



2022 COMMUTING TRENDS IN FLORIDA



A Special Report based on 2022 American Community Survey (ACS) One-Year Estimate

Systems Forecasting
& Trends Office



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2022 FLORIDA COMMUTING TRENDS SUMMARY

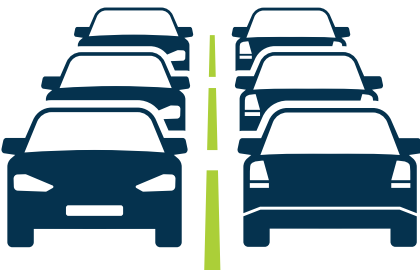
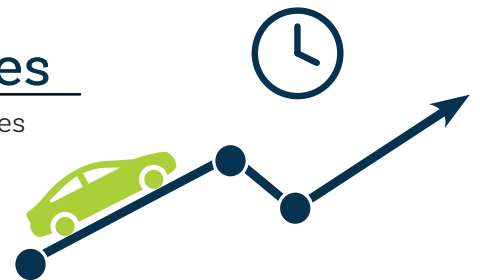


1 Decreased Auto Availability

Florida's zero-vehicle households increased to 6.0% in 2022 from 5.9% in 2021. This compares with a national level of 8.3% in 2022.

2 Increase in Overall Commute Times

The average one-way commute time in Florida grew from 27.1 minutes in 2021 to 28.0 minutes in 2022. The same trend was observed nationally as the average commute time rose from 25.6 minutes to 26.4 minutes. However, both travel times were still lower than those of the pre-pandemic levels of 2019.



3 Less Mobile Work Force

In 2022, 16.6% of Florida commuters worked outside their county or the state of residency, compared to 17.4% in 2021. Nationally, 21.5% of commuters worked outside their county or state of residence, a decrease of 2.0% from 2021.

4 Decrease in No-Worker Households

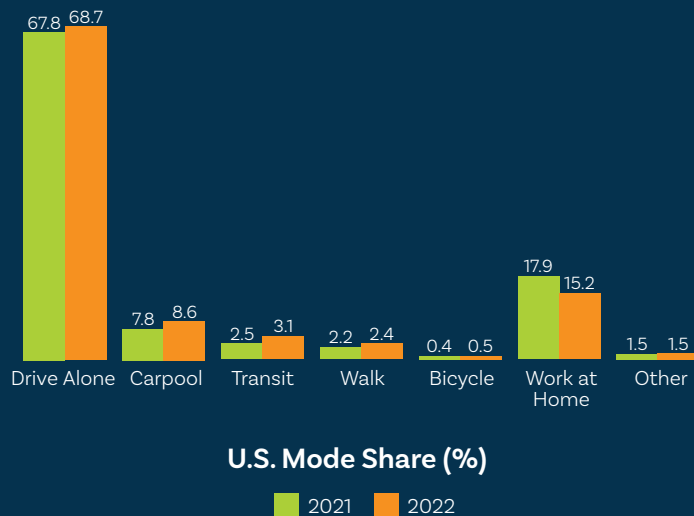
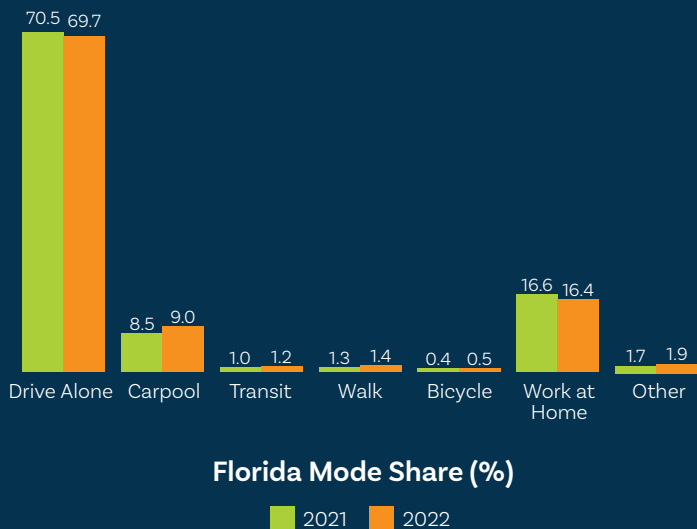
In 2022, the share of households with zero workers decreased from 31.2% in 2021 to 30.0% in Florida. The share of households with zero workers fell from 27.4% to 26.3% during the same time period nationally.



5 Large Work-at-Home Population

Among Florida workers, 16.4% worked from home in 2022, which is slightly lower than the 16.6% in 2021 but still far higher than the 7.0% that worked from home before the Pandemic in 2019. This is consistent with the national trend where 15.2% workers worked from home in 2022 compared to 17.9% in 2021, both were much higher than the 5.7% in 2019.

Changes in Commuting Mode Shares



Continued dominance by driving alone

In Florida, 69.7% of commuters drove alone in 2022, which is slightly lower than 2021 but 1.0% above the national average. However, the share is still far lower than the pre-pandemic level of 78.1% in 2019.



Slightly more carpooling

Carpooling remains the second most common means of commuting. Its share increased from 8.5% in 2021 to 9.0% in 2022 for Florida. The share for the U.S. also increased from 7.8% in 2021 to 8.6% in 2022.



Increase in commuting by transit

From 2021 to 2022, transit use for commuting increased by 0.2% to reach 1.2% in Florida. Nationally, transit use also saw a slight increase of 0.6% to reach 3.1%.



Increase in commuting by walking

Commuting by walking rose by 0.1% to reach 1.4% in Florida from 2021 to 2022. This share in the U.S. increased from 2.2% to 2.4% during the same period.



Increase in commuting by bicycling

From 2021 to 2022, bicycle commuting grew slightly from 0.4% to 0.5% both in Florida and nationally.



DETAILED COMMUTING TRENDS

While commuting constitutes only a portion of the overall travel demand, commute traffic determines peak period travel demand which often governs the planning and design of transportation systems. Travel demand is complex and influenced by multiple continuously evolving factors. Understanding the travel demand trends and the underlying influencing factors could lead to a better understanding of future travel needs, more accurate travel demand forecasting, and more effective decision making at the state and local levels.

Ten-Year Commuting Trends in Florida and the US

The ACS is an ongoing national survey conducted by the U.S. Census Bureau to inform about social, economic, housing, and demographic characteristics regarding our nation's population. This information provides an important tool for communities to use to see how they are changing. Unlike the decennial census that collects information every ten years, and all households are required to respond to, the ACS is sent out annually to a random sample of addresses (about 3.5 million) in the country and includes topics that are not on the decennial census, such as transportation, education and employment. The ACS provides current data to communities every year in the form of estimates. For more information on data collection, sampling design, non-sampling error, definitions, and the concept of Margin of Errors (MOE) related to the data, see <https://www.census.gov/programs-surveys/acs/methodology.html>.

Table 1 summarizes the 10-year commuting trends for Florida and the U.S. from 2012 to 2022. The year 2020 is excluded from the analysis, because the 2020 ACS data collection process was disrupted by the COVID-19 pandemic and resulted in lower survey response rates. There were serious data quality issues and nonresponse bias in the 2020 ACS 1-year data.

