North East Orange County Areawide Transportation Study (NEOCATS)

The Virtual Public Meeting will begin at 6:00 P.M.

1. If you are not hearing audio, please check your computer speaker settings or your microphone.

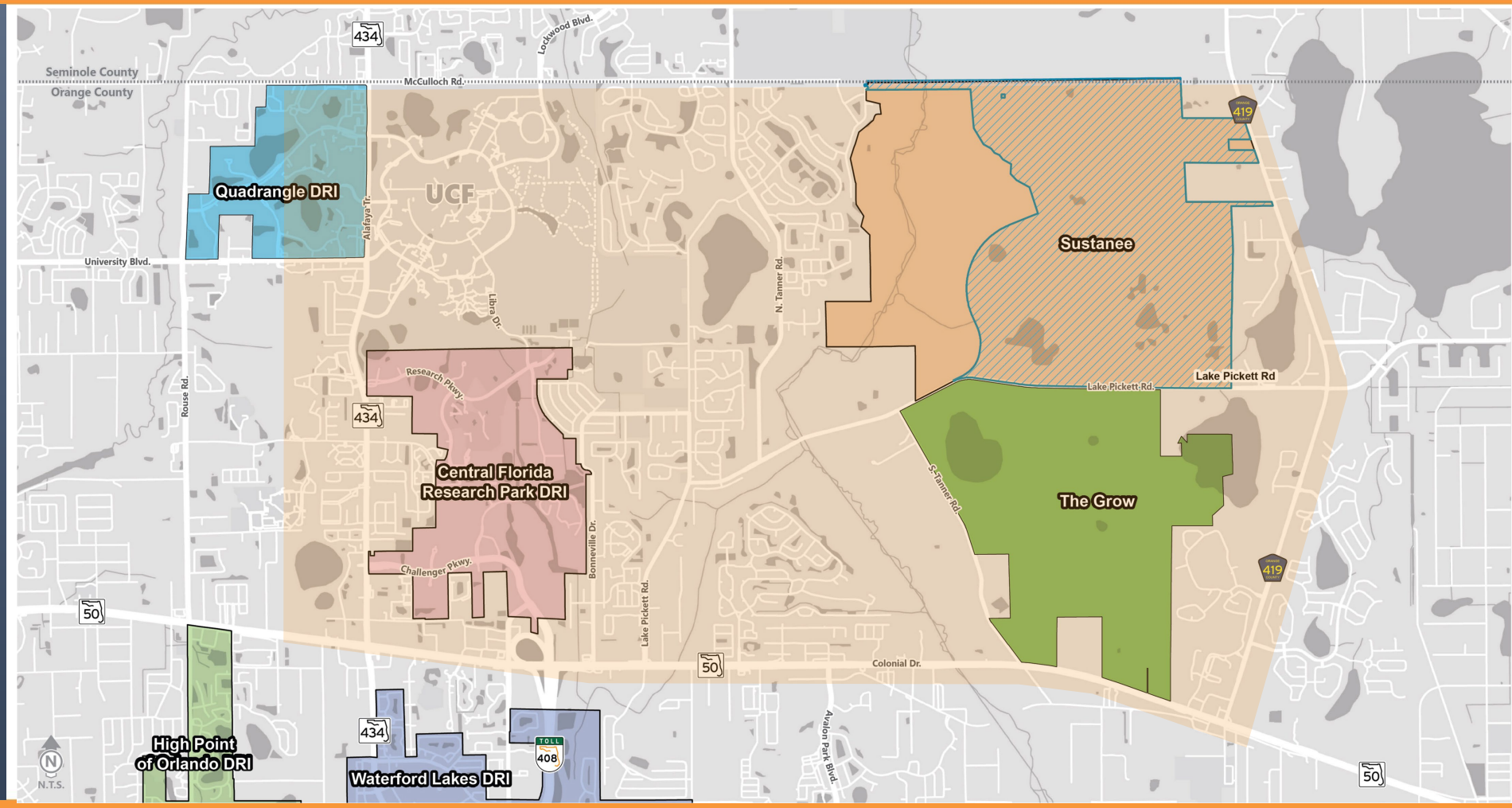
2. If you are an elected or appointed official, please identify yourself in the Q&A box.

3. If you experience technical difficulties during the meeting, this presentation is being recorded and is estimated to be posted onto the project website by April 4th, 2022. It will be available for replay until April 12th, 2022.

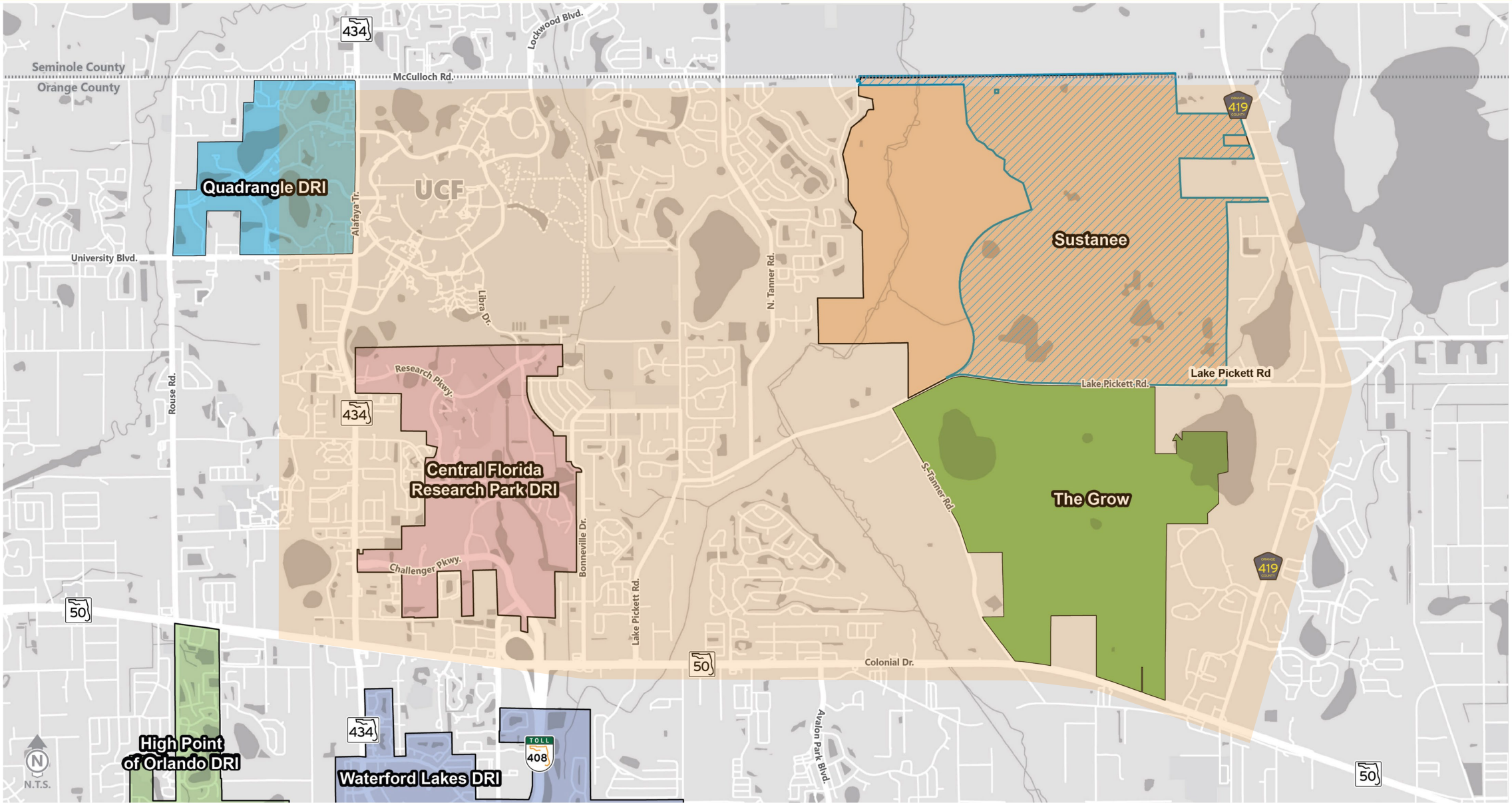
North East Orange County Areawide Transportation Study (NEOCATS)

Community Meeting # 2

March 30, 2022



Study Area


Seminole County
Orange County
McCulloch Rd.
Lockwood Blvd.
434
Quadrangle DRI
UCF
Alafaya Tr.
University Blvd.
Libra Dr.
N. Tanner Rd.
Sustanee
419
Lake Pickett Rd
Lake Pickett Rd.
Rouse Rd.
Research Pkwy.
Central Florida
Research Park DRI
Challenger Pkwy.
Bonneville Dr.
S. Tanner Rd
The Grow
Lake Pickett Rd.
50
Colonial Dr.
Avalon Park Blvd
High Point
of Orlando DRI
Waterford Lakes DRI
TOLL
408
N
N.T.S.

Agenda

- Introductions
- Study Purpose and Objectives
- Study Methodology
- Safety Review and Operational Analysis Results
- Recommended Improvements
- Study Timeline / Next Steps
- Feedback and Discussion

Agenda

Introductions

Introductions

Welcome and Opening Remarks

Orange County Mayor
Jerry L. Demings

District 4 Commissioner
Maribel Gomez Cordero

District 5 Commissioner
Emily Bonilla

Introductions

Orange County

Hatem Abou-Senna – Transportation Planning Division, Project Manager

VHB, Project Consultant

Babuji Ambikapathy, Consultant Project Manager

Other Orange County Staff and Consultant Staff

Virtual Meeting Logistics

All attendees will be placed in “Listen Only” mode during the presentation

Type your comments or questions into the Q&A box anytime during the meeting

Questions will be answered at the conclusion of the presentation

Virtual Meeting Logistics

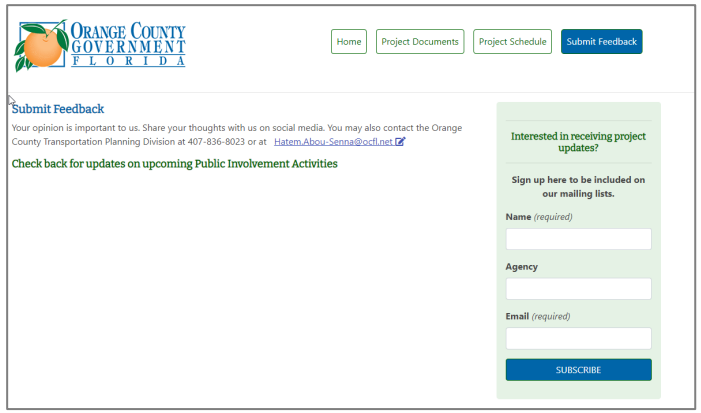
Ways to Provide Feedback After the Meeting

Call or Email
(website, newsletter and this presentation)

Project Contact
Hatem A. Abou-Senna, PhD., P.E.
Project Manager
Orange County Transportation Planning Division
4200 S. John Young Pkwy.
Orlando, FL. 32839

Phone: (407) 836-8023
Email: hatem.abou-senna@ocfl.net
Website: www.neocatstudy.com

Complete a comment form on the website (www.neocatstudy.com)



Agenda

Study Purpose and Objectives

Study Purpose and Objectives

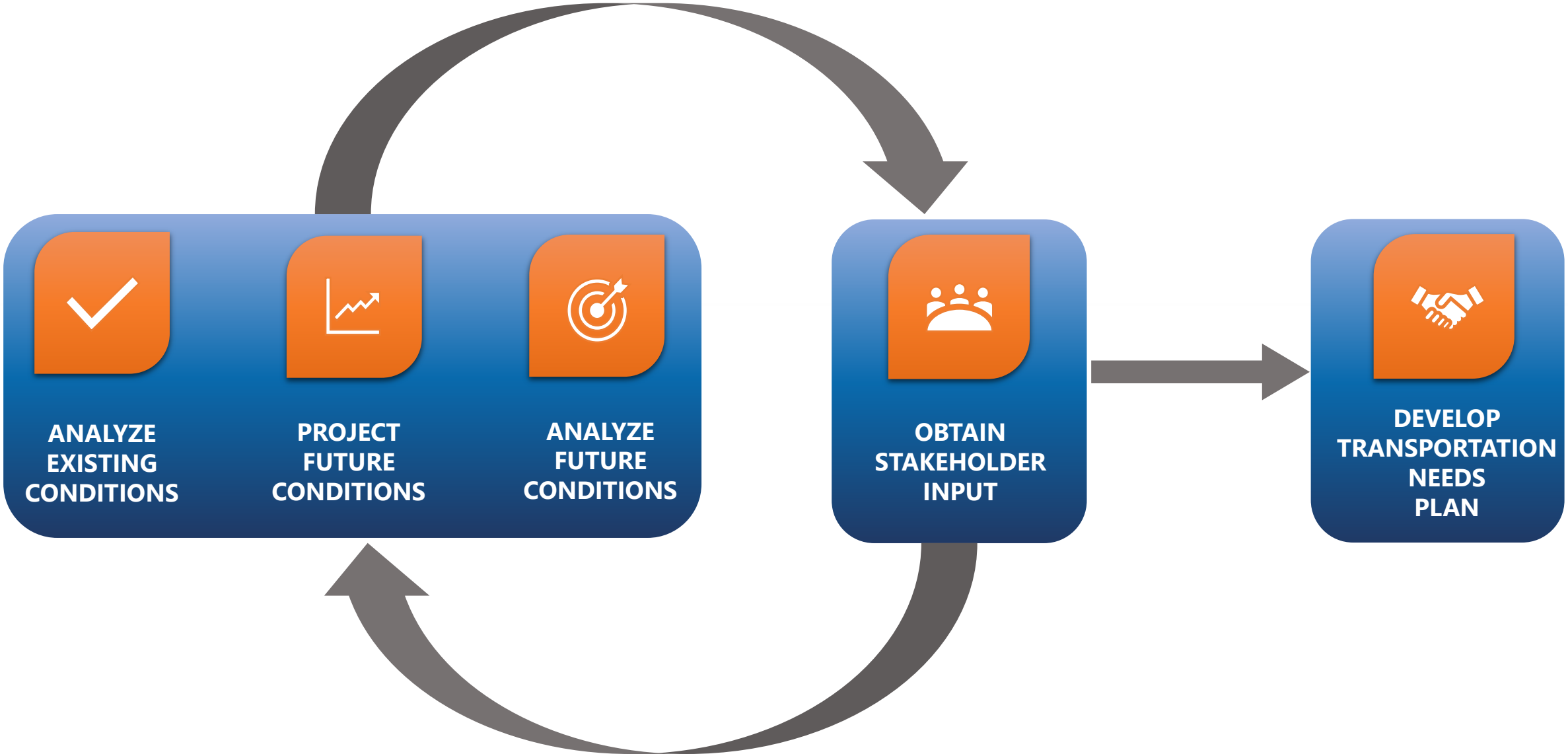
Study Purpose

"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

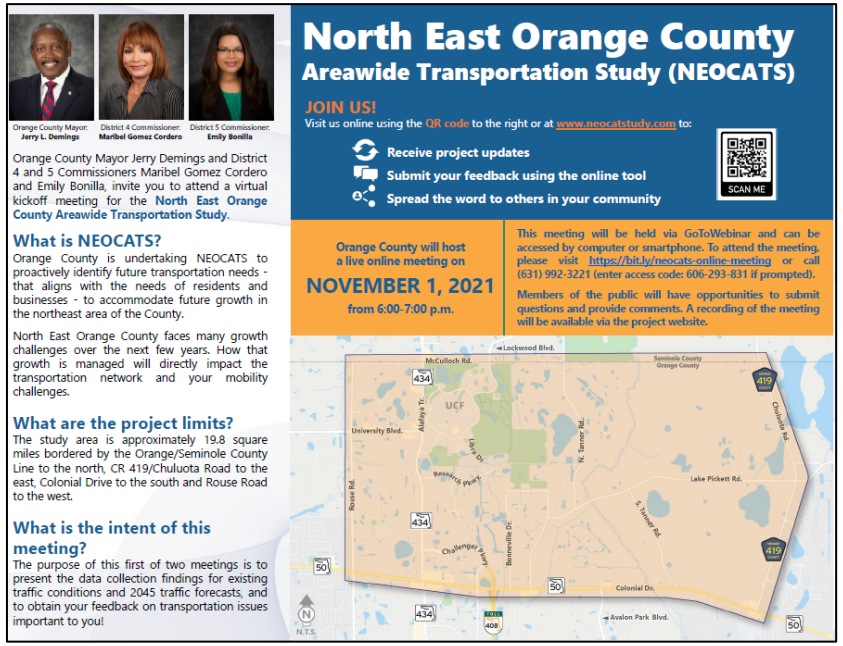


Community/Agency Meetings

Community Meeting #1

November 1, 2021

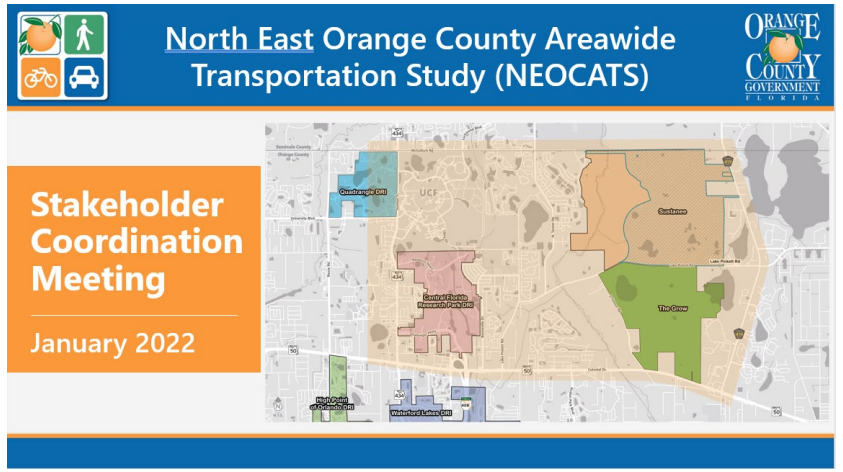
- Mail-outs: 8,656
- Forums: Website, Newspaper Advertisement and GoToMeeting



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)



