

Question and Answer (Q&A) Forum

Below is a summary of the questions received during the second Community Meeting series for NOWOCATS, along with corresponding responses. One meeting was held during the second Community Meeting series, on Tuesday, June 16, 2026. Comments were received in several forms including written comment forms, verbal comments following the live presentations held during the meeting, and emails and website entries. Comments for this forum were captured through June 30, 2026. Comments received after June 30th will be recorded as part of the study record.

Project Overview – Scope, study area, timeline

Question:

What goals and priorities are being considered?

Response:

The study evaluates transportation needs using a multimodal approach, including roadway capacity, safety, intersection operations, pedestrian and bicycle facilities, and transit considerations.

Question:

How far ahead is the study looking?

Response:

The NOWOCATS study uses a 2050 planning horizon for developing traffic forecasts and recommending improvements.

Question:

Are any new toll roads planned within the Northwest Orange County study area?

Response:

No new toll Roads are being considered as a part of this study.

Question:

How long does it typically take for a roadway widening project to move from initial planning to construction?

Response:

Roadway projects typically require significant time for planning, design, right-of-way acquisition, permitting, funding, and construction. From the design phase through construction, the process can take approximately 15 to 20 years. Because transportation needs and travel patterns can change over time, long-range forecasts must be regularly updated to ensure projects continue to address future conditions.

Traffic Forecasting and Development Impacts

Question:

Is the vacant or investor-owned land being considered in the analysis?

Response:

The study relies on regional population and land-use forecasts developed in coordination with MetroPlan Orlando. The treatment of individual parcels is not separately evaluated within this planning-level analysis.

Question:

Is population decline being considered in future projections?

Response:

Traffic forecasts are based on adopted Central Florida Regional Planning Model version 7 which takes into account the land use and population forecasts approved by MetroPlan Orlando.

Question:

How is the County addressing the impacts of rapid growth and new development on transportation infrastructure and traffic congestion?

Response:

Transportation improvements are often driven by approved development and projected growth, as additional roadway capacity is needed to support increased travel demand. Orange County is expected to experience significant population growth through 2050, and areas such as Apopka are currently experiencing rapid development. The study evaluates how land use patterns and transportation investments can work together to support more efficient travel, including encouraging more compact development and shorter trip distances. However, state regulations and limitations on local funding tools, such as impact fees, can make it challenging for local agencies to fully keep pace with growth.

Roadway Improvements

Question:

How is the County addressing increased traffic congestion and roadway safety on Binion Road resulting from continued growth and development in the area?

Response:

Two roundabouts are under design on Binion Road at Harmon Road and Binion Rd at Lust Road. Additionally, a new interchange (with roundabout) is also programmed at SR 429 at Binion Rd/Boy Scout Rd. Binion Rd is not identified to be widened at this time.

Question:

Are Complete Streets being incorporated within the study?

Response:

Yes, the complete streets principles will be incorporated into all proposed widenings. For example, the widening of Ocoee-Apopka Road from Harmon Road to South Hawthorne Avenue will include expanding the roadway from approximately two to four lanes, adding bicycle lanes, a multi-use path, and accessibility features such as smart lighting, sensors, and ADA-compliant enhancements.

Question:

Are there plans to add travel lanes to Plymouth Sorrento Road to address existing and future traffic congestion?

Response:

The widening of Plymouth Sorrento Rd from Kelly Park Rd to Orange Blossom Trail from 2 to 4 lanes is identified as a need by 2040 in the study. This roadway improvement is also identified by MetroPlan Orlando in the 2050 Metropolitan Transportation Plan (MTP) as an unfunded improvement.

Question:

If Orange Blossom Trail is widened, where would the additional roadway be located? (Specifically, through Zellwood)

Response:

Widening to the residential side or commercial side will be determined during the future PD&E study. Orange Blossom Trail from Plymouth Sorrento to Lake County Line is identified to be widened to 6 lanes by 2040. This roadway improvement is also identified by MetroPlan Orlando 2050 MTP as an unfunded improvement.

Question:

Are there plans to improve traffic operations and safety at the intersections of Kelly Park Road and Round Lake Road, and Sadler Road and Round Lake Road?

Response:

Kelly Park Road at Round Lake Road and Sadler Road at Round Lake Road are not study intersections. However, Kelly Park Road is identified to be widened to 4 lanes by 2040 in the study and Round Lake Road is identified to be widened to 4 lanes by 2050 by the study. Additionally, the widening of Round Lake Road is also included in the MetroPlan Orlando 2050 MTP as an unfunded improvement.