Table 1 - Florida and U.S. ACS Trends

	2012	2013	2014	2015	2016	2017	2018	2019	2021	2022
VEHICLES AVAILABLE - Florida										
No vehicles available	7.4%	7.2%	6.9%	6.8%	6.6%	6.3%	6.2%	6.1%	5.9%	6.0%
1 vehicle available	42.2%	41.6%	41.2%	41.0%	40.4%	39.7%	39.5%	38.9%	38.9%	38.9%
2 vehicles available	37.4%	37.7%	38.2%	38.0%	38.1%	38.5%	38.1%	38.2%	38.4%	38.4%
3 or more vehicles available	13.0%	13.5%	13.7%	14.2%	14.9%	15.5%	16.2%	16.8%	16.8%	16.7%
VEHICLES AVAILABLE - U.S.										
No vehicles available	9.2%	9.1%	9.1%	8.9%	8.7%	8.6%	8.5%	8.6%	8.0%	8.3%
1 vehicle available	34.1%	33.9%	33.7%	33.5%	33.2%	32.7%	32.5%	32.4%	32.9%	33.2%
2 vehicles available	37.3%	37.3%	37.3%	37.2%	37.1%	37.3%	37.1%	36.9%	37.1%	36.9%
3 or more vehicles available	19.3%	19.7%	19.9%	20.3%	21.0%	21.5%	21.9%	22.1%	21.9%	21.6%
COMMUTING TO WORK - FLORIDA										
Car, truck, or van - drove alone	79.3%	79.6%	79.7%	79.7%	79.2%	79.4%	79.1%	78.1%	70.5%	69.7%
Car, truck, or van - carpoled	9.7%	9.4%	9.1%	8.9%	9.2%	9.1%	9.4%	9.1%	8.5%	9.0%
Public transportation (not taxi)	2.2%	2.1%	2.1%	2.2%	2.1%	1.7%	1.7%	1.6%	1.0%	1.2%
Walked	1.6%	1.5%	1.4%	1.4%	1.5%	1.4%	1.4%	1.6%	1.3%	1.4%
Bicycle	0.7%	0.7%	0.7%	0.7%	0.6%	0.6%	0.6%	0.6%	0.4%	0.5%
Other means	1.6%	1.5%	1.5%	1.5%	1.5%	1.7%	1.7%	2.0%	1.7%	1.9%
Worked at home	5.0%	5.1%	5.4%	5.6%	6.0%	6.1%	6.2%	7.0%	16.6%	16.4%
COMMUTING TO WORK - U.S.										
Car, truck, or van -- drove alone	76.3%	76.4%	76.5%	76.6%	76.3%	76.4%	76.3%	75.9%	67.8%	68.7%
Car, truck, or van -- carpoled	9.7%	9.4%	9.2%	9.0%	9.0%	8.9%	9.0%	8.9%	7.8%	8.6%
Public transportation (not taxi)	5.0%	5.2%	5.2%	5.2%	5.1%	5.0%	4.9%	5.0%	2.5%	3.1%
Walked	2.8%	2.8%	2.7%	2.8%	2.7%	2.7%	2.6%	2.6%	2.2%	2.4%
Bicycle	0.6%	0.6%	0.6%	0.6%	0.6%	0.5%	0.5%	0.5%	0.4%	0.5%
Other means	1.2%	1.3%	1.2%	1.2%	1.2%	1.3%	1.3%	1.4%	1.5%	1.5%
Worked at home	4.4%	4.4%	4.5%	4.6%	5.0%	5.2%	5.3%	5.7%	17.9%	15.2%
ZERO-WORKER HOUSEHOLDS										
Florida	33.0%	32.7%	32.1%	32.2%	32.0%	31.9%	31.6%	31.0%	31.2%	30.0%
U.S.	27.3%	27.0%	26.9%	26.8%	26.6%	26.5%	26.5%	26.3%	27.4%	26.3%
MEAN TRAVEL TIME TO WORK										
Florida (mins)	26.2	26.1	26.4	27.0	27.4	27.8	28.0	28.4	27.1	28.0
U.S. (mins)	25.7	25.8	26.0	26.4	26.6	26.9	27.1	27.6	25.6	26.4

Both in Florida and nationally, the share of people working from home increased gradually from 2012 to 2019. However, the percentage of home-based workers more than doubled in Florida during the initial phase of the COVID-19 pandemic, growing from 7.0% in 2019 to 16.6% in 2021. In the meantime, the share of workers working from home more than tripled in the U.S., rising from 5.7% in 2019 to 17.9% in 2021 (Figure 1). The first time the national average surpassing Florida. In 2022, as public health protection measures came to an end, the percentage of people working from home saw a slight decline in Florida to 16.4%, but higher decline in the nation, to 15.2%.

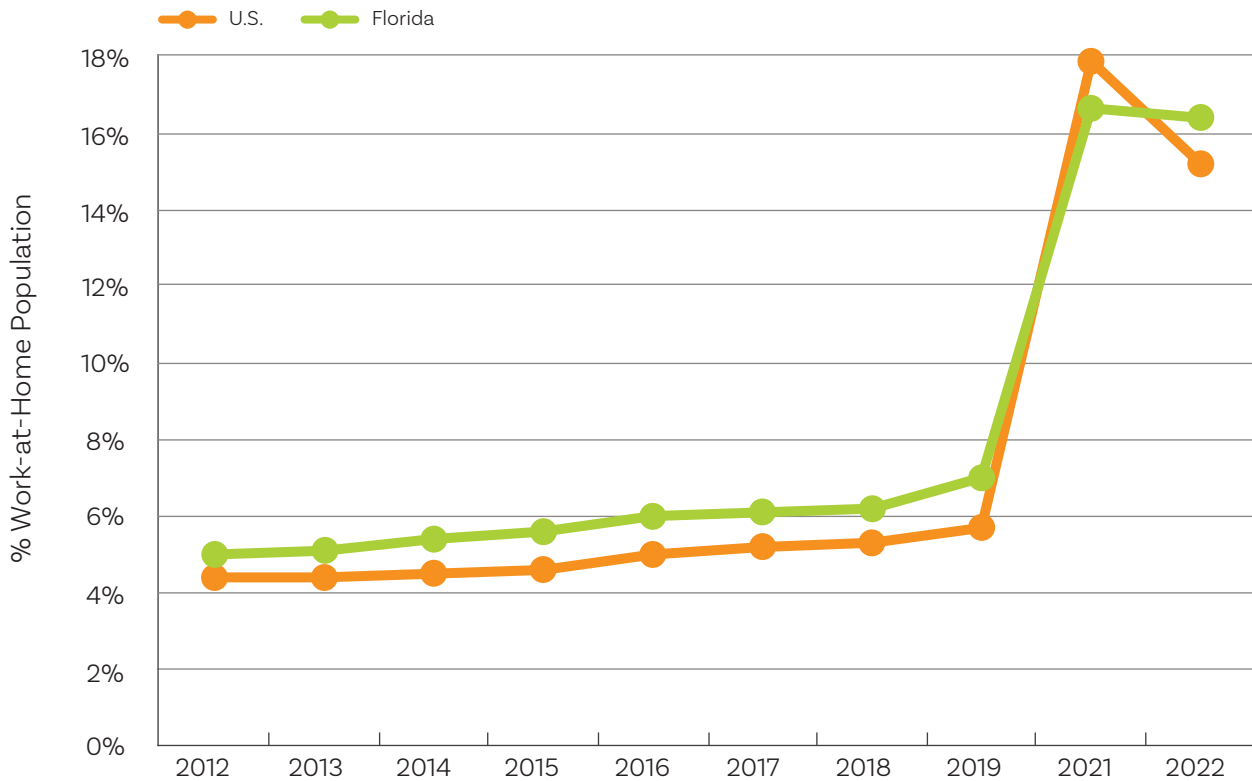


Figure 1- Work-at-Home Share, Florida vs. U.S.

Florida has a higher share of households with no workers than the national average in large part due to its concentration of retirees. In Florida, the share of households with no workers was 30.0% in 2022. This is a slight decrease compared to 2021 (31.2%) (Figure 2). The share of households with no workers in the U.S. was 26.3% in 2022, which was also lower than its 2021 value (27.4%).

