



Rock Springs Road Study and West Orange Trail Extension Study Virtual Alternatives Community Meeting

January 27, 2022 – February 28, 2022

Question and Answer Forum (Q&A)

Below is a summary of questions received during the live virtual presentation and subsequent virtual public meeting room along with answers from the MetroPlan Orlando study team. For background information, please see the virtual alternatives community meeting materials available for download at www.MetroPlanOrlando.org/RockSprings.

Questions regarding the Rock Springs Road Corridor Study:

Q: Does MetroPlan Orlando have any plans to change the speed limit on any roads within the study limits?

A: This study is not looking at making changes to the speed limit within the study limits; however, we are proposing physical measures that will help to reduce speeding and increase driver awareness, but the speed limit will not be changed.

Q: What is a raised traffic separator?

A: A raised traffic separator is a narrow concrete barrier that prevents vehicles from crossing over lanes in traffic.

Q: How do the proposed alternatives address southbound traffic volumes on Rock Springs Road turning left onto Welch Road during PM peak time hours?

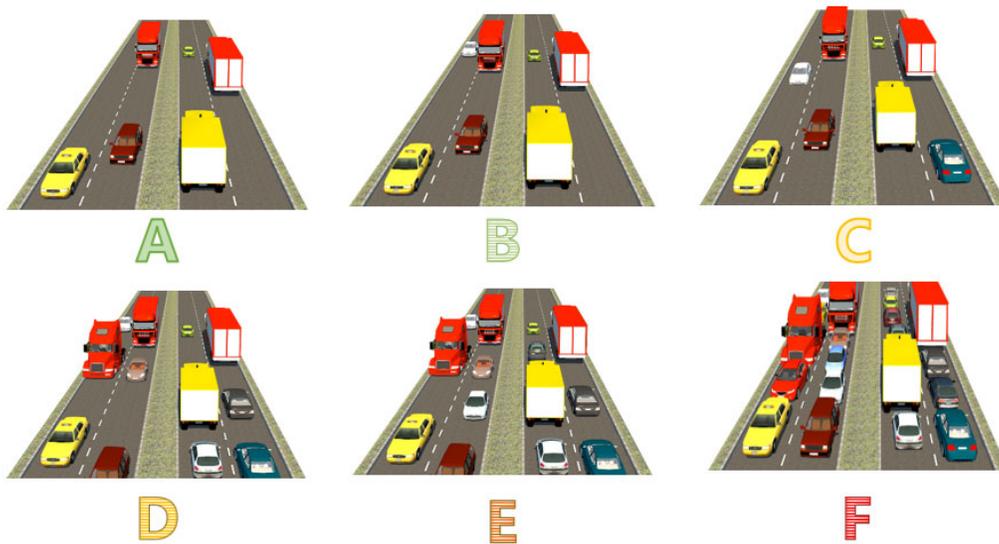
A: Alternative 1 and Alternative 2 propose dual southbound left turn lanes at Welch Road. The left turn lane will be extended to provide more room for queuing vehicles. This will help reduce southbound left turning vehicles from blocking the southbound through lanes. The study team is also considering improvements along Welch Road that could improve operations for the overall intersection.

Q: Where will pedestrian crosswalks be located along the corridor?

A: The study team is seeking input on locations for crosswalks along the study corridor. Crosswalk locations and recommended alternatives will be presented to the public to receive feedback before a final selection is made.

Q: What kind of traffic analysis is MetroPlan Orlando conducting during this study?

A: MetroPlan Orlando conducted a vehicular traffic and a multimodal Level of Service analysis for the study corridors for existing and future traffic conditions. Level of Service, also referred to as LOS, is an evaluation measure used to relate the quality of service for a mode of travel. The graphic below illustrates the traffic served under conditions ranging from LOS A to LOS F. Similar to grades in school, a roadway that performs at LOS A is not congested and supports free-flowing travel. A roadway that receives a failing grade experiences heavy congestion and significant delays, depicted as LOS F in the graphic below. Historic traffic conditions, proposed improvements, and projected population growth were all factors considered in the future traffic conditions analysis.



Q: Has MetroPlan Orlando considered a pedestrian overpass at Rock Springs Road and Welch Road?

A: A pedestrian overpass is not being considered at this time due to the right of way impacts associated with that option.

Q: Has MetroPlan Orlando given any consideration to increasing access to public transit to ease traffic volumes?

