Natural Gas District

District Map

Prepared by: TextBox2

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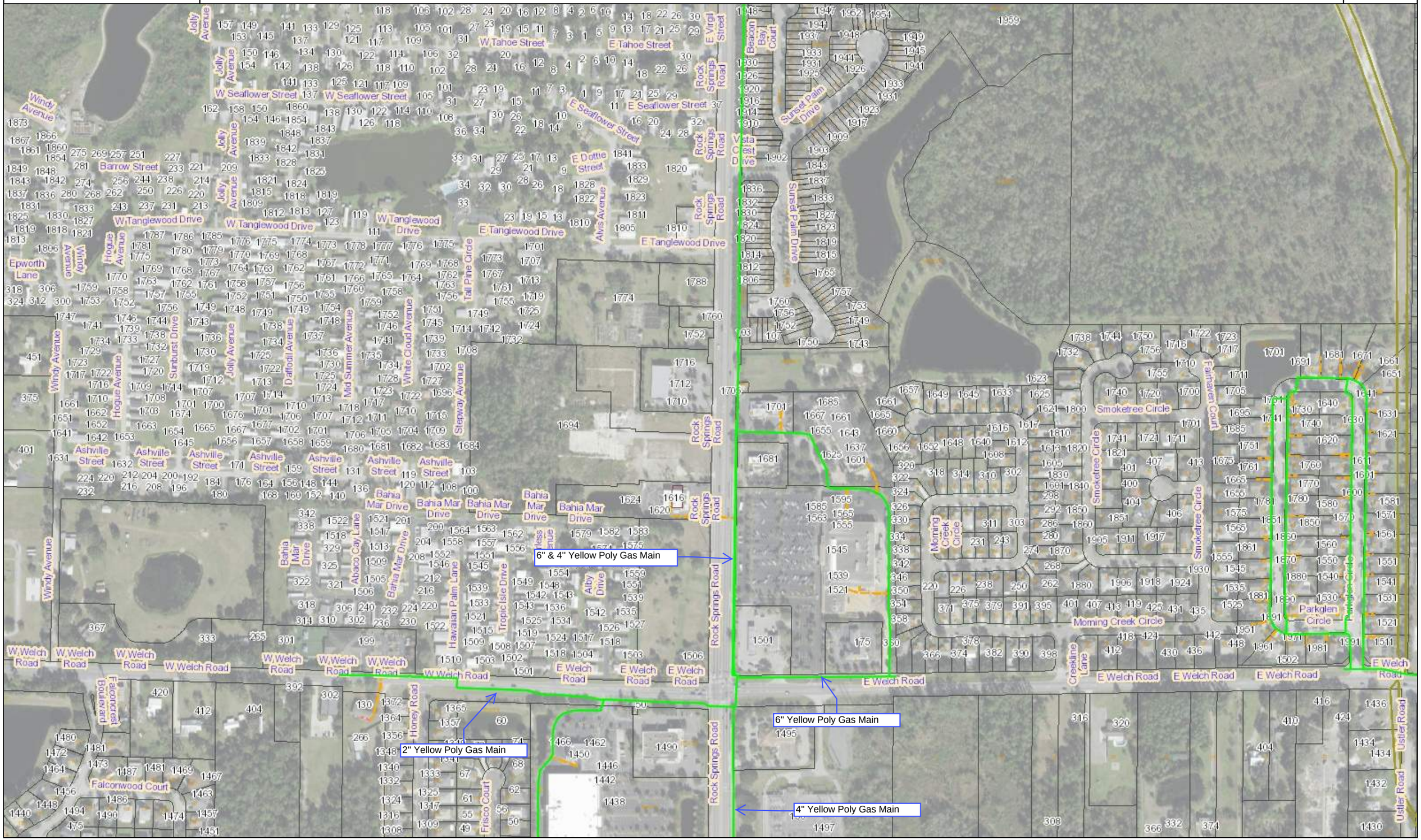
1320 Winter Garden - Vineland Rd.
Winter Garden, FL 34787

N



Lake Apopka Natural Gas District

District Map

Prepared by: TextBox2

Lake Apopka Natural Gas District
1320 Winter Garden - Vineland Rd.
Winter Garden, FL 34787

N

4" Yellow Poly Gas Main

2" Steel Gas Main

1" Orange Poly Gas Service

1 1/2" Steel Gas Main

2 1/2" Steel Gas Main

1 1/2" Steel Gas Main

W Thrush Street
E Thrush Street
W Nightingale Street
E Nightingale Street
W Sandpiper Street
E Sandpiper Street
W Skylark Street
E Skylark Street
W Grossenbacher Drive
E Grossenbacher Drive
N Lake Avenue
N Park Avenue
Monroe Avenue
Ryan Avenue

Lake Apopka Natural Gas District

District Map

Prepared by: TextBox2

Lake Apopka Natural Gas District
1320 Winter Garden - Vineland Rd.
Winter Garden, FL 34787



Appendix F

Apopka Demographics Data

ESRI Tapestry Profiles

Rock Springs Road Study

City of Apopka
Statistical Information

Year		Population	# Change	Households
1990 Census	City	13,611		5,712 (2.382 pph)
2000 Census	"	26,642	+ 13,031	10,019 (2.659 pph)
2010 Census	"	41,542	+ 14,900	15,707 (2.644 pph)
2011 April	"	42,089	+ 547	16,058 (2.621 pph)
2012 April	"	42,805	+ 716	16,277 (2.629 pph)
2013 April	"	44,129	+ 1,321	16,312 (2.705 pph)
2014 April	"	45,699	+ 1,570	16,781 (2.723 pph)
2015 April	"	46,571	+ 872	17,715 (2.628 pph)
2016 April	"	47,826	+ 1,255	18,075 (2.645 pph)
2017 April	"	49,750	+ 1,924	18,369 (2.708 pph)
2018 April	"	51,676	+ 1,926	19,279 (2.680 pph)
2019 April	"	52,404	+ 728	19,537 (2.682 pph)
2020 April	"	53,632	+ 1,228	19,920 (2.692 pph)
2020 Census	"	54,874	+ 13,332 (2010-2020)	20,204 (2.715 pph)-city est.
2021 April	"	56,727	+ 1,853	20,311 (2.79 pph)
1990 Census,	Orange County	677,491		254,852 (2.658 pph)
2000 Census	"	896,344	+ 218,853	336,286 (2.665 pph)
2010 Census	"	1,145,956	+ 249,612	421,847 (2.716 pph)

Complied by:
The City of Apopka
Community Development Dept.
Apopka City Hall
120 E. Main St.
Apopka, FL 32704-1229
Phone: (407) 703-1712
Fax: (407)703-1791
www.Apopka.net

District 2 Population: 114,729 (1990 Census) 2010 Estimate: 183,152

- April City & County Data supplied by: University of Florida Bureau of Economic and Business Research, (352) 392-0171
- 2011-2015 Household data supplied by U.S. Census Factfinder
- Person Per Household (pph), 2010 Census: 2.644 (pph) (41,542 pop ÷ 15,707 Housing Units)

Population:

1990 Census 13,611 — 2000 Census 26,642 — 2010 Census 41,542 — 2020 Census 54,874

13,031 = 95.7% Increase; 14,900 = 56% Increase; 13,332 = 32% Increase

Residential Housing Units:

1990 Census, Housing Units: 5,712
2000 " " " 10,019 Total Units
9,448 = 60.45% Increase

2000 Census, Housing Units: 10,019
2010 " " " 15,707 Total Units
5,688 = 56.77% increase

2010 Census Housing Units: 15,707
2020 APK est. Housing Units: 20,204
4,497 = 28.63% increase

Acres*:

1990 8,214.80 (12.83 sq. mi.)	2011: 21,183 ac. (33.09 sq. mi.)	2016: 21,952.09 ac (34.300 sq. mi.)
2000 15,864.58 (25.60 sq. mi.)	2012: 21,196 ac. (33.12 sq. mi.)	2017: 22,071.66 ac (34.486 sq. mi.)
2010 21,099.47 (32.97 sq. mi.)	2013: 21,625 ac. (33.79 sq. mi.)	2018: 22,221.30 ac (34.721 sq. mi.)
2020 22,751.86 (35.54 sq. mi.)	2014: 21,768.94 ac (34.014 sq. mi.)	2019: 22,728.19 ac (35.512 sq. mi.)
1,652.39 = 33% Increase	2015: 21,876.83 ac (34.176 sq. mi.)	2020: 22,751.86 ac (35.549 sq. mi.)

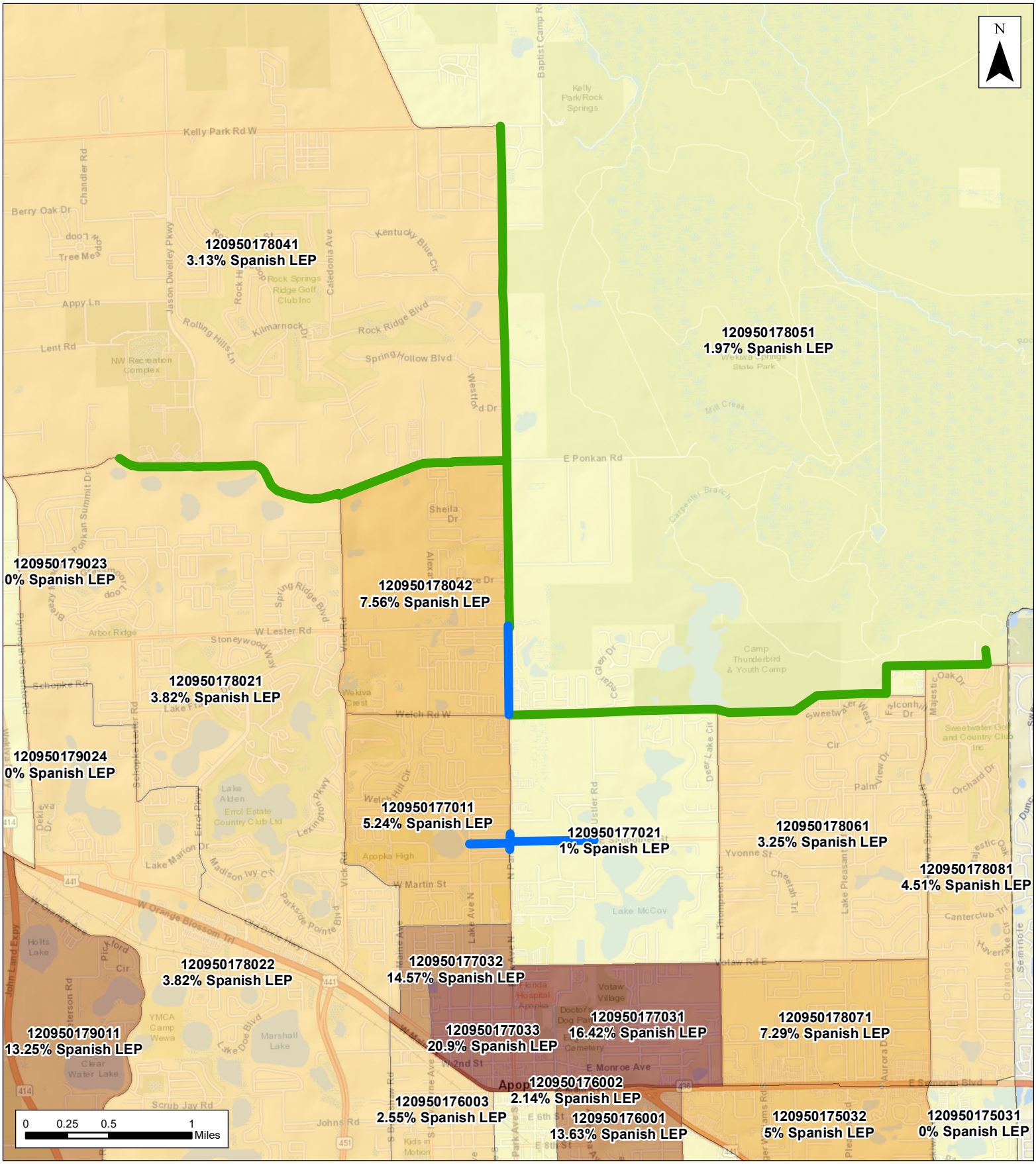
* Area Information as of December 31st for each year

Location Data:

Latitude: 28 Degrees 37 Minutes North
Longitude: 81 Degrees 30 Minutes West
Altitude: 143.0 at the Orlando Apopka Airport (X04)

FY 2021 Millage Rates:

Taxing Authority	Millage Rate
Public Schools: By State Law (Rle)	3.4890
Public Schools: By Local Board	3.2480
Orange County (General)	4.4347
City Of Apopka	4.1876
Library - Operating Budget	0.3748
St. Johns Water Management District	0.2189
Total Tax Millage:	**15.9530**



Percent Spanish LEP Households by Block Group

- 0.00% - 2.50%
- 2.51% - 4.99%
- 5.00% - 10.00%
- 10.01% - 15.00%
- 15.01% - 21.00%
- Rock Springs Corridor Study
- West Orange Trail - Phase 4

Rock Springs Road and West Orange Trail Phase 4 Studies

Percent Limited English Proficiency - Households

Source: ACS 2019 5-Year Estimates, Household Language by Household Limited English Speaking Status (2021).
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community





LifeMode Group: Family Landscapes

Middleburg

4C

Households: 3,511,200

Average Household Size: 2.75

Median Age: 36.1

Median Household Income: $59,800

WHO ARE WE?

Middleburg neighborhoods transformed from the easy pace of country living to semirural subdivisions in the last decade, as the housing boom spread beyond large metropolitan cities. Residents are traditional, family-oriented consumers. Still more country than rock and roll, they are thrifty but willing to carry some debt and are already investing in their futures. They rely on their smartphones and mobile devices to stay in touch and pride themselves on their expertise. They prefer to buy American and travel in the US. This market is younger but growing in size and assets.

OUR NEIGHBORHOOD

- Semirural locales within metropolitan areas.
- Neighborhoods changed rapidly in the previous decade with the addition of new single-family homes.
- Include a number of mobile homes (Index 150).
- Affordable housing, median value of $175,000 (Index 84) with a low vacancy rate.
- Young couples, many with children; average household size is 2.75.

SOCIOECONOMIC TRAITS

- Education: 65% with a high school diploma or some college.
- Labor force participation typical of a younger population at 66.7% (Index 107).
- Traditional values are the norm here—faith, country, and family.
- Prefer to buy American and for a good price.
- Comfortable with the latest in technology, for convenience (online banking or saving money on landlines) and entertainment.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI-Simmons.

4C

LifeMode Group: Family Landscapes

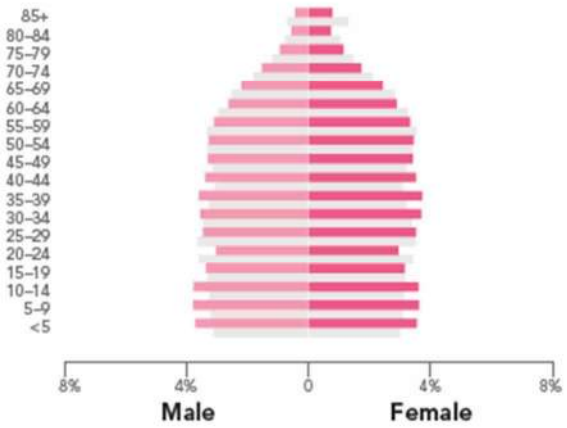
Middleburg

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 36.1 US: 38.2

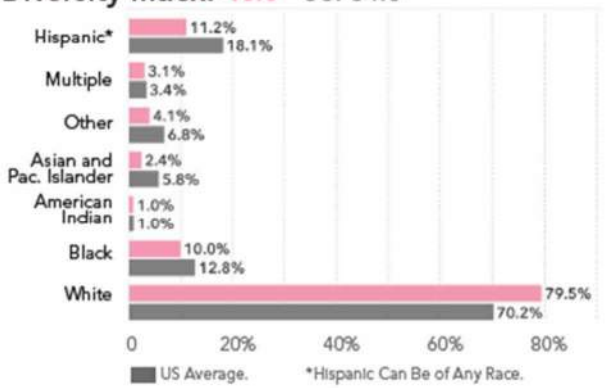
Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 48.5 US: 64.0



INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

Median Household Income

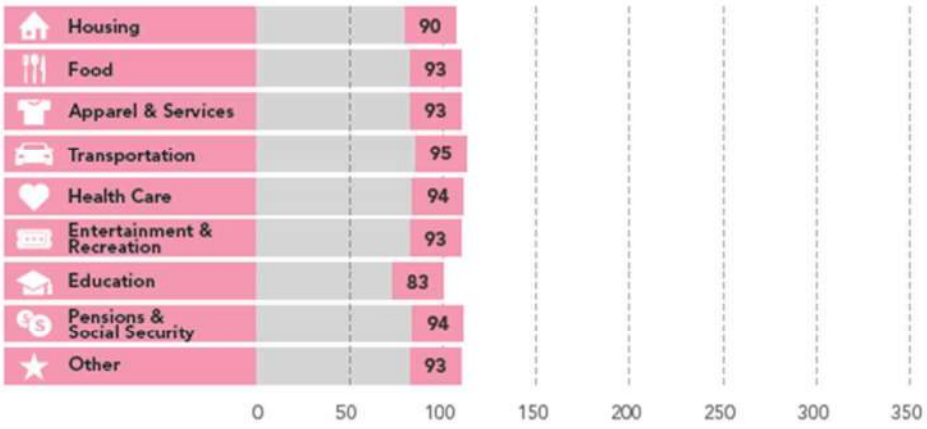


Median Net Worth



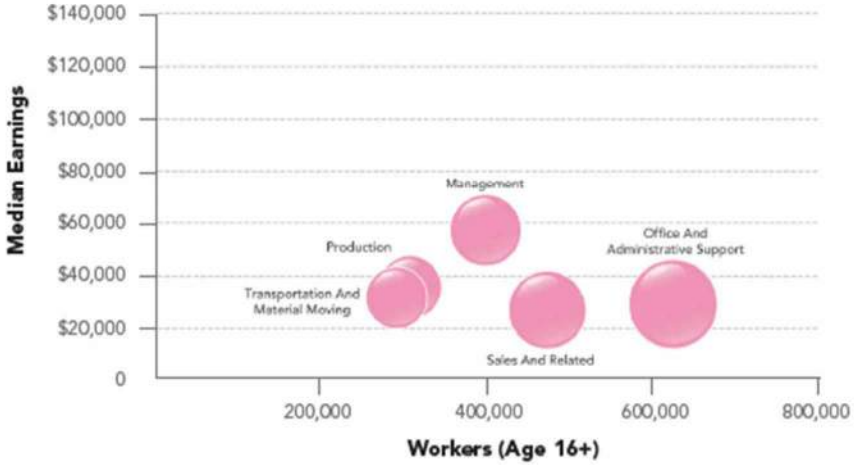
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



4C

LifeMode Group: Family Landscapes

Middleburg

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI-Simmons.)

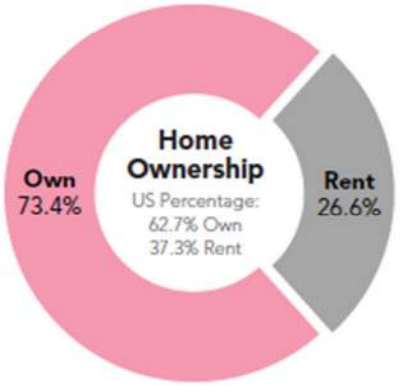
- Residents are partial to domestic vehicles; they like to drive trucks, SUVs, or motorcycles.
- Entertainment is primarily family-oriented, TV and movie rentals or theme parks and family restaurants.
- Spending priorities also focus on family (children's toys and apparel) or home DIY projects.
- Sports include hunting, fishing, bowling, and baseball.
- TV and magazines provide entertainment and information.
- Media preferences include country and Christian channels.

HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Single Family

Median Value:
$175,000
US Median: $207,300



POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.



ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.



4C

LifeMode Group: Family Landscapes

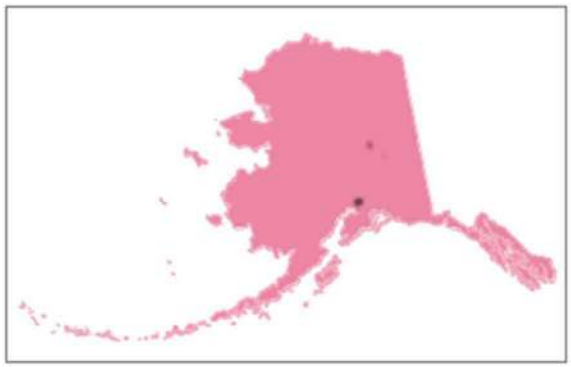
Middleburg

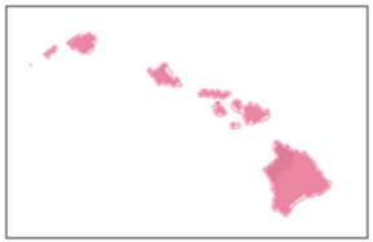
TAPESTRY SEGMENTATION
esri.com/tapestry

SEGMENT DENSITY

This map illustrates the density and distribution of the *Middleburg* Tapestry Segment by households.







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LifeMode Group: Family Landscapes

Home Improvement

4B

Households: 2,114,500

Average Household Size: 2.88

Median Age: 37.7

Median Household Income: $72,100

WHO ARE WE?

Married-couple families occupy well over half of these suburban households. Most *Home Improvement* residences are single-family homes that are owner occupied, with only one-fifth of the households occupied by renters. Education and diversity levels are similar to the US as a whole. These families spend a lot of time on the go and therefore tend to eat out regularly. When at home, weekends are consumed with home improvement and remodeling projects.

OUR NEIGHBORHOOD

- These are low density suburban neighborhoods.
- Eight of every 10 homes are traditional single-family dwellings, owner occupied.
- Majority of the homes were built between 1970 and 2000.
- More than half of the households consist of married-couple families; another 12% include single-parent families.

SOCIOECONOMIC TRAITS

- Higher participation in the labor force; most households have 2+ workers.
- Cautious consumers that do their research before buying, they protect their investments.
- Typically spend 4–7 hours per week commuting, and, therefore, spend significant amounts on car maintenance (performed at a department store or auto repair chain store).
- They are paying off student loans and home mortgages.
- They spend heavily on eating out, at both fast-food and family restaurants.
- They like to work from home, when possible.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI-Simmons.

4B

LifeMode Group: Family Landscapes

Home Improvement

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 37.7 US: 38.2

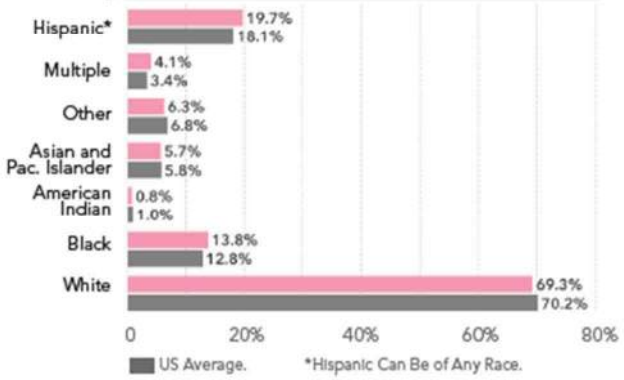
Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 65.7 US: 64.0



INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

Median Household Income

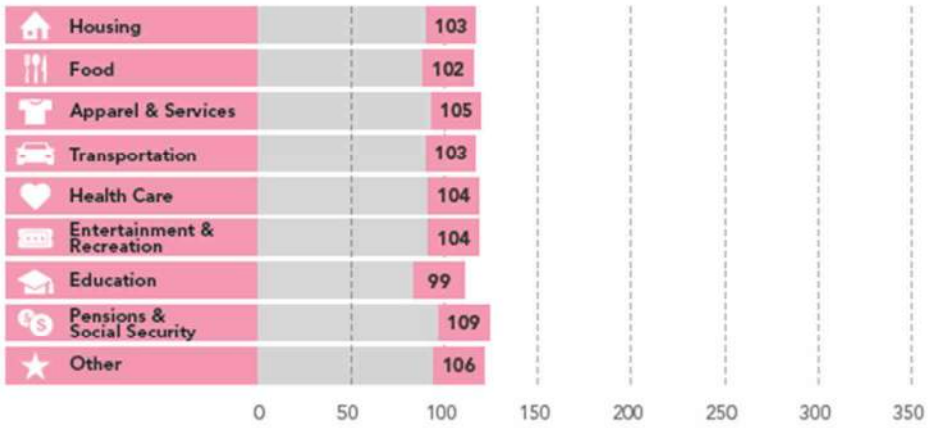


Median Net Worth



AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



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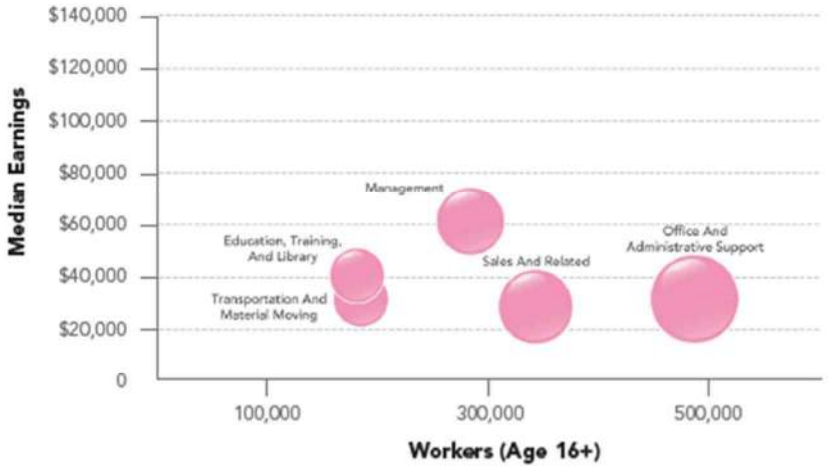
The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



4B

LifeMode Group: Family Landscapes

Home Improvement

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI-Simmons.)

- Enjoy working on home improvement projects and watching DIY networks.
- Make frequent trips to warehouse/club and home improvement stores in their minivan or SUV.
- Own a giant screen TV with fiber-optic connection and premium cable; rent movies from Netflix.
- Very comfortable with new technology; embrace the convenience of completing tasks on a mobile device.
- Enjoy dining at Chili's, Chick-fil-A, and KFC.
- Frequently buy children's clothes and toys.

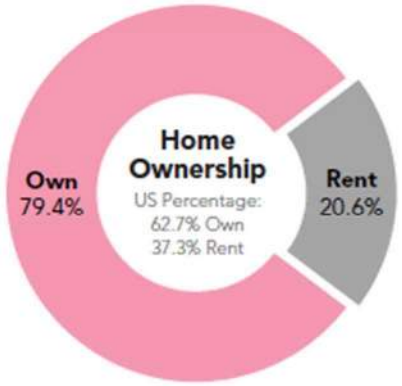
HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.



Typical Housing:
Single Family

Median Value:
$192,600
US Median: $207,300



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4B

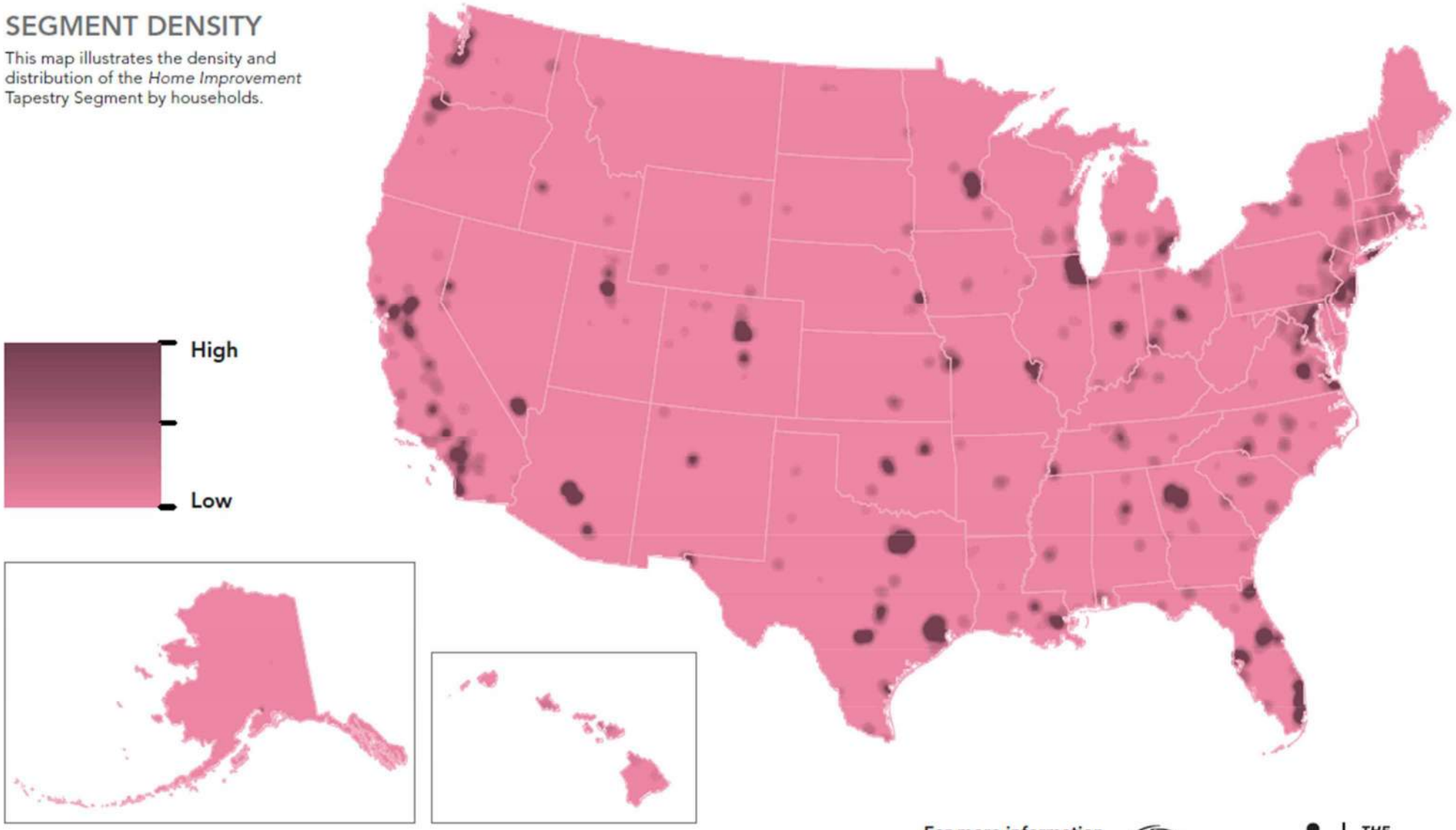
LifeMode Group: Family Landscapes

Home Improvement

TAPESTRY SEGMENTATION
esri.com/tapestry

SEGMENT DENSITY

This map illustrates the density and distribution of the *Home Improvement* Tapestry Segment by households.



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LifeMode Group: Cozy Country Living

Green Acres

6A

Households: 3,923,400

Average Household Size: 2.70

Median Age: 43.9

Median Household Income: $76,800

WHO ARE WE?

The *Green Acres* lifestyle features country living and self-reliance. Avid do-it-yourselfers, they maintain and remodel their homes, with all the necessary power tools to accomplish the jobs. Gardening, especially growing vegetables, is a priority, again with the right tools, tillers, tractors, and riding mowers. Outdoor living features a variety of sports: hunting and fishing, motorcycling, hiking and camping, and even golf.

OUR NEIGHBORHOOD

- This large segment is concentrated in rural enclaves in metropolitan areas.
- Primarily (not exclusively) older homes with acreage; new housing growth in the past 15 years.
- Single-family, owner-occupied housing, with a median value of $235,500.
- An older market, primarily married couples, most with no children.

SOCIOECONOMIC TRAITS

- Education: More than 60% are college educated.
- Labor force participation rate is high at 66.8% (Index 107).
- Income is derived not only from wages and salaries but also from self-employment (more than 13% of households), investments (27% of households), and increasingly, from retirement.
- They are cautious consumers with a focus on quality and durability.
- Comfortable with technology, more as a tool than a trend: banking or paying bills online is convenient; but the Internet is not viewed as entertainment.
- Economic outlook is professed as pessimistic, but consumers are comfortable with debt, primarily as home and auto loans, and investments.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100.
Consumer preferences are estimated from data by MRI-Simmons.

6A

LifeMode Group: Cozy Country Living

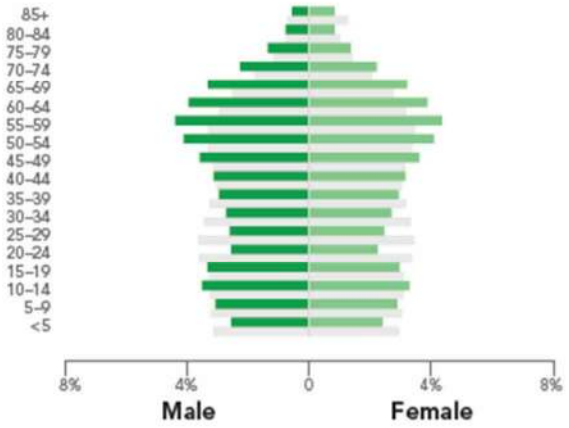
Green Acres

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 43.9 US: 38.2

Indicates US



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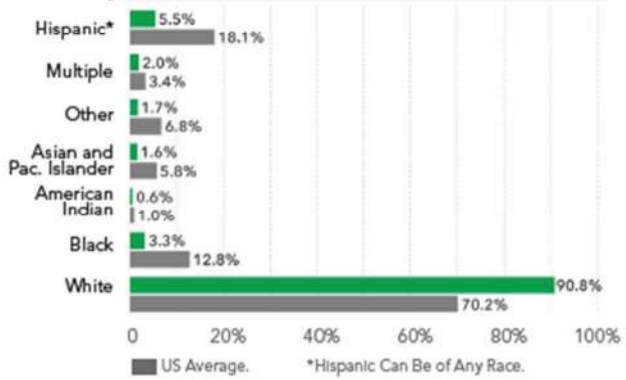
Diversity Index: 26.0 US: 64.0



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Median Household Income



Median Net Worth



AVERAGE HOUSEHOLD BUDGET INDEX

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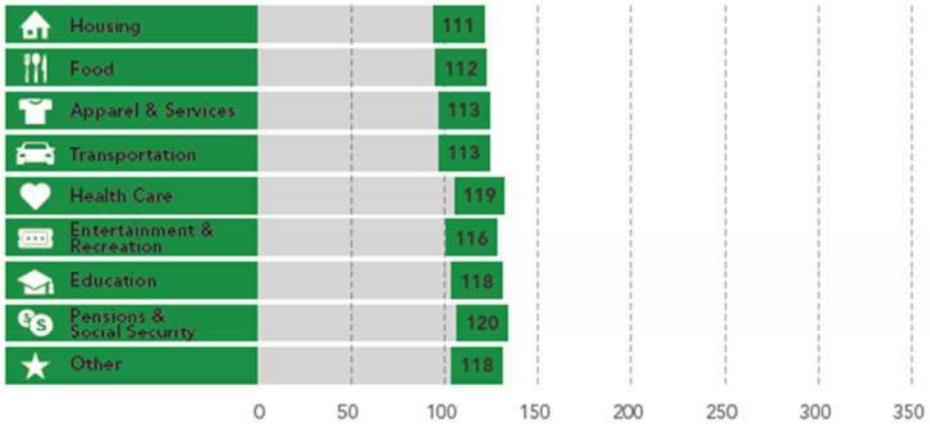
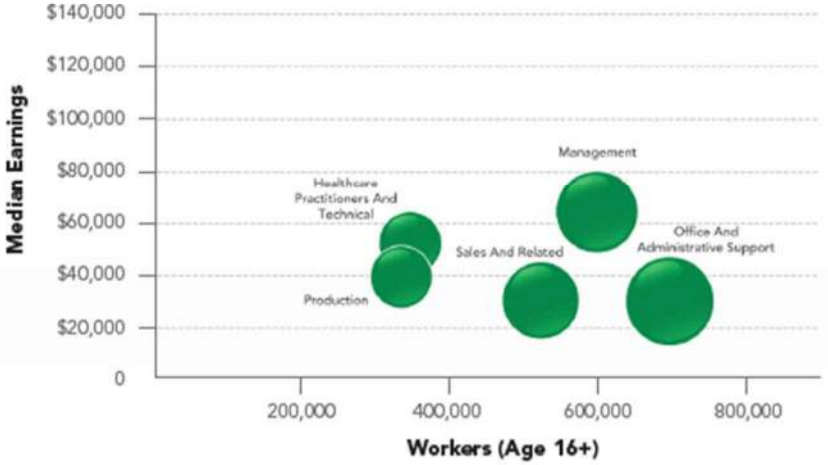


OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



6A

LifeMode Group: Cozy Country Living

Green Acres

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI-Simmons.)

- Purchasing choices reflect *Green Acres* residents' country life, including a variety of vehicles, from trucks and SUVs to ATVs and motorcycles, preferably late model.
- Homeowners favor DIY home improvement projects and gardening.
- Media of choice are provided by satellite service, radio, and television, also with an emphasis on country and home and garden.
- *Green Acres* residents pursue physical fitness vigorously, from working out on home exercise equipment to playing a variety of sports.
- Residents are active in their communities and a variety of social organizations, from charitable to veterans' clubs.

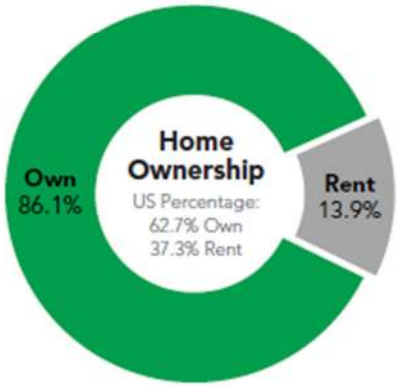
HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.



Typical Housing:
Single Family

Median Value:
$235,500
US Median: $207,300



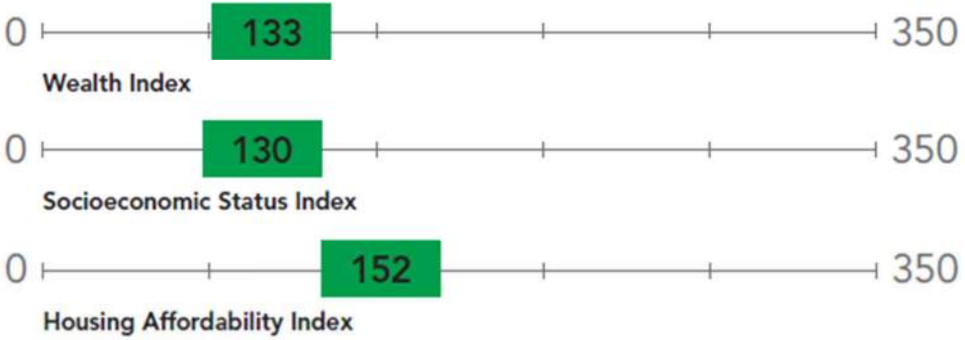
POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.



ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.



6A

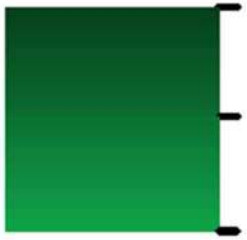
LifeMode Group: Cozy Country Living

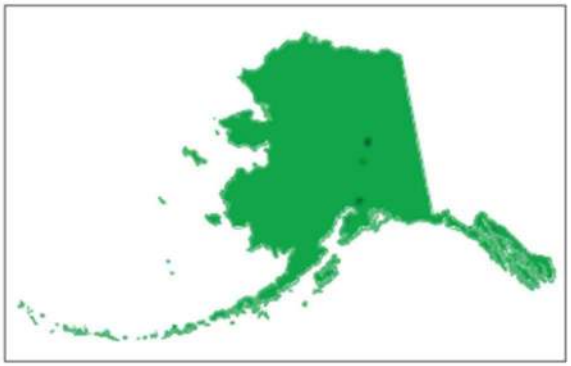
Green Acres

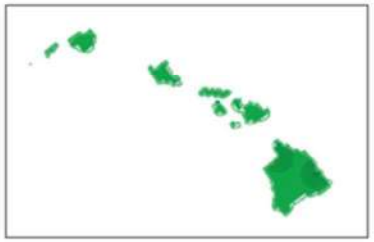
TAPESTRY SEGMENTATION
esri.com/tapestry

SEGMENT DENSITY

This map illustrates the density and distribution of the *Green Acres* Tapestry Segment by households.







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For more information
1-800-447-9778
info@esri.com
esri.com

esri THE SCIENCE OF WHERE

Appendix G

Environmental Maps

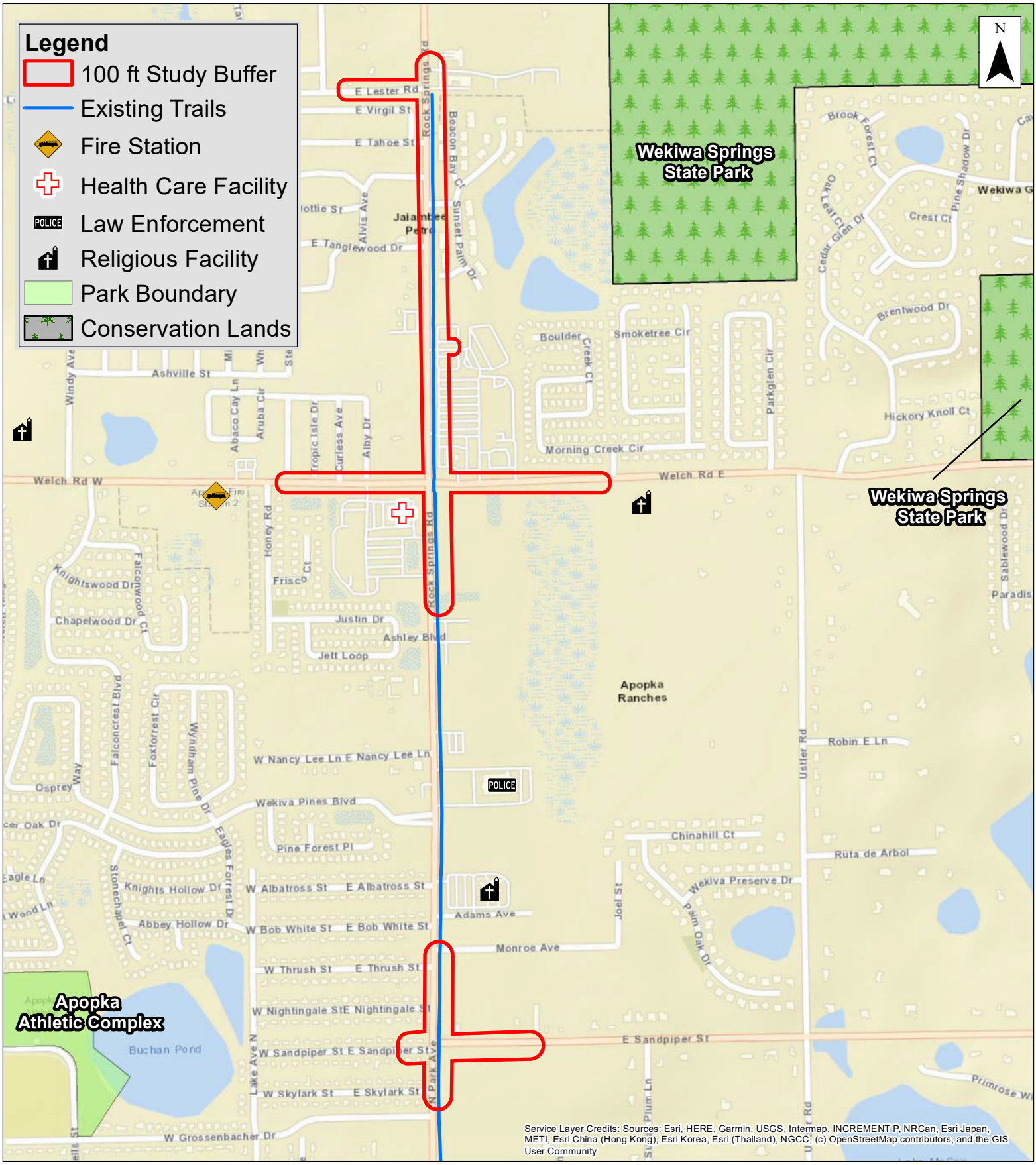


Exhibit A

Rock Springs Road Corridor Study

Orange County, FL
Cultural and Social Facilities Map
September 2021

0 400 800 Feet

Note: GIS data downloaded from FGDL July 2021

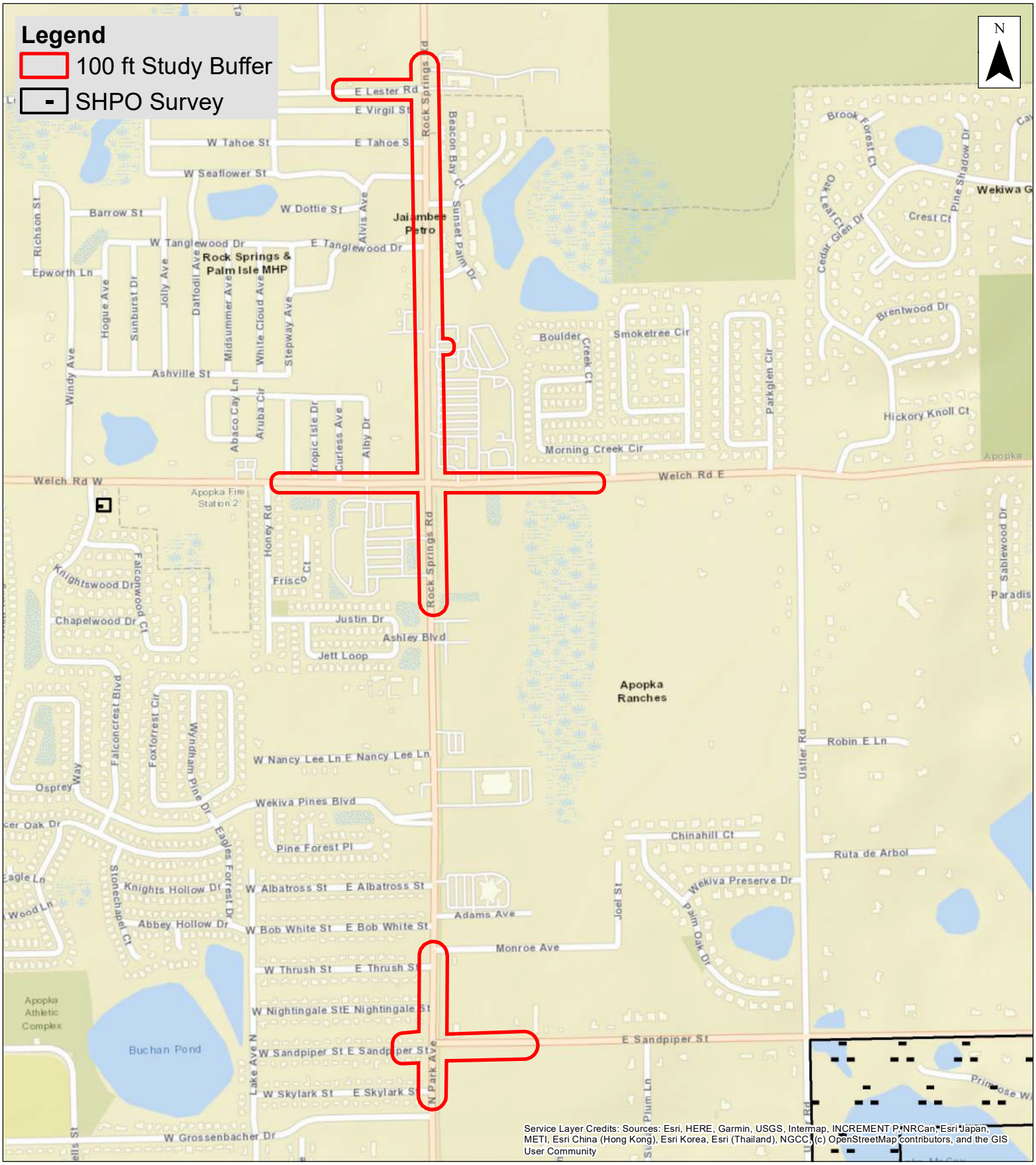


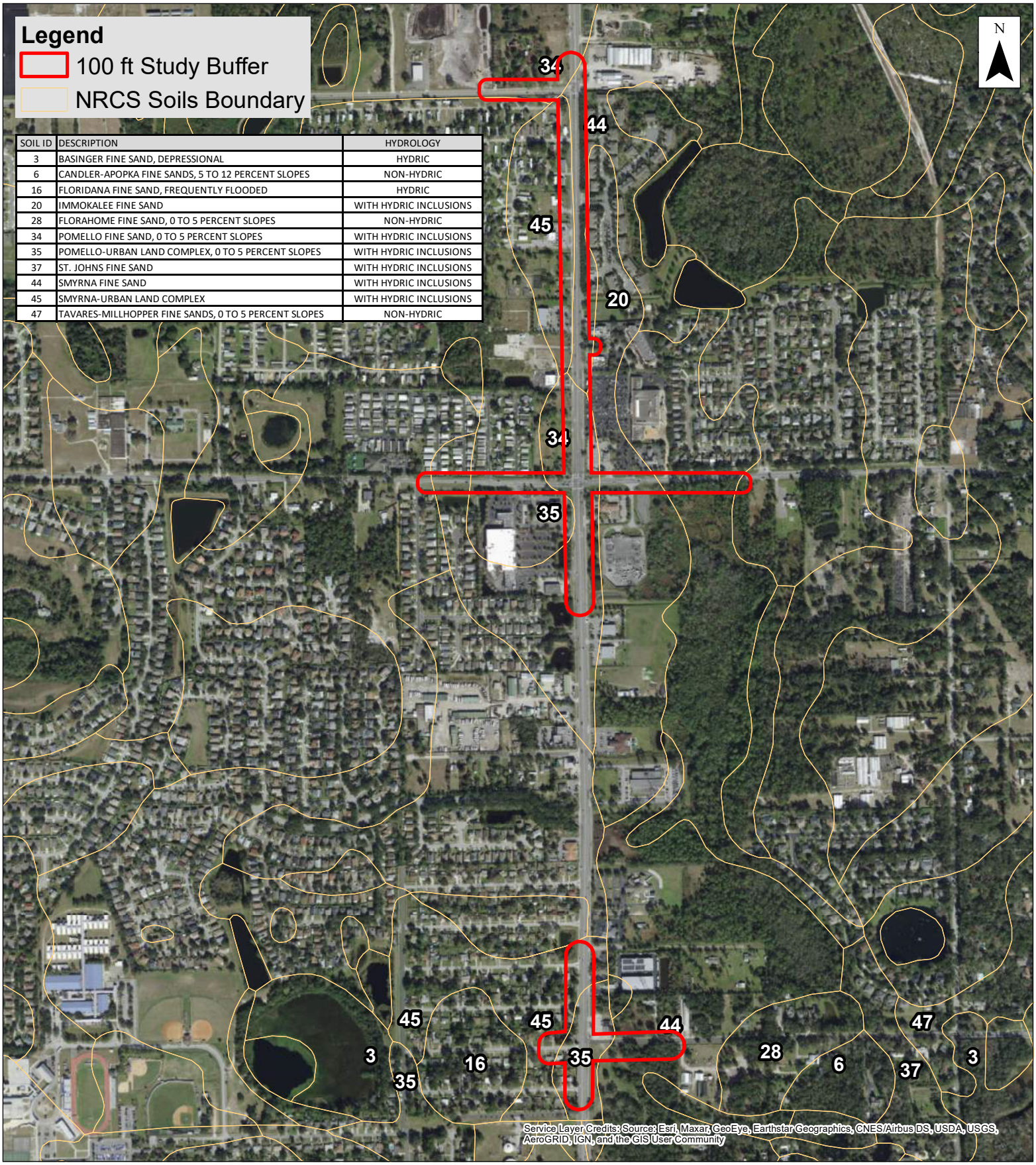
Exhibit B

Rock Springs Road Corridor Study

Orange County, FL
Archaeological and Historical Resources Map
September 2021

Note: GIS data downloaded from FGDL July 2021 and sourced to Florida Master Site File

0 400 800 Feet



SOIL ID	DESCRIPTION	HYDROLOGY
3	BASINGER FINE SAND, DEPRESSIONAL	HYDRIC
6	CANDLER-APOPKA FINE SANDS, 5 TO 12 PERCENT SLOPES	NON-HYDRIC
16	FLORIDANA FINE SAND, FREQUENTLY FLOODED	HYDRIC
20	IMMOKALEE FINE SAND	WITH HYDRIC INCLUSIONS
28	FLORAHOME FINE SAND, 0 TO 5 PERCENT SLOPES	NON-HYDRIC
34	POMELLO FINE SAND, 0 TO 5 PERCENT SLOPES	WITH HYDRIC INCLUSIONS
35	POMELLO-URBAN LAND COMPLEX, 0 TO 5 PERCENT SLOPES	WITH HYDRIC INCLUSIONS
37	ST. JOHNS FINE SAND	WITH HYDRIC INCLUSIONS
44	SMYRNA FINE SAND	WITH HYDRIC INCLUSIONS
45	SMYRNA-URBAN LAND COMPLEX	WITH HYDRIC INCLUSIONS
47	TAVARES-MILLHOPPER FINE SANDS, 0 TO 5 PERCENT SLOPES	NON-HYDRIC

Exhibit C

Rock Springs Road Corridor Study

Orange County, FL
NRCS Soils Map
September 2021

Source: NRCS Soils GIS Data
downloaded July 2021

0 400 800 Feet

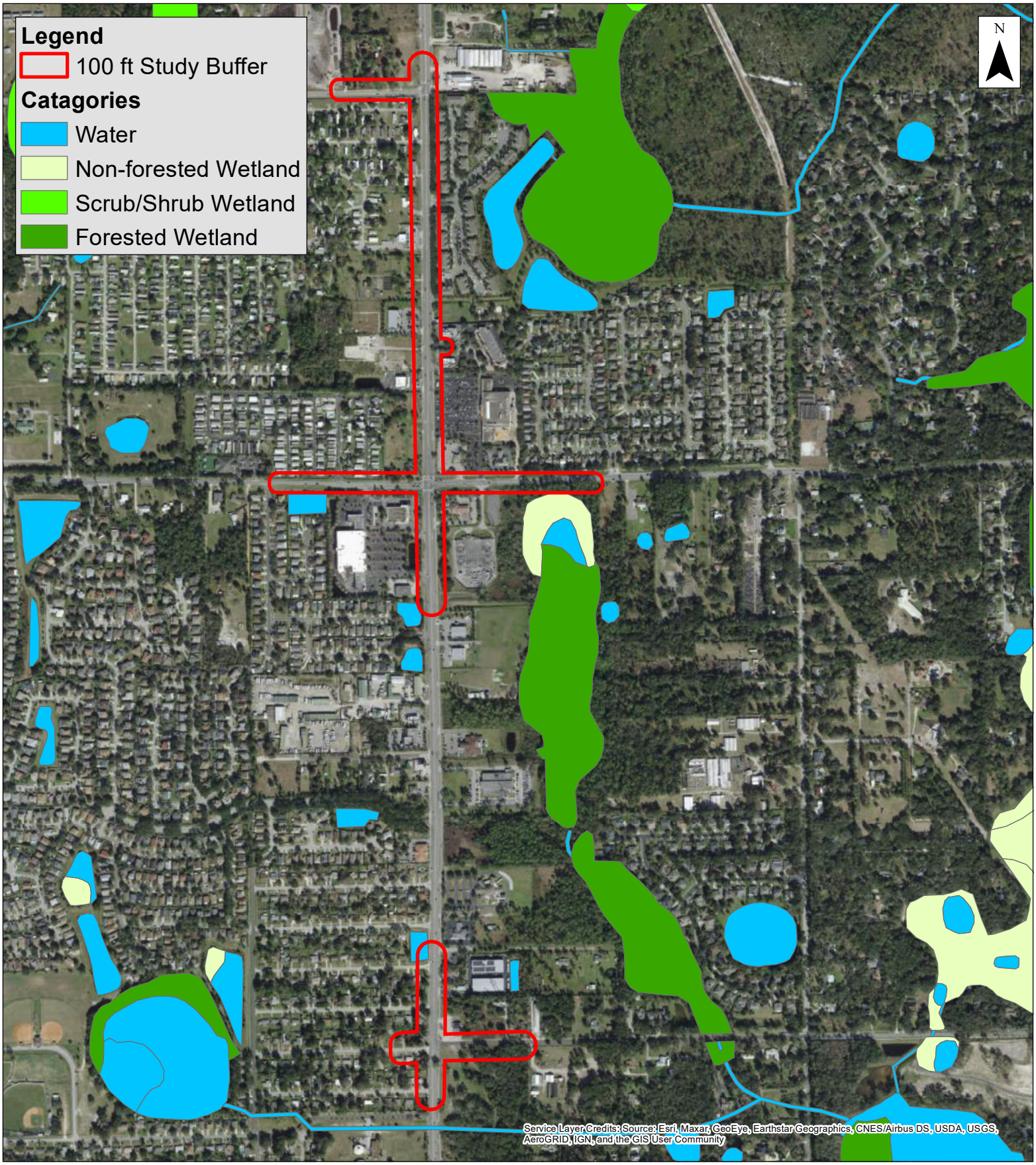


Exhibit D

Rock Springs Road Corridor Study

Orange County, FL
Wetlands and Surface Waters Map
September 2021

Note: GIS data downloaded from
FGDL July 2021 and sourced to USFWS

0 400 800 Feet

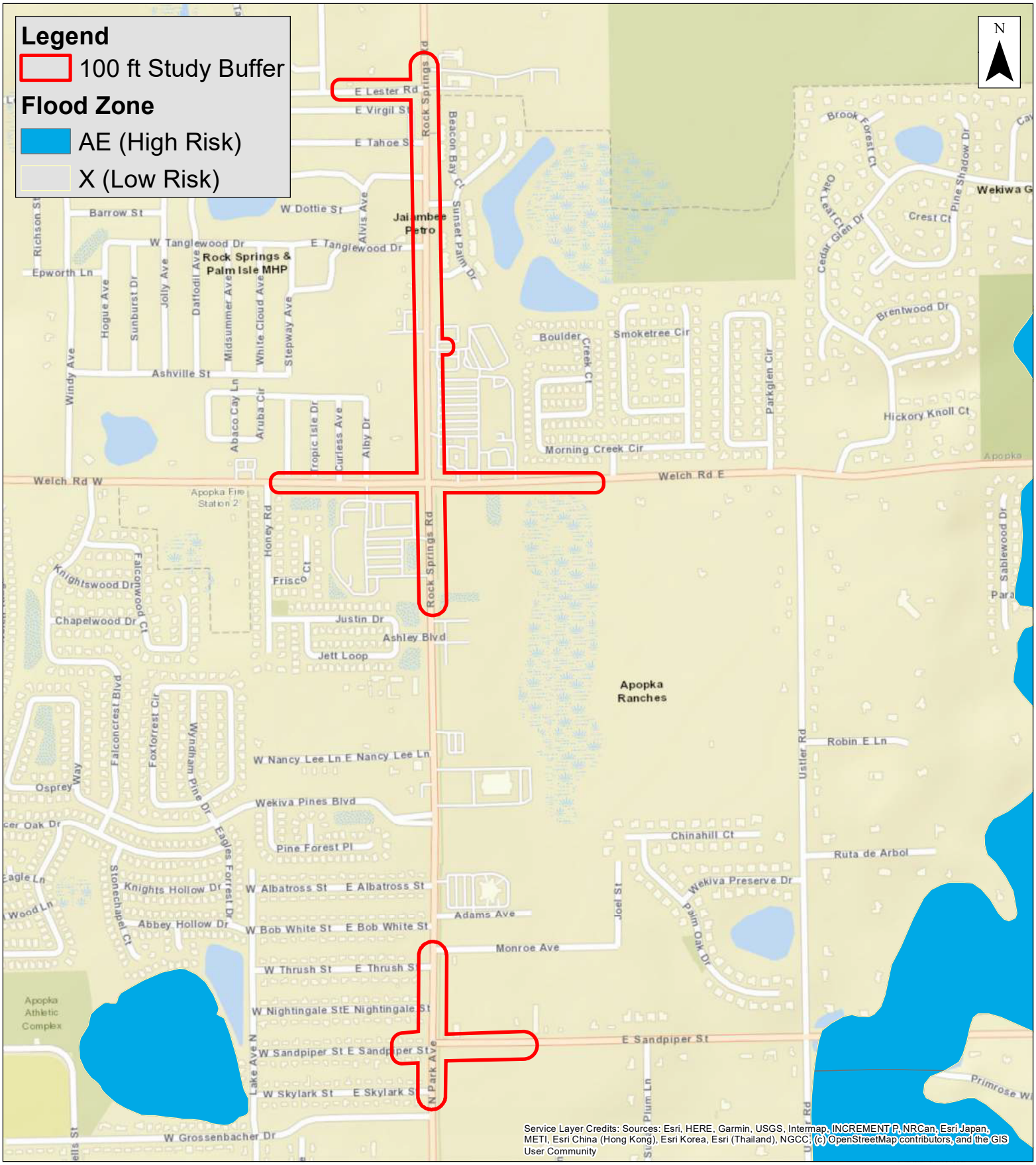


Exhibit E

Rock Springs Road Corridor Study

Orange County, FL
Floodplain Map
September 2021

Note: GIS data downloaded from FGDL July 2021 and sourced to FEMA

0 400 800 Feet

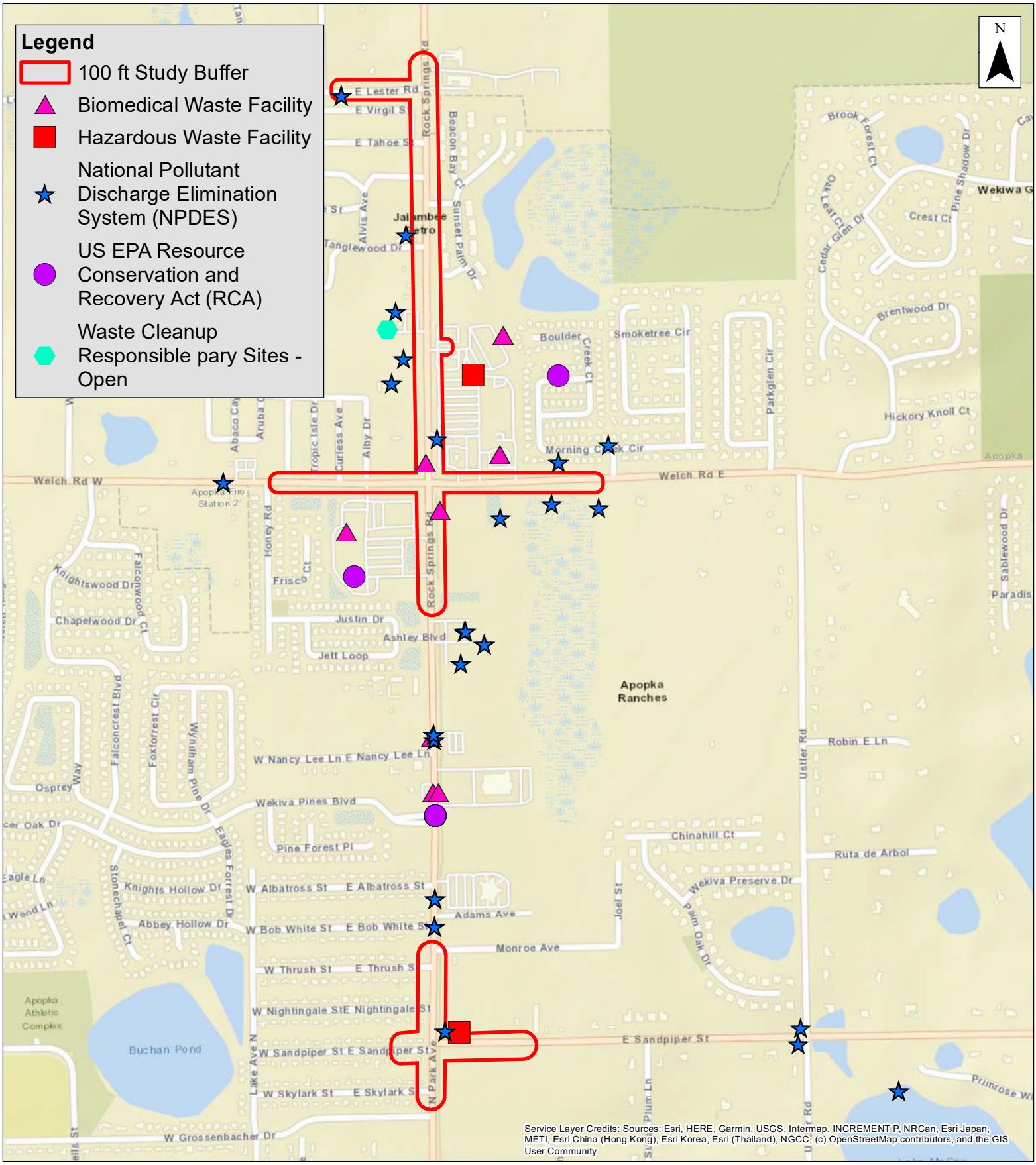


Exhibit F

Rock Springs Road Corridor Study

Orange County, FL
Contamination Map
September 2021

Note: GIS data downloaded from FGDL July 2021 and sourced to FDOH (Boimedical, SUPER Act), FDEP (PCMS, STCM, Hazardous Waste), FDEP/DWM/BWC (Brownfield), USEPA (NPDES).

0 400 800 Feet

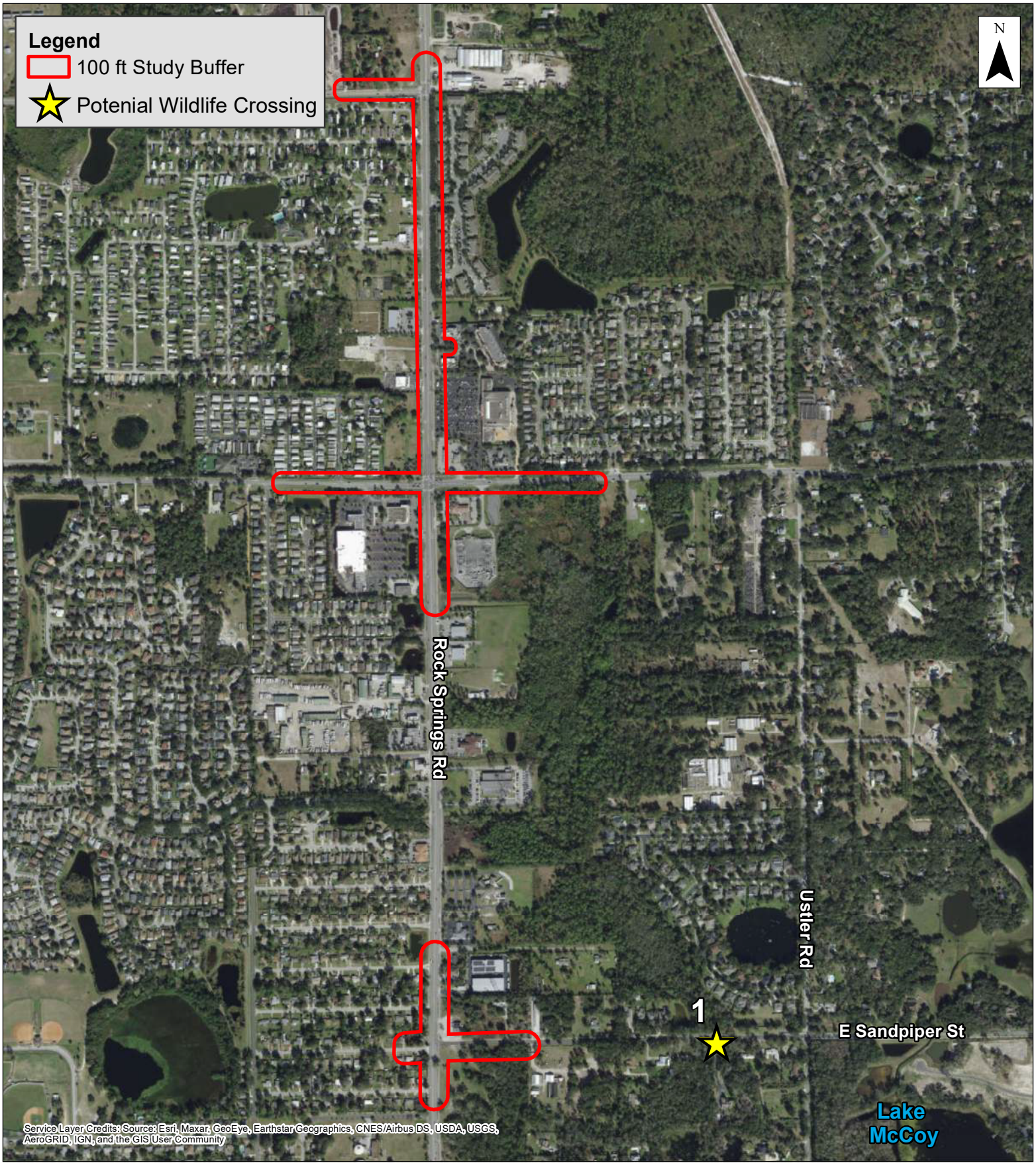


Exhibit G

Rock Springs Road Corridor Study

Orange County, FL
Potential Wildlife Crossing Map
September 2021

0 400 800 Feet

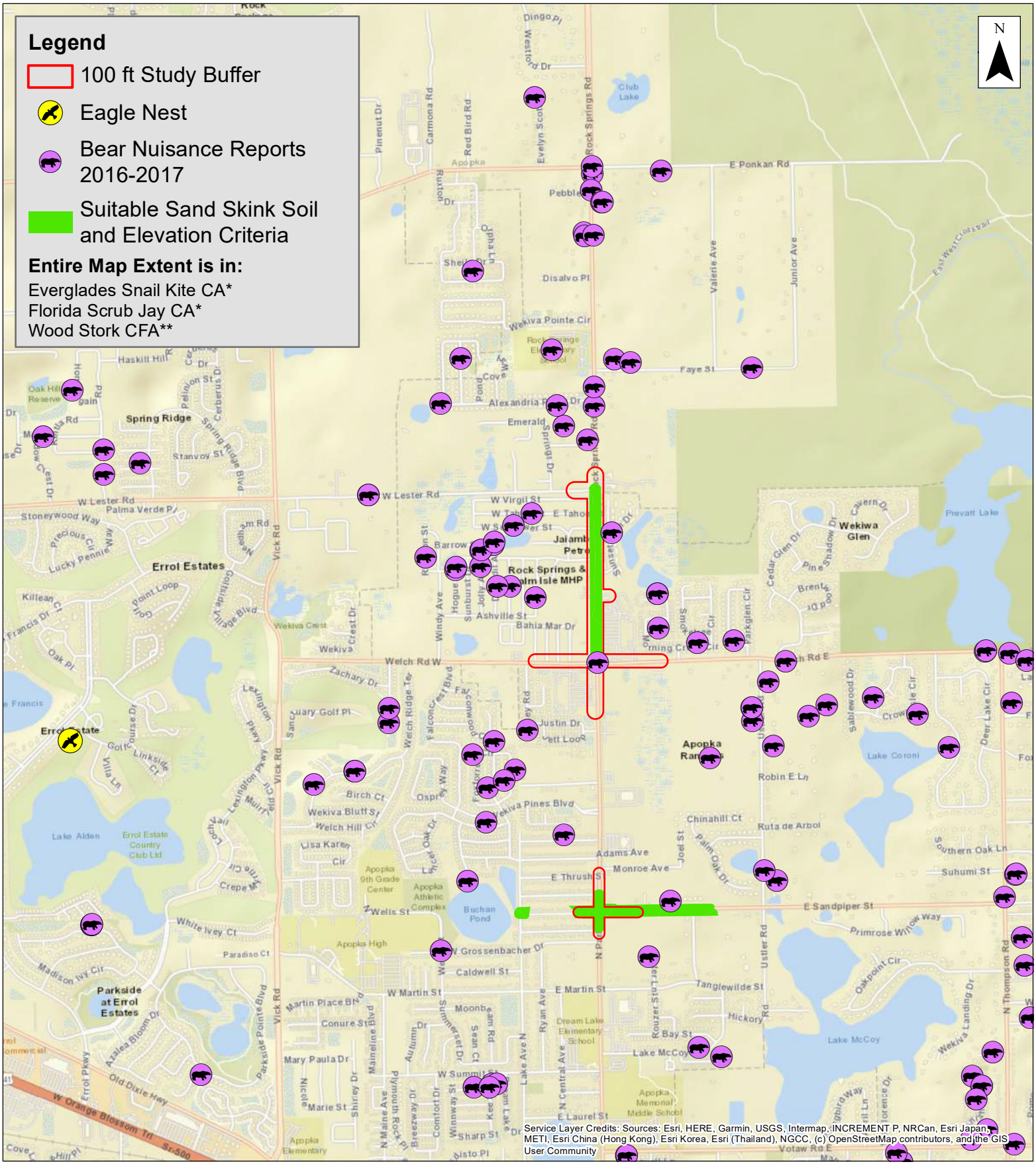


Exhibit H

Rock Springs Road Corridor Study

Orange County, FL
Protected Species Map
September 2021

Note: GIS data downloaded from FGDL July 2021
Outsourced to FWC and USFWS
* USFWS Consultation area (CA)
** Core Foraging Area (CFA)

0 900 1,800 Feet

Appendix H

Orange County 2030 LRTP Map

RANGE 27 EAST | RANGE 28 EAST | RANGE 29 EAST | RANGE 33 EAST

TOWNSHIP 20 SOUTH | TOWNSHIP 21 SOUTH | TOWNSHIP 22 SOUTH | TOWNSHIP 23 SOUTH | TOWNSHIP 24 SOUTH

ORANGE COUNTY GOVERNMENT FLORIDA

0 1.5 3

1 Inch = 3 Miles

ORANGE COUNTY, FLORIDA
COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

MAP 1

ORANGE COUNTY 2030 LONG RANGE TRANSPORTATION PLAN



- Jurisdictions
- County Partnership
- Programmed County Roadways
- Planned County Roadways
- State Roadway Project (FY 2016/17 to FY 2020/21)
- Limited Access Collocated Toll Facility
- Alternative Mobility Area
- Urban Service Area
- Alternative Analysis Corridor
- Intermodal Centers
- Proposed Rail Stations
- Innovation Way MMTN
- SunRail Phase 1 (Completed)
- SunRail Phase 2
- Transit Multi-Use Corridor
- OIA Connector Phase 1
- OIA Connector Phase 2 Study Area (General Alignment May Include Mag Lev)

Disclaimer:
Data is provided "as is" without any warranty or any representation of accuracy, timeliness, or completeness. The burden of determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requestor. The County makes no warranties, express or implied, as to the use of the Data. There are no implied warranties of merchantability or fitness for a particular purpose. The requestor acknowledges and accepts the limits of the Data, including the fact that the Data is dynamic and is in a constant state of maintenance, correction, and update.
*Partnership roadways are depicted on the map conceptually and do not represent actual alignments.
Not to be resold -- Data, maps, or digital files may not be resold without prior consent of the Orange County Board of County Commissioners

Apopka | Ocoee | Winter Garden | Oakland | Windermere | Maitland | Winter Park | Orlando | Edgewood | Belle Isle | Bay Lake | Lake Buena Vista

Wekiva Py | W Kelly Park Rd | Sadler Rd | Plymouth Sorrento Rd | Ponkan Rd | Fudge Road | Clarcona Rd | Clarcona Ocoee Road | Apopka Vineland Rd | Ocoee Apopka Rd | Pine Hills Rd Ext | Edgewater Dr | Kennedy Bv | Forest City Rd | Lake Destiny Dr | Maitland Bv | Pine Hills Rd | E Plant St | Colonial Dr | SR 408 | Florida's Turnpike | Young Pine Rd | John Young Pkwy | Interstate 4 | Orange Av | Lake Bryan Beach Bv | Lake Bryan Beach Bv Ext | Vineland Av | Lake St | Westwood Bv Ext | Daryl Carter Parkway | International Dr | Western Way | Buena Vista Drive | Hartzog Rd | Avalon Rd | Seidel Rd | Schofield Rd | Horizon Bv | New Independence Py | Valencia Py | Hamlin Groves Trail Extension | Tiny Rd | Ficquette Rd | Reams Rd | APF Road C | APF Road B | Summerlake Park Bv | W Sand Lake Rd | Sand Lake Rd | Mandarin Dr | Palm Parkway | Destination Py | Taft Vineland Rd Seg. 2 | Beachline Ex | Holden Av | Texas Av | Semoran Bv | Econlockhatchee Tl | Dean Rd | Lake Underhill Rd | Valencia College Ln | Lake Underhill Rd | Lake Pickett Rd | Chuluota Rd | Woodbury Rd | Woodbury Road | SR 50 | Fort Christmas Rd | McCulloch Rd | Richard Crotty Py | New East West Rd | SR 417 | Econlockhatchee Tl | Line Ridge School Rd | Fairway Woods Boulevard | Boggy Creek Rd | Boggy Creek Dr/Rd E | Widham Lakes Bv | Pinar Rd | Dowden Road | Starwood West Py | Starwood North Py | Monument Py | Innovation Way | Innovation Place Connector Road | Tavistock Rd | Dowden Rd | Sunbridge Py | Tavistock2 Rd | SR 15 | SR 528 | Beachline Ex

Produced By Orange County Community, Environmental and Development Services Department
Transportation Planning Division

Revision Date: 5/9/2017

RANGE 30 EAST | RANGE 31 EAST | RANGE 32 EAST | RANGE 34 EAST

Appendix I

Cost Estimates

Rock Springs Road Study

Rock Springs Road Alternative 1 Cost Estimate

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
101-1	Mobilization	LS	1	$ 455,098.24	$ 455,098.24
102-1	Maintenance of Traffic	LS	1	$ 455,098.24	$ 455,098.24
104-10-3	Sediment Barrier	LF	9,754	$ 1.68	$ 16,386.72
110-1-1	Clearing and Grubbing	AC	9.2	$ 26,126.76	$ 240,283.78
110-4-10	Removal of Existing Concrete	SY	27,716.2	$ 31.92	$ 884,701.46
120-1	Regular Excavation	CY	3,429.2	$ 11.46	$ 39,298.89
120-6	Embankment	CY	5,920.4	$ 14.84	$ 87,859.40
160-4	Type B Stabilization	SY	36,745.6	$ 6.50	$ 238,846.11
285-709	Optional Base, Base Group 09	SY	36,745.6	$ 19.87	$ 730,134.19
334-154	Superpave Asphalt Concrete Friction Course, Traffic D, PG76-22 (165lb/yd^2)	TN	3,031.5	$ 96.39	$ 292,207.09
337-7-81	Asphalt Concrete Friction Course, Traffic B, FC-12,5, PG 76-22 (165 lb/yd^2)	TN	3,031.5	$ 145.37	$ 440,690.37
425-1-351	Inlets, Curb, Type P-5, <10'	EA	16.0	$ 7,156.11	$ 114,497.76
520-1-07	Concrete Curb & Gutter, Type E	LF	706.3	$ 35.56	$ 25,116.03
520-1-10	Concrete Curb & Gutter, Type F	LF	7,813.3	$ 32.60	$ 254,713.58
520-5-11	Traffic Separator Concrete - Type I, 4' Wide	LF	2,950.5	$ 80.87	$ 238,606.94
522-1	Concrete Sidewalk and Driveways, 4" Thick	SY	2,771.7	$ 55.22	$ 153,052.05
527-2	Detectable Warnings	SF	459.5	$ 34.72	$ 15,953.84
570-1-2	Performance Turf, Sod	SY	10,956.4	$ 3.35	$ 36,704.05
630-2-11	Conduit, Furnish & Install, Open Trench	LF	769.9	$ 14.84	$ 11,424.72
630-2-12	Conduit, Furnish & Install, Directional Bore	LF	513.2	$ 26.72	$ 13,713.77
632-7-1	Signal Cable - New Or Reconstructed Intersection, Furnish & Install	PI	2.0	$ 7,903.52	$ 15,807.04
635-2-11	Pull & Splice Box, F&I, 13" X 24" Cover Size	EA	15.0	$ 960.77	$ 14,411.55
639-1-122	Electrical Power Service, F&I, Underground, Meter Purchased By Contractor	AS	2.0	$ 3,979.92	$ 7,959.84
639-2-1	Electrical Service Wire	LF	861.4	$ 14.70	$ 12,662.73
646-1-11	Aluminum Signals Pole, Pedestal	EA	11.0	$ 1,888.05	$ 20,768.55
646-1-12	Aluminum Signals Pole, F&I Pedestrian Detector Post	EA	6.0	$ 1,581.54	$ 9,489.24
649-21-3	Steel Mast Arm Assembly, Furnish and Install, Single Arm 40'	EA	2.0	$ 51,772.95	$ 103,545.90
649-21-15	Steel Mast Arm Assembly, Furnish and Install, Single Arm 70'	EA	5.0	$ 81,578.12	$ 407,890.60
650-1-14	Traffic Signal, Furnish & Install Aluminum, 3 Section, 1 Way	AS	26.0	$ 1,182.94	$ 30,756.44
653-1-11	Pedestrian Signal, Furnish & Installed Led Countdown, 1 Way	AS	12.0	$ 817.94	$ 9,815.28
654-2-21	Midblock Crosswalk: Rectangular Rapid Flashing Beacon, Furnish & Install - Solar, Compl	AS	4.0	$ 8,443.15	$ 33,772.60
670-5-111	Traffic Controller Assembly, F&I, Nema, 1 Preemption	AS	1.0	$ 37,619.89	$ 37,619.89
700-1-50	Single Post Sign, Relocate	AS	28.0	$ 270.63	$ 7,577.64
710-11-101	Painted Pavement Marking, Standard, White, Solid, 6"	GM	4.02	$ 1,116.76	$ 4,487.75
710-11-123	Painted Pavement Marking, Standard, White, Solid, 12"	LF	2,198	$ 0.98	$ 2,154.14
710-11-125	Painted Pavement Markings, Standard, White, Solid for Stop Line or Crosswalk, 24"	LF	2,104	$ 1.50	$ 3,155.55
710-11-131	Painted Pavement Marking, Standard, White, Skip, 6"	GM	1.78	$ 522.21	$ 927.26
710-11-141	Painted Pavement Marking, Standard, White, 2-4 Dotted Guideline / 6-10 Dotted Extension	GM	0.36	$ 573.10	$ 208.15
710-11-160	Painted Pavement Marking, Standard, White, Message	EA	115	$ 43.37	$ 4,987.55
710-11-201	Painted Pavement Marking, Standard, Yellow, Solid, 6"	GM	2.94	$ 1,124.76	$ 3,308.61
710-11-224	Painted Pavement Marking, Standard, Yellow, Solid for Diagonal or Chevron, 18"	LF	1,180	$ 1.42	$ 1,675.60
710-11-231	Painted Pavement Marking, Standard, Yellow, Skip, 6"	GM	0.32	$ 618.22	$ 196.52

Construction Cost:	**$ 5,477,565.63**
PE (Design Phase):	**$ 1,095,513.13**
Contingency (25%):	**$ 1,643,269.69**
TOTAL PROJECT COST:	**$ 8,216,348.45**

Rock Springs Road Alternative 2 Cost Estimate

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
101-1	Mobilization	LS	1	$ 432,763.55	$ 432,763.55
102-1	Maintenance of Traffic	LS	1	$ 432,763.55	$ 432,763.55
104-10-3	Sediment Barrier	LF	9,754	$ 1.68	$ 16,386.72
110-1-1	Clearing and Grubbing	AC	8.5	$ 26,126.76	$ 222,597.06
110-4-10	Removal of Existing Concrete	SY	27,766.6	$ 31.92	$ 886,309.52
120-1	Regular Excavation	CY	3,124.0	$ 11.46	$ 35,801.04
120-6	Embankment	CY	5,980.8	$ 14.84	$ 88,754.74
160-4	Type B Stabilization	SY	35,500.3	$ 6.50	$ 230,752.17
285-709	Optional Base, Base Group 09	SY	35,500.3	$ 19.87	$ 705,391.62
334-154	Superpave Asphalt Concrete Friction Course, Traffic D, PG76-22 (165lb/yd^2)	TN	2,928.8	$ 96.39	$ 282,304.86
337-7-81	Asphalt Concrete Friction Course, Traffic B, FC-12,5, PG 76-22 (165 lb/yd^2)	TN	2,928.8	$ 145.37	$ 425,756.39
425-1-351	Inlets, Curb, Type P-5, <10'	EA	14.0	$ 7,156.11	$ 100,185.54
520-1-07	Concrete Curb & Gutter, Type E	LF	705.3	$ 35.56	$ 25,080.47
520-1-10	Concrete Curb & Gutter, Type F	LF	6,890.9	$ 32.60	$ 224,643.34
520-5-11	Traffic Separator Concrete - Type I, 4' Wide	LF	2,948.8	$ 80.87	$ 238,469.46
522-1	Concrete Sidewalk and Driveways, 4" Thick	SY	1,244.9	$ 55.22	$ 68,742.76
527-2	Detectable Warnings	SF	318.2	$ 34.72	$ 11,047.90
570-1-2	Performance Turf, Sod	SY	8,622.6	$ 3.35	$ 28,885.75
630-2-11	Conduit, Furnish & Install, Open Trench	LF	762.0	$ 14.84	$ 11,308.08
630-2-12	Conduit, Furnish & Install, Directional Bore	LF	508.0	$ 26.72	$ 13,573.76
632-7-1	Signal Cable - New Or Reconstructed Intersection, Furnish & Install	PI	2.0	$ 7,903.52	$ 15,807.04
635-2-11	Pull & Splice Box, F&I, 13" X 24" Cover Size	EA	15.0	$ 960.77	$ 14,411.55
639-1-122	Electrical Power Service, F&I, Underground, Meter Purchased By Contractor	AS	2.0	$ 3,979.92	$ 7,959.84
639-2-1	Electrical Service Wire	LF	847.0	$ 14.70	$ 12,450.90
646-1-11	Aluminum Signals Pole, Pedestal	EA	11.0	$ 1,888.05	$ 20,768.55
646-1-12	Aluminum Signals Pole, F&I Pedestrian Detector Post	EA	6.0	$ 1,581.54	$ 9,489.24
649-21-3	Steel Mast Arm Assembly, Furnish and Install, Single Arm 40'	EA	2.0	$ 51,772.95	$ 103,545.90
649-21-15	Steel Mast Arm Assembly, Furnish and Install, Single Arm 70'	EA	5.0	$ 81,578.12	$ 407,890.60
650-1-14	Traffic Signal, Furnish & Install Aluminum, 3 Section, 1 Way	AS	23.0	$ 1,182.94	$ 27,207.62
653-1-11	Pedestrian Signal, Furnish & Installed Led Countdown, 1 Way	AS	14.0	$ 817.94	$ 11,451.16
654-2-21	Midblock Crosswalk: Rectangular Rapid Flashing Beacon, Furnish & Install - Solar, Compl	AS	4.0	$ 8,443.15	$ 33,772.60
670-5-111	Traffic Controller Assembly, F&I, Nema, 1 Preemption	AS	1.0	$ 37,619.89	$ 37,619.89
700-1-50	Single Post Sign, Relocate	AS	20.0	$ 270.63	$ 5,412.60
710-11-101	Painted Pavement Marking, Standard, White, Solid, 6"	GM	3.93	$ 1,116.76	$ 4,385.27
710-11-123	Painted Pavement Marking, Standard, White, Solid, 12"	LF	2,147	$ 0.98	$ 2,103.57
710-11-125	Painted Pavement Markings, Standard, White, Solid for Stop Line or Crosswalk, 24"	LF	1,975	$ 1.50	$ 2,963.10
710-11-131	Painted Pavement Marking, Standard, White, Skip, 6"	GM	1.79	$ 522.21	$ 936.12
710-11-141	Painted Pavement Marking, Standard, White, 2-4 Dotted Guideline / 6-10 Dotted Extension	GM	0.26	$ 573.10	$ 147.71
710-11-160	Painted Pavement Marking, Standard, White, Message	EA	106	$ 43.37	$ 4,597.22
710-11-201	Painted Pavement Marking, Standard, Yellow, Solid, 6"	GM	2.83	$ 1,124.76	$ 3,187.42
710-11-224	Painted Pavement Marking, Standard, Yellow, Solid for Diagonal or Chevron, 18"	LF	1,207	$ 1.42	$ 1,713.94
710-11-231	Painted Pavement Marking, Standard, Yellow, Skip, 6"	GM	0.34	$ 618.22	$ 209.20

Construction Cost:	**$ 5,209,549.32**
PE (Design Phase):	**$ 1,041,909.86**
Contingency (25%):	**$ 1,562,864.79**
TOTAL PROJECT COST:	**$ 7,814,323.97**

Sandpiper Street Alternative 1 Cost Estimate

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
101-1	Mobilization	LS	1	$ 109,304.23	$ 109,304.23
102-1	Maintenance of Traffic	LS	1	$ 109,304.23	$ 109,304.23
104-10-3	Sediment Barrier	LF	1,772	$ 1.68	$ 2,976.96
110-1-1	Clearing and Grubbing	AC	1.3	$ 26,126.76	$ 34,154.98
110-4-10	Removal of Existing Concrete	SY	3,248.7	$ 31.92	$ 103,697.79
120-1	Regular Excavation	CY	574.0	$ 11.46	$ 6,577.62
160-4	Type B Stabilization	SY	4,179.2	$ 6.50	$ 27,164.71
285-709	Optional Base, Base Group 09	SY	4,179.2	$ 19.87	$ 83,040.42
334-154	Superpave Asphalt Concrete Friction Course, Traffic D, PG76-22 (165lb/yd^2)	TN	344.8	$ 96.39	$ 33,233.62
337-7-81	Asphalt Concrete Friction Course, Traffic B, FC-12,5, PG 76-22 (165 lb/yd^2)	TN	344.8	$ 145.37	$ 50,121.08
425-1-351	Inlets, Curb, Type P-5, <10'	EA	4.0	$ 7,156.11	$ 28,624.44
430-174-130	Pipe Culvert, Optional Material, Round, 30"SD	LF	1,524.0	$ 173.41	$ 264,276.84
520-1-10	Concrete Curb & Gutter, Type F	LF	1,521.7	$ 32.60	$ 49,607.42
522-1	Concrete Sidewalk and Driveways, 4" Thick	SY	887.3	$ 55.22	$ 48,994.87
527-2	Detectable Warnings	SF	72.4	$ 34.72	$ 2,513.73
570-1-2	Performance Turf, Sod	SY	498.5	$ 3.35	$ 1,670.09
630-2-11	Conduit, Furnish & Install, Open Trench	LF	507.0	$ 14.84	$ 7,523.88
630-2-12	Conduit, Furnish & Install, Directional Bore	LF	338.0	$ 26.72	$ 9,031.36
632-7-1	Signal Cable - New Or Reconstructed Intersection, Furnish & Install	PI	1.0	$ 7,903.52	$ 7,903.52
635-2-11	Pull & Splice Box, F&I, 13" X 24" Cover Size	EA	15.0	$ 759.96	$ 11,399.40
639-1-122	Electrical Power Service, F&I, Underground, Meter Purchased By Contractor	AS	1.0	$ 3,979.92	$ 3,979.92
639-2-1	Electrical Service Wire	LF	379.5	$ 14.70	$ 5,578.65
646-1-11	Aluminum Signals Pole, Pedestal	EA	8.0	$ 1,888.05	$ 15,104.40
649-21-1	Steel Mast Arm Assembly, Furnish and Install, Single Arm 30'	EA	1.0	$ 47,840.19	$ 47,840.19
649-21-6	Steel Mast Arm Assembly, Furnish and Install, Single Arm 50'	EA	2.0	$ 57,182.30	$ 114,364.60
649-21-10	Steel Mast Arm Assembly, Furnish and Install, Single Arm 60'	EA	1.0	$ 71,789.69	$ 71,789.69
650-1-14	Traffic Signal, Furnish & Install Aluminum, 3 Section, 1 Wa	AS	10.0	$ 1,182.94	$ 11,829.40
653-1-11	Pedestrian Signal, Furnish & Installed Led Countdown, 1 Wa	AS	8.0	$ 817.94	$ 6,543.52
670-5-111	Traffic Controller Assembly, F&I, Nema, 1 Preemption	AS	1.0	$ 37,619.89	$ 37,619.89
700-1-11	Single Post Sign, F&I Ground Mount, Up to 12 SF	AS	10.0	$ 436.90	$ 4,369.00
710-11-101	Painted Pavement Marking, Standard, White, Solid, 6'	GM	0.77	$ 1,116.76	$ 856.77
710-11-123	Painted Pavement Marking, Standard, White, Solid, 12'	LF	415	$ 0.98	$ 406.60
710-11-125	Painted Pavement Markings, Standard, White, Solid for Stop Line or Crosswalk, 24	LF	404	$ 1.50	$ 606.00
710-11-131	Painted Pavement Marking, Standard, White, Skip, 6'	GM	0.35	$ 522.21	$ 182.86
710-11-141	Painted Pavement Marking, Standard, White, 2-4 Dotted Guideline / 6-10 Dotted Extens	GM	0.06	$ 573.10	$ 32.90
710-11-160	Painted Pavement Marking, Standard, White, Message	EA	14	$ 43.37	$ 607.18
710-11-201	Painted Pavement Marking, Standard, Yellow, Solid, 6'	GM	0.89	$ 1,124.76	$ 1,005.47
710-11-224	Painted Pavement Marking, Standard, Yellow, Solid for Diagonal or Chevron, 18	LF	556	$ 1.42	$ 789.52

Construction Cost:	**$ 1,314,627.74**
PE (Design Phase):	**$ 262,925.55**
Contingency (25%):	**$ 394,388.32**
TOTAL PROJECT COST:	**$ 1,971,941.61**

Sandpiper Street Sidewalks Alternative 1

Friday, July 29, 2022

PROJECT COST ESTIMATE

Trail asphalt length	*0*	*LF*
Trail concrete length	*3180*	*LF*
Total Length	**3180**	**LF**

LINE NO.	ITEM	UNIT	PROJECT QUANTITY	UNIT COST*	ESTIMATED COST
1	Clearing and Grubbing (includes removal of existing trees)	AC	0.7	$ 26,126.76	$ 19,074.00
2	Removal of Existing Concrete	SY	0	$ 31.92	$ -
3	Excavation	CY	294	$ 11.46	$ 3,375.00
4	Embankment	CY	442	$ 14.84	$ 6,555.00
5	Type B Stabilization	SY	0	$ 6.50	$ -
6	Optional Base, Base Group 01	SY	0	$ 14.29	$ -
7	Concrete Sidewalk and Driveways, 4"	SY	1,767	$ 55.22	$ 97,556.00
8	Sign Panel, F&I up to 12 sf (trail regulatory)	EA	3	$ 233.66	$ 744.00
9	Superpave Asphaltic Concrete, Traffic B	TN	0	$ 112.72	$ -
10	Concrete Class NS, Gravity Wall	CY	0	$ 922.21	$ -
11	Ped/Bicycle Railing, Alum, 42"	LF	0	$ 91.58	$ -
12	Fencing	LF	0	$ 27.28	$ -
13	Driveway Crossings	LS	22	$ 5,867.54	$ 129,086.00

Subtotal (Excludes Mobilization and MOT)	$ 256,400.00
Mobilization and MOT (20% of construction cost)	$ 51,300.00
Estimated Construction Cost	$ 307,700.00
Contingency (25%)	$ 77,000.00
Total Estimated Construction Costs	**$ 384,700.00**
Design Costs (20%)	$ 77,000.00
Design Contigency (25%)	$ 19,300.00
Total Estimated Design Costs	**$ 96,300.00**
Project Cost Per Mile	$ 798,700.00
Total Project Costs	**$ 481,000.00**

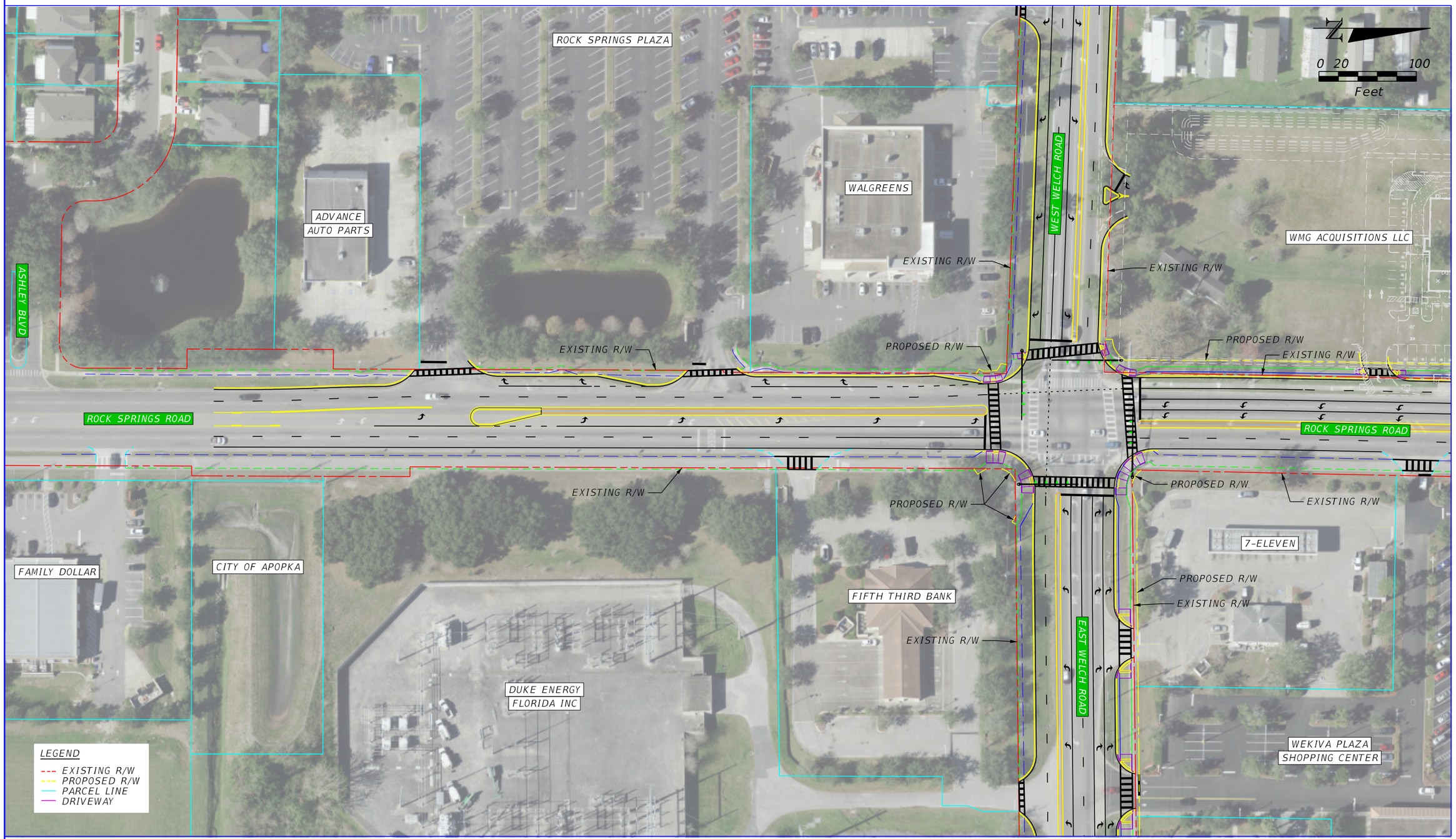
** Unit Cost are provided by FDOT's Current 12 Month Moving Statewide Average Cost (Obtained 7/25/2022)*

Appendix J

Concept Plans

Rock Springs Road Study

MATCH LINE SEE CONCEPT PLAN 4



MATCH LINE SEE CONCEPT PLAN 2

MATCH LINE SEE CONCEPT PLAN 5

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

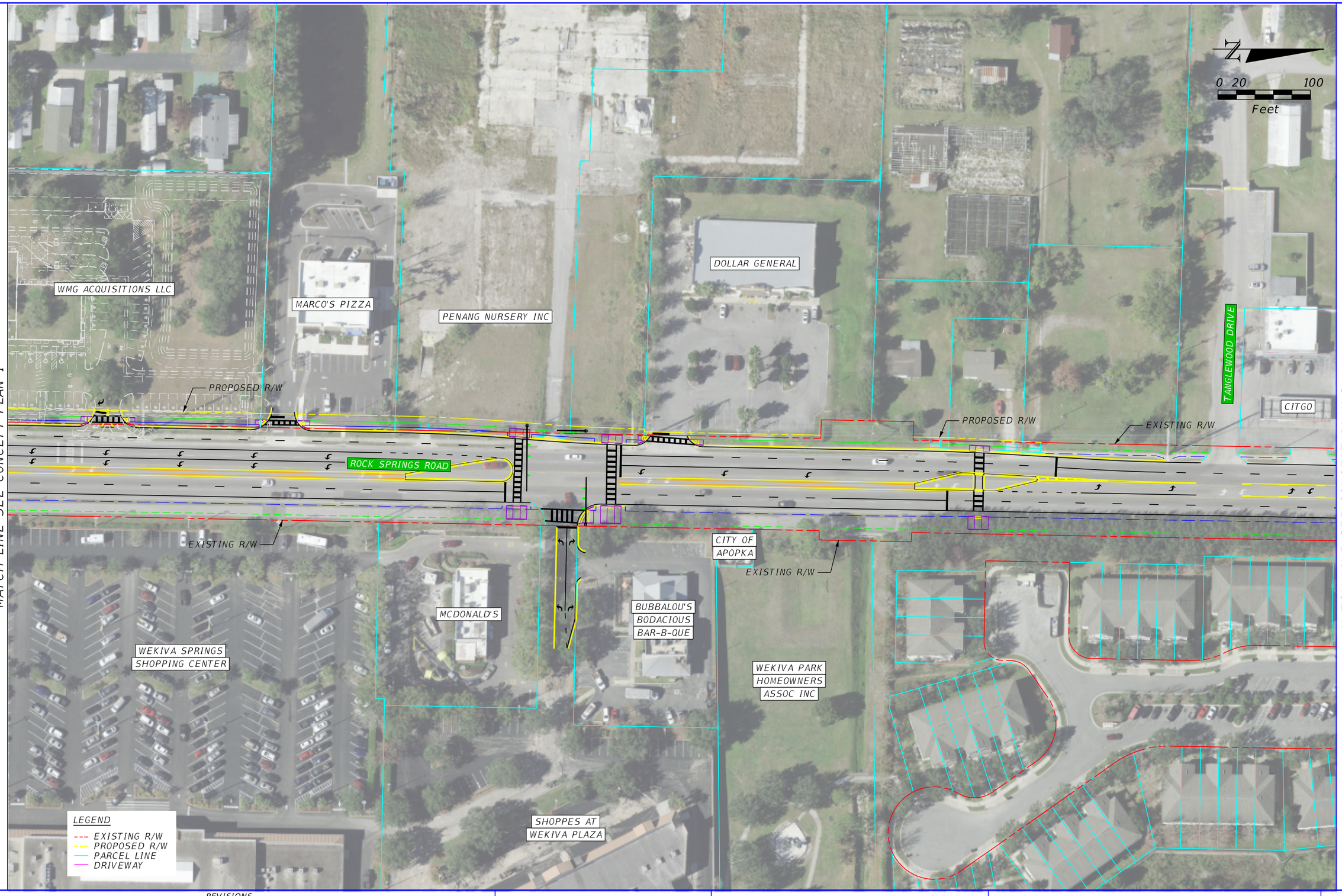
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

MetroPlan Orlando

Road No.	Road Name	County
435	Rock Springs Rd	Orange

ROCK SPRINGS ROAD - PREFERRED ALTERNATIVE

SHEET NO. 1



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

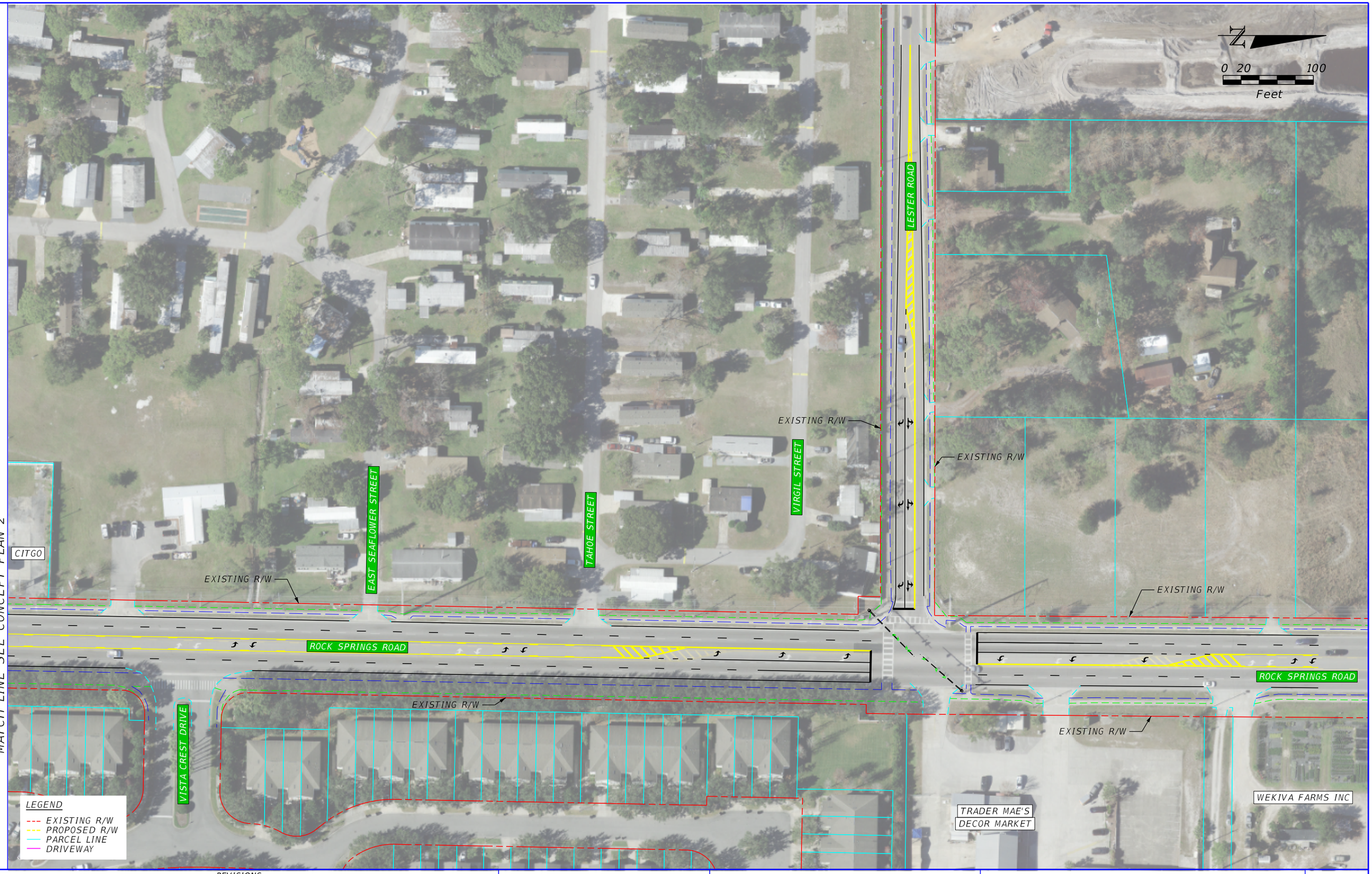
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

MetroPlan Orlando

Road No.	Road Name	County
435	Rock Springs Rd	Orange

ROCK SPRINGS ROAD - PREFERRED ALTERNATIVE

SHEET NO. 2



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

MetroPlan Orlando

Road No.	Road Name	County
435	Rock Springs Rd	Orange

ROCK SPRINGS ROAD - PREFERRED ALTERNATIVE

SHEET NO. 3



MATCH LINE SEE CONCEPT PLAN 1

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

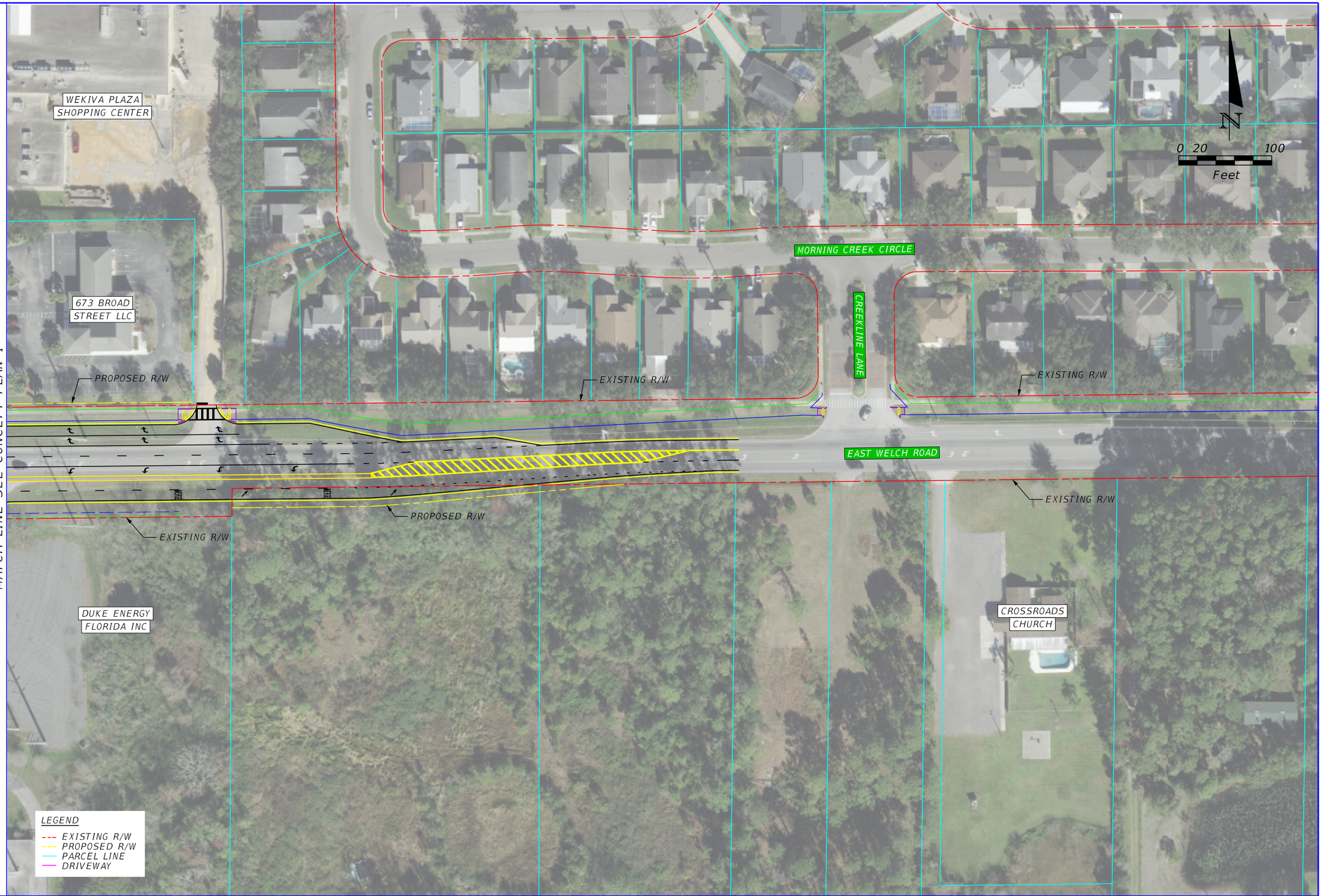
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

MetroPlan Orlando

Road No.	Road Name	County
435	Rock Springs Rd	Orange

ROCK SPRINGS ROAD - PREFERRED ALTERNATIVE

SHEET NO. 4



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

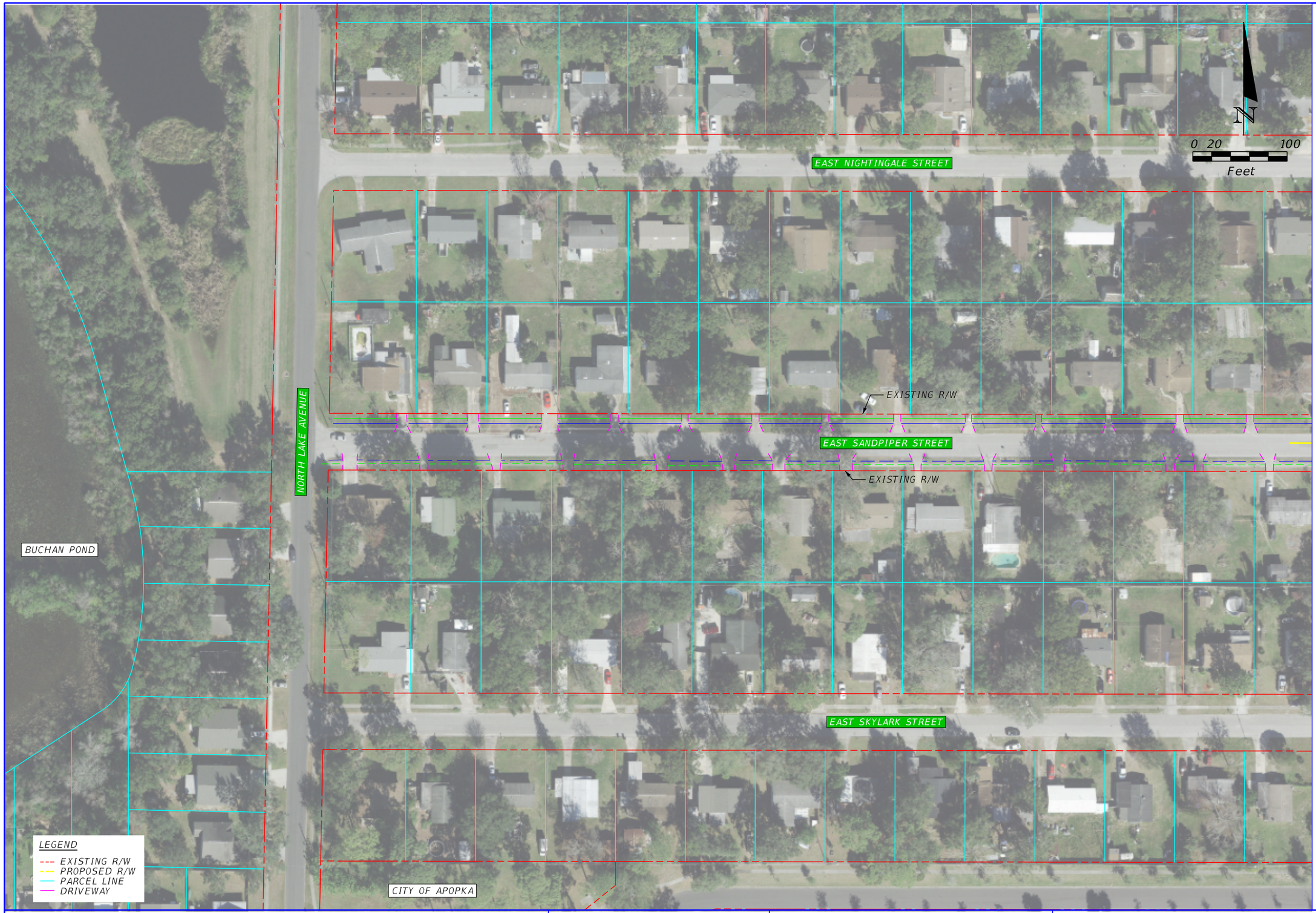
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

MetroPlan Orlando

Road No.	Road Name	County
435	Rock Springs Rd	Orange

ROCK SPRINGS ROAD - PREFERRED ALTERNATIVE

SHEET NO. 5



MATCH LINE SEE CONCEPT PLAN 2

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

MetroPlan Orlando

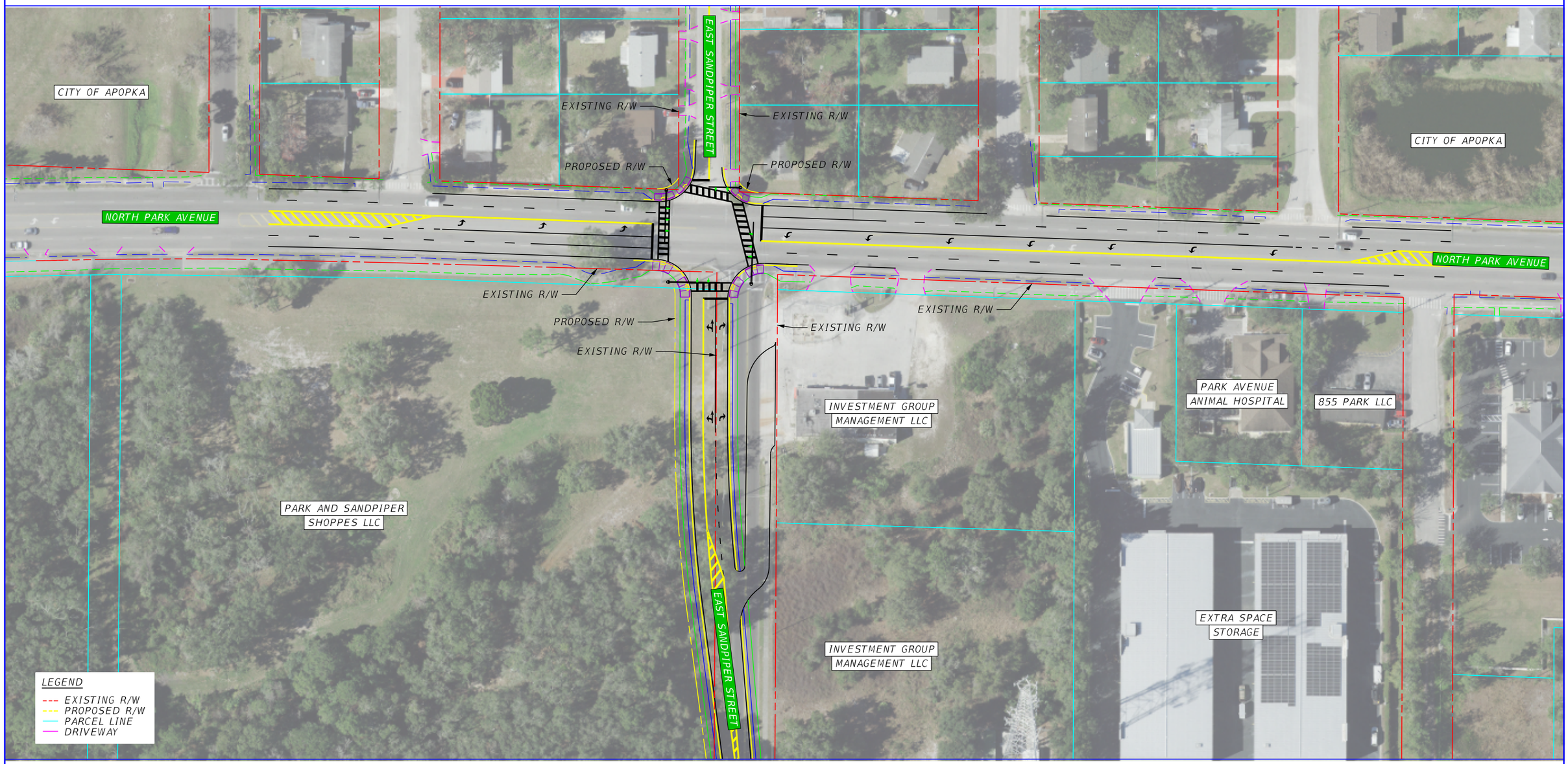
Road No.	Road Name	County
435	Sandpiper St	Orange

SANDPIPER STREET - PREFERRED ALTERNATIVE

SHEET NO. 6

0 20 100
Feet

MATCH LINE SEE CONCEPT PLAN 1



MATCH LINE SEE CONCEPT PLAN 3

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

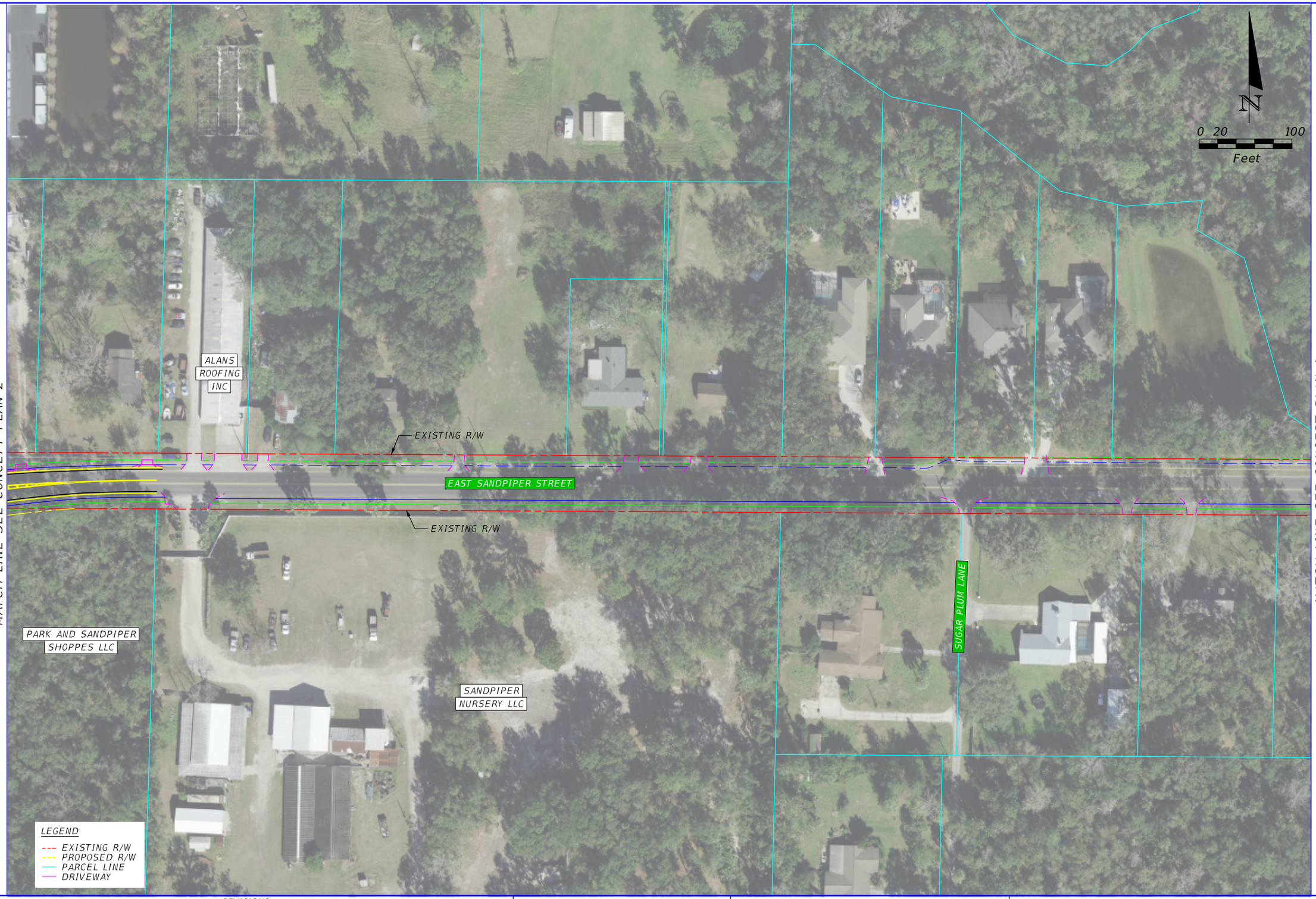
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

MetroPlan Orlando

Road No.	Road Name	County
435	Sandpiper St	Orange

SANDPIPER STREET - PREFERRED ALTERNATIVE

SHEET NO. 7



MATCH LINE SEE CONCEPT PLAN 2

MATCH LINE SEE CONCEPT PLAN 4

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

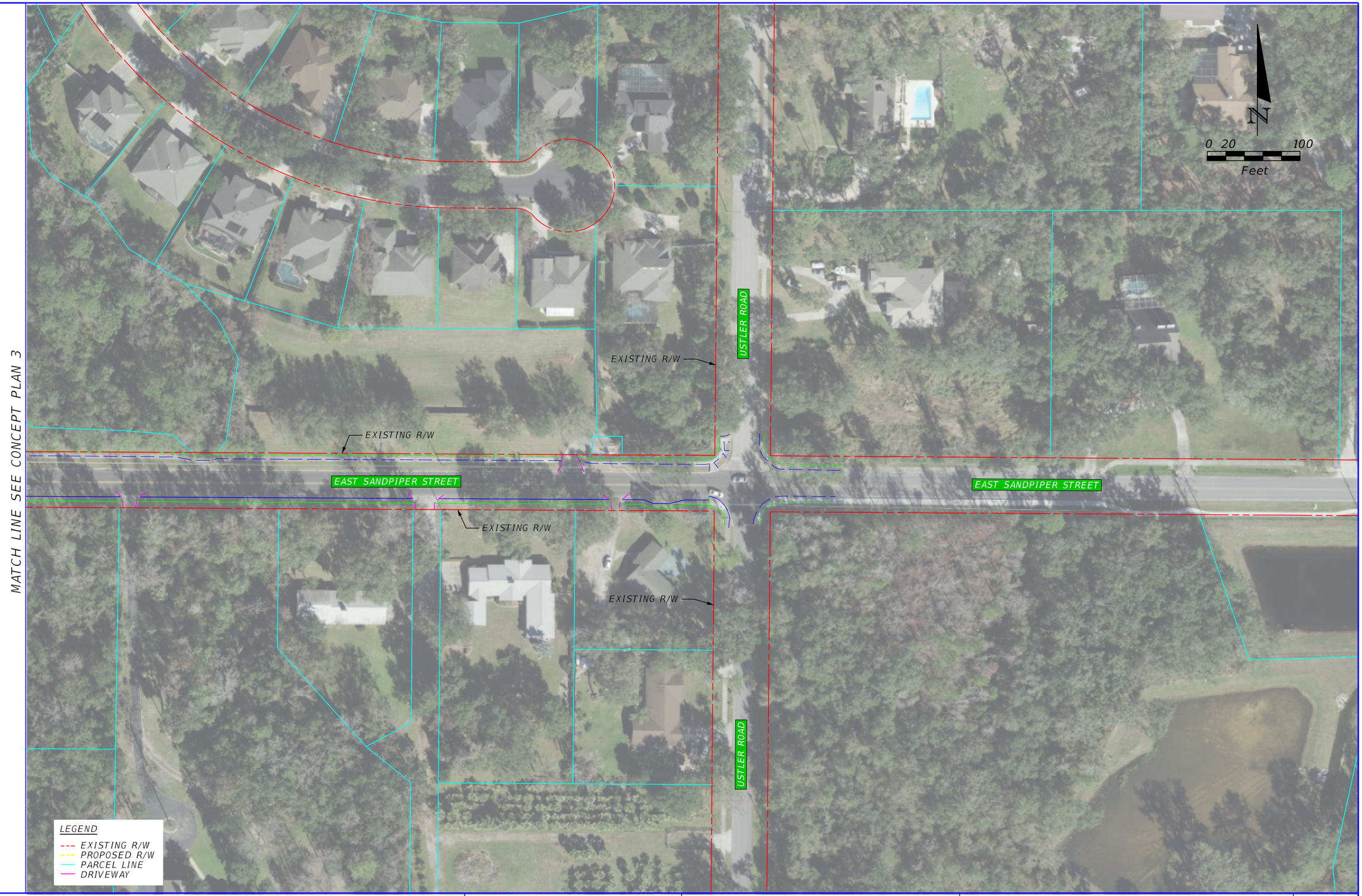
P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

MetroPlan Orlando

Road No.	Road Name	County
435	Sandpiper St	Orange

SANDPIPER STREET - PREFERRED ALTERNATIVE

SHEET NO. 8



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

P.E. LICENSE NUMBER
VANASSE HANGEN BRUSTLIN, INC.
225 E. ROBINSON STREET
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 3932

MetroPlan Orlando

Road No.	Road Name	County
435	Sandpiper St	Orange

SANDPIPER STREET - PREFERRED ALTERNATIVE

SHEET NO. 9

Appendix K

Environmental Impacts

Rock Springs Road Study

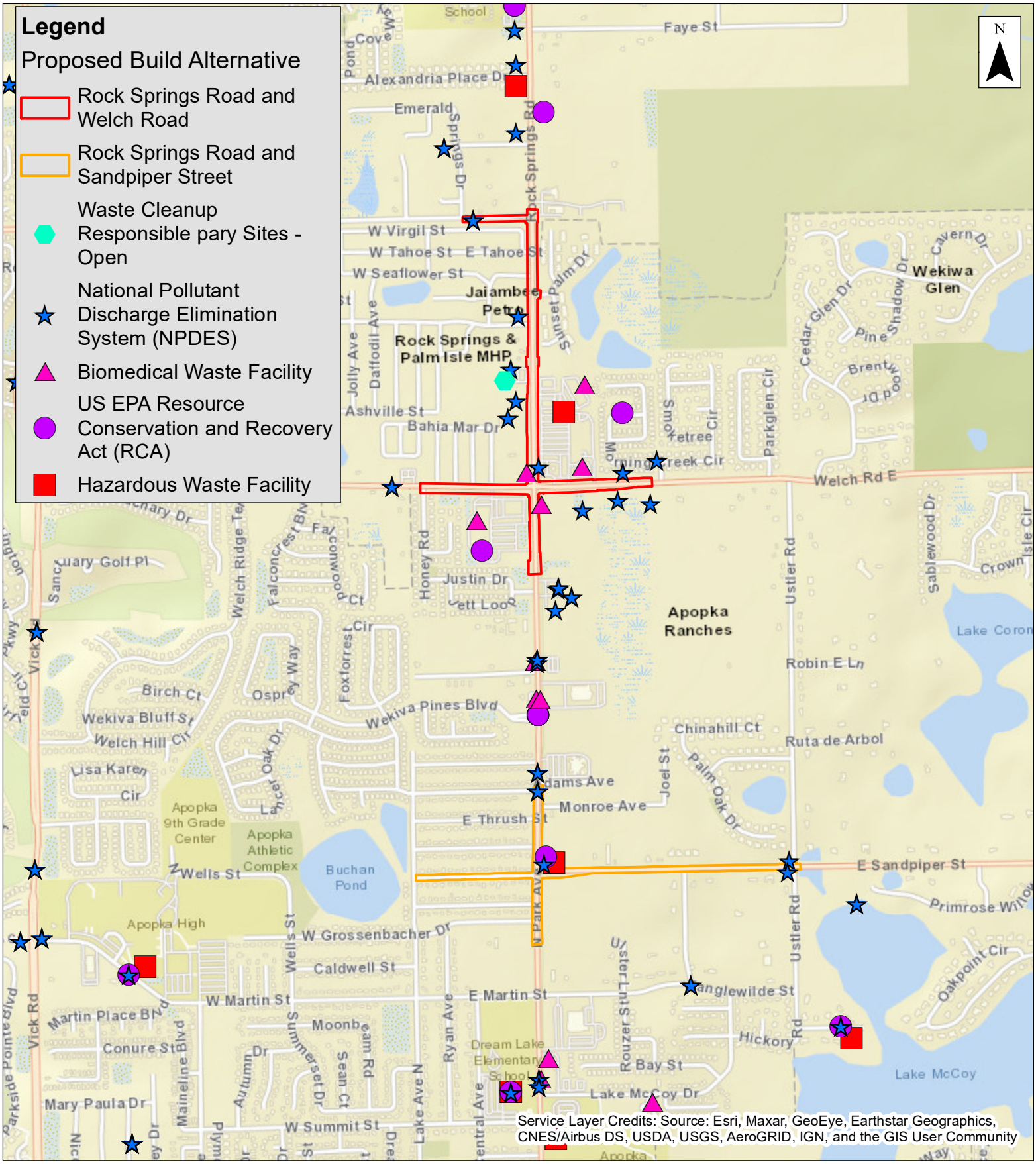


Exhibit A

Rock Springs Road

Orange County, FL
Contamination Map
July 2022

Note: GIS data downloaded from FGDL July 2021 and sourced to FDOH (Boimedical, SUPER Act), FDEP (PCMS, STCM, Hazardous Waste), FDEP/DWM/BWC (Brownfield), USEPA (NPDES).

0 700 1,400 Feet

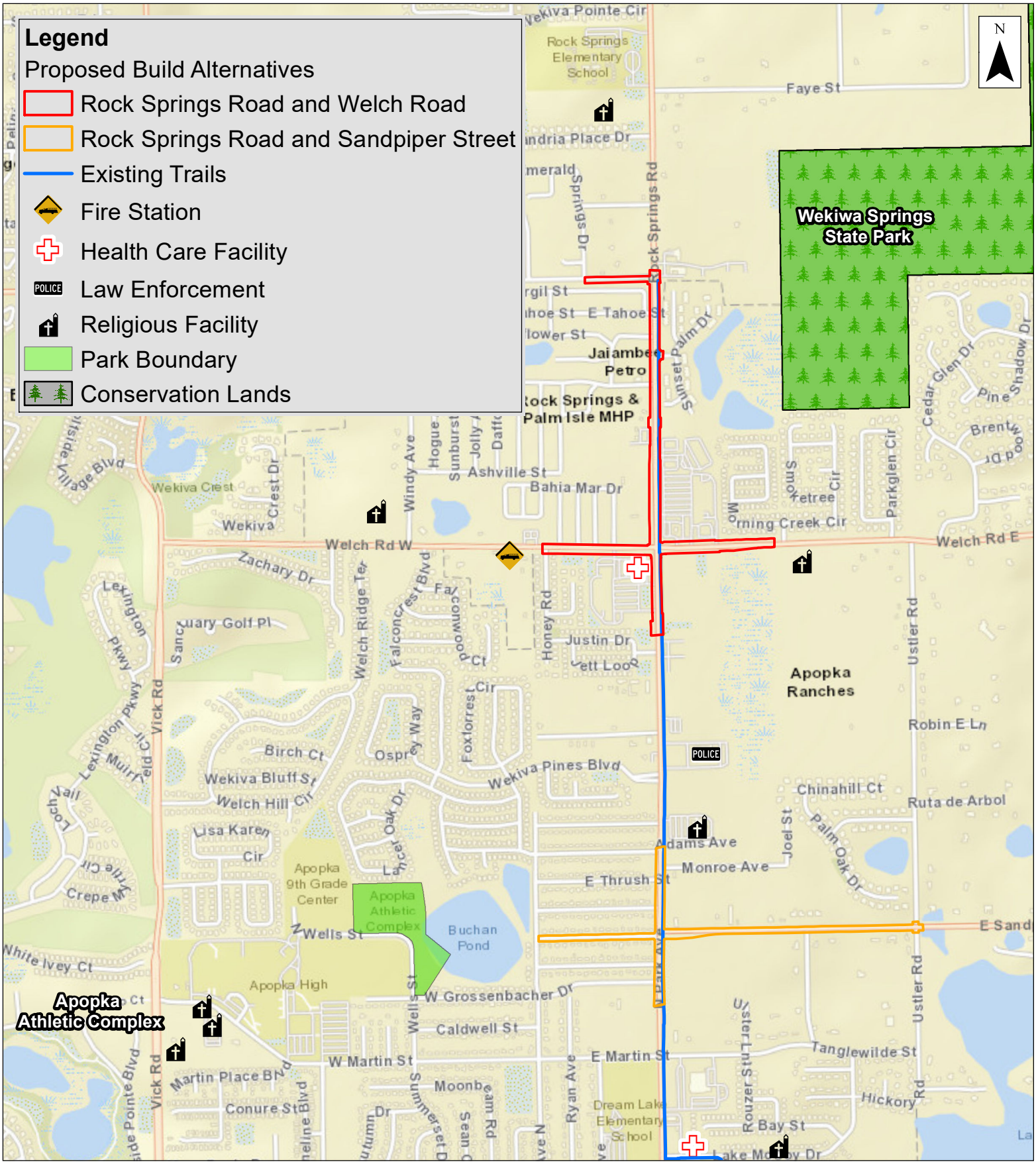


Exhibit B

Rock Springs Road

Orange County, FL
Cultural and Social Facilities Map
July 2022

Note: GIS data downloaded from FGDL July 2021

0 650 1,300 Feet

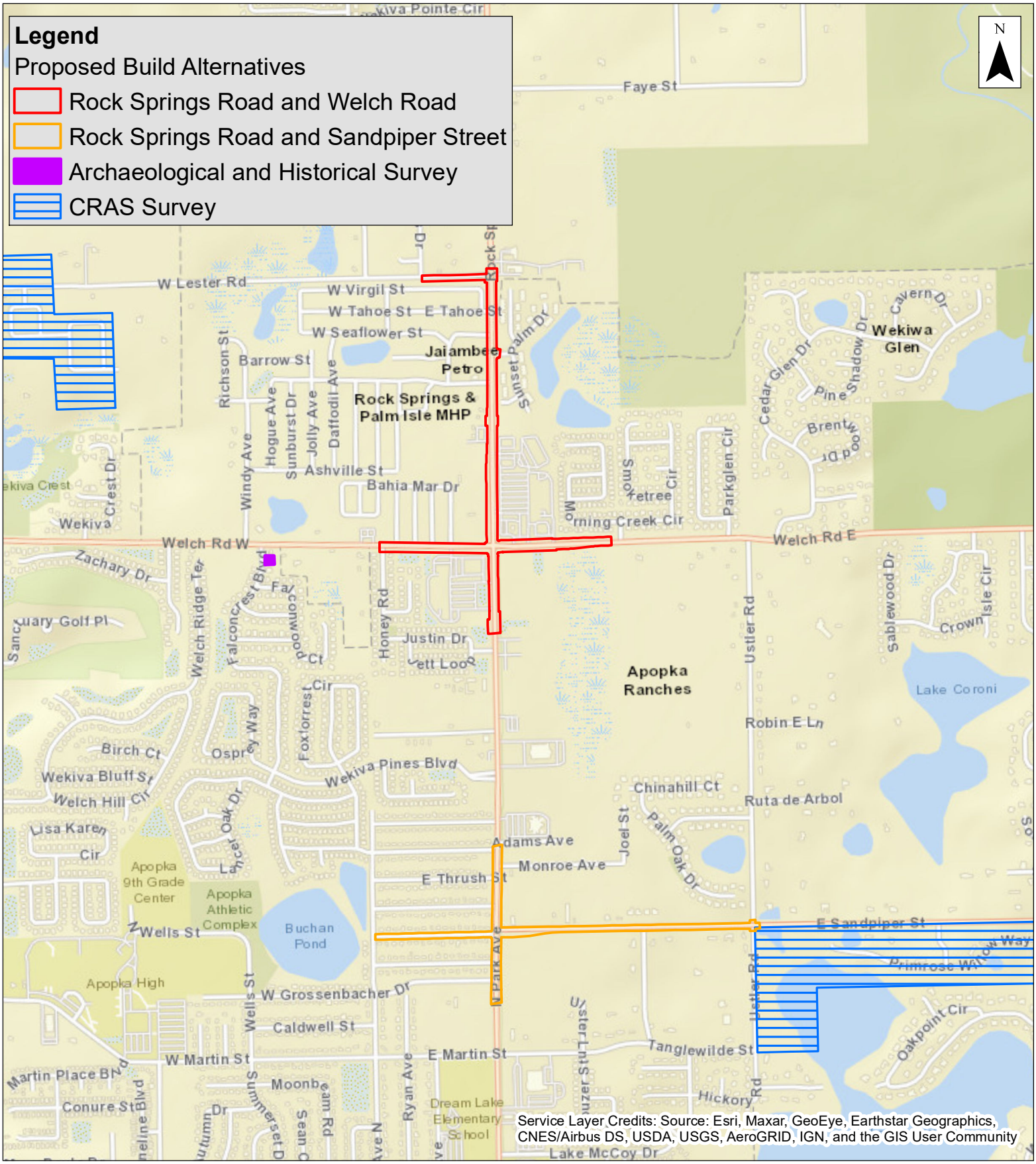


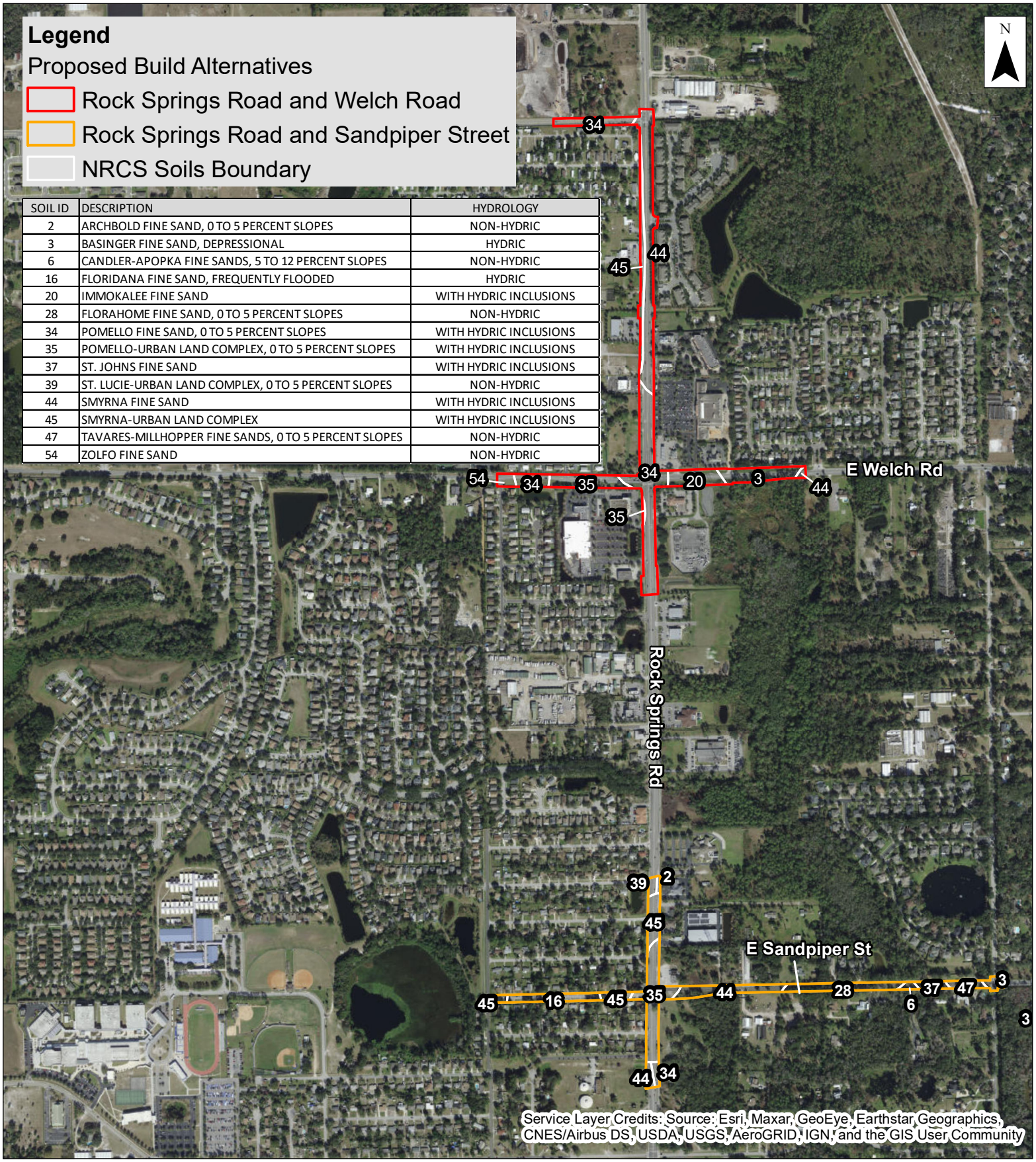
Exhibit C

Rock Springs Road

Orange County, FL
Archaeological and Historical Resources Map
July 2022

Note: GIS data downloaded from FGDL July 2021 and sourced to Florida Master Site File

0 700 1,400 Feet



SOIL ID	DESCRIPTION	HYDROLOGY
2	ARCHBOLD FINE SAND, 0 TO 5 PERCENT SLOPES	NON-HYDRIC
3	BASINGER FINE SAND, DEPRESSIONAL	HYDRIC
6	CANDLER-APOPKA FINE SANDS, 5 TO 12 PERCENT SLOPES	NON-HYDRIC
16	FLORIDANA FINE SAND, FREQUENTLY FLOODED	HYDRIC
20	IMMOKALEE FINE SAND	WITH HYDRIC INCLUSIONS
28	FLORAHOME FINE SAND, 0 TO 5 PERCENT SLOPES	NON-HYDRIC
34	POMELLO FINE SAND, 0 TO 5 PERCENT SLOPES	WITH HYDRIC INCLUSIONS
35	POMELLO-URBAN LAND COMPLEX, 0 TO 5 PERCENT SLOPES	WITH HYDRIC INCLUSIONS
37	ST. JOHNS FINE SAND	WITH HYDRIC INCLUSIONS
39	ST. LUCIE-URBAN LAND COMPLEX, 0 TO 5 PERCENT SLOPES	NON-HYDRIC
44	SMYRNA FINE SAND	WITH HYDRIC INCLUSIONS
45	SMYRNA-URBAN LAND COMPLEX	WITH HYDRIC INCLUSIONS
47	TAVARES-MILLHOPPER FINE SANDS, 0 TO 5 PERCENT SLOPES	NON-HYDRIC
54	ZOLFO FINE SAND	NON-HYDRIC

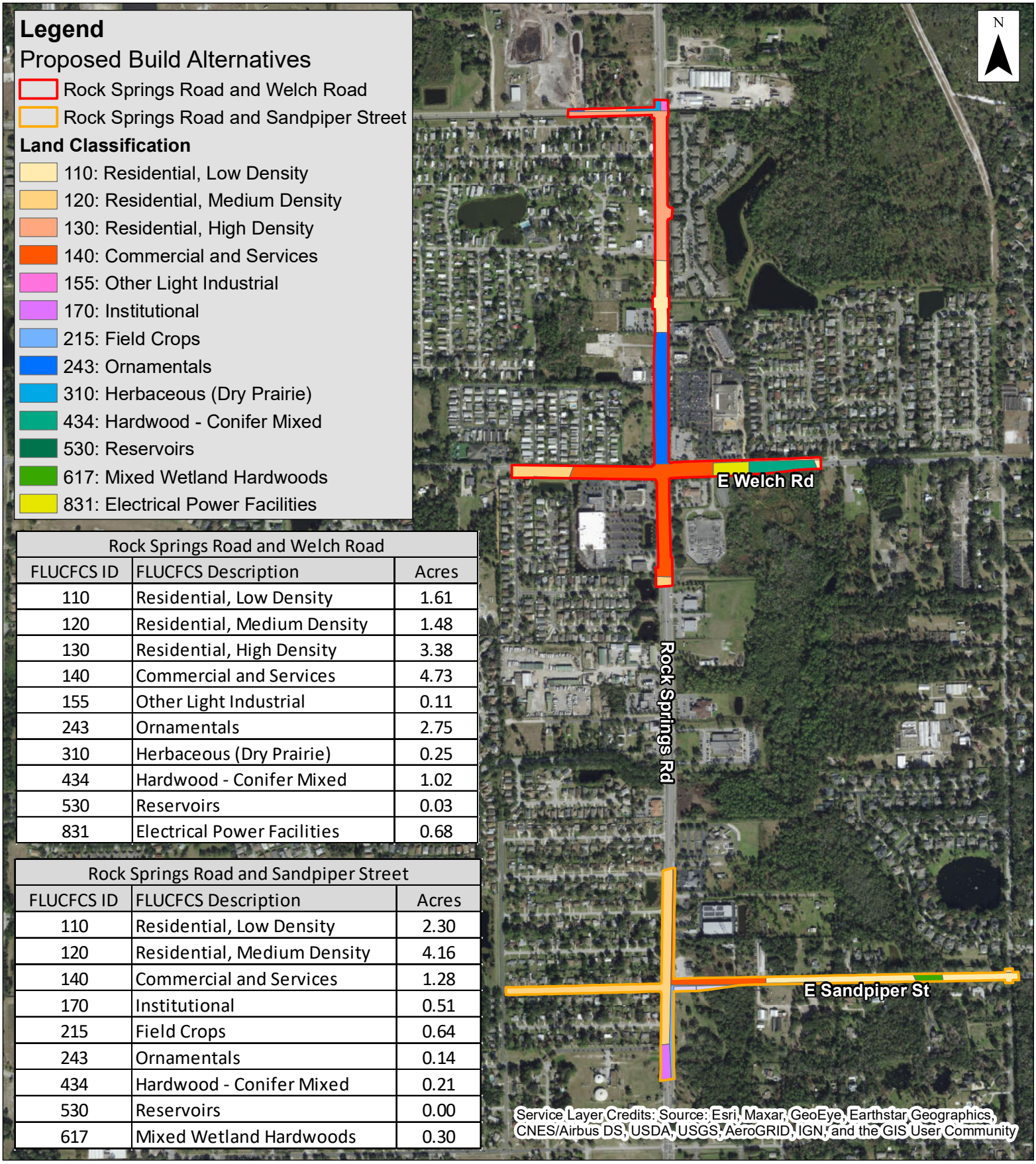
Exhibit D

Rock Springs Road

Orange County, FL
NRCS Soils Map
July 2022

Source: NRCS Soils GIS Data downloaded July 2021

0 500 1,000 Feet



Rock Springs Road and Welch Road		
FLUCFCS ID	FLUCFCS Description	Acres
110	Residential, Low Density	1.61
120	Residential, Medium Density	1.48
130	Residential, High Density	3.38
140	Commercial and Services	4.73
155	Other Light Industrial	0.11
243	Ornamentals	2.75
310	Herbaceous (Dry Prairie)	0.25
434	Hardwood - Conifer Mixed	1.02
530	Reservoirs	0.03
831	Electrical Power Facilities	0.68

Rock Springs Road and Sandpiper Street		
FLUCFCS ID	FLUCFCS Description	Acres
110	Residential, Low Density	2.30
120	Residential, Medium Density	4.16
140	Commercial and Services	1.28
170	Institutional	0.51
215	Field Crops	0.64
243	Ornamentals	0.14
434	Hardwood - Conifer Mixed	0.21
530	Reservoirs	0.00
617	Mixed Wetland Hardwoods	0.30

Exhibit E

Rock Springs Road

Orange County, FL
FLUCFCS Map
July 2022

0 500 1,000 Feet

Note: GIS data downloaded from FGDL July 2021

The following are general descriptions of the land use types and their characteristics taken from the Florida Department of Transportation's (FDOT) *Florida Land Use, Cover and Forms Classification System*, (January 1999) handbook and review of the surrounding environment.

FLUCFCS 110 – Residential, Low Density – This land use is found within the Welch Road and Sandpiper Street build alternatives. It is characterized by having less than two (2) dwelling units per acre. The residential land use may include some mixed uses, but it remains almost entirely committed to residential use.

FLUCFCS 120 – Residential, Medium Density – This land use is found within the Welch Road and Sandpiper Street build alternatives. It is characterized by having two (2) to five (5) dwelling units per acre. The residential land use may include some mixed uses over time, it but remains almost entirely committed to residential use.

FLUCFCS 130 – Residential, High Density – This land use is found within the Welch Road build alternative. It is characterized by having six (6) or more dwellings units per acre. The residential land use may include single family units, mobile home units, low rise units, high rise units, and/or mixed units.

FLUCFCS 140 – Commercial and Services – This land use is found within the Welch Road and Sandpiper Street build alternatives. It is predominantly associated with the distribution of products and services. This category includes all secondary structures associated with an enterprise such as sheds, warehouses, office buildings, driveways parking lots, and landscaped areas.

FLUCFCS 155 – Other Light Industrial – This land use is found within the Welch Road build alternative. It is characterized by industrial enterprises such as small manufacturing, electronic manufacturing, and assembly plants. Trader Mae's Furniture store occupies this land use space and provides as an assembly area as well as a storefront.

FLUCFCS 170 – Institutional – This land use is found within the Sandpiper Street build alternative. It includes Institutional buildings such as educational, religious, health and military facilities.

FLUCFCS 215 – Field Crops – This land use is found within the Sandpiper Street build alternative. This land use is characterized by crop production such as hay and grasses. Within the build alternative, this land use includes a large, maintained section of mowed grass that exhibits signs of historic agricultural use.

FLUCFCS 243 – Ornamentals – This land use is found within the Welch Road and Sandpiper Street build alternatives. It is characterized by plants and/or shrubs grown for decorative effects and properties and are associated with nurseries and agricultural wholesale businesses.

FLUCFCS 310 – Herbaceous (Dry Prairie) – This land use is found within the Welch Road build alternative. It includes upland prairie grasses which occur on non-hydric soils. These grasslands are generally treeless with a variety of vegetation types dominated by grasses, sedges, and rushes. The land use in the build alternative is generally low growing vegetation and open areas between

other land uses. In general, this is low quality habitat that has been altered by adjacent development and routine maintenance.

FLUCFCS 434 – Hardwood-Conifer Mixed – This land use is found within the Welch Road and Sandpiper Street build alternatives. It is characterized by forested areas, in which neither upland conifers nor hardwoods achieve a 66 percent crown canopy dominance. Species in the area may include slash pine (*Pinus elliottii*) and laurel oak (*Quercus laurifolia*) with an understory of saw palmetto (*Serenoa repens*) and sweet bay (*Magnolia virginiana*). Due to the adjacent land uses, the habitat may be considered low to moderate quality.

FLUCFCS 530 – Reservoirs – This land use is found within the Welch Road and Sandpiper Street build alternatives. It is characterized by artificial impoundments of water. They are used for irrigation, flood control, stormwater ponds, and rural water supplies. The properties identified with this land use include reservoir ponds associated with stormwater management and would be classified as having low quality habitat.

FLUCFCS 617 – Mixed Wetland Hardwoods – This land use is found within the Sandpiper Street build alternative. It is characterized by wetland communities composed of a large variety of hardwood species (greater that 66% areal coverage) that are tolerant of hydric conditions yet exhibit an ill-defined mixture of species. Species in the area may include red maple (*Acer rubrum*), water oak (*Quercus nigra*), and slash pine.

FLUCFCS 831 – Electrical Power Facilities – This land use is found within the Welch Road build alternative. This land use includes electric power facilities such as sub-stations and transformer yards.

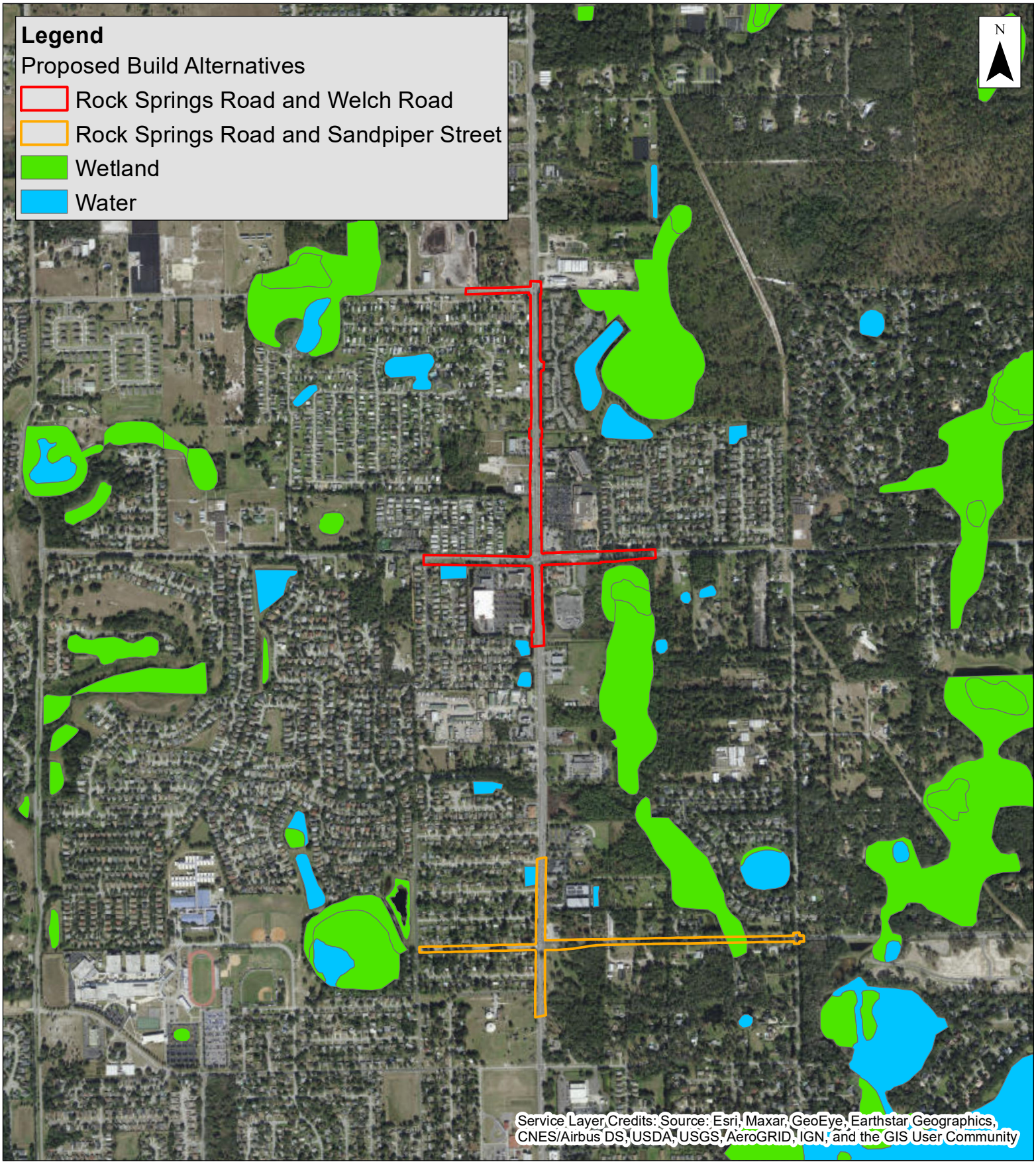


Exhibit F

Rock Springs Road

Orange County, FL
Wetlands and Surface Waters Map
July 2022

Note: GIS data downloaded from
FGDL July 2021 and sourced to SJRWMD

0 700 1,400 Feet

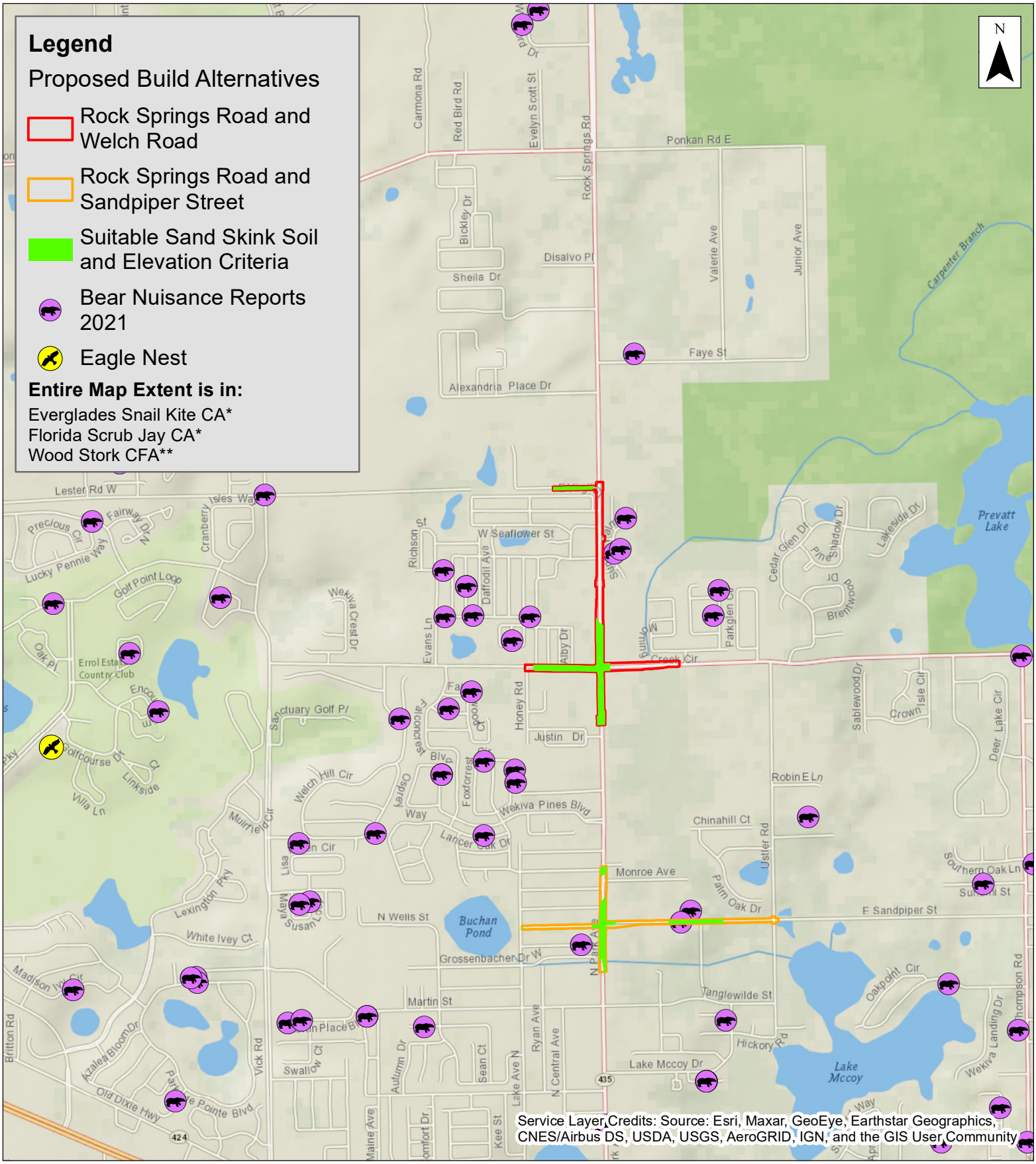


Exhibit G

Rock Springs Road

Orange County, FL
Protected Species Map
July 2022

Note: GIS data downloaded from FGDL July 2021
Outsourced to FWC and USFWS
Bald Eagle verified with 2022 Audubon data
* USFWS Consultation area (CA)
** Core Foraging Area (CFA)

0 1,000 2,000 Feet

Appendix L

Public Involvement

Rock Springs Road Study

Meeting Notes

Place: Zoom

Date: April 8, 2021 Notes Taken by: Nikki Melendez

Project #: 63383.13 Re: Agency Kickoff Meeting: Rock Springs Road Corridor Study and West Orange Trail Extension Study

ATTENDEES

Lara Bouck, MetroPlan Orlando	Nick Lepp, MetroPlan Orlando	Taylor Laurent, MetroPlan Orlando
Mayor Bryan Nelson, City of Apopka	Pam Richmond, City of Apopka	Commissioner Christine Moore, Orange County
Brian Sanders, Orange County	Bobby Howell, City of Apopka	Homberto Castillero, Orange County
Cynthia Lambert, MetroPlan Orlando	Blanche Hardy, Orange County	Masood Mizra, Orange County
Emily Hanna, Bike Walk Central Florida	Amy Sirmans, VHB	Kevin Freeman, VHB
Nikki Melendez, VHB		

The following is a summary of the discussion held during the meeting, including primary topics and action items.

Lara began the meeting by introducing herself as the project manager and started introductions. Once everyone had a chance to introduce themselves, Amy presented the presentation slides. Open discussion was encouraged throughout the presentation. Following the presentation, MURAL was used to gather input from the group directly on the map. The following is a summary of the open discussion during the presentation (action items are underlined):

- Mayor Nelson asked if there are plans for the West Orange Trail gap
  - Lara responded that the study for the West Orange Trail Phase 4 has been added to the Rock Springs Road Study and will be discussed during this meeting.

- Commissioner Moore requested a copy of the presentation after the meeting.
  - Amy responded that a copy will be provided.

- Commissioner Moore asked if this study process will be similar to the complete streets project for Corrine Drive?
  - Lara responded yes.
  - Nick added the scope for this project mirrored the scope for Corrine Drive but modified to fit the anticipated needs for this project.

- Commissioner Moore stated the Parks and Recreation group has been satisfied with the sidewalk currently provided from Lester Road to Kelly Park Road and asked if this project would involve removing the sidewalk and replacing with a trail?
  - Amy responded it will be considered during the evaluation phase of this study.

- Pam requested to explain the relationship between Sandpiper Street and Welch Road, and why Sandpiper Street was included in this study.
  - Amy provided due to the traffic concerns at Welch Road, we understand that drivers are using Sandpiper Street to Welch Road via Ustler Road to avoid the Welch Road intersection. For this reason, an inclusive analysis of Welch Road includes analysis at Sandpiper Street.

- Emily from Bike/Walk Central Florida offered to support the public involvement outreach by sharing notification via Bike Walk of Central Florida's contact lists and social media platforms.

- Amy asked if any groups or contacts should be included in the mailing list for study outreach.
  - Lara added any recommendations for outreach are welcome.
  - Commissioner Moore responded they have a robust directory with HOA contacts the county would be happy to share with the study team.

- Commissioner Moore asked when the next agency meeting will be held.
  - Amy responded the next meeting is planned for January of 2022, to debrief on the first public meeting. There will be email contact prior to then to update the agency group on upcoming public outreach activities.

- Amy asked if there is any ongoing public outreach related to Welch Road that might create confusion for the public with this study.
  - Brian indicated the County has been working with the City to make signal timing improvements at the intersection, but it has been completed at this point.
  - Pam added the timing has been adjusted and maximized to the best of their abilities. The conclusion is that no further improvement to level of service without a major investment. No further projects are being conducted at this time other than developments.

- Brian indicated they have received email recommendations from the public and have been forwarding and copying to keep the study team in the loop. It is desired that the website be a means for fielding all comments so the agencies can send any inquiries to the website. Public involvement is very important to stay on top of by keeping engaged and actively responding to incoming comments. Outreach to commercial properties will need to include each business within the shopping centers and not just the parcel owner. Expect a lot of engagement as this project is a focal point for many of the residents. The county has had success with the virtual meetings.

- Pam stated she has established relationships with many of the business owners along the corridor, can assist with coordinating with these business owners, and would like to remain involved in coordination regarding this study.

- Mayor Nelson mentioned the new Publix expected to open at the end of June 2021 at Plymouth Sorrento Road and Kelly Park Road that is expected to change the traffic patterns in the area, particularly for vehicles that now

travel to the Publix on the study corridor. Recommend conducting traffic counts in August, when school is in session and the new Publix is open.
  - Pam offered to share the traffic study for the development.

- Commissioner Moore mentioned the state is widening a portion of Welch Road in front of the state park.
  - Nick responded the study team will track down that information.
  - Commissioner Moore added she can provide the contact to help assist with that communication.

- Amy asked the group their thoughts on the spurs to connect to Wekiva Springs Park
  - Pam responded a trail will be added along Kelly Park Road to connect to the West Orange Trail at Rock Springs Road. A trail will also be added along Ponkan Road to connect to the West Orange Trail at the Wolf Lake Schools.
  - Lara asked the general schedule for those trails.
  - Pam responded they will come in with developments and there is no funding scheduled at this time.

- Emily mentioned there are other portions of the West Orange Trail that accommodate for equestrian users. Will this study consider servicing other users or are we focused on a traditional trail for bikes and peds?
  - Lara responded the expectation is a hard trail.
  - Emily requested if right of way is available, to consider providing a dirt path adjacent to the trail to give that room.

The following is a summary of discussions had during the MURAL tool use:

- Orange County has received interest in providing a sidewalk connection from the mobile home community on the north side of Welch Road, west of Rock Springs Road.
  - Pam added the development coming in on the northwest corner is planning to provide a sidewalk along the north side of Welch Road.
  - Brian responded there will still be a need for sidewalk connection to the mobile home community and requested the full length be documented in the study to indicate the need.
  - Lara asked if the development was already purchased, saw sale signs during field visit.
  - Pam responded developers typically place an offer but do not complete the sale until later in the development plan approval process.

- Emily suggested tightening intersection at Rock Springs Road and Kelly Park Road to remove the channelized free flow turn and create a safer environment to support trail users.
  - Pam responded the City is working on a study for Kelly Park Road, of which limits end at Rock Springs Road. She will provide the comment to that study team for consideration.

- Crossing a trail midblock is a concern. Should consider the implications an alternate spur might require.

- Consideration should also be made for providing crossing for residents on west side of Rock Springs Road to the trail. Several crossings are occurring from the mobile home neighborhood on the west to Publix.
  - Brian added a signal warrant analysis might be an option near Tanglewood to provide pedestrians with a safe option.

- Consider a scenic outlook spot for the trail. A good spot could be on Welch Road near the lake.

- Masood asked if considerations for adding LYNX service will be made during this study?
  - Amy responded LYNX is on the list for small group coordination meetings and will be coordinated with to see if any plans are in place to add service in the area.
  - Blanche Hardy added there is a stop on the west side of Welch Road but nothing along Rock Springs Road north of Welch Road. Indicated this would be a great location for bus service.
  - Pam responded the service was taken away due to budget constraints. There is currently on demand service, but no route.
  - Blanche Hardy indicated the inconvenience of the bus stop location, in proximity to the grocery store, could have been a factor in low utilization.

