2050 Metropolitan Transportation Plan

Appendix C | O-D Analyses and Community Travel Profiles

August 22, 2025
DRAFT

HOW TO GET INVOLVED IN THE 2050 PLAN

Online at MetroPlanOrlando.gov
Learn more about how long range transportation planning works and sign up for our e-newsletter to get updates on comment opportunities

In Person
Invite us to attend your event or present to your group by contacting our community outreach staff. You can find out about our public meetings in the calendar section of our website

On Social Media
Connect with us on LinkedIn, Facebook, Twitter and YouTube to learn about transportation news and when we'll be out in the community

Requested Printed Material
If you don't have digital access and prefer information in paper form, you can make the request by calling the number below

Questions?
Contact our community outreach staff at **MTP@MetroPlanOrlando.gov** or **(407) 481-5672**

Legal Information

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

This document was developed for use by MetroPlan Orlando for planning purposes. MetroPlan Orlando is not liable for any direct, indirect, special, incidental or consequential damages (such as, but not limited to, damages of loss of profits, business savings or data) related to the use of this document or information produced as a result of this document or its interpretation. This information is publicly available and is provided with no warranty or promises of any kind whatsoever, express or implied, including warranties for merchantability or fitness for a particular purpose.

While every effort is made to confirm the accuracy of the information provided within this document and any analytical methods used to develop the information, no assurance of accuracy can be or is given. By using this document and the information in any way, the User is acknowledging this limitation, and is agreeing to use the document and the information therein at his or her own risk. Likewise, MetroPlan Orlando is committed to making this document accessible to all users. If you experience any difficulty or are unable to access any part of the document, please notify us at Info@MetroPlanOrlando.gov so we can assist with a solution.

CONTENTS

FIGURES

TABLES

C.1 Historic Commute Flows

C.1.1 COUNTY-TO-COUNTY FLOWS

The three-county area's rapid increase in workers and jobs has created more commuter travel in the region. Commuting has changed unevenly across the three MetroPlan Orlando counties and their neighboring counties. Figure C-1 summarizes the flow of commuters from their residences to their workplaces. It is evident from Figure C-1 that the predominant commute flow occurred within Orange County in 2020 and involved people who both live and work in Orange County. This flow represented nearly half of all commutes involving MetroPlan Orlando counties. Trips internal to Seminole County and Osceola County represented approximately 11% and 7% of these commutes, respectively.

Figure C-1 | County-to-County Flows (Residence to Workplace)
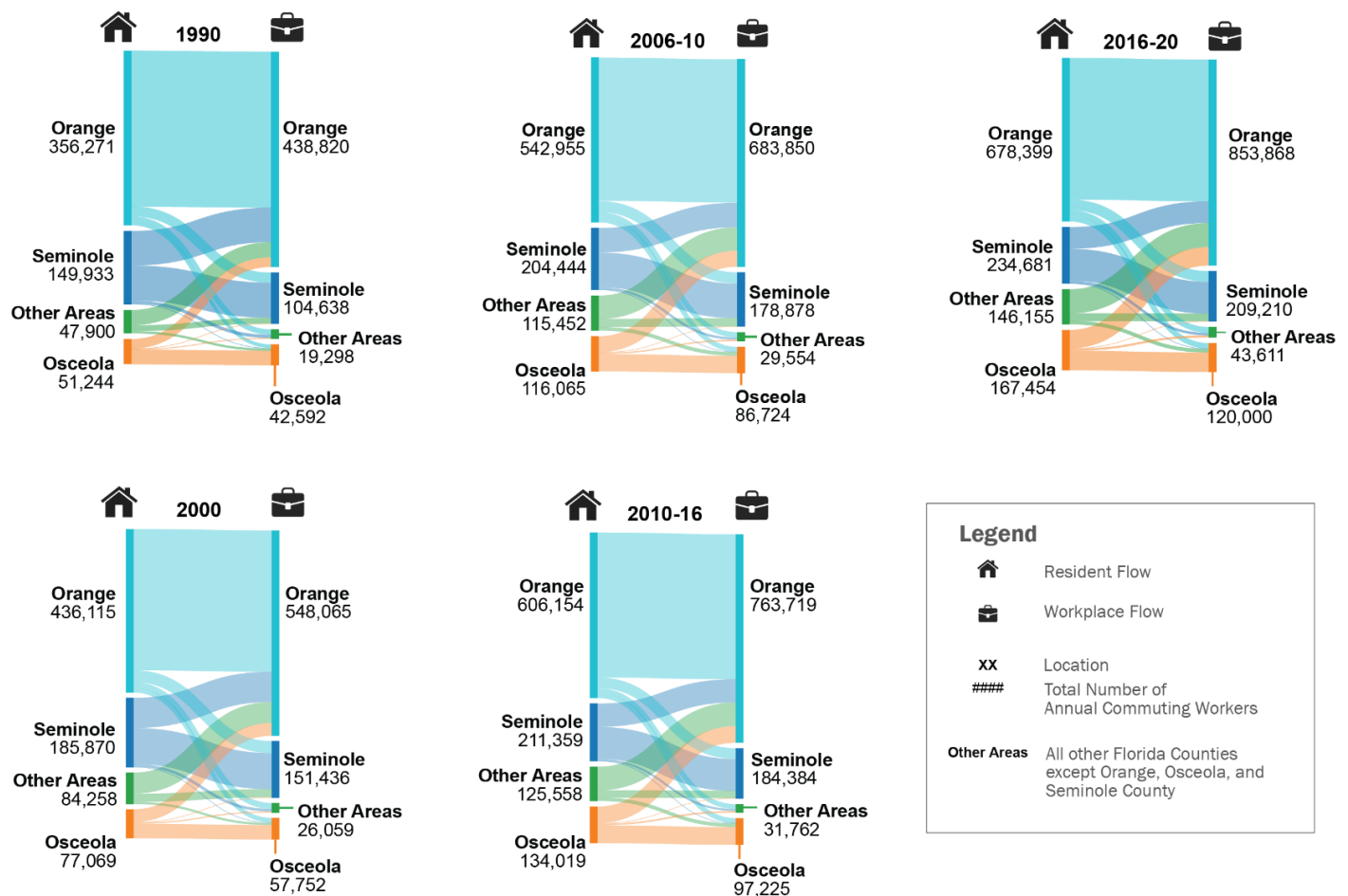
Sources: 1990 U.S. Census; 2000 U.S. Census; 2006-2010, 2012-2016 CTPP; 2020 ACS 5-year Commuting Flows

While commuting patterns within counties make up a large portion of commutes, intercounty commutes (commutes in which someone lives in one county and travels to another for work) represent about a third of all commutes involving MetroPlan Orlando counties. The top five intercounty commute flow pairs are identified in Figure C-2. Note that some of these commuting flow pairs include counties outside of the MetroPlan Orlando region.

Figure C-2 | Top Five Intercounty Flows (Residence to Workplace)

1990

Flow	Value
Seminole to Orange	71K
Orange to Seminole	21K
Osceola to Orange	19K
Volusia to Seminole	10K
Lake to Orange	9K

2000

Flow	Value
Seminole to Orange	81K
Osceola to Orange	34K
Orange to Seminole	32K
Lake to Orange	20K
Volusia to Seminole	17K

2010

Flow	Value
Seminole to Orange	81K
Osceola to Orange	53K
Orange to Seminole	37K
Lake to Orange	29K
Volusia to Seminole	20K

2016

Flow	Value
Seminole to Orange	85K
Osceola to Orange	61K
Orange to Seminole	39K
Lake to Orange	35K
Polk to Orange	21K

2020

Flow	Value
Seminole to Orange	90K
Osceola to Orange	76K
Orange to Seminole	44K
Lake to Orange	35K
Polk to Orange	29K

Legend: Workplace in Orange County (■) and Seminole County (■)

Note: The word "County" is omitted for brevity.

Sources: 1990 U.S. Census; 2000 U.S. Census; 2006-2010, 2012-2016 CTPP; 2020 ACS 5-year Commuting Flows

Since 1990, the largest intercounty commute flow has been from Seminole County to Orange County. Other commute flows into Orange County have grown more rapidly, likely due to an increase in residents and growing populations in neighboring Osceola, Lake, and Polk Counties. Over the last 30 years, intercounty commutes to Osceola County have been primarily from Orange County and from Polk County, but neither OD pair ranked in the top five intercounty flows across the five datasets in the last 30 years.

Figure C-3 shows the breakdown of commute trips to and from areas outside of the MetroPlan Orlando region. There are more than three times as many trips to the MetroPlan Orlando region for those who work here but live elsewhere than there are for those who live in the MetroPlan Orlando region but work outside it. The external commute trips are largely from Lake County, Volusia County, and Polk County.

Since 1990 (and across all datasets), Lake County to Orange County has been in the top five intercounty commute flows involving counties outside the MetroPlan Orlando region. The Polk County to Orange County commute flows entered the top five in 2016, which indicates there is increased traffic stress on major routes between the two counties.

Figure C-3 | Breakdown of Commutes from and to the MetroPlan Orlando Region (2020)
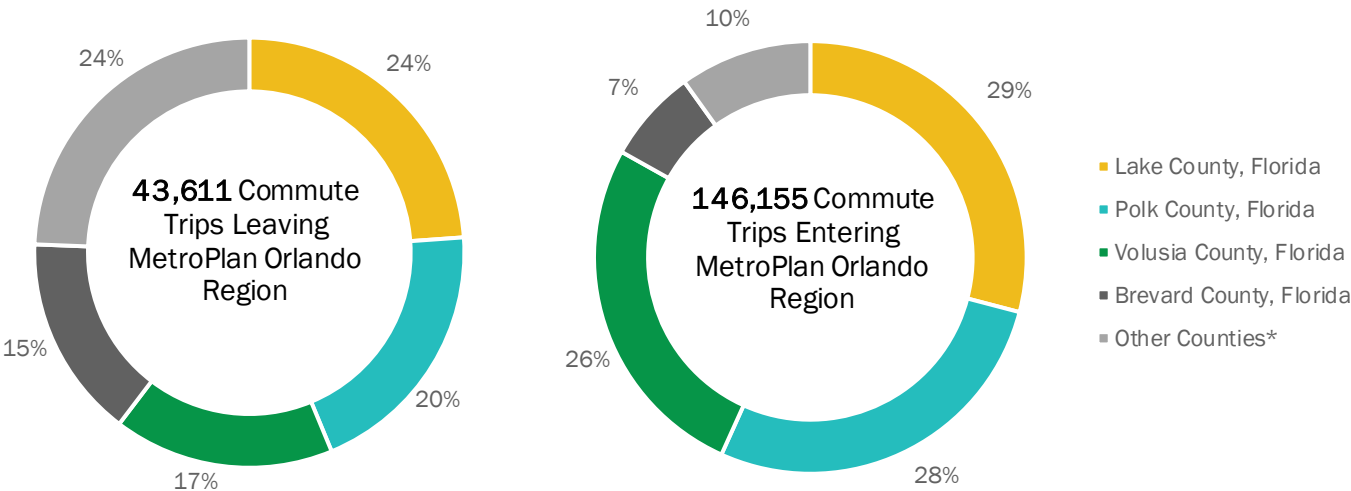
Note: "Other Counties" include all other Florida Counties except Orange, Osceola, and Seminole County.
Sources: 2020 ACS 5-year Commuting Flows

The story of the past 30 years of commuting in the MetroPlan Orlando region is one of high growth, but also one of growing interaction with neighboring counties. The three-county area has added more jobs than workers. Despite more intercounty commutes, most jobs in the three-county region continue to be filled by workers who live and work in the same county (71% in 1990 and 68% in 2020).

C.1.2 COMMUTE PATTERNS 2019–2022

Commuting behaviors evolved in response to the COVID-19 pandemic. The period from 2019 through 2022 is crucial because it captures significant shifts in travel habits and work arrangements before and after the pandemic and highlights the pandemic's impact on daily commutes. The year 2020 has been excluded from this analysis because the 2020 ACS data collection process was disrupted by the COVID-19 pandemic. This disruption resulted in serious data quality issues and nonresponse bias in the 2020 ACS 1-year data.

The following tables reveal significant shifts in commute patterns between pre-pandemic (2019) and post-pandemic (2021–2022) periods across Orange, Osceola, and Seminole Counties. The tables reflect the following key findings:

- Table C-1: Pre-pandemic, the majority of households had two vehicles available and a low percentage of households had no vehicles. Post-pandemic, zero-car ownership increased and the percentage of households owning three or more vehicles dropped. This drop indicates a trend of declining vehicle ownership per household, reliance on driving, or both.
- Table C-2, Table C-3, and Table C-4: The pre-dominant commuting mode was still driving alone, followed by carpooling. Taking public transportation, walking, and bicycling had minimal usage. The percentage of solo drivers decreased significantly, and carpooling increased post pandemic. There was a substantial increase in remote work, with a regional average close to 20%. The percentage of commute trips made via public transit, walking, or bicycling remained low.
- Table C-5: The mean travel time generally decreased compared to previous years, ranging from 28.1 to 38.4 minutes in 2022. Osceola County had a dip in mean travel time from 2019 to 2021, but this measure increased in 2022. After the pandemic, the regional mean travel time decreased from 32.5 to 30.4 minutes, which reflects shorter commutes, reduced traffic congestion, or both.

Table C-1 | Household Vehicle Ownership

County or Region	2019 0-car	2019 1-car	2019 2-car	2019 3+ car	2021 0-car	2021 1-car	2021 2-car	2021 3+ car	2022 0-car	2022 1-car	2022 2-car	2022 3+ car
Orange	2.8%	22.6%	42.8%	31.9%	2.9%	24.0%	44.8%	28.3%	3.6%	23.6%	44.3%	28.5%
Osceola	1.4%	20.5%	37.1%	41.1%	1.8%	18.6%	43.5%	36.1%	2.5%	17.8%	43.8%	35.9%
Seminole	1.9%	18.8%	46.9%	32.3%	2.4%	21.7%	44.2%	31.7%	1.4%	22.3%	45.6%	30.6%
MetroPlan Orlando	2.4%	21.5%	42.8%	33.4%	2.6%	22.5%	44.5%	30.4%	3.0%	22.3%	44.5%	30.2%

Sources: 2019, 2021, 2022 ACS 1-year Commuting

Table C-2 | 2019 Commuting to Work Mode Share

County or Region	Drove Alone	Carpooled	Took Public Transportation	Walked	Bicycled	Commuted by Other Means	Worked at Home
Orange	76.1%	11.5%	2.0%	1.6%	0.5%	1.7%	6.6%
Osceola	78.1%	12.3%	0.7%	0.9%	0.1%	1.2%	6.6%
Seminole	80.0%	7.8%	0.9%	1.2%	0.3%	1.2%	8.7%
MetroPlan Orlando	77.2%	10.9%	1.6%	1.4%	0.4%	1.5%	7.1%

Sources: 2019 ACS 1-year Commuting

Table C-3 | 2021 Commuting to Work Mode Share

County or Region	Drove Alone	Carpooled	Took Public Transportation	Walked	Bicycled	Commuted by Other Means	Worked at Home
Orange	67.3%	8.6%	1.2%	1.3%	0.3%	1.9%	19.3%
Osceola	74.7%	9.8%	0.5%	0.8%	0.4%	1.0%	12.8%
Seminole	64.7%	6.9%	0.6%	0.5%	0.3%	1.4%	25.6%
MetroPlan Orlando	68.0%	8.4%	0.9%	1.0%	0.3%	1.7%	19.6%

Sources: 2021 ACS 1-year Commuting

Table C-4 | 2022 Commuting to Work Mode Share

County or Region	Drove Alone	Carpooled	Took Public Transportation	Walked	Bicycle	Commuted by Other Means	Worked at Home
Orange	65.8%	9.5%	1.5%	1.7%	0.3%	1.9%	19.3%
Osceola	69.9%	12.0%	0.9%	0.4%	0.1%	1.0%	15.8%
Seminole	66.7%	7.8%	0.4%	0.8%	0.2%	1.3%	22.9%
MetroPlan Orlando	66.7%	9.6%	1.1%	1.3%	0.2%	1.6%	19.5%

Sources: 2022 ACS 1-year Commuting

Table C-5 | Mean Travel Time to Work (minutes)

County or Region	2019	2021	2022
Orange	31.6	29.4	28.9
Osceola	39.7	36.6	38.4
Seminole	30.0	28.1	28.1
MetroPlan Orlando	32.5	30.5	30.4

Sources: 2019, 2021, 2022 ACS 1-year Commuting
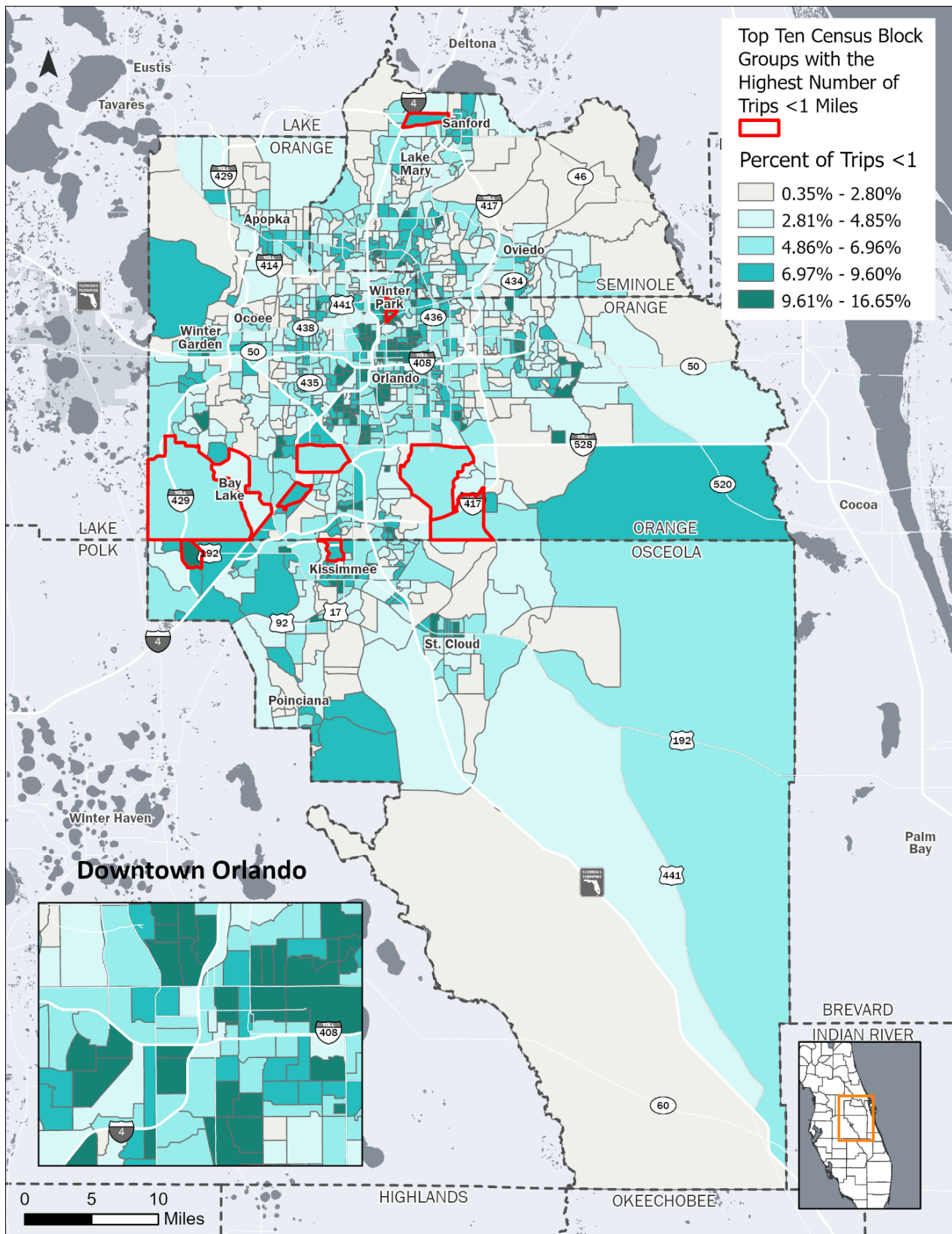
C.2   Short Distance Car Trips

Maps summarizing the number and proportion of short trips for each census block group are shown in Figure C-4 and Figure C-5. Data in these maps is visualized based on the proportion of all trips less than one mile or less than five miles made to or from each census block group. Color scale bounds are based on the natural distribution of short-trip percentages in the dataset. The ten zones with the highest number of short trips are outlined in red. Care should be taken when interpreting this data, as some zones are very large and may have a high number of short trips that make up a small number of the trips that originate or terminate in that zone.

