



Wekiva Parkway Project Development and Environment Study

Viable Alternatives Summary of Public Meetings July/August 2006

Prepared for:

Florida Department of Transportation, District 5

and

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**Summary of Viable Alternatives Public Meetings
Wekiva Parkway Project Development and Environment Study**

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**Summary of Viable Alternatives Public Meetings
Wekiva Parkway Project Development and Environment Study**

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1.0 INTRODUCTION

This document summarizes the activities associated with the public meetings for the viable alternatives identified in the Wekiva Parkway Project Development and Environment (PD&E) Study. The public meetings were sponsored by the Florida Department of Transportation (FDOT), District 5 and the Orlando-Orange County Expressway Authority (Expressway Authority). Three public meetings were held from 5 p.m. to 8 p.m. on the dates and at the locations identified below.

Meeting Dates and Locations:

Seminole County Public Meeting (Sponsored by FDOT)

July 25, 2006

Sanford Civic Center

401 East Seminole Boulevard

Sanford, FL

Orange County Public Meeting (Sponsored by Expressway Authority)

July 26, 2006

Apopka High School

555 West Martin Street

Apopka, FL

Lake County Public Meeting (Sponsored by FDOT)

August 1, 2006

Lake Receptions

4425 North Highway 19-A

Mount Dora, FL

The public meetings were conducted to afford local residents, property owners, business owners, government officials, media and other interested parties the opportunity to review and express their views concerning the viable alignment and concept alternatives and the social, economic and environmental effects of the proposed project. These public meetings presented the second formal opportunities for members of the public to review information about the Wekiva Parkway PD&E Study and to discuss that information with the project team. Public hearings are scheduled to take place in the future.

Project Team Attendees:

Representatives from the Expressway Authority, FDOT, PBSJ, CH2M HILL, QCA and HNTB were available to answer questions and respond to the public's comments and concerns. The project team representatives who attended the meetings included:

- Orlando-Orange County Expressway Authority - Mike Snyder, Joe Berenis
- Florida Department of Transportation - Tom Percival, Brian Stanger, Steve Homan, Mac McGough, Tina Pollard, Terri Hannah, Teresa Hensley, Elise Laubach, Carol Brannon, Paul Horn, Jim Clark
- CH2M HILL - Mark Callahan, Dave Lewis, Brian Connor, Carol Barker, Patty Perkins, Kathleen Jorza, Melaina Petit, Didier Menard, Ann Marie Mulligan, Libertad Acosta-Anderson, Aaron Johnson
- PBSJ - Gary Skaff, Keith Jackson
- Quest Corporation of America (QCA) Public Information - Mary Brooks, Maricelle Venegas, Brian Hutchings
- HNTB - Josiah Banet, Matthew Matin

2.0 PUBLIC NOTIFICATION

Approximately 9,000 project newsletters were sent to business owners, residents, government officials, and other interested parties in and around the project corridor. The newsletters described the project history and status, and included a map of the overall viable alternatives in the project corridor and provided public meeting information. Public meeting invitations were sent to all elected officials in the project area. A copy of the newsletter and an example of the elected officials invitations are included in Appendix A.

A breakdown of the recipient list is provided in Table 1.

Table 1. Newsletter and Invitation Summary

Recipient	Number of Recipients	Invitation Sent	Newsletter Sent
Elected/Appointed Officials	146	July 5, 2006	July 5, 2006
Orange County Property Owners	2,458		July 5, 2006
Seminole County Property Owners	3,924		July 5, 2006
Lake County Property Owners	1,889		July 5, 2006
Interested Parties	587		July 5, 2006
Total	9,004		July 5, 2006

Website:

The project website (located at www.expresswayauthority.com or www.oocce.com) was updated on July 5, 2006 and July 31, 2006 (first workshop photos added) with the most current information about the public meetings. The website included overall viable alternatives, project schedule and the latest project newsletter. Following the public meetings on Aug. 2, 2006, an FTP link to files (in PDF format) of the display boards shown at the meetings and a copy of the public meeting PowerPoint presentation were posted on the website.

3.0 MEDIA NOTIFICATION

Legal advertisements were prepared and submitted to local print media outlets prior to the public meetings. Advertisements were run in English and Spanish. A list of the media outlets and advertisement run dates are shown in Table 2.

