

Tracking the Trends 2008

**A Report on Transportation System Performance and
Related Indicators in the Orlando Metropolitan Area**

April 2009



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TRACKING THE TRENDS 2008

EXECUTIVE SUMMARY

Purpose and Findings

The purpose of this report is to evaluate the trends that have occurred over the past several years on the transportation system in the Orlando Metropolitan Area. The report contains information on such transportation modes as private automobiles, transit, aviation, rail, bicycling and walking. Statistics with regard to commercial trucks, as well as passengers and freight at Port Canaveral, have also been included. In addition, population and employment data are included for comparison purposes. This information is presented in a series of tables and bar charts that show recent changes in these various categories.

These are some examples of findings from the report:

- From 2004 to 2008, the estimated population of the Orlando Metropolitan Area (Orange, Osceola and Seminole Counties) increased by **10.5%**. (page 2)
- From 2003 to 2007, the number of vehicle miles traveled in the Orlando Metropolitan Area increased by **15.0%**. (page 19)
- From FY 2003/04 to 2007/08, the number of registered vehicles in the Orlando Metropolitan Area increased by **9.3%**. (page 21)
- From 2003 to 2007, the number of traffic crashes in the area increased by **22.4%**, the number of injuries increased by **5.0%**, and the number of fatalities increased by **14.9%**. (pages 31-35)
- From FY 2003/04 to 2007/08, the number of gallons of gasoline consumed in the Orlando Metropolitan Area increased by **7.3%**. (page 39)
- From FY 2003/04 to 2007/08, the number of gallons of diesel fuel consumed in the Orlando Metropolitan Area increased by **10.1%**. (page 42)
- From 2001 to 2005, the travel time index in the area was unchanged. (page 45 – *The 2005 data was the latest available for this report.*)
- From 2004 to 2008, the number of E-PASS/SunPASS transponders in use on the toll roads in the area increased by **48.1%**. (page 51)
- From FY 2003/04 to 2007/08, the total number of passengers on the LYNX transit system increased by **16.0%**. (page 55)
- During the same period, the number of passengers on the I-Ride trolley system increased by **8.1%**. (page 58)
- From 2004 to 2008, the total number of passengers at the Orlando International Airport increased by **13.9%**. (page 62)

- During the same period, the total number of passengers at the Orlando Sanford International Airport increased by **0.2%**. (page 64)
- From FY 2003/04 to 2007/08, the number of passengers using the Amtrak rail service in the Orlando Metropolitan Area increased by **8.2%**. (page 69)
- Between the 1990-1999 time period and the 2000-2007 time period, the rate of bicyclist injuries per 100,000 population decreased by **49.0%**, while the rate of bicyclist fatalities per 100,000 population was unchanged. (page 73)
- During the same period, the rate of pedestrian injuries per 100,000 population decreased by **26.7%**, while the rate of pedestrian fatalities per 100,000 population decreased by **20.0%**. (page 74)

Percentage Changes for Last Two Years of Data

The following tables contain the percentage changes for the last two years of the data included in this report.

Socioeconomic Statistics

Population	2007	2008	% Change
Orange County	1,105,603	1,114,979	+ 0.8%
Osceola County	266,123	273,709	+ 2.9%
Seminole County	425,698	426,413	+ 0.2%
Total	1,797,424	1,815,101	+ 1.0%

Employment	2007	2008	% Change
Orange County	578,008	573,838	-0.7%
Osceola County	121,236	124,351	+ 2.6%
Seminole County	237,487	234,172	-1.4%
Total	936,731	932,361	-0.5%

Hotel/Motel Rooms	2006/07	2007/08	% Change
Orange County	78,698	79,297	+ 0.8%
Osceola County	26,595	26,317	-1.0%
Seminole County	4,655	4,642	-0.3%
Total	109,948	110,256	+ 0.3%

Visitors to Orlando	2006	2007*	% Change
Domestic	45,114,000	45,907,000	+ 1.8%
International	2,686,000	2,838,000	+ 5.7%
Total	47,800,000	48,745,000	+ 2.0%

* Latest data available at time of publication.

Highway Statistics

(The following traffic counts reflect the averages of the location counts for each roadway shown in the tables on pages 4-7 and 13-14.)

Traffic Counts	2006	2007*	% Change
I-4	154,630	154,030	-0.4%
SR 50	42,090	42,200	+ 0.3%
SR 436	54,420	55,330	+ 1.7%
Orange Ave.	32,280	31,520	-2.4%
SR 434	37,330	39,860	+ 6.8%
US 441	43,150	43,200	+ 0.1%
US 17/92	38,180	38,460	+ 0.7%
John Young Pkwy.	41,800	40,830	-2.3%
Kirkman Rd.	49,500	43,430	-12.3%
SR 426	32,440	33,980	+ 4.7%
US 192	47,700	49,450	+ 3.7%
SR 408	84,610	85,100	+ 0.6%
SR 417	47,610	49,060	+ 3.0%
SR 429	17,810	21,930	+ 23.1%
SR 528	71,260	73,180	+ 2.7%
Fla.'s Turnpike	57,840	62,300	+ 7.7%

* Latest data available at time of publication.

Toll Transactions	2006/07	2007/08	% Change
SR 408	138,327,000	138,932,000	+ 0.4%
SR 417	148,011,000	149,948,000	+ 1.3%
SR 429	27,539,000	31,537,000	+ 14.5%
SR 528	69,991,000	70,266,000	+ 0.4%
Fla.'s Turnpike	45,287,000	44,205,000	-2.4%
Osceola Pkwy.	7,908,000	7,682,000	-2.9%
Total	437,063,000	442,570,000	+ 1.3%

Toll Revenues	2006/07	2007/08	% Change
SR 408	\$86,503,000	\$86,093,000	-0.5%
SR 417	\$108,523,000	\$109,759,000	+ 1.1%
SR 429	\$20,741,000	\$23,920,000	+ 15.5%
SR 528	\$56,403,000	\$56,209,000	-0.3%
Fla.'s Turnpike	\$33,511,000	\$32,508,000	-3.0%
Osceola Pkwy.	\$11,440,000	\$11,021,000	-3.7%
Total	\$317,121,000	\$319,510,000	+ 0.8%

Vehicle Miles Traveled	2006	2007*	% Change
Orange County	34,663,274	36,029,040	+ 3.9%
Osceola County	8,961,895	9,139,112	+ 2.0%
Seminole County	10,211,094	10,325,317	+ 1.1%
Total	53,836,263	55,493,469	+ 3.1%

* Latest data available at time of publication.

Registered Vehicles	2006/07	2007/08	% Change
Orange County	933,356	920,965	-1.3%
Osceola County	210,329	212,696	+1.1%
Seminole County	381,971	386,946	+1.3%
Total	1,525,656	1,520,607	-0.3%

Commercial Trucks	2006/07	2007/08	% Change
Orange County	46,648	45,403	-2.7%
Osceola County	10,010	9,993	-0.2%
Seminole County	20,135	22,142	+10.0%
Total	76,793	77,538	+1.0%

Motorcycles	2006/07	2007/08	% Change
Orange County	28,947	30,898	+6.7%
Osceola County	9,798	10,284	+5.0%
Seminole County	15,867	16,459	+3.7%
Total	54,612	57,641	+5.5%

Motorcycle Injuries	2006/07	2007/08	% Change
Orange County	507	531	+4.7%
Osceola County	113	125	+10.6%
Seminole County	148	135	-8.8%
Total	768	791	+3.0%

Motorcycle Fatalities	2006/07	2007/08	% Change
Orange County	32	31	-3.1%
Osceola County	11	9	-18.2%
Seminole County	8	9	+12.5%
Total	51	49	-3.9%

Licensed Drivers	2007	2008	% Change
Orange County	875,137	875,462	+0.1%
Osceola County	220,778	221,244	+0.2%
Seminole County	343,183	346,343	+0.1%
Total	1,439,098	1,443,049	+0.3%

Traffic Crashes	2006	2007*	% Change
Orange County	17,506	18,089	+3.3%
Osceola County	3,002	3,004	+0.1%
Seminole County	2,906	2,895	-0.4%
Total	23,414	23,988	+2.5%

* Latest data available at time of publication.

Traffic Injuries	2006	2007*	% Change
Orange County	15,148	15,163	+ 0.1 %
Osceola County	2,978	3,144	+ 5.6 %
Seminole County	2,383	2,417	+ 1.4 %
Total	20,509	20,724	+ 1.0 %

* Latest data available at time of publication.

Traffic Fatalities	2006	2007*	% Change
Orange County	184	186	+ 1.1 %
Osceola County	65	52	-20.0 %
Seminole County	39	48	+ 23.1 %
Total	288	286	-0.7 %

* Latest data available at time of publication.

Rental Car Surcharge Revenues	2006/07	2007/08	% Change
Orange County	\$37,871,674	\$34,974,782	-7.6%
Osceola County	\$749,454	\$767,516	+2.4%
Seminole County	\$4,583,388	\$4,447,598	-3.0%
Total	\$43,204,516	\$40,189,896	-7.0%

Gasoline Consumption	2006/07	2007/08	% Change
Orange County Gallons	578,387,511	589,719,332	+2.0%
Osceola County Gallons	169,837,443	156,528,720	-7.8%
Seminole County Gallons	201,591,900	199,043,686	-1.3%
Total	949,816,854	945,291,738	-0.5%

Diesel Fuel Consumption	2006/07	2007/08	% Change
Orange County Gallons	121,678,155	113,229,050	-6.9%
Osceola County Gallons	25,985,440	22,819,295	-12.2%
Seminole County Gallons	26,427,473	23,703,673	-10.3%
Total	174,091,068	159,752,018	-8.2%

State Road Lane Miles - Orange County	2007	2008	% Change
Interstate (I-4)	185.2	184.2	-0.5%
Toll Roads	623.4	642.0	+3.0%
Other State Roads	966.3	970.4	+0.4%
Total	1,774.9	1,796.6	+1.2%

State Road Lane Miles - Osceola County	2007	2008	% Change
Interstate (I-4)	48.2	47.3	-1.9%
Toll Roads	264.8	264.5	-0.1%
Other State Roads	395.0	396.2	+0.3%
Total	708.0	708.0	0%

State Road Lane Miles - Seminole County	2007	2008	% Change
Interstate (I-4)	95.2	95.2	0.0%
Toll Roads	70.4	70.3	-0.1%
Other State Roads	342.9	343.3	+0.1%
Total	508.5	508.8	+0.1%

Total State Road Lane Miles	2,991.4	3,013.3	+0.7%
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Local Road Paved Center Line Miles	2006	2007*	% Change
Orange County	3,954.8	4,073.9	+3.0%
Osceola County	1,022.7	1,133.0	+10.8%
Seminole County	1,493.1	1,473.0	-1.3%
Total	6,470.6	6,679.9	+3.2%

* Latest data available at time of publication.

	2004	2005*	% Change
Travel Time Index	1.30	1.30	0.0%

* Latest data available at time of publication.

4th Highest Ozone Readings	2007	2008	% Change
Orlando Metropolitan Area	82 ppb*	76 ppb	-7.3%

* ppb = parts per billion

Management and Operations Statistics

Total Traffic Signals	2007	2008	% Change
Orange County	999	1,022	+2.3%
Osceola County	150	150	0.0%
Seminole County	370	366*	-1.1%
Total	1,519	1,538	+1.3%

Computer-Coordinated Traffic Signals	2007	2008	% Change
Orange County	773	765*	-1.0%
Osceola County	41	40*	-2.4%
Seminole County	190	193	+1.6%
Total	1,004	998	-0.6%

* See notes on page 48.

	2004	2005*	% Change
Effect of Traffic Signal Coordination on Travel Delay	189,000 person hours	189,000 person hours	0.0%

* Latest data available at time of publication.

	2005	2007	% Change
Traffic Signal Report Card Score	68	74	+ 8.8%

	2007	2008	% Change
Road Ranger Service Assists	89,951	55,910*	-37.8%

* See note on page 50.

	2007	2008	% Change
E-PASS/SunPASS Transponders	685,873	724,080	+ 5.6%

Transit Statistics

LYNX Ridership	2006/07	2007/08	% Change
Fixed Route Bus	24,145,906	25,209,815	+ 4.4%
LYMMO	1,176,406	1,170,237	-0.5%
Special Shuttles	23,175	30,208	+ 30.3%
ACCESS LYNX	550,578	609,005	+ 10.6%
VanPlan	205,365	180,065	-12.3%
Total	26,101,430	27,199,330	+ 4.2%

	2006/07	2007/08	% Change
LYNX Fixed Route Vehicle Miles Traveled	15,475,289	16,728,183	+ 8.1%

	2006/07	2007/08	% Change
Average Mileage of LYNX Bus Fleet	332,909	244,495	-26.6%

	2006/07	2007/08	% Change
LYNX Carpool Matching Participants	3,349	3,868	+ 15.5%

	2006/07	2007/08	% Change
I-RIDE Ridership	2,091,763	2,108,225	+ 0.8%

School Bus Ridership	2006/07	2007/08	% Change
Orange County	25,920,000	24,117,480	-7.0%
Osceola County	8,018,280	8,607,960	+7.4%
Seminole County	11,092,320	11,172,240	+0.7%
Total	45,030,600	43,897,680	-2.5%

Aviation Statistics

Orlando International Airport	2007	2008	% Change
Domestic Passengers	34,182,947	32,973,829	-3.5%
International Passengers	2,297,469	2,686,913	+17.0%
Total Passengers	36,480,416	35,660,742	-2.2%
Tons of Cargo	205,733	178,489	-13.2%
Aircraft Operations	360,075	334,780	-7.0%

Orlando Sanford Int'l Airport	2007	2008	% Change
Domestic Passengers	842,741	1,071,666	+27.2%
International Passengers	937,754	765,581	-18.4%
Total Passengers	1,780,495	1,837,247	+3.2%
Tons of Cargo	7,496	5,370	-28.4%
Aircraft Operations	294,781	225,011	-23.7%

Orlando Executive Airport	2007	2008	% Change
Aircraft Operations	149,991	133,373	-11.1%

Kissimmee Gateway Airport	2007	2008	% Change
Aircraft Operations	169,022	151,838	-10.2%

Rail Statistics

Amtrak Passengers	2006/07	2007/08	% Change
Orlando	129,469	147,491	+13.9%
Winter Park	26,491	29,514	+11.4%
Kissimmee	34,828	38,495	+10.5%
Sanford Autotrain	217,822	234,839	+7.8%
Total	408,610	450,339	+10.2%

Bicycle and Pedestrian Statistics

	2007	2008	% Change
Miles of On-Road Bicycling Facilities	415	441	+6.3%

	2007	2008	% Change
Miles of Shared-Use Pathways	69	74	+7.2%

	2007	2008	% Change
Miles of Sidewalk Bikeways	39	41	+ 5.1%

	2007	2008	% Change
# of Grade-Separated Bike and Ped Facilities	20	20	0%

Bicycle Injury Rates/100,000 Population	1990-1998	1999-2007*	% Change
Orange County	56.5	29.8	-47.3%
Osceola County	46.0	19.7	-57.2%
Seminole County	34.2	16.6	-51.5%
Orlando Urban Area	49.4	25.2	-49.0%

Bicycle Fatality Rates/100,000 Population	1990-1998	1999-2007*	% Change
Orange County	0.8	0.8	0%
Osceola County	1.1	1.0	-9.1%
Seminole County	0.4	0.3	-2.5%
Orlando Urban Area	0.7	0.7	0%

Pedestrian Injury Rates/100,000 Population	1990-1998	1999-2007*	% Change
Orange County	75.1	54.6	-27.3%
Osceola County	56.0	40.9	-27.0%
Seminole County	35.6	26.4	-25.8%
Orlando Urban Area	62.5	45.8	-26.7%

Pedestrian Fatality Rates/100,000 Pop.	1990-1998	1999-2007*	% Change
Orange County	4.6	4.0	-13.0%
Osceola County	4.4	2.8	-36.4%
Seminole County	2.7	1.6	-40.7%
Orlando Urban Area	4.0	3.2	-20.0%

* Latest data available at time of publication.

Port Canaveral Statistics

	2006/07	2007/08	% Change
Number of Passengers	4,274,922	3,573,960	-16.4%
Tons of Freight	3,572,206	2,395,779	-32.9%

Transportation Capital Improvement Funding Statistics

Note: The amount of funding programmed for transportation improvements does not necessarily increase every year, but fluctuates from year to year depending on when the funding allocations for various improvements are scheduled.

Highway Capital Funding	2006/07	2007/08	% Change
Orange County	\$855,454,000	\$816,711,000	-4.5%
Osceola County	\$219,502,000	\$190,731,000	-13.1%
Seminole County	\$186,335,000	\$203,148,000	+9.0%
Total	\$1,261,291,000	\$1,210,590,000	-4.0%

	2006/07	2007/08	% Change
Transit Capital Funding	\$35,750,000	\$55,505,000*	+55.3%

* The 2007/08 transit funding figure includes \$16.3 million for commuter rail.

Airport Capital Funding	2006/07	2007/08	% Change
Orlando Int'l Airport	\$21,906,000	\$34,939,000	+59.5%
Orlando Sanford Airport	\$14,716,000	\$12,151,000	-17.4%
Orlando Exec. Airport	\$1,475,000	\$2,633,000	+78.5%
Kissimmee Gateway Airport	\$1,666,000	\$1,765,000	+5.9%
Total	\$39,763,000	\$51,488,000	+29.5%

Bicycle & Pedestrian Capital Funding	2006/07	2007/08	% Change
Orange County	\$7,454,000	\$4,201,000	-43.6%
Osceola County	\$3,303,000	\$571,000	-82.7%
Seminole County	\$16,543,000	\$11,126,000	-32.7%
Total	\$27,300,000	\$15,898,000	-41.8%

	2006/07	2007/08	% Change
Grand Total Transportation Capital Funding	\$1,364,104,000	\$1,333,481,000	-2.2%

Tracking the Trends 2008

Introduction

The transportation system of an urban area is comparable to the circulatory system of a human body. Just as the circulatory system transports blood to organs, muscles, etc., an area's transportation system transports people and goods to and from work, school, shopping, entertainment, places of worship, health facilities, and other locations. Thus, the condition of an urban area's transportation system has a very direct impact on the "health" of the area as a whole. If an area's highways are overly congested or there is not adequate transit, rail or air service, this will have an adverse effect on the area's economy and the overall quality of life of its citizens.

The purpose of this report is to provide an overview of the condition of the Orlando Metropolitan Area's transportation system by evaluating the trends that have occurred over the past several years on the area's highway, transit, aviation, rail, and bicycle and pedestrian systems. In addition, information on freight movement by air and ship is included. This data is presented using various indicators of activity for these transportation modes.

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

Local agencies that provided information include the Orlando-Orange County Expressway Authority, LYNX, the International Drive Master Transit and Improvement District, the Greater Orlando Aviation Authority, the Sanford Airport Authority, the Kissimmee Gateway Airport, the University of Central Florida, and the Orange, Osceola and Seminole County School Districts. The Federal Aviation Administration, Amtrak, the US Census Bureau, the University of Florida's Bureau of Economic and Business Research, the Florida Agency for Workforce Innovation, the Texas Transportation Institute, and the Canaveral Port Authority provided additional information, as did Orange, Osceola and Seminole Counties, and the City of Orlando.

METROPLAN ORLANDO would like to express its appreciation to all of these agencies for their assistance in compiling this report.

Note: *This report is prepared on an annual basis by METROPLAN ORLANDO staff using information provided by many different sources, as described in the previous paragraphs. This is the latest information that was available at the time of the publication of this report for the various indicators used to measure transportation system activity over a five year period. The beginning and ending years vary for different indicators, depending on what year the latest data is available. For example, some indicators have data available through 2008, while for other indicators, the latest available data is for 2007 or perhaps earlier. In addition, the data for some indicators is based on calendar years, and the data for others is based on fiscal years.*

Orlando Metropolitan Area Profile

The Orlando Metropolitan Area, which consists of Orange, Osceola and Seminole Counties, has been one of the fastest growing metropolitan areas in the country. In recent years, the economy of this area has largely been based on tourism due to the location in the area of such major tourist attractions as Walt Disney World, Universal Studios, and Sea World, as well as many other smaller attractions. In addition, the high tech industry has a substantial presence in the Orlando Metropolitan Area, and includes such major employers as Lockheed Martin and AT&T. Other major employers in the area include the University of Central Florida and the Orlando International Airport, as well as Florida Hospital and the Orlando Regional Medical Center.

Population

The following table shows the population for the counties and municipalities in the Orlando Metropolitan Area from 2004 through 2008:

Orange County	2004	2005	2006	2007	2008
Apopka	32,951	34,801	37,253	39,508	40,280
Bay Lake	28	28	28	20	20
Belle Isle	6,082	5,974	5,891	5,881	5,886
Eatonville	2,467	2,474	2,547	2,539	2,493
Edgewood	2,160	2,160	2,160	2,236	2,278
Lake Buena Vista	19	19	19	23	23
Maitland	16,476	15,850	16,055	16,100	16,209
Oakland	1,678	1,861	1,933	1,958	1,938
Ocoee	29,215	30,597	32,175	33,533	33,658
Orlando	208,900	217,567	224,055	228,765	234,130
Windermere	2,329	2,443	2,682	2,638	2,678
Winter Garden	22,242	24,610	28,440	30,065	30,838
Winter Park	26,860	27,868	28,620	28,486	28,921
Unincorporated	662,530	677,185	697,666	713,851	715,627
Total	1,013,937	1,043,437	1,079,524	1,105,603	1,114,979

Osceola County	2004	2005	2006	2007	2008
Kissimmee	55,856	58,223	60,241	61,036	61,458
St. Cloud	24,392	24,700	30,035	30,634	32,827
Unincorporated	145,568	152,233	165,627	174,453	179,424
Total	225,816	235,156	255,903	266,123	273,709

Seminole County	2004	2005	2006	2007	2008
Altamonte Springs	42,499	42,616	43,054	43,529	43,243
Casselberry	24,741	24,899	24,930	25,013	25,182
Lake Mary	13,792	13,922	14,020	14,288	14,944
Longwood	13,886	13,913	13,925	14,062	14,018
Oviedo	29,928	30,800	31,946	32,855	33,431
Sanford	46,078	49,252	51,227	53,099	54,306
Winter Springs	32,955	33,321	33,971	34,433	34,390
Unincorporated	199,482	203,021	207,594	208,419	206,899
Total	403,361	411,744	420,667	425,698	426,413

Grand Total	1,643,114	1,690,337	1,756,094	1,797,424	1,815,101
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Source: University of Florida, Bureau of Economic and Business Research

Employment

The following table shows the number of employed persons living in the Orlando Metropolitan Area from 2004 through 2008:

<i>Employment</i>	2004	2005	2006	2007	2008
Orange County	506,205	533,519	568,257	578,008	573,838
Osceola County	104,023	109,636	116,774	121,236	124,351
Seminole County	209,497	220,801	235,117	237,487	234,172
Total	819,725	863,956	920,148	936,731	932,361

Source: Florida Research and Economic Database

Hotel/Motel Rooms

As mentioned earlier, tourism and business/convention travel are important components of the economy of the Orlando Metropolitan Area. As a result, there are a large number of hotel and motel rooms in the region. The following table shows the number of hotel/motel rooms in the Orlando Metropolitan Area from FY 2003/04 through 2007/08:

<i>Hotel/Motel Rooms</i>	2003/04	2004/05	2005/06	2006/07	2007/08
Orange County	79,481	79,017	77,521	78,698	79,297
Osceola County	28,272	26,927	26,325	26,595	26,317
Seminole County	4,676	4,658	4,655	4,653	4,642
Total	112,429	110,602	108,501	109,946	110,256

Source: Florida Department of Business and Professional Regulation

Note: The numbers of hotel/motel rooms were lower in 2004/05 and 2005/06 than in previous years due to rooms being out of commission as a result of hurricane damage, as well as units being converted to condominiums.

Visitors

The importance of Orlando as a travel destination is further illustrated in the following table, which shows the number of domestic and international visitors traveling to the Orlando Metropolitan Area from 2003 through 2007, the latest year this data is available.

<i>Visitors to Orlando</i>	2003	2004	2005	2006	2007
Domestic	42,685,000	45,166,000	46,649,000	45,114,000	45,907,000
International	2,297,500	2,582,000	2,673,000	2,686,000	2,838,000
Total	44,982,500	47,748,000	49,322,000	47,800,000	48,745,000

Source: Orlando/Orange County Convention & Visitors Bureau

Highway Statistics

As mentioned earlier, the Orlando Metropolitan Area has one of the fastest growing populations in the country, and, as a result, the number of new motor vehicles coming into the area is growing rapidly. Due to this growth, and the fact that the private automobile is the predominant mode of transportation, the area's highway system is becoming increasingly congested. The indicators used to measure the growth in congestion include traffic counts, vehicle miles traveled, vehicle registrations, traffic crashes, rental car activity, gasoline consumption, and air pollution.

Traffic Counts – Major Roadways

One of the main methods for measuring the level of activity on an area's highway system is the collection of traffic counts on major roadways. More than 300 traffic counts for various locations in Orange, Seminole, and Osceola Counties are obtained each year by the METROPLAN ORLANDO staff from the Florida Department of Transportation (FDOT), as well as from the three counties and the City of Orlando. This information is published in a Traffic Count Report, which is shown in **Appendix A**.

The tables shown below contain FDOT daily (24-hour) traffic counts averaged annually on major roadways in the area from 2003 through 2007:

I-4	2003	2004	2005	2006	2007
SW of SR 417 (Osc. Co.)	85,000	68,000	93,000	95,500	79,000
NW of Osceola Co. Line	124,000	128,000	139,500	143,500	121,500
at Florida's Turnpike	127,500	153,500	159,000	157,500	160,000
N of Kaley Ave.	184,500	186,000	165,500	171,000	177,500
S of SR 50	154,500	165,500	193,500	199,500	207,000
N of Princeton St.	134,000	208,000	210,000	210,000	209,000
N of Lee Rd.	143,000	196,500	194,500	200,500	208,000
S of Seminole Co. Line	103,000	161,500	162,500	163,500	162,000
N of SR 436	126,000	137,500	137,000	138,000	142,000
N of SR 434	123,100	126,300	133,700	137,100	137,300
S of CR 46A	95,000	120,000	124,000	127,500	132,000
N of SR 46	84,500	103,000	112,500	112,000	113,000

SR 50	2003	2004	2005	2006	2007
E of CR 545	35,700	36,200	37,200	35,600	35,200
E of Old Winter Garden Rd.	42,500	40,000	42,000	41,500	44,000
E of Powers Dr.	42,500	42,000	41,000	41,500	39,500
E of John Young Pkwy.	41,000	38,000	36,000	36,000	40,500
E of Edgewater Dr.	47,500	41,000	40,000	42,500	38,500
W of US 17/92	47,500	47,500	45,000	45,000	43,500
E of Bennet Rd.	58,000	57,500	56,000	58,500	54,500
E of SR 436	45,500	43,000	42,500	41,000	41,000
E of Goldenrod Rd.	47,000	47,000	46,000	46,000	46,000
E of Dean Rd.	49,500	51,500	49,500	46,500	49,000
E of Alafaya Tr.	47,000	47,500	48,500	44,000	47,500
W of SR 520	26,200	26,700	27,100	27,000	27,200

SR 436	2003	2004	2005	2006	2007
E of US 441	30,500	30,500	36,000	36,500	35,500
W of SR 434	53,000	57,500	56,000	54,000	56,500
W of Montgomery Rd.	53,000	57,500	56,000	54,000	56,000
W of Palm Springs Dr.	75,500	76,500	70,500	68,500	66,500
E of CR 427	60,500	60,000	57,000	53,500	54,500
E of US 17/92	76,500	70,500	78,500	73,000	79,000
S of Red Bug Lake Rd.	70,500	71,000	66,500	60,000	65,000
N of SR 50	49,000	46,500	49,500	46,000	48,000
N of East-West Expy.	66,500	57,500	57,500	58,500	54,000
N of Curry Ford Rd.	60,000	54,500	49,500	54,500	52,000
S of Hoffner Ave.	48,000	49,000	42,900	46,000	48,500
N of Beachline Expy.	44,500	45,000	46,500	48,500	48,500

Orange Ave.	2003	2004	2005	2006	2007
N of Sand Lake Rd.	35,500	40,500	44,000	38,000	39,500
N of Hansel Ave.	46,000	45,000	47,500	45,500	44,000
S of Michigan Ave.	35,400	36,800	37,500	38,000	37,700
N of Kaley Ave.	38,000	33,500	34,500	36,000	35,500
S of Clay St.	18,900	19,200	21,400	21,000	18,900
SW of US 17	15,700	15,300	14,200	15,200	13,500

SR 434	2003	2004	2005	2006	2007
N of Edgewater Dr.	24,500	22,000	23,500	22,500	23,000
N of Orange Co. Line	47,500	47,000	44,500	38,000	40,500
N of SR 436	34,500	36,500	37,500	32,000	36,000
W of I-4	52,000	50,000	59,500	46,000	54,500
E of Palm Springs Dr.	43,800	43,400	43,100	42,500	40,800
W of CR 427	43,500	45,500	44,500	41,500	40,500
W of US 17/92	35,000	35,500	34,000	31,500	32,500
E of SR 419	35,500	37,500	39,000	34,500	38,500
E of Tuskawilla Rd.	25,500	26,500	27,000	23,000	25,500
N of Chapman Rd.	27,000	24,000	27,500	28,500	28,000
S of Seminole Co. Line	38,500	44,500	43,000	42,000	50,500
N of SR 50	66,000	66,000	67,000	66,000	68,000

US 441	2003	2004	2005	2006	2007
NW of Plymouth-Sorrento Rd.	34,500	32,500	32,000	33,000	34,500
SW of SR 436	27,000	28,500	28,000	27,000	35,500
N of Clarcona-Ocoee Rd.	33,000	30,000	35,000	34,500	31,000
N of SR 50	31,500	28,500	29,500	30,000	28,500
S of SR 50	29,000	27,500	28,500	26,500	26,000
S of Old Winter Garden Rd.	37,500	36,000	36,500	35,000	35,500
N of Holden Ave.	64,500	64,000	68,000	66,500	65,500
N of Sand Lake Rd.	58,500	59,000	60,500	59,000	58,500
N of Beachline Expy.	78,000	71,000	66,000	74,000	71,500
S of Taft-Vineland Rd.	52,500	48,500	47,000	46,000	45,500

US 17/92	2003	2004	2005	2006	2007
W of Pleasant Hill Rd.	24,500	27,000	28,500	28,500	26,500
S of Emmett St.	46,000	53,500	53,500	50,500	58,500
N of SR 50	27,500	28,000	26,500	29,000	28,000
S of Orange Ave.	31,000	28,000	27,500	29,500	27,500
S of Lee Rd.	38,500	35,000	35,000	35,500	35,000
N of Lake Ave.	57,500	53,500	53,500	54,500	56,000
S of Maitland Blvd.	35,500	31,500	33,000	33,000	33,000
N of Orange Co. Line	57,000	62,000	58,500	55,500	53,500
N of SR 436	59,000	61,500	57,500	56,500	52,000
N of SR 434	45,000	45,000	43,000	39,500	41,000
S of CR 427	36,500	37,500	36,000	33,000	35,500
S of Lake Mary Blvd.	44,000	41,000	42,000	37,500	40,500
S of CR 46A	31,000	27,500	25,000	26,500	26,000
S of SR 46	25,000	26,500	25,500	25,500	25,500

John Young Pkwy.	2003	2004	2005	2006	2007
S of US 192	33,500	30,000	32,600	40,000	39,500
S of Osceola Pkwy.	41,800	39,000	37,700	40,600	38,300
N of SR 408	47,500	44,000	40,500	43,000	46,000
S of SR 50	49,000	47,000	50,000	49,500	47,500
N of SR 50	51,000	46,500	47,000	47,500	46,000
S of Silver Star Rd.	31,000	28,000	33,000	32,500	28,500
S of US 441	40,000	39,000	47,500	39,500	40,000

Kirkman Rd.	2003	2004	2005	2006	2007
N of Sand Lake Rd.	26,000	27,000	29,500	29,500	30,000
N of International Dr.	45,000	47,500	59,500	52,000	9,000
S of Vineland Rd.	52,500	61,000	63,500	61,500	60,000
S of Conroy Rd.	52,000	59,000	59,500	58,000	59,500
S of Raleigh St.	48,500	51,000	61,000	58,500	51,000
S of Old Winter Garden Rd.	45,500	47,500	56,500	49,000	54,000
S of East-West Expy.	32,000	34,000	40,000	38,000	40,500

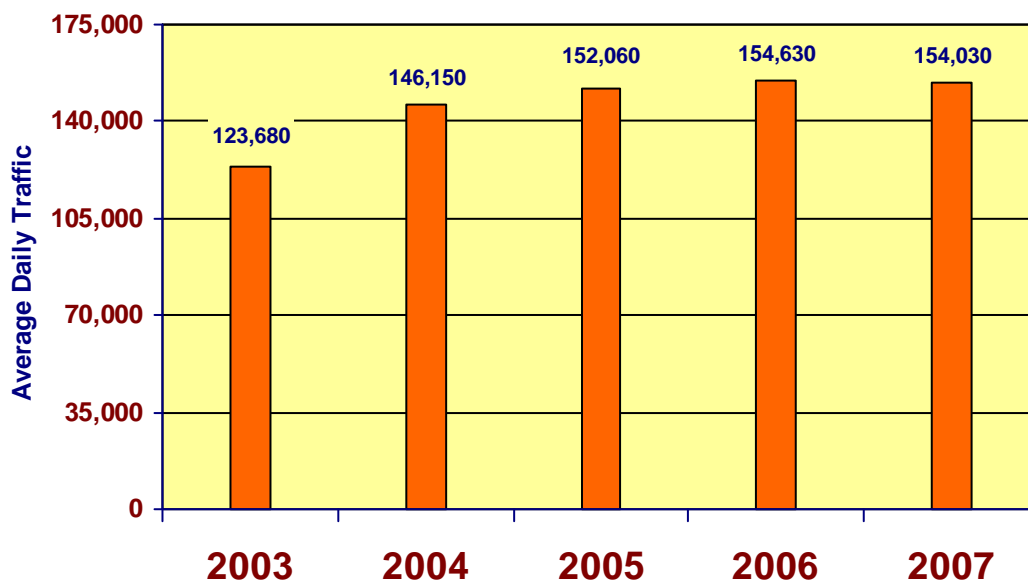
SR 426	2003	2004	2005	2006	2007
E of I-4	44,000	26,500	41,500	41,000	38,000
E of US 17/92	27,000	26,500	28,500	28,000	26,000
E of Park Ave.	39,500	30,000	35,500	39,500	40,000
W of Lakemont Ave.	39,000	40,500	36,500	37,000	38,500
W of SR 436	42,000	42,500	40,500	43,500	44,500
E of Goldenrod Rd.	32,500	32,500	32,500	34,000	36,000
W of SR 417	37,500	44,000	44,500	42,500	44,500
E of SR 417	28,500	30,000	30,000	27,500	27,500
N of Mitchell Hammock Rd.	21,500	22,000	23,000	19,900	30,500
W of SR 434	12,800	13,200	14,200	11,500	14,300

US 192	2003	2004	2005	2006	2007
E of Formosa Gardens Blvd.	50,000	59,000	65,500	59,500	58,000
W of I-4	59,000	67,500	85,500	73,500	70,000
E of I-4	55,500	53,500	54,500	55,000	59,500
E of SR 535	52,500	53,500	54,500	57,500	54,000
W of John Young Pkwy.	49,500	48,500	45,000	45,500	43,000
E of US 441	36,000	44,000	43,000	43,000	47,000
SE of Boggy Creek Rd.	34,000	38,500	39,000	36,500	44,000
NW of Kissimmee Park Rd.	36,500	44,000	45,000	39,000	47,500
E of Canoe Creek Rd.	43,500	47,500	47,000	47,500	47,500
W of CR 532	18,900	21,000	22,000	24,000	24,000

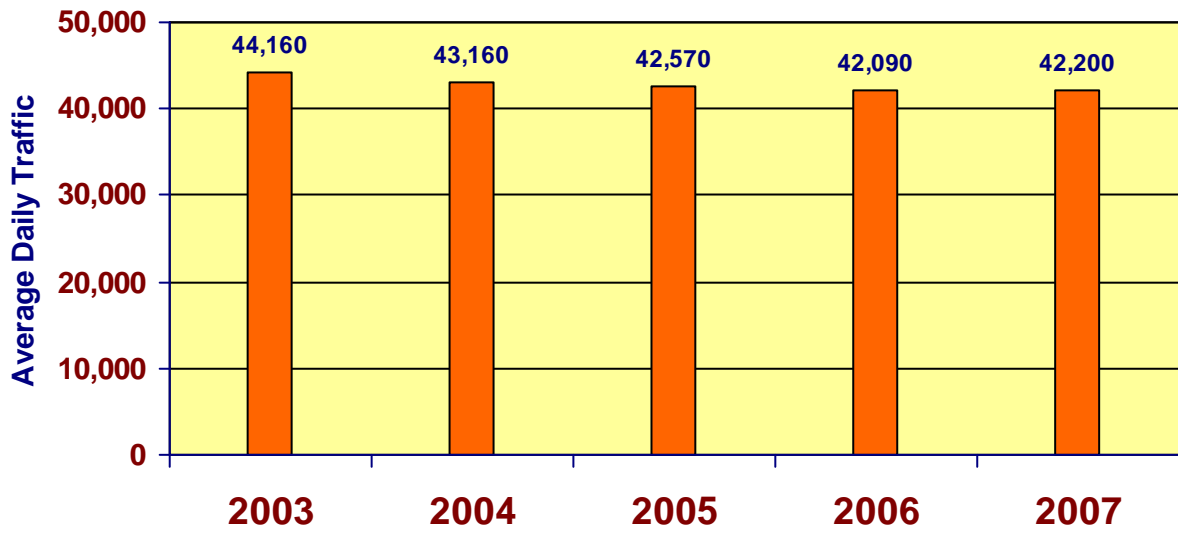
Source: Florida Department of Transportation

In order to illustrate the overall changes in the traffic volumes on these roadways over the past five years, the traffic counts for the locations listed above for each roadway were totaled and averaged for each year. These average counts are shown on the following bar charts: (A set of charts showing the average weekday traffic volumes on an hourly basis at three locations on I-4 is shown in **Appendix A** beginning on page A-12.)

