

# NEOCATS Community Meeting #1

## Question and Answer (Q&A) Forum

Below is a summary of the comments, questions, and responses discussed during the Q&A forum.

### GoToWebinar Entries

Q: Why can't UCF buses travel east of UCF? This could eliminate a lot of traffic. The UCF students are taking over a lot of our subdivisions.

A: The UCF shuttles generally serve the campus and areas around campus. This can be one of the options or improvements that come out of this study. The project team will coordinate with LYNX as well as UCF, regarding the feasibility of shuttles extending to the east.

Q: The Research Pkwy red line shows the line ending at the North or South area of North Tanner?

A: North Tanner Road.

Q: I am late. What I am curious about is what OC plans to do about east-west transit on the east side of the city.

A: As presented, the study identified the corridors with transit and the ridership on those transit routes (frequency of one hour vs. frequency of half hour). One of the goals of the study is to improve the headway or the frequency of buses, especially in the east-west direction and on several roadways. The project team will coordinate with LYNX and UCF to improve ridership and make it more convenient and reliable for residents.

Q: Sorry, I came in late. Will there be a video I can log in to see this presentation in the future?

A: Yes. This webinar is recorded and will be available on the project website ([www.neocatstudy.com](http://www.neocatstudy.com)) by November 4th, 2021

Q: Cannot hear Commissioner Cordero.

A: The sound will be corrected on the video recording posted on the project website ([www.neocatstudy.com](http://www.neocatstudy.com)) by November 4th, 2021.

Q: What is the plan to protect the wildlife and green areas in the midst of population growth?

A: This study includes a high level analysis of wildlife impacts. Project recommendations from this study will include project specific studies that will include a more detailed analysis of potential wildlife impacts and mitigation measures such as the potential for the installation of wildlife crossings and advisory signs and devices where warranted.

Q: Also, we want to know if there are any eminent domain processes foreseen, particularly in light of SR 408 expansion?

A: Project recommendations from this study may include projects that will require additional right-of-way to construct. As such, the production processes of those projects will include right-of-way acquisitions and potentially the need to acquire necessary property through eminent domain.

Q: Is it possible to reduce the amount of new housing developments to reduce traffic?

A: Prior to 2010, the local governments had the ability to prohibit further development if the transportation system was not able to accommodate additional development. Since then there have been two actions from the Florida legislature that have basically prohibited local governments from linking transportation to land use, Senate Bill 360 and House Bill 4207. So the answer to that is no, because of the legislative position and policies and not because Orange County is not cognizant of the issue between land use and transportation.

Q: Are citizens going to participate in the Environmental Impact analysis, specifically, notified of outcomes and potential options to protect wildlife and keep green areas?

A: Citizen and community input is crucial to this study. Your feedback and input will be considered in every step of the process. Reports will be available on the project website, which anyone can download, review and offer comments. The comments received on the website ([www.neocatstudy.com](http://www.neocatstudy.com)) will also be taken into consideration when improvements are being developed and analyzed.

Q: Is there potential for eminent domain actions on part of the County's government?

A: Orange County like any other government, does have eminent domain powers for any property needed for a public purpose.

Q: How much money does it cost to prevent road widening as you shared for Rouse Road?

A: The purpose of this study is to develop a list of potential capacity and operational projects that will increase the mobility options and quality of transportation in the study area. The recommendations from this study will be presented to the Orange County Board of County Commissioners (BCC) for approval consideration based on the study's technical documentation and public testimony. The BCC may approve the recommendations in full, in part or not at all.

Q: The intent of the eminent domain question is to know what areas are going to be impacted if the info is available yet.

A: Project recommendations from this study may include projects that will require additional right-of-way to construct. As such, the production processes of those projects will include right-of-way acquisitions and potentially the need to acquire necessary property through eminent domain.

Q: Can we download this presentation?

A: The recorded video presentation will be available on the project website ([www.neocatstudy.com](http://www.neocatstudy.com)) by November 4th, 2021, and the responses to questions will be available by November 11th, 2021.

Q: Are there any eminent domain actions occurring at Avalon Park Blvd and E Colonial? Any info on that?

A: Project recommendations from this study may include projects that will require additional right-of-way to construct. As such, the production processes of those projects will include right-of-way acquisitions and potentially the need to acquire necessary property through eminent domain.

Q: Are the modeling and simulation tools used to support this effort verified, validated, and accredited for this purpose? Can you provide examples of where these tools have been used to address similar challenges successfully?

