

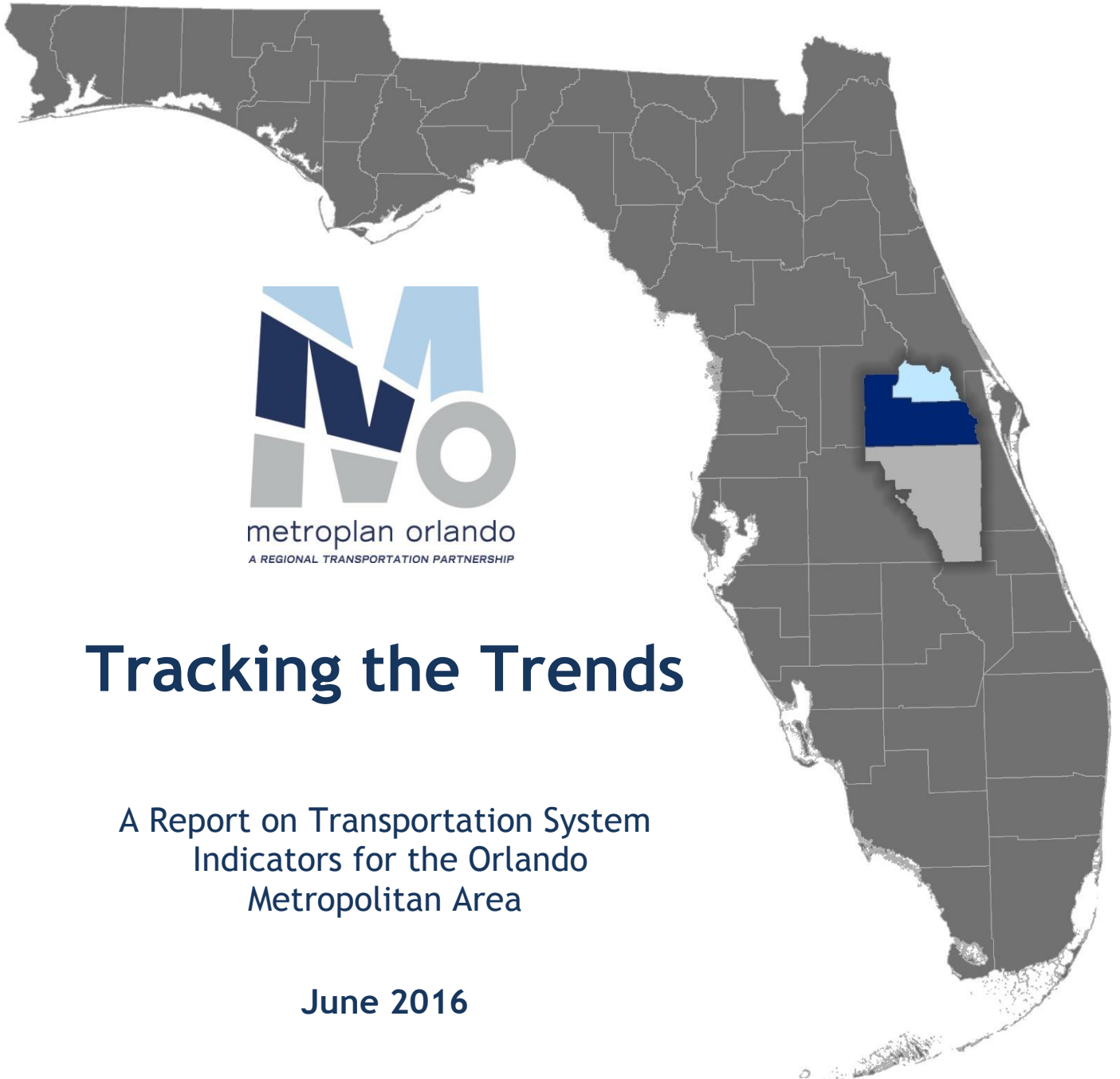


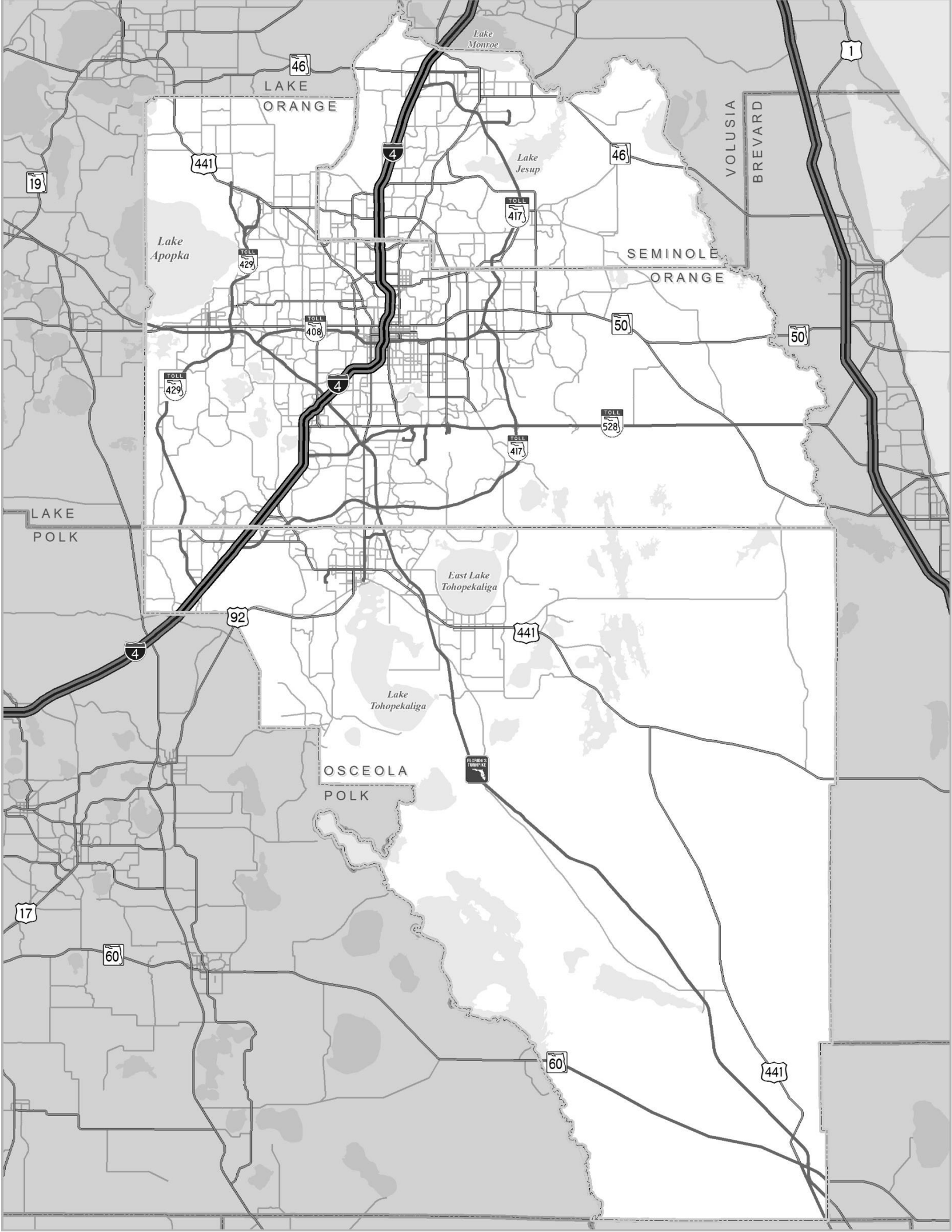
metroplan orlando  
A REGIONAL TRANSPORTATION PARTNERSHIP

# Tracking the Trends

A Report on Transportation System  
Indicators for the Orlando  
Metropolitan Area

June 2016





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## Executive Summary

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Transportation is a critical part of our lives. A person's quality of life and the economic vitality of our communities are dependent on an individual's ability to access work, education, health services and other destinations. The condition of our roads, walkways, transit, runways, and other transportation features has a direct effect on the well-being of our businesses, residents, and visitors.

For more than a decade, MetroPlan Orlando's *Tracking the Trends* report has identified trends affecting highway, transit, aviation, rail, bicycle, and pedestrian systems, as well as freight movement. This data is presented using various indicators for these transportation modes. The purpose of this report is to provide an overview of the transportation systems in the Orlando Metropolitan Area and how they are affected by conditions such as the economy, population growth, technology, travel behavior, and funding. The goal is to assist Central Florida's policymakers and planning entities by disseminating information about key factors and emerging issues that impact Central Florida's transportation needs. This report was prepared by Metroplan Orlando staff to establish a solid foundation of data to inform future policy decisions.

### Methodology

*Tracking the Trends* includes the latest data and information that was available at the time of publication for the various indicators used to measure transportation system activity over a five-year period. The beginning and ending years may vary for different indicators, depending on the data available.

Data was provided by several state agencies, including the Florida Department of Transportation, Florida's Turnpike Enterprise, and the Florida Department of Highway Safety and Motor Vehicles. Additional information was provided by the Florida Energy Office, the Florida Department of Environmental Protection, the Florida Department of Business and Professional Regulation, and the Florida Department of Revenue.

Local agencies that provided information include the Central Florida Expressway Authority, Central Florida Regional Transportation Authority (LYNX), International Drive Master Transit and Improvement District, Greater Orlando Aviation Authority, Sanford Airport Authority, Kissimmee Gateway Airport, University of Central Florida, and Orange, Osceola and Seminole county school districts, Canaveral Port Authority, Orange, Osceola and Seminole counties, and the City of Orlando. Non-local agencies providing assistance included The Federal Aviation Administration, Amtrak, the U.S. Census Bureau, the University of Florida's Bureau of Economic and Business Research, the Florida Agency for Workforce Innovation, and the Texas Transportation Institute. MetroPlan Orlando would like to express appreciation to all these agencies for their assistance. The material contained in this report may be freely quoted with appropriate acknowledgement.

### Key Findings

The 2010-2015 Tracking the Trends Report identifies several major trends and travel implications for the Orlando Metropolitan Area. These include a growing and more diversified population; increasing visitor impact; aging infrastructure; concerns with pedestrian and bicyclist safety; and volatile revenues. This

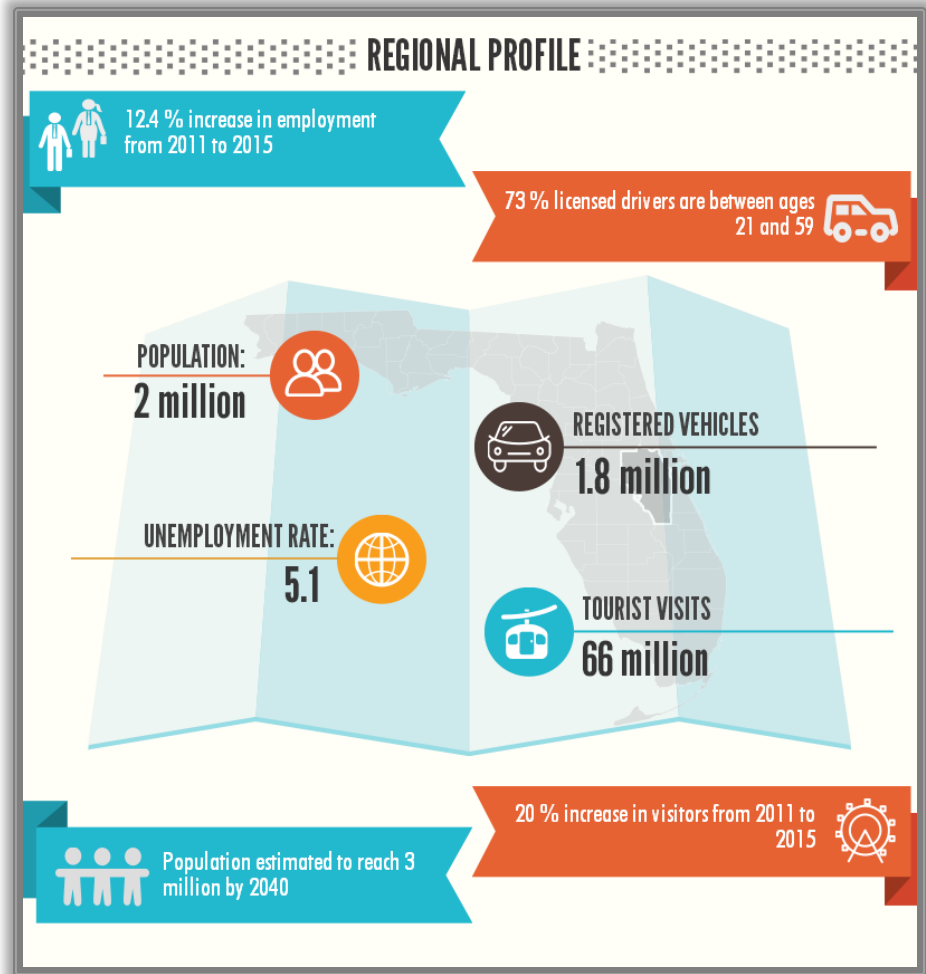
Executive Summary outlines the areas addressed in *Tracking the Trends* and highlights some key findings.

### Demographics

The population of the Orlando Metropolitan Area continues to grow. Our population is at 2,003,626, with a steady 2% annual growth rate. The Orlando Metropolitan Area continues to be the 26<sup>th</sup> most populated MSA in the country.

### Visitor Impact

Central Florida's major airports and seaport reported a moderate boost in passenger counts, which also reflects healthy tourism in the state. Orlando International Airport hosted about 38,809,337 passengers in 2015, an 8.6% increase from 2014. Orlando-Sanford International Airport continued to see an increase in passenger numbers, servicing about 2,480,122 passengers in 2015.



### SunRail

Central Florida's passenger rail service started revenue service in May, 2014 and has changed the way many residents and visitors to the area get around. Central Florida residents who live and stay along the I-4 corridor now have a choice when traveling to/from work. The more popular stations are DeBary, Winter Park, LYNX Central Station, Church Street, and Sand Lake Road.

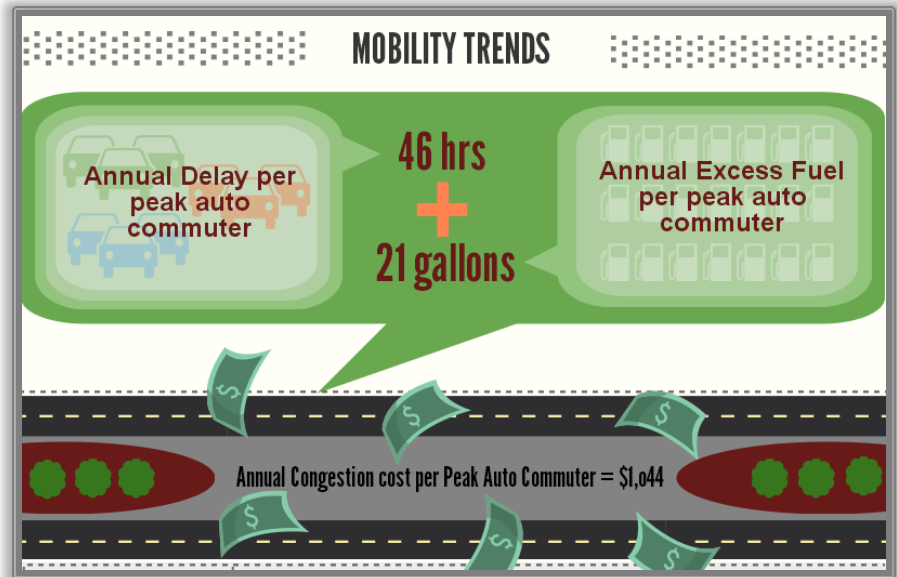
### Safety

Safety continues to be a factor in our transportation system. The region experienced a 3% increase in vehicular crashes between 2014 and 2015. Central Florida saw a decrease in pedestrian and bicyclist injuries in 2015, with a 23% and 3.4 % decrease respectively. Bicyclist fatalities drastically increased by 45% in 2015.

### Travel Trends

The number of daily vehicle miles traveled (VMT) in the Orlando region is an important factor affecting land use, transportation, and air quality programs. In 2014, the Orlando Metropolitan Area saw a 5.2% increase in vehicle miles traveled (VMT).

The Urban Mobility Report by the Texas Transportation Institute (TTI) indicates that the Orlando Metropolitan area is ranked number 38 out of 101 urban areas in terms of commuter stress index. Commuter stress index includes travel in peak directions during peak period.



### Funding & Revenues

The state of Florida faces a big financial challenge in maintaining and improving our transportation system during an era of uncertain revenue. At the local level, the local option fuel tax continues to decline. Nonetheless, rental car surcharge revenues continue to bounce back from the recession. Between 2014/15 revenues saw an increase of 4.6% over 2013/14 figures. Overall, in FY2011/12 our local, state, and federal partners allocated close to \$1,969,164,000 in transportation funding.

## Orlando Metropolitan Area Profile

The Orlando Metropolitan Area, consisting of Orange, Osceola and Seminole counties, has grown through the years. Historically, the area's economy has largely been centered on tourism because of such major tourist attractions as Walt Disney World, Universal Studios, and Sea World, as well as many other smaller attractions. However, the high tech and medical industries also have had a sizeable presence in the Orlando Metropolitan Area, including such major employers as Lockheed Martin, AT&T, Florida Hospital, and Orlando Health. Other major employers are the University of Central Florida, Orlando International Airport, Publix Super Markets, and Darden Restaurants.



### Population

The following table shows the population for the counties and municipalities in the Orlando area from 2011 through 2015:

<i>Orange County</i>	2011	2012	2013	2014	2015
Apopka	42,089	42,805	44,129	45,669	46,571
Bay Lake	6	9	9	15	15
Belle Isle	6,018	6,361	6,404	6,422	6,464
Eatonville	2,136	2,168	2,167	2,170	2,246
Edgewood	2,503	2,602	2,621	2,626	2,635
Lake Buena Vista	21	22	22	22	22
Maitland	15,808	15,911	16,105	16,411	17,007
Oakland	2,556	2,534	2,570	2,609	2,624
Ocoee	36,005	36,947	37,615	39,679	40,171
Orlando	241,530	244,923	249,925	255,121	262,949
Windermere	2,481	2,855	2,845	2,862	2,869
Winter Garden	35,281	36,063	37,172	38,442	39,871
Winter Park	27,682	27,728	28,184	29,073	28,967
Unincorporated	740,736	751,565	769,859	783,728	799,985
<b>Total</b>	<b>1,154,852</b>	<b>1,172,493</b>	<b>1,199,627</b>	<b>1,224,849</b>	<b>1,252,396</b>

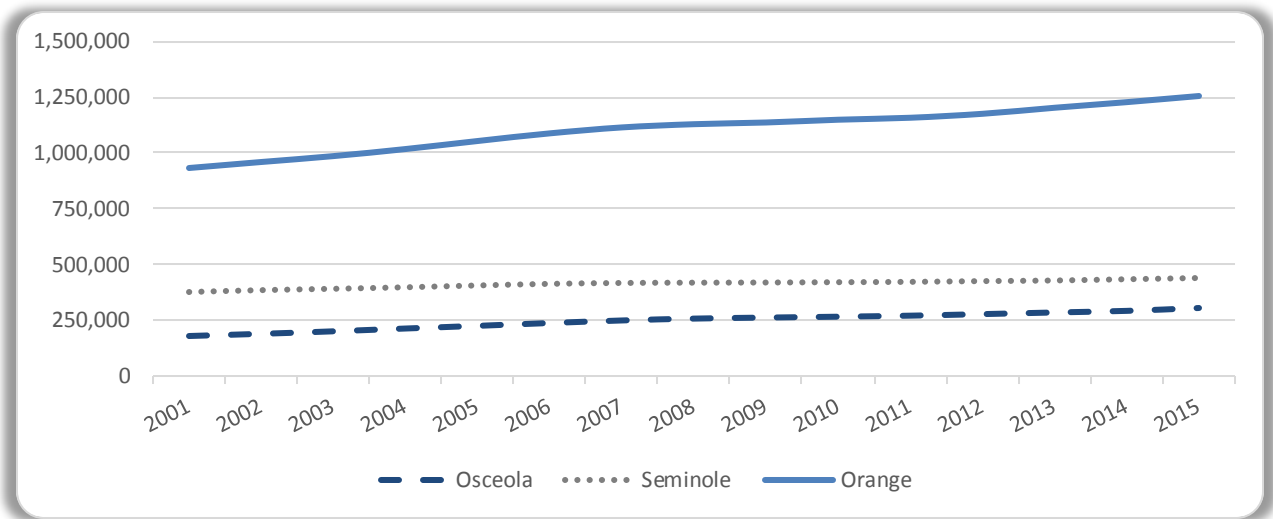
<i>Osceola County</i>	2011	2012	2013	2014	2015
Kissimmee	60,182	62,138	63,480	64,187	66,592
St. Cloud	35,844	37,723	38,874	39,674	41,316
Unincorporated	177,426	180,600	185,692	191,374	200,419
<b>Total</b>	<b>273,452</b>	<b>280,461</b>	<b>288,046</b>	<b>295,235</b>	<b>308,327</b>

<i>Seminole County</i>	2011	2012	2013	2014	2015
Altamonte Springs	41,600	42,159	42,495	42,719	43,325
Casselberry	26,315	26,355	27,052	27,521	27,614
Lake Mary	13,868	13,937	14,740	15,037	15,905
Longwood	13,620	13,606	13,662	13,781	13,974
Oviedo	33,815	34,573	34,965	36,251	36,819
Sanford	53,389	54,064	53,842	55,483	56,900
Winter Springs	33,314	33,430	34,066	34,627	34,901
Unincorporated	208,501	209,850	210,094	211,507	213,465
<b>Total</b>	<b>424,422</b>	<b>427,974</b>	<b>430,916</b>	<b>436,926</b>	<b>442,903</b>
<b>Tri-County Total</b>	<b>1,852,726</b>	<b>1,880,928</b>	<b>1,918,589</b>	<b>1,957,010</b>	<b>2,003,626</b>

Source: University of Florida, Bureau of Economic and Business Research

### Historic Population Overview for the Orlando Urban Area

With a population close to 2 million individuals, Metro Orlando is projected to be among the state's fastest-growing regions in this decade. In 2015, the area grew by 2.4% from 2014. This graph illustrates the 15-year population trend for Orange, Osceola, and Seminole counties, each represented according to its share of total population.

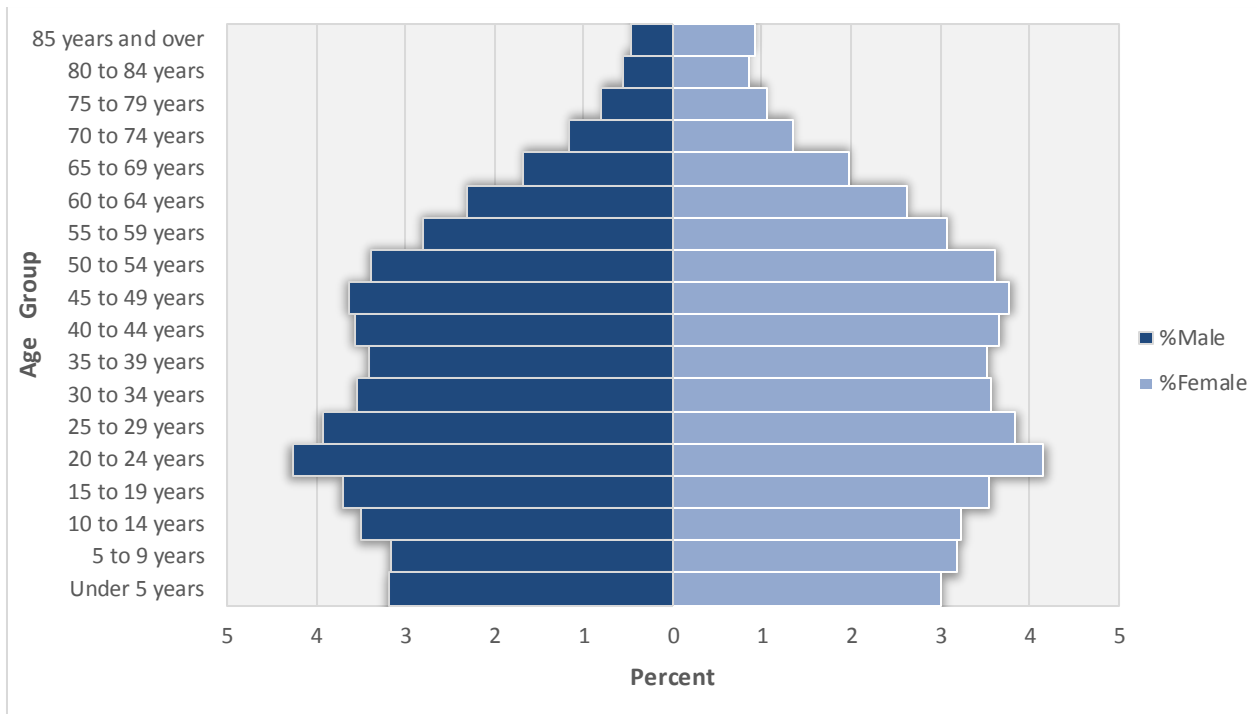


Source: University of Florida, Bureau of Economic and Business Research  
 \*1998-2000 BEBR population estimates were adjusted and validated following the 2000 National Census Reporting

### Orlando Metropolitan Area Population by Age Group

This pyramid shows the male-female breakdown for the Orlando Metropolitan Area population. The population in our area is largely young and middle-aged adults. The 20-24 age group is the largest with a concentration close to 4% for male and females respectively. This intensity is attributed to an abundance of higher-education opportunities in our area and the large number of jobs in the arts and entertainment fields.





