

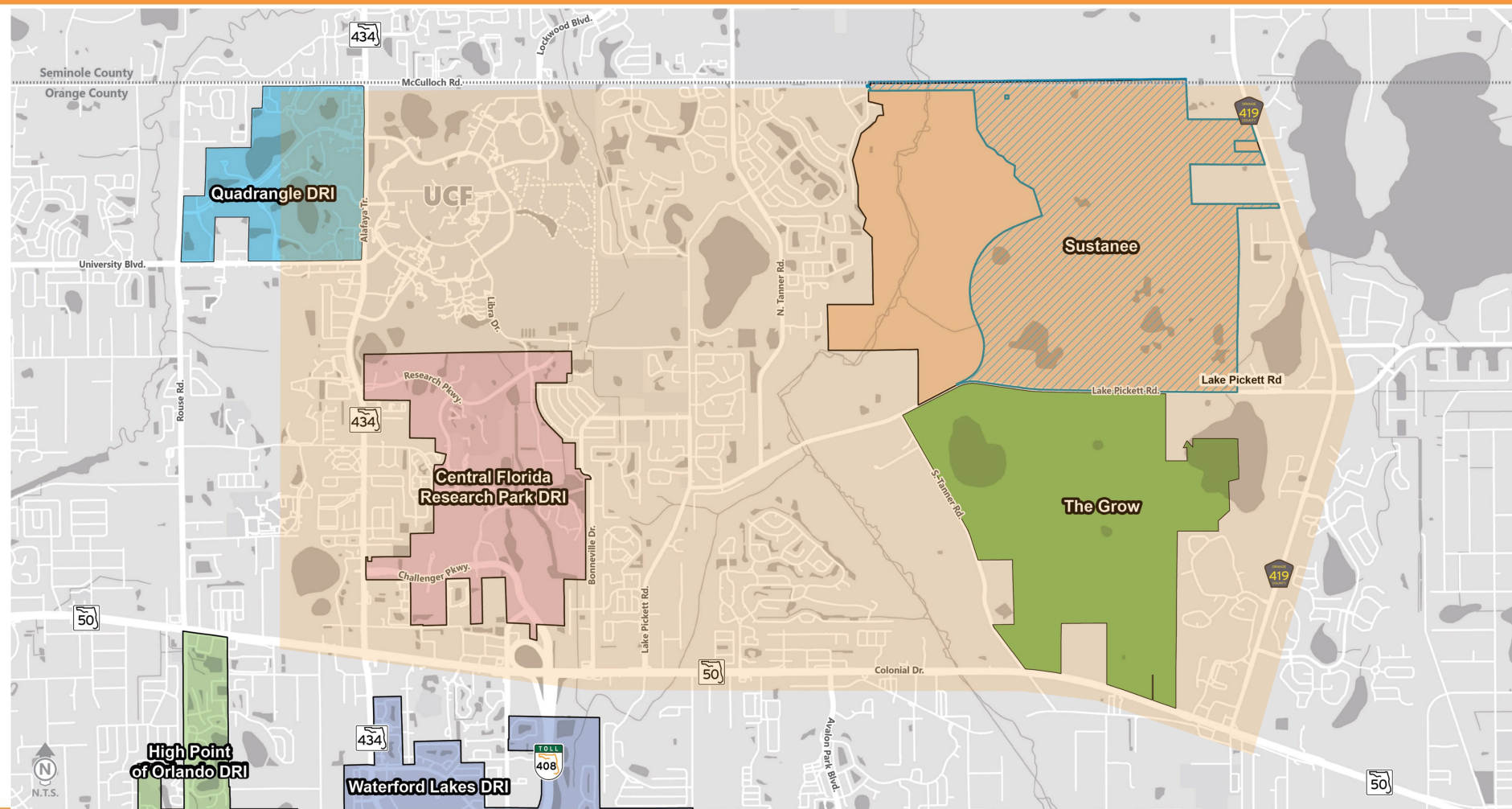


North East Orange County Areawide Transportation Study (NEOCATS)



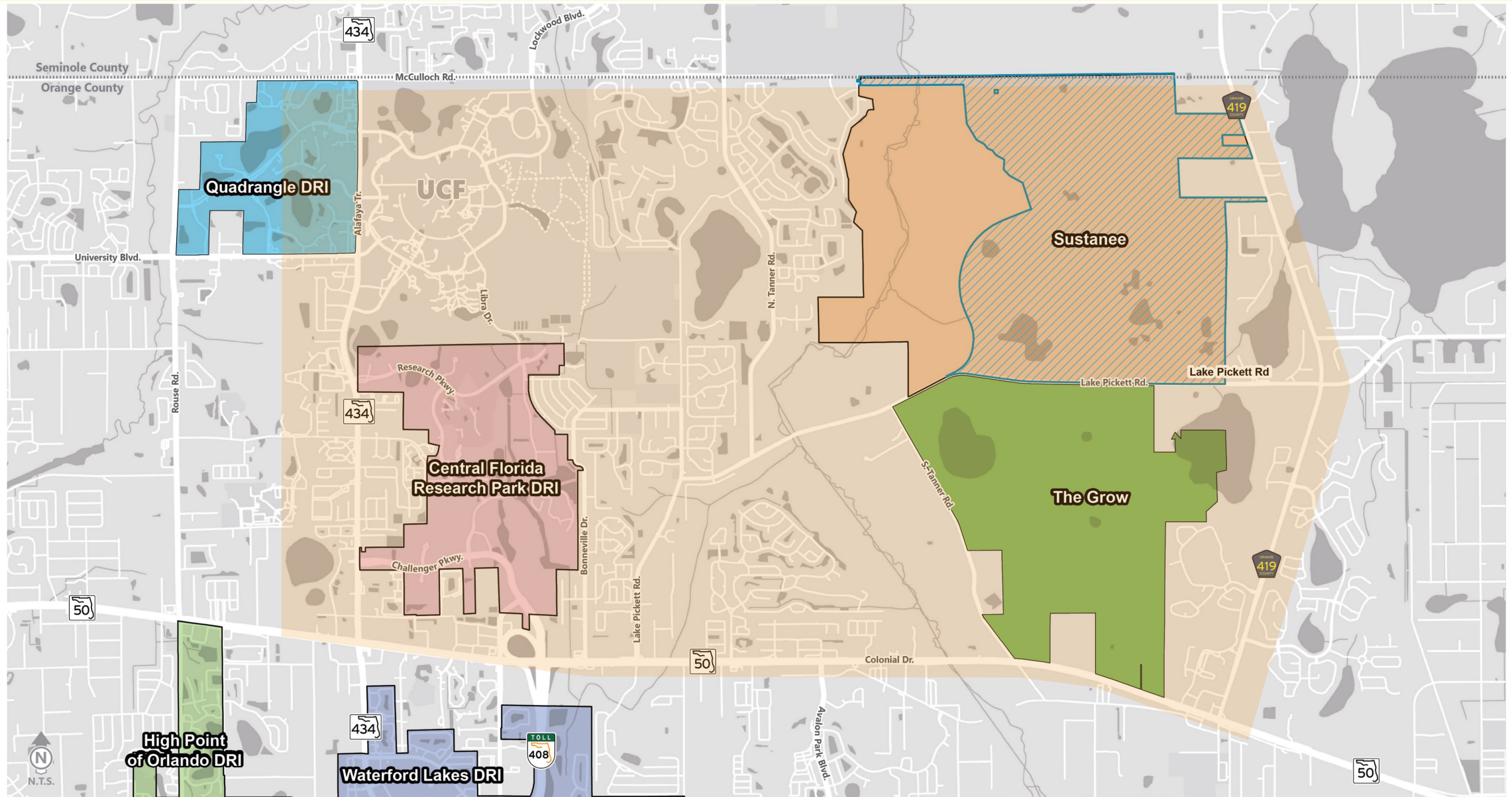
Stakeholder Coordination Meeting # 2

April 28, 2022





Study Area





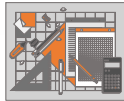
Agenda



Study Purpose and Objectives



Study Methodology



Safety Review and
Operational Analysis Results



Recommended Improvements



Study Timeline / Next Steps



Feedback and Discussion



Study Purpose and Objectives



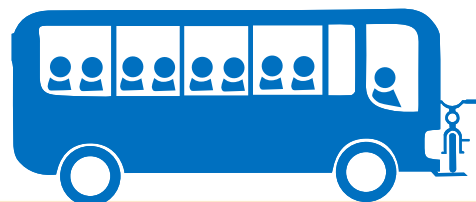
Study Purpose and Objectives

Study Purpose

*"Support future growth
while preserving
community character"*

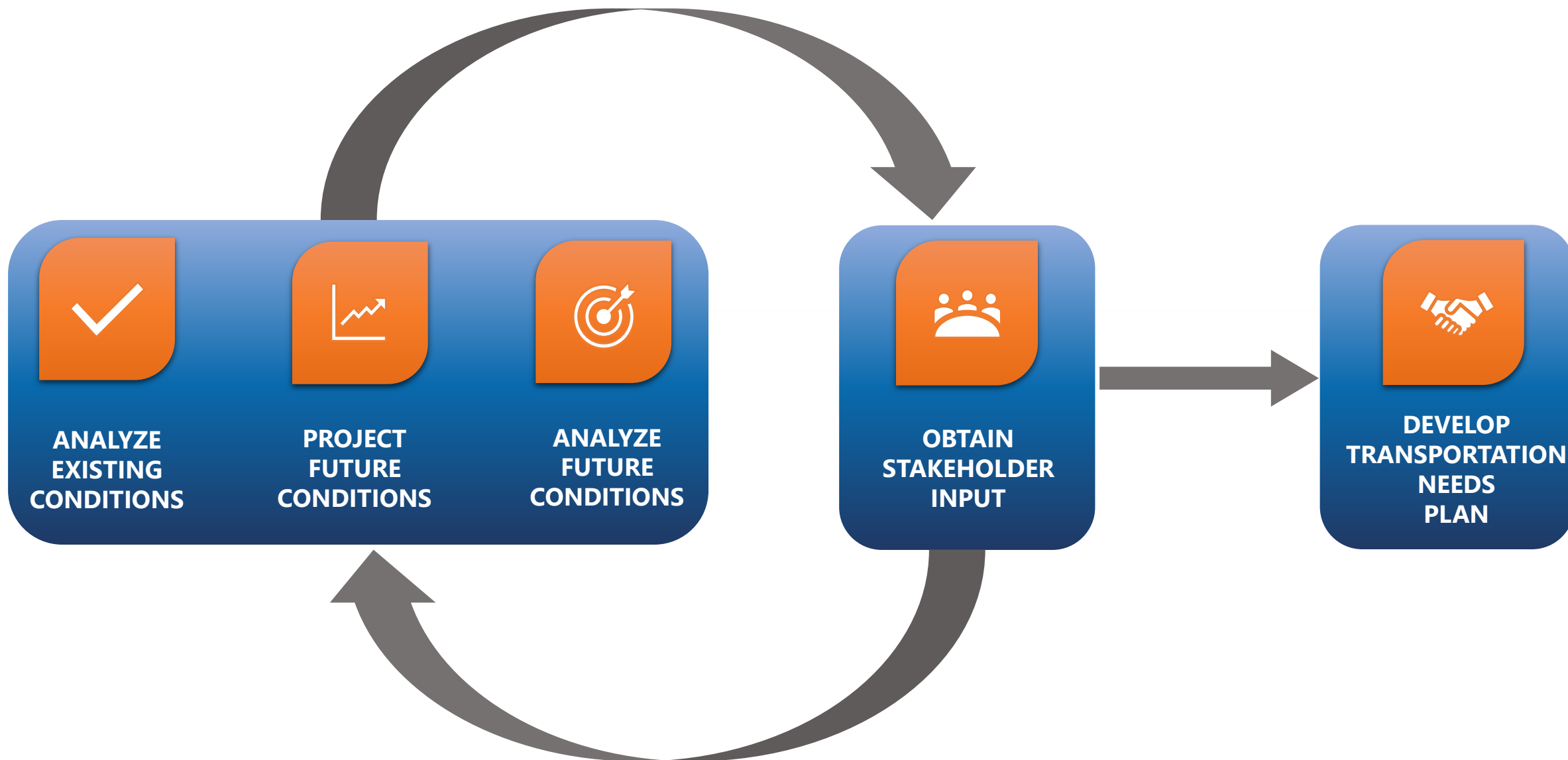
Objectives

- Improve **Safety, Mobility & Connectivity** for people who drive, walk, bike and use transit
- Identify and prioritize potential transportation projects
 - Improve network connectivity
 - Provide relief to constrained corridors
 - Short-term (2025), mid-term (2035), and long-term (2045) improvements for all road users





Study Approach





Community/Agency Meetings

Community Meetings #1 & #2

November 1, 2021 (#1) & March 30, 2022 (#2)

- Mail-outs: 8,656
- Forums: Website, Newspaper Advertisement and GoToMeeting

Agency Meeting #1

January 21, 2022

- Florida Department of Transportation (FDOT)
- Orange County
- Seminole County
- University of Central Florida (UCF)
- LYNX
- MetroPlan Orlando
- Central Florida Expressway Authority (CFX)
- Orange County Fire Rescue
- Orange County Sheriff's Office
- Orange County Public Schools (OCPS)
- Central Florida Research Park (CFRP)

North East Orange County Areawide Transportation Study (NEOCATS)

JOIN US!
Visit us online using the QR code to the right or at www.norcatsstudy.com for:

- Receive project updates
- Submit your feedback using the online tool
- Spread the word to others in your community

Orange County will host a live online meeting on **NOVEMBER 1, 2021** from 6:00-7:00 p.m.

This meeting will be held via GoToWebinar and can be accessed by computer or smartphone. To attend the meeting, please visit <https://bit.ly/norcats-online-meeting> or call (813) 992-3221 (toll-free access code: 908-293-8318 premeets). Members of the public will have opportunities to submit questions and provide comments. A recording of the meeting will be available via the project website.

What is NEOCATS?
Orange County is undertaking NEOCATS to proactively identify future transportation needs – that aligns with the needs of residents and businesses – to accommodate future growth in the northeast area of the County.

North East Orange County faces many growth challenges over the next few years. How that growth is managed will directly impact the transportation network and your mobility challenges.

What are the project limits?
The study area is approximately 19.8 square miles bordered by the Orange/Seminole County Line to the north, CR 49/Chulucka Road to the east, Colonial Drive to the south and Rouse Road to the west.

What is the intent of this meeting?
The purpose of this first of two meetings is to present the data collection findings for existing traffic conditions and 2045 traffic forecasts, and to obtain your feedback on transportation issues important to you!

North East Orange County Areawide Transportation Study (NEOCATS)

JOIN US!
Visit us online using the QR code to the right or at www.norcatsstudy.com for:

- Receive project updates
- Submit your feedback using the online tool
- Spread the word to others in your community

Orange County will host a live online meeting on **MARCH 30, 2022**, from 6 to 7 p.m.

This meeting will be held via GoToWebinar and can be accessed by computer or smartphone. To attend the meeting, please visit <https://bit.ly/norcats-online-meeting> or call (813) 992-3221 (toll-free access code: 908-293-8318 premeets). Members of the public will have opportunities to submit questions and provide comments. A recording of the meeting will be available via the project website.

What is NEOCATS?
Orange County is undertaking NEOCATS to proactively identify future transportation needs – that aligns with the needs of residents and businesses – to accommodate future growth in the northeast area of the County. North East Orange County faces many growth challenges over the next few years. How that growth is managed will directly impact the transportation network and mobility challenges.

What are the project limits?
The study area is approximately 19.8 square miles bordered by the Orange/Seminole County Line to the north, CR 49/Chulucka Road to the east, Colonial Drive to the south and Rouse Road to the west.

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 2045 transportation needs plan, and to obtain your feedback on the final recommendations. The types of recommendations being considered include roadway widening, new roadways, safety improvements, intersection improvements, pedestrian/bicyclist-related improvements, and transit improvements.

