

COMMUTING TRENDS IN FLORIDA 2024

A Special Report based on 2024
American Community Survey (ACS)
One-Year Estimates



Systems Forecasting
& Trends Office



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HOW FLORIDA COMMUTES: 2024 FAST FACTS

DEMOGRAPHICS



Population
23.0M



Household
9.1M



Employment
9.4M



Median Age
43



Median Household Income
77K



Average Car Ownership
1.7

COMMUTE MODE SHARE¹



Drive Alone
69.0%



Carpool
10.0%



Transit
1.3%



Walk
1.4%



Bike
0.5%



Work from Home
15.5%



Other
2.2%



TRAVEL CHARACTERISTICS

	Florida	United States	Florida's Rank ²
Drive Alone	69.0%	69.2%	34
Average Travel Time (minutes)	28.9	27.2	8
Household without Workers	29.5%	26.1%	10
Household without Cars	6.2%	8.5%	31
Workers Who Worked Outside County of Residence	17.3%	22.3%	35

FDOT DISTRICT HIGHLIGHTS



	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5	DISTRICT 6	DISTRICT 7
Drive alone	69.8%	68.9%	72.4%	68.4%	69.9%	67.1%	67.2%
Carpool	10.6%	8.3%	10.3%	11.1%	9.7%	10.1%	8.7%
Transit	0.5%	0.9%	0.8%	1.6%	0.8%	3.6%	0.9%
Bike	0.4%	0.7%	0.5%	0.4%	0.4%	0.7%	0.6%
Walk	1.2%	1.7%	2.2%	1.1%	1.2%	2.1%	1.3%
Average Travel Time (minutes)	29.3	26.8	25.1	28.8	28.4	31.9	29.4
Household without Workers	38.3%	25.8%	26.9%	29.0%	29.5%	19.8%	30.2%
Household without Cars	4.8%	6.6%	5.1%	6.1%	5.1%	9.8%	6.2%
Workers Who Worked Outside County of Residence	17.2%	17.7%	12.5%	17.6%	21.6%	6.7%	18.4%

¹ Mode share percentages may not sum to 100% due to rounding.

² Rankings are ordered from highest to lowest values for all measures and are not adjusted to reflect whether higher or lower values indicate more favorable conditions.



DETAILED COMMUTING TRENDS

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

The American Community Survey (ACS) is an annual survey program about the changing characteristics of the U.S. population, conducted by the U.S. Census Bureau. Compared to the decennial census, the ACS is sent out annually to a random sample of addresses (about 3.5 million) and includes topics that are not on the decennial census, such as transportation. The ACS 1-year estimates report commuting characteristics only account for geographies with populations of 65,000 or more. For the approximately one third of Florida counties below this threshold results are not reported here, but the ACS provides 5 year estimates separately for those geographies, see [Appendix A](#) for details.

This report is based on the ACS 1-year estimates, which can be accessed from the U.S. Census Bureau's data platform: <https://data.census.gov/>. ACS 2020 1-year estimates were not released due to the impacts of the pandemic. In addition, selected analyses are supported by the ACS 1-year Public Use Microdata Sample (PUMS), which provides person-level records and enables more detailed origin-destination insights. For more information on data collection, sampling design, non-sampling error, definitions, and the concept of margins of error (MOE) related to the data, see <https://www.census.gov/programs-surveys/acs/methodology.html>.

WHAT'S NEW?

The 2024 Commuting Trend Analysis continues the reporting framework from previous years, incorporating updated 2024 data to reflect the most recent commuting patterns. Key updates include:

- Enhanced demographic insights: This report features a deeper analysis of commuting characteristics by age, sex, and income, supporting more precise and data-driven transportation planning.
- Expanded geographic coverage: This analysis now includes results by FDOT District and Metropolitan Planning Organizations (MPOs) to help state and local agencies better understand commuting trends for statewide and local planning and decision-making. For purposes of this report, MPO- and District-level results are calculated using population-weighted averages based on counties with available data.

1.0 Ten-Year Commuting Trends in Florida and the U.S.

This section summarizes the 10-year commuting trends for Florida and the U.S. from 2014 to 2024. The raw data for this section is summarized in [Appendix B](#).

Over the last ten years, the gap between Florida's households without workers and that of the U.S. has steadily been closing. As seen in [Figure 1](#), in 2024 Florida had a lower share of households without workers, about 2.6 percentage points less than in 2014. Nationally, 26.1% of households had no workers in 2024, decreased from 26.9% in 2014, showing a relatively flat trend compared to Florida.

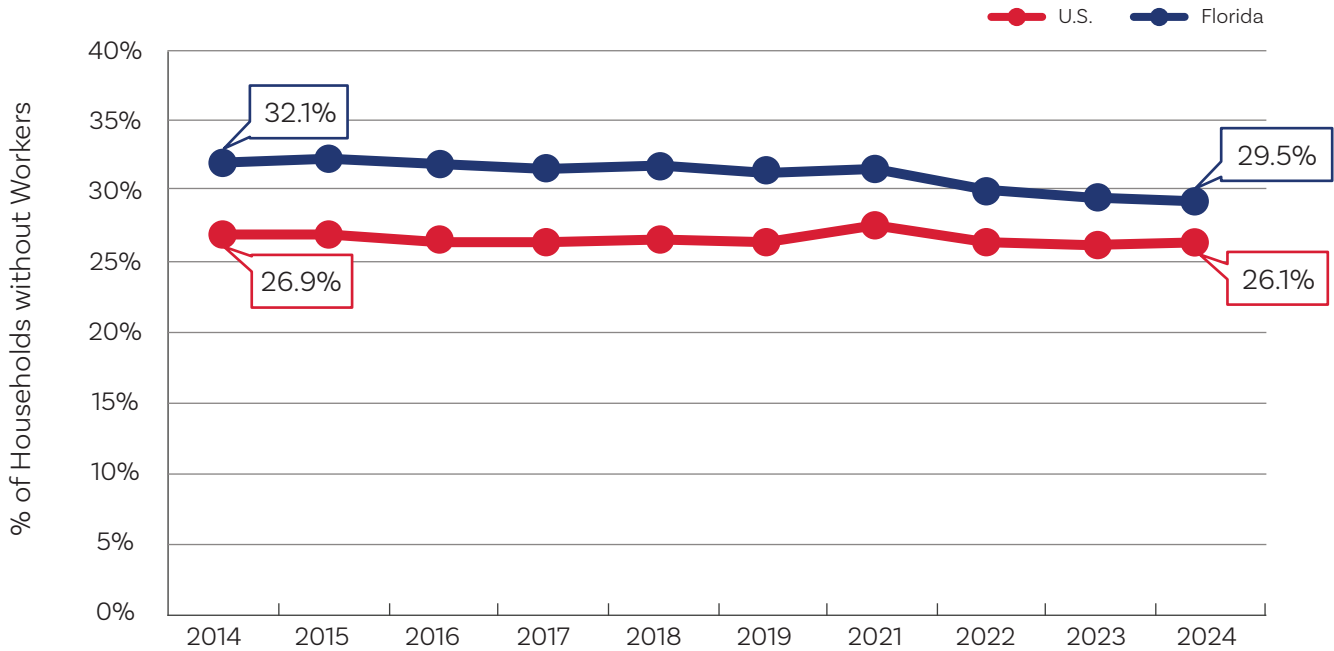


Figure 1 - Households without Workers in Florida and the U.S., 2024

As presented in [Figure 2](#), the share of households in Florida without a vehicle declined steadily from 6.9% in 2014 to 5.8% in 2023, before rising slightly to 6.2% in 2024. Nationally, the share of households without vehicles trended downward from 9.1% in 2014 to 8.0% in 2021, but began increasing in 2022 and reached 8.5% in 2024. Over the past decade, Florida and the U.S. have followed the same trend, potentially reflecting a broader change in vehicle ownership patterns.