Source: U.S. Census Bureau - American Community Survey, 2009-2013 American Community Survey 5-Year Estimates, Sex by Age

## Employment Levels



Employment rates play a role in roadway congestion for our area. In general, higher employment means more vehicles on the road, which may result in congestion and longer travel times, although changes in demographics might be changing this need. Employment levels continue to increase while unemployment rate decreased by almost half between 2011 and 2015. The following table shows the employment and unemployment numbers for people living in the Orlando Metropolitan Area from 2011 through 2015:

<b>Employment</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Orange County	578,983	600,422	618,999	642,229	651,576
Osceola County	124,412	130,016	136,384	141,532	143,636
Seminole County	208,350	212,522	217,733	225,966	229,208
<b>Orlando MSA</b>	<b>911,745</b>	<b>942,960</b>	<b>973,116</b>	<b>1,009,727</b>	<b>1,024,420</b>

<b>Unemployment Rate</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Orange County	9.8	8.3	6.9	5.8	4.9
Osceola County	11.3	9.5	7.9	6.7	5.6
Seminole County	9.6	8.1	6.7	5.6	4.8
<b>Orlando MSA</b>	<b>10.2</b>	<b>8.6</b>	<b>7.2</b>	<b>6.0</b>	<b>5.1</b>

Source: Florida Research and Economic Database, Local Area Employment Statistics (LAUS)

## Registered Vehicles

Another indicator of traffic congestion is the number of vehicles on the roads. Registered vehicles increased by 12.5% from 2014 to 2015. This table shows the registered motor vehicles in Orange, Seminole and Osceola counties from FY 2010/11 through FY 2014/15:

<i>Registered Vehicles</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Orange County	931,161	951,239	1,064,468	1,137,457	1,206,787
Osceola County	199,159	205,232	211,717	220,068	234,599
Seminole County	412,129	412,258	335,248	234,599	349,679
<b>Total</b>	<b>1,542,449</b>	<b>1,568,729</b>	<b>1,611,433</b>	<b>1,592,124</b>	<b>1,791,065</b>

Source: Florida Department of Highway Safety and Motor Vehicles, *Count of Vehicles Registered*

Note: Excludes mobile homes, travel trailers, vessels, and trailers.

## Commercial Trucks

Most freight moved throughout the Orlando Metropolitan Area is carried by commercial trucks (those weighing more than 5,000 pounds). As the Great Recession recedes, we see the return of freight movement throughout the area. The following table illustrates the changes in the number of commercial trucks on the roads from FY 2010/11 through FY 2014/15:

<i>Commercial Trucks</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Orange County	51,907	53,191	52,039	55,813	60,523
Osceola County	10,357	10,550	11,276	12,032	13,161
Seminole County	19,164	19,424	20,353	22,047	23,732
<b>Total</b>	<b>81,428</b>	<b>83,165</b>	<b>83,668</b>	<b>89,892</b>	<b>97,416</b>

Source: Florida Department of Highway Safety and Motor Vehicles, *Count of Vehicles Registered*

## Motorcycles

Florida's spectacular scenery and mild weather are big draws for motorcyclists. The area continues to see the number of motorcycles steadily increasing. The following table shows the number of registered motorcycles in Orange, Osceola, and Seminole counties from FY 2010/11 through FY 2014/15:

<i>Motorcycles</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Orange County	29,290	30,440	31,344	32,681	33,196
Osceola County	8,038	8,293	8,439	8,470	8,849
Seminole County	13,561	13,516	13,223	12,922	12,959
<b>Total</b>	<b>50,889</b>	<b>52,249</b>	<b>53,006</b>	<b>54,073</b>	<b>55,004</b>

Source: Florida Department of Highway Safety and Motor Vehicles, *Count of Vehicles Registered*

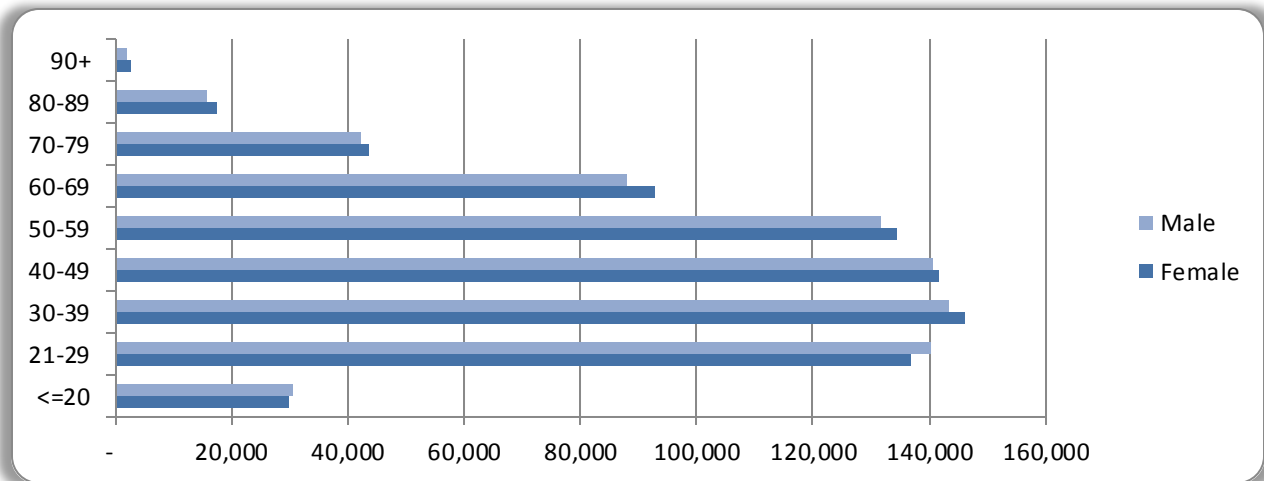
## Licensed Drivers

Mobility in our region depends heavily on auto travel. The following table shows the number of licensed drivers in Orange, Seminole and Osceola counties from 2011 through 2015:

<i>Licensed Drivers</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Orange County	880,791	883,215	893,288	908,946	928,131
Osceola County	225,934	228,454	233,733	237,620	245,503
Seminole County	343,220	341,598	341,747	341,427	346,574
<b>Total</b>	<b>1,449,945</b>	<b>1,453,267</b>	<b>1,468,768</b>	<b>1,487,993</b>	<b>1,520,208</b>

Source: Florida Department of Highway Safety and Motor Vehicles, *Licensed Drivers by Age, Sex, and County*

With more than a third of its population between the ages of 20 and 44, and a median age of 37.6, Metro Orlando is a young, vibrant community. In 2015, the 30-39 and 40-49 age groups have the largest number of drivers closely followed by the 21-29 and 50-59 age groups. 73 percent of licensed drivers are between the ages of 21 and 59. Four percent of licensed drivers are 20 or younger, while 20 percent are age 60 or older. This graph shows the breakdown of drivers by age and gender.



Source: Florida Department of Highway Safety and Motor Vehicles, *Licensed Drivers by Age, Sex, and County*

### Visitors



The Orlando Metro Area benefits from a globally-recognized tourism industry. According to Visit Orlando, over 66 million visitors came to Orlando in 2015. Tourism also has a significant impact on our transportation system. Orlando’s importance as a travel destination is illustrated in this table, which shows the number of domestic and international visitors traveling to the metropolitan area from 2010 to 2015.

Visitors to Orlando	2011	2012	2013	2014	2015
Domestic	51,365,000	52,889,000	54,414,000	57,435,000	n/a
International	3,803,000	4,269,000	4,856,000	5,300,000	n/a
<b>Total</b>	<b>55,168,000</b>	<b>57,158,000</b>	<b>59,270,000</b>	<b>62,735,000</b>	<b>66,100,000</b>

Source: Orlando/Orange County Convention & Visitors Bureau (Visit Orlando), *Orlando Visitor Volumes*

### Hotel/Motel Rooms

As the economy improves and the total number of domestic and international visitors increases, so does the need to house them. The following table shows the number of hotel and motel rooms in the Orlando Metropolitan Area from FY 2010/11 through 2014/15:

Hotel/Motel Rooms	2010/11	2011/12	2012/13	2013/14	2014/15
Orange County	83,529	86,007	86,571	87,662	87,717
Osceola County	25,204	24,921	25,115	24,435	24,155
Seminole County	5,013	5,159	4,989	5,226	5,054
<b>Total</b>	<b>113,746</b>	<b>116,087</b>	<b>116,675</b>	<b>117,323</b>	<b>116,926</b>

Source: Florida Department of Business and Professional Regulation, *Count of Active Licenses and Seats/Units by Type and Florida County*

## Highway Statistics

Since the Orlando Metropolitan Area has continued to grow and develop, the number of new motor vehicles coming into the area is increasing. Due to this growth, the fact that the private automobile is the predominant mode of transportation and construction delays with building additional highway capacity - the area's highway system has become increasingly congested.

### State Road Mileage (Lane Miles)



Lane miles of the state road system in Orange, Osceola and Seminole counties from 2011 through 2015 is shown in the tables below. These have been divided into interstate (I-4); toll roads, such as SR 408 and SR 417; and other state roads, such as SR 50 and SR 436. Orange and Seminole counties continued to see an expansion in lane miles, while Osceola County maintained 2014 levels.

<i>Orange County</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Interstate (I-4)	179.7	179.5	179.5	179.5	179.5
Toll Roads	736	755.4	777	779.3	787.2
Other State Roads	982.7	986.1	987.9	999	999.5
<b>Total</b>	<b>1,898.4</b>	<b>1,921.0</b>	<b>1,944.4</b>	<b>1,957.8</b>	<b>1,966.2</b>
<i>Osceola County</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Interstate (I-4)	47.3	47.3	47.3	47.3	47.3
Toll Roads	264.5	264.5	264.5	264.5	264.5
Other State Roads	430.8	430.8	430.8	431.0	431.0
<b>Total</b>	<b>742.6</b>	<b>742.6</b>	<b>742.6</b>	<b>742.8</b>	<b>742.8</b>
<i>Seminole County</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Interstate (I-4)	84.8	84.8	130.4	84.8	84.8
Toll Roads	71	71.0	42.7	71.1	71.1
Other State Roads	347.7	347.7	242.8	349.7	353
<b>Total</b>	<b>503.5</b>	<b>503.5</b>	<b>415.9</b>	<b>505.6</b>	<b>508.9</b>
<b>Grand Total</b>	<b>3,119.30</b>	<b>3,167.10</b>	<b>3,102.90</b>	<b>3,206.20</b>	<b>3,217.90</b>

### Local Road Mileage (Paved Centerline Miles)

Local roads, on the other hand, continue to see a slight increase in local road miles. The table below shows the change in the number of miles of paved local roads in Orange, Osceola and Seminole counties.

<i>Local Road Mileage</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>
Orange County	4,137.5	3,965.8	3,982.7	4,001.3	4,031.4
Osceola County	1,172.6	1,173.0	1,174.1	1,176.1	1,190.6
Seminole County	1,481.8	1,479.7	1,476.8	1,486.0	1,496.4
<b>Total</b>	<b>6,791.9</b>	<b>6,618.5</b>	<b>6,633.6</b>	<b>6,663.4</b>	<b>6,718.4</b>

Source: Florida Department of Transportation, Florida Highway Mileage Reports - City and County Roads

## Vehicle Miles Traveled

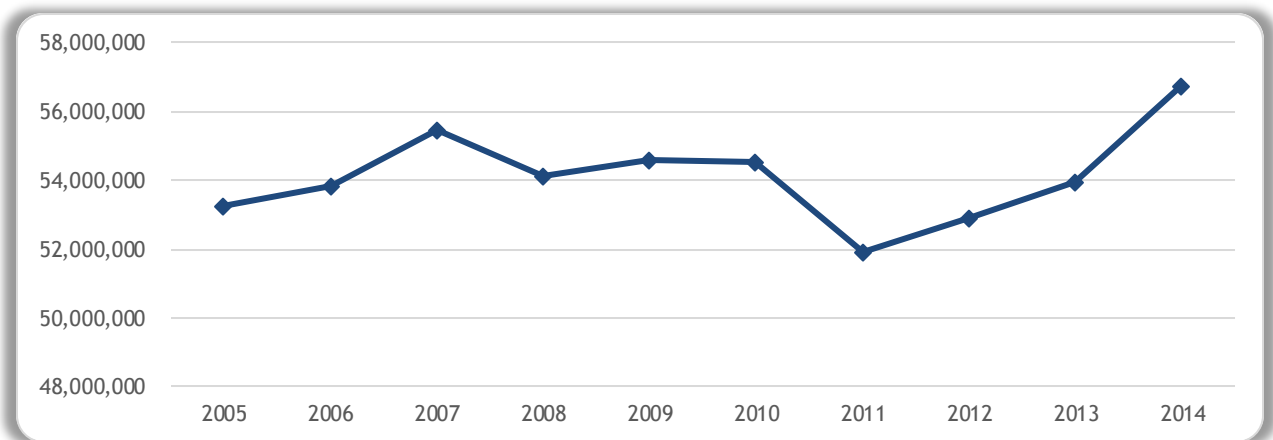
The number of vehicle miles traveled (VMT) on the highway network indicates the growth in both the number of vehicles and the distances driven in the Orlando Metropolitan Area. The Orlando Metropolitan Area had seen a decrease in VMTs for the last four years, however numbers increased in 2014. This table illustrates the average daily VMT in Orange, Seminole and Osceola counties from 2010 through 2014:

Vehicle Miles Traveled	2010	2011	2012	2013	2014
Orange County	35,657,527	33,325,315	34,099,958	34,904,854	36,389,540
Osceola County	8,639,272	8,650,963	8,807,344	8,951,705	10,034,811
Seminole County	10,249,225	9,922,699	9,972,497	10,122,136	10,338,424
<b>Total</b>	<b>54,546,024</b>	<b>51,898,977</b>	<b>52,879,799</b>	<b>53,978,695</b>	<b>56,762,775</b>

Source: Florida Department of Transportation, *Centerline Miles and Daily Vehicle Miles Traveled Report*

### 10-Year Historic Trend - Vehicle Miles Traveled

This line graph illustrates the 10-year VMT trend total for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



Source: Florida Department of Transportation, *Centerline Miles and Daily Vehicle Miles Traveled Report*

## Traffic Counts - Major Roadways

An important tool for measuring activity on an area's highway system is traffic volume counts on major roadways. More than 300 traffic counts for locations in Orange, Seminole, and Osceola counties are obtained each year by MetroPlan Orlando from FDOT, as well as from the three counties and the City of Orlando. This information is published in a Traffic Count Report, shown in **Appendix A**.

Tables on the following pages contain FDOT average annual daily traffic counts on these major roadways from 2011 through 2015:

- Interstate 4 (SR 400)
- SR 50 (Colonial Drive)
- SR 436 (Semoran Blvd.)
- SR 527 (Orange Avenue)
- SR 434 (Alafaya Trail)
- U.S. 441 (Orange Blossom Trail)
- U.S. 17/92 (Mills Avenue)
- SR 423 (John Young Parkway)
- SR 435 (Kirkman Road)
- SR 426 (Aloma Avenue)

<i>Site No.</i>	<i>I-4</i>	<i>CY 2011</i>	<i>CY 2012</i>	<i>CY 2013</i>	<i>CY 2014</i>	<i>CY 2015</i>
920316	SW of SR 417 (Osc. Co.)	61,000	75,500	60,500	95,000	93,000
750668	NW of Osceola Co. Line	102,500	102,500	102,500	106,000	117,000
753007	at Florida's Turnpike	152,000	161,500	167,000	157,500	168,000
750196	N of Kaley Ave.	131,500	138,000	193,809	192,092	192,500
753051	S of SR 50	150,000	148,000	143,500	144,500	147,500
753056	N of Princeton St.	168,000	196,000	183,000	184,500	188,000
753074	N of Lee Rd.	124,000	149,000	180,000	181,500	185,000
753080	S of Seminole Co. Line	158,500	149,000	155,500	155,000	159,000
770267	N of SR 436	135,500	140,000	140,000	141,000	142,000
770343	N of SR 434	132,557	132,663	134,302	136,609	140,994
770268	S of CR 46A	125,000	125,000	123,500	135,500	139,500
770266	N of SR 46	109,500	103,000	107,500	114,500	125,500

<i>Site No.</i>	<i>SR 436</i>	<i>CY 2011</i>	<i>CY 2012</i>	<i>CY 2013</i>	<i>CY 2014</i>	<i>CY 2015</i>
750295	E of US 441	31,000	31,500	31,000	31,000	32,000
770114	W of SR 434	52,500	53,500	50,500	53,500	55,500
770113	W of Montgomery Rd.	48,000	50,000	47,000	48,500	51,500
770123	W of Palm Springs Dr.	53,500	52,500	55,000	61,000	60,500
770106	E of CR 427	49,500	49,000	47,500	46,500	47,000
775078	E of US 17/92	73,500	64,000	70,000	71,500	69,000
770271	S of Red Bug Lake Rd.	60,500	60,500	60,500	63,000	57,000
750506	N of SR 50	39,000	41,000	41,000	50,500	50,000
750392	N of East-West Expy.	51,500	56,000	57,500	57,000	58,000
750395	N of Curry Ford Rd.	54,500	56,000	57,000	63,000	64,000
750154	S of Hoffner Ave.	45,356	46,449	48,845	50,894	54,545
750515	N of Beachline Expy.	49,000	53,000	52,500	55,000	56,000

<i>Site No.</i>	<i>Orange Ave.</i>	<i>CY 2011</i>	<i>CY 2012</i>	<i>CY 2013</i>	<i>CY 2014</i>	<i>CY 2015</i>
750054	N of Sand Lake Rd.	39,000	40,000	40,000	40,000	41,000
750537	N of Hansel Ave.	39,500	41,500	42,000	40,500	41,500
750175	S of Michigan Ave.	36,238	36,579	36,116	36,273	36,865
755023	S of Kaley Ave.	31,000	32,000	31,000	32,500	54,000
755039	S of Clay St.	19,200	14,600	18,400	21,000	21,000
750436	SW of US 17/92	15,200	8,500	17,500	14,900	14,600

<b>Site No.</b>	<b>SR 434</b>	<b>CY 2011</b>	<b>CY 2012</b>	<b>CY 2013</b>	<b>CY 2014</b>	<b>CY 2015</b>
750593	N of Edgewater Dr.	21,000	21,500	19,700	22,500	26,000
770289	N of Orange Co. Line	41,500	44,000	42,500	44,000	51,500
770099	N of SR 436	37,500	37,000	37,000	37,500	40,000
770277	W of I-4	48,500	37,500	52,500	54,500	54,500
770197	E of Palm Springs Dr.	39,483	41,402	41,500	42,000	41,325
770063	W of CR 427	39,000	40,000	37,000	38,000	37,000
770263	W of US 17/92	29,500	29,000	28,500	28,000	27,500
771002	E of SR 419	30,500	30,500	29,000	23,500	36,000
770278	E of Tuskawilla Rd.	23,500	23,500	22,500	27,000	25,500
770283	N of Chapman Rd.	34,000	36,000	37,500	38,000	39,000
770005	S of Seminole Co. Line	37,000	38,000	35,000	40,500	42,500
750488	N of SR 50	59,000	60,500	53,500	55,000	39,500
<b>Site No.</b>	<b>US 441</b>	<b>CY 2011</b>	<b>CY 2012</b>	<b>CY 2013</b>	<b>CY 2014</b>	<b>CY 2015</b>
750002	NW of Plymouth-Sorrento Rd	32,500	30,500	32,500	23,000	23,500
755098	E of North Park Ave	43,500	45,000	39,500	37,500	39,000
750105	N of Clarcona-Ocoee Rd.	27,000	30,500	26,500	22,500	25,500
750544	N of SR 50	28,000	26,500	27,000	32,500	29,000
755007	S of SR 50	20,600	22,000	22,500	22,400	27,000
750008	S of Kaley Ave.	28,000	30,500	28,000	28,500	26,500
750251	N of Holden Ave.	57,000	58,500	62,000	59,000	60,000
750511	N of Sand Lake Rd.	53,500	54,500	55,500	55,000	56,000
750123	N of Beachline Expy.	61,000	58,500	54,500	63,000	64,000
750558	S of Taft-Vineland Rd.	47,000	45,000	45,000	44,500	45,500
<b>Site No.</b>	<b>US 17/92</b>	<b>CY 2011</b>	<b>CY 2012</b>	<b>CY 2013</b>	<b>CY 2014</b>	<b>CY 2015</b>
750002	W. of CR531	24,000	24,500	27,000	28,500	23,500
920319	N. Martin Luther King Blvd	35,500	35,500	36,000	36,000	30,500
920135	N US192	28,500	30,500	30,500	31,000	33,000
750558	N Central FL Pkw	44,000	45,000	45,000	44,500	45,500
755051	N of SR 50	27,500	24,500	25,500	26,000	28,500
750437	S of Orange Ave.	25,000	25,500	25,000	25,500	26,000
755061	S of Lee Rd.	32,500	35,000	29,500	31,500	29,000
755129	N of Lake Ave.	48,500	51,500	52,000	51,500	46,500
750446	S of Maitland Blvd.	30,500	31,500	30,500	29,000	30,500
770018	N of Orange Co. Line	47,000	52,000	47,500	24,500	28,500
770152	N of SR 436	48,000	50,500	50,500	50,000	46,000
770273	N of SR 434	38,000	38,000	37,000	36,500	37,500
770009	S of CR 427	23,500	30,500	31,000	32,000	30,500
770104	S of Lake Mary Blvd.	34,000	32,000	36,500	34,500	37,000
775051	S of CR 46A	23,000	22,500	22,000	19,800	20,800
770245	S of SR 46	23,500	26,500	23,000	23,000	26,000

Site No.	John Young Pkwy	CY 2011	CY 2012	CY 2013	CY 2014	CY 2015
920319	S of US 192	35,500	35,500	36,000	36,000	30,500
757087	N of SR 408	N/A	53,000	53,000	42,500	43,500
750639	S of SR 50	46,000	45,500	45,000	47,000	48,000
750521	N of SR 50	43,500	44,500	43,500	47,500	48,500
750631	S of Silver Star Rd.	29,500	31,000	31,000	31,000	38,000
750520	N of US 441	32,500	36,500	41,000	44,000	46,000
Site No.	Kirkman Rd.	CY 2011	CY 2012	CY 2013	CY 2014	CY 2015
750597	N of Sand Lake Rd.	29,500	27,000	28,500	30,000	32,500
750484	N of International Dr.	46,500	51,000	49,000	49,500	50,500
750483	S of Vineland Rd.	56,500	55,500	56,500	54,000	55,000
750609	N Metro West	49,500	55,000	56,500	52,500	53,500
750478	S of Old Winter Garden Rd.	52,500	52,000	54,000	56,500	57,500
750608	S of East-West Expy.	35,500	37,000	38,500	36,500	37,500
Site No.	SR 426	CY 2011	CY 2012	CY 2013	CY 2014	CY 2015
750565	E of I-4	36,000	35,000	38,500	39,500	39,500
755071	E of US 17/92	22,000	25,000	29,000	25,500	33,000
755077	E of Trismen Ter	44,000	39,500	43,000	40,000	33,500
755078	W of Lakemont Ave.	37,500	37,500	36,000	38,000	37,000
750434	W of SR 436	44,000	42,000	44,000	46,000	45,500
750314	E of Goldenrod Rd.	37,500	39,000	33,500	33,000	33,000
770110	W of SR 417	35,500	45,000	34,000	37,000	39,000
770282	E of SR 417	27,500	27,000	30,500	29,500	33,500
770020	N of Mitchell Hammock Rd.	20,700	23,000	20,500	23,000	25,000
770135	W of SR 434	14,000	14,300	13,800	13,600	15,400
Site No.	US 192	CY 2011	CY 2012	CY 2013	CY 2014	CY 2015
920005	E of Orange County Line	58,000	58,000	55,500	55,000	49,000
920311	W of I-4	73,000	70,500	59,500	54,500	59,500
920300	E of I-4	56,000	61,500	48,500	48,500	51,000
920313	SE of SR 535	50,000	50,000	52,000	52,000	52,500
925015	W of John Young Pkwy.	42,500	44,000	42,500	42,500	43,500
925017	E of US 441	44,000	46,000	44,500	41,000	44,500
920145	E Michigan Ave	52,000	58,000	54,000	54,000	56,500
920007	W FL Turnpike	40,500	35,000	39,000	37,500	34,000
925021	E of CR 523(Vermont Av.)	37,500	37,000	38,000	37,500	41,000
920155	W of CR 534	28,000	28,000	26,000	27,500	29,000

Source: Florida Department of Transportation, AADT Report



## Traffic Counts - Toll Roads



In addition to the major roadways listed above, the Orlando area has a network of toll roads carrying increasing amounts of traffic. These toll roads are operated by the Central Florida Expressway Authority (CFX), the Florida's Turnpike Enterprise, and Osceola County. They include SR 408 (East-West Expressway), SR 417 (the GreeneWay), SR 429 (Western Expressway), SR 528 (Beachline Expressway), a segment of SR 414, Florida's Turnpike, and the Osceola Parkway.