- Emily requested LPI incorporation for signals servicing the trail. Also asked if the ridership on Lynx route is known.
  - Lara responded we can look at the data and find out.

- Lighting south of Welch Road is present but not substantial.
  - Pam responded any lighting recommendations are welcomed.

- Amy asked about plans for Sandpiper Street west of Rock Springs Road and if there is plans to move traffic west.
  - Pam indicated the plan was to support traffic moving to the east and not to promote additional traffic to the west. A realignment was considered beneficial to provide a signal at the intersection.
  - Brian added a realignment would provide a safer, traditional signalized intersection. The expected need for turn lanes and the city owned property provided a convenient scenario to realign the east leg of Sandpiper Street. The goal is not to encourage traffic to the west.

- Brian stated the need to emphasize the trail at all crossings to elevate awareness of the trail. Add crosswalk paint to driveways. Consider green paint between white striping in crosswalk.
  - Emily added signage can be placed at each crossing to alert the driver that this is a trail crossing.

- Blanche stated the property on northeast corner of Sandpiper Street intersection has abandoned utility. Aerial photographs show excavation in parking lot. Note CSCR special attention.

- Amy asked about utility in city property.
  - Pam responded the City has all information related to the utility on the property.

- Emily asked if any development plans are in place for the City property.
  - Pam responded the remaining property outside of the land anticipated for a realignment has been in discussion for restaurant, but not officially determined at this time. The City is also considering land use potential for the Sandpiper Street roadbed after the road is realigned.
  - Emily added considerations should be made for potential additional trail traffic attracted to the intersection due to new development.

- Nick asked if there are any concerns that a realignment may drive school traffic through the residential streets?
  - Brian responded the majority of traffic coming into the high school, as well as the bus traffics, use Vick Road. There is no expectation that traffic will redirect through Sandpiper Street, if realigned.
  - Commissioner Moore added the traffic from the south currently use Martin, which would still provide a more direct route over Sandpiper Street.

- Brian asked how right of way needs will be documented.
  - Amy responded there will not be survey as part of the planning and feasibility phase, but the team will utilize plans and property appraisers to get best detail possible. The estimates will be considered planning level.

- Pam pointed out the transmission poles along Rock Springs Road and specifically the large pole in the northwest corner of the Welch Road intersection. The City has coordinated with Duke about relocation and has cost estimates.

- Pam pointed out the newly constructed sidewalk along Ponkan Road at the Vick Road intersection.

- Pam asked if the study schedule can be accelerated.
  - Nick responded the study schedule has been condensed as best as possible to allow for the public engagement and workshops to occur and provide the level of detail desired as an outcome of the study. We will do our best to accelerate where possible.
  - Pam added the importance of the project to the City, noting Mayor Nelson has claimed this project as most important.

- Emily asked will there be a walking/biking audit with the agency group.
  - Amy responded the study team performed a field visit earlier in the week, however, will look at an opportunity in the scope to hold another visit that could include interested agency group members.
  - Emily added she would like to be included if one is held and has some affiliated groups that could be good to provide input.

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Rock Springs Road Study & West Orange Trail Extension Study

Agency Kickoff Meeting

April 8, 2021





Meeting Agenda

1. Introductions
2. Regional Overview
3. Rock Springs Road Study
4. West Orange Trail Extension Study
5. Schedule
6. Outreach Opportunities
7. MURAL – A Digital Collaboration Tool
8. Open Discussion

Introductions



MetroPlan Orlando

City of Apopka

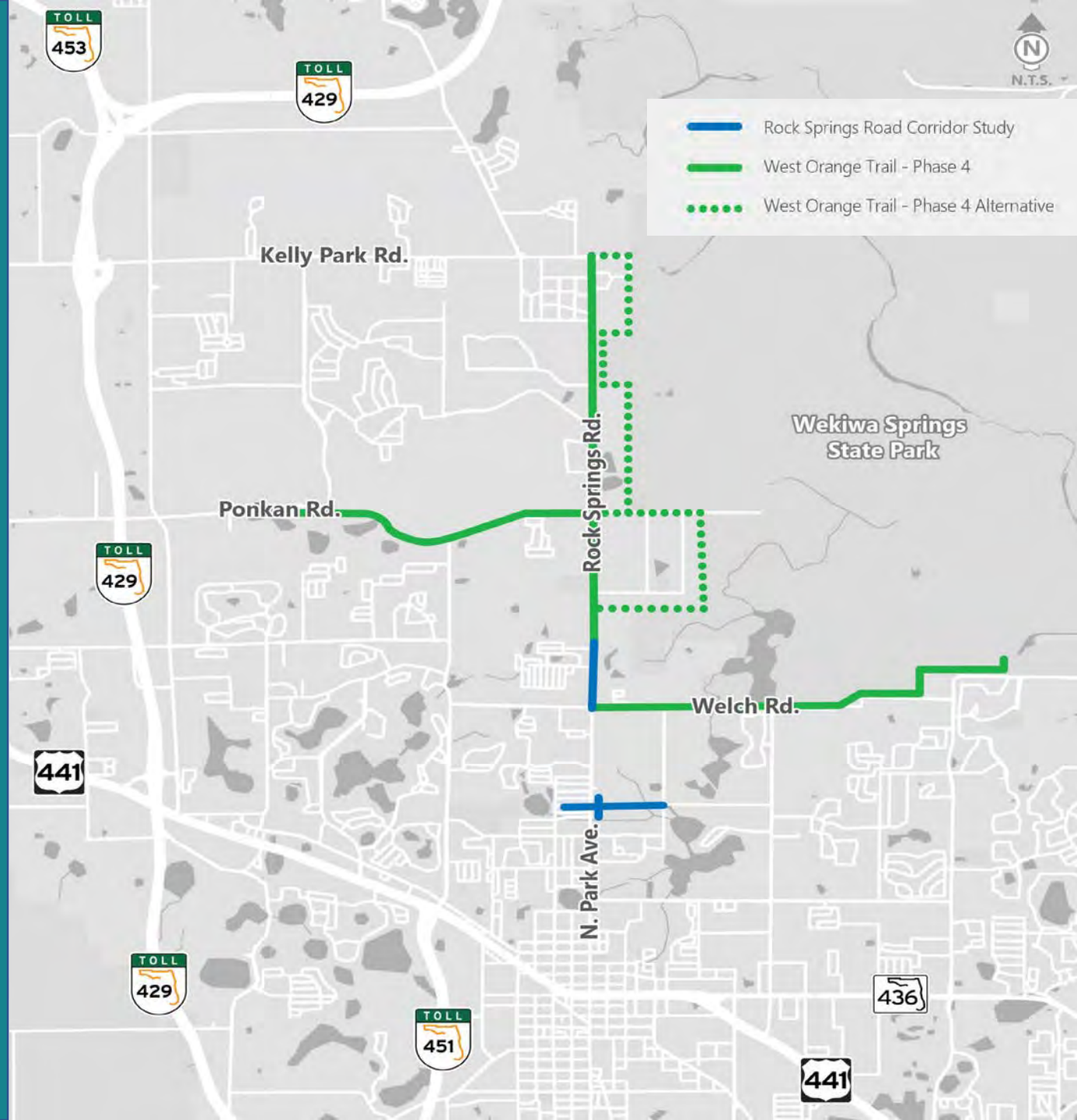
Bike Walk Central Florida

Orange County

VHB

Regional Overview

- Rock Springs Road
  - From Welch Road to Lester Road
  - Sandpiper Road at Park Avenue intersection
- West Orange Trail Extension
  - Rock Springs Road
  - Welch Road
  - Ponkan Road



Rock Springs Road Study

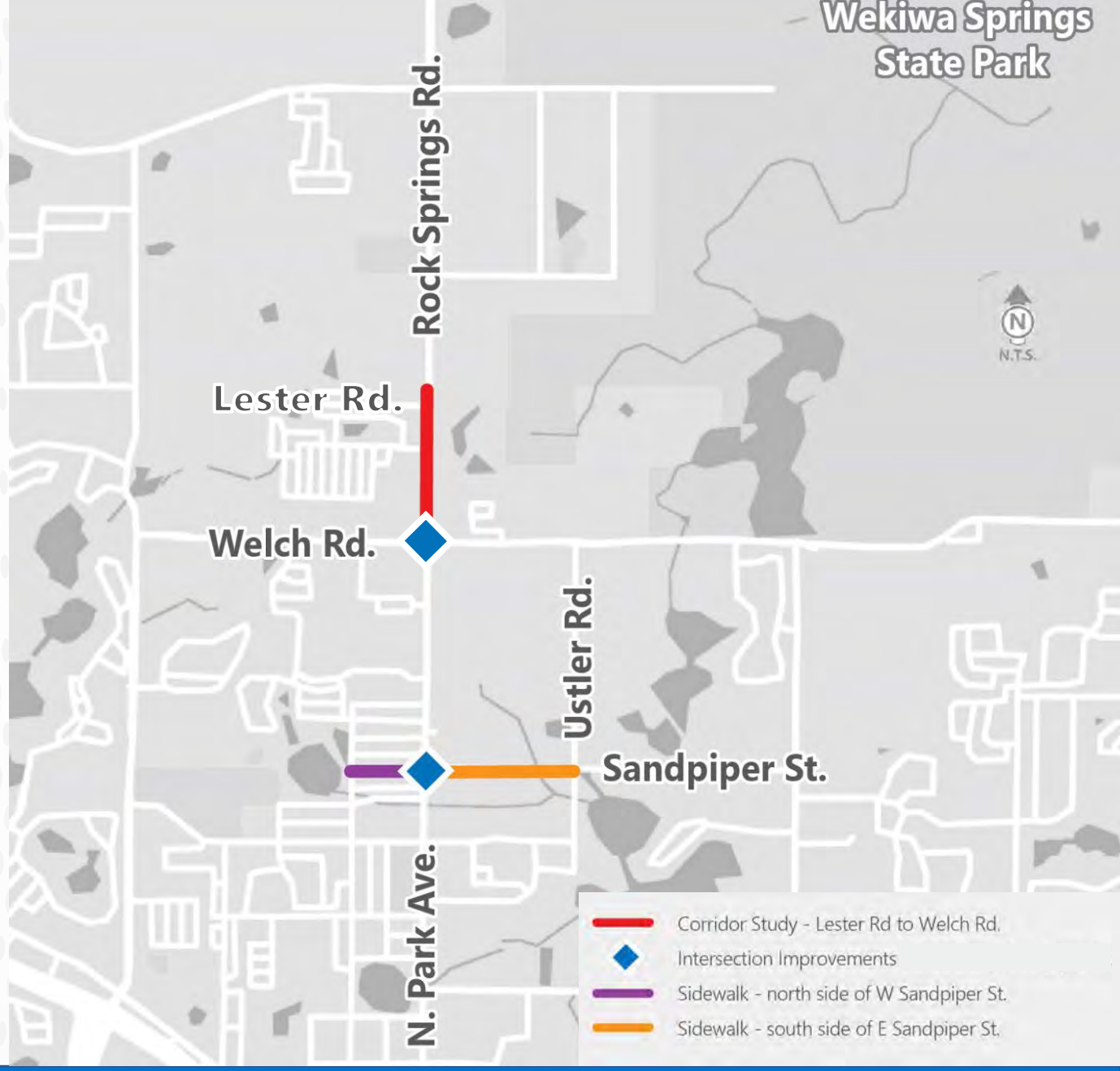
Project Limits

Rock Springs Road

- From Welch Road to Lester Road

Sandpiper Street at Park Avenue

- W Sandpiper Street from Lake Avenue to Park Avenue
- E Sandpiper Street from Park Avenue to Ustler Road



Project Purpose – Rock Springs Road

- Establish a safe and efficient access management plan for the study corridor.
- Determine intersection improvements for Rock Springs Road at Welch Road.

Project Purpose – Sandpiper Street at Park Avenue

- Evaluate signalization and realignment for Park Avenue and Sandpiper Street intersection.
- Add sidewalk along Sandpiper between Lake Avenue and Ustler Road

History/ Previous Studies

- Traffic Impact Study (Rock Springs Road at Welch Road)
  - Completed February 2019
- Traffic Impact Study (Rock Springs Road at Lester Road)
  - Completed February 15, 2019
- Rock Springs Road and Welch Road Intersection Evaluation (Operational Issues)
  - Completed December 19, 2016
- City of Apopka Historical Traffic Counts and YR 2020 COVID-19 Traffic Analysis



Rock Springs Road

- Five lane undivided
  - Two lanes each direction
  - Bidirectional center turn lane
- Multi-use trail along east side
- Sidewalk along west side
- No bicycle lanes
- Overhead utility along west side
- Lighting present



Welch Road Intersection

Intersection

- Signalized
- School crossing
- Lighting on each mast arm
- Trail crossing over east leg

Welch Road – East of Rock Springs Road

- Two lanes with left turn lane and right turn lane
- Sidewalks along both sides and no bicycle lanes
- Overhead utility along both sides
- No lighting

Welch Road – West of Rock Springs Road

- Two lanes with left turn lane and right turn lane
- No sidewalk and no bicycle lanes
- Overhead utility along south side
- No lighting



Sandpiper Street

Intersection

- Offset
- Stop controlled for Sandpiper Street

Park Avenue

- Four lanes and left turn lanes
- Multi-use trail along east side, sidewalk along west side, and no bicycle lanes
- Overhead utility along both sides
- Lighting in southeast corner

Sandpiper Street - East of Park Avenue

- Two lanes and no turning lanes
- Sidewalk along north side and no bicycle lanes
- Overhead utility along both sides

Sandpiper Street - West of Park Avenue

- Two lanes and no turning lanes
- Sidewalk along south side and no bicycle lanes
- Overhead utility along north side



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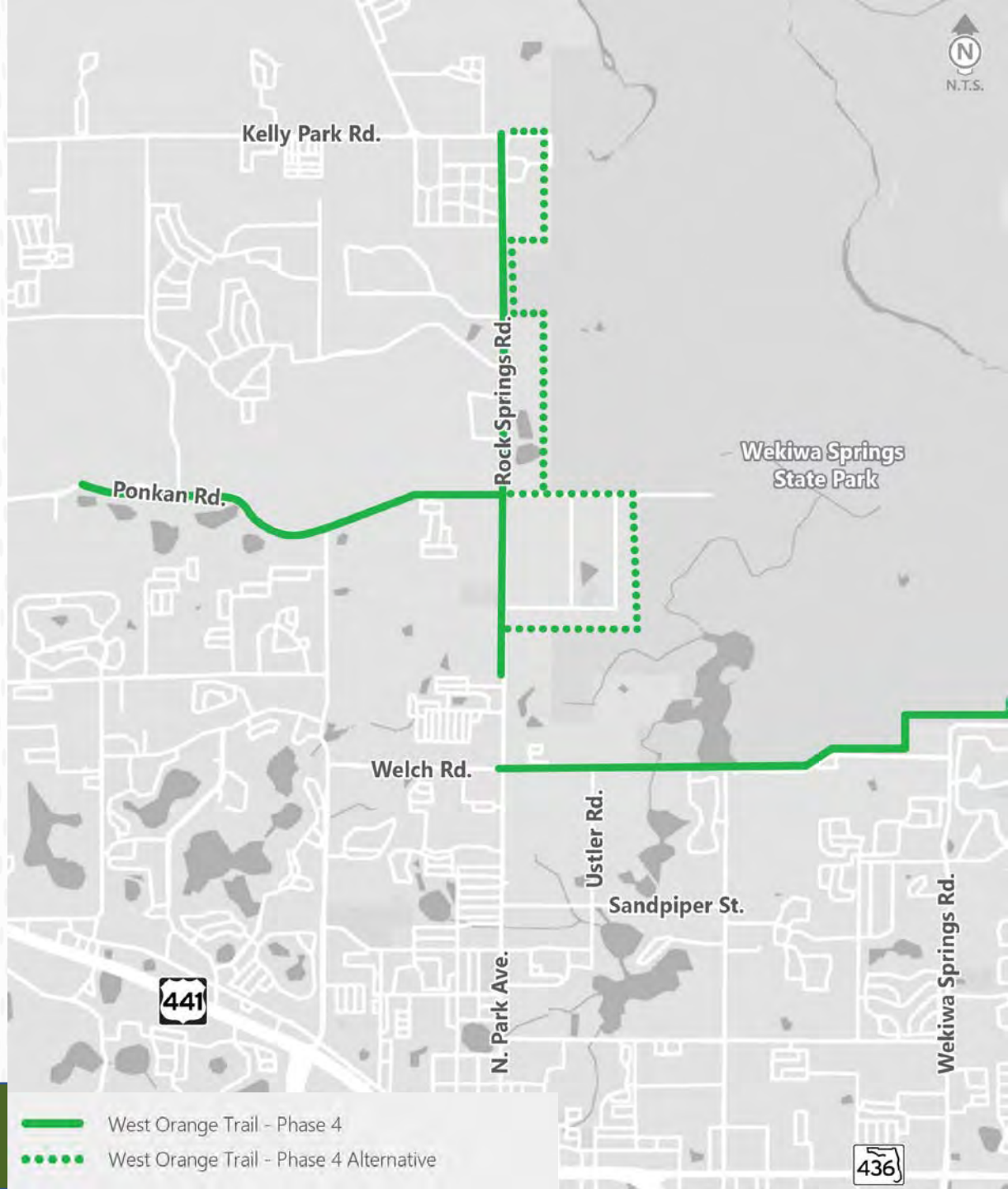
West Orange Trail Extension Study

Project Limits

- Rock Springs Road
  - From Lester Road to Kelly Park Road
- Welch Road
  - From Rock Springs Road to Wekiwa Springs Road
  - Mostly along Wekiwa Springs Road to state park entrance
- Ponkan Road
  - From Rock Springs Road to Wolf Lake Elementary School

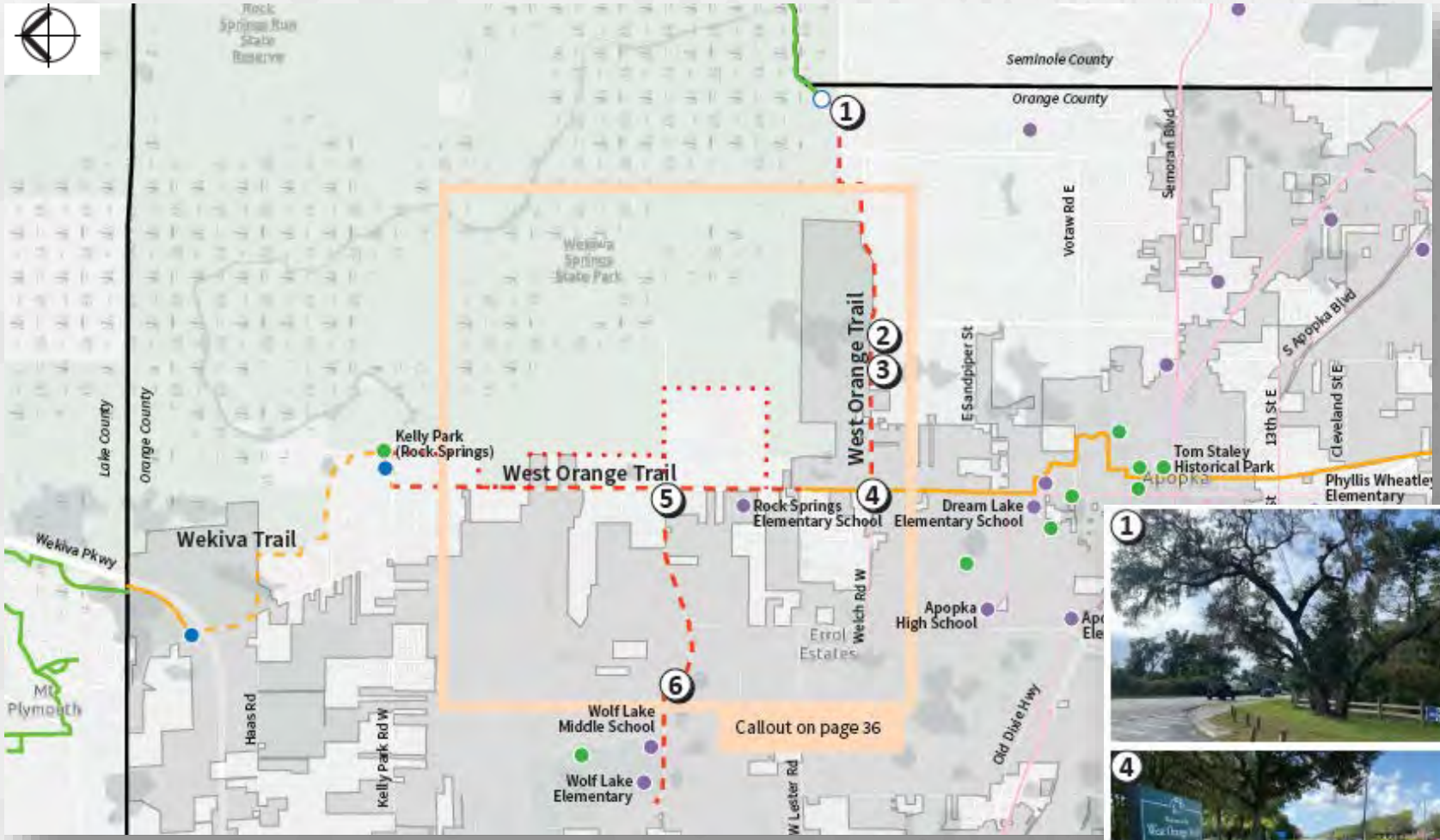


Project Purpose

- Extend West Orange Trail from existing northern end at Lester Road to proposed Wekiva Trail at Kelly Park Road
- Provide connection to Wekiva River Blueway Trail
- Provide connection to Wolf Lake Elementary and Middle schools and Apopka City-Athletic Complex

Orange County Trails Master Plan

West Orange Trail Extension Study



Legend

- West Orange Trail - Phase 4
- Existing Orange County Trail
- Proposed Orange County Trail
- Potential East Orange Trail Alignment
- Existing Trails (not maintained by Orange County)
- LYNX Transit Routes
- Schools
- Parks
- Existing Trailhead
- Potential Trailhead



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Existing Conditions

West Orange Trail Extension Study

Rock Springs Road

- Five lanes including bidirectional center turn lane
  - From Lester Road to Ponkan Road
  - From Earls Lane to Kelly Park Road
- Four lanes with raised median
  - from Ponkan Road to Earls Lane
- Sidewalks along both sides for entire corridor
- Bicycle lanes from Ponkan Road to Kelly Park Road
- Majority of overhead utility on west side
- Lighting present





Existing Conditions

West Orange Trail Extension Study

Welch Road

- Three lanes including bidirectional center turn lane
  - From Rock Springs Road to Parkglen Circle
- Two lanes undivided
  - From Parkglen Circle to Wekiwa Springs Road
- Sidewalks
  - Along north side from Rock Springs Road to Cedar Glen Drive
  - Along south side from Wellsprings driveway to Wekiwa Springs Road
- No bicycle lanes
- Overhead utility on both sides
- No lighting





Existing Conditions

West Orange Trail Extension Study

Ponkan Road

- Two lanes undivided
  - From Rock Springs Road to Wolf Lake Elementary
- Sidewalks
  - Along south side from Rock Springs Road to Vick Road
  - Along north side along Hillside at Wekiva Subdivision
  - Along north side from Vick Road to Wolf Lake Elementary School (crosswalk at Vick Road signal)
- No bicycle lanes
- Majority of overhead utility on south side
- No lighting









Rock Springs Road Study and West Orange Trail Extension Study

Study Schedule



Existing and Future Conditions Assessment

March 2021 - September 2021

Agency Kickoff Meeting– This meeting



Define and Select Alternatives

September 2021 – September 2022

Public Workshop #1 – Anticipate Jan 2022

Agency Presentation #2 – Anticipate Jan 2022

Public Workshop #2 – Anticipate Sep 2022



Recommended Improvements Refinement and Documentation

September 2022 – December 2022

Agency Presentation #3 – Anticipate Dec 2022

Outreach Opportunities

Rock Springs Road Study

West Orange Trail Extension Study

- Three presentations
  - One kickoff
  - Debriefs after each public meeting

Agency Presentations



- Public Meeting #1 – Alternatives Meeting – Jan 2022
- Public Meeting #2 – Recommended Improvement – Sep 2022

Public Meetings



- Three Editions
  - One for each public meeting
  - One after final City of Apopka City Council Briefing

Project Newsletters



- Up to 15 meetings throughout the study process
- To engage local and state agencies, and stakeholders

Coordination Meetings



- Up to 10 Meetings throughout the study process
- To engage homeowners, business owners, citizen organizations or committees

Small Group Meetings



- Interactive website
- Social media outreach
- Email blasts
- Surveys

Virtual Outreach





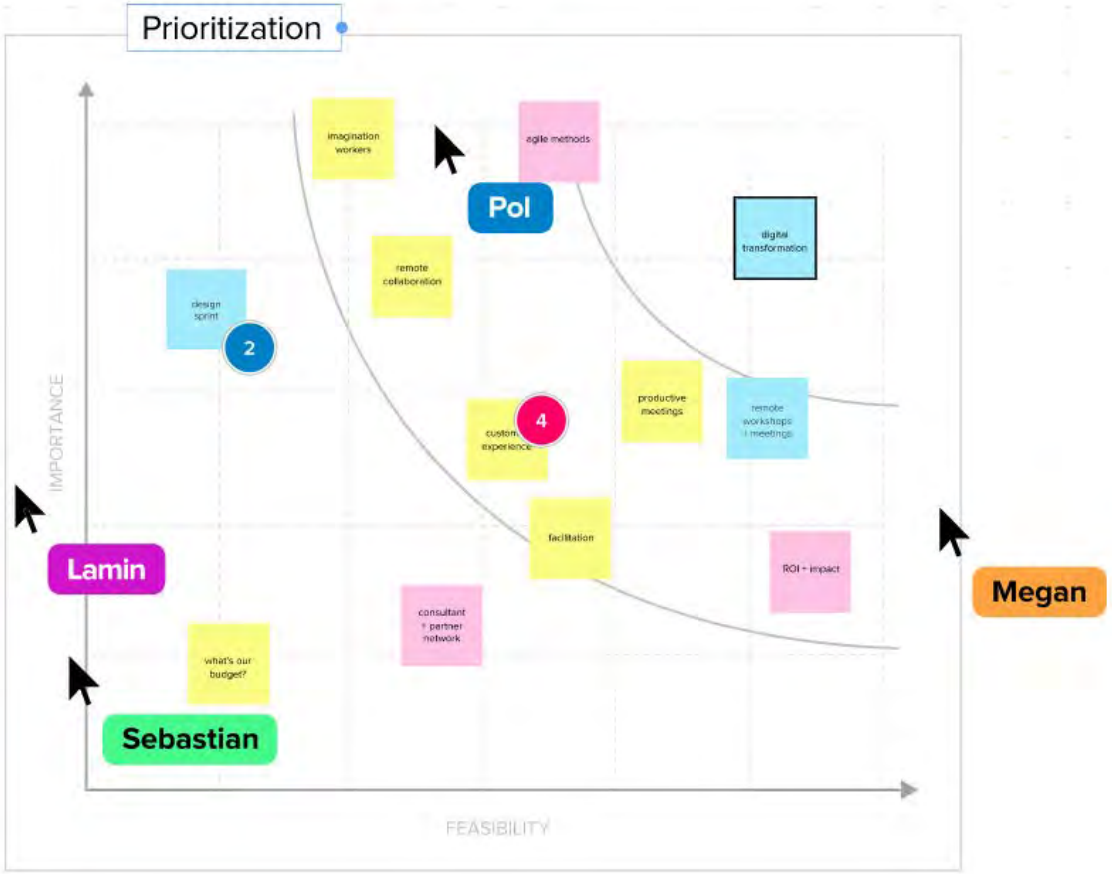


MURAL – Digital Collaboration Tool

What is MURAL

- MURAL is a digital workspace for visual collaboration.
- We will utilize this application to overlay comments, shapes, sticky notes, etc. over an aerial of the study area to identify issues and opportunities known along the corridor.
- All user will have the ability to add input and it will be updated live for everyone to see.
- We will use this input to guide the projects moving forward.

Mural Example



How to Use MURAL



1. Click the link below
2. Type full name in prompt. This will help us track the comments.
3. Add a sticky note by double clicking on the page
4. Add comment by right clicking the area you would like to comment on and select add comment.
5. Other drawing/commenting tools are located on the left side tool bar.

https://app.mural.co/t/metroplanexample0345/m/metroplanexample0345/1617713019128/0bea800692ac536ae6efa486550515a8a32cee88

*If you are having trouble access with Internet Explorer, please try another browser

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Meeting Notes

Place: Microsoft Teams Meeting

Date: November 9, 2021 Notes Taken by: Nikki Melendez

Project #: 63383.13 Re: Agency Coordination #2 Meeting: Rock Springs Road Corridor Study and West Orange Trail Extension Study

ATTENDEES

Lara Bouck, MetroPlan Orlando	Taylor Laurent, MetroPlan Orlando	Mayor Bryan Nelson, City of Apopka
Pamela Richmond, City of Apopka Planning and Zoning	Bobby Howell, City of Apopka Planning and Zoning	Gregg Walker, FDEP Bureau of Natural Resources
Robert Brooks, Wekiwa River Basin State Park	Steven Cutshaw, Chief Office of Park Planning (Tallahassee)	Regina Ramos, Orange County Parks and Recreation
Robert Yero, FDEP Florida State Parks	Cedric Moffett, Orange County Parks and Recreation	Barbara Giles, Bike/Walk Central Florida
Masood Mirza, Orange County Traffic Engineering	Blanche Hardy, Orange County Transportation Planning	Brian Sanders, Orange County Transportation Planning
Myles O'Keefe, LYNX	Jeff Reine, LYNX	Amy Sirmans, VHB
Nikki Melendez, VHB	Amanda Johnson, VHB	Kevin Freeman, VHB

Lara began the meeting by welcoming everyone. She introduced herself as the project manager and conducted introductions of the study team group. Once everyone had a chance to introduce themselves, Amy presented the presentation slides. Open discussion was encouraged throughout the presentation. The following is a summary of the open discussion during the presentation:

The following is a summary of discussions had during the traffic analysis segment the presentation:

- Masood Mirza asked what the limits of the Rock Springs Road study are.
  - Amy responded the project limits are from Welch Road to Lester Road and includes intersection improvements at Sandpiper Street and Park Avenue.

The following is a summary of discussions had during the Rock Springs Road Working Concepts segment of the presentation:

- Masood asked if any changes are anticipated to the access points for the Publix Shopping Center. Especially at the new proposed signal where you are providing a north bound right turn lane.
  - Amy responded the study team would like to keep the existing south entrance into the Publix Shopping Center and signalize the north entrance. Along Welch Road no changes to the driveways are proposed but recommends constructing a traffic separator to prevent left turns in and out of those driveways. The study team is in constant coordination with the City on planned developments to be sure the most up to date information on proposed driveways is included.

- Brian Sanders asked if there is a target speed where mid-block crossings will be located.
  - Amy and Kevin responded there are no plans to lower the speed limit at this time. Designs were made based off the current speed limit.

- Brian expressed concern over vehicles effectively yielding to RRFB vs. a pedestrian signal.
  - Kevin stated the state manual was used to decide which enhancement are appropriate and it appeared that RRFB would be the best option, but the study team is open to suggestions from the group. If the feeling is a PHB would be better, the study team can look at incorporating it into the design.

- Brian suggested looking at how the curb ramp at the north crosswalk impacts the trail and added we may want to consider reducing the number of mid-block crossings being proposed. The northern crosswalk may not be needed.
  - Kevin commented the study team will have to continue refining the alternatives. These concepts are still in the working phase to get input from the group before finalizing.

- Brian asked what is the distance between the two mid-block crossings?
  - Amy answered 400 feet.
  - Brian commented that is relatively close.
  - Kevin responded the reasoning behind the locations for the mid-block crossings is based on crash history in the area. Both locations had the highest number of crashes, which might be due to developments in the area trying to get to the trail. The study team looked at trying to add a mid-block crossing further north, but we didn't want to impede into access along the corridor and the northbound turn lane at Lester Road.
  - Brian stated he is not sure if motorists will have the patience for two mid-block crossings and the proposed additional signal at the Publix Shopping Center.

- Pam Richmond asked if the study team observed people crossing the street. She added a crosswalk can put anywhere, but if people do not cross there it would be a waste.
  - Kevin responded the study team did observe people during the field review crossing in that area and used the crash data to verify.
  - Pam added she thinks the mid-block crossing further north doesn't seem to be a location that people cross the street. People are crossing from west development to go south towards the Publix.
  - Brian agreed.
  - Pam stated if she had to pick one mid-block crossing it would be the southern one.
  - Mayor Bryan Nelson agreed and does not think the northern mid-block crossing is needed. He suggested it can be revisited later if the location is still an issue.

- Brian asked if the alternatives include a traffic separator in front of the Dollar General. That northbound left turn is a problematic movement that is not yet addressed in the alternatives.
  - Pam asked what if the entrance to that property is moved to the north side of the property?
  - Brian mentions there is a gravity wall there so it might be an issue and it would still impede the southbound left turn lane at the signal. There would be a grade issue that needs to be resolved.

  - Pam asked what about the property south of the Dollar General? She proposed a cross access once that parcel is developed.
  - Kevin responded the study team can look at extending the traffic separator a little further to the north to reduce access. Vehicles would then have to U-turn.
    - Pam asked if right turns would be restricted in and out of the Dollar General. If so, she doesn't think people will like that and we would need to look at a better solution.

- Brian asked if directional ramps can be added to all crosswalks.
  - Kevin stated the study team is working on making that change.

- Pam commented there is a need to include separate right and left turn lanes out of the Bubbalou's driveway for any Rock Springs Road alternatives.

- Masood asked is there a possibility of connecting the new development in the northwest parcel at Welch Road to the proposed signal at the Publix.
  - Brian responded the County can encourage cross connection as developers come in. In current conditions, the new development to the south will have to use the AT&T store access to make left turns. A new development north of the AT&T store would have to be open to cross connection and carrying the left turn movements for those properties south.
  - Masood asked if the study team considered U-turn volume based on these restrictions.
  - Kevin responded the restrictions have been taken into account. The study team does not have the traffic counts at the AT&T store, but we applied a trip generation count to have a sufficient understanding of those new movements.

- Pam asked if the study team considered moving the 7-Eleven entrance on Rock Springs Road further north. A turn lane might not be needed and can save on right of way needs.
  - Amy responded this would require redoing a lot of Publix parking configuration.
  - Mayor Nelson suggested purchasing the 7-Eleven and pushing the entrance further north. This would give more area for a turn lane from Welch Road onto Rock Springs Road and more space for the West Orange Trail. Remaining property could be sold to Publix and eliminate the driveways at the 7-Eleven.
  - Pam mentioned getting 12' of right of way in the northwest corner of the intersection where a Race Trac will be built. It would be more reasonable to take any additional needs from 7-Eleven.
  - Mayor Nelson responded we could shift the Publix entrance south of McDonalds and give them a signalized crossing at the AT&T store.
  - Pam agreed and added there will be a traffic separator here to prevent people from turning left. We could move their entrance to the north side of AT&T and make an entrance at Bubbalou's to make a right turn lane in and out.

- Brian mentioned typically the southbound right turn movement is low at the Welch Road intersection and asked if a dedicated right turn lane was necessary.
  - Kevin stated the study team can look at removing the southbound right turn lane.

- Gregg Walker asked if the study is at the point to consider stormwater and ponds? This will be out falling to Outstanding Florida Water (OFW).
    - Kevin responded the study is not at that phase yet but will be looking at that in the next steps.

- Kevin asked if there are any planned developments in the property across from the Publix at the proposed new signal.
    - Bobby Howell confirmed the City has not received any proposals for the parcel north of the AT&T store, across from the proposed signal. Advocated for the dedicated northbound right turn lane into Publix (present in Alternative 1) and noted that currently cars make the northbound right turn from Welch Road and swing into the left lane immediately to avoid the queue for those turning into Publix.
    - Bobby asked if there is a dedicated northbound right turn lane from Rock Springs Road to Welch Road.
    - Kevin responded yes there are plans for a dedicated lane in Alternative 1.
    - Bobby indicated there are stacking issues in that area that extend past the bank.

- Pam asked if the study team looked at how the proposed improvements at Sandpiper Road will relieve the Welch Road intersection.
    - Kevin responded the model is limited for detailed intersection improvements and intersection control changes.
    - Pam stated it will have more impact than you think.
    - Kevin responded the study team agrees the improvement will be an advantage.

- Masood requested the study team make sure the queue lengths are justifiable, preferably in the 95th percentile.

The following is a summary of discussions had during the West Orange Trail Working Concepts segment of the presentation:

- Mayor Nelson mentioned he discussed the West Orange Trail with Lake County and they are ready to complete the trail to the County line. It is budgeted and they are strongly encouraging the connection to Orange County.

- Brian asked why the concept shows the proposed trail adjacent to the existing sidewalk.
    - Kevin agreed the trail will need to be collocated. In places within the state park property, coordination and agreements will need to be made for areas of recreational easement versus small portions deemed part of the roadway right of way.

- Brian commented on the proposed spur running through the private park area north of Bubbalou's to Rock Springs Road and mentioned there have been some issues mixing private property with the trail. Owners of private property parks are typically concerned the park will have overuse due to the trail and the costs associated are the responsibility of the private owner.
    - Amy asked if the study team should take that option off the table.
    - Cedric Moffett responded yes that option should be removed.

- Brian asked if a portion of the proposed West Orange Trail was within the gas line corridor and suggested there could be challenges with that.

- Cedric mentioned his team sent Jasmine Blais (MetroPlan Orlando) some routes and estimates from the engineering department for building out the entire trail. Following a field visit, the parks department would prefer to stick with the route that was noted in the prior park agreement for the Welch Road corridor. There is a preferred route included for Ponkan Road and Rock Springs Road. The information provided also includes potential challenges for constructing the trail.

- Gregg noted that park staff will have to move fences and clear a fire break when options within the park are considered. A fire break, 12' or more feet wide, and other manipulations would be needed. Preserving habitat is important to the park.
  - Cedric added the entire route on Rock Springs Road is difficult from a right of way standpoint. Hopefully utilizing the state park will work out.

- Cedric stated he and his team looked at the Lester Road to Vick Road alternate routing but was considering the east side of Vick Road instead. The grade on the east is significant, however there may be an opportunity to work with the development east of Vick Road to possibly have them build portions of the trail.

- Robert Brooks asked to see the tie into the park entrance.
  - Gregg asked if the design and construction to rework this entrance (currently underway by Orange and Seminole County) was considered.
  - Amy responded from what the study team understand the improvements are mostly east side of the entrance. The study team has not received the plans yet.
  - Kevin added the study team understand it will be the right turn lane going into the park.
  - Robert responded the right turn lane is being extended, but there will also be changes to the wooden post one the west side of the entrance. Both sides of the entrance will be reworked, but the majority of changes will be east.

- Brian asked if the trail shown along Wekiwa Springs Road is at the edge of the road.
  - Kevin responded it seems to be an issue with the KMZ. There is a 5-foot separator from the roadway.

- Brian suggested is going through the intersection at Welch Road and Wekiwa Springs Road to look at going around the back side of the pole near the Circle K. He noted there is a challenge for trucks to get through there and any chance the trail would go off road would be a much better experience for the trail users.

- Brian commented there is a nice area along Welch Road near Thompson Road where the possibility to widen the trail to include a scenic overview should be considered.
  - Robert stated the lake in that area rises up to the road after hurricanes and high rain events. There would be a need for some stabilization in that area and a slightly elevated path to keep out of rising waters.
  - Brian suggested a boardwalk in that area would help keep the trail from impacting the floodplain.

- Robert agreed it is a nice spot, but noted it is a trouble area for cars that do not make the turn.

The following is a summary of discussions had while wrapping up the presentation:

- Lara stated Brian will be handling the debriefing with Commissioner Moore.
  - The study team will reach out to Brian to see how we can support him with that debrief.
- The study team will send a photo of outdoor signs and a map of posting locations to Pam and Brian prior to posting them in the area.

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Rock Springs Road Study & West Orange Trail Extension Study

Agency Coordination Meeting #2

November 9, 2021





Meeting Agenda

1. Review of Survey Responses
2. Traffic Analysis Results
3. Rock Springs Road Working Concepts
4. West Orange Trail Working Concepts
5. Next Steps
6. Closing

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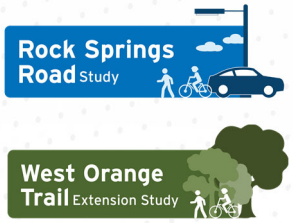
Review of Survey Responses

Review of Survey Responses



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- 261 Rock Springs Road Respondents
- 366 Full Survey Respondents
- 627 Total Respondents (All Respondents)

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- Work or own a business in the area (79)

Rock Springs Road Top Challenges
(All Respondents)

Top Challenges within the Rock Springs Road Study Area

- Traffic Congestion (366)
- Turning on or off the street in a car (303)
- Cars speeding (302)
- Crossing street on foot/bike (269)
- Place to safely ride a bike (197)
- Traffic crashes (169)
- Lighting (121)
- Gaps in sidewalk (91)
- Parking issues (21)

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- Quality and accessibility of bus stops (20)

Rock Springs Road Suggested Improvements (All Respondents)



Suggested Improvements to Rock Springs Road (Ranked by Popularity)

1. New/better crosswalks and mid-block crossings
2. Extending the West Orange Trail
3. More reliable travel times
4. Street lighting
5. New/better sidewalks
6. Landscaping for beautification

Sandpiper Street Top Challenges
(All Respondents)

Top Challenges on Sandpiper Street

- Turning on or off the street in a car (342)
- Cars speeding (311)
- Traffic congestion (262)
- Place to safely ride a bike (234)
- Crossing street on foot/bike (232)
- Lighting (192)
- Gaps in sidewalk (133)
- Traffic crashes (99)
- Quality and accessibility of bus stops (28)
- Parking issues (25)

Sandpiper Street Suggested Improvements (All Respondents)

Rock Springs Road Study

Suggested Improvements to Sandpiper St (Ranked by Popularity)

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West Orange Trail Top Challenges
(Full Survey Respondents)

West Orange Trail Extension Study

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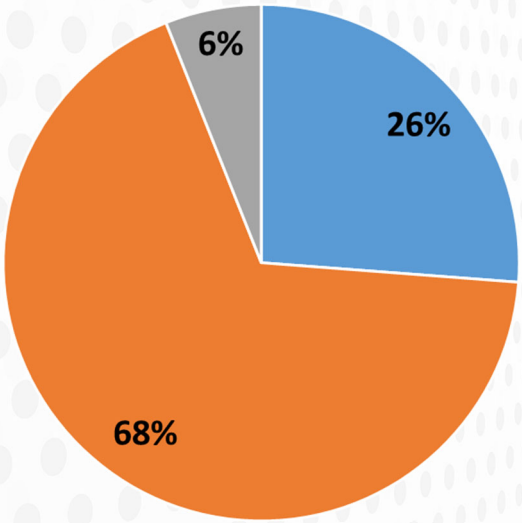
4. Landscaping for shade
5. Better trail signage
6. Landscaping for beautification
7. Maintaining consistent trail width

Review of Survey Responses (Full Survey Respondents)

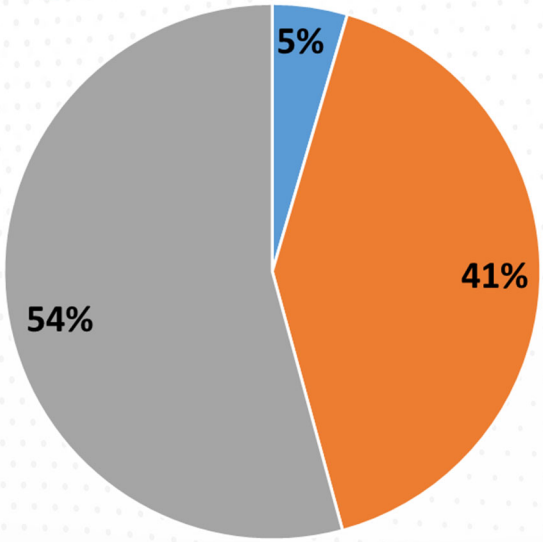
West Orange Trail Extension Study

West Orange Trail Location and Design

- Have the trail cross the road so that a wider trail can be constructed.
- Maintain the trail on one side of the road, even if the trail needs to be narrower.
- Other



- Next to the road – easily accessible to neighborhoods, business, and local amenities.
- Away from the road – in a more natural setting having less access points but more scenic.
- A mixture of both.



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Review of Survey Responses (All Respondents)



Other Comments

- Project timeline concerns
- Traffic congestion concerns
- Concerns for bike/ped safety as well as vehicle safety within the study area
- Accessibility along the West Orange Trail
- Access management along Rock Springs Rd
- Some respondents do not feel the project is necessary at this time

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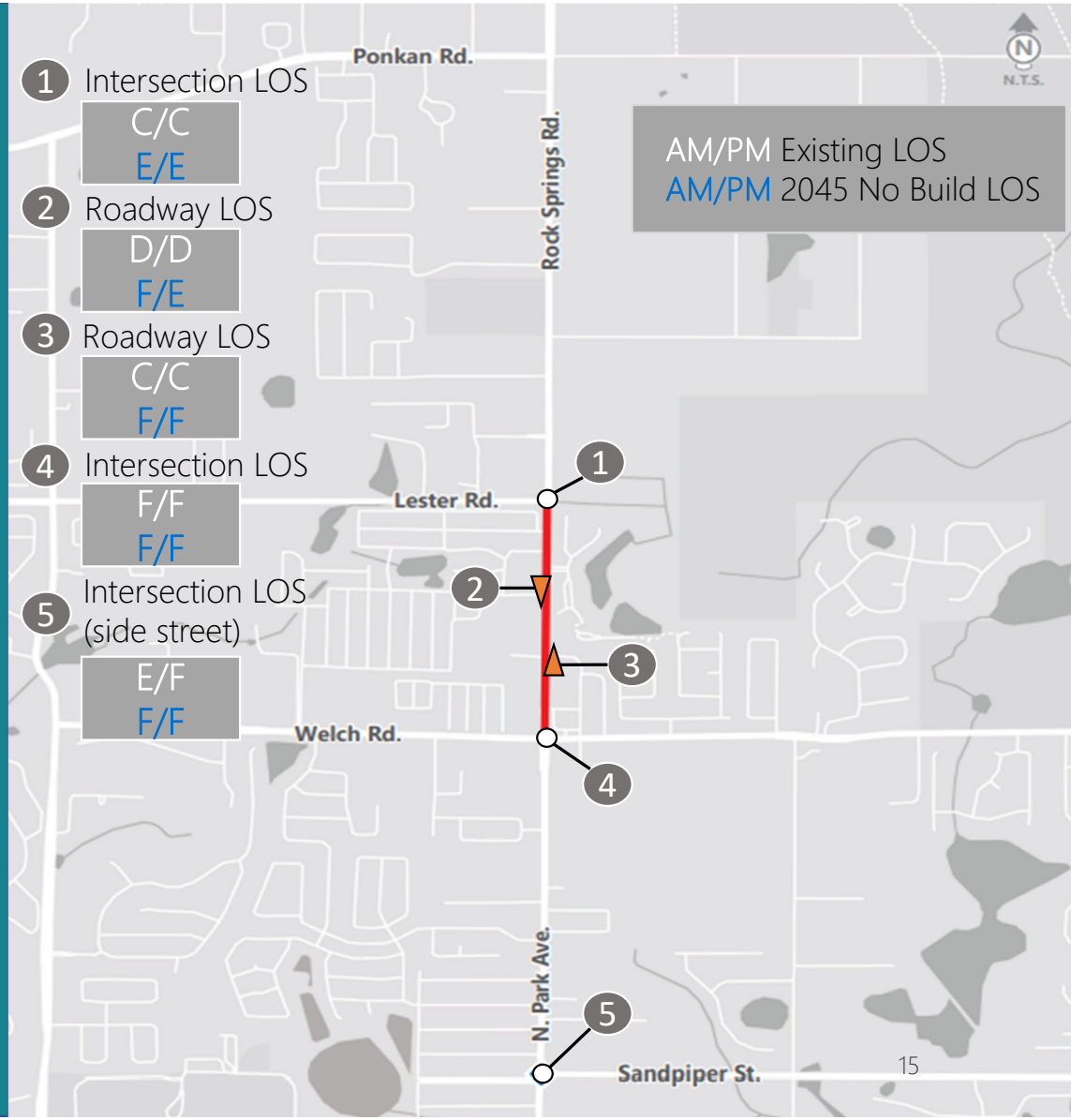
Traffic Analysis Results

Traffic Analysis Results

Operations

- Existing vs Future 2045 No Build
- Target Level of Service (LOS) E



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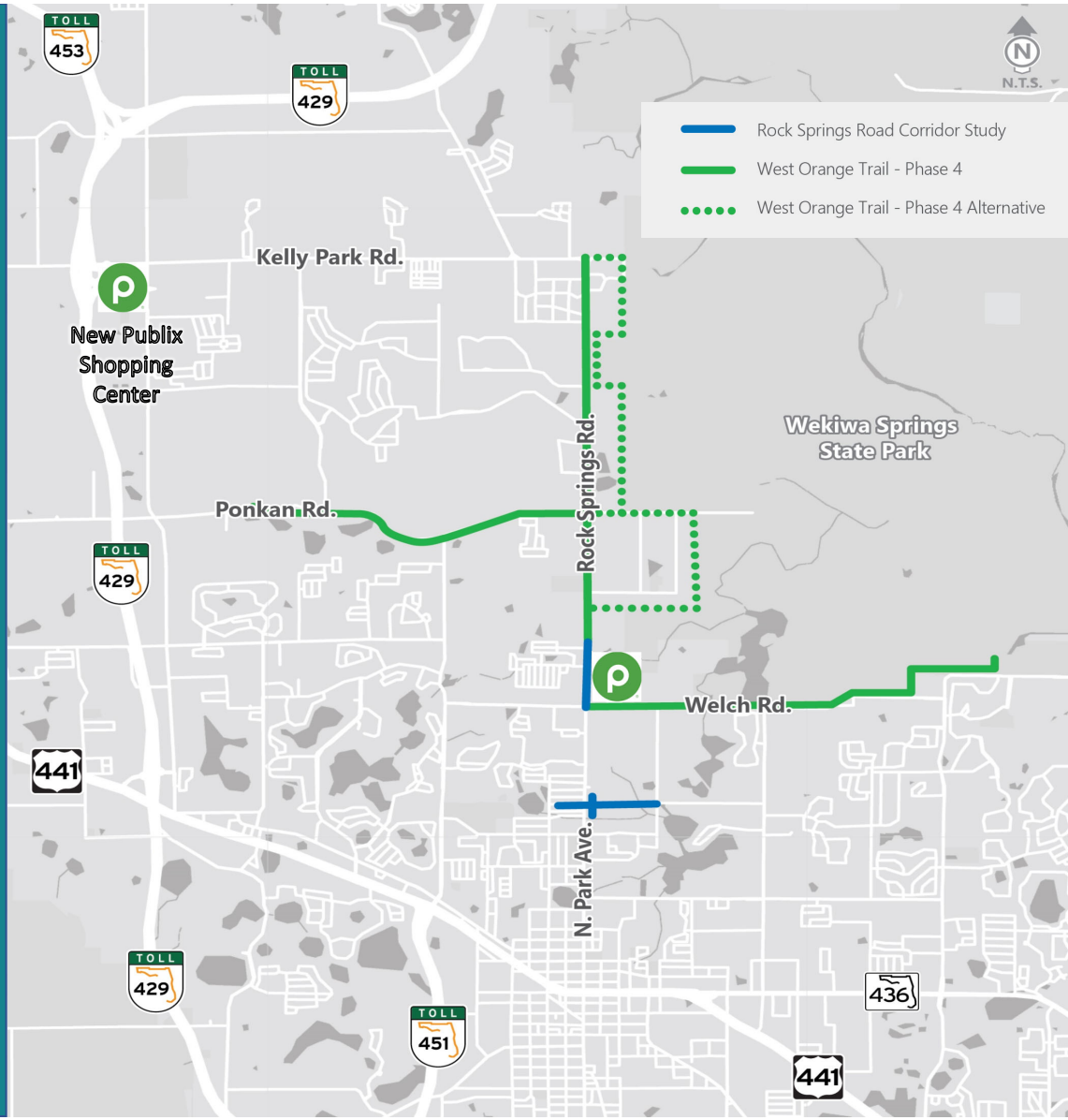
Additional Traffic Analysis

- Following opening of new Publix Shopping Center
- Publix traffic in October 2021 similar to March 2021
- New Publix does not appear to change overall traffic patterns in study area
- Additional analysis will be considered using Street Light data once available



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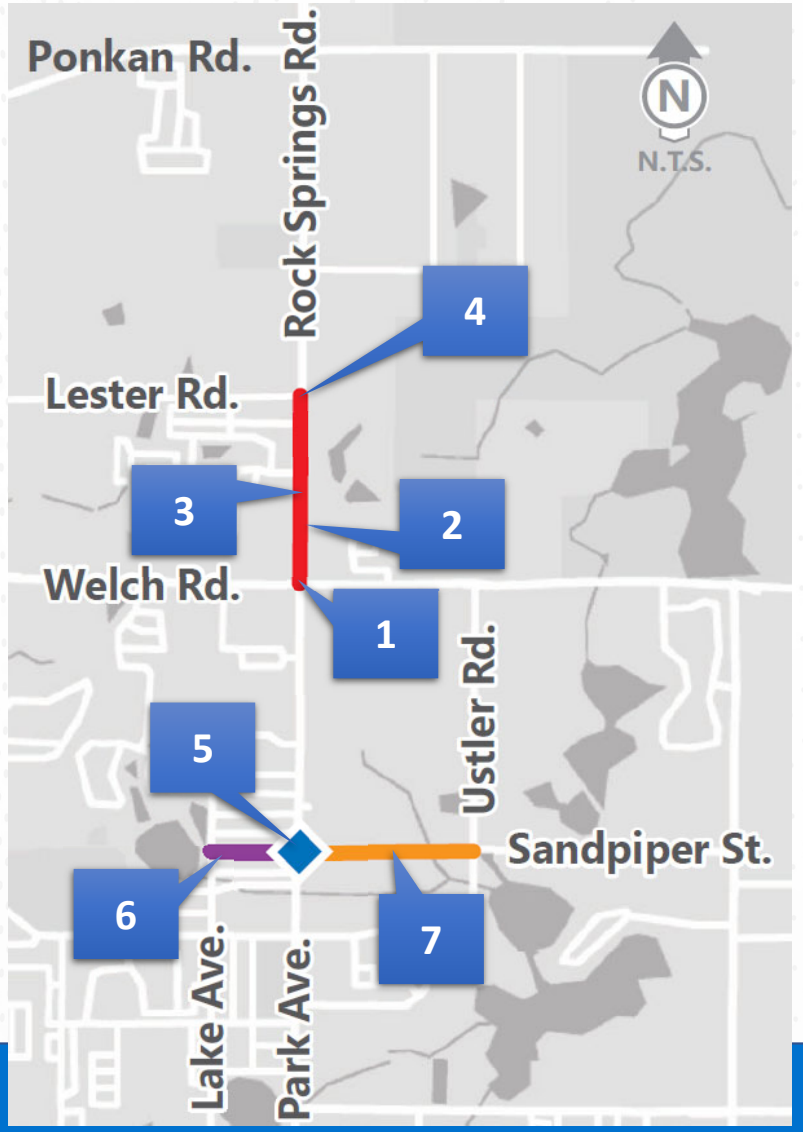
Rock Springs Road Working Concepts

Overview of Improvements

1. Intersection improvements to Welch Road at Rock Springs Road (two alternatives)
   - Alternative 1: Provides improvements needed to operate sufficiently in YR 2045
   - Alternative 2: Provides most improvements while keeping R/W needs to a minimum
2. New signal at Publix North entrance
3. New mid-block crossings just north and south of Tanglewood Drive
4. Minor intersection improvements to Lester Road at Rock Springs Road (turn lane extensions)
5. Sandpiper Street realignment and new signal at Park Avenue intersection
6. New sidewalk along north side of Sandpiper Street to Lake Avenue
7. New sidewalk along south side of Sandpiper Street to Ustler Road



Welch Road Intersection (Alternative 1)

Description of improvements

1. Dual southbound left turn lanes
   - Includes traffic separator to restrict left turns in and out of Publix South entrance
2. Dedicated right turn lane in both northbound and southbound direction
3. New traffic separator at start of northbound left turn lane
4. Provide two thru lanes for both eastbound and westbound on Welch Road
5. Dual westbound right turn lanes (not shared with thru lane)
6. New traffic separator at start of westbound left turn lane
7. Access enhancements:
   - Dedicated right turn lane for Publix South entrance
   - Dedicated right turn lane for Rock Springs Plaza Walgreens
   - Dedicated right turn lane for Rock Springs Plaza South

Potential Impacts

- Right of way needed
- 4 Transmission Poles impacted



Welch Road Intersection (Alternative 2)

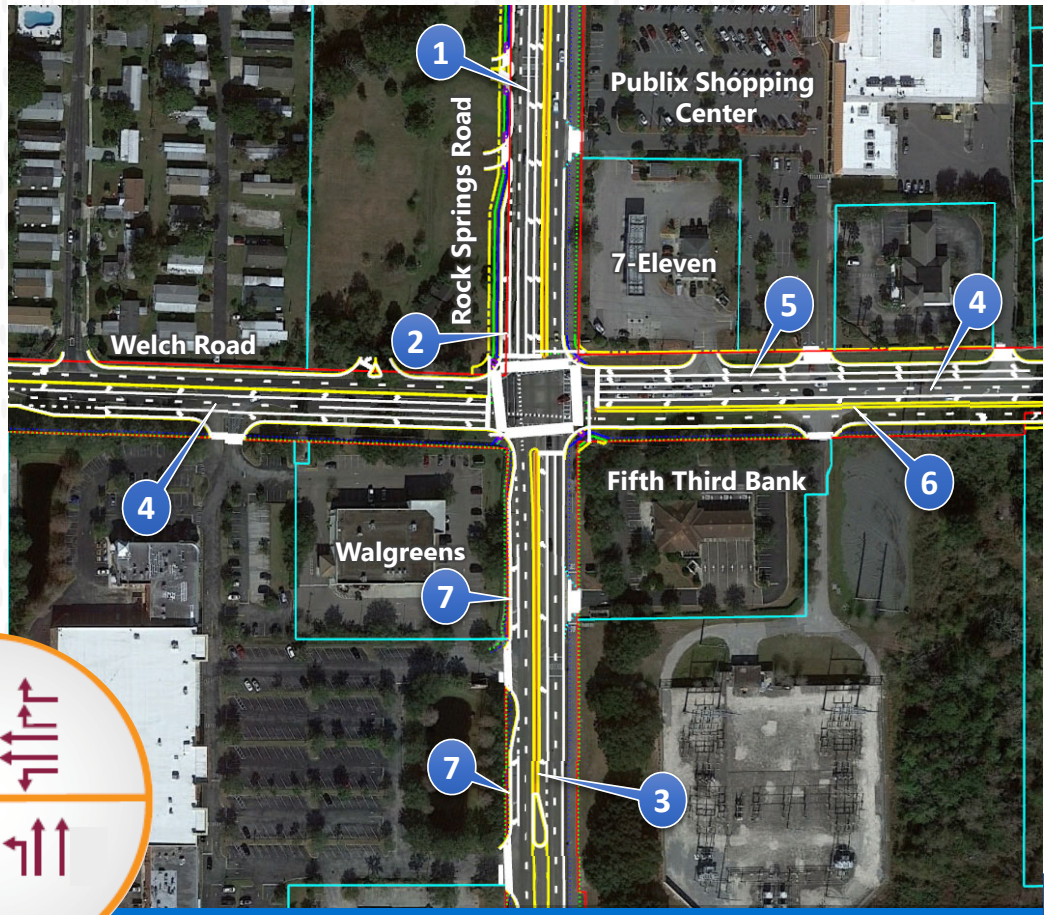
Rock Springs Road Study

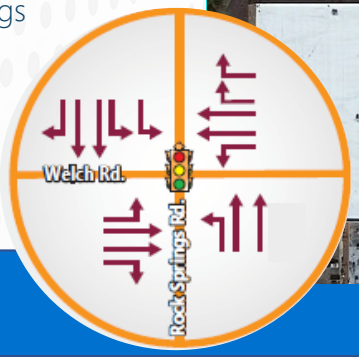
Description of improvements

1. Dual southbound left turn lanes
   - Includes traffic separator to restrict left turns in and out of Publix South entrance
2. Dedicated southbound right turn lane
3. New traffic separator at start of northbound left turn lane
4. Provide two thru lanes for both eastbound and westbound on Welch Road
5. Dual westbound right turn lanes (not shared with thru lane)
6. New traffic separator at start of westbound left turn lane
7. Access enhancements:
   - Dedicated right turn lane for Rock Springs Plaza Walgreens
   - Dedicated right turn lane for Rock Springs Plaza South

Potential Impacts

- Right of way needed (less than Alternative 1)
- 4 Transmission Poles impacted





Signal at Publix North Entrance (Alternative 1)

Rock Springs Road Study

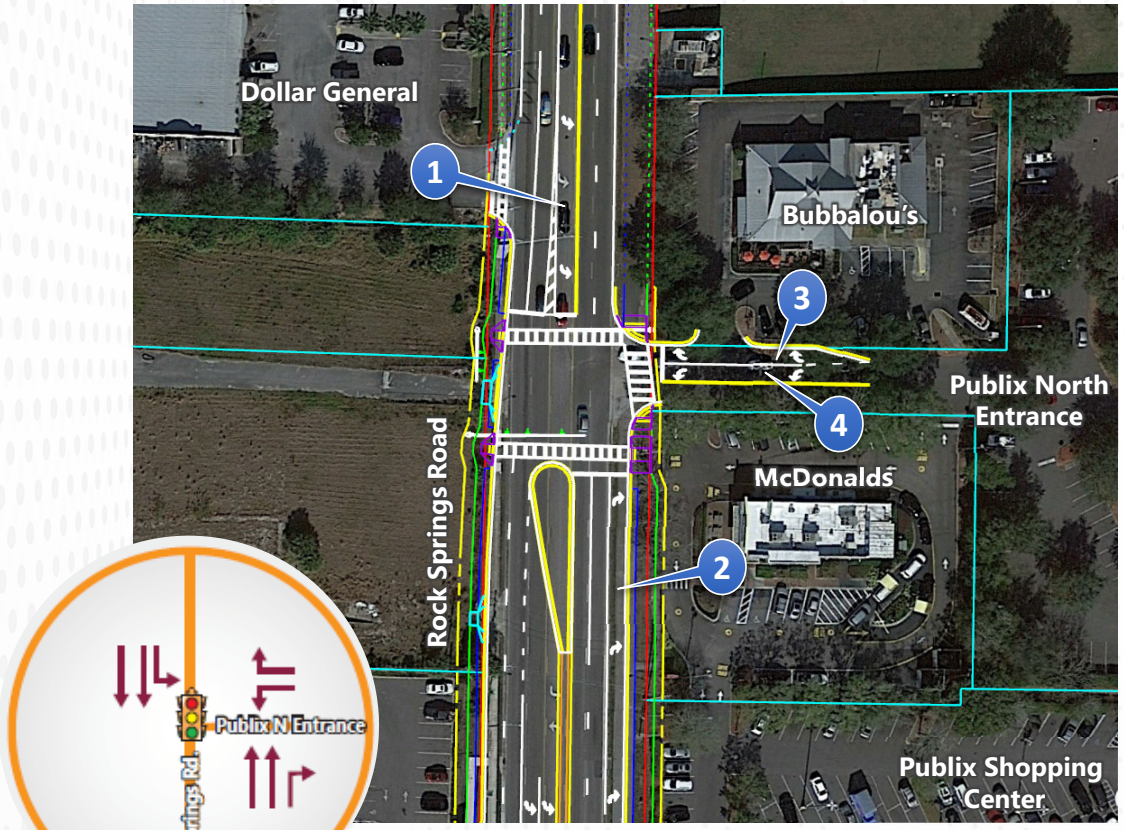
Description of Improvements

- Signalize intersection

1. Dedicated southbound left turn
2. Dedicated northbound right turn
3. Dedicated westbound right turn
4. Dedicated westbound left turn

Potential Impacts

- Minor right of way impacts anticipated along west side of Rock Springs Road and to Bubbalou's parcel



Signal at Publix North Entrance (Alternative 2)

Rock Springs Road Study

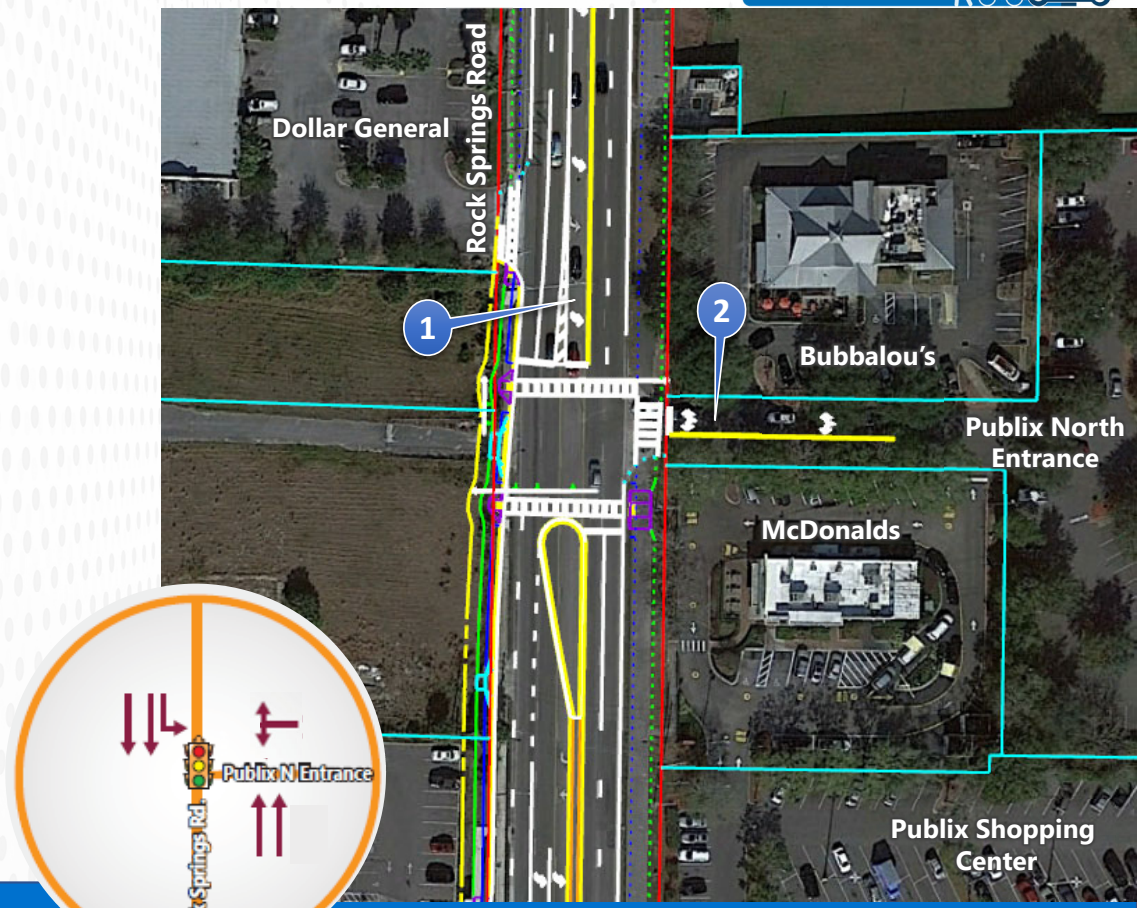
Description of Improvements

- Signalize intersection

1. Dedicated southbound left turn
2. Shared westbound right and left turn

Potential Impacts

- Minor right of way impacts anticipated along west side of Rock Springs Road



Mid-block Crosswalks

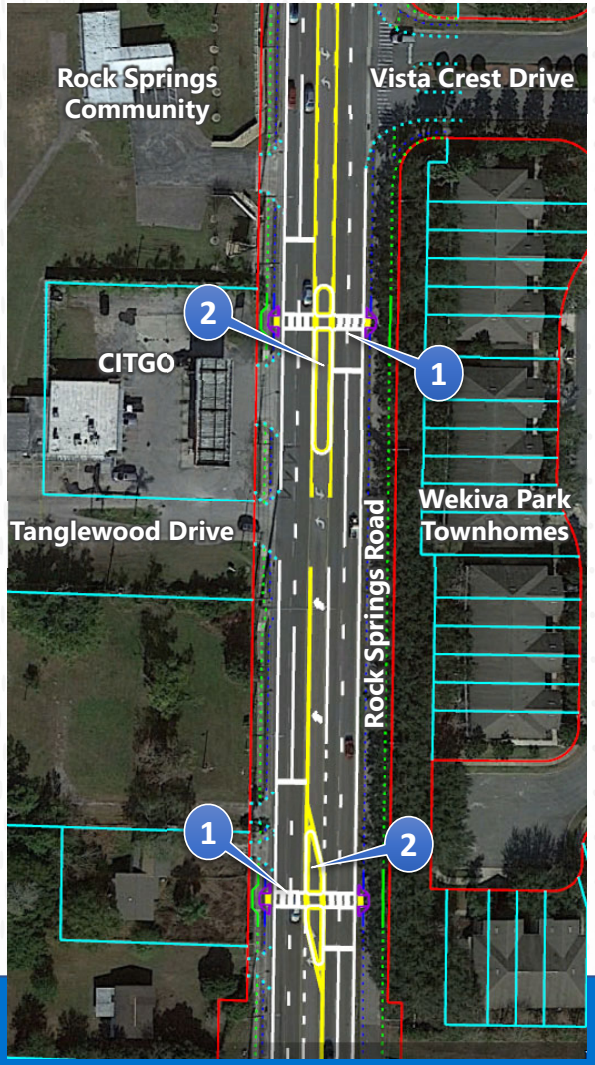
Description of Improvements

1. New mid-block crosswalks north and south of Tanglewood Drive
2. Includes raised median island with landscape opportunities

- Use of Rectangular Rapid-Flashing Beacons (RRFBs) to protect pedestrians

Potential Impacts

- None



Rock Springs Road Study

Sandpiper Road at Park Avenue

Rock Springs Road Study

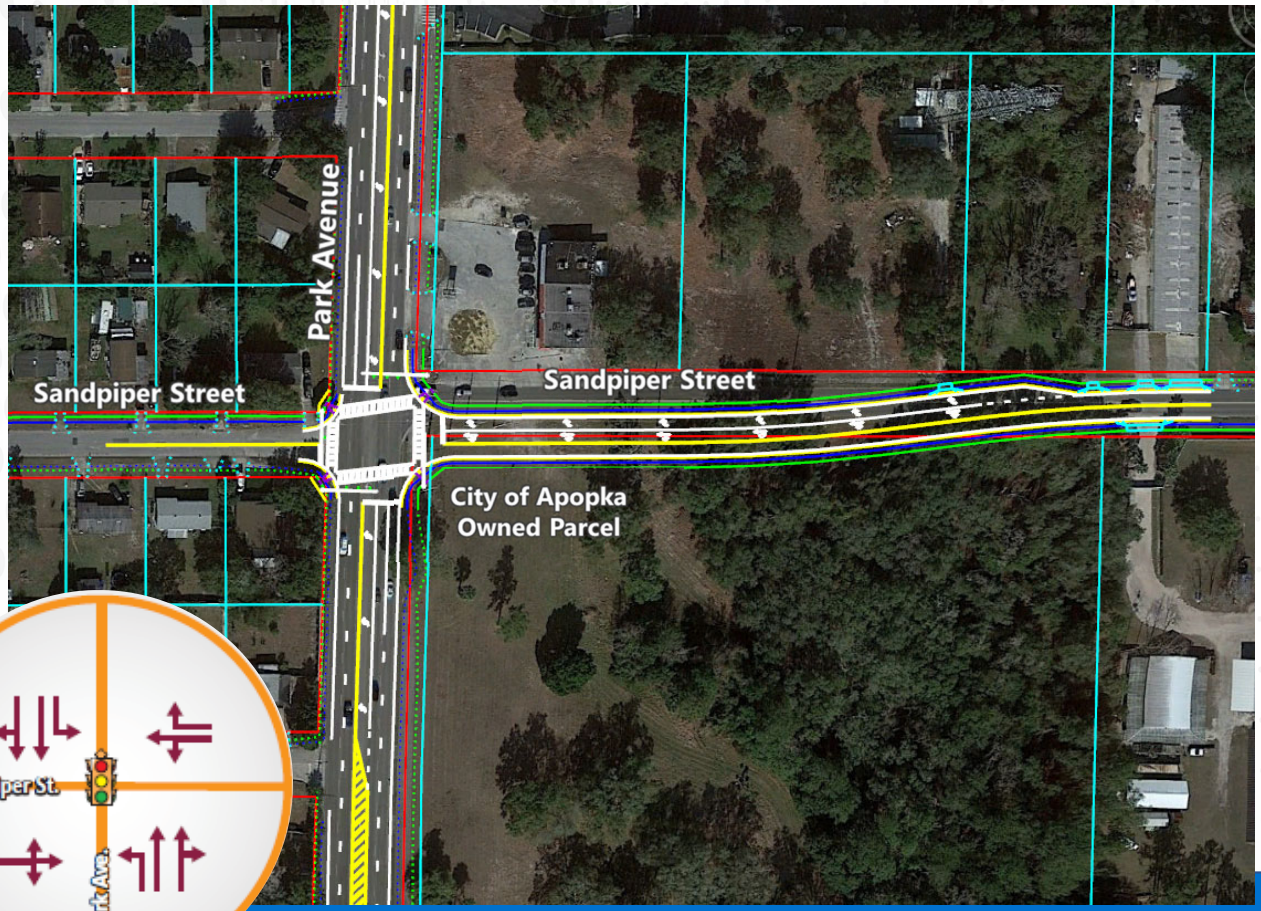
Realignment Status Update

Description of Improvements

- Realignment of east leg to align with west leg of Sandpiper Street
- Signalize intersection

Potential Impacts

- Utility impacts to aerial electric in southeast corner
- Corner clip of right of way needed in southwest corner
- New right of way entirely within City-owned parcel



Sandpiper Road Sidewalk Improvements

Rock Springs Road Study

Sandpiper from Lake Avenue to Park Avenue



Sandpiper from Park Avenue to Ustler Road



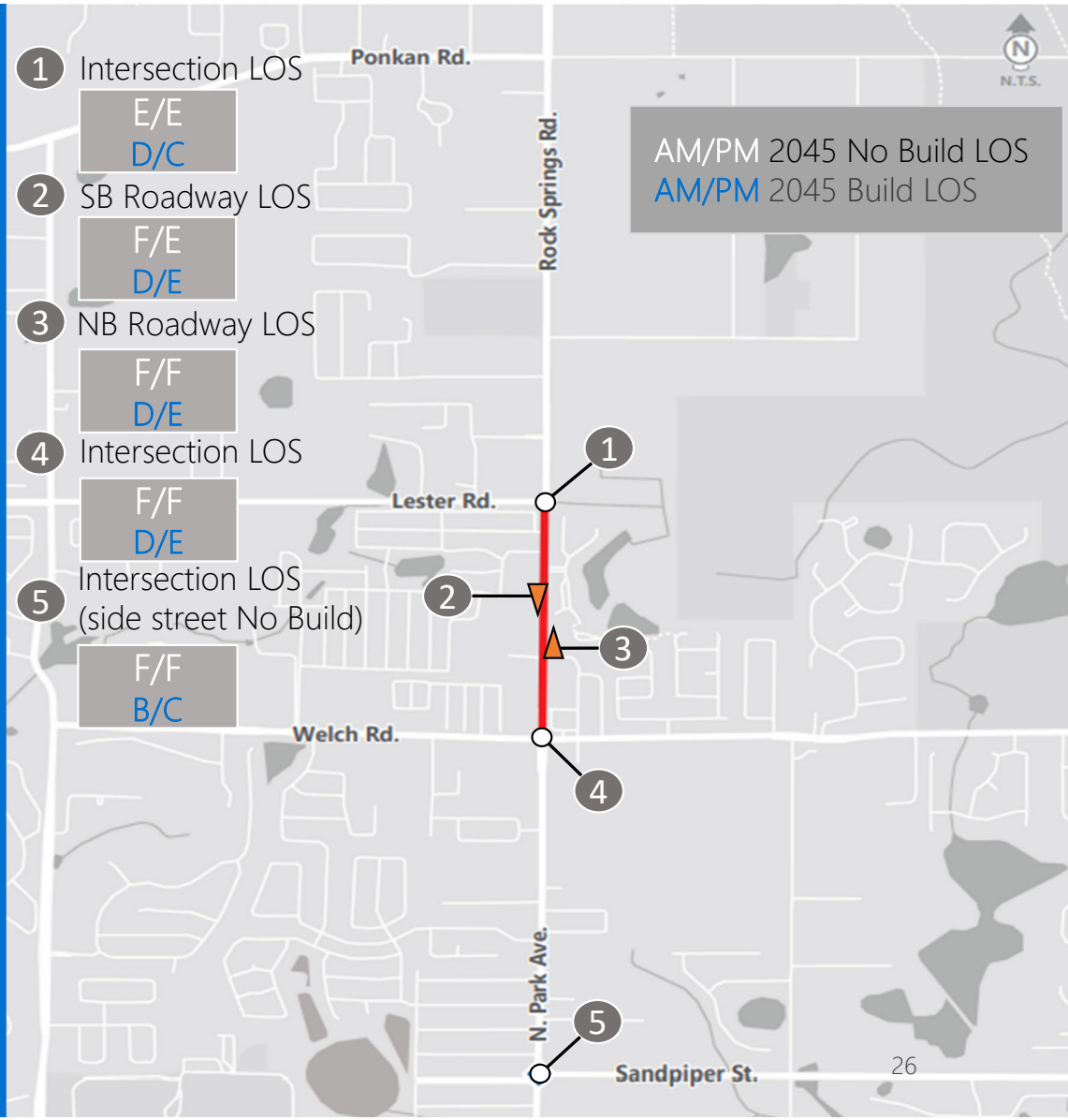
Potential Impacts

- None

Build Traffic (Alternative 1)

Operations

- Future 2045 No Build VS Build
- All operations within Target LOS E in 2045 Build conditions
- Reduced overall delay at Welch intersection by 78% (2045 AM) and 76% (2045 PM)



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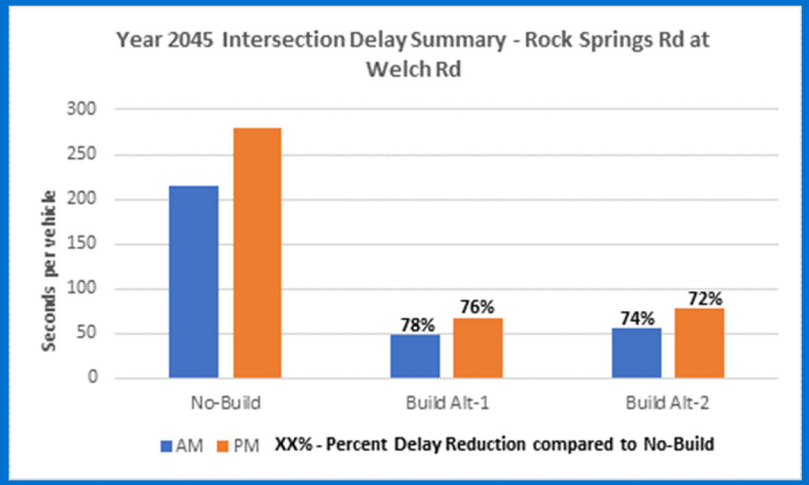
Build Traffic (Alternative 2)

Operations

- Future 2045 No Build VS Build
- All operations within Target LOS E in 2045 Build conditions
- Reduced overall delay at Welch intersection by 74% (2045 AM) and 72% (2045 PM)
- Welch Intersection operates sufficiently but has more failing movements.



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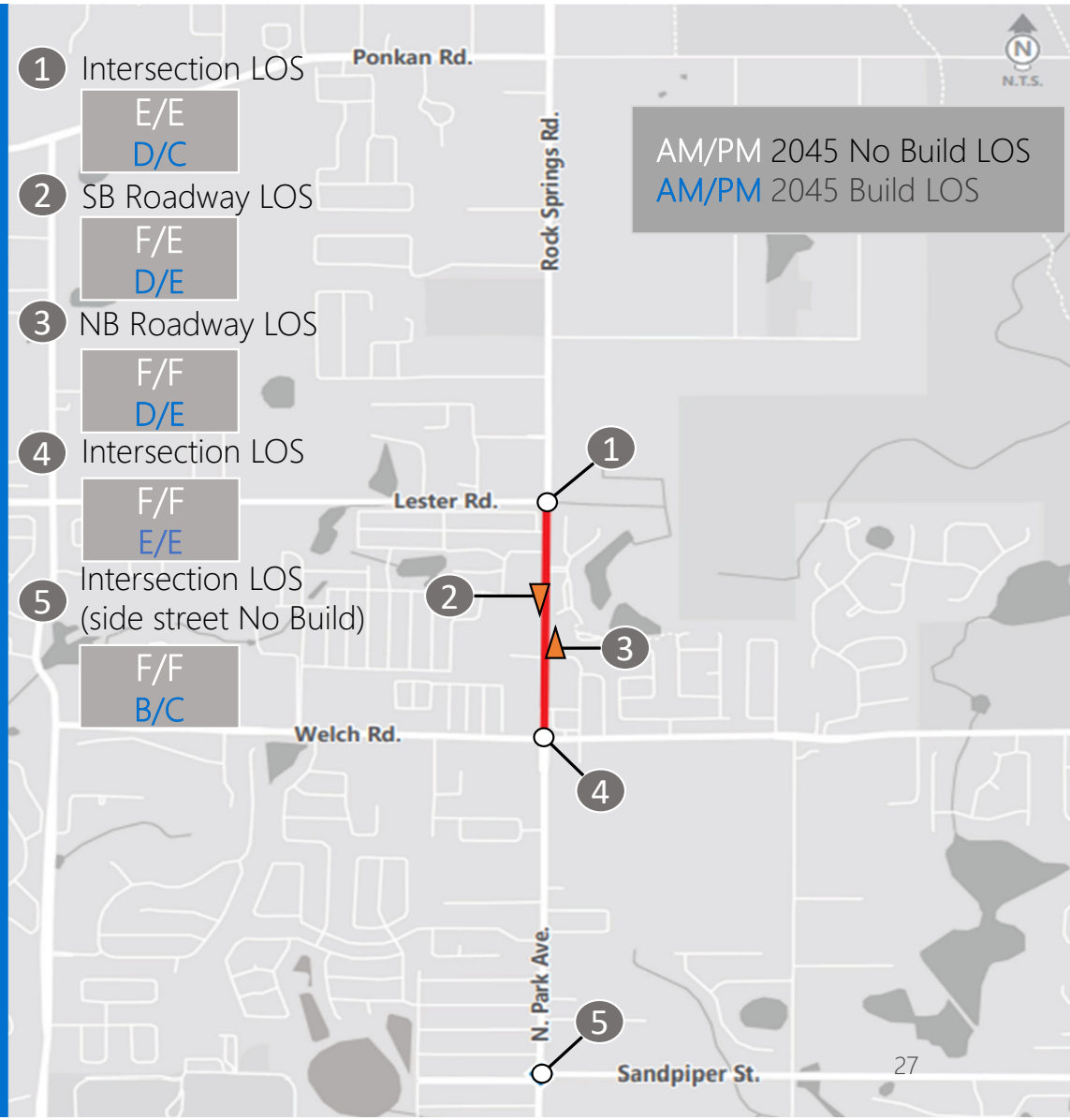
1 Intersection LOS
E/E
D/C

2 SB Roadway LOS
F/E
D/E

3 NB Roadway LOS
F/F
D/E

4 Intersection LOS
F/F
E/E

5 Intersection LOS (side street No Build)
F/F
B/C



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Rock Springs Road Working Concepts

KMZ Walkthrough

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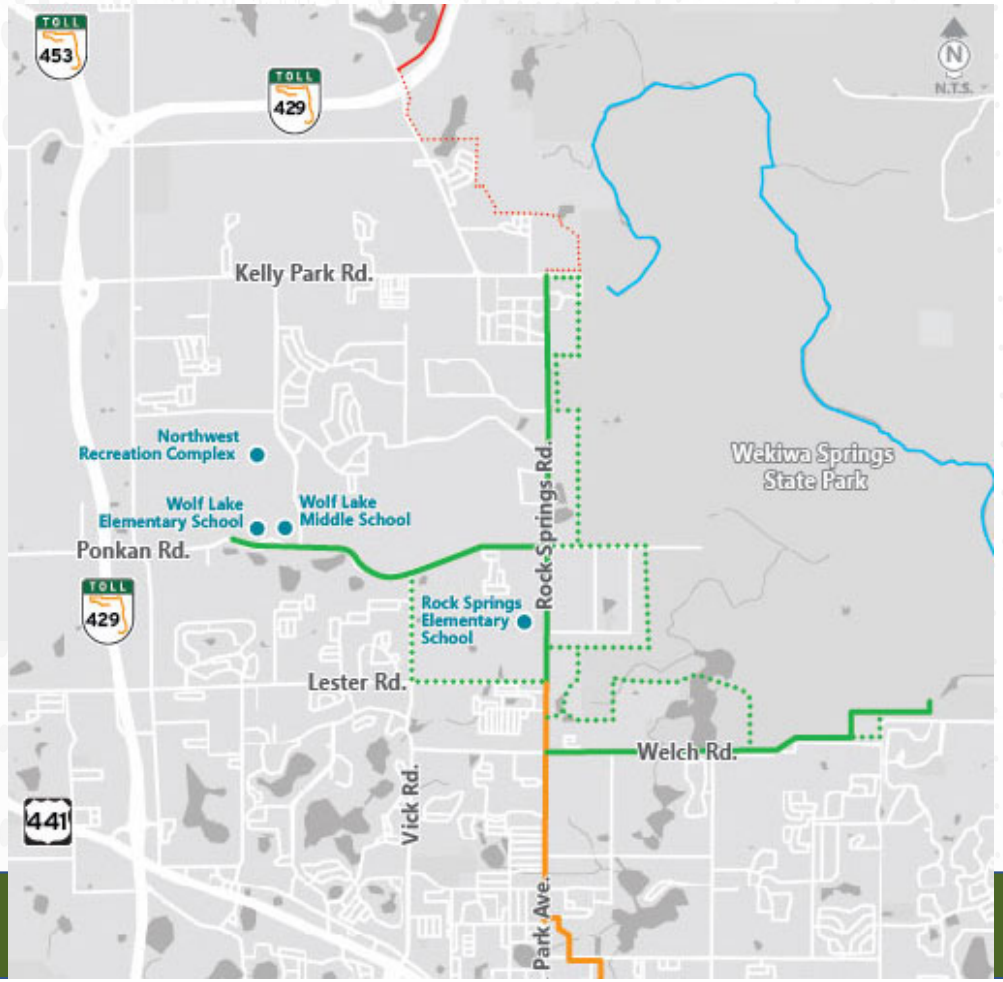
West Orange Trail Working Concepts

Overview of Alternatives

West Orange Trail Extension Study

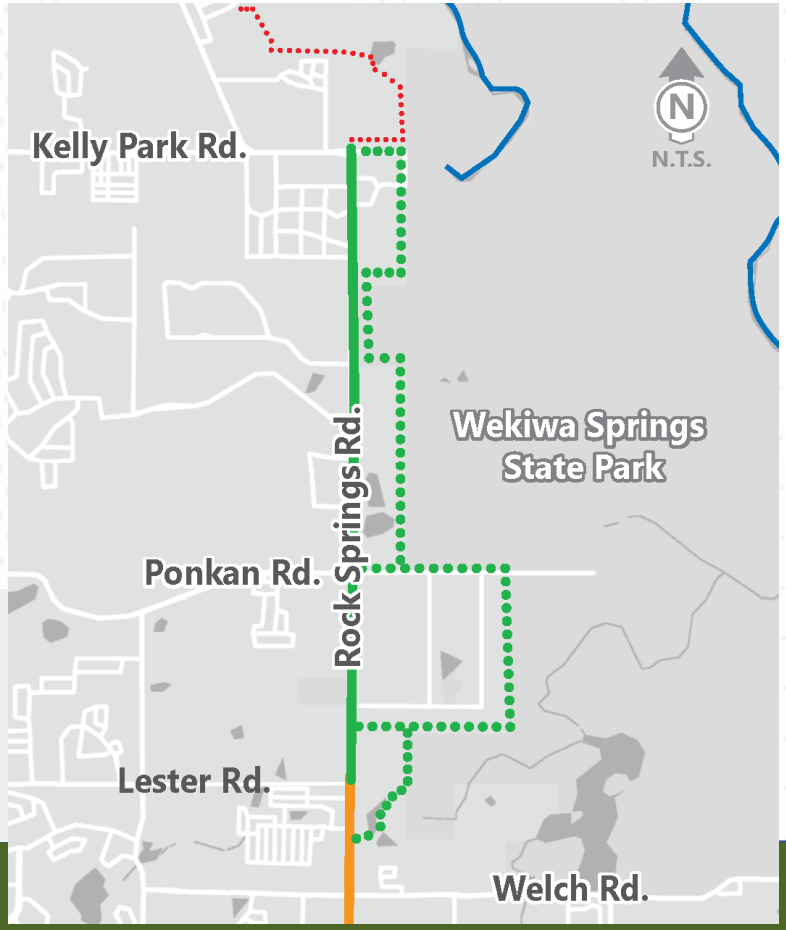
- Proposed West Orange Trail
- Proposed West Orange Trail - Alternative
- Existing West Orange Trail
- Wekiva River Blueway Trail
- Proposed Wekiva Trail
- Existing Wekiva Trail



Rock Springs Road Alignments

West Orange Trail Extension Study

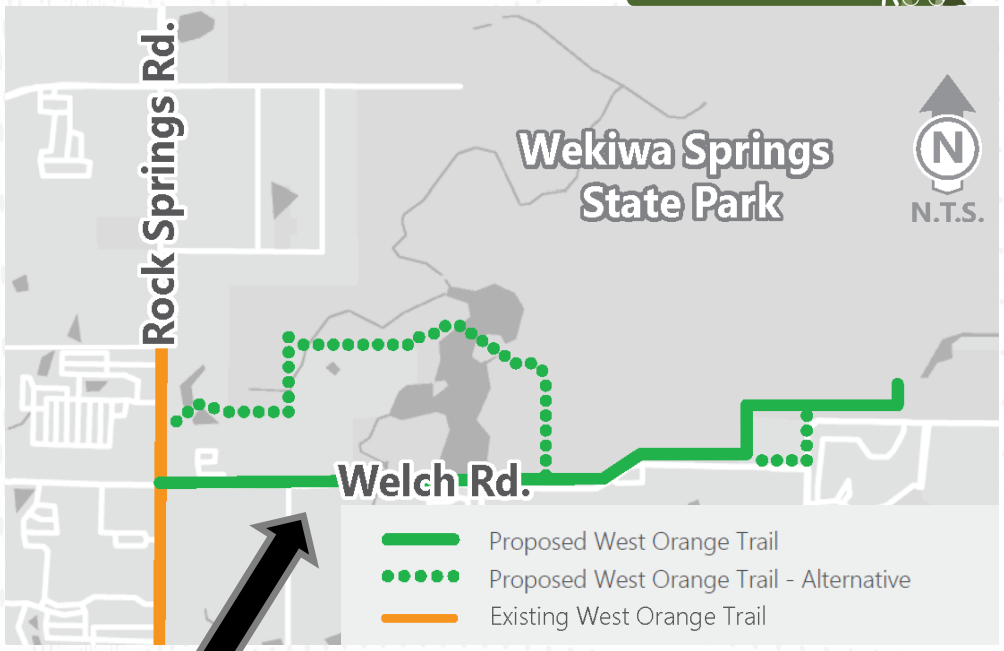
- Alternative Alignments
  - Rock Springs Road (east side)
  - Wekiwa State Park Boundary
- Potential Impacts
  - On road trail may require additional right of way
  - Trail within park will require coordination with and approval from the park

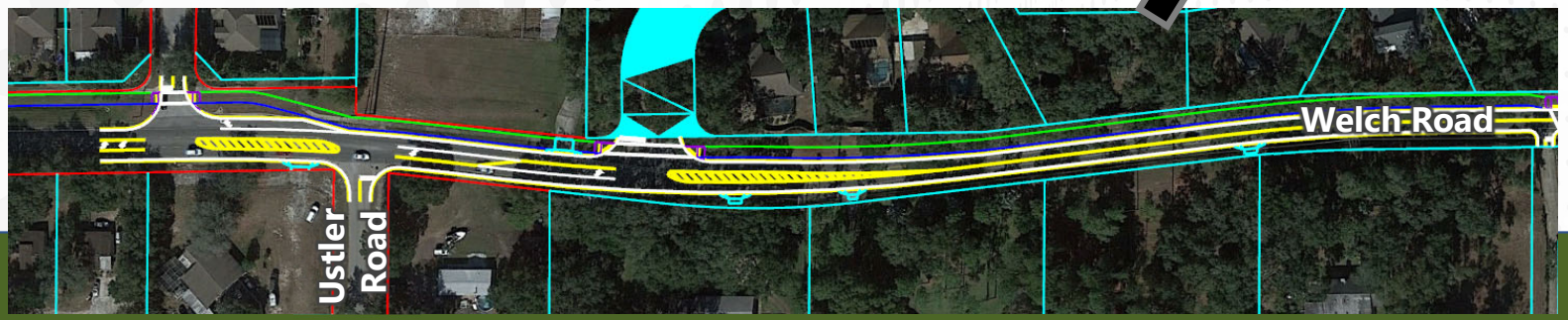


- Proposed West Orange Trail
- Proposed West Orange Trail - Alternative
- Existing West Orange Trail
- Wekiva River Blueway Trail
- Proposed Wekiva Trail

Welch Road Alignments

- Alternative Alignments
  - Welch Road
  - Wekiwa State Park Boundary
- Potential Impacts
  - Will require additional right of way
  - May require roadway modifications in some areas to accommodate trail

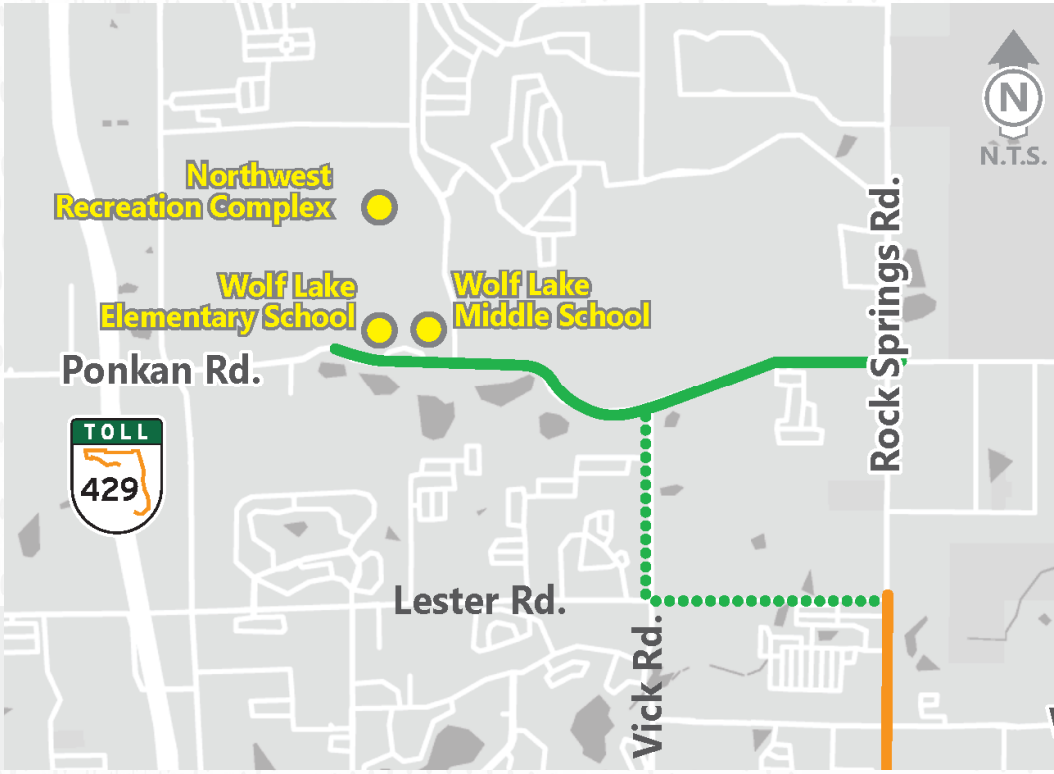




Ponkan Road Alignments

West Orange Trail Extension Study

- Alternative Alignments
  - Along Ponkan Road
  - Lester Road (existing bike trail) & Vick Road
- Potential Impacts
  - 2.18 Acres of right of way impact on Ponkan Road
  - 1.60 Acres of right of way impact via Lester Road



Proposed West Orange Trail
Proposed West Orange Trail - Alternative
Existing West Orange Trail

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West Orange Trail Working Concepts

KMZ Walkthrough

Upcoming Meetings

- Local Agency Update Meetings (Pre-Public Meeting)
  - City of Apopka DRC – January 19, 2022 9:00 AM
  - City of Apopka City Council – January 19, 2022 7:00 PM
  - Briefing with Commissioner Moore – Date TBD
- Local Agency Updates (Post-Public Meeting)
  - Debriefs for City and County staff
  - Debrief with Commissioner Moore

Upcoming Public Meeting

- Public meeting scheduled for January 27, 2022
  - Live virtual meeting on January 27, 2022
  - Virtual meeting room and recording will remain open for two weeks
  - Outreach methods:
    - Survey
      - Open from public meeting date to late February
    - Outdoor signage
      - Expect from mid Jan to late Feb
    - MetroPlan Orlando website
    - E-blast (Constant contact / social media)
    - Orange County Parks Newsletter
    - City of Apopka print and electronic newsletters
    - Letters to residents and homeowners along Sandpiper Street

Project Schedule



Existing and Future Conditions Assessment

March 2021 - September 2021

Agency Kickoff Meeting – April 8, 2021



Define and Select Alternatives

September 2021 – September 2022

Agency Coordination Meeting #2 – This Meeting

Public Meeting #1 – January 27, 2022



Recommended Improvements Refinement and Documentation

September 2022 – December 2022

Agency Coordination Meeting #3 – Anticipate Sep 2022

Public Meeting #2 – Anticipate Sep 2022

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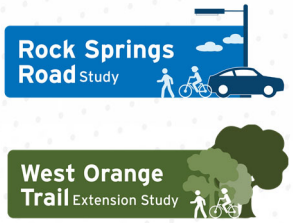
Contact Information:



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VHB
Consultant Project Manager
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asirmans@vhb.com


Rock Springs
Road Study


West Orange
Trail Extension Study

Review of Survey Responses

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- 366 Full Survey Respondents
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(Full Survey Respondents)

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(Full Survey Respondents)

Rock Springs Road Study

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Rock Springs Road Study

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6. Landscaping for beautification
7. Maintaining consistent trail width

Meeting Notes

Place: Microsoft Teams Meeting

Date: August 1, 2022 Notes Taken by: Nikki Melendez

Project #: 63383.13 Re: Agency Coordination #3 Meeting: Rock Springs Road Corridor Study and West Orange Trail Extension Study

ATTENDEES

Taylor Laurent, MetroPlan Orlando	Alex Trauger, MetroPlan Orlando	Jason Sartorio, MetroPlan Orlando
Mayor Bryan Nelson, City of Apopka	Pamela Richmond, City of Apopka Planning and Zoning	Robert Brooks, Wekiwa River Basin State Park
Emily Hanna, Bike/Walk Central Florida	Matt Suedmeyer, Orange County Parks and Recreation	Katherine Marsh, Aide to Commissioner Moore (OC)
John Gorentz, Orange County Engineering	Lauren Torres, Orange County Traffic Engineering	Humberto Castillero, Orange County Traffic Engineering
Blanche Hardy, Orange County Transportation Planning	Brian Sanders, Orange County Transportation Planning	Jeff Reine, LYNX
Myles O'Keefe, LYNX	Amy Sirmans, VHB	Kevin Freeman, VHB
Nikki Melendez, VHB	Heather Garcia, VHB	Kennedy Sumner-Snell, VHB

Taylor began the meeting by welcoming everyone. She introduced herself as the project manager and handed the meeting off to Amy. Amy continued the meeting with a presentation covering an overview of the study progress, recommendations for each project, and next steps. Open discussion was encouraged throughout the presentation.

The following is a summary of discussions had during the Rock Springs Road Study segment of the presentation:

- Humberto asked what design vehicle was used for the WB dual right turn lanes from Welch Road onto Rock Springs Road. Feedback from the community indicated that is a very tight turn.
  - Amy responded the standard WB-60 was used.
  - Kevin added the study team looked at accommodating a semi-truck for the outside lane, and vehicles with trailers for the inside lane. The study recommendations include increasing the existing radius.
  - Brian suggested that pulling the SB left turn lane further north may help the WBR movement.

- Humberto asked if intersection lighting will be implemented at the Rock Springs Road and Welch Road intersection as part of the improvements.
  - Amy responded a Lighting Justification Report was not conducted as part of this project.
  - Kevin added the study team is including lighting in the cost estimates to make sure it is accounted for. If there is a desire for intersection lighting from stakeholders, it can be added as part of the recommendations.
  - Pam stated the city recently upgraded the existing lighting to LED lights. The city plans to add lighting to accommodate pedestrian movements when the intersection is redone.

- Humberto asked if there is an existing sidewalk from the west that connects to the intersection at Rock Springs Road and Welch Road.
  - Pam responded the incoming development in the NW corner of the intersection is providing a sidewalk along their property, and the city is hopeful that the county will provide sidewalk to continue the connection.
  - Brian indicated that Commissioner Moore has expressed desire to provide a sidewalk connection from the intersection to the Palm Isles community, as part of this project.

- Humberto noted there are no bike lanes included in the plans and suggested the study team be mindful of bicyclists sharing the sidewalk with pedestrians.
  - Brian responded there is a complete sidewalk on the south side of Welch Road that extends to Vick Road. In the future this could potentially be converted to something more substantial.
  - Humberto asked if the lanes are 11 feet wide to accommodate bicyclists sharing the lane.
  - Kevin confirmed the lanes are 11 feet wide.

- Lauren suggested including advanced warning signs for the recommended mid-block crossing south of Tanglewood Drive, to enhance pedestrian safety due to elevation changes along Rock Springs Road.
  - Kevin responded the study team did not see a need for advanced warning signals during the field review but will double-check the grade changes in the area of the new mid-block crossing.

- Humberto asked what target speed was anticipated for the corridor. Motorists tend to drive faster than the posted speed, making safety an issue for pedestrians if no target speed tools are implemented.
  - Kevin responded the existing speed, 45 mph, was decided on as the design speed for the study. Speed management techniques such as smaller lanes and landscaped medians are also being considered along the corridor.
  - Brian added the raised traffic separators will also help to add friction along the corridor. However, given the new shift in the roadway alignment due to the Welch Road intersection improvements, modifying the speed to 40 mph would be a reasonable recommendation.

- Pam asked about the right-of-way needed for the recommendations.
  - Amy pulled up a KMZ of the intersection and stated the study team is looking to tighten up the proposed right-of-way as shown in the concepts. There is a portion of right-of-way being donated by the development on the northwest side of the intersection.
  - Pam commented for the proposed right-of-way along the south side of Welch Road, east of Rock Springs Road, she will confirm if there is an incoming development and explore the potential for a right-of-way donation for the roadway improvements.

- Humberto asked LYNX about multimodal transportation options in the area and if there are bus stops that can be added along the project corridor.
  - Jeff responded there is one fixed route (Link 405) within the study area. LYNX has discussed potentially replacing the Link 405 with a NeighborLink service due to low ridership.

  - Blanche mentioned there is a bus stop that was just approved west of the Rock Springs Road and Welch Road intersection, in front of the Walgreens.
  - Jeff confirmed there is a stop there, but it is not connected to the sidewalk. There are 13 passengers per day at this stop.
  - Pam stated the city is supportive of keeping Link 405. If there's an opportunity to enhance the services, the city is happy to have that discussion.

- John noted the desire to improve curb ramps for business driveways along Rock Springs Road and Welch Road.
  - Amy responded the study team is looking at improved driveway connections into the Publix Plaza. These concepts will be further refined during the design phase of the project.
  - John asked if there are plans to implement Accessible Pedestrian Signals (APS).
  - Amy responded the study team can recommend APS for the next phase of the study. Along Welch Road, the West Orange Trail extension will tie in with the curb ramps.

- Pam asked about the estimated project cost for Sandpiper Street and stated the city's estimate for this intersection is lower.
  - Amy responded the cost estimates include both the intersection recommendations and the new sidewalks along Sandpiper Street from Lake Avenue to Ustler Road.
  - Taylor added the cost estimates shown include the combined project cost for design and construction.
  - Pam agreed that seemed more in line with the city's estimates given those factors and asked the study team to send the details of the estimated project cost.

- Humberto asked, regarding estimated project cost, if the study team conducted a benefit-cost analysis on the recommended improvements.
  - Kevin responded a benefit-cost analysis was not scoped as part of this study. The study team did look at historical crash data and has the information documented.

The following is a summary of discussions had during the West Orange Trail Extension Study segment of the presentation:

- Pam asked if the Ponkan Road trail option will run along the north side of the road.
  - Amy responded the trail will run along the north side of the road from Vick Road to the schools, and along the south side of the road from Vick Road to Rock Springs Road.
  - Pam stated as developments come in, the City will require right-of-way donations to construct the trail.
  - Amy will send the files including the West Orange Trail spur options.

- Pam asked if there is a reason the Ponkan Road trail option crosses from the north to the south side of the street.
  - Kevin responded it is mainly due to available right-of-way and to reduce impacts as much as possible. There are vertical grade issues on the north side of Ponkan Road that may require a wall to accommodate the trail.

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Rock Springs Road Study & West Orange Trail Extension Study

Agency Coordination Meeting #3

August 1, 2022





Meeting Agenda

1. Study Progress
2. Rock Springs Road Recommendations
3. West Orange Trail Recommendations
4. Next Steps
5. Closing

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Study Progress

Agency Coordination and Public Outreach



April 2021 — Agency Coordination Meeting #1
To gather input on existing conditions

June - July 2021 — Kickoff Survey
Survey responses received: 627
To gather feedback from the community on issues and local desires

January 27, 2022 — Agency Coordination Meeting #2
To share study alternatives for input prior to Community Meeting #1

January - February 2022 — Community Meeting #1
Live virtual meeting to present study alternatives
Included a supplemental virtual meeting room on website through February

January - February 2022 — Survey #2
Survey responses received: 628
To gather feedback from the community on the alternatives considered

THIS MEETING — Agency Coordination Meeting #3
To share the study recommendations for input prior Community Meeting #2

Tentatively late September 2022 — Community Meeting #2
To share the study recommendations for local input
Hybrid meeting (in person and virtual)
Will include a supplemental survey (Survey #3)

Alternative Development and Refinement Process

Rock Springs Road Study

West Orange Trail Extension Study

Alternatives Development

Local input



Preliminary evaluation and comparison

Alternatives refinement and analysis

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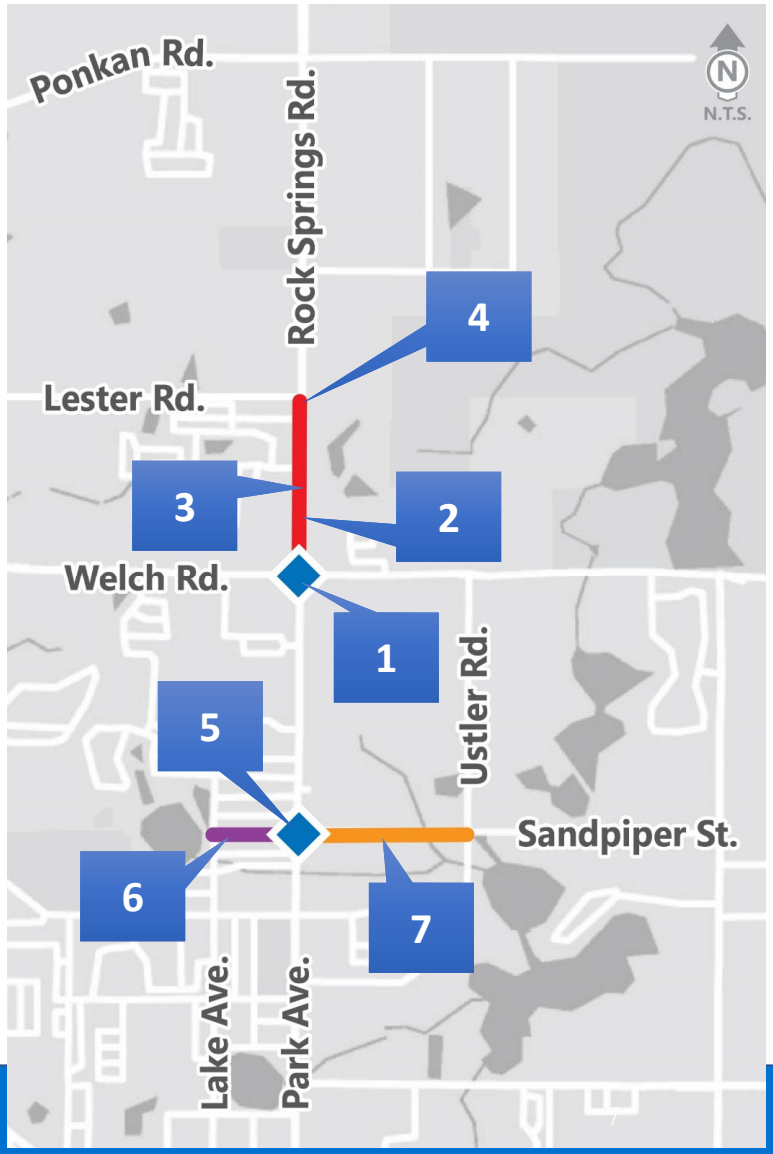
Rock Springs Road Recommendations

Recommended Updates

The following updates are under consideration to improve operations and safety as part of the Rock Springs Road Study:

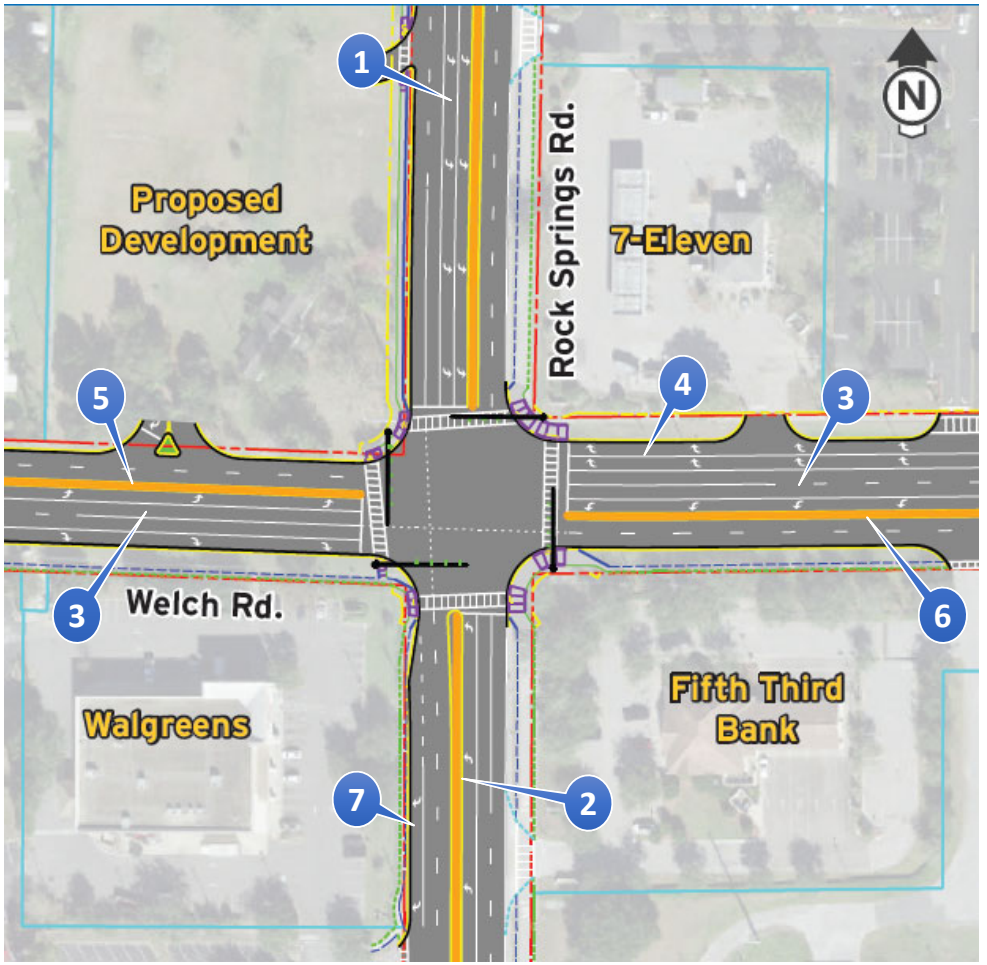
1. Additional turn lanes and raised traffic separators at the intersection of Welch Road at Rock Springs Road
2. New signal at Publix North entrance
3. New mid-block crosswalk south of Tanglewood Drive (to be considered after new signal at Publix North entrance)
4. Minor intersection updates at Lester Road and Rock Springs Road
5. Sandpiper Street realignment and new signal at Park Avenue intersection
6. New sidewalk along north side of Sandpiper Street to Lake Avenue
7. New sidewalk along south side of Sandpiper Street to Ustler Road



Welch Road Intersection

Description of recommended updates

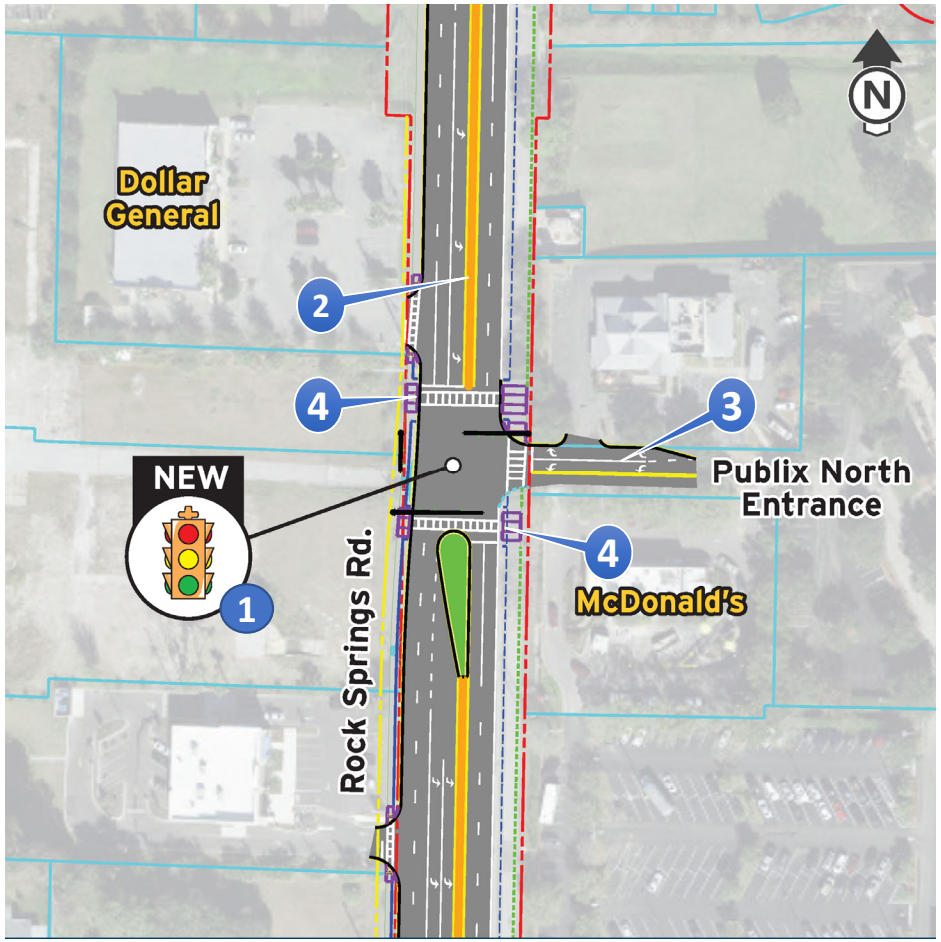
1. Dual southbound left turn lanes
   - Includes raised traffic separator to restrict left turns in and out of adjacent driveways
   - Portion of raised traffic separator will be installed along with proposed development in northwest corner
2. New traffic separator at start of northbound left turn lane
3. Provide two thru lanes for both eastbound and westbound on Welch Road
4. Dual westbound dedicated right turn lanes
5. New traffic separator at start of eastbound left turn lane
6. New traffic separator at start of westbound left turn lane
7. Access enhancements:
   - Dedicated right turn lane for Rock Springs Plaza Walgreens
   - Dedicated right turn lane for Rock Springs Plaza South



Publix North Entrance Intersection

Description of recommended updates

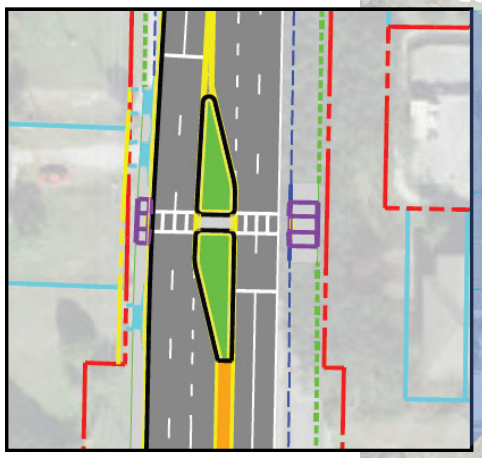
1. New signalized intersection
2. Dedicated southbound left turn lane with raised traffic separator
3. Westbound right and left turn lanes
4. New pedestrian crosswalks

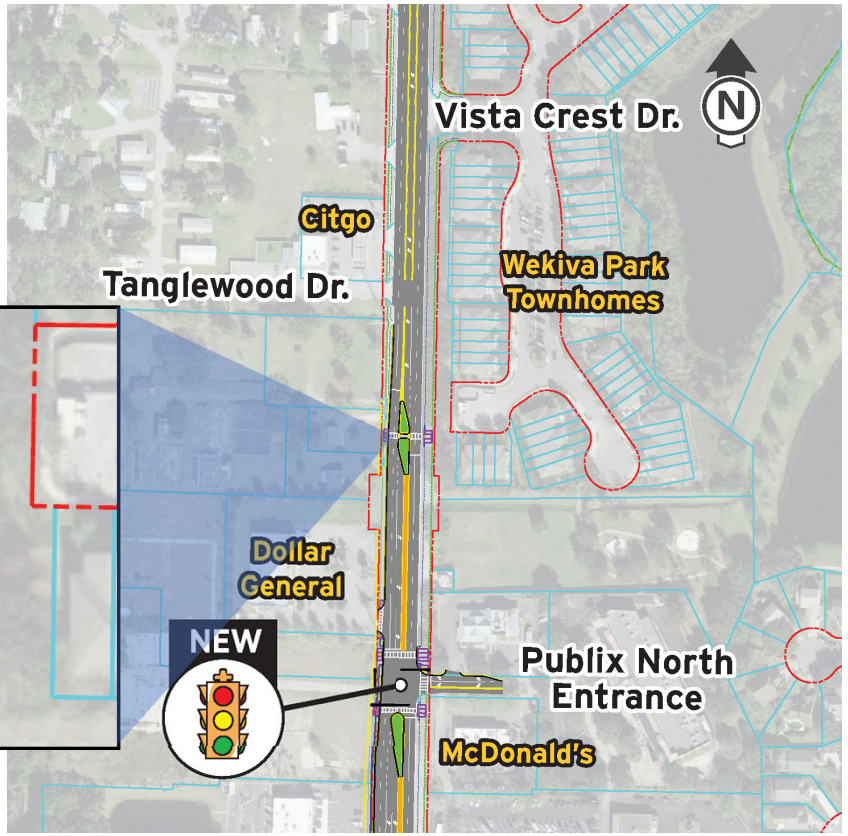


Mid-block Crosswalk

Description of recommended update

- New mid-block crosswalk south of Tanglewood Drive
- Use of Rectangular Rapid-Flashing Beacons (RRFBs) to protect pedestrians
- Includes raised median island with landscape opportunities
- Phased approach based on needs analysis post installation of Publix North Entrance signal

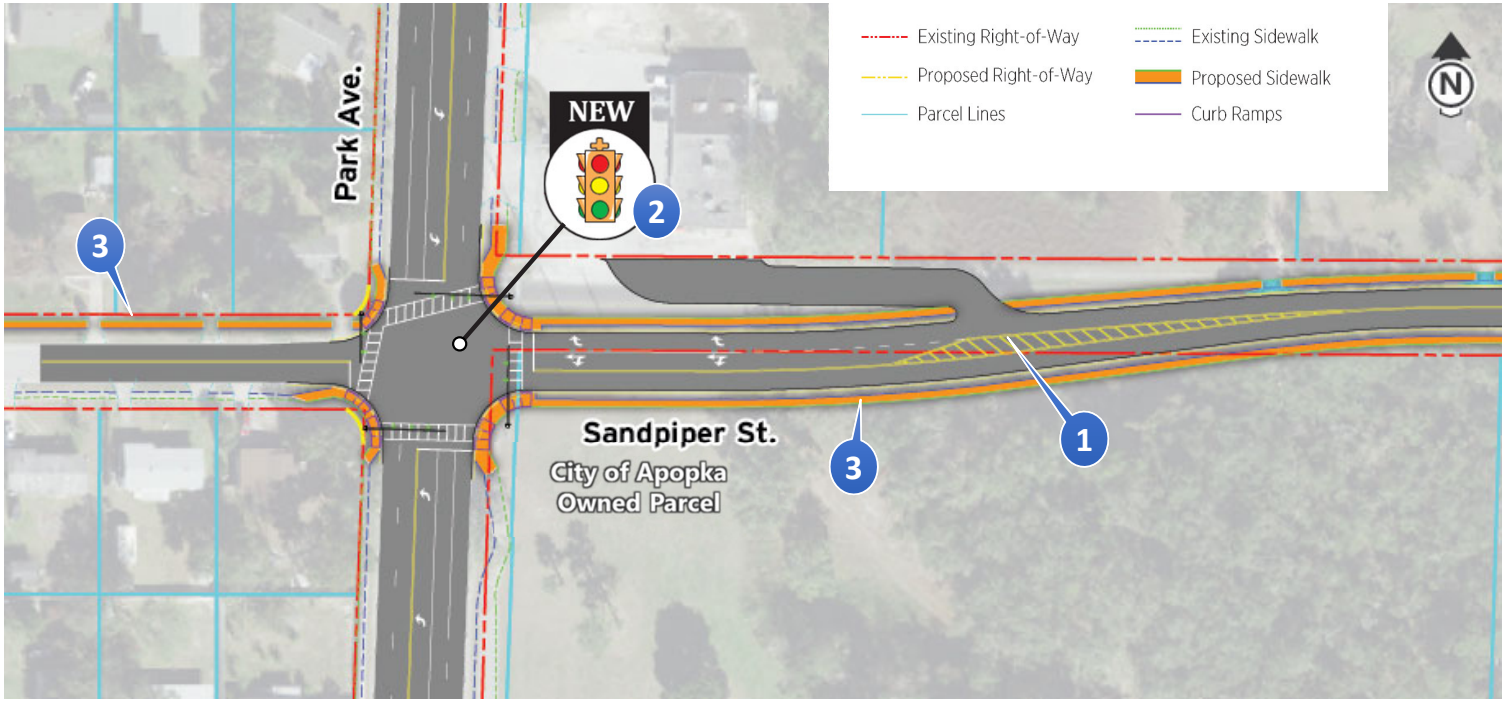






Sandpiper Street at Park Avenue

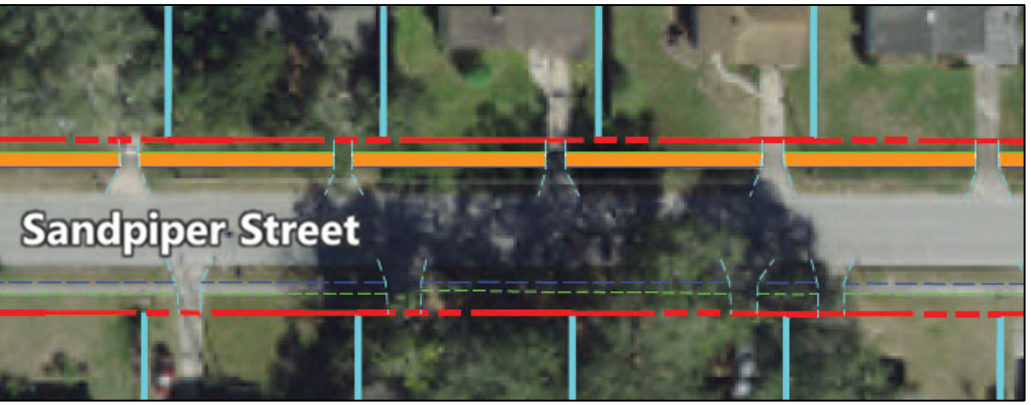
1. Realign the east leg of Sandpiper Street
2. Signalize intersection at Sandpiper Street and Park Avenue
3. Construct new sidewalk on Sandpiper Street:
   - Along north side from Lake Avenue to Park Avenue
   - Along south side from Park Avenue to Ustler Road



Sandpiper Street Sidewalk Improvements

Rock Springs Road Study

from Lake Avenue to Park Avenue | from Park Avenue to Ustler Road





Existing Right-of-Way
Parcel Lines
Existing Sidewalk
Proposed Sidewalk

Anticipated Impacts



Environmental

- Low potential for anticipated impacts to listed species and habitat
- Low potential for anticipated impacts to contamination sites
- No wetlands or surface waters located along the study corridor

Community

- The recommended updates are anticipated to enhance the community

Right of way

- Approximately .55 acres anticipated for improvements
- Portion of right of way needed is planned for donation from coming development in northwest corner of Welch Road intersection

Anticipated Impacts



Drainage

- The existing ponds receiving runoff from the project area have additional capacity. Therefore, no additional pond sites are needed

Estimated Project Cost (Design & Construction)

- Rock Springs Road - $7.8 million
- Sandpiper Street – $2.5 million

Existing Traffic Operations

- Target Level of Service (LOS) E
- Existing traffic analysis shows the study area intersections not operating at acceptable levels.





Existing Level of Service (LOS) – AM/PM

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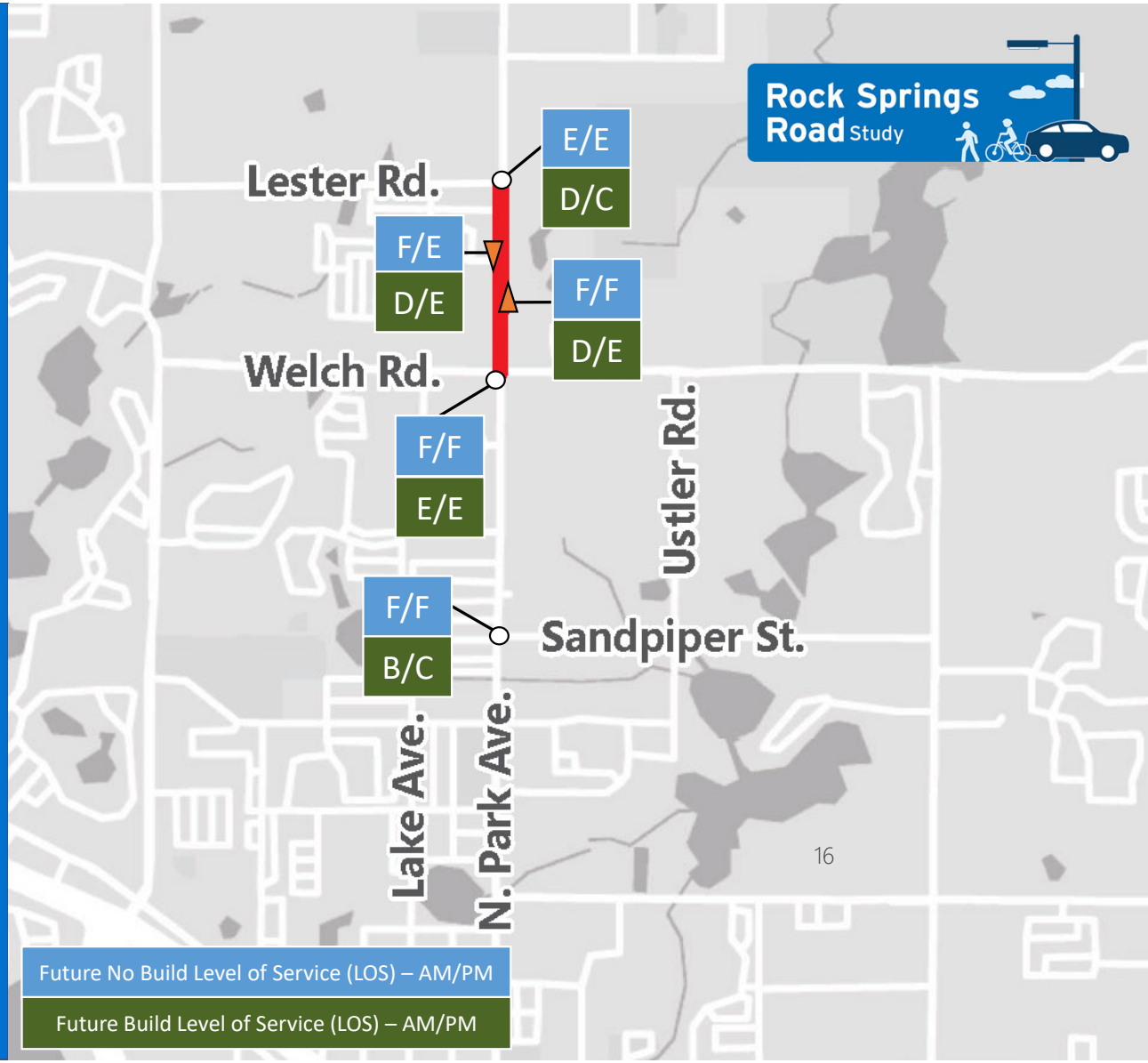
Future Traffic Projections

- Year 2045 – No Build VS Build Recommended Updates
- All operations within Target LOS E in 2045 Build conditions
- Reduced overall delay at Welch Road intersection by 74% AM and 72% PM
- Welch Road intersection operates sufficiently



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Rock Springs Road Alternatives

KMZ Walkthrough/Flyover

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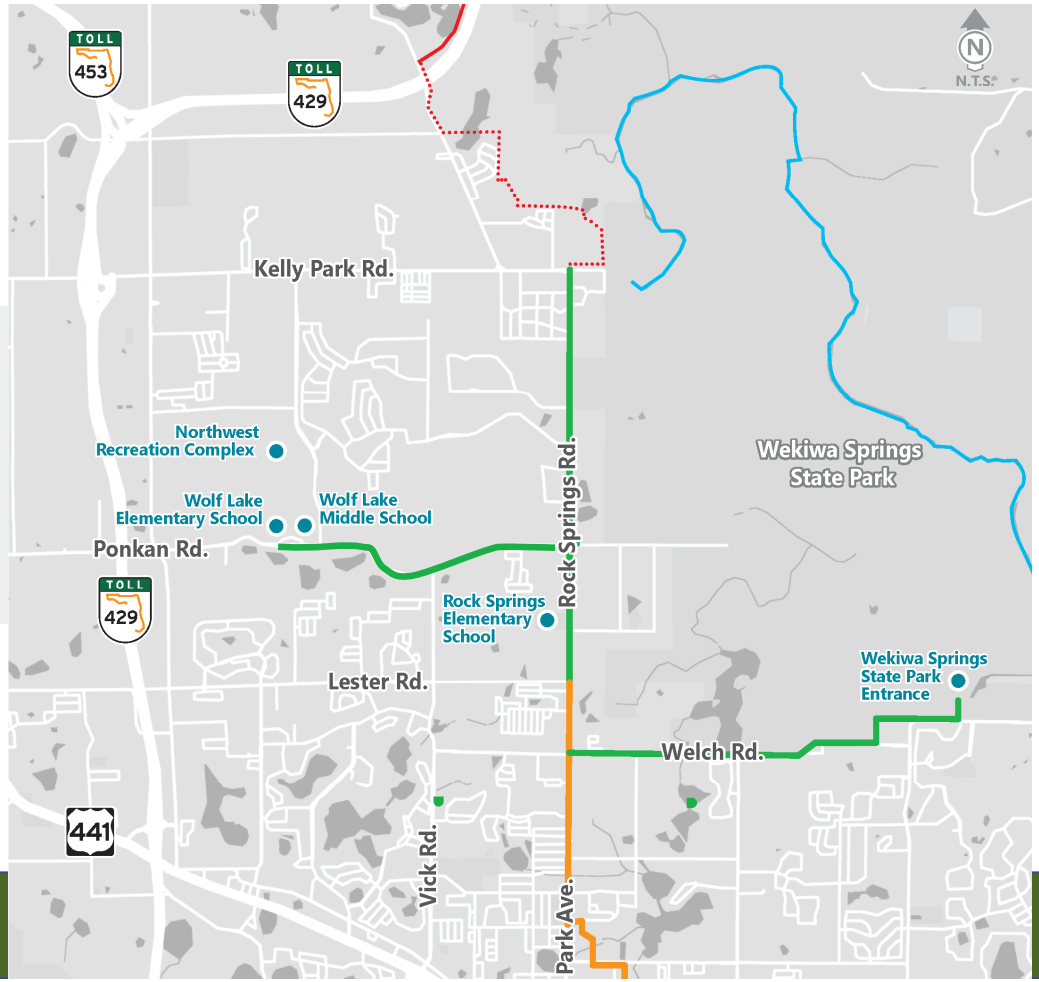
West Orange Trail Recommendations

Overview of Recommended Trail Routes

West Orange Trail Extension Study

- Proposed West Orange Trail
- Existing West Orange Trail
- Wekiva River Blueway Trail
- Proposed Wekiva Trail
- Existing Wekiva Trail

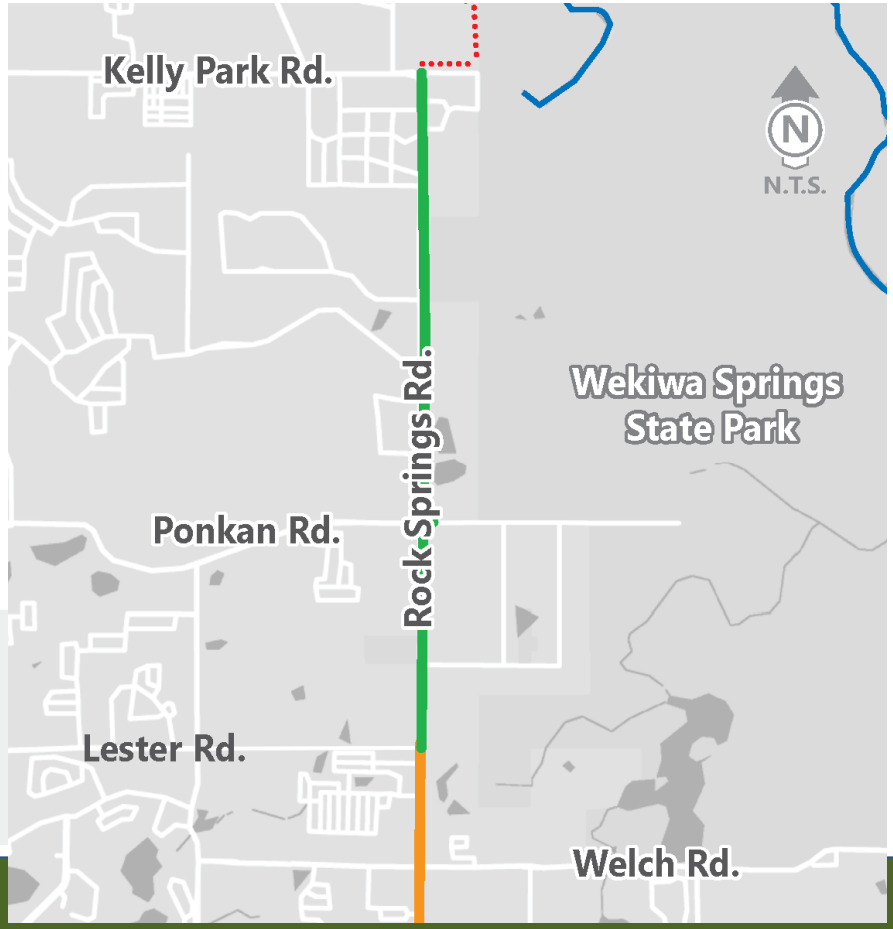


West Orange Trail Extension

West Orange Trail Extension Study

Recommended trail extension alignment

- East side of Rock Springs Road from Lester Road to proposed Wekiva Trail (at Kelly Park Road)



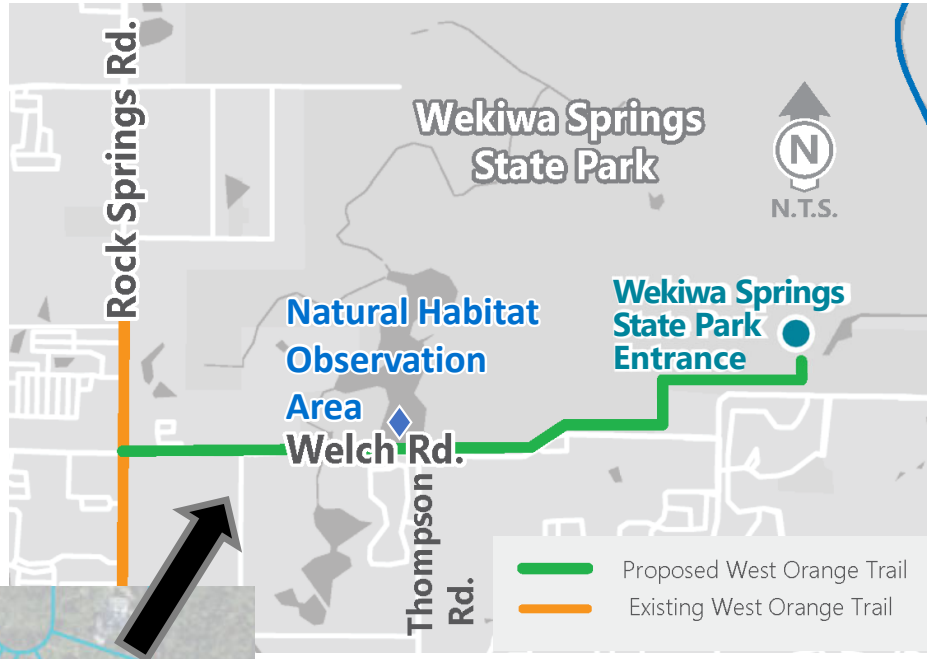
- Proposed West Orange Trail
- Existing West Orange Trail
- Wekiva River Blueway Trail
- Proposed Wekiva Trail

Welch Road Trail Spur

West Orange Trail Extension Study

Recommended trail spur alignment

- North side of Welch Road from Rock Springs Road to Wekiwa Springs State Park Entrance
- Runs behind Sweetwater Park Village along Wekiwa Springs State Park Boundary
- Requires realignment of portion of Welch Road east of Ustler Road
- Potential natural habitat observation area





Welch Road/Wekiwa Springs State Park Alignment

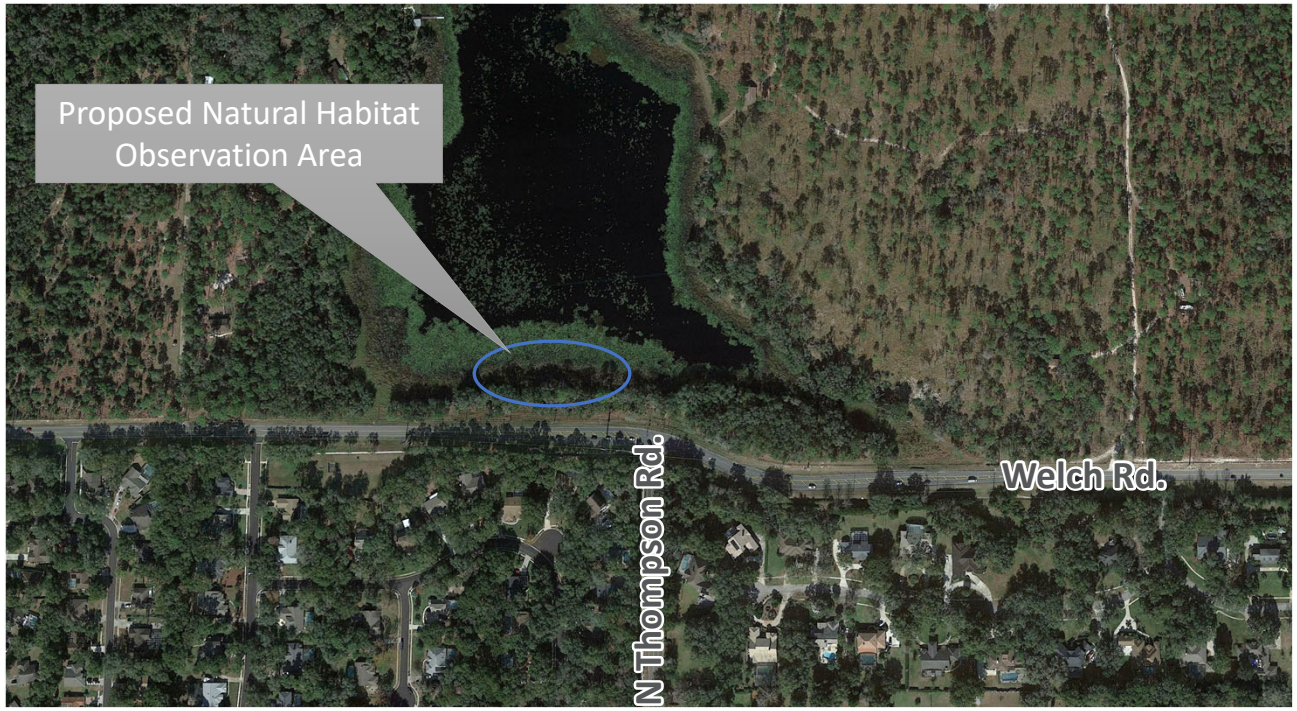




Spring to Spring Trail

Welch Road Trail Natural Habitat Observation Area

West Orange Trail Extension Study



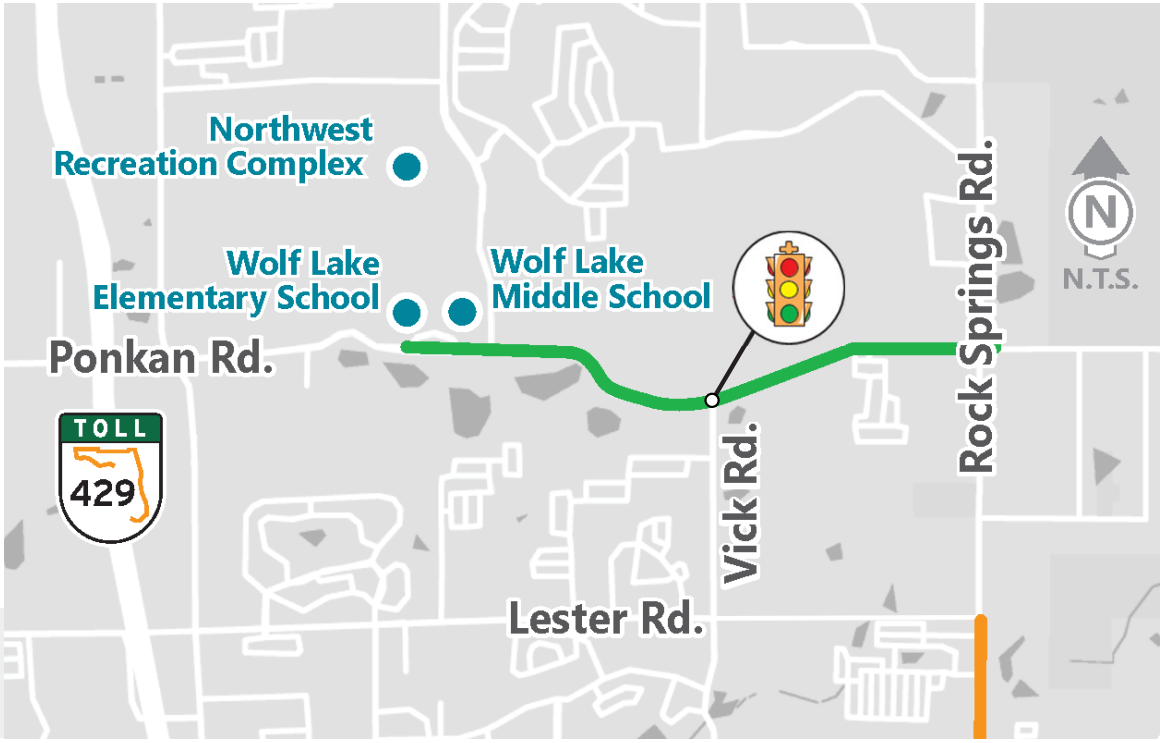


Ponkan Road Trail Spur

West Orange Trail Extension Study

Recommended trail spur alignment

- Along Ponkan Road
- South side of Ponkan Road from Rock Springs Road to Vick Road
- Protected trail crossing at Vick Road signalized intersection
- North side of Ponkan Road from Vick Road to Wolf Lake schools



Proposed West Orange Trail

Existing West Orange Trail

Anticipated Impacts

West Orange Trail Extension Study

Environmental

- Threatened and Endangered Species
  - Moderate potential for impacts to listed species along Ponkan Road
  - Low potential for impacts to listed species along Rock Springs Road and Welch Road
- Wetlands
  - Low potential for impacts to wetlands along Rock Springs Road and Ponkan Road
  - Moderate potential for impacts to wetlands along Welch Road
- Contamination Sites
  - Moderate potential for impacts to contamination sites adjacent to the three trail alignments

Community

- The recommended trails are anticipated to enhance the community
- Low potential for impacts to archaeological and historical resources

Anticipated Impacts

West Orange Trail Extension Study

Right of way



- 2.5 acres of right-of-way impact on Rock Springs Road
- 2.1 acres of right-of-way impact on Ponkan Road
- 5.8 acres of right-of-way impact on Welch Road

Drainage



- Moderate potential for impacts to drainage systems
  - Anticipated impacts to 3 elongated ponds along Welch Road
  - Anticipated impacts to three cross drains along Welch Road and on Rock Springs Road
  - Anticipated impacts to swales along Welch Road
- Necessary adjustments will be determined in design to provide adequate stormwater system

Estimated Project Cost (Design & Construction)



- Rock Springs Road from Lester Road to Kelly Park Road - $6.3 million
- Welch Road from Rock Springs Road to Wekiwa Springs State Park - $6.5 million
- Ponkan Road from Rock Springs Road to Wolf Lake Elementary and Middle Schools - $6.8 million

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West Orange Trail Alternatives

KMZ Walkthrough/Flyover

Upcoming Meetings

- Local Agency Update Meetings (Pre-Public Meeting)
  - City of Apopka City Council – August 17, 2022, 7:00 PM

- Local Agency Updates (Post-Public Meeting)
  - Debriefs for City and County staff
  - Debrief with Commissioner Moore



Upcoming Public Meeting

Hybrid Public Meeting scheduled for September 22, 2022

- Meeting Location: Apopka Memorial Middle School Auditorium
- Outreach methods:
  - Outdoor signage
    - Expect in September
  - MetroPlan Orlando website
  - E-blast (Constant contact / social media)
  - Orange County Parks Newsletter
  - City of Apopka print and electronic newsletters
  - Letters to select residents and homeowners
    - Along Sandpiper Street
    - Sweetwater Park Village
    - Adjacent to Welch Road realignment
  - Survey
    - Open from public meeting date to late October



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Project Schedule



Existing and Future Conditions Assessment

March 2021 - September 2021

Agency Kickoff Meeting – April 8, 2021



Define and Select Alternatives

September 2021 – September 2022

Agency Coordination Meeting #2 – November 9, 2021

Public Meeting #1 – January 27, 2022



Recommended Improvements Refinement and Documentation

September 2022 – December 2022

Agency Coordination Meeting #3 – This Meeting

Public Meeting #2 – September 22, 2022

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VHB
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Rock Springs
Road Study


West Orange
Trail Extension Study

- Brian asked if right-of-way is included in the estimated project cost and if the State (FDEP) is donating any right-of-way for the Welch Road trail spur.
  - Amy responded the estimated project costs are for design and construction, no right-of-way included.
  - Kevin added in discussions with Wekiwa Springs State Park, it was indicated that the park will provide an easement for the trail. All discussions held with the park have mentioned right-of-way coming from the park as a recreational easement.
  - Taylor stated the Welch Road spur includes the cost for the roadway reconstruction required to avoid impacts to the community wall on the north side of Welch Road.

- Brian asked if the Welch Road trail option will cross from the north to the south side of the street.
  - Amy responded no; the trail is proposed to remain along the north side of Welch Road.

- Emily expressed concern about the trail crossings along the Ponkan Road trail spur requiring pedestrians to cross both Vick Road and Ponkan Road. Suggest relocating the trail crossing away from the signal and including on demand protection (via either Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB)) by trail users.
  - Brian stated this is a tough intersection due to challenges from horizontal and vertical curves to and from the west, suggesting the trail crossing would be better east of Vick Road.
  - Emily suggested a raised crossing to encourage vehicles to slow down and/or advanced warning signs to warn motorists of pedestrians using the RRFB or Pedestrian Hybrid Beacon.
  - Pam supported this suggestion, indicating no incoming developments north of Ponkan Road that could potentially conflict with the new crossing.
  - Emily emphasized the RRFB or PHB should prioritize the trail users because they are not likely to wait.
  - Pam responded that prioritizing pedestrians shouldn't be an issue because of its proximity to the school.

The following is a summary of discussions had while wrapping up the presentation:

- Amy reviewed the project next steps and information about the upcoming public meeting.
- The study team will share public outreach with Bike Walk Central Florida.
- The study team will reach out to Pam with project cost estimates and trail route options.
- Pam will check to confirm there is an incoming development in the SE parcel at Sandpiper Street and Park Avenue.

Meeting Notes

Place: Microsoft Teams

Date: May 26, 2021 Notes Taken by: Kevin Freeman

Project #: 63383.13 Re: Meeting with DEP and Parks: Rock Springs Road Corridor Study and West Orange Trail Extension Study

ATTENDEES

Lara Bouck, MetroPlan Orlando	Taylor Laurent, MetroPlan Orlando	Britney Moore, FDEP
Larry Fooks, FDEP	Robert Brooks, FDEP	Katherine Bernier, FDEP
Kevin Freeman, VHB	Nikki Melendez, VHB	Amy Sirmans, VHB

Lara began the meeting and handed over to Amy to start the presentation. The presentations began with Lara introducing herself as the project manager and allowed all attendees to introduce themselves. Following introductions, Amy presented the presentation slides from the Apopka Kickoff Meeting that outline the project overview, existing conditions, outreach and schedule. Following the presentation, the meeting was open for discussion. The following is a summary of the open discussion:

- The project team discussed with FDEP about the previous studies that were conducted and the Orange County Trail Master plan. The team identified areas within the Wekiwa State Park that could facilitate a trail and mentioned that the use of park property for the trail was previously approved during that study.
    - FDEP said that the previous study alignment was included in their master plan until just recently. It was removed due to inactivity. FDEP stated that by removing it doesn't mean they are not supportive of it anymore and are willing to work with Metroplan on utilizing the park property.
- The Park Manager is Robert Brooks
- FDEP stated that Steve Cutshaw would also be involved once we have alternatives to review
- The park is concerned with maintaining security, fencing and their fire lines
- The Park doesn't want to add entrances as it would be more to maintain and secure. Also, they would like to keep the alignment on the park boundaries rather than through.
- The State Park boundary on the north end is around Pine Street / backs up to County Park on Kelly Park Road
- FDEP Bureau of Design and Construction is managing the Welch Road roadway project.
    - Bill Brown is the manager. They are currently working to get a contractor on board.
    - Project limits: Starts at park entrance and runs east towards Seminole County border and into Seminole County
    - This construction is adding additional queue length to the right turn lane on the east approach.
    - They are getting 200 cars in both directions in the morning
    - The front entrance to the park will be reworked for Welch project.
- The park has daily riders coming into the park.
- Southern Off-Road Biking Association (SORBA) is in support of the WOT trail Extension and frequents the park.

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Rock Springs Road Study & West Orange Trail Extension Study

City of Apopka - Kickoff Meeting

May 13, 2021





Meeting Agenda

1. Introductions
2. Regional Overview
3. Rock Springs Road Study
4. West Orange Trail Extension Study
5. Schedule
6. Outreach Opportunities
7. Open Discussion

Introductions



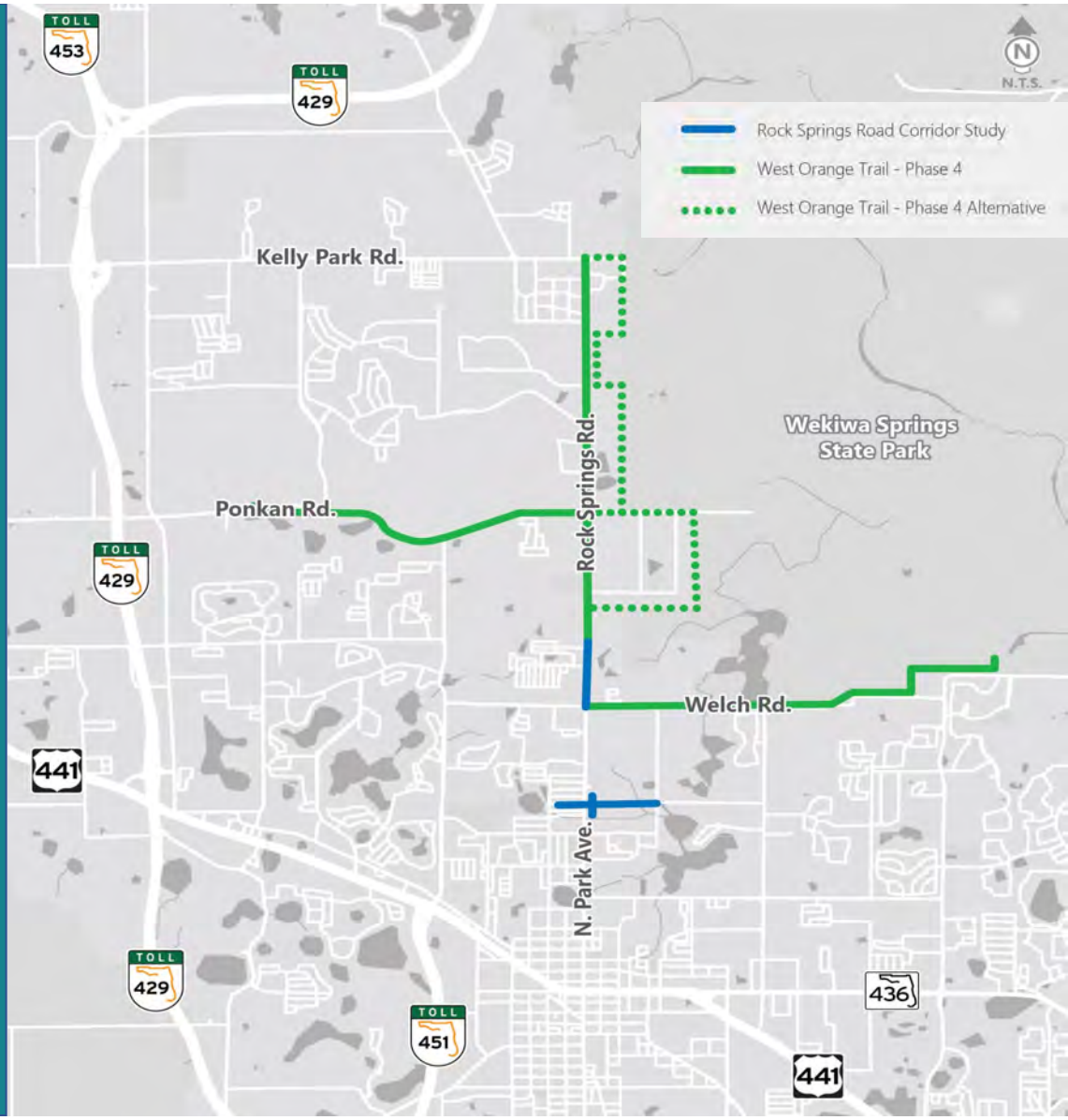
MetroPlan Orlando

City of Apopka

VHB

Regional Overview

- Rock Springs Road
  - From Welch Road to Lester Road
  - Sandpiper Road at Park Avenue intersection
- West Orange Trail Extension
  - Rock Springs Road
  - Welch Road
  - Ponkan Road



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Rock Springs Road Study

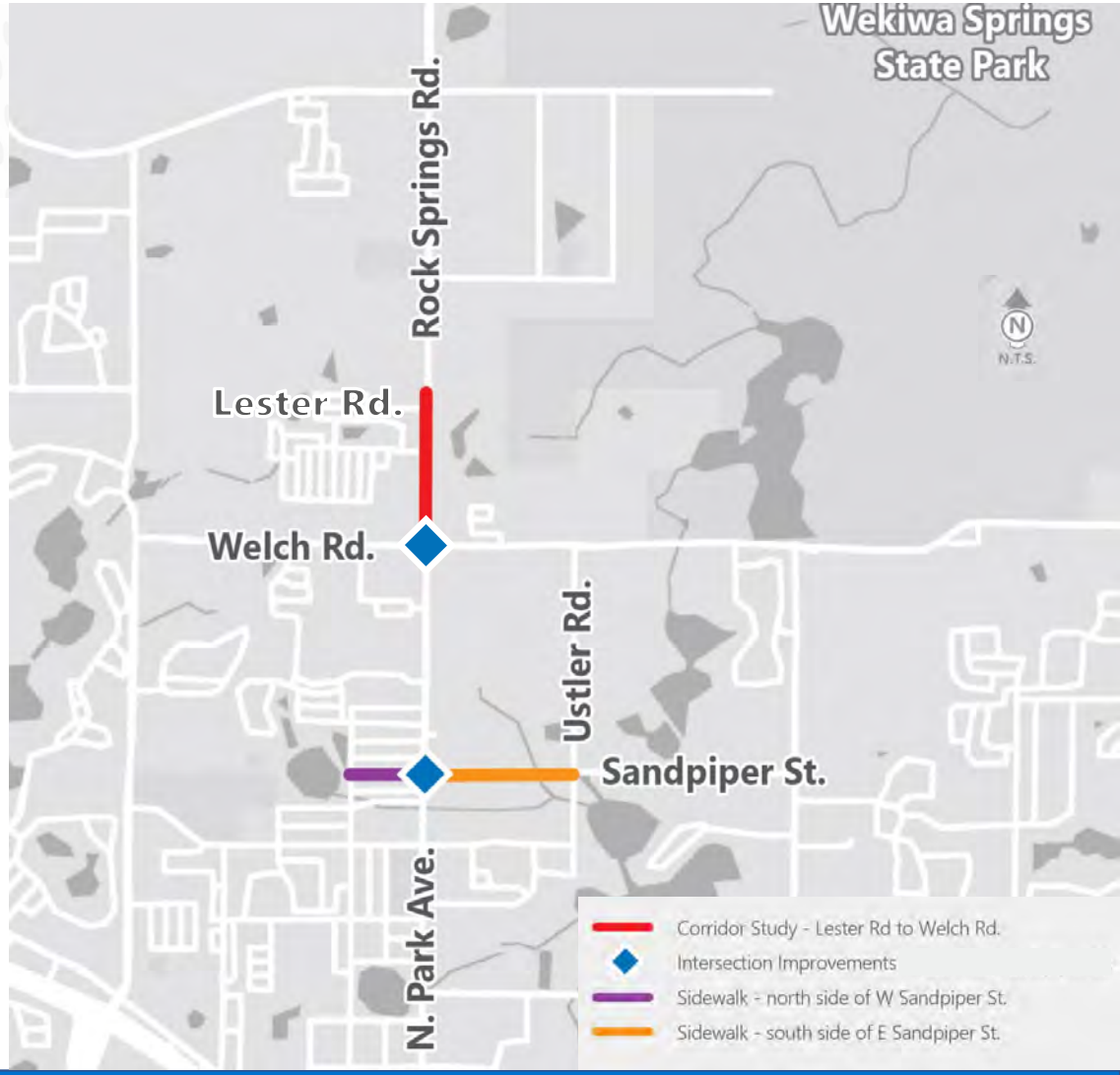
Project Limits

Rock Springs Road

- From Welch Road to Lester Road

Sandpiper Street at Park Avenue

- W Sandpiper Street from Lake Avenue to Park Avenue
- E Sandpiper Street from Park Avenue to Ustler Road



Project Purpose – Rock Springs Road

- Establish a safe and efficient access management plan for the study corridor
- Determine intersection improvements for Rock Springs Road at Welch Road

Project Purpose – Sandpiper Street at Park Avenue

- Evaluate signalization and realignment for Park Avenue and Sandpiper Street intersection
- Add sidewalk along Sandpiper Street between Lake Avenue and Ustler Road

History / Previous Studies

- Traffic Impact Study (Rock Springs Road at Welch Road)
  - Completed February 2019
- Traffic Impact Study (Rock Springs Road at Lester Road)
  - Completed February 15, 2019
- Rock Springs Road and Welch Road Intersection Evaluation (Operational Issues)
  - Completed December 19, 2016
- City of Apopka Historical Traffic Counts and YR 2020 COVID-19 Traffic Analysis



Rock Springs Road

- Five lane undivided
  - Two lanes each direction
  - Bidirectional center turn lane
- Multi-use trail along east side
- Sidewalk along west side
- No bicycle lanes
- Overhead utility along west side
- Lighting present



Rock Springs Road looking north

Welch Road Intersection

Intersection

- Signalized
- School crossing
- Lighting on each mast arm
- Trail crossing over east leg

Welch Road – East of Rock Springs Road

- Two lanes with left turn lane and right turn lane
- Sidewalks along both sides and no bicycle lanes
- Overhead utility along both sides
- No lighting

Welch Road – West of Rock Springs Road

- Two lanes with left turn lane and right turn lane
- No sidewalk and no bicycle lanes
- Overhead utility along south side
- No lighting



Sandpiper Street

Intersection

- Offset
- Stop controlled for Sandpiper Street

Park Avenue

- Four lanes and left turn lanes
- Multi-use trail along east side, sidewalk along west side, and no bicycle lanes
- Overhead utility along both sides
- Lighting in southeast corner

Sandpiper Street - East of Park Avenue

- Two lanes and no turning lanes
- Sidewalk along north side and no bicycle lanes
- Overhead utility along both sides

Sandpiper Street - West of Park Avenue

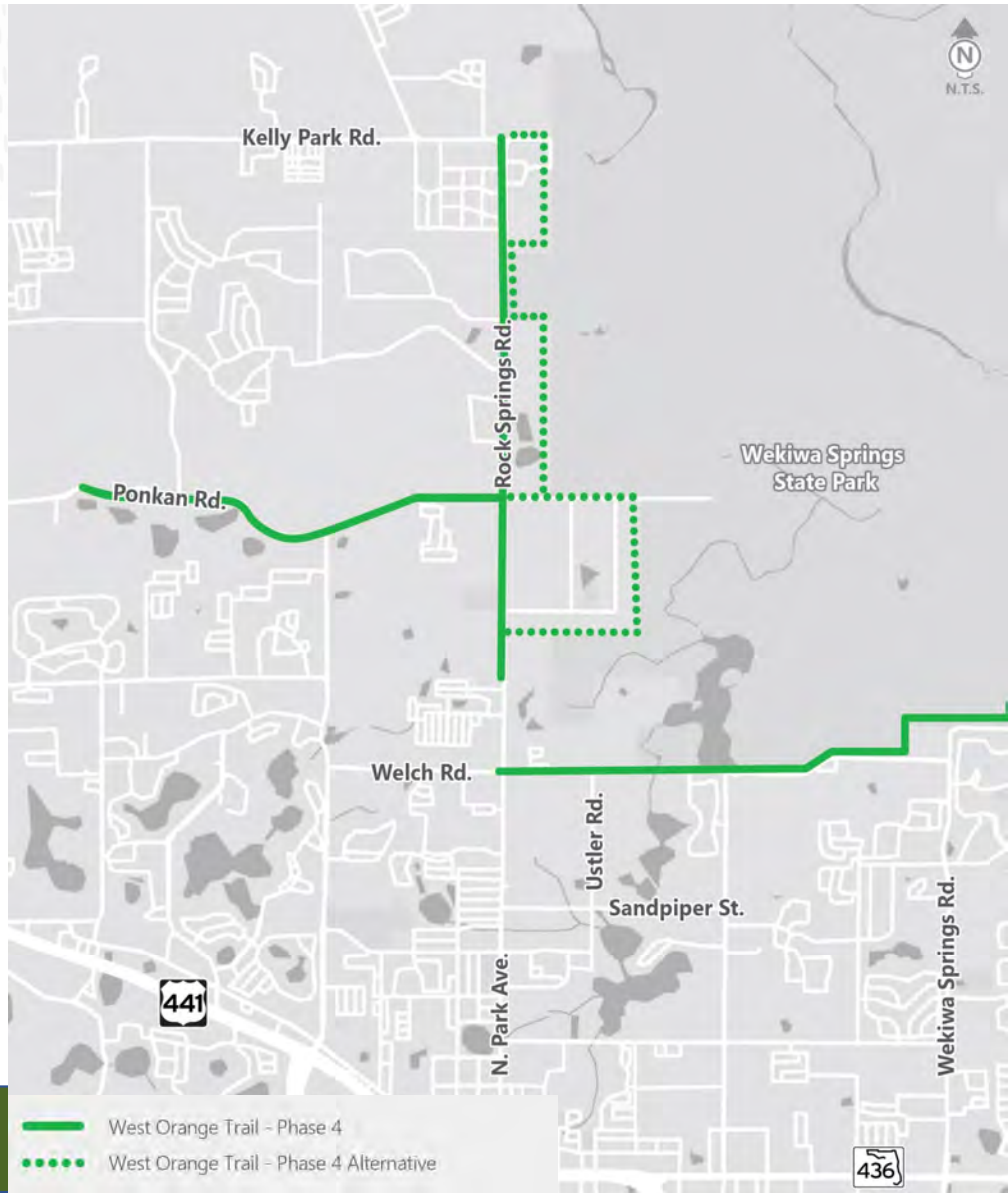
- Two lanes and no turning lanes
- Sidewalk along south side and no bicycle lanes
- Overhead utility along north side



West Orange Trail Extension Study

Project Limits

- Rock Springs Road
  - From Lester Road to Kelly Park Road
- Welch Road
  - From Rock Springs Road to Wekiwa Springs Road
  - Mostly along Wekiwa Springs Road to state park entrance
- Ponkan Road
  - From Rock Springs Road to Wolf Lake Elementary School

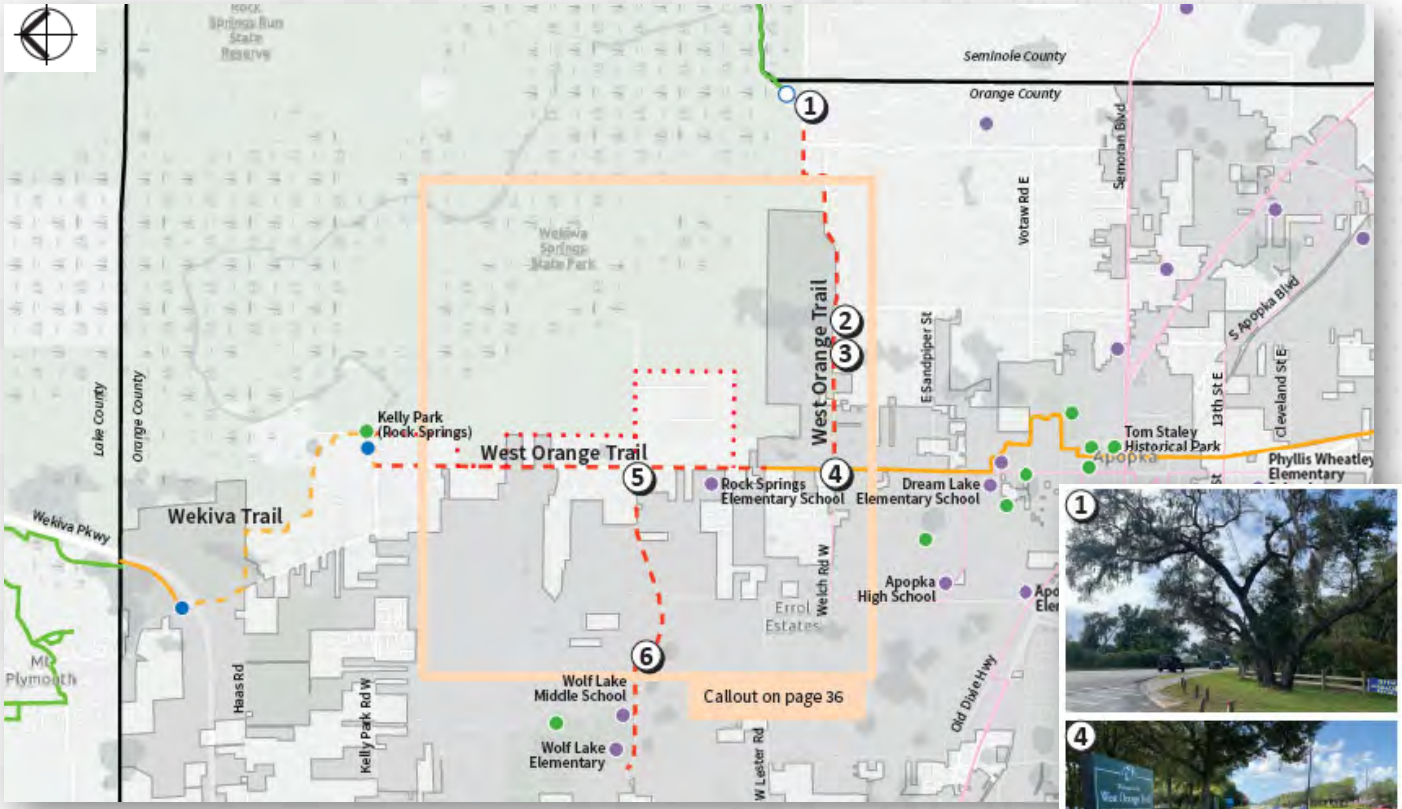


Project Purpose

- Extend West Orange Trail from existing northern end at Lester Road to proposed Wekiva Trail at Kelly Park Road
- Provide connection to Wekiva River Blueway Trail
- Provide connection to Wolf Lake Elementary and Middle schools and Apopka City-Athletic Complex

Orange County Trails Master Plan

West Orange Trail Extension Study



Legend

- West Orange Trail - Phase 4
- Existing Orange County Trail
- Proposed Orange County Trail
- Potential East Orange Trail Alignment
- Existing Trails (not maintained by Orange County)
- LYNX Transit Routes
- Schools
- Parks
- Existing Trailhead
- Potential Trailhead



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Existing Conditions

West Orange Trail Extension Study

Rock Springs Road

- Five lanes including bidirectional center turn lane
  - From Lester Road to Ponkan Road
  - From Earls Lane to Kelly Park Road
- Four lanes with raised median
  - from Ponkan Road to Earls Lane
- Sidewalks along both sides for entire corridor
- Bicycle lanes from Ponkan Road to Kelly Park Road
- Majority of overhead utility on west side
- Lighting present





Existing Conditions

West Orange Trail Extension Study

Welch Road

- Three lanes including bidirectional center turn lane
  - From Rock Springs Road to Parkglen Circle
- Two lanes undivided
  - From Parkglen Circle to Wekiwa Springs Road
- Sidewalks
  - Along north side from Rock Springs Road to Cedar Glen Drive
  - Along south side from Wellsprings driveway to Wekiwa Springs Road
- No bicycle lanes
- Overhead utility on both sides
- No lighting





Existing Conditions

West Orange Trail Extension Study

Ponkan Road

- Two lanes undivided
  - From Rock Springs Road to Wolf Lake Elementary
- Sidewalks
  - Along south side from Rock Springs Road to Vick Road
  - Along north side along Hillside at Wekiva Subdivision
  - Along north side from Vick Road to Wolf Lake Elementary School (crosswalk at Vick Road signal)
- No bicycle lanes
- Majority of overhead utility on south side
- No lighting









Rock Springs Road Study and West Orange Trail Extension Study

Study Schedule

Existing and Future Conditions Assessment

March 2021 - September 2021

City of Apopka Kick off Meeting: May 2021

City Council Briefing #1: Jun 2, 2021

Define and Select Alternatives

September 2021 – September 2022

City Council Briefing #2: Nov – Jan 2022

Public Workshop #1: Anticipate Jan 2022

Recommended Improvements Refinement and Documentation

September 2022 – December 2022

City Council Briefing #3: Sep 2022

County Commission Briefing: Sep 2022

Public Workshop #2: Anticipate Sep 2022

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Outreach Opportunities

Rock Springs Road Study

West Orange Trail Extension Study

- Kickoff presentation to Apopka City Council
- Apopka City Council prior to each public meeting
- Orange County Commission prior to Public Meeting #2

Agency Presentations



- Public Meeting #1 – Alternatives Meeting – Jan 2022
- Public Meeting #2 – Recommended Improvement – Sep 2022

Public Meetings



- Three Editions
  - One before each public meeting
  - One at conclusion of studies

Project Newsletters



- Up to 15 meetings throughout the study process
- To engage local and state agencies, and stakeholders

Coordination Meetings



- Up to 10 Meetings throughout the study process
- To engage homeowners, business owners, citizen organizations or committees

Small Group Meetings



- Interactive website
- Social media outreach
- Email blasts
- Surveys

Virtual Outreach



Contact Information:



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VHB
Consultant Project Manager
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asirmans@vhb.com

Meeting Notes

Place: Microsoft Teams

Date: June 17, 2021 Notes Taken by: Kevin Freeman

Project #: 63383.13 Re: Meeting with Duke Energy: Rock Springs Road Corridor Study and West Orange Trail Extension Study

ATTENDEES

Lara Bouck, MetroPlan Orlando	Taylor Laurent, MetroPlan Orlando	Todd Kihlmire, Duke Energy
Gil Nunez Cruz, Duke Energy	Jeffrey Trauth, Duke Energy	Sam Evans, Duke Energy
Scott Vanvelzor, Duke Energy	Pam Richmond, City of Apopka	Brian Sanders, Orange County
Kevin Freeman, VHB	Amy Sirmans, VHB	

Lara began the meeting and handed over to Amy to start the presentation. The presentations began with Lara introducing herself as the project manager and allowed all attendees to introduce themselves. Following introductions, Amy presented the presentation slides that outline the project overview, existing conditions, outreach and schedule. Following the presentation, the meeting was open for discussion. The following is a summary of the open discussion:

- Kevin provided some background on the Welch Intersection that alternatives at this intersection would likely require moving the transmission pole in the NW corner of the Rock Springs Road and Welch Intersection.
- Pam showed the site plan for the development that is planned for the NW corner of the intersection to give the team an idea of how far back we would need to move the transmission pole.
- Pam request Duke look at the feasibility of moving the poles and provide some very high level costs so we could use once we get to the alternative stage.
- Duke will provide a pole location feasibility review, provide very high level cost estimates for Alternative Development, and provide and design constraint that the rock springs Road team can keep in mind when developing alternatives to minimize issues and impacts.
- Duke will be able to provide a timeline in a few weeks once reviewed with Engineering team and will schedule a call to discuss there findings.