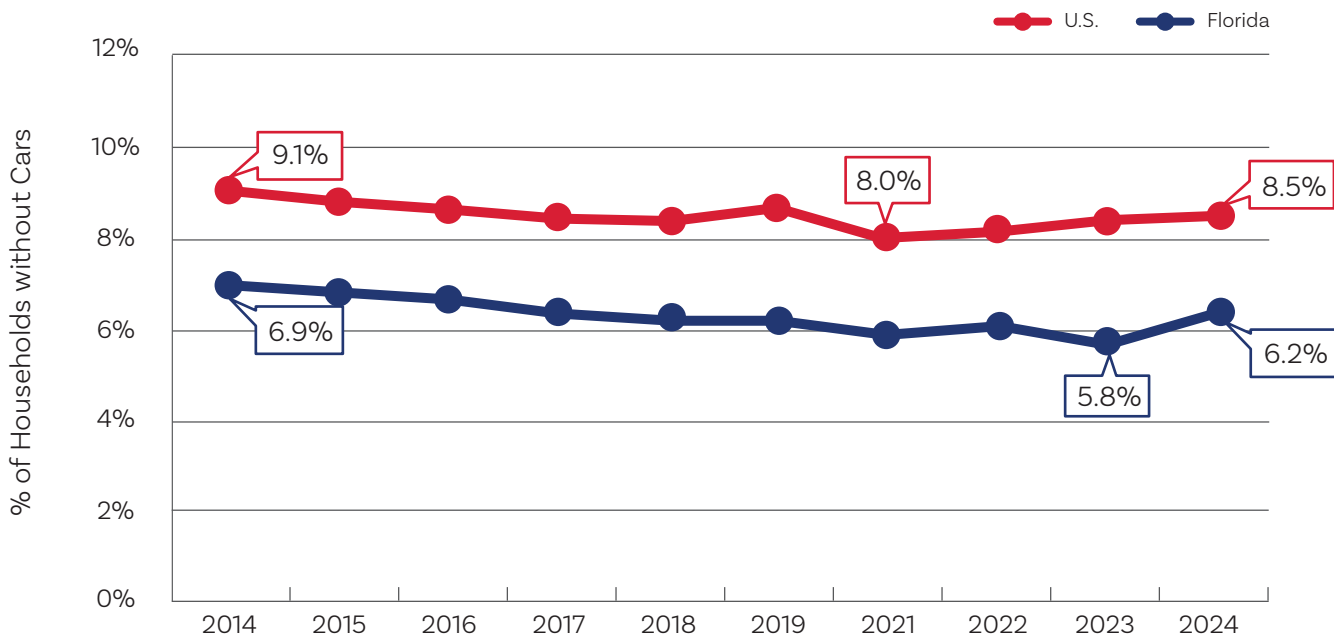


Figure 2 - Households without Cars in Florida and the U.S., 2024

Figure 3 compares Florida and national trends in commuting via carpool and transit. In 2024, the mode share of carpool in Florida (10.0%) was slightly higher than the national average (9.2%) and the highest level observed in the past ten years. Transit mode share declined gradually from 2.1% in 2014 to 1.3% in 2024, a net decrease of 0.8 percentage points, reflecting a consistent downward trend in transit commuting. Nationally, transit use dropped more dramatically from 5.2% in 2014 to 3.7% in 2024. Overall, carpooling remains a significant method of commuting in Florida, while transit utilization continues to decline.

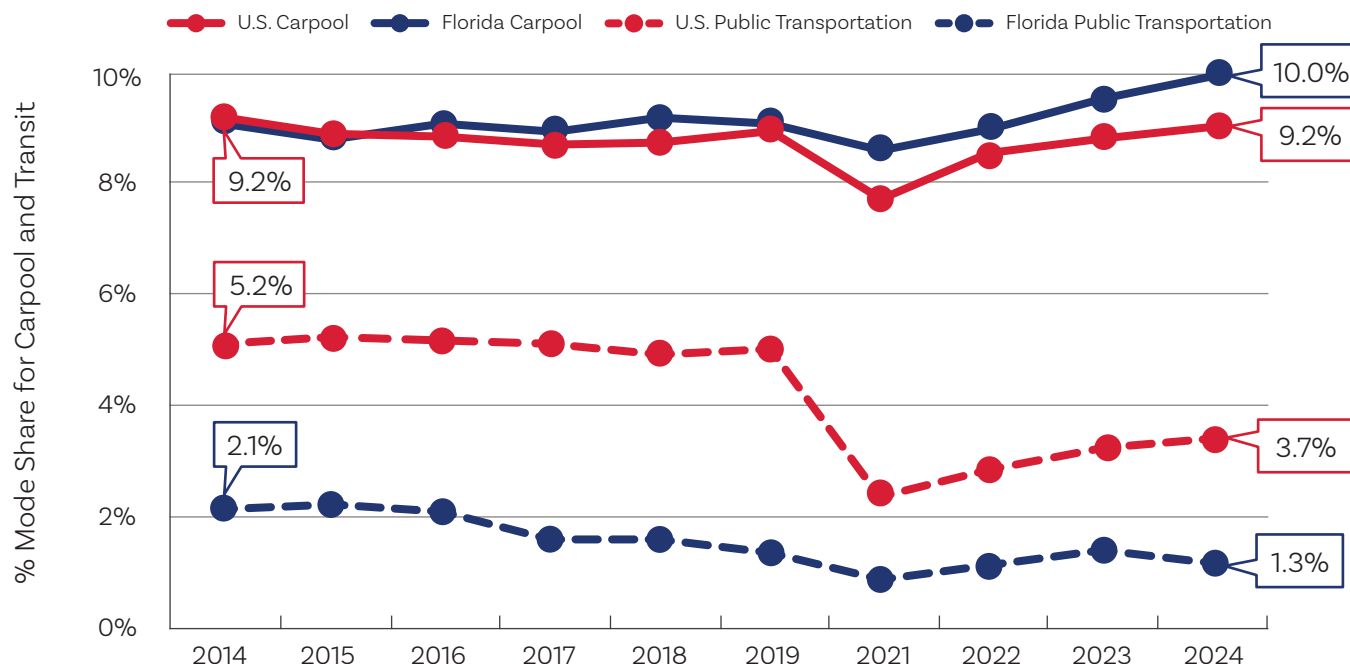


Figure 3 - Transit and Carpool Commuting in Florida and the U.S., 2024

The walking and bicycling commuting trends in Florida and the U.S. share a similar pattern as carpooling and transit. While Florida consistently had a much smaller share of walking commuters than the national average, the share of commuters who bicycle in Florida consistently tracked closely to the national trend (**Figure 4**). In 2024, the share of bicycling commuters remained the same as those in 2022 and 2023 for both Florida and the U.S., whereas the share of commuters walking decreased in Florida.

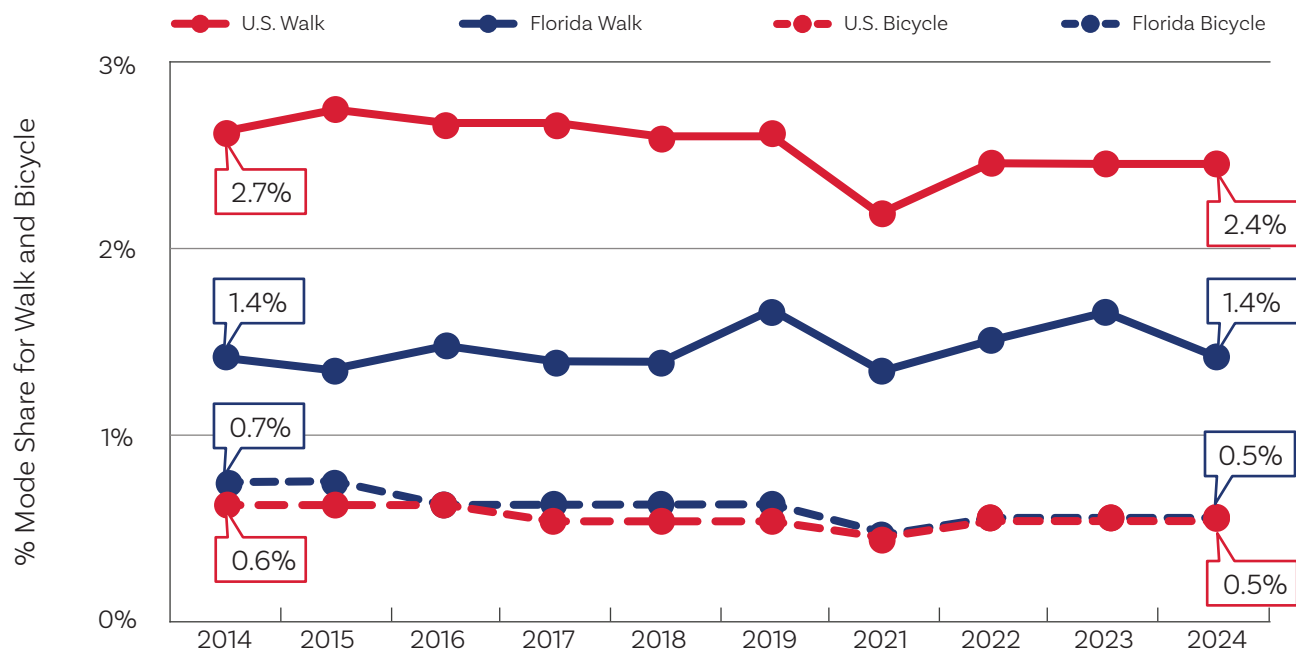


Figure 4 - Walking and Bicycling Commuting in Florida and the U.S., 2024



Average commute times experienced an overall upward trend both in Florida and nationally through 2019 (Figure 5). Commute durations dropped sharply in 2021 and then rebounded in subsequent years. By 2024, Florida’s average commute reached 28.9 minutes, the highest in the decade, while the national average rose to 27.2 minutes, slightly below the 2019 levels. Throughout the period, Florida’s commute times remained consistently 1-2 minutes longer than the national average.