These tables contain the annual average weekday traffic counts for certain locations along the region's toll facilities from 2011 through 2015:

<b>SR 408</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
FL Turnpike to SR 50 Spur	44,580	44,130	41,000	48,500	48,400
Kirkman Rd to Pine Hills Rd	66,770	65,970	59,800	64,500	64,000
John Young Pkwy to Tampa Ave	77,910	77,060	69,200	76,400	70,900
Rosalind Ave. to Mills Ave.	134,260	131,970	111,800	123,500	127,600
Crystal Lake Dr to Conway Rd.	141,490	138,810	118,200	130,800	126,500
Goldenrod Rd. to SR417	107,280	102,280	86,200	105,600	89,800
Dean Rd. to Rouse Rd.	66,670	67,200	62,400	62,700	55,100
Alafaya Trail to SR 50	33,340	33,060	31,600	29,300	29,700
<b>SR 414</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
US 441 via SR541	13,820	16,320	20,500	22,700	21,900
Keene Rd.	17,580	20,590	24,300	26,600	25,500
Hiawasse Rd.	20,080	21,990	25,400	27,500	25,400
US 441	32,240	34,040	22,000	25,200	32,100
<b>SR 417</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Osceola Parkway	20,100	20,300	22,800	20,000	26,900
John Young Main	41,400	41,300	41,000	40,000	48,500
Landstar Blvd.	37,300	38,170	38,100	39,500	49,700
Boggy Creek Main	38,300	38,350	37,900	39,600	45,200
Lake Nona Rd	30,530	30,790	38,200	34,700	37,200
Curry Ford Main	62,530	64,950	69,400	63,700	65,300
University Main	74,900	72,750	62,900	65,700	66,900
Lake Jesup Plaza	38,000	38,500	39,000	41,000	45,300
SR 434	40,300	40,700	40,900	43,000	47,500
SR 426 / Aloma Ave.	44,000	44,300	52,300	55,100	60,600

<b>SR 429</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Mount Plymouth Main	N/A	N/A	N/A	N/A	7800
Ponka Main	N/A	N/A	N/A	N/A	13100
SR 414	13,200	13,800	27,600	33,000	34,900
Forest Hills Main	26,670	26,070	30,000	34,700	36,400
SR 438/Plant Street	39,440	40,260	38,200	43,600	44,600
Florida Turnpike	34,820	35,740	32,800	38,500	40,600
New Independence Pkwy.	14,130	15,930	15,000	16,300	20,900
Schofield Rd.	13,290	14,880	14,300	16,300	20,900
Mainline Plaza	13,200	13,800	16,700	17,400	16,300
US 192	9,000	9,900	14,900	15,600	14,900
<b>SR 528</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Boggy Creek Rd	90,780	82,600	87,800	88,200	86,800
Tradeport Dr	78,680	71,400	75,700	77,100	77,900
Goldenrod Rd	68,000	63,700	66,800	70,100	69,900
Beachline Main	46,880	42,300	44,600	48,400	51,400
Dallas Main	36,500	35,800	36,400	37,300	41,000
<b>Florida's Turnpike</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
N of SR 429/ Western Beltway Part A&C	58,400	58,000	57,000	58,000	61,900
N of SR 408	96,000	96,300	95,000	97,000	103,100
N of SR 528 (N of Consulate Dr)	70,900	71,100	71,000	73,000	77,800
S of Osceola Co.Line (N of Osceola Pkwy)	55,900	55,800	56,200	57,000	59,500
S of US 441 and US 192 (244)	48,000	48,000	48,900	51,700	52,000
N of Partin Settlement Rd.(242)	31,500	31,900	32,800	35,300	35,600
S of Neptune Rd.(N of Kissimmee Park Rd.)	32,700	33,100	34,000	36,000	37,000

Sources: Orlando-Orange County Expressway Authority, Florida's Turnpike Enterprise, and Osceola County Engineering Dept.

## Consumption Statistics

### Gasoline Consumption

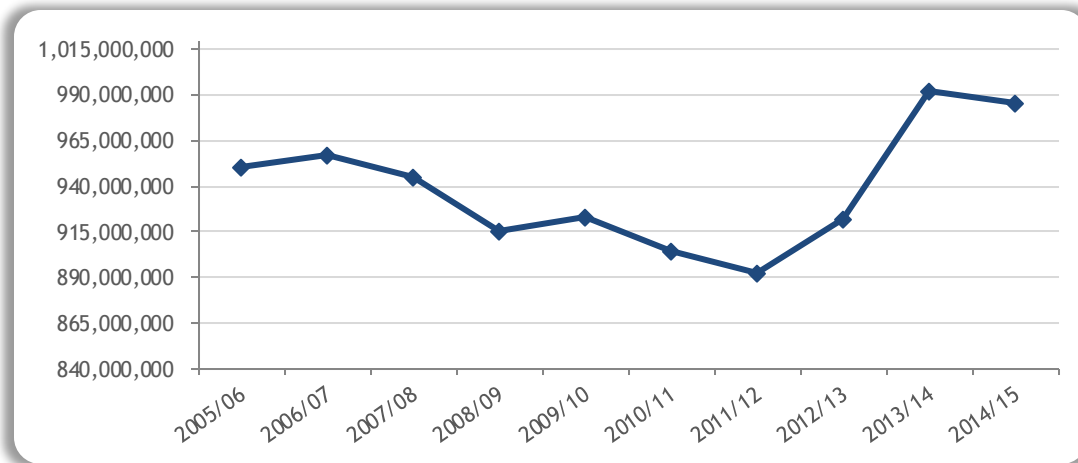
The consumption of gasoline over a period of several years is another indicator of the change in the number of vehicles and amount of travel in the Orlando Metropolitan Area. The following charts illustrate the number of gallons by the thousands of gasoline sold in Orange, Osceola and Seminole Counties, as well as the total for all three counties, from 2010/11 through 2014/15:

Gasoline Consumption	2010/11	2011/12	2012/13	2013/14	2014/15
Orange County	556,088,277	554,463,689	572,347,179	621,851,038	621,699,131
Osceola County	156,866,627	155,200,394	167,794,447	179,291,995	170,377,880
Seminole County	191,090,864	183,281,073	181,886,180	191,391,290	193,198,662
<b>Total</b>	<b>904,045,769</b>	<b>892,945,157</b>	<b>922,027,807</b>	<b>992,534,322</b>	<b>985,275,673</b>

Source: Florida Department of Agriculture and Consumer Services, *Florida Motor Gasoline & Diesel Fuel Reports*

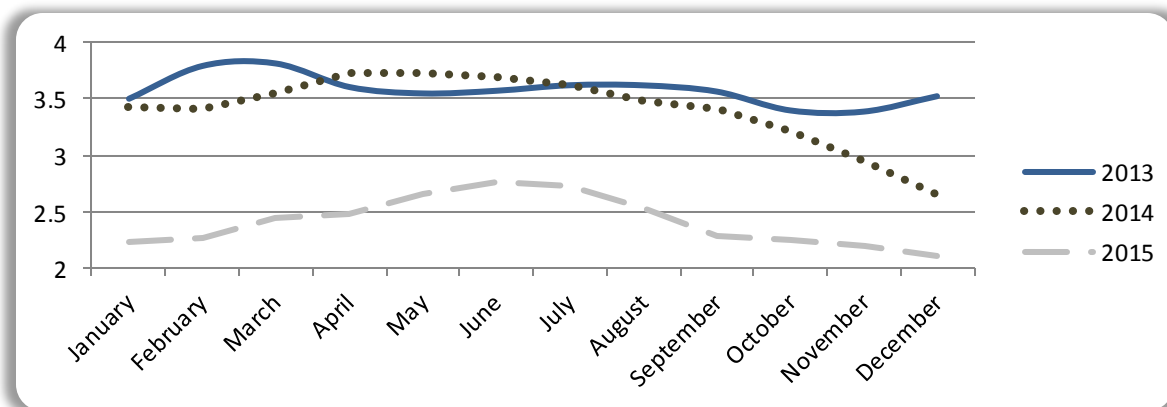
### 10-Year Historic Trend - Gasoline Consumption

The following line graph illustrates the 10-year gasoline consumption trend total for Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



### Average Monthly Gasoline Price per Gallon

One factor that influences the amount of gasoline consumed is the price per gallon for gasoline. Gasoline prices saw a drastic decline from 2013 to 2015. As a result of the decline, gasoline consumption increased by about 10% from 2011/12 to 2014/15. The following chart reflects the average monthly price per gallon for regular unleaded gasoline from 2013 through 2015.



Source: U.S. Energy Information Administration, *Florida Regular Retail Prices Report*

## Diesel Fuel Consumption

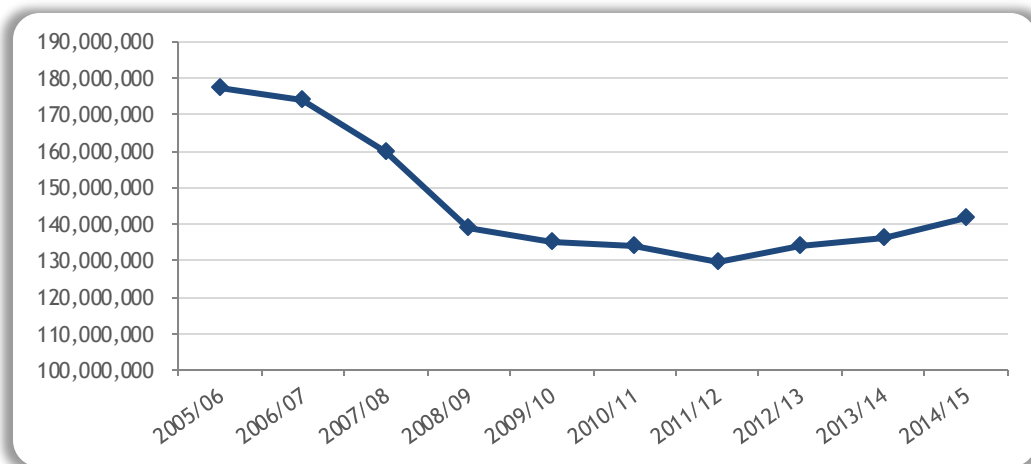
Diesel fuel powers most of the country's buses, trucks, trains and farm equipment. The consumption of diesel fuel over a period of several years is another indicator of the change in the number of commercial trucks in the Orlando Metropolitan Area. The following charts illustrate the number of thousands of gallons of diesel fuel sold in the area's three counties, from 2010/11 through 2014/15. Due to the economic recession, diesel consumption saw a steep decline between 2005/06 and 2009/10. Nonetheless, 2011/12 through 2014/15 saw a slight increase, indicating signs of improvement.

Diesel Consumption	2010/11	2011/12	2012/13	2013/14	2014/15
Orange County	105,308,062	99,811,914	102,650,906	103,983,715	108,004,822
Osceola County	13,765,224	13,040,045	13,954,837	14,233,961	14,685,140
Seminole County	15,089,335	16,832,221	17,544,973	17,990,174	19,045,947
<b>Total</b>	<b>134,162,621</b>	<b>129,684,180</b>	<b>134,150,716</b>	<b>136,207,850</b>	<b>141,735,910</b>

Source: Florida Department of Agriculture and Consumer Services, *Florida Motor Gasoline & Diesel Fuel Reports*

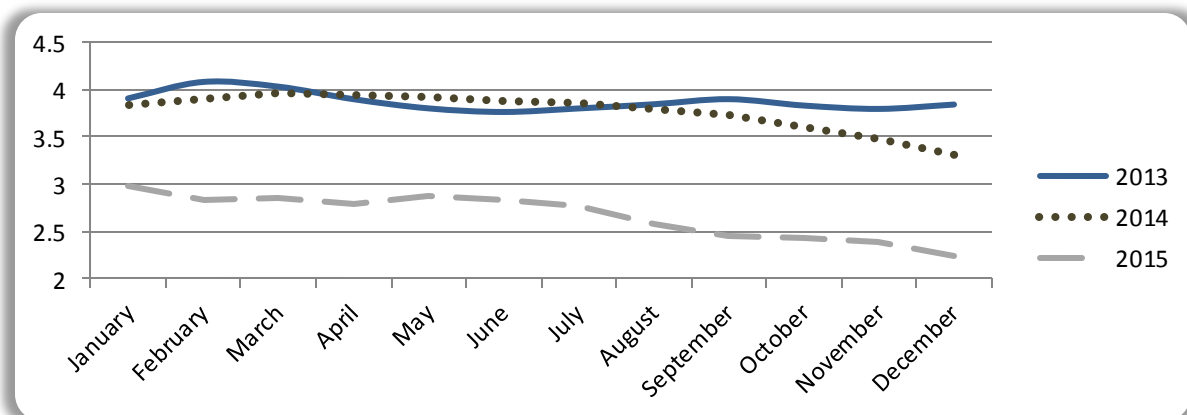
### 10-Year Historic Trend - Diesel Fuel Consumption

The following line graph illustrates the 10-year diesel fuel consumption trend total for Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



### Average Monthly Diesel Fuel Price per Gallon

By the end of 2015, the average price of diesel fuel for lower Atlantic Region was of \$2.23. The following graph illustrates the average monthly price per gallon for diesel fuel from 2013 through 2015:



Source: U.S. Energy Information Administration, *Lower Atlantic Diesel Retail Prices Report*

## Management and Operations Statistics

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Congestion is an issue affecting U.S. cities of all sizes. Traffic congestion occurs when the number of vehicles trying to use a road exceeds the design capacity. Congestion can have a wide range of negative effects on people and the economy, including impacts on air quality (due to additional vehicle emissions), quality of life (due to time delays), and business activity (due to additional costs and reduced services). MetroPlan Orlando continues to emphasize transportation system management and operations (TSMO) strategies as a cost-effective method to relieve traffic congestion.

TSMO is an integrated transportation program that makes the most out of existing infrastructure by implementing systems, services, and projects designed to preserve capacity and improve safety and reliability. TSMO tools include traffic light synchronization, variable speed limit signs, road rangers, and technology commonly referred to as Intelligent Transportation Systems (ITS). The implementation of traffic management operations can give travelers accurate and timely information that can reduce congestion, increase quality of life, and enhance the local economy.

ITS technologies currently applied in the Orlando area include 104 surveillance cameras and 35 variable message signs along I-4 from the St. Johns River bridge to west of US 192. Additionally, the Central Florida Expressway Authority has installed 37 variable message signs and 123 cameras along SR 408, SR 417, and SR 429. These cameras and signs let the Florida Highway Patrol inform motorists of such things as travel times, accident locations and alternate routes. Also, several toll plazas along the 100-mile expressway system have been converted to “open road tolling” express lanes. Open road tolling allows drivers to bypass cash lane stops, because electronic monitors over the roadway record tolls as vehicles with E-PASS or SunPass transponders travel underneath.

The Automated Traveler Information Service (511) lets callers get up-to-the-minute information by simply saying aloud the area of the interstate about which they need information. This statewide service allows commuters to determine the best route to their respective destinations by providing real-time traffic information. This service has assisted more than a million people in the Orlando urban area since its conception in 2002. In 2013, Central Florida generated 26 percent of all Florida 511 requests. I-4 was the second most requested roadway with 26 percent of all roadway requests.

Over the years, FDOT has expanded the use of 511 to the public in a variety of formats: FL511.com, mobile.FL511.com, and My Florida 511 personalized services. In 2013, the FL511.com site had 783,847 users. The agency also has two specialized Twitter accounts (@FL511\_Central and @FL\_511\_I4) for Central Florida residents and visitors. These twitter accounts are followed by more than 1,100 individuals, growing at an average of 125 percent every year. Lastly, after the successful launch of the 511 mobile phone app for the iPhone, in 2013 FDOT launched the Android version of the app. More than 733,000 individuals used 511’s mobile phone applications in 2013.

This chapter reviews Orlando Metropolitan Area levels of congestion along with different TSMO strategies implemented by cities, counties, and transportation authorities, aimed at making our transportation system run more effectively and efficiently.

## Road System Performance



The Urban Mobility Report by the Texas Transportation Institute (TTI) analyses mobility and traffic congestion on freeways and major streets on urban areas around the country, including the Orlando Metropolitan Area. The 2014 Urban Mobility Report builds on previous Urban Mobility Reports with an improved methodology and expanded coverage of the nation's urban congestion problem and solutions. All of the statistics have been recalculated with the new methodology to provide a consistent picture of the congestion challenge.

Although the area's congestions levels have leveled off from 2007 numbers, the study reported that in 2014 annual delays congestion costs, and annual excess fuel consumption have increased. The Orlando region is ranked number 38 in the report's commuter stress index.

System Performance	2010	2011	2012	2013	2014
Congested Travel (% of Peak VMT)	--	--	--	--	28
Congested System (% of Lane Miles)	--	--	--	--	22
Congested Time (number of 'Rush Hours')	--	--	--	--	2.80

Annual Excess Fuel Consumed	2010	2011	2012	2013	2014
Peak Auto Commuter (gallons)	20	20	20	20	21
National Ranking	27	30	36	40	32

Annual Delay	2010	2011	2012	2013	2014
Peak Auto Commuter (mins)	45	45	45	44	46
National Ranking	24	25	25	30	27

Congestion Cost	2010	2011	2012	2013	2014
Peak Auto Commuter	\$1,070	\$1,041	\$1,029	\$1,035	\$1,044
National Ranking	32	33	35	35	34

Travel Time Index	2010	2011	2012	2013	2014
	1.21	1.21	1.21	1.21	1.21
National Ranking	33	32	32	33	34

Commuter Stress Index	2010	2011	2012	2013	2014
	1.25	1.25	1.25	1.25	1.25
National Ranking	37	37	38	38	38

Freeway Planning Index	2010	2011	2012	2013	2014
	--	--	--	--	2.34
National Ranking	--	--	--	--	37

Source: Texas Transportation Institute - Urban Mobility Report

*Note: Annual Delay per Commuter: A yearly sum of all the per-trip delays for those persons who travel in the peak period. This measure illustrates the effect of the per-mile congestion as well as the length of each trip. Congestion Cost: Value of travel delay for 2011 (estimated at \$16.79 per hour of person travel and \$86.81 per hour of truck time) and excess fuel consumption and diesel estimated using state average cost per gallon. CO2 per auto commuter during congestion: The extra CO2 emitted at congested speeds rather than free-flow speed by private vehicle. Truck Commodity Value: Value of all commodities moved by truck estimated to be traveling in the urban area.*

## Computer-Coordinated Traffic Signals



Traffic flow along our streets has grown rapidly due to community growth and dependence on automobiles. Computer coordinated traffic signal systems can improve traffic flow by allowing optimum travel speeds, reducing delays, and requiring minimal stops. Signal coordination ranks as one of the most cost-effective and successful strategies to reduce congestion.

The percentages of area traffic signals that are computer-coordinated, from 2011 through 2015, are illustrated in the following tables:

<i>Orange County</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Total Traffic Signals	1,081	1,186	1,187	1,211	1,116
Computer Coordinated Signals	957	844	890	891	981
% Total Traffic Signals	89%	71%	75%	74%	88%

<i>Osceola County</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Total Traffic Signals	171	177	189	180	187
Computer Coordinated Signals	67	81	84	71	80
% Total Traffic Signals	39%	46%	44%	39%	43%

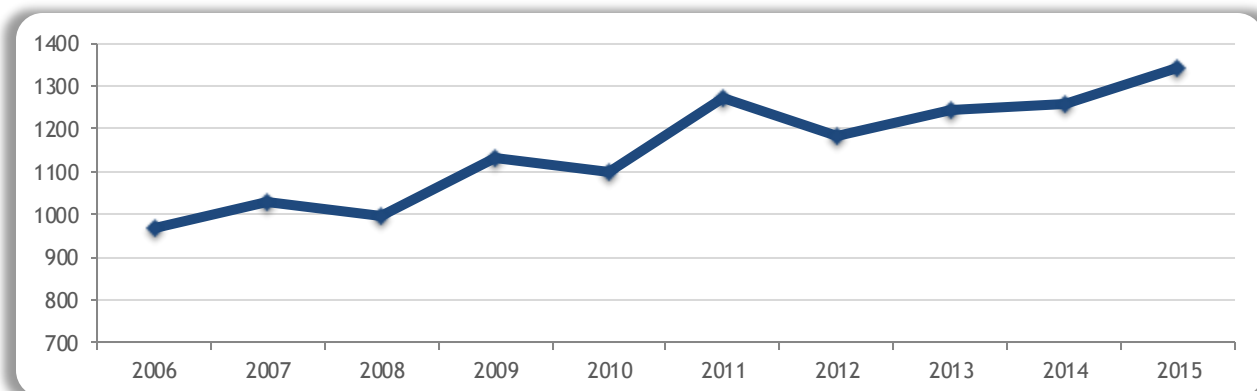
<i>Seminole County</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Total Traffic Signals	375	371	380	381	383
Computer Coordinated Signals	249	257	269	280	282
% Total Traffic Signals	66%	69%	71%	73%	74%

<i>3-County Total</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Total Traffic Signals	1,627	1,734	1,376	1,772	1,686
Computer Coordinated Signals	1,273	1,182	1,243	1,259	1,343
% Total Traffic Signals	78%	68%	90%	71%	80%

Source: Local Government Engineering Department

### 10-Year Historic Trend - Computer-Coordinated Traffic Signals

This line graph shows the 10-year computer-coordinated traffic signal trend for Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



Source: Local Government Engineering Departments

### Fiber Optic Technology

The importance of ITS in the Orlando metropolitan region has stimulated a widespread interest in telecommunications and optical fiber resources. ITS infrastructure consists of components that gather, send, and receive information. These components must be linked and integrated in order to allow for real-time information exchange. Optical fiber is an important element used to facilitate this real-time information exchange. The more fiber optic a region has, the more efficiently agencies can provide a safe and efficient transportation system to its users.

This table illustrates the 2015 numbers of fiber optic miles in the Orlando region.

Year	Orange	Seminole	Osceola	District 5
2015	225	394	72	937

Source: FDOT

### SunPass Transponders

One ITS technology that has been successfully implemented in the region is electronic toll collection system on area toll roads. CFX's system, called E-PASS, began in 1994; since 2001, it has been integrated with the SunPass system operated by Florida's Turnpike Enterprise on toll roads throughout Florida. SunPass users have transponders in their vehicles which record tolls automatically as they pass through tollgates. As use of this technology expands, traditional stop-and-pay toll plazas are becoming a thing of the past, with an average participation rate of 77% through our toll facilities.

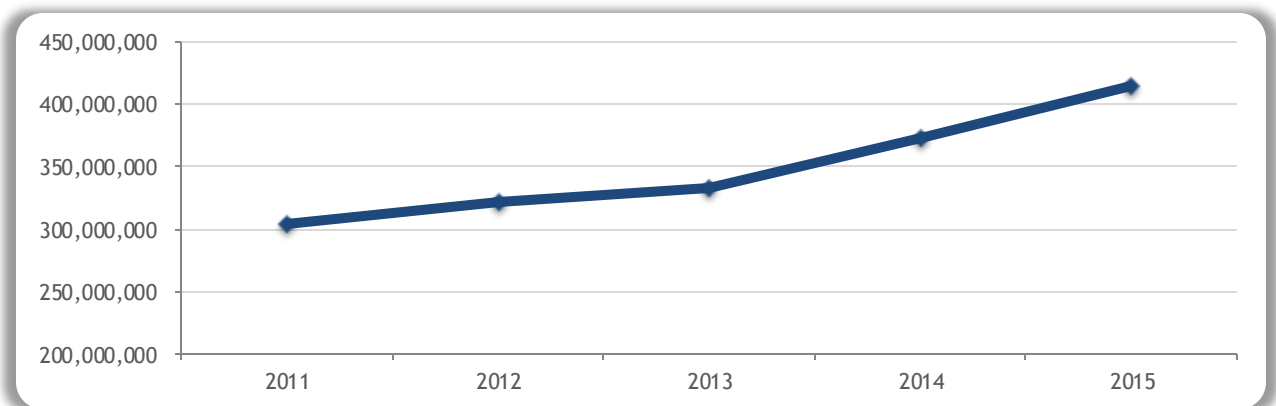
This table shows the number of SunPass transaction in use in the area from FY 2011 through FY 2015:

E-PASS / SunPass Transactions	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
S.R. 417	96,210,085	99,595,479	100,734,853	115,199,569	130,586,538
S.R. 408	93,745,783	97,141,353	95,092,596	108,327,605	117,212,786
S.R. 528	47,364,422	53,355,597	61,933,578	63,068,374	69,578,492
S.R. 429	22,579,922	24,150,305	25,385,217	30,984,165	36,240,129
S.R. 414	4,838,312	5,640,262	6,359,177	7,743,527	8,866,556
Turnpike	39,112,000	41,207,000	43,813,293	47,472,419	52,463,567

Source: Orlando-Orange County Expressway Authority, Florida's Turnpike Enterprise

### 5-Year Historic Trend - E-Pass / SunPass Transactions

This line graph illustrates the 5-year E-PASS/SunPass transactions trends for toll facilities in Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



Source: Central Florida Expressway Authority, Florida's Turnpike Enterprise



## Red Light Camera Implementation and Enforcement



Red light cameras are being used for traffic enforcement in a growing number of communities. The cameras, which operate around the clock, capture images of drivers who disobey posted traffic control devices. Depending on the particular technology, a series of photographs and/or video images show the red light violator before entering the intersection on a red signal, as well as the vehicle's progression through the intersection. Cameras record the date, time of day, time elapsed since the start of the red signal, vehicle speed, and license plate. Tickets are usually mailed to owners of violating vehicles, after a review of the evidence.

Before state legislation was passed on this issue, several municipalities in the Orlando Metropolitan Area adopted ordinances to enforce red light violations (on county and city roadways) under the code enforcement process. Actual fines varied among jurisdictions per the adopted ordinances.