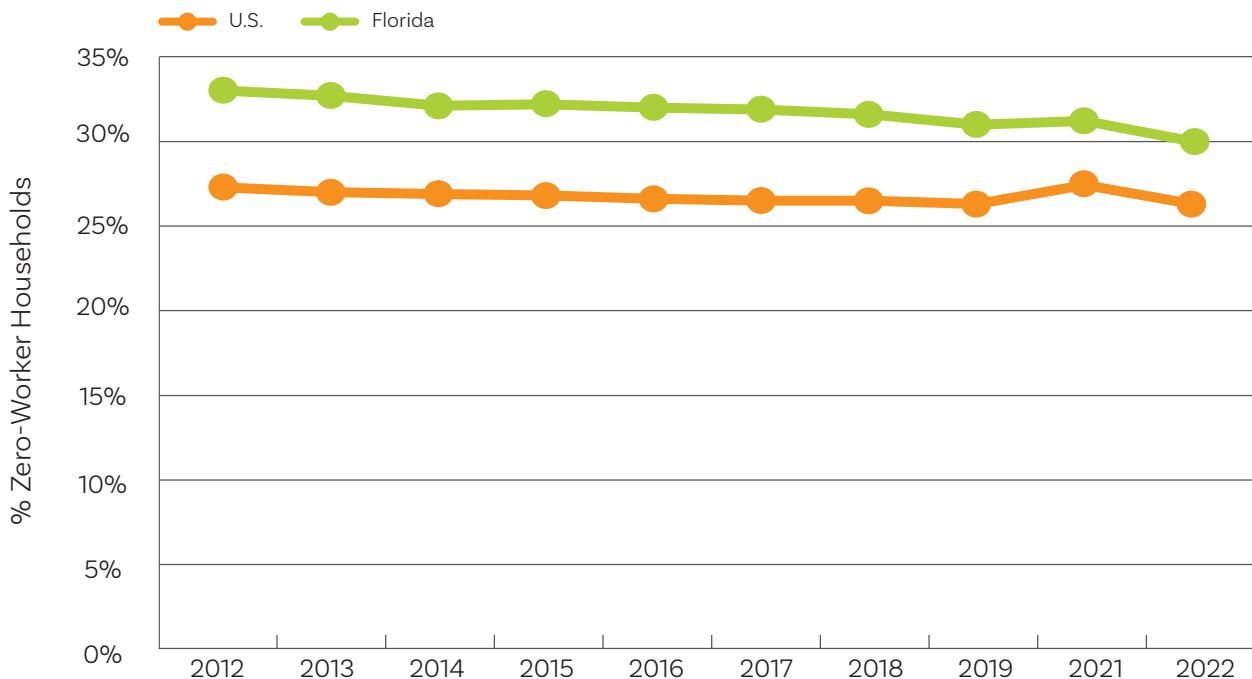


Figure 2- Households with No Workers

As presented in Figure 3, the shares of zero-car households in both Florida and U.S. have generally been decreasing since 2012, with Florida's share approximately 2% lower than the national value. From 2012 to 2022, the share of zero-car households in Florida decreased from 7.4% to 6.0%, while the share in the U.S. dropped from 9.2% to 8.3%. However, compared to 2021, the share of zero-car household in 2022 increased slightly by 0.1 percentage points in Florida and by 0.3 percentage points nationwide.

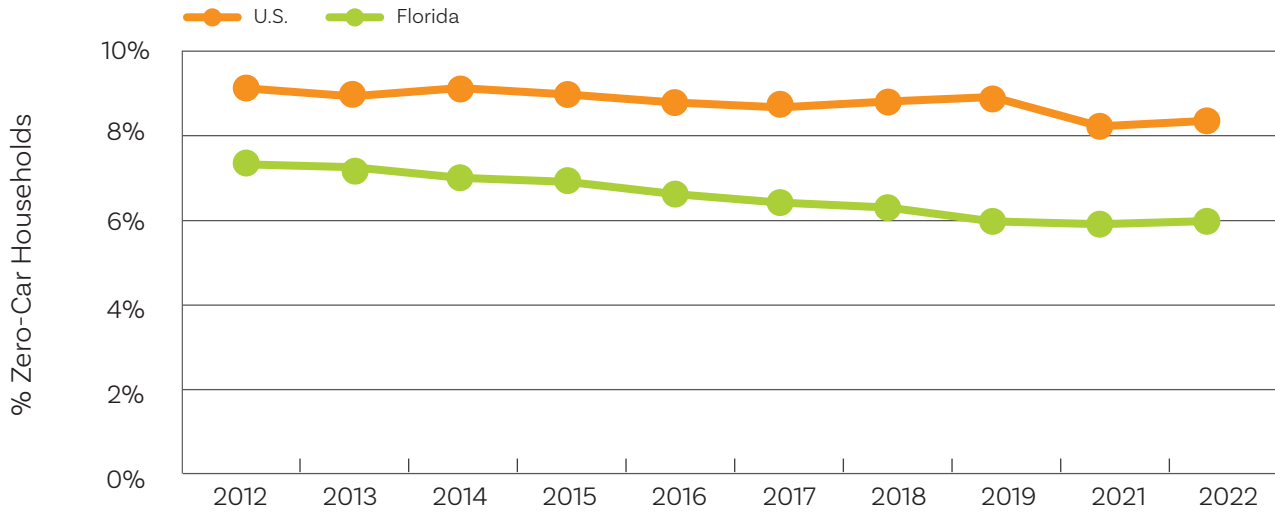


Figure 3- Zero-Car Households

Figure 4 compares Florida and national trends in commuting via carpool and transit. The mode share of carpool in Florida (9.0%) was slightly higher than the national average (8.6%), while the mode share of commuting by transit in Florida (1.2%) was less than half of the national average (3.1%). From 2021 to 2022, the mode share of carpool saw a slight increase of 0.5 percentage points in Florida compared to a decrease of 0.8 percentage points nationally. The percentage of commuters using transit saw a slight uptick from 2021 to 2022 after years of decline, from 1.0% to 1.2% in Florida, and from 2.5% to 3.1% nationally.