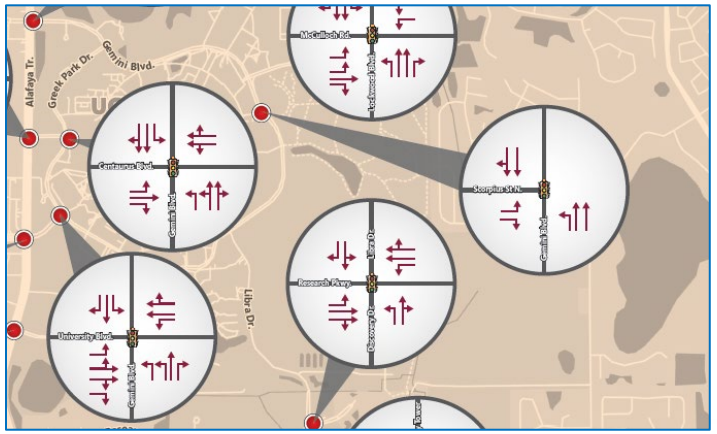
Agenda

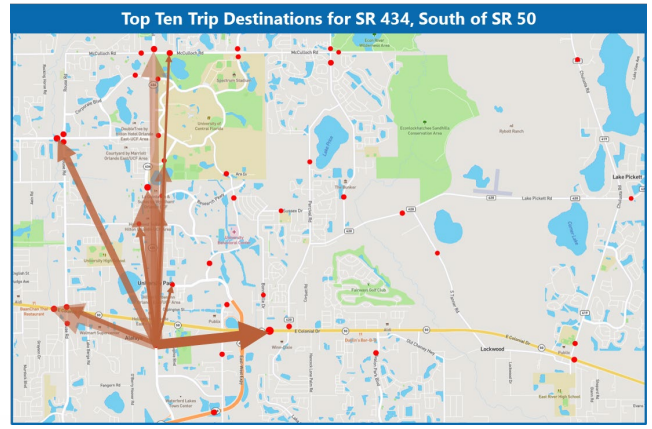
Study Methodology

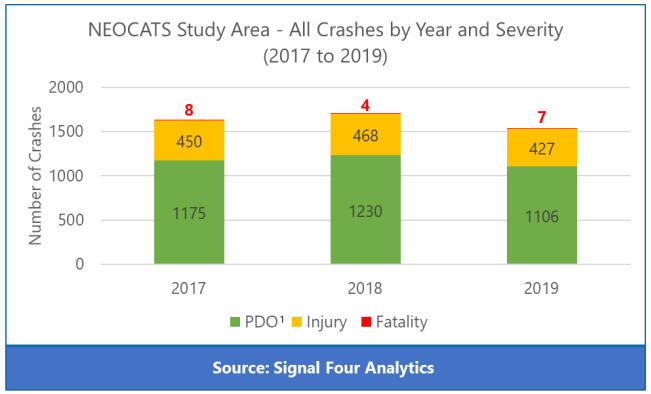
Study Methodology

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

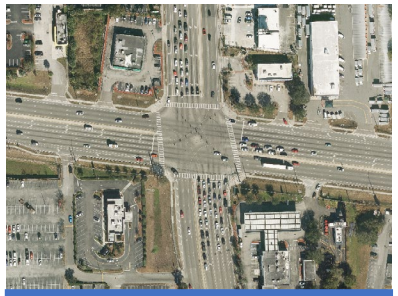
TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Displaced Left Turn	0.49	1	4.8	Fair	Fair	Good
Signalized Restricted Crossing U-Turn N-S	0.50	2	6.3	Good	Good	Fair
Quadrant Roadway S-W	0.51	3	4.4	Fair	Fair	Fair
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

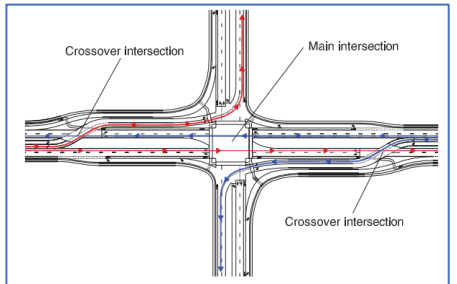
Improvement Types

Range of Improvements

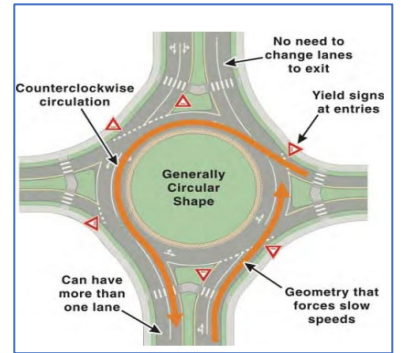
- Traditional
  - Turn lanes
  - Operational
- Innovative Intersection Types
- Safety
  - Data driven approach
  - Lighting
  - ADA
- Emerging Technologies/Intelligent Transportation Systems (ITS)
  - CAV impacts
- Multimodal
  - Pedestrian/bicycle/trails
  - Transit
- Transportation Demand Management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



Example Turn Lanes at an Intersection

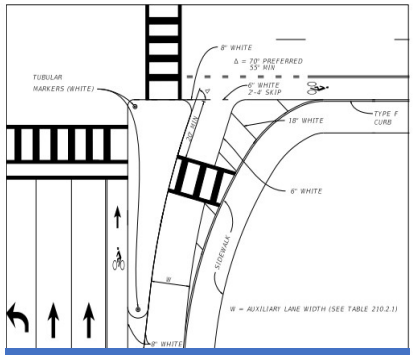


Displaced Left-turn Intersection (DLT)

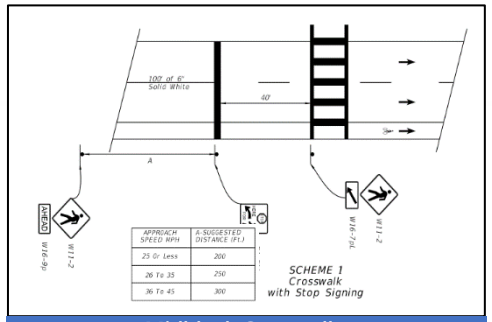


Roundabout

Figure 212.12.3 Near Perpendicular Right Turn Lane

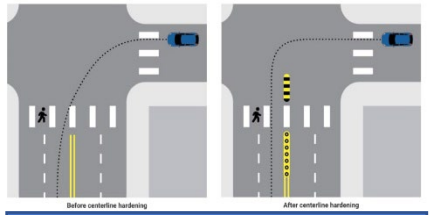


Perpendicular Right Turns



Midblock Crosswalks

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

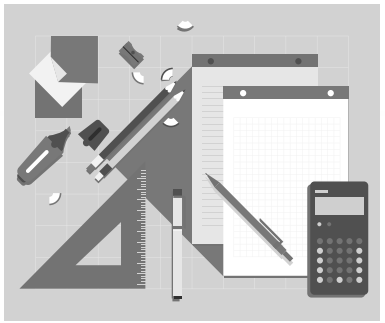


Hardened Centerlines/Pedestrian Refuge

Adaptive Signal System

Advance Traffic Control Signs

Agenda

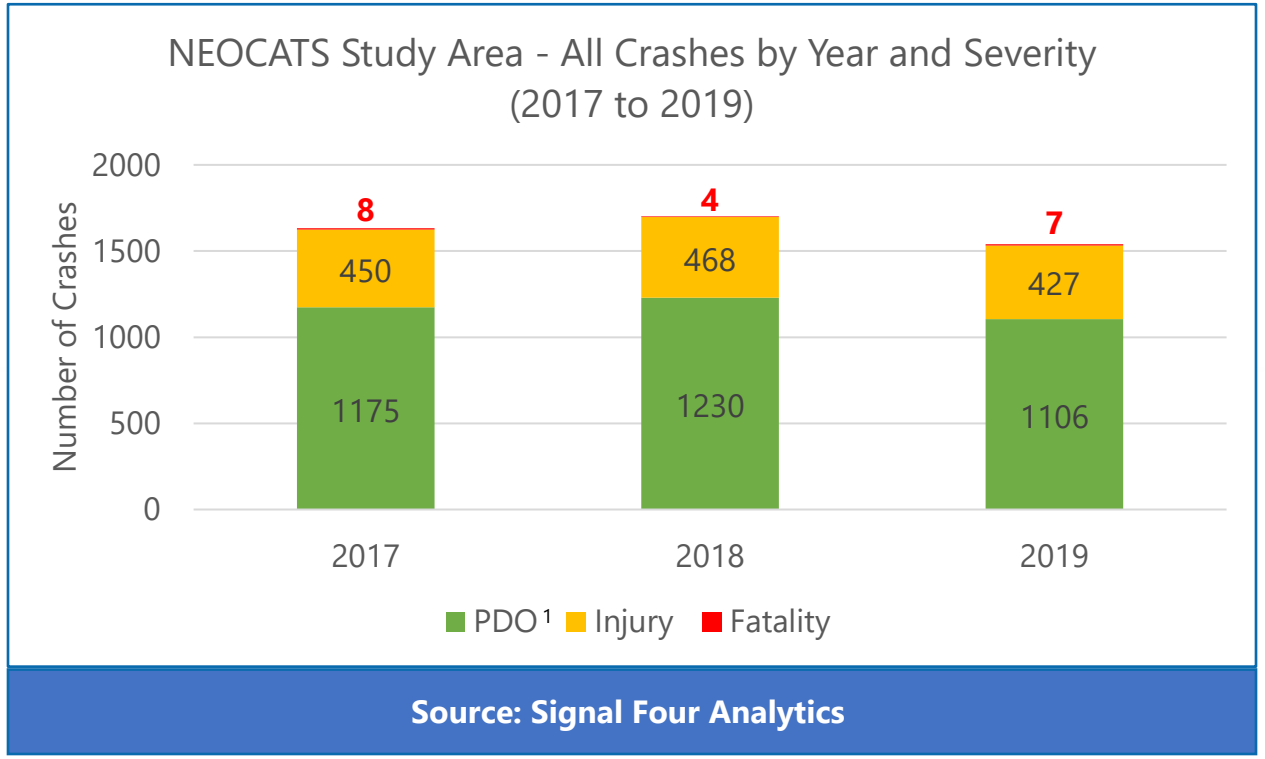


Safety Review and Operational Analysis Results

Historical Crash Analysis

Signal Four Analytics (2017-2019)

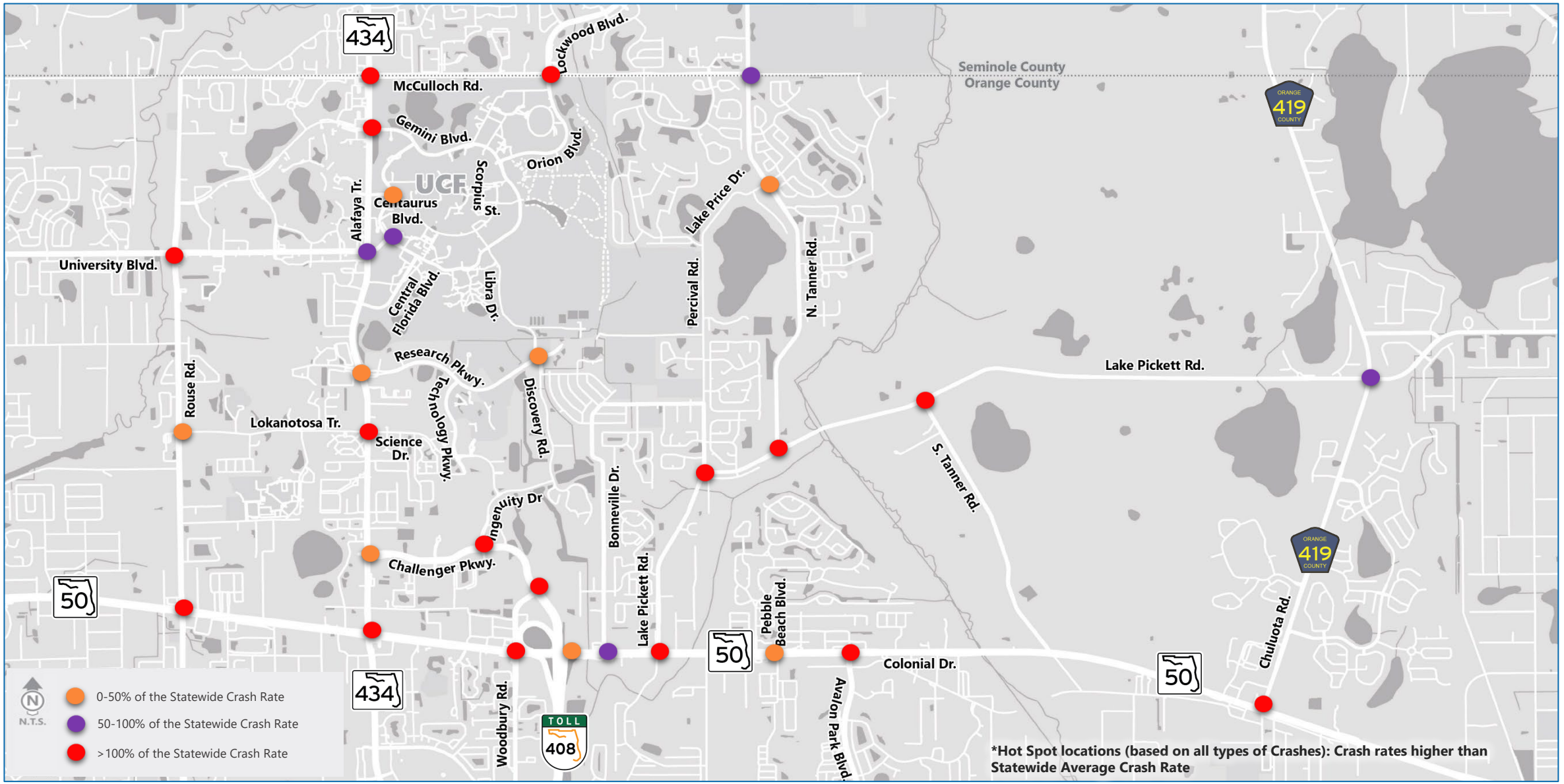
- Totals (roadway + intersections)
  - 4,875
  - 19 fatalities
  - 1,345 injury crashes
  - 3,511 property damage
  - Major types – rear-end, angle & sideswipe
- Intersections
  - 2,728 (56% of total)
- Mid-segments
  - 2,147 (44% of total)



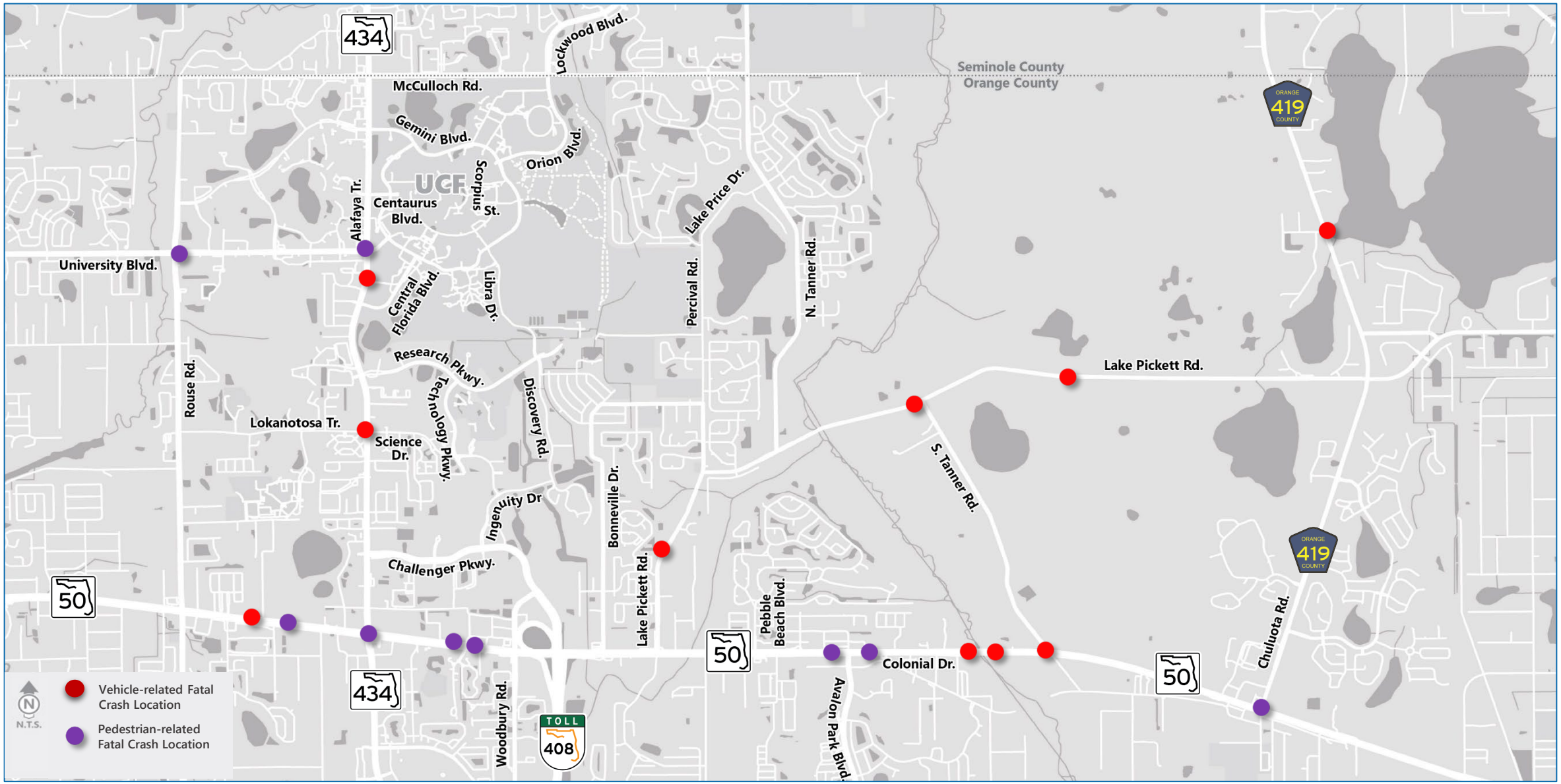
Source: Signal Four Analytics

1. PDO - Property Damage Only

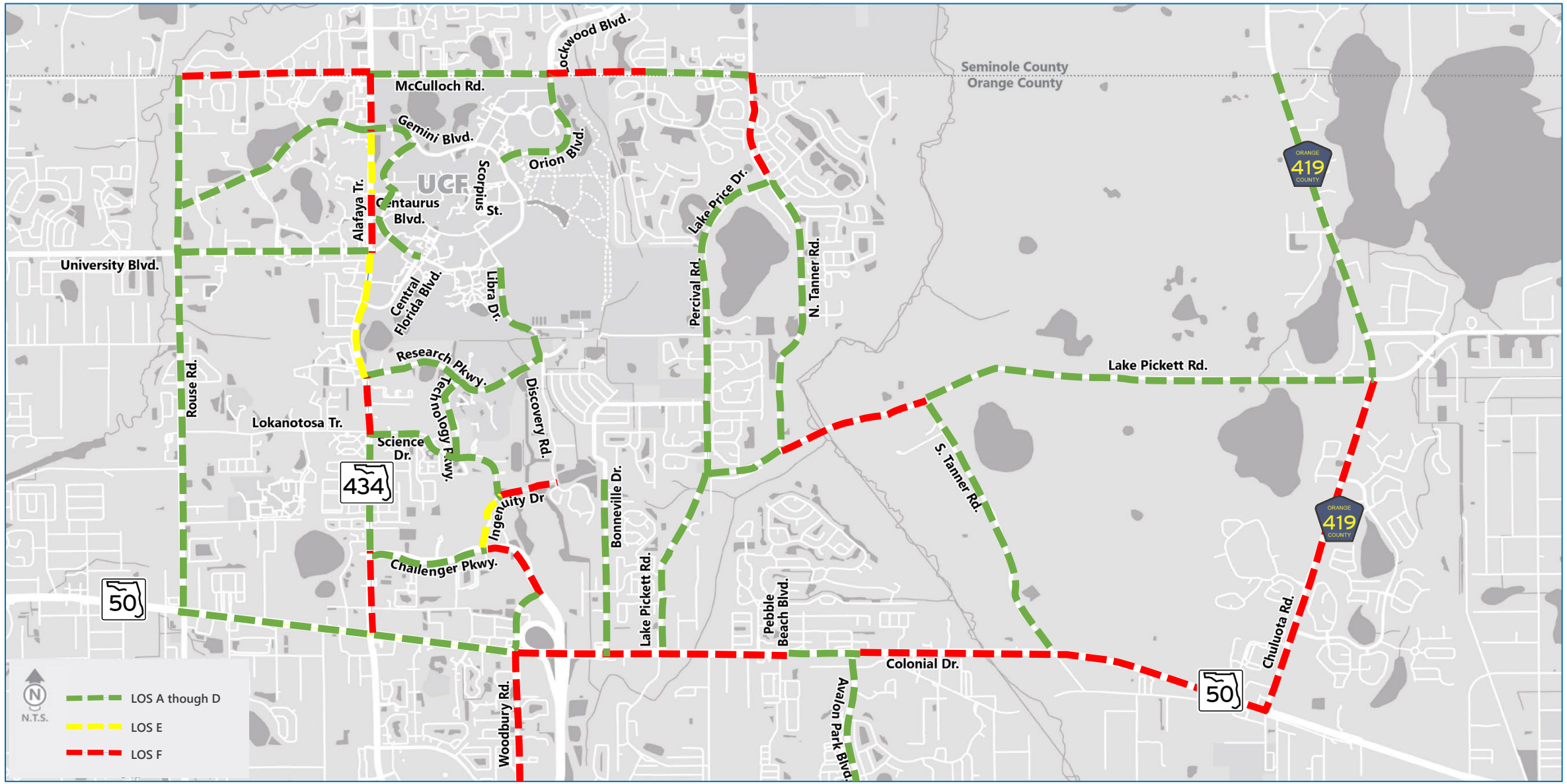
Hot Spot Locations (2017-2019)



