metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

2021 REGIONAL TRANSPORTATION SURVEY REPORT

Prepared by:

SUMMIT SURVEY RESEARCH

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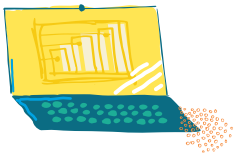
ABOUT THE SURVEY

MetroPlan Orlando has a long history of seeking and incorporating public input in the transportation planning process. For the past two decades, we've used regular public opinion research to listen to the community's ideas 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 2021 regional transportation survey, which uses surveying best practices and asks about a variety of new, exciting topics.

RESPONDENTS
3,055 Total

SURVEY OPEN
4/28/21 – 6/1/21



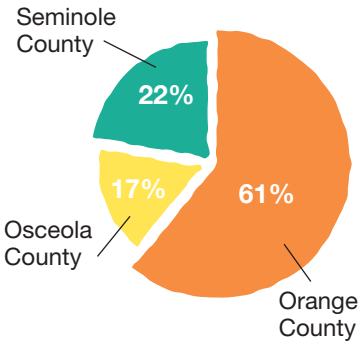
METHODS
Online Panel (1,825)
Public Survey (1,230)

LANGUAGES
English & Spanish

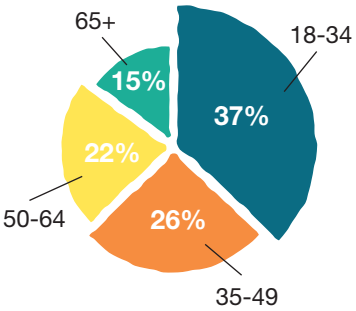
WHO RESPONDED

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.

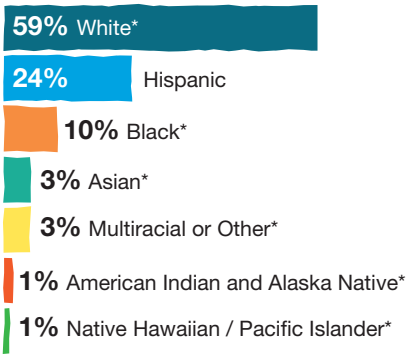
GEOGRAPHY



AGE



RACE/ETHNICITY



**non-Hispanic*

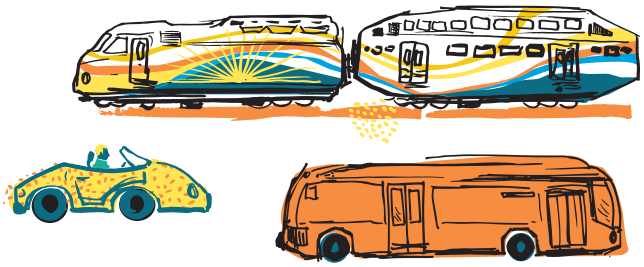
OTHER HIGHLIGHTS

$50k-75k	**71%**	**57%**
median household income	in labor force	Female

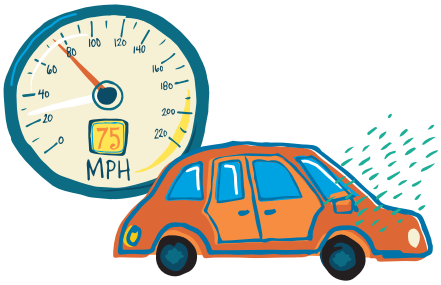
For more information on methodology and demographics, see Methodology section on page 25.

KEY SURVEY RESULTS

Over half (56%) of Central Florida residents rate the Central Florida transportation system as average, it "serves some travelers," **or lower (poor or failing).** The remaining 44% feel the system is great and serves all travelers equally well or is pretty good and serves most travelers adequately.



There is **strong support for building pedestrian-friendly and bicycle-friendly communities** but still a great sense that these forms of transportation are unsafe in the region.

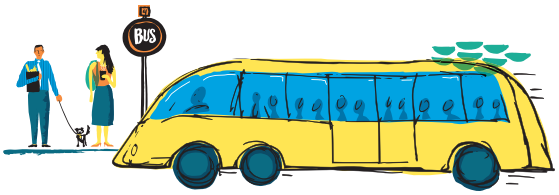


Nearly one in five (19%) respondents report going 10, 15, 20, or even 25 mph **over the speed limit** most of the time while driving.

Increasing the sense of safety for all Central Florida residents will mean mitigating unsafe driver behavior. There is a pervasive lack of a sense of safety that comes mainly from the **fear of unsafe driver behavior** and a common concern for how unsafe driver behavior will impact the transportation experience of others. Safety fears exist for those who drive, bike, and walk, alike.

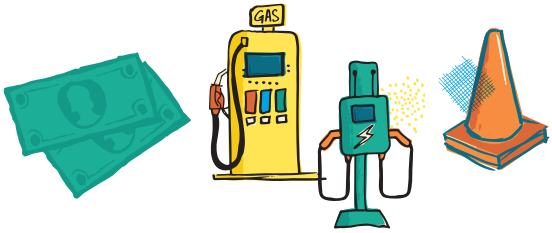
Nearly one in five (18%) respondents had **skipped or missed a doctor's appointment** in the past year because they did not have reliable transportation. Transit riders have missed doctor's appointments three times more often than non-transit riders (9%).

People are open to new technology, including driverless vehicles and electric cars. There are few stark differences across groups, which speaks to the growing comfort with new technology of all transportation users. While there are safety concerns, these concerns are offset by a curiosity and understanding of the benefits of new technology, like driverless cars, such as more time to do other things while traveling or freedom for those with limited eyesight.



Central Florida residents continue to **support the expansion of public transit,** where added bus lines, improved stops, and greater frequency of routes are named challenges for current transit riders and potential riders.

Central Floridians' definitions of equity include concepts such as **fair access to affordable transportation for all.**



Continued support for increases in taxes, fees, or both to improve Central Florida's transportation system is coupled with a general gap in knowledge about transportation funding. There is a lack of awareness that improvements in gas efficiency lead to fewer funds collected through federal and state gas taxes.

Physical and cognitive capabilities top the list of factors planners should consider when designing transportation, followed by type of geography (urban or rural) and comfort with technology.

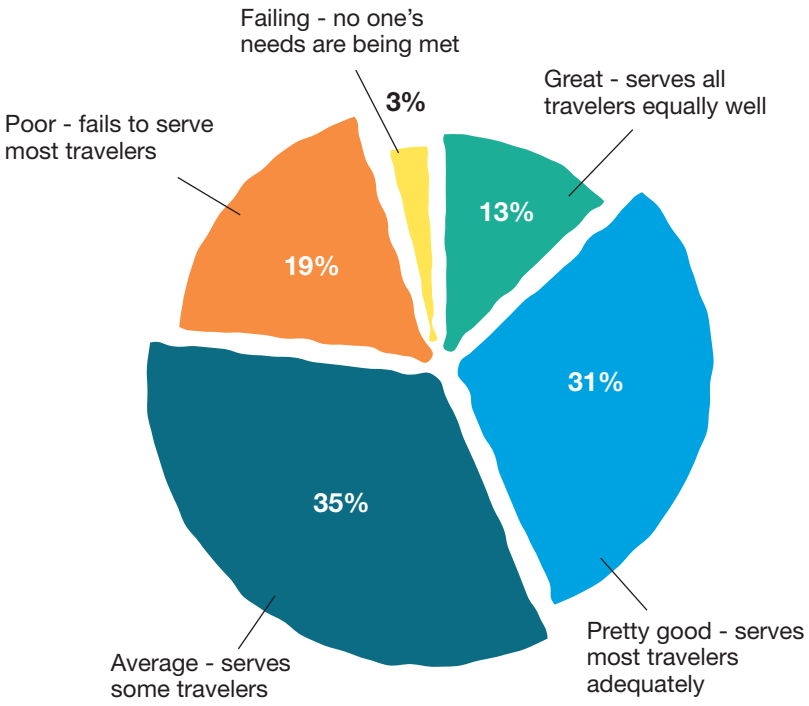
OPINIONS IN TRANSPORTATION USE & HOW RESPONDENTS GET AROUND

As in previous years, this survey asks a general satisfaction question to gauge sentiment for the transportation system as a whole. This year, fewer than half of respondents (44%) feel the ability of the system to serve residents and travelers is “great” or “pretty good”. In contrast, a majority of respondents (56%) scored the transportation system “average” (35%), at best, and “failing” (3%), at worst.

In 2015, only 24% of respondents felt the system was “great” or “pretty good” and 6% described it as failing. While there has been improvement in overall satisfaction with the transportation system since the 2015 survey, the 2021 scores of overall satisfaction show plenty of room for improvement in Central Florida’s transportation system, according to respondents.

In addition, most respondents (62%) agree that funding through taxes, fees, or both will have to be increased to make these desired improvements (see details in *Transportation Funding* chapter on page 24).

SATISFACTION WITH TRANSPORTATION SYSTEM



As in previous years, most respondents score the transportation system as average, it ‘serves some travelers,” or lower, and most feel improving Central Florida’s transportation system means increases to funding.

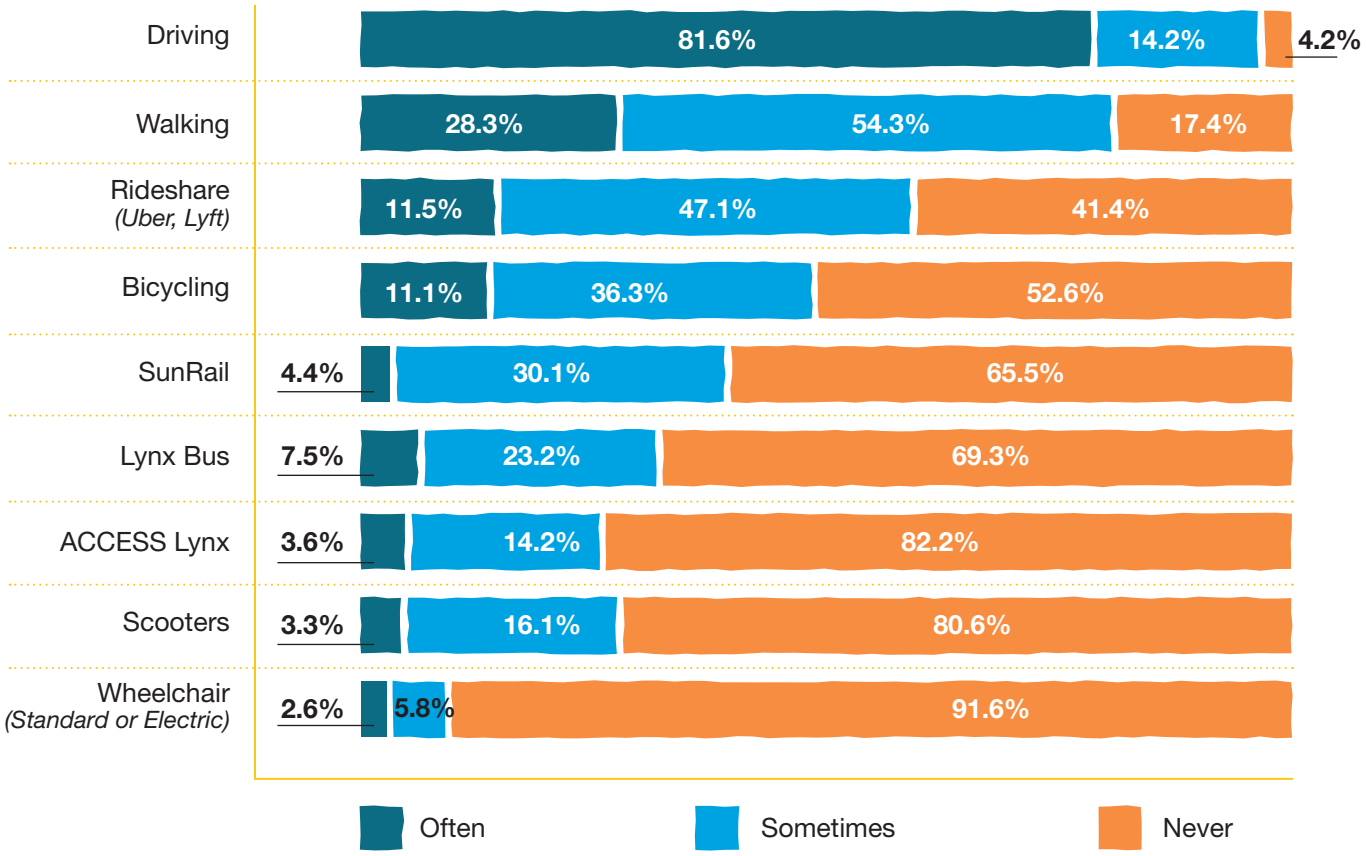
How do Central Florida respondents get where they need to go?

Driving remains the most reported form of transportation for Central Florida residents (only 4% say they never drive). In addition, **83%** of respondents report they often or sometimes walk to get where they need to go. Almost **half (47%)** of respondents often or sometimes use a **bicycle**, and **about a third** of respondents often or sometimes use **SunRail or LYNX (34% and 30%, respectively)** to get where they need to go.

New options this year, such as scooters and rideshare, highlight changes in transportation options. **Over half of respondents (59%) say they use rideshare services** like Uber or Lyft and nearly one in five respondents **(19%) report using scooters** to get where they need to go.

This snapshot of how respondents say they get around highlights that, despite the prevalence of driving, Central Florida **residents use many aspects** of the transportation system.

FREQUENCY OF TRANSPORTATION USE



CHALLENGES IN TRANSPORTATION USE

The infographic below shows the top three challenges for each form of transportation. Results are separated by those who often or sometimes use the mode, compared to the challenges faced by those who report they never use that form of transportation.

In general, there are major safety concerns for drivers, pedestrians, and cyclists, who all express concern about unsafe driver behavior. Safety concerns also include feeling unsafe using rideshare services, like Uber or Lyft.

It is a challenge, at other times, for respondents to get where they need to go because of a lack of infrastructure, including sidewalks, inconvenient run times, or station locations.

TOP CHALLENGES FOR USERS

Car	**Walk**	**Bicycle**	**LYNX**	**SunRail**	**Rideshare**
Unsafe behavior from other drivers	No sidewalks available where I need them, or the sidewalks I use are uneven or difficult to use.	I do not feel safe sharing the road with cars.	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.
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.	Uncertain weather conditions (heat, rain, etc.)	Bus rides take too long.	The train doesn't take me where I need to go.	I do not feel safe using Uber or Lyft.
Car crashes that cause congestion	It takes too long to get a "walk" signal at the crosswalk.	Not enough bicycle facilities (example: bike lanes)	No bus stops where I need them.	No train stations where I need them.	I have difficulty using apps like Uber or Lyft to schedule a ride.