This analysis identified areas with either a high number or a high proportion of short-distance car trips, which may help identify investment opportunities in walking and bicycling infrastructure to increase the number of bicycle and pedestrian trips in the MetroPlan Orlando region. A similar pattern is observed compared to the previous 2045 MTP OD analysis in terms of short trip locations, even though a different version of census block group boundaries was used in accordance with the ACS update. In general, census block groups are designed to cover a similar number of residents (generally between 600 and 3,000 residents). The 2020 census block groups are more divided than those from 2010 due to population growth over the decade. When analyzing the data, it is crucial to consider both the proportion and the absolute number of short trips.
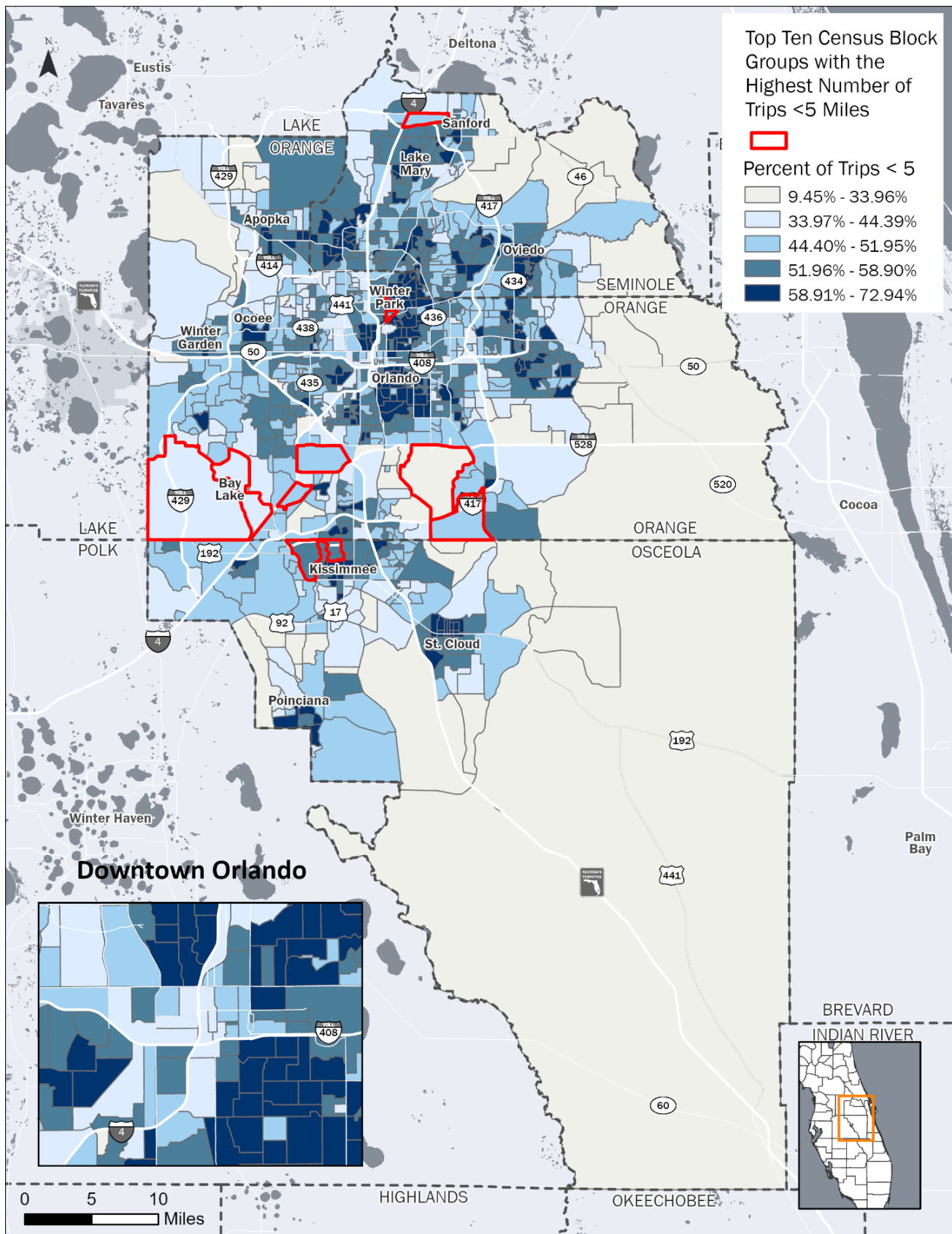
- Among the top 10 census block groups with the highest number of short trips, some large census block groups —such as those containing Disney, Orlando International Airport, and Lake Nona—have high absolute volumes of short trips, but the proportion of these trips is low. Conversely, some smaller census block groups—such as Windsor Hills (holiday homes), North Kissimmee (mixed use), Winter Park (mixed use), and St. John Parkway (mixed use)—have a large proportion of short-distance trips. Investing in pedestrian and bicycle and facilities in the areas with high proportion of short-distance trips may yield the biggest returns with respect to shifting mode share to active transportation options.

- Several of the areas with a high proportion of trips shorter than one mile experience recurring vehicle congestion. Mode shift in these areas may yield substantial benefits to traffic operations, and users may be more interested in trying modes other than automobiles. Places like Conroy Road/Millenia Boulevard near the Mall of Millenia, Orange Avenue south of downtown, and US 17/92 through Winter Park have high percentage short trips of less than one mile and serve as activity centers in the region. In addition to enhancing pedestrian and bicycle facilities, strengthening transit connectivity to key origins through services like Park and Ride can help encourage people to take transit to activity centers and walk or bicycle nearby.

- While areas with high proportions of trips under one mile are distributed around downtown Orlando, areas with high proportions of trips under five miles are more widely distributed in suburbs such as Oviedo, Maitland, Altamonte Springs, Lake Mary, Edgewood, and Eatonville. Increased investment in transit or bicycling in these areas may help shift the mode of short trips under five miles.

Figure C-4 | Zone Traffic (Origin and Destination): Trips Less than 1 Mile

Top Ten Census Block Groups with the Highest Number of Trips <1 Miles

Percent of Trips <1
- 0.35% - 2.80%
- 2.81% - 4.85%
- 4.86% - 6.96%
- 6.97% - 9.60%
- 9.61% - 16.65%

Downtown Orlando

Source: Streetlight CVD, 2022

Source: Streetlight CVD, 2022

C.3 Megaregion Travel Trends

To better connect the MetroPlan Orlando region with other metro areas as the region continues to grow, it is important to consider travel trends across larger regions in Florida. This section reviews the different ways people currently travel between major cities in Central and South Florida, such as by car, plane, bus, or train. This section also evaluates factors like travel cost, time, and reliability, and it summarizes differences in travel cost, travel time, on-time performance, and service frequency. New travel options such as advanced air mobility (AAM) or high-speed rail services are evaluated for how they can help serve the travel demand between Central and South Florida megaregions.

C.3.1 DATA SOURCES AND METHODS

Daily travel volumes were collected from 2022 Streetlight CVD. Trip purpose information was collected from 2021 StreetLight Location-Based Services (LBS) Data.[1] Travel mode factors such as travel time, cost, and frequency of each mode were collected mostly from the service providers or online searches. The following modes and service providers were used:

- Private Car: Google Maps
- Bus: FlixBus, Red Coach, Megabus, Greyhound
- Rail: Amtrak, Brightline, SunRail
- Air: Google Flight

The study focuses solely on in-mode travel time and excludes access and egress times, unless otherwise specified. This decision was made due to the difficulty in estimating average travel times for each mode within the MetroPlan Orlando region, particularly given that some modes involve different service providers.

The megaregion was delineated here as the urbanized areas along Florida's Turnpike and the I-4 corridor, as shown in Figure C-6. Consistent with observations from Section C.1, 8% of total trips are from or to areas outside of the MetroPlan Orlando region. Within that 8%, 3% of trips are from or to the megaregion. These trips are analyzed in this section.

This section also compares the travel modes presently available to serve longer-distance trips in the megaregion, including those by private vehicle, airplane, bus, and train, as well as emerging travel modes (such as AAM). The following details apply to this comparison:

- For **private vehicles**, travel time and travel distance between the geographic centroids of the megaregions is calculated based on a Google Maps estimate. The travel cost is calculated using the following formula:

$$Travel\ Cost = \frac{Travel\ Distance \times Gas\ Price}{Miles\ per\ Gallon}$$

- Gas price is the average gas price in the three-county region ($3.50 as of July 16, 2024) according to AAA Gas Prices.[2] Miles per gallon comes from the 2018 average Florida miles per gallon (20.9) according to the U.S. Department of Energy.[3]
- For **buses**, travel time, travel cost, and service frequency were collected on July 10, 2024 from the providers' websites. Providers included Red Coach, Megabus, FlixBus, and Greyhound.

---

[1] StreetLight CVD from more recent years (2022 and onward) does not have trip purpose information available.
[2] AAA Gas Prices, (2024), https://gasprices.aaa.com/.
[3] Average Fuel Economy by State, (2018), https://www.energy.gov/eere/vehicles/articles/fotw-1175-march-1-2021-vehicles-registered-district-columbia-averaged-22-0.

- **For rail**, travel time, travel cost, and service frequency was collected on July 10, 2024 from providers' websites. Providers included SunRail, Amtrak, and Brightline. On-time performance is an aggregate performance of the entire service and collected from the FDOT SourceBook[4].

- **For airplanes**, travel time (including 60 minutes to check in, go through security, and walk through the terminal), travel cost, and service frequency were collected on July 10, 2024 from Google Flights. On-time performance is an aggregate performance of the departure airplane and collected from the FDOT SourceBook[5].

- **For AAM**, travel distance was based on the Euclidean Distance[5] between the centroids of the megaregions. Travel time was calculated by dividing travel distance by a speed of 150 miles per hour (mph) plus 9 minutes of boarding and checkout time at a vertiport.[6] Travel cost was the product of travel distance and AAM seat mile price (about $3 per passenger mile for a four-seater electric vertical take-off and landing aircraft.[7]
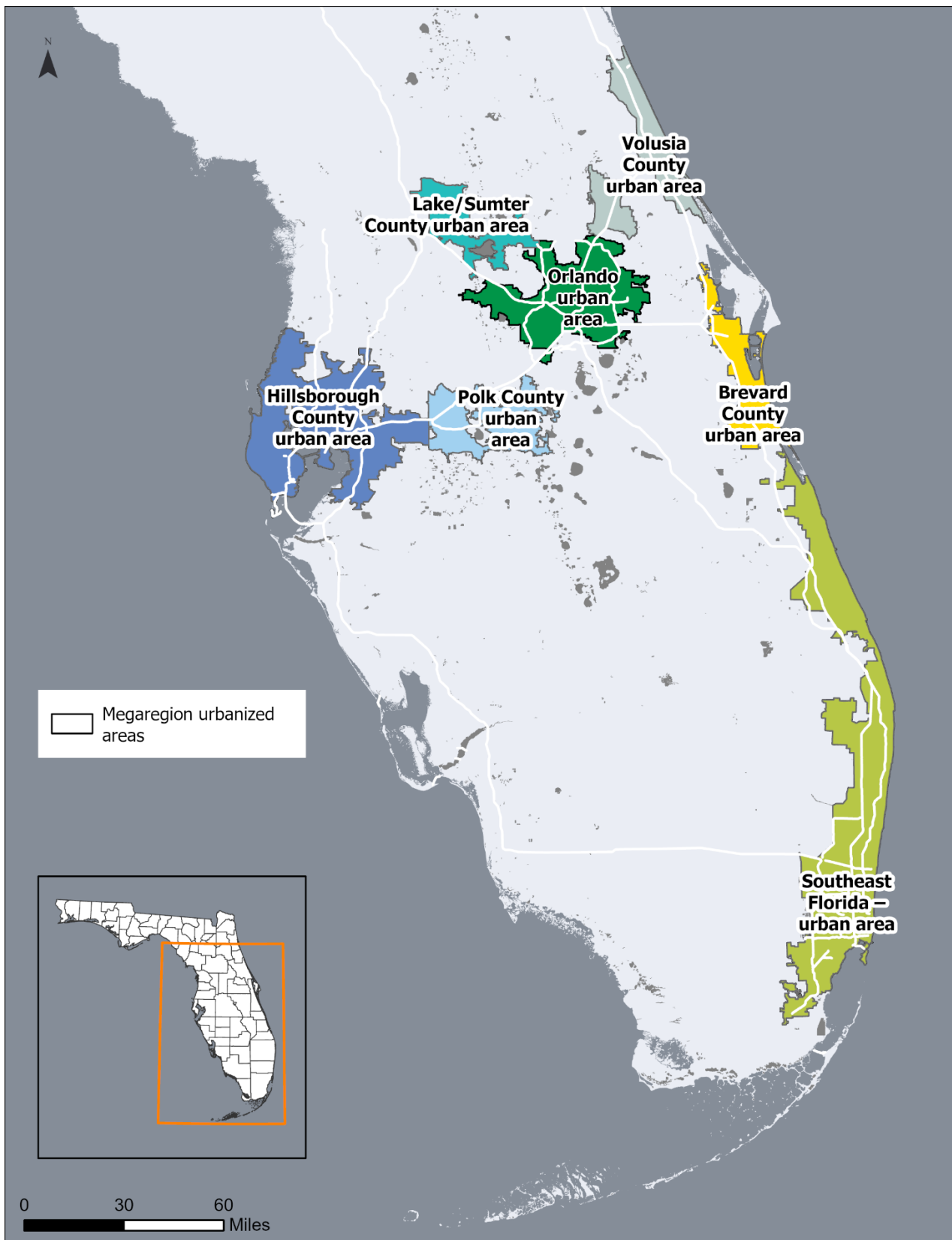
---

[4] FDOT Source Book Aviation Departure Reliability: https://fdotsourcebook.com/performance-measures
[5] Euclidean distance is a measure of the straight-line distance between two points in Euclidean space, or the two-dimensional space on a map.)
[6] *Advanced Air Mobility: Disrupting the Future of Mobility,* https://www2.deloitte.com/content/dam/Deloitte/us/Documents/energy-resources/eri-advanced-air-mobility.pdf.
[7] The Future of Advanced Aerial Mobility, https://www.readkong.com/page/the-future-of-advanced-aerial-mobility-vertical-aerospace-2669943

Volusia County urban area

Lake/Sumter County urban area

Orlando urban area

Hillsborough County urban area

Polk County urban area

Brevard County urban area

Megaregion urbanized areas

Southeast Florida – urban area

N

0   30   60
Miles

Source: U.S. Census Urbanized Areas, 2010

C.3.2 FINDINGS

C.3.2.1 OVERALL STATISTICS

Figure C-7 displays the total vehicle trips between the MetroPlan Orlando region and other Florida megaregions. Fewer trips are made as the average travel distance increases. The Volusia County urban area has the highest number of trips to and from the MetroPlan Orlando region, which account for 46% of trips. The Hillsborough County urban area is the megaregion with the fewest number of trips to and from the MetroPlan Orlando region. These trips only represent 2% of all megaregion trips. The greater the distance, the less likely people are to choose a private car to reach their destination.