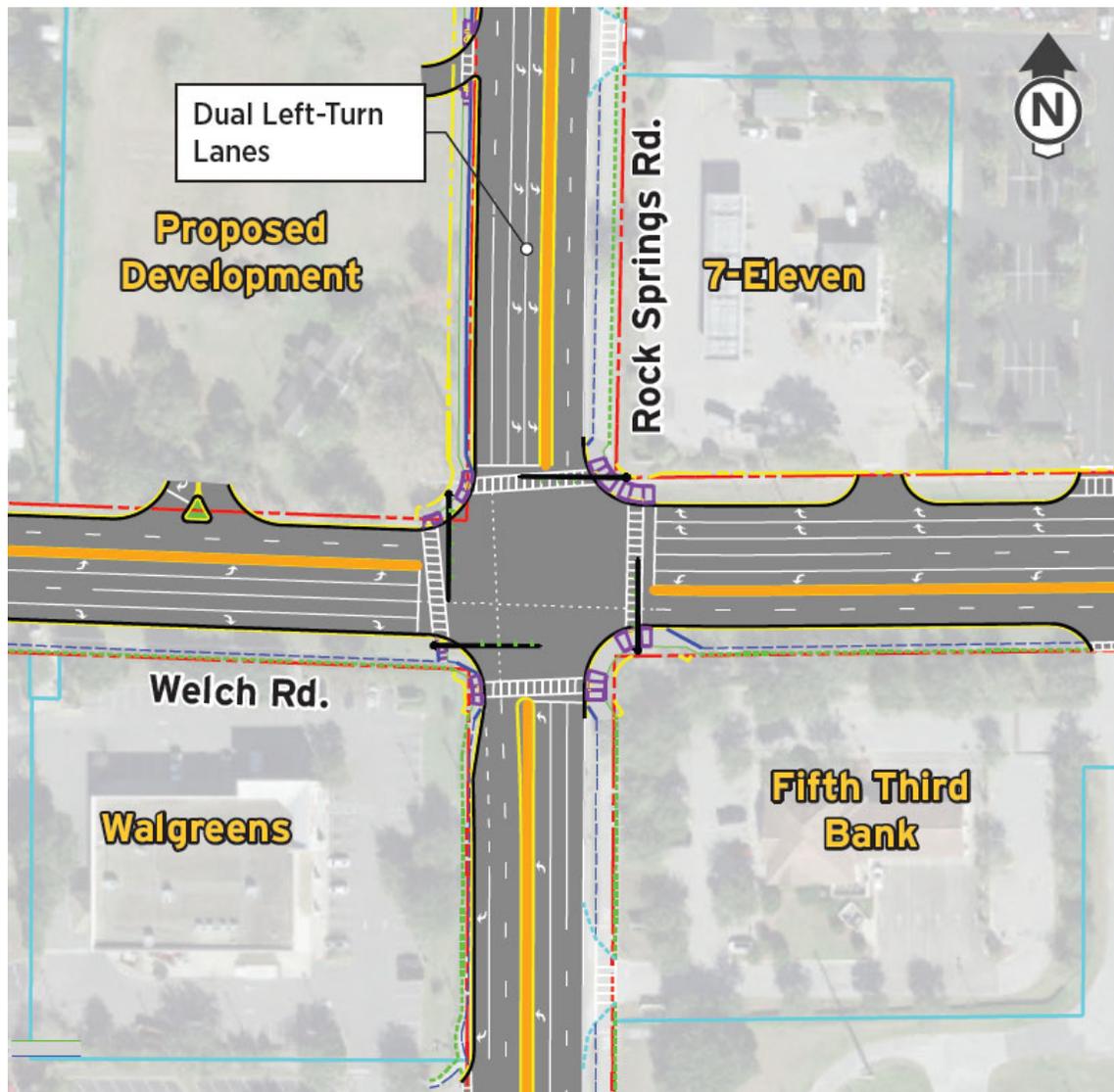
A: The study team has coordinated with LYNX throughout the alternatives development process, however transit revisions are not being considered as part of this study. LYNX is working through projects already in their long-range Transit Development Plan (TDP). As of now, there are no plans for additional transit, but we will pass along the desire for increased access to public transit in the area.

Q: Is MetroPlan Orlando conducting a study to remediate westbound traffic on Welch Road from Rock Springs Road to Wekiva Springs Road during peak hours?

A: That stretch of roadway is not included in this project. However, there is a future plan that may widen westbound Welch Road. Many of the concepts being proposed today are designed to be a base for those future projects.

Q: Do traffic volumes warrant dual left turn lanes from Rock Springs Road onto Welch Road?

A: Yes. Dual left turns for the southbound to eastbound movement are needed based on the findings from MetroPlan Orlando’s traffic analysis. The Rock Springs Road and Welch Road intersection currently experiences major back-ups during the morning and evening peak periods. The addition of dual left turn lanes for the southbound to eastbound movement will help improve traffic flow during those peak times; the graphic below shows the proposed dual left turn lanes:



Q: Is a gridded street network being pursued by the City of Apopka or by Orange County?



A: The Wekiwa Springs State Park poses a challenge for providing a gridded network in this area; however, the connection from Vick Road to Rock Springs Road has helped with mobility and connectivity. MetroPlan Orlando and the City of Apopka encourage land-use planners to look for opportunities for gridded networks as new developments come in.

Q: How is MetroPlan Orlando addressing the traffic at the Publix North Entrance?

