DISTRICT FIVE PLANNING GUIDE & TRENDS ANALYSIS
FALL 2011

FLORIDA DEPARTMENT OF TRANSPORTATION
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</table>
The purpose of this “Planning Guide & Trends Analysis” book is to provide a resource guide for transportation planning and to evaluate trends that have occurred over the past several years on the transportation system in District Five consisting of the following counties: Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter, and Volusia.

This book contains information on various modes of transportation and facilities such as automobiles, transit, airports, seaports, etc. Examples of information included in this book are as follows:

- Florida Department of Transportation (FDOT) Five-Year Work Program Timeline,
- Central Florida GIS (CFGIS) Data Clearinghouse Website,
- SHS, FIHS, and SIS Statistics,
- Interstate Systems,
- District Five Tourist Information,
- Updated CENSUS Demographics,
- Census Transportation Planning Package (CTPP) Journey-to-Work Statistics,
- Website Reference Information, and more.

For more information regarding the FDOT, please visit the FDOT website at www.dot.state.fl.us. If you have questions or comments concerning this document, please contact Mr. John Zielinski, FDOT District Five Planning Office at (407) 482–7868.

FDOT MISSION
Our mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

FDOT VISION
Serving the people of Florida by delivering a transportation system that is fatality and congestion free.

FDOT VALUES
Our values (shown above) are the fundamental principals which guide the behavior and actions of our employees and our organization.

SECRETARY’S VITAL 4
Safety, Congestion, Customer Service, and Funding.
INTERMODAL SYSTEMS VISION

Our vision is to develop a fully integrated and sustainable transportation network that maximizes the safety and efficiency of intermodal connections for the mobility of people and goods, enhancing our region’s communities and economic competitiveness.

INTERMODAL SYSTEMS MISSION

Our mission is to provide financial support, monitoring and technical assistance to facilitate the development of a multimodal transportation system and fulfill Work Program commitments in coordination with our local partners.
FREQUENTLY ASKED QUESTIONS (FAQ)  FALL 2011

- **IS THERE A WEBSITE FOR TRAFFIC COUNTS?**
  The most up-to-date Traffic Counts for State Roadways can be found at the FDOT website, **www.dot.state.fl.us/planning/statistics/trafficdata**. This information is also available on the 2010 Florida Transportation Information (FTI) DVD. The following table lists the websites for Traffic Counts taken by each District Five County on County and State Roadways:

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>WEBSITE FOR COUNTY TRAFFIC COUNTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brevard</td>
<td><a href="http://www.ms2soft.com/tcds/tsearch.asp?loc=Brevard&amp;mod=">www.ms2soft.com/tcds/tsearch.asp?loc=Brevard&amp;mod=</a></td>
</tr>
<tr>
<td>Flagler</td>
<td><a href="http://www.flaglercounty.org">www.flaglercounty.org</a>*</td>
</tr>
<tr>
<td>Lake</td>
<td><a href="http://www.lakesumtermpo.com/resources/index.aspx">www.lakesumtermpo.com/resources/index.aspx</a></td>
</tr>
<tr>
<td>Marion</td>
<td><a href="http://www.ocalaf.org/tpo/TPO.aspx?id=691">www.ocalaf.org/tpo/TPO.aspx?id=691</a></td>
</tr>
<tr>
<td>Orange</td>
<td><a href="http://www.orangecountyfl.net/YourLocalGovernment/CountyDepartments/PublicWorks/TrafficEngineering/TrafficCounts.aspx">www.orangecountyfl.net/YourLocalGovernment/CountyDepartments/PublicWorks/TrafficEngineering/TrafficCounts.aspx</a></td>
</tr>
<tr>
<td>Osceola</td>
<td><a href="http://www.osceola.org/public_works/226-3832-0/traffic_reports.cfm">www.osceola.org/public_works/226-3832-0/traffic_reports.cfm</a></td>
</tr>
<tr>
<td>Seminole</td>
<td><a href="http://www.seminolecountyfl.gov/pw/traffic/counts.aspx?ref=">www.seminolecountyfl.gov/pw/traffic/counts.aspx?ref=</a></td>
</tr>
<tr>
<td>Volusia</td>
<td><a href="http://volusia.org/traffic/">http://volusia.org/traffic/</a></td>
</tr>
</tbody>
</table>

  * Traffic Counts are not found on this website, but contact information for traffic counts is available.

- **HOW CAN I GET LIVE TRAFFIC INFORMATION?**
  Please visit **www.fl511.com** or call 511.

- **WHERE CAN I FIND THE LEVEL OF SERVICE (LOS) FOR A SPECIFIC STATE ROADWAY IN CENTRAL FLORIDA?**
  Please visit **www.cfgis.org/trafficdata** and select the latest District Five Level of Service. The Level of Service is posted to the website under **Level of Service Tables and Maps**. More information about District Five Level of Service can be found on Page 83 of this book.

- **WHAT IS reThink?**
  It is a FDOT program that provides education and resources about alternative commute options. Information about reThink is available online at **www.rethinkyourcommute.com**. Additional information is found on Page 7 of this book.

- **WHERE CAN I FIND THE ADOPTED FDOT FIVE-YEAR WORK PROGRAM ON THE WEB WITH THE CURRENT WORK PROGRAM PROJECTS?**
  Please visit **www.dot.state.fl.us/programdevelopmentoffice** and select **Five Year Work Program & Downloadable Files**. This information is also available at **www.cfgis.org/wp**. Pages 76 and 77 of this book give more information on the Work Program.

- **WHAT IS CENTRAL FLORIDA GEOGRAPHIC INFORMATION SYSTEMS (CFGIS)?**
  In the year 2001, the East Central Florida Regional Planning Council (ECFRPC) in cooperation with the FDOT began an effort to increase coordination between Geographic Information System (GIS) users in Brevard, Flagler, Lake, Marion, Orange, Osceola, Polk, Seminole, Sumter, and Volusia counties. The CFGIS website is **www.cfgis.org**. More information on CFGIS can be found on Page 86 of this book.
**WHEN IS A STATE ROAD (SR) GOING TO BE WIDENED/RESURFACED?**
Projects under construction may no longer be included in the work program, but can be found at [www.dot.state.fl.us/publicinformationoffice/construc/constmap/constmap.shtml](http://www.dot.state.fl.us/publicinformationoffice/construc/constmap/constmap.shtml). Page 78 of this book details how to navigate the website.

**WHERE CAN A LIST OF THE FDOT DISTRICT FIVE CONSTRUCTION PROJECTS BE FOUND?**
Please visit [www.dot.state.fl.us/publicinformationoffice/construc/constmap/d5.shtml](http://www.dot.state.fl.us/publicinformationoffice/construc/constmap/d5.shtml) and select one of those counties listed. Page 78 of this book details how to navigate the website.

**WHERE CAN I FIND INFORMATION REGARDING AVIATION FUNDING BY THE FDOT?**
Please visit [www.dot.state.fl.us/aviation/pdfs/2010_Av_Proj_Hndbk_07192010.pdf](http://www.dot.state.fl.us/aviation/pdfs/2010_Av_Proj_Hndbk_07192010.pdf). A table of FDOT’s Share of Project Funding is also found on Page 30 of this book.

**WHERE CAN I FIND INFORMATION ON DISTRICT FIVE’S PUBLIC TRANSIT?**
General information on Florida’s transit systems is available online at [www.dot.state.fl.us/transit/](http://www.dot.state.fl.us/transit/). The individual websites give the most complete information: [www.golynx.com](http://www.golynx.com) for Osceola, Orange, and Seminole Counties; [www.votran.org](http://www.votran.org) for Volusia County; [www.ridescat.com](http://www.ridescat.com) for Brevard County; [www.ocalafl.org/suntran](http://www.ocalafl.org/suntran) for Marion County; and [www.ridelakexpress.com](http://www.ridelakexpress.com) for the Lake-Sumter transit system. Additional information is found on Page 37 of this book.

**WHERE CAN I FIND THE LATEST CENSUS INFORMATION FOR DISTRICT FIVE COUNTIES?**
A summary of the latest available Census Demographic information is found in the Census Transportation Planning Package (CTPP). The CTPP can be found at the website, [http://ctpp.transportation.org/Pages/profiles.aspx](http://ctpp.transportation.org/Pages/profiles.aspx). The website, [http://censtats.census.gov/pub/Profiles.shtml](http://censtats.census.gov/pub/Profiles.shtml) contains the currently available 2000 Census Tables DP-1, DP-2, DP-3, and DP-4. Once at the website, select a state (i.e. Florida). Next, type a county in the state selected (i.e. Brevard County) and press “GO”. By clicking on the “Selected Areas” county of your choice, Tables DP-1, DP-2, DP-3, and DP-4 will appear for that county. 2010 Census data is scheduled to be available by December 2011. Page 74 of this book gives more information to access Census Data on the Web.

**WHERE CAN I FIND INFORMATION ON SUNRAIL?**
Please visit [www.sunrail.com](http://www.sunrail.com). Information about SunRail is also provided on Page 34 of this book.

**HOW DO I APPLY FOR NEW ACCESS?**
The FDOT Rule (14-96) can be found at [www.dot.state.fl.us/planning/systems/sm/accman/pdfs/1496.pdf](http://www.dot.state.fl.us/planning/systems/sm/accman/pdfs/1496.pdf). You can download the *D5 Access Management Resource Guidebook* at [www.cfgis.org/trafficdata/](http://www.cfgis.org/trafficdata/) which provides more relevant information.

**WHO SHOULD I CONTACT AT FDOT?**
Contact information can be found at [www.dot.state.fl.us/PublicInformationOffice/moreDOT/phone.shtml](http://www.dot.state.fl.us/PublicInformationOffice/moreDOT/phone.shtml). Page 89 of this book gives more information.

**HOW CAN I FIND MORE INFORMATION ABOUT THE GOVERNOR’S PRIORITIES?**
Information on the Governor’s priorities can be found at [www.flgov.com/priorities-2/](http://www.flgov.com/priorities-2/).

**WHAT IS SIS?**
SIS, or Strategic Intermodal System, is a transportation system made up of facilities and services of statewide and interregional significance. These facilities are forms of transportation that move people and goods and provide linkages that allow for smooth and efficient transfers between modes of major facilities. Page 10 of this book gives more information.
reThink is your #1 resource for commuter options in Central Florida. A service of the Florida Department of Transportation, the program has four essential goals:

- Saving YOU money
- Reducing congestion
- Improving air quality
- Conserving natural resources

To achieve these goals, reThink promotes commute options that make sense for you. There are many ways to get to work other than driving alone in your car every day!

Better Ways to Get to Work

- Sharing a ride by carpooling or vanpooling
- Riding the bus
- Biking and walking
- Telecommuting

reThink helps you reThink your commute with a variety of programs and services.

Why reThink?

In Central Florida, 82% of people are driving alone to work every day. That means more than 1.3 million single-occupancy vehicles on the road affecting your quality of life.

By reThinking the way we get to work, we can decrease congestion, improve air quality, conserve natural resources, and save everyone a lot of money. reThink can help set your business on the right path with their free programs and services.

Benefits

Since the launch of reThink in July 2010, District Five commuters that have registered with reThink have reduced vehicle miles traveled (VMT) by 8.7 million miles and reduced demand for gas by more 430,000 gallons, preventing more than 8.3 million pounds of carbon dioxide from being emitted into the atmosphere. reThinkers have also saved more than $4.9 million dollars in the past year thanks to their alternative commute.
Programs and Services

- Online assistance to connect commuters interested in sharing a ride to work.
- Identifying worksite and employee transportation challenges, developing programs to reduce employee commute trips, and training of Employee Transportation Coordinators to implement transportation benefit programs.
- Empowering commuters by providing information on commute options, connecting commuters through online instant ridematching, information about safe cycling, walking and how to ride the bus, guidance on how to approach your employer about telecommuting and alternative work schedules.
- Emergency Ride Home program.
- Designation as Best Workplaces for Commuters.

For more information about reThink and its programs, please visit our website or call the number provided below.

www.reThinkYourCommute.com
1-866-610-RIDE (7433)
The State Highway System (SHS) is comprised of roads owned and maintained by the State of Florida. This includes roads signed as Interstate Highways, U.S. Roads, and State Roads.

**FDOT DISTRICT FIVE STATE HIGHWAY SYSTEM (SHS)**

District Five State Highway System Summary (2011):

- Centerline Miles – 2,100
- Lane Miles – 7,447
- Fixed Bridges – 605
- Movable Bridges – 9

**Legend**

- Interstate Highway
- US Highway
- State Road
- County Boundary
- Urban Area
- FL Managed Area

**SOURCE:** [http://www.dot.state.fl.us/publicinformationoffice/moreDOT/districts/dist5.shtm](http://www.dot.state.fl.us/publicinformationoffice/moreDOT/districts/dist5.shtm)
Florida’s Strategic Intermodal System (SIS) is a transportation system that

- Is made up of facilities and services of statewide and interregional significance (strategic)
- Contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal)
- Integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system)

The SIS was established to efficiently serve the mobility needs of Florida’s citizens, businesses, and visitors; and help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship.

**SOURCE:** [http://www.dot.state.fl.us/planning/sis/](http://www.dot.state.fl.us/planning/sis/)

**FLORIDA’S STATEWIDE STRATEGIC INTERMODAL SYSTEM MAP**

2035 SIS COST FEASIBLE PLAN FOR DISTRICT FIVE

The purpose of the Strategic Intermodal System (SIS) 2035 Highway Component Cost Feasible Plan (CFP) is to evaluate SIS needs in light of future revenues and develop a phased plan for cost feasible future improvements to the SIS, consistent with the goals and objectives of the Florida Transportation Plan (FTP). The CFP improves the efficiency of planning for and funding future improvements.

SOURCE: SIS 2035 Highway Component Cost Feasible Plan, December 2009
Florida’s Strategic Intermodal System on the Web: www.dot.state.fl.us/planning/sis

The FDOT has established an Enterprise Strategic Intermodal System (eSIS) application to serve as the primary storehouse of all Strategic Intermodal System (SIS) and SIS-related information. The eSIS provides information from multiple internal and external sources to support SIS planning and reporting. FDOT is building the eSIS in multiple phases. The first two phases are:

1. Phase I—Facilities and Designation (available now)
2. Phase II—Designation Reviews and Changes (available now)

Phase I establishes the main eSIS database and interactive mapping system that allows integration with internal and external data sources. The eSIS is accessible internally via FDOT’s Enterprise Information Portal (EIP) and externally via the Internet. A web-based interactive map (referred to as the ‘SIS I-Map’) is also available to all users. Additional information important to the SIS planning process is available via the SIS I-Map from a variety of sources. Although the eSIS does not currently provide ‘print quality’ maps, such as those published in the SIS Atlas, having a central storehouse of SIS data allows users to create such maps using existing desktop geographic information systems and mapping software.