North East Orange County Areawide Transportation Study (NEOCATS)

Stakeholder Coordination Meeting

January 2022

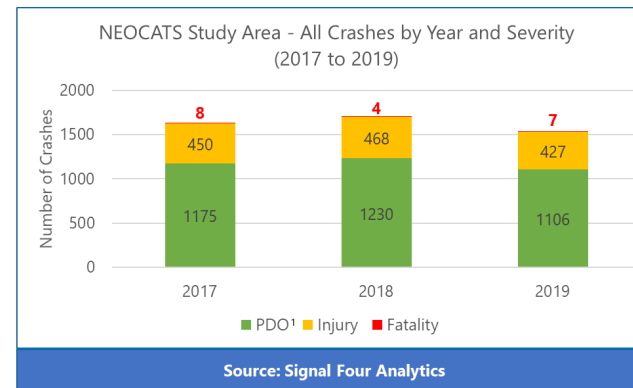
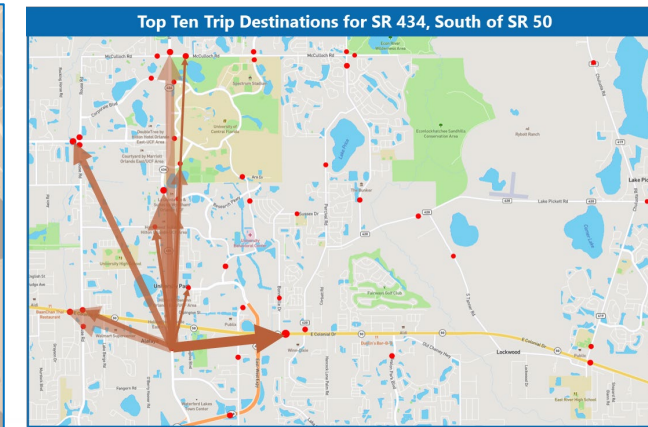


Study Methodology



Key Elements

- Roadway data
 - Major developments
 - Pedestrian/bicycle gaps
 - Transit routes
 - Lighting
 - ITS
- Historical crash data
- Traffic data
 - Traffic volumes
 - Origin-Destination (OD) study
 - Multimodal operational analysis
 - Connected Autonomous Vehicles (CAV) impacts*
- Stakeholder input
- Programmed and planned projects
- Orange County, FDOT, and FHWA guidelines
- Similar projects



1. PDO - Property Damage Only

Capacity Analysis for Planning of Junctions						
Dynamic Results Summary						
TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Displaced Left Turn	0.49	1	4.8	Fair	Fair	Good
Signalized Restricted Crossing U-Turn N-S	0.50	2	6.3	Good	Good	Fair
Quadrant Roadway S-W	0.51	3	4.4	Fair	Fair	Fair
Quadrant Roadway N-W	0.51	3	4.4	Fair	Fair	Fair
Quadrant Roadway N-E	0.52	5	4.4	Fair	Fair	Fair
Quadrant Roadway S-E	0.52	5	4.4	Fair	Fair	Fair
Partial Displaced Left Turn N-S	0.52	5	4.8	Fair	Fair	Good
Partial Median U-Turn N-S	0.53	8	6.3	Good	Good	Fair
Traffic Signal	0.56	9	4.8	Fair	Fair	Good
2NS X 1EW	0.70	10	5.6	Fair	Good	Good

Note: *CAV Impacts based on the latest Highway Capacity Manual (HMC) 7th Edition



Improvement Types

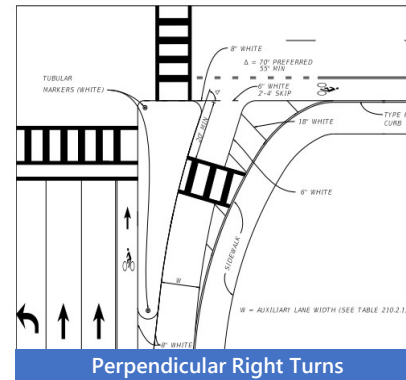
Range of Improvements

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



Example Turn Lanes at an Intersection

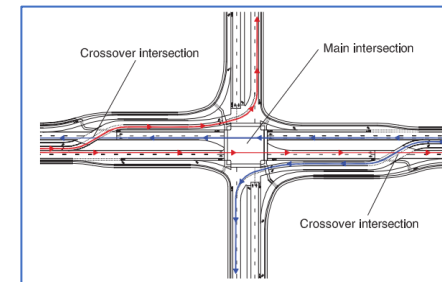
Figure 212.12.3 Near Perpendicular Right Turn Lane



Perpendicular Right Turns



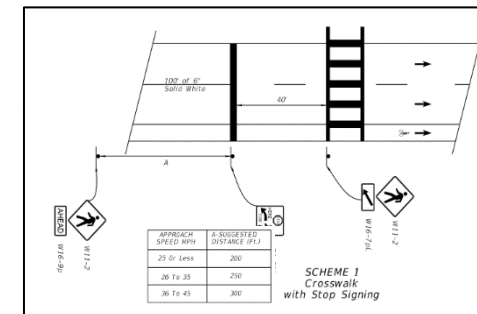
Connected Vehicle Technology (Source: its.dot.gov)



Displaced Left-turn Intersection (DLT)



Roundabout

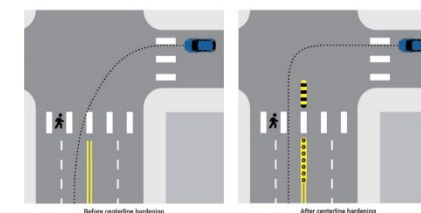


Midblock Crosswalks



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.



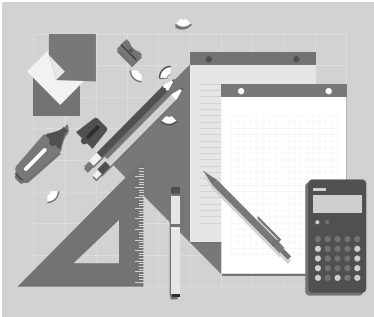
Hardened Centerlines/Pedestrian Refuge



Adaptive Signal System



Advance Traffic Control Signs



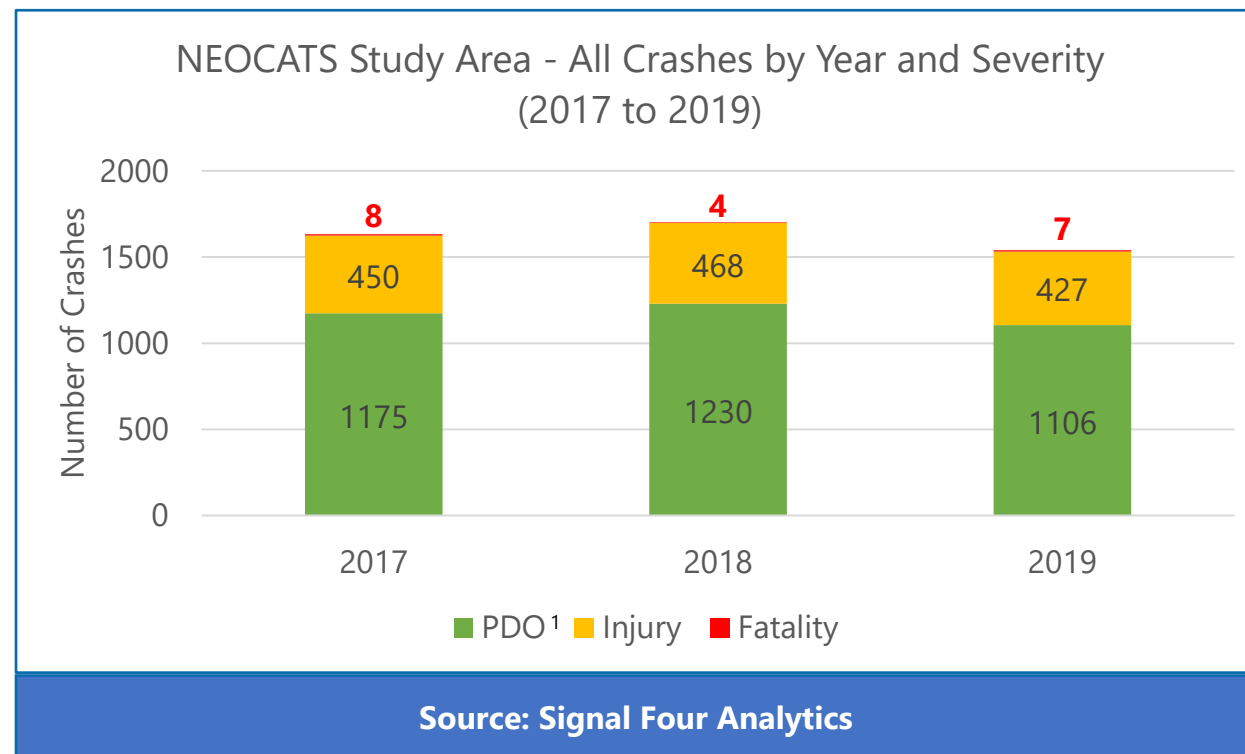
Safety Review and Operational Analysis Results



Historical Crash Analysis

Signal Four Analytics (2017-2019)

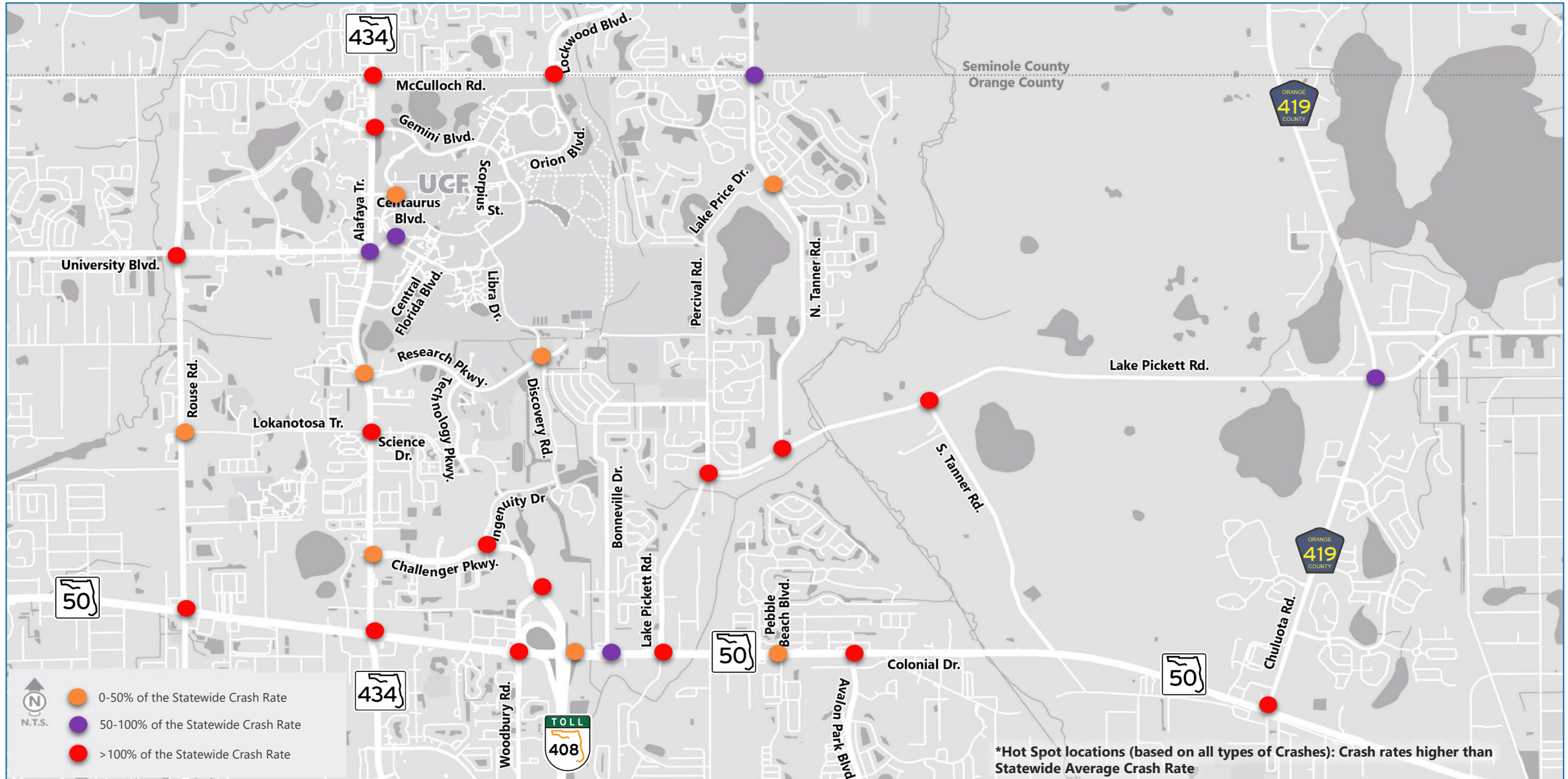
- Totals (roadway + intersections)
 - 4,875
 - 19 fatalities
 - 1,345 injury crashes
 - 3,511 property damage
 - Major types – rear-end, angle & sideswipe
- Intersections
 - 2,728 (56% of total)
- Mid-segments
 - 2,147 (44% of total)



1. PDO - Property Damage Only

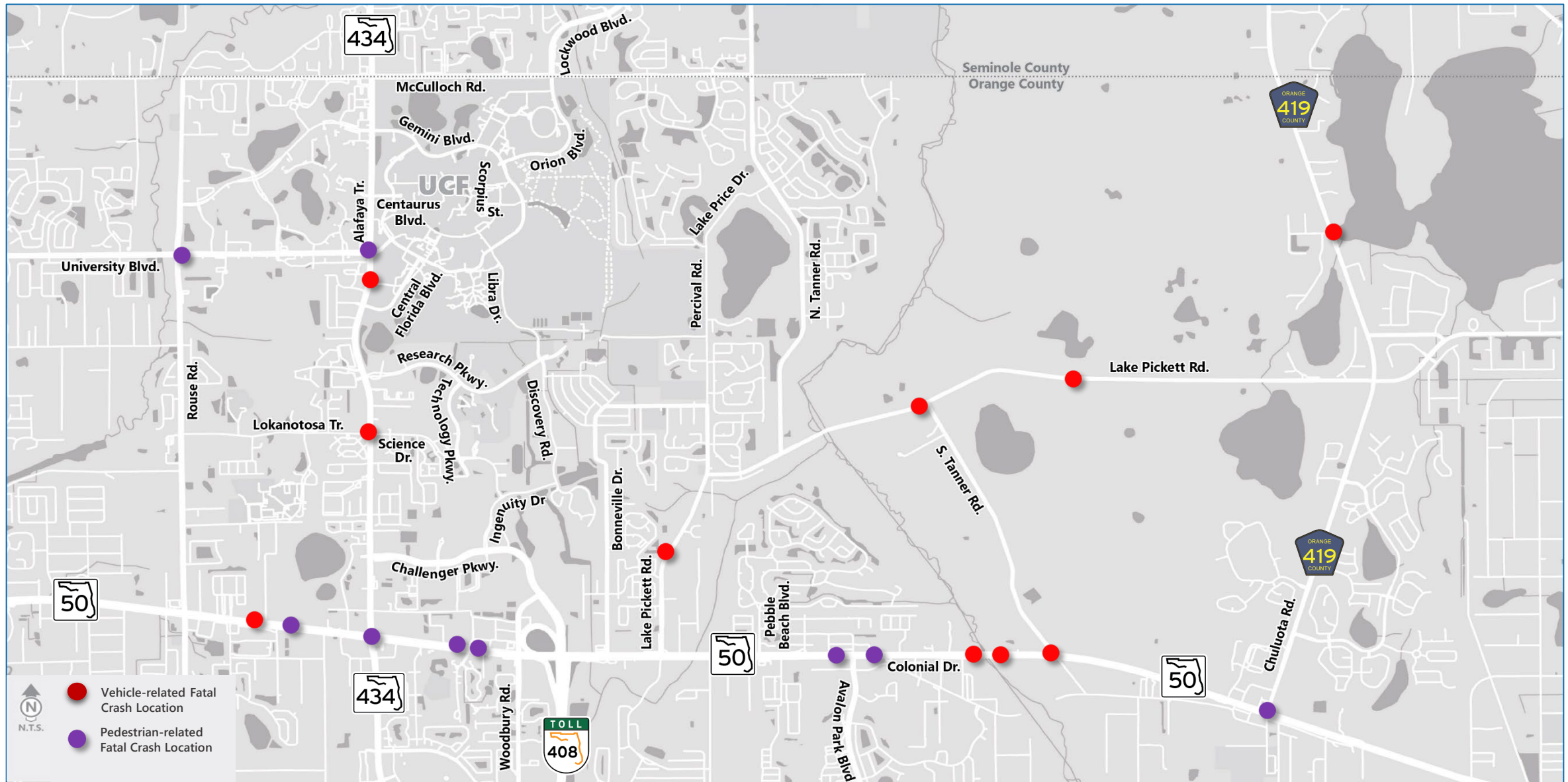


Hot Spot Locations (2017-2019)



