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ABOUT THE SURVEY

MetroPlan Orlando continues its long history of seeking and incorporating public input in the transportation planning process. For more than two decades, we've used public opinion research to listen to the community's ideas and concerns about transportation. Tracking public opinion over time helps us ensure our planning efforts evolve to reflect Central Floridians' needs. This research report shares findings from MetroPlan Orlando's 2024 regional transportation survey, which uses surveying best practices and asks about a variety of new topics.



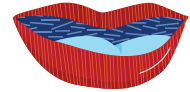
RESPONDENTS
3,134 Total



SURVEY OPEN
4/18/24 – 6/14/24



METHODS
Online Panel (1,292)
Public Survey (1,691)
Intercept Survey (151)

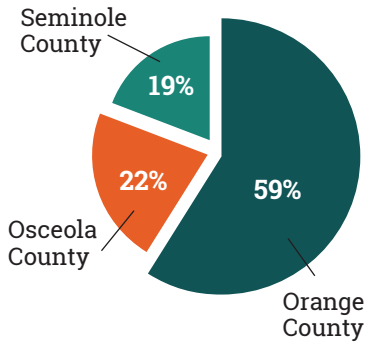


LANGUAGES
English, Spanish
& Haitian Creole

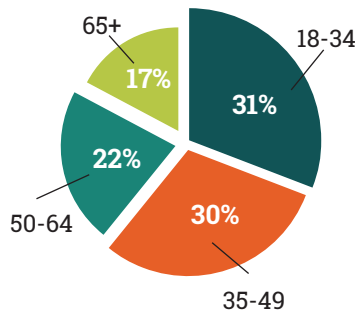
WHO RESPONDED

Respondents are reflective of Central Florida's total population size and demographics, within reasonable margins. No weights are applied to the data in this report.

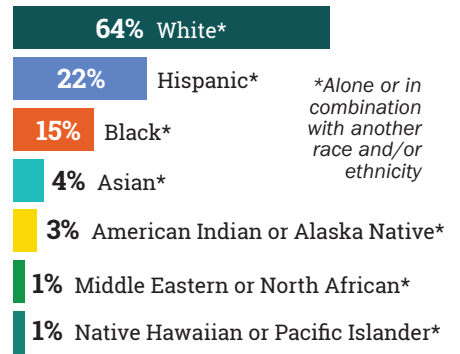
GEOGRAPHY



AGE



RACE/ETHNICITY



Categories above reflect the new White House OMB race and/or ethnicity categories.

Percents will add to more than 100% because respondents can belong to more than one category.

For more information on methodology and demographics, see Methodology section on page 23.

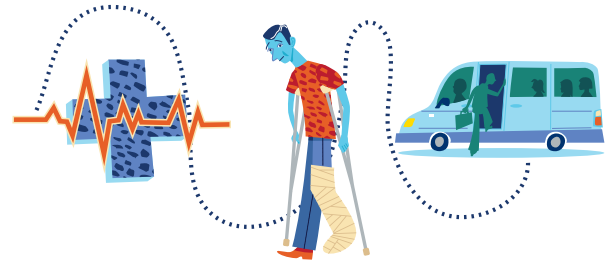


KEY SURVEY RESULTS

Most respondents know speed and safety are linked (80%), but 48% still choose to regularly drive at 10 mph or more over the speed limit. Likewise, when it comes to distracted driving, **14% of respondents feel it is okay to text and drive.**



Drivers, pedestrians, and cyclists all express concerns about unsafe driver behavior. Many respondents (32%) do NOT feel they live in a region where they can safely walk, bike, or use a scooter. However, **nearly all (94%) feel planners should prioritize developing pedestrian-friendly communities.**



One in four (25%) respondents had skipped or missed a doctor's appointment in the past year because they did not have reliable transportation - a seven point increase from 2021. Transit riders have missed doctor's appointments three times more often than non-transit riders.



Interest in new technology continues to increase, **with half of respondents saying they would like to experience a driverless car ride.** But safety concerns with new technology are growing as well, (82% in 2024 compared to 77% in 2021). **People worry the technology is not ready** and wonder how driverless cars will interact with other cars on the road.



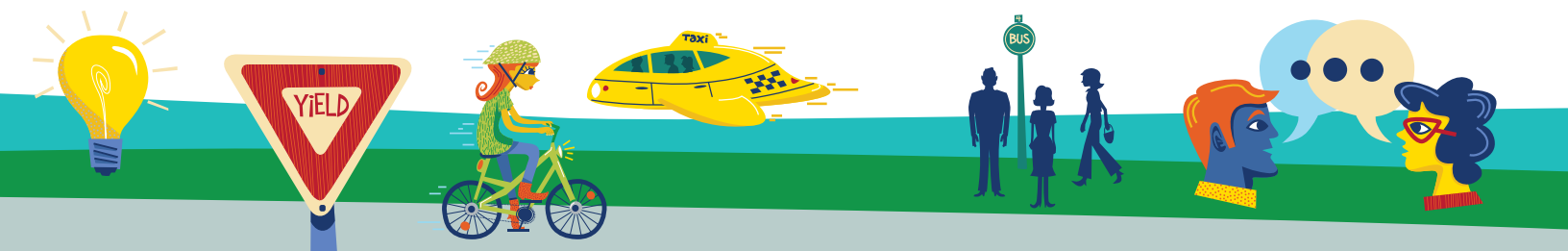
Transit remains a popular way to move. **Over half of respondents use public transportation,** with 31% having ridden the new Brightline intercity rail, and 20% using automated shuttles. Residents say they would use transit even more **if there were more destinations and improved connectivity.**



Physical ability and whether a person lives in an urban or rural area top the list of factors planners should consider when designing transportation, followed by cognitive ability and comfort with technology.



Central Floridians define transportation equity as **accessible transportation for all, emphasizing inclusiveness for people with disabilities, mobility for all community members,** and integrated infrastructure where different types of transportation connect to bring people where they need to go.




TRANSPORTATION SAFETY



For the Central Florida transportation system, safety is a top “barrier” cited by pedestrians, cyclists, and drivers alike. While respondents are appreciative of traffic control devices, there are still major concerns about driver behavior at these traffic control devices and on the road.

Safety is a concern for a majority of respondents. Half of all survey respondents say they worry about the driving behavior of other drivers, as do cyclists (39%) and pedestrians (32%).



A third of residents (32%) do NOT feel they live in a pedestrian-friendly community where they feel safe to walk, bike, scooter, or skate for fun or to get where they need to go, though nearly all (94%) respondents feel planners should prioritize pedestrian-friendly communities.

Vision Zero Central Florida ¹, an effort that seeks to eliminate traffic fatalities and severe injuries across Orange, Osceola, and Seminole Counties, is currently impacting the planning, design, and engineering of our transportation system. Our results show nearly all respondents desire pedestrian-friendly communities (94%) and will respond to tools like cameras at intersections and laws enforcing safety (70% of respondents say they slow down at intersections with cameras and 78% know to move over a lane when a vehicle is pulled over).

DISTRACTED DRIVING AND SPEEDING

Across high injury networks in the region, 41% of the region’s deaths occur on just 2% of the roads, where drivers drive an average of 10 mph over the speed limit.

Most (80%) respondents understand that speed and safety are closely related, meaning lower speed leads to greater safety for everyone on the road; however, 36% of respondents will habitually drive 10 mph over the speed limit and some (12%) even faster. Considering this and survey responses showing that many feel it is OK to speed when roads are clear (25%) or text and drive (14%), our roads can be very dangerous places.

¹ <https://www.visionzeroofl.gov/>



Since 2021, the number of respondents who feel it is OK to speed when roads are clear has decreased (33% in 2021 versus 25% in 2024). The rate of respondents who feel it OK to text and drive increased slightly from 12% 2021 to 14% in 2024. And despite concerted efforts to raise awareness of the dangers of texting and driving, this attitude seems exceptionally stubborn and hard to change.

RISKY DRIVERS

Respondents say they drive over (19%), under (16%), or they drive the speed limit (66%) typically. In a separate question, respondents were asked about their speeding habits again in a different way. This time we find that 48% report driving over the speed limit “most of the time” by at least 10 mph.

MOST OF THE TIME, I DRIVE _____

5 mph over the speed limit	51%
10 mph over the speed limit	36%
15 mph over the speed limit	8%
20 mph over the speed limit	4%
25 mph over the speed limit	0%

Drivers who reported typically driving over the speed limit (19%), were significantly more likely to report a “close call” in the last year (46%), or an incident in which they almost had a crash compared to those who report driving the speed limit (38%).

Some respondents (16%) admitted to driving aggressively in response to another driver within the past year.

Drivers who regularly speed were twice as likely to agree that, sometimes, it is OK to speed when roads are clear (50%) and were more likely to disagree (29%) that speed and safety are closely related. The number of people who report “driving the speed limit” increases as respondent age increases, indicating drivers do slow down as they age. Between the ages of 18-64, the rate of respondent drivers reporting speeding is about 20% for each age group. For those 65 and older, these rates drop by almost half (12%).

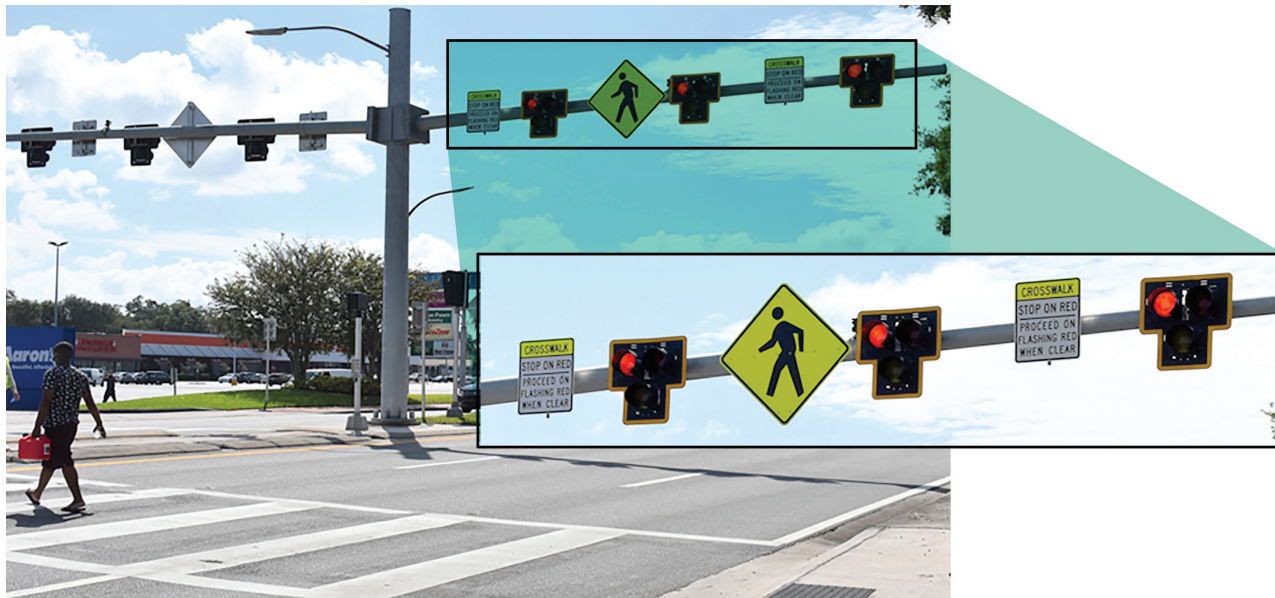


Almost half of respondents (48%) report driving 10 mph over the speed limit or faster most of the time.

Males reported driving over the speed limit only slightly more often than females (22% and 17%), which generally held true across each age group. However, when asked how fast over the speed limit they tended to go, 56% of males reported driving 10 mph over the speed limit compared to 39% of females.



PEDESTRIAN SAFETY: PEDESTRIAN HYBRID BEACON



Over half (55%) of respondents report they have seen pedestrian hybrid beacons, like the one in the image shown here. This rate has increased seven points from 2021 (48%). Walkers activate the signal to cross, usually via push button. When activated, the beacon displays a sequence of flashing and solid lights from yellow to red, and a solid red light requires drivers to stop while pedestrians cross. The overhead beacon then flashes red when the pedestrian signals display DON'T WALK, and drivers may proceed at that time if the crosswalk is clear.

The first three pedestrian hybrid beacons in Central Florida were installed and activated in 2020 on Orange Blossom Trail. The 2021 version of this report captured baseline awareness and opinion of what the signal meant and understanding of how to use it for both pedestrians and drivers. Since 2021, at least four more pedestrian hybrid beacons have been installed in the region. The increasing number of pedestrian hybrid beacons is reflected in the improved understanding of what the beacon means for pedestrians and drivers shown in this year's results.

Results this year show most respondents understand the actions both pedestrians and drivers need to take when coming upon a pedestrian hybrid beacon and increased comfort for both pedestrians and drivers.

Respondents understand that:

- This is a place where pedestrians should feel safe to cross and that these beacons “protect us from accidents.” While there was frequent mention that pedestrians should still use caution in case a driver does not stop, respondents also felt that once a pedestrian had checked that cars had stopped, these areas represent safe places to cross.

“Traffic is required to come to full stop for you to cross this road BUT look both ways to make sure vehicles are stopping.”



- Drivers are to follow the lights in a similar fashion to a traffic lights, as described by one participant:
Cuando está en rojo detenerse para darle paso a las personas y cuando está en amarillo bajar la velocidad por si pasa alguna (When the light is red, stop to let pedestrians cross, and when the light is yellow, slow down in case anyone passes through.)

Some respondents felt the light was too long and pedestrians should “quickly pass” through the crosswalk. Regarding consequences for drivers not following the laws to stop, one Orange County resident points out that “there are no repercussions unless a pedestrian dies.” This may highlight the need for enforcement in the correct use of these signals.

PEDESTRIAN SAFETY: RECTANGULAR RAPID FLASHING BEACON (RRFB)

Most respondents (83%) report seeing the Rectangular Rapid Flashing Beacon (RRFB) pictured here. The Rectangular Rapid Flashing Beacon is used with pedestrian warning signs as a high-visibility strobe-like warning to drivers when pedestrians use a crosswalk. The beacons are on both sides of a crosswalk below the pedestrian crossing sign, and the flashing pattern can be activated with push buttons or automated to alert drivers to yield to pedestrians in the crosswalk. The RRFB draws attention to marked crosswalks, and the rules of all crosswalks apply. If people are walking in the crosswalk, drivers need to stop.