TOP CHALLENGES FOR NON-USERS

Car	**Walk**	**Bicycle**	**LYNX**	**SunRail**	**Rideshare**
I do not have a working or reliable car.	I am unable to walk long distances.	I would not feel safe sharing the road with cars.	Bus rides take too long.	No train stations where I need them.	I do not feel safe using Uber or Lyft.
	I would not feel safe walking because I am worried about unsafe drivers.	My trips are too far to use a bike.	Buses do not run frequently enough, or arrival/ departure times are inconvenient.	The train doesn't take me where I need to go.	It costs too much to use Uber or Lyft.
	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.	

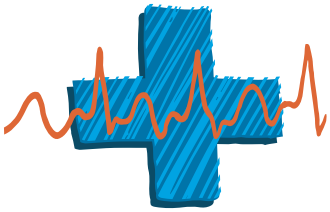
When asked about transportation challenges, **transit riders and those in the labor force** (working or currently looking for work) **tend to report more transportation challenges** than those who do not take transit or are not in the labor force. Overall, the total number of challenges tends to stay consistent across other key demographics like age, race, gender, and county.

RIDESHARE EXPERIENCES AND CHALLENGES

In regard to using rideshare services, while respondents under the age of 35 are the most frequent users of rideshare (70%), 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 (39% say it costs too much to use Uber or Lyft) and who are comfortable enough with technology to use them. Additionally, they do not get cars off the road. For respondents aged 65+ who report never using rideshare services, reasons include not knowing how to use the app (50%), not having access to a smartphone (54%), and not using electronic banking (39%).

PUBLIC HEALTH IMPACTS



There are tangible health consequences to not having reliable transportation. This survey found that 18% of respondents had skipped or missed a doctor's appointment because they did not have reliable transportation.

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 American Indian/Alaska Native (46%) and multiracial respondents (25%), along with those who have less than a high school diploma (50%).

Transit riders (30%) have missed doctor's appointments three times more often than non-transit riders (9%), and twice as many Hispanic residents (28%) have missed doctor's appointments in comparison to non-Hispanic residents (14%). The rate is also slightly higher for Osceola residents (at 23%) than Orange (17%) or Seminole (18%).

BICYCLE EXPERIENCES AND CHALLENGES

Previous reports describe increasing public desire for more focus on creating bicycle-friendly communities in transportation planning (92% in 2015). This year that support continues: nearly all respondents (94%) agreed that planners should develop bicycle friendly communities.

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

When asked, 75% of respondents report living in a community where they feel safe to walk, bike, scooter, or skate for fun or to get where they need to go. This rate jumps to 80% for Seminole County. While this large majority reports feeling safe cycling close to home, respondents still say they have concerns about safety in many areas of Central Florida.

TOP 3 MOST COMMON CHALLENGES FOR CYCLISTS

52%
don't feel safe sharing the road with cars

43%
are hesitant because of uncertain weather conditions

40%
say there are not enough bicycle facilities, such as bike lanes

PEDESTRIAN EXPERIENCES AND CHALLENGES

Previous reports describe strong public support for more focus on creating pedestrian-friendly communities in transportation planning. This year that support continues: nearly all (96%) respondents agreed it is important for transportation planners to develop pedestrian-friendly communities in the future.

Nearly all respondents (96%) agree it is important for transportation planners to develop pedestrian-friendly communities in the future.

Again, 75% of respondents feel they live in a community where they feel safe to walk, bike, scooter, or skate for fun or to get where they need to go. While this large majority reports feeling safe walking close to home, respondents still say they have concerns about safety in many areas of Central Florida.

TOP 3 MOST COMMON CHALLENGES FOR PEDESTRIANS

36%
don't feel safe walking because of unsafe drivers

36%
say there aren't enough sidewalks or sidewalks need improvement

27%
feel that it takes too long to get a "walk" signal at the crosswalk

Use of Crosswalk Button

Most pedestrians (80%) say they use the crosswalk button when crossing at an intersection. For those who do not use the crosswalk button, the most common reasons for *not* doing so included not feeling the button made a difference in changing the light, preferring to wait, or waiting for the road to be clear to cross.

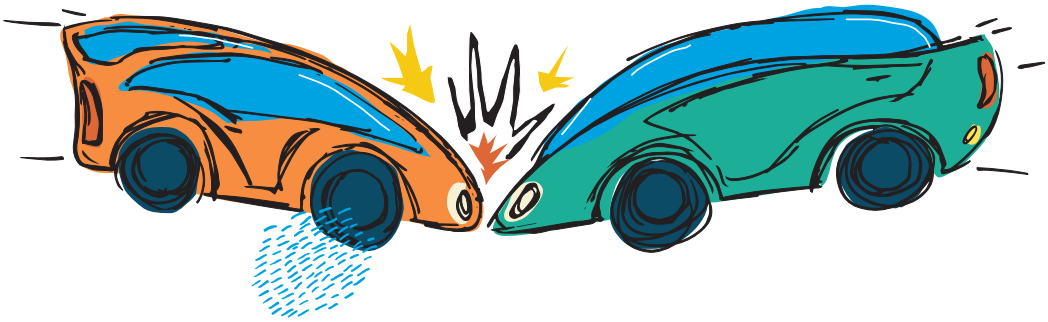
WHAT SOME PEOPLE SAID

"I haven't noticed that it makes the light change any faster."

"They're often installed incorrectly or don't work. I prefer to just look at the lights."

"I just look at traffic and when it's safe to cross."

TRANSPORTATION SAFETY



Despite most respondents feeling transportation planners should build pedestrian (96%) and bicycle-friendly (94%) communities, most respondents worry greatly about unsafe driving behavior in the region. Drivers, pedestrians, and cyclists all report some level of fear around unsafe behavior from other drivers on the road (56%, 29%, 25%, respectively).

Despite most respondents feeling transportation planners should build pedestrian (96%) and bicycle-friendly (94%) communities, many respondents still feel unsafe driving behavior poses a threat.

We can do a lot to encourage safer driving from a planning, design, and engineering perspective, but more is needed. Enforcement and education play important roles in adjusting driver, cyclist, and pedestrian behavior. Additionally, every person bears personal responsibilities for their actions. It takes everyone working together to improve transportation safety in the region.

DISTRACTED DRIVING AND SPEEDING

Research shows a strong positive correlation between both speeding and distracted driving and the likelihood of a crash, severe injury, or fatality[1, 2.] Respondents from this survey seem to understand the relationship between safety and speed: **most respondents (79%) agree or strongly agree that speed and safety are closely related and that lower speeds mean greater safety for everyone on the road.** Yet, despite the public's understanding of the relationship between speed and safety, **a third of respondents (33%) still feel it is OK to speed** when the roads are clear. This coupled with the **12% of respondents who feel it is OK to send a text** message while driving highlight some acceptance of speeding and distracted driving despite campaigns discouraging such behavior.

[1] *SWOV Factsheet. Institute for Road Safety Research. https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/Resources3/08%20-%20The%20Relation%20Between%20Speed%20and%20Crashes.pdf*

[2] *https://www.nhtsa.gov/campaign/distracted-driving (NHTSA reports 26,000 deaths from crashes due to distracted driving, 2012-2019)*

RISKY DRIVERS

In addition to whether it is OK to text and drive (12%) and speed when roads are clear (33%), we asked respondents how fast they typically drive. **Nearly one in five (19%) respondents report driving 10, 15, 20, or even 25 mph over the speed limit most of the time.**

MOST OF THE TIME, I DRIVE_____

5 mph over the speed limit	39%
10 mph over the speed limit	13%
15 mph over the speed limit	2%
20 mph over the speed limit	2%
25 mph over the speed limit	2%
I drive the speed limit	36%
I drive under the speed limit.	7%

These drivers are more likely to have had a "close call" in the past year. While most safe-speed drivers can say they have not had a close call in the last year (66%), nearly half of speeding drivers (43%) report they have had a close call and about half (57%) have not.

When asked if the close call was due to their own distracted driving, twice as many speeding drivers (53%) say yes, their "close call" was due to their own distracted driving compared to safe-speed drivers (26%).

These findings report that mostly people under 35 (49%) have had a "close call" due to their driving. As age increases, speeding tends to become less frequent. The split for gender is even with male (50%) and female (50%) drivers report speeding.

More than half of drivers who said they had a 'close call" in the past year admitted it was because of their own distracted driving.

OPINIONS OF RISKY DRIVERS

Not only are speeding drivers more likely to have "close calls," they are also more likely to report more careless behavior in opinions on distracted driving.

About **25% of speeding drivers agree or strongly agree that sometimes it is OK to send a text** message while driving compared to 9% of safe-speed drivers. When looking at drivers who say they regularly drive 15-25 mph over the speed limit, an astounding 40% of them agree or strongly agree that sometimes it is OK to send a text message while driving.

A large **majority of speeding drivers (62%) feel sometimes it is OK to speed** when the roads are clear in comparison to just under one third of safe-speed drivers (27%).

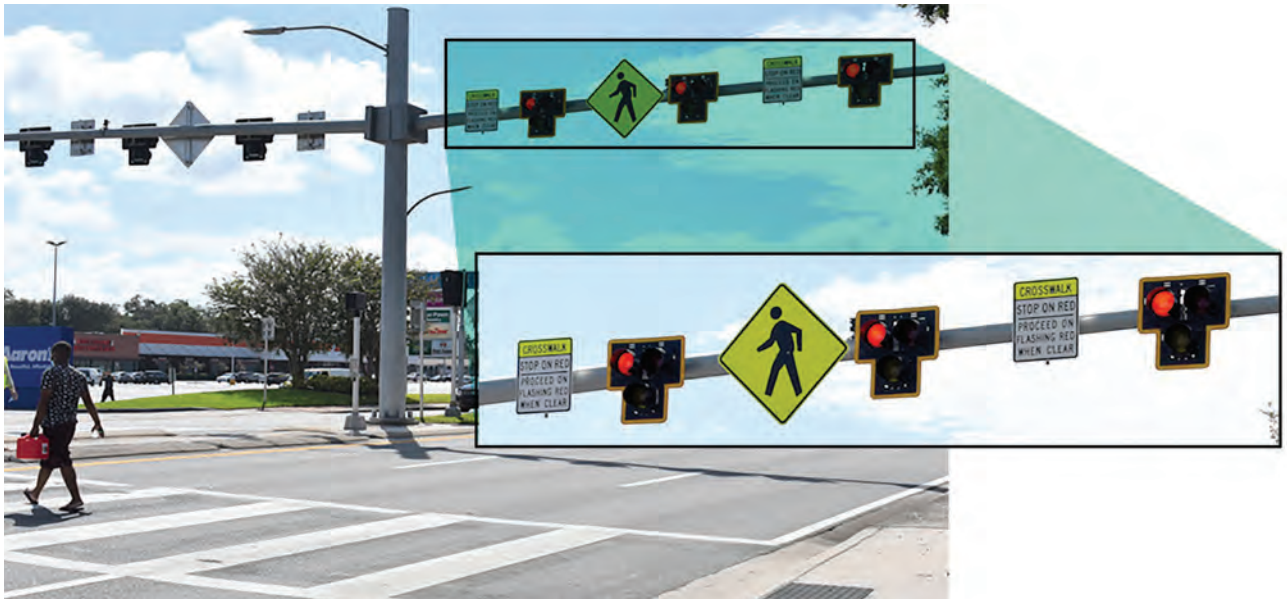
While it's possible that speeding drivers simply do not know the danger speed creates on the road, responses show that speeding drivers (70%) and safe-speed drivers (81%) both agree or strongly agree that speed and safety are related, with lower speeds meaning greater safety for everyone on the road.

What might persuade these speeding drivers to slow down? **Most speeding drivers (71%) report they slow down when they see a camera at an intersection;** even most safe-speed drivers (68%) slow down when coming across a camera at an intersection.

Unfortunately, although drivers reduce speeds through intersections with cameras, it seems, especially for speeding drivers, many pick up speed once through the intersection, especially if the road is clear (62%).

The prevalence of risky driving apparently is not due to a lack of understanding but may be due, in part, to a lack of consequence. The majority of respondents (69%) reporting they slow down for cameras at an intersection is an indicator that consequences like the chance a ticket may arrive in their mailbox do deter speeding.

PEDESTRIAN SAFETY: PEDESTRIAN HYBRID BEACON



About half (48%) of respondents report they have seen pedestrian hybrid beacons, new transportation signals in Central Florida, like the one in the image shown here. Walkers activate the signal to cross, usually via pushbutton. 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 DONT WALK, and drivers may proceed at that time if the crosswalk is clear.

The first three pedestrian hybrid beacons in Central Florida are installed on Orange Blossom Trail and were activated in October 2020. Questions about awareness of this signal are meant to serve as a baseline to compare changes in awareness in the future. As more pedestrian hybrid beacons come to the region, we expect awareness to increase.

People who had seen the pedestrian hybrid beacon seemed to have a **mixed understanding** of what the light meant for drivers and pedestrians.

Many people understood that drivers needed to be careful of pedestrians and stop when they saw the beacon signal was red. Some indicated that they are more sure about stopping when the red light is solid, but confused on what to do when it flashes red. Others believed they can proceed when the light turns green. This highlights misunderstanding about these beacons given that the pedestrian hybrid beacon does NOT turn green; it goes dark.[3]

When asked what the pictured pedestrian hybrid signal means for pedestrians, many respondents indicated this signal tells pedestrians this is "a safe place to cross," but the general sentiment was that pedestrians still need to be cautious and ensure drivers do stop. As one respondent explains, the signal means "cross when given the signal, hope drivers obey the signal." Another describes this light as a place where "you are free to walk at your own risk." One respondent felt "these lights need built-in red-light cameras."

Respondents seem to understand this is a place for pedestrians to cross safely and are satisfied with the installation of these signals. As one respondent explained, the signal to them means "My city is starting to care about my safety."

General awareness of these lights is low, with only half of respondents reporting they are familiar with them. In addition, open-ended responses highlight that respondents understand drivers should watch for pedestrians crossing, but are unclear on what to do when coming across the light.

Pedestrians display a general understanding of how to use the signal but don't trust drivers to stop and let them cross. Many people mentioned being cautious of drivers blowing through red lights or crosswalks.

As expected with these new signals, there is still a lot of education to do to let pedestrians, but especially drivers, know how they should react when coming across pedestrian hybrid beacons.

WHAT SOME PEOPLE SAID: MEANING OF PEDESTRIAN HYBRID BEACON

"Stop, though it's confusing."

"Stop for the walking pedestrian. We need these in Orlando."

"In Orlando, many drivers ignore red lights. I think it means stop."