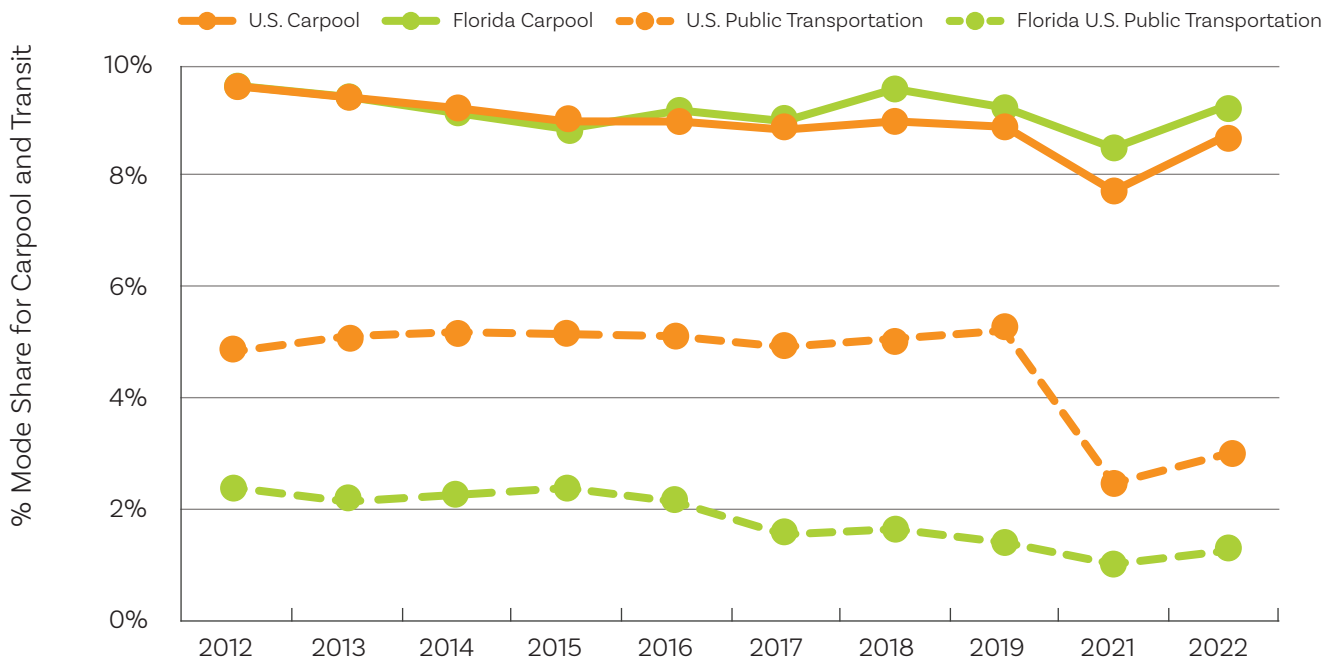


Figure 4- Transit and Carpool Commuting

Florida and national shares of walk and bike commuting exhibited slight fluctuations over the past decade (Figure 5). While Florida consistently had a much smaller share of walking commuters than the national average, Florida's share of bicycle commuters remained equal to or marginally greater than the national share. In 2022, the shares of bicycle and walk commuters increased slightly both in Florida and nationally.

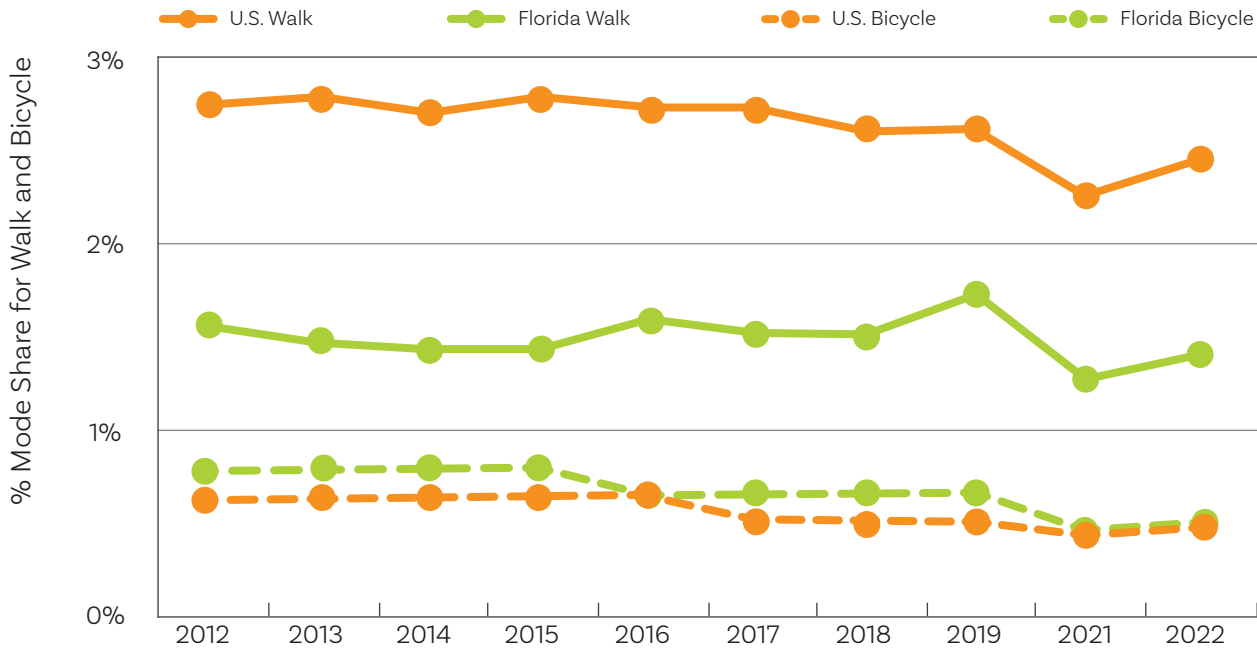


Figure 5- Walk and Bicycle Commuting

Mean commute times have shown an overall growing trend both in Florida and nationally through 2019 (Figure 6) and possibly in early part of 2020 before the pandemic shutdown went into effect. The year 2021 saw a significant decrease in commute times as the COVID-19 restrictions were still in place. In 2022, as the pandemic restrictions loosened and more employees returned to work, the average commute times began to rise again, even though still below the 2019 level. Florida's average commute time was 28.0 minutes, which is 1.6 minutes longer than the national average of 26.4 minutes.

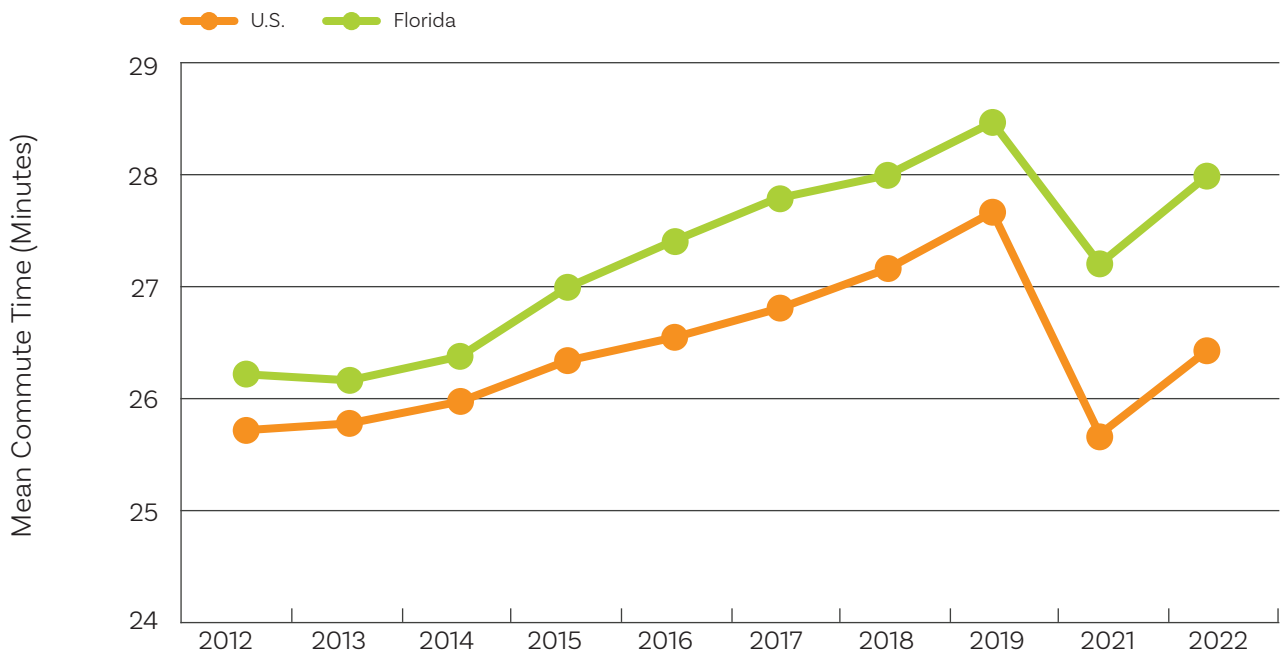


Figure 6- Mean Commute Times



Year 2022 Commuting Characteristics in Florida

Table 2 shows the transit mode shares for commuting in Metropolitan Statistical Areas (MSAs) in Florida, in comparison to the state and national values. Transit mode shares in all Florida MSAs were below the national average. The transit commuting share in the state of Florida is 1.19%. Only two (2) of the MSAs were above 1.19%: Gainesville and Miami-Fort Lauderdale-Pompano Beach.