A: As presented, the project team is using a travel demand model to predict future demand on the travel roadway. The model uses two main inputs - roadway geometry and the socio-economic data (or the demand). The socio-economic data includes information such as number of households, number of vehicles per household, number of persons per household, and the employment in the area (service, office and industrial, etc.). Based on that information, the model generates the traffic on the roadway network. The project team will compare what the model is showing to what is actually happening in the field (model validation) to ensure the model replicates the amount of traffic on the roadway network in the real world. Once the model is validated to the real world, the project team will propose and analyze any future scenario.

The platform named FSUTMS, Florida Standard Urban Transportation Model Structure, is an FDOT model that everyone has been using for the past 35 years. The project team is using the latest update CFRPM, Central Florida Regional Planning Model (version 7), which was recently published. It includes nine counties. Because the model covers such a large area, the project team developed a sub-area model for this specific area, the North East Orange County Areawide Transportation (NEOCATS) model. As part of this sub-area model, the project team collected data on trip origins and destinations to determine the distribution of traffic on the roadway network and replicate exactly what's happening in the real world. For more information, go online at <https://www.fsutmsonline.net>, or the project team can provide more detailed information upon request.

Q: How will the improvements be paid for?

A: There are some projects that are programmed and identified in MetroPlan Orlando Transportation Improvement Program, Orange County Capital Improvement Program and FDOT Work Program and they include funding in the next five years. There are some planned improvements identified in our Long-Range Transportation Plan for which funding has not yet been allocated. The County will prioritize those projects and allocate funding accordingly. Other projects can be funded from roadway agreements with the developers.

Q: Was rising sea level accounted for in the equation? What is the probability of funding diversion to protect our coastline?

A: There are numerous studies that have been completed, and there are quite a few variables regarding the effects of climate change and sea level rise. Orange County, on the eastern borders, is about 5 - 15 feet above sea level. Some of the estimates mentioned about 30 centimeters of rise by 2050 which would not create inundation in Orange County. So it is mostly a coastal tributary issue, based on studies and data available today.

Q: Thank you so much : )

A: Comment noted.

Q: Is Orange County negotiating a roadway agreement with The GROW project owners? Seems as if there is a lack of funds for the improvements, if so why are we not taking action with the developer to get the improvements done between S. Tanner and 419? The project has been approved, let the builders build us the road.

A: In regards to The GROW, the County had an existing agreement that was approved by the Board of County Commissioners some time ago, where the landowners of The GROW would contribute towards the cost of improvements in the Lake Pickett Area. Moving forward, some of those funds will be utilized for improvements on facilities such as Chuluota Road and McCulloch Road (These are two examples where the some of those revenues will be utilized). The payments are going to be made over the course of several years. The County has already received two payments.

Q: Thoughts on expansion of SR 50 from Lake Pickett to Avalon?

A: SR 50 is currently a 6-lane roadway between Lake Pickett Road and Avalon Park Blvd. There are no plans to widen SR 50 within this segment. An expansion to SR 50 is already funded for widening from four lanes to six lanes from Avalon Park Blvd to SR 520.

Q: Does your multi-modal approach include options like light rail for heavily-traveled roads?

A: As part of the presentation, the project team discussed short-term, mid-term and long-term improvements. Bus Rapid Transit is an option that could be analyzed as a long-term improvement; especially related to heavy traffic roads. Unfortunately, Light Rail option will not be analyzed in this study. The County has a policy to limit roadway widening projects and keep roadways to 6 lanes or less. As a result, the project team will look into options like identifying new roadways, Bus Rapid Transit, increasing frequency on existing bus routes, and adding new routes to relieve traffic congestion.

Q: Are bus-only lanes a viable option for this study?

A: The project team will perform future conditions analysis and determine the viability of a bus only lane by considering the factors like the amount of traffic, bus frequencies and reliability of service.

Q: Extending McCulloch Rd east to 419 would alleviate a lot of the traffic on N. Tanner and Lake Pickett.

A: The Comment is noted and project team will consider this improvement as needed.

Q: Is S. Tanner Road being considered?

A: Yes, S Tanner Road is included in the study area.

Q: N. Tanner Road is at capacity. I invite to spend time watching the traffic on a daily basis. I live here and witness it daily.

A: N Tanner Road is one of the roadways included in the modeling effort. There are few other north-south roadways that could provide relief to N Tanner Road, so it may not need widening. However, the project team will look at intersection improvements, other transit improvements, etc. that can help to relieve traffic on N. Tanner Road.

Q: We can not see slides.

A: Hi Jim. If you still cannot see the slides, please make sure that the Go To Webinar window is not covered by other windows.

Q: We see them now, my mistake.

A: Comment noted.

Q: Question - Why was North Rouse Rd (north of University) not included in the study? It was not marked in any of the slides.