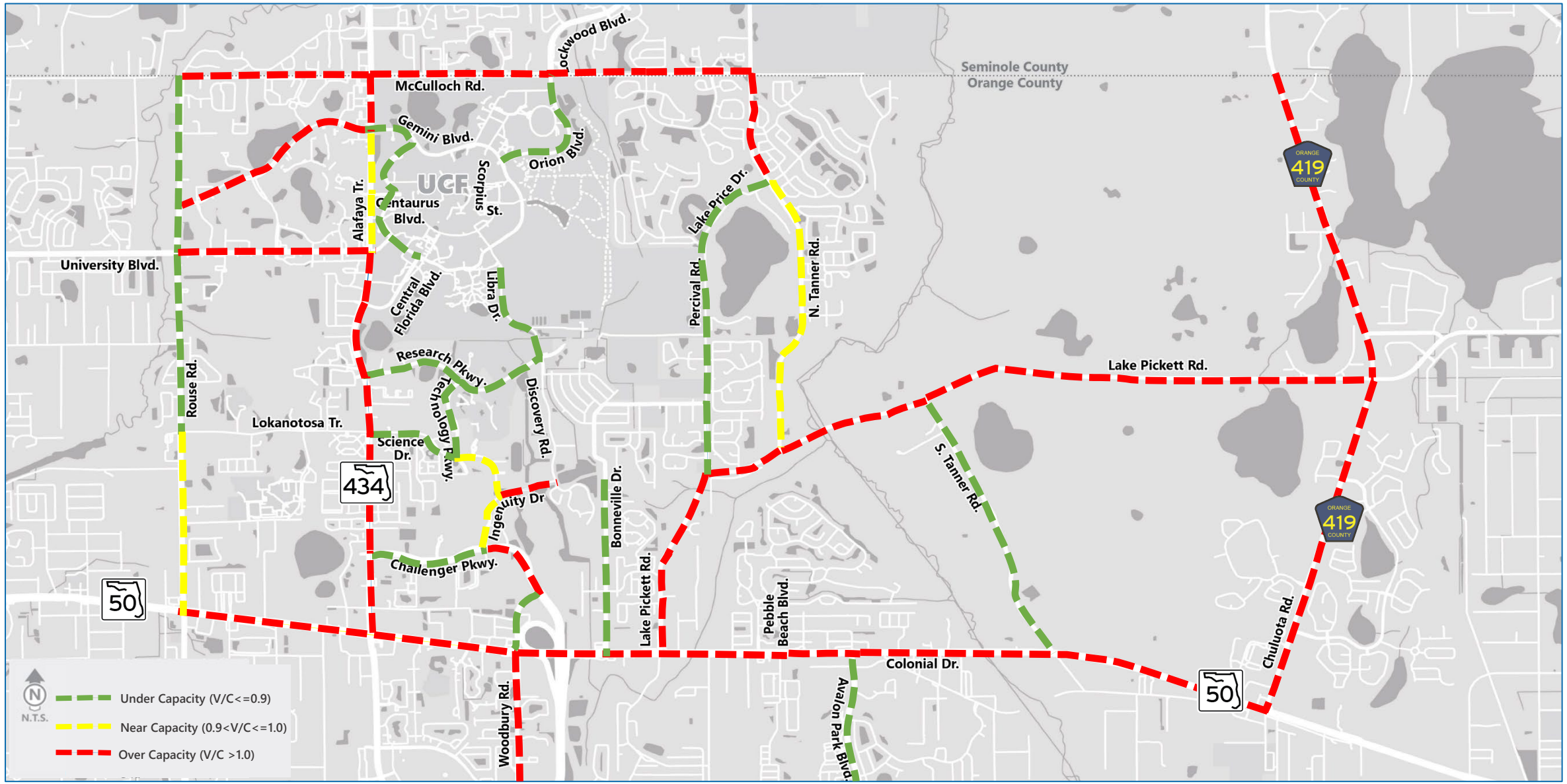
Fatal Crash Locations (2017-2019)



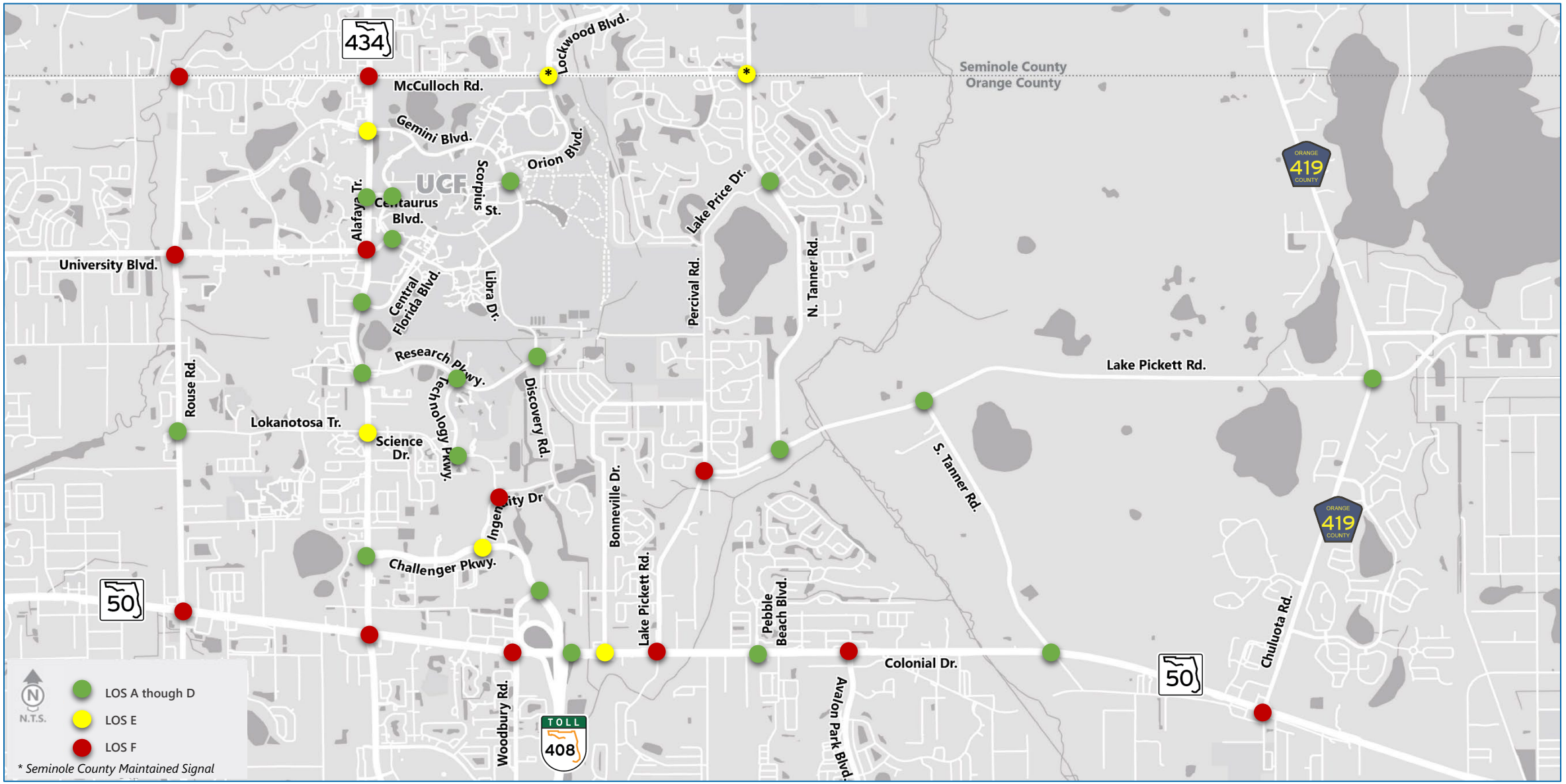
Existing Traffic Conditions - Segments



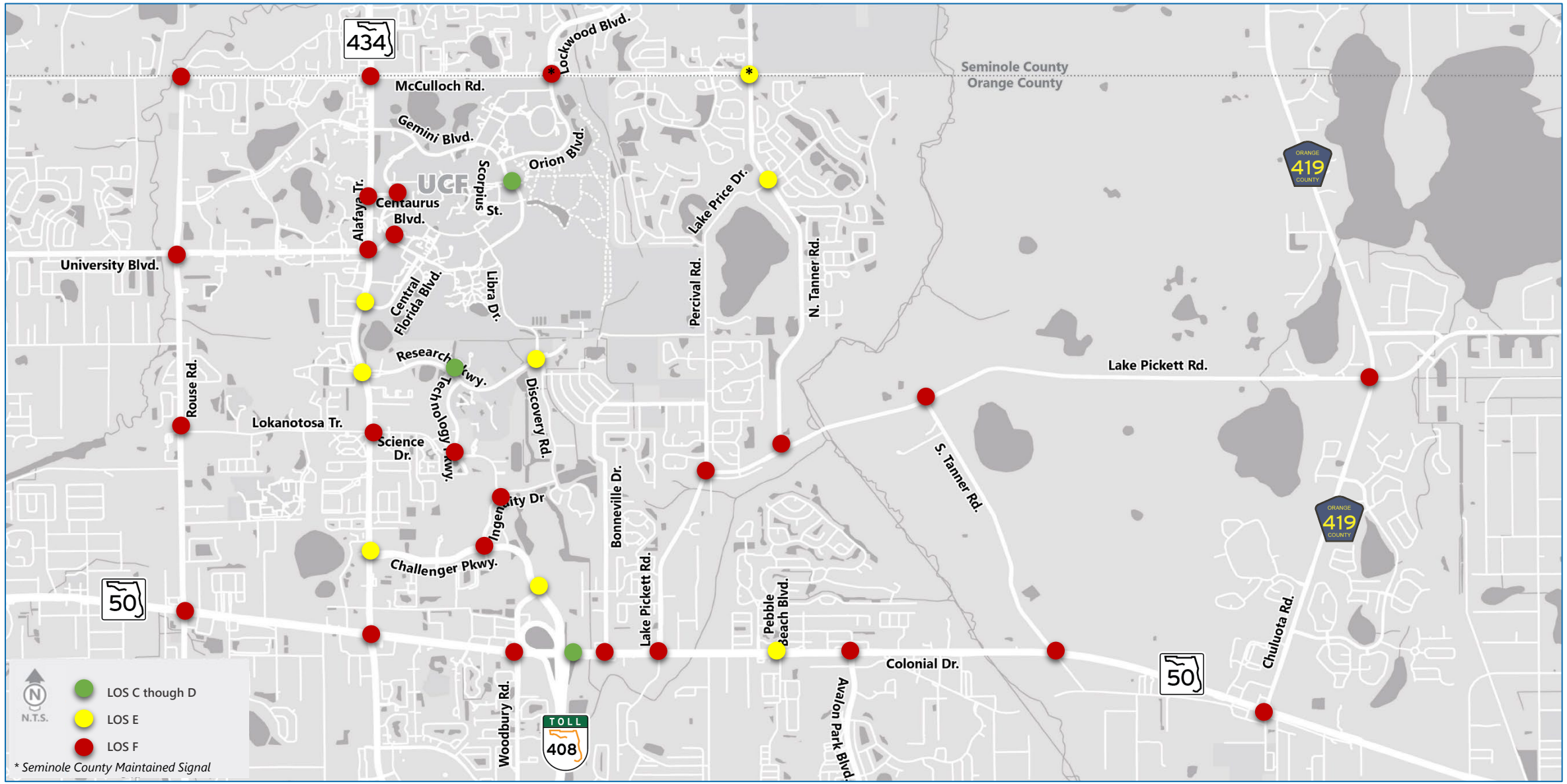
2045 No Build Traffic Conditions - Segments



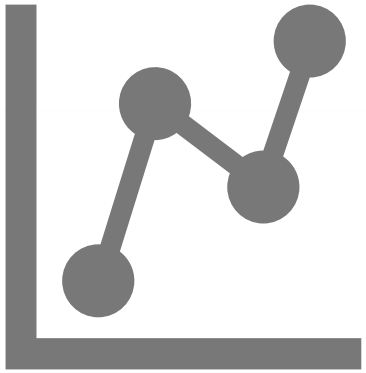
Existing Traffic Conditions – Intersections



2045 No Build Conditions – Intersections



Agenda



Recommended Improvements

CAV Impacts for 2045

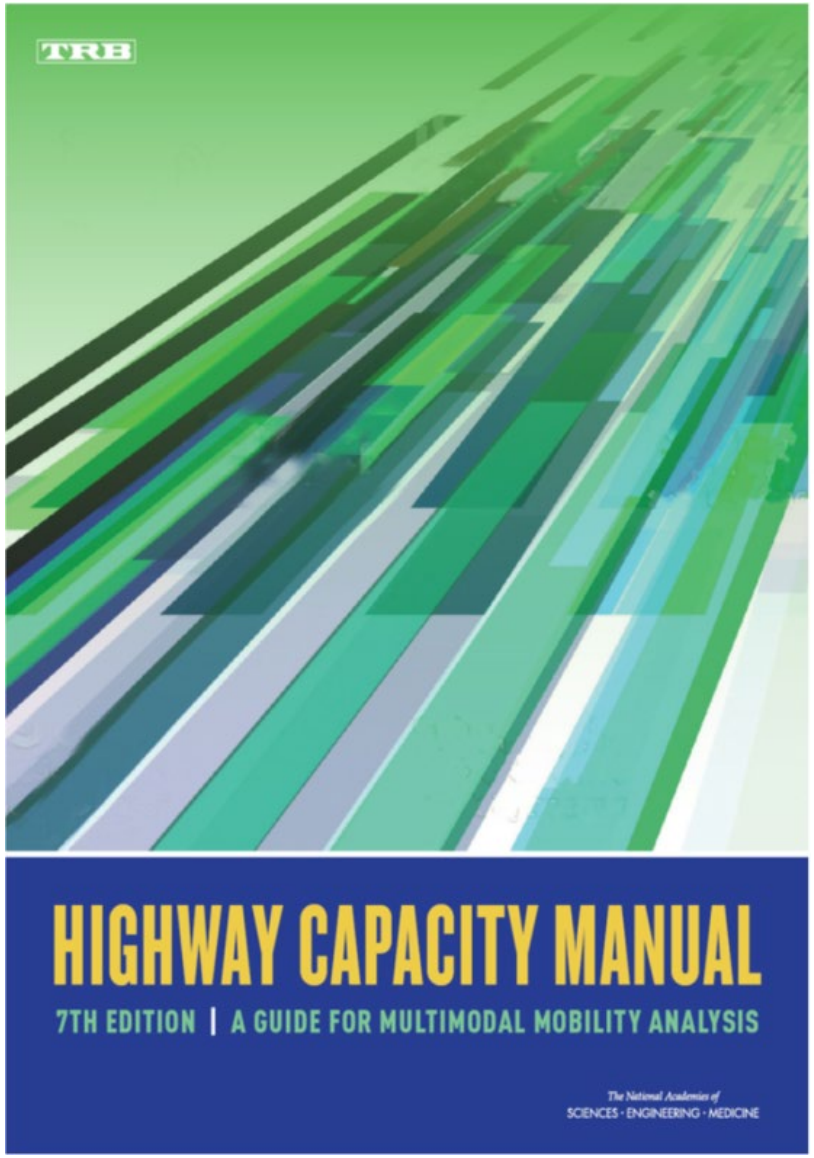
Highway Capacity Manual (7th Edition)