Meeting Notes

Place: Teams

Date: July 19, 2021 Notes Taken by: Nikki Melendez

Project #: 63383.13 Re: Business Owners Meeting: Rock Springs Road Corridor Study and West Orange Trail Extension Study

ATTENDEES

Lara Bouck, MetroPlan Orlando	Taylor Laurent, MetroPlan Orlando	Amy Sirmans, VHB
Kevin Freeman, VHB	Nikki Melendez, VHB	

Meeting was held from 10:00 am – 11:30 am. No participants joined the meeting.

Meeting Notes

Place: Microsoft Teams

Date: November 1, 2021 Notes Taken by: Nikki Melendez

Project #: 63383.13 Re: Schools Coordination Meeting: Rock Springs Road Corridor Study and West Orange Trail Extension Study

ATTENDEES

Taylor Laurent, MetroPlan Orlando	Tamara Barton-Buggs, Principal at Wolf Lake Elementary	Cynthia Haupt, Principal at Wolf Lake Middle
Adam Zubritsky, OCPS Transportation Services Safety Manager	Jacqueline Saccamano, OCPS Director of Safety	Rowland Welch, OCPS Senior Manager of Occupational Safety and Health
Melissa Byrd, OCPS District 7 Board Member	Amy Sirmans, VHB	Kevin Freeman, VHB
Nikki Melendez, VHB		

Amy provided a brief presentation that gave an overview of both projects. The following is a summary of the open discussion held during the meeting:

- Tamara asked if the West Orange Trail will be extended?
  - Amy responded that this study is looking at options to extend the trail up to Kelly Park Rd and provide two trail spurs. One connecting the main trail to the Wekiwa State Park entrance and one connecting the main trail to the Wolf Lake Schools.

- Jackie asked for additional detail on the types of improvements being considered near Rock Springs Road and Publix and mentioned that OCPS has been receiving calls for alternate walking routes for students to avoid this area.

- Jackie commented that it would be important to provide connections from the community to the trails.

- Tamara stated that this project is a great idea. Especially for bike riders using the tight corridor that currently exists on Ponkan Road. The trail would give more space for students to be able to ride their bikes and walk to school.
  - Jackie added that with the right promotion of the trail, the school could encourage some car riders to become bikers and walkers.

- Amy asked if there are statistics on bikers/walkers.
  - Wolf Lake Elementary has mostly car riders. The second most used mode of transport would be bus, and there are a small number of bikers/walkers.

  - Wolf Lake Middle has had a high number of car riders over the past two years and there are a lot of bus riders. There are a small number of bikers/walkers who live in nearby communities that are too close for bus pickup.
  - Both schools are in support of the trail to help promote biking and walking to school.

- Tamara stated that there will be a new K-8 school on Jason Dwelley Parkway (near Kelly Park Road) opening next year that will provide relief for the Wolf Lake schools. There might be a need for a trail connection to that school.
  - Melissa added that there will be a lot of walkers to the new K-8 school and will possibly be bussed from Zellwood.
  - Taylor responded that our study team will follow-up with Pam at the City of Apopka on the new trail location. The study team thought there might be mention of a trail along Kelly Park Road being done by the City, that would connect to the West Orange Trail at Rock Springs Road and Kelly Park Road.

- Amy asked about the potential to extend outreach to the staff and parents.
  - Tamara and Cynthia both offered to utilize electronic marquee, school Facebook page, PTA's Facebook page, and middle school weekly newsletter.
  - The study team will reach out directly to principals to provide information.

- Amy asked Adam about his thoughts around these studies and bus routes.
  - Adam responded that he is very supportive of adding walking paths. It helps everyone, especially those not eligible for bus. He added that a paved area to wait on a bus is always a benefit.

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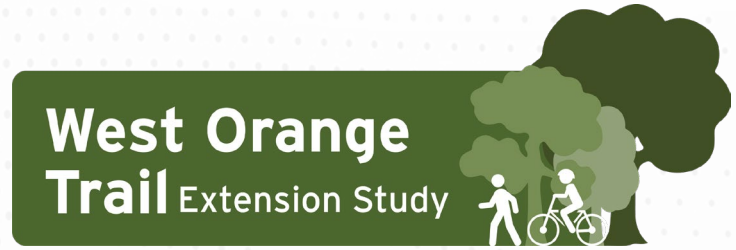
Rock Springs Road Study & West Orange Trail Extension Study

School Coordination Meeting

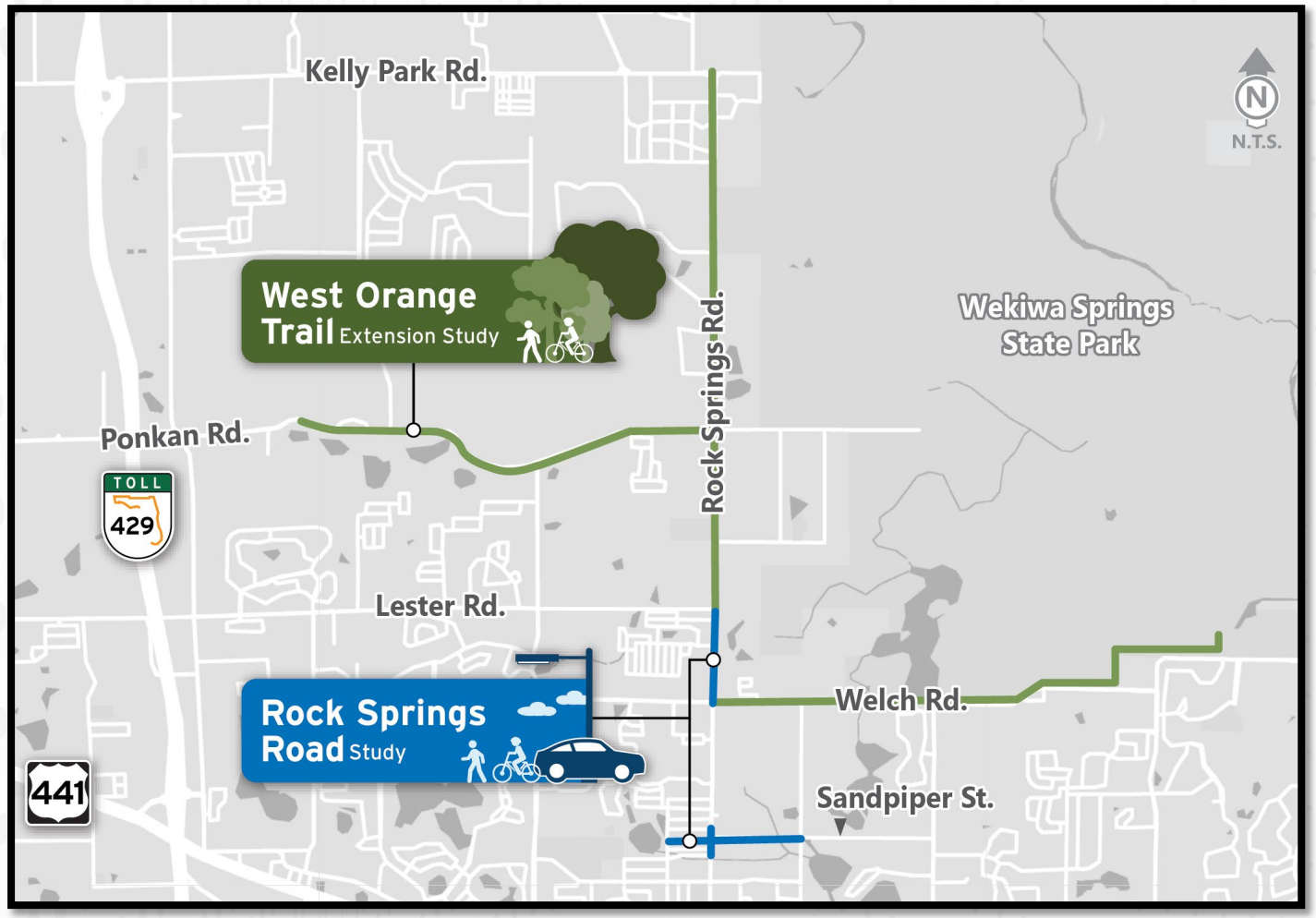
November 1, 2021





Presentation Overview

- Rock Springs Road
- West Orange Trail Extension
- Study Schedule
- Open Discussion



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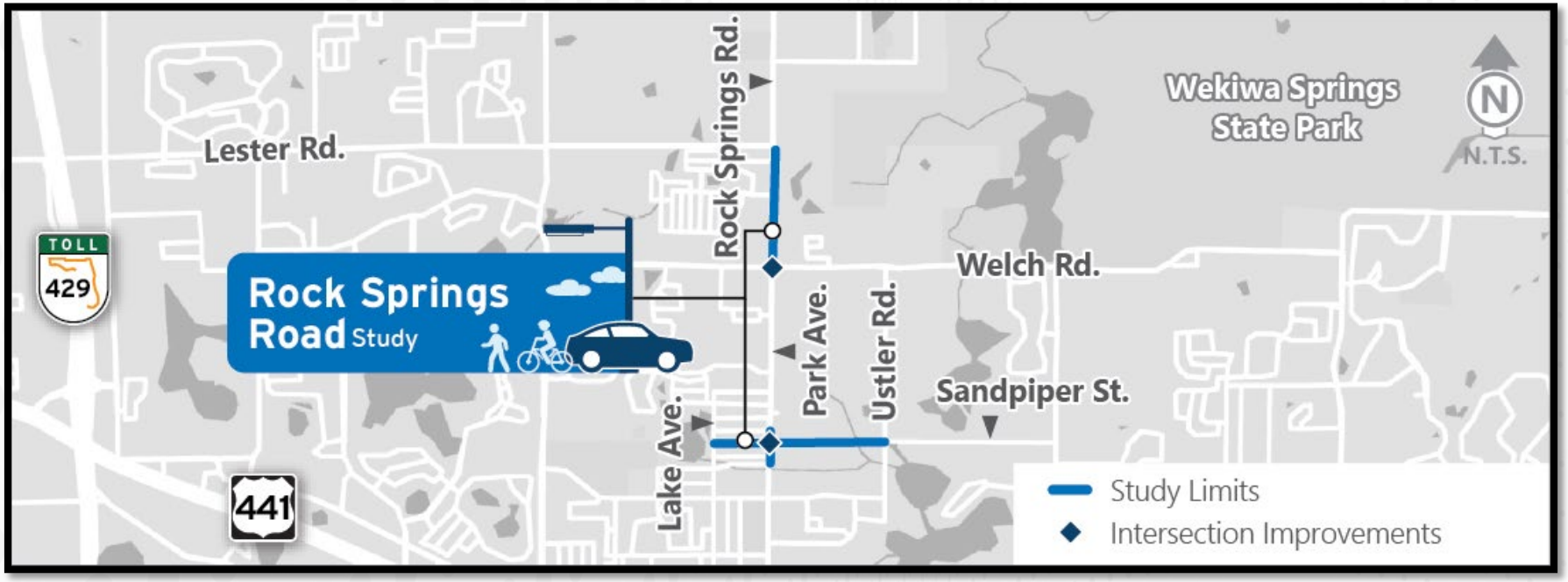
Rock Springs Road Study

Study Overview

Rock Springs Road Study Limits:

- Rock Springs Road
  - From Welch Road to Lester Road
  - Welch Road at Rock Springs Road intersection
- Sandpiper Street
  - From Lake Avenue to Ustler Road
  - Sandpiper Street at Park Avenue intersection



Project Purpose – Rock Springs Road

Rock Springs Road from Welch Road to Lester Road

- Establish a safe and efficient access management plan for the study corridor.
- Determine intersection improvements for Rock Springs Road at Welch Road.



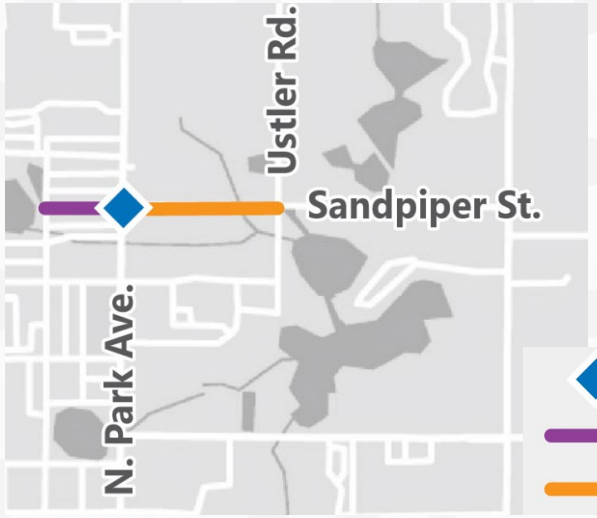


Project Purpose – Sandpiper Street at Park Avenue

Rock Springs Road Study

Sandpiper Street from Lake Avenue to Ustler Road

- Evaluate signalization and realignment for Park Avenue and Sandpiper Street intersection.
- Add sidewalk along Sandpiper between Lake Avenue and Ustler Road



Intersection Improvements - Park Ave / Sandpiper St.

Sidewalk - north side of W Sandpiper St.

Sidewalk - south side of E Sandpiper St.



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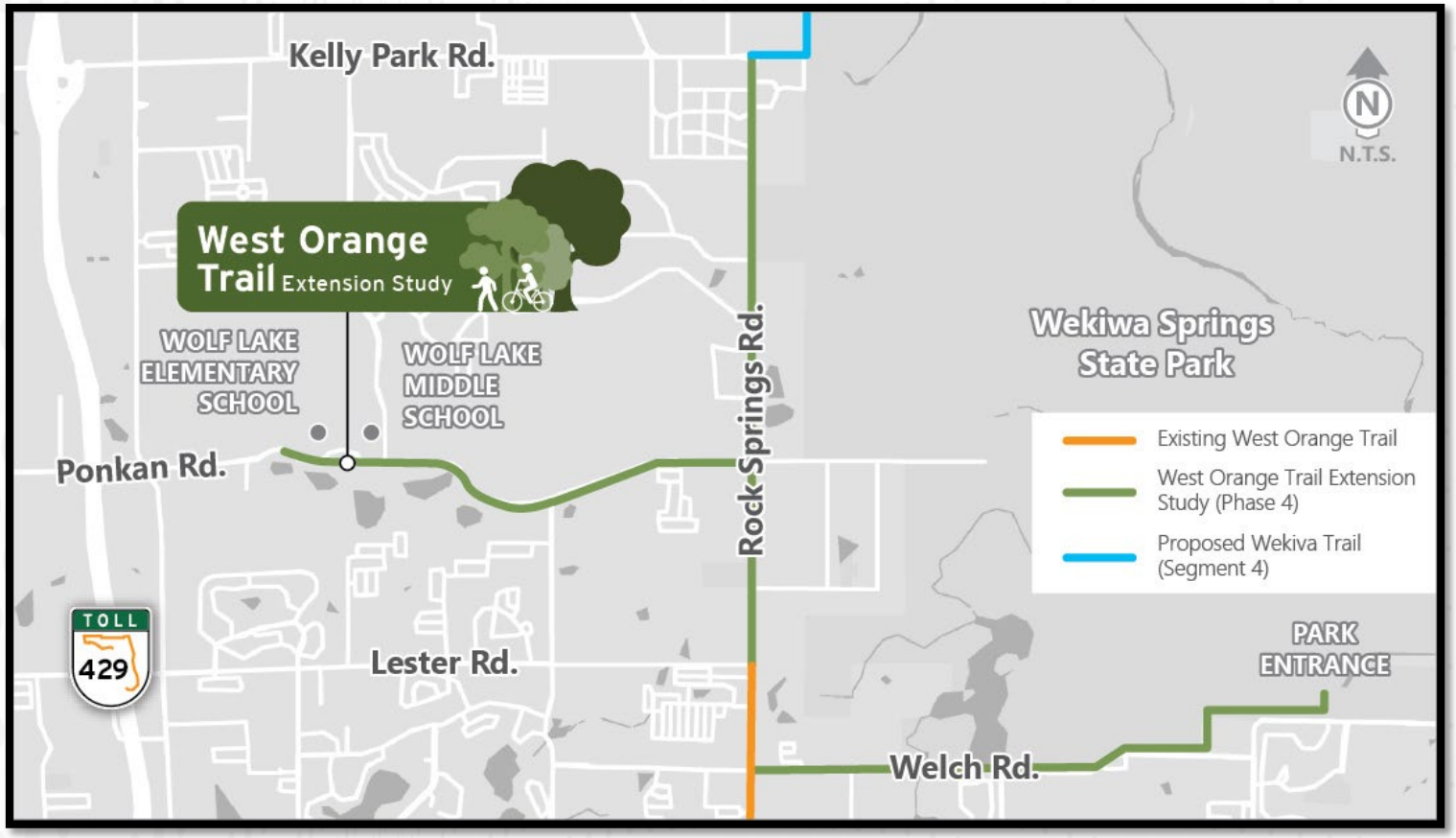
West Orange Trail Extension Study

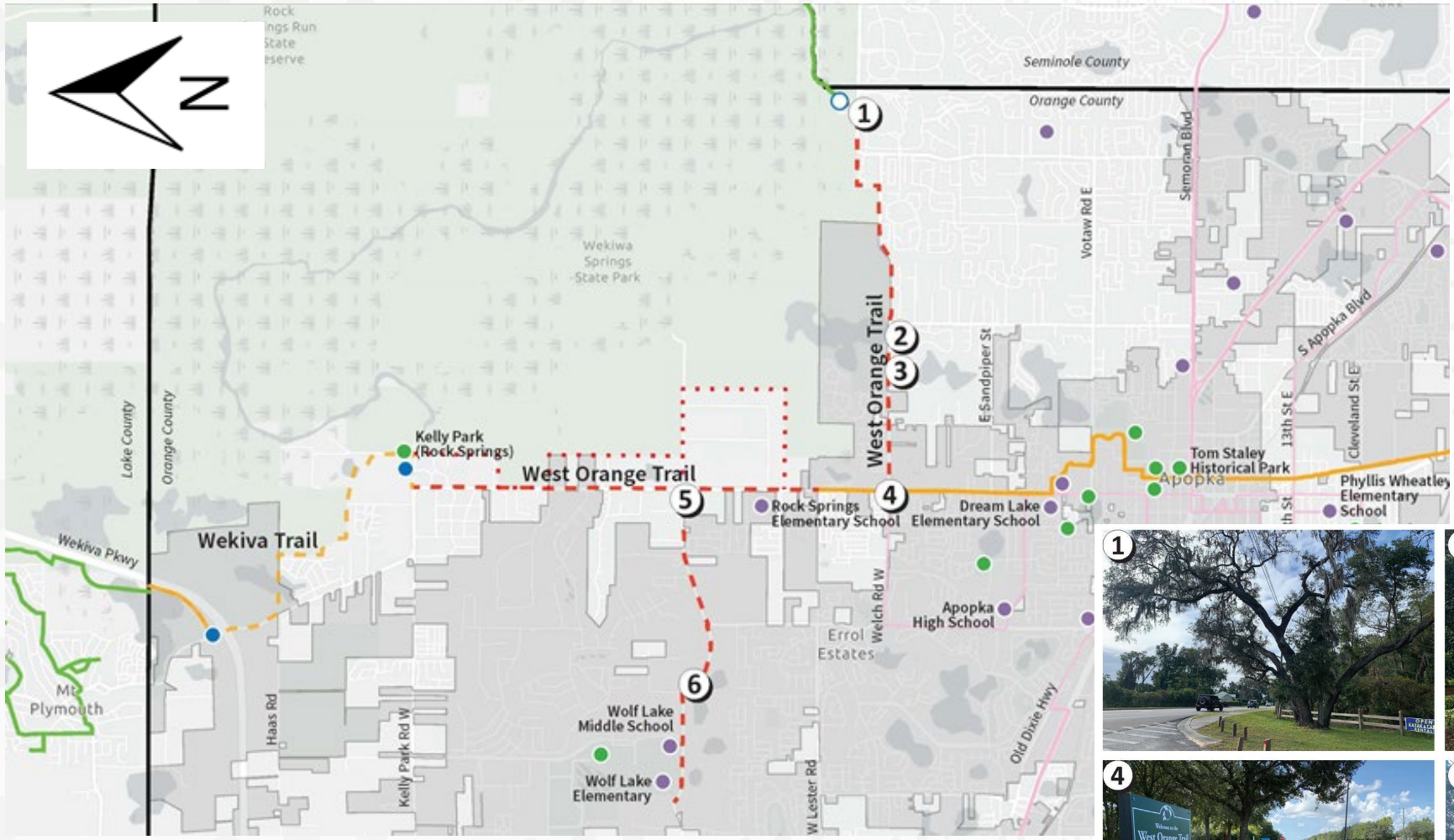
Study Overview

- Limits on Rock Springs Road:
  - From Lester Road to Kelly Park Road
- Limits on Welch Road:
  - From Rock Springs Road to Wekiwa Springs Road
  - Mostly along Wekiwa Springs Road to state park entrance
- Limits on Ponkan Road:
  - From Rock Springs Road to Wolf Lake Elementary and Middle School



Orange County Trails Master Plan

West Orange Trail Extension Study



Legend

- West Orange Trail - Phase 4
- Existing Orange County Trail
- Proposed Wekiva Trail
- Potential West Orange Trail Alignment
- Existing Trails (not maintained by Orange County)
- LYNX Transit Routes
- Schools
- Parks
- Existing Trailhead
- Potential Trailhead











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Project Purpose

- Rock Springs Road: Extend West Orange Trail from existing northern end at Lester Road to proposed Wekiva Trail at Kelly Park Road
- Welch Road: Provide connection to Wekiva River Blueway Trail
- Ponkan Road: Provide connection to Wolf Lake Elementary and Middle schools and Apopka City-Athletic Complex







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Rock Springs Road Study
and
West Orange Trail Extension Study

Study Area Schools

Rock Springs Road Study

West Orange Trail Extension Study



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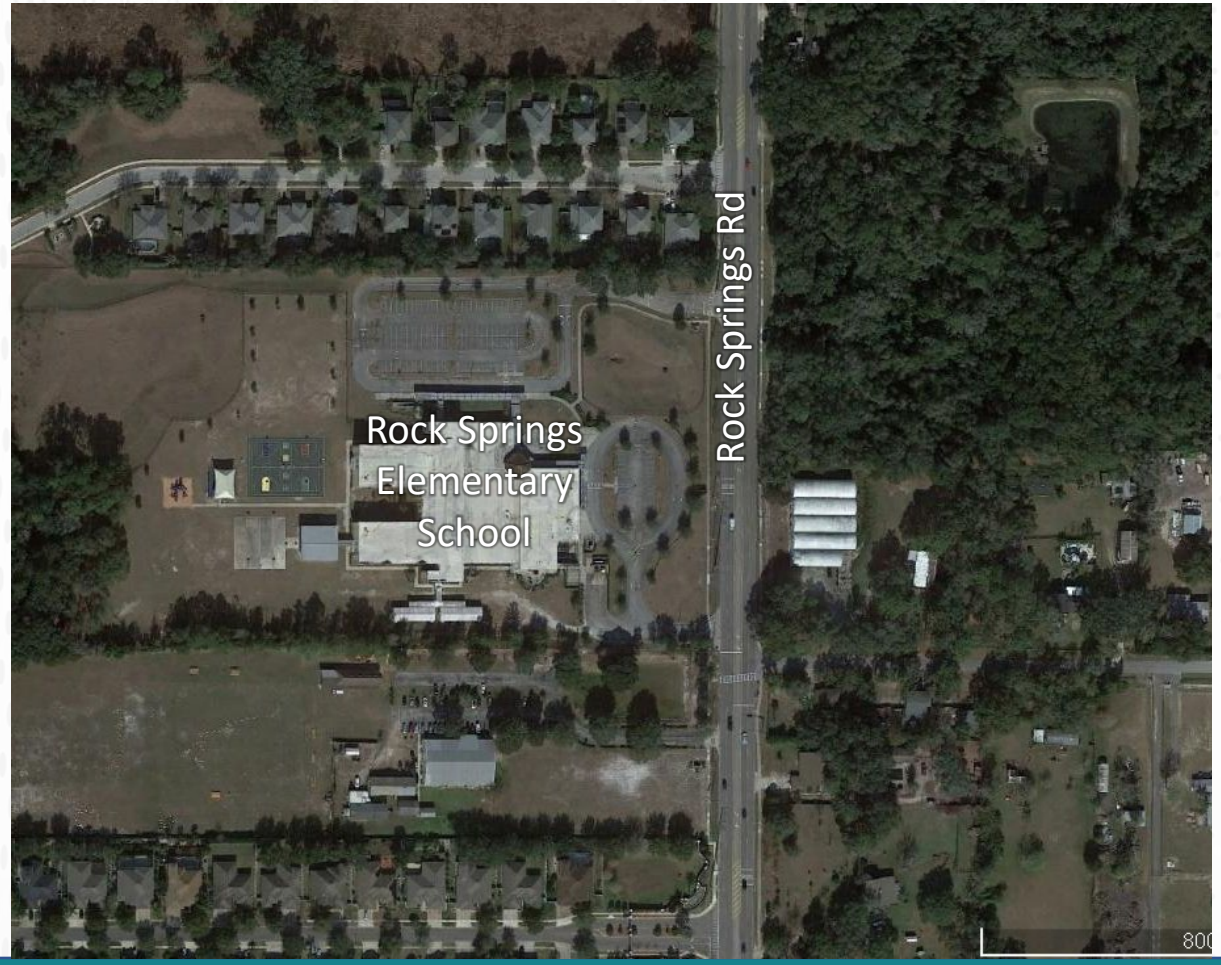
Study Area Schools

Rock Springs Road Study

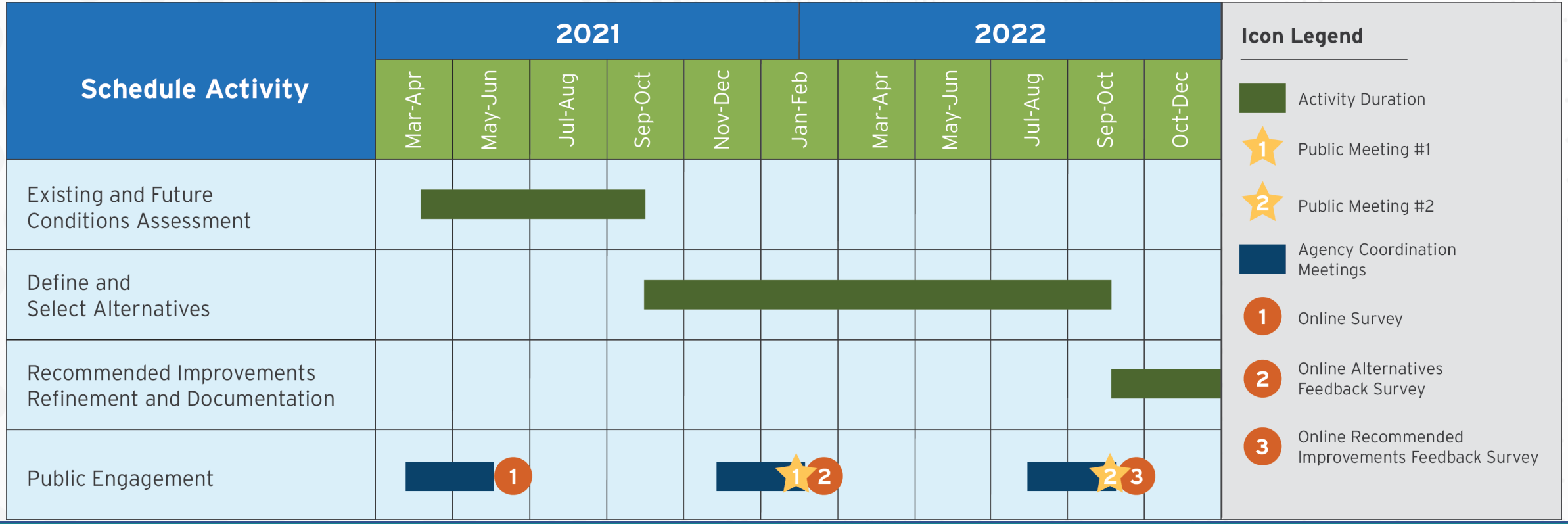
West Orange Trail Extension Study



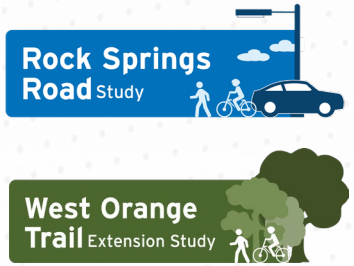


Study Schedule

- **Upcoming virtual public meeting: January 27, 2022**
  - Present alternatives
  - Online survey
  - Potential outreach to parents and staff



Contact Information:



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MetroplanOrlando.org/RockSprings

From: Nikki Melendez
To: Kennedy Sumner-Snell
Subject: FW: [External] RE: Rock Springs Road and West Orange Trail Studies Follow-Up
Date: Tuesday, December 6, 2022 8:50:55 AM
Attachments: image001.png
image003.png
image004.png
image005.png

Nikki Melendez
Transportation Analyst
PD&E/NEPA Services Group

P 407.982.4476

www.vhb.com

From: Barton, Tamara K. <tamara.barton@ocps.net>
Sent: Tuesday, December 6, 2022 10:48 AM
To: Taylor Laurent <TLaurent@metroplanorlando.org>; Haupt, Cynthia K. <cynthia.haupt@ocps.net>; Byrd, Melissa M. <Melissa.Byrd@ocps.net>; Hall, Jacqueline K. <Jacqueline.Saccamano@ocps.net>; Welch, Rowland W. <Rowland.Welch@ocps.net>; Zubritsky, Adam D. <Adam.Zubritsky@ocps.net>
Cc: Jason Sartorio <jsartorio@metroplanorlando.org>; Amy Sirmans <asirmans@vhb.com>; Nikki Melendez <nmelendez@vhb.com>; Kevin Freeman <KFreeman@VHB.com>
Subject: [External] RE: Rock Springs Road and West Orange Trail Studies Follow-Up

Thank you so much for the update!

Respectfully,
Buggs

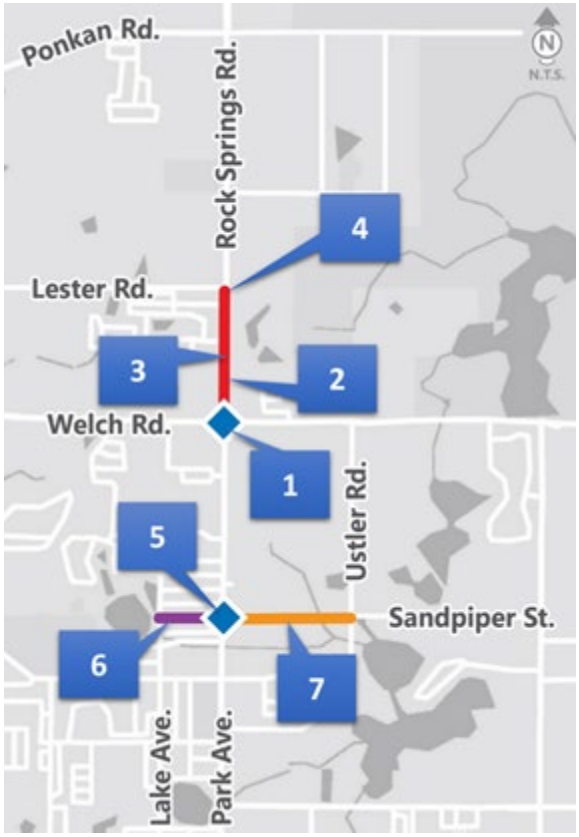
From: Taylor Laurent <TLaurent@metroplanorlando.org>
Sent: Tuesday, December 6, 2022 8:40 AM
To: Haupt, Cynthia K. <cynthia.haupt@ocps.net>; Barton, Tamara K. <tamara.barton@ocps.net>; Byrd, Melissa M. <Melissa.Byrd@ocps.net>; Hall, Jacqueline K. <Jacqueline.Saccamano@ocps.net>; Welch, Rowland W. <Rowland.Welch@ocps.net>; Zubritsky, Adam D. <Adam.Zubritsky@ocps.net>
Cc: Jason Sartorio <jsartorio@metroplanorlando.org>; Amy Sirmans <asirmans@vhb.com>; Nikki Melendez <nmelendez@vhb.com>; Kevin Freeman <KFreeman@VHB.com>
Subject: Rock Springs Road and West Orange Trail Studies Follow-Up

⚠ **CAUTION:** This email originated from outside of Orange County Public Schools. Do not click links or open attachments unless you know the content is safe.

Good morning,

On behalf of MetroPlan Orlando, we would like to follow up on the progress made on the Rock Springs Road Study and the West Orange Trail Extension Study since our prior coordination

meeting on November 1, 2021. Since our last meeting, the study team has developed improvement alternatives and presented those alternatives at the first community meeting, held in January 2022, to gather feedback from the community. Following the first community meeting, the study team selected and refined the recommended improvements for the studies. A second community meeting was held in September 2022 to present the recommended improvements and gather feedback from the community. The presentations and displays for both community meetings are available on the study website, MetroPlanOrlando.org/RockSprings.



The following is a summary of the recommendations to improve operations and safety as part of the Rock Springs Road Study:

1. Additional turn lanes, raised traffic separators, and sidewalk at the intersection of Welch Road at Rock Springs Road

2. New signal at Publix North entrance

3. New mid-block crosswalk south of Tanglewood Drive (to be considered after new signal at Publix North entrance)

4. Extended turn lane storage and updated intersection striping at Lester Road and Rock Springs Road

5. Sandpiper Street realignment and a new signal at the Park Avenue intersection

6. New sidewalk along the north side of Sandpiper Street to Lake Avenue

7. New sidewalk along the south side of Sandpiper Street to Ustler Road

Feedback from the community meetings indicated support for the recommended improvements and a desire for emphasized pedestrian safety.

For the West Orange Trail Extension Study, the following trail and trail spur



alignments are recommended:

- West Orange Trail Extension: Along the east side of Rock Springs Road from the existing trail terminus at Lester Road to the proposed Wekiva Trail (at Kelly Park Road).

- Welch Road Trail Spur: Along the north side of Welch Road from Rock Springs Road to Wekiwa Springs State Park entrance. This alternative includes wrapping around Sweetwater Park Village along the State Park Boundary to avoid the Welch Road and Wekiwa Springs Road intersection.

- Ponkan Road Trail Spur: Along the south side of Ponkan Road from Rock Springs Road to Vick Road, a trail crossing on the east leg of the Vick Road signalized intersection, where the trail crosses to continue along the north side of Ponkan Road from Vick Road to the Wolf Lake Elementary and Middle Schools, as well as the City of Apopka's Northwest Recreation Complex.

Overall, the proposed trails are anticipated to enhance the community by providing access to recreational facilities and provide the local community with an alternate mode of transportation. Additionally, the proposed trail alignments along Rock Springs Road and Ponkan Road will provide students with a safe option for walking or biking to school.

We encourage you to visit the project website at MetroPlanOrlando.org/RockSprings for more information about the studies. We are in the final phase of presenting the recommended improvements to the MetroPlan Orlando board and committees. The studies are anticipated to

conclude in December of 2022. Once completed, the final study reports will be available for download on the study website and an email notification will be sent to the study contact list. At this time, no future phases are funded. Please let us know if you have any questions regarding the study recommendations.

Sincerely,

Taylor Laurent, PE, AICP
Manager of Transportation Planning

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Meeting Notes

Place: Microsoft Teams Meeting

Date: March 8, 2022 Notes Taken by: Nikki Melendez

Project #: 63383.13 Re: Rock Springs Road at Welch Road Intersection Discussion Meeting

ATTENDEES

Lara Bouck, MetroPlan Orlando	Taylor Laurent, MetroPlan Orlando	Nick Lepp, MetroPlan Orlando
Pamela Richmond, City of Apopka Planning and Zoning	Brian Sanders, Orange County Transportation Planning	Hatem Abou-Senna, Orange County Transportation Planning
Amy Sirmans, VHB	Kevin Freeman, VHB	Nikki Melendez, VHB
Raja Pemmanaboina, VHB	Srinivas Kandala, VHB	

MetroPlan Orlando conducted this meeting to discuss the Rock Springs Road at Welch Road intersection. The topic of discussion was related to projected traffic operations for various lane configuration scenarios in 2045 to gain consensus on the priorities and preferences with Orange County and the City of Apopka.

Kevin presented the findings to the meeting attendees for open discussion.

The following is a summary of the open discussion:

Hatem shared the SimTraffic model on screen to better understand traffic patterns during peak hours:

- Hatem evaluated traffic patterns without the addition of a northbound and southbound right turn lane. Removing the turn lanes did not increase delays northbound and southbound, however, eastbound and westbound delays were significant.
  - Kevin asked if adjustments to signal timing may improve delay, as it doesn't compare to existing traffic conditions observed in field.
  - Hatem indicated the signal timing was adjusted to give priority to the northbound and southbound lanes where traffic is heavier.
  - Brian indicated that from experience, the eastbound left turn lane is often backed up. The westbound left turn lane does not seem to experience the same delays.

- Nick stated that MetroPlan Orlando's main goal for this project is to improve safety. Given the removal of the northbound and southbound right turn lanes does not hugely impact traffic delay, MPO would prefer to not include those additional turn lanes. This would be a perceived safety improvement for the trail crossing, particularly the northbound right turn lane.

- Hatem indicated that with the removal of the additional eastbound left turn lane, the delay is greater than 500 sec. With the dual eastbound turn lane, the delay is less than 100 sec.

- Raj stated that his team would like to make adjustments to the model to better represent the proposed improvements.

- Nick pointed out that Vick Road could be used as a relief road.
  - Brian responded that there are challenges with using Vick Road as a relief road, noting sharp curves. There is limited capacity for vehicles traveling north, and there are a lot of vehicles coming from SR 429 to get to Rock Springs Road.
  - Pam mentioned the City is planning to improve the intersection of Vick Road and Welch Road, and Vick Road is planned to be widened in a few years.

- Raj pointed out in the SimTraffic model that the westbound left turn lane is clearing with more volume, and the east bound left turn lane is not clearing with less volumes. Felt there might need to be more tweeks to the model to get a more accurate simulation.

- Nick expressed concern that the northbound right turn lane and dual westbound left turn lane might warrant a separate phase for the trail. The goal is to keep the street crossing as short as possible.

- Pam stated the dual southbound left turn lanes and two receiving lanes from the north leg are non-negotiable. The City would be willing to sacrifice the dual left turn lanes from the northbound approach. The purpose of this project, from the City's perspective is to help facilitate travel to the east and to and from the north.
  - Nick confirmed his concern is for the northbound right turn lane and the dual westbound left turn lanes.

- Nick indicated they are willing to accept some additional delay if it helps to enhance safety for trail users.
  - Brian suggested a push button that gives enough time to cross the street. When the button is not pushed, the priority will go to the vehicles. Additional signage, like blank out signs, to stop right turns should be implemented as well.

- Brian asked if there is enough right of way for the east-west accommodation.
  - Kevin shared the right of way impacts for the dual eastbound and westbound left turns on screen.

- Nick indicated that acquiring right of way for this project would require a PD&E phase.
  - Pam expressed concerns about the timeline and expense of a PD&E phase. It will be a hard sell to the City Council to explain why we can't select an alternative without starting a PD&E study.

- Raj suggested looking at 2035 traffic conditions without a northbound and southbound right turn lane in the SimTraffic model.
  - Brian responded that would help avoid the need for right of way and allow the opportunity to prioritize improvements to Vick Road as a relief route.
  - Nick indicated that the effects of those improvements would need to be evaluated at the Welch Road intersection with both Vick and 429 improved.

- Hatem pointed out that conditions could be expected to improve as connected and automated vehicles (CAVs) and enhanced technology become more present.
  - Raj added that an increase in capacity is also expected with the conversion to CAVs on the roadways.
  - Pam responded that other factors in play within the area are being underestimated when looking at future traffic projections.

- Pam stated she is open to limiting the number of lanes at the intersection to provide access for trail users.
  - Brian added that the County is providing more accessibility with a gridded network.

The following is a summary of discussions had while wrapping up the presentation:

- All are in agreement that the recommended alternative for this study will need to be within existing right of way.
- The study team and Raj will work to adjust the SimTraffic model to help refine improvements.
- Lara will provide updates once there is a more conclusive analysis.

Meeting Summary

Project:	Rock Springs Road Study
Date:	April 20, 2022 at 4:00 PM (EST)
Location:	Teams
Subject:	Project Next Steps
Attendees:	Pamela Richmond, City of Apopka Lara Bouck, MetroPlan Orlando

The following is a summary of the discussion held during the meeting, including primary topics and action items.

I. Status of site development for the parcel in the NW corner of RSR and Welch
   a. This project went before the City of Apopka DRC this morning – the meeting went well. Orange County has additional comments re: the access along RSR not meeting County standards.
   b. Pam shared a link to a PDF of the site plan that went to DRC today, and has requested CADD files from Kimley Horn (Jordan Draper)

II. Status of Sandpiper Street Design
   a. Purchase requisition for the Design Consultant was submitted today. Pam is not sure on the timeframe for updated linework and cost estimates, but will push them for an updated schedule now that they have their PO. Survey will be needed.
   b. Pam received a request from Friends of the WOT (not sure on group name) to provide space for a low-amenity rest area for trail users. Pam is proposing to use the land that will be "reclaimed" once the roadway is realigned – show as a "Future Pocket Park" in graphics for Public Meeting #2.

III. Outreach to Publix Plaza Owners
   a. Pam will visit the Publix on Monday and try to make contact with the store manager to set a meeting.
   b. Pam sent an email to Cmsr Velazquez to request a contact with the 7-11. She heard someone may be unhappy with the change in access.
   c. Pam also reaching out to the owner of the McDonald's and the new Italian restaurant (fka Bubbalou's)

IV. Follow up with Duke Energy
   a. Pam sent an email to Todd Kihlmire to ask about next steps and inquire what level of information we would need to provide at a follow-up meeting.

Meeting Notes

Place: Microsoft Teams Meeting

Date: November 4, 2022 Notes Taken by: Kennedy Sumner-Snell

Project #: 63383.13 Re: Rock Springs Road Study and West Orange Trail Extension Study – Project Partner Update

ATTENDEES

Taylor Laurent, MetroPlan Orlando	Jason Sartorio, MetroPlan Orlando	Pamela Richmond, City of Apopka Planning and Zoning
Brian Sanders, Orange County Transportation Planning	Blanche Hardy, Orange County Transportation Planning	Regina Ramos, Orange County Parks and Recreation
Maria Jose, Orange County Parks and Recreation	Cedric Moffett, Orange County Parks and Recreation	Amy Sirmans, VHB
Kevin Freeman, VHB	Nikki Melendez, VHB	Kennedy Sumner-Snell, VHB

MetroPlan Orlando held this meeting with Orange County and the City of Apopka to present the Rock Springs Road Study and West Orange Trail Extension Study public feedback received during Community Meeting #2 and Survey #3 and to discuss the next steps of the study process. The following is a summary of the open discussion held during the meeting.

The following is a summary of the open discussion:

I. Rock Springs Road Study Public Feedback Discussion

- Brian agrees the feedback received for the Rock Springs Road Study supports the proposed improvements.

- Pam indicated the city will move forward with the Rock Springs Road Study proposed improvements as funding comes in.
  - The Sandpiper Street intersection signal and realignment are currently in design and construction is funded for this year fiscal year.
  - The city has acquired 12-ft of right-of-way along Rock Springs Road from the development coming in the northwest corner of the Welch Road intersection and can move forward with implementing temporary traffic separators pending Orange County's permit approval.
  - Regarding the phasing of projects, the city will likely move forward with the signal at Publix North Entrance prior to the geometric improvements, due to the rate of incoming developments.

- Nikki asked Pam if she has any information regarding the development in the SE corner of Sandpiper Street at Park Avenue.
  - Pam responded the buyers of the property have not yet provided the city with plans. The right-of-way necessary for the realignment of Sandpiper Street was retained. The city plans to bury the utilities in that corner as part of the Sandpiper Street at Park Avenue signalization and realignment.

- Pam expressed the desire to move forward with the signal and realignment of Sandpiper Street at Park Avenue without the proposed sidewalks along the east and west leg of Sandpiper Street.
    - Amy responded the study team can recommend the sidewalks be completed in a separate phase of the project.
    - Taylor will make a note to add the segment to MetroPlan Orlando's sidewalk gap program.

- Pam stated the Sandpiper Street signal will make considerations for the existing WOT trail crossing and coordinate with the city's design engineer to incorporate a safe pedestrian crossing.
    - Amy responded this study recommends incorporating a leading pedestrian interval (LPI) for the WOT trail crossings at the signalized intersections along the study corridor.
    - Nikki stated public feedback received through the public survey indicated the desire for improved trail crossings throughout the trail, including visibility enhancements at the intersections and side street crossings.

II. West Orange Trail Extension Study Public Feedback Discussion

- Regina expressed concern about the Welch Road Trail Spur feedback.
    - Brian responded the percentage of approval for the spur may have been greater if the recommended alternative did not run behind the subdivision.

- Regina asked how far into Wekiwa Springs State Park the trail will be located.
    - Amy responded a 50-ft easement was recommended along the boundary of the park.
    - Brian added the actual trail footprint will be less.

- Pam asked for guidance regarding right-of-way acquisition from incoming developments, specifically on Welch Road in between Rock Springs Road and Ustler Road, and along Ponkan Road.
    - Kevin responded the study team will provide the right-of-way needs.

- Brian indicated there will eventually be a need for right-of-way acquisition along Welch Road east to Wekiwa Springs Road. There may be an issue acquiring right-of-way in front of Circle K at the intersection.
    - Pam responded that area is under County jurisdiction and the city likely won't able to assist with acquisition.

- Amy stated the study team has an upcoming meeting with Orange County Commissioner Moore, at which the Welch Road Trail Spur is expected to be a topic of interest. The study team will determine right-of-way needs from the park based on the results of this meeting.

- Brian stated public feedback during the live Q&A session at the public meeting indicated a strong desire to avoid impacts to the park. Orange County Parks and Recreation will be relied on to assist with mitigation.

- Regina asked, regarding feedback indicating concerns for youth camper safety along Welch Road, is the trail located on the north or south side of the roadway?
  - Amy responded the trail is located on the north side of the roadway.
  - Brian added the trail will not increase the visibility of the youth camp from the roadway.
  - Kevin stated during field reviews of the area, foliage along Welch Road in between the proposed trail and youth camp would restrict visibility from the proposed habitat observation areas.

- Regina asked if the recommended Welch Road Trail Spur includes a fence separating the trail from the park.
  - Kevin responded yes; the park will provide guidelines for the type of fencing needed to provide a barrier between the trail and the park.

- Regina stated public feedback for the recommended Welch Road Trail Spur is still in the majority. It is anticipated that Commissioner Moore will want to move forward with the recommended alignment.
  - Amy indicated Commissioner Moore may be looking to provide as much access to the trail as possible, which would involve the trail spur alternative that continues east along Welch Road to Wekiwa Springs Road instead of wrapping around the neighborhood.
  - Kevin and Brian added the alternate alignment is very tight, specifically at the intersection of Welch Road at Wekiwa Springs Road.
  - Blanche expressed safety concerns for bicyclists and pedestrians navigating this intersection, especially children.

- Regina stated the Parks and Recreation Division would prefer to provide a trail option that is more recreational, despite opposition from adjacent homeowners. The county will do what it can to preserve the park within the corridor.
  - Brian stated within the 50-ft easement that is acquired for the trail, the trail can be constructed as far away from the adjacent homes as possible.
  - Taylor added during future public engagement activities, participating agencies will need to be prepared to respond to comments about the type of fencing, etc. that will be provided between the trail and residents' backyards.
  - Regina asked what type of fencing is currently used as a buffer between the park and adjacent homes.
  - Taylor responded the properties end at an existing chain-link fence that has been described by the residents as being poorly taken care of.
  - Regina stated during the design phase the county will do what it can to provide good separation for the trail.

- Amy discussed the Orange County Resolution in place that precludes the West Orange Trail Extension from running along the park boundary and instead along Rock Springs Road.
  - Amy added at the public meeting, some members of the public were asking how to get the resolution changed. This may come up in future phases of the study.

  - Regina responded Commissioner Moore may be able to assist with changing the Resolution based on public feedback but has previously indicated she will not go against the current resolution.

- Brian asked when the study team is planning to present the project to the MetroPlan Orlando Board.
  - Amy responded the study team will present to MetroPlan Orlando Board and Committees in December. Following the board meeting, the study team will finalize the studies.

- Pam asked, regarding the West Orange Trail Extension alignment along Rock Springs Road, how far north does this alignment extend throughout the corridor?
  - Amy responded the alignment extends north to Kelly Park Road, intended to connect to the future planned Wekiwa Trail.

- Pam indicated it is the city's priority to complete the West Orange Trail Extension along Rock Springs Road before the trail spurs. This connection would provide access to the Florida Coast-to-Coast Trail and would support the Apopka Trails Master Plan.
  - Regina agreed and stated the West Orange Trail Extension along Rock Springs Road would also provide a tri-county trail connection throughout Orange, Seminole, and Lake County.

- Regina asked if the study would make a recommendation on the priority of the trail alignments.
  - Amy responded the study is recommended alignments, not prioritization. The study team will include cost estimates in the final report so the County will have information for moving forward with funding.
  - Taylor stated the trails are listed in MetroPlan Orlando's Long-Range Plan as separate projects, and the West Orange Trail Extension is highest on the priority list.
  - Brian suggested sharing this information with the MetroPlan Orlando Board and Committees.

- Brian expressed concerns with steep change in elevation along the east side of Rock Springs Road.
  - Amy agreed this issue will be a challenge for the trail extension.

III. Next Steps

- The study team will hold final meetings with Orange County Commissioner Moore, Wekiwa Springs State Park, and the MetroPlan Orlando Board and Committees.
- Pam and Brian to send the study team final comments on the study reports.

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Rock Springs Road Study & West Orange Trail Extension Study

Project Partner Update Meeting

November 4, 2022





Meeting Agenda

1. Review of Survey Responses
2. Next Steps
3. Open Discussion

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Review of Survey Responses

Review of Survey Responses

Survey conducted from September 22 to October 23, 2022

Survey Response

- 275 Rock Springs Road Respondents
- 226 West Orange Trail Full Survey Respondents

Public Interest

- Live in the area (255)
- Travel through/in the area (181)
- Shop in the area (136)
- Own property in the area (121)
- Attends or has a child who attends school in the area (34)
- Work or own a business in the area (24)
- Other (52)
    - Bike/walk in the area, visit Wekiwa Springs State Park

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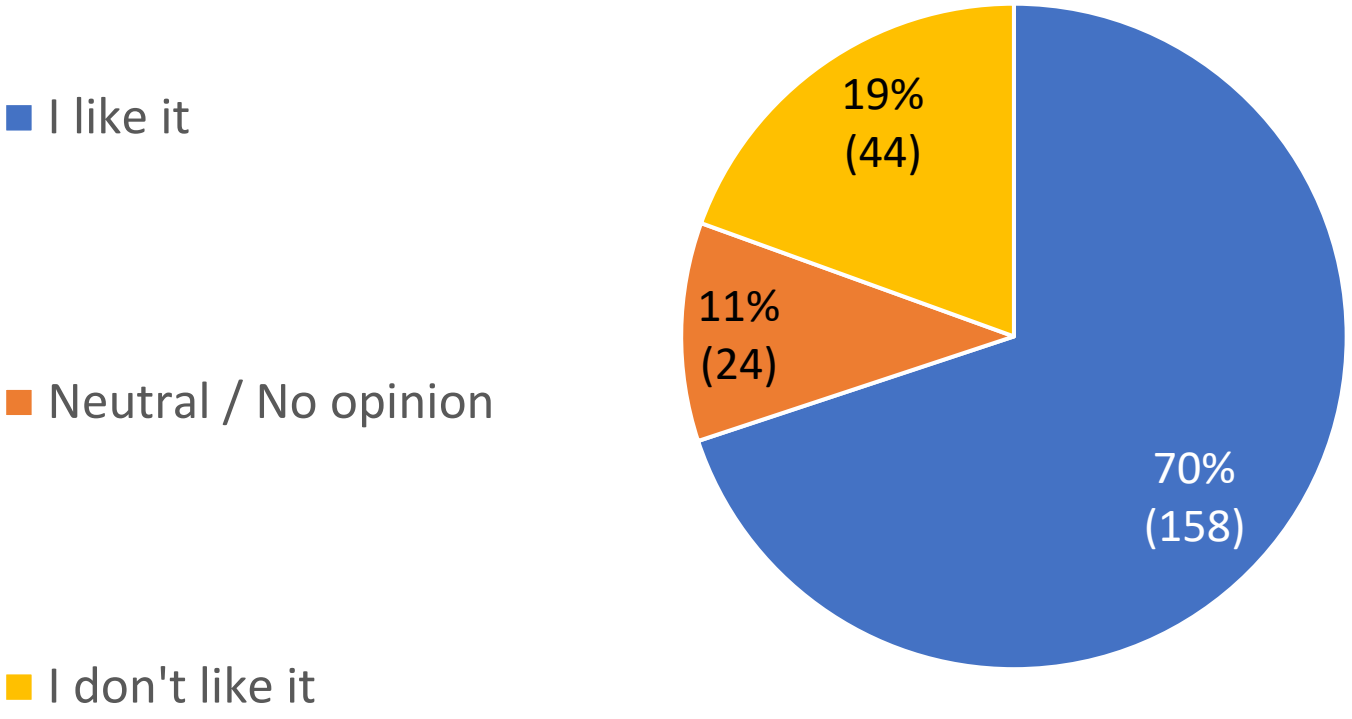
Rock Springs Road Study
Survey Feedback

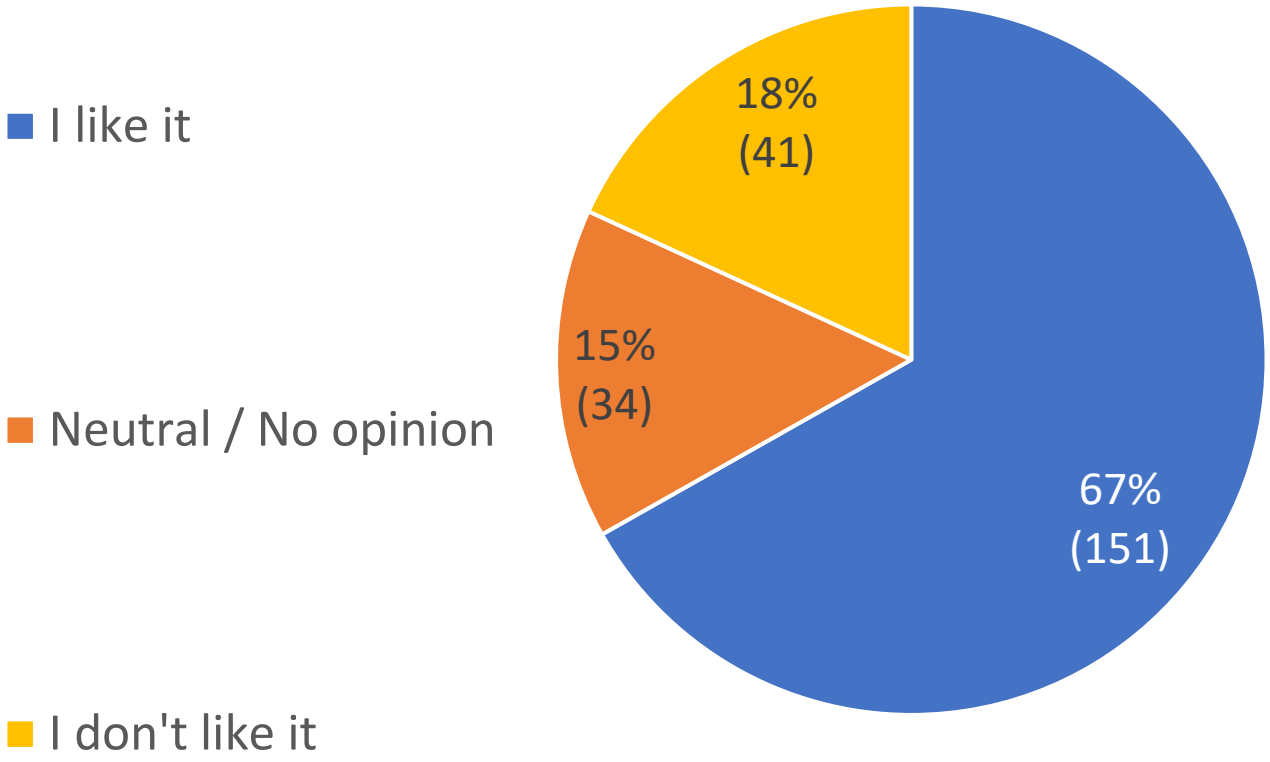
Rock Springs Road at Welch Road Intersection



Feedback:

- Request for addition of bike lanes along the roadway
- Desire for emphasis on pedestrian safety as a priority

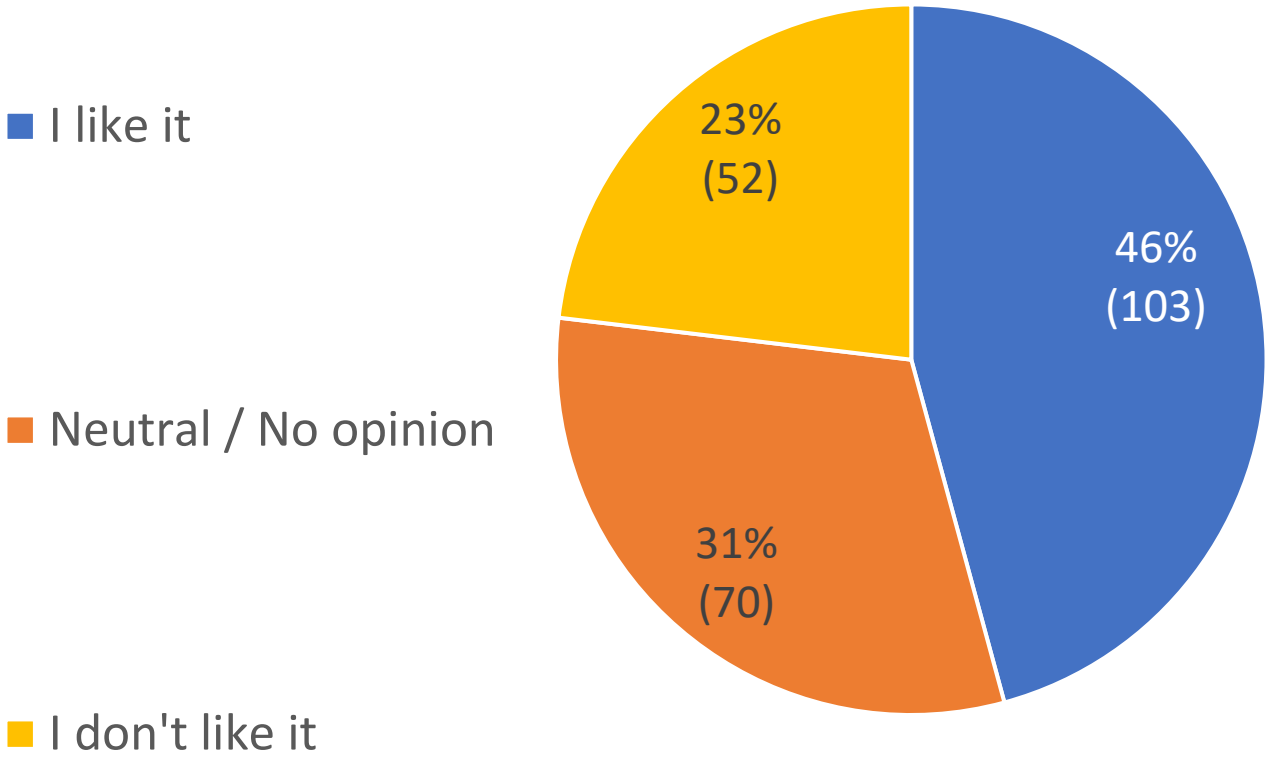
Publix North Entrance Intersection



Feedback:

- Recommendation for a roundabout at this location
- Questions about the need for a signal at this location
- Concerns for traffic congestion with too many stops along Rock Springs Road

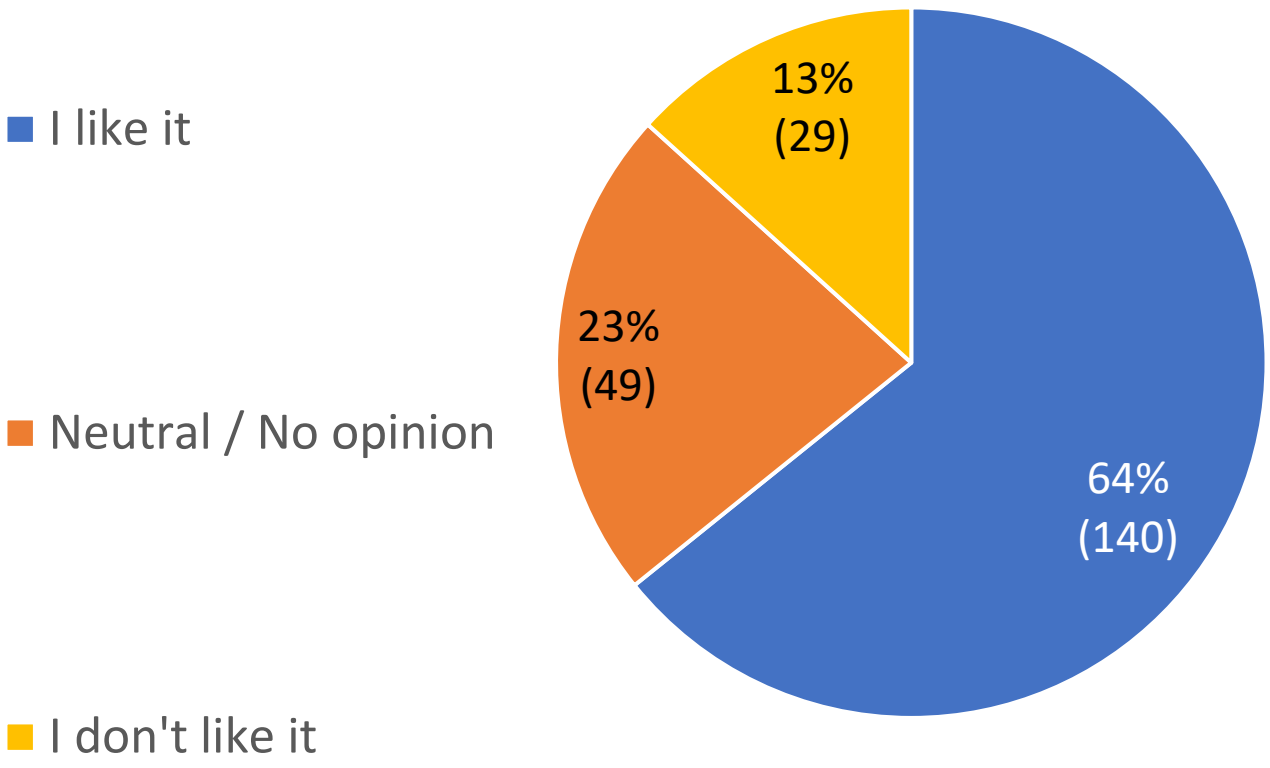
Mid-block crosswalk with Rectangular Rapid Flashing Beacons (RRFBs) just south of Tanglewood Drive



Feedback:

- Those opposed do not see a need for a mid-block crosswalk
  - Feel a crosswalk would be better served at the proposed signal at the Publix North Entrance
- Concerns for traffic back up along Rock Springs Road
- Concerns for pedestrian safety at the roadway

Sandpiper Street and Park Avenue Intersection



Feedback:

- Concerns the realignment and signal would add traffic to surrounding residential area
- Request for additional safety elements at trail crossings
- Requests for addition of bike lanes

Additional Feedback for the Rock Springs Road Study



- Additional safety elements at existing trail crossings
  - brighter crosswalks over driveways and roadways
- Improved lighting
- Questions about access changes
- Suggestions for signal coordination throughout corridor
- Request for shade trees along trail
- Desire for traffic calming measures and lower speed limit along corridor

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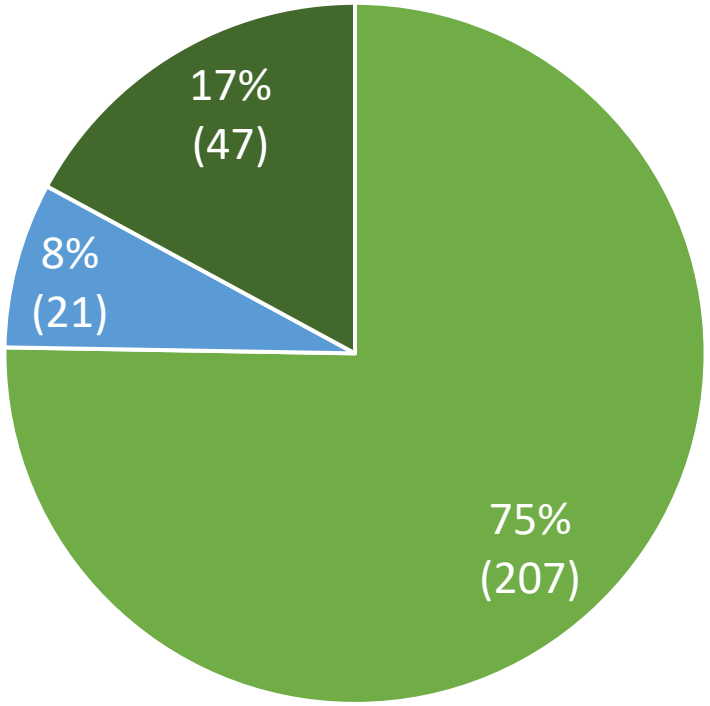
West Orange Trail Extension Study

Survey Feedback

West Orange Trail Extension along Rock Springs Road from Lester Road to Kelly Park Road

West Orange Trail Extension Study

- I support the recommended trail alignment
- I'd like to recommend a different trail alignment
- I do not support the extension of the West Orange Trail along Rock Springs Road



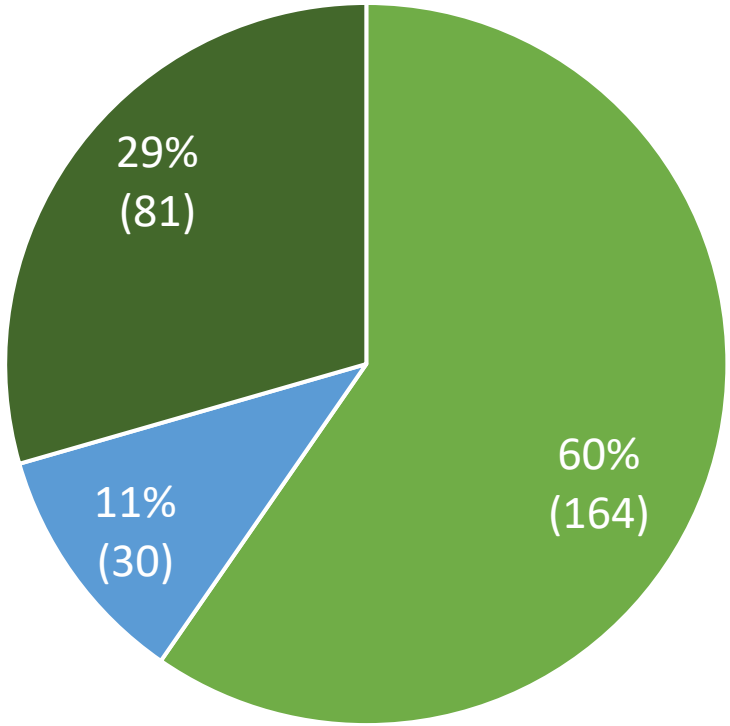
Feedback:

- Requests to have the trail run along the park edge, away from the roadway
- Opposed to funding for the project
- Concerns for cyclist safety

Welch Road Trail Spur Alignment connecting to the Wekiwa Springs State Park Entrance

West Orange Trail Extension Study

- I support the recommended trail alignment
- I'd like to recommend a different trail spur alignment to connect to Wekiwa Springs State Park
- I do not support the Welch Road trail spur



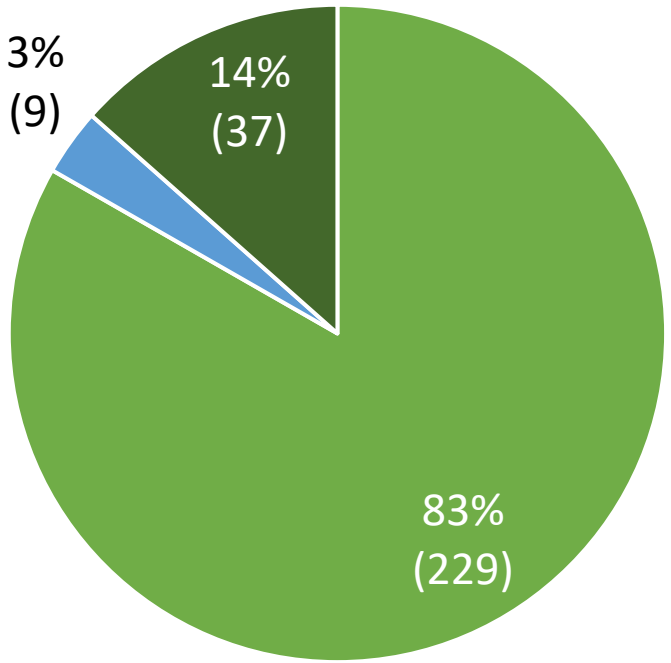
Feedback:

- Opposition to running behind homes in Sweetwater Park Village
  - Concerns for additional traffic, homeowner safety, and property value
- Concerns for impacts to wildlife
- Opposition to impacts to State Park
- Concerned new habitat observation area will disturb habitat and compromise safety of youth campers

Ponkan Road Trail Spur Connecting to the Wolf Lake Elementary and Middle Schools and the Northwest Recreation Complex

West Orange Trail Extension Study

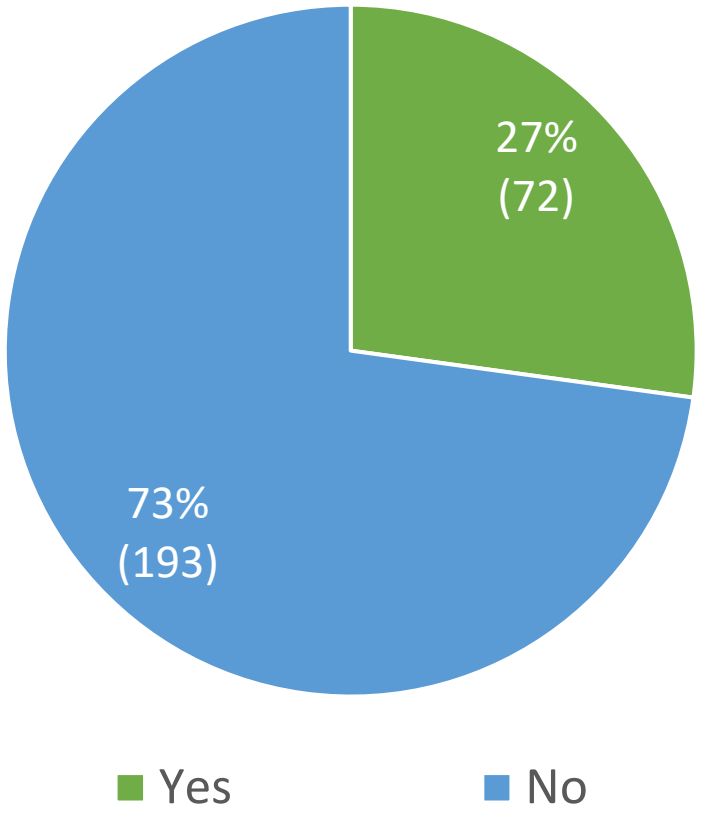
- I support the recommended trail alignment
- I'd like to recommmend a different trail spur alignment to connect to Wolf Lake Elementary and Middle School and the Northwest Recreation Complex
- I do not support the Ponkan Road trail spur



Feedback:

- Recommendation to keep the trail along the north side of the roadway the entire alignment
- Concerns for pedestrian safety
- Budget apprehensions
- Pedestrian crossing not being adequately protected

Feedback on Additional Trail Access



- Requests for trail parking/trailheads
- Suggested crosswalk location between Vick Road and Rock Springs Road
- Request for access to trail from subdivisions along Welch Road

Additional Ideas to Improve the Trail Extensions

West Orange Trail Extension Study

- Trail amenities (signage, lighting, parking)
- Cycle track
- Exercise and stretching areas
- Vending stations
- Public restrooms
- Shade along the trail
- Landscape

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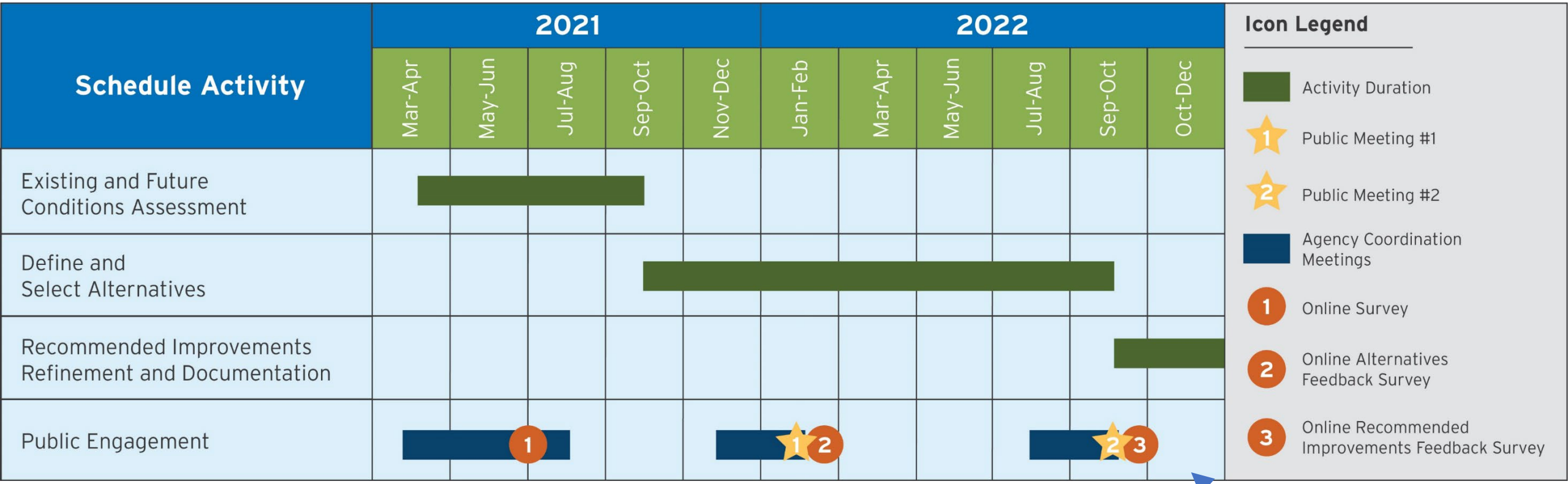
Next Steps

Study Schedule

Rock Springs Road Study

West Orange Trail Extension Study



We are here!





Open Discussion

Meeting Notes

Place: Microsoft Teams Meeting

Date: November 14, 2022 Notes Taken by: Kennedy Sumner-Snell

Project #: 63383.13 Re: Rock Springs Road Study and West Orange Trail Extension Study – Orange County Commissioner Briefing

ATTENDEES

Taylor Laurent, MetroPlan Orlando	Jason Sartorio, MetroPlan Orlando	Christine Moore, Orange County Commissioner – District 2
Amy Sirmans, VHB	Kevin Freeman, VHB	Nikki Melendez, VHB
Kennedy Sumner-Snell, VHB		

MetroPlan Orlando held this meeting with District 2 Orange County Commissioner to present the Rock Springs Road and West Orange Trail Extension Study public feedback received during Community Meeting #2 and Survey #3 and to discuss the next steps of the study process. The following is a summary of the open discussion held during the meeting.

The following is a summary of the open discussion:

I. Rock Springs Road Study Public Feedback Discussion

- The Orange County Transportation Surtax was voted against in the 2022 election, which may bring difficulties for funding projects within the County.

- Commissioner Moore asked why south of Tanglewood Drive was the selected location for a midblock crossing.
  - Amy indicated the midblock crossing location was selected based on observed locations pedestrians are crossing to get to and from the homes on the west side of Rock Springs Road and the Publix shopping center. The study recommends installing the Publix North entrance signal first, and then reassessing if pedestrians are utilizing the protected crossing at the signal, or if a protected midblock crossing is also needed. Most feedback received from the survey was for pedestrian safety along the corridor.

- Commissioner Moore asked if there is a reason why public feedback indicated a desire for bike lanes along Rock Springs Road next to the trail.
  - Nikki responded there are avid bike riders in the area who would prefer riding at higher speeds in bike lanes rather than on trails alongside pedestrians.

- Commissioner Moore expressed support for the proposed sidewalks along Sandpiper Street and stated it would benefit residents in the area.

- Commissioner Moore expressed support for the public's request for shade trees along the Rock Springs Road corridor and suggested using free tree planting programs to achieve.

  - Amy responded there are some portions of the trail that have restricted ROW where trees would be difficult to add.
  - Commissioner Moore stated an agreement with adjacent property owners may be an option.

- Commissioner Moore asked if the recommendations can be split for funding purposes.
  - Amy responded the study recommendations will likely need to be funded in segments. The final study report details the cost estimates for each portion of the proposed improvements.

II. West Orange Trail Extension Study Public Feedback Discussion

- Commissioner Moore indicated her priority alignment is the Welch Road Trail Spur.

- Commissioner Moore stated that in a discussion with Robert Brooks, Wekiwa Springs State Park Manager, he expressed the desire for park visitors to utilize more of the vast lands of the park property (not just the spring).
  - There are plans to construct a serenity garden within Wekiwa Springs State Park, which would provide another amenity for families to bike to via the Welch Road Trail Spur.

- Commissioner Moore expressed support for the recommended Welch Road Trail Spur that wraps behind Sweetwater Park Village and opposes the trail alternative continuing along Welch Road to Wekiwa Springs Road due to safety concerns. The intersection at Welch Road and Wekiwa Springs Road is constrained and busy, posing a threat to bicyclists and pedestrians, especially children.
  - Amy referred to the survey results and indicated a majority of survey respondents are in support of the trail alignment wrapping around Sweetwater Park Village.

- Commissioner Moore, regarding the Ponkan Road Trail Spur, expressed safety concerns for trail users as a result of incoming developments along the roadway.

- Commissioner Moore asked where trail users will park to access the trail.
  - Amy responded the study team has not looked at options for parking or trail heads as part of this study. Depending on where trail users are coming from, they could access the trail from a nearby parking lot, residential property, or from other parts of the trail. The West Orange Trail Apopka Station is located just south of the study area.

- Commissioner Moore asked if the Welch Road Trail Spur could be segmented so construction can begin as funding becomes available.
  - Taylor responded the three trail alignments are currently segmented within the MPOs program. There could be more opportunities for phasing if the Welch Trail Spur is constructed west to east moving toward the Wekiwa Springs State Park entrance. Roadway adjustments are needed along Welch Road between Rock Springs Road and Ustler Road which is included in the estimated cost for the study.

  - Commissioner Moore indicated that when finding funding for the design phase of the study, portions of the Welch Road Trail Spur could be excluded, such as the gazebos at the proposed natural habitat observation areas. Funding for the gazebos could follow as part of a different funding program.
  - Amy agreed the foundation for the natural habitat observation areas could be completed first, followed by the gazebo.
  - Amy stated the cost estimates prepared for the study mostly utilize a historic cost per mile, so funding needs could be determined using that if necessary.
  - Kevin added the cost of each segment may vary depending on the needs of the corridor such as shifting the roadway on Welch Road, and right-of-way acquisition and grade differences along Ponkan Road and Rock Springs Road.
- Commissioner Moore asked the opinion of the Wekiwa Springs State Park representatives.
  - The park representatives have been very receptive to a proposed trail if it runs along the forest edge. The final recommendation for the recreational easement would be determined in coordination with the park during the next steps of the study. Details such as the type of fencing would be determined during the design phase of the study.

III. Next Steps

- Commissioner Moore to find opportunities for funding for the studies to move into the design phase and eventually construction.
- Commissioner Moore to reach out to Amy regarding meeting with the People of Wekiwa Springs Group tentatively on December 6th.
- The study team will hold final meetings with the MetroPlan Orlando Board and Committees before formally concluding the study.

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Rock Springs Road Study & West Orange Trail Extension Study

Orange County Commissioner Briefing

November 14, 2022

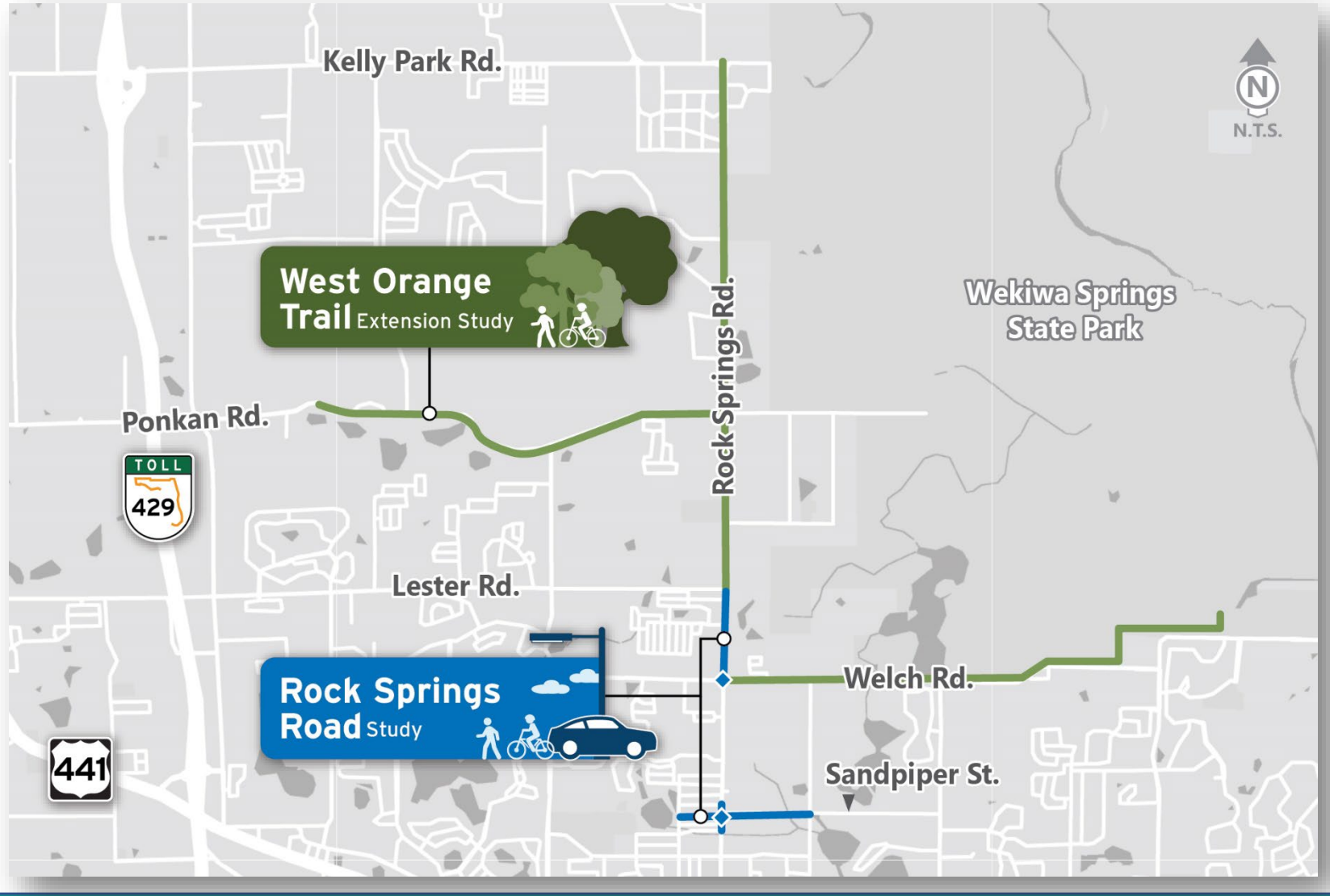




Meeting Agenda

1. Project Overview
2. Review of Survey Responses
3. Next Steps
4. Open Discussion

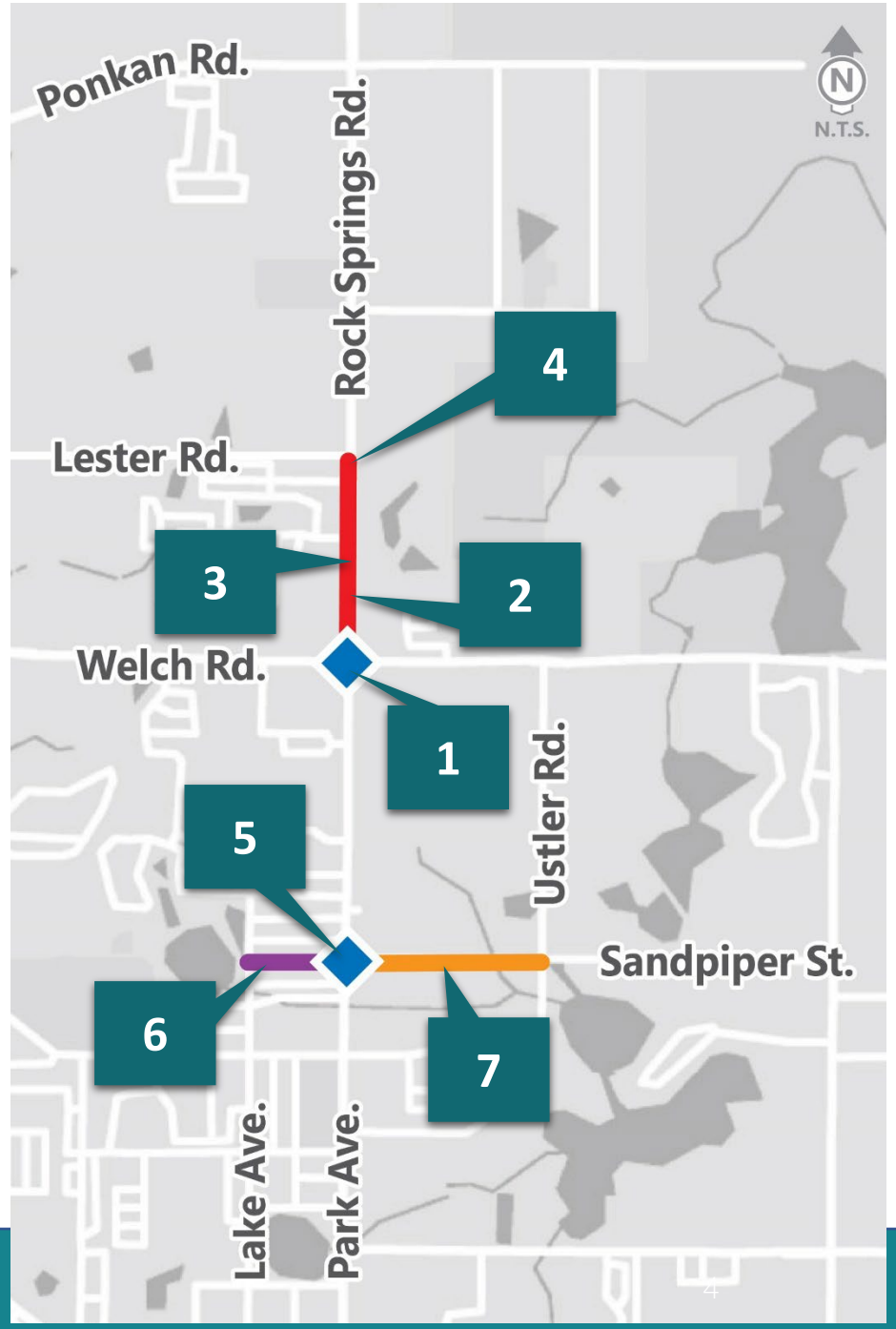
Project Location



Rock Springs Road Study Proposed Design

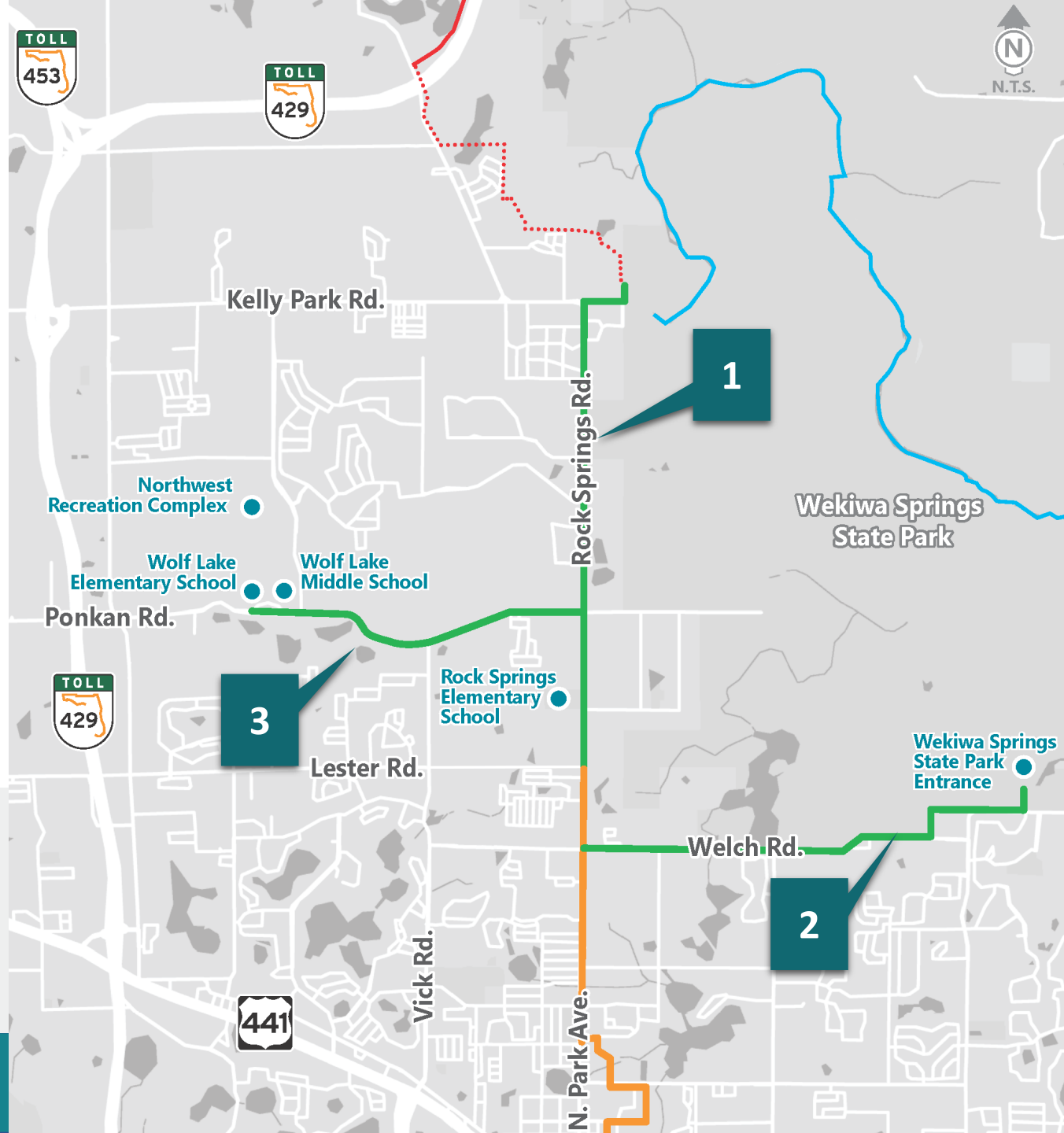
The following are recommendations to improve operations and safety as part of the Rock Springs Road Study:

1. Additional turn lanes and traffic control separators at the intersection of Welch Road at Rock Springs Road
2. New signal at Publix North entrance
3. New mid-block crosswalk south of Tanglewood Drive
4. Minor intersection updates at Lester Road and Rock Springs Road
5. Sandpiper Street realignment and new signal at Park Avenue intersection
6. New sidewalk along north side of Sandpiper Street to Lake Avenue
7. New sidewalk along south side of Sandpiper Street to Ustler Road



Overview of Recommended West Orange Trail Routes

1. Rock Springs Road from Lester Road to Kelly Park Road
2. Welch Road and Wekiwa Springs Road from Rock Springs Road to the Wekiwa Springs State Park entrance
3. Ponkan Road from Rock Springs Road to the Wolf Lake Elementary and Middle Schools



Proposed West Orange Trail
Existing West Orange Trail
Wekiva River Blueway Trail
Proposed Wekiva Trail
Existing Wekiva Trail

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Review of Public Feedback

Review of Public Feedback

Hybrid Community Meeting was held on September 22, 2022

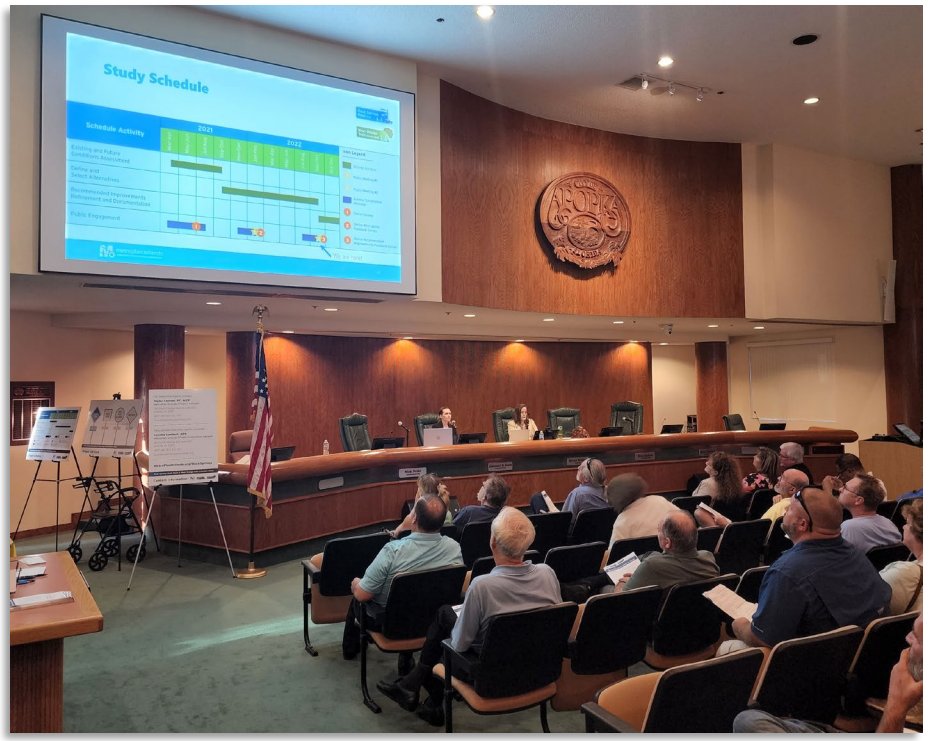
- Attendees could view a live presentation and participate in a live Q&A session
  - 50 in-person attendees
  - 53 virtual attendees

Survey conducted from September 22 to October 23, 2022

- 275 Rock Springs Road Respondents
- 226 West Orange Trail Respondents

Public Interest

- Live in the area (255)
- Travel through/in the area (181)
- Shop in the area (136)
- Own property in the area (121)
- Attends or has a child who attends school in the area (34)
- Work or own a business in the area (24)
- Other (52)
  - Bike/walk in the area, visit Wekiwa Springs State Park



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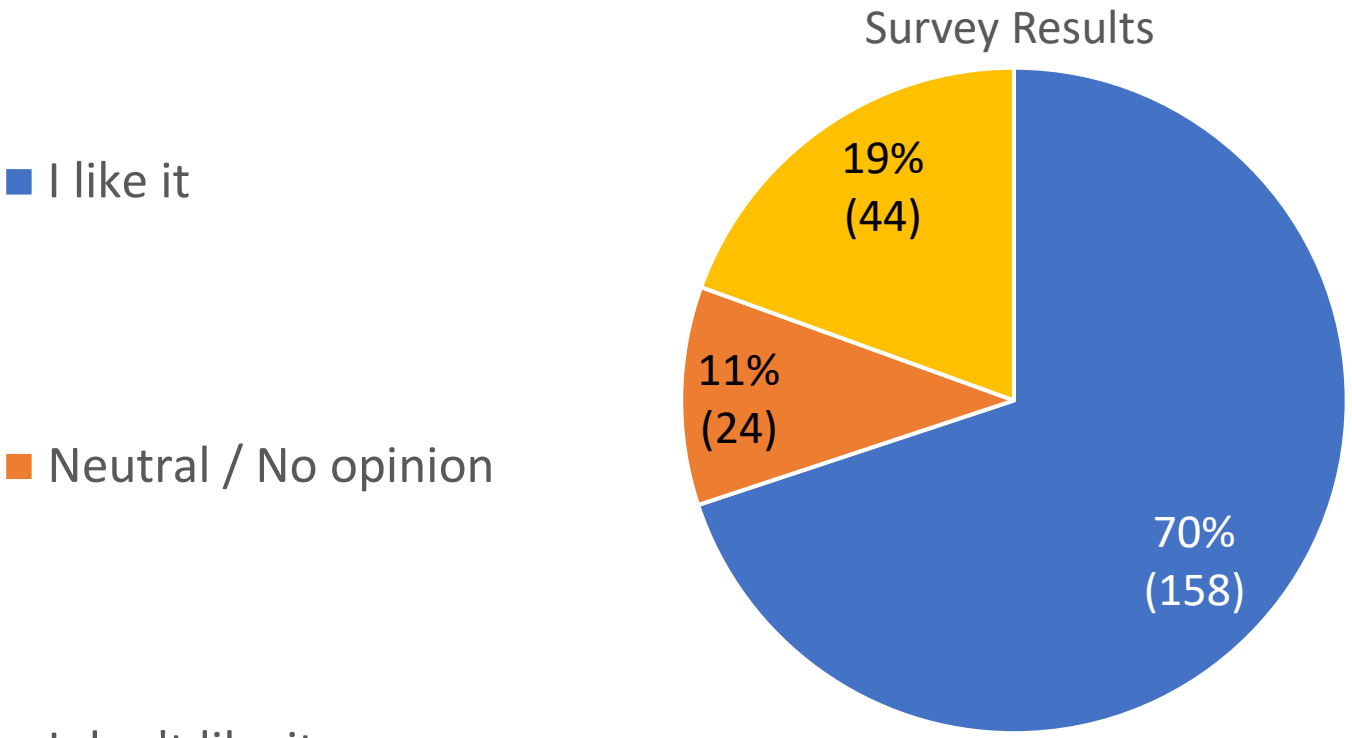
Rock Springs Road Study
Public Feedback

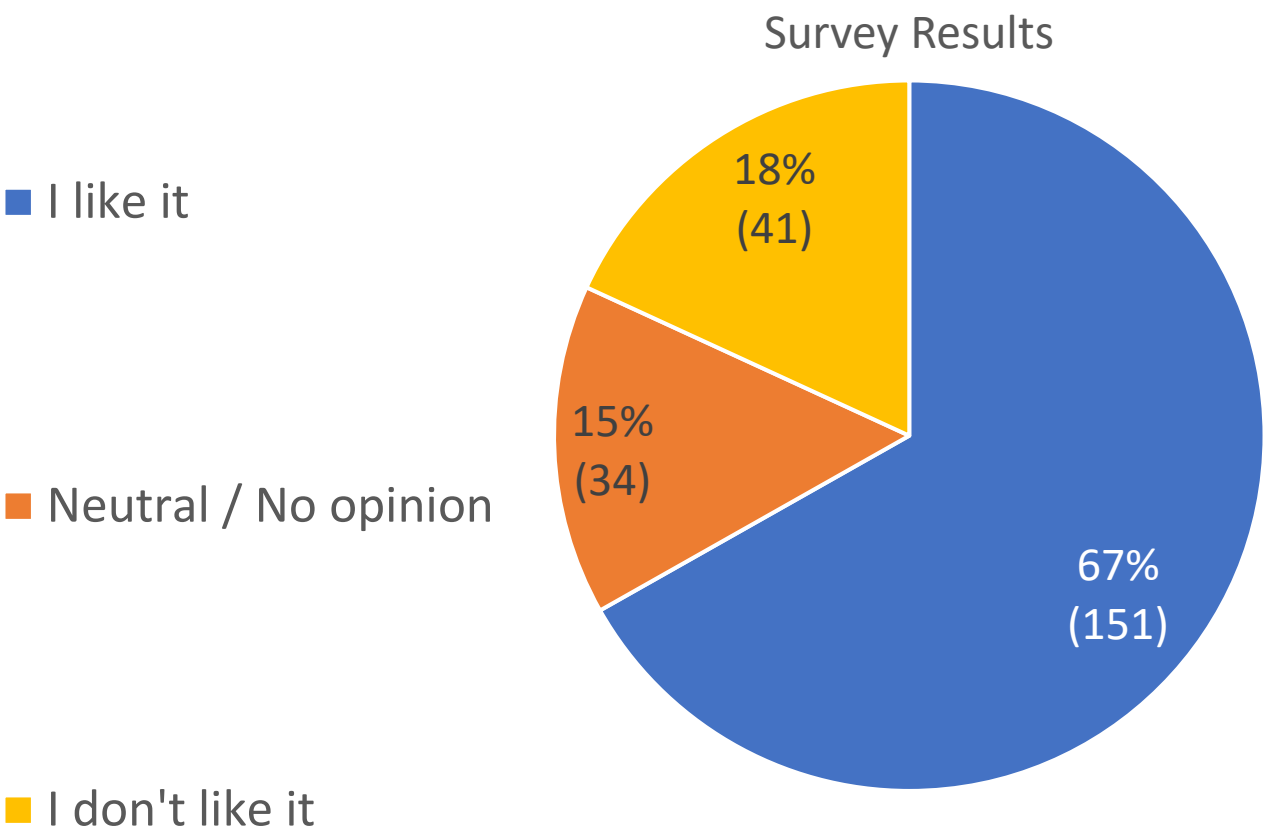
Rock Springs Road at Welch Road Intersection



Feedback:

- Request for addition of bike lanes along the roadway
- Desire for emphasis on pedestrian safety as a priority
- Questions about access changes
- Questions about effectiveness of westbound dual right turn lanes

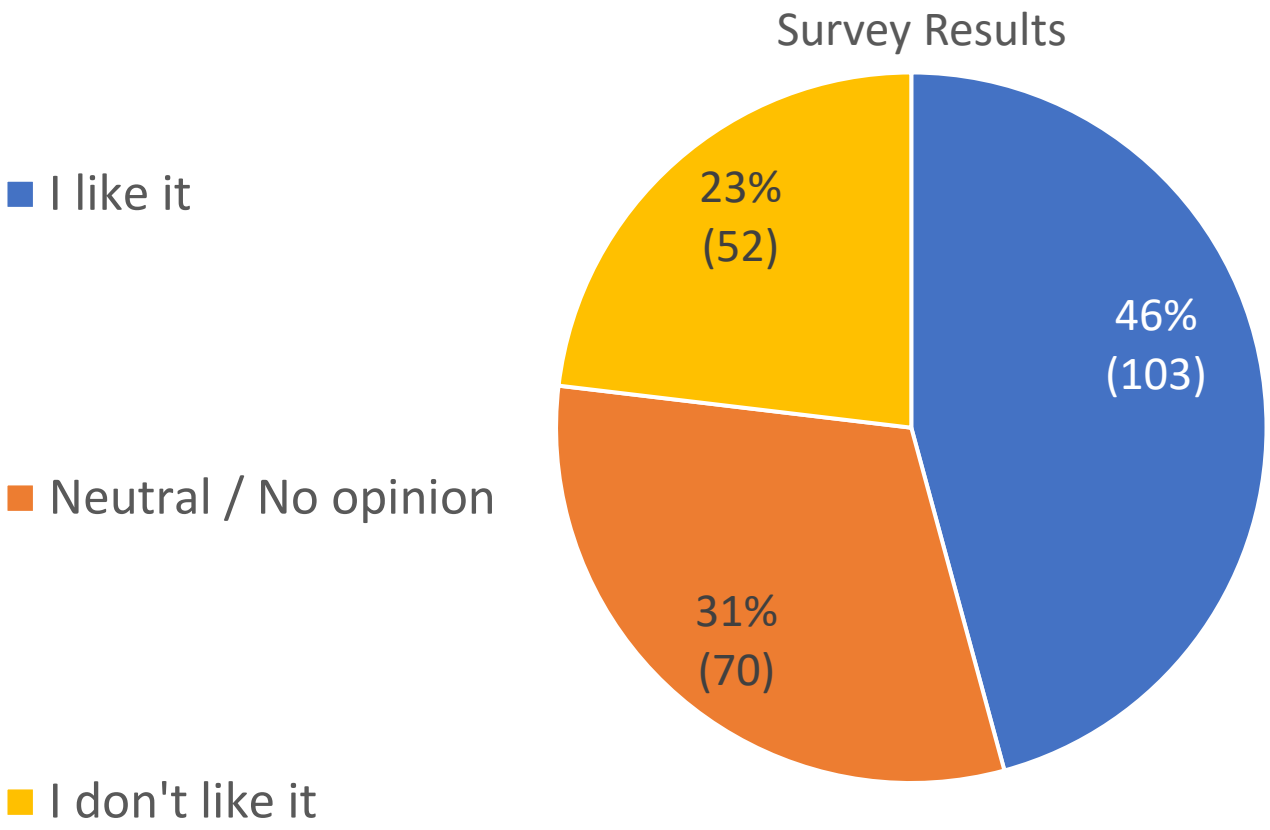
Publix North Entrance Intersection



Feedback:

- Recommendation for a roundabout at this location
- Questions about the need for a signal at this location
- Concerns for traffic congestion with too many stops along Rock Springs Road

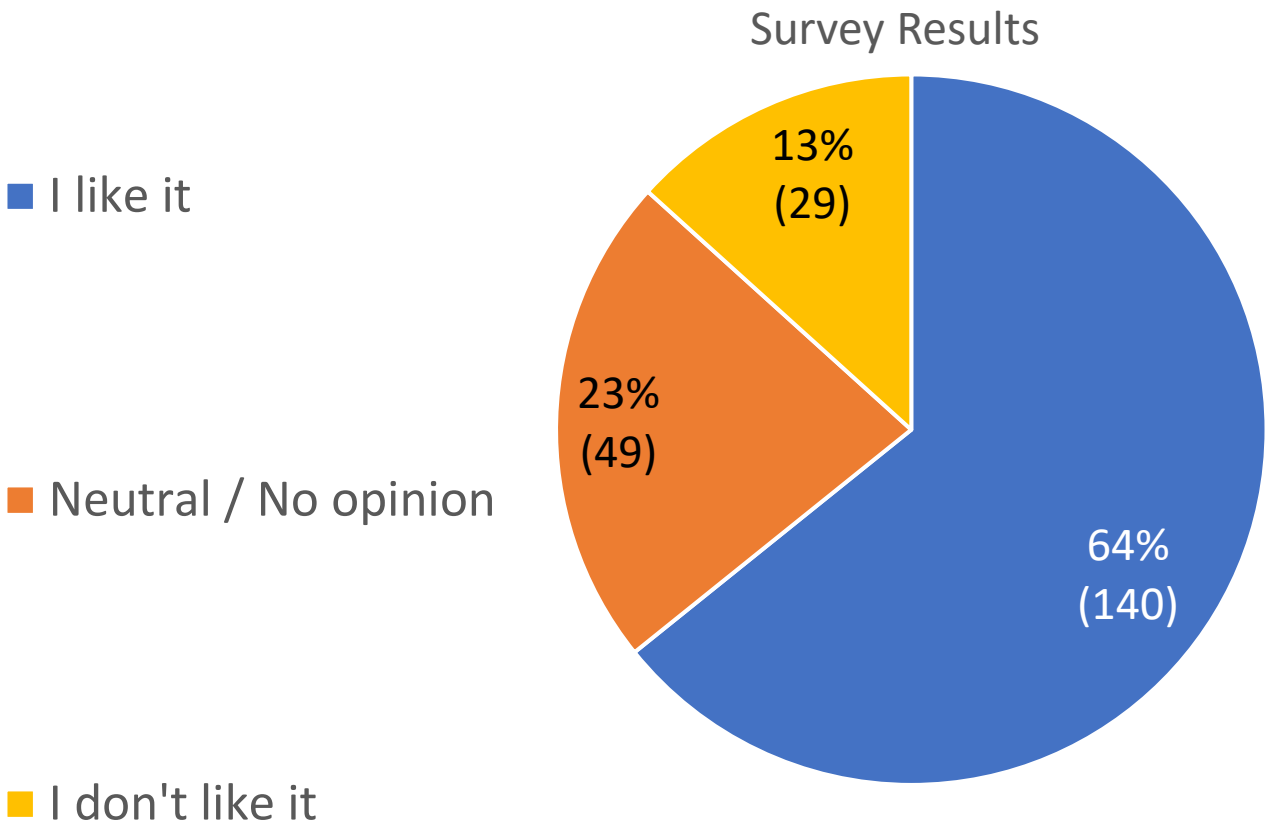
Mid-block crosswalk with Rectangular Rapid Flashing Beacons (RRFBs) just south of Tanglewood Drive



Feedback:

- Those opposed do not see a need for a mid-block crosswalk
  - Feel a crosswalk would be better served at the proposed signal at the Publix North Entrance
- Concerns for traffic back up along Rock Springs Road
- Concerns for pedestrian safety at the roadway

Sandpiper Street and Park Avenue Intersection



Feedback:

- Concerns the realignment and signal would add traffic to surrounding residential area
- Requests for addition of bike lanes
- Concern for homeowner safety along Sandpiper Street as a result of proposed sidewalks

Additional Feedback for the Rock Springs Road Study



- Additional safety elements at existing trail crossings
  - brighter crosswalks over driveways and roadways
- Improved lighting
- Suggestions for signal coordination throughout corridor
- Request for shade trees along trail
- Desire for traffic calming measures and lower speed limit along corridor
- Request for signalization at the Wekiva Townhomes at Vista Crest Drive

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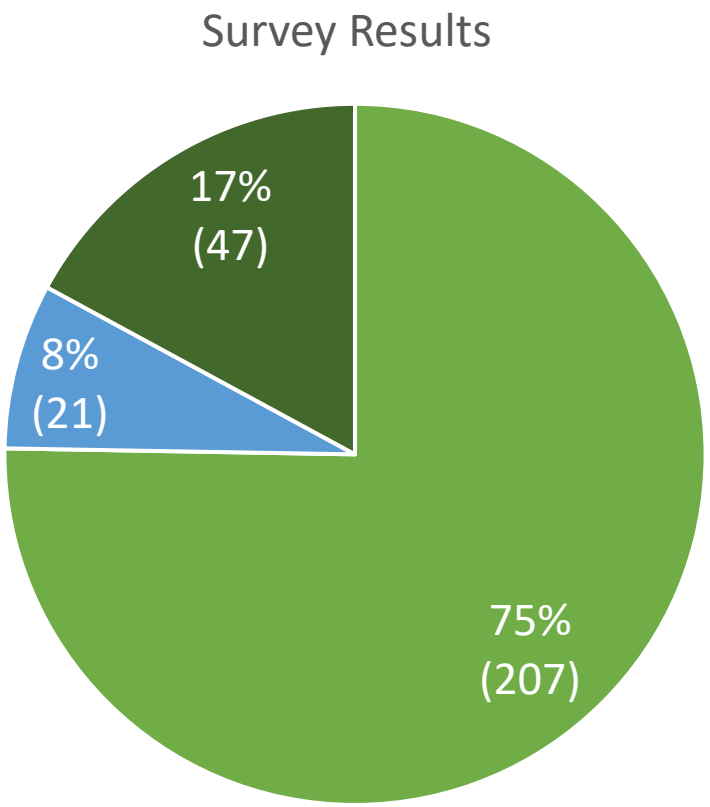
West Orange Trail Extension Study

Public Feedback

West Orange Trail Extension along Rock Springs Road from Lester Road to Kelly Park Road

West Orange Trail Extension Study

- I support the recommended trail alignment
- I'd like to recommend a different trail alignment
- I do not support the extension of the West Orange Trail along Rock Springs Road

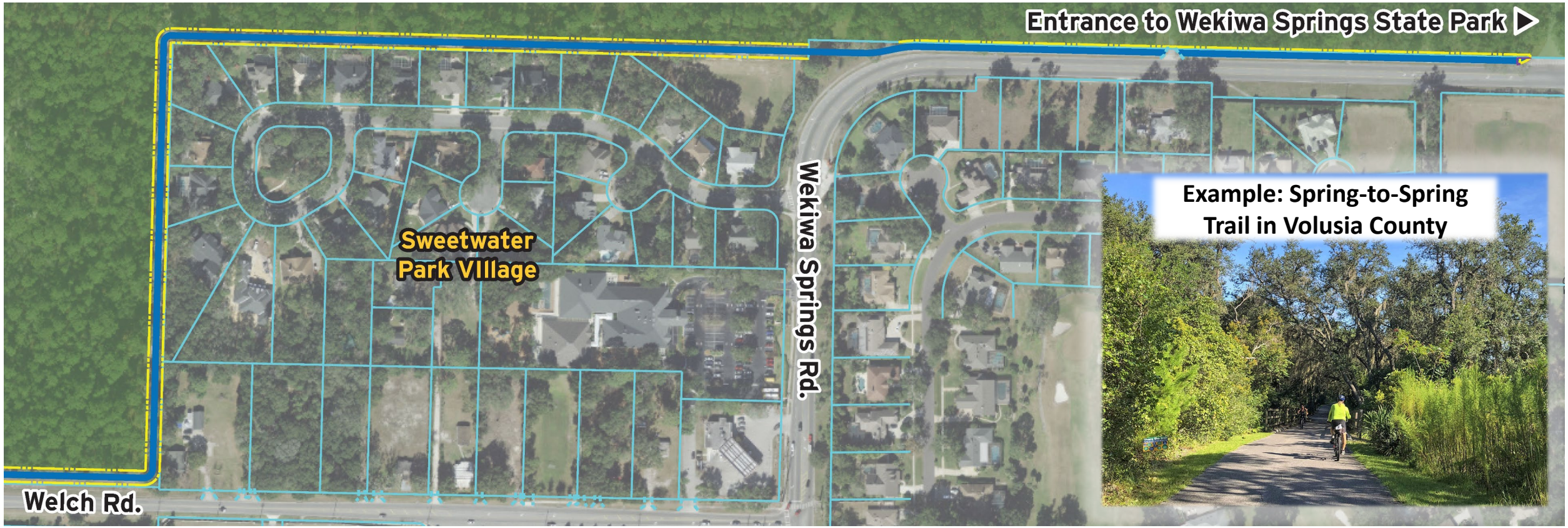


Feedback:

- Requests to have the trail run along the park edge, away from the roadway
- Opposed to funding for the project
- Concerns for cyclist safety
- Requests for equestrian access along the trail

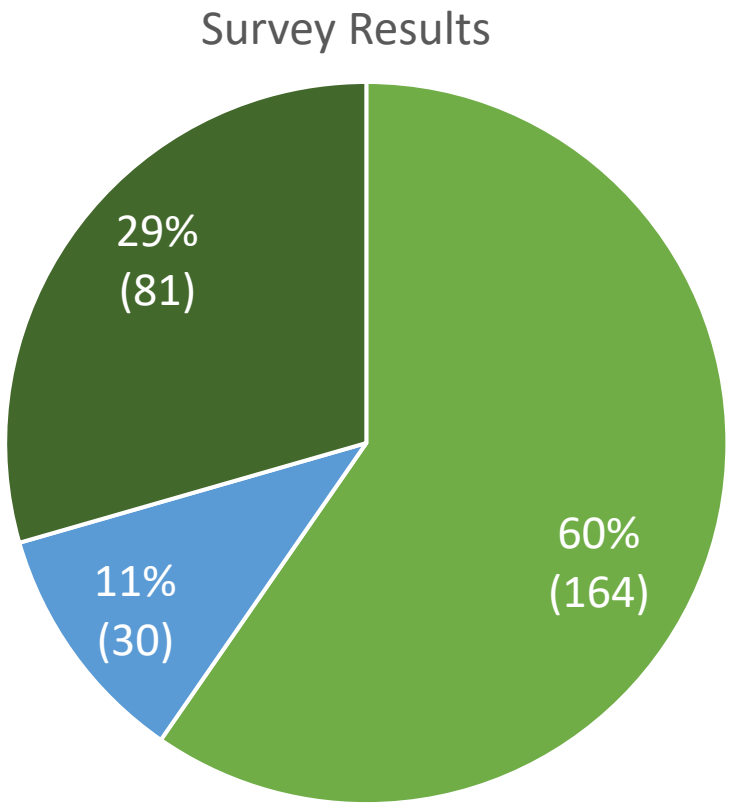
Welch Road/Wekiwa Springs State Park Alignment

West Orange Trail Extension Study



Welch Road Trail Spur Alignment connecting to the Wekiwa Springs State Park Entrance

West Orange Trail Extension Study

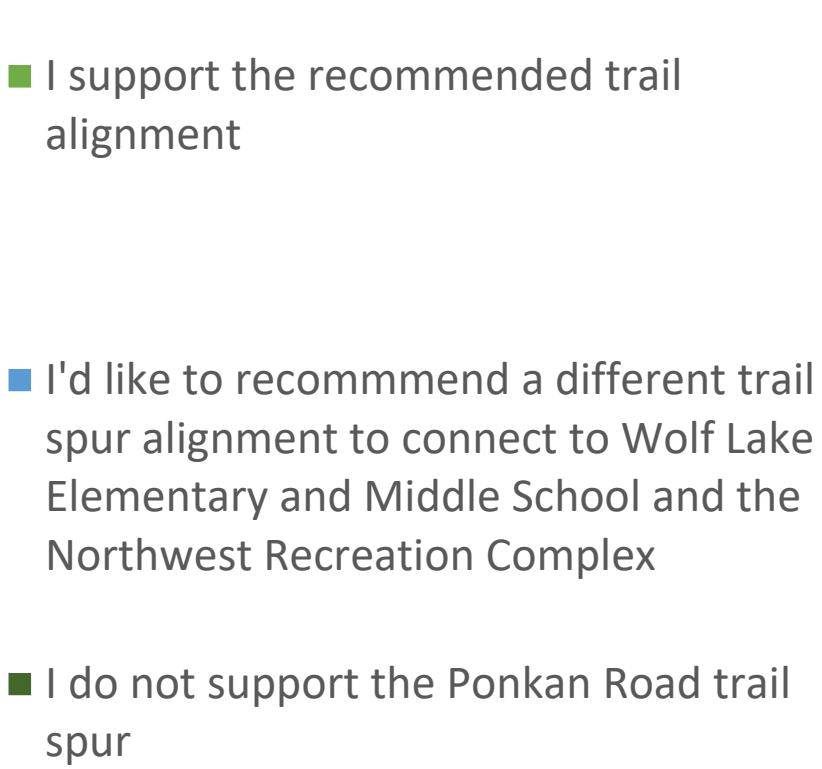


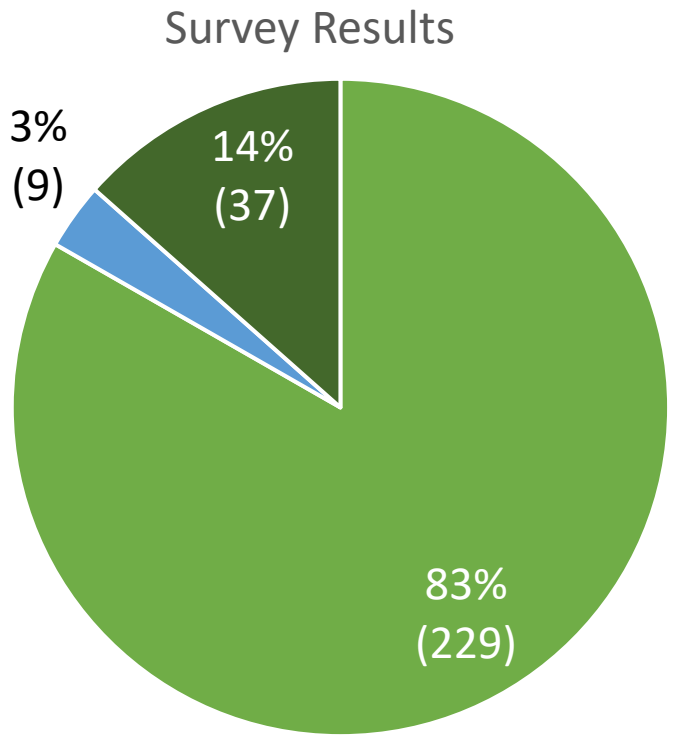
Feedback:

- Opposition to running behind homes in Sweetwater Park Village
  - Concerns for additional traffic, homeowner safety, and property value
- Opposition to impacts to State Park and wildlife
- Concerned new habitat observation area will disturb habitat and compromise safety of youth campers

Ponkan Road Trail Spur Connecting to the Wolf Lake Elementary and Middle Schools and the Northwest Recreation Complex

West Orange Trail Extension Study





Feedback:

- Recommendation to keep the trail along the north side of the roadway the entire alignment
- Budget apprehensions
- Pedestrian crossing not being adequately protected

Additional Ideas to Improve the Trail Extensions

West Orange Trail Extension Study

- Additional access to trails (trailheads, crosswalks)
- Trail amenities (signage, lighting, parking, restrooms)
- Cycle track
- Exercise and stretching areas
- Vending stations
- Landscape/Shade along the trail
- Request for bike lanes along roadway

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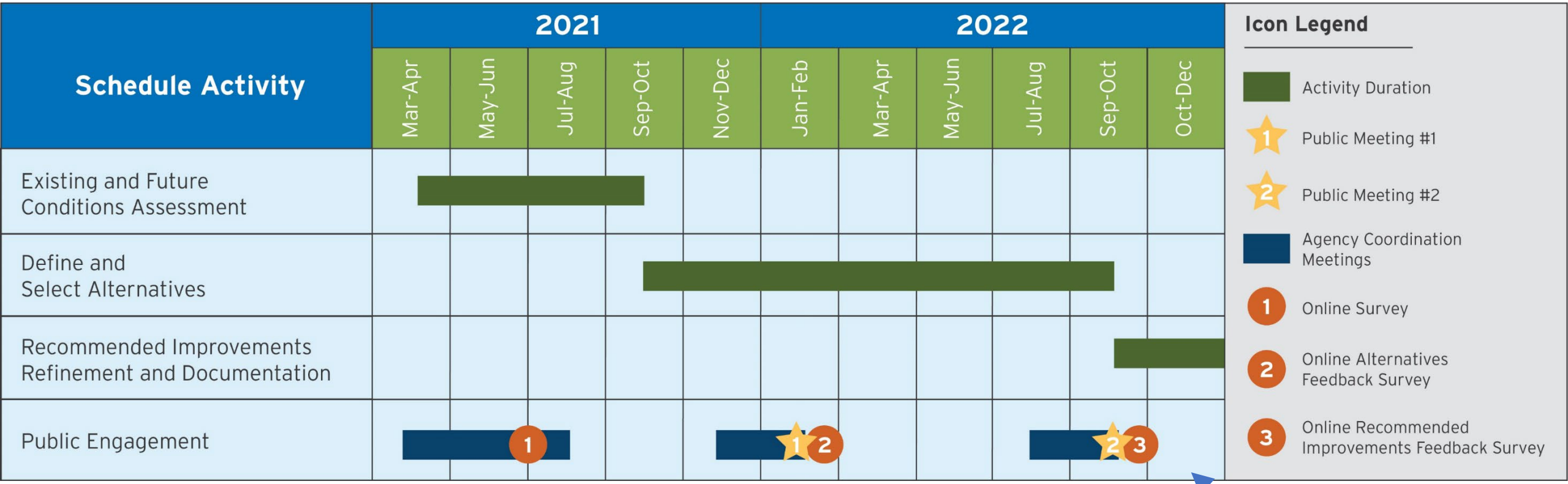
Next Steps

Study Schedule

Rock Springs Road Study

West Orange Trail Extension Study



We are here!





Open Discussion

7-11 Meeting Summary

Attendees: Taylor Laurent, Amy Sirmans, 7-11 Business Owner & Employee Charmaine

- Initially discussed the concerns of the 7-11 property owners and employees with Rock Springs Road and recent changes to the roadway.
    - Concerned about the high speeds of drivers on Rock Springs Road.
    - Explained that it takes a long time to travel through the intersection of Rocks Springs Road and Welch Road.
    - Stated that the conversion of the shopping center entrance immediately north of the property from Rock Springs Road to a right-in-right-out was done without their prior knowledge and that the access change negatively impacted their business.
    - Noted that several large trucks, including large semi-trucks, cut through their property.
    - Noted concerns about the new development across the street on the NW Corner of the Rock Springs Road and Welch Road intersection.
- Discussed the Rock Springs Road Complete Streets project improvements nearby the 7-11
    - Highlighted the concrete road separators that would restrict drivers from turning left into or out of the two entrances at/near the 7-11.
        - Discussed that the right-in-right-out restrictions to/from the 7-11 would also be applied to the new development across the street (NW corner of Rock Springs Road and Welch Road intersection). The traffic separator would limit access to right-in-right-out travel patterns only.
    - Highlighted the additional turn lanes on Rock Springs Road and Welch Road to help vehicles traverse the intersection.
    - Mentioned the new traffic signal proposed at the northern Publix entrance near the McDonalds.
- General Discussion
    - 7-11 Property Owner and Employees agreed that there are safety concerns in the area and delays at the intersection of Rock Springs Road and Welch Road that need to be addressed. They are interested in how the project will continue to evolve and wish to stay informed in the project process.
    - They were grateful for the opportunity to meet with the study team and share their thoughts and concerns about traffic in the area.
    - Study team explained where we are in the project process (planning stage) and that there will be a public meeting this fall (September/October 2022) to present the study recommendations.

Publix Meeting Summary

Attendees: Taylor Laurent, Amy Sirmans, Danielle Assistant Manager, Vinny Store/General Manager

- Provided a short overview of the project and highlighted the concept improvements near the Publix property, including:
    - Additional turn lanes on Rock Springs Road and Welch Road to help vehicles traverse the intersection.

    - Raised traffic separators on Rock Springs Road and Welch Road to reduce vehicle movement conflicts, particularly at the southern Publix entrance near the 7-11 on Rock Springs Road.
    - New traffic signal proposed at the northern Publix entrance near the McDonalds.
- Discussed delivery truck movements to/from the property.
    - Publix delivery trucks typically enter the property from Welch Road (turning right into the shopping center) at the eastern-most entrance.
    - Delivery trucks perform a u-turn in a large paved area at the Northeastern corner of the shopping center property, drive behind the Publix, and then exit the shopping center onto Welch Rd (at the eastern-most entrance point – where they entered the property). Publix staff believe that the trucks turn left from the Publix onto Welch Road when exiting (SBL movement).
        - Discussed that the proposed traffic separator on Welch Rd would prevent this turning movement.
- Discussed the flow of traffic throughout the Publix shopping plaza if all the proposed concepts would be implemented.
    - The shopping center would primarily be accessed through right-in-right-out entrances, with left turn access provided at the proposed traffic signal. Vehicles exiting the shopping center would have multiple access points to Rock Springs Road and Welch Road onto which they could turn right (NB or WB trips), but vehicles turning left (SB or EB trips) would need to use the proposed traffic signal.
        - Publix representatives had concerns that the changes may increase traffic directly in front of the store, where pedestrians are crossing the street to enter/exit the store.
        - They noted that a child crossing the street in front of the Publix entrance was hit by a car last Fall (around Christmas time)
    - Discussed the potential relocation of the southern Publix entrance on Rock Springs Road (near the 7-11) to move it further north.
        - It was recommended that the study team reach out to Steve Watkins, one of the Publix Property Managers, to discuss moving the entrance and any potential impacts to parking spaces.
        - The Publix representatives noted that they believe they currently have more than ample parking spaces for their current customers.
- General Discussion
    - Publix representatives agreed that there are safety concerns in the area and delays at the Rock Springs Road and Welch Road intersection that need to be addressed.
        - They noted that one of their employees was recently in a car crash on Welch Road – his vehicle was turning left onto Welch Rd (SBL movement from median opening) and was hit by an oncoming car in the middle lane that was attempting to pass the vehicles queuing from the intersection.
    - Publix is interested in how the project will continue to evolve and wish to stay informed in the project process.
    - They were grateful for the opportunity to meet with the study team and share their thoughts and concerns about traffic in the area.
    - Study team explained where we are in the project process (planning stage) and that there will be a public meeting this fall (September/October 2022) to present the study recommendations.

Place: Microsoft Teams

Date: July 20, 2022 Notes Taken by: Kennedy Sumner-Snell

Project #: 63383.13 Re: Publix Real Estate Coordination Meeting: Rock Springs Road Corridor Study

ATTENDEES

Taylor Laurent, MetroPlan Orlando	Steven Watkins, Former Publix Property Manager at Wekiva Plaza	TammiLee White, Publix Property Manager at Wekiva Plaza
Amy Sirmans, VHB	Kevin Freeman, VHB	Nikki Melendez, VHB
Kennedy Sumner-Snell, VHB		

Amy provided a brief overview of the Rock Springs Road study and used a KMZ to walk through the proposed improvements in the vicinity of the Publix Plaza. The following is a summary of the open discussion held during the meeting:

- Steven asked if the proposed concepts have an impact on eminent domain.
  - Kevin responded the study recommendation concepts avoid right-of-way impacts to the Publix Plaza, so there will be no eminent domain involvement.

- Steven asked if the concepts being shown are preliminary.
  - Kevin responded yes; the study team is currently in the planning phase. A public meeting was held to show the alternatives and the study team is refining those alternatives and looking at ways to reduce impacts before sharing the recommended concepts at a second public meeting.

- Steven asked what the timeline for the project is if the recommended concepts are approved.
  - Amy responded that following the planning phase, the study will go into the design phase, and then right-of-way and construction. To date, no future phases for the project are funded. When funding becomes available, it is typically a two-year process for each phase. If right-of-way is needed, the timeline could be extended. The study phase of the project is anticipated to be complete in December 2022.
  - MetroPlan Orlando is looking for opportunities to fund this project. The City of Apopka is also looking to advance portions of the recommended concepts where possible.

- Steven asked for a copy of the concept plans to supplement further discussions with the Publix Real Estate Department. There will be concerns with the impacts to the plaza's ingress and egress, but it is clear the recommendations are beneficial for the overall traffic in the area.

- Amy stated that some stakeholder team members have concerns about increased movements on Rock Springs Road between Welch Road and the southern Publix driveway entrance. It was proposed to move the southern Rock Springs Road Publix entrance further north, however, this would require changes to the parking lot and would be something Publix would need to agree to.

  - Steven responded that this concept would need to be discussed internally. Changes to the parking lot bring an additional potential cost to Publix, especially if the entrance is being closed off and moved completely.

- Steven asked if there is something that could be done if Publix isn't amenable to moving the entrance.
  - Amy mentioned there are a few different options that have been discussed. The driveway entrance could be modified to allow ingress only or egress only. A concrete raised separator is being proposed along Rock Springs Road which will prohibit vehicles from making a southbound left turn onto Rock Springs Road from the southern Rock Springs Road entrance. Signage would also be included to further emphasize that a left turn out of the driveway is still prohibited.
  - Kevin added the purpose for this coordination meeting is to understand changes Publix would be willing to consider and/or not willing to consider before the study team begins exploring options for future discussions.

- TammiLee asked what benefits moving the southern entrance would provide.
  - Kevin responded shifting the southern entrance north on Rock Springs Road would help alleviate traffic backups that occur into the Rock Springs Road and Welch Road intersection due to vehicles turning into the driveway.
  - Amy added if Publix is opposed to shifting the southern entrance, smaller changes like limiting the driveway access to only ingress or only egress would still provide benefit for the overall traffic in the area. With the existing driveway configuration vehicles often experience congestion with opposing vehicles, leading to backups along Rock Springs Road into the Welch Road intersection.

- TammiLee asked if Publix would be responsible for funding any part of the proposed improvements.
  - Taylor stated that once the recommended improvement is discussed and approved upon, conversations for funding could begin.
  - Amy added that the proposed improvements on Rock Springs Road and Welch Road are already included in the project plan. If the driveway were to be moved further north, it may require adjustment of existing parking spaces and restripe the parking lot where necessary. Until an understanding of improvements Publix would be open to considering and a concept developed, the cost is unknown.

- Steven mentioned that the parking lot was resurfaced three years ago so there may be some concerns with the required cost. Publix is open to help, but further discussion with the real estate department will be needed.
  - Amy stated if there are other stakeholders needing to be brought into the discussion, the study team is open to having those conversations. The study team would like to get additional feedback in the next few weeks as the study is anticipated to conclude in December 2022.

- Amy stated a public meeting is planned to be held in September 2022. The study team will ensure notifications are sent to Steven and TammiLee. Outdoor signage will be posted within the study area for day-to-day employees to access more information.

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Rock Springs Road Study

West Orange Trail Extension Study

Alternatives Information Community Meeting

Rock Springs Road Study

Rock Springs Road

Welch Road to Lester Road

Sandpiper Street

Lake Avenue to Ustler Road

West Orange Trail Extension Study

Rock Springs Road

Lester Road to Kelly Park Road

Ponkan Road

Wolf Lake Elementary and Middle Schools to Rock Springs Road

Welch Road

Rock Springs Road to Wekiwa Springs State Park Entrance



Virtual Meeting Date: January 27, 2022

Prepared by:
VHB



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OVERVIEW



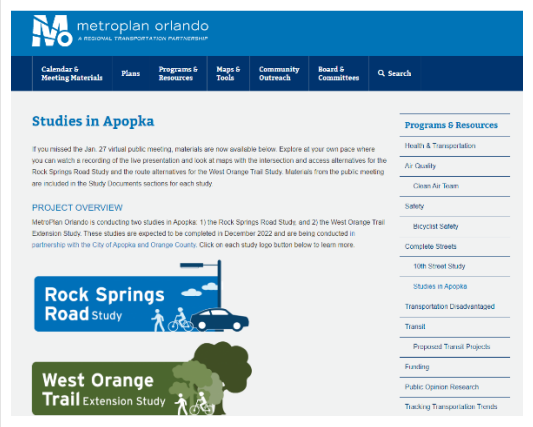
Entrance to Virtual Meeting Room

The purpose of this virtual public meeting was to share the conceptual alternatives for the Rock Springs Road and West Orange Trail Extension Studies and solicit feedback from the community. On January 27, 2022, a live presentation and question and answer session was hosted via Zoom and live streamed on YouTube. Following the live presentation, all meeting materials were posted to a virtual meeting room. The virtual meeting room was open from January 27 to February 28, 2022.

OUTREACH EFFORTS

Notification Emails

Notification emails were sent to approximately 69 state and local elected officials, appointed public officials, and other agencies on December 9, 2021.



Constant Contact Email Blasts

Email blasts were sent to approximately 348 contacts from the project Constant Contact list on December 9, 2021, and January 7, 2022. On January 28, an email blast was sent to the Constant Contact list containing a link to the virtual public meeting room for those who did not attend the live presentation.

Partner Email Blasts

On behalf of MetroPlan Orlando, the public meeting was publicized in the Orange County Parks and Recreation Newsletter and the Apopka Proud weekly newsletter on the following dates:

Orange County Parks and Recreation Newsletter: December 17, 2021, and January 10, 2022

Apopka Proud: January 18, 2022, and January 25, 2022

Direct Mail Notifications

Direct mail notifications were sent to approximately 77 property owners along Sandpiper Street on December 16, 2021.

Project Website and Social Media

Throughout the length of the study, updates have been made to the project website to inform visitors of any updates to the project, and details of the virtual meeting.

Additionally, several graphics were created to share on various social media platforms. Social media posts were shared before and following the virtual meeting on the following platforms:

- MetroPlan Orlando Facebook page on January 7, January 14, January 20, January 24, January 27, January 31, February 14, and February 26, 2022.
- MetroPlan Orlando Twitter page on January 7, January 14, January 20, January 22, January 26, January 30, February 10, February 15, and February 26, 2022.
- City of Apopka Facebook page on January 12 and January 27, 2022.
- City of Apopka Nextdoor app on January 12, 2022.



A copy of all social media graphics is provided in *Attachment A*.

Roadside/Trailside Signage

Outdoor signage was posted to approximately 28 locations throughout the study corridor on January 13, 2022. The outdoor signage was removed on February 28, 2022.

Meeting notifications, distribution lists, and a map of roadside signage locations are provided in *Attachment A.*

FORMAT

The virtual public meeting was comprised of two elements.

- A **live presentation** was streamed live via Zoom and on MetroPlan Orlando's YouTube page on January 27, 2022, at 6:00 p.m. Virtual attendees using Zoom were given the opportunity ask questions to available project team panelists in a live question and answer forum.

- A **virtual meeting room** was made available through the project webpage. The virtual meeting room remained open to the public from January 27 to February 28, 2022. In the virtual meeting room, visitors could view project displays and interactive webmaps, review study documents, sign up for project update emails, and provide feedback about the studies by filling out a survey or comment form. A video recording of the live presentation was posted in the virtual meeting room for post-meeting viewing.

ATTENDANCE

Live Presentation

Fifty members of the public attended the live presentation. Upon registration, participants were asked what they hope to learn at the public meeting. Additionally, five MetroPlan Orlando staff members, three members of the consultant study team, one Orange County staff member, one City of Apopka staff member, and two Apopka City Council members attended the live presentation (total 62 participants).

Recorded Presentation

As of February 28, there were an additional 73 views of the YouTube video posted to MetroPlan Orlando's YouTube channel.

Virtual Meeting Room

The virtual meeting room remained open from January 27 to February 28, 2022. There were a total of 129 visits to the virtual meeting room.

A record of attendance and virtual meeting room analytics are provided in *Attachment B.*

MEETING MATERIALS

Presentation

The presentation covered the following topics:



- Introduction of Studies
  - Study Location
  - Project Life Cycle
  - Public Engagement
  - Study Purpose
- Rock Springs Road Strategies & Alternatives
- West Orange Trail Extension Alignment Alternatives
- Study Schedule
- How To Get Involved

Virtual Meeting Room

After the live presentation, a video recording of the live presentation, project displays, documents, and interactive maps were made available for viewing in the virtual meeting room. Interactive maps allowed viewers to pan and zoom in on specific areas of the concept over an aerial background. The following lists materials made available for viewing in the virtual meeting room. A copy of all virtual meeting room materials including the presentation slides with script are provided in *Attachment C.*

Front Desk

- Project Schedule
- Project Life Cycle
- Contact Information Board
- Public Meeting Handout
- Project Documents
    - Rock Springs Road Design Traffic Technical Memo
    - Rock Springs Road Corridor Analysis Technical Memo
    - West Orange Trail Corridor Analysis Technical Memo
    - Orange County Trails Master Plan

Rock Springs Road Study Station

- Corridor Updates
- Alternative 1 Overview
- Alternative 2 Overview
- Rock Springs Road at Welch Road Intersection
- Rock Springs Road at Publix North Entrance
- Sandpiper Street at Park Avenue
- Rock Springs Road Alternative 1 Interactive Webmap
- Rock Springs Road Alternative 2 Interactive Webmap

West Orange Trail Extension Study Station

- Trail Route Options
- West Orange Trail Route Alternatives
- Welch Road Spur Route Alternatives
- Ponkan Road Alternatives
- West Orange Trail Interactive Webmap

Project Webpage

Following the closure of the virtual meeting room, the following documents and displays were made available on the study website, and are provided in *Attachment C.*

Rock Springs Road Study Documents

- Rock Springs Road Corridor Improvements
- Rock Springs Road Alternative 1
- Rock Springs Road Alternative 2
- Rock Springs Road at Publix Intersection

- Rock Springs Road at Welch Road Intersection
- Sandpiper Street at Park Avenue Improvements
- Rock Springs Road – Final Design Traffic Technical Memo – November 2021
- Rock Springs Road – Corridor Analysis Technical Memo – December 2021

West Orange Trail Extension Study Documents

- West Orange Trail Route Options
- West Orange Trail Route Alternatives
- Welch Road Spur Route Alternatives
- Ponkan Road Spur Route Alternatives
- West Orange Trail – Corridor Analysis Technical Memo – December 2021

PUBLIC ENGAGEMENT

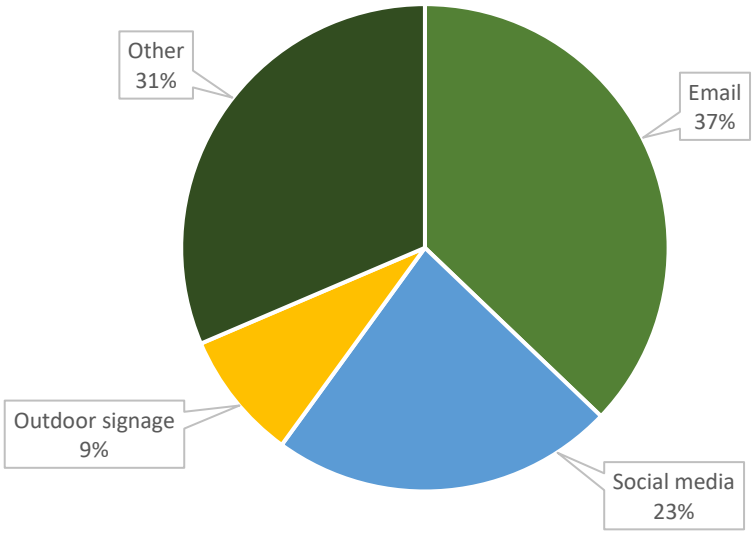
There were several ways the public was engaged and encouraged to provide input during and after the virtual public meeting. The following lists the opportunities made available:

- Participating in live polling questions during the live presentation.
- Leaving a comment in the Zoom Q&A box during the live presentation to be answered in the Q&A segment of the virtual meeting.
- Submitting a completed survey with comments or questions.
- Comment forms and written comments could be submitted by mail or email to the project manager.
- Orally over the phone by calling the project manager.
- Online using the website comment submission form.

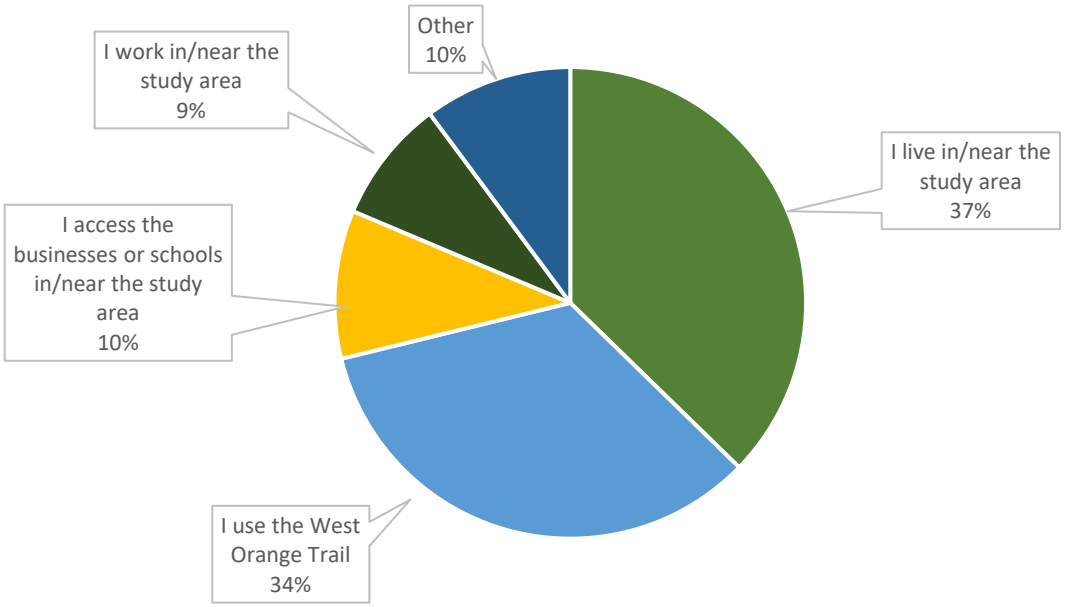
Live Polling Questions

As part of the live presentation, participants were given the opportunity to respond to live polling questions. The purpose of the polling questions was to give the study team insight into the local input given during the live presentation. The following is a review of the live polling questions and responses:

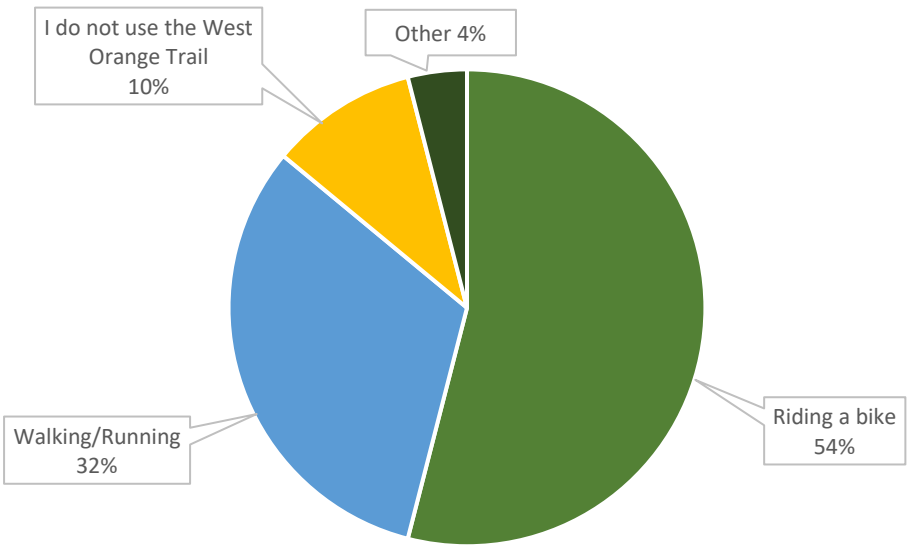
Question 1: How did you hear about this meeting?



Question 2: Why are you interested in this project?



Question 3: How do you use the West Orange Trail in Apopka?



Live Question and Answer

The following is a summary of the question and answer segment held during the live virtual meeting:

Comment/Question	Response
What is a raised traffic separator?	It is narrow concrete median that is used to physically separate traffic.
Are there any additional trailheads/facilities proposed for the west orange trail in this proposal?	A trailhead is proposed at Kelly Park Road and Rock Springs Road. Additionally, there is space to realign Sandpiper Street where there might be enough right of way to implement a trailhead or facilities.
Are measures being put in place to prevent vehicle blow-throughs into sidewalks and bike lanes?	In the design phase, the study team can help prevent conflict with features such as pavement treatments or additional signage.
Will bicycle lanes be provided? For faster riders, the trail crossing of driveways is very dangerous.	The concepts we have developed do not include bike lanes; they only include the bike trail. In terms of reducing conflict with driveways and street crossings, the extension from Lester Road to Kelly Park Road will reduce conflict. The study team is looking at reducing roadway crossings to increase comfortability for trail users. It would make sense to use the on-street bike lanes if there were existing lanes in the study area, but none are being used now. Additionally, in our initial survey efforts, many respondents indicated they were not comfortable riding in the bike lanes.

Comment/Question	Response
Has the speed limit been considered for Sandpiper Road? We have a lot of issues with individuals speeding on that road.	The study team is currently not looking to change the speed limit. Traffic analysis is based on the current speed. Some physical measures will help to lower the speed, but the speed limit itself will not be changed as part of this study.
At a typical business driveway crossing of the trail, who has priority? drivers or cyclists/walkers? Driveways - not roadways.	If there is a sidewalk, pedestrians have priority. In terms of safety, make sure the driver sees you before you enter a driveway.
How do the proposals address the volume of southbound traffic on Rock Springs Road that turns left onto Welch Road at the PM maximum?	Alternative 1 and Alternative 2 have dual southbound turn lanes at Welch Road. The left turn lanes will be extended to allow for more vehicles to fit as they wait for the green light to turn. This will also help vehicles moving straight through the the intersection at Welch to not be blocked by turning vehicles. Along Welch Road, the City and County will look for opportunities to further accommodate the large number of vehicles using that roadway. This study began as an attempt to help fix the southbound left turn, but now other factors are being included in the study to make sure the study area functions well.
Can we get pedestrian crossings closer than every 1/2 mile or more?	The study team is seeking input on locations for crosswalks along the study corridor.
There's a bike lane on RSR from Ponkan north. It seems as though there would be great continuity if it could continue from Welch to Ponkan	That area has not considered bike lanes. For this study, providing bike lanes would utilize too much right of way and not leave enough room for the West Orange Trail extension. The study team has developed these concepts assuming there would be no additional right of way granted to the project. Orange County is continuing to look for opportunities to provide more bicycle facilities.
I know it would be expensive, but was a bike overpass at Welch and Rock Springs Rd considered?	No, this option is not being considered.
The option to travel along the border of the state park is much more appealing, however, the park has resisted this in the past. Is it likely that the park will support this option now if the trail remains outside a fence?	Orange County has coordinated with Wekiwa Springs State Park as part of the Orange County Trails Master Plan. They have coordinated on this project as well. To date, the park has been open to looking at options to have the trail alongside the park.
Will the Lester Road trail be extended? It just ends at an intersection.	The study team is considering an option for a trail spur from Rock Springs Road over to the Wolf Lake Elementary and Middle Schools and the City of Apopka Northwest Recreation Complex that extends the Lester Road trail, then travels up Vick Road and along Ponkan Road.

Comment/Question	Response
Any considerations for increasing access to public transit to ease traffic volumes	The study team is in coordination with LYNX on proposing the proposed concepts. They are working on their long-range projects, but we will pass along the desire.
LOS will always be poor in this growth area until a gridded street network is introduced. Is this being pursued by the City or County?	The Wekiwa Springs State Park poses a challenge for providing a gridded network in this area. Gridded networks on the west side of the city are not as frequent as on the east, however, MetroPlan Orlando and the City of Apopka encourages land-use planners to look for opportunities for gridded networks as new developments come in. A connection from Vick Road to Rock Springs Road has helped with mobility and connectivity in the area.
Will there be any study on how to remediate the traffic westbound on Welch Road from Rock Springs Road to Thompson Road during pm peak hours? Same from Thompson to Wekiva Springs Road in the am.	That stretch of roadway isn't included in this project, however, there is a future plan that may widen westbound Welch Road. Many of our plans today are designed to be a base for those future projects.
Are the study designers integrating pedestrian/cycling comfort and not just safety into the design proposals? Are elected, appointed, and hired officials interacting with these intersections as pedestrians and/or cyclists?	The study team did go out and walk the corridor. Improving bicyclist and pedestrian safety is a top priority.
When will the West Orange Trail be tied into the Wekiva Trail via Lake County's Neighborhood Lakes Trail and Trailhead? Does this study include this connection?	There is a proposed segment of the Wekiva Trail that would extend to Kelly Park Road and make the connection to our trail. The timing of that project is unknown, but we update our project webpage for more information.
Why is she saying there are dual right lanes, that was removed, correct	In the past, there was a change to convert a through lane to a right turn lane, but there was an issue with cars turning into the far right lane causing conflict. The proposed dual right lane concept is designed to keep vehicles in each of the turning lanes to maintain their lane as they make the turn onto northbound Rock Springs Road.
Where can the public access all the graphics that illustrate the proposed intersection modifications?	Tomorrow, all attendees will receive an email from us with links to where you can access all the graphics and the meeting recording. We'll also provide a link at the end of this meeting. Thanks for your interest!
Because of vegetation on the northwest corner, it is very hard to see oncoming traffic as I turn from eastbound Welch onto southbound Rock Springs. Is there a way to get that vegetation trimmed before the project is even underway?	We can have City/County maintenance crews look into the vegetation hanging over the right of way as long as it's not on private property.

Comment/Question	Response
Is there any data supporting trail user growth if any of these changes are made? Would there be any advantage to the Apopka economy?	We don't do bike/ped counts along the trail. In the state of Florida, we look at trails as an economic development engine. Making trails safe and packed with amenities provides an economic boost. The Orange County Trails Master Plan provides additional information about the economic impacts of a trail.
How and who chooses which proposed improvement will be done to the west orange trail? and when is the deadline to pick one choice?	We will take input received from this meeting and the survey to come up with a recommended alternative. Next, the study team will present the recommended alternative to City Council, and in an additional public meeting to share the choices we have made and receive feedback. We plan to have a decision by the end of the year. If you haven't joined our mailing list, do so to receive updates.
The dotted line alternatives vs proposed trail extension seems to involve more street road crossings? Am I looking at that correctly?	Yes, the dotted lines have fewer driveway crossings. We put together a survey that shows a video of which option has the fewest driveway crossings.
Do the traffic volumes warrant those additional turn lanes at Rock Springs and Welch? Makes the crossing for pedestrians longer and further unprotected. Consider pedestrian refuges at the island nose at the intersection to make it feel more comfortable if the turn lanes are inevitable.	Yes, the traffic volumes warrant additional turn lanes at Rock Springs and Welch. We would make sure the timings would be an appropriate length for pedestrians to cross. We will look into whether or not a pedestrian refuge would be needed.

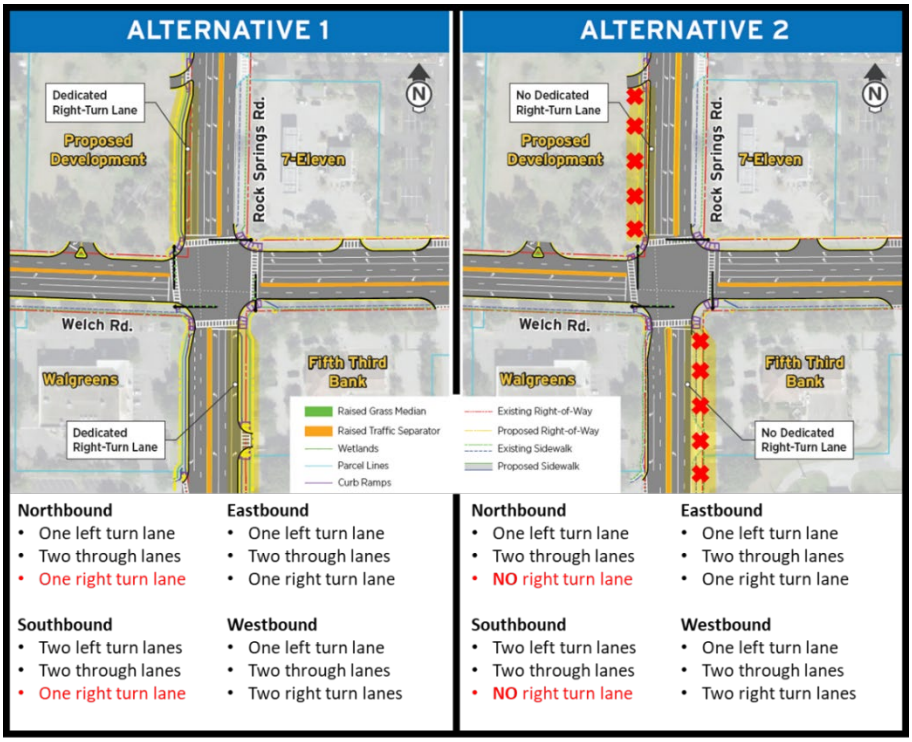
Survey Review

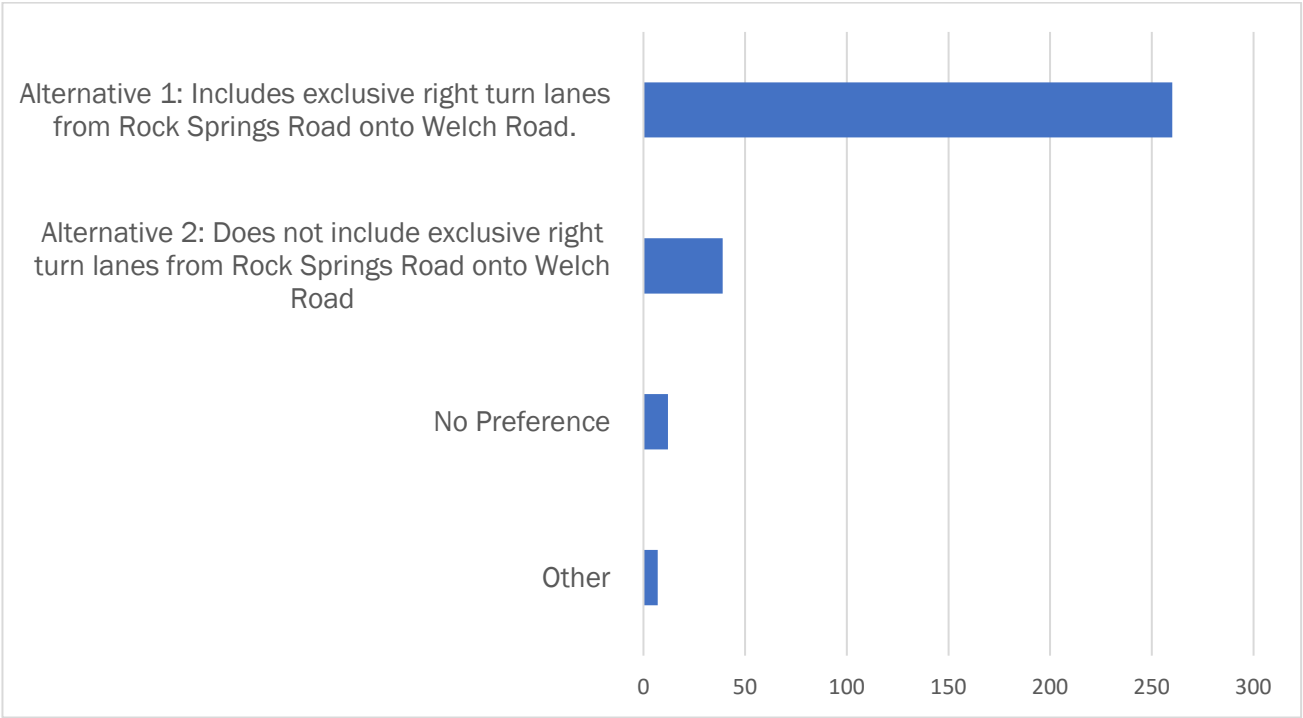
Following the virtual public meeting, an online survey was opened to the public from January 27 to February 28, 2022. The purpose of this survey was to give the public an additional opportunity to provide feedback on the proposed alternatives. The survey included an introductory video that provided background information and a detailed explanation of the alternatives for each study. Participants were given the option to answer survey questions regarding the Rock Springs Road Study, West Orange Trail Extension Study, or both studies. The following is a review of the survey questions and responses:

Rock Springs Road Survey Questions

The Rock Springs Road Survey asked a series of questions regarding proposed alternatives on Rock Springs Road, at the Rock Springs Road and Welch Road intersection, and at the Sandpiper Street and Park Avenue intersection. A total of 321 participants responded to the Rock Springs Road Survey questions.