People generally understand that the RRFB must be activated by the pedestrian and that drivers should yield to the pedestrian. However, like the 2021 report, there are concerns that drivers will not stop.

The sign means for pedestrians that “You can cross but only once you have triple checked that its safe to do so.”

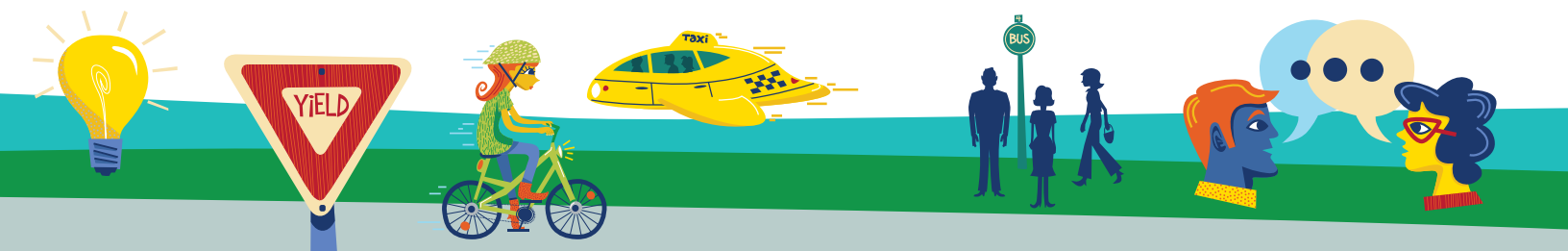
The sign means for drivers “...Yellow means slow down. Wrong color. Should be red meaning stop for pedestrians.”

There continues to be confusion around who has the right of way, as indicated by one response:

“You can cross if it is safe to do so but cars still have the right of way”

And like some findings for the pedestrian hybrid beacon, some respondents feel the RRFB “... is a nuisance for drivers. Nevertheless, we need to stop for pedestrian.”

Increasing understanding of the enforceable laws around RRFB usage, especially for drivers, may decrease confusion and improve sign efficacy in keeping pedestrians safe.



TRANSPORTATION TECHNOLOGY

Interest in driverless technology is increasing incrementally, but safety concerns are growing faster. Additionally, more people are purchasing electric vehicles, but pushback from uninterested or uncertain buyers has increased.

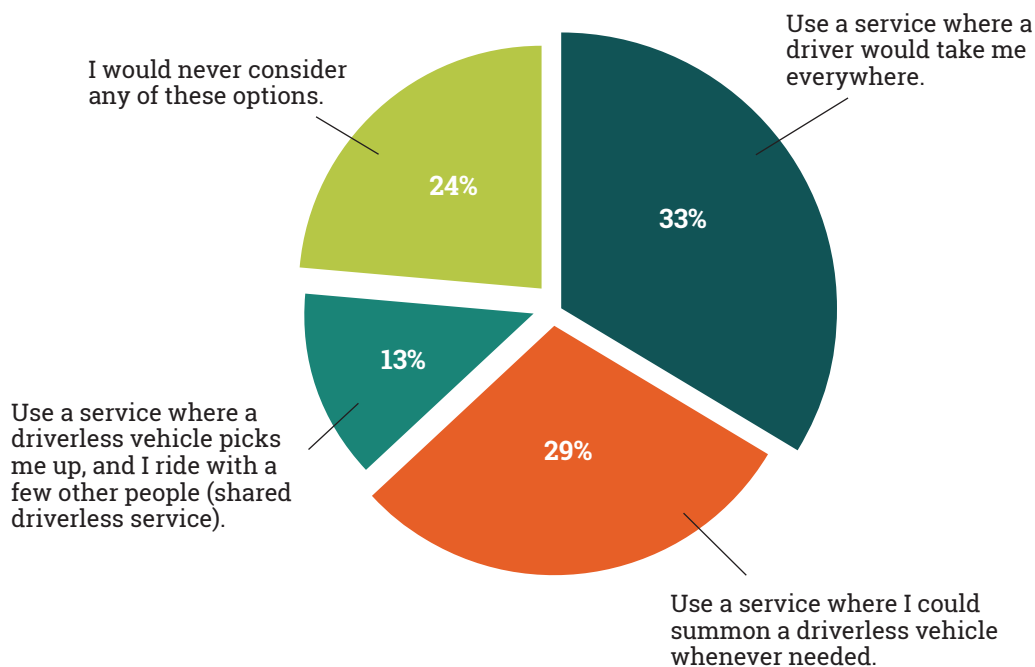
Transportation technology continues to improve dramatically. Car manufacturers have created new lines of electric vehicles, many promising fully electric fleets in the coming decades. Driverless technology has become increasingly common, and we are now starting to share the road with driverless vehicles, both personal and commercial.

As these new technologies become more present in our daily lives, it is important that MetroPlan Orlando understand the level of comfort and concerns Central Florida residents have about these growing technologies. This will help the region better prepare to address these areas of concern.


DRIVERLESS OPTIONS FOR DAILY TRAVEL

When asked to respond to hypothetical scenarios about getting to work, respondents indicate they would be more likely to use a service providing a driverless car (42%) than to summon a car with a driver (33%). One in four stated they would never consider any of these options (24%).

PREFERENCES FOR FUTURE OF DAILY TRAVEL



These results have been consistent since 2021, an indication that comfort with driverless technology maintains room for growth. As in 2021, the youngest (18-34) respondents prefer a driverless option for getting around town (51%). This option is less favorable for the oldest (65+) respondents (27%), who prefer to get around town with a human driver (39%) or not to use any of these options (35%).



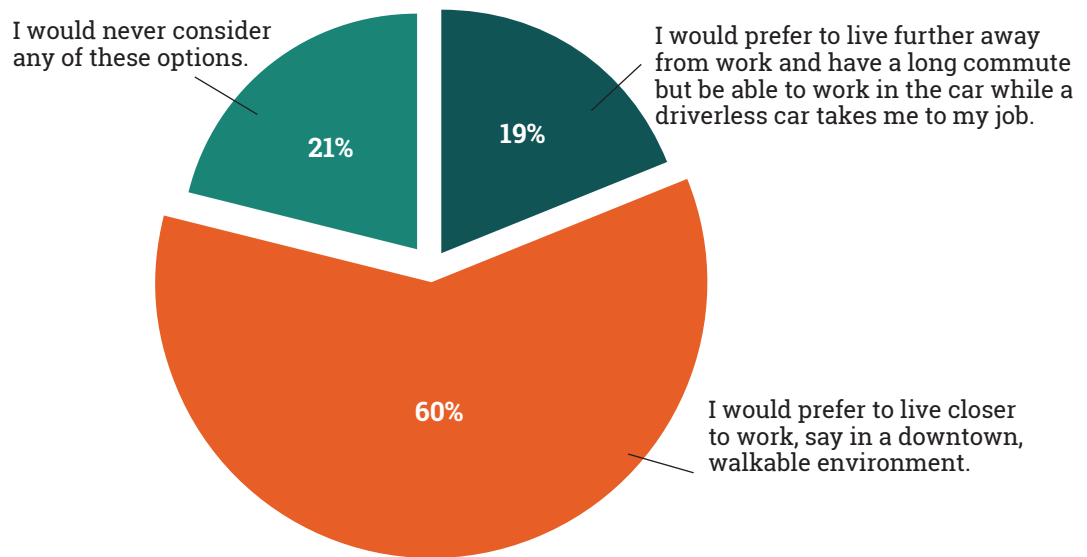
Driverless options continue to be preferred most frequently by respondents who are young (51%), male (54%), are in the labor force (47%), and those who use transit (49%).

In line with safety concerns for women, female respondents selected a driverless option shared with others just under 10% of the time, highlighting women’s concerns around all types of rideshare.

Non-white respondents (in any combination of race and/or ethnicity) including Asian (63%) and Middle Eastern or North African (54%) selected driverless options at higher rates than respondents not selecting these categories (both around 42%). Education differences were slight with college graduates preferring a driverless option 47% of the time compared to 39% for those with a high school degree. Finally, transit riders selected driverless options 49% of the time compared to 36% of non-transit riders.

When asked their ideal living location, most (60%) preferred to live closer to work, such as in a downtown, walkable environment. As seen in 2021, all types of respondents expressed wanting to live closer to work two to three times more frequently than expressing wanting to live far away. Slightly more transit riders (64%) would prefer downtown, walkable environments.

PREFERENCES FOR LIVE/WORK LOCATIONS & COMMUTE



DRIVERLESS VEHICLES

Most respondents (90%) say they have heard of driverless vehicle technology. Whether what respondents have heard is positive or negative is evenly split (25% and 22%, respectively) with most (53%) saying what they have heard is a mix of positive and negative information. These findings are a shift from the 2021 results with a slight decrease from 30% to 25% in hearing positive reports and an increase from 14% to 22% in hearing negative reports.

When it comes to knowledge of the Florida laws around driverless vehicles, there is a growing understanding that these cars are permitted on Florida roads. Up from 24% in 2021, this year 33% answered that yes, driverless vehicles are allowed on the road. Now slightly fewer people say, no, they are not allowed (29%) or they are not sure (38%).

Although most Central Florida respondents have not ridden in a driverless car, bus, or taxi (76%), just over half of these respondents say they would be interested in trying it out, the same rate seen in 2021. Testing out driverless cars “just for the experience” was the top-rated reason (65%); that they could “do other things” while the car drove was the second most common reason (48%); it would be convenient (43%) and it would be less stressful than driving (43%) were the next most common reasons for wanting to ride in a driverless car.

Safety concerns were the most cited reason (82%, up from 77% in 2021) respondents would not want to ride in a driverless car. Feeling the technology is not ready was the second most common reason for not wanting to ride in a driverless car.

Safety, while a concern, is coupled with most respondents (56%) saying they would feel comfortable sharing the road with driverless cars. Still, most respondents (83%) feel any driverless buses should still have an attendant on the bus to monitor the vehicle.

REASONS FOR WANTING TO RIDE IN A DRIVERLESS CAR

“Being able to talk intelligently about it”

“Wouldn’t have to be scared of a stranger driving the car”

“Just to see how well it works”

REASONS FOR NOT WANTING TO RIDE IN A DRIVERLESS CAR

“Driverless car can’t defend against other lunatic drivers”

“I don’t want drivers to lose their jobs”

“Our traffic problems are due to insufficient roads...not whether cars are driverless”



ELECTRIC VEHICLES

Slightly fewer respondents (55%) say they would consider purchasing electric vehicles compared to 2021 (61%), following the national trend. The number of those who already own a completely electric vehicle increased from 3% in 2021 to 4%, slightly below the 2024 national rate of electric vehicle ownership of 7% ¹.

About half of respondents who say they might buy electric would consider purchasing electric vehicles within the next three years. Although just 4% of respondents now own an electric vehicle, this number will likely continue to increase as manufacturers increase their electric vehicle options and the price of these vehicles decreases.



BARRIERS TO BUYING ELECTRIC

For the 14% of respondents who are unsure if they would ever buy an electric vehicle and the 27% of respondents who report they would never buy an electric vehicle, top barriers cited in 2021 remain concerns: the hassle of finding a charging station, the high cost of an electric car, and concern about being able to drive long distances. The main difference between the barriers of these two groups are those who are unsure cite they just don't know enough about them two times more frequently than those saying they would never buy electric, highlighting an openness to learn more.

Other reasons some are not willing to buy electric vehicles included environmental concerns around battery use and disposal, concerns around battery lifespan and operability, especially during unfavorable weather conditions or in terms of safety of batteries, and that the industry and technology is not established enough yet.

REASONS FOR NOT WANTING AN ELECTRIC CAR

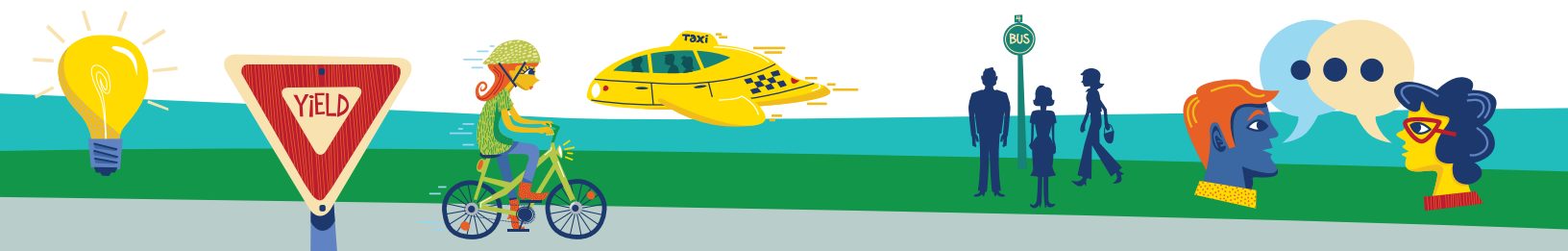


"Weather plays a big part in keeping batteries charged, along with no real way to recycle batteries"

"The infrastructure for electric cars hasn't been fully developed. It's kind of an inconvenience having an electric car in 2024"

"My condo doesn't provide for plugging it in to recharge"

¹ <https://news.gallup.com/poll/643334/ownership-ticks-fewer-nonowners-buy-one.aspx#:~:text=WASHINGTON%2C%20D.C.%20%2D%2D%20Seven%20percent,from%2012%25%20to%209%25>.



First, community members defined transportation equity as accessible transportation for all, emphasizing inclusivity for people with disabilities, mobility for all community members, and ease of access. This concept also included the need for affordable, if not free, fares. For example, respondents noted that transportation equity is:

- “The ability for ALL people to move around as needed... without concern for the financial burden it will impose”
- “Que todas las personas tengan acceso a sus destinos favoritos sin importar sus ingresos, raza, o habilidades físicas. (That all people have access to their favorite destinations regardless of their income, race, or physical abilities.)”
- “Where one should be able to get to work or important functions safely regardless of status”

Second, community members emphasized that transportation equity involves an integrated infrastructure in which various types of transportation work together to meet the community’s needs. This perspective is reflected in the following statements on transportation equity:

- “Where there is equal thought given to drivers, public transport and pedestrians.”
- “Every citizen has access to safe and affordable transportation including and especially for bikes and pedestrians such as crosswalks and signals”
- “All types of transportation are equally available to all residents of every community within a few blocks walking/riding distance.”