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

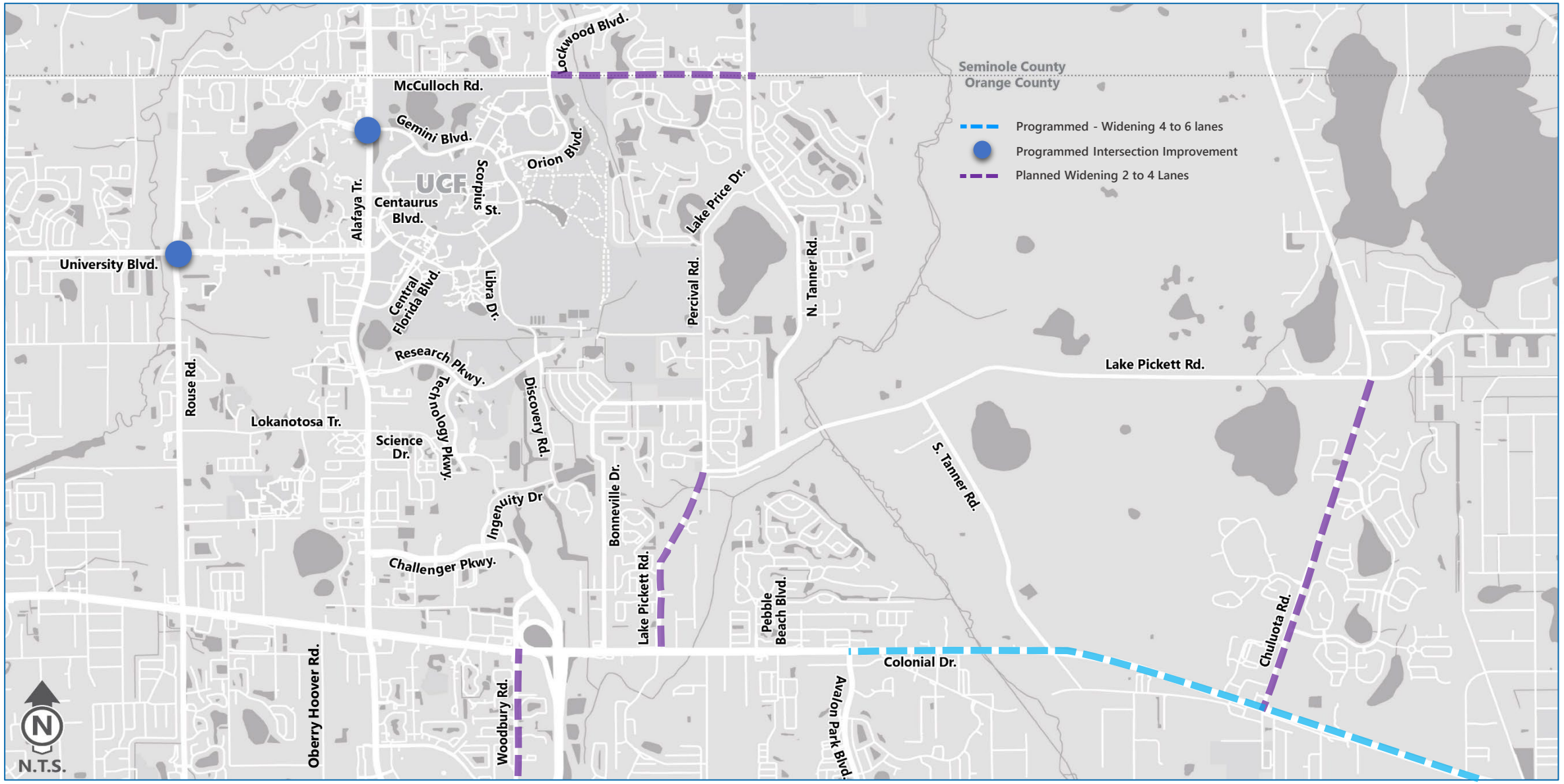
Exhibit 31-64: Base Saturation Flow Rates for CAVs for Through Movements at Signalized Intersections

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

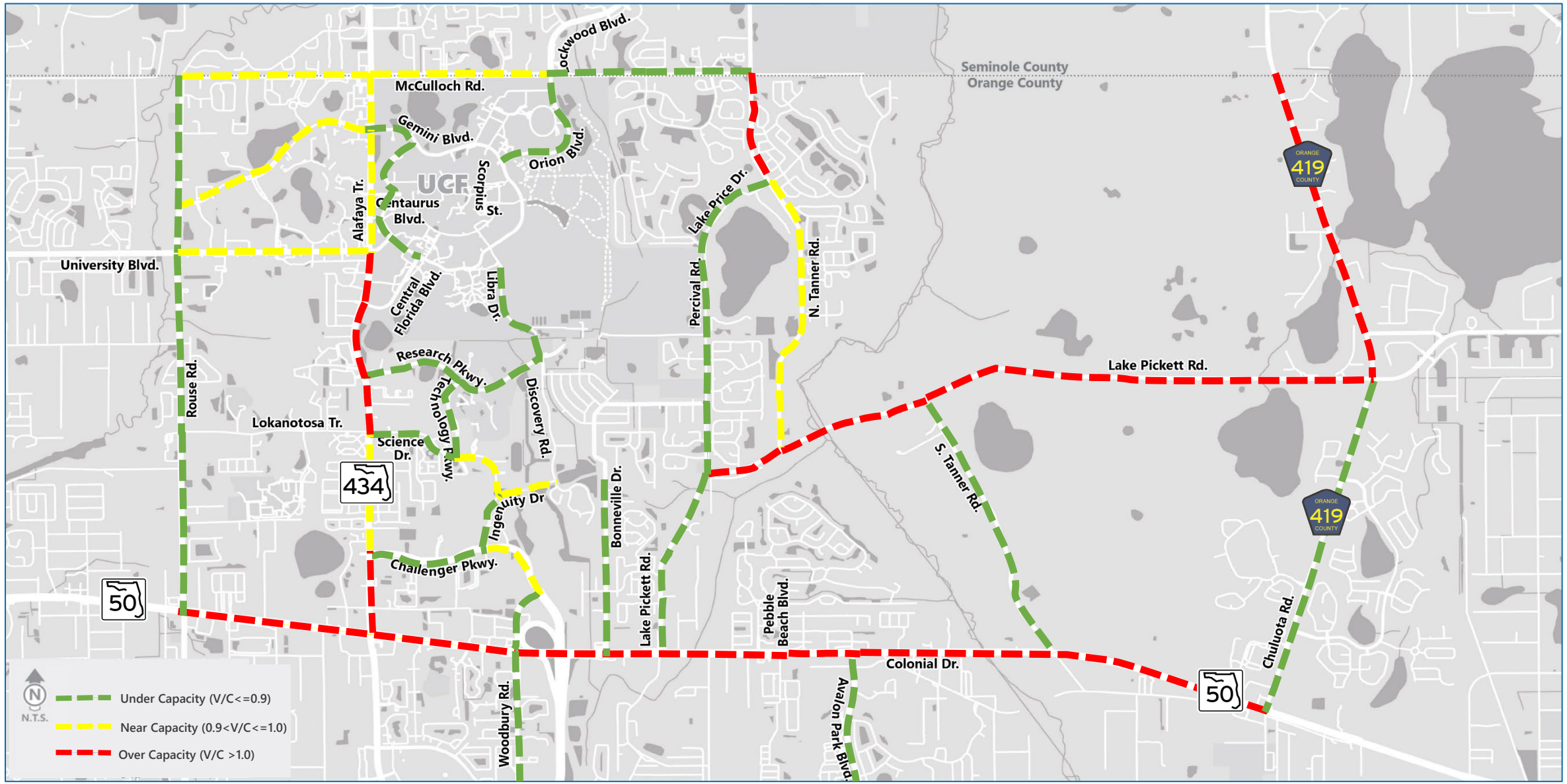
Notes: CAV = connected and automated vehicle, defined here as a vehicle with an operating cooperative adaptive cruise control system. Assumes no interaction with non-motorized road users, no adverse weather impacts, and a facility without driveways or access points impacting saturation flow rates. Interpolate for other CAV proportions.



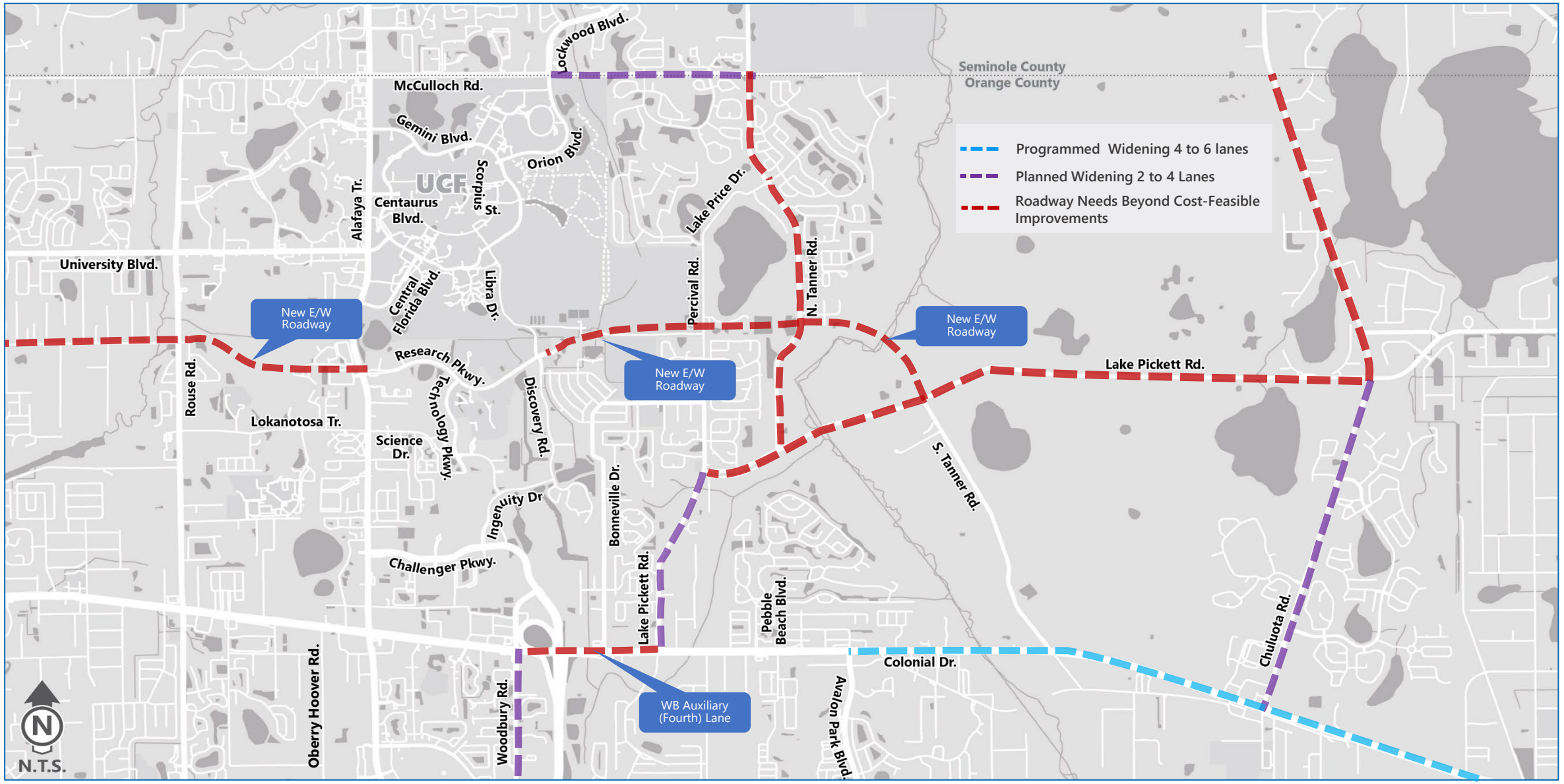
Programmed/Planned Improvements



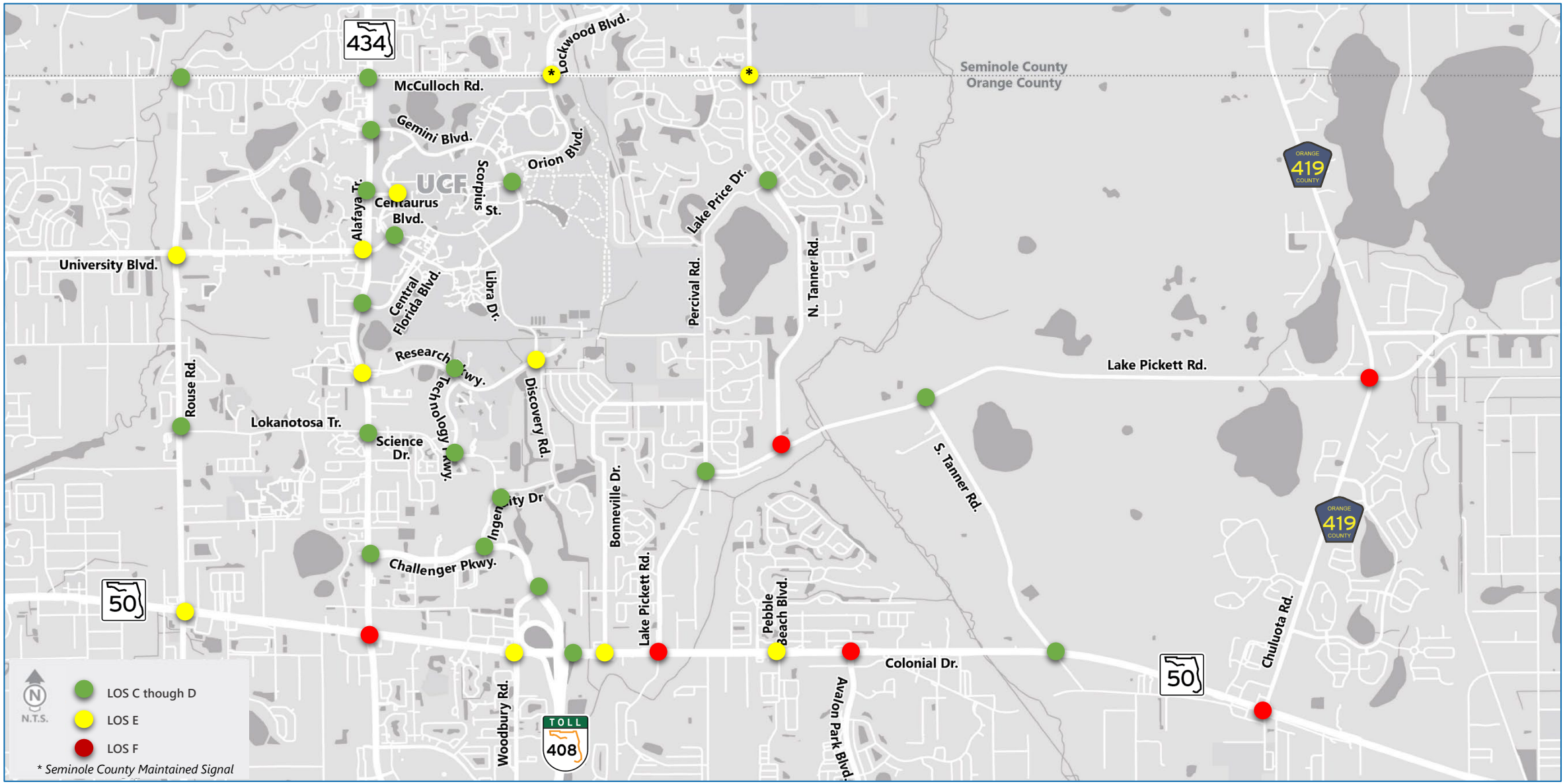
2045 Build Traffic Conditions – Roadway Segments (With Planned/Programmed Improvements)



Roadway Needs



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

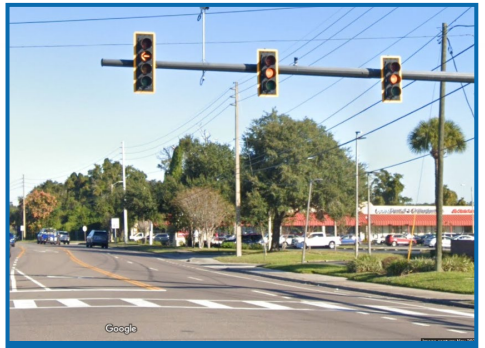


Traditional/Innovative Intersection Improvements

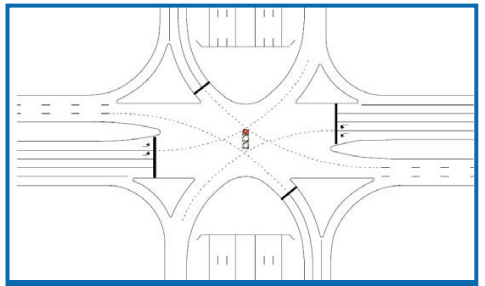
Anticipated Safety Benefits

- 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

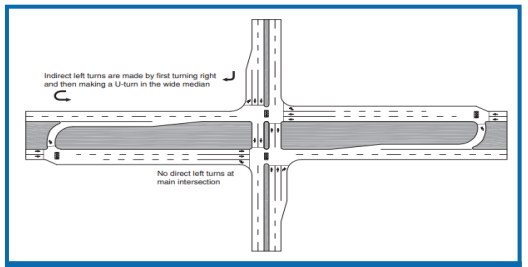
Example Turn Lanes at an Intersection



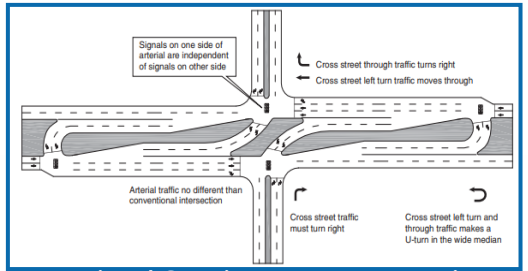
Flashing Yellow Left-turn Signal



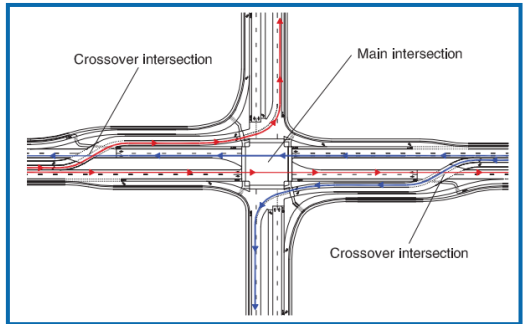
Single Point Urban Interchange (SPUI)



Median U-turn Intersection (MUT)

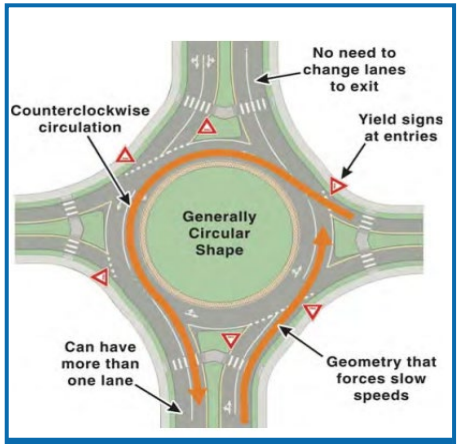


Restricted Crossing U-turn Intersection (RCUT)