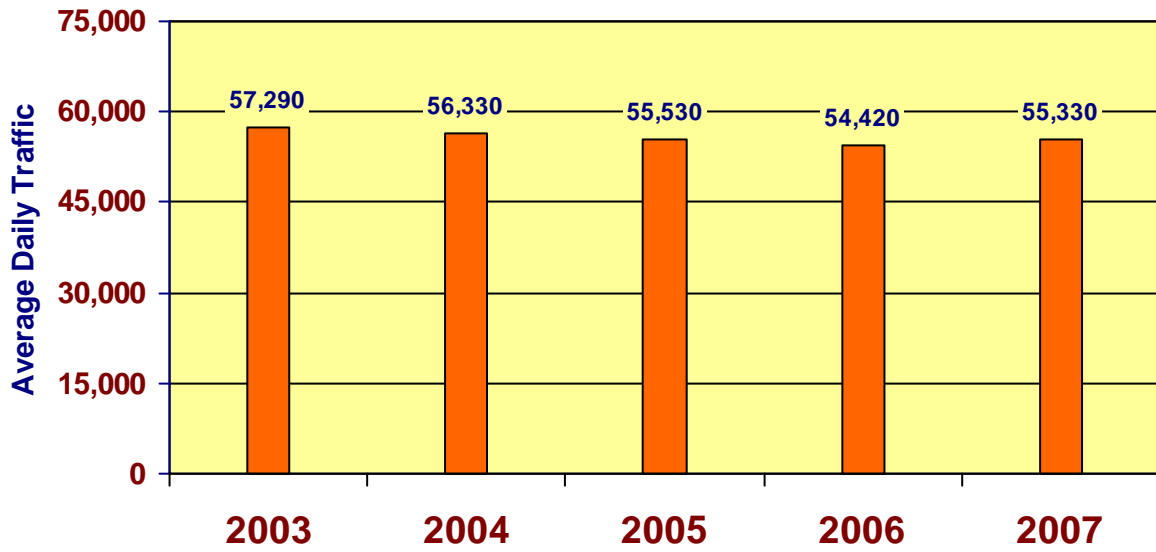
I-4



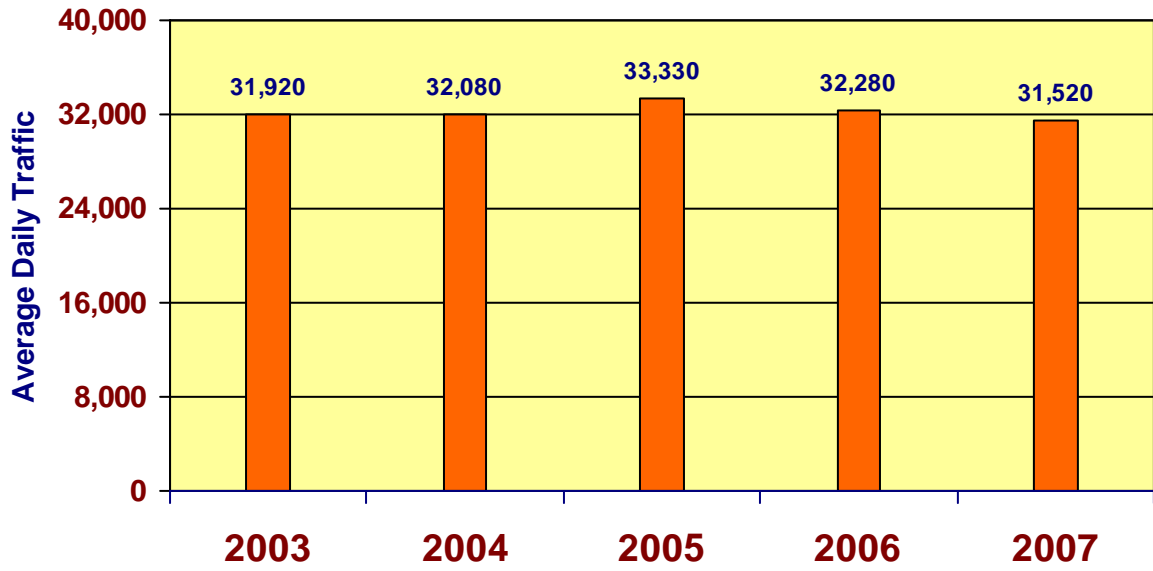
SR 50



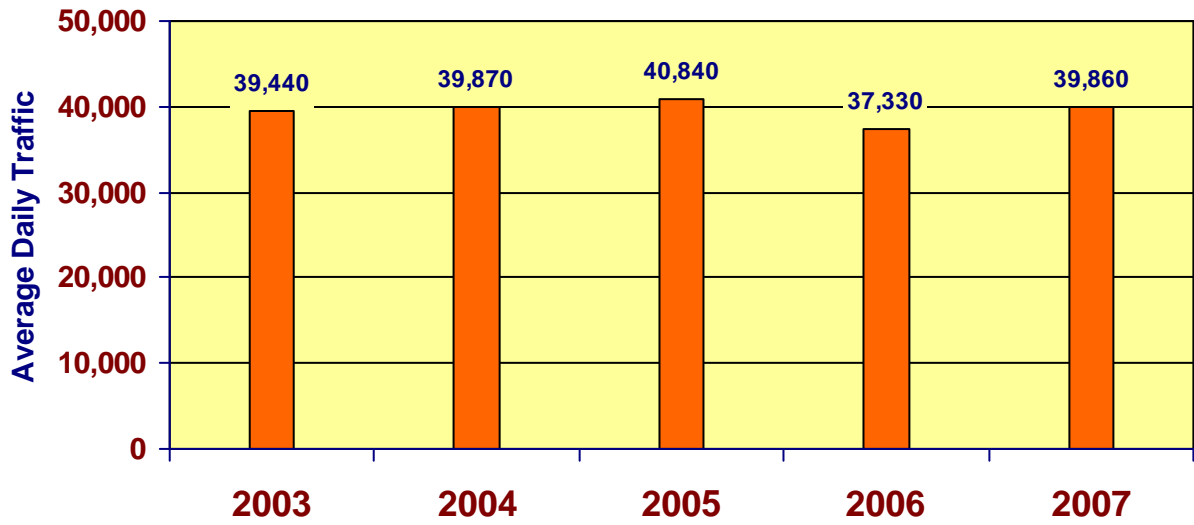
SR 436



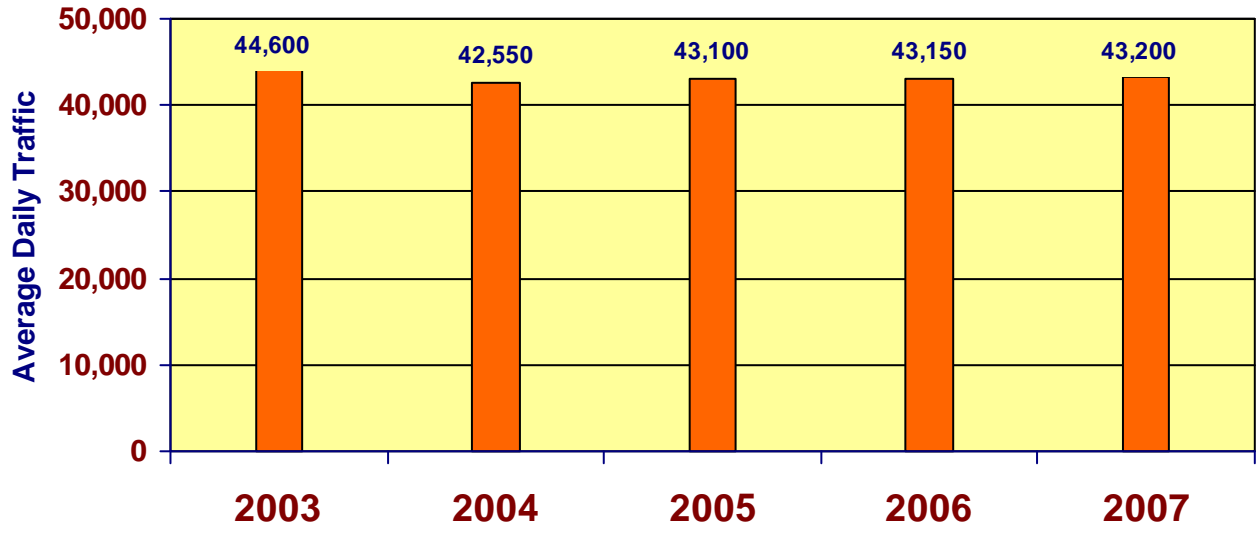
Orange Avenue



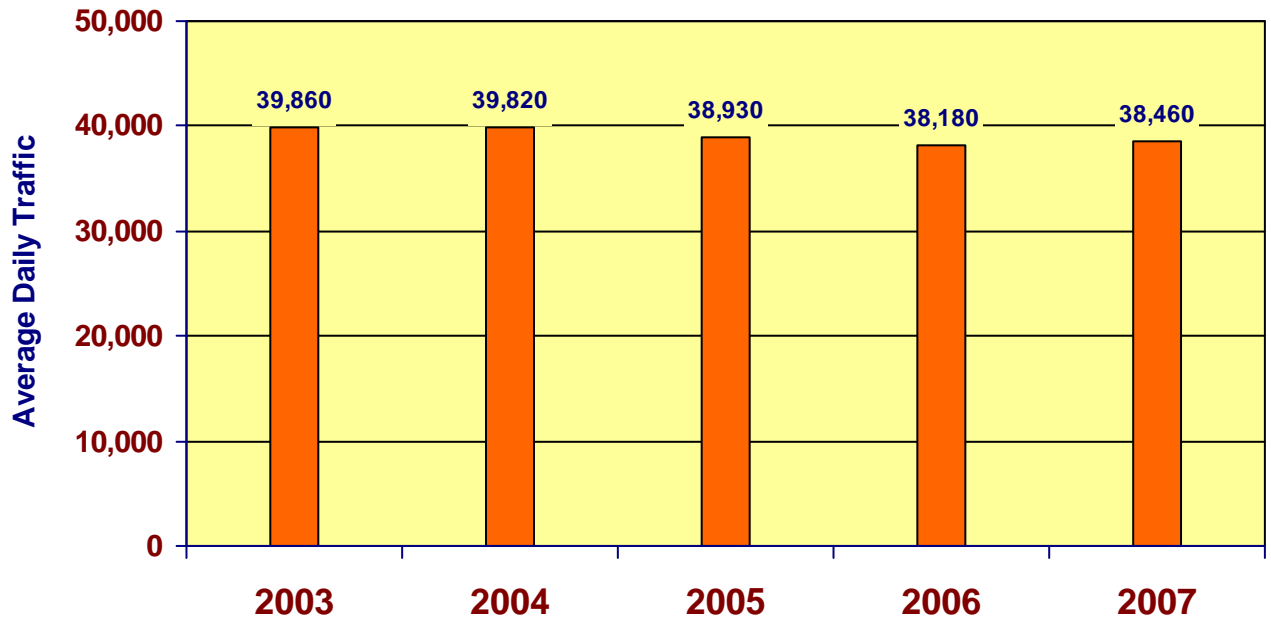
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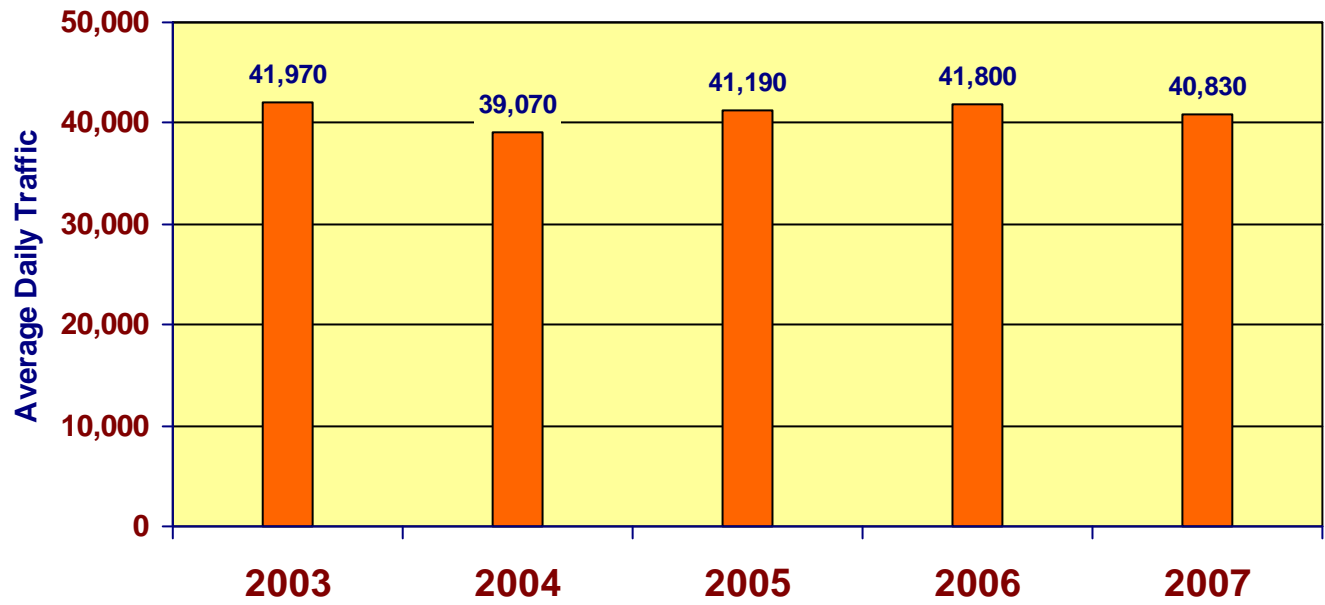
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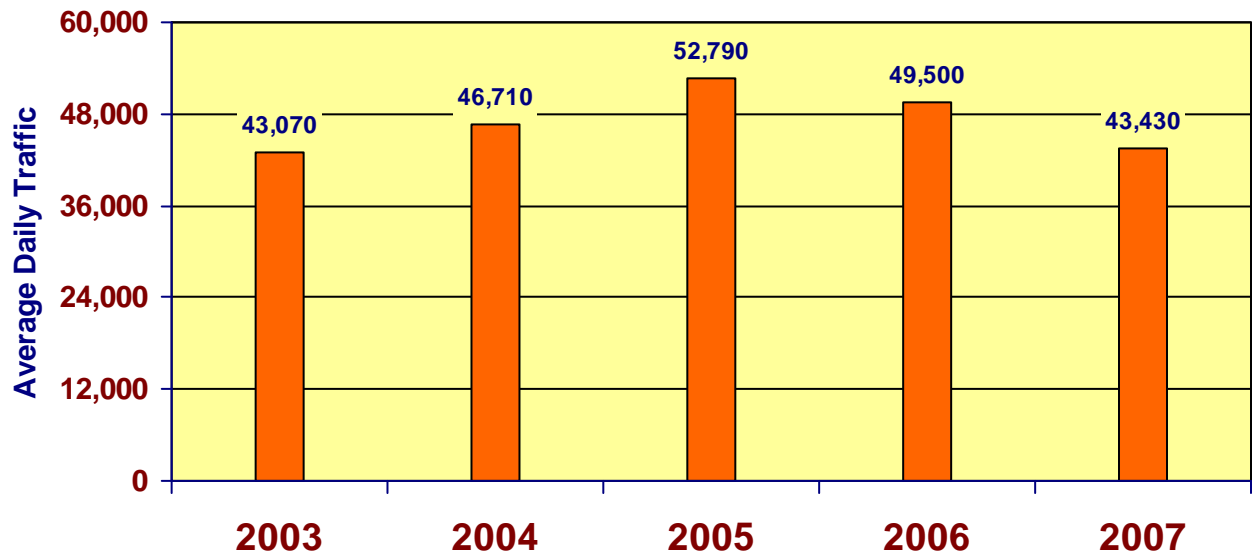
US 17/92



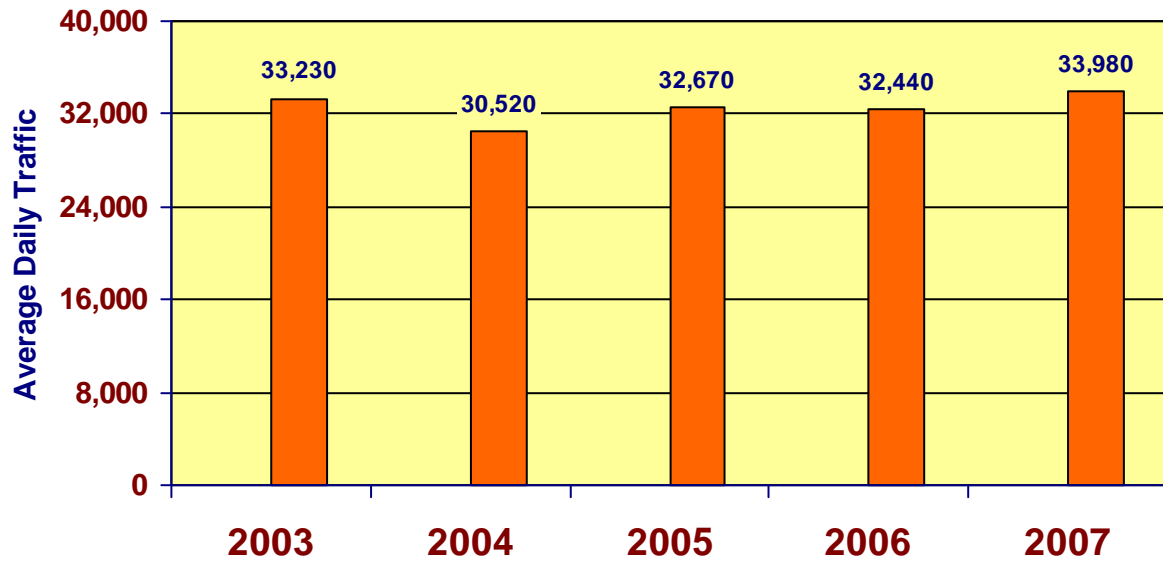
John Young Parkway



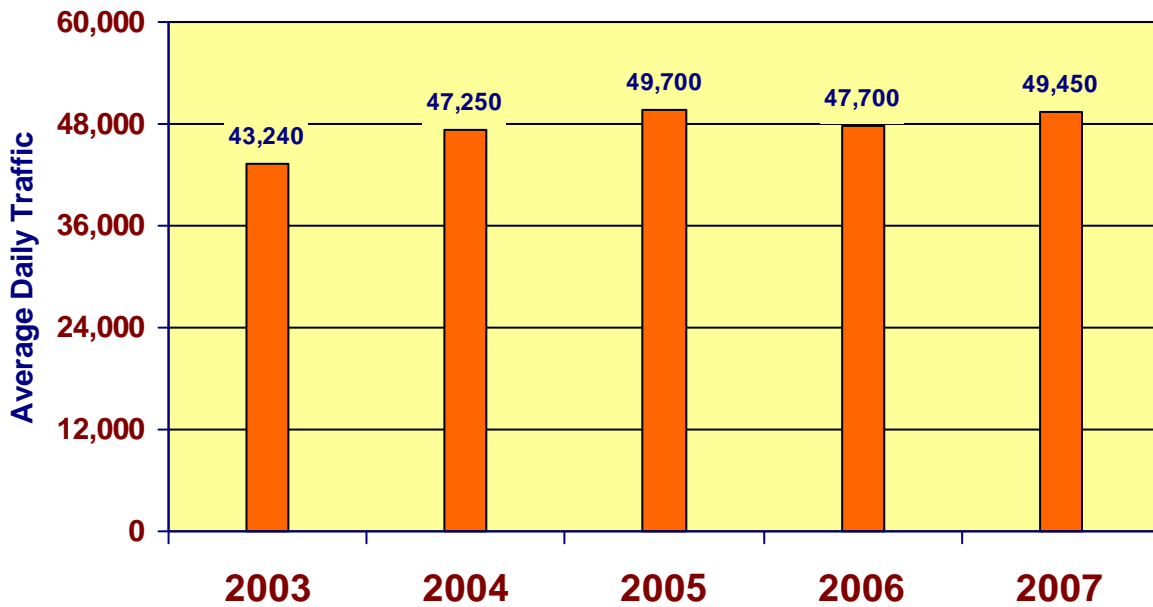
Kirkman Road



SR 426



US 192



Traffic Counts – Toll Roads

In addition to the major roadways shown above, the Orlando Metropolitan Area has several toll roads that are carrying increasing amounts of traffic. These toll roads are operated by the Orlando-Orange County Expressway Authority (OOCEA), the Florida's Turnpike Enterprise, and Osceola County. They include SR 408 (East-West Expressway), SR 417 (the Greenway), SR 429 (Western Expressway), SR 528 (Beachline Expressway), Florida's Turnpike, and the Osceola Parkway. The following tables show average daily traffic counts on these toll roads from 2003 through 2007: *(The 2005 OOCEA traffic counts for SR 408, SR 417, SR 429 and SR 528 were revised based on updated adjustment factors due to Hurricane Wilma.)*

SR 408	2003	2004	2005	2006	2007
W of SR 50 Spur	36,260	38,620	39,710	44,100	49,570
E of Kirkman Rd.	64,800	69,820	68,560	71,970	75,980
W of US 441	74,550	82,900	81,000	82,700	86,440
E of Rosalind Ave.	113,990	130,660	127,270	127,170	127,590
W of Conway Rd.	128,230	139,760	137,710	138,090	138,170
E of Goldenrod Rd.	95,560	105,430	108,100	109,610	103,300
E of Dean Rd.	57,600	63,930	65,900	69,900	70,100
S of E SR 50	33,860	31,860	30,870	33,360	29,670

SR 417	2003	2004	2005	2006	2007
N of US 192	16,000	17,000	18,900	20,500	21,000
W of John Young Pkwy.	33,240	40,000	40,500	42,700	45,800
E of Florida's Turnpike	29,120	36,800	37,540	41,890	43,260
W of Boggy Creek Rd.	30,190	36,920	37,900	42,400	44,800
W of Narcoossee Rd.	23,720	29,330	29,720	35,410	34,570
S of Curry Ford Rd.	54,760	67,010	69,900	74,300	76,100
S of University Blvd.	68,590	77,940	79,700	81,600	82,800
N of Aloma Ave.	42,300	46,500	49,200	50,700	51,400
S of SR 434	35,000	39,300	43,000	45,500	47,400
S of CR 427	30,000	34,300	38,300	41,100	43,500

SR 429	2003	2004	2005	2006	2007
S of US 192	0	0	0	0	6,200
N of Western Way	0	0	0	0	9,600
N of Seidel Rd.	0	0	0	8,740	13,180
S of CR 535	0	0	0	8,400	14,000
N of CR 535	12,510	17,800	20,760	29,130	34,090
S of SR 438	29,500	32,160	36,190	40,170	41,650
NE of Ocoee-Apopka Rd.	24,800	28,130	31,990	35,070	36,400
At Forest Lake Main Plaza	20,140	23,820	26,700	29,200	30,410
S of US 441	19,900	22,210	24,920	26,740	27,610

SR 528	2003	2004	2005	2006	2007
E of I-4	62,700	72,400	72,900	77,400	76,100
W of John Young Pkwy.	64,800	71,300	77,800	80,000	78,600
E of US 441	57,400	59,500	68,000	70,700	70,000
E of Boggy Creek Rd.	76,110	94,190	87,710	92,670	93,290
Airport Main Toll Plaza	63,780	75,700	75,800	80,700	82,400
W of Narcoossee Rd.	54,430	61,500	64,840	67,130	75,590
E of Narcoossee Rd.	48,930	54,140	54,690	55,160	61,760
Beachline Main Toll Plaza	39,940	45,930	46,000	46,300	47,700

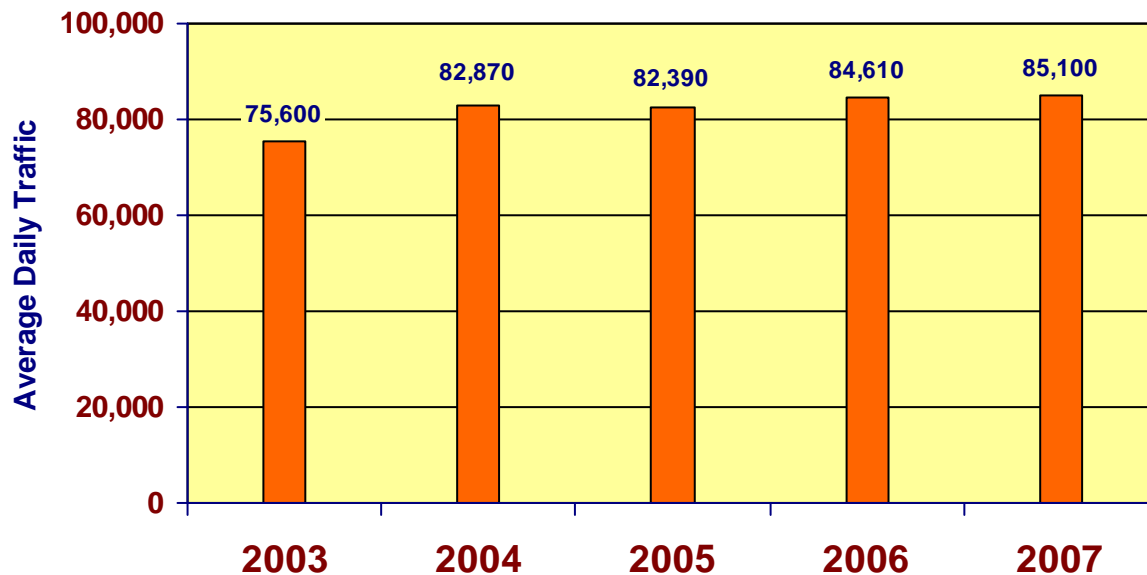
Florida's Turnpike	2003	2004	2005	2006	2007
S of SR 50	57,800	63,300	68,700	71,900	73,900
At CR 535	54,100	58,900	63,800	66,000	66,900
N of SR 408	76,500	86,200	97,700	102,300	104,600
N of SR 528	52,500	58,000	67,600	69,600	74,500
N of of Osceola Co. Line	43,900	48,500	54,600	56,400	62,300
S of US 441	43,900	38,600	42,800	44,400	50,200
N of Partin Settlement Rd.	20,800	24,300	26,600	25,200	33,000
S of Neptune Rd.	23,400	25,200	26,600	26,900	32,970

Osceola Parkway	2003	2004	2005	2006	2007
W of SR 417	16,570	19,480	18,380	19,800	20,780
W of Lake Wilson Rd.	13,670	14,960	16,700	18,880	20,000
E of John Young Pkwy.	25,590	28,100	26,200	27,120	28,660
W of Florida's Turnpike	45,380	47,920	50,400	51,800	54,560
W of Florida Pkwy.	40,530	41,600	42,600	45,020	45,320

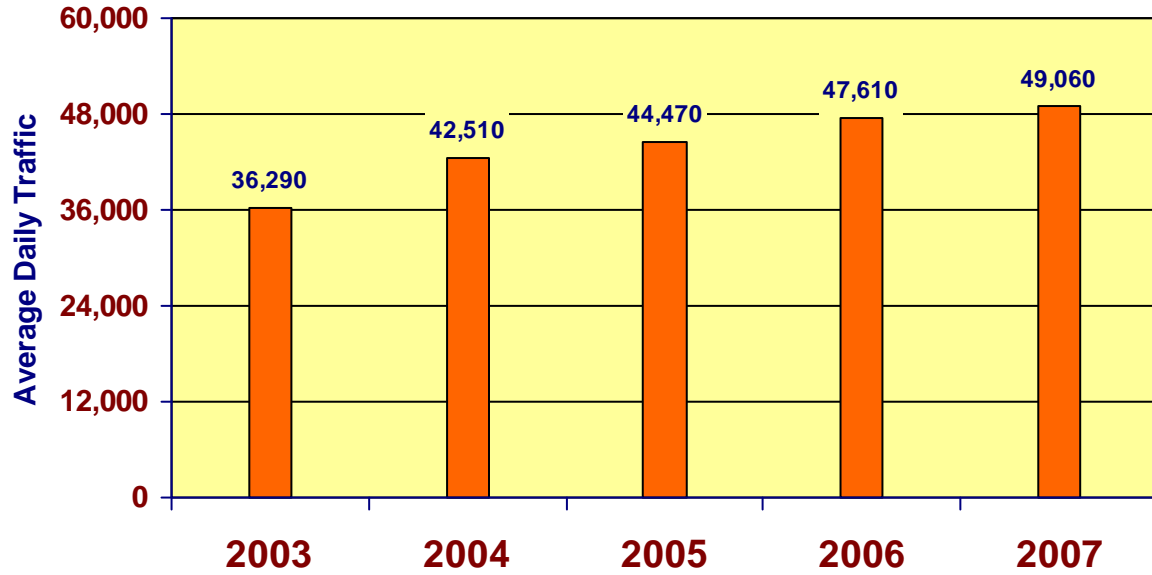
Sources: Orlando-Orange County Expressway Authority, Florida's Turnpike Enterprise, and Osceola County Engineering Department

In order to illustrate the overall changes in the traffic volumes on these toll roads over the past five years, the traffic counts listed above for each roadway have been averaged for each year. These average counts are shown on the following bar charts. Additional information is included in Appendix A.

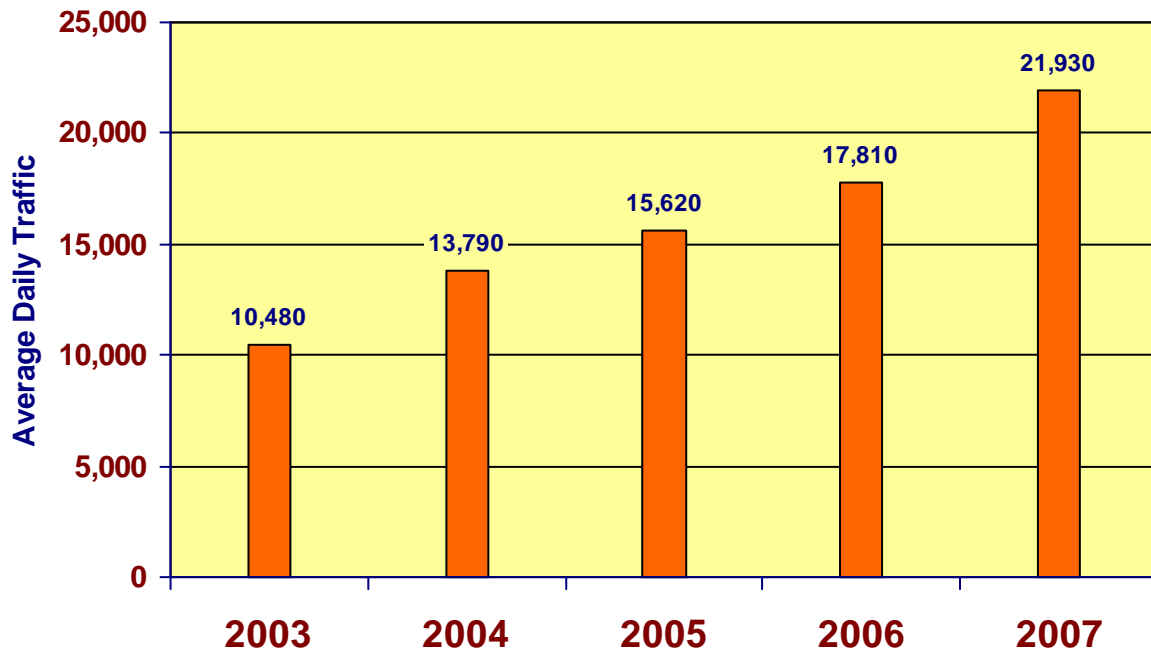
SR 408/East-West Expressway



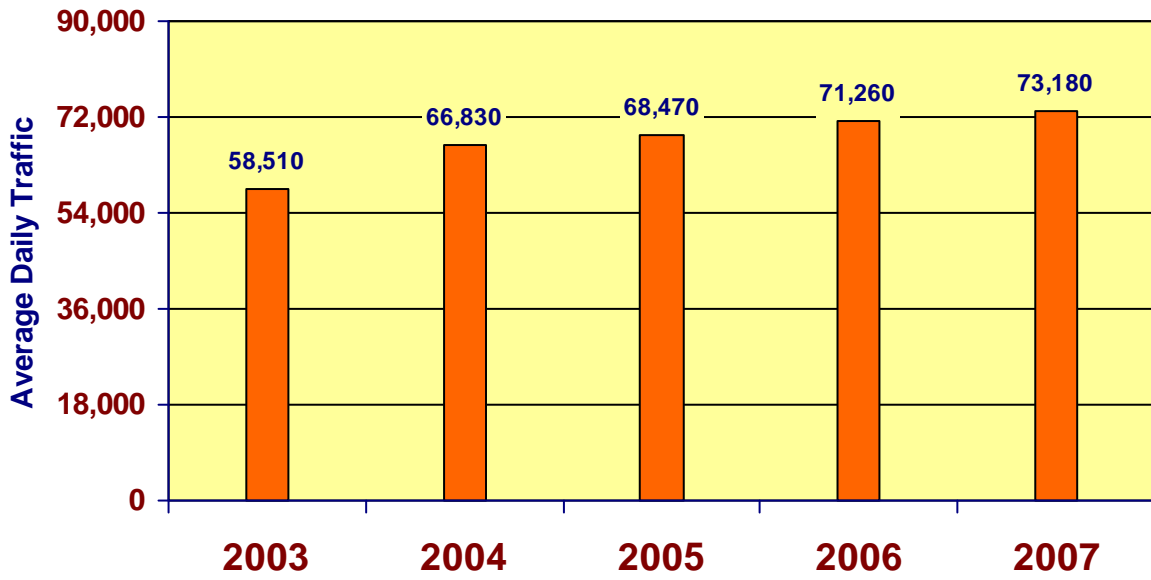
SR 417/The Greeneway



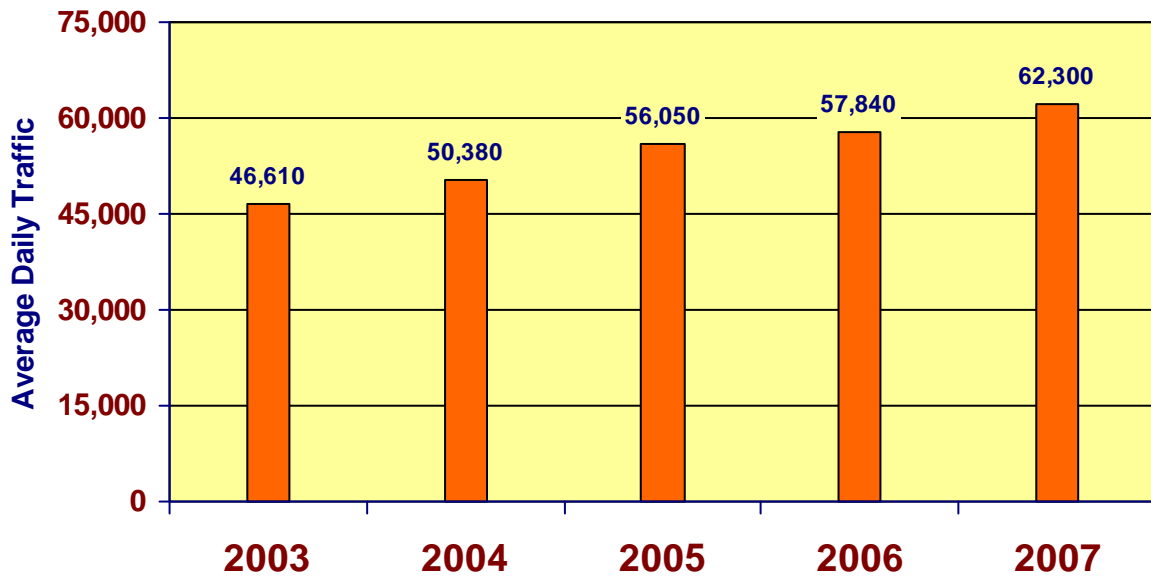
SR 429/Western Expressway



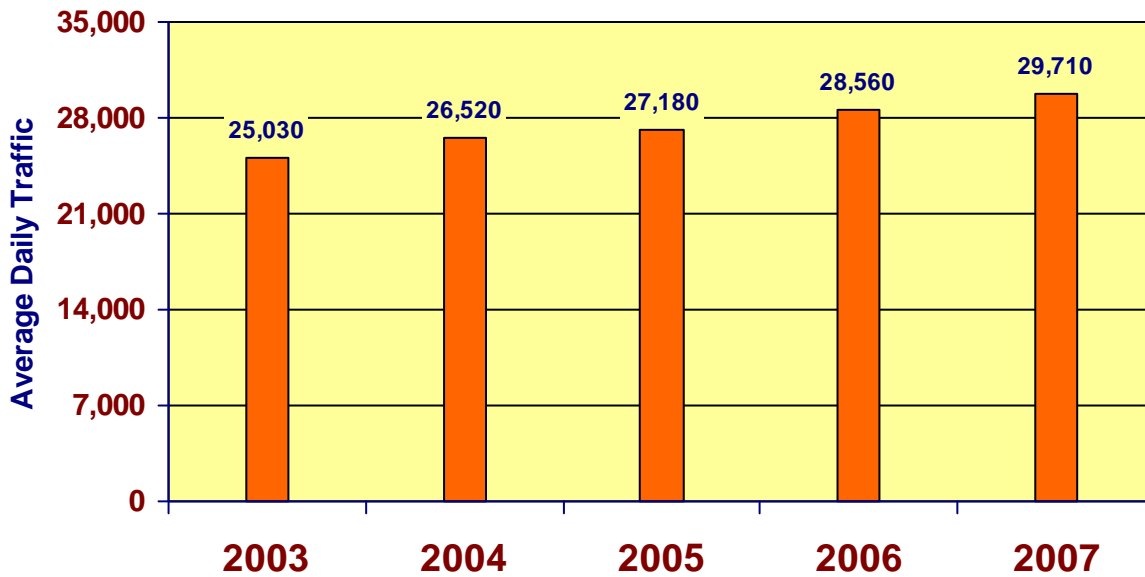
SR 528/Beachline Expressway



Florida's Turnpike



Osceola Parkway



Toll Transactions and Revenues

There has been a steady increase in the amount of annual toll transactions and revenues collected on the toll roads in the Orlando Metropolitan Area in recent years. This increase from FY 2003/04 through FY 2007/08 is illustrated in the following tables, and in maps in **Appendix E**.

<i>Transactions</i>	2003/04	2004/05	2005/06	2006/07	2007/08
SR 408	124,800,000	127,700,000	135,479,000	138,327,000	138,932,000
SR 417	116,500,000	127,800,000	139,688,000	148,011,000	149,948,000
SR 429	13,800,000	16,500,000	21,123,000	27,539,000	31,537,000
SR 528	59,300,000	63,500,000	67,441,000	69,991,000	70,266,000
Fla.'s Turnpike	36,700,000	40,200,000	43,681,000	45,287,000	44,205,000
Osceola Pkwy.	6,800,000	7,900,000	8,016,000	7,908,000	7,682,000
Total	357,900,000	383,600,000	415,428,000	437,063,000	442,570,000

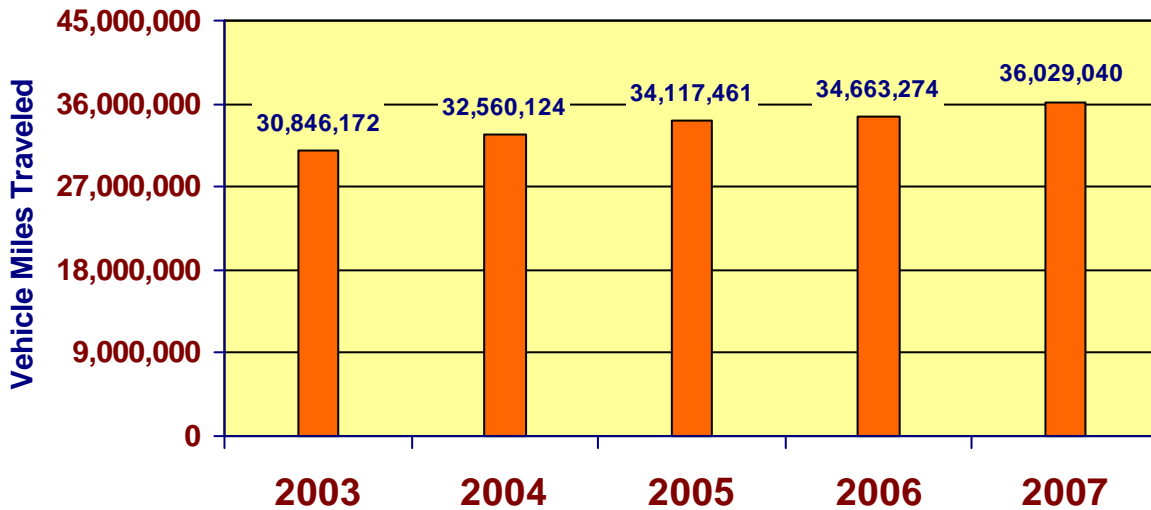
<i>Revenues</i>	2003/04	2004/05	2005/06	2006/07	2007/08
SR 408	\$78,700,000	\$80,400,000	\$85,112,000	\$86,503,000	\$86,093,000
SR 417	\$82,700,000	\$92,400,000	\$101,994,000	\$108,523,000	\$109,759,000
SR 429	\$9,200,000	\$10,500,000	\$14,523,000	\$20,741,000	\$23,920,000
SR 528	\$46,500,000	\$51,500,000	\$54,678,000	\$56,403,000	\$56,209,000
Fla.'s Turnpike	\$25,900,000	\$29,300,000	\$32,314,000	\$33,511,000	\$32,508,000
Osceola Pkwy.	\$8,600,000	\$11,400,000	\$11,628,000	\$11,440,000	\$11,021,000
Total	\$251,600,000	\$275,500,000	\$300,249,000	\$317,121,000	\$319,510,000

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

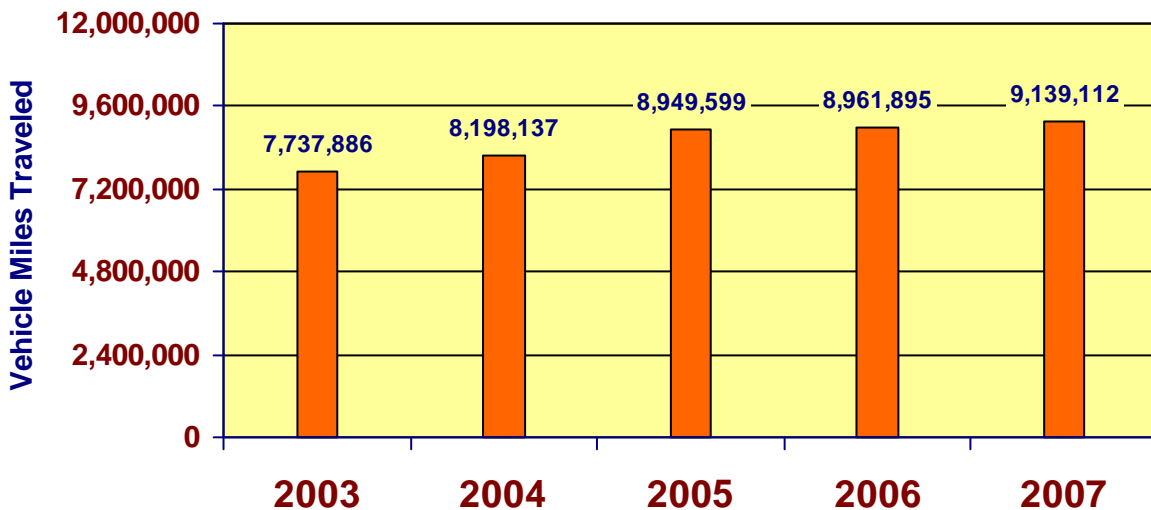
Vehicle Miles Traveled

The number of vehicle miles traveled (VMTs) on the highway network is an indicator that measures the growth in both the number of vehicles and the distances driven in the Orlando Metropolitan Area. The Florida Department of Transportation annually estimates the VMTs for all the counties in the state by multiplying the lengths of the state and local roads in the counties by the average daily trips on those roads. The following bar charts illustrate the increase in average daily VMTs in Orange, Seminole and Osceola Counties from 2003 through 2007:

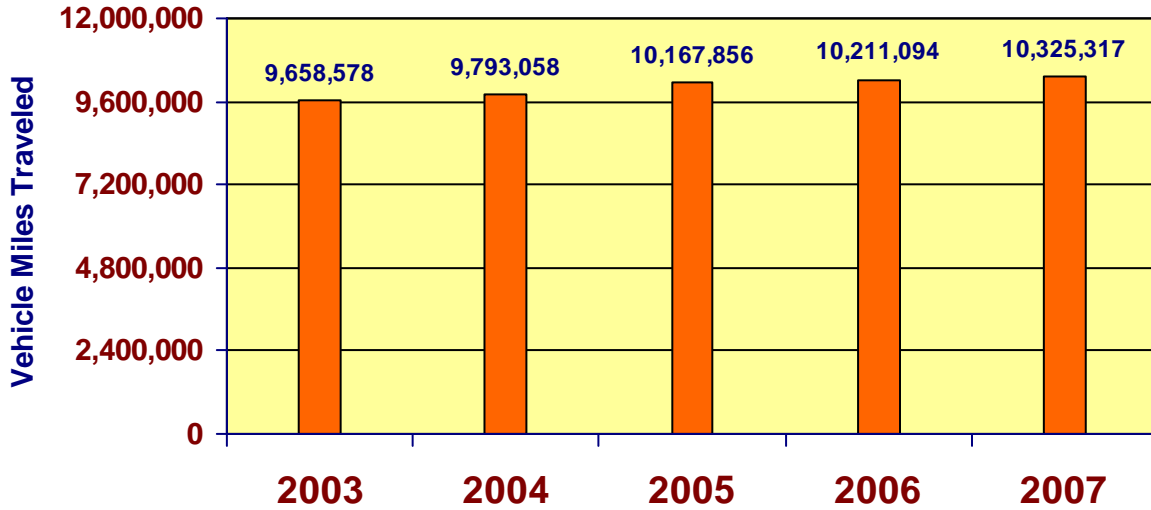
Orange County Average Daily Vehicle Miles Traveled



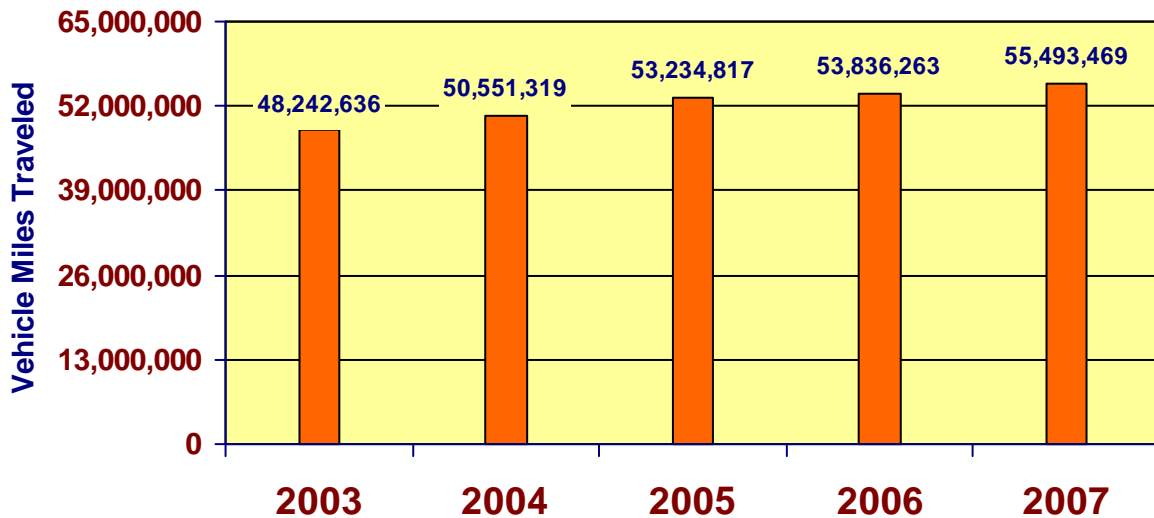
Osceola County Average Daily Vehicle Miles Traveled



Seminole County Average Daily Vehicle Miles Traveled



Total Average Daily Vehicle Miles Traveled

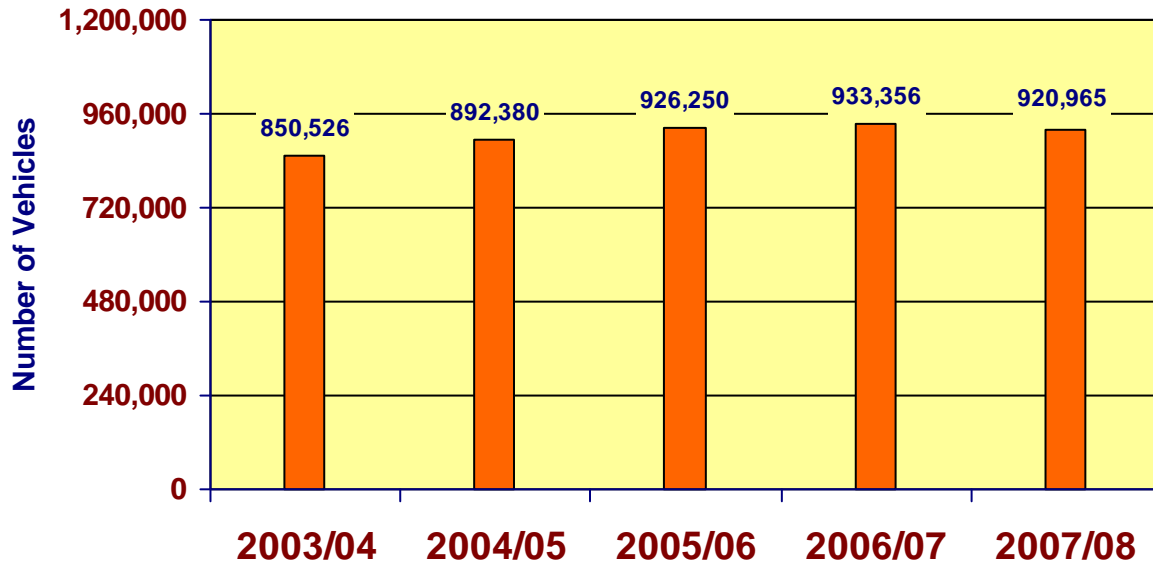


Source: Florida Department of Transportation

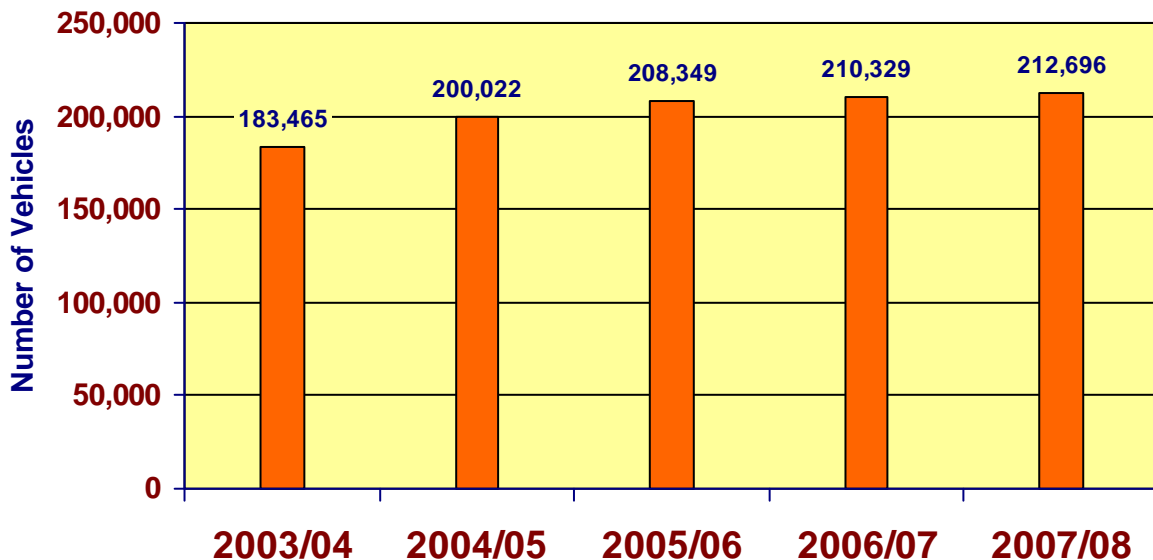
Registered Vehicles

Another indicator that can be used to measure the growth in traffic congestion in the Orlando Metropolitan Area is the increase in the number of vehicles on the highway system. The following bar charts illustrate the number of registered motor vehicles in Orange, Seminole and Osceola Counties from FY 2003/04 through FY 2007/08:

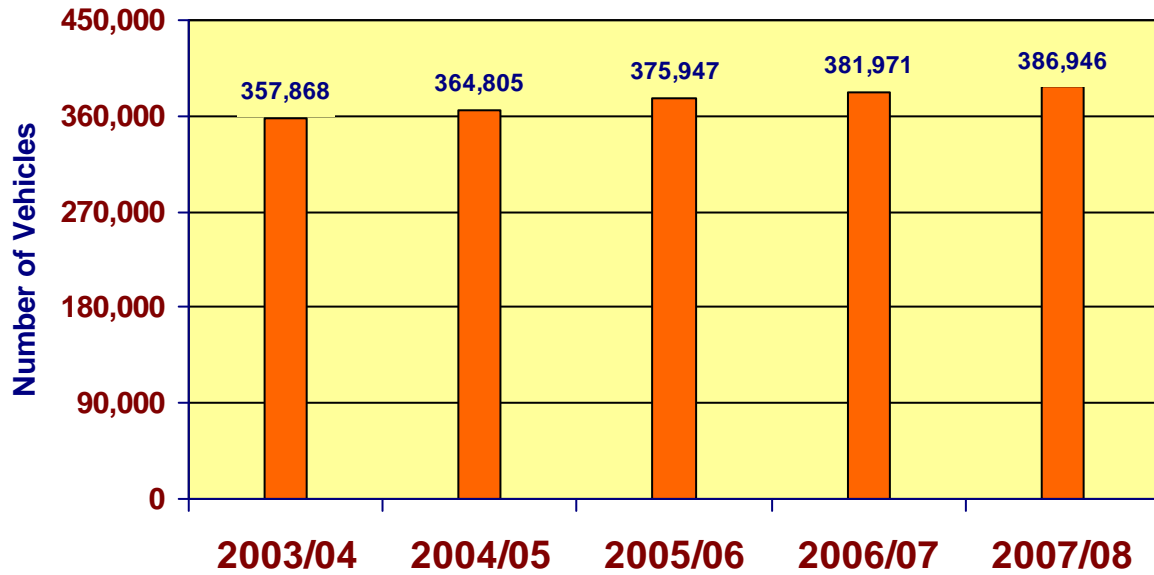
Orange County Registered Vehicles



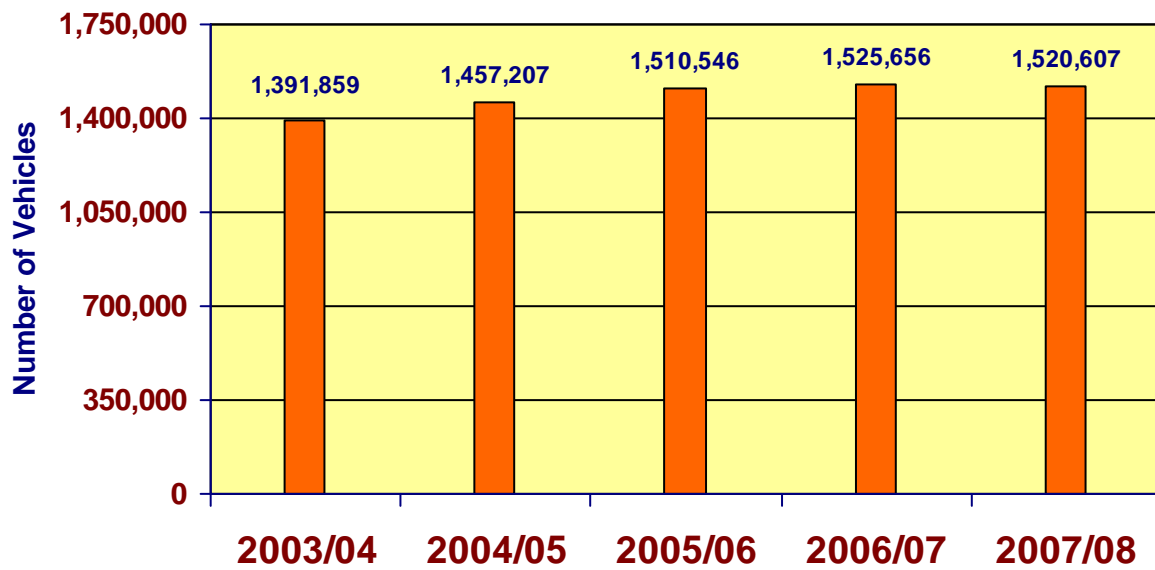
Osceola County Registered Vehicles



Seminole County Registered Vehicles



Total Registered Vehicles

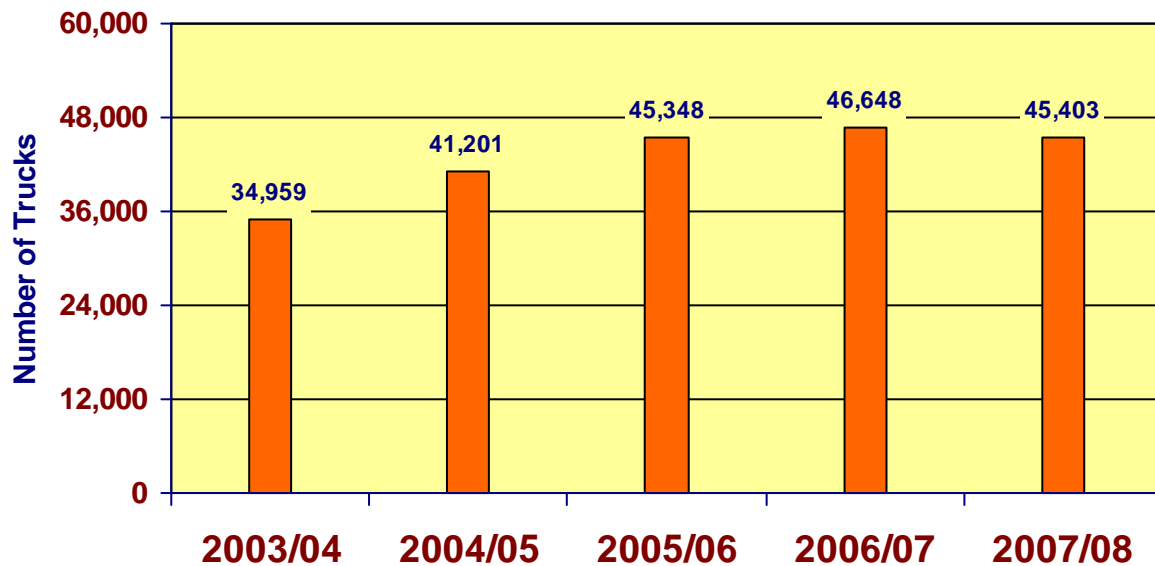


Source: Florida Department of Highway Safety and Motor Vehicles

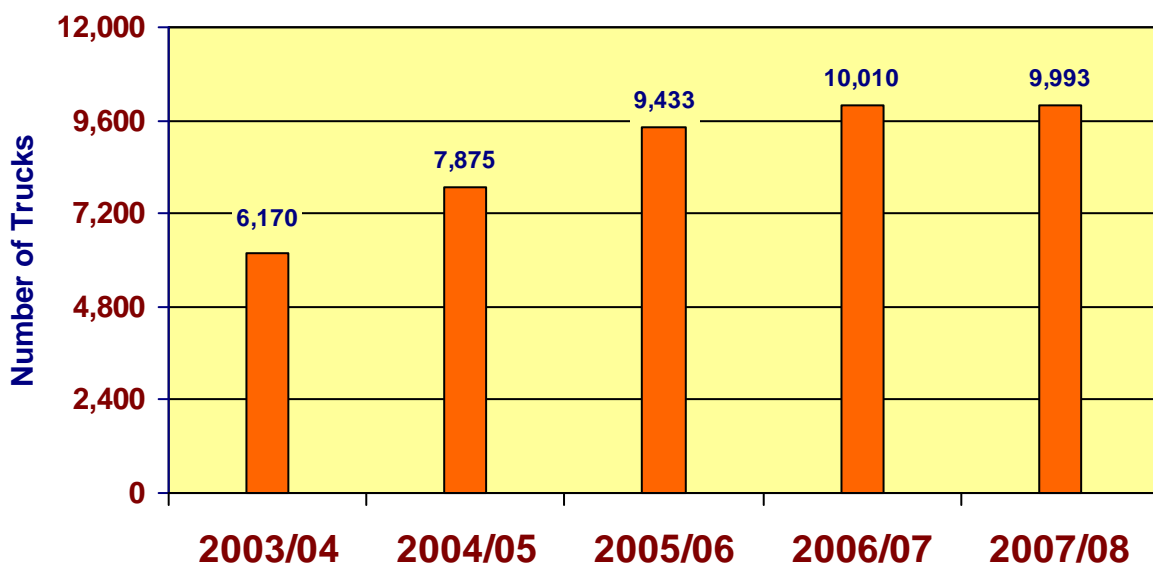
Commercial Trucks

Most of the freight moved within and through the Orlando Metropolitan Area is carried by commercial trucks (trucks weighing more than 5,000 lbs.). The increase in the amount of freight carried by truck in the area has required an increase in the number of commercial trucks. This increase from FY 2003/04 through FY 2007/08 is illustrated in the following charts: *(The number of commercial trucks shown in this section is also included in the total number of registered vehicles shown in the previous section.)*

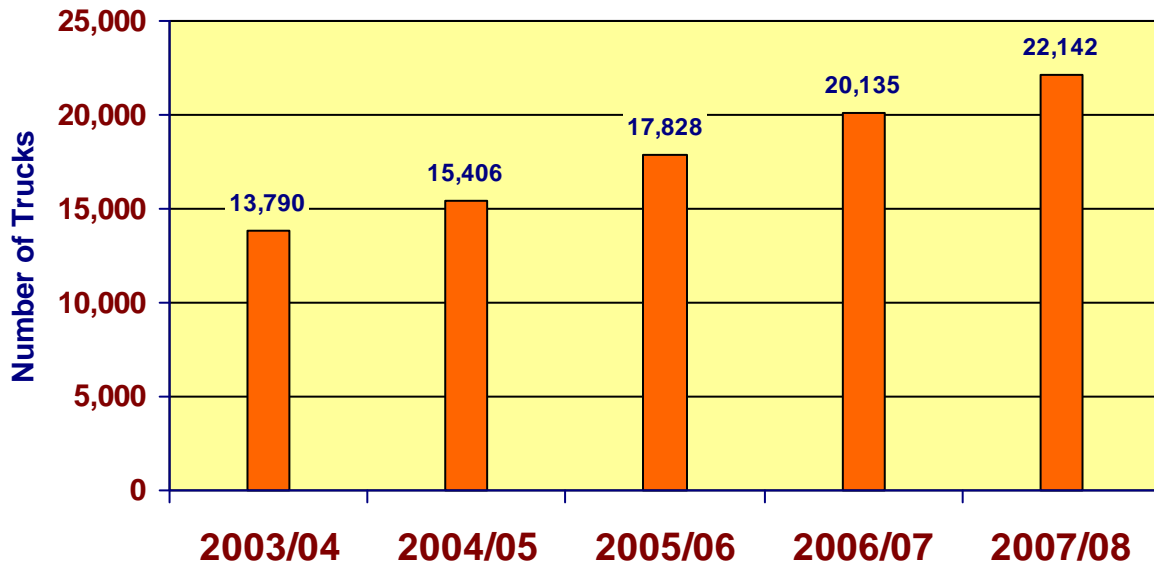
Orange County Commercial Trucks



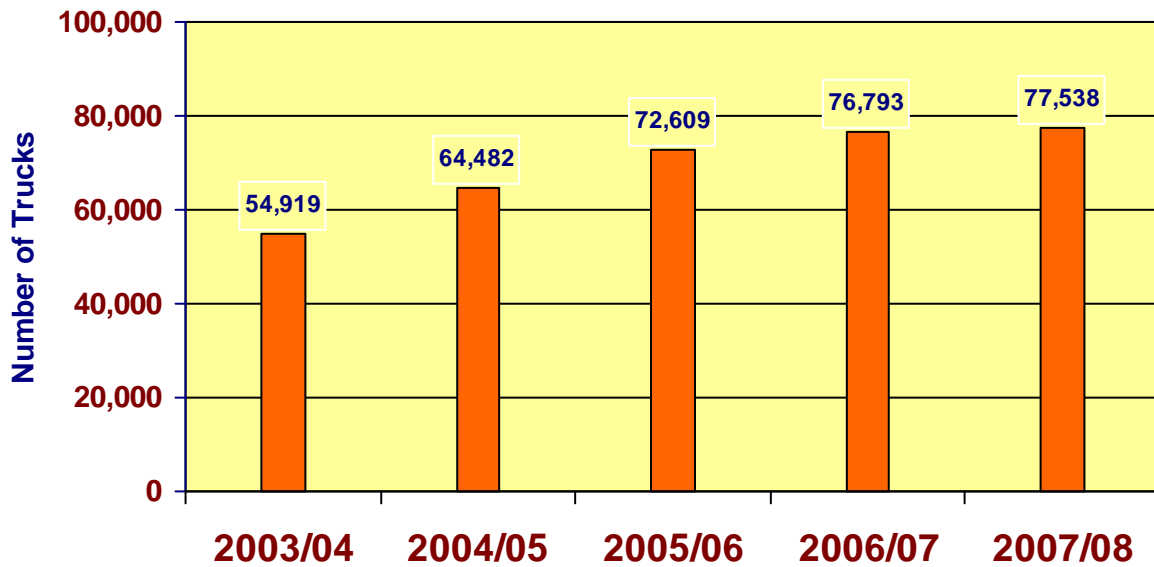
Osceola County Commercial Trucks



Seminole County Commercial Trucks



Total Commercial Trucks

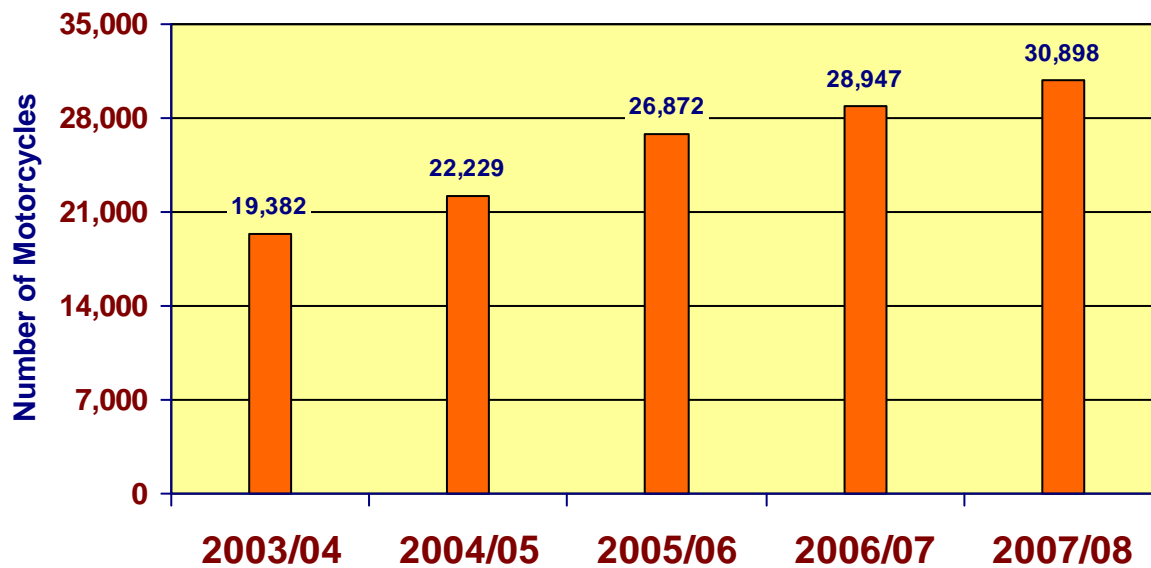


Source: Florida Department of Highway Safety and Motor Vehicles

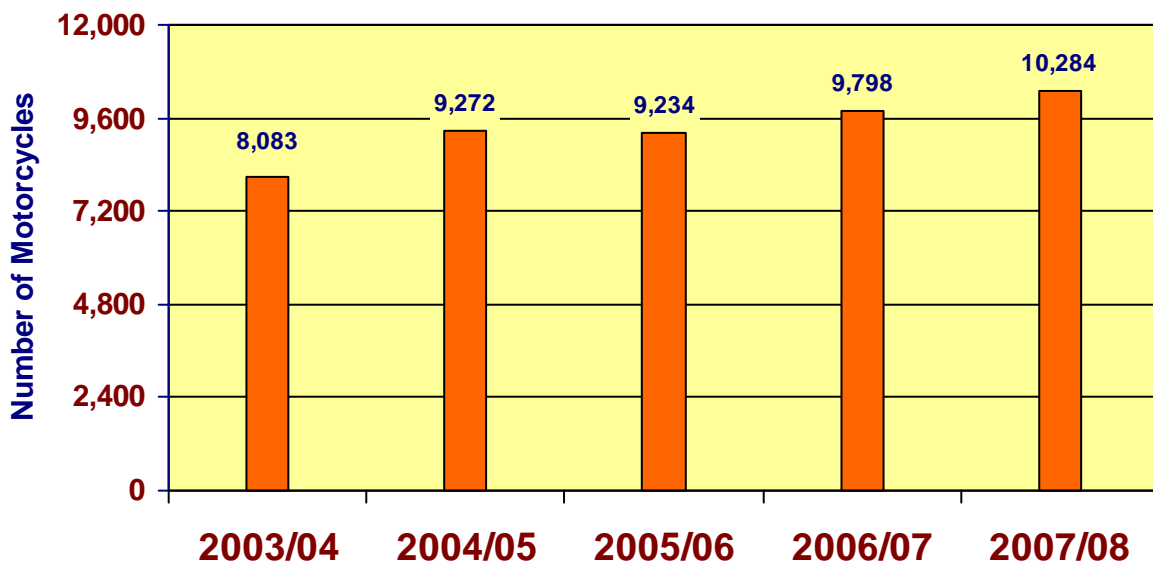
Motorcycles

The number of motorcycles in the Orlando Metropolitan Area has also increased over the past several years. This increase from FY 2003/04 through FY 2007/08 is illustrated in the following charts: *(The number of motorcycles shown in this section is also included in the total number of registered vehicles shown in the Registered Vehicles section.)*

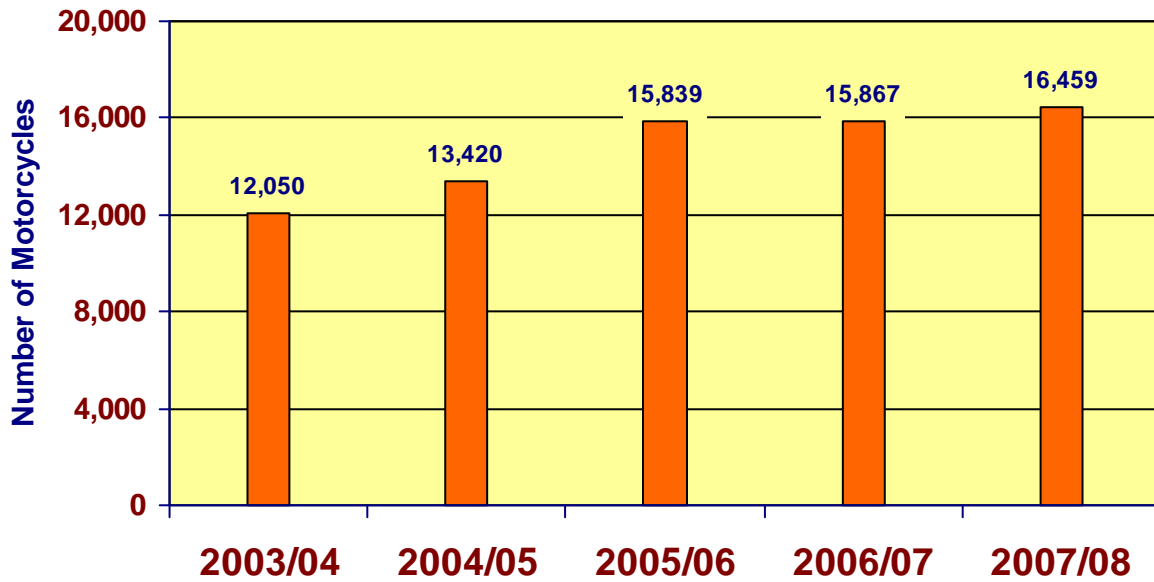
Orange County Motorcycles



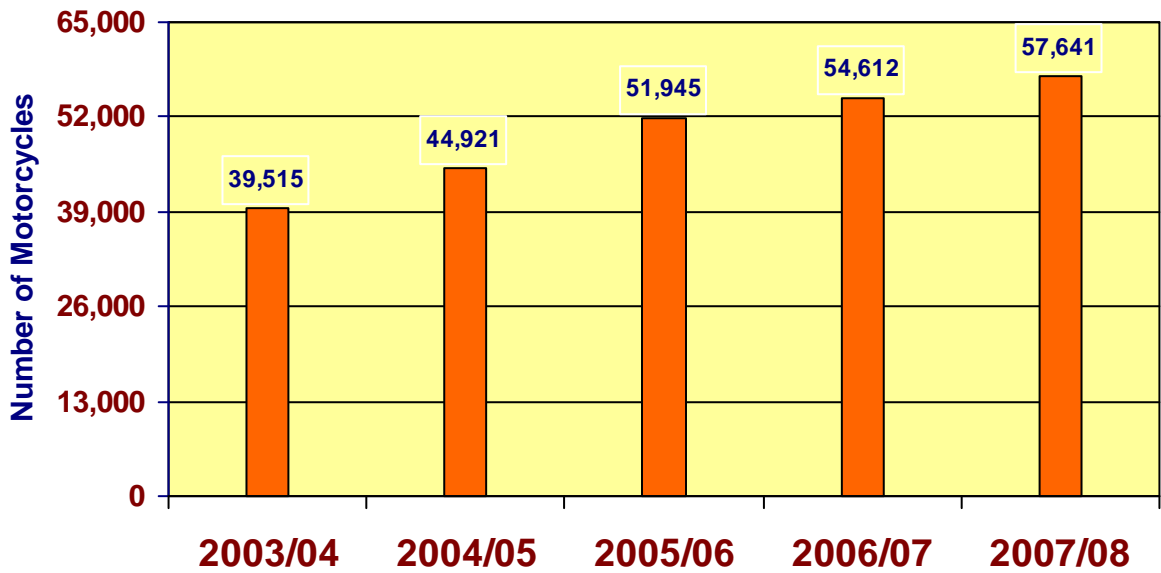
Osceola County Motorcycles



Seminole County Motorcycles



Total Motorcycles



Source: Florida Department of Highway Safety and Motor Vehicles

Motorcycle Safety

The increase in the number of motorcycles in the area has had an impact on the number of injuries and fatalities in crashes involving motorcycles. This has led to the implementation of helmet laws in the state. However, Florida's motorcycle helmet law allows a person over 21 years of age to operate a motorcycle without wearing a helmet as long as he or she is covered by an insurance policy that provide at least \$10,000 in medical benefits for injuries incurred as a result of a crash while operating or riding on a motorcycle. As the number of motorcycle-related fatalities and serious injuries increase, the state should consider implementing stricter motorcycle helmet laws.

The number of motorcycle-related injuries and fatalities that occurred in the Orlando Metropolitan Area from 2003 through 2007 is shown in the following tables: *(The information is also included in the total number of crashes shown in the Traffic Crashes section beginning on page 29.)*

<i>Motorcyclist Injuries</i>	2003	2004	2005	2006	2007
Orange County	357	422	472	507	531
Osceola County	48	84	84	113	125
Seminole County	93	121	131	148	135
Total	498	627	687	768	791

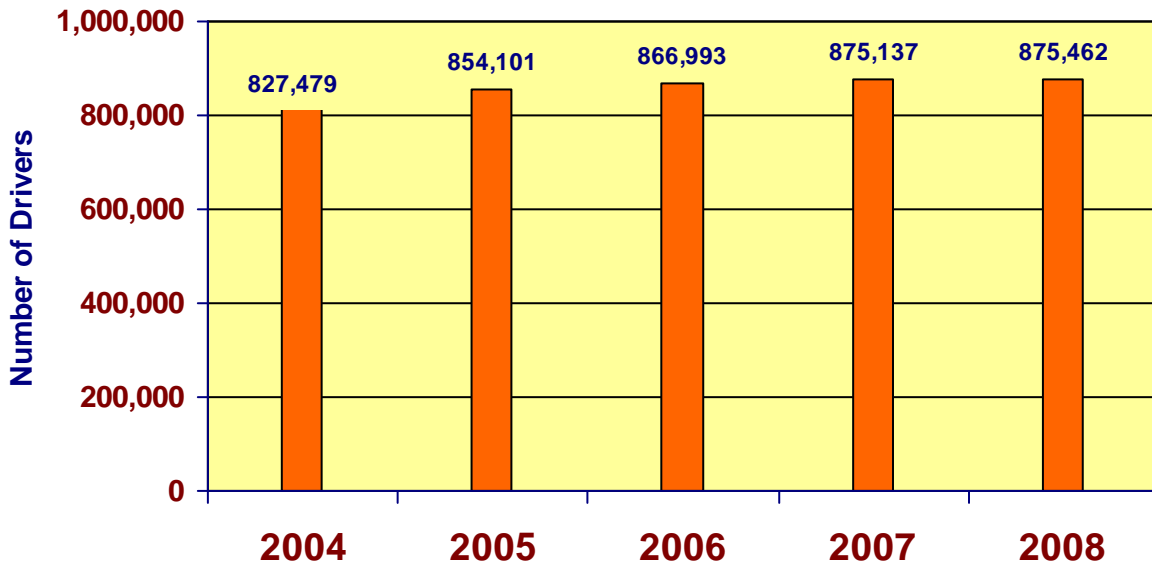
<i>Motorcyclist Fatalities</i>	2003	2004	2005	2006	2007
Orange County	16	27	21	32	31
Osceola County	5	5	5	11	9
Seminole County	3	8	6	8	9
Total	24	40	32	51	49

Source: Florida Department of Highway Safety and Motor Vehicles

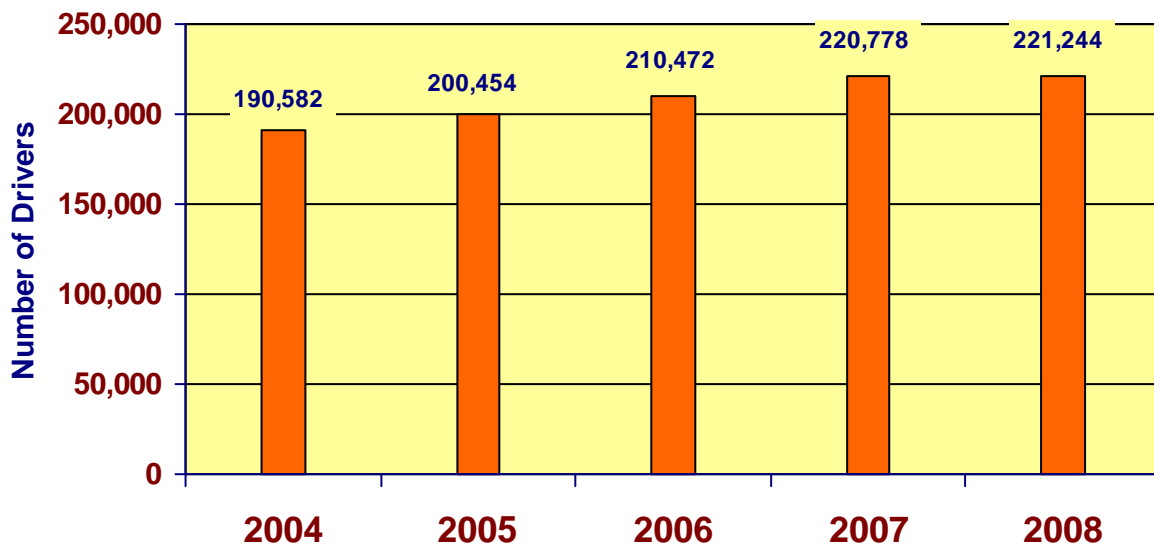
Licensed Drivers

Along with the number of registered vehicles, the number of licensed drivers in the area is another indicator of traffic congestion levels. The following bar charts illustrate the number of licensed drivers in Orange, Seminole and Osceola Counties from 2004 through 2008:

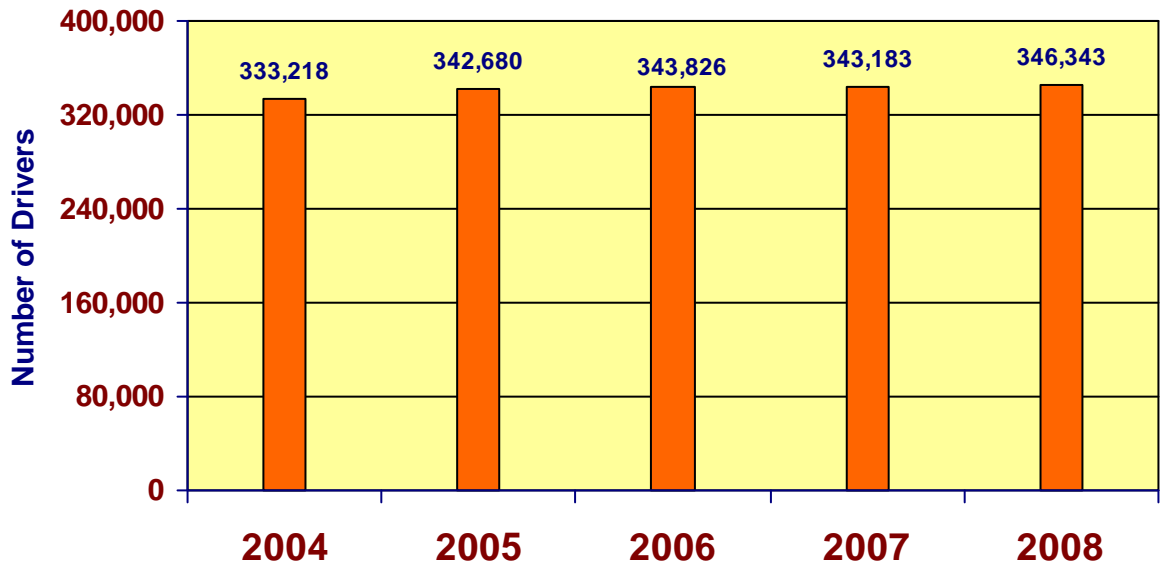
Orange County Licensed Drivers



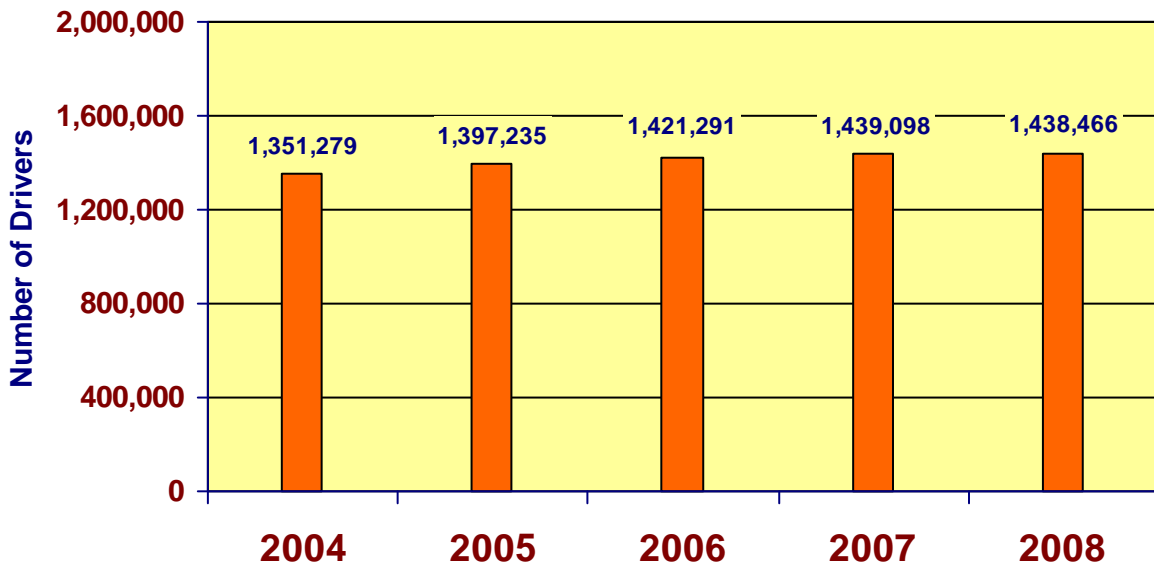
Osceola County Licensed Drivers



Seminole County Licensed Drivers



Total Licensed Drivers



Source: Florida Department of Highway Safety and Motor Vehicles

Traffic Crashes

The number of traffic crashes occurring at particular locations in the area may indicate where transportation system improvements are needed. Statistics for locations in Orange, Seminole, and Osceola Counties where ten or more crashes occurred are obtained each year by the METROPLAN ORLANDO staff. These statistics are provided by the Florida Department of Transportation (FDOT), as well as the three counties, and the City of Orlando. This information is published in an annual Crash Surveillance Report, which is shown in **Appendix B**.