Third, survey participants frequently equated “equity” with “equality” in transportation: respondents felt everyone, no matter their preferred mode of transportation, should be treated equally. This included those who believed transportation laws should be fair and uniformly enforced across all types of transportation, as well as those who indicated the following:

- “Ensuring that everyone in the community has equal access to transportation and services, whether it is public transportation, walking or bicycling.”
- “Where all forms of transportation are about the same”
- “That transportation is for all equal, and the law applies to them all.”

Some respondents even included the ability to use Uber and Lyft when needed in their definition of equity in transportation.

There were some differences in how respondents at or below the poverty line defined equity compared to those above. While both groups emphasize “access” and that the system should serve “everyone,” those in poverty mentioned the “bus” much more frequently than those not in poverty while those above poverty highlight “safety” more often than those in poverty.

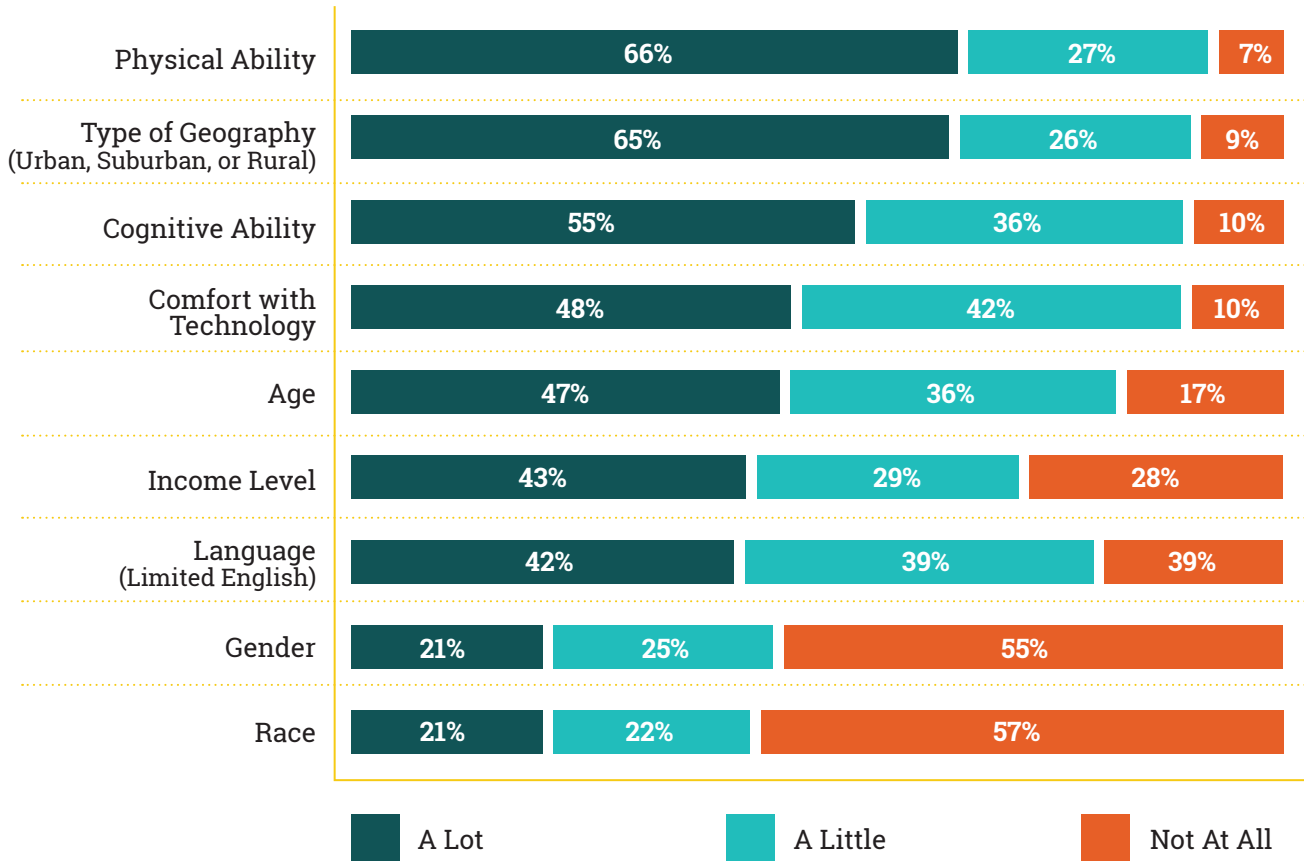

While the overwhelming majority of respondents focused on defining equity in transportation when responding to this question, there were a few who felt that:

- “What does equity have to do with transportation???????”
- “There’s no such thing as transportation equity. We all choose to live/work where we want.”
- “This is a woke BS question. We already have equal access to all forms of transportation.”



Residents were asked how much each of the following characteristics should be considered in transportation planning, knowing it is important to make the system work for people with a variety of needs. In results, the top three factors from 2021 remained the same. These factors are physical ability, geography (urban, rural, or suburban), and cognitive ability; comfort with technology coming in a close fourth.

HOW MUCH SHOULD EACH OF THE FOLLOWING CHARACTERISTICS BE CONSIDERED IN TRANSPORTATION PLANNING?

Physical ability and whether a person lives in an urban, suburban, or rural area are the top two characteristics respondents think should be considered by planners.









CHALLENGES IN TRANSPORTATION USE

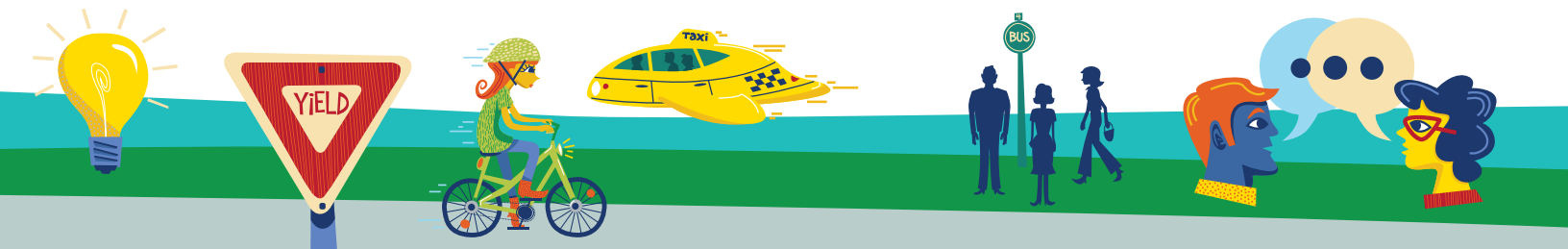
Barriers for Central Florida residents range from having no reliable car to needing more robust transit routes and schedules. More people have missed doctor's appointments due to unreliable transportation this year compared to 2021, most alarmingly 44% of LYNX riders.

The infographic below shows the top three challenges for each form of transportation. Results are separated by those who often or sometimes use that mode of transportation and those who never use that form of transportation.







In general, drivers, pedestrians, and cyclists all express concerns about unsafe driver behavior. Other safety concerns include feeling unsafe using rideshare services, like Uber or Lyft. Respondents also indicate it is a challenge to get where they need to go due to a lack of infrastructure including sidewalks, accessible transit station locations, and convenient run times.

TOP CHALLENGES FOR USERS

					
Car	Walk	Bicycle	LYNX	SunRail	Rideshare
Unsafe behavior from other drivers	Uncertain weather conditions	Uncertain weather conditions	Buses do not run frequently enough, or arrival/departure times are inconvenient.	Train does not run frequently enough, or train arrival/departure times are inconvenient.	It costs too much to use Uber or Lyft.
Car crashes that cause congestion	No sidewalks available where I need them, or the sidewalks I use are uneven or difficult to use.	I do not/would not feel safe sharing the road with cars.	Bus rides take too long.	The train doesn't take me where I need to go.	I do not feel safe.
Unreliable travel times (where the same trip takes a shorter or longer time depending on time of day)	I do not feel safe walking because I am worried about unsafe drivers.	Not enough bicycle facilities (example: bike lanes)	(Tie) No bus stops where I need them. (Tie) Not enough light or protection from sun/rain at the bus stop.	No train stations where I need them.	



TOP CHALLENGES FOR NON-USERS

					
Car	Walk	Bicycle	LYNX	SunRail	Rideshare
I do not have enough money for gas, insurance, or maintenance.	Uncertain weather conditions	My trips are too far to use a bike.	Buses do not run frequently enough, or arrival/departure times are inconvenient.	No train stations where I need them.	It costs too much to use Uber or Lyft.
Car crashes that cause congestion	I do not feel safe walking because I am worried about unsafe drivers.	I do not/would not feel safe sharing the road with cars.	Bus rides take too long.	The train doesn't take me where I need to go.	I do not feel safe.
Unsafe behavior from other drivers	No sidewalks available where I need them, or the sidewalks I use are uneven or difficult to use.	Uncertain weather conditions (heat, rain, etc.)	The bus doesn't take me where I need to go.	Train does not run frequently enough, or train arrival/departure times are inconvenient.	

RIDESHARE EXPERIENCES AND CHALLENGES

In regard to using rideshare services, while respondents under the age of 35 are the most frequent users of rideshare (78%), people in all age groups report using rideshare at least some of the time.

Although rideshare services are convenient, they provide access only to those who can afford the service (45% say it costs too much to use Uber or Lyft). Users and non-users alike (16% and 30%, respectively) report concerns around safety. Females are twice as likely as males to cite personal safety as a concern. And while personal safety is a cited concern for users of all ages, rideshare users over 65 have the highest levels of concern.



PUBLIC HEALTH IMPACTS

As a known social determinant of health, reliable transportation is critical to maintaining adequate access to health care services. This survey found that 25% of respondents skipped or missed a doctor's appointment in the past year because they did not have reliable transportation. This is an increase of 7 points from 2021 when the rate was 18%.



The percentage of minorities who report missing or skipping a doctor's appointment due to a lack of transportation is greater than that of non-minorities. Especially affected are Asian (43%) and Native Hawaiian or Pacific Islander (42%) respondents.

Transit riders (36%) have missed doctor's appointments three times more often than non-transit riders (11%); most notably impacting LYNX riders, 44% of whom have missed a doctor's appointment because they did not have reliable transportation. The rate is also higher for Osceola residents (at 40%) than Orange (21%) or Seminole (20%) though rates are higher for all counties compared to 2021.

BICYCLE EXPERIENCES AND CHALLENGES

Survey respondents are feeling increasingly unsafe using active transportation. Just 68% of respondents feel they live in a community where they can safely walk, bike, use a scooter, or skate for fun or to get where they need to go - a 7 point drop from the 2021 survey (75%).

Nearly all (94%) respondents say it is important for planners to develop pedestrian-friendly communities in the future.

TOP 3 CHALLENGES FOR CYCLISTS

42%

are hesitant because of uncertain weather conditions

39%

don't feel safe sharing the road with cars

36%

say there are not enough bicycle facilities, such as bike lanes



Nearly all respondents (94%) agree it is important for transportation planners to develop pedestrian-friendly communities in the future.



TOP 3 MOST COMMON CHALLENGES FOR PEDESTRIANS

43%

are hesitant because of uncertain weather conditions

33%

say there aren't enough sidewalks or sidewalks are uneven or difficult to use

32%

don't feel safe walking because of unsafe drivers

Use of Crosswalk Button

Most pedestrians (81%) say they use the crosswalk button when crossing at an intersection. Some say they use it sometimes (16%) because "light traffic eliminates the need" or they are "in a rush." Others feel "they don't make a difference" and pressing the button "presents an issue to drivers who have to wait."

WHAT SOME PEOPLE SAID



"No pedestrian buttons where I walk."

"It doesn't work and the drivers will not stop if you press it..."

"I do not think it is necessary."

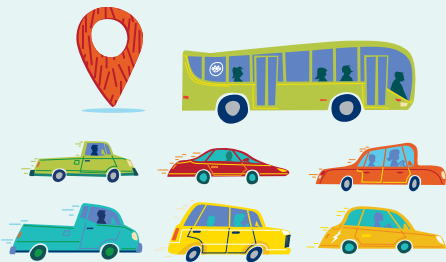


PUBLIC TRANSPORTATION



Many Central Floridians already use public transportation but desire more stops, faster service, and service on nights and weekends. There is an opportunity to get cars off the road by improving transit services by using the results described in this chapter from over 3,000 current Central Florida residents.

Robust public transportation, also known as transit, is critical to creating a connected and accessible transportation system. Research highlights the need for public transportation that is affordable, accessible, and available when needed, especially for residents who cannot rely on a car ¹. Public transportation can also serve to mitigate some of the safety concerns around the behavior of other drivers cited in other areas of this report.

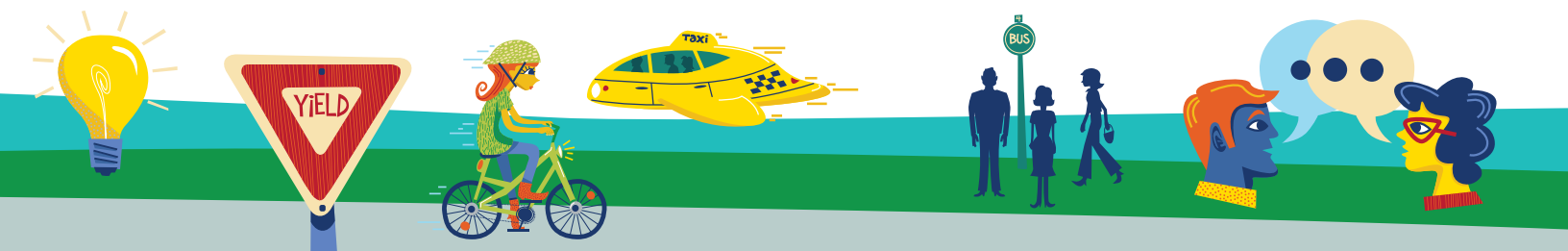


Over half of respondents ride transit. There are opportunities to continue to grow this population by meeting the desired changes of Central Floridians for increased connectivity through more stops, more frequent service, and expanded hours that accommodate those living, working, and playing in Central Florida.

