

Principals

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**Lake Underhill Road Roadway Conceptual Analysis
Alternatives Public Meeting Summary**

October 15, 2009

On October 15, 2009, an Alternatives Public Meeting for the Lake Underhill Road RCA was held at the Legacy Middle School. Orange County and project team attendees included:

- Juan Jimenez, Assistant to Commissioner Mildred Fernandez, Orange County
- Brian Sanders, Orange County
- Ian Phylars, Orange County
- Ghulam Qadir, Orange County
- Greg Smith, DRMP
- Greg Moore, DRMP
- Vasu Persaud, DRMP
- Russell Strimple, DRMP
- Sarah Prettyman, DRMP

The meeting was conducted in an open house format from 6:30 p.m. to 7:00 p.m. followed by a formal presentation by Brian Sanders. Mr. Sanders welcomed all attendees to the meeting and introduced the formal PowerPoint presentation consisting of:

- Discussion about the RCA process and the project needs
- Discussion on the alternatives considered for the project
- Presentation of the results of the alternative analysis
- Presentation of the overall project schedule
- Reiteration of the methods through which the public can participate in the project

The presentation was followed by an informal question and answer period. Throughout the meeting, representatives from Orange County and the project team were available to talk one-on-one with the public. The meeting adjourned at 8:00 p.m.

Presentation Materials

Project information was displayed on presentation boards for public review. Presentation boards consisted of a Project Aerial outlining the preliminary preferred alternative which consists of divided four-lane urban typical section.

Attendance

Twenty-eight residents attended the public meeting. Also in attendance were four Orange County representatives and five consultants from DRMP.

Question/Answer Session

Comments made during the question and answer portion of the meeting are summarized on the following page.

- ***Does each display board represent different phases of the project?***
The display boards represent the proposed improvement to Lake Underhill Road and are not associated with project phases. The segment between Goldenrod Road and Chickasaw Trail is funded for construction which is anticipated to begin in December 2011 and be completed in June 2011. The segment east of Chickasaw Trail is not currently funded for construction within the next 10 year planning horizon, however funding updates occur annually.
- ***What is the timeframe of the section of the project that is east of Dean Road?***
With the current revenue system this timeframe is estimated to be over 20 years. There is no “funding future” for Chickasaw Trail to Rouse Road.
- ***Why study the project if there is no funding to build the project?***
Orange County has a responsibility to study roadways in order to understand deficiencies in the roadway system and estimate the funds needed to solve these deficiencies. This allows the County to identify transportation issues, needs and priorities.
- ***Who decides that a project show be done?***
Orange County collects annual count data that are analyzed to determine roadways which have capacity and Levels of Service deficiencies. Deficient roadways are then identified for possible improvement as part of a comprehensive transportation planning process.
- ***What about the section of Lake Underhill Road between Semoran Boulevard and Golden Road?***
That section of roadway is partially under the jurisdiction of the City of Orlando. The City of Orlando and Orange County must work together to improve this section. However, the City as well as the County both have their own fund constraints and priorities.
- ***We are concerned about our ability to get into and out of subdivisions along Lake Underhill Road because of speeding?***
While a roadway can be engineered/ designed to the highest standards of safety, it is not always possible to influence the behavior of motorists.
- ***We are concerned about the noise along the roadway due to ambulances, etc. Is there any way that the Home Owner’s Association can help fund noise walls?***
Orange County has a screen wall policy but these screen walls are by no means noise walls. Noise walls need to be continuous in length to be effective. It is not possible to have noise walls of continuous lengths along Lake Underhill Road due to the many side streets and driveways.
- ***How long would construction take?***
Generally, a half-mile of roadway takes approximately two years to construct. If funded, this four-mile segment of Lake Underhill Road would be expected to

take between five to six years to be constructed. Further clarification may be forthcoming.

- ***Was Florida Hospital involved in the funding of improvements to the section of Lake Underhill Road between Goldenrod Road and Chickasaw Trail?***
Florida Hospital donated right-of-way along this segment of Lake Underhill Road but did not contribute directly to funding construction. Nevertheless, Florida Hospital is an economic engine in this area.
- ***There is a need for better signal coordination along Lake Underhill Road. Will this project provide this?***
As part of the design and construction (currently unfunded) of the proposed improvements the traffic signals would be evaluated to identify improved signal timings and coordination between signals.
- ***Will this project help to reduce the congestion caused by the Little River School located in the vicinity of Palermo Avenue?***
This project will be expected to reduce congestion to some extent by increasing turn storage along Lake Underhill Road.

Public Comments Received

Three (3) written comments were received at the meeting. The comments and responses are listed below:

Comment – “The City of Orlando should talk to Orange County on redevelopment of Lake Underhill (Road). We can improve Alafaya (Trail) to Expressway (interchange) and not Lake Underhill Road.”

Response – As part of the RCA study, an evaluation was conducted to evaluate roadway operations along Lake Underhill Road. This evaluation indicated that there will be higher volumes along Lake Underhill Road that will require four lanes to be accommodated. Improving only the SR 408 and Alafaya Trail interchange is not likely to accommodate the anticipated future year volumes.

Comment – “I would like a traffic light at Fieldstream Boulevard and Lake Underhill (Road). The current placement of the lights (at Cypress Hammocks) does not provide enough of a break in traffic from the east (heading west). Therefore it is virtually impossible to exit Estates of Fieldstream to go west. The light at Cypress Hammocks should be relocated west.”

Response –As part of the RCA process, traffic volumes, side street delay, crash history, adherence to current design standards, and overall engineering judgment are currently being evaluated to determine if new traffic signals are warranted. If these warrant analyses are not initially met during the RCA process, there will be other opportunities to re-evaluate the warrants and need for signals during the design process.

Comment – “Looks very nice. Would be nice but with the economy the way it is

we should be cutting expenses and cutting taxes. Maybe some minor things could be done such as putting in a few right turn lanes and exit (ramps) to SR 408 on Econlockhatchee Trail. Why would volumes increase? Maybe people wouldn't use it (Lake Underhill Road) if it was hard to use. I wonder if neighborhood volunteers could help traffic move better somehow. Bike lanes are nice, also sidewalks, but when we need dollars, let (us) do the other modes first and not widen Lake Underhill Road. If everyone goes slow it would be safe. You don't need the center area. Now make it like Conway Road. Based on economy as it is now I would suggest some volunteers including myself, figure somethings that might be needed. Get some people who don't have experience so their minds can be open. If I can help Don Maloney 407-277-3439."

Response – So noted. Further clarification may be forth coming.