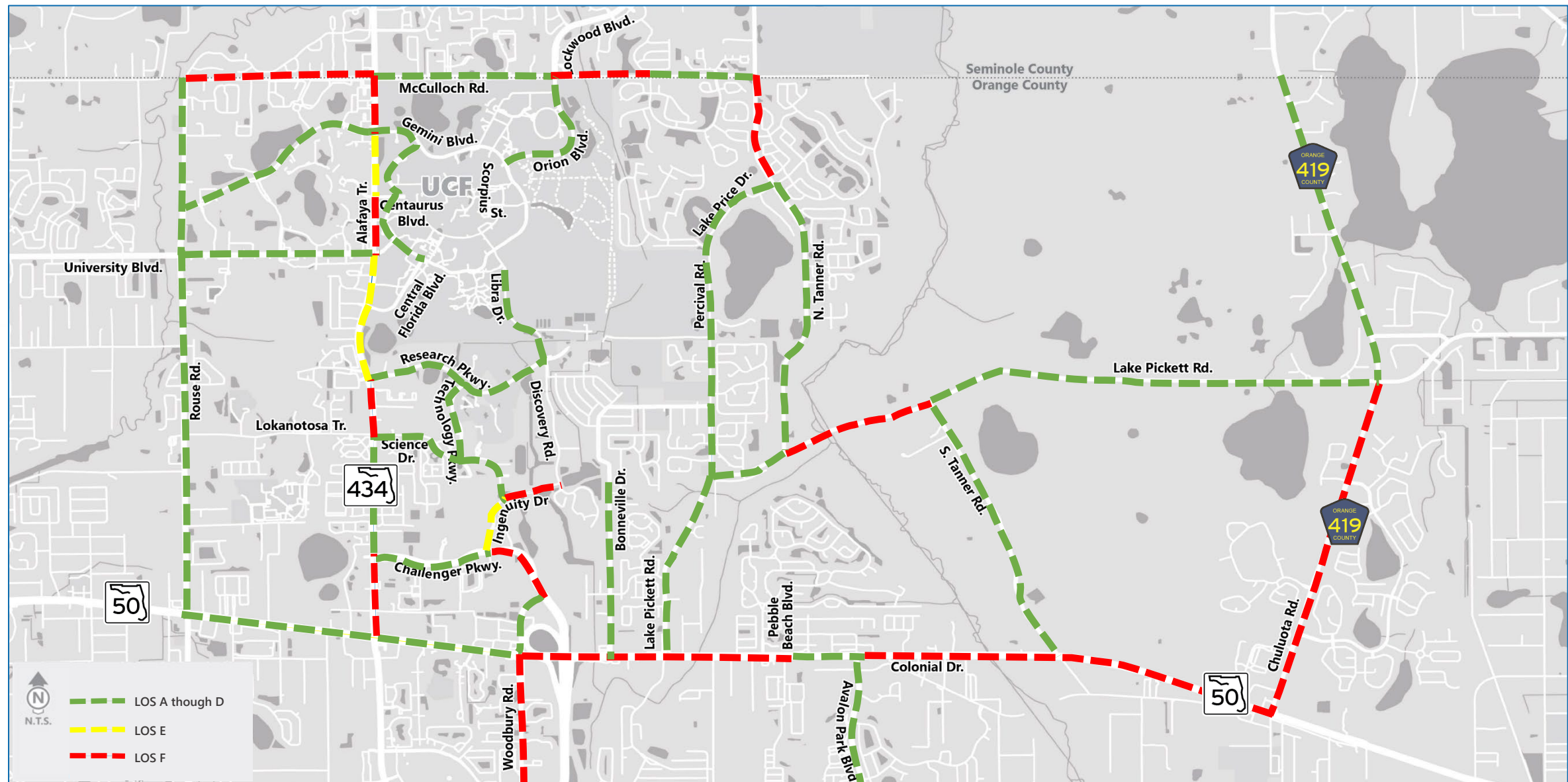


Fatal Crash Locations (2017-2019)



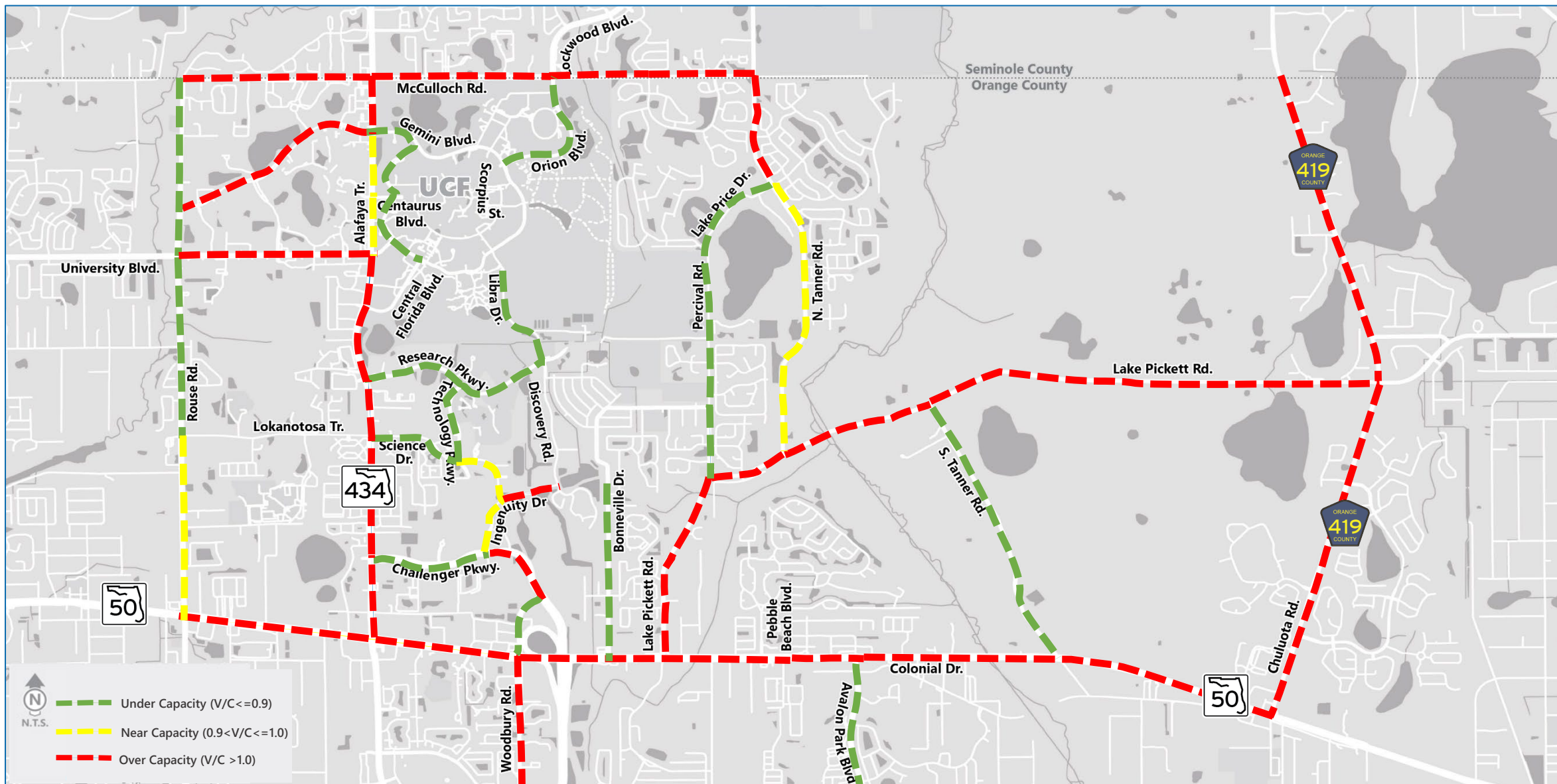


Existing Traffic Conditions - Segments



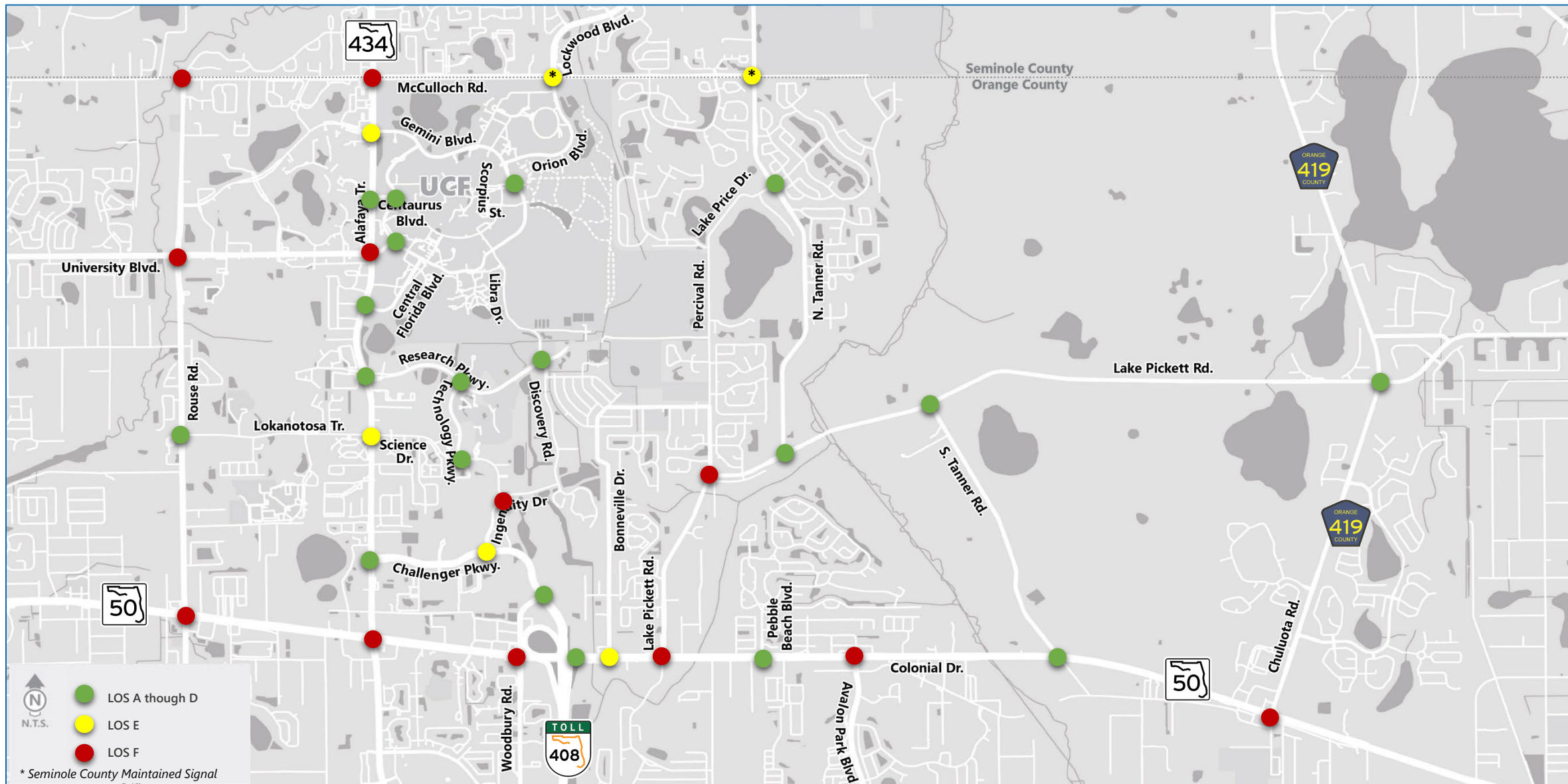


2045 No Build Traffic Conditions - Segments



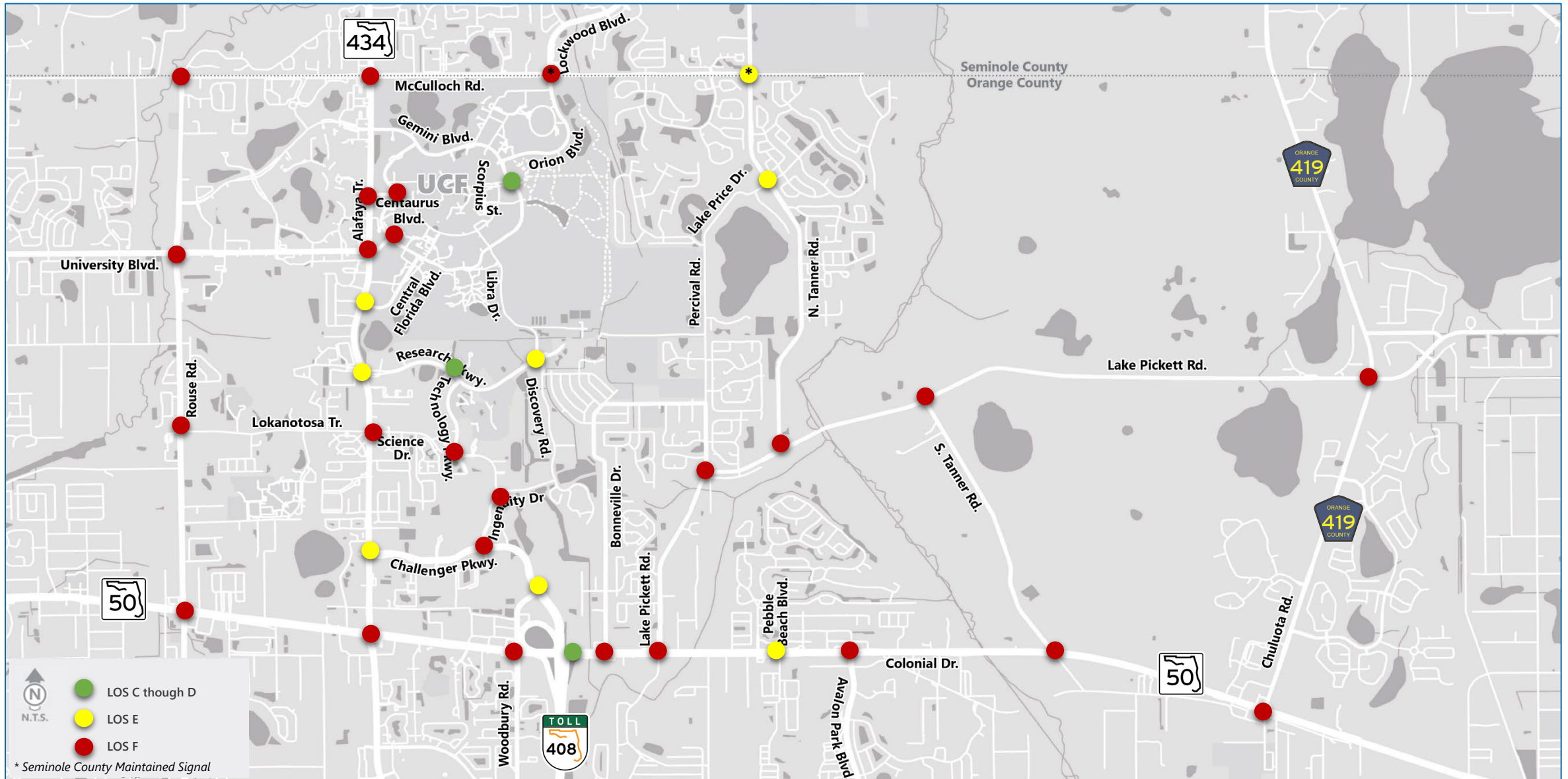


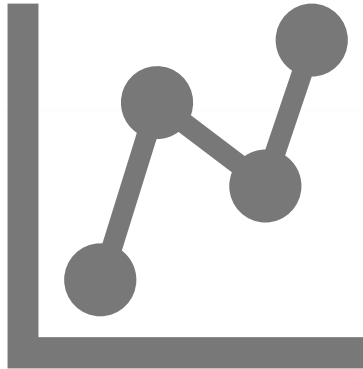
Existing Traffic Conditions – Intersections





2045 No Build Conditions – Intersections





**Recommended
Improvements**



CAV Impacts for 2045

Highway Capacity Manual (7th Edition)

