

Transportation Planning Division

Northwest Orange County Areawide Transportation Study (NOWOCATS) Community Meeting #2

June 16, 2026



Presentation Outline

- **Welcome and Opening Remarks**
- **Study Purpose and Objectives**
- **Study Methodology**
- **Safety Review and Operational Analysis Results**
- **Recommended Improvements**
- **Study Timeline / Next Steps**
- **Feedback and Discussion**



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Welcome and Opening Remarks

Nick Nesta

Mayor of Apopka



Brian Sanders

Orange County
Transportation Planning Division Manager





Welcome and Opening Remarks

Meeting Instructions

- The presentation will be followed by a question-and-answer period.
- Comments will be addressed in the order they are received.
- If you received a post card, you are on the project mailing list. If you did not, please sign in and provide your address to be added to the mailing list.

NOWOCATS Northwest Orange County
Areawide Transportation Study

MEETING NOTICE NO. 2 June 16, 2026

Orange County invites you to attend Community Meeting #2 for the Northwest Orange County Areawide Transportation Study (NOWOCATS).

What is NOWOCATS?
Orange County, in partnership with the City of Apopka, is undertaking NOWOCATS to proactively develop a transportation system that can support anticipated growth while preserving the unique character of the region. The study will function as a long-range transportation plan, identifying and analyzing potential projects to improve connectivity, reduce congestion, and enhance mobility for all modes of travel – including vehicles, transit, bicycles, and pedestrians.

What are the project limits?
The study limits encompass the region north of Clarcona-Ocoee Road, south of Orange/Seminole County line, east of Orange/Lake County Line and west of Orange/Seminole County line.

Study Area Map

COMMUNITY MEETING #2

June 16, 2026
6:00-8:00 p.m.

Apopka Community Center
519 S Central Avenue Apopka, FL 32703

The meeting will begin with an open house at 6:00 p.m. to allow participants to view the meeting materials prior to the presentation. The presentation will begin promptly at 6:30 p.m., followed by a public comment period. All meeting materials, including the presentation, will be available prior to the meeting on the project website: www.NOWOCATS.com.

What is the intent of this meeting?
The purpose of this meeting, which is the second of two community meetings, is to present the findings and recommendations of the proposed future year 2050 transportation needs plan, and to obtain your feedback on the initial recommendations. The types of recommendations being considered include roadway widening, new roadways, safety, intersection, pedestrian/bicycle related, and transit improvements.

 Scan the QR Code on the left to obtain more information about this project and the project contacts or share your thoughts.
Escanee el código QR a la izquierda para obtener más información sobre este proyecto y sus contactos o compartir sus comentarios.

We strongly encourage public participation and welcome your comments!

Public participation is solicited without regard to race, color, national origin, age, sex, religion, income, disability or familial status. Persons who require language translation or interpretive services, which are provided at no cost, should contact Orange County Title VI/Nondiscrimination Coordinator Natalie Garcia, at 407-836-7334 or natalie.garcia@ocfl.net at least seven (7) days prior to the meeting. Persons requiring special accommodations under the American with Disabilities Act of 1990 (ADA) may request assistance from County ADA Coordinator Nicole Norton, at 407-836-6668 or nicole.norton@ocfl.net at least seven (7) days prior to the meeting.

Date: _____	Speaker Request Card	Number ☐
To be completed prior to making a recorded statement		
COMMUNITY MEETING SERIES NO. 2		
June 16, 2026		
Northwest Orange County		
Areawide Transportation Study (NOWOCATS)		
Orange County, Florida		
Please Print:		
Name: _____		
Last First Middle Initial		
Address: _____		
Street		
City State Zip Code		
Telephone: () _____		
Area Code		
Representing: Self _____ Firm _____		
Government Agency _____		
Civic Organization _____		
Homeowners Association _____		
Other _____		



Welcome and Opening Remarks

Orange County Project Contact:

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Project Manager

Transportation Planning Division
Orange County Public Works Department
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Consultant Project Contact:

Babuji Ambikapathy, P.E., AICP

VHB

225 E. Robinson Street, Suite 300
Landmark Center Two
Orlando, FL 32801
Email: BAmbikapathy@VHB.com
Phone: (407) 459-1630



Call, Email, or Visit Website
www.NOWOCATS.com





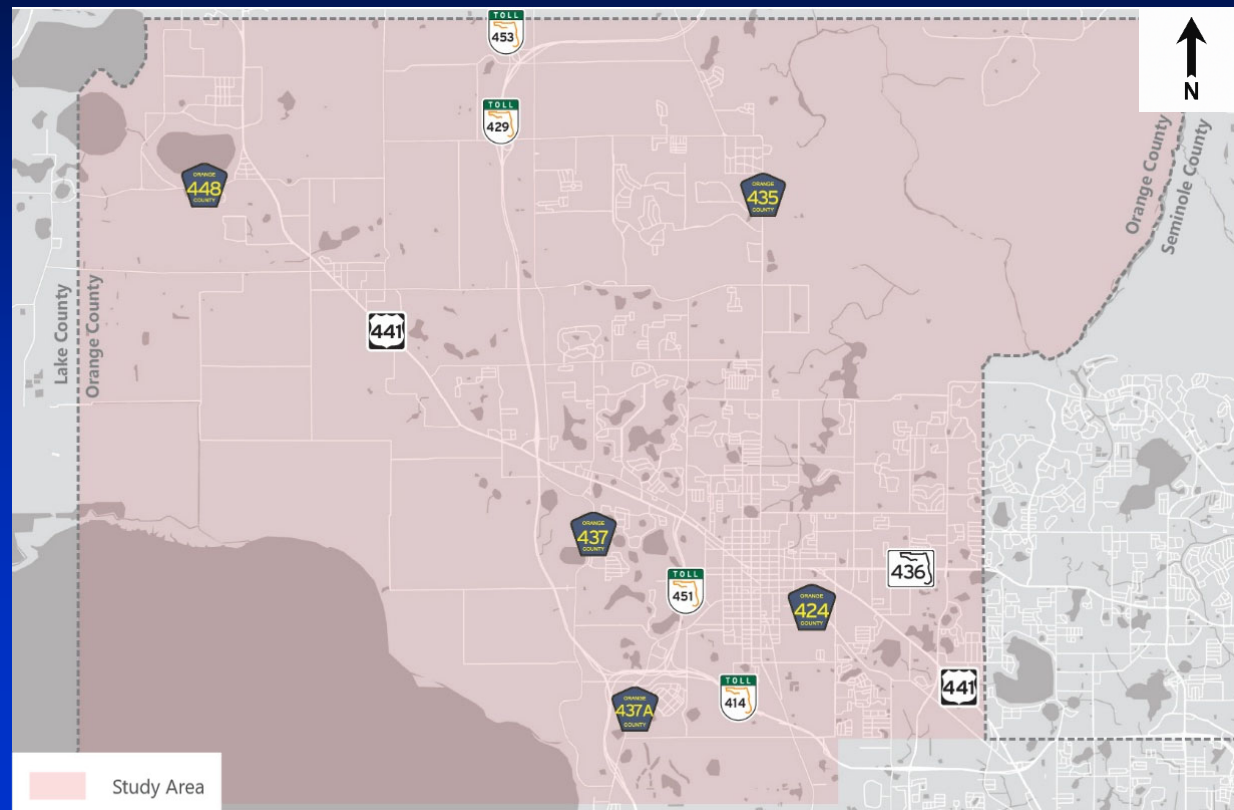
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Study Purpose and Objectives

- Northwest Orange County Areawide Transportation Study (NOWOCATS)
- Identify and prioritize potential transportation projects to support future growth
 - Improve network connectivity
 - Provide relief to constrained corridors
 - Short-term, mid-term, and long-term improvements for all road users

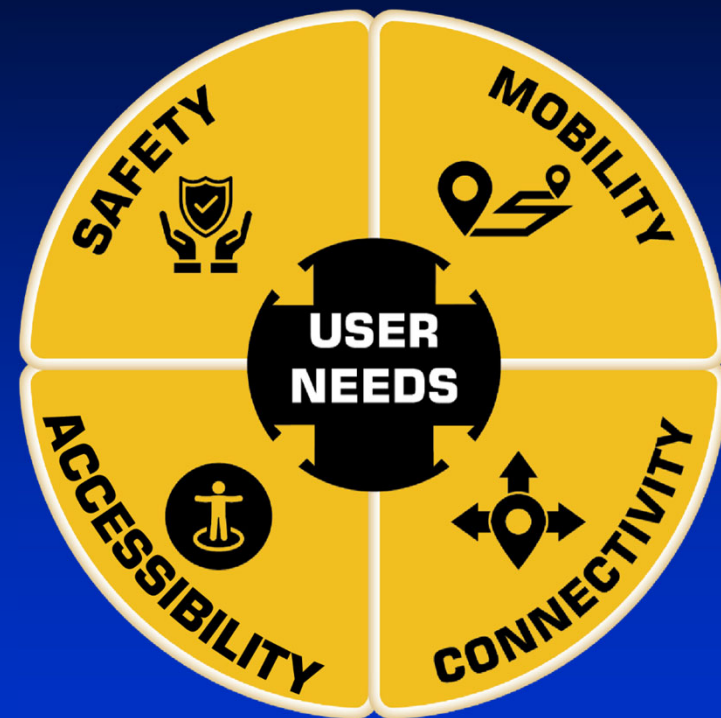




Study Purpose and Objectives

Identify Improvements

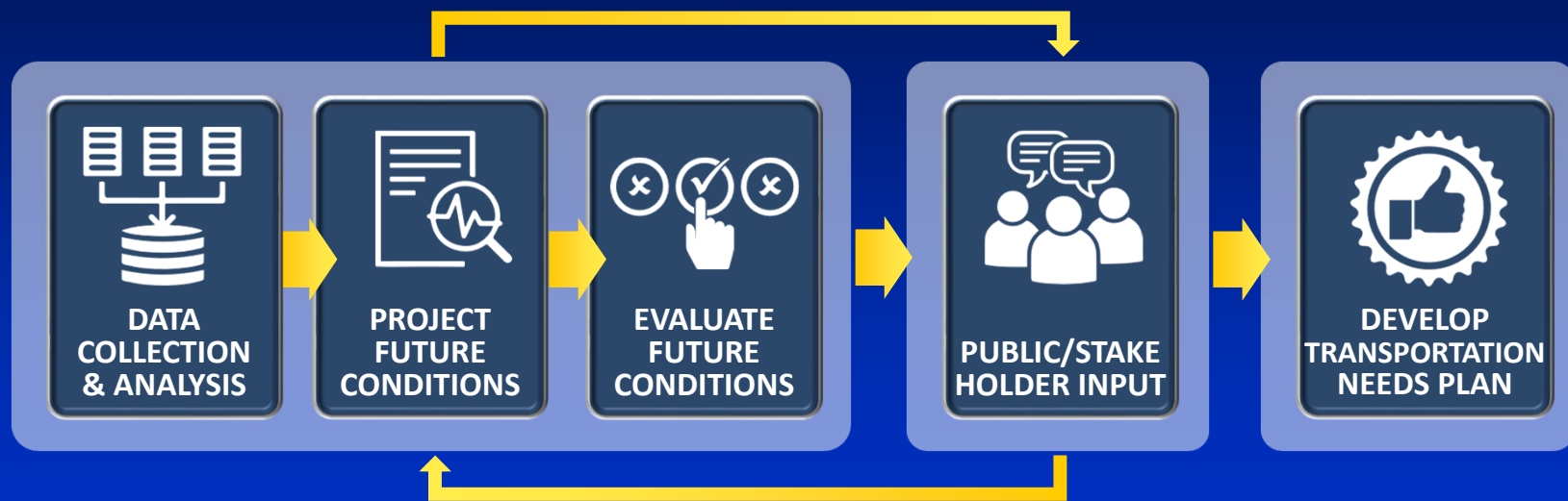
- Document Project Need
- Balance Needs of all users
 - Safety
 - Mobility
 - Connectivity
 - Accessibility





Study Purpose and Objectives

Study Process/Partnership





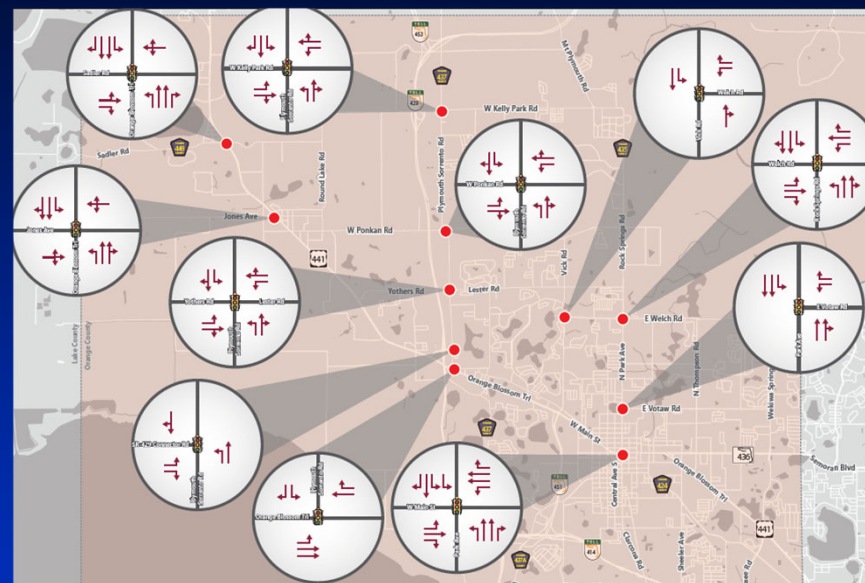
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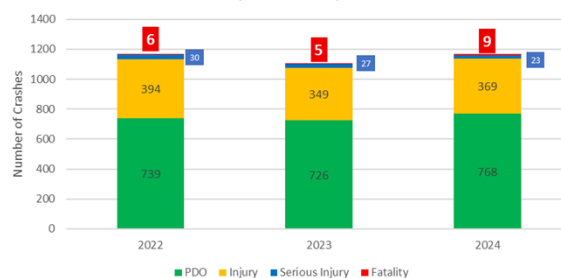
Study Methodology