Phase II built on Phase I by adding the SIS criteria and thresholds, designation change requests, designation reviews, community and environmental screening, SIS project plan information, and electronic storage of SIS documents. Future eSIS enhancements can be made due to its flexible design. Timing and context of future phases will depend on user needs and resource availability.
The Strategic Investment Tool (SIT) provides a unique methodology for determining project priority and is applicable only to evaluating and setting priorities for highway capacity expansion projects. It has been developed for the Strategic Intermodal System (SIS) by the FDOT and a Modal Outreach Team made up of various transportation experts. The methodology incorporates project priority criteria that are currently used by operators of Florida’s highway system. The SIT calculates and reports performance measures relating to each of the five SIS goals (Safety, Economic, Preservation, Mobility, Community and Environmental) and prioritizes each specific capacity improvement project competing for the dedicated, discretionary transportation capacity funds. It provides an overview of the applicable SIS financial policies, procedures, protocols and prioritization measures that will be applied to each modal project to determine its eligibility and priority.

**SIT Components**
The SIT includes three main components: System Viewer, Analyzer, and Reporter. Each component was developed to provide specific functions and operate through a web interface. The web interface gives the FDOT Central Office the ability to keep data and information in the SIT up-to-date and permits FDOT staff located throughout the State access to the most recent updates.

**SIT Access**
The SIT is housed at FDOT Central Office within the Systems Planning Office in Tallahassee. Users can access the SIT through the SIS Portal located on the FDOT Infonet Central Office Planning Page. Users must have access to the FDOT network in order to use SIT.
In 2003, Florida’s Governor and Legislature created Florida’s Strategic Intermodal System (SIS). In 2005, the first SIS Plan was adopted and defined the policies and processes needed to move the SIS from concept to implementation. On January 29, 2010, the first update was adopted as the 2010 SIS Plan Update.

FDOT developed this plan in cooperation with a wide range of statewide, regional, and local partners, extending the broad circle of consensus started during the initial plan development. A 31 member 2010 SIS Strategic Plan Leadership Committee provided the overall guidance to the process. Extensive partner and public involvement in support of the Leadership Committee process was also conducted throughout the plan development. The end result is a plan update that reflects the consensus of the Leadership Committee, informed by partner and the public input, regarding changes to SIS goals, objectives, designation criteria, and other policies; and strategies to make SIS implementation more effective.

**SOURCE:** 2010 Florida’s Strategic Intermodal System Strategic Plan

More information about 2010 SIS Strategic Plan Update can be found on the Web: [http://www.dot.state.fl.us/planning/sis/strategicplan/Update/](http://www.dot.state.fl.us/planning/sis/strategicplan/Update/)
The Florida Transportation Plan (FTP) is the state’s long range transportation plan which provides a vision for the future of transportation over the next 50 years. The 2060 FTP identifies the goals, objectives, and strategies to address the long-term needs of the state transportation system and to guide the expenditure of federal, state, and local transportation funds. The FTP enables partners to work together when making decisions affecting the transportation safety, security, preservation, and mobility needs of our state. As the statewide transportation plan for all of Florida, the 2060 FTP is developed with the cooperation of the many public, private, and civic partners involved in transportation. The FDOT is charged by state law with convening these partners and the public to develop a state transportation plan every five years.

To help develop the Florida Transportation Plan, the 2060 Steering Committee worked together to create a shared vision for the future of transportation in Florida and draft the goals, objectives and strategies necessary to achieve that vision.

More information about 2060 Florida Transportation Plan can be found on the Web: www.2060ftp.org
Project Status

In May 2010, the FDOT District Five Planning Office completed SIS Highway Connectors Assessment Study to evaluate existing operating conditions of the 15 SIS connectors and to identify future improvement needs related to safety, mobility, accessibility, etc. The purpose of this SIS Highway Connectors Needs Assessment Study is to develop a multimodal inventory of each highway connector; analyze existing and future operating conditions; identify existing and future needs; identify low cost improvements that would extend the operational life of the corridors; develop planning level cost estimates for the identified improvements and develop a phased implementation plan. Throughout the entire duration of the project, coordination meetings with project stakeholders and the regional transportation partners including the FDOT District Five/Central Office, designated SIS intermodal facility operators, impacted MPOs/TPOs, counties, cities, and others. Preliminary findings and recommendations from this study were shared with all concerned parties and all inputs and comments received from the stakeholders have been addressed in the project report.
FDOT District Five recently completed the I-75 Systems Operational Analysis Report (SOAR) for all ten (10) interchanges on the I-75 corridor within the District. The study analyzed existing (2007) and future (2017) conditions. The purpose of the study was to analyze and stage short term, low cost operational improvements to address existing and future deficiencies. The study was a success. The recommended improvements are being considered by the Department and other local agencies to be included in their Long Range Transportation Plans (LRTP).

Since the completion of the I-75 SOAR, there have been some land use changes and some new developments have occurred. Also, due to the change in the economy, the FDOT, in partnership with Marion County and the City of Ocala, signed a Joint Participation Agreement to update the current study, to evaluate the long-term (2040) improvements needs of the corridor and to secure FHWA approval. Other agencies also participating in the study are: Ocala / Marion TPO, Lake~Sumter MPO, and Sumter County. All six of these agencies are applicants for this project. This new study is called the I-75 Systems Access Management Report (SAMR). The ultimate objective is to ensure mobility and safe operating conditions along this important interstate facility in the State.
The FDOT District Five completed the I-95 SOAR in 2005. This study identified operational improvements on 25 existing interchanges and evaluated feasibility of 6 new interchanges along the I-95 corridor in District Five.

In May 2006, the FDOT District Five Planning Office initiated a study to develop an implementation plan for the recommended improvements. The study contained two phases: Phase I was to summarize, orchestrate, and update the improvements and associated cost estimates in a user-friendly interactive GIS tool, and Phase II was to prioritize these improvements and identify potential funding sources for implementation.

The implementation plan has been finalized by the Department and is available online to the stakeholders for project tracking purposes.

For more information, please visit http://cfgis.org/SISIM
Interstate 4, or I-4, is often called the backbone of transportation in Central Florida. I-4 not only provides a crucial link between Tampa on the gulf coast and Daytona Beach on the east coast, but also plays a vital role serving one of the world’s most vibrant and popular travel destinations, Central Florida.

In the years to come, the FDOT will transform I-4 for the benefit of Central Florida commuters, tourists and freight operators. Construction projects will add lanes, expand access to the interstate and improve major interchanges across the I-4 corridor to eventually make the Ultimate I-4 Plan a reality. One of the most extensive interchange projects FDOT has planned is at the I-4 and Maitland Boulevard interchange.

**Current I-4 Projects**
- Interchange at SR 46
- Replace joint seals on SR 436 over I-4 and CR 46a over I-4
- International Pkwy and SR 417 interchange
- Anchor bolt replacement and repairs at Beville Road and Saxon Blvd over I-4
- Repairs to I-4 from Fairbanks Ave to US 441
- Replace concrete slabs westbound from Lee Road overpass to Fairbanks Avenue overpass and eastbound from Rio Grande to Kaley Pedestrian overpass
- I-4 dynamic message sign replacement from SR 528 to SR 472
- Lighting at Central Florida Pkwy

**Future I-4 Projects**
- I-4 reconstruction from Kirkman Rd to west of Orange Blossom Tr
- I-4 reconstruction from west of Orange Blossom Tr to Ivanhoe Blvd
- I-4 reconstruction from west of Ivanhoe Blvd to east of Kennedy Blvd
- I-4 reconstruction from east of Kennedy Blvd to Orange / Seminole County Line
- I-4 reconstruction from Orange / Seminole County Line to east of Central Pkwy
- I-4 reconstruction from east of Central Pkwy to 1 mile east of SR 434
- I-95 major interchange with I-4 and US 92
- Roadway lighting maintenance on I-4
- I-4 widening from SR 44 to east of I-95
- I-4 braided ramp from eastbound I-4 to west Osceola Pkwy
- I-4 from SR 482 interchange to east of Conroy Rd
- I-4 resurfacing from west of Rio Grande Ave to east of Lee Rd
- I-4 resurfacing from Osceola County Line to east of SR 536
- I-4 resurfacing from west of SR 434 to west of Lake Mary Blvd
**Major Tourist Attractions**
1. Magic Kingdom
2. Walt Disney World Resort
3. Animal Kingdom
4. MGM Studios
5. Epcot
6. Sea World
7. Orange County Convention Center
8. Universal Studios CityWalk
9. Universal Studios

**BREAKDOWN OF I-4 CORRIDOR USERS**

<table>
<thead>
<tr>
<th>User Type</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Commuters</td>
<td>58%</td>
</tr>
<tr>
<td>Tourists</td>
<td>30%</td>
</tr>
<tr>
<td>Other</td>
<td>12%</td>
</tr>
</tbody>
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**SOURCE:** Central Florida Regional Planning Model (CFRPM) Version III, 2000 Base Year.
STRAIGHTIC INTERMODAL SYSTEM IMPLEMENTATION & MANAGEMENT (SISIM) PORTAL

The Strategic Intermodal System Implementation and Management (SISIM) Portal is a web-based interactive tool which will allow SIS partners throughout District Five to share information concerning the implementation of operational improvements for SIS facilities identified through various planning initiatives. The information provided in the portal can be used by public and private stakeholders to determine what is needed to maintain mobility along important SIS corridors and multimodal connections vital to the economic health of the region.

For more information, please visit http://cfgis.org/SISIM
## SHS, FIHS, and SIS Mileage & Daily Vehicle Miles Traveled

### Fall 2011

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>CENTERLINE MILES</th>
<th>LANE MILES</th>
<th>DAILY VEHICLE MILES TRAVELED*</th>
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* Thousands

**Note:** Mileage does not include SIS Connectors.

**Source:**
- FDOT TranStat Office, State Highway Report 1: All Roads, June 30, 2011

FDOT reports on State Highway System Mileage have traditionally been issued as of June 30 and December 31 of each year, with the most current data available on those dates. Since annual average daily traffic (AADT) for a calendar year is not available until several months after December 31, the daily vehicle miles traveled (DVMT) calculation for both the June and the December report uses AADT from the previous calendar year in combination with the Centerline Miles as of the current date. Therefore, this hybrid DVMT is not completely correct for either the current or the previous calendar year.

The new State Highway System Annual Reports are issued once a year, in the Spring after the previous year’s AADT data are available. Thus the DVMT data are consistent and correct for the year being reported. It is hoped that data users will take advantage of the new Annual Reports, but the Semi-Annual Reports will continue to be provided for the time being, allowing historical continuity.
## Public Road Centerline Miles

### District Five Planning Guide & Trends Analysis

#### Fall 2011

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>INTERSTATE</th>
<th>TURNPIKE &amp; FREEWAY</th>
<th>OTHER PRINCIPLE ARTERIAL</th>
<th>MINOR ARTERIAL</th>
<th>URBAN / MAJOR COLLECTOR</th>
<th>RURAL MINOR COLLECTOR</th>
<th>LOCALS</th>
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**Source:** FDOT TranStat Office, Public Road Mileage and Miles Traveled, 2010
## DAILY VEHICLE MILES TRAVELED

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<th>COUNTY</th>
<th>INTERSTATE</th>
<th>TURNPIKE &amp; FREEWAY</th>
<th>OTHER PRINCIPLE ARTERIAL</th>
<th>MINOR ARTERIAL</th>
<th>URBAN / MAJOR COLLECTOR</th>
<th>RURAL MINOR COLLECTOR</th>
<th>LOCALS</th>
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**SOURCE:** FDOT TranStat Office, Public Road Mileage and Miles Traveled, 2010
DAILY TRIP INTERACTION IN DISTRICT FIVE COUNTIES

**Trip Intensity:** The number of trips occurring in each county divided by the total trips occurring in the District.

<table>
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<th>SEMINOLE</th>
<th>ORANGE</th>
<th>OSCEOLA</th>
<th>LAKE</th>
<th>VOLUSIA</th>
<th>BREVARD</th>
<th>MARION</th>
<th>SUMTER</th>
<th>FLAGLER</th>
<th>POLK</th>
<th>INDIAN RIVER</th>
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<td>2,523,804</td>
<td>2,523,804</td>
<td>2,523,804</td>
<td>2,523,804</td>
<td>2,523,804</td>
<td>2,523,804</td>
<td>2,523,804</td>
<td>2,523,804</td>
<td>9,335,264</td>
</tr>
<tr>
<td>Marion</td>
<td>2,399,950</td>
<td>2,399,950</td>
<td>2,399,950</td>
<td>2,399,950</td>
<td>2,399,950</td>
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<td>2,399,950</td>
<td>2,399,950</td>
<td>7,070,729</td>
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<tr>
<td>Flagler</td>
<td>2,399,950</td>
<td>2,399,950</td>
<td>2,399,950</td>
<td>2,399,950</td>
<td>2,399,950</td>
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<td>2,399,950</td>
<td>2,399,950</td>
<td>6,155,385</td>
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<tr>
<td>External</td>
<td>2,399,950</td>
<td>2,399,950</td>
<td>2,399,950</td>
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<td>2,399,950</td>
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<td>2,399,950</td>
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<td>2,399,950</td>
<td>2,399,950</td>
<td>6,155,385</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,495,847</td>
<td>9,335,264</td>
<td>2,023,350</td>
<td>1,857,811</td>
<td>2,427,795</td>
<td>2,214,378</td>
<td>365,550</td>
<td>579,601</td>
<td>269,754</td>
<td>263,903</td>
<td>667,488</td>
<td>27,778,932</td>
<td></td>
</tr>
</tbody>
</table>

**SOURCE:** Central Florida Regional Planning Model (CFRPM) Version 5.0, 2005 Base Year
DISTRICT FIVE TRAVEL PATTERNS

CONGESTED TRAVEL TIME TO AND FROM DOWNTOWN ORLANDO

Data Source: Central Florida Regional Planning Model (CFRPM), Version 5.0
TRIP DESIRE LINES IN DISTRICT FIVE

The trip desires are represented by the blue lines.