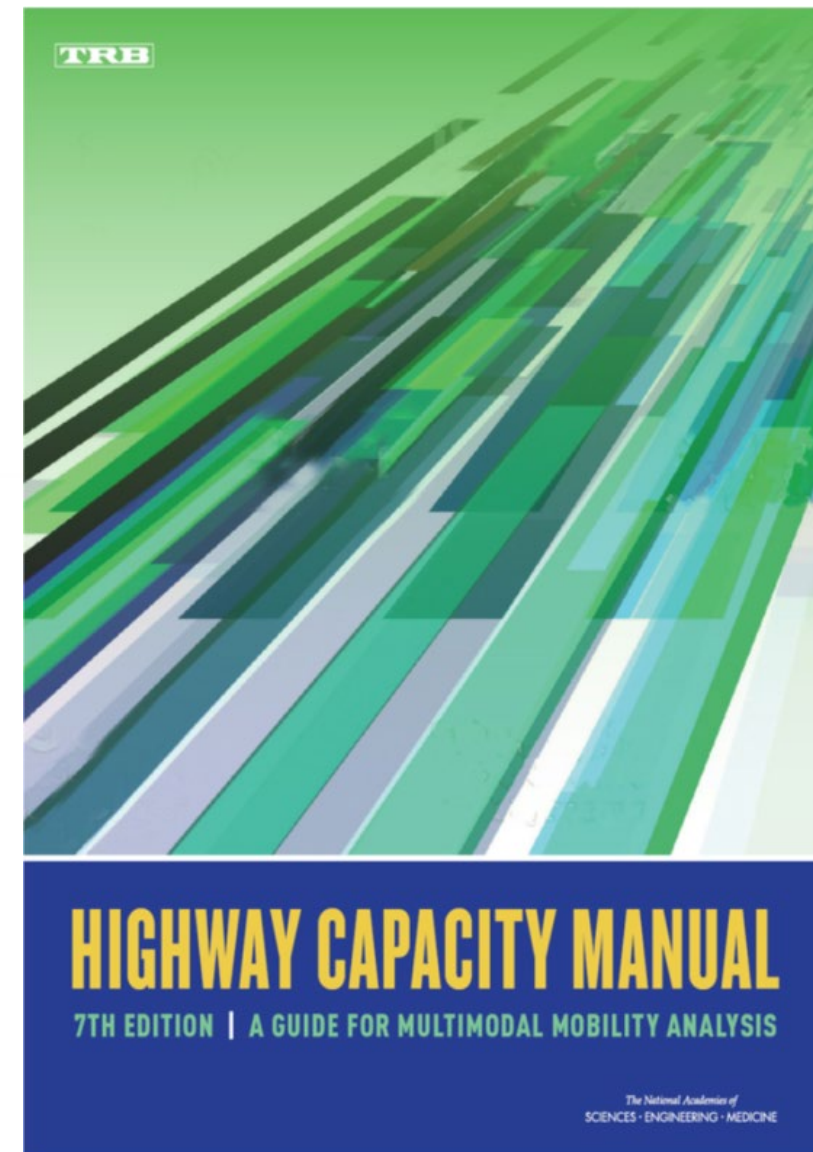
- CAV adjustments for 2045 traffic conditions
- For through movements
- 33% of CAVs in traffic stream
 - Approximately 10% increase in capacity (Base Saturation Flow Rate)

Exhibit 31-64: Base Saturation Flow Rates for CAVs for Through Movements at Signalized Intersections

Proportion of CAVs in Traffic Stream	Base Saturation Flow Rate (pc/h/ln)
0	1,900
20	2,000
40	2,150
60	2,250
80	2,550
100	2,900

Notes: CAV = connected and automated vehicle, defined here as a vehicle with an operating cooperative adaptive cruise control system.

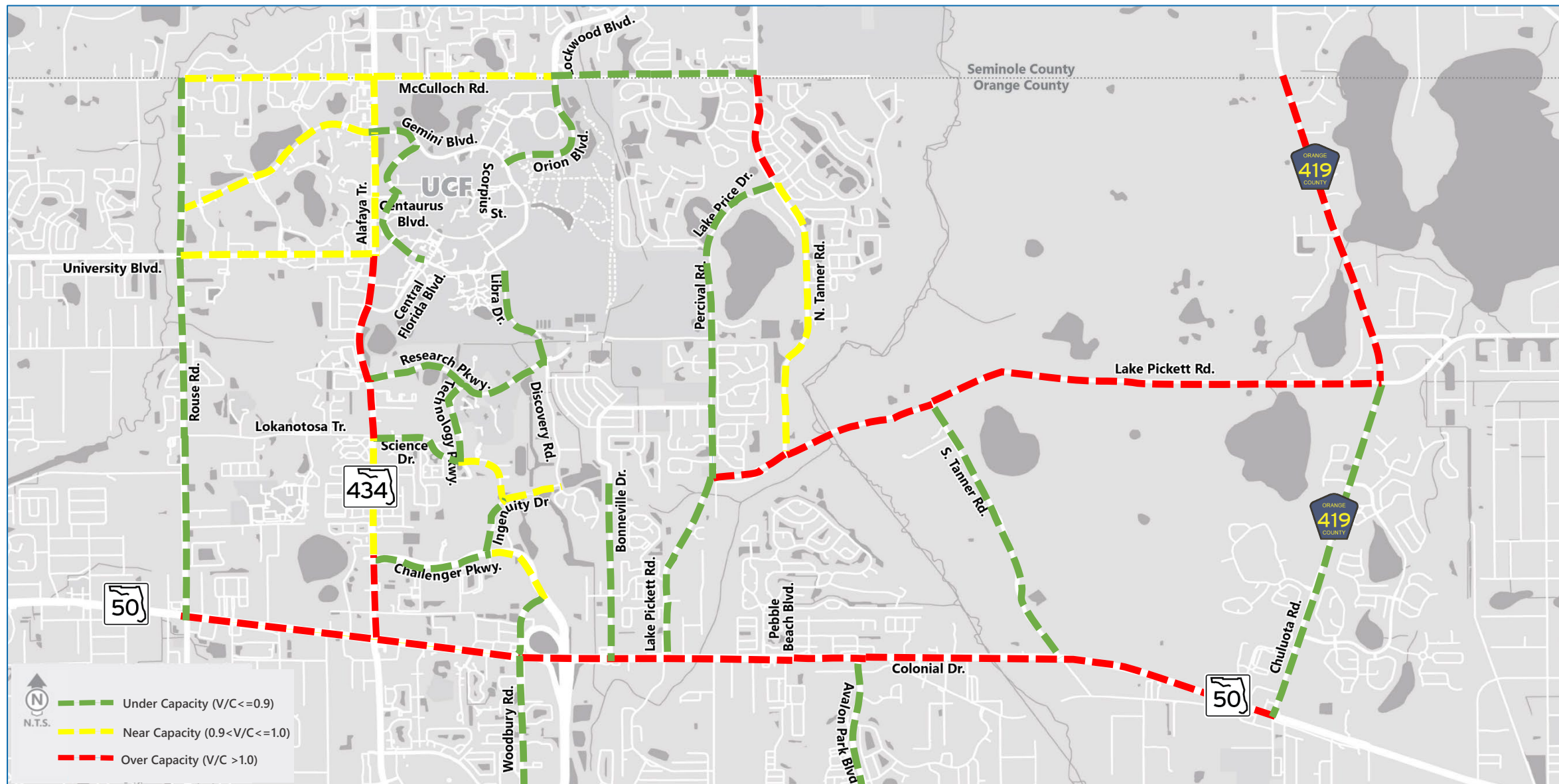
Assumes no interaction with non-motorized road users, no adverse weather impacts, and a facility without driveways or access points impacting saturation flow rates. Interpolate for other CAV proportions.





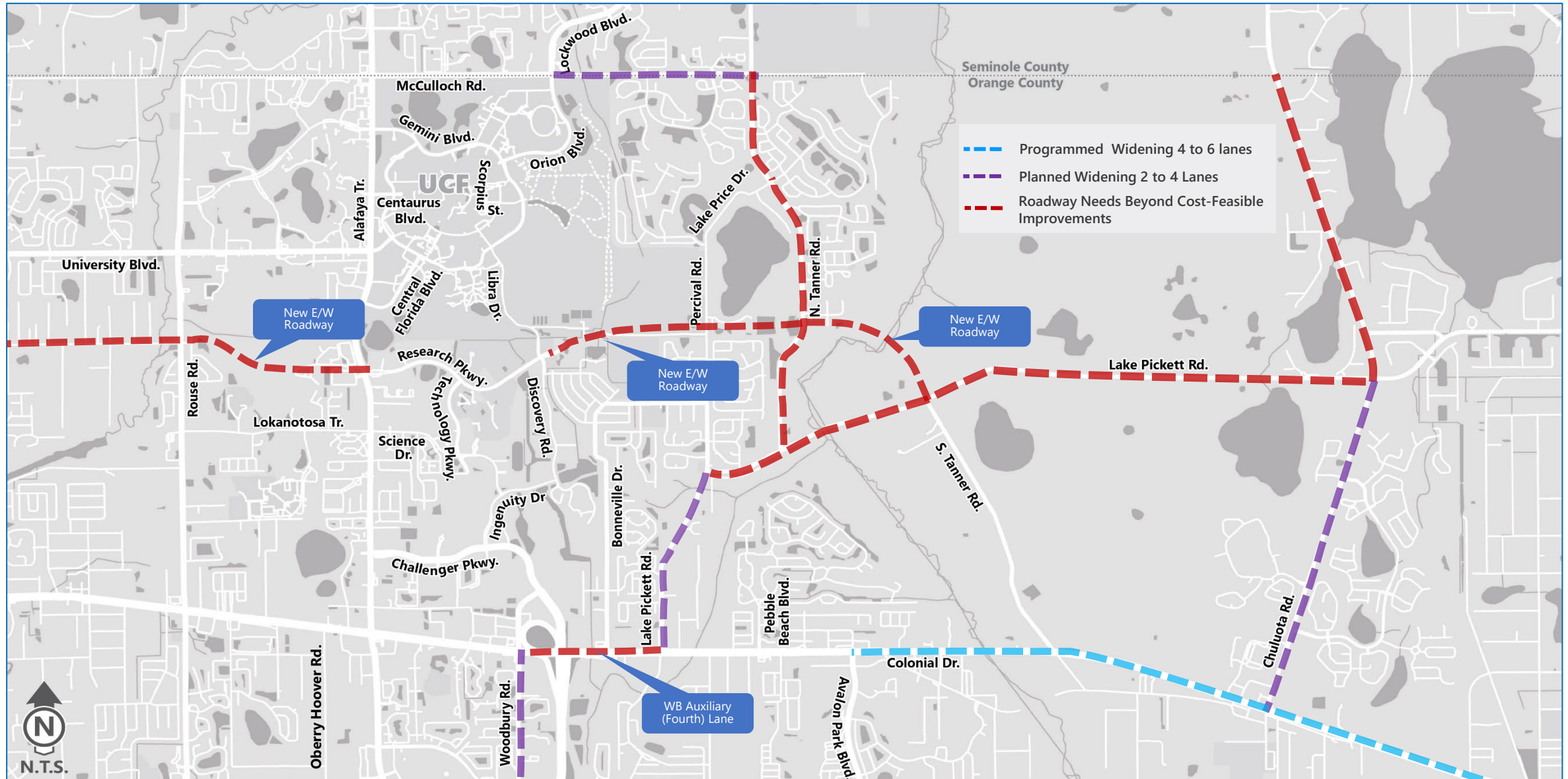


2045 Build Traffic Conditions – Roadway Segments (With Planned/Programmed Improvements)

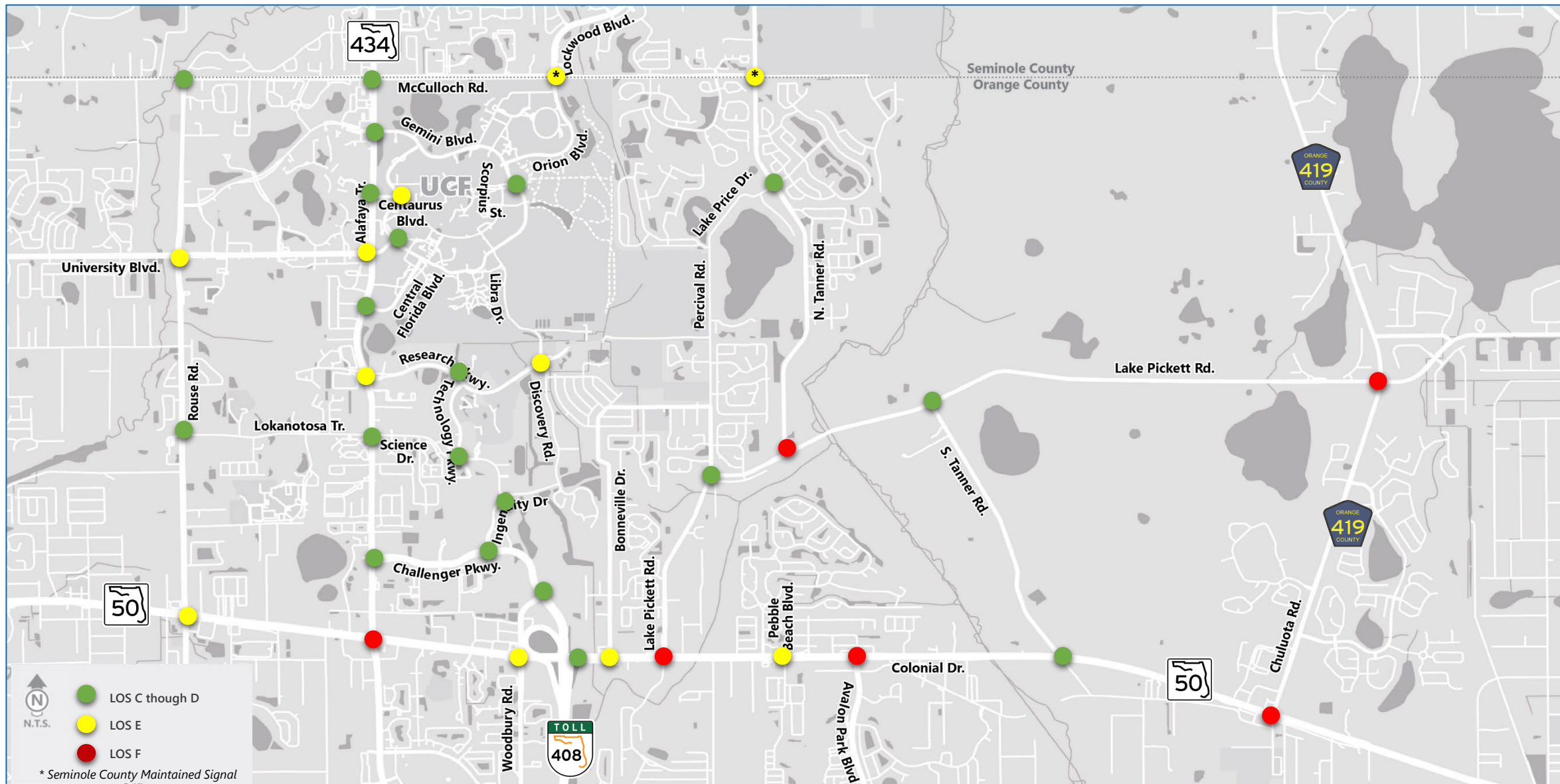




Roadway Needs



2045 Build Traffic Conditions – Intersections (With Planned/Programmed Improvements)

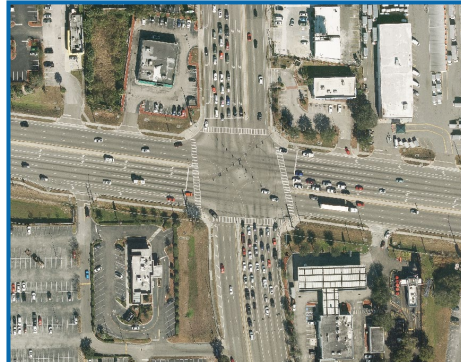




Traditional/Innovative Intersection Improvements

Anticipated Safety Benefits

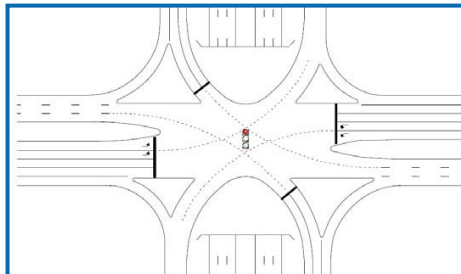
- Permissive to protected left turns
 - **6%** reduction in all crashes
- Exclusive right turn lane
 - **11%** reduction in all crash types
- Additional left turn lane
 - **4%** reduction in all crash types
- Roundabout
 - **90%** fewer fatalities/75% fewer injuries
 - **10-40%** fewer pedestrian/bicycle crashes
- Traffic signal
 - **23%** fewer crashes versus a stop-controlled intersection
- RCUT
 - **20%** fewer crashes versus to a traditional intersection
- DLT
 - **12%** fewer crashes compared to a stop-controlled intersection