Key Elements

- Roadway data
 - Major developments
 - Pedestrian/bicycle gaps
 - Transit routes
 - Lighting
 - ITS
- Historical crash data
- Traffic data
 - Traffic volumes
 - Origin-Destination (OD) study
 - Travel demand modeling
 - ICE Stage 1
 - Multimodal operational analysis
- Stakeholder input
- Programmed and planned projects
- Orange County, FDOT, and FHWA guidelines
- Similar projects



NOWOCATS Study Area - All Crashes by Year and Severity (2022 - 2024)



Capacity Analysis for Planning of Junctions

Summary Report - Page 2 of 2

TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Pedestrian Accommodation Score	Bicycle Accommodation Score
Partial Displaced Left Turn E-W	0.82	1	2.55	3.33
Traffic Signal (Alt.)	0.85	2	4.30	4.67
Traffic Signal	0.92	3	4.42	4.83
Partial Median U-Turn E-W	0.98	4	2.62	4.67
Median U-Turn E-W	1.04	5	2.75	4.67
Signalized Restricted Crossing U-Turn E-W	1.34	6	2.52	4.16

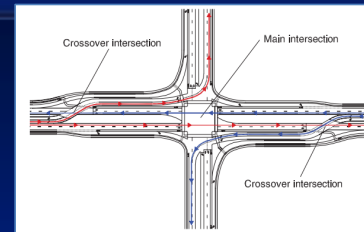
Improvement Types

Range of Improvements

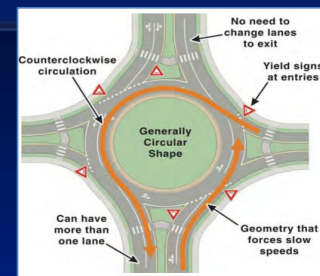
- Traditional
 - Turn lanes
 - Operational
 - Roadway widening
- Innovative Intersection Types
- Safety
 - Data driven approach
 - Lighting
 - ADA
- Emerging Technologies / Intelligent Transportation Systems (ITS)
 - CAV impacts
- Multimodal
 - Pedestrian / bicycle / trails
 - Transit



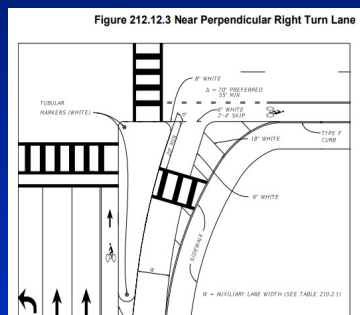
Example Turn Lanes at an Intersection



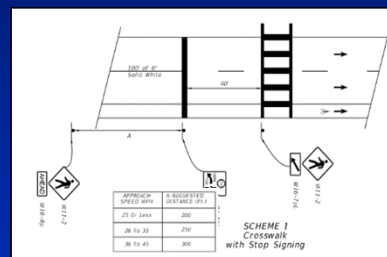
Displaced Left-turn Intersection (DLT)



Roundabout



Perpendicular Right Turns



Midblock Crosswalks



WHAT IS HIGH FRICTION SURFACE TREATMENT? (HFST)

High Friction Surface Treatments (HFST) are pavement surfacing systems with exceptional skid-resistant properties that are not typically acquired by conventional materials.



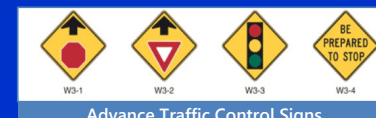
Hardened Centerlines/Pedestrian Refuge



Adaptive Signal System



Connected Vehicle Technology
(Source: its.dot.gov)



Advance Traffic Control Signs



Presentation Outline

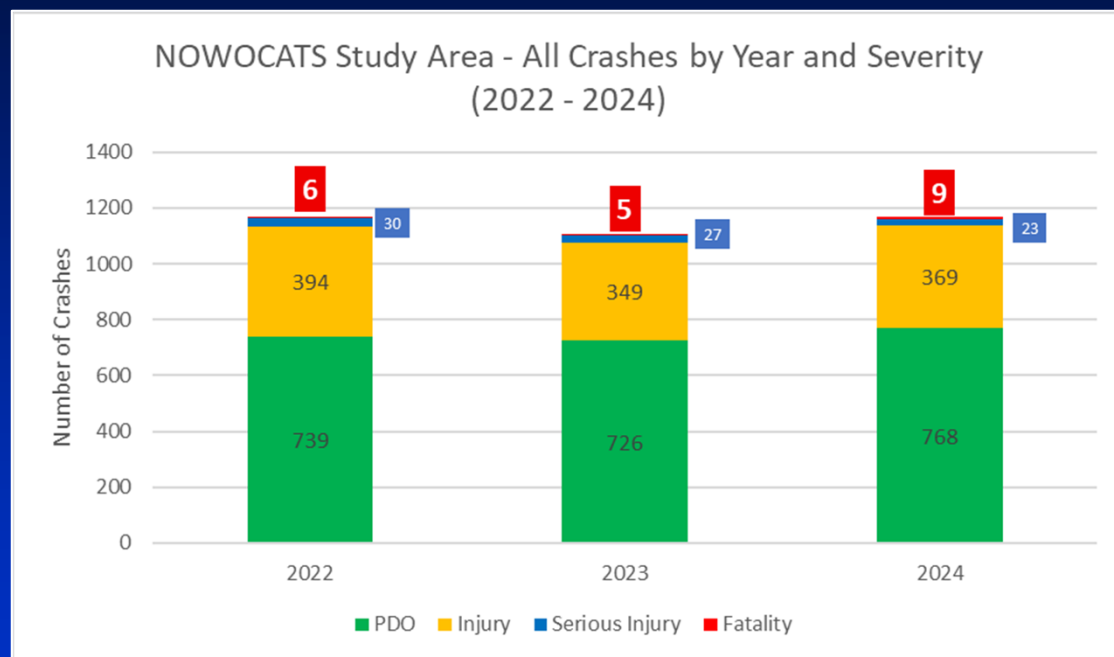
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Historical Crash Analysis

Historic Crash Analysis (2022-2024)

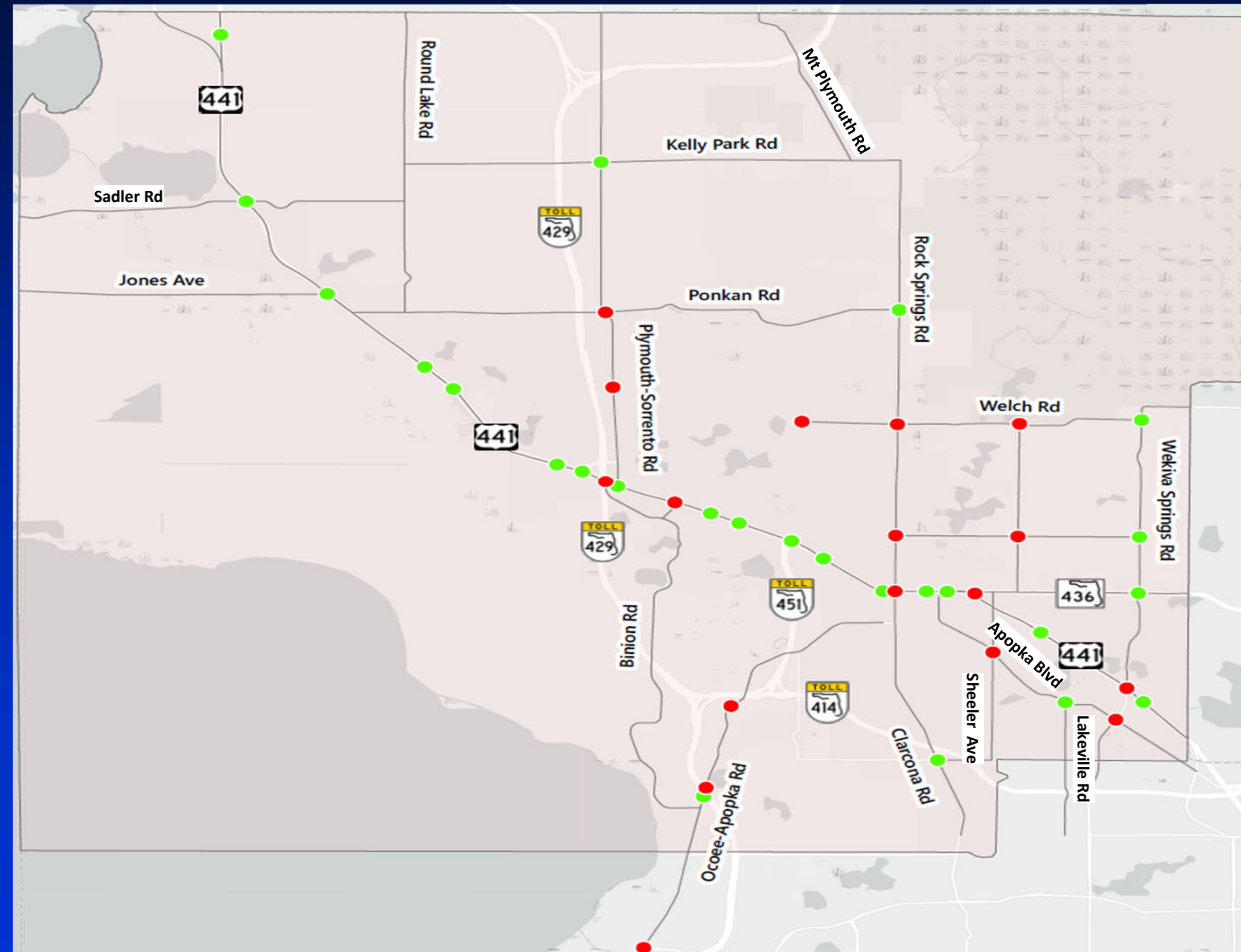
- Total Crashes (roadways + intersections)
 - 3,445
 - 20 Fatalities
 - 1,192 Injury Crashes
 - 2,233 Property Damage
 - Major Types – Rear End, Left Turn, Sideswipe, and Angle
- Intersections – 770 (22.4%)
- Mid-segments – 2,675 (77.6%)





Intersection Crash Hotspots

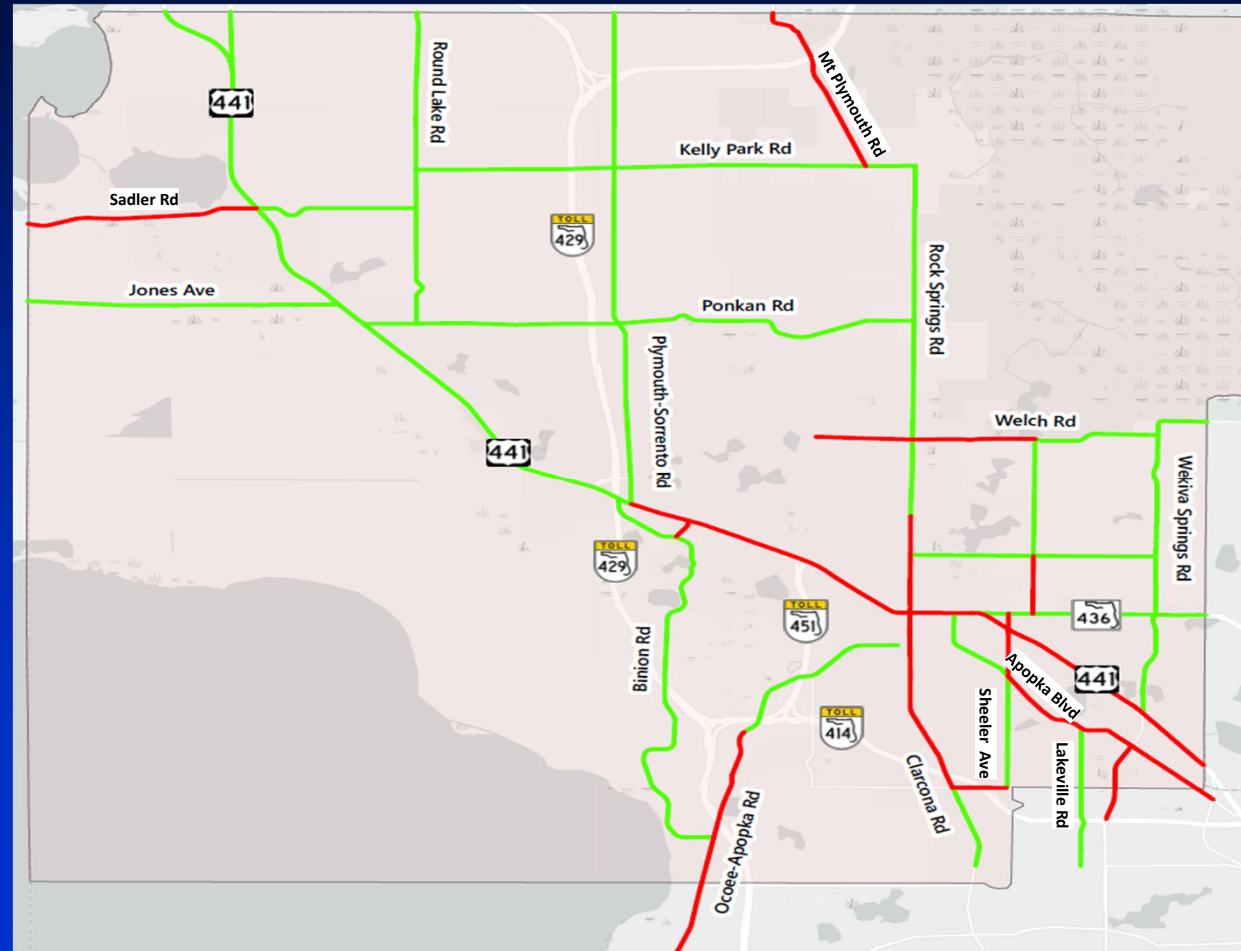
- Below Average Crash Rate – 57%
- Above Average Crash Rate – 43%