SOURCE: Central Florida Regional Planning Model (CFRPM) Version 5.0, 2000 Base Year
DISTRICT FIVE AIRPORTS

AIRPORT INFORMATION
The following table shows the 2010 annual passengers statistics of the four commercial airports in Central Florida. The non-commercial airports are not included in the table.

<table>
<thead>
<tr>
<th>AIRPORT</th>
<th>TOTAL ANNUAL PASSENGERS</th>
<th>TOTAL ANNUAL ARRIVING PASSENGERS</th>
<th>TOTAL ANNUAL DEPARTING PASSENGERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orlando International Airport</td>
<td>33,693,649</td>
<td>16,876,678</td>
<td>16,816,971</td>
</tr>
<tr>
<td>Orlando Sanford International Airport</td>
<td>1,165,435</td>
<td>583,869</td>
<td>566,995</td>
</tr>
<tr>
<td>Daytona Beach International Airport</td>
<td>495,723</td>
<td>242,275</td>
<td>252,420</td>
</tr>
<tr>
<td>Melbourne International Airport</td>
<td>330,000*</td>
<td>Not Available</td>
<td>Not Available</td>
</tr>
</tbody>
</table>

* Note: Estimated (Detailed information was not available)

SOURCE:
http://orlandoairports.net/
www.orlandosanfordairport.com/pass.asp
www.flydaytonafirst.com/statistics.htm
www.mlbair.com

FDOT’S SHARE OF PROJECT FUNDING

<table>
<thead>
<tr>
<th>TYPE OF DEVELOPMENT</th>
<th>IF FEDERAL FUNDING IS AVAILABLE</th>
<th>IF FEDERAL FUNDING IS NOT AVAILABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Service Airports</td>
<td>FDOT provides up to 50% of non-federal share</td>
<td>FDOT provides up to 50%</td>
</tr>
<tr>
<td>General Aviation Airports</td>
<td>FDOT provides up to 80% of non-federal share</td>
<td>FDOT provides up to 80%</td>
</tr>
<tr>
<td>Economic Development</td>
<td>N/A</td>
<td>FDOT provides up to 50%</td>
</tr>
<tr>
<td>Security</td>
<td>FDOT provides up to 100% of non-federal share</td>
<td>FDOT provides up to 100%</td>
</tr>
</tbody>
</table>

SOURCE: The Florida Aviation Project Handbook July 2010, Aviation Office of Florida Department of Transportation

Aviation Mission Statement
The Aviation Mission of the FDOT is to provide a safe and secure air transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

For more information on all FDOT airports:
www.dot.state.fl.us/aviation
District Five’s only seaport, Port Canaveral, is a vital economic link for the State and the Central Florida Region. The importance of the Port extends beyond its economic impact of providing over 74 thousand jobs statewide. In addition to the movement of cargo and cruise passengers, the Port supports the nation’s space and defense programs, helps attract new businesses to the region, and provides extensive recreational and leisure activities. The market fundamentals, along with the long-range development plans of the Port Authority, can only mean that Port Canaveral will become an even more important asset for the State and Region.

**SOURCE:** “The Economic Impact of Port Canaveral” by Dr. Bradley M. Braun

**PORT CANAVERAL 20-YEAR MASTER PLAN**

For more information on all FDOT seaports: [www.dot.state.fl.us/seaport](http://www.dot.state.fl.us/seaport)
“America's space program challenges and motivates us. It's our destiny to explore, to learn and reach beyond our known world. The space program expands our horizons. It makes life better for everyone on Earth, and it prepares us to cope with the unknowns that the future may hold.”

- Center Director Robert D. Cabana

NASA’s John F. Kennedy Space Center designated as part of the Strategic Intermodal System, has helped set the stage for America’s adventure in space for more than four decades. Since its establishment in July 1962 as the agency’s Launch Operations Center, the spaceport has served as the departure gate for every American manned mission and hundreds of advanced scientific spacecraft. The center was renamed as the John F. Kennedy Space Center in late 1963 to honor the president who put America on the path to the moon. From the early days of Project Mercury to the space shuttle, from the Hubble Space Telescope to the Mars Exploration Rovers, the center enjoys a rich heritage. As the nation embarks on a new chapter in space exploration, Kennedy will continue to make history.

SOURCE: [www.nasa.gov/centers/kennedy/about/history/index.html](http://www.nasa.gov/centers/kennedy/about/history/index.html)

**HISTORICAL SHUTTLE LAUNCHES**

![Historical Shuttle Launches Chart]


For more information about the John F. Kennedy Space Center:

[www.nasa.gov/centers/kennedy/home/index.html](http://www.nasa.gov/centers/kennedy/home/index.html)
What is SunRail?

Traffic congestion is a growing concern for those who live, work and visit Central Florida. As our region continues to grow, that congestion will only get worse. Though there is no one magic bullet to solve our traffic woes, several different modes of transportation options working together—known as "intermodal" in transportation-speak—is a proven way to ease the gridlock. That’s why the FDOT, in cooperation with the Federal government and local officials in Orange, Seminole, Volusia and Osceola Counties and the City of Orlando, is advancing SunRail, a commuter rail transit project that will run along a 61-mile stretch of existing rail freight tracks in the four-county area.

The 31-mile first phase of SunRail will serve 12 stations, linking DeBary to Orlando. Phase II will serve 5 additional stations, north to DeLand and south to Poinciana. Service is expected to begin in 2013.

When I can ride?

Please visit http://www.sunrail.com for more information
The East Central Florida Regional Planning Council (ECFRPC), in concert with myregion.org, FDOT, and other partners, completed the “How Shall We Grow?” regional visioning project in August 2007. The overwhelming choice of more than 20,000 Central Floridians is for a future that promotes more growth in mixed-use urban centers and provides great amenities like neighborhood parks, bikeways, and mass transit, which will enhance quality of life.

Local governments should consider six regional growth principles when making public, private, and civic investment decisions:

1. Preserve open space, recreational areas, farmland, water resources, and regionally significant natural areas.
2. Provide a variety of transportation choices.
3. Foster distinct, attractive, and safe places to live.
4. Encourage a diverse, globally competitive economy.
5. Create a range of obtainable housing opportunities and choices.
6. Build communities with educational, health care, and cultural amenities.

For additional information, please visit www.ecfrpc.org
Purpose of the Guidebook

The purpose of this document is to provide guidance to local governments regarding desirable growth characteristics that are consistent with the Central Florida 2050 Regional Growth Vision. The guidebook is intended for planners, elected officials, and developers and is a compilation of information from various sources. The FDOT and ECFRPC encourage local governments in Central Florida to use this guide as a resource in their planning activities.

For copies of the Guidebook, please contact the ECFRPC at (407) 262-7772.

Transit Components

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Speed Rail</td>
<td>High speed, high capacity; covers larger areas. Provides connections between regions.</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>Inner-city service between centers for inbound and outbound commuters during peak hours.</td>
</tr>
<tr>
<td>Light Rail/Streetcar</td>
<td>Faster than bus, slower than high speed rail; integrated into streetscapes; offers highest potential for reinvestment.</td>
</tr>
<tr>
<td>Bus Rapid Transit</td>
<td>Enhanced bus system; operates on fixed ROW and roads; combines flexibility of buses with the efficiency of rail.</td>
</tr>
<tr>
<td>Bus</td>
<td>Flexible, connects other modes of transit.</td>
</tr>
</tbody>
</table>
DEFINITIONS:

Service Area Population: The total population in the service area.
Service Area Size (Square Miles): The size of the service area measured in square miles.

Service area for bus mode is defined as following in the National Transit Database Annual Reporting Manual of the Federal Transit Administration:

A measure of access to transit service in terms of population served and area coverage (square miles). The reporting transit agency determines the service area boundaries and population for most transit services using the definitions contained in the Americans with Disabilities Act of 1990 (ADA): “Bus. (i) The entity shall provide complementary paratransit service to origins and destinations within corridors with a width of three-fourths of a mile on each side of each fixed route. The corridor shall include an area with a three-fourths of a mile radius at the ends of each fixed route. (ii) Within the core service area, the entity also shall provide service to small areas not inside any of the corridors but which are surrounded by corridors. (iii) Outside the core service area, the entity may designate corridors with widths from three-fourths of a mile up to one and one-half miles on each side of a fixed route, based on local circumstances. (iv) . . . the core service area is that area in which corridors with a width of three-fourths of a mile on each side of each fixed route merge together such that, with few and small exceptions, all origins and destinations within the area would be served.”

VOTRAN Bus Simulator

The Operations Training Simulator is used to provide state-of-the-art training to bus drivers and mechanics at the FDOT’s Regional Training Center.
Central Florida is undergoing a transit revolution. While studies have been completed for various transit projects that are exploring implementation strategies, others are being envisaged through several planning initiatives. SunRail dreams are about to become reality; bus rapid transit (BRT) and other high capacity premium transit modes are being planned for and are being integrated with local bus modes as part of the regional transit package. Central Floridians are preparing to reap the benefits of a robust multimodal transportation network, the region is experiencing tremendous transit synergy, and the need for inter- and intra-agency coordination has never been greater. In this context, the FDOT District Five developed TransMap, an interactive GIS mapping and analysis tool that serves as a one-stop-shop for transit. The purpose of the tool is to host and disseminate transit related information, allow mapping and spatial analysis of transit systems to inform decision making, and formulate implementation strategies in coordination with the regional transportation partners to ensure consistency of future plans of various transit agencies within the District.

This tool was recently updated and can be access at [http://cfgis.org/FDOT-Resources/TransMap.aspx](http://cfgis.org/FDOT-Resources/TransMap.aspx).
DISTRICT FIVE EXISTING PARK & RIDE lots

- 5545 PORADA DR, VIERA, FL
- 5545 PORADA DR, VIERA, FL

SOURCE: FDOT District Five Park & Ride Lot Inventory
Park & Ride Lots

The FDOT District Five Park & Ride program consists of 11 Park & Ride lots. These lots are made up of both FDOT owned and privately owned lots. The eleventh lot, located in Orange County at the intersection of Econlockhatchee Trail and SR 50 (East Colonial Drive), opened in May of 2011. This lot was designed and constructed as part of the widening of SR 50. The lot was first identified during the design phase of the widening of SR 50 and was incorporated into the final design of the project. The advantage of this process allowed the lot to be built at a less expensive cost to the Department and it created a more cohesive infrastructure that is truly multimodal. In addition to these existing lots, an additional lot will be constructed on US 27 (SR25) north of SR 50 in the city of Minneola, FL and should be completed in January 2012.

The FDOT conducts annual inventory, utilization, and security assessments of the existing lots in order to track lot usage, amenities, signage, lighting, and visibility. The reviews allow the FDOT to identify locations that are in need of expansion, improved lighting, security measures, and missing or needed signs and amenities. Due to the anticipated need for future Park & Ride lots as an added Transportation Demand Management strategy the FDOT developed a Park & Ride Implementation Manual to address and guide users through the process of developing, constructing, and maintaining new Park & Ride lots.

New Econlockhatchee Park & Ride Lot
TRANSPORTATION, INVEST IN OUR FUTURE

The Interstate Highway System comprises only 1 percent of the public road miles in the United States but it carries 41 percent of the large truck freight traffic in the country. On June 29th, 1956, President Eisenhower signed the Federal-Aid Highway Act that funded the Interstates. Fifty years later, that system is overworked. Segments of it have become so congested that it is no longer a non-stop coast-to-coast highway. Stop-and-go conditions predominate on hundreds of miles of Interstate highways during peak hours each day in major cities.
Since its invention 50 years ago, the shipping container has revolutionized intermodal shipping. The container can be put on a truck or rail car, hoisted onto a ship, and then put back on a truck or rail car once delivered to its final destination. Between 1980 and 2005, container traffic through U.S. ports grew six-fold, at a compounded annual rate of 6.6 percent. In 2006, nearly 42 million containers were shipped. Projections show total volume could reach 110 million containers by 2020. This traffic is, by its very nature, multimodal. It depends on water, truck, and often rail to succeed.

**HISTORIC AND PROJECTED U.S. CONTAINER TRAFFIC (TEUs)**

![Graph showing historic and projected U.S. container traffic](http://www.transportation1.org/tif3report/TIF3-1.pdf)

**SOURCE:** Transportation, Invest in our Future: America's Freight Challenge

![Graph showing freight growth trends by mode](http://www.transportation1.org/tif3report/TIF3-1.pdf)

**SOURCE:** Pocket Guide to Florida Transportation Trends and Conditions, 2010 Edition
The FDOT District Five, in coordination with the Center of Advanced Transportation Systems Simulation (CATSS) at the University of Central Florida, is conducting a pilot research project on truck origin-destination data utilizing a camera read and capture system.

The project is located at the interchange of I-95 and SR 528. Cameras are mounted on two gantries crossing SR 528, one camera for each lane. Each camera is used to take pictures of trucks traversing its respective lane. Cameras are triggered by a state-of-the-art laser sensor, acting as a height detector. The laser sensor supplies the distance from the truck to the sensor. This information is used by a computer to decide which lane the truck is traveling in, and then the computer instructs the specific lane camera to capture multiple images of the truck’s license plate. Several images are captured and the best image is selected later for readout. This all happens while trucks are traveling at highway speeds.

After images are collected, a batch process is executed at the lab where the license plates are read using OCR. The output is a text file for each gantry showing the date and time of each truck, the lane they are traveling in, and its license plate. Data from several gantries can then be compared to find extremely useful information such as average truck speed, time between points of travel, and Origin and Destination (O-D) information. On the second gantry, the research team added the capability for night reading using infrared illuminators. This essentially creates a 24/7 system for collecting relevant data. System extensions include real-time data readouts which can be used to track stolen cargo and alert downstream weigh stations of impending arrivals of trucks in violation of Florida and national statutes.
TRUCK USAGE ON THE FLORIDA STATE HIGHWAY SYSTEM

PERCENTAGE OF TRUCK TRIPS OUT OF TOTAL DAILY TRIPS

Truck maps can be found at [wwwcfgisorgtrafficdata](http://www.cfgis.org/trafficdata) under District Five Truck Maps.
Tourism is a critical element of Florida’s economy and, as such, Florida strives to accommodate tourists’ travel needs. Knowledge of tourism may have an impact on the geographic allocation of investments and in facility planning, design, and operation. A good understanding of visitor travel has implications on safety, traveler security, signage, and other aspects of how transportation facilities and services are provided. Tourism levels may influence policies on how to fund transportation infrastructure and service investments in the most appropriate manner.