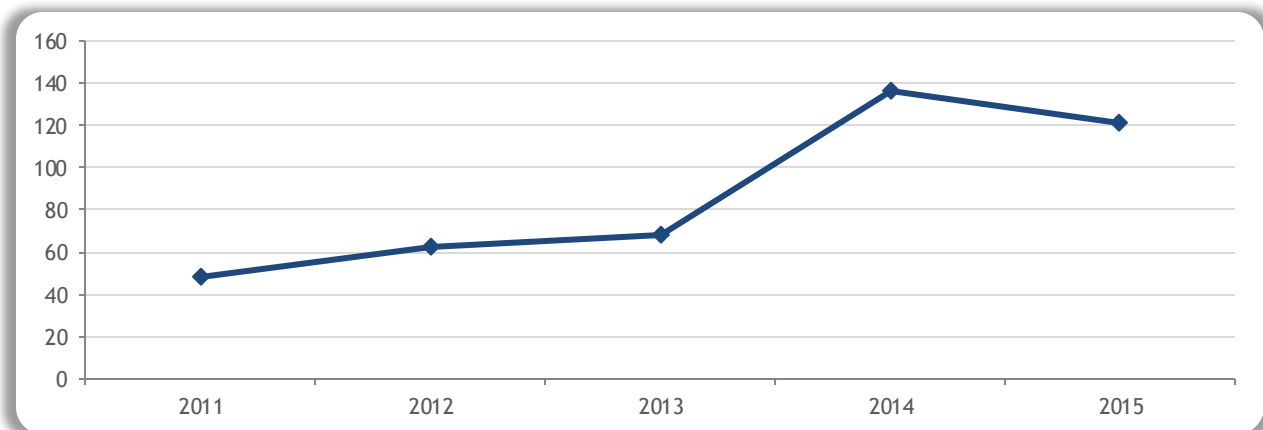
This table illustrates the growing trend for use of red light cameras by local governments from 2011 through 2015:

Jurisdiction	Total Number of Intersection Approaches Enforced				
	2011	2012	2013	2014	2015
City of Apopka	13	11	10	22	21
City of Edgewood	2	2	2	3	2
City of Ocoee	5	5	6	8	7
City of Orlando	10	14	14	26	14
City of Kissimmee	0	10	10	16	16
City of Maitland	4	5	5	3	3
City of Winter Park	2	5	5	8	8
City of Winter Springs	2	-	0	0	0
Unincorporated Orange County	10	10	16	50	50

Source: Local Government Traffic Engineering and Police Departments

### 5-Year Historic Trend - Red Light Camera Enforcement

This line graph illustrates the 5-year red light camera trend for Orange, Osceola, and Seminole Counties - The Orlando Urban Area.



Source: Local Government Traffic Engineering and Police Departments

## Road Rangers



The Road Rangers service operates on I-4 and area toll roads with specially-equipped trucks to help stranded motorists and reduce traffic congestion caused from minor accidents and breakdowns. Trucks are equipped for minor car repairs, such as tire changes, fuel/fluid replacement, or belt and hose replacement. Other Road Ranger services include removing vehicles and debris from travel lanes, assisting with non-injury accidents, and communicating with law enforcement and emergency services.

In partnership with FDOT and MetroPlan Orlando, LYNX operates the Road Rangers service on I-4 from I-95 in Volusia County to the Polk/Osceola County line. This service utilizes 12 trucks that operate 24-hours-a-day, seven-days-a-week. The Central Florida Expressway Authority also operates a Road Ranger service with Florida's Turnpike Enterprise on toll roads in the Orlando area, including SR 408, SR 417, SR 429, and SR 528. This service has been in operation since 2001. In addition, Florida's Turnpike Enterprise operates its own Road Ranger vehicles on the Florida's Turnpike mainline facility.

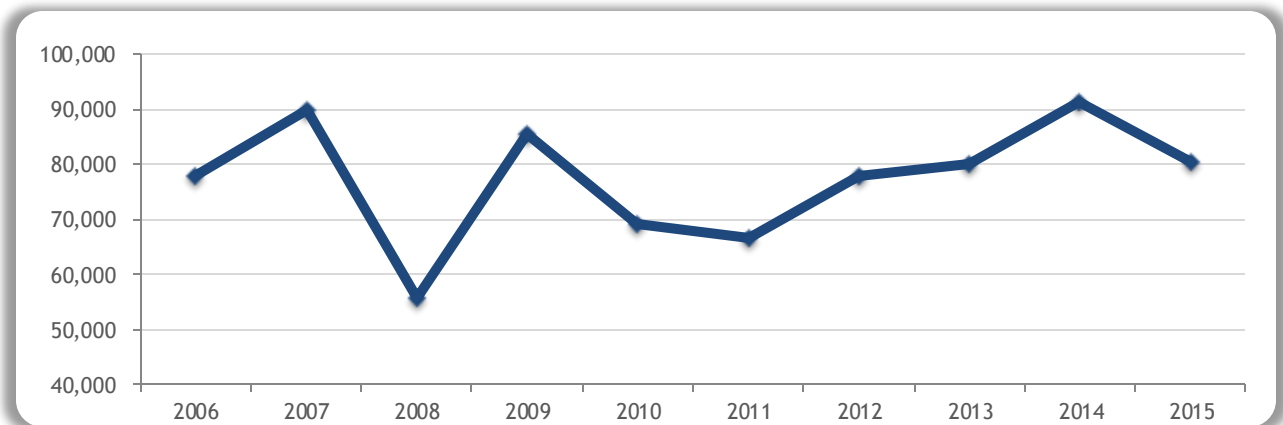
This table illustrates the number of road ranger assists from 2011 through 2015:

<b>Road Ranger Program</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Number of Service Assists	66,593	77,968	79,979	91,321	80,254

*Source: FDOT, LYNX, Orlando-Orange County Expressway Authority, Florida's Turnpike Enterprise*

### 10-Year Historic Trend - Road Ranger Service Assists

This line graph illustrates the 10-year Road Ranger service assist trend for Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



*Source: FDOT, LYNX, Orlando-Orange County Expressway Authority, and Florida's Turnpike Enterprise*

## Health and Safety Statistics

A growing body of research links the way communities are built to the safety and health of residents. Land-use planning, including transportation decisions, directly and indirectly affects human health through a wide range of environmental, physical, and social factors. Although the positive effects of mobility on health are substantial, negative effects are also profound and costly. This chapter analyzes safety statistics of vehicles, motorcycles, pedestrians, and bicyclists along with the carbon dioxide (CO<sup>2</sup>) caused by our transportation choices.

### Crash Count by Intersection



Repeated crashes at particular intersections may indicate where transportation safety improvements are needed. In 2009, MetroPlan Orlando developed an online crash database, using Geographic Information System (GIS) technology, to provide regional partners with accessible crash analysis and a reporting tool in order to identify intersections with severe safety concerns.

This table shows the locations in the Orlando Metropolitan Area that had the highest crash counts in 2015:

<i>Intersection</i>	<i>County</i>	<i>Crash Count</i>	<i>Fatalities</i>	<i>Injuries</i>
Conroy Rd & S Kirkman Rd	Orange	123	0	28
W Sand Lake Rd & International Dr	Orange	120	0	14
Turkey Lake Rd & W Sand Lake Rd	Orange	110	0	25
S Orange Blossom Trl & Sand Lake Rd	Orange	104	0	19
Sr-536 & Kissimmee-Vineland Rd & World Center D	Orange	98	1	27
N Semoran Blvd & Aloma Ave	Orange	98	0	25
E Colonial Dr & Dean Rd N	Orange	96	0	27
S John Young Pkwy & W Oak Ridge Rd	Orange	95	0	28
Sr-436 & Us-17-92 & E Altamonte Dr	Seminole	95	0	23
S Semoran Blvd & Curry Ford Rd & Semoran Blvd S	Orange	94	1	30
S Orange Blossom Trl & W Oak Ridge Rd	Orange	93	1	25
N Garland Ave & W Colonial Dr	Orange	88	0	26
E Semoran Blvd & Howell Branch Rd & Sr - 436	Seminole	87	0	29
N Pine Hills Rd & Silver Star Rd	Orange	87	0	22
S Orange Blossom Trl & W Holden Ave	Orange	85	0	17
Orange Blossom Trl S & S Obt & Landstreet Rd W	Orange	84	0	16
W Sand Lake Rd & S John Young Pkwy	Orange	81	0	23
E Colonial Dr & N Goldenrod Rd	Orange	81	0	18
Alafaya Trl N & E Colonial Dr	Orange	80	0	9
S Kirkman Rd & Old Winter Garden Rd	Orange	79	0	23
S Kirkman Rd & Vineland Rd	Orange	77	0	27
Goldenrod Rd S & Curry Ford Rd	Orange	77	0	27
Sr-535 & Hotel Plaza Blvd	Orange	75	0	13
W Colonial Dr & N Pine Hills Rd	Orange	73	0	21
Lake Underhill Rd & Dean Rd S	Orange	70	0	24

*Source: MetroPlan Orlando's Web-Based Crash Database*

## Automobile Safety Statistics



Automobile crashes continue to trend upward in Central Florida. The area saw a 3% increase from 2014 to 2015: Osceola experienced 28% increase, while Orange saw a 2% decrease. Seminole experienced a 13% increase.

These charts show the total number of vehicular crashes, injuries and fatalities compiled by the Florida Department of Highway Safety and Motor Vehicles. The total number of fatalities has remained relatively constant since 2012.

<i>Vehicle Crashes</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Orange County	19,121	18,174	25,175	30,446	29,702
Osceola County	2,955	3,349	4,835	4,235	5,408
Seminole County	3,192	3,199	3,715	5,512	6,244
<b>Total</b>	<b>25,268</b>	<b>24,722</b>	<b>33,725</b>	<b>40,193</b>	<b>41,354</b>

<i>Personal Injuries</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Orange County	13,824	12,938	14,807	10,936	11,407
Osceola County	2,388	2,752	3,006	2,178	2,824
Seminole County	2,353	2,414	3,378	2,356	2,587
<b>Total</b>	<b>18,565</b>	<b>18,104</b>	<b>21,191</b>	<b>15,470</b>	<b>16,818</b>

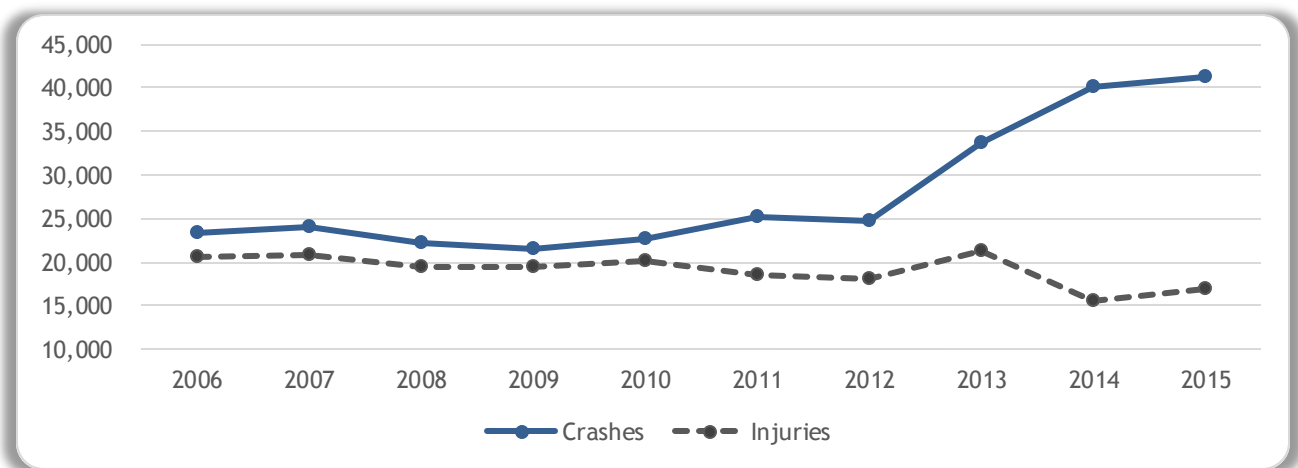
  

<i>Fatalities</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Orange County	130	111	94	95	91
Osceola County	46	23	31	33	33
Seminole County	48	22	35	31	32
<b>Total</b>	<b>224</b>	<b>156</b>	<b>160</b>	<b>159</b>	<b>156</b>

Source: Florida Department of Highway Safety and Motor Vehicles & Metroplan Orlando Web-Based Crash Database

### 10-Year Historic Trend - Crash and Injury

This line graph illustrates the 10-year crash and injury trend for Orange, Osceola, and Seminole counties - The Orlando Urban Area.



Source: Florida Department of Highway Safety and Motor Vehicles, *Florida Traffic Crash Statistics Report*

## Motorcycle Safety Statistics



Florida's popularity with motorcycle enthusiasts makes motorcycle safety an important issue. The number of motorcycle injuries and fatalities continue to fluctuate. In 2012 we experienced a decrease in both categories, injuries and fatalities, but the metro area saw a 22% increase in motorcycle fatalities between 2014 and 2015. The region experienced a 11% decrease in injuries from 2014 to 2015.

These charts show the total number of motorcycle injuries and fatalities from 2011 through 2015.

<i>Motorcycle Injuries</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Orange County	513	449	561	683	576
Osceola County	112	103	121	118	137
Seminole County	121	121	153	146	127
<b>Total</b>	<b>746</b>	<b>673</b>	<b>835</b>	<b>947</b>	<b>840</b>

<i>Motorcycle Fatalities</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Orange County	33	35	25	26	28
Osceola County	7	6	9	5	7
Seminole County	10	3	7	6	10
<b>Total</b>	<b>50</b>	<b>44</b>	<b>41</b>	<b>37</b>	<b>45</b>

Source: Florida Department of Highway Safety and Motor Vehicles & Metroplan Orlando Web-Based Crash Database

## Pedestrian Safety Statistics



Pedestrian safety affects the entire community - drivers and walkers. Many injuries and fatalities occur as a result of intoxication or inattentiveness on the part of either the driver or the pedestrian. The lack of education and the carelessness of our residents and visitors, continues to place the Orlando metropolitan area as one of the most dangerous areas for pedestrians.

From 2011 to 2014, pedestrian injuries have increased at an annual rate of 11%, whereas 2015 saw a decrease in injuries by 23%. Pedestrian fatalities also decreased by 8% from 2014 to 2015. The table below shows the total number of pedestrian injuries and fatalities from 2011 through 2015.

<i>Pedestrian Injuries</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Orange County	430	480	498	590	427
Osceola County	81	57	80	90	92
Seminole County	63	84	92	90	76
<b>Total</b>	<b>574</b>	<b>621</b>	<b>670</b>	<b>770</b>	<b>595</b>

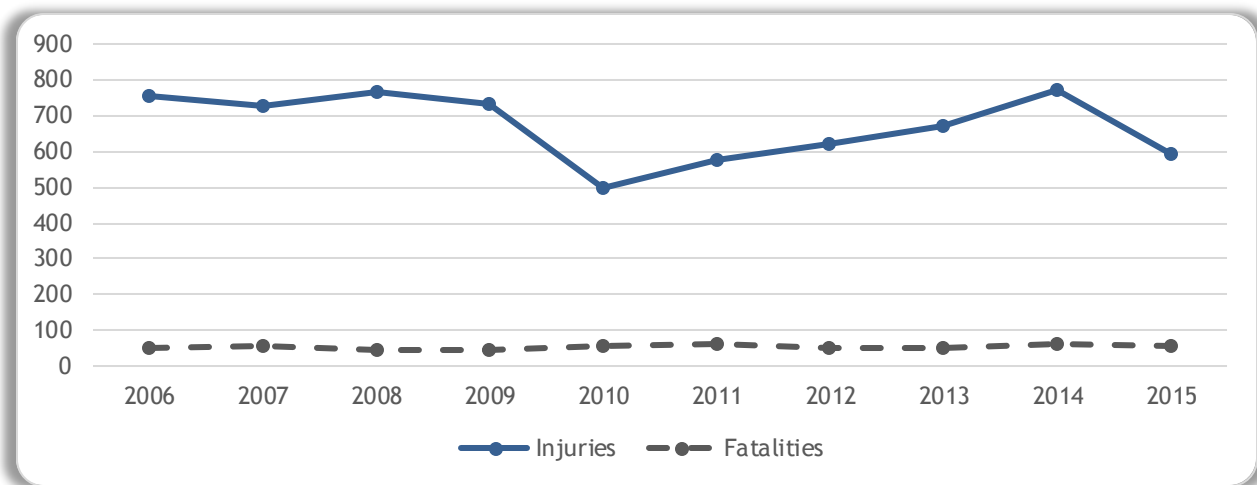
  

<i>Pedestrian Fatalities</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Orange County	31	42	36	43	37
Osceola County	14	2	6	12	13
Seminole County	14	5	9	5	5
<b>Total</b>	<b>59</b>	<b>49</b>	<b>51</b>	<b>60</b>	<b>55</b>

Source: Florida Department of Highway Safety and Motor Vehicles & Metroplan Orlando Web-Based Crash Database

### 10-Year Historic Trend - Pedestrian Injuries & Fatalities

This graph illustrates the 10-year pedestrian injury and fatality trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



Source: MetroPlan Orlando Bicycle and Pedestrian Program

### Bicyclist Safety Statistics

As the number of bicyclists using the transportation network continues to increase, so do the numbers of injuries. Unfortunately, our area continues to see an increase in bicycle injuries. Between 2011 and 2015, injuries increased by 30% in the tri-county area, though 2015 saw a slight decrease from the previous year by 3%. Bicyclist fatalities continue to fluctuate throughout the years, decreasing in 2014 and spiking in 2015. These charts show the total number of bicyclist injuries and fatalities from 2011 through 2015.

<b>Bicyclist Injuries</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Orange County	347	413	444	475	426
Osceola County	43	51	79	71	87
Seminole County	96	89	128	110	121
<b>Total</b>	<b>486</b>	<b>553</b>	<b>651</b>	<b>656</b>	<b>634</b>

<b>Bicyclist Fatalities</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Orange County	8	9	8	8	9
Osceola County	1	0	0	3	5
Seminole County	4	0	6	0	2
<b>Total</b>	<b>13</b>	<b>9</b>	<b>14</b>	<b>11</b>	<b>16</b>

Source: Florida Department of Highway Safety and Motor Vehicles & Metroplan Orlando Web-Based Crash Database

## Bikeways and Bicycle Level of Service



Most bicycle facility construction programs in the Orlando Metropolitan Area have only been in place since 1994, and few miles of bikeways were built during the early years. More recently there has been a sharp increase in the miles of bike lanes, paved shoulders and shared-use paths built by local governments and FDOT.

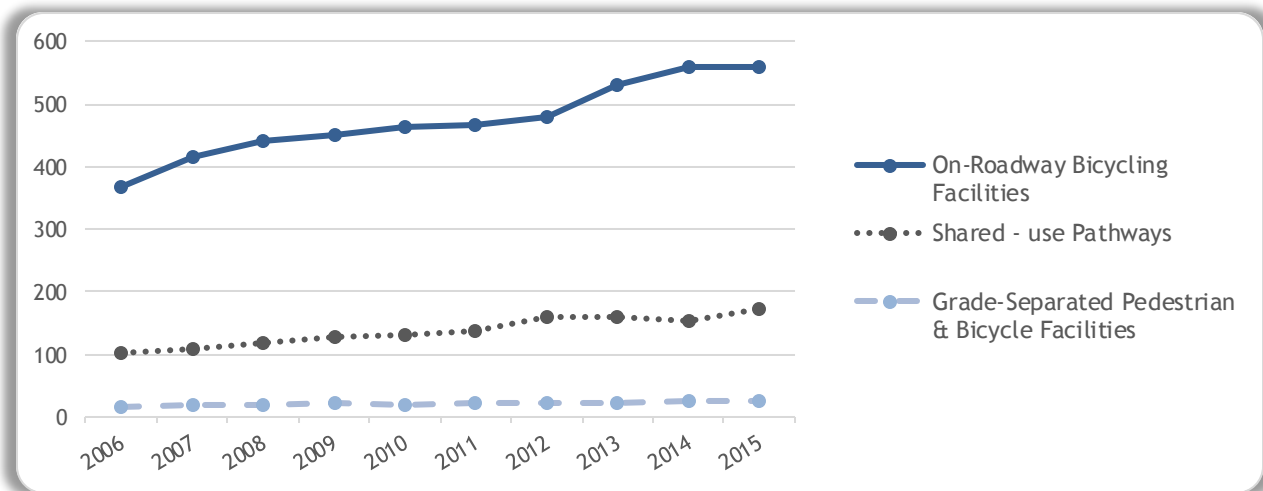
These tables show the numbers of miles of existing on-roadway and off-roadway bikeway facilities from 2011 to 2015:

<b>On- Roadway Bicycling Facilities</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Number of miles	465	480	530	558	558
<b>Shared-Use Pathways</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Independent ROW (Number of miles)	84	102	102	102	101
Sidewalk Bikeways (Number of miles)	54	58	58	60	72
<b>Total</b>	<b>138</b>	<b>160</b>	<b>160</b>	<b>162</b>	<b>173</b>
<b>Grade- Separated Facilities</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Number of miles	21	22	22	26	27

Source: MetroPlan Orlando: Bicycle and Pedestrian Program

### 10-Year Historic Trend - Shared-Use, Sidewalk, and Grade-Separated Facilities

This graph illustrates the 10-year shared-use, sidewalk, and grade-separated bicycling facility mileage trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



Source: MetroPlan Orlando: Bicycle and Pedestrian Program

## Air Quality



Air pollution is associated with several health issues, including asthma, heart disease, and cancer. Ground-level ozone, for which motor vehicle emissions are a primary source, has been a cause for concern in the Orlando Metropolitan Area in recent years. The Federal Environmental Protection Agency (EPA) standard as of October 2015 for ozone is 70 parts per billion. An area will be considered as nonattainment (not meeting the standard) if the average of the annual fourth-highest ozone readings at any monitoring site for the three-year period equals or exceeds the 70 parts per billion standard.

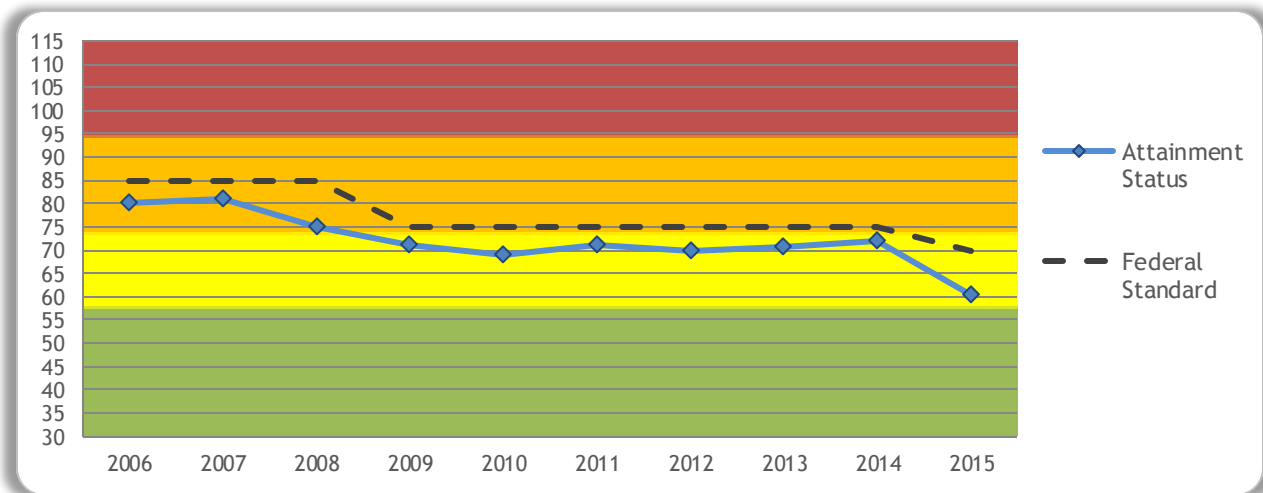
The line charts in Appendix B show the highest monthly eight-hour average ozone readings for 2015 at each of the four monitoring stations operated by the Florida Department of Environmental Protection in the Orlando Metropolitan Area. The following table shows the fourth-highest eight-hour average readings, shown in parts per billion, for the area from 2011 through 2015:

Ozone Monitoring	2011	2012	2013	2014	2015
Seminole State College	66	69	68	69	60
Winegard Elementary School	71	72	73	71	61
Lake Isle Estates	71	73	68	78	59
OCFD - Four Corners	66	66	74	70	61

Source: Florida Department of Environmental Protection

### 10-Year Historic Trend - Regional 3-Year Ozone Attainment Average Status

This graph illustrates the 10-year regional 3-year ozone attainment average status trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



Source: Florida Department of Environmental Protection  
 Note: Displayed in parts per billion (ppb)



## Transit Statistics

### LYNX Service



As the roads around Orlando become more congested and emphasis is placed on livable communities, alternate modes of transportation are becoming increasingly important. The Central Florida Regional Transportation Authority, known as LYNX, is the region's transit provider, and most LYNX passengers depend on their services for such things as work, and shopping. As a result, LYNX is essential to the area's economy and quality of life. The transit services it provides include:

- Fixed-Route Bus Service
- LYMMO Downtown Circulator Service (a form of Bus Rapid Transit on an exclusive route)
- Shuttle Services
- Transportation Disadvantaged Service called ACCESS LYNX
- Van Pooling Service

### Ridership Statistics

The number of unlinked passenger boardings on LYNX services from FY 2010/11 through 2014/15, as well as the vehicle miles traveled, is shown in these tables. LYNX saw a decline in the overall ridership by 3% from FY 2013/14. Fixed- route ridership declined by 4 percent and ACCESS LYNX saw a decline by 34% from FY 2014 to FY 2015. Whereas, Special Shuttle saw a dramatic increase in ridership.