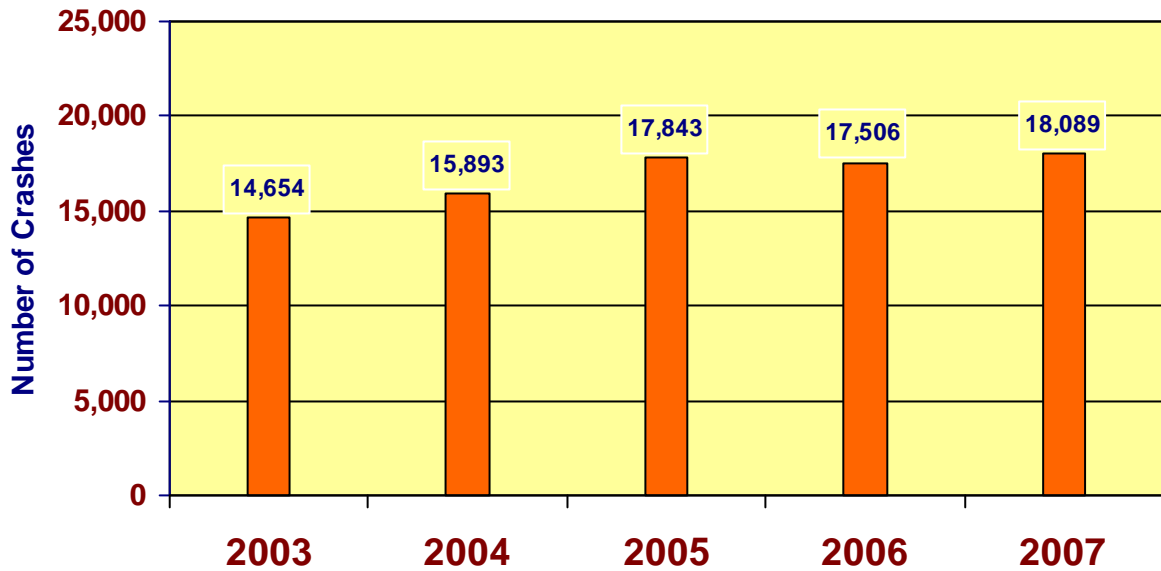
The following table shows the top twenty locations in the Orlando Metropolitan Area that had the highest number of crashes during 2007.

2007 High Crash Locations

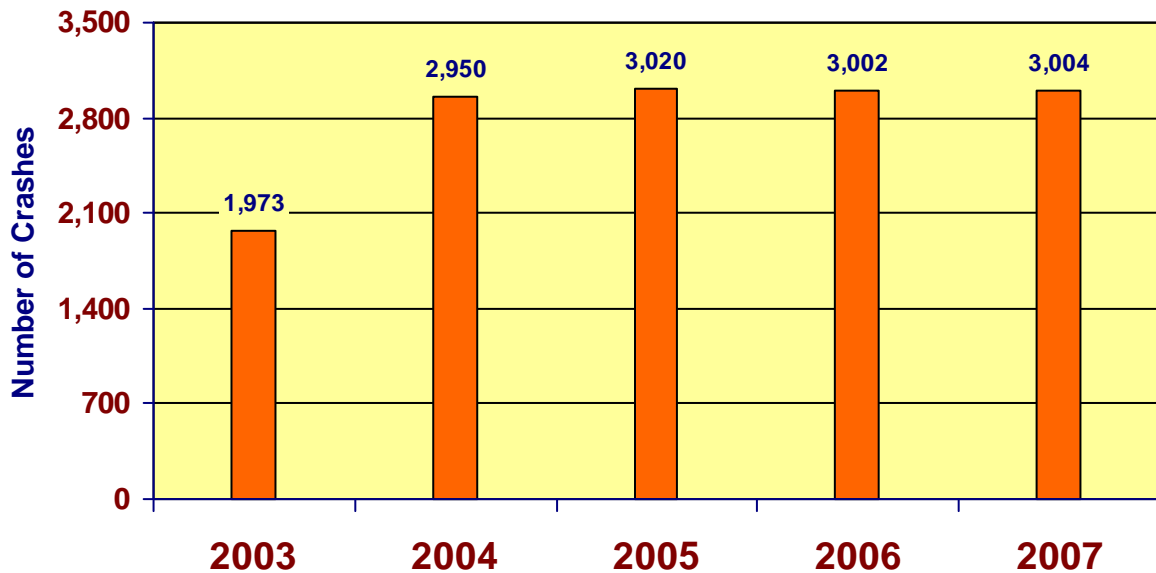
<i>Location</i>	<i># of Crashes</i>	<i># of Injuries</i>	<i># of Fatalities</i>
I-4 & SR 434 (on I-4 through lanes)	146	46	2
I-4 & Lake Mary Blvd. (on I-4 through lanes)	124	35	1
I-4 & SR 436 (on I-4 through lanes)	120	30	1
Kirkman Rd. & Conroy Rd.	118	53	0
SR 436 & Howell Branch Rd.	110	9	0
SR 436 & Curry Ford Rd.	94	23	1
Kirkman Rd. & International Dr.	91	17	0
US 17/92 & SR 436	89	2	1
SR 436 & I-4 (on SR 436)	88	12	0
US 192 & John Young Pkwy.	82	0	NA
US 192 & Hoagland Blvd.	80	0	NA
Red Bug Lake Rd. & Tuskawilla Rd.	73	13	0
Silver Star Rd. & Hiawassee Rd.	71	NA	NA
Orange Blossom Tr. & Sand Lake Rd.	70	NA	NA
US 17/92 & SR 434	69	6	0
John Young Pkwy. & Sand Lake Rd.	68	NA	NA
SR 436 & SR 434	68	5	0
SR 50 & Alafaya Tr.	68	NA	NA
Orange Blossom Tr. & Taft-Vineland Rd.	67	NA	NA
US 17/92 & Lake Mary Blvd.	67	8	0

The following charts illustrate the changes in the total number of crashes, injuries and fatalities from 2003 through 2007 as compiled by the Florida Department of Highway Safety and Motor Vehicles for each of the three counties:

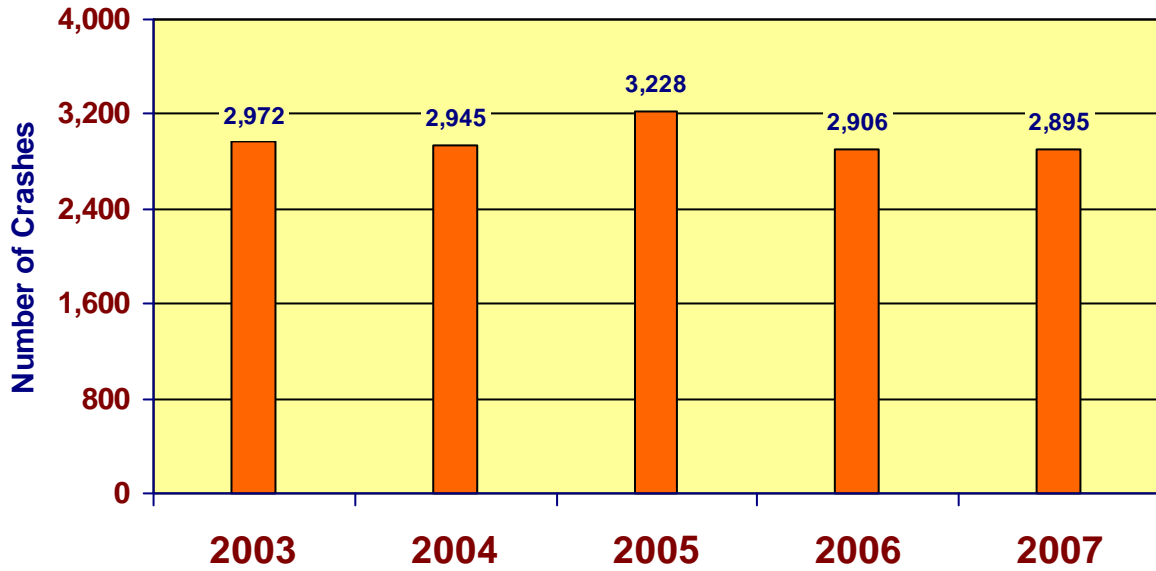
Orange County Crashes



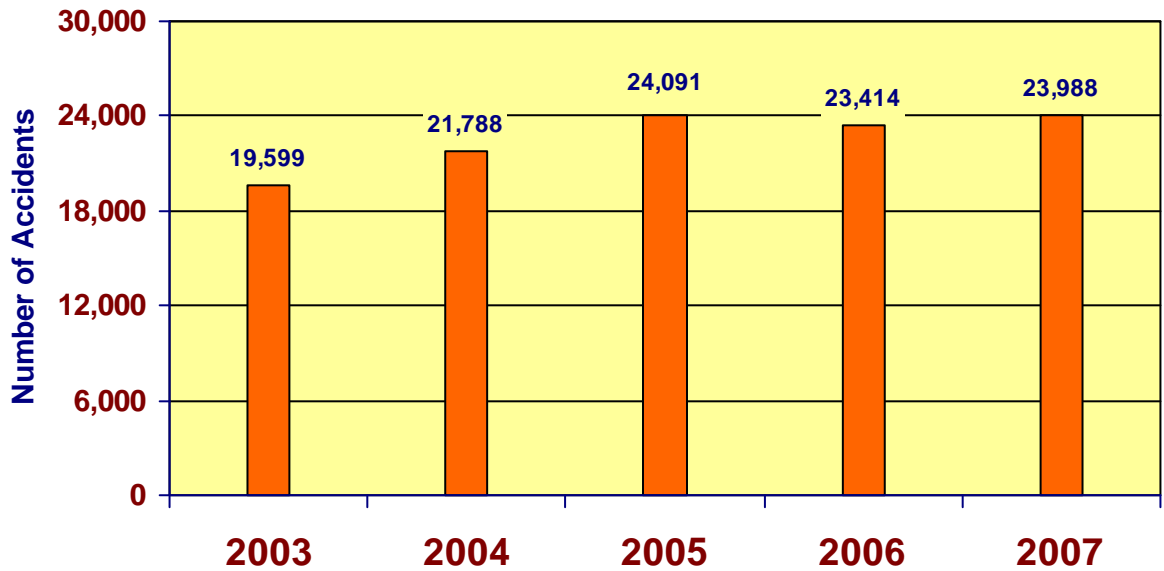
Osceola County Crashes



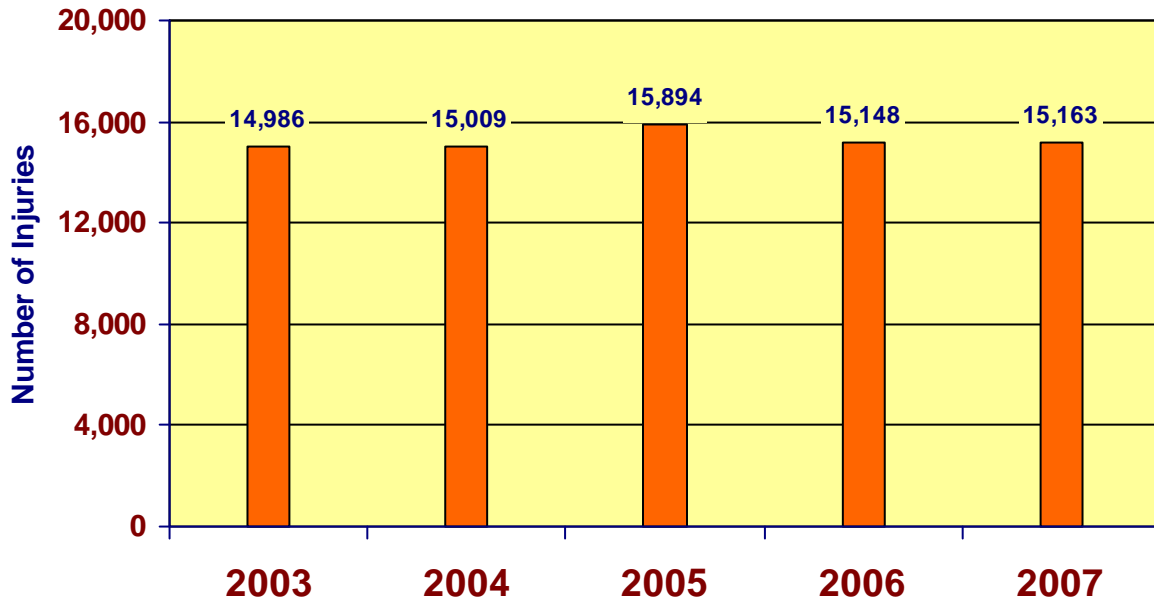
Seminole County Crashes



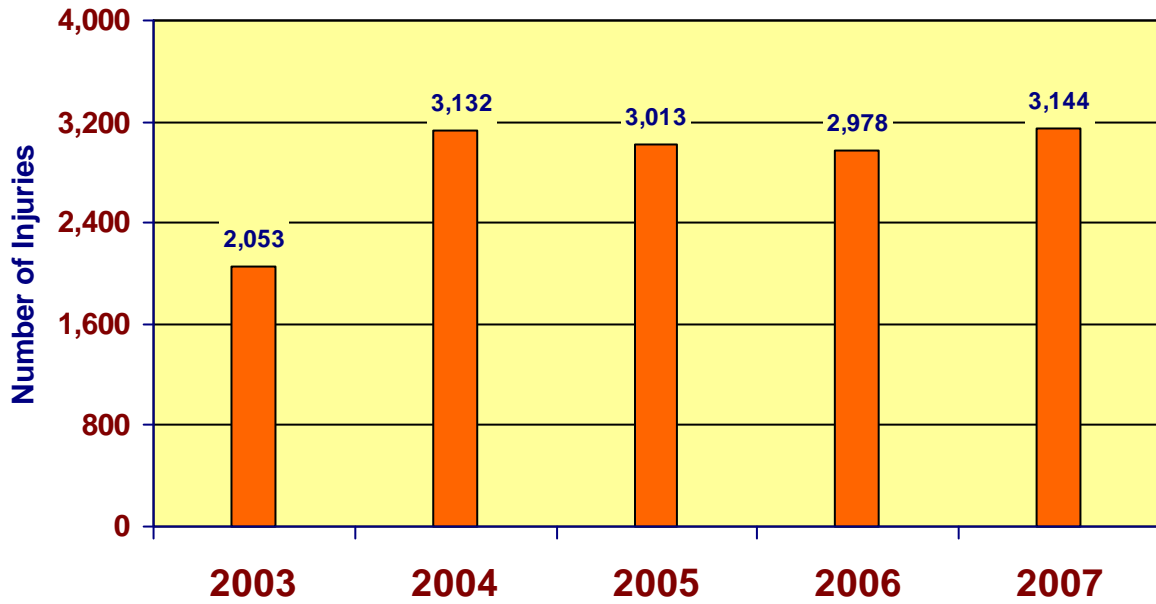
Total Crashes



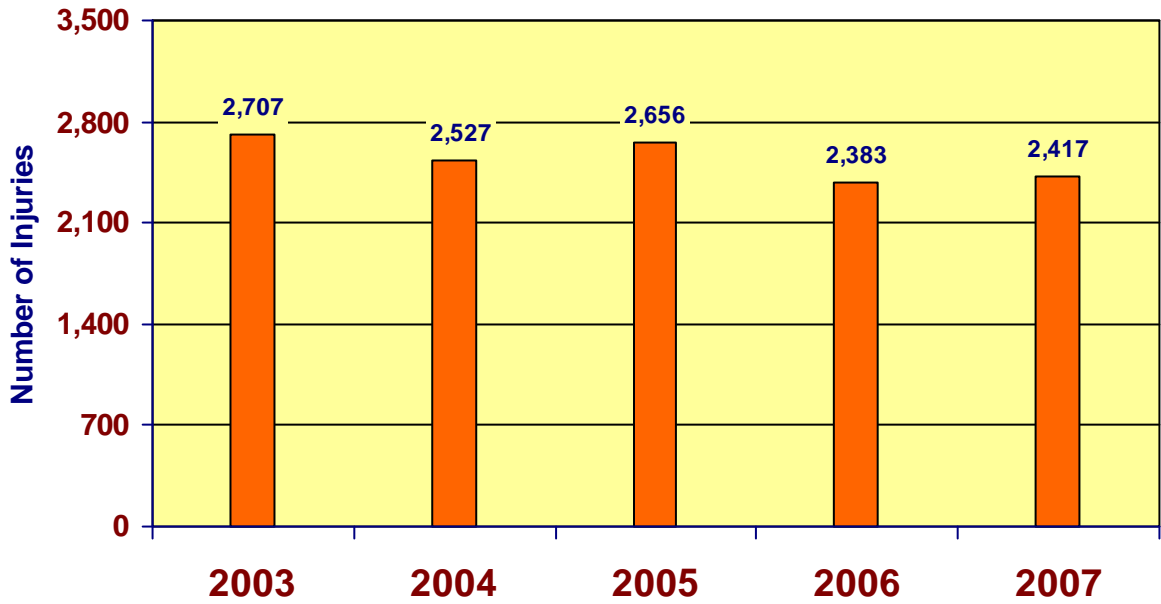
Orange County Injuries



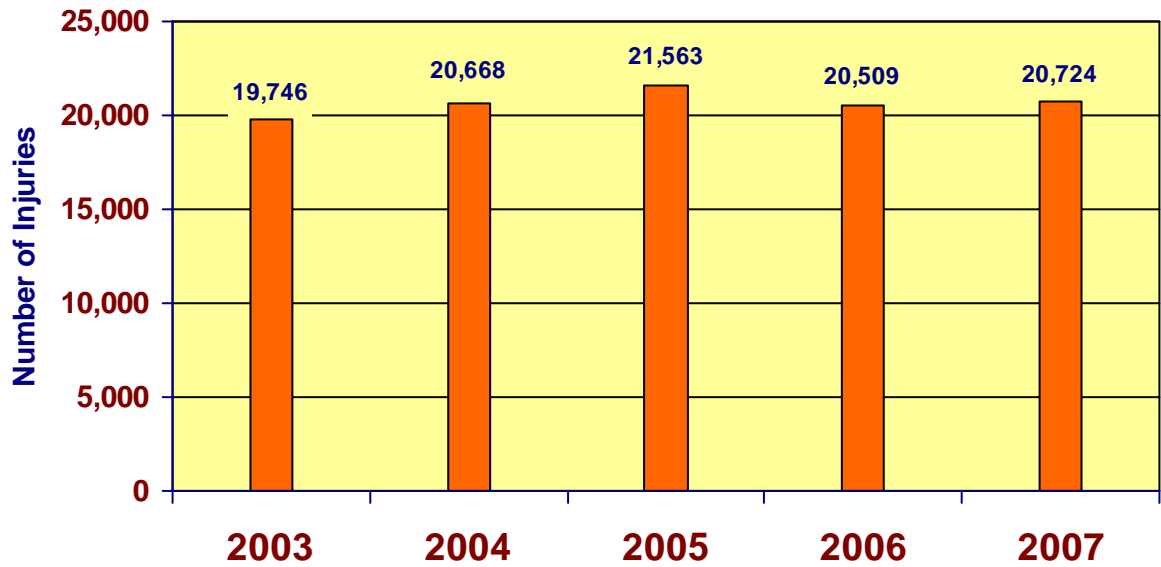
Osceola County Injuries



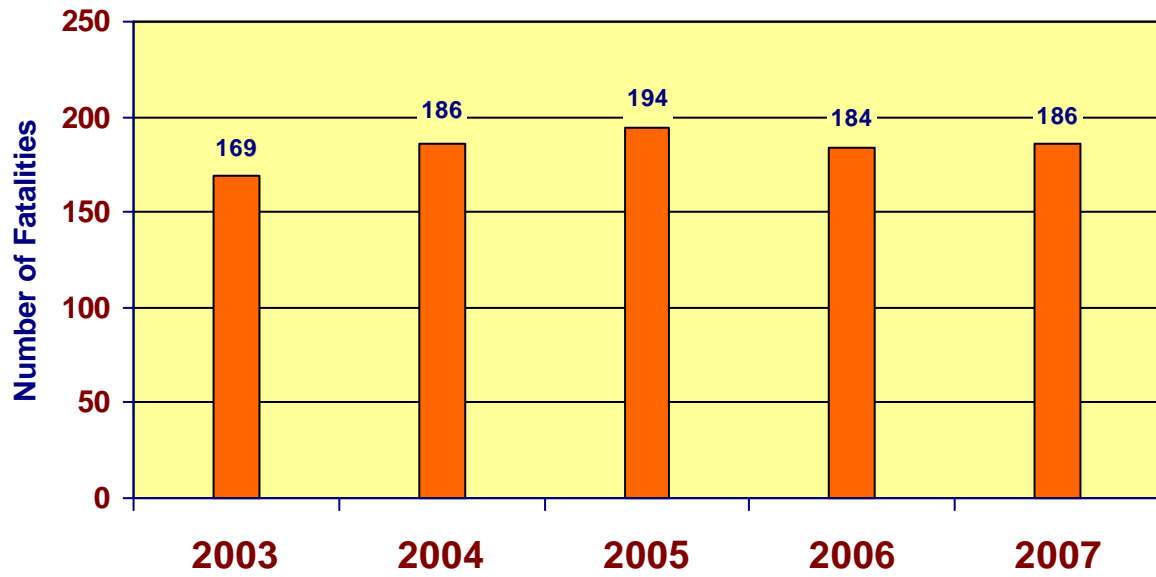
Seminole County Injuries



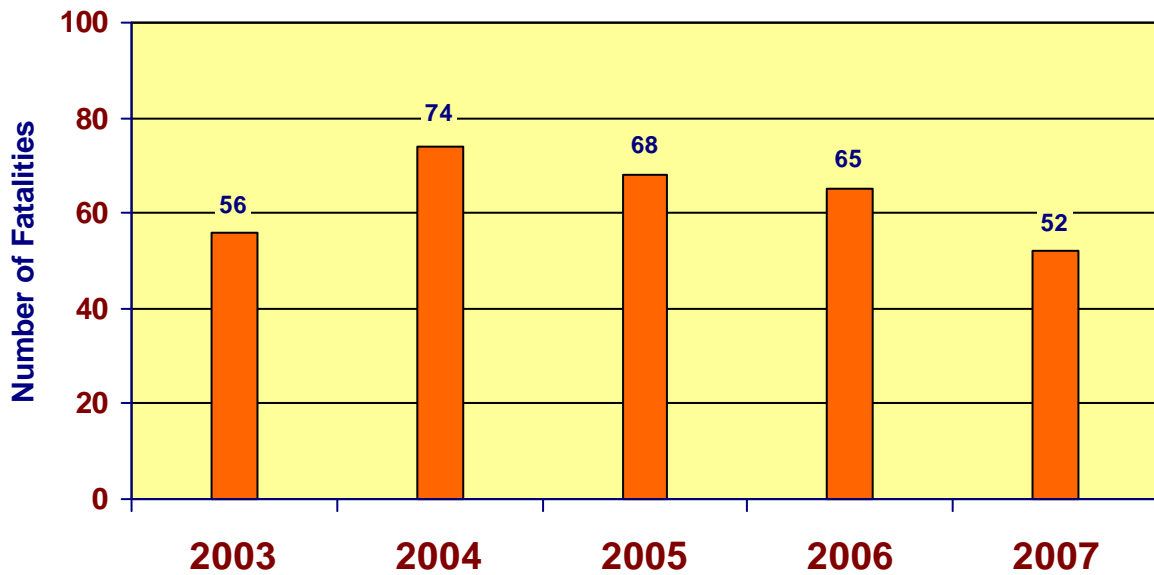
Total Injuries



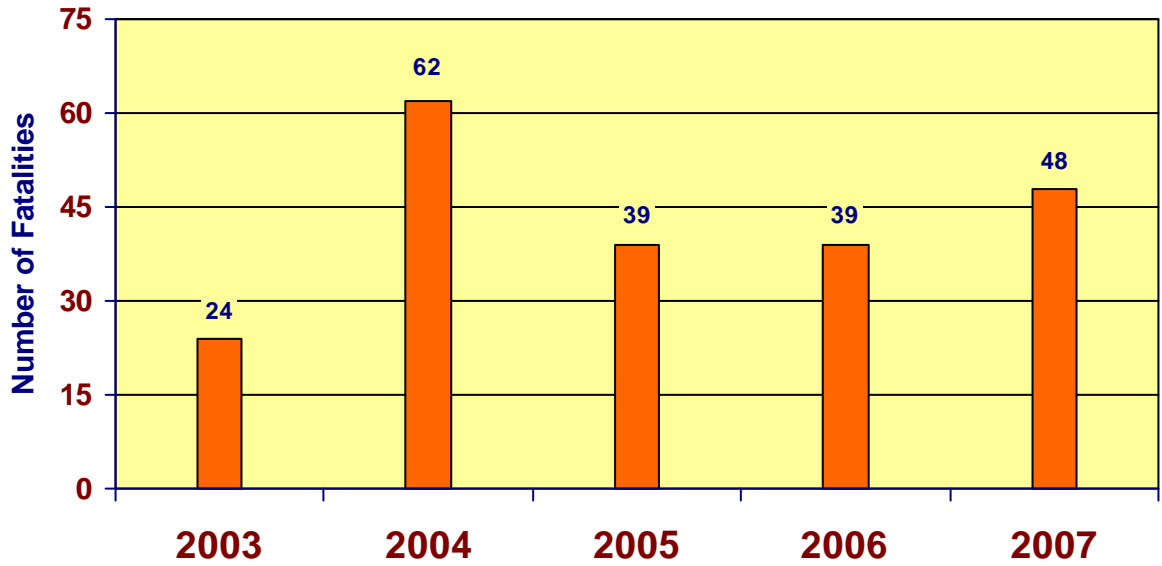
Orange County Fatalities



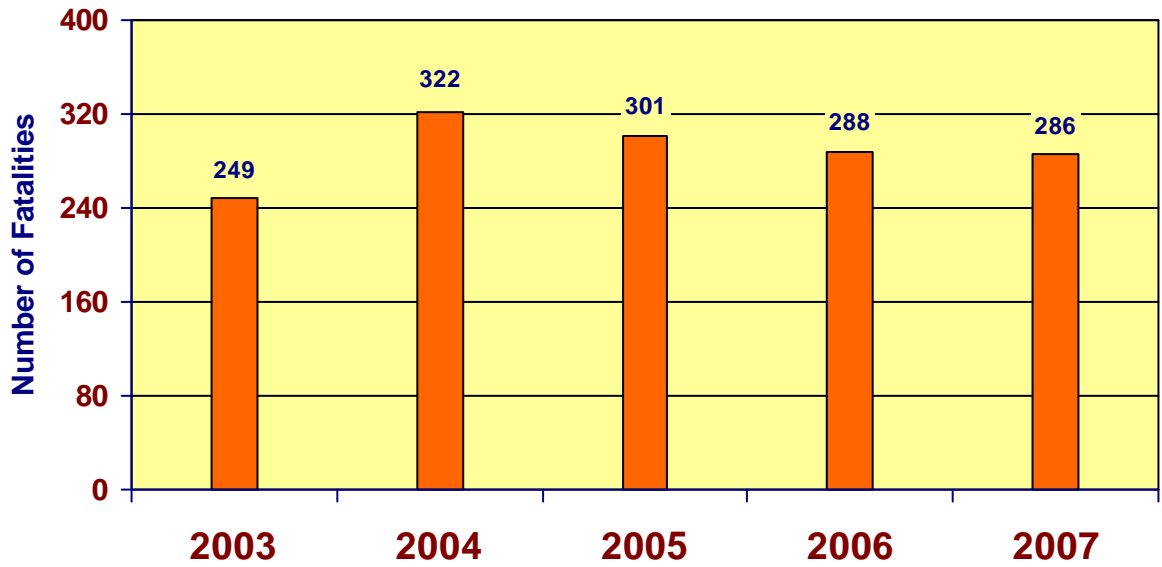
Osceola County Fatalities



Seminole County Fatalities



Total Fatalities

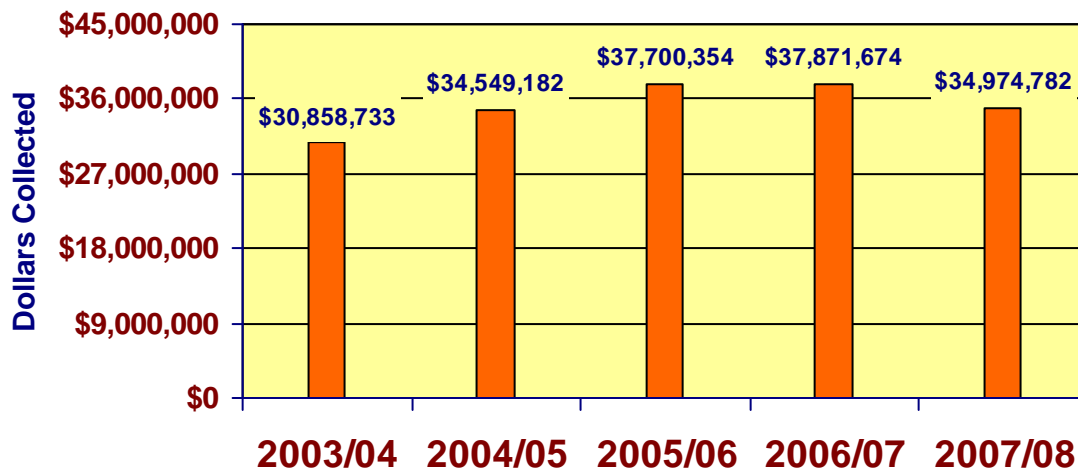


Source: Florida Department of Highway Safety and Motor Vehicles

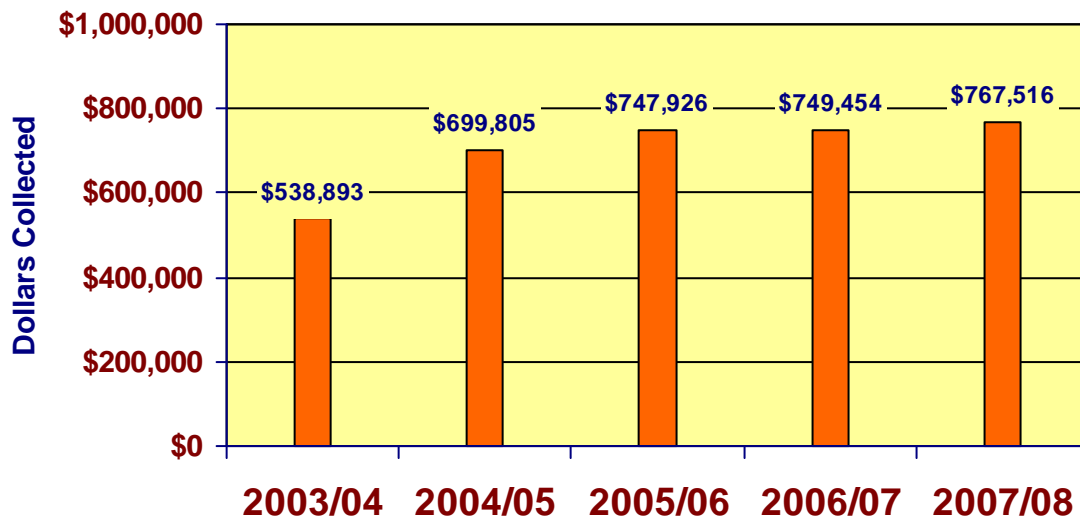
Rental Car Surcharge Revenues

Florida has a substantial rental car market, primarily due to its tourism industry, and the Orlando Metropolitan Area has the largest rental car market in the country. As a result, rental vehicles have a major impact on the levels of traffic congestion in the area, particularly on those roadways in the vicinity of the Orlando International Airport and the tourist attractions. The rental car industry in the Orlando area declined as a result of the September 11, 2001 terrorist attacks and an economic recession, but has generally rebounded since that time. This is illustrated in the charts below, which show the amount of Florida's \$2-per day rental car surcharge revenues collected in the area from FY 2003/04 through FY 2007/08.

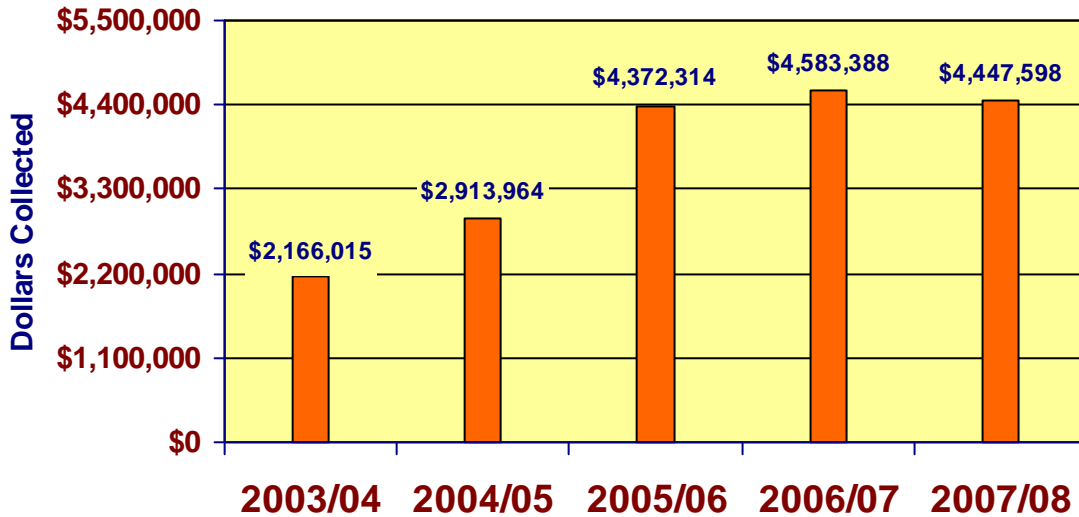
Rental Car Surcharge Revenues Collected in Orange County



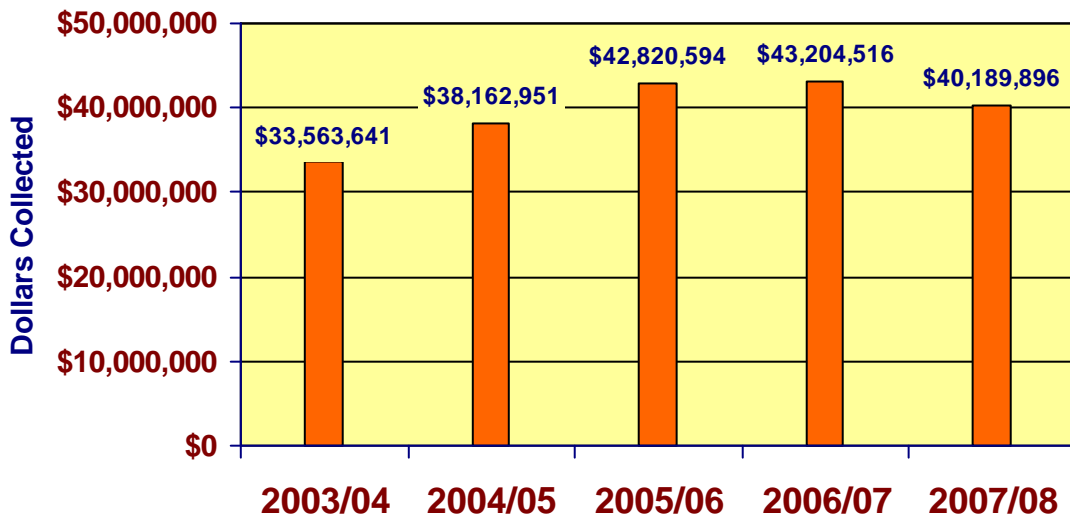
Rental Car Surcharge Revenues Collected in Osceola County



Rental Car Surcharge Revenues Collected in Seminole County



Total Rental Car Surcharge Revenues Collected in Orlando Metropolitan Area

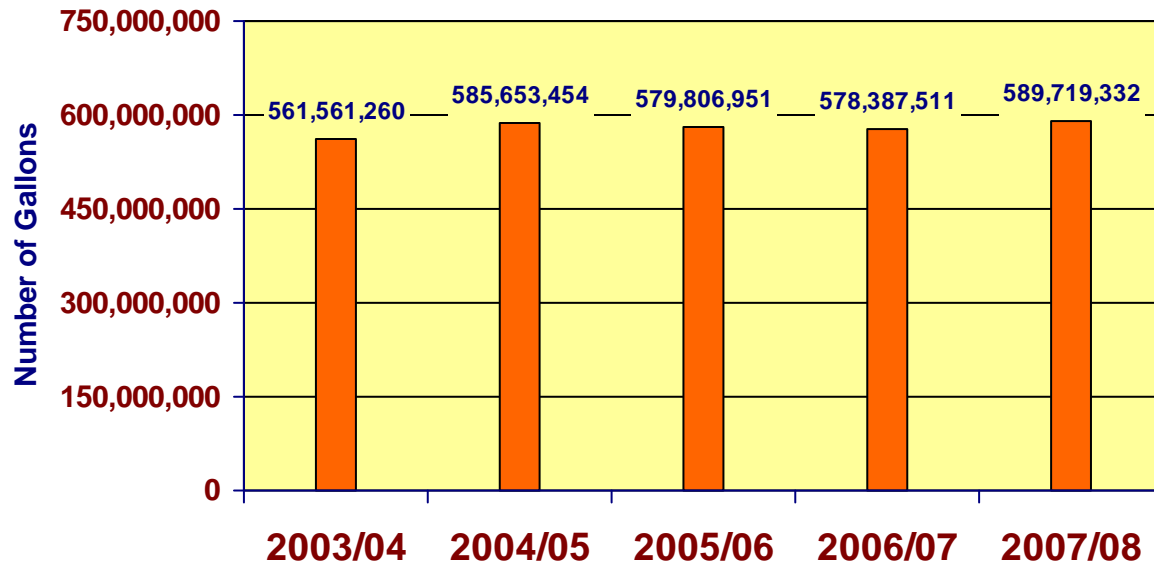


Source: Florida Department of Revenue

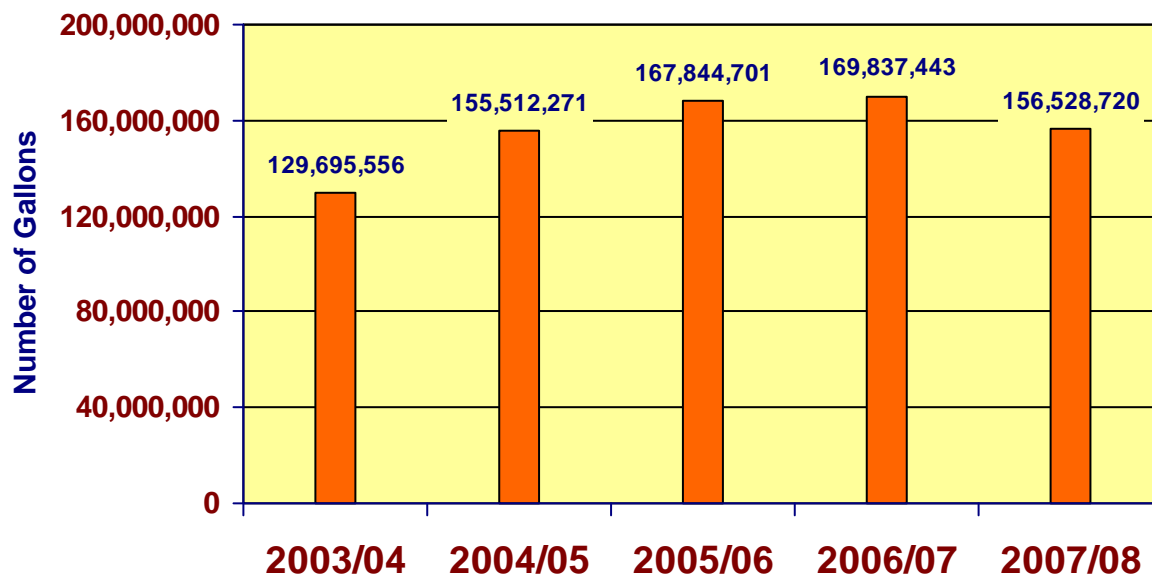
Gasoline Consumption

The consumption of gasoline over a period of several years is another indicator of the change in the number of vehicles and amount of travel in the Orlando Metropolitan Area. The following charts illustrate the number of gallons of gasoline sold in Orange, Osceola and Seminole Counties, as well as the total for all three counties, from FY 2003/04 through FY 2007/08:

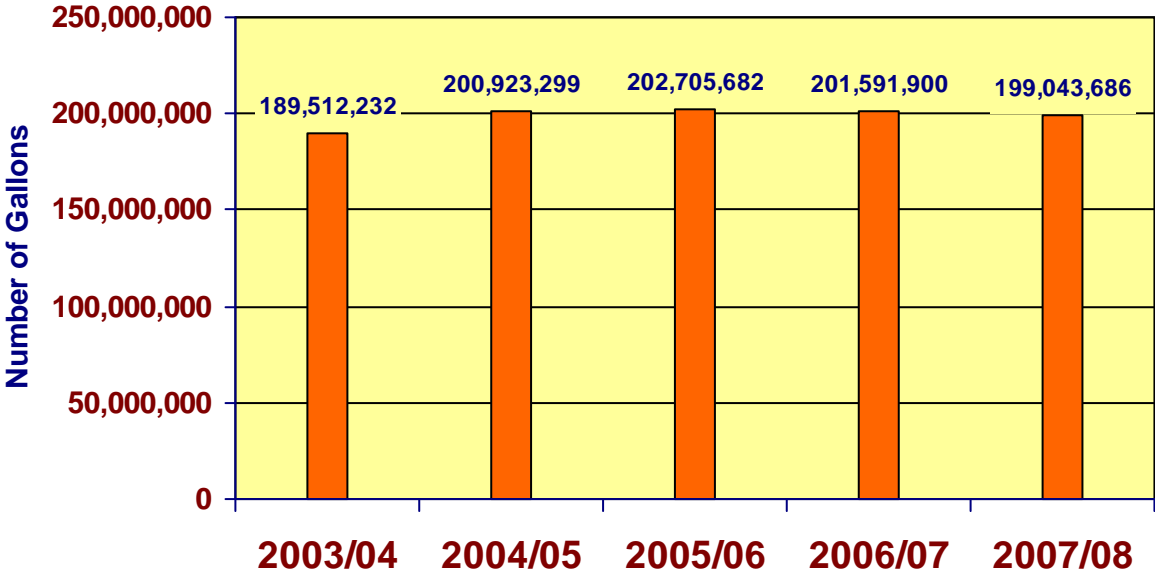
Orange County Gasoline Consumption



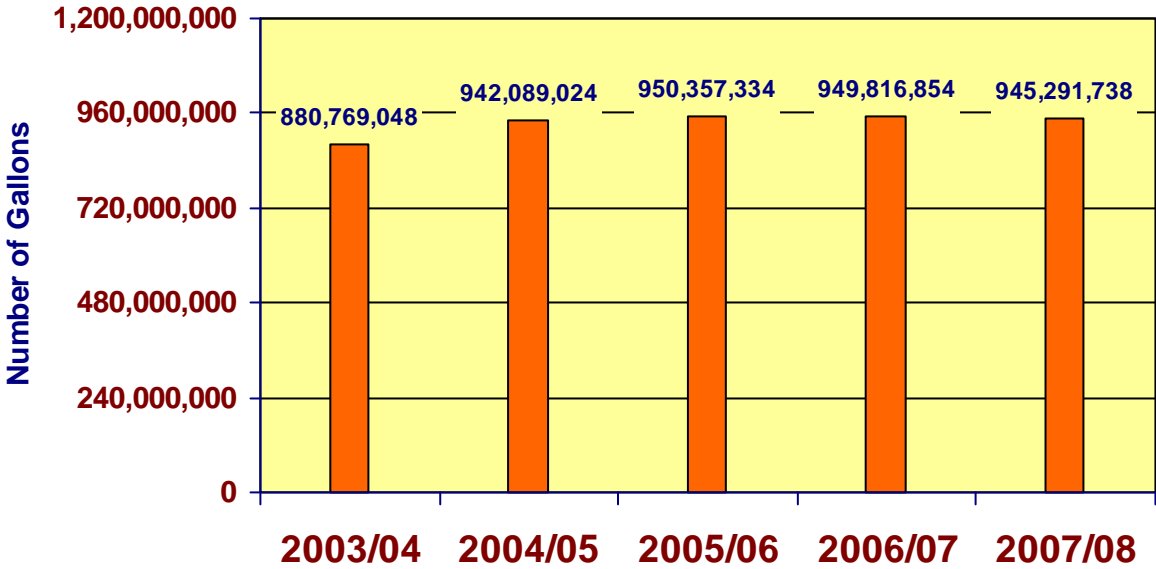
Osceola County Gasoline Consumption



Seminole County Gasoline Consumption



Total Gasoline Consumption

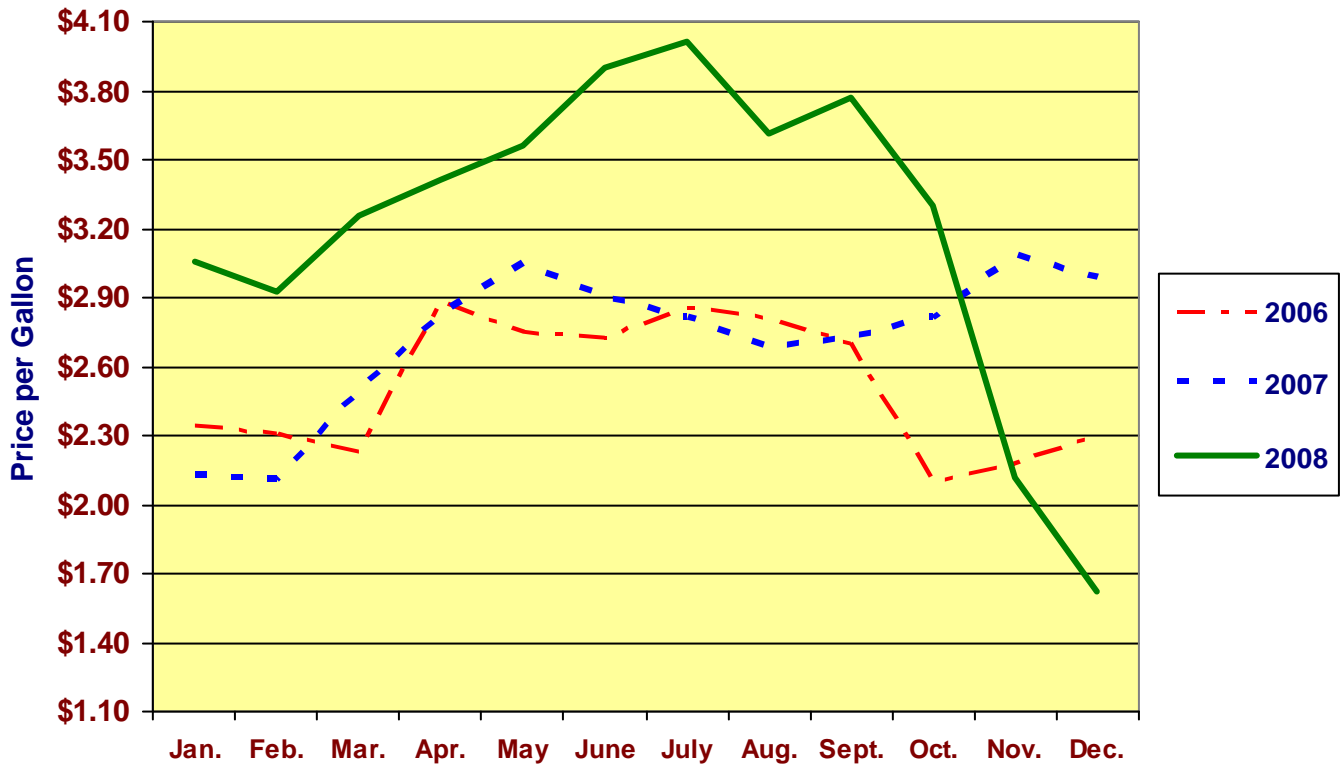


Source: Florida Department of Revenue

Average Monthly Gasoline Price per Gallon

One factor that influences the amount of gasoline that is consumed is the price per gallon for gasoline. The average monthly price per gallon for regular gasoline in the Orlando Metropolitan Area from 2006 through 2008 is shown in the following chart.

Average Monthly Price for Regular Gasoline in Orlando Metro Area

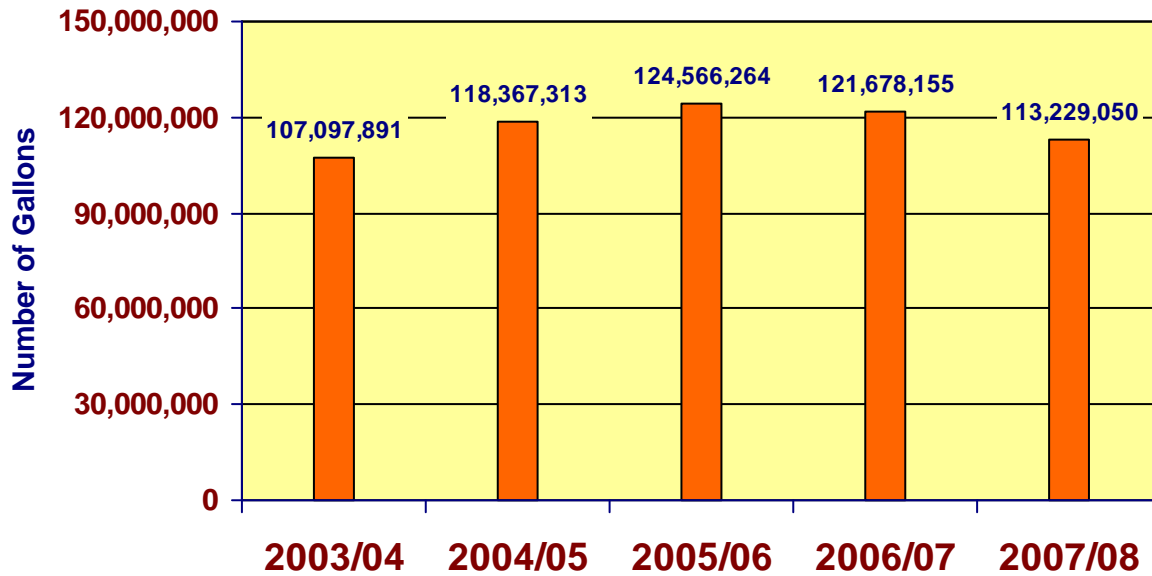


Source: OrlandoGasPrices.com

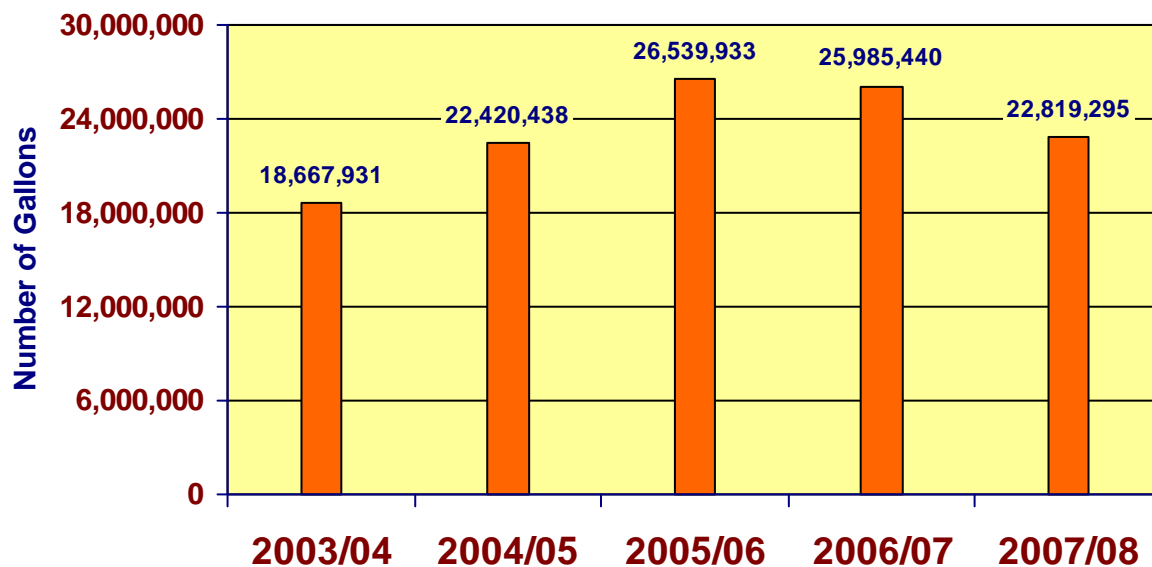
Diesel Fuel Consumption

The consumption of diesel fuel over a period of several years is another indicator of the change in the number of vehicles, particularly commercial trucks, in the Orlando Metropolitan Area. The following charts illustrate the number of gallons of diesel fuel sold in the area's three counties, from FY 2003/04 through FY 2007/08.

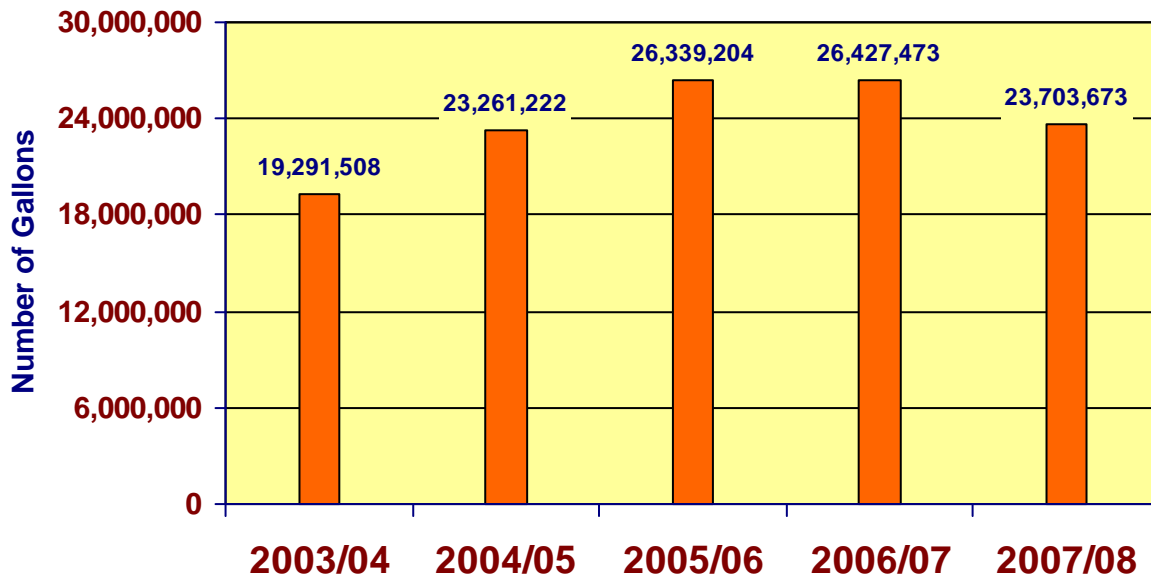
Orange County Diesel Fuel Consumption



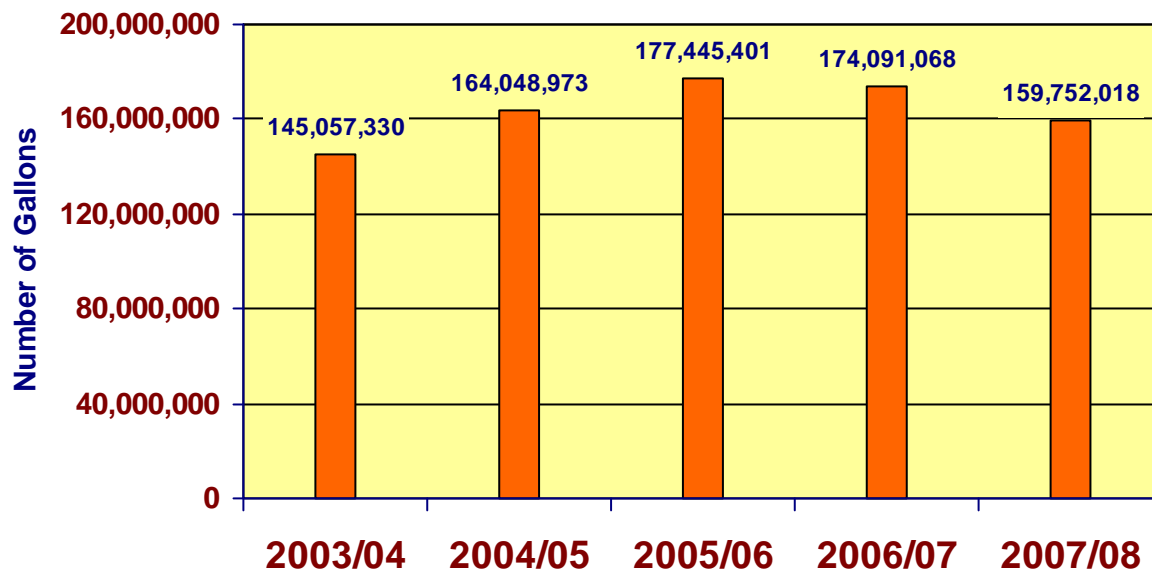
Osceola County Diesel Fuel Consumption



Seminole County Diesel Fuel Consumption



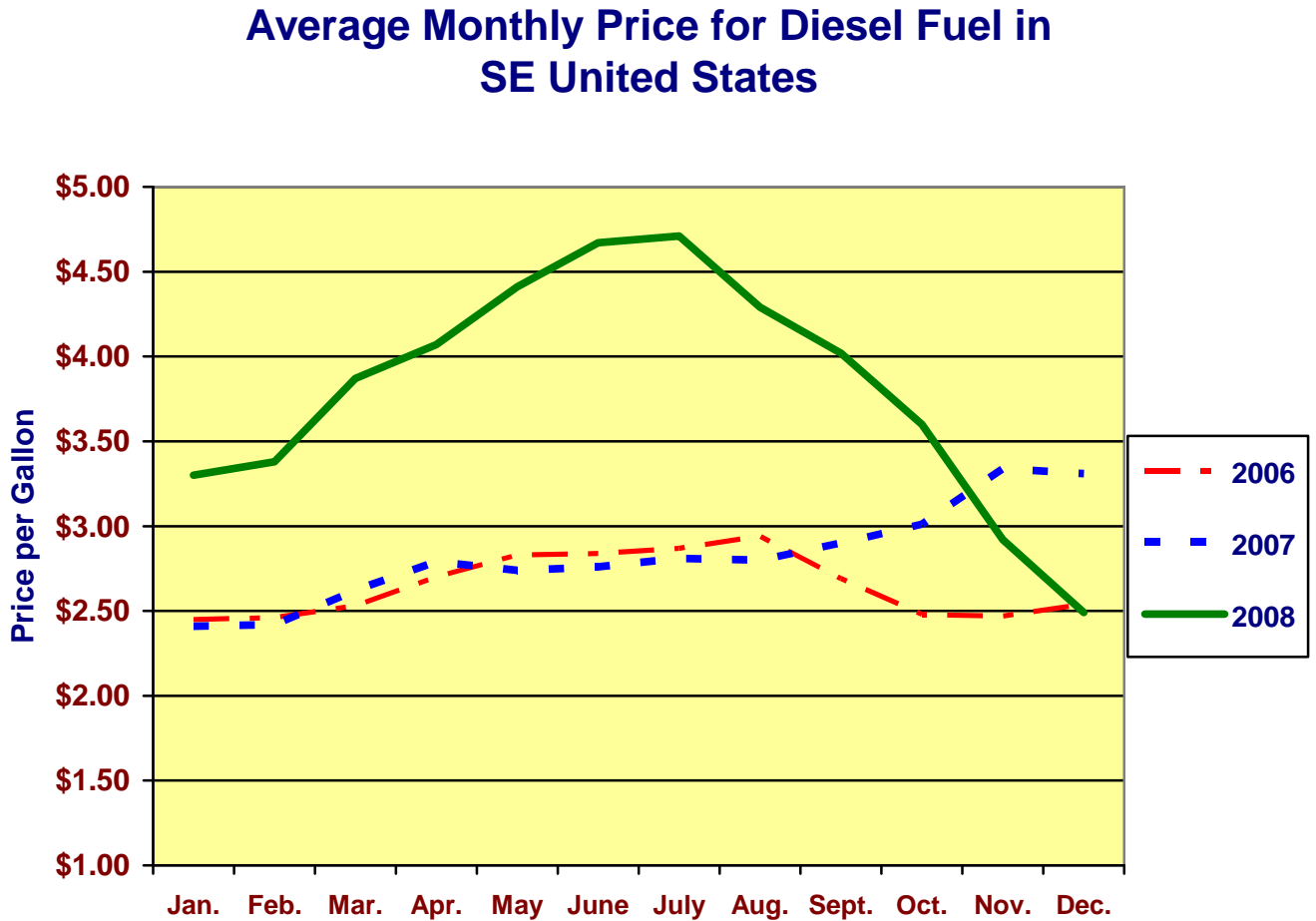
Total Diesel Fuel Consumption



Source: Florida Department of Revenue

Average Monthly Diesel Fuel Price per Gallon

The average monthly price per gallon for diesel fuel from 2006 through 2008 is shown in the following chart. (These figures are for the southeast United States, since diesel price information for the Orlando area or for Florida was not available.)



Source: Energy Information Administration

State Road Mileage (Lane Miles)

Another indicator of the growth in the number of vehicles and amount of travel in the Orlando Metropolitan Area is the increase in the road mileage in the area. The number of lane miles of state roads in Orange, Osceola and Seminole Counties from 2004 through 2008 is shown in the tables below. These have been divided into interstate facilities (I-4), toll roads such as SR 408, SR 417 and SR 528, and other state roads, such as SR 50, SR 436, SR 434, US 441, US 17/92, etc.

Orange County	2004	2005	2006	2007	2008
Interstate (I-4)	175.9	175.9	175.9	185.2	184.2
Toll Roads	543.3	556.6	592.4	623.4	642.0
Other State Roads	928.2	928.3	940.4	966.3	970.4
Total	1,647.4	1,660.8	1,708.7	1,774.9	1,796.6

Osceola County	2004	2005	2006	2007	2008
Interstate (I-4)	35.4	35.4	35.4	48.2	47.3
Toll Roads	246.8	246.8	246.8	264.8	264.5
Other State Roads	377.1	378.3	384.4	395.0	396.2
Total	659.3	660.5	666.6	708.0	708.0

Seminole County	2004	2005	2006	2007	2008
Interstate (I-4)	86.3	95.2	95.2	95.2	95.2
Toll Roads	70.4	70.4	70.4	70.4	70.3
Other State Roads	331.3	342.9	342.9	342.9	343.3
Total	488.0	508.5	508.5	508.5	508.8

Grand Total	2,794.7	2,829.8	2,883.8	2,991.4	3,013.3
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Source: Florida Department of Transportation

Local Road Mileage (Paved Centerline Miles)

The number of miles of local (city and county) roads in the Orlando Metropolitan Area has also increased in recent years. The table below shows the change in the number of miles of paved local roads in Orange, Osceola and Seminole Counties over the 2003-2007 timeframe, since the latest information available is for 2007. *(The numbers in the table reflect the centerline miles of paved roads, information that is collected annually from local governments by FDOT. Lane mileage figures by facility-type classifications for local roads were not available.)*

Local Road Mileage	2003	2004	2005	2006	2007
Orange County	3,753.9	3,780.8	3,800.8	3,954.8	4,073.9
Osceola County	945.6	957.7	978.8	1,022.7	1,133.0
Seminole County	1,425.5	1,399.1*	1,412.9	1,493.1	1,473.0
Total	6,125.0	6,137.6	6,192.5	6,470.6	6,679.9

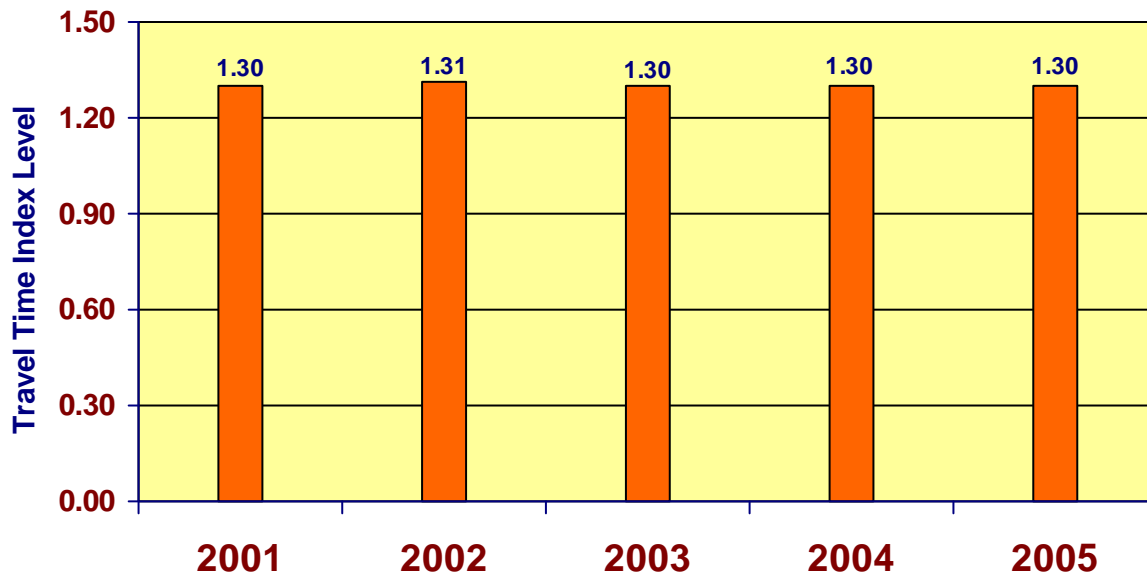
* The 2004 roadway mileage figure for Seminole County was adjusted downward based on use of a more accurate inventory system by Seminole County.

Source: Florida Department of Transportation

Travel Time Index

The Texas Transportation Institute (TTI) at Texas A & M University annually produces a study comparing the traffic congestion levels of many urban areas around the country, including the Orlando Metropolitan Area. The TTI report includes a comparison of the travel time indexes of the urban areas. This index is based on the free-flow travel speeds of 60 mph on freeways and 35 mph on major arterials. An index of greater than 1.0 indicates that the travel speeds on an area's roadway system are lower than the free-flow speeds, thus increasing the travel times on the system. Conversely, an index of less than 1.0 indicates that the speeds are higher than the free-flow speeds, thus reducing the travel times on the system. Using the example of Los Angeles Spokane, Washington, as a comparison of the highest and lowest indexes, the travel time index for Los Angeles in 2005 was 1.50, while the same index for Corpus Christi was 1.04. The travel time indexes for the Orlando Metropolitan Area for 2001 through 2005 are shown on the following chart: *(The 2005 data is the latest information available. The TTI report containing updated data was not available at the time this document was published.)*

Orlando Metropolitan Area Travel Time Index



Source: Texas Transportation Institute – 2007 Urban Mobility Report

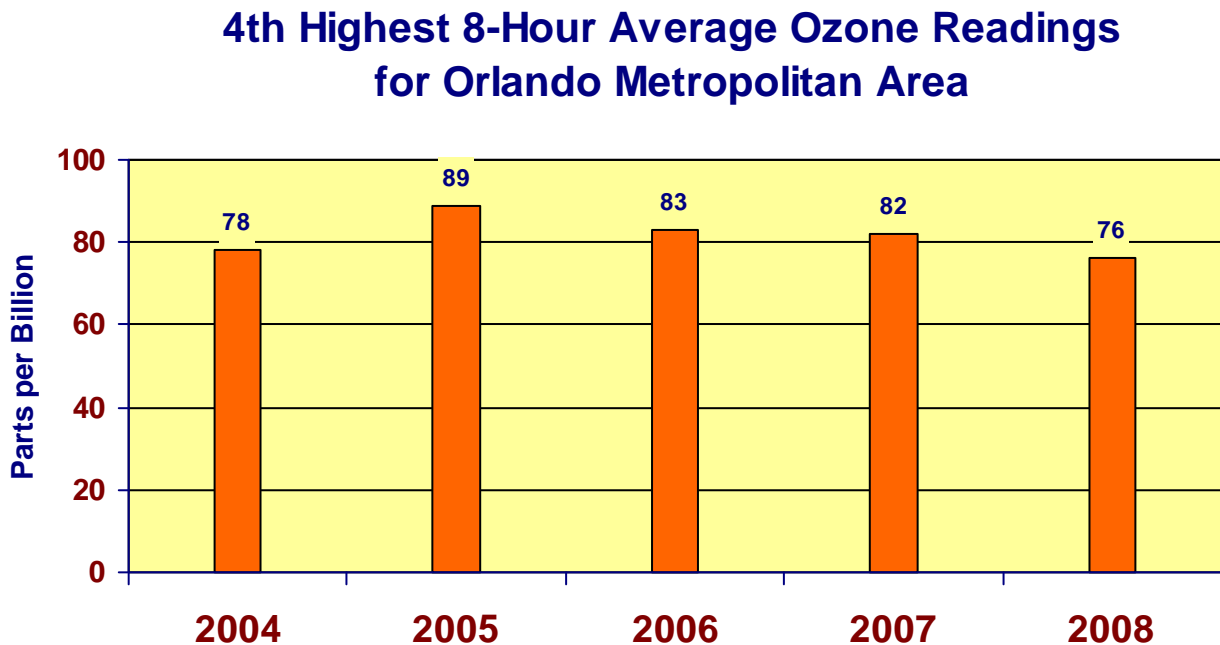
This chart shows that the travel time index for the Orlando Metropolitan Area's highway system has held steady at the 1.30 index level from 2001 to 2005. This indicates that the mobility improvements that have been implemented in the area, such as computerized signals, electronic toll collection, etc. may have had some impact on keeping the travel time index from worsening. However, the index also shows that the travel speeds in the area are lower than the free-flow speeds, and more improvements are needed.

Air Quality

Traffic congestion can have a major impact on the air pollution levels in an urban area. The pollutant that has been a cause for concern in the Orlando Metropolitan Area in recent years is ground-level ozone, for which motor vehicle emissions are a primary source. The Federal Environmental Protection Agency (EPA) standard for ozone was recently changed from 85 parts per billion to 75 parts per billion averaged over any eight-hour period. An area will be considered as nonattainment (not meeting the standard) if the average of the annual fourth highest ozone readings at any monitoring site for any three-year period equals or exceeds the 75 parts per billion standard.

In 2009, EPA will average the fourth-highest eight-hour average ozone readings in urban areas around the country from 2006 through 2008 to determine which areas would be considered to be in attainment with the EPA standard and which would be designated as nonattainment. Several ozone readings in the Orlando Metropolitan Area exceeded the EPA standard during that three-year period, and if additional violations occur during 2009 or 2010, the Orlando Metropolitan Area could eventually be designated as a nonattainment area. In addition, EPA is considering further tightening its ozone standards in the future. Therefore, in order to help prevent a nonattainment designation, such measures as the expansion of flex time and telecommuting, vehicle maintenance, and the use of alternate forms of transportation, are being promoted as part of a public awareness campaign.

The line charts in **Appendix C** show the highest monthly eight-hour average ozone readings for 2008 at each of the four monitoring stations operated by the Florida Department of Environmental Protection in the Orlando Metropolitan Area. The following bar chart shows the fourth highest eight-hour average readings for the area from 2004 through 2008:



Source: Florida Department of Environmental Protection

Management and Operations Statistics

Overview

Management and Operations (M&O) involves the implementation of various strategies and technologies to improve traffic flow on existing roadways without adding lanes or building new roadways. METROPLAN ORLANDO has been placing a greater emphasis on the planning and implementation of M&O strategies in recent years as a cost-effective method to relieve traffic congestion in the area.

The Texas Transportation Institute's 2007 *Urban Mobility Report* provides several inventory and performance measures on congestion in the Orlando area for the years from 1982 to 2005. The report includes an estimate on the total effect of M&O treatments on traffic congestion. Additionally, the National Transportation Operations Coalition conducted a survey entitled *The Traffic Signal Report Card* in 2005 to measure how well traffic signals operate on the nation's roadways. The survey was conducted again in 2007. Information from the 2007 *Urban Mobility Report* and the 2005 and 2007 *Traffic Signal Report Cards* are reported in this section. These reports provide information for assessing the affect of these strategies on reducing traffic congestion.

M&O strategies include the use of Intelligent Transportation Systems (ITS). A number of ITS technologies are currently being applied in the Orlando area, including the use of 70 surveillance cameras and 17 variable message signs along I-4 from the St. Johns River bridge to west of US 192. Additionally, the Orlando-Orange County Expressway Authority has installed 50 cameras along SR 408 from Kirkman Road to SR 417, SR 417 from SR 408 to the Seminole County line, as well as at mainline toll plazas throughout the expressway system. These cameras and signs enable the Florida Highway Patrol to determine the location and severity of traffic incidents and inform motorists of delay times, alternate routes, etc. Several toll plazas on the 100-mile expressway system have been converted to "open road tolling" express lanes, which provide another application of technology. It allows drivers to bypass the cash lane because electronic monitors over the roadway collect the tolls as the E-PASS (electronic tolling) vehicles travel at posted highway speed.

LYNX, the transit operator for the three counties, has deployed an automated vehicle location (AVL) system and electronic kiosks for the downtown LYMMO system. LYNX is also testing the application of traffic signal priority as part of their bus rapid transit project in South Seminole County.

An Automated Traveler Information Service (511) service, which was initially operated by FDOT along 50 miles of the I-4 corridor in the Orlando area, enables callers to get up-to-the-minute information simply by saying aloud the area of the Interstate about which they are seeking information. This service, which has since been expanded statewide, enables commuters to determine the best route to take to their respective destinations by providing information on traffic congestion due to accidents, etc., as well as suggested alternate routes. Information on transit service is also available. The service started in Central Florida in 2002, and more than 1 million people used the service during 2008.

In addition to considering the benefits from M&O strategies, and based on responses to the METROPLAN ORLANDO Survey of Public Opinion on Transportation Issues, more resources will be invested in traffic signal timing and computer coordination in some corridors. Within the METROPLAN ORLANDO area, there are approximately 1,500 traffic signals. Control of these traffic signals is split between various jurisdictions. Studies have shown that retiming traffic signals may improve the operations of a corridor (reduce delays and stops, improve safety, reduce fuel consumption and emission) from 5 to 25 percent. The use of computer-coordinated traffic signal systems in the area is discussed further in the next section.

Computer-Coordinated Traffic Signals

As mentioned on the previous page, computer-coordinated traffic signal systems, which improve traffic flow and help traffic signals become more efficient, are being deployed in Orange, Osceola and Seminole Counties. This technology is being deployed for traffic signals on International Drive in Orange County. Seminole County is complementing this technology by installing more than twenty Variable Message Signs at the interchange areas with Interstate 4 and at the intersections of US 17/92 with both SR 436 and SR 434. These signs will convey real-time traffic information to motorists and can provide detour routing for incidents on I-4. In addition, during 2005, Orange County deployed several similar message signs in the vicinity of I-4 on SR 535, Central Florida Parkway, Sand Lake Road, John Young Parkway, and Lee Road.

The growth in the number of computer-coordinated signals in the area from 2004 through 2008, as compared to the total number of signals, is illustrated in the following tables:

Orange County	2004	2005	2006	2007	2008
Total Traffic Signals	926	950	969	999	1,022
Computer Coordinated Signals	689	693	700	773	765*
% Total Traffic Signals	74.4%	72.9%	72.2%	77.4%	74.9%

Osceola County	2004	2005	2006	2007	2008
Total Traffic Signals	130	139	148	150	150
Computer Coordinated Signals	41	41	41	41	40*
% Total Traffic Signals	31.5%	29.5%	27.7%	27.3%	26.7%

Seminole County	2004	2005	2006	2007	2008
Total Traffic Signals	340	356	366	370	366*
Computer Coordinated Signals	200	202	206	190**	193
% Total Traffic Signals	58.8%	56.7%	56.3%	51.4%	52.7%

* The 2008 traffic signal numbers for Orange, Osceola and Seminole Counties that are lower than for 2007 is due to the removal of several signals that were causing traffic to back up and were not needed.

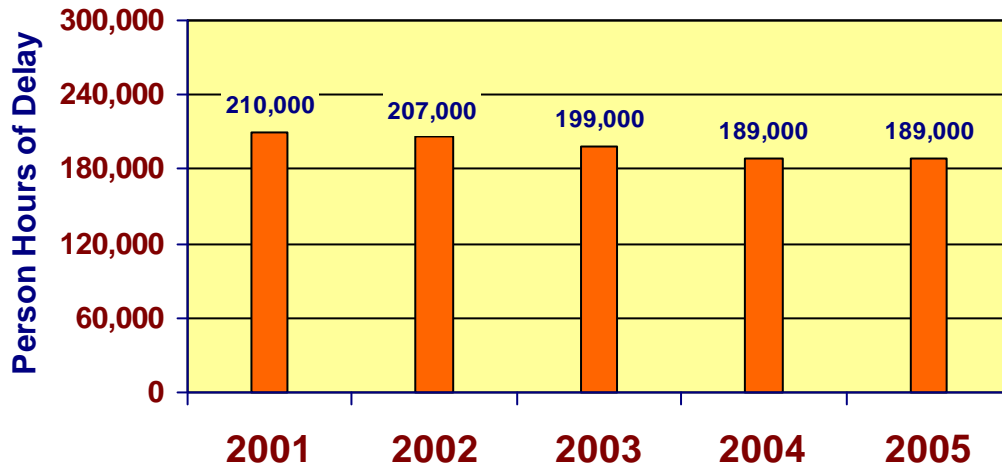
** The number of Seminole County's coordinated signals for 2007 is lower than for previous years due to the use of a more accurate counting methodology. Revised figures for previous years are not available.

Total	2004	2005	2006	2007	2008
Total Traffic Signals	1,396	1,445	1,483	1,533	1,538
Computer Coordinated Signals	930	945	968	1,028	998
% Total Traffic Signals	66.6%	64.8%	63.9%	66.1%	64.9%

Source: Local Government Engineering Departments

The 2007 *Urban Mobility Report* estimates the annual reduction in traffic congestion that is attributed to traffic signal coordination on arterial roadways. The estimated reduction in person hours of travel delay due to traffic signal coordination from 2001 to 2005 in the METROPLAN ORLANDO area is provided in the chart on the following page. (*The 2005 data is the latest information available. The TTI report containing updated data was not available at the time this document was published.*)

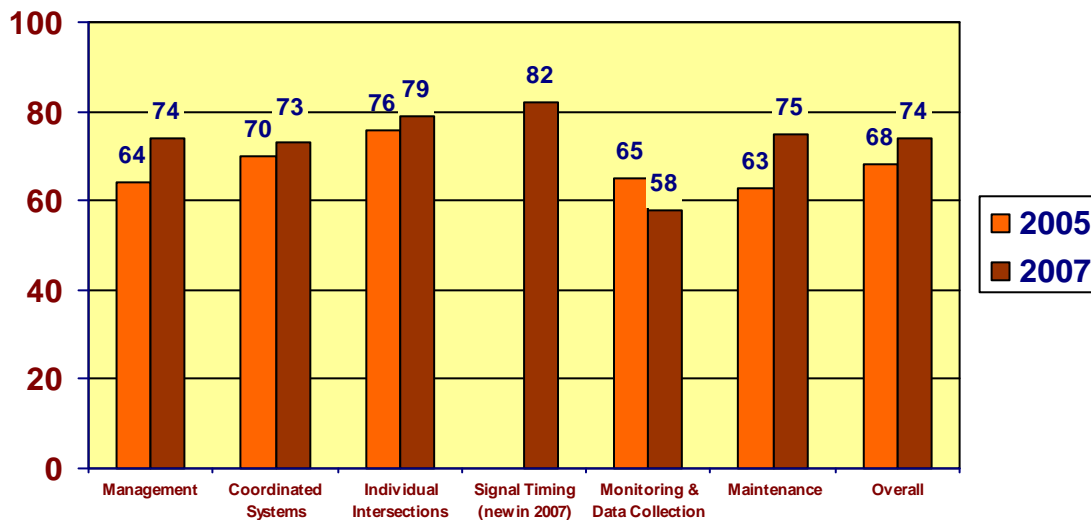
Effect of Traffic Signal Coordination on Travel Delay in Orlando Metro Area



Source: Texas Transportation Institute - 2007 Urban Mobility Report

As stated in the beginning of this section, the results from the 2008 *Traffic Signal Report Card* is being used to show how well traffic signals operate on roadways in the region. The scores for Orange, Osceola and Seminole Counties, and the City of Orlando are averaged to represent the region. These jurisdictions represent over 85 percent of the traffic signals in the METROPLAN ORLANDO area. The National scores in 2005 and 2007 were 62 and 65, respectively. The average scores for the each of the criterion in the report card survey are show in the chart below.

Orlando Metro Area Traffic Signal Report Card Score



Source: Orange, Osceola and Seminole County and City of Orlando Engineering Departments

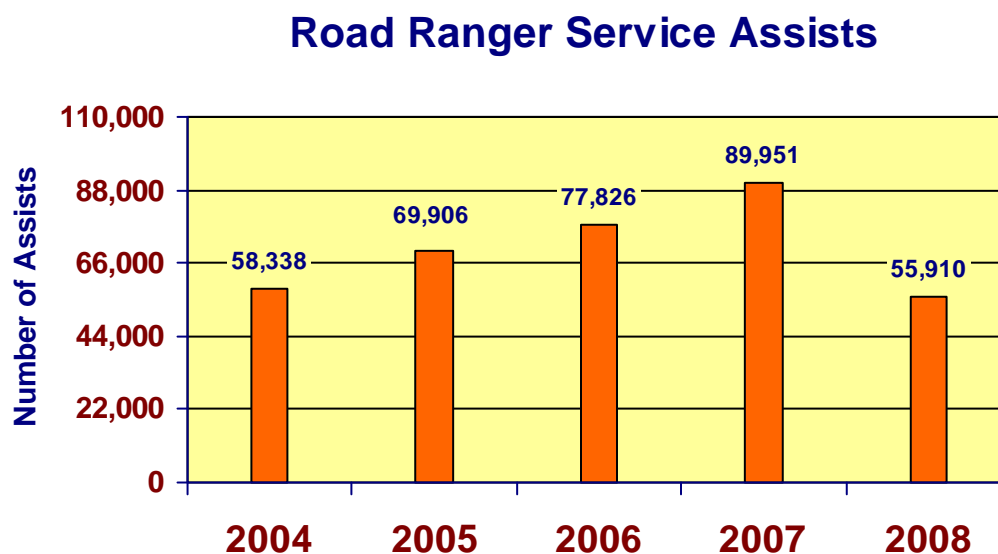
Road Rangers

Road Rangers is a service operating on I-4 and the toll roads in the area that involves the use of specially-equipped trucks to help stranded motorists and minimize traffic congestion caused by minor accidents and vehicle breakdowns. The trucks are equipped to make minor car repairs, such as tire changes, fuel/fluid replacement, belt and hose replacement, etc. Other Road Ranger services include removing vehicles and debris from travel lanes, assisting with non-injury accidents, and providing communication with law enforcement and emergency services.