Figure C-7 | Total Trips between MetroPlan Orlando and Florida Megaregion
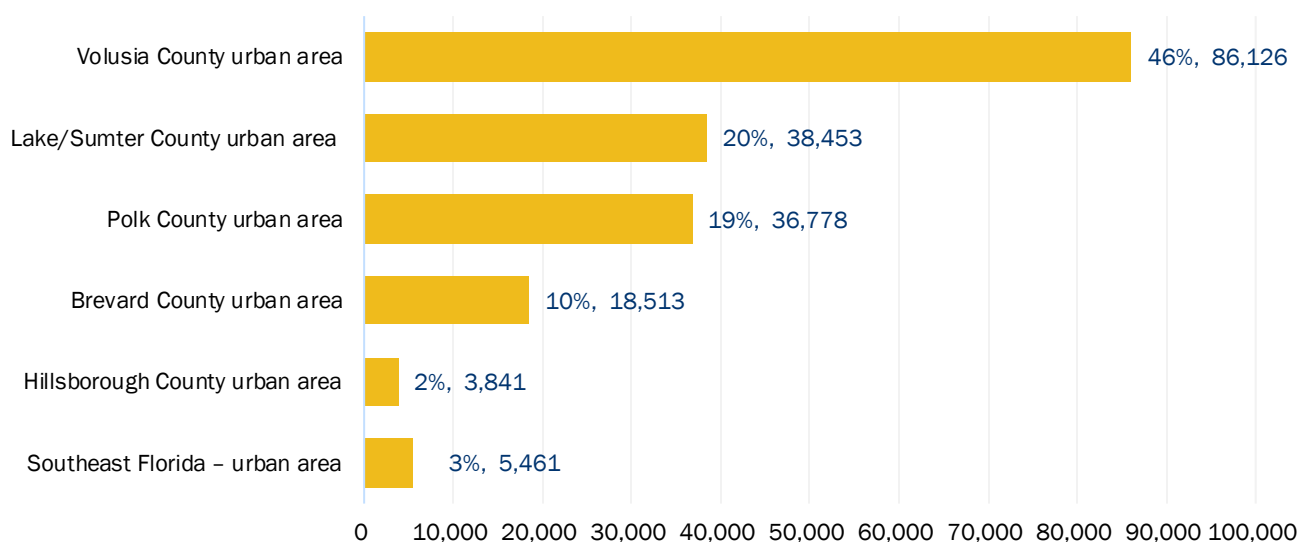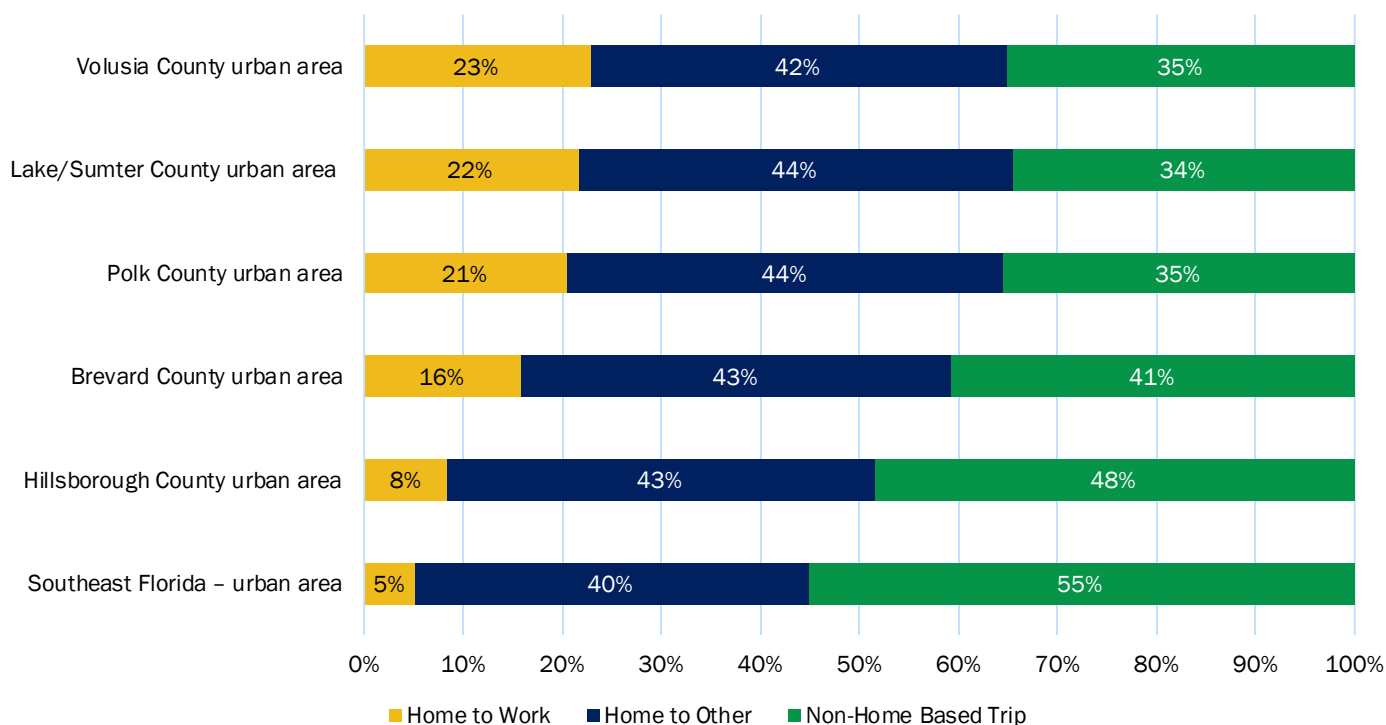

Source: Streetlight CVD, 2022

Figure C-8 shows the percentage of trips between the MetroPlan Orlando region and the Central and South Florida megaregions by trip purpose and ranked according to the average travel distance. A lower percentage of commute trips is observed as the travel distance increases, and a higher percentage of non-home-based trips are made in the regions as the travel distance increases. Studies[8][9] reveal that people are less likely to use public transit and more likely to use private vehicles if they visit multiple destinations during their travel because private vehicles have greater flexibility to coordinate multiple trips.

---

[8] Vande Walle, S., & Steenberghen, T. (2006). Space and time related determinants of public transport use in trip chains. Transportation Research Part A: Policy and Practice, 40(2), 151–162. https://doi.org///doi.org/10.1016/j.tra.2005.05.001

[9] Huang, Y., Gao, L., Ni, A., & Liu, X. (2021). Analysis of travel mode choice and trip chain pattern relationships based on multi-day GPS data: A case study in Shanghai , China. Journal of Transport Geography, 93(December 2020), 103070. https://doi.org/10.1016/j.jtrangeo.2021.103070

Figure C-8 | Percentage of Trips by Purposes between the MetroPlan Orlando Region and the Central and South Florida Megaregion

Source: *Streetlight CVD, 2022*

C.3.2.2 TRAVEL MODE PROFILES

Further analysis is possible when looking at commute patterns by travel mode. This section compares travel characteristics by mode and travel between the MetroPlan Orlando region and other megaregions. Regional trips and their characteristics were evaluated to determine which travel modes could be considered to serve each pair.

PRIVATE CAR

The primary mode of transportation for intercity travel to and from the MetroPlan Orlando region is driving a private car. One of the key advantages of private vehicles is the flexibility they offer. Private vehicles allow travelers to depart at their own convenience and without a set schedule. Additional benefits include privacy, comfort, and cost efficiency for larger groups. However, there are drawbacks, such as fuel costs, vehicle maintenance, environmental impacts, driver fatigue, traffic congestion, and parking challenges.

INTERCITY BUS

Intercity bus services connecting the MetroPlan Orlando region with other megaregions include RedCoach, FlixBus, Greyhound, and Megabus. The advantages of traveling by bus include low fares, reduced stress compared to driving, and greater environmental friendliness. Disadvantages include traffic delays, fixed schedules, slower travel with multiple stops, less privacy, and lower reliability.

RAIL

The main rail options connecting the MetroPlan Orlando region with other megaregions are SunRail, Amtrak, and the high-speed Brightline service. Rail travel offers similar advantages and disadvantages as intercity bus services, but with the added benefit of being free from road congestion.

Brightline currently connects Miami and Orlando with stations in Aventura, Fort Lauderdale, Boca Raton, and West Palm Beach. In June 2024, Brightline welcomed 223,369 riders with an average fare of $55. Since the Orlando station opened in September 2023, long-haul ridership has increased by more than 10% month-over-month. This growth is expected to continue into 2025. Brightline is also planning to expand westward along the Sunshine Corridor, connecting Orlando International Airport to the Orange County Convention Center and then continuing west toward Tampa.

ADVANCED AIR MOBILITY

Advanced Air Mobility (AAM) operations offer significantly faster travel compared to other options. Electric vertical take-off and landing aircraft have a cruise speed of around 150 mph (240 kilometers per hour [kph]), far exceeding typical road or rail speeds. These aircraft follow direct routes, making travel highly efficient. Additionally, AAM adheres to the same strict safety standards as commercial aviation, which ensures a high level of safety for passengers. Safety is especially important as these vehicles will operate over densely populated urban areas. Costs are expected to drop from $2.75 per passenger mile in 2025 to $2.50 by 2030[10]. In the near future, AAM could serve as an alternative to premium taxi services, appealing to passengers who are willing to pay for quicker luxury travel.

Table C-6 summarizes the existing availability of these travel modes to serve travel between the MetroPlan Orlando region and the Central and South Florida megaregions.

Table C-6 | Existing Mode Availability by Megaregion

From/To	Car	Bus	Rail	Air	AAM
Volusia County	Yes	Yes	Yes	No	No
Lake/Sumter County	Yes	No	No	No	No
Polk County	Yes	Yes	Yes	No	No
Brevard County	Yes	Yes	No	No	No
Hillsborough County	Yes	Yes	Yes	No	No
Southeast Florida	Yes	Yes	Yes	Yes	No

Source: Google Flight, 2024; Megabus, 2024; Amtrak, 2024; Greyhound; 2024; FlixBus, 2024; RedCoach, 2024; SunRail, 2024; Brightline, 2024

On the following page, Table C-7 compares travel characteristics by mode and travel pair between the MetroPlan Orlando region and other megaregions. Regional trips and their characteristics were evaluated to determine which travel modes could be considered to serve each city pair.

---

[10] *Advanced Air Mobility: Disrupting the Future of Mobility,* https://www2.deloitte.com/content/dam/Deloitte/us/Documents/energy-resources/eri-advanced-air-mobility.pdf.

Table C-7 | Mode Profile by Megaregions

Measures	Volusia	Lake /Sumter	Polk	Brevard	Hillsborough	Southeast Florida
Car Travel Distance (miles)	54	44	63	64	112	187
Car Travel Time (mins)	60	61	67	67	124	171
Car Travel Cost ($)	9	7	11	11	19	31
Bus Travel Time (mins)	60	/	65	30[11]	140	150–300
Bus Travel Cost ($)	17–24	/	20	18	16–30	25–68
Bus Daily Frequency	8	/	9	2	17	90
Rail Travel Time (mins)	52–72	/	71–198	/	120	200
Rail Travel Cost ($)	4–11	/	12	/	12	39
Rail On-time Performance	26–96%	/	26–44%	/	26%	94%
Rail Daily Frequency	42	/	4	/	2	16
Aviation Travel Time (mins)	/	/	/	/	/	135
Aviation Travel Cost ($)	/	/	/	/	/	90
Aviation On-Time Performance	/	/	/	/	/	70.5%
Aviation Daily Frequency	/	/	/	/	/	20
AAM Travel Time (mins)	29	25	32	33	52	82
AAM Travel Cost ($)	162	132	189	192	336	561

Source: Google Map, 2024; Google Flight, 2024; Megabus, 2024; Amtrak, 2024; Greyhound; 2024; FlixBus, 2024; RedCoach, 2024; SunRail, 2024; Brightline, 2024

C.3.2.3 VOLUSIA COUNTY URBAN AREA SUMMARY

Approximately 23% of travel between the Volusia County urban area and the three-county region is work related. The SunRail service provides direct connectivity between the three-county region and Deltona, making it competitive with private vehicles. SunRail is also unaffected by surface infrastructure constraints during peak hours and offers low travel costs. SunRail's downtown stations are especially advantageous for daily commuters from and to Debary and DeLand. Additionally, intercity bus and Amtrak services cover major cities like Daytona Beach, DeLand, and Deltona with high service frequency, making public transportation a strong competitor to private vehicles.

C.3.2.4 LAKE-SUMTER COUNTY URBAN AREA SUMMARY

The Lake-Sumter urban area is in close proximity to the MetroPlan Orlando region but lacks public transportation for intercity travel between the two areas. Lake Express provides bus services primarily within Lake County and did not connect directly to the MetroPlan Orlando urban areas. As a result, private vehicles are the dominant mode of transportation for people traveling between these regions. Exploring the feasibility of extending SunRail to include

---

[11] The bus travel time between the MPO and the Brevard urban area is half that of car travel time. This discrepancy arises because bus travel time is calculated based on the route between Orlando and Titusville, which is the only available bus service connecting the two regions. In contrast, car travel time is measured between the centroids of the MPO and the Megaregion.

Lake-Sumter might help promote the use of alternative modes of transportation for commute travel between the Lake-Sumter County urban area and the MetroPlan Orlando region.

C.3.2.5 POLK COUNTY URBAN AREA SUMMARY

Intercity bus and Amtrak services provide excellent coverage of major cities in Polk County and high service frequency. The travel cost and time for public transportation is comparable to that of private vehicles, making public transportation a valuable supplement for trips to and from Polk County. SunRail may be expanding to Polk County with a potential stop at Haines City. There is an expectation that more commute and recreational trips would be served through the enhanced passenger rail service. AAM could be a good mode option in the future considering the travel distance and cost.

C.3.2.6 BREVARD COUNTY URBAN AREA SUMMARY

Public transit service for intercity travel between Brevard County (Titusville) and the MetroPlan Orlando region is limited, making private vehicles the dominant mode of transportation for this route. Brightline is connecting Brevard County to the MetroPlan Orlando region through a future station at Cocoa Beach, which lies along the existing route between the Orlando station and other South Florida stations. Based on the success of its South Florida stations, Brightline has the potential to attract a significant number of travelers away from private cars.

C.3.2.7 HILLSBOROUGH COUNTY URBAN AREA SUMMARY

Intercity bus and rail services are strong competitors to private vehicles for travel between Hillsborough County and the MetroPlan Orlando region due to their high service frequency and heavy congestion along I-4. Additionally, high-quality local transit allows travelers to fulfill their various travel needs within the urban area, even if they don't have a car. This convenience makes intercity bus and rail services even more appealing. Brightline's anticipated expansion westward, including a station in Tampa, is expected to boost business and non-work travel. Furthermore, AAM can save half of the travel time compared to private cars and become a viable alternative for some trips, especially for passengers who prioritize travel time over cost.

C.3.2.8 SOUTHEAST FLORIDA URBAN AREA SUMMARY

Compared to other regions near the MetroPlan Orlando region, intercity public transportation is more appealing for travel to Southeast Florida due to its convenience and the ability to avoid driving stress during the two- to four-hour journey. Currently, all travel modes are available to serve this trip pair. A significant number of Central Florida residents and visitors use Brightline and airplanes for long-distance travel to Southeast Florida. There is a potential for Brightline ridership to grow meaningfully with the capacity additions outlined above. Brightline recently announced that it selected Martin County and the City of Stuart as the site for its next intercity passenger rail station.[12] The station will be situated in Downtown Stuart and is expected to open in late 2026. This expansion will draw more travelers to Brightline for journeys between the MetroPlan Orlando area and Southeast Florida.

C.4 Community Travel Profiles

Although the 2050 MTP is regional in nature, MetroPlan Orlando understands that data and information are even more useful and relevant when discussing the places where residents live, work, and play. Therefore, a summary of the travel patterns and characteristics for smaller and areawide geographies across the MetroPlan Orlando planning region was developed to share the travel patterns for various subareas and compare them with regional patterns.

---

[12] City of Stuart, Stuart Chosen for Treasure Coast Brightline Station, March 4, 2024, https://www.stuartfl.gov/CivicSend/ViewMessage/message/225114.

C.4.1 DATA SOURCES AND METHODS

The community travel profile was designed to include aggregated and detailed data of the specific area or communities about demographics, commute patterns, general travel characteristics, and top five travel interactions. The latest data available from ACS, StreetLight, and Replica were collected. The following data sources were used for the analysis:

Demographics

- Population, employment, household, median age, median household income: Replica North Atlantic Spring 2023 Release
- Household car ownership: U.S. Census, ACS 2016–2022 Five-Year Estimate, Table B25044
- Commute mode share: U.S. Census, ACS 2016–2022 Five-Year Estimate, Table B08301

Travel Characteristics

- Percent of commute trips[13]: 2021 Streetlight LBS Data
- Average weekday trip length: 2022 Streetlight CVD
- Average weekday travel time: 2022 Streetlight CVD
- Percent of short vehicle trips: 2022 Streetlight CVD
- Average daily vehicular trips[14]: 2018–2021 Streetlight Location-Based Services Data
- Trip purpose[15]: 2021 Streetlight Location-Based Services Data
- Top five inter-community travel: 2022 Streetlight CVD

Twenty-four communities were delineated within the MetroPlan Orlando region based on the 2020 census block boundaries, City and County boundaries, the transportation network, neighborhoods, activity centers, and natural boundaries (i.e., water bodies), shown in Figure C-9.

C.4.2 FINDINGS

A standalone infographic sheet was developed for each of the 24 communities to highlight their unique travel patterns and differences from other areas. They can be found in Figure C-10 - Figure C-33 of this report. Those community travel profiles will help to identify which areas experience more issues and help us allocate funding more effectively. The analysis revealed the following key findings:

- Demographics in the 24 communities in the MPO region show significant variation. The total population ranges from a high of 205,500 in Downtown Orlando/College Park/MetroWest to a low of 7,281 in Seminole East Rural. Median household income varies widely, with the lowest at $28,300 in UCF/Union Park and the highest at $100,600 in Lake Mary/Heathrow.
- For commute travel, Seminole East Rural has the highest share of drive-alone trips (82%) and the lowest transit (0.0%) and walk/bike trips (0.0%) in the MPO region due to its sparse development and the poor quality of its transit, bike, and pedestrian facilities. In contrast, the Disney area has the lowest share of drive-alone trips (61.7%) but a high percentage of remote workers (24.5%). Additionally, Downtown Orlando/College Park/MetroWest and Ocoee/Pine Hills exhibit the highest share of transit trips (3.2% and 3.1% respectively), attributed to the robust connectivity of transit services in the core of Orlando.

---

[13] StreetLight CVD from more recent years does not have the trip purpose information available.
[14] StreetLight CVD is only available after October 2022. Therefore, the full year of 2022 Streetlight CVD is not available.
[15] StreetLight CVD from more recent years does not have the trip purpose information available.

- Communities in Seminole County have a higher percentage of commute trips compared to other communities. South Downtown Orlando/Conway has the shortest average weekday trip length (9.1 miles) in the MPO region; Osceola East Rural has the longest (23.6 miles). Celebration/Reunion/Four Corners, South Downtown Orlando/Conway, and Kissimmee/NeoCity show relatively high percentages of short trips (7.0%, 6.5%, and 6.5%, respectively), which aligns with findings in Chapter 3.
- Average daily vehicle trips on weekdays are generally higher than on weekends for all regions, except for Lake Buena Vista, I-Drive/Convention Centers/SeaWorld, and Seminole East Rural. This is due to the significant number of trips to and from these areas for recreational purposes.
- Most of the top five cross-community trips occur between neighboring communities. Downtown Orlando/College Park/MetroWest frequently appears in the top five cross-community trips followed by Hunters Creek/Meadow Woods and South Downtown Orlando/Conway in second and third place, respectively.
- Non-home-based trips are predominantly made by visitors to the MPO region. Notably, Lake Buena Vista has a significantly higher percentage (79%) of non-home-based trips compared to other communities, along with surrounding areas like Celebration/Reunion/Four Corners (54%) and I-Drive/Convention Center/SeaWorld (57%), which are also dominated by tourism. MCO/Lake Nona (51%) also exhibits a relatively high proportion of non-home-based trips.