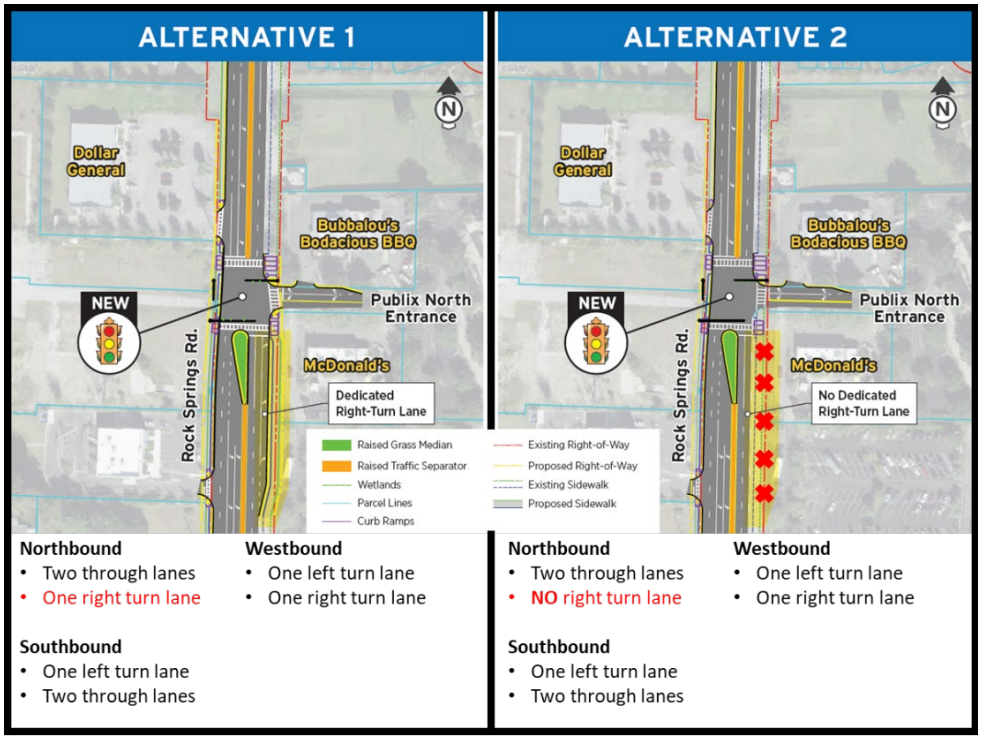
Question 1: Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road? (Select one)

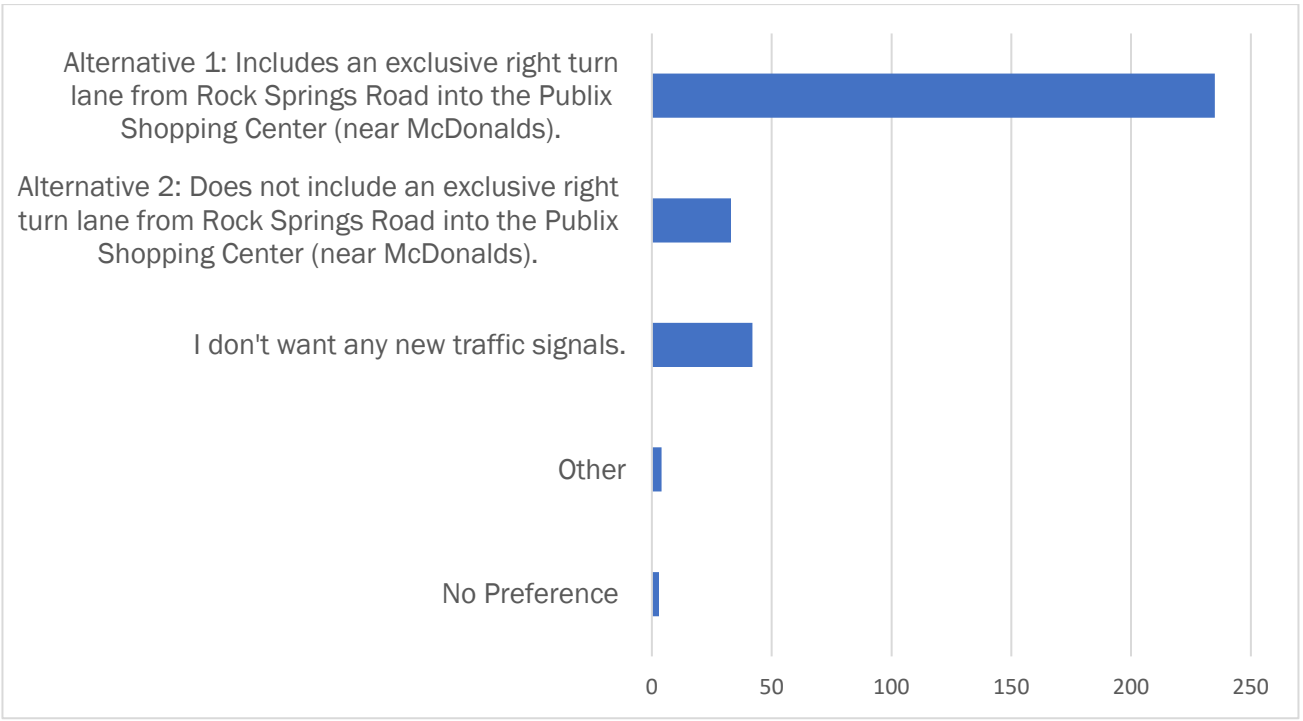




Note: Examples of "Other" responses include "Neither", "Addition of roundabout"

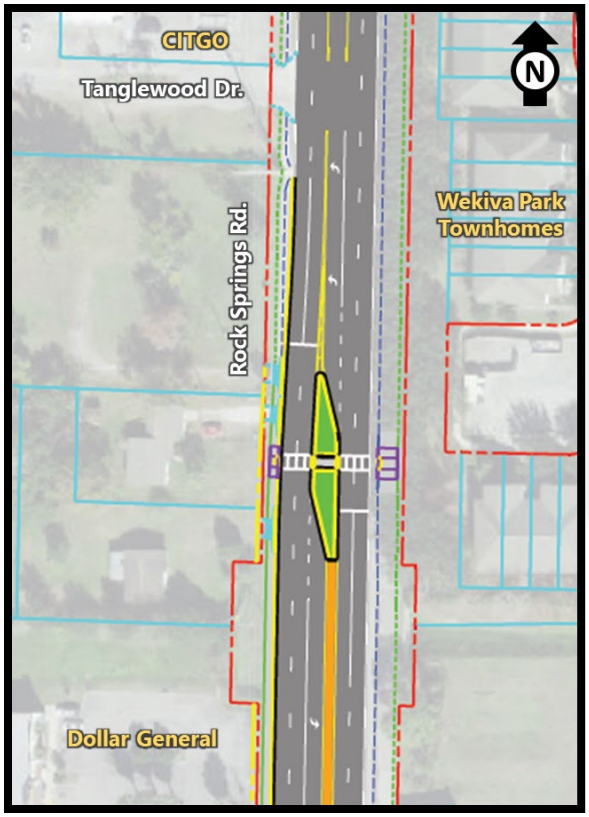
Question 2: Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance? (Select one)



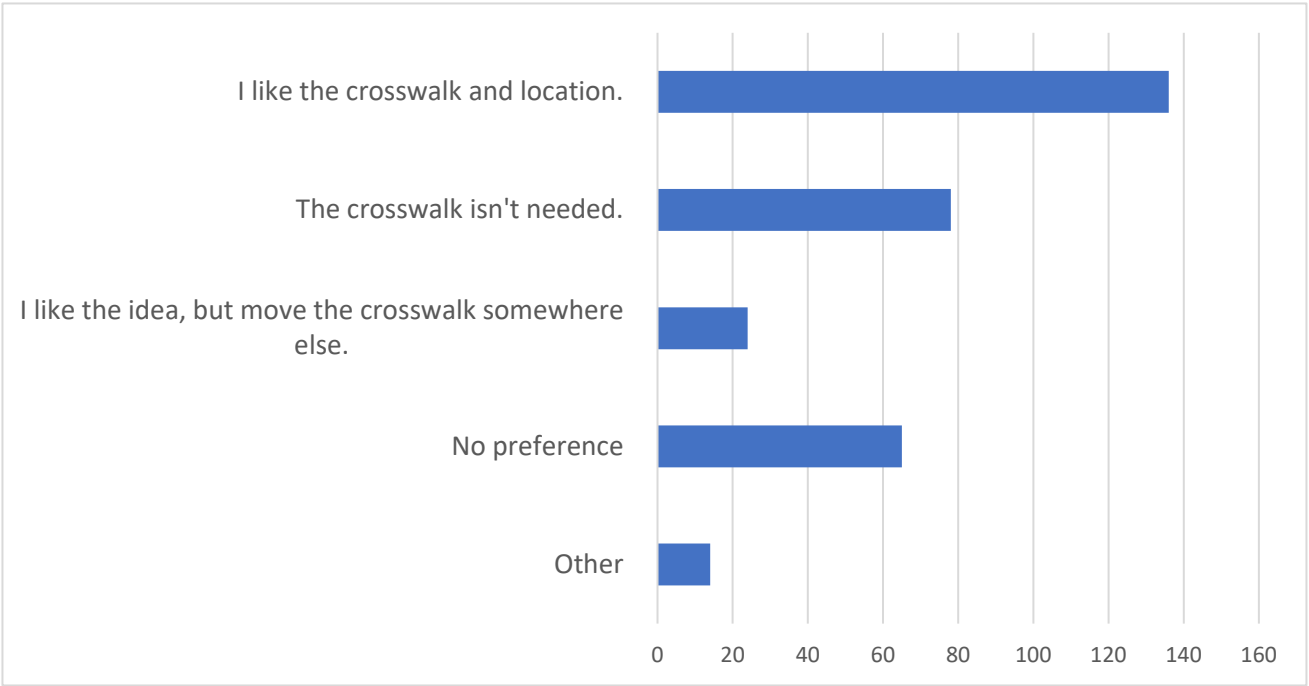


Note: Examples of "Other" responses include "addition of roundabout", concern of traffic signal timing along Rock Springs Road

Question 3: How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon over Rock Springs Road just south of Tanglewood Drive? (Select one)




Rectangular Rapid Flashing Beacon



Note: Examples of "Other" responses include "Not necessary", "install crosswalk at the new Publix North Entrance traffic signal", concern for heavy traffic along Rock Springs Road

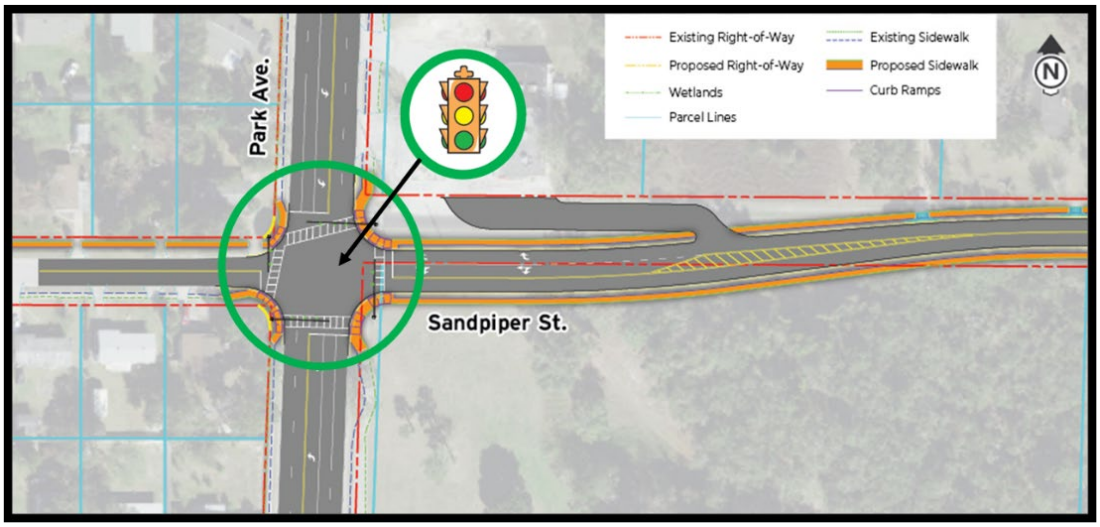
Respondents who answered “I like the idea, but move the crosswalk somewhere else”, were directed to question 3a below.

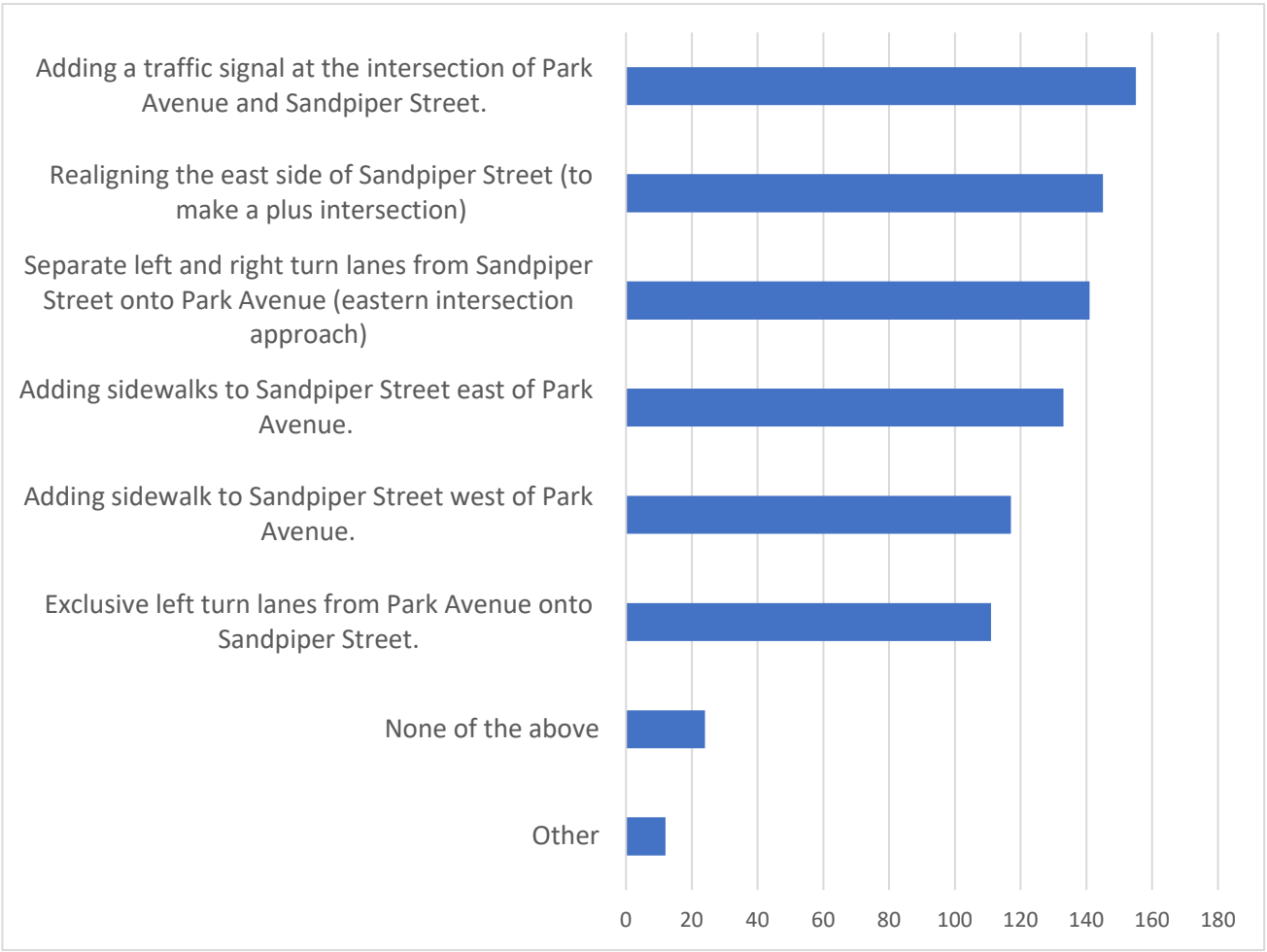
Question 3a: Where would you like to see a midblock crosswalk? (Free response)

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

Closer to RS Elementary or if more than one can be added, the proposed location and RSE.
Truthfully a crosswalk over Rock Springs Rd is going to be dangerous. These people drive way too fast. There’s not enough lighting on the road as there is not enough lighting in Apopka on roads example Lake Avenue. It’s dangerous for a pedestrian against the car.
I believe that the crosswalk would be better closer to Tanglewood as there will be a crosswalk at the new signal. (This is contingent on having a new signal at the north entrance/exit to the Publix Plaza.
Closer to tanglewood drive/Citgo
Next to a traffic light Flashing cross walk is not safe enough
Near citgo
Yes
by citgo
Possibly at an existing intersection
Closer to Tanglewood Drive
Near schools
No mid block crosswalk. Stop light intersections are where crosswalks should be. If that means putting one up to break up Rock Springs, do it.
The crosswalk should be at the proposed light at the Publix plaza entrance.
Down further, especially if a light goes in by Publix. You need to keep the flow of traffic moving
At new light installed at north entrance to Publix plaza

Question 4: Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the fugure, and the red lines show the street's current footprint. (Select all that apply)





Note: Examples of "Other" responses include "No", "No opinion", and "Addition of roundabout"

Question 5: Is there anything else you'd like to tell the study team about Rock Springs Road/West Orange Trail? (Free response)

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

Please ride the WOT yourselves from RSE through to at least Clarcona area then try the Seminole county trail, you will see the WOT is not as safe. The inconsistent crossing rights of way is dangerous. Seminole has taken a more assertive "trail user first" approach thank OC. Note: I ride the entire length of the trail and usually have to avoid motorists 2-3 times on the trail who are not paying attention or obeying laws. I belive that the north end of trail is generally under-utilized due to the lack of a good experience compared to the Winter Garden - Oakland leg.
As a resident of E Sandpiper St I vehemently oppose adding sidewalks between Rock springs Rd and Ustler.
Add emergency vehicle appropriate speed bumps to center left turn lanes along eastern Welch Road so cars avoid using the center turn lane as a means to 'jump' the line to make a left turn at Welch & Rock Springs
South bound left turn signal on. RSR needs to be more limited in time during the evening rush hour.
You have too many entrances and exits from the shopping center where Publix is located. This is what's causing your traffic problem. You have at least three entrance and exit on Welsh Road to get into the parking lot and gas station. You have at least two off of Rocksprings Road into the parking lot. Then you have a entrance in exit just as you get off of rock Springs Road to get into the gas station. Just a few feet down then you have another exit entrance to the gas station. The first one is too close to your intersection. It should actually in reality the one on Rock Springs Rd and it should be further down the parking lot. Example halfway between McDonald's and the gas station. One of the entrances and exits to the gas station needs to be eliminated it's a Blindspot you can't see anything .Double lane in ,double lane out if you want to put an ad a traffic light that would be the ideal place. Plus make your pedestrian crosswalk there. To place a crosswalk in the middle of nowhere is insane. People don't care about a flashing light they don't pay attention which is very unfortunate.
Orange county and the city of Apopka are way behind in the upgrades to these roadways. Should have been done along time ago. Now they are trying to play catchup, with all the new traffic when and if they do decide to begin construction it with be an absolute traffic mess. The city of Apopka is annexing property all around the area with thousands of proposed homes to be built. Where has all the impact fee and tax money gone from all the new and past development? Surely not much in road infrastructure as Orange county does a VERY POOR job in this area. I could give numerous examples. Maybe one day road infrastructure will be a priority for the county and surrounding cities within the county but I doubt it. Do they sleep well at night knowing they take lots of impact and tax money in only to spend it on big salaries and wasteful spending?
Let's get this going! Traffic is awful!
I think a traffic light at the North exit of Wekiva Plaza would elevate accidents. This could in turn serve as a pedestrian cross walk
Connecting the branches of the West Orange Trail in as many places as possible allows for better use, including loops.
Perhaps in the future, it would be a good idea to extend the WOT to Kelly Park.
Mandate bicyclists use the trail, not the roadway in these areas.
Fix all the cracks please
The audio on the presentation was obviously sped up. It sounds ridiculous.

improve mobility for all modes-peds, bikes, cars, and freight in these projects.
Please make it safe 🙏 thank you
Didn't see Information about it in here, but I hope they two lanes on Welsh extends for quite a ways to help with traffic back up.
More light
No new traffic lights are needed on Rock springs road. There is already too many on this road as it is. If you want to add lights because of Publix and McDonald's then have them on Welch road side and make designated left and right turn lanes out of plaza if someone wants to turn left out of plaza onto rock springs road but without a light.
I live in the Pines of Wekiva subdivision off Rock Springs between Welch and Sandpiper. I believe the smart approach is to build these options out to their fullest. Traffic is only going to get heavier. As you mention in the proposal, "Let's build for the future."
Please have common sense and start taking care of these roadways and surrounding roadways. Do your job. You collect taxes and impact fees for these issues. Where is all the money going?
1. Businesses and traffic are increasing exponentially along Rock Springs Road, but the speed limit remains that of an open parkway. The speed limit along Park/Rock Springs needs to be reduced to 40 or even 35 mph from Martin Street to at least Lester Road. 2. Townhomes at Wekiva Park needs a dedicated right turn lane on the east side at its entrance, Vista Crest Drive. 3. As Rock Springs Rd passes through a residential area from the southwest corner of Townhomes at Wekiva Park to Lester Road, it should be patrolled more often for both speeding and noise abatement. I was told by a law enforcement officer that there is nothing that can be done about the noise from the road, but I have lived in Townhomes at Wekiva Park since 2009, and there has been a huge increase in noise during rush hours.
Now is the time to do improvements to Rock Springs Rd before increased use and development causes more cost and disruption
Something needs to be done to eliminate the back up West Bound on Welch at Rock Springs Road. (Publix side) Cars get backed up and block the Publix entrance. The traffic in general is over crowded and will only get worse as more development happens.
n/a
Minimize lights. We already have enough traffic.
N/A
If further development is proposed for buildings, move them further away from the streets. Also, be mindful when putting in light poles, landscaping, etc as sometimes it interferes visually where you can not see oncoming traffic when one is trying to cross or turn onto a street. Finally , be creative to make everything look esthetically pleasing to the environment. (not just throw it up there and never maintain it.) A good example is the boulevard put in on Rock Springs Road. They just stuck some trees in and now only mow it occasionally. An under story under those trees would be so pleasing to the eye. Let's stop doing things halfway and leave space for nature.
The trail will be a welcome addition
fix entre to dollar general and McDonald's..there too close together and cause traffic and possibly accident concerns *move dollar general entre backwards and put in a drive behind babbalo bbq. then you could put up a red light if needed ...

Street lights for every street in Apopka would increase safety :)
Prefer the use of a safety island concept for all mid block crosswalks, with flashers. Get all bike lanes onto exclusive right-of-way/sidewalk areas ASAP. Pedestrian v bicycle=survivable with bruises Bicycle v auto @ 30mph=DOA
Your realignment is off and maps are backwards, east and west are reversed on the tangle wood map
As an avid cyclist here in Central Florida I would love to see the West Orange Trail connect to the Lake-Wekiva Trail that was just finished along Mt Plymouth Road that leads out to HWY 46 and Sanford. That way, once the route is finished, one could ride, run, or walk from Wekiva Springs State Park to the Seminols State Forest Bear Pond Trailhead and even further along Lake Monroe, Gemini Springs, and even out to the Coast without ever touching an actual roadway other than crossings. Another West Orange Trail extension that would be welcomed by many is a leg that makes its way over to Lake Apopka that would connect to the existing gravel routes that many cyclist and joggers already enjoy daily. Look at a map of the Lust Drive entrance to Lake Apopka and its not that far from Downtown Apopka so an extension would have minimal impact in an area that needs improvement. Those are my thoughts.
extend the bike trails as shown on the proposed plans.
Close the entrance/exit off Park (Rock Springs Road) to Shopping Center near the intersection. Interferes with south bound traffic on Park (Rock Springs Road) turning left onto Welch.
There needs to be another crosswalk down by the family dollar and the auto store.
Please consider adding what I think is called a road verge with grass/trees, etc on Rock Springs Rd from North to South from the Welch intersection down to Ponkan where the next road verge is located with grass/trees. The people driving down the middle is causing accidents, especially from Welch to Lester. It would also vastly improve the area/landscaping visually. In addition, whoever thought it a good idea to add the shopping center where Marco's Pizza is located and whoever thought it a good idea to add the Dollar Store across the street from Bubbalou's & down the road a little should be fired and that person or group of people should be paying out of their own pocket for all the accidents! No, I'm not kidding. Publix is a nightmare to get into when coming from Ponkan & trying to turn in at McDonald's was nightmare to begin with. Now I have to try to get into the left hand turn lane without making the person who is behind me mad by me slowing down to get into the median to make the left hand turn, while trying to make sure someone isn't driving toward me in the median who is trying to turn into the dollar store. The McDonald's driveway and the dollar store driveway don't even line up. The dollar store driveway could have been put on the other side of the store, closer to the gas station to pull traffic away from Publix. This has been going on for years and should have been fixed prior to those shopping centers being approved. Also, why do we need 192 dollar stores in Apopka. Seriously, one hundred and ninety two dollar stores!!! It's making our city/county look trashy and the stores, their property and their parking lots are trash heaps. Does anyone ever pick up trash in Apopka and in the dollar store properties? And, they are not dollar stores to begin with. Maybe they started out being everything is a dollar but that hasn't been the case for years. Those that argue dollar stores are cheaper to shop in than grocery stores, clearly haven't done any price comparison's.
Need to widen Welsh Td east of Rock Springs
Anywhere there is new development should have a bike lane unless a bike trail is available for use.

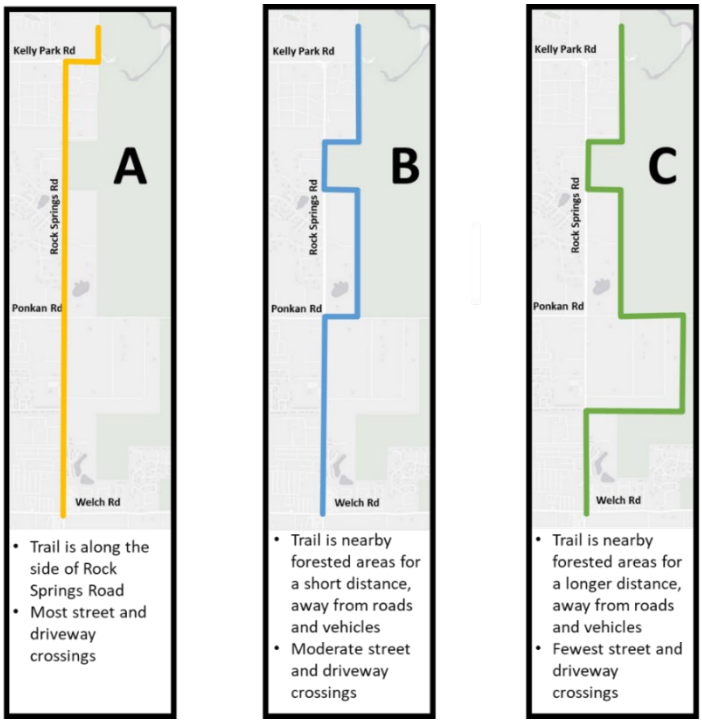
If you are expanding the intersection at Rock Springs at Welch then you need a way to cross Welch on the West Orange Trail. You could do a bridge like the one over 441 or move the trail behind the 5/3 Bank and perhaps behind the Publix Wekiva Plaza, even if it is just inside a fence along the wall. I ride my bicycle 3 days a week from Wekiva Point Circle through that intersection and all the way sometimes as far as Winter Garden. The Rock Springs intersection with Welch, and the intersection by the McDonalds at Wekiva Plaza is by far the most dangerous to cross on the entire trail. If you expand the road it will only get worse.
I would like the project to be cost effective. If it won't benefit the residents, do not waste the funds
Turning left into the Marcos Pizza plaza going northbound is difficult and sometimes dangerous. Will this study address this?
None
During busy times people tend to use the center turn lanes as a roadway. It can be very dangerous for the people that obey the rules of the road.
Whelch, lester and Vick need to be 4 lane. Intersection at Lester and Vick need to be signalized and widened. With dedicated left turns. Currently school buses and trucks need to go into other lanes of oncoming traffic in order to complete the turn without going up on curve. Lester and rock springs intersection. The concrete water channel on west side of intersection is too deep and causes vehicles to lose Desired turning track because the bump is so hard it throws off the suspension. Trailers often loose their load on this turn. Also heading south on rock springs making a right turn onto Lester truck trailers and school buses again must either go up on the curb (which is highly unsafe for an intersection that is manned by a crossing guard) or go into the opposing lane to complete the turn. Heading northbound on Lester road at Welch a long dedicated right turn lane is needed to reduce backups. As well as widened corners throughout. The southbound left turn arrow should also be studied for lagging operation as opposed to its current leading only operation, which could be remedied by time of day plans to accommodate leading morning and lagging afternoon to match traffic flow.
Widen Welch Rd and Wekiva Springs Rd to 2 lanes.
Do the construction all at once to get it done and completed in a shorter amt of time and disruption.
Widen all the roads in that area obviously growth is coming
Please make sure the new traffic lights are synced
Please minimize driveway crossings on the west orange trail
Please focus attention on Ponkan, Plymouth Sorrento and Kelly Park roads. They are going to clog fast! All need 4 lanes - same design as Rock Springs Rd.
Keep up the wonderful work!
Remove any stop signs for cyclists and pedestrians along the west orange trail in this area. Make traffic slow down through the built environment as a priority, use signs and signals only to reinforce other traffic calming measures. Make drivers pay attention in this area. Trucks and muscle cars shoudn't have the ability to speed through this area. Create the conditions to make this area livable, not just a nuisance commuters have to pass through on their way to work/obligations. Make it pretty, make it comfortable to be in this area without needing to be in a car.

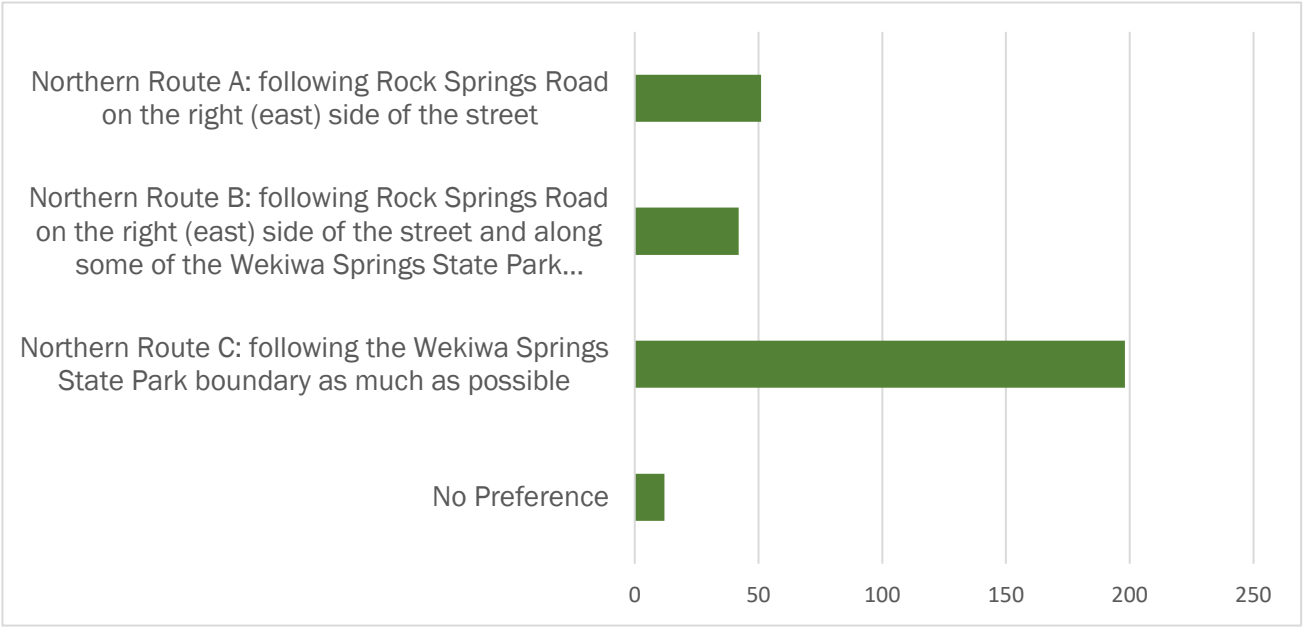
Add a bike trail along 429. Also, add more elevated pedestrian crossings like what they have on 441 in downtown Apopka.
WOT needs a stop sign at Forest & 2nd aves
Make changes that are pedestrian and cyclist friendly, rather than car friendly.
No
Adding too many lanes will make the road even more difficult to cross.
Turn signals at the McDonalds would cause a delay in motor vehicle traffic as there's a light just a few hundred feet away at Welch and Park. A dedicated right turning lane from Park into the McDonalds Parking lot would ease the backup of traffic heading North on Park from Welch, but only if it involved adding pedestrian signal for those traversing the trail at the McDonalds and Bubbaloos entrance. Some type of pedestrian signal is needed at this crossing but I don't believe a traffic signal on Park is the solution. Extending to as Far East on Welch as possible would be a great idea as the W.O.T would become accessible and safer use for those in the Welch Road and Hunt Club areas, along with those coming from Seminole County over to the west side without having to go south through Altamonte, especially for those looking for extended rides or mileage.
No.
You have to fix Welch Rd. backup at rush hour. It's insane!!!
Do not spend any unnecessary money. The property TAXES are high enough and reaching a level of in affordability.
It took a year to come up with this ridiculous questionnaire with pictures that cannot be enlarged on my phone. How much of the $300+K study has already been wasted??? Disgraceful performance. When is construction expected to start??
Start seriously considering roundabouts. They are more space efficient, more time efficient, and safer than signalized intersections.
I'm extremely disappointed to see that the Apopka leaders/planners are unaware of what an unmitigated nightmare westbound Welch traffic is between 4-6 PM. Rock Springs traffic flows fairly well in both directions while traffic on westbound Welch is backed up for a full one-half mile! -- blocking in/out access to several communities.
I don't think any of the proposals will help in anyway.
Address the traffic nightmare of westbound Welch.
Tell me about connecting with the trailhead in Sorrento?
N/A
No
Publish a better map, when you don't know north from south it gets mighty confusing
We previously biked the Longwood to Lake Mary trail route when we lived closer to the area. We liked the nature with shade and various terrain plus the option of visiting the restaurants (Panera in Lake Mary) as part of the experience. With Rock Springs, I like option B, but A has practical aspects for businesses near the trail and access to Kelly Park. C is probably the quietest and most remote option. Not sure what traffic would be like for the residents in those areas.

West Orange Trail Extension Survey Questions

The West Orange Trail Extension Study Survey asked a series of questions regarding proposed trail options for connecting the existing West Orange Trail to the Wekiwa Springs State Park entrance and Wekiva River Blueway Trail, Wolf Lake Elementary and Middle Schools, and the City of Apopka's Northwest Recreation Complex, as well as to the proposed Wekiva Trail. A total of 307 participants responded to the West Orange Trail Extension Survey questions.

Question 6: Which trail route do you prefer to go to Kelly Park Road? (Select one)





Question 7: Comments about the trail connection to Kelly Park. (Free response)

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

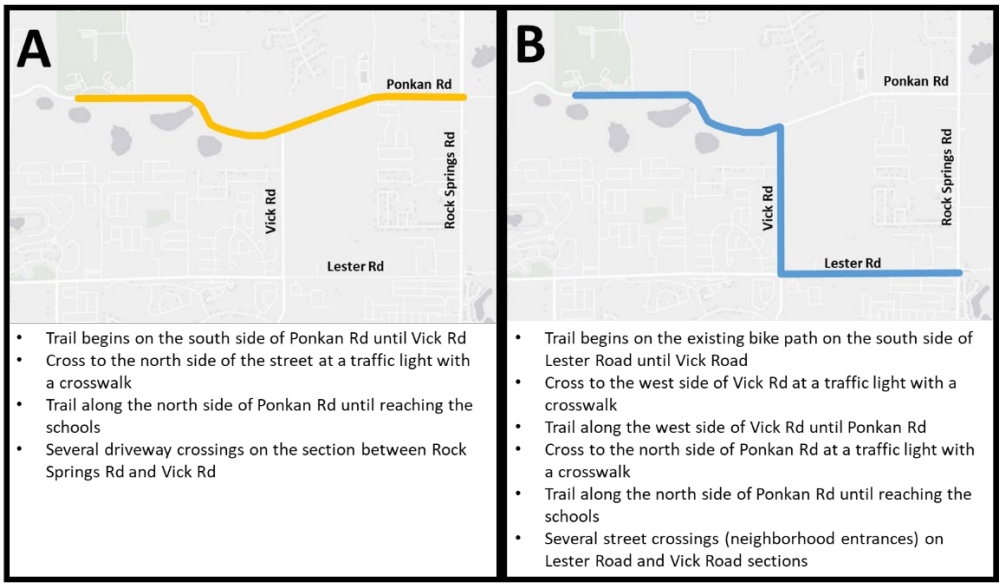
it will be a good connection.
Option C would cause the area along Junior Ave to completely change with the trail running behind the properties.
That would be a good time to extend the West Orange Trail to the Neighborhood Lakes trail.
none at this time
I got chased by a scary German Shepherd on Route C once (thankfully I can run fast). I believe at least four German Shepherd's live on that road and they're good at escaping.
Keep the trail next to the street. If people want to hike or bike in the park there are already trails for that. Let's keep the park as pristine and untouched as we can. Keep the paved trails out of the parks.
Whatever impacts the environment the least
Don't bother the folks on east Ponkan.
A valuable recreational resource that will be well received into the future.
A valuable recreational asset.
No changes are needed Unless bicycling for exercise is being promoted
It would be best in my opinion to avoid impacts into the state park, and allow easier access for emergency vehicles if a trail user needed Ems, fire or police
The trail does not need to go into the state park where trail riders have less protection from being victimized. Option A provides the overall safest route.
I think it is better to stay off the main road.
Is very quick
Keeping it close to rock springs up to ponkan makes the trail more accessible and safe for students to use between schools
The main reason to having the extension is to get to Kelly Park.
This will be an amazing connection to Rock Springs Kelly Park.
I think the more direct route is the shortest, but feel the second option works better because it doesn't make the trail distance too much longer while it still avoids some street/driveway crossings.
The street and driveway crossing traffic heading North on Rock Springs Road is light most times. Although I would prefer a direct route, option C with limited street and driveway crossings through forested areas may be the better option.
Have biked mostly Longwood to Lake Mary. Have done parts of the trail in Altamonte. I prefer fewer street crossings but there are some restaurants which may benefit from the traffic. Have seen a number of folks who bike on the sidewalks along the A route.
I think B is a good compromise between potential competing priorities. It provides some natural scenery for those who want that, without making the trail unnecessarily long.
Trail should connect to Kelly Park or bypass it as a destination.

riding along the road is the least desirable option. Always.
Rock Springs road has become a very dangerous highway for many. I live by RSE an see motorists greatly exceed the speed limit. Moving the trail as far away from the main road will be a better experience for users and also safer.
Please build a trailhead too! at the connection/end of the West Orange Trail where it would connect to the proposed Wekiva trail would be great!
Combining B & C would be the best option. That would give a looped section (Rock Springs Road, Ponkan, Jr & Faye) that would serve Rock Springs Elementary and the Wolf Lake Schools / Recreation Center areas and also a turn around destination loop point, if you werent traveling the entire trail. At there very least, do C, and add in the short missing section on Ponkan from B, so that you can connect to route A below to the Wolf Lake Schools & Recreation Center. Forest views should be used where practical to make the trail more appealing, but you need to protect the wild areas from encroachment of trail users and preserve the habitat for the animals.
Riding or walking closer to the forest and away from high traffic areas is always a good decision.
Less traffic noise improves the riding experience.
Make it safe 🙏 ✨ so no one gets hurt.
Any route along the parks edge has to be more enjoyable for the biker than going next to Rock Springs. The traffic on Rock Springs is very close to the existing sidewalk/bike trail.
The trails beauty and use increases with the more beauty there is just say not more street view
As far from roads and traffic as possible. Distance is welcome.
Either choice but off of the roadway.
You need to create some other way to cross Welch road, like Seminole did on 434. In your renderings it is very dangerous trying to cross Welch going north or south on the Trail.
C is best for the average user of the trail and adds more nature to the experience which is way most of us travel the paved trails in the first place. I will say again that a connector from Kelly Park to the Lake-Wekiva Trail on Mt Plymouth road should also be considered at this time. It would connect the West Orange Trail to another trail network that brings you over to the Seminole State Forest and beyond to Lake Monrore or even out to the coast in Brevard county without ever riding on a street other than crossing one.
Keep it off the main roads.
Please consider adding something from Kelly Park Rd to get to Neighborhood Lakes West Trailhead. My husband & I have ridden bikes from Ponkan down to Kelly Park then onto Mount Plymouth Rd to get to the trailhead parking lot where we then ride the trail. If you think riding a bike from Ponkan down the sidewalk & crossing all the roads and driveway is a nightmare, try getting your bike from Mount Plymouth Rd to the trailhead. There is no sidewalk, the road edges are bad, the ground is uneven so it's difficult to ride the bike in the weeds beside the road, etc, not to mention the trash everywhere. We were quite fortunate not to get hit by a car. It's very scary on Mount Plymouth Rd and I can't see myself doing that again until a sidewalk at the least is put into place.
Safety for riders is more important than a direct route. The fewer driveway and street crossings, the better.

I would prefer C. As a cyclist I prefer to be away from the main roads because, for 1 safety issues like distracted drivers or a vehicles makes a turn into a road either not seeing the cyclist or total disregard for cyclists. Secondly being away from the main road and less traffic it provides a more interesting ride and provides a little more shade during the summer. To add a little more interested for the people using the trail it would be nice to integrate some work out stations on the path also some stations that have air pumps or repair stations. It would be very nice to provide seating areas that would either have a sheltered areas out of the summer heat or weather. Especial shaded area from the afternoon sun. My husband and I use bike paths 3-4 times a week usually 30 miles plus on each outing. If the bike paths are away from traffic and have some interest people will use it. Especially coming from Lake Mary following the 46. However on this stretch there are no facilities to rest for a bit. Let's make this a go to area for cyclists. Thank you.
The west orange trail has traditionally been used to provide nature centric paths. Not encumbered with safety hazards and noise created by motorized vehicle traffic. It seems most appropriate that this section also follow that closer to nature atmosphere. Closest to the wekiwa state park. I hope that the large equine population in north Apopka is well served with this new trail much like the clarcona section currently is.
This is needed. Orange County trail connections must be made. There are too many sections that are unsafe for bicycles.
Crossing driveways is dangerous and that is why I rarely use the WOT from Welch Rd. South to the Apopka post office.
I'm assuming less crossings = safer trails.
Option C is best but there needs to be easier access across Park Ave, that road can be scary to cross.
Limiting street interaction makes for the safest trail.
None
Do it.
Recreational trails should always be seperated from vehicular traffic.
This is a regional trail and off network routing should be prioritized to maximize user experience while increasing safety significantly by avoiding the busy driveways along the Rock Springs Road corridor.
Trailhead would be great near the end at Kelly Park.
Fewest street/drive crossings are strongly preferred. It's safer for trail users & vehicles, and more enjoyable for everyone.
Rock Springs Road has developed into a busy, noisy highway. As an avid cyclist, I enjoy the trails that are away from motor traffic, so Route C, along and through the wooded areas adjacent to Wekiwa Springs Park, is the only choice for me.
I like fewer crossings and being away from vehicle noise.
Prefer option C as long as turns are not right angles.
C by far looks the best. Thanks for considering this.
The point is to be as far away from traffic as possible and enjoy the view. Also, the fewest street and driveway crossings is extremely important. riding the trail from Welch Rd to downtown has so many crossings that it isn't worth riding. Every crossing has a risk of getting hit by a car.
Shade, safety with less street and driveway crossings, less noice and maintaining character of trail are important. C does the best at this
Anything other than C is WAY too dangerous!

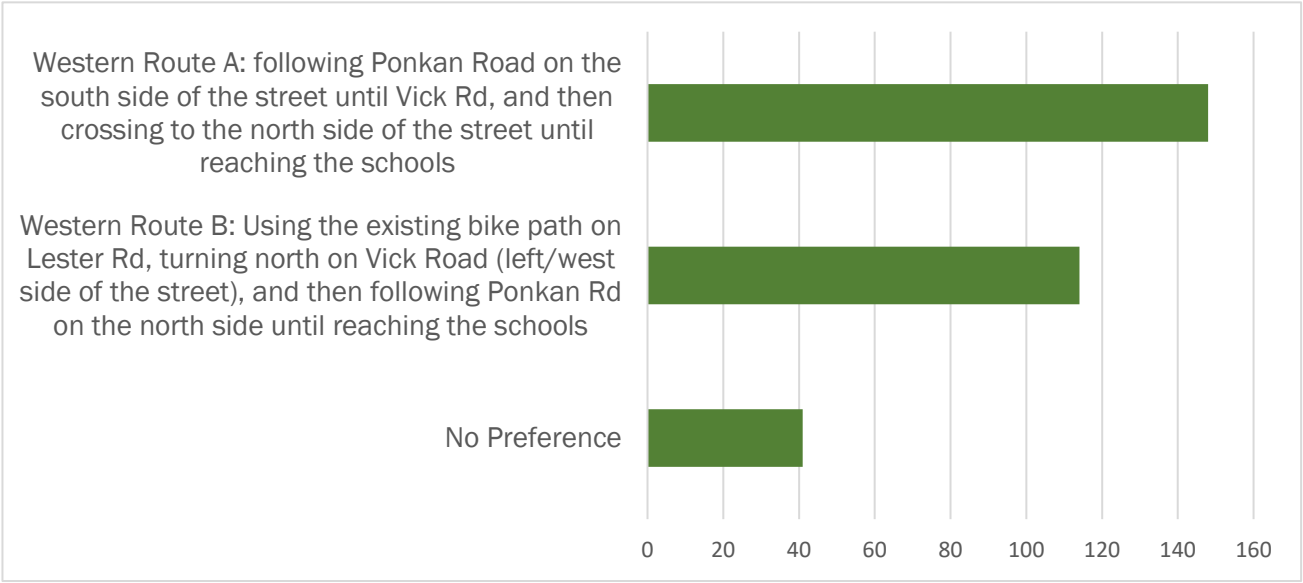
The point of the trail is to enjoy being on it, not getting done as quickly as possible.
That's fine.
Of course a straight line (Northern Route A) is quicker but is that what a bike trail is for? I had to think about it. I think the answer is no to a straighter route but yes to a more scenic route away from cars.
C or B is preferred by me. I am a senior and ride many miles on a recumbent trike. Looking forward to quick extension of the trail.
How quickly will this be connected to the Wekiva Trail via the Neighborhood Lakes Trailhead?

Question 8: Which trail route do you prefer to go to the Wolf Lake Elementary and Middle Schools, and the Recreation Center? (Select one)



- Trail begins on the south side of Ponkan Rd until Vick Rd
- Cross to the north side of the street at a traffic light with a crosswalk
- Trail along the north side of Ponkan Rd until reaching the schools
- Several driveway crossings on the section between Rock Springs Rd and Vick Rd

- Trail begins on the existing bike path on the south side of Lester Road until Vick Road
- Cross to the west side of Vick Rd at a traffic light with a crosswalk
- Trail along the west side of Vick Rd until Ponkan Rd
- Cross to the north side of Ponkan Rd at a traffic light with a crosswalk
- Trail along the north side of Ponkan Rd until reaching the schools
- Several street crossings (neighborhood entrances) on Lester Road and Vick Road sections



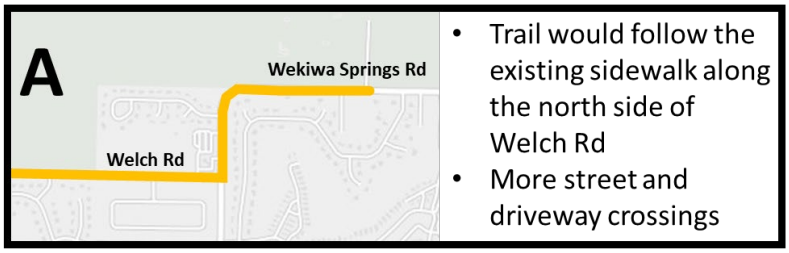
Question 9: Comments about the trail connection to Wolf Lake Elementary and Middle Schools, and the Recreation Center. (Free response)

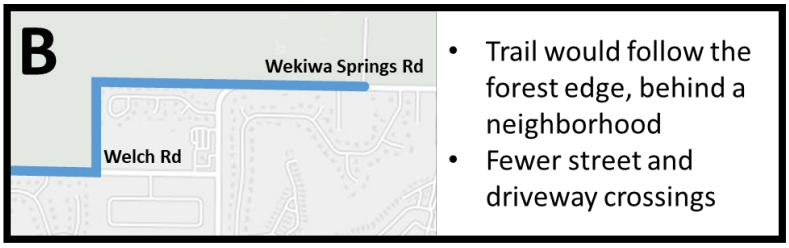
The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

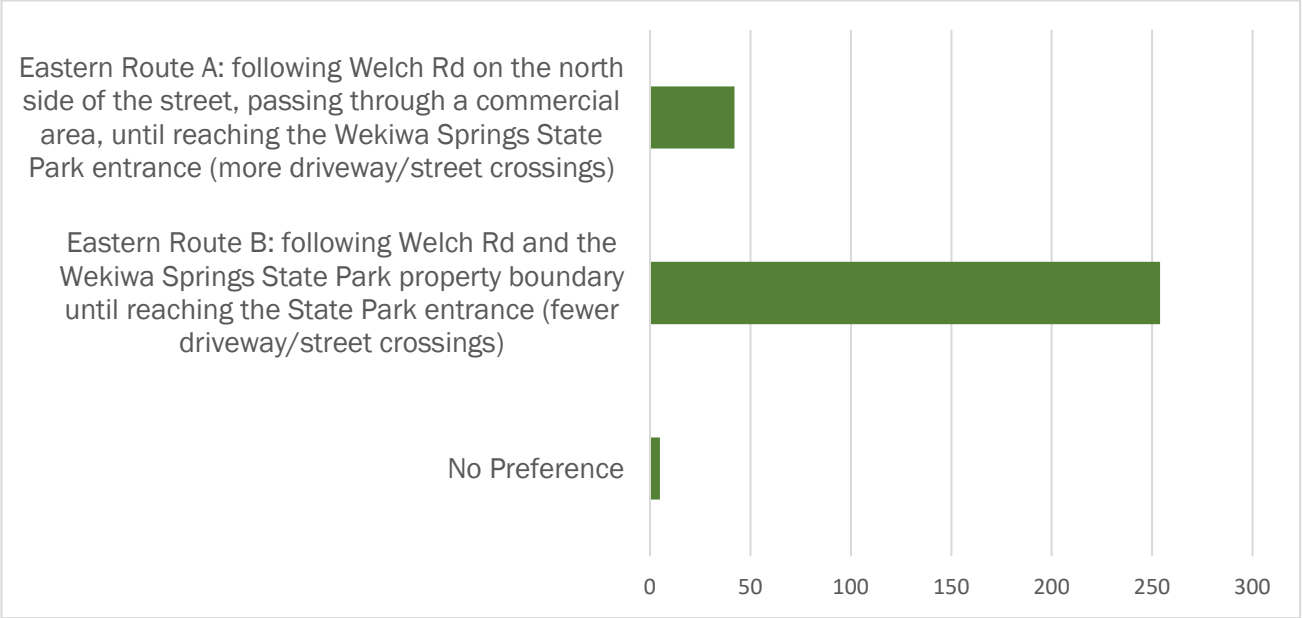
Have the trail run on the North side of Ponkan all the way from Rock Springs. The proposal to have it run north on Vick is dangerous - too much traffic and no sidewalks now except for new subdivisions.
A valuable resource for the community.
I like both routes, and I love the hills on Route B, but Route A might be friendlier to those who don't love the hills on Vick.
Keep this section away from the busy roads and closer to the neighborhoods. I think people living in them would prefer the easier trail access.
Can trails be created on both proposed routes?
A valuable recreation asset.
I don't think there is a need to connect the trail to these schools or recreational center.
B route is a slower traffic option and avoids more of ponkan which is a notoriously windy and busy road.
Safety
Reducing pedestrian crosses would be great
Same reason as getting to Kelly Park.
This is an amazing addition regardless. Ultimately, I hope it becomes safe and comfortable for kids and parents to ride from the hoa type developments to the schools.
A direct route along Ponkan Road would be the most viable option. The inclines/undulations/hills on Vick Road may deter smaller children and those not physically able to traverse these inclines fro using the trail to get to the schools and recreations center.
I like tying the existing bike path on Lester, but that's a steep ride on Vick! Have only done it via car so far.
Trail should follow lower traffic roadways, though if a route away from the roads is found, that would be best.
Vick Road has a fairly steep valley that will be discouraging for intermediate and beginner trail users.
Option B seems to open up way more options for use due to better connecting more neighborhoods.
Can there be painted bike lanes added to Jason Dwelley Pkwy from Ponkan RD to Appy Rd? from then on there are existing bike lanes. It would be great if they could extend all the way to Ponkan Rd where the proposed trail is supposed to end.
More bike trails are better. Continue the trail west out to 441.
A makes the most sense, as the existing Lester bike path could pick up the trail at Rock Springs Road and then travel down Ponkan in either direction.
The main reason I chose route A is because I think that you would lose people on the trail headed north on Vick due to the incline.
I live in Rock Springs and am an avid cyclist. Being able to hop on the West Orange trail and ride all the way to Clermont if we want would be fantastic! Currently, we drive into Apopka to catch the trail to Winter Garden or further.

Vick has a bike lane and side walk in that part of the road. The path along ponkan would benefit from the trail more
The elevation change on route B would be a nice challenge for bicyclists.
Less housing development is preferred on my trail rides. I'm there for nature, not to look at houses.
Note lighting along Lester is substandard. The new development at Lester and Cavesson Street is a school bus stop in TOTAL DARKNESS early am or late pm or in rain. Crosswalk with flashers and street lighting needed.
The choices for which trail route is preferred to the Recreation Center are not really choices. I think by Rec Center you are referring to Jason Dwelley? If so, I have ridden by bike from Jason Dwelley park down to Ponkan. Crossed the street that Jason Dwelley is on (maybe the street is called Jason Dwelley??) & been on the south sidewalk which goes to Vick where the sidewalk on the South side ends. Why is that? That intersection is dangerous to have to cross which requires 2 street crossings at that one intersection plus all the driveway and business crossings on the way to Rock Springs Rd. My preference would be to extend the sidewalk on the south side all the way to Rock Springs Rd which I think has less street/driveway crossings.
There are no good sidewalks on Ponkan Road from Rock Springs and there are several housing editions in that area. This is desperately needed. Lester is out of the way, and kids will continue to take Ponkan.
I would probably go with B as it will be used more for a growing development in the area. These will provide access to the sportsplex. The downside of this route is the hills it would be a tuff ride for children.If you could when designing the bike trail and you have to cross a intersection please make so when you cross the intersection that it is just once and not twice. Intersection are dangerous for cyclists vehicles do not pay attention to cyclist, even when the cyclist has the right of way.. thank you for making Florida bike trails nice.
You need a barrier for trail users. That's a very dark & curved road, someone will be killed.
None
Do it.
Trail is always much better away from busy streets.
Prefer to minimize street/drive crossings for safety, especially for school children using the trail.
The fact that the trail is already built along Lester Road makes Western Route B a natural choice. Cyclists who ride for fitness also enjoy riding the hills along Vick between Lester and Ponkan. Western Route A would also have a lot of driveways and side streets to cross between Rock Springs and Vick.
It would help to know who you think will be using the trail. If it is school children going to school, then the shortest route is preferable. If mostly for recreation, then the most scenic route is preferable.
Please use the least busy route if possible
Biking along Rock Springs Rd is filled with cars desperately trying to get out of driveways and parking lots.
Fewer street crossings

Question 10: Which trail route do you prefer to go to Wekiwa Springs State Park? (Select one)







Question 11: Comments about the trail connection to Wekiwa Springs State Park. (Free response)

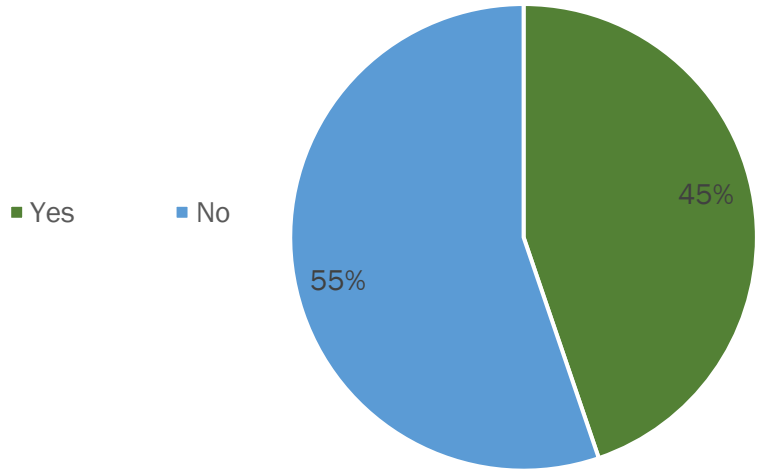
The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

Leave the park alone
Another excellent resource for the community.
I'm sure people in the neighborhoods here would like to have a safer trail section near their homes and away from the road.
The least impact upon the park and the residential community is preferable.

A valuable recreational asset.
I never seen the Eastern Route A open to the public. Sometimes Route B interferes with traffic such that I am late for work on the weekends if I forget to go to 436 instead. Both openings needs to get the people in faster so traffic won't get backed up.
I don't see the need to extend the trail to the entrance of the state park.
In this scenario it would be beneficial to keep trail users away from densely trafficked area at Welch and wekiva springs rd.
Safe
Many accidents occur at the Welch and wekiva springs intersection, this would keep pedestrians further away
Both are the same distance, but B would be easier to build.
Need lights on the trail or call boxes for safety. And fencing or something to separate the trail from private property.
Can't wait
The few street crossings, the better because of the traffic
Traveling through the forested areas and neighborhood, avoiding the intersection of Welch and Wekiwa Springs Road at the Kangaroo/Circle K would be the best option!!!
Wekiwa and Welch is already a bit of a headache with cars and visibility. I like the access to a business, Circle K, for cyclists, in plan A but that intersection has been tricky already with visibility for car drivers (normal cars, not suvs). If that's addressed, plan A might work.
Incorporate as much greenery/ shaded areas as possible.
Fewer driveway/street crossings is always a safer option for all pedestrians and bike users!
The forest views are one of the reasons to access the trail. They should be utilized when practical to make the trail more appealing.
As I said in an earlier answer; it is always better to walk/bike away from traffic.
Definitely avoid the gas station traffic. Turning vehicles frequently don't watch for cyclists and there's already only a short distance for those turning onto Welch to make that quick turn into the gas station. Waiting for cyclists could back traffic up.
A trail connector through the park would be wonderful
Thanks 👍
There are already a lot of issues at this intersection, especially with that poor homeowner whose brick wall gets plowed through every few years. I suggest you don't add pedestrians/bicyclists to an already dangerous intersection at Welch and Wekiwa Springs.
Welch Road and Wekiwa Springs is a very busy dangerous intersection, and adding a trail would further add to the confusion at the site. Traveling by bike along the park boundary would be quieter for the bikers and more beautiful.
Ask the people in the neighborhood that will be affected by, which they prefer.
Forest proximity highly preferred
We have ridden bikes also from Ponkan to Wekiva Springs State Park. It's 5 miles from our house to the park entrance. We have a sidewalk all the way from Ponkan to Publix. Turn left at Welch & the sidewalk ends on the South side on Welch not too long after Publix. Welch is dangerous on a bike or

for walkers unless you are in the grass so we do dodge the trash in the grass until the sidewalk starts up again on the other side of the road. Your route B above seems like a good one but can't you also extend the path that is a potential path to Kelly Park (Northern Route C) to not just go all the way to Kelly Park but go all the way to Wekiva Springs State Park also?? We live off of Rock Springs Rd in Spring Hollow Estates and we could pick up that route C that would get us to either park with very little traffic (hopefully there would be a way to pick up that trail on the other end of Ponkan, like going by Suggs Landscaping driveway which I think is across Rock Springs Rd on the other end of Ponkan).
Again, fewer street and driveway crossings is safer for the cyclists.
Again nature centric and less conflict with motorized vehicles is preferred. Also a path that runs behind publics at rock springs and Welch would also be a great thing to consider.
This is needed and would help reduce traffic.
The Circle K is too busy and if the trail runs thru there most people will cut through the parking lots. Do it right the first time and follow the park boundary.
The less crossings is always better.
None
This is a regional trail and off-network routing should be prioritized to maximize user experience. A fire road on the interior portion of the park already exists here and it is a great experience.
This is a great idea to run the trail to Weikiwa Springs State Park.
Prefer to minimize street/drive crossings for safety/enjoyment & locate the trail in the less developed (more natural) section on the park boundary.
Eastern Route B: fewer street and driveway crossings and closer to the woods of the Park.
I like fewer crossings. And I think it would be less disruptive to the neighborhood.
B is preferred - most scenic and least traffic.
Excited for it! The hills and cracked sidewalks in that area make it inaccessible to skates currently
Fewer st crossing helps with safety
none
To me, the whole purpose of biking is to enjoy sights!
Forest edge is calming and fewer street crossings is safer
Definitely B.
Would B take a whole lot longer to get done?

Question 12: Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail?



Question 13: Where would you like to see additional access to the trail? (Free response)

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

At rock springs ridge
near park entrance.
Yes, at every intersection that needs to be crossed.
At major intersections, nothing added in the middle of a street. That is just asking for a pedestrian accident to happen.
Trail in front of Wekia Glenn (currently the are NO sidewalks)
At Ustler Road, Thompson Road, & near Sweetwater West
At Ustler Road, At Deer Lake homes, Foxborough, and Sweetwater West.
Welch are/ Thompson Rd
Welch road
Near wekiva pines blvd and the Orange County clerk office to reduce the distance to the nearest traffic light
More traffic calming measures along Rock Springs Road along any cross walk paths. Place crossing at the north end of Rock Springs elementary. Traffic Calming and More cross walk dedication at Kelly Park/Rock Spring Rd Transition. Better crossing at Rock Springs Ridge Development.

The intersection at Park and Welch by the bank and 7-11 already has a dedicated pedestrian signal, but it needs to more visible or larger, such as a larger flashing sign or lights to alert drivers making that right turn from Park onto Welch that pedestrians or cyclists are crossing. Most drivers just look to their left or see if vehicles are turning left from North Park drive without checking to see if pedestrians are crossing from either side, but particularly by the bank. Also, the pedestrian crossing on the banks side does not go straight across the intersection, and bares slightly to the left, crossing almost into the intersection, which creates another problem crossing the street to get to the 7-11 side.
Did want to ask if there are any considerations to add access or perhaps a loop to connect Kelly Park Road to the Northwest Recreation Complex along Jason Dwelley with the future bike paths on Rock Springs? We live near Kelly Park Road between Jason Dwelley Road and Kati Lynn Drive. I know this is not part of the current plan but there is a new school being built on Jason Dwelley Road. Last I read this neighborhood and others along Kelly Park Road will be zoned for it. We'd like to have safer access to that road for walking and biking. I realize there may be too much development to connect through neighborhoods to the south of us (Spinfisher Dr, Green Rock Court) and those along various points Kelly Park Road would need access as well. There are wooded areas between the homes and businesses south of Kelly Park Road. Is that a viable option? We have biked in Winter Springs and Oviedo south of 434. It's near homes but not along driveways. I don't know if that was a railway to trails conversion as we have seen in Altamonte Springs.
Intersections with an existing stop light.
I don't have specific locations, but they should be often, even if just a crosswalk in the road with signage.
North side of Wekiva Pointe Circle to service RSE and trail users. This should hopefully make the area safer for school children and users.
Crosswalks to get to the wolf lake extension trail
Coming out of the communities along Ponkan Rd such as Pitman Estates, there should be a painted crosswalk with signage and blinking lights (perhaps with a button for people to make it turn red just like at other crossings on the west orange trail) for access to the trail
Welch & Park Avenue, Ponkan & Rock Springs Rd
I would like to see a crosswalk at either Orange St or 1st St. This will provide access to not only the trail, but Kit Land Nelson Park. And it would also enable trail users to access the neighborhood and patronize any local businesses within the neighborhood.
Closest to the bus 🚌 stop and springs
Cross walk in Pokan heading north before Vick
I'm not sure exactly where, but places that seem to be a danger to people crossing a busy street using the trail.
Flashing rectangles to cross Welch Road to go behind the neighborhood in Eastern Route B.
Lester and Cavesson as well as major neighborhood entries such as Rock Springs Ridge, Spring Hollow, Kentucky Blue, Lester
on Rock Springs Road
Sandpiper, Welch & Rock Springs road
The newly added sidewalks on Ponkan Rd near Vick to Jason Dwelly are unsuitable for cyclists and too windy.

Yes, see above. Ponkan sidewalks need help on both sides of Ponkan (meaning on one side of Rock Springs Rd & on Ponkan on the other side of Rock Springs Rd). Also extend the south sidewalk from Vick & Ponkan intersection down to Rock Springs Rd.
To cross rock springs and ponkan rds To cross all major rds where there is high traffic and turning lanes
Lester and Rock Springs
We desperately need the trail crossing improved at Welch and also in front of the McDonalds at Wekiva Plaza. Those intersections are dangerous and road expansion will make them even worse.
A crosswalk somewhere on Wekiva Springs Road
At main intersections.
South of Faye st to accommodate school children and the new proposed trail.
Welch Road
Along Welch road
All options
As needed depending on which alternatives are chosen.
At the Wekiva park entrance. There are a lot of homes in that area
On Wekiva Springs Rd. It's a busy road and I'm not sure that we will use the trail if we can't safely access it.
I'm taking this survey late at night, so I'm struggling to figure out where they should go, but it seems to me more crosswalks will make the trail more accessible. Just not sure where.
Between sandpiper and Welch
PLEASE add a stop sign on 2nd street/West Orange Trail crossing. People drive way too fast on that street and there's no stopping for cyclists/pedestrians. It very confusing, as there ARE stop signs for other nearby streets (1st and 3rd, so many people not familiar with the intersection assume that cars will stop). I've seen MANY near misses and it's just a matter of time before a pedestrian or cyclist gets hit. Location: https://goo.gl/maps/TV7fdGKVnpDcYZCr7
At trail crossings, it is important to eliminate vehicular slip lanes and minimize crossing times by using pedestrian scrambles (crossing diagonally) instead of having to perform two separate crossing movements.
Lester Road at Vick Road.
The intersections of both Lester and Ponkan with Rock Springs have become extremely busy and dangerous corners for pedestrians and cyclists. Can't speeding be controlled better on Rock Springs? The speed limit should be lowered to 40 mph all the way from Tanglewilde/E. Martin north to Ponkan.
At the highest traffic and riskiest crossings.
At the crosswalks avoid deep gutters, which can tip or flip trail users on wheels in a dangerous location to fall.
Parking for trail access
While acknowledging the massive expense, provide for underpasses and overpasses over four-lane road crossings. Both parents of kids, and the elderly will appreciate such.

Don't know the area, but safety is of ultimate importance.
Crossing at Thompson road and Welch. Crossing at Lester and Roxk Springs Road
Anywhere I will need to cross the road.

Question 14: What would help you have additional access to the trail? (Free response)

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

safer marked and signed ped and bike crossings. they do not need to take prioity of traffic. they need to be highly visible crossings.
Easy to cross intersections, parking areas, posted trail markers, call boxes
I don't need additional access. Keep access points near big neighborhoods for the volume of people who want to use them.
Having it track Rock Springs Road.
Crosswalks
Better connected sidewalks to Errol.
Small Trail spur to Holstein Road.
A trailhead North on Rock Springs Road or a connection at the recreation Center. This would minimize or alleviate having to park at the Apopka Trail head and walking/running/cycling north to Kelly, then doubling back to keep traveling to Winter Garden or the South Lake Trail.
See the other response (14) regarding Kelly Park Road.
Areas to park a car. It could be shared with the commercial areas along the way. Or just not prohibited by shopping centers.
continuity along areas that have fewer cross traffic is great. The existing part of the trail along Rock Spring Road is crossed by too many driveways from businesses, endangering trail users and drivers
Wide bike lanes so cars are not close when passing.
A crosswalk by Kit Land Nelson and a place to park midway on the trail.
Cross walks and over passes
Additional parking where needed. Bathrooms, water fountains.
Combine small parking, Transit Stop, shelter, water along periodic locations.
Overpasses like the one we have downtown or cross walks
See above
Fewer driveways and Rd crossings
Parking area to load and unload bikes.

Follow the example of Vistas @ Watersedge. We should have trail access at many points throughout Apopka
A trail on Welch
Personally I have easy access to most of the routes with good crossing at main instructions. But I believe keeping the trails away from busy streets makes for a better safer and stress free ride as most motorist do not pay attention to cyclist. Everytime I ride, yes I mean everytime I get cut off by a vehicle. It doesn't turn out well for a cyclist.thank you.
Additional maps and and trail markings
Shade. Water stations. Rest rooms. Trailheads with parking.
Crosswalks
Signage.
I live just off the north end of the trail, so I have no problems with accessing it. However, I seldom ride the north end because of all the driveways and business entrances along it and the lack of a light at Sandpiper to control traffic turning across the trail from Rock Springs Road.
Signage, frequent and detailed
Landscaping for shade along areas of the trail that run roadside to increase useful hours during summer months. Landscaping, or curbing, or railing to separate the trail from the road on areas where the two run adjacent so I can bring my child with me and she won't fall into traffic.
As may be reasonable, provide for car parking areas.
Good parking areas with restroom facilities.
A bike lane all the way down Jason Dwelley to Ponkan
Extensions in West Orange County such as the Horizon West Area as well as towards the future Olympus development in Clermont
Connect to the Wekiva Trail via Neighborhood Lakes Trail/Trailhead in Lake County

Question 15: Do you have any additional ideas to improve any of the trail extensions? (Free response)

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

keep on building
No
No.
I think all the current crosswalks are fine, but maybe add flashing lights so cars are more likely to slow down or look for pedestrians? I run around Apopka daily, sometimes up to 20 miles, and I've come close to being hit a few times a year (despite being careful).
Trash cans, places to refill water bottles, benches.
Keep them out of the natural areas. People bring garbage and destroy the few places left that haven't been ruined already.

no.
Advertise them! Most new people in the area don't know that it exists. Also more benches to sit and places to get WATER.
None
Consider extending northbound to Kelly Park and westbound on Kelly Park to Jason Dwelly. Also consider connecting Ponkan and Kelly Park along Jason Dwelly.
We need more lights on the streets
More shade trees along the trail alongside rock springs road/park ave
Get started.
Keep it safe and shaded. Institute Traffic Calming Measures all along Rock Springs Rd to reduce aggressive driving, which in turn maximizes enjoyability for recreational and commuter cyclists and walkers.
At grade, on-street bike paths don't work. They're terrifying to use, especially with kids. Add more separated bike trails or add some type of protection fence between paths and the roads.
Extending the trail from Welch Road/Wekiwa Springs Road to 434 and Markham Woods Road/Douglas would be ideal. Most locals don't use the Altamonte Extension through 434/Orange Avenue to the Bunnell Road/Maitland Blvd/O.B.T. Route when trying to get to the W.O.T. Most would prefer to use Wekiwa Springs Road going past or slightly through Wekiwa Springs Park to get to and from the W.O.T. from the east side or Seminole County.
See the other response (14) regarding Kelly Park Road.
Better crossing technology, signs and signals.
A connection to the apopka loop trail would be great
More extensions, the better, thank you!
Please extend the bike lane for the whole length of Ponkan to 441
Build in as many loops as possible. Loops are great for families to use the trail in shorter segments without a "go to the corner and turn around" a loop makes a kid feel like you "completed" the trail because you never obviously stop and turn 180 degrees and back track. Loops of various sizes are also great for fitness groups and allow more access points to the trail. -- Crosswalks should NEVER be mid block, unless an overhead traffic light is used.
I like that getting to the parks from the trail is being made possible.
a Trailhead around Sandpiper and Park Avenue would be great.
Likely not possible to have the West Orange Trail access inside the cave state park but it would be lovely to be able to ride further away from the traffic on Welsh Road extension.
A spot somewhere with a restroom would be nice.
lights or water fountain
Restrict right turn on red when trail traffic approaches. In the N FL TPO we found this accounted for many of our vehicle v pedestrian accidents.
Other than the idea's I described previously, no. Extention form Kelly Park to the Lake-Wekiva Trail is needed.

Would it be possible to ensure cycling safety by ensuring the route on Welch to Wekiva Springs Road is as safe as possible due to the volume of traffic on this road.
Yes, see above where I mentioned making the trail that you are extending to Kelly Park Rd also extend the other way to Wekiva Springs State Park if you put in the trail that borders the State Park boundary.
Bike bridges for crossing Welch and rock springs rds with all the new turn lanes
Add extension to Kelly park as originally promised.
Continue the trail on Rock Springs so that it connects with the Lake Neighborhood Trail.
Some rest area with protection from the afternoon sun a bathroom would be nice. A bike repair area with a air pump and wretches. Little area for workout. Just try to keep the trail away from traffic. It makes for a nice ride.thank you
Equestrian accommodations as much as possible.
Events. Scheduled group rides. Environmental education.
Add a line along 429 and connect the existing trails to the upcoming Floridian Town Center.
None
Additional Trailheads are always welcome.
Please smooth the transitions where a street or driveway crosses the trail. Most street crossings on the WOT are faily smooth, but there are still a few where the drainage depression along the mountable curb makes for a very jarring crossing on bike or trike. You don't want WOT to get the reputation that Seminole-Wekiva Trail has.
Better enforcement of the "no motorized vehicles" rules. People with the electric bikes, scooters, etc. endanger walkers and bikers.
I would love to see the trail extended in the area near Station Street and Central Ave. That area already has Alonzo Williams Park, a brewery, a café, and food options. Everything is very compact and could be reached much more safely and pleasantly on foot or by bike if the trail extended in that area
Love extension to Weikiva trail. Strongly favor C. Would also consider moving current trail off Rock Springs as this portion is not safe and is hot, noisy and ugly
none
Ask Apopka to monitor the loitering along the V trail. After worrying about car traffic along Rock Springs/Park, the south route downtown heading south can be unnerving.
Please work toward linking together existing bits of existing trails. The West Orange Trail is, in my opinion, an under-appreciated and under-recognized regional asset.
Keep as many trailside trees as possible !
Plenty wide. Have shade trees, but plant them far enough away that the roots do not destroy the trail. I know that is a hard job. Consider bamboo as a quick and good way to shade the trails.
The main point of the trails is to minimize contact of users with traffic. I love to see the trails extended wherever possible. This greatly adds to the quality of life in our area. Thank-you for your work on this project!
Connect to the Wekiva Trail via Neighborhood Lakes Trail/Trailhead in Lake County.

A copy of survey data, comments received following the meeting, and comment responses are included in *Attachment D.*

Attachments

A – Outreach Efforts

B – Attendance

C – Meeting Materials

D – Public Engagement

Attachment A: Outreach Efforts

Email/Mail Notifications

*Please note: Florida has a very broad public records law. Most written communications to or from local officials regarding organization business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

From: MetroPlan Orlando <mhorne@metroplanorlando.org>
Sent: Thursday, December 9, 2021 5:30 PM
To: Taylor Laurent <TLaurent@metroplanorlando.org>
Subject: The Apopka Studies: Tell Us What You Think



The

Apopka Studies

December 2021

Rock Springs Road & West Orange Trail Extension

Thanks for signing up for updates on Rock Springs Road and West Orange Trail Extension studies!

These studies, running concurrently, are conducted in partnership with the City of Apopka and Orange County and began in March 2021. We are considering options for ***Rock Springs Road near Welch Road, Park Avenue at Sandpiper Street, and for extending the West Orange Trail.*** *In this update, you'll find information about an upcoming public meeting, a summary of what we learned from our first survey, and how to connect with the study team for questions and comments.*



We Want to Hear from You

HERE'S WHAT YOU NEED TO KNOW ABOUT THE MEETING

The first virtual public meeting for the Rock Springs Road and West Orange Trail Extension studies will be held on **January 27, 2022 at 6 p.m. on Zoom**. If you live, work, or play in the area please join the meeting to learn more about transportation options being considered and to share your thoughts on them.

The virtual meeting will begin with a **live presentation at 6 p.m.**, followed by an **interactive session** for the audience to ask questions of the project team. There also will be a **survey** to help us understand how you feel about the options presented. Please register for the virtual public meeting today.

The **virtual meeting room will remain open for two weeks** for those who cannot attend the live meeting. After that, an overview handout, a recording of the live presentation, and access to the survey will be available on the study webpage.

Sign up at the study web page - MetroPlanOrlando.org/RockSprings - to be notified when these items are available.

Please join us for this virtual public meeting **REGISTER**

INITIAL SURVEY RESULTS AT A GLANCE

Thank you to the **more than 600 people** who made time to complete our initial study survey.



Survey respondents identified some of the **top challenges along Rock Springs Road** within the study area as: traffic congestion; turning on or off the street in a car – especially into and out of the Wekiva Plaza shopping center; and crossing the street on foot or bicycle.

Top challenges relating to the West Orange Trail included speeding cars and crossing the street to remain on the trail. The findings from the survey were used to help shape some of the roadway and trail options that will be presented at the public meeting. The **Corridor Analysis Tech Memos** will include a full summary of the survey findings and will be shared soon on the study website at:

MetroPlanOrlando.org/RockSprings.

About the Studies



The Rock Springs Road Study is evaluating options to improve operations and safety at the Rock Springs and Welch roads intersection; along Rock Springs Road from Welch Road to Lester Road; at the Sandpiper Road and Park Avenue intersection, and along Sandpiper Road from Ustler Road to Lake Avenue.

The West Orange Trail Extension Study is evaluating options to extend the trail from Lester Road to Kelly Park Road, to tie into the proposed Wekiva Trail. This study will also evaluate two additional trail connections to: 1) the Wekiwa Springs State Park and 2) Wolf Lake Elementary and Middle schools and Apopka's Northwest Recreation Complex.

CONTACT THE STUDY TEAM

Lara Bouck, PE, AICP

Project Manager

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Cynthia Lambert, APR

CONNECT WITH US

Public Information Manager

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Sent by mhorne@metroplanorlando.org in collaboration with

Constant Contact

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From: MetroPlan Orlando <mhorne@metroplanorlando.org>
Sent: Friday, January 7, 2022 7:20 AM
To: Taylor Laurent <TLaurent@metroplanorlando.org>
Subject: Virtual Meeting Jan. 27 to Discuss Two Transportation Studies in Apopka

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Learn about Rock Springs Road & West Orange Trail Extension Studies in Apopka



How to Join the Virtual Meeting

Register now to receive a Zoom link for a virtual meeting at **6 p.m. on Jan. 27**, where you can learn about transportation options being considered. The meeting will begin with a live presentation, followed by an interactive

Q&A session where you can get answers from the study team and comment on the proposals.



Registration is free. Registrants will receive a link to the Zoom webinar. The webinar also will be live-streamed on the MetroPlan Orlando YouTube channel.

Can't make the live event? You can still participate!

If you cannot attend the virtual public meeting on Jan. 27, there will be information available afterward on how to **view the recorded presentation and graphics** explaining the transportation options. There will also be several ways to **provide feedback**.

Keep up with the project at: MetroPlanOrlando.org/RockSprings

---



Questions? You can contact the Study Team:

LARA BOUCK, PE, AICP
Project Manager
LBouck@MetroPlanOrlando.org

CYNTHIA LAMBERT, APR
Public Information Manager
CLambert@MetroPlanOrlando.org

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ORLANDO, FLORIDA 32801

PH: 407.481.5672
FX: 407.481.5680
WWW.METROPLANORLANDO.ORG

December 9, 2021

Dear Government Partner:

MetroPlan Orlando invites you to the first virtual public meeting for the Rock Springs Road and West Orange Trail Extension Studies, both located in the City of Apopka, on Thursday, January 27th, 2022 at 6 p.m. The studies, which are running concurrently, are being conducted in partnership with the City of Apopka and Orange County.

- The Rock Springs Road Study is evaluating improvements at the Rock Springs Road and Welch Road intersection; along Rock Springs Road from Welch Road to Lester Road; at the Sandpiper Road and Park Avenue intersection; and along Sandpiper Road from Ustler Road to Lake Avenue.

- The West Orange Trail Extension Study is evaluating extending the trail from Lester Road to Kelly Park Road, tying into the proposed Wekiva Trail. This study will also evaluate two additional trail connections to 1) the Wekiva Springs State Park and 2) Wolfe Lake Elementary and Middle Schools and the Apopka City – Athletic Complex.

This virtual public meeting is being held to provide attendees the opportunity to review and provide feedback on the proposed transportation options for this area in Apopka.

You can register for the live virtual presentation by visiting the study website at www.MetroPlanOrlando.org/RockSprings. Graphics of the proposed improvements, an overview handout, a recording of the live presentation, and access to a survey to share input about the proposed options will be available on this study website after the live meeting. The survey will be open for input until February 14, 2022.

Please see our study website at www.MetroPlanOrlando.org/RockSprings for more information about the studies and upcoming virtual public meeting. If you have any questions or comments, please feel free to reach out to me, the MetroPlan Orlando Project Manager, anytime at LBouck@metroplanorlando.org.

Thank you,

Lara Bouck, PE, AICP

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

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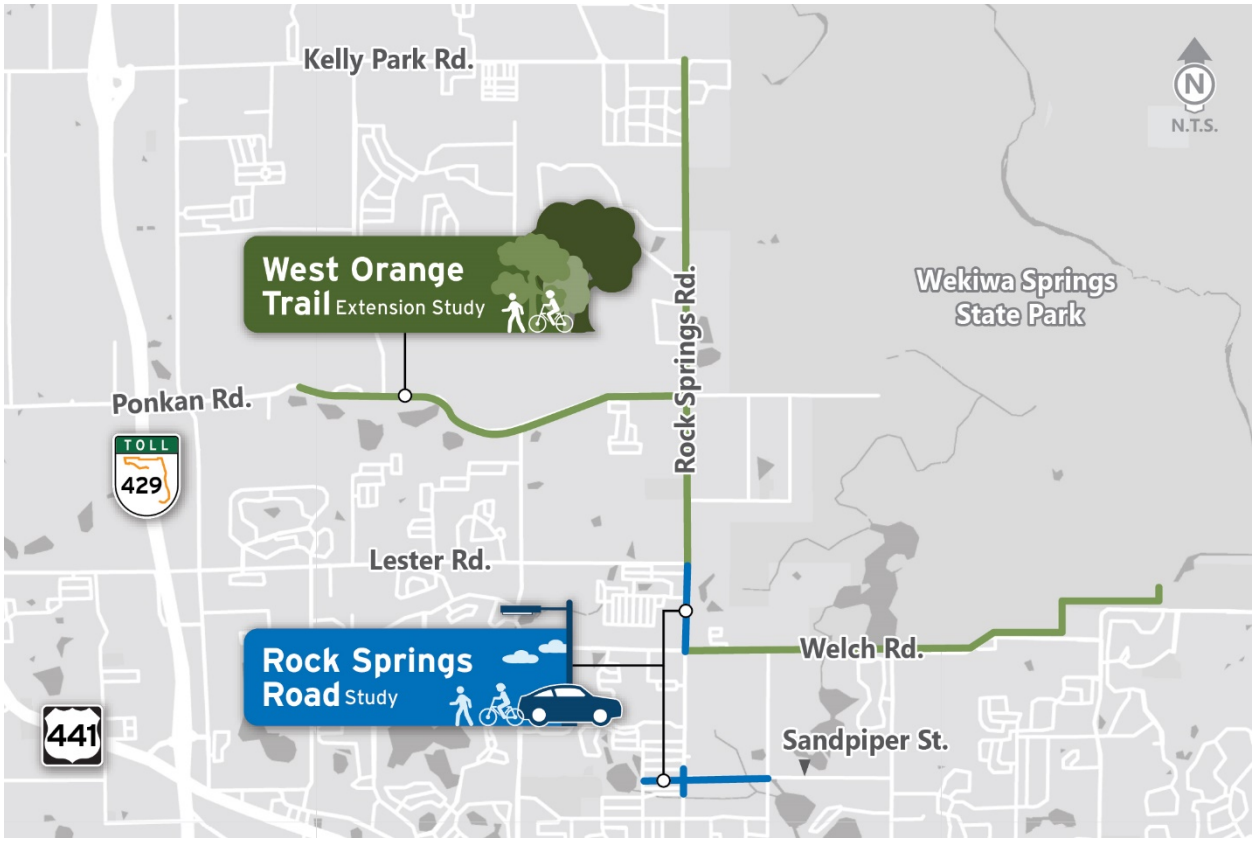
WWW.METROPLANORLANDO.ORG

December 15, 2021

CURRENT OCCUPANT
432 E SANDPIPER ST
Apopka, FL 32712

Dear Property Owner,

MetroPlan Orlando is conducting the Rock Springs Road Study and the West Orange Trail Extension Study, both located in the City of Apopka. Both projects are being conducted in partnership with Orange County and the City of Apopka. A location map below depicts the limits of each of these studies. More information about the projects is available on our website at www.MetroPlanOrlando.com/RockSprings.

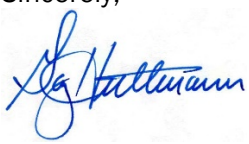


We are currently developing preliminary alternatives for the studies to present at the first Public Meeting in January 2022. These alternatives will include the option to add sidewalks on Sandpiper Road, from Ustler Road to Lake Avenue, along the sides of the road where sidewalks are not currently present. The proposed sidewalks, if selected as part of the final study recommendations, may impact your property.

We highly encourage your participation at the upcoming public meeting to learn more about the projects, review the preliminary alternatives, and provide your feedback on the options to Sandpiper Road and the entirety of the study areas. The public meeting will be held virtually the evening of January 27, 2022, starting at 6pm. Please visit the project website at www.MetroPlanOrlando.com/RockSprings to register for the event and join our mailing list to receive updates about the projects.

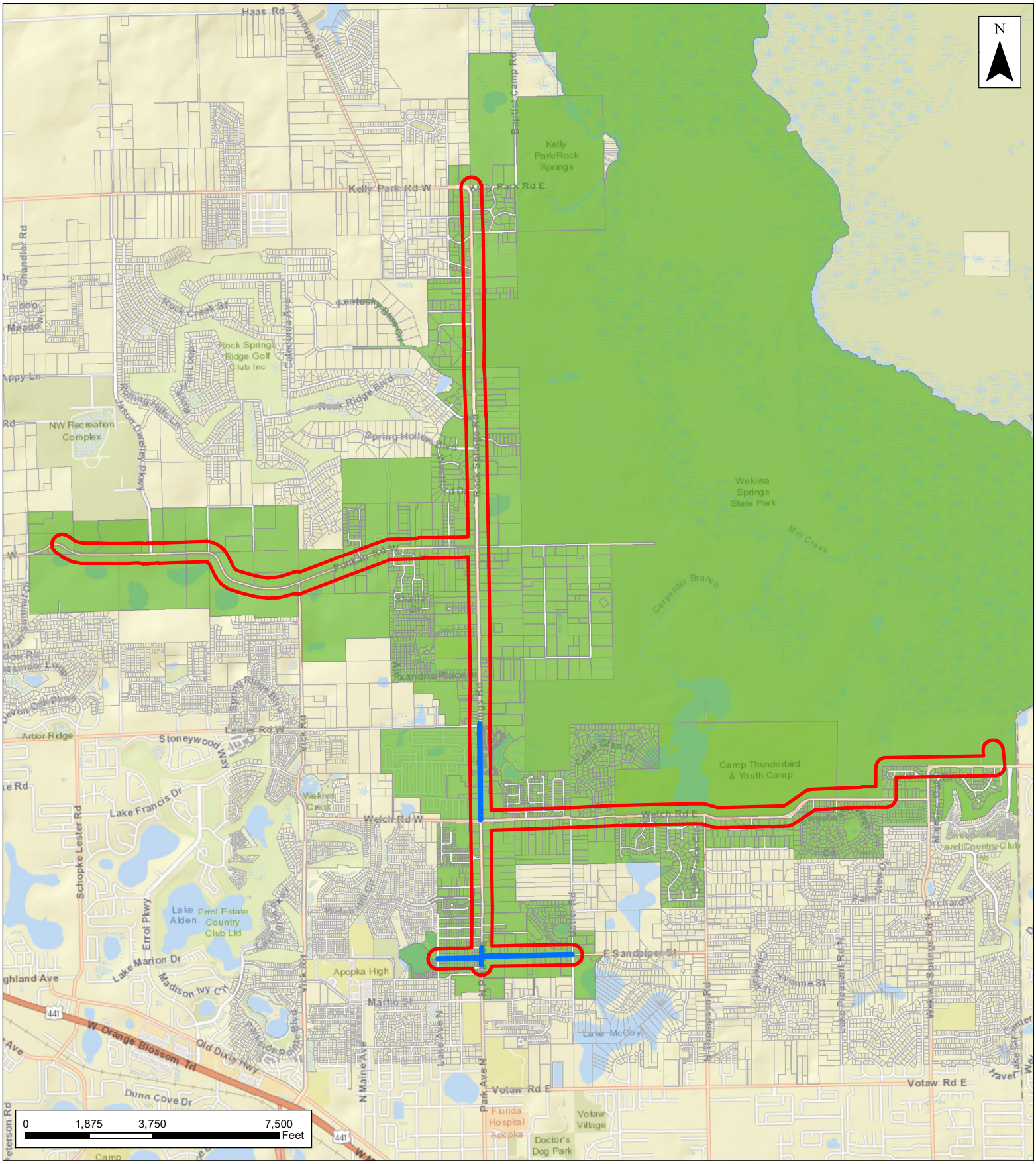
If you want to discuss the projects and their relationship to your individual property, please reach out to the Project Manager Lara Bouck, by phone at 407.481.5672, ext. 309 or email LBouck@metroplanorlando.org.

Sincerely,



Gary Huttmann, AICP
Executive Director

Mailout Coverage Area



Legend

- Rock Springs Corridor Study
- Mailout Area - 300' Buffer
- Mailout Parcels
- Other Parcels

Rock Springs Road Corridor Study

Access Management from Welch Road to Lester Road
Intersection Evaluation at Sandpiper Road and Park Avenue

Mailout Coverage Area

Sources: Orange County Property Appraiser (2019), Florida Department of Revenue (2019), and FGDL.org (2021).
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Contact Lists

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Bent Oak	Wekiva Springs Rd	Larry Robertson	
Bent Oak	Wekiva Springs Rd	Diane & Rob Russo	
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Bentley Woods	Wekiva Springs Rd	Gayle/George Richmond	Galesgems@gmail.com
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Bentley Woods	Wekiva Springs Rd	Theodora Michols	
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Bluegrass Estates	Rock Springs North	Doug Hilliard	
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Mt. Plymouth Lake Homes	Rock Springs North	Charlene Darcelin	
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Sweetwater Country Club	Wekiva Springs Rd	Doug Maise	dsmaise@gmail.com
Sweetwater Country Club	Wekiva Springs Rd	Eric Greenberg	ericg@businessaviationlawgroup.com
Sweetwater Country Club	Wekiva Springs Rd	Jim Howard	goldwingjim@gmail.com
Sweetwater Country Club	Wekiva Springs Rd	Wayne Lightfoot	lightfoot.wayne@gmail.com
Sweetwater Country Club	Wekiva Springs Rd	Mark Manfre	markmanfre@centurylink.net
Sweetwater Country Club	Wekiva Springs Rd	Virginia Morris-Ardin	virginia.morris-ardin@phly.com
Sweetwater Country Club	Wekiva Springs Rd	James Bransford JR	
Sweetwater Park Village	Wekiva Springs Rd	Derrick Lampkin	derricklampkin05@yahoo.com
Sweetwater Park Village	Wekiva Springs Rd	Mary Frances Mancuso	mfmancuso@aol.com
Sweetwater Park Village	Wekiva Springs Rd	Robyn Pyburn	rlpyburn@gmail.com
Sweetwater West	Wekiva Springs Rd	Jacques Taylor	jacktay61@earthlink.net
Sweetwater West	Wekiva Springs Rd	Joseph Detrio	jdetrio@cfl.rr.com
Sweetwater West	Wekiva Springs Rd	Bob Richcreek	richcreekrobert@gmail.com
Sweetwater West	Wekiva Springs Rd	Sharon Clark	
The Oaks of Summit Lake	Rock Springs North	Monica Schlueter	
The Oaks of Summit Lake	Rock Springs North	Michael Towery	
The Oaks of Summit Lake	Rock Springs North	Modesto Lopez	modesto.lopez@deo.myflorida.com
The Palms I & II	Wekiva Springs Rd	Richard Lawler	r_lawler2001@yahoo.com
The Palms I & II	Wekiva Springs Rd	Bill Cochran	bcochran@puc.edu
The Palms I & II	Wekiva Springs Rd	Maryanne Baker	tabitha1231@hotmail.com
The Palms IV	Wekiva Springs Rd	Bridgett Tolley	bmtolley@earthlink.net
The Palms IV	Wekiva Springs Rd	Robyn Seldman	rockinnrobyn@yahoo.com
The Palms IV	Wekiva Springs Rd	George Middleton	geolinmiddleton@gmail.com
Traditions At Wekiva	Rock Springs North	Gelissa Rogers	gigi_1134@yahoo.com
Traditions At Wekiva	Rock Springs North	Carol Grimando	
Traditions At Wekiva	Rock Springs North	Christopher Siemoneit	chsiemoneit@gmail.com
Traditions At Wekiva	Rock Springs North	Christina Stewart	
Traditions At Wekiva	Rock Springs North	Erika Wesley	
Wekiva	Wekiva Springs Rd	Chuck Ness	WekivaHOA@gmail.com
Wekiva	Wekiva Springs Rd	Rich Hall	WekivaHOA@gmail.com
Wekiva Club	Wekiva Springs Rd	Angela K Misurale	
Wekiva Club	Wekiva Springs Rd	Andrea Ward	andreawardrn@gmail.com
Wekiva Club	Wekiva Springs Rd	Joshua Southers	joshsouthers@gmail.com
Wekiva Club	Wekiva Springs Rd	Jill Symmonds	
Wekiva Club	Wekiva Springs Rd	Kevin Sadler	
Wekiva Club	Wekiva Springs Rd	Sharon Bryant	
Wekiva Manor/Adams Ridge	Wekiva Springs Rd	Calvin Deere	cdeere@cfl.rr.com
Wekiva Manor/Adams Ridge	Wekiva Springs Rd	Don/Donna Nickerson	ddnicker@aol.com
Wekiva Manor/Adams Ridge	Wekiva Springs Rd	JoAnn Bonilla	jbonilla@embarqmail.com
Wekiva Manor/Adams Ridge	Wekiva Springs Rd	Michael Balcom	mikebalcom48@icloud.com
Wekiva Manor/Adams Ridge	Wekiva Springs Rd	Lynda Nickerson	wgwldn@gmail.com

Wekiva Park Townhomes	Rock Springs North	Janine Deiesso	
Wekiva Park Townhomes	Rock Springs North	Noel Parsons	
Wekiva Park Townhomes	Rock Springs North	Adrienne Fuller	speechbuilders@gmail.com
Wekiva Park Townhomes	Rock Springs North	Beverley Mignott	
Wekiva Reserve	Wekiva Springs Rd	Nole Garcia	garcia.noel777@gmail.com
Wekiva Reserve	Wekiva Springs Rd	Mike Byron	
Wekiva Ridge	Wekiva Springs Rd		Kreddell12@gmail.com
Wekiva Ridge Oaks	Wekiva Springs Rd	Deborah Pettitt	djulian777@gmail.com
Wekiva Ridge Oaks	Wekiva Springs Rd	Juan Diaz	
Wekiva Ridge Oaks	Wekiva Springs Rd	Chris Lipka	
Wekiva Springs Estates	Wekiva Springs Rd	Mindy McCall	homes@mindycall.com
Wekiva Springs Estates	Wekiva Springs Rd	Jeff Krummrick	jkrummrick@gmail.com
Wekiva Springs Estates	Wekiva Springs Rd	Martin Baker	martin.baker@regions.com
Wekiva Springs Estates	Wekiva Springs Rd	MJ Sykora	MJ.Sykora@brightview.com
Wekiva Springs Estates	Wekiva Springs Rd	Jill Ormachea	
Wekiva Terrace	Wekiva Springs Rd	Kathy Gill	kathygill@cfl.rr.com
Wekiva Terrace	Wekiva Springs Rd	Sherry Shackelford	
Wekiva Walk	Wekiva Springs Rd	Michelle Darville	Michelledarville@cfl.rr.com
Wekiva Walk	Wekiva Springs Rd	Michael McLean	mlmclean5@gmail.com
Wekiva Walk	Wekiva Springs Rd	Annthea Breidenbaugh	momannthea@yahoo.com
Wekiva Walk	Wekiva Springs Rd	Kevin Bence	
White Jasmine	Wekiva Springs Rd	Christine Ertel	christyertel@yahoo.com
White Jasmine	Wekiva Springs Rd	John Stanley	jaystanley777@gmail.com
White Jasmine	Wekiva Springs Rd	Jitendra Parmar	jkparmar@aol.com

Social Media Graphics

Virtual Public Meeting

January 27 at 6 p.m.









Virtual Public Meeting

January 27 at 6 PM

Register to attend

Rock Springs Road Study

West Orange Trail Extension Study

LAST CHANCE TO REGISTER

Rock Springs Road Study

West Orange Trail Extension Study





Virtual Public Meeting

January 27 at 6 PM

LAST CHANCE TO REGISTER



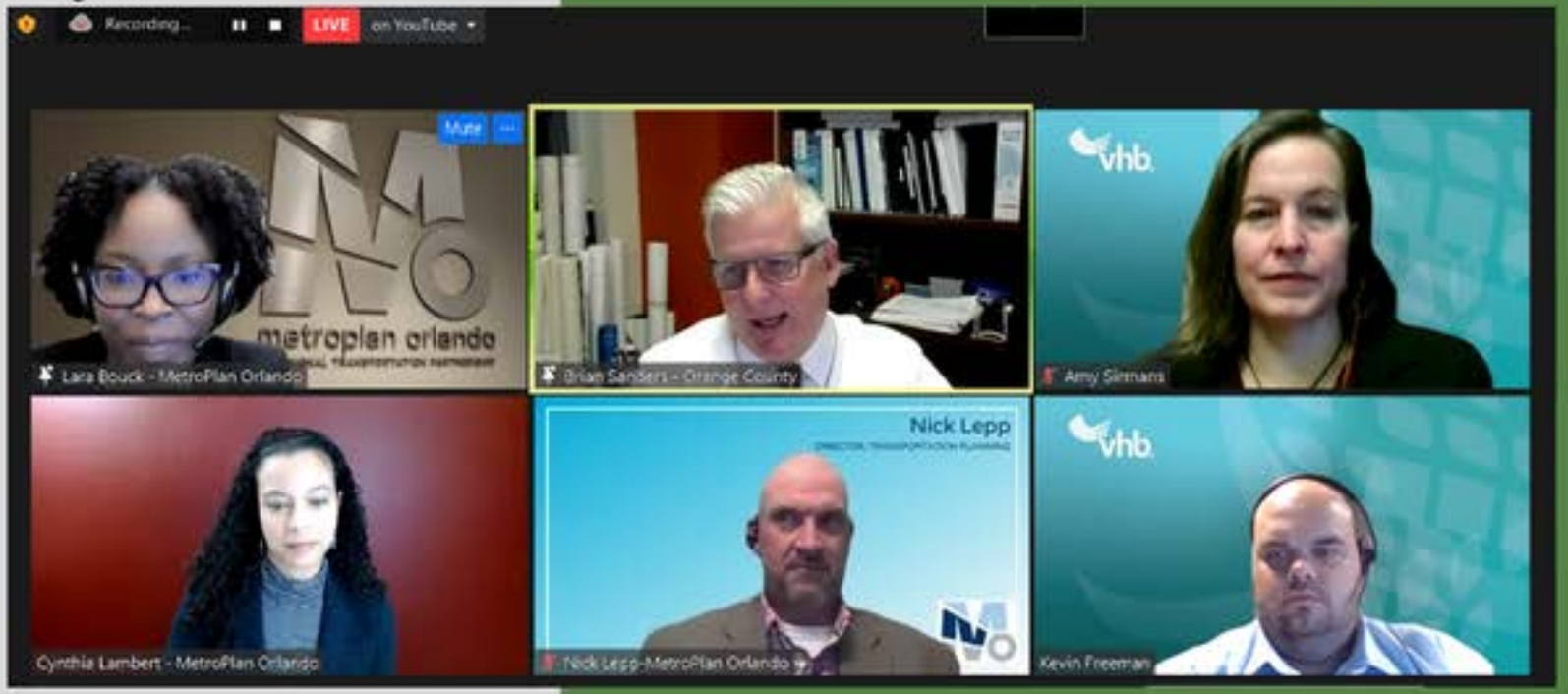
Virtual Public Meeting

January 27 at 6 p.m.

Rock Springs Road Study

West Orange Trail Extension Study


Mayor Bryan Nelson


Recording...
LIVE
on YouTube
Mute
metroplan orlando
Lara Bouck - MetroPlan Orlando
Brian Sanders - Orange County
vhb
Amy Simmons
Cynthia Lambert - MetroPlan Orlando
Nick Lepp
Nick Lepp-MetroPlan Orlando
vhb
Kevin Freeman


Rock Springs Rd

ROCK SPRINGS ROAD & WEST ORANGE TRAIL EXTENSION STUDIES

Take the survey!

bit.ly/RSRWOT2





LAST CHANCE TO TAKE SURVEY

Outdoor Sign

West Orange Trail Extension Study



Rock Springs Road Study



Find out more:

MetroPlanOrlando.org/RockSprings

metroplan orlando

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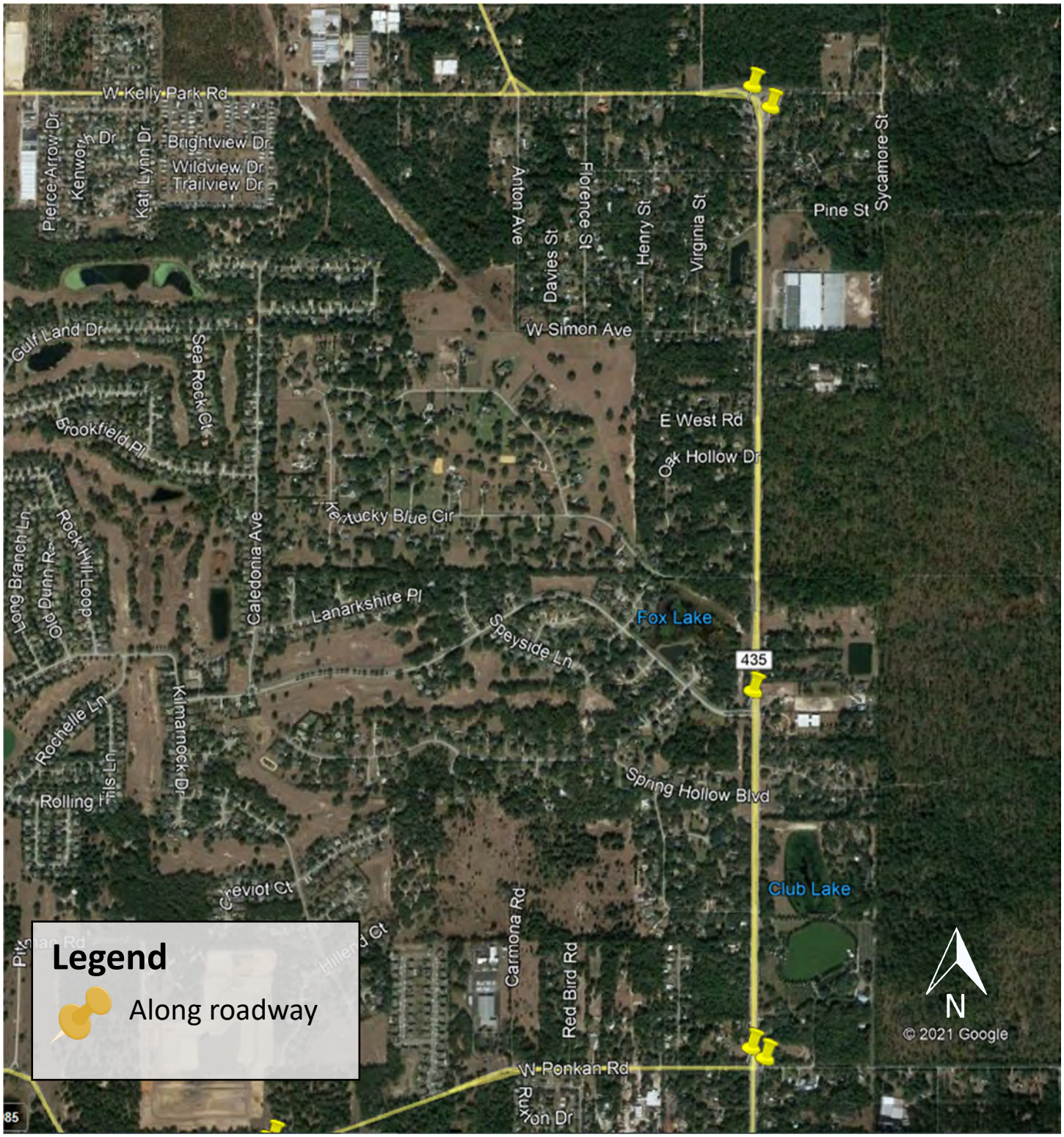
Outdoor Signage Placement Map Series

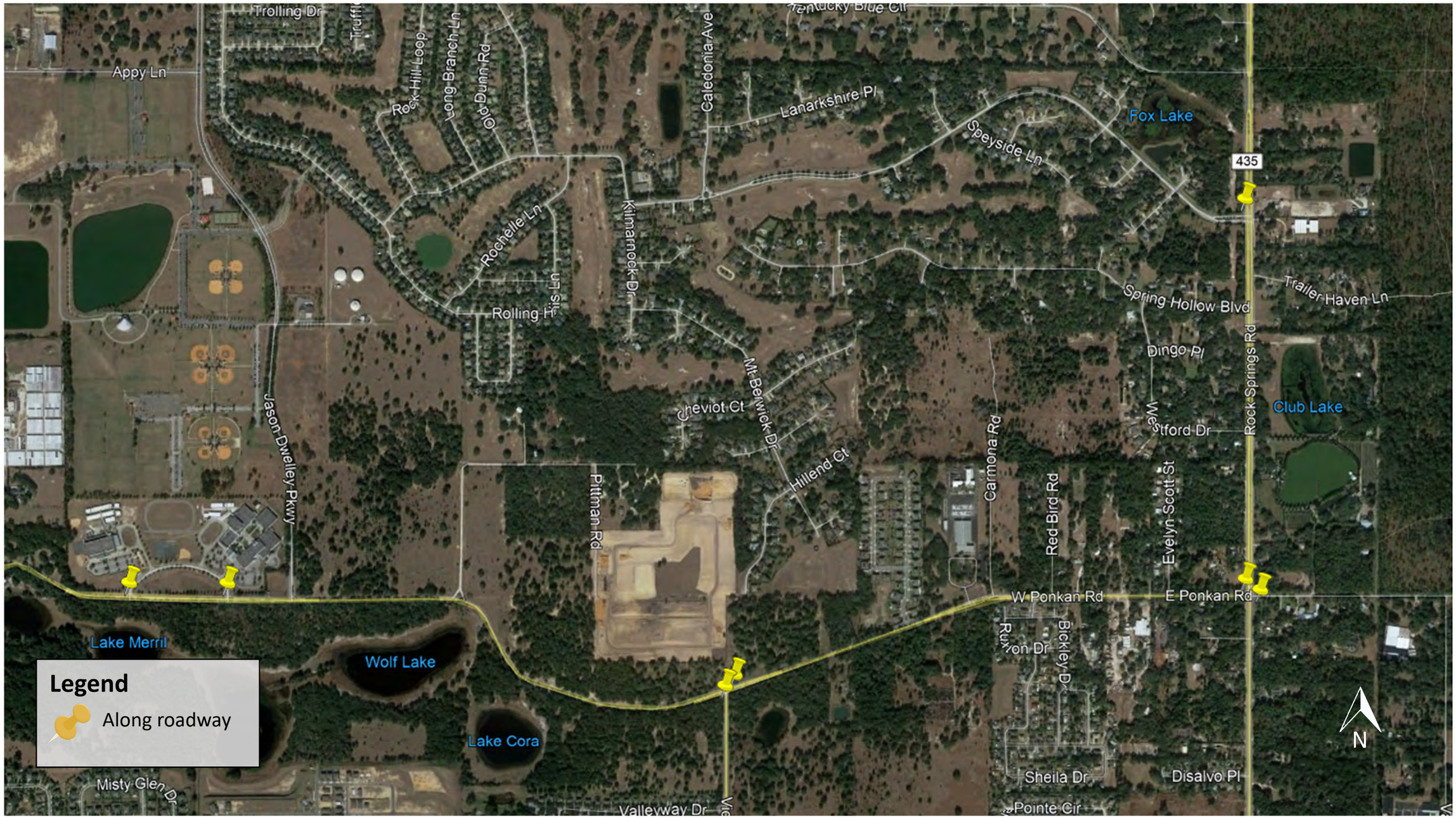
Roadside Signage Placement

Rock Springs Road – Ponkan Road to Kelly Park Road



Roadside Signage Placement

Ponkan Road



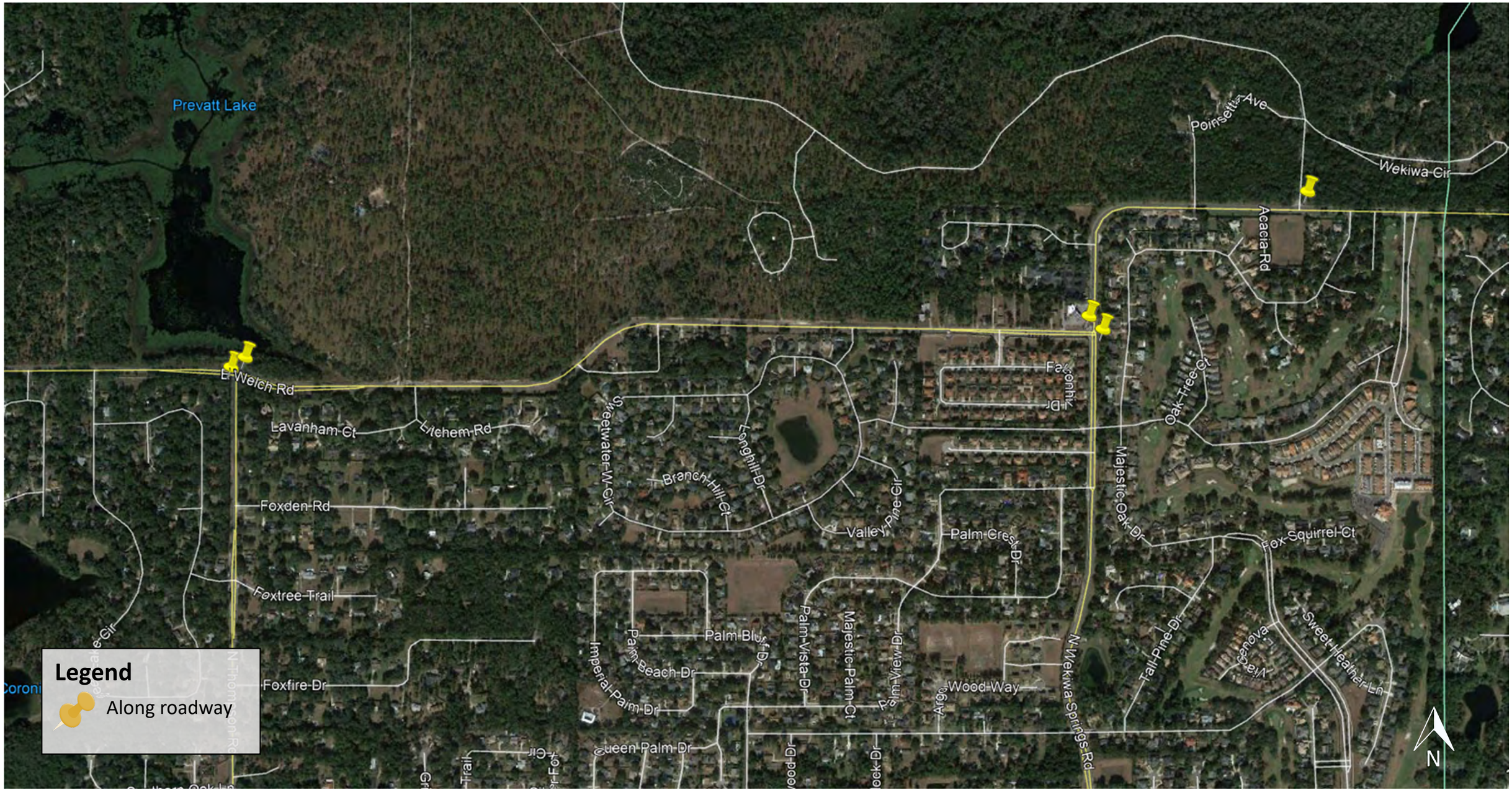
Roadside Signage Placement

Rock Springs Road – Welch Road to Lester Road



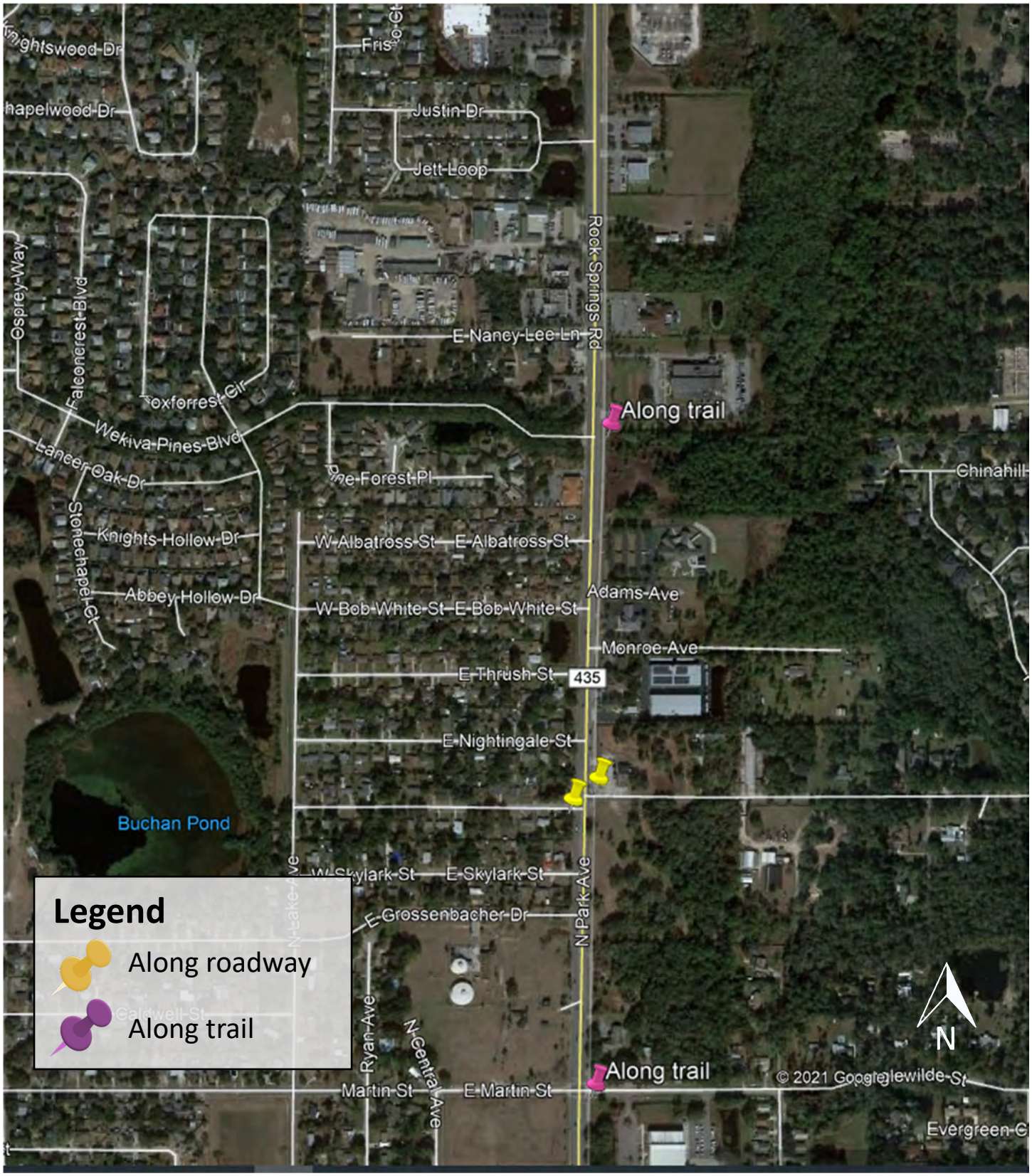
Roadside Signage Placement

Welch Road



Roadside Signage Placement

Rock Springs Road – Martin Street to South of Welch Road



Attachment B: Attendance

Meeting Attendees

Name	Email	
Members of the Public		What do you hope to learn at this meeting?
Alan Shapiro	alangrandiflora@gmail.com	Representing Orange Audubon Society
Blanca Concepcion	blankiethoughts@cfl.rr.com	What future plans are in please for Apopka the beautiful.
Blanche Hardy	bhardy8568@gmail.com	-
Cedric Knight	iam@cedricknight.com	-
Charles Weeden	goodhealth2@earthlink.net	West Orange Trail Extension
Cristian Sipion	cjs012005@yahoo.com	Trail improvement. Traffic security in all Welch Rd as well as in the crossing with Rock Springs.
Curtis Duffield	cduffield@greenwayelecsvc.com	More about the future plans for the trail network
Deborah Green	sabal@cfl.rr.com	How the trail connections are proceeding
Edwin Rivera	erivera77@Knights.ucf.edu	-
Emily Hanna	Emily@bikewalkcf.org	-
Eric Trull	eric@bikewalkcf.org	Trail details and construction timelines
Fred Brummer	fredbrummer@embarqmail.com	about proposals for traffic improvements on Rock Springs Road and about the extension of the West Orange trail.
Fred Milch	fmilch55@gmail.com	trail expansions
Greg Kern	Greg.kern@greshamsmith.com	-
Harrel Morgan	harrelmorgan@gmail.com	Trails and time table
Iarelis Hall	i_diaz@hotmail.com	How the construction will impact my daily commute and the wildlife.
Jackson Hurst	jhurst29@students.kennesaw.edu	what other trails the west orange trail extension will connect to?
James	jamesomcintosh@yahoo.com	-
James Tabor	AandA4390@aol.com	-
Jay Casper	Yajrepsac@aol.com	What's going on with the trail
Jay Kleinrichert	jay.kleinrichert@gmail.com	more about the trail extension to Wekiwa Springs from WOT
Jean Ford	jeanford81@gmail.com	status of this project
Jennifer Fox	Foxvalleyfarmandhopyard@gmail.com	Future of the bike trail
Jessica Benoit	Jherediabenoit@gmail.com	Where the West orange trail will be expanding to and the proposed changes to Rock Springs Road
Jessica Michel	Jjoycemichel@gmail.com	-
John Camino	jacamino@aol.com	More about interconnecting bike paths into Lake County.
John Davis	twelvedancer@aol.com	-
Karen Vergara	vergara@allgenfinancial.com	-
Katherine Marsh	katherine.marsh@ocfl.net	-
Katrina Fowler	thwfowlers1106@gmail.com	-
Kelly Osborn	Kelly01316@gmail.com	Traffic improvements for Apopka, specifically Welch-Rock Springs Rd intersection
Kim Harshman	crakntoast@gmail.com	How the trail will extend to the state park
Krista Taylor	Krista@TaylorAndTaylor.net	I hope to learn more about this and all projects in Apopka.
Kyle Wilkes	Wilkesky@gmail.com	-
Loretta Forlaw	loretta.forlaw@gmail.com	Expected changes
Lucas Fowler	fowler.lucas@gmail.com	Plans for livability reducing reliance on auto transit. Focus on traffic calming, vehicle reduction,
Mark Manfre	markmanfre@centurylink.net	Planning
Mel Wade	mel@melwade.com	-
Michael Stephens	mike.stephens@unitedsouthernbank.com	How this will connect to Lake County and the Neighborhood Lakes Trailhead
Michael Woods	Mwoods@lakesumtermpo.com	Trail extension
Michelle Lay	michellelay1993@gmail.com	I hope to learn more about the West Orange Trail extension.
Mo Cortese	mocor1129@gmail.com	-

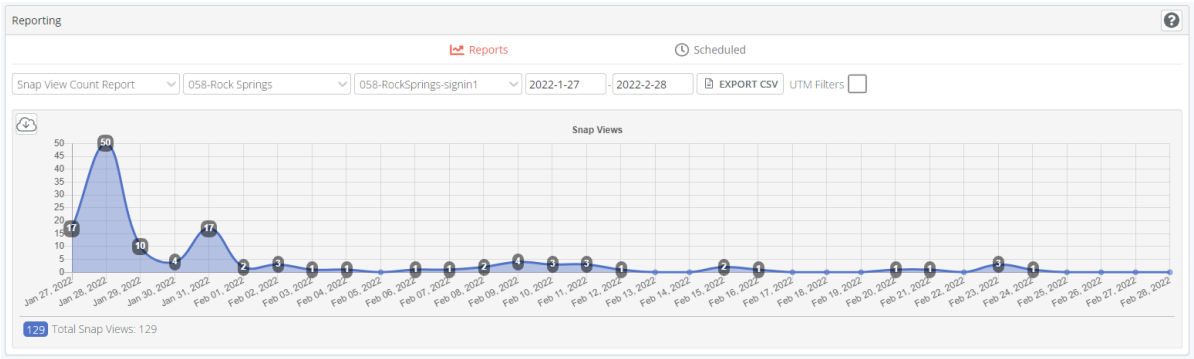
Name	Email	
Members of the Public		What do you hope to learn at this meeting?
Nancy Hulburt	nhulburt@yahoo.com	traffic impacts
Nick Nesta	NNesta22@gmail.com	-
Nikki Spence	spence.nikki@hotmail.com	I am interested in learning about future development plans for Apopka.
Patricia Davis	d_trsh@yahoo.com	Facebook
penny potter	potterp810@gmail.com	More info on what's happening to WOT
Richard Cuellar	lazarocuellar@gmail.com	Learn more about study for rock springs / sand piper
Rob Harper	rhharper@cfl.rr.com	How to resolve the traffic nightmare at RS/Welch
Rob Harvey	puckharv1@yahoo.com	-
Roy Pennell	rpennell@ea.com	-
Steve Hooks	Sghooks@cfl.rr.com	-
Surya Vallabhaneni	surya187@gmail.com	More information about amenities at parks and/or future planning
Susan Fritsche	Sefritsche1@gmail.com	-
Susan Smith	susan225@earthlink.net	Safer intersection at Welch and Rock Springs
Teresa Sargeant	news2@theapopkachief.com	-
Timothy Bailey	proempben@yahoo.com	-
Valynn Sala	vsala@clubztutoring.com	-
Vanessa Ceballo	Vanessariv84@yahoo.com	-
Zoom user	zzjvtqrxb9@privaterelay.appleid.com	-

Meeting Attendees

Name	Email
MetroPlan Orlando	
Cynthia Lambert	clambert@metroplanorlando.org
Lara Bouck	lbouck@metroplanorlando.org
Leilani Vaiaoga	lvaiaoga@metroplanorlando.org
Nick Lepp	nlepp@metroplanorlando.org
Taylor Laurent	tlaurent@metroplanorlando.org
Consultant Study Team	
Amy Sirmans	asirmans@vhb.com
Kevin Freeman	kfreeman@vhb.com
Nikki Melendez	nmelendez@vhb.com
Orange County	
Brian Sanders	brian.sanders@ocfl.net
City of Apopka	
Pam Richmond	prichmond@apopka.net
Apopka City Council	
Mayor Bryan Nelson	bnelson@apopka.net
Commissioner Diane Velazquez	dianev5149@gmail.com

Visitation Records for Virtual Meeting Room

Virtual Meeting Room Views:



Sign In Station **Views:**



Rock Springs Road **Station Views:**



West Orange Trail Station Views:



Attachment C: Meeting Materials

Rock Springs Road Study & West Orange Trail Extension Study

Virtual Public Meeting

January 27, 2022





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Hello and thank you for taking your time to learn about the Rock Springs Road Study and West Orange Trail Extension Study presented by MetroPlan Orlando in partnership with the City of Apopka and Orange County.

Live Meeting Agenda

1. Introductions
2. Presentation
3. Virtual Meeting Room
4. Q&A





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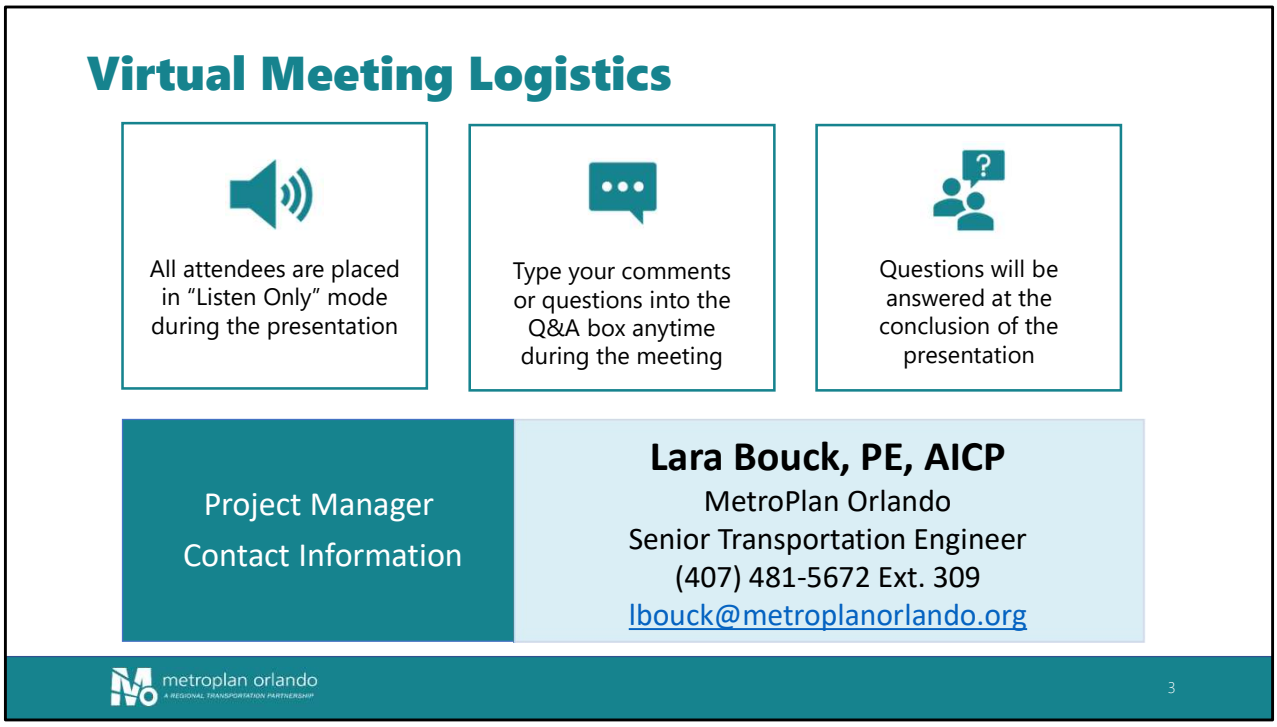
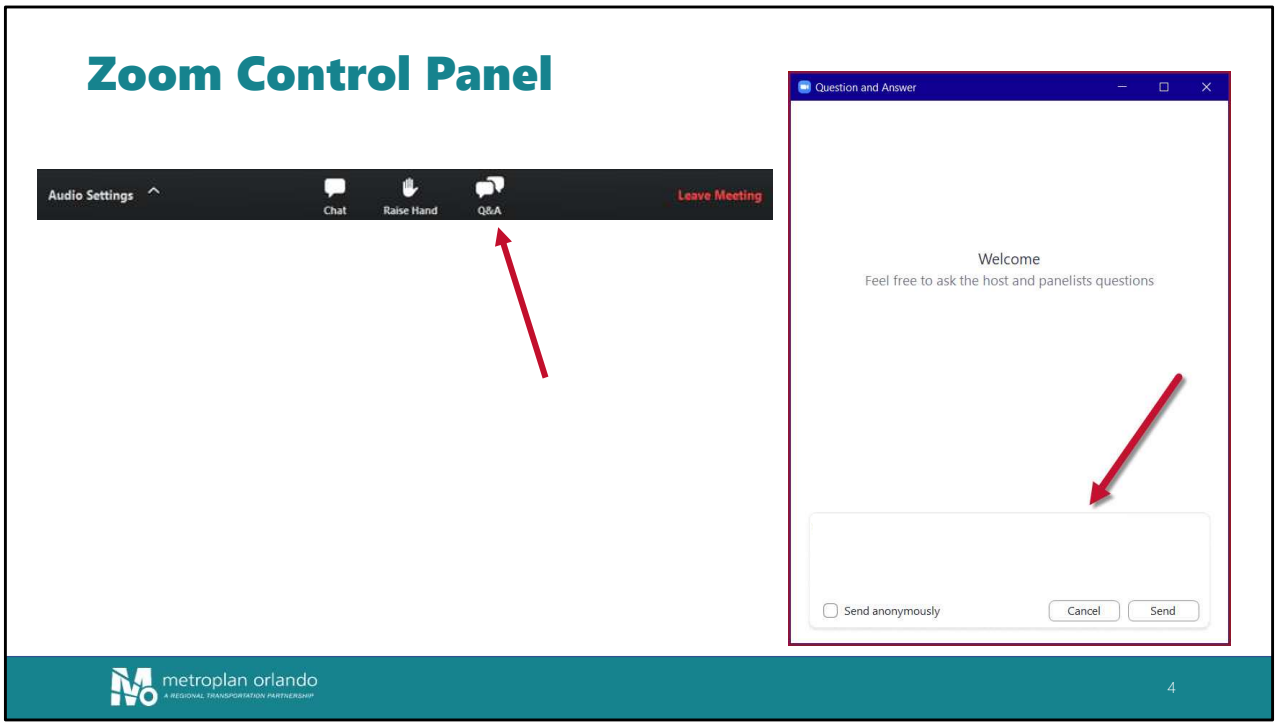
2

We will begin this meeting with introductions to the study team. Next, we will give a presentation that will cover both the Rock Springs Road and West Orange Trail Studies. At the conclusion of the presentation we will provide you with information on how to use the Virtual Meeting Room and then hold a question-and-answer segment.



All attendees are placed in "Listen Only" mode during the presentation. You may type comments or questions into the Q&A box at anytime during the meeting. Questions will be answered at the conclusion of the presentation. A moderator will read the questions and our team of panelists will provide an answer. This meeting will last one hour. If you called into the meeting with your phone, you will not be able to enter comments into the Questions box. However, you can contact the project manager by phone at 407-481-5672 extension 309 or by email at lbouck@metroplanorlando.org. This information is provided on screen and on the project website.



To access the Q&A box, select Q&A on the Zoom control panel. Enter your comment or question in the Q&A box and select send in the bottom right corner.

Presentation Agenda

- Introduction of Studies
  - Study Location
  - Project Life Cycle
  - Public Engagement
  - Study Purpose
- Rock Springs Road Strategies & Alternatives
- West Orange Trail Extension Alignment Alternatives
- Study Schedule
- How You Can Get Involved

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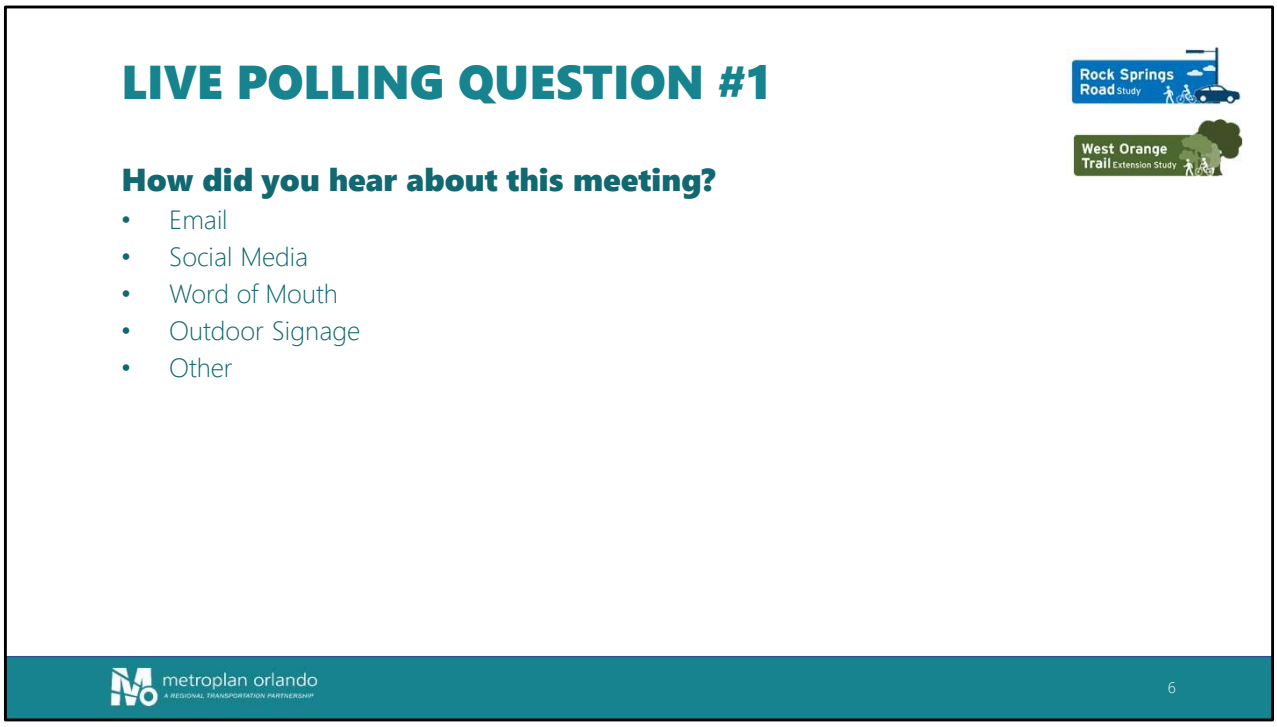
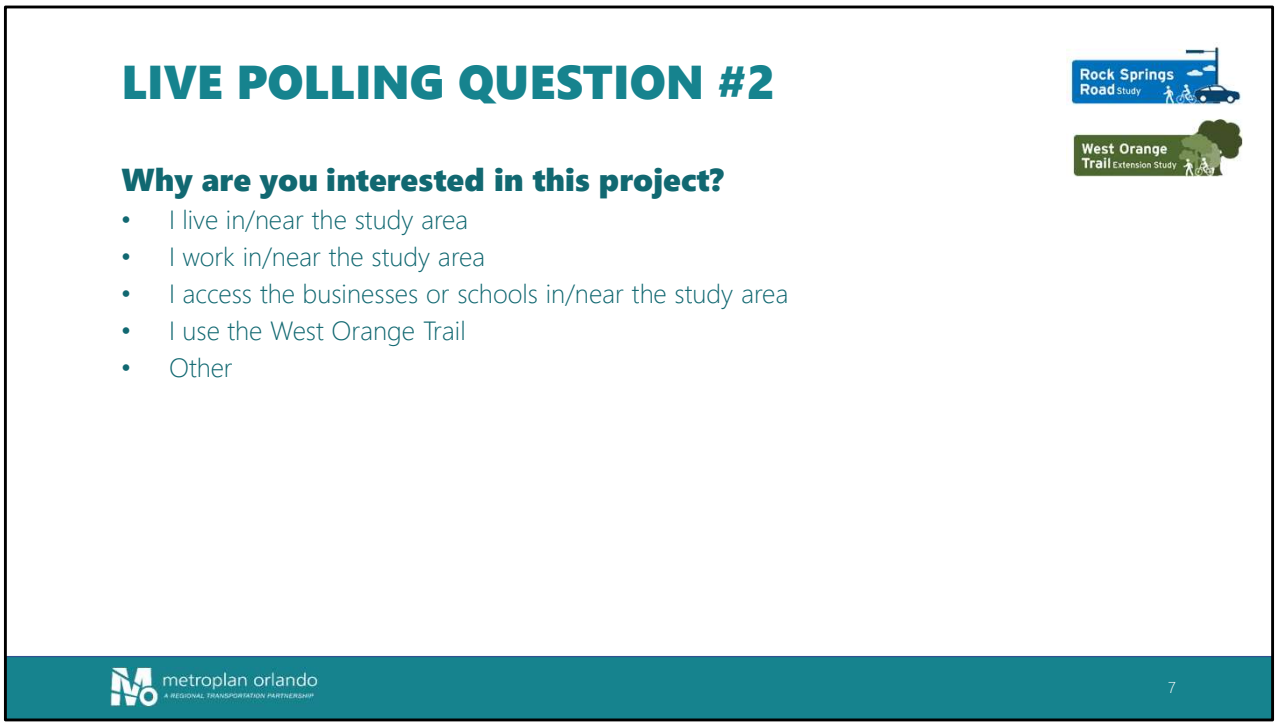
5

This presentation will cover an introduction of the studies including study locations, project life cycle, public engagement to date, and the purpose of each study. Next, we will present the proposed Rock Springs Road Study strategies and alternatives to improve safety and operations within the study area, and the potential West Orange Trail Extension Study Alignment Alternatives. Last, we will review the study schedule and close with how you can get involved.



Earlier this year, an online survey was conducted from June 5 to July 18, 2021. We received a total of 627 survey responses. Outreach used to encourage the public to participate included direct mail to over 3200 property owners and local residents, mail and email notification to local agencies, business owners and HOAs, outdoor signage, and social media posts.

The survey responses, along with engineering analysis and local agency input was used to determine the potential options and alignments that are being considered for each study.



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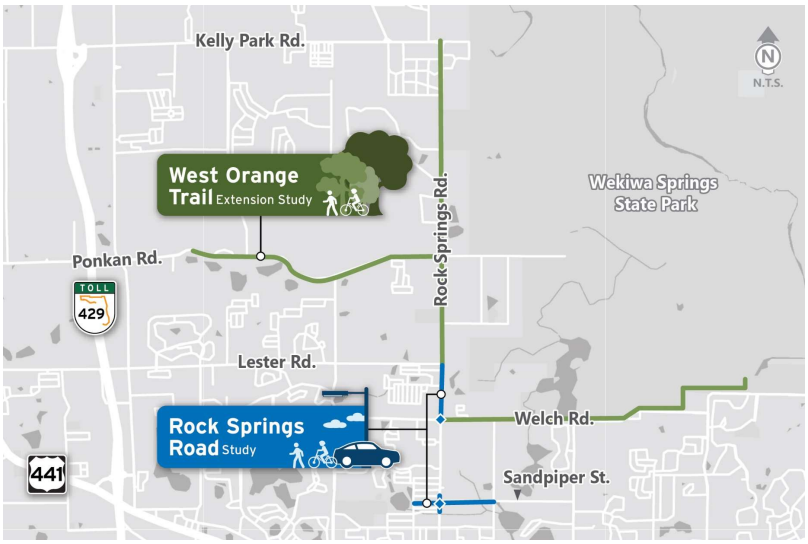
Project Location



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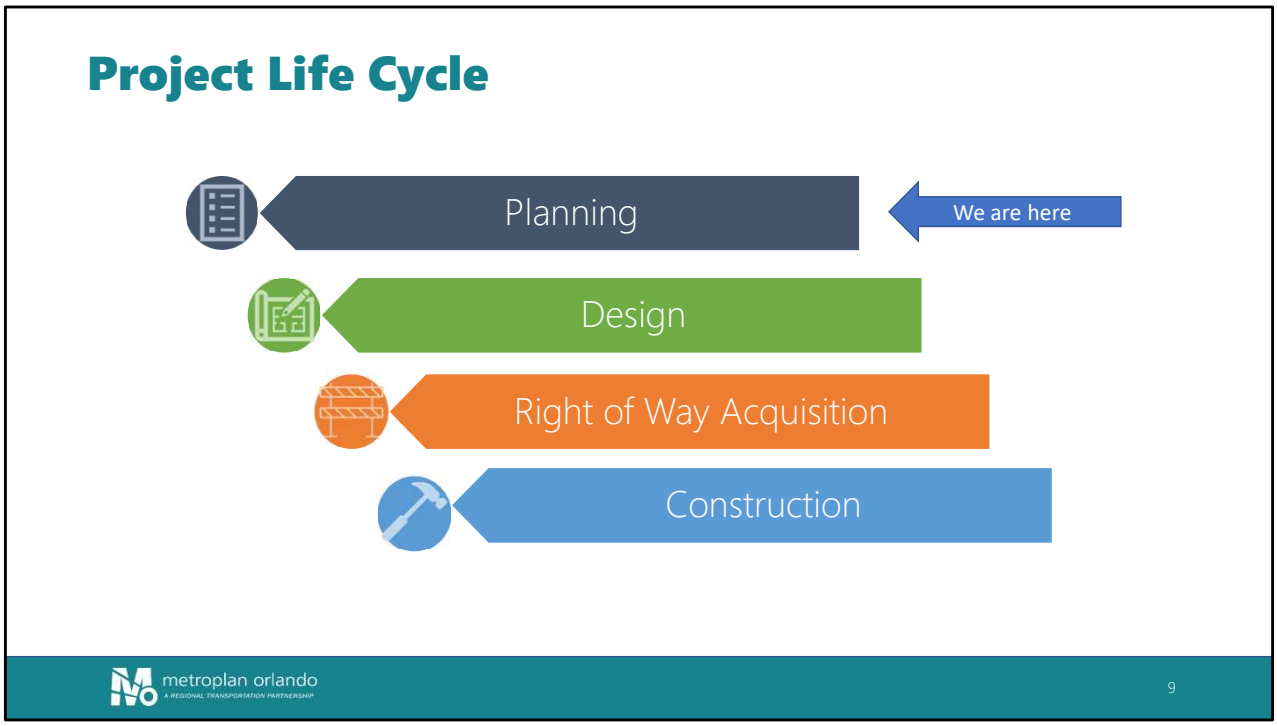
8

MetroPlan Orlando is conducting two studies within the City of Apopka; The Rock Springs Road Study and the West Orange Trail Extension Study.

The Rock Springs Road Study is located on Rock Springs Road from Welch Road to Lester Road, including the Welch Road at Rock Springs Road intersection. The Rock Springs Road Study is also considering options to improve operations and safety at the intersection of Sandpiper Street and Park Avenue, and additional sidewalks along Sandpiper Street from Lake Avenue to Ustler Road.

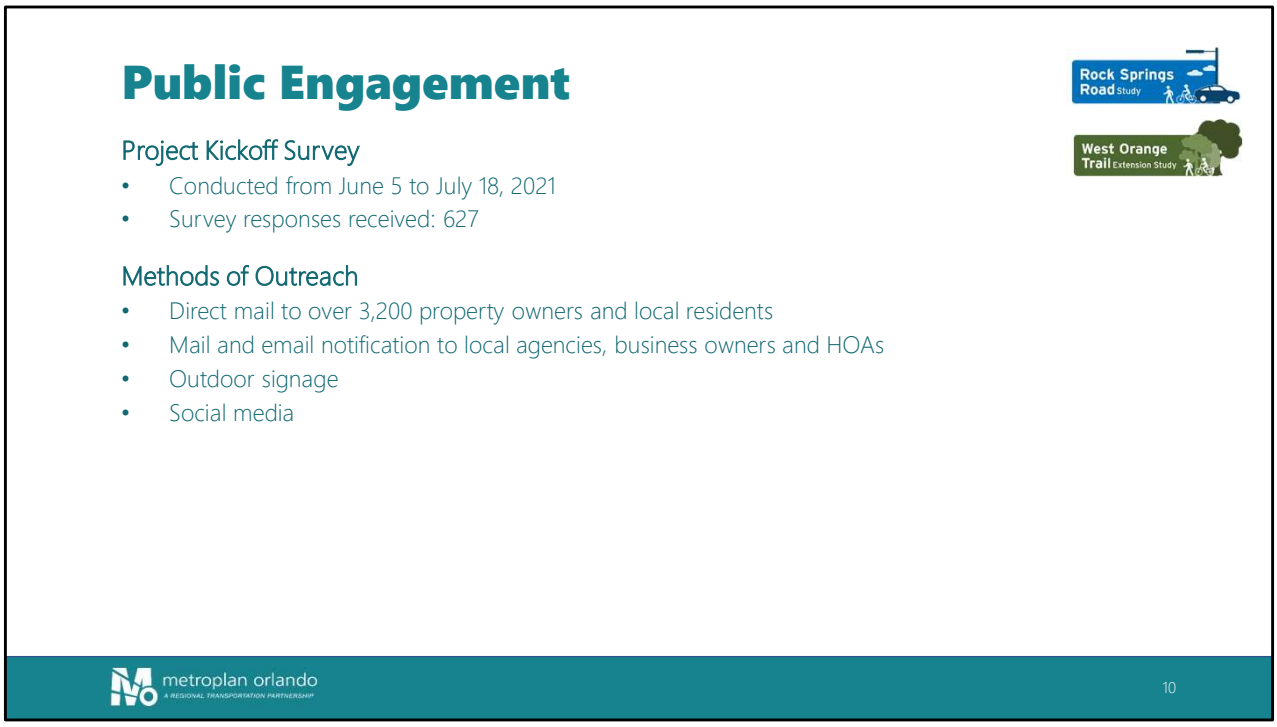
The West Orange Trail Extension study limits are from the existing West Orange Trail terminus at the intersection of Rock Springs Road and Lester Road, to the proposed Wekiwa Trail extension at the intersection of Rock Springs Road and Kelly Park Road. The trail extension study is also considering spur trails to provide connection to the Seminole County Wekiva Blueway Trail at the Wekiwa State Park entrance on Wekiwa Springs Road, via Welch Road; and provide connection to the Wolf Lake Elementary and Middle Schools, as well as the City of Apopka's Northwest Recreation Complex, via Ponkan Road.

These studies are being held in conjunction due to proximity and schedule.



A traditional project life cycle consists of four steps, including planning, design, right of way acquisition, and finally, construction. We are currently in the planning stage for both projects. During the planning phase, the project need is identified, improvement strategies are evaluated, and a recommendation is selected to move forward to the design phase. Timing for each phase is dependent on available funding.

It is essential during the planning phase to have early and ongoing public engagement. The purpose of this meeting is to gather your input to assist the study team with determining recommendations to move forward for both of these important projects.



Earlier this year, an online survey was conducted from June 5 to July 18, 2021. We received a total of 627 survey responses. Outreach used to encourage the public to participate included direct mail to over 3200 property owners and local residents, mail and email notification to local agencies, business owners and HOAs, outdoor signage, and social media posts.

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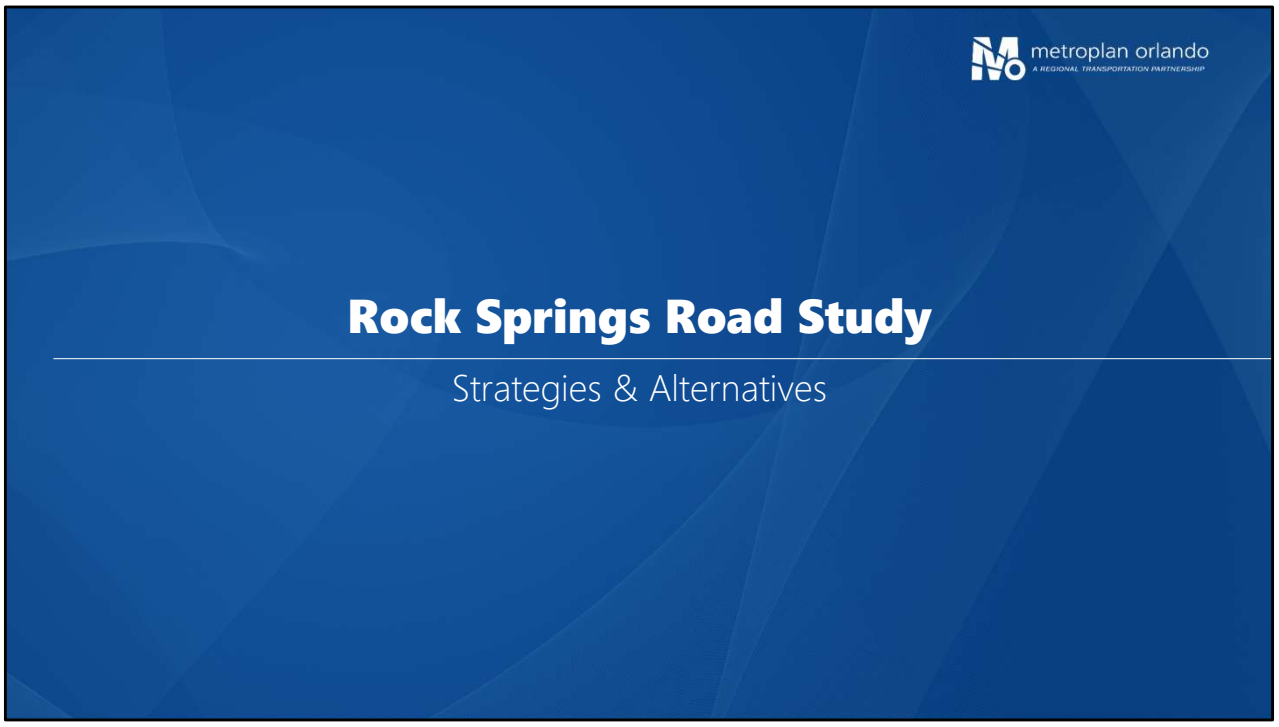


Now that we understand the background for the two studies. We will look at the Strategies and Alternatives being considered, beginning with the Rock Springs Road study.

Rock Springs Road Study Purpose



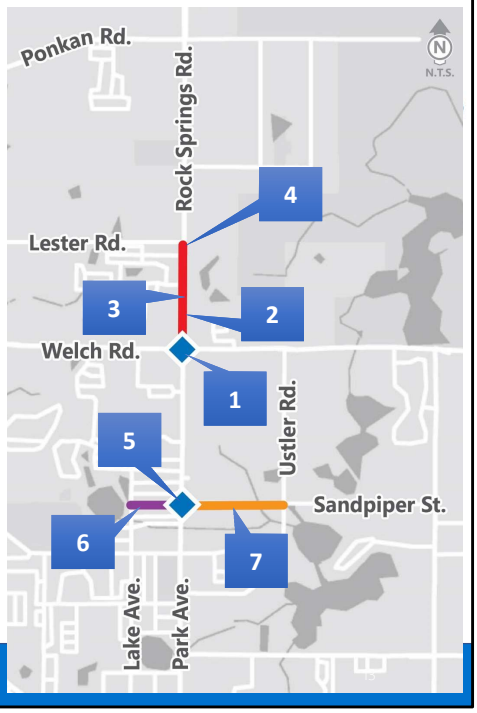
The purpose of this study is to evaluate:

- Options at the Rock Springs Road and Welch Road intersection
- Safety and access improvements along Rock Springs Road
- Realignment and signalization at the Sandpiper Street and Park Avenue intersection
- Additional sidewalks along Sandpiper Street from Lake Avenue to Ustler Road

Proposed Updates

The following options are under consideration to improve operations and safety as part of the Rock Springs Road Study:

1. Additional turn lanes and traffic control separators at the intersection of Welch Road at Rock Springs Road (two alternatives)
2. New signal at Publix North entrance (two alternatives)
3. New mid-block crosswalk south of Tanglewood Drive
4. Minor intersection updates at Lester Road and Rock Springs Road
5. Sandpiper Street realignment and new signal at Park Avenue intersection
6. New sidewalk along north side of Sandpiper Street to Lake Avenue
7. New sidewalk along south side of Sandpiper Street to Ustler Road



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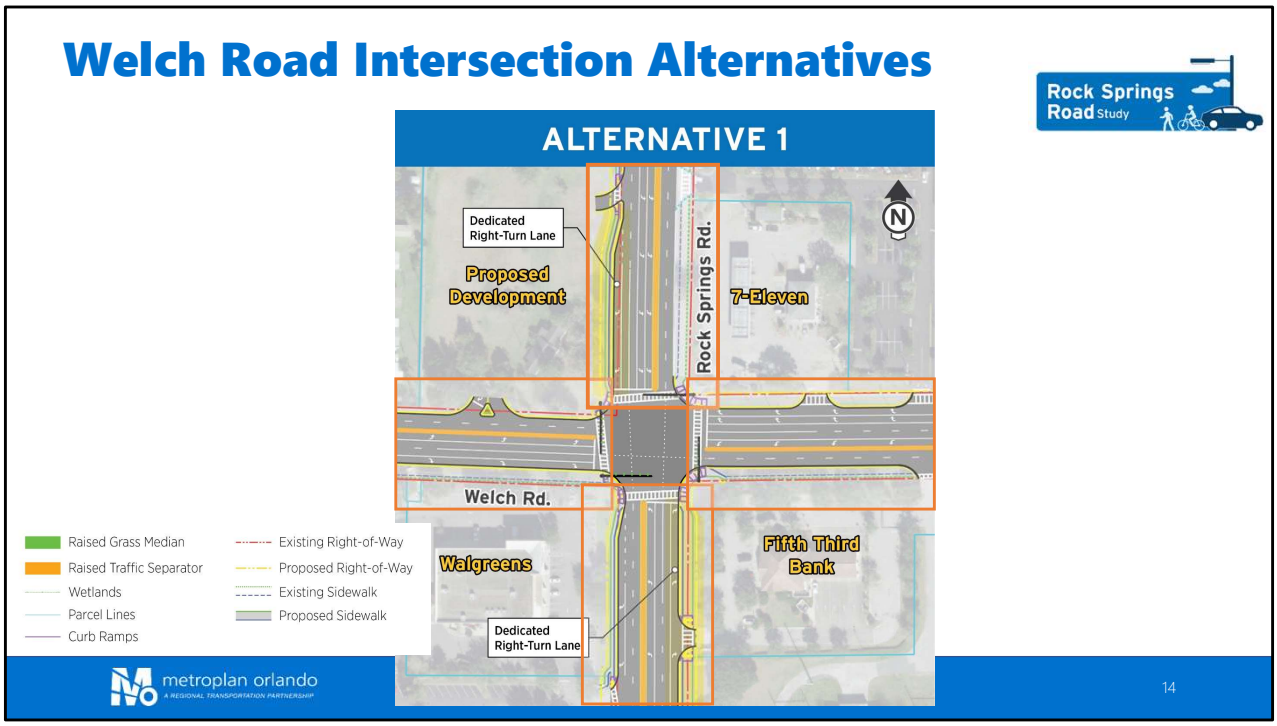
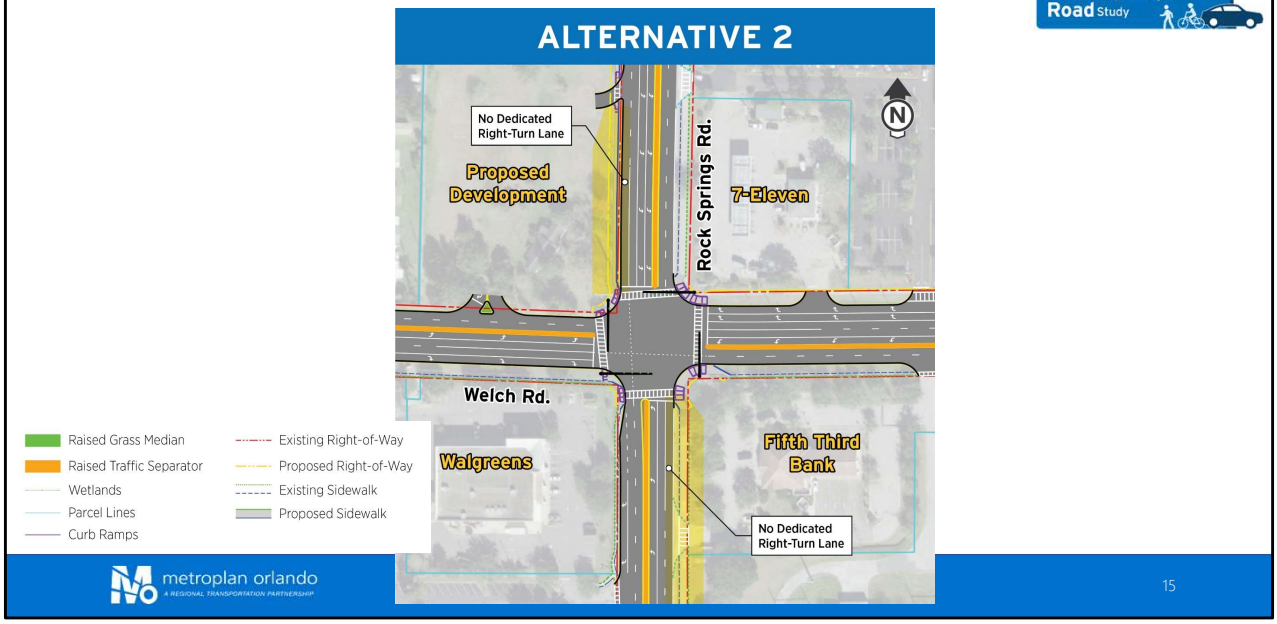
The following options are under consideration to improve operations and safety as part of the Rock Springs Road Study: Additional turn lanes and traffic control separators at the intersection of Welch Road at Rock Springs Road, a new signal at the Publix North entrance near the McDonalds and Bubbalou's restaurants, a new mid-block crosswalk south of Tanglewood Drive, minor intersection updates at the Lester Road and Rock Springs Road intersection, realignment and new signal at the Sandpiper Street and Park Avenue intersection, new sidewalk along the north side of Sandpiper Street from Lake Avenue to Park Avenue, and new sidewalk along the south side of Sandpiper Street from Park Avenue to Ustler Road.

Welch Road Intersection Alternatives



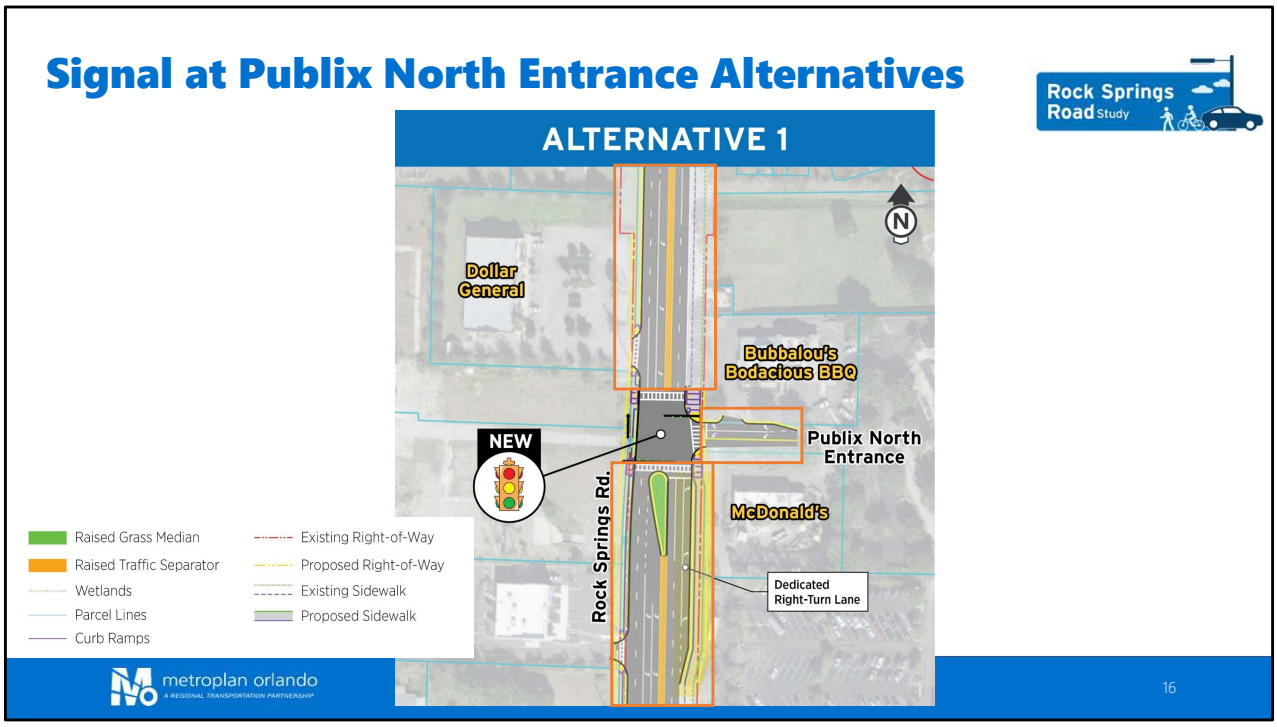
For Alternative 1, the east leg of the intersection features a single left turn lane, two through lanes, dual right turn lanes and a raised traffic separator.
The west leg of the intersection consists of single left and right turn lanes, two through lanes, and a raised traffic separator.
The north leg of the intersection consists of dual left turn lanes, a dedicated right-turn lane, and a traffic separator to restrict left turns in and out of the Publix South entrance.
Lastly, the south leg of the intersection proposes single left turn lane, a dedicated right turn lane, two through lanes, and a raised traffic separator.

Welch Road Intersection Alternatives



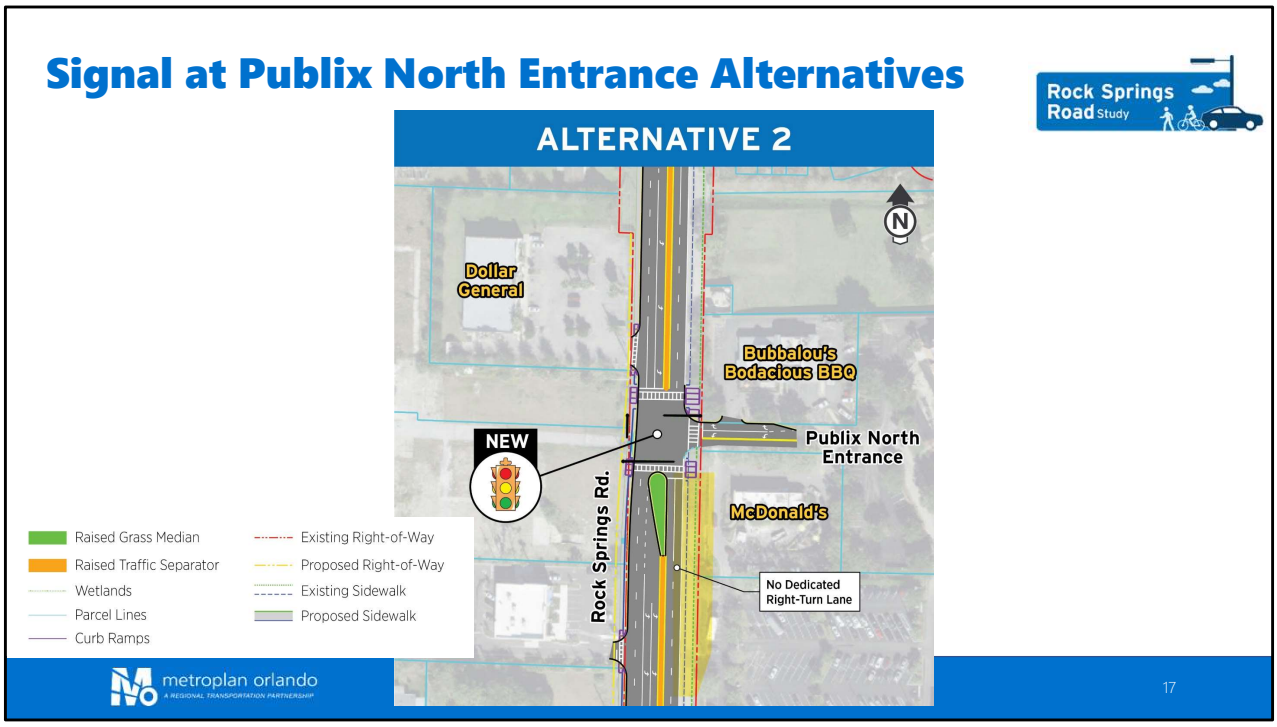
Alternative 2 provides a similar lane geometry to Alternative 1, but Alternative 2 does not provide the northbound and southbound dedicated right turn lanes.

Signal at Publix North Entrance Alternatives



This study proposes adding a signal to the intersection at the Publix North Entrance and Rock Springs Road. The study team has come up with 2 alternatives for the intersection. In Alternative 1, the south leg of the intersection features a dedicated northbound right turn lane and two through lanes.
The north leg of the intersection features a southbound left turn lane, two through lanes, and a raised traffic separator.
The east leg of the intersection features a left turn lane and a right turn lane out of the Publix North entrance.

Signal at Publix North Entrance Alternatives



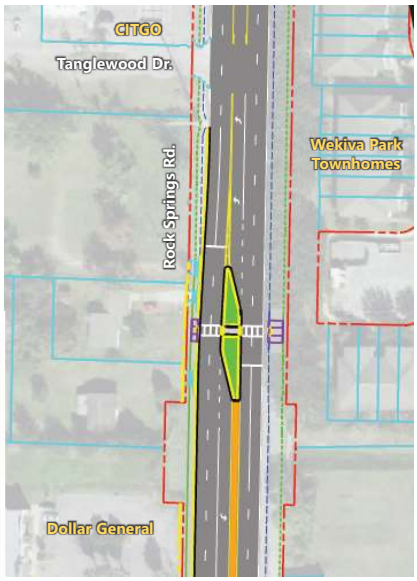
Alternative 2 provides a similar lane geometry to Alternative 1, but Alternative 2 does not provide the dedicated northbound right turn lane.

Mid-block Crosswalk

New mid-block crosswalk south of Tanglewood Drive

- Includes raised median island with landscape opportunities
- Use of Rectangular Rapid-Flashing Beacons (RRFBs) to increase safety for pedestrians





Rock Springs Road Study

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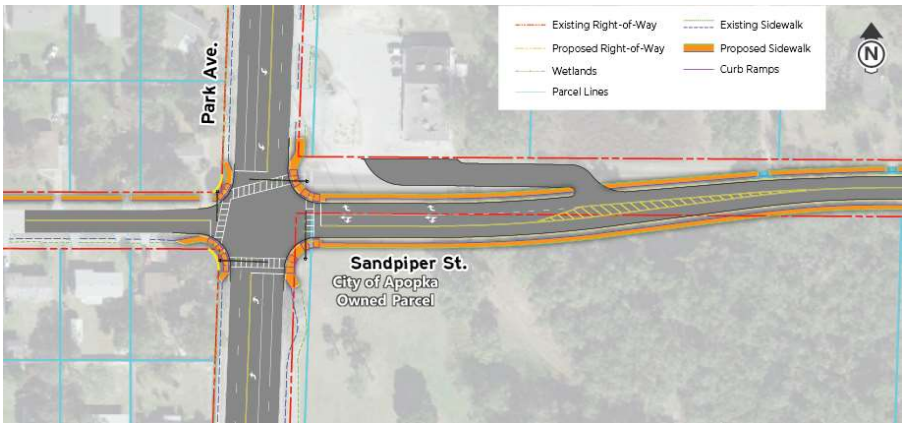
A new mid-block crosswalk is proposed south of Tanglewood Drive. The mid-block crosswalk includes a raised median island with opportunities for landscape. Rectangular Rapid Flashing Beacons, also known as RRFBs, would be installed along with the crosswalk to increase safety for pedestrians.

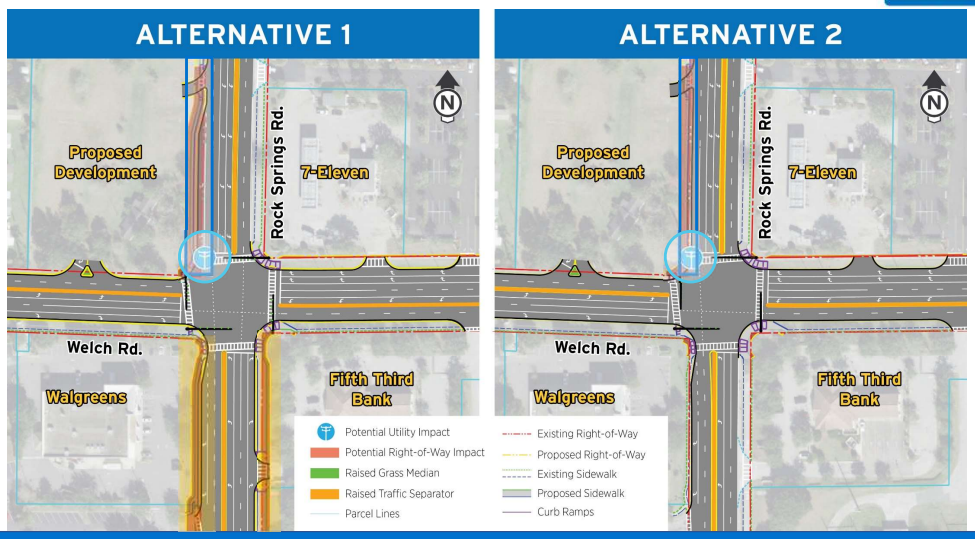
Sandpiper Street at Park Avenue

- Realign the east leg of Sandpiper Street
- Signalize intersection at Sandpiper Street and Park Avenue
- Construct new sidewalk on Sandpiper Street:
  - Along north side from Lake Avenue to Park Avenue
  - Along south side from Park Avenue to Ustler Road



Sandpiper Street at Park Avenue proposed updates include the realignment of the east leg of Sandpiper Street, and a signalized intersection at Sandpiper Street and Park Avenue. The study is also evaluating the construction of new sidewalk along Sandpiper Street. New sidewalk would be provided on the sides of the street that don't have existing sidewalk, specifically along the north side of Sandpiper Street west of Park Avenue to Lake Avenue and along the south side of Sandpiper Street east of Park Avenue to Ustler Road. This would increase sidewalk connectivity to the existing West Orange Trail.

Potential Impacts at Welch Road Intersection



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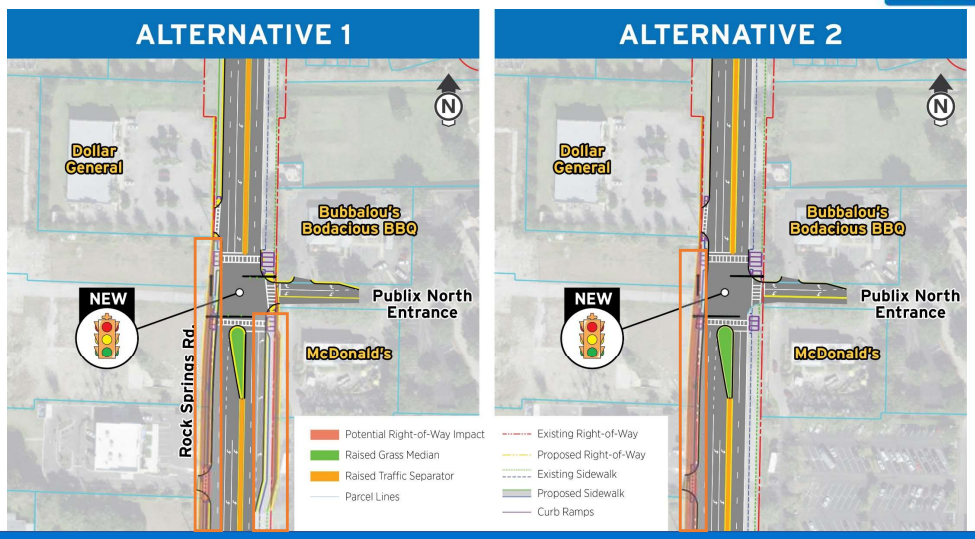
Potential impacts associated with the Rock Springs Road at Welch Road intersection alternatives include the need for right of way acquisition and impacts to existing utilities. Alternative 1 and alternative 2 will have similar utility impacts, however, alternative 2 requires less right of way than alternative 1.