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

The number of Road Ranger service assists that occurred on I-4 and the toll roads in the area between 2004 and 2008 is shown in the following chart:

Note: The large decrease in the number of Road Ranger service assists that occurred between 2007 and 2008 was primarily due to a major reduction in the funding for the Road Ranger program by the Florida Legislature as a result of budget cuts.

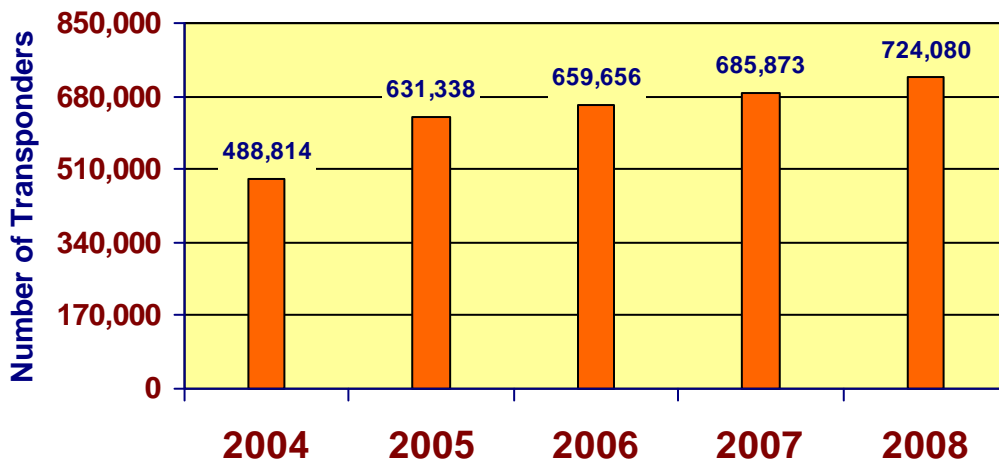


Source: Florida Department of Transportation, LYNX, Orlando-Orange County Expressway Authority, Florida's Turnpike Enterprise

E-PASS/SunPASS Transponders

Another ITS technology that is being successfully implemented in the area is the use of an electronic toll collection system on the area's toll roads. OOCEA's system, called E-PASS, began operating in 1994, and, since 2001, has been integrated with the SunPASS system operated by Florida's Turnpike Enterprise on toll roads throughout the state of Florida. E-PASS/SunPASS users have transponders on their vehicles which enable them to have their tolls collected automatically as they pass through the tollgates. The following chart illustrates the substantial increase in the number of E-PASS/SunPASS transponders in use in the area from 2004 through 2008:

E-PASS/SunPASS Transponders in Use



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

Transit Statistics

LYNX Service

As the highway system in the Orlando area becomes more congested, alternative modes of transportation are becoming an increasingly important means of transporting commuters. LYNX is the area's local transit provider, and the majority of LYNX's passengers are dependent on transit service to get to work, shopping, etc. As a result, this service is essential to the area's economy and the quality of life of many of its citizens. The transit services provided by LYNX include:

- fixed-route bus service
- the LYMMO downtown circulator service (on an exclusive busway route)
- shuttle services
- an express bus service between Volusia County and Orlando in cooperation with VOTRAN
- a transportation disadvantaged service called ACCESS LYNX
- a van pooling service called VanPlan
- a ridesharing matching service called AutoMates

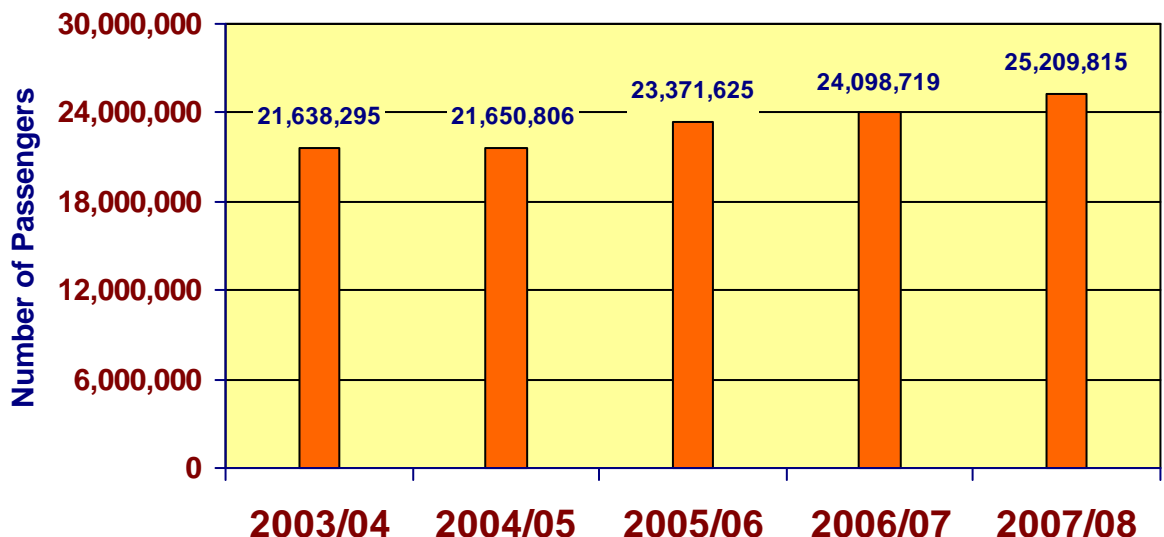
The number of vehicles used by LYNX to provide these services from FY 2003/04 through 2007/08 is shown in the following table:

LYNX Vehicles	2003/04	2004/05	2005/06	2006/07	2007/08
Fixed Route Buses*	230	237	247	290	288
ACCESS LYNX Vehicles	159	139	137	146	176
VanPlan Vehicles	57	54	50	59	71

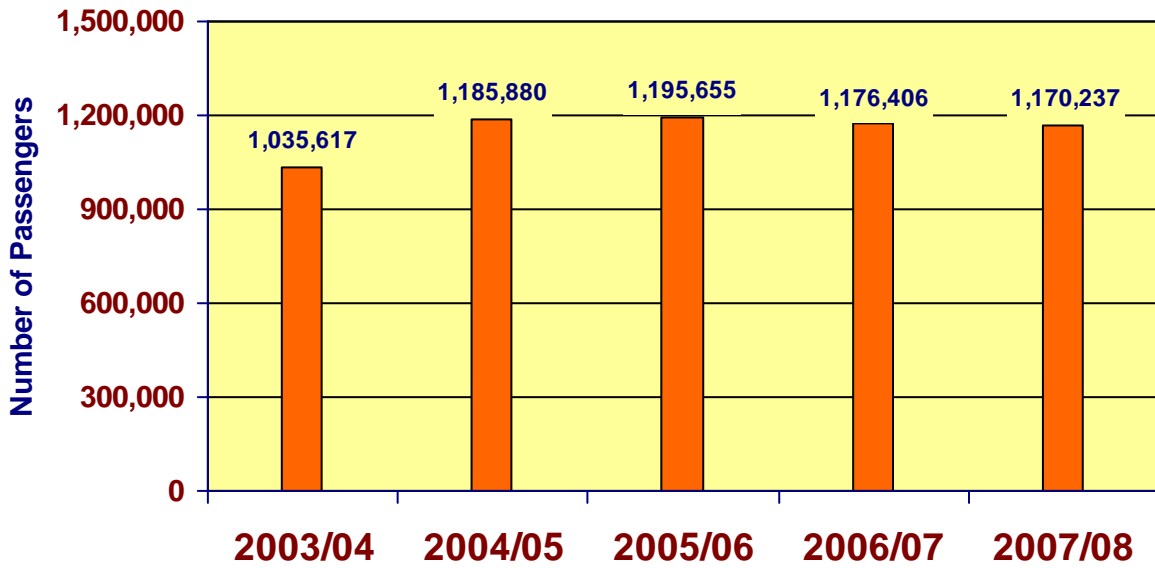
*Includes LYMMO and shuttle vehicles.

The number of passenger boardings on the LYNX services from FY 2003/04 through 2007/08, as well as the vehicle miles traveled, is illustrated in the following charts:

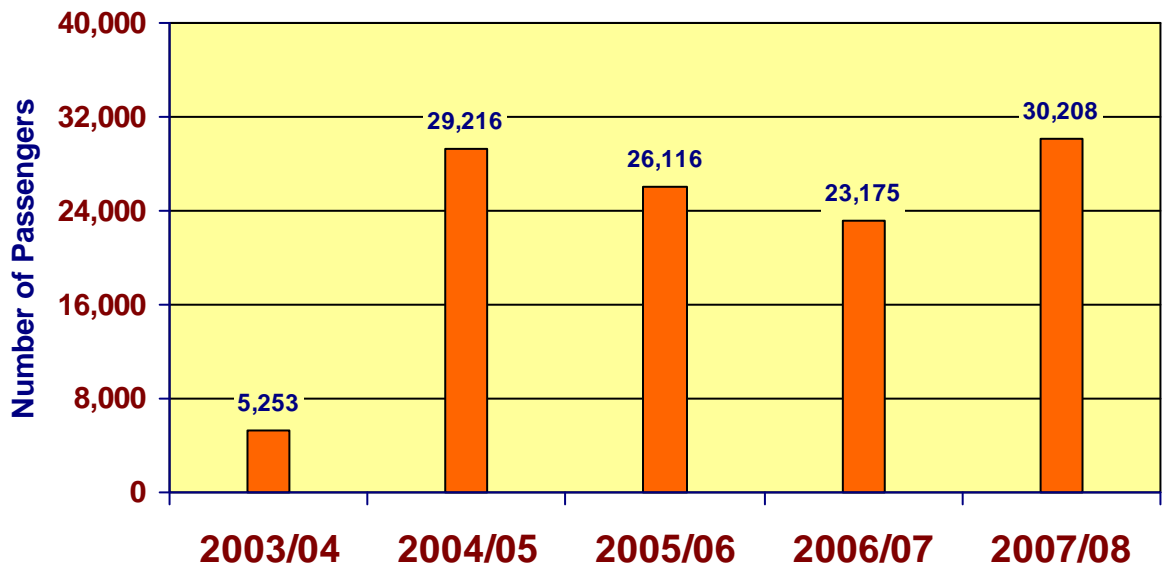
LYNX Fixed-Route Bus Ridership



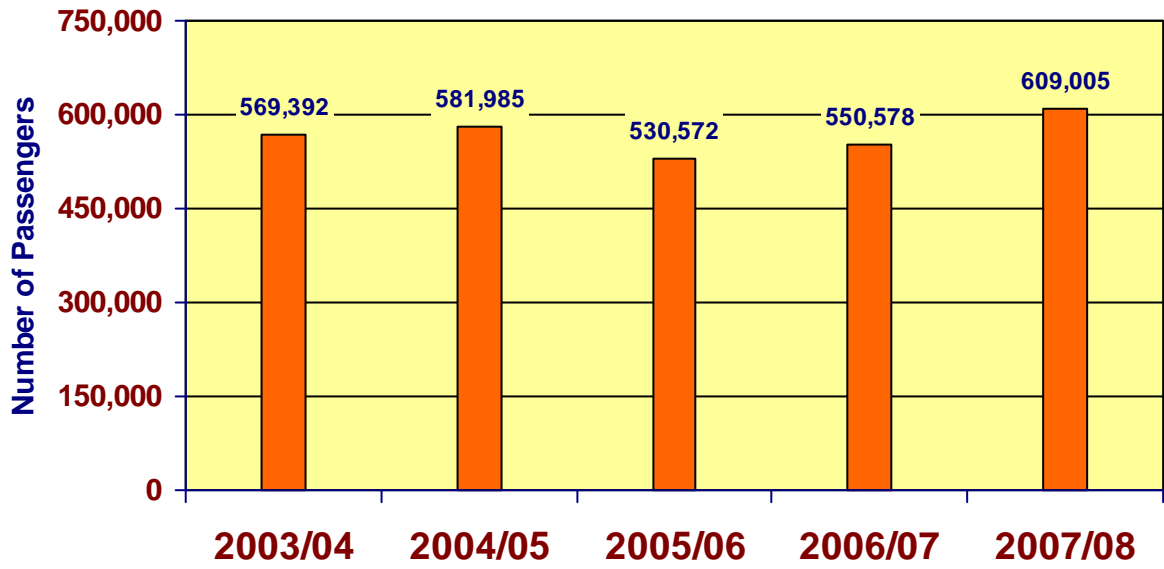
LYNX LYMMO Ridership



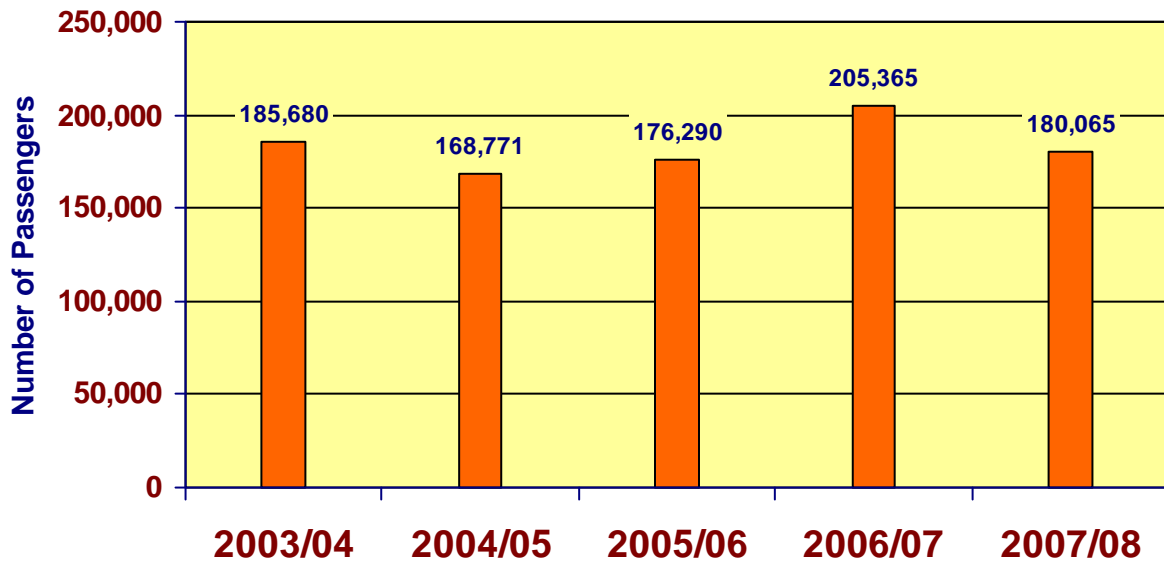
LYNX Special Shuttle Ridership



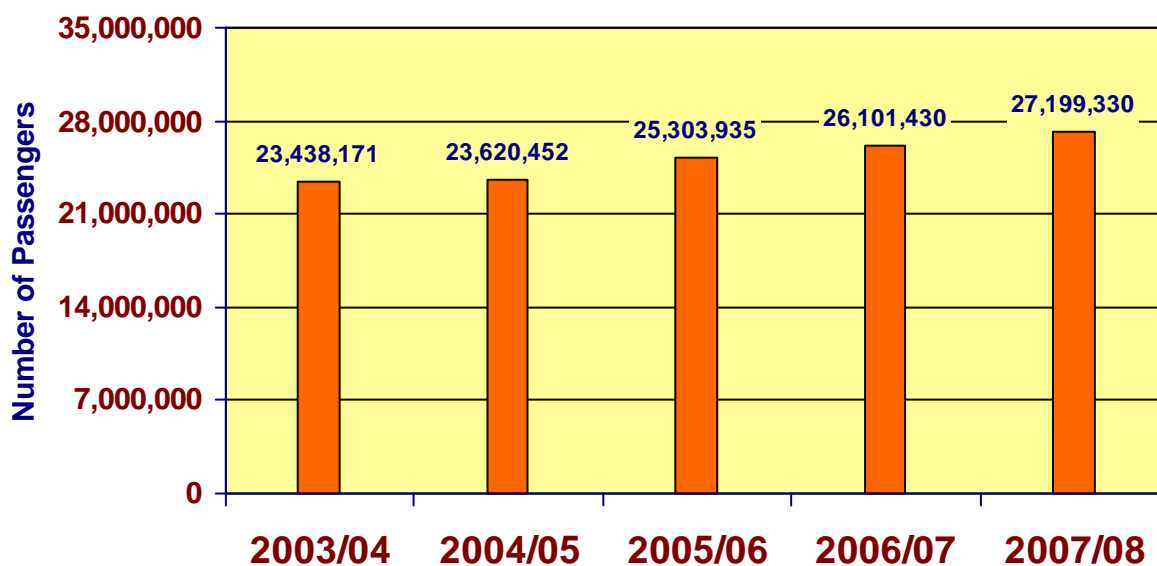
ACCESS LYNX Ridership



LYNX VanPlan Ridership

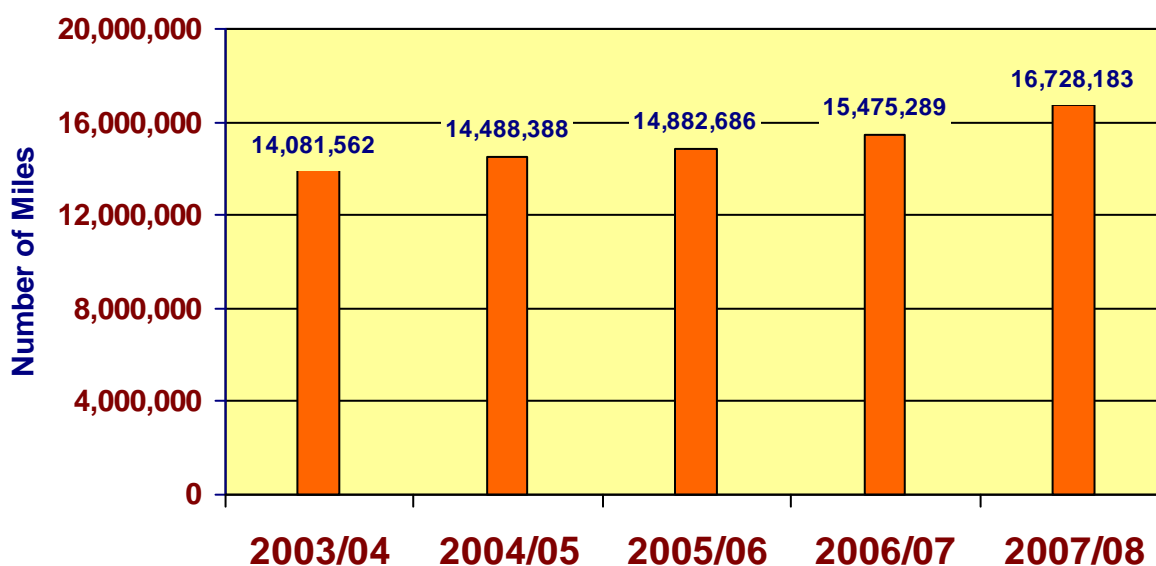


LYNX Total Ridership



Note: The total ridership figures also include the number of VOTRAN Express passengers traveling from Volusia County to downtown Orlando. Separate VOTRAN Express ridership figures from LYNX are not available.

LYNX Fixed-Route Vehicle Miles Traveled

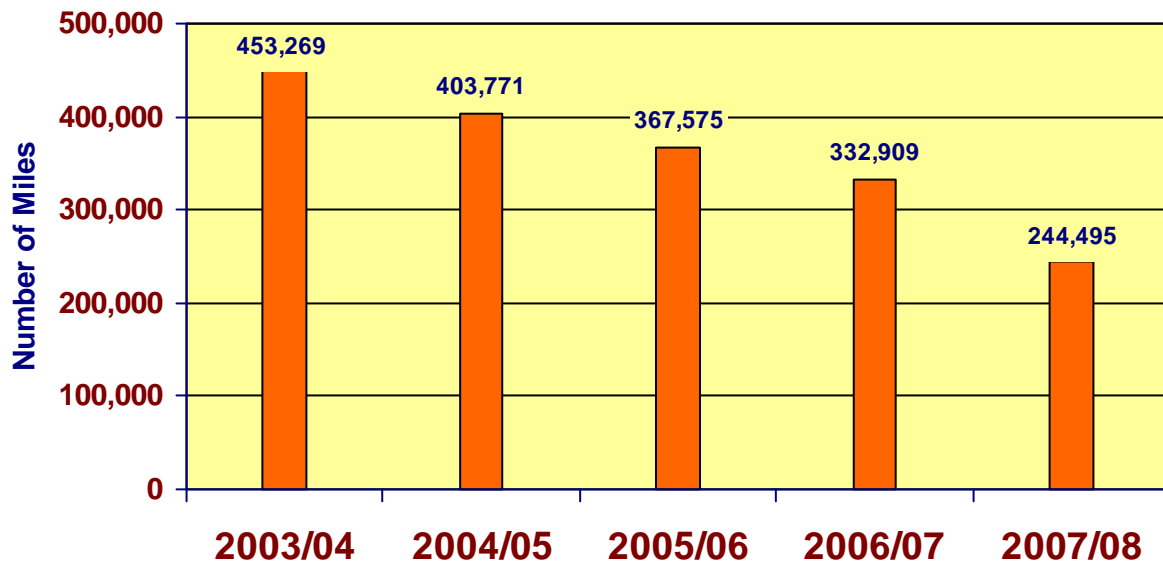


Source: LYNX

Average Mileage of LYNX Bus Fleet

In order to maintain the highest service standards possible, LYNX regularly purchases new buses to replace older buses that have exceeded the mileage criteria used by LYNX for replacement. This helps alleviate interruptions in service caused by mechanical problems, etc. Typically, LYNX retires a bus from service after it has reached about 600,000 miles. However, the Federal Transit Authority's minimum service life for large transit buses is 500,000 miles, although LYNX would prefer to retire its buses with mileages in the 550,000-mile range if funding becomes available. As the bus fleet ages over time, the need for replacement buses will become increasingly important, in addition to the need for new buses to expand the fleet. The average mileage of LYNX's bus fleet from FY 2003/04 through 2007/08 is illustrated in the following chart:

Average Mileage of LYNX Bus Fleet

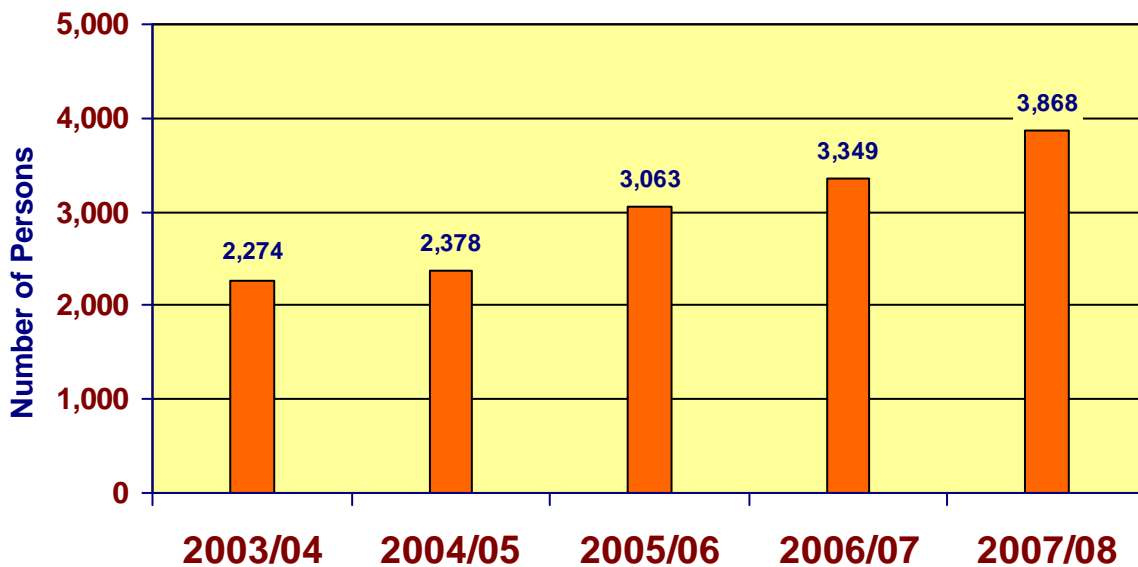


Source: LYNX

Carpool Matching Program

In order to help alleviate traffic congestion, LYNX has operated a carpool matching program in the area for many years. This is a free service that involves matching commuters that are interested in carpooling with other like-minded commuters that live within three miles and work within one mile of one another. Commuters are also matched according to personal preferences, such as smoking, gender match, work flexibility, and driving or riding preferences. The number of persons participating in the carpool matching program from FY 2003/04 through 2007/08 is shown in the following chart:

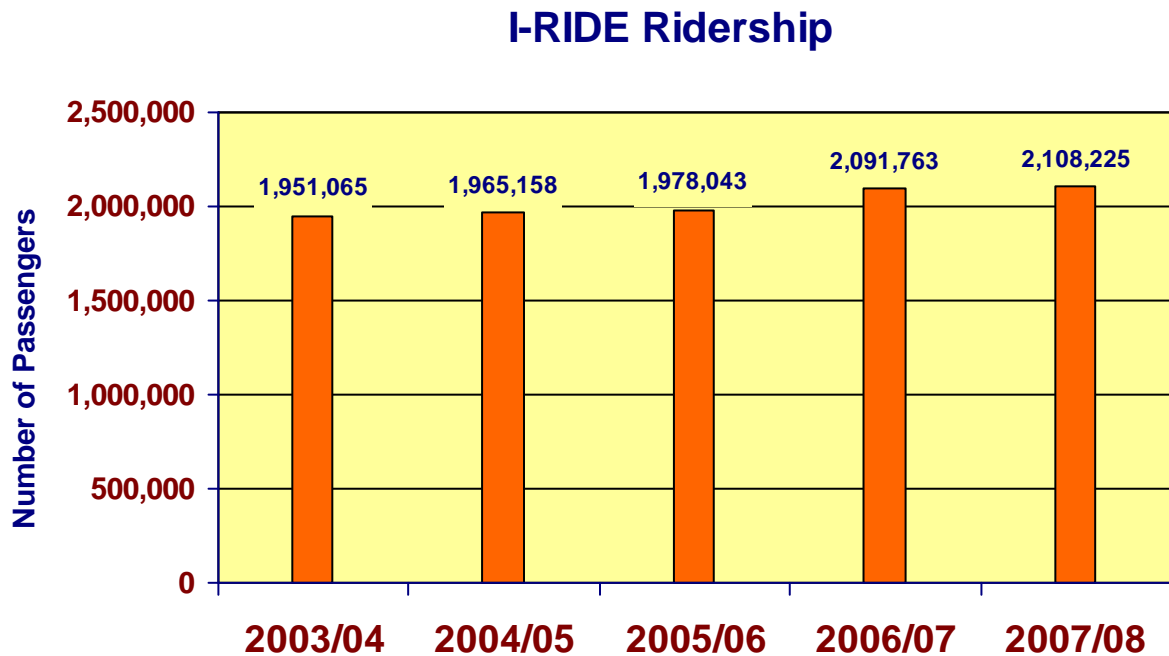
LYNX Carpool Matching Participants



Source: LYNX

I-RIDE Service

I-RIDE, a trolley service that runs in the International Drive corridor, is operated by the International Drive Master Transit and Improvement District, and currently utilizes 11 trolleys. The total number of passenger boardings on the I-RIDE system from FY 2003/04 through 2007/08 is illustrated in the following chart:



Source: International Drive Master Transit and Improvement District

Park-and-Ride Lots

For the past several years, there have been three designated park-and-ride lots in the Orlando Metropolitan Area, all operated by the Florida Department of Transportation. The following table shows the locations of these lots, the number of parking spaces, and the average number of occupied spaces during 2007 and 2008. (FDOT conducts weekday occupancy surveys of the park-and-ride lots on a quarterly basis.)

Location	# Parking Spaces	Average # Spaces Occupied - 2007	Average # Spaces Occupied - 2008	% Change
SR 50 & Dean Rd.	39	7 (17.9%)	12 (30.8%)	+71.4%
SR 50 & SR 419	85	26 (30.6%)	52 (61.2%)	+100.0%
US 192 & Shady Ln.	111	18 (16.2%)	13 (11.7%)	-27.8%
Lake Lotus Park & Magnolia Homes Rd.	33	Opened May 2008	0	NA

Source: Florida Department of Transportation

Additional lots in west Volusia County are located at I-4 and Saxon Blvd. (119 spaces) and I-4 and Dirksen Blvd. (50 spaces).

School Bus Ridership

In addition to the public transit systems in the area, the public school districts in Orange, Osceola and Seminole Counties all operate major transportation systems in order to transport children to and from school each day by bus. The total number of public school students in each county school district from 2003/04 through 2007/08, the number and percentage of students transported by bus, and the number of school buses on daily routes, are shown in the following tables:

<i>Orange County</i>	2003/04	2004/05	2005/06	2006/07	2007/08
# Public School Students	166,818	177,771	176,804	175,308	175,302
# Students Riding Buses	74,281	69,810	71,087	72,000	66,993
% Total Students Riding Buses	44.5%	39.3%	40.2%	41.1%	38.2%
# Buses on Daily Routes	1,083	1,017	1,067	1,012	1,036

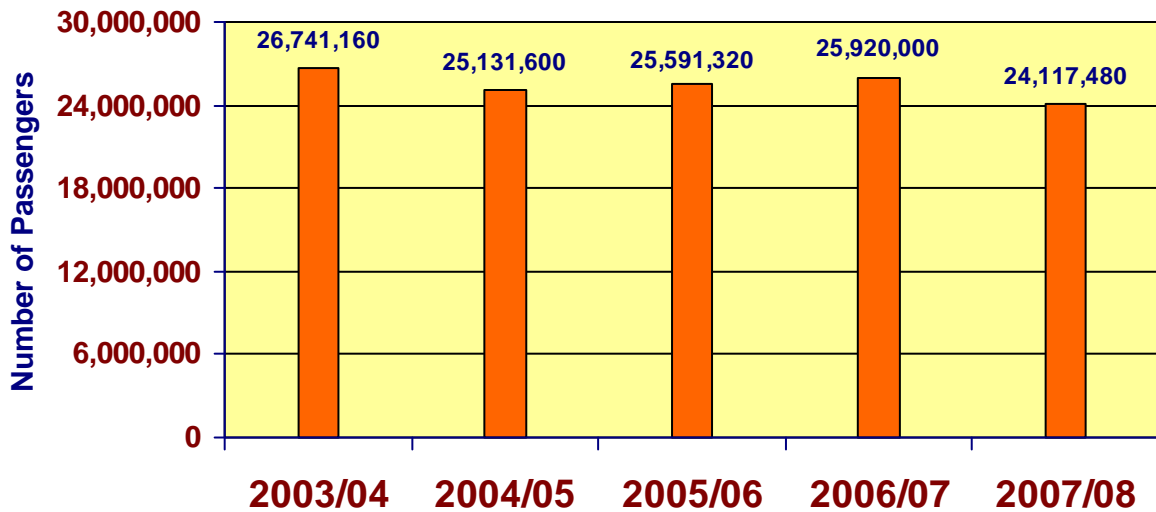
<i>Osceola County</i>	2003/04	2004/05	2005/06	2006/07	2007/08
# Public School Students	44,240	50,000	49,194	52,725	51,798
# Students Riding Buses	21,254	22,167	23,388	22,273	23,911
% Total Students Riding Buses	48.0%	44.3%	47.5%	42.2%	46.2%
# Buses on Daily Routes	259	292	308	288	306

<i>Seminole County</i>	2003/04	2004/05	2005/06	2006/07	2007/08
# Public School Students	63,382	67,083	67,698	65,775	65,446
# Students Riding Buses	31,881	32,218	31,881	30,812	31,034
% Total Students Riding Buses	50.3%	48.0%	47.1%	46.8%	47.4%
# Buses on Daily Routes	365	386	385	398	403

<i>Total</i>	2003/04	2004/05	2005/06	2006/07	2007/08
# Public School Students	274,440	294,854	293,696	293,808	292,546
# Students Riding Buses	127,416	124,195	126,356	125,085	121,938
% Total Students Riding Buses	46.4%	42.1%	43.0%	42.6%	41.7%
# Buses on Daily Routes	1,707	1,695	1,760	1,698	1,745

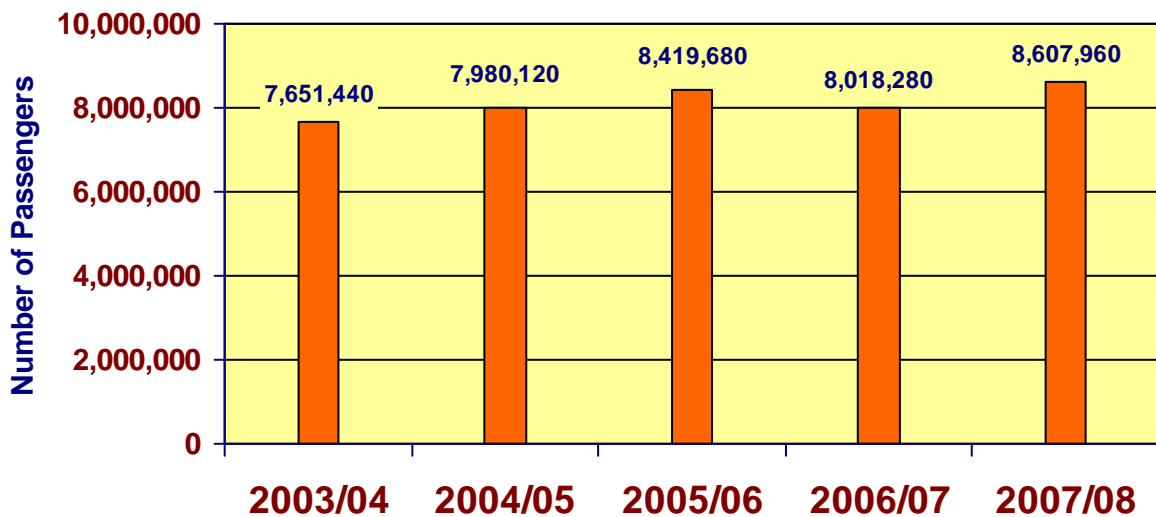
The total numbers of school bus passenger boardings per year for each county for the 2003/04 to 2007/08 school years are shown on the following charts:

Orange County Annual Public School Bus Ridership



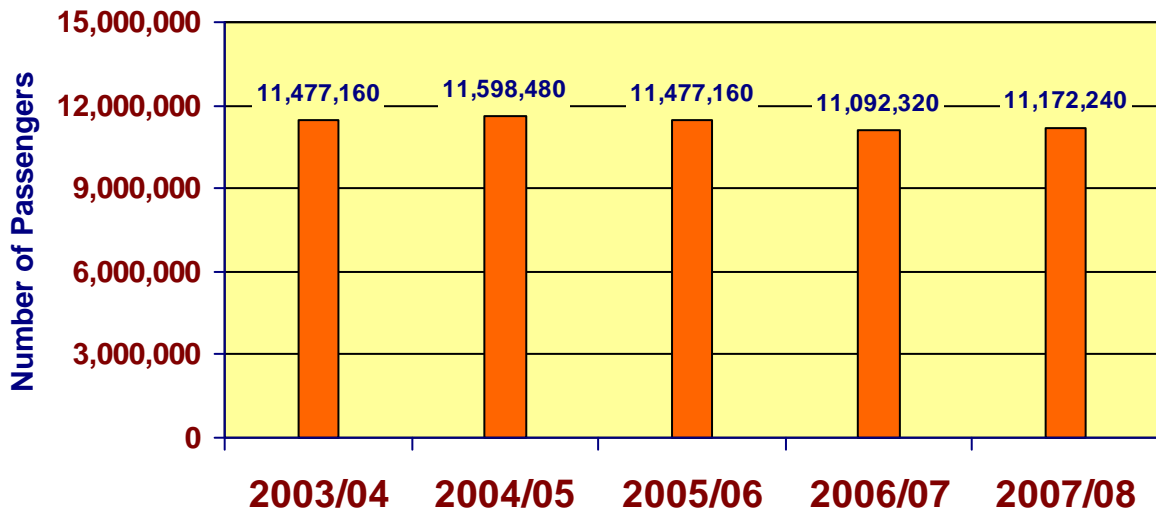
Source: Orange County Public Schools

Osceola County Annual Public School Bus Ridership



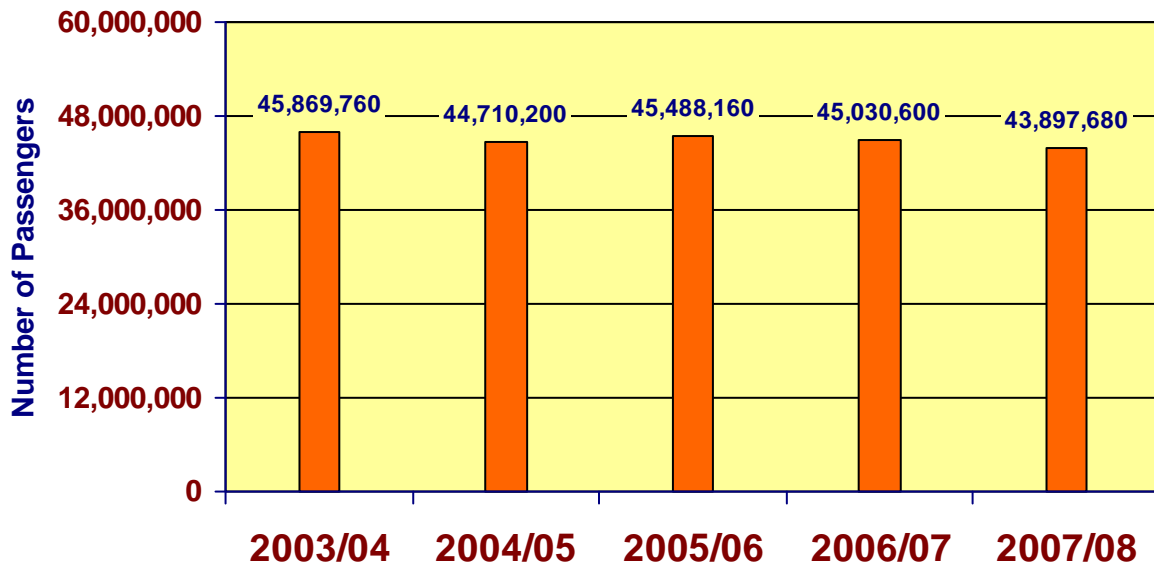
Source: Osceola County Public Schools

Seminole County Annual Public School Bus Ridership



Source: Seminole County Public Schools

Total Annual Public School Bus Ridership



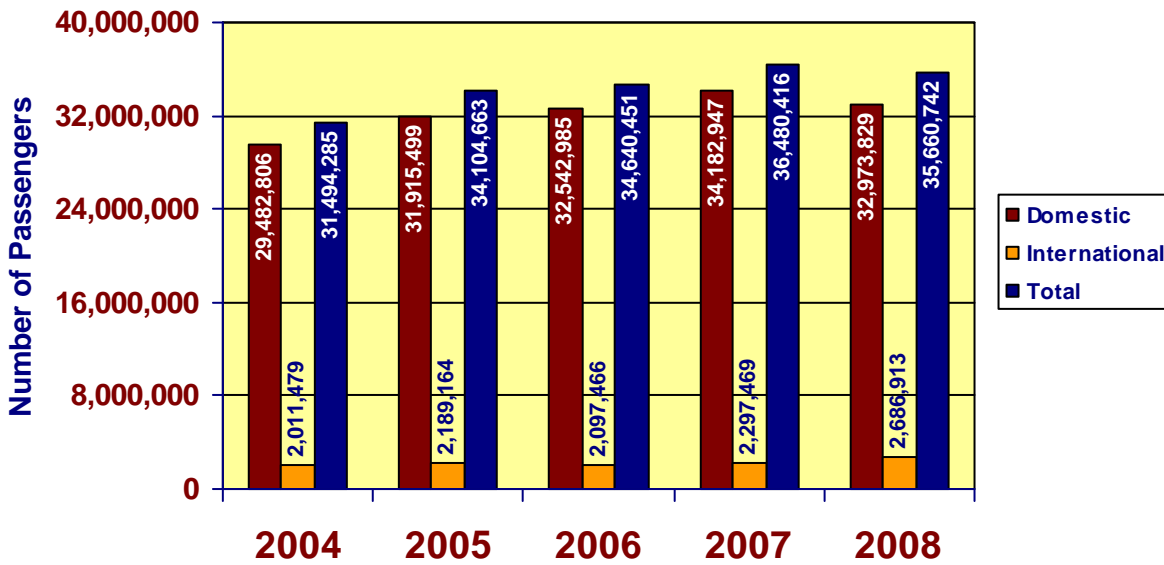
Aviation Statistics

Scheduled/Charter Service

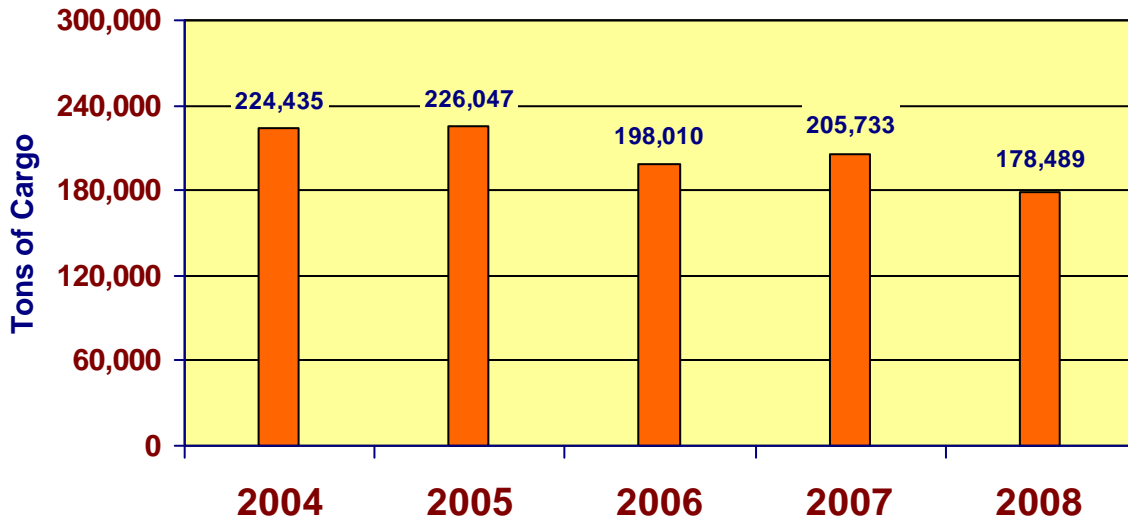
Aviation is another important mode of transportation in the Orlando Metropolitan Area. Due to the large number of tourists, business travelers, and residents flying to and from Orlando, the Orlando International Airport has been one of the fastest growing airports in the world for several years. A reduction in tourism resulting from the declining economy in 2008 has led to a reduction in the number of passengers at the airport. The number of passengers is expected to increase as the economy improves.

