

Question:

Are there plans to add a dedicated turn lane at the Bargrove Estates entrances on Crown Majesty Boulevard or Obsidian Gate Drive to improve safety for vehicles entering/exiting the neighborhood?

Response:

The proposed turn lane is located on a state roadway under the jurisdiction of FDOT District 5. Orange County has coordinated with FDOT, Orange County Traffic Engineering, Orange County Permitting, and the developer of Bargrove Estates to evaluate options for implementing the improvement as quickly as possible. FDOT has acknowledged the need for the turn lane and supports the improvement; however, implementation is subject to available funding, project prioritization, and the agency's project delivery schedule. Alternative delivery options were also evaluated but would require additional time to implement. The turn lane is anticipated to be constructed through FDOT's project development process. For more information, contact Michael.Sanders@dot.state.fl.us at FDOT District 5.

Question:

Are there plans to improve safety and traffic operations at the intersection of Apopka Boulevard and South Lake Pleasant Road, including evaluating whether a four-way stop or other traffic control improvements are warranted?

Response:

A four-way stop at this location may be a feasible option and can be evaluated as a potential operational improvement. Based on the documented crash history, additional safety measures to improve driver awareness and visibility may also be appropriate. Potential improvements may include enhanced warning signs, flashing beacons, upgraded curve delineation, improved pavement markings, and other traffic control measures designed to improve safety, particularly during nighttime conditions. These recommendations can be considered as part of Orange County's Annual Traffic Safety Program (ATSP).

Question:

What are the current plans for the proposed multi-use trail along East Welch Road, including its alignment near Wekiwa Springs Road, the connection to Wekiwa Springs State Park, and location of the trail terminus?

Response:

The proposed trail is part of the West Orange Trail Phase 4B project. The design contract is currently on hold while coordination with the Florida Department of Environmental Protection (FDEP) continues regarding the proposed use of property within Wekiwa Springs State Park. As a result, detailed design plans are not yet available. The project will initially be based on the concept plans developed as part of the MetroPlan Orlando West Orange Trail Corridor Study (2022). If the project advances into the design phase, additional public engagement opportunities will be provided to gather feedback and address questions regarding the proposed trail alignment and design.

Question:

A resident with a property (48.5 acre closed landfill known as Keene Road Parcel 3) mentioned that it would make a great off-road biking experience and could easily be connected to the West Orange Trail. He also mentioned that it offers 30-40 foot elevation changes which are very unique to Central Florida. He wanted to see who he should get in touch with?

Response:

The project team met with the individual on June 9, 2026, and went over the study identified needed roadway improvements. The project team provided him with contact information of Cedric Moffett at Orange County Parks and Recreation for coordination on getting the property connected to the West Orange Trail.

Question:

Why are intersection improvements not planned for Foliage Way at the intersection of Jason Dwelley Parkway/Kelly Park Road?

Response:

Foliage Way is a privately owned access drive and is not part of the public roadway network. Because it is not a public road, it was not included in the evaluation for intersection improvements. During the design of the Jason Dwelley Parkway/Kelly Park Road signal, the City of Apopka explored options to incorporate Foliage Way as a fourth leg of the intersection. However, the concept could not be advanced due to private property access constraints, the lack of agreements among affected property owners, and engineering and safety concerns related to the intersection's offset alignment. As a result, the intersection was constructed as a three-leg signalized intersection. Any future improvements would depend on right-of-way dedication, resolution of private access issues, and a feasible design that meets current safety standards. The long-term widening of Kelly Park Road may provide an opportunity to reevaluate access, although future median improvements are expected to further restrict turning movements from Foliage Way to improve safety. In the interim, striping treatments were implemented to manage movements safely, recognizing that traffic volumes on Foliage Way are relatively low and that truck traffic from adjacent businesses does not substantially overlap with school peak periods.