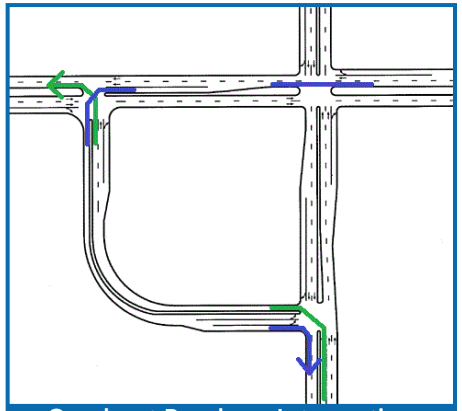


Displaced Left-turn Intersection (DLT)

Source: FHWA

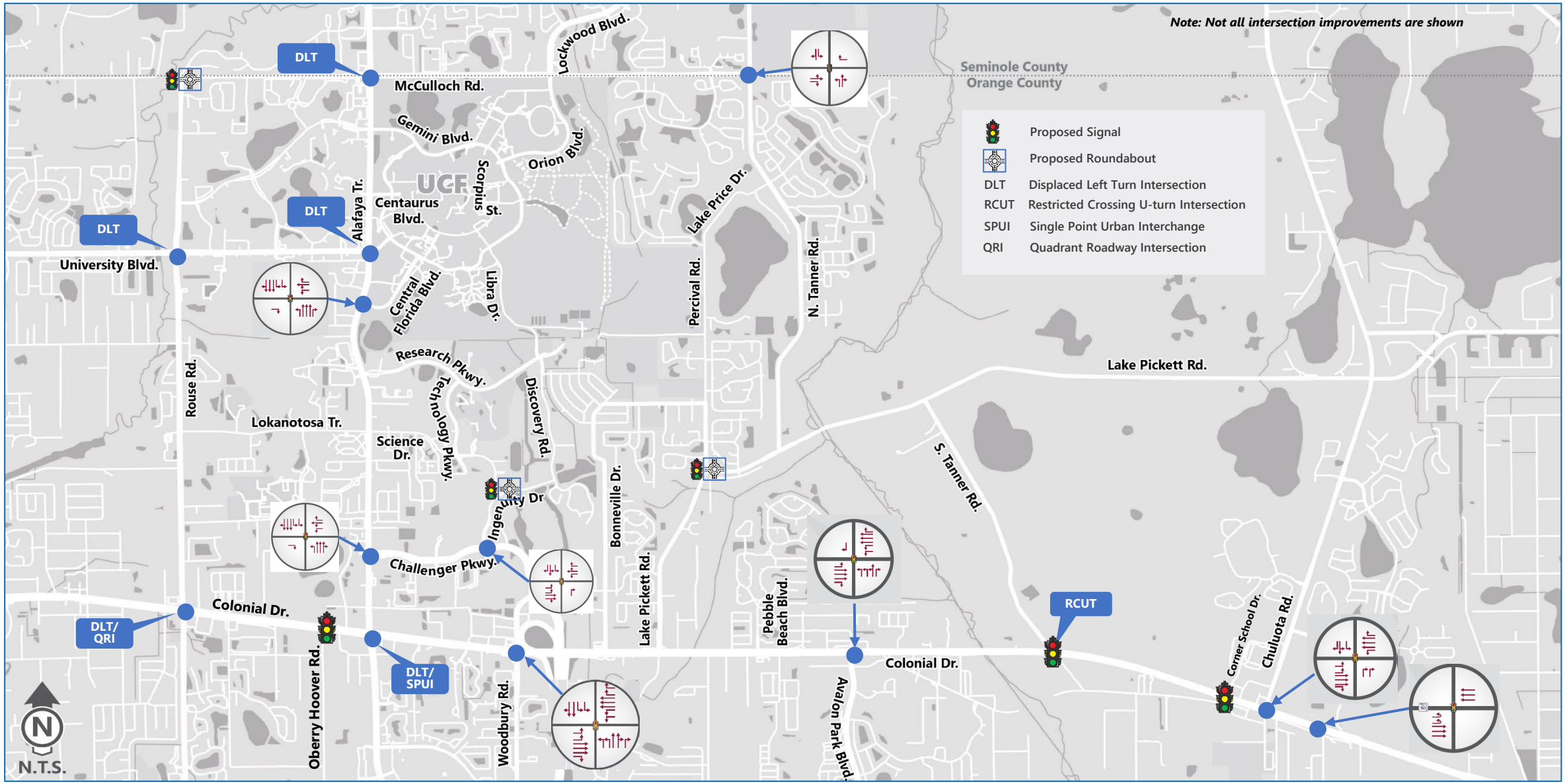


Roundabout



Quadrant Roadway Intersection (QRI)

Innovative Intersection Improvements



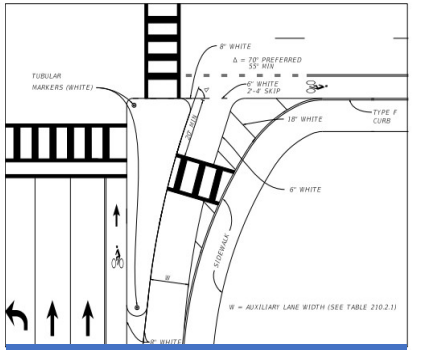
Safety/Multimodal/ADA Improvements

Anticipated Safety Benefits

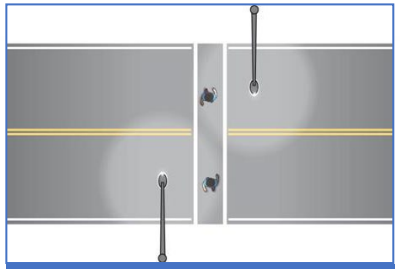
- Retroreflective back plates to signal heads
  - **15%** reduction in all crashes
- Hardened centerlines/pedestrian refuge
  - **32%** reduction in all pedestrian/vehicle crashes
- High-friction surface treatment
  - **58%** reduction in wet weather crashes
- High emphasis crosswalks
  - **40%** reduction 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
- Tighten corner radii
  - Improves pedestrian/bicycle safety

Example Wayfinding Signage

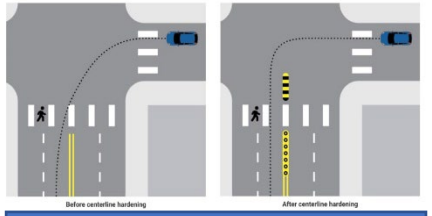

Retroreflective Back Plates



Perpendicular Right Turns


Lights at Mid-block Intersection

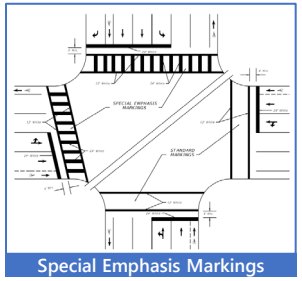

Detectable Warning Curb Ramps



Hardened Centerlines/Pedestrian Refuge

Mid-block Crossing with HAWK

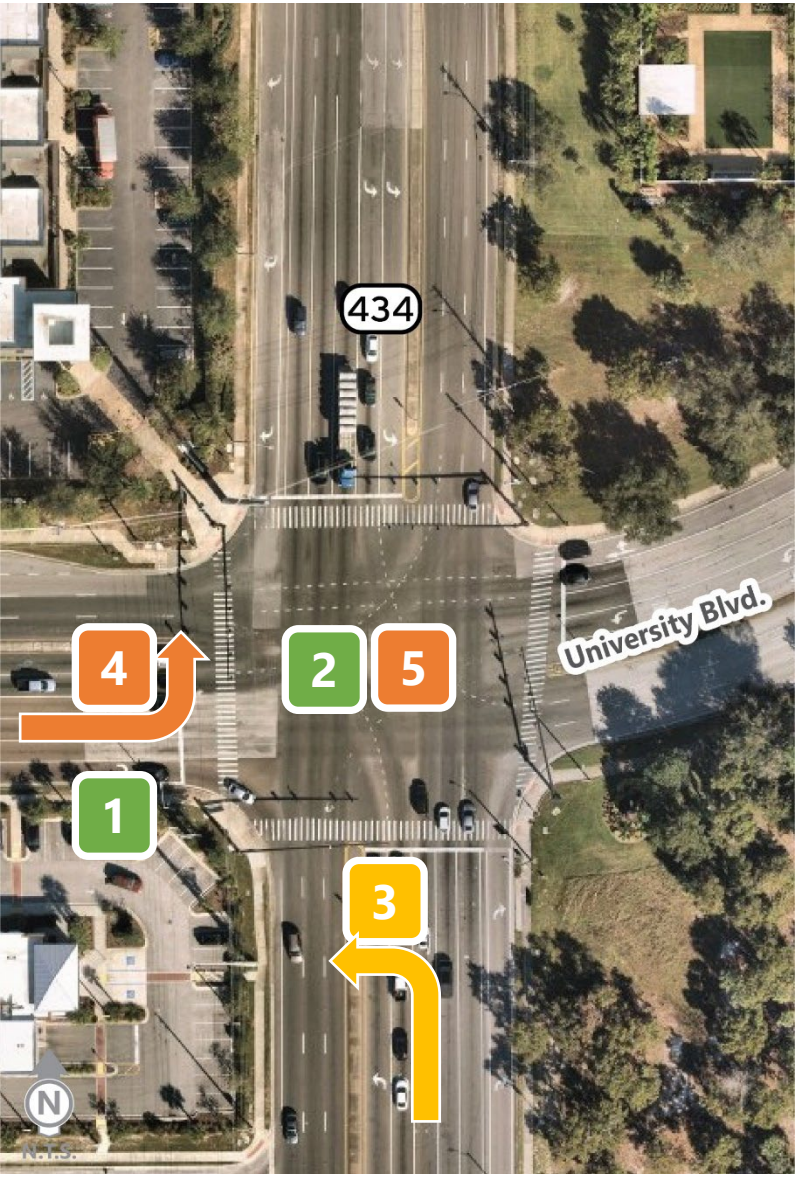
Advance Traffic Control Signs


Special Emphasis Markings

Agenda

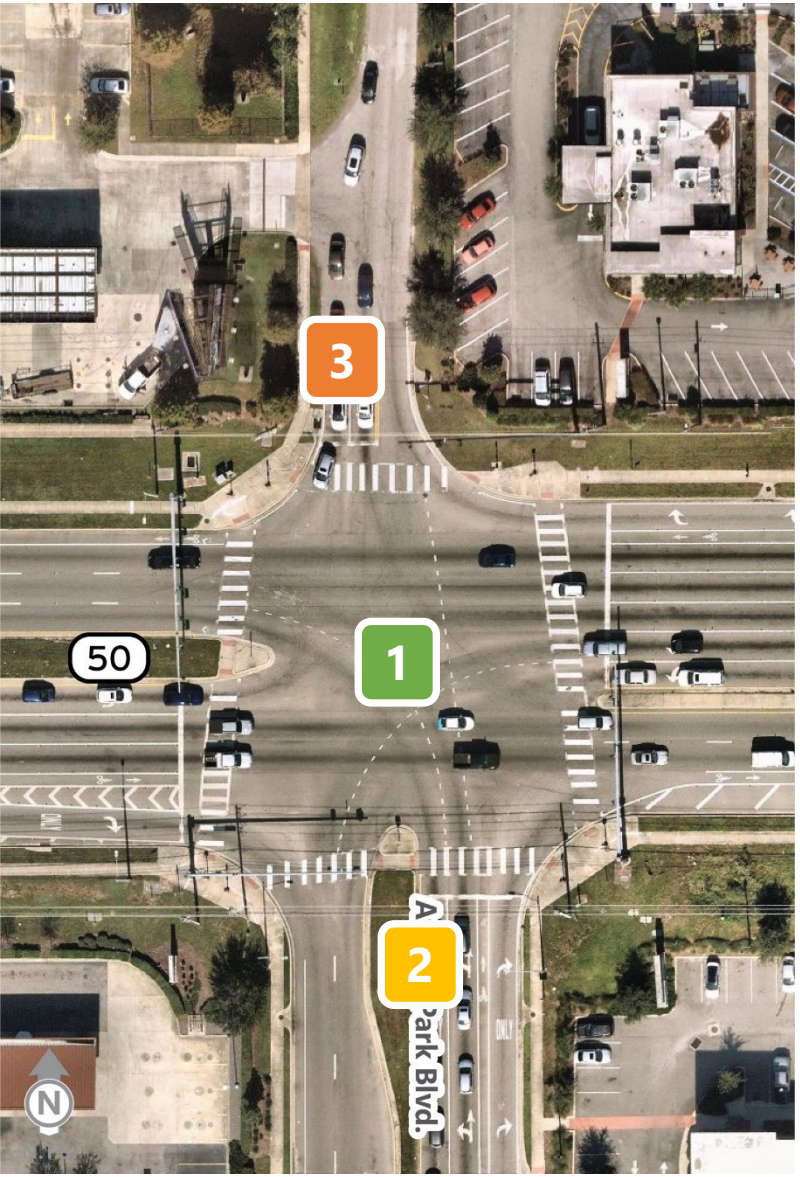
Example Intersection Improvements

Alafaya Tr & University Blvd Intersection Improvements



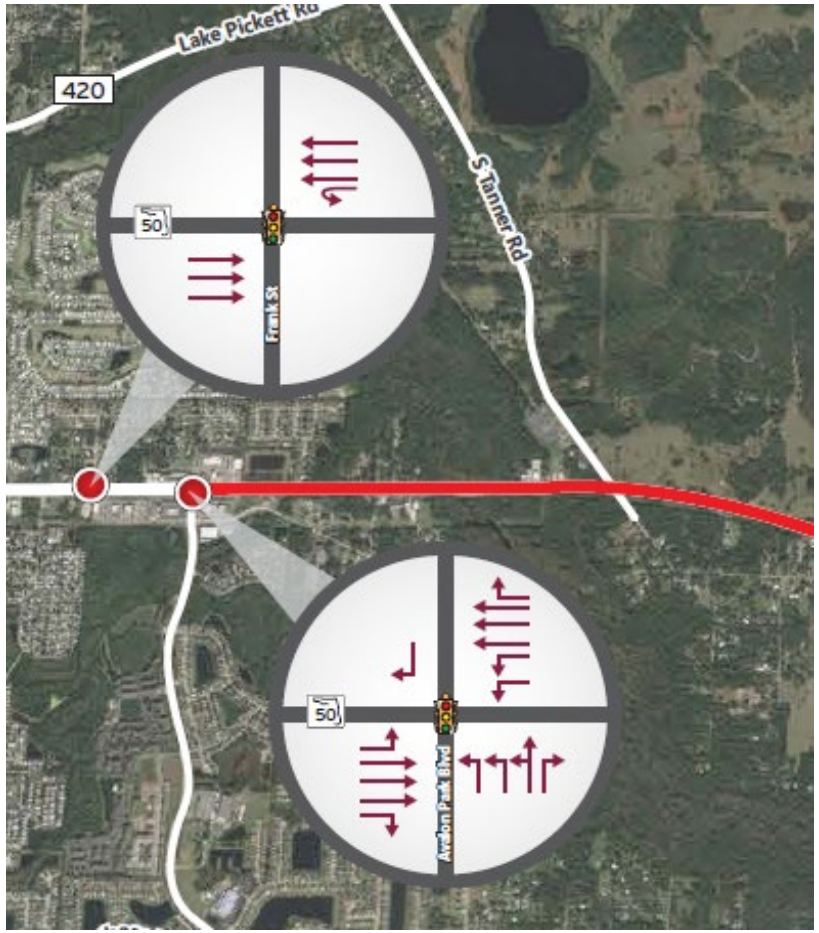
Period	Intersection Improvements	Safety/ADA/ Multimodal Improvements
Short-term Improvements	1 – EB Right Turn Overlap 2 – UCF Pedestrian Safety Study Improvements	▪ Evaluate intersection lighting to meet FDOT guidelines ▪ Add retroreflective back plates to signal heads ▪ Provide special emphasis crosswalk 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

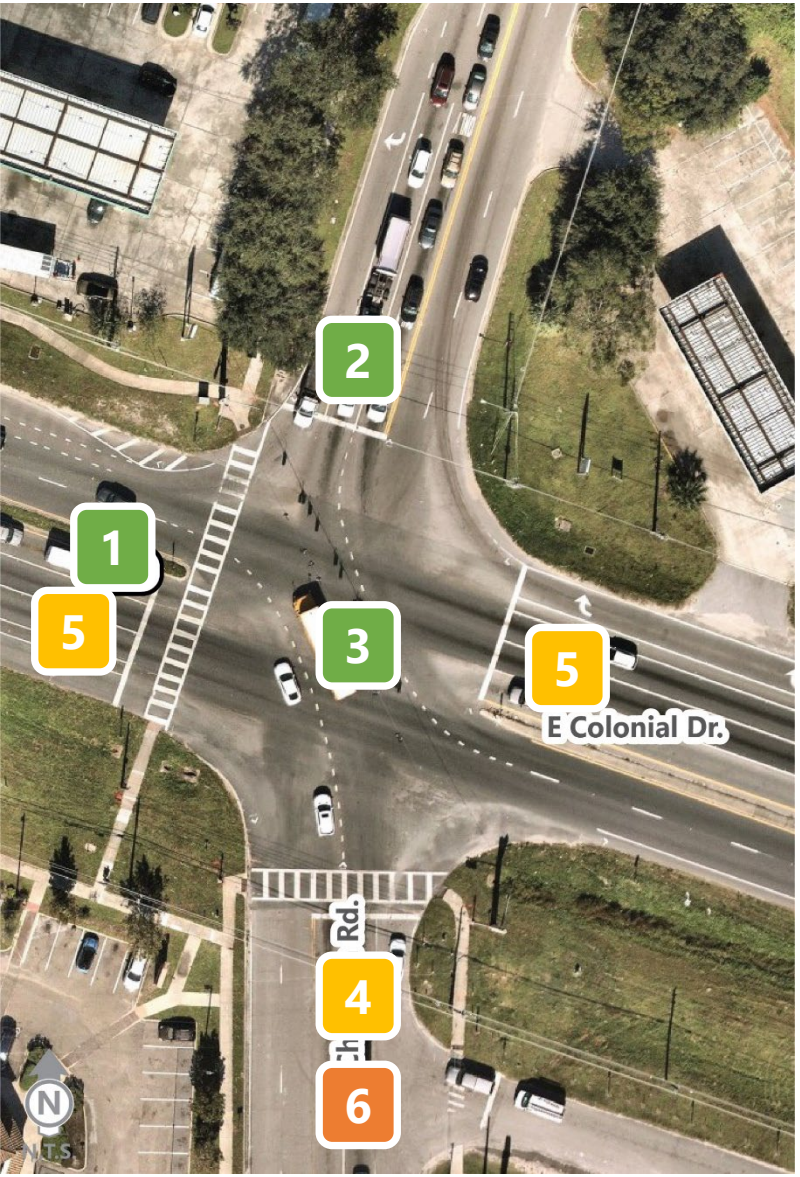


Period	Intersection Improvements	Safety/ADA/ Multimodal Improvements
Short-term Improvements	1 - Adaptive Signal Control	▪ Reduce corner radii or consider installing channelizing corner islands with near perpendicular right turn lane design and truck aprons on the southwest and southeast intersection corners ▪ Provide curb extension on EB departure leg ▪ Upgrade intersection lighting to meet FDOT guidelines
Mid-term Improvements	2 – Third NB Left Turn Lane	
Long-term Improvements	3 – Convert SB Approach to Right-out Only & Provide U-turn West of this Intersection	