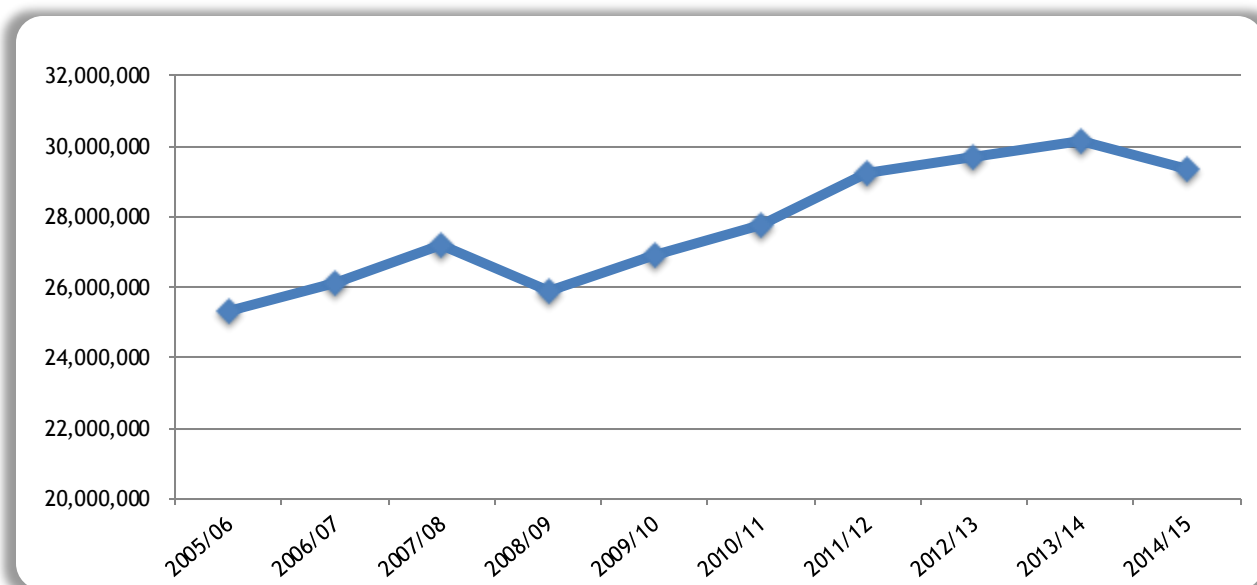
<i>Fixed-Route Ridership</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	25,944,401	27,269,306	27,832,043	27,798,711	26,753,876
<i>LYMMO Ridership</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	1,014,521	913,623	844,514	1,043,348	1,397,969
<i>Special Shuttle Ridership</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	37,236	34,754	14,591	26,359	176,768
<i>ACCESS LYNX Ridership</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	676,913	725,389	773,433	782,771	518,588
<i>VanPool Ridership</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	205,859	200,152	247,420	333,413	349,092

<i>Total LYNX Ridership</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	28,023,186	29,236,351	29,712,001	30,150,110	29,377,735

Source: Central Florida Regional Transportation Authority d.b.a. LYNX, Annual Ridership Report

### 10-Year Historic Trend - LYNX Total Ridership

This graph illustrates the 10-year LYNX total ridership trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



Source: Central Florida Regional Transportation Authority d.b.a. LYNX, *Facts at a Glance*

### Available Vehicles

LYNX Vehicles	2010/11	2011/12	2012/13	2013/14	2014/15
Fixed Route Buses*	272	234	240	246	305
ACCESS LYNX Vehicles	202	216	236	235	184
VanPool Vehicles	73	71	88	127	166

Source: Central Florida Regional Transportation Authority d.b.a. LYNX

\* Note: Includes LYMMO and Shuttle Vans

### Transit Consumed

Unlinked Passenger Trips	2010/11	2011/12	2012/13	2013/14	2014/15
Number of Unlinked Trips	26,996,158	29,250,069	27,846,634	30,141,247	29,377,073
Passenger Miles Traveled	2010/11	2011/12	2012/13	2013/14	2014/15
Number of Miles	156,697,957	164,408,315	146,407,086	178,129,638	169,531,611

Source: Central Florida Regional Transportation Authority d.b.a. LYNX

### Transit Supplied

Vehicle Revenue Miles	2010/11	2011/12	2012/13	2013/14	2014/15
Number of Miles	24,583,550	25,794,194	24,926,986	29,376,790	25,442,689
Vehicle Revenue Hours	2010/11	2011/12	2012/13	2013/14	2014/15
Number of Hours	1,576,812	1,640,660	1,655,212	1,730,670	1,751,053
Bus Fleet Average Age	2010/11	2011/12	2012/13	2013/14	2014/15
Years	4.3	4.0	5.6	5.9	6.4

Source: Central Florida Regional Transportation Authority d.b.a. LYNX

## Passenger Rail Service

Central Florida's passenger rail service altered some travel patterns in the region. For decades the Central Florida region only had Amtrak as the primary passenger rail service provider. However, in May 2014 SunRail commuter rail Service began operating. Central Florida residents who live along the I-4 corridor now have a choice when traveling to/from work or other trip purposes. The 12 Phase I stations on the SunRail corridor connect the communities of Central Florida.

## SunRail Commuter Rail

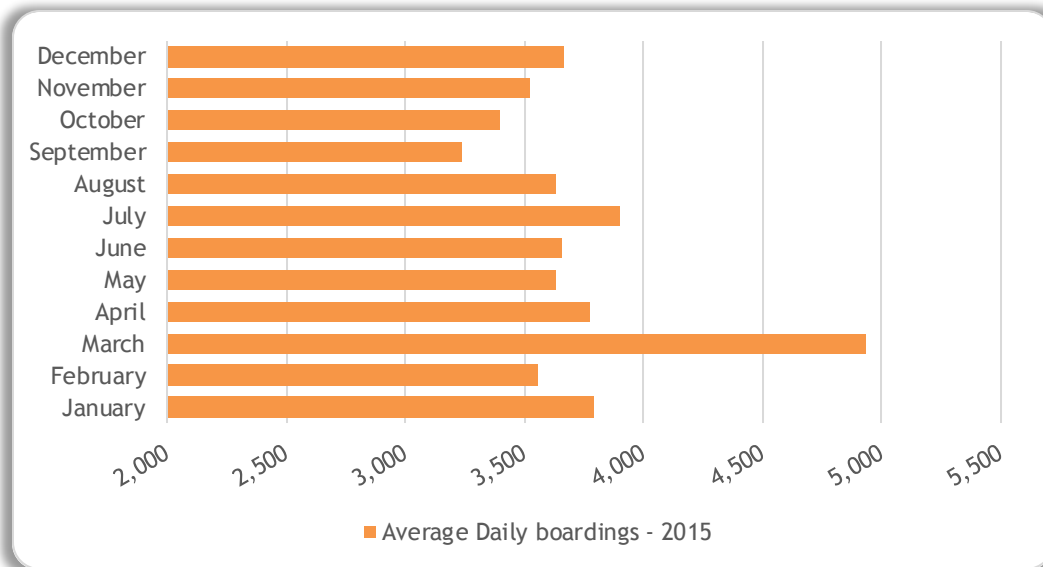


Phase 1 of SunRail comprises 31 miles with 12 stations along the former CSX "A" Line connecting Volusia County and Orange County through Downtown Orlando. The extensions proposed for Phase 2 would add a new northern terminus at DeLand and four more stations southward, terminating at Poinciana in Osceola County.

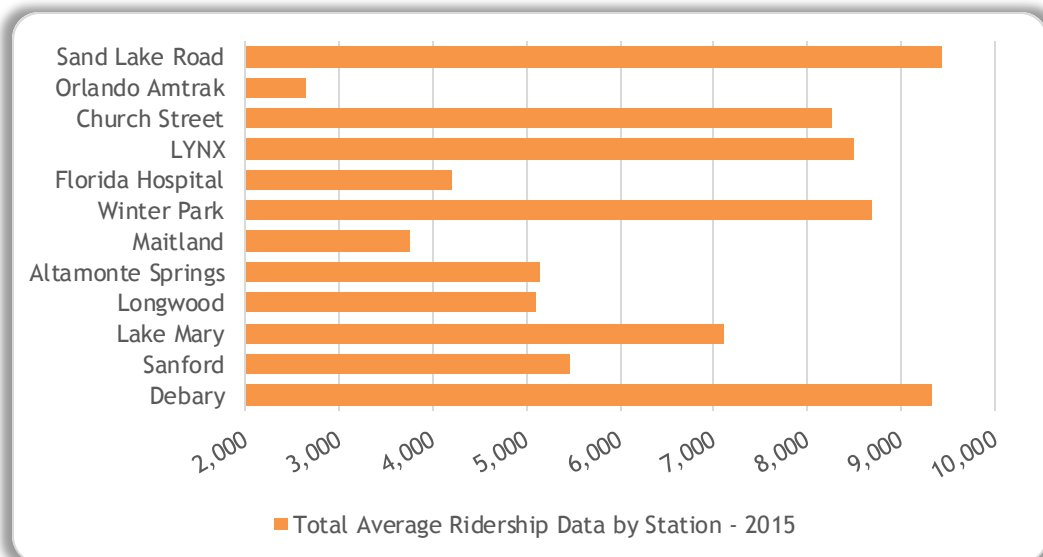
## SunRail Statistics - January 2015 to December 2015

The following graphics show the average daily boardings by month, the number of bicyclist and ADA boarding, and on-time performance by month during the first year of SunRail service:

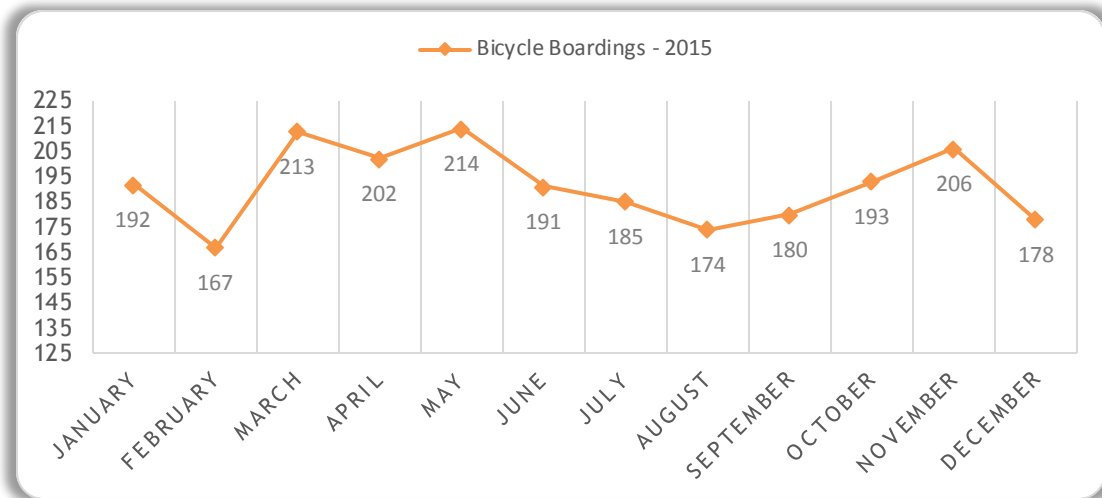
Graph 1: Average daily boarding - 2015



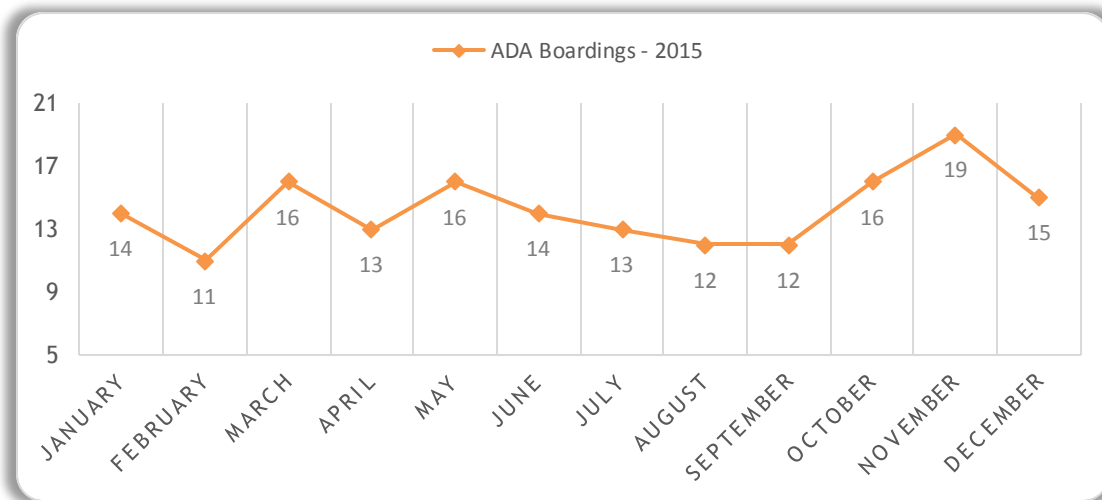
Graph 2: Total average ridership data by station - 2015



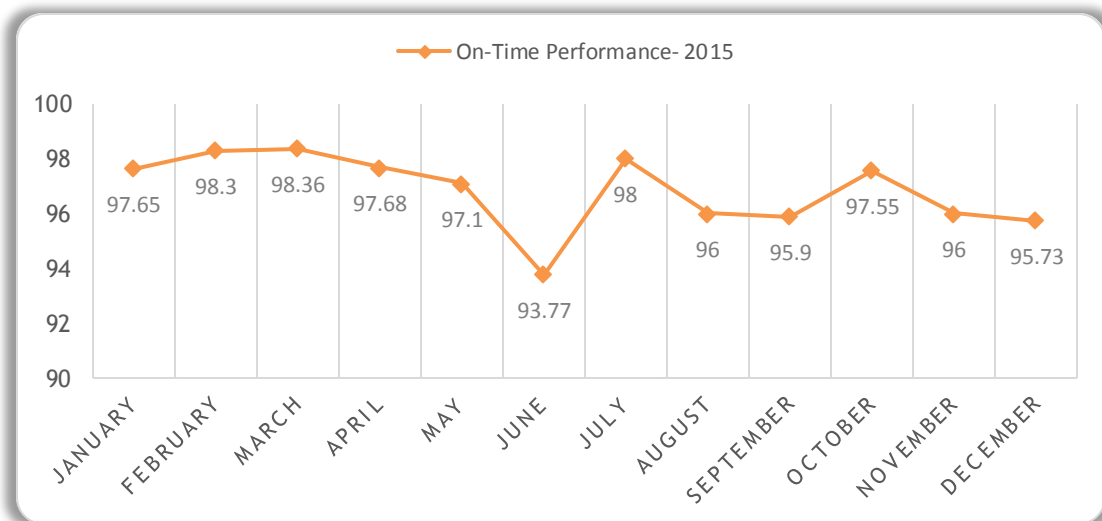
**Graph 3: Total Number of Bicycle Boarding- January 2015 to December 2015**



**Graph 4: Total Number of ADA Boarding- January 2015 to December 2015**



**Graph 5: On- Time Performance- January 2015 to December 2015**



## Carpool Matching Program



In July 2010, FDOT established a regional commuter assistance program to better address the needs of commuters across all nine counties in District Five. This regional program, known as reThink, works with employers and commuters to form carpools. It also provides information on transit options, biking, walking, and telecommuting. Rethink's carpool service involves matching commuters who are interested in carpooling with others.

The program continues to grow as new commuters' choices, such as SunRail, arise in our area. Since FDOT established the program, reThink has almost quadrupled the number of registered commuters. The number of commuters who have registered for the Emergency Ride Home (ERH) program has also increased significantly. The ERH program reimburses the cost of transportation to get home in emergency situations as many as four times a year and up to \$150 for each occurrence. Commuters who use an alternative mode to get to work at least twice a week are eligible for the ERH service.

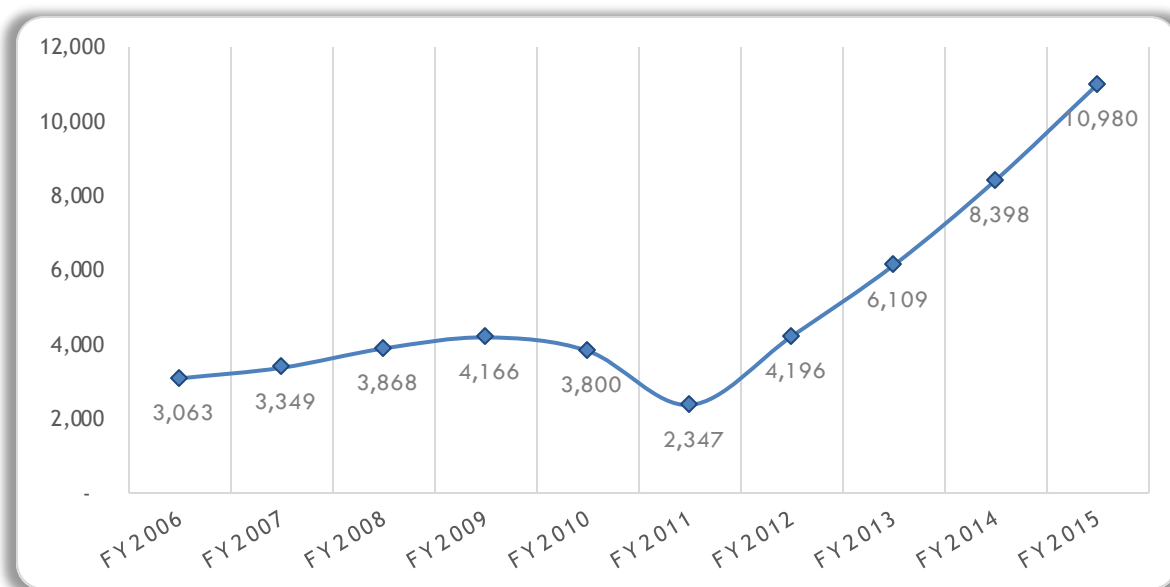
The number of persons participating in reThink's rideshare matching database from FY2011 through 2015 is shown in this table:

<i>Registered Commuters</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>
Number of Participants	2,347	4,196	6,109	8,398	10,980
<i>Emergency Ride Home</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>
Number of Participants	667	1,210	1,907	3,197	3,770

*In FY2010, the Commuter Assistance Program was managed under LYNX. The Program got transferred to FDOT in FY2011.  
Source: reThink, Annual Report*

### 10-Year Historic Trend - Rideshare Participants

This line graph illustrates the 10-year rideshare participant trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



Source: reThink, Annual Report

## Vanpool Program



To help alleviate traffic congestion, LYNX operates the area's Vanpool Program, which allows people who live and work near one another and have similar schedules to commute together using a LYNX van. Program participants have a month-to-month lease which includes use of the van, insurance, maintenance, and 24-hour roadside assistance. The route, schedule, and pick-up/drop-off locations are determined by the driver in cooperation with other Vanpool members.

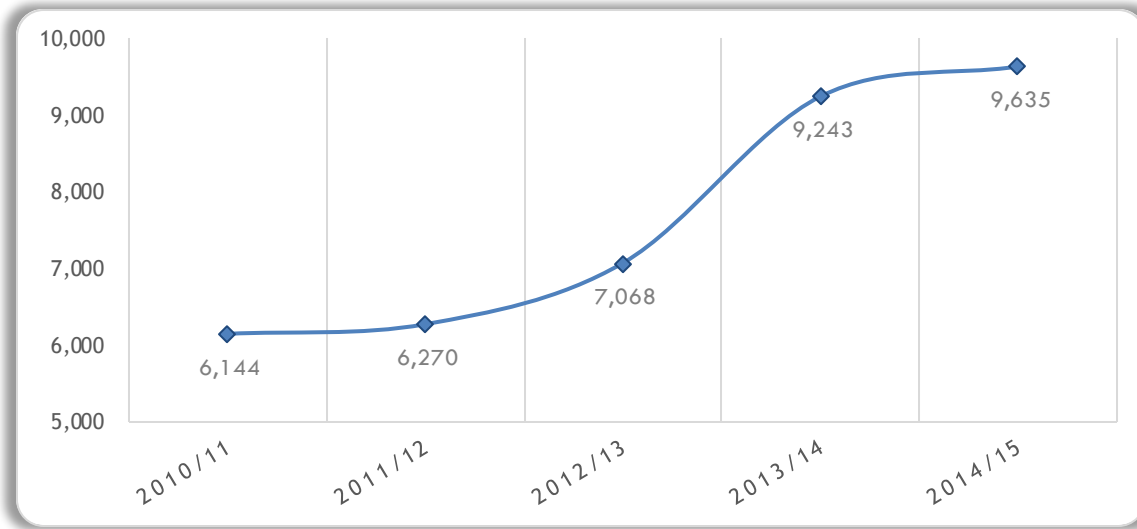
As previously mentioned, the LYNX vanpool program has grown in popularity and use. The number of persons participating in LYNX's Vanpool Program from FY 2011 through FY2015 is shown in this table:

Vanpool Program	2010/11	2011/12	2012/13	2013/14	2014/15
Number of Participants	6,144	6,270	7,068	9,243	9,635

Source: Central Florida Regional Transportation Authority d.b.a. LYNX, Vanpool Program

### 5-Year Historic Trend - Vanpool Participants

This line graph illustrates the 5-year vanpool matching participant trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



Source: Central Florida Regional Transportation Authority d.b.a. LYNX, Vanpool Program

## I-RIDE Service



International Drive is the Orlando visitor's number one destination for shopping, dining, entertainment, and lodging. The 11.5-mile corridor includes more than 100 hotels, 550 retail stores, 200 restaurants, 20 attractions, 2 entertainment complexes and the Orange County Convention Center. Visitors can take advantage of all these amenities by using the I-RIDE Trolley service. The 11 I-RIDE trolleys run daily, every 20-30 minutes from 8:00 a.m. to 10:30 p.m. The total number of passengers boarding the I-RIDE system from FY 2011 through FY2015 is shown in this table:

I-RIDE Trolley Ridership	FY2011	FY2012	FY2013	FY2014	FY2015
Number of Passengers	1,969,918	1,818,005	1,904,052	1,838,560	1,839,769

Source: International Drive Master Transit and Improvement District, Ridership History Report

## Park-and-Ride Lots



In 2013 there were five designated park-and-ride lots in the Orlando Metropolitan Area, all operated by FDOT. Park and Ride lots offer central locations where commuters can park their cars and transfer to carpools, vanpools or transit.

Since the opening of SunRail, the Department is also tracking the car and bicycle use at each of the stations. The traditional locations continue to see minimal usage.

FDOT conducts occupancy surveys of the park-and-ride lots on a biannual basis. The following table shows the lot locations number of parking spaces, and the average number of occupied spaces during 2013, 2014 and 2015.

<i>Location</i>	<i># of Spaces</i>	<i>Average Spaces Occupied - 2013</i>	<i>Average Spaces Occupied - 2014</i>	<i>Average space occupied - 2015</i>
Chuluota & SR50	87	36/87 (41%)	41/87 (47%)	23/87(26%)
Dean Road & SR 50*	41	0/41 (0%)	N/A	n/a
Econlockhatchee & SR50	43	2/41 (4%)	0/43 (0%)	1/43 (2%)
Lake Lotus & Magnolia Homes	33	1/33 (3%)	1/33 (3%)	2/33 (6%)
Kissimmee/St. Cloud Turnpike	111	10/111 (9%)	13/111 (12%)	21/111 (19%)
Sand Lake SunRail	419	N/A	78/419 (19%)	112/419 (27%)
Maitland SunRail	130	N/A	50/130 (38%)	78/130 (60%)
Altamonte Springs SunRail	334	N/A	47/334 (14%)	51/334 (15%)
Lake Mary SunRail	315	N/A	114/315 (36%)	118/315 (37%)
Longwood SunRail	272	N/A	34/272 (13%)	75/272 (28%)
Sanford SunRail	232	N/A	53/232 (23%)	66/232 (28%)

\*The Dean Road Park-and-Ride is no longer in service as of spring 2014.

<i>Location</i>	<i># of Bicycle Spaces</i>	<i>Average Spaces Occupied - 2013</i>	<i>Average Spaces Occupied - 2014</i>	<i>Average space occupied - 2015</i>
Sand Lake SunRail	15	N/A	3/30 (10%)	2/30 (7%)
Maitland SunRail	7	N/A	5/14 (36%)	3/14 (21%)
Altamonte Springs SunRail	5	N/A	5/0 (0%)	0/5 (0%)
Lake Mary SunRail	10	N/A	3/20 (15%)	7/20 (35%)
Longwood SunRail	2	N/A	1/4 (25%)	0/4 (0%)

Source: Florida Department of Transportation, Park and Ride Inventory Summary.