Figure C-9 | MetroPlan Orlando Communities

Figure C-9 | MetroPlan Orlando Communities

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP
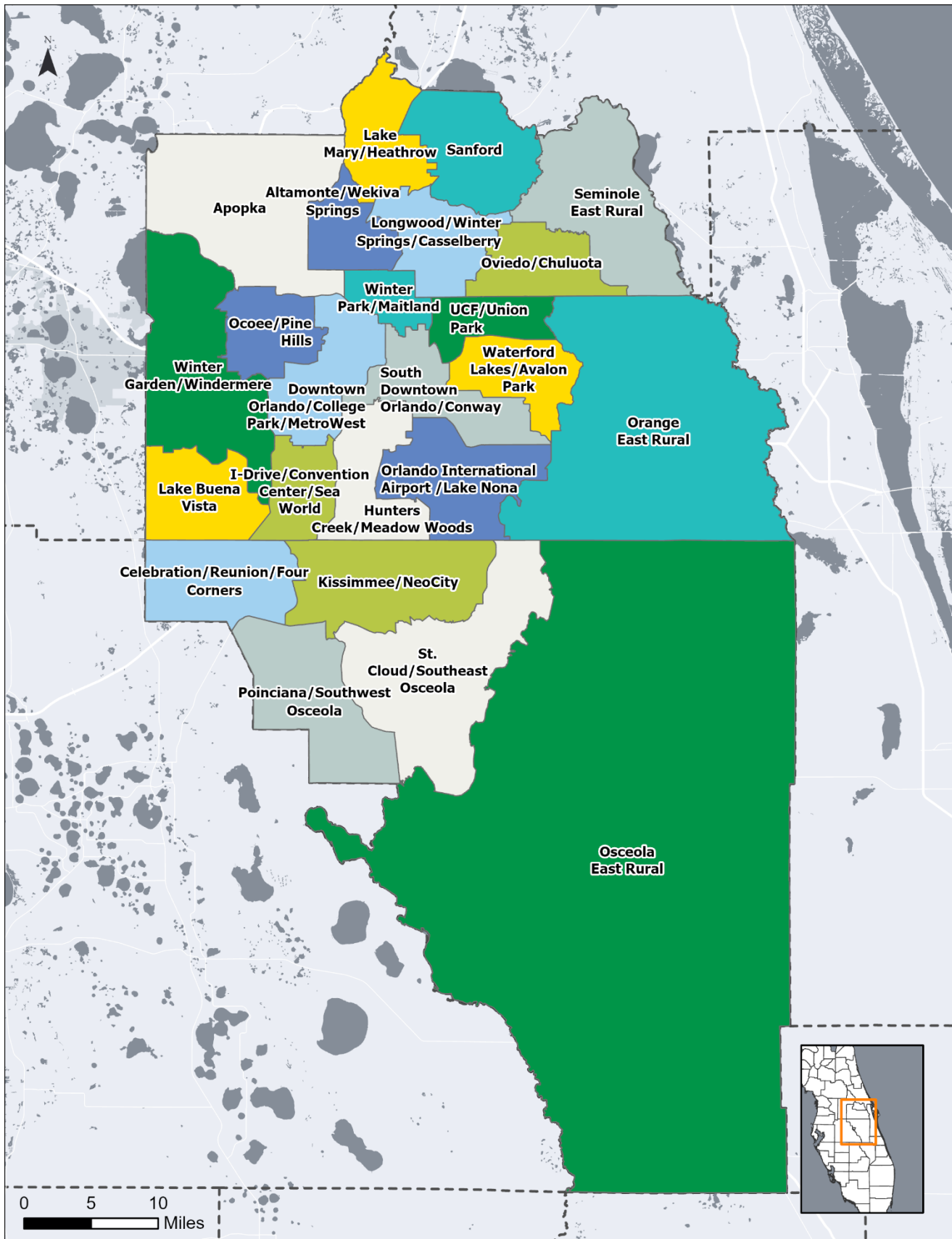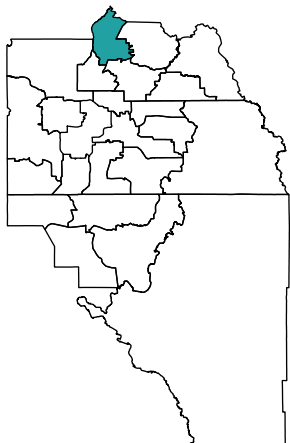
DEMOGRAPHICS

Population **62.9K**	Household **24.6K**	Employment **42.5K**
Median Age **42**	Median Household Income **100.6K**	Average Car Ownership **1.9**

LAND AREA 47 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone **67.9%**	Carpool **7.3%**	Transit **0.7%**
Walk/Bike **1.1%**	Work From Home **21.8%**	Other **1.2%**

TRAVEL CHARACTERISTICS

	Lake Mary/ Heathrow	Seminole County	MetroPlan Orlando
Percent of Commute Trips	18.9%	18.9%	15.8%
Average Weekday Trip Length (miles)	11.6	9.7	10.6
Average Weekday Travel Time (minutes)	22.6	20.3	21.4
Percent of Short Auto Trips (<1 mile)	5.0%	5.6%	5.6%

AVERAGE DAILY VEHICULAR TRIPS
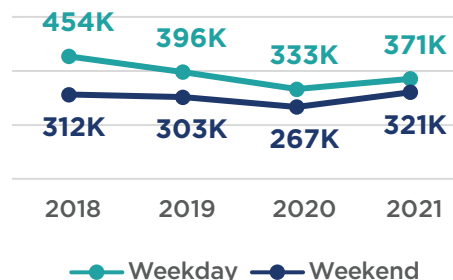
	2018	2019	2020	2021
Weekday	454K	396K	333K	371K
Weekend	312K	303K	267K	321K

TRIP PURPOSE

- Non-Home Based **34%**
- Home-Based Work **19%**
- Home-Based Other **47%**

- Trip from home to work
- Trip that doesn't come from or go to a home
- Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Sanford	65.9K
Longwood/Winter Springs/Casselberry	26.1K
Altamonte/Wekiva Springs	18.5K
Downtown Orlando/College Park/MetroWest	7.6K
Winter Park/Maitland	7.2K
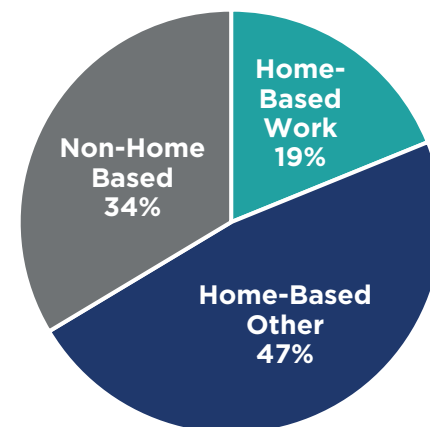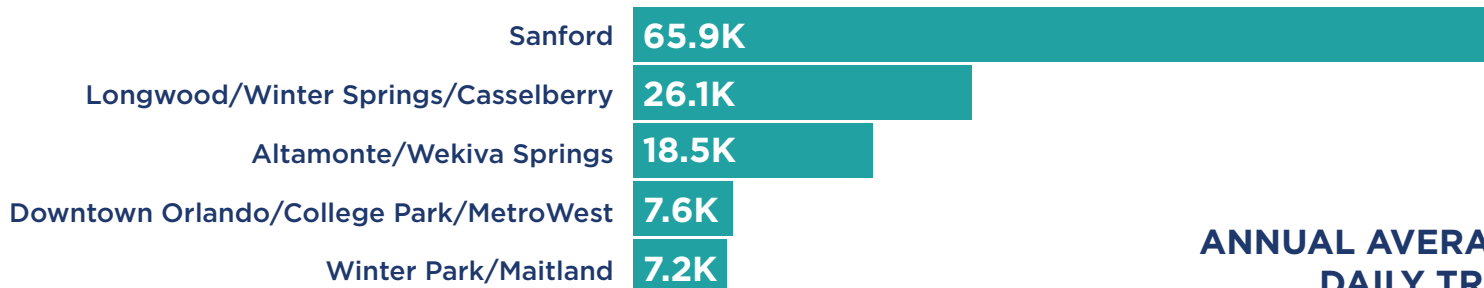
ANNUAL AVERAGE DAILY TRIPS
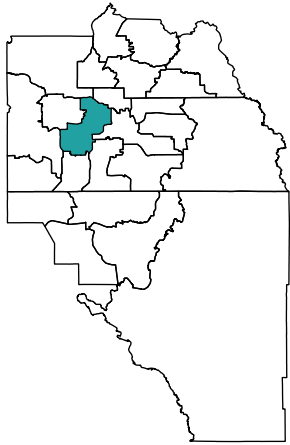
DEMOGRAPHICS

Population
205.5K

Household
81.8K

Employment
240.1K

Median Age
33

Median Household Income
53.6K

Average Car Ownership
1.5

LAND AREA 56 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone
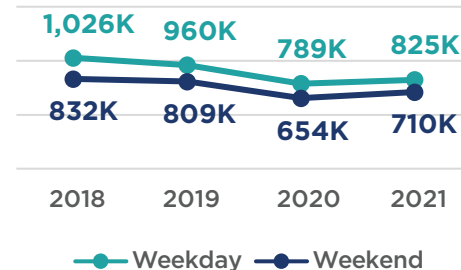72.2%

Carpool
9.5%

Transit
3.2%

Walk/Bike
2.3%

Work From Home
9.7%

Other
3.1%

TRAVEL CHARACTERISTICS

	Downtown Orlando/College Park/MetroWest	Orange County	MetroPlan Orlando
Percent of Commute Trips	14.1%	15.1%	15.8%
Average Weekday Trip Length (miles)	12.3	10.8	10.6
Average Weekday Travel Time (minutes)	23.7	21.8	21.4
Percent of Short Auto Trips (<1 mile)	6.3%	5.8%	5.6%

AVERAGE DAILY VEHICULAR TRIPS

Weekday: 1,901K (2018), 1,592K (2019), 1,206K (2020), 1,449K (2021)

Weekend: 1,633K (2018), 1,471K (2019), 1,069K (2020), 1,452K (2021)

2018 2019 2020 2021

— Weekday — Weekend

TRIP PURPOSE

Home-Based Work 14%

Non-Home Based 50%

Home-Based Other 36%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

South Downtown Orlando/Conway	94.3K
I-Drive/Convention Center/Sea World	91.7K
Ocoee/Pine Hills	75.3K
Hunters Creek/Meadow Woods	60.9K
Winter Park/Maitland	52.3K

ANNUAL AVERAGE DAILY TRIPS

DEMOGRAPHICS

Population	**Household**	**Employment**
43.5K	**17.7K**	**57.5K**
Median Age	**Median Household Income**	**Average Car Ownership**
34	**66.3K**	**1.7**

LAND AREA 36 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
69.9%	**10.8%**	**0.6%**
Walk/Bike	Work From Home	Other
1.7%	**15.7%**	**1.3%**

TRAVEL CHARACTERISTICS

	I-Drive/ Convention Center/ Sea World	Orange County	MetroPlan Orlando
Percent of Commute Trips	7.8%	15.1%	15.8%
Average Weekday Trip Length (miles)	11.9	10.8	10.6
Average Weekday Travel Time (minutes)	23.1	21.8	21.4
Percent of Short Auto Trips (<1 mile)	5.9%	5.8%	5.6%

AVERAGE DAILY VEHICULAR TRIPS

Year	Weekend	Weekday
2018	667K	609K
2019	736K	646K
2020	471K	402K
2021	813K	613K

— Weekday   — Weekend

TRIP PURPOSE

- Home-Based Work 8%
- Home-Based Other 35%
- Non-Home Based 57%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Annual Average Daily Trips
Downtown Orlando/College Park/MetroWest	91.7K
Lake Buena Vista	57.9K
Hunters Creek/Meadow Woods	47.1K
Celebration/Reunion/Four Corners	33.5K
Winter Garden/Windermere	28.2K

ANNUAL AVERAGE DAILY TRIPS

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Community Travel Profile
SOUTH DOWNTOWN ORLANDO/CONWAY

DEMOGRAPHICS

Population
190.8K

Household
77.7K

Employment
84.8K

Median Age
37

Median Household Income
57.8K

Average Car Ownership
1.6

LAND AREA 55 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone
74.8%

Carpool
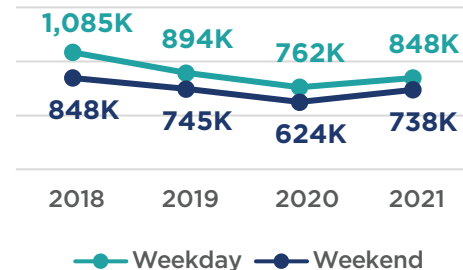9.3%

Transit
1.4%

Walk/Bike
1.5%

Work From Home
11.5%

Other
1.5%

TRAVEL CHARACTERISTICS

	South Downtown Orlando/ Conway	Orange County	MetroPlan Orlando
Percent of Commute Trips	19.4%	15.1%	15.8%
Average Weekday Trip Length (miles)	9.1	10.8	10.6
Average Weekday Travel Time (minutes)	19.7	21.8	21.4
Percent of Short Auto Trips (<1 mile)	6.5%	5.8%	5.6%

AVERAGE DAILY VEHICULAR TRIPS

	2018	2019	2020	2021
Weekday	1,026K	960K	789K	825K
Weekend	832K	809K	654K	710K

— Weekday — Weekend

TRIP PURPOSE

Non-Home Based 34%

Home-Based Work 19%

Home-Based Other 47%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Annual Average Daily Trips
Downtown Orlando/College Park/MetroWest	94.3K
Orlando International Airport/Lake Nona	57.7K
Hunters Creek/Meadow Woods	50.9K
Waterford Lakes/Avalon Park	46.7K
UCF/Union Park	37.7K

ANNUAL AVERAGE DAILY TRIPS

DEMOGRAPHICS

Population	Household	Employment
139.8K	**45.2K**	**86.8K**

Median Age	Median Household Income	Average Car Ownership
37	**61.8K**	**1.9**

LAND AREA 53 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
71.7%	**12.1%**	**1.8%**

Walk/Bike	Work From Home	Other
1.6%	**10.7%**	**2.1%**

TRAVEL CHARACTERISTICS

	Hunters Creek/ Meadow Woods	Orange County	MetroPlan Orlando
Percent of Commute Trips	18.1%	15.1%	15.8%
Average Weekday Trip Length (miles)	11.2	10.8	10.6
Average Weekday Travel Time (minutes)	22.8	21.8	21.4
Percent of Short Auto Trips (<1 mile)	5.9%	5.8%	5.6%

AVERAGE DAILY VEHICULAR TRIPS

Weekday: 1,085K (2018), 894K (2019), 762K (2020), 848K (2021)

Weekend: 848K (2018), 745K (2019), 624K (2020), 738K (2021)

— Weekday — Weekend

TRIP PURPOSE

- Non-Home Based 39%
- Home-Based Work 18%
- Home-Based Other 43%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Kissimmee/NeoCity	65.0K
Downtown Orlando/College Park/MetroWest	60.9K
Orlando International Airport/Lake Nona	54.8K
South Downtown Orlando/Conway	50.9K
I-Drive/Convention Center/Sea World	47.1K

ANNUAL AVERAGE DAILY TRIPS
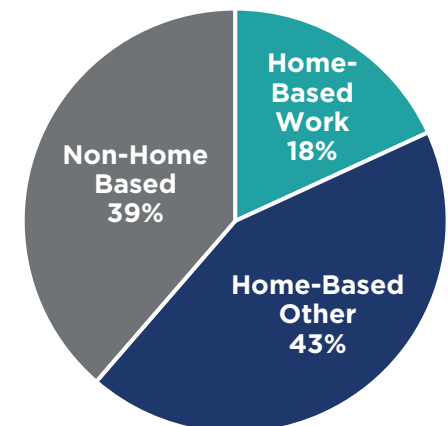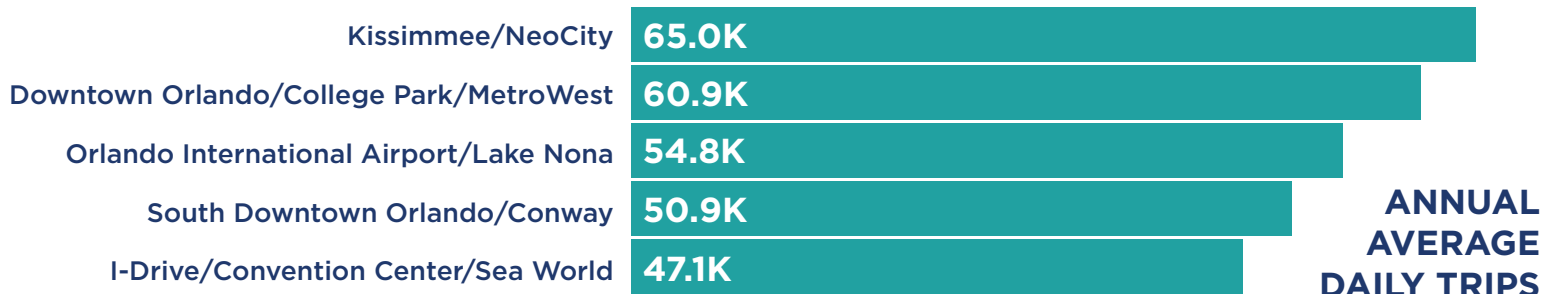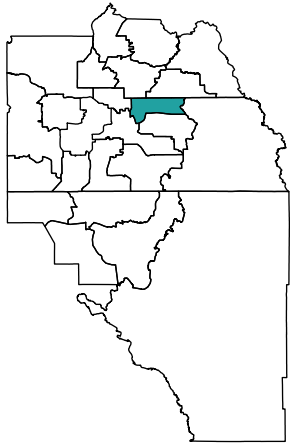
DEMOGRAPHICS

Population	Household	Employment
111.3K	**52.5K**	**121.0K**

Median Age	Median Household Income	Average Car Ownership
27	**28.3K**	**1.7**

LAND AREA 31 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
72.8%	**9.6%**	**1.4%**

Walk/Bike	Work From Home	Other
2.6%	**12.5%**	**1.1%**
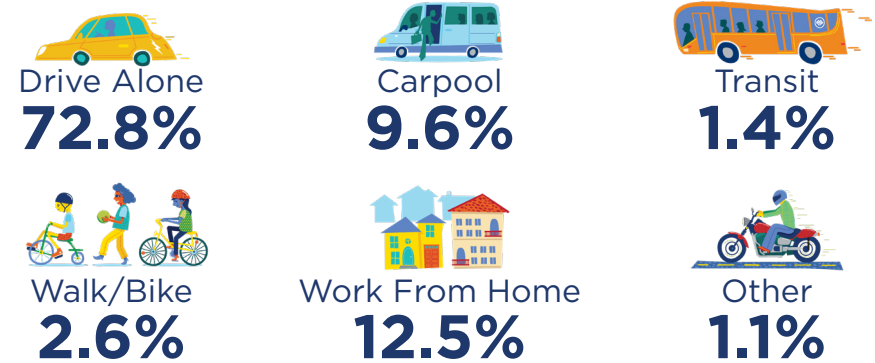
TRAVEL CHARACTERISTICS