The following charts show the number of passengers, tons of cargo, and operations at the Orlando International Airport from 2004 to 2008. The passenger information is also shown on maps in **Appendix E**.

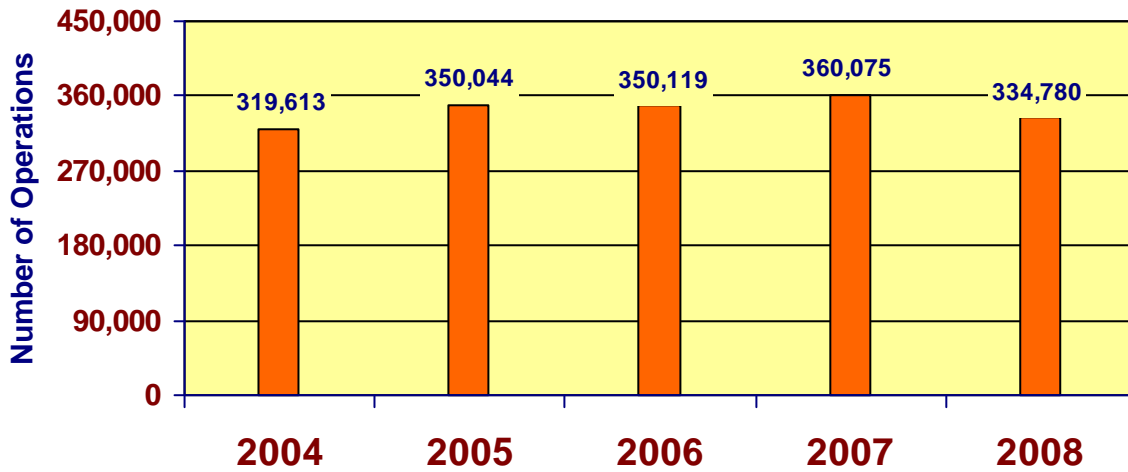
Orlando International Airport Passengers



Orlando International Airport Cargo



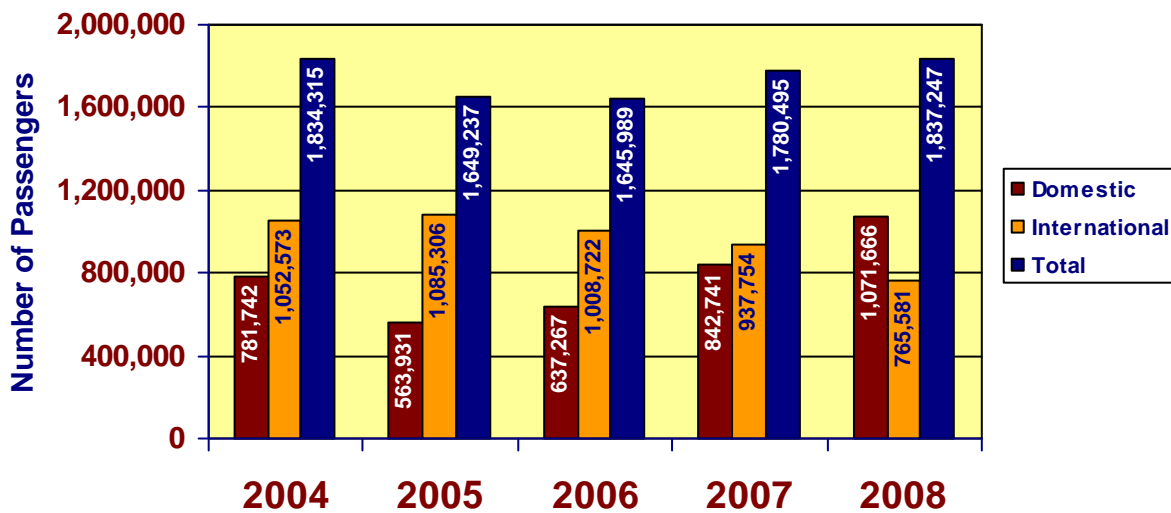
Orlando International Airport Aircraft Operations



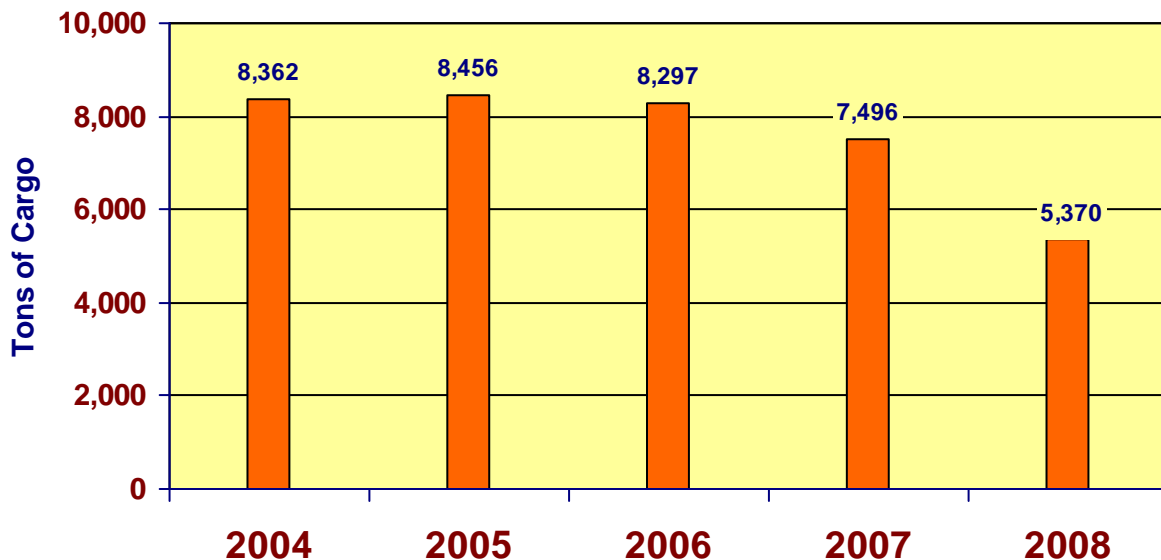
Source: Greater Orlando Aviation Authority

The Orlando Sanford International Airport has also grown rapidly in recent years. This airport handles international charter flights from Great Britain, as well as scheduled domestic flights on Pan Am to smaller airports in the Boston, Chicago, Philadelphia, and St. Louis areas. The following charts show the number of passengers, tons of cargo, and operations at the Orlando Sanford International Airport from 2004 to 2008. The passenger information is also shown on maps in Appendix E.

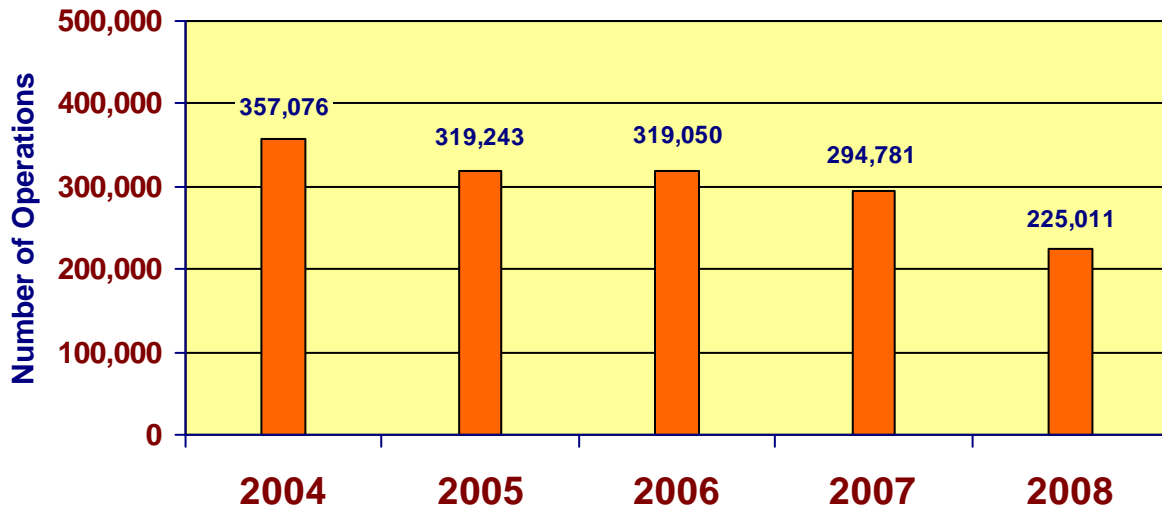
Orlando Sanford International Airport Passengers



Orlando Sanford International Airport Cargo



Orlando Sanford International Airport Aircraft Operations

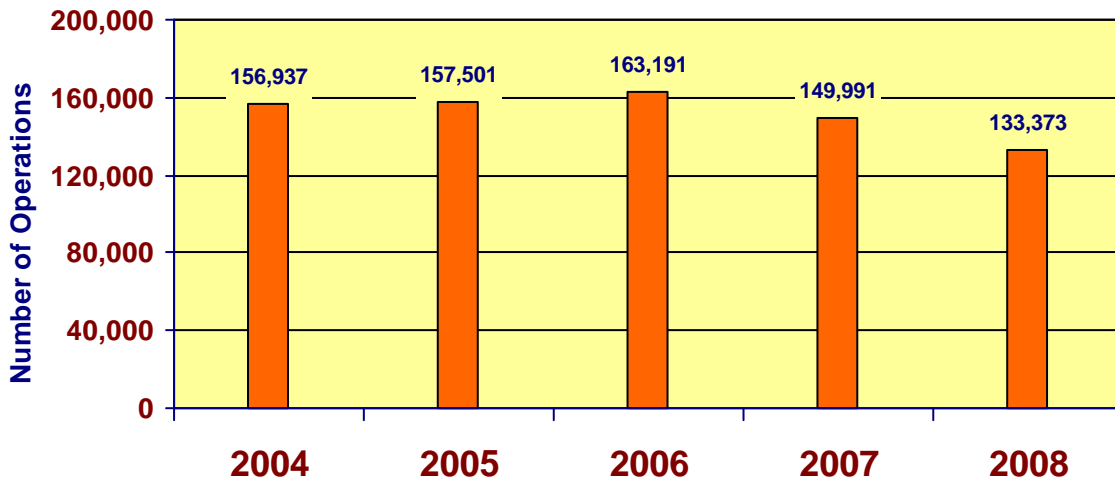


Source: Sanford Airport Authority

General Aviation

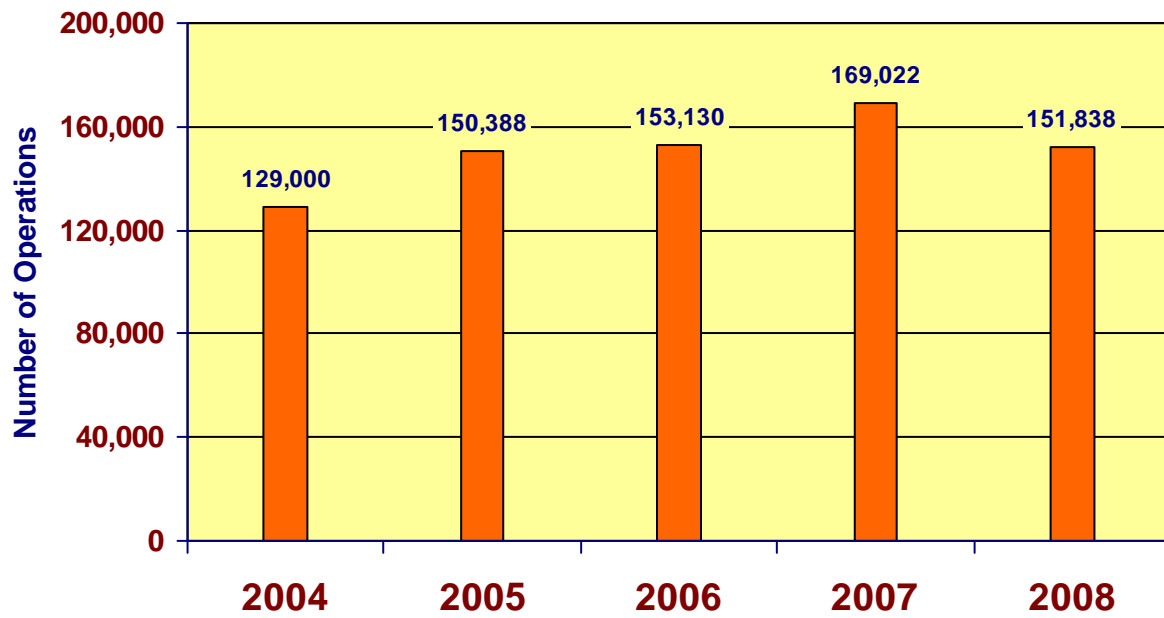
As mentioned above, the Orlando International and Orlando Sanford International Airports provide commercial and charter airline service within the Orlando Metropolitan Area. The general aviation airports, which handle private and business air traffic, are also an important part of the area's aviation system. These include the Orlando Executive and Kissimmee Gateway Airports. The following charts show the number of operations that have occurred at these airports from 2004 through 2008:

Orlando Executive Airport Aircraft Operations



Source: Greater Orlando Aviation Authority

Kissimmee Gateway Airport Aircraft Operations



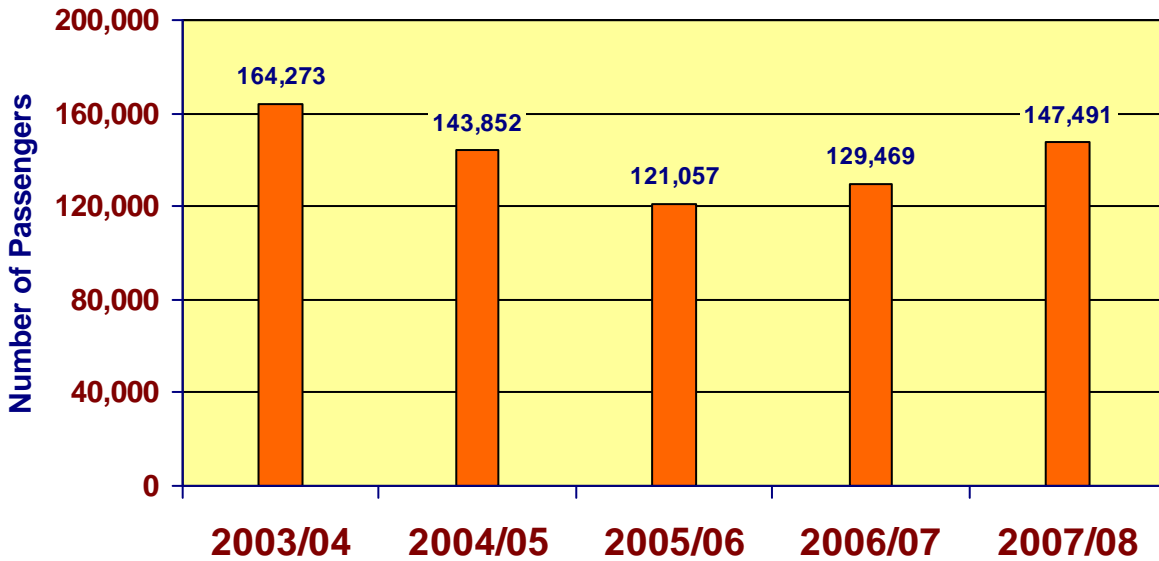
Source: Kissimmee Gateway Airport

Rail Statistics

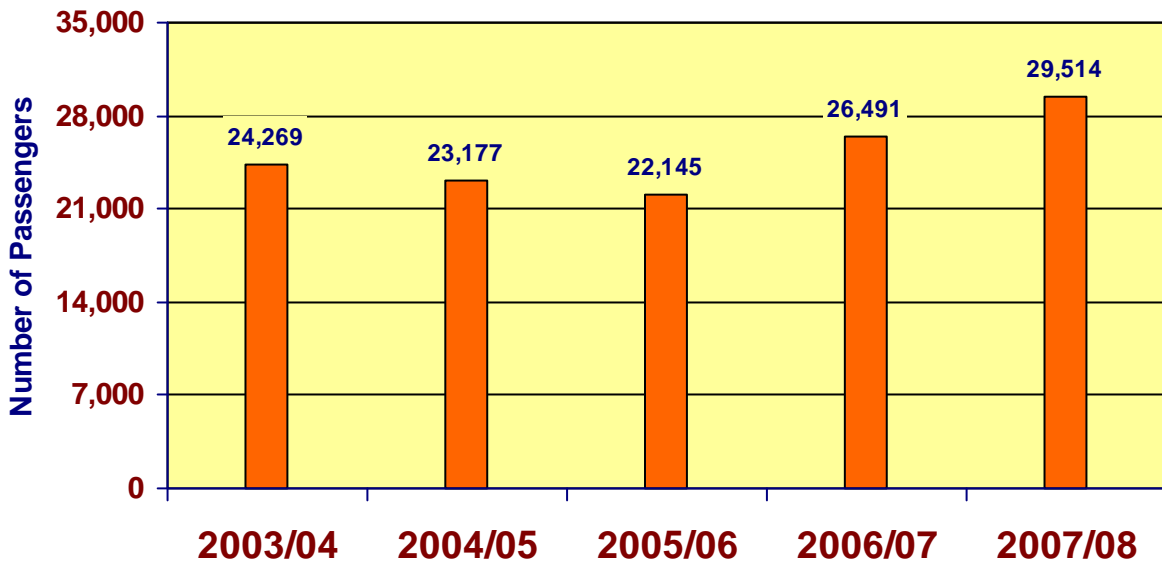
Passenger Service

At the present time, passenger rail service in the Orlando Metropolitan Area is provided by Amtrak, which has stations in Orlando, Winter Park, and Kissimmee, and the Auto Train service, which runs between Sanford and the Washington D.C. area. The following charts show the number of rail passengers that utilized these stations from FY 2003/04 through FY 2007/08. This information is also shown on a map in **Appendix E**.

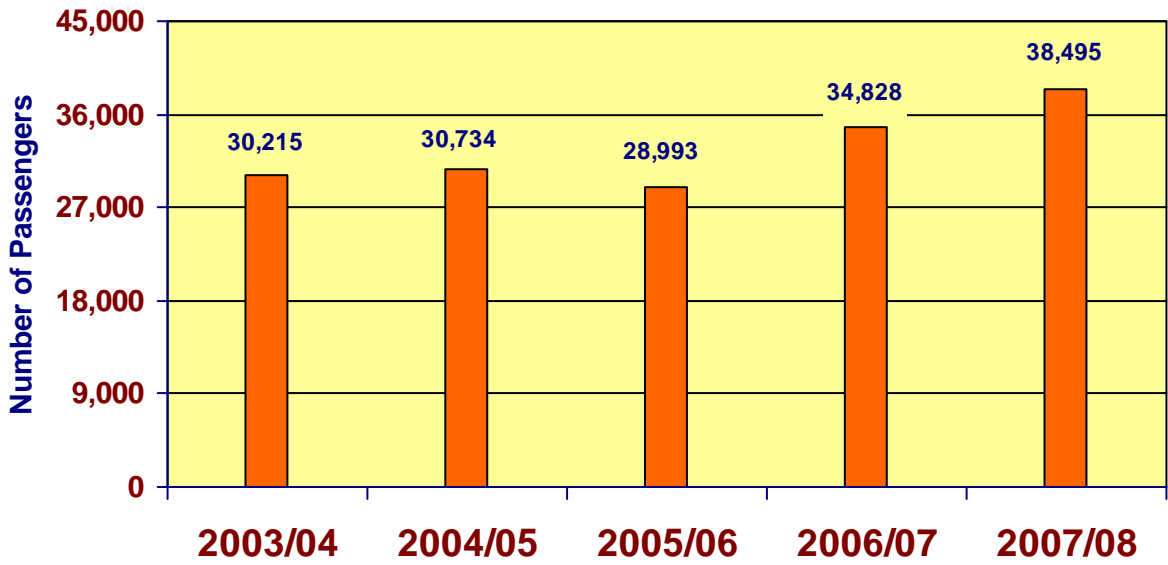
Amtrak Ridership - Orlando



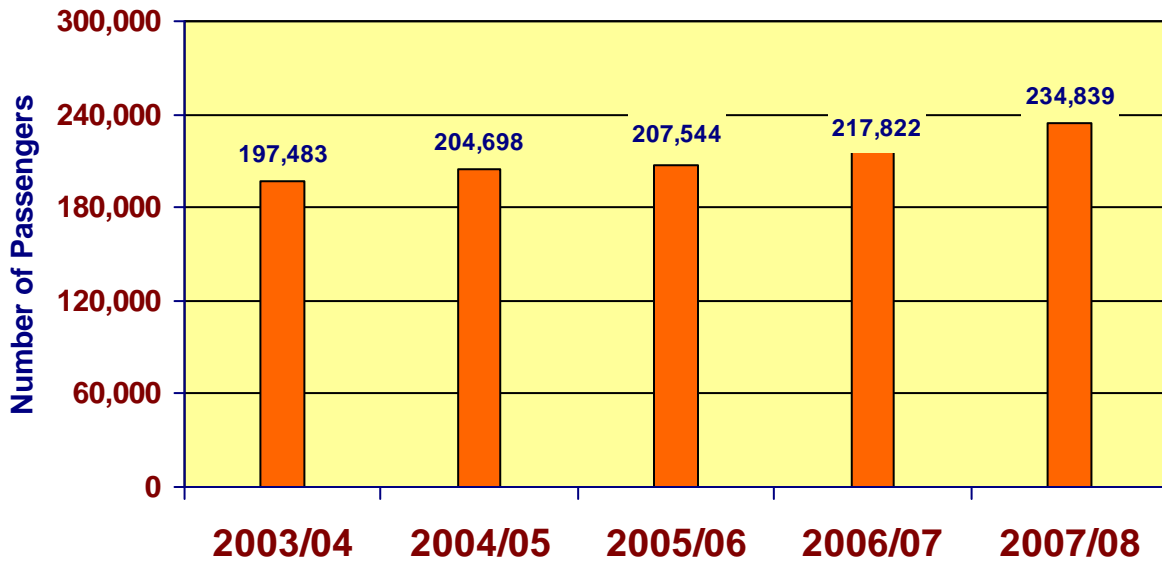
Amtrak Ridership - Winter Park



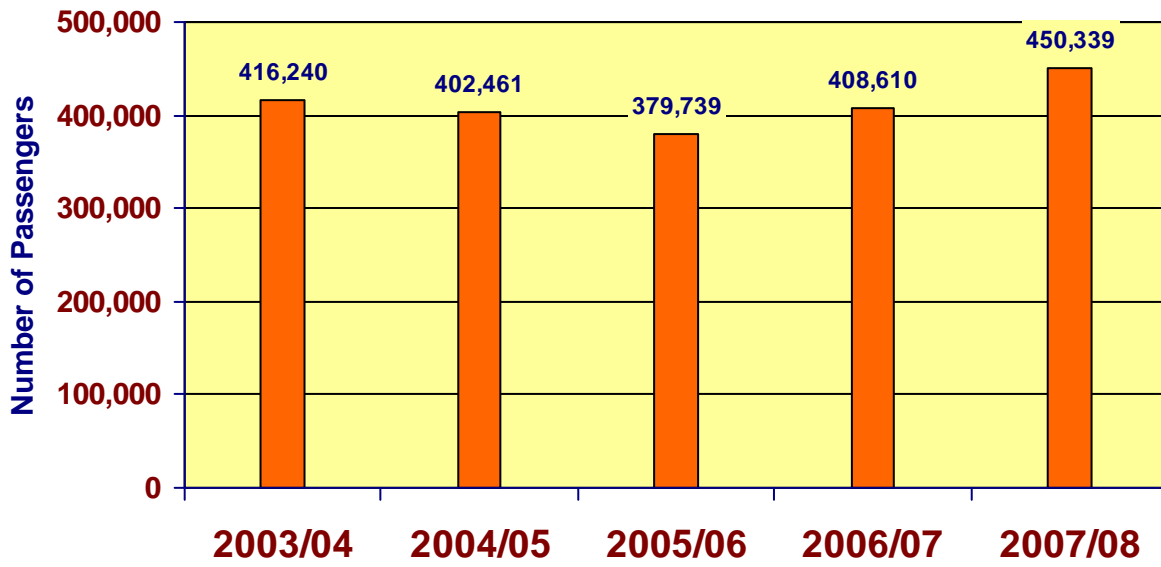
Amtrak Ridership - Kissimmee



Auto Train Ridership - Sanford



Total Rail Ridership



Source: Amtrak

Bicycle and Pedestrian Statistics

Bicycling and walking are popular in the Orlando Metropolitan Area due to the mild climate and level terrain, and are excellent transportation modes for short trips to school, work and shopping. They are also popular as fitness and recreational activities. Unfortunately, much of the area is an intimidating and inconvenient environment for those who wish to walk or bike.

Bike lanes and wide curb lanes can make cycling more comfortable on arterial and collector roadways. Paved shoulders improve safety and comfort on rural highways. Shared use paths (trails) provide alternative routes with reduced motor vehicle conflicts. Sidewalks are critical for safe, comfortable pedestrian travel on arterial and collector roads. The majority of pedestrian injuries and fatalities occur to walkers attempting to cross high-speed arterials, often at night. Medians, street lighting, special emphasis crosswalks, and signalized mid-block crossings can facilitate safer roadway crossings.

METROPLAN ORLANDO's Bicycle and Pedestrian Advisory Committee has been working for several years to ensure that bicycle and pedestrian facilities are included in road projects wherever feasible. This committee has prioritized a number of shared-use paths and other pedestrian and bicycle projects for funding and construction.

Bicycle and Pedestrian Facilities and Levels of Service

As part of the 2025 Long Range Transportation Plan (LRTP) process, METROPLAN ORLANDO collected data for over 1,300 miles of arterial and collector roads and applied this data to the Bicycle Level of Service and Pedestrian Level of Service models developed and adopted by the Florida Department of Transportation. These models measure the level of comfort and perceived safety experienced by the average bicyclist while traveling on the roadway and the average pedestrian while traveling along a road edge or sidewalk. The data for this model has been translated into an "A" through "F" scale, with "A" being the best score and "F" being the worst. For the 2030 LRTP, the network was expanded to 1,637 miles (including a number of rural roads).

The Level of Service measures for bicycle and pedestrian modes are not comparable to those for highways; a poorer Level of Service score will mean an average person will be less likely to travel on foot or by bike. For example, a Level of Service "D" for a highway will not deter a person from making an auto trip, but a score of "D" for pedestrians or bicyclists will deter many of those users.

Sidewalks and Pedestrian Level of Service

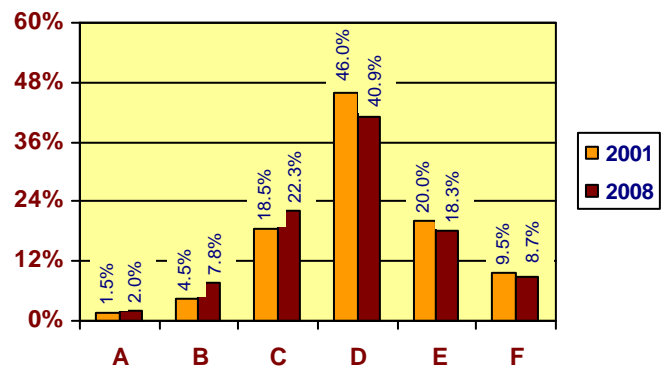
Sidewalk coverage is the key measure of convenience and access for pedestrians. The table below shows a comparison of the percentage of sidewalk coverage on the pedestrian plan study network for each county and the entire metropolitan area.

Percentage of Network Segments with Complete Sidewalks

County	Percent of Segments of Pedestrian Plan Network with Complete Sidewalks On Both Sides of Street		Percent of Segments of Pedestrian Plan Network with Complete Sidewalks On At Least One Side of Street	
	2001	2008	2001	2008
Orange	41%	52%	60%	75%
Seminole	35%	49%	49%	67%
Osceola	36%	44%	45%	55%
OSO	39%	51%	56%	71%

The primary factors in the Pedestrian Level of Service model are traffic volume, curb lane width, buffer width between the roadway edge and sidewalk, the presence, coverage and width of sidewalks, and the presence of parked cars and/or trees between the roadway and sidewalk. Through extensive sidewalk construction through both road widening projects and sidewalk retrofit projects, Pedestrian Level of Service (PLOS) has improved significantly in the urbanized area. The chart below shows increases in the percentages of streets with PLOS of A, B, C and D, and reductions in percentages with PLOS of E and F from 2001 to 2008. The average PLOS score for 2008 for segments in the urbanized area is 3.8, improved from 4.3 in 2001; both of which fall under PLOS grade D. The threshold for PLOS C is 3.5.

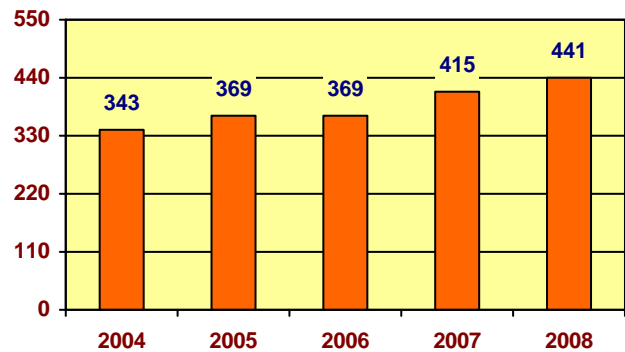
Pedestrian Level of Service on METROPLAN ORLANDO Study Network
(Percentage of Miles by Level of Service)



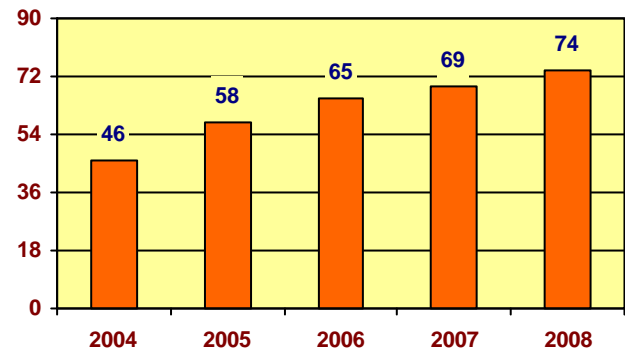
Bikeways and Bicycle Level of Service

Most local bicycle facility construction programs in the Orlando Metropolitan Area have only been in place since 1994, and few miles of bikeways were built during the early years of these programs. More recently there has been a sharp increase in the miles of bike lanes, paved shoulders and shared use paths built by local governments and the FDOT. The tables below show the numbers of miles of existing on-roadway and off-roadway bikeway facilities.

Miles of On-Roadway Bicycling Facilities
(Designated Bike Lanes, Paved Shoulders and Undesignated Bike Lanes)

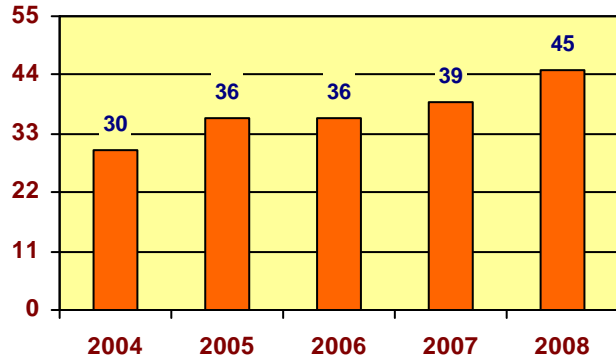


Miles of Shared-Use Pathways
(Rails-to-Trails facilities and other bicycle and pedestrian pathways)

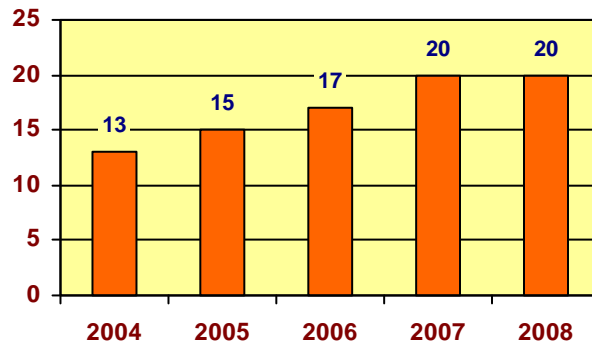


Miles of Sidewalk Bikeways

(Shared Use Paths adjacent to roadways in the same general configuration as a sidewalk)

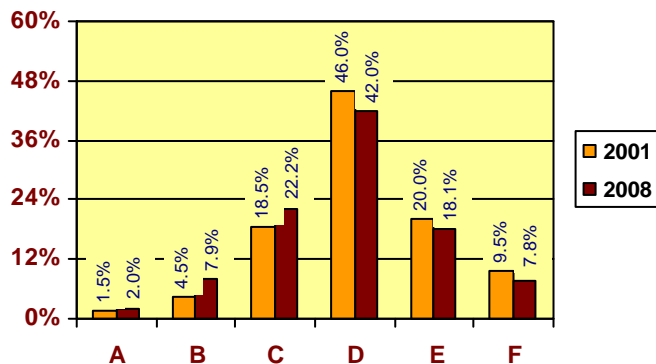


Number of Grade-Separated Pedestrian & Bicycle Facilities (Overpasses and underpasses)



The existence of bike lanes, undesignated bike lanes and paved shoulders does not fully address the level of comfort that bicyclists feel while traveling on roadways. The Bicycle Level of Service (BLOS) model calculates the most important factors bicyclists assess when judging their level of comfort on a roadway. These factors are traffic volume, motor vehicle speeds, the percentage of heavy truck traffic, curb lane width, paved shoulder or bike lane width, pavement quality, and the presence of parallel on-street parking. The results from the model are illustrated below. As illustrated in the chart below, improvements in BLOS between 2001 and 2008 were modest compared to pedestrian improvements. The average BLOS score for 2008 for segments in the urbanized area is 3.9, improved from 4.1 in 2001; both of which fall under BLOS grade D. The threshold for BLOS C is 3.5.

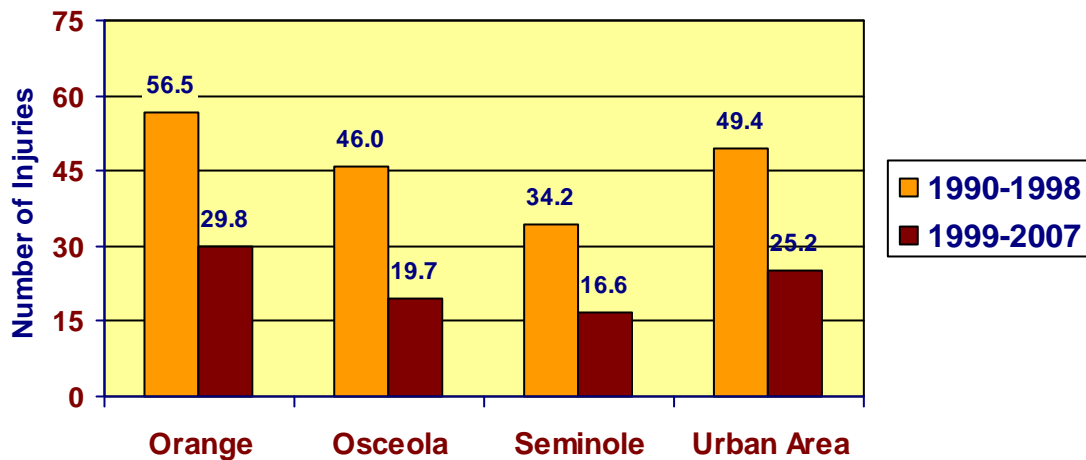
Bicycle Level of Service on METROPLAN ORLANDO Study Network (Percentage of Miles by Level of Service)



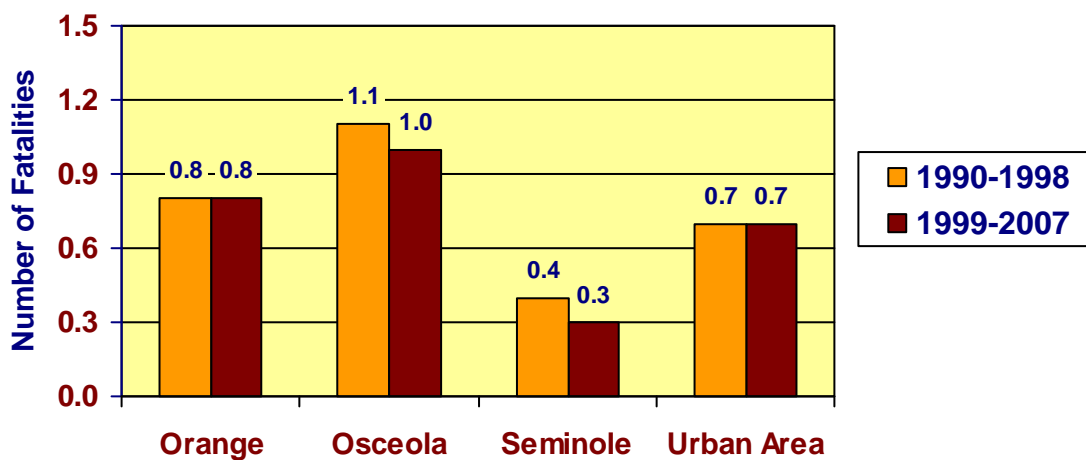
Bicyclist and Pedestrian Injuries and Fatalities

The charts below illustrate the changes in bicyclist and pedestrian injury and fatality rates (crashes per 100,000 population per year), comparing the combined years of 1990 through 1998 and 1999 through 2007. Factors which contribute to these rates include changing cyclist, pedestrian and motorist behaviors, the presence of bicycling and walking accommodations, the numbers of lanes and speeds on roadways, and the amount of bicycling and walking people perform. This last factor is unknown, so it is premature to say that bicycling or walking has become more or less safe during these eight years. The very significant drops in child bicycling (81 percent from 1991 to 2007) and walking crashes (61 percent) are responsible for most of the declines in these rates.