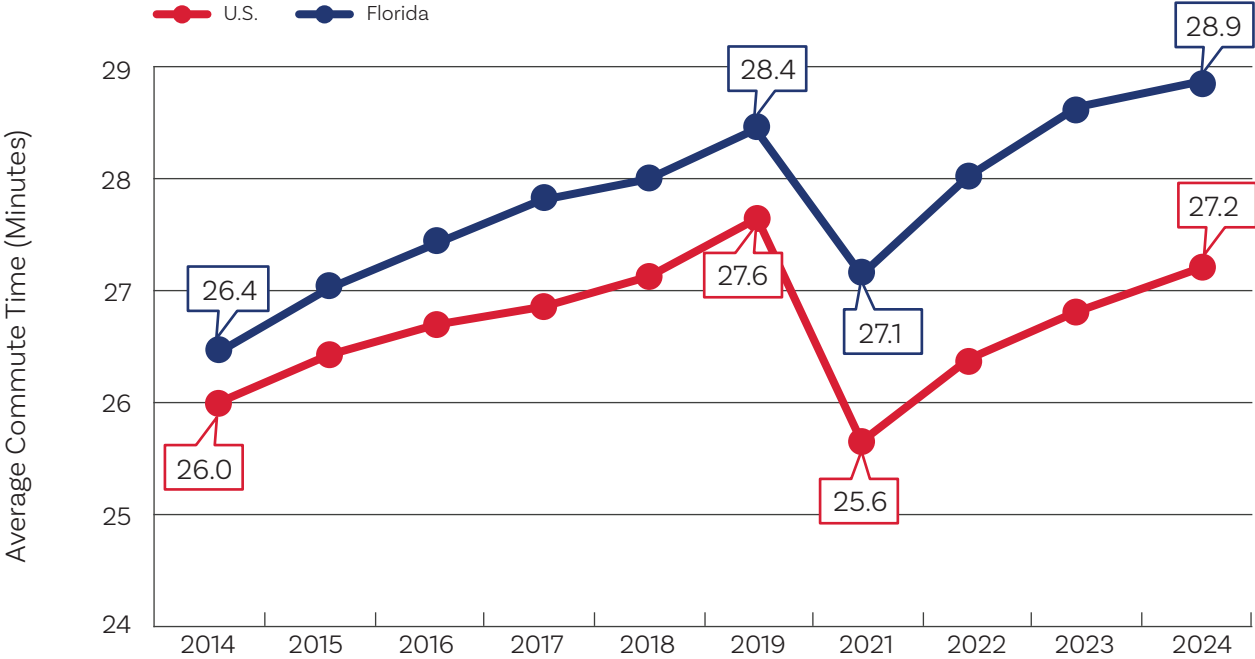


Figure 5 - Average Commute Times in Florida and the U.S., 2024

2.0 Comparison of Commuting Characteristics between Florida and Other States

This section provides a summary of how Florida's commuting characteristics compare with those of other states.

Table 1 ranks states by the share of workers commuting outside their county of residence. Virginia ranked highest in the nation with 37.8%, while District of Columbia had no workers reported working outside their district of residence. Florida's state average (17.3%) was lower than the national average (22.3%) and lower than that of 34 other states, indicating a relatively lower share of cross-county commuting compared to most states.

Table 1 - States Ranked by % Workers Who Worked Outside County of Residence, 2024

State	Percent	State	Percent
Virginia	37.8%	West Virginia	20.8%
Georgia	35.9%	Connecticut	20.6%
Minnesota	30.4%	Rhode Island	20.4%
New York	30.0%	West Virginia	19.7%
New Jersey	29.0%	New Hampshire	19.5%
Mississippi	28.2%	Nebraska	19.0%
Louisiana	28.2%	South Dakota	18.9%
Colorado	27.9%	Maine	17.9%
Massachusetts	27.3%	Oregon	17.8%
Missouri	27.3%	Florida	17.3%
Indiana	27.2%	Kansas	16.4%
Michigan	26.7%	Idaho	16.3%
Ohio	26.7%	Utah	16.0%
Maryland	25.8%	California	15.5%
North Carolina	25.5%	Vermont	15.3%
Kentucky	25.3%	Washington	13.6%
Tennessee	24.8%	New Mexico	13.5%
Oklahoma	23.9%	North Dakota	10.5%
Alabama	23.6%	Montana	8.0%
Wisconsin	23.5%	Delaware	7.4%
South Carolina	22.4%	Alaska	6.1%
United States	22.3%	Wyoming	5.4%
Pennsylvania	22.0%	Arizona	4.4%
Texas	21.5%	Nevada	3.6%
Arkansas	21.4%	Hawaii	0.6%
Illinois	20.9%	District of Columbia	0.0%

Figure 6 provides comparisons across states in Single Occupancy Vehicle (SOV) shares. The SOV share in Florida was 69.0% in 2024, which was lower than that of thirty-three other states as well as the national average of 69.2%.

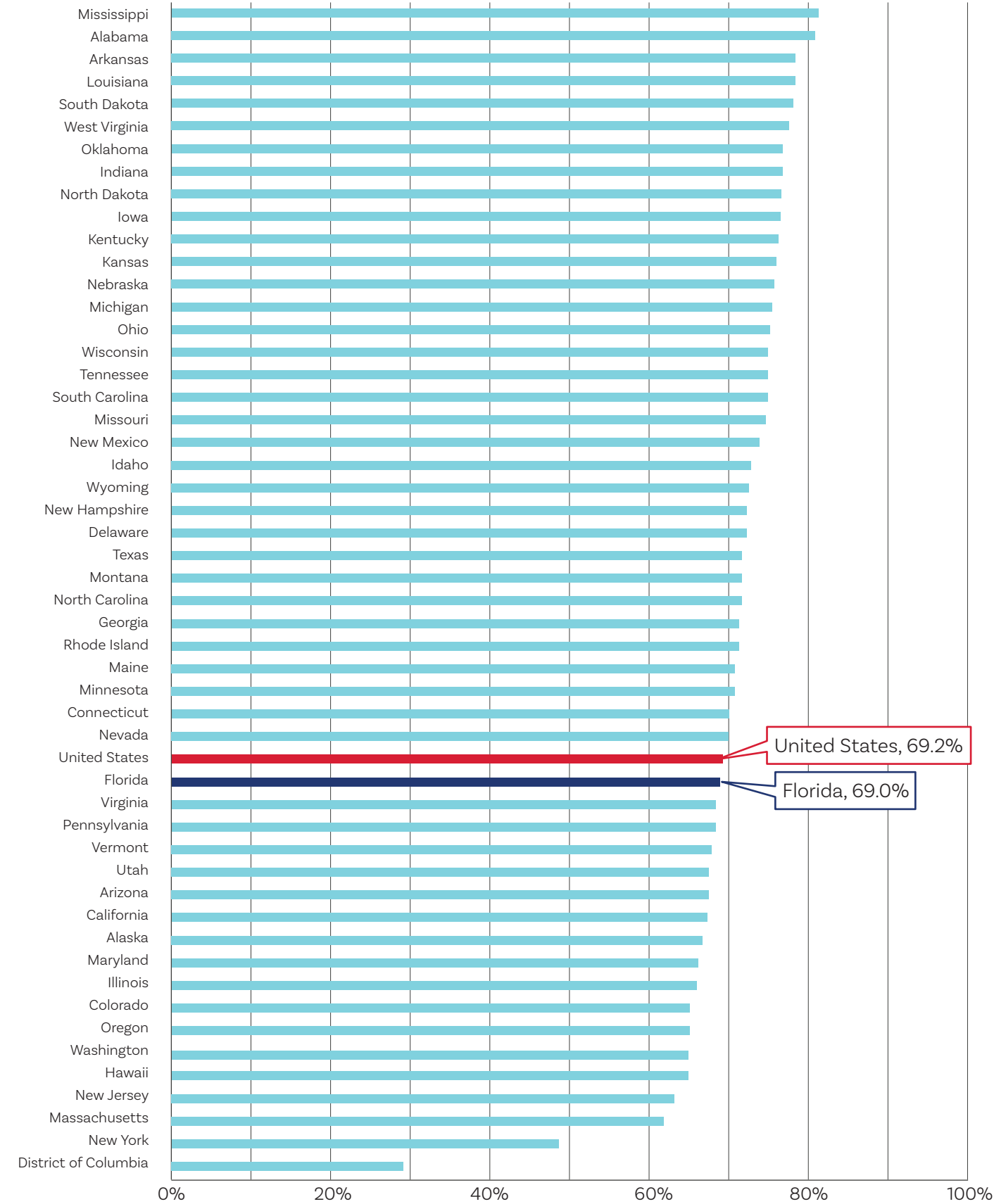


Figure 6 - Percent of SOV in all States and the U.S., 2024

Figure 7 compares average commute times by all modes across the nation in 2024. With an average commute time of 28.9 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 (27.2 minutes) was slightly shorter than that of Florida.