	UCF/Union Park	Orange County	MetroPlan Orlando
Percent of Commute Trips	**18.9%**	**15.1%**	**15.8%**
Average Weekday Trip Length (miles)	**10.6**	**10.8**	**10.6**
Average Weekday Travel Time (minutes)	**21.5**	**21.8**	**21.4**
Percent of Short Auto Trips (<1 mile)	**5.6%**	**5.8%**	**5.6%**
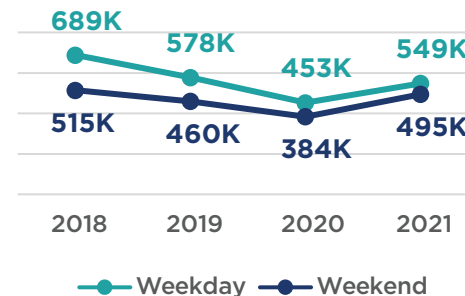
AVERAGE DAILY VEHICULAR TRIPS

Weekday: 689K (2018), 578K (2019), 453K (2020), 549K (2021)

Weekend: 515K (2018), 460K (2019), 384K (2020), 495K (2021)

— Weekday — Weekend

TRIP PURPOSE

- Non-Home Based **33%**
- Home-Based Work **19%**
- Home-Based Other **48%**

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Annual Average Daily Trips
Waterford Lakes/Avalon Park	**73.8K**
South Downtown Orlando/Conway	**37.7K**
Oviedo/Chuluota	**33.2K**
Longwood/Winter Springs/Casselberry	**25.6K**
Winter Park/Maitland	**18.2K**
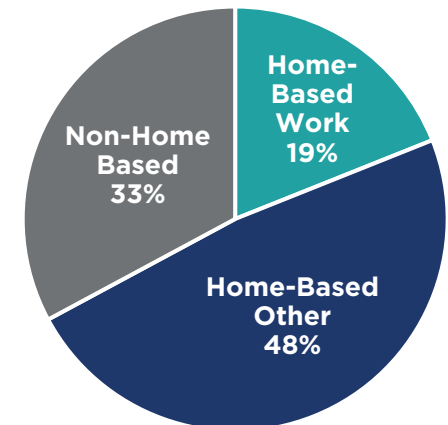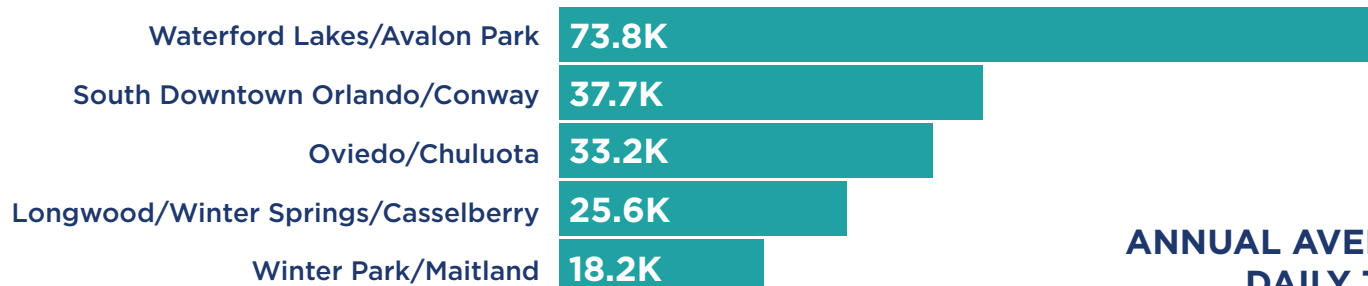
ANNUAL AVERAGE DAILY TRIPS
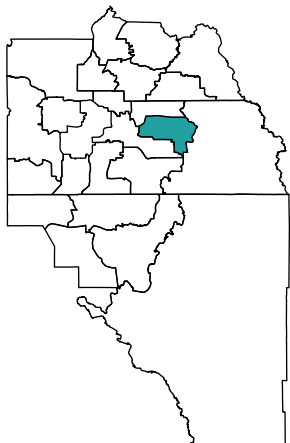
DEMOGRAPHICS

Population **127.3K**	Household **43.5K**	Employment **26.5K**
Median Age **36**	Median Household Income **79.0K**	Average Car Ownership **2.0**

LAND AREA 45 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone **73.2%**	Carpool **9.9%**	Transit **0.3%**
Walk/Bike **0.6%**	Work From Home **14.6%**	Other **1.4%**

TRAVEL CHARACTERISTICS

	Waterford Lakes/Avalon Park	Orange County	MetroPlan Orlando
Percent of Commute Trips	18.7%	15.1%	15.8%
Average Weekday Trip Length (miles)	9.3	10.8	10.6
Average Weekday Travel Time (minutes)	20.3	21.8	21.4
Percent of Short Auto Trips (<1 mile)	5.6%	5.8%	5.6%
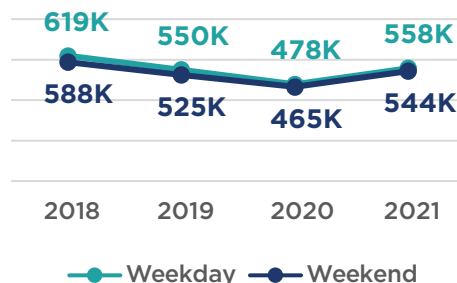
AVERAGE DAILY VEHICULAR TRIPS

	2018	2019	2020	2021
Weekday	619K	550K	478K	558K
Weekend	588K	525K	465K	544K

— Weekday — Weekend

TRIP PURPOSE

- Non-Home Based 30%
- Home-Based Work 19%
- Home-Based Other 51%

- Trip from home to work
- Trip that doesn't come from or go to a home
- Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

UCF/Union Park	73.8K
South Downtown Orlando/Conway	46.7K
Orlando International Airport/Lake Nona	17.8K
Downtown Orlando/College Park/MetroWest	17.1K
Orange East Rural	14.4K

ANNUAL AVERAGE DAILY TRIPS

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP
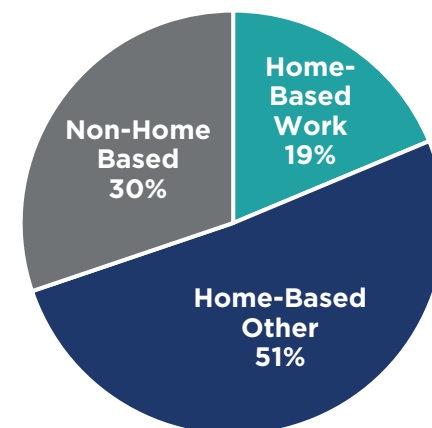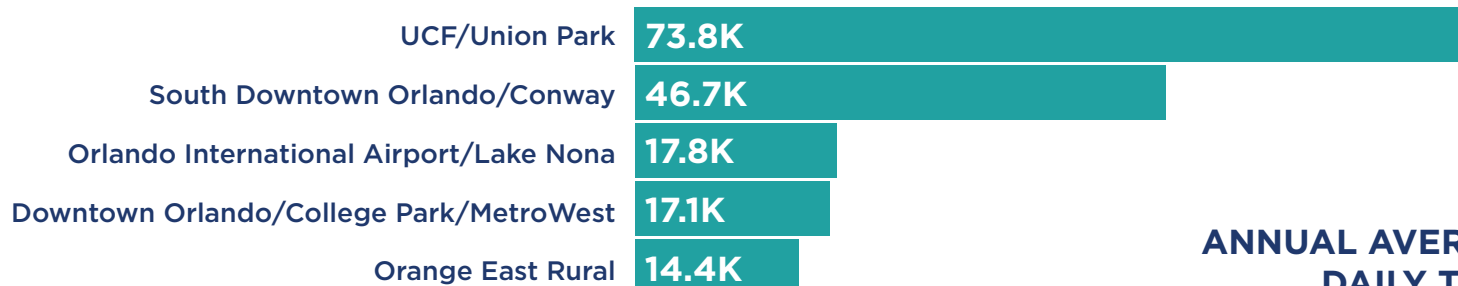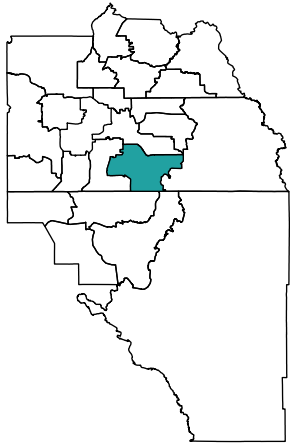
DEMOGRAPHICS

Population	**Household**	**Employment**
58.0K	**20.8K**	**54.8K**
Median Age	**Median Household Income**	**Average Car Ownership**
35	**76.5K**	**1.9**

LAND AREA 72 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone **71.7%**	Carpool **7.9%**	Transit **0.6%**
Walk/Bike **1.0%**	Work From Home **16.6%**	Other **2.2%**

TRAVEL CHARACTERISTICS

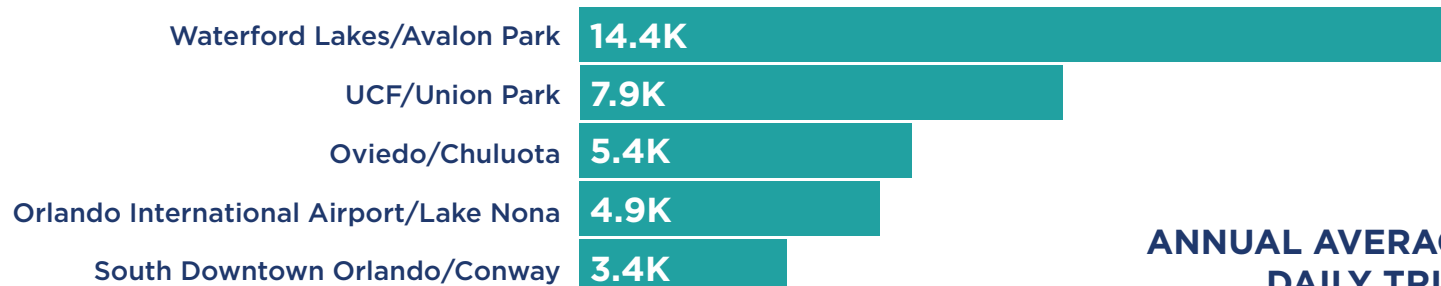|	Orlando International Airport/ Lake Nona	Orange County	MetroPlan Orlando
Percent of Commute Trips	12.3%	15.1%	15.8%
Average Weekday Trip Length (miles)	11.4	10.8	10.6
Average Weekday Travel Time (minutes)	23.1	21.8	21.4
Percent of Short Auto Trips (<1 mile)	4.9%	5.8%	5.6%

AVERAGE DAILY VEHICULAR TRIPS
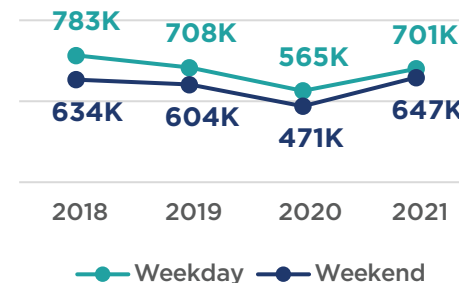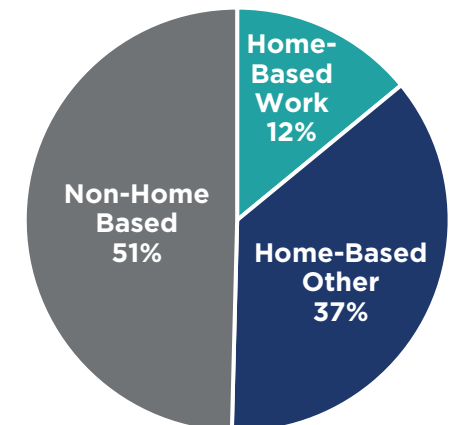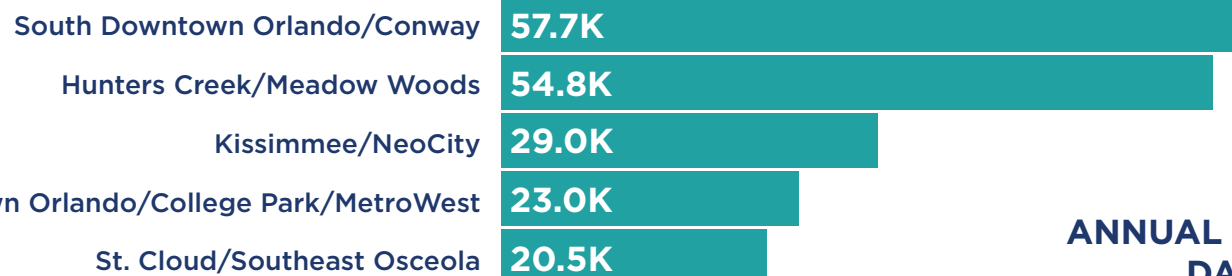
	2018	2019	2020	2021
Weekday	783K	708K	565K	701K
Weekend	634K	604K	471K	647K

— Weekday — Weekend

TRIP PURPOSE

- Home-Based Work 12%
- Non-Home Based 51%
- Home-Based Other 37%

- Trip from home to work
- Trip that doesn't come from or go to a home
- Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

South Downtown Orlando/Conway	57.7K
Hunters Creek/Meadow Woods	54.8K
Kissimmee/NeoCity	29.0K
Downtown Orlando/College Park/MetroWest	23.0K
St. Cloud/Southeast Osceola	20.5K

ANNUAL AVERAGE DAILY TRIPS
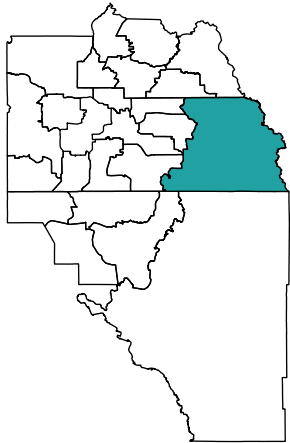
DEMOGRAPHICS

Population	Household	Employment
27.5K	**10.7K**	**4.2K**

Median Age	Median Household Income	Average Car Ownership
41	**64.7K**	**2.0**

LAND AREA 291 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
71.9%	**7.7%**	**0.8%**

Walk/Bike	Work From Home	Other
1.5%	**17.1%**	**1.0%**

TRAVEL CHARACTERISTICS

	Orange East Rural	Orange County	MetroPlan Orlando
Percent of Commute Trips	21.3%	15.1%	15.8%
Average Weekday Trip Length (miles)	11.4	10.8	10.6
Average Weekday Travel Time (minutes)	23.4	21.8	21.4
Percent of Short Auto Trips (<1 mile)	5.4%	5.8%	5.6%

AVERAGE DAILY VEHICULAR TRIPS
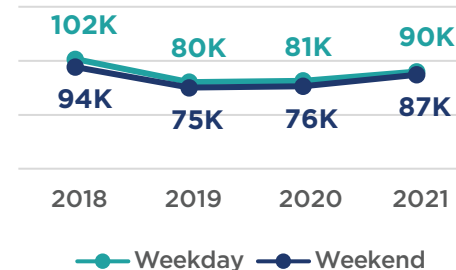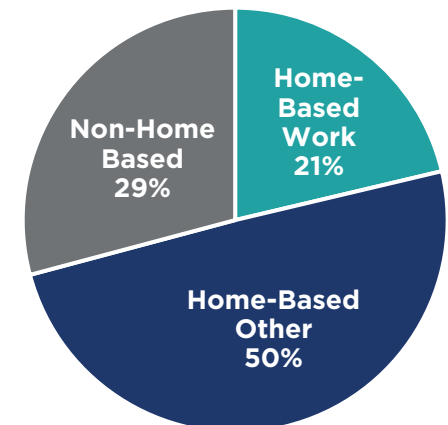
	2018	2019	2020	2021
Weekday	102K	80K	81K	90K
Weekend	94K	75K	76K	87K

TRIP PURPOSE

Non-Home Based 29%
Home-Based Work 21%
Home-Based Other 50%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Trips
Waterford Lakes/Avalon Park	14.4K
UCF/Union Park	7.9K
Oviedo/Chuluota	5.4K
Orlando International Airport/Lake Nona	4.9K
South Downtown Orlando/Conway	3.4K

ANNUAL AVERAGE DAILY TRIPS
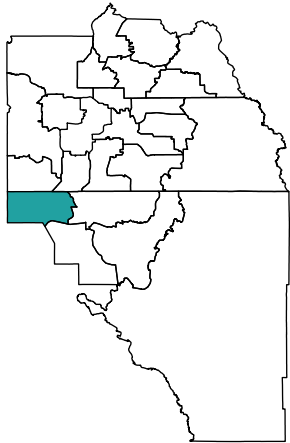
DEMOGRAPHICS

Population	Household	Employment
41.6K	**14.9K**	**27.9K**

Median Age	Median Household Income	Average Car Ownership
35	**62.8K**	**1.7**

LAND AREA 67 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
69.8%	**7.2%**	**2.1%**

Walk/Bike	Work From Home	Other
0.8%	**17.1%**	**3.0%**

TRAVEL CHARACTERISTICS

	Celebration/ Reunion/ Four Corners	Osceola County	MetroPlan Orlando
Percent of Commute Trips	7.0%	15.0%	15.8%
Average Weekday Trip Length (miles)	11.2	11.7	10.6
Average Weekday Travel Time (minutes)	23.4	22.5	21.4
Percent of Short Auto Trips (<1 mile)	6.6%	5.2%	5.6%

AVERAGE DAILY VEHICULAR TRIPS
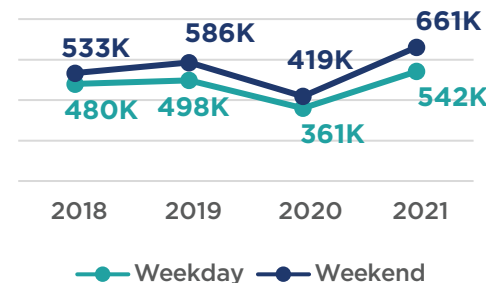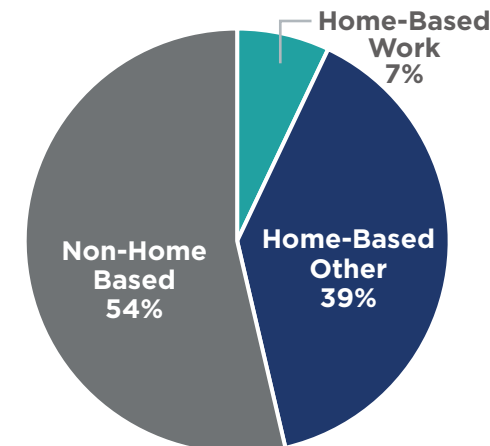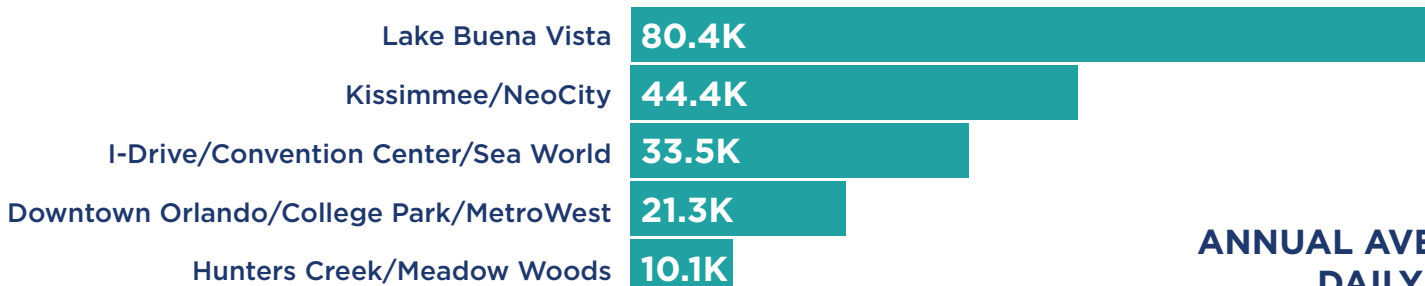
	2018	2019	2020	2021
Weekend	533K	586K	419K	661K
Weekday	480K	498K	361K	542K