SR 50 & Avalon Park Blvd Intersection Improvements

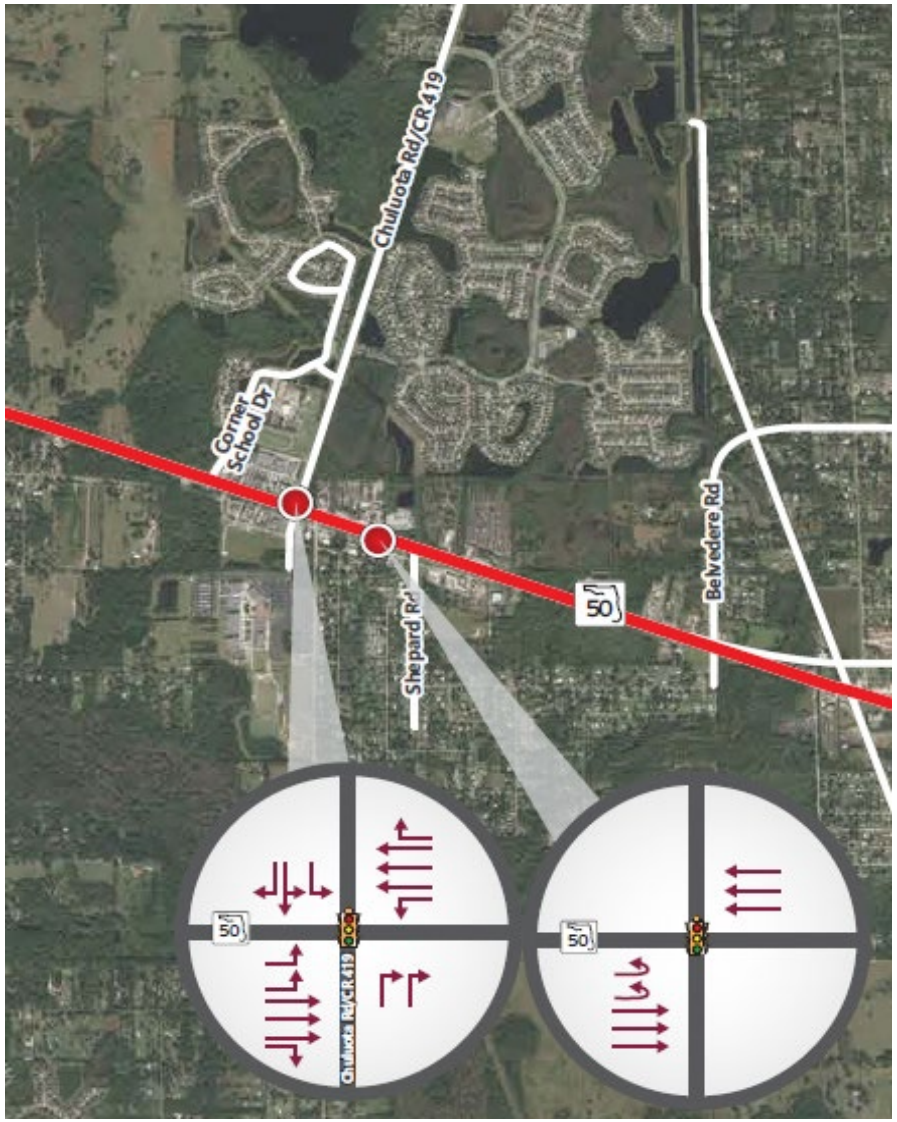


SR 50 & Chuluota Rd Intersection Improvements



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	▪ 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 1 SB 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	

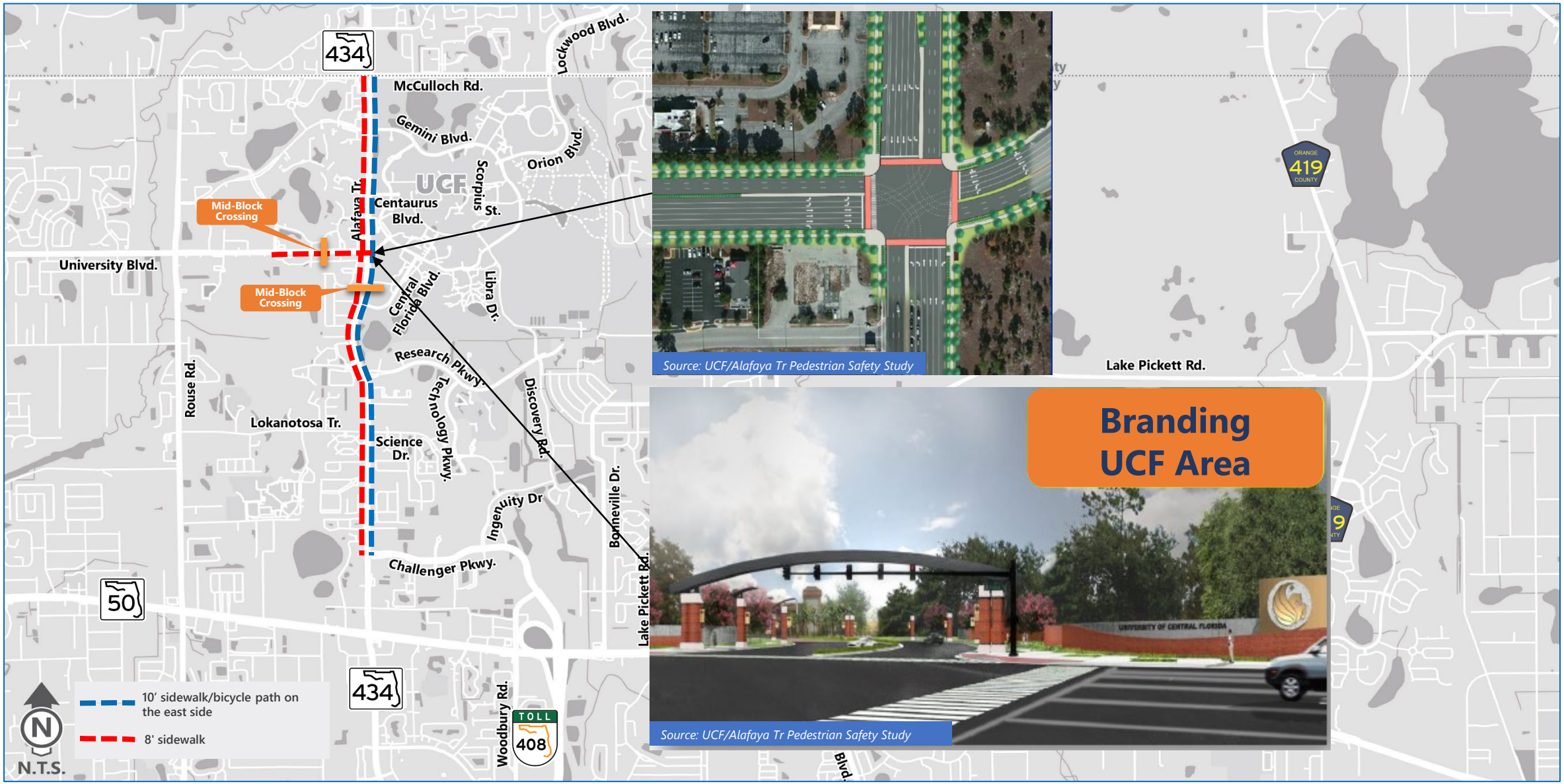
SR 50 & Chuluota Rd Intersection Improvements



Agenda

Multimodal Improvements

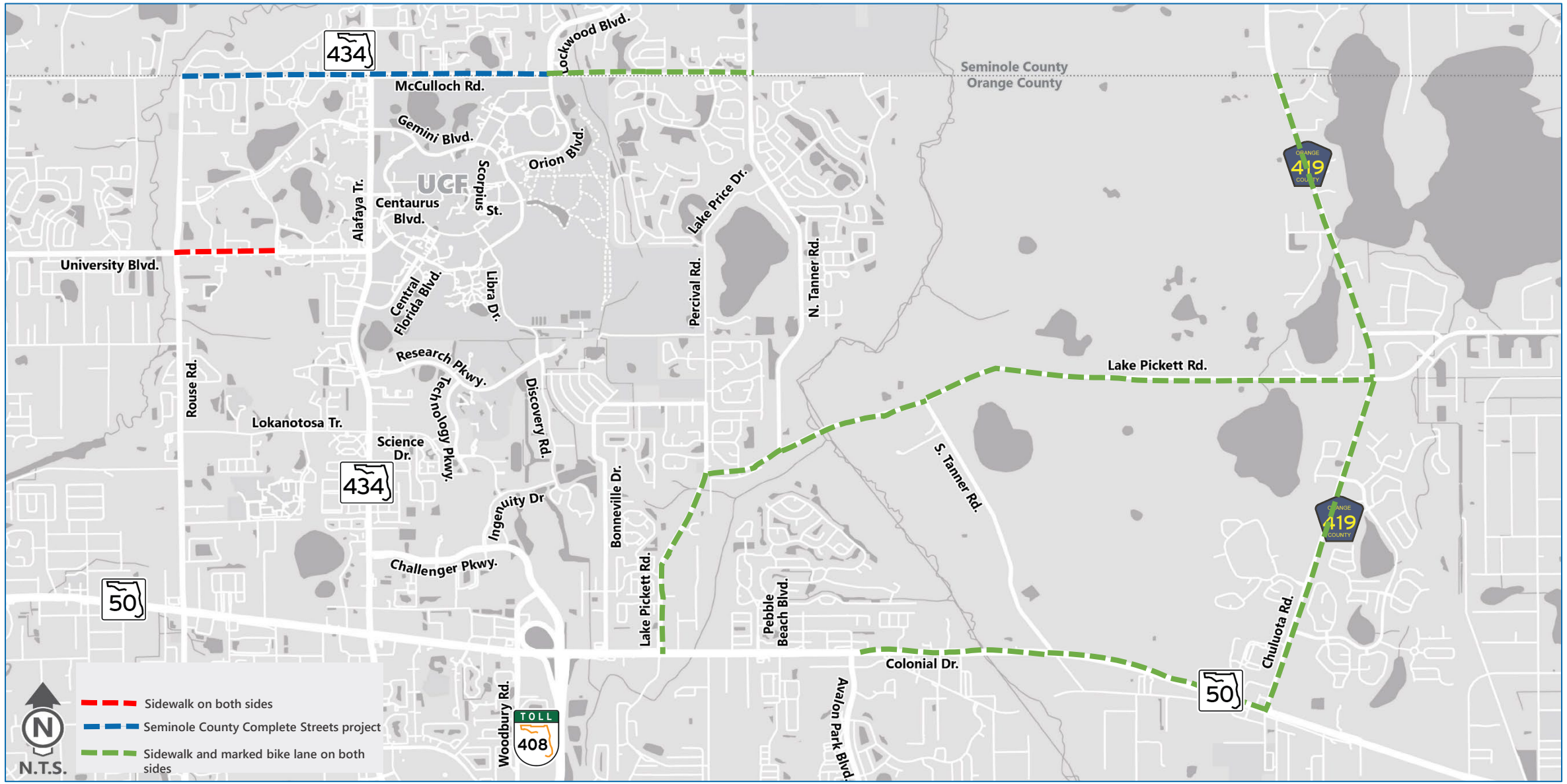
Pedestrian/Bicycle Facilities – Programmed Improvements



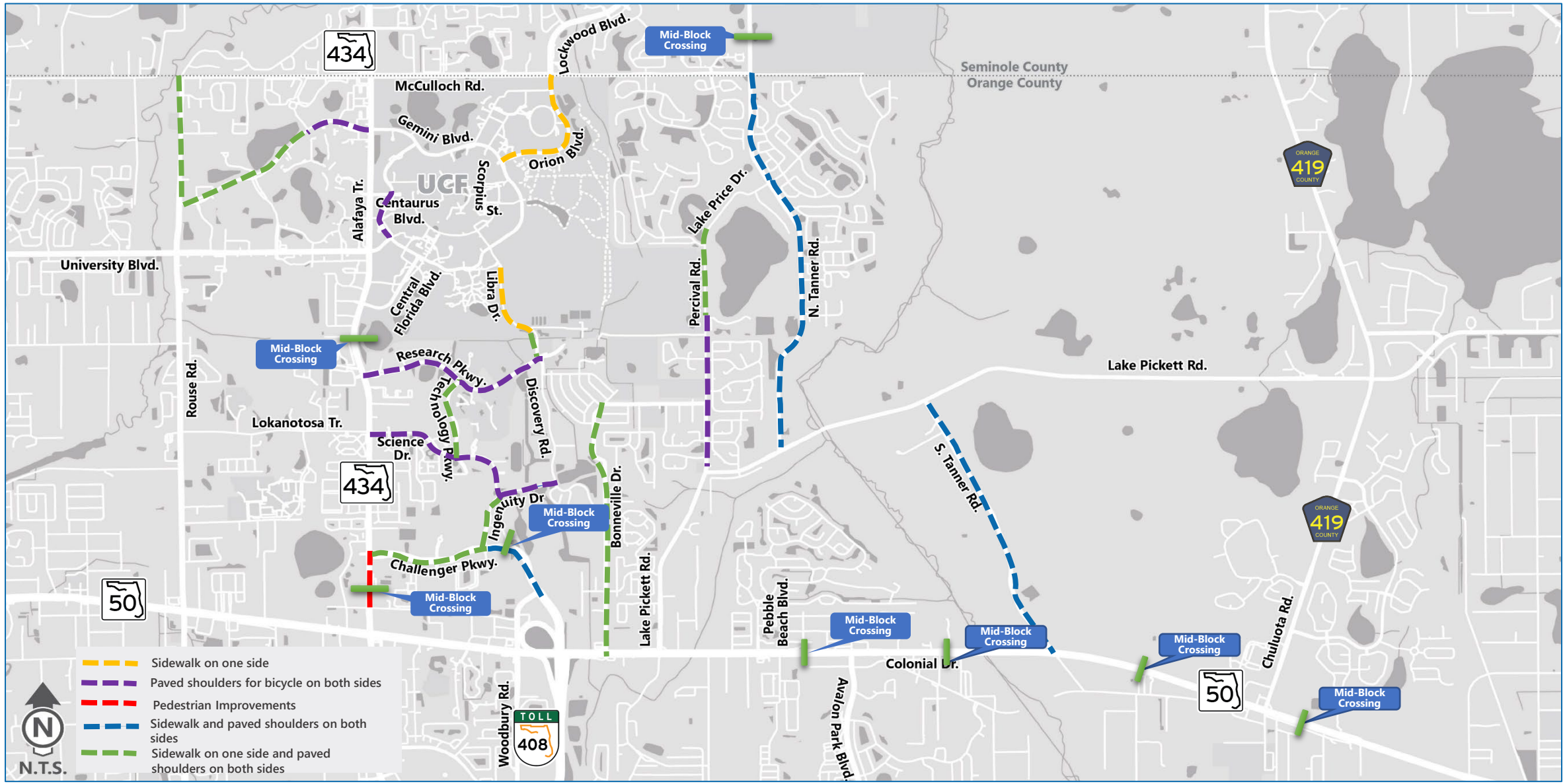
Source: UCF/Alafaya Tr Pedestrian Safety Study

Source: UCF/Alafaya Tr Pedestrian Safety Study

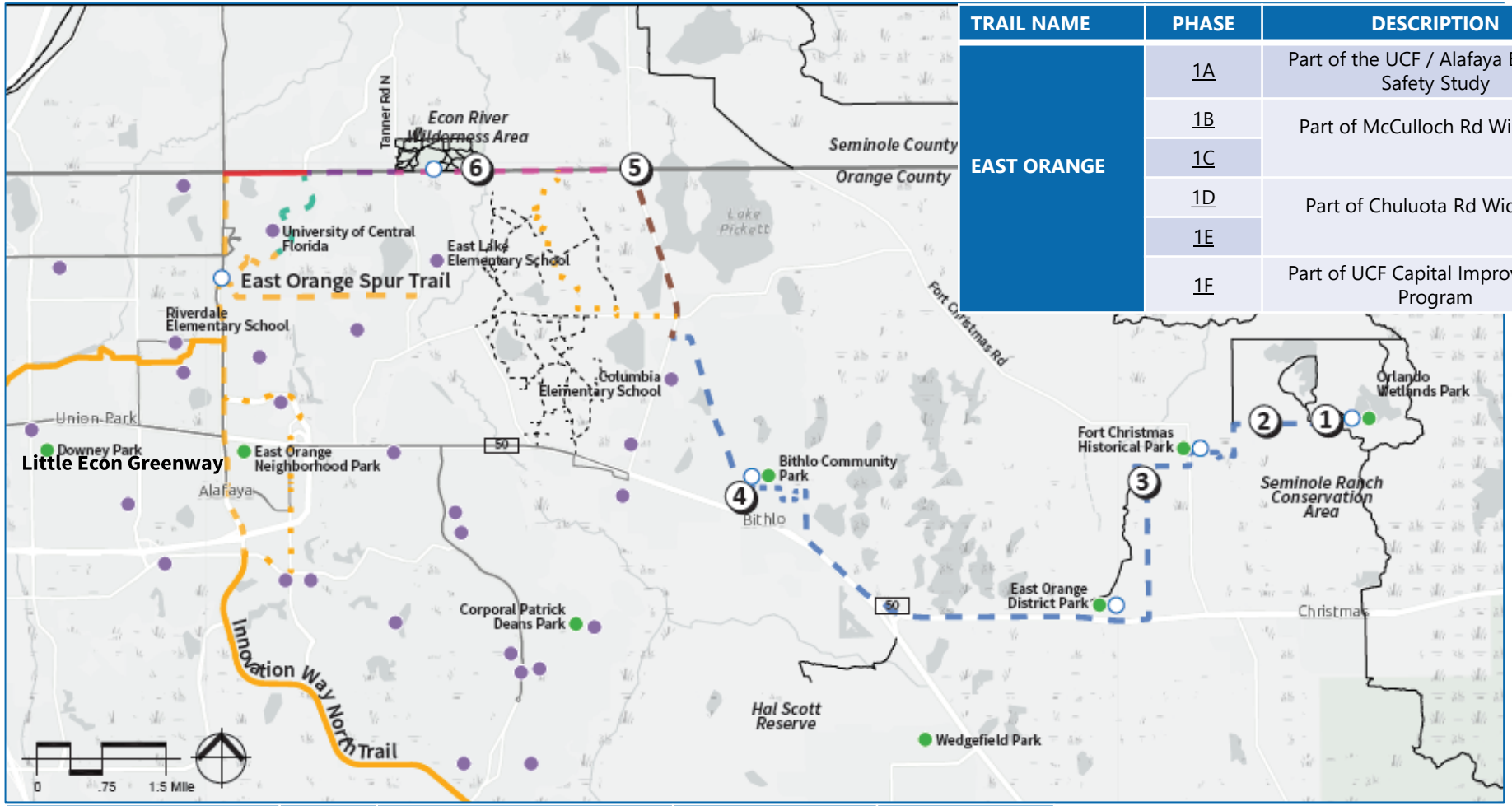
Pedestrian/Bicycle Facilities – Planned Improvements