Potential Impacts at Publix North Entrance



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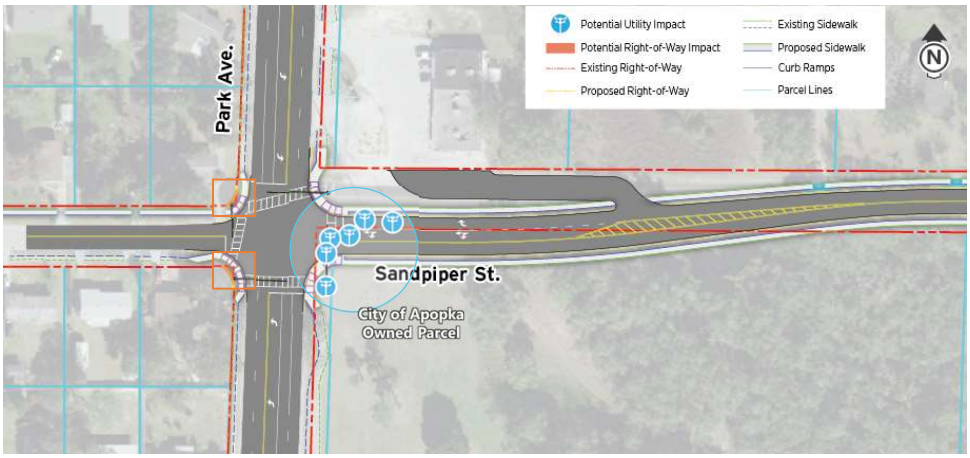
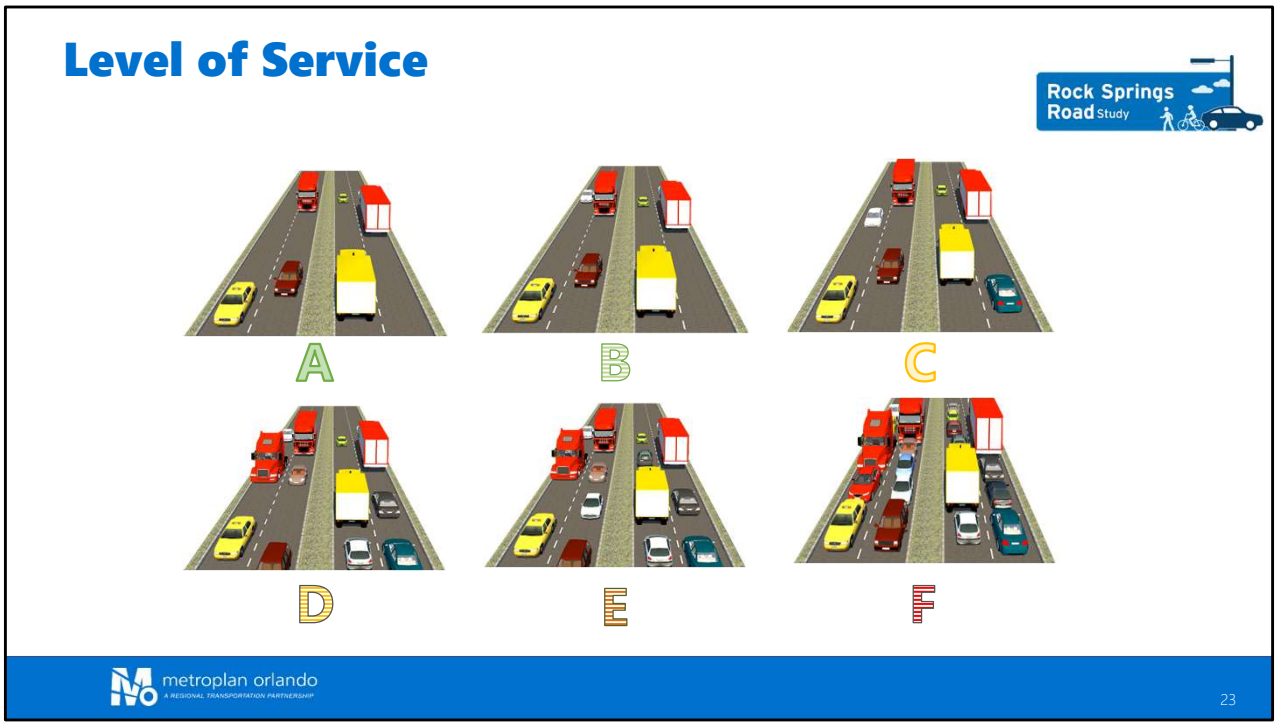
At the Publix North entrance, right of way impacts are anticipated along the west and east side of rock springs road in Alternative 1, and right of way impacts are anticipated along just the west side of Rock Springs Road for Alternative 2.

Potential Impacts at Sandpiper Street



At Sandpiper Street and Park Avenue, the proposed updates are anticipated to require utility impacts and two corner clips of right of way in the southwest and northwest corners of the intersection are anticipated.

The new right of way needed for the realignment east of Park Avenue exists entirely within a City-owned parcel.



We will now review the Rock Springs Road Study traffic analysis results.

Using an evaluation measure called Level of Service, also referred to LOS, we are able to relate the quality of service for a mode of travel. These figures illustrate the traffic served under conditions ranging from level of service A to level of service F. Similar to grades in school, a roadway that performs at level of service A is not congested and supports free-flowing travel. A roadway that receives a failing grade experiences heavy congestions and significant delays as depicted in the level of service F exhibit.

Existing Traffic Operations

- Target Level of Service (LOS) E
- Existing traffic analysis shows the study area intersections not operating at acceptable levels.

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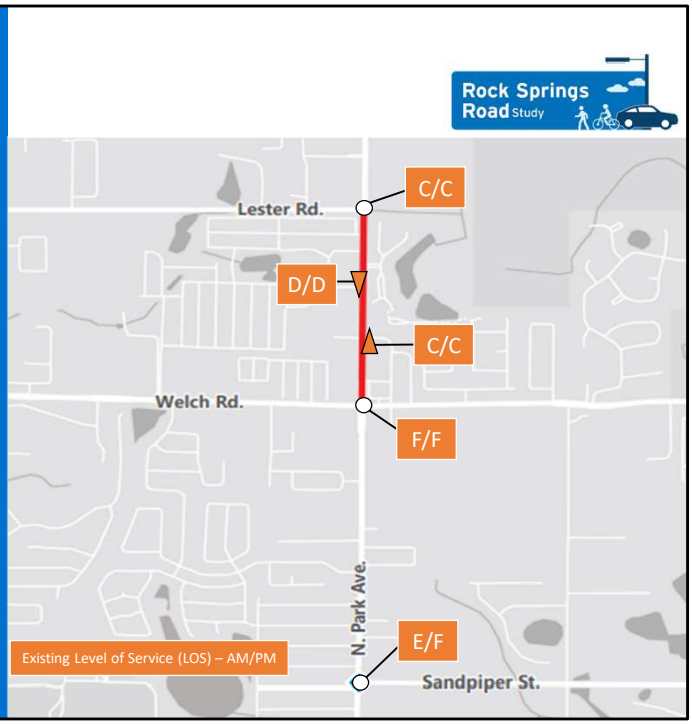
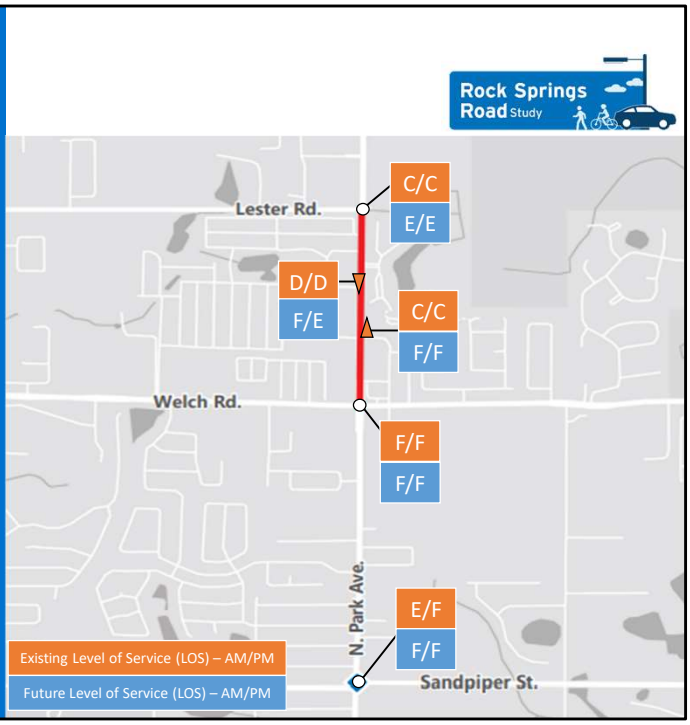


Existing traffic data was collected and analyzed along the study corridor. The target Level of Service assigned for the study corridor is LOS E. The existing traffic analysis shows the Welch Road at Rock Springs Road intersection in both the AM and PM peak periods do not operate at acceptable level of service, as well as the Sandpiper Street at Park Avenue intersection in the PM peak period.

Future Traffic Projections – Year 2045 (No Build)

- Anticipated traffic quality if no improvements are made to the corridor and study intersections



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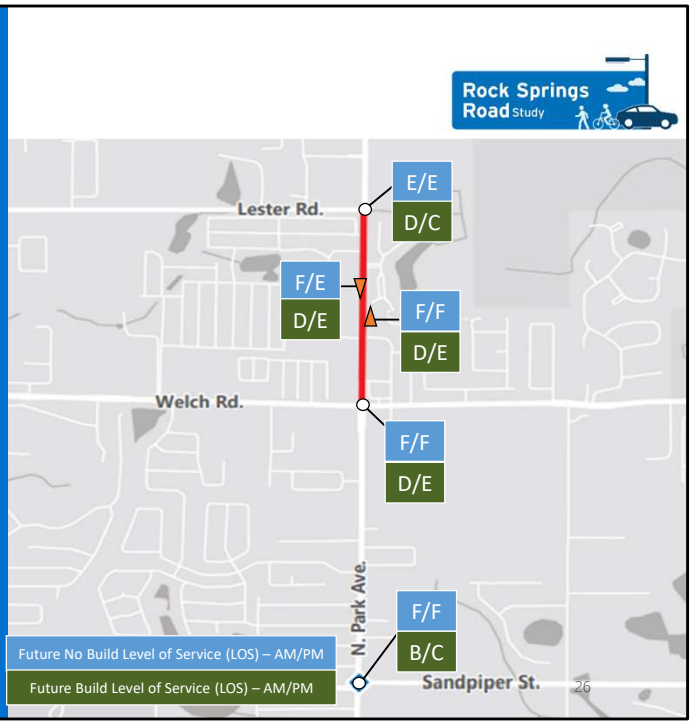
Utilizing future growth projections and traffic models, a long-term growth factor was applied to project the traffic volumes within the study area to a future year of 2045.

With no additional improvements to Rock Springs Road, the roadway is anticipated to not operate within acceptable Level of Service in the northbound direction for both the AM and PM peak period and in the southbound direction for the AM peak period. Additionally, both the Welch Road at Rock Springs Road intersection and the Sandpiper Street and Park Avenue intersection are anticipated to not operate within acceptable level of service in both the AM and PM peak period. While the intersection at Rock Springs Road and Welch Road are projected to operate at the same level of service as existing, it is expected to experience much higher delays in the future year 2045 with no improvements.

Build Traffic (Alternative 1)

- Future 2045 No Build VS Build
- All operations within Target LOS E in 2045 Build conditions
- Reduced overall delay at Welch intersection by 78% (2045 AM) and 76% (2045 PM)



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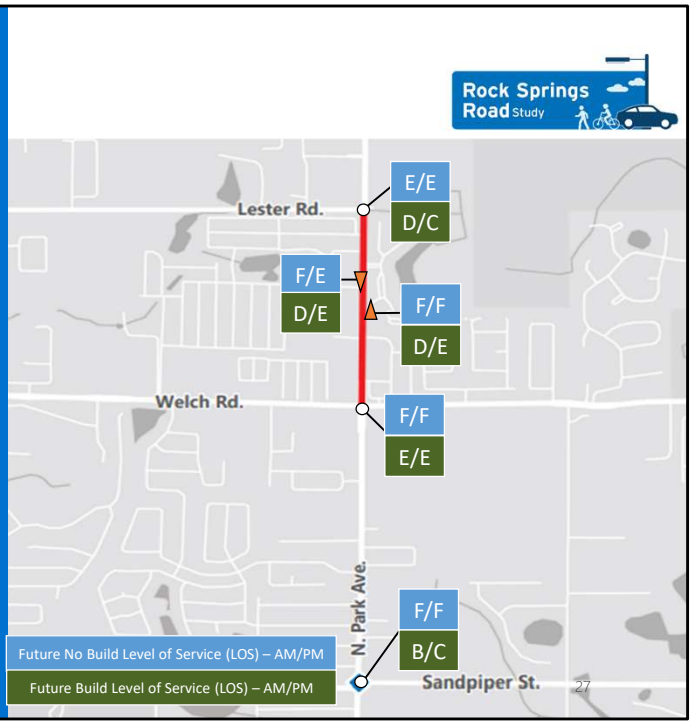
Utilizing future year 2045 projected traffic, the study team has compared no build vs. build operations for Alternative 1 and Alternative 2. For Alternative 1, all operations are expected to be within the Target Level of Service E in 2045 build conditions. Additionally, there is a reduced overall delay at the Welch Road intersection by 78% (in 2045 AM), and 76% (in 2045 PM) times, respectively.

Build Traffic (Alternative 2)

- Future 2045 No Build VS Build
- All operations within Target LOS E in 2045 Build conditions
- Reduced overall delay at Welch intersection by 74% (2045 AM) and 72% (2045 PM)
- Welch Intersection operates sufficiently but has more failing movements



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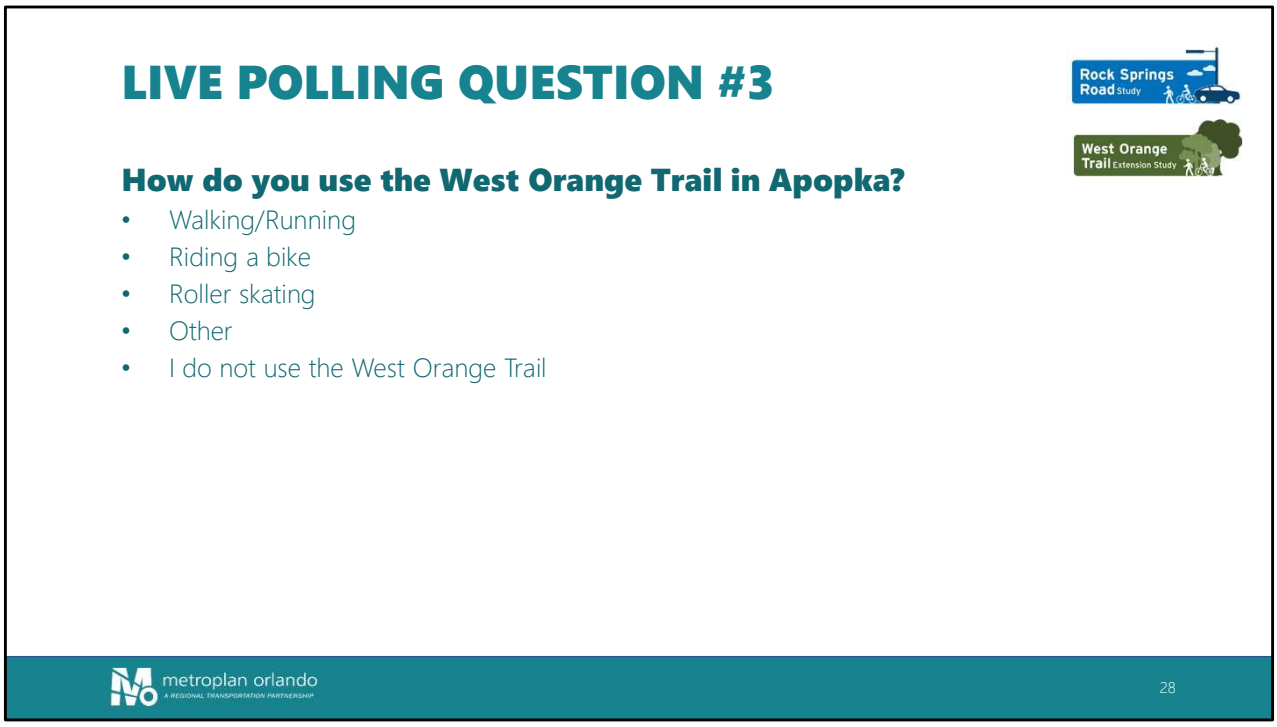
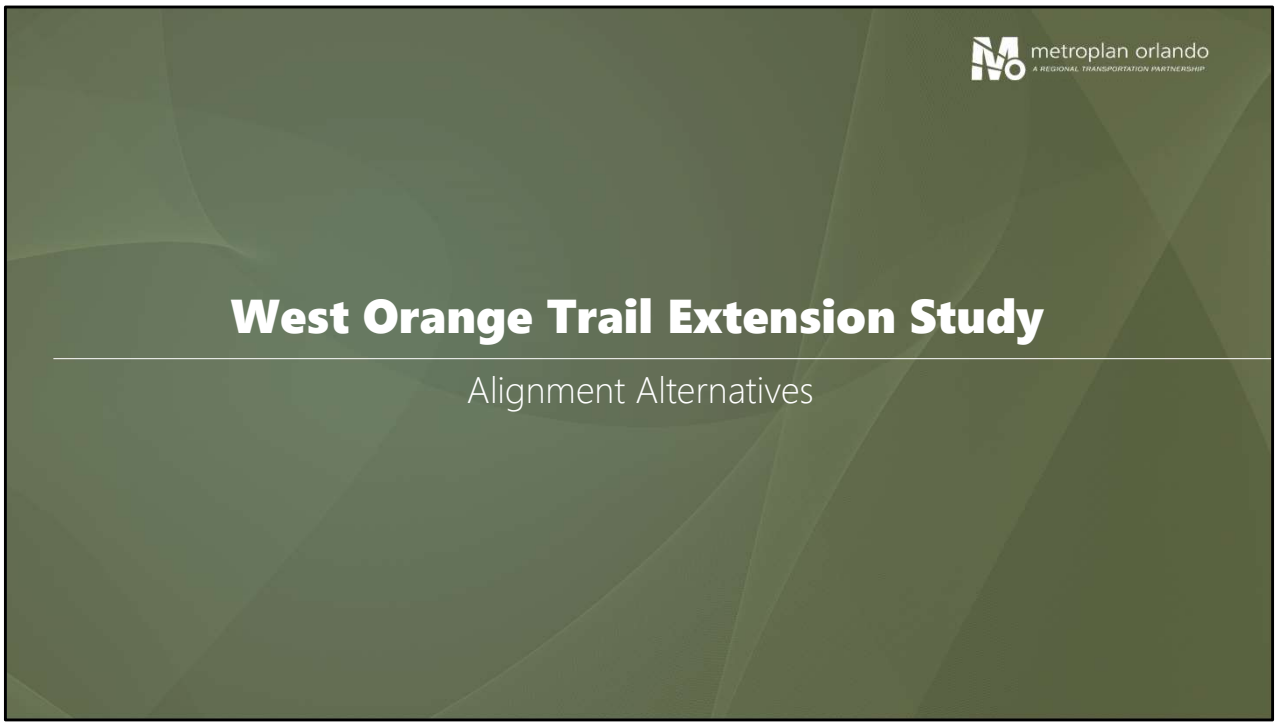
Similar to Alternative 1, Alternative 2 build conditions result in all operations within the Target Level of Service E. There is a reduced overall delay at the Welch Road intersection by 74% (in 2045 AM), and by 72% (in 2045 PM). In Alternative 2, the Welch Road intersection operates sufficiently but has more failing movements. Both alternatives are expected to reduce the overall delay at the intersection, with Alternative 1 providing slightly better improvements over Alternative 2.



Earlier this year, an online survey was conducted from June 5 to July 18, 2021. We received a total of 627 survey responses. Outreach used to encourage the public to participate included direct mail to over 3200 property owners and local residents, mail and email notification to local agencies, business owners and HOAs, outdoor signage, and social media posts.

The survey responses, along with engineering analysis and local agency input was used to determine the potential options and alignments that are being considered for each study.

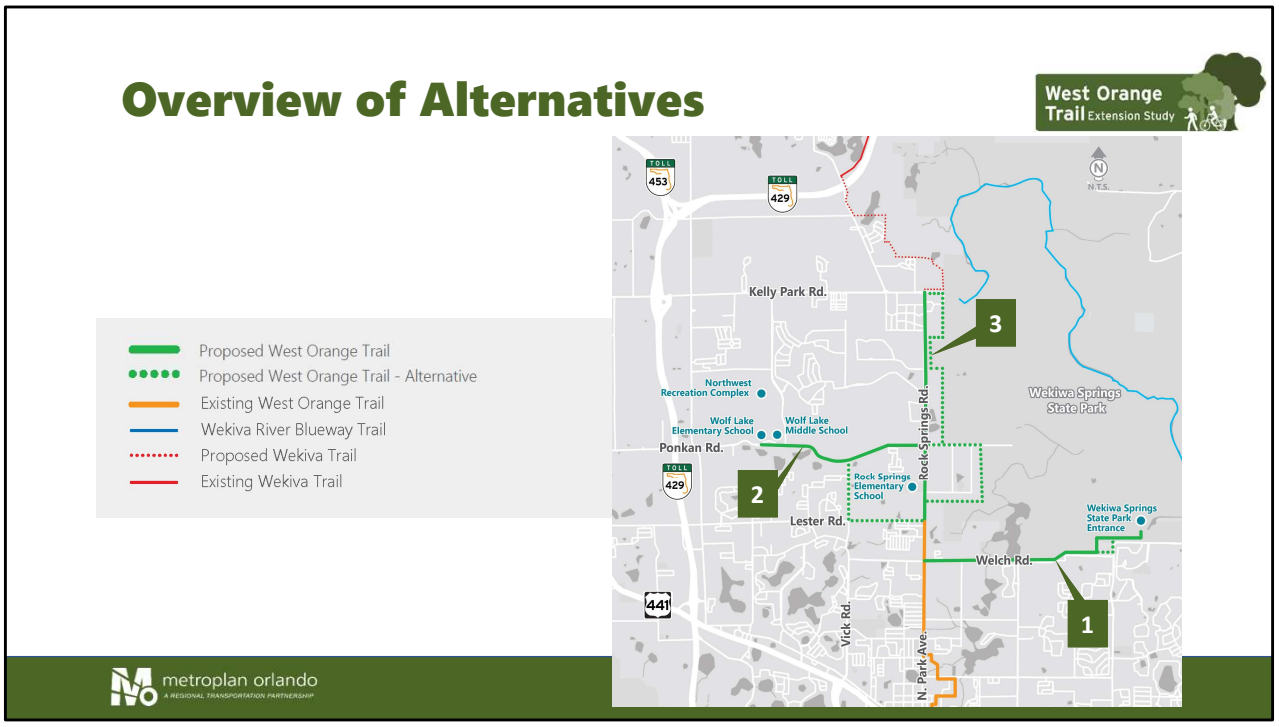


We will now review the alignment alternatives for the West Orange Trail Extension Study.

West Orange Trail Extension Study Purpose

The purpose of this study is to evaluate options for connecting the existing West Orange Trail to:

- The Wekiwa Springs State Park Entrance and Wekiva River Blueway Trail
- Wolf Lake Elementary and Middle Schools and the City of Apopka's Northwest Recreation Complex
- The proposed Wekiva Trail



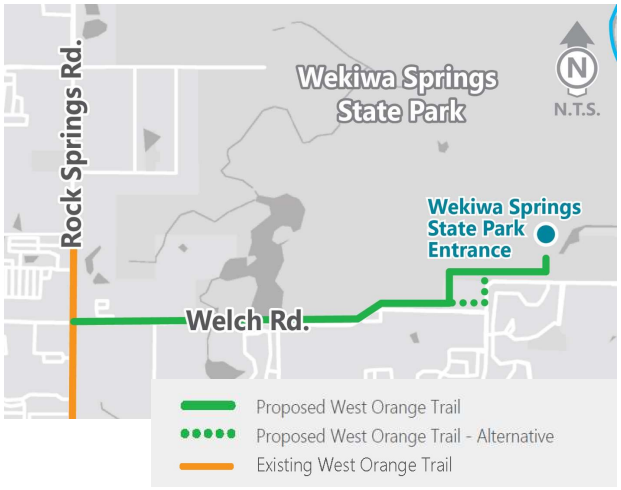
The West Orange Trail extension study is looking at three corridors: Welch Road and Wekiwa Springs Road from Rock Springs Road to the Wekiwa Springs State Park entrance, Ponkan Road from Rock Springs Road to the Wolf Lake Elementary and Middle Schools, and Rock Springs Road from Lester Road to Kelly Park Road.

Welch Road Alignments

West Orange Trail Extension Study

Alternative Alignments

- Welch Road and Wekiwa Springs State Park Boundary
- Welch Road and Wekiwa Springs Road



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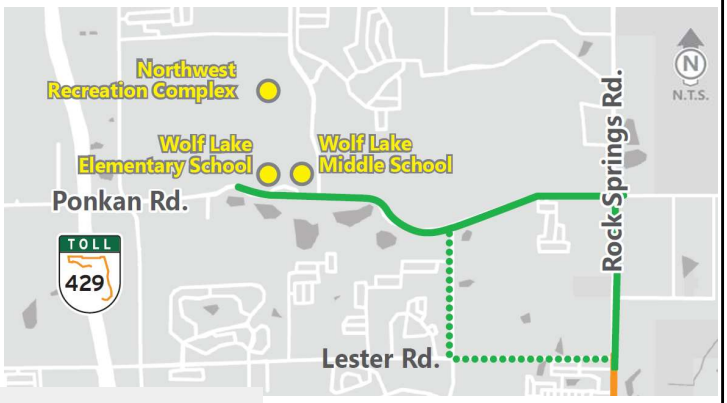
For the Welch Road Alignment, the trail is proposed to run along Welch Road and along the Wekiwa State Park boundary up to Wekiwa Springs Road to tie into the Wekiva River Blueway Trail at the Wekiwa State Park entrance. An alternative alignment is being recommended to remain along Welch Road to Wekiwa Springs Road and utilize Wekiwa Springs Road to connect to the Wekiva River Blueway Trail.

Ponkan Road Alignments

West Orange Trail Extension Study

Alternative Alignments

- Along Ponkan Road
- Lester Road (existing bike trail) & Vick Road



Proposed West Orange Trail
Proposed West Orange Trail - Alternative
Existing West Orange Trail

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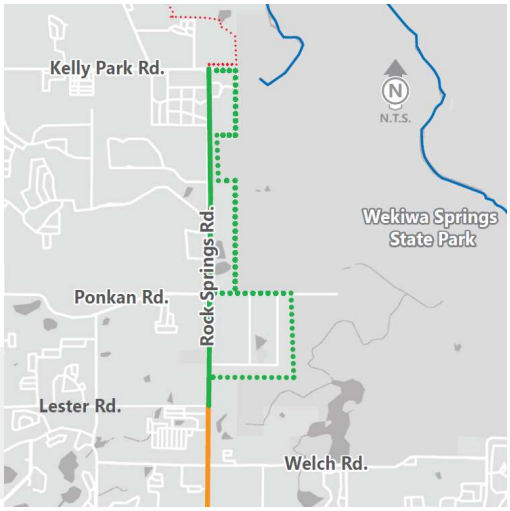
Ponkan Road alignments run along Ponkan road to connect Wolf Lake Elementary and Middle Schools as well as the City of Apopka's Northwest Recreation Complex. Alternative alignments include utilizing the existing bike trail on Lester Road, and Vick Road.

Rock Springs Road Alignments

West Orange Trail Extension Study

Alternative Alignments

- Rock Springs Road (east side)
- Wekiwa Springs State Park Boundary



Proposed West Orange Trail
Proposed West Orange Trail - Alternative
Existing West Orange Trail
Wekiva River Blueway Trail
Proposed Wekiva Trail

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Along Rock Springs Road from Lester Road to Kelly Park Road, the study is looking to keep the proposed trail alignment along the east side of Rock Springs Road to tie into the proposed Wekiva Trail. An alternative alignment is also being proposed that utilizes the Wekiwa State Park Boundary where possible.

Potential Impacts

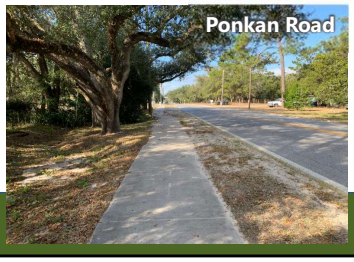
West Orange Trail Extension Study

Welch Road
- Will require additional right of way
- May require roadway modifications in some areas to accommodate trail

Ponkan Road
- 2.18 Acres of right of way impact on Ponkan Road
- 1.56 Acres of right of way impact via Lester Road

Rock Springs Road
- On road trail will require additional right of way
- Trail within park will require coordination with and approval from the park







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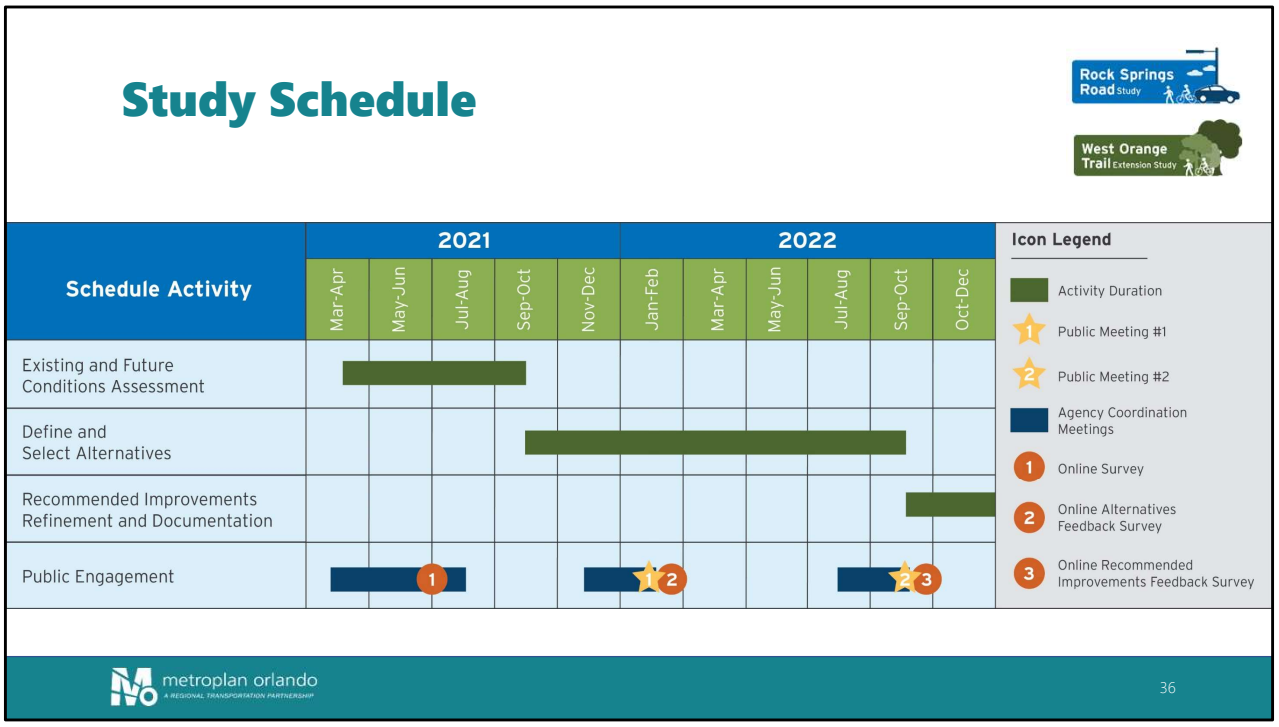
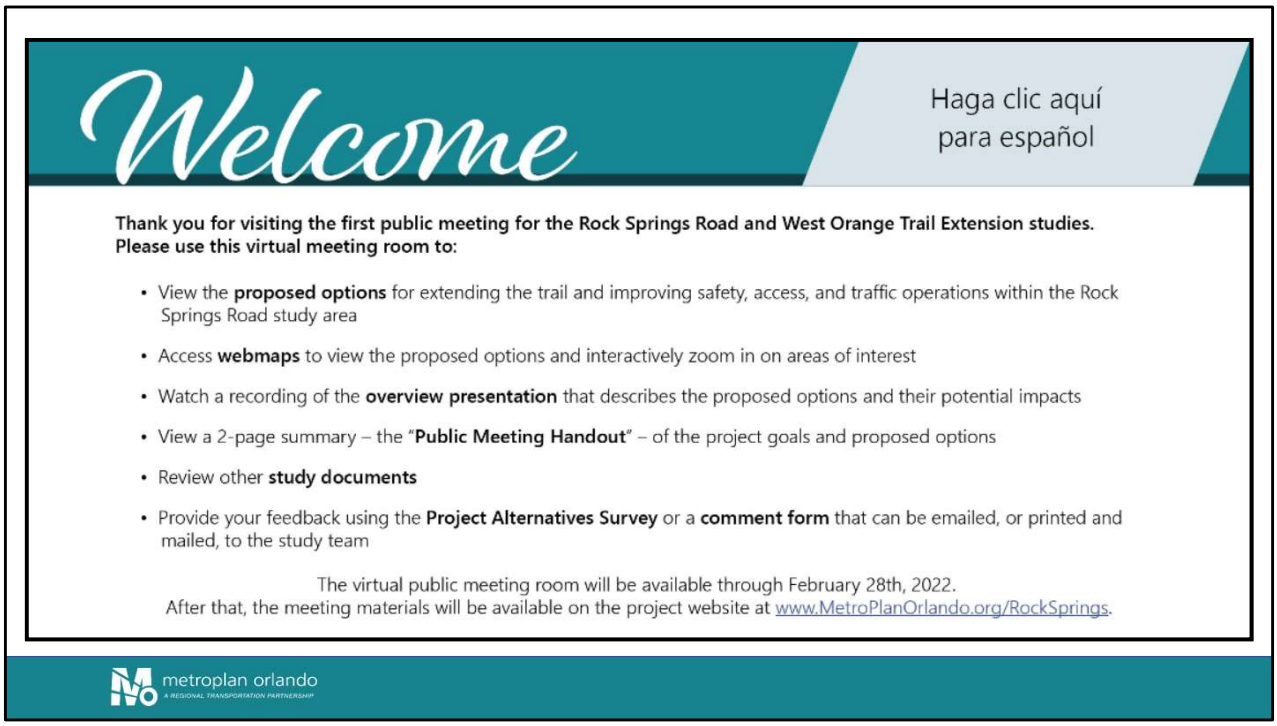
The proposed alignments to the West Orange Trail are associated with potential impacts to the right of way. The Welch Road spur will require additional right of way and may require roadway modifications in some areas to accommodate the trail. On the Ponkan Road spur, 2.18 acres of right of way are impacted, and 1.60 acres of right of way are impacted on Lester Road. The Rock Springs Road on road trail may require additional right of way, and the trail within the park will require coordination with and approval from the park.



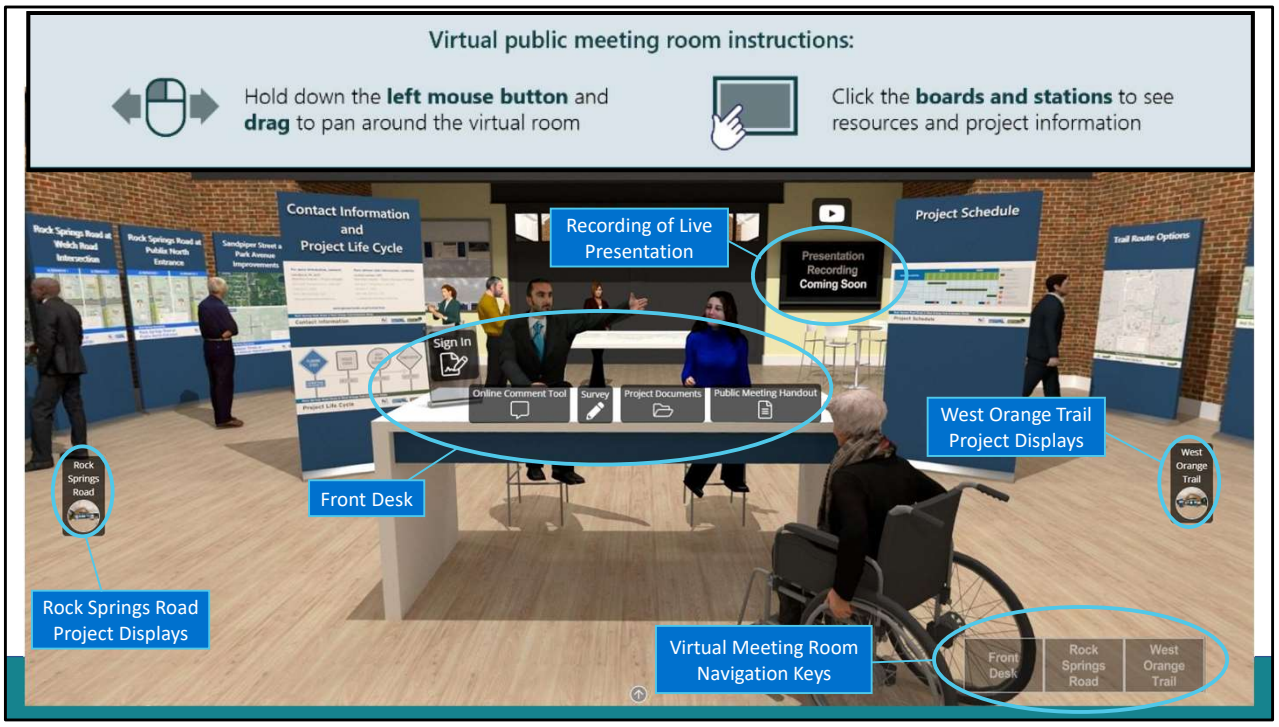
We began these planning studies in early spring of 2021 and we expect it to be completed at the end of 2022. Following this public meeting, the study team will continue to refine the alternatives and analysis. Public meeting #2, anticipated to be held in fall of 2022, the study team will present the study recommendations.



Following this live presentation, we encourage you to visit the virtual meeting room available through the study website MetroPlanOrlando.org/RockSprings. The virtual meeting room will be open until February 28, 2022. After that, the meeting materials will be available on the project website.



In the virtual meeting room you can view the proposed options for both studies, access interactive webmaps to view the proposed options and zoom in on areas of interest, watch a recording of this presentation, view the Public Meeting Handout, review study documents, and provide your feedback using the Project Alternatives Survey or the comment form, which can be emailed or printed and mailed to the study team.



To navigate the virtual meeting room, hold down the left mouse button and drag to pan around the room. You can click boards and stations to view the project information.

As you pan around the screen, the Rock Springs Road project displays are provided on the left side of the room, and the West Orange Trail project displays are provided on the right side of the room. At the front desk, you are able to sign in, access the survey and comment form, view the public meeting handout, and view project documents. At the back of the room, a recording of this presentation will be made available. On the bottom right side of the virtual room, there are navigation keys you may use at any time to navigate to the front desk, Rock Springs Road project displays, or the West Orange Trail project displays.

How to Share Your Comments



- Zoom Q&A box during the live presentation
- Mail your comments to:

Lara Bouck, PE, AICP
MetroPlan Orlando | Project Manager
250 South Orange Avenue, Suite 200
Orlando, FL 32801

- Email your comments to: lbouck@metroplanorlando.org
- Submit your comments and fill out the survey by visiting the study website:

MetroPlanOrlando.org/RockSprings

If you are not able to visit the virtual meeting room, there are several other ways you can get involved and provide feedback on this study. You can enter your comments in the zoom Q&A box during this live presentation. You can mail your comments to the project manager, Lara Bouck at 250 South Orange Avenue, Suite 200, Orlando, Florida 32801, or email to lbouck@metroplanorlando.org (spell out). You can also submit your comments and fill out the online survey directly through the project website, MetroPlanOrlando.org/RockSprings.

Contact Information:



Para obtener más información, contacto:

Lara Bouck, PE, AICP
MetroPlan Orlando
Senior Transportation Engineer
(407) 481-5672 Ext. 309
LBouck@metroplanorlando.org

Cynthia Lambert, APR
MetroPlan Orlando | Public Information Manager
250 South Orange Ave, Suite 200
Orlando, FL 32801
(407) 481-5672 Ext. 320
CLambert@metroplanorlando.org

MetroplanOrlando.org/RockSprings

We will now begin the question and answer portion of the meeting. If you have not already, please enter your comments into the Q&A box located on the Zoom control panel. You may also mail or email your questions following the meeting to lbouck@metroplanorlando.org. We will answer as many questions live this evening as time permits.

We will begin with the first question…

On behalf of the City of Altamonte Springs, thank you for attending this public meeting and providing your input on this project. We strongly encourage you to visit the study website to view the virtual meeting room with project displays, take the online survey, and provide feedback through the online comment tool.

Have a great evening.

THANK YOU

Virtual meeting room open until February 28, 2022

MetroplanOrlando.org/RockSprings



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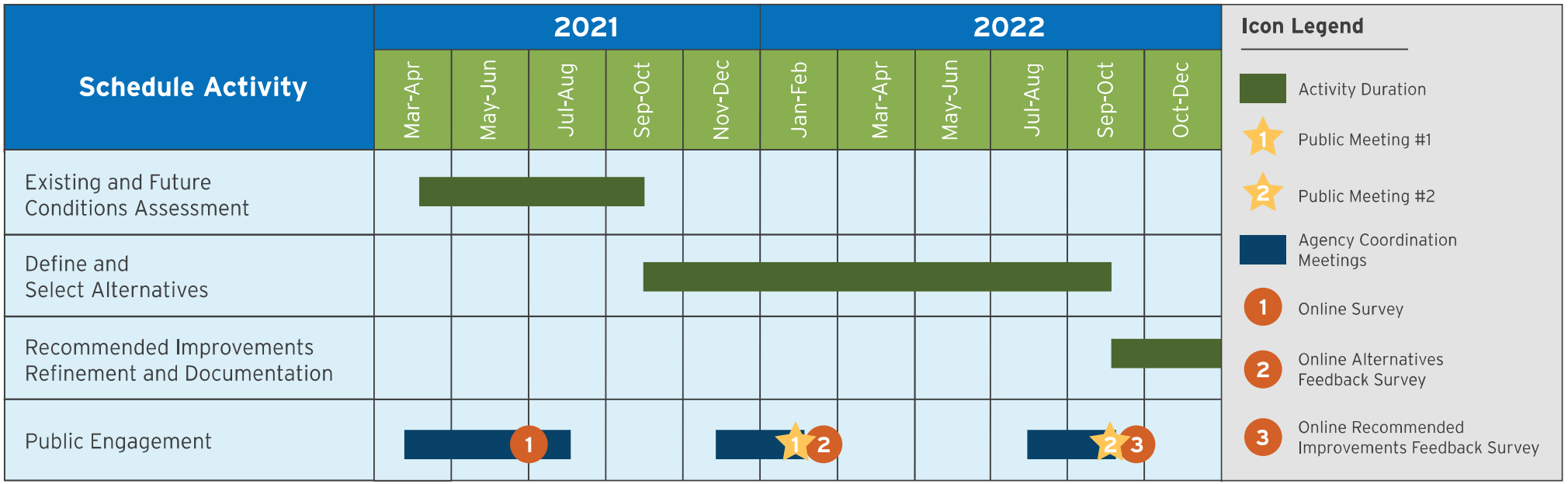
Thank you for attending this public meeting. We encourage you to visit the virtual meeting room available through the study website MetroPlanOrlando.org/RockSprings



Project Schedule

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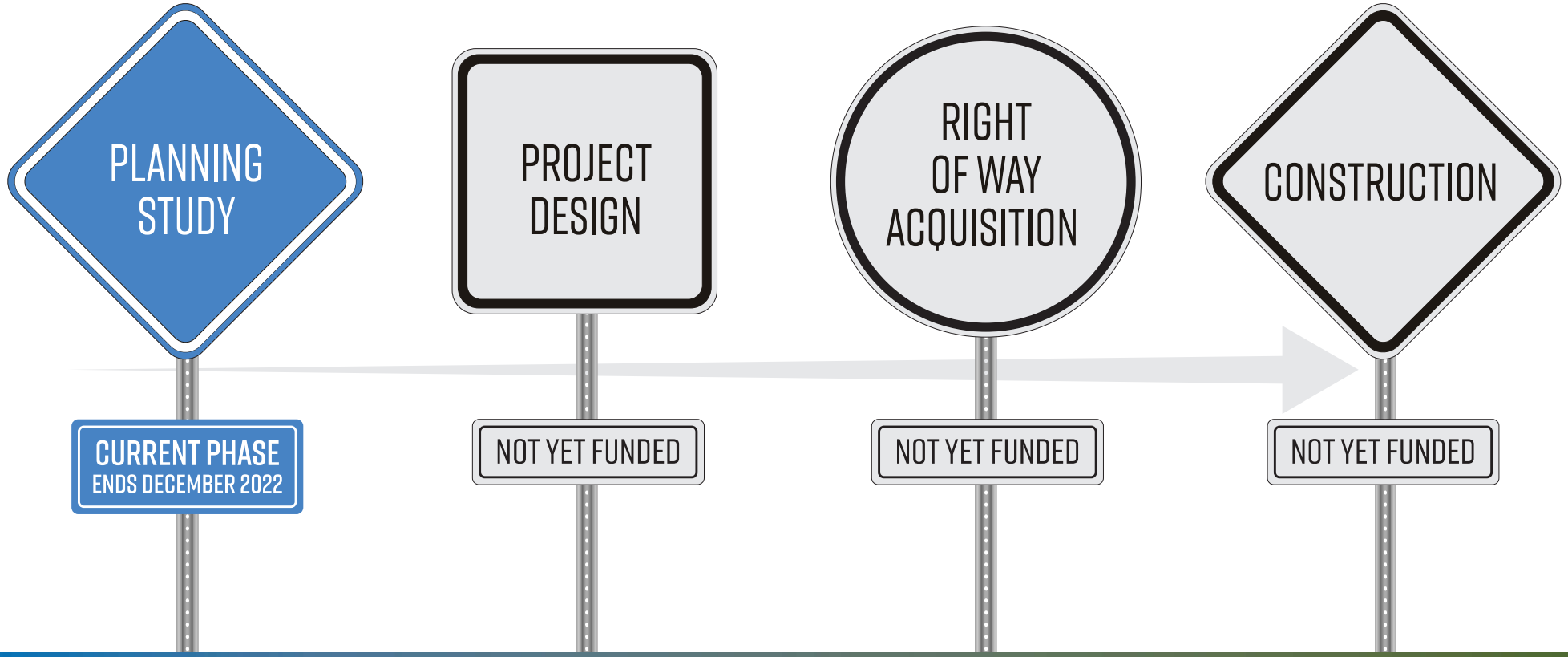
Rock Springs Road Study

West Orange Trail Extension Study



Project Life Cycle

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Rock Springs Road Study

West Orange Trail Extension Study

For more information, contact:

Lara Bouck, PE, AICP
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250 South Orange Avenue, Suite 200
Orlando, FL 32801
(407) 481-5672, Ext. 309
LBouck@metroplanorlando.org

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CLambert@metroplanorlando.org

MetroPlanOrlando.org/RockSprings

Contact Information

MetroPlan Orlando Studies in Apopka

Introduction

MetroPlan Orlando is conducting a Complete Streets study along Rock Springs Road as well as the West Orange Trail Extension Study, both studies are located within the City of Apopka. The studies are running concurrently and are being conducted in partnership with the City of Apopka and Orange County.

The location maps on either side of the page show the limits of each study along with proposed options to improve mobility and safety within the study area.

Staff Contact

For more information, contact:

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250 South Orange Avenue, Suite 200
Orlando, FL 32801
(407) 481-5672, Ext. 309
LBouck@metroplanorlando.org

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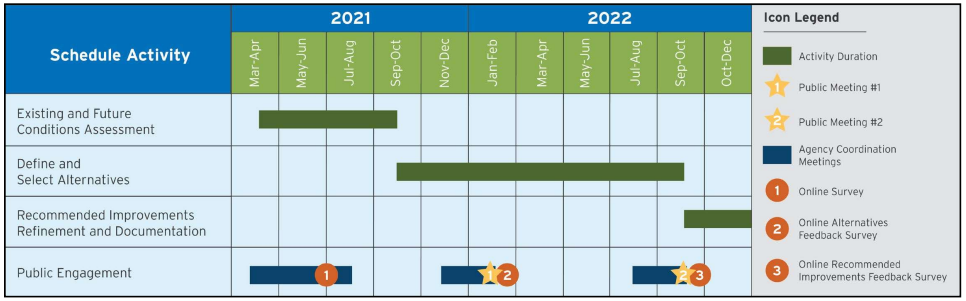
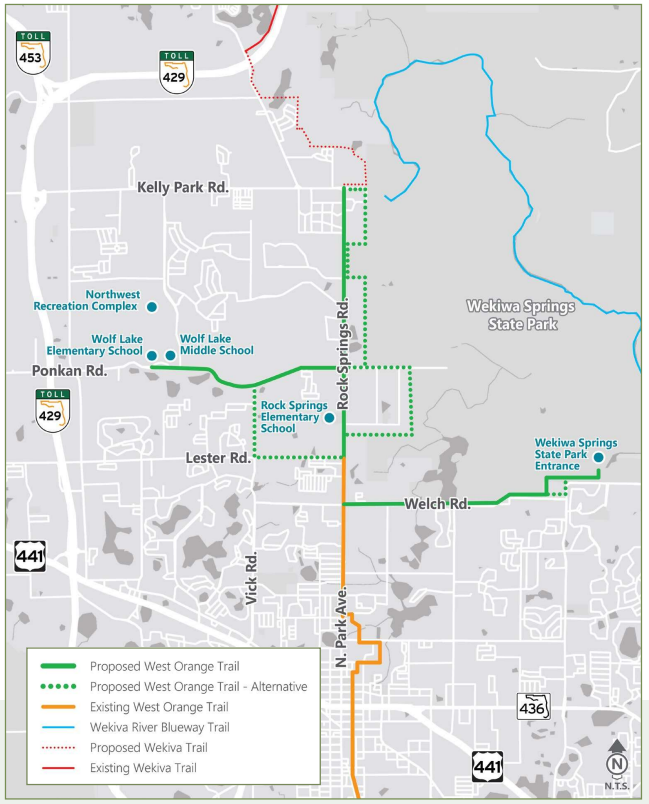
(407) 481-5672 Ext. 320
CLambert@metroplanorlando.org

Visit the study website for up to date information and to view study documents:
MetroPlanOrlando.org/RockSprings

Project Schedule





West Orange Trail Extension Study

The West Orange Trail Extension Study is evaluating the extension of the trail from the existing terminus at Lester Road to Kelly Park Road, tying into the proposed Wekiva Trail. The study is also evaluating two additional trail connections in the area to provide connections to the Wekiwa Springs State Park Entrance, Wolf Lake Elementary and Middle Schools, and the City of Apopka's Northwest Recreation Complex.

Alignment options for the trail extension and spurs are shown in green on the location map.

Tell us what you like or don't like about the proposed alignments by taking the Project Alternatives Survey or filling out a comment form.

MetroPlan Orlando Studies in Apopka

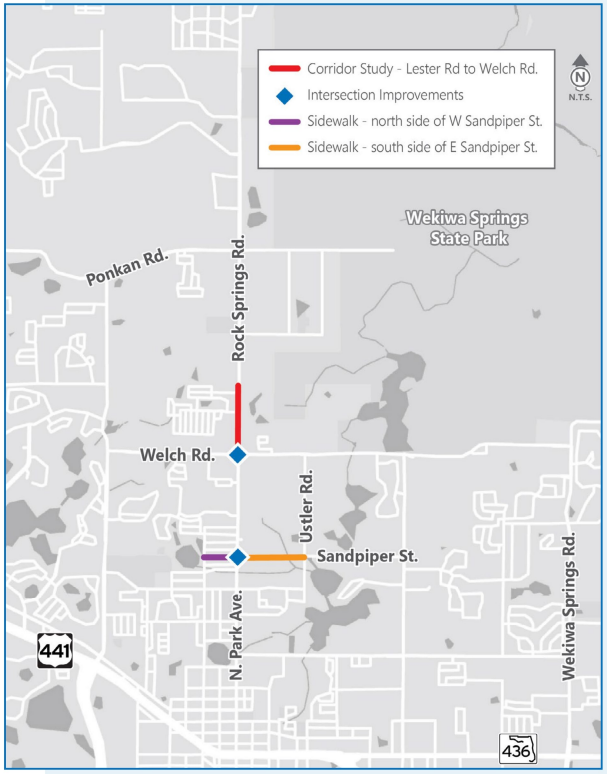
Rock Springs Road Study

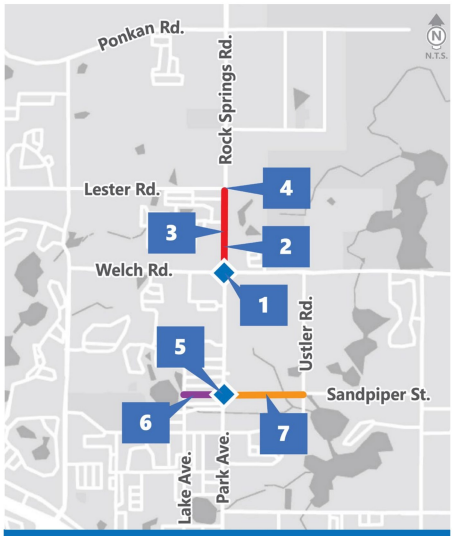
West Orange Trail Extension Study

Rock Springs Road Study

Metroplan Orlando is conducting a complete streets study for Rock Springs Road from Welch Road to Lester Road (approximately 0.55 miles) and an intersection study at the intersection of Sandpiper Street and Park Avenue, with new sidewalks along Sandpiper Street from Lake Avenue to Ustler Road.

Tell us what you think about the proposed changes by taking the **Project Alternatives Survey** or filling out a **comment form**.

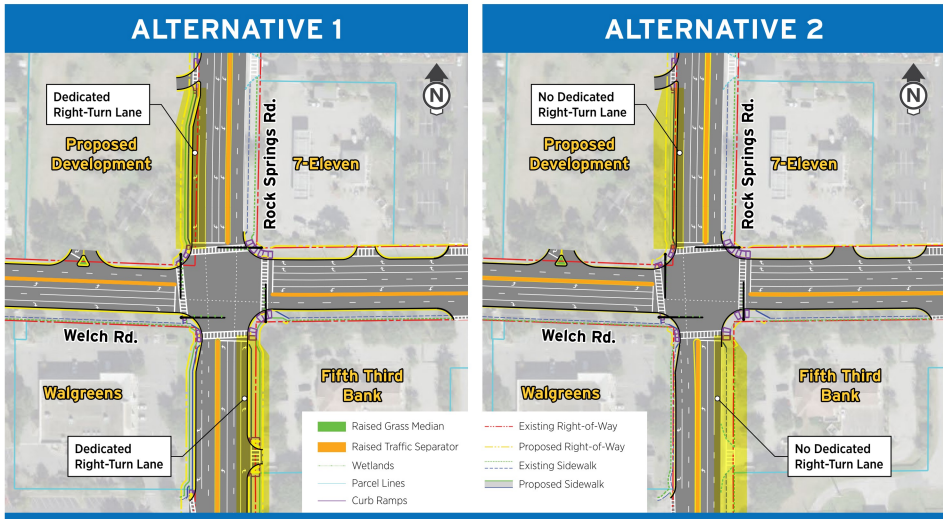




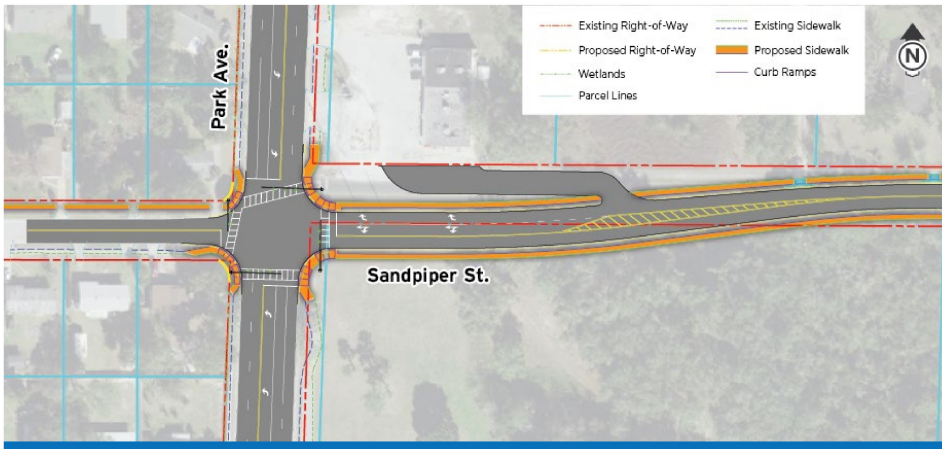
Proposed Updates

The following options are under consideration to improve operations and safety as part of the Rock Springs Road study:

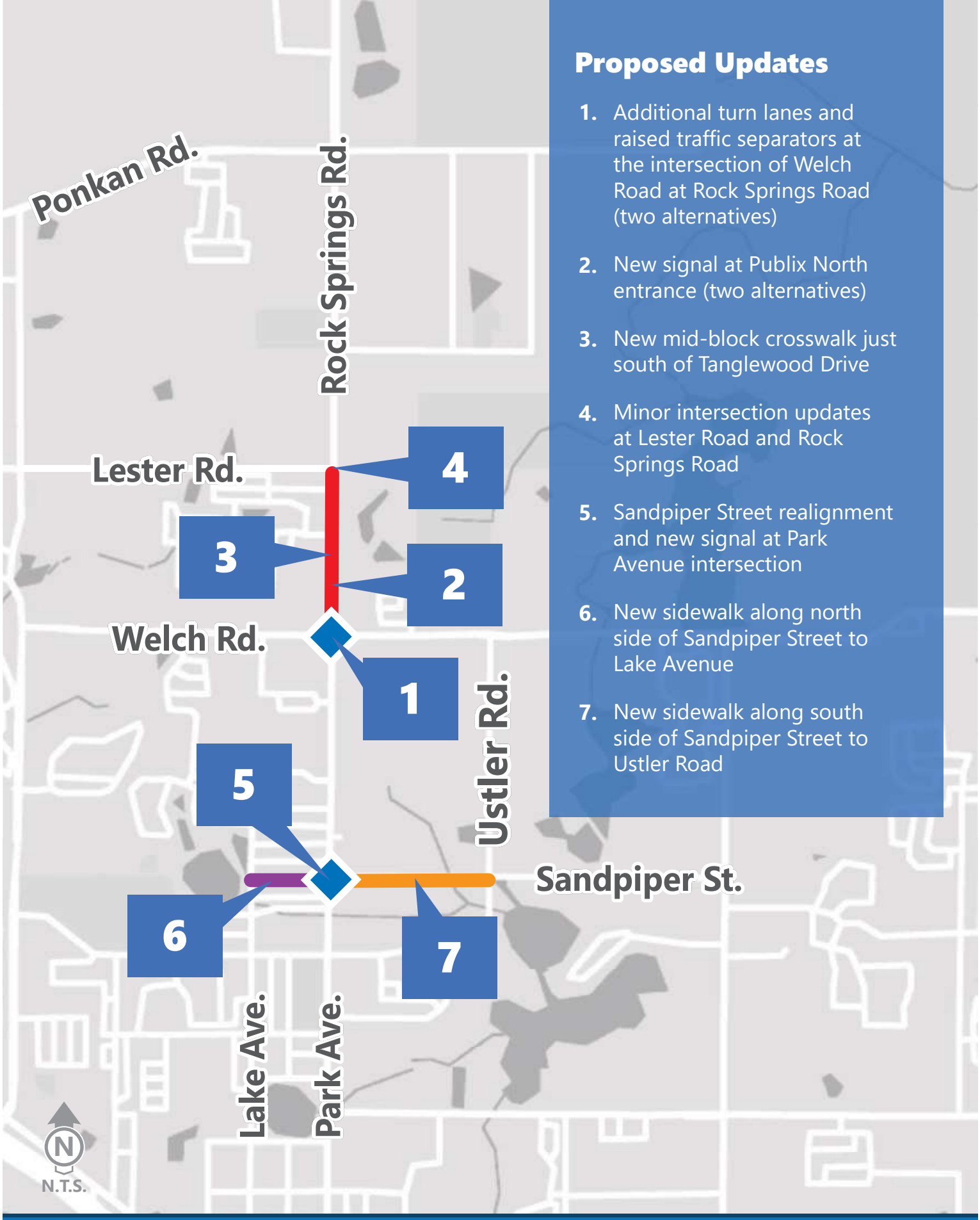
1. Additional turn lanes and raised traffic separators at the intersection of Welch Road at Rock Springs Road (two alternatives)
2. New signal at Publix North entrance (two alternatives)
3. New mid-block crosswalk south of Tanglewood Drive
4. Minor intersection updates at Lester Road and Rock Springs Road
5. Sandpiper Street realignment and new signal at Park Avenue intersection
6. New sidewalk along north side of Sandpiper Street to Lake Avenue
7. New sidewalk along south side of Sandpiper Street to Ustler Road



Rock Springs Road at Welch Road Intersection Alternatives



Sandpiper Street at Park Avenue Realignment



Proposed Updates

1. Additional turn lanes and raised traffic separators at the intersection of Welch Road at Rock Springs Road (two alternatives)
2. New signal at Publix North entrance (two alternatives)
3. New mid-block crosswalk just south of Tanglewood Drive
4. Minor intersection updates at Lester Road and Rock Springs Road
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Rock Springs Road Study

Corridor Updates

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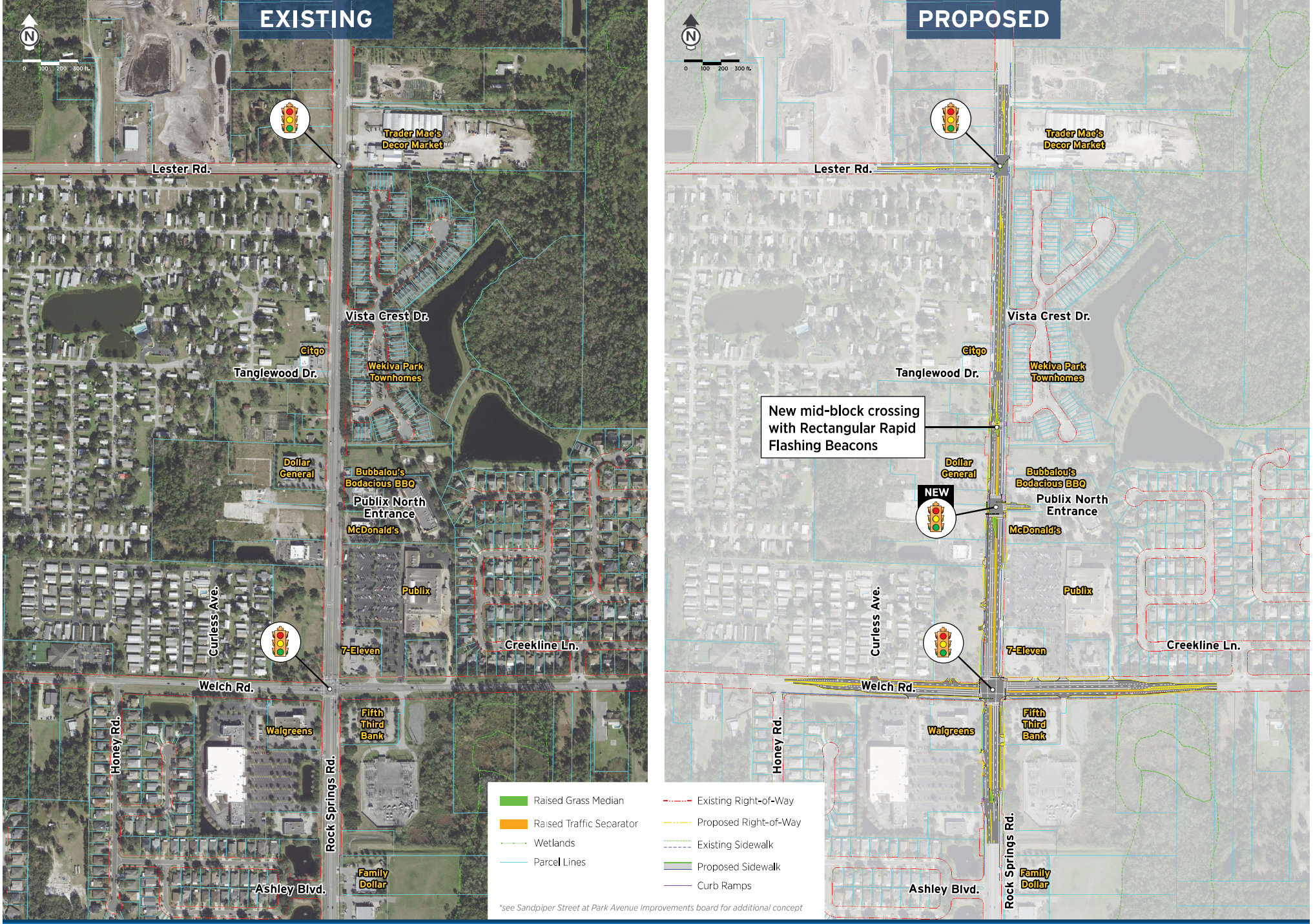
Rock Springs Road Study



Rock Springs Road Study

Alternative 1 Overview

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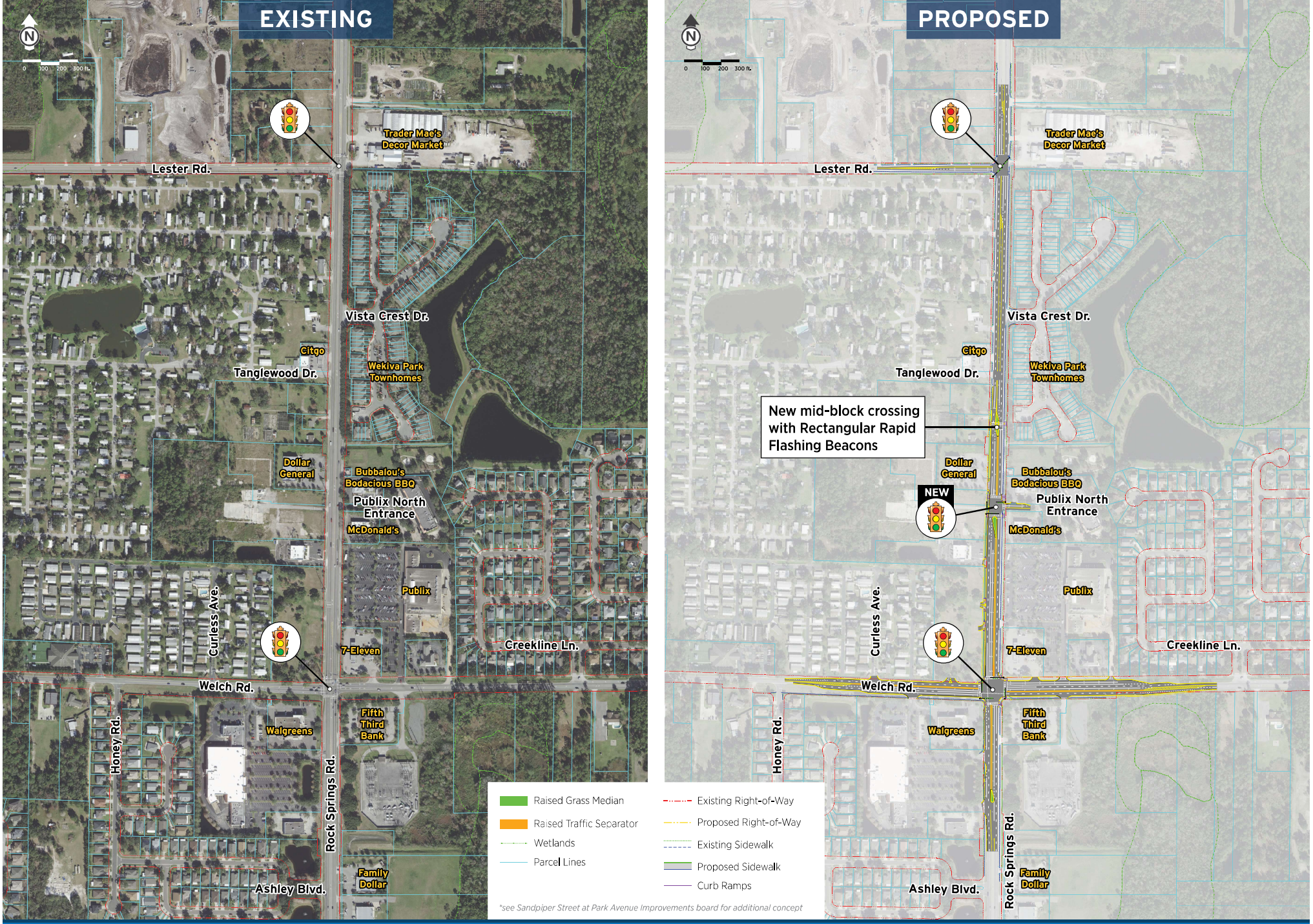
Rock Springs Road Study



Rock Springs Road Study

Alternative 2 Overview

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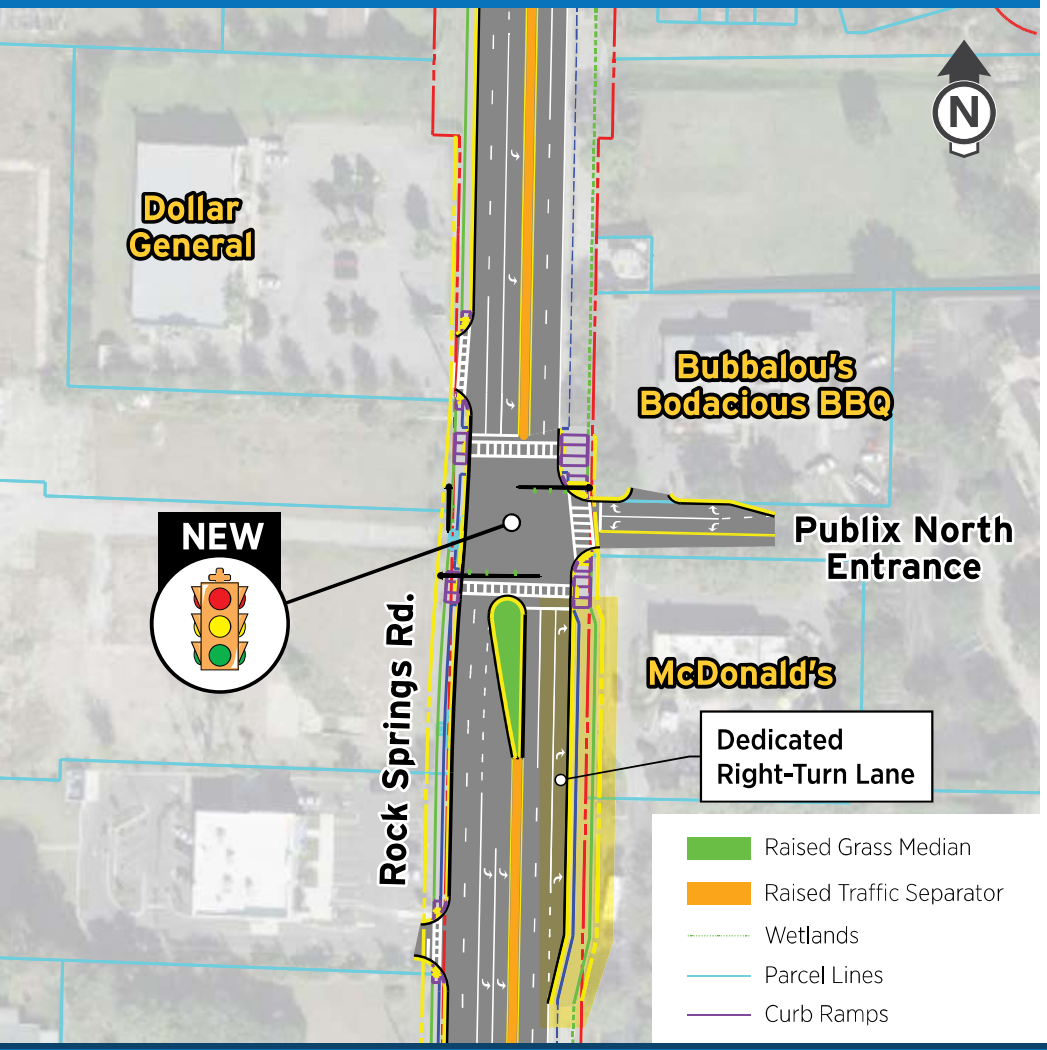
Rock Springs Road Study

ALTERNATIVE 1



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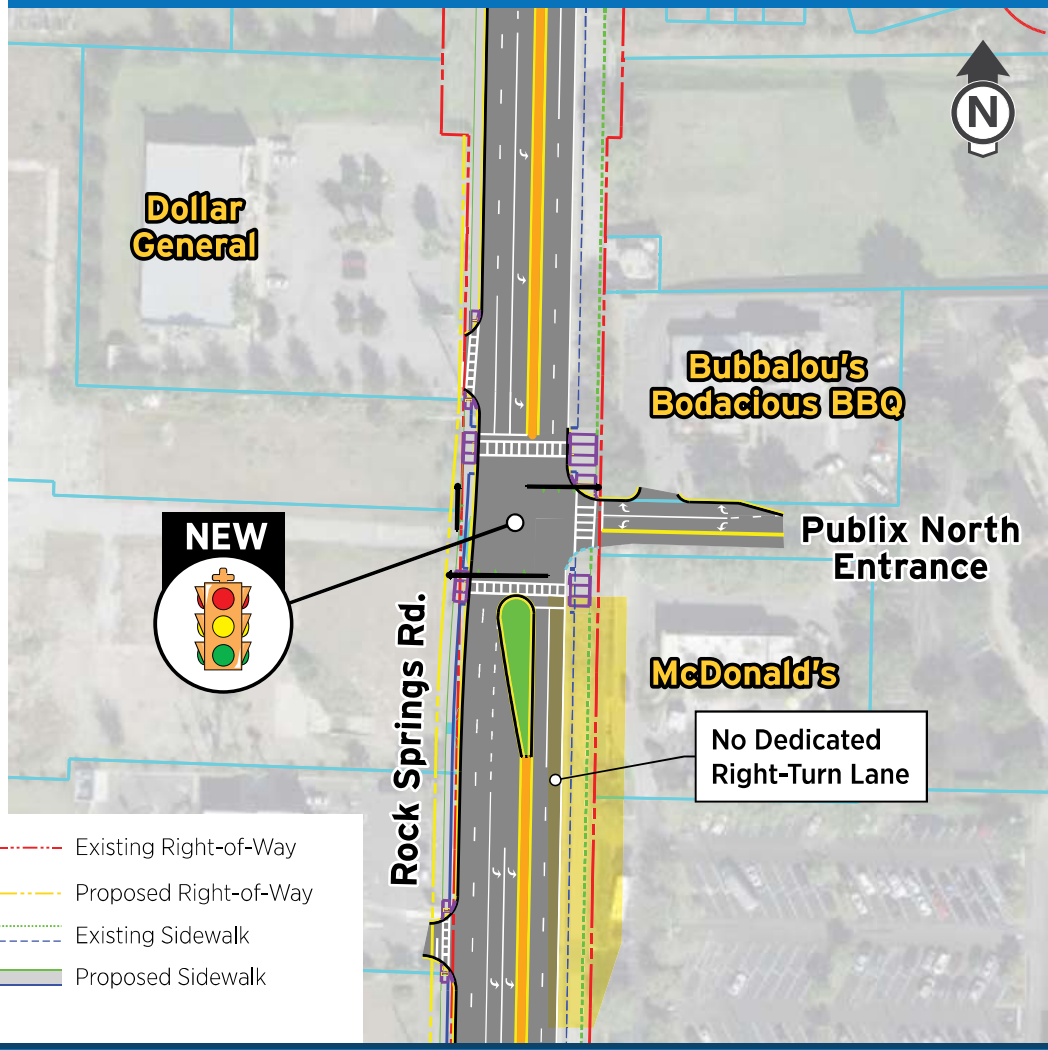

Rock Springs Road Study

Rock Springs Road at Publix North Entrance

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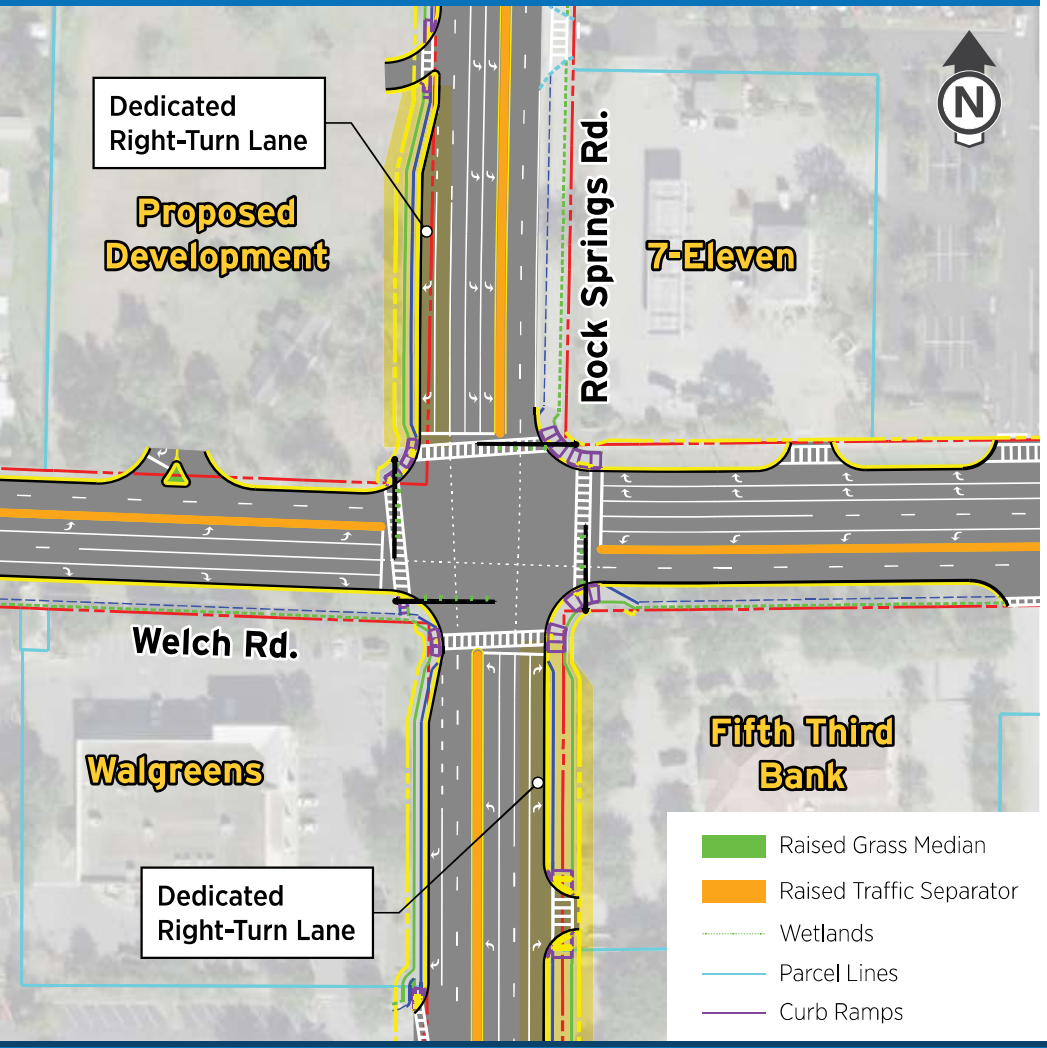
Rock Springs Road Study

ALTERNATIVE 1



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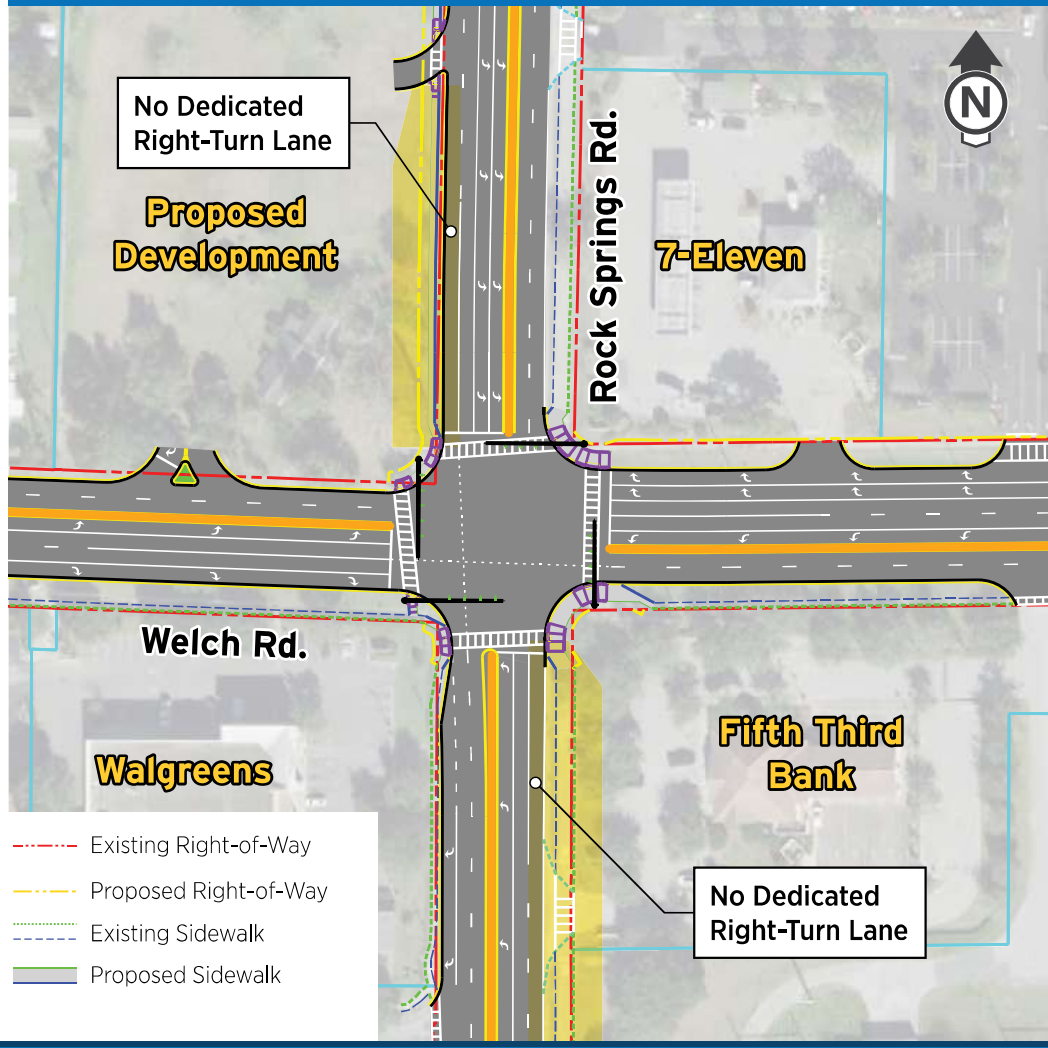

Rock Springs Road Study

Rock Springs Road at Welch Road Intersection

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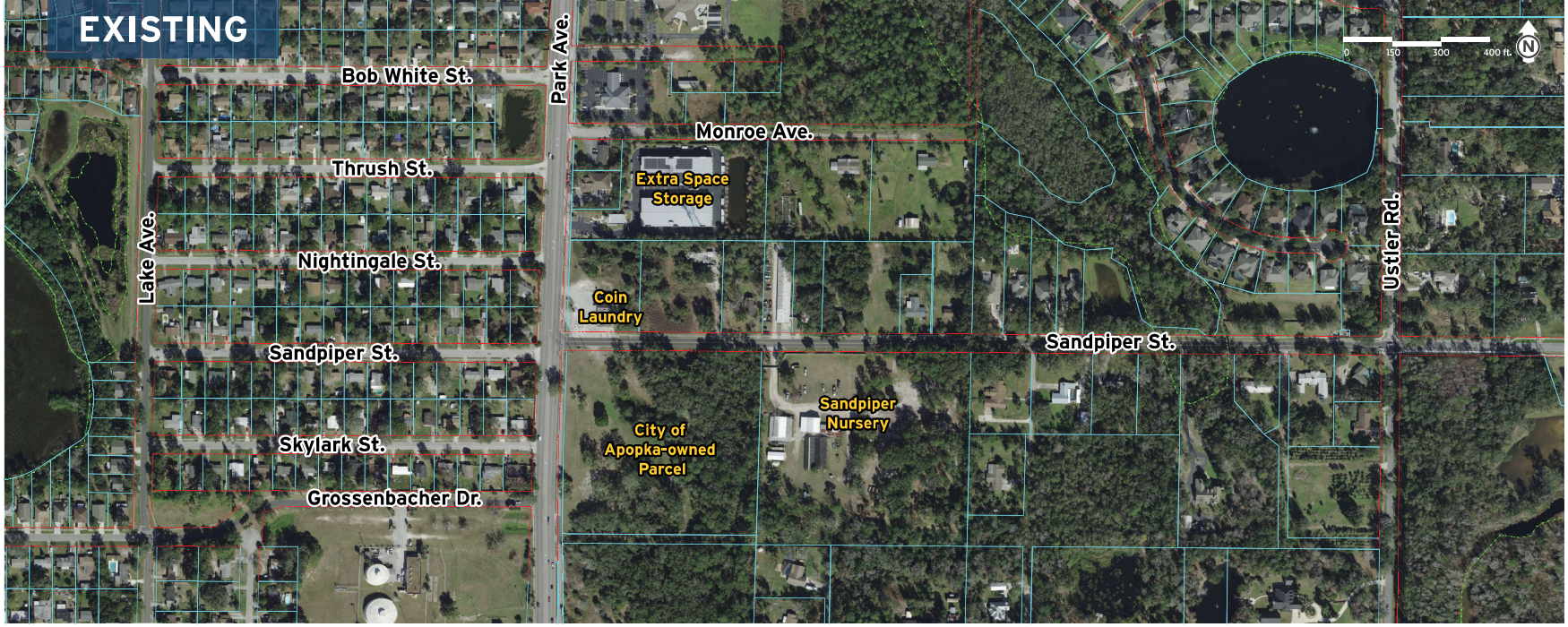
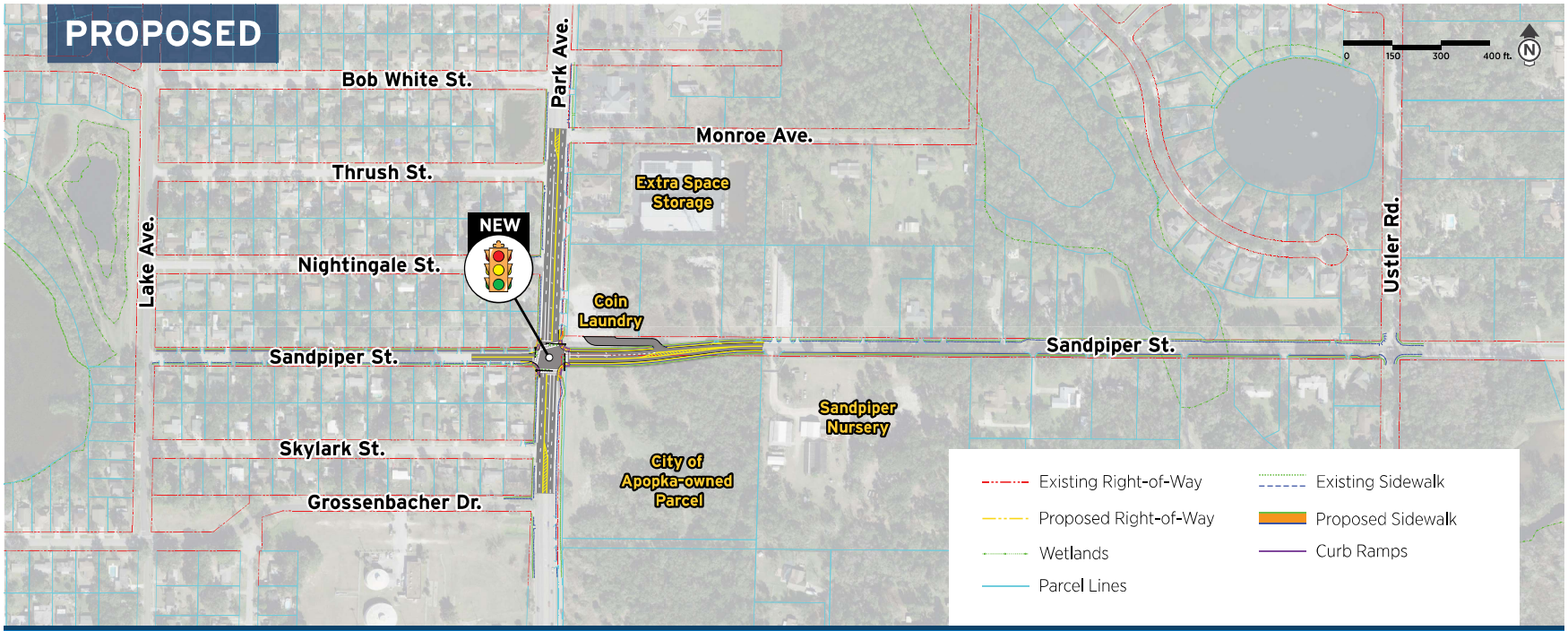
Rock Springs Road Study





Rock Springs Road Study

Sandpiper Street at Park Avenue

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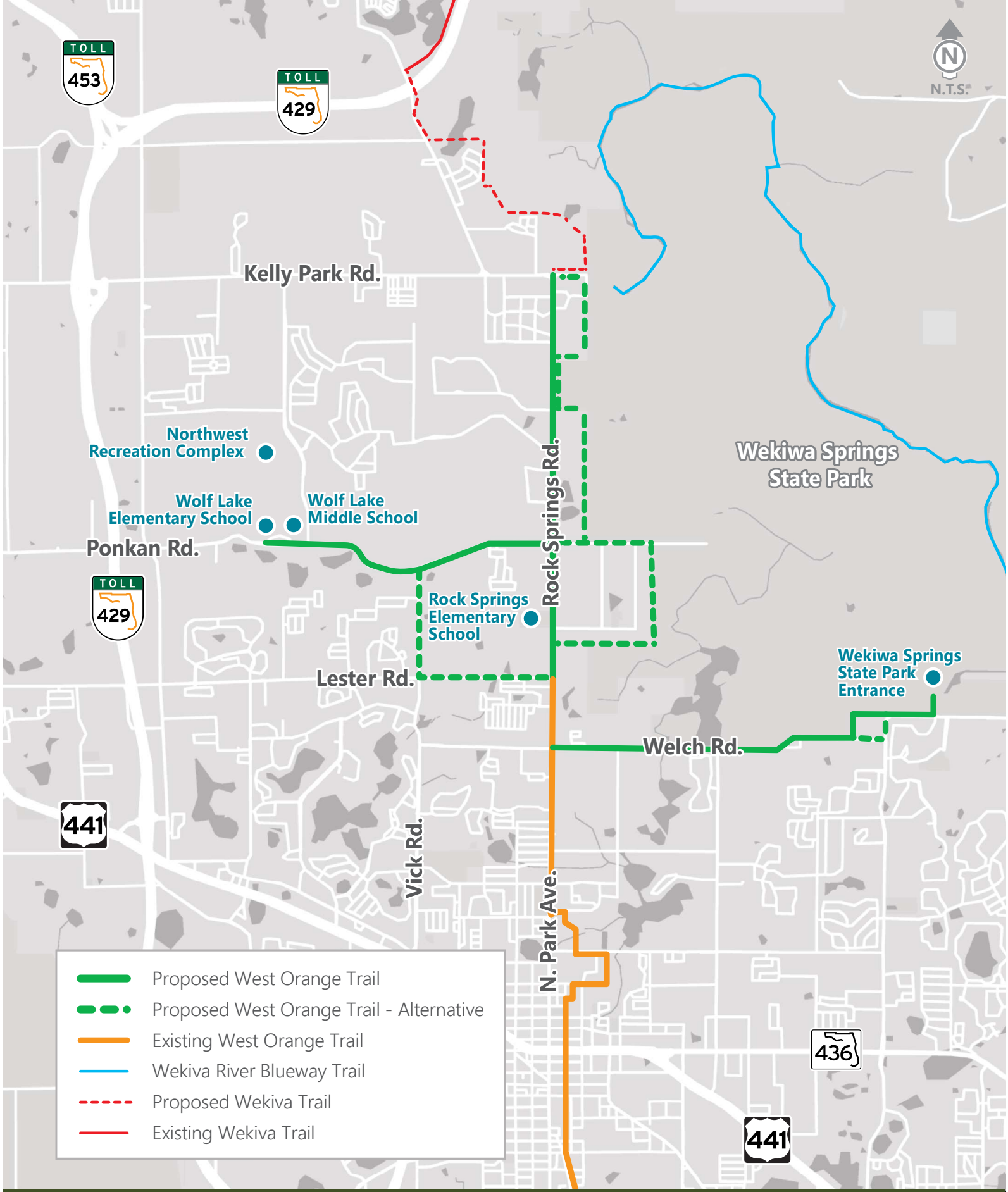
Rock Springs Road Study



West Orange Trail Extension Study

Trail Route Options

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West Orange Trail Extension Study



West Orange Trail Extension Study

Welch Road Spur Route Alternatives

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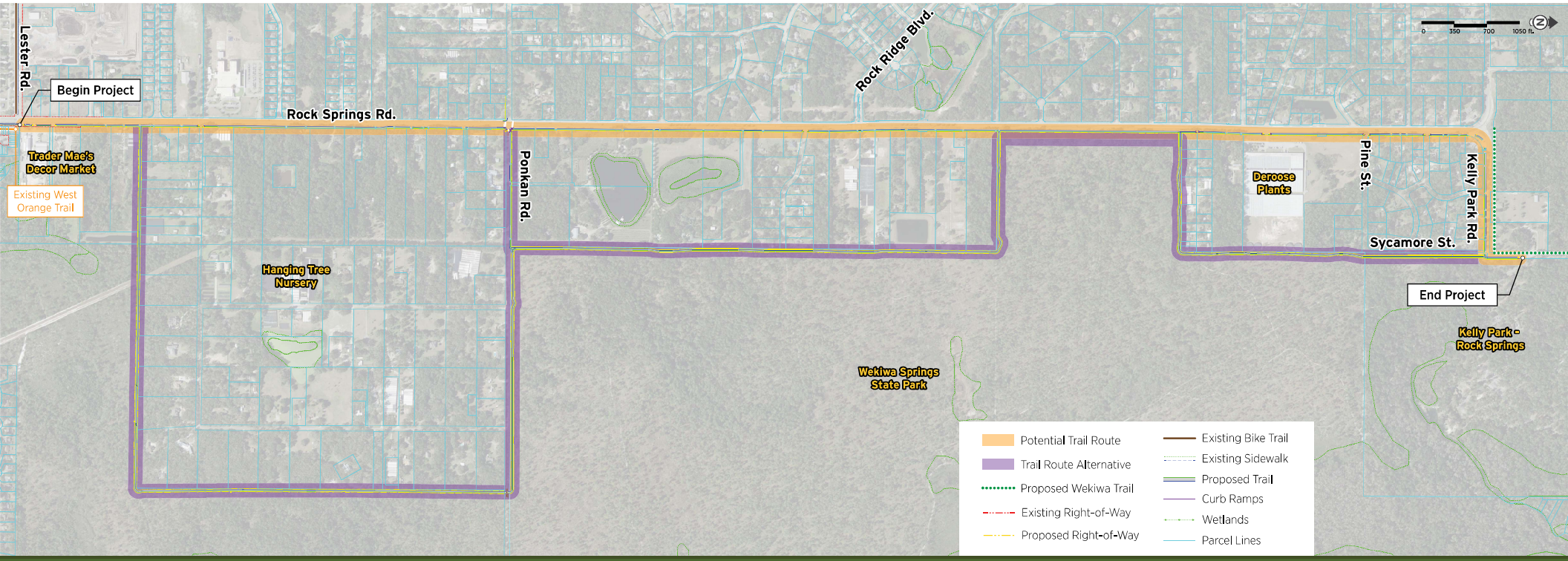
West Orange Trail Extension Study



West Orange Trail Extension Study

West Orange Trail Route Alternatives

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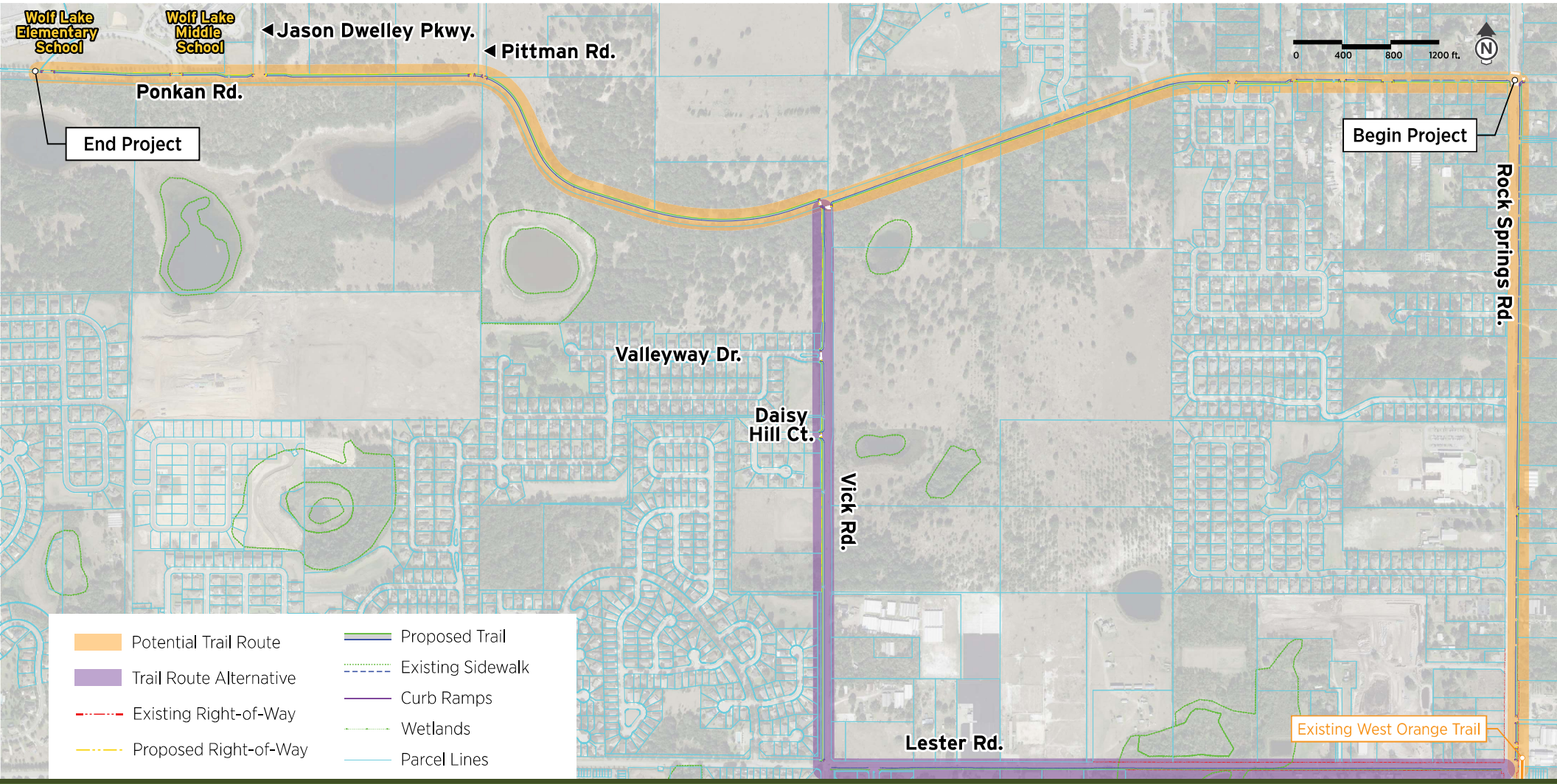
West Orange Trail Extension Study



West Orange Trail Extension Study

Ponkan Road Alternatives

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West Orange Trail Extension Study

Attachment D: Public Engagement

Rock Springs Road Survey Data

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I prefer option 1 but my concern is that he timing of the signals be coordinated along Rock Springs Road	I like the crosswalk and location.			
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	Closer to RS Elementary or if more than one can be added, the proposed location and RSE.	Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;This is the most dangerous trail crossing area on RS Rd. Please create a robust crossing strategy that discourages careless drivers.;	Please ride the WOT yourselves from RSE through to at least Clarcona area then try the Seminole county trail, you will see the WOT is not as safe. The inconsistent crossing rights of way is dangerous. Seminole has taken a more assertive "trail user first" approach thank OC. Note: I ride the entire length of the trail and usually have to avoid motorists 2-3 times on the trail who are not paying attention or obeying laws. I belive that the north end of trail is generally under-utilized due to the lack of a good experience compared to the Winter Garden - Oakland leg.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	No preference		None of the above;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		No preference;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	As a resident of E Sandpiper St I vehemently oppose adding sidewalks between Rock springs Rd and Ustler.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Add emergency vehicle appropriate speed bumps to center left turn lanes along eastern Welch Road so cars avoid using the center turn lane as a means to 'jump' the line to make a left turn at Welch & Rock Springs
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street east of Park Avenue;	South bound left turn signal on. RSR needs to be more limited in time during the evening rush hour.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		None of the above;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street east of Park Avenue;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	I like the idea, but move the crosswalk somewhere else.	Truthfully a crosswalk over Rock S	Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	You have too many entrances and exits from the shopping center where Publix is located. This is what's causing your traffic problem. You have at least three entrance and exit on Welsh Road to get into the parking lot and gas station. You have at least two off of Rocksprings Road into the parking lot. Then you have a entrance in exit just as you get off of rock Springs Road to get into the gas station. Just a few feet down then you have another exit entrance to the gas station. The first one is too close to your intersection. It should actually in reality the one on Rock Springs Rd and it should be further down the parking lot. Example halfway between McDonald's and the gas station. One of the entrances and exits to the gas station needs to be eliminated it's a Blindspot you can't see anything .Double lane in ,double lane out if you want to put an ad a traffic light that would be the ideal place. Plus make your pedestrian crosswalk there. To place a crosswalk in the middle of nowhere is insane. People don't care

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference			
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.			
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	Orange county and the city of Apopka are way behind in the upgrades to these roadways. Should have been done along time ago. Now they are trying to play catchup, with all the new traffic when and if they do decide to begin construction it with be an absolute traffic mess. The city of Apopka is annexing property all around the area with thousands of proposed homes to be built. Where has all the impact fee and tax money gone from all the new and past development? Surely not much in road infrastructure as Orange county does a VERY POOR job in this area. I could give numerous examples. Maybe one day road infrastructure will be a priority for the county and surrounding cities within the county but I doubt it. Do they sleep well at night knowing they take lots of impact and tax money in only to spend it on big salaries and wasteful spending?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Let’s get this going! Traffic is awful!
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	If a stop light is being installed at the entrance, the crosswalk can be there.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	I think a traffic light at the North exit of Wekiva Plaza would elevate accidents. This could in turn serve as a pedestrian cross walk
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Connecting the branches of the West Orange Trail in as many places as possible allows for better use, including loops.

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	I believe that the crosswalk would be better closer to Tanglewood as there will be a crosswalk at the new signal. (This is contingent on having a new signal at the north entrance/exit to the Publix Plaza.	Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Perhaps in the future, it would be a good idea to extend the WOT to Kelly Park.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	If the Publix crossing is done, this is not needed. If Publix is not done, I like this option.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	Closer to tanglewood drive/Citgo	Realigning the east side of Sandpiper Street (to make a plus intersection);	Mandate bicyclists use the trail, not the roadway in these areas.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Fix all the cracks please
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		None of the above;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	I like the idea, but move the crosswalk somewhere else.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	The audio on the presentation was obviously sped up. It sounds ridiculous.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	improve mobility for all modes-peds, bikes, cars, and freight in these projects.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);	Please make it safe 🙏 thank you
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Not sure;	Didn’t see Information about it in here, but I hope they two lanes on Welsh extends for quite a ways to help with traffic back up.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;	More light
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding sidewalks to Sandpiper Street east of Park Avenue;	No new traffic lights are needed on Rock springs road. There is already too many on this road as it is. If you want to add lights because of Publix and McDonald's then have them on Welch road side and make designated left and right turn lanes out of plaza if someone wants to turn left out of plaza onto rock springs road but without a light.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	Next to a traffic light Flashing cr	Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	No preference		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	I live in the Pines of Wekiva subdivision off Rock Springs between Welch and Sandpiper. I believe the smart approach is to build these options out to their fullest. Traffic is only going to get heavier. As you mention in the proposal, "Let's build for the future."
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Please have common sense and start taking care of these roadways and surrounding roadways. Do your job. You collect taxes and impact fees for these issues. Where is all the money going?

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	1. Businesses and traffic are increasing exponentially along Rock Springs Road, but the speed limit remains that of an open parkway. The speed limit along Park/Rock Springs needs to be reduced to 40 or even 35 mph from Martin Street to at least Lester Road. 2. Townhomes at Wekiva Park needs a dedicated right turn lane on the east side at its entrance, Vista Crest Drive. 3. As Rock Springs Rd passes through a residential area from the southwest corner of Townhomes at Wekiva Park to Lester Road, it should be patrolled more often for both speeding and noise abatement. I was told by a law enforcement officer that there is nothing that can be done about the noise from the road, but I have lived in Townhomes at Wekiva Park since 2009, and there has been a huge increase in noise during rush hours.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding sidewalks to Sandpiper Street east of Park Avenue;	Now is the time to do improvements to Rock Springs Rd before increased use and development causes more cost and disruption
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference			
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		None of the above;	Something needs to be done to eliminate the back up West Bound on Welch at Rock Springs Road. (Publix side) Cars get backed up and block the Publix entrance. The traffic in general is over crowded and will only get worse as more development happens.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding sidewalks to Sandpiper Street east of Park Avenue;Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	n/a
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	No preference		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Minimize lights. We already have enough traffic.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street west of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	If you are putting a light in at the Publix entrance who do you need a separate crosswalk? Not necessary and a huge waste of money.		I don't see a need for realignment. I have never seen anyone need to cross from one side to the other to stay on Sandpiper. The issue at this intersection is the westbound side turning left onto Park. ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.		no need since you are adding a light at the dollar general area so no need to have another crossing area		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	Near citgo	Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	Yes		N/A
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	If a new traffic light is what community by Bubbalous, then the crosswalk should be there.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	If further development is proposed for buildings, move them further away from the streets. Also, be mindful when putting in light poles, landscaping, etc as sometimes it interferes visually where you can not see oncoming traffic when one is trying to cross or turn onto a street. Finally , be creative to make everything look esthetically pleasing to the environment. (not just throw it up there and never maintain it.) A good example is the boulevard put in on Rock Springs Road. They just stuck some trees in and now only mow it occasionally. An under story under those trees would be so pleasing to the eye. Let's stop doing things halfway and leave space for nature.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;	The trail will be a welcome addition
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		None of the above;	fix entre to dollar general and McDonald's..there too close together and cause traffic and possibly accident concerns *move dollar general entre backwards and put in a drive behind babbalo bbq. then you could put up a red light if needed ...
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		None of the above;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No!!! These signals are often unexpected for drivers and can be unsafe for pedestrians as well. Please consider something else!!!		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	by citgo	Adding sidewalks to Sandpiper Street west of Park Avenue;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	Street lights for every street in Apopka would increase safety :)
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	I like the crosswalk and location.			
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	Prefer the use of a safety island concept for all mid block crosswalks, with flashers. Get all bike lanes onto exclusive right-of-way/sidewalk areas ASAP. Pedestrian v bicycle=survivable with bruises Bicycle v auto @ 30mph=DOA
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The MAP is wrong , you show a gas station in front of the post office and the walkway north of Tanglewood		None of the above;Realign if you must, but we don't need Another Stop light at that intersection, the light is just south of that intersection and that it too close;	Your realignment is off and maps are backwards, east and west are reversed on the tangle wood map
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference			
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		None of the above;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	As an avid cyclist here in Central Florida I would love to see the West Orange Trail connect to the Lake-Wekiva Trail that was just finished along Mt Plymouth Road that leads out to HWY 46 and Sanford. That way, once the route is finished, one could ride, run, or walk from Wekiva Springs State Park to the Seminols State Forest Bear Pond Trailhead and even further along Lake Monroe, Gemini Springs, and even out to the Coast without ever touching an actual roadway other than crossings. Another West Orange Trail extension that would be welcomed by many is a leg that makes its way over to Lake Apopka that would connect to the existing gravel routes that many cyclist and joggers already enjoy daily. Look at a map of the Lust Drive entrance to Lake Apopka and its not that far from Downtown Apopka so an extension would have minimal impact in an area that needs improvement. Those are my thoughts.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		None of the above;	extend the bike trails as shown on the proposed plans.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	Close the entrance/exit off Park (Rock Springs Road) to Shopping Center near the intersection. Interferes with south bound traffic on Park (Rock Springs Road) turning left onto Welch.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	No preference		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	There needs to be another crosswalk down by the family dollar and the auto store.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		None of the above;	

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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	I like the idea, but move the crosswalk somewhere else.	Possibly at an existing intersection		
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	I like the idea, but move the crosswalk somewhere else.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	I like the crosswalk and location.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		None of the above;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference			
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		No preference;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere that already has a traffic signal. The traffic in this area is already a nightmare & needs to flow better than to make another traffic stop for something else that can be moved.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Please consider adding what I think is called a road verge with grass/trees, etc on Rock Springs Rd from North to South from the Welch intersection down to Ponkan where the next road verge is located with grass/trees. The people driving down the middle is causing accidents, especially from Welch to Lester. It would also vastly improve the area/landscaping visually. In addition, whoever thought it a good idea to add the shopping center where Marco's Pizza is located and whoever thought it a good idea to add the Dollar Store across the street from Bubbalou's & down the road a little should be fired and that person or group of people should be paying out of their own pocket for all the accidents! No, I'm not kidding. Publix is a nightmare to get into when coming from Ponkan & trying to turn in at McDonald's was nightmare to begin with. Now I have to try to get into the left hand turn lane without making the person

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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);	Need to widen Welsh Td east of Rock Springs
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	Closer to Tanglewood Drive	No opinion;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		None of the above;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	A new light will slow the flow from Welch road west bound. And we will stuck in front of gas's station and mc Donald's.	No preference		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street west of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Anywhere there is new development should have a bike lane unless a bike trail is available for use.

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);	If you are expanding the intersection at Rock Springs at Welch then you need a way to cross Welch on the West Orange Trail. You could do a bridge like the one over 441 or move the trail behind the 5/3 Bank and perhaps behind the Publix Wekiva Plaza, even if it is just inside a fence along the wall. I ride my bicycle 3 days a week from Wekiva Point Circle through that intersection and all the way sometimes as far as Winter Garden. The Rock Springs intersection with Welch, and the intersection by the McDonalds at Wekiva Plaza is by far the most dangerous to cross on the entire trail. If you expand the road it will only get worse.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		None of the above;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	Good idea but flashing lights aren't safe. Can you build a pedestrian bridge?		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		None of the above;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		None of the above;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).				
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		None of the above;	I would like the project to be cost effective. If it won't benefit the residents, do not waste the funds

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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Turning left into the Marcos Pizza plaza going northbound is difficult and sometimes dangerous. Will this study address this?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	None
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	During busy times people tend to use the center turn lanes as a roadway. It can be very dangerous for the people that obey the rules of the road.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	

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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Whelch, lester and Vick need to be 4 lane. Intersection at Lester and Vick need to be signalized and widened. With dedicated left turns. Currently school buses and trucks need to go into other lanes of oncoming traffic in order to complete the turn without going up on curve. Lester and rock springs intersection. The concrete water channel on west side of intersection is too deep and causes vehicles to lose Desired turning track because the bump is so hard it throws off the suspension. Trailers often loose their load on this turn. Also heading south on rock springs making a right turn onto Lester truck trailers and school buses again must either go up on the curb (which is highly unsafe for an intersection that is manned by a crossing guard) or go into the opposing lane to complete the turn. Heading northbound on Lester road at Welch a
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	Widen Welch Rd and Wekiva Springs Rd to 2 lanes.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	

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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		None of the above;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	Near schools	Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).				
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	No mid block crosswalk. Stop ligh	Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		None of the above;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	Do the construction all at once to get it done and completed in a shorter amt of time and disruption.

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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Realigning the east side of Sandpiper Street (to make a plus intersection);	
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Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.			
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	I like the crosswalk and location.			Widen all the roads in that area obviously growth is coming
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street west of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	Integrate into the light at McDonalds?		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Please make sure the new traffic lights are synced
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Please minimize driveway crossings on the west orange trail
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	Please focus attention on Ponkan, Plymouth Sorrento and Kelly Park roads. They are going to clog fast! All need 4 lanes - same design as Rock Springs Rd.
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	The crosswalk should be at the pr	Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 1: Includes exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Keep up the wonderful work!
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	Crosswalk, plus traffic calming measure like a speed humped cross walk to ensure traffic moves slowly through this area.		Roundabout;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	Remove any stop signs for cyclists and pedestrians along the west orange trail in this area. Make traffic slow down through the built environment as a priority, use signs and signals only to reinforce other traffic calming measures. Make drivers pay attention in this area. Trucks and muscle cars shoudn't have the ability to speed through this area. Create the conditions to make this area livable, not just a nuisance commuters have to pass through on their way to work/obligations. Make it pretty, make it comfortable to be in this area without needing to be in a car.
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	Add a bike trail along 429. Also, add more elevated pedestrian crossings like what they have on 441 in downtown Apopka.
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street west of Park Avenue;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The idea of a cross walk is good, but couldn't it be where a new light is like at the North Publix entrance.		Realigning the east side of Sandpiper Street (to make a plus intersection);Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street east of Park Avenue;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	Down further, especially if a light	Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);	WOT needs a stop sign at Forest & 2nd aves
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;	Make changes that are pedestrian and cyclist friendly, rather than car friendly.
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the idea, but move the crosswalk somewhere else.	At new light installed at north ent	Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	No
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		None of the above;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	Adding too many lanes will make the road even more difficult to cross.
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street east of Park Avenue;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.			
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	Turn signals at the McDonalds would cause a delay in motor vehicle traffic as there's a light just a few hundred feet away at Welch and Park. A dedicated right turning lane from Park into the McDonalds Parking lot would ease the backup of traffic heading North on Park from Welch, but only if it involved adding pedestrian signal for those traversing the trail at the McDonalds and Bubbaloos entrance. Some type of pedestrian signal is needed at this crossing but I don't believe a traffic signal on Park is the solution. Extending to as Far East on Welch as possible would be a great idea as the W.O.T would become accessible and safer use for those in the Welch Road and Hunt Club areas, along with those coming from Seminole County over to the west side without having to go south through Altamonte, especially for those looking for extended rides or mileage.
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	No.
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		None of the above;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	You have to fix Welch Rd. backup at rush hour. It's insane!!!
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.			
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Left turn is needed, not the right turn	The crosswalk isn't needed.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	Do not spend any unnecessary money. The property TAXES are high enough and reaching a level of in affordability.

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street east of Park Avenue;Adding sidewalks to Sandpiper Street west of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Realigning the east side of Sandpiper Street (to make a plus intersection);Adding sidewalks to Sandpiper Street west of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		None of the above;	
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	I don't want any new traffic signals.	The crosswalk isn't needed.		None of the above;	It took a year to come up with this ridiculous questionnaire with pictures that cannot be enlarged on my phone. How much of the $300+K study has already been wasted??? Disgraceful performance. When is construction expected to start??
Alternative 2: Does not include exclusive right turn lanes from Rock Springs Road onto Welch Road.	Alternative 2: Does not include an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
An alternative which uses a roundabout	An alternative which uses a roundabout	I like the crosswalk and location.		A roundabout could accomodate both roads with little added ROW;	Start seriously considering roundabouts. They are more space efficient, more time efficient, and safer than signalized intersections.
Both options provide insufficient traffic flow from eastbound Welch.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Two right-turn lanes from Sandpiper to Park -- use Sandpiper as a Welch/RS bypass! BTW, what is a "plus" intersection?;	I'm extremely disappointed to see that the Apopka leaders/planners are unaware of what an unmitigated nightmare westbound Welch traffic is between 4-6 PM. Rock Springs traffic flows fairly well in both directions while traffic on westbound Welch is backed up for a full one-half mile! -- blocking in/out access to several communities.
In alternate 1....why not leave the huge poll on an island and run the right turn lane inside of it?	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
Neither	I don't want any new traffic signals.	The crosswalk isn't needed.		None of the above;	I don’t think any of the proposals will help in anyway.

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
Neither options pays enough attention to the huge volume of traffic from westbound Welch.	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Two right turn lanes from Sandpiper onto Park.;	Address the traffic nightmare of westbound Welch.
No Preference	No preference	I like the crosswalk and location.		Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	Tell me about connecting with the trailhead in Sorrento?
No Preference	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	N/A
No Preference	No preference	No preference		Adding sidewalks to Sandpiper Street east of Park Avenue;	
No Preference	I don't want any new traffic signals.	No preference		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
No Preference					
No Preference	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	The crosswalk isn't needed.		Realigning the east side of Sandpiper Street (to make a plus intersection);	
No Preference	I don't want any new traffic signals.	The crosswalk isn't needed.		Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	
No Preference	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
No Preference		I like the idea, but move the crosswalk somewhere else.			
No Preference	No preference	No preference		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;	
No Preference	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Adding sidewalks to Sandpiper Street west of Park Avenue;Adding sidewalks to Sandpiper Street east of Park Avenue;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	
No Preference	I don't want any new traffic signals.	I like the crosswalk and location.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;	No
On preference one need to add 2 northbound right hand turn lanes, west bound also 2 left turn lanes, the reasoning is two many tractors trailers have to trespass into the westbound lanes when making a right turn onto Welch and the same problem heading south on Rock springs rd.	I don't want any new traffic signals.	This map is all wrong, you have a north pointer where there should be a south, Tanglewood is on the right going north and so is the Dollar general and isn't the post office where you are showing the Ditto station		Realigning the east side of Sandpiper Street (to make a plus intersection);the traffic light is to close to west Martin and tanglewood;	Publish a better map, when you don't know north from south it gets mighty confusing
prefer Alt 1, especially if no right turn lane is near McDonalds further north on Rock Springs	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	Having seen walkers cross at various points there, a centralized spot is helpful. Concerned about busy traffic and fender benders too.		Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;Separate left and right turn lanes from Sandpiper Street onto Park Avenue (eastern intersection approach) ;	We previously biked the Longwood to Lake Mary trail route when we lived closer to the area. We liked the nature with shade and various terrain plus the option of visiting the restaurants (Panera in Lake Mary) as part of the experience. With Rock Springs, I like option B, but A has practical aspects for businesses near the trail and access to Kelly Park. C is probably the quietest and most remote option. Not sure what traffic would be like for the residents in those areas.
	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	No preference		Realigning the east side of Sandpiper Street (to make a plus intersection);	

Which of the two concepts do you prefer for the intersection of Rock Springs Road and Welch Road?	Which of the two concepts do you prefer for the potential new traffic signal at the Publix North Entrance?	How do you feel about adding a mid-block crosswalk, which includes a rectangular rapid flashing beacon, over Rock Springs Road just south of Tanglewood Drive?	Where would you like to see a mid-block crosswalk?	Which of these options would you like to see at the intersection of Park Avenue and Sandpiper Street? All options are shown in the figure, and the red lines show the street's current footprint.	Is there anything else you would like to tell the study team about either Rock Springs Road or the West Orange Trail?
	Alternative 1: Includes an exclusive right turn lane from Rock Springs Road into the Publix Shopping Center (near McDonalds).	I like the crosswalk and location.		Realigning the east side of Sandpiper Street (to make a plus intersection);Adding a traffic signal at the intersection of Park Avenue and Sandpiper Street;Exclusive left turn lanes from Park Avenue onto Sandpiper Street;	

West Orange Trail Extension Survey Data

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
No Preference		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	At rock springs ridge		
No Preference	it will be a good connection.	No Preference		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		Yes	near park entrance.	safer marked and signed ped and bike crossings. they do not need to take prioity of traffic. they need to be highly visible crossings.	keep on building
No Preference		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
No Preference		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		No Preference		No			
No Preference		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
No Preference		No Preference		No Preference					
No Preference		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
No Preference		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
No Preference		No Preference				No			
No Preference		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		No Preference					
No Preference		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
No Preference		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Leave the park alone	No			No
Northern Route A: following Rock Springs Road on the right (east) side of the street	Option C would cause the area along Junior Ave to completely change with the trail running behind the properties.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)					
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	Have the trail run on the North side of Ponkan all the way from Rock Springs. The proposal to have it run north on Vick is dangerous - too much traffic and no sidewalks now except for new subdivisions.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route A: following Rock Springs Road on the right (east) side of the street	That would be a good time to extend the West Orange Trail to the Neighborhood Lakes trail.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	A valuable resource for the community.	Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)	Another excellent resource for the community.	No			No.
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route A: following Rock Springs Road on the right (east) side of the street	none at this time	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route A: following Rock Springs Road on the right (east) side of the street	I got chased by a scary German Shepherd on Route C once (thankfully I can run fast). I believe at least four German Shepherd's live on that road and they're good at escaping.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	I like both routes, and I love the hills on Route B, but Route A might be friendlier to those who don't love the hills on Vick.	Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			I think all the current crosswalks are fine, but maybe add flashing lights so cars are more likely to slow down or look for pedestrians? I run around Apopka daily, sometimes up to 20 miles, and I've come close to being hit a few times a year (despite being careful).
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		Yes	Yes, at every intersection that needs to be crossed.	Easy to cross intersections, parking areas, posted trail markers, call boxes	Trash cans, places to refill water bottles, benches.
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		Yes			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street	Keep the trail next to the street. If people want to hike or bike in the park there are already trails for that. Let's keep the park as pristine and untouched as we can. Keep the paved trails out of the parks.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	Keep this section away from the busy roads and closer to the neighborhoods. I think people living in them would prefer the easier trail access.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	I'm sure people in the neighborhoods here would like to have a safer trail section near their homes and away from the road.	Yes	At major intersections, nothing added in the middle of a street. That is just asking for a pedestrian accident to happen.	I don't need additional access. Keep access points near big neighborhoods for the volume of people who want to use them.	Keep them out of the natural areas. People bring garbage and destroy the few places left that haven't been ruined already.
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		Yes			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		No Preference		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street	Whatever impacts the environment the least	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		Yes			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		Yes	Trail in front of Wekia Glenn (currently the are NO sidewalks)		
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street	Don't bother the folks on east Ponkan.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street	A valuable recreational resource that will be well received into the future.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	Can trails be created on both proposed routes?	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	The least impact upon the park and the residential community is preferable.	Yes	At Ustler Road, Thompson Road, & near Sweetwater West	Having it track Rock Springs Road.	
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street	A valuable recreational asset.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	A valuable recreation asset.	Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)	A valuable recreational asset.	Yes	At Ustler Road, At Deer Lake homes, Foxborough, and Sweetwater West.		no.
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Welch are/ Thompson Rd	Crosswalks	
Northern Route A: following Rock Springs Road on the right (east) side of the street	No changes are needed Unless bicycling for exercise is being promoted	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)	I never seen the Eastern Route A open to the public. Sometimes Route B interferes with traffic such that I am late for work on the weekends if I forget to go to 436 instead. Both openings needs to get the people in faster so traffic won't get backed up.	No			Advertise them! Most new people in the area don't know that it exists. Also more benches to sit and places to get WATER.
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route A: following Rock Springs Road on the right (east) side of the street									
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	I don't think there is a need to connect the trail to these schools or recreational center.	Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)	I don't see the need to extend the trail to the entrance of the state park.	No			None
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street	It would be best in my opinion to avoid impacts into the state park, and allow easier access for emergency vehicles if a trail user needed Ems, fire or police	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	B route is a slower traffic option and avoids more of ponkan which is a notoriously windy and busy road.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	In this scenario it would be beneficial to keep trail users away from densely trafficked area at Welch and wekiva springs rd.	No			
Northern Route A: following Rock Springs Road on the right (east) side of the street	The trail does not need to go into the state park where trail riders have less protection from being victimized. Option A provides the overall safest route.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		Yes			
Northern Route A: following Rock Springs Road on the right (east) side of the street		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route A: following Rock Springs Road on the right (east) side of the street		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary	I think it is better to stay off the main road.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			Consider extending northbound to Kelly Park and westbound on Kelly Park to Jason Dwelly. Also consider connecting Ponkan and Kelly Park along Jason Dwelly.
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Welch road		
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary	Is very quick	No Preference	Safety	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Safe	No			We need more lights on the streets
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary	Keeping it close to rock springs up to ponkan makes the trail more accessible and safe for students to use between schools	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	Reducing pedestrian crosses would be great	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Many accidents occur at the Welch and wekiva springs intersection, this would keep pedestrians further away	Yes	Near wekiva pines blvd and the Orange County clerk office to reduce the distance to the nearest traffic light	Better connected sidewalks to Errol.	More shade trees along the trail alongside rock springs road/park ave
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary	The main reason to having the extension is to get to Kelly Park.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	Same reason as getting to Kelly Park.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Both are the same distance, but B would be easier to build.	No			Get started.
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Need lights on the trail or call boxes for safety. And fencing or something to separate the trail from private property.				
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary	This will be an amazing connection to Rock Springs Kelly Park.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	This is an amazing addition regardless. Ultimately, I hope it becomes safe and comfortable for kids and parents to ride from the hoa type developments to the schools.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Can't wait	Yes	More traffic calming measures along Rock Springs Road along any cross walk paths. Place crossing at the north end of Rock Springs elementary. Traffic Calming and More cross walk dedication at Kelly Park/Rock Spring Rd Transition. Better crossing at Rock Springs Ridge Development.	Small Trail spur to Holstein Road.	Keep it safe and shaded. Institute Traffic Calming Measures all along Rock Springs Rd to reduce aggressive driving, which in turn maximizes enjoyability for recreational and commuter cyclists and walkers.
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary	I think the more direct route is the shortest, but feel the second option works better because it doesn't make the trail distance too much longer while it still avoids some street/driveway crossings.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	The few street crossings, the better because of the traffic	Yes			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			At grade, on-street bike paths don't work. They're terrifying to use, especially with kids. Add more separated bike trails or add some type of protection fence between paths and the roads.
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		No Preference		Yes			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary	The street and driveway crossing traffic heading North on Rock Springs Road is light most times. Although I would prefer a direct route, option C with limited street and driveway crossings through forested areas may be the better option.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	A direct route along Ponkan Road would be the most viable option. The inclines/undulations/hills on Vick Road may deter smaller children and those not physically able to traverse these inclines fro using the trail to get to the schools and recreations center.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Traveling through the forested areas and neighborhood, avoiding the intersection of Welch and Wekiwa Springs Road at the Kangaroo/Circle K would be the best option!!!	Yes	The intersection at Park and Welch by the bank and 7-11 already has a dedicated pedestrian signal, but it needs to more visible or larger, such as a larger flashing sign or lights to alert drivers making that right turn from Park onto Welch that pedestrians or cyclists are crossing. Most drivers just look to their left or see if vehicles are turning left from North Park drive without checking to see if pedestrians are crossing from either side, but particularly by the bank. Also, the pedestrian crossing on the banks side does not go straight across the intersection, and bares slightly to the left, crossing almost into the intersection, which creates another problem crossing the street to get to the 7-11 side.	A trailhead North on Rock Springs Road or a connection at the recreation Center. This would minimize or alleviate having to park at the Apopka Trail head and walking/running/cycling north to Kelly, then doubling back to keep traveling to Winter Garden or the South Lake Trail.	Extending the trail from Welch Road/Wekiwa Springs Road to 434 and Markham Woods Road/Douglas would be ideal. Most locals don't use the Altamonte Extension through 434/Orange Avenue to the Bunnell Road/Maitland Blvd/O.B.T. Route when trying to get to the W.O.T. Most would prefer to use Wekiwa Springs Road going past or slightly through Wekiwa Springs Park to get to and from the W.O.T. from the east side or Seminole County.
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary	Have biked mostly Longwood to Lake Mary. Have done parts of the trail in Altamonte. I prefer fewer street crossings but there are some restaurants which may benefit from the traffic. Have seen a number of folks who bike on the sidewalks along the A route.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	I like tying the existing bike path on Lester, but that's a steep ride on Vick! Have only done it via car so far.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Wekiwa and Welch is already a bit of a headache with cars and visibility. I like the access to a business, Circle K, for cyclists, in plan A but that intersection has been tricky already with visibility for car drivers (normal cars, not suvs). If that's addressed, plan A might work.	Yes	Did want to ask if there are any considerations to add access or perhaps a loop to connect Kelly Park Road to the Northwest Recreation Complex along Jason Dwelley with the future bike paths on Rock Springs? We live near Kelly Park Road between Jason Dwelley Road and Kati Lynn Drive. I know this is not part of the current plan but there is a new school being built on Jason Dwelley Road. Last I read this neighborhood and others along Kelly Park Road will be zoned for it. We'd like to have safer access to that road for walking and biking. I realize there may be too much development to connect through neighborhoods to the south of us (Spinfisher Dr, Green Rock Court) and those along various points Kelly Park Road would need access as well. There are wooded areas between the homes and businesses south of Kelly Park Road. Is that a viable option? We have biked in Winter Springs and Oviedo	See the other response (14) regarding Kelly Park Road.	See the other response (14) regarding Kelly Park Road.
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary	I think B is a good compromise between potential competing priorities. It provides some natural scenery for those who want that, without making the trail unnecessarily long.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary	Trail should connect to Kelly Park or bypass it as a destination.	No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Incorporate as much greenery/ shaded areas as possible.	Yes	Intersections with an existing stop light.		
Northern Route B: following Rock Springs Road on the right (east) side of the street and along some of the Wekiwa Springs State Park boundary		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	riding along the road is the least desirable option. Always.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	Trail should follow lower traffic roadways, though if a route away from the roads is found, that would be best.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	I don't have specific locations, but they should be often, even if just a crosswalk in the road with signage.	Areas to park a car. It could be shared with the commercial areas along the way. Or just not prohibited by shopping centers.	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Rock Springs road has become a very dangerous highway for many. I live by RSE an see motorists greatly exceed the speed limit. Moving the trail as far away from the main road will be a better experience for users and also safer.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	Vick Road has a fairly steep valley that will be discouraging for intermediate and beginner trail users.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	North side of Wekiva Pointe Circle to service RSE and trail users. This should hopefully make the area safer for school children and users.		Better crossing technology, signs and signals.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	Option B seems to open up way more options for use due to better connecting more neighborhoods.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			A connection to the apopka loop trail would be great
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			More extensions, the better, thank you!
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Crosswalks to get to the wolf lake extension trail		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Please build a trailhead too! at the connection/end of the West Orange Trail where it would connect to the proposed Wekiva trail would be great!	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	Can there be painted bike lanes added to Jason Dwelley Pkwy from Ponkan RD to Appy Rd? from then on there are existing bike lanes. It would be great if they could extend all the way to Ponkan Rd where the proposed trail is supposed to end.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Fewer driveway/street crossings is always a safer option for all pedestrians and bike users!	Yes	Coming out of the communities along Ponkan Rd such as Pitman Estates, there should be a painted crosswalk with signage and blinking lights (perhaps with a button for people to make it turn red just like at other crossings on the west orange trail) for access to the trail	continuity along areas that have fewer cross traffic is great. The existing part of the trail along Rock Spring Road is crossed by too many driveways from businesses, endangering trail users and drivers	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Welch & Park Avenue, Ponkan & Rock Springs Rd	Wide bike lanes so cars are not close when passing.	Please extend the bike lane for the whole length of Ponkan to 441
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	More bike trails are better. Continue the trail west out to 441.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Combining B & C would be the best option. That would give a looped section (Rock Springs Road, Ponkan, Jr & Faye) that would serve Rock Springs Elementary and the Wolf Lake Schools / Recreation Center areas and also a turn around destination loop point, if you werent traveling the entire trail. At there very least, do C, and add in the short missing section on Ponkan from B, so that you can connect to route A below to the Wolf Lake Schools & Recreation Center. Forest views should be used where practical to make the trail more appealing, but you need to protect the wild areas from encroachment of trail users and preserve the habitat for the animals.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	A makes the most sense, as the existing Lester bike path could pick up the trail at Rock Springs Road and then travel down Ponkan in either direction.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	The forest views are one of the reasons to access the trail. They should be utilized when practical to make the trail more appealing.	No			Build in as many loops as possible. Loops are great for families to use the trail in shorter segments without a "go to the corner and turn around" a loop makes a kid feel like you "completed" the trail because you never obviously stop and turn 180 degrees and back track. Loops of various sizes are also great for fitness groups and allow more access points to the trail. -- Crosswalks should NEVER be mid block, unless an overhead traffic light is used.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Riding or walking closer to the forest and away from high traffic areas is always a good decision.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	The main reason I chose route A is because I think that you would lose people on the trail headed north on Vick due to the incline.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	As I said in an earlier answer; it is always better to walk/bike away from traffic.	Yes	I would like to see a crosswalk at either Orange St or 1st St. This will provide access to not only the trail, but Kit Land Nelson Park. And it would also enable trail users to access the neighborhood and patronize any local businesses within the neighborhood.	A crosswalk by Kit Land Nelson and a place to park midway on the trail.	I like that getting to the parks from the trail is being made possible.

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Less traffic noise improves the riding experience.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	I live in Rock Springs and am an avid cyclist. Being able to hop on the West Orange trail and ride all the way to Clermont if we want would be fantastic! Currently, we drive into Apopka to catch the trail to Winter Garden or further.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Definitely avoid the gas station traffic. Turning vehicles frequently don't watch for cyclists and there's already only a short distance for those turning onto Welch to make that quick turn into the gas station. Waiting for cyclists could back traffic up.	No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			a Trailhead around Sandpiper and Park Avenue would be great.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	Vick has a bike lane and side walk in that part of the road. The path along ponkan would benefit from the trail more	Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)	A trail connector through the park would be wonderful				
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Make it safe 🚵 🚸 so no one gets hurt.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Thanks 👍	Yes	Closest to the bus 🚌 stop and springs		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Cross walk in Pokan heading north before Vick	Cross walks and over passes	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Any route along the parks edge has to be more enjoyable for the biker than going next to Rock Springs. The traffic on Rock Springs is very close to the existing sidewalk/bike trail.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	The elevation change on route B would be a nice challenge for bicyclists.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	There are already a lot of issues at this intersection, especially with that poor homeowner whose brick wall gets plowed through every few years. I suggest you don't add pedestrians/bicyclists to an already dangerous intersection at Welch and Wekiwa Springs.	Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	The trails beauty and use increases with the more beauty there is just say not more street view	No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Welch Road and Wekiwa Springs is a very busy dangerous intersection, and adding a trail would further add to the confusion at the site. Traveling by bike along the park boundary would be quieter for the bikers and more beautiful.	No			Likely not possible to have the West Orange Trail access inside the cave state park but it would be lovely to be able to ride further away from the traffic on Welsh Road extension.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	I'm not sure exactly where, but places that seem to be a danger to people crossing a busy street using the trail.		A spot somewhere with a restroom would be nice.

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	Less housing development is preferred on my trail rides. I'm there for nature, not to look at houses.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Flashing rectangles to cross Welch Road to go behind the neighborhood in Eastern Route B.		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools			Ask the people in the neighborhood that will be affected by, which they prefer.				
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	As far from roads and traffic as possible. Distance is welcome.	No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Forest proximity highly preferred	Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes		Additional parking where needed. Bathrooms, water fountains.	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			lights or water fountain
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Either choice but off of the roadway.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	Note lighting along Lester is substandard. The new development at Lester and Cavesson Street is a school bus stop in TOTAL DARKNESS early am or late pm or in rain. Crosswalk with flashers and street lighting needed.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Lester and Cavesson as well as major neighborhood entries such as Rock Springs Ridge, Spring Hollow, Kentucky Blue, Lester	Combine small parking, Transit Stop, shelter, water along periodic locations.	Restrict right turn on red when trail traffic approaches. In the N FL TPO we found this accounted for many of our vehicle v pedestrian accidents.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	You need to create some other way to cross Welch road, like Seminole did on 434. In your renderings it is very dangerous trying to cross Welch going north or south on the Trail.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	C is best for the average user of the trail and adds more nature to the experience which is way most of us travel the paved trails in the first place. I will say again that a connector from Kelly Park to the Lake-Wekiva Trail on Mt Plymouth road should also be considered at this time. It would connect the West Orange Trail to another trail network that brings you over to the Seminole State Forest and beyond to Lake Monrore or even out to the coast in Brevard county without ever riding on a street other than crossing one.	No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			Other than the idea's I described previously, no. Extention form Kelly Park to the Lake-Wekiva Trail is needed.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	on Rock Springs Road		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Sandpiper, Welch & Rock Springs road	Overpasses like the one we have downtown or cross walks	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Keep it off the main roads.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	The newly added sidewalks on Ponkan Rd near Vick to Jason Dwelly are unsuitable for cyclists and too windy.		Would it be possible to ensure cycling safety by ensuring the route on Welch to Wekiva Springs Road is as safe as possible due to the volume of traffic on this road.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Please consider adding something from Kelly Park Rd to get to Neighborhood Lakes West Trailhead. My husband & I have ridden bikes from Ponkan down to Kelly Park then onto Mount Plymouth Rd to get to the trailhead parking lot where we then ride the trail. If you think riding a bike from Ponkan down the sidewalk & crossing all the roads and driveway is a nightmare, try getting your bike from Mount Plymouth Rd to the trailhead. There is no sidewalk, the road edges are bad, the ground is uneven so it's difficult to ride the bike in the weeds beside the road, etc, not to mention the trash everywhere. We were quite fortunate not to get hit by a car. It's very scary on Mount Plymouth Rd and I can't see myself doing that again until a sidewalk at the least is put into place.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	The choices for which trail route is preferred to the Recreation Center are not really choices. I think by Rec Center you are referring to Jason Dwelley? If so, I have ridden by bike from Jason Dwelley park down to Ponkan. Crossed the street that Jason Dwelley is on (maybe the street is called Jason Dwelley??) & been on the south sidewalk which goes to Vick where the sidewalk on the South side ends. Why is that? That intersection is dangerous to have to cross which requires 2 street crossings at that one intersection plus all the driveway and business crossings on the way to Rock Springs Rd. My preference would be to extend the sidewalk on the south side all the way to Rock Springs Rd which I think has less street/driveway crossings.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	We have ridden bikes also from Ponkan to Wekiva Springs State Park. It's 5 miles from our house to the park entrance. We have a sidewalk all the way from Ponkan to Publix. Turn left at Welch & the sidewalk ends on the South side on Welch not too long after Publix. Welch is dangerous on a bike or for walkers unless you are in the grass so we do dodge the trash in the grass until the sidewalk starts up again on the other side of the road. Your route B above seems like a good one but can't you also extend the path that is a potential path to Kelly Park (Northern Route C) to not just go all the way to Kelly Park but go all the way to Wekiva Springs State Park also?? We live off of Rock Springs Rd in Spring Hollow Estates and we could pick up that route C that would get us to either park with very little traffic (hopefully there would be a way to pick up that trail on the other end of Ponkan, like going by Suggs Landscaping driveway which I think is across Rock Springs Rd on the other end of Ponkan).	Yes	Yes, see above. Ponkan sidewalks need help on both sides of Ponkan (meaning on one side of Rock Springs Rd & on Ponkan on the other side of Rock Springs Rd). Also extend the south sidewalk from Vick & Ponkan intersection down to Rock Springs Rd.	See above	Yes, see above where I mentioned making the trail that you are extending to Kelly Park Rd also extend the other way to Wekiva Springs State Park if you put in the trail that borders the State Park boundary.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	To cross rock springs and ponkan rds To cross all major rds where there is high traffic and turning lanes	Fewer driveways and Rd crossings	Bike bridges for crossing Welch and rock springs rds with all the new turn lanes
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes		Parking area to load and unload bikes.	Add extension to Kelly park as originally promised.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes		Follow the example of Vistas @ Watersedge. We should have trail access at many points throughout Apopka	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Safety for riders is more important than a direct route. The fewer driveway and street crossings, the better.	No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Again, fewer street and driveway crossings is safer for the cyclists.	Yes	Lester and Rock Springs	A trail on Welch	Continue the trail on Rock Springs so that it connects with the Lake Neighborhood Trail.

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	There are no good sidewalks on Ponkan Road from Rock Springs and there are several housing editions in that area. This is desperately needed. Lester is out of the way, and kids will continue to take Ponkan.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	We desperately need the trail crossing improved at Welch and also in front of the McDonalds at Wekiva Plaza. Those intersections are dangerous and road expansion will make them even worse.		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	A crosswalk somewhere on Wekiva Springs Road		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	I would prefer C. As a cyclist I prefer to be away from the main roads because, for 1 safety issues like distracted drivers or a vehicles makes a turn into a road either not seeing the cyclist or total disregard for cyclists. Secondly being away from the main road and less traffic it provides a more interesting ride and provides a little more shade during the summer. To add a little more interested for the people using the trail it would be nice to integrate some work out stations on the path also some stations that have air pumps or repair stations. It would be very nice to provide seating areas that would either have a sheltered areas out of the summer heat or weather. Especial shaded area from the afternoon sun. My husband and I use bike paths 3-4 times a week usually 30 miles plus on each outing. If the bike paths are away from traffic and have some interest people will	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	I would probably go with B as it will be used more for a growing development in the area. These will provide access to the sportsplex. The downside of this route is the hills it would be a tuff ride for children.If you could when designing the bike trail and you have to cross a intersection please make so when you cross the intersection that it is just once and not twice. Intersection are dangerous for cyclists vehicles do not pay attention to cyclist, even when the cyclist has the right of way.. thank you for making Florida bike trails nice.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	At main intersections.	Personally I have easy access to most of the routes with good crossing at main instructions. But I believe keeping the trails away from busy streets makes for a better safer and stress free ride as most motorist do not pay attention to cyclist. Everytime I ride, yes I mean everytime I get cut off by a vehicle. It doesn't turn out well for a cyclist.thank you.	Some rest area with protection from the afternoon sun a bathroom would be nice. A bike repair area with a air pump and wretches. Little area for workout. Just try to keep the trail away from traffic. It makes for a nice ride.thank you
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	The west orange trail has traditionally been used to provide nature centric paths. Not encumbered with safety hazards and noise created by motorized vehicle traffic. It seems most appropriate that this section also follow that closer to nature atmosphere. Closest to the wekiwa state park. I hope that the large equine population in north Apopka is well served with this new trail much like the clarcona section currently is.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Again nature centric and less conflict with motorized vehicles is preferred. Also a path that runs behind publics at rock springs and Welch would also be a great thing to consider.	Yes	South of Faye st to accommodate school children and the new proposed trail.		Equestrian accommodations as much as possible.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Welch Road		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Along Welch road		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	All options	Additional maps and and trail markings	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	This is needed. Orange County trail connections must be made. There are too many sections that are unsafe for bicycles.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	This is needed and would help reduce traffic.	Yes	As needed depending on which alternatives are chosen.	Shade. Water stations. Rest rooms. Trailheads with parking.	Events. Scheduled group rides. Environmental education.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Crossing driveways is dangerous and that is why I rarely use the WOT from Welch Rd. South to the Apopka post office.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	The Circle K is too busy and if the trail runs thru there most people will cut through the parking lots. Do it right the first time and follow the park boundary.	Yes	At the Wekiva park entrance. There are a lot of homes in that area		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	On Wekiva Springs Rd. It's a busy road and I'm not sure that we will use the trail if we can't safely access it.	Crosswalks	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	I'm assuming less crossings = safer trails.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	I'm taking this survey late at night, so I'm struggling to figure out where they should go, but it seems to me more crosswalks will make the trail more accessible. Just not sure where.	Signage.	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Option C is best but there needs to be easier access across Park Ave, that road can be scary to cross.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			Add a line along 429 and connect the existing trails to the upcoming Floridian Town Center.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	You need a barrier for trail users. That's a very dark & curved road, someone will be killed.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	The less crossings is always better.	No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Limiting street interaction makes for the safest trail.	No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	None	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	None	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	None	No			None
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Do it.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	Do it.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Between sandpiper and Welch		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Recreational trails should always be seperated from vehicular traffic.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible									
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	PLEASE add a stop sign on 2nd street/West Orange Trail crossing. People drive way too fast on that street and there's no stopping for cyclists/pedestrians. It very confusing, as there ARE stop signs for other nearby streets (1st and 3rd, so many people not familiar with the intersection assume that cars will stop). I've seen MANY near misses and it's just a matter of time before a pedestrian or cyclist gets hit. Location: https://goo.gl/maps/TV7fdGKVnpDcYZCr7		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	This is a regional trail and off network routing should be prioritized to maximize user experience while increasing safety significantly by avoiding the busy driveways along the Rock Springs Road corridor.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	This is a regional trail and off-network routing should be prioritized to maximize user experience. A fire road on the interior portion of the park already exists here and it is a great experience.	Yes	At trail crossings, it is important to eliminate vehicular slip lanes and minimize crossing times by using pedestrian scrambles (crossing diagonally) instead of having to perform two separate crossing movements.		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Trailhead would be great near the end at Kelly Park.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	Trail is always much better away from busy streets.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	This is a great idea to run the trail to Weikiwa Springs State Park.	Yes	Lester Road at Vick Road.		Additional Trailheads are always welcome.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Fewest street/drive crossings are strongly preferred. It's safer for trail users & vehicles, and more enjoyable for everyone.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	Prefer to minimize street/drive crossings for safety, especially for school children using the trail.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Prefer to minimize street/drive crossings for safety/enjoyment & locate the trail in the less developed (more natural) section on the park boundary.				
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Rock Springs Road has developed into a busy, noisy highway. As an avid cyclist, I enjoy the trails that are away from motor traffic, so Route C, along and through the wooded areas adjacent to Wekiwa Springs Park, is the only choice for me.	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	The fact that the trail is already built along Lester Road makes Western Route B a natural choice. Cyclists who ride for fitness also enjoy riding the hills along Vick between Lester and Ponkan. Western Route A would also have a lot of driveways and side streets to cross between Rock Springs and Vick.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Eastern Route B: fewer street and driveway crossings and closer to the woods of the Park.	Yes	The intersections of both Lester and Ponkan with Rock Springs have become extremely busy and dangerous corners for pedestrians and cyclists. Can't speeding be controlled better on Rock Springs? The speed limit should be lowered to 40 mph all the way from Tanglewilde/E. Martin north to Ponkan.	I live just off the north end of the trail, so I have no problems with accessing it. However, I seldom ride the north end because of all the driveways and business entrances along it and the lack of a light at Sandpiper to control traffic turning across the trail from Rock Springs Road.	Please smooth the transitions where a street or driveway crosses the trail. Most street crossings on the WOT are faily smooth, but there are still a few where the drainage depression along the mountable curb makes for a very jarring crossing on bike or trike. You don't want WOT to get the reputation that Seminole-Wekiva Trail has.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	I like fewer crossings and being away from vehicle noise.	No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	I like fewer crossings. And I think it would be less disruptive to the neighborhood.				
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes		Signage, frequent and detailed	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Prefer option C as long as turns are not right angles.	No Preference		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	C by far looks the best. Thanks for considering this.	No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	The point is to be as far away from traffic as possible and enjoy the view. Also, the fewest street and driveway crossings is extremely important. riding the trail from Welch Rd to downtown has so many crossings that it isn't worth riding. Every crossing has a risk of getting hit by a car.	No Preference	It would help to know who you think will be using the trail. If it is school children going to school, then the shortest route is preferable. If mostly for recreation, then the most scenic route is preferable.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	B is preferred - most scenic and least traffic.	Yes	At the highest traffic and riskiest crossings.		Better enforcement of the "no motorized vehicles" rules. People with the electric bikes, scooters, etc. endanger walkers and bikers.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Excited for it! The hills and cracked sidewalks in that area make it inaccessible to skates currently	Yes	At the crosswalks avoid deep gutters, which can tip or flip trail users on wheels in a dangerous location to fall.	Landscaping for shade along areas of the trail that run roadside to increase useful hours during summer months. Landscaping, or curbing, or railing to separate the trail from the road on areas where the two run adjacent so I can bring my child with me and she won't fall into traffic.	I would love to see the trail extended in the area near Station Street and Central Ave. That area already has Alonzo Williams Park, a brewery, a café, and food options. Everything is very compact and could be reached much more safely and pleasantly on foot or by bike if the trail extended in that area
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Shade, safety with less street and driveway crossings, less noice and maintaining character of trail are important. C does the best at this	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Fewer st crossing helps with safety	Yes	Parking for trail access		Love extension to Weikiva trail. Strongly favor C. Would also consider moving current trail off Rock Springs as this portion is not safe and is hot, noisy and ugly
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference	Please use the least busy route if possible	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	none	No			none
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Anything other than C is WAY too dangerous!	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools	Biking along Rock Springs Rd is filled with cars desperately trying to get out of driveways and parking lots.	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	To me, the whole purpose of biking is to enjoy sights!	No			Ask Apopka to monitor the loitering along the V trail. After worrying about car traffic along Rock Springs/Park, the south route downtown heading south can be unnerving.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		No Preference		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	While acknowledging the massive expense, provide for underpasses and overpasses over four-lane road crossings. Both parents of kids, and the elderly will appreciate such.	As may be reasonable, provide for car parking areas.	Please work toward linking together existing bits of existing trails. The West Orange Trail is, in my opinion, an under-appreciated and under-recognized regional asset.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	The point of the trail is to enjoy being on it, not getting done as quickly as possible.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools	Fewer street crossings	Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Forest edge is calming and fewer street crossings is safer	No			Keep as many trailside trees as possible !
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			

Which trail route do you prefer to go to Kelly Park Road?	Comments about the trail connection to Kelly Park Road:	Which trail route do you prefer to go to Wolf Lake Elementary and Middle Schools, and the Recreation Center?	Comments about the trail connection to the Wolf Lake Elementary and Middle Schools, and the Recreation Center:	Which trail route do you prefer to go to Wekiwa Springs State Park?	Comments about the trail connection to Wekiwa Springs State Park:	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?	Now that you have seen all of the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail? If so, where?2	What would help you have additional access to the trail?	Do you have any additional ideas to improve any of the trail extensions?
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	That's fine.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	Of course a straight line (Northern Route A) is quicker but is that what a bike trail is for? I had to think about it. I think the answer is no to a straighter route but yes to a more scenic route away from cars.	Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Definitely B.	No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	C or B is preferred by me. I am a senior and ride many miles on a recumbent trike. Looking forward to quick extension of the trail.	No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)	Would B take a whole lot longer to get done?	Yes	Don't know the area, but safety is of ultimate importance.	Good parking areas with restroom facilities.	Plenty wide. Have shade trees, but plant them far enough away that the roots do not destroy the trail. I know that is a hard job. Consider bamboo as a quick and good way to shade the trails.
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Crossing at Thompson road and Welch. Crossing at Lester and Roxk Springs Road		
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes	Anywhere I will need to cross the road.	A bike lane all the way down Jason Dwelley to Ponkan	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes		Extensions in West Orange County such as the Horizon West Area as well as towards the future Olympus development in Clermont	
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			The main point of the trails is to minimize contact of users with traffic. I love to see the trails extended wherever possible. This greatly adds to the quality of life in our area. Thank-you for your work on this project!
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		No Preference		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)					
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible		Western Route A: following Ponkan Road on the south side of the street until Vick Road, and then crossing to the north side of the street until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		No			
Northern Route C: following the Wekiwa Springs State Park boundary as much as possible	How quickly will this be connected to the Wekiva Trail via the Neighborhood Lakes Trailhead?	Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route B: following Welch Road and the Wekiwa Springs State Park property boundary until reaching the State Park entrance (fewer driveway/street crossings)		Yes		Connect to the Wekiva Trail via Neighborhood Lakes Trail/Trailhead in Lake County	Connect to the Wekiva Trail via Neighborhood Lakes Trail/Trailhead in Lake County.
		Western Route B: Using the existing bike path on Lester Road, turning north on Vick Road (left/west side of the street), and then following Ponkan Road on the north side until reaching the schools		Eastern Route A: following Welch Road on the north side of the street, passing through a commercial area, until reaching the Wekiwa Springs State Park entrance (more driveway/street crossings)		No			

From: Cynthia Lambert
To: Steve Smith
Cc: Lara Bouck
Subject: RE: What Do You Think about the Apopka Transportation Alternatives?
Date: Monday, January 31, 2022 8:49:12 AM
Attachments: image004.png
image005.png

Hello Steve,

Thanks for sharing these messages with us. We use Constant Contact to send our emails and will take this up with them, as all the links in the email are safe. I apologize for the inconvenience.

Here are the items that were included in the email:

- **Survey on the Rock Springs Road & West Orange Trail** transportation options (there is a **10-minute overview video** of the different alternatives included on the first page of the survey): https://bit.ly/RSRWOT2
- **Explore in the Virtual Room** here: https://vmr.vhb.com/v/4wjnO5Neqmd If you missed the Jan. 27 virtual public meeting, catch up in the virtual room, where you'll also find a recording of the full-length meeting presentation and maps.
- **Study page –** This is the official study page: https://metroplanorlando.org/rocksprings

The survey will be open until February 28. Once you've had a chance to review the various options, we hope you'll take the survey and share your opinions with the study team.

Sincerely,
Cynthia

Cynthia Lambert, APR
Public Information Manager

MetroPlan Orlando
Park Building ◆ 250 S. Orange Avenue ◆ Suite 200 ◆ Orlando, Florida 32801 (Click here for directions)
P: (407) 481-5672 Ext. 320
C: (407) 758-2592
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Email: clambert@metroplanorlando.org

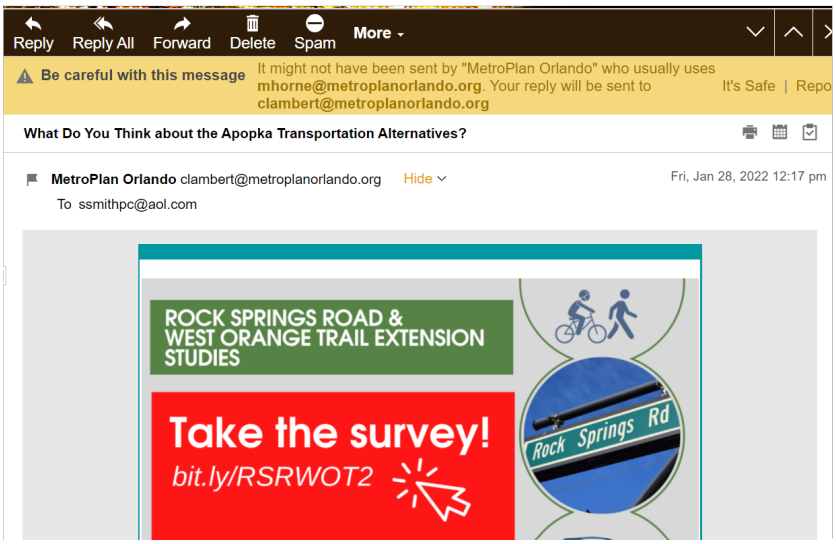
Connect with MetroPlan Orlando on our website, Facebook, and Twitter!

*Please note: Florida has a very broad public records law. Most written communications to or from local officials regarding organization business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

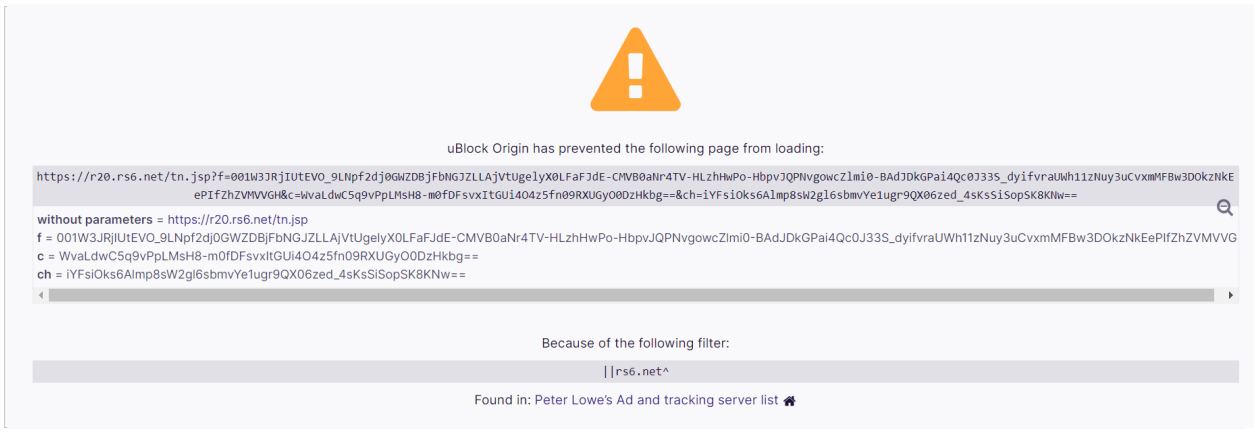
From: Steve Smith <ssmithpc@aol.com>
Sent: Saturday, January 29, 2022 9:45 AM
To: Cynthia Lambert <CLambert@metroplanorlando.org>
Subject: Re: What Do You Think about the Apopka Transportation Alternatives?

I would really like to see the information but I got two warnings about this email. Why is a public entity send email with suspicious links? It's a bad look.

Here is the first warning:



Here is the second:



-----Original Message-----
From: MetroPlan Orlando <clambert@metroplanorlando.org>

To: ssmithpc@aol.com
Sent: Fri, Jan 28, 2022 12:17 pm
Subject: What Do You Think about the Apopka Transportation Alternatives?



THANKS for Helping Improve Transportation in Apopka

We appreciate your interest in our two transportation studies in the Apopka area. Your input will help shape changes on Rock Springs Road and the extension of the West Orange Trail. Whether you attended our Jan. 27 public meeting or are seeing these alternatives for the first time, we want to hear from you.

Let Us Know What You Think

The most important thing you can do to help shape the future of Rock Springs Road and the West Orange Trail Extension is to give your opinions on our survey.

TAKE THE SURVEY

This Video Explains it All for You

Our 10-minute video will walk you through the various options for Rock Springs Road and the West Orange Trail Extension. See what the study team has come up with and decide how you feel about each idea.





Explore in the Virtual Room

If you missed the Jan. 27 virtual public meeting, catch up in the virtual room. See a recording of the live presentation and peruse maps of the alternatives.

VISIT THE VIRTUAL ROOM HERE

Study Page Has More Resources

The study page is the hub for all things related to the Apopka studies. You can find study documents there, and you can sign up for email updates.

GO TO THE STUDY PAGE

QUESTIONS?
CONTACT THE STUDY TEAM

LARA BOUCK, PE, AICP
Project Manager
LBouck@MetroPlanOrlando.org

CYNTHIA LAMBERT, APR
Public Information Manager
CLambert@MetroPlanOrlando.org

metroplan orlando | Orange County Government | City of Apopka

You can follow MetroPlan Orlando on our social sites:

MetroPlan Orlando | 250 S. Orange Ave., Suite 200, Orlando, FL 32801

Unsubscribe ssmithpc@aol.com
Update Profile | Constant Contact Data Notice
Sent by clambert@metroplanorlando.org powered by

Constant Contact
Try email marketing for free today!

From: Cynthia Lambert
To: Carole Johns
Cc: Lara Bouck
Subject: RE: Rock Springs Rd. study
Date: Monday, January 31, 2022 8:35:56 AM

Hi Carole,

Thanks very much for your interest in the Rock Springs Study! You have two video options, depending on how much time you have:

- **Full-length public meeting recording** – You can watch the recording of the whole public meeting here, which goes about an hour: https://youtu.be/hR2S4P4BtqE

- **10-minute summary video & survey** – If you don't have a whole hour to watch the public meeting, there is a 10-minute summary video of the proposed transportation options on the opening page of our survey, which can be accessed here: https://bit.ly/RSRWOT2

We hope you'll share your opinions by taking the survey. It will be open until February 28.

Thanks,
Cynthia

Cynthia Lambert, APR
Public Information Manager

MetroPlan Orlando
Park Building ◆ 250 S. Orange Avenue ◆ Suite 200 ◆ Orlando, Florida 32801 (Click here for directions)
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From: Carole Johns <carolej@cfl.rr.com>
Sent: Friday, January 28, 2022 3:59 PM
To: Cynthia Lambert <CLambert@metroplanorlando.org>
Subject: Rock Springs Rd. study

I understood there would be a video on this session that I had to miss last night. Could not find it put saw the room with the plans on the wall.. WHERE EXACTLY IS THIS LOCATED AND WHEN IS IT ACCESSABLE TO READ/SEE?

Thanks so much for your efforts.
Carole Johns

From: sefritsche1@gmail.com
To: Lara Bouck
Subject: Thanks for a great meeting
Date: Thursday, January 27, 2022 7:37:03 PM

Lara –
As a fellow female engineer and manager (retired now), I just wanted to say how much I enjoyed the Rock Springs Project public comment meeting you ran tonight. You and Amy CRUSHED it. The meeting was informative and well-organized, and the information presented was clear, concise, and well-tailored to the audience.
Sorry for the unsolicited wonky email……I'm not much good at giving feedback of any type without it sounding like a performance evaluation.
Take care,
Susan Fritsche
Apopka resident

Sent from Mail for Windows

From: Embarqmail
To: Lara Bouck
Subject: West Orange Trail
Date: Thursday, January 27, 2022 6:31:20 PM

Ms. Bouck: the alternative for the West Orange Trail to be located on the Wekiwa State Park border trail received very strong objections when it was proposed in the late 1990s. That alternative should be deleted.

The West Orange Trail provides the most access when located along Rock Springs Road.

Thank you.

Fred Brummer

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Live Question and Answer Session ..... **Error! Bookmark not defined.**

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LIST OF ATTACHMENTS

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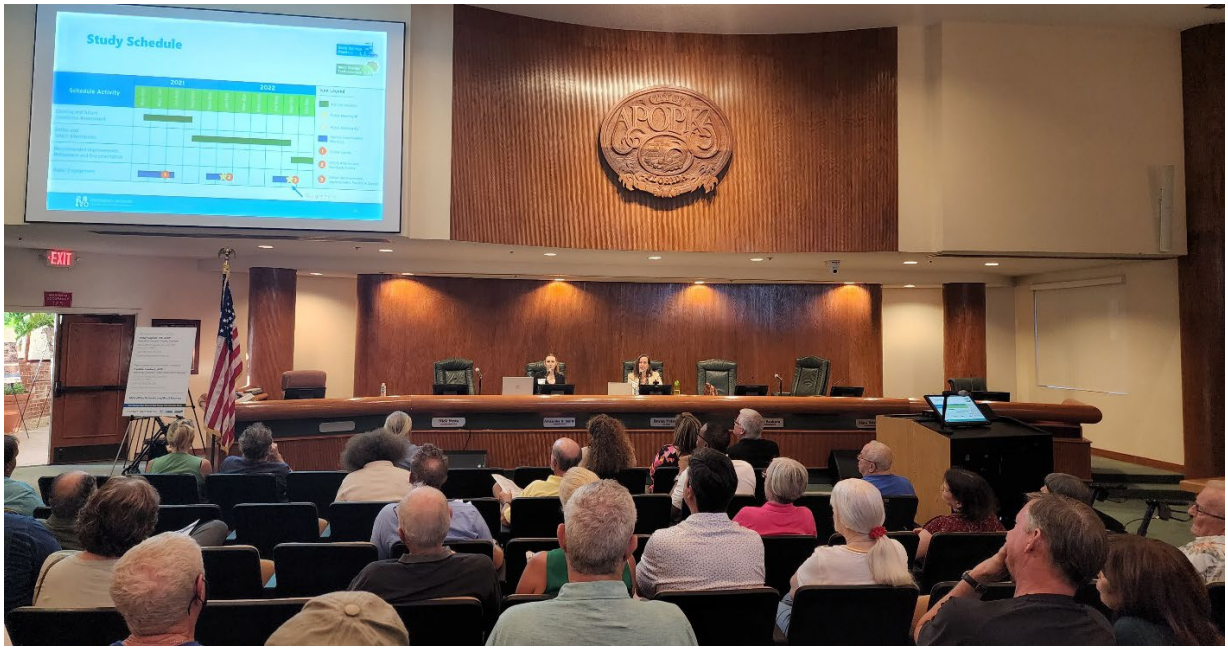
Attachment D | Public Engagement

OVERVIEW



Live presentation held in the Apopka City Council Chambers

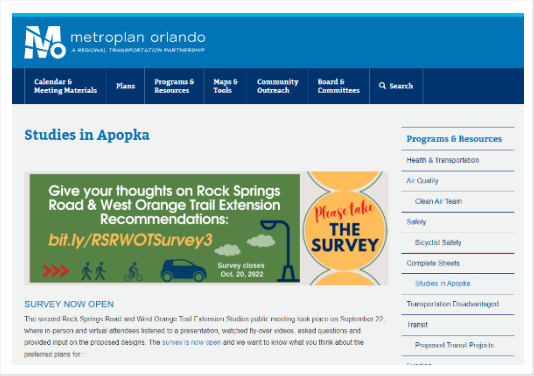
The second community meeting was held to share the recommended improvement concepts for the Rock Springs Road and West Orange Trail Extension Studies and solicit feedback from the community. The meeting was held in a hybrid format on September 22, 2022, with an in-person meeting at Apopka City Hall Council Chambers and online via Zoom and live streamed on YouTube. An open house at the in-person meeting began at 5:30 p.m. A live presentation was given both in-person and online at 6:00 p.m., followed by a question-and-answer session. A recommended improvements survey was open from September 22 to October 20, 2022.

OUTREACH EFFORTS

The following methods were used to notify the public of the public meeting. Due to unanticipated circumstances, the in-person meeting location was changed from Apopka Memorial Middle School to the Apopka City Hall Council Chambers. Additional notifications were distributed to notify the public of the venue change.

Notification Emails

Notification emails were sent to approximately 69 state and local elected officials, appointed public officials, and other agencies on September 7, 2022.



Constant Contact Email Blasts

Email blasts were sent to approximately 5,000 constant contact subscribers, including 474 contacts signed up to receive updates on the project. Email blasts were sent on September 7, September 20, September 23, and October 13. Email blasts were sent exclusively to 474 contacts signed up for the project on October 19, 2022. Email blasts contained a link to the project website, where visitors could access public meeting displays and the recommended improvements survey.

Partner Email Blasts

On behalf of MetroPlan Orlando, the public meeting was publicized in the Apopka Proud Newsletter weekly from August 30, 2022, to October 18, 2022.

Direct Mail Notifications

Direct mail notifications were sent to approximately 144 property owners along Sandpiper Street, the east side of Welch Road, and to the Sweetwater Park Village community.

Project Website and Social Media

Throughout the length of the studies, updates have been made to the project website to inform visitors of any updates to the studies and details about the hybrid meeting and survey.

Additionally, several updates were made on MetroPlan Orlando and project partners City of Apopka and Orange County's social media platforms. Social media posts were shared before and following the virtual meeting on the following platforms:

- MetroPlan Orlando Facebook page on August 30, September 7, September 15, September 20, September 22, September 26, October 4, and October 8, 2022.
- MetroPlan Orlando LinkedIn page on September 7, September 15, September 20, September 22, October 12, and October 20, 2022.
- MetroPlan Orlando Twitter page on September 7, September 15, September 20, September 22, September 26, October 4, and October 8, 2022.



- City of Apopka Facebook page on September 22, 2022.
- City of Apopka Nextdoor app on September 19, 2022.

Roadside/Trailside Signage

Outdoor signage was posted at approximately 28 locations throughout the study corridor on September 8, 2022. The signs were removed on October 20, 2022.

Meeting notifications, distribution lists, and a map of roadside signage locations are provided in *Attachment A.*

FORMAT

The public meeting was conducted in a hybrid format with an in-person and virtual component. For the in-person meeting, an open house beginning at 5:30 p.m. was held to give attendees the opportunity to view project displays and ask questions with available project staff. A live presentation began at 6:00 p.m. followed by a questions-and-answers session. Attendees were given a comment card to submit written comments to project staff to be read by a moderator and answered by the project team panelists during the question-and-answer session. The in-person meeting ended at 7:30 p.m.

For the virtual format, the presentation and questions-and-answer session was streamed live via Zoom and on MetroPlan Orlando's YouTube page beginning at 6:00 p.m. Attendees were encouraged to visit the study website to download the project displays. Virtual attendees were able to submit comments via the Zoom Q&A box to be read by a moderator and answered by the project team panelists during the question-and-answer session.

ATTENDANCE

In-Person

Fifty members of the public attended the in-person meeting. Upon sign-in, in-person attendees were given a comment card to ask questions to be addressed during the live question-and-answer session. Additionally, five MetroPlan Orlando staff members, seven members of the consultant study team, three Orange County staff members, one Orange County Commissioner, three City of Apopka Commissioners, and two City of Apopka staff members attended the meeting (total 71 participants).

Virtual

Fifty-three members of the public attended the live-streamed meeting hosted via Zoom on MetroPlan Orlando's YouTube page. A looping introduction video was played prior to the live presentation informing attendees of virtual meeting logistics, including how to view project displays on the project webpage, and how to leave a comment or question in the Zoom Q&A box to be addressed during the live question-and-answer session. Two members of the study team staff attended the meeting virtually.

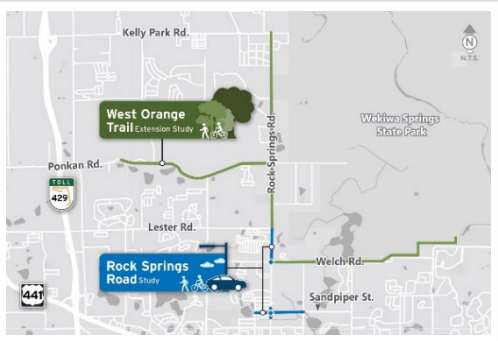
Recorded Presentation

As of October 20, there were an additional 108 views of the YouTube video posted to MetroPlan Orlando's YouTube channel.