## School Bus Ridership

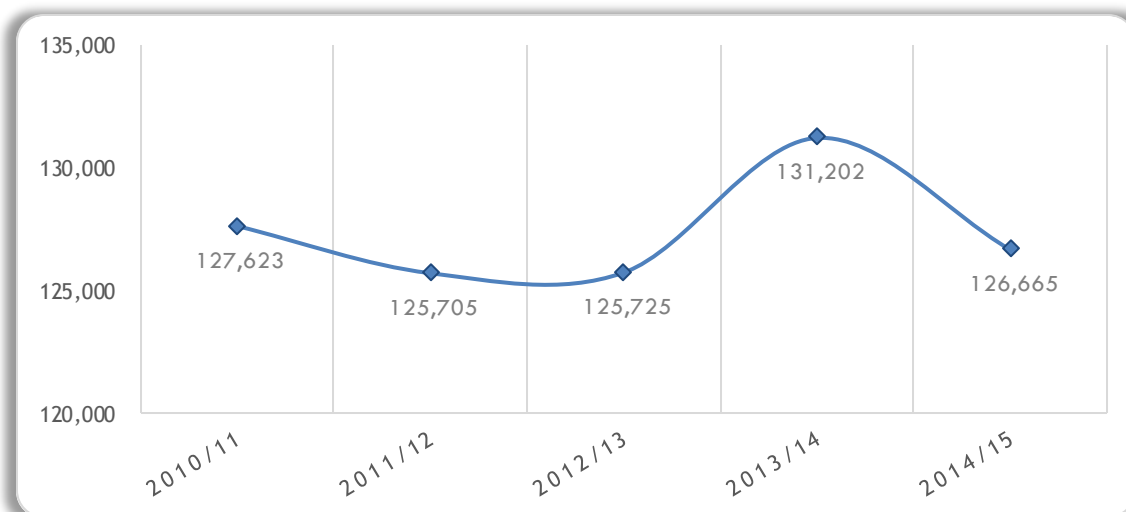
In addition to the public transit systems in the area, the public school districts in Orange, Osceola and Seminole counties all operate major transportation systems in order to transport children to and from school. The total number of public school students in each county school district from 2010/11 through 2014/15, the number and percentage of students transported by bus, and the number of school buses on daily routes, are shown in these tables:

<i>Orange County</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
# Public School Students	179,400	183,562	187,000	193,000	191,000
# Students Riding Buses	72,666	68,463	69,000	69,621	70,000
% Total Students Riding Buses	41%	37%	37%	36%	37%
# Buses on Daily Routes	931	905	900	910	916
<i>Osceola County</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
# Public School Students	54,762	56,084	57,836	62,211	63,644
# Students Riding Buses	22,886	25,798	25,429	30,147	25,221
% Total Students Riding Buses	42%	46%	44%	48%	40%
# Buses on Daily Routes	333	330	310	306	321
<i>Seminole County</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
# Public School Students	63,961	60,506	67,336	68,632	68,719
# Students Riding Buses	32,071	31,444	31,296	31,434	31,444
% Total Students Riding Buses	50%	52%	46%	46%	46%
# Buses on Daily Routes	379	379	370	365	357
<i>Total</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
# Public School Students	298,123	300,152	312,172	323,843	323,363
# Students Riding Buses	127,623	125,705	125,725	131,202	126,665
% Total Students Riding Buses	43%	43%	43%	41%	39%
# Buses on Daily Routes	1,643	1,614	1,580	1,581	1,594

Source: Orange, Osceola, and Seminole County Public Schools

### 5-Year Historic Trend - School Bus Ridership

This line graph illustrates the 5-year school bus ridership trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



Source: Orange, Osceola, and Seminole County Public Schools



## University of Central Florida - Transportation Services



The University of Central Florida is striving to meet the transportation demands of its students. The program serves many student residential communities, providing transportation to and from the main campus. The campus destination points are selected to allow students a short distance to travel to classrooms or campus activities. The transportation service allows students to leave their vehicles at their residences, saving them time and money. There is no per-trip cost to ride, and students get access to the core

facilities on campus without having to deal with traffic and parking. The service offers 11 routes, servicing 17 off-campus residential communities and Central Florida Research Park. All shuttle buses are ADA compliant.

To help students, faculty, and staff get around campus, UCF Parking & Transportation Services provides an on-campus circulator system called The Black & Gold Line. This system consists of four buses, all of which are ADA compliant. The Black & Gold Line operates 12 hours a day each class day during the fall and spring semesters; and 9 hours on every class day during the summer terms. For the fall and spring semesters, all four buses operate, while two buses run during the summer term.

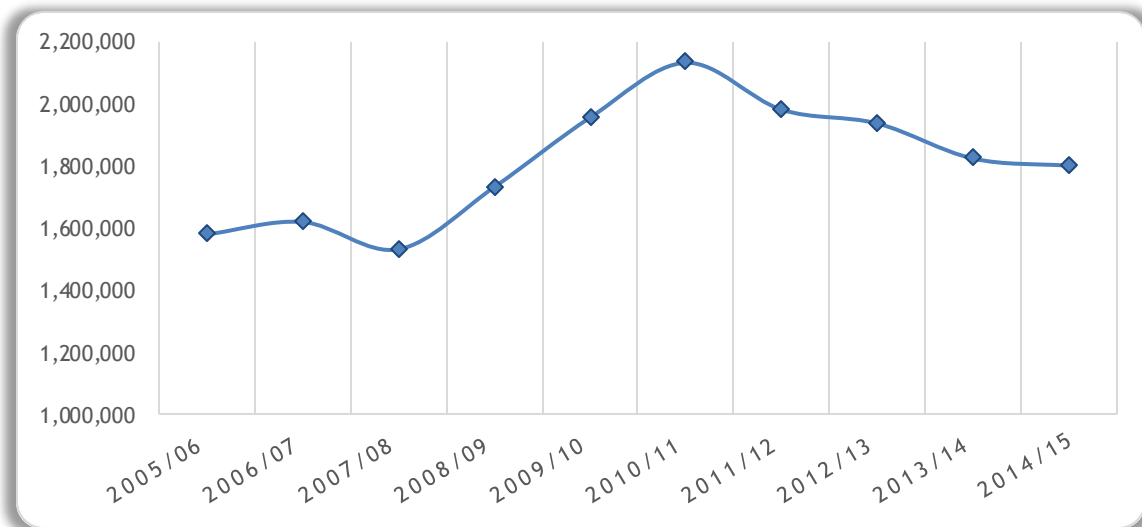
The total number of passenger boardings on UCF's On/Off Campus Shuttles and the Black & Gold Circulator systems from FY 2011 through FY 2015 are shown in these tables.

<i>Black &amp; Gold Circulator</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	31,200	22,261	13,854	23,093	32,885
<i>On/Off Campus Shuttles</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	2,100,000	1,958,212	1,922,175	1,800,000	1,767,115

Source: University of Central Florida Parking and Transportation Services

### 10-Year Historic Trend - UCF Campus Shuttle System

This line graph illustrates the 10-year system ridership trend for UCF's Campus shuttle system.



Source: University of Central Florida, Parking and Transportation Services

## Aviation, Rail, and Seaport Statistics

One of the Orlando Metropolitan Area’s strengths is its rich transportation network. With large numbers of tourists, business travelers, and residents around Orlando, the area’s airports, railroads, and seaport are crucial to the local economy. This chapter looks at the growth of these modes of transportation in our metropolitan area.

### Orlando International Airport (MCO)



Because of Central Florida’s active tourist market, Orlando International Airport is the second-busiest airport in Florida, after Miami International; the 13th-busiest in the United States, the 29th-busiest in the world by passenger traffic.

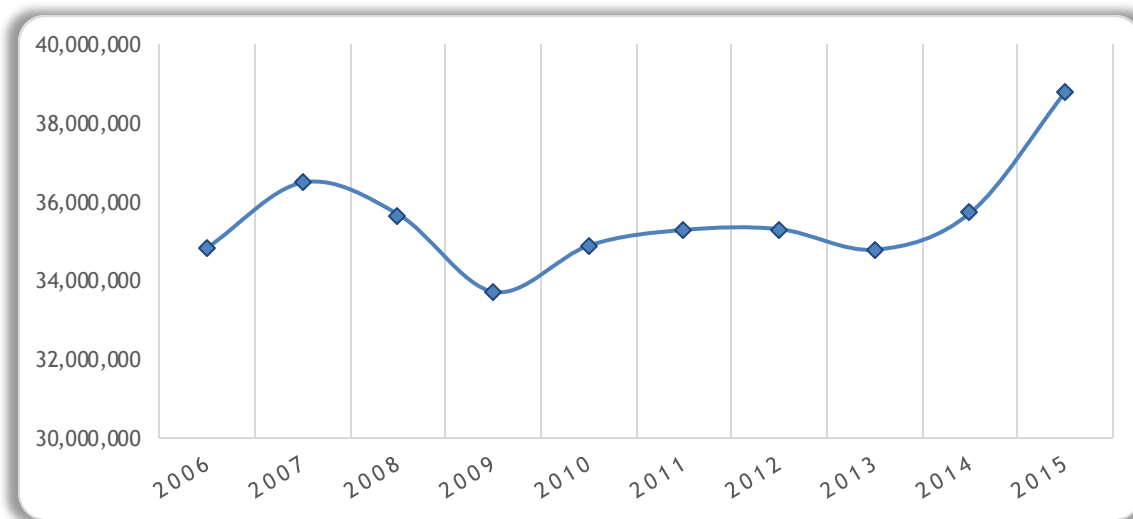
2015 saw a drastic increase in the number of passengers by 8.6% from 2014. These tables show passengers, tons of cargo, and aircraft operations at Orlando International Airport from 2011 to 2015:

<b>Orlando Int'l Airport</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Domestic Passengers	31,923,852	31,504,158	30,823,571	31,390,437	33,725,097
International Passengers	3,502,584	3,784,729	3,944,973	4,324,175	5,084,240
<b>Total Passengers</b>	<b>35,426,436</b>	<b>35,288,887</b>	<b>34,768,544</b>	<b>35,714,612</b>	<b>38,809,337</b>

Source: Greater Orlando Aviation Authority, *Traffic Summary Comparison*

#### 10-Year Historic Trend - Total Passengers

This graph illustrates the 10-year total passenger trend for Orlando International Airport.



Source: Greater Orlando Aviation Authority, *Traffic Summary Comparison*

<b>Orlando Int'l Airport</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Tons of Cargo	187,091	172,952	169,725	174,869	188,004
Aircrafts Operations	309,884	301,102	291,662	290,331	308,173

Source: Greater Orlando Aviation Authority, *Traffic Summary Comparison*

## Orlando-Sanford International Airport (SFB)

The Orlando Sanford International Airport has grown rapidly in recent years. What began as a facility primarily for international chartered and scheduled air flight to and from Europe, has developed into an alternative to Orlando International for many metro residents. Sanford International handles international service, as well as flights to a growing number of U.S. cities.

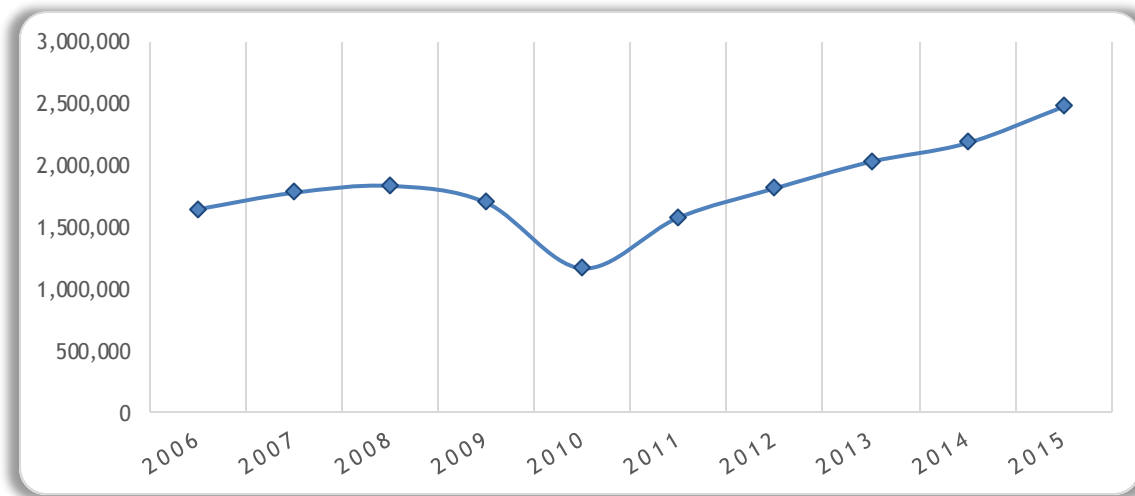
These tables show the number of passengers, tons of cargo, and aircraft operations at the Orlando Sanford International Airport from 2011 to 2015:

<i>Orlando-Sanford Int'l</i>	2011	2012	2013	2014	2015
Domestic Passengers	1,129,496	1,362,284	1,613,881	1,885,193	2,232,871
International Passengers	447,811	453,445	418,799	299,508	247,251
<b>Total Passengers</b>	<b>1,577,307</b>	<b>1,815,729</b>	<b>2,032,680</b>	<b>2,184,701</b>	<b>2,480,122</b>

Source: Sanford Airport Authority, *Monthly Activity report*

### 10-Year Historic Trend - Total Passengers

This graph illustrates the 10-year total passenger trend for Orlando-Sanford International Airport.



Source: Sanford Airport Authority, *Monthly Activity report*

<i>Orlando-Sanford Int'l</i>	2011	2012	2013	2014	2015
Tons of Cargo	3,022	3,179	3,112	1,627	1,316
Aircraft Operations	218,181	301,072	269,708	220,630	293,742

Source: Sanford Airport Authority, *Monthly Activity report*

## General Aviation

General aviation airports, which handle private and business air traffic, are also an important part of the area's aviation system and local economy. These include the Orlando Executive and Kissimmee Gateway Airports. These airports provide a convenient and efficient means of corporate travel for Orlando businesses and surrounding areas

These tables show the operations that have occurred at these airports from 2011 through 2015:

<i>Orlando Executive</i>	2011	2012	2013	2014	2015
Aircraft Operations	110,264	109,717	105,976	109,396	111,439

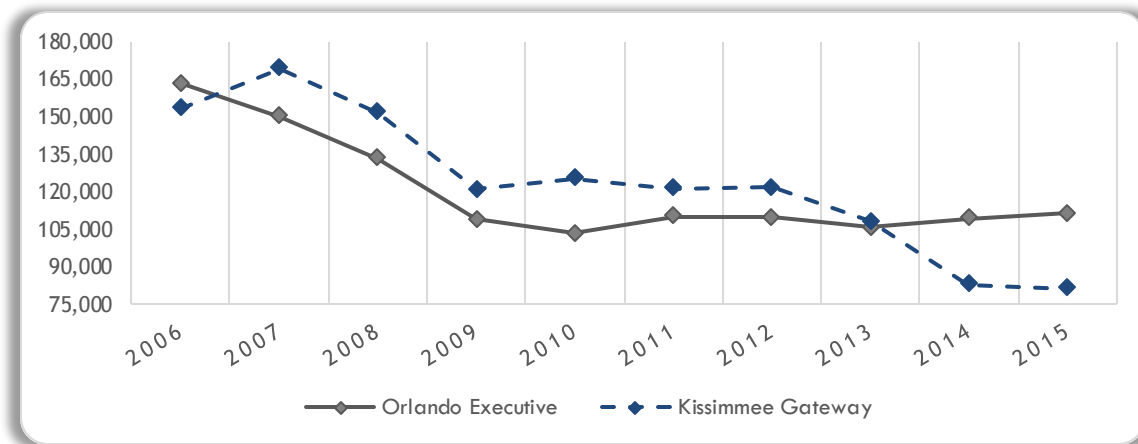
Source: Greater Orlando Aviation Authority, *Traffic Summary Comparison*

<i>Kissimmee Gateway</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Aircraft Operations	121,226	121,685	108,064	83,034	81,377

Source: Kissimmee Gateway Airport

### 10-Year Historic Trend - General Aviation Aircraft Operations

This line graph illustrates the 10-year general aviation aircraft operations trend for Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



### Port Canaveral Statistics

Port Canaveral is the second-busiest port in the world for multi-day cruises. Although the port is in Brevard County -- outside of the Orlando Metropolitan Area -- much of the cargo handled at the port, and many of the port's cruise ship passengers, either originate or are destined for this area. As a result, Port Canaveral is considered an important regional asset.

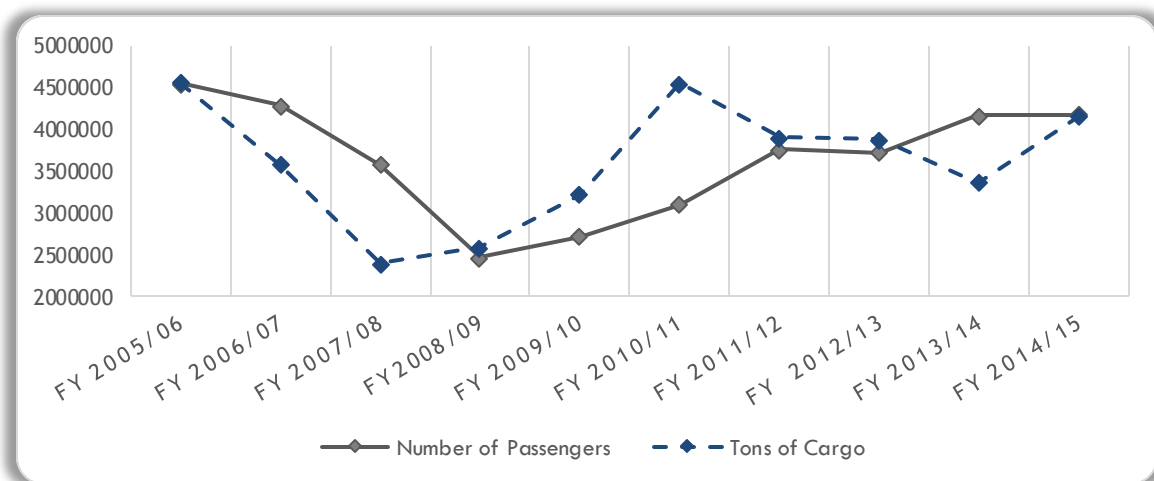
This port's freight and passenger statistics from FY 2011 through FY2015 are shown in the following tables:

<i>Port Canaveral</i>	<i>FY2011</i>	<i>FY2012</i>	<i>FY2013</i>	<i>FY2014</i>	<i>FY2015</i>
Number of Passengers	3,100,199	3,761,056	3,717,586	4,167,258	4,168,666
Tons of Cargo	4,547,724	3,904,986	3,874,266	3,362,281	4,148,243

Source: CanaveralPort Authority

### 10-Year Historic Trend - Port Canaveral

This line graph illustrates the 10-year passenger and cargo trend for Port Canaveral.



Source: CanaveralPort Authority, Annual Report / Directory

## AMTRAK

Amtrak continues to provide regional and out-of-state passenger rail trips. There are Amtrak stations in Orlando, Winter Park, and Kissimmee, as well as the Auto Train service, which runs between Sanford and Washington, D.C. These tables show the numbers of rail passengers who used these stations from FY 2011 through 2015:

<i>Amtrak - Orlando</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	179,124	172,502	160,442	155,532	145,839

<i>Amtrak - Winter Park</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	34,858	33,455	30,142	29,013	28,310

<i>Amtrak - Kissimmee</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	47,823	48,521	44,906	43,543	41,424

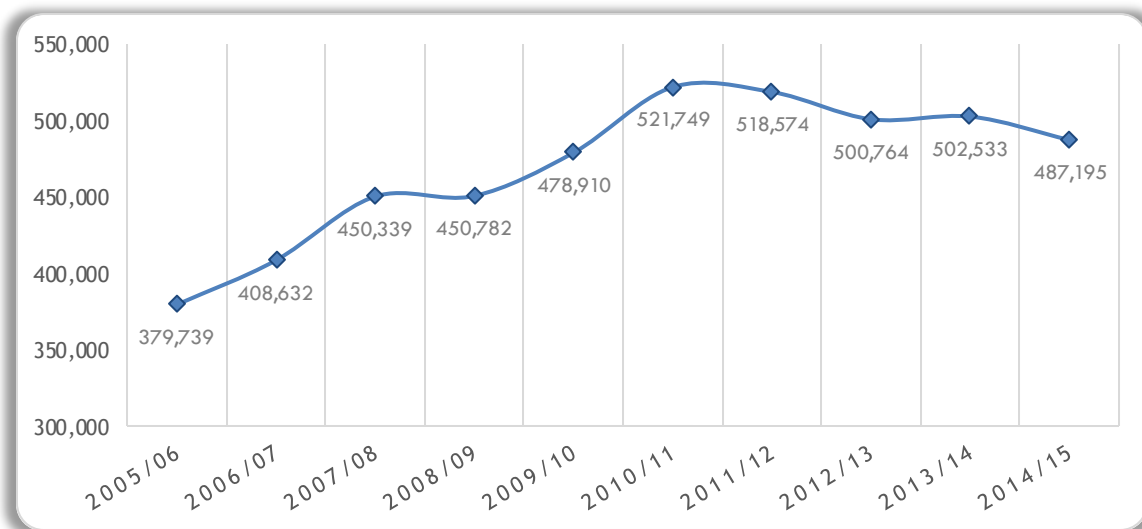
<i>AutoTrain - Sanford</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	259,944	264,096	265,274	274,445	271,622

<i>Amtrak - Total Ridership</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Number of Passengers	521,749	518,574	500,764	502,533	487,195

Source: National Railroad Passenger Corporation d.b.a. Amtrak, *State of Florida Fact Sheet*

### 10-Year Historic Trend - Amtrak Ridership

This graph illustrates the 10-year Amtrak total ridership trend for Orange, Osceola, and Seminole Counties - the Orlando Urban Area.



Source: National Railroad Passenger Corporation d.b.a. Amtrak, *State of Florida Fact Sheet*

## Transportation Revenue and Funding Statistics

Federal, state and local funding sources allocate millions of dollars for transportation infrastructure improvements to provide our citizens with an efficient transportation system. These expenditures include right-of-way acquisition, routine maintenance, construction of new highways and widening of existing highways, as well as transit system improvements, such as purchasing transit vehicles, installing bus shelters and building transit centers. Numerous upgrades, such as terminal expansions and runway enhancements, also have been made to airports in the area. Bicycle and pedestrian facilities enhancements, such as trails and sidewalks, also have been constructed. This chapter reviews the allocation of transportation funding for the past five years.

### Rental Car Surcharge Revenues

Florida has a substantial rental car market, primarily because of its tourism industry. The state has enacted a \$2-per-day rental car surcharge; 80 percent of the proceeds are deposited in the state Transportation Trust Fund. Those proceeds are allocated to the DOT's work program for each department district. The amount allocated for each DOT district is based on the proceeds attributed to the counties within the district.

The tables below show Florida's rental car surcharge revenues collected in the area and state from FY 2010 through FY 2015. In our area, revenue year 2015 continued to show clear signs of improvement with a 21% increase over 2011, approaching pre-economic recession revenue levels.

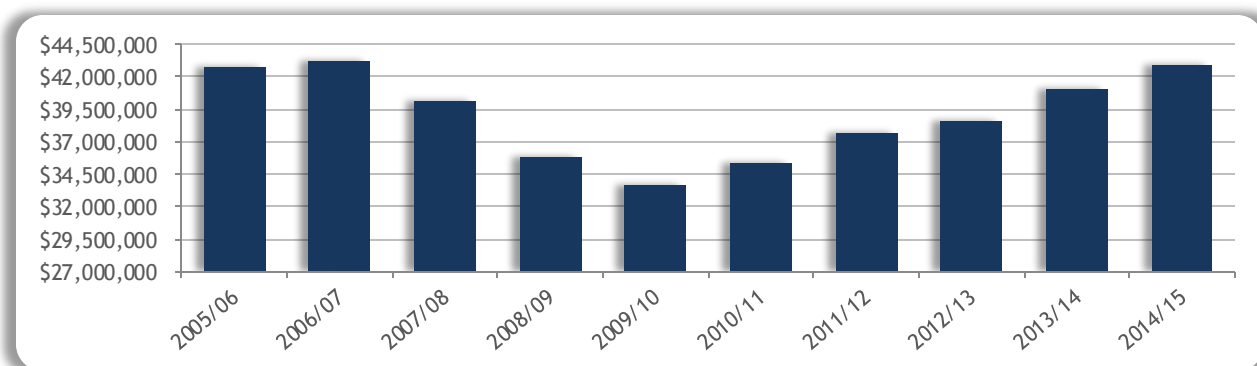
<i>Rental Car Surcharge</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Orange County	\$ 32,057,902	\$ 33,833,521	\$ 34,446,731	\$ 36,651,950	\$ 38,393,750
Osceola County	\$ 570,312	\$ 583,997	\$ 617,762	\$ 684,690	\$ 737,665
Seminole County	\$ 2,805,932	\$ 3,318,852	\$ 3,578,374	\$ 3,726,268	\$ 3,824,882
<b>Three-County Total</b>	<b>\$ 35,434,146</b>	<b>\$ 37,736,370</b>	<b>\$ 38,642,867</b>	<b>\$ 41,062,908</b>	<b>\$ 42,956,297</b>

<i>Rental Car Surcharge</i>	<i>2009/10</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2014/15</i>
Statewide Total	\$127,265,142	\$137,755,882	\$149,934,098	\$160,330,938	\$183,317,301

Source: Florida Department of Revenue, *Miscellaneous Shared Taxes*

### 10-Year Historic Trend - State Rental Car Surcharge Revenues

This graph illustrates the 10-year rental car surcharge revenue trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



Source: Florida Department of Revenue, *Miscellaneous Shared Taxes*

## Local Option Fuel Tax Revenue

Highway fuel taxes constitute the oldest continuous source of dedicated transportation revenue in the state. Beginning in 1972, counties were permitted to enact fuel taxes in addition to the state's levy by imposing additional local option taxes on highway fuels. However, the introduction of fuel-efficient vehicles and the economic downturn have cut into fuel tax funds significantly. In the last five years, the area's fuel tax revenue has fluctuated around \$62 million. The area saw similar revenue levels in 2003/04 before the economic recession.