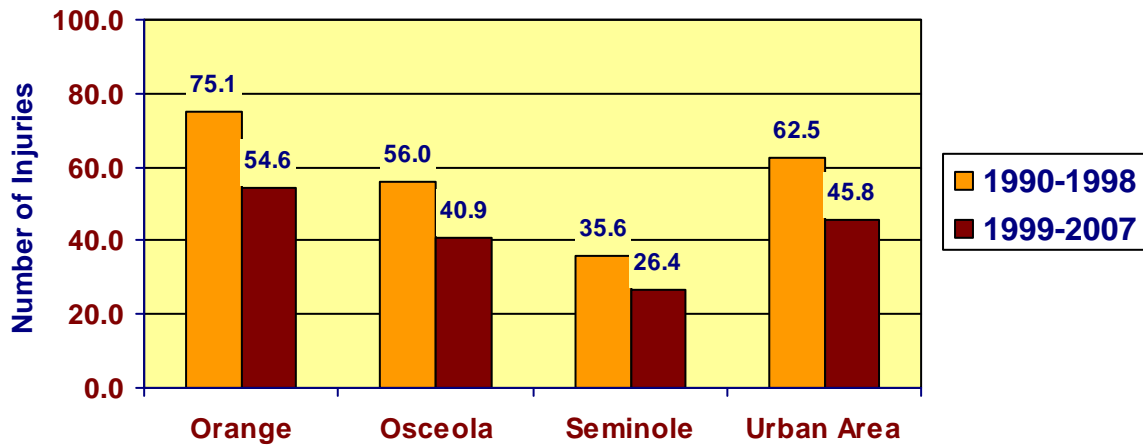
Bicyclist Injury Rates per 100,000 Population



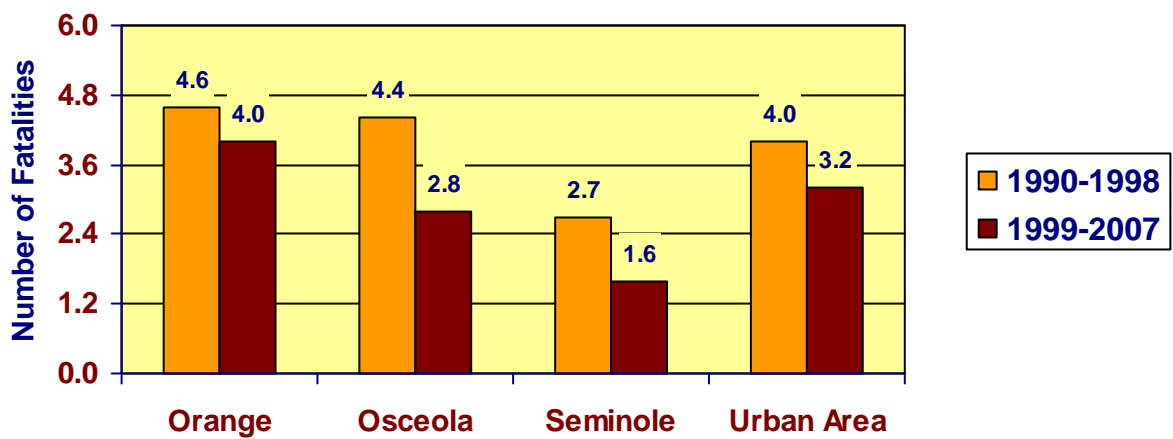
Bicyclist Fatality Rates per 100,000 Population



Pedestrian Injury Rates per 100,000 Population



Pedestrian Fatality Rates per 100,000 Population



Source: METROPLAN ORLANDO Bicycle and Pedestrian Program

Bicycle Crash Locations

The following table contains the locations in the three-county area where two or more bicycle crashes occurred during 2007:

<i>Location</i>	<i># of Crashes</i>
<i>Orange County</i>	
SR 436 & Curry Ford Rd.	5
University Blvd. & Forsyth Rd.	5
Kirkman Rd. & Raleigh St.	3
Alafaya Tr. & Challenger Pkwy.	2
Alafaya Tr. & McCulloch Rd.	2
Alafaya Tr. & Research Pkwy.	2
Conway Rd. & Michigan St.	2
Dean Rd. & Flowers Ave.	2
Edgewater Dr. & Par St.	2
Goldenrod Rd. & Curry Ford Rd.	2
Goldenrod Rd. & Valencia College Ln.	2
Hiawassee Rd. & Stardust Ln.	2
Old Winter Garden Rd. & Ferguson Dr.	2
Orange Ave. & Michigan St.	2
Orange Blossom Tr. & Gore St.	2
Orange Blossom Tr. & Holden Ave.	2
Orange Blossom Tr. & Oak Ridge Rd.	2
Silver Star Rd. & Pine Hills Rd.	2
SR 50 & Cricket Club Cir.	2
SR 436 & Casa Blanca Ln.	2
Washington St. & Dollins Ave.	2
<i>Osceola County</i>	
US 192 & Hoagland Blvd.	2
US 192 & John Young Pkwy.	2
<i>Seminole County</i>	
Red Bug Lake Rd. & Dodd Rd.	2
SR 426 & Howell Branch Rd.	2
SR 426 & Tuskawilla Rd.	2
SR 434 & Tuskawilla Rd.	2

Pedestrian Crash Locations

The following table contains the locations in the three-county area where two or more pedestrian crashes occurred during 2007:

<i>Location</i>	<i># of Crashes</i>
<i>Orange County</i>	
Orange Blossom Tr. & Clarcona Ocoee Rd.	4
Orange Blossom Tr. & Sand Lake Rd.	4
SR 50 & Econlockhatchee Tr.	4
SR 50 & SR 436	4
John Young Pkwy. & Old Winter Garden Rd.	3
Orange Blossom Tr. & Holden Ave.	3
Silver Star Rd. & Pine Hills Rd.	3
SR 50 & Hiawassee Rd.	3
SR 50 & Pine Hills Rd.	3
SR 436 & Lake Margaret Dr.	3
Alafaya Tr. & Corporate Blvd.	2
Alafaya Tr. & Curry Ford Rd.	2
Alafaya Tr. & Science Dr.	2
Curry Ford Rd. & Conway Rd.	2
Hiawassee Rd. & Balboa Dr.	2
John Young Pkwy. & Americana Blvd./Conroy Rd.	2
John Young Pkwy. & Oak Ridge Rd.	2
Kirkman Rd. & Conroy Rd.	2
Kirkman Rd. & Metrowest Blvd.	2
Magnolia Ave. & Robinson St.	2
Oak Ridge Rd. & Kingsgate Dr.	2
Old Winter Garden Rd. & Hiawassee Rd.	2
Orange Ave. & Robinson St.	2
Orange Blossom Tr. & 41st St.	2
Orange Blossom Tr. & Gore St.	2
Orange Blossom Tr. & Water Bridge Blvd.	2
Pine Hills Rd. & Belco Dr.	2
Silver Star Rd. & Golf Club Pkwy.	2
Silver Star Rd. & Healy Dr.	2
Silver Star Rd. & Powers Dr.	2
SR 50 & Alafaya Tr.	2
SR 50 & Goldenrod Rd.	2
SR 50 & Good Homes Rd.	2
SR 50 & John Young Pkwy.	2
SR 50 & Orange Ave.	2
SR 50 & Powers Dr.	2
SR 436 & Curry Ford Rd.	2
SR 436 & Pershing Blvd.	2

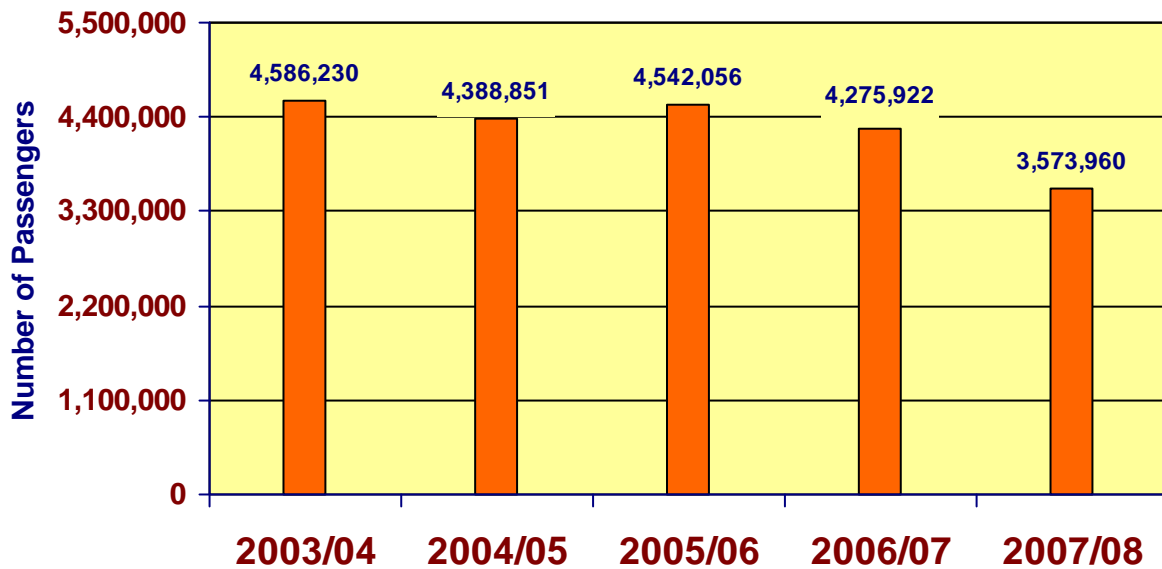
University Blvd. & Forsyth Rd.	2
<i>Osceola County</i>	
Thacker Ave. & Columbia Ave.	2
US 192 & Michigan Ave.	2
US 192 & Old Lake Wilson Rd.	2
US 192 & Sherberth Rd.	2
US 192 & Siesta Lago Dr.	2
<i>Seminole County</i>	
I-4 & SR 436 (on I-4)	2
SR 417 & SR 434 (on SR 417)	2
SR 436 & Howell Branch Rd.	2
US 17/92 & 15 th St.	2
US 17/92 & Airport Blvd.	2

This bicycle and pedestrian crash data is also illustrated in a map in **Appendix E**.

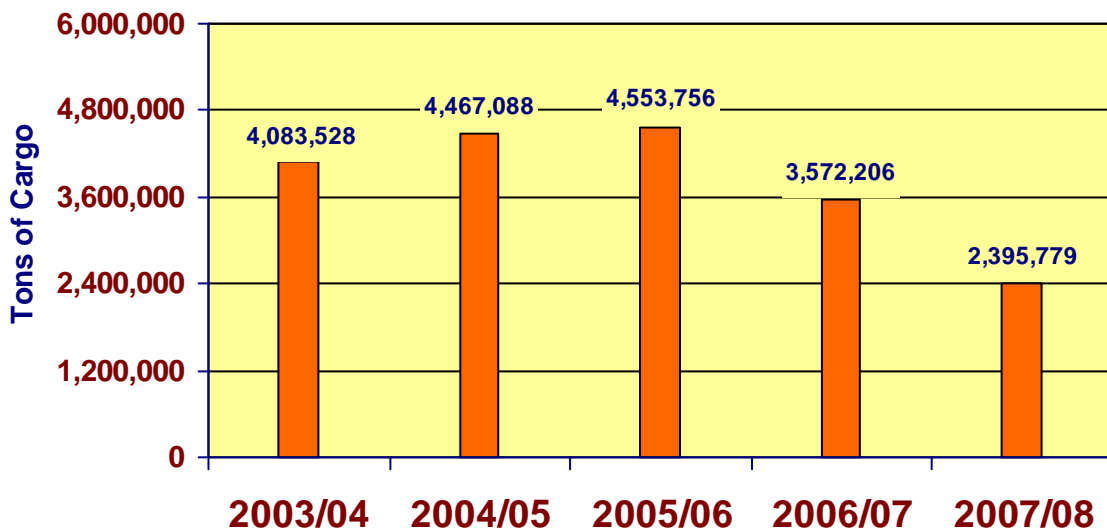
Port Canaveral Statistics

Although Port Canaveral is in Brevard County and is thus outside of the Orlando Metropolitan Area, much of the cargo that is handled at the port, and many of the port's cruise ship passengers, are destined for this area. As a result, Port Canaveral is considered to be an important regional asset. This port's freight and passenger statistics from FY 2003/04 through FY 2007/08 are shown in the following charts:

Port Canaveral Passengers



Port Canaveral Cargo

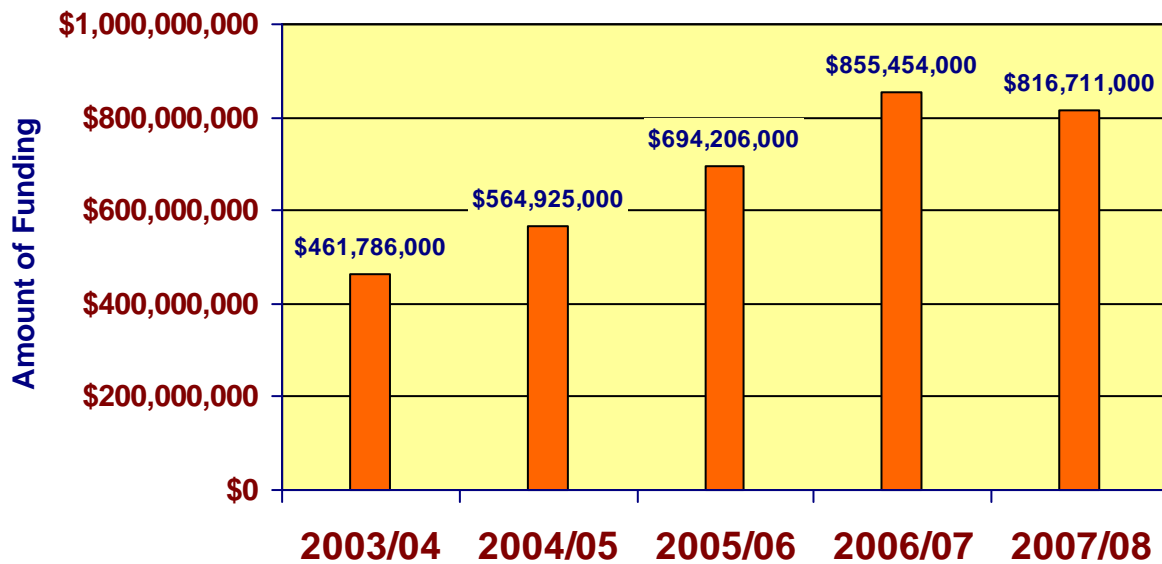


Source: Canaveral Port Authority

Transportation Capital Improvement Funding Statistics

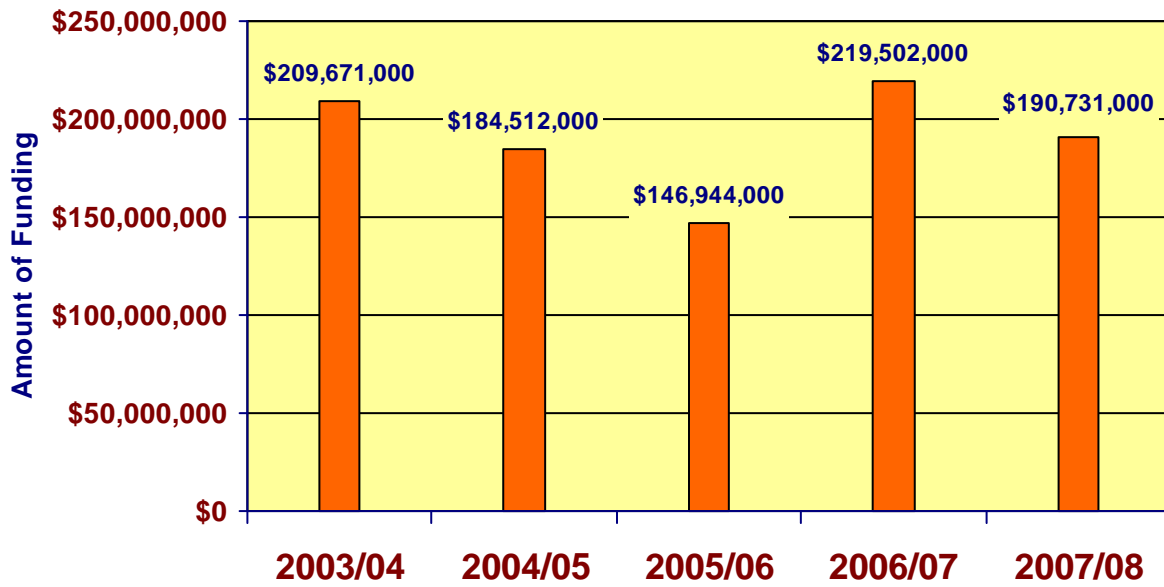
In order to provide the Orlando Metropolitan Area's citizens with a transportation system that continues to enable them to get where they want to go, many millions of dollars from federal, state and local funding sources have been programmed for transportation infrastructure improvements in recent years. These improvements include the construction of new highways and the widening of existing highways, as well as transit system improvements such as purchasing new transit vehicles and installing bus shelters and transit centers. Numerous improvements have also been made to the airports in the area, such as terminal expansions and runway improvements. In addition, bicycle and pedestrian facilities such as trails and sidewalks have been built in the area. The total amounts of federal, state and local funds that have been programmed for highway, transit, aviation and bicycle and pedestrian capital improvements from FY 2003/04 through FY 2007/08 are shown in the following charts:

Highway Capital Funding for Orange County

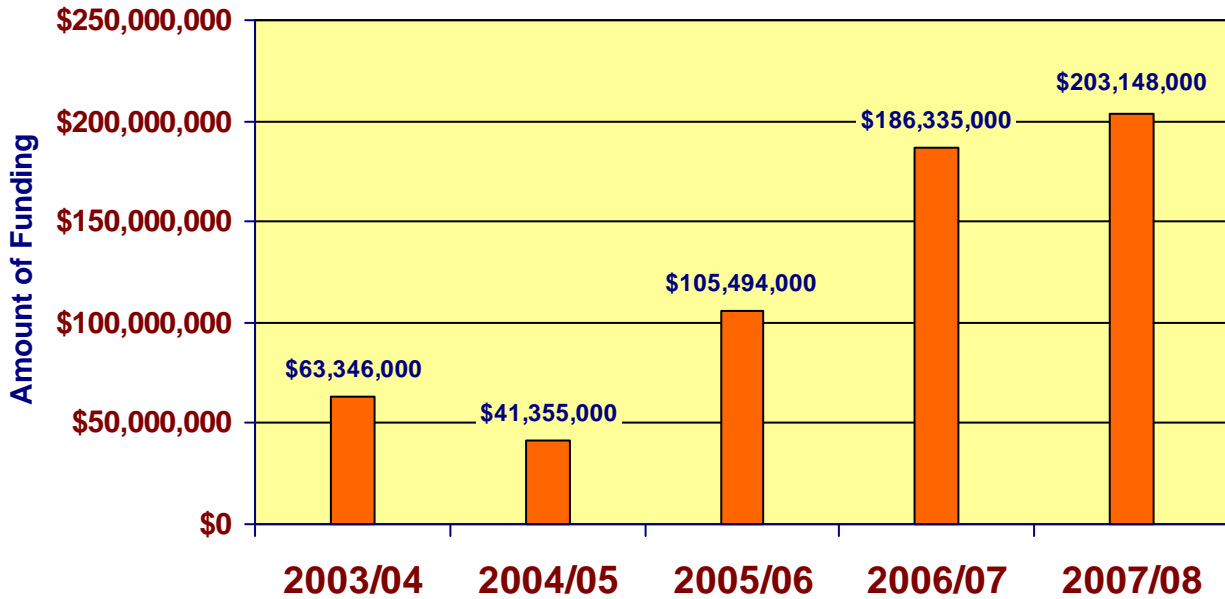


Note: The amount of funding programmed for transportation improvements does not necessarily increase every year, but fluctuates from year to year depending on when the funding allocations for various improvements are scheduled.

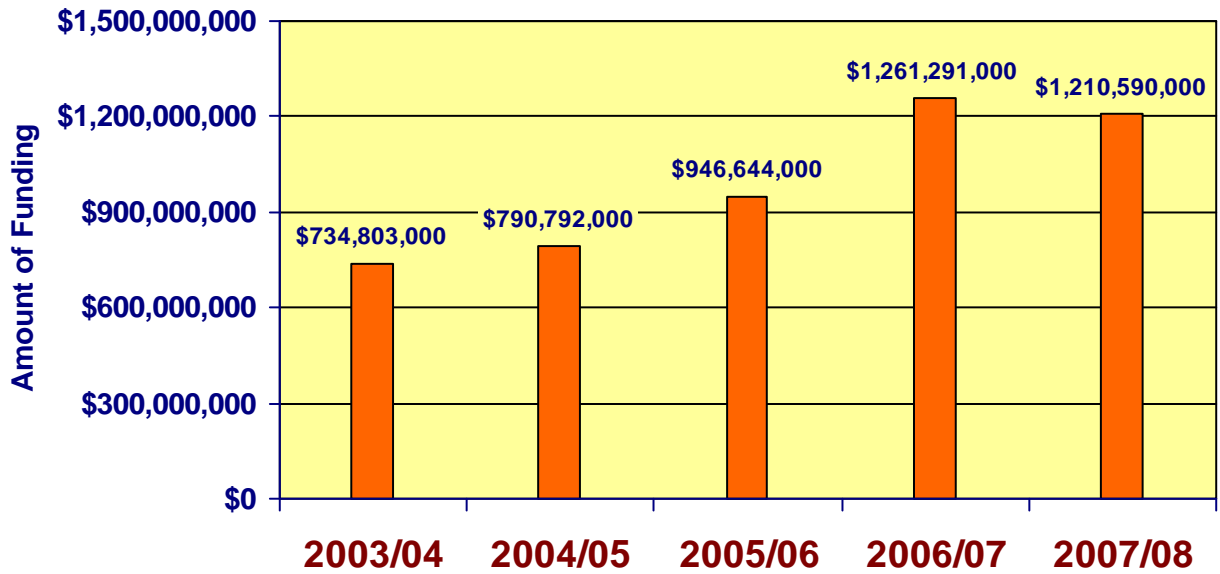
Highway Capital Funding for Osceola County



Highway Capital Funding for Seminole County

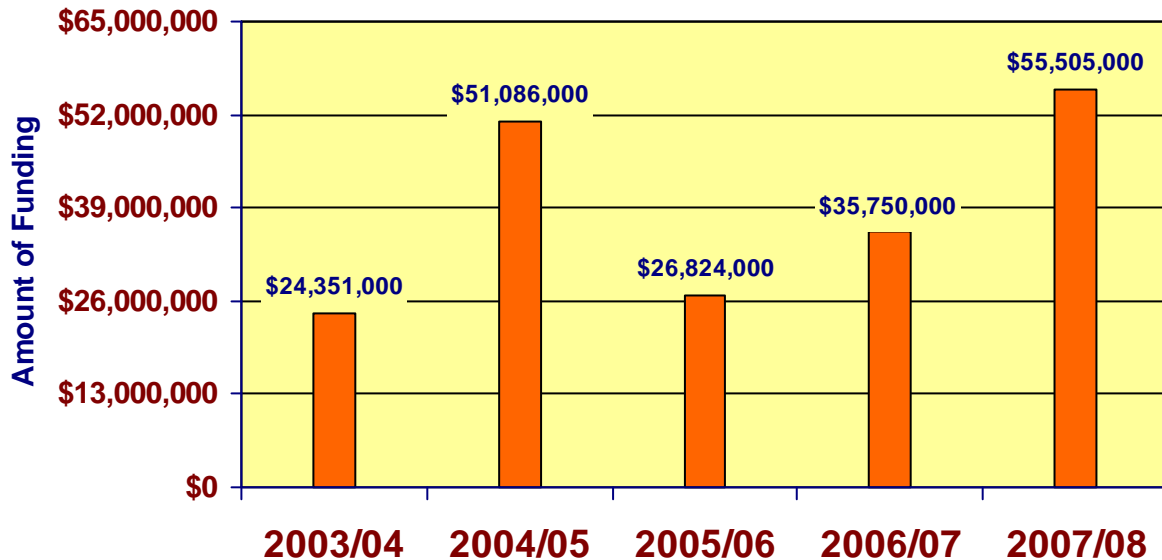


Total Highway Capital Funding



Source: Florida Department of Transportation/Local Governments

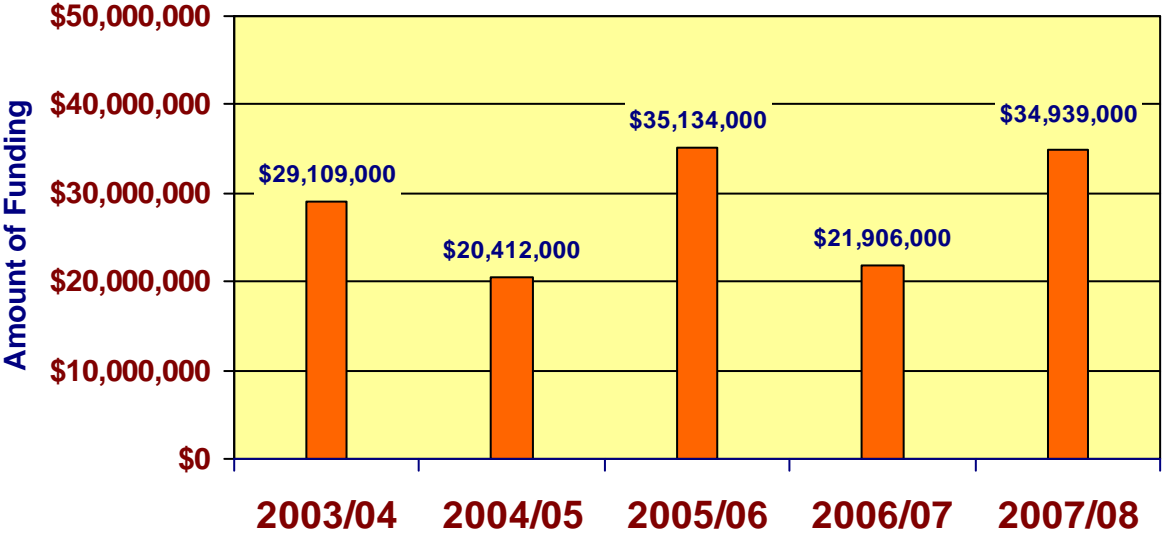
Transit Capital Funding



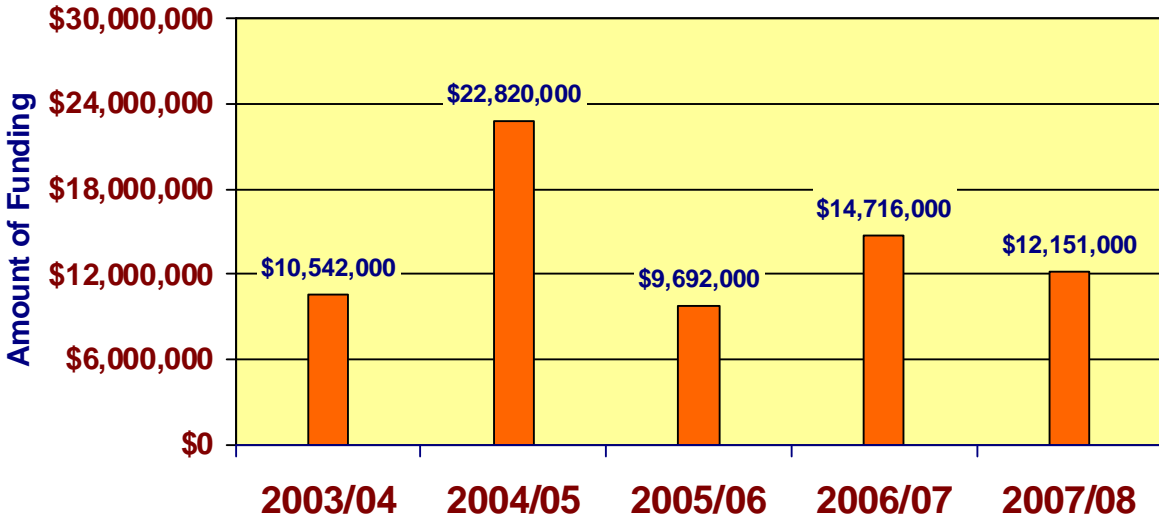
Source: Florida Department of Transportation

Note: The \$55.5 million for transit capital funding in FY 2007/08 includes \$16.3 million for commuter rail, in addition to funding for the LYNX transit system.

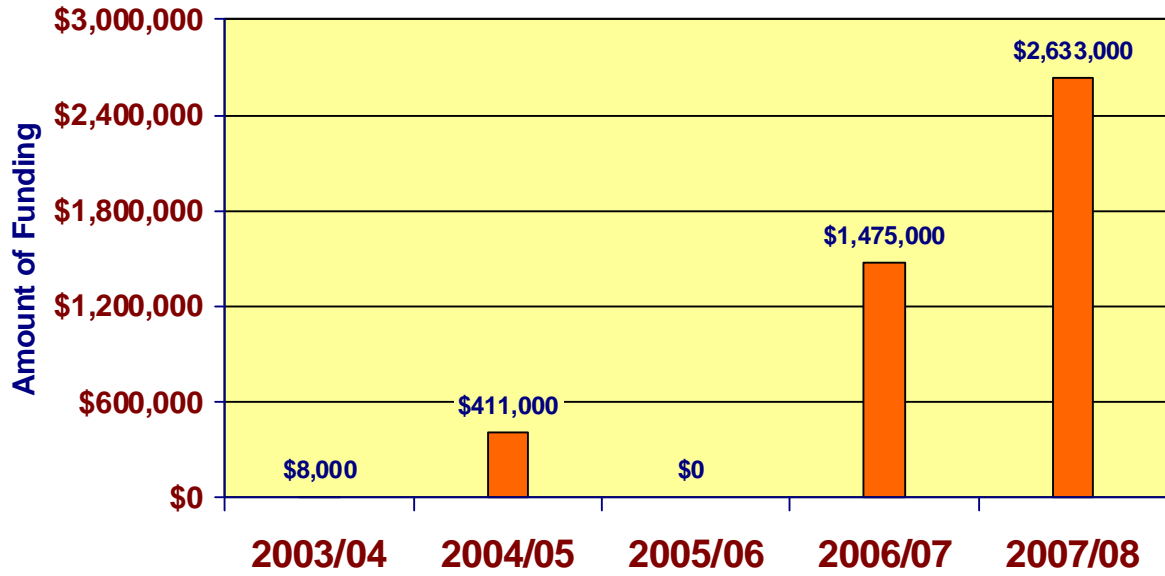
Orlando International Airport Capital Funding



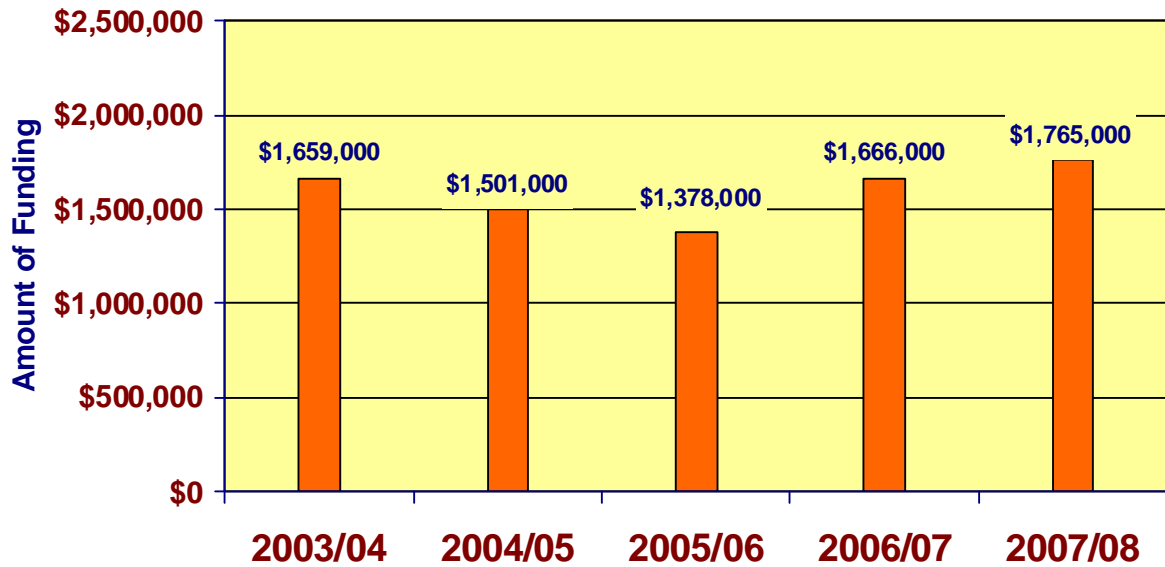
Orlando Sanford International Airport Capital Funding



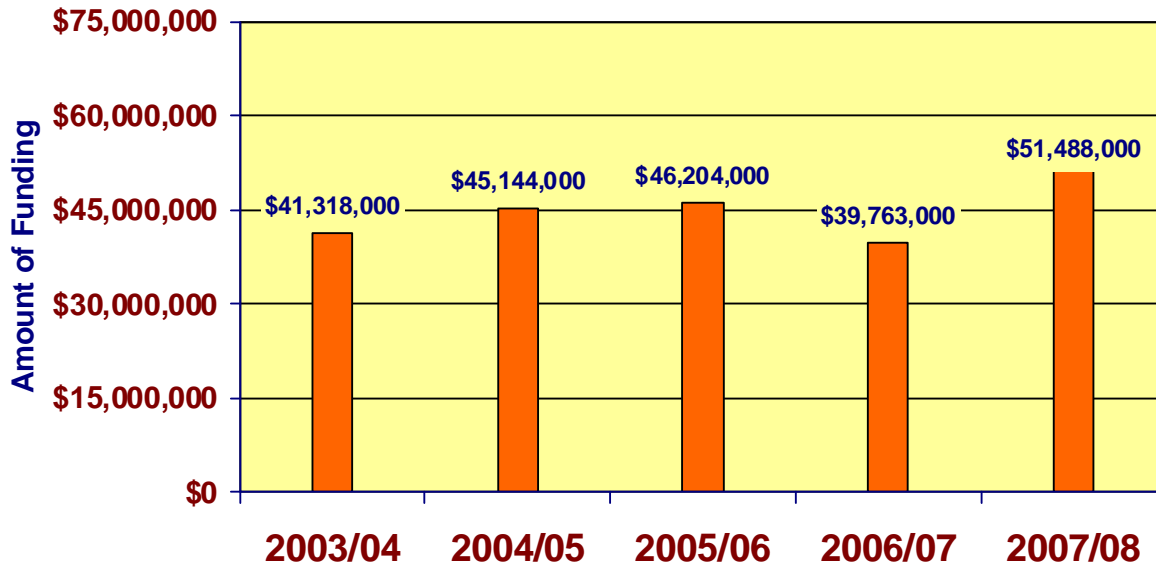
Orlando Executive Airport Capital Funding



Kissimmee Gateway Airport Capital Funding

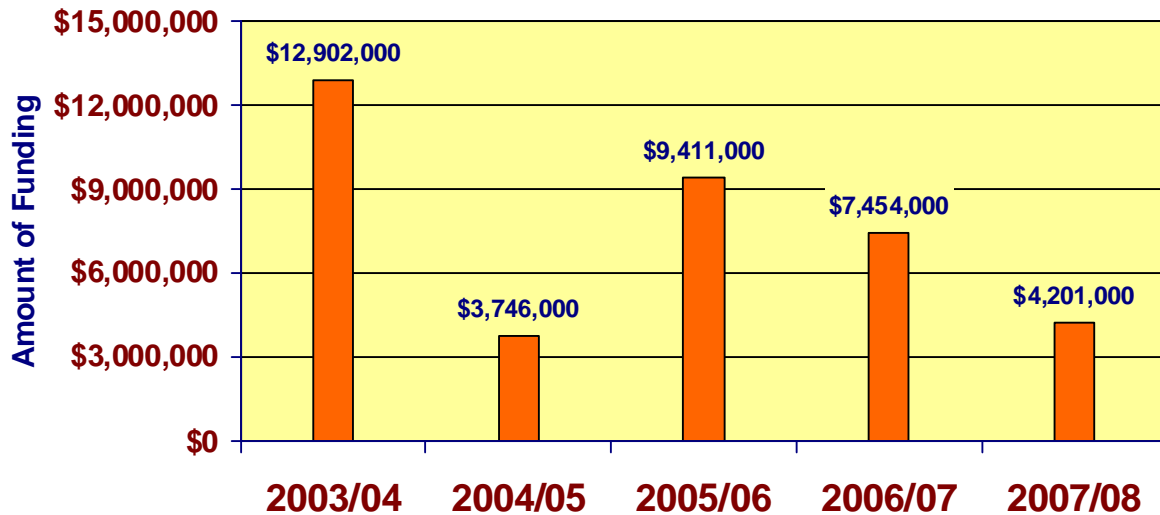


Total Airport Capital Funding



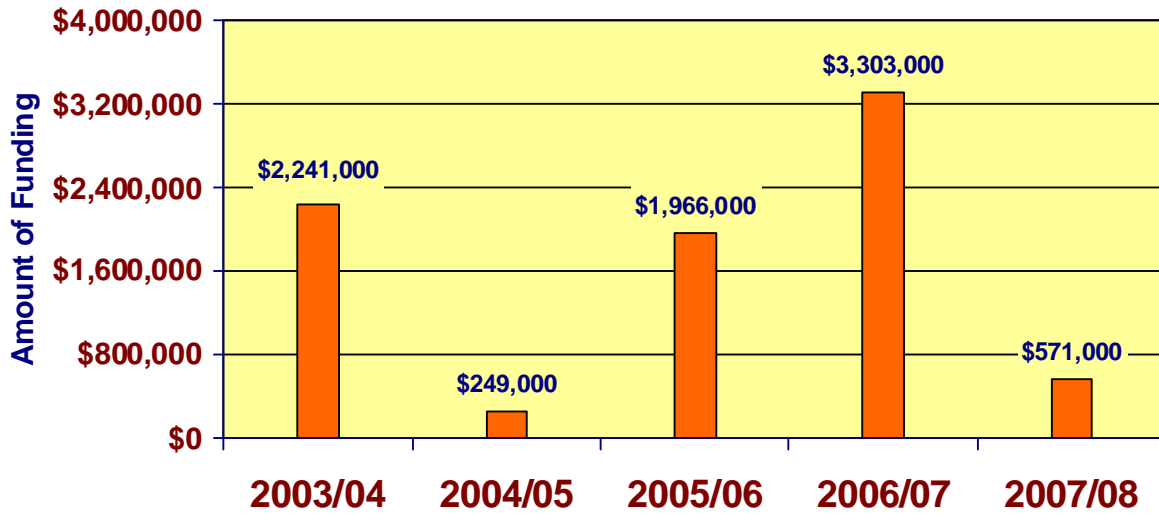
Source: Florida Department of Transportation

Bicycle & Pedestrian Capital Funding for Orange County*

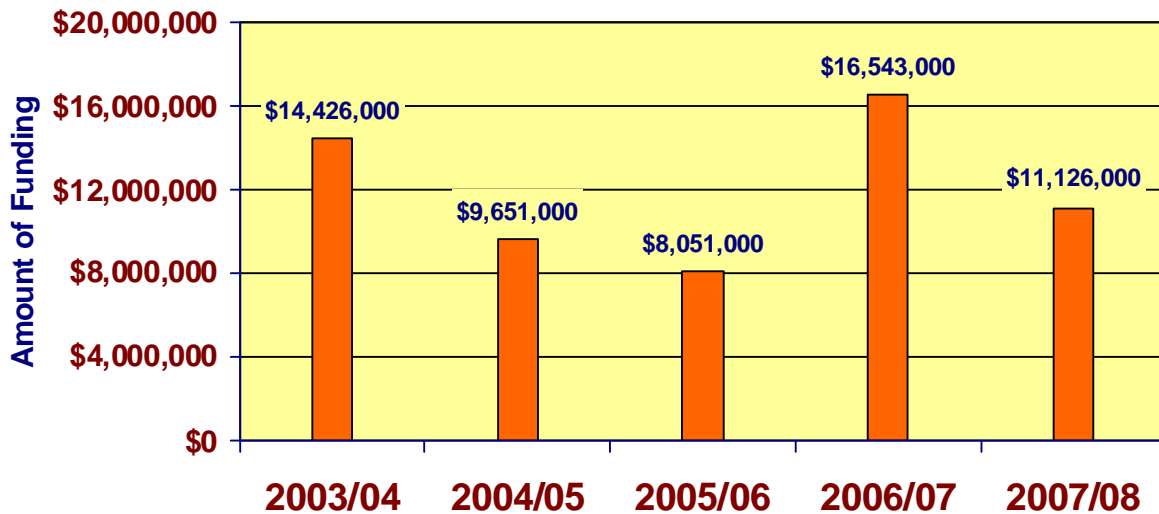


* It should be noted that bicycle lanes and sidewalks are often included as components of highway projects. Such facilities are not reflected in the bicycle and pedestrian funding figures shown for Orange, Osceola and Seminole Counties, which only represent stand-alone bikeway or pedestrian projects.

Bicycle & Pedestrian Capital Funding for Osceola County*

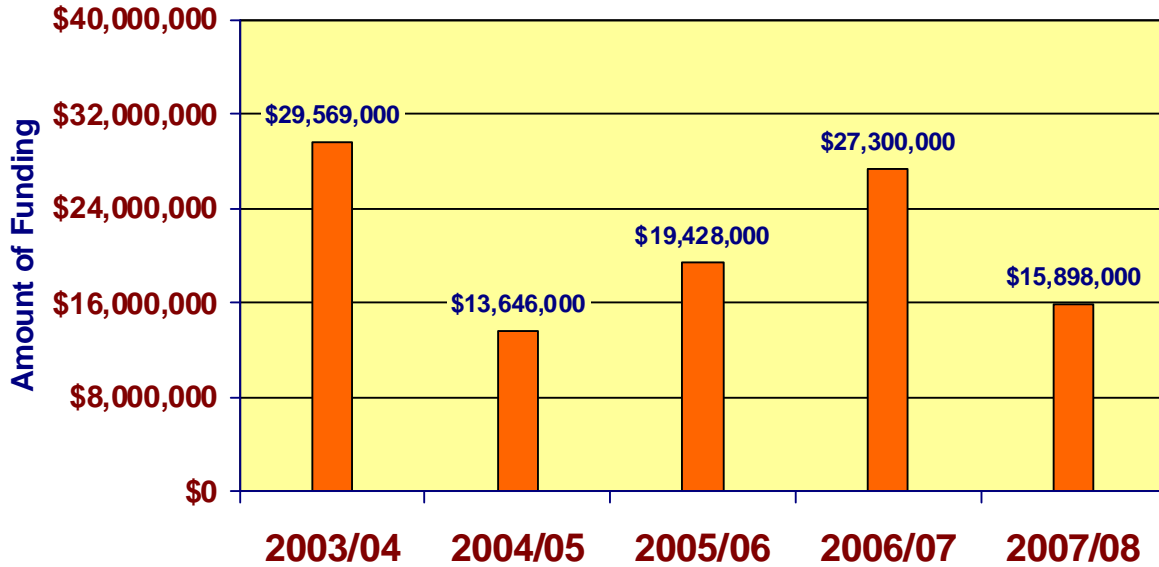


Bicycle & Pedestrian Capital Funding for Seminole County*



* See footnote on page 84.

Total Bicycle & Pedestrian Capital Funding



Source: Florida Department of Transportation/Local Governments

Grand Total Transportation Capital Funding