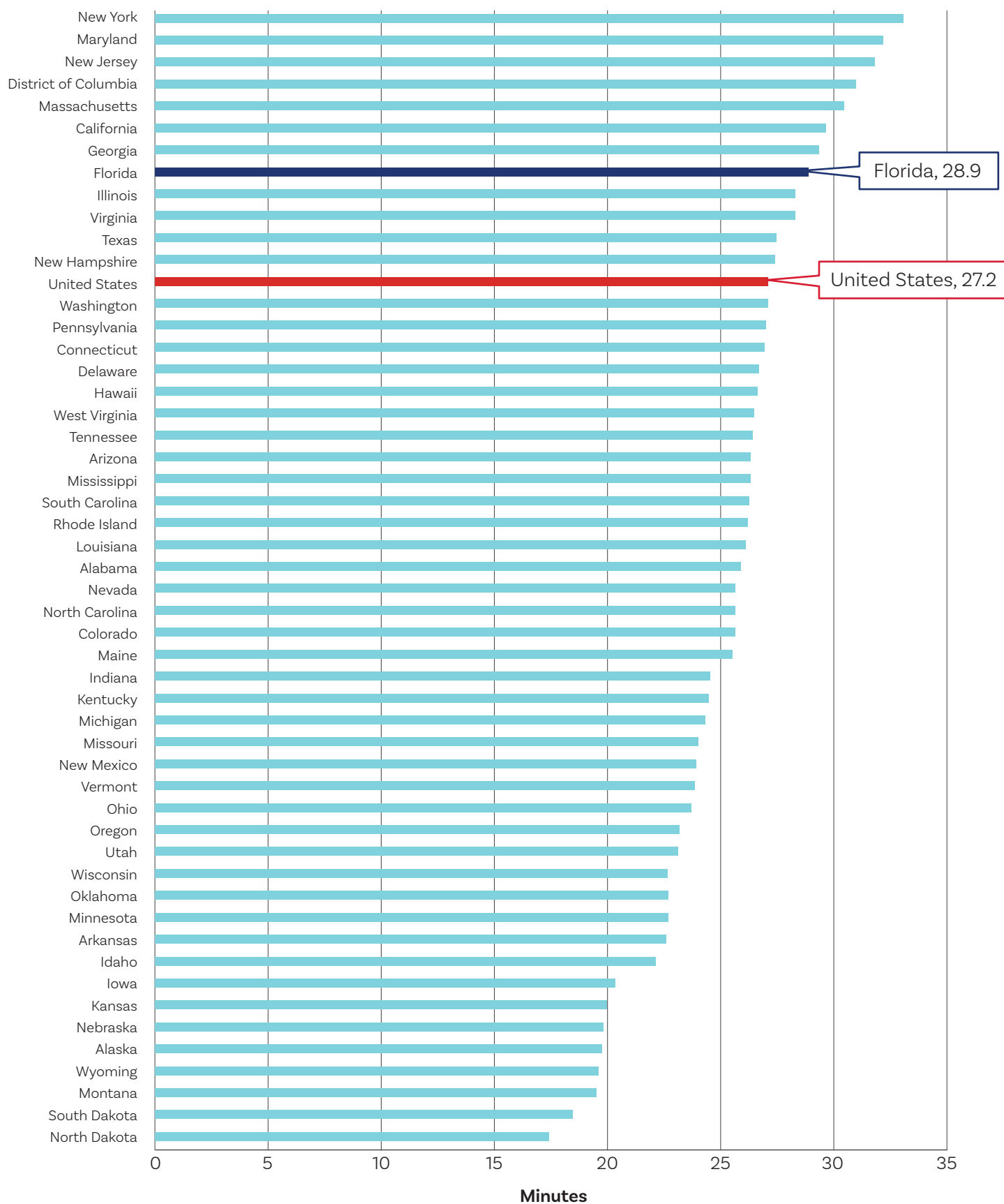


Figure 7 - Average Commute Time by all Modes in All States and the U.S., 2024

Figure 8 illustrates inbound and outbound commuter flows between Florida and neighboring states in 2024. Of the approximately 11 million workers residing in Florida, about 1.1 thousand commute to Alabama and 2.2 thousand to Georgia for work. Conversely, approximately 1.2 thousand workers commute from Alabama to Florida, and 1.8 thousand from Georgia to Florida.



Figure 8 - Map of Commuter Flows Between Florida and Neighboring States, 2024

3.0 Commuting Characteristics by Trip Factors and Demographics in Florida

This section provides a summary of commuting characteristics in Florida, organized by trip factors and demographic categories such as sex, income, and age.

Figure 9 shows the distribution of one-way commute travel times in Florida by mode in 2024. Among commuters who drove alone, 55.2% had travel times under 30 minutes. This includes 7.7% with trips under 10 minutes, 11.2% between 10-14 minutes, 14.1% between 15-19 minutes, 14.9% between 20-24 minutes, and 7.3% between 25-29 minutes. The share of commuters with trips under 30 minutes was slightly higher for carpoolers (55.3%) but dropped sharply to 30.3% for transit users. Transit trips tended to be much longer than auto trips. About 33% of transit commuters spent 60 minutes or more traveling one way in 2024.

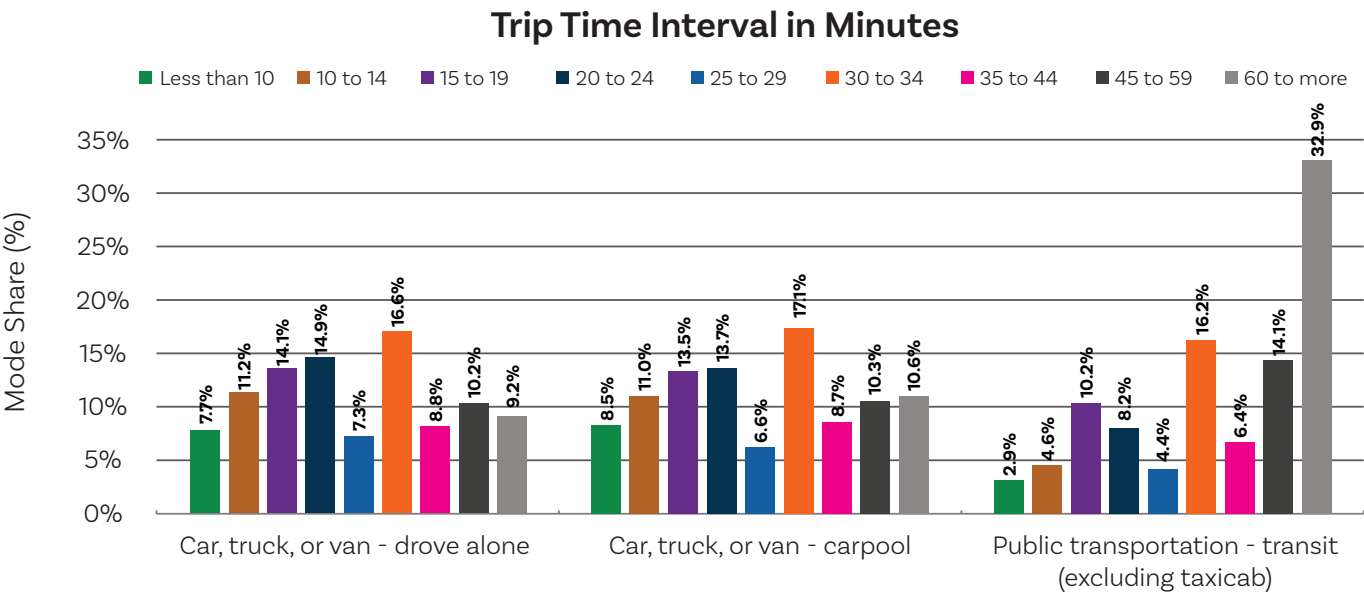


Figure 9 - Florida Commute Time by Mode, 2024

Figure 10 shows the commute mode share in Florida by sex in 2024. Most people commute to work by driving alone, a behavior slightly more common among men (70.3%) than women (67.6%). This pattern aligns with men’s longer average commute times—30.3 minutes compared to 27.4 minutes for women—since driving alone often provides greater convenience, flexibility, and reliability, especially for longer trips. Women are more likely to carpool (10.3% vs. 9.8%) and use public transportation (1.4% vs. 1.2%), while men are slightly more likely to bike (0.8% vs. 0.2%). Walking rates are low for both groups but equal (1.4% for women vs. 1.4% for men). Overall, women tend to use more shared options, whereas men experience longer travel times and tend to drive alone to work.