TRANSIT CHALLENGES AND OPPORTUNITIES

More than half (53%) of respondents say they often or sometimes use transit (LYNX or SunRail). Current riders and potential riders cite the same challenges to using LYNX or SunRail, though in different priority order depending on if they currently ride or not. For current riders, the biggest challenge is that the train or bus does not run frequently enough, or arrival/departure times are inconvenient.

¹ Karner, A. A., Levine, K., Dunbar, J., Pendyala, R. M., & Dunbar Transportation Consulting, L. L. C. (2023). Practical Measures for Advancing Public Transit Equity and Access (No. FTA Report No. 0249). United States. Department of Transportation. Federal Transit Administration.



With half of respondents riding transit to some extent, there is opportunity to continue to develop a system that meets the needs of those familiar with the transit system, as well as provide information for potential riders who “don’t know much about it.” Public transit for some is a way to connect with friends and family, as well to avoid the stress of driving.

Current and potential transit riders alike are open to taking public transit more if stops were closer to their homes and the routes took them where they needed to go. That would include more frequent arrival/departure times that would shorten the overall duration of the trip.

LYNX BUS

The most cited desired improvements by respondents included:

- *More Destinations & Direct Routes:* This top cited desired improvement included a desire for stops to be added “closer to my home” and to take riders “where I needed to go” with “fewer stops” that did not all have to “meet at Central Station first.”
- *More Frequent Service:* Respondents need the transit system to provide transportation when they need it, “24 hours” for many working nights and weekends and service “every 10-15 minutes not every half hour to an hour.”
- *Improved Amenities:* Desired improvements to amenities included a designated seat for pregnant women, “weather friendly” stops, improved legibility for maps, app with bus real time location, and “more friendly to mobility-challenged people.”

When asked why current riders take LYNX, many LYNX riders reported they do not currently have access to a car (65%), it is cheaper than driving (51%), they want to avoid traffic and they want to avoid paying for parking, (both 49%). Current riders said they would use LYNX more if:

- There were improved places to wait, with better lighting and protection from the weather.
- There were more stops with improved timing of arrival/departure, including being on time.
- There were increased schedules to include holidays, weekends, and late nights.

Potential LYNX riders, those who say they never use the bus, explained they currently do not take LYNX because:

- They have a car and would only take it if “no tuviera auto” (I didn’t have a car) but were open to using if the bus “served my community.”
- If it went to events or transported me from parking lots further from event centers to avoid event traffic.
- If there was a stop near my home.

Bus Ride Apps Used

With the sunset of the LYNX Bus Tracker app, this year’s survey asked LYNX riders which apps they have turned to when planning their bus trip or while on their ride. Riders say they use the LYNX website (40%), map app on their phone or computer (35%), the PawPass app (26%).



SUNRAIL

The most commonly cited desired improvements for SunRail included:

- *More Destinations & Connectivity:* Respondents desire stops that are closer to their homes and work along with an increase in the routes provided to include more short-distance stops like more downtown stops as well as long-distance destinations like the airport, theme parks and beyond.
- *Weekend & Evening Service:* While there is desire for increased service all around, it is weekend and evening service specifically that people desire that would get them to events like games, concerts, or theater performances.
- *More Affordable Fare:* Price was mentioned by many respondents as a deterrent to riding.

The top reasons respondents report using SunRail include they want to avoid traffic (38%), it's more convenient than driving (35%), or to avoid paying for parking (24%). Current riders say they would use SunRail more if:

- It were open on weekends and evenings, especially when there are major events going on like sports games or concerts (Some cited this would help them avoid drinking and driving, as well.)
- There were more stops at places like the Dr. Phillips Center, airport, or theme parks
- The stations were closer to where people lived.

Potential riders, those who say they never use SunRail, explained they currently do not take the train for the following reasons:

- They have to go long distances (Miami, Tampa, for example)
- Does not go to popular destinations like the theme parks or the zoo
- Lack of knowledge on how to use SunRail. There remains an opportunity for SunRail to educate potential riders to describe pricing, where to find maps and schedules, and how to access stations.

While many transit riders are also car drivers, there are many respondents who are open and passionately desire more options that get them off the roads. With increased stops and extended routes and lines, respondents desire a connected system that takes them quickly and conveniently both to locations close to where they live, as well as on long trips, in a manner that allows them to relax and enjoy the ride. The desire of so many for expanded service represents an opportunity to improve the transportation system for transit users and drivers alike. Such a change, however, will require extensive planning and significant new funding.

BRIGHTLINE AND AUTOMATED SHUTTLES

This year, new questions on how often respondents take Brightline (the train from Orlando to Miami) and use Automated Shuttles (such as BEEP, SWAN, CraneRIDES) were added to the survey. Nearly one in three (32%) respondents say they often or sometimes take Brightline and 20% of respondents say they use Automated Shuttles often or sometimes. This baseline data will help track popularity of these modes over time.

PARKING FEES

When asked if parking were made significantly more expensive would respondents consider taking LYNX or SunRail, one in three (34%) respondents said yes they would consider taking LYNX or SunRail rather than drive to their destination. Another 36% said it would not deter them from driving, while 30% said they were not sure. More information would need to be gathered to understand if increased parking fees would work as a successful incentive for drivers to choose another mode.



TRANSPORTATION FUNDING


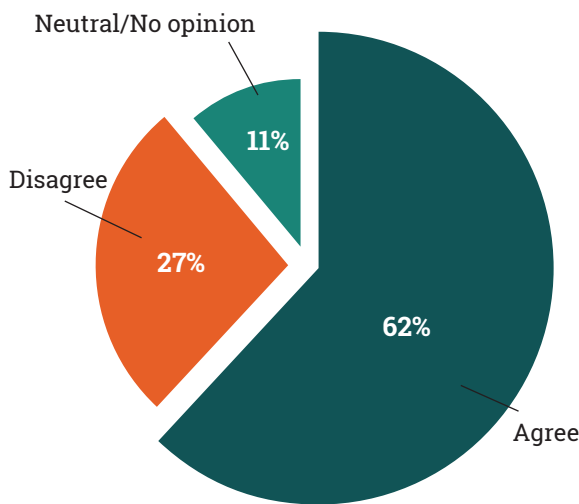
At rates nearly identical to those from 2021, survey respondents support increased taxes and fees and a “mileage tax.” As in previous years, people mistakenly believe transportation funding has increased over time.

Currently, transportation is primarily funded by the gas tax at the federal, state, and local levels. As cars become more gas efficient, the gas tax will no longer be able to fund maintenance and transportation infrastructure projects (roads, bridges, pedestrian paths, to name a few).

This survey asked respondents for their opinion on increasing taxes and fees to support transportation funding. As in previous MetroPlan Orlando public opinion surveys (in 2009, 2011, 2013, 2015, 2021), results show that the majority of respondents support increasing transportation funding as a necessary step to improving transportation in Central Florida.

It is unclear to most respondents how transportation funding has changed over the years. Most respondents mistakenly believe transportation funding has increased (52%). Others believe it has decreased (18%) or stayed the same (31%).

AGREE OR DISAGREE: IMPROVING TRANSPORTATION MEANS INCREASING TAXES & FEES



Between 2021 and 2024, the number of respondents that agreed or strongly agreed that improving Central Florida’s transportation system means increasing funding, through taxes or fees or both, stayed constant at 62%. This majority support has existed since 2009.

On a federal level, we find that most people agree or strongly agree that Congress should replace the federal gas tax with a new way to fund transportation altogether. A majority of respondents (54%) supported a “mileage tax”—every mile you drive, no matter your vehicle type, costs a set amount. Even more respondents (60%) agreed that low-income drivers should be charged a lower rate per mile.



METHODOLOGY



This year's mixed mode survey data collection approach used different methods of talking to people across a variety of sites (both online and in-person) to reach a wider audience. Results include a combination of respondents from an online panel, volunteer participants recruited through digital community outreach methods, and intercept surveys conducted in partnership with the Institute for Social and Behavioral Sciences at the University of Central Florida (UCF).

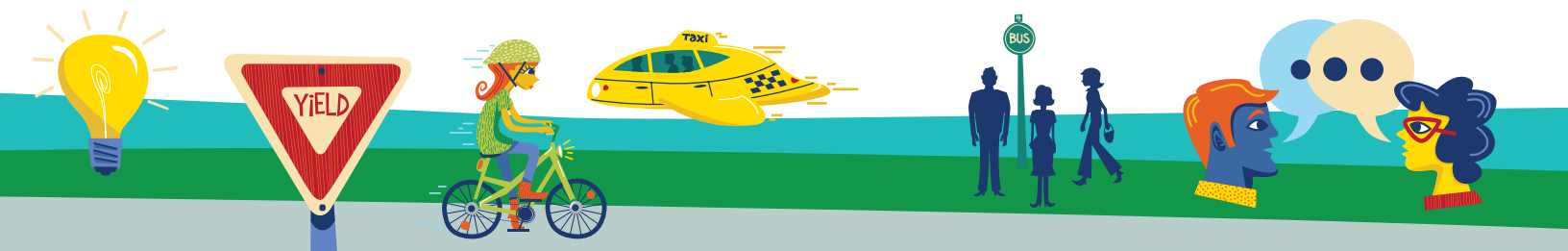
An online panel is a group of strategically recruited survey participants whose wide variety of demographic backgrounds makes them ideal for collecting data from a diverse population of interest. Panel surveys are industry standard because of their ability to obtain large numbers of responses from a variety of individuals in a cost-effective way not possible through telephone surveys.

Panel respondents were pre-screened, voluntary participants who were identified as currently living in Orange, Osceola, and Seminole Counties. The panel company used was Qualtrics, an industry-leading survey firm with partners all over the world who help build diverse and representative survey samples for clients. The sample of panel respondents requested matched the latest Census figures on key variables such as gender, race, age, and income.

Between April and June 2024, MetroPlan Orlando's communications team diligently oversaw community outreach through a number of formats, including printed postcards and flyers, social media, social media advertising, and email, across a wide variety of community groups and partners. See Appendix B for images and details of community outreach material.

New to the data collection approach this year are intercept surveys completed in partnership with UCF's Institute for Social and Behavioral Sciences across tax collectors' offices and libraries in Orange, Osceola, and Seminole Counties. Locations were selected due to the wide variety of people who frequent these locations. The locations were also each within transportation underserved Census tracts, according to the USDOT Equitable Transportation Community Explorer map ¹. Surveyors conducted the interview asking the person the questions and capturing their response using an iPad. Participants were given \$15 gift cards for their time. It is survey industry best practice to offer survey respondents compensation for the time they offer researchers to complete surveys. The gift card amount is set to an amount known to be appealing but not coercive.

¹ <https://www.transportation.gov/priorities/equity/justice40/etc-explorer>



Below is a list of community agencies and organizations who received a link to the survey and helped disseminate it to their contacts via email, social media, websites, or flyers at their physical locations:

LOCAL GOVERNMENTS:

- Orange County
- Osceola County
- Seminole County
- City of Altamonte Springs
- City of Apopka
- City of Belle Isle
- City of Casselberry
- City of Kissimmee
- City of Lake Mary
- City of Longwood
- City of Maitland
- City of Orlando
- City of Ocoee
- City of Oviedo
- City of St. Cloud
- City of Sanford
- City of Winter Garden
- City of Winter Park
- City of Winter Springs
- Lake Nona
- Orange County Clerk of Court
- Orange County Public Schools
- Orange County Sheriff
- Orange County Tax Collector
- Orange County Technical College
- Osceola County Property Appraiser
- Osceola County Public Schools
- Osceola Sheriff
- Seminole County Library
- Seminole County Property Appraiser
- Seminole County Public Schools
- Seminole County Tax Collector
- Seminole State College
- Toho Water

TRANSPORTATION & PLANNING ORGANIZATIONS:

- Beep
- Bicikleta Bike Shop
- Bike/Walk Central Florida & Best Foot Forward
- Central Florida Expressway Authority
- East Central Florida Regional Planning Council
- Evolve Bicycles/E-Bikes
- FDOT- District 5
- Florida's Turnpike Enterprise
- Kyle's Bike Shop
- LYNX
- Orange Cycle
- Pedal Driven
- reThink Your Commute
- Retro City Cycles

CHAMBERS & BUSINESSES:

- African American Chamber of Commerce of Central Florida
- Dr. Phillips Chamber of Commerce
- East Orlando Chamber of Commerce
- Greater Haitian America Chamber of Commerce
- Hispanic Chamber of Commerce of Metro Orlando
- I-Drive District
- Lake Nona Regional Chamber
- Maitland Area of Commerce
- Orlando Economic Partnership
- The Osceola Chamber
- Osceola County Association of Realtors
- Seminole County Chamber of Commerce
- St. Cloud Greater Osceola Chamber of Commerce
- West Orange Chamber
- Winter Park Chamber of Commerce

COMMUNITY, NON-PROFIT & HEALTH:

- Advent Health
- American Indian Association of Florida, Inc
- Apartment complexes
- Arab American Community Center of Florida
- Asian American Association Central Florida
- Boys & Girls Club of Central Florida
- Central Florida Foundation
- Central Florida Housing and Lodging Association
- Central Floridians for Public Transit
- Downtown Orlando
- Downtown Orlando Partnership
- Goodwill of Central Florida
- Indian American Chamber of Commerce
- League of Women Voters Orange & Seminole
- Orange County Health Dept.
- Orange County Public Library
- Orange County Sheriff Asian American and Pacific Islander Liaisons
- Orlando Health
- Osceola County Council on Aging
- Osceola County Health Dept.
- OUC
- Osceola County Library
- Pine Hills Community Council, Inc.
- Realtors
- Salvation Army
- Second Harvest of Central Florida
- Seminole County Health Dept.
- Seminole County Public Library
- Senior Resource Alliance
- University of Central Florida
- Valencia College
- West Lakes Partnership



The survey was open for 57 days from April 18 to June 14, 2024. The final sample size was 3,134, which included 1,272 from the panel survey, 1,661 from the volunteer public survey, and 151 from intercept surveys. This is similar to our final sample size for 2021 of 3,055.