This figure provides the estimates of visitors to Florida (from outside the state) from the Annual Florida Visitor Study conducted to monitor tourism trends. This set of data was redefined in mid-1999 to better capture tourist numbers. This methodological change resulted in the dramatic increase of the trend in 1999 and 2000. The 2001 datum indicates the impact of September 11 and the slowing economy. However, there was a resumption of the upward trend in visitors to Florida in 2002 and the trend has been steady.

This figure shows in greater detail the impact of the last quarter in calendar year 2001, and the subsequent recovery. This figure also shows that one advantage of the Florida tourism industry, coupled with Florida’s climate, is the fact that historically tourist travel has remained relatively evenly distributed throughout the year.

This figure shows the source and means of access to Florida by out-of-state visitors. The means of arrival has some clear implication in terms of the modal infrastructure (airports versus roadway system). Domestic travelers account for 92 percent of total out-of-state tourists. When coupled with Florida resident tourism, it is clear that the vast majority of tourism destined for Florida originates in the United States.
VISITORS AND TOURISTS

ALLOCATED OF VISITOR TRIPS BY REGION

Florida’s transportation system plays an important role in maintaining the State’s economic health. The cost and quality of transportation directly impacts the decisions of businesses, residents, and visitors. Florida must have a well-planned and adequately funded transportation system that addresses accessibility and mobility needs. Gross domestic product (GDP) is the total value of goods and services produced in a year. Florida’s GDP grew by 90 percent (in nominal dollars) from 1997 to 2008 (left figure). The state GDP is forecast to grow at a more rapid rate than the U.S. Gross Domestic Product over the next 25 years. As state GDP grows, transportation demand by both businesses and consumers will also expand. The steady increase has significantly outpaced inflation, reflecting Florida’s population growth and real economic growth. The part of state GDP produced by private transportation carriers has grown at a slower rate, and it even experienced a drop from 2001 to 2002 due to a temporary decline in tourism following the 2001 terrorist attacks (right figure).

Much like land, labor, and capital, transportation is a key input to industry productivity and economic growth. The figure shown below provides an illustration of the primary linkages between transportation and the economy. As Florida’s economy grows, increased demand for movement of people and goods is putting pressure on Florida’s transportation system.

**THE ROLE OF TRANSPORTATION IN FLORIDA’S ECONOMY**

**SOURCE:** Trends and Conditions Report, IMPACT OF TRANSPORTATION: Transportation and the Economy, December 2009

For more information on Transportation and the Economy:

http://www.dot.state.fl.us/planning/trends/tc-report/
FLORIDA’S EAST CENTRAL ECONOMIC REGION

Key Partners in East Central Economic Region

- **FDOT Districts:** District Five
- **Metropolitan Planning Organizations (MPO):** Central Florida MPO Alliance
- **Regional Planning Coordination Groups:** East Central Florida Regional Planning Council, Withlacoochee Regional Planning Council
- **Other Regional Economic Development Organizations:** Metro Orlando Economic Development Commission
- **Counties:** Brevard, Lake, Orange, Osceola, Seminole, Sumter, Volusia

Stretching from Central Florida to the Space Coast, the East Central Economic Region, as defined by Enterprise Florida, generates a significant portion of Florida's technological advances and experienced fast economic growth in the last decade. Home to some of the world’s best and brightest companies, including Rockwell Collins, Northrop Grumman, Lockheed Martin, Boeing, and the world headquarters of Harris Corporation, the region’s well-educated workforce is more than 1.6 million strong. The East Central Region includes the Metropolitan Statistical Areas (MSAs) of Deltona-Daytona Beach-Ormond Beach, Orlando-Kissimmee and Palm Bay-Melbourne-Titusville.

**Other SIS Facility Owners and Operators:** National Railroad Passenger Corporation (Amtrak), Canaveral Port Authority (Port Canaveral), City of Kissimmee (Kissimmee Intermodal Center), CSX Transportation (CSX Orlando), Florida East Coast Railways L.L.C. (FECR), Florida Inland Navigation Intracoastal Waterway, Orlando-Orange County Expressway Authority, Greater Orlando Aviation Authority (Orlando International Airport), Greyhound Lines Inc. (Daytona Beach Greyhound, Melbourne Greyhound, Orlando Greyhound), City of Melbourne (Melbourne International Airport), U.S. Department of Defense/NASA (Cape Canaveral Spaceport), Volusia County (Daytona Beach International Airport), Kissimmee Gateway Airport.

<table>
<thead>
<tr>
<th>East Central Florida: Economic Indicators</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Population, 2010</td>
<td>3,265,800</td>
</tr>
<tr>
<td>Labor Force, 2010</td>
<td>1,677,263</td>
</tr>
<tr>
<td>Average Annual Employment, 2009</td>
<td>1,315,472</td>
</tr>
<tr>
<td>Unemployment Rate, 2010</td>
<td>11.3%</td>
</tr>
<tr>
<td>Per Capital Personal Income, 2009</td>
<td>$33,525</td>
</tr>
<tr>
<td>Cost of Living Index (U.X. average = 100)</td>
<td>92.0</td>
</tr>
</tbody>
</table>

**SOURCE:**
www.eflorida.com
The price of crude oil is a major determinant of gasoline prices. However, a number of other factors also affect gasoline prices including (1) increasing demand for gasoline; (2) refinery capacity in the United States that has not expanded at the same pace as the demand for gasoline; (3) a declining trend in gasoline inventories and (4) regulatory factors, such as national air quality standards, that have induced some states to switch to special gasoline blends.


SOURCE: www.floridastategasprices.com

SOURCE: FDOT, Office of Policy Planning
After showing signs of a fledgling recovery from the worst downturn in decades, the U.S. housing market appears to be heading back toward the doldrums, as the expiration of a lucrative tax credit for buyers and increased uncertainty about the economy has caused home sales to plummet. Many housing analysts are rethinking their predictions for the market’s performance for the year. More than half of the 106 economists and analysts surveyed by Macromarkets in June 2010 said they expect a dip in home prices; that’s up from 40 percent in May. Despite the flash of pessimism, many economists expect the market to stabilize, but they won’t have a clean read on its direction until the fall or winter, when the lingering effects of the tax credit clear the system. Government data released in June 2010 show that the number of foreclosures completed by the nation’s largest national banks and federally regulated thrifts jumped 19 percent in the first quarter from the previous one.

**Source:** www.washingtonpost.com (July 2010)
Between now and the year 2050, Central Florida might wish to examine these possibilities:

- More Efficient Roadways
- Cutting Edge Intelligent Transportation Traffic Management Systems
- Modern and Efficient, Rail and Surface Transportation Options
- Flexible Work Hours for Commuters
- Multi-Use Business and Residential Zoning
- Innovative Vehicle-Pooling Options
- Pedestrian and Bicycle Friendly Communities
- City-to-City Transportation Connections
- Transportation Projects Involving Private and Public Partnerships

Even if we had the money to build all the roads needed, there are areas of roadway that can no longer be widened, due to the impact on business and the environment. These roads are shown in **Red**. Presently, there is a need for an additional 1,000 lane miles, at a cost of $6 billion in 2010 dollars.

In Central Florida, the “How Shall We Grow?” initiative examined growth and land use, and looked to the future, the year 2050. The **Red** roads are over capacity, and there are a lot of them. Some 7,000 lane miles are needed, which will cost $41 billion in 2010 dollars.

Even if we had the money to build all the roads needed, there are areas of roadway that can no longer be widened, due to the impact on business and the environment. These roads are in **Blue**. The **Blue** roads make up almost ¼ of the **Red** roads in the year 2050.
FDOT District Five produced the Super Region Red Maps in support of the Connecting for Global Competitiveness project conducted by Myregion.org for the Tampa Bay-Central Florida Super Region. The purpose of the project is to coordinate the regional visions created through One Bay and How Shall We Grow in order to glean a super regional vision. The maps show an eye-opening reality of how congestion would grow in the super region if current trends continue, indicate huge potential transportation infrastructure improvement needs, and identify facility constraints that would deter infrastructure improvements in addition to funding shortfalls.
POPULATION GROWTH FOR DISTRICT FIVE COUNTIES

**SOURCE:** Florida Statistical Abstract 2010
Bureau of Economic and Business Research, University of Florida
Population Growth for District Five Counties

**ORANGE COUNTY**

**OSCEOLA COUNTY**

**SEMINOLE COUNTY**

**SUMTER COUNTY**

**VOLUSIA COUNTY**

SOURCE: *Florida Statistical Abstract 2005*
Bureau of Economic and Business Research, University of Florida
BREVARD COUNTY DEMOGRAPHICS

AGE

- < 5 Years: 4.9%
- 5 to 14 Years: 11.0%
- 15 to 24 Years: 11.7%
- 25 to 34 Years: 10.1%
- 35 to 44 Years: 11.4%
- 45 to 54 Years: 16.7%
- 55 to 64 Years: 13.7%
- > 65 Years: 20.4%

Total Population = 543,376
Median Age (years) = 45.5

HOUSING OCCUPANCY

- Occupied Housing Units: 85.1%
- Vacant Housing Units: 14.9%

HOMEOWNER VACANCY RATE = 3.7%
RENTAL VACANCY RATE = 14.4%
Seasonal, Recreational, and Occasional Use = 5.0%

EMPLOYMENT STATUS

- In Labor Force: 57.4% Total
  - Unemployment = 2.8%
- Not in Labor Force: 42.6%

Population 16 Years and Over = 384,076
Workers 16 Years and Over = 265,079

POVERTY LEVEL*

- Above Poverty Level: 88.4%
- Below Poverty Level: 11.6%

* Poverty Status for Individuals, 2009

POVERTY LEVEL*

- Less than $10,000: 7.9%
- $10,000 to $14,999: 6.6%
- $15,000 to $24,999: 14.4%
- $25,000 to $34,999: 14.4%
- $35,000 to $49,999: 18.0%
- $50,000 to $74,999: 19.8%
- $75,000 to $99,999: 9.6%
- $100,000 or more: 9.3%

Median Household Income = $40,099

HOUSEHOLD INCOME

HOUSING OCCUPANCY

- Occupied Housing Units: 85.1%
- Vacant Housing Units: 14.9%

HOMEOWNER VACANCY RATE = 3.7%
RENTAL VACANCY RATE = 14.4%
Seasonal, Recreational, and Occasional Use = 5.0%

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- Below Poverty Level: 11.6%

* Poverty Status for Individuals, 2009

POVERTY LEVEL*

- Less than $10,000: 7.9%
- $10,000 to $14,999: 6.6%
- $15,000 to $24,999: 14.4%
- $25,000 to $34,999: 14.4%
- $35,000 to $49,999: 18.0%
- $50,000 to $74,999: 19.8%
- $75,000 to $99,999: 9.6%
- $100,000 or more: 9.3%

Median Household Income = $40,099

HOUSEHOLD INCOME

HOUSEHOLD SIZE

- 1 Person: 28.4%
- 2 Person: 38.7%
- 3 Person: 15.0%
- 4 Person: 10.8%
- > 5 Persons: 7.0%

Mean Number of Persons Per Household = 2.29

SOURCES:
U.S. Census Bureau, Census 2010, Table DP-1 “Profile of General Demographic Characteristics: 2010”
Table DP-3 “Profile of Selected Economic Characteristics: 2000”
CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
BREVARD COUNTY JOURNEY TO WORK

VEHICLES PER HOUSEHOLD

- No Vehicle: 5.3%
- 1 Vehicle: 40.9%
- 2 Vehicles: 40.9%
- > 3 Vehicles: 12.9%

Mean Vehicles Per Household = 1.65

TRAVEL TIME TO WORK

- < 5 minutes: 2.7%
- 5 to 9 minutes: 10.0%
- 10 to 14 minutes: 15.6%
- 15 to 19 minutes: 17.2%
- 20 to 29 minutes: 24.1%
- 30 to 44 minutes: 18.6%
- > 45 minutes: 11.7%

Mean Travel Time to Work = 24.5 minutes

DEPARTURE TIME TO WORK

- 5:00 AM to 6:59 AM: 28.3%
- 7:00 AM to 7:59 AM: 30.9%
- 8:00 AM to 8:59 AM: 15.9%
- 9:00 AM to 9:59 AM: 5.7%
- 10:00 AM to 11:59 AM: 3.4%
- 12:00 PM to 11:59 PM: 12.8%
- 12:00 AM to 4:59 AM: 2.9%

MODE CHOICE

- Drove Alone: 83.4%
- Carooled: 10.7%
- Walked: 1.3%
- Other Means: 1.7%
- Worked at Home: 2.7%

* Public Transportation includes Taxicabs

WHERE DO BREVARD COUNTY RESIDENTS WORK?