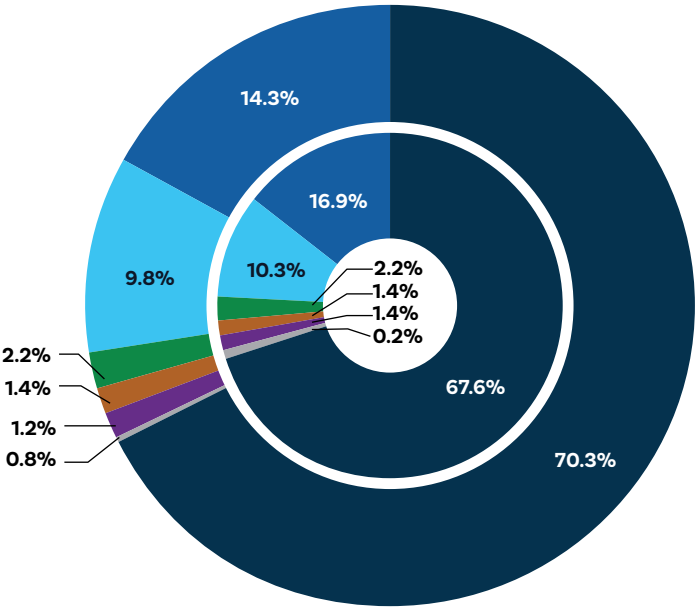


Figure 10 - Florida Commute Mode Share by Sex, 2024 (Inner: Female, Outer: Male)

■ Car, truck, or van - drove alone ■ Car, truck, or van - carpool ■ Bicycle
■ Work at Home ■ Public transportation - transit (excluding taxicab)
■ Taxi or ride-hailing services, motorcycle, or other means ■ Walked

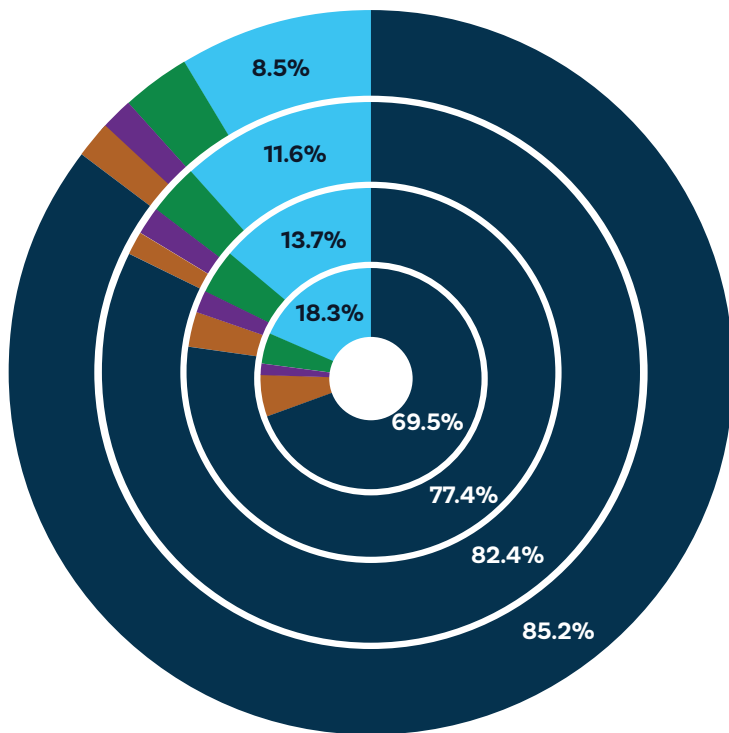


Figure 11 shows how commuting modes vary by age group in Florida (excluding work-from-home trips). Driving alone is the dominant mode across all age groups, with the share increasing steadily with age—from 69.5% among workers aged 16 to 19 to 85.2% among those aged 65 and older. Carpooling is more common among younger workers, particularly those aged 16 to 24, likely because they have lower rates of vehicle ownership or prefer to share rides to reduce costs. Walking represents a small share overall but is noticeably higher among the youngest workers (5.9%), suggesting that early-career employees are more likely to live close to their workplaces.

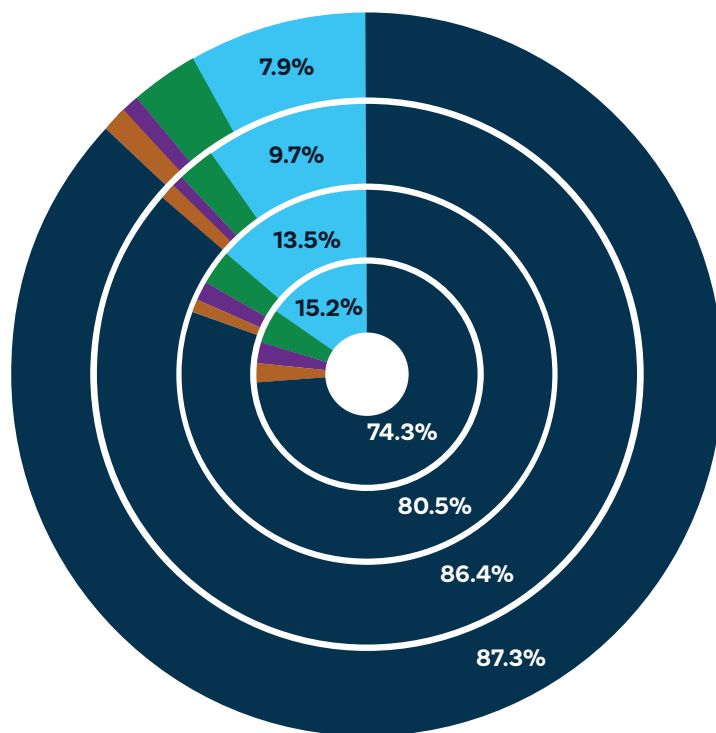
Figure 11 - Florida Commute Mode Share by Age Group, 2024 (Inner to Outer: 16-19, 20-24, 25-64, 65+)

■ Car, truck, or van - drove alone ■ Car, truck, or van - carpool
 ■ Taxi or ride-hailing services, motorcycle, bicycle, or other means
 ■ Public transportation - transit (excluding taxicab) ■ Walked

Figure 12 shows how commuting patterns in Florida vary by workers' earnings (excluding work-from-home trips). Driving alone becomes increasingly common as income rises—ranging from 74.3% among those earning less than \$25,000 to 87.3% among those earning \$75,000 or more. In contrast, carpooling is much more common among lower-income workers (15.2%) and decreases sharply with higher earnings (falling to 7.9% among those earning \$75,000 or more). Use of public transportation, walking, and other modes remains low across all income groups but is slightly higher among lower earners, suggesting that limited vehicle access and cost considerations influence commute mode choices.

Figure 12 - Commute Mode Share by Workers' Earnings, 2024 (Inner to Outer: < \$25k, \$25k-\$49k, \$50k-\$74k, \$75k+)

■ Car, truck, or van - drove alone ■ Car, truck, or van - carpool
 ■ Taxi or ride-hailing services, motorcycle, bicycle, or other means
 ■ Public transportation - transit (excluding taxicab) ■ Walked



4.0 Commuting Characteristics by Jurisdictions

This section summarizes the commuting characteristics in 2024 at the district, MPO and county level.