Roadway Segment Crash Hotspots

- Below Average Crash Rate – 63%
- Above Average Crash Rate – 37%



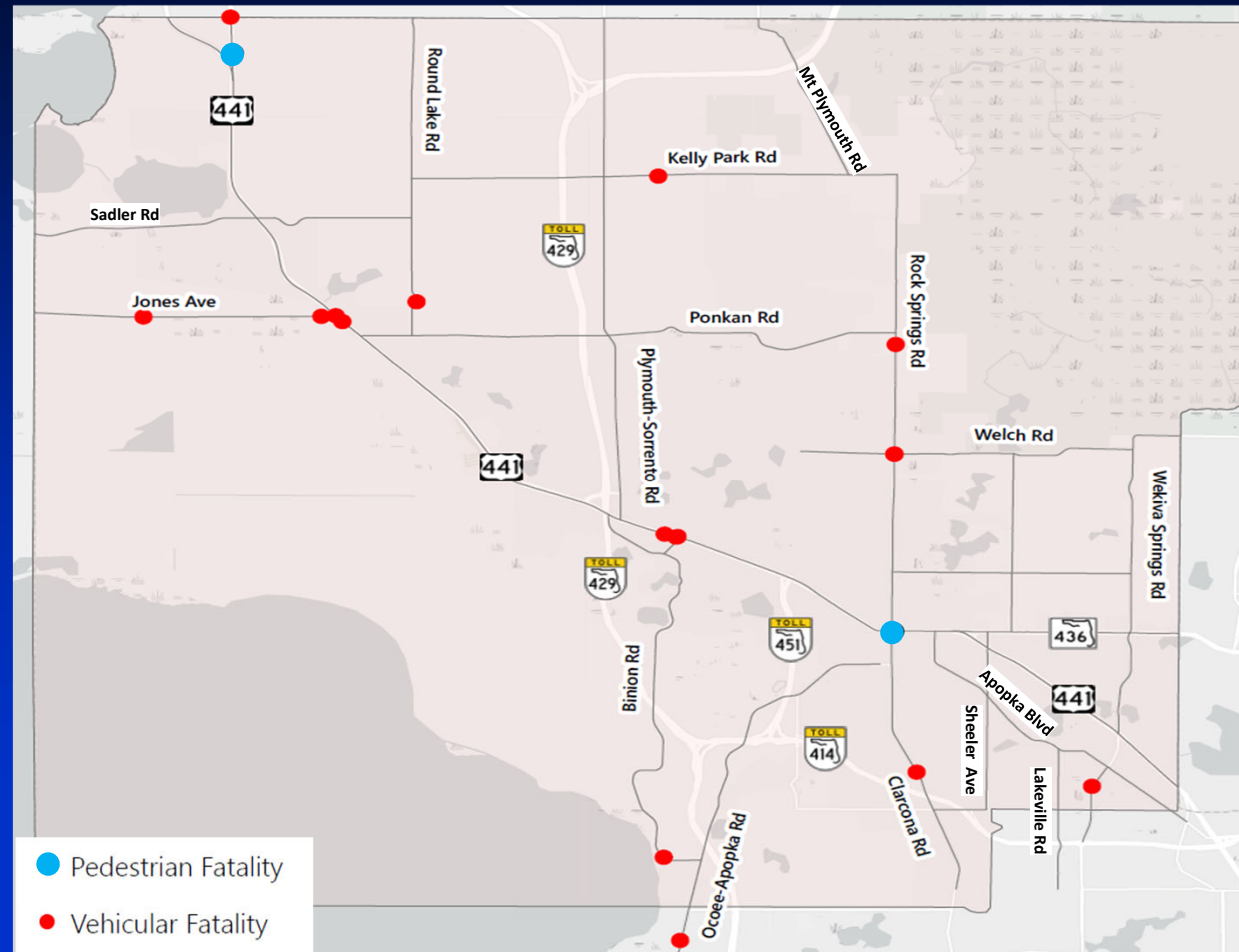


Fatal Crash Locations

Fatal Crashes - 20

- Vehicular – 18 (90%)
- Pedestrian – 2 (10%)
- Leading crash types
 - Off Road, Head On and Left Turn
- 85% in low-light conditions (dark, dusk and dawn)

***Additional Pedestrian Fatal Crashes – 6 in 2021 and 1 in 2025**

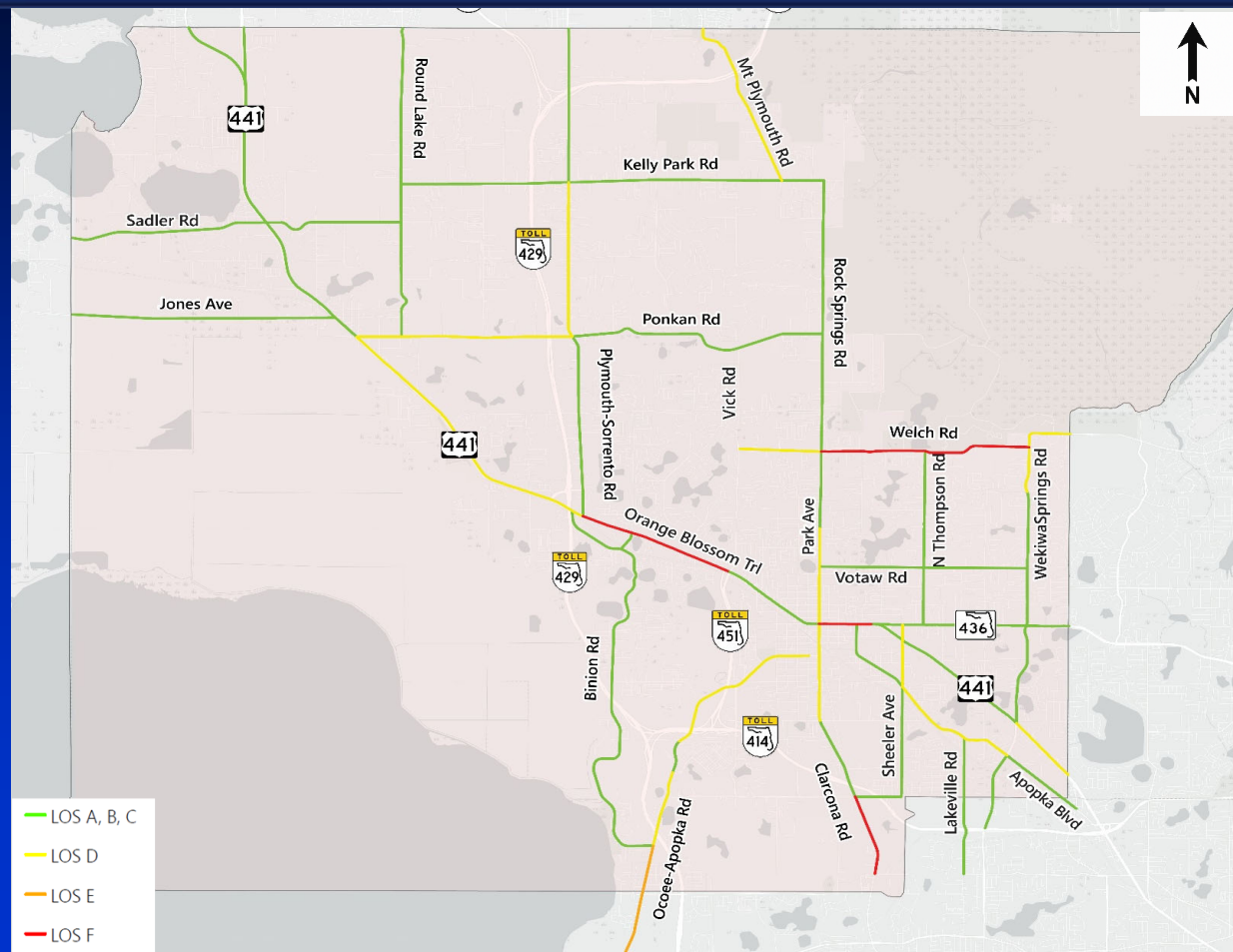




Existing Traffic Conditions – Segments

Roadway Segment Operations

- LOS A through C – 69%
- LOS D – 21%
- LOS E – 2%
- LOS F – 8%
- Failing Roadway Segments:
 - Welch Rd from Rock Springs Rd to Wekiva Springs Rd – LOS F
 - Ocoee Apopka Rd from West Road / Ocoee Crown Pointe Pkwy to Binion Road – LOS E
 - US 441 from SR 436 to Park Ave – LOS F
 - US 441 from Western Beltway to Plymouth Sorrento Rd - LOS F
 - Clarcona Rd / Park Ave from Gilliam Rd to Keene Rd – LOS F





Existing Traffic Conditions – Intersections

Intersection Operations

- LOS A through C – 67%
- LOS D – 21%
- LOS E – 5%
- LOS F – 7%
- Failing Intersections:
 - US 441 & Vick Rd
 - US 441 & Sadler Rd
 - Piedmont Wekiwa Rd & SR 436