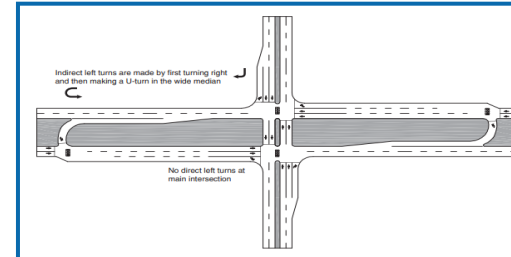
Example Turn Lanes at an Intersection



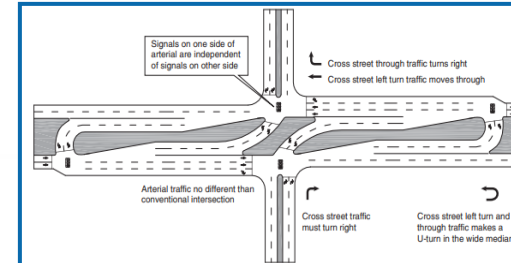
Flashing Yellow Left-turn Signal



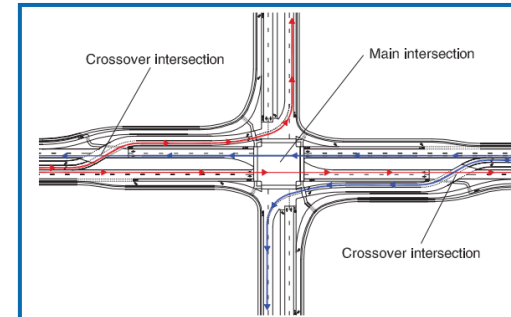
Single Point Urban Interchange (SPUI)



Median U-turn Intersection (MUT)

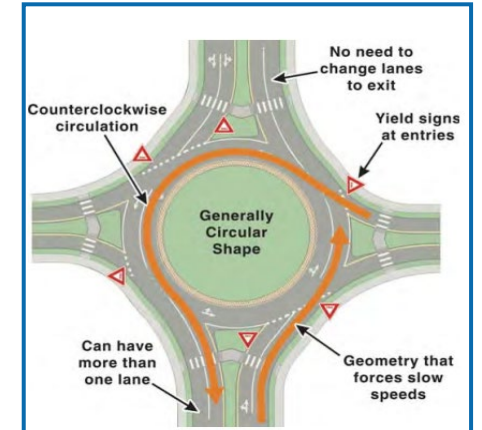


Restricted Crossing U-turn Intersection (RCUT)

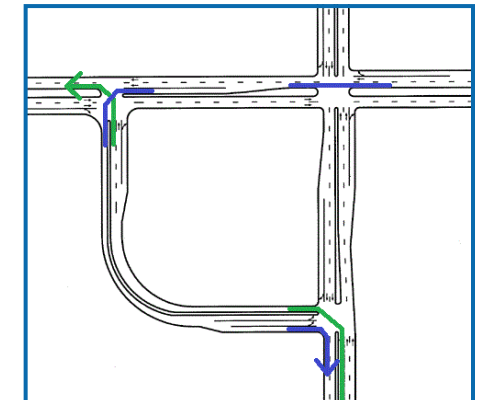


Displaced Left-turn Intersection (DLT)

Source: FHWA



Roundabout



Quadrant Roadway Intersection (QRI)



Note: Not all intersection improvements are shown

Legend:

- Proposed Signal
- Proposed Roundabout
- DLT: Displaced Left Turn Intersection
- RCUT: Restricted Crossing U-turn Intersection
- SPUI: Single Point Urban Interchange
- QRI: Quadrant Roadway Intersection

Map Labels:

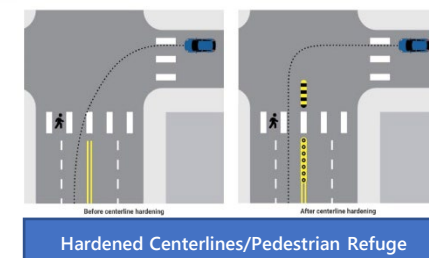
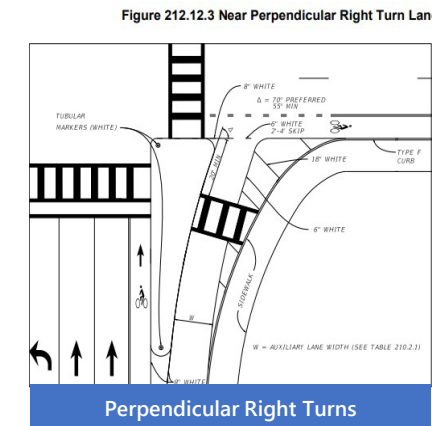
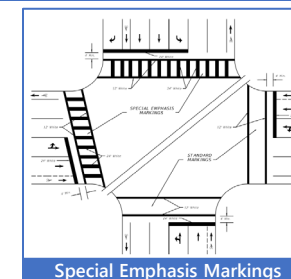
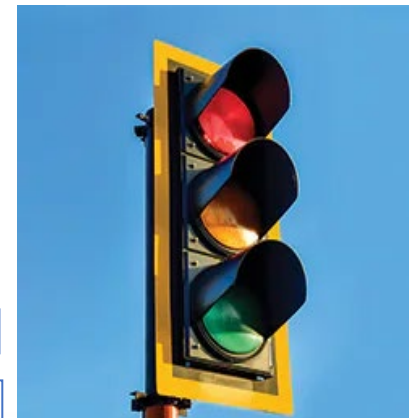
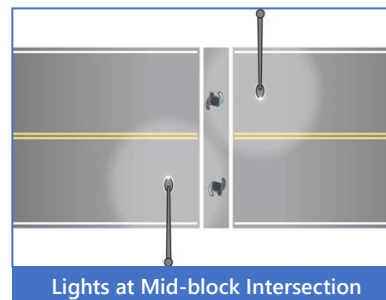
- University Blvd.
- Rouse Rd.
- Colonial Dr.
- Oberly Hoover Rd.
- Woodbury Rd.
- Challenger Pkwy.
- Ingenue Dr.
- Science Dr.
- Research Pkwy.
- Central Florida Blvd.
- Alafaya Tr.
- Centaurus Blvd.
- Gemini Blvd.
- McCulloch Rd.
- Lockwood Blvd.
- Orion Blvd.
- Scorpius St.
- Libra Dr.
- Discovery Rd.
- Bonneville Dr.
- Lake Pickett Rd.
- Percival Rd.
- Lake Price Dr.
- N. Tanner Rd.
- S. Tanner Rd.
- Pebble Beach Blvd.
- Avalon Park Blvd.
- Colonial Dr.
- Corner School Dr.
- Chuluota Rd.

Intersection Types:

- DLT (Displaced Left Turn Intersection)
- RCUT (Restricted Crossing U-turn Intersection)
- SPUI (Single Point Urban Interchange)
- QRI (Quadrant Roadway Intersection)

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-friction surface treatment
 - **58%** reduction in wet weather crashes
- High emphasis crosswalks
 - **40%** reduction in pedestrian-related crashes
- Lighting improvements
 - **38-42%** reduction pedestrian/vehicle crashes
- Advance traffic signs
 - **20%** reduction in rear-end & sideswipe crashes
- HAWK/Pedestrian Hybrid Beacon
 - **57%** reduction in pedestrian/vehicle crashes
- Detectable warning surfaces on curb ramps
 - Improves pedestrian/bicycle safety
- Tighten corner radii
 - Improves pedestrian/bicycle safety





Agenda



Example Intersection Improvements



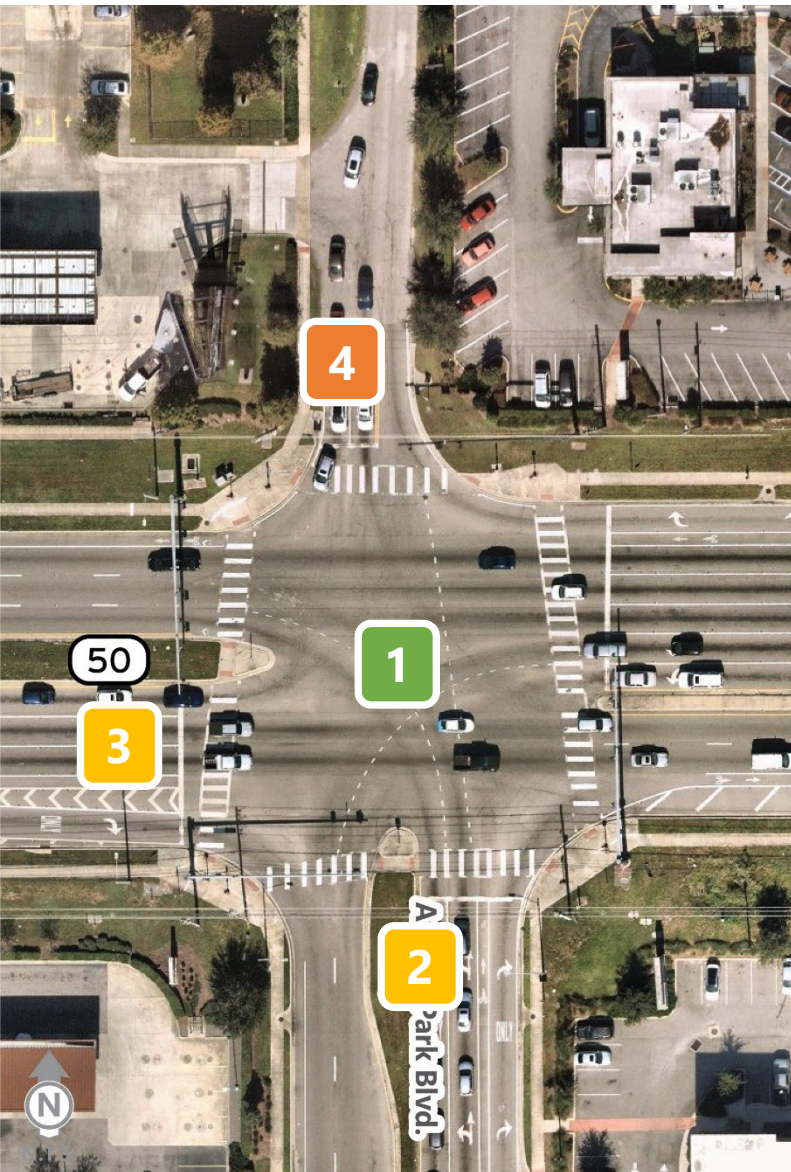
Alafaya Tr & University Blvd Intersection Improvements



Period	Intersection Improvements	Safety/ADA/ Multimodal Improvements
Short-term Improvements	1 – EB Right Turn Overlap 2 – UCF Pedestrian Safety Study Improvements	<ul style="list-style-type: none">▪ Evaluate intersection lighting to meet FDOT guidelines▪ Add retroreflective back plates to signal heads▪ Provide special emphasis crosswalk markings▪ Reduce curb radii on all intersection corners▪ Install wayfinding signs providing directions to major destinations▪ Consider providing a supplemental signal head for westbound traffic to mitigate horizontal curvature and obscured sight lines of signal heads▪ Consider adding a Leading Pedestrian Interval and blank-out yield to pedestrian signs for all right turns at intersection
Mid-term Improvements	3 – Third NB Left Turn Lane	
Long-term Improvements	4 – Third EB Left Turn Lane (or) 5 - Partial Displaced Left Turn Intersection	



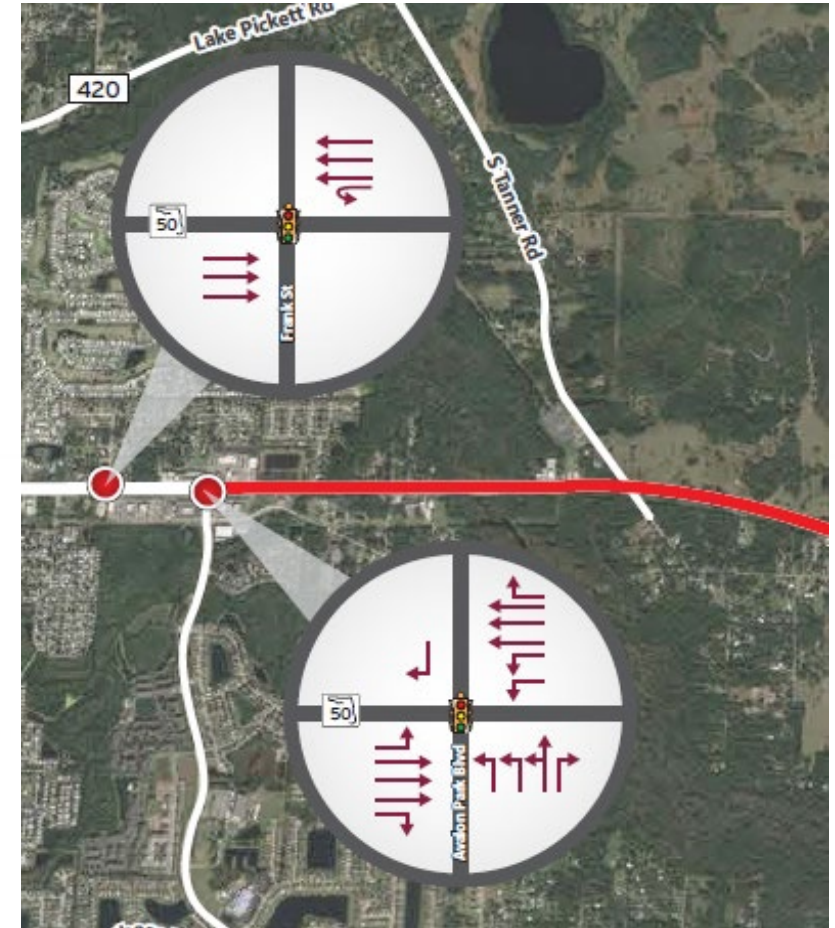
SR 50 & Avalon Park Blvd Intersection Improvements



Period	Intersection Improvements	Safety/ADA/ Multimodal Improvements
Short-term Improvements	1 - Adaptive Signal Control	<ul style="list-style-type: none">▪ Reduce corner radii or consider installing channelizing corner islands with near perpendicular right turn lane design and truck aprons on the southwest and southeast intersection corners▪ Provide curb extension on EB departure leg▪ Upgrade intersection lighting to meet FDOT guidelines
Mid-term Improvements	2 – Additional NB Left Turn Lane 3 – Three EB Through Lanes as part of SR 50 Widening to Six Lanes	
Long-term Improvements	4 – Convert SB Approach to Right-out Only & Provide U-turn West of this Intersection	