SOURCES: U.S. Census Bureau, Census 2000, Table DP-3 and Table DP-4
CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
CUTR Florida Journey-to-Work Flows
FLAGLER COUNTY DEMOGRAPHICS

**AGE**

- < 5 Years: 5.0%
- 5 to 14 Years: 11.2%
- 15 to 24 Years: 10.0%
- 25 to 34 Years: 9.4%
- 35 to 44 Years: 11.2%
- 45 to 54 Years: 13.2%
- 55 to 64 Years: 15.5%
- > 65 Years: 24.5%

Total Population = 95,696  
Median Age (years) = 47.5

**HOUSING OCCUPANCY**

- Occupied Housing Units: 80.6%
- Vacant Housing Units: 19.4%

Homeowner Vacancy Rate = 4.3%  
Rental Vacancy Rate = 12.0%

**EMPLOYMENT STATUS**

- In Labor Force: 47.0%
  - Unemployment = 2.0%
- Not in Labor Force: 53.0%

Population 16 Years and Over = 41,870  
Workers 16 Years and Over = 18,449

**POVERTY LEVEL***

- Above Poverty Level: 88.7%
- Below Poverty Level: 11.3%

* Poverty Status for Individuals, 2009

**HOUSEHOLD INCOME**

- Less than $10,000: 6.5%
- $10,000 to $15,000: 5.8%
- $15,000 to $25,000: 15.2%
- $25,000 to $35,000: 14.8%
- $35,000 to $49,999: 19.1%
- $50,000 to $74,999: 21.2%
- $75,000 to $99,999: 8.6%
- $100,000 or more: 8.8%

Median Household Income = $40,214

**HOUSEHOLD SIZE**

- 1 Person: 23.1%
- 2 Person: 43.6%
- 3 Person: 14.3%
- 4 Person: 10.6%
- > 5 Persons: 8.3%

Mean Number of Persons Per Household = 2.37

**SOURCES:**

- U.S. Census Bureau, Census 2010, Table DP-1 “Profile of General Demographic Characteristics: 2010”
- Table DP-3 “Profile of Selected Economic Characteristics: 2000”
- CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
**VEHICLES PER HOUSEHOLD**

- No Vehicle: 3.3%
- 1 Vehicle: 40.7%
- 2 Vehicles: 42.9%
- > 3 Vehicles: 13.1%

Mean Vehicles Per Household = 1.70

**TRAVEL TIME TO WORK**

- < 5 minutes: 2.7%
- 5 to 9 minutes: 12.2%
- 10 to 14 minutes: 17.6%
- 15 to 19 minutes: 16.5%
- 20 to 29 minutes: 15.9%
- 30 to 44 minutes: 20.3%
- > 45 minutes: 14.9%

Mean Travel Time to Work = 25.9 minutes

**DEPARTURE TIME TO WORK**

- 5:00 AM to 6:59 AM: 25.6%
- 7:00 AM to 7:59 AM: 29.1%
- 8:00 AM to 8:59 AM: 18.0%
- 9:00 AM to 9:59 AM: 6.7%
- 10:00 AM to 11:59 AM: 3.6%
- 12:00 PM to 11:59 PM: 13.7%
- 12:00 AM to 4:59 AM: 3.3%

**MODE CHOICE**

- Drove Alone: 81.4%
- Carpoled: 11.7%
- Public Transportation*: 0.7%
- Walked: 1.2%
- Other Means: 1.7%
- Worked at Home: 3.4%

*Public Transportation includes Taxicabs

**WHERE DO FLAGLER COUNTY RESIDENTS WORK?**

- Brevard: 20.63%
- Flagler: 71.06%
- Lake: 0.09%
- Marion: 0.21%
- Orange: 0.16%
- Osceola: 0.17%
- Seminole: 0.13%
- Sumter: 0.06%
- Volusia: 2.50%
- Other: 12.10%

**SOURCES:**

U.S. Census Bureau, Census 2000, Table DP-3 and Table DP-4
CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
CUTR Florida Journey-to-Work Flows
LAKE COUNTY DEMOGRAPHICS

**AGE**

- < 5 Years: 5.5%
- 5 to 14 Years: 11.7%
- 15 to 24 Years: 10.3%
- 25 to 34 Years: 9.7%
- 35 to 44 Years: 11.9%
- 45 to 54 Years: 13.4%
- 55 to 64 Years: 13.3%
- > 65 Years: 24.2%

Total Population = 297,052  
Median Age (years) = 45.6

**HOUSING OCCUPANCY**

- Occupied Housing Units: 83.6%
- Vacant Housing Units: 16.4%

Homeowner Vacancy Rate = 4.4%  
Rental Vacancy Rate = 15.6%

**EMPLOYMENT STATUS**

- In Labor Force: 50.1% Total
  - Unemployment = 1.9%
- Not in Labor Force: 49.9%

Population 16 Years and Over = 172,274  
Workers 16 Years and Over = 81,463

**HOUSEHOLD INCOME**

- Less than $10,000: 8.4%
- $10,000 to $14,999: 7.2%
- $15,000 to $24,999: 15.9%
- $25,000 to $34,999: 15.6%
- $35,000 to $49,999: 19.5%
- $50,000 to $74,999: 18.3%
- $75,000 to $99,999: 8.0%
- $100,000 or more: 7.2%

Median Household Income = $36,903

**POVERTY LEVEL**

- Above Poverty Level: 87.4%
- Below Poverty Level: 12.6%

* Poverty Status for Individuals, 2009

**HOUSEHOLD SIZE**

- 1 Person: 25.2%
- 2 Person: 41.8%
- 3 Person: 13.5%
- 4 Person: 10.8%
- > 5 Persons: 8.7%

Mean Number of Persons Per Household = 2.36

**SOURCES:**

- U.S. Census Bureau, Census 2010, Table DP-1 “Profile of General Demographic Characteristics: 2010”
- Table DP-3 “Profile of Selected Economic Characteristics: 2000”
- CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
CENSUS UPDATE

LAKE COUNTY JOURNEY TO WORK

VEHICLES PER HOUSEHOLD

- No Vehicle: 5.4%
- 1 Vehicle: 44.4%
- 2 Vehicles: 37.3%
- > 3 Vehicles: 12.9%

Mean Vehicles Per Household = 1.62

TRAVEL TIME TO WORK

- < 5 minutes: 2.9%
- 5 to 9 minutes: 10.8%
- 10 to 14 minutes: 14.1%
- 15 to 19 minutes: 14.2%
- 20 to 29 minutes: 17.1%
- 30 to 44 minutes: 21.0%
- > 45 minutes: 19.9%

Mean Travel Time to Work = 27.6 minutes

DEPARTURE TIME TO WORK

- 5:00 AM to 6:59 AM: 29.0%
- 7:00 AM to 7:59 AM: 31.5%
- 8:00 AM to 8:59 AM: 16.7%
- 9:00 AM to 9:59 AM: 4.9%
- 10:00 AM to 11:59 AM: 3.1%
- 12:00 PM to 11:59 PM: 10.7%
- 12:00 AM to 4:59 AM: 4.0%

WHERE DO LAKE COUNTY RESIDENTS WORK?

SOURCES: U.S. Census Bureau, Census 2000, Table DP-3 and Table DP-4
CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
CUTR Florida Journey-to-Work Flows

MODE CHOICE

- Drove Alone: 80.6%
- Carooled: 12.8%
- Public Transportation*: 0.4%
- Walked: 1.4%
- Other Means: 1.6%
- Worked at Home: 3.2%

* Public Transportation includes Taxicabs
**MARION COUNTY DEMOGRAPHICS**

**AGE**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 5 Years</td>
<td>5.2%</td>
</tr>
<tr>
<td>5 to 14 Years</td>
<td>10.7%</td>
</tr>
<tr>
<td>15 to 24 Years</td>
<td>10.7%</td>
</tr>
<tr>
<td>25 to 34 Years</td>
<td>9.6%</td>
</tr>
<tr>
<td>35 to 44 Years</td>
<td>10.8%</td>
</tr>
<tr>
<td>45 to 54 Years</td>
<td>13.4%</td>
</tr>
<tr>
<td>55 to 64 Years</td>
<td>13.9%</td>
</tr>
<tr>
<td>&gt; 65 Years</td>
<td>25.8%</td>
</tr>
</tbody>
</table>

*Total Population = 331,298  
Median Age (years) = 47.3*

**HOUSING OCCUPANCY**

- Occupied Housing Units: 84.0%
- Vacant Housing Units: 16.0%
- Homeowner Vacancy Rate = 4.3%
- Rental Vacancy Rate = 14.0%
- Seasonal, Recreational, and Occasional Use = 4.5%

**EMPLOYMENT STATUS**

- In Labor Force: 50.2%
- Not in Labor Force: 49.8%

*Unemployment = 2.9%  
49.8% Total  
Population 16 Years and Over = 209,732  
Workers 16 Years and Over = 96,304*

**HOUSEHOLD INCOME**

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>10.7%</td>
</tr>
<tr>
<td>$10,000 to $14,999</td>
<td>8.4%</td>
</tr>
<tr>
<td>$15,000 to $24,999</td>
<td>18.5%</td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
<td>17.2%</td>
</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>18.3%</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>15.9%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>5.6%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>5.4%</td>
</tr>
</tbody>
</table>

*Median Household Income = $31,944*

**POVERTY LEVEL**

- Above Poverty Level: 84.1%
- Below Poverty Level: 15.9%

*Poverty Status for Individuals, 2009*

**HOUSEHOLD SIZE**

- 1 Person: 26.7%
- 2 Person: 42.4%
- 3 Person: 13.3%
- 4 Person: 9.8%
- > 5 Persons: 7.8%

*Mean Number of Persons Per Household = 2.30*

**SOURCES:**
U.S. Census Bureau, Census 2010, Table DP-1 “Profile of General Demographic Characteristics: 2010”
Table DP-3 “Profile of Selected Economic Characteristics: 2000”
CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
**CENSUS UPDATE**

**MARION COUNTY JOURNEY TO WORK**

### VEHICLES PER HOUSEHOLD

- No Vehicle: 5.8%
- 1 Vehicle: 45.2%
- 2 Vehicles: 36.9%
- > 3 Vehicles: 12.1%

*Mean Vehicles Per Household = 1.60*

### DEPARTURE TIME TO WORK

- 5:00 AM to 6:59 AM: 29.6%
- 7:00 AM to 7:59 AM: 31.5%
- 8:00 AM to 8:59 AM: 14.3%
- 9:00 AM to 9:59 AM: 5.3%
- 10:00 AM to 11:59 AM: 3.0%
- 12:00 PM to 1:59 PM: 11.9%
- 12:00 AM to 4:59 AM: 4.5%

### TRAVEL TIME TO WORK

- < 5 minutes: 2.6%
- 5 to 9 minutes: 8.8%
- 10 to 14 minutes: 14.7%
- 15 to 19 minutes: 18.1%
- 20 to 29 minutes: 22.4%
- 30 to 44 minutes: 20.7%
- > 45 minutes: 12.7%

*Mean Travel Time to Work = 25.8 minutes*

### MODE CHOICE

- Drove Alone: 80.6%
- Carpoled: 13.2%
- Public Transportation*: 0.2%
- Walked: 1.4%
- Other Means: 1.3%
- Worked at Home: 3.1%

*Public Transportation includes Taxicabs*

### WHERE DO MARION COUNTY RESIDENTS WORK?

**SOURCES:**

- U.S. Census Bureau, Census 2000, Table DP-3 and Table DP-4
- CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
- CUTR Florida Journey-to-Work Flows
ORANGE COUNTY DEMOGRAPHICS

AGE

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 5 Years</td>
<td>6.5%</td>
</tr>
<tr>
<td>5 to 14 Years</td>
<td>13.0%</td>
</tr>
<tr>
<td>15 to 24 Years</td>
<td>16.9%</td>
</tr>
<tr>
<td>25 to 34 Years</td>
<td>15.5%</td>
</tr>
<tr>
<td>35 to 44 Years</td>
<td>14.4%</td>
</tr>
<tr>
<td>45 to 54 Years</td>
<td>14.1%</td>
</tr>
<tr>
<td>55 to 64 Years</td>
<td>10.0%</td>
</tr>
<tr>
<td>&gt; 65 Years</td>
<td>9.7%</td>
</tr>
</tbody>
</table>

Total Population = 1,145,956
Median Age (years) = 33.7

HOUSING OCCUPANCY

<table>
<thead>
<tr>
<th>Housing Status</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occupied Housing Units</td>
<td>86.5%</td>
</tr>
<tr>
<td>Vacant Housing Units</td>
<td>13.5%</td>
</tr>
<tr>
<td>Homeowner Vacancy Rate</td>
<td>4.2%</td>
</tr>
<tr>
<td>Rental Vacancy Rate</td>
<td>13.0%</td>
</tr>
<tr>
<td>Seasonal, Recreational, and Occasional Use</td>
<td>2.8%</td>
</tr>
</tbody>
</table>

EMPLOYMENT STATUS

<table>
<thead>
<tr>
<th>Employment Status</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Labor Force</td>
<td>68.1%</td>
</tr>
<tr>
<td>Unemployment</td>
<td>3.4%</td>
</tr>
<tr>
<td>Not in Labor Force</td>
<td>31.9%</td>
</tr>
</tbody>
</table>

Population 16 Years and Over = 693,426
Workers 16 Years and Over = 439,323

POVERTY LEVEL*

<table>
<thead>
<tr>
<th>Poverty Status</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Above Poverty Level</td>
<td>85.7%</td>
</tr>
<tr>
<td>Below Poverty Level</td>
<td>14.3%</td>
</tr>
</tbody>
</table>

* Poverty Status for Individuals, 2009

SOURCES:
U.S. Census Bureau, Census 2010, Table DP-1 “Profile of General Demographic Characteristics: 2010”
Table DP-3 “Profile of Selected Economic Characteristics: 2000”
CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”

HOUSEHOLD INCOME

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>7.7%</td>
</tr>
<tr>
<td>$10,000 to $14,999</td>
<td>5.7%</td>
</tr>
<tr>
<td>$15,000 to $24,999</td>
<td>13.5%</td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
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</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>18.5%</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>19.9%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>9.5%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>10.7%</td>
</tr>
</tbody>
</table>

Median Household Income = $41,311

HOUSEHOLD SIZE

<table>
<thead>
<tr>
<th>Household Size</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Person</td>
<td>24.9%</td>
</tr>
<tr>
<td>2 Person</td>
<td>31.5%</td>
</tr>
<tr>
<td>3 Person</td>
<td>17.7%</td>
</tr>
<tr>
<td>4 Person</td>
<td>14.5%</td>
</tr>
<tr>
<td>&gt; 5 Persons</td>
<td>11.3%</td>
</tr>
</tbody>
</table>

Mean Number of Persons Per Household = 2.56
### ORANGE COUNTY JOURNEY TO WORK

**VEHICLES PER HOUSEHOLD**

- No Vehicle: 7.3%
- 1 Vehicle: 37.7%
- 2 Vehicles: 41.3%
- > 3 Vehicles: 13.7%

*Mean Vehicles Per Household = 1.66*

**DEPARTURE TIME TO WORK**

- 5:00 AM to 6:59 AM: 24.3%
- 7:00 AM to 7:59 AM: 30.5%
- 8:00 AM to 8:59 AM: 17.5%
- 9:00 AM to 9:59 AM: 6.0%
- 10:00 AM to 11:59 AM: 4.0%
- 12:00 PM to 11:59 PM: 14.3%
- 12:00 AM to 4:59 AM: 3.4%

**TRAVEL TIME TO WORK**

- < 5 minutes: 1.7%
- 5 to 9 minutes: 6.6%
- 10 to 14 minutes: 11.4%
- 15 to 19 minutes: 15.8%
- 20 to 29 minutes: 24.6%
- 30 to 44 minutes: 26.5%
- > 45 minutes: 13.4%

*Mean Travel Time to Work = 26.6 minutes*

**MODE CHOICE**

- Drove Alone: 79.9%
- Carpoled: 12.2%
- Public Transportation*: 2.5%
- Walked: 1.4%
- Other Means: 1.5%
- Worked at Home: 2.5%