Table 2 - Florida MSAs Ranked by Transit Mode Share to Work, 2022

Rank	Metropolitan Statistical Area (MSA)	Transit, %
1	Gainesville	3.38%
2	Miami-Fort Lauderdale-Pompano Beach	2.37%
3	Tallahassee	1.03%
4	Orlando-Kissimmee-Sanford	1.02%
5	Palm Bay-Melbourne-Titusville	0.93%
6	Tampa-St. Petersburg-Clearwater	0.70%
7	Naples-Marco Island	0.60%
8	Cape Coral-Fort Myers	0.56%
9	Deltona-Daytona Beach-Ormond Beach	0.56%
10	Jacksonville	0.51%
11	Pensacola-Ferry Pass-Brent	0.50%
12	Lakeland-Winter Haven	0.33%
13	Crestview-Fort Walton Beach-Destin	0.32%
14	Port St. Lucie	0.18%
15	North Port-Sarasota-Bradenton	0.16%
	Florida	1.19%
	United States	3.12%



Table 3 provides transit commute share data at the county level. The transit mode share data is only available for twenty-seven counties in Florida from the 2022 American Community Survey. Alachua County had the highest transit share of 4.02% in Florida, followed by Miami-Dade County (3.33%). Three (3) other counties had a transit commute share greater than the state average (1.19%): Broward County, Orange County, and Leon County.

Table 3 - Florida Counties Ranked by Transit Mode Share to Work, 2022

Rank	County	Transit, %
1	Alachua County	4.02%
2	Miami-Dade County	3.33%
3	Broward County	1.92%
4	Orange County	1.47%
5	Leon County	1.27%
6	Palm Beach County	1.17%
7	Pinellas County	1.15%
8	Bay County	1.00%
9	Brevard County	0.93%
10	Osceola County	0.91%
11	Duval County	0.81%
12	Escambia County	0.76%
13	Volusia County	0.66%
14	Hillsborough County	0.64%
15	Collier County	0.60%

Rank	County	Transit, %
16	Lee County	0.56%
17	Monroe County	0.53%
18	Seminole County	0.39%
19	Indian River County	0.36%
20	Polk County	0.33%
21	Sarasota County	0.27%
22	Pasco County	0.20%
22	Okaloosa County	0.20%
24	Highlands County	0.17%
25	St. Lucie County	0.15%
26	Marion County	0.06%
27	Manatee County	0.05%
	Florida	1.19%
	United States	3.12%

Table 4 presents average commute times for thirty-eight counties in Florida where data is available in the 2022 ACS. Out of the 38 counties with available data, 13 counties' average commute times were longer than the state average (28.0 minutes) and 22 counties had longer commute times than the national average (26.4 minutes). Osceola, Hernando, and Miami-Dade counties were the top three counties with the highest average commute times in Florida. The three counties with the lowest average commute times were Alachua, Leon, and Monroe counties.

Table 4 - Florida Counties Ranked by Travel Time to Work, 2022

Rank	County	Minutes
1	Osceola County	34.9
2	Hernando County	31.2
3	Miami-Dade County	30.8
4	Lake County	30.7
5	Martin County	30.4
6	Pasco County	30.3
6	Polk County	30.3
8	Clay County	30.2
9	Santa Rosa County	29.8
10	Broward County	29.4
11	Lee County	28.9
12	Flagler County	28.6
13	Hillsborough County	28.6
14	Manatee County	27.9
15	St. Johns County	27.9
16	St. Lucie County	27.6
17	Volusia County	27.1
18	Marion County	27.0
19	Palm Beach County	26.9
20	Orange County	26.8

Rank	State	Minutes
21	Pinellas County	26.6
22	Columbia County	26.5
23	Collier County	26.3
24	Brevard County	26.2
24	Seminole County	26.2
26	Charlotte County	26.0
26	Highlands County	26.0
26	Okaloosa County	26.0
29	Sumter County	25.6
30	Bay County	25.1
31	Citrus County	25.0
32	Sarasota County	24.7
33	Indian River County	24.3
34	Duval County	23.8
35	Escambia County	23.7
36	Alachua County	22.7
37	Leon County	21.6
38	Monroe County	19.5
	Florida	28.0
	United States	26.4





Figure 7 shows the distribution of one-way commute travel time in Florida by mode in 2022. For commuters who drove alone, 57.1% of them had commute times less than 30 minutes. The share of 57.1% is the sum of those that drove alone for less than 10 minutes (7.9%), between 10 and 14 minutes (11.2%), between 15 and 19 minutes (14.6%), between 20 and 24 minutes (15.8%), and between 25 and 29 minutes (7.6%). The percentage of commuters with less than 30 minutes travel time slightly decreased to 56.2% for carpool, and plummeted to 26.0% for transit. Transit trips were noticeably longer due to a combination of wait time, frequent stops, and transfers. About 35.5% of commuters using transit spent 60 or more minutes on a one-way commute trip in 2022.