MEETING MATERIALS

Presentation

The presentation covered the following topics:



- Overview of Studies
  - Study Location
  - Project Life Cycle
  - Public Engagement
  - Alternatives Development and Refinement Process
- Rock Springs Road Recommended Updates
- West Orange Trail Extension Recommended Alignments
- Study Schedule
- How To Get Involved

Project Webpage

The following documents and displays were made available on the study website beginning on the day of the meeting, and are provided in *Attachment C.*

Community Meeting #2 Materials

- Project Life Cycle
- Project Schedule
- RSR WOT Comment Form
- Public Meeting Newsletter – Rock Springs Road – West Orange Trail
- Rock Springs Road Proposed Updates
- Rock Springs Road Corridor Improvements
- Rock Springs Road at Welch Road Intersection
- Rock Springs Road at Publix Intersection
- Sandpiper Street at Park Avenue Improvements
- West Orange Trail Proposed Trail Routes
- Proposed West Orange Trail Route
- Proposed Welch Road Trail Spur
- Proposed Ponkan Road Trail Spur
- Rock Springs Road Study Fly-over Video
- West Orange Trail Extension Study Fly-over Video

PUBLIC ENGAGEMENT

There were several ways the public was engaged and encouraged to provide input during and after the public meeting. The following lists the opportunities made available:

- Submitting a comment card to available project staff at the in-person meeting location to be answered in the question-and-answer session of the meeting.
- Leaving a comment in the Zoom Q&A box during the live presentation to be answered in the question-and-answer session of the meeting.
- Submitting a completed survey with comments or questions.
- Comment forms and written comments could be submitted at the in-person meeting, by mail, or by email to the project manager.
- Orally over the phone by calling the project manager.
- Online using the website comment submission form.

Following the community meeting, a Q&A Forum of the questions received, along with answers was developed and uploaded to the study website. The Q&A Forum includes a summary of the questions read during the live question-and-answer session, as well as additional questions received during the meeting and not answered due to time constraints and questions received via email and survey in the days following the meeting. A copy of the Q&A Forum is included in *Attachment D.*

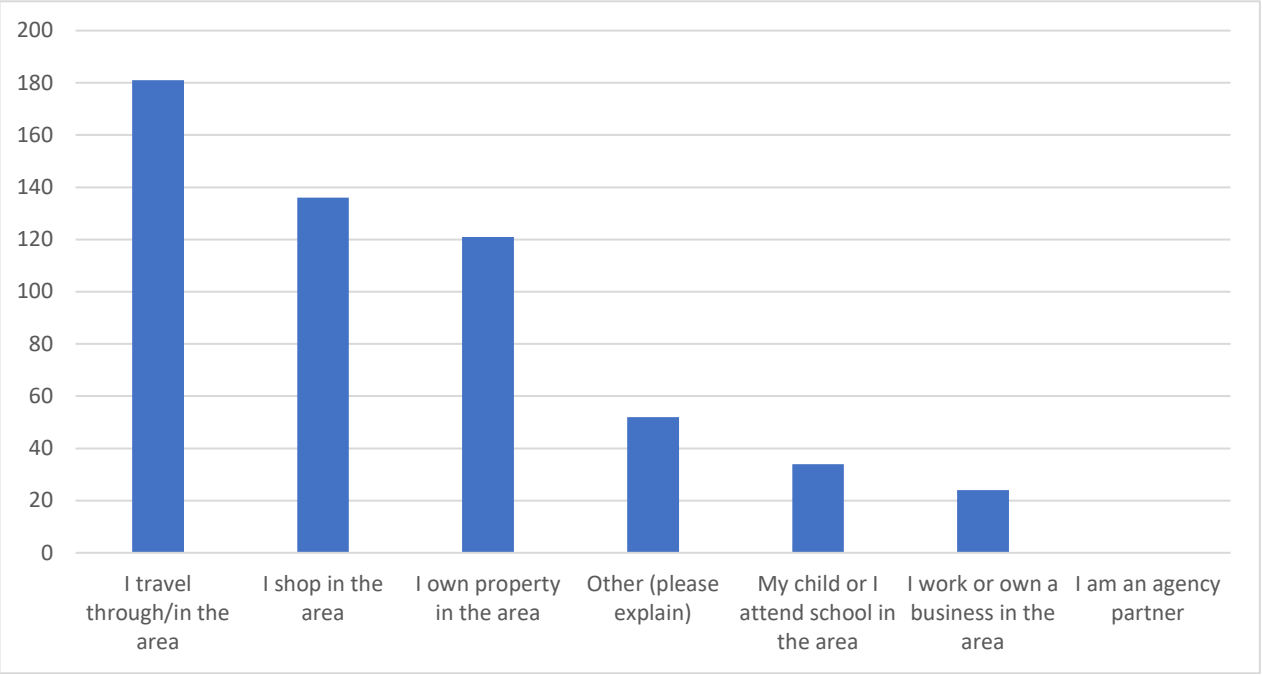
Additional Comments

Nine written comments and seven phone calls were received following the community meeting. The following lists the general subjects of the comments received. A copy of all comments received, and comment responses are included in *Attachment D.*

- Questions about changes to access at the Rock Springs Road and Welch Road intersection
- Concern for homeowner safety as a result of the proposed sidewalks along Sandpiper Street
- Request for signalization at the Wekiva Townhomes at Vista Crest Drive
- Questions about the proposed westbound dual right turn lanes from Welch Road onto Rock Springs Road
- Safety concerns from homeowners within the Sweetwater Park Village community as a result of the recommended Welch Road Trail Spur that wraps around the edge of the neighborhood
- Concern for an increase in traffic and congestion along Welch Road as a result of the recommended Welch Road Trail Spur
- Concerns for potential impacts to wildlife as a result of the recommended trail alignments that border the Wekiwa Springs State Park boundary
- Request for addition of bike lanes along Rock Springs Road and Welch Road
- Desire for alternative Welch Road Trail Spur alignment that travels along Welch Road to Wekiwa Springs Road

Survey Review

Following the public meeting, an online survey was opened to the public from September 22 to October 20, 2022. The purpose of this survey was to give the public an additional opportunity to provide feedback on the study recommendations prior to finalization. The survey included two short videos for each study showing a rendering of the study corridors and what the recommended alternatives could look like if selected. At the beginning of the survey, participants were asked why they are interested in the Rock Springs Road and West Orange Trail Extension Studies:



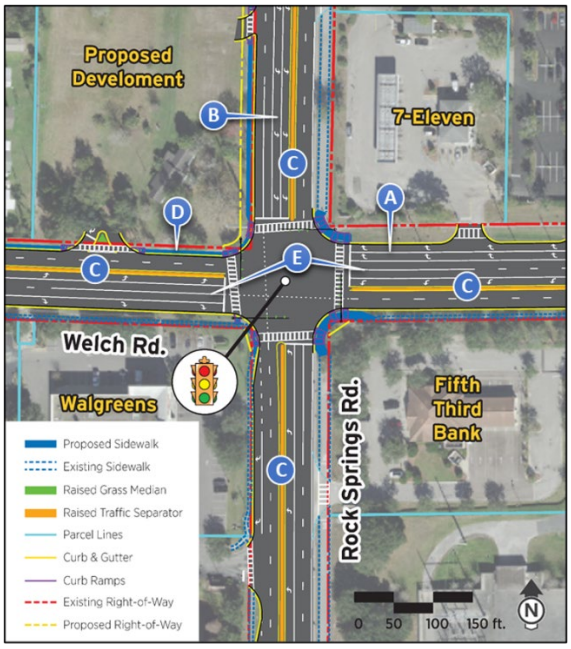
Note: Examples of "Other" included responses such as "I ride the West Orange Trail", "I ride my bike in the area", "I visit Wekiwa Springs State Park"

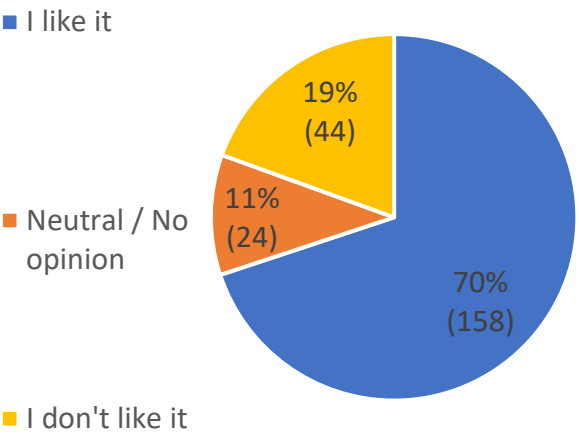
Participants were then given the option to answer survey questions regarding the Rock Springs Road Study, West Orange Trail Extension Study, or both studies. The following is a review of the survey questions and responses:

Rock Springs Road Survey Questions

The Rock Springs Road Survey asked a series of questions regarding the Rock Springs Road Study proposed improvements. A total of 275 participants responded to the Rock Springs Road Survey questions.

Question 1: What do you think of the proposed design for the Rock Springs Road and Welch Road intersection?





For those who selected "Neutral / No opinion" or "I don't like it", participants were directed to the following questions:

Question 1a: Please explain why you do not support the recommendations at the Rock Springs Road and Welch Road intersection:

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

No acreage should be taken from Wekiva Springs. You can't grow new land, you can't rehomed animals that live there. Find a different plan.
The proposed changes does nothing to alleviate the horrendous amount of traffic coming through to Wekiva Springs road, I'm fact it's exacerbates the problem. Instead of worrying about trails, figure out a way to handle the traffic!!!!
As I have said before you have too many entrances and exits from the shopping center, this is what is creating a problem! But apparently nobody listens. Mine it's a plant sticks.

We have generations of family on Welch, it was a dirt road and avoided until the city paved Welch…then the city (we are still in county) decided to add a side walk and for the first time in 30 years we had attempts of thievery (we had our items locked down with chains and locks .we have the pleasure of constant speeding traffic, extremely hard to get in or out of our driveway …Every dog that passes by has the pleasure of urinating and pooping in our yards and fences. The city condemned our property for the south side sidewalk and just took it. Because The city of Apopka put in a turning lane for the pines of Wekiva which use their 30 foot allotted piece. Then they decided to put in a side wall which took up more land without ever consulting the homeowner or the landowner. We constantly pick up trash from walkers, the folks that stand at the bus stop and the workers on the cell tower. An additional side walk on the north side which I personally think it should've been there to start with ..I could go on but APOPKA will do whatever the city wants..
It is UNSAFE. This area has exploded in the last decade. Accidents occur REGULARLY on Welch Road. This is a terrible place for a bike trail.
No acreage should be taken from Wekiva Springs. You can't grow new land, you can't rehomed animals that live there. Find a different plan.
The proposed changes does nothing to alleviate the horrendous amount of traffic coming through to Wekiva Springs road, I'm fact it's exacerbates the problem. Instead of worrying about trails, figure out a way to handle the traffic!!!!
As I have said before you have too many entrances and exits from the shopping center, this is what is creating a problem! But apparently nobody listens. Mine it's a plant sticks
The Welch Road Trail Spur will negatively affect Wekiwa Springs State Park which is really bad as this park is one of the last undeveloped areas and is crucial for the environment and habitat for birds and animals. the Welch Road Trail Spur should not be done and a alternative found.
THE AGENCY wants to use 12 acres of Wekiva state park we have endangered species and many endangered plants, there is absolutely no practical reason to use any of our state parks . Please leave them the way they should be left for all to enjoy Gerard M Okeefe Longwood ,Florida
This spur would cause the destruction of 12 to 14 acres within this pristine state park. Two of the proposed wildlife viewing areas would provide unsafe access to two summer youth camps, a concern for campers attending these programs.
Stay out of the park.
The Wekiva park should not be disturbed for this project. I object to disturbing the protected wildlife habitat.
As an avid birder, bicyclist and wildlife viewer, I want to see the area protected. Visiting this area offers me a quiet and safe place to observe all areas of nature that I crave. It's where I can use my apps to view native plants, birds and animals that I don't find in my local region. Please choose another area and keep this treasure available to people like me who value our precious lands that are diminishing ever so rapidly.
Anything that takes away from Wekiva State Park acreage is a problem. More wilderness. Less human intervention.

We have generations of family on Welch, it was a dirt road and avoided until the city paved Welch…then the city (we are still in county) decided to add a side walk and for the first time in 30 years we had attempts of thievery (we had our items locked down with chains and locks .we have the pleasure of constant speeding traffic, extremely hard to get in or out of our driveway …Every dog that passes by has the pleasure of urinating and pooping in our yards and fences. The city condemned our property for the south side sidewalk and just took it. Because The city of Apopka put in a turning lane for the pines of Wekiva which use their 30 foot allotted piece. Then they decided to put in a side wall which took up more land without ever consulting the homeowner or the landowner. We constantly pick up trash from walkers, the folks that stand at the bus stop and the workers on the cell tower. An additional side walk on the north side which I personally think it should've been there to start with ..I could go on but APOPKA will do whatever the city wants..
A roundabout would work better than Donald intersection. Where is the cycling infrastructure? There are too many vehicular travel lanes.
I do not think the trail should enter any part of Wekiwa Springs State Park. This would impact 12-14 acres of this pristine park (due to the need for the 20 ft for the trail and an additional 10-20 ft for a new firebreak). The park has 12 protected wildlife species. Our area has seen so much destruction of natural habitat there is NO reason to disturb this beautiful state park. Also the proposed wildlife viewing area would probably provide viewing access to two different summer camps, which is a safety concern for the campers attending those programs. Bikers who want to view wildlife can bring their bicycles to the state park and use the already existing trails that are there.
We have been filling up to much natural habitat, there by forcing wild life to continue to flee. Also since there are camps within this propose area, which would be exposed to outside influence, the safety of the youth I. These camps would be compromised. Why not fix up some of the unfit living conditions around the area and use the money to help make the area affordable and safe for the minority, not the majority.
It will comprise safety of residents, displace existing wildlife, increase noise and decrease property values
I do not support the recommendations at the Rock Springs Road and Welch Road intersection due to the impact to wildlife, the environment and to Wekiva Springs State Park.

Question 1b: What recommendations would you like to add to the proposed design at the Rock Springs Road and Welch Road intersection?

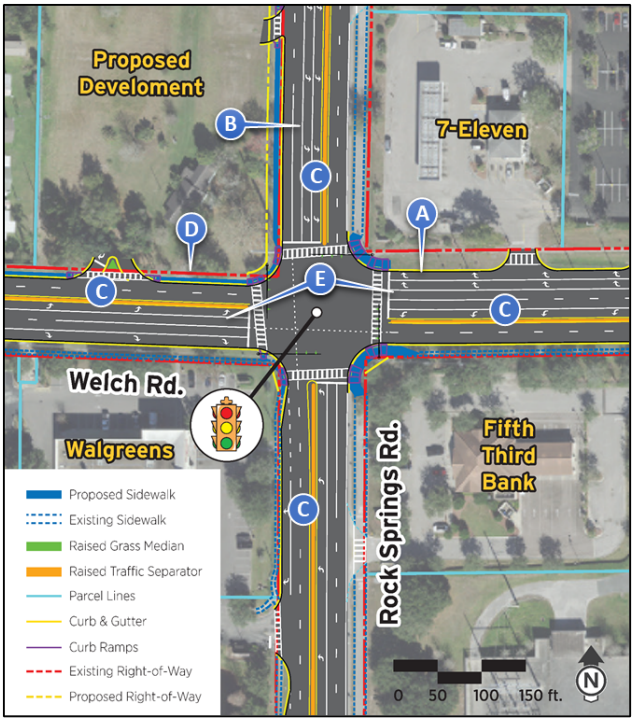
The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

Westbound Welch needs to be widened to two or three lanes from Thompson Rd. to RSR, with a traffic light at the entrance of Wekiva Glen subdividion.

Currently there is no option for vehicles traveling east on Welch Road to enter the new development on the northwest corner. We have to head north on Rock Springs, make a U-turn on Rock Springs to enter whatever that development will be. That makes people such as myself have to drive a mile or two out of our way to turn around and enter a business that we are almost across the street from. Thats creating a potential accident hazard. Why not have some type of access from Welch Road?
The "A" proposal has already been tried and it did not work. Why go back to it?
How do you leave Publics and go East on Welsh?
I do not like the Welch Road Trail Spur, I do not feel the extension should enter Wekiva, as it will cause a reduction in the state park conservation area, disrupt wildlife, and be intrusive to park-goers.
What will happen with Welch rd heading east after the Publix entrance? Will it be a merge lane, which will also cause problems?
The dollar general needs to have another entrance/exit off Rock Springs Rd. It creates an accident waiting to happen as it is now.
What is being done for egress and access to the new complex (shopping) at the NW corner of Welch and Rock Springs Road? How will people leaving the center on Welch wanting to travel east on Welch have access? Likewise what about people exiting the complex on Rock Springs Road wanting to travel north on Rock Springs Road? I submitted this prior via email and have not seem a reply.
Add bike lanes on both Rock Springs and Welch Roads. Bike lanes already exist on Rock Springs Road from Kelly Park Road to Ponkin Road please continue them.
Bicycle lane needs to be wider and better signage.
Four lane Welch from Rock Spring to Ustler. Turn lane North Rock Springs at Welch. Designated right turn where four lane ends at Welch west to North Rock Springs divided with traffic sticks. Merge before new light.
What is being done about the RSR north entrance to publix, Macdonald? That should be made right turn only
There needs to be a greater emphasis on pedestrian safety. You are adding so many turn lanes with the goal of increasing level of service while also trying to funnel more bike through the bike trail extension. The intersection of Rock Springs Road and Welch is going to continue putting pedestrians and cyclists at risk with this new design. It's designed around level of service. The cross walks are only paint. The design won't cause drivers to approach turns cautiously. This intersection will still be terrifying for people who are walking or recreationally cycling.
Wider bike lanes and safety signs for cyclists please
I am opposed to the Welch Road trail spur. WSSP should not be impacted by the trail. I think the trail is a good thing but taking park land is not. Besides the stated linear acres for the trail, there will be negative impacts during construction of a much larger number of park acres. In the heavily urbanized county, it is imperative that we keep and protect public lands that provide a respite from the frenzy and it is critical to protect the small amount of remaining wildlife habitat in that area. For instance, how many gopher tortoises reside in those acres? The spur would also allow easy access to two children's summer camps, a major child safety concern. I did not vote for public land acquisition in order to make it available to be chipped away by local government projects.

There is too much traffic on Welch Road right now. Why not route it up further north and into the park on the backside of the park. While you are at it make the section of the trail that goes through south Apopka safe. Right now it is NOT safe for walkers or bike riders. The police won't even go there.
Add one or two traffic lanes to westbound Welch from Thompson to RSR. Add a traffic signal at the entrance of the Wekiva Glen community. Not only would this provide for safer egress for residents there, but would also create gaps in westbound traffic, allowing for safer egress for residents of the communities between WG and RSR.

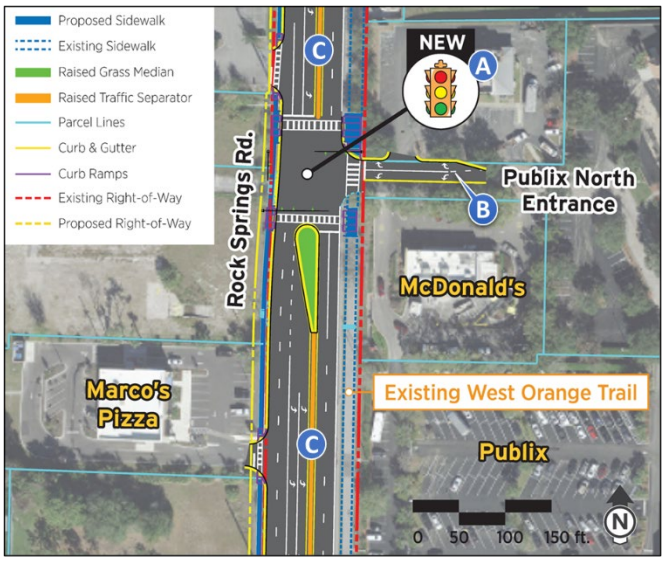
Question 1c: What features of the Rock Springs Road and Welch Road intersection proposed design do you support?

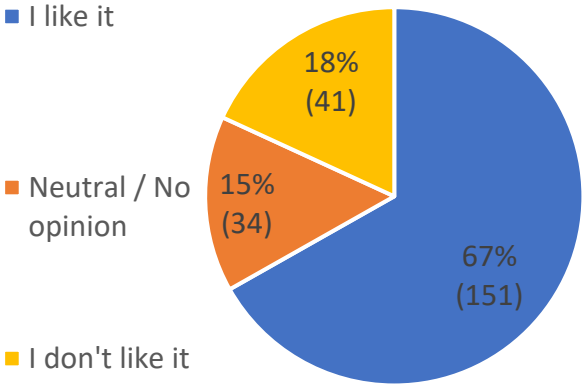


Legend	
A	Dual right turn lanes from Welch Road onto Rock Springs Road to increase turn lane storage, decrease travel time, and prevent turn lane movements from blocking through lane movements
B	Dual left turn lanes from Rock Springs Road onto Welch Road to increase turn lane storage, decrease travel time, and prevent turn lane movements from blocking through lane movements
C	Adding raised traffic separators on all sides of the intersection to enhance safety and restrict left turns in and out of driveways
D	Adding a sidewalk on the north side of Welch Road from Rock Springs Road to Palm Isles Community for a safer place to walk
E	Providing two through lanes in each direction on Welch Road



Question 2: What do you think of the proposed design of the Rock Springs Road and Publix North Entrance intersection?





For those who selected "Neutral / No opinion" or "I don't like it", participants were directed to the following questions:

Question 2a: Please explain why you do not support the recommendations at the Rock Springs Road and Publix North Entrance intersection:

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

Traffic would be backed up to Welch Rd.
Stay out of the park.
Same as above
This whole idea seems to cater to only one direction of traffic flow, which is traffic turning left out of Publix North Entrance. I would estimate this traffic is significantly less than 5% of the total volume of cars in this area, so why stop Rock Springs road for such a small volume? Make this a right turn only out of Publix North Entrance. People can make a U-turn at Lester or possibly earlier.
It is UNSAFE. This area has exploded in the last decade. Accidents occur REGULARLY on Welch Road. This is a terrible place for a bike trail.
Roundabout. Cycletrack. Road diet.
No new lights, separators, or turn lanes.
Things are fine the way they are.

It’s fine just the way it is!
I do not support the recommendations at the Rock Springs Road and Publix North Entrance intersection due to the impact to wildlife, the environment and to Wekiva Springs State Park.
Already too crazy trying to drive with traffic congestion in this area. Trying to drive into the shopping areas would only get worse and this is going to create a situation for more congestion and accidents. It is not a large enough area to do this and be worth it just so people can ride through on their bikes.

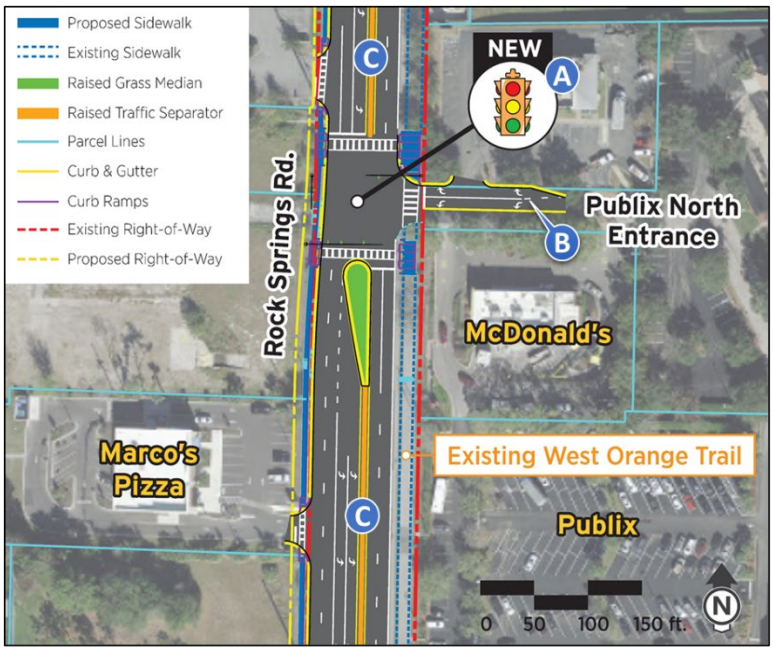
Question 2b: What recommendations would you like to add to the proposed design at the Rock Springs Road and Publix North Entrance intersection?

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

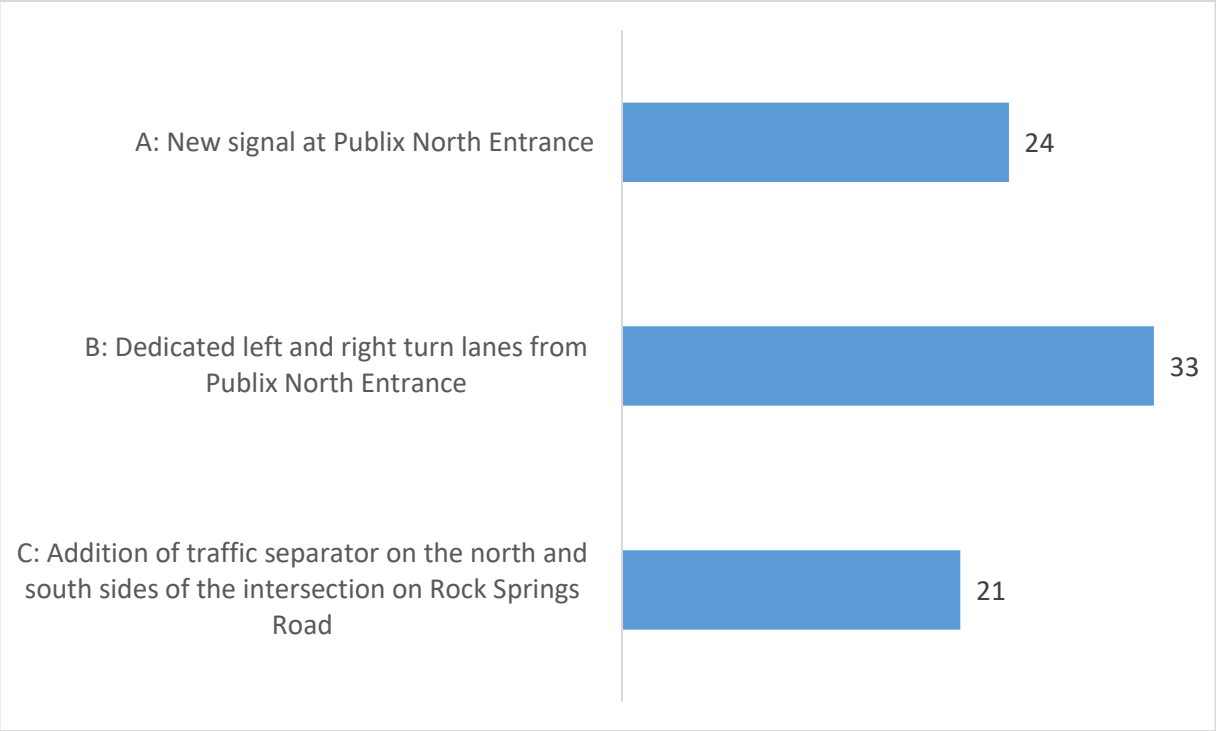
Will the lights at the two intersections be in sequence? How about on off days/times, I'll have to sit and wait to turn left into publix even if there's no traffic?
You don't show how the entrance to General Dollar will be affected going north on Rock Springs. From the video it looks like there will not be a left turn entrance into General Dollar because of the raised traffic separator. Maybe change the entrance into Publix/McDonalds to the middle instead of where McDonald's is now.
I travel northbound on Rock Springs Road to pick up pizza from Marco's. If you put a traffic separator from the Welch Rd intersection all the way to the Publix intersection, how am I supposed to access the shopping plaza for Marco's? There is no left turn lane for a u-turn on the northbound side of the Publix intersection and there is no break in the separator. Currently there is a center turn lane that allows access to the Marco's plaza very easily.
DO NOT BUILD ROADWAY OR TRAIL THAT EVEN TOUCHES WEKIVA STATE PARK
Don't reallocate any land in the park to traffic. No development in the park.
A new entrance to the General Dollar needs to be added across the new north Publix entrance. Otherwise, you will see an increase in accidents by people going northbound making u-turns to get into the existing southbound entrance to General Dollar. The current model will undoubtedly negatively affect business for the General Dollar if a better option is not implemented. I truly believe this option would work best if moved up to the Marcos entrance before the McDonald's. The north side of the Publix parking lot has ample space to make a new dedicated entrance into the plaza. The existing entrances by McDonald's should be exits. The other entrance should be used for the Mobile gas station entrance and exit only.

The traffic signal seems like overkill, I know there is a lot of traffic here but it seems this traffic signal is really only accommodating the left turn out of Publix North Entrance. The left turn into Publix North isn't bad at all, there is plenty of room to see the North bound traffic and eliminating the left turn from Publix North Entrance onto Rock Springs would help make the left turn into Publix North even better. I propose we eliminate the left turn coming out of Publix North Entrance. If needing to turn left, drivers can make a right onto Rock Springs Rd, then a u-turn at Lester (or u-turn earlier). Maybe add a protected u-turn between here and Lester. The protected cross-walk with lights is a good idea, I would suggest adding the RRFB instead of the traffic signal. We do not need another traffic signal (the RRFB's are the exception) along Rock Springs Road, especially when it only seems to help one lane out of many in this area.
Do not add another light on Rock Springs. It's not needed.
Bridge
I just wonder how the traffic will flow with one light so close to another.
That should be made right turn only
Pedestrian safety islands at all crosswalks.
Again, the bike trail crossing and new cross walks are just marked with paint. There's nothing in the design that naturally slows traffic down when the light is green. Pedestrians and cyclists are still going to get hurt and will potentially die. Please add more safety elements for people outside of cars at these intersections. You've designed these beautiful bike trails, but are still treating people outside of cars as the secondary user at these intersection conflict points. In these scenarios, the person outside of a vehicle always loses.
Better signage. Stop signs and stop bars and Bike Crossing signs at all driveways ands cross roads.
All the businesses on the west side of rsr should have had an access road to get to all of them which would enable you to use the proposed traffic signal.POOR PLANNING BY THE CITY OF APOPKA!!
From the video, it looks like the only way to go south on Rock Springs road from Publix is from the north exit. That’s a lot of traffic trying to get out to go south. The view of that intersection also seems to prevent any left turns into the Dollar General when traveling north on Rock Springs Rd. There needs to be safer access to that store. When leaving the Dollar General, it does not look like you could turn left to travel north on Rock Springs road. So there would be limited access to Dollar General when entering from the south and leaving to go north.

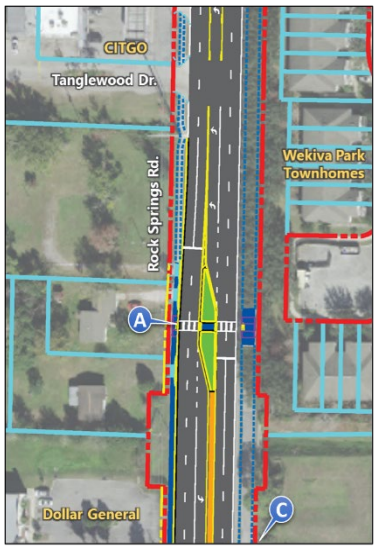
Question 2c: What features of the Rock Springs Road and Publix North Entrance intersection proposed design do you support?



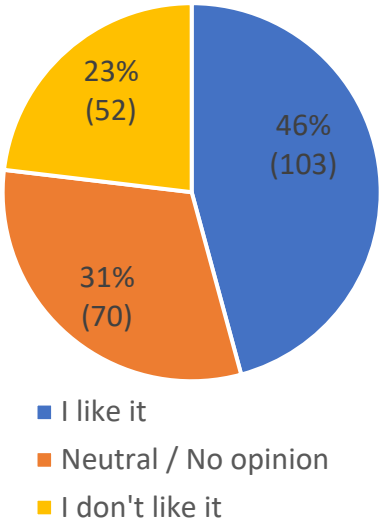
Legend	
A	New signal at Publix North Entrance
B	Dedicated left and right turn lanes from Publix North Entrance
C	Addition of traffic separator on the north and south sides of the intersection on Rock Springs Road



Question 3: What do you think of the proposed mid-block crosswalk with Rectangular Rapid Flashing Beacons (RRFBs) just south of Tanglewood Drive?







For those who selected "Neutral / No opinion" or "I don't like it", participants were directed to the following questions:

Question 3a: Please explain why you do not support the recommendations at the mid-block crosswalk along Rock Springs Road within the study area:

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

Traffic backup
Unnecessary.
There is too much traffic in that area for this to be successful. People will either not stop or traffic will get backed up and cause accidents.
Mid- block cross walks with no traffic light seem dangerous for pedestrians and create more traffic for cars.
In addition to a stop light your suggesting an additional stopping area for pedestrians? Shouldn't the pedestrians be encouraged to cross at the intersection?
Hinder traffic flow, possibly cause accidents
A cross walk is already being installed nearby. If people cannot use crosswalks at the traffic lights, what makes you think they will use this one. Furthermore, as a parent with a child who goes to Rock Springs and would need to cross Rock Springs Road to get to school, I would prefer my child cross at a traffic light rather than a mid-block crosswalk. This is because drivers are more likely to stop for a red traffic light rather than an unexpected flashing light on the side of the road.

Heavy traffic back-up
This should be either at the Publix North Entrance or better yet, install some type of light and midblock crossing area at the Vista Crest Dr for Wekiva Park Townhomes.
Stay out of the park. As usual, the overly specific, myopic focus at MetroPlan assumes readers are also so inclined. I'm not. My message is SIMPLE: STAY OUT OF THE STATE PARK. The WEST ORANGE TRAIL has a history of unpublicized criminal activity. PUT THE TRAIL SOMEWHERE BESIDES IN THE STATE PARK.
same as above
They are an impediment to traffic flow
don't believe the flow of traffic should be interrupted.
Better to cross at light. Drivers don't pay attention to these signals. Will back up traffic
There are already traffic lights in the area plus the added lights will make traveling in this are too slow...
People will just step out and hope the traffic will stop. Too much traffic volume and too high speed, much less too many lanes for such a system.
Not needed
Too dangerous- drivers typically will not yield
Slowing down/stopping the flow of traffic is not a good idea for this area. We need a walk over bridge like the one downtown apopka.
No one stops for this, someone will be killed. I'd rather see a light
It is unnecessary to add the mid-block crosswalk so close to the traffic light being installed at the Publix North Entrance.
Not needed at that juncture
Drover wil not yield to pedestrians on a 4-lane road, even with flashing lights. There should be aped-activated traffic light.
It's fine the way it is.
It's going to cause traffic backups and not improve safety
Seems too dangerous even with signs
Needs to be at corners not in middle of roadway

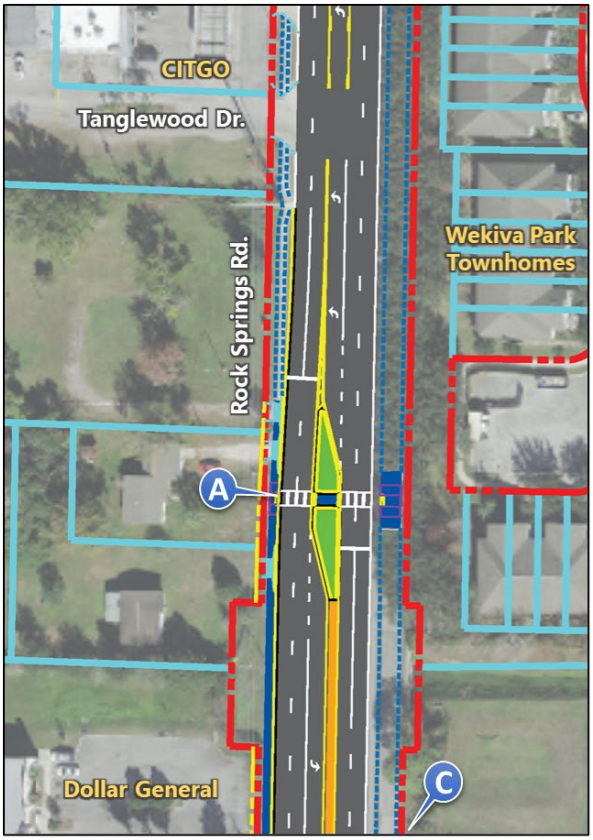
things are fine the way they are
Does not seem needed for that area
The are enough road crossings in the area

Question 3b: What recommendations would you like to add to the proposed design for a mid-block crosswalk along Rock Springs Road within the study area?

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

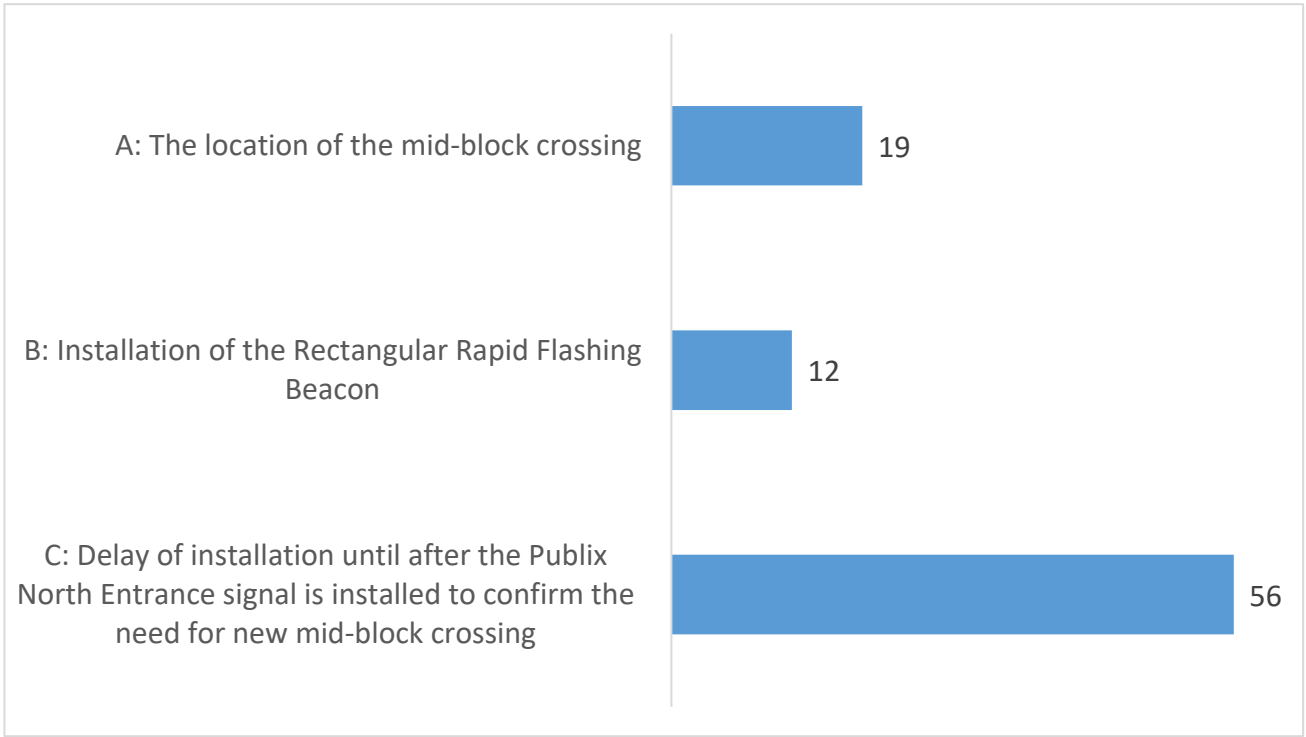
I like it, this survey doesn't allow a comment if I like it, but it seems a bit too North to be useful. As I mentioned earlier, I would much rather see an RRFB in place than another traffic signal. One idea, eliminate the idea of the added traffic signal as mentioned above and place the RRFB in the Publix North Entrance area? This would be closer to the stores in that area.
They should not add the crossing. Just one more place traffic has to stop and might not stop or pay attention. Walkers or bikers can already cross at the intersection of Rock Springs and Welsh.
They should not add the crossing. Just one more place traffic has to stop and might not stop or pay attention. Walkers or bikers can already cross at the intersection of Rock Springs and Welsh.
I think these order of implementation is backwards. Why not put this in place first and see what this does for traffic? It's cheaper and easier to implement than another traffic signal.
Traffic goes pretty fast in that area, I'm not sure just the flashing beacon is enough to protect pedestrians. Maybe the crosswalk should be at the Publix entrance.
They can cross any new intersection or at lester
It needs to be something that only activate when walkers are present. If not people get desensitized to it and will just ignore them like they already do to a crosswalk.
A bridge for pedestrians like in downtown Apopka at the Dunkin' Donuts.
Again, this crosswalk is just paint. Without something to naturally slow traffic, like a slightly raised crosswalk with brick, pedestrians are still going to get hit at a frequency that is terrifying to think about. I'm sick to my stomach thinking about all of the potential danger and conflicts you are putting into place by promoting walking with crosswalks, but not corresponding with the correct safety measures. Imagine a parent with a 4 year old at this cross walk. Posted speed limits, and paint do nothing to slow cars down, physical limitations have to be put in place to draw drivers awareness to the increased density of pedestrian and cycling use.
I would bring the crosswalk down to the McDonald's new intersection and improve with beacons there and at Lester Road intersection. That will help with trail crossover at Lester also.
No one will stop if it's a flashing yellow. As someone who does stop at uncontrolled crosswalks for pedestrians, I get honked at or nearly rear ended every time. Plus it being 4 lanes, you need the drivers to actually stop. It has to be a red light crosswalk or nothing at all.

Question 3c: What features of the Rock Springs Road and Publix North Entrance intersection proposed design do you support?

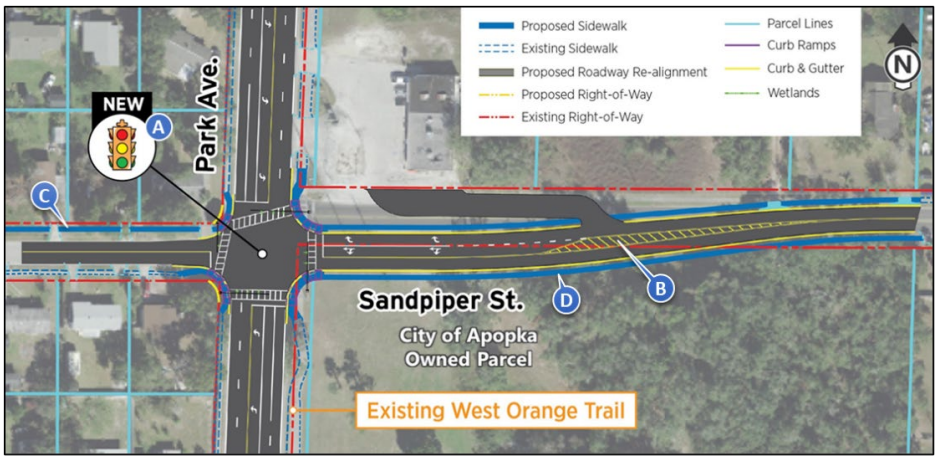


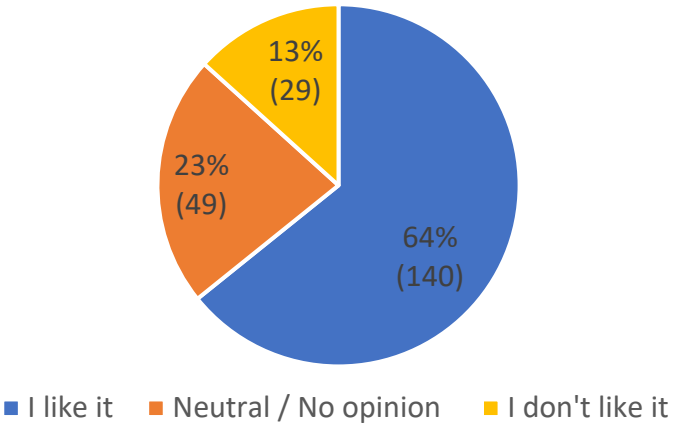
Legend	
A	The location of the mid-block crossing
B	Installation of the Rectangular Rapid Flashing Beacon (RRFB)
C	Delay of installation after the Publix North Entrance signal is installed to confirm the need for new mid-block crossing





Question 4: What do you think of the proposed design for the Sandpiper Street and Park Avenue intersection?





For those who selected “Neutral / No opinion” or “I don’t like it”, participants were directed to the following questions:

Question 4a: Please explain why you do not support the recommendations at the Sandpiper Street and Park Avenue intersection:

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

We don’t need one more stop light on park avenue.
Answering this series of Q’s should be unnecessary. I don’t care about all your details. I care about your reported plan to violate the boundaries of the state park AND OPPOSE THAT EVER HAPPENIN.
Nothing should impede Wekiva State Park.
Not needed

There is no need for realignment. The realignment creates more traffic in this area which forces a traffic signal implementation. There is no need to stop traffic on Park Ave for the very few people that actually travel across Park Ave. I would support the addition of sidewalks.
Completely necessary, I would be very disappointed if this is completed as described. I stood out there for 20+ minutes and watched as hundreds of cars passed north and south along Park Ave. There were only 4 cars that made a left turn out of Sandpiper West and only 1 car out of Sandpiper East. Zero cars crossed Park Ave. I was even watching for those who may have u-turned to 'cross' Park Ave and again, zero cars travelled across Park Ave. From an aerial view it is nicer if these line up but in reality it's nice that they do not line up. There is a lot of power lines in this area as well which will add to any expense if this area is reworked. Idea: why not restrict left turns out of Sandpiper East and West in this area? Please feel free to improve the sidewalks along here.
Unnecessary
Roundabout. Cycletrack. Road diet.
$$ could be better spent elsewhere
Too much for a small intersection, too many homes off the road. We need to redirect traffic rather than invite people to cut through this area. Park Ave and 441 need to be used more.
wildlife and natural environment
Again I feel it's fine the way it is.

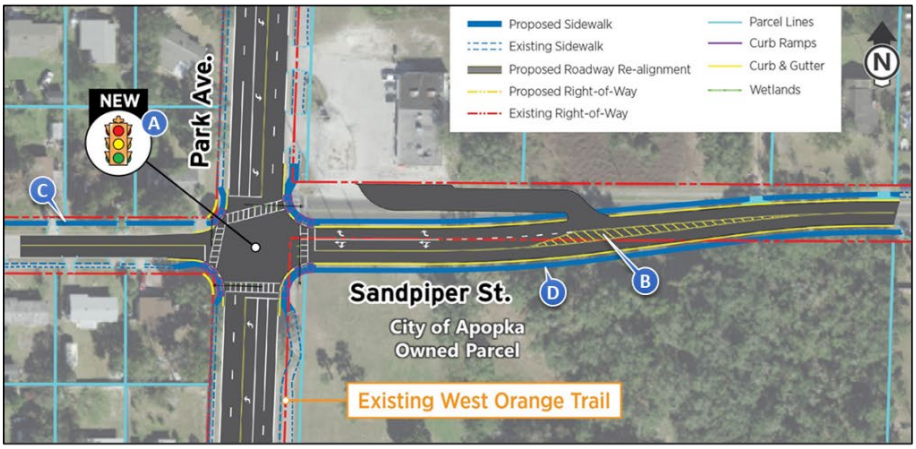
Question 4b: What recommendations would you like to add to the proposed design at Sandpiper Street and Park Avenue intersection?

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

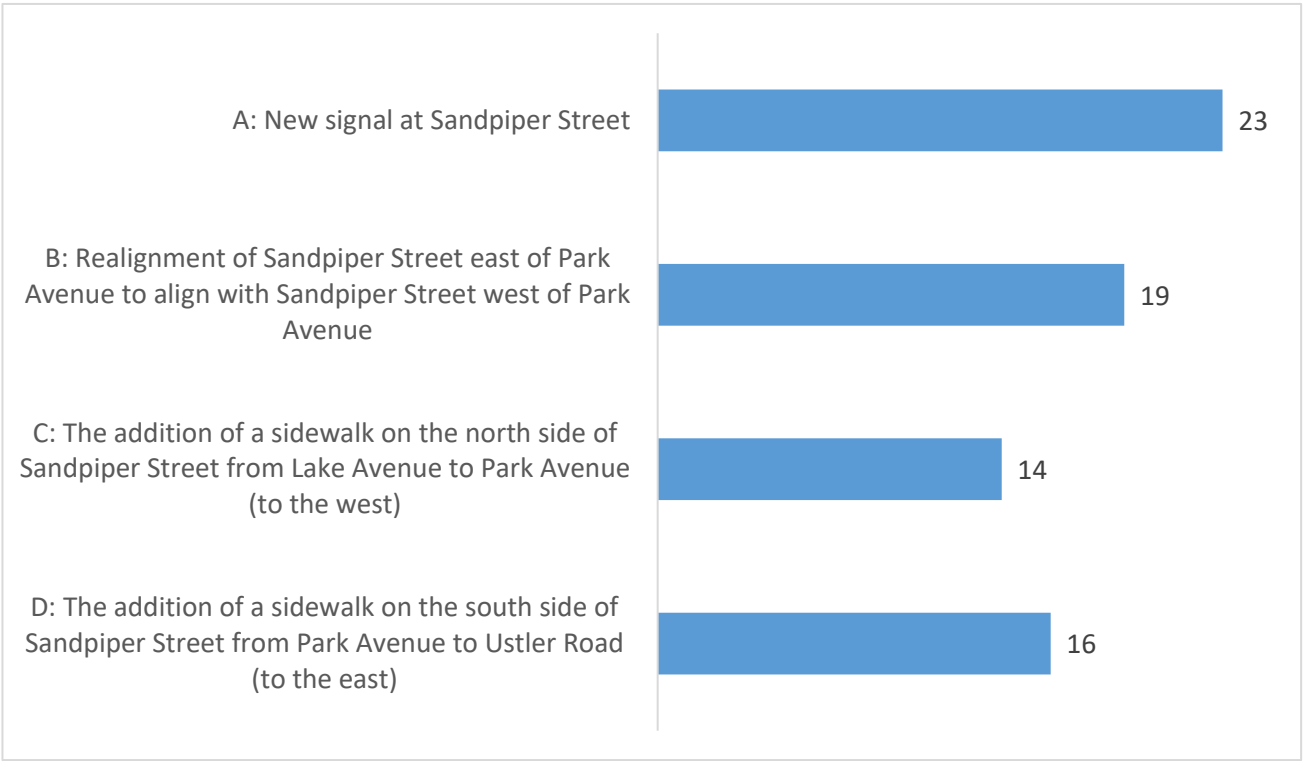
A signal is needed as well as adding westbound right and left-turn lanes. Realignment is a waste of money, as are the sidewalks. I have NEVER seen anyone walking along Sandpiper in 15 years
Add a right turn lane and allow the crossing traffic to wait for both lanes of traffic to clear. The majority of traffic turns right, why stop the flow of a major road for 1 vehicle to cross?
Only the turn lane is necessary.
The more bike lane space, the better. Apopka needs this!
Don't develop any land that would shrink the park's footprint or interfere with wildlife.
wider and better signage for bicycle lanes.
Do not add anymore lights on Rock Springs or Park Ave.

Traffic signal is only needed at certain times. Two lane round a bouts at Sandpiper and Tanglewilde. Add third divided designated turn lane off of Sandpiper where they can merge on to rock Springs. Flashing Pedestrian cross walks.
Pedestrian Safety Islands or No right turn on red when crosswalk lights are green.
The crosswalk. This road is far too busy for a road level crosswalk. I have worked in a location where one of these style crosswalks was located, and EVERY DAY saw cars blow through the crosswalk while pedestrians were crossing, and it was a much less busy road. I think it would be extremely dangerous for pedestrians, as cars do NOT stop for a flashing light. Additionally, the road is extremely busy and it will create significantly more traffic build up when cars actually do stop.
Same recommendations. Create physical elements that make cars slow down at Pedestrian cross walks. Flashing lights, paint, and posted speeds will not save lives. The additions of crosswalks are admirable, people will use them. Unfortunately the designs put people in danger, unless there are physical elements that naturally slow cars down.
Bike lanes please
Apopka street red and green lights are not timed or kept in sequence if put a light at McDonalds traffic will be at a grid mark..... right continous turn lane with no Left Turn in would be better.

Question 4c: What features of the Sandpiper Street and Park Avenue intersection do you support?



Legend	
A	New signal at Sandpiper Street
B	Realignment of Sandpiper Street east of Park Avenue to align with Sandpiper Street west of Park Avenue
C	The addition of a sidewalk on the north side of Sandpiper Street from Lake Avenue to Park Avenue (to the west)
D	The addition of a sidewalk on the south side of Sandpiper Street from Park Avenue to Ustler Road (to the east)



Question 5: What would you like to tell the study team about the Rock Springs Road Study?

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

The redesign of the Welch and Rock Springs intersection is excellent as it pertains to the intersection itself. The raised traffic divider will cause issues though. If I understand correctly, left turns onto Welch from either exit of the Publix parking lot will be blocked by the divider. In this case, the lanes at Welch and Rock Springs will be backed up with people waiting to make U-turns to head east on Welch Rd in addition to the people waiting to turn left onto Rock Springs Rd. The traffic signal at Rock Springs Rd and the plaza exit is far too close to the existing signal at Welch/Rock Springs for traffic to flow smoothly. While adding a signal would make it easier to exit the shopping plaza going south, it would interfere with the flow of traffic through the Welch/Rock Springs intersection and cause more headaches that it prevents. The same situation exists at Wekiva Springs Rd and 436, where a new traffic signal for the Sprouts shopping plaza was added too close to an existing signal. I cross this intersection daily and have seen the new signal back traffic up to let one car out of the plaza on multiple occasions (including a few where traffic backed up all the way into 436.) The traffic signal at Sandpiper St and Park Ave is long overdue, and it's a welcome sight to see it on the plans.
Questions: How does one get home to north of Welch on Rock Springs Road after visiting Marco's Pizza, for example? Where do the turn around? Same with Walgreens. Visiting Walgreens from west Welch, how to get home?
Stop building!
It's a waste of my taxpayer dollars for sidewalks and the realignment. It is not necessary to add this additional light. A turn lane would be helpful. The problem is the back up at Welsh and rock springs. The trailer park is more of an issue with the traffic turning out to the left.
Anything that will alleviate traffic backup on Welch Rd & improve traffic flow would be welcomed.
Please consider communicating directly with residents of the Wekiva Park community whose houses back up to Welch, as it seems the construction will directly impact us and potentially our property.
I live on Sandpiper St and do not want a sidewalk in front of my house!
The lights would need to be timed so as not to back up traffic. The turn into the publix and gas station parking lot need to be walled off for left turners coming from the south on rock springs rd. This doesn't seem to take into consideration the new gas station on the corner across from Walgreens.

We need more street lights in some of the areas of Park and Rock Springs. If you do the Sandpiper / Park Ave project please add more lighting to that area for a couple more miles both north and south on Park Ave.
Have the Speed limit on Rock Springs Road,from Sandpiper Rd to Past Tanglewood Drive Changed from 45 to 35 miles per hour.As you get to Welch Rd which is Orange County,,There are too many accidents,,,and Welch Rd Orange County reduced to 35 miles per hour,,,Too many deadly accidents at the intersection of Welch and Rock Springs Road,, including on of My Church Members Son earlier this year.
Considering numerous elder civilians with disability on wheelchairs that cross Rock Springs from Publix plaza to Welch and considering numerous students that cross the roads to get to school, I'd propose a Pedestrian Overpass Cross-Bridge in the corner of Rock Springs and Welch. Perhaps starting from the newly cleaned land towards the corner of the 7-11 gas station.
Traveling north on Rock Springs Road from 441, how am I supposed to get to Walgreens and Backroom Steakhouse? I need to turn left into shopping plaza but don't d See where I could do that with the new plan.
More lights on rock springs road are needed.
Please please somehow extend the middle right/left turn lane eastward to include the Wekiva Glen subdivision. We have a terrible time during rush hour getting out of our neighborhood. A middle lane where we at least can turn left into a lane and wait to safely merge going east on Welch would be so very helpful!
Orange Audubon provided a link to your tedious questionnaire. I clicked through it, not caring about all the minutia -- and trying repeatedly to make the point THAT THE STATE PARK SHOULD NOT HAVE A TRAIL VIOLATE ITS BOUNDARIES.
No construction in the park and nothing to interfere with wildlife.
Wekiva park should be protected at ALL costs.
The intersection at McDonalds is VERY dark and needs additional lighting.
My wife and I live in a subdivision backing up to Wekiwa Springs Park. We have concerns about the West Orange Trail extension bringing noise, an invasion of privacy and potential for crime to our neighborhood. People attempting to enter Wekiwa Springs at times of peak occupation park on the streets in front of our property then walk to the gate, and people trying to enter the trail extension from this endpoint may feel like they are welcome to do the same. There is apparently no plan for additional parking in this area to accommodate those users of the trail who want to start hiking or cycling from this location. Finally, we have no renderings or illustrations of any kind revealing what form the fencing around the trail will take. More than likely this fence, or walls, if they are to effectively insulate our neighborhood from any negative effects of the traffic which will inevitably come, will block our view of the Park, which we feel is a rare and precious thing. And, though our glimpses of Park wildlife these days can be somewhat limited, depending on the season, they would now become a thing of the past.

For the Welch Road Trail spur leading to Wekiva State Park, please try to minimize damage done to the forest habitat and ensure that people can not access the park directly from the trail.
I would like to see wider sidewalks, so that in the future, people can safely ride bikes in both directions. It's also a good opportunity to put in permeable cement to improve drainage from big storms, also keeping the sidewalks safer. There are neighborhoods nearby, full of children and there are many places biking distance to these neighborhoods. Anything that can be done to improve pedestrian safety and connectivity should be done. With the West Orange Trail extension, it makes even more sense to appeal to cyclists.
While the new bike trail looks great, there is still a need for bike lanes on Rock Springs, Welch and Ponkin Roads. There are many examples of bike lanes adjacent to bike trails. Bike trails are very dangerous at driveway crossings
Will there be a problem where the two lanes traveling east on Welch need to merge into one?
My primary interest in this project is safe bicycle crossing of Welch and the north Publix entrance. Both are dangerous at this time.
Open ended answering after each question would help. Y/N/N isn't clear understanding of opinion in surveys. The raised medians have a great purpose, yet forced two lanes only is tight at times. That is why they are driving head-on the wrong way all of the time. How are we adding two lanes in "each" direction?
I took the original survey and it looks as if some of my recommendations were used or taken into consideration for these projects. Thank you!!! I would also like to see the WOT continue to the new Wekiva Trail that connects with the WST. The few miles from Kelly Springs Road to the trail can be dangerous for cyclists as some drivers are not use to having bikes on that street during the week.
I'm worried about capacity of the queue for left turns out of Publix north. And consideration for the businesses coming in across the street that will have to use the same signal to get out. There will have to be an opportunity to drive straight across Rick Springs Road at the light.
Thank You!!!!
No more changes please - we moved out here to avoid living in the City…
It is not clear that the trail extension is part of the Rock Springs Rd work. There are sidewalks noted but appear to be of different width/configuration than that noted for the trails.
I drive a vast majority of the time and occasionally ride my bike and walk so I have views from all sides. Also, as a side note, can we get some tree cover along the bike path along Park Ave and Rock Springs Rd? The bike path is very nice :) but seems incomplete without a little more tree cover. It gets very hot out there without tree cover and once the heat hits, no one wants to use it which forces us to use a car and add one more car to the area traffic.
Finish connecting the Wekiva trail with the West Orange trail first and don't add anymore lights or slow down anymore speed limits!
Take orange trail up Rock Springs to Kelly Park and go up to Highway 46

Traffic is bad enough as is, construction cannot take forever or cause additional traffic issues
Great job! This is really going to help the area a ton! Especially the Publix plaza which is a nightmare to get in and out of.
The Publix on Rock Springs Road needs a much larger main entrance. Access to the parking lot is a nightmare.
The more bike trails the better !!!
I would like to see an extended of the West Orange bike trail
I think we should take these one at a time, each over 5 years. Then, reevaluate how it has worked in accomplishing its goal, and looking at these roadways 5 and 10 years from now. I think it is short-sighted to assume what it will all look like years from now.
We need improvements to Sandpiper desperately. Many days I can't get out of my driveway due to traffic backed up from Park past my house on sandpiper. I would like to see us allowed to add additional aprons so we don't have to back onto sandpiper or have to turn around on the grass. Would like to see reduced speeds on sandpiper as well.
Great job!!! I live in Rock Springs and this will save everyone lots of frustrations going in and out of our shopping centers.
I travel this route every day. The message to motorists -- from an engineering and design standpoint -- should be: SLOW DOWN! Too many people speed through this area. With the number of businesses on both sides of the road, and drivers entering and exiting, especially at peak hours, it feels like a scene from a Mad Max movie.
Make all of points of conflict between cars and people outside of cars safer. Drivers need physical impediments to slow down at points of conflict. Flashing lights, paint, and posted speeds are not nearly enough. Make the crosswalks brick and raise them up. Make the intersections about pedestrian safety first, not as the secondary goal.
Just emphasizing pedestrian and cyclists safety. Thank you!
It would be great to have cross over bike and walking bridge at Welch & Welch road. Currently it's too dangerous to cross with kids or the elderly

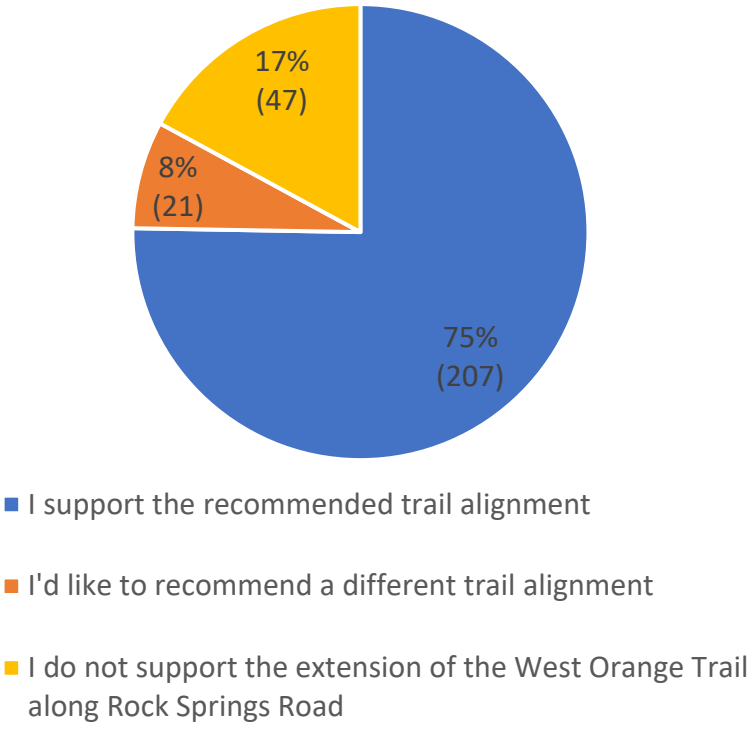
I agree with the HOA Board of Townhomes at Wekiva Park that there should be a traffic signal at Vista Crest Dr and Rock Springs Road. There are 144 homes in Townhomes at Wekiva Park, and the residents can only exit onto Rock Springs Rd by the intersection at Vista Crest Dr. There is no other egress from the development. During times of high traffic it is extremely difficult to turn left safely out of Vista Crest onto Rock Springs. I understand that the proximity of the intersection at Tanglewood and Rock Springs is equally important, so I recommend that the study group consider installing coordinated double traffic-triggered lights at those two intersections, like the ones on Wekiva Springs Road at Sweetwater Blvd. and Riverbend Blvd. Pedestrian crossing signals could be incorporated in both those lights. The 45 mph speed limit on Rock Springs also contributes to the danger of turning left out of either Vista Crest or Tanglewood. The study team should use a radar gun to check speeds in the section of Rock Springs between Welch and Lester. From my observation I suspect that the average speed near Vista Crest and Tanglewood is closer to 55 than to 45. My house (1946 Beacon Bay Ct.) backs up to Rock Springs, so I am quite familiar with traffic conditions on that street. With increasing commercial development along Rock Springs, and expanding residential development in northwestern Orange County, Rock Springs is going to be more and more heavily used. The study group, the city of Apopka, and the county need to be aware of the established townhome community that the city and county approved and allowed to be built here, and give some consideration to the taxpaying citizens who make their homes here.
Have the City provide better lighting at night.
Stop making 3 minute red lights.
Stop signs Stop bars, and ass Bicycle Crossing Signs at all driveways and side roads.
Two right turn lanes on Welch to RSR have been implemented without success.
Many years of lack of planning and coordination between orange county and the city of Apopka has led to this mess but that is the case in alot of areas. BUILD 1ST INFRASTRUCTURE TO LATE OR NEVER.WHERE IS ALL THE IMPACT FEE AND GAS TAX MONEY GOING?
Leave it alone
Taking of land from Wekiwa Springs State Park is not acceptable, the trail would go through a sandhill community, one of the most endangered natural communities in the state. The park management plan states the Purpose and Significance of the Park "is to protect vitally important sandhill communities" (page 1).
Please leave wekiva springs park untouched and beautiful this is our beautiful park to enjoy all the wildlife awe at nature at its finest
Control timing of contrtuction so those who live on Welch and Thompson have a way of traffic i go sandpiper when leaving my subdivision is closer..... but can't get down Welch
We need more dedicated bike lanes.
I love how this will leverage the green spaces adding a beautiful character to the area. Really well thought. And adding more pedestrian / bicycle usage is a great way to make our city more livable.

West Orange Trail Extension Survey Questions

The West Orange Trail Extension Study Survey asked a series of questions regarding recommended trail alignments for connecting the existing West Orange Trail to the Wekiwa Springs State Park entrance and Wekiva River Blueway Trail, Wolf Lake Elementary and Middle Schools, and the City of Apopka's Northwest Recreation Complex, as well as to the proposed Wekiva Trail. A total of 226 participants responded to the West Orange Trail Extension Survey questions.

Question 6: What are your thoughts on the proposed West Orange Trail along the east side of Rock Springs Road from Lester Road to Kelly Park Road (connecting to the future Wekiva Trail)?





For those who selected "I'd like to recommend a different trail alignment" or "I do not support the extension of the West Orange Trail along Rock Springs Road", participants were directed to the following questions:

Question 6a: What recommendations do you have for a different trail alignment along Rock Springs Road?

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

Wide sidewalks are boring, noisy, hot rides that are unsafe with driveways, street crossings. Why can't you hug the state park or partner with the state to have trail run north along the west side of the park. The existing WOT along Rock Springs road is horrible. Why are you repeating the same mistake. The whole souther portion of WOT is wonderful.

I understand that this is the probably the most feasible path, but I would like to see a nice buffer between the busy road and the trail. I hope there will be a lot of trees at least.
Closer to the park away from the highway
If possible, it would be nice to put the trail in a less traffic congested area and position it as near the state park as possible. Safer, shady, and more scenic.
Alignment along Wekiva State Park rather that along RS Rd. to avoid multiple driveway and road crossings.
Bicycle lanes should be off roadway.
Keep the trail on Welch Road and Rock Springs, not in the State Park
Do not go thru neighborhood by Wekiva 'Springs State Park.
Is there going to be a trail head across from Kelly park?
That the trail be something other than a wide sidewalk along a busy highway. This is NOT the experience trail users want which will result in minimal usage since it will dead end for quite a while. Alignment along the border of the State Park is acknowledged to be more difficult but is the desired experience which will result in more usage.
keep it off the road - safer, quieter, prettier. Use the adjacent Wekiva State Park
Go off the main road and more into park lands, forests, which people would like to see more of
Most trail users I know prefer that the trail not run alongside busy highways. We don't like to breathe exhaust fumes while we're exercising. I would prefer that the new trail extension stay away from Rock Springs as much as possible.
I would suggest a route behind the Publix along the edge of the State Park border running north to Kelly Park. That would be more of a scenic route.
One that doesn’t encroach on habitat
The alignment is ok as long it is outside park boundaries. Taking public land for the trail is unacceptable.
I am fine with this section of the trail as long as the trail construction does not disrupt pristine land, including sandhill ecosystems.

Taking trail from the park is unacceptable. It increases likelihood of greater invasive plant species and exotic animals. It is detrimental to habitat of gopher tortoises and Sherman fox squirrels. Properly planned trails do not have these negative impacts. As a long time trail advocate and founding member of the Cross Seminole Trail Alliance, past member of the State Greenways and Trails Council, first Chair of Seminole County's Greenway and Trails Committee, past member of Seminole's Park and Preservation Committee - recommend rejecting taking of public lands from the park & do this project correctly. The vision is there - you have steered off course a bit. One doesn't ignore negative impacts which are counterproductive to the concept of getting out on a trail to take in nature. Thank you. Grey Wilson
Do not have the trail go behind or in close proximity to any neighborhood that is not on a main road
as long as it does not go through Wekiva State Park and where are you going to put entrances and off ramps.....who will control the crime???

Question 6b: Please explain why you do not support the extension of the West Orange Trail along Rock Springs Road:

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

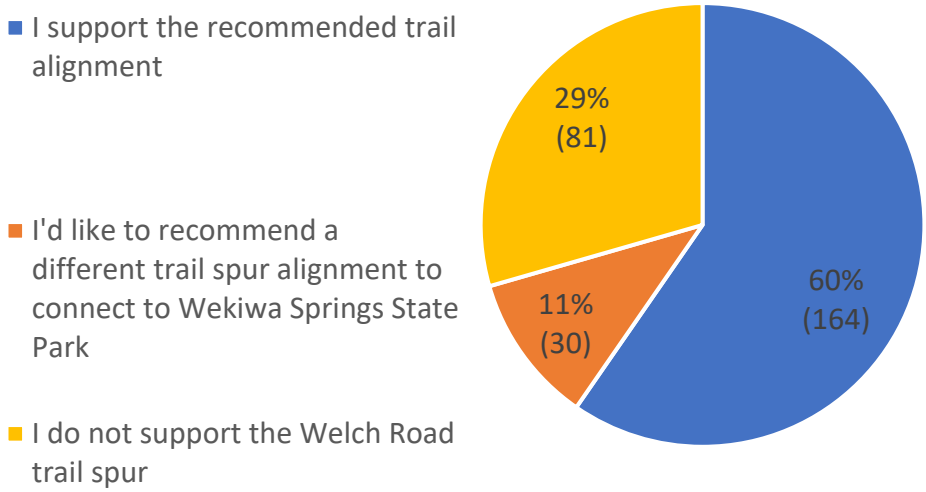
Don't need spend money on this right now
Cycling is a big thing in Florida. With the near completion of a trail system coast to coast people will come from all over. As a cyclist my number 1 concern is safety. The majority of of drivers in vehicles do not see cyclist, even with the cyclist wearing bright colors and reflective clothing.Everday I cycle on a bike path I have at the very least one encounter with a motorist. I think the previous alternate route that parallell to Rock Springs Rd.If you cycle the West Orange trail, you know that the majority of the trail is away from traffic. The trail offer nice scenery, that you don't have to be on high alert dealing with traffic. West Orange trail is a nice trail until you get into Apopka at the pedestrian bridge traveling north. Homeless people hangout here. Then as you proceed North and and arrive on Rock Springs road as a cyclist you have 3 stop signs in 1 small block they you have to deal with business driveways in which the motorist advance onto the trails cutting off anyone using the trails. Then all the traffic lights. I think Apopka deserves a better designed trail in keeping with the rest of West Orange trail. Please reconsider.
I do not support extending to Wekiva State Park. There is already a traffic nightmare here, specifically Wekiva Springs Rd. The new lane expansion to enter the part didn't solve the problem and the road is often blocked and impassable due to the line to get into park blocking it. The trail would drive more traffic, disturb protected wildlife and be a safety risk to the children who attend summer camp. The summer camps would be at risk if you allowed this passerby traffic into their areas as proposed.
It is a waste of $ and the Proximity to the road is dangerous as autos have to cross the path in numerous places. The real-estate should be used for widening RSR
I do not support tearing down the woods.
Too much habitat destruction.
This cost is not necessary.

It is UNSAFE. This area has exploded in the last decade. Between Wekiwa Springs SP and the Rock Springs Run Preserve, there are already publicly funded and available bike trails. This area needs more WILDLIFE BUFFERS and central sewers, not wasted tax dollar bike trails.
The trail does not need to be extended into such a crowded area
There is no need to add a bike trail to parks that already exceed capacity every day
Keep new paths out of the State Park
There are too many endangered plants and animals in Wekiwa Park. The 12 to 14 acres you want would be bad for those trees, plants and animals.
Waste of money. For what I see from what is on park ave, the trail is not being use that much to warrant the cost.
wildlife and natural environment
Please do not destroy the existing habitat here! The West Orange Trail is great but should not destroy existing habitat for so many plants and more importantly, animals.
Wekiwa has the largest expanse of the endangered longleaf pine sandhill habitat in the state park system. The park provides habitat for 12 protected wildlife species along with numerous rare plants. The park is one of the crown jewels of the state's award-winning state park system, with visitation numbers greater than most National Parks. The park offers peaceful solitude for those who hike or bike the back country trails, accessible from the main park entrance. Orange Audubon Society's (OAS) conservation committee thinks the West Orange Trail is beneficial but should definitely not enter the park. This spur would cause the destruction of 12 to 14 acres within this pristine state park. Two of the proposed wildlife viewing areas would provide unsafe access to two summer youth camps, a concern for campers attending these programs.
NO !! I DO NOT SUPPORT THE "TRAIL EXTENSION"!! 1. You will be DESTROYING a PRISTINE critical habitat area. 2. Endangering our youth at camps!! 3. No necessary!!
To much disturbing habitat.
I am a frequent user of the West Orange Trail but I think an incursion into the state park is a terrible idea. The Park preserves sensitive, all too rare, habitats. This scarring of the park would be a disservice to the many thousands of visitors who enjoy its beauty. There are many bike trails, but only one Wekiwa.
This extension will compromise habitat interconnectivity in Wekiwa Springs state park and detrimentally affect native flora and fauna.
See response above
While I like the idea of the trail, I am opposed to the Welch Road Trail Spur. I would like to see an alternate route that doesn't disturb the preserved land in the Wekiwa State Park. The many of the wild life, plants and trees there are already endangered and this access would further jeopardize them.
It destroys sensitive lands intended for protection.
Worried about the effect on the park.

not needed
Hi, I bought my home here 28 years ago. My property backs up directly to the proposed trail & for 28 years I have been blessed with the peace, wildlife and beauty that the area offers. There are a number of concerns- privacy, safety, the impact on the animals & simply the changes that nature would experience. Must we continue to concrete over every green spot on the planet ? When is it enough ?
It is not needed and is unnecessary spending. Pedestrians and cyclists can use the Welch road sidewalk and just turn the corner at Wekiva Springs Road and use the sidewalk to access the park.
Stay out of Wekiva Springs Park. The extension causes harm to the Park and the people who safely enjoy it while hiking or walking.
BECAUSE OF THE NEGATIVE IMPACT ON WILDLIFE HABITAT
Will adversely affect the environmental quality of WSSP. The risk is greater than the reward.
We are working hard to protect this valuable state park. Any encroachment will not be good for future preservation of the park.
My home borders Wekiva State Park and the West Orange trail will border my backyard if this extension is approved I am concerned about my backyard bordering this extension and what will be done to protect my safety and what type of barrier will be put up since I am now enjoying an unobstructed view of the park. This extension will definitely have a negative impact on at least 12 species of wildlife that are now using that corridor which is their natural habitat. Also, Wekiva Springs road is overwhelmed with traffic at the entrance to the park and the congestion is definitely a safety hazard already. I am also concerned about the parking situation and where these extra people will park at the beginning and end of the trail. I purchased this property for the privacy and quiet that this neighborhood offers. I am definitely opposed to the West Orange Trail Extension from Rock Springs Road to Welch Road.
My home borders Wekiva State Park and the West Orange trail will border my backyard if this extension is approved I am concerned about my backyard bordering this extension and what will be done to protect my safety and what type of barrier will be put up since I am now enjoying an unobstructed view of the park. This extension will definitely have a negative impact on at least 12 species of wildlife that are now using that corridor which is their natural habitat. Also, Wekiva Springs Road is overwhelmed with traffic at the entrance to the park and the congestion is definitely a safety hazard already. I am also concerned about the parking situation and where these extra people will park at the beginning and end of the trail. I purchased this property for the privacy and quiet that this neighborhood offers. I am definitely opposed to the West Orange Trail Extension from Rock Springs Road to Welch Road.
We do not need a thoroughfare through the community. There are sidewalks and this will increase crime.
Who wants people riding behind our homes into our back yards will decrease home value
I don’t have a problem with the Rock Springs Rd extension, but I do have a problem with it being part of the Welch Road spur into the WSSP
No more traffic, cars or bikes on Welch Road.

Question 7: What are your thoughts on the proposed Welch Road trail spur alignment connecting West Orange Trail from Rock Springs Road to the Wekiwa Springs State Park entrance? The trail runs along the north side of Welch Road from Rock Springs Road to west of Wekiwa Springs Road, running along the forest edge, and passing behind Sweetwater Park Village to connect to Wekiwa Springs State Park entrance. The trail provides an opportunity for natural habitat observation along Welch Road.





For those who selected "I'd like to recommend a different trail spur alignment to connect to Wekiwa Springs State Park" or "I do not support the Welch Road trail spur", participants were directed to the following questions:

Question 7a: What recommendations do you have for a different trail alignment to connect to Wekiwa Springs State Park?

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

I was excited to see the trail running beside the park behind Sweetwater Park Village, but after hearing the objections from the homeowners, I have changed my mind. I would not like that in my backyard, and I think a fence would lower the property values and the enjoyment of having a home there. I can see that following Welch down to Wekiva Springs Road and around the curve would add more driveways (and ugliness) to pass, but it might be necessary if we want an extension to the park entrance. Laying a trail behind that subdivision would be the wrong thing to do.
The alternate alignment along Welch Road only connecting to Wekiwa Springs Road. It should not go around Sweetwater Park Village.
The spur should not go around Sweetwater Park Village, but instead continue on Welch Road to connect to Wekiwa Springs Road. The current proposed alignment places a new public thoroughfare behind these residences which abut sandhill pine habitat. Paving this land with impermeable asphalt or concrete is unnecessarily disruptive and harmful when an existing public thoroughfare exists which could be used for this purpose, even if it needs to be widened.
It was the original alternative that ran east of Rock Springs road. Apopka deserves a nice bike path safety away from the traffic in keeping with the rest of West Orange trail.
Welch road DIRECTLY to Wekiwa springs rd. Do NOT go behind the homes of Parl Village Place.
Do NOT go behind the homes of Park Village Place.
We support the ALTERNATIVE Welch Road spur that continues east to the Circle K BEFORE turning north.
bicycle lanes should be off roadways
keep the trail on Welch Road, not in the park
Terrible idea to go behind the neighborhood vs going to the end of Welch and turning on wekiwa springs road (plus gives easy access to pick up drinks/snacks right on route)
As long as none of it is private land
Do Not go behind the neighborhood. Stay on welch rd. and wekiwa springs rd. on the south side of the Circle K Store.
I think this trail should connect to the coast to coast trail or Seminole Wekiva Trail
Run along the south side of Welch road to avoid cutting into the park. Road noise is already noticeable on the trails last time I went and this would make it worse.
Three issues: 1) It should stay out of the State Park and instead be located within the road right-of-way on the south side of welch road. 2) The proposed alignment appears within park boundaries and is parallel to the back country of the park that is important for wildlife; intensifying human presence is not beneficial at this location. Keeping it directly adjacent to Welch and Wekiwa Springs Roads and within the existing right-of-way is highly recommended. Moving a wall bordering a development, if necessary is far better than taking public park acreage. 3) It is not essential to provide overlooks and viewing areas for wildlife at this section of the trail -- it terminates at the park entrance and trail users can simply go into the park for much better locations to view wildlife.

I support the alignment, but an concerned about the proposed wildlife viewing areas- e.g., their size and potential to eliminate habitat from the park. I would want more information on what is being proposed here.
I would prefer that the spur not take up state park land. The video says that the spur would require about 7.3 acres, and if 0.1 acres are privately owned, then I suppose the other 7.2 acres are state park land. Not sure that that's a good trade. Is it just too expensive to widen the sidewalk that's on the south side of Welch Rd instead?
I would like to see it run all the way to Wekiwa Springs Rd and not turn into the Wekiva state park on the east side of Welch. We want to preserve our wildlife.
Not sure
The alignment is ok as long it is outside park boundaries. Taking public land for the trail is unacceptable.
As an avid cyclist who lives near Wekiwa Springs State Park, I like the plan to extend the West Orange Trail. However, as a licensed professional geologist with more than 35 years studying environmental issues, I strongly oppose the sections along Welch Rd that take land away from the state park. Sandhills are some of the most endangered ecosystems in Florida. I strongly recommend the trail follows existing sidewalks along Welch Rd. Construction of the trail into the park would be detrimental to the habitat of species like gopher tortoises and Sherman fox squirrels. Please reconsider the trail route in this location. Thank you for your consideration.
I do not support the trail going into the State Park around Park Village. I think the trail should stay on Welsh Road and Wekiva Springs Road.
I recommend the trail run along the south side of Welch Rd and the along the south side of Wekiva Springs Rd. The park is an absolute nature sanctuary. A bike trail should not encroach on park property. It will endanger protected wild life in the park and negatively impact park goer's enjoyment of the park. Building a bike trail in the park allowing unfettered access to the park via a bike trail will also potentially threaten the safety of park goer's and youth campers in the park. It is simply not necessary to build a bike path in the park when there are other viable options. Wekiwa State Park and its springs is a natural treasure that should be protected and preserved. I fear that building a bike trail in the park will threaten the sanctity it provides to wildlife and park goers.
I do not support the trail going into the State Park around Park Village. The trail should stay on Welch and Wekiva Springs Rd. I am very concerned about security after hours with the trail right behind Park Village homes.
See above
Do NOT go behind or through any neighborhood stay on the main road
Do not go behind the Sweetwater park village homes. Route away from the neighborhood
The portion near Thompson Rd is dangerous unless the road is realigned a bit to make the intersection more visible. Secondly, I strongly oppose the trail bending around the Park Village Neighborhood. This will be a hidden area without the State Park Management. It will be a detriment to the homes along that route and make it easier for illegal park access. I feel the main trail should continue along Welsh Road to Wekiva and then connect to the exiting sidewalks. Welsh and Wekiva Springs intersection should be modified in the future, then they can accommodate the trail right of way then.
The trail can’t go behind our homes but it ok to stay on welch or through the park

Why must the trail cut the corner and go behind the single neighborhood that backs itself up to the “natural habitat observation” (as it’s referenced above). That natural habitat observation is racctly why I chose to purchase my home in the Sweetwater neighborhood. I paid for the view of the park, I’ve paid for the safety, I’ve paid for the peace and quiet that this neighborhood provides. This would all change with a public bike path coming between me and the privacy my family and this neighborhood deserves. Go up to the intersection of Welch and Wekiva springs, make them cruise by the gas station (which I’m sure would be thankful) and up the sidewalk on the OTHER side of the road where no one would have an obstructed view and the public would stay out of my backyard.

Question 7b: Please explain why you do not support the Welch Road trail spur:

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

the extension should continue on to wekiva springs road and not cut through the state park and go behind sweetwater park village. its not that much ferther to go to reach wekiva springs road and would on cross about 6 driveways
Don’t need to spend money on this right now
I do not think the trail should enter any part of Wekiwa Springs State Park. This would impact 12- 14 acres of this pristine park (due to the need for the 20 ft area for the trail and an additional 10-20 ft for a new firebreak). The park has 12 protected wildlife species. Our area has seen so much destruction of natural habitat there is NO reason to disturb this beautiful state park. Also the proposed wildlife viewing area would probably provide viewing access to two different summer camps, which is a safety concern for the campers attending those programs. Bikers who want to view wildlife can bring their bicycles to the state park and use the already existing trails that are there.
Worried about the detrimental affect on the park and wildlife.
I do not think any state park area should be disturbed with the construction of the trail. It can go a different way.
Neighbors along that route are upset about their yard privacy being invaded.
There are 12 protected species in this preserve. This unnecessary extension would take away 12-14 acres of land from a gorgeous preserve. It is not ethical, nor is it necessary. Preserves are supposed to protect the nature, not take away from it. This is completely counterintuitive.
The required destruction of pristine wekiva springs park habitat.
I do not support extending to Wekiva State Park. There is already a traffic nightmare here, specifically Wekiva Springs Rd. The new lane expansion to enter the part didn’t solve the problem and the road is often blocked and impassable due to the line to get into park blocking it. The trail would drive more traffic, disturb protected wildlife and be a safety risk to the children who attend summer camp. The summer camps would be at risk if you allowed this passerby traffic into their areas as proposed.
It is a waste of $ and the Proximity to the road is dangerous as autos have to cross the path in numerous places. The real-estate shoild be used for widening Welch rd

Please do not allocate any part of this pristine natural state park to this trail. There are plenty of trails currently available within the park that are accessible from the main entrance. This new trail would be extremely disruptive to the wildlife that exists in the park. Leave it as it is!!!!
Damaging wildlife areas
I do not support tearing down the woods.
Again, leave it alone and let the habitit remain.
I'm a strong advocate for bike paths, etc., but this is just not the best way to spend.
It is UNSAFE area for drivers. Two youth camps in the area create backups on the road in the summer months. Safety concerns for camp operations.
Dangerous road
No needed . The park is at capacity all the time anyway
Too much opportunity for trespassing into Wekiwa Springs State Park.
No incursion on State Park lands tro further disturb natural environment. This is already one of the busiest, crowded parks in the State
The rare plants and trees in that area would be destroyed. Please leave it as it is.
I do not support anything that will disrupt the peace of this beautiful park. As proposed I understand that it will cause the destruction of 12 to 14 acres within this state park and I think this is not necessary or justified. Anyone that wants to observe wildlife in the park can just enter through the current park entrance.
I just don't see it being used.
Because it takes away land from the state park which is supposed to be protected forever. It takes away natural habitat and water recharge area.
The Wekiwa Springs State Park has limited capacity and cannot hold the people this trail spur would bring
wildlife and natural environment
Please do not destroy the existing habitat here! The West Orange Trail is great but should not destroy existing habitat for so many plants and more importantly, animals.
Wekiwa has the largest expanse of the endangered longleaf pine sandhill habitat in the state park system. The park provides habitat for 12 protected wildlife species along with numerous rare plants. The park is one of the crown jewels of the state's award-winning state park system, with visitation numbers greater than most National Parks. The park offers peaceful solitude for those who hike or bike the back country trails, accessible from the main park entrance. Orange Audubon Society's (OAS) conservation committee thinks the West Orange Trail is beneficial but should definitely not enter the park. This spur would cause the destruction of 12 to 14 acres within this pristine state park. Two of the proposed wildlife viewing areas would provide unsafe access to two summer youth camps, a concern for campers attending these programs.

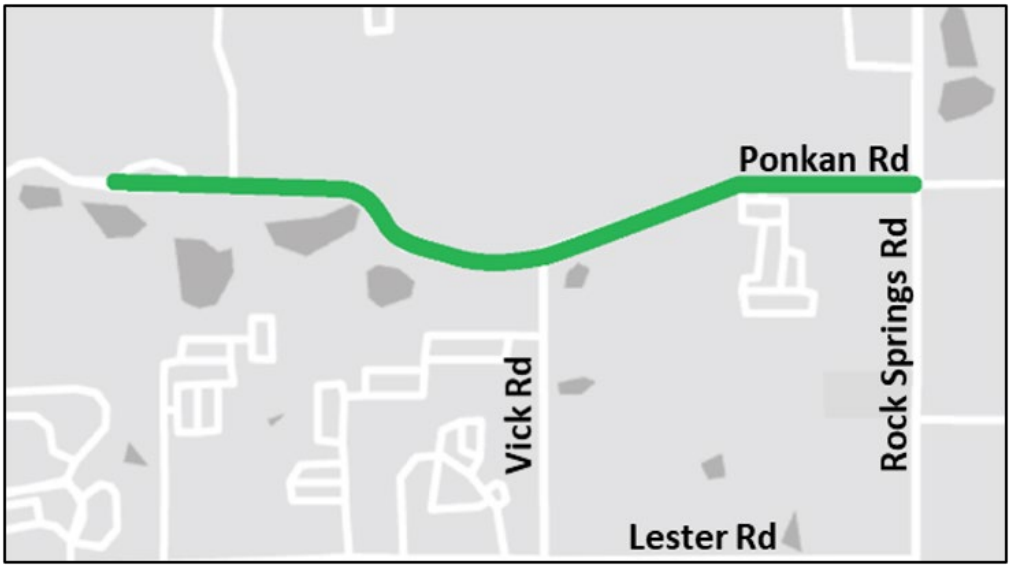
Concern for destruction of wildlife habitat
This trail will take 7 acres from the park. The acres taken from the park are a required fire lane that will need to be replaced by removing trees and vegetation to build another fire lane. Total impacted acreage then doubles. I am against taking acres of the park and spending public funding for what I feel is an unnecessary bike trail. In addition, the two overlooks also overlook 2 summer camps for children creating potential liabilities for camp operators, the park and families whose children attend those parks. Siphoning off park acres is unacceptable to this taxpayer.
Destruction of long leaf pine habitat. Concern over spooking wildlife by putting in a hard trail and increasing traffic.
Proposed welch road trail would ruin wildlife population and environment of Wekiva St. Park. Plant, animal life will be disrupted. Please let it be an find an alternative route.tiv
You mean smash more wildlife with our cars??NO !! I DO NOT SUPPORT THE "TRAIL EXTENSION"!! 1. You will be DESTROYING a PRISTINE critical habitat area. 2. Endangering our youth at camps!! 3. Not necessary!!? NO!!!
Wekiwa has the largest expanse of the endangered longleaf pine sandhill habitat in the state park system. The park provides habitat for 12 protected wildlife species along with numerous rare plants. I agree with the Orange Audubon Society's conservation committee,that the West Orange Trail is beneficial but should definitely not enter the park. This spur would cause the destruction of 12 to 14 acres of pristine habitat. Two of the proposed wildlife viewing areas would provide unsafe access to two summer youth camps, a concern for campers attending these programs.
Don’t disturb the habitat
It would be detrimental to the environments in the state park. The over looks would give viewing to two youth camps. I feel that is a security risk.
I am a frequent user of the West Orange Trail but I think an incursion into the state park is a terrible idea. The park preserves Sensitive, all too rare, habitats. This scaring of the park would be a disservice to the thousands of citizens who enjoy its beauty. There are many bike trails but only one Wekiwa.
You will be building a trail within the park - disturbing natural habitat
This extension will compromise habitat interconnectivity in Wekiwa Springs state park and detrimentally affect native flora and fauna.
You will be causing damage to the park. The areas you want to put the trail in the park are very critical habitat that Florida has been destroying and it is currently protected in the park until this plan.
This will bring more unwanted traffic to the state park entrance. This is currently a nightmare for residents along Wekiva Springs Road. Also since there are no Sheriff patrols in this sector the trail will allow an avenue for crime the the existing homeowners
The trail will cut into park property and go directly behind my house on Park Village Pl.This is the only place that is not next to the street. This section invades into neighborhood privacy as well as disrupts animal life. This will also provide an opportunity for criminal activity.
AS A REALESTATE APPRAISER,THE PROPERTIES THAT BACK TO THE PARK AND FUTURE TRAIL,PROPERTY VALUES WILL BE ADVERSLY AFFECTED. THIS WILL BE CAUSED BY LOSS OF PRIVACY. THE LOSS IN VALUE OF THEIR PROPERTY VALUES WILL LIKELY ADVERSLY AFFECT MY VALUE. ACY AND SECURITY

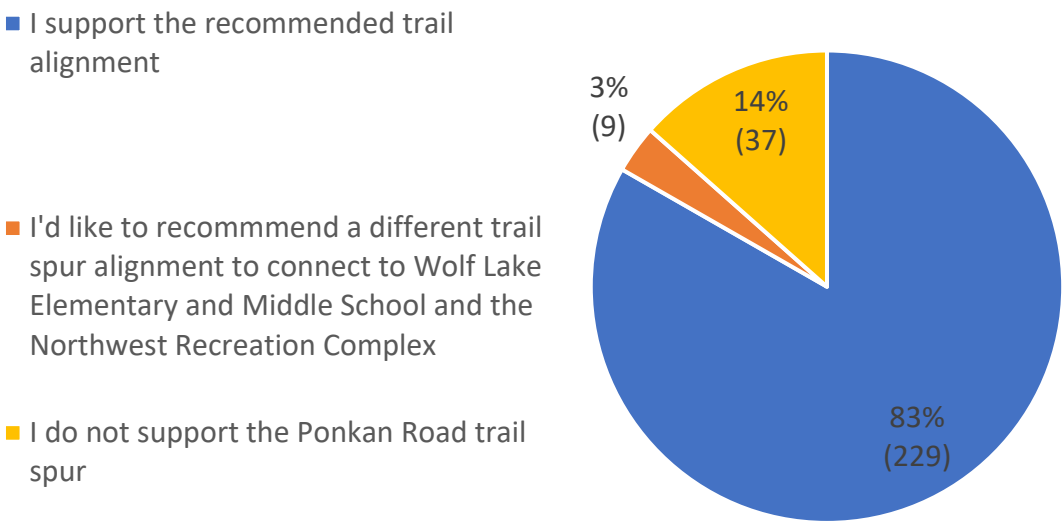
It has a negative impact on lands already being protected. There is no overwhelming need to impact that area.
Wekiwa has the largest expanse of the endangered longleaf pine sandhill habitat in the state park system. The park provides habitat for 12 protected wildlife species along with numerous rare plants. The park is one of the crown jewels of the state's award-winning state park system, with visitation numbers greater than most National Parks. The park offers peaceful solitude for those who hike or bike the back country trails, accessible from the main park entrance. We think the West Orange Trail is beneficial but should definitely not enter the park. This spur would cause the destruction of 12 to 14 acres within this pristine state park. Two of the proposed wildlife viewing areas would provide unsafe access to two summer youth camps, a concern for campers attending these programs
The habitat in the park is so important that I would not want to see any more new areas of construction within it even though I am a cyclist.
The trail on Welch Rd. is not the issue. It's the very short section that cuts through the Wekiwa Springs State Park that I have issue with. I live in Sweetwater Park Village and I believe this trail will do a number of things 1) Decrease my property value, 2) Create safety concerns with trail right in out backyard. There is no way to stop anyone from accessing our neighborhood during dark hours for unsavory/illegal activity. 3) Impact the wildlife as well as our enjoyment of that wildlife. 4) This trail dead ends at the state park that is at capacity a lot of the time and would not be able to allow trail users to actually access the park. What's the point then? 5) There is no parking plans for those that would want to get on the trail from the park. We are afraid our neighborhood would become a parking lot, much like it did before the turn lane was added on Wekiva Springs Rd to get into the park. And lastly, 6) This trail would be directly in my backyard destroying my privacy and enjoyment of my property. Those are just a few of the concerns. I could go on.
We live in Sweetwater Park Village & the trail would be along my backyard fence. I bought this property for my family for the privacy, safety & beautiful nature view. This trail would take all of that away & lower our home value. We were told when we bought the home that there would never be any develop behind our home. If the trail is built, we would move & so will many of our neighbors. We do not think it is fair that our neighborhood is the only one that will be impacted. We do not understand why the trail is on the road the entire time, but then takes a turn to take out our neighborhood. We were told that the alternate route would continue on Welch to Wekiva Springs and that would be a much better option. Please do not take away everything we love about our home. Thank you.
The spur would enter the park where there are endangered plant and animal life. Worried about the outcome.
safety, exposes Park Village Place to numerous people literally in our backyards with no barriers
The trail will interfere with the privacy of homeowners in the Sweetwater Park Village neighborhood. And bring an unwanted pedestrian traffic.
I do not want to see the West Orange trail extended into Wka Springs Park

There is no parking for anyone who wants to start at this end of the trail. The congestion during summer at the park makes it so that we cannot access our own neighborhood. The cars, even with all the new changes, still line up for hours in the middle turn lane waiting for the park to open. Now that there is no waiting once the park is at capacity, they park in our neighborhoods and leave trash every weekend. There are safety issues, people consistently park in the neighborhood and walk through yards to jump the fence and access the park. There is a lot of bear activity in the area. This is just a really bad idea. How are the residents of this area going to have security from all the people who have access to the trail?
My property in Park Village is in direct contact of the proposed route directly behind my home. It would cause heavy equipment impacting the nature and quiet behind our home. Wildlife would be blocked from our neighborhood and unwanted human traffic
Stay out of Wekiva Springs Park. Find another route.
We do not have issue with the trail. The issue is that it cuts through the state park. Our concern is that we purchased our property because we have a view to the park (shared fence) and what will this mean for us? We keep our small business equipment in our property that you will be able to be seen from the trail.
I think the West Orange Trail is beneficial but should definitely not enter the park. This spur would cause the destruction of 12 to 14 acres within this pristine state park. Two of the proposed wildlife viewing areas would provide unsafe access to two summer youth camps, a concern for campers attending these programs.
I am a resident in Sweetwater Park Village and my property backs up to the fence at Wekiwa Sprlngs State Park. I am not excited for people to have a chance to see certain things along the trail as they ride through on their bikes or walk. People can pay to go into the park if they want to. What I do not want is people riding and walking continuously behind my home and property. This is going to ruin our privacy looking into the park with people and fences. We bought our home because of this privacy in our back yard so obviously I am very upset and depressed over this. Our property value will go down all because you think it's a good idea for people to ride through on a trail. I can't even believe the park is allowing it. There is already chaos on the weekends with people trying to get into the park and being turned away. So people riding down the trail will not even have a chance to get in even if they want to. We don't want anyone having access to our neighborhood or homes and doing any sort of illegal activity on this section of the trail. We don't want people driving into our neighborhood trying to park to try and get on the trail. Again, I can't believe the park is not stopping this since it will affect the wildlife and also keeping us from enjoying the wildlife which is part of the reason we enjoy living here. We don't want constant noise with people going by at any time. So, it's a shame that you are trying to only think of bikers and not put the wildlife in a state park first. And, as homeowners we are very upset with this plan and hopefully it will end or go in a different direction not affecting us and the wildlife. The people making this decision would not be happy with it if they lived here and this was happening to them. Please do not go forward with this plan affecting the park, wildlife and our homes. If you care you will do your research on how the wildlife will be affected.
This will not go anywhere. It is behind my neighborhood. It will diminish property values. It will put women and children at risk because it is an UNPOPULATED area. What are you going to do? Ruin the forest with halogen bulbs? This is insane.
I do not support any project behind homes in Park village

Congestion - I live in Sweetwater Park Village (SWPV). Traffic and parking congestion exists NOW around the Park Entrance in both directions. At times, it is difficult to enter onto Wekiva Springs from my development. We have a three-car driveway, and it is used throughout the day by people who wish to turn around and head back to the park. Once the park is full, carloads of people will park in front of our homes or the daycare behind us to wait for the park to reopen. They play their music loudly, eat and drink and leave a mess on our curbs, when we are trying to rest or work. Where will those folks who choose to access the trail at the Wekiva Spring Park place their vehicle? Safety – we have lived in SWPV for 28 years. There have been numerous vehicle accidents around the west 45-degree turn heading towards 436. Eight of those accidents have been serious with cars missing the turn totally and ending up in the retention pond or taking out our neighbor's fence or corner of house. This area is considered incorporated Orange County, so these accidents are responded to by the State Highway Patrol, and it can take several hours for someone to arrive. Another neighbor was robbed by gunpoint on the sidewalk outside SWPV and it took several hours for authorities to respond. Our home was broken into and to this day, the offenders have not been identified. Having the trail adjacent to our subdivision subjects us to additional human and vehicle traffic and noise. Wildlife – I am concerned about the impact of the intrusion into the park to the wildlife. We often have deer, wild turkey's and yes bears come through our neighborhood to drink from our fountains or eat nuts and berries from our trees. Construction of the extended trail through the park will push them away from water and food source. Debris discarded on the trail from those using the trail can be harmful to wildlife. Property Values – Our neighborhood is a desired place to live because we have the park as our border, we enjoy privacy and a quiet atmosphere. Having traffic behind our homes is very unsettling. Enclosing our development by adding a concrete wall is both unsightly and destroys our relationship with the park. Likewise, not having any type of separation from those using the trail leaves us all in fear of vandalism of our property.
I'd like to give an intelligent answer to this question. Unfortunately , I don't know all the details involving traffic lights, directions ect.
It'll damage the environment's plants and animals.
I answered this previously in a prior question. I do not support intrusion into WSSP. During construction, more acres will be negatively impacted due to access to construct the trail. It is critical wildlife habitat in a very urbanized area and is a place of respite from the hurry of life.There is a safety issue with the children's summer camps in the park near the trail. I did not support public land acquisition Just to have a local governments chip away at it for their projects. Have you counted the gopher tortoises along with your presence trail?
No more traffic
Runs behind my home. Increase noise. Decrease value of home. No parking for bikers do they will end up parking on my street like they do when park full. Not good

Question 8: What are your thoughts on the proposed Ponkan Road trail spur alignment connecting West Orange Trail from Rock Springs Road to the Wolf Lake Elementary and Middle School and the Northwest Recreation Complex? The trail runs along the south side of Ponkan Road from Rock Springs Road to just east of Vick Road. A protected cross-walk will be provided over Ponkan Road to the north side of the roadway, where the trail continues along the north side of Ponkan Road from just east of Vick Road to the Wolf Lake Elementary and Middle Schools.





For those who selected "I'd like to recommend a different trail spur alignment to connect to Wolf Lake Elementary and Middle School and the Northwest Recreation Complex" or "I do not support the Ponkan Road trail spur", participants were directed to the following questions:

Question 8a: What recommendations do you have for a different trail alignment to connect to Wolf Lake Elementary and Middle School and the Northwest Recreation Complex?

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

Due to underground utilities on the south side of Ponkan Road, i would recommend the spur be located on the north side of Ponkan Road from RSR to Wolf Lake Middle School.
Why a PROTECTED" crossover??? There is absolutely no safety or protection. Keep the trail on the same side the whole way. WOT has a bike crossing that works the same way. I have seen too many near misses there. In such cases I was the cyclist!
There is no such thing as a "Protected" crossing. There neither safety or protection. I have too many near misses at a similar crossings. Keep the trail on the same side of the road the entire route.
Bicycle lanes should be off roadway and no right turns when crosswalk green is activated
I hope you're putting a divider of some kind or raising the trail a bit. Ponkan Rd has too many accidents already. Adding another distraction without protection is careless.
Trail should be located on the north side of Ponkan Road in order to avoid existing underground utilities needing to be relocated.
A multi-use trail is already built along Lester Road from Rock Springs to Vick. Why not extend it north along Vick to Ponkan and avoid all the driveways along Ponkan?
Consider placing the trail on the north side of Ponkan to avoid underground utilities located on the south side of Ponkan Road.
Not sure

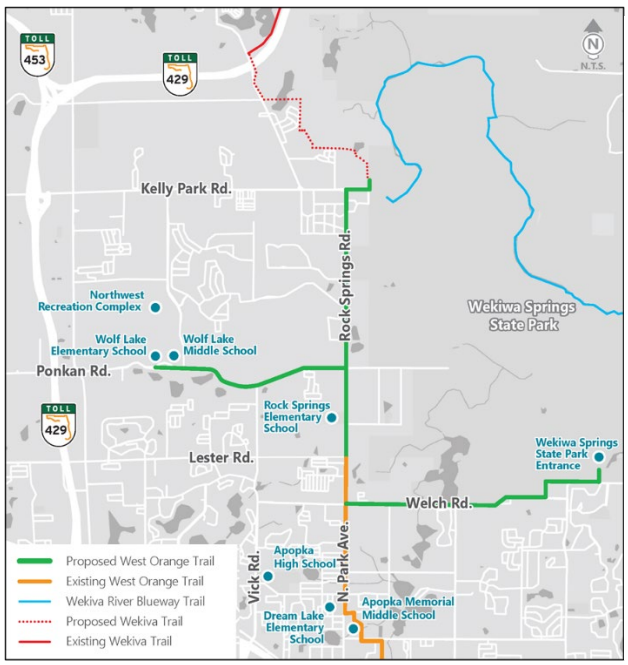
Question 8b: Please explain why you do not support the Ponkan Road trail spur:

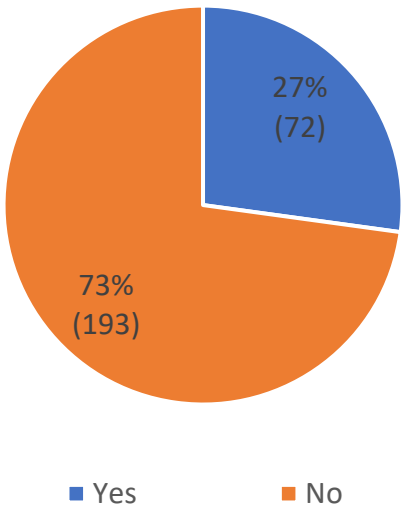
The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

Don't need it
Ponkan road is a very busy traffic road and is unsafe for foot traffic, and a trail spur is unnecessary in this area
It is a waste of $ and the Proximity to the road is dangerous as autos have to cross the path in numerous places. The real-estate shoild be used for widening ponkan rd
I do not support tearing down the woods.
Leave it alone.
This is not warranted. I've seen so many of these great plans go to waste. Look at Red Bug Lake Road. No one uses the path or the walk flyover.
Dangerous road

not needed. waist of taxpayer money. rather spend limited dollars connecting and extending existing well travelled bike trails.
thank you for the opportunity to voice an opinion of maintaining natural environment where possible
Please do not destroy the existing habitat here! The West Orange Trail is great but should not destroy existing habitat for so many plants and more importantly, animals.
I have concerns about the school, traffic and children.
Rock Springs Rd does NOT NEED more traffic to smash more wildlife!! So you want to bring more strangers around our schools and endangering our children? NO!!
Do not disturb the habitat
Appose taking any land for the trail from Wekiwa Springs State Park if the extension of the trail is needed to reach Ponkan Road.
To many pedestians will be added to an already busy area.
Stay out of Wekiva Springs Park.
I don't know enough about this one to comment.
Sorry not enough information

Question 9: Now that you have seen all the proposed trail extensions, do you want to see additional access, such as crosswalks to help you cross the street, to get to the trail?





Question 10: Where would you like to see additional access to the trail?

The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

yes, bike lanes are needed on Rock Springs, Welch and Ponkin roads.
This issue has already been addressed with a signal or pedestrian flashing device at the Publix North Entrance/McDonalds
Wekiwa Springs and Welch
Half way between Welch and Sandpiper
Wekiwa Woods neighborhood crosswalk to new spur of trail
Yes
All congested places. Safety safety and safety
wider bike trails with better signage.
Nlo.
No
Should be ones at all streets T's that are across from the trail into neighborhoods
Wherever the studies find to be good additional access.
Vicks road pass Lester
Just about anywhere. We focus way t0o heavily on cars and push biking aside then complain when there are too many cars on the road. If there is more access (crosswalks) we will bike and walk more leading to less traffic on the roads and better fitness for all.
The trail it self starting one block south of the post office office, to the north to where the trail ends at Trader Mae's. Is a mess it is the cyclist responsibility to avoid accidents by having sign to stop at business driveways. The mentality is a vehicle have the right away on a pedestrian, bike pathway. Please take a walk or ride on this last 4 miles of the west Orange trail and see how user unfriendly it is.then to continue this part next 4 miles in the same fashion is a diservice to the community.
I would suggest interviewing people using the existing trails to ascertain their opinions.
Kelly Park and rock springs road

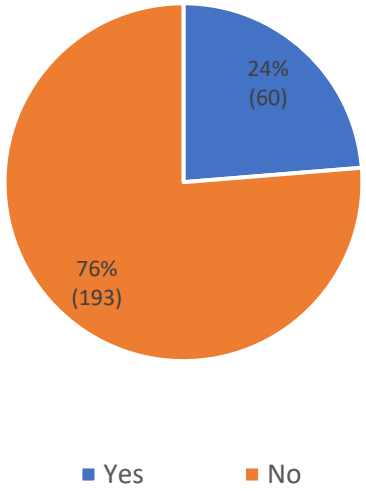
Rock Springs Road and Rock Springs Ridge, Blue Grass Estates.
Maybe a couple crosswalks along Rock Springs Rd
Parking area for trail parking
Bike trail tunnel like 434/Markhan woods intersection at Rock springs/Welch.
rock springs and lester intersection
On Welch Road and on Ponkan Road. Plus wider and more accessible crosswalks on Park/Rock Springs Road. Also, please extend the trail into Sorrento/Mt Plymouth.
Somewhere on Welch. I live in the Palms next to the state park and don't want to have to go into the park to ride on the trail so an entrance right near the park would be amazing!
Perhaps Thompson/Welch Roads
I suppose so.
At Ustler Road and at the Welch Road exit from Sweetwater West.
I don't want any.
Improve upon what is already there; let's not keep adding concrete jungles.
Stop the trail. Unsafe and wasteful spending.
None
Yes
yes
Somewhere along Ponkan, between Vick and Rock Springs Road.
Signaled and raised crosswalks at both ends of Rock Springs elementary.
As many places as possible - I love this!
No preference
complete connection to Good Neighbor trail

I don't know.
Trail should go further down Park Ave atleast to old Apopka hospital then reconnect to park on front end by Fran Carlton center
I would like to see the trail continue north up Jason Dwelley to Firehouse Lane where there is additional parking
No
Would like to see additional path through Northwest Recreation Complex to Appy Lane.
crossing park avenue near Dream Lake Elementary to the trail, current crosswalks are rough and dangerous, would open the neighborhoods surrounding the high school up to the trail
At Sweetwater West Welch road access.
Need flashing pedestrian crossing at Faye and Rock Springs RD; currently, it is very hard to cross this busy strip of road
At the entrance to rock springs ridge. Better defined crosswalks on the road
No
There needs to be a stop sign or better warning to people on WOT on 2nd street/West Orange Trail, just south of the Apopka Station. So many people "almost" get hit because they think that traffic stops on 2nd, but they don't! https://goo.gl/maps/UETneKA4brPDbPhg6
Right now, The pedestrian bridge (441/Main Street & Park)is the unofficial “end of west orange trail”. With these trail additions (to Wekiwa springs/Kelly park), people will have reason to continue on. I think this will have great affects on the DWTN APK area in a positive way. (People stopping to grab a bite, drink, walk around…like they do in winter garden).
Welch and Thompson Road
I would like to see the proposed wekiva extension from Rock Springs to the 429 completed soon..
This trail should run the entire length of wekiva springs road to connect to the west orange or seminole wekiva
Would support a crosswalk to let people cross Welch Road to get to the trail from the subdivisions to the south
No where,mits fine just leave it alone…..
Not sure
yes

Welch Rd and Rock Springs Rd are very busy, so additional crosswalks may be needed to keep cyclists and walkers/runners safe.
No more cross walks. Traffic is already a problem.
Bridge or tunnel crossings are best. Don't compromise.
I have not considered that, but of course would like to be sure all pedestrians are safe.
None
I liked what I saw, except the end of the trail.
At main intersections.
Intersections
I am opposed to any construction related to the West Orange trail from Rock Springs Road to Welch Road.
We need to chill on this. There's no NEED for it.
No opinion
Intersection of Welch and Wekiva springs Rd - IF and only IF the trail MUST come down this far.
Sorr
A crosswalk would be needed for Vick and Ponkan. Definitely need a bike crosswalk at Ponkan and Rock Springs road.
not sure
Extend the trail on Ponkan Rd few yards until N Ponkan Pines Rd.; make a pedestrian cross for the hundred kids crossing to the other side of the street every day from/to Wolf Lake Elementary and Middle schools

Question 11: Do you have any additional ideas to improve the trail?





The following are free responses given in response to this question. The responses have not been edited for spelling, grammar, or clarity.

Signage for bike trails is critical to alert motorists
Shade, noise reduction from traffic, some curves to keep trail interesting. Eliminate left turn into driveways and allow left turn only with street light onto cross streets. I've almost been hit quite a few times with cars turning left into strip malls south of Lester road. Cars are worried about busy traffic coming toward them and don't notice south bound bikes. I am disappointed in your decision to create a wide sidewalk instead of an interesting trail.
The trail crossing at the intersection of Welch Road and Rocks Springs should be clearly noted with signage after Samdpiper before you approach the intersection. This will alert drivers who are turning right onto Welch that this is a trail or a pedestrian and bicycle crossing. Right now cars will make the right hand turn even when the pedestrian crossing signal is operational.ndpiper
I understand the homeowners concerns at Welch and Wekiva Springs Road, but I still want the trail to go between their houses and the park. Isn't there a fence between them and the park already? Leave the existing fence alone, and make the new fence a wire fence no more than 4 feet high. Or better yet, use an Abe Lincoln Split rail fence between the trail and the park. aesthetically pleasing and doesn't harm their view.
First and foremost, a BIG THANK YOU for plans to develop the trails. I am most concerned about the trail that connects the West Orange Trail to the Seminole Wekiva Trail. Please complete this one first. Please, please make the trail smooth of the driveways and streets if it is adjacent to Rock Springs Road. Obviously it would be a much better trail if it ran adjacent to the parks.
Langscape for shade, and better signage.
Extend the trail from Ponkan Road down Vick Road to the existing trail on Lester Road.

As I mentioned earlier, we need tree cover along parts of the trail extensions. The path along Rock Springs and Park Ave is very nice but it seems very exposed and gets exceptionally hot, more than other paths it seems. Also, please keep adding more bike lanes and bike paths. Everyone complains about the car traffic but there is really no alternative unless we start adopting more paths. The more paths in place, the more likely I'll start biking for all my local errands and increase my chances of longer rides as well, thus eliminating another vehicle from the road. Also as a side note, the sidewalks on Vick between Welch and Lester are very strange, I don't know if the work being done at Lester and Vick will help but biking on Vick through this area is a little dangerous with the drop in elevation, curve of the road, and the mismatched sidewalks.
Lighting and landscape. It would be nice to see a spur connect to the Neighborhood lakes trail system.
Please try to minimize road and driveway crossings. I avoid sections of the Seminole-Wekiva trail because of all of the road/driveway crossings.
More shade, even along the current paths. The bike lane along Rock Springs south of Fifth Thirds Bank is very nice but seems very exposed and gets hotter than other pathways, some tree cover along there would be great.
More than crosswalks, there is a need for parking to get on the trails
Take it out to highway 46
I recommend green cycle track treatments at busy intersection crossings. Also, I'd like to recommend an additional study on connecting the West Orange Trail with the southern terminus of the Seminole Wekiva Trail. I believe this could be achieved through the employment of a cycle bridge, such as that seen in downtown Apopka on the West Orange Trail, to cross over highway 441. The remaining connection could be made on right of way through a combination of Apopka Blvd and 13th St. Alternatively, the trails could also be connected via Beggs Rd and Clarcona Ocoee, since the construction distance is shorter, and Beggs Rd already crosses underneath 441.
Vending stations along the trail and spots for food trucks and shade. Also, by the police substation or other high-profile areas, some public restrooms would be great.
Bike lane as well as trail extension.
Don't do it!! It is a waste of $ and the Proximity to the road is dangerous as autos have to cross the path in numerous places.
The bike trail should extend to meet the new tail in Lake County on the new Wekiva Pkwy toll road. Also the Ponkan spur should turn North on Plymouth Sorrento Rd and then East on Kelly Park to rejoin the currently planned trail and create a safe loop for cyclists.
Don't construct them.
I do not think the trail needs to be extended into a pristine, protected area. It does need a paved through way running through it, with unlimited bikers, walkers , runners & Rollerblade going through. There are campgrounds in the park as well as children's camps in the area & an u known quantity of people passing & interacting with those who have paid for the peace of the park. And there is the opportunity od potentially dangerous interaction with the wildlife, who are in their natural habitat, as well as the potential tial for the wildlife being harassed. We need to leave some areas "natural",as they are meant to be, not torn up for the convenience of those who already have lots of paved areas for their activities.

All monies have been designated for extensions in areas of mid to high-income. Yet there is no effort to place LIGHTS in the South Apopka area of the trail. WHY? why is "South Apopka" once again being abandoned? The residents of Winter Garden and Apopka will benefit from a safe lite pathway.
No trail head across from Kelly park it's a cluster already
Additional signage, pavement treatment, lighting, and trees along the trail from Sandpiper up to Ponkan and the future Kelly Park Road section could increase the use of those in the neighborhood using the trails at all times. Also benches, a bike repair station, and a bike rack near the Publix/7-11 trail path would increase the use of these points as starting, terminus, or turn-around points for those traveling from Seminole, Lake, or the West Orange counties. I frequently park here as a starting point or come through here from Lake County heading to Volusia County (NSB, Mims, or Titusville) and this would make it easier to check out my bike after retrieving hydration and nutrition from stores in the plaza.
Please consider extending the Ponkan Road Spur all the way to Plymouth Sorrento Road (which the next corridor that needs improvement).
Seperated cycling infrastructure is needed. If a consultation between Kelly Park and Wekiwa Springs State Park is needed, provide a direct connection between the two parks (they are adjacent) within the parks.
Shade!!
Include ares of use off to the side for natural surface trail or mountain bike specific features and obstacles such as what is used in Bentonville, AR.
We should have bike and walking overpass at Welch & Rock Springs Road. The current and future proposal are still too dangerous to cross with kids and elderly and time consuming.
Shade please.
landscape for shade. Build it soon!
Pavement Treatments: One of the most dangerous parts of the trail along roadways is driveway/parking lot access crossings. please paint these green to improve driver awareness that they are crossing an active bicycle lane/trail.
THE W. ORANGE TRAIL THAT RUNS ALONG CLARCONA ROAD DEFINITELY NEEDS SOME TLC AND UPDATING, WIDENED, LIGHTING. LANDSCAPED, ETC. AS SOME NEIGHBORHOODS ALONG THE PATH ARE RUN DOWN AND CRIME AREAS OF APOPKA
crossings have steep/bumpy/gravel filled crossings which are impossible to navigate on wheels
Landscaping for shade is absolutely crucial, several stretches of the West Orange trail are roadside in full sun and are unusable in the summer months. Pavement treatments to ensure smooth transition from trail across the road at road crossings, several existing

There is about a mile of WOT in "South Apopka" (from where WOT and Clarcona Road diverge North to about 7th Street in downtown Apopka area) that people tend to avoid. I am involved in a local Apopka based outdoor exercise community and several members just refuse to use that section of the trail. "Don't go south of the pedestrian bridge" or "make sure to carry protection if you're going that way". I hear the same thing from members of an exercise community coming from Winter Garden. "Oh we usually turn back around the 414" (which is just before the area I am referring to). In fact, I even know of a foot race that recently changed courses due to this stigma. The organizers just didn't want to deal with community backlash and "potential" safety concerns. It's sad to hear, really. Not only is it sad because of the unjustified (my opinion) stigma of that area, but also because that part of the trail is necessary to commute/connect to Winter Garden. I am hopeful that the added trails on WOT proposed in this study will increase WOT traffic and thus naturally reduce the stigma, but it may be worthwhile looking at ways of "beautifying" this section. Lights, flowers...idk, maybe even a fence? Otherwise, all these beautifully proposed additions in the study will be for nothing, as anyone coming from the areas South (Winter Garden, Ocoee, etc) won't traverse through South Apopka to get to the new additions.
Beautify the section of the trail that runs through south Apopka. It's a shame people don't feel safe on that part of the trail and it has nothing to do with the community. They would use it if it was more inviting and maintained. In addition, this would be a great area to improve given the recent focus of disparity in healthcare in the communities of color. Maybe look to get Advent Health to sponsor this section of the trail beautification and maintenance.
Could you include seating benches, exercise or stretching areas along the northern leg of the trail.
More trees/shade along trail route
This trail should run the entire length of wekiva springs road to connect to the west orange or seminole wekiva
Lots of trees planted for shade, good signage and maps for the trail and destination points, highly visible markings for street and driveway crossings, water fountains/water bottle filling stations, and benches along the trail.
Landscape for shade. I usually bike the Winter Garden to Apopka area and some parts are brutal in summer.
Please make sure to protect our Nature and wildlife in the forest areas. They are not making that any more.
There is enough trail. Leave the habitat as is.
Rain gutters are much too steep!
Consider elevating in more sensitive areas
If the trail were to move forward in the State park, there should be a way to block it off so it is not accessible during non use hours, dusk to dawn. No one needs to be on that section in the middle of the night.
You can not have any trails going in or behind any neighborhood for safety reasons. This will be nothing but trouble and unsafe for the people using the trail and those living in the neighborhood . This needs to stay on main roads for safety of all or not done at all

I believe the trail extension can be done with disrupting neighborhoods and wildlife. The amount of harm the trail would have on our property and on wildlife behind our home is not worth the so called benefits it would provide. The alternate route on Welch to Wekiva Springs road is better suited for this project due to the sidewalks already available.
Shelter from Rain.
very uncomfortable.
There should be a way of closing the trail during afterhours (sundown to sunrise). Noone should be at trail by the homes in the middle of the night.
I appreciate the effort being made to extend the trail into the park, but the area at the Wekiwa Park entrance and adjacent area is already congested. Increasing access will only increase congestion. Deal with that congestion first. One alternative would be to avoid the detour around Sweetwater Park Village and keep the trail on the Welch Road and Wekiwa Springs Road. This would be a much safety path to both users and neighborhoods.
Please put a median between the bike trail and the road for safety. Can you extend the bike lane on Jason Dwelley from Ponkan to the fire station?
More shade wherever possible, pavement treatments, lighting, trash cans, and dog poop bags.
Move the Welch Road spur out of WSSP
-Pedestrian cross with automated lighting indicating a pedestrian is crossing. -Trails treatment - do not leave them bare cement color, as sunlight make bright reflective surface -Pavement treatment in crossings -Strong signaling along the way -Milestone markings and directions

A copy of survey data, comments received following the meeting, and comment responses are included in *Attachment D.*

Attachments

A – Outreach Efforts

B – Attendance

C – Meeting Materials

D – Public Engagement

Attachments

A – Outreach Efforts

B – Attendance

C – Meeting Materials

D – Public Engagement

Attachment A: Outreach Efforts

Email/Mail Notifications

From: Amy Sirmans
To: Kennedy Sumner-Snell
Cc: Nikki Melendez
Subject: FW: [External] In-Person 9/22 Public Meeting Moved to Apopka City Hall
Date: Monday, October 10, 2022 9:43:45 AM
Attachments: image002.png
image011.png
image012.png
image013.png
image014.png
image015.png
image016.png
image017.png
image018.png

Amy Sirmans, PE
Director of PD&E / NEPA Services
Licensed in FL

P 407.641.0688

www.vhb.com

From: MetroPlan Orlando <mhorne+metroplanorlando.org@ccsend.com>
Sent: Tuesday, September 20, 2022 4:20 PM
To: Amy Sirmans <asirmans@vhb.com>
Subject: [External] In-Person 9/22 Public Meeting Moved to Apopka City Hall

LOCATION CHANGE FOR MEETING THIS WEEK



Register to Attend at City Hall or on Zoom

Please join us **Thursday, Sept. 22,** to discuss proposed designs for changes to Rock Springs Road and Sandpiper Street in Apopka, as well as extensions to three areas of the West Orange Trail. MetroPlan Orlando partnered with the

City of Apopka and **Orange County** to conduct two simultaneous studies, and you can learn more about them at: **MetroPlanOrlando.org/RockSprings**

Two Ways to Attend

IN PERSON: You can view maps and proposed design graphics, and talk with members of the study team, beginning at **5:30 p.m**., **in the Council Chambers at Apopka City Hall, 120 E. Main St., in Apopka. The presentation will begin at 6 p.m.,** followed by a Q&A session.

***We apologize for the inconvenience. Because of circumstances beyond our control, the location of the in-person meeting was changed to Apopka City Hall. The program schedule remains the same.*

ONLINE: Maps and design graphics will be available at **MetroPlanOrlando.org/RockSprings** the day of the meeting. Then, join the presentation at **6 p.m on Zoom,** and submit questions for our live Q&A session. Registration is free at: **https://bit.ly/ApopkaMeet2** Please register - even if you aren't sure you'll attend - and we will send follow-up materials.

***Despite changes to the location of the in-person meeting, the plan for the virtual meeting remains the same. Links and schedule have not changed.*

Please join us for this hybrid public meeting **REGISTER**



MetroPlan Orlando | 250 S. Orange Ave., Suite 200, Orlando, FL 32801

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From: Amy Sirmans
To: Kennedy Sumner-Snell
Cc: Nikki Melendez
Subject: FW: [External] Reminder: In-Person 9/22 Public Meeting Moved to Apopka City Hall
Date: Monday, October 10, 2022 9:42:56 AM
Attachments: image002.png
image011.png
image012.png
image013.png
image014.png
image015.png
image016.png
image017.png
image018.png

Amy Sirmans, PE
Director of PD&E / NEPA Services
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P 407.641.0688

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From: MetroPlan Orlando <mhorne+metroplanorlando.org@ccsend.com>
Sent: Thursday, September 22, 2022 7:03 AM
To: Amy Sirmans <asirmans@vhb.com>
Subject: [External] Reminder: In-Person 9/22 Public Meeting Moved to Apopka City Hall

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From: Amy Sirmans
To: Kennedy Sumner-Snell
Cc: Nikki Melendez
Subject: FW: [External] Share Your Opinions on Rock Springs Road & West Orange Trail Extension Plans
Date: Monday, October 10, 2022 9:42:15 AM
Attachments: image019.png
image020.png
image021.png
image022.png
image023.png
image024.png
image025.png
image027.png
image028.png
image029.png
image030.png
image031.png
image032.png
image033.png
image034.png
image035.png

I'm going to forward the email blasts that Metroplan has been sending out for the records.

Amy Sirmans, PE
Director of PD&E / NEPA Services
Licensed in FL
P 407.641.0688
www.vhb.com

From: MetroPlan Orlando <mhorne+metroplanorlando.org@ccsend.com>
Sent: Friday, September 23, 2022 12:50 PM
To: Amy Sirmans <asirmans@vhb.com>
Subject: [External] Share Your Opinions on Rock Springs Road & West Orange Trail Extension Plans

Are you interested in transportation in Apopka?

Here's your final chance to share your opinions on the future of Rock Springs Road, Sandpiper Street, and possible extensions to three areas of the West Orange Trail. **Please take the survey by October 20.**



Recommendations for both studies are recapped in the videos below:



The Rock Springs Road Study evaluated safety and access at the intersection of Rock Springs Road and Welch Road, and along the half-mile of Rock Springs Road from Welch Road to Lester Road. The study also evaluated realignment for the intersection of Sandpiper Street with Park Avenue.

WATCH VIDEO



The West Orange Trail Extension Study evaluated connecting the existing West Orange Trail to the proposed Wekiva Trail. The study also evaluated one connection along Welch Road and Wekiva Springs Road to the Wekiva River Blueway Trail, another along Ponkan Road to the Northwest Recreation Complex.

WATCH VIDEO

Did you miss the public meeting?

CHECK OUT THE VIDEO

Thanks to all who attended the **Sept.**

22 hybrid public meeting at Apopka City Hall and on Zoom, where the study team unveiled the recommendations. If you missed the meeting, please watch this recording and **take the survey** to share your opinion.



WATCH THE MEETING



MetroPlanOrlando.org/RockSprings

CONTACT THE STUDY TEAM

Ms. Taylor Laurent - **TLaurent@MetroPlanOrlando.org**

Ms. Cynthia Lambert - **CLambert@MetroPlanOrlando.org**

MetroPlan Orlando | 250 S. Orange Ave., Suite 200, Orlando, FL 32801

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From: Mary Ann Horne
To: Taylor Laurent
Subject: Tell Us Your Thoughts on Apopka Transportation Study Designs
Date: Thursday, October 13, 2022 7:55:20 AM

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LET US KNOW WHAT YOU THINK

Here's your final chance to share your opinions on recommendations for the future of the Rock Springs Road area and extensions to the West Orange Trail. **Take the survey by October 20** at ***bit.ly/RSRWOTSurvey3***
You can view the videos of recommendations and other materials at ***MetroPlanOrlando.org/RockSprings***

TAKE THE SURVEY

WHAT'S NEXT:

Once all public comments and feedback are in from the final community survey, the study team will consult with our partners at the **City of Apopka** and **Orange County** to refine the recommendations. Then the final report will be issued and the study will be

Study Team Contacts:

Taylor Laurent, Project Manager
TLaurent@MetroPlanOrlando.org

Cynthia Lambert, Public Information
CLambert@MetroPlanOrlando.org

Learn more at:

complete.

MetroPlanOrlando.org/RockSprings

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NEW in-person meeting location

Rock Springs Road Study

West Orange Trail Extension Study

September 22

5:30 pm - Open house at Apopka City Hall - Council Chambers

6 pm - Presentation starts for in-person and virtual audiences

The Rock Springs Road and West Orange Trail Extension Studies Public Meeting has a NEW in-person meeting location.



Apopka City Hall - Council Chambers
120 E Main St. Apopka , FL 32703

Visit **MetroPlanOrlando.org/RockSprings** for more information on the studies. Please make sure to register, whether you attend in person or virtually.

Project Manager : Taylor Laurent, PE, AICP
TLaurent@MetroPlanOrlando.org
P: (407) 481-5672 Ext. 306

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ATTENTION
PLEASE

Apopka City Hall - Council Chambers
120 E Main St. Apopka , FL 32703

Visit **MetroPlanOrlando.org/RockSprings** for more information on the studies. Please make sure to register, whether you attend in person or virtually.

Project Manager : Taylor Laurent, PE, AICP
TLaurent@MetroPlanOrlando.org
P: (407) 481-5672 Ext. 306

Mailout Coverage Area

Sandpiper Street Property Owner Mailout List

OwnerName(s)	AddressLine1	AddressLine2	City	State	Zip
ABBOTT WILLIAM ANDREW	25 W Sandpiper St		Apopka	FL	32712
ALANS ROOFING INC	14498 Ponce De Leon Blvd		Brooksville	FL	34601
ALANS ROOFING INC	145 E SANDPIPER ST		Apopka	FL	32712
ALM INVESTMENTS GROUP LLC	320 Spring Run Circle		Longwood	FL	32779
ARCHER ARTHUR, ARCHER ANNA LUCILLE	19 E Sandpiper St		Apopka	FL	32712
ARVM 5 LLC	5001 Plaza On The Lk Ste 200		Austin	TX	78746
BRANTLEY MARY J	9 W Sandpiper St		Apopka	FL	32712
BROWN FREDA M LIFE ESTATE, REM: TERESA B MALOY, REM: MASSEN	Po Box 934		Oakland	FL	34760
BUSTAMANTE EUSEBIO JR, MOTA MELISSA	10 W Sandpiper St		Apopka	FL	32712
CHANNELL JEROME D, MANNING NORMA J	23 E Sandpiper St		Apopka	FL	32712
COBB ORESTES AVILLA SR, COBB JENNIFER TELLIS	387 E Sandpiper St		Apopka	FL	32712
CORRY MARGARET E 51% INT, CROOK CHRIS 49% INT	14 W Sandpiper St		Apopka	FL	32712
DAGOSTINO BLANCA ESTHELA, DAGOSTINO JOSEPH	11 E SANDPIPER ST		Apopka	FL	32712
DOOLEY MEARA ANNE	22 W Sandpiper St		Apopka	FL	32712
FORD HELENA L	415 Larchmont Acres Apt D		Larchmont	NY	10538
FRANCES H OWENS REVOCABLE TRUST	28 E Sandpiper St		Apopka	FL	32712
FULMER STEPHEN	2425 Palmetto Ridge Cir		Apopka	FL	32712
GARCIA ALEJANDRO, GARCIA ELIDA S	PO Box 1085		Apopka	FL	32704
GONZALEZ DAVID, COLON MARTHA	16 E Sandpiper St		Apopka	FL	32712
HILLMON BRADLEY S, HILLMON IRIS N	400 E Sandpiper St		Apopka	FL	32712
INVESTMENT GROUP MANAGEMENT LLC	6221 W Atlantic Blvd		Margate	FL	33063
KELLER HERBERT JOSEPH, KELLER MELISSA	369 E Sandpiper St		Apopka	FL	32712
KHW SANDPIPER LLC	613 Sprucewood Cir		Altamonte Springs	FL	32714
KUMM MICHELLE S	310 E Sandpiper St		Apopka	FL	32712
LAROCK ANITA L, WINCEY CHRISTOPHER T	15 E Sandpiper St		Apopka	FL	32712
LIVERANCE KAREN LIFE ESTATE, REM: LUCILLE A ARCHER	20 E Sandpiper St		Apopka	FL	32712
MARGARET JEAN BOYD REVOCABLE LIVING TRUST	C/O Margaret Jean Boyd Trustee	Po Box 1892	Apopka	FL	32704
MARTIN DAVID WAYNE, KOSHIKAWA MASAMI	29 W Sandpiper St		Apopka	FL	32712
OLIVERA ALEX, OLIVERA LISA	2247 Novella Eliza Ln		Apopka	FL	32712
OWENS LINDA S LIFE ESTATE, REM: BRANDY G OWENS	21 W Sandpiper St		Apopka	FL	32712
PITTMAN KRISTOPHER A	203 E SANDPIPER ST		Apopka	FL	32712
REGIS ELIE, REGIS FELIX, REGIS CHERILIA	26 W Sandpiper St		Apopka	FL	32712
ROBERTSON JEFFREY K, ROBERTSON JAMIE S	375 E Sandpiper St		Apopka	FL	32712
ROSA TRAVIS JASON	30 W Sandpiper St		Apopka	FL	32712
ROSAS ARANA SERGIO	147 E Sandpiper St		Apopka	FL	32712
SALAMAYA KAY CHANDRA	17 Bingley Rd		Scarborough On	XX	M1X
SANDOVAL LUIS	1618 Foxcreek Ln		Apopka	FL	32703
SANDPIPER 13 TRUST	PO Box 186		Lake Wales	FL	33859

SANDPIPER NURSERY LLC	3442 Westford Dr		Apopka	FL	32712
SANDPIPER NURSERY LLC	210 E SANDPIPER ST		Apopka	FL	32712
SCHUMACKER DAVID	Po Box 933		Sorrento	FL	32776
SRAM PACK I-A LLC	5001 Plaza On The Lk Ste 200		Austin	TX	78746
STANLEY WILLIAM ANDREW, STANLEY PATRICIA A	239 E Sandpiper St		Apopka	FL	32712
SUMMERSET INVESTMENTS LLC	Po Box 1802		Apopka	FL	32704
SUMNER KENNETH A, SUMNER BONNIE J	Po Box 507		Plymouth	FL	32768
VAN EVER WESLEY, VAN EVER LISA	381 E Sandpiper St		Apopka	FL	32712
VASQUEZ VASQUEZ ESPERANZA	34 W SANDPIPER ST		Apopka	FL	32712
VELASQUEZ GONZALES BILYN I Y	33 W SANDPIPER ST		Apopka	FL	32712
WEKIVA PRESERVE HOMEOWNERS ASSOCIATION INC	393 E SANDPIPER ST		Lake Mary	FL	32746
WEKIVA PRESERVE HOMEOWNERS ASSOCIATION INC	421 E SANDPIPER ST		Lake Mary	FL	32746
WEKIVA PRESERVE HOMEOWNERS ASSOCIATION INC	471 E SANDPIPER ST		Lake Mary	FL	32746
WEKIVA PRESERVE HOMEOWNERS ASSOCIATION INC	C/O Premier Assn Mgmt	3112 W Lake Mary Blvd	Lake Mary	FL	32746
CURRENT OCCUPANT	12 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	127 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	13 W SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	17 W SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	18 W SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	211 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	247 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	27 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	31 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	32 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	356 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	4 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	424 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	5 W SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	6 W SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	7 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	8 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	3 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	432 E SANDPIPER ST		Apopka	FL	32712
CURRENT OCCUPANT	24 E SANDPIPER ST		Apopka	FL	32712

Sandpiper Street Mailout Coverage Area

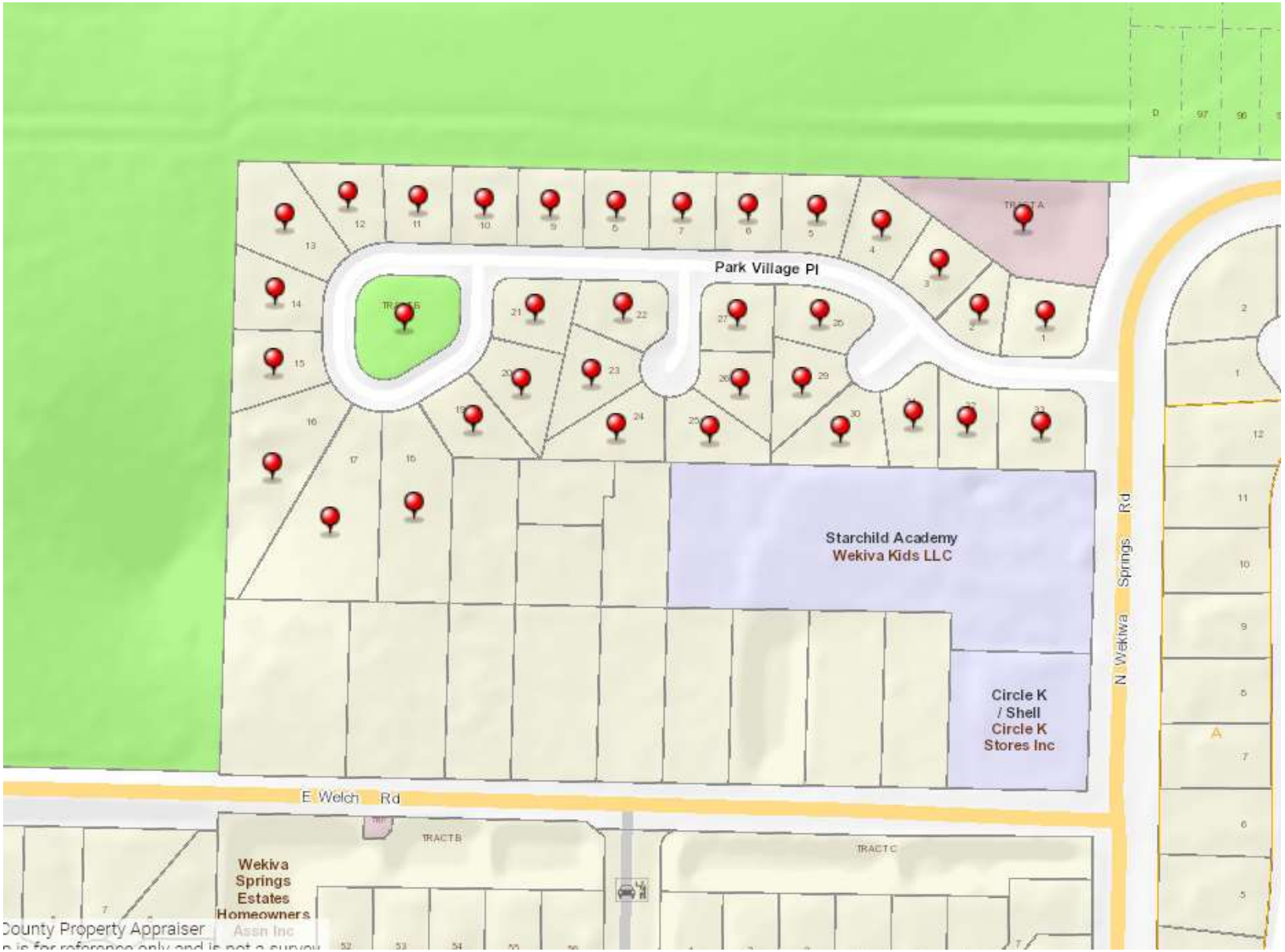


Sweetwater Park Village/Welch Road Property Owner Mailout List

Owner Name(s)	Mailing Address 1	Mailing Address 2	Mailing Address City	Mailing Address State	Mailing Address Zip
ABERNETHY JAMIE L	6326 Rosecrest Dr		Charlotte	NC	28210
ADDISON STEPHANIE R	2305 Park Village Pl		Apopka	FL	32712
ANDERSON RICKY, ANDERSON CATHERINE	21 Bellewood Ave		Waterbury	CT	06705
BEAVER LINDA, BEAVER JEFFREY	2368 Park Village Pl		Apopka	FL	32712
BLAISE AARON	2241 Park Village Pl		Apopka	FL	32712
CARELS JAMES C, CARELS STEPHANIE J	2345 Park Village Pl		Apopka	FL	32712
CONNER MICHAEL D, CONNER MARY BETH	2321 Park Village Pl		Apopka	FL	32712
ELMORE CLYDE EDWARD JR, ELMORE PENNY E	2337 Park Village Pl		Apopka	FL	32712
HOSSLER CYNTHIA LYNN	2377 Park Village Pl		Apopka	FL	32712
JAMES NICHOLS AND CHERYL NICHOLS REVOCABLE TRUST	C/O James Nichols Trustee	2281 Park Village Pl	Apopka	FL	32712
JEANTY GREGORY, JEANTY CYNTHIA	2353 Park Village Pl		Apopka	FL	32712
KOHLMEYER NANCY	1618 Owl Ridge Ct		Apopka	FL	32712
LAZAAR ANAS, YAKHLEF ROEYA IBN	1602 Owl Ridge Ct		Apopka	FL	32712
LYDA J DONALD, LYDA DEBORAH M	2265 Park Village Pl		Apopka	FL	32712
MANCUSO ANTHONY M, MANCUSO MARY F	2217 Park Village Pl		Apopka	FL	32712
MCCABE JOHN JOSEPH, MCCABE STACY	1616 Green Cricket Ct		Apopka	FL	32712
MESA JEYLYNN L, MESA JOSE S JR	2369 Park Village Pl		Apopka	FL	32712
MOHEBROUR AYRA, MOHEBROUR MARJON	1617 Green Cricket Ct		Apopka	FL	32712
OCONNOR TIMOTHY R, KEAMS JONI D	2376 Park Village Pl		Apopka	FL	32712
ONEAL CHARLES W, ONEAL DORIS C	2329 Park Village Pl		Apopka	FL	32712
PYBURN ROBYN L	2209 Park Village Pl		Apopka	FL	32712
QUINN EDWARD TIMOTHY, BARKER JOHANNA QUINN, QUINN KACEY LEIGHE	2361 Park Village Pl		Apopka	FL	32712
RUMBERGER JOSEPH, THOMAS MEGAN	1611 Owl Ridge Ct		Apopka	FL	32712
SABO JOHN G, SABO DIANE E	2249 Park Village Pl		Apopka	FL	32712
SMITH JOSEPH N, SMITH CHERYL A	1608 Green Cricket Ct		Apopka	FL	32712
SMITH PATRICK H, GRISWOLD DAVID R	1601 Green Cricket Ct		Apopka	FL	32712
SMITH WILLIAM G, SMITH SUSAN E	1609 Green Cricket Ct		Apopka	FL	32712
SOLITRO JUSTIN	2233 Park Village Pl		Apopka	FL	32712
SOLITRO MICHAEL W, SOLITRO JILL ANN	2233 Park Village Pl		Apopka	FL	32712
SULLIVAN EDWARD MICHAEL, SULLIVAN MICHELLE	1600 Green Cricket Ct		Apopka	FL	32712
SWEETWATER COUNTRY CLUB HOMEOWNERS ASSN INC	385 Douglas Ave Ste 3350		Altamonte Springs	FL	32714
WHALEN BRIAN, WHALEN LEIGH ANN	2273 Park Village Pl		Apopka	FL	32712
YOUNG DONNA MARIE LIFE ESTATE, REM: DONNA MARIE YOUNG REVOCABLE LIVING TRUST	2257 Park Village Pl		Apopka	FL	32712
ZAFARONLOO ASHRAF	2201 Park Village Pl		Apopka	FL	32712
CURRENT OCCUPANT	2313 Park Village Pl		Apopka	FL	32712
CURRENT OCCUPANT	2225 Park Village Pl		Apopka	FL	32712
CURRENT OCCUPANT	1610 Owl Ridge Ct		Apopka	FL	32712
CHINTAMANI MOHAMED RAFFIK, CHINTAMANI CHANDRAMA	11529 124Th St		Jamaica	NY	11420
DO PHUONG THI	2237 E Welch Rd		Apopka	FL	32712
DO PHUONG THI MAI	6632 Meritmoor Cir		Orlando	FL	32818
EMMA JOYCE MORRISON REVOCABLE TRUST	5303 Round Lake Rd		Apopka	FL	32712
GAMBEL JOHN COLEN	2217 E Welch Rd		Apopka	FL	32712
GRAY CYNTHIA	2225 E Welch Rd		Apopka	FL	32712
MARCHINTON REGINALD E	2205 E Welch Rd		Apopka	FL	32712
MORRISON FRED C TR, MORRISON EMMA JOYCE TR	5303 Round Lake Rd		Apopka	FL	32712
NGUYEN YEN	2229 E Welch Rd		Apopka	FL	32712
RAYMOND KIRSTIN VICTORIA, DOUGLAS HUNTER	2223 E Welch Rd		Apopka	FL	32712
VALLADARES PAMELA, VALLADARES GABRIEL	2143 E Welch Rd		Apopka	FL	32712
CURRENT OCCUPANT	2315 E Welch Rd		Apopka	FL	32712
CURRENT OCCUPANT	2227 E Welch Rd		Apopka	FL	32712

CURRENT OCCUPANT	2335 E Welch Rd	Apopka	FL	32712
CURRENT OCCUPANT	2347 E Welch Rd	Apopka	FL	32712

Sweetwater Park Village Mailout Coverage Area



Welch Road near Sweetwater Park Village Mailout Coverage Map



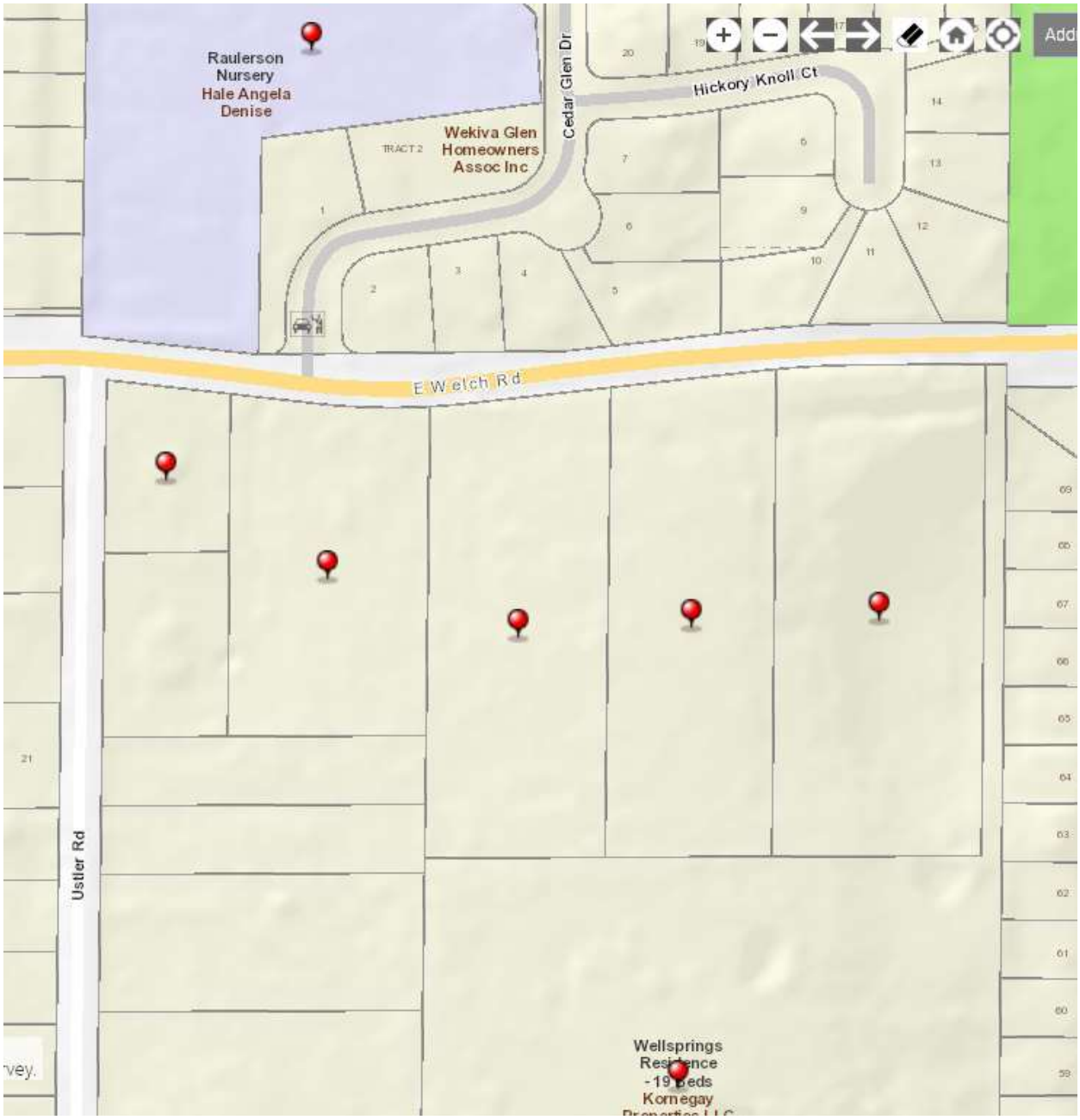
Wekiva Glen Property Owner Mailout List

Owner Name(s)	Mailing Address 1	Mailing Address City	Mailing Address State	Mailing Address Zip
BRANCHICK TANISHA L	1427 Cedar Glen Dr	Apopka	FL	32712
GARRETT JANIS C, GARRETT WILLIAM S	864 Hickory Knoll Ct	Apopka	FL	32712
GOODRIDGE SHANNON	852 Hickory Knoll Ct	Apopka	FL	32712
MCGEE SAMANTHA	1451 Cedar Glen Dr	Apopka	FL	32712
OPENDOOR PROPERTY TRUST I	410 N Scottsdale Rd Ste 1600	Tempe	AZ	85281
POTTS GARY L, POTTS CYNTHIA L	1439 Cedar Glen Dr	Apopka	FL	32712
TRUST NUMBER 1426	1426 Cedar Glen Dr	Apopka	FL	32712
WILLIS ERIN J	840 Hickory Knoll Ct	Apopka	FL	32712
CURRENT OCCUPANT	1463 Cedar Glen Dr	Apopka	FL	32712
BOWEN TONY M JR, BOWEN TERRI L	530 E Welch Rd	Apopka	FL	32712
BROWN TIMOTHY C	906 Hemlock Dr	Apopka	FL	32712
GARRETT LYNN H LIFE ESTATE, REM: JOHN DAVID GARRETT	602 E Welch Rd	Apopka	FL	32712
HALE ANGELA DENISE	3723 Watercrest Dr	Longwood	FL	32779
KORNEGAY PROPERTIES LLC	700 E Welch Rd	Apopka	FL	32712
LEUDENBURG JAMES L LIFE ESTATE, LEUDENBURG HILDA B LIFE ESTATE, REM: KURTIS J LEUDENBURG	684 E Welch Rd	Apopka	FL	32712
CURRENT OCCUPANT	688 E Welch Rd	Apopka	FL	32712
CURRENT OCCUPANT	506 E Welch Rd	Apopka	FL	32712

Wekiva Glen Mailout Coverage Area Map



East Welch Road Mailout Coverage Area Map



Contact Lists

Elected and Appointed Officials Contact List

Name	Email	Representing
State Elected Officials		
Randolph Bracy	bracy.randolph@flsenate.gov	State Senator District 11
Keith Truenow	keith.truenow@myfloridahouse.gov	State Representative District 31
Local Elected & Appointed Officials		
Jerry L. Demings	mayor@ocfl.net	Orange County Mayor
Nicole H. Wilson	District1@ocfl.net	Orange County Commissioner District 1
Christine Moore	District2@ocfl.net	Orange County Commissioner District 2
Mayra Uribe	District3@ocfl.net	Orange County Commissioner District 3
Maribel Gomez Cordero	District4@ocfl.net	Orange County Commissioner District 4
Emily Bonilla	District5@ocfl.net	Orange County Commissioner District 5
Victoria P. Siplin	District6@ocfl.net	Orange County Commissioner District 6
Bryan Nelson	BNelson@apopka.net	City of Apopka Mayor
Alexander Smith	ASmith@apopka.net	City of Apopka Commissioner Seat 1
Doug Bankson	DBankson@apopka.net	City of Apopka Commissioner Seat 3
Diane Velazquez	DVelazquez@apopka.net	City of Apopka Commissioner Seat 2
Kyle Becker	KBecker@apopka.net	City of Apopka Commissioner Seat 4
Sheriff John Mina	john.mina@ocfl.net	Orange County Sheriff
Phil Diamond	comptroller@occompt.com	County Comptroller

Agency Contact List

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State Agencies		
Florida Department of Transportation		
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Florida Department of Environmental Protection		
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Aaron Watkins	Aaron.Watkins@dep.state.fl.us	FDEP Central District
Robert Yero	Robert.Yero@floridadep.gov	FDEP Central District
Wekiwa Springs State Park		
Robert Brooks	Robert.Brooks@dep.state.fl.us	Park Manager
Robert Longo	Robert.Longo@floridadep.gov	Assistant Park Manager
Lee Wood	Lee.Wood@floridadep.gov	Assistant Park Manager
Florida Department of Agriculture and Consumer Services		
Joey Hicks	Administration@FDACS.gov	Administration Director
Florida Department of State - Division of Historical Resources		
	CompliancePermits@dos.myflorida.com	
Florida Fish and Wildlife Conservation Commission (FFWCC)		
Tony Grossman	Anthony.Grossman@myfwc.com	Officer
Florida Transportation Commission		
Ronald Howse	ftc@dot.state.fl.us	Chairman
St. Johns River Water Management District		
Courtney Waldron	cwaldron@sjrwmd.com	District Clerk
Regional Agencies		
East Central Florida Regional Planning Council		
Tara McCue	tara@ecfrpc.org	Director of Planning & Community Development
Local Agencies		
Orange County		
	OCOEM@ocfl.net	Office of Emergency Management
	FireRescue1@ocfl.net	Fire/Rescue Headquarters
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Diana Almodovar	Diana.Almodovar@ocfl.net	Deputy Director of Public Works - County Engineer
Anne Kulikowski	Anne.kulikowski@ocfl.net	Director of Administrative Services
Renzo Nastasi	Renzo.nastasi@ocfl.net	Transportation Planning - Manager

Brian Sanders	brian.sanders@ocfl.net	Transportation Planning - Assistant Manager
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	Planning@ocfl.net	Director of Planning
	utilities.information@ocfl.net	Utilities
Matt Suedmeyer	Matt.Suedmeyer@ocfl.net	Parks & Recreation - Manager
Regina Ramos	Regina.Ramos@ocfl.net	Parks & Recreation - Project Manager
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Orange County Public Schools		
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Melissa Byrd	Melissa.Byrd@ocps.net	School Board, District 7
Adam Zubritsky	adam.zubritsky@ocps.net	Manager: ESE, Safety, & Training for Transportation Services
Caroll Grimando	10396@ocps.net	Wolf Lake Elementary School, Principal
Cynthia Haupt	50771@ocps.net	Wolf Lake Middle School, Principal
Kari Darr	58617@ocps.net	Rock Springs Elementary, Principal
City of Apopka		
Bobby Howell	HHowell@apopka.net	Planning Manager, Development Review Committee
Pam Richmond	PRichmond@apopka.net	Community Development Transportation Coordinator
Jeffrey Weatherford	JWeatherford@apopka.net	Public Services Director
Kelly Robertson	KRobertson@apopka.net	Web/Social Media Analyst
Robert Hippler	RHippler@apopka.net	IT Director
Naret Teran	NTeran@apopka.net	Senior Engineer
Vladimir Simonovski	VSimonovski@apopka.net	Utility Design Manager
Michael McKinley	MMcKinley@apopka.net	Chief of Police
Steven Harmon	SHarmon@apopka.net	Police Traffic Unit Supervisor
Stacy VanCamp	SVanCamp@apopka.net	Executive Assistant to the Mayor
Brian Bowman	bbowman@apopka.net	Fire and EMS
Cate Manley	cate@apopkachamber.org	President/CEO, Apopka Chamber of Commerce
Jonie Glaude	jonie@apopkachamber.org	Operations Manager & Executive Assistant to the President/CEO, Apopka Chamber of Commerce
Bike Walk Central Florida		
Emily Hanna	emily@bikewalkcf.org	Executive Director
LYNX		
Myles O'Keefe	MOKeefe@golynx.com	Manager of Strategic Planning
Jeff Reine	jreine@golynx.com	

Agency Coordination Group

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Lara Bouck	lbouck@metroplanorlando.org	MetroPlan Orlando Project Manager
Jim Martin	jim.martin@dot.gov	FHWA

Local Business, Utility, and Residential Mailout List

Name	Email	Representing
Local Businesses		
	shineynk@hotmail.com	7-Eleven
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	jp@orlandocleaners.com	Best Cleaners Apopka
	juliefrombubbalous@aol.com	Bubbalou's Bodacious BBQ
	chungon10@aol.com	Chung Xiang Chinese Food
	bcrocksprings.cflorida@53.com	Fifth Third Bank
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	hr@haircuttery.com	Hair Cuttery
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	hungmai3330@gmail.com	VIP Nails & Spa
	apopka@woofgangbakery.com	Woof Gang Bakery & Grooming
	flo.15631@us.stores.mcd.com	McDonald's
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Stephen Fasnacht	stephen.fasnacht@questinc.org	Quest's Camp Thunderbird
Bob Ziegenfuss	bob@zdevelopmentservices.com	Z Development Services
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Todd Kihlmire	Todd.Kihlmire@duke-energy.com	Duke Energy
Gerald Rooks	Gerald.Rooks@duke-energy.com	
	builders@langd.org	Lake Apopka Natural Gas
Robert Zlatkiss	rzlatkiss@aol.com	American Land Development
Dan O'Keefe	dokeefe@shutts.com	

Residential		
	orlandopermit@khov.com	K Hovnanian Homes - San Sebastian Reserve
	rspi@lakeshoremhc.com	Rock Springs Mobile Home Park
		Palm Isles Mobile Home Park
Jim Marshall	jmarshall@vistacamfl.com	Wekiva Park Townhomes
Advocacy Groups		
Sue van Bernum	sue.vanbernum@sorbaorlando.com	Southern Off-Road Bicycle Association - Orlando Chapter
Mitch Greenberg	mitch.greenberg@sorbaorlando.com	Southern Off-Road Bicycle Association - Orlando Chapter
Joe Dunn	joendanita@gmail.com	Friends of Lake Apopka
Religious Centers		
	rparada01@gmail.com	Palabra Miel Church
Dung Chi	tambaomonastery@gmail.com	Tam Bao Tu Buddhist Temple

Local Home Owner's Assoications (HOAs)

Community Name	General Location	Name	E-Mail Address
Alexandria Place	Rock Springs North	Wilhelmina Campbell	
Alexandria Place	Rock Springs North	Keisha Jones	keishal.jones@yahoo.com
Alexandria Place	Rock Springs North	Kathleen Powers	
Alexandria Place	Rock Springs North	Stacy Wilson	s.wilsonrealestate@gmail.com
Alexandria Place	Rock Springs North	Jason Huet	
Alexandria Place	Rock Springs North	Shawn Jensen	
Alexandria Place	Rock Springs North	James Kearns	jlkearns439@centurylink.net
Bent Oak	Wekiva Springs Rd	Bob Samson	bob@lostpine.com
Bent Oak	Wekiva Springs Rd	Chuck Morris	Chuck@imposol.com
Bent Oak	Wekiva Springs Rd	Jonathan Garcia	jonathansteven@me.com
Bent Oak	Wekiva Springs Rd	Matthew Everist	meverist@cfl.rr.com
Bent Oak	Wekiva Springs Rd	Larry Robertson	
Bent Oak	Wekiva Springs Rd	Diane & Rob Russo	
Bentley Woods	Wekiva Springs Rd	Ed Conway	ebbyc@aol.com
Bentley Woods	Wekiva Springs Rd	Gayle/George Richmond	Galesgems@gmail.com
Bentley Woods	Wekiva Springs Rd	Martha Kotek	
Bentley Woods	Wekiva Springs Rd	Theodora Michols	
Bluegrass Estates	Rock Springs North	Michael Williamson	jenniferwilliamson@cfl.rr.com
Bluegrass Estates	Rock Springs North	Steve Dowling	steve.dowling@setf.com
Bluegrass Estates	Rock Springs North	Wendy Ottati	wendyottai@netscape.net
Bluegrass Estates	Rock Springs North	Edward Dworkin	eddworkin@gmail.com
Bluegrass Estates	Rock Springs North	Doug Hilliard	
Carol Woods	Wekiva Springs Rd	Kathleen Sexton	drewsma@cfl.rr.com
Carol Woods	Wekiva Springs Rd	Debbie Stevens	flutesrock612@gmail.com
Carol Woods	Wekiva Springs Rd	Jim Guthrie	sherrianna917@aol.com
Carol Woods	Wekiva Springs Rd	Sherri Guthrie	sherrianna917@aol.com
Chelsea Ridge	Wekiva Springs Rd	Gerry Gilmore	jazzman13us@hotmail.com
Chelsea Ridge	Wekiva Springs Rd	Sue Henesy	shenesy365@gmail.com
Chelsea Ridge	Wekiva Springs Rd	Janeen Gryl	
Duquesne	Wekiva Springs Rd	Richard Carter	tremfast1@gmail.com
Heatherwood	wekiva Springs Rd	Misty Astacio	mistyastacio@yahoo.com
Heatherwood	Wekiva Springs Rd	Adela Konstantinidis	adelakonst@yahoo.com
Heatherwood	Wekiva Springs Rd	Doug & Sallie McCowan	dougmccowan@hotmail.com
Heatherwood	Wekiva Springs Rd	Keith Terrill	kterrill@aol.com
Lake Cortez Woods	Wekiva Springs Rd	Glenn Smith	glenn88s@live.com
Lake Cortez Woods	Wekiva Springs Rd	Ted Lange	lange5fla@hotmail.com
Lake Cortez Woods	Wekiva Springs Rd	Michael Turner	
Landings At Rock Springs	Rock Springs North	Araina Downer	draindear11@aol.com
Landings At Rock Springs	Rock Springs North	Gary Cetoute	garyc385@yahoo.com
Landings At Rock Springs	Rock Springs North	Hector Ramos Munoz	wichyrm@yahoo.com
Majestic Oaks	Wekiva Springs Rd	Susan Bonds	billlinggirl@aol.com
Majestic Oaks	Wekiva Springs Rd	William Melchior	billmelchior@aol.com
Majestic Oaks	Wekiva Springs Rd	Tania Rosario	tania.rosario14@gmail.com
Majestic Oaks	Wekiva Springs Rd	Carol Ruth	
Mt. Plymouth Lake Homes	Rock Springs North	Peggie Stapleton	
Mt. Plymouth Lake Homes	Rock Springs North	Charlene Darcelin	
N. Wekiva Springs	Wekiva Springs Rd	William & Barbara Powell	bbpowell2@outlook.com
Oak Hollow	Rock Springs North	Marillyn Ilgenfritz	ilgenfam@aol.com
Oak Hollow	Rock Springs North	Douglas Summers	dsummers4@cfl.rr.com
Oak Hollow	Rock Springs North	Ritta Moore	
Oak Hollow	Rock Springs North	Wendy Goebel	goebesw@yahoo.com
Pines of Wekiva	Rock Springs North	Jacqueline Sandler	jcs32712@yahoo.com
Pines of Wekiva	Rock Springs North	Elizabeth Badillo	elizabethbadillo@hotmail.com
Pines of Wekiva	Rock Springs North	Kim Hanieph	kimkarina@icloud.com

Pines of Wekiva	Rock Springs North	Carrie Johnson	
Rock Springs Ridge	Rock Springs North	Jerry Schafrath	mistershaf@aol.com
Rock Springs Ridge	Rock Springs North	James Greene	jwgreene101@gmail.com
Rock Springs Ridge	Rock Springs North	Rod Olsen	rrolsen8@gmail.com
Rock Springs Ridge	Rock Springs North	Michael Files	
Rock Springs Ridge	Rock Springs North	Raymond Glover	
Rock Springs Ridge	Rock Springs North	Mack Weathers	mweathers@greatcommunities.com
Spring Harbor	Rock Springs North	Jospeh Myers	
Spring Harbor	Rock Springs North	Tamika Welch	
Spring Harbor	Rock Springs North	Melanie Fisher	mlfjune@aol.com
Spring Hollow	Rock Springs North	Steven Madole	smadole50@gmail.com
Spring Hollow	Rock Springs North	Susan Hunt	sahunt@cfl.rr.com
Spring Hollow	Rock Springs North	Jeanette Torres	
Spring Hollow	Rock Springs North	Roger Smith	smsmith@travelers.com
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Sweetwater Country Club	Wekiva Springs Rd	Cindy Bennett	cinfl5@aol.com
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Sweetwater Country Club	Wekiva Springs Rd	Eric Greenberg	ericg@businessaviationlawgroup.com
Sweetwater Country Club	Wekiva Springs Rd	Jim Howard	goldwingjim@gmail.com
Sweetwater Country Club	Wekiva Springs Rd	Wayne Lightfoot	lightfoot.wayne@gmail.com
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Sweetwater Country Club	Wekiva Springs Rd	James Bransford JR	
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Sweetwater West	Wekiva Springs Rd	Bob Richcreek	richcreekrobert@gmail.com
Sweetwater West	Wekiva Springs Rd	Sharon Clark	
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The Oaks of Summit Lake	Rock Springs North	Michael Towery	
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The Palms I & II	Wekiva Springs Rd	Bill Cochran	bcochran@puc.edu
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Traditions At Wekiva	Rock Springs North	Erika Wesley	
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Wekiva Club	Wekiva Springs Rd	Jill Symmonds	
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Wekiva Club	Wekiva Springs Rd	Sharon Bryant	
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Wekiva Park Townhomes	Rock Springs North	Noel Parsons	
Wekiva Park Townhomes	Rock Springs North	Adrienne Fuller	speechbuilders@gmail.com
Wekiva Park Townhomes	Rock Springs North	Beverley Mignott	
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Wekiva Ridge Oaks	Wekiva Springs Rd	Juan Diaz	
Wekiva Ridge Oaks	Wekiva Springs Rd	Chris Lipka	
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Wekiva Springs Estates	Wekiva Springs Rd	Martin Baker	martin.baker@regions.com
Wekiva Springs Estates	Wekiva Springs Rd	MJ Sykora	MJ.Sykora@brightview.com
Wekiva Springs Estates	Wekiva Springs Rd	Jill Ormachea	
Wekiva Terrace	Wekiva Springs Rd	Kathy Gill	kathygill@cfl.rr.com
Wekiva Terrace	Wekiva Springs Rd	Sherry Shackelford	
Wekiva Walk	Wekiva Springs Rd	Michelle Darville	Michelledarville@cfl.rr.com
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Wekiva Walk	Wekiva Springs Rd	Annthea Breidenbaugh	momannthea@yahoo.com
Wekiva Walk	Wekiva Springs Rd	Kevin Bence	
White Jasmine	Wekiva Springs Rd	Christine Ertel	christyertel@yahoo.com
White Jasmine	Wekiva Springs Rd	John Stanley	jaystanley777@gmail.com
White Jasmine	Wekiva Springs Rd	Jitendra Parmar	jkparmar@aol.com

Outdoor Sign

West Orange Trail Extension Study

Rock Springs Road Study

PUBLIC MEETING LOCATION CHANGED TO:

APOPKA CITY HALL
Council Chambers
120 E Main St
Apopka, FL 32703

To attend virtually:

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

MetroPlanOrlando.org/RockSprings

West Orange Trail Extension Study



Rock Springs Road Study



Find out more:

MetroPlanOrlando.org/RockSprings

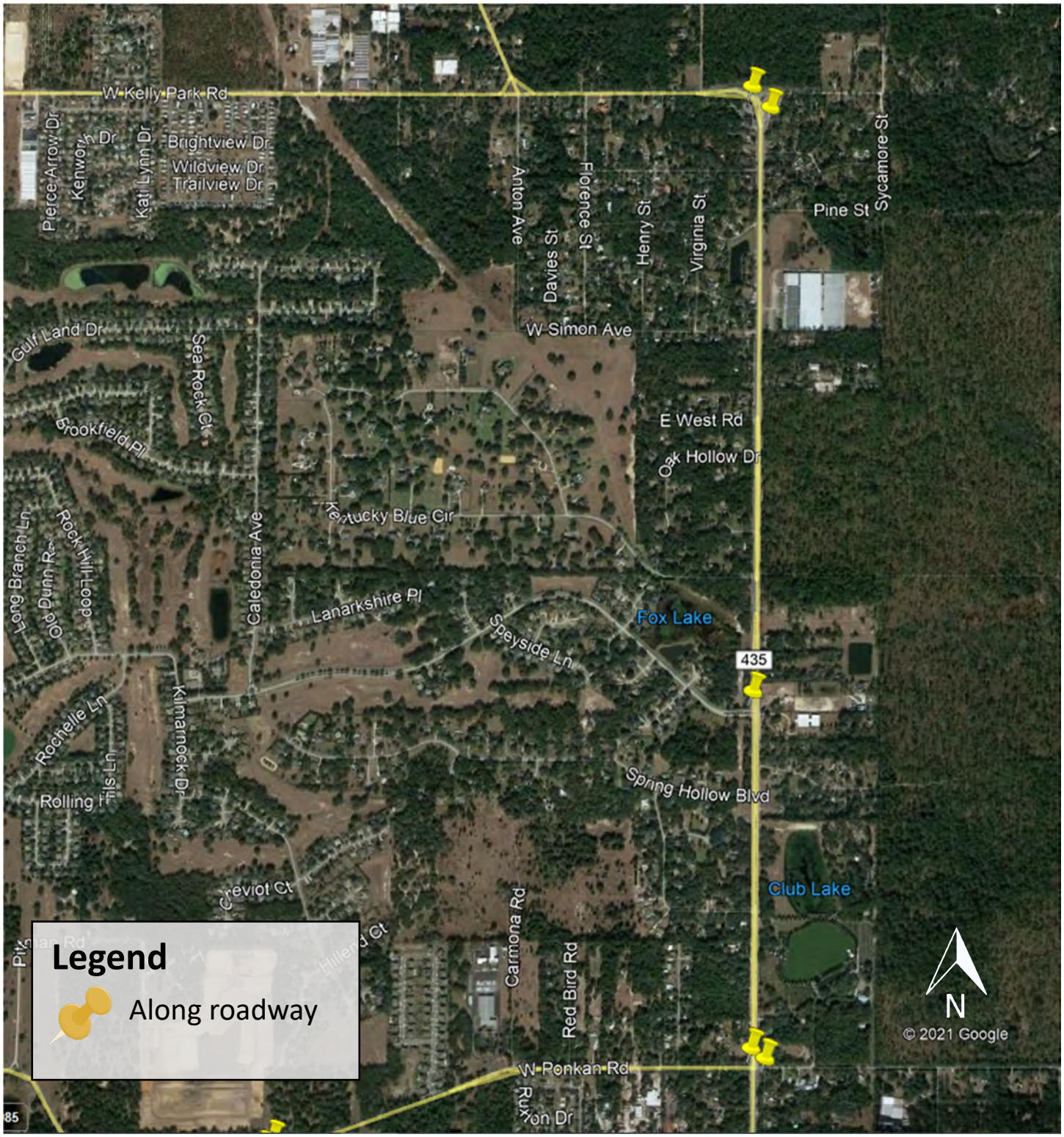
metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

Outdoor Signage Placement Map Series

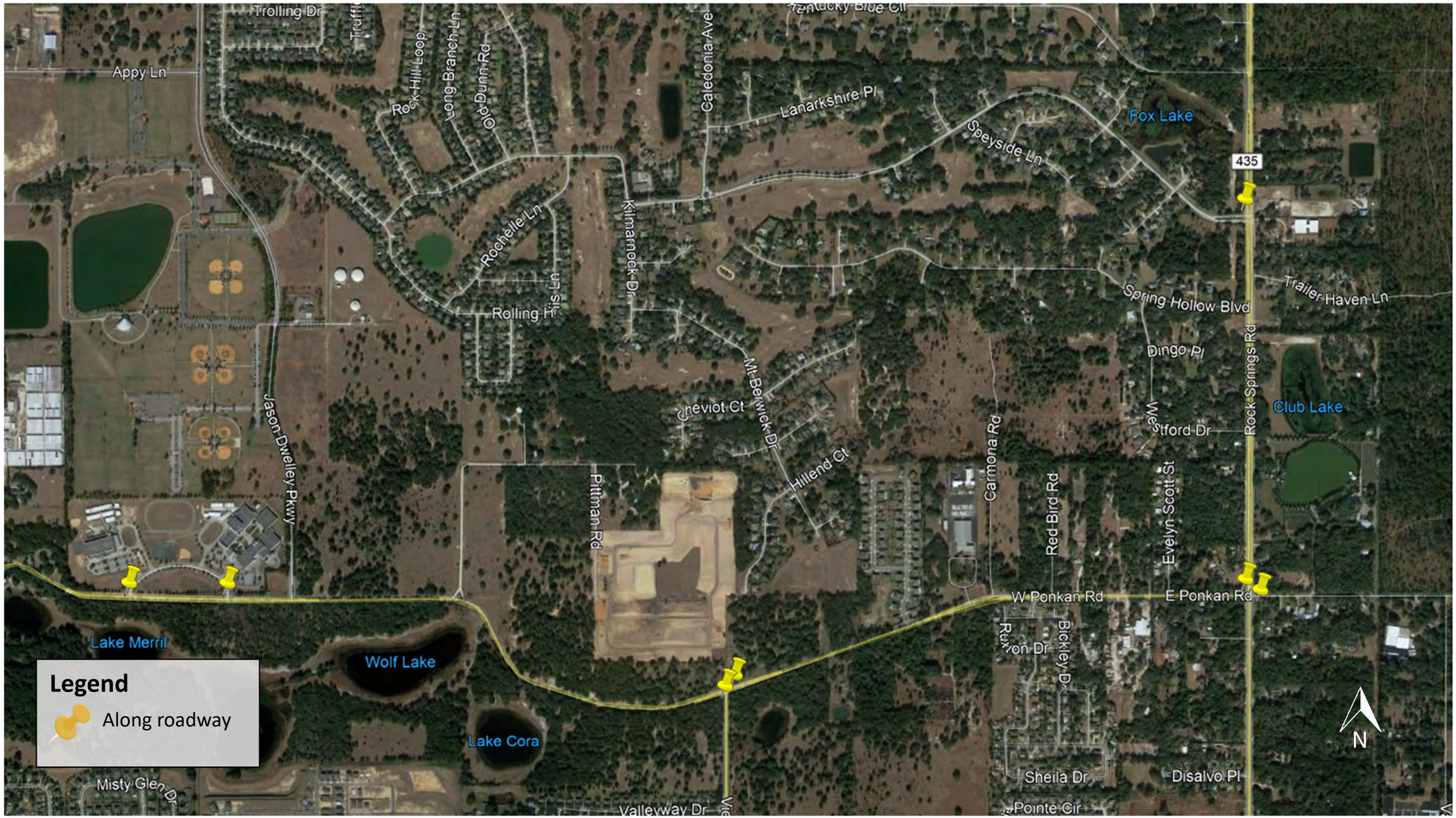
Roadside Signage Placement

Rock Springs Road – Ponkan Road to Kelly Park Road



Roadside Signage Placement

Ponkan Road



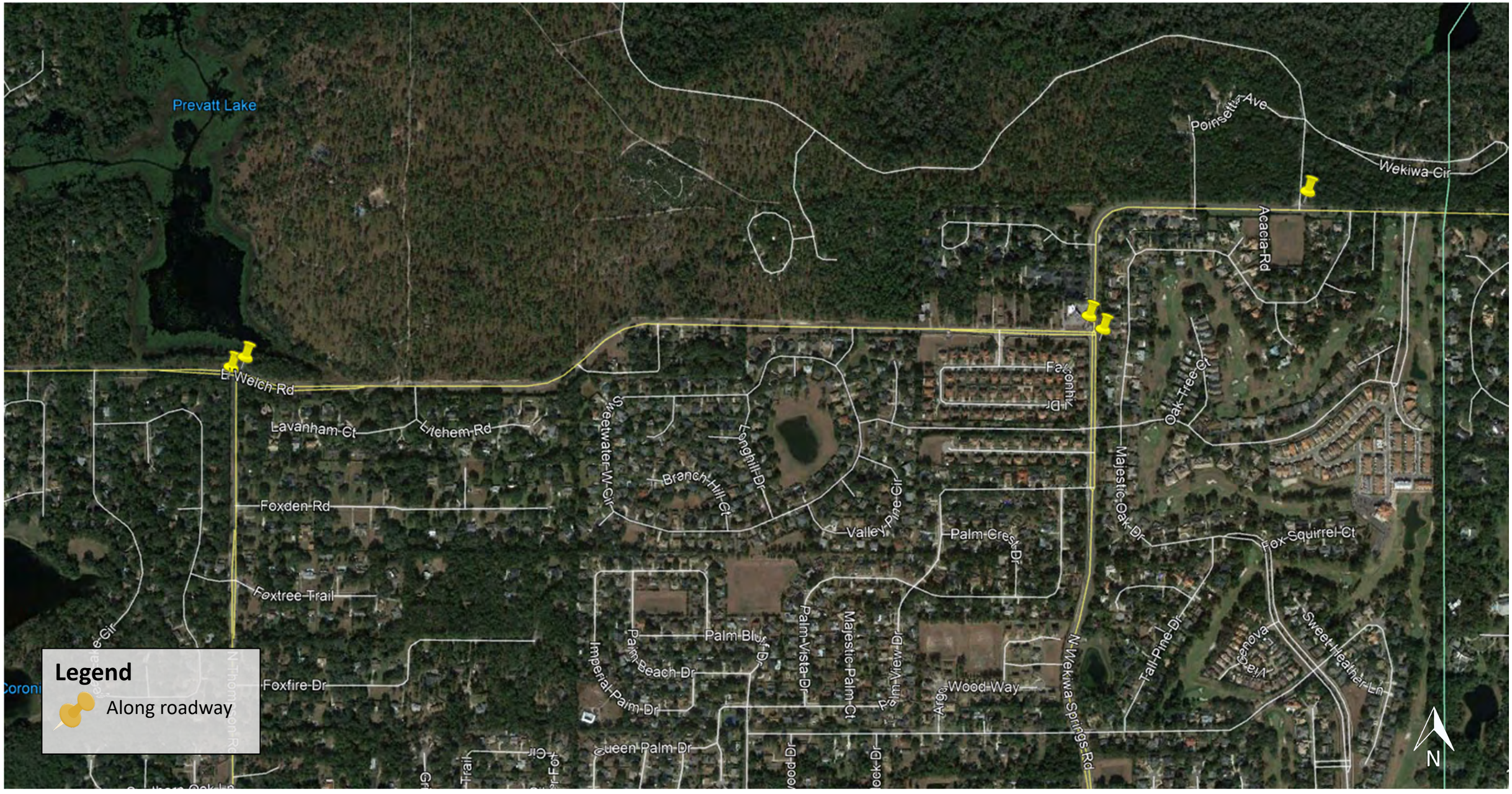
Roadside Signage Placement

Rock Springs Road – Welch Road to Lester Road



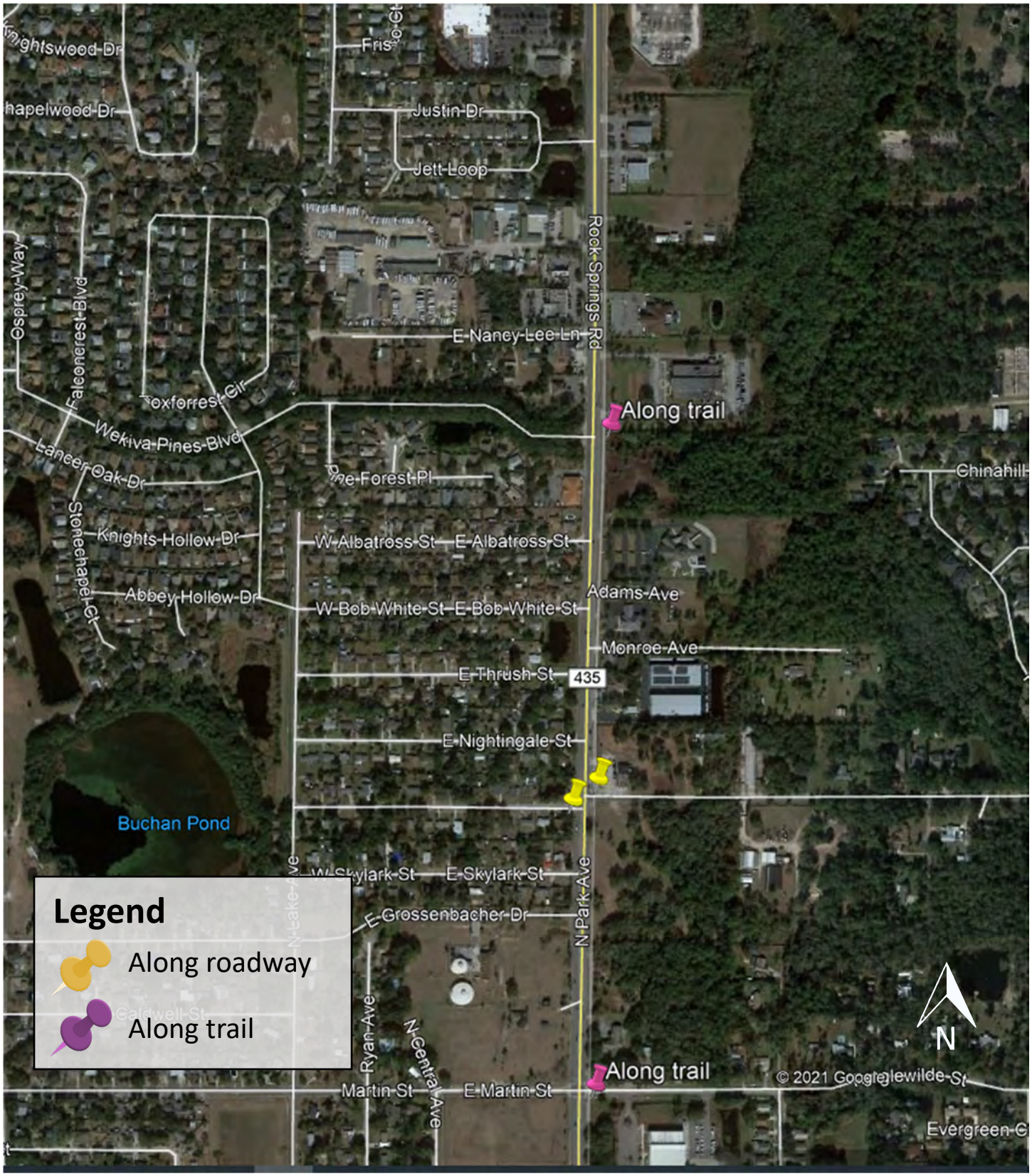
Roadside Signage Placement

Welch Road



Roadside Signage Placement

Rock Springs Road – Martin Street to South of Welch Road



Attachment B: Attendance

Project Staff

Name	Email
MetroPlan Orlando	
Cynthia Lambert	clambert@metroplanorlando.org
Taylor Laurent	tlaurent@metroplanorlando.org
Leilani Vaiaoga	lvaiaoga@metroplanorlando.org
Jason Sartorio	jsartorio@metroplanorlando.org
Mary Ann Horne	mhorne@metroplanorlando.org
Consultant Study Team	
Amy Sirmans	asirmans@vhb.com
Kevin Freeman	kfreeman@vhb.com
Nikki Melendez	nmelendez@vhb.com
Michael Zoellner	mzoellner@vhb.com
Amanda Johnson	ajohnson@vhb.com
Josie Sanchez	jsanchez@vhb.com
Kennedy Sumner-Snell	ksumner-snell@vhb.com
Orange County	
Brian Sanders	brian.sanders@ocfl.net
Blanche Hardy	blanche.hardy@ocfl.net
Amanda Kimmer	amanda.kimmer@ocfl.net
Orange County Commissioner	
Commissioner Christine Moore	District2@ocfl.net
City of Apopka	
Pam Richmond	prichmond@apopka.net
Vladimir Simonovski	-
Apopka City Council	

In-Person Meeting Attendees

Name	Pre-registered?
Members of the Public	
Rogers Beckett	Yes
Kendra Tanner	Yes
Stephanie Carels	Yes
Tim Fekany	Yes
Susan Smith	Yes
Marilyn Smith	Yes
Bob Michaels	Yes
Cheryl Nichols	Yes
Fred Brummer	Yes
Harrel Morgan	Yes
Jay Casper	Yes
Jim Nichols	Yes
John Puhek	Yes
Sean Wolford	Yes
Stacia Carter	Yes
Stephanie Jarvis	Yes
Todd Jarvis	Yes
Dave Van Wormer	No
Linda Voll	No
Brenda Bray	No
Edward Bash	No
Kevin Johnson	No
Benjamin Bowman	No
David Piety	No
David Minehart	No
Paula Heata	No
John Cloran	No
William Smith	No
Rob Olsen	No
Mike Solitro	No
Diane Velazquez' Hu	No
Douglas Blaire	No
Robin Panaciti	No
Matthew Panaciti	No
Jennifer Morndorff	No
Oren Close	No
Sheri Close	No
Mr. Carels	No
Tom Shepherd	No

Leigh Anne Whalen	No
Brian Whalen	No
Donna Young	No
John Sabo	No
Diane Sabo	No
James Hitt	No
Timothy Heath	No
Marc Ispass	No
Jack Piersen	No
Tim Neil	No
Gabriel Valladares	No

Meeting Attendees

Name	Email	
Members of the Public		Questions & Comments
Rob Harper	rhharper@cfl.rr.com	Will there be any information about changes to the Rock Springs/Welch Rd. intersection? That nightmare is getting worse.
Marilyn Walls	marilynwalls@outlook.com	Are there plans for linking Rock Springs Road or West Orange Trail and the Neighborhood Lakes Trail?
Sundeep Singh	sunny@gpmhospitality.com	Is there a possibility of moving the pedestrian cross walk near tanglewood dr. further north? This would greatly improve accessibility for retail on the west side of Rock Springs Rd.
Joanne Counelis	jocounelis@gmail.com	I heard about sunrail train - going to Apopka is that right?
Deborah Green	info@orangeaudubonfl.org	What will be the impact on Wekiwa Springs State Park? That park is one of the jewels of the Florida state park system, with the largest expanse of the endangered sandhill habitat in the state park system. Subdivisions built up starting immediately after the park's opening in 1969 to be in proximity to this natural area. And visitation by picknickers, kayakers, hikers, and naturalists exceed the visitation of many national parks. Will this road skirt along the external boundary of the park? Any incursion into the park is completely unacceptable.
Susan Thome-Barrett	2904susan2@gmail.com	As Conservation Chair for Orange Audubon, I want to express that we are against using any park lands to build a bike trail to access Wekiwa Springs Park. Despite being close to the road, this area is prime sandhill habitat and important to the birds and animals that call Wekiwa home. Encroachment further erodes this very important habitat. On a personal level, I feel this is not only unnecessary, but will cause even more headaches with one more avenue of traffic to control to enter the park. Who gets to go in first when park reaches capacity? How will the drivers waiting patiently in line to gain admittance when park has reached capacity react when a bike zips past and into the front of the line? Already the park has had to cede land to add a traffic lane for these cars. An idea that sounds good, but maybe spend the money on extending the bike lanes to the
CHRISTY LINKE	clinke3173@aol.com	I am the Wekiva Chairperson for Wekiva Youth Camp. I find this interesting as Welch Road is our entrance to camp.
Shari Curley	Shari.Curley@qcausa.com	-
Rob Harvey	puckharv1@yahoo.com	-
Tzaitel Chock	tzaitelchock@hotmail.com	-
Scott Jones	Sjones3103@gmail.com	-
Jay Kleinrichert	jay.kleinrichert@gmail.com	-
Craig Pasek	cpasek@rcn.com	-
Sharon Lusk	Slusk@rollins.edu	-
David Tybor	dave.tybor@gmail.com	-
Ron Perez	Ronaldmperez@Gmail.com	-
Teresa Sargeant	news2@theapopkachief.com	-
Michelle Dodson	tweetyblues333@yahoo.com	-
Regina Ramos	Regina.Ramos@ocfl.net	-
Phyllis Hall	phylliscath814@gmail.com	-
greg gensheimer	gregjgensh@comcast.net	-
David Robinson	Davidrobinson@mindspring.com	-
Robert Hansen	rhansen449@aol.com	-
R. Wolford	rebwolford@yahoo.com	-
Rita Henderson	bills@henderzone.net	-

Chuck	chonakerjr@gmail.com	-
Fred Milch	fmilch555@gmail.com	-
Tom Niemiec	tniemiec24@gmail.com	-
Warren Treadwell	320sf1sg@gmail.com	-
Michelle Morrison	michellemorrisonv2@gmail.com	-
Lisa Smith	lsmith@metroplanorlando.org	-
Daphne Green	daphnegreen33@gmail.com	-
Sonia Newman	elohim1914@yahoo.com	-
Patricia Babcoke	parooney1@gmail.com	-
Mark Bolton	markbolton@mac.com	-
Vanessa Cruz	g8tr_cruz@hotmail.com	-
Brad Knight	bradknight63@icloud.com	-
Jeffrey Campbell	Jcamp57266@aol.com	-
Joe Smith	Joesmithdist@hotmail.com	-
Alex Trauger	atrauger@metroplanorlando.org	-
Cedric Knight	cednite@yahoo.com	-
Cristy Pennell	cristy@cristypennell.com	-
Ed Elmore	yetimail@embarqmail.com	-
Don key Dik	Sbraswell2@cfl.rr.com	-
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Philip Harshman	crakntoast@gmail.com	-
Pamela Valladares	pame_1299@hotmail.com	-
Diane Velazquez	Dianev5149@gmail.com	-
Kelly Morphy	kelly@strongfootgroup.com	-
Robin Apelado	Rapelado@gmail.com	-
Virginia Whittington	vlwhittington@metroplanorlando.org	-
James Helmers	helmers6@aol.com	-
Ella Duke	Hello@elladuke.com	-

Attachment C: Meeting Materials





Welcome to the meeting!