North Rouse Road between University and McCulloch.

A: The County conducted a study several years ago on Rouse Road, which includes the portion north of University Boulevard. The study was presented to the Board of County Commissioners. Based on the input received from the community in that area, Rouse Road will not be widened to four lanes, as recommended in that study. That certainly does not preclude any other non widening improvements, which may include sidewalks, multimodal improvements, signal retiming, etc. In terms of widening, the Board made a decision, based on community input, that the section of Rouse Road will not be widened to four lanes.

Q: Sorry if I missed it - what is ITS?

A: ITS refers to Intelligent Transportation Systems. It is a combination of information and communication technologies used in transportation and traffic management systems to improve the safety, efficiency, and sustainability of transportation networks, to reduce traffic congestion and to enhance drivers' experiences.

Q: When did you collect your data? Do you think it was affected by the decreased mobility of folks during the pandemic?

A: The project team collected traffic data during April/May 2021. The project Team developed a methodology to adjust the traffic counts due to COVID 19. As per the methodology, the project team compared the collected traffic against 2019 traffic data and determined an adjustment factor to adjust the traffic accordingly.

Q: Are you folks aware that the recent resurfacing of North Tanner Road, that was just completed? It already has several large potholes near McCulloch Road

A: The comment is noted and the issue will be informed to the respective County Department.

Q: The proposed (unfunded) McCulloch east and west connection (Countyline road) will have tremendous impact to surrounding neighborhoods where this will become a common road to get to Dean Road, and Dean Road to Alafaya. Has there been any research on where traffic outside the study area will increase traffic to the proposed roadways? Example: How many people take Dean to University to get to Alafaya and vice versa.

Additional, what environmental impact does this have on creating a connection point (bridge) over the Little Econ River? What is Seminole County's take on this?

A: In response to the first part of this question, the project team collected origin-destination data to understand the traffic patterns: where traffic originated and ended, what routes are being used, and

whether those routes are over capacity. The project team will use this data to find out whether a new roadway can relieve the existing congested roadways or not, as well as the number of lanes needed.

In response to the second half of this question, this is a planning study and environmental impacts will be identified, but not in detail. A detailed environmental analysis to determine the feasibility of the improvement will be conducted for the preferred alternatives (or options).

Q: Although Old Lockwood is in Seminole County traffic is pouring on to McCulloch and subdivisions are increasing; not to mention the huge Legacy Pointe going in. How is that traffic flow in the puzzle?

I did not see it on your map. Thanks.

A: Understanding traffic patterns and how to ameliorate traffic conditions is the precise scope and purpose of this study. An important component to this study is the public feedback on issues that the county may not be aware of. Additionally, the County is currently conducting a RCA study on McCulloch Road from Lockwood Boulevard to Old Lockwood Road to determine the most appropriate configuration for widening the road. Design, right-of-way acquisition and construction will proceed as funding becomes available.

Q: Are there opportunities to accelerate the timeline for Planned Improvement projects?

A: There are two terms for improvement projects - programmed and planned. Programmed projects will happen within the next five years as funding is allocated for them. The planned improvements, identified in the long-range transportation plan, could occur within the next 20 to 25 years. It signifies that the need has been identified, but the county is still identifying ways to fund these projects. If/when funding is available, planned projects will be moved to the programmed improvement projects.

Q: When will you have your next webinar info meeting?

A: The next Community Meeting is expected to take place in February 2022, after analysis of the future conditions and the different alternatives (No Build and Build alternatives). In that meeting, the project team will present the analysis of the No Build and Build alternatives along with Short, Mid and Long term improvements.

Q: Deborah Schafer the Executive Assistant for, Commissioner Jay Zembower Seminole County District 2 is on the call.

A: Deborah Shaffer, executive assistant for the Seminole County Commissioner, Jay Zembower in Seminole County District 2, was recognized by the panel.

Q: Recording available Nov 4th or 11th?

A: The recorded video presentation will be available on the project website ([www.neocatstudy.com](http://www.neocatstudy.com)) by November 4th, 2021, and the responses to questions will be available by November 11th, 2021.

Q: Thanks!

A: Comment noted.

Q: Is tolling off the table? Previously FTE and OOCEA studied reliever projects for SR 50 but nothing has been solidified. Is it a dead option?