Question:

Are there plans to widen Welch Road between Rock Springs Road/Park Road and Wekiwa Springs Road to improve traffic operations and accommodate future growth?

Response:

Welch Road from Rock Springs Road to Wekiwa Springs Road is identified to be widened to 4 lanes by 2040 by the study and is also included in the MetroPlan Orlando 2050 MTP as an unfunded improvement. Additional turn lane improvements are also recommended for the 2040 and 2050 time frames.

Question:

Are there plans to widen Kelly Park Road to increase roadway capacity?

Response:

Kelly Park Road from Waypointe Blvd to Plymouth Sorrento Road is identified to be widened to 4 lanes by 2030 as a programmed improvement by MetroPlan Orlando TIP and city of Apopka. Also, Kelly Park Road from Round Lake Road to Waypointe Blvd is identified to be widened to 4 lanes by 2040 in the study. Additionally, Kelly Park Road from Plymouth Sorrento Road to Jason Dwelley Parkway is identified to be widened to 4 lanes by 2040 by City of Apopka and MetroPlan Orlando 2050 MTP (as an unfunded improvement). Lastly, Kelly Park Road from Jason Dwelley Parkway to Rock Springs Road is identified to be widened to 4 lanes by 2050 in the study.

Question:

Are there plans to improve traffic flow and reduce congestion along US 441 through downtown Apopka?

Response:

US 441 from Park Avenue to Vick Road is identified to be widened to 6 lanes by 2040 in the study. Additionally, intersection improvements are recommended at the intersections of Park Avenue, Central Avenue, Bradshaw Road, and Vick Road.

Question:

How will the proposed improvements at the US 441 and Vick Road intersection address congestion and access concerns near Apopka Elementary School, Clayton Estates, and Apopka High School?

Response:

The proposed improvement at the US 441 and Vick Road intersection is identified as a mid-term improvement targeted for completion by 2040. The initial focus is to provide additional eastbound capacity at the intersection approach. Depending on available funding, this could include widening only at the intersection or extending improvements along the full roadway segment. If funding is not available for the full segment, improvements would prioritize addressing the intersection itself. Additionally, Vick Road is identified to be widened to 4 lanes by 2040 from Ashworth Overlook Drive to Ponkan Road. This roadway segment is also identified to be widened by City of Apopka and MetroPlan Orlando 2050 MTP (as an unfunded improvement).

Access and Network Connectivity

Question:

Are there opportunities for additional corridors, at least in less populated areas?

Response:

The NOWOCATS study focused on evaluating transportation needs and identifying potential improvements within the existing and planned transportation network. The study did an evaluation of the corridors within the study area and identified additional roadway and intersection improvements beyond both programmed (funded) and planned (unfunded) improvements. However, no additional new corridors have been identified as part of the study.

Question:

Are there plans to extend or create a new through-road connection on Sadler Road?

Response:

The connection from SR 429 to Plymouth Sorrento Road is included within the City of Apopka's Transportation Element and also has been identified in the study.

Question:

Will the proposed improvements address congestion and safety concerns along US 441, the primary corridor for travel into and out of Apopka?

Response:

Based on existing conditions, portions of US 441 are currently operating over capacity, while other segments are approaching capacity, particularly during peak travel periods. The high volume of traffic along the corridor contributes to congestion and delays. The study will evaluate potential improvements to address existing and future transportation needs along US 441 and at key intersections. The study has indicated the need to widen US 441 from 4 to 6 lanes from Seminole County Line to Piedmont Wekiva Road, from Park Avenue to Vick Road, and from Plymouth Sorrento Road to Lake County Line. The widening of US 441 from Plymouth Sorrento Road to Lake County Line is also identified by MetroPlan Orlando 2050 MTP as an unfunded improvement.

Pedestrian and Bicycle Safety

Question:

Will the proposed widening at the US 441 and Vick Road intersection require the removal or relocation of existing sidewalks?

Response:

The proposed improvements are expected to be accommodated within the existing roadway footprint, including the wide median area at the intersection. At this time, there does not appear to be a right-of-way concern or a need to remove existing sidewalks to accommodate the additional lane capacity. Further design details will be evaluated as the project advances.

Question:

Q: What are the plans to improve pedestrian and bicycle access at the Plymouth Sorrento Road and Kelly Park Road intersection, where sidewalk gaps exist and future development is expected to increase traffic?