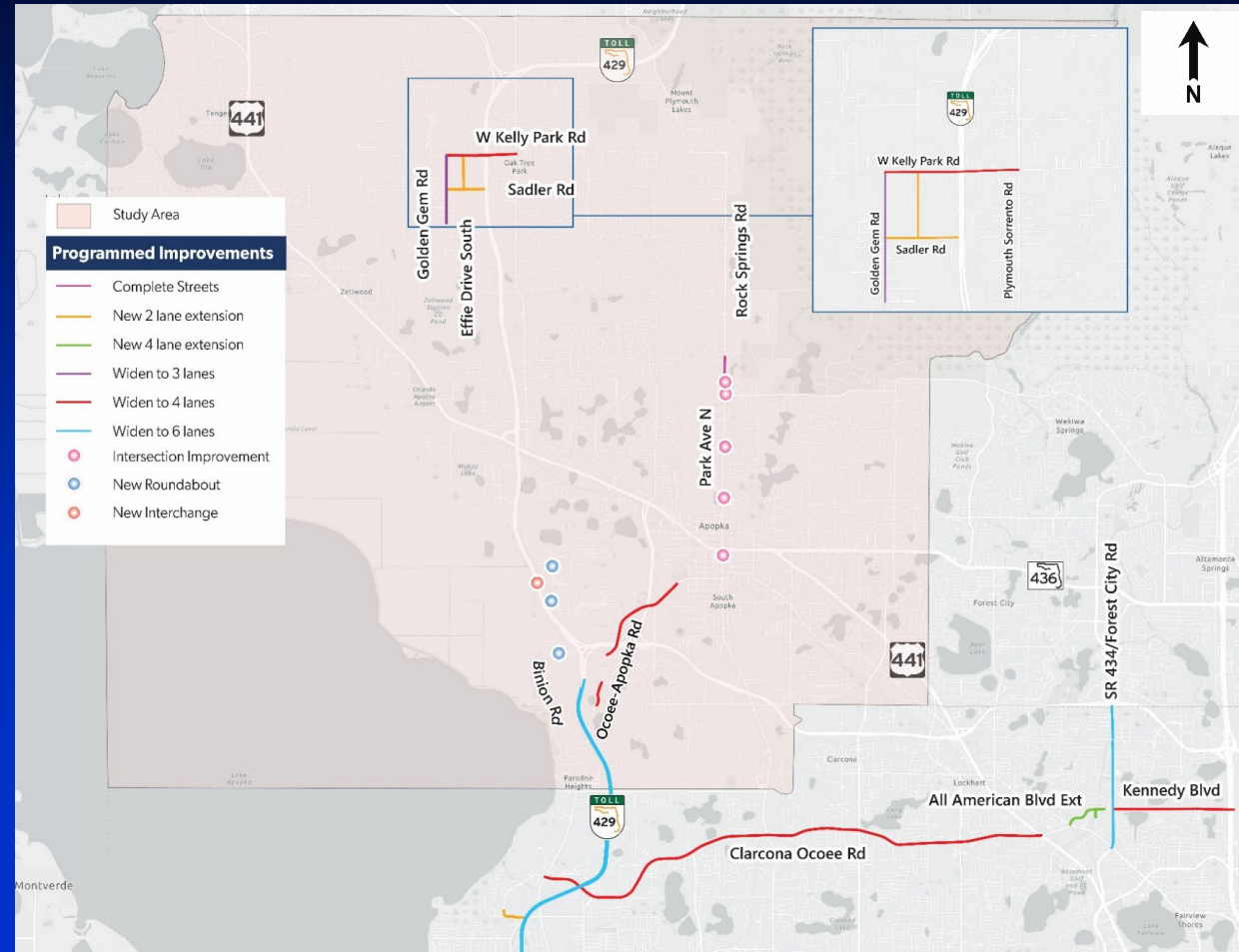




Programmed Improvements

Programmed Improvements

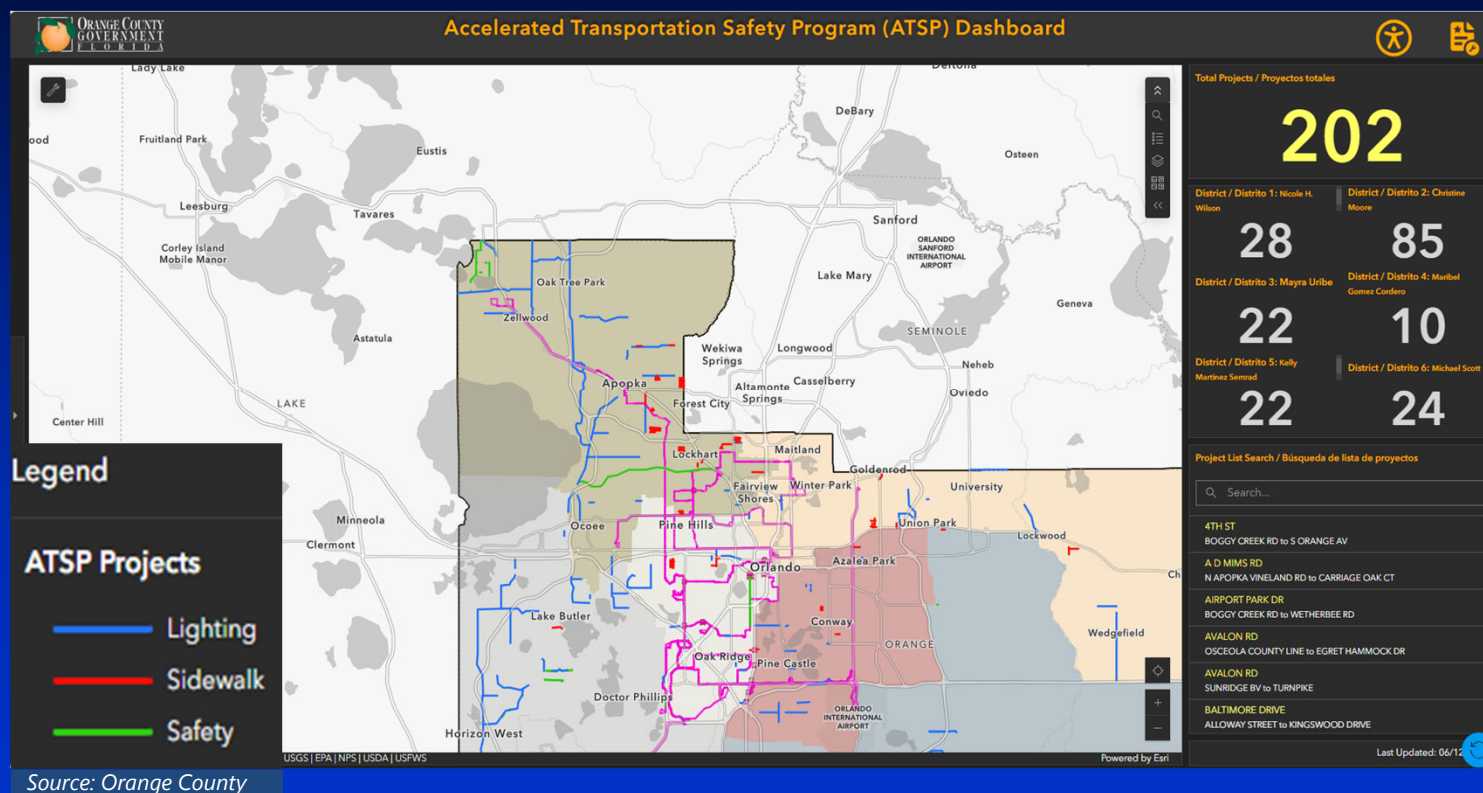
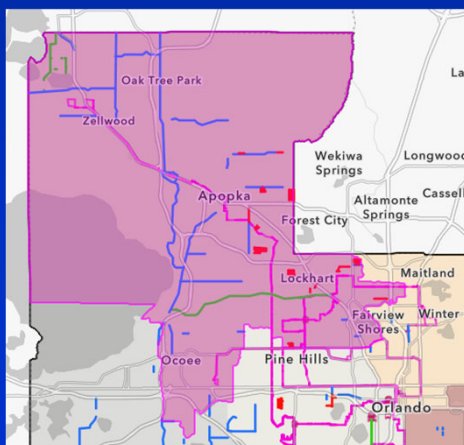
- Effie Drive South and Sadler Road Extensions (currently under construction)





Accelerated Transportation Safety Program

- Established in 2023
- For fast-tracking critical safety enhancements
 - Sidewalks
 - Street Lighting
 - Transit Enhancements
 - Traffic Signals / Signage



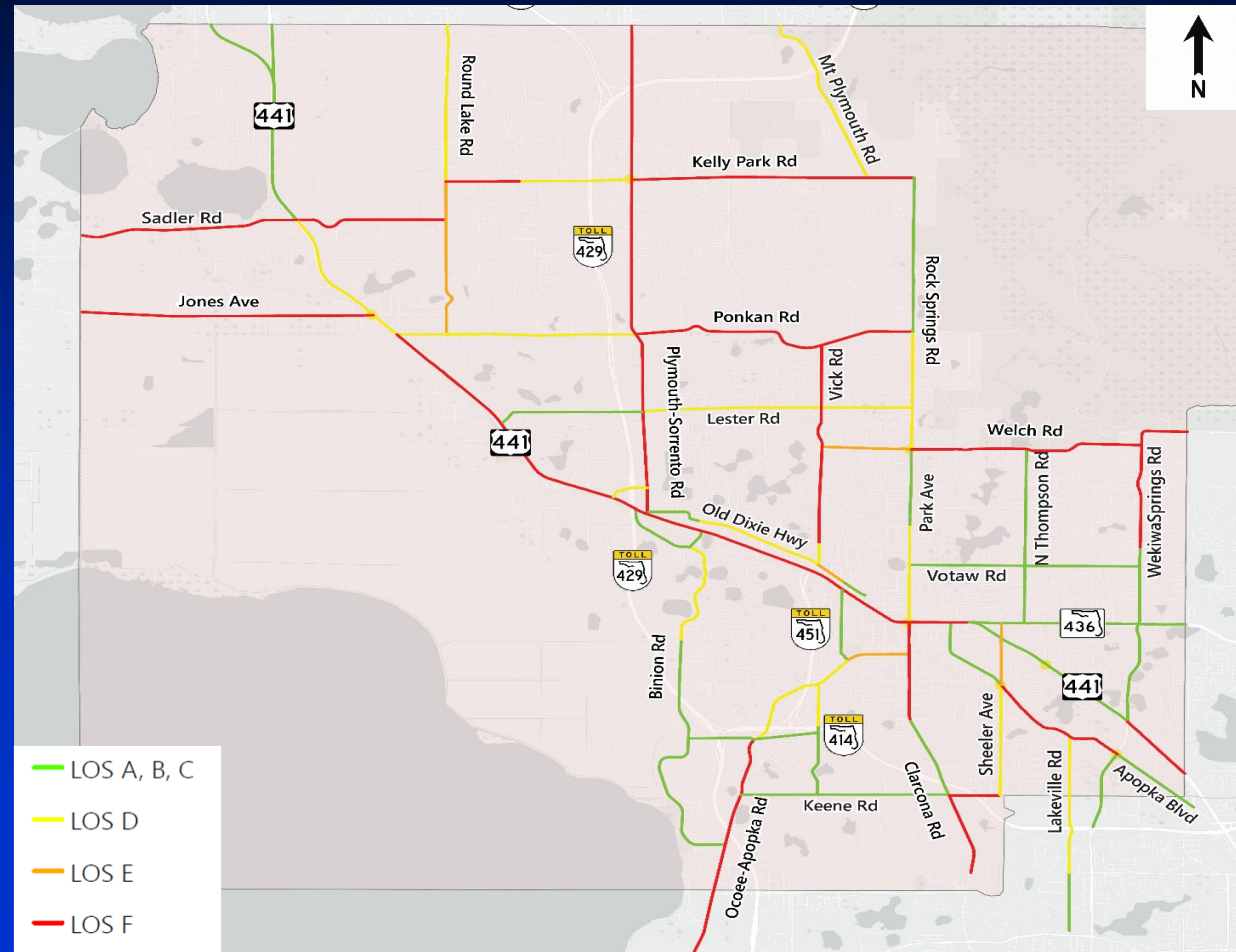
<https://experience.arcgis.com/experience/ca88ac4f25c74786b0756104b11a8b5c>



2050 No Build Traffic Conditions – Segments

Roadway Segment Operations with Programmed Improvements

- LOS A through C – 33%
- LOS D – 21%
- LOS E – 6%
- LOS F – 40%

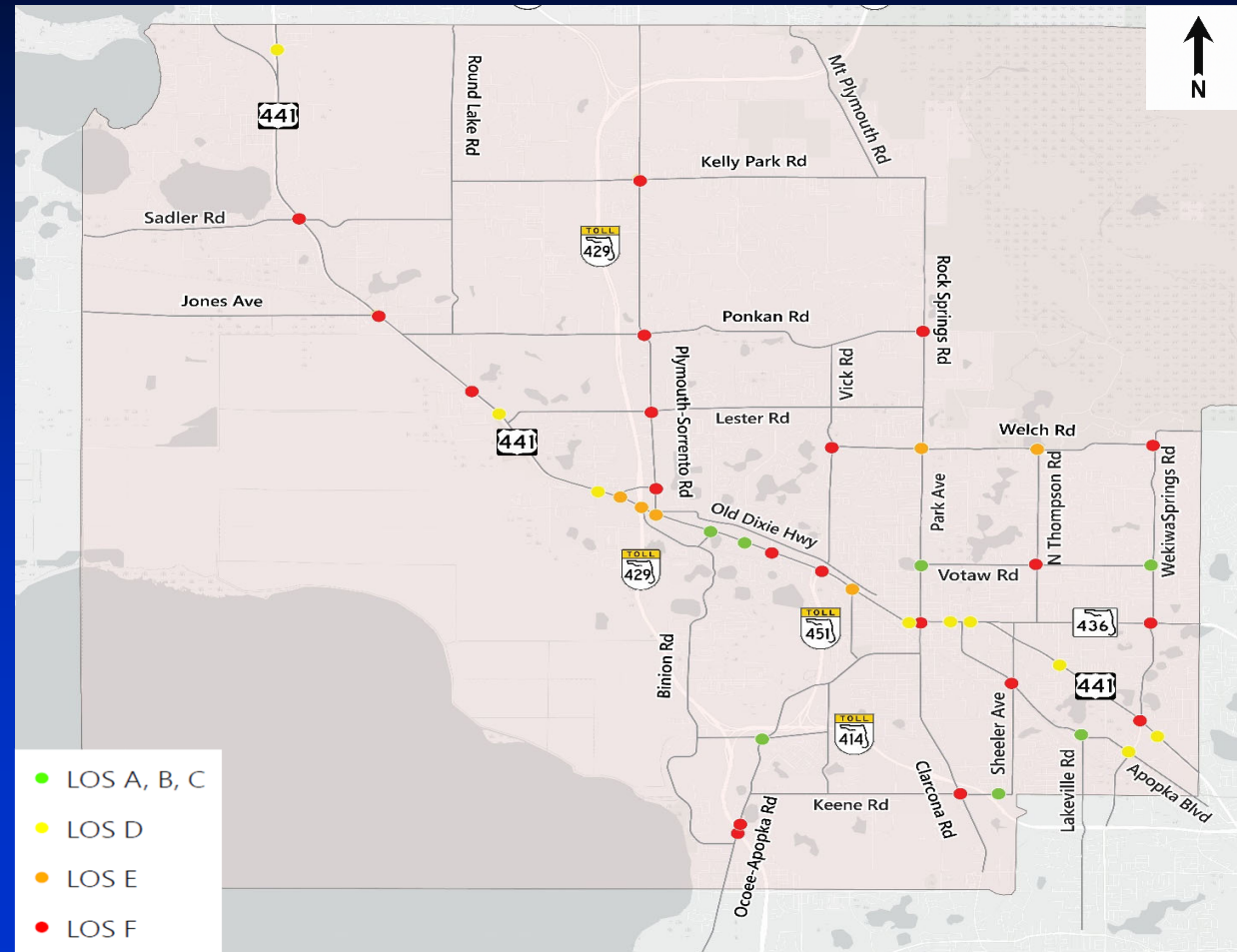




2050 No Build Traffic Conditions – Intersections

Intersection Operations with Programmed Improvements

- LOS A through C – 16%
- LOS D – 21%
- LOS E – 14%
- LOS F – 49%





Key Findings at a Glance

A snapshot of safety and traffic operations across the NOWOCATS network.