Table 2. Legal Advertisements Summary

Media Outlet	Run Date
Orlando Sentinel	July 5, 2006 and July 19, 2006
El Sentinel	July 8, 2006 and July 15, 2006
Apopka Chief	July 6, 2006
Apopka Planter	July 7, 2006
Seminole Herald	July 5, 2006
Daily Commercial	July 5, 2006
La Prensa	July 6, 2006

Media releases were e-mailed or faxed to local media outlets on July 24, 2006 as described in Table 3. Copies of legal advertisements and media releases can be found in Appendix B.

Table 3. Media Notification Summary

Outlet	Contact Method	Attended Meeting
RADIO		
K92 FM	E-mail	No
WDBO 580 AM	E-mail	7/25/2006
WMMO 98.9 FM	E-mail	No
WTKS 104.1 FM	E-mail	No
WOMX 105.1	E-mail	No
WMFE 90.7	E-mail	No
TELEVISION		
Fox 35 WOFL	E-mail	No
WKMG - TV 6 CBS	Fax	No
Central Florida News 13	E-mail	No
WESH TV 2 NBC	E-mail	7/26/2006
PRINT		
Orlando Sentinel	Fax	7/25/2006 & 8/1/2006
La Prensa	Fax	No
Sanford Herald	Fax	11/14/2005
Apopka Chief/Planter	Fax	7/26/2006

4.0 AT THE PUBLIC MEETINGS

A total of 1,201 people signed in at the three public workshops held for the Wekiva Parkway PD&E Study. That includes 376 attendees in Orange County, 470 in Lake County, and 355 in Seminole County.

Meeting Format:

All three public meetings followed a similar format. The meetings were conducted in an open house format with two identical sets of display boards showing the viable alignment alternatives, typical sections and other project information set up around the perimeter of the room. Meeting attendees were greeted by receptionists and asked to sign in prior to being directed to the county section of their interest. The sign-in sheets can be found in Appendix C. Several tables and chairs were located at the center of the room for attendees to rest and write comments. Project team representatives assisted attendees and the local media by answering questions and addressing concerns about the alternative roadway alignments. Maricelle Venegas of QCA and Libertad Acosta-Anderson of CH2M HILL were available as Spanish interpreters for the event. At each meeting, an attached room was set-up with a continuously looping PowerPoint presentation with narration. The presentation is shown in Appendix D.

Parking and Signage:

Parking was available to accommodate all of the meeting attendees including the disabled. Signs were placed at major intersections and side roads around the public meeting locations directing attendees to parking and to the meeting facility.

Handouts and Comment Forms:

Handouts were available at the receptionist table and on tables throughout the meeting facility. Handouts included the Summer 2006 Wekiva Parkway PD&E Study newsletter and a project information sheet. Comment Cards were available throughout the meeting space and drop boxes were provided to collect responses. A Court Reporter was present at all three meetings to record verbal comments. See Appendix E for copies of meeting handouts.

Displays:

Two sets of the following display boards, most of them on aerial base maps, were set up on easels around the perimeter of the meeting facility:

1. Overall Wekiva Parkway/SR 46 Realignment Viable Alternatives
2. PD&E Study Schedule
Orange County -
3. Ponkan Road Interchange Alternative Alignment with East-West Alignment Alternatives in north Orange County
4. Kelly Park Road Interchange Alternative Alignment with East-West Alignment Alternatives in north Orange County
5. Wekiva Parkway/SR 46 Realignment Systems Interchange Alternative 1 with East-West Alignment Alternative 1
6. Wekiva Parkway/SR 46 Realignment Systems Interchange Alternative 2 with East-West Alignment Alternative 1

