



## COMMUNITY MEETING #1 Summary

### October 26, 2016

**LOCATION:** Dr. Phillips High School Cafeteria  
6500 Turkey Lake Road, Orlando, FL 32819

**TIME:** 6:00 pm to 8:00 pm

**ATTENDEES:** 79 citizens  
Commissioner Scott Boyd, Orange County Commission – District 1  
Renzo Nastasi, Orange County – Transportation Planning  
Brian Sanders, Orange County – Transportation Planning  
Anoch Whitfield, Orange County – Transportation Planning  
Ian Phyers, Orange County – Transportation Planning  
Beata Stys-Palasz, FDOT D5  
Jeff Arms, HDR  
Matt Wiesenfeld, HDR  
Andrew Ritter, HDR  
Howard Newman, HDR  
Laura Turner, Laura Turner Planning Services

Orange County has begun a transportation study that is focusing on the future of Sand Lake Road, from Apopka Vineland Road to Turkey Lake Road. The purpose of the study is to assess current and future travel demand in the area and to identify operational enhancements to keep people and vehicles moving along this corridor. Alternative improvements have been developed and the study team wanted to share this information with the public, so they could review the information and to provide input. This summary provides the highlights of the notification process, information shared at Community Meeting #1, the discussion, and comments shared.

### Meeting Notification

Here is a summary of the notification techniques were used to publicize Community Meeting #1.

October 7, 2016	Posted Community Meeting #1 information on <a href="http://www.SandLakeRoadStudy.com">www.SandLakeRoadStudy.com</a>
October 8, 2016	Newspaper ad published (in Spanish) in <i>El Sentinel</i>
October 9, 2016	Newspaper ad published (in English) in <i>Orlando Sentinel</i>
October 10, 2016	Newsletter #1 emailed to 33 Elected Officials, 63 Study Advisory Group Members, 18 agencies, and 97 interested parties
October 10, 2016	Commissioner Scott Boyd (District 1) sent an email to 1,157 in the Dr. Phillips area with a link to Newsletter #1

October 11, 2016	Newsletter #1 mailed to 235 property owners and 54 others without email addresses
October 12, 2016	Posted Community Meeting #1 information on Orange County Calendar and Orange County Bulletin Board
October 12, 2016	Hand Delivered copies of Newsletter #1 to Dr. Phillips YMCA and Southwest Orange Public Library
October 13, 2016	News release sent to local media

## Study Information at the Meeting

As individuals signed in, they could identify how they learned about Community Meeting #1. Individuals learned about this meeting by: email (49); mail (12); other (8); and website (1). Also at the sign in table were copies of Newsletter #1 and a comment form.

Individuals could share their input by submitting a completed comment form at the meeting or send it to the Orange County Project Manager by November 2, 2016. From 6:00 p.m. to 8:00 p.m. the following study displays were available for review: Alternative 1, Alternative 2, and Alternative 3 along with videos animating the VISSIM simulated traffic operations for each scenario. In addition, study team members were available to answer questions and to hold one-on-one conversations with individuals. At 6:30 p.m., a presentation was given followed by a question and answer forum. The meeting displays and presentation are posted on the study website ([www.SandLakeRoadStudy.com](http://www.SandLakeRoadStudy.com)) on the "Study Documents" page.

## Question and Answer Forum

Following the presentation, meeting participants had the opportunity to ask the study team questions. Questions are provided here along with responses.

### *Design Features*

- Q. Can the right turn lanes be connected while also preventing this from becoming continuous through lanes? Expressed concern about Sand Lake Road being more than four through lanes.
  - A. There are several design elements that can be used to accomplish this such as striping and signage. This is a detail that will be addressed during design.
- Q. Expressed the need to slow down cars and buffer pedestrians.
  - A. This will be examined during design.
- Q. The oak trees in the median are a part of the area's character and part of the marketability of the area's restaurants. Need to emphasize the project's aesthetics.
  - A. Alternative 2 has a couple of options. If the median is wider (and the oak trees are preserved), then there is not as much space for landscaping along the sidewalks. If the median is narrower (and the oak trees are removed), there is more space for the landscaping to be along the sidewalks.
- Q. Why are there different median widths?
  - A. There is a difference in median widths in order to provide two design approaches. With the wider median, the existing oak trees will remain with fewer landscaping options available along the sidewalks. The narrower median provides more opportunities for landscaping along the sidewalks.