This version of the survey included questions asked in previous surveys, and where possible, longitudinal analysis across years is included. Many new questions have been added to reflect innovations in transportation technology and shifting needs of Central Florida residents as work from home commutes and concerns for public health impact decisions about transportation.

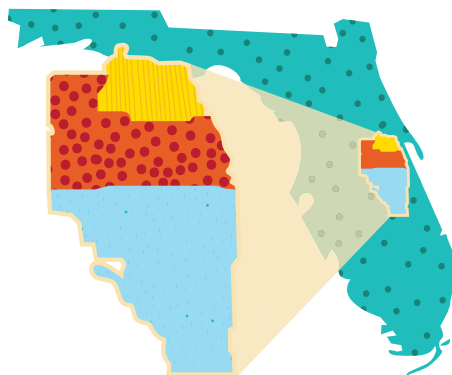
This year’s survey uses the Office of Management and Budget (OMB) new race and/or ethnicity categories in line with Statistical Policy Directive No. 15 (SPD 15) released on March 28, 2024². As described by researchers at the Census in the quotations below, the new categories include three major changes:

- (1) “The updated SPD 15 requires the use of a combined race/ethnicity question for self-response and proxy reporting. Within this approach, respondents may report one category or multiple categories to indicate their racial/ethnic identity. In the updated standards, a single response, such as Hispanic or Latino, is considered a complete response.”
- (2) “The updated SPD 15 adds a new, dedicated “Middle Eastern or North African” (MENA) category. In the previous 1997 SPD 15, MENA respondents were defined and tabulated within the White racial category.”
- (3) “The updated SPD 15 now requires the collection of detailed race/ethnicity data beyond the minimum categories for most situations.”

“The updated SPD 15 will allow us to improve our questionnaire design to facilitate the reporting of detailed race/ethnicity responses and increase the availability of disaggregated race/ethnicity data for all communities.”

A breakdown of the sample by county shows that the sample is reflective of the total population sizes for each county. For this reason, along with an examination of key demographics, no weights were applied to the data.

CENSUS AND SURVEY SAMPLE COMPARISON



	Percent of Total Population (Census.gov)	Percent of Total Survey Sample
Orange County	62%	59%
Osceola County	17%	22%
Seminole County	21%	19%
TOTAL	100%	100%

² “What Updates to OMB’s Race/Ethnicity Standards Mean for the Census Bureau.” 2024. Marks, R., Jones, N., Battle, K. (<https://www.census.gov/newsroom/blogs/random-samplings/2024/04/updates-race-ethnicity-standards.html>)



RESPONDENT PROFILE

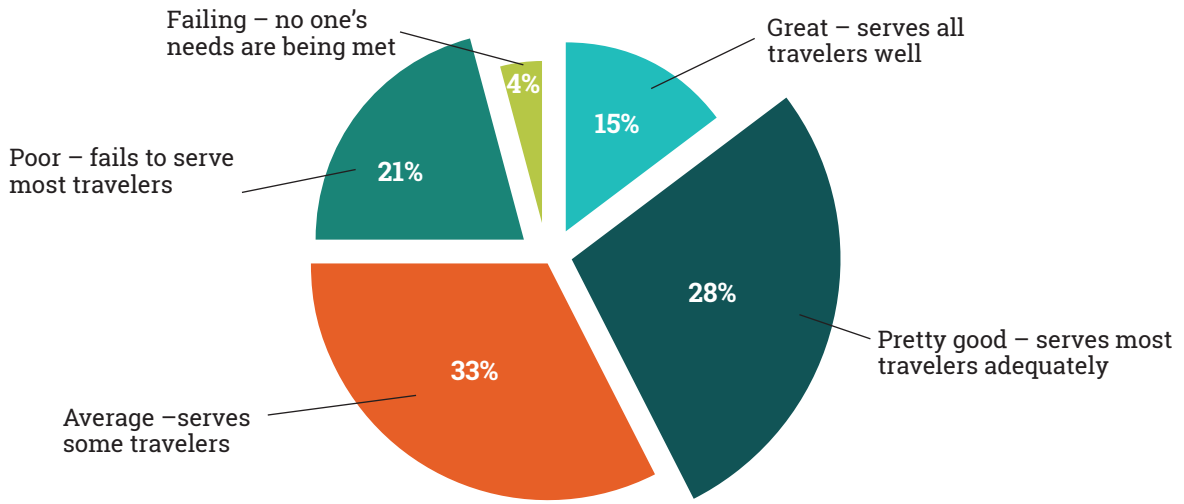
The table below includes key demographic data of respondents and includes the most recent data from the Census. Across all key demographic characteristics, the survey sample is reflective of the total population sizes for each county within a reasonable margin. The level at which survey data reflects true population statistics was accomplished, in part, by the thorough community outreach done by the MetroPlan Orlando communications team, whose goal was to reach as many people in the community as possible, especially focusing on populations known to be hard-to-reach.

KEY DEMOGRAPHICS: SURVEY RESPONDENTS COMPARED TO CENSUS DATA

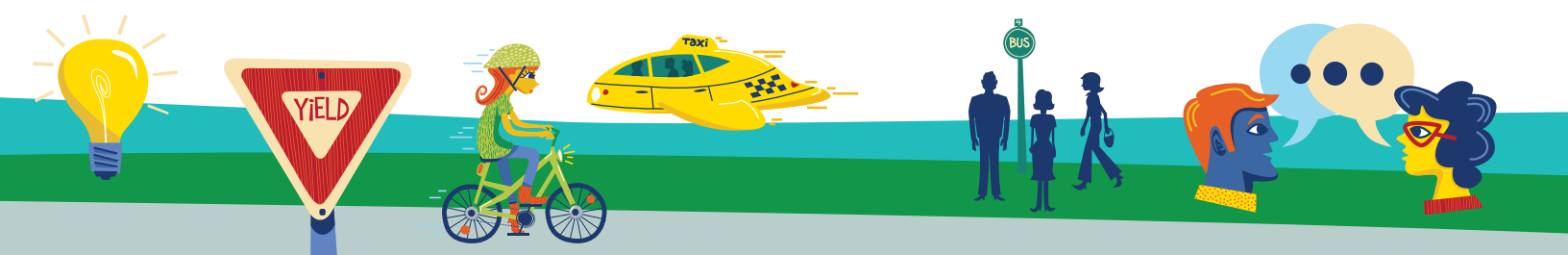
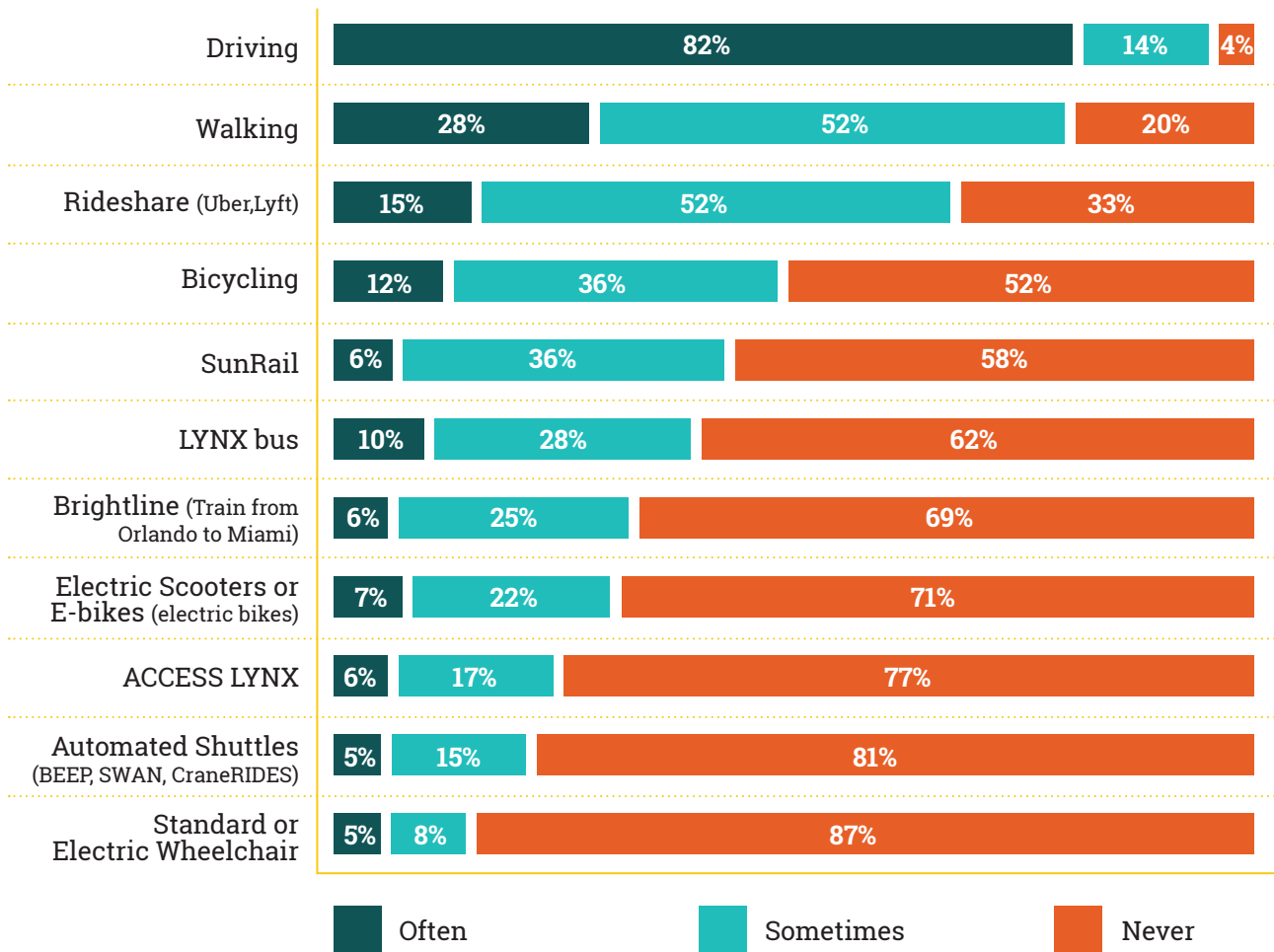
	Percent of Total Population N=2,354,043	Percent of Survey Respondents N=3,134
AGE (*Note: Only adults were surveyed)		
<18	22%	0.0%
18-24	10%	10%
25-44	30%	43%
45-64	25%	22%
65+	13%	25%
Female persons	51%	51%
RACE/ETHNICITY	Select one	Select all that apply per new OMB methodology
White	71%	64%
Hispanic	36%	22%
Black or African American	20%	15%
American Indian and Alaska Native	1%	3%
Asian	5%	4%
Native Hawaiian and Other Pacific Islander	0.2%	1%
Middle Eastern or North African	-%	1%
Multiracial/Other*	3%	-%
EDUCATION		
High school graduate or higher	90%	98%
Bachelor's degree or higher	35%	42%
EMPLOYMENT (In civilian labor force)	64.7%	73%
Income (median household)	\$65,700	\$60,000-\$70,000



SATISFACTION WITH TRANSPORTATION SYSTEM



FREQUENCY OF TRANSPORTATION USE





Appendix A: Survey Instrument with Results



Think about all types of travel, including car, bus, rail, bicycle, and pedestrian. How well do you think the Central Florida transportation system serves the needs of residents and visitors?

		Osceola	Seminole	Total
Great - serves all travelers equally well	13%	21%	13%	15%
Pretty good - serves most travelers adequately	26%	33%	29%	28%
Average - serves some travelers	36%	25%	34%	33%
Poor - fails to serve most travelers	22%	17%	21%	21%
Failing - no one's needs are being met	4%	4%	4%	4%
Total	100%	100%	100%	100%

Next, we'd like to hear about your experiences with different types of travel in Central Florida. How often do you travel using the following modes of transportation? *Driving*

		Osceola	Seminole	Total
Often	84%	73%	84%	82%
Sometimes	12%	23%	13%	14%
Never	4%	4%	4%	4%
Total	100%	100%	100%	100%

Next, we'd like to hear about your experiences with different types of travel in Central Florida. How often do you travel using the following modes of transportation? *Walking*

			Seminole	
Often	28%	27%	29%	28%
Sometimes	50%	56%	51%	52%
Never	21%	17%	20%	20%
Total	100%	100%	100%	100%

Next, we'd like to hear about your experiences with different types of travel in Central Florida. How often do you travel using the following modes of transportation? *Bicycling*

			Seminole	
Often	11%	18%	11%	12%
Sometimes	34%	38%	39%	36%
Never	56%	43%	51%	52%
Total	100%	100%	100%	100%

Next, we'd like to hear about your experiences with different types of travel in Central Florida. How often do you travel using the following modes of transportation? *LYNX Bus*

	Orange	Osceola	Seminole	Total
Often	10%	14%	7%	10%
Sometimes	25%	38%	28%	28%
Never	65%	49%	65%	62%
Total	100%	100%	100%	100%

Next, we'd like to hear about your experiences with different types of travel in Central Florida. How often do you travel using the following modes of transportation? *ACCESS LYNX*

	Orange	Osceola	Seminole	Total
Often	5%	11%	4%	6%
Sometimes	13%	29%	19%	17%
Never	83%	60%	78%	77%
Total	100%	100%	100%	100%

Next, we'd like to hear about your experiences with different types of travel in Central Florida. How often do you travel using the following modes of transportation? *SunRail*

	Orange	Osceola	Seminole	Total
Often	5%	10%	7%	6%
Sometimes	29%	47%	43%	36%
Never	66%	43%	50%	58%
Total	100%	100%	100%	100%

Next, we'd like to hear about your experiences with different types of travel in Central Florida. How often do you travel using the following modes of transportation? *Brightline (Train from Orlando to Miami)*

	Orange	Osceola	Seminole	Total
Often	5%	12%	4%	6%
Sometimes	22%	35%	25%	25%
Never	74%	53%	72%	69%
Total	100%	100%	100%	100%

Next, we'd like to hear about your experiences with different types of travel in Central Florida. How often do you travel using the following modes of transportation? *RideShare (Uber, Lyft)*

		Osceola	Seminole	Total
Often	16%	15%	11%	15%
Sometimes	52%	50%	52%	52%
Never	32%	35%	37%	33%
Total	100%	100%	100%	100%

Next, we'd like to hear about your experiences with different types of travel in Central Florida. How often do you travel using the following modes of transportation? *Automated Shuttles (BEEP, SWAN, Crane Ride)*

	Orange	Osceola	Seminole	Total
Often	3%	10%	3%	5%
Sometimes	10%	28%	15%	15%
Never	88%	62%	82%	81%
Total	100%	100%	100%	100%

Next, we'd like to hear about your experiences with different types of travel in Central Florida. How often do you travel using the following modes of transportation? *Electronic Scooters or E bikes (Electric bikes)*

	Orange	Osceola	Seminole	Total
Often	6%	12%	5%	7%
Sometimes	21%	26%	19%	22%
Never	73%	62%	76%	71%
Total	100%	100%	100%	100%

Next, we'd like to hear about your experiences with different types of travel in Central Florida. How often do you travel using the following modes of transportation? *Standard or Electric Wheelchair*

	Orange	Osceola	Seminole	Total
Often	4%	9%	2%	5%
Sometimes	6%	17%	6%	8%
Never	90%	74%	91%	87%
Total	100%	100%	100%	100%

You say you often or sometimes use a car. Which of the following challenges do you experience when trying to get where you need to go by car? (Please select all that apply.)