3,445

Total reported crashes studied across the network (2022–2024)

27

Fatal crashes — 85% occurred in low-light conditions

78%

of crashes happened on roadway mid-segments (22% at intersections)

8% / 7%

Roadway segments / intersections already operating at a failing Level of Service

40% / 49%

of segments / intersections would fail by 2050 under the No-Build scenario

90% / 95%

of segments with pedestrian/bicycle Level of Traffic Stress (LTS) of 3 and 4



Presentation Outline

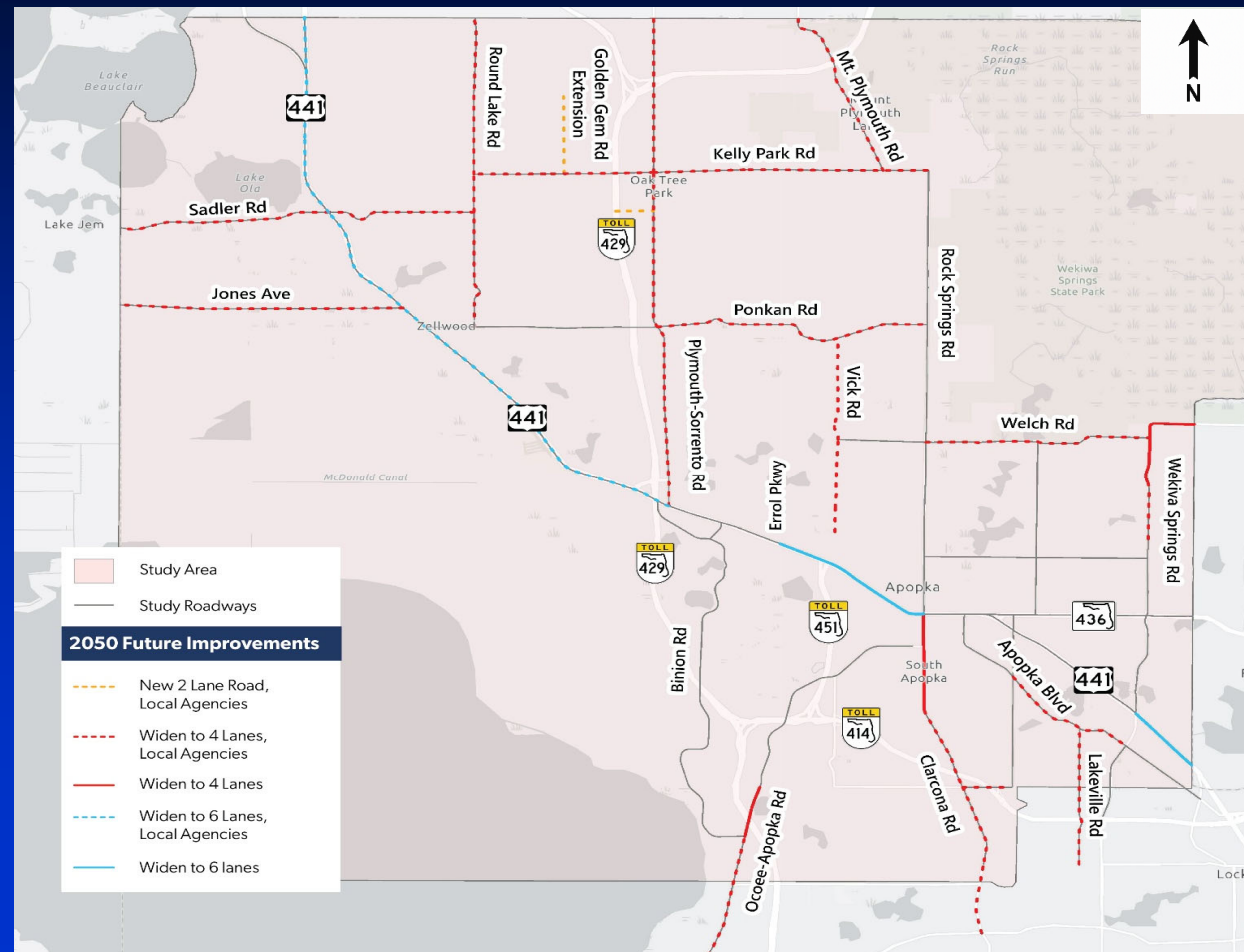
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Roadway Capacity Needs

Capacity Needs Identified Based on Local Agency Plans and Study Analysis

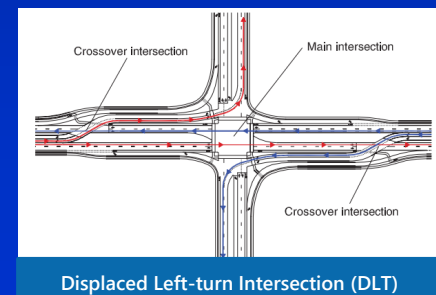
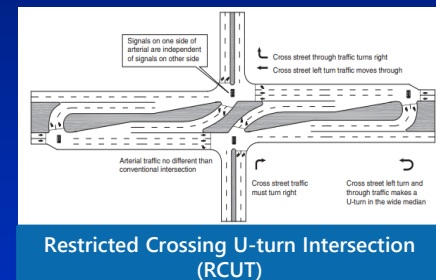
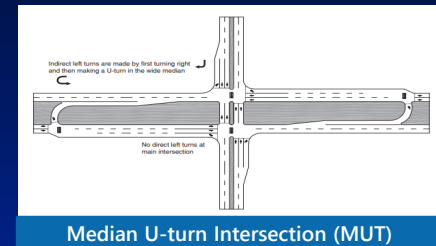
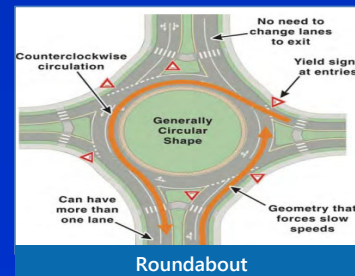
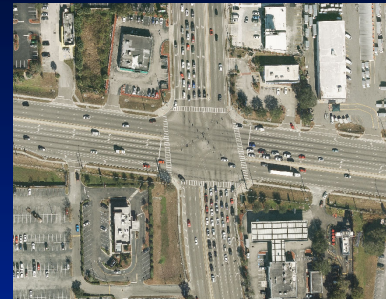
- Planning-level Analysis
- Identified in Local Agency Plans
 - Orange County Long Range Transportation Plan
 - City of Apopka Transportation Element
 - MetroPlan Orlando 2050 Transportation Plan
- Additional needs identified in this Study



Traditional/Innovative Intersection Improvements

Anticipated Safety Benefits

- Permissive to protected left turns
 - 6% reduction in all crashes
- Exclusive right turn lane
 - 11% reduction in all crash types
- Additional left turn lane
 - 4% reduction in all crash types
- Roundabout
 - 78% - 82% reduction in fatal / injury crashes versus a stop-controlled intersection or a signal
- Traffic signal
 - 23% reduction in total crashes versus a stop-controlled intersection
- Displaced Left Turn
 - 19% reduction in total crashes versus a traditional signal





Safety/Multimodal/ADA Improvements

Anticipated Safety Benefits

- Retroreflective back plates to signal heads
 - 15% reduction in all crashes
- Hardened centerlines / pedestrian refuge
 - 32% reduction in all pedestrian / vehicle crashes
- High emphasis crosswalks
 - 40% reduction in pedestrian-related crashes
- Lighting improvements
 - 38-42% reduction pedestrian / vehicle crashes
- RRFB / Pedestrian Hybrid Beacon
 - 57% reduction in pedestrian / vehicle crashes
- Detectable warning surfaces on curb ramps
- Tighten corner radii
 - Improves pedestrian / bicycle safety



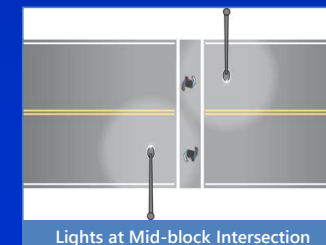
Mid-block Crossing



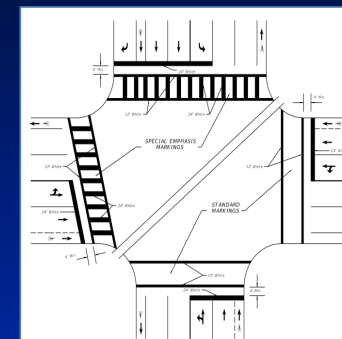
Retroreflective Back Plates



Detectable Warning Curb Ramps



Lights at Mid-block Intersection



Special Emphasis Markings



Hardened Centerlines/Pedestrian Refuge



Advance Traffic Control Signs



Plymouth Sorrento Road & Kelly Park Road

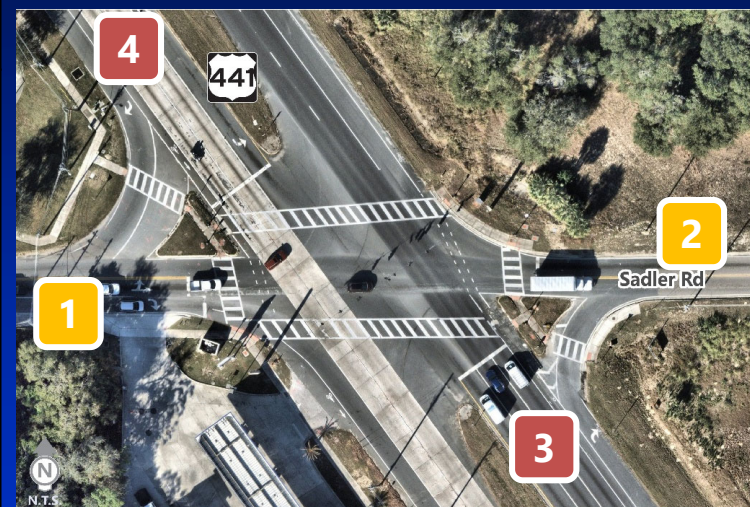
Period	Intersection Improvements	Safety / Multimodal Improvements
Short-term Improvements	1 - Additional EBL, additional EBT 2 - Additional WBT lanes 3 - Convert shared NBT/R to NBT & exclusive NBR	- Re-evaluate permissive left turn phasing on all approaches - Tighten corner radii to slow down turning traffic and improve sight distance - Evaluate corner sightlines - Provide lighting on all approaches and evaluate luminance at the intersection - Provide high emphasis crosswalks (Future West Orange Trail)
Mid-term Improvements	4 - Additional NBL & NBT 5 - Additional SBT & exclusive SBR 6 - Exclusive EBR 7 - Exclusive WBR	
Long-term Improvements	8 - Additional WBL	





US 441/Orange Blossom Trail & Sadler Road

Period	Intersection Improvements	Safety / ADA / Multimodal Improvements
Short-term Improvements	No programmed improvements	- Consider Near Perpendicular Right-turn lanes for NB/SB approaches - Provide left-turn guidance markings through intersection - Provide lighting on all approaches - Evaluate ADA issues
Mid-term Improvements	1 - EB Approach - EBL, dual EBT and exclusive EBR 2 - WB Approach - WBL, dual WBT and exclusive WBR	
Long-term Improvements	3 - Additional NBT and NBL 4 - Additional SBT	



US 441/Orange Blossom Trail & SR 451/Vick Road

Period	Intersection Improvements	Safety / ADA / Multimodal Improvements
Short-term Improvements	No programmed improvements	- Refresh north / south crosswalks with high-emphasis crosswalks - Refresh left-turn guidance markings through intersection - Install retroreflective backplates on US 441 signal heads - Add street-lighting on north leg and evaluate luminance on other legs - Evaluate ADA issues
Mid-term Improvements	US 441 / Orange Blossom Trail 1 - Additional EBT 2 - Additional WBT	
Long-term Improvements	SR 451/Vick Road 3 - Additional NBL	