— Weekday — Weekend

TRIP PURPOSE

- Home-Based Work 7%
- Non-Home Based 54%
- Home-Based Other 39%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Annual Average Daily Trips
Lake Buena Vista	80.4K
Kissimmee/NeoCity	44.4K
I-Drive/Convention Center/Sea World	33.5K
Downtown Orlando/College Park/MetroWest	21.3K
Hunters Creek/Meadow Woods	10.1K

ANNUAL AVERAGE DAILY TRIPS
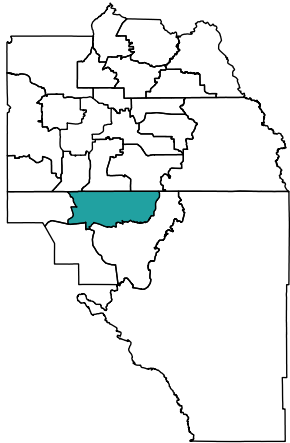
DEMOGRAPHICS

Population	Household	Employment
180.1K	**58.0K**	**62.9K**

Median Age	Median Household Income	Average Car Ownership
36	**50.8K**	**1.8**

LAND AREA 90 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
72.7%	**14.7%**	**1.6%**

Walk/Bike	Work From Home	Other
1.0%	**8.7%**	**1.3%**

TRAVEL CHARACTERISTICS

	Kissimmee/ NeoCity	Osceola County	MetroPlan Orlando
Percent of Commute Trips	**16.4%**	**15.0%**	**15.8%**
Average Weekday Trip Length (miles)	**10.4**	**11.7**	**10.6**
Average Weekday Travel Time (minutes)	**21.7**	**22.5**	**21.4**
Percent of Short Auto Trips (<1 mile)	**6.5%**	**5.2%**	**5.6%**

AVERAGE DAILY VEHICULAR TRIPS
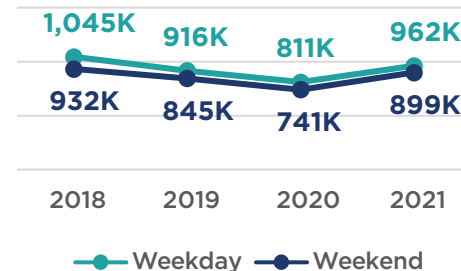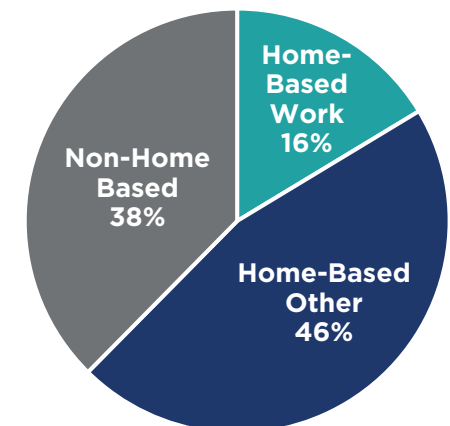
	2018	2019	2020	2021
Weekday	1,045K	916K	811K	962K
Weekend	932K	845K	741K	899K

— Weekday — Weekend

TRIP PURPOSE

- **Home-Based Work 16%**
- **Home-Based Other 46%**
- **Non-Home Based 38%**

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	ANNUAL AVERAGE DAILY TRIPS
Hunters Creek/Meadow Woods	**65.0K**
St. Cloud/Southeast Osceola	**56.4K**
Celebration/Reunion/Four Corners	**44.4K**
Poinciana/Southwest Osceola	**41.0K**
Orlando International Airport/Lake Nona	**29.0K**
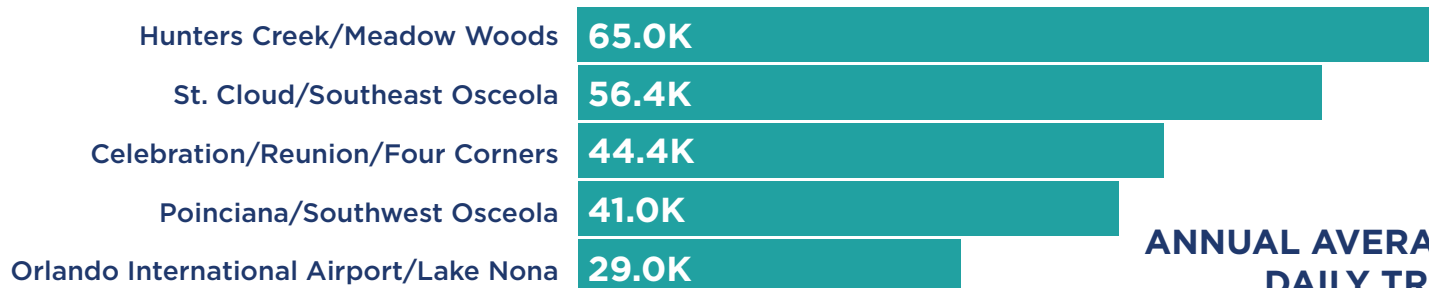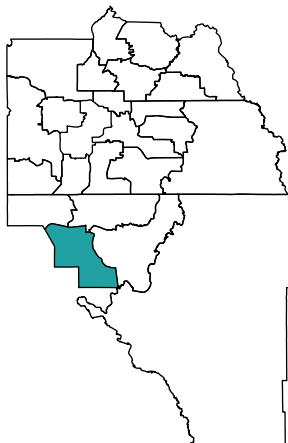
DEMOGRAPHICS

Population **74.4K**	Household **21.2K**	Employment **11.5K**
Median Age **35**	Median Household Income **58.9K**	Average Car Ownership **2.1**

LAND AREA 85 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone **74.7%**	Carpool **14.2%**	Transit **0.4%**
Walk/Bike **0.2%**	Work From Home **8.5%**	Other **2.0%**

TRAVEL CHARACTERISTICS

	Poinciana/ SW Osceola	Osceola County	MetroPlan Orlando
Percent of Commute Trips	21.3%	15.0%	15.8%
Average Weekday Trip Length (miles)	11.3	11.7	10.6
Average Weekday Travel Time (minutes)	22.2	22.5	21.4
Percent of Short Auto Trips (<1 mile)	6.3%	5.2%	5.6%
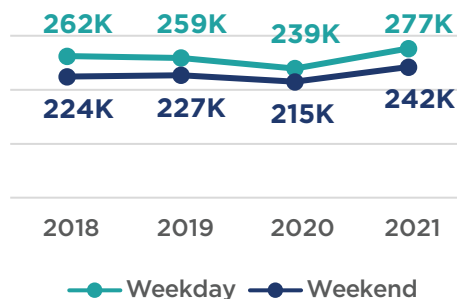
AVERAGE DAILY VEHICULAR TRIPS

	2018	2019	2020	2021
Weekday	262K	259K	239K	277K
Weekend	224K	227K	215K	242K

TRIP PURPOSE

- Non-Home Based 27%
- Home-Based Work 21%
- Home-Based Other 52%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Annual Average Daily Trips
Kissimee/NeoCity	41.0K
Celebration/Reunion/Four Corners	9.0K
Hunters Creek/Meadow Woods	5.5K
Downtown Orlando/College Park/MetroWest	3.4K
I-Drive/Convention Center/Sea World	3.4K
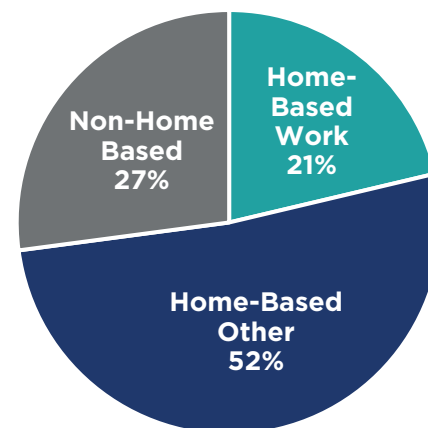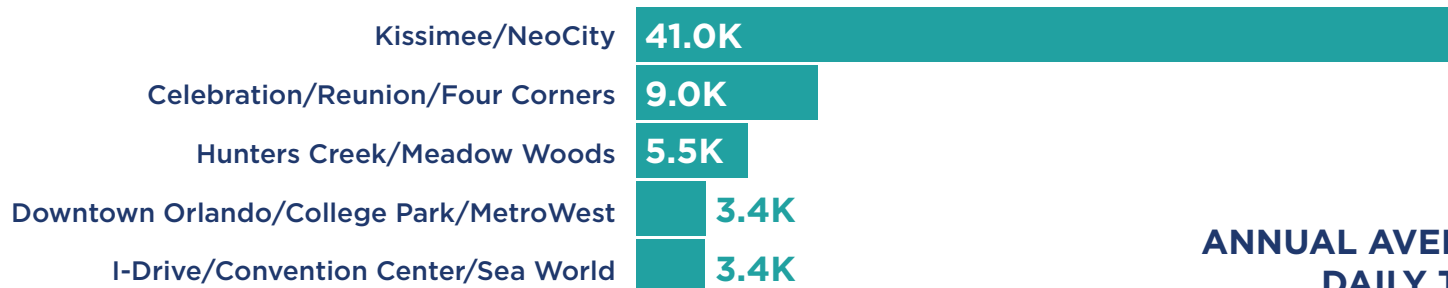
ANNUAL AVERAGE DAILY TRIPS
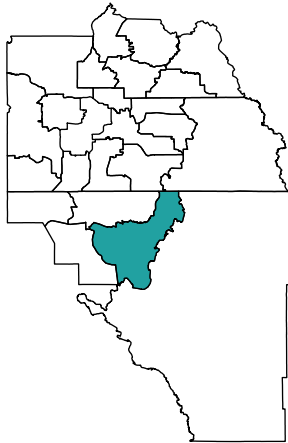
DEMOGRAPHICS

Population	Household	Employment
74.3K	**24.1K**	**17.6K**

Median Age	Median Household Income	Average Car Ownership
37	**68.8K**	**2.0**

LAND AREA 140 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
75.6%	**12.0%**	**0.1%**

Walk/Bike	Work From Home	Other
1.3%	**10.0%**	**1.0%**
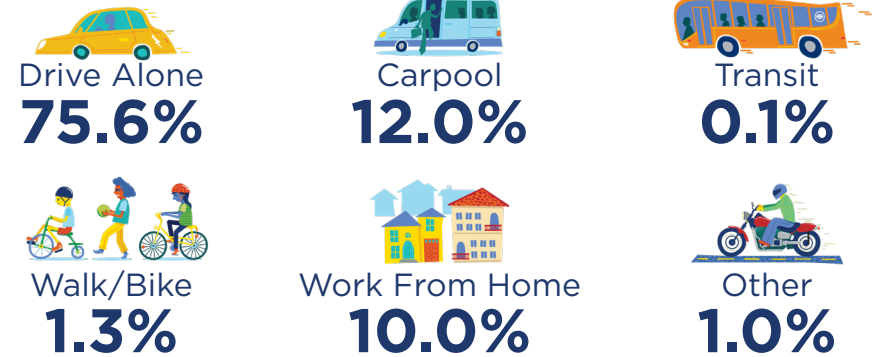
TRAVEL CHARACTERISTICS

	St. Cloud/ SE Osceola	Osceola County	MetroPlan Orlando
Percent of Commute Trips	**18.7%**	**15.0%**	**15.8%**
Average Weekday Trip Length (miles)	**13.5**	**11.7**	**10.6**
Average Weekday Travel Time (minutes)	**22.8**	**22.5**	**21.4**
Percent of Short Auto Trips (<1 mile)	**6.3%**	**5.2%**	**5.6%**
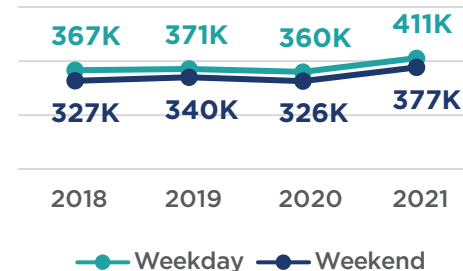
AVERAGE DAILY VEHICULAR TRIPS

	2018	2019	2020	2021
Weekday	367K	371K	360K	411K
Weekend	327K	340K	326K	377K

— Weekday — Weekend

TRIP PURPOSE

- Non-Home Based **32%**
- Home-Based Work **19%**
- Home-Based Other **49%**

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Kissimmee/NeoCity	**56.4K**
Orlando International Airport/Lake Nona	**20.5K**
Osceola East Rural	**15.1K**
Hunters Creek/Meadow Woods	**9.3K**
Downtown Orlando/College Park/MetroWest	**7.2K**
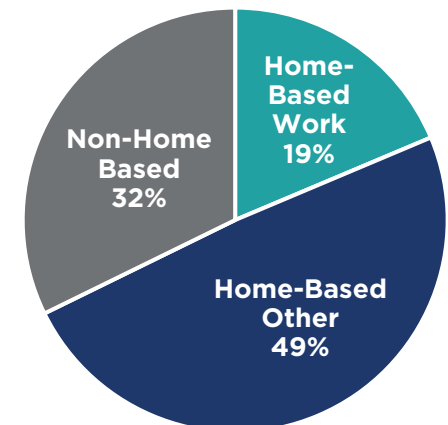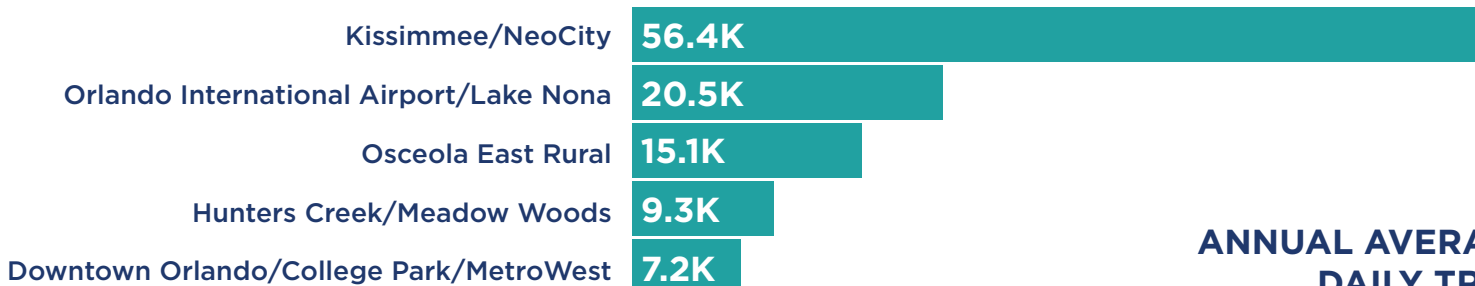
ANNUAL AVERAGE DAILY TRIPS
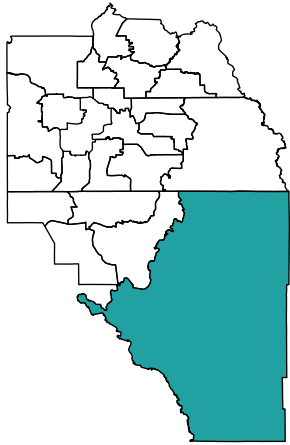
DEMOGRAPHICS

Population	Household	Employment
9.5K	**2.9K**	**1.7K**

Median Age	Median Household Income	Average Car Ownership
38	**74.5K**	**2.2**

LAND AREA 1,126 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
82.3%	**4.0%**	**0.0%**

Walk/Bike	Work From Home	Other
0.0%	**13.7%**	**0.0%**
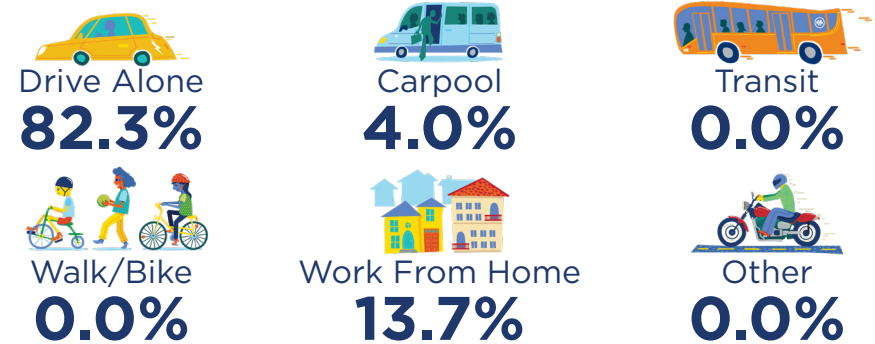
TRAVEL CHARACTERISTICS

	Osceola East Rural	Osceola County	MetroPlan Orlando
Percent of Commute Trips	**18.6%**	**15.0%**	**15.8%**
Average Weekday Trip Length (miles)	**23.6**	**11.7**	**10.6**
Average Weekday Travel Time (minutes)	**32.6**	**22.5**	**21.4**
Percent of Short Auto Trips (<1 mile)	**6.4%**	**5.2%**	**5.6%**

AVERAGE DAILY VEHICULAR TRIPS

Weekend: 51K (2018), 48K (2019), 53K (2020), 61K (2021)
Weekday: 51K (2018), 52K (2019), 54K (2020), 64K (2021)

2018 2019 2020 2021

— Weekday — Weekend

TRIP PURPOSE

- Non-Home Based **41%**
- Home-Based Work **19%**
- Home-Based Other **40%**

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location
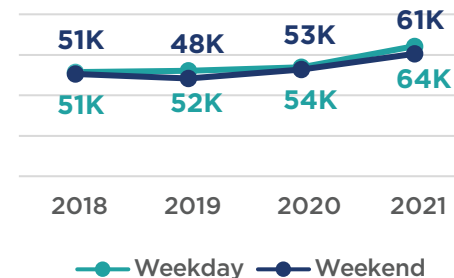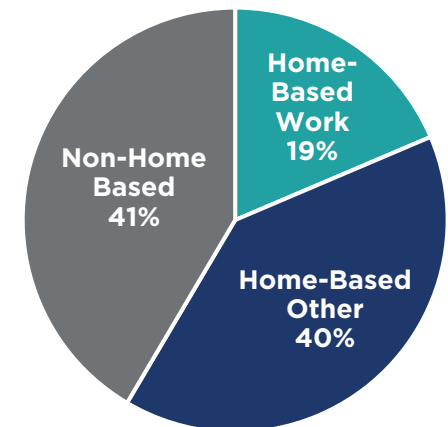
TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Trips
St.Cloud/Southeast Osceola	**15.1K**
Kissimmee/NeoCity	**2.9K**
Orlando International Airport/Lake Nona	**1.9K**
Hunters Creek/Meadow Woods	**0.7K**
Downtown Orlando/College Park/MetroWest	**0.6K**