Response:

Pedestrian and bicycle improvements are prioritized based on need, with areas around schools receiving the highest priority. Sidewalk infrastructure is often provided through the development process, which helps secure right-of-way for future improvements. Community input helps identify areas with existing gaps or safety concerns. Residents can report sidewalk or pedestrian facility needs through the County's 311 app or the City of Apopka's reporting system to support future planning efforts.

Question:

How does the study address the need for multimodal transportation options, including transit, protected bicycle facilities, pedestrian improvements, tree canopy, and drainage enhancements?

Response:

The study identifies several high-priority multimodal improvements, including the Orange Blossom Express, which is planned near the study area. Transit service requires sufficient demand and community support, and additional first- and last-mile connections are needed to make transit accessible and convenient. The study also considers improvements such as protected bicycle facilities or separated multi-use paths, expanded tree canopy, improved drainage, and other strategies to support safer and more connected transportation options.

Intersection Operations and Safety

Question:

Have improvements to intersections been fully studied before concentrating on the need for widening?

Response:

Yes, a core part of the NOWOCATS study was to address specific intersection deficiencies and identify potential improvement strategies. Recommendations include a combination of intersection improvements including turn lane additions at 43 study intersections, operational enhancements, and roadway capacity improvements based on the identified transportation needs.

Question:

Have roundabouts been fully studied that would allow for improved intersection operations which would also lessen the severity of traffic conflicts?

Response:

Yes, roundabouts were evaluated as part of Innovative intersection improvements at six locations. Based on the analysis, a roundabout as an innovative intersection improvement was recommended for the intersection of Apopka Boulevard and Sheeler Road.

Question:

How is the County addressing congestion and safety concerns at intersections in rapidly growing areas, including the intersection of Ocoee Apopka Road and Boy Scout Road?

Response:

The intersection of Ocoee Apopka Road and Boy Scout Road is not a study intersection, However, widening of Ocoee Apopka Rd from Harmon Rd to S Hawthorne Ave from 2 to 4 lanes is already programmed as part of BUILD 2025 federal grant funding. This project will plan, design, and construct improvements to Ocoee-Apopka Road (CR 437A) from Harmon Road to South Hawthorne Avenue. The improvements will include expanding the roadway from approximately two to four lanes, adding

bicycle lanes, a multi-use path, and accessibility features such as smart lighting, sensors, and ADA-compliant enhancements.

Question:

Are there plans to improve safety at the intersection of Jones Avenue and Orange Blossom Trail?

Response:

At this intersection, Jones Avenue will be widened to 4 Lanes and Orange Blossom Trail will be widened to 6 lanes by 2040. Jones Avenue from US 441 to the Lake County Line and US 441 from Plymouth Sorrento Rd to the Lake County Line are identified to be widened to 4 and 6 lanes, respectively, as unfunded improvements within MetroPlan Orlando 2050 MTP.

Question:

Are there plans to improve traffic operations at the SR 429 and Kelly Park Road interchange to reduce congestion and delays at the exit ramps?

Response:

Kelly Park Road is programmed to be widened to 4-lanes by 2030 (both by MetroPlan Orlando and the City of Apopka) with new signals at Waypointe Boulevard, Golden Gem Road, Effie Drive, and SR 429 NB and SB Ramps.

Question:

Are there plans to improve safety, access, and pedestrian accommodations at the intersection of US 441 and Sadler Road?

Response:

At this intersection, Sadler Road will be widened to 4 Lanes and Orange Blossom Trail will be widened to 6 lanes by 2040. Sadler Road from US 441 to Lake County Line and US 441 from Plymouth Sorrento Rd to Lake County Line are identified to be widened to 4 and 6 lanes, respectively, as unfunded improvements within MetroPlan Orlando 2050 MTP.

Question:

Are there plans to improve safety and traffic operations at the intersection of Jones Avenue and Orange Blossom Trail, including intersection design, turn lane capacity, and traffic queuing?

Response:

Improvements are planned at the Jones Avenue and Orange Blossom Trail (US 441) intersection by 2040 to improve traffic flow and safety. Planned upgrades include widening Jones Avenue at the intersection to provide additional through and turn lanes, as well as widening US 441 to six lanes through the intersection. In addition, the MetroPlan Orlando 2050 Metropolitan Transportation Plan (MTP) identifies future widening of Jones Avenue from US 441 to the Lake County line and US 441 from Plymouth Sorrento Road to the Lake County line as unfunded long-range improvements. These projects are planned but are not currently funded for construction.

Question:

Is the County aware of traffic signal operation issues at the intersection of Main Street and Park Avenue, and are improvements planned to address them?