Pedestrian/Bicycle Needs



Planned Trail Improvements



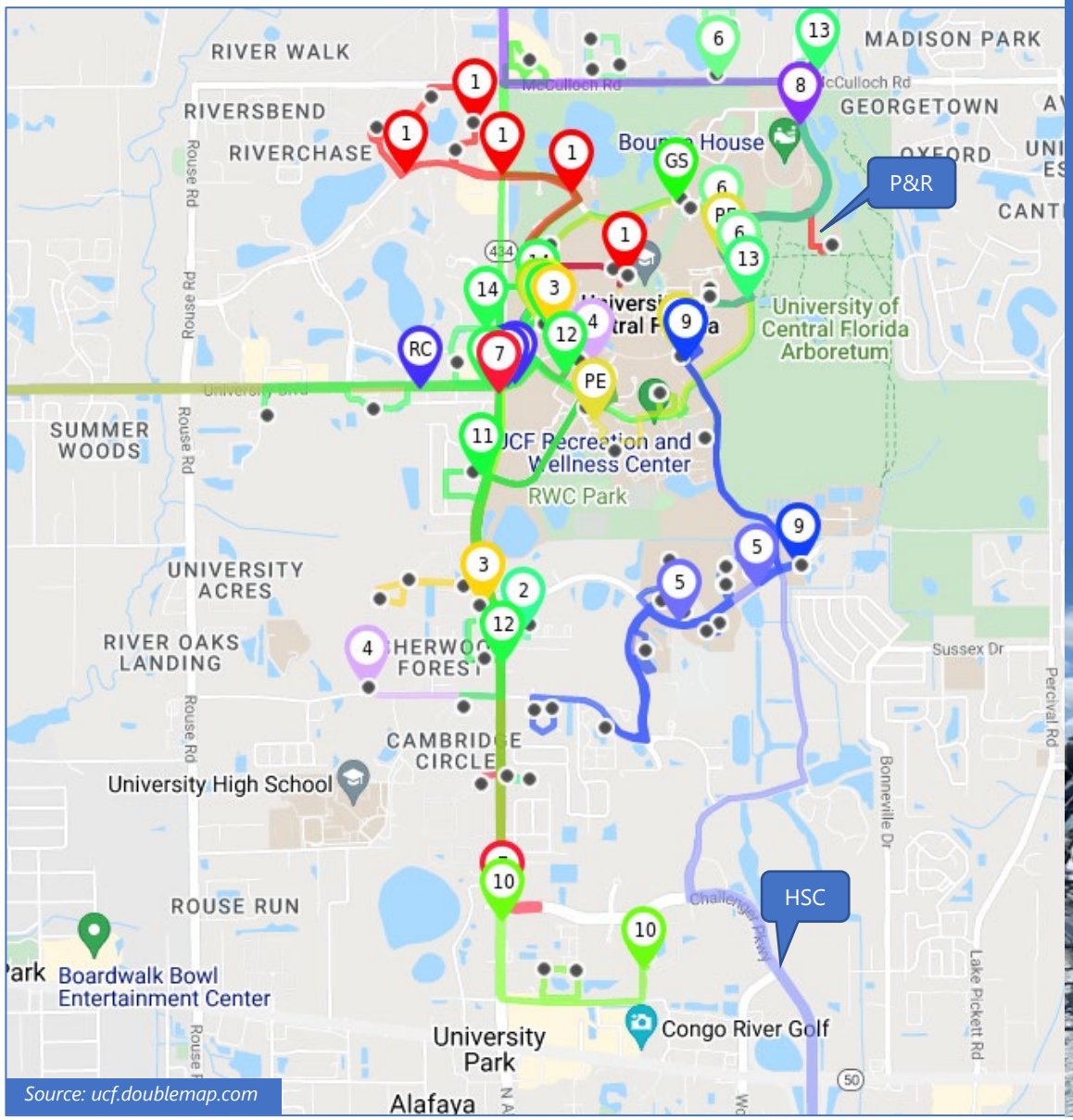
TRAIL NAME	PHASE	DESCRIPTION	FROM	TO
EAST ORANGE	1A	Part of the UCF / Alafaya Bike Ped Safety Study	N Alafaya Tr	Orion Blvd
	1B	Part of McCulloch Rd Widening	Orion Blvd	N Tanner Rd
	1C		N Tanner Rd	Chuluota Rd
	1D	Part of Chuluota Rd Widening	Chuluota Rd	Lake Pickett Rd
	1E		Lake Pickett Rd	Fort Christmas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

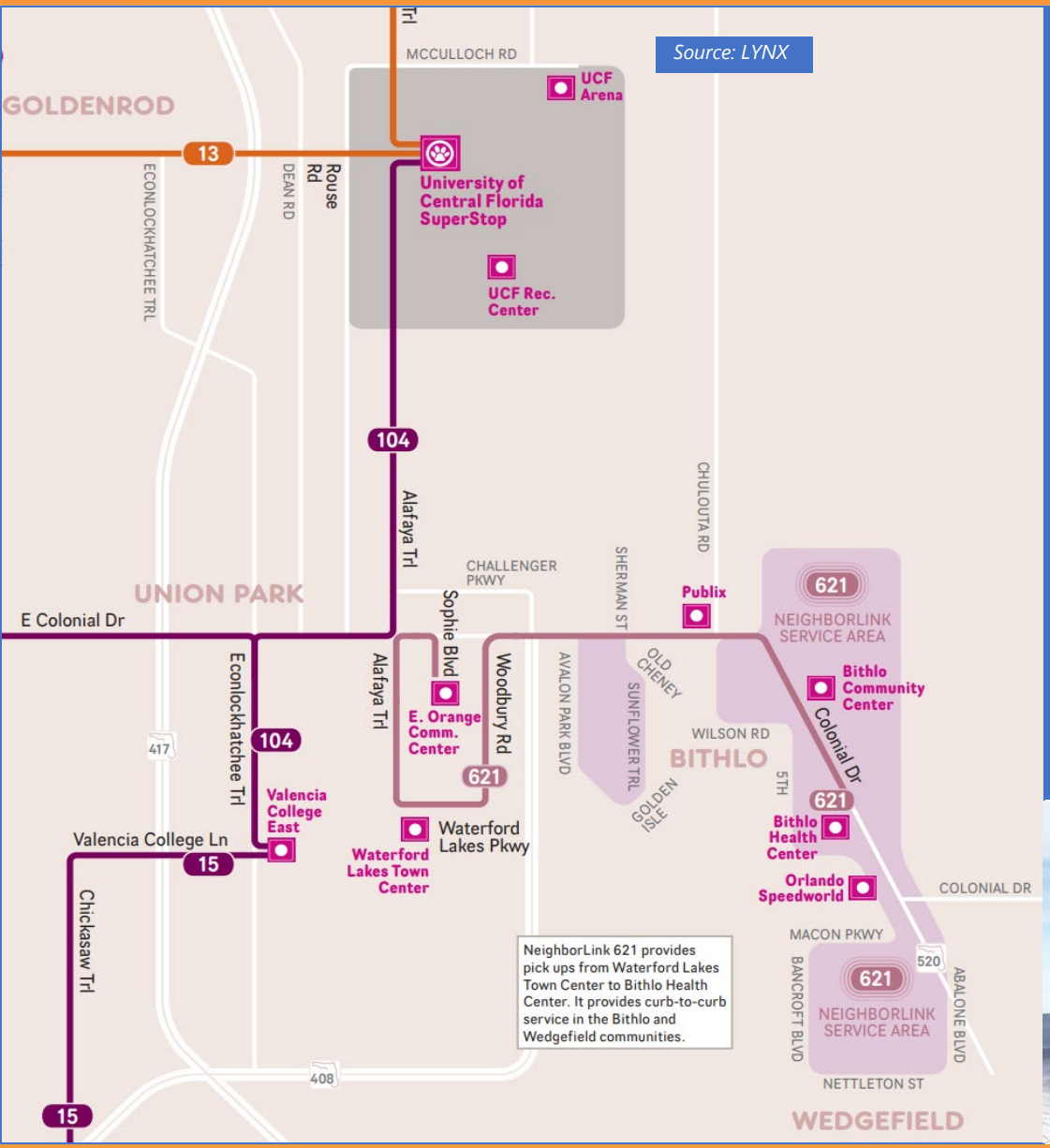
13 - NorthView

14 - Plaza on University

15 - Collegiate Village Inn / Arden Villas

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

Existing Transit - LYNX



Legend/Information

Route 104, East Colonial Drive/UCF

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

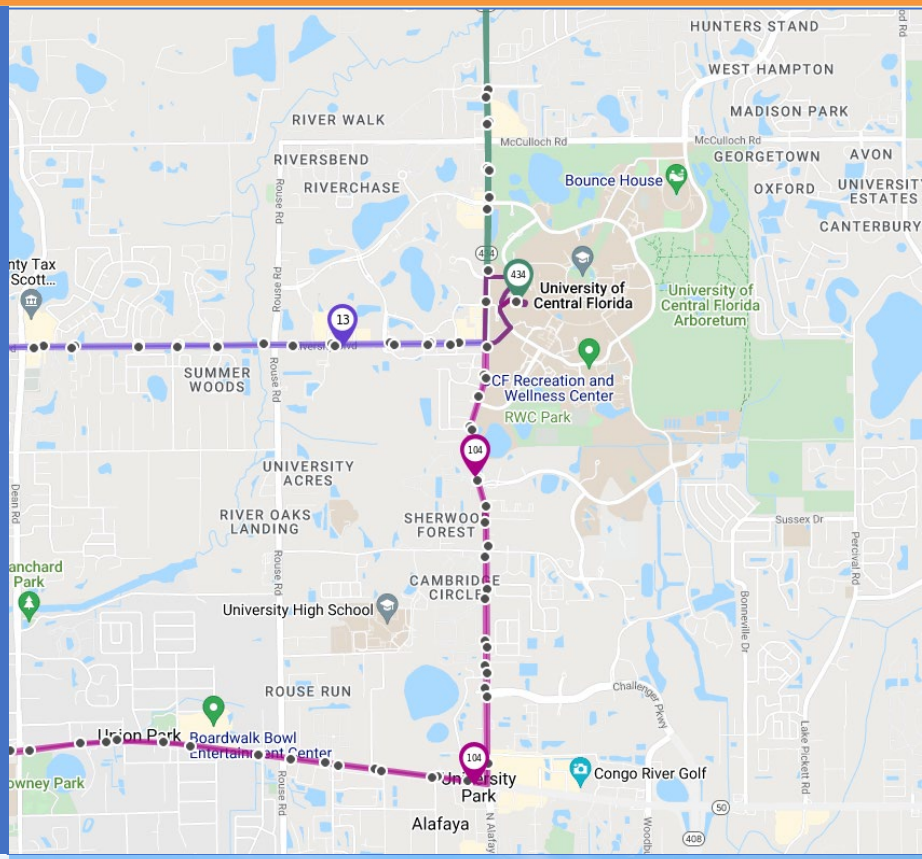
Route 13, University Boulevard/UCF

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

Route 434, SR 434

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

NeighborLink 621, on-demand circulator

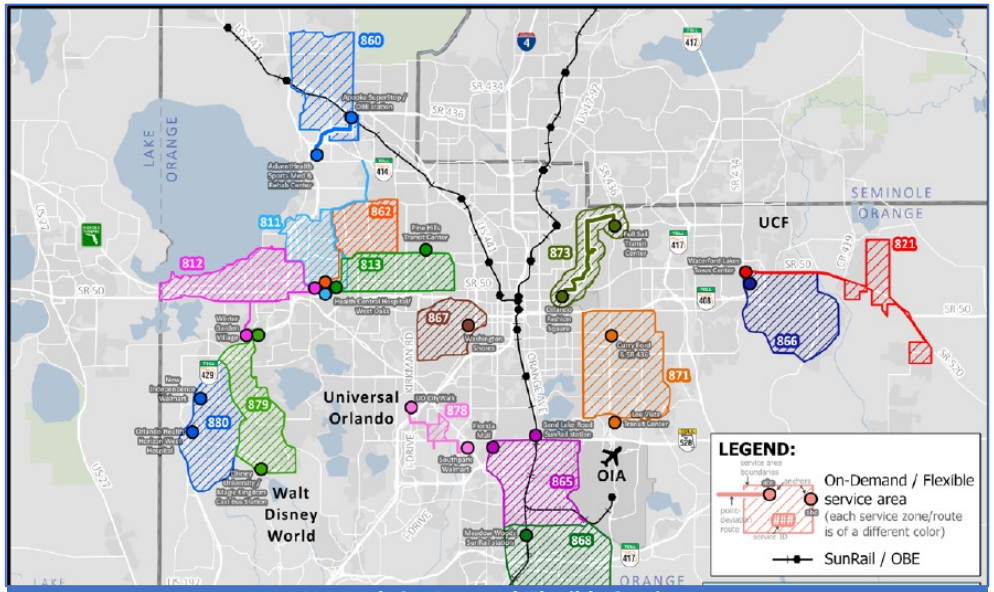


Source: golynx.doublemap.com

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

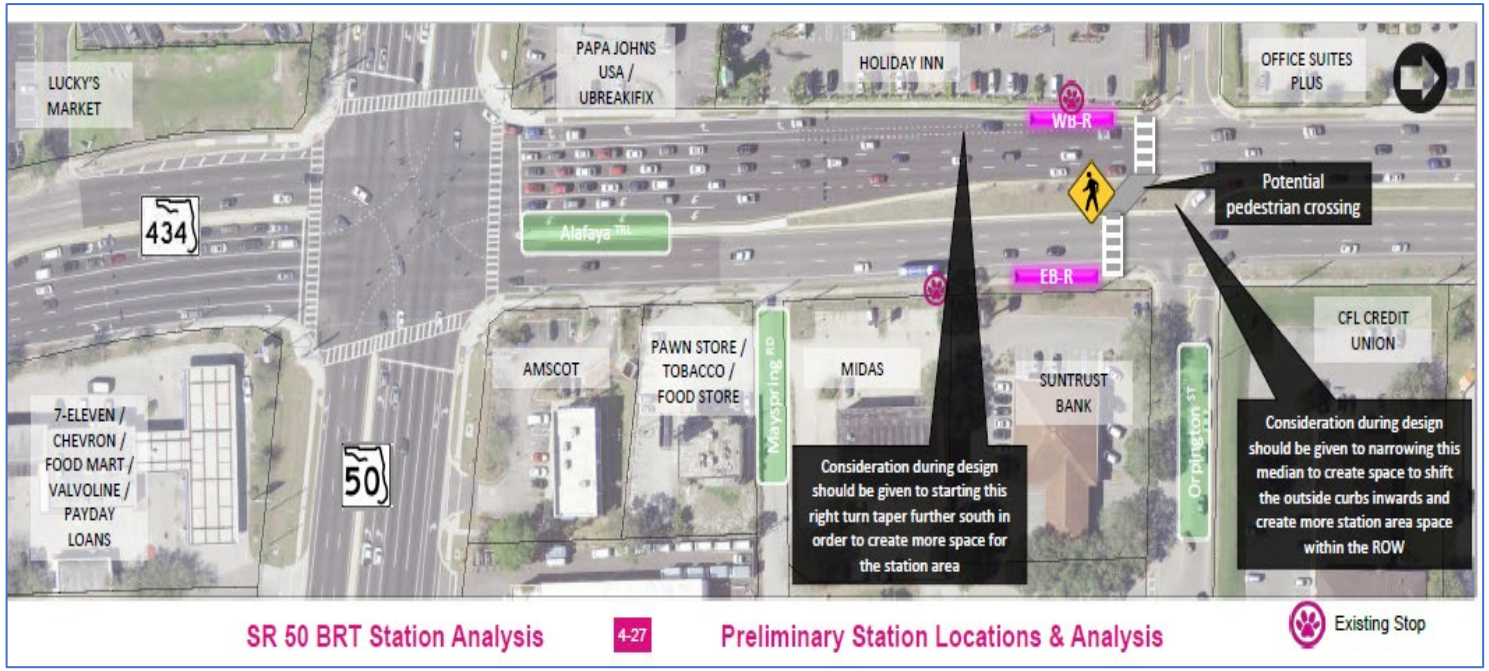
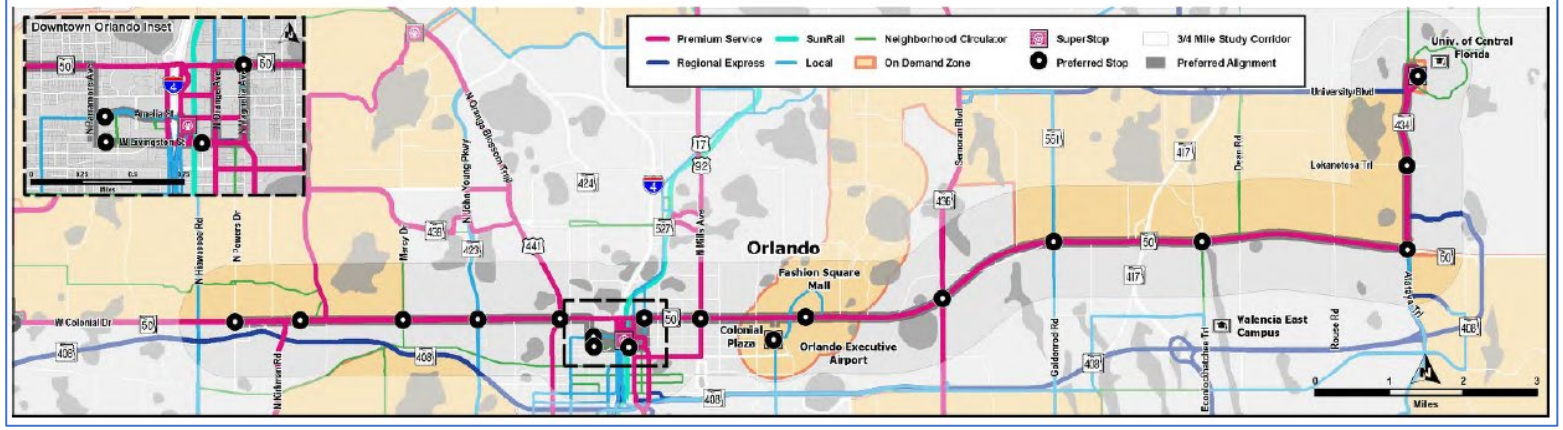
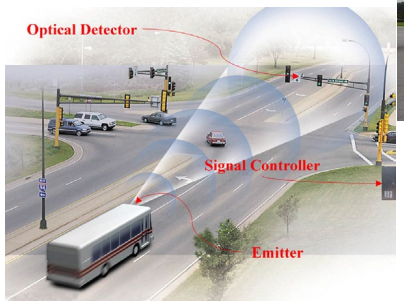