4.1 FDOT District Commuting Characteristics

This section highlights district-level differences in travel behavior, particularly the reliance on personal vehicles for commuting and average travel distance. **Figure 13** presents the average travel time by district. District 6 consistently showed the highest average travel time, peaking in 2018 at 33.3 minutes, with a slight dip in 2021 before rising again. Districts 4, 5, and 7 maintained relatively high travel times, showing steady year-over-year increases that closely tracked the statewide average. District 1 demonstrated a consistent upward trend, surpassing statewide average in recent years. District 2's average commute travel time had fluctuated around 26 minutes, remaining the second lowest since 2017. District 3 consistently reported the lowest average travel times, increasing gradually from 21.6 minutes in 2014 to 25.4 minutes in 2023, and was the only district to experience a decrease in 2024. **Figure 14** presents 2024 average travel time by district on a map.

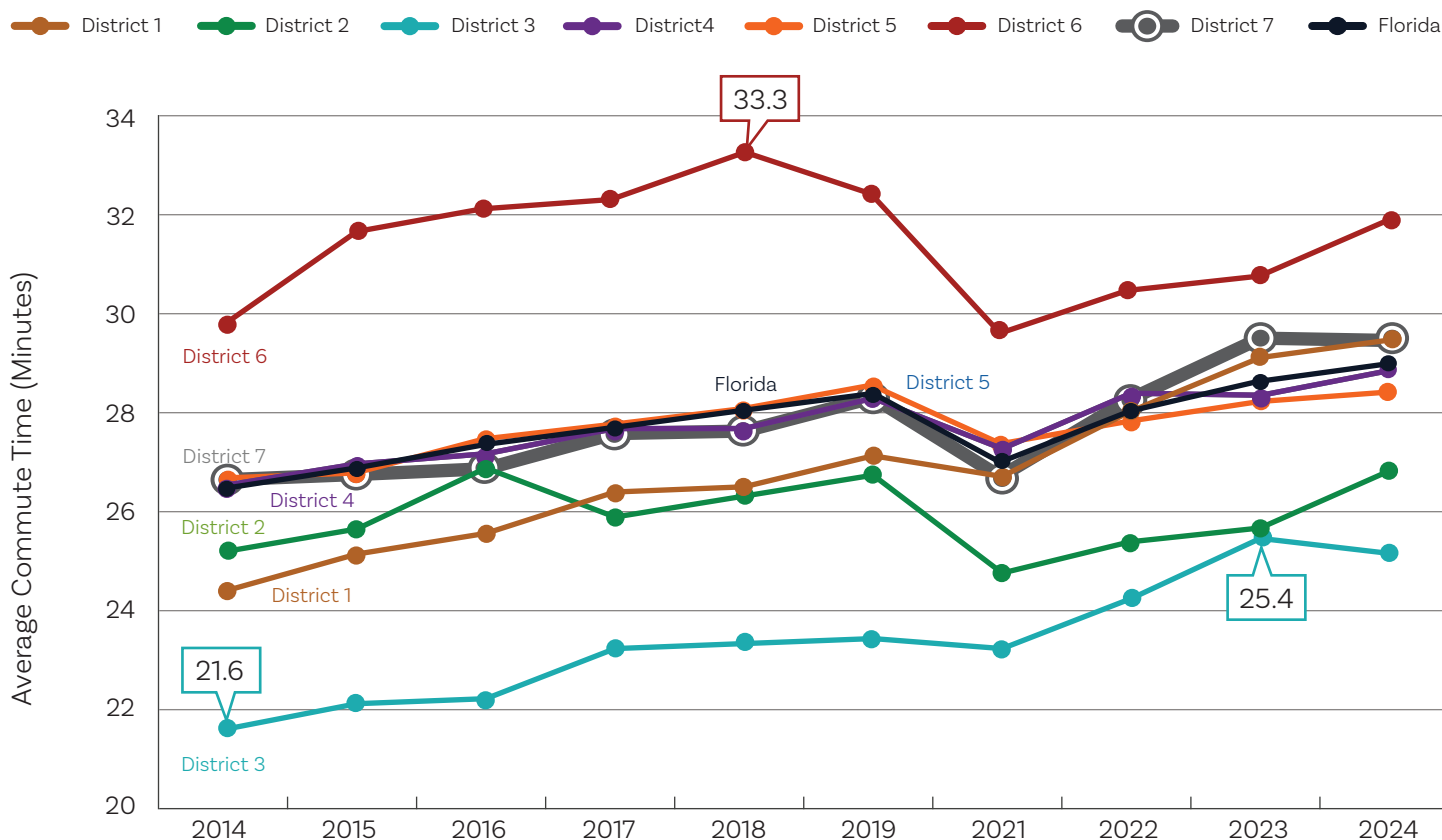


Figure 13 - Historical Average Travel Time by FDOT District, 2024

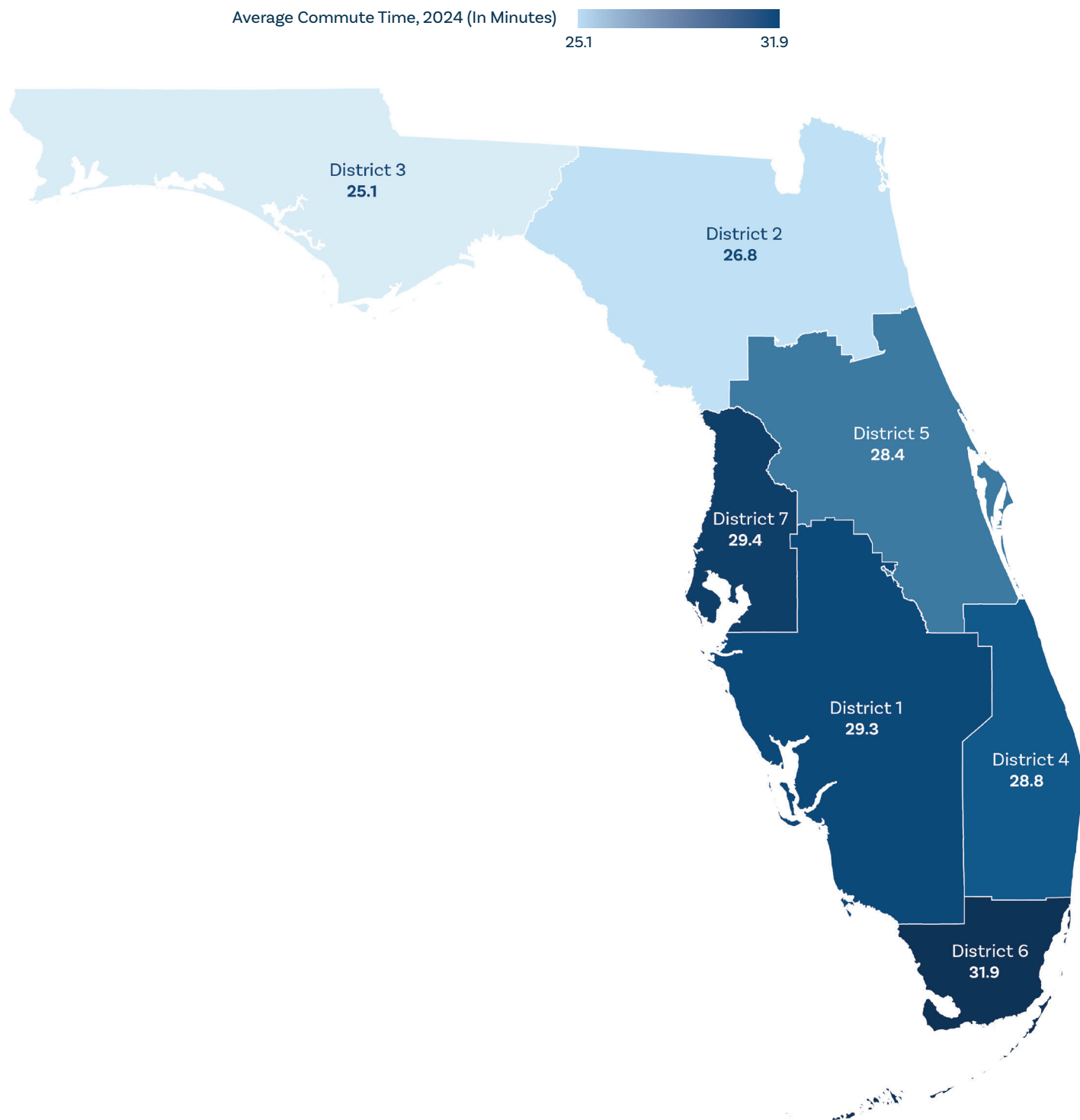


Figure 14 - Map of Average Travel Time by FDOT District, 2024

Table 2 presents the ranked percentage of SOV usage across seven districts. District 3 showed the highest SOV usage at approximately 72.4%, indicating a strong preference for individual car travel. District 5 and District 1 followed with 69.9% and 69.8% respectively, higher than the national and Florida average. Districts 2 and 4 fell below the state average, while Districts 6 and 7 had the lowest usage, at 67.1% and 67.2%, respectively.