- Q. Will the shared use path be off the street?
  - A. Yes, it will be located where the existing sidewalk is and a bit wider.
- Q. Will there be dedicated deceleration lanes?
  - A. No, due to limited existing right-of-way.
- Q. Why will there be a 12-foot travel lane on one side and an 11-foot travel lane on the other side?
  - A. This relates to connecting the existing turn lanes on the north side and provides continuous lane widths, while the south side being 11 feet allows for a wider landscape buffer between the travel lanes and the sidewalk or shared use path.
- Q. Has the location of new drainage ponds been identified?
  - A. No, they have not yet been determined for Alternative 3. It is unlikely that Alternative 2 will require new drainage ponds.
- Q. As an alternative to the new traffic signal at The Fountains, could there be a directional access?
  - A. Yes

### **Traffic**

- Q. The signals at Turkey Lake Road and Apopka Vineland Road are not synchronized. Usually, left turns have to be made on the yellow phase.
  - A. Orange County Traffic Engineering will look at the existing signal timing.
- Q. If I am eastbound on Sand Lake Road and want to turn left on Turkey Lake Road, I often have to wait for several phases.
  - A. All signals on Sand Lake Road will be synchronized in the future with the system now found on International Drive. With construction on Sand Lake Road, east of I-4, beginning in a few weeks, it will take about two years for the area signals to be optimally coordinated due to construction.
- Q. Can transit or buses be considered to move people along Sand Lake Road?
  - A. Today, there is no bus service along Sand Lake Road. Orange County has been in contact with LYNX about this service.
- Q. What is happening along Wallace Road?
  - A. Operational improvements to Wallace Road are being reviewed since it is the closest parallel road to Sand Lake Road.
- Q. Are there traffic projections?
  - A. Yes for years 2020 and 2040.

### **Costs**

- Q. What parts of this project have been funded?
  - A. The completion of this study is funded. Future project phases – design, right-of-way acquisition, and construction – are not funded. Staff is anticipating that design will be funded by the end of the study.
- Q. How will this project be funded and when?
  - A. There is a significant cost difference between Alternative 2 and Alternative 3. Orange County staff anticipates that Alternative 2 can happen sooner than Alternative 3 since it has a much lower project cost, and therefore easier to fund.

### **Other Area Projects**

- Q. It seems the biggest problem is getting traffic (particularly DOT traffic) off of Sand Lake Road; a solution 10-12 years from now will be too late.
  - A. There are two projects that will happen sooner that should help. I-4 “Beyond the Ultimate” includes reworking the Sand Land Road/I-4 interchange. The other project is the Daryl Carter Parkway interchange.

- Q. Need to have infrastructure in place before rezoning properties and stop future development until infrastructure catches up.
  - A. Many of those projects had previously approved land uses.
- Q. What is the status of I-4 Ultimate and will there be toll roads?
  - A. It should be completed in 4-5 years. The center lanes will be tolled.

### ***Alternatives***

#### **A show of hands at the end of the meeting showed support for Alternative 2.**

- Alternative 2 makes sense and should include beautification.
- Alternative 2 works within existing right-of-way and is a lesser cost than Alternative 3.
- It is foolish to do the full construction as proposed under Alternative 3.
- With either alternative, there is support for more landscaping.

### **Shared Comments and Statements**

During the Questions and Answer session, some comments and statements about the project were made. A summary of these is as follows:

- There is a need to coordinate and synchronize all the traffic signals in the area. At Turkey Lake Road and Sand Lake Road, the opposing left turns are not timed at the same time. The new Rialto light is not in sync with the other signals.
- More “No Turn on Red” signs are needed in this area. Signage consistency is needed, especially at the I-4 ramps.
- The traffic signals at I-4 are difficult to see with the sun and need to be replaced.
- For the Restaurant Row area, there are not a lot of pedestrians. This aspect of the project needs to be minimized with a focus more on accommodating vehicles and buses.
- Along Wallace Road, there is a need to consider that there are lots of pedestrians, especially children and parents with Dr. Phillips Elementary School. When school lets out, parents tend to park in the neighborhoods south of Wallace Road so there is a lot of crossing of the street. The study team needs to look at the speed limit along Wallace Road since some portions are 45 mph.
- Many visiting drivers do not know that you can turn right on red. Additional signs letting them know that they may turn right are needed.
- Large green signs, like those found on Toll Road 429, should not be used on Sand Lake Road.
- A recommendation should not be based just on the savings of three minutes. The community needs to consider what the Sand Lake Road corridor will look like in the future -- a drive-through area or a Town Center (destination).
- The Turkey Lake Road/Sand Lake Road intersection is the worst intersection and is not likely to change any time soon.
- Bicycling and walking should be encouraged along with lower speeds, and more green spaces.
- We love our Dr. Phillips community and amenities.
- If additional pavement is not added, we can preserve the area’s lakes and environment.