Figure 15 |Future LYNX Network



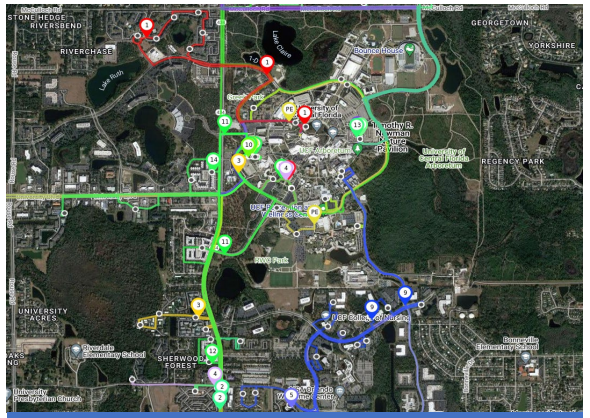


Travel Demand Management (TDM) Strategies

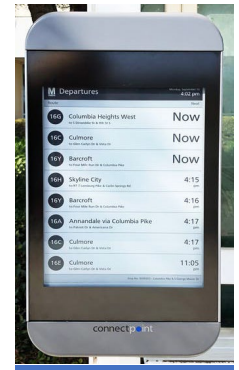
- New NeighborLinks (Expansion Area/On-Demand)
- Transportation Management Organization (TMO)
- Transit Marketing, Real-Time Information, and Wayfinding
- Special Transit Benefits Zone
- Active Transportation Commuter Stations
- Dedicated Traffic Safety Instructor
- Mobility Hub (UCF SuperStop) and Facility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

Anticipated Vehicle Trip Reduction
5-15% for NEOCATS

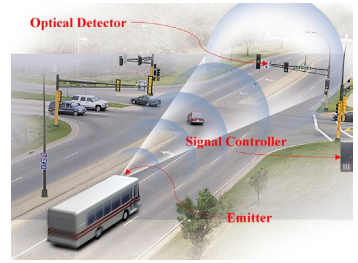
Example Mobility Hub



UCF Shuttle Tracker



Example Bus Stop Digital Sign



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

Agenda

ITS Improvements/Emerging Technologies

ITS Improvements/Emerging Technologies

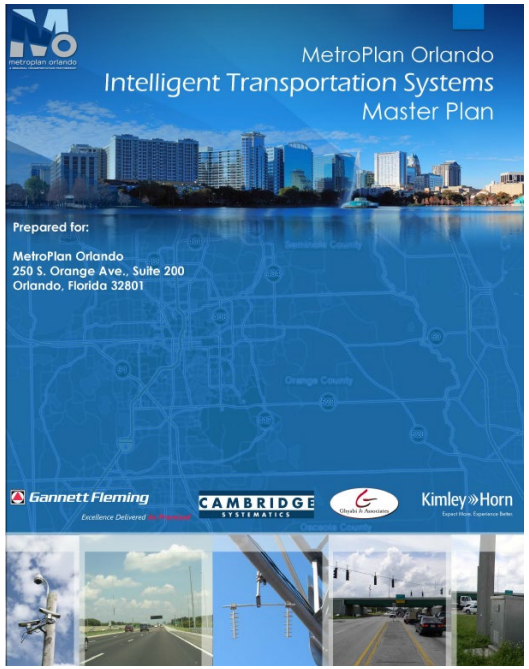
Period	ITS Project	Description
Short-term	▪ SR 50 Adaptive Signal System (Forsyth Rd to Avalon Park Blvd)	▪ Install an adaptive signal system
	▪ Intelligent Transportation Systems/Customer Information Systems/Travel Planning	▪ Test upcoming transit technologies and real time transit dissemination applications
	▪ Data Sharing Application	▪ Access real-time information from other agencies (dashboard with performance measures, and tools to measure performance and communicate information)
	▪ Active Arterial Management (AAM)	▪ AAM is a collection of strategies for managed corridors and an integrated regional system. ▪ Strategies include traveler information, signal timing, and more.
Mid-term	▪ Connected Vehicle Pilot Project	▪ Test connected vehicle strategies
	▪ UCF - Bicycle and Pedestrian Innovative ITS Solution	▪ Install bicycle and pedestrian ITS technologies
	▪ CAV Technology Ready Corridors	▪ 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
	▪ Install speed/volume sensors, Bluetooth devices, and Arterial DMS (ADMS)	▪ 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

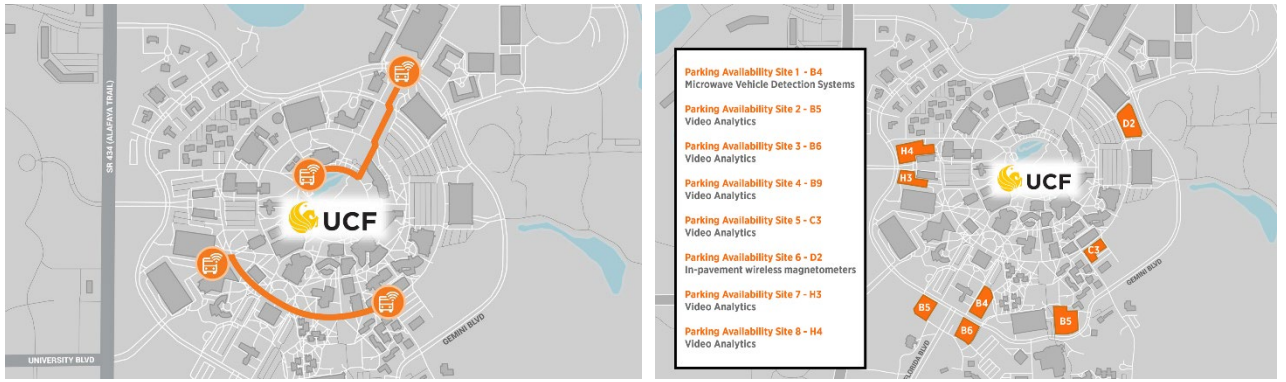
Enhanced Pedestrian Infrastructure

Active Arterial Management



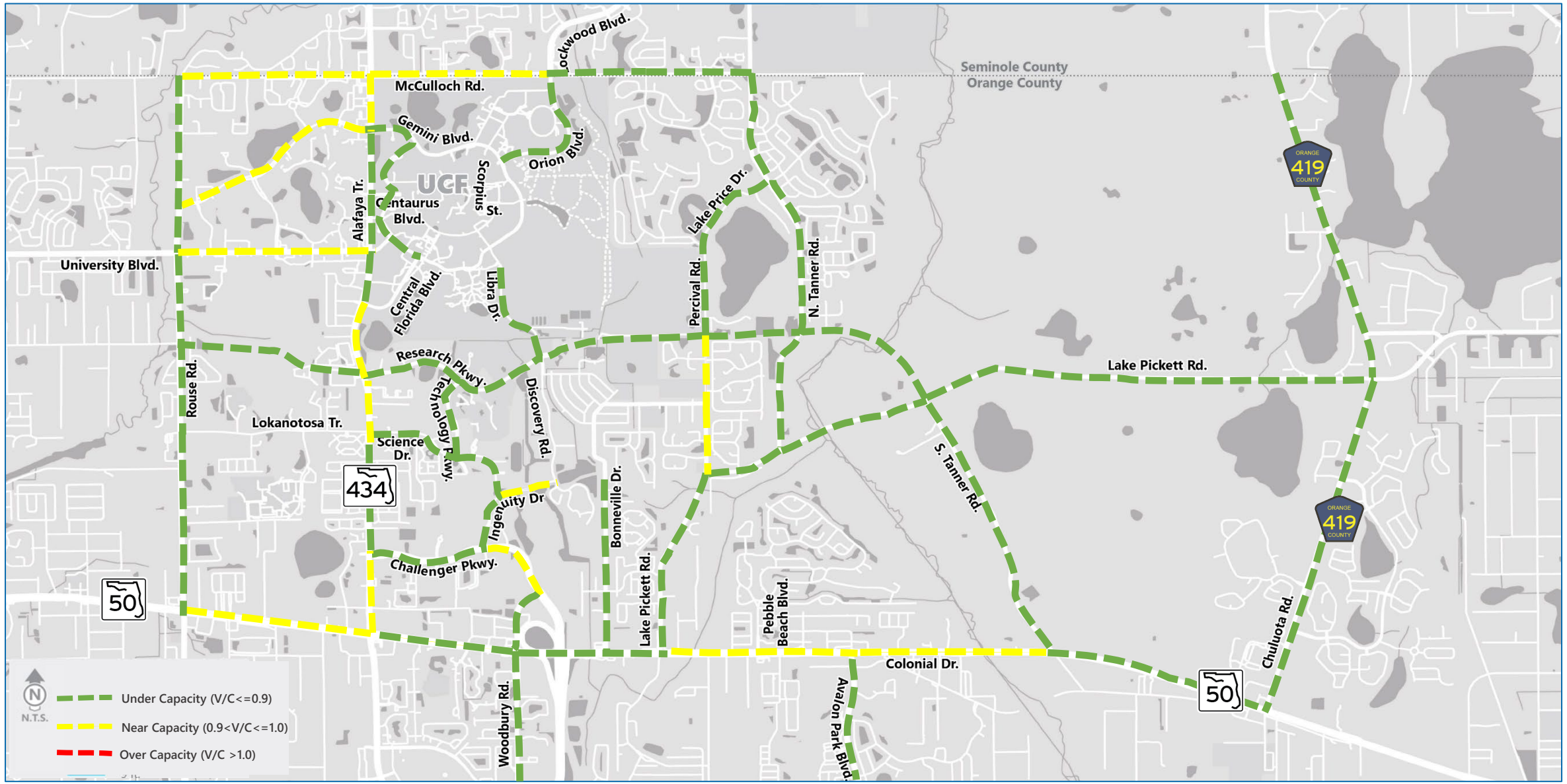
ITS Improvements/ATTAIN Central Florida

- 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

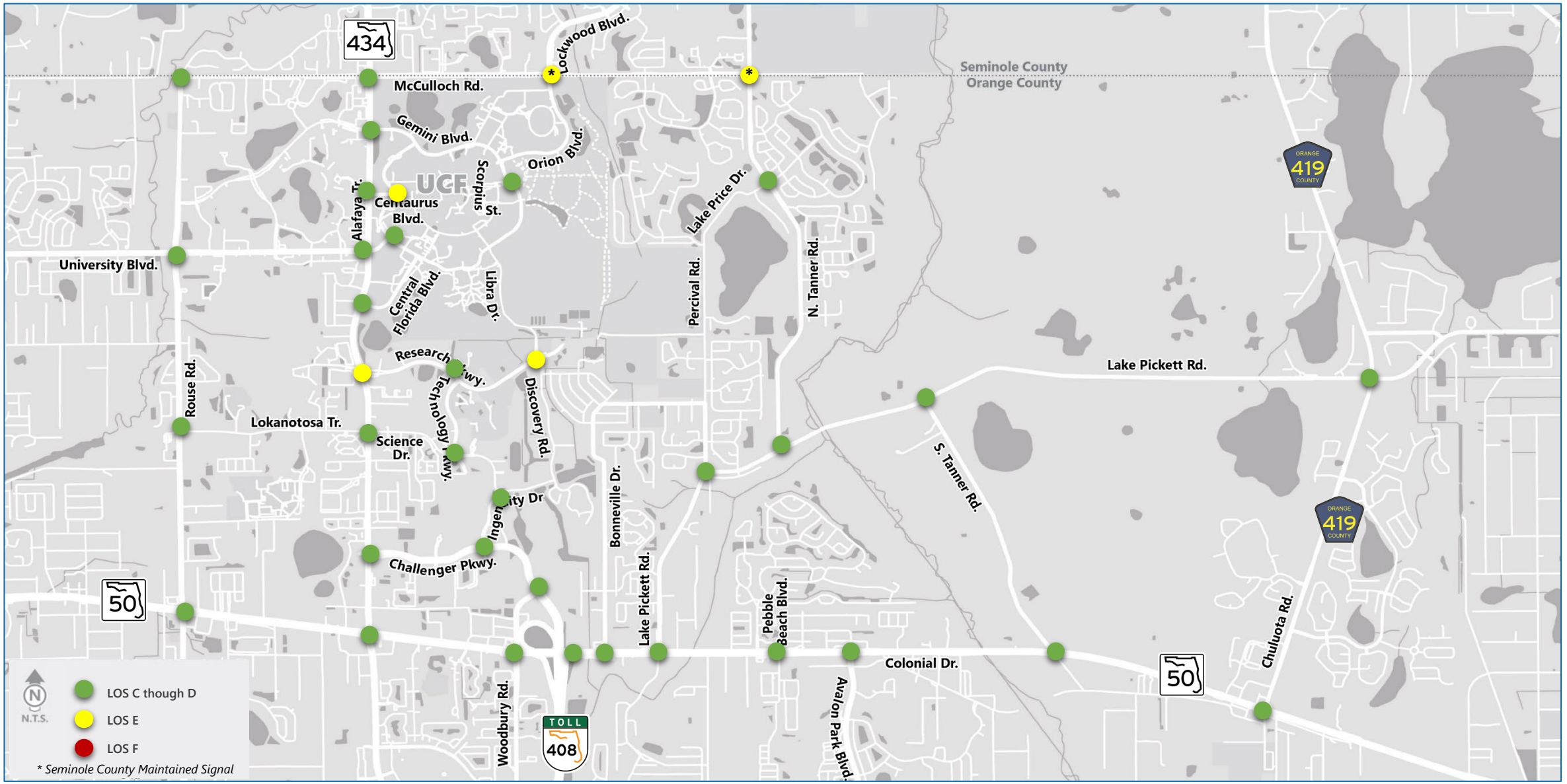


Source: https://cflsmartroads.com/projects/ATTAIN-CFL.html

2045 Build Traffic Conditions – Segments (With Improvements based on Roadway Needs)



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



Agenda

Study Timeline/ Next Steps

NEOCATS Study Timeline/ Next Steps

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

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

NEOCATS Study – Contact Information

Hatem A. Abou-Senna, PhD., P.E.
Project Manager
Orange County Transportation Planning Division
4200 S. John Young Pkwy.
Orlando, FL. 32839

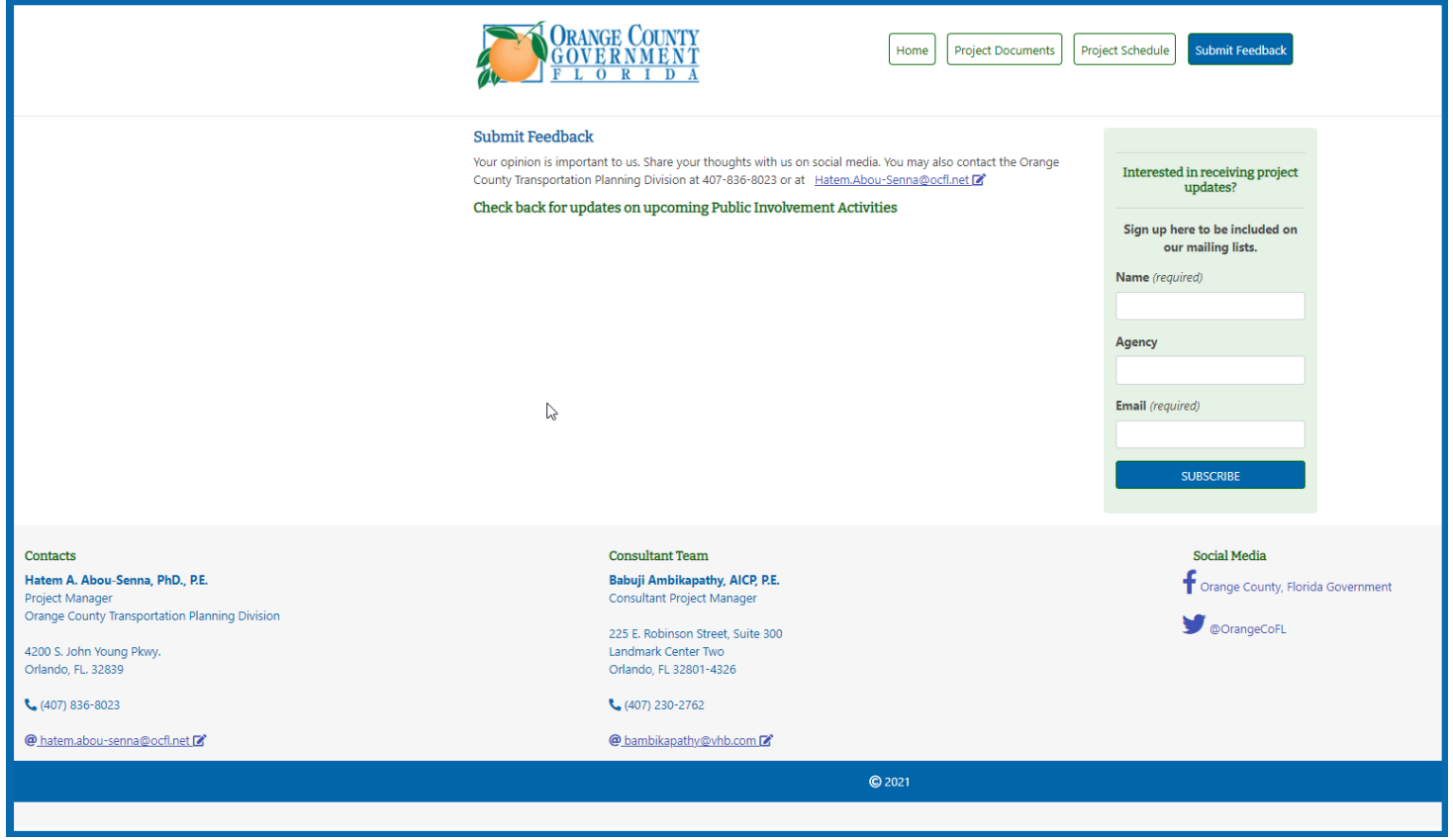
(407) 836-8023

Babuji Ambikapathy, AICP, P.E.
Consultant Project Manager
225 E. Robinson Street, Suite 300
Landmark Center Two
Orlando, FL 32801-4326

(407) 230-2762

NEOCATS – Website/Feedback

www.neocatstudy.com



Visit the project web page.

We want to know what you think!

Feedback and Discussion