[3] *FDOT press release with explanation of pedestrian hybrid beacon: https://www.cflroads.com/news/article/52392/new-pedestrian-hybrid-beacons-increase-pedestrian-safety-by-stopping-traffic*

PEDESTRIAN SAFETY: RECTANGULAR RAPID FLASHING BEACON (RRFB)

Most respondents (86%) report they have seen 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 they need to yield to all pedestrians in the crosswalk. The RRFB brings attention to a marked crosswalk, and the rules of all crosswalks apply. If people are walking in the crosswalk, drivers need to stop.

People who have seen the Rectangular Rapid Flashing Beacon (RRFB) seem to have a general understanding of what the light meant for drivers, though there is concern about unsafe driver behavior around these signs.

The sign means "to stop for pedestrian in the cross walks, (though) I have been rear ended in the stop zone while waiting for a pedestrian to cross."

The sign means "caution, if pedestrian is using crosswalk stop and let them go. I, however, have almost been run over biking/walking as driver's don't (stop)."

When asked what the pictured Rectangular Rapid Flashing Beacon (RRFB) sign meant for pedestrians, there was also general understanding. Still, there was major concern about unsafe driver behavior.

General awareness of the Rectangular Rapid Flashing Beacon is high. Most (86%) of respondents say they have seen the sign before. Still, education should be increased around expected driver behavior. Pedestrians remain cautious when crossing despite activating the flashing beacon because many respondents explain that cars may blow through the crosswalk. It seems to be unclear to many drivers *who* has the right of way.

WHAT SOME PEOPLE SAID: MEANING OF RRFB

"It's somewhat safe to cross here, but cars may not stop."

"This is a good place to cross…but there is not STOP guarantee."

"Cars should be yielding but you have to check because they might not."

PUBLIC TRANSPORTATION

Providing public transportation options, also known as transit, for Central Florida residents remains a critical way to increase job opportunity and economic growth for the region. Research highlights that low-income workers are less likely to have access to a car and, unless they can use reliable public transportation, have severely limited employment opportunities. In addition, transit helps residents avoid traffic congestion and parking difficulties in some areas.

The average metropolitan Orlando resident can access more than a half million jobs by car within 30 minutes from home, while transit riders only have access to 5,600 jobs in the same travel time.

TRANSIT CHALLENGES AND OPPORTUNITIES

Half (48%) of respondents say they often or sometimes use transit (LYNX or SunRail). They cite the same public transportation challenges, whether they ride or not – **service is not frequent enough** and does **not reach enough places**. More specific challenges to bus and rail travel are noted later in this chapter.

Many Central Floridians are open to using transit, which presents an opportunity for the future of the transportation system. There's an additional opportunity to build a fondness for public transportation with our youngest residents. Several respondents mentioned taking their small children on bus or train outings because it was fun for them. **Teaching younger generations how to use transit could build future ridership.**

Respondents say they would ride more if bus and train service were more frequent, and thus more convenient. Transit riders want their bus and train rides to get them on their route faster and wish that there were more stops where transit vehicles could retrieve and deliver them closer to their final destination.

Sometimes respondents asked for conflicting things, such as wanting more public transportation stops for easier access to ride, but faster trip times. Overall, Central Floridians want a public transportation system that is cost-effective and offers comparable convenience to driving – a tall order, for any region. While our current transit offerings fall short of this expectation in many places, targeted improvements could help them grow into such a system.

LYNX BUS

Central Floridians had varying opinions on riding the bus, but respondents agree on these overall desired improvements:

- *Faster Travel Time & More Frequent Service* – Many noted that bus rides take too long, often requiring hours to reach their final destinations. They would like to see shorter overall trip times and additional buses so that wait times between buses (headways) are shorter. Some respondents suggested dedicated bus lanes so buses didn't have to be stuck in traffic with all the cars.
- *Increased Connectivity* – Respondents want more routes serving more locations. Several noted they'd like to have bus stops close to their neighborhoods and popular destinations, especially outside the urban core.
- *Increased Sense of Personal Safety* – Some said they would like to feel safer both riding the bus and waiting at stops. These comments referenced personal safety, not transportation safety.
- *Cleaner Buses and Stops* – Several respondents wanted to see increased cleanliness inside of buses during the day and at bus stops.

When asked why respondents take LYNX, **many LYNX riders reported not having access to a car (29%)**, wanting to avoid traffic (28%), and liking that it is cheaper than driving (26%). Findings from those who currently ride LYNX indicate riders would use it more if:

- LYNX operated more frequently and added more direct routes, 24-hour service, and minimized transfers.
- There were more covered bus stops to provide shade and shelter from the rain.
- Drivers were nicer and more polite to riders.

Potential LYNX riders, those who say they never use the bus, indicated the following reasons they currently do not take LYNX:

- Many car owners said they preferred to drive and would take the bus only if they had to ("If I didn't have a car" or "if I had no other choice"). Some people indicated they were open to the possibility of riding the bus to places they cannot easily drive to and park in, such as the airport or downtown.
- Lack of knowledge on how to navigate the bus system.
- Many indicated they would take LYNX if it was free to ride.

Lynx Bus Tracker App

To increase ease of bus riding and route planning, the LYNX bus tracker app was released in 2017 to help riders track their buses in real-time and plan their trips. Almost one in every four respondents (23%) has used the app, most of which (74%) were LYNX riders. **Most users (57%) scored the app a 4 or 5** out of 5.

SUNRAIL

Central Floridians had varying opinions on riding SunRail, but respondents agree on these overall desired improvements:

- *More Destinations & Connectivity:* Respondents want SunRail expansions to include more lines and more destinations. The most frequently desired improvements were establishing an east-west line, as well as making connections to the airport and theme parks. Getting to and from the train was a major concern. Respondents desired more frequent, convenient first and last mile connections.
- *More Frequent Service:* Respondents indicated a very strong desire for more frequent service during the day, and the addition of service on weekends, late nights, and holidays. Many exclamation points were used when "weekends!!!" was mentioned, and it was clear that respondents want to use SunRail for recreation, in addition to commuting. Several people were willing to accept a slightly longer travel time to avoid traffic, but not so much longer that it becomes inconvenient. Overall, respondents were enthusiastic about train travel and the enjoyment of the rail experience.
- *More Affordable Fare:* Price was mentioned a notable number of times. People would ride more if the fare was cheaper.

The top reasons that respondents report using SunRail include wanting to avoid traffic (47%), avoiding paying for parking (29%), and not having access to a car (25%). Those who already ride SunRail say they would use it more if:

- There were stops closer to them.
- Service were expanded to later nights so they could attend special events at Central Florida venues and not have to leave early. Many riders mentioned more frequent mid-day service also.
- It were cheaper. Some noted that train fares and bus fares added up versus taking a car.

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

- Lack of stations close to their homes and/or where they need to go.
- Lack of knowledge on how to use SunRail. Though SunRail stations currently have attendants to help riders, there might not be widespread awareness of this. There's an opportunity for SunRail to educate potential riders further and help them feel comfortable with how to ride the system. In both LYNX and SunRail responses, some people mentioned they would be more comfortable if someone rode with them.

Transit ridership appears primed to shift toward including more "choice" riders, in addition to the riders who depend on the service. Growth and road congestion in recent years have made many residents receptive to using public transportation for at least some of their trips. Both current and potential riders expressed a need for more frequent service to more neighborhoods and activities, and expanded service hours. This situation represents an opportunity for Central Florida to better balance the transportation system and make travel better for both transit users and drivers by investing in public transportation. Such a change, however, will require extensive planning and significant new funding.

EQUITY: TRANSPORTATION FOR ALL

Need
Access
Everyone
Equal
Equity
Car
Public
Time
Cost
Safe
Make
Sure
Fair
Work
Good
Road
Those
Form
Take
Option
Traffic
Afford
Place
Use
Area
Mode
Bus
Bike
Travel
Same
Provide
Price
Ride
Reliable
Service
Community
Convenient
Stop
Ability
Know
System
Reason
Think
Train
Drive
Opportunity
Different
Live
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Lo
Up
Many
Pedestrian
Sidewalk
Neighborhood
Orlando
Transit
Easy
Define
Having
Walk
Regardless
Better
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Located
Person
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Economic
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Feel
Run
One
Park
Serve
Route
Buses
Much
Plan
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Individual
Amount
Best
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Without
Benefit
Easily
Great
Citizen
Put
Vehicle
Out
Well
Being
Include
Never
Group
Term
School
Method
Infrastructure
Run
Toll
Feel
Park
Driver
Serve
Route
Find
Try
Help
Idea
High
Fit
Buss
Both
Based
Choose
Class
Poor
Made
Status
Rules
Now
Busy
Everybody
Meet
Money
Fast
Point
Effective
Wish
Okay
Flow
Actual
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Space
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Gender
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Lol
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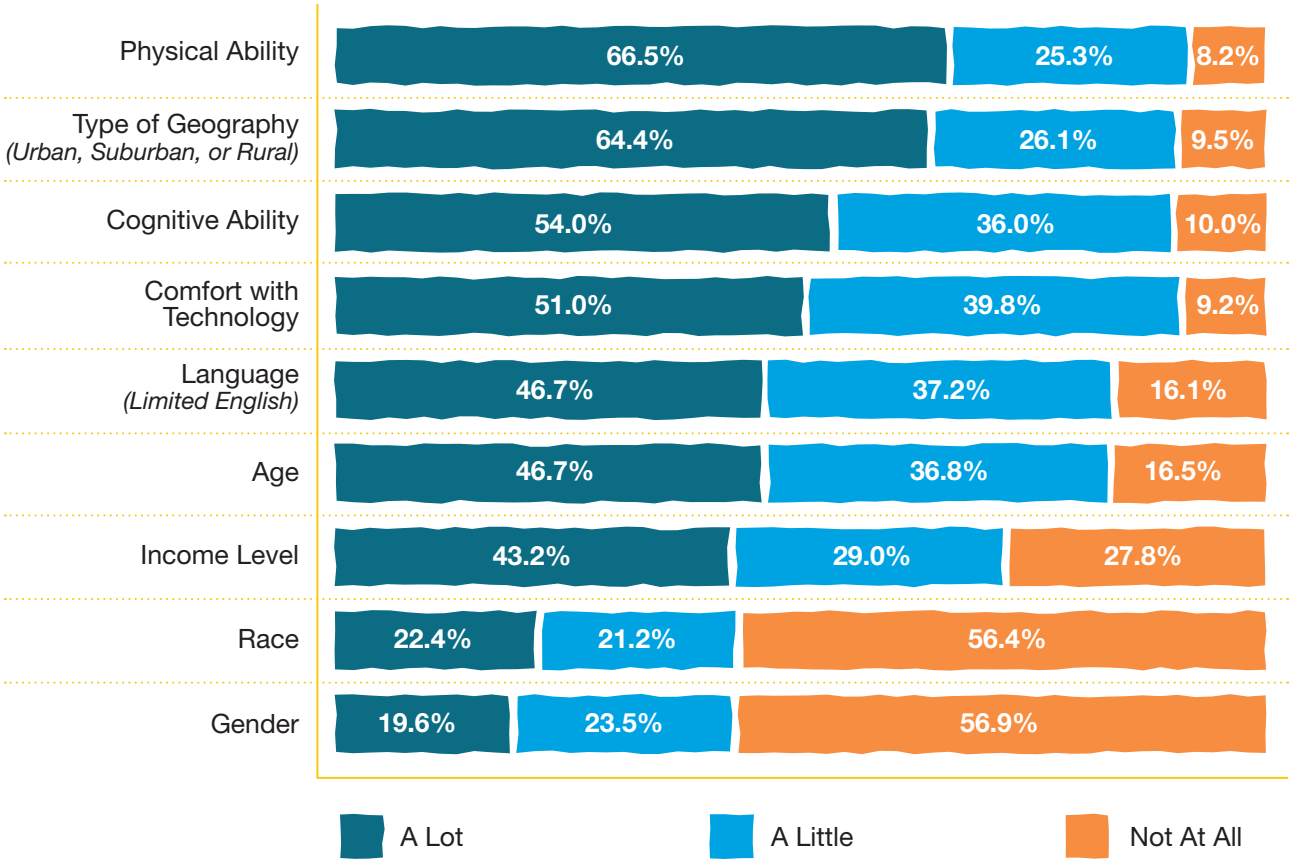
Residents were asked how much each of the following characteristics should be considered in transportation planning, knowing it is important to make the system work for people with a variety of needs. The results show the top three factors as physical ability, type of geography (urban, rural, or suburban), and cognitive ability.

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



Nearly every respondent felt physical ability (92%) and cognitive ability (90%) should be considered by transportation planners.

TRANSPORTATION TECHNOLOGY

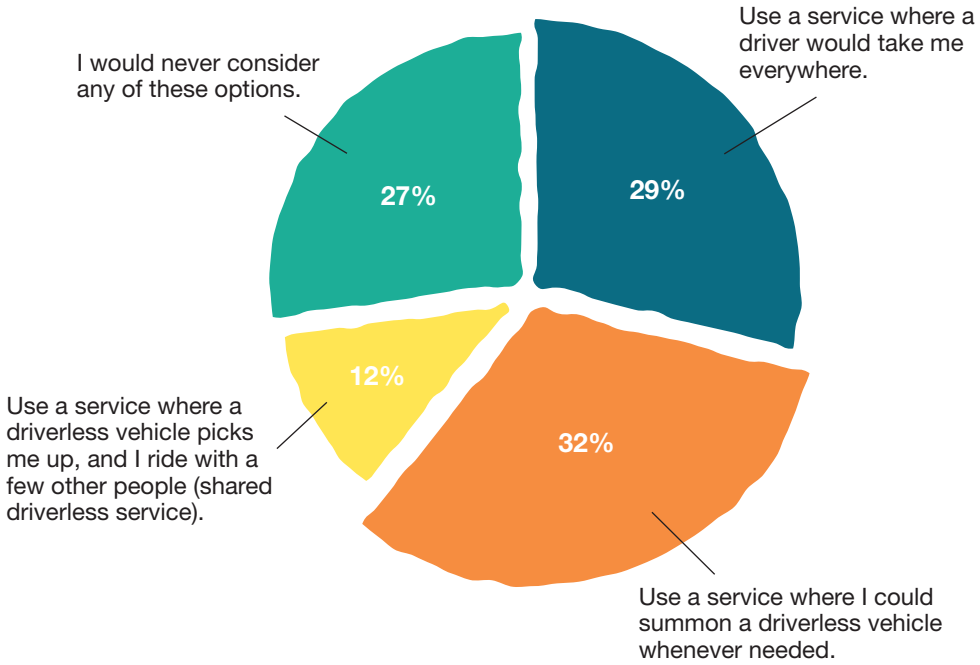
Technology in transportation has increased dramatically over the past few years. Car manufacturers have created new lines of electric vehicles, many promising fully electric fleets in the coming decades. Driverless technology has taken off, and we are now starting to share the road with driverless vehicles, both personal and commercial.