7. Wekiva Parkway/SR 46 Realignment Systems Interchange Alternative 3 with East-West Alignment Alternative 1
 8. Wekiva Parkway/SR 46 Realignment Systems Interchange Alternative 4 with East-West Alignment Alternative 2
 9. Wekiva Parkway/SR 46 Realignment Systems Interchange Alternative 5 with East-West Alignment Alternative 2
 10. Wekiva Parkway/SR 46 Realignment Systems Interchange Alternative 6 with East-West Alignment Alternative 2
- Lake County West -
11. US 441/SR 46 Interchange Modification Alternative 1
 12. US 441/SR 46 Interchange Modification Alternative 2
 13. US 441/SR 46 Interchange Modification Alternative 3
 14. SR 46 North and South Widening Options from US 441 to east of Round Lake Road with SR 46 Realignment Alternatives
 15. SR 46/SR 46 Realignment Intersection Alternative 1
 16. SR 46/SR 46 Realignment Intersection Alternative 2
- Lake County East -
17. Neighborhood Lakes Alignment Alternatives (West, Central, East)
 18. CR 46A Realignment Alternative 1
 19. CR 46A Realignment Alternative 2
 20. 3 Alignment Alternatives from Neighborhood Lakes to the Wekiva River (Green, Blue, Red)
 21. Split Diamond Interchange Access Concept on Red Alignment, Alternative 1
 22. 3 Full Interchanges Access Concept on Red Alignment, Alternative 2
 23. 3 Full Interchanges Access Concept on Red Alignment, Alternative 3
 24. Split Diamond Interchange Access Concept on Green Alignment, Alternative 4
 25. 3 Full Interchanges Access Concept on Green Alignment, Alternative 5
- Seminole County -
26. Wekiva Parkway to SR 417/I-4 Interchange Modification with 6 Lane SR 46 to I-4
 27. Wekiva Parkway to SR 46/I-4 Interchange Modification
 28. Wekiva Parkway to Orange Blvd. with 6 Lane SR 46 to I-4
 29. 6 Lane SR 46 from Wekiva River to I-4
 30. Wekiva Parkway with Frontage Roads from Wekiva River to Florida Power Easement – Widening to the North
 31. Wekiva Parkway with Frontage Roads from Wekiva River to Florida Power Easement – Widening to the South
 32. Wekiva Parkway/SR 417/I-4 Interchange Modification
 33. Wekiva Parkway/SR 46/I-4 Interchange Modification Alternative 1
 34. Wekiva Parkway/SR 46/I-4 Interchange Modification Alternative 2
- Typical Sections -
35. Wekiva Parkway 4 Lane Divided (4LD) Expressway
 36. Wekiva Parkway 6 Lane Divided (6LD) Expressway
 37. Wekiva Parkway 4LD Expressway with Frontage Roads
 38. Wekiva Parkway 6LD Expressway with Frontage Roads
 39. SR 46 6 Lane Divided Urban
 40. CR 46A 2 Lane Rural
 41. CR 46A 4 Lane Rural

Traffic -

- 42. Existing Conditions
- 43. No-Build 2032 with 2 Lane SR 46
- 44. No-Build 2032 with 4 Lane SR 46
- 45. Build 2032
- 46. Build 2032 (Seminole County Alternatives only)

Other -

- 47. Traffic Fatalities in Project Corridor

Copies of the graphics displayed on these boards (in 11"x17" format) are on a CD provided in Appendix F.