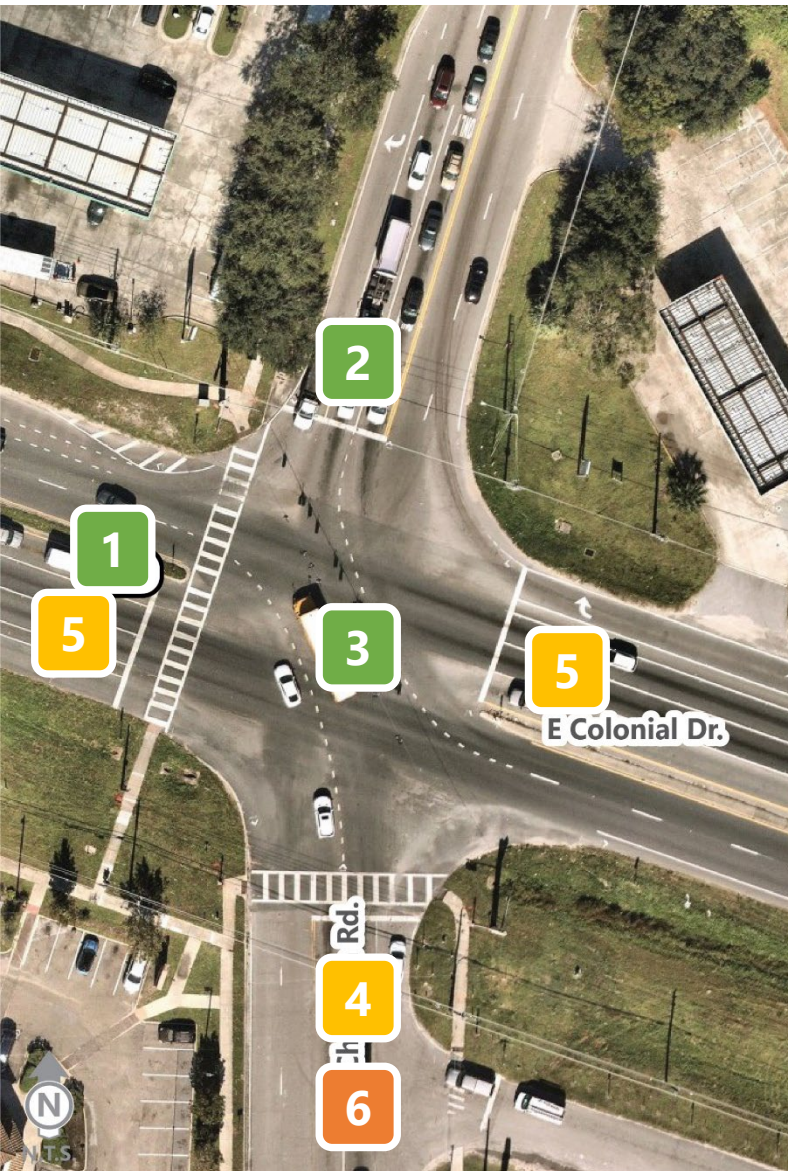


SR 50 & Avalon Park Blvd Intersection Improvements





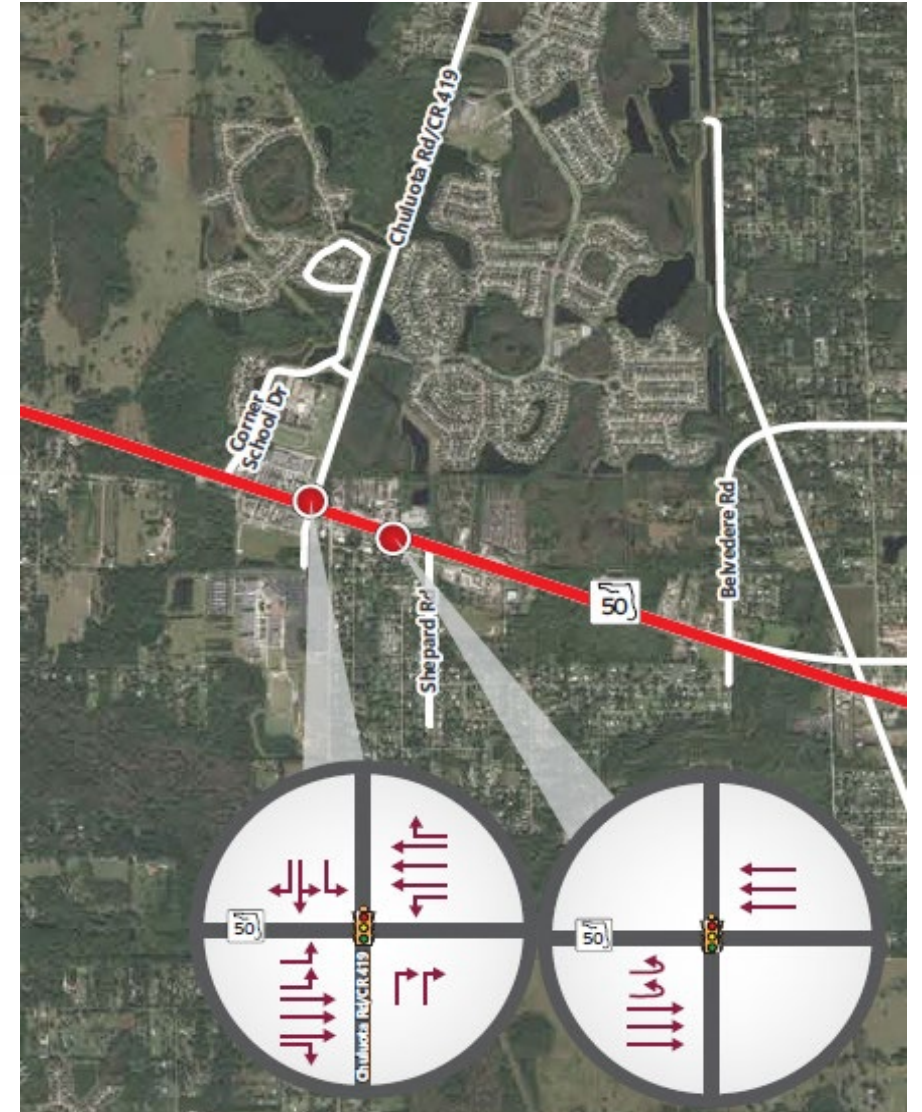
SR 50 & Chuluota Rd Intersection Improvements



Period	Intersection Improvements	Safety/ADA/ Multimodal Improvements
Short-term Improvements	1 - Second EB Left Turn Lane 2 - Change SB Approach to 2 SB Lefts, 1 SB Through and 1 SB Right 3- Adaptive Signal Control	<ul style="list-style-type: none"> ▪ Evaluate intersection lighting to meet FDOT guidelines ▪ Provide lane-line extensions to guide travel along the curved alignments through the intersection on both the SR 50 and Chuluota Rd approaches ▪ Revise strain pole configuration to improve signal head placement and visibility ▪ Reduce corner radii on the northwest and southeast intersection corners or provide corner islands with near-perpendicular right turn lane design ▪ Add retroreflective back plates to signal heads ▪ Consider crosswalks on the north and east legs and fill the sidewalk gap to the Gas Station driveway
Mid-term Improvements	4 – Change NB Approach to 2 NB Lefts and add 1 NB Through-Right Turn Lane 5 – Six Lanes on SR 50	
Long-term Improvements	6 – Convert NB Approach to Right-out Only & Provide U-turn East of this Intersection	



SR 50 & Chuluota Rd Intersection Improvements





Agenda



Multimodal Improvements

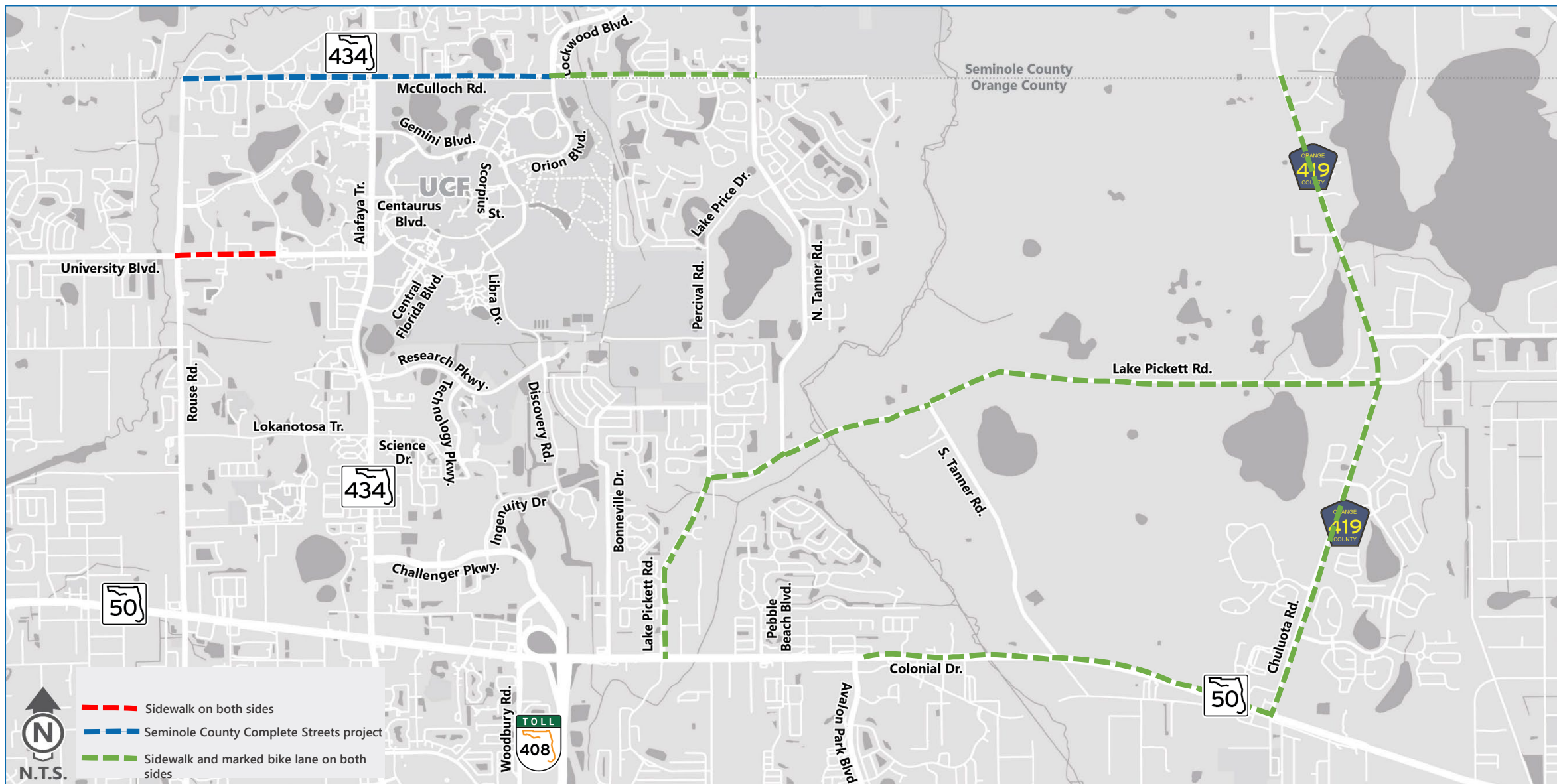


Pedestrian/Bicycle Facilities – Programmed Improvements



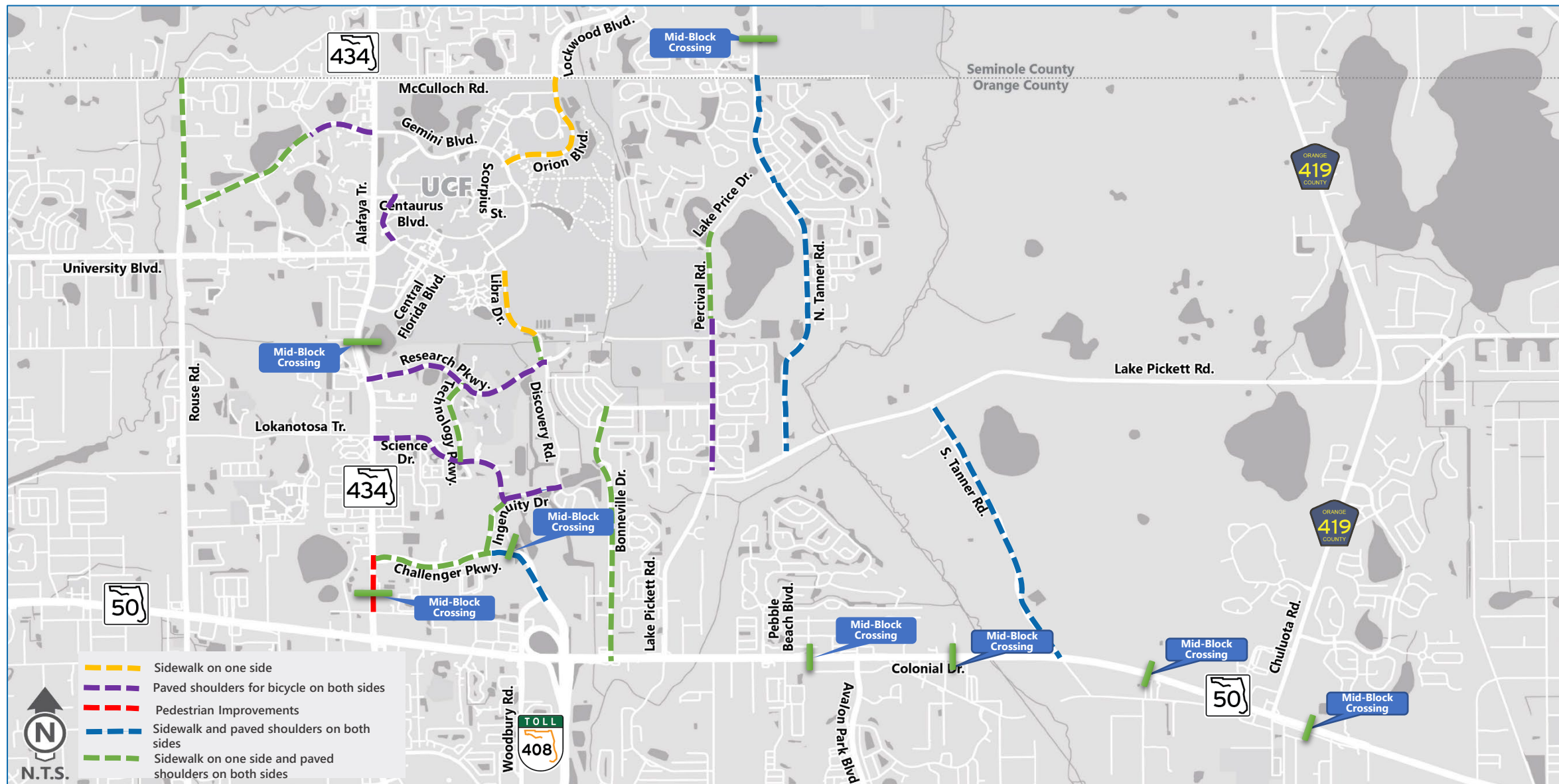


Pedestrian/Bicycle Facilities – Planned Improvements



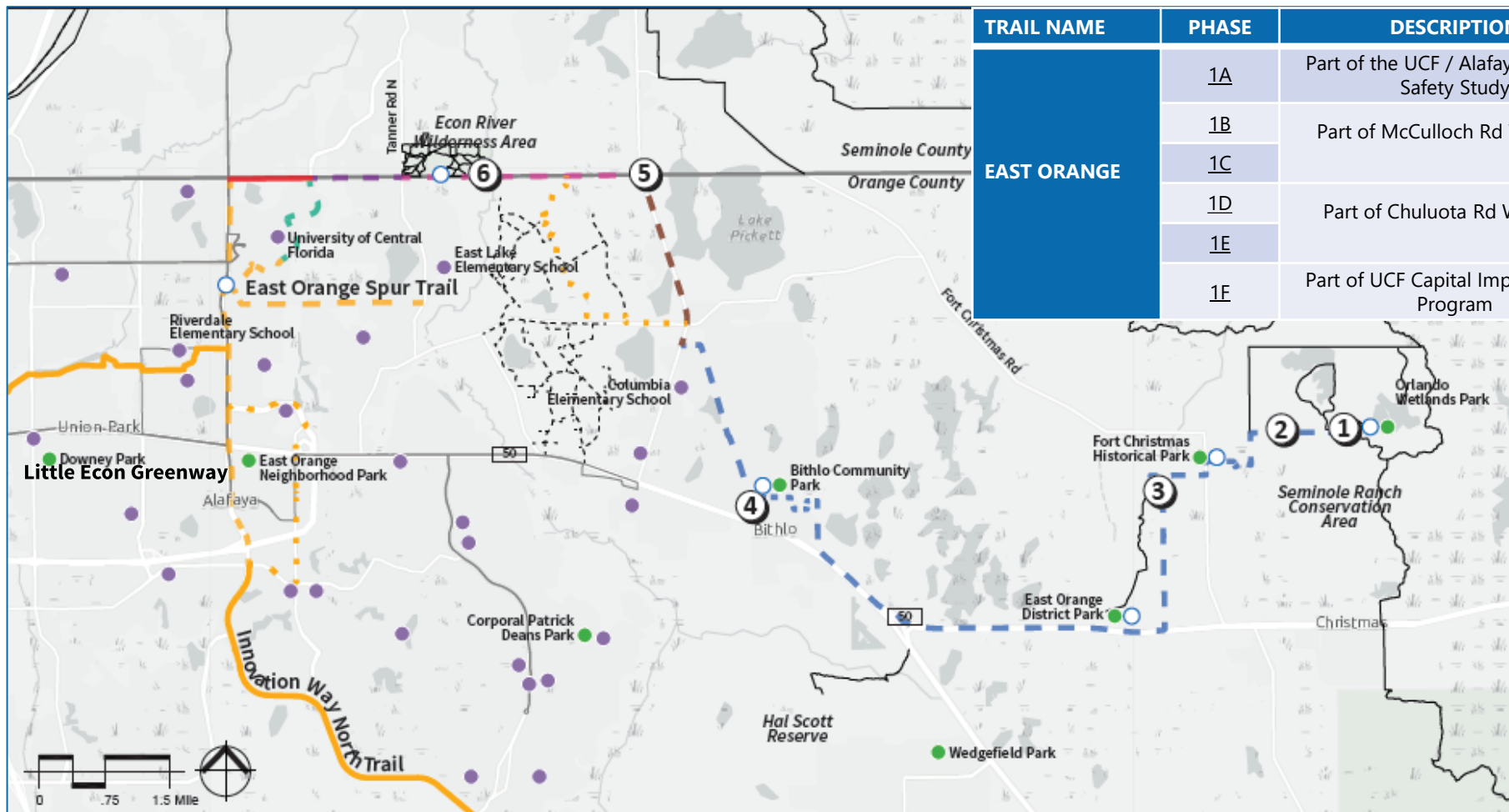


Pedestrian/Bicycle Needs





Planned Trail Improvements



TRAIL NAME	PHASE	DESCRIPTION	FROM	TO
EAST ORANGE	1A	Part of the UCF / Alafaya Bike Ped Safety Study	N Alafaya Tr	Orion Blvd
	1B	Part of McCulloch Rd Widening	Orion Blvd	N Tanner Rd
	1C		N Tanner Rd	Chuluota Rd
	1D	Part of Chuluota Rd Widening	Chuluota Rd	Lake Pickett Rd
	1E		Lake Pickett Rd	Fort Christmas Park
	1F	Part of UCF Capital Improvements Program	N Alafaya Tr	McCulloch Rd