As these new technologies continue to become more common, it is important that MetroPlan Orlando understand the level of comfort and the concerns Central Florida residents have about these growing technologies, to help the region better prepare to address them.

DRIVERLESS OPTIONS FOR DAILY TRAVEL

When asked about hypothetical scenarios for getting to work, respondents say they would be more likely to use a service that includes a driverless car (44%) than to summon a car with a driver (29%). More than one in four said they would never consider any of these options (27%).

PREFERENCES FOR FUTURE OF DAILY TRAVEL



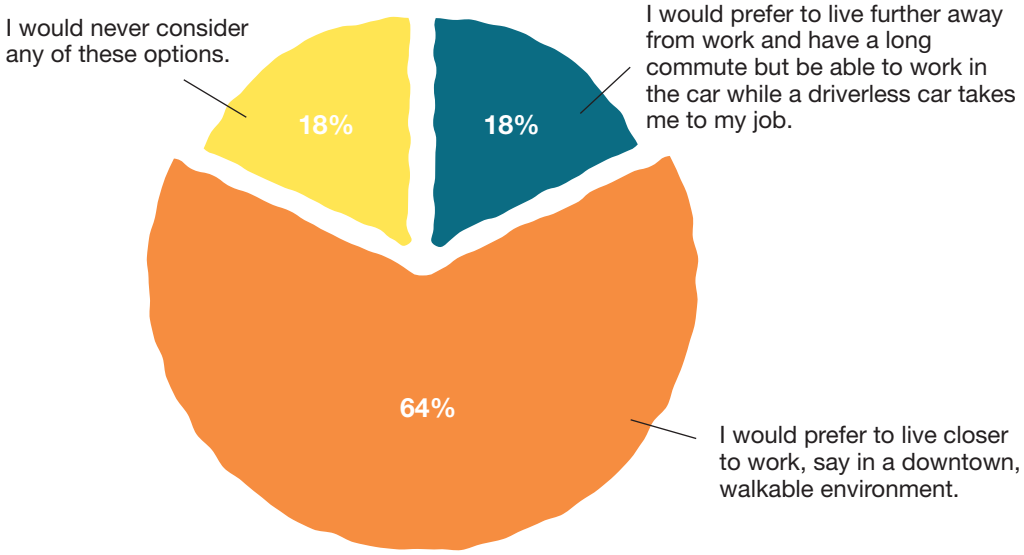
These results highlight an increasing comfort with new technology in which people are just as likely to choose a driverless car as they are to choose one with a human driver. Minorities and Hispanic respondents tended to be more favorable toward driverless car options than white and non-Hispanic respondents. Perhaps unsurprisingly, driverless options become less popular as respondents age, with those under 35 choosing driverless most frequently (51%) compared to those 65+ (31%).

Driverless options are preferred by respondents who are young, male, come from minority groups, have more education, are in the labor force, currently use transit, and currently experience the most challenges when trying to get where they're going.

Men are also more likely to choose a driverless option (51% compared to 38% of women), as are those in the labor force (47% compared to 39% not in the labor force) and those with higher education (33% of those with less than a high school degree compared to 43% with a high school degree or higher). Finally, transit riders selected driverless options 49% of the time compared to 41% of non-transit riders. And those who experience the highest number of challenges when trying to get where they need to go are more in favor of driverless options than others with fewer challenges.

When asked the ideal living location most (64%) preferred to live closer to work, such as in a downtown, walkable environment. All types of respondents expressed wanting to live closer to work except older adults (who prefer to live further) and those with more education (and, thus, higher income) who say neither option works for them. Slightly more transit riders and those with more challenges with transportation would prefer downtown, walkable environments.

PREFERENCES FOR LIVE/WORK LOCATIONS & COMMUTE



AUTOMATED VEHICLES

Most respondents (90%) say they have heard of automated (or driverless) vehicle technology. This is in line with national data from a 2017 Pew report that says 94% of Americans have heard about new automated vehicle technology. The Central Florida region has a slightly more positive opinion than the nation on automated vehicle technology with 30% saying what they have mostly heard has been positive. This rate is 22% for the nation according to a Pew Research Center study of all Americans[4].

When it comes to knowledge of the Florida laws around driverless vehicles, there is a gap. Two out of five (43%) respondents say they are not sure if Florida law allows driverless vehicles on the road. One in three say no, they are not allowed, and 24% correctly answered that yes, driverless vehicles are allowed on the road.

Although most Central Florida respondents have not ridden in a driverless car, bus, or taxi (80%), half of respondents say they would be interested in trying it out. Testing out driverless cars "just for the experience" was the top-rated reason (64%); that they could "do other things" while the car drove was the second most common reason (53%); it would be convenient (46%) and good for long trips (44%) were the next most common reasons for wanting to ride in a driverless car.

Safety concerns were the most cited reason (77%) 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 (60%) saying they would feel comfortable sharing the road with driverless cars. Still, most respondents (91%) 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

"[The] enjoyment of riding in a driverless car as a blind person."

"I'd feel safer."

"To understand the process a little bit more and how it (driverless car) functions."

REASONS FOR NOT WANTING TO RIDE IN A DRIVERLESS CAR

"Technology is unproven and dangerous."

"I think driverless vehicles promote urban sprawl and increased vehicular use."

"No me sentiría segura." (I would not feel safe.)

"It is taking away jobs."

[4] https://www.pewresearch.org/internet/2017/10/04/americans-attitudes-toward-driverless-vehicles/ (Questions from Pew's 2017 national survey on automated vehicles were adapted for this survey and report to gather local data)

ELECTRIC VEHICLES

Most respondents (62%) say they would consider purchasing electric vehicles, with 44% saying they would consider purchasing electric vehicles within the next three years, and 77% within the next ten years. Although just 3% 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 20% of respondents who are unsure if they would ever buy an electric vehicle and the 15% of respondents who report they would never buy an electric vehicle, the hassle of finding a charging station, the high cost of an electric car, and concern about being able to drive long distances are their main concerns. There is significant interest shown, however, by those saying they are unsure: 60% of those unsure if they would ever buy electric say they just do not know enough about them.

Other reasons some are not willing to buy electric vehicles included environmental concerns around battery use and disposal, dislike for driving or simply not currently driving, the added cost to charge the vehicle, concerns around safety, and concerns about loss of electricity during weather events.

REASONS FOR NOT WANTING AN ELECTRIC CAR

"[Electric vehicles are] impractical in a hurricane as most power would be out, solar not collecting enough to charge due to storms."

"For long distances, charging takes way too long."

"[Charging] raises the electric bill substantially."

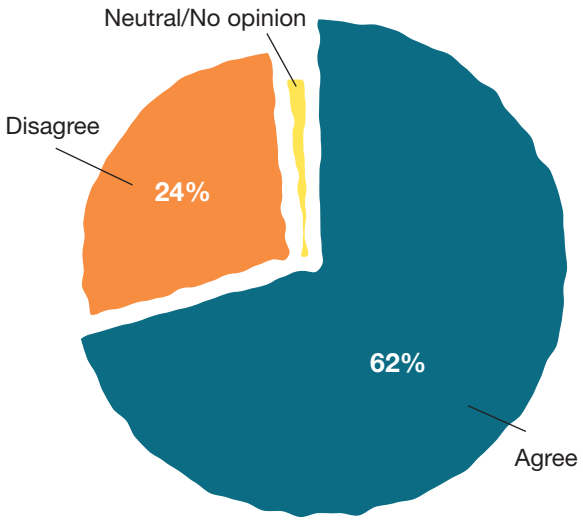
TRANSPORTATION FUNDING

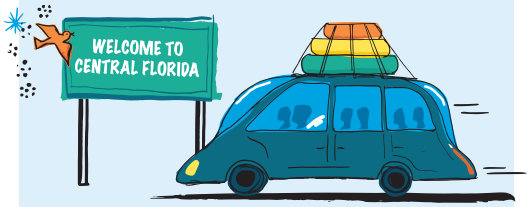
Currently, transportation is primarily funded through gas tax at the federal, state, and local levels. As cars become more gas efficient, the gas tax will no longer be able to fund necessary maintenance and improvements to transportation modes of all kinds (roads, bridges, pedestrian paths, to name a few).

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

It is unclear to most respondents how transportation funding has changed over the years. There are near equal splits between the belief that transportation funding has increased (35%), decreased (17%), stayed the same (24%), or they are not sure (25%), with slightly more people believing funding has increased.

AGREE OR DISAGREE:
IMPROVING TRANSPORTATION MEANS INCREASING TAXES & FEES





This year, 62% of respondents agreed or strongly agreed that improving Central Florida's transportation system means we will have to increase funding, through taxes or fees or both. This majority support has existed since 2009.

With the support that more funding is necessary for transportation improvement coupled with a misunderstanding about the current state of transportation funding, the public may be ready for proposals for new funding sources in our region.

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. Most respondents (52%) agreed with 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 could be charged a lower rate per mile.

METHODOLOGY

In response to the increasing mobility of the US population, and the inclination to take cell phones wherever we move, as well as decreased use of a landlines, this iteration of public opinion polling moves away from telephone surveying and uses online methods. Online methods also removed any health concerns due to the COVID-19 pandemic for researchers and participants by not needing to be face-to-face to collect survey data.

These results include a combination of respondents from an online panel and volunteer participants recruited through digital community outreach methods. 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. This differs from the previous iterations of 2009, 2011, 2013, and 2015, all of which included random-digit dial telephone surveying methods.

This year's survey, unlike its predecessors, included respondents who live in neighboring counties of Central Florida. We know many residents of counties outside of Orange, Osceola, and Seminole drive into one of these three counties often, for work, travel, or school. If a potential respondent lived outside the three-county area but stated they often travel into Orange, Osceola or Seminole, they were permitted to complete the survey, thereby casting a wider net of respondents beyond residents of the three-county region. These types of respondents totaled just 34 out of 3,055 total respondents, and were grouped with responses from the county to which they most frequently traveled.

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, 2021, 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.

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 Windermere
- City of Winter Springs
- Osceola Supervisor of Elections
- Pine Hills Neighborhood Improvement District

TRANSPORTATION & PLANNING ORGANIZATIONS:

- Beep
- Bike/Walk Central Florida & Best Foot Forward
- Central Florida Expressway Authority
- East Central Florida Regional Planning Council
- FDOT- District 5
- Florida's Turnpike Enterprise
- Greater Orlando Aviation Authority
- LYNX
- Safe Mobility for Life
- Sanford Airport Authority
- SunRail

CHAMBERS & BUSINESSES:

- Kissimmee-Osceola Chamber
- Orlando Economic Partnership
- Piedmont Florida Property Management
- Seminole Regional Chamber
- Various Downtown Kissimmee businesses: VFW, Barbershop, Antique Mall, Buchito Cubano Cafe
- Kissimmee Utility Authority

COMMUNITY, NON-PROFIT & HEALTH:

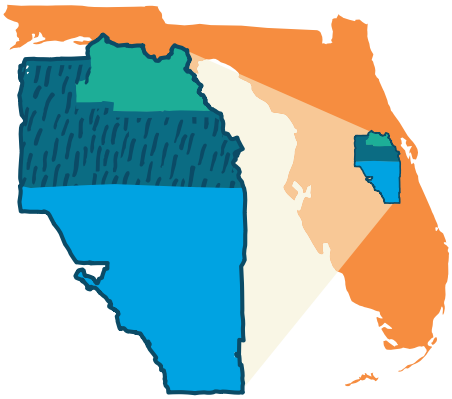
- Black Orlando Tech
- Central Florida Chapter of Black Girls Do Bike
- Central Floridians for Public Transit
- CyclingSavvy
- Global-5 Communications
- Habitat for Humanity Orlando & Osceola
- Healthy West Orange
- IncluPLAN
- Kissimmee Farmer's Market
- Orlando Bike Coalition
- League of Women Voters Orange & Seminole
- Lighthouse Central Florida
- Love Makes Me Grow Inc.
- Orange County Children's Trust
- Orange County Public Library
- Orlando Business Journal
- Orlando Center for Justice Immigrant Appreciation Day
- Osceola County Library
- Positively Osceola
- Safe Routes APS
- Second Harvest of Central Florida
- Seminole County Health Dept.
- Seminole County Public Library
- Senior Resource Alliance
- Smart Growth Central Florida
- St. Cloud Sunrise
- Telemundo 31
- United Against Poverty
- Urban Knights Planning Association
- University of Central Florida
- Wellness Champs

The survey was open for 35 days from April 28 to June 1, 2021. The **final sample size was 3,055**, which included 1,825 from the panel survey and 1,230 from the volunteer public survey.

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.

The survey evolved over multiple versions throughout 2020-21, taking into consideration shifts in the priorities of the population during the COVID-19 pandemic as well as the bandwidth for the population to take a survey during such a challenging time. For this reason, this research was completed in 2021, instead of its originally scheduled completion date of spring 2020. The survey was pre-tested for length and comprehensibility before being programmed into Qualtrics online survey software for dissemination.