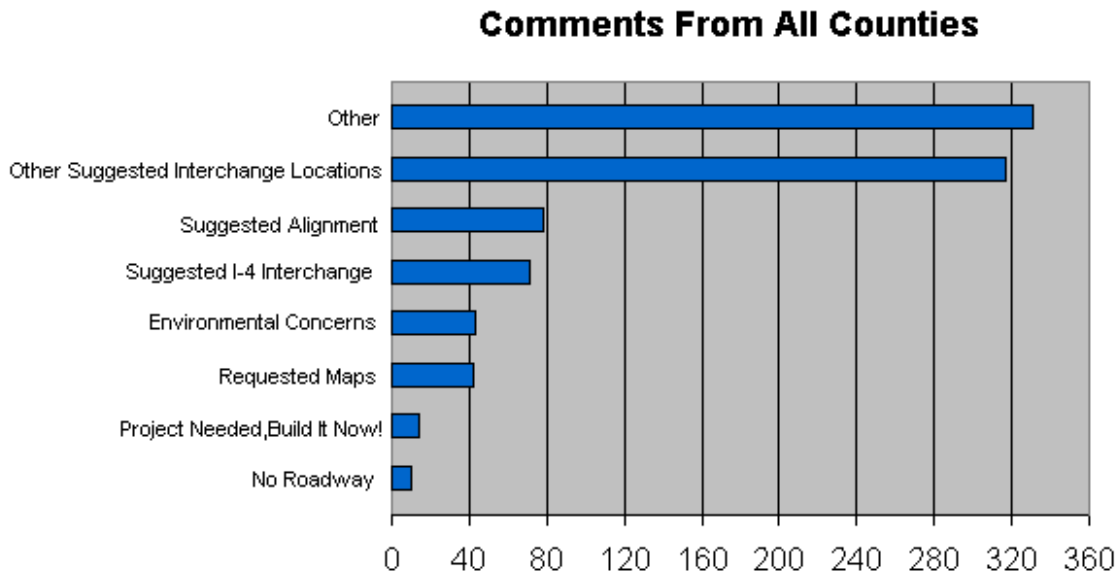
5.0 SUMMARY OF COMMENTS RECEIVED

A total of **573** comment forms were submitted at the workshops or shortly after the workshops. Of the comment forms received, 108 were submitted at or after the Orange County workshop, 122 in Lake County and 343 in Seminole County.

The responses suggest general support for or acceptance of the Wekiva Parkway. Fourteen (14) responses specifically noted the project was needed and should be completed as soon as possible. Ten (10) responses expressed outright opposition to the project.

Figure 1 shows a general overview of the comments received from all of the counties. More than 460 comments suggested a preferred alignment, interchange location or interchange concept. An analysis of these preferences can be found in Section 6.0 Comment Analysis. "Other" represents an array of comments touching on issues such as traffic signals, local road plans or concerns, pedestrian & bike trails, drainage & floodplain, increasing growth and development, construction impacts and meeting format or materials, to name a few.

Figure 1: Comment Summary from All Counties



The following table explores the comments by county. Some opposition to the roadway is found in comments submitted in Lake and Seminole Counties. Interchange locations were a major focus in Orange and Seminole Counties, with impacts to properties or property values being a central concern in Seminole County. Environmental concerns were a central focus in Lake County.

Table 4. Comment Summary by County

	Seminole County	Orange County	Lake County	Total
No Roadway	4	0	6	10
Project Needed; "Build it now!"	2	5	7	14
Impacts to Property / Values	35	12	10	57
Requested Maps	19	15	8	42
Suggested I-4 Interchange	70	8	3	81
>SR 417 & I-4+	42	3	7	52
>SR 46 & I-4+	14	1	4	19
Suggested Other Interchange Locations	210	67	40	317
>OC: Kelly Park Rd.+	197	44	0	241
>OC: Ponkan Rd.+	4	7	7	18
Environmental Concerns	19	6	18	43
Suggested Alignment	20	5	53	78
Other	222	39	70	331
Total	601	157	215	973*

*It should be noted that the number of comments exceeds the number of comment forms as many forms covered multiple topics.

+Totals for bulleted sub-items are already included in the main item heading above.