A: Many tolling options are within the purview of the Central Florida Expressway Authority (CFX) and Florida's Turnpike Enterprise (FTE). The study conducted by FTE and CFX to relieve SR 50 has been suspended and the FDOT is just proceeding with the six laning of SR 50 from Avalon Park Blvd to SR 520. The CFX is looking at an alternative alignment south of SR 50 - but the project is on hold and has not made any progress. The County is not aware of any tolling scenarios in the near future or even in the distant future. But those decisions are really going to be outside the purview of Orange County, because any tolling facility would be under the purview of the Central Florida Expressway Authority (CFX) and Florida's Turnpike Enterprise (FTE). To restate, there are no current plans to have a tolling facility in East Orange County.

Q: Can you discuss the new road from Research Park to the east?

A: The new East-West Roadway has following segments - from SR 436 to Goldenrod Road (currently in the right-of-way acquisition phase) and from Goldenrod Road to Dean Road (design phase is completed). The next segment is from Dean Road to Rouse Road, Rouse Road to Alafaya Trail, Research Pkwy and the last segment extended from the Research Parkway to North Tanner Road. This alignment is already identified. The feasibility of this alignment to the east will be evaluated in the future conditions analysis.

### [Website Entries](#)

Q: It appears like this is the same info gathering that was done for the failed 408 east west extension? Why keep doing studies and projects if it doesn't go anywhere? Why keep approving apartment buildings along 50 while we already suffer from heavy traffic?

A: Prior to 2010, the local governments had the ability to prohibit further development if the transportation system was not able to accommodate additional development. Since then there have been two actions from the Florida legislature that have basically prohibited local governments from linking transportation to land use, Senate Bill 360 and House Bill 4207. So the answer to that is no, because of the legislative position and not because Orange County is not cognizant of the issue between land use and transportation.

This study will identify potential relief to constrained corridors and develop short, mid and long term improvements. Based on the priorities that would be developed as part of this study and available funds, the County will move forward with improvements.

Q: We need to know what the master plan is that is driving this study for future growth of this area. This study isn't telling residents what is being built in the future around this area to understand the future traffic issues. It's already a busy area with many accidents at the intersection of SR 50 and CR 419 and if more developers are building then we certainly need to know this.

A: The current major developments in the study area include High Point of Orlando, Waterford Lakes, UCF, Central Florida Research Park, and Quadrangle. The recent development that was approved by Orange County include The GROW. Also, the development named Sustanee is currently being reviewed by Orange County and no decision has been made on it at this point.

Q: I am concerned about the future of this part of Orange County.

A: This study will identify potential relief to constrained corridors and develop short, mid and long term improvements. Based on the priorities that would be developed as part of this study and available funds, the County will move forward with improvements.

Q: Please protect our delicate ecosystems in this area. Nature needs our protection.

A: Comment noted. This study includes a high-level analysis of wildlife impacts. Project recommendations from this study will include project specific studies that will include a more detailed analysis of potential wildlife impacts and mitigation measures such as the potential for the installation of wildlife crossings and advisory signs and devices where warranted.

Q: Mr. Campbell is in support of extending McCulloch Road east to CR 419. He has a property and wanted to know whether our study will make that recommendation.

A: We are only presenting the existing conditions at community meeting # 1. Mr. Campbell was asked to provide this and additional comments at the meeting or via the website comment form.

Q: As a resident of the NE area of Orange County since 1993 I'm shocked and appalled at the total lack of planning which has gone into the rapid residential development. How shortsighted to put so many people in a region that has literally zero existing infrastructure to support the incredible traffic mess that has been created. Who do we hold accountable for this? I'll be on the webinar on Nov 1.

A: Comment noted.

Q: A traffic light is needed at the Corporate/Data Ct intersection. Especially with the 750-unit student housing project starting in April 2023.

A: The comment is noted. This intersection is not part of the current study.

Q: Stop approving land rezoning and it will greatly diminish the need for expanded capacity.

A: Prior to 2010, the local governments had the ability to prohibit further development if the transportation system was not able to accommodate additional development. Since then, there have been two actions from the Florida legislature that have basically prohibited local governments from linking transportation to land use, Senate Bill 360 and House Bill 4207.

Q: Unfortunately, I had to cancel attending yesterday's meeting. I may have technical difficulties viewing online. Will you be sharing updates from the meeting - and where can I obtain it? I will try to resolve some of these unexpected technical issues - software and hardware related. Thanks.

A: The recorded video presentation will be available on the project website ([www.neocatstudy.com](http://www.neocatstudy.com)) by November 4th, 2021, and the responses to questions and answers on November 11th, 2021.

Q: The meeting was very informative. Please make sure that we are copied on all future meetings, presentations, etc. in reference to the NEOCATS.

A: Comment noted.

Q: Mr. Krause asked whether Lake Pickett Road would be widened and what would be the time frame.

A: We will be performing the future conditions analysis and determine the need (if any) and timing for the widening of Lake Pickett Road.