Trip Time Interval in Minutes

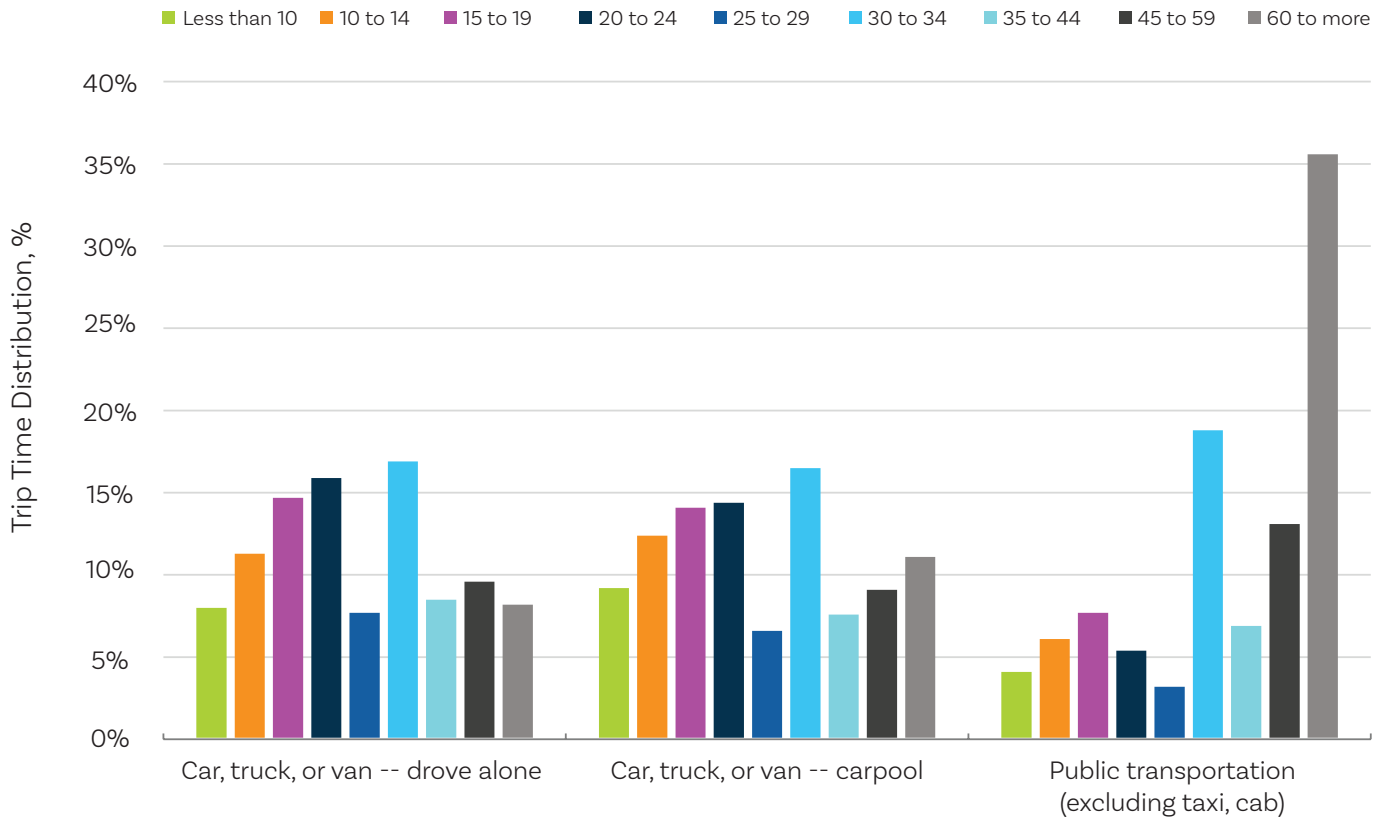


Figure 7- Commute Time by Mode

Comparison of Commuting Characteristics between Florida and Other States

The percentage of workers that worked outside their county of residence reflects the cross-county commuting activities in a region. Table 5 ranked states based on this metric in 2022. Thirty-four (34) states had higher shares of workers working outside of their county of residence than Florida's state average (16.6%), while 22 states have equal or higher shares than the national average (21.5%). Virginia ranked highest in the nation with 37.0%, while District of Columbia had no workers reported working outside their district of residence.

Table 5 -Percent Workers Who Worked Outside County of Residence, 2022

Rank	County	Percent
1	Virginia	37.0%
2	Georgia	34.9%
3	Minnesota	29.6%
4	Mississippi	28.8%
5	New York	28.8%
6	New Jersey	27.8%
7	Louisiana	27.6%
8	Colorado	27.4%
9	Missouri	27.1%
10	Ohio	26.4%
11	Massachusetts	25.8%
12	Indiana	25.7%
13	Kentucky	25.1%
13	Maryland	25.1%
13	Michigan	25.1%
16	North Carolina	24.3%
17	Tennessee	23.4%
18	Wisconsin	23.2%
19	South Carolina	23.1%
20	Oklahoma	22.9%
21	Alabama	22.4%
22	Pennsylvania	21.5%
23	Arkansas	20.6%
24	Texas	20.6%
25	Illinois	20.3%
26	West Virginia	20.2%

Rank	State	Percent
27	Connecticut	20.1%
28	Rhode Island	19.8%
29	Iowa	19.5%
30	Nebraska	18.9%
31	New Hampshire	18.4%
32	South Dakota	18.4%
33	Maine	17.4%
34	Oregon	16.9%
35	Florida	16.6%
36	Idaho	16.5%
37	Kansas	15.8%
38	Utah	15.2%
39	Vermont	14.8%
40	California	14.3%
41	Washington	13.2%
42	New Mexico	11.5%
43	North Dakota	11.0%
44	Delaware	7.2%
45	Montana	7.0%
46	Alaska	6.0%
47	Wyoming	4.2%
48	Arizona	4.1%
49	Nevada	3.7%
50	Hawaii	0.5%
51	District of Columbia	0.0%
	United States	21.5%

Figure 8 provides comparisons across states in Single Occupancy Vehicle (SOV) shares. The SOV share in Florida was 69.7% in 2022, which was lower than that of thirty-one other states but still higher than the national average of 68.7%. Figure 9 Presents the same information in a map.