ANNUAL AVERAGE DAILY TRIPS
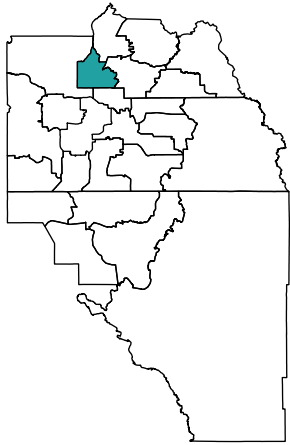
DEMOGRAPHICS

Population
103.3K

Household
43.7K

Employment
48.3K

Median Age
40

Median Household Income
64.8K

Average Car Ownership
1.8

LAND AREA 35 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone
75.6%

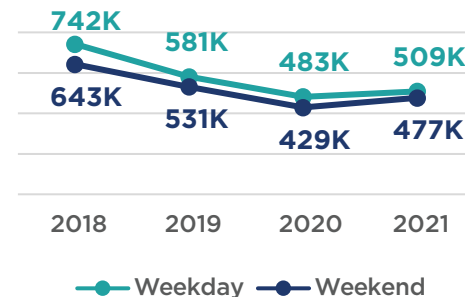**Carpool**
6.9%

Transit
0.5%

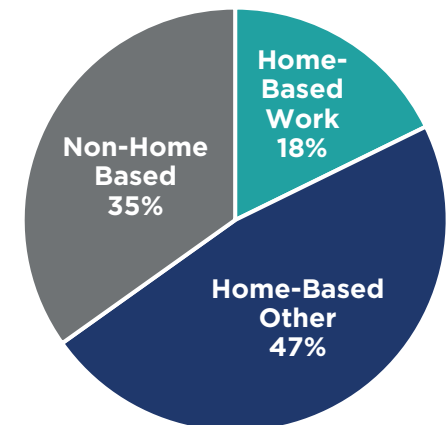**Walk/Bike**
1.6%

Work From Home
14.0%

Other
1.4%

TRAVEL CHARACTERISTICS

	Altamonte/ Wekiva Springs	Seminole County	MetroPlan Orlando
Percent of Commute Trips	17.8%	18.9%	15.8%
Average Weekday Trip Length (miles)	10.5	9.7	10.6
Average Weekday Travel Time (minutes)	21.4	20.3	21.4
Percent of Short Auto Trips (<1 mile)	5.8%	5.6%	5.6%

AVERAGE DAILY VEHICULAR TRIPS
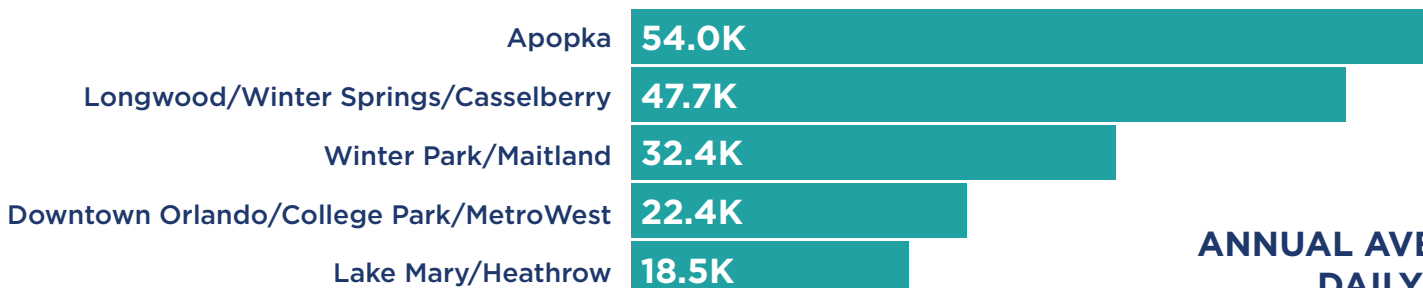
	2018	2019	2020	2021
Weekday	742K	581K	483K	509K
Weekend	643K	531K	429K	477K

— Weekday — Weekend

TRIP PURPOSE

- Non-Home Based 35%
- Home-Based Work 18%
- Home-Based Other 47%

- Trip from home to work
- Trip that doesn't come from or go to a home
- Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Annual Average Daily Trips
Apopka	54.0K
Longwood/Winter Springs/Casselberry	47.7K
Winter Park/Maitland	32.4K
Downtown Orlando/College Park/MetroWest	22.4K
Lake Mary/Heathrow	18.5K

ANNUAL AVERAGE DAILY TRIPS
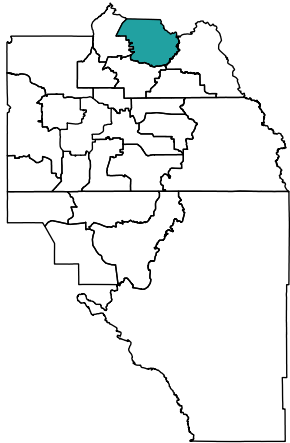
DEMOGRAPHICS

Population	Household	Employment
76.7K	**30.1K**	**53.4K**

Median Age	Median Household Income	Average Car Ownership
36	**55.9K**	**1.7**

LAND AREA 68 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
72.0%	**9.7%**	**1.4%**

Walk/Bike	Work From Home	Other
1.2%	**13.7%**	**2.0%**

TRAVEL CHARACTERISTICS

	Sanford	Seminole County	MetroPlan Orlando
Percent of Commute Trips	17.5%	18.9%	15.8%
Average Weekday Trip Length (miles)	9.6	9.7	10.6
Average Weekday Travel Time (minutes)	19.9	20.3	21.4
Percent of Short Auto Trips (<1 mile)	6.1%	5.6%	5.6%

AVERAGE DAILY VEHICULAR TRIPS
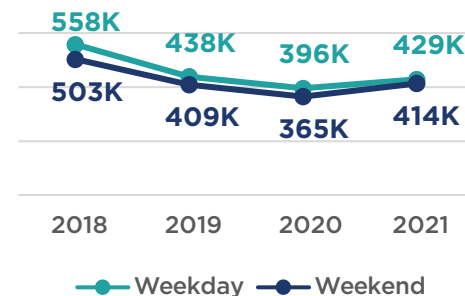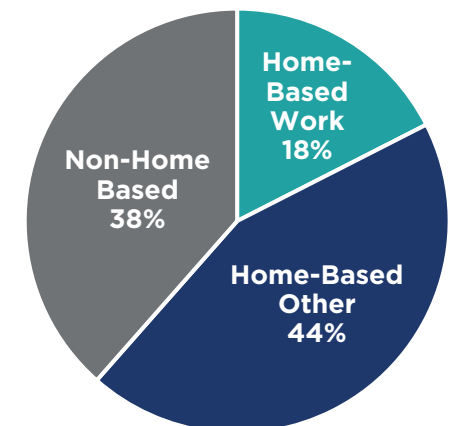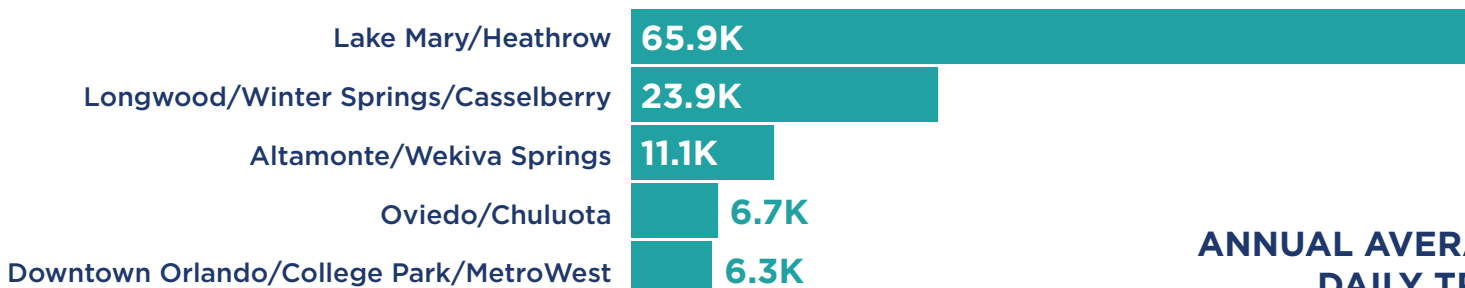
Weekday: 558K (2018), 438K (2019), 396K (2020), 429K (2021)
Weekend: 503K (2018), 409K (2019), 365K (2020), 414K (2021)

— Weekday — Weekend

TRIP PURPOSE

- Home-Based Work 18%
- Non-Home Based 38%
- Home-Based Other 44%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

- Lake Mary/Heathrow **65.9K**
- Longwood/Winter Springs/Casselberry **23.9K**
- Altamonte/Wekiva Springs **11.1K**
- Oviedo/Chuluota **6.7K**
- Downtown Orlando/College Park/MetroWest **6.3K**

ANNUAL AVERAGE DAILY TRIPS
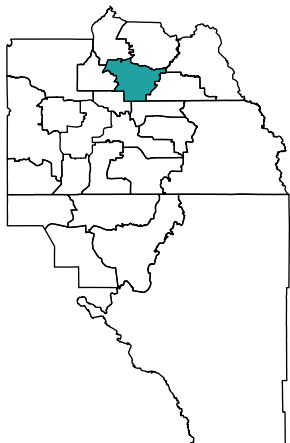
DEMOGRAPHICS

Population **141.6K**	Household **58.4K**	Employment **48.9K**
Median Age **41**	Median Household Income **69.7K**	Average Car Ownership **1.8**

LAND AREA 51 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone **75.0%**	Carpool **8.0%**	Transit **0.5%**
Walk/Bike **1.0%**	Work From Home **13.8%**	Other **1.7%**

TRAVEL CHARACTERISTICS

	Longwood/ Winter Springs/ Casselberry	Seminole County	MetroPlan Orlando
Percent of Commute Trips	20.4%	18.9%	15.8%
Average Weekday Trip Length (miles)	8.7	9.7	10.6
Average Weekday Travel Time (minutes)	19.1	20.3	21.4
Percent of Short Auto Trips (<1 mile)	6.0%	5.6%	5.6%

AVERAGE DAILY VEHICULAR TRIPS
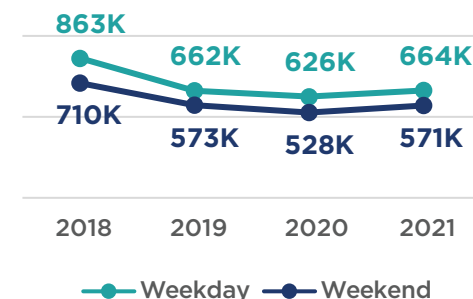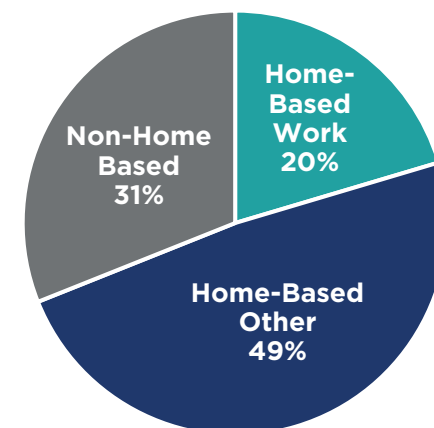
Weekday: 863K (2018), 662K (2019), 626K (2020), 664K (2021)
Weekend: 710K (2018), 573K (2019), 528K (2020), 571K (2021)

— Weekday — Weekend

TRIP PURPOSE

- Non-Home Based 31%
- Home-Based Work 20%
- Home-Based Other 49%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Annual Average Daily Trips
Oviedo/Chuluota	55.1K
Altamonte/Wekiva Springs	47.7K
Winter Park/Maitland	36.9K
Lake Mary/Heathrow	26.1K
UCF/Union Park	25.6K

ANNUAL AVERAGE DAILY TRIPS

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Community Travel Profile
OVIEDO/CHULUOTA
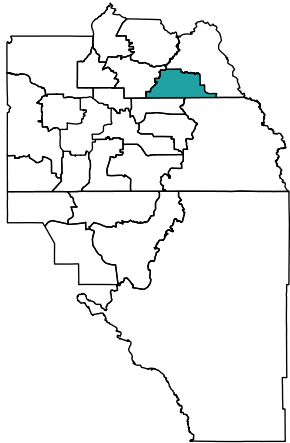
DEMOGRAPHICS

Population **75.6K**	Household **26.3K**	Employment **20.9K**
Median Age **35**	Median Household Income **92.7K**	Average Car Ownership **2.1**

LAND AREA 45 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone **72.4%**

Carpool **6.6%**
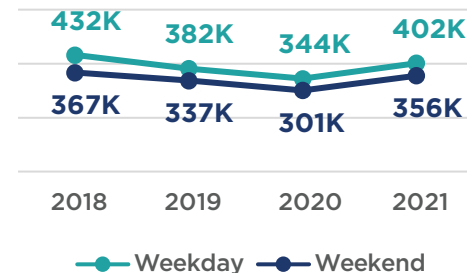
Transit **0.0%**

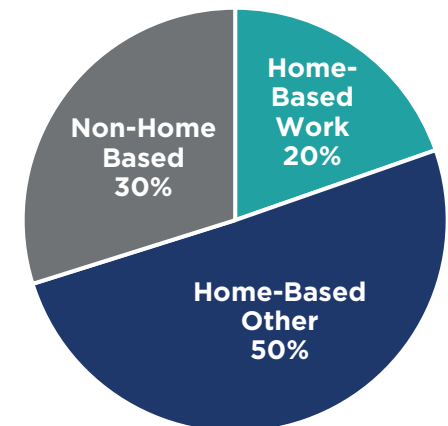Walk/Bike **1.4%**

Work From Home **18.1%**

Other **1.5%**

TRAVEL CHARACTERISTICS

	Oviedo/ Chuluota	Seminole County	MetroPlan Orlando
Percent of Commute Trips	19.7%	18.9%	15.8%
Average Weekday Trip Length (miles)	9.7	9.7	10.6
Average Weekday Travel Time (minutes)	20.3	20.3	21.4
Percent of Short Auto Trips (<1 mile)	5.3%	5.6%	5.6%

AVERAGE DAILY VEHICULAR TRIPS

	2018	2019	2020	2021
Weekday	432K	382K	344K	402K
Weekend	367K	337K	301K	356K

— Weekday — Weekend

TRIP PURPOSE

Non-Home Based **30%**

Home-Based Work **20%**

Home-Based Other **50%**

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Longwood/Winter Springs/Casselberry	**55.1K**
UCF/Union Park	**33.2K**
Waterford Lakes/Avalon Park	**13.1K**
Seminole East Rural	**10.2K**
Sanford	**6.7K**
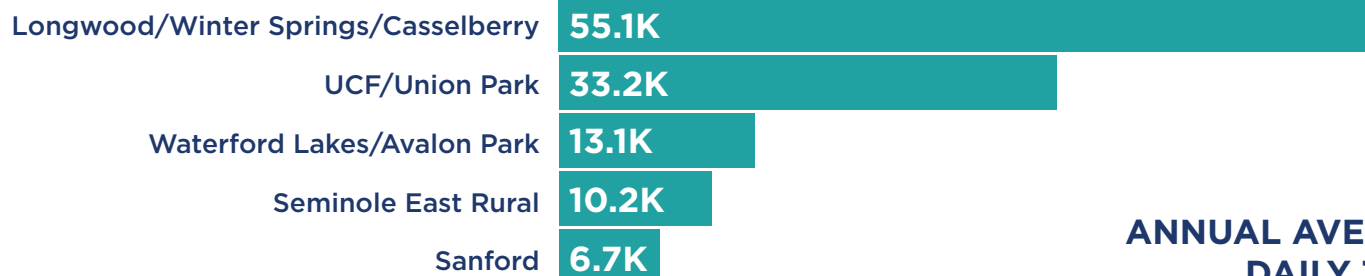
ANNUAL AVERAGE DAILY TRIPS
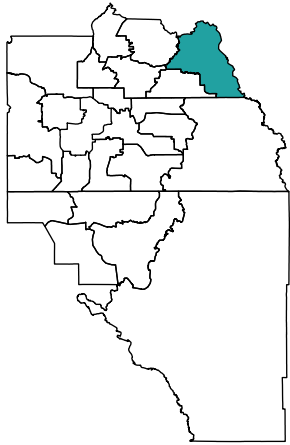
DEMOGRAPHICS

Population	Household	Employment
7.3K	**2.6K**	**1.7K**

Median Age	Median Household Income	Average Car Ownership
44	**98.7K**	**2.5**

LAND AREA 100 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
69.4%	**8.4%**	**0.0%**

Walk/Bike	Work From Home	Other
1.0%	**20.1%**	**1.1%**
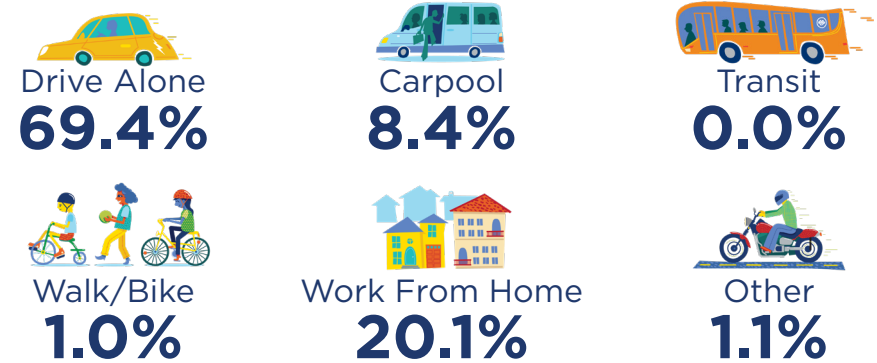
TRAVEL CHARACTERISTICS

	Seminole East Rural	Seminole County	MetroPlan Orlando
Percent of Commute Trips	20.2%	18.9%	15.8%
Average Weekday Trip Length (miles)	10.5	9.7	10.6
Average Weekday Travel Time (minutes)	21.8	20.3	21.4
Percent of Short Auto Trips (<1 mile)	5.4%	5.6%	5.6%