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%	61%
Osceola County	17%	17%
Seminole County	21%	22%
TOTAL	100%	100%

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	Percent of Survey Respondents
	N=2,241,029	N=3,055
AGE (*Note: Only adults were surveyed)		
<18	24.9%	0.0%
18-34	22.0%	36.7%
35-49	21.2%	25.9%
50-64	18.1%	22.2%
65+	13.9%	15.2%
Female persons	51.0%	57.4%
RACE/ETHNICITY (* = non-hispanic)		
White*	41.4%	59.2%
Hispanic	34.4%	23.6%
Black or African American	16.4%	10.1%
American Indian and Alaska Native*	0.1%	1.1%
Asian*	4.8%	3.0%
Native Hawaiian and Other Pacific Islander*	0.1%	0.4%
Multiracial/Other*	2.8%	2.6%
EDUCATION		
High school graduate or higher	89.9%	98.2%
Bachelor's degree or higher	30.8%	52.1%
EMPLOYMENT (In civilian labor force)	64.7%	71.4%
Income (median household)	$56,053	$50,000-$75,000

Appendix A:
Survey Instrument with Results

Overall Satisfaction

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?				
	Orange	Osceola	Seminole	Total
Great - serves all travelers equally well	13.2%	14.8%	10.2%	12.8%
Pretty good - serves most travelers adequately	29.5%	30.3%	35.2%	30.9%
Average - serves some travelers	35.1%	33.2%	35.5%	34.8%
Poor - fails to serve most travelers	19.5%	17.3%	17.5%	18.7%
Failing - no one's needs are being met	2.8%	4.4%	1.6%	2.8%
Total	100.0%	100.0%	100.0%	100.0%

Frequency of Modes of Transportation Use

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*				
	Orange	Osceola	Seminole	Total
Often	82.4%	79.6%	81.0%	81.6%
Sometimes	13.3%	15.8%	15.4%	14.2%
Never	4.3%	4.6%	3.6%	4.2%
Total	100.0%	100.0%	100.0%	100.0%

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*				
	Orange	Osceola	Seminole	Total
Often	30.5%	24.3%	25.1%	28.3%
Sometimes	53.1%	57.7%	55.0%	54.3%
Never	16.4%	18.0%	19.9%	17.4%
Total	100.0%	100.0%	100.0%	100.0%

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*				
	Orange	Osceola	Seminole	Total
Often	10.7%	11.2%	12.0%	11.1%
Sometimes	37.2%	33.6%	35.9%	36.3%
Never	52.1%	55.2%	52.1%	52.6%
Total	100.0%	100.0%	100.0%	100.0%

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	7.4%	9.1%	6.4%	7.5%
Sometimes	23.0%	23.4%	23.7%	23.2%
Never	69.6%	67.4%	69.9%	69.3%
Total	100.0%	100.0%	100.0%	100.0%

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	3.6%	3.9%	3.6%	3.6%
Sometimes	12.8%	18.0%	15.3%	14.2%
Never	83.6%	78.1%	81.2%	82.1%
Total	100.0%	100.0%	100.0%	100.0%

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	3.7%	6.2%	4.6%	4.3%
Sometimes	27.3%	32.0%	36.6%	30.1%
Never	69.0%	61.8%	58.8%	65.5%
Total	100.0%	100.0%	100.0%	100.0%

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)*				
	Orange	Osceola	Seminole	Total
Often	11.3%	10.4%	12.9%	11.5%
Sometimes	49.0%	45.3%	43.3%	47.1%
Never	39.7%	44.3%	43.8%	41.4%
Total	100.0%	100.0%	100.0%	100.0%

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? -*Scooters*				
	Orange	Osceola	Seminole	Total
Often	2.8%	5.4%	3.1%	3.3%
Sometimes	16.9%	13.0%	16.2%	16.1%
Never	80.3%	81.6%	80.7%	80.6%
Total	100.0%	100.0%	100.0%	100.0%

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	2.6%	2.9%	2.7%	2.7%
Sometimes	4.9%	7.9%	6.5%	5.8%
Never	92.5%	89.1%	90.8%	91.6%
Total	100.0%	100.0%	100.0%	100.0%

Challenges across Modes of Transportation for Users and Non-Users of Each Mode

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.	4.8%	7.7%	4.9%	5.3%
Not enough disabled parking.	6.5%	7.9%	7.1%	6.9%
Roads are not well-maintained.	27.4%	34.9%	29.7%	29.2%
Unreliable travel times (where the same trip takes a shorter or longer time depending on time of day)	46.3%	51.2%	44.5%	46.7%
Car crashes that cause congestion	42.7%	52.6%	47.5%	45.5%
Unsafe behavior from other drivers	59.4%	58.1%	54.8%	58.2%
I do not have enough money for gas.	8.0%	9.3%	9.2%	8.5%
I do not experience any of these challenges.	13.9%	10.1%	12.0%	12.9%
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.	37.5%	45.8%	45.8%	40.6%
Not enough disabled parking.	1.3%	0.0%	0.0%	0.0%
Roads are not well-maintained.	3.8%	8.3%	4.2%	4.7%
Unreliable travel times (where the same trip takes a shorter or longer time depending on time of day)	1.3%	8.3%	12.5%	4.7%
Car crashes that cause congestion	12.5%	8.3%	4.2%	10.2%
Unsafe behavior from other drivers	15.0%	25.0%	16.7%	17.2%
I do not have enough money for gas.	8.8%	12.5%	8.3%	9.4%
I do not experience any of these challenges.	45.0%	29.2%	29.2%	39.1%
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.	26.7%	23.5%	20.4%	24.8%
No sidewalks available where I need them, or the sidewalks I use are uneven or difficult to use.	35.9%	41.9%	32.2%	35.5%
I do not feel safe walking because I am worried about unsafe drivers.	36.6%	35.3%	32.6%	35.5%
It takes too long to get a "walk" signal at the crosswalk.	27.7%	22.6%	29.4%	27.2%
Places where I walk are not well lit.	22.2%	22.4%	20.2%	21.8%
I am unable to walk long distances.	17.3%	24.0%	24.3%	19.9%
I do not experience any of these challenges.	24.3%	19.3%	20.6%	22.7%
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.	12.8%	20.4%	9.7%	13.4%
No sidewalks available where I need them, or the sidewalks I use are uneven or difficult to use.	19.7%	29.0%	20.9%	21.7%
I would not feel safe walking because I am worried about unsafe drivers.	34.5%	29.0%	26.1%	31.5%
It takes too long to get a "walk" signal at the crosswalk.	15.8%	10.8%	8.2%	13.0%
Places where I would walk are not well lit.	17.8%	15.1%	11.2%	15.6%
I am unable to walk long distances.	35.9%	30.1%	38.8%	35.6%
I do not experience any of these challenges.	24.7%	22.6%	32.8%	26.4%
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.)				
	Orange	Osceola	Seminole	Total
Not enough bicycle facilities (example: bike lanes)	42.2%	37.1%	36.5%	40.1%
My trips are too far to use a bike.	29.3%	34.1%	33.1%	30.9%
I do not feel safe sharing the road with cars.	54.8%	50.0%	46.7%	52.3%
I do not know how to ride a bicycle.	1.8%	2.6%	2.8%	2.1%
I'm not physically able to ride a bicycle.	2.0%	3.0%	4.3%	2.7%
I usually need to bring other people or carry things on my trips.	18.9%	19.8%	19.5%	19.2%
Uncertain weather conditions (heat, rain, etc.)	40.7%	44.0%	48.0%	42.8%
I don't have a place to change or shower at my destination.	16.3%	22.0%	17.6%	17.5%
I do not experience any of these challenges.	12.0%	9.9%	10.2%	11.3%
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)	17.7%	16.4%	17.4%	17.4%
My trips are too far to use a bike.	35.1%	38.5%	46.7%	38.2%
I would not feel safe sharing the road with cars.	44.2%	41.3%	45.3%	43.9%
I do not know how to ride a bicycle.	7.1%	7.7%	6.3%	7.0%
I'm not physically able to ride a bicycle.	12.6%	13.3%	11.4%	12.5%
I usually need to bring other people or carry things on my trips.	21.4%	19.2%	22.2%	21.2%
Uncertain weather conditions (heat, rain, etc.)	28.6%	25.9%	32.5%	28.9%
I don't have a place to change or shower at my destination.	11.3%	6.6%	15.4%	11.4%
I do not experience any of these challenges.	18.3%	18.5%	16.8%	18.0%
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	Total
Buses do not run frequently enough, or arrival/departure times are inconvenient.	45.8%	32.7%	46.3%	43.6%
The bus doesn't take me where I need to go.	26.3%	25.6%	32.5%	27.5%
Bus rides take too long.	40.7%	40.5%	38.9%	40.3%
I do not feel safe riding the bus, walking to the bus because of roads and traffic, or waiting at the bus stop.	17.4%	18.5%	20.7%	18.3%
No bus stops where I need them.	30.4%	23.8%	25.1%	28.1%
Not enough light or protection from sun/rain at the bus stop.	26.5%	19.0%	19.7%	23.7%
It costs too much to ride the bus.	7.6%	13.7%	6.9%	8.6%
I do not know how to ride the bus.	3.6%	6.0%	6.9%	4.7%
I do not experience any of these challenges.	15.6%	14.3%	7.9%	13.7%
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.	32.4%	25.0%	34.4%	31.6%
The bus doesn't take me where I need to go.	30.0%	30.5%	31.6%	30.5%
Bus rides take too long.	37.8%	31.9%	33.3%	35.9%
I would not feel safe riding the bus, walking to the bus because of roads and traffic, or waiting at the bus stop.	19.6%	17.8%	19.1%	19.2%
No bus stops where I need them.	28.3%	31.6%	31.2%	29.5%
Not enough light or protection from sun/rain at the bus stop.	12.3%	10.9%	13.2%	12.3%
It costs too much to ride the bus.	4.1%	6.0%	4.5%	4.5%
I do not know how to ride the bus.	9.9%	9.8%	10.2%	9.9%
I do not experience any of these challenges.	26.2%	26.1%	26.3%	26.2%
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	Total
Train does not run frequently enough, or train arrival/departure times are inconvenient.	43.2%	44.2%	44.4%	43.7%
The train doesn't take me where I need to go.	35.6%	31.5%	34.7%	34.6%
Train rides take too long.	13.9%	16.2%	17.3%	15.2%
No train stations where I need them.	31.6%	26.9%	26.4%	29.3%
I do not feel safe riding the train, walking to the station because of roads and traffic, or waiting at the train station.	8.9%	8.6%	11.2%	9.4%
Not enough light or protection from sun/rain at the stations.	6.4%	10.2%	5.8%	7.0%
It costs too much to buy a train ticket.	10.4%	8.1%	10.8%	10.1%
I do not know how to ride the train.	3.8%	6.6%	2.5%	4.0%
I do not experience any of these challenges.	17.7%	15.7%	21.7%	18.4%
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.	19.8%	20.1%	26.3%	21.1%
The train doesn't take me where I need to go.	38.3%	31.7%	41.4%	37.9%
Train rides take too long.	6.5%	11.6%	8.3%	7.7%
No train stations where I need them.	42.9%	40.8%	35.9%	41.2%
I would not feel safe riding the train, walking to the station because of roads and traffic, or waiting at the train station.	5.9%	6.9%	7.6%	6.4%
Not enough light or protection from sun/rain at the stations.	2.1%	2.8%	2.3%	2.3%
It costs too much to buy a train ticket.	6.5%	8.5%	7.1%	6.9%
I do not know how to ride the train.	10.9%	13.2%	10.6%	11.2%
I do not experience any of these challenges.	28.8%	27.3%	27.5%	28.3%
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 have difficulty using apps like Uber or Lyft to schedule a ride.	7.9%	11.1%	10.0%	8.9%
I do not use electronic banking (such as a debit or credit card).	3.8%	5.9%	5.3%	4.5%
I do not have access to a smartphone.	2.2%	5.6%	4.2%	3.2%
There are not adequate accommodations for visual impairment.	3.0%	7.6%	4.2%	4.0%
There are not adequate accommodations for hearing impairment.	3.7%	6.6%	5.0%	4.4%
It costs too much to use Uber or Lyft.	37.8%	37.2%	40.6%	38.3%
I do not feel safe using Uber or Lyft.	15.7%	17.7%	14.5%	15.8%
I do not experience any of these challenges.	44.9%	39.9%	41.4%	43.4%
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.	8.4%	11.4%	10.8%	9.5%
I do not use electronic banking (such as a debit or credit card).	6.1%	3.5%	3.4%	5.0%
I do not have access to a smartphone.	2.8%	4.4%	6.8%	4.0%
There are not adequate accommodations for visual impairment.	1.4%	3.1%	1.0%	1.6%
There are not adequate accommodations for hearing impairment.	1.9%	2.6%	2.0%	2.1%
It costs too much to use Uber or Lyft.	26.2%	29.3%	28.1%	27.2%
I do not feel safe using Uber or Lyft.	28.6%	35.4%	32.9%	30.8%
I do not experience any of these challenges.	44.4%	41.0%	40.3%	42.8%
Columns will not add up to 100% because of select all that apply option for this question.				

Ease of Getting Places

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	42.3%	37.0%	44.1%	41.8%
Agree	44.6%	48.9%	47.3%	46.0%
Disagree	11.0%	11.5%	7.7%	10.4%
Strongly Disagree	2.0%	2.5%	0.9%	1.9%
	100.0%	100.0%	100.0%	100.0%

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	43.9%	38.0%	46.9%	43.5%
Agree	44.9%	49.7%	45.1%	45.8%
Disagree	9.8%	9.4%	6.1%	8.9%
Strongly Disagree	1.3%	2.9%	1.9%	1.7%
	100.0%	100.0%	100.0%	100.0%

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	54.8%	44.9%	53.1%	52.8%
Agree	39.8%	48.0%	41.1%	41.5%
Disagree	4.5%	5.2%	5.5%	4.8%
Strongly Disagree	0.8%	1.9%	0.3%	0.9%
	100.0%	100.0%	100.0%	100.0%

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)*				
	Orange	Osceola	Seminole	Total
Strongly Agree	58.9%	49.9%	59.5%	57.5%
Agree	34.6%	41.5%	32.9%	35.4%
Disagree	5.5%	6.1%	7.1%	6.0%
Strongly Disagree	1.0%	2.5%	0.4%	1.1%
	100.0%	100.0%	100.0%	100.0%

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	37.3%	34.0%	39.0%	37.1%
Agree	45.7%	47.4%	45.0%	45.8%
Disagree	13.8%	15.5%	14.1%	14.1%
Strongly Disagree	3.2%	3.1%	1.9%	2.9%
	100.0%	100.0%	100.0%	100.0%

Skipped or Missed Doctor's Appointments

In the past year, have you skipped or missed a doctor's appointment because you did not have reliable transportation?				
	Orange	Osceola	Seminole	Total
Yes	16.8%	23.2%	16.3%	17.8%
No	79.9%	73.9%	80.0%	78.9%
I'm not sure	3.3%	2.9%	3.7%	3.3%
Total	100.0%	100.0%	100.0%	100.0%

Pedestrian- and Bicycle-Friendly Communities

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	28.5%	29.4%	30.9%	29.2%
Agree	43.9%	44.7%	49.4%	45.3%
Disagree	20.5%	20.2%	16.8%	19.6%
Strongly Disagree	7.0%	5.8%	3.0%	5.9%
	100.0%	100.0%	100.0%	100.0%

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	63.8%	57.0%	57.0%	61.1%
Agree	31.9%	39.5%	39.5%	34.9%
Disagree	3.1%	2.5%	3.3%	3.0%
Strongly Disagree	1.3%	1.0%	0.3%	1.0%
	100.0%	100.0%	100.0%	100.0%

How much do you agree or disagree with the following statement? It is important for transportation planners to develop *bicycle*-friendly communities in the future.				
	Orange	Osceola	Seminole	Total
Strongly Agree	60.0%	51.6%	52.8%	57.0%
Agree	33.9%	43.2%	41.1%	37.1%
Disagree	4.8%	3.6%	4.9%	4.6%
Strongly Disagree	1.3%	1.5%	1.2%	1.3%
	100.0%	100.0%	100.0%	100.0%