Figure 2. Graph of Comments from Seminole County

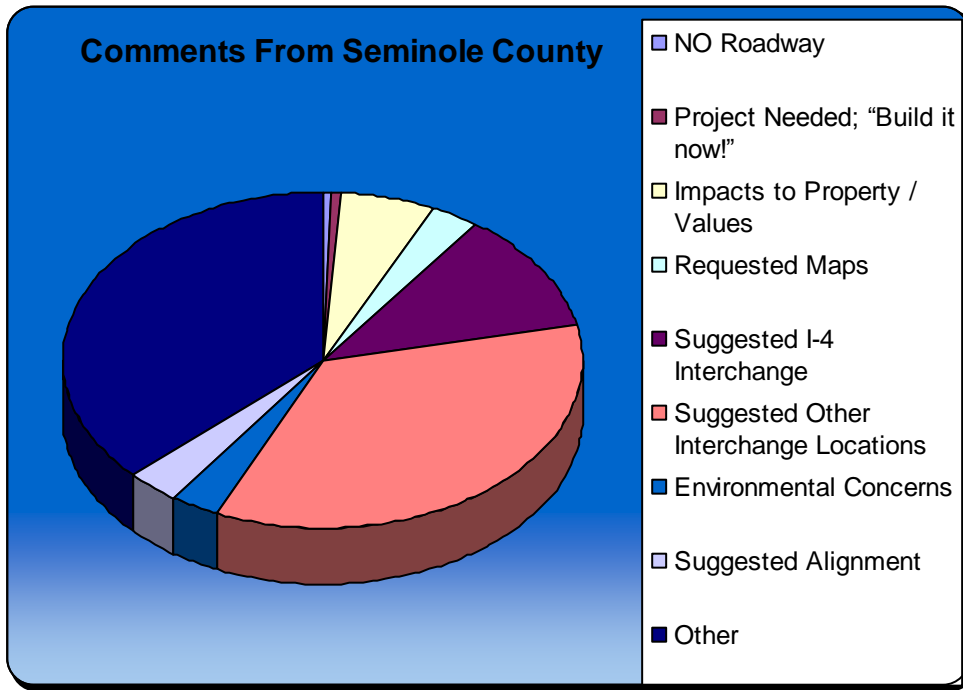


Figure 3. Graph of Comments from Orange County

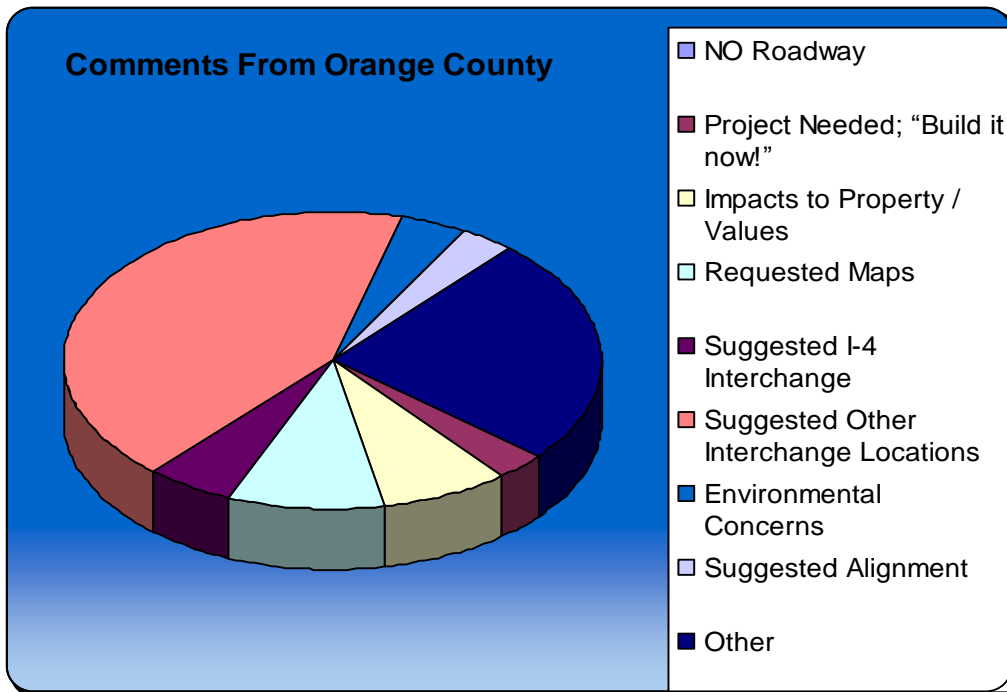
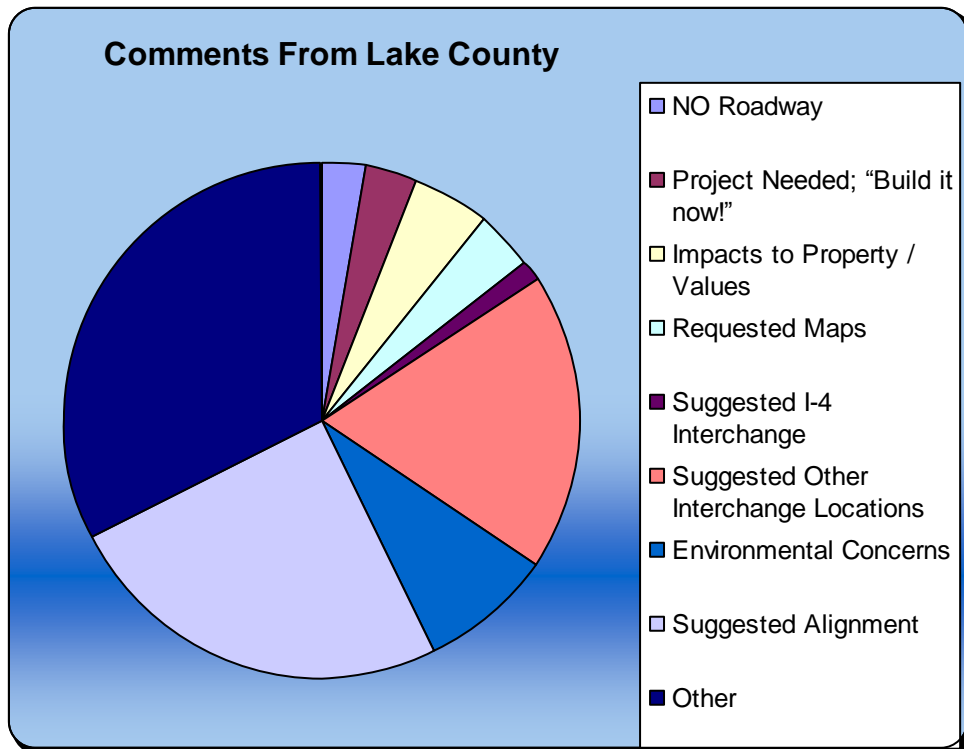