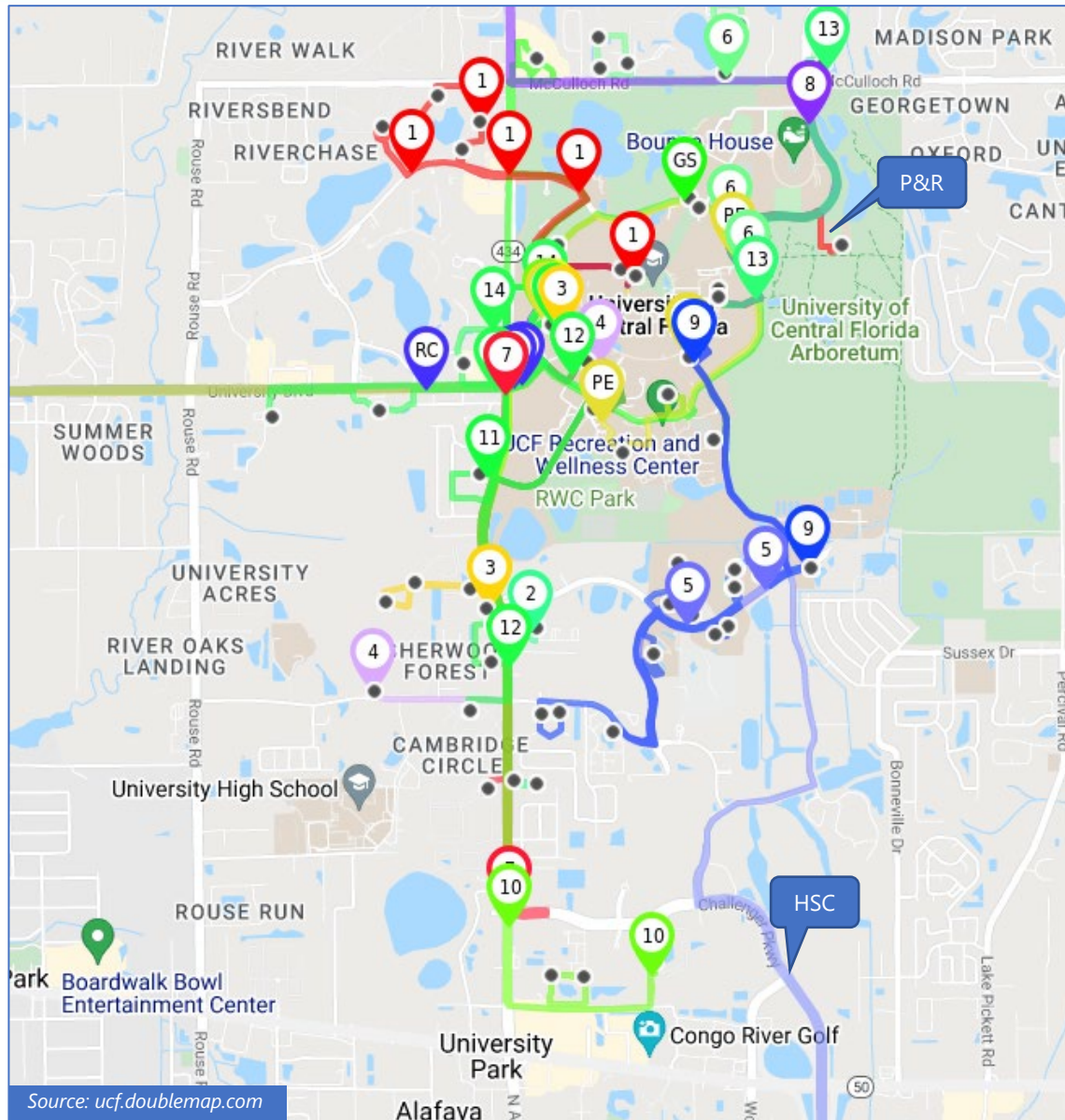
Legend

- East Orange Trail - Phase 1A (Complete)
- East Orange Trail - Phase 1B
- East Orange Trail - Phase 1C
- East Orange Trail - Phase 1D
- East Orange Trail - Phase 1E
- East Orange Trail - Phase 1F
- East Orange Trail Potential Alternative Route
- Existing Orange County Trail
- Proposed Orange County Trail
- Potential Alternative Route
- Existing Trail (not maintained by Orange County)
- Proposed Trail (not maintained by Orange County)
- LYNX Transit Routes
- Schools
- Parks
- Potential Trailhead

TRAIL NAME	PHASE	DESCRIPTION	FROM	TO
INNOVATION WAY NORTH	1A	Part of UCF/Alafaya Tr Ped Safety Study	McCulloch Rd	Challenger Pkwy
	1B		Challenger Pkwy	Lake Underhill Rd



Existing Transit - UCF



Source: ucf.doublemap.com

Legend

DT Grocery Shuttle
GS – Grocery Shuttle
HSC – Health Sciences
Campus
PE – On-Campus Pegasus
Express
P&R – Park and Ride Shuttle
RC – Rosen College Shuttle
UCF – UCF Downtown
1 - Knights Circle
2 – College

Station/Boardwalk
3 - The Verge/The Palace at
Alafaya
4 - Mercury 3100/Campus
Crossings
5 - Village of Science Drive
6 - Northgate Lakes/Tivoli
7 - The Pointe at Central
8 - Riverwind at Alafaya/The
Station
9 - Knights
Landing/Research Park

10 - The Lofts/Orion on
Orpington
11 - The Aves @ Twelve100
12 - Lark Central Florida
13 - NorthView
14 - Plaza on University
15 - Collegiate Village Inn /
Arden Villas



Source: <https://parking.ucf.edu/shuttles/>

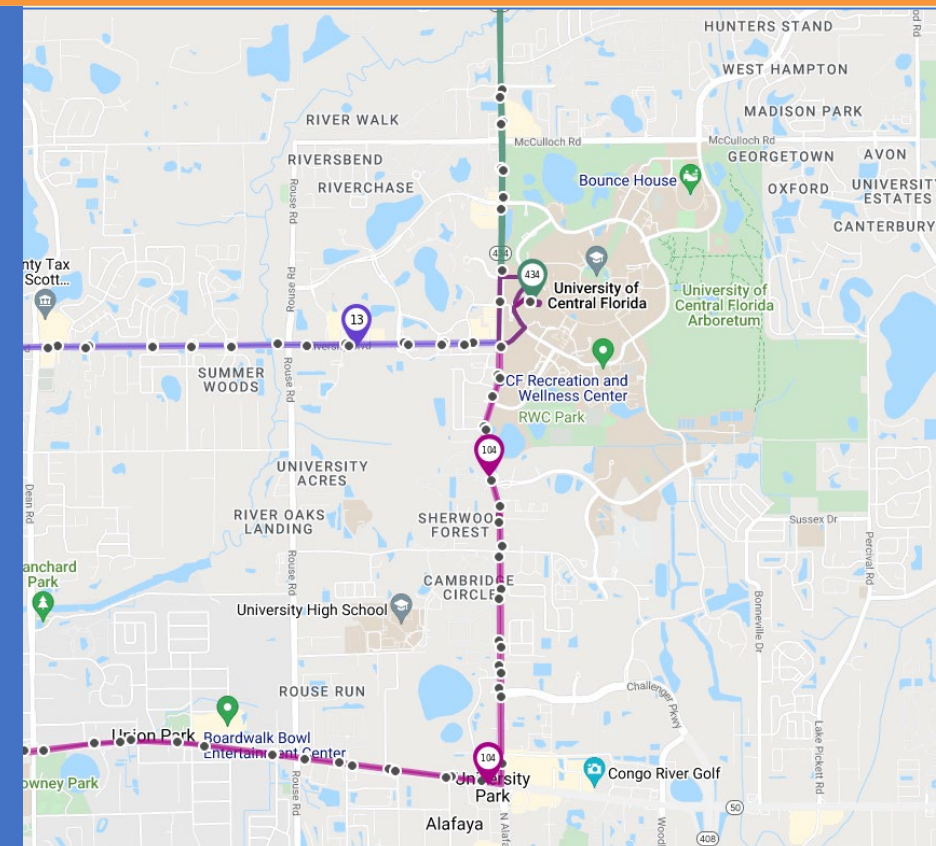


- *2019 Ridership – 572,801*
- *Frequency – 30 minutes*

- 2019 Ridership – 233,629
- Frequency – 60 minutes

- 2019 Ridership – 139,055
- Frequency – 60 minutes

NeighborLink 621, on-demand circulator



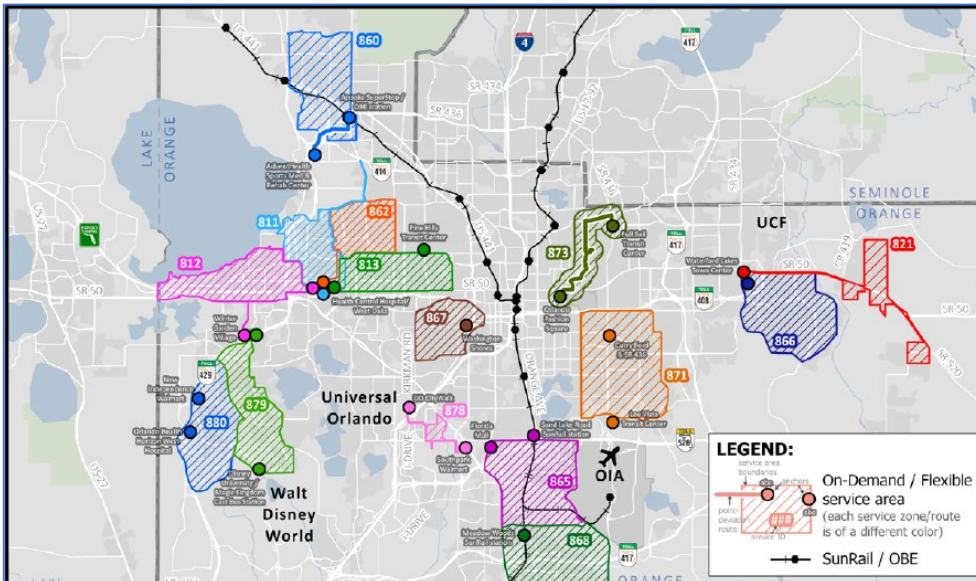
Source: golynx.doublemap.com



Planned Transit Improvements - LYNX

Orange County Transit Plan – Enhanced Service

- Enhanced service in existing zones (Curb to Curb)
- 11 New Enhanced On-Demand/Flexible Routes/Zones
 - Bithlo NeighborLink
 - Waterford Lakes/Avalon Park Neighbor Link
- Four Express Routes
 - Increased frequencies/Connections to Rail Station & transfer centers
- BRT Corridor between Ocoee and UCF
 - 20-30 minute frequency
- UCF to Oviedo via Lockwood Blvd



Network On-Demand/Flexible Services
(source: Orange County Transit Plan, LYNX, March 2022)

Route Number	Route Name	Frequency (Weekday)
Planned Routes (Future Condition)		
104	SR 50 UCF-Downtown	20-30 min
204	SR 50 Limited Stop	20 min
308	UCF-Downtown Regional Express	30 min
311B	UCF-Medical City/Lake Nona - Meadowoods Regional Express	30 min
401A	Waterford Lakes Commuter Express	30 min
401B	Waterford Lakes Commuter Express (Pattern of 401A)	30 min
506	Lake Underhill-UCF	30 min
522	UCF-SR 436/Aloma	30 min
600B	Red Bug Lake/Alafaya	60 min
601	Oviedo/Lockwood	60 min
821	Bithlo NeighborLink (On-Demand/Flex-Route Hybrid)	Flexible (30 min)
866	Waterford Lakes/Avalon Park (On-Demand/Flex Zone)	Flexible (30 min)

Source: Orange County Transit Plan, LYNX, March 2022



SR 50 Bus Rapid Transit [BRT] Corridor

- Recommended as part of 2013 SR 50/UCF Connector Alternatives Analysis
- Bus Stations in NEOCATS Area
 - Alafaya Tr and Lokanotosa Tr
 - Alafaya Tr and SR 50
- Transit Signal Priority (TSP) recommended for the entire BRT