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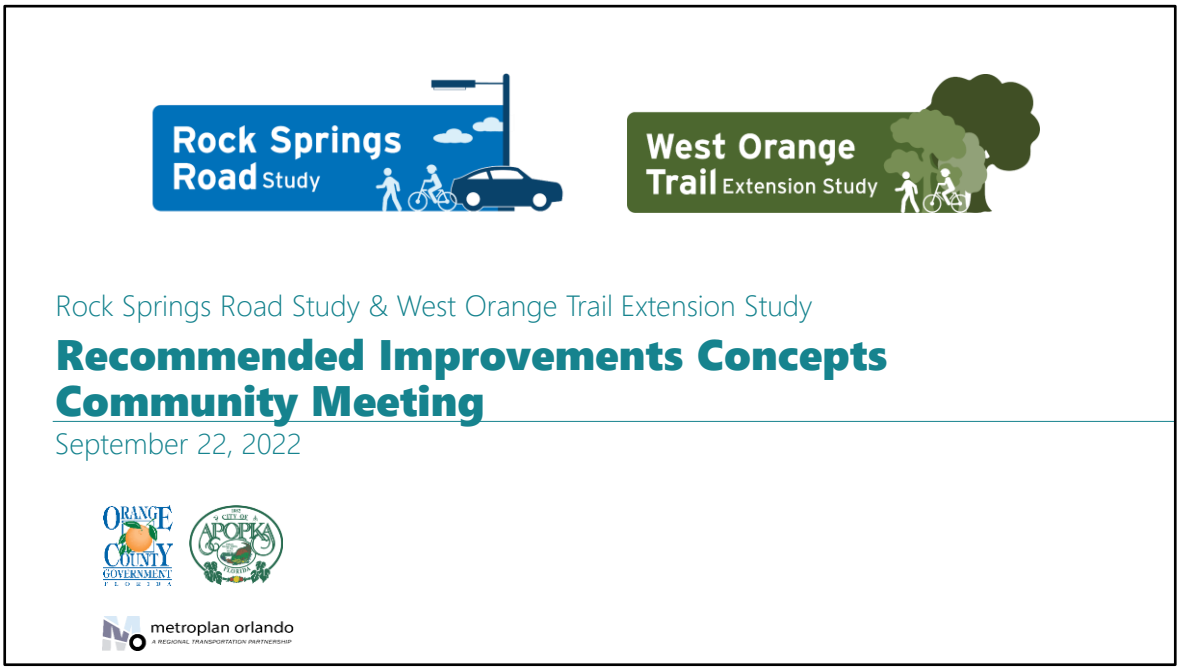
Virtual Meeting Logistics
Project Manager
Contact Information
Taylor Laurent, PE, AICP



Hello and thank you for taking your time to learn about the Rock Springs Road Study and West Orange Trail Extension Study presented by MetroPlan Orlando in partnership with the City of Apopka and Orange County.



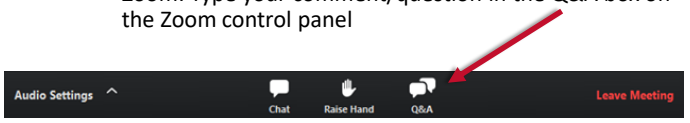
We will begin this meeting with introductions of the study team.
Taylor Laurent, Manager of Transportation Planning for MetroPlan Orlando
Amy Sirmans, Consultant Project Manager with VHB
Pam Richmond, Transportation Coordinator for the City of Apopka
Brian Sanders, Assistant Manager for the Transportation Planning Division of Orange County

I would also like to take a moment to recognize our elected officials. Are there any elected officials in attendance this evening who would like to be recognized?

Next, we will give a presentation that will cover both the Rock Springs Road and West Orange Trail Studies. At the conclusion of the presentation, we will hold a question-and-answer segment, where we will answer questions from both in-person and virtual meeting attendees.

How to Participate

- In-person
  - Fill out a comment card and hand it in to project staff or drop in a comment basket following the live presentation
- Virtually
  - Zoom: Type your comment/question in the Q&A box on the Zoom control panel



- Online at the project website MetroPlanOrlando.org/RockSprings



Project Manager Contact Information

Taylor Laurent, PE, AICP
MetroPlan Orlando
Transportation Planning Manager
(407) 481-5672 Ext. 306
TLaurent@metroplanorlando.org

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For those attending in person that would like to make a comment at the end of the presentation, please fill out a comment card and hand it to one of the project staff in the room. If you need a comment card, please raise your hand and one of the team members will bring one to you.

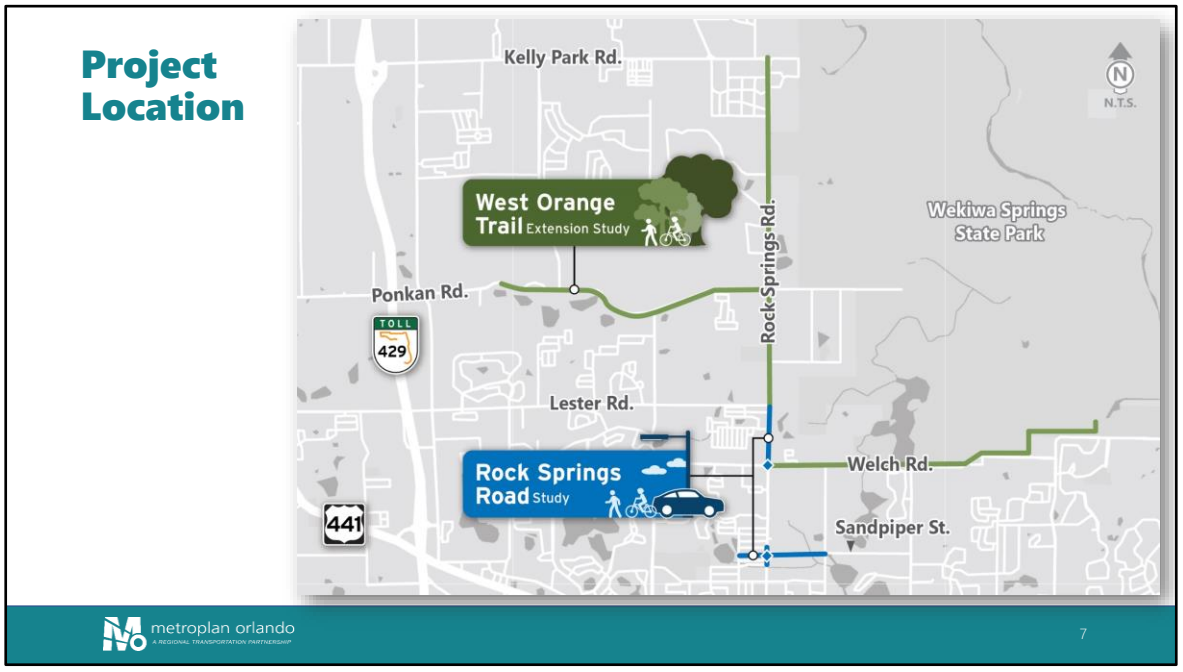
For those attending the meeting virtually, please note that all attendees are placed in "Listen Only" mode during the presentation. You may type comments or questions into the Q&A box at anytime during the meeting. To access the Q&A box, select Q&A on the Zoom control panel. Enter your comment or question in the Q&A box and select send in the bottom right corner.

Questions received both in-person and virtually will be answered at the conclusion of the presentation. A moderator will read the questions and our team of panelists will provide an answer. This meeting will last approximately one hour. If you called into the meeting with your phone, you will not be able to enter comments into the Questions box. However, you can contact the project manager by phone at 407-481-5672 extension 306 or by email at tlaurent@metroplanorlando.org. This information is provided on screen and on the project website.

Presentation Agenda

- Overview of Studies
  - Study Location
  - Project Life Cycle
  - Public Engagement
  - Alternatives Development and Refinement Process
- Rock Springs Road Recommended Updates
- West Orange Trail Extension Recommended Alignments
- Study Schedule
- How You Can Get Involved

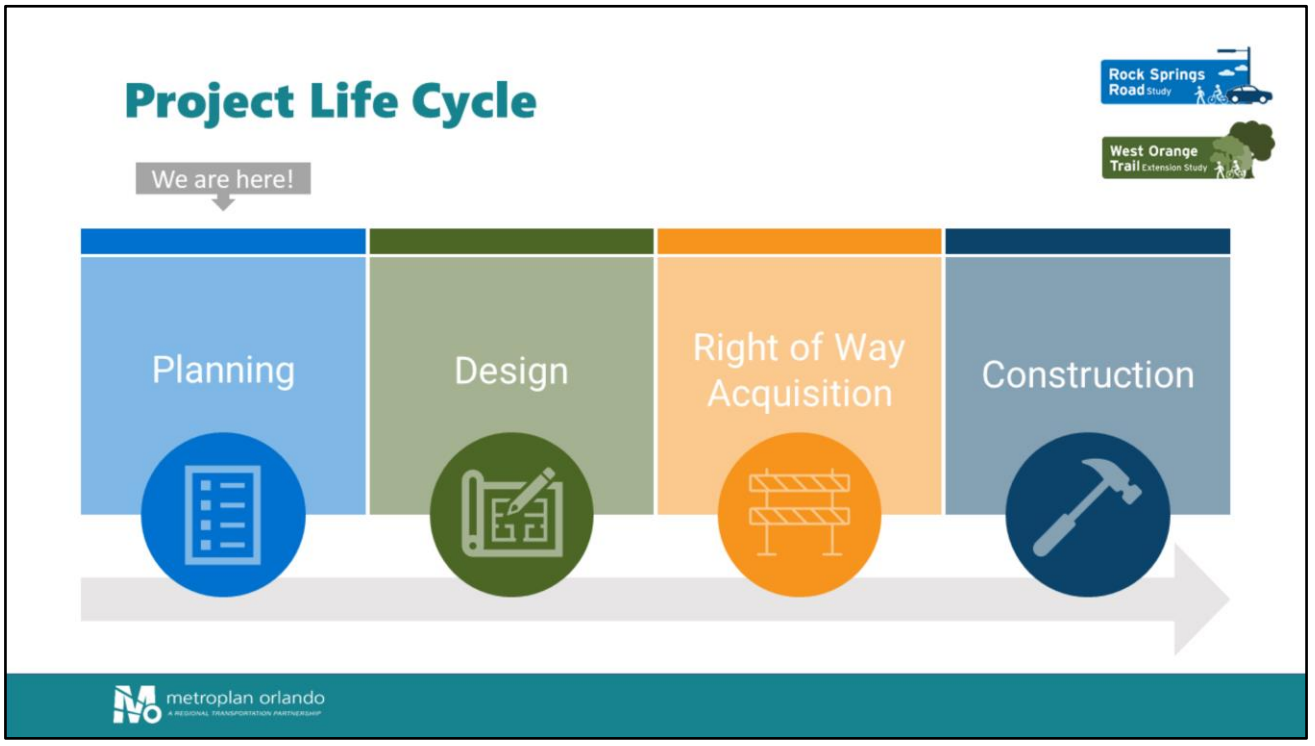
This presentation will cover an overview of the studies including study locations, project life cycle, public engagement to date, and the purpose of each study. Next, we will present the proposed Rock Springs Road Study strategies to improve safety and operations within the study area, and the potential West Orange Trail Extension Study Alignments. Last, we will review the study schedule and close with how you can get involved.



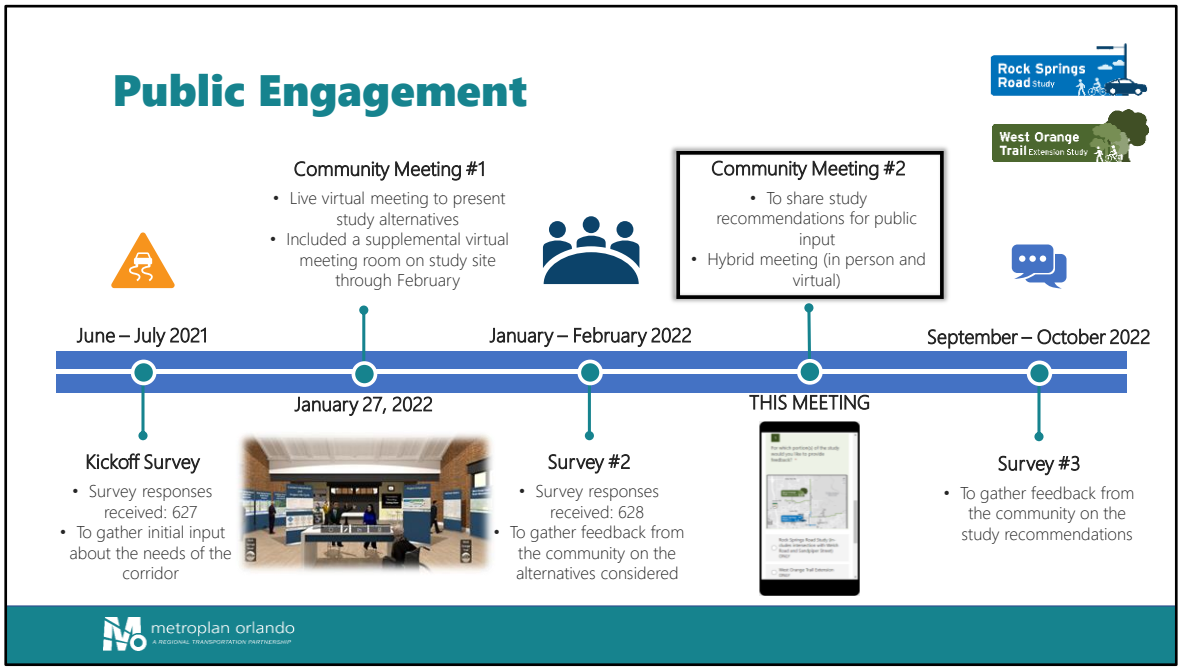
The Rock Springs Road Study is located on Rock Springs Road from Welch Road to Lester Road, including the Welch Road at Rock Springs Road intersection. The Rock Springs Road Study also includes recommended updates to improve operations and safety at the intersection of Sandpiper Street and Park Avenue, and additional sidewalks along Sandpiper Street from Lake Avenue to Ustler Road.

The West Orange Trail Extension study limits are from the existing West Orange Trail terminus at the intersection of Rock Springs Road and Lester Road, to the proposed Wekiva Trail extension at the intersection of Rock Springs Road and Kelly Park Road. The trail extension study is also proposing additional connections to the Wekiwa Springs State Park Entrance, via Welch Road; and to the Wolf Lake Elementary and Middle Schools, as well as the City of Apopka's Northwest Recreation Complex, via Ponkan Road.

These studies are being done simultaneously due to their proximity and similar schedules.

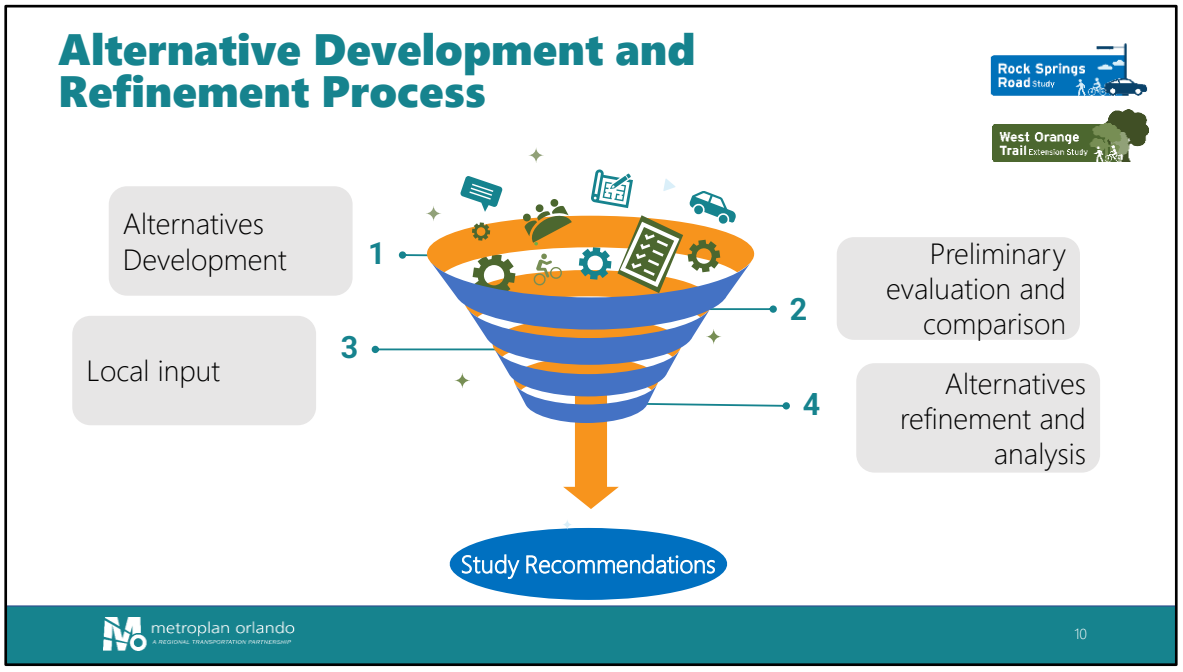


A traditional project life cycle consists of four steps, including planning, design, right of way acquisition, and finally, construction. We are currently in the planning stage for both projects. During the planning phase, the project need is identified, improvement strategies are evaluated, and a recommendation is selected to move forward to the design phase. Timing for each phase is dependent on available funding.

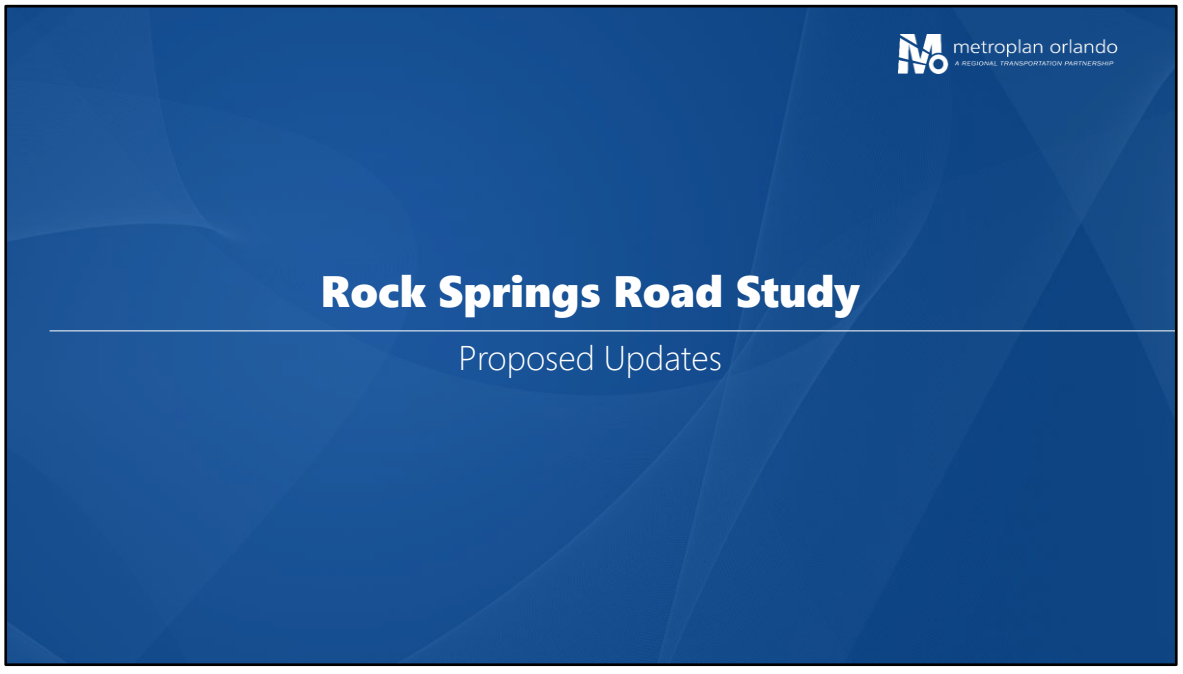


It is essential during the planning phase to have ongoing public engagement. At the beginning of the study, an online survey was conducted to gather initial input about the needs of the corridor. On January 27th of this year, we conducted our first community meeting to present the alternative concepts for each project. A virtual meeting room was held open to review these concepts through the end of February, in addition to a survey that was given to gather feedback on the alternatives considered.

Tonight's meeting is being held to share the study recommendations for public input. A final survey will be available following the presentation to gather feedback on the proposed improvements being presented.



The study recommendations being shown today have been selected as part of the Alternative Development and Refinement Process. This process begins with Alternatives Development. The Alternative concepts are preliminarily evaluated and compared, and then shown to the public for local input. After gathering feedback from the community, the Alternatives are refined and analyzed to select the study recommendations to move forward to the design phase of the project.



We will now look at the recommendations for each study, beginning with the Rock Springs Road study. This short clip is a flyover rendering of what the proposed updates will look like along the Rock Springs Road corridor if selected.


Rock Springs Road

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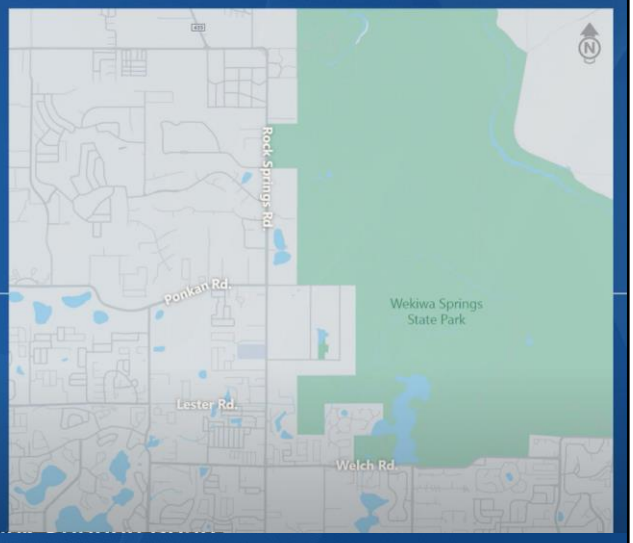
Rock Springs Road
STUDY



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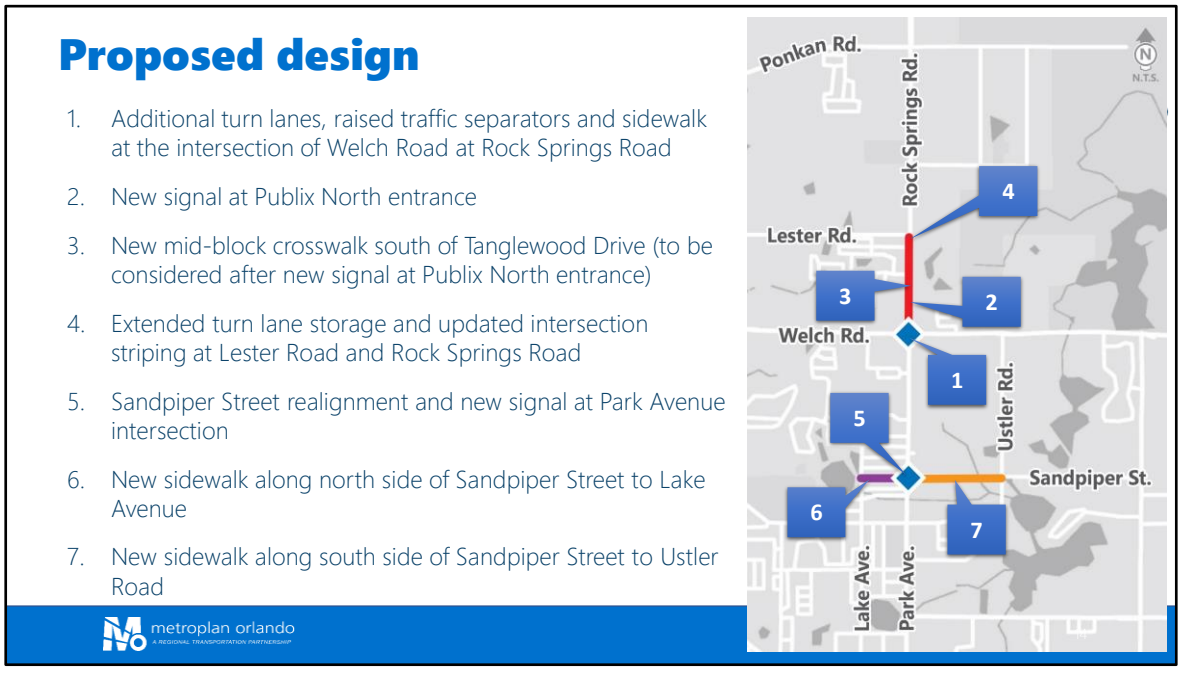


To recap from the video, the following are recommendations to improve operations and safety as part of the Rock Springs Road Study:
Additional turn lanes and raised traffic separators at the intersection of Welch Road at Rock Springs Road,

a new signal at the Publix North entrance near the McDonalds and former Bubbalou's restaurants,

a new mid-block crosswalk south of Tanglewood Drive (which is to be considered after the new signal at Publix North Entrance implemented),

minor intersection updates at the Lester Road and Rock Springs Road intersection to allow for additional space for vehicles in the turn lane,

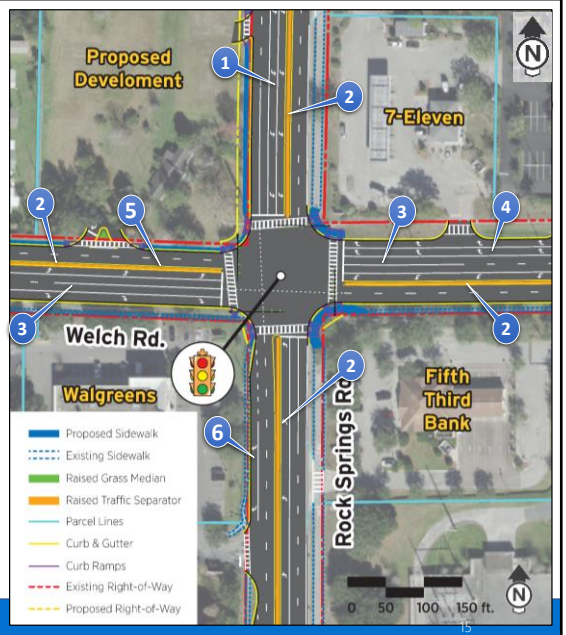
realignment and a new signal at the Sandpiper Street and Park Avenue intersection,

new sidewalk along the north side of Sandpiper Street from Lake Avenue to Park Avenue,

and new sidewalk along the south side of Sandpiper Street from Park Avenue to Ustler Road.

Recommended Welch Road Intersection Improvements

1. Dual southbound left turn lanes
2. New traffic separator at start of left turn lane at each leg of the intersection to restrict left turns in and out of adjacent driveways
   - Portion of raised traffic separator on north leg of intersection will be installed along with proposed development in northwest corner
3. Provide two thru lanes for both eastbound and westbound on Welch Road
4. Dual westbound dedicated right turn lanes
5. New sidewalk on north side of Welch Road from Rock Springs Road to Palm Isles community
6. Access enhancements:
   - Dedicated right turn lane for Rock Springs Plaza South and Walgreens



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The following updates are recommended at the intersection of Welch Road at Rock Springs Road:
Dual southbound left turn lanes, and a new traffic separator at the start of the left turn lane at each leg of the intersection to restrict left turns in and out of adjacent driveways, a portion of which will be installed along with the proposed development in the northwest corner of the intersection. Two thru lanes for both eastbound and westbound lanes on Welch Road, dual westbound dedicated right turn lanes, and a new sidewalk on the north side of Welch Road from Rock Springs Road to the Palm Isles community. Access enhancements are also recommended at the intersection, including a dedicated right-turn lane for Rock Springs Plaza South entrance and Walgreens.

Traffic Separator

Rock Springs Road Study

Recommended Welch Road intersection improvements:

- Narrow concrete barrier that prevents vehicles from crossing lanes in traffic
- Enhances safety by restricting left turns in and out of adjacent driveways



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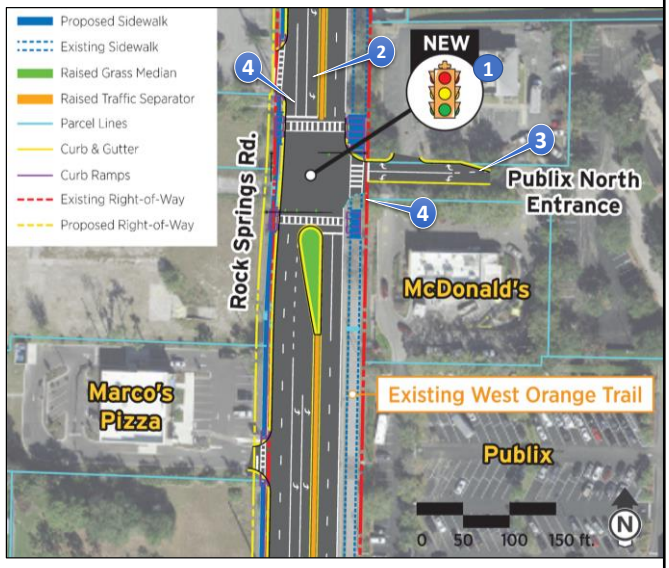
The recommended traffic separator proposed between opposing directions of travel at each leg of the intersection is a narrow concrete barrier that prevents vehicles from crossing lanes in traffic. The traffic separators will enhance safety by restricting left turns in and out of driveways in the vicinity of the intersection.

Recommended Signal at Publix North Entrance Intersection

Description of recommended updates

1. New signalized intersection
2. Dedicated southbound left turn lane with raised traffic separator
3. Westbound right and left turn lanes
4. New pedestrian crosswalks



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At the Publix North Entrance, a new signalized intersection is recommended along with a dedicated southbound left turn lane with a raised traffic separator, westbound right and left turn lanes, and new pedestrian crosswalks.

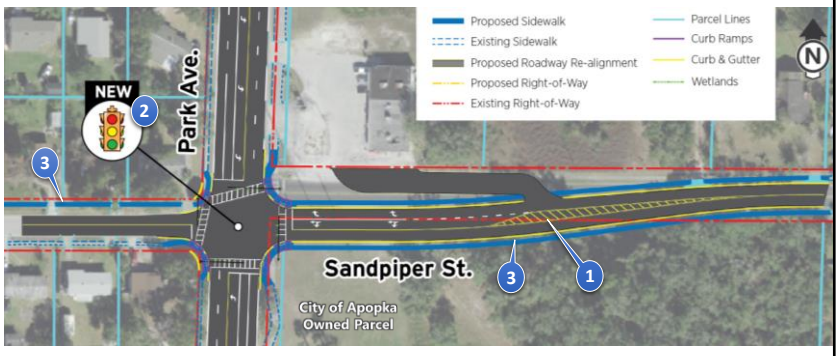


A mid- block crosswalk is recommended south of Tanglewood Drive. The mid-block crosswalk includes a raised median island with opportunities for landscape. Rectangular Rapid Flashing Beacons, also known as RRFBs, would be installed along the crosswalk to enhance visibility of pedestrians. This recommendation will be re-evaluated based on community needs after the installation of the Publix North Entrance signal.

Sandpiper Street at Park Avenue

Rock Springs Road Study

1. Realign the east leg of Sandpiper Street
2. Signalize intersection at Sandpiper Street and Park Avenue
3. Construct new sidewalk on Sandpiper Street:
   - Along north side from Lake Avenue to Park Avenue
   - Along south side from Park Avenue to Ustler Road



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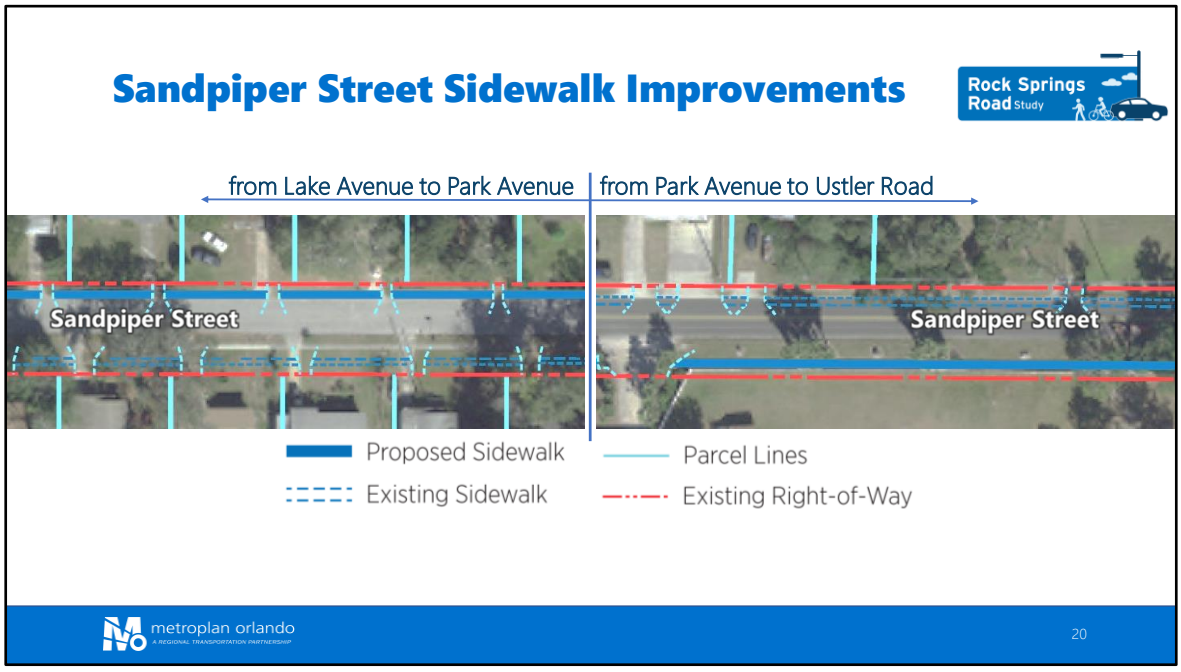
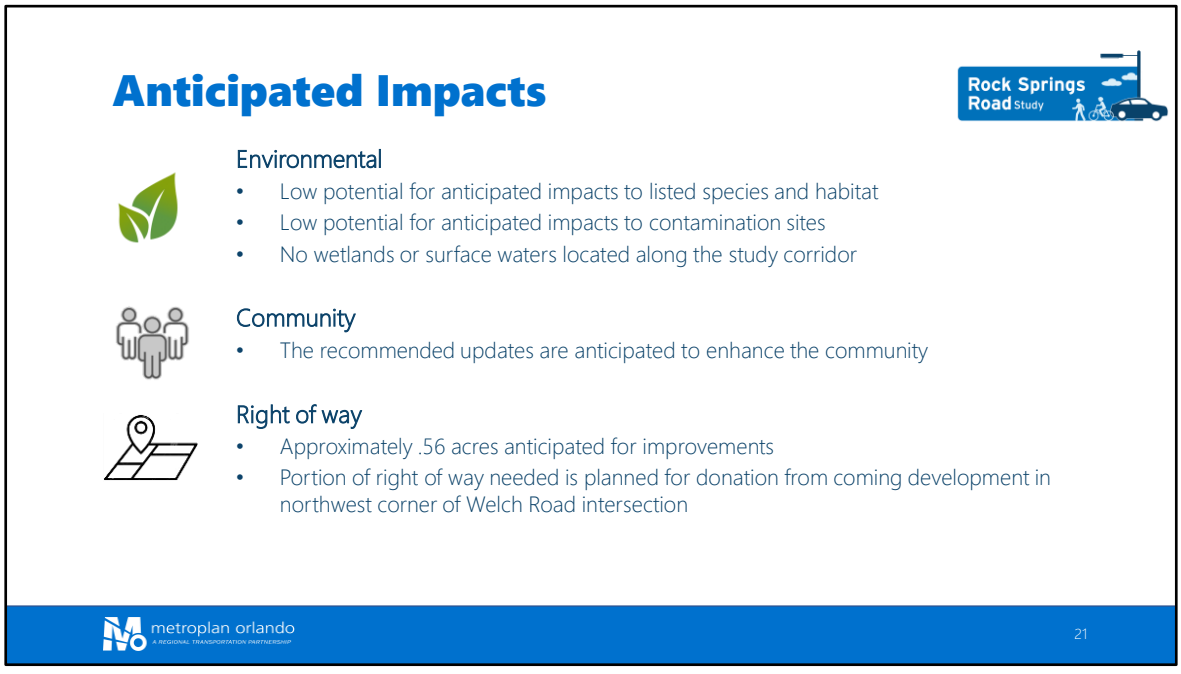
At Sandpiper Street and Park Avenue, the recommended improvements include the realignment of the east leg of Sandpiper Street, and the addition of a signal at this intersection. The study is also recommending the construction of new sidewalk along Sandpiper Street between Lake Avenue and Ustler Road.



The new sidewalk would be provided on the sides of the street that currently do not have sidewalk. Specifically, along the north side of Sandpiper Street west of Park Avenue to Lake Avenue and along the south side of Sandpiper Street east of Park Avenue to Ustler Road. This would increase sidewalk connectivity to the existing West Orange Trail.



An analysis was conducted on these proposed updates to determine associated environmental, community, and drainage impacts as well as estimated total cost. An environmental analysis determined a low potential for impacts to listed species and habitats, and contamination sites within the study area. There are no wetlands or surface waters located along the study corridor and therefore no impacts are anticipated.

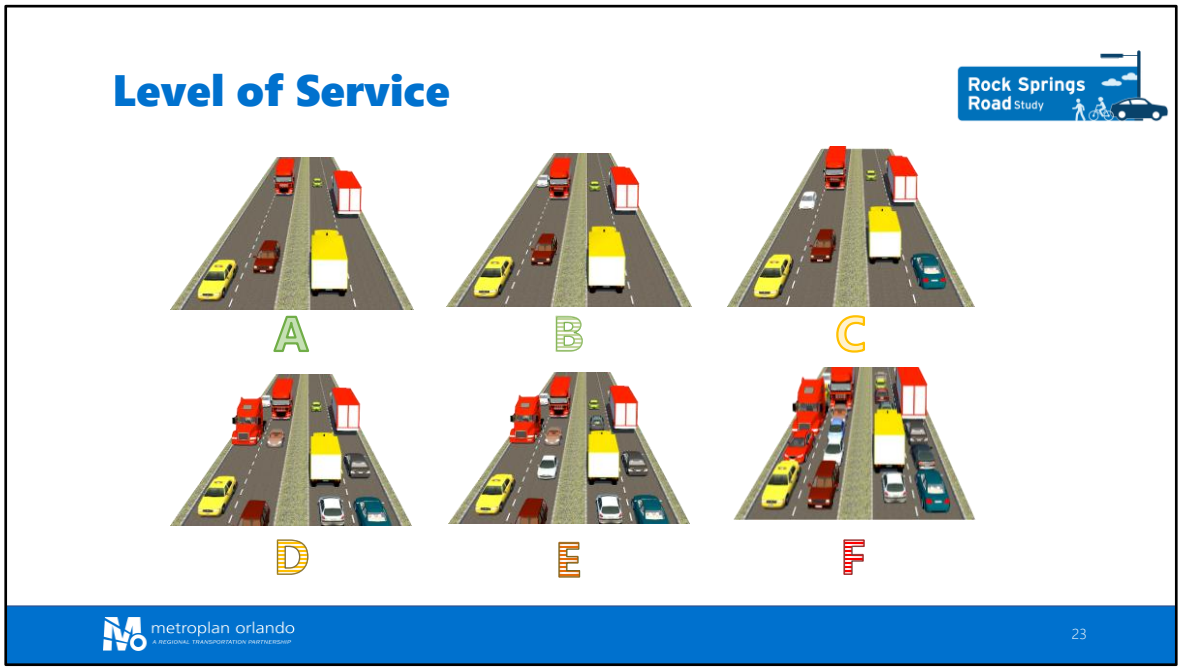
The recommended updates are anticipated to require .55 acres of right-of-way, in which a portion of the right-of-way needed is planned to be donated from upcoming development in the northwest corner of the Welch Road at Rock Springs Road intersection.

Overall, the recommended updates are anticipated to enhance the community.



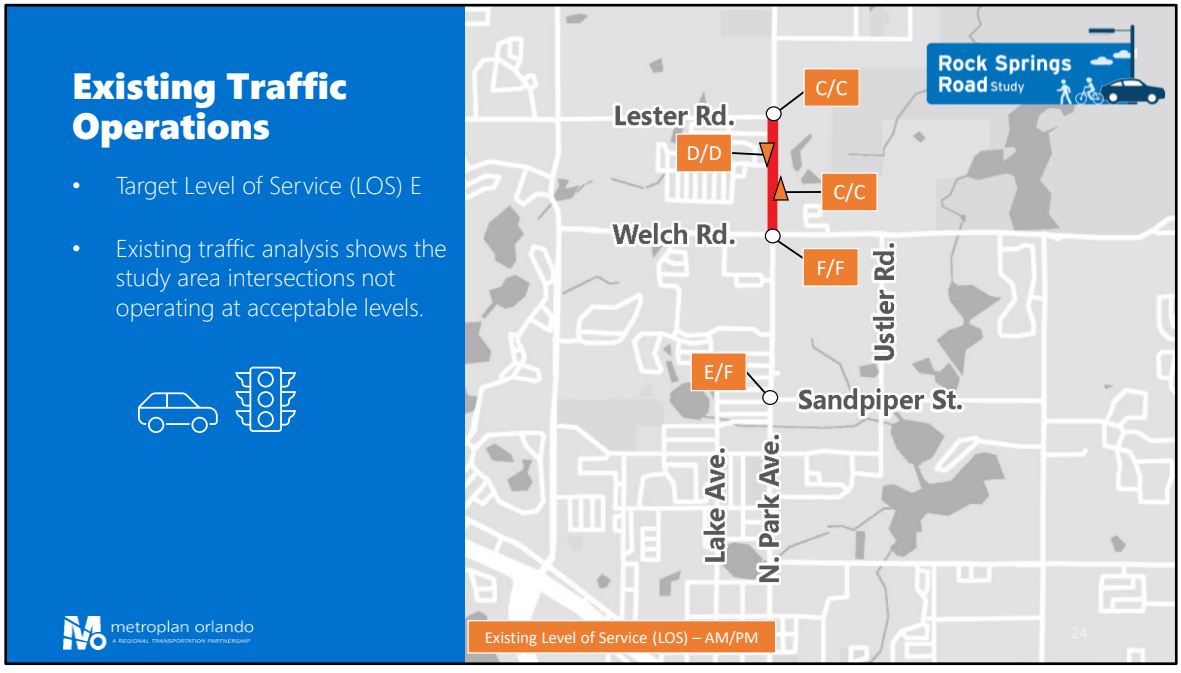
Regarding drainage, the existing ponds receiving runoff from the project area have additional capacity. Therefore, no additional pond sites are needed.

The estimated construction cost for the Rock Springs Road updates is $6.5 million and the construction cost for the Sandpiper Street updates is $1.6 million.

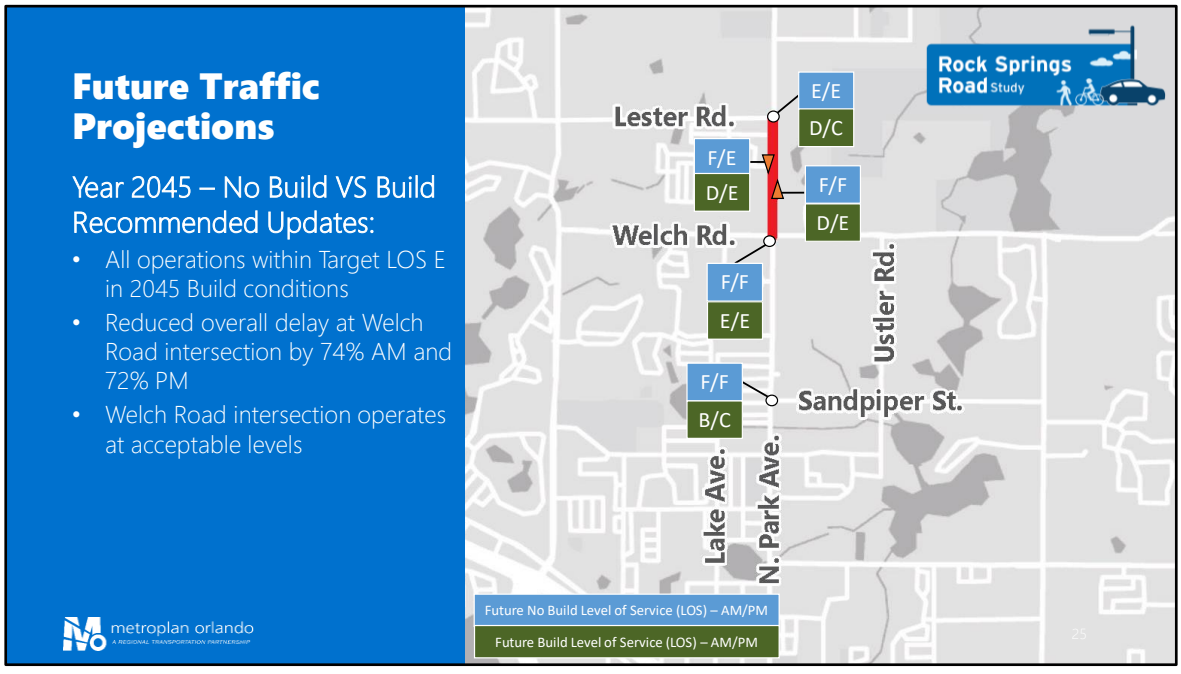


We will now briefly review the Rock Springs Road Study traffic analysis results.

Using an evaluation measure called Level of Service, also referred to LOS, we are able to relate the quality of service for a mode of travel. These figures illustrate the traffic served under conditions ranging from level of service A to level of service F. Similar to grades in school, a roadway that performs at level of service A is not congested and supports free-flowing travel. A roadway that receives a failing grade experiences heavy congestions and significant delays as depicted in the level of service F exhibit.

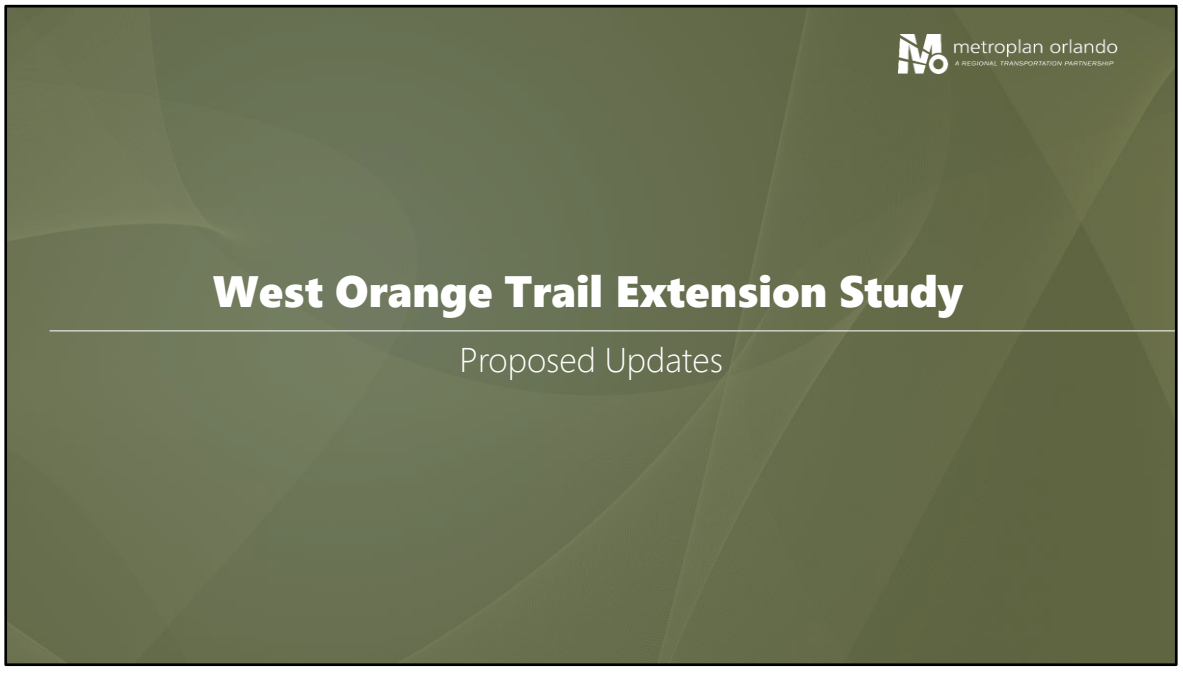


Existing traffic data was collected and analyzed along the study corridor. The target Level of Service assigned for the study corridor is LOS E. The existing traffic analysis shows the Welch Road at Rock Springs Road intersection in both the AM and PM peak periods do not operate at acceptable level of service, as well as the Sandpiper Street at Park Avenue intersection in the PM peak period.



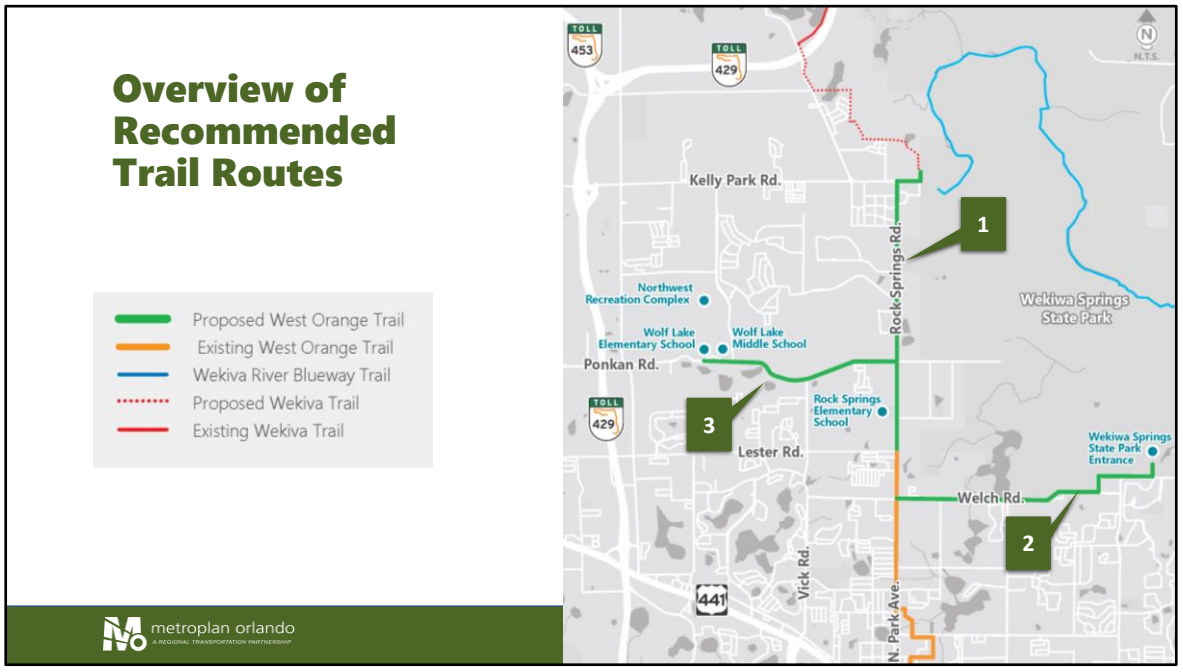
Utilizing future growth projections and traffic models, a long-term growth factor was applied to project the traffic volumes within the study area to a future year of 2045.

With no additional improvements to Rock Springs Road, it is expected to experience much higher delays in the future year 2045. With the addition of proposed improvements, all operations result within the Target Level of Service E. There is a reduced overall delay at the Welch Road intersection by 74% (in 2045 AM), and by 72% (in 2045 PM). By implementing the proposed improvements to the corridor, the Welch Road intersection operates at acceptable levels.



We will now review some details about the proposed updates for the West Orange Trail Extension.
This short clip is a flyover rendering of the proposed West Orange Trail Extension and spurs if selected.


Wash Road



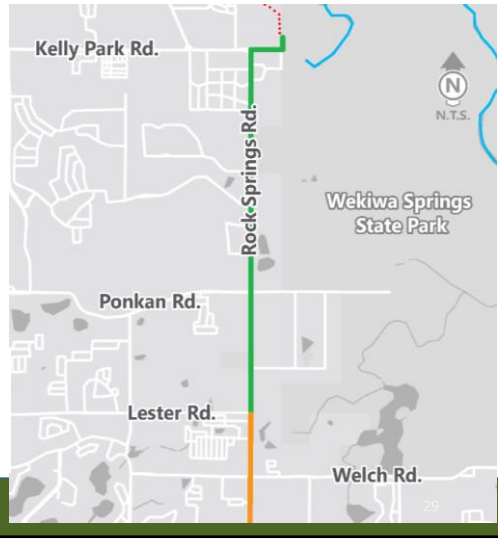
To recap from the video, the West Orange Trail extension study is looking at three corridors:
Rock Springs Road from Lester Road to Kelly Park Road,
Welch Road and Wekiwa Springs Road from Rock Springs Road to the Wekiwa Springs State Park entrance,
and Ponkan Road from Rock Springs Road to the Wolf Lake Elementary and Middle Schools.

West Orange Trail Extension

West Orange Trail Extension Study

Recommended trail extension alignment

- East side of Rock Springs Road from Lester Road to proposed Wekiva Trail (at Kelly Park Road)



Proposed West Orange Trail
Existing West Orange Trail
Wekiva River Blueway Trail
Proposed Wekiva Trail

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Along Rock Springs Road from Lester Road to Kelly Park Road, the recommended trail extension alignment is kept along the east side of Rock Springs Road to tie into the proposed Wekiva Trail.



The Welch Road Trail spur runs along Welch Road from Rock Springs Road to Wekiwa Springs State Park, wrapping around Sweetwater Park Village along the State Park Boundary. To make room for the trail, a portion of Welch Road, east of Ustler Road, requires realignment. A potential natural habitat observation area is also being considered in two locations as part of this recommended trail spur alignment.

Welch Road/Wekiwa Springs State Park Alignment



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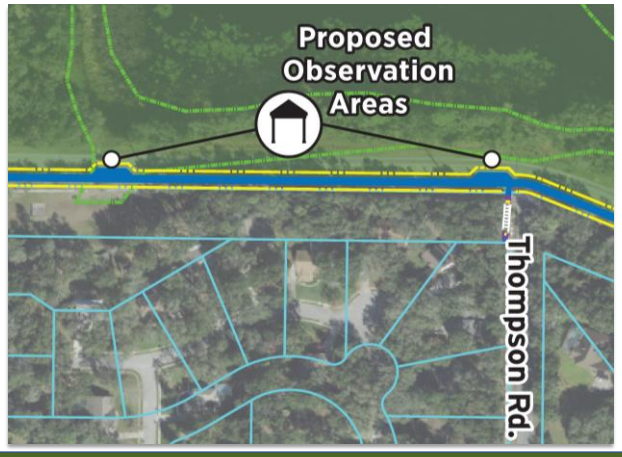
Traveling east, the trail will run along the north side of Welch Road until just west of Sweetwater Park Village. Here, the trail heads north, then east, wrapping around the edge of Sweetwater Park Village within the Wekiwa Springs State Park property. Finally, the trail connects with the north side of Wekiwa Springs Road, continuing until the entrance to Wekiwa Springs State Park.

The recommended Welch Road trail spur will provide a connection to the Wekiwa Springs State Park entrance with fewer driveway and street crossings. The trail would follow the forest edge, providing the opportunity for more wildlife viewing away from the roadway. The Spring-to-Spring trail in Volusia County is an example of what this portion of the trail could look like. The design and vegetation plans for the Welch Road/Wekiwa Springs State Park Alignment have not yet been developed. *During the design phase, fencing may be considered to provide a buffer between the proposed trail and existing properties.

Welch Road Trail Natural Habitat Observation Areas

West Orange Trail Extension Study





Example Natural Habitat Observation Area

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Additional improvements were considered for implementation along the Welch Road trail spur including two options for a proposed natural habitat observation area. The proposed natural habitat observation areas would be located along the trail on Welch Road at North Thompson Road and just west of North Thompson Road. This photo is an example of a natural habitat observation area. The exact locations or design for the Welch Road/Wekiwa Springs State Park Alignment have not yet been developed.

Ponkan Road Trail Spur

West Orange Trail Extension Study

Recommended trail spur alignment

- Along Ponkan Road
- South side of Ponkan Road from Rock Springs Road to Vick Road
- Protected cross-walk east of Vick Road
- North side of Ponkan Road from Vick Road to Wolf Lake schools



Proposed West Orange Trail
Existing West Orange Trail

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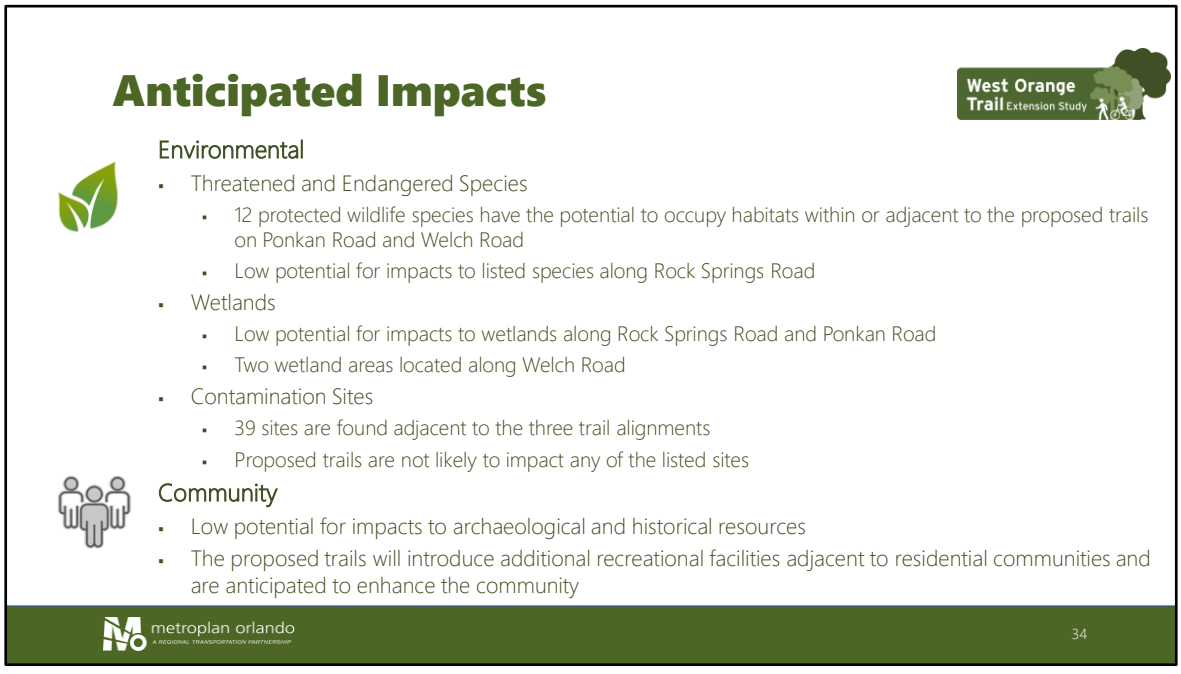
The recommended Ponkan Road trail spur alignment runs along the south side of Ponkan Road from Rock Springs Road to Vick Road. The recommendation includes a protected crosswalk just east of Vick Road, where the trail crosses the street and continues along the north side of Ponkan Road from Vick Road to Wolf Lake Elementary and Middle Schools, as well as the City of Apopka's Northwest Recreation Complex.

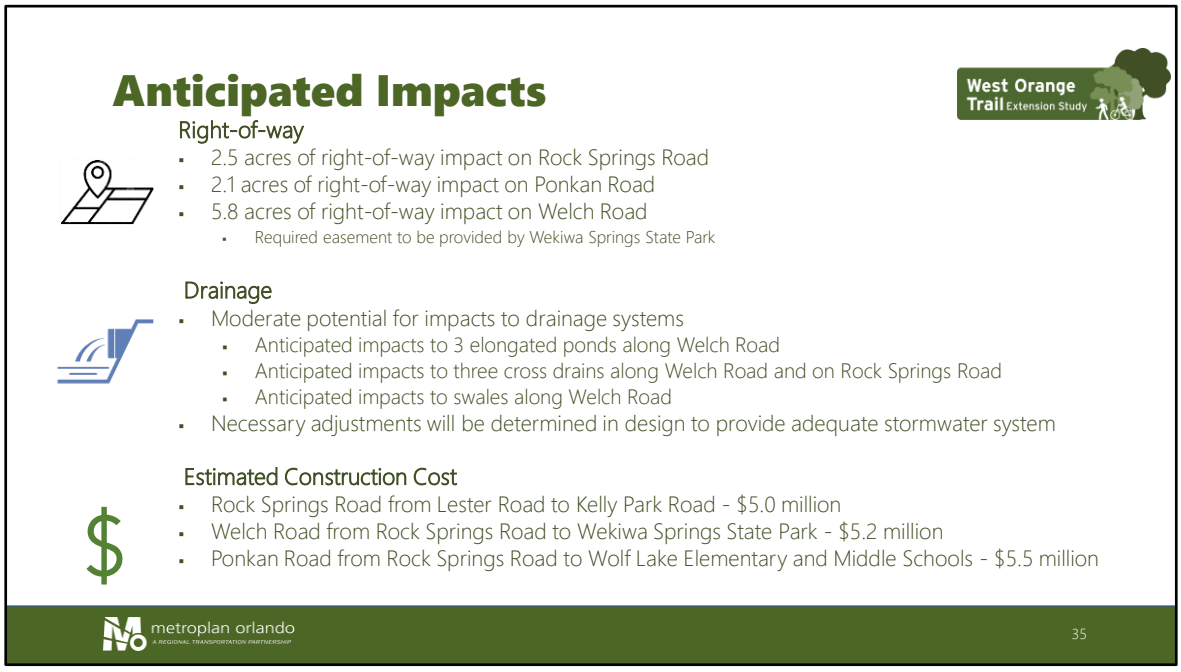


An analysis conducted on the West Orange Trail extension study determined the associated environmental, community, and drainage impacts, as well as the estimated total cost.
An environmental analysis determined a moderate potential for impacts to wildlife, due to the proximity to Wekiwa Springs State Park and forested areas. 12 listed wildlife species have the potential to occupy habitats within or adjacent to the proposed trails on Welch Road and Ponkan Road. Along Rock Springs Road, there is a low potential for impacts to listed species.

There is a low potential for impacts to wetlands along Rock Springs Road and Ponkan Road. Two wetland areas are located along Welch Road. During the design phase, efforts will be made to mitigate unavoidable impacts to wetlands in accordance with state and federal wetland permitting requirements. Regarding contamination, 39 sites are found adjacent to the three trail alignments, however, the proposed trails are not likely to impact any of the listed sites.

For community impacts, our analysis determined a low potential for impacts to archaeological and historical resources. We understand that the proposed trail runs adjacent to existing residential communities along the Wekiwa Springs State Park

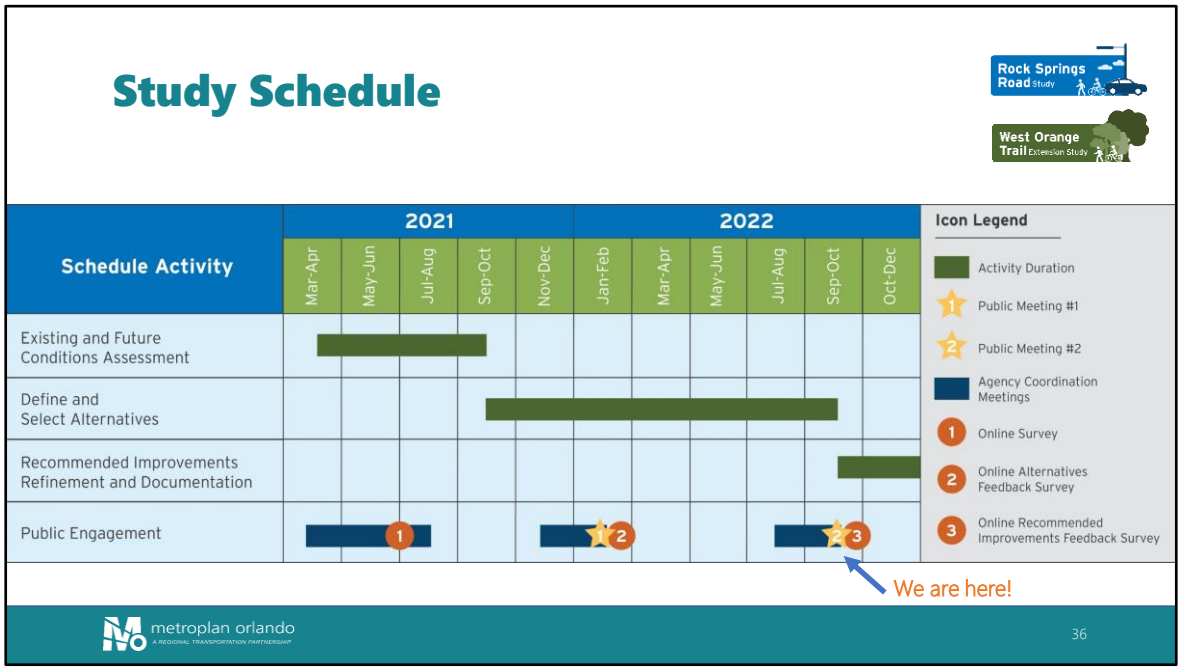
boundary. Overall, the proposed trails are anticipated to enhance the community by providing access to recreational facilities as well as provide the local community with an alternate mode of transportation.



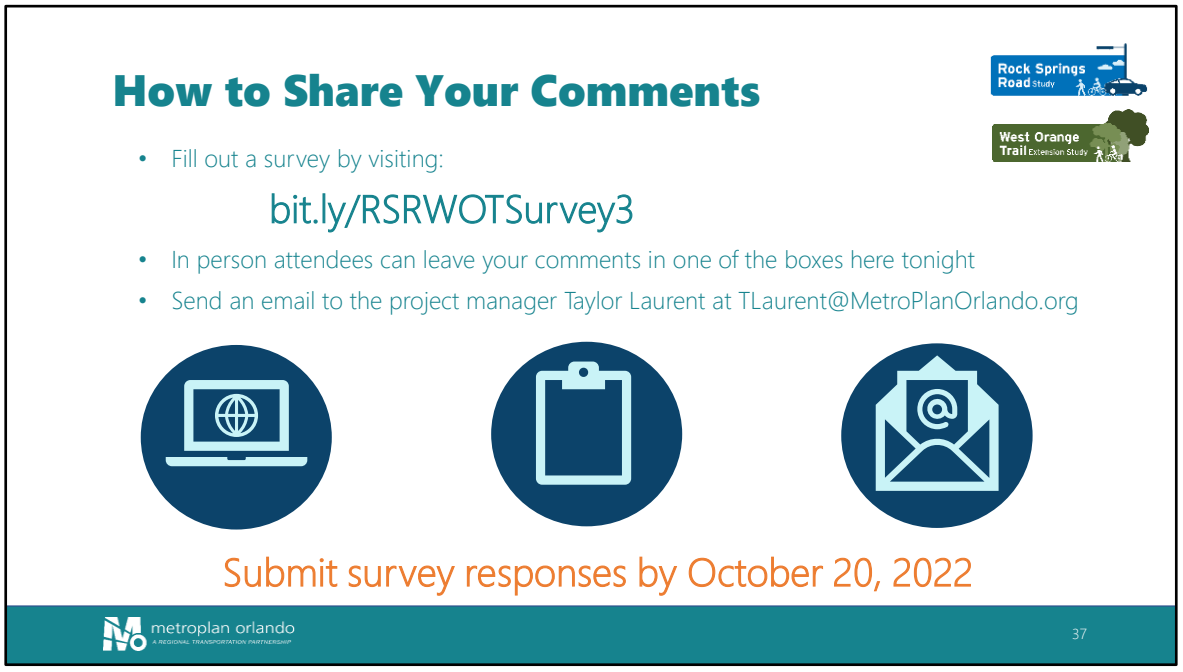
Regarding right-of-way impacts, 2.5 acres of right-of-way are required for the West Orange Trail extension along Rock Springs Road, 2.1 acres of right-of-way are required for the Ponkan Road spur, and 5.8 acres of right-of-way are required for the Welch Road spur. The study team has been in coordination with Wekiwa Springs State Park to provide an easement for the trail alignment that runs within the park. The majority of the needed right of way would be within this park easement.

Regarding drainage, there is a moderate potential for impacts to drainage systems including anticipated impacts to 3 elongated ponds and swales along Welch Road. There are additional anticipated impacts to 3 cross drains on Rock Springs Road. Necessary adjustments will be determined during the design phase of the project to provide an adequate stormwater system.

The estimated construction cost for the trail along Rock Springs Road from Lester Road to Kelly Park Road is $5.0 million.
The estimated construction cost for the trail spur along Welch Road from Rock Springs Road to Wekiwa Springs State Park is $5.2 million, and the cost for the trail along Ponkan Road from Rock Springs Road to Wolf Lake Elementary and Middle Schools is estimated at $5.5 million.



We began these planning studies in early spring of 2021 and we expect them to be completed at the end of this year. Following this public meeting, the study team will finalize the study recommendations to move into the Design phase of the project.

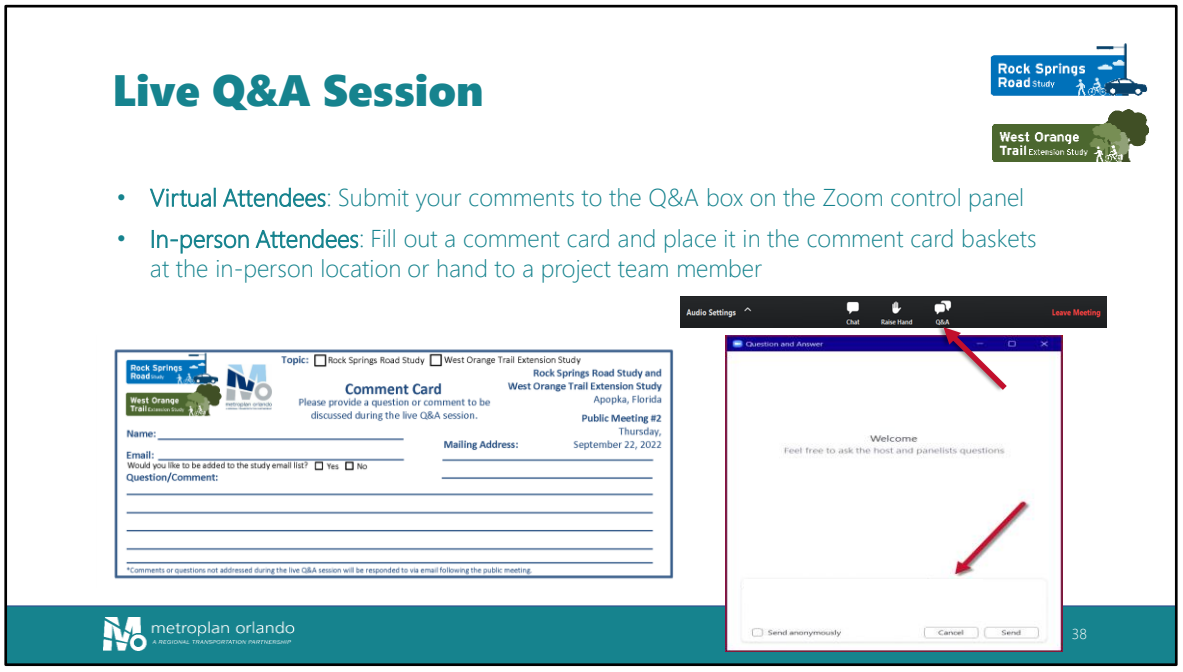


In addition to participating in the live Q&A session following the presentation, there are several ways that you can get involved and provide feedback on this study. The best way to provide feedback is to fill out a survey on the recommended improvements by visiting bit.ly/RSRWOTSurvey3.

You can submit your comments and fill out the online survey directly through the project website at MetroPlanOrlando.org/RockSprings. In person attendees can also fill out a comment form and hand it to any project team member.

You may also email your comments and questions to the project manager, whose contact information will be provided again at the conclusion of this presentation.

To allow the project team to finalize the study recommendations within the previously shown schedule, we ask that you please submit your survey responses by October 20.



If you would like to participate in the live Q&A session, please use this time to submit your questions or comments on the study. For those participating via Zoom, please submit your comments to the Q&A box on the Zoom control panel. In-person attendees may fill out a comment card and raise your hand for a project team member to collect your completed card.

During the live Q&A session, a moderator will take turns reading questions submitted online and in-person. Our team of panelists will address comments in the available time after the live presentation. If a question is not answered during the live Q&A forum, a response will be provided via email following the public comment period.

Contact Information:



Para obtener más información, contacte:

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MetroplanOrlando.org/RockSprings

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We will now begin the question and answer portion of the meeting. If you have not already, please submit your question cards to project staff or enter your comments into the Q&A box located on the Zoom control panel. You may also mail or email your questions following the meeting to tlaurent@metroplanorlando.org. We will answer as many questions this evening as time permits.

LIVE Q&A

Panelists

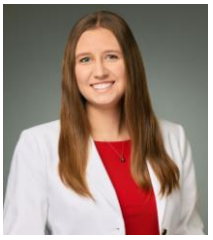
Moderator



Cynthia Lambert

MetroPlan Orlando

Public Information Manager



Taylor Laurent

MetroPlan Orlando

Project Manager



Amy Sirmans

VHB

Consultant Project Manager



Pam Richmond

City of Apopka

Transportation Coordinator



Brian Sanders

Orange County

Assistant Transportation Manager

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Thank you for attending this public meeting both in-person and virtually. We encourage you to provide your feedback by filling out the survey, submitting a comment card, or reaching out to our project team. The information from tonight's meeting will be published on the study website: MetroPlanOrlando.org/RockSprings. Thank you again, and I hope you have a wonderful evening.

For more information, contact:

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MetroPlanOrlando.org/RockSprings

Rock Springs Road Study & West Orange Trail Extension Study

Contact Information

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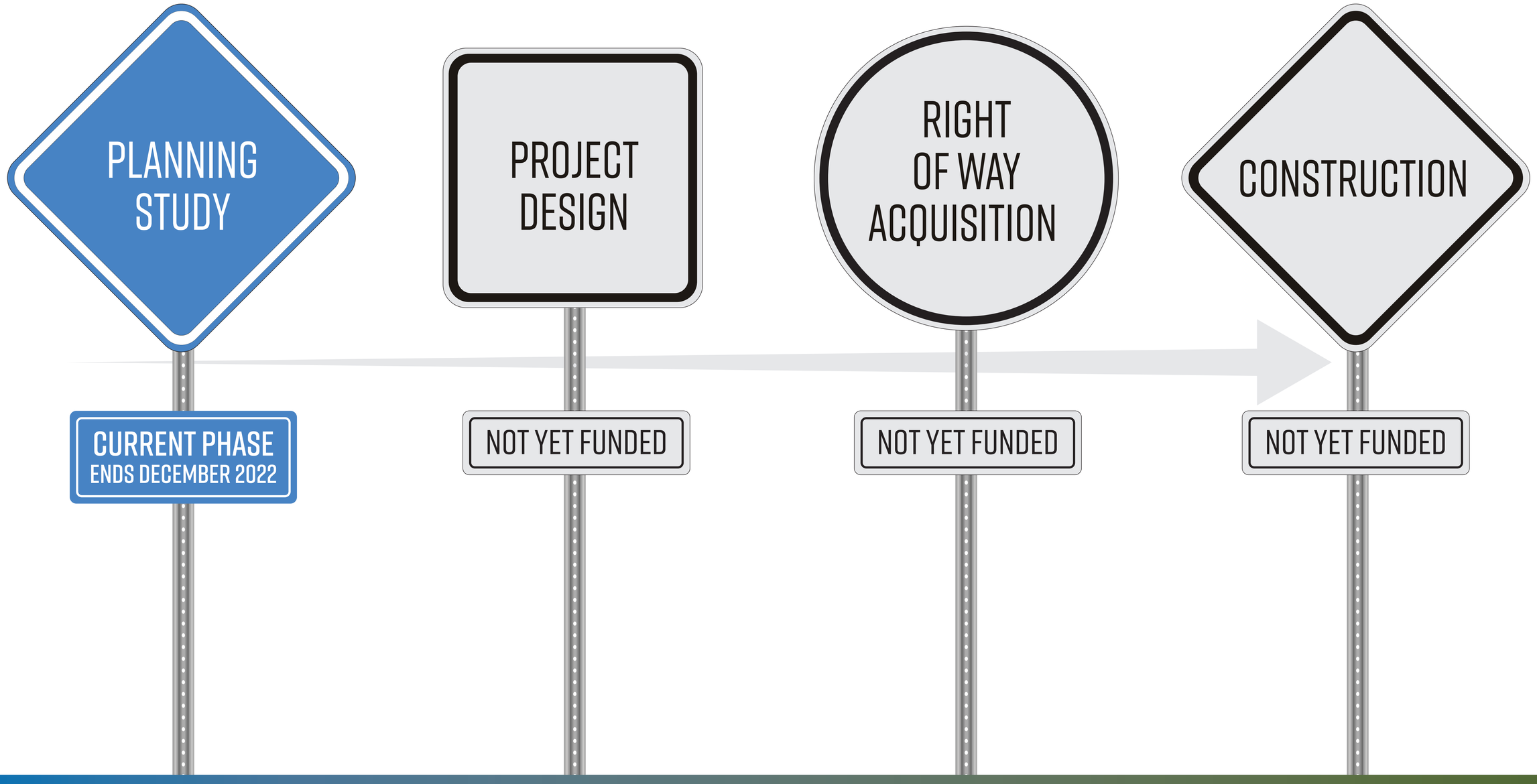
Rock Springs Road Study

West Orange Trail Extension Study



Rock Springs Road Study & West Orange Trail Extension Study

Project Life Cycle

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Rock Springs Road Study

West Orange Trail Extension Study

Schedule Activity	2021					2022					
	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Oct-Dec
Existing and Future Conditions Assessment											
Define and Select Alternatives											
Recommended Improvements Refinement and Documentation											
Public Engagement											

Activity Duration

Agency Coordination Meetings

1 Public Meeting #1

2 Public Meeting #2

1 Online Survey

2 Online Alternatives Feedback Survey

3 Online Recommended Improvements Feedback Survey

Project Schedule

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Rock Springs Road Study

West Orange Trail Extension Study

Wolf Lake Elementary School

Wolf Lake Middle School

Jason Dwelley Pkwy.

Pittman Rd.

MATCHLINE A

Ponkan Rd.

End Project

N

0 30 120 Feet

MATCHLINE A

Ponkan Rd.

Vick Rd.

MATCHLINE B

N

0 30 120 Feet

MATCHLINE B

Pinenut Dr.

Duke Energy

Ponkan Rd.

Begin Project

Bickley Dr.

Don Beggs Equipment Auto Body

Rock Springs Rd.

N

0 30 120 Feet

- Proposed Trail
- Existing Sidewalk
- Proposed Right-of-Way
- Parcel Lines
- Curb Ramps
- Curb & Gutter
- Wetlands

West Orange Trail Extension Study

Proposed Ponkan Road Trail Spur

From Rock Springs Road to Wolf Lake Elementary School

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West Orange Trail Extension Study

Publix
Begin Project
7-Eleven
Morning Creek Cir.
Parkglen Cir.
MATCHLINE A
Welch Rd.
Fifth Third Bank
Crossroads Church
Ustler Rd.
Existing West Orange Trail
N
0 30 150 Feet

MATCHLINE A
PREVATT LAKE
Proposed Observation Areas
Camp Thunderbird & Youth Camp
Welch Rd.
MATCHLINE B
Crown Isle Cir.
Deer Lake Cir.
Thompson Rd.
N
0 30 150 Feet

MATCHLINE B
Wekiwa Springs State Park
Entrance to Wekiwa Springs State Park
End Project
Sweetwater Park Village
Wekiwa Springs Rd.
Circle K
Welch Rd.
N
0 30 150 Feet

- Proposed Trail
- Existing Sidewalk
- Proposed Roadway Re-alignment
- Existing Right-of-Way
- Proposed Right-of-Way
- Parcel Lines
- Curb Ramps
- Curb & Gutter
- Wetlands
- Wekiwa Springs State Park

West Orange Trail Extension Study

Proposed Welch Road Trail Spur

From Rock Springs Road to Wekiwa Springs State Park Entrance

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West Orange Trail Extension Study

MATCHLINE A

Ponkan Rd.

Pebble Ln.

Wekiva Pointe Cir.

Rock Springs Elementary School

Rock Springs Rd.

Faye St.

Lester Rd.

Begin Project

Trader Mae's Decor Market

Existing West Orange Trail

MATCHLINE B

Wekiwa Springs State Park

Rock Ridge Blvd.

Rock Springs Rd.

MATCHLINE A

End Project

Kelly Park

Kelly Park Rd.

Circle K

Rock Springs Bar & Grill

Sycamore St.

Pine St.

Rock Springs Rd.

Deroose Plants

Gospel Centered Church

KG Solid Surfaces

Wekiwa Springs State Park

MATCHLINE B

- Proposed Trail
- Existing Sidewalk
- Existing Bike Trail
- Proposed Wekiva Trail
- Existing Right-of-Way
- Proposed Right-of-Way
- Parcel Lines
- Curb Ramps
- Curb & Gutter
- Wetlands
- Wekiwa Springs State Park

West Orange Trail Extension Study

Proposed West Orange Trail Route

From Lester Road to Kelly Park Road

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West Orange Trail Extension Study

Proposed Sidewalk
Existing Sidewalk
Raised Grass Median
Raised Traffic Separator
Parcel Lines
Curb & Gutter
Curb Ramps
Existing Right-of-Way
Proposed Right-of-Way

NEW

Dollar General

Rock Springs Rd.

Publix North Entrance

McDonald's

Existing West Orange Trail

Marco's Pizza

Publix

0 50 100 150 ft.

N

Rock Springs Road Study

Rock Springs Road

at Publix Intersection

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Rock Springs Road Study

Publix

Proposed Develoment

Existing West Orange Trail

7-Eleven

New Sidewalk

Welch Rd.

Walgreens

Rock Springs Rd.

Fifth Third Bank

- Proposed Sidewalk
- Existing Sidewalk
- Raised Grass Median
- Raised Traffic Separator
- Parcel Lines
- Curb & Gutter
- Curb Ramps
- Existing Right-of-Way
- Proposed Right-of-Way

0 50 100 150 ft.

N

Rock Springs Road Study

Rock Springs Road

at Welch Road Intersection

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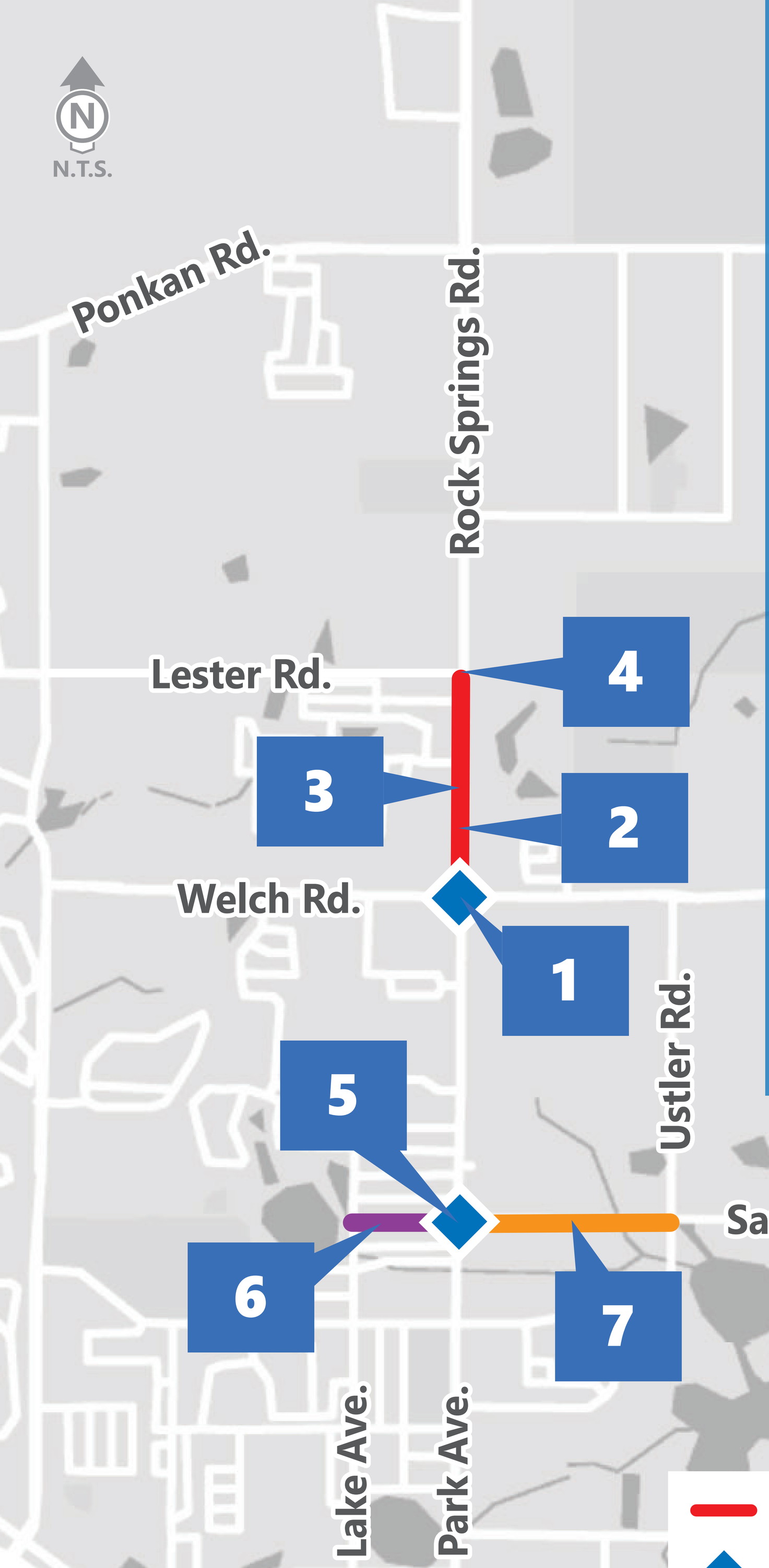
Rock Springs Road Study



Proposed Design

1. Additional turn lanes, raised traffic separators, and sidewalk at the intersection of Welch Road at Rock Springs Road
2. New signal at Publix North entrance
3. New mid-block crosswalk just south of Tanglewood Drive
4. Extended turn lanes and updated intersection striping at Lester Road and Rock Springs Road
5. Sandpiper Street realignment and new signal at Park Avenue intersection
6. New sidewalk along north side of Sandpiper Street to Lake Avenue
7. New sidewalk along south side of Sandpiper Street to Ustler Road

- Corridor Study - Lester Rd to Welch Rd.
- Intersection Improvements
- Sidewalk - north side of W Sandpiper St.
- Sidewalk - south side of E Sandpiper St.

Rock Springs Road Study

Proposed Design

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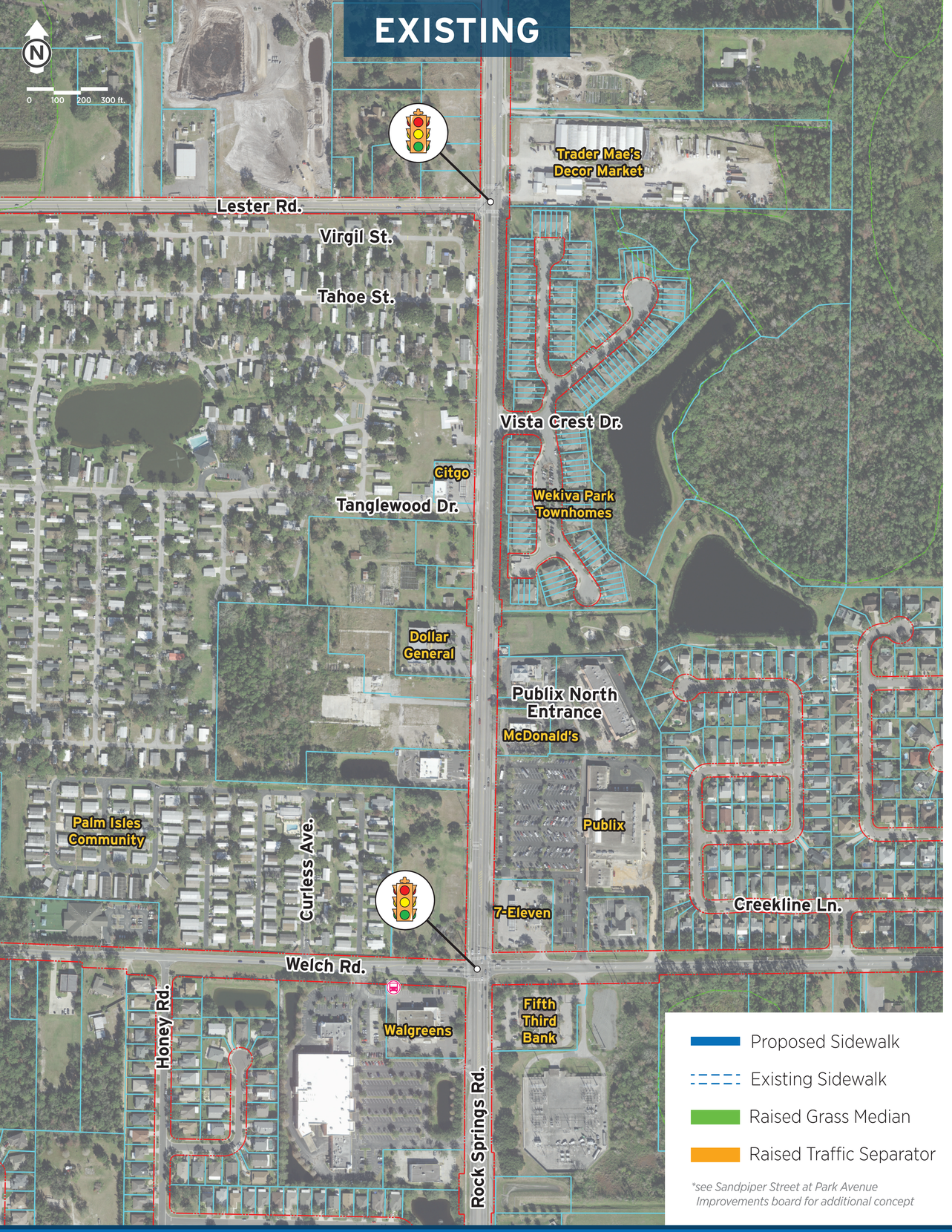
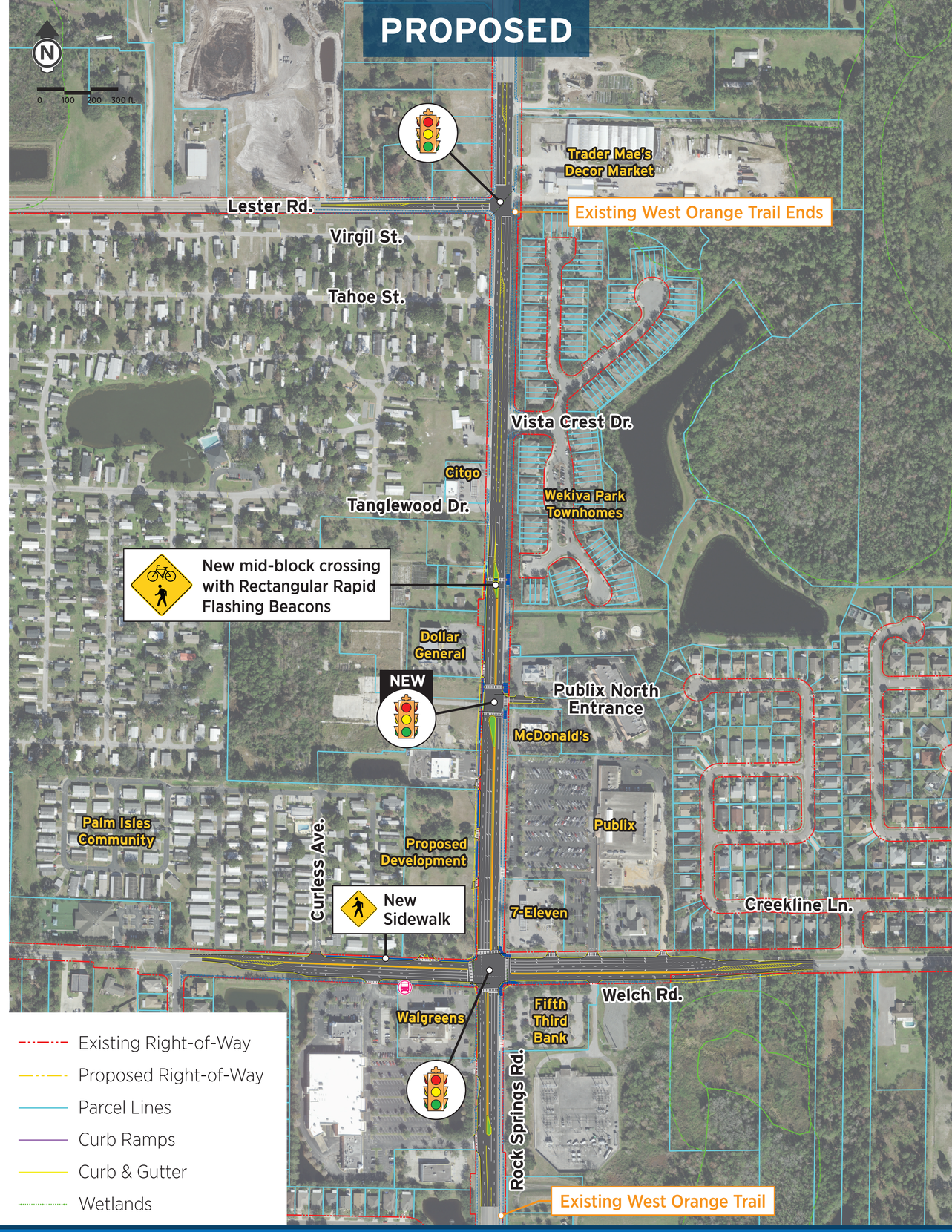
Rock Springs Road Study





Rock Springs Road Study

Rock Springs Road Proposed Design

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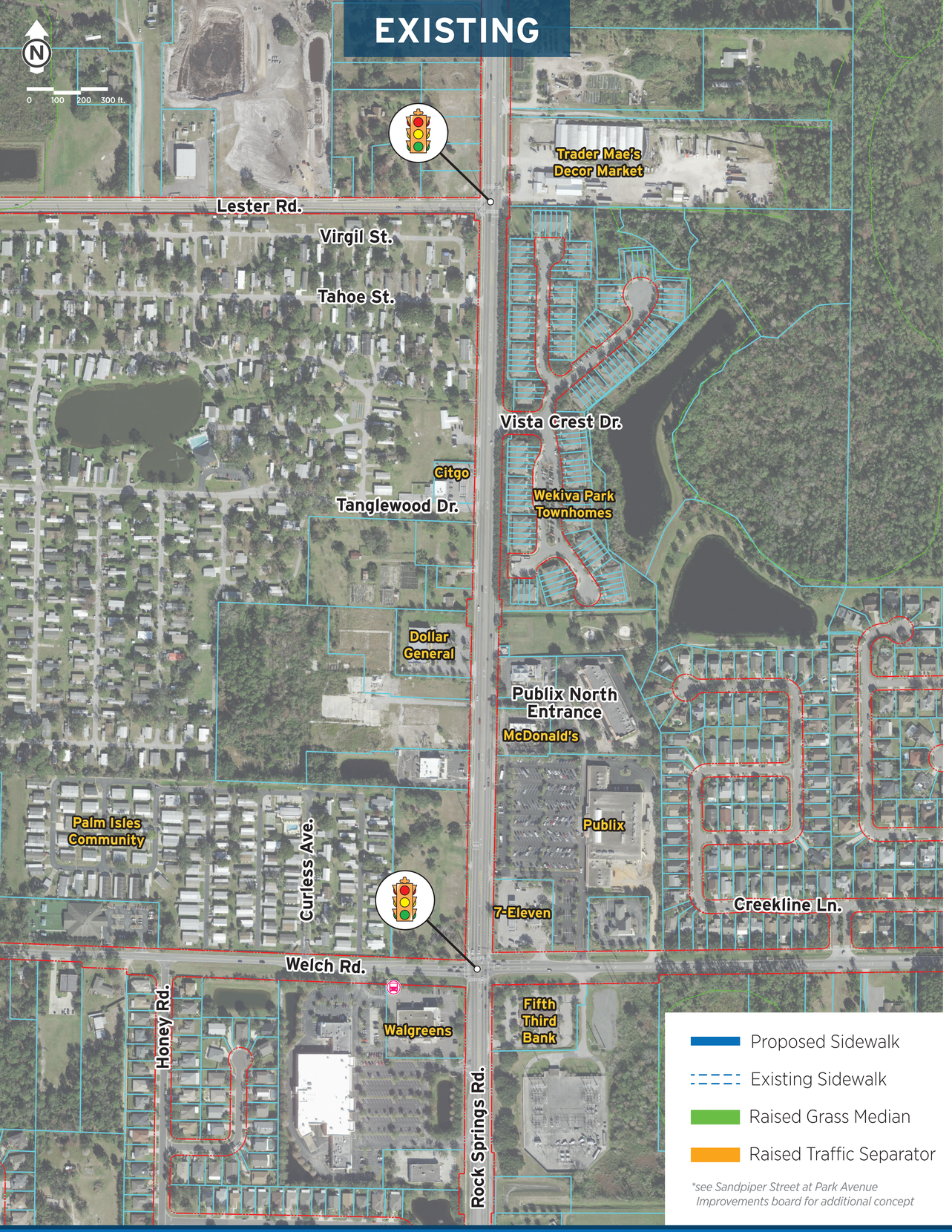
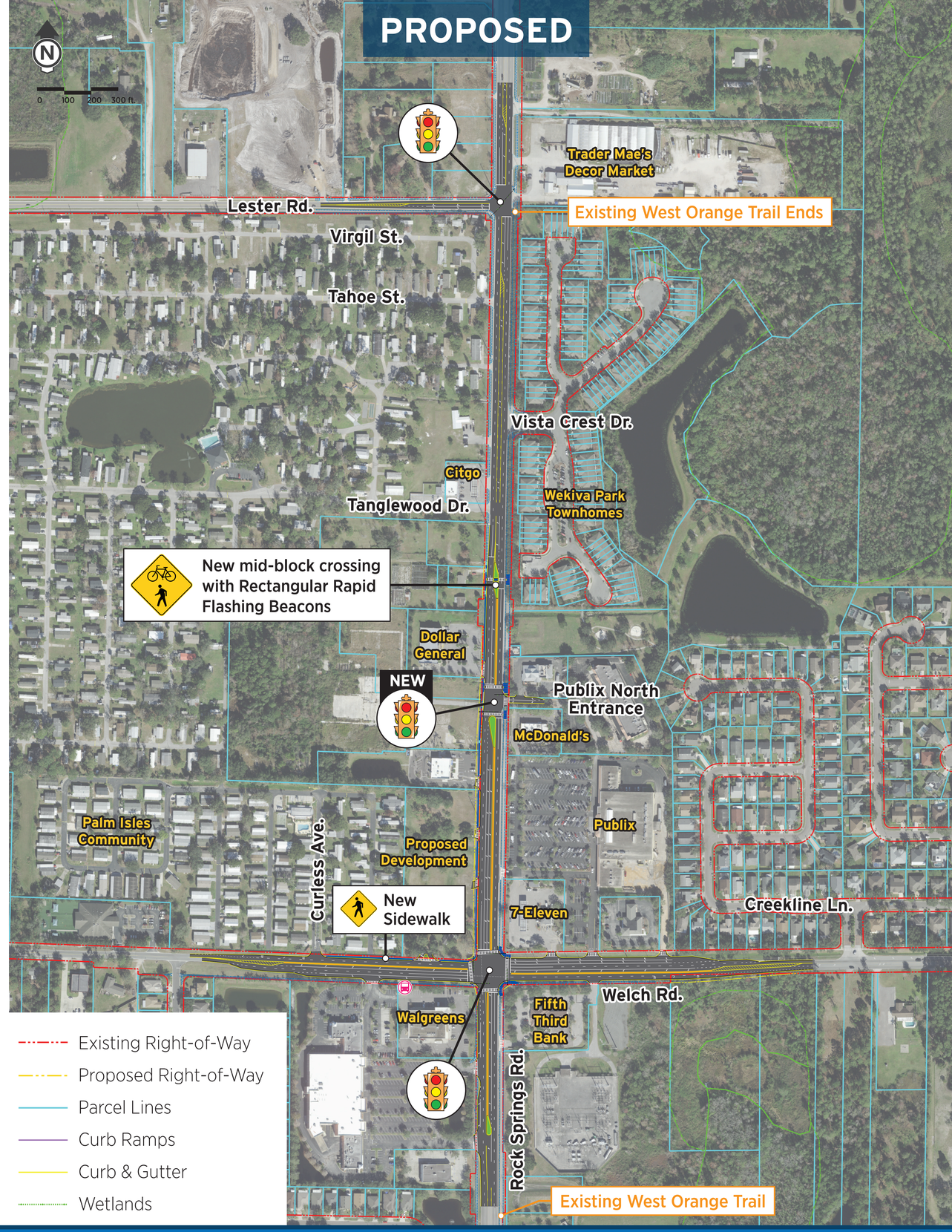
Rock Springs Road Study





Rock Springs Road Study

Rock Springs Road Proposed Design

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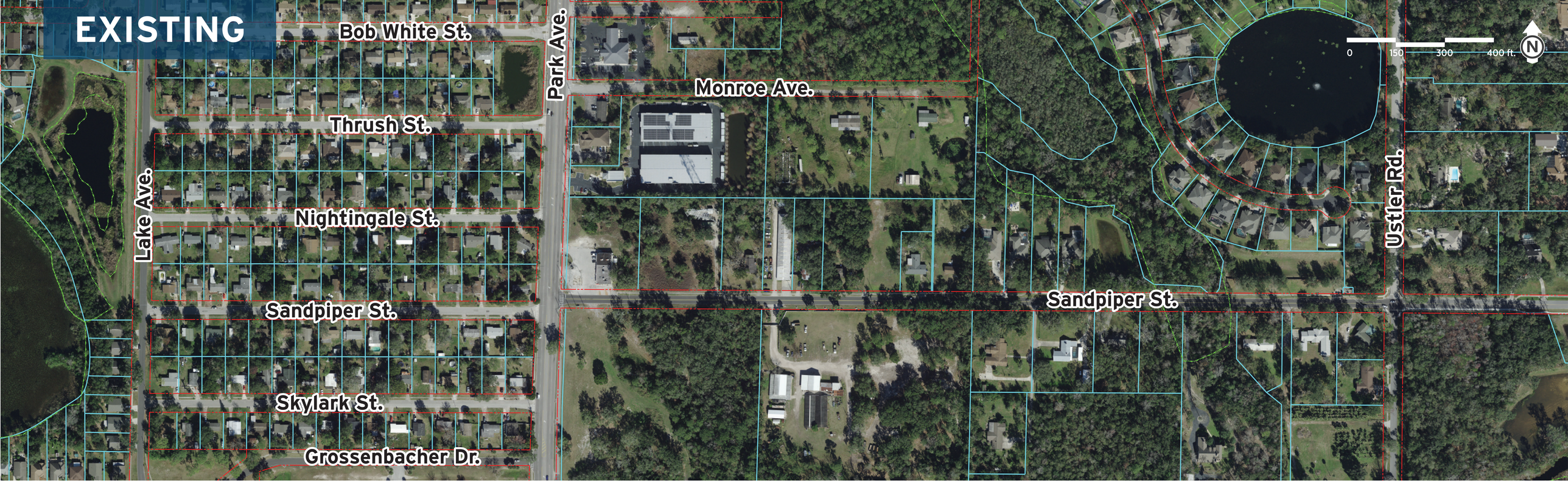
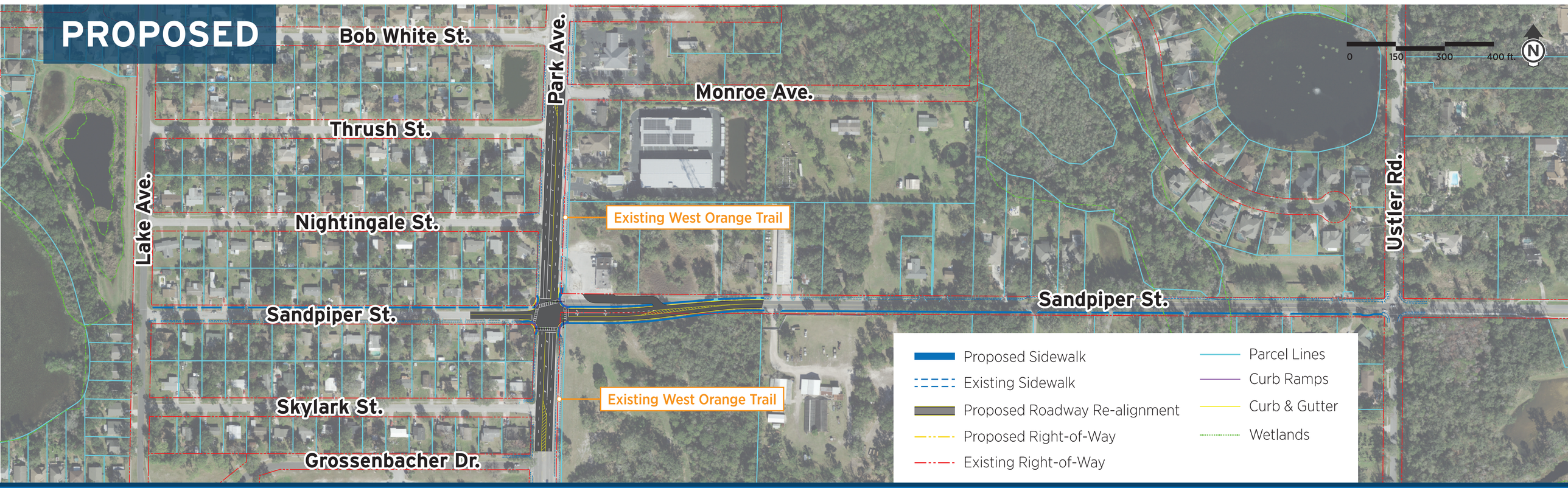
Rock Springs Road Study

EXISTING



PROPOSED



Rock Springs Road Study

Sandpiper Street at Park Avenue

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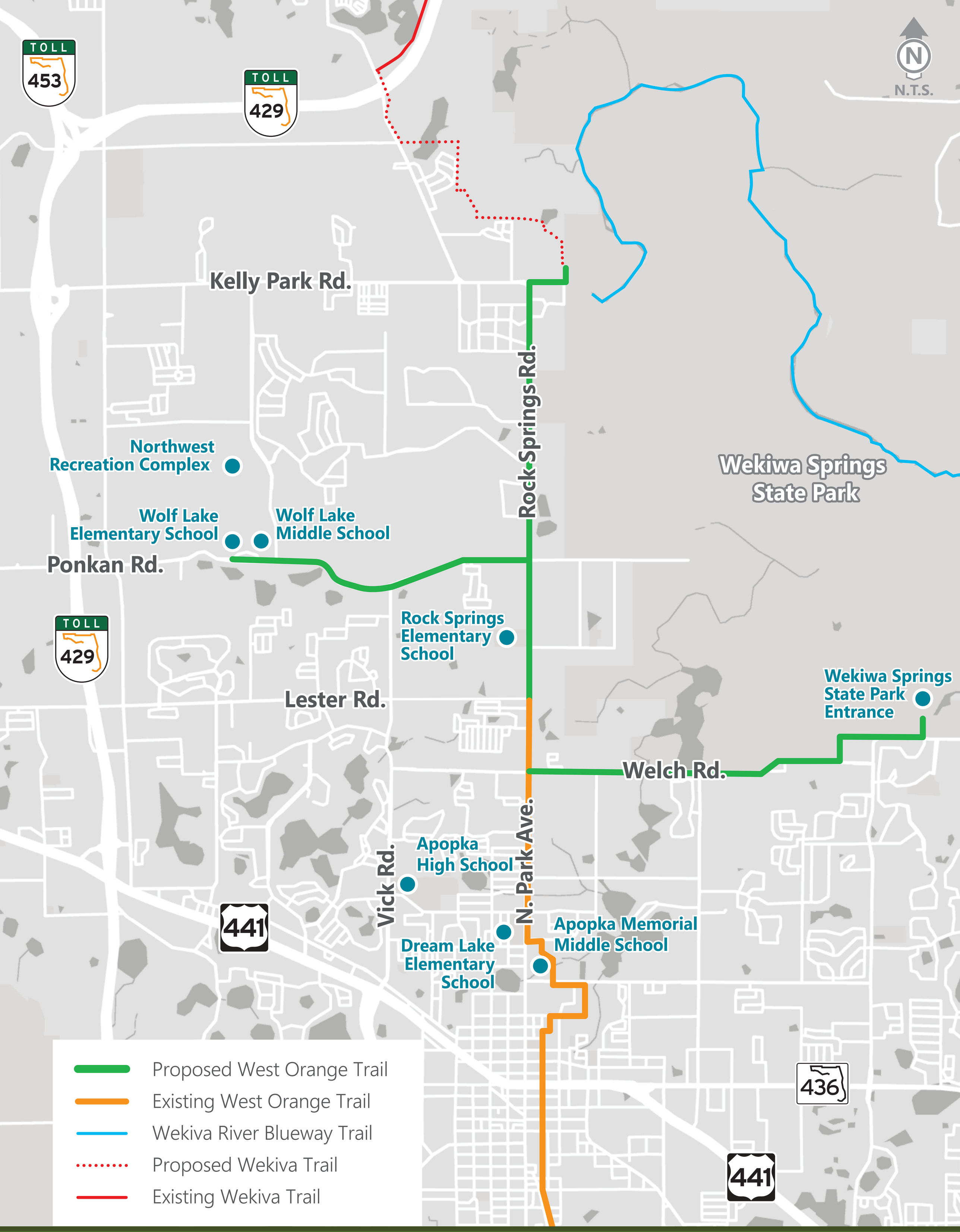
Rock Springs Road Study



West Orange Trail Extension Study

Proposed Trail Routes

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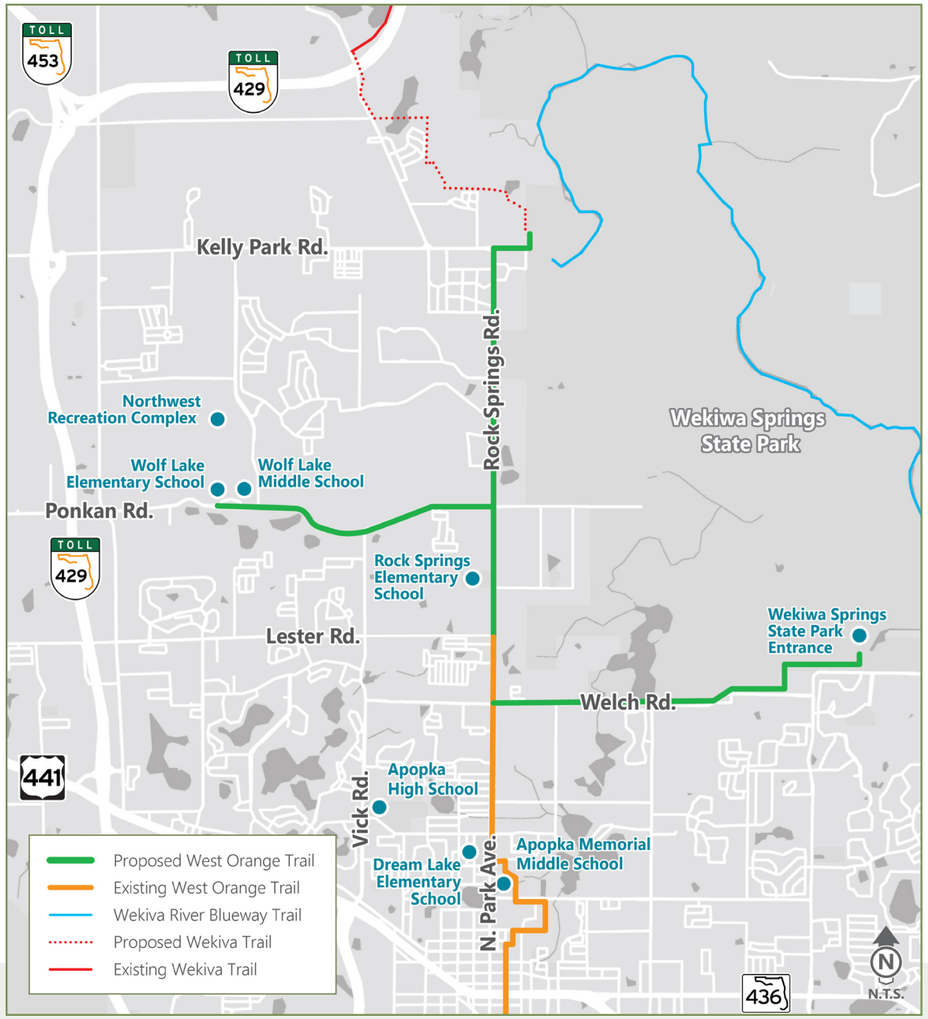
West Orange Trail Extension Study



West Orange Trail Extension Study

West Orange Trail Extension Study

The West Orange Trail Extension Study is proposing to extend the trail along Rock Springs Road from the existing terminus at Lester Road to Kelly Park Road, tying into the proposed Wekiva Trail. The study is also proposing two additional trail connections in the area to provide connections to the Wekiwa Springs State Park Entrance (via Welch Road), Wolf Lake Elementary and Middle Schools, and the City of Apopka's Northwest Recreation Complex (via Ponkan Road).

The proposed route for the trail extension and spurs are shown in green on the location map above. Detailed trail concepts can be viewed on the boards at the in-person public meeting or on the project website **MetroPlanOrlando.org/RockSprings**.

Tell us your thoughts about the proposed routes by taking the **Recommended Improvements Survey**. You may also submit a comment card at the in-person meeting, virtually via Zoom, or directly through the project website.

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Rock Springs Road Study

West Orange Trail Extension Study

September 2022

MetroPlan Orlando Studies in Apopka

Introduction

MetroPlan Orlando is conducting two studies in Apopka: 1) the Rock Springs Road Study, and 2) the West Orange Trail Extension Study. Both studies are currently in the planning stage. During the planning phase, the project need is identified, improvement strategies are evaluated, and a recommendation is selected to move forward to the design phase. These studies are expected to be completed in December 2022 and are being conducted in partnership with the City of Apopka and Orange County.

The purpose of the Rock Springs Road Study is to evaluate options to enhance safety and access improvements along Rock Springs Road and at the intersections of Rock Springs Road at Welch Road and Sandpiper Street at Park Avenue.

The purpose of the West Orange Trail Extension Study is to evaluate options for connecting the existing West Orange Trail to the Wekiwa Springs State Park Entrance and Wekiva River Blueway Trail, Wolf Lake Elementary and Middle Schools, and the City of Apopka's Northwest Recreation Complex, and the proposed Wekiva Trail.

The location maps in this newsletter (pages 2 and 4) show the limits of each study along with the recommendations to improve mobility and safety within the study area.

Staff Contact

For more information, contact:

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Orlando, FL 32801
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TLaurent@metroplanorlando.org

Para obtener más información, contacte:

Cynthia Lambert, APR
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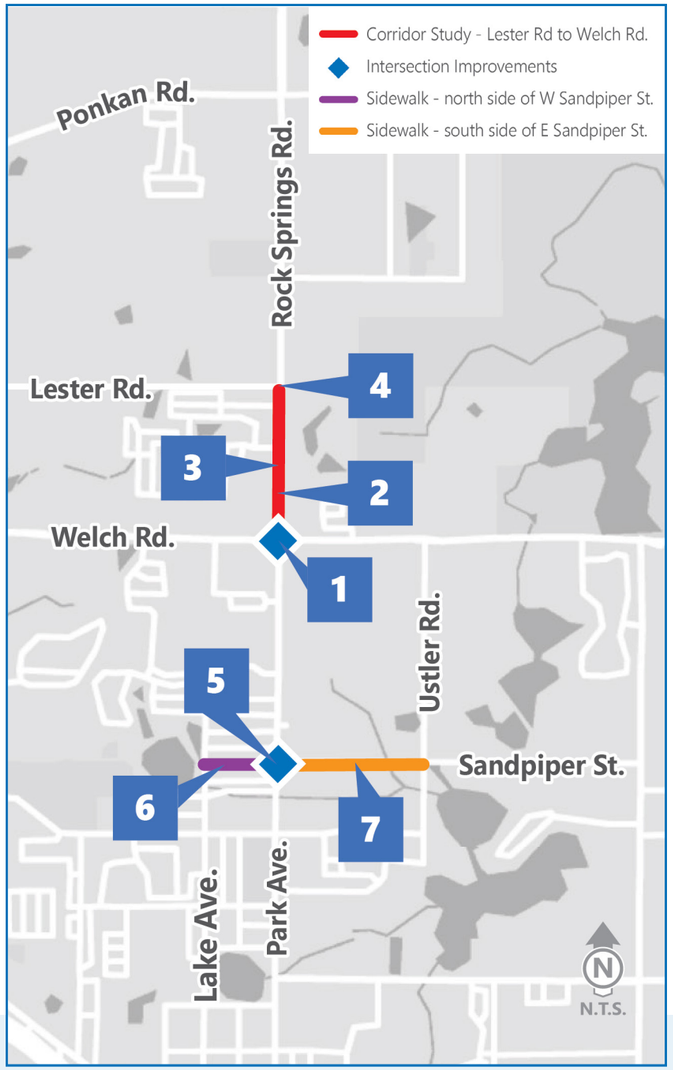
250 South Orange Ave, Suite 200
Orlando, FL 32801
(407) 481-5672 Ext. 320
CLambert@metroplanorlando.org

Visit the study website for up to date information and to view study documents:
MetroPlanOrlando.org/RockSprings



Proposed Design

The following options are under consideration to improve operations and safety as part of the Rock Springs Road study:

1. Additional turn lanes, raised traffic separators, and sidewalk at the intersection of Welch Road at Rock Springs Road
2. New signal at Publix North entrance
3. New mid-block crosswalk south of Tanglewood Drive (to be considered after new signal at Publix North entrance)
4. Extended turn lanes and updated intersection striping at Lester Road and Rock Springs Road
5. Sandpiper Street realignment of east approach and new signal at Park Avenue intersection
6. New sidewalk along north side of Sandpiper Street from Lake Avenue to Park Avenue
7. New sidewalk along south side of Sandpiper Street from Park Avenue to Ustler Road

Rock Springs Road Study

Rock Springs Road Study

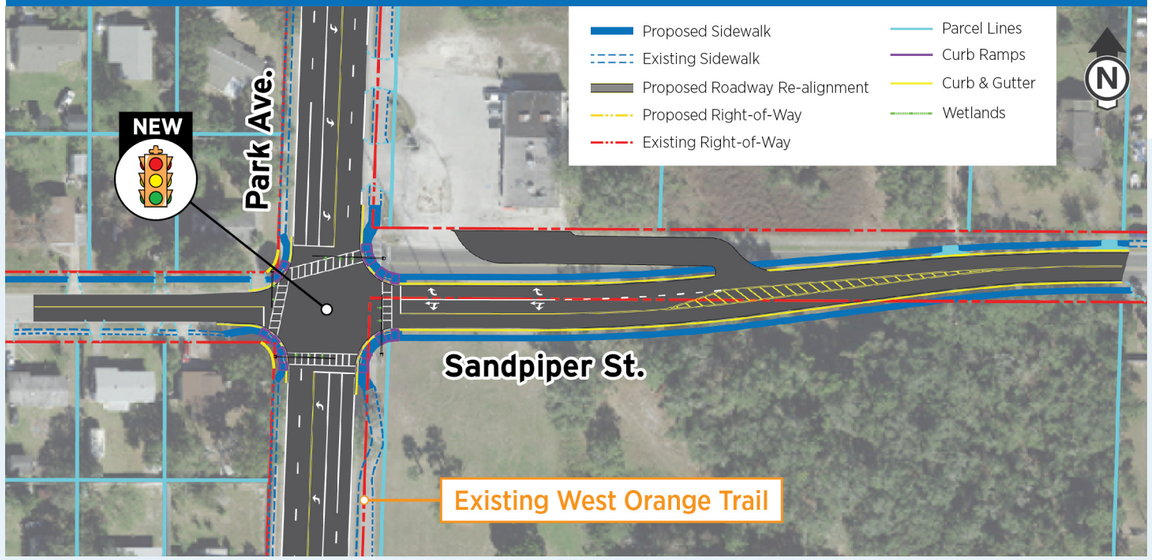
MetroPlan Orlando is recommending updates for Rock Springs Road from Welch Road to Lester Road (approximately 0.55 miles) and at the intersection of Sandpiper Street and Park Avenue, including new sidewalks along Sandpiper Street from Lake Avenue to Ustler Road.

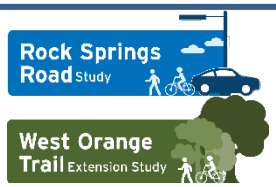
Tell us what you think about the proposed changes by taking the **Recommended Improvements Survey**. You may also submit a comment card at the in-person meeting, virtually via Zoom, or directly through the project website.

Welch Road Intersection Improvements



Sandpiper Street at Park Avenue Realignment





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Topic: ☐ Rock Springs Road Study ☐ West Orange Trail Extension Study

Comment Card

Please provide a question or comment to be discussed during the live Q&A session.

Rock Springs Road Study and West Orange Trail Extension Study
Apopka, Florida

Public Meeting #2
Thursday,
September 22, 2022

Name: _____

Email: _____

Would you like to be added to the study email list? ☐ Yes ☐ No

Mailing Address: _____

Question/Comment:

*Comments or questions not addressed during the live Q&A session will be responded to via email following the public meeting.

Rock Springs Road Study
West Orange Trail Extension Study
metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP
Topic: ☐ Rock Springs Road Study ☐ West Orange Trail Extension Study
Comment Card
Please provide a question or comment to be discussed during the live Q&A session.
Rock Springs Road Study and West Orange Trail Extension Study
Apopka, Florida
Public Meeting #2
Thursday,
September 22, 2022
Name: _____
Email: _____
Would you like to be added to the study email list? ☐ Yes ☐ No
Mailing Address: _____
Question/Comment:
*Comments or questions not addressed during the live Q&A session will be responded to via email following the public meeting.

Rock Springs Road Study
West Orange Trail Extension Study
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Comment Card
Please provide a question or comment to be discussed during the live Q&A session.
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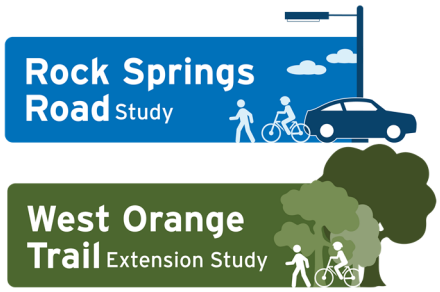
September 22, 2022
Name: _____
Email: _____
Would you like to be added to the study email list? ☐ Yes ☐ No
Mailing Address: _____
Question/Comment:
*Comments or questions not addressed during the live Q&A session will be responded to via email following the public meeting.



metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Comment Sheet
Rock Springs Road Study and
West Orange Trail Extension Study
Apopka, Florida

Public Meeting #2
Thursday, September 22, 2022

Please Print Clearly

Name: _____ Date: _____

fold

Address:

_____

_____

Email Address:

_____

Provide comments about the Rock Springs Road Study and/or West Orange Trail Extension Study here:

fold

Please complete the comment sheet, fold, tape (do not staple), add first class postage and mail, OR email to tlaurent@metroplanorlando.org, no later than October 10, 2022.

Place
Postage
Here

fold

fold

Taylor Laurent, P.E., AICP
MetroPlan Orlando
Rock Springs Road and West Orange Trail Studies
250 S Orange Avenue, Suite 200
Orlando, Florida 32801

Attachment D: Public Engagement

Live Question & Answer Forum

Rock Springs Road Study and West Orange Trail Extension Study Recommended Alternatives Community Meeting

September 22, 2022

Question and Answer Forum (Q&A)

Below is a summary of questions received during the live question and answer session of the Rock Springs Road and West Orange Trail Extension Study public meeting held on September 22, 2022 along with answers from the MetroPlan Orlando study team. For background information, please see the recommended alternatives community meeting materials available for download at MetroPlanOrlando.org/RockSprings.

Questions regarding the Rock Springs Road Corridor Study:

Q: How long will the proposed new lanes extend from the Rock Springs Road and Welch Road intersection?

A: The proposed southbound left turn lanes from Rock Springs Road onto Welch Road extend north of the intersection approximately 740 feet, to just north of the Wekiva Plaza South Entrance on the east side of the roadway. The proposed westbound dual right turn lanes from Welch Road onto Rock Springs Road extend east of the intersection approximately 670 feet.

Q: Do the proposed designs include a concrete separator on Rock Springs Road between the proposed new signal at the Publix North Entrance and the proposed mid-block crosswalk? Will vehicles have the ability to make a U-Turn at Tanglewood Drive?

A: A concrete traffic separator is proposed on Rock Springs Road from the Publix North Entrance until just south of Tanglewood Drive, where vehicles will have the ability to make a U-Turn.

Q: What will be done to address the capacity at the Publix North Entrance intersection?

A: To address capacity at the Publix North Entrance intersection, MetroPlan Orlando is proposing a signalized intersection that includes a dedicated southbound left turn lane with a raised traffic separator along Rock Springs Road. The dedicated southbound left turn lane will provide vehicles turning left into the Publix North Entrance a designated turning phase of the signal that is separated from through traffic. The proposed design also includes westbound right and left turn lanes out of the Publix North Entrance onto Rock Springs Road. Our traffic analysis shows this intersection configuration is anticipated to operate at a Level of Service (LOS) C or better through the year 2045.

Q: Will there be any provisions, such as a raised traffic separator, on Rock Springs Road at Vista Crest Drive (Wekiva Park Townhomes)?

A: The proposed traffic separator ends just south of Tanglewood Drive. Residents of the Wekiva Park Townhomes will maintain the ability to make left turns in and out of the subdivision.

Q: Has MetroPlan Orlando considered the possibility of a traffic signal at the Wekiva Park Townhomes subdivision?

A: This location would not satisfy the warrants required to install a traffic signal. These warrants are based on existing/future traffic volumes and crash history at this location.

Q: Will this project affect the proposed widening of Welch Road east of Rock Springs Road?

A: This project is not directly related to the widening of Welch Road; however, it was considered during the concept development for these projects. The concepts were developed so that the widening can tie into the proposed improvements of this project. According to the MetroPlan Orlando 2045 Metropolitan Transportation Plan (MTP), funding for Welch Road includes segments from Vick Road to Rock Springs Road (unfunded), from Rock Springs Road to Thompson Road (Planning, Design, and Right-of-way in Plan Period II 2031 – 2035 and construction in Plan Period III 2036 – 2045), and from Thompson Road to Wekiwa Springs Road (Plan Period I 2026 – 2030). The 2045 MTP can be viewed at https://metroplanorlando.org/plans/metropolitan-transportation-plan/. MetroPlan Orlando also has funding in place for a Complete Streets/Safety/Operations Study on Welch Road from Rock Springs Road to Seminole County for Plan Period I (2026 – 2030).

Q: Does this project include any enhancements to bike lanes on either side of Rock Springs Road?

A: Bike Lane improvements have not been considered as part of this study. The proposed trails along Rock Springs Road, Ponkan Road, and Welch Road are designed to serve the needs of cyclists and pedestrians.

Q: Do the estimated project costs include land acquisition costs?

A: The estimated project costs include construction costs only. Right-of-way acquisition costs have not yet been determined.

Q: What is the construction timeline for the Rock Springs Road Study project?

A: The planning phase of this study is anticipated to conclude in December 2022. The selected alternatives will then move into the design phase. To date, several phases of the design for this study have not yet been funded, however, the City of Apopka has planned to advance the construction of selected components of the study. The intersection improvements at the intersection of Sandpiper Street and Park Avenue are currently in design by the City of Apopka. Funding for construction has been allocated by the City of Apopka in Fiscal Year (FY) 2023. Additionally, a portion of the proposed traffic along the north leg of the Rock Springs Road and Welch Road intersection will be constructed to restrict left turns in and out of the Wekiva Plaza Entrance. This is an interim step to enhance safety and reduce congestion before funding becomes available for additional improvements at the intersection of Rock Springs Road and Welch Road.

Q: Dual westbound right turn lanes have been implemented at the intersection of Rock Springs Road and Welch Road in the past, proving to be ineffective. How will this recommendation be made better this time around?

A: Previously, dual westbound right turn lanes were provided at the Rock Springs Road and Welch Road intersection through roadway striping only by converting the westbound through lane to a shared through right turn lane. That improvement experienced issues due to driver behavior and improper use associated with the shared configuration. This study proposes dedicated dual westbound right turn lanes, separating the right turns from the through traffic. Additionally, modifications to the curb radius will assist with the safety and efficiency of drivers maneuvering the dual right turns.

Questions regarding the West Orange Trail Extension Study:

Q: Will the recommended Welch Road trail spur alignment have any impact on Wekiwa Springs State Park?

A: The study team has maintained coordination with Wekiwa Springs State Park representatives throughout the entirety of the study. The Welch Road trail spur includes a 20-foot easement along the Wekiwa Springs State Park boundary, part of which is within the existing fire break, where the trail would be located. The recommended Welch Road trail spur alignment would provide a scenic route to the entrance of Wekiwa Springs State Park.

Q: Will a barrier be provided along the trail to keep trail users out of the state park?

A: If the recommended Welch Road trail spur alignment (Alternative 2) is selected to move forward to the design phase, a fence that separates the trail from the park would be included in the design in accordance with the requirement of the easement within Wekiwa Springs State Park. Details about the type of fencing will be determined during the design phase of the study in coordination with Wekiwa Springs State Park representatives.

Q: Will a buffer be provided between the recommended Welch Road trail spur alignment and adjacent Sweetwater Park Village homes?

A: If Alternative 2 (the trail option that wraps around Sweetwater Park Village running along the forest edge) is selected, a 30-foot-wide easement would be obtained to construct the trail. This easement would allow for a 12-foot-wide trail and a 9-foot-wide buffer between the trail and adjacent homes. Fencing similar to the wire mesh fence currently being used as a barrier for Wekiwa Springs State Park would be considered in between the trail and adjacent homes. Details and other options for fencing will be determined during the design phase of the study.

Q: Is MetroPlan Orlando still considering selecting Welch Road Trail Spur Alternative 1, which continues east along Welch Road to Wekiwa Springs Road, as the recommended alternative?

A: When looking to select a final recommendation, MetroPlan Orlando is looking to provide a positive trail experience for all trail users away from the roadway and that provides interconnectivity with other trails in the area. During the study, both alternatives were analyzed and compared on a wide range of evaluation measures including the length of trail along a roadway, number of street or driveway crossings, and anticipated right-of-way needs and estimated costs. When compared with the Welch Road Trail Spur Alternative 1, Alternative 2 provides nearly a half mile less trail along a roadway, 16 fewer driveway crossings, 1 less street crossing, and anticipated right-of-way impacts to 11 fewer privately owned parcels. Additionally, the construction cost for Alternative 2 is estimated to be $800,000

less than Alternative 1. For these reasons, along with local agency input, Alternative 2 was selected to move forward for public input. Alternative 1 is still a viable option in the study. The final recommendations will be determined once the survey closes allowing all feedback to be reviewed, and with local agency input.

Q: What will the end of the Welch Road trail spur look like?

A: The Welch Road trail spur would travel east along Welch Road, ending at the Wekiwa Springs State Park Entrance on N Wekiwa Springs Road at Wisteria Street. This trail is intended to provide interconnectivity with other trails throughout the region.

Q: What is the Wekiva River Blueway Trail?

A: The Wekiva River Blueway Trails are a network of trails throughout Seminole County that provide opportunities to observe Central Florida's native wildlife and scenery.

Q: Will the Welch Road trail spur connect to the Wekiva River Blueway Trails?

A: The Welch Road trail spur does not make a direct connection to the Seminole Wekiva River Blueway Trails, however, there is an existing 8-foot concrete path named the Wekiva Springs Pathway that is located just east of the Welch Road trail spur. The Wekiva Springs Pathway will provide a connection to the Seminole Wekiva Trail, a nearly 14-mile paved recreational trail that runs west of the I-4 trail overpass to the Seminole County line at the Wekiva River and is also a designated part of the Florida National Scenic Trail.

Q: What barriers, berms, and retention areas are proposed to block runoff into the park from the Welch Road trail spur?

A: Typical trail sections within the Orange County Trails network include a drainage easement that captures, slows, and provides treatment to runoff water. Due to drainage impacts associated with the recommended Welch Road trail spur alignment, necessary adjustments will be determined during the design phase of the project to provide an adequate stormwater system.

Q: What is the need for the Welch Road and Wekiwa Springs Road trail spur?

A: The Orange County Trails Master Plan identifies a gap in the regional trail network between the northern terminus of the existing West Orange Trail (at the intersection of Rock Springs Road and Lester Road) and the southern terminus of the Wekiva Trail (at the interchange of SR 429 and Mount Plymouth Road). The Welch Road and Wekiwa Springs Road trail spur will provide a connection from the existing West Orange Trail at Rock Springs Road to the Seminole County Wekiva River Blueway Trail that is just east of the Wekiwa Springs State Park entrance. The proposed Welch Road trail spur is anticipated to enhance the community by providing access to recreational facilities as well as the local community with an alternate mode of transportation.

Q: How much traffic is anticipated on the Welch Road trail spur?

A: A trail traffic analysis was not conducted as part of this study.

Q: Is MetroPlan Orlando planning to provide additional access to Wekiwa Springs State Park along the recommended Rock Springs Road or Welch Road trail alignments?

A: This study is not considering any new access points to Wekiwa Springs State Park. The park has agreed to provide an easement along the park boundary only if there are no new entry points to the park along the trail. Park representatives have indicated they do not have the resources available to monitor safety at additional access points. The Welch Road Trail Spur will lead to the existing park entrance along Wekiwa Springs Road.

Q: Was equestrian access considered as part of this study?

A: Due to limited right-of-way within the study area, equestrian access was not analyzed as part of this study.

Q: Can MetroPlan Orlando make considerations for adding shade trees to the West Orange Trail extension alignment along Rock Springs Road in between the roadway and trail to provide a buffer from traffic as well as protection from the sun?

A: Due to right-of-way constraints along Rock Springs Road, opportunities for amenities will be limited in the area. MetroPlan Orlando, along with project partners City of Apopka and Orange County, will explore opportunities to determine which trail amenities can be implemented to provide a pleasant trail experience for all users.

Q: How will the trails benefit "true cyclists"?

A: MetroPlan Orlando's intent for the trail is to provide a separate facility for bicyclists to travel safely along Rock Springs Road, Ponkan Road, and Welch Road, providing connections to nearby community features. The recommended trail alignments will provide a safe space for cyclists of any age or experience level. The study team has also made considerations to ensure the trail is accommodated at the intersection of Rock Springs Road and Welch Road. During the design phase, a leading pedestrian crossing will be considered to provide a prioritized crossing for trail users at the intersection.

Q: Will the study include any trailheads or parking for enhanced access to the proposed trail routes?

A: Locations for trailheads and parking have not yet been identified. During the design phase, MetroPlan Orlando and project partners City of Apopka and Orange County will determine locations for parking, trailheads, and amenities that will be implemented along the trail.

Q: What are MetroPlan Orlando's plans for providing safety to homeowners along the Welch Road trail spur in addition to protecting trail users from wildlife in the area?

A: MetroPlan Orlando is committed to providing safety to both homeowners adjacent to the recommended Welch Road trail spur as well as trail users. Keeping the physical environment maintained allows users to be easily seen by other users, staff, or anyone passing the trail, who may report an emergency if necessary. Emergency location markers are also considered for the proposed trails to improve safety. Additionally, the Orange County Trails Master Plan implements a program named Crime Prevention Through Environmental Design (CPTED), which is rooted in the belief that environmental factors affect the perceptions of all trail users and proper design reduces the incidence of crime and changes the perceptions of the possibility of criminal activity.

Q: Will MetroPlan consider selecting a West Orange Trail Extension alignment along Rock Springs Road to run along the Wekiwa Springs State Park boundary?

A: Over the course of the study, it was discovered that an Orange County Resolution is in place that would prevent any trail from being constructed along the park boundary in this area. At this time, an alternative trail alignment that runs along the park boundary is not an option MetroPlan Orlando can consider.

Q: Along with the proposed trail alignments, does MetroPlan Orlando plan to make improvements to the existing West Orange Trail along Rock Springs Road?

A: The existing northern West Orange Trail terminus is located at Rock Springs Road and Lester Road. This study does not include improvements to the existing trail alignment, however, MetroPlan Orlando can pass the word along to project partners to encourage enhanced maintenance along the trail.

Q: What amenities will be implemented to provide safety along the trails?

A: Orange County Trails has a safety program in place that installs call boxes along the trail in addition to emergency trail markers that provide information on how to report emergencies if necessary.

Q: Will MetroPlan Orlando provide accommodations for wildlife along the proposed trail routes?

A: During the design phase of the study, MetroPlan Orlando and project partners City of Apopka and Orange County will make considerations for wildlife corridors and fencing along the trail.

Q: Are there plans to complete the connection of the coast-to-coast trail?

A: Orange County is working in coordination with the Florida Department of Transportation (FDOT) to contribute to the completion of the coast-to-coast trail. For more information about this trail system, visit https://floridadep.gov/parks/ogt/content/florida-coast-coast-trail.

Q: Are there plans for a trail that will provide a connection from SR 429 at Mt Plymouth Road to Kelly Park?

A: This connection is part of the Wekiva Trail, included in the Orange County Trails Master Plan. The Wekiva trail would connect the proposed West Orange Trail Extension to the proposed Wekiva Trail, which runs from Kelly Park along the Wekiwa Springs State Park boundary until connecting with Mt Plymouth Road and SR 429. This project is not currently funded.

Q: Does this study include a connection to the Wekiva Trail Via Lake County's Neighborhood Lakes Trail and Trailhead?

A: This study does not. There is a connection in place further south of the West Orange Trail. Additionally, there is a separate proposed segment of the Wekiva Trail that would extend the Neighborhood Lakes Trail to Kelly Park Road and make the connection to our trail. Please visit Lake County's website to check for updates on the status of that project.

Q: What is the timeline and coordination effort for the West Orange Trail extensions?

A: Orange County, in coordination with MetroPlan Orlando, works to list, prioritize, and fund projects. With the completion of the West Orange Trail Extension Study, MetroPlan Orlando will be looking for opportunities to fund the design phase of the study. The design phase may last two years, and construction would be expected to begin no sooner than five years in the future. MetroPlan Orlando

and project partners City of Apopka and Orange County are eager to hear your feedback on the recommended alternatives before moving into the next phase of the study.

Q: Who is funding the West Orange Trail Extension Study?

A: Funding for the West Orange Trail Extension Study is identified in the MetroPlan Orlando Metropolitan Transportation Cost Feasible Plan (MTP 2045). Funding for the planning phase of this project is sourced federally as well as locally. Future phases of the study have not yet been funded, however, MetroPlan Orlando is looking for opportunities for funding from federal, state, and local sources.

Questions regarding both studies:

Q: Will there be another chance for the public to provide input on the recommended alternatives?

A: The purpose of this public meeting and survey is to present the recommended alternatives for both studies and receive feedback from the public so the recommendations can be refined and finalized before the studies move into the design phase. At this time, no future phases are funded. These phases will likely be conducted by Orange County. The survey was available for one month following the public meeting to allow stakeholders to provide feedback on the project prior to the conclusion of the studies. We also encourage you to voice your concerns with your local Orange County Commissioner so that your opinions can be considered during future phases. At the conclusion of both studies (anticipated December 2022), final study reports will be uploaded to the study website at MetroPlanOrlando.org/RockSprings for more information.

Additional Comments

Rock Springs Road Study

West Orange Trail Extension Study

metroplan orlando

Topic: ☒ Rock Springs Road Study ☒ West Orange Trail Extension Study

Comment Card

Please provide a question or comment to be discussed during the live Q&A session.

Rock Springs Road Study and West Orange Trail Extension Study
Apopka, Florida

Public Meeting #2
Thursday, September 22, 2022

Name: Doug Blair

Email: Douglas.blair@earthlink.net

Would you like to be added to the study email list? ☒ Yes ☐ No

Mailing Address:

Question/Comment:

*Comments or questions not addressed during the live Q&A session will be responded to via email following the public meeting.

Topic: ☐ Rock Springs Road Study ☒ West Orange Trail Extension Study

Comment Card

Please provide a question or comment to be discussed during the live Q&A session.

Rock Springs Road Study and West Orange Trail Extension Study
Apopka, Florida

Public Meeting #2
Thursday, September 22, 2022

Name: JIM NICHOLS

Email: JHN2281@GMAIL.COM

Mailing Address: 2281 PARK VILLAGE PL

Would you like to be added to the study email list? ☒ Yes ☐ No

Question/Comment:

How are you going to keep people out of Wekiva State Park and out of my back yard.
It makes more sense to me to keep the trail on Welch. Wekiva Springs Rd is backed up now on weekends because people can't get into the park.

*Comments or questions not addressed during the live Q&A session will be responded to via email following the public meeting.

Topic: ☐ Rock Springs Road Study ☒ West Orange Trail Extension Study

Comment Card

Please provide a question or comment to be discussed during the live Q&A session.

Rock Springs Road Study and West Orange Trail Extension Study
Apopka, Florida

Public Meeting #2
Thursday, September 22, 2022

Name: TIM FEKANY

Email: TIMFEKANY@GMAIL.COM

Would you like to be added to the study email list? ☒ Yes ☐ No

Mailing Address: 2721 JUNIOR AVE.
APOPKA, FL 32712

Question/Comment:

~~*~~ MAILING LIST

*Comments or questions not addressed during the live Q&A session will be responded to via email following the public meeting.

Topic: ☐ Rock Springs Road Study ☐ West Orange Trail Extension Study

Rock Springs Road Study and West Orange Trail Extension Study
Apopka, Florida

Public Meeting #2
Thursday,
September 22, 2022

Comment Card

Please provide a question or comment to be discussed during the live Q&A session.

Name: Timothy Heath

Email: Timothyd Heath @ AOL.com

Would you like to be added to the study email list? ☑ Yes ☐ No

Mailing Address: 425 Faye St. Apopka

Question/Comment:

Equestrian Access

*Comments or questions not addressed during the live Q&A session will be responded to via email following the public meeting.

Topic: ☐ Rock Springs Road Study ☐ West Orange Trail Extension Study

Comment Card

Please provide a question or comment to be discussed during the live Q&A session.

Rock Springs Road Study and West Orange Trail Extension Study
Apopka, Florida

Public Meeting #2
Thursday, September 22, 2022

Name: JAY CASPER

Email: cjay83229@gmail.com

Mailing Address:

Would you like to be added to the study email list? ☐ Yes ☐ No ON IT ALREADY

Question/Comment:

ASSUMING HOMES near Welch at Wekiva Springs Road already have fences separating from parks leave it in place or use a split rail wood fence between the trail and the park. Aesthetic problem solved.

*Comments or questions not addressed during the live Q&A session will be responded to via email following the public meeting.

From: Taylor Laurent <TLaurent@metroplanorlando.org>
Sent: Thursday, October 20, 2022 5:05 PM
To: Nikki Melendez <nmelendez@vhb.com>
Cc: Amy Sirmans <asirmans@vhb.com>; Jason Sartorio <jsartorio@metroplanorlando.org>
Subject: [External] FW: Request to extend public comment period on Rock Springs Rd Enhancement

Hi Nikki,

Per our discussion, below is the email response we provided to Mr. Tybor for the project records. Thanks for your help with extending the survey deadline through Sunday at midnight.

Have a great evening,

Taylor Laurent, PE, AICP
Manager of Transportation Planning

MetroPlan Orlando
P: (407) 481-5672 Ext. 306
D: (321) 732-8279
Email: TLaurent@metroplanorlando.org
www.metroplanorlando.org

*Please note: Florida has a very broad public records law. Most written communications to or from local officials regarding organization business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

From: Cynthia Lambert <CLambert@metroplanorlando.org>
Sent: Thursday, October 20, 2022 4:57 PM
To: Dave Tybor <dave.tybor@gmail.com>
Cc: Taylor Laurent <TLaurent@metroplanorlando.org>
Subject: RE: Request to extend public comment period on Rock Springs Rd Enhancement

Hi David,

Thanks again for reaching out to us.

The best way for your neighbors to provide their feedback is through the survey. There are several areas with open response text boxes where they can provide details about their concerns. All survey responses will be compiled and become part of the formal public record with the feedback from the 9/22 meeting. We'll then use that public feedback to have discussions with Orange County and the City of Apopka as the study is finalized.

I've gotten with the study team to discuss your request to extend the deadline. We have some tight turnaround times because we are using the public feedback to feed into the technical work on this project. After some discussion, we've determined *it is possible* to leave the survey open through the weekend to accommodate your group's request.

Please encourage your neighbors to take the survey by Sunday so their opinions can become part of the record. We'll close the survey at 11:59 p.m. on Sunday night and begin processing the comments on Monday.

Link to survey - bit.ly/RSRWOTSurvey3

Link to study page for more info - MetroPlanOrlando.org/RockSprings

Cynthia Lambert, APR
Public Information Manager

MetroPlan Orlando
Park Building | 250 S. Orange Avenue | Suite 200 | Orlando, Florida 32801 (Click here for directions)
P: (407) 481-5672 Ext. 320
C: (407) 758-2592
F: (407) 481-5680
Email: clambert@metroplanorlando.org



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From: Dave Tybor <dave.tybor@gmail.com>
Sent: Thursday, October 20, 2022 2:19 PM
To: Cynthia Lambert <CLambert@metroplanorlando.org>
Subject: Re: Request to extend public comment period on Rock Springs Rd Enhancement

Thank you.

On Thu, Oct 20, 2022 at 1:01 PM Cynthia Lambert <CLambert@metroplanorlando.org> wrote:

> Hi David,
>
> Thanks for reaching out. Let me get with the project manager and study team to see if that's possible. I will get back to you before close of business today and let you know.
>
> Sincerely,
> Cynthia
>
> Cynthia Lambert, APR
> Public Information Manager

MetroPlan Orlando
Park Building | 250 S. Orange Avenue | Suite 200 | Orlando, Florida 32801 (Click here for directions)
P: (407) 481-5672 Ext. 320
C: (407) 758-2592
F: (407) 481-5680
Email: clambert@metroplanorlando.org



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From: Dave Tybor <dave.tybor@gmail.com>
Sent: Thursday, October 20, 2022 11:46 AM
To: Cynthia Lambert <CLambert@metroplanorlando.org>
Subject: Request to extend public comment period on Rock Springs Rd Enhancement

Good day,
I am on the Homeowners Board at Townhomes at Wekiva located at the intersection of Rock Springs Road and Vista Crest Drive.

That intersection is the only egress from our 144 Unit Subdivision.

Residents are wanting to comment with a request to add a traffic signal or lower speed limit because of the number of accidents and difficulty in making left hand turns out of the subdivision. Several think that the addition of another traffic signal at the McDonalds will make it even more difficult to make a left turn.

We are getting texts and emails now about the plans and desire to comment as people begin to realize what the project is about.

Today is the last day to comment.

Can the deadline be extended?

Thank you for your consideration.

David Tybor
954-678-8354

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Bar Admissions :
Florida
New York

Illinois
District of Columbia
U.S. Dist.Ct. Southern District of Florida
Florida Southern Bankruptcy Court

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Bar Admissions :
Florida
New York
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From: Nikki Melendez
To: Kennedy Sumner-Snell
Subject: FW: [External] RE: Welch road bike trail planning
Date: Thursday, October 13, 2022 8:48:07 AM

Nikki Melendez
Transportation Analyst
PD&E/NEPA Services Group

P 407.982.4476

www.vhb.com

From: Taylor Laurent <TLaurent@metroplanorlando.org>
Sent: Thursday, October 13, 2022 8:28 AM
To: John Sabo <shrekmadone@yahoo.com>
Subject: [External] RE: Welch road bike trail planning

Hello Mr. Sabo,

On behalf of MetroPlan Orlando, thank you for your participation in the Rock Springs Road Study and West Orange Trail Extension Study public meeting and for sharing your comments with us. Regarding your question about the Welch Road Trail Spur route option proposed to run along the Wekiwa Springs State Park boundary adjacent to the Sweetwater Park Village Place community (named Welch Road Trail Spur Alternative 2), this route is one of two options analyzed during the study. The alternate option is to continue along Welch Road to Wekiwa Springs Road (named Welch Road Trail Spur Alternative 1). During the study, both alternatives were analyzed and compared on a wide range of evaluation measures. Evaluation measures considered for the trail route options include the length of the trail along a roadway (considered unpleasant to trail users), number of street or driveway crossings (for safety), anticipated right-of-way needs, and estimated costs. When compared with the Welch Road Trail Spur Alternative 1, Alternative 2 provides nearly a half mile less trail along a roadway, 16 fewer driveway crossings, 1 less street crossing, and anticipated right-of-way impacts to 11 fewer privately owned parcels. Additionally, the construction cost for Alternative 2 is estimated to be $800,000 less than Alternative 1. For these reasons, along with local agency input, Alternative 2 was selected to move forward for public input at the study's Public Meeting #2 (held on September 22, 2022). Alternative 1 is still a viable option for the study.