Figure 4. Graph of Comments from Lake County

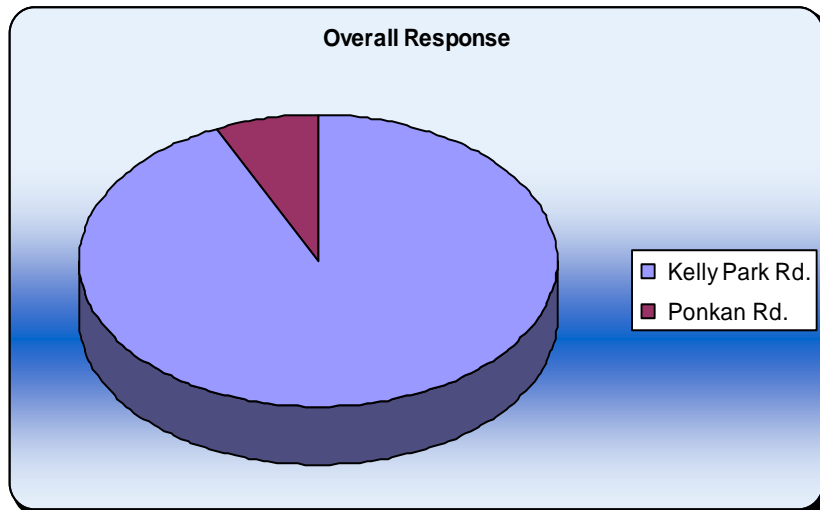


6.0 COMMENT ANALYSIS

A comprehensive analysis of the public comments showed several preferences among the workshop attendees. The analysis examined portions of the roadway, interchange locations, interchange concepts and other characteristics of the study. Much of the analysis indicated conflicting preferences or inconclusive evidence to support an alternative. Alternatives showing a clear preference are highlighted below. The number in parentheses indicates the number of supporting comments from the public.

The comments in Orange County show a preference for the Kelly Park Road interchange location (44) over the Ponkan Road interchange location (7). An unexpectedly high number of Seminole County forms also dealt with the Orange County interchange, with Seminole comments favoring the Kelly Park option (197) vs. Ponkan (4).^{*} Overall, 241 of those commenting favored the Kelly Park interchange location over Ponkan Road (18).

Many of those in the three counties supporting the Kelly Park Road interchange (76) cited concerns about impacts to school traffic and student safety, and the road's narrow, curvy nature if the interchange were placed at Ponkan Road. Those favoring the Ponkan Road location cited concerns about an interchange at Kelly Park Road encouraging development to move north into the more rural area.



The total number of comments for the Orange-Lake County Systems Interchange (24) was inconclusive, with Alternative 5 garnering the most support (7). Five comments suggested that within the systems interchange, the Orange County Alternative 2 should be shifted north onto county public lands.

In West Lake County, the public preferred Alternative 1, the north widening of SR 46, (10) compared to Alternative 2, the southern widening (2). The comments preferred the US 441/SR 46 Interchange Alternative 1 (7), with Alternatives 2 and 3 both garnering three (3) supportive comments each.