A: The study team has proposed adding a traffic signal to the intersection at the Publix North Entrance and Rock Springs Road to help alleviate issues turning in and out of the plaza and provide a protected crossing for pedestrians.

Questions regarding the West Orange Trail Extension Study:

Q: Is MetroPlan Orlando implementing bike lanes as part of this project?

A: The concepts we have developed do not include bike lanes. The proposed concept will help to increase the comfort of trail riders by limiting the number of roadway crossings on the proposed trail extensions. In our initial survey efforts, many respondents indicated they are not comfortable riding in the lanes. Additionally, we would like to limit the need for additional right of way for the proposed trail extensions within the study area.

Q: Is MetroPlan Orlando considering providing additional access to the trail or trail facilities?

A: The West Orange Trail extension will connect to the proposed Wekiwa Trail at Rock Springs Road and Kelly Park Road. A crosswalk is currently proposed east of Thompson Road along Welch Road to provide safer access from the south side of Welch Road to the trail. As part of the second user survey, the study team also requested suggestions for additional crosswalk locations to facilitate access to the proposed trail extensions. Trail facilities will be planned in the future by the City of Apopka and Orange County.

Q: When riding on the West Orange Trail, who has the right of way when crossing driveway openings?

A: If there is a sidewalk, pedestrians and cyclists have priority. In terms of safety, make sure the driver sees you before you cross the driveway.

Q: In the past, Wekiwa Springs State Park has resisted the option to have a trail along the border of the park. Is it likely that the park will support this option this time around?

A: Wekiwa Springs State Park has coordinated with Orange County as part of the Orange County Trails Master Plan and on this project. To date, Wekiwa Springs State Park representatives have been open to looking at options to have the trail alongside the park's boundary.

Q: Will the trail spur along Lester Road be extended as part of this project?

A: The study team is considering an option that utilizes the Lester Road trail to connect to Vick Road, as an alternative to having trail users travel along Ponkan Road between Vick Road and Rock Springs Road. If the Lester Road trail alternative is selected, the trail will continue north along Vick Road, from Lester



Road to Ponkan Road, and along Ponkan Road to the Wolf Lake Middle and Elementary Schools, and the City of Apopka's Northwest Recreation Complex.

Q: Is MetroPlan Orlando integrating comfort in addition to safety for pedestrians and bicyclists along the West Orange Trail?

A: Improving pedestrian and bicyclist safety is MetroPlan Orlando's top priority. Comfort is something we are taking into account as well for the trail.

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 extend past Kelly Park Road. 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 the West Orange Trail. Please visit Lake County's website to check for updates on the status of that project: <https://lakecountyfl.gov/parks-and-trails>.

Q: Are there any advantages to the City of Apopka's economy if changes are made to the West Orange Trail?

A: In the state of Florida, we look at trails as an economic development engine.

Q: What measures are being implemented to ensure the safety of bicyclists and pedestrians?

A: The study team is looking at ways to reduce trail users/vehicle interactions to minimize conflict points where possible. We are also looking at ways to enhance crossings with signage and striping, and at adjusting the shape of corners at intersections to slow cars down, just to name a few.

Q: Is MetroPlan Orlando giving consideration to providing additional trail access to connect Kelly Park Road to the Northwest Recreation Complex along Jason Dwellley Parkway?

A: That segment is outside of the West Orange Trail Extension study limits; however, the City of Apopka has identified a planned trail connection between Ponkan Road and Kelly Park Road following along Jason Dwellley Parkway in the City of Apopka's Trails Master Plan. The city-planned trail could provide trail connectivity for the West Orange Trail and the City's Northwest Recreation Complex.

Questions regarding both studies:

Q: Where can the public access project-related documents and displays?

A: All study documents and meeting displays are available to the public on the project webpage at www.MetroPlanOrlando.org/RockSprings.

Q: When will construction be completed?

A: It may take years to get to construction. The studies are anticipated to be completed in December of 2022. Future phases for the study recommendations, including design, right-of-way acquisition, and



construction, are not funded at this time. Based on a project priority list supported by local agencies, funds will be allocated once available to begin the subsequent phases.

Q: Will some alternatives take longer to construct than others?

A: The difference in construction time from one alternative to another is very minor. The main item affecting timing is funding and when it will become available.

Q: How does the City of Apopka spend impact fees from local incoming developments?

A: Impact fees are utilized to make improvements throughout the City of Apopka. Many of these improvements are intended to improve the flow of traffic or provide additional roadway capacity to meet the needs of existing and future users of roadways in the city.

Q: How does MetroPlan Orlando select the recommended alternatives for Rock Springs Road and the West Orange Trail? When is the deadline to select an alternative?

A: MetroPlan Orlando, along with project partners City of Apopka and Orange County, will consider the benefits and impacts associated with each alternative along with the input received during the virtual alternatives community meeting and supporting online survey to select a recommendation to move forward during this study. The study team will present the study recommendations to the public for additional input in Fall 2022 prior to concluding the study.