*Public Transportation includes Taxicabs*

**WHERE DO ORANGE COUNTY RESIDENTS WORK?**

**SOURCES:**

- U.S. Census Bureau, Census 2000, Table DP-3 and Table DP-4
- CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
- CUTR Florida Journey-to-Work Flows
OSCEOLA COUNTY DEMOGRAPHICS

**AGE**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 5 Years</td>
<td>6.6%</td>
</tr>
<tr>
<td>5 to 14 Years</td>
<td>14.7%</td>
</tr>
<tr>
<td>15 to 24 Years</td>
<td>14.7%</td>
</tr>
<tr>
<td>25 to 34 Years</td>
<td>13.1%</td>
</tr>
<tr>
<td>35 to 44 Years</td>
<td>14.7%</td>
</tr>
<tr>
<td>45 to 54 Years</td>
<td>14.5%</td>
</tr>
<tr>
<td>55 to 64 Years</td>
<td>10.7%</td>
</tr>
<tr>
<td>&gt; 65 Years</td>
<td>11.0%</td>
</tr>
</tbody>
</table>

Total Population = 268,685  
Median Age (years) = 35.6

**EMPLOYMENT STATUS**

- In Labor Force: 64.1% Total  
  - Unemployment = 3.2%
- Not in Labor Force: 35.9%

Population 16 Years and Over = 131,277

**POVERTY LEVEL** *

- Above Poverty Level: 84.2%
- Below Poverty Level: 15.8%

* Poverty Status for Individuals, 2009

**HOUSING OCCUPANCY**

- Occupied Housing Units: 70.7%
  - Seasonal, Recreational, and Occasional Use = 16.9%
- Vacant Housing Units: 29.3%
  - Homeowner Vacancy Rate = 5.4%
  - Rental Vacancy Rate = 16.3%

**HOUSEHOLD INCOME**

- Less than $10,000: 7.3%
- $10,000 to $14,999: 6.2%
- $15,000 to $24,999: 15.7%
- $25,000 to $34,999: 16.2%
- $35,000 to $49,999: 20.5%
- $50,000 to $74,999: 20.1%
- $75,000 to $99,999: 7.7%
- $100,000 or more: 6.4%

Median Household Income = $38,214

**HOUSEHOLD SIZE**

- 1 Person: 17.9%
- 2 Person: 30.3%
- 3 Person: 19.3%
- 4 Person: 16.8%
- > 5 Persons: 15.6%

Mean Number of Persons Per Household = 2.82

**SOURCES:**
- U.S. Census Bureau, Census 2010, Table DP-1 “Profile of General Demographic Characteristics: 2010”
- Table DP-3 “Profile of Selected Economic Characteristics: 2000”
- CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
OSCEOLA COUNTY JOURNEY TO WORK

VEHICLES PER HOUSEHOLD

<table>
<thead>
<tr>
<th>Number of Vehicles</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Vehicle</td>
<td>5.7%</td>
</tr>
<tr>
<td>1 Vehicle</td>
<td>37.9%</td>
</tr>
<tr>
<td>2 Vehicles</td>
<td>40.9%</td>
</tr>
<tr>
<td>&gt; 3 Vehicles</td>
<td>15.5%</td>
</tr>
</tbody>
</table>

Mean Vehicles Per Household = 1.71

TRAVEL TIME TO WORK

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 5 minutes</td>
<td>1.8%</td>
</tr>
<tr>
<td>5 to 9 minutes</td>
<td>6.6%</td>
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<tr>
<td>10 to 14 minutes</td>
<td>10.5%</td>
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<tr>
<td>15 to 19 minutes</td>
<td>12.6%</td>
</tr>
<tr>
<td>20 to 29 minutes</td>
<td>23.5%</td>
</tr>
<tr>
<td>30 to 44 minutes</td>
<td>16.7%</td>
</tr>
<tr>
<td>&gt; 45 minutes</td>
<td>28.3%</td>
</tr>
</tbody>
</table>

Mean Travel Time to Work = 28.1 minutes

DEPARTURE TIME TO WORK

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:00 AM to 6:59 AM</td>
<td>27.2%</td>
</tr>
<tr>
<td>7:00 AM to 7:59 AM</td>
<td>29.0%</td>
</tr>
<tr>
<td>8:00 AM to 8:59 AM</td>
<td>13.9%</td>
</tr>
<tr>
<td>9:00 AM to 9:59 AM</td>
<td>4.9%</td>
</tr>
<tr>
<td>10:00 AM to 11:59 AM</td>
<td>17.4%</td>
</tr>
<tr>
<td>12:00 PM to 1:59 PM</td>
<td>4.2%</td>
</tr>
</tbody>
</table>

WHERE DO OSCEOLA COUNTY RESIDENTS WORK?

1990 Census: 1990 Census
2000 Census: 2000 Census

Sources:
U.S. Census Bureau, Census 2000, Table DP-3 and Table DP-4
CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
CUTR Florida Journey-to-Work Flows
SEMINOLE COUNTY DEMOGRAPHICS

AGE

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 5 Years</td>
<td>5.5%</td>
</tr>
<tr>
<td>5 to 14 Years</td>
<td>12.9%</td>
</tr>
<tr>
<td>15 to 24 Years</td>
<td>14.6%</td>
</tr>
<tr>
<td>25 to 34 Years</td>
<td>13.0%</td>
</tr>
<tr>
<td>35 to 44 Years</td>
<td>13.9%</td>
</tr>
<tr>
<td>45 to 54 Years</td>
<td>15.9%</td>
</tr>
<tr>
<td>55 to 64 Years</td>
<td>12.1%</td>
</tr>
<tr>
<td>&gt; 65 Years</td>
<td>12.0%</td>
</tr>
</tbody>
</table>

Total Population = 422,718
Median Age (years) = 38.2

EMPLOYMENT STATUS

<table>
<thead>
<tr>
<th>Employment Status</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Labor Force</td>
<td>70.1%</td>
</tr>
<tr>
<td>Not in Labor Force</td>
<td>29.9%</td>
</tr>
</tbody>
</table>

Population 16 Years and Over = 283,100
Workers 16 Years and Over = 187,594
Unemployment = 2.6%

POVERTY LEVEL *

<table>
<thead>
<tr>
<th>Poverty Level</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Above Poverty Level</td>
<td>89.6%</td>
</tr>
<tr>
<td>Below Poverty Level</td>
<td>10.4%</td>
</tr>
</tbody>
</table>

* Poverty Status for Individuals, 2009

HOUSEHOLD SIZE

<table>
<thead>
<tr>
<th>Household Size</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Person</td>
<td>24.7%</td>
</tr>
<tr>
<td>2 Person</td>
<td>33.7%</td>
</tr>
<tr>
<td>3 Person</td>
<td>18.0%</td>
</tr>
<tr>
<td>4 Person</td>
<td>14.6%</td>
</tr>
<tr>
<td>&gt; 5 Persons</td>
<td>9.0%</td>
</tr>
</tbody>
</table>

Mean Number of Persons Per Household = 2.50

HOUSEHOLD INCOME

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>5.7%</td>
</tr>
<tr>
<td>$10,000 to $14,999</td>
<td>4.3%</td>
</tr>
<tr>
<td>$15,000 to $24,999</td>
<td>10.3%</td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
<td>12.1%</td>
</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>18.3%</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>21.2%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>12.3%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>15.9%</td>
</tr>
</tbody>
</table>

Median Household Income = $49,326

HOUSING OCCUPANCY

<table>
<thead>
<tr>
<th>Housing Unit Status</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occupied Housing Units</td>
<td>90.8%</td>
</tr>
<tr>
<td>Rental Vacancy Rate</td>
<td>10.9%</td>
</tr>
<tr>
<td>Homeowner Vacancy Rate</td>
<td>3.0%</td>
</tr>
<tr>
<td>Seasonal, Recreational, and Occasional Use</td>
<td>0.8%</td>
</tr>
</tbody>
</table>

Vacant Housing Units = 9.2%

SOURCES:
U.S. Census Bureau, Census 2010, Table DP-1 “Profile of General Demographic Characteristics: 2010”
Table DP-3 “Profile of Selected Economic Characteristics: 2000”
CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
**SEMINOLE COUNTY JOURNEY TO WORK**

### VEHICLES PER HOUSEHOLD

- No Vehicle: 4.5%
- 1 Vehicle: 33.7%
- 2 Vehicles: 45.0%
- > 3 Vehicles: 16.8%

*Mean Vehicles Per Household = 1.80*

### TRAVEL TIME TO WORK

- < 5 minutes: 1.9%
- 5 to 9 minutes: 7.8%
- 10 to 14 minutes: 12.5%
- 15 to 19 minutes: 14.7%
- 20 to 29 minutes: 21.9%
- 30 to 44 minutes: 25.2%
- > 45 minutes: 16.0%

*Mean Travel Time to Work = 27.0 minutes*

### DEPARTURE TIME TO WORK

- 5:00 AM to 6:59 AM: 22.8%
- 7:00 AM to 7:59 AM: 32.8%
- 8:00 AM to 8:59 AM: 20.2%
- 9:00 AM to 9:59 AM: 6.9%
- 10:00 AM to 11:59 AM: 3.6%
- 12:00 PM to 1:59 PM: 11.1%
- 2:00 PM to 4:59 PM: 2.6%

### MODE CHOICE

- Worked at Home: 83.1%
- Other Means: 10.1%
- Public Transportation*: 0.7%
- Walked: 1.0%
- Other Means: 1.3%
- Drove Alone: 3.8%

*Public Transportation includes Taxicabs*

### WHERE DO SEMINOLE COUNTY RESIDENTS WORK?

![Graph showing the percentage distribution of where Seminole County residents work in 1990 and 2000.](image)

### SOURCES:

- U.S. Census Bureau, Census 2000, Table DP-3 and Table DP-4
- CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
- CUTR Florida Journey-to-Work Flows
SUMTER COUNTY DEMOGRAPHICS

AGE

- < 5 Years: 2.4%
- 5 to 14 Years: 5.0%
- 15 to 24 Years: 5.3%
- 25 to 34 Years: 6.9%
- 35 to 44 Years: 8.0%
- 45 to 54 Years: 9.2%
- 55 to 64 Years: 19.7%
- > 65 Years: 43.4%

Total Population = 93,420
Median Age (years) = 62.7

HOUSEHOLD SIZE

Mean Number of Persons Per Household = 2.02

EMPLOYMENT STATUS

- In Labor Force: 34.7% Total
- Unemployment = 1.7%
- Not in Labor Force: 65.3%

Population 16 Years and Over = 45,812
Workers 16 Years and Over = 14,698

POVERTY LEVEL*

- Above Poverty Level: 84.4%
- Below Poverty Level: 15.6%

* Poverty Status for Individuals, 2009

HOUSEHOLD OCCUPANCY

- Occupied Housing Units: 78.0%
- Seasonal, Recreational, and Occasional Use: 13.0%
- Vacant Housing Units: 22.0%

Homeowner Vacancy Rate = 3.5%
Rental Vacancy Rate = 26.1%

HOUSEHOLD INCOME

- Less than $10,000: 10.6%
- $10,000 to $14,999: 9.6%
- $15,000 to $24,999: 17.3%
- $25,000 to $34,999: 17.1%
- $35,000 to $49,999: 19.7%
- $50,000 to $74,999: 14.9%
- $75,000 to $99,999: 6.6%
- $100,000 or more: 4.3%

Median Household Income = $32,073

SOURCES:
U.S. Census Bureau, Census 2010, Table DP-1 “Profile of General Demographic Characteristics: 2010”
Table DP-3 “Profile of Selected Economic Characteristics: 2000”
CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
**VEHICLES PER HOUSEHOLD**

- No Vehicle: 5.3%
- 1 Vehicle: 31.8%
- 2 Vehicles: 51.6%
- > 3 Vehicles: 11.3%

*Mean Vehicles Per Household = 1.53*

**TRAVEL TIME TO WORK**

- < 5 minutes: 4.3%
- 5 to 9 minutes: 11.7%
- 10 to 14 minutes: 13.4%
- 15 to 19 minutes: 14.5%
- 20 to 29 minutes: 16.9%
- 30 to 44 minutes: 19.0%
- > 45 minutes: 20.2%

*Mean Travel Time to Work = 28.6 minutes*

**DEPARTURE TIME TO WORK**

- 5:00 AM to 6:59 AM: 28.7%
- 7:00 AM to 7:59 AM: 34.3%
- 8:00 AM to 8:59 AM: 13.5%
- 9:00 AM to 9:59 AM: 3.1%
- 10:00 AM to 11:59 AM: 2.8%
- 12:00 PM to 11:59 PM: 12.7%
- 12:00 AM to 4:59 AM: 5.0%

**MODE CHOICE**

- Drove Alone: 91.2%
- Carooled: 12.8%
- Public Transportation*: 0.2%
- Walked: 1.1%
- Other Means: 1.6%
- Worked at Home: 3.1%

*Public Transportation includes Taxicabs

**WHERE DO SUMTER COUNTY RESIDENTS WORK?**

- **1990 Census**: Brevard (0.08%), Flagler (0.00%), Lake (20.12%), Marion (21.28%), Orange (5.02%), Osceola (4.38%), Seminole (5.90%), Sumter (21.69%), Volusia (0.36%), Other (11.40%)
- **2000 Census**: Brevard (0.08%), Flagler (0.00%), Lake (21.28%), Marion (20.12%), Orange (5.02%), Osceola (4.38%), Seminole (5.90%), Sumter (60.19%), Volusia (0.36%), Other (12.18%)

**SOURCES:**
U.S. Census Bureau, Census 2000, Table DP-3 and Table DP-4
CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
CUTR Florida Journey-to-Work Flows
CENSUS UPDATE

VOLUSIA COUNTY DEMOGRAPHICS

**AGE**

- < 5 Years: 4.9%
- 5 to 14 Years: 10.5%
- 15 to 24 Years: 12.5%
- 25 to 34 Years: 10.3%
- 35 to 44 Years: 11.4%
- 45 to 54 Years: 15.0%
- 55 to 64 Years: 14.3%
- > 65 Years: 21.1%