AVERAGE DAILY VEHICULAR TRIPS
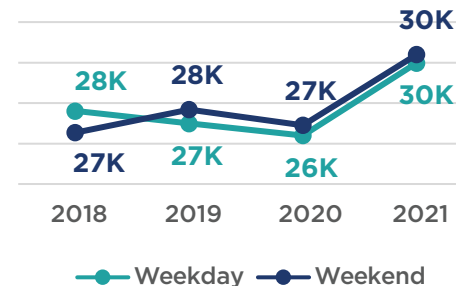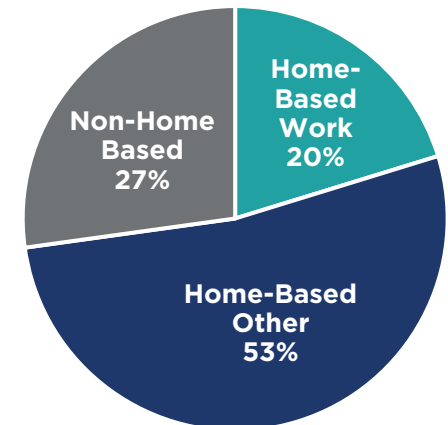
Year	2018	2019	2020	2021
Weekday	27K	27K	26K	30K
Weekend	28K	28K	27K	30K

— Weekday — Weekend

TRIP PURPOSE

- Non-Home Based **27%**
- Home-Based Work **20%**
- Home-Based Other **53%**

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Trips
Oviedo/Chuluota	10.2K
Sanford	3.0K
Longwood/Winter Springs/Casselberry	2.5K
Lake Mary/Heathrow	0.6K
UCF/Union Park	0.6K
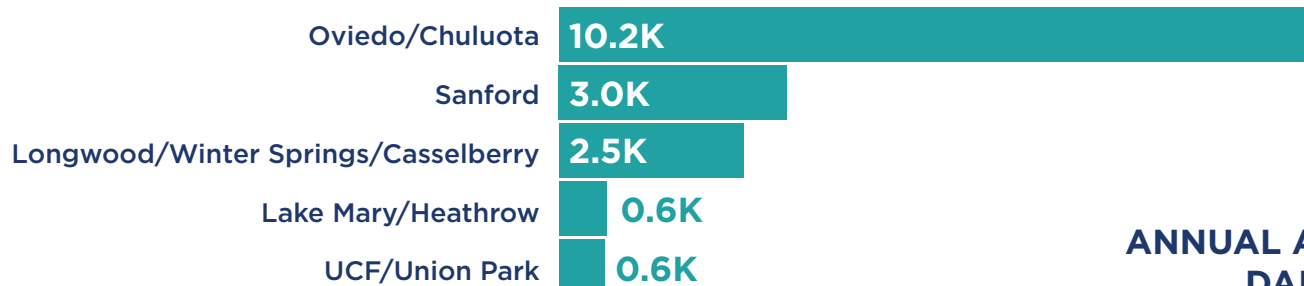
ANNUAL AVERAGE DAILY TRIPS
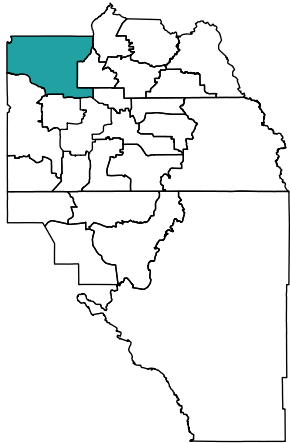
DEMOGRAPHICS

Population
125.4K

Household
43.5K

Employment
34.7K

Median Age
39

Median Household Income
66.4K

Average Car Ownership
1.9

LAND AREA 134 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone
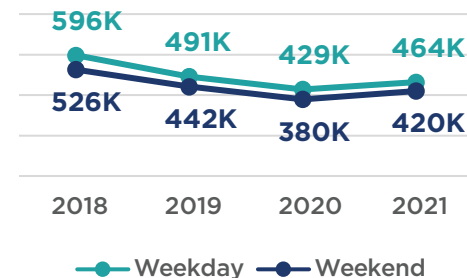**74.6%**

Carpool
9.5%

Transit
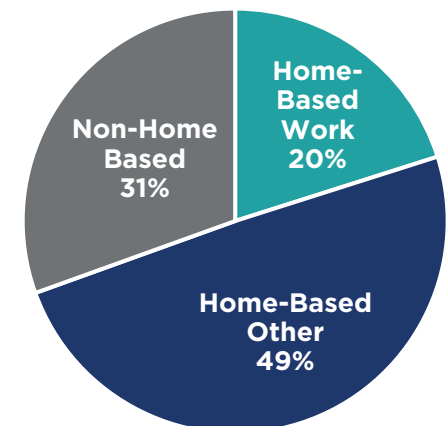**0.6%**

Walk/Bike
1.1%

Work From Home
12.9%

Other
1.3%

TRAVEL CHARACTERISTICS

	Apopka	Orange County	MetroPlan Orlando
Percent of Commute Trips	20.1%	15.1%	15.8%
Average Weekday Trip Length (miles)	9.9	10.8	10.6
Average Weekday Travel Time (minutes)	20.0	21.8	21.4
Percent of Short Auto Trips (<1 mile)	5.2%	5.8%	5.6%

AVERAGE DAILY VEHICULAR TRIPS
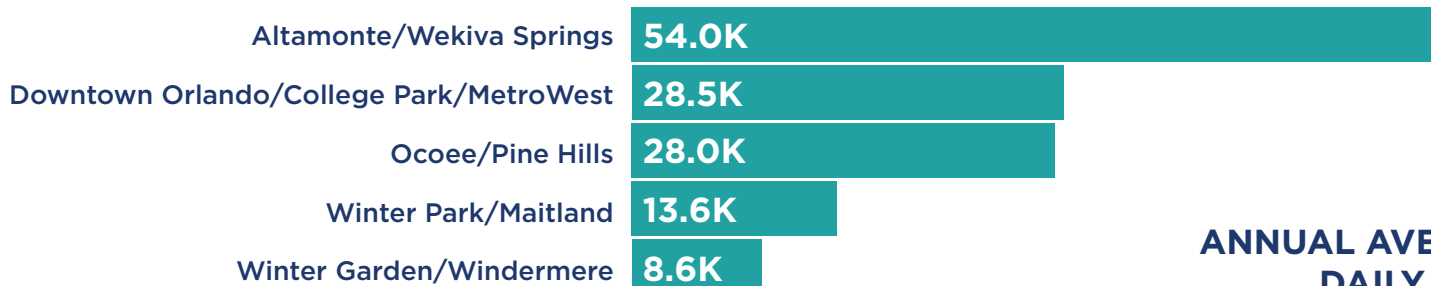
Weekday: 596K (2018), 491K (2019), 429K (2020), 464K (2021)
Weekend: 526K (2018), 442K (2019), 380K (2020), 420K (2021)

2018 2019 2020 2021

— Weekday — Weekend

TRIP PURPOSE

Non-Home Based 31%
Home-Based Work 20%
Home-Based Other 49%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	
Altamonte/Wekiva Springs	54.0K
Downtown Orlando/College Park/MetroWest	28.5K
Ocoee/Pine Hills	28.0K
Winter Park/Maitland	13.6K
Winter Garden/Windermere	8.6K

ANNUAL AVERAGE DAILY TRIPS
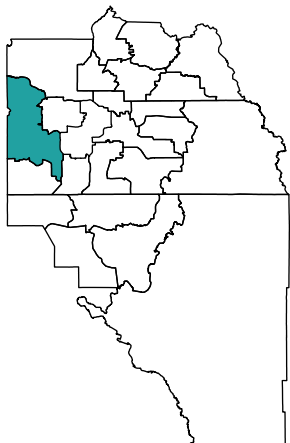
DEMOGRAPHICS

Population	Household	Employment
125.8K	**42.2K**	**36.0K**

Median Age	Median Household Income	Average Car Ownership
36	**100.9K**	**2.0**

LAND AREA 118 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
71.5%	**6.0%**	**0.3%**

Walk/Bike	Work From Home	Other
1.4%	**18.5%**	**2.3%**

TRAVEL CHARACTERISTICS

	Winter Garden/ Windermere	Orange County	MetroPlan Orlando
Percent of Commute Trips	**18.9%**	**15.1%**	**15.8%**
Average Weekday Trip Length (miles)	**9.5**	**10.8**	**10.6**
Average Weekday Travel Time (minutes)	**19.6**	**21.8**	**21.4**
Percent of Short Auto Trips (<1 mile)	**5.7%**	**5.8%**	**5.6%**

AVERAGE DAILY VEHICULAR TRIPS

Weekday: 590K (2018), 681K (2019), 606K (2020), 708K (2021)
Weekend: 493K (2018), 601K (2019), 530K (2020), 628K (2021)

—●— Weekday —●— Weekend

TRIP PURPOSE

- Non-Home Based **31%**
- Home-Based Work **19%**
- Home-Based Other **50%**

■ Trip from home to work

■ Trip that doesn't come from or go to a home

■ Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Annual Average Daily Trips
Ocoee/Pine Hills	**58.1K**
Lake Buena Vista	**48.2K**
Downtown Orlando/College Park/MetroWest	**43.1K**
I-Drive/Convention Center/Sea World	**28.2K**
Apopka	**8.6K**

ANNUAL AVERAGE DAILY TRIPS

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

Community Travel Profile
LAKE BUENA VISTA

DEMOGRAPHICS

Population	**Household**	**Employment**
18.9K	**6.2K**	**62.5K**
Median Age	**Median Household Income**	**Average Car Ownership**
34	**92.3K**	**1.8**

LAND AREA 53 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone	Carpool	Transit
61.7%	**9.6%**	**0.0%**
Walk/Bike	Work From Home	Other
2.0%	**24.5%**	**2.2%**

TRAVEL CHARACTERISTICS

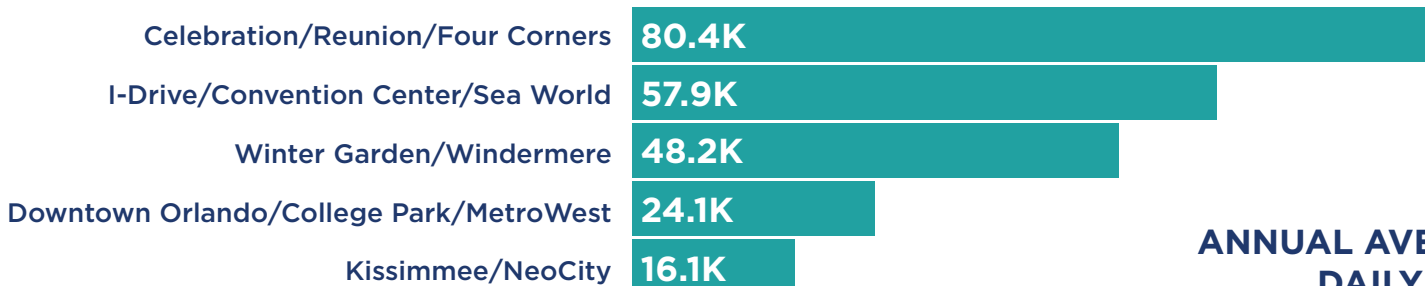|	Lake Buena Vista	Orange County	MetroPlan Orlando
Percent of Commute Trips	3.7%	15.1%	15.8%
Average Weekday Trip Length (miles)	10.9	10.8	10.6
Average Weekday Travel Time (minutes)	21.4	21.8	21.4
Percent of Short Auto Trips (<1 mile)	4.8%	5.8%	5.6%

AVERAGE DAILY VEHICULAR TRIPS
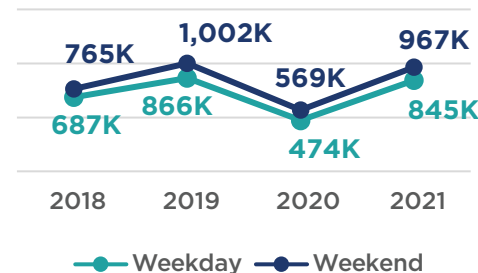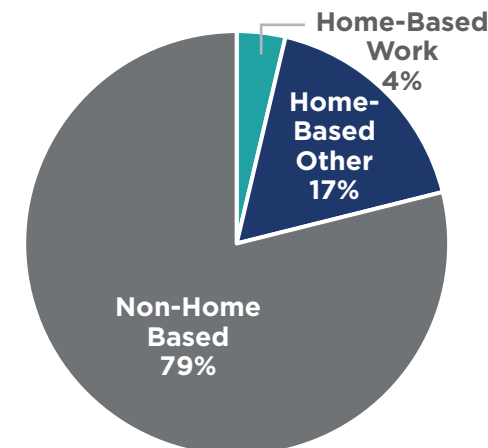
	2018	2019	2020	2021
Weekend	765K	1,002K	569K	967K
Weekday	687K	866K	474K	845K

— Weekday — Weekend

TRIP PURPOSE

- Home-Based Work 4%
- Home-Based Other 17%
- Non-Home Based 79%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Trips
Celebration/Reunion/Four Corners	80.4K
I-Drive/Convention Center/Sea World	57.9K
Winter Garden/Windermere	48.2K
Downtown Orlando/College Park/MetroWest	24.1K
Kissimmee/NeoCity	16.1K

ANNUAL AVERAGE DAILY TRIPS
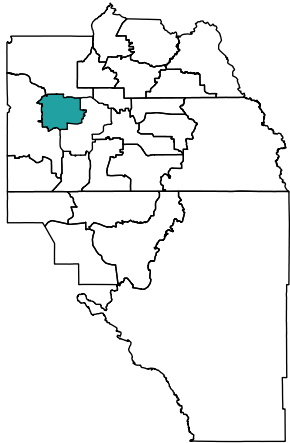
DEMOGRAPHICS

Population **164.5K**	Household **50.8K**	Employment **34.4K**
Median Age **34**	Median Household Income **55.9K**	Average Car Ownership **1.8**

LAND AREA 42 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone **72.2%**	Carpool **10.6%**	Transit **3.1%**
Walk/Bike **1.4%**	Work From Home **9.4%**	Other **2.8%**

TRAVEL CHARACTERISTICS

	Ocoee/ Pine Hills	Orange County	MetroPlan Orlando
Percent of Commute Trips	18.9%	15.1%	15.8%
Average Weekday Trip Length (miles)	8.9	10.8	10.6
Average Weekday Travel Time (minutes)	18.8	21.8	21.4
Percent of Short Auto Trips (<1 mile)	5.3%	5.8%	5.6%

AVERAGE DAILY VEHICULAR TRIPS

	2018	2019	2020	2021
Weekday	646K	523K	491K	544K
Weekend	596K	488K	449K	503K

— Weekday — Weekend

TRIP PURPOSE

Non-Home Based **32%**

Home-Based Work **19%**

Home-Based Other **49%**

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

Community	Trips
Downtown Orlando/College Park/MetroWest	75.3K
Winter Garden/Windermere	58.1K
Apopka	28.0K
South Downtown Orlando/Conway	11.7K
Hunters Creek/Meadow Woods	7.9K

ANNUAL AVERAGE DAILY TRIPS

DEMOGRAPHICS

Population
70.7K

Household
31.8K

Employment
74.4K

Median Age
38

Median Household Income
67.1K

Average Car Ownership
1.7

LAND AREA 22 SQUARE MILES

COMMUTE MODE SHARE

Drive Alone 70.1%

Carpool 5.0%
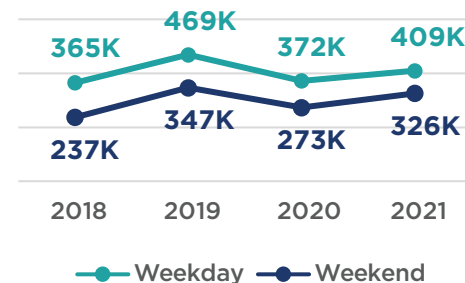
Transit 1.1%

Walk/Bike 3.6%

Work From Home 18.6%

Other 1.6%

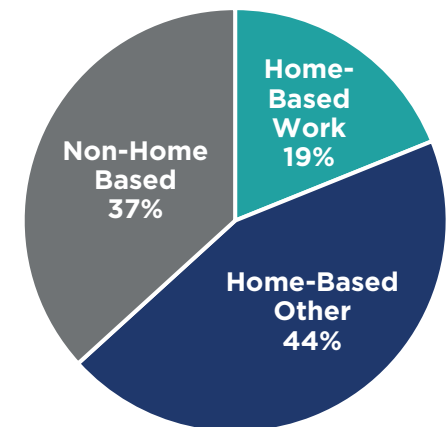## TRAVEL CHARACTERISTICS

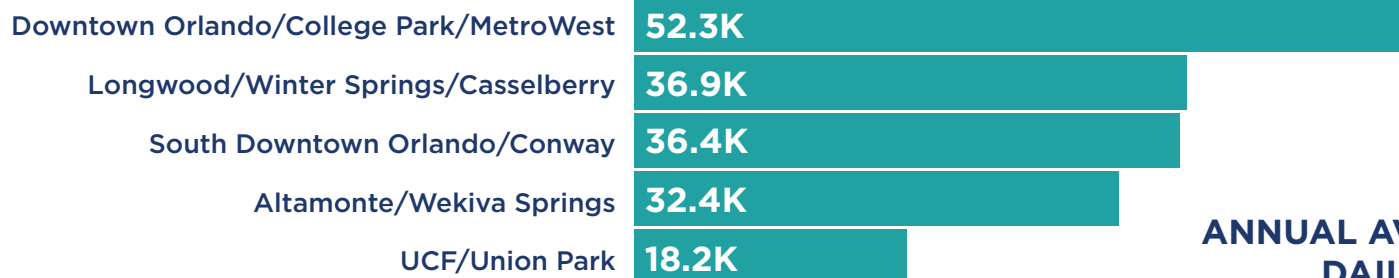|	Winter Park/Maitland	Orange County	MetroPlan Orlando
Percent of Commute Trips	18.9%	15.1%	15.8%
Average Weekday Trip Length (miles)	11.8	10.8	10.6
Average Weekday Travel Time (minutes)	22.3	21.8	21.4
Percent of Short Auto Trips (<1 mile)	6.8%	5.8%	5.6%

AVERAGE DAILY VEHICULAR TRIPS

Weekday: 365K (2018), 469K (2019), 372K (2020), 409K (2021)
Weekend: 237K (2018), 347K (2019), 273K (2020), 326K (2021)

— Weekday — Weekend

TRIP PURPOSE

- Non-Home Based 37%
- Home-Based Work 19%
- Home-Based Other 44%

Trip from home to work

Trip that doesn't come from or go to a home

Trip from home to non-work location

TOP 5 COMMUNITIES TRAVELING TO/FROM

- Downtown Orlando/College Park/MetroWest — 52.3K
- Longwood/Winter Springs/Casselberry — 36.9K
- South Downtown Orlando/Conway — 36.4K
- Altamonte/Wekiva Springs — 32.4K
- UCF/Union Park — 18.2K

ANNUAL AVERAGE DAILY TRIPS

M̶o

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

MetroPlanOrlando.gov
250 S. Orange Ave., Suite 200
Orlando, FL 32801

MTP@MetroPlanOrlando.gov

(407) 481-5672