Pedestrian Safety

When crossing the street at a traffic light, do you press the pedestrian button to cross the road?				
	Orange	Osceola	Seminole	Total
Yes	79.7%	81.4%	77.7%	79.5%
Sometimes	17.2%	14.8%	19.4%	17.3%
No	3.1%	3.8%	2.8%	3.2%
Total	100.0%	100.0%	100.0%	100.0%

Have you seen this kind of light before? (Pedestrian Hybrid Beacon)				
	Orange	Osceola	Seminole	Total
Yes	46.8%	51.6%	47.9%	47.9%
No	53.2%	48.4%	52.1%	52.1%
Total	100.0%	100.0%	100.0%	100.0%

Have you seen this kind of sign before? (RRFB: Rectangular Rapid Flashing Beacon)				
	Orange	Osceola	Seminole	Total
Yes	86.3%	87.5%	82.3%	85.7%
No	13.7%	12.5%	17.7%	14.3%
Total	100.0%	100.0%	100.0%	100.0%

Opinions on Driving Behavior & Speeding

How much do you agree or disagree with the following statement? Sometimes it is ok to send a text message while driving.				
	Orange	Osceola	Seminole	Total
Strongly Agree	2.6%	3.5%	3.4%	2.9%
Agree	8.3%	10.0%	8.5%	8.6%
Disagree	25.5%	19.8%	27.0%	24.9%
Strongly Disagree	63.6%	66.8%	61.1%	63.6%
	100.0%	100.0%	100.0%	100.0%

How much do you agree or disagree with the following statement? Sometimes it is ok to speed when the roads are clear.				
	Orange	Osceola	Seminole	Total
Strongly Agree	5.2%	6.5%	7.0%	5.8%
Agree	28.1%	27.3%	26.6%	27.6%
Disagree	41.0%	38.2%	44.1%	41.2%
Strongly Disagree	25.8%	28.0%	22.4%	25.4%
	100.0%	100.0%	100.0%	100.0%

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	20.9%	22.4%	21.0%	21.1%
Agree	47.1%	49.9%	47.5%	47.6%
Disagree	26.9%	24.5%	26.3%	26.4%
Strongly Disagree	5.2%	3.3%	5.2%	4.9%
	100.0%	100.0%	100.0%	100.0%

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	36.9%	39.2%	34.1%	36.7%
Agree	41.2%	42.8%	44.2%	42.2%
Disagree	18.6%	15.5%	19.1%	18.2%
Strongly Disagree	3.2%	2.5%	2.5%	2.9%
	100.0%	100.0%	100.0%	100.0%

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	40.3%	33.3%	39.9%	39.0%
10 mph over the speed limit	13.5%	12.5%	11.3%	12.9%
15 mph over the speed limit	2.2%	2.7%	2.7%	2.4%
20 mph over the speed limit	1.4%	1.9%	1.3%	1.5%
25 mph over the speed limit	1.3%	1.7%	1.8%	1.5%
I drive the speed limit.	35.5%	38.3%	35.4%	36.0%
I drive under the speed limit.	5.8%	9.4%	7.6%	6.8%
	100.0%	100.0%	100.0%	100.0%

In the past year, I have had a "close call", where I almost had a crash.				
	Orange	Osceola	Seminole	Total
Yes	34.5%	35.5%	32.9%	34.3%
No	65.5%	64.5%	67.1%	65.7%
Total	100.0%	100.0%	100.0%	100.0%

Were any of your "close calls" due to your own distracted driving?				
	Orange	Osceola	Seminole	Total
Yes	30.7%	33.2%	35.3%	32.1%
No	69.3%	66.8%	64.7%	67.9%
Total	100.0%	100.0%	100.0%	100.0%

Public Transportation: LYNX

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.	32.0%	25.0%	21.7%	28.5%
I don't have a driver's license.	14.7%	11.9%	9.9%	13.2%
It's cheaper than driving.	24.7%	25.0%	30.5%	26.0%
I want to avoid traffic.	25.4%	29.2%	33.0%	27.7%
I don't like driving.	11.4%	15.5%	10.3%	11.9%
To avoid paying for parking	24.5%	20.8%	30.5%	25.2%
Something else	16.5%	9.5%	8.9%	13.6%
Columns will not add up to 100% because of select all that apply option for this question.				

Have you ever used the LYNX Bus Tracker app that allows you to track where LYNX buses are in real-time?				
	Orange	Osceola	Seminole	Total
Yes	22.3%	25.3%	24.5%	23.3%
No	77.7%	74.7%	75.5%	76.7%
Total	100.0%	100.0%	100.0%	100.0%

You say you've used the Lynx Bus Tracker app. On a scale of 1 to 5, with 1 being Not at all helpful and 5 being Very helpful: How helpful was the Lynx Bus Tracker app?				
	Orange	Osceola	Seminole	Total
1-Not at all helpful	5.1%	1.5%	2.4%	3.8%
2	6.7%	10.6%	9.1%	8.0%
3	30.4%	28.0%	35.8%	31.2%
4	24.6%	28.8%	29.1%	26.4%
5-Very helpful	33.3%	31.1%	23.6%	30.6%
	100.0%	100.0%	100.0%	100.0%

LYNX Bus Tracker is a smart phone app that tracks buses in real-time and saves favorite routes for future use. Were you aware this app existed?				
	Orange	Osceola	Seminole	Total
Yes	13.7%	14.7%	9.4%	12.9%
No	79.6%	77.6%	85.5%	80.5%
I'm not sure	6.7%	7.7%	5.1%	6.5%
Total	100.0%	100.0%	100.0%	100.0%

Public Transportation: SunRail

Thinking about the last time you took SunRail, what were the MAIN reasons you took SunRail? (Select all that apply.)				
	Orange	Osceola	Seminole	Total
I don't have a driver's license.	5.6%	6.1%	6.1%	5.8%
It's cheaper than driving.	21.7%	26.9%	21.3%	22.6%
I want to avoid traffic.	45.1%	50.8%	46.9%	46.7%
I don't like driving.	15.5%	12.7%	17.0%	15.3%
To avoid paying for parking	27.6%	24.4%	34.3%	28.8%
Something else	28.8%	18.8%	26.7%	26.4%
Columns will not add up to 100% because of select all that apply option for this question.				

Equity Considerations in Transportation Planning

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	64.1%	64.9%	65.0%	64.4%
A little	25.9%	27.3%	25.5%	26.1%
Not at all	10.0%	7.9%	9.5%	9.5%
Total	100.0%	100.0%	100.0%	100.0%

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	22.7%	21.9%	21.7%	22.4%
A little	21.4%	21.5%	20.6%	21.2%
Not at all	55.9%	56.6%	57.7%	56.4%
Total	100.0%	100.0%	100.0%	100.0%

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	46.2%	49.3%	46.1%	46.7%
A little	36.8%	35.3%	37.8%	36.8%
Not at all	17.0%	15.4%	16.0%	16.5%
Total	100.0%	100.0%	100.0%	100.0%

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	66.4%	64.5%	68.5%	66.5%
A little	25.1%	27.3%	24.5%	25.3%
Not at all	8.5%	8.3%	7.0%	8.2%
Total	100.0%	100.0%	100.0%	100.0%

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	46.2%	45.9%	49.0%	46.7%
A little	37.9%	35.5%	36.4%	37.2%
Not at all	15.9%	18.6%	14.7%	16.1%
Total	100.0%	100.0%	100.0%	100.0%

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	42.7%	43.0%	44.8%	43.2%
A little	28.7%	29.4%	29.4%	29.0%
Not at all	28.6%	27.6%	25.8%	27.8%
Total	100.0%	100.0%	100.0%	100.0%

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	19.2%	21.1%	19.4%	19.6%
A little	22.8%	25.0%	24.3%	23.5%
Not at all	58.0%	53.9%	56.2%	56.9%
Total	100.0%	100.0%	100.0%	100.0%

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*

	Orange	Osceola	Seminole	Total
A lot	54.3%	51.8%	55.0%	54.0%
A little	35.6%	37.6%	35.8%	36.0%
Not at all	10.1%	10.6%	9.2%	10.0%
Total	100.0%	100.0%	100.0%	100.0%

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	50.4%	50.1%	53.4%	51.0%
A little	40.6%	40.3%	37.1%	39.8%
Not at all	9.0%	9.6%	9.5%	9.2%
Total	100.0%	100.0%	100.0%	100.0%

Transportation Technology: Driverless Vehicles

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.	29.1%	30.1%	26.7%	28.7%
Use a service where I could summon a driverless vehicle whenever needed.	32.9%	31.1%	31.6%	32.3%
Use a service where a driverless vehicle picks me up, and I ride with a few other people (shared driverless service).	11.5%	12.5%	13.1%	12.0%
I would never consider any of these options.	26.6%	26.3%	28.6%	27.0%
	100.0%	100.0%	100.0%	100.0%

If you had to choose one of the options below to get to and from work, which would you choose?				
	Orange	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.	17.1%	21.2%	18.2%	18.0%
I would prefer to live closer to work, say in a downtown, walkable environment.	64.9%	63.5%	62.5%	64.2%
I would never consider any of these options.	18.0%	15.3%	19.3%	17.8%
	100.0%	100.0%	100.0%	100.0%

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	37.7%	34.2%	32.2%	35.9%
A little	51.5%	54.9%	58.3%	53.6%
Nothing at all	10.8%	10.9%	9.5%	10.5%
	100.0%	100.0%	100.0%	100.0%

[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	30.1%	33.4%	27.9%	30.2%
Mostly negative	13.6%	15.9%	14.4%	14.2%
A mix of both	56.3%	50.6%	57.7%	55.7%
	100.0%	100.0%	100.0%	100.0%

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.	23.4%	25.9%	23.1%	23.8%
No, I don't think so.	34.4%	29.6%	32.9%	33.3%
I'm not sure.	42.2%	44.5%	43.9%	43.0%
	100.0%	100.0%	100.0%	100.0%

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	13.2%	15.2%	12.0%	13.3%
No	81.0%	77.2%	81.5%	80.4%
I'm not sure.	5.9%	7.7%	6.5%	6.3%
	100.0%	100.0%	100.0%	100.0%

[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	59.1%	56.3%	56.2%	58.0%
No	40.9%	43.7%	43.8%	42.0%
	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.	63.8%	64.3%	62.2%	63.5%
It would be safer.	22.1%	18.9%	21.0%	21.3%
I could do other things while driving.	52.8%	59.0%	50.8%	53.4%
It would be less stressful than driving.	46.7%	47.0%	49.2%	47.3%
It would give me greater independence.	22.6%	27.7%	21.9%	23.3%
It would be convenient.	44.4%	49.8%	45.3%	45.5%
It would be good for long trips.	41.8%	46.2%	46.2%	43.5%
Something else	3.9%	2.8%	2.1%	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.)				
	Orange	Osceola	Seminole	Total
I'm worried about giving up control.	37.9%	35.2%	39.6%	37.8%
I have safety concerns.	74.5%	82.4%	80.4%	77.3%
I enjoy driving.	26.1%	23.3%	26.9%	25.8%
I feel the technology is not ready.	49.7%	46.6%	56.9%	50.9%
There is potential for hacking.	32.1%	32.1%	29.6%	31.5%
Something else	7.9%	5.7%	2.7%	6.3%
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	15.6%	16.7%	13.9%	15.4%
Somewhat safe	45.1%	43.6%	45.1%	44.8%
Not too safe	24.4%	26.7%	26.9%	25.3%
Not safe at all	15.0%	13.1%	14.1%	14.4%
	100.0%	100.0%	100.0%	100.0%

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	56.7%	60.0%	56.5%	57.2%
Agree	33.9%	32.1%	36.1%	34.1%
Disagree	6.6%	5.6%	5.3%	6.2%
Strongly Disagree	2.8%	2.3%	2.1%	2.6%
	100.0%	100.0%	100.0%	100.0%

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.				
	Orange	Osceola	Seminole	Total
Strongly Agree	11.1%	11.2%	9.8%	10.8%
Agree	26.8%	26.9%	26.4%	26.8%
Disagree	30.9%	29.8%	32.8%	31.1%
Strongly Disagree	31.1%	32.1%	31.0%	31.3%
	100.0%	100.0%	100.0%	100.0%

Transportation Technology: Electric Cars

Would you ever consider purchasing a completely electric vehicle? (This does NOT include hybrid cars, which use a mix of electricity and gasoline).				
	Orange	Osceola	Seminole	Total
No, I would never consider purchasing an electric vehicle.	14.1%	17.3%	15.1%	14.9%
Yes, I would consider it.	62.5%	61.0%	62.8%	62.3%
I'm not sure.	20.0%	19.4%	19.6%	19.8%
I already own a completely electric vehicle (this does not include hybrids).	3.4%	2.3%	2.5%	3.0%
	100.0%	100.0%	100.0%	100.0%

[If respondent would never consider purchasing electric car] What are the main reasons you would NOT consider buying an electric vehicle? (Select all that apply.)				
	Orange	Osceola	Seminole	Total
They are too expensive.	51.5%	46.7%	49.0%	50.0%
I worry they won't be able to drive long distances.	51.5%	45.6%	49.0%	49.8%
I don't know enough about them.	24.0%	22.2%	29.4%	24.9%
Finding a charging station would be too much of a hassle.	58.4%	54.4%	54.9%	56.8%
I wouldn't be able to charge my car at home.	32.1%	30.0%	32.4%	31.7%
Electric cars just aren't my style.	34.4%	41.1%	36.3%	36.1%
Other	14.9%	17.8%	11.8%	14.8%
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 are the main reasons you feel unsure about buying an electric vehicle? (Select all that apply.)				
	Orange	Osceola	Seminole	Total
They are too expensive.	44.2%	49.5%	40.9%	44.4%
I worry they won't be able to drive long distances.	44.7%	37.6%	47.7%	44.2%
I don't know enough about them.	43.9%	55.4%	43.9%	45.9%
Finding a charging station would be too much of a hassle.	47.4%	45.5%	47.7%	47.2%
I wouldn't be able to charge my car at home	28.8%	25.7%	29.5%	28.5%
Electric cars just aren't my style.	16.4%	15.8%	20.5%	17.2%
Other	5.1%	4.0%	3.0%	4.5%
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?				
	Orange	Osceola	Seminole	Total
Within the next year	10.5%	10.8%	11.0%	10.7%
Within the next 3 years	33.8%	32.3%	33.2%	33.4%
Within the next 10 years	32.6%	29.9%	34.7%	32.6%
Within the next 11-20 years	8.8%	12.2%	9.6%	9.5%
I probably won't ever buy an electric car.	14.2%	14.8%	11.6%	13.7%
	100.0%	100.0%	100.0%	100.0%