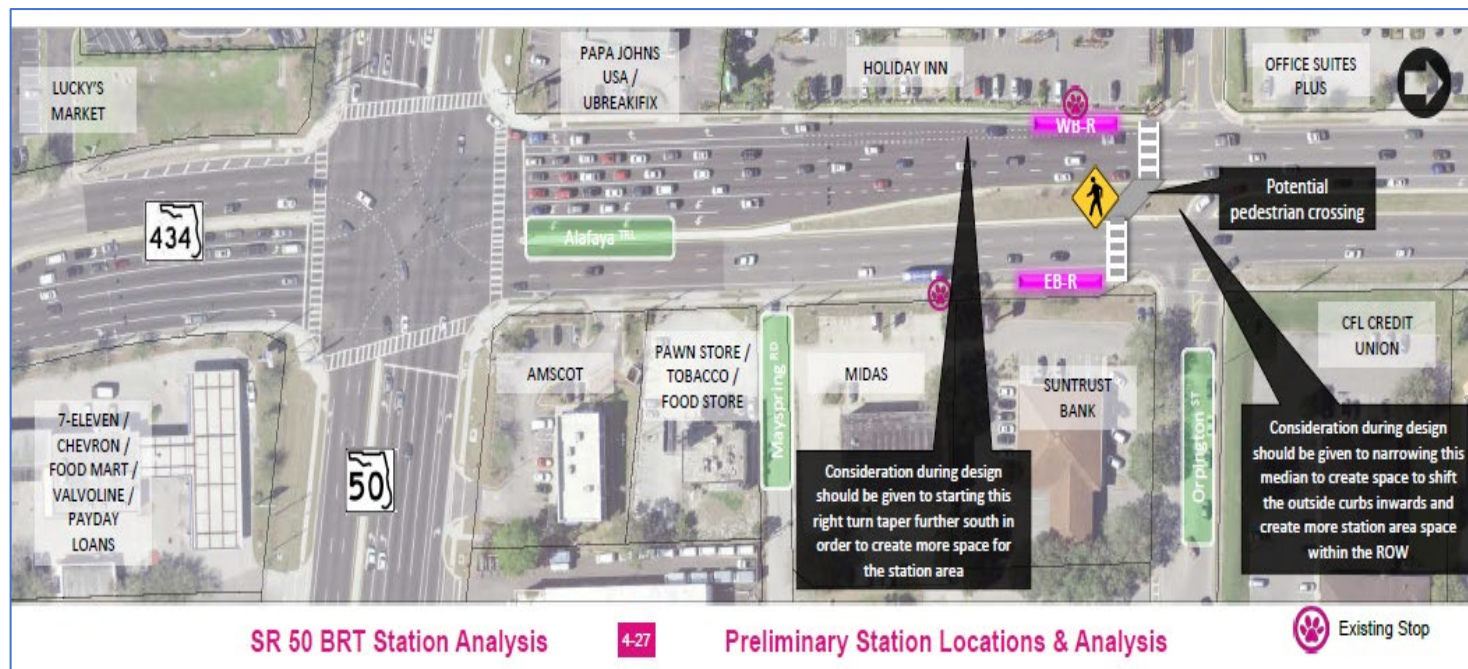
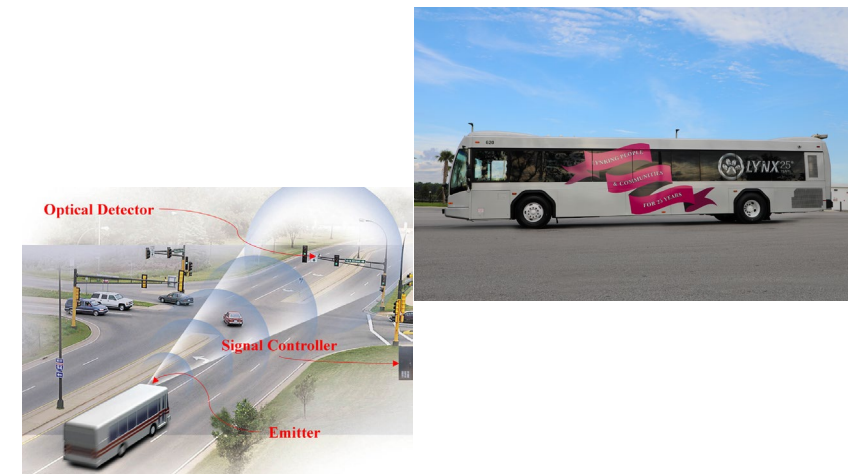
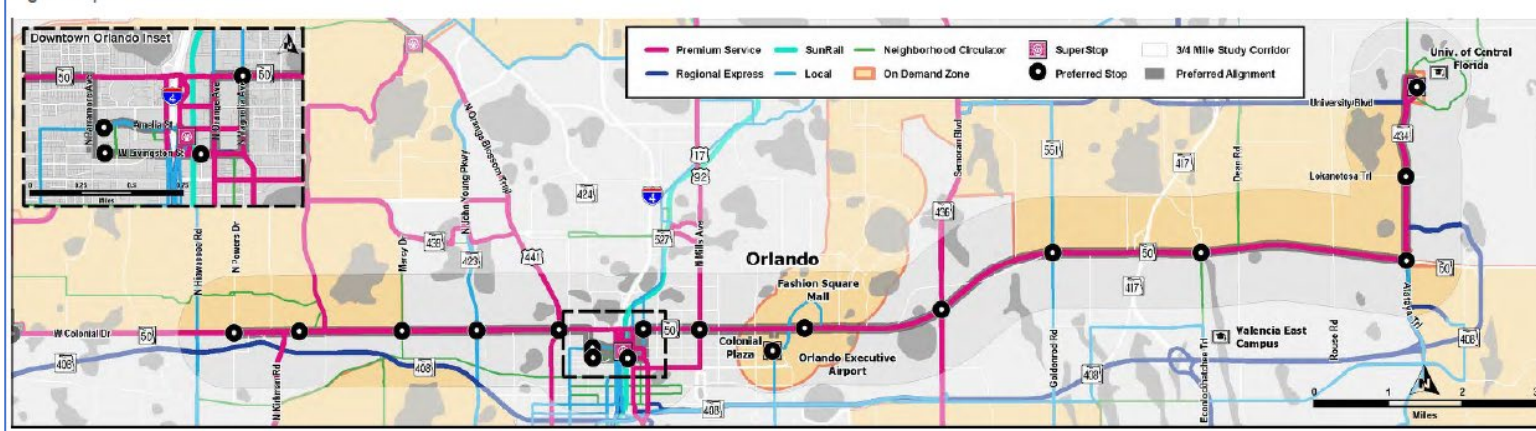


Figure 15 |Future LYNX Network





Travel Demand Management (TDM) Strategies

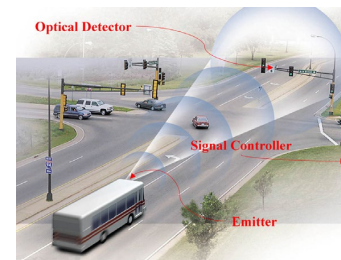
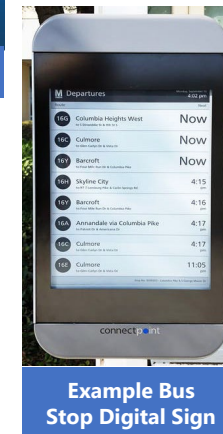
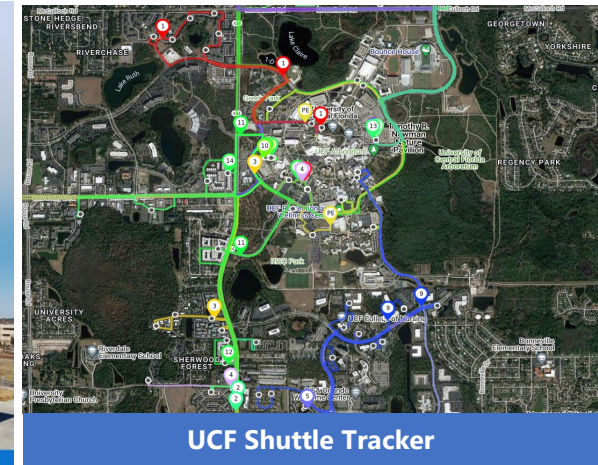
- New NeighborLinks (Expansion Area/On-Demand)
- Transportation Management Organization (TMO)
- Transit Marketing, Real-Time Information, and Wayfinding
- Special Transit Benefits Zone
- Active Transportation Commuter Stations
- Dedicated Traffic Safety Instructor
- Mobility Hub (UCF SuperStop) and Facility Enhancement
- Express Bus Service and New Park & Ride Lots (TSP/Queue Jumps)

**Anticipated Vehicle Trip Reduction
5-15% for NEOCATS**

National Evidence on TDM Program Impacts Vehicle Trip Reduction from Background Conditions

TDM Program or Strategy	High Transit	Moderate Transit	Low Transit
Support, Promotion, Information	3-5%	1-3%	<1%
Alternative Commute Services	5-10%	5-10%	1-3%
Financial Incentives	10-20%	5-15%	1-5%
Combined Strategies			
With Free Parking	15-20%	10-15%	3-7%
With Paid Parking	25-30%	15-20%	N/A

Source: Cambridge Systematics, 2010 (Fairfax County, VA), FHWA





ITS Improvements/Emerging Technologies



ITS Improvements/Emerging Technologies

Period	ITS Project	Description
Short-term	<ul style="list-style-type: none"> SR 50 Adaptive Signal System (Forsyth Rd to Avalon Park Blvd) 	<ul style="list-style-type: none"> Install an adaptive signal system
	<ul style="list-style-type: none"> Intelligent Transportation Systems/Customer Information Systems/Travel Planning 	<ul style="list-style-type: none"> Test upcoming transit technologies and real time transit dissemination applications
	<ul style="list-style-type: none"> Data Sharing Application 	<ul style="list-style-type: none"> Access real-time information from other agencies (dashboard with performance measures, and tools to measure performance and communicate information)
	<ul style="list-style-type: none"> Active Arterial Management (AAM) 	<ul style="list-style-type: none"> AAM is a collection of strategies for managed corridors and an integrated regional system. Strategies include traveler information, signal timing, and more.
Mid-term	<ul style="list-style-type: none"> Connected Vehicle Pilot Project 	<ul style="list-style-type: none"> Test connected vehicle strategies
	<ul style="list-style-type: none"> UCF - Bicycle and Pedestrian Innovative ITS Solution 	<ul style="list-style-type: none"> Install bicycle and pedestrian ITS technologies
	<ul style="list-style-type: none"> CAV Technology Ready Corridors 	<ul style="list-style-type: none"> Vehicle-to-vehicle (V2V) & Vehicle-to-Infrastructure (V2I), Road-side Units & Communications Infrastructure Congestion alerts, collision avoidance, weather alerts, blind spot alerts, pedestrians nearby etc. Can be combined with adaptive traffic control system
	<ul style="list-style-type: none"> Install speed/volume sensors, Bluetooth devices, and Arterial DMS (ADMS) 	<ul style="list-style-type: none"> Disseminate real-time traffic information, detour routing for incidents, construction & event information Measure near real-time/historic travel time & origin-destination information for performance reporting and optimization



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



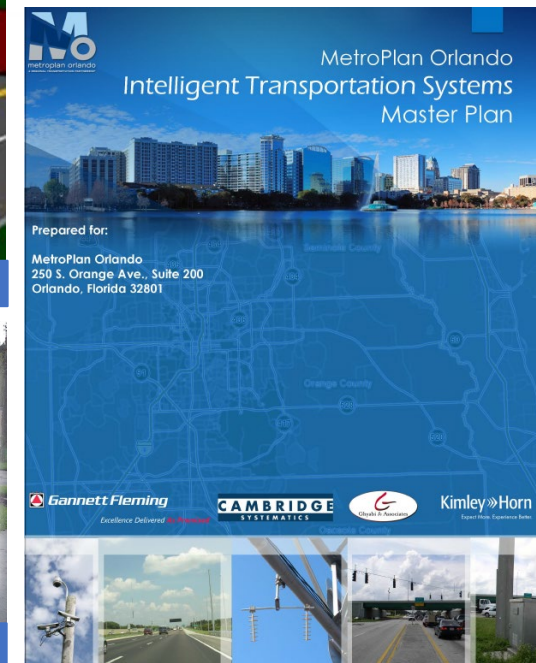
Adaptive Signal System



Enhanced Pedestrian Infrastructure



Active Arterial Management





ITS Improvements/ATTAIN Central Florida

- Deploy smart technologies in Central Florida - Four distinct programs
- Funded by FHWA grant and local matching funds
- PedSafe – hardware installations complete
 - Innovative ped/bike collision avoidance system that will operate with CV technologies
 - *Pilot deployment at/between signals on Alafaya Tr adjacent to UCF*
- Greenway - CV Technologies installed at 33 signals (Orange County)
 - Cellular vehicle-to-everything (C-V2X) roadside units (RSU),
 - Emergency vehicle preemption (EVP),
 - Transit signal priority (TSP)
 - Passive pedestrian detection (PPD) technology
 - *Initially will be used by UCF transit /first responder vehicles*
- Smart Community
 - *District's 1st autonomous vehicle (AV) shuttles (2) within UCF*
 - Surface Parking Management
- SunStore – FDOT's Data Storage & Research Sharing Initiative

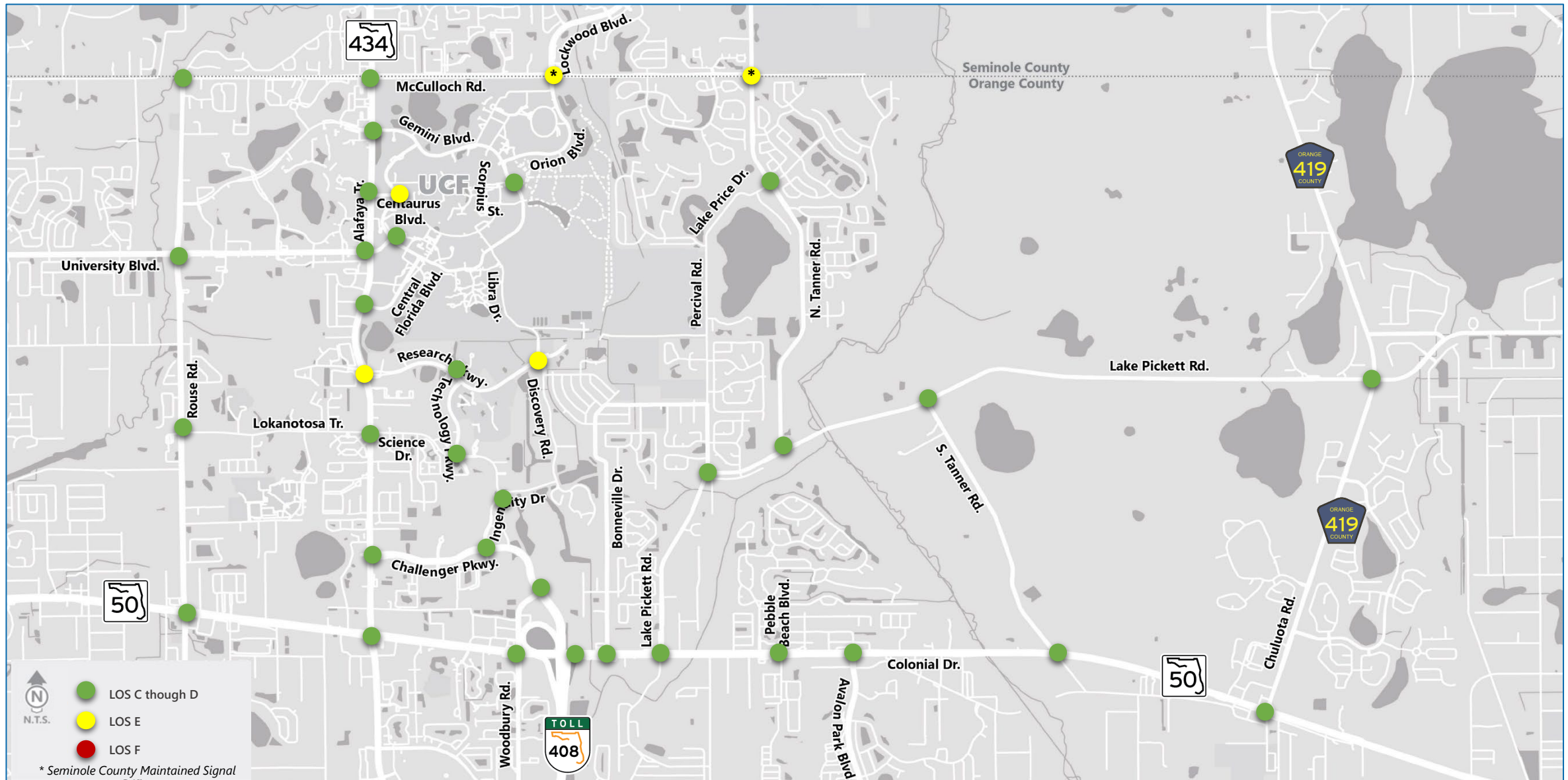


Source: <https://cflsmartroads.com/projects/ATTAIN-CFL.html>





2045 Build Traffic Conditions – Intersections (With Improvements based on Roadway & Intersection Needs)





Study Timeline/ Next Steps



NEOCATS Study Timeline/ Next Steps

Study Schedule	2021							2022						
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Project Kick-off	★													
Community Meetings							👤				👤			
Local Planning Agency (LPA) / Board of County Commissioners (BCC) Workshops & Public Hearings											(To Be Decided)			
Traffic Data Collection & Analysis				🏔️										
Transportation Modeling					🏔️									
Evaluation of Scenarios & Needs Plan										🏔️				
Environmental Conditions									🏔️					
Final Report & Project Wrap-up														🏔️

★ Project Kick-off
 👤 Community Meeting
 👥 LPA/BCC Hearing
 🏔️ Project Milestones



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Your opinion is important to us. Share your thoughts with us on social media. You may also contact the Orange County Transportation Planning Division at 407-836-8023 or at Hatem.Abou-Senna@ocfl.net

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North East Orange County Areawide Transportation Study (NEOCATS)



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