

From: [Duane Gorgas](#)
To: [Sean O'Keefe](#); [John Brock](#); [Morgan Cates](#); [Rick Thomas](#); [David Miles](#); [Reneé Lannaman](#); [George Lehning](#); [Marie V Gallelli](#); [Martha Macfarlane](#)
Subject: Additional Comment RE: Future Plan Development Meeting 051072023
Date: Wednesday, May 17, 2023 11:33:48 AM

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Mr. O'Keefe,

Please pass along this additional comment about future development in Howey to all the attendees:

Today 05/17/2023 ~8:30AM I wanted to leave my driveway on S Palm Ave to go to Mt. Dora. The ENTIRE northbound lane of Palm Ave from Lakeview to CR 48 was "bumper to bumper" with stop and go traffic moving at 5-10 mph. The traffic was so heavy that **NO ONE** in Howey who wanted to access the northbound lane of Palm Ave could do so unless some considerate northbound driver would stop to allow the person to enter the lane (which is what happened to me). It appears ~99% of this traffic appeared to be THROUGH TRAFFIC (not local). >80% of this traffic continued west on CR 48 towards Leesburg.

Obviously, some traffic incident had occurred south of Howey (possibly on the northbound Turnpike lanes and/or northbound Hwy 27 intersection area with SR 19. While this is a very rare event, the experience verified my "worst case" scenario of what could happen to this "physically constrained" roadway when there is **NO alternate route** available due to increased traffic from future development and increased through traffic. This event only confirms the necessity of consideration of a "Howey By Pass" alternate route when planning future development transportation impacts. Even a stop light at Central and Palm would not have made a noticeable difference in traffic flow because northbound lane was "solid". While residents with cross street access would have been able to use such a stop light by driving an alternate direction to access Central Ave, **NO resident living on Palm Ave** who wished to go north on Palm would have been able to do so.

Duane Gorgas