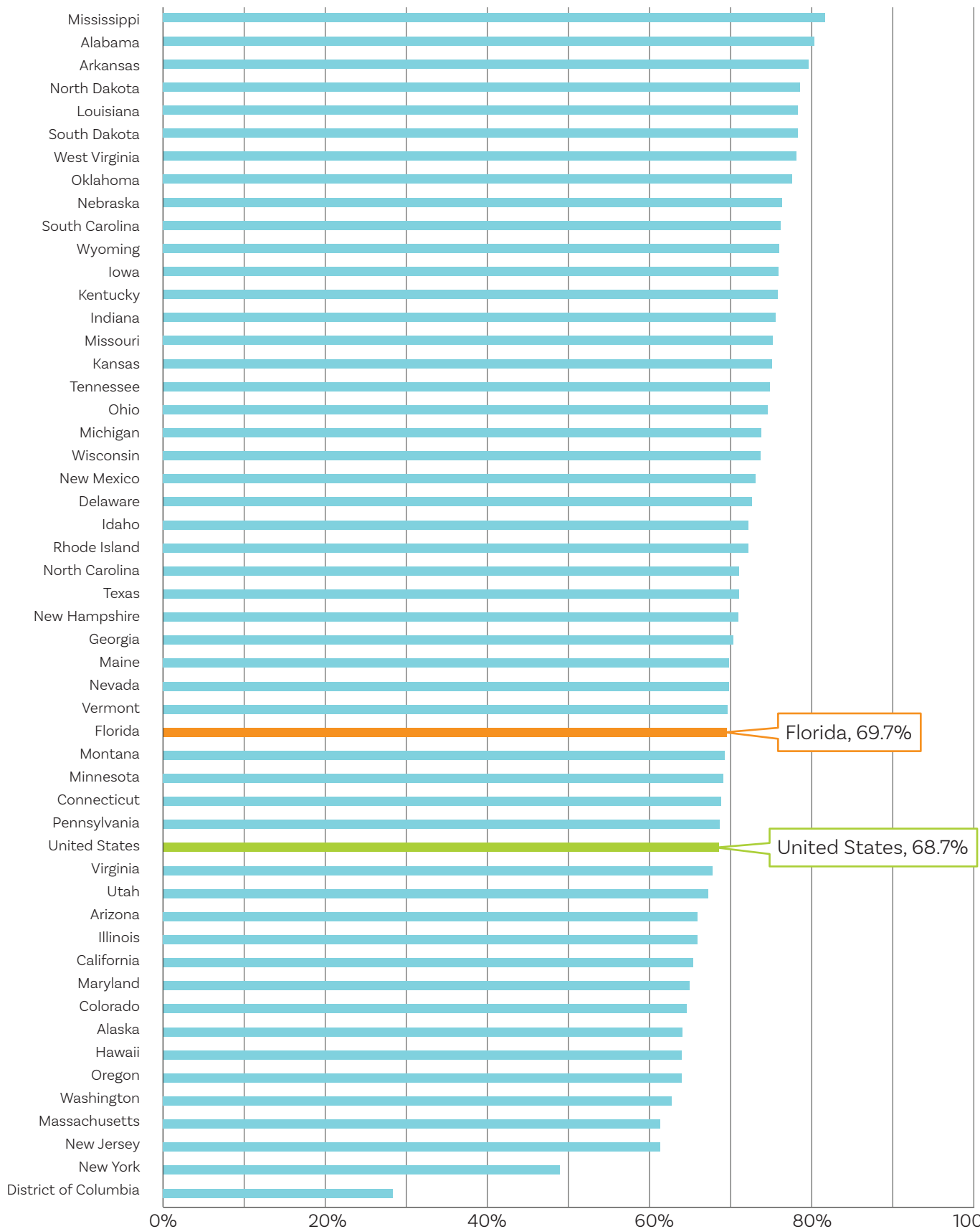


Figure 8- Percent of SOV for All States and the U.S., 2022

Percent SOV, 2022

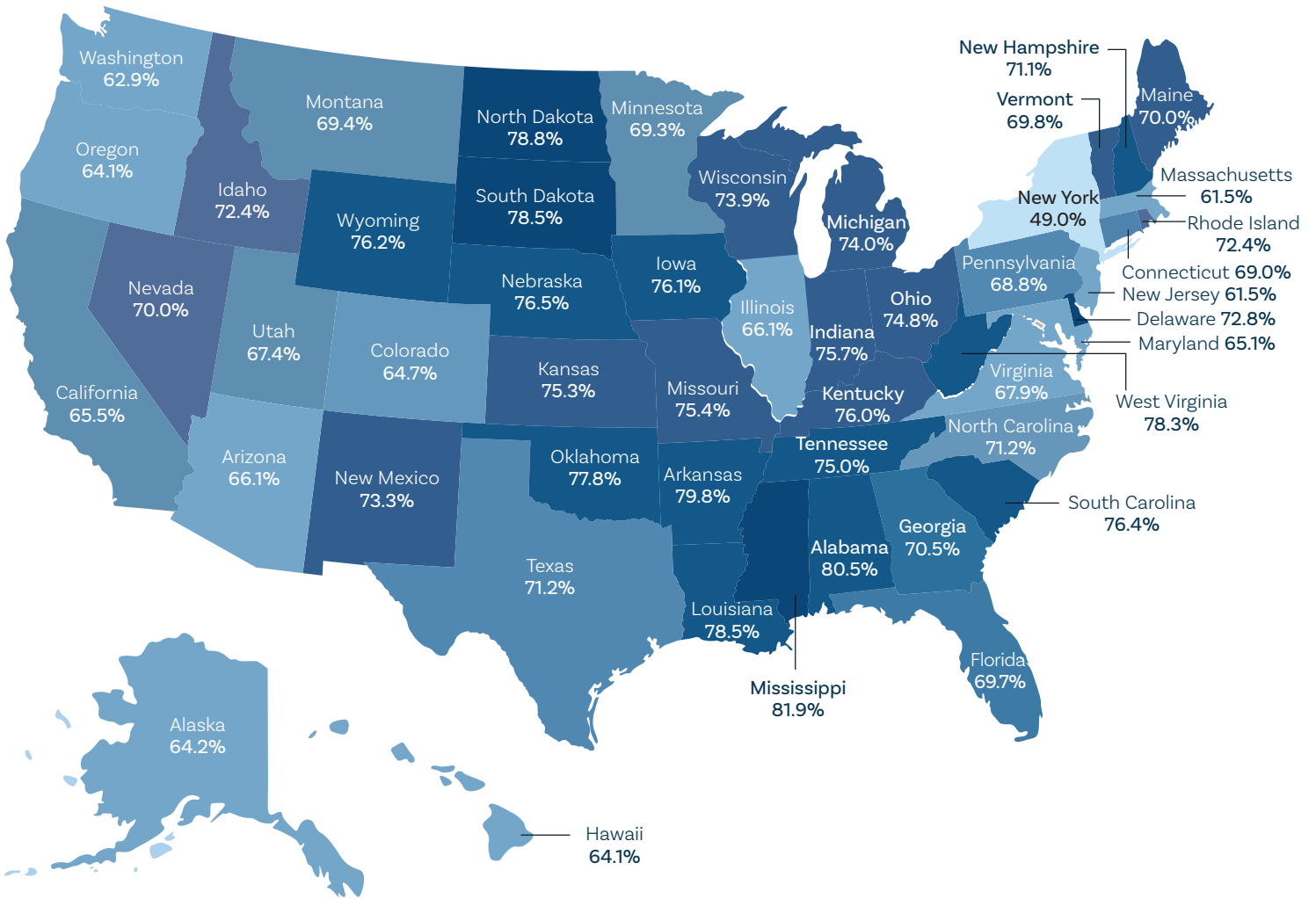
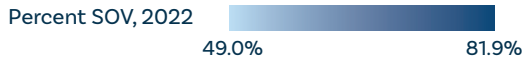


Figure 9- Map of Percent of SOV for All States in 2022

Figure 10 compares average commute times by all modes across the nation in 2022. With an average commute time of 28.0 minutes, Florida was among the states that had the longest travel times to work. Only six (6) states and the District of Columbia had longer commute times than Florida. The national average commute time (26.4 minutes) was slightly shorter than that of Florida. Figure 11 Presents the same information in a map.

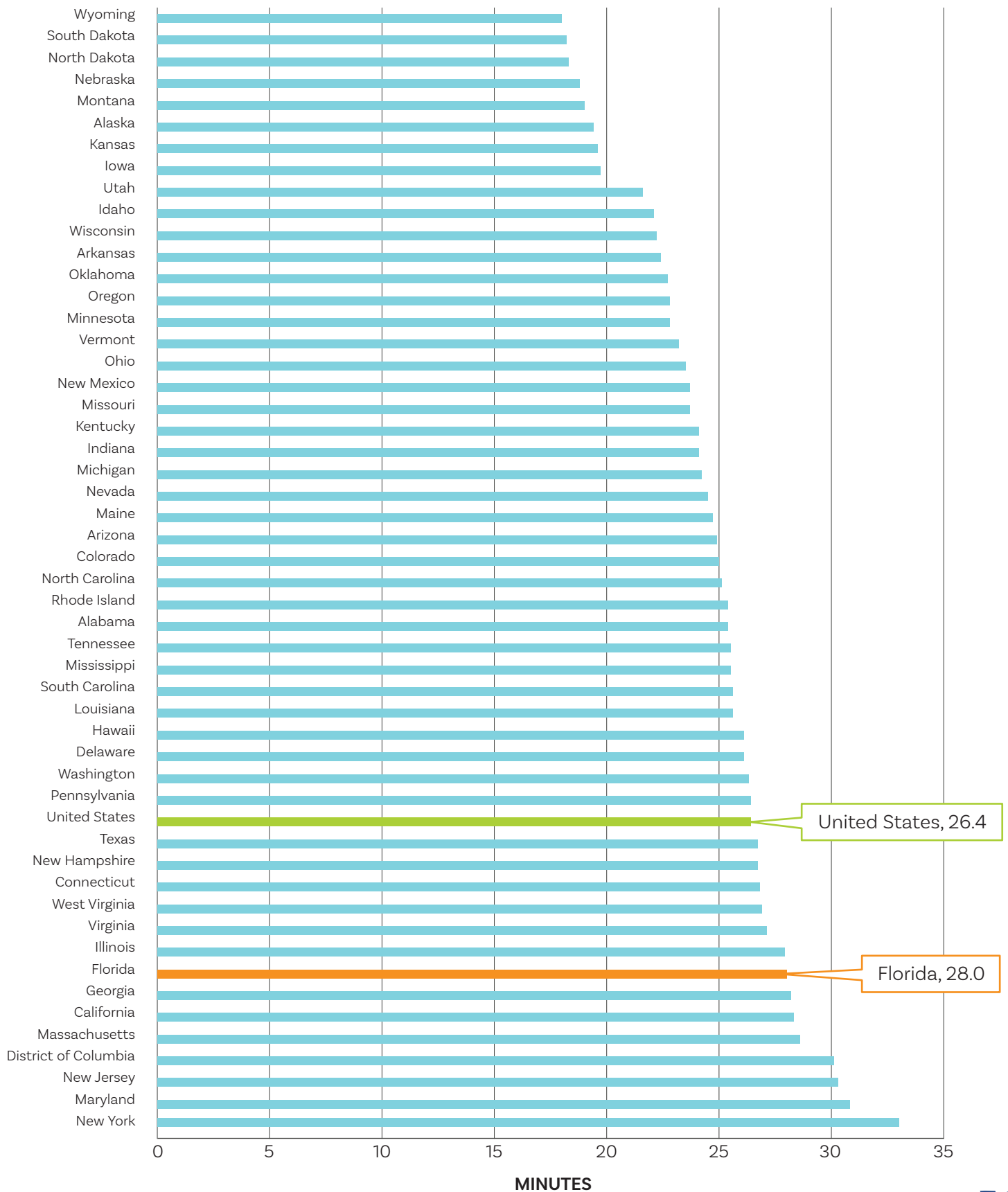


Figure 10-Average Commute Time by All Modes for All States and the U.S., 2022

Average Commute Time (Minutes)