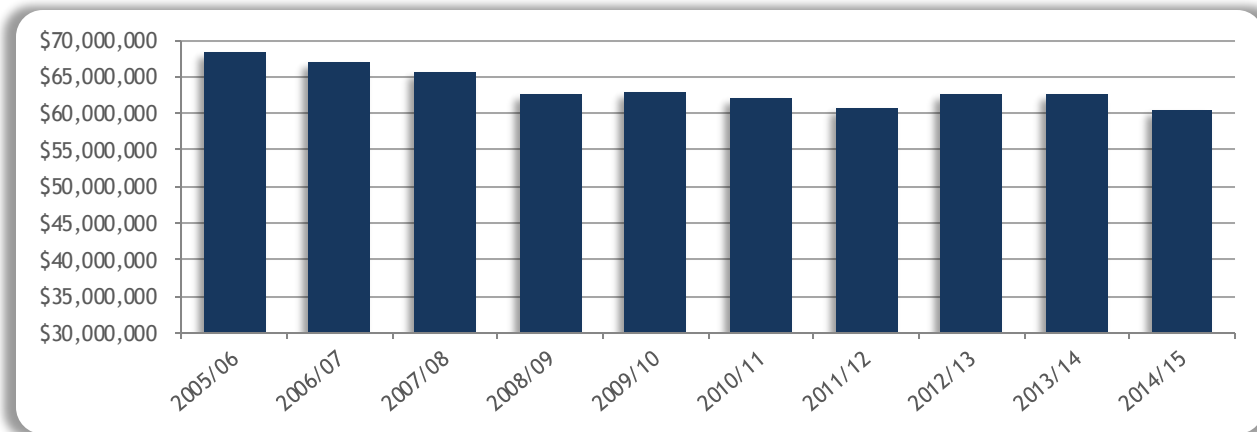
These tables show the amount of fuel tax revenue collected in the area from FY 2011 through 2015:

Local Option Fuel Tax Collected	2010/11	2011/12	2012/13	2013/14	2014/15
Orange County	\$ 37,547,771	\$ 36,939,249	\$ 38,025,110	\$ 37,552,587	\$ 37,158,272
Osceola County	\$ 11,095,826	\$ 10,912,286	\$ 11,746,745	\$ 11,629,048	\$ 10,860,441
Seminole County	\$ 13,386,080	\$ 12,932,027	\$ 12,855,696	\$ 12,381,514	\$ 12,388,221
<b>Three-County Total</b>	<b>\$ 62,029,677</b>	<b>\$ 60,783,562</b>	<b>\$ 62,627,551</b>	<b>\$ 61,563,149</b>	<b>\$ 60,406,934</b>

Source: Florida Department of Revenue, *Local Government Tax Distributions by County*  
 Note: Local option collection data includes 9<sup>th</sup> cent diesel fuel tax levies.

## 10-Year Historic Trend - Local Option Fuel Tax Revenue

This graph illustrates the 10-year local option fuel tax revenue trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



Source: Florida Department of Revenue, *Local Government Tax Distributions by County*

## Toll Transactions and Revenues

Up until 2008, there was a steady increase in the annual number of toll transactions and the amount of revenue collected on toll roads in the Orlando Metropolitan Area. In February 2009, the Orlando-Orange County Expressway Authority Board of Directors (now CFX) unanimously approved a 25-cent increase in the toll rate system-wide. In addition to the toll increase, the board adopted a toll rate indexing policy to keep up with demand and economic conditions.

Largely because of the economic recession and high local unemployment levels, toll transactions saw a decrease between 2009 and 2010. However, transaction numbers have bounced back, and revenue continues to increase.

The following tables show the numbers of toll transactions and amounts of toll revenues collected in the area from FY 2011 through FY 2015:

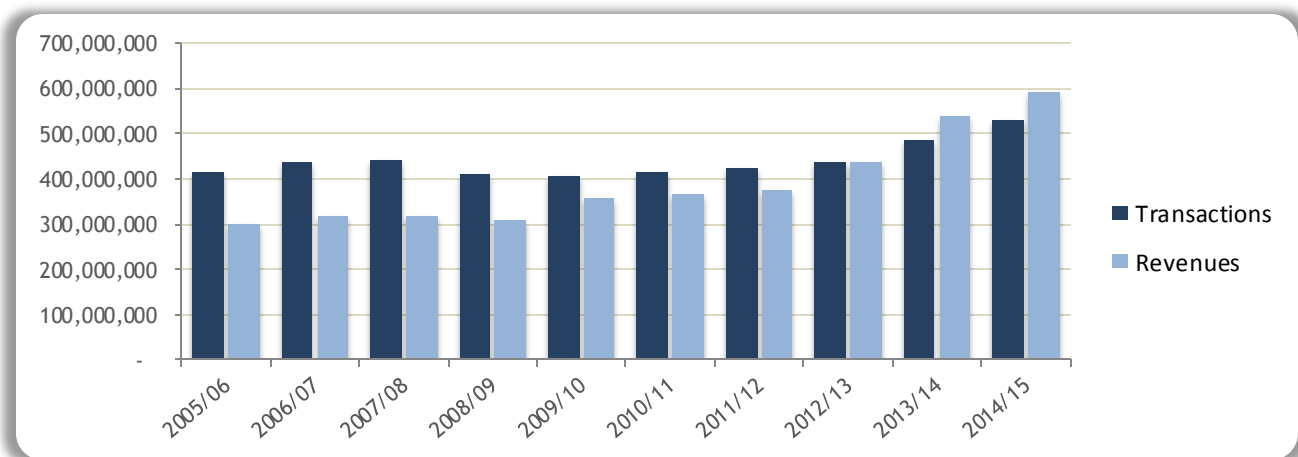
<b>Toll Transactions</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>
SR 408	128,035,000	128,001,000	125,648,000	132,427,000	141,595,000
SR 417	131,164,618	131,310,604	131,430,000	141,241,795	158,466,000
SR 429	31,264,655	32,305,879	34,060,000	38,573,913	44,760,000
SR 528	68,447,373	73,203,179	84,137,985	87,577,334	94,578,515
SR 414	6,608,000	7,432,000	8,402,000	9,674,000	10,895,000
Fla.'s Turnpike (SR 91)	60,599,412	61,859,053	62,918,835	66,789,318	72,644,821
Osceola Pkwy.	6,897,764	7,271,906	7,733,684	8,295,834	8,781,308
<b>Total Transactions</b>	<b>433,016,822</b>	<b>441,383,621</b>	<b>454,330,504</b>	<b>484,579,194</b>	<b>531,720,644</b>

<b>Toll Revenues</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>
SR 408	\$ 110,020,000	\$ 110,209,000	\$ 122,806,000	\$ 129,425,000	\$ 138,261,000
SR 417	\$ 114,587,793	\$ 117,537,859	\$ 138,260,000	\$ 149,021,557	\$ 167,400,000
SR 429	\$ 28,340,362	\$ 30,704,577	\$ 36,197,000	\$ 41,310,518	\$ 48,586,000
SR 528	\$ 61,120,599	\$ 65,083,823	\$ 77,458,000	\$ 80,339,379	\$ 86,806,782
SR 414	\$ 5,180,000	\$ 5,737,000	\$ 7,860,000	\$ 9,343,000	\$ 10,715,000
Fla.'s Turnpike (SR 91)	\$ 83,186,892	\$ 84,707,382	\$ 107,593,235	\$ 114,823,526	\$ 124,585,961
Osceola Pkwy.	\$ 11,263,662	\$ 11,688,542	\$ 12,200,233	\$ 13,950,043	\$ 15,593,889
<b>Total Revenues</b>	<b>\$ 413,699,308</b>	<b>\$ 425,668,183</b>	<b>\$ 502,374,468</b>	<b>\$ 538,213,023</b>	<b>\$ 591,948,632</b>

Source: Florida's Turnpike Enterprise, Orlando-Orange County Expressway Authority, Osceola County Public Works  
 Note: Partial Year of Revenue Collection on SR 414 in FY 2008/09. A toll rate increase went into effect July 1, 2012 across the OOCEA toll roads.

### 10-Year Historic Trend - Toll Transactions and Revenues

This graph illustrates the 10-year toll transaction and revenue trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



Source: Florida's Turnpike Enterprise, Orlando-Orange County Expressway Authority, Osceola County Public Works



## Transportation Project Funding

Total amounts of federal, state and local funds programmed for all phases and types of improvements from FY 2011 through FY 2015 are shown in the following tables. These improvements include everything from preliminary engineering to routine maintenance on highway, transit, aviation, bicycle and pedestrian projects.

Funding for transportation improvements does not necessarily increase every year; it fluctuates, depending on when allocations for various improvements are scheduled. Bicycle lanes and sidewalks often are components of highway projects. Such facilities are not reflected in the bicycle and pedestrian funding figures shown for Orange, Osceola and Seminole counties; these represent stand-alone bikeway or pedestrian projects. This category of funding is a subset of - rather than an addition to - State Highway System, Off-State Highway System, and Off-State and Federal System funding.

<i>Interstate (I-4)</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Three-County Total	\$ 55,509,000	\$ 74,420,000	\$ 21,571,000	\$ 31,722,000	\$ 46,454,000

<i>Turnpike and Other Toll</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Three-County Total	\$ 34,665,000	\$ 35,582,000	\$ 32,429,000	\$ 40,496,000	\$ 162,758,000

<i>State Highway System</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2013/14</i>
Orange County	\$ 100,155,000	\$ 87,465,000	\$ 70,304,000	\$ 127,923,000	\$ 154,954,000
Osceola County	\$ 14,368,000	\$ 10,388,000	\$ 8,667,000	\$ 21,167,000	\$ 74,786,000
Seminole County	\$ 54,756,000	\$ 59,733,000	\$ 72,323,000	\$ 43,617,000	\$ 59,661,000
Three-County Total	\$ 177,164,000	\$ 157,586,000	\$ 151,294,000	\$ 192,707,000	\$ 289,401,000

<i>Off State Highway System</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Orange County	\$ 5,477,000	\$ 16,777,000	\$ 12,085,000	\$ 4,725,000	\$ 2,330,000
Osceola County	\$ 11,466,000	\$ 11,272,000	\$ 9,745,000	\$ 2,285,000	\$ 858,000
Seminole County	\$ 6,109,000	\$ 1,202,000	\$ 5,379,000	\$ 1,036,000	\$ 1,576,000
Three-County Total	\$ 27,305,000	\$ 29,251,000	\$ 27,209,000	\$ 8,046,000	\$ 4,764,000

<i>Off State &amp; Fed. System</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Orange County	\$ 324,479,000	\$ 297,514,000	\$ 340,706,000	\$ 401,368,000	\$ 785,447,000
Osceola County	\$ 35,491,000	\$ 60,271,000	\$ 32,127,000	\$ 56,666,000	\$ 105,849,000
Seminole County	\$ 118,589,000	\$ 115,479,000	\$ 118,207,000	\$ 75,309,000	\$ 93,021,000
Three-County Total	\$ 366,643,000	\$ 473,264,000	\$ 491,040,000	\$ 533,343,000	\$ 984,317,000

<i>Non-System Specific</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Orange County	\$ 2,146,000	\$ 12,640,000	\$ 3,340,000	\$ 3,716,000	\$ 5,241,000
Osceola County	\$ 103,000	\$ 3,855,000	\$ 6,196,000	\$ 2,821,000	\$ 669,000
Seminole County	\$ 614,000	\$ 697,000	\$ 1,988,000	\$ 938,000	\$ 5,417,000
Three-County Total	\$ 2,773,000	\$ 17,192,000	\$ 11,524,000	\$ 7,475,000	\$ 11,327,000

<i>Total Highway &amp; Roads</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Three-County Total	\$ 665,059,000	\$ 664,391,000	\$ 787,296,000	\$ 813,789,000	\$ 1,499,024,000

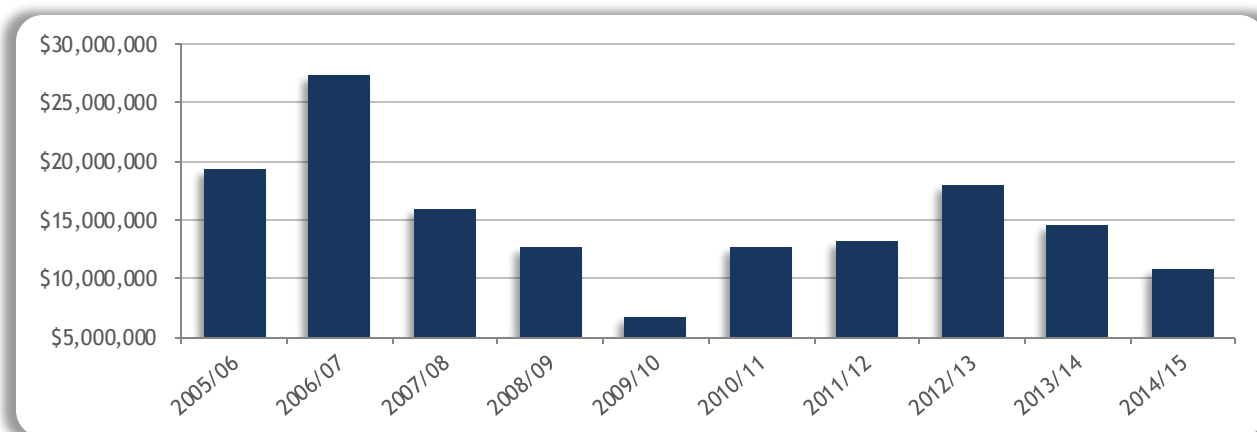
Source: Florida Department of Transportation (10-Year Gaming Report)

<i>Bicycle &amp; Pedestrian Capital Funding</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Orange County	\$ 3,463,000	\$ 5,699,000	\$ 4,486,000	\$ 5,621,000	\$ 9,447,000
Osceola County	\$ 959,000	\$ 1,569,000	\$ 6,901,000	\$ 7,281,000	\$ 69,000
Seminole County	\$ 8,249,000	\$ 5,953,000	\$ 6,693,000	\$ 1,721,000	\$ 1,312,000
<b>Three-County Total</b>	<b>\$ 12,671,000</b>	<b>\$ 13,221,000</b>	<b>\$ 18,080,000</b>	<b>\$ 14,623,000</b>	<b>\$ 10,828,000</b>

Source: MetroPlan Orlando, *Transportation Improvement Plan*

### **Bicycle & Pedestrian Capital Funding**

This graph illustrates the 10-year bicycle and pedestrian capital funding trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area. Fluctuations in bicycle and pedestrian funding correspond to programming of large construction projects.



<i>Multi-Modal Facilities</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
<b>Three-County Total</b>	<b>\$ -</b>	<b>\$ 244,000</b>	<b>\$ 1,075,000</b>	<b>\$ 13,000</b>	<b>\$ 60,000</b>

<i>Rail &amp; Transit</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
<b>Three-County Total</b>	<b>\$ 119,468,000</b>	<b>\$ 104,653,000</b>	<b>\$ 165,409,000</b>	<b>\$ 174,243,000</b>	<b>\$ 164,773,000</b>

<i>Aviation</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
Orange County	\$ 27,575,000	\$ 20,957,000	\$ 37,351,000	\$ 48,363,000	\$ 287,338,000
Osceola County	\$ 350,000	\$ 3,945,000	\$ 1,810,000	\$ 3,532,000	\$ 112,000
Seminole County	\$ 14,490,000	\$ 16,550,000	\$ 29,068,000	\$ 1,078,000	\$ 7,029,000
<b>Three-County Total</b>	<b>\$ 42,831,000</b>	<b>\$ 41,452,000</b>	<b>\$ 68,229,000</b>	<b>\$ 52,973,000</b>	<b>\$ 294,479,000</b>

<i>Trans. Disadvantaged</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
<b>Three-County Total</b>	<b>\$ 3,025,000</b>	<b>\$ 3,096,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Source: Florida Department of Transportation (10-Year Gaming Report)

<i>LYNX O&amp;M Funding</i>	<i>2010/11</i>	<i>2011/12</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
<b>O&amp;M Funds Expended</b>	<b>\$ 110,614,030</b>	<b>\$ 111,323,268</b>	<b>\$ 119,812,938</b>	<b>\$ 119,183,325</b>	<b>\$ 114,617,595</b>

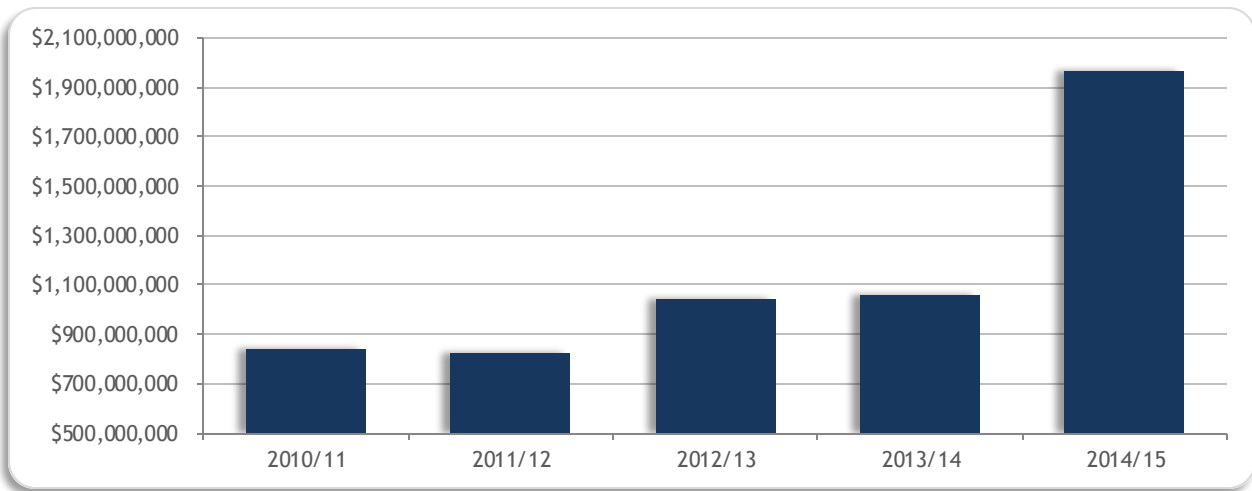
Source: Annual Operating Report, Central Florida Regional Transportation Authority d.b.a. LYNX.

<b>Grand Total: Funding by Mode</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>
Highway & Roads	\$ 665,059,000	\$ 664,391,000	\$ 787,296,000	\$ 813,789,000	\$ 1,499,024,000
Rail & Transit	\$ 119,468,000	\$ 104,653,000	\$ 165,409,000	\$ 174,243,000	\$ 164,773,000
Aviation	\$ 42,831,000	\$ 41,452,000	\$ 68,229,000	\$ 52,973,000	\$ 294,479,000
Multi-Modal	\$ -	\$ 244,000	\$ 1,075,000	\$ 13,000	\$ 60,000
Bicycle & Pedestrian	\$ 12,671,000	\$ 13,221,000	\$ 18,080,000	\$ 14,623,000	\$ 10,828,000
<b>Three-County Total</b>	<b>\$ 840,029,000</b>	<b>\$ 823,961,000</b>	<b>\$1,040,089,000</b>	<b>\$1,055,641,000</b>	<b>\$1,969,164,000</b>

Source: Florida Department of Transportation (10-Year Gaming Report) & MetroPlan Orlando, Transportation Improvement Plan

### 5-Year Historic Trend - Grand Total Transportation Funding

This graph illustrates the 5-year grand total transportation funding trend for Orange, Osceola, and Seminole counties - the Orlando Urban Area.



## APPENDIX A

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### 2009 - 2014 TRAFFIC COUNTS

# Appendix A

## 2009-2014 Traffic Counts

### Introduction

This report contains 24-hour bi-directional traffic counts for various locations in Orange, Seminole, and Osceola Counties from 2009 through 2014. The counts are listed alphabetically. A set of maps showing the traffic count locations is also provided. FDOT's traffic counts are averaged for each year, and most are rounded to the nearest 500.

### Methodology

This report was prepared by the MetroPlan Orlando staff. The data for this report was provided by the Florida Department of Transportation (FDOT), and the Traffic Engineering Departments of Orange, Seminole, and Osceola Counties. Here's how to reach these agencies for more information:

MetroPlan Orlando	407-481-5672 ext. 324
Florida Dept. of Transportation	1-800-780-7102
Orange County	407-836-7890
Osceola County	407-343-2600
Seminole County	407-665-5677

Station ID #	Road Name	Location	2009	2010	2011	2012	2014	Reporting Entity
0030	Conway Rd.	N of Hoffner Rd.	30,500	30,500	28,500	32,500	33,000	FDOT / Orange
0031	Goldenrod Rd.	N of Narcoossee Rd.	10,500	10,600	8,800	10,900	10,200	FDOT / Orange
0036	Goldenrod Rd.	N of SR 50	27,500	29,000	33,000	33,000	29,000	FDOT / Orange
0055	Silver Star Rd.	W of Orange Blossom Tr.	9,700	7,000	7,400	7,200	9,200	FDOT / Orange
0057	Silver Star Rd.	E of Mercy Dr.	14,400	13,300	14,300	13,200	15,500	FDOT / Orange
0058	Silver Star Rd.	W of Powers Dr.	41,500	42,500	41,000	38,500	39,500	FDOT / Orange
0076	Conway Rd.	S of Curry Ford Rd.	30,000	27,000	29,500	30,000	30,000	FDOT / Orange
0089	Silver Star Rd.	W of SR 429	17,800	16,500	15,900	15,200	13,300	FDOT / Orange
0105	Orange Blossom Tr.	N of Clarcona-Ocoee Rd.	27,500	29,500	27,000	30,500	22,500	FDOT / Orange
0123	Orange Blossom Tr.	N of Beachline Expy.	70,000	71,000	61,000	58,500	63,000	FDOT / Orange
0259	Orange Blossom Tr.	N of Silver Star Rd.	27,500	25,500	26,500	25,500	29,000	FDOT / Orange
0294	Orange Blossom Tr.	SE of SR 436	34,000	30,000	30,500	28,500	29,000	FDOT / Orange
0326	Hoffner Ave.	NW of Goldenrod Rd.	1,700	17,300	17,400	17,700	19,700	FDOT / Orange
0403	Sand Lake Rd.	E of Orange Ave.	43,500	42,000	40,500	41,500	44,500	FDOT / Orange
0435	Fairbanks Ave.	W of US 17/92	33,000	31,000	34,500	34,000	34,500	FDOT / Orange
0437	Mills Ave.	S of Orange Ave.	24,500	26,000	25,000	25,500	25,500	FDOT / Orange
0443	Orange Blossom Tr.	S of Princeton St.	27,500	25,500	27,000	27,000	29,000	FDOT / Orange
0453	Sand Lake Rd.	E of I-4	38,500	38,500	39,000	41,500	43,500	FDOT / Orange
0480	Orange Blossom Tr.	S of Seminole Co. Line	26,000	26,000	24,500	25,000	27,000	FDOT / Orange
0491	Curry Ford Rd.	E of Conway Rd.	31,000	32,500	32,000	33,000	30,500	FDOT / Orange
0492	Curry Ford Rd.	E of SR 436	32,000	35,000	34,500	33,500	33,500	FDOT / Orange
0503	Lee Rd.	W of I-4	39,500	50,000	42,000	44,500	40,500	FDOT / Orange
0511	Orange Blossom Tr.	N of Sand Lake Rd.	53,000	50,000	53,500	54,500	55,000	FDOT / Orange
0519	Lee Rd.	W of US 17/92	36,000	36,000	34,000	37,000	36,500	FDOT / Orange
0522	Hoffner Ave.	W of SR 436	20,500	20,300	21,000	21,000	22,500	FDOT / Orange
0541	Sand Lake Rd.	W of Florida's Turnpike	42,000	46,000	39,500	45,000	46,000	FDOT / Orange
0544	Orange Blossom Tr.	N of SR 50	27,500	25,000	28,000	26,500	32,500	FDOT / Orange
0549	Conway Rd.	S of Lake Underhill Rd.	24,000	23,000	21,000	24,500	26,000	FDOT / Orange
0558	Orange Blossom Tr.	S of Taft-Vineland Rd.	43,000	47,000	44,000	45,000	44,500	FDOT / Orange
0568	Silver Star Rd.	W of Apopka-Vineland Rd.	25,500	25,500	26,000	24,000	25,000	FDOT / Orange
0577	Goldenrod Rd.	N of Curry Ford Rd.	42,000	37,500	39,000	39,500	40,500	FDOT / Orange
0578	Maitland Blvd.	W of Maitland Ave.	54,000	54,000	53,500	51,000	56,000	FDOT / Orange
0579	Maitland Blvd.	W of US 17/92	30,500	27,000	26,000	28,500	38,500	FDOT / Orange
0590	Goldenrod Rd.	N of University Blvd.	21,500	24,000	23,000	24,000	23,500	FDOT / Orange
0591	Maitland Blvd.	W of I-4	79,500	72,000	81,500	81,500	91,500	FDOT / Orange
0595	S.R. 536	W of SR 535	34,000	39,500	31,000	34,500	40,500	FDOT / Orange
0601	Princeton St.	W of Orange Blossom Tr.	14,700	14,200	15,000	15,800	17,700	FDOT / Orange
0603	S.R. 536	W of I-4	55,000	62,500	58,500	61,000	72,500	FDOT / Orange
0606	Silver Star Rd.	W of Princeton Ave.	38,000	38,500	38,500	39,000	41,500	FDOT / Orange
0630	S.R. 535	SE of I-4	45,000	39,000	46,500	50,500	49,000	FDOT / Orange
0638	Lee Rd.	E of Orange Blossom Tr.	38,000	35,500	36,000	37,500	35,000	FDOT / Orange
0643	Maitland Blvd.	E of Forest City Rd.	43,000	48,000	49,500	49,500	50,500	FDOT / Orange
0644	Sand Lake Rd.	W of John Young Pkwy.	45,000	48,500	47,500	49,500	50,000	FDOT / Orange
0655	Orange Blossom Tr.	N of Osceola Co. Line	32,000	33,000	34,500	32,500	31,000	FDOT / Orange