	Orange	Osceola	Seminole	Total
I do not have a working or reliable car.	6%	13%	6%	8%
Not enough disabled parking	7%	14%	6%	8%
Roads are not well-maintained.	23%	35%	24%	26%
Unreliable travel times (where the same trip takes a shorter or longer time depending on time of day)	35%	39%	35%	36%
Car crashes that cause congestion	39%	43%	41%	40%
Unsafe behavior from other drivers	51%	47%	50%	50%
I do not have enough money for gas, insurance, or maintenance.	14%	22%	14%	16%
I do not experience any of these challenges.	23%	12%	23%	21%

Columns will not add up to 100% because of select all that apply option for this question.

You say you never use a car. Which of the following challenges keep you from using a car to get where you need to go? (Please select all that apply.)

	Orange	Osceola	Seminole	Total
I do not have a working or reliable car.	47%	41%	50%	46%
Not enough disabled parking	5%	10%	9%	7%
Roads are not well-maintained.	7%	24%	14%	12%
Unreliable travel times (where the same trip takes a shorter or longer time depending on time of day)	7%	14%	5%	8%
Car crashes that cause congestion	12%	24%	9%	14%
Unsafe behavior from other drivers	13%	14%	14%	13%
I do not have enough money for gas, insurance, or maintenance.	24%	41%	27%	28%
I do not experience any of these challenges.	32%	24%	36%	31%

Columns will not add up to 100% because of select all that apply option for this question.

You say you often or sometimes travel by walking. Which of the following challenges do you experience when trying to get where you need to go by walking? (Please select all that apply.)

	Orange	Osceola	Seminole	Total
No crosswalks available where I need them.	24%	27%	23%	25%
No sidewalks available where I need them, or the sidewalks I use are uneven or difficult to use.	32%	36%	31%	33%
I do not feel safe walking because I am worried about unsafe drivers.	31%	34%	33%	32%
It takes too long to get a “walk” signal at the crosswalk.	21%	29%	26%	24%
Places where I walk are not well lit.	16%	23%	16%	18%
Uncertain weather conditions.	41%	40%	51%	43%
I am unable to walk long distances due to physical limitations.	15%	24%	16%	17%
I do not experience any of these challenges.	22%	13%	18%	19%

Columns will not add up to 100% because of select all that apply option for this question.

You say you never travel by walking. Which of the following challenges keep you from walking to get where you need to go? (Please select all that apply.)

	Orange	Osceola	Seminole	Total
No crosswalks available where I need them.	13%	23%	11%	15%
No sidewalks available where I need them, or the sidewalks I use are uneven or difficult to use.	27%	31%	15%	25%
I do not feel safe walking because I am worried about unsafe drivers.	33%	34%	32%	33%
It takes too long to get a “walk” signal at the crosswalk.	14%	25%	10%	15%
Places where I would walk are not well lit.	12%	19%	7%	12%
Uncertain weather conditions	35%	28%	39%	35%
I am unable to walk long distances due to physical limitations.	27%	30%	34%	29%
I do not experience any of these challenges.	26%	17%	23%	24%

Columns will not add up to 100% because of select all that apply option for this question.

You say you often or sometimes use a bicycle. Which of the following challenges do you experience when trying to get where you need to go by bicycle? (Please select all that apply.)

			Seminole	Total
Not enough bicycle facilities (example: bike lanes)	36%	32%	41%	36%
My trips are too far to use a bike.	36%	31%	35%	35%
I do not/would not feel safe sharing the road with cars.	42%	28%	43%	39%
I do not know how to ride a bicycle.	2%	16%	4%	6%
I'm not physically able to ride a bicycle.	4%	16%	5%	7%
I usually need to bring other people or carry things on my trips.	22%	27%	20%	23%
Uncertain weather conditions (heat, rain, etc.)	40%	42%	48%	42%
Places where I ride are not well lit.	15%	21%	17%	17%
I don't have a place to change or shower at my destination.	15%	17%	19%	16%
I do not experience any of these challenges.	15%	5%	10%	11%

Columns will not add up to 100% because of select all that apply option for this question.

You say you never use a bicycle. Which of the following challenges keep you from using a bicycle to get where you need to go? (Please select all that apply.)

	Orange	Osceola	Seminole	Total
Not enough bicycle facilities (example: bike lanes)	21%	21%	20%	21%
My trips are too far to use a bike.	42%	39%	48%	43%
I do not/would not feel safe sharing the road with cars.	42%	35%	38%	40%
I do not know how to ride a bicycle.	6%	9%	4%	6%
I'm not physically able to ride a bicycle.	15%	18%	19%	16%
I usually need to bring other people or carry things on my trips.	24%	22%	27%	24%
Uncertain weather conditions (heat, rain, etc.)	33%	29%	37%	33%
Places where I ride are not well lit.	8%	10%	6%	8%
I don't have a place to change or shower at my destination.	12%	12%	15%	12%
I do not experience any of these challenges.	15%	14%	15%	15%

Columns will not add up to 100% because of select all that apply option for this question.

You say you often or sometimes use LYNX. Which of the following challenges do you experience when trying to get where you need to go by LYNX bus?
(Please select all that apply.)

	Orange	Osceola	Seminole	
Buses do not run frequently enough, or arrival/departure times are inconvenient.	45%	48%	60%	48%
The bus doesn't take me where I need to go.	26%	31%	30%	28%
Bus rides take too long.	40%	42%	39%	40%
I do not feel safe riding the bus, walking to the bus because of roads and traffic, or waiting at the bus stop.	20%	27%	30%	24%
No bus stops where I need them.	26%	36%	34%	30%
Not enough light or protection from sun/rain at the bus stop.	30%	28%	30%	29%
It costs too much to ride the bus.	9%	16%	9%	11%
I do not know how to ride the bus.	5%	15%	6%	8%
I do not experience any of these challenges.	16%	5%	6%	11%

Columns will not add up to 100% because of select all that apply option for this question.

You say you never use LYNX. Which of the following challenges keep you from using LYNX bus? (Please select all that apply.)

	Orange	Osceola	Seminole	Total
Buses do not run frequently enough, or arrival/departure times are inconvenient.	36%	38%	45%	38%
The bus doesn't take me where I need to go.	34%	33%	40%	35%
Bus rides take too long.	39%	35%	37%	38%
I do not/would not feel safe riding the bus, walking to the bus because of roads and traffic, or waiting at the bus stop.	27%	29%	28%	28%
No bus stops where I need them.	40%	38%	39%	39%
Not enough light or protection from sun/rain at the bus stop.	19%	23%	18%	19%
It costs too much to ride the bus.	4%	7%	5%	4%
I do not know how to ride the bus.	12%	12%	14%	13%
I do not experience any of these challenges.	20%	19%	20%	20%

Columns will not add up to 100% because of select all that apply option for this question.

You say you often or sometimes use SunRail. Which of the following challenges do you experience when trying to get where you need to go by SunRail train? (Please select all that apply.)

	Orange	Osceola	Seminole	
Train does not run frequently enough, or train arrival/departure times are inconvenient.	38%	39%	48%	40%
The train doesn't take me where I need to go.	32%	30%	37%	33%
Train rides take too long.	10%	27%	16%	16%
No train stations where I need them.	31%	32%	32%	31%
I do not/would not feel safe riding the train, walking to the station because of roads and traffic, or waiting at the train station.	9%	22%	13%	14%
Not enough light or protection from sun/rain at the stations.	6%	21%	9%	11%
It costs too much to buy a train ticket.	11%	17%	9%	13%
I do not know how to ride the train.	5%	12%	6%	7%
I do not experience any of these challenges.	25%	11%	19%	19%

Columns will not add up to 100% because of select all that apply option for this question.

You say you never use SunRail. Which of the following challenges keep you from using SunRail train? (Please select all that apply.)

	Orange	Osceola	Seminole	Total
Train does not run frequently enough, or train arrival/departure times are inconvenient.	22%	23%	27%	23%
The train doesn't take me where I need to go.	38%	35%	41%	38%
Train rides take too long.	7%	11%	10%	8%
No train stations where I need them.	43%	37%	36%	41%
I would not feel safe riding the train, walking to the station because of roads and traffic, or waiting at the train station.	7%	13%	8%	8%
Not enough light or protection from sun/rain at the stations.	2%	7%	4%	3%
It costs too much to buy a train ticket.	12%	15%	13%	12%
I do not know how to ride the train.	12%	13%	14%	12%
I do not experience any of these challenges.	23%	23%	23%	23%

Columns will not add up to 100% because of select all that apply option for this question.

You say you often or sometimes use rideshare services. Which of the following technology challenges do you experience when trying to get where you need to go using rideshare services (like Uber or Lyft)? (Please select all that apply.)

	Orange	Osceola	Seminole	Total
I do not know how to use apps like Uber or Lyft to schedule a ride.	5%	16%	9%	8%
I do not use electronic banking (such as a debit or credit card).	4%	14%	7%	7%
I do not have access to a smartphone.	2%	12%	4%	5%
There are not adequate accommodations for visual impairment.	5%	15%	7%	8%
There are not adequate accommodations for hearing impairment.	4%	18%	7%	8%
I do not feel safe.	14%	24%	18%	16%
It costs too much to use Uber or Lyft.	45%	45%	48%	45%
I do not experience any of these challenges.	40%	21%	34%	35%

Columns will not add up to 100% because of select all that apply option for this question.

You say you never use rideshare services. Which of the following technology challenges keep you from using rideshare services like Uber or Lyft? (Please select all that apply.)

	Orange	Osceola	Seminole	Total
I do not know how to use apps like Uber or Lyft to schedule a ride.	10%	16%	15%	12%
I do not use electronic banking (such as a debit or credit card).	6%	9%	5%	6%
I do not have access to a smartphone.	2%	7%	3%	3%
There are not adequate accommodations for visual impairment.	2%	8%	4%	4%
There are not adequate accommodations for hearing impairment.	2%	7%	2%	3%
I do not feel safe.	28%	32%	35%	30%
It costs too much to use Uber or Lyft.	36%	35%	40%	37%
I do not experience any of these challenges.	39%	31%	33%	36%

Columns will not add up to 100% because of select all that apply option for this question.

If parking were significantly more expensive, would you consider taking a LYNX bus or SunRail rather than driving?

	Orange	Osceola	Seminole	Total
Yes	33%	44%	28%	34%
No	36%	28%	42%	36%
I'm not sure.	31%	28%	30%	30%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
Most of the time, I find it easy to get to the following places: *Park*

	Orange	Osceola	Seminole	Total
Strongly Agree	42%	32%	47%	41%
Agree	42%	47%	41%	43%
Disagree	12%	18%	9%	13%
Strongly Disagree	4%	3%	4%	4%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
Most of the time, I find it easy to get to the following places: Medical facility
(hospital or clinic)

	Orange	Osceola	Seminole	Total
Strongly Agree	42%	34%	48%	42%
Agree	43%	45%	38%	43%
Disagree	11%	17%	11%	12%
Strongly Disagree	4%	4%	3%	4%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
Most of the time, I find it easy to get to the following places: *Pharmacy*

	Orange	Osceola	Seminole	Total
Strongly Agree	49%	37%	54%	37%
Agree	41%	48%	36%	41%
Disagree	8%	13%	8%	9%
Strongly Disagree	3%	3%	3%	3%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
 Most of the time, I find it easy to get to the following places: *Full service grocery store (one that sells full selection of fresh produce)*

			Seminole	
Strongly Agree	52%	38%	55%	49%
Agree	38%	47%	33%	39%
Disagree	7%	13%	9%	9%
Strongly Disagree	3%	3%	3%	3%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
 Most of the time, I find it easy to get to the following places: *Library*

	Orange	Osceola	Seminole	Total
Strongly Agree	38%	30%	45%	38%
Agree	42%	47%	37%	42%
Disagree	15%	18%	13%	16%
Strongly Disagree	5%	5%	5%	5%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
 I live in a community where I feel safe to walk, bike, scooter, or skate for fun or to get where I need to go.

	Orange	Osceola	Seminole	Total
Strongly Agree	28%	27%	29%	28%
Agree	39%	44%	40%	40%
Disagree	22%	20%	22%	22%
Strongly Disagree	11%	9%	9%	11%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
 It is important for transportation planners to develop *pedestrian friendly communities in the future.*

	Orange	Osceola	Seminole	Total
Strongly Agree	67%	55%	63%	64%
Agree	28%	34%	32%	30%
Disagree	3%	8%	5%	5%
Strongly Disagree	1%	2%	1%	1%
	100%	100%	100%	100%

If you see a vehicle pulled over, are you required to move over a lane according to Florida law?

			Seminole	
Yes	79%	77%	77%	78%
No	7%	13%	13%	9%
I'm not sure.	14%	10%	10%	13%
	100%	100%	100%	100%

In the past year, have you skipped or missed a doctor's appointment because you did not have reliable transportation?