Transportation Funding

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	23.4%	22.3%	21.5%	22.8%
Agree	38.4%	36.5%	41.8%	38.8%
Disagree	15.1%	14.6%	15.5%	15.1%
Disagree strongly	9.4%	11.5%	7.7%	9.4%
Neutral/no opinion	13.6%	15.0%	13.5%	13.8%
	100.0%	100.0%	100.0%	100.0%

Taking your best guess, Do you think transportation funding for roads has increased, decreased, or stayed the same in the past few years?				
	Orange	Osceola	Seminole	Total
Increased	35.5%	36.2%	34.0%	35.3%
Decreased	16.5%	16.6%	16.6%	16.5%
Stayed the same	24.3%	22.7%	23.0%	23.7%
I am not sure.	23.8%	24.5%	26.3%	24.5%
	100.0%	100.0%	100.0%	100.0%

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	16.5%	15.9%	14.7%	16.0%
Somewhat Support	36.2%	33.8%	37.7%	36.2%
Somewhat Oppose	21.8%	22.2%	24.1%	22.4%
Strongly Oppose	25.5%	28.0%	23.5%	25.5%
	100.0%	100.0%	100.0%	100.0%

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"), where low-income drivers pay a lower rate.*				
	Orange	Osceola	Seminole	Total
Strongly Support	25.7%	22.6%	22.9%	24.5%
Somewhat Support	35.5%	33.8%	35.7%	35.3%
Somewhat Oppose	17.2%	16.8%	20.8%	17.9%
Strongly Oppose	21.6%	26.7%	20.7%	22.3%
	100.0%	100.0%	100.0%	100.0%

Demographics

How did you hear about this survey?				
	Orange	Osceola	Seminole	Total
I received a postcard in the mail.	1.4%	1.9%	0.4%	1.2%
Email from MetroPlan Orlando	32.1%	28.1%	26.1%	30.1%
Email from another organization (Which?)	11.2%	9.0%	4.5%	9.4%
Social media post	33.3%	35.2%	41.0%	35.4%
Social media ad	11.0%	15.7%	19.8%	13.8%
News article (Which news outlet?)	0.4%	1.4%	0.7%	0.7%
Other (Please describe)	10.6%	8.6%	7.5%	9.5%
	100.0%	100.0%	100.0%	100.0%

In what year were you born? (age)				
	Orange	Osceola	Seminole	Total
18-34	37.0%	32.8%	39.0%	36.7%
35-49	25.6%	29.6%	23.6%	25.9%
50-64	22.9%	22.5%	20.0%	22.2%
65+	14.5%	15.0%	17.4%	15.2%
	100.0%	100.0%	100.0%	100.0%

How do you describe yourself?				
	Orange	Osceola	Seminole	Total
Male	41.7%	42.8%	41.0%	41.7%
Female	56.7%	55.8%	57.2%	56.7%
Gender non-conforming	0.9%	1.2%	1.4%	1.1%
Prefer to self-describe	0.7%	0.2%	0.5%	0.5%
	100.0%	100.0%	100.0%	100.0%

Which of the following do you consider as your racial or ethnic group?				
	Orange	Osceola	Seminole	Total
American Indian or Alaska Native	1.5%	3.0%	2.6%	2.0%
Asian	3.8%	2.8%	2.4%	3.4%
Black or African American	14.7%	8.7%	8.7%	12.4%
Multiracial	5.2%	4.8%	3.8%	4.8%
Native Hawaiian and Other Pacific Islander	0.8%	0.4%	0.9%	0.7%
White	69.0%	71.6%	78.3%	71.5%
Other	4.9%	8.7%	3.3%	5.2%
	100.0%	100.0%	100.0%	100.0%

Are you Hispanic/Latino(a)?				
	Orange	Osceola	Seminole	Total
No	78.3%	67.7%	78.6%	76.6%
Yes	21.7%	32.3%	21.4%	23.4%
	100.0%	100.0%	100.0%	100.0%

[If Yes, to Hispanic/Latino(a)] I consider myself:				
	Orange	Osceola	Seminole	Total
Colombian	8.1%	9.3%	8.6%	8.5%
Cuban	8.1%	3.7%	7.1%	6.9%
Dominican	7.1%	9.3%	7.9%	7.8%
Mexican, Mexican American, Chicano/a	11.9%	8.6%	15.7%	11.9%
Puerto Rican	34.0%	43.8%	33.6%	36.2%
Venezuelan	10.2%	8.0%	5.0%	8.6%
Other Hispanic	20.6%	17.3%	22.1%	20.1%
	100.0%	100.0%	100.0%	100.0%

How much formal schooling have you had?				
	Orange	Osceola	Seminole	Total
Less than high school	2.0%	2.0%	1.4%	1.8%
High school or equivalent (including GED)	14.8%	22.5%	16.8%	16.6%
Some college (including AA degree or two-year degree)	28.3%	32.3%	30.5%	29.5%
College graduate	31.8%	25.4%	33.4%	31.1%
Graduate or professional degree	23.1%	17.8%	17.9%	21.0%
	100.0%	100.0%	100.0%	100.0%

Which of the following best describes your current employment status?				
	Orange	Osceola	Seminole	Total
Work full-time	53.5%	51.2%	50.8%	52.5%
Work part-time	12.9%	10.4%	12.5%	12.4%
Retired	12.6%	15.0%	17.0%	13.9%
Disabled	3.6%	5.1%	2.6%	3.6%
Student	5.5%	5.5%	6.0%	5.6%
Keeping house	3.8%	4.3%	3.9%	3.9%
Unemployed/laid off and looking for work	6.3%	6.5%	5.7%	6.2%
Unemployed/laid off and not looking for work	1.8%	2.0%	1.5%	1.8%
	100.0%	100.0%	100.0%	100.0%

Including yourself, how many people live or stay in your household?				
	Orange	Osceola	Seminole	Total
1 (I live alone)	16.9%	12.0%	14.3%	15.5%
2	36.0%	31.0%	32.1%	34.3%
3	20.1%	18.1%	22.0%	20.2%
4	16.9%	21.9%	19.0%	18.2%
5	5.9%	10.5%	9.3%	7.4%
6	2.5%	4.5%	2.3%	2.8%
7	1.0%	1.0%	0.8%	0.9%
8	0.3%	0.6%	0.3%	0.4%
9+	0.3%	0.4%	0.0%	0.3%
	100.0%	100.0%	100.0%	100.0%

What is your total annual household income before taxes?				
	Orange	Osceola	Seminole	Total
$9,999 or less	5.0%	6.3%	3.9%	5.0%
$10,000-$14,999	5.5%	4.8%	3.7%	5.0%
$15,000-$19,999	3.8%	4.6%	3.9%	4.0%
$20,000-$24,999	6.0%	6.3%	6.8%	6.2%
$25,000-$29,999	5.9%	6.3%	6.6%	6.1%
$30,000-$34,999	5.7%	6.8%	5.7%	5.9%
$35,000-$39,999	4.6%	5.9%	5.1%	4.9%
$40,000-$44,999	4.2%	2.6%	5.4%	4.2%
$45,000-$49,999	4.8%	7.0%	4.4%	5.1%
$50,000-$74,999	16.0%	15.7%	16.4%	16.0%
$75,000-$100,999	13.1%	14.4%	14.7%	13.7%
$101,000-$120,000	7.6%	6.6%	8.3%	7.6%
$121,000-$179,000	9.2%	7.9%	9.8%	9.1%
$180,000-$199,000	2.6%	1.5%	1.2%	2.1%
More than $200,000	5.8%	3.3%	4.2%	5.0%
	100.0%	100.0%	100.0%	100.0%

Open-ended Questions

Responses to open-ended questions are not included in this appendix because of the volume of responses. They are available upon request. Contact: Cynthia Lambert, Public Information Manager, at CLambert@metroplanorlando.org.

- [If respondent does NOT press pedestrian button to cross the road] **You say you do not press the pedestrian button when you need to cross the road. Please share the primary reasons why you do not use it.**

- [Image of Pedestrian Hybrid Beacon] **What do you believe this light means for drivers? What do you believe this light means for pedestrians?**

- [Image of Rectangular Rapid-Flashing Beacon] **What do you believe this light means for drivers? What do you believe this light means for pedestrians?**

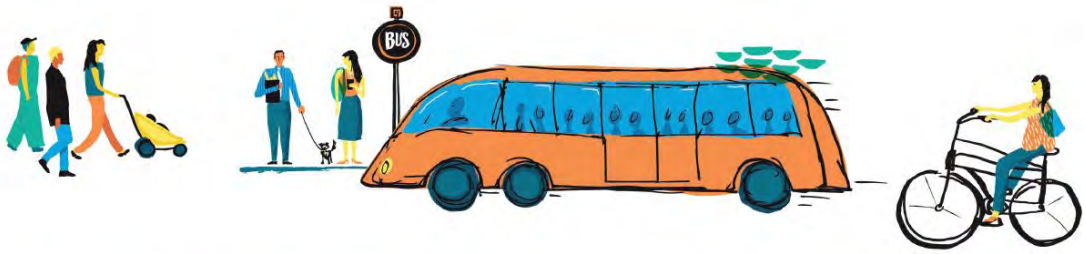
- [If respondent uses LYNX bus often or sometimes] **I would use the LYNX bus system more if _____.**

- [If respondent uses SunRail often or sometimes] **I would use SunRail more if _____.**

- **In your own words, how do you define transportation equity?**

Appendix B:
Community Outreach Material

Postcard Mailer



Help Us Move Ahead!

Share Your Opinions on Central Florida Transportation

Participants can enter a $25 gift card drawing.

Los participantes pueden ingresar un sorteo de tarjeta

Scan Me
Escanéame

bit.ly/mposurvey21
Enter Code: 1031

SCAN THE CODE TO TAKE OUR SURVEY
Tell us what you think about technology, safety, public transit, and more.

ESCANEA EL CÓDIGO PARA TOMAR NUESTRA ENCUESTA
Cuéntenos lo que piensas sobre el transporte, tecnología, seguridad, transporte público y más.

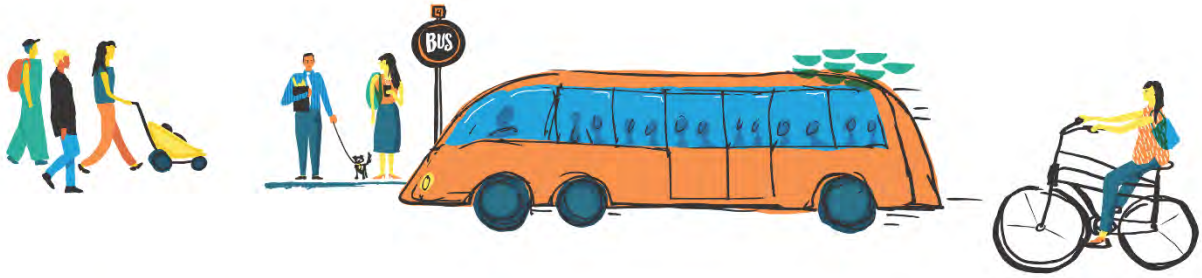
No internet? Call 407-536-9498 to request a print survey.
¿No tienes internet? Llame al 407-536-9498 para solicitar una encuesta impresa.

Learn more: MetroPlanOrlando.org/research

PRSRT STD
U.S. POSTAGE
PAID
MAILED FROM
ZIP CODE 32216
PERMIT NO 584

1 * 1 * 0001 **********AUTO**5-DIGIT 32703
DAVID G SPADA
Or Current Resident
425 Oakland Ave
Apopka, FL 32703-5358

Survey Flyer



Help Us Move Ahead!

Share Your Opinions on Central Florida Transportation

Scan Me
Escanéame

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Participants can enter a $25 gift card drawing.

Los participantes pueden ingresar un sorteo de tarjeta de regalo de $25.

SCAN THE CODE TO TAKE OUR SURVEY

Tell us what you think about technology, safety, public transit, and more.

ESCANEA EL CÓDIGO PARA TOMAR NUESTRA ENCUESTA

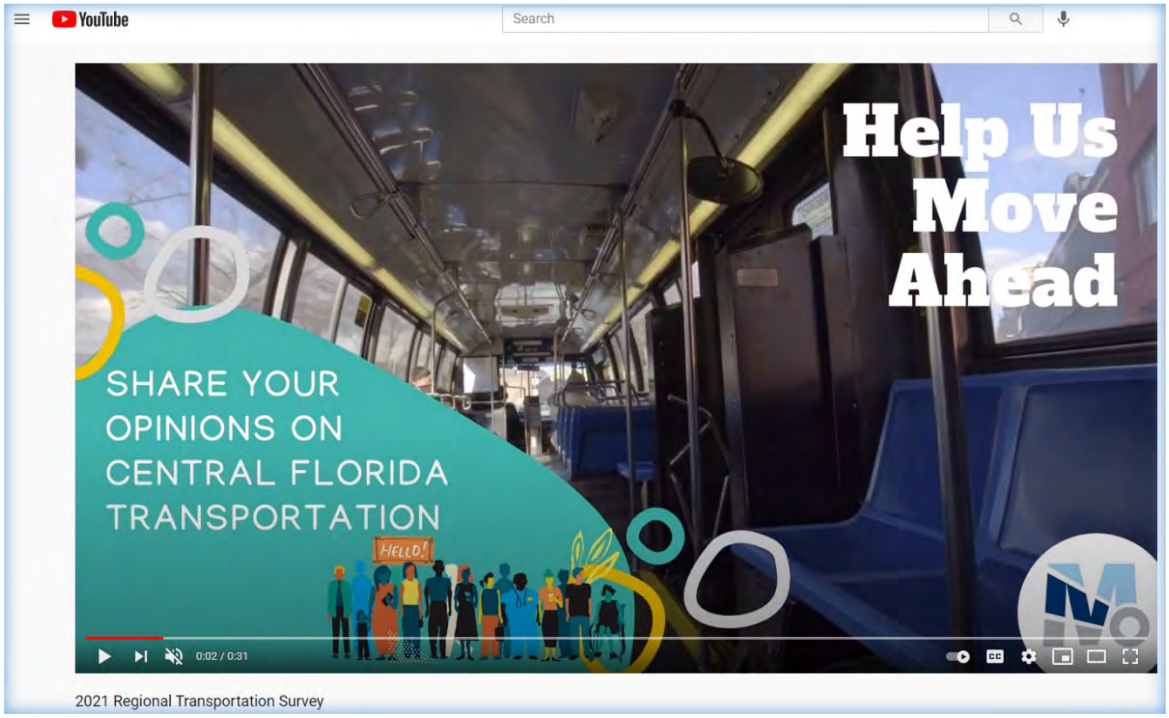
Cuéntenos lo que piensas sobre el transporte, tecnología, seguridad, transporte público y más.