Total Population = 494,593
Median Age (years) = 45.3

**HOUSING OCCUPANCY**

- Occupied Housing Units: 81.9%
- Vacant Housing Units: 18.1%

Homeowner Vacancy Rate = 4.0%
Rental Vacancy Rate = 14.3%

**EMPLOYMENT STATUS**

- In Labor Force: 55.4%
  - Unemployment = 3.5%
- Not in Labor Force: 44.6%

Population 16 Years and Over = 364,534
Workers 16 Years and Over = 185,915

**UNEMPLOYMENT**

Unemployment = 3.5%

**HOUSEHOLD INCOME**

- Less than $10,000: 9.3%
- $10,000 to $14,999: 7.6%
- $15,000 to $24,999: 16.8%
- $25,000 to $34,999: 15.9%
- $35,000 to $49,999: 18.3%
- $50,000 to $74,999: 17.8%
- $75,000 to $99,999: 7.1%
- $100,000 or more: 7.1%

Median Household Income = $35,219

**POVERTY LEVEL***

- Above Poverty Level: 84.8%
- Below Poverty Level: 15.2%

* Poverty Status for Individuals, 2009

**HOUSEHOLD SIZE**

- 1 Person: 29.5%
- 2 Person: 38.7%
- 3 Person: 14.5%
- 4 Person: 10.1%
- > 5 Persons: 7.2%

Mean Number of Persons Per Household = 2.27

**SOURCES:**

U.S. Census Bureau, Census 2010, Table DP-1 “Profile of General Demographic Characteristics: 2010”
Table DP-3 “Profile of Selected Economic Characteristics: 2000”
CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
**Vehicles Per Household**

- No Vehicle: 7.1%
- 1 Vehicle: 42.4%
- 2 Vehicles: 38.1%
- > 3 Vehicles: 12.5%

*Mean Vehicles Per Household = 1.60*

**Departure Time to Work**

- 5:00 AM to 6:59 AM: 25.6%
- 7:00 AM to 7:59 AM: 31.6%
- 8:00 AM to 8:59 AM: 16.8%
- 9:00 AM to 9:59 AM: 5.7%
- 10:00 AM to 11:59 AM: 3.5%
- 12:00 PM to 11:59 PM: 13.9%
- 12:00 AM to 4:59 AM: 3.3%

**Travel Time to Work**

- < 5 minutes: 3.0%
- 5 to 9 minutes: 11.0%
- 10 to 14 minutes: 16.4%
- 15 to 19 minutes: 17.1%
- 20 to 29 minutes: 19.8%
- 30 to 44 minutes: 17.8%
- > 45 minutes: 14.8%

*Mean Travel Time to Work = 25.4 minutes*

**Mode Choice**

- Drove Alone: 78.7%
- Carpool: 13.5%
- Public Transportation*: 1.0%
- Walked: 1.9%
- Other Means: 1.9%
- Worked at Home: 2.9%

*Public Transportation includes Taxicabs*

**Where Do Volusia County Residents Work?**

- 1990 Census
- 2000 Census

**Sources:**

- U.S. Census Bureau, Census 2000, Table DP-3 and Table DP-4
- CTPP 2000, Table 1 “Profile of Selected 1990 and 2000 Characteristics”
- CUTR Florida Journey-to-Work Flows
CENSUS DEMOGRAPHICS

Census data is currently being revised for the 2010 update and should be available by December 2011. A summary of the 2000 Census demographic information is found in the Census Transportation Planning Package (CTPP). The CTPP can be found at the website, www.fhwa.dot.gov/ctpp/. The website, http://factfinder2.census.gov/main.html contains the 2010 and 2000 Census Tables DP-1, DP-2, DP-3, and DP-4. Once at the website, select a state (i.e. Florida). Next, type a county in the state selected (i.e. Brevard County) and press “GO”. By clicking on the “Selected Areas” county of your choice, Tables DP-1, DP-2, DP-3, and DP-4 will appear for that county.

2000 CENSUS JOURNEY TO WORK

“Journey to Work” Information is found on the website www.labormarketinfo.com/library/census.htm. Once at the website click “County to County Worker Flow Files” to access summary tables “Where Do Workers Live?” and “Where Do Workers Work?”. “Detailed County-to-County Worker Flow Tables” can

FLORIDA’S TRANSPORTATION INDICATORS

The Office of Policy Planning (OPP) tracks key "Trends and Conditions" information that could pose threats to successful implementation of the Florida Transportation Plan. This information can be used by Florida's decision makers, transportation professionals, and the interested public for assistance in understanding transportation-related issues and making wise and informed decisions.

The Trends and Conditions process is a continuing process that is intended to support the needs of our stakeholders by understanding the external and internal environment. The OPP website is updated as new information and analysis becomes available.

This Florida Transportation Indicators Website is intended to fulfill the need for reliable, up-to-the-minute information on statewide transportation trends. The site’s primary purpose is to aid the public and policy makers in gathering current information regarding transportation trends. The site provides a wide array of transportation-centered records, facts, and figures in a highly accessible, user-directed search and retrieve medium. The FDOT Office of Policy Planning supports the operation of this website as an ongoing resource for the public, transportation professionals, and decision makers. The Center for Urban Transportation Research (CUTR) works with the FDOT in the design and development of this site.
ABOUT THE CENSUS

What?
- Count
- The census is a count of everyone residing in the United States: in all 50 states, the District of Columbia, Puerto Rico and the Island Areas. People should be counted where they live and sleep most of the year. The first Census was conducted in 1790 and has been carried out every 10 years since then.

Who?
- Everyone
- All residents of the United States must be counted. This includes people of all ages, races, ethnic groups, citizens and non-citizens.

When?
- Every 10 years
- Every 10 years, Census questionnaires will be mailed or delivered to every household in the United States. The 2010 census questions asked you to provide information that is accurate for your household as of April 1, 2010.
- The Census Bureau was required to count everyone and submit state population totals to the U.S. President by December 31, 2010. The 2010 data should be completely available by December 31, 2011.

Why?
The U.S. Constitution (Article I, Section 2) mandates a headcount of everyone residing in the United States. The population totals determine each state’s Congressional representation. The numbers also affect funding in your community and help inform decision makers about how your community is changing.

Section 339.135 Florida Statutes (F.S.) authorizes and sets the guidelines for the Department to develop a State Transportation Five-Year Work Program. This document is a statewide project-specific list of transportation activities and improvements that must meet the objectives and priorities of the Florida Transportation Plan (FTP). To build the Five-Year Work Program the Department coordinates with its seven district offices, the Turnpike Enterprise Office (Turnpike), Metropolitan Planning Organizations (MPOs), and local governments. The intent of the Work Program is to maximize the Department’s production and service capabilities through innovative use of resources, increased productivity, reduced cost, strengthened organizational effectiveness and efficiency.

**FDOT FIVE-YEAR WORK PROGRAM DEVELOPMENT PROCESS**

1. **Counties and MPOs Develop List of Priorities**
2. **Counties and MPOs Submit List of Priorities to FDOT**
3. **FDOT Develops Tentative Work Program**
4. **FDOT Holds Public Hearing**
5. **FDOT Work Program Review**
6. **FDOT Submits Tentative Work Program**
7. **Legislative Action**
8. **Tentative Work Program Finalized**
9. **Work Program Adopted**

**SOURCE:** Development of the FDOT Five-Year Work Program “Tomorrow’s Transportation Solutions” Brochure

**Information on District Five Work Program can be found online at [www.cfgis.org/wp](http://www.cfgis.org/wp)**

**FDOT Work Program on the Web**
[https://www2.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx](https://www2.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx)

**District Five Public Hearing Website**
This macroeconomic analysis assesses the impacts of the transportation investments in the FDOT Work Program. Investments include activities such as upgrades to existing highways (widening, interchange improvements, etc.), new highway or interchange construction, resurfacing/reconstruction, right-of-way purchases, and capital expenditures applicable to transit, rail and seaports. These activities are found in the “Product” category within the 10-year Program and Resource Plan, which includes a summary of Work Program investments over the next five years.

In addition to Product expenditures, the FDOT’s Program and Resource Plan includes categories for other activities, including Product Support, Operations and Maintenance, and Administration. These support activities are essential and the Product expenditures could not occur without them. Consequently, these three support activities, with expenditures of over $11 billion, were included as part of the cost of delivering the Work Program investments.

A variety of analytic tools were used to assess macroeconomic impacts. Similar to past studies, three of the principle tools were the Highway Economic Requirements System (HERS), the National Bridge Investment Analysis System (NBIAS) and the Regional Economic Models, Inc. (REMI) economic impact forecasting model. The impacts of rail and transit investments were analyzed using spreadsheet models and appropriately integrated into the HERS and REMI analysis. The economic impacts from seaport investments were estimated separately based on other studies done in Florida and elsewhere and integrated into the results for highways, rail and transit.

The results of this study show every $1 invested in FDOT’s work program will generate $4.92 in user and economic benefits over 30 years. This means FDOT investments in transportation infrastructure and related programs will produce a favorable return for Florida’s workers, businesses, consumers and governments. An improved transportation system will improve efficiency, enhance accessibility and lower business costs. In turn, these improvements will enhance business competitiveness and contribute to a highly skilled work force. This projected payoff is estimated using a real discount factor of 7 percent per year on future benefits; this means an investment of $1 in 2010 would have to yield $3.87 in 2030 to break even.

Source: “Economic Impacts of Florida’s Transportation Investments: A Macroeconomic Analysis” September 2009
http://www.dot.state.fl.us/planning/policy/economic/macroimpacts0909.pdf
The FDOT provides a webpage [www.dot.state.fl.us/publicinformationoffice/moreDOT/majorprojects.shtm](http://www.dot.state.fl.us/publicinformationoffice/moreDOT/majorprojects.shtm) on Construction Projects, contains Construction Projects for the State Roadways in District Five. On the main website page, click “District 5” to navigate to the next window.

District Five Construction Projects can be accessed at [www.dot.state.fl.us/publicinformationoffice/construc/constmap/constmap.shtm](http://www.dot.state.fl.us/publicinformationoffice/construc/constmap/constmap.shtm), you may click on the District Five section on the map or the text “District 5” located at the top of the page.
In 2011, the FDOT District Five launched their Central Florida Roads website. This information webpage provides updated information on existing, on-going construction projects and future project planned within the District Five Boundary. In addition to construction projects, new standards, weather and traffic updates, latest news, and quick links are also provided on the site.

District Five Central Florida Roads Website
http://www.cflroads.com/
The Florida Department of Transportation is implementing a GIS Strategic Plan that seeks to make GIS technology a standard tool commonly used throughout the Department to support transportation decision making. The GIS Enterprise View (GEV) enhances day to day business decision-making by providing access to a wide array of transportation related data, easy to use GIS tools, and an intuitive application interface. This tool makes it easy to query and analyze information across all business areas in the Department.

District Five was afforded the opportunity to be the test district in the implementation of the GEV. This tool essentially replaces the District’s TAIMS GIS application with updated web-mapping services and GIS data. You may access this GEV at http://dotgis/FDOT.GIS.Framework/.

Although this application is only available through FDOT’s intranet, some of the data is made available through the Central Florida GIS Data Clearinghouse website at www.cfgis.org. Contact Simone Babb at Simone.Babb@dot.state.fl.us to request data.
CFRPM (Central Florida Regional Planning Model)
Contact - Betty McKee: betty.mckee@dot.state.fl.us

SOURCE: Central Florida Regional Planning Model (CFRPM)

OUATS (Orlando Urban Area Transportation Study) Model
Contact - Dennis Hooker: dennish@metroplanorlando.com

SOURCE: Orlando Urban Area Transportation Study (OUATS) Model
The FDOT Project Traffic Forecast Database is a statewide web-based scheduling, tracking, and report archival application. It is designed to improve communications and coordination on FDOT project specific design traffic study schedules as well as serving as a data repository for electronic versions of studies and any existing (raw) traffic count data associated with them. The database resides on the FDOT intranet and can be easily accessed by all FDOT Project Managers and Staff who have been given the rights for access to it. Contact Terry Rains at Terry.Rains@dot.state.fl.us to request data.
In the year 2000, FDOT District Five started the Central Florida FSUTMS Users Group to bring together users of the Florida Standard Urban Transportation Modeling Structure (FSUTMS). In the year 2002, the CFGIS initiative created a Traffic Data Working Group to develop data guidelines for GIS data dealing with transportation information. In January 2003, these two groups were combined to form the Central Florida Transportation Planning Group (CFTPG).

The CFTPG can be accessed at the following web address: [www.cfgis.org/trafficdata/](http://www.cfgis.org/trafficdata/). This site offers a variety of useful transportation data including the LOS_All tables. These tables are a planning tool for determining general operating conditions for District Five roadways. By clicking on the “Level of Service Tables” on the left side menu of the web page, a list will be displayed on the right side menu.

The LOS_All spreadsheet provides LOS data on the SHS roadway segments by county and further categorizes the roads as FIHS or SIS facilities. Some other information provided includes: segment length, number of signals, AADT, speed, area type, and number of lanes. This information is derived from the Roadway Characteristic Inventory (RCI), Straight Line Diagrams (SLDs), and other sources.
The Office of Policy Planning tracks key "Trends and Conditions" information for successful implementation of the Florida Transportation Plan. It is part of a continuing process to support the needs of decision makers, transportation professionals and the interested public. For information related to this topic, please visit www.dot.state.fl.us/planning/trends.

The following trends and conditions reports focus on four areas: Travel Demand, Transportation System, Impact of Transportation, and Policy Considerations, and are available online at www.dot.state.fl.us/planning/trends/tc-report/.

1. Travel Demand
   - Population Growth and Characteristics
   - Travel Demand and Travel Behavior Trends
   - Tourists and Visitors
   - Trade and Freight Transportation

2. Transportation System
   - Strategic Intermodal System
   - Roadway System
   - Aviation Facilities—Passengers and Freight
   - Seaports—Freight and Passengers
   - Rail Facilities—Freight and Passengers
   - Transit and Transportation Disadvantaged
   - Walking and Bicycling Facilities and Travel

3. Impact of Transportation
   - Transportation System Performance
   - Transportation Safety
   - Transportation and the Environment
   - Transportation and Land Use
   - Transportation and the Economy

4. Transportation Resources, Expenditures and Costs
   - Transportation Resources
   - Transportation Expenditures
   - Transportation Costs

For more information on Trends and Conditions, please visit: http://www.dot.state.fl.us/planning/trends/pg10.pdf
Over the last three years, District Five has put together several resource guidebooks. These guidebooks help the reader to have a better understanding of basic concepts related to the topic of the document and also know where to find related information.