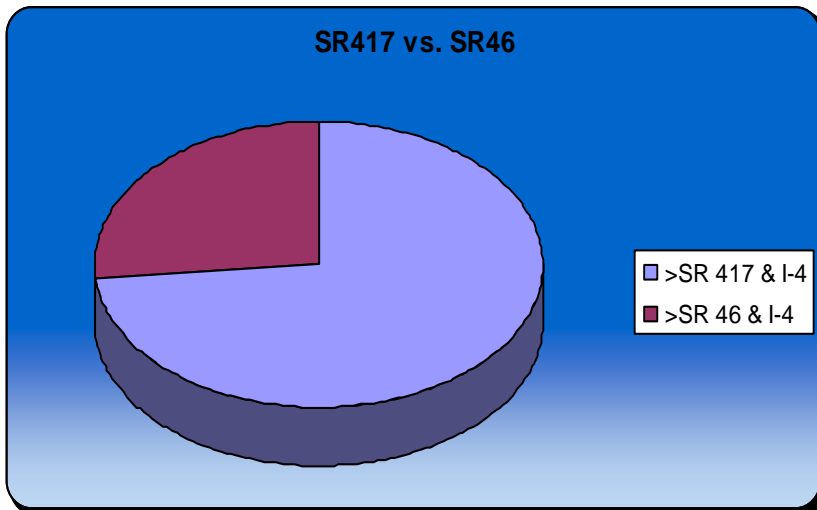
East Lake County comments regarding the alternatives that run through the Neighborhood Lakes property were inconclusive, with only seven members of the public weighing in on that issue. Local access alternatives in east Lake County garnered more interest (26), with Alternative 2 registering 11 comments, Alternative 5 (7), Alternative 1 (5), Alternative 3 (3) and none (0) for Alternative 4.

The majority of those commenting on the Lake County-County Road 46A Realignment (11) requested the alternatives be moved farther east. Otherwise, the realignment Alternative 1 received one (1) supportive comment, and Alternative 2 received four (4).

There was an organized comment form effort opposing the SR 46 Bypass involving a modified comment form at the top of which was typed a statement from a property owner. There was a dotted line below the statement and the regular comment form with a similar pre-set comment already typed in. There were 15 such either modified forms or forms that had been handwritten but with the same text. Those sending in these comments stated they wanted SR 46 to remain as it is.

Overall environmental concerns (43) included protecting wildlife, ensuring the acquisition of conservation lands, wetland and water quality concerns, protecting the rural character of particular areas and preventing encroachment on existing public lands.

In Seminole County, the majority of the public supported the alternative that connects to the SR 417/I-4 Interchange (42) over the alternatives that follow SR 46 (14). Overall, comments supporting the SR 417 Interchange location (52) over the SR 46/I-4 connection (19) cited better traffic flow, fewer residential impacts and a direct beltway connection.



The majority of the public supported widening SR 46 to the north in Seminole County (26) to accommodate the parkway in order to minimize residential impacts. Of those comments, 12 each stemmed from Lake and Seminole counties, and two (2) from Orange County. The six (6) overall comments supporting the south widening cited protection of the Lower Wekiva Preserve. There were also eight (8) comments overall supporting one-lane frontage roads in the area of the Preserve to minimize impacts.

There were 32 overall comments regarding noise concerns and/or requesting noise abatement, 24 comments overall regarding drainage or floodplain concerns, and 11 comments overall with concerns about the visibility or appearance of the Parkway.

It should perhaps be noted that numerous citizens submitted multiple comment forms, covering either similar or different topics.

**It should also be noted that at least two organized comment form "campaigns" appear to have taken place during the public involvement process. One endeavor involved more than 100 Seminole County workshop forms being submitted that dealt only with supporting the Kelly Park Road Interchange in Orange County. Although all of these forms and envelopes were hand-addressed by different individuals from throughout Central Florida, the postage meter stamp on all of the envelopes indicated they were all mailed from the same ZIP code – 32810.*

The other organized effort involved opposition to the SR 46 Bypass as previously noted.

For more information about the
Wekiva Parkway PD&E Study
Viable Alternatives Public Meetings

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