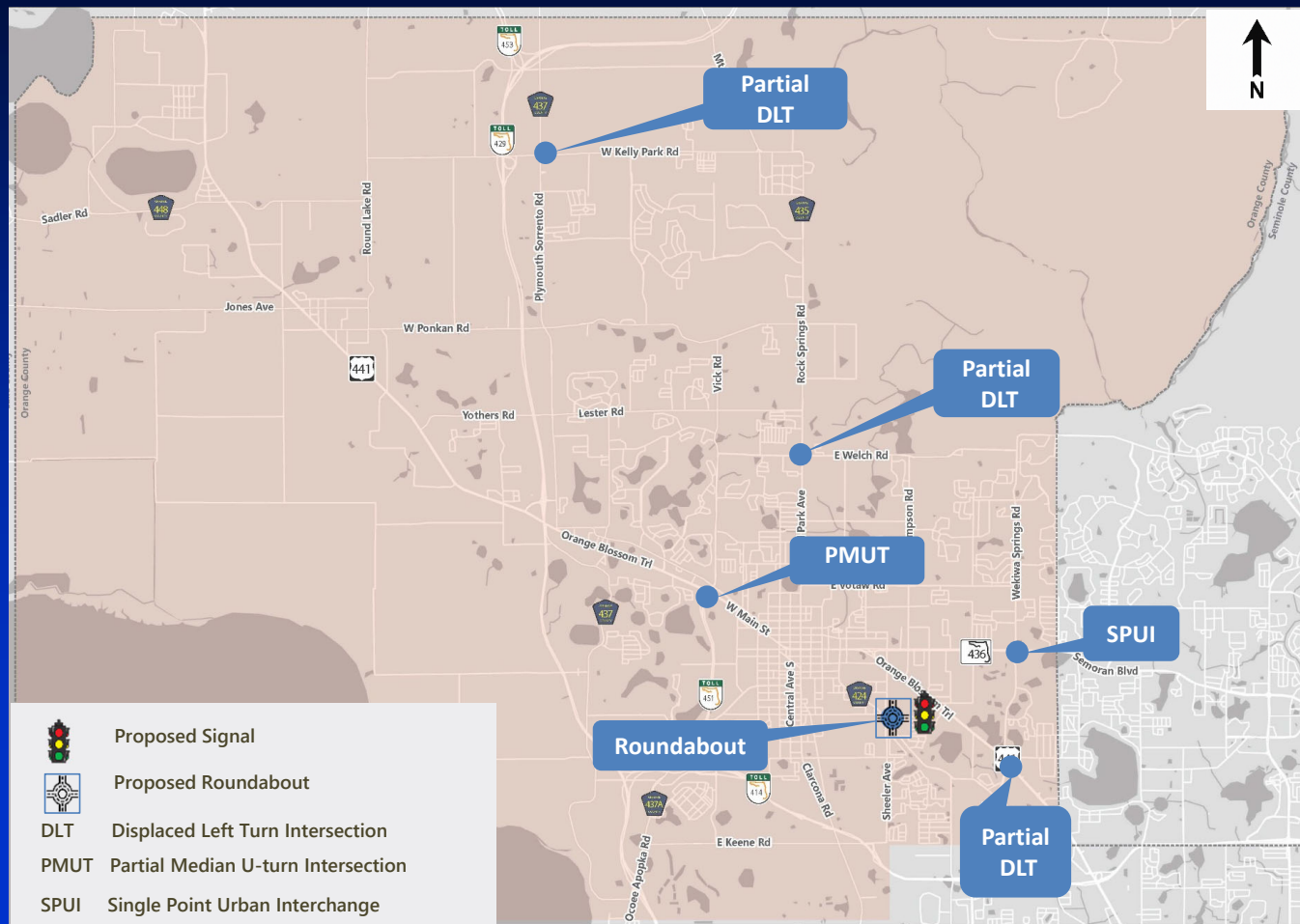




Innovative Intersection Improvements

Innovative Intersections

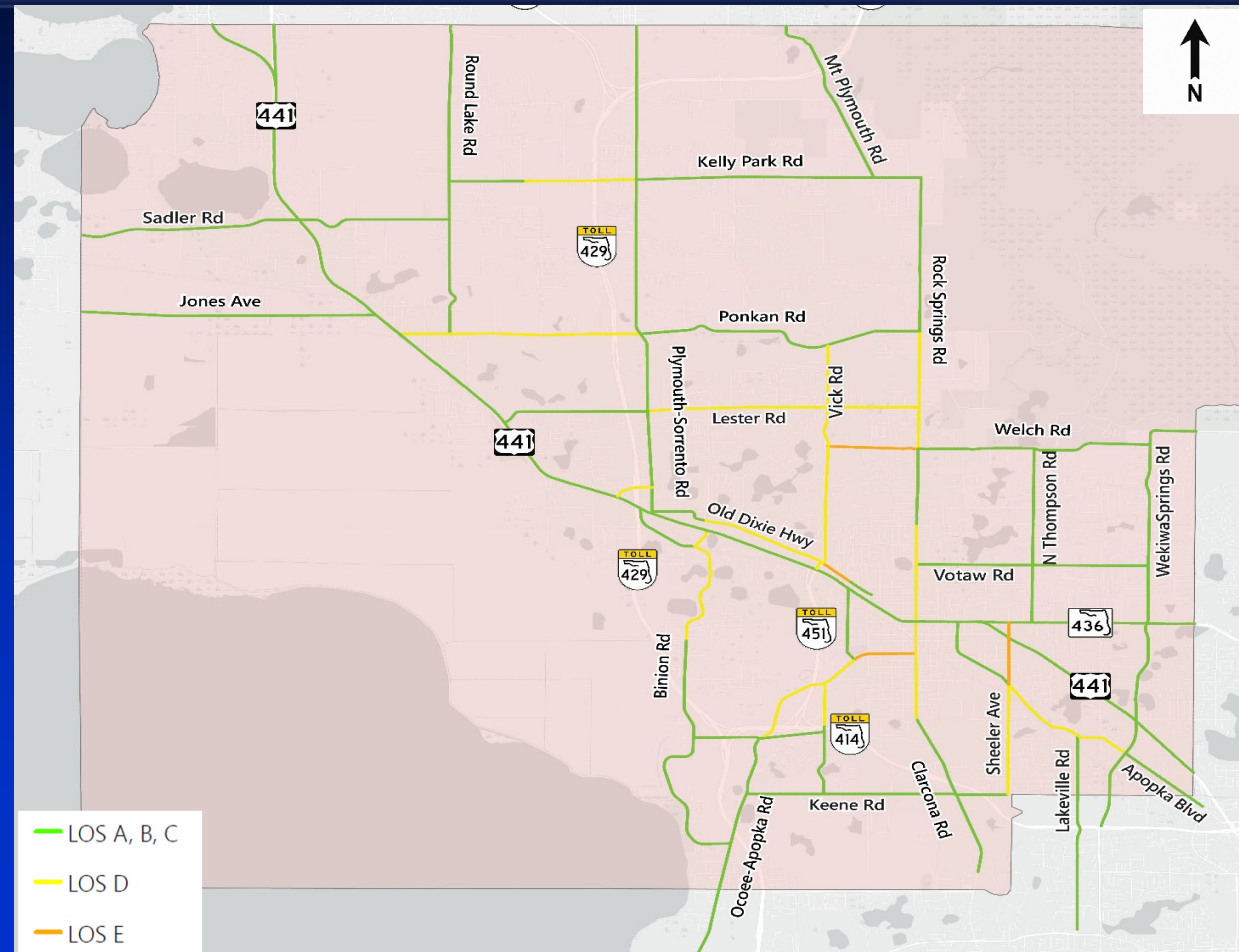
- Plymouth Sorrento Road & Kelly Park Road
- Park Avenue & Welch Road
- US 441 & Vick Road
- Sheeler Road & Apopka Boulevard
- SR 436 and Wekiva Springs Road
- US 441 & Hiawasse Road



2050 Build Traffic Conditions – Roadway Segments (With Programmed and Needs Based Improvements)

Roadway Segment Operations

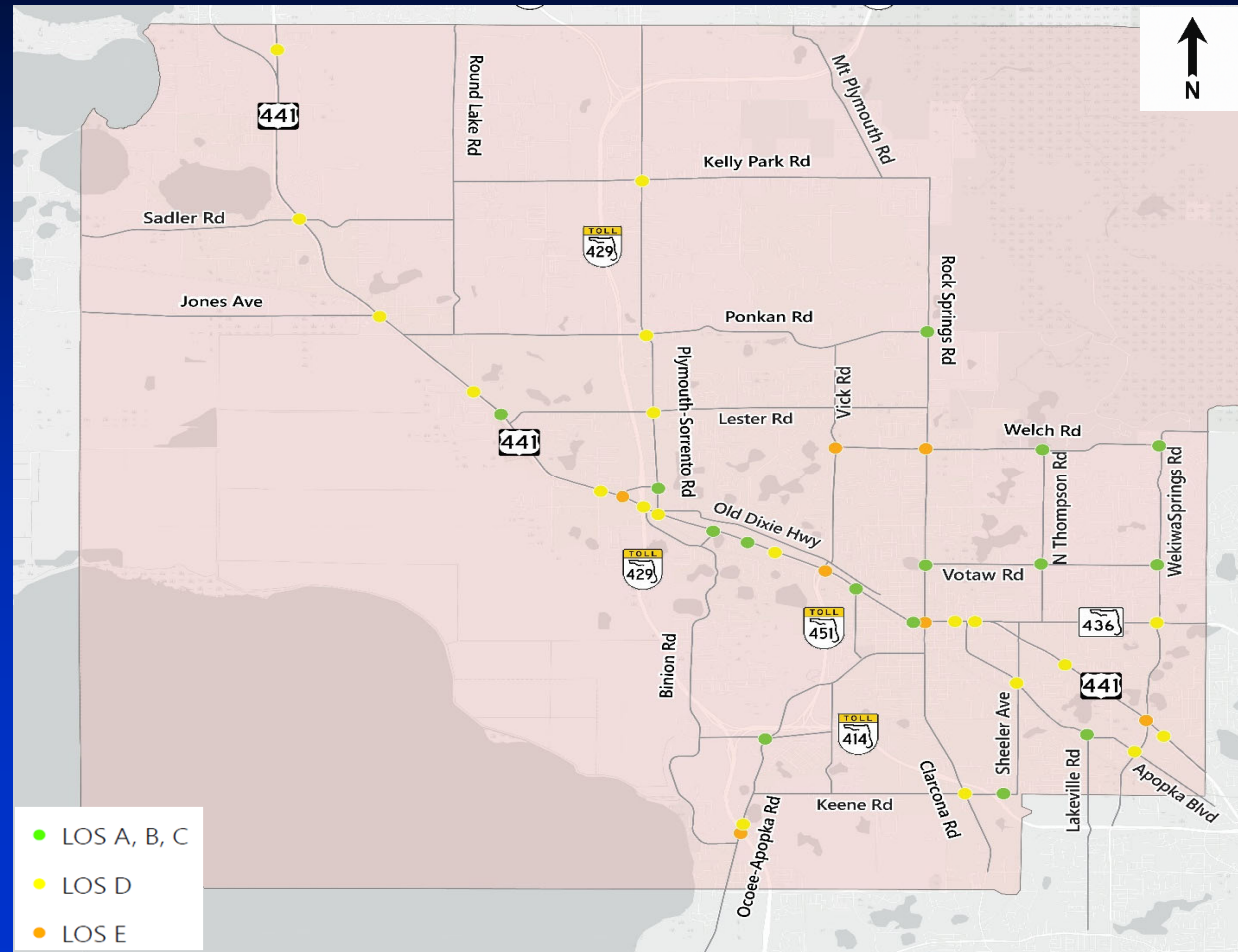
- LOS A through C – 75%
- LOS D – 19%
- LOS E – 6%
- LOS F – 0%



2050 Build Traffic Conditions – Intersections (With Programmed and Needs Based Improvements)

Intersection Operations

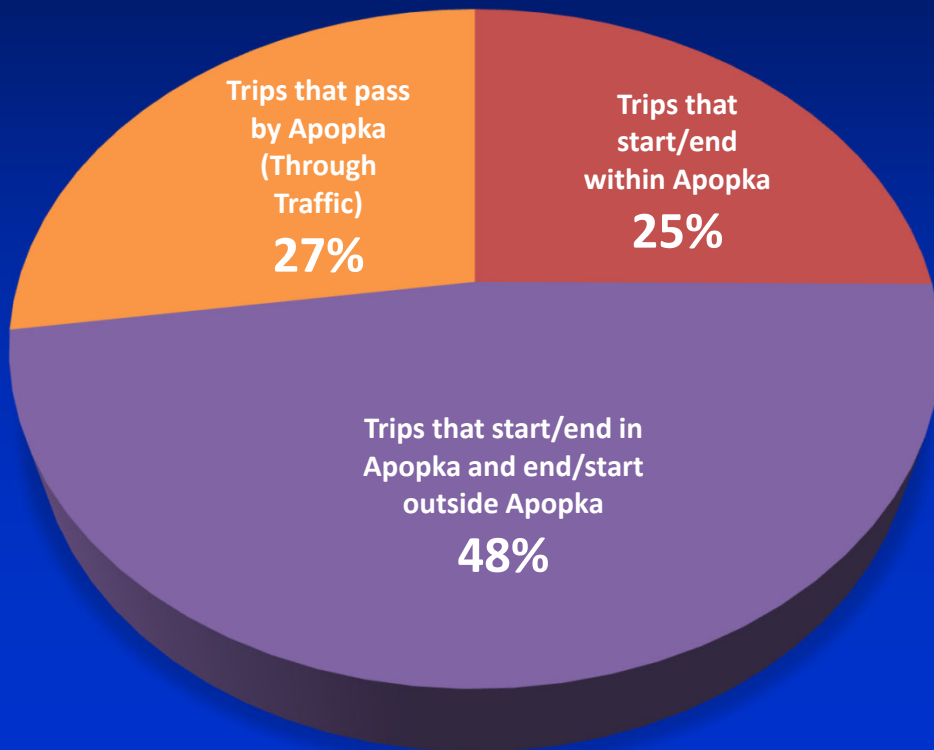
- LOS A through C – 42%
- LOS D – 42%
- LOS E – 16%
- LOS F – 0%