Response:

The issue may be related to the traffic signal's vehicle detection system. These systems use pavement sensors or video cameras to detect approaching vehicles and determine when to provide a green light. If a detector fails or becomes misaligned, vehicles may not be detected properly, resulting in longer wait times or missed signal cycles. The signal may need to be inspected and repaired as needed to restore normal operation.

Question:

Are there plans to improve traffic operations and safety at the intersection of US 441 and Plymouth Sorrento Road?

Response:

The intersection of US 441 and Plymouth Sorrento Road has been identified as approaching capacity. The study will evaluate the intersection to determine appropriate improvements, which may include traffic signal timing adjustments or geometric changes, such as re-striping, to improve traffic flow and safety. The widening of Plymouth Sorrento Rd from Kelly Park Rd to Orange Blossom Trail from 2 to 4 lanes and the widening of US 441 from Plymouth Sorrento Rd to Lake County Line from 4 to 6 lanes are identified as needed improvements by 2040 in the study. Both these roadway improvements are also identified by MetroPlan Orlando 2050 MTP as unfunded improvements. Additional turn lane improvements are also recommended for the 2040 and 2050 time frames.

Question:

Will the intersection of South Central Avenue and Michael Gladden Boulevard be evaluated for improvements to address congestion and backups during peak periods? Is this intersection the responsibility of the City of Apopka or Orange County?

Response:

This study focused on major intersections within a very large study area, and not every intersection could be examined individually. The intersection of South Central Avenue and Michael Gladden Boulevard is not a study intersection. The comment will be forwarded to the city.

Question:

How will the proposed improvements address congestion in Downtown Apopka, where traffic volumes have increased and vehicle queues are already occurring at signals?

Response:

The study recognizes that roadway improvements alone cannot accommodate all future travel demands by private vehicles. Therefore, the study also considers opportunities to support other modes of transportation, including walking, biking, and transit, particularly within Downtown Apopka. Outside of the downtown area, proposed roadway improvements are expected to provide noticeable benefits by improving traffic flow and reducing congestion.

Question:

How will additional traffic from improvements at the US 441 and Vick Road intersection be managed along Vick Road toward Apopka Elementary School and Apopka High School?

Response:

If the intersection improvements provide sufficient capacity to address existing traffic concerns, additional widening along Vick Road may not be necessary. If further improvements are needed, the roadway segment toward the schools could be widened to provide additional capacity. This segment has space available within the existing median area to accommodate potential widening. Additionally, Vick Road is identified to be widened to 4 lanes by 2040 from Ashworth Overlook Drive to Ponkan Road. This roadway segment is also identified to be widened by City of Apopka and MetroPlan Orlando 2050 MTP (as an unfunded improvement).

Question:

What improvements are planned for the Rock Springs Road and Welch Road intersection to address congestion and capacity concerns?

Response:

The Rock Springs Road and Welch Road intersection was previously improved and was operating as intended; however, increased traffic volumes may require additional evaluation. The study identifies potential improvements, including a partial displaced left turn (DLT) configuration as an innovative intersection that could significantly increase intersection capacity. Additionally, Orange County and the City of Apopka recently completed a study through MetroPlan Orlando, and design efforts are underway for improvements at the intersection and for the segment approaching the Publix entrance near McDonald's. These improvements include a signalized intersection at the Publix north entrance, a raised median, and restriping at the Rock Springs Road/Lester Road intersection. Additional turn lane improvements are also recommended for the intersection.

Environmental Protection

Question:

Are wildlife and environmental impacts being considered?

Response:

Environmental resources, including sensitive areas such as the Wekiva River basin and Lake Apopka, are considered in the evaluation of potential improvements. Specific wildlife mitigation measures are typically addressed during subsequent project development and design phases.

Transit Opportunities

Question:

Have alternative transit options, such as extending the Sunrail to Apopka, a light rail or monorail system, been considered for the study area?

Response:

The Orange Blossom Express was previously studied as a rail alternative by FDOT. However, the projected ridership, based on projected population growth, was not enough to support the funding requirements. The project remains in planning and could move forward if future growth increases potential ridership.

Question:

Are there plans to develop a regional mass transit system, such as rail service or rapid bus service connecting northwest Orange County/Apopka to Orlando and the airport?

Response:

Regional rail or rapid bus transit requires sufficient population density and ridership demand to support successful operations. Planning agencies, including LYNX continue to evaluate opportunities for expanding transit options while balancing future growth, development patterns, and community needs.