For more information about these guidebooks or to request a copy, please visit:
- www.cfgis.org/trafficdata/new_index.html
- www.catss.ucf.edu/
CFGIS VISION STATEMENT

The Central Florida GIS Users Group and Data Clearinghouse is an efficient, integrated, and comprehensive forum and system providing government agencies, businesses, and citizens with geographic information and tools to meet a wide variety of needs. It is a long-lived asset that has improved government operations and service and it will grow and adapt to the region’s changing needs.

For more information and to access data visit www.cfgis.org
For access to the CFGIS monthly newsletter visit http://cfgis.dev.edats.com/News.aspx
NATIONAL
- University of Arkansas Geospatial and attribute data links – [http://libinfo.uark.edu/gis/us.asp#national_aggregations](http://libinfo.uark.edu/gis/us.asp#national_aggregations)

STATE (FLORIDA)
- Florida GIS Data Blog – [www.findgis.com](http://www.findgis.com)
- Florida DEP GIS Data – [http://www.dep.state.fl.us/gis/](http://www.dep.state.fl.us/gis/)
- Florida Natural Areas Inventory Data – [http://www.fnai.org/gisdata.cfm](http://www.fnai.org/gisdata.cfm)
- Florida Trails Data – [http://www.geoplan.ufl.edu/ogt/download.html](http://www.geoplan.ufl.edu/ogt/download.html)
GIS DATA SOURCES

STATE (FLORIDA) CONTINUED

- Southwest Florida Water Management District GIS Data – [http://www.swfwmd.state.fl.us/data/](http://www.swfwmd.state.fl.us/data/)
- Suwannee River Water Management District GIS Data – [http://www.srwmd.state.fl.us](http://www.srwmd.state.fl.us)
- Florida Brownfields Geoviewer – [http://www.dep.state.fl.us/waste/categories/brownfields/](http://www.dep.state.fl.us/waste/categories/brownfields/)

CENTRAL FLORIDA (FDOT DISTRICT FIVE)

- Osceola County Interactive Mapping – [https://maps.osceola.org/webgis/Webpages/map/MapViewer.aspx](https://maps.osceola.org/webgis/Webpages/map/MapViewer.aspx)
- Seminole County Property Appraiser – [http://simon03.scpafl.org/website/scpa/viewer.htm](http://simon03.scpafl.org/website/scpa/viewer.htm)
- Volusia County GIS – [http://volusia.org/gis/getdata.htm](http://volusia.org/gis/getdata.htm)
- Polk County GIS Data Viewer – [http://gispublicview.polk-county.net/viewer.htm](http://gispublicview.polk-county.net/viewer.htm)

ADDITIONAL LINKS

- [http://www.cfgis.org/Links-Library.aspx](http://www.cfgis.org/Links-Library.aspx)
- [http://www.geoplan.ufl.edu/weblinks.html](http://www.geoplan.ufl.edu/weblinks.html)
- [http://www.gisdevelopment.net/](http://www.gisdevelopment.net/)
- [http://library.duke.edu/research/subject/guides/gis/links.html](http://library.duke.edu/research/subject/guides/gis/links.html)
DISTRICT FIVE CONTACTS

Airports and Seaports – Intermodal Systems Development

Bridges: Inspection – Structures & Facilities
   New/Replacement – MPO Liaisons
   Repair – Structures & Facilities

Buses – Intermodal Systems Development

Car Pool/Van Pool – Intermodal Systems Development

Comprehensive Plans – Systems Planning

Developments of Regional Impact (DRI) – Systems Planning

Growth Management – Systems Planning

Level of Service – Systems Planning

Maps – Maps & Publications Office (850-414-4050)

Metropolitan Planning Organization – MPO Liaisons

Permits: Drainage; Driveway; Utility – Maintenance Field Office
   Special Use – Maintenance Field Office
   Oversize Loads – State Maintenance Office (850-488-8815)

Project Schedules – Production Management or Public Information

Railroads/Railroad Crossings – Traffic Operations

Road Construction: In Progress – District Maintenance
   Planned – Consultant Project Management, Design, or MPO Liaisons

Safety: Highways – Traffic Operations
   Construction Sites – Construction Resident or Project Engineer

SIS/FIHS: Technical Issues – Intermodal Systems Development
   Public Involvement – Intermodal Systems Development

Traffic Counts – Transportation Statistics Office

Traffic Signals – Traffic Operations

Work Program – Work Program Administration, MPO Liaisons, or Public Information

1 Deland District Office: 800-780-7102 or 386-943-5000 (SC 373-5000)
2 Orlando Urban Office: 407-482-7800 (SC 335-7800)
3 Public Information Office: 800-780-7102 or 386-943-5479 (SC 373-5479)
PUBLIC AGENCY CONTACTS

METROPOLITAN AND TRANSPORTATION PLANNING ORGANIZATIONS

SPACE COAST TPO
2725 Judge Fran Jamieson Way
Bldg. B, Rm. 105, MS 82
Viera, FL 32940
Phone: (321) 690-6890 / Fax: (321) 690-6827
http://www.brevardmpo.com/

LAKE-SUMTER MPO
1616 South 14th Street (US 27)
Leesburg, FL 34748
Phone: (352) 315-0170 / Fax: (352) 315-0993
http://www.lakesumtermpo.com/

METROPLAN ORLANDO
315 East Robinson Street, Suite 355
Orlando, FL 32801
Phone: (407) 481-5672 / Fax: (407) 481-5680
http://www.metroplanorlando.com/

OCALA/MARION COUNTY TPO
121 SE Watula Avenue
Ocala, FL 34471
Phone: (352) 629-8297 / Fax: (352) 368-5994
http://www.ocalafl.org/tpo/

VOLUSIA COUNTY TPO
2570 W. International Speedway Boulevard, Suite 100
Daytona Beach, FL 32114
Phone: (386) 226-0422 / Fax: (386) 226-0428
http://www.volusiatpo.org
COUNTY PLANNING CONTACTS

Brevard County Planning & Development Department  
2725 Judge Fran Jamieson Way, Bldg. A  
Viera, FL 32940  
Phone: (321) 633-2070 / Fax: (321) 633-2152  
http://www.brevardcounty.us/zoning/index.cfm

Flagler County Planning & Zoning Office  
1769 East Moody Boulevard., Building 2, Suite 105  
Bunnell, FL 32110  
Phone: (386) 313-4009 / Fax: (386) 313-4109  

Lake County Department of Public Works  
437 Ardice Avenue  
Eustis, FL 32726  
Phone: (352) 483-9000 / Fax: (352) 483-9015  
http://www.lakecountyfl.gov/departments/public_works/

Marion County Planning Department  
2710 East Silver Springs Boulevard  
Ocala, FL 34470  
Phone: (352) 438-2600 / Fax: (352) 438-2601  
http://www.marioncountyfl.org/Planning/Planning_default.aspx

Orange County Public Works Transportation Planning Division  
4200 South John Young Parkway (2nd floor)  
Orlando, FL 32839-9205  
Phone: (407) 836-8070 / Fax: (407) 836-8079  
http://www.orangecountyfl.net/YourLocalGovernment/CountyDepartments/PublicWorks/TransportationPlanning/tabid/737/Default.aspx

Osceola County Planning Office  
1 Courthouse Square  
Kissimmee, FL 34741  
Phone: (407) 742-0200 / Fax: (407) 742-0206  
http://www.osceola.org/planning_office/home.cfm
COUNTY PLANNING CONTACTS (CONTINUED)

Seminole County Planning & Development
1101 East First Street
Sanford, FL 32771
Phone: (407) 665-7432 / Fax: (407) 665-7417

Sumter County Planning Department
7375 Powell Road, Suite 115
Wildwood, FL 4785
Phone: (352) 689-4460 / Fax: (352) 689-4461

Volusia County Planning & Development Services
Phone: (386) 736-5959 (West Volusia)
Phone: (386) 257-6000 (Daytona Beach)
Phone: (386) 423-3300 (New Smyrna Beach)
http://volusia.org/growth/plandev.htm

REGIONAL PLANNING COUNCIL CONTACTS

East Central Florida Regional Planning Council (ECFRPC)
309 Cranes Roost Boulevard, Suite 2000
Altamonte Springs, FL 32701
Phone: (407) 262-7772 / Fax: (407) 262-7788
http://www.ecfrpc.org/

Northeast Florida Regional Planning Council (NEFRPC)
6850 Belfort Oaks Place
Jacksonville, FL 32216
Phone: (904) 279-0880 / Fax: (904) 279-0881
http://www.nefrpc.org/

Withlacoochee Regional Planning Council (WRPC)
1241 SW 10th Street
Ocala, FL 34471
Phone: (352) 732-1315 / Fax: (352) 732-1319
http://www.wrpc.cc/
Accessibility The ease of reaching a destination.

Annual Average Daily Traffic (AADT) The volume passing a point or segment of a roadway in both directions for 1 year divided by the number of days in the year.

Arterial A signalized roadway that primarily serves thru traffic with average signalized intersection; spacing of 2.0 miles or less; A state facility that is not on freeway; A type of roadway based on FDOT functional classification.

Carpool An arrangement whereby several participants or their children travel together in one vehicle, the participants sharing the costs and often taking turns as the driver.

Census An official enumeration of the population, with details as to age, sex, occupation, etc. The US population is censused every 10 years.

Centerline Miles Miles of a roadway, regardless of the number of lanes.

Collector A roadway providing land access and traffic circulation with residential, commercial and industrial areas.

Commuter One that travels regularly from one place to another, as from a home to the city and back.

Congestion For the purpose of this book, this term refers to traffic congestion. Traffic congestion is a condition on a transportation network (such as a roadway) that occurs as the use of the facility increases. It is characterized by slower speeds, longer trip times, and increased modal queuing.

Corridor A set of essentially parallel transportation facilities for moving people and goods between two points.

Cost Feasible Plan A transportation plan that contains projects that have a reasonable expectation of funding available to implement them.

Demographic Relates to the structure of populations. A particular sector of a population.

Employee Transportation Coordinator A representative of an organization or company who has been chosen or volunteered to promote alternative transportation within that organization or company.

Facility A length of roadway composed of points and segments. A generic term including points, segments or roadways.

FDOT Florida Department of Transportation

FHWA Federal Highway Administration

Florida Intrastate Highway System (FIHS) An interconnected statewide system of limited access facilities and controlled access facilities developed and managed by FDOT to meet standards and criteria established for the FIHS. It is part of the State Highway System, and is developed for high-speed and high-volume traffic movements. The FIHS also accommodates high occupancy vehicles (HOVs), express bus transit and in some corridors, interregional, and high-speed intercity passenger rail.

Florida Intrastate Highway System (FIHS) cont. Service access to abutting land is subordinate to movement of traffic and such access must be prohibited or highly regulated.

Freeway A multilane, divided highway with at least 2 lanes for exclusive use of traffic in each direction and full control of ingress and egress.

Freight Goods transported by truck, train, ship, or aircraft.

Geographical Information Systems (GIS) A system for storing and manipulating geographical information on computer.

Intermodal Several different types, or modes, of transportation options working together.

Interstate Highway Highways on the Florida Intrastate Highway System (FIHS).

Lane Miles The number of miles of pavement going in one direction on any given road. Miles of roadway times the number of lanes equals lane miles.

Level of Service A quantitative stratification of the quality of service to a typical traveler of a service or facility into six letter grade levels, with “A” describing the highest quality and “F” describing the lowest quality; a discrete stratification of a quality of service continuum.

Local Road Provide access to adjoining land or development. They may also link small rural communities. Their width and alignment will in general discourage extraneous traffic.

Major Collector A roadway not on the State Highway System whose roadway, traffic and control characteristics are similar to those classified as state minor arterials.

MPO Metropolitan Planning Organization

Minor Arterial This functional classification serves trips of moderate length and offers a lower level of mobility than principal arterials.

Mobility The movement of people and goods.

Mode A method of travel.

Park & Ride A system for reducing urban traffic congestion, in which drivers leave their cars in parking lots on the outskirts of a city and travel to the city center on public transportation.

Paratransit An alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. Generally used to provide service for people with disabilities in compliance with ADA.

Principle Arterial An arterial road is a moderate of high-capacity road which is immediately below a highway level of service. Much like a biological artery, an arterial road carries large volumes of traffic between areas in urban centers.

reThink An FDOT Central Florida program aimed to connect commuters with transportation options in order to save money, reduce congestion, improve air quality and conserve natural resources.
Rural  Large and isolated areas of an open country with low population density.

Stakeholder  A person or organization with an interest or concern in something.

State Highway System (SHS)  This network of roads in comprised on roads owned and maintained by the State of Florida. This includes roads signed as Interstate Highways, US Roads, and State Roads.

State Road  Roads maintained by the FDOT or a toll authority.

Strategic Intermodal System (SIS)  Florida’s system of transportation facilities and serves of statewide and interregional significance.

SunRail  A commuter rail transit project that will run along a 61-mile stretch of existing rail freight tracks within District Five.

Telecommute  Work from home, making use of the Internet, e-mail, and telephone.

Traffic Count  A count of traffic along a particular road, either done electronically or by people counting by the side of the road.

Transit  A self-propelled, rubber-tired roadway vehicle designed to carry a substantial number of passengers and traveling on a scheduled fixed route.

TransMap  An interactive GIS mapping and analysis tool that serves as a one-stop shop for transit.

Transportation Planning  A field involved with the evaluation, assessment, design and siting of transportation facilities (generally streets, highways, footpaths, bike lanes and public transport lines).

TPO  Transportation Planning Organization.

Trip Intensity  The number of trips occurring in each county divided by the total trips occurring in the District.

Turnpike Enterprise  Florida’s Turnpike Enterprise is responsible for all operations on every FDOT-owned and operated toll road and bridge.

Urban Area  A place with a population between 5,000 and 50,000 and not in an urbanized area. The applicable boundary includes the Census’s urban area and the surrounding geographical area agreed upon by the FDOT, the local government, and the Federal Highway Administration (FHWA). The boundaries are commonly called FHWA Urban Area Boundaries and include those areas expected to develop medium density before the next decennial census. A general characterization of places where people live and work.

US Highway  A US numbered highway coordinated and maintained by state or local governments.

Vanpool  An arrangement whereby commuters travel together in a van.

Vehicle Miles Traveled  A measure of the extent of motor vehicle operation; the total number of vehicle miles travelled within a specific geographic area over a given period of time. The total miles traveled by all vehicles in the system.