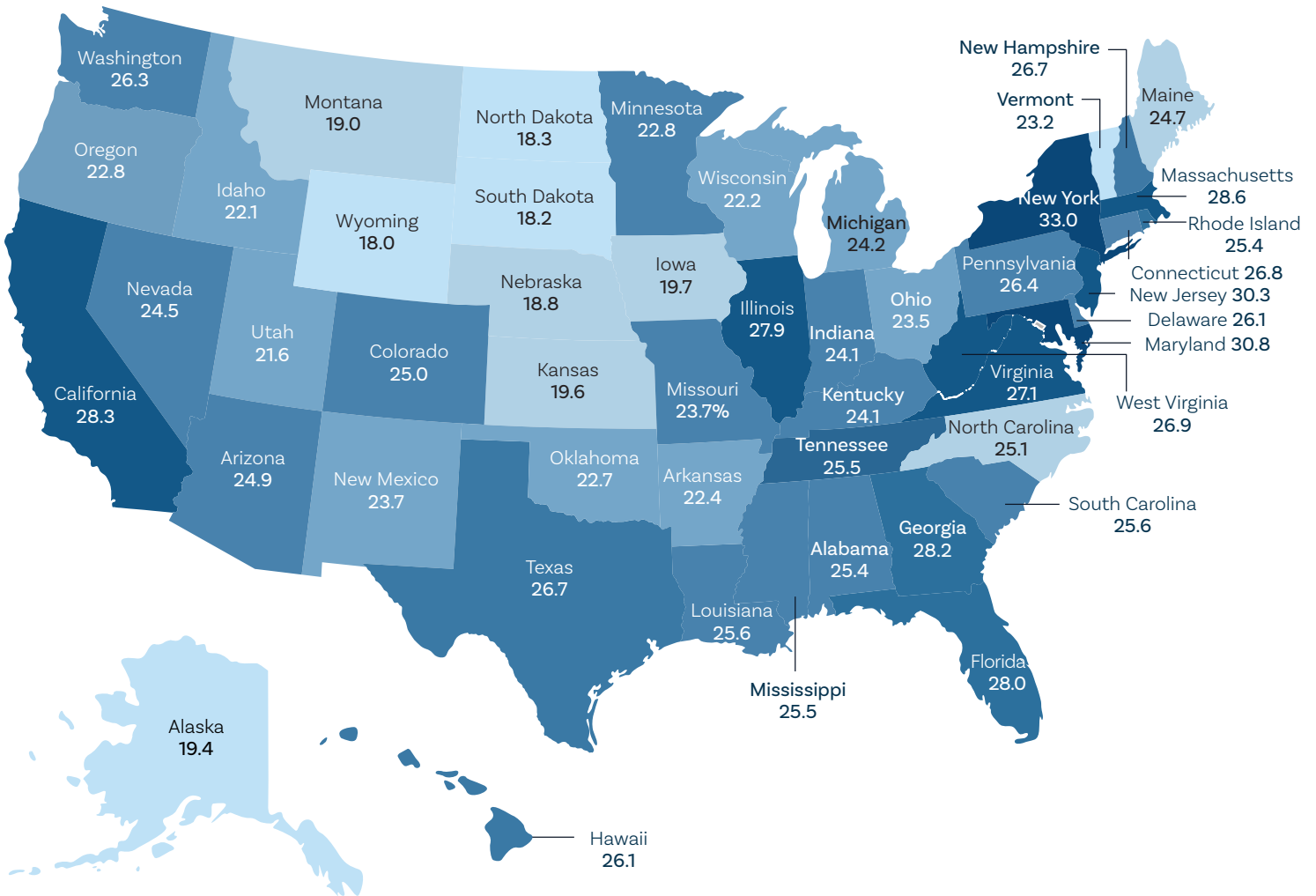




Figure 11- Map of Average Commute Time by All Modes by State, 2022


SUMMARY AND GENERAL OBSERVATIONS

The COVID-19 pandemic caused significant changes in commuting behaviors both in Florida and in the U.S. between 2019 and 2021, especially regarding home-based work trips. In 2022, as employers and government agencies encouraged workers to return to on-site work while exploring flexible work schedules, there were some gradual movements towards the pre-pandemic norms. However, many of the changes that occurred during the pandemic remained in place. The following observations can be made from the statistics:

- 

1. There was a slight decrease in home-based work in 2022. However, more than 16 percent of workers continued to work from home in Florida, and over 15 percent in the U.S. The post-pandemic work-at-home population more than doubled than the pre-pandemic era both in Florida and nationally.
2. The share of workers who drove alone to work remained relatively low compared to the pre-pandemic level. There was a slight decrease in the share of drove-alone in Florida from 2021 to 2022. This is opposite to the trend in the U.S. where the share of drove alone actually increased slightly.


3. The share of workers who carpooled increased both in Florida and nationally from 2021 to 2022, as did the shares of commuting by public transportation, by walking, and by bicycling.


4. The average one-way commute time increased between 2021 and 2022 both in Florida and in the U.S., reflecting the growing traffic on the roadways. However, it was still below the 2019 estimate.

8.7 MILLION



People in Florida who routinely commuted to work in 2022

More than **1.7 MILLION** people worked from home



60%



More than 60 percent commuters traveled from more than 30 minutes

Significant Impact on Workers Daily Life



There were approximately 8.7 million people in Florida who routinely commuted to work in 2022, and more than 1.7 million people worked from home. As more than 60% commuters traveled for more than 30 minutes to get to their workplaces, the commuting experience or its absence, in the case of those who worked from home, has significant impact on travel demand, travel behavior, transportation system and even investment decisions. It will be beneficial to continue to monitor the changes in commuting patterns as future ACS data becomes available.

GLOSSARY

Carpooling

Two or more people share a ride to a common destination in a car, truck or van. Number of persons in the vehicle is used to determine the extent of carpooling and to estimate the number of cars, trucks, and vans in each flow.

Commuting

Commuting (Journey to Work) refers to a worker's travel from home (place of residence) to work (primary place of work).

Metropolitan/Micropolitan Statistical Area (MSA)

A core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core. Current MSAs were delineated by the United States Office of Management and Budget (OMB) based on the 2020 Standards. A metropolitan statistical area must have at least one urban area of 50,000 or more inhabitants. A micropolitan statistical area must have at least one urban area of at least 10,000 but less than 50,000 population. The term "core based statistical area" (CBSA) refers collectively to metropolitan and micropolitan statistical areas. For more information, please visit <https://www.census.gov/programs-surveys/metro-micro.html>.

Public Transportation

In the ACS, public transportation includes the following modes: bus; subway or elevated rail; long-distance train or commuter rail; light rail, streetcar, or trolley; and ferryboat.

Peak Period

A timeframe (an hour or multiple hours) during the day when traffic volumes are the highest. Typical peak periods include AM peak period, midday peak period, and PM peak period.

Vehicles Available

The number of passenger cars, vans, and pickup or panel trucks of one-ton capacity or less kept at home and available for the use of household members. Vehicles rented or leased for one month or more, company vehicles, and police and government vehicles are included if kept at home and used for nonbusiness purposes. Dismantled or immobile vehicles are excluded, as are vehicles kept at home but used only for business purposes.

Means of Transportation to Work

The principal mode of travel or type of conveyance that the worker usually used to get from home to work during the reference week. Options include car, truck, or van (and the number of people in vehicle); five public transportation modes; taxicab; motorcycle, bicycle, walked, worked from home, and other method.

Travel Time to Work

The total number of minutes that it usually takes the worker to get from home to work during the ACS survey week.