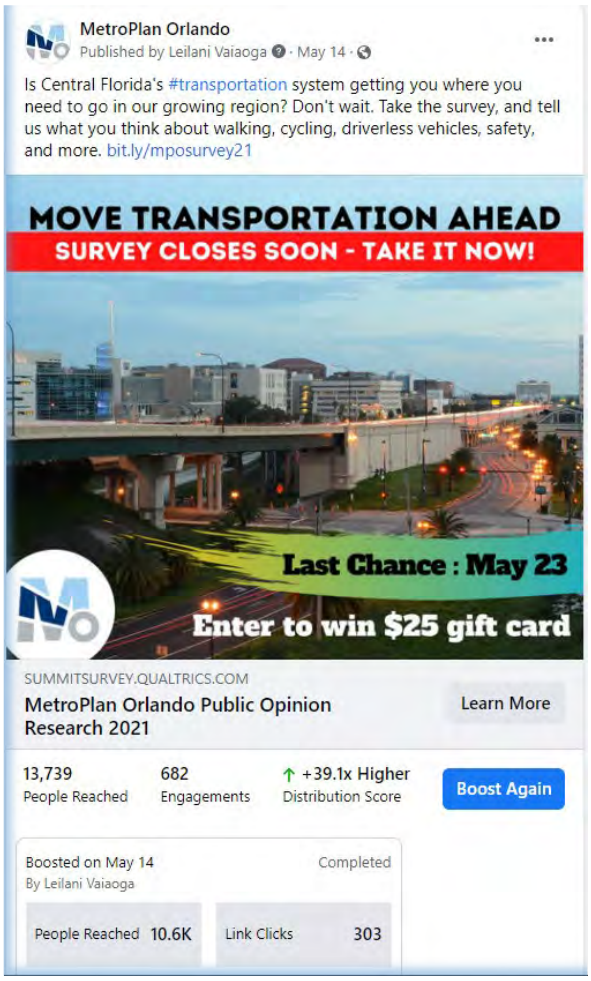
Take the survey online, May 3-23: bit.ly/mposurvey21

Learn more at MetroPlanOrlando.org/research

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

- Link to YouTube video promo – https://youtu.be/cWxGgLVA6TY





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Transportation is essential to Central Floridians seeking jobs, medical care, community services and education. The 2021 Regional Transportation Survey is your chance to speak out on a number of topics, including #transportation challenges, technology, and safety. It will help us learn more about the region's needs, so we can determine how to best accommodate everyone and plan into the future. Learn more and take the survey here: bit.ly/mposurvey21

2021 Regional Transportation Survey

11

Thanks for posting... | This is a... | Do you think... | Helpful! Th

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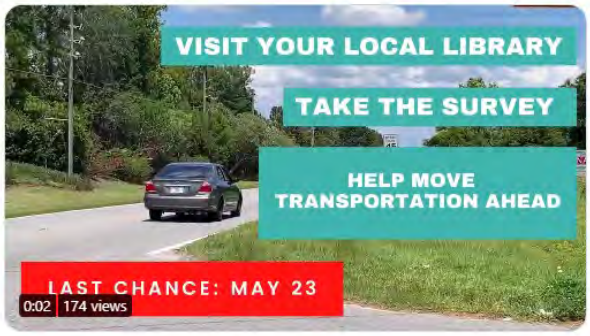
The kid is right. Do the magic hand thing and take the Regional Transportation Survey. This is the way ➡ bit.ly/mposurvey21 #MayThe4th #StarWarsDay #transportation

MetroPlan Orlando @MetroPlan_Orl · May 18

Did you know @OsceolaLibrary , @SeminoleLibrary and @oclslibrary have wonderful resources? Use a computer at your local branch to take our #transportation survey or pick up a paper copy and fill one out! bit.ly/mposurvey21



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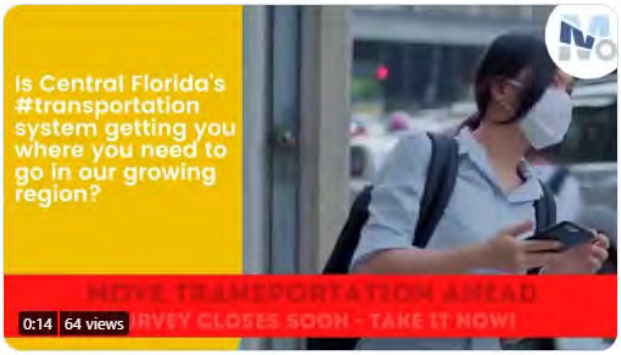
MetroPlan Orlando @MetroPlan_Orl · May 17

¡Ayúdenos a mejorar el transporte en la Florida Central! Comparta sus opiniones en esta encuesta sobre los desafíos del transporte, la tecnología y más: bit.ly/mposurvey21 @HCCMO @telemundo31 @UnivisionOrl @osceolastarnews @prensafl

2 3

MetroPlan Orlando @MetroPlan_Orl · May 21

To support a diverse economy, we need a #transportation system that serves everyone. Take 10 minutes to help us understand your transportation needs: bit.ly/mposurvey21 @AACCCF @Eatonvillel @CFUrbanLeague @kisschamber @PRChamberCFL @IaccOrlando @OsceolaCOA @SeminoleChamber



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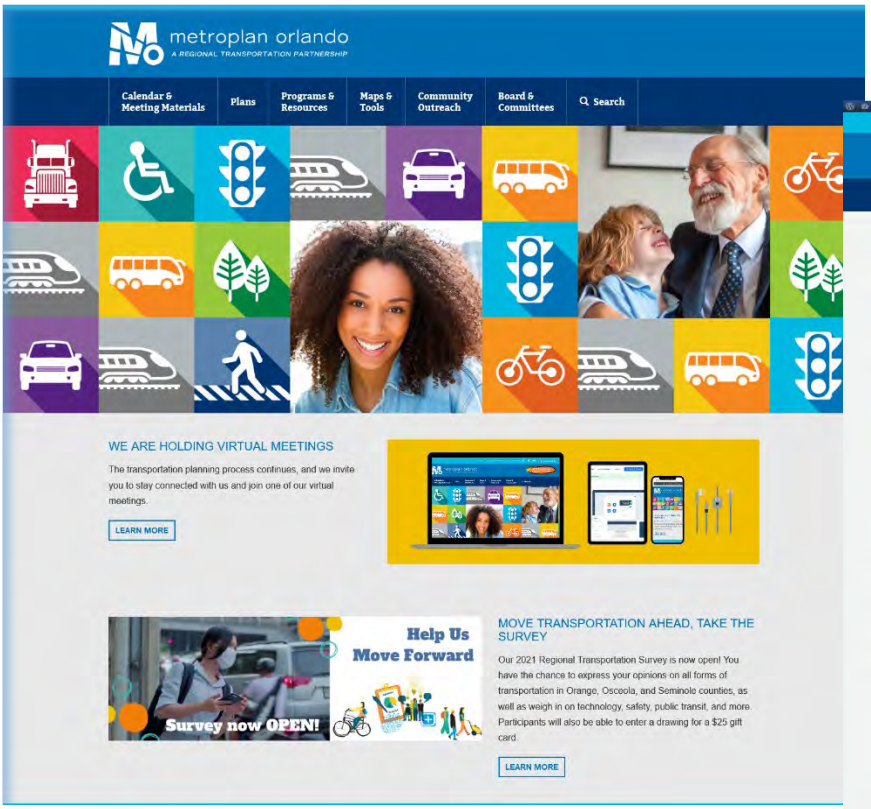
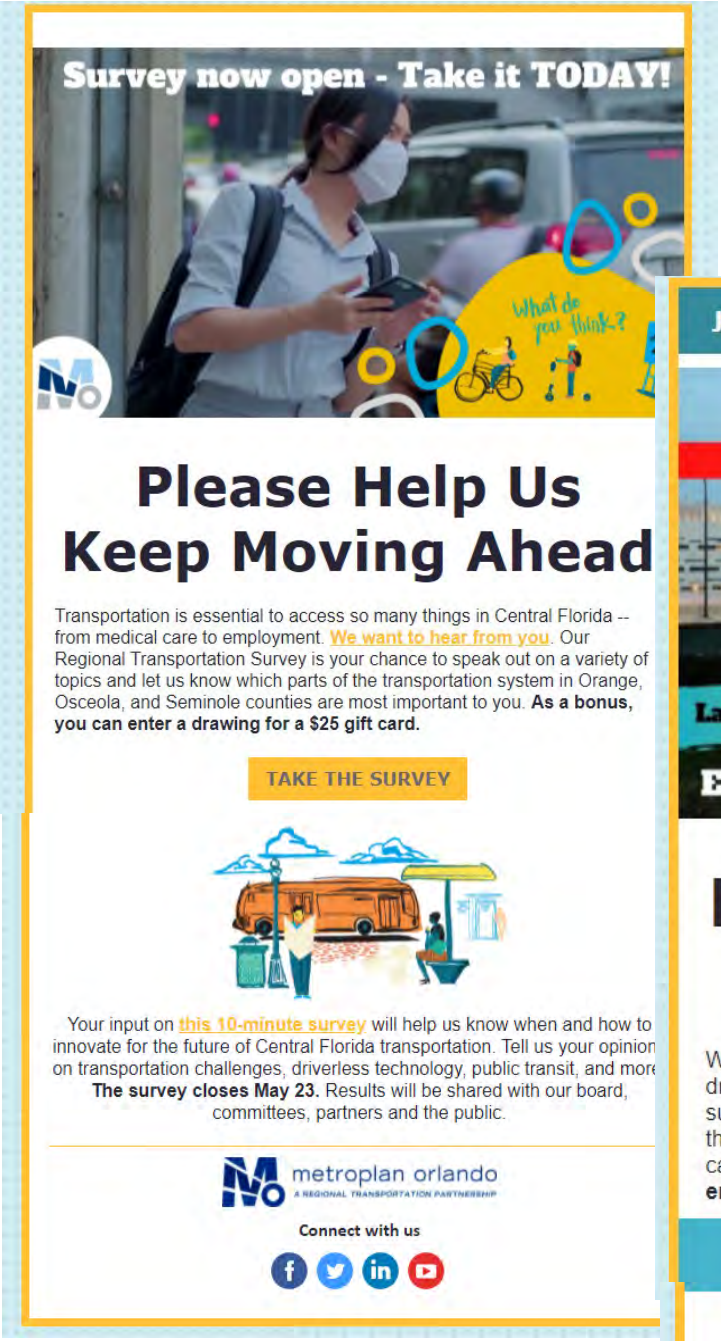
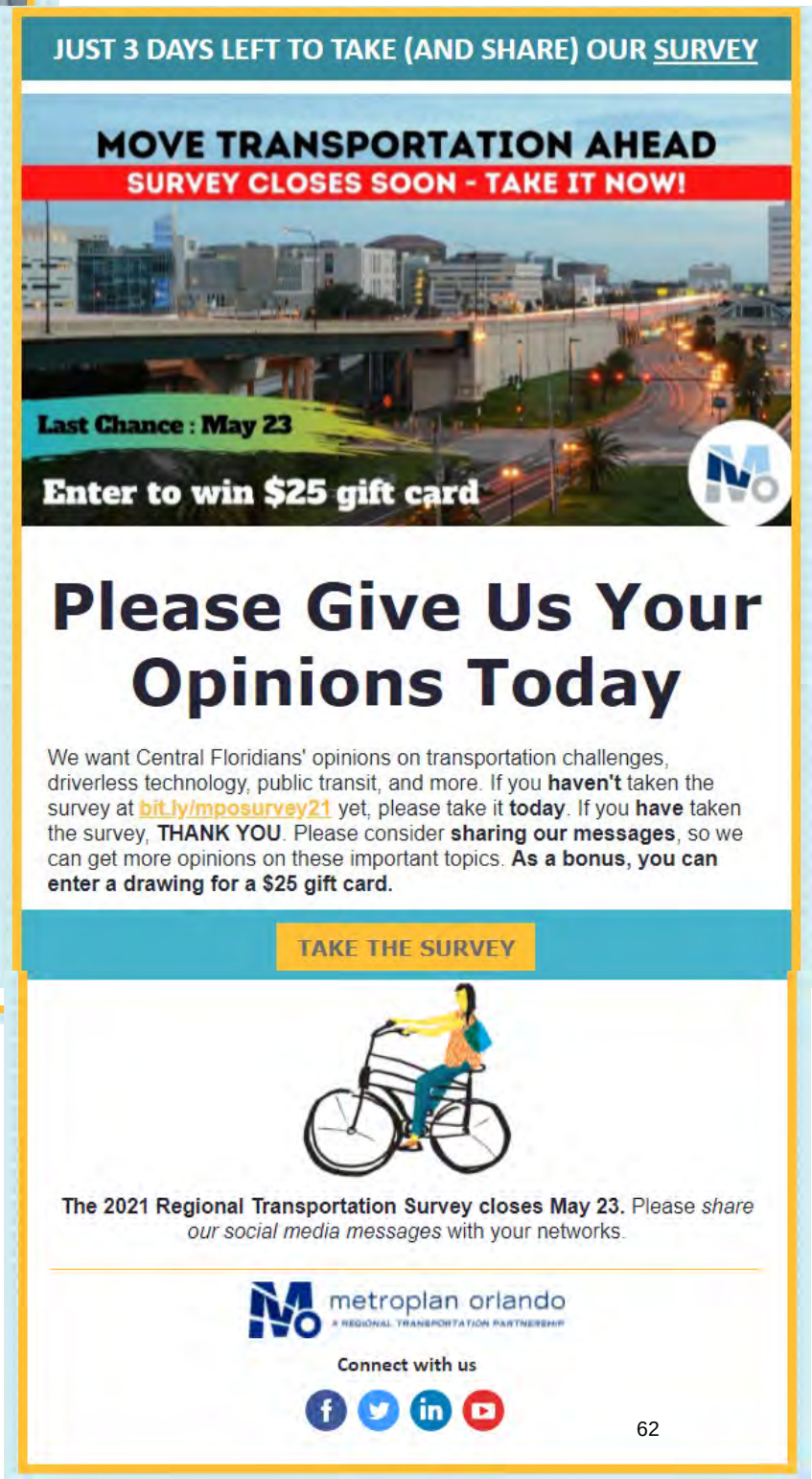
Website (MetroPlanOrlando.org)



Email Promotion (Constant Contact)





LED Billboard on US 192

(courtesy of Osceola Supervisor of Elections office)

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