0656	Orange Blossom Tr.	S of Hunters Creek Blvd.	34,500	38,000	39,000	38,000	38,500	FDOT / Orange
0657	Orange Blossom Tr.	N of Wetherbee Rd.	51,000	52,500	50,500	46,000	50,000	FDOT / Orange
1009	S.R. 520	SE of SR 50	14,800	15,800	11,600	15,500	15,900	FDOT / Orange
5004	Orange Blossom Tr.	S of Old Winter Garden Rd.	29,500	32,500	26,500	31,000	27,500	FDOT / Orange
5007	Orange Blossom Tr.	S of SR 50	27,000	21,500	20,600	22,000	22,400	FDOT / Orange
5046	Robinson St.	E of Mills Ave.	14,200	14,700	14,000	16,500	16,500	FDOT / Orange
5047	Robinson St.	E of Bumby Ave.	12,500	11,100	12,400	13,500	12,800	FDOT / Orange
5051	Mills Ave.	N of SR 50	25,500	27,500	27,500	24,500	26,000	FDOT / Orange
5072	Fairbanks Ave.	W of Orange Ave.	11,600	23,500	25,000	25,000	26,500	FDOT / Orange
5120	Silver Star Rd.	E of CR 437	15,000	14,000	14,500	12,000	14,500	FDOT / Orange
5172	South St.	W of Crystal Lake Dr.	7,600	8,300	8,300	13,500	10,000	FDOT / Orange
5211	Edgewater Dr.	N of Fairbanks Ave.	24,500	23,000	23,000	23,000	22,000	FDOT / Orange
5216	Princeton St.	E of Orange Blossom Tr.	14,900	13,500	13,500	15,800	14,100	FDOT / Orange
5218	Edgewater Dr.	N of Lee Rd.	32,500	31,500	31,000	31,000	28,000	FDOT / Orange
0312	S.R. 535	S of Orange Co. Line	42,000	34,500	47,000	45,500	47,500	FDOT / Osceola
181	Americana Blvd.	E of John Young Parkway	19,139	13,417	16,614	18,784	19,134	Orange
148	Apopka-Vineland Rd.	S of Conroy Windermere Rd.	27,065	NC	NC	NC	20,021	Orange
411	Apopka-Vineland Rd.	N of Sand Lake Rd.	26,201	NC	NC	NC	29,230	Orange
7101	Apopka-Vineland Rd.	N of Silver Star Rd.	11,821	12,736	13,339	13,963	13,650	Orange
392	Bennett Rd.	S of Maguire Blvd.	10,737	9,495	11,219	11,754	9,647	Orange
376	Bumby Ave.	N of Curry Ford Rd.	10,875	9,702	8,313	8,097	8,743	Orange
7097	Bumby Ave.	S of SR 50	21,004	20,672	NC	19,759	20,500	Orange
345	Central Florida Pkwy.	W of International Dr.	22,315	21,263	22,111	26,063	26,404	Orange
60	Clarcona-Ocoee Rd.	W of Pine Hills Rd.	23,620	23,758	22,465	21,391	22,647	Orange
64	Clarcona-Ocoee Rd.	E of Hiawassee Rd.	23,682	21,628	19,731	20,044	22,781	Orange
6022	Conroy-Windermere Rd.	E of Kirkman Rd.	36,470	35,665	35,622	37,310	39,486	Orange
6073	Corrine Dr.	E of Winter Park Rd.	30,378	17,182	20,723	21,244	25,202	Orange
5215	Crystal Lake Dr.	N of South St.	20,025	17,700	NC	NC	19,932	Orange
491	Curry Ford Rd.	E of Bumby Ave.	16,635	15,982	15,713	16,185	15,988	Orange
258	Dean Rd.	N of SR 50	24,994	24,897	22,984	23,058	24,412	Orange
5177	Edgewater Dr.	N of Maury Rd.	22,947	21,246	21,707	21,043	21,430	Orange
7056	Edgewater Dr.	W of Forest City Rd.	38,421	NC	NC	NC	30,664	Orange
45	Forest City Rd.	Keller Road	N/A	14,103	13,513	13,671	NC	Orange
235	Forsyth Rd.	S of Aloma Ave.	15,136	14,740	14,740	14,961	15,235	Orange
278	Goldenrod Rd.	N of East-West Expy.	36,948	NC	NC	NC	36,327	Orange
1066	Good Homes Rd.	S of SR 50	21,482	20,874	20,717	22,874	26,021	Orange
242	Hall Rd.	N of University Blvd.	16,954	NC	NC	NC	16,996	Orange
94	Hiawassee Rd.	S of Silver Star Rd.	34,420	NC	NC	NC	28,558	Orange
95	Hiawassee Rd.	N of SR 50	31,982	30,458	30,458	30,168	30,463	Orange
149.5	Hiawassee Rd.	N of Conroy Rd.	31,963	NC	NC	NC	32,649	Orange
1029	Hiawassee Rd.	S of Old Winter Garden Rd.	36,414	NC	35,285	35,317	35,120	Orange
347	International Dr.	E of SR 535	30,412	NC	NC	NC	NC	Orange
425	International Dr.	S of Sand Lake Rd.	24,112	NC	NC	NC	24,654	Orange
1069	International Dr.	N of SR 417	15,852	17,576	17,078	11,036	12,153	Orange
364	Kaley Ave.	E of Orange Ave.	9,856	10,145	9,841	10,607	9,509	Orange
6085	Kaley Ave.	E of I-4	21,245	20,978	18,874	23,219	21,430	Orange
434	Kennedy Blvd.	W of Lake Destiny Rd.	19,633	13,889	13,642	13,646	14,811	Orange

6040	L.B. McLeod Rd.	E of Kirkman Rd.	20,474	NC	NC	20,855	21,123	Orange
266	Lake Underhill Rd.	W of Alafaya Tr.	35,847	29,410	30,134	29,452	30,124	Orange
277	Lake Underhill Rd.	E of Dean Rd.	26,199	NC	NC	NC	25,089	Orange
280	Lake Underhill Rd.	E of Goldenrod Rd.	24,438	23,587	22,238	19,782	22,853	Orange
388	Lake Underhill Rd.	E of SR 436	19,809	NC	NC	NC	16,516	Orange
419	Landstar Blvd.	N of Osceola Co. Line	25,383	22,443	25,602	27,304	31,918	Orange
391	Maguire Blvd.	W of Bennett Rd.	14,073	14,456	14,344	12,226	14,420	Orange
6080	Maguire Blvd.	S of SR 50	18,876	20,337	20,756	25,208	25,675	Orange
7074	Maguire Rd.	S of Gotha Rd.	10,486	10,098	11,404	11,774	11,083	Orange
6063	Maitland Ave.	N of Maitland Blvd.	23,098	24,533	23,873	22,811	22,132	Orange
88	Mercy Dr.	S of Silver Star Rd.	11,746	7,203	12,185	11,647	12,745	Orange
190	Michigan Ave.	W of Orange Ave.	34,960	NC	NC	NC	35,185	Orange
366	Michigan Ave.	W of Bumby Ave.	26,008	25,300	25,721	25,095	25,228	Orange
289	Narcoossee Rd.	S of Goldenrod Rd.	18,586	NC	NC	NC	22,920	Orange
6031	Oak Ridge Rd.	W of John Young Pkwy.	30,582	29,832	23,335	23,210	31,886	Orange
100	Old Winter Garden Rd.	W of Kirkman Rd.	26,773	NC	NC	NC	26,801	Orange
186	Orange Blossom Tr.	S of Holden Ave.	60,551	NC	NC	NC	57,873	Orange
359	Orange Blossom Tr.	S of Kaley Ave.	28,806	NC	NC	NC	29,132	Orange
6018	Orange Blossom Tr.	S of Central Florida Pkwy.	44,897	NC	NC	NC	47,367	Orange
330	Piedmont-Wekiva Rd.	S of SR 436	26,416	26,838	20,345	25,734	26,888	Orange
61	Pine Hills Rd.	S of Clarcona-Ocoee Rd.	23,724	22,871	21,693	25,028	21,808	Orange
82	Pine Hills Rd.	N of Silver Star Rd.	35,739	28,956	30,416	30,141	32,967	Orange
407	Pine Hills Rd.	N of SR 50	31,206	32,422	29,929	29,489	32,826	Orange
80	Powers Dr.	N of Silver Star Rd.	14,657	13,073	14,132	12,876	14,286	Orange
6039	Raleigh St.	E of Kirkman Rd.	15,015	15,920	15,670	15,660	15,285	Orange
7047	Robinson St.	E of Summerlin Ave.	14,099	28,000	NC	NC	16,841	Orange
21	Rock Springs Rd.	S of Welch Rd.	21,649	23,588	22,849	21,811	21,533	Orange
260	Rouse Rd.	N of SR 50	16,258	17,971	18,847	19,964	22,058	Orange
155	Sand Lake Rd.	E of Apopka-Vineland Rd.	28,558	29,154	29,403	28,407	33,029	Orange
77	Silver Star Rd.	E of Clarke Rd.	25,619	NC	NC	NC	18,998	Orange
167	Taft-Vineland Rd.	E of Orange Blossom Tr.	17,041	22,247	18,039	18,244	22,245	Orange
152	Turkey Lake Rd.	N of Sand Lake Rd.	23,794	23,446	26,796	28,427	30,055	Orange
151	Turkey Lake Rd.	S of Conroy-Windermere Rd.	19,703	19,719	20,038	20,281	23,323	Orange
241	University Blvd.	E of Goldenrod Rd.	39,445	37,568	36,330	36,850	36,672	Orange
251	University Blvd.	E of Dean Rd.	60,015	59,969	61,952	57,586	62,345	Orange
255	University Blvd.	W of Alafaya Tr.	50,051	52,552	59,435	51,344	57,769	Orange
6079	University Blvd.	E of Econlockhatchee Tr.	47,632	46,941	45,707	43,493	45,091	Orange
25	Wekiva Springs Rd.	N of SR 436	23,909	NC	NC	22,466	22,257	Orange
524	Winter Gdn.-Vineland Rd.	W of I-4	42,687	NC	43,985	50,185	NC	Orange
6010	Winter Gdn.-Vineland Rd.	W of Apopka-Vineland Rd.	22,860	NC	25,624	26,974	28,741	Orange
1033	Wymore Rd.	N of Lee Rd.	10,781	NC	11,311	11,196	11,406	Orange
160	Poinciana Blvd.	S of US 192	26,697	27,480	NC	27,009	33,294	Osceola
205	Pleasant Hill Rd.	S of US 17/92	49,141	48,923	NC	47,681	51,090	Osceola
222	Cypress Pkwy.	E of Marigold Ave.	22,958	48,424	NC	42,375	54,927	Osceola
309	Carroll St.	W of John Young Pkwy.	16,141	16,265	NC	16,674	19,092	Osceola
479	Boggy Creek Rd.	W of Boggy Creek Rd. E.	NC	22,700	NC	23,589	24,433	Osceola
456	Buenaventura Blvd.	S of Osceola Pkwy.	29,006	26,434	NC	28,069	30,415	Osceola



006	Airport Blvd.	S of SR 46	12,230	12,662	13,730	12,086	16,046	Seminole
017	Bear Lake Rd.	S of SR 436	10,014	8,422	10,064	10,482	10,316	Seminole
032	Central Pkwy.	E of Montgomery Rd.	19,917	12,677	12,677	18,834	22,422	Seminole
034	Central Pkwy.	W of Palm Springs Dr.	22,743	20,052	21,124	22,295	21,018	Seminole
041	Country Club Rd.	S of Lake Mary Blvd.	11,475	12,005	11,605	11,839	12,067	Seminole
054	County Road 419	E of Lockwood Rd.	31,752	30,127	30,287	30,319	31,434	Seminole
061	County Road 427	W of Bryant St.	18,299	17,893	17,570	16,552	17,407	Seminole
066	County Road 427	N of American Way	23,193	23,327	23,672	24,131	24,967	Seminole
074	Dean Rd.	S of SR 426	13,957	17,454	17,281	17,440	16,810	Seminole
084	Dodd Rd.	S of Red Bug Lake Rd.	12,018	11,992	12,005	11,805	12,404	Seminole
086	Dog Track Rd.	W of US 17/92	14,368	18,443	16,300	18,076	19,831	Seminole
087	Douglas Rd.	S of SR 434	11,820	12,330	13,696	4,875	12,971	Seminole
089	Douglas Rd.	N of SR 436	14,439	16,052	18,277	17,145	14,898	Seminole
112	Fernwood Blvd.	E of US 17/92	6,412	5,831	5,311	6,199	6,665	Seminole
124	Howell Branch Rd.	E of Orange Co. Line	23,116	NC	29,258	28,738	29,102	Seminole
125	Howell Branch Rd.	W of SR 436	21,876	NC	28,457	28,210	28,736	Seminole
132	Hunt Club Blvd.	N of Sand Lake Rd.	14,432	9,520	12,713	13,978	13,722	Seminole
135	Lake Emma Rd.	S of Lake Mary Blvd.	29,654	28,518	28,988	27,285	28,832	Seminole
142	Lake Howell Rd.	N of Howell Branch Rd.	11,120	13,164	13,937	14,520	13,629	Seminole
148	Lake Mary Blvd.	E of Lake Emma Rd.	49,436	43,055	56,294	43,585	44,757	Seminole
181	Mitchell Hammock Rd.	E of SR 426	38,742	38,734	36,904	39,791	41,385	Seminole
186	Montgomery Rd.	N of SR 436	17,758	9,640	17,330	16,439	16,267	Seminole
209	Oxford Rd.	S of SR 436	9,387	7,705	6,767	7,315	9,431	Seminole
214	Palm Springs Dr.	N of SR 436	20,212	21,673	21,267	21,891	21,601	Seminole
229	Red Bug Lake Rd.	E of Tuskawilla Rd.	42,096	38,734	36,286	38,265	39,858	Seminole
227	Red Bug Lake Rd.	E of SR 436	34,907	35,826	35,825	35,283	32,969	Seminole
242	Sand Lake Rd.	W of SR 434	14,019	14,611	14,872	14,962	15,369	Seminole
245	Sanford Ave.	S of SR 46	17,131	16,330	15,367	16,727	16,657	Seminole
262	S.R. 46	W of Orange Blvd.	21,435	22,726	20,237	20,339	20,859	Seminole
263	S.R. 46	W of Orange Blvd.	27,570	26,610	21,877	23,803	26,410	Seminole
265	S.R. 46	E of I-4	36,276	35,925	30,726	33,425	34,937	Seminole
270	S.R. 46	E of Sanford Ave.	22,510	20,244	22,360	22,438	22,042	Seminole
278	S.R. 419	NW of SR 434	15,845	NC	15,624	15,566	15,312	Seminole
279	S.R. 419	SE of US 17/92	15,286	16,506	17,086	16,076	16,808	Seminole
329	Tuskawilla Rd.	N of E. Lake Dr.	26,837	26,123	25,062	25,434	26,560	Seminole
332	Tuskawilla Rd.	S of Red Bug Lake Rd.	30,260	29,156	29,290	29,303	29,798	Seminole
333	Tuskawilla Rd.	N of SR 426	27,551	NC	18,273	27,084	27,958	Seminole
355	Wekiva Springs Rd.	E of Hunt Club Blvd.	23,179	19,717	20,129	20,385	20,693	Seminole
357	Wekiva Springs Rd.	NW of SR 434	23,614	25,899	24,807	27,742	26,128	Seminole
367	Wymore Rd.	S of Westmonte Dr.	13,325	13,424	13,226	13,346	15,653	Seminole

## APPENDIX B

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### 2015 Maximum 8-Hour Average Ozone Readings

## Appendix B

### 2015 Maximum 8-Hour Average Ozone Readings

These charts show the highest monthly 8-hour average ozone readings for 2015 at each monitoring station operated by the Florida Department of Environmental Protection in the Orlando Metropolitan Area. The Environmental Protection Agency (EPA) standard for ozone is 70 parts per billion (ppb) averaged over any 8-hour period.

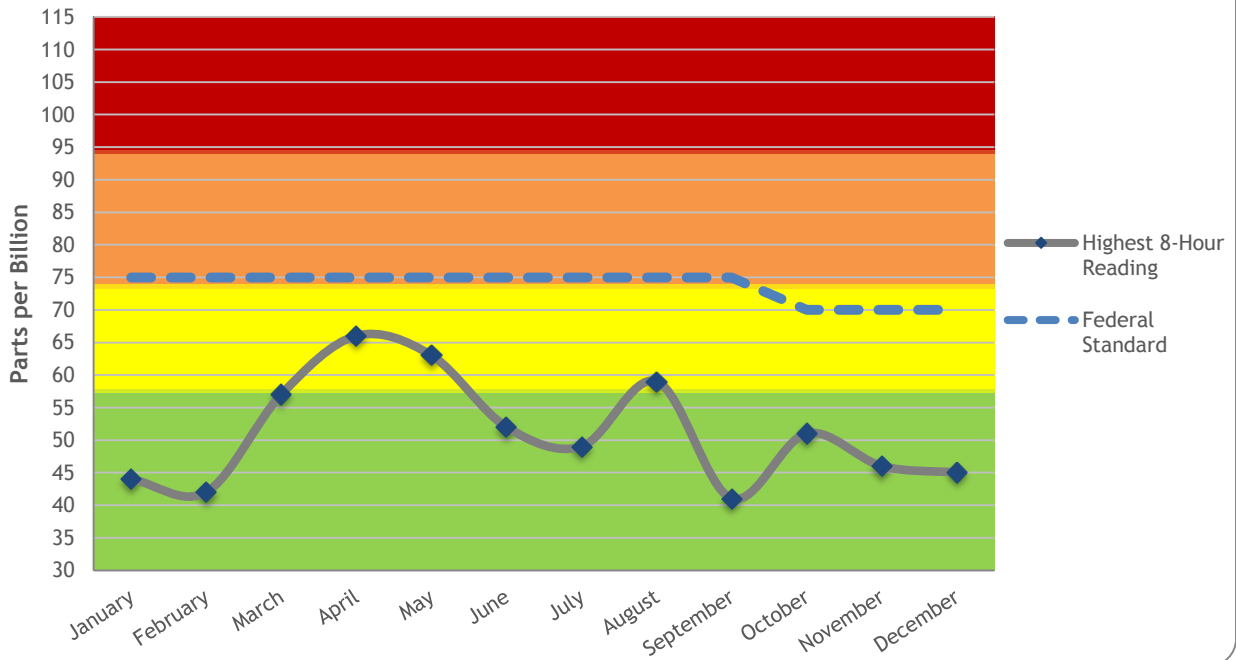
An area will be considered as nonattainment (not meeting the standard) if the average of the annual fourth-highest ozone readings at any monitoring station, for any three-year period, equals or exceeds the 70 parts per billion standard. The Orlando Metropolitan Area is currently considered to be in attainment for ozone.

For additional information, please contact the EPA:

Florida Dept. of Environmental Protection      407-894-7555

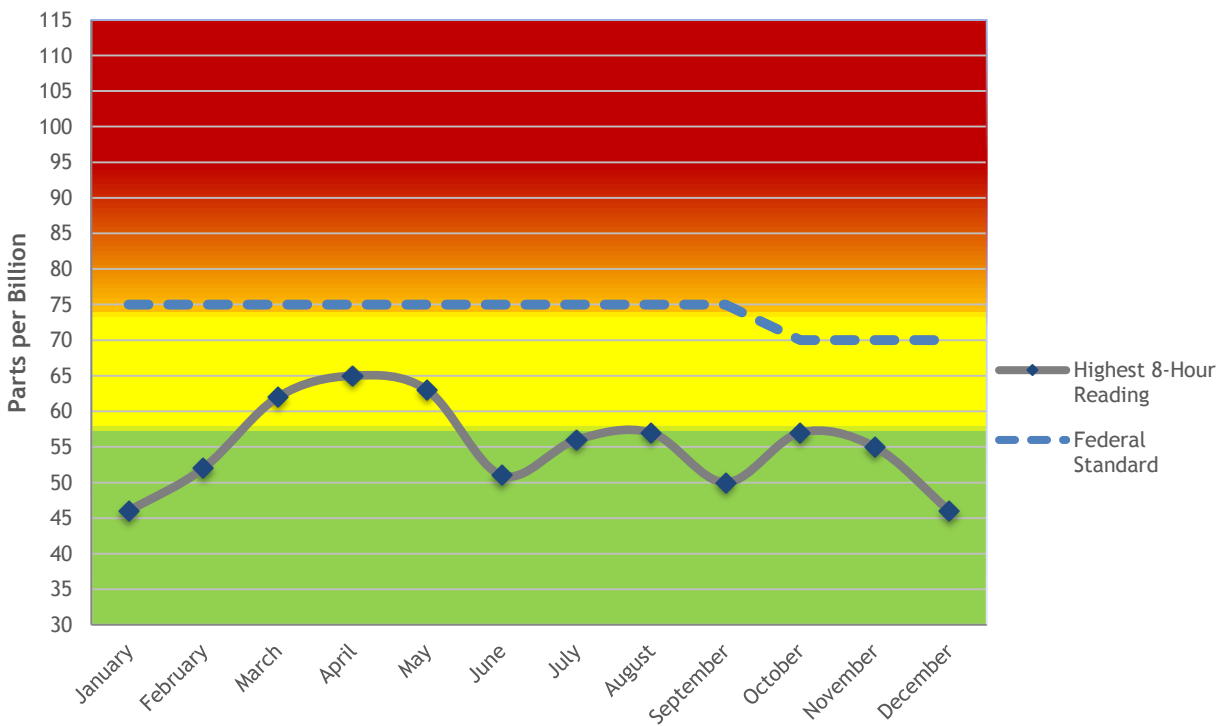
### Site 1: Winegard Elementary School, Orange County

Highest Reading: April 22, 2015 at 66ppb



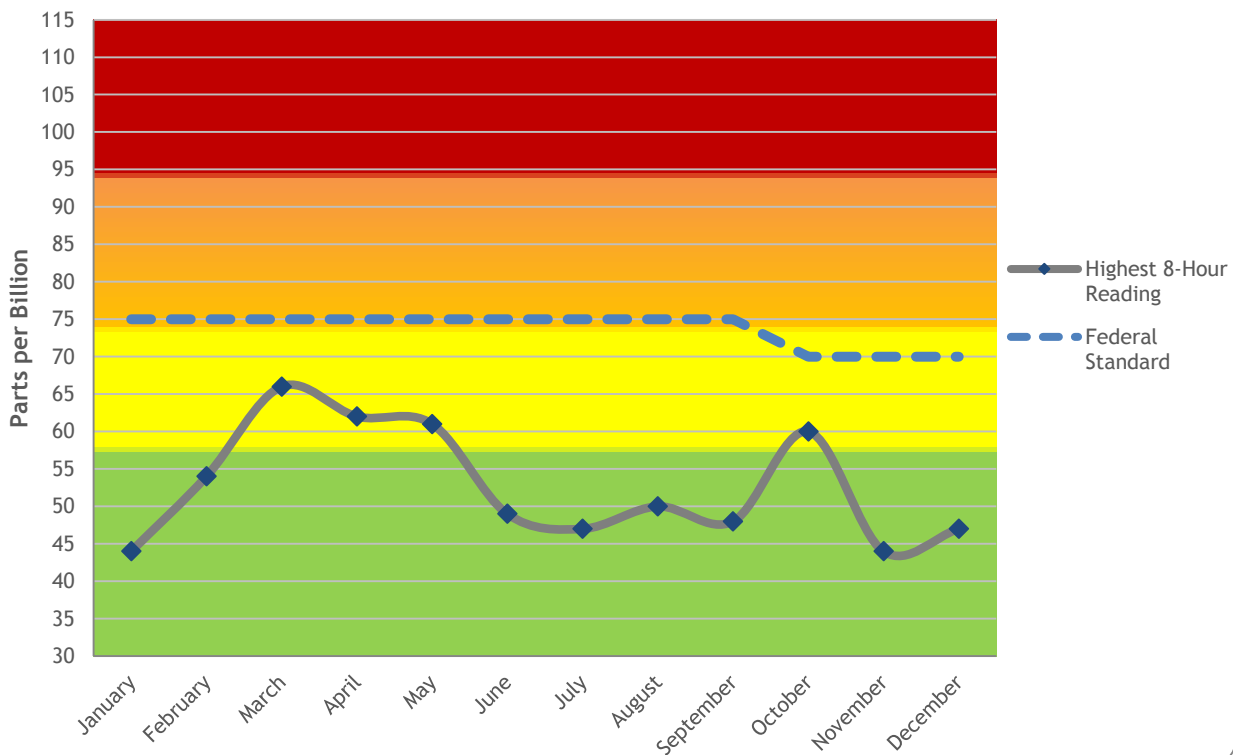
### Site 2: Lake Isle Estates, Winter Park

Highest Reading: April 22, 2015 at 65ppb



### Site 3: O.C.F.D. - Four Corners, Osceola County

Highest Reading: March 18, 2015 at 66ppb



### Site 4: Seminole State College, Sanford,

Highest Reading: May 1, 2015 at 64ppb