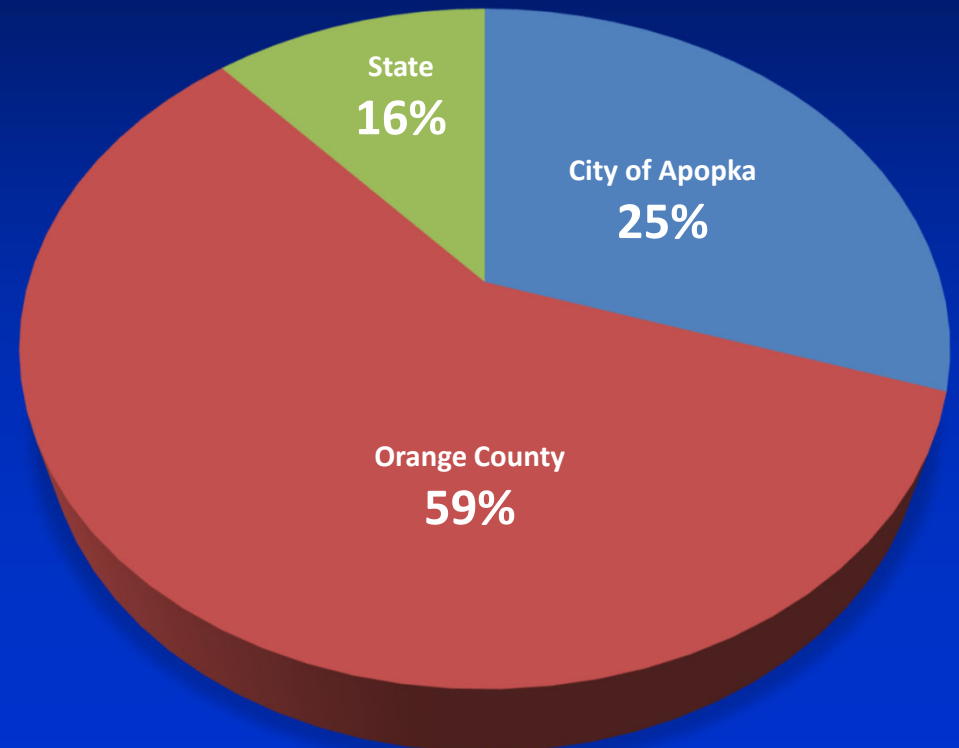


Origin and Destination (OD) and Roadway Jurisdiction

Study Area OD Summary



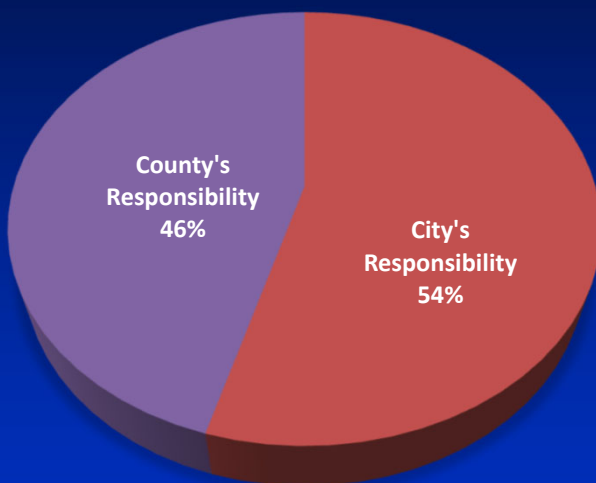
Study Roadway Jurisdiction Summary





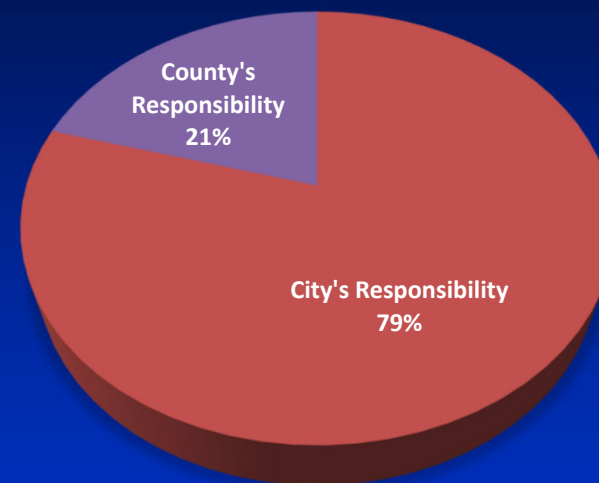
Responsibility Identification Examples

Kelly Park Road



Component	City Share	County Share
City Internal Trips (45%)	44%	0%
Lake/Seminole Trips (20%)	10%	10%
Orange County Trips (36%)	0%	36%
Total Responsibility	54%	46%

Vick Road



Component	City Share	County Share
City Internal Trips (74%)	74%	0%
Lake/Seminole Trips (10%)	5%	5%
Orange County Trips (16%)	0%	16%
Total Responsibility	79%	21%

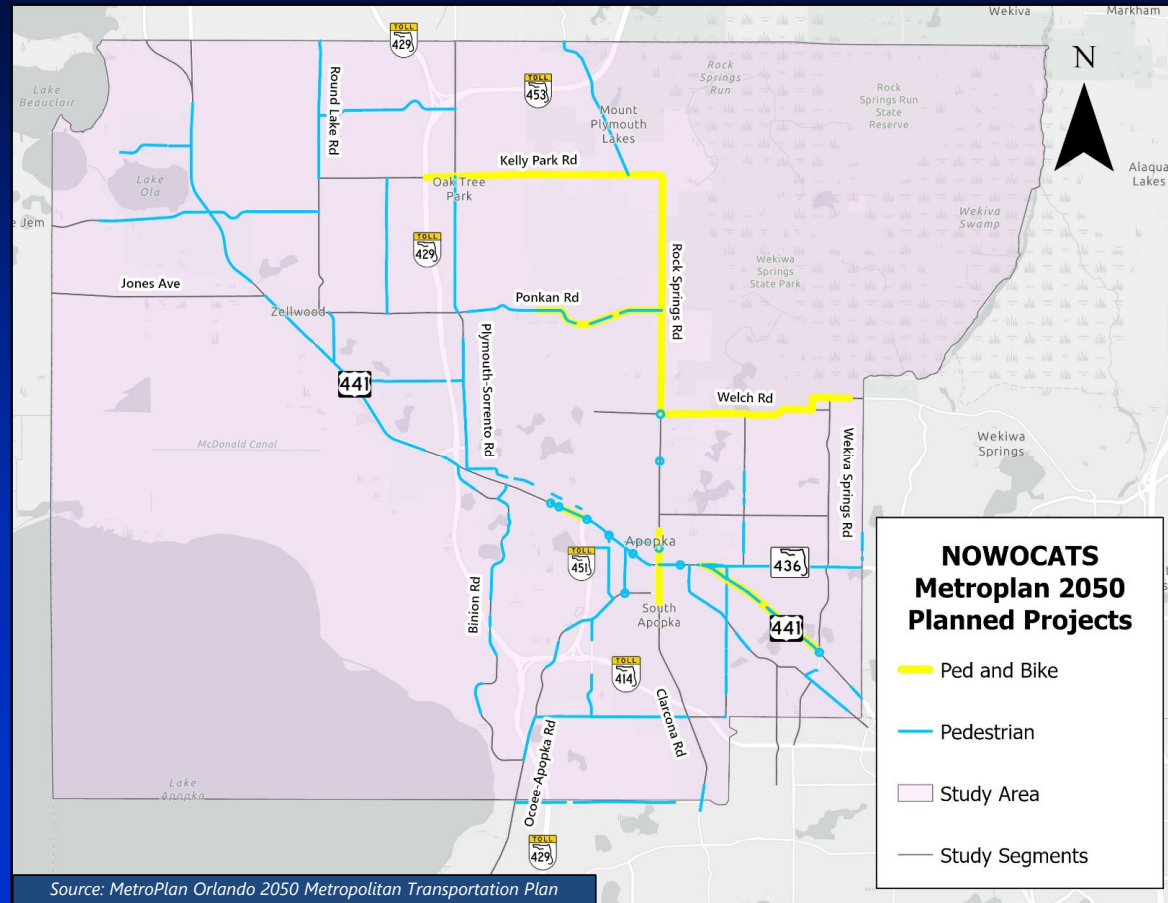


Multimodal Improvements

Planned Pedestrian / Bicycle Projects

49 Multimodal projects planned within the study area (including unfunded needs):

- Corridor upgrades on US 441 / Orange Blossom Trail to add separated bike lanes and safer crossings.
- New and widened sidewalks along key streets to **close gaps** and improve pedestrian access.
- Targeted safety projects: lighting, refuge islands, RRFBs, PHBs, and signal timing changes at high-crash locations.
- Neighborhood sidewalk and trail projects to improve connections to schools, parks, and transit.



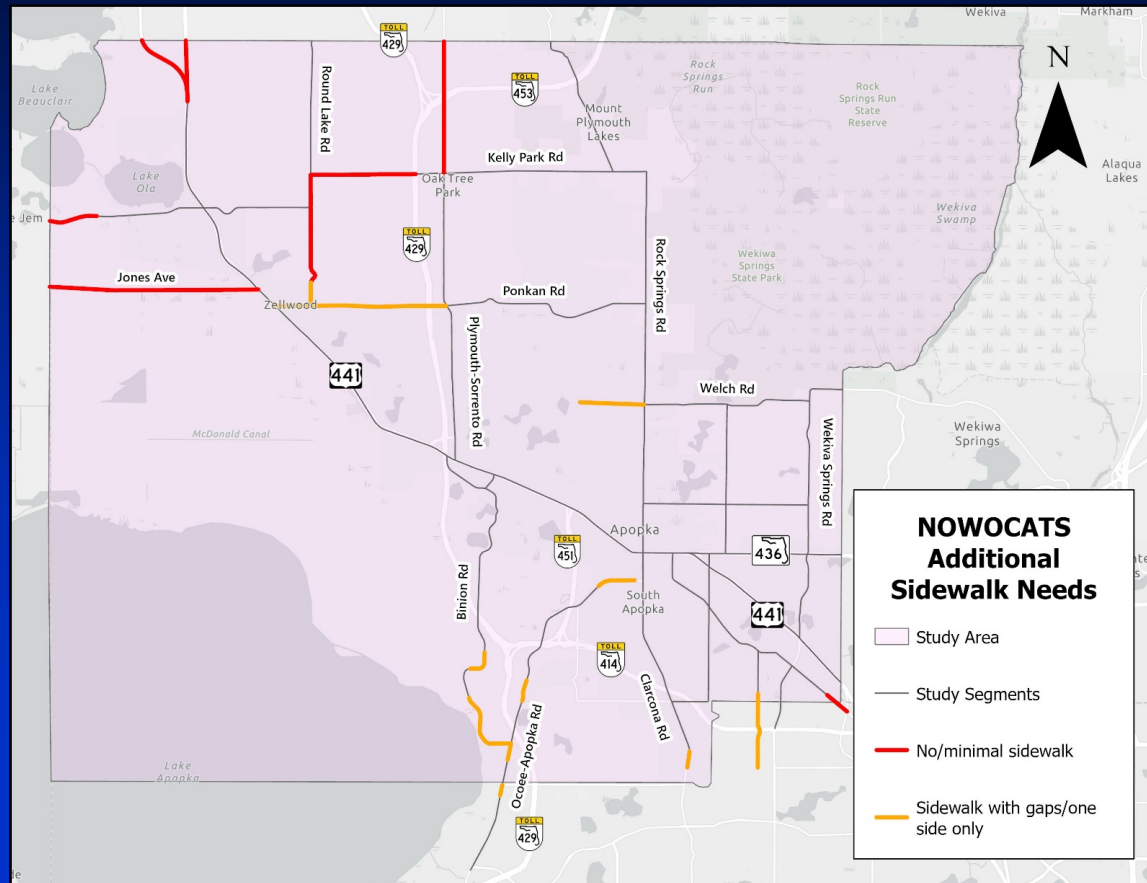


Multimodal Improvements

Findings for the Study Area

Key findings from the study include:

- Rural and transitioning segments to the northwest with no or minimal sidewalk
- Urban segments in the City of Apopka and south of the City with gaps or coverage on only one side of the road





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-
- NOWOCATS
Additional
Bicycle Needs**
- No dedicated bicycle facilities
 - Study Area
 - Study Segments



Multimodal Improvements

Programmed and Planned West Orange Trail Phase 4 Projects

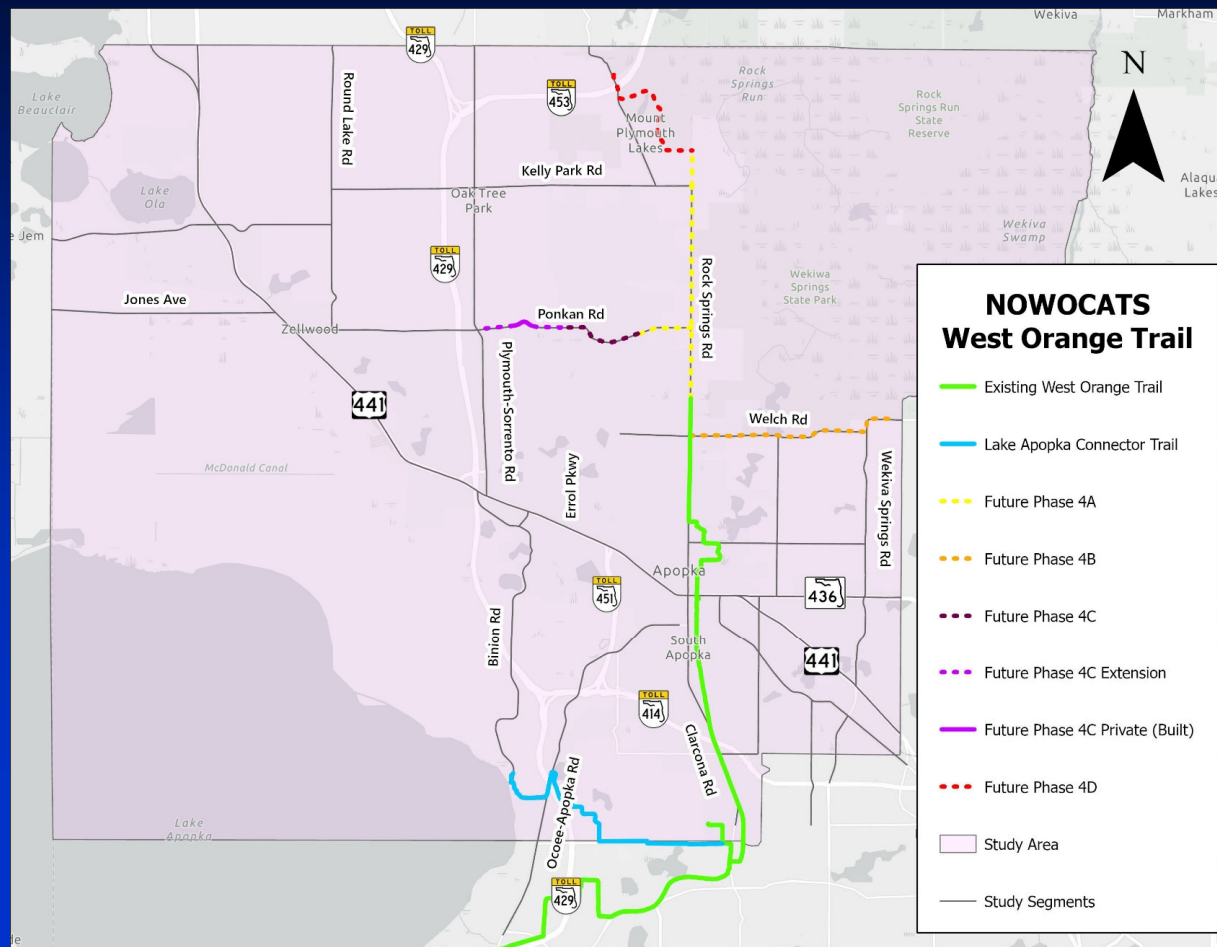
Programmed West Orange Trail Phase 4:

- Phase 4A – Design in FY 28
- Phase 4B – Design in FY 26
- Phase 4C – Included in the proposed Paulucci Acres Planned Development
- Phase 4D – Design in FY 26, Construction funded

Planned and Potential West Orange Trail Phase 4:

- Construct Phases 4A and 4B
- Potentially Extend Phase 4C west to Plymouth Sorrento Road

*Recently Constructed (completed 2026) –
Lake Apopka Connector Trail*





Existing Transit

LYNX Transit Routes in Study Area

Route 44

- Zellwood, Pine Hills Transfer Center
 - Total FY 2024 Ridership: 140,493
 - Frequency – 60 minutes

Route 106

- Apopka Superstop, Lynx Central Station
 - Total FY 2024 Ridership: 434,914
 - Frequency – 30 minutes

Route 405

- Apopka Circulator
 - Total FY 2024 Ridership: 51,535
 - Frequency – 60 minutes

Route 436N

- Apopka SuperStop, Altamonte Springs Sunrail
 - Total FY 2024 Ridership: 324,572
 - Frequency – 30 minutes





Programmed and Planned Transit Improvements

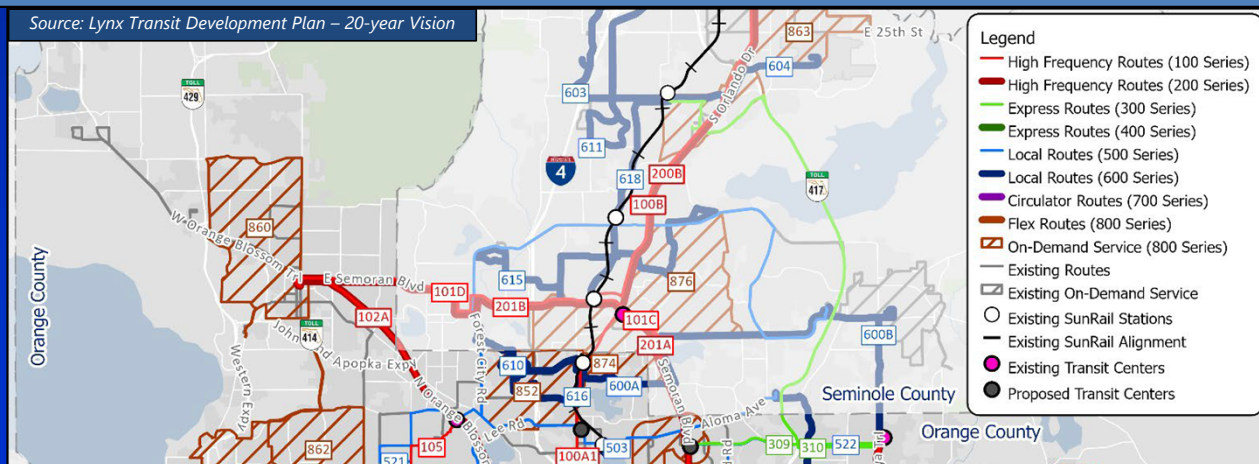
Route Number	Improvement
Programmed	
405	New NeighborLink Route proposed to replace or overlap Route 405 (tentative)
Planned	
206	New limited stop route with 15-minute headways, overlapping existing route 106
436N	Option 1 - Keep 436N and extend to serve Full Sail University / University Boulevard
	Option 2 - Replace with a local fixed route 101D (20-30 minute headways) and an overlaying limited stop route 201B (20-minute headways)
860 - Apopka NeighborLink Zone	Provide on-demand transit service connecting to Route 405 - Apopka Circulator

TRANSIT DEVELOPMENT PLAN

Major Update
September 2022



Source: Lynx Transit Development Plan – 20-year Vision

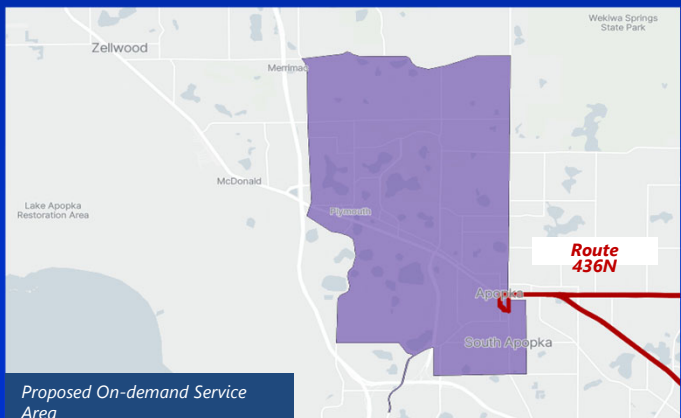




Programmed Transit Improvements

Apopka NeighborLink concept:

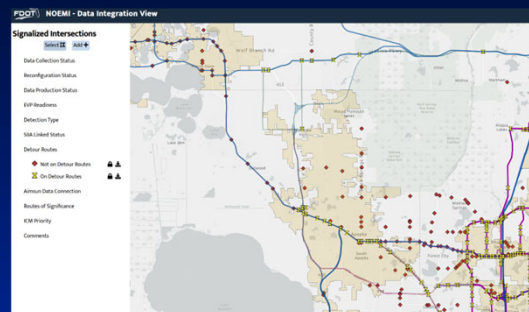
- Proposed to supplement or replace Links 44 and 405.
- Flexible, on-demand neighborhood transit that picks riders up closer to home and nearby destinations.
- Uses smaller vehicles and shared trips to connect local areas with main bus routes and transit hubs.





ITS Improvements/Emerging Technologies

Period	ITS Project	Description
Short-term	Emergency Vehicle Preemption	- Upgrade signals on County / City roadways to be EVP ready - Test District Five's Pilot Program (SIGNAL SIREN) with existing infrastructure and central software
	Detection	Upgrade to video detection
	Active Corridor Management	Assign Integrated Corridor Management (ICM) priority and Detour Routes to US 441 and other County / City roadways to reroute traffic during incidents
Mid / Long-term	AI / ML-enabled Adaptive Signal Control	Upgrade signals with AI / ML-enabled detection, controllers, communications, and software in priority corridors such as US 441
	Bicycle and Pedestrian Innovative ITS Solution	Install bicycle and pedestrian ITS technologies in downtown Apopka and school zones
	CAV Technology Ready Corridors	- Vehicle-to-vehicle (V2V) & Vehicle-to-Infrastructure (V2I), Road-side Units, Communications Infrastructure & AI based Video Detection - Congestion alerts, collision avoidance, weather alerts, blind spot alerts, pedestrians nearby etc.



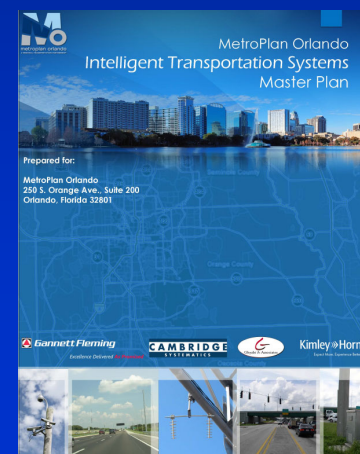
Connected Vehicle Technology
(Source: its.dot.gov)



Enhanced Pedestrian Infrastructure



Active Arterial Management





Presentation Outline

- Welcome and Opening Remarks
- Study Purpose and Objectives
- Study Methodology
- Safety Review and Operational Analysis Results
- Recommended Improvements
- **Study Timeline / Next Steps**
- Feedback and Discussion



Project Schedule

[illegible]



Study Timeline/Next Steps SK1

- **NOWOCATS is an area-wide planning study that identifies**
 - Future transportation needs and
 - Provides a blueprint for potential improvements
- **The recommended improvements are**
 - Based on high-level planning analysis and
 - Intended to guide future planning efforts
- **Each improvement requires detailed analysis of feasibility, right-of-way needs, impacts, and funding before implementation**
- **Recommended projects will need to be prioritized based on available funding**

Slide 48

SK1

Update the next steops

Srinivas Kandala, 2026-06-09T17:29:34.153



Presentation Outline

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Feedback and Discussion

Public Engagement Opportunities

■ Community Meetings

- Meeting #1 – January 26 and 28, 2026

■ Stakeholder Meetings

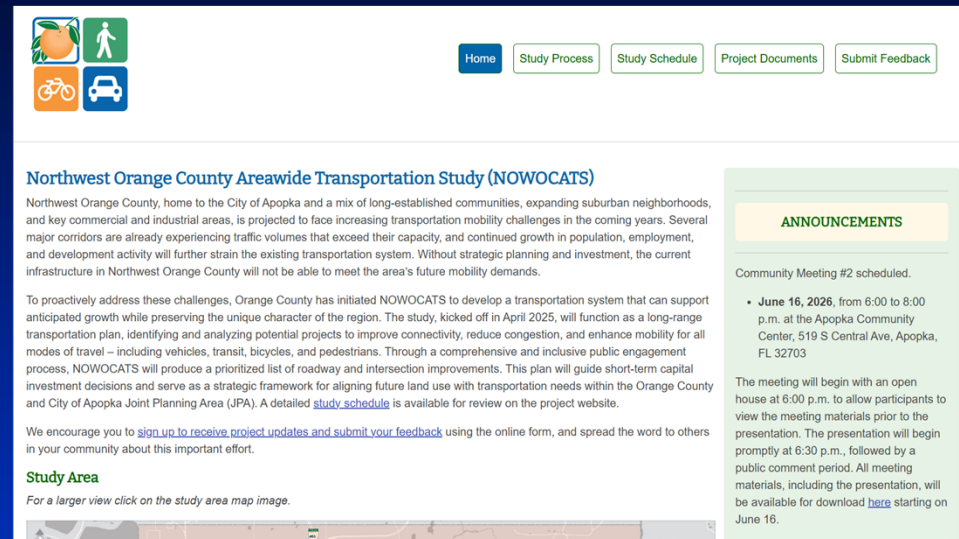
- Meeting #1 – March 13, 2026
- Meeting #2 – July 2026

■ Project Website www.nowocats.com

■ Call / Email

■ Attend LPA & BCC Hearings

- August / September 2026



Northwest Orange County Areawide Transportation Study (NOWOCATS)

Northwest Orange County, home to the City of Apopka and a mix of long-established communities, expanding suburban neighborhoods, and key commercial and industrial areas, is projected to face increasing transportation mobility challenges in the coming years. Several major corridors are already experiencing traffic volumes that exceed their capacity, and continued growth in population, employment, and development activity will further strain the existing transportation system. Without strategic planning and investment, the current infrastructure in Northwest Orange County will not be able to meet the area's future mobility demands.

To proactively address these challenges, Orange County has initiated NOWOCATS to develop a transportation system that can support anticipated growth while preserving the unique character of the region. The study, kicked off in April 2025, will function as a long-range transportation plan, identifying and analyzing potential projects to improve connectivity, reduce congestion, and enhance mobility for all modes of travel – including vehicles, transit, bicycles, and pedestrians. Through a comprehensive and inclusive public engagement process, NOWOCATS will produce a prioritized list of roadway and intersection improvements. This plan will guide short-term capital investment decisions and serve as a strategic framework for aligning future land use with transportation needs within the Orange County and City of Apopka Joint Planning Area (JPA). A detailed [study schedule](#) is available for review on the project website.

We encourage you to [sign up to receive project updates and submit your feedback](#) using the online form, and spread the word to others in your community about this important effort.

Study Area

For a larger view click on the study area map image.

ANNOUNCEMENTS

Community Meeting #2 scheduled.

- **June 16, 2026**, from 6:00 to 8:00 p.m. at the Apopka Community Center, 519 S Central Ave, Apopka, FL 32703

The meeting will begin with an open house at 6:00 p.m. to allow participants to view the meeting materials prior to the presentation. The presentation will begin promptly at 6:30 p.m., followed by a public comment period. All meeting materials, including the presentation, will be available for download [here](#) starting on June 16.





Feedback and Discussion

Orange County Project

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Call, Email, or Visit Website
www.NOWOCATS.com



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Feedback and Discussion

**QUESTIONS AND
ANSWERS**