We sincerely appreciate the feedback you have provided. If you haven't already, we encourage you to take the survey by visiting MetroPlanOrlando.org/RockSprings. The feedback received from the public meeting and survey, along with local agency input, will be utilized to refine and finalize the study recommendations. The study is anticipated to conclude in December of 2022. Once completed, the final study report will be available for download on the study website and an email notification will be sent to the study contact list.

Following the study, the Welch Road Trail Spur will require a design and right-of-way phase prior to construction. At this time, no future project phases are funded. These phases will likely be conducted by Orange County if/when they progress. If you are opposed to the final

recommendations of the study in December, we encourage you to voice your concerns with your local Orange County Commissioner so that your opinions can be considered during those future phases.

Sincerely,

Taylor Laurent, PE, AICP
Manager of Transportation Planning

MetroPlan Orlando
P: (407) 481-5672 Ext. 306
D: (321) 732-8279
Email: TLaurent@metroplanorlando.org
www.metroplanorlando.org

*Please note: Florida has a very broad public records law. Most written communications to or from local officials regarding organization business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.

From: John Sabo <shrekmadone@yahoo.com>
Sent: Sunday, September 25, 2022 7:03 PM
To: Taylor Laurent <TLaurent@metroplanorlando.org>
Subject: Welch road bike trail planning

Please inform me as to what steps need to occur for property owners in Park Village Place to re-plan the bike path from being placed in our back yards. As for a personal note this path will be 10 feet from my pool deck. My privacy will be totally lost. Each us bought our homes with confidence that having the state park behind us would ensure we would always have our privacy.

Thank you
John Sabo
2249 Park Village Place
Apopka FL 32712

Sent from Yahoo Mail for iPhone

From: Nikki Melendez
To: Kennedy Sumner-Snell
Subject: FW: [External] RE: Canceled Meeting for Trail Extension Road Study
Date: Thursday, October 13, 2022 10:59:35 AM
Attachments: Tell Us Your Thoughts on Apopka Transportation Study Designs.msg

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Nikki Melendez
Transportation Analyst
PD&E/NEPA Services Group

P 407.982.4476

www.vhb.com

From: Taylor Laurent <TLaurent@metroplanorlando.org>
Sent: Thursday, October 13, 2022 10:48 AM
To: Kornegay Properties <office@kornegayproperties.org>
Subject: [External] RE: Canceled Meeting for Trail Extension Road Study

Hello Mr. Kornegay,

Thank you for your interest in the Rock Springs Road and West Orange Trail studies. Due to circumstances outside of our control, the public meeting was relocated to Apopka City Hall the evening of September 22, 2022. A full recording of the presentation and the information presented at the public meeting is available on our website at: www.MetroPlanOrlando.org/RockSprings. We also have an online survey open now for submitting comments, though you can email me directly as well. Additional information about the survey is attached for your reference.

When we last spoke on the phone, you mentioned that you were curious about the West Orange Trail improvements near your property on Welch Road. At that time, we spoke about the trail recommendations in the area along Welch Road. If you would like additional information specific to your property, would you please provide us with the address of the property?

Thank you, and please let us know if you have any additional questions or comments.

Taylor Laurent, PE, AICP
Manager of Transportation Planning

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From: Kornegay Properties <office@kornegayproperties.org>

Sent: Thursday, September 22, 2022 6:57 PM
To: Taylor Laurent <TLaurent@metroplanorlando.org>
Subject: Canceled Meeting for Trail Extension Road Study

Hi Taylor!

It appears that the meeting at the middle school was cancelled. Is it going to be rescheduled?

Thanks

Reggie Kornegay
Kornegay Properties, LLC
700 E. Welch Road
Apopka FL 32712

From: Taylor Laurent
To: sghooks@cfl.rr.com
Cc: Pamela Richmond
Subject: RE: [External] FW: MetroPlan - Rock Springs Rd/Welch
Date: Friday, October 21, 2022 8:50:06 AM
Attachments: Comment Response Support_Steve Hooks.png

Hello Mr. Hooks,

On behalf of MetroPlan Orlando, thank you for your participation in the Rock Springs Road Study and West Orange Trail Extension Study public meeting and for sharing your comments with us.

Regarding your access questions for the proposed design, vehicles exiting Marco's Pizza heading north on Rock Springs Road would need to enter the leftmost southbound left turn lane and conduct a U-turn at the Welch Road intersection. Vehicles exiting Walgreens heading north on Rock Springs Road would need to exit from the Welch Road driveway, enter the eastbound left turn lane, and make a left turn onto Rock Springs Road. This can be seen visually in the attached graphic. The raised traffic separators proposed along Rock Springs Road and Welch Road are intended to better manage vehicular access points to adjacent land parcels along the corridor. While it may cause a redirection for some traffic, effective access management presents fewer challenges to drivers, ultimately improving traffic flow, reducing congestion, and improving safety conditions. In addition to the raised traffic separators, a new signal is proposed at the northern Wekiva Plaza Entrance (Publix/McDonalds). The new signal will serve as a more direct access point for vehicles entering and exiting the Wekiva Plaza. The City is also working with development planners along the west side of Rock Springs Road to provide a similar access to the proposed signal.

Previously, dual westbound right turn lanes were provided at the Rock Springs Road and Welch Road intersection through roadway striping only by converting the westbound through lane to a shared through right turn lane. That improvement experienced issues due to driver behavior and improper use associated with the shared configuration. This study proposes dedicated dual westbound right turn lanes, separating the dual right turns from the through traffic. Additionally, modifications to the curb radius will assist with the safety and efficiency of drivers maneuvering the dual right turns.

We sincerely appreciate the feedback you have provided. The feedback received from the public meeting and survey, along with local agency input, will be utilized to refine and finalize the studies' recommendations. The studies are anticipated to conclude in December of 2022. Once completed, the final study reports will be available for download on the study website and an email notification will be sent to the study contact list. At this time, no future phases are funded.

Sincerely,

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From: Steve Hooks <sghooks@cfl.rr.com>
Sent: Tuesday, September 27, 2022 2:00 PM
To: Pamela Richmond <PRichmond@apopka.net>
Cc: Edward Bass <EBass@apopka.net>; Bryan Nelson <bnelson@apopka.net>
Subject: MetroPlan - Rock Springs Rd/Welch

Hi Pam,

Unfortunately, I was out of town last week and was not able to attend the meeting. If I am seeing this correctly, I see no difference in this proposal from the last. There is still a raised median in all directions from the intersection of Rock Springs Road and Welch Road.

I still have the same concerns. How does one from Rock Springs Ridge, for example, get home from Marco's Pizza? Where do they go to turn around? How does one from west side of Rock Springs Road on Welch Rd get home from Walgreens? Same question, where do they go to turn around?

There are two right turn lanes on westbound Welch onto Rock Springs Rd. We've been there, done that. Already proven not to be effective. Why are we doing it again? Don't we learn from previous experience?

Just concerned!

Steve


Marco's Pizza
Proposed Development
7-Eleven
Walgreens
Fifth Third Bank

From: Nikki Melendez
To: Kennedy Sumner-Snell
Subject: Fwd: [External] RE: Rock Springs and Welch
Date: Thursday, October 13, 2022 8:21:40 AM

Just in case you did not receive this.

Get Outlook for iOS

From: Taylor Laurent <TLaurent@metroplanorlando.org>
Sent: Thursday, October 13, 2022 8:20 AM
To: vmalasjr <vmalasjr@earthlink.net>
Subject: [External] RE: Rock Springs and Welch

Hello Victor,

On behalf of MetroPlan Orlando, thank you for your participation in the Rock Springs Road Study and West Orange Trail Extension Study public meeting and for sharing your comments with us. To better manage vehicular access points to adjacent land parcels along the corridor, an access management study was conducted for Rock Springs Road and several access changes have been incorporated into the proposed design. Effective access management presents fewer challenges to drivers, which ultimately improves the flow of traffic, reduces congestion, and improves safety conditions. For example, as you mentioned vehicles are currently still making a prohibited left turn out of and into the southern Wekiva Plaza Entrance (Publix). The proposed design includes a raised traffic separator along Rock Springs Road which will provide a physical obstruction preventing the movements in the future.

Regarding the new proposed signal at the northern Wekiva Plaza Entrance (Publix/McDonalds), the new signal will serve as a solution for many needs of the corridor. 1) Due to the proposed access changes to the Wekiva Plaza, both along Rock Springs Road and Welch Road, a signal will assist with the added traffic that will be redirected to the northern entrance. 2) The City is working with development planners for the properties along the west side of Rock Springs Road, to provide similar access to the planned signal. 3) Based on pedestrian activity and the current lack of a pedestrian crossing between Welch Road and Lester Road, the new signal will serve as a protected crossing location for pedestrians.

Regarding your question about the access of the new development in the northwest corner of Rock Springs Road and Welch Road, we have been in coordination with the City and have included the currently planned access points for this development in the study concept plans. The development is planning for one right in/right out access point on Rock Springs Road towards the north edge of the parcel, one right in only access point along Rock Springs Road north of Welch Road, and one right in/right out access point along Welch Road. Vehicles exiting the property heading north along Rock Springs Road would need to exit from the Rock Springs Road right out, enter the leftmost southbound left turn lane and conduct a U-turn at the Welch Road intersection. Larger vehicles unable to negotiate the U-turn have the option to exit on Welch Road and travel west to Vick Road to travel north. Vehicles exiting the property heading east on Welch Road would need to exit from the Rock Springs Road right out, enter either

southbound left turn lane, and make a left turn onto Welch Road.

We sincerely appreciate the feedback you have provided. If you haven't already, we encourage you to take the survey by visiting MetroPlanOrlando.org/RockSprings. The feedback received from the public meeting and survey, along with local agency input, will be utilized to refine and finalize the studies' recommendations. The studies are anticipated to conclude in December of 2022. Once completed, the final study reports will be available for download on the study website and an email notification will be sent to the study contact list. At this time, no future project phases are funded.

Sincerely,

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From: vmalasjr <vmalasjr@earthlink.net>
Sent: Friday, September 23, 2022 1:15 PM
To: Taylor Laurent <TLaurent@metroplanorlando.org>
Cc: vmalasjr@earthlink.net
Subject: Rock Springs and Welch

I see there is a new shopping complex being built on the NW corner of Rock Springs Road (RSR) and Welch, how is the ingress and egress going to be handled, especially when someone wants to head North on Rock Springs Road or East on Welch. There is a light and turning lane that will cause a backup if someone wants to head east on Welch coming out of the complex.

Also, will the light really help for the Noeth exit on Rock Springs Road at the Publix and McDonalds? Why don't you just added a turning lane exit there for people wanting to go North on RSR?

Also, people are still trying to turn into the Publix parking lot from RSR, from the South bound turning lane that turns into Welch, this is still causing backups on the turning lane, it must be enforced to prevent this or blocked off completely somehow.

I see a nightmare, congestion, and more accidents in the egress and ingress for that new shopping center on the corner of RSR and Welch. Has this been properly reviewed and studied by traffic engineers? My ferking are no, and therefore another nightmare developing. Please tell me you have a solid good plan to prevent the congestion and headaches.

Victor

Save our Oceans

Rock Springs Road and West Orange Trail Studies

Summary of Comments Received via Phone Calls

The following is a summary of the discussions held with members of the public regarding the Rock Springs Road and West Orange Trail Studies. All phone calls were received by project manager Taylor Laurent.

I. Discussion with Ms. Stephanie Carels (9/9/2022)

- Ms. Carels asked about what the trail would look like if it were to be constructed.
    - I responded that if the trail were to move forward and be constructed, it would be a 12-foot wide asphalt surface at the boundary of the Wekiwa Springs State Park. We do not anticipate any direct impacts to the backyards or properties in Sweetwater Park Village.
- Ms. Carels agreed that the map provided in her letter didn't look like it impacted her property. She then asked if the trail would be directly against the existing park fence.
    - I explained that we have been coordinating with the Wekiwa Springs State Park to hopefully get an easement for the trail on their property. So we would move their fence inwards, making room for the trail on the easement but technically outside of the park boundary.
- Ms. Carels asked if people on the trail would be walking or biking into the park, or if a new admission state would be added.
    - I clarified that anyone using the trail would not have direct access to the state park unless they enter through one of the existing entrances. We are coordinating with the State Park to move the fence inwards, so that anyone using the trail will still be fenced outside of the preserved areas.
- Ms. Carels asked if there would be a fence between the trail and her backyard, or if she would be expected to fence her own property.
    - I replied that we are looking for feedback on that very question and why we wanted to be sure to hear from her and other residents of Sweetwater Park Village. The current recommendation does not include a fence between the trail and Sweetwater Park Village, but should include space for a landscaping barrier.
- Ms. Carels asked when the trail would be constructed.
    - I explained that we are currently in the planning phase of the study and looking for feedback on the recommended alternatives. The next phase would be design, where specific items such as how many inches of asphalt are needed, what kind of fencing should be installed, and continuing to work with the state park on the potential easement. If all steps were to go perfectly, the design phase would take about two years to complete. It will likely be a minimum of five years before construction could take place.
    - Ms. Carels was surprised by this.
- Ms. Carels was grateful for the opportunity to ask her questions, and said she planned to attend the upcoming public meeting on 9/22/22.

II. Discussion with Mr. William Smith (9/21/2022)

- Mr. Smith explained that he lives in the Sweetwater Park Village neighborhood and expressed his preference for the proposed Welch Rd Trail Spur to follow Welch Rd onto

Wekiwa Springs Rd instead of following the Wekiwa Springs State Park boundary and traveling behind his neighborhood.

- He asked questions about the what the trail could look like along either alternative (i.e. fencing, width, location / distance from backyards, etc.).
    - I explained that if the recommended alternative were to move forward, the trail would follow the Wekiwa Springs State Park boundary along an easement that is being discussed with the State Park now. The park has been very positive during discussions about the potential easement and the trail route. The trail along this alignment would not be expected to directly impact residential backyards. The study does not currently recommend a fence between the trail and Sweetwater Park Village, but should include space for a landscaping barrier. We are actively seeking feedback on resident's potential desire for a fence.
    - The second alternative, which was not recommended to move forward, would effectively create a wide sidewalk along Welch Rd as it transitions to Wekiwa Springs Rd until reaching the Wekiwa Springs State Park entrance. There would be significantly more driveway crossings and interactions with vehicles along this alternative path.
- Mr. Smith asked if people on the trail would be walking or biking into the park, or if a new admission state would be added.
    - I clarified that anyone using the trail would not have direct access to the state park unless they enter through one of the existing entrances. We are coordinating with the State Park to move the fence inwards, so that anyone using the trail will still be fenced outside of the preserved areas.
- Mr. Smith also asked about the future of the trail and when it would be constructed.
    - I explained that we are currently in the planning phase of the study and looking for feedback on the recommended alternatives. The next phase would be design, where specific items such as how many inches of asphalt are needed, what kind of fencing should be installed, and continuing to work with the state park on the potential easement. If all steps were to go perfectly, the design phase would take about two years to complete. It will likely be a minimum of five years before construction could take place.

III. Discussion with Mr. Reggie Kornegay (9/21/2022)

- Mr. Kornegay requested a detailed explanation of the proposed Welch Road Trail Spur, which would be located near his property on Welch Road. He owns an assisted living facility on Welch Road, and wanted to know more about what changes would occur in the area if the Welch Road Trail Spur were to be constructed.
    - I explained that the trail is recommended to be a 12 foot asphalt trail on the north side of Welch Road, and that there would be minor roadway modifications near the intersection of Welch Road with Ustler Road.
- I asked where Mr. Kornegay's property was located alogn Welch Road.
    - He could not recall the specific address, so I stated in general terms that the minor roadway modifications would involve shifting the roadway south, staying within the existing right-of-way, in order to accommodate the trail on the north side of Welch Road.
    - I asked
- Mr. Kornegay advised the study team of a presence of a water backflow

IV. Discussion with Mr. Craig Pasek (10/5/2022)

- Mr. Pasek expressed his support for the trail alignments recommended at the public meeting, and requested that bike lanes also be considered along Rock Springs Road, Welch Road, and Ponkan Road. He stated that trails cannot accommodate large groups of cyclists, such as the group he participates with, in addition to pedestrians and should be accommodated using bike lanes instead.
- Mr. Pasek also explained the need for bike lanes on Wekiwa Springs Road, east of the Wekiwa Springs State Park Entrance (Orange and Seminole Counties). He stated that Wekiwa Springs Road was more dangerous for cyclists than any other in the area.
- Mr. Pasek asked when the trails would be built.
    - I explained that we are currently in the planning phase of the study and looking for feedback on the recommended alternatives. The next phase would be design, where specific items such as how many inches of asphalt are needed, what kind of fencing should be installed, and continuing to work with the state park on the potential easement. If all steps were to go perfectly, the design phase would take about two years to complete. It will likely be a minimum of five years before construction could take place.
- I thanked Mr. Pasek for his feedback and attendance at the public meeting, and let him know that his comment would be included in the project record.

Rock Springs Road and West Orange Trail Studies

Summary of Comments Received via Phone Calls

10/20/2022 Ms. Leigh An Whalen

- Discussed if there would be a fence between the trail and her backyard.
    - I replied that we are looking for feedback on that very question and why we wanted to be sure to hear from her and other residents of Sweetwater Park Village. The current recommendation does not include a fence between the trail and Sweetwater Park Village, but should include space for a landscaping barrier.
    - Ms. Whalen explained that she is interested in options that would still provide a view of the park and wildlife, while also protecting her sense of privacy and security.
    - We discussed that if the current alignment were to move forward as the final recommendation for the study, additional engagement would be performed with landowners about the trail and potential fencing/vegetation barriers. We discussed that on some portions of the West Orange Trail, between Winter Garden and Lake County, the trail is directly behind homes. In these areas, some homeowners did not fence their backyards, some chose to install privacy fences, others used smaller fences with wider gaps between the pickets (more to keep a dog in the backyard than privacy), while other homeowners planted bamboo and other tall plants to create a visual barrier between their backyard and the trail.
- Discussed that there would continue to be fencing between the trail and the state park property. The specific type of fencing has not yet been determined, and would be selected during the design phase if the project were to move forward.
- Ms. Whalen shared her conrners for the trail, including:
    - Security for neighborhood residents and people using the trail
    - People parking within her neighborhood to access the trail or idling within her neighborhood while waiting for the state park to open.
- Discussed coordination efforts with Wekiwa Springs State Park.
    - The park has coordinated with Orange County about a potential trail for several years and are open to building a trail along the park boundar. An easement from the par, if granted, would likely include stipulations about fencing, service raods, fire breaks,and other topics. Once an alignment has been selected from the planning study, if/when the project moves forward into the design phase, a specific agreement would be written and cost estimates for future construction would updated at that time.
    - The park was amenable to a potential trail along the existing park boundary. They did not want the trail to provide new access points (new entrances) to the state park. They also expressed that the trail could not traverse through the park in order to preserve existing park facilities (campgrounds, trails, etc.) and limit disturbances to local wildlife.

10/20/2022 Mr. Anthony Mancuso

- Mr. Mancuso explained that he is a local property appraiser and that he is not in favor of the Welch Road trail alignment that is proposed behind Sweetwater Park Village. He feels that the trail would reduce property values for the homes and properties directly adjacent to the Welch Road trail alignment and is concerned for residents' privacy.

10/20/2022 Ms. Aaron Blaise

- Ms. Blaise explained that she does not support the trail alternative proposed behind Sweetwater Park Village. She is a resident and believes that the trail will negatively impact wildlife, impede wildlife movement in the area, and create significant negative impacts to her family's property. She continued to explain that she is in favor of a bike route, but not the proposed alternative behind Sweetwater Park Village.
- Discussed that fencing between the trail and resident yards has not yet been determined. The project is currently in the planning phase, and is intended to recommend an acceptable route for the trail. The study team is looking for feedback on the topic of fencing and are grateful to hear the thoughts of local residents within Sweetwater Park Village.
- Explained that once the planning study is finished, and if funding becomes available for the project design, then there would be additional public engagement efforts and specific conversations about fencing opportunities. Funding is not yet available for design or construction.

Meeting Notes

Place: City Commission Meeting

Date: January 19, 2022 Notes Taken by: Kennedy Sumner-Snell

Project #: 63383.13 Re: Agency Update Meeting: Rock Springs Road Corridor Study and West Orange Trail Extension Study

ATTENDEES

Lara Bouck, MetroPlan Orlando	Taylor Laurent, MetroPlan Orlando	Brian Sanders, Orange County Transportation Planning
Pamela Richmond, City of Apopka Planning and Zoning	Amy Sirmans, VHB	Kennedy Sumner-Snell, VHB
Mayor Bryan Nelson, City of Apopka	Commissioner Alexander Smith, City of Apopka	Commissioner Doug Bankson, City of Apopka
Commissioner Diane Velazquez, City of Apopka	Commissioner Kyle Becker, City of Apopka	

Pam began the meeting by welcoming everyone. She introduced herself as the transportation coordinator for the City of Apopka and conducted introductions of the study team group. Once everyone had a chance to introduce themselves, Lara introduced the project on behalf of MetroPlan Orlando and the study team, then Amy presented the presentation slides. A summary of the discussion is provided below:

The following is a summary of discussions had during the presentation:

- Commissioner Becker asked, regarding phasing, can you walk us through the timeline of the different stages of the study?
  - Amy responded that following planning, the study will go into the design phase. Depending on who is doing the design, available funding, and right-of-way needs, the design phase could last two years, and it could be another 6-8 years before construction is completed.

- Commissioner Bankson indicated that he prefers Alternative 1. The westbound loading lane on Sandpiper St is too short. Many people will go around the queue to get to the left turn lane.

- Commissioner Becker asked if the study team is working with the new development on the corner of Rock Springs Road and Welch Road regarding the additional turn lanes.
  - Amy responded the developers offered 12-feet of right-of-way to help with the turn lane. The development is being considered an existing condition in the study.

- Commissioner Becker asked if interconnectivity is being forced with the Dollar General and other places on Rock Springs Road to allow for free-flowing traffic.
  - Amy responded the goal here is to have everyone at the signal.

- Commissioner Becker asked what kind of conversations are going on between the city and county about final costs?
  - Brian responded the county is looking to put this project on MetroPlan's priority list by grouping smaller projects together. Doing so would total 4-million dollars. The county will look for other opportunities for funding along the way.

- Commissioner Becker asked how do we influence the privatization of projects?
  - Brian responded that MetroPlan is working hand in hand with the City of Apopka throughout this project. When the county submits applications, the goal is to get the most points possible in the privatization process. Including portions of the trail project would give the application maximum points.
  - Commissioner Becker asked if the board could get a copy of the points process.

- Commissioner Velazquez noted her excitement for the proposed alternatives at Welch Road. Vehicles will cross over in the middle of the roadway and race out of subdivisions when making left or right turns.
  - Amy agreed, the study team witnessed many times during field review that people are crossing whenever they can.

- Commissioner Smith asked if the Publix entrance closest to Welch Road will be closed off.
  - Amy responded no, vehicles can make a right turn into the plaza, and vehicles can also make right turns out of the Publix property.
  - Commissioner Smith asked will there be a raised median there?
  - Amy answered yes.

- Commissioner Smith indicated there is a school bus stop at the Citgo. There is not enough landscape for the kids to wait for the bus, so they often are waiting in the road. Asked if the study team can look into a solution for this during the design phase.
  - Amy responded yes; we can look into it.

- Commissioner Velazquez asked if the presentation can be found online.
  - Mayor Nelson responded the commission can post it to the City of Apopka's website.

ACTION ITEMS

- Evaluate options to improve the staging area for the school bus stop in front of the Citgo.
- Brian Sanders to provide the board the MetroPlan points process.

Meeting Notes

Place: City of Apopka City Hall
120 E Main St, Apopka, FL 32703
Date: January 19, 2022 Notes Taken by: Nikki Melendez

Project #: 63383.13 Re: Agency Update Presentation: Rock Springs Road Corridor Study and West Orange Trail Extension Study – Prior to Virtual Public Meeting

City of Apopka Development Review Committee

ATTENDEES

Bobby Howell, Planning & Zoning	Pam Richmond, Planning & Zoning	Richard Earp, Engineering
Naret Teran, Public Services	Michael McKinley, Police Dept	Scott Adams, Building Safety
Brian Bowman, Fire Dept	Lara Bouck, MetroPlan Orlando	Taylor Laurent, MetroPlan Orlando
Amy Sirmans, VHB	Nikki Melendez, VHB	

This update presentation was part of the regularly scheduled City of Apopka Development Review Committee (DRC) Meeting. At the start of the presentation, Lara introduced herself as the project manager and introduced the supporting study staff. Following introductions, Amy covered the presentation slides providing an update on the two studies as well as details about the alternatives being considered. This update presentation was held to gather feedback from the DRC prior to the upcoming virtual public meeting. The presentation is included as an attachment. Following the presentation, the DRC members asked questions and made comment to the study team. The following is a summary of the Q&A discussion with the DRC:

- DRC representative comment: Regarding the Welch Road trail route alternative that goes through the Wekiwa Springs Road intersection, the available space along the gas station is very tight. I would not want to ride through that intersection.
- DRC representative question: Is this the same presentation that will be given during the virtual public meeting on January 27th?
  - The study team answered it will be similar, but we plan to go into more details about each alternative. The virtual meeting room will be open immediately following the live virtual presentation, where you can view the presentation at your own pace.
- DRC representative question: Will the large utility pole at the Welch Road intersection need to be relocated for both alternatives?
  - The study team answered yes; in order to utilize the 12 foot right of way dedication of the adjacent property owner, the large utility pole will need to be moved. We anticipate a need to move a total of four utility poles, to align the approaching roadway.
- DRC representative question: Who will pay to relocate the large utility poles?
  - The study team answered we are currently working on those details.
  - DRC representative and study partner Pam Richmond added the county is looking into the agreement with the Duke Energy's to determine if it will be Duke Energy's responsibility.
- DRC representative question: Where would the large utility poles be relocated?

  - The study team answered the poles would be relocated further west, towards the edge of the new right of way dedication.
- DRC representative comment: There is currently a trail along Lester Road.
  - The study team answered we identified the existing trail during our field visits and have incorporated it as one of the alternative alignments for the Ponkan Road trail spur.
- DRC representative comment: Prefers the Ponkan Road trail alignment.
- DRC representative question: Which side of the roadway are you proposing the Ponkan Road trail alignment?
  - The study team answered for the Ponkan Road trail alignment alternative, the trail is proposed to be constructed along the south side of Ponkan Road from Rock Springs Road to Vick Road. At Vick Road, trail crossings would utilize the signalized intersection. The trail would continue west along the north side of the roadway from Vick Road to the Wolf Lake schools.
- DRC representative comment: A mid-block crossing on Rock Springs Road is concerning. It is a multi-lane road and visibility is a concern for vehicles to stop for pedestrians.
  - The study team responded the new signal at the Publix North Entrance will include a protected crossing.
- DRC representative comment: With the new signal at Publix North Entrance, recommend the project start with that protected crossing and assess the need for an additional mid-block crossing near Tanglewood. The Apopka PD can support enforcement of encouraging pedestrian behavior to utilize the signalized crosswalk instead of crossing at an unprotected location.
  - The study team agreed to discuss this approach and will include it as part of the study recommendations.
- DRC representative question: Will lighting be improved on Park Avenue prior to this project?
  - DRC representative and project partner Pam Richmond responded yes; Duke Energy is working on a list of locations for lighting improvement. We do not know when, but it is planned to be improved.
- DRC representative comment: While Duke Energy is improving the lighting on Park Avenue, it might be beneficial to have them relocate the poles needed for the Sandpiper Road realignment.
  - DRC representative and project partner responded the timing of the realignment is expected to be 2 years out and the lighting improvements are expected later this year.
- DRC representative question: With the proposed Welch Road trail alignment, will the stone wall near Cedar Glen Drive require relocation?
  - The study team responded the plan is to avoid the wall and have included in the conceptual plans to shift the roadway in that area to provide room for the new trail alignment.
- DRC representative question: Are there plans in the future to widen Welch Road in this area?
  - DRC representative and project partner Pam Richmond responded no.
- DRC representative question: Regarding the westbound dual right turns proposed at the Welch Road and Rock Springs Road intersection, haven't we tried this configuration and it did not work?
  - DRC representatives responded we previously converted the westbound through lane to a shared through right lane, but experienced issues with driver behavior and improper use of the lane configuration. These improvements proposed dedicated dual right lanes, separating the dual rights from the through traffic. Modifications to the curb radius will also assist with the safety of drivers maneuvering the dual right turns.
- DRC representative comment: Please consider fire trucks for design vehicles when designing the dual right turn lanes.

- DRC representative question: You've included two through lanes eastbound and westbound on Welch Road requiring vehicles to merge once through the intersection, that is a lot of traffic that will need to merge and will create a raceway for people trying to merge ahead of others. Can you determine the length needed to merge?
    - The study team responded yes; we utilize future traffic and also considered driveways in the area to understand where vehicles might need to turn.

Rock Springs Road Study & West Orange Trail Extension Study

Agency Update Presentation

January 19, 2022





Meeting Agenda

1. Introduction
2. Rock Springs Road Strategies & Alternatives
3. West Orange Trail Extension Alignment Alternatives
4. Next Steps and Study Schedule

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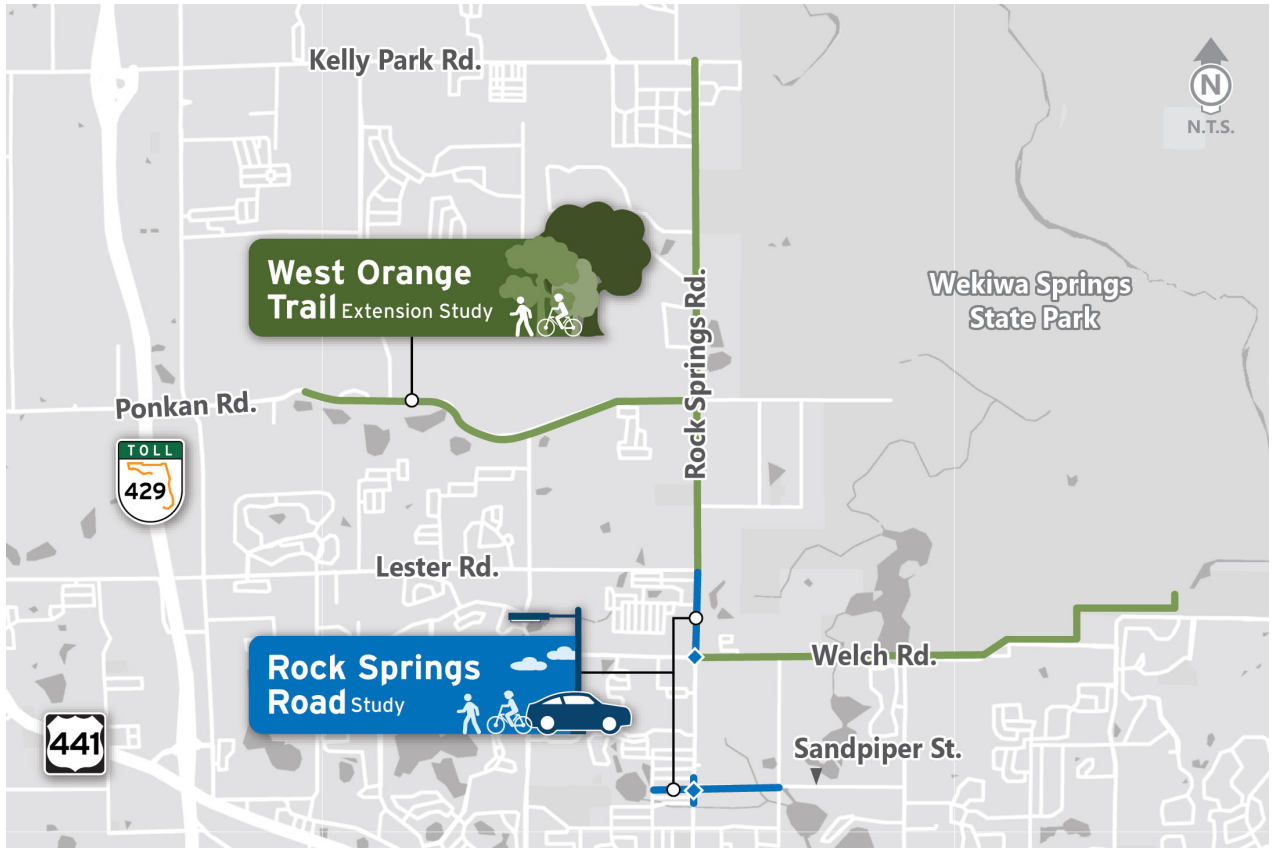
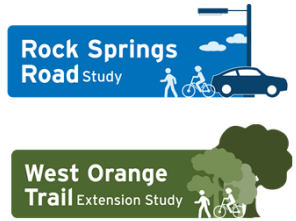
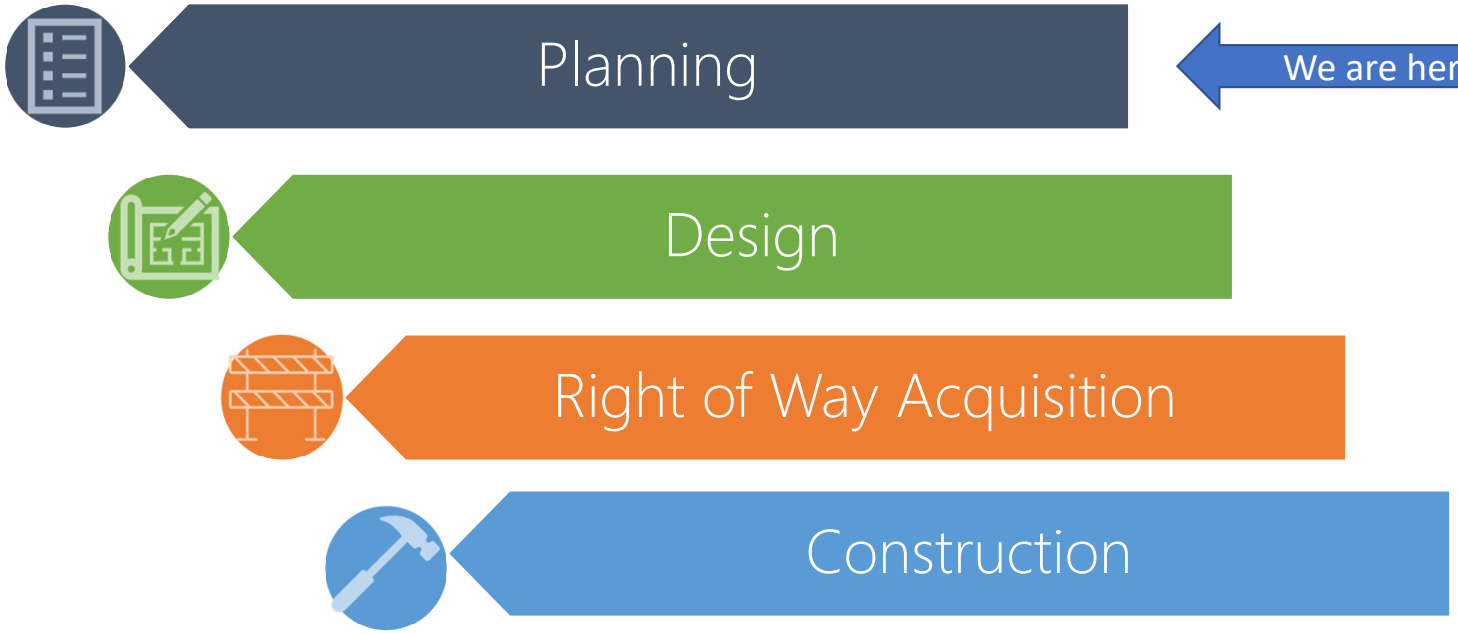
Project Location



Project Life Cycle





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Rock Springs Road Study

Strategies & Alternatives

Rock Springs Road Study Purpose



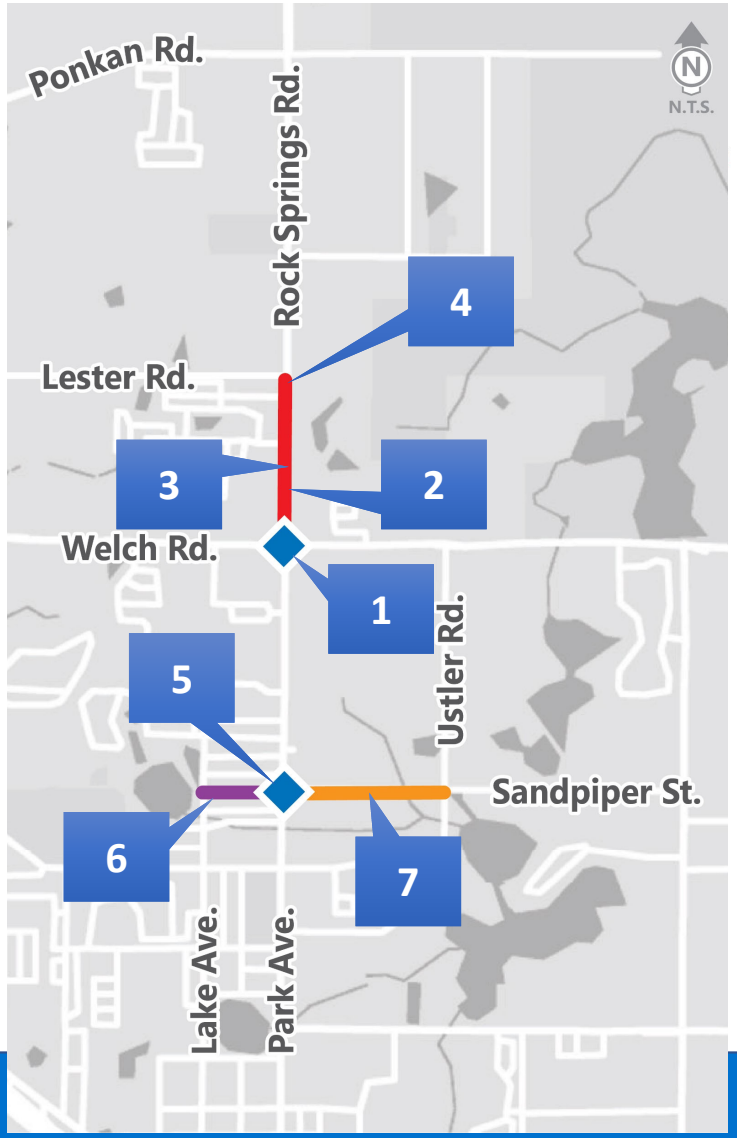
The purpose is to evaluate the following:

- Safety and access improvements along Rock Springs Road
- Options at the Rock Springs Road and Welch Road intersection
- Realignment and signalization at the Sandpiper Street and Park Avenue intersection
- Additional sidewalks along Sandpiper Street from Lake Avenue to Ustler Road

Proposed Improvements

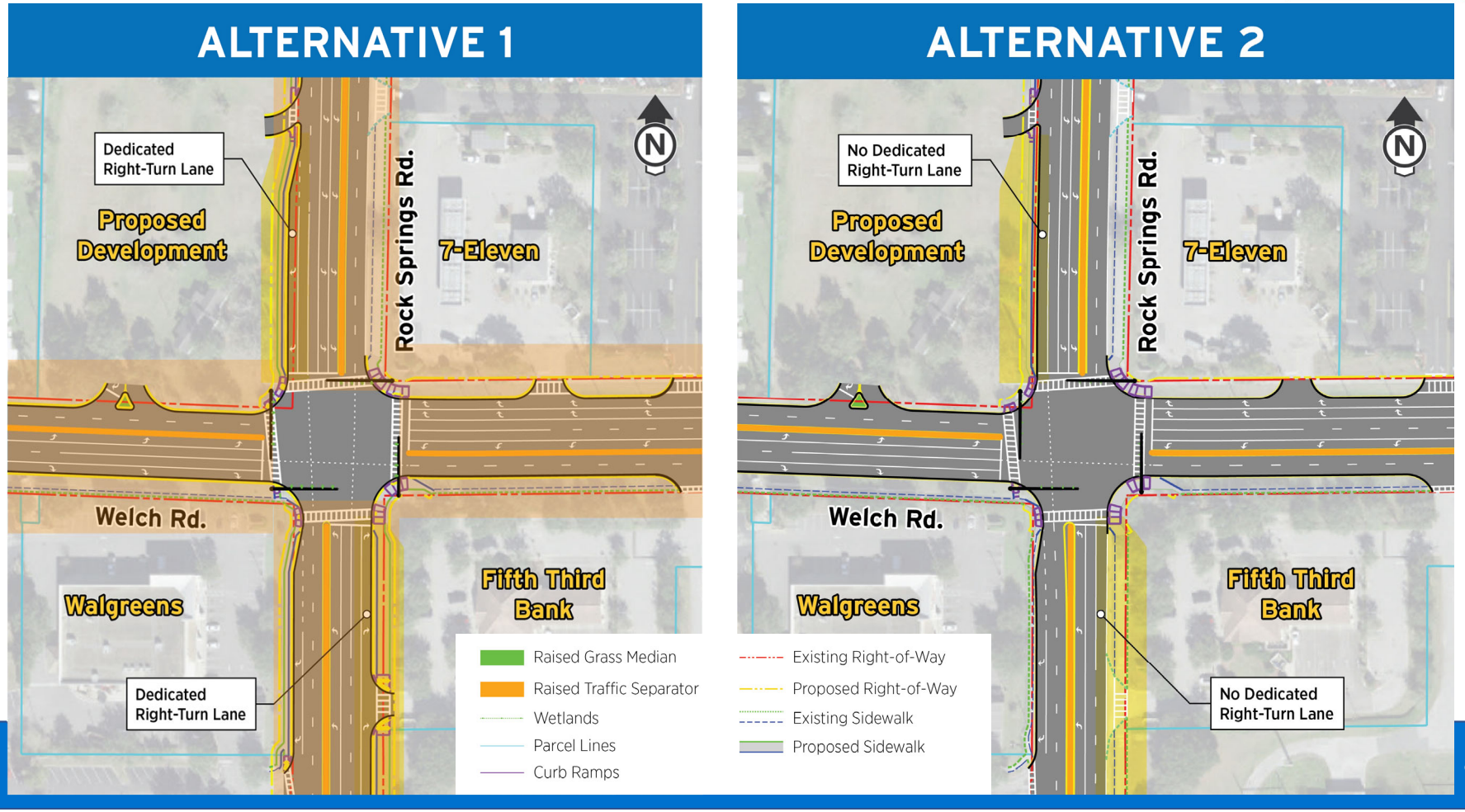
The following options are under consideration to improve operations and safety as part of the Rock Springs Road Study:

1. Additional turn lanes and traffic control separators at the intersection of Welch Road at Rock Springs Road (two alternatives)
2. New signal at Publix North entrance (two alternatives)
3. New mid-block crosswalk south of Tanglewood Drive
4. Minor intersection updates at Lester Road and Rock Springs Road
5. Sandpiper Street realignment and new signal at Park Avenue intersection
6. New sidewalk along north side of Sandpiper Street to Lake Avenue
7. New sidewalk along south side of Sandpiper Street to Ustler Road



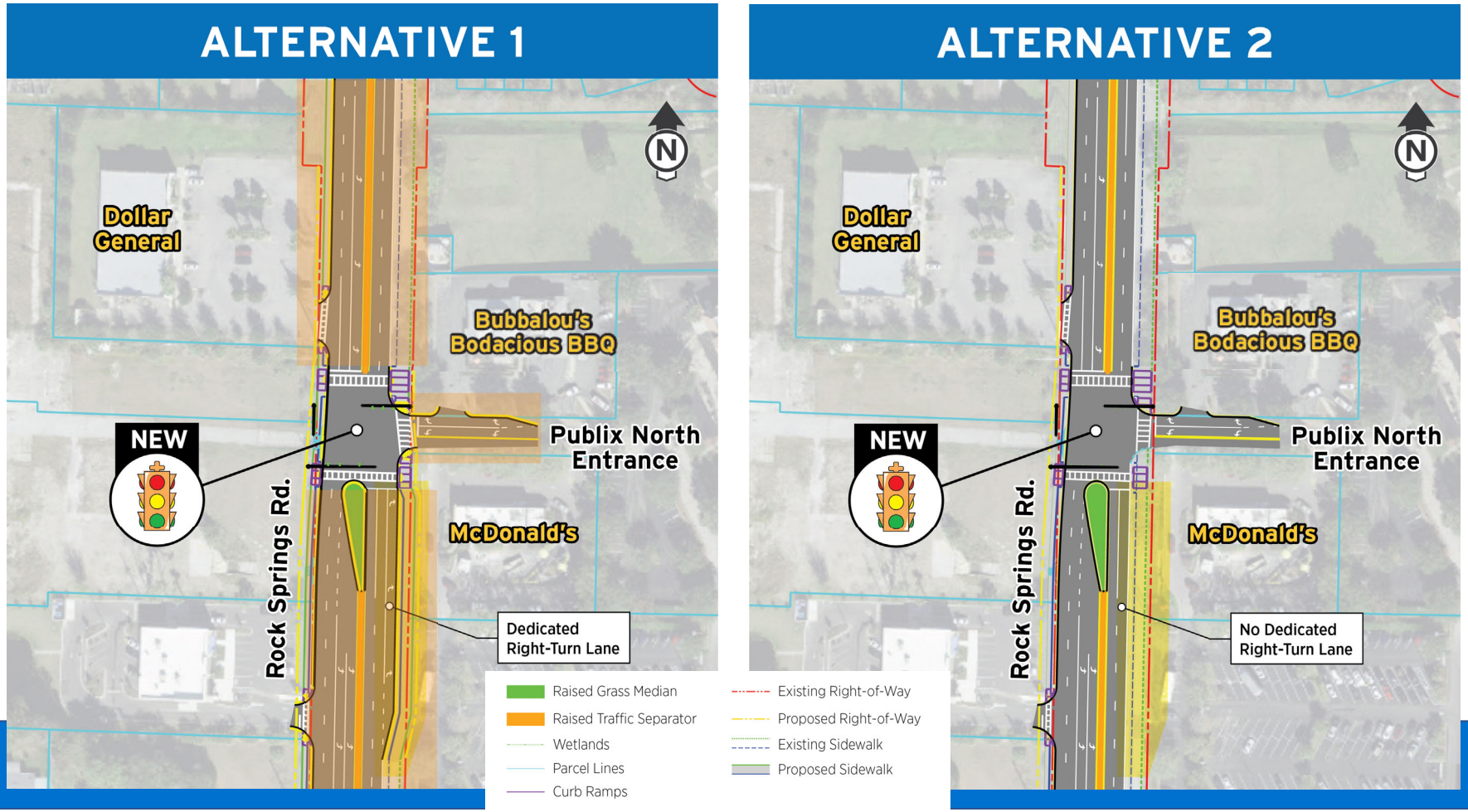
Welch Road Intersection Alternatives

Rock Springs Road Study



Signal at Publix North Entrance Alternatives

Rock Springs Road Study

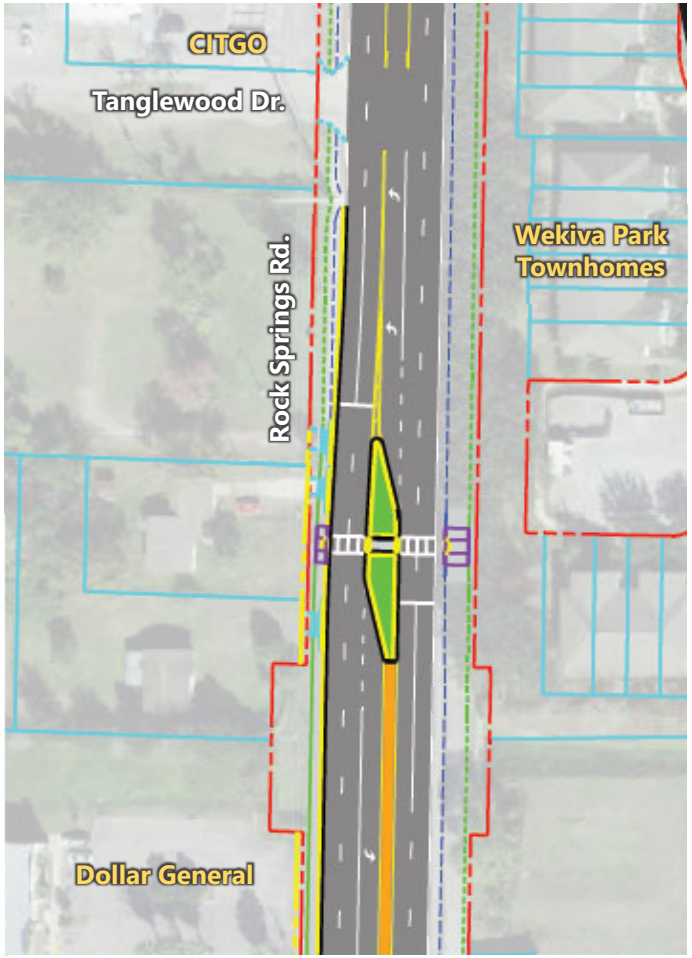


Mid-block Crosswalk

New mid-block crosswalk south of Tanglewood Drive

- Includes raised median island with landscape opportunities
- Use of Rectangular Rapid-Flashing Beacons (RRFBs) to increase safety for pedestrians

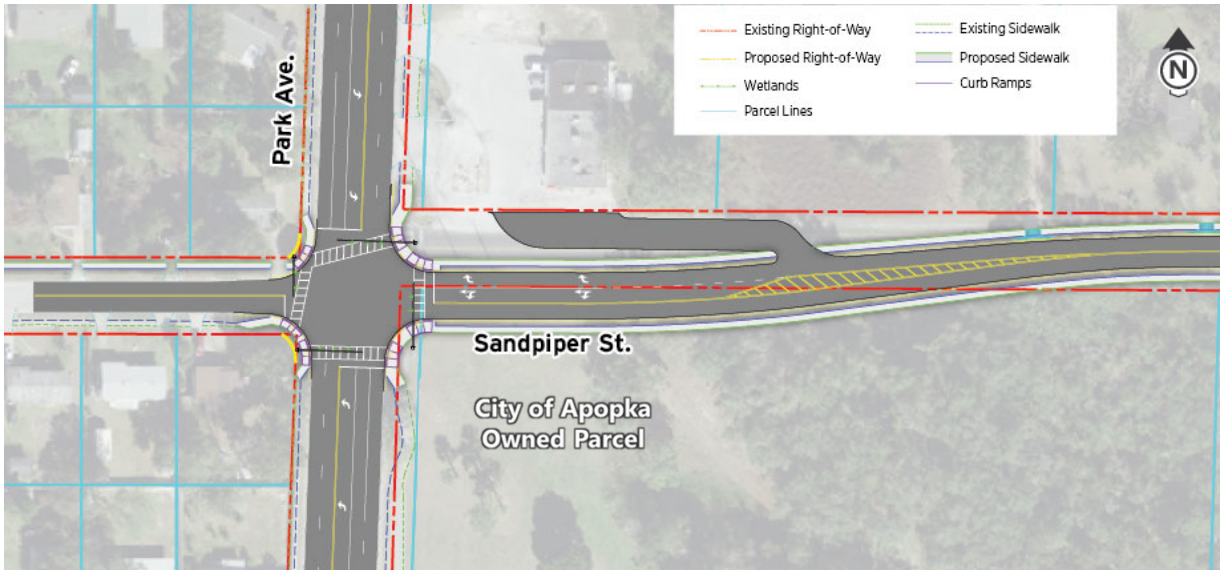




Rock Springs Road Study

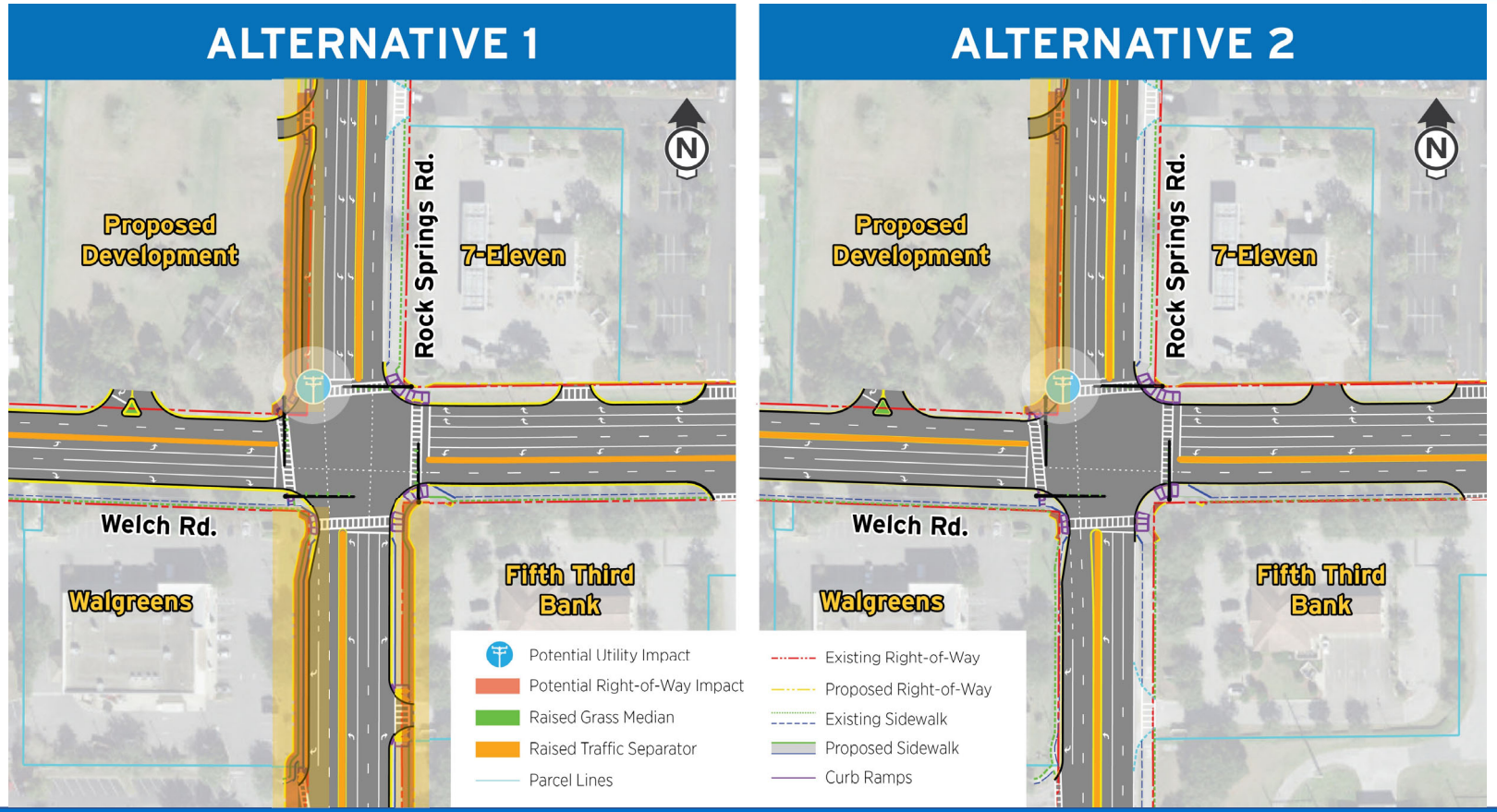
Sandpiper Street at Park Avenue

- Realign the east leg of Sandpiper Street
- Signalize intersection at Sandpiper Street and Park Avenue
- Construct new sidewalk on Sandpiper Street:
  - Along north side from Lake Avenue to Park Avenue
  - Along south side from Park Avenue to Ustler Road



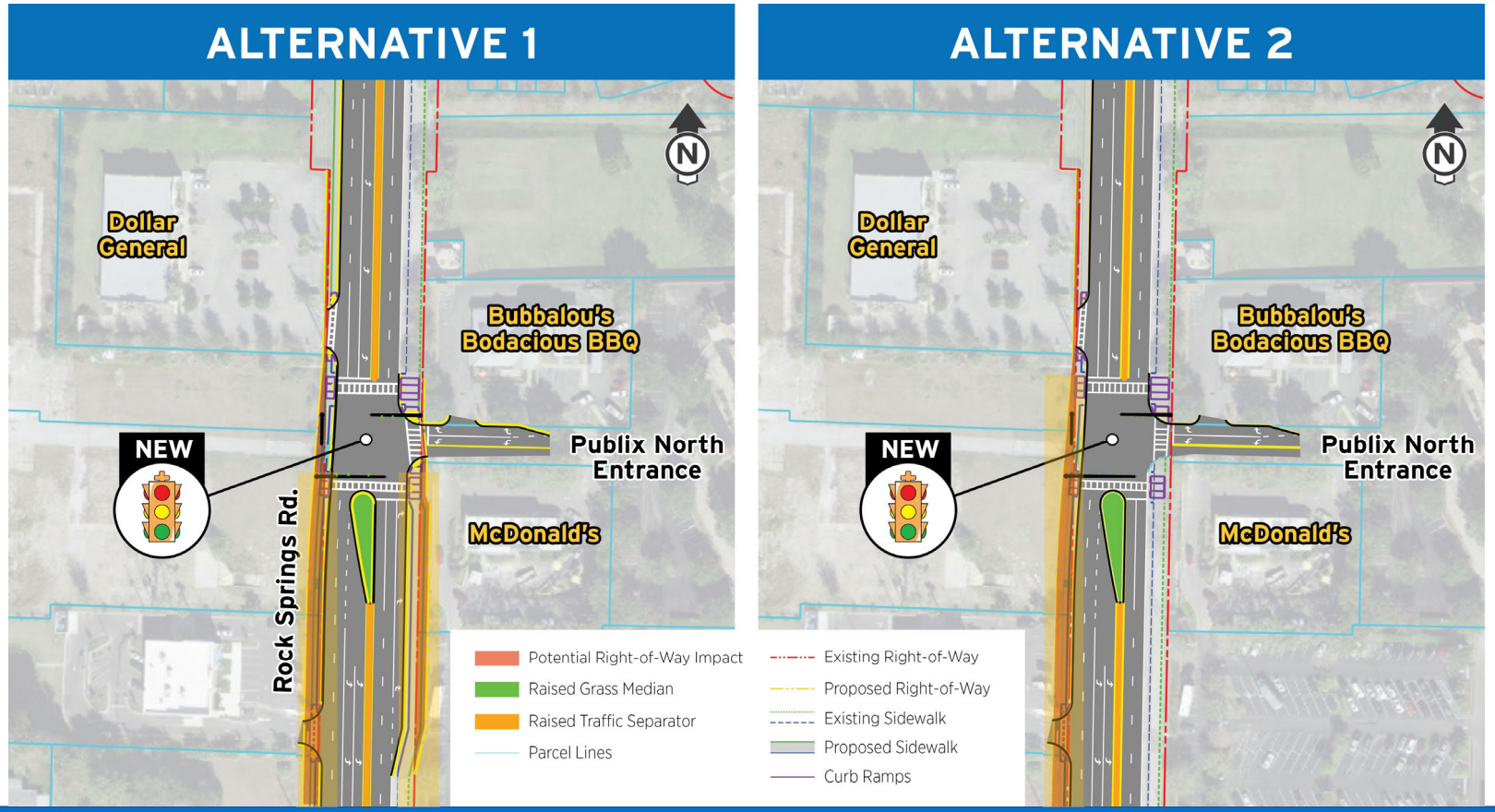
Potential Impacts at Welch Road Intersection

Rock Springs Road Study



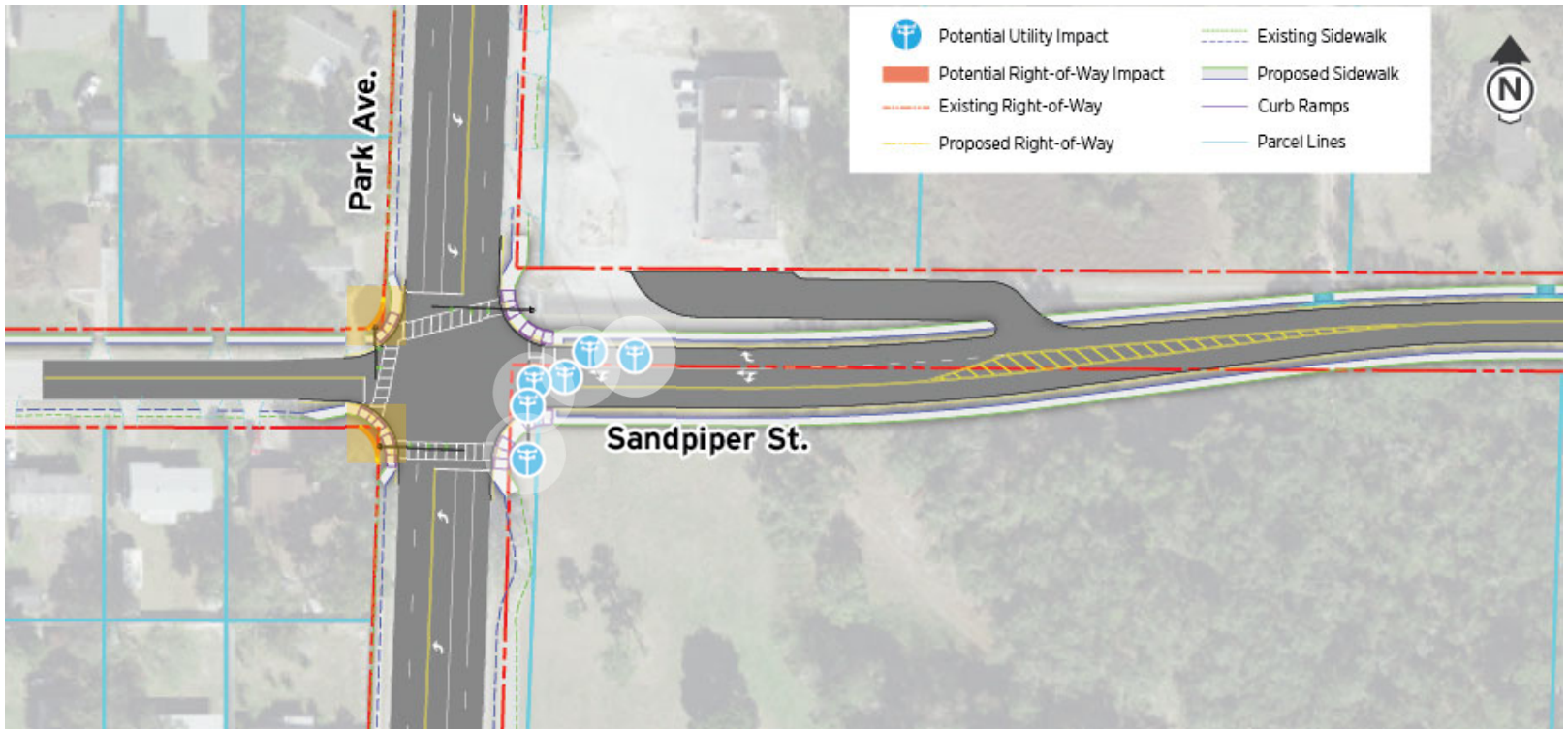
Potential Impacts at Publix North Entrance

Rock Springs Road Study



Potential Impacts at Sandpiper Street

Rock Springs Road Study



Existing Traffic Operations

- Target Level of Service (LOS) E
- Existing traffic analysis shows the study area intersections not operating at acceptable levels.



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Future Traffic Projections – Year 2045 (No Build)

- Future 2045 No Build – anticipated traffic quality if no improvements are made to the corridor and study intersections



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Build Traffic (Alternative 1)

- Future 2045 No Build VS Build
- All operations within Target LOS E in 2045 Build conditions
- Reduced overall delay at Welch intersection by 78% (2045 AM) and 76% (2045 PM)



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Build Traffic (Alternative 2)

- Future 2045 No Build VS Build
- All operations within Target LOS E in 2045 Build conditions
- Reduced overall delay at Welch intersection by 74% (2045 AM) and 72% (2045 PM)
- Welch Intersection operates sufficiently but has more failing movements



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West Orange Trail Extension Study

Alignment Alternatives

West Orange Trail Extension Study Purpose

The purpose of this study is to evaluate options for connecting the existing West Orange Trail to:

- The proposed Wekiva Trail
- The Wekiwa Springs State Park Entrance and Wekiva River Blueway Trail
- Wolf Lake Elementary and Middle Schools and the City of Apopka's Northwest Recreation Complex.

Overview of Alternatives

West Orange Trail Extension Study

- Proposed West Orange Trail
- Proposed West Orange Trail - Alternative
- Existing West Orange Trail
- Wekiva River Blueway Trail
- Proposed Wekiva Trail
- Existing Wekiva Trail

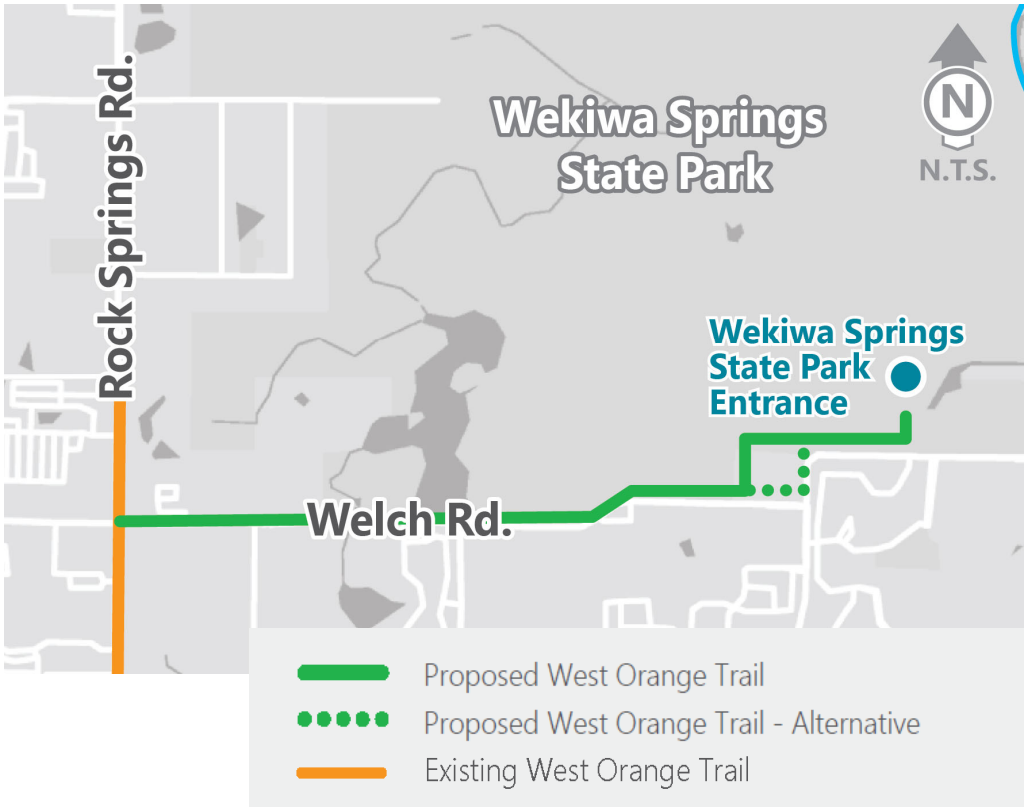


Welch Road Alignments

West Orange Trail Extension Study

Alternative Alignments

- Welch Road and Wekiwa Springs State Park Boundary
- Welch Road and Wekiwa Springs Road

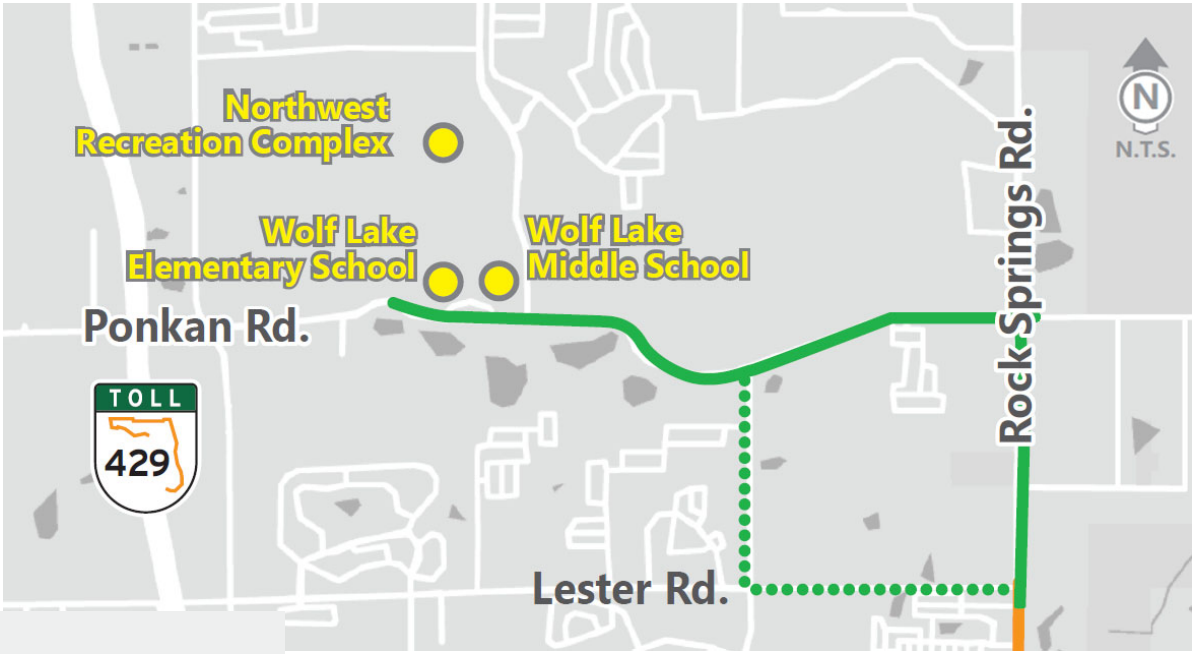


Ponkan Road Alignments

West Orange Trail Extension Study

Alternative Alignments

- Along Ponkan Road
- Lester Road (existing bike trail) & Vick Road



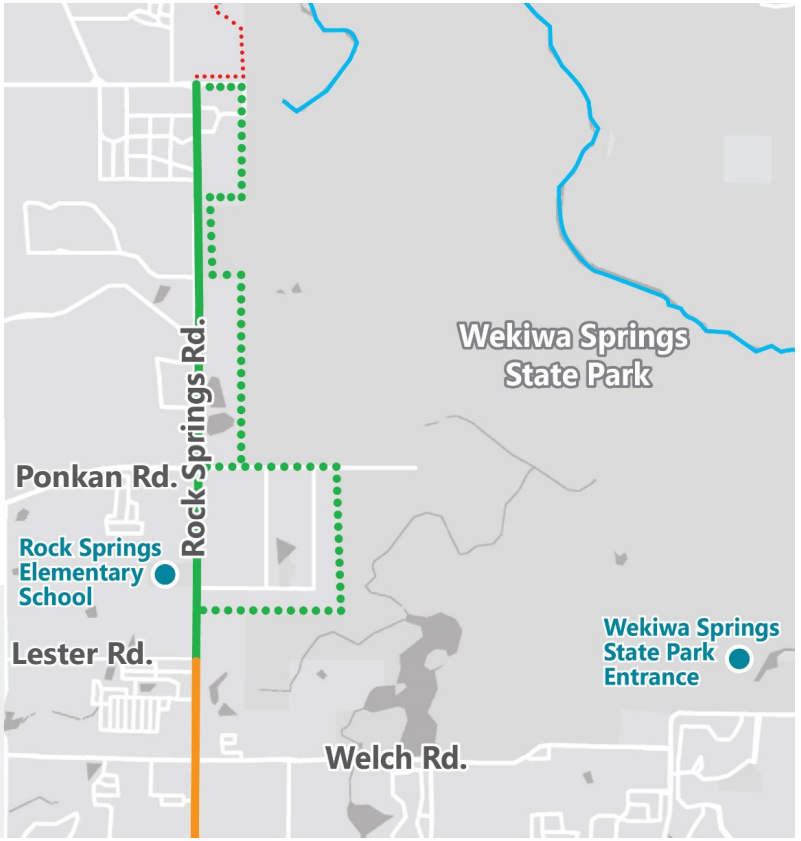
Proposed West Orange Trail
Proposed West Orange Trail - Alternative
Existing West Orange Trail

Rock Springs Road Alignments

West Orange Trail Extension Study

Alternative Alignments

- Rock Springs Road (east side)
- Wekiwa Springs State Park Boundary



Proposed West Orange Trail
Proposed West Orange Trail - Alternative
Existing West Orange Trail
Wekiva River Blueway Trail
Proposed Wekiva Trail

Potential Impacts

West Orange Trail Extension Study

Welch Road

- Will require additional right of way
- May require roadway modifications in some areas to accommodate trail

Ponkan Road

- 2.18 Acres of right of way impact on Ponkan Road
- 1.56 Acres of right of way impact via Lester Road

Rock Springs Road

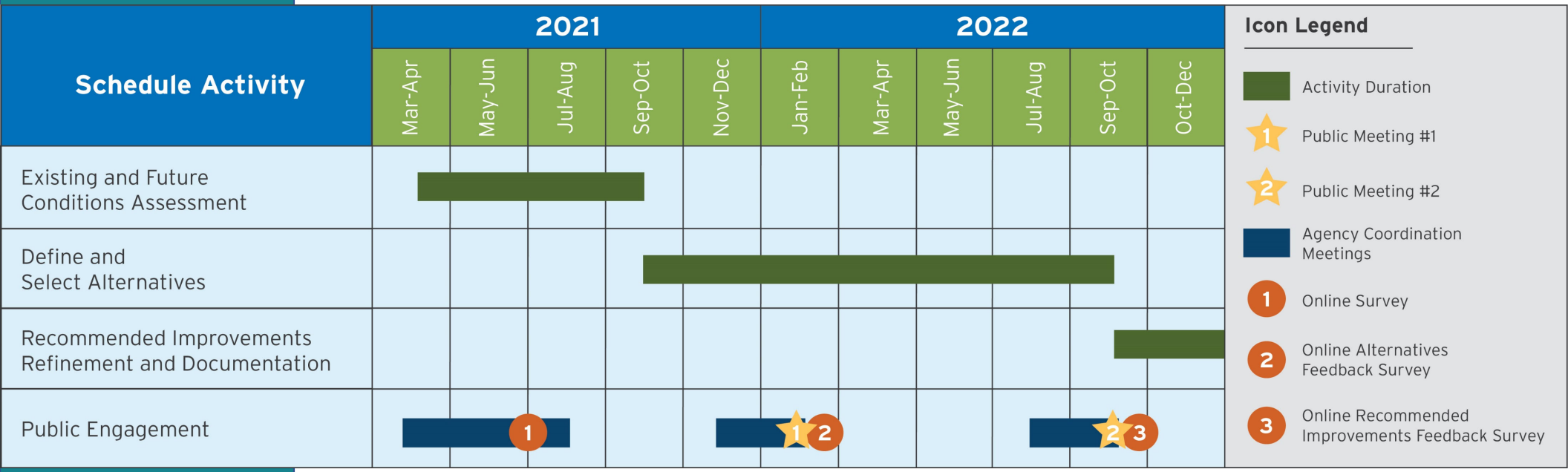
- On road trail will require additional right of way
- Trail within park will require coordination with and approval from the park







Study Schedule



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Upcoming Meeting

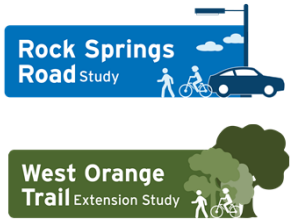
Public meeting scheduled

- Live virtual meeting on January 27, 2022, at 6 p.m.
- Register on study website
- Virtual meeting room with recording of live meeting will be open through February 28, 2022

MetroplanOrlando.org/rocksprings



Contact Information:



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Rock Springs
Road Study


West Orange
Trail Extension Study

Meeting Notes

Place: Apopka City Hall

Date: August 17, 2022 Notes Taken by: Kennedy Sumner-Snell

Project #: 63383.13 Re: Apopka City Council Update Presentation: Rock Springs Road Corridor Study and West Orange Trail Extension Study

ATTENDEES

Taylor Laurent, MetroPlan Orlando (Project Manager)	Amy Sirmans, VHB (Consultant Project Manager)	Pamela Richmond, City of Apopka Planning and Zoning (Project Partner)
City Council:		
Mayor Bryan Nelson, City of Apopka	Commissioner Alexander Smith, City of Apopka	Commissioner Doug Bankson, City of Apopka
Commissioner Diane Velazquez, City of Apopka	Commissioner Nick Nesta, City of Apopka	

Pam began the meeting by welcoming everyone. She introduced the project and project manager from MetroPlan Orlando, Taylor Laurent. Taylor gave an overview of the two studies and introduced Amy, the consultant project manager. Amy provided the update presentation to the City Council. A summary of the discussion is provided below.

The following is a summary of discussions had during the Rock Springs Road Study segment of the presentation:

- Commissioner Nesta: regarding the westbound dual right turn lanes at the Welch Road intersection, how is this improvement better compared with what has been done in the past.
  - Amy: the proposed improvements include adjustments to Welch Road, shifting the roadway south to provide room for the dual right turn lanes, as well as adjustments to the northeast curb radius to provide adequate room for the two vehicles to turn simultaneously. These concepts were drawn up utilizing model vehicle turning software to provide adequate space.

- Commissioner Smith: requested clarification about the location of the right turn lane being included for the Publix Plaza.
  - Amy: the new signal is being recommended at the Publix North Entrance, just north of the McDonald's. The intersection will include a dedicated left turn lane and dedicated right turn lane heading out of the plaza.

- Commissioner Bankson: The Sandpiper Street intersection historically experiences stacking issues for the westbound direction during the evening and asked for clarification on how the proposed road improvements will alleviate this issue.
  - Amy: the proposed intersection improvements currently show a single right turn lane, and a shared thru and left turn lane for the westbound direction.
  - Pam: the realignment and signal design is currently underway. The designer is present and taking notes on these comments and will analyze the traffic to provide what is needed. We have the ROW needed to accommodate. Construction for the signal and realignment will begin next year if the proposed budget is approved.

- Commissioner Velasquez: expressed concern about the intersection where Publix, McDonald's, and Dollar General are located. She asked if the signalized intersection would help with congestion in the area, and if vehicles heading north on Rock Springs Road would be able to turn left into Dollar General.
  - Commissioner Smith: northbound left turns into the Dollar General wouldn't be possible due to the raised traffic separator.
  - Amy: confirmed access to the Dollar General will allow right-in and right-out turns only.
  - Pam: the City Planning and Zoning department is working with property owners in this area to improve access. This includes potentially a shared auxiliary lane to add a west leg to the new signal. Additionally, we have been in talks with the property owners of the former Bubbalou's, they are receptive to relocating the driveway immediately east of the new signal to the back of their property. Access for these surrounding businesses will be different but improved overall. This improvement is more than just a new signal but intended to improve congestion and safety in the area.

The following is a summary of discussions had during the West Orange Trail Extension Study segment of the presentation:

- Commissioner Nesta: asked for clarification on the Welch Road realignment near Ustler Road.
  - Amy: this section of Welch Road is very tight and to the north of the roadway there is a community stone wall that we wanted to avoid impacting. In order to fit the trail along the north side of the roadway and remain within the existing right-of-way, Welch Road will need to be shifted south.
  - Commissioner Nesta: does the proposed design require a curve in the roadway or is this to straighten out the roadway?
  - Amy: yes, a slight curve will added to shift the roadway south for this short segment. The realignment is not to straighten the existing curve.

- Commissioner Nesta: is the proposed path of the Welch Road spur, that runs behind Sweetwater Park Village, on Wekiwa Springs State Park property?
  - Amy: yes, the study team has coordinated with the park, and they are amenable to this option.

- Commissioner Bankson: supports this project and is glad the study will preserve nature and allow for wildlife viewing opportunities in a way that is accessible to the community.

- Commissioner Velazquez: asked about the timeframe of the project, is 2045 the correct date?
  - Amy: clarified that the study team uses the year 2045 to project traffic and confirm the improvements will continue to support the needs through 2045.

ACTION ITEMS

- Study team to send the presentation to City Council board members.

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Rock Springs Road Study & West Orange Trail Extension Study

Apopka City Council Meeting

August 17, 2022





Meeting Agenda

1. Study Progress
2. Rock Springs Road Recommendations
3. West Orange Trail Recommendations
4. Next Steps
5. Closing

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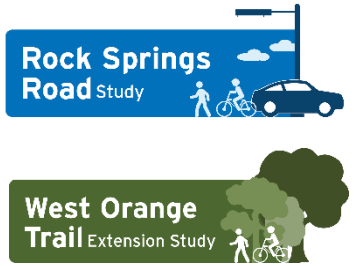
Study Progress

Agency Coordination and Public Outreach



April 2021 — Agency Coordination Meeting #1

To gather input on existing conditions

June - July 2021 — Kickoff Survey

Survey responses received: 627

To gather feedback from the community on issues and local desires

January 27, 2022 — Agency Coordination Meeting #2

To share study alternatives for input prior to Community Meeting #1

January - February 2022 — Community Meeting #1

Live virtual meeting to present study alternatives

Included a supplemental virtual meeting room on website through February

January - February 2022 — Survey #2

Survey responses received: 628

To gather feedback from the community on the alternatives considered

August 2022 — Agency Coordination Meeting #3

To share study recommendations for input prior Community Meeting #2

THIS MEETING — Community Meeting #2

To share study recommendations for public input

Hybrid meeting (in person and virtual)

Will include a supplemental survey (Survey #3)

September 22, 2022 — City Council Meeting #2

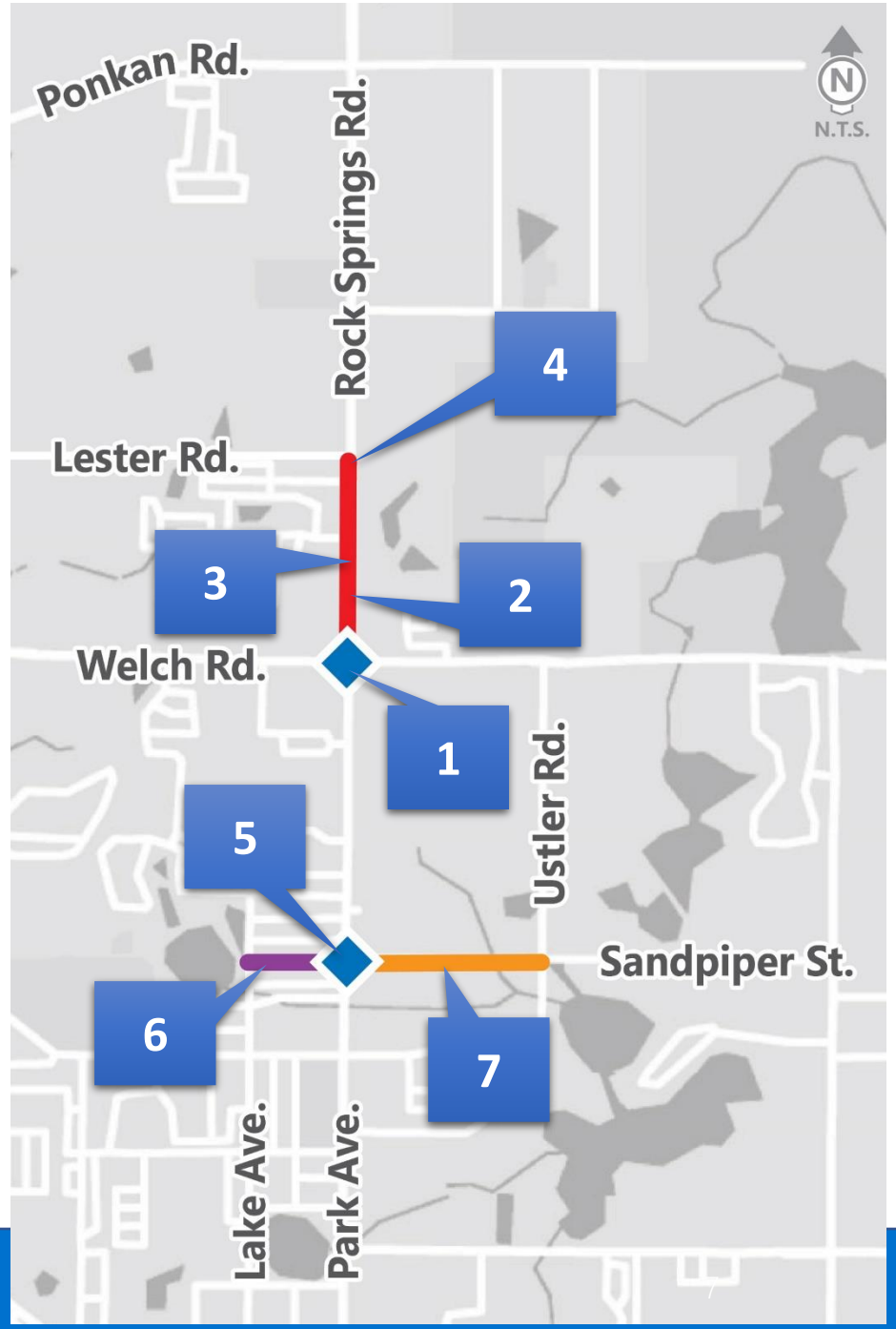
To share study recommendations for input prior Community Meeting #2

Rock Springs Road Recommendations

Recommended Updates

The following updates are under consideration to improve operations and safety as part of the Rock Springs Road Study:

1. Additional turn lanes, raised traffic separators, and sidewalk at the intersection of Welch Road at Rock Springs Road
2. New signal at Publix North entrance
3. New mid-block crosswalk south of Tanglewood Drive (to be considered after new signal at Publix North entrance)
4. Minor intersection updates at Lester Road and Rock Springs Road
5. Sandpiper Street realignment and new signal at Park Avenue intersection
6. New sidewalk along north side of Sandpiper Street from Lake Avenue to Park Avenue
7. New sidewalk along south side of Sandpiper Street from Park Avenue to Ustler Road



Welch Road Intersection

Description of recommended updates

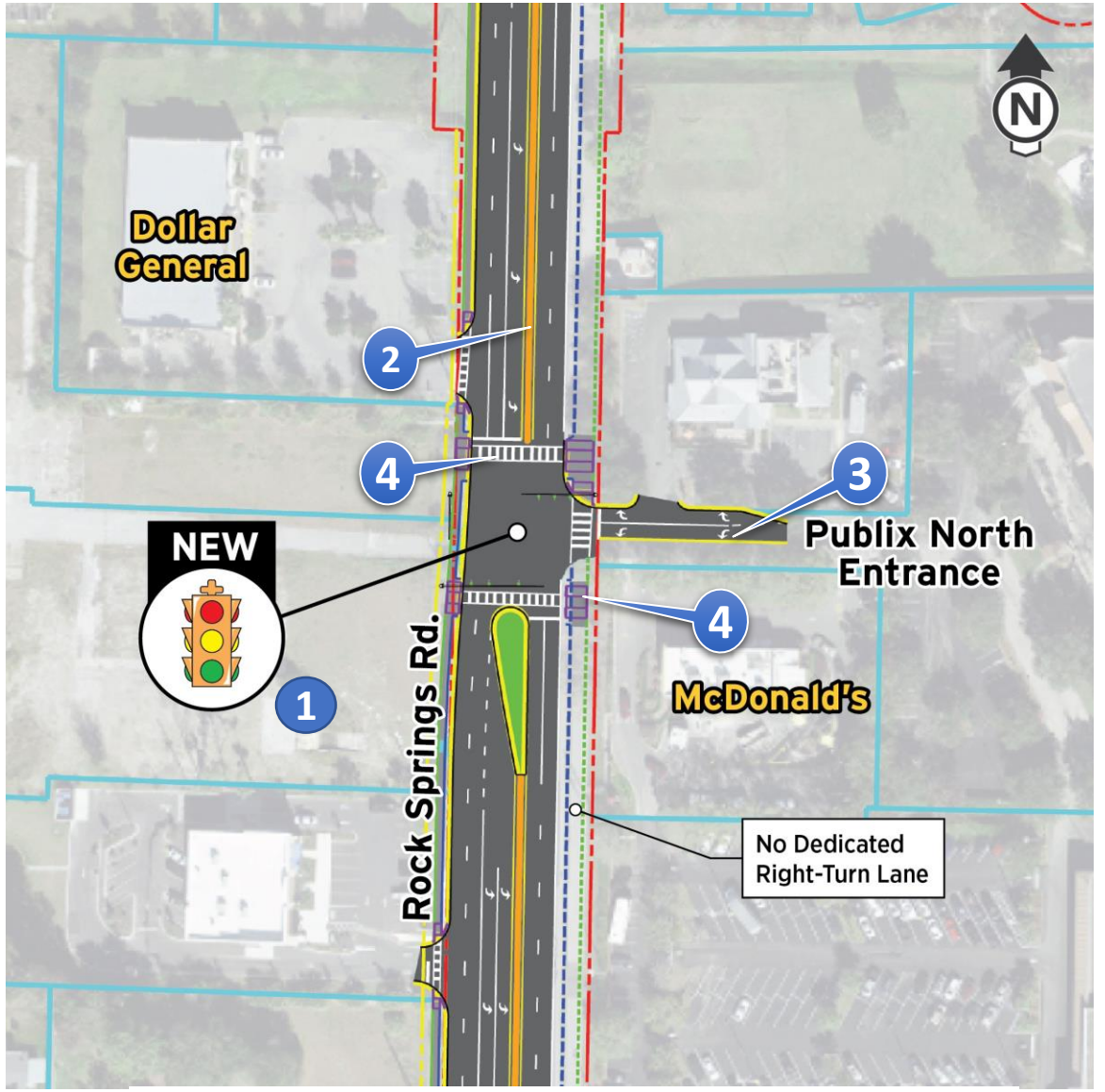
1. Dual southbound left turn lanes
   - Includes raised traffic separator to restrict left turns in and out of adjacent driveways
   - Portion of raised traffic separator will be installed along with proposed development in northwest corner
2. New traffic separator at start of northbound left turn lane
3. Provide two thru lanes for both eastbound and westbound on Welch Road
4. Dual westbound dedicated right turn lanes
5. New traffic separator at start of eastbound left turn lane
6. New traffic separator at start of westbound left turn lane
7. New sidewalk on north side of Welch Road from Rock Springs Road to Palm Isles community
8. Access enhancements:
   - Dedicated right turn lane for Rock Springs Plaza Walgreens
   - Dedicated right turn lane for Rock Springs Plaza South



Publix North Entrance Intersection

Description of recommended updates

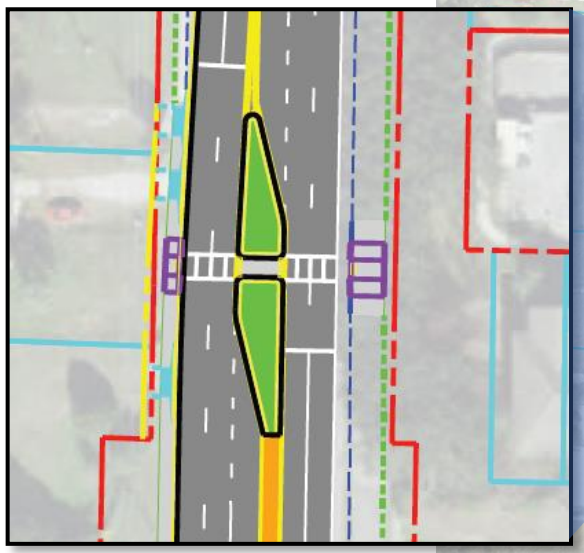
1. New signalized intersection
2. Dedicated southbound left turn lane with raised traffic separator
3. Westbound right and left turn lanes
4. New pedestrian crosswalks

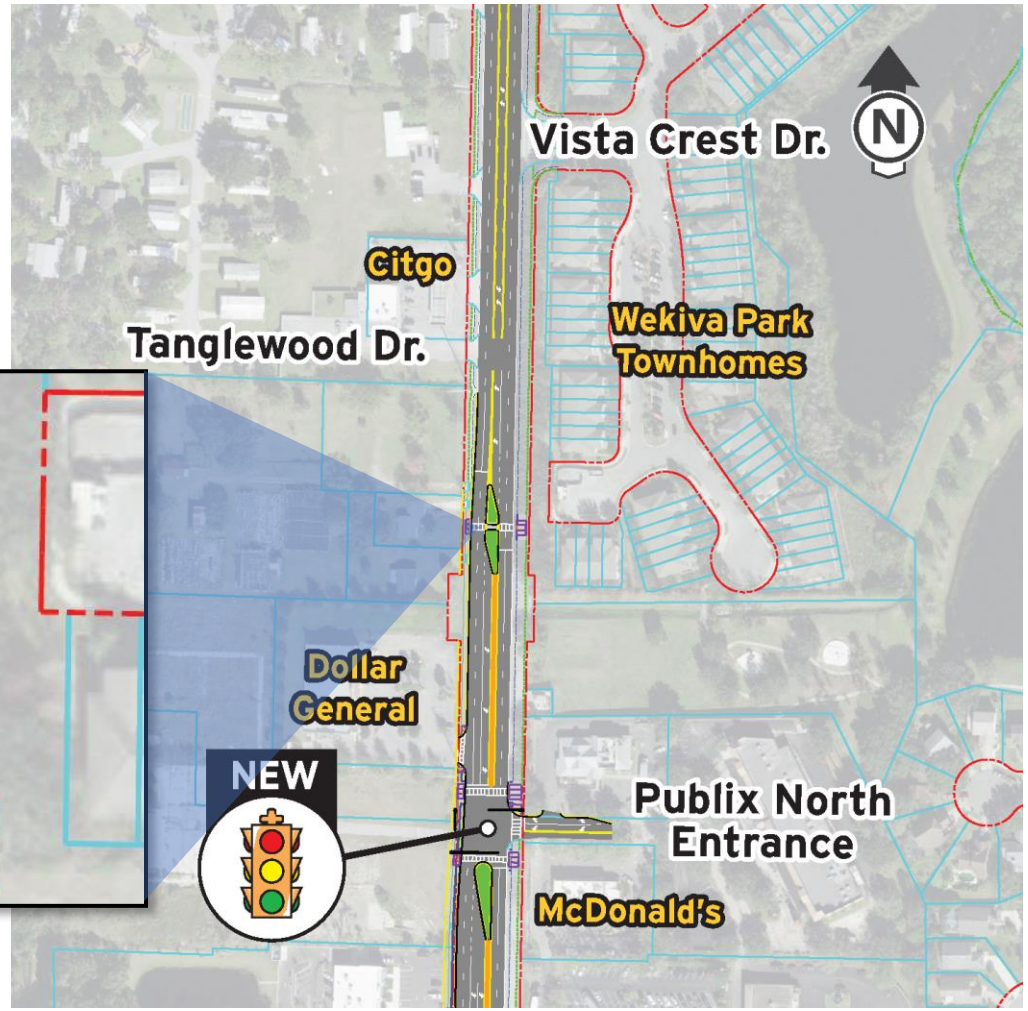


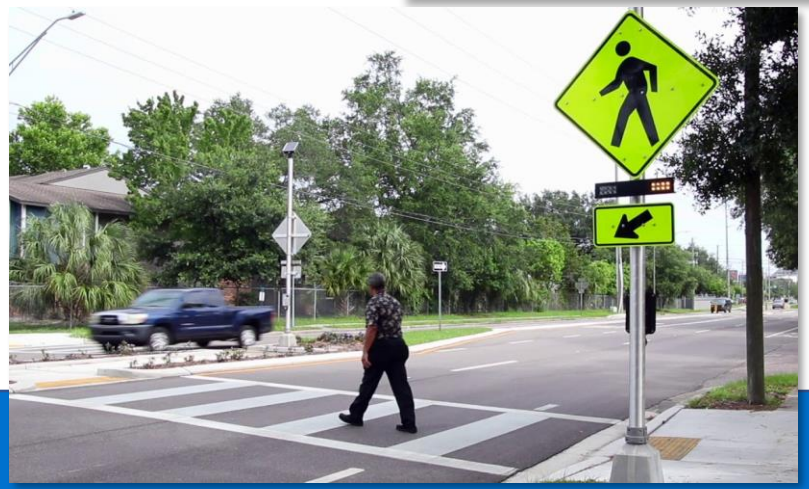
Mid-block Crosswalk

Description of recommended update

- New mid-block crosswalk south of Tanglewood Drive
- Use of Rectangular Rapid-Flashing Beacons (RRFBs) to protect pedestrians
- Includes raised median island with landscape opportunities
- Phased approach based on needs analysis post installation of Publix North Entrance signal



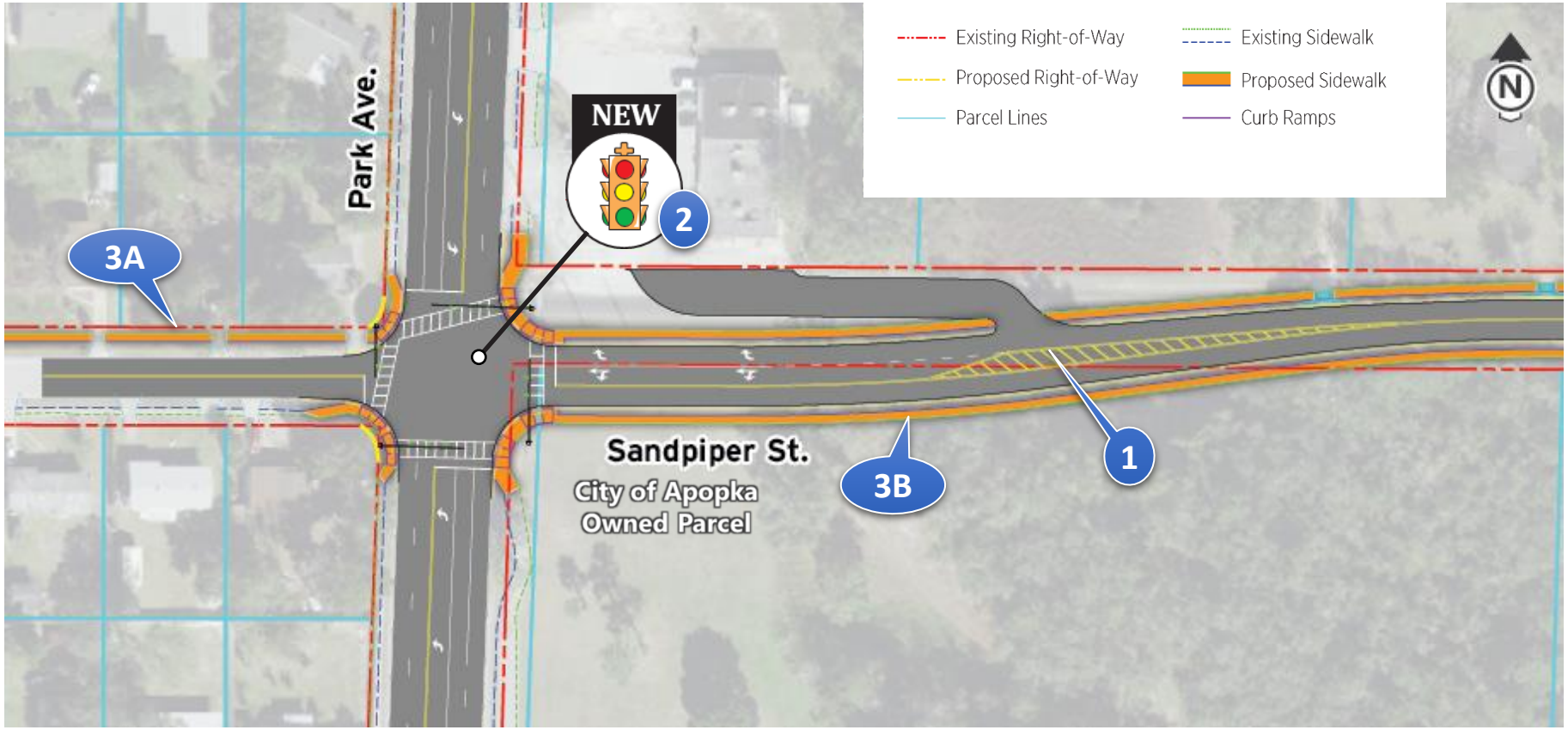




Sandpiper Street at Park Avenue

Rock Springs Road Study

1. Realign the east leg of Sandpiper Street
2. Signalize intersection at Sandpiper Street and Park Avenue
3. Construct new sidewalk on Sandpiper Street:
   A. Along north side from Lake Avenue to Park Avenue
   B. Along south side from Park Avenue to Ustler Road



Anticipated Impacts



Right of way

- Approximately .56 acres anticipated for improvements
- Portion of right of way needed is planned for donation from coming development in northwest corner of Welch Road intersection

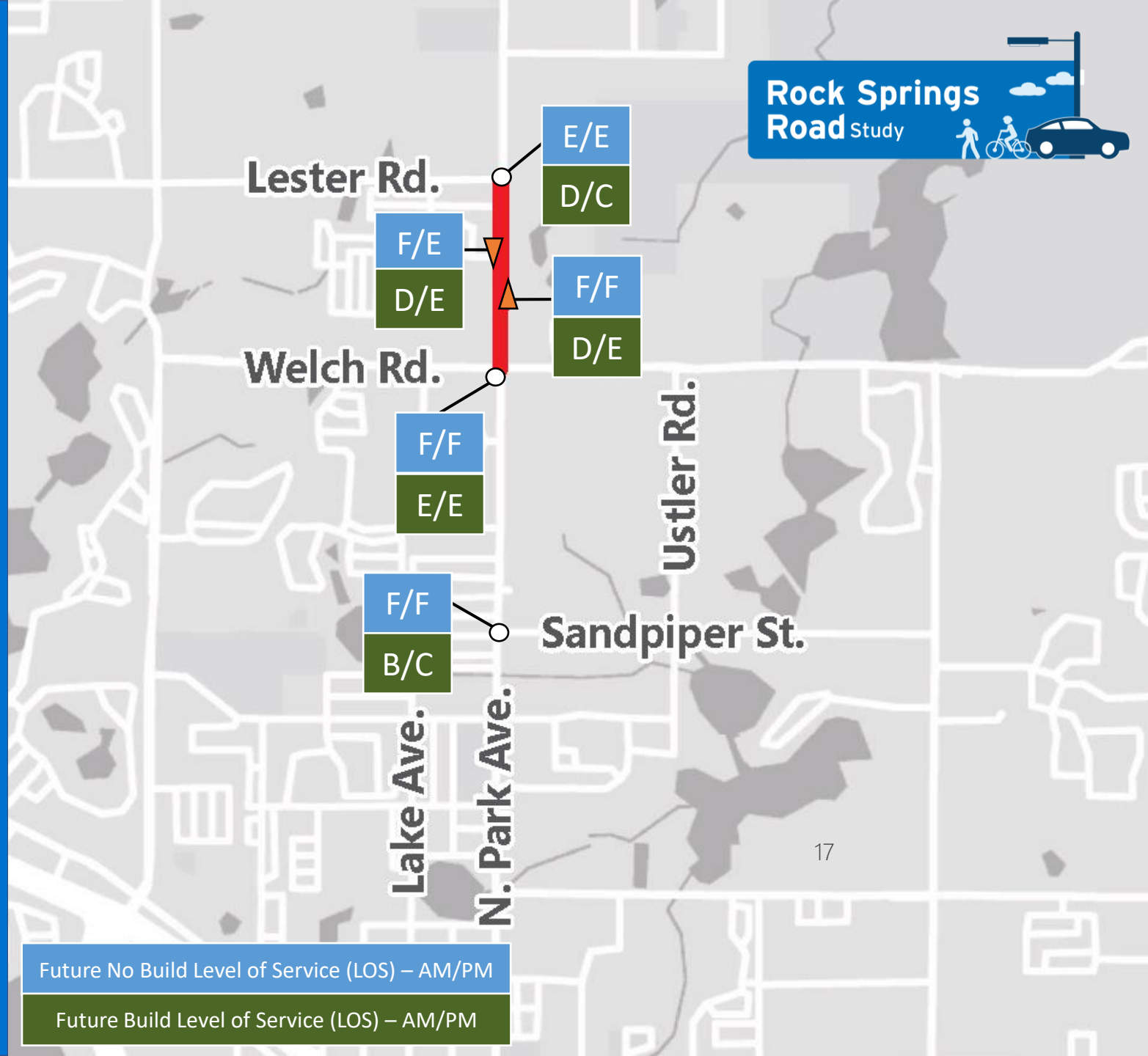
Estimated Construction Cost

- Rock Springs Road - $5.2 million
- Sandpiper Street – $1.3 million

Future Traffic Projections

- Year 2045 – No Build VS Build Recommended Updates
- All operations within Target LOS E in 2045 Build conditions
- Reduced overall delay at Welch Road intersection by 74% AM and 72% PM
- Welch Road intersection operates sufficiently





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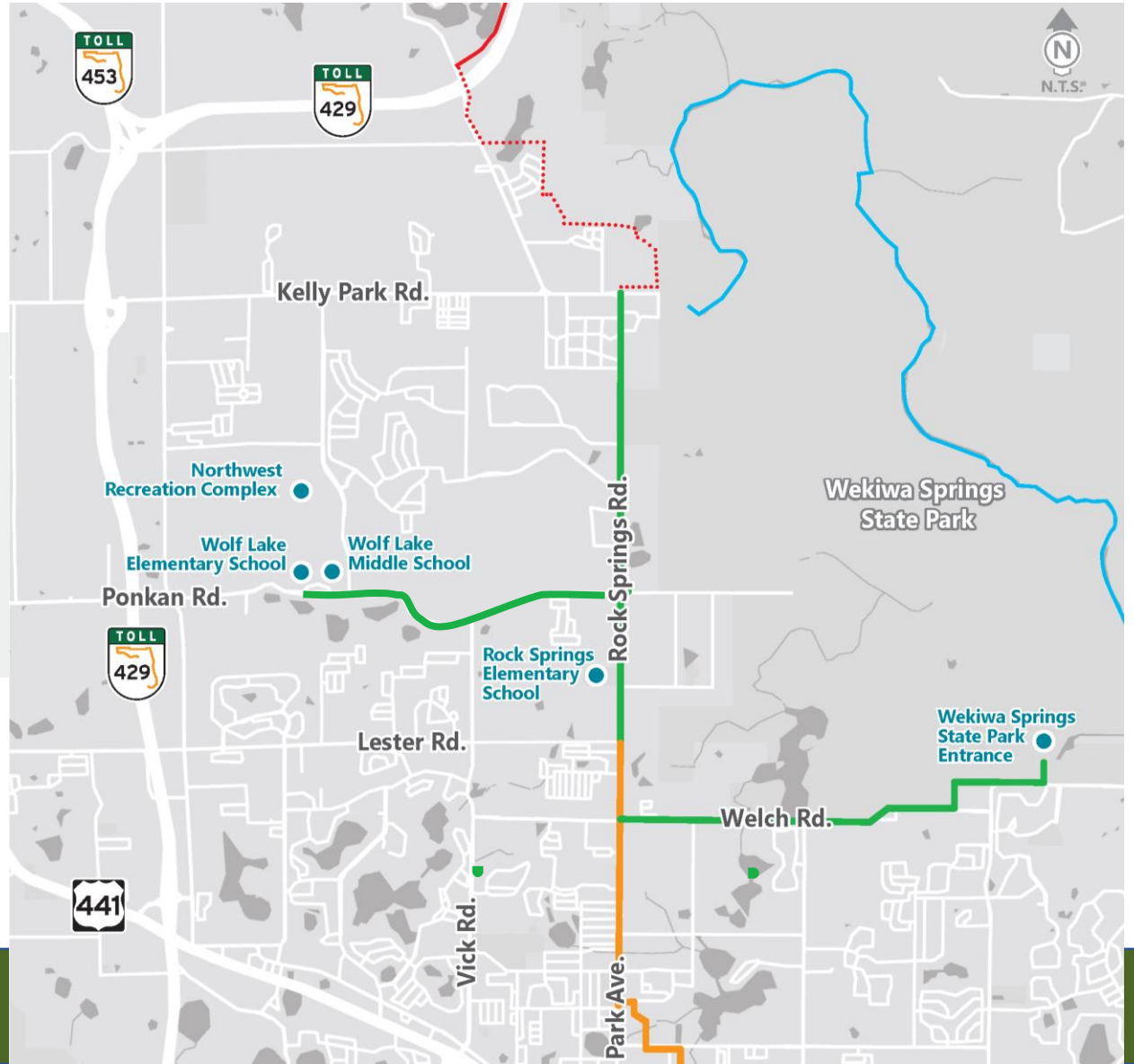
West Orange Trail Recommendations

Overview of Recommended Trail Routes

West Orange Trail Extension Study

- Proposed West Orange Trail
- Existing West Orange Trail
- Wekiva River Blueway Trail
- Proposed Wekiva Trail
- Existing Wekiva Trail

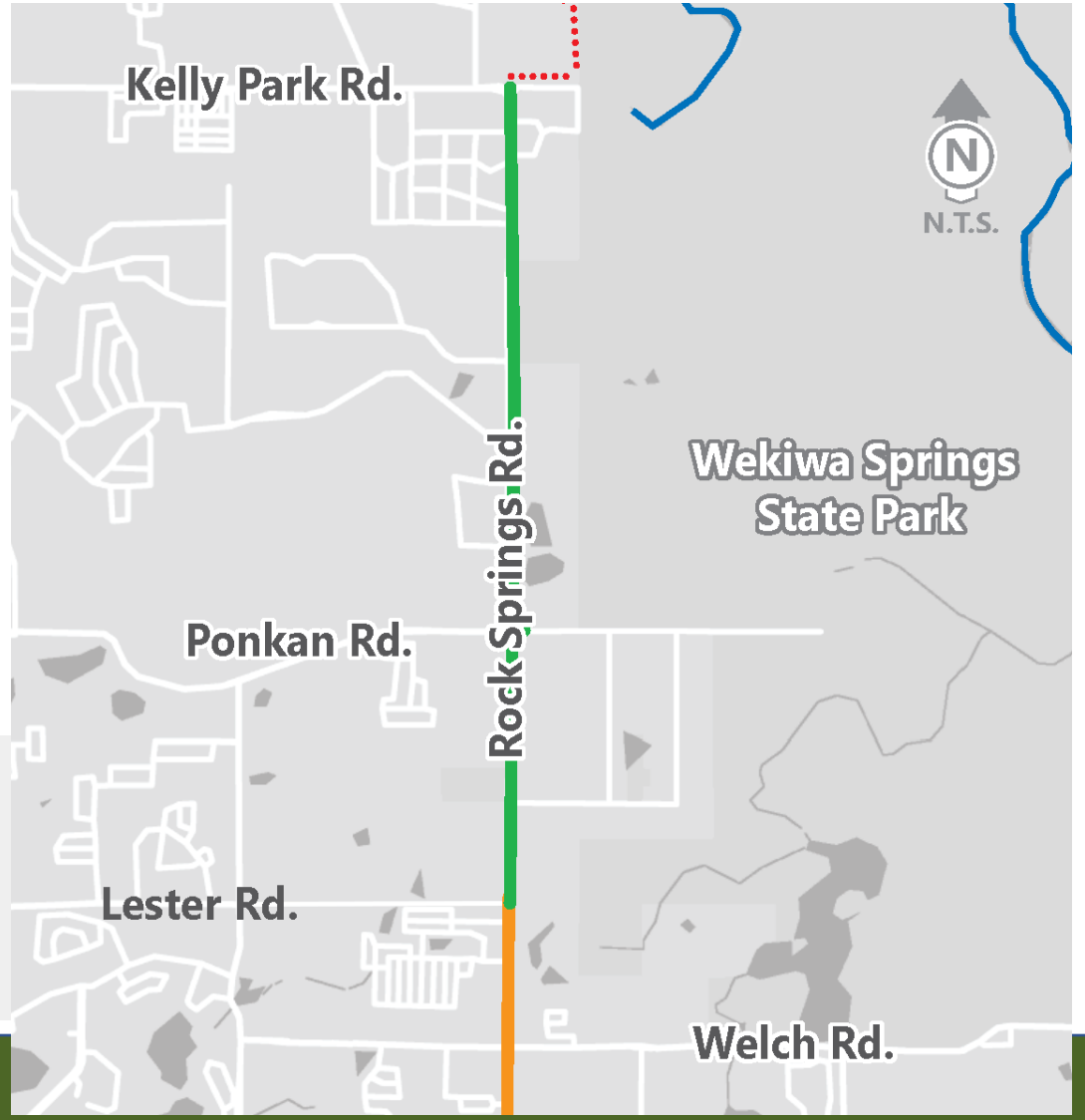


West Orange Trail Extension

West Orange Trail Extension Study

Recommended trail extension alignment

- East side of Rock Springs Road from Lester Road to proposed Wekiva Trail (at Kelly Park Road)



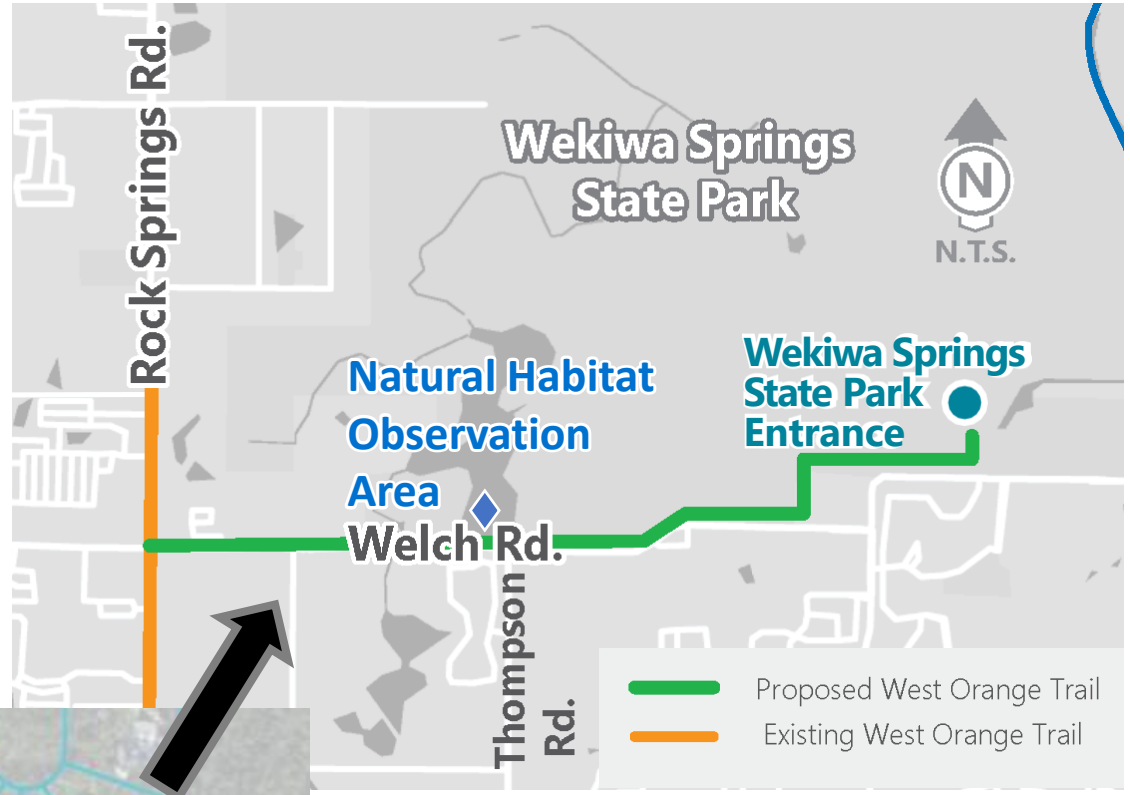
Proposed West Orange Trail
Existing West Orange Trail
Wekiva River Blueway Trail
Proposed Wekiva Trail

Welch Road Trail Spur

West Orange Trail Extension Study

Recommended trail spur alignment

- North side of Welch Road from Rock Springs Road to Wekiwa Springs State Park Entrance
- Runs behind Sweetwater Park Village along Wekiwa Springs State Park Boundary
- Requires realignment of portion of Welch Road east of Ustler Road
- Potential natural habitat observation area





Welch Road/Wekiwa Springs State Park Alignment





Spring to Spring Trail

Welch Road Trail Natural Habitat Observation Area

West Orange Trail Extension Study



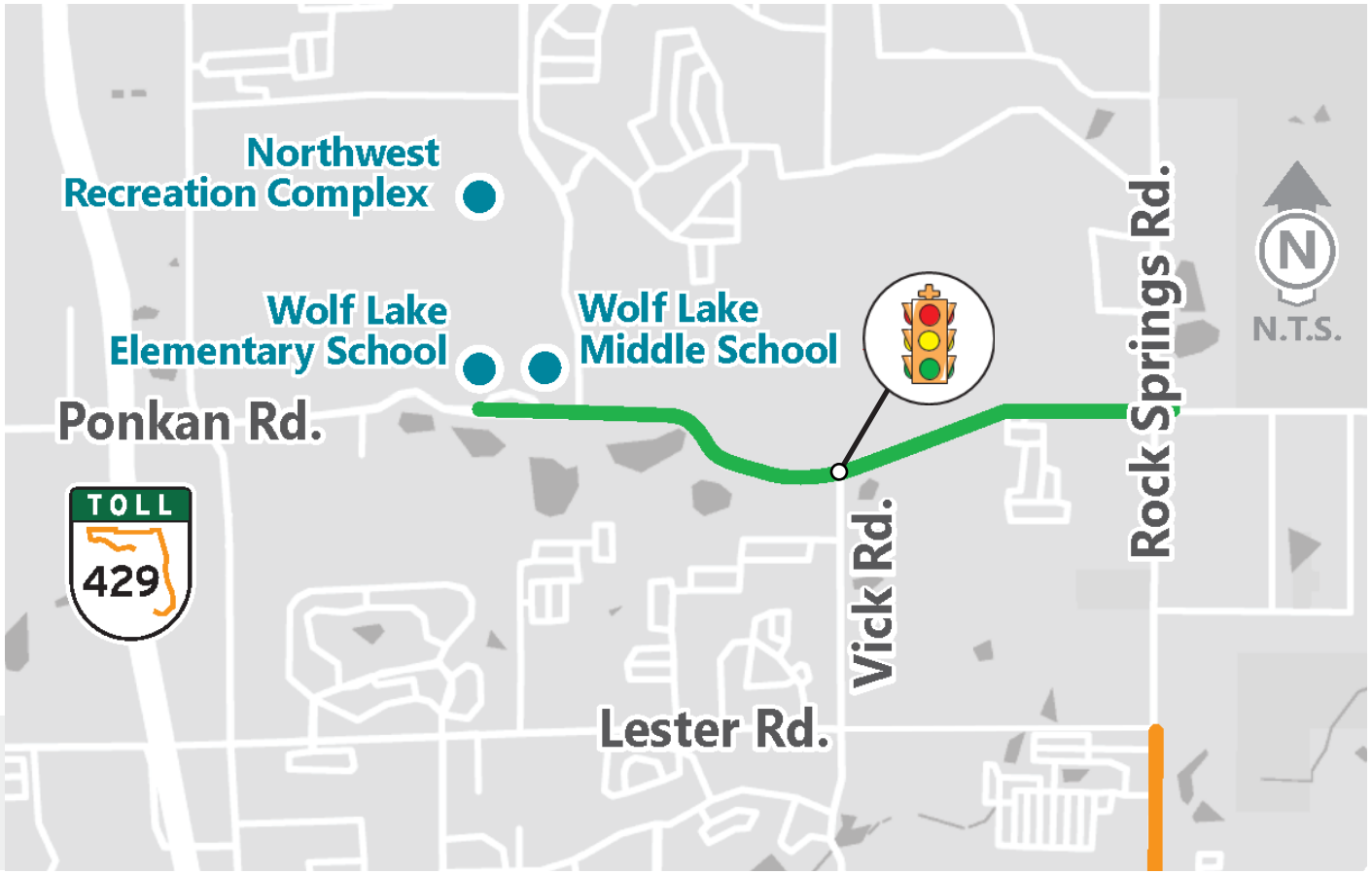


Ponkan Road Trail Spur

West Orange Trail Extension Study

Recommended trail spur alignment

- Along Ponkan Road
- South side of Ponkan Road from Rock Springs Road to Vick Road
- Protected trail crossing at Vick Road signalized intersection
- North side of Ponkan Road from Vick Road to Wolf Lake schools



Proposed West Orange Trail

Existing West Orange Trail

Anticipated Impacts

West Orange Trail Extension Study

Right of way



- 2.5 acres of right-of-way impact on Rock Springs Road
- 2.1 acres of right-of-way impact on Ponkan Road
- 5.8 acres of right-of-way impact on Welch Road

Drainage



- Moderate potential for impacts to drainage systems
  - Anticipated impacts to 3 elongated ponds along Welch Road
  - Anticipated impacts to three cross drains along Welch Road and on Rock Springs Road
  - Anticipated impacts to swales along Welch Road
- Necessary adjustments will be determined in design to provide adequate stormwater system

Estimated Construction Cost



- Rock Springs Road from Lester Road to Kelly Park Road - $5.0 million
- Welch Road from Rock Springs Road to Wekiwa Springs State Park - $4.4 million
- Ponkan Road from Rock Springs Road to Wolf Lake Elementary and Middle Schools - $5.4 million

Upcoming Meetings

Hybrid Public Meeting scheduled for September 22, 2022

- Apopka Memorial Middle School Auditorium
  - 5:30 p.m. to 7:30 p.m. (in-person)
  - Live Presentation at 6:00 p.m. (live-streamed)
- Survey
  - Posted September 22, 2022 to October 20, 2022

Local Agency Updates (Post-Public Meeting)

- Debriefs for City and County staff
- Debrief with Commissioner Moore



MetroplanOrlando.org/RockSprings

Project Schedule



Existing and Future Conditions Assessment

March 2021 - September 2021

Agency Kickoff Meeting – April 8, 2021



Define and Select Alternatives

September 2021 – September 2022

Agency Coordination Meeting #2 – November 9, 2021

Public Meeting #1 – January 27, 2022



Recommended Improvements Refinement and Documentation

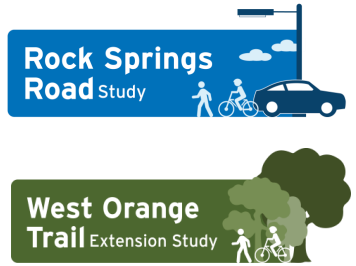
September 2022 – December 2022

Agency Coordination Meeting #3 – August 1, 2022

Apopka City Council Meeting – This meeting

Public Meeting #2 – September 22, 2022

Contact Information:



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VHB

Consultant Project Manager

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Rock Springs Road Study & West Orange Trail Extension Study

MetroPlan Orlando Committee Updates

December 2022

ORANGE COUNTY GOVERNMENT FLORIDA

1882 CITY OF APOPKA FLORIDA

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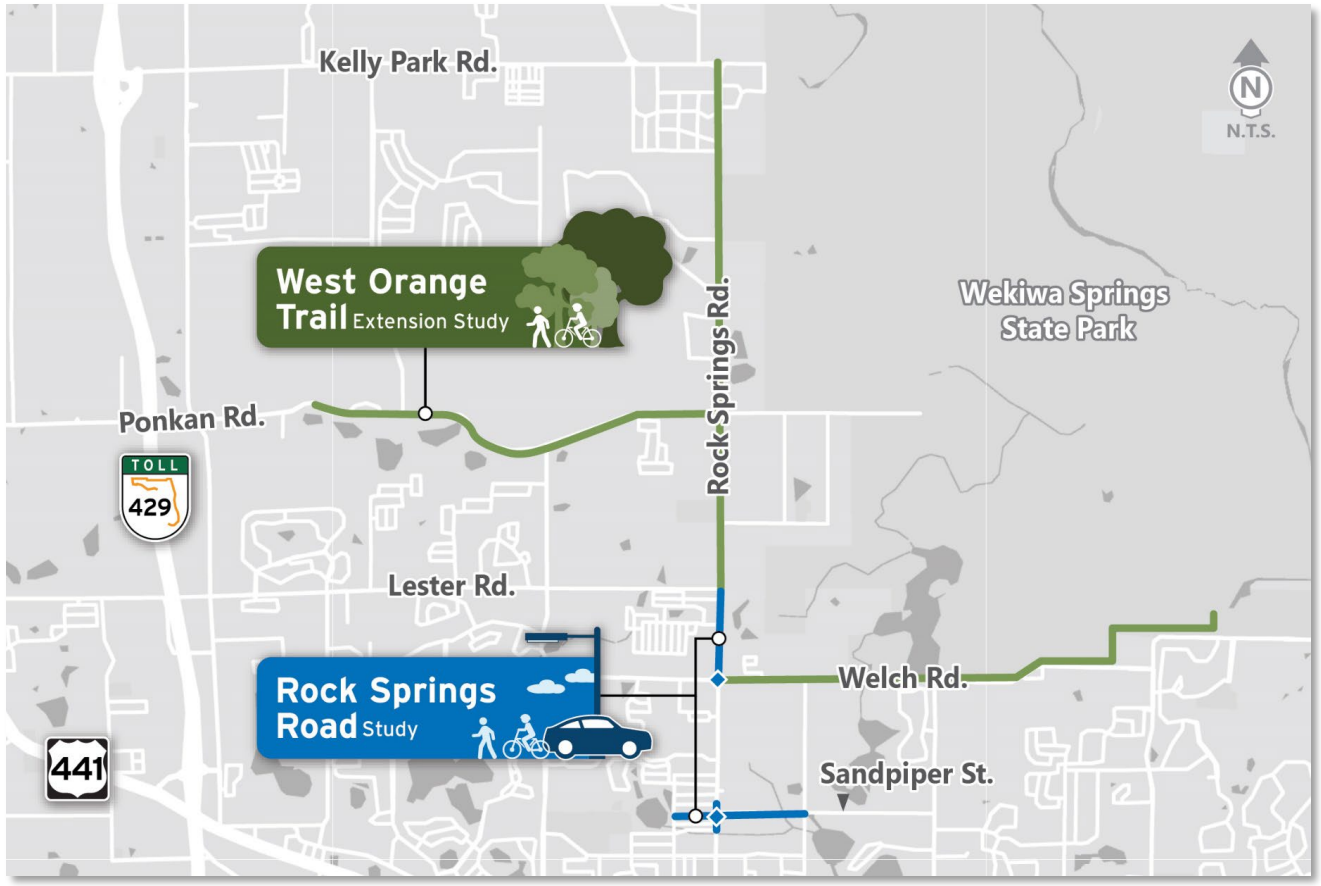
Presentation Agenda

1. Overview of Studies
   - Public Engagement
2. Rock Springs Road Recommended Alternatives
3. West Orange Trail Recommended Alternatives
4. Survey Feedback & Next Steps





Study Overview





Public Engagement

Rock Springs Road Study

West Orange Trail Extension Study

June – July 2021

Kickoff Survey

- Survey responses received: 627
- To gather initial input about the needs of the corridor

January 27, 2022

Community Meeting #1

- Live virtual meeting to present study alternatives
- Included a supplemental virtual meeting room on study site through February



January – February 2022

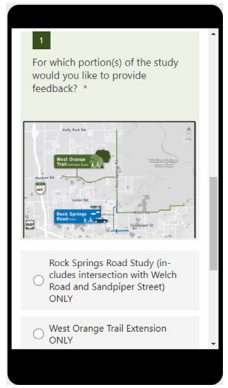
Survey #2

- Survey responses received: 628
- To gather feedback from the community on the alternatives considered

September 22, 2022

Community Meeting #2

- To share study recommendations for public input
- Hybrid meeting (in person and virtual)



September – October 2022

Survey #3

- Survey responses received: 275
- To gather feedback from the community on the study recommendations

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Rock Springs Road Study

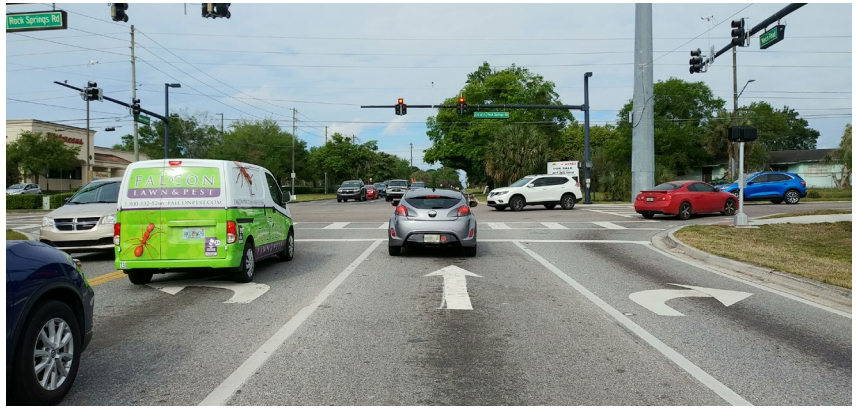
Proposed Updates

Project Purpose and Need

Rock Springs Road Study

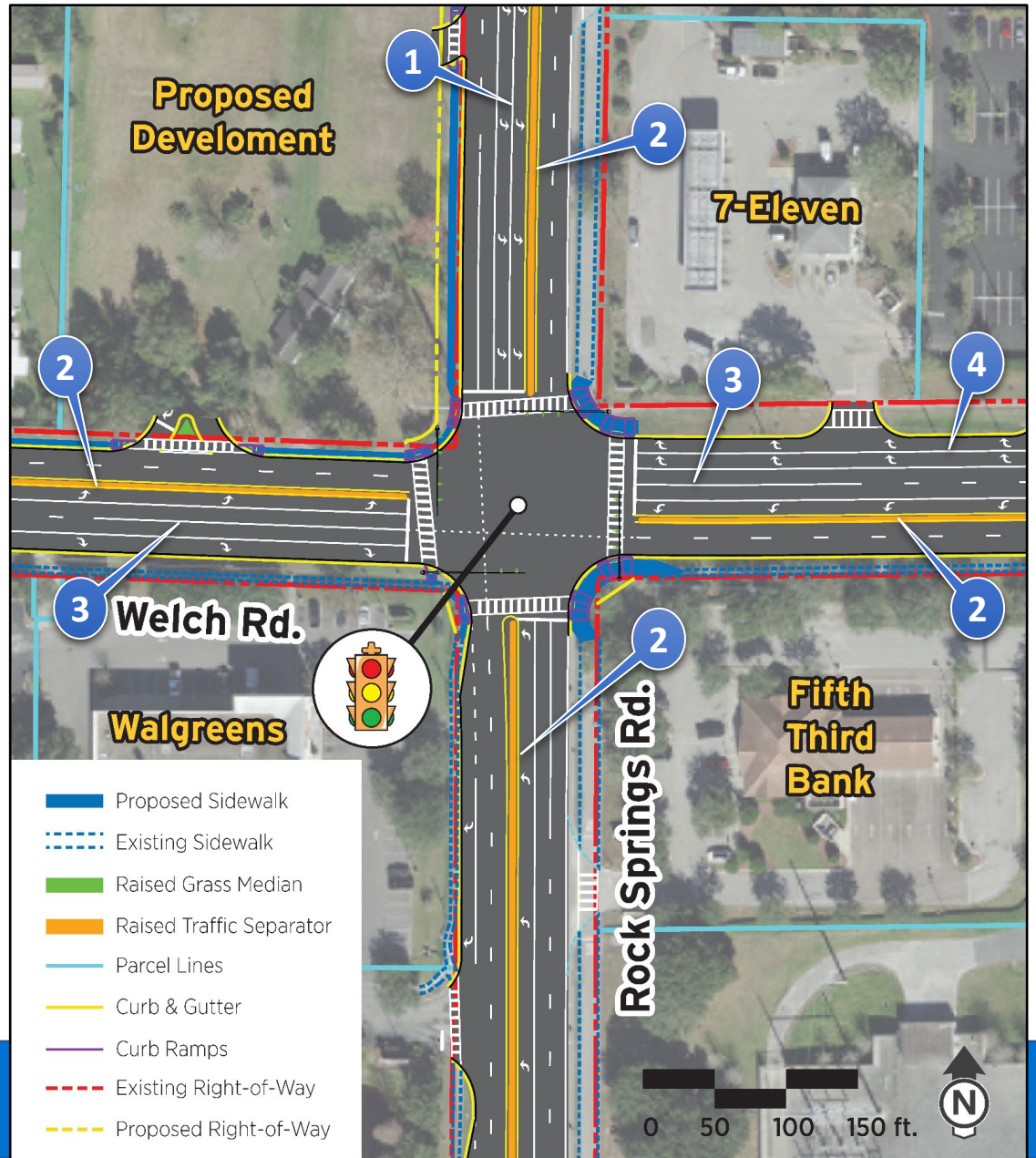
The purpose of this study is to:

- Establish a safe and efficient access management plan for the study corridor
  - Existing five-lane typical section results in several conflict points throughout the study segment
- Determine intersection improvements for Rock Springs Road and Welch Road to reduce significant intersection delays
- Evaluate the realignment and signalization at the Sandpiper Street and Park Avenue intersection
- Evaluate the need for sidewalks along Sandpiper Street from Lake Avenue to Ustler Road

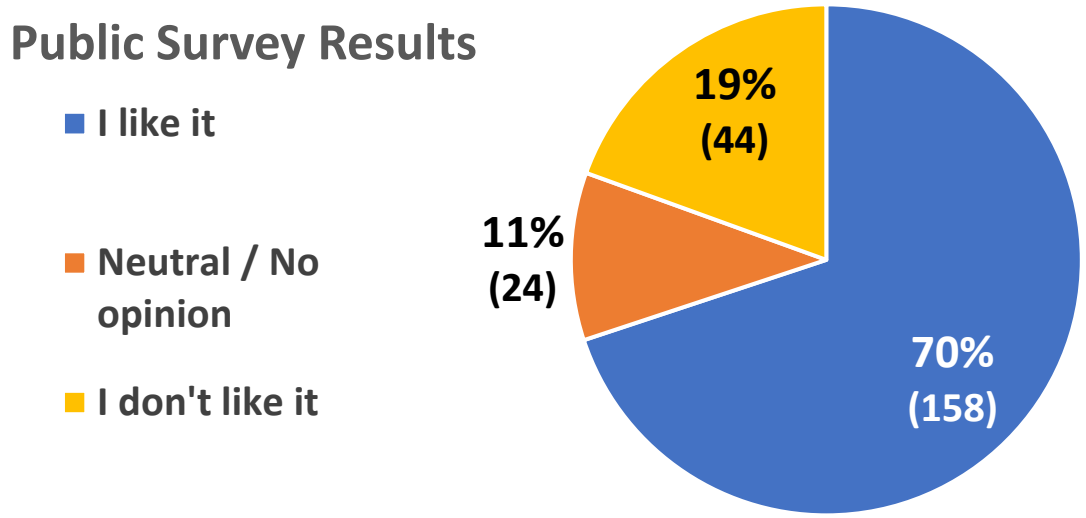




Welch Road Intersection Recommendations



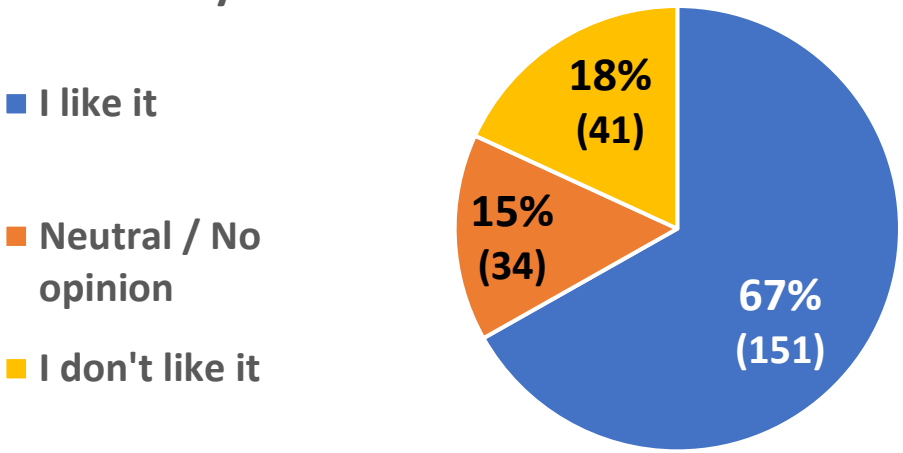
1. Dual southbound left turn lanes
2. Add traffic separators
3. Provide thru lanes for both eastbound and westbound
4. Dual westbound dedicated right turn lanes

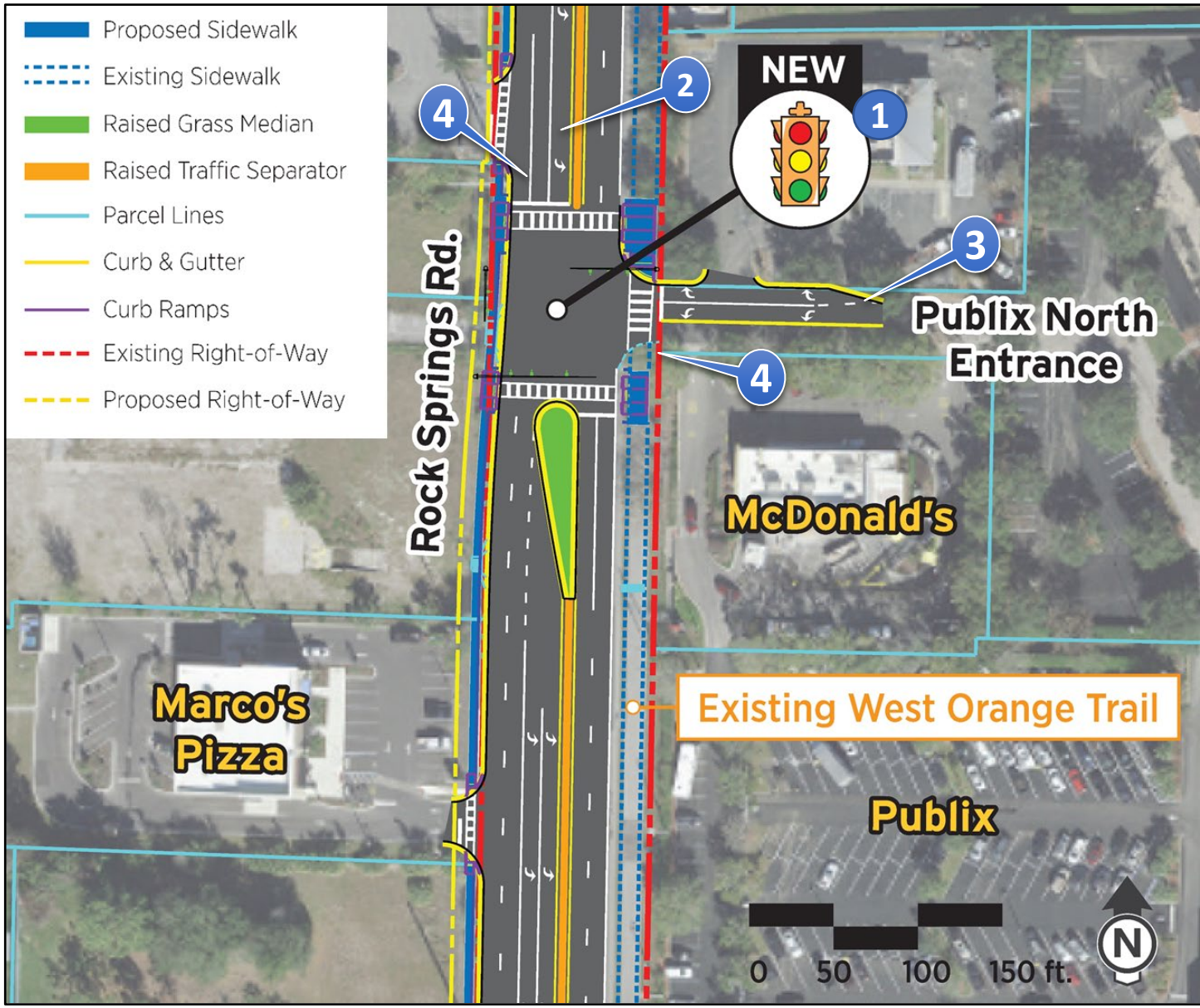


Recommended Signal at Publix North Entrance Intersection

1. New signalized intersection
2. Dedicated southbound left turn lane with raised traffic separator
3. Westbound right and left turn lanes
4. New pedestrian crosswalks

Public Survey Results

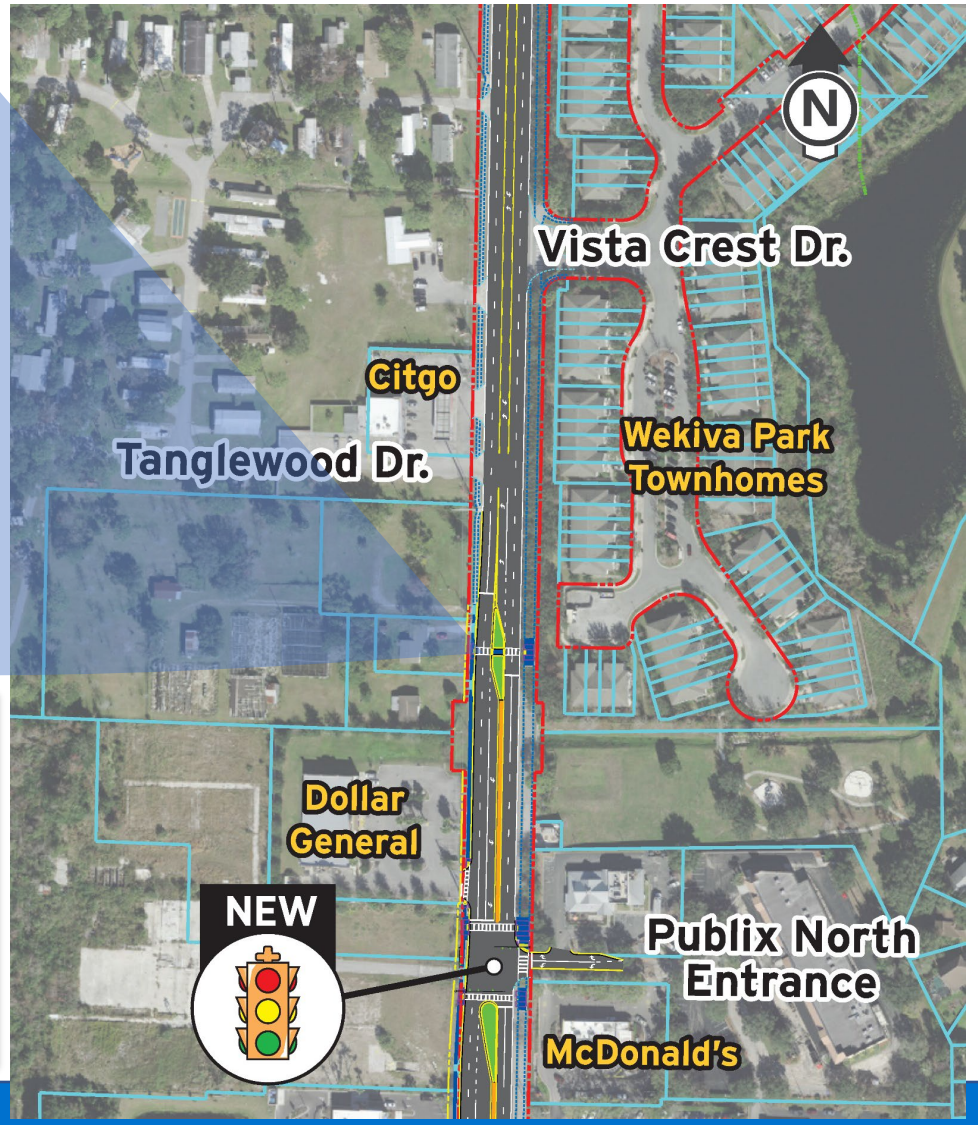




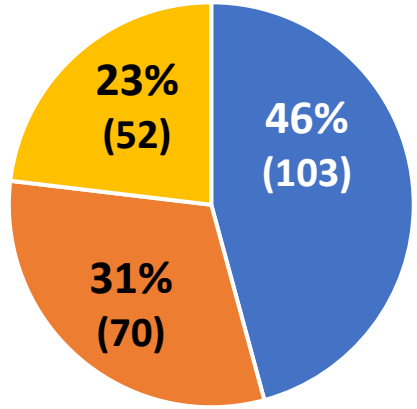
Mid-block Crosswalk South of Tanglewood Drive







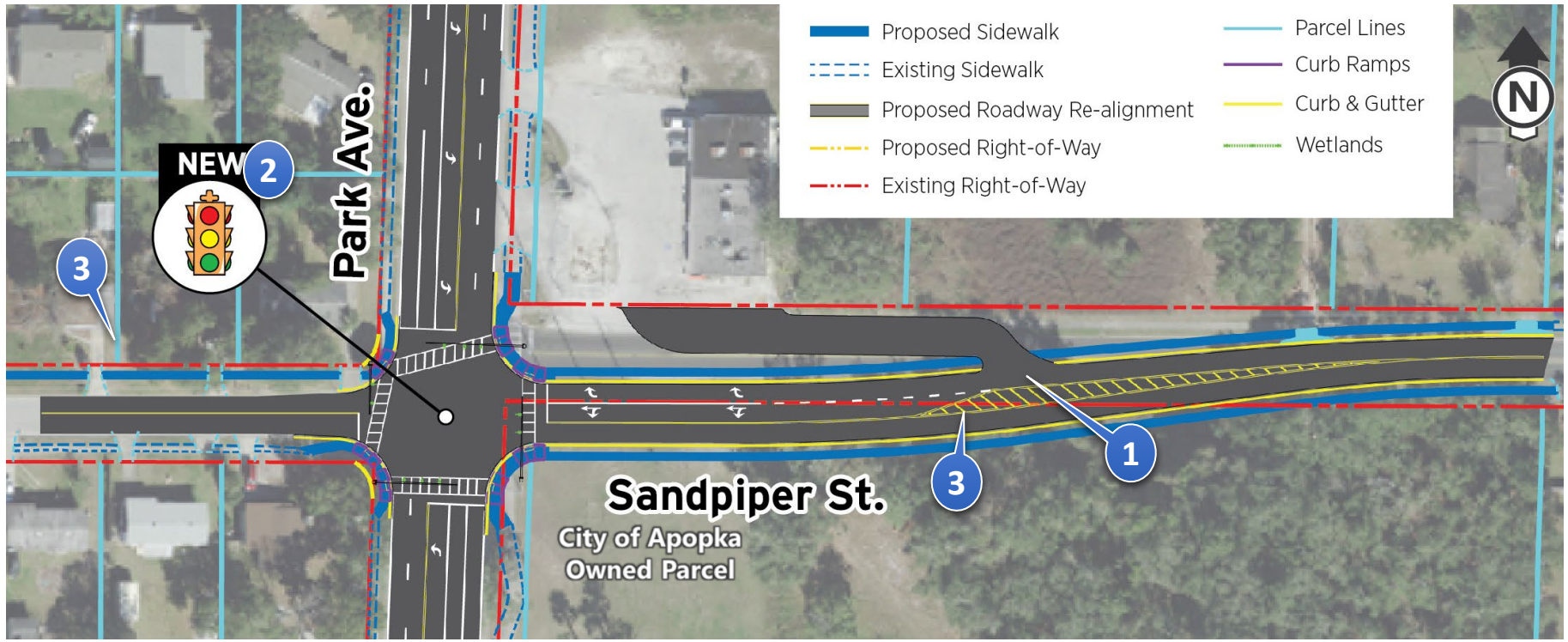
Public Survey Results



I like it Neutral / No opinion I don't like it

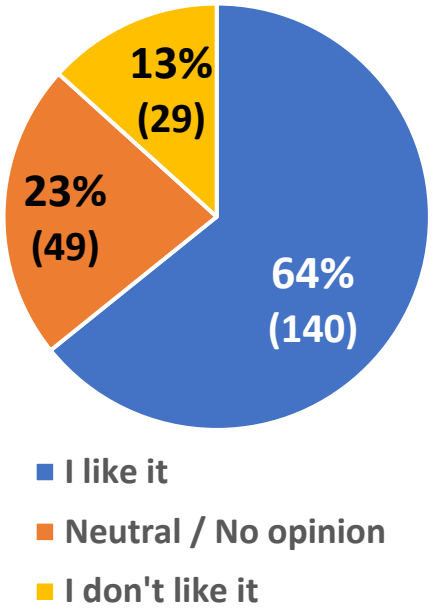
- Respondents concerned for pedestrian safety

Sandpiper Street at Park Avenue



1. Realign Sandpiper Street
2. Signalize intersection
3. Construct new sidewalk

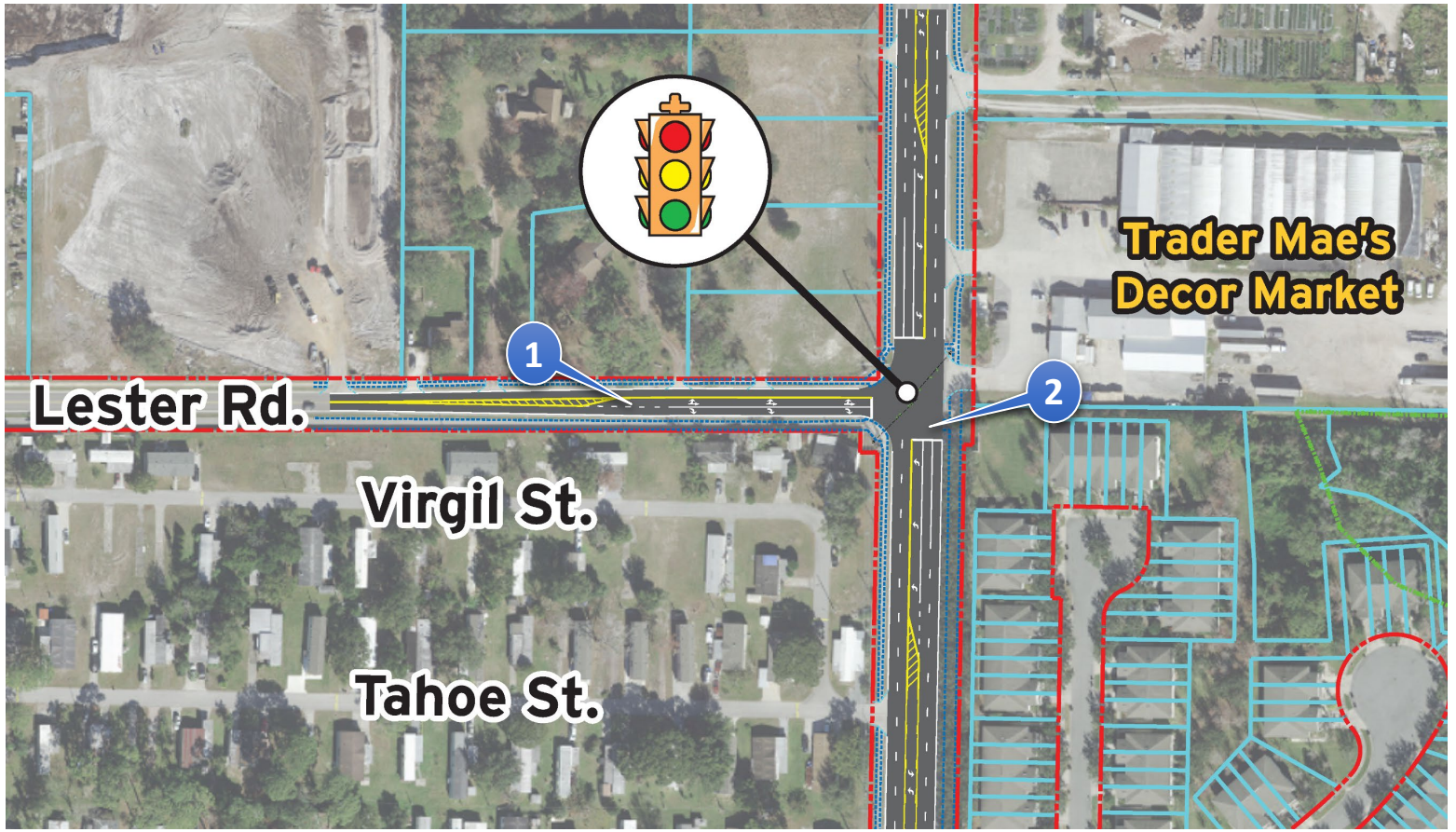
Public Survey Results



Lester Road Intersection Recommendations

Rock Springs Road Study

1. Extended turn lane storage
2. Updated intersection striping



- Proposed Sidewalk
- Existing Sidewalk
- Raised Grass Median
- Raised Traffic Separator

*see Sandpiper Street at Park Avenue Improvements board for additional concept

- Existing Right-of-Way
- Proposed Right-of-Way
- Parcel Lines
- Curb Ramps
- Curb & Gutter
- Wetlands

Anticipated Impacts



Environmental

- Overall low potential for environmental impacts



Community

- The recommended updates are anticipated to enhance the community



Right of way

- Approximately .56 acres anticipated for improvements
- Portion of right of way needed is planned for donation from coming development in northwest corner of Welch Road intersection



Drainage

- The existing ponds receiving runoff from the project area have additional capacity. Therefore, no additional pond sites are needed



Estimated Construction Cost

- Rock Springs Road - $6.5 million
- Sandpiper Street – $1.6 million

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West Orange Trail Extension Study

Proposed Updates

Project Purpose and Need

West Orange Trail Extension Study

The purpose of this study is to:

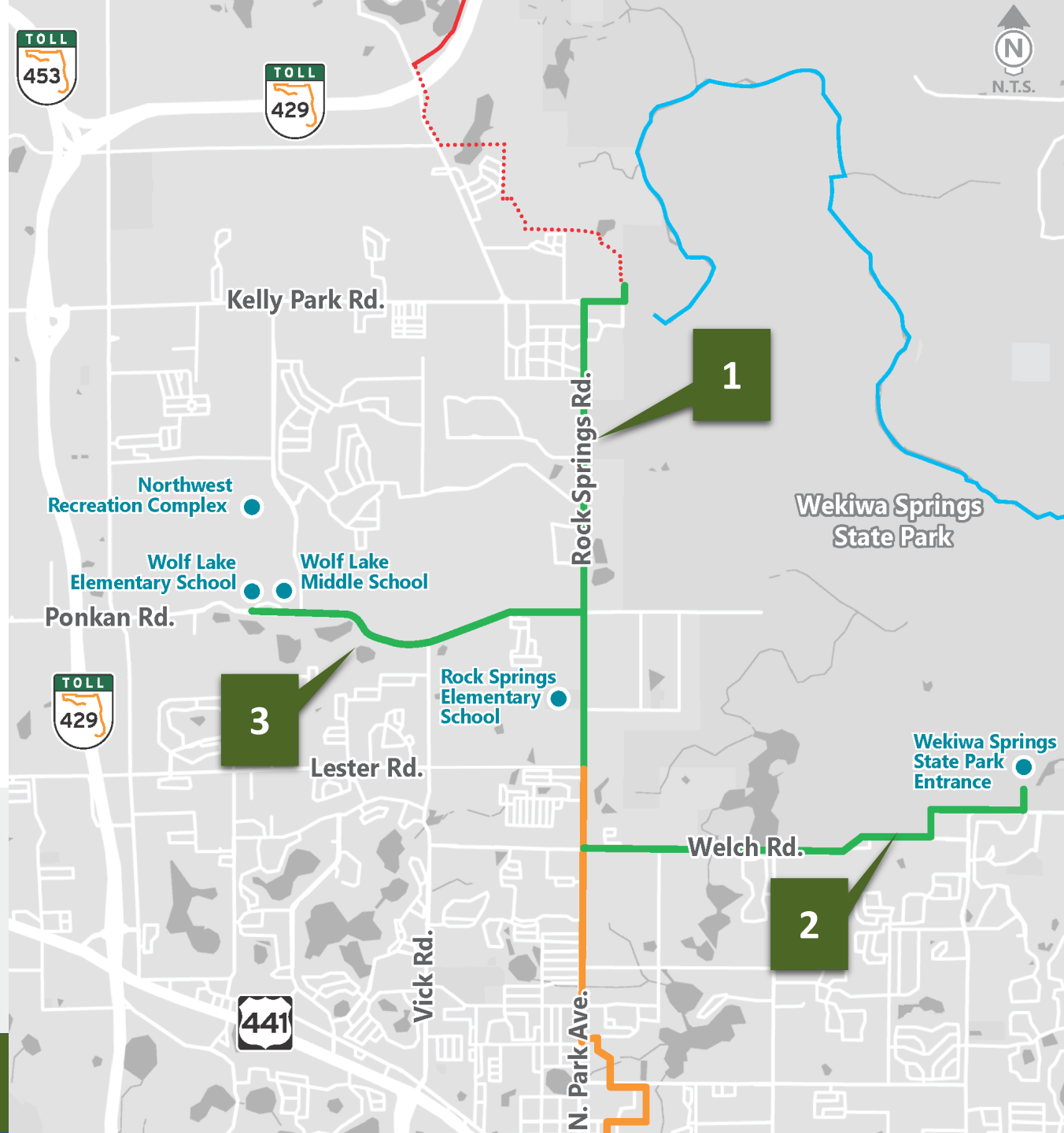
- Extend West Orange Trail from existing northern end at Lester Road to proposed Wekiva Trail at Kelly Park Road
- Provide connection to the Wekiwa Springs State Park Entrance and Seminole County's Wekiva River Blueway Trails
- Provide connection to Wolf Lake Elementary, Wolf Lake Middle, and Apopka City-Athletic Complex





Overview of Recommended Trail Routes

1. Rock Springs Road from Lester Road to Kelly Park Road
2. Welch Road and Wekiwa Springs Road from Rock Springs Road to the Wekiwa Springs State Park entrance
3. Ponkan Road from Rock Springs Road to the Wolf Lake Elementary and Middle Schools



- Proposed West Orange Trail
- Existing West Orange Trail
- Wekiva River Blueway Trail
- Proposed Wekiva Trail
- Existing Wekiva Trail

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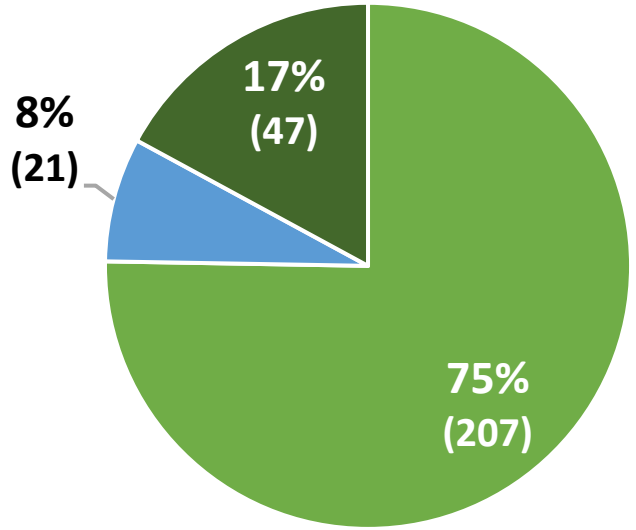
West Orange Trail Extension



Recommended trail extension alignment

- East side of Rock Springs Road from Lester Road to proposed Wekiva Trail (at Kelly Park Road)

Public Survey Results

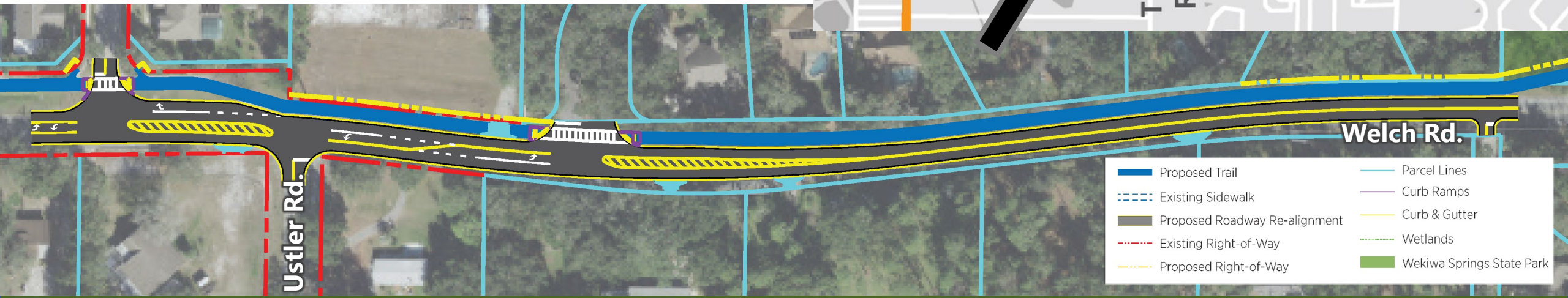


Welch Road Trail Spur

Recommended trail spur alignment

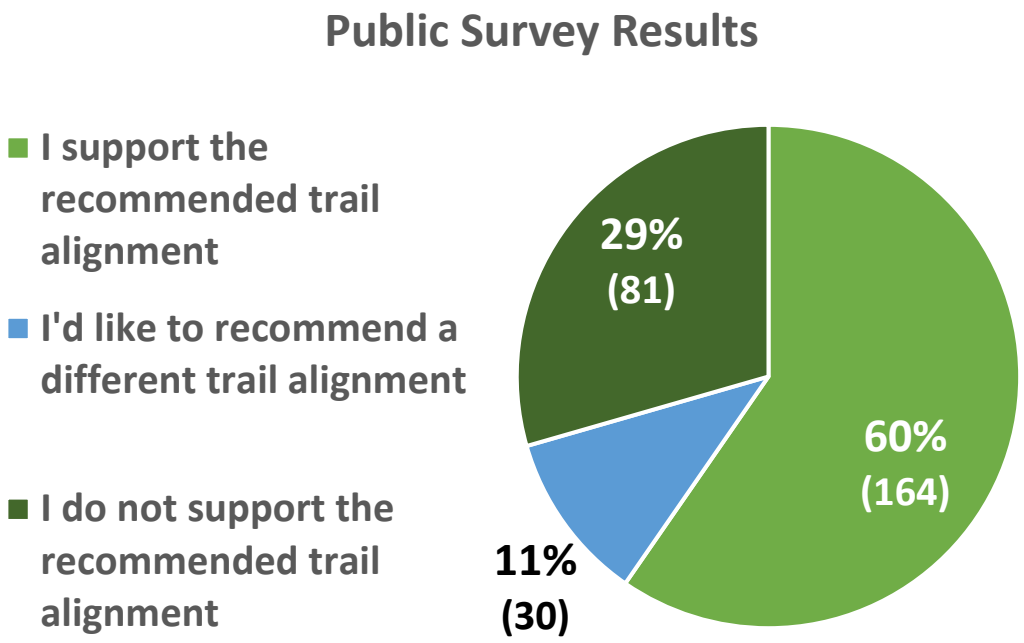
- Requires realignment of portion of Welch Road east of Ustler Road
- Runs behind Sweetwater Park Village along State Park Boundary
- Potential natural habitat observation areas





Welch Road Trail Spur

West Orange Trail Extension Study





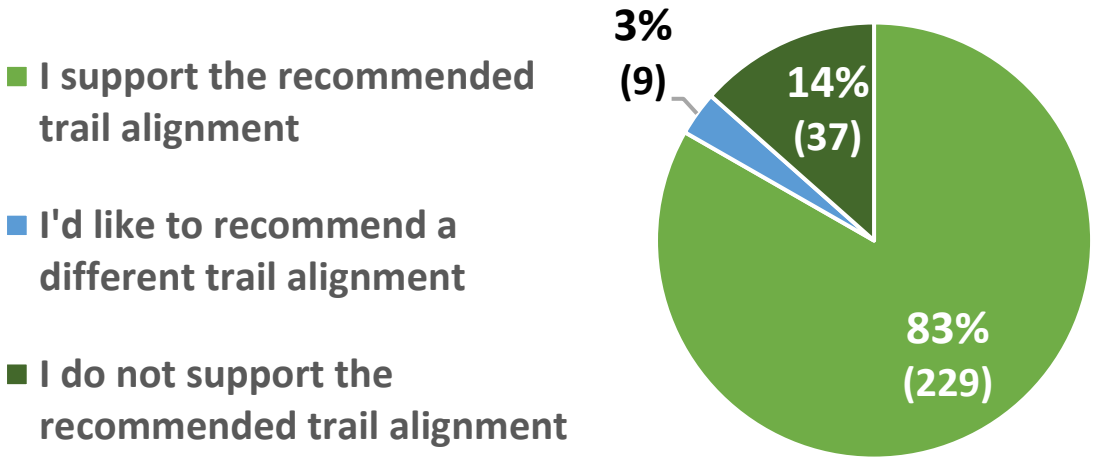
Ponkan Road Trail Spur

West Orange Trail Extension Study

Recommended trail spur alignment

- South side of Ponkan Road from Rock Springs Road to Vick Road
- Protected cross-walk at Vick Road signal
- North side of Ponkan Road from Vick Road to Wolf Lake schools

Public Survey Results





Anticipated Impacts

West Orange Trail Extension Study

Environmental

- Threatened and Endangered Species
  - 12 protected wildlife species have the potential to occupy habitats within or adjacent to the proposed trails on Ponkan Road and Welch Road
  - Low potential for impacts to listed species along Rock Springs Road
- Wetlands
  - Low potential for impacts to wetlands along Rock Springs Road and Ponkan Road
  - Two wetland areas located along Welch Road
- Contamination Sites
  - 39 sites are found adjacent to the three trail alignments
  - Proposed trails are not likely to impact any of the listed sites

Community

- The proposed trails will introduce additional recreational facilities adjacent to residential communities and are anticipated to enhance the community

Anticipated Impacts

West Orange Trail Extension Study

Right-of-way



- 2.5 acres of right-of-way impact on Rock Springs Road
- 2.1 acres of right-of-way impact on Ponkan Road
- 5.8 acres of right-of-way impact on Welch Road
  - Required easement to be provided by Wekiwa Springs State Park

Drainage



- Moderate potential for impacts to drainage systems
  - Anticipated impacts to 3 elongated ponds along Welch Road
  - Anticipated impacts to three cross drains along Welch Road and on Rock Springs Road
  - Anticipated impacts to swales along Welch Road
- Necessary adjustments will be determined in design to provide adequate stormwater system

Estimated Construction Cost

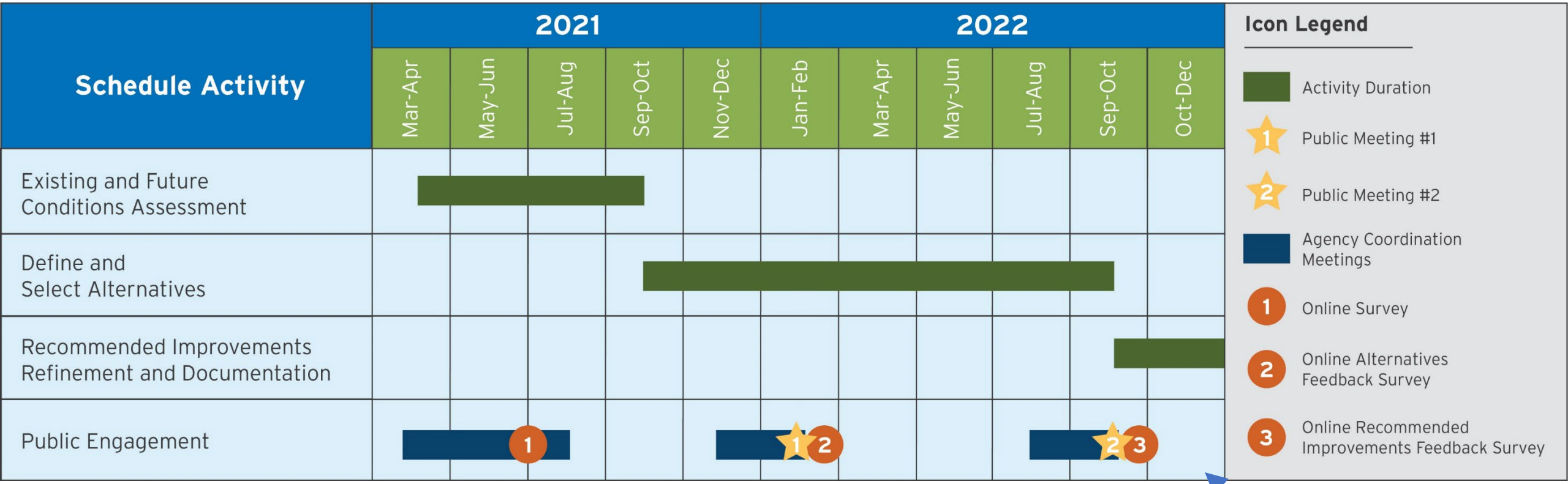


- Rock Springs Road from Lester Road to Kelly Park Road - $5.0 million
- Welch Road from Rock Springs Road to Wekiwa Springs State Park - $5.2 million
- Ponkan Road from Rock Springs Road to Wolf Lake Elementary and Middle Schools - $5.5 million

Study Schedule

Rock Springs Road Study

West Orange Trail Extension Study



We are here!

Rock Springs Road Study

West Orange Trail Extension Study

THANK YOU

MetroPlanOrlando.org/RockSprings

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