			Seminole	
Yes	21%	40%	20%	25%
No	77%	57%	80%	73%
I'm not sure	3%	3%	1%	2%
Total	100%	100%	100%	100%

When crossing the street at a traffic light, do you press the pedestrian button to cross the road?

			Seminole	
Yes	83%	80%	78%	81%
Sometimes	14%	18%	20%	16%
No	3%	3%	2%	3%
Total	100%	100%	100%	100%

Have you seen this kind of light before? (Pedestrian Hybrid Beacon)

			Seminole	
Yes	52%	62%	53%	55%
No	48%	38%	47%	45%
Total	100%	100%	100%	100%

Have you seen this kind of sign before? (RRFB: Rectangular Rapid Flashing Beacon)

	Orange	Osceola	Seminole	Total
Yes	82%	86%	82%	83%
No	18%	14%	19%	17%
Total	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
Sometimes it is ok to send a text message while driving.

		Osceola	Seminole	Total
Strongly Agree	3%	5%	3%	4%
Agree	8%	22%	7%	11%
Disagree	25%	25%	28%	25%
Strongly Disagree	65%	48%	62%	61%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
Sometimes it is ok to speed when the roads are clear.

		Osceola	Seminole	Total
Strongly Agree	4%	12%	6%	6%
Agree	18%	25%	16%	19%
Disagree	34%	31%	40%	35%
Strongly Disagree	45%	32%	38%	41%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
When I see a camera at an intersection, I tend to slow down.

	Orange	Osceola	Seminole	Total
Strongly Agree	20%	17%	17%	19%
Agree	49%	58%	50%	51%
Disagree	25%	19%	24%	24%
Strongly Disagree	6%	6%	9%	7%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
I feel that speed and safety are closely related, where lower speeds mean greater safety for everyone on the road.

	Orange	Osceola	Seminole	Total
Strongly Agree	41%	33%	38%	39%
Agree	40%	43%	41%	41%
Disagree	15%	19%	17%	16%
Strongly Disagree	4%	4%	5%	4%
	100%	100%	100%	100%

Please select one of the following to complete this sentence. Most of the time, I

			Seminole	
I tend to drive over the speed limit	20%	15%	20%	19%
I tend to drive the speed limit.	69%	55%	67%	66%
I tend to drive under the speed limit.	11%	30%	13%	16%
	100%	100%	100%	100%

I drive generally the same speed as the cars around me.

	Orange	Osceola	Seminole	Total
Strongly Agree	15%	12%	13%	14%
Agree	52%	53%	56%	53%
Disagree	27%	26%	23%	26%
Strongly Disagree	4%	6%	6%	5%
Not sure	3%	3%	2%	3%
	100%	100%	100%	100%

Please select one of the following to complete this sentence. Most of the time, I drive

	Orange	Osceola	Seminole	Total
5 mph over the speed limit	56%	30%	54%	51%
10 mph over the speed limit	33%	38%	42%	36%
15 mph over the speed limit	7%	16%	2%	8%
20 mph over the speed limit	2%	13%	3%	4%
25 mph over the speed limit	0%	1%	0%	0%
None of the above	2%	2%	0%	2%
	100%	100%	100%	100%

In the past year, I have had a "close call", where I almost had a crash.

	Orange	Osceola	Seminole	Total
Yes	39%	47%	38%	41%
No	61%	53%	62%	59%
Total	100%	100%	100%	100%

In the past year, I have had “road rage”, where I drove aggressively in response to another driver.

	Orange	Osceola	Seminole	Total
Yes	13%	29%	13%	16%
No	88%	71%	87%	84%
Total	100%	100%	100%	100%

Were any of your “close calls” due to your own distracted driving?

	Orange	Osceola	Seminole	Total
Yes	26%	51%	32%	34%
No	74%	49%	68%	67%
Total	100%	100%	100%	100%

Thinking about the last time you took a LYNX bus, what were the MAIN reasons you took the bus? (Select all that apply.)

	Orange	Osceola	Seminole	Total
I don't have access to a car.	39%	15%	11%	65%
I don't have a driver's license.	14%	6%	4%	24%
It's cheaper than driving.	24%	16%	12%	51%
I want to avoid traffic.	23%	17%	10%	49%
It's more convenient than driving.	22%	16%	10%	48%
To avoid paying for parking	24%	17%	8%	49%
Something else	11%	3%	3%	17%

Columns will not add up to 100% because of select all that apply option for this question.

Which of the following apps/websites do you use when riding the LYNX Bus or planning your bus trip? (Select all that apply)

	Orange	Osceola	Seminole	Total
PawPass	28%	24%	25%	26%
Rides on Demand/NeighborLink	10%	28%	19%	16%
LYNX See&Say	10%	23%	14%	14%
LYNX Website	48%	27%	40%	40%
Map app on my phone or computer	34%	37%	38%	35%
Something else	7%	3%	8%	6%

Columns will not add up to 100% because of select all that apply option for this question.

Thinking about the last time you took SunRail, what were the MAIN reasons you took SunRail? (Select all that apply.)

		Osceola	Seminole	Total
I don't have access to a car.	13%	23%	15%	16%
I don't have a driver's license.	6%	14%	8%	9%
It's cheaper than driving.	17%	31%	24%	23%
I want to avoid traffic.	38%	35%	43%	38%
It's more convenient than driving.	32%	37%	40%	35%
To avoid paying for parking	23%	28%	24%	24%
Something else	26%	9%	25%	21%

Columns will not add up to 100% because of select all that apply option for this question.

Do you use the SunRail app on your smartphone?

		Osceola	Seminole	Total
Yes	37%	66%	51%	49%
No	42%	23%	30%	34%
I was not aware of a SunRail app.	21%	11%	19%	18%
Total	100%	100%	100%	100%

When designing the transportation system, transportation planners know it is important to consider different characteristics of the people using the system. They try to make the transportation system work for people with a variety of needs.

In your opinion, how much should each of the following characteristics be considered in transportation planning? *Type of geography (urban, suburban, or rural)*

	Orange	Osceola	Seminole	Total
A lot	65%	60%	67%	65%
A little	24%	31%	26%	26%
Not at all	10%	10%	6%	9%
Total	100%	100%	100%	100%

When designing the transportation system, transportation planners know it is important to consider different characteristics of the people using the system. They try to make the transportation system work for people with a variety of needs.

In your opinion, how much should each of the following characteristics be considered in transportation planning? *Race*

	Orange	Osceola	Seminole	Total
A lot	22%	22%	20%	21%
A little	20%	29%	21%	22%
Not at all	59%	49%	59%	57%
Total	100%	100%	100%	100%

When designing the transportation system, transportation planners know it is important to consider different characteristics of the people using the system. They try to make the transportation system work for people with a variety of needs.

In your opinion, how much should each of the following characteristics be considered in transportation planning? *Age*

	Orange	Osceola	Seminole	Total
A lot	49%	41%	49%	47%
A little	35%	42%	35%	36%
Not at all	17%	17%	15%	17%
Total	100%	100%	100%	100%

When designing the transportation system, transportation planners know it is important to consider different characteristics of the people using the system. They try to make the transportation system work for people with a variety of needs.

In your opinion, how much should each of the following characteristics be considered in transportation planning? *Physical ability*

	Orange	Osceola	Seminole	Total
A lot	70%	57%	65%	66%
A little	23%	35%	28%	27%
Not at all	7%	8%	7%	7%
Total	100%	100%	100%	100%

When designing the transportation system, transportation planners know it is important to consider different characteristics of the people using the system. They try to make the transportation system work for people with a variety of needs.

In your opinion, how much should each of the following characteristics be considered in transportation planning? *Language (limited English proficiency)*

	Orange	Osceola	Seminole	Total
A lot	43%	40%	42%	42%
A little	38%	40%	37%	39%
Not at all	19%	20%	21%	20%
Total	100%	100%	100%	100%

When designing the transportation system, transportation planners know it is important to consider different characteristics of the people using the system. They try to make the transportation system work for people with a variety of needs.

In your opinion, how much should each of the following characteristics be considered in transportation planning? *Income level*

	Orange	Osceola	Seminole	Total
A lot	45%	37%	42%	43%
A little	27%	36%	28%	29%
Not at all	28%	27%	30%	28%
Total	100%	100%	100%	100%

When designing the transportation system, transportation planners know it is important to consider different characteristics of the people using the system. They try to make the transportation system work for people with a variety of needs.

In your opinion, how much should each of the following characteristics be considered in transportation planning? *Gender*

	Orange	Osceola	Seminole	Total
A lot	21%	22%	18%	21%
A little	22%	33%	24%	25%
Not at all	57%	46%	58%	55%
Total	100%	100%	100%	100%

When designing the transportation system, transportation planners know it is important to consider different characteristics of the people using the system. They try to make the transportation system work for people with a variety of needs.

In your opinion, how much should each of the following characteristics be considered in transportation planning? *Cognitive ability*

			Seminole	
A lot	57%	47%	55%	55%
A little	34%	43%	34%	36%
Not at all	9%	11%	11%	10%
Total	100%	100%	100%	100%

When designing the transportation system, transportation planners know it is important to consider different characteristics of the people using the system. They try to make the transportation system work for people with a variety of needs.

In your opinion, how much should each of the following characteristics be considered in transportation planning? *Comfort with technology*

	Orange	Osceola	Seminole	Total
A lot	50%	44%	47%	48%
A little	40%	45%	45%	42%
Not at all	10%	11%	8%	10%
Total	100%	100%	100%	100%

New technology is changing how people travel to do things like get to work or run errands. Thinking about the future of daily travel around town, please select which one of these options would appeal MOST to you?

	Orange	Osceola	Seminole	Total
Use a service where a driver would take me everywhere.	35%	28%	34%	33%
Use a service where I could summon a driverless vehicle whenever needed.	28%	34%	29%	29%
Use a service where a driverless vehicle picks me up, and I ride with a few other people (shared driverless service).	10%	21%	14%	13%
I would never consider any of these options.	28%	17%	23%	24%
	100%	100%	100%	100%

If you had to choose one of the options below to get to and from work, which would you choose?

		Osceola	Seminole	Total
I would prefer to live further away from work and have a long commute but be able to work in the car while a driverless car takes me to my job.	15%	28%	19%	19%
I would prefer to live closer to work, say in a downtown, walkable environment.	62%	58%	59%	60%
I would never consider any of these options.	23%	15%	22%	21%
	100%	100%	100%	100%

How much have you seen or heard about the effort to develop driverless vehicles that is, cars and trucks that can operate on their own without a human driver?

	Orange	Osceola	Seminole	Total
A lot	36%	35%	37%	36%
A little	53%	56%	57%	54%
Nothing at all	11%	10%	7%	10%
	100%	100%	100%	100%

[If heard a lot or a little about driverless vehicles] Has what you've seen or heard been mostly positive, mostly negative, or a mix of both?

	Orange	Osceola	Seminole	Total
Mostly positive	23%	33%	21%	25%
Mostly negative	21%	26%	21%	22%
A mix of both	56%	42%	58%	53%
	100%	100%	100%	100%

To the best of your knowledge, does Florida law allow driverless vehicles to be operated on roads today?

	Orange	Osceola	Seminole	Total
Yes, I believe they do.	29%	43%	33%	33%
No, I don't think so.	28%	29%	30%	29%
I'm not sure.	42%	28%	37%	38%
	100%	100%	100%	100%

I have ridden in a driverless car, bus, or taxi. (Driverless vehicles may have an attendant, but the vehicle completely drives itself.)

	Orange	Osceola	Seminole	Total
Yes	15%	29%	18%	19%
No	79%	65%	78%	76%
I'm not sure.	5%	6%	4%	5%
	100%	100%	100%	100%

[If respondent not sure or has not ridden in driverless car] If given the opportunity, would you be interested in riding in a driverless car?

	Orange	Osceola	Seminole	Total
Yes	54%	62%	55%	55%
No	46%	38%	46%	45%
	100%	100%	100%	100%

[If respondent is interested in riding in driverless car] What are the main reasons you would want to ride in a driverless car? (Select all that apply.)

	Orange	Osceola	Seminole	Total
Just for the experience/I think it would be cool.	68%	56%	65%	65%
It would be safer.	18%	11%	16%	16%
I could do other things while driving.	51%	40%	47%	48%
It would be less stressful than driving.	46%	38%	40%	43%
It would give me greater independence.	24%	26%	28%	25%
It would be convenient.	44%	42%	44%	43%
It would be good for long trips.	34%	38%	42%	36%
Something else	4%	2%	3%	3%

Columns will not add up to 100% because of select all that apply option for this question.

[If respondent is not interested in riding in driverless car] What are the main reasons you would NOT want to ride in a driverless car? (Select all that apply.)

		Osceola	Seminole	Total
I'm worried about giving up control.	35%	33%	40%	36%
I have safety concerns.	82%	82%	85%	82%
I enjoy driving.	22%	20%	26%	22%
I feel the technology is not ready.	63%	58%	65%	62%
There is potential for hacking.	33%	39%	38%	35%
Something else	7%	6%	6%	6%

Columns will not add up to 100% because of select all that apply option for this question.

How safe would you feel sharing the road with a driverless vehicle?

	Orange	Osceola	Seminole	Total
Very safe	12%	12%	11%	12%
Somewhat safe	42%	50%	44%	44%
Not too safe	30%	26%	28%	28%
Not safe at all	17%	12%	17%	16%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
Driverless buses should still have an attendant on them to monitor the bus and riders.

	Orange	Osceola	Seminole	Total
Strongly Agree	56%	41%	53%	52%
Agree	29%	36%	30%	31%
Neither Agree nor Disagree	10%	14%	13%	12%
Disagree	3%	6%	3%	4%
Strongly Disagree	2%	3%	1%	2%
	100%	100%	100%	100%

How much do you agree or disagree with the following statement?
I would be willing to ride a driverless bus without an attendant where the only people on the bus were riders.

			Seminole	
Strongly Agree	9%	12%	8%	10%
Agree	17%	27%	20%	20%
Neither Agree nor Disagree	21%	23%	20%	21%
Disagree	22%	16%	19%	20%
Strongly Disagree	32%	21%	33%	30%
	100%	100%	100%	100%

Would you ever consider purchasing a completely electric vehicle? (This does NOT include hybrid cars, which use a mix of electricity and gasoline).