Table 2 - FDOT Districts Ranked by % SOV, 2024

District	Percent
District 3	72.4%
District 5	69.9%
District 1	69.8%
United States	69.2%
Florida	69.0%
District 2	68.9%
District 4	68.4%
District 7	67.2%
District 6	67.1%

Table 3 shows the percentage of households with zero workers in Florida by FDOT district for 2024. District 1 had the highest proportion of zero-worker households at 38.3%. District 7 followed with 30.2%, and District 5 with 29.5%, matching the state average (29.5%). These three districts represent the areas with the greatest concentration of households lacking active workers. In contrast, District 6 reported the lowest percentage, with 19.8% of households having no workers.

Table 3 - FDOT Districts Ranked by % Households without Workers

District	Percent
District 1:	38.3%
District 7	30.2%
District 5	29.5%
Florida	29.5%
District 4	29.0%
District 3	26.9%
United States	26.1%
District 2	25.8%
District 6	19.8%

4.2 MPO Commuting Characteristics

Table 4 shows the ranking of Florida's Metropolitan Planning Organizations (MPOs) by the percentage of households without access to a vehicle. Miami-Dade TPO had the highest proportion at 10.0%, and was the only MPO in Florida that exceeded the national average. Forward Pinellas and Gainesville & Alachua County TPO followed closely, each at 7.7%. Other MPOs such as Capital Region TPA, Broward MPO, and Charlotte County-Punta Gorda MPO also reported relatively high percentages, ranging from 6.7% to 7.5%. Most MPOs had rates below the state average, generally falling within the 4% to 6% range, including MetroPlan Orlando at 5.5%. Okaloosa-Walton TPO had the smallest share of zero-vehicle households at 3.2%.

Table 4 - Florida MPOs Ranked by % Households without Cars, 2024

MPO	Percent
Miami-Dade TPO	10.0%
United States	8.5%
Forward Pinellas	7.7%
Gainesville & Alachua County TPO	7.7%
Capital Region TPA	7.5%
Broward MPO	7.0%
Charlotte County-Punta Gorda MPO	6.7%
North Florida TPO	6.5%
Florida	6.2%
Hillsborough TPO	6.1%
Palm Beach MPO	6.1%
Heartland Regional TPO	5.8%
MetroPlan Orlando	5.5%
Pasco County MPO	5.2%
Polk TPO	5.2%
Space Coast TPO	5.1%
Ocala Marion County TPO	5.1%
Volusia-Flagler TPO	5.1%
Florida-Alabama TPO	4.9%
Collier MPO	4.8%
Indian River County MPO	4.6%
Lee County MPO	4.6%
Sarasota/Manatee MPO	4.3%
Hernando Citrus MPO	4.2%
St. Lucie TPO	4.0%
Lake-Sumter MPO	4.0%
Bay County TPO	3.8%
Martin MPO	3.6%
Okaloosa-Walton TPO	3.2%

Table 5 displays the average commute time across all MPOs in Florida for 2024. Pasco County MPO ranked highest with an average commute time of 33.5 minutes, followed closely by Hernando Citrus MPO (32.8 minutes) and Miami-Dade TPO (32.2 minutes). There were nine MPOs above the state average (28.9 minutes). In contrast, Capital Region TPA reported the shortest average commute time at 20.9 minutes. **Figure 15** presents the same information on a map.

Table 5 - Florida MPOs Ranked by Average Travel Time to Work, 2024

MPO	Minutes
Pasco County MPO	33.5
Hernando Citrus MPO	32.8
Miami-Dade TPO	32.2
Lee County MPO	31.9
St. Lucie TPO	31.9
Polk TPO	31.4
Lake-Sumter MPO	30.2
Hillsborough TPO	29.9
Broward MPO	29.8
Florida	28.9
MetroPlan Orlando	28.7
Martin MPO	28.3
Collier MPO	28.1
Volusia-Flagler TPO	27.8
Ocala Marion County TPO	27.6
Okaloosa-Walton TPO	27.3
North Florida TPO	27.3
United States	27.2
Palm Beach MPO	27.0
Space Coast TPO	26.5
Sarasota/Manatee MPO	26.5
Heartland Regional TPO	26.4
Florida-Alabama TPO	26.4
Indian River County MPO	26.1
Charlotte County-Punta Gorda MPO	25.6
Forward Pinellas	24.8
Bay County TPO	24.5
Gainesville & Alachua County TPO	22.9
Capital Region TPA	20.9

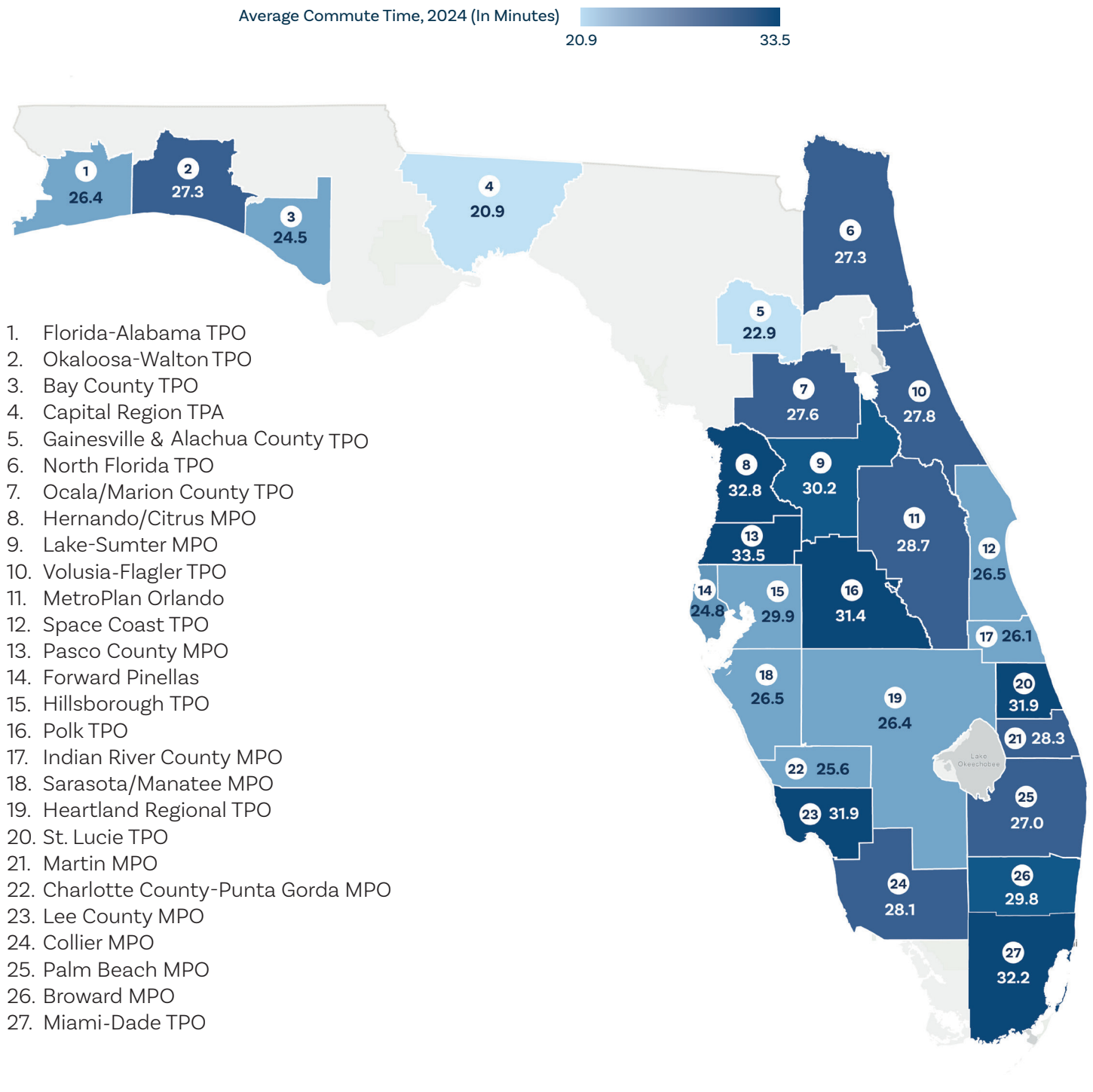


Figure 15 - Map of Average Travel Time by MPO, 2024

Table 6 displays the percentage of commuters who carpooled across the 27 MPOs, ranked from highest to lowest. Heartland Regional TPO led with the highest carpooling rate at 12.7%, followed by Indian River County MPO (12.2%) and Collier MPO (12.1%). Thirteen MPOs, including Broward, Lee County, and Bay County, reported carpooling rates above 10%—Florida’s average—indicating strong participation in shared commuting. On the lower end, six MPOs had carpooling rates below 9.2%, which was lower than both the state and national averages. Martin MPO had the lowest carpooling rate at 6.9%, followed by Forward Pinellas (7.7%) and North Florida TPO (8.1%).