## Written Comments Received

Thirty individuals submitted written comments (either emails or completed comment forms) from October 10, 2016 through November 2, 2016. Here is a summary of the written comments that were shared during this time. The number in parenthesis indicates how often the same comment was made.

### **Potential Project Impacts**

- New development should be put on hold until the roadway improvements are in place. (2)
- Concerns were expressed about additional traffic and safety on Wallace Road. (1)
- If traffic is increased along Wallace Road (as a result of this project), there will be a need for a higher wall to reduce noise at Spring Lake Villas.
- Turn lanes for both east and west movements on Wallace Road should be added. (1)

### **Project Elements**

- The northbound movement along Apopka Vineland Road needs two right turn lanes onto eastbound Sand Lake Road. (2)
- The continuous right turn lanes are terrible for bicyclists and pedestrians. The study team should consider separating them by using higher curbing, reflector pipes, or other physical means. (1)
- A separate traffic signal phase for all pedestrians and bicyclists to cross an intersection at the same time, with no vehicles moving, should be considered. (1)
- The current setting is pedestrian unfriendly and unsafe, which is why pedestrian counts may be low. (1)
- The right lane at Della Drive and Sand Lake Road should become “right turn only”. The left lane should be a shared straight and left. (1)
- The shared use path (south side of Sand Lake Road) should be at least 13 feet wide. (1)
- The sidewalk on north side of Sand Lake Road should be at least 6 feet wide. (1)
- The shared use path needs to accommodate wheelchairs and strollers. (1)
- Walkability encourages commerce. (1)
- Permeable pavers or concrete for sidewalks and shared use path should be used. (1)
- Sand Lake Road serves more than local traffic due to the limited number of east-west options in the area. (1)

### **Traffic Solutions and Signage**

- The traffic signals, especially at Turkey Lake Road, need to be synchronized. (3)
- Another traffic signal should not be added. (3)
- Additional signs are needed, indicating “right turn on red” is allowed. (1)
- The road design needs to make it difficult to drive through along Sand Lake Road. (1)
- Put a “no u-turn” sign in front of McDonald’s. (1)
- The traffic signals need to be synchronized. (1)
- Traffic studies should have been completed in the summer and winter, the peak tourist season, and not in the spring and fall. (1)

### **Study Alternatives**

- Alternative 1
  - There is support for Alternative 1. (2)
  - The benefits of improvements do not outweighing the inconveniences. (1)
- Alternative 2
  - There is support for Alternative 2. (15)
  - There is support for Alternative 2 since it provides more green spaces and trees. (5)
  - There is support for Alternative 2 plus synchronized lights. (1)

- There is support for the option with the wider median. (1)
- Money and time should not be wasted on wider sidewalks since there are few pedestrians. (2)
- Alternative 3
  - Individuals are against Alternative 3. (2)
  - There is support for Alternative 3. (2)
  - Alternative 3 is not viable. (1)
  - The cost of Alternative 3 is not worth saving three minutes. (1)
  - There is support for Alternative 3 plus transit (especially from International Drive.) (1)
  - Alternative 3 will address the traffic issues; Alternative 2 is just a band aid. (1)
  - Alternative 3 plus Darryl Carter Parkway would have the potential to create an enormous bypass of I-4. (1)
- There is support to keep landscaping in the medians. (1)
- The team shared lots of information but no real solutions. (1)

### ***Requests***

- Requests were made to be added to study contact list. (21)
- Study information was requested. (3)
- Traffic accident data at the Sand Lake Road/Della Drive/Esplanade intersection was requested. (1)
- There was a request for pedestrian counts by each study segment. (1)
- Funding sources for the Sand Lake Road Study and future phases was requested. (1)

### ***Interest in Other Projects***

- Better coordination among agencies is needed in dealing with development and infrastructure. (2)
- Information about Sand Lake Road, from Turkey Lake Road to Universal Boulevard was requested. (1)
- Need to extend the Turkey Lake Road flyover to the existing traffic signal at Wal-Mart, if not all the way to Dr. Phillips Hospital instead of having it exit at Whole Foods. (1)
- Adding a traffic signal between Wal-Mart entrance and the road south of Whole Foods will create more traffic jams. (1)
- Approval of Rialto 2 will add to the traffic problems in the area. (1)

### **Next Steps**

This input will be considered as a Recommended Alternative is further refined. Study updates will be posted on the study website ([www.SandLakeRoadStudy.com](http://www.SandLakeRoadStudy.com)). The Orange County Project Manager will continue to be available to respond to questions and information requests. Community Meeting #2 is expected to be held in February 2017.