			Seminole	
No, I would never consider purchasing an electric vehicle.	26%	25%	30%	27%
Yes, I would consider it.	53%	62%	52%	55%
I'm not sure.	16%	11%	15%	14%
I already own a completely electric vehicle (this does not include hybrids).	5%	2%	3%	4%
	100%	100%	100%	100%

[If respondent would never consider purchasing electric car] What is the main reason you would NOT consider buying an electric vehicle?

	Orange	Osceola	Seminole	Total
They are too expensive.	20%	16%	23%	20%
I worry they won't be able to drive long distances.	15%	18%	16%	16%
I don't know enough about them.	7%	10%	4%	7%
Finding a charging station would be too much of a hassle.	22%	24%	23%	22%
I wouldn't be able to charge my car at home.	6%	7%	4%	6%
Electric cars just aren't my style.	10%	14%	14%	12%
Other	20%	12%	17%	18%

Columns will not add up to 100% because of select all that apply option for this question.

[If respondent feels unsure about purchasing electric car] What is the main reasons you feel unsure about buying an electric vehicle?

			Seminole	
They are too expensive.	26%	22%	18%	24%
I worry they won't be able to drive long distances.	11%	23%	12%	13%
I don't know enough about them.	17%	15%	22%	17%
Finding a charging station would be too much of a hassle.	18%	19%	21%	18%
I wouldn't be able to charge my car at home.	9%	8%	11%	9%
Electric cars just aren't my style.	11%	10%	6%	10%
Other	10%	4%	11%	9%

Columns will not add up to 100% because of select all that apply option for this question.

[If respondent would or might consider purchasing electric car] How soon would you consider purchasing an electric car?

			Seminole	
Within the next year	13%	12%	9%	12%
Within the next 3 years	35%	44%	39%	38%
Within the next 10 years	31%	29%	30%	30%
Within the next 11-20 years	9%	5%	7%	8%
I probably won't ever buy an electric car.	13%	10%	15%	13%
	100%	100%	100%	100%

Do you agree or disagree with this statement: Improving Central Florida's transportation system means we will have to increase funding, through taxes or fees or both.

	Orange	Osceola	Seminole	Total
Agree strongly	24%	20%	23%	23%
Agree	37%	43%	40%	39%
Neutral/no opinion	12%	7%	12%	11%
Disagree	15%	17%	13%	15%
Disagree strongly	12%	13%	12%	12%
	100%	100%	100%	100%

Taking your best guess, Do you think transportation funding for roads has increased, decreased, or stayed the same in the past few years?

		Osceola	Seminole	Total
Increased	51%	52%	53%	52%
Decreased	15%	25%	17%	18%
Stayed the same	34%	23%	30%	31%
	100%	100%	100%	100%

Transportation is primarily funded by gas tax right now. As cars become more gas efficient, the gas tax is no longer able to fund necessary maintenance and improvement to transportation modes of all kinds (roads, bridges, pedestrian paths, to name a few). Imagine Congress is replacing the federal gas tax with a new way to fund transportation. How much would you support the following option to fund transportation? *By the miles you drive (also called "mileage fee"). Every mile you drive, no matter the type of vehicle you have, costs a set amount.*

	Orange	Osceola	Seminole	Total
Strongly Support	17%	17%	19%	18%
Somewhat Support	35%	42%	33%	36%
Somewhat Oppose	20%	23%	19%	20%
Strongly Oppose	28%	19%	30%	26%
	100%	100%	100%	100%

If Congress adopts a "mileage fee", would you support or oppose charging a lower rate to low income drivers?

	Orange	Osceola	Seminole	Total
Strongly Support	25%	28%	25%	26%
Somewhat Support	33%	39%	32%	34%
Somewhat Oppose	16%	17%	18%	17%
Strongly Oppose	26%	15%	26%	23%
	100%	100%	100%	100%

How did you hear about this survey?

		Osceola	Seminole	Total
Social media post	22%	21%	27%	23%
Email from MetroPlan Orlando	21%	33%	20%	23%
Email from another organization (Which?)	13%	8%	10%	11%
Social media ad	10%	15%	11%	11%
Postcard in the Mail	2%	4%	3%	3%
News article (Which news outlet?)	1%	1%	0%	1%
Other (Please describe)	30%	19%	30%	28%
	100%	100%	100%	100%

Age

		Osceola	Seminole	Total
18-34	28%	37%	30%	31%
35-49	30%	36%	27%	30%
50-64	23%	19%	24%	22%
65+	19%	9%	19%	17%
	100%	100%	100%	100%

How do you describe yourself?

			Seminole	
Male	44%	58%	48%	48%
Female	54%	40%	51%	51%
Gender non-conforming	1%	1%	0%	1%
Prefer to self-describe	1%	1%	1%	1%
	100%	100%	100%	100%

Which of the following do you consider as your racial or ethnic group? (Select all that apply.)

		Osceola	Seminole	Total
White	64%	59%	70%	64%
Hispanic	24%	23%	16%	22%
Black or African American	16%	11%	14%	15%
Asian	3%	7%	4%	4%
American Indian or Alaska Native	2%	6%	2%	3%
Middle Eastern or North African	1%	1%	1%	1%
Native Hawaiian and Other Pacific Islander	1%	1%	1%	1%

Columns will not add up to 100% because of select all that apply option for this question.

How much formal schooling have you had?

			Seminole	
Less than high school	2%	1%	1%	2%
High school or equivalent (including GED)	16%	17%	13%	16%
Some college (including AA degree or two-year degree)	23%	24%	27%	24%
College graduate	32%	34%	33%	33%
Graduate or professional degree	26%	22%	25%	25%
	100%	100%	100%	100%

Which of the following best describes your current employment status?

	Orange	Osceola	Seminole	Total
Work full-time	56%	66%	59%	59%
Work part-time	11%	9%	11%	11%
Retired	17%	11%	18%	16%
Disabled	3%	3%	2%	3%
Student	4%	3%	3%	3%
Keeping house	4%	5%	2%	4%
Unemployed/laid off and looking for work	5%	4%	4%	4%
Unemployed/laid off and not looking for work	1%	1%	1%	1%
	100%	100%	100%	100%

Including yourself, how many people live or stay in your household?

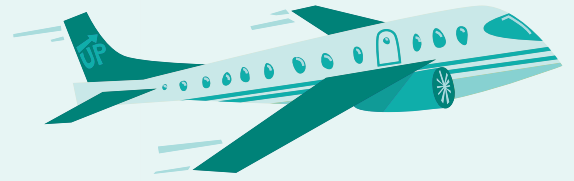
		Osceola	Seminole	Total
1 (I live alone)	17%	11%	16%	15%
2	33%	22%	31%	30%
3+	50%	67%	53%	55%
	100%	100%	100%	100%

What is your total annual household income before taxes?

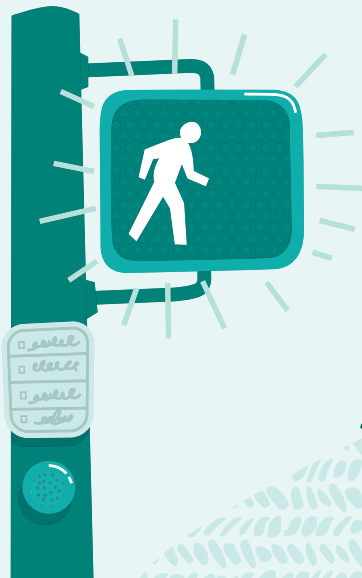
	Orange	Osceola	Seminole	Total
\$9,999 or less	3%	2%	3%	3%
\$10,000-\$14,999	4%	2%	2%	3%
\$15,000-\$19,999	3%	2%	3%	3%
\$20,000-\$24,999	5%	4%	3%	4%
\$25,000-\$29,999	4%	4%	5%	4%
\$30,000-\$34,999	3%	7%	4%	4%
\$35,000-\$39,999	4%	5%	5%	4%
\$40,000-\$44,999	4%	5%	6%	5%
\$45,000-\$49,999	4%	4%	4%	4%
\$50,000-\$59,999	7%	7%	6%	7%
\$60,000-\$69,999	6%	6%	6%	6%
\$70,000-\$100,999	15%	14%	18%	15%
\$101,000-\$120,000	8%	8%	9%	8%
\$121,000-\$179,000	10%	12%	8%	10%
\$180,000-\$199,000	4%	10%	3%	5%
More than \$200,000	7%	4%	6%	6%
	100%	100%	100%	100%



WHAT
DO YOU
THINK?



Appendix B: Community Outreach Material



Project Flyer (Disseminated in English, Spanish, & Haitian Creole)



Shape our region's
transportation future
in just 10 minutes

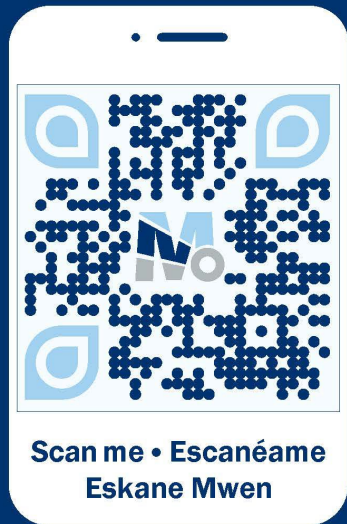
What Moves You?



We want to hear your thoughts on safety, mobility, and more.

Take the first step and scan the QR code at the right or visit bit.ly/mposurvey24 to make your voice heard.

The survey is available in English, en Español, ak an Kreyòl.



Take the survey
before May 28
for a chance to win
a **\$25 gift card!**



For more information on the 2024 Regional Transportation Survey, visit MetroPlanOrlando.gov/research.



Postcard Mailer (English & Spanish text)



What Moves You?

Shape Central Florida's Transportation Future in Just 10 Minutes

Take the survey by
May 28 for a chance to
win a \$25 gift card!



¡Responda la encuesta antes
del 28 de mayo para tener la
oportunidad de ganar una
tarjeta de regalo de \$25!



bit.ly/mposurvey2024

Take the first step and scan the QR code to make your voice heard.

We want to hear your thoughts on safety, mobility, and more.

Escanee el código QR que para contarnos lo que piensa.

Queremos conocer su opinión sobre seguridad, movilidad y mucho más.

No internet? Call 321-732-6479 to request a print survey.

¿No tienes internet? Llame al 321-732-6479 para solicitar una encuesta impresa.



Learn more: MetroPlanOrlando.gov/research

Social Media Sample Posts & Ads (Facebook, LinkedIn, X)

Many of the examples below showcase posts shared through our partners, which increased our reach to a wide variety of residents across all three counties.



City of Belle Isle Florida
 May 23 at 9:11 AM · 🌐

MetroPlan Orlando
<https://metroplanorlando.gov/com.../public-opinion-research/>
 Transportation provides essential access – to medical care, employment, education, community services, and more. That’s why MetroPlan Orlando regularly uses public opinion research to understand the needs of people who travel in Orange, Osceola, and Seminole counties. Please use this link to the 2024 Regional Transportation Survey to tell us what’s important to you: bit.ly/mpsurvey24 ... See more



City of Apopka Mayor
 May 20 at 2:07 PM · 🌐

MetroPlan Orlando is conducting a survey about transportation needs in Central Florida. See below for more info and how you can provide input!

Take the survey by May 28 for a chance to win a \$25 gift card!

MetroPlan Orlando
 May 13 at 11:59 AM · 🌐

Check yes or no: do you have thoughts on how we can build a better transportation system in Central Florida? **See more**

Like Share

City of Winter Park - Government
 May 13 at 11:27 AM · 🌐

MetroPlan Orlando wants to hear from you! 🗣️
 Share your thoughts on safety, mobility & more 📄 bit.ly/mpsurvey24
 For more info on the 2024 Regional Transportation Survey 📄 MetroPlanOrlando.gov/research

Central Florida Regi
 May 13 at 3:00 PM · 🌐

MetroPlan Orlando wants to hear your thoughts about your experiences getting where you need to go in Central Florida. Let your voice be heard and take the survey. bit.ly/mpsurvey24

Participants will be entered to win a \$25 gift card.



MetroPlan Orlando
 May 13 at 11:59 AM · 🌐

Check yes or no: do you have thoughts on how we can build a better transportation system in Central Florida? **See more**

7 1 2

Like Share



9 2 comments 3 shares

Like Comment Share

Take Our Survey Today and Help Keep Central Florida Moving

Posted on: May 1, 2024 in [Public Involvement](#), [Transportation News](#)

What are your transportation challenges today and opinions of what tomorrow's transportation might be like?

You have the opportunity to actively participate in the planning process. By voicing your opinions about your everyday travel experiences, you are contributing directly to the development of future transportation planning strategies that align with the community's needs.

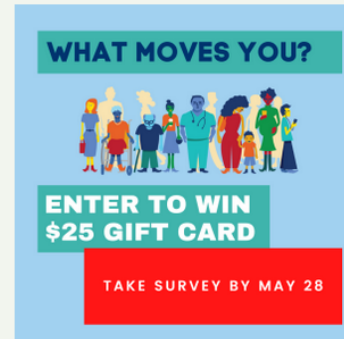
Transportation is essential for accessing so many things in Central Florida –medical care, employment, education, and community services, to name a few. MetroPlan Orlando wants to hear about your experiences, because we are trying to make the transportation system better for everyone. We're collecting opinions on all the ways people get around the region.

Please take 10 minutes to let us know through our 2024 Regional Transportation Survey!

As the transportation planning organization for Orange, Osceola, and Seminole counties, MetroPlan Orlando will use this information to improve the ways you get around in the future. Results will be shared with MetroPlan Orlando board members, transportation partners, and the public this summer.

As a bonus, you have the option of participating in a drawing for a \$25 gift card when you have completed the survey. The survey runs through May 28. Use this direct link: bit.ly/mposurvey24 or click the banner below.

If you need assistance filling out the digital survey or would like to request a paper copy, please call 321-732-6479 and leave a voicemail with your contact information. A MetroPlan Orlando staff member will return your call promptly.



For more information about MetroPlan Orlando's opinion research, visit MetroPlanOrlando.gov/research





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