Table 6 - Florida MPOs Ranked by % Commuters Who Carpooled, 2024

MPO	Percent
Heartland Regional TPO	12.7%
Indian River County MPO	12.2%
Collier MPO	12.1%
Broward MPO	11.9%
Lee County MPO	11.4%
Bay County TPO	10.9%
Charlotte County-Punta Gorda MPO	10.9%
Palm Beach MPO	10.6%
Ocala Marion County TPO	10.3%
Okaloosa-Walton TPO	10.3%
Capital Region TPA	10.2%
Miami-Dade TPO	10.1%
Polk TPO	10.1%
Florida	10.0%
Hernando Citrus MPO	9.8%
MetroPlan Orlando	9.8%
Volusia-Flagler TPO	9.7%
Sarasota/Manatee MPO	9.5%
Gainesville & Alachua County TPO	9.5%
Lake-Sumter MPO	9.3%
Pasco County MPO	9.2%
Space Coast TPO	9.2%
United States	9.2%
St. Lucie TPO	9.0%
Florida-Alabama TPO	8.8%
Hillsborough TPO	8.8%
North Florida TPO	8.1%
Forward Pinellas	7.7%
Martin MPO	6.9%

Table 7 shows the percentage of commuters who use transit across Florida's 27 MPOs, ranked from highest to lowest. Miami-Dade TPO led with the highest transit share at 3.7%, aligning with the national average. It is followed by Gainesville & Alachua County TPO (2.5%) and Capital Region TPA (2.2%). In addition to these MPOs, Palm Beach MPO, Forward Pinellas, and Broward MPO also reported transit shares above the state average of 1.3%. At the lower end, Bay County TPO and Charlotte County-Punta Gorda MPO reported zero transit shares in 2024.

Table 7 - Florida MPOs Ranked by % Commuters Who Use Transit, 2024

MPO	Percent
Miami-Dade TPO	3.7%
United States	3.7%
Gainesville & Alachua County TPO	2.5%
Capital Region TPA	2.2%
Palm Beach MPO	1.9%
Forward Pinellas	1.8%
Broward MPO	1.7%
Florida	1.3%
MetroPlan Orlando	1.2%
Martin MPO	0.9%
Heartland Regional TPO	0.8%
Hillsborough TPO	0.8%
Collier MPO	0.6%
St. Lucie TPO	0.6%
North Florida TPO	0.6%
Indian River County MPO	0.5%
Lee County MPO	0.5%
Polk TPO	0.5%
Volusia-Flagler TPO	0.5%
Hernando Citrus MPO	0.4%
Florida-Alabama TPO	0.4%
Sarasota/Manatee MPO	0.4%
Space Coast TPO	0.3%
Pasco County MPO	0.2%
Lake-Sumter MPO	0.2%
Ocala Marion County TPO	0.1%
Okaloosa-Walton TPO	0.1%
Bay County TPO	0.0%
Charlotte County-Punta Gorda MPO	0.0%



4.3 County Commuting Characteristics

Table 8 presents average commute times for forty-one counties in Florida where data are available in the 2024 ACS. Out of the forty-one counties with available data, fifteen counties’ average commute times were longer than the state average (28.9 minutes), and twenty-four counties had longer commute times than the national average (27.2 minutes). Osceola, Hernando, and Clay counties were the top three counties with the highest average commute times in Florida. The three counties with the lowest average commute times were Leon, Monroe, and Escambia counties.

Table 8 - Florida Counties Ranked by Average Travel Time to Work, 2024

County	Minutes	County	Minutes
Osceola County	35.3	Marion County	27.6
Hernando County	34.9	Orange County	27.5
Clay County	33.8	St. Johns County	27.3
Pasco County	33.5	Columbia County	27.2
Santa Rosa County	32.3	United States	27.2
Miami-Dade County	32.2	Palm Beach County	27.0
Lee County	31.9	Okaloosa County	26.6
St. Lucie County	31.9	Seminole County	26.6
Polk County	31.4	Brevard County	26.5
Lake County	30.5	Highlands County	26.4
Hillsborough County	29.9	Indian River County	26.1
Broward County	29.8	Duval County	25.7
Citrus County	29.5	Charlotte County	25.6
Putnam County	29.4	Sarasota County	25.2
Walton County	29.2	Flagler County	25.0
Nassau County	28.9	Pinellas County	24.8
Florida	28.9	Bay County	24.5
Sumter County	28.5	Alachua County	22.9
Volusia County	28.4	Escambia County	22.6
Martin County	28.3	Monroe County	22.6
Collier County	28.1	Leon County	20.9
Manatee County	27.7		

Table 9 presents the ranked percentage of SOV usage for thirty-seven counties in Florida where data are available in the 2024 ACS. A total of 18 counties exceeded the state average, led by Okaloosa County (77.8%), Santa Rosa County (75.8%), Highlands County (75.6%), and Bay County (75.6%). Most large urban counties—such as Miami-Dade, Orange, and Hillsborough—fell just above the state average. Collier County (62.8%), St. Johns County (63.1%), and Citrus County (63.2%) had the lowest drive-alone percentages in the state.

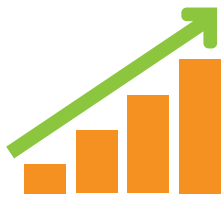
Table 9 - Florida Counties Ranked by SOV Use, 2024

County	Percent	County	Percent
Okaloosa County	77.8%	Lee County	68.9%
Santa Rosa County	75.8%	Volusia County	68.8%
Highlands County	75.6%	Leon County	68.7%
Bay County	75.6%	Martin County	68.6%
Clay County	75.3%	Osceola County	68.4%
Flagler County	73.8%	St. Lucie County	68.3%
Polk County	73.4%	Escambia County	68.2%
Sarasota County	72.9%	Seminole County	67.6%
Palm Beach County	72.9%	Indian River County	67.5%
Brevard County	72.7%	Pasco County	67.3%
Orange County	72.1%	Pinellas County	67.3%
Miami-Dade County	71.5%	Monroe County	67.2%
Hillsborough County	71.2%	Manatee County	66.9%
Marion County	71.1%	Pinellas County	65.9%
Hernando County	71.1%	Lake County	65.1%
Duval County	70.6%	Alachua County	63.8%
Sumter County	69.8%	Citrus County	63.2%
Charlotte County	69.4%	St. Johns County	63.1%
United States	69.2%	Collier County	62.8%
Florida	69.0%		

SUMMARY AND GENERAL OBSERVATIONS

In 2024, approximately 9.4 million people in Florida routinely commuted to work—about half a million more than in 2023. The 2024 Commuting Trend Analysis highlights several key changes in commuting characteristics across Florida at the state, regional and local levels. The following findings summarize recent trends and 2024 conditions in commute modes, travel times, and regional differences.

Commute times in Florida have continued to rise in recent years. In 2024, the average commute time reached 28.9 minutes, ranking eighth highest in the nation. Transit Users experienced longer travel times than those who drove alone or carpooled. Among commuters who drove alone or carpooled, over 55% had travel times under 30 minutes, compared to only 30.3% of transit users. About 33% of transit commuters spent 60 minutes or more traveling one way in 2024.



Overall, commute travel times have shown an upward trend across all FDOT districts over the past decade. District 6 had the highest average travel time (31.9 minutes), while District 3 consistently reported the lowest and was the only district to experience a decrease in commute travel time in 2024. At the county level, 15 counties recorded average commute times longer than the state average. Osceola County had the longest commute time (35.3 minutes), while Leon County had the shortest (20.9 minutes).



Florida's carpool rate increased from 9.7% in 2023 to 10.0% in 2024, while the share of commuters driving alone slightly decreased from 69.1% to 69.0%. In addition, the share of households without a vehicle rose, increasing from 5.8% in 2023 to 6.2% in 2024.



Florida MPOs reported relatively high carpooling rates for work. Twelve MPOs had carpool shares above the state average (10.0%), and 19 exceeded the national average (9.2%). Heartland Regional TPO had the highest carpool share among all MPOs (12.7%).

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).

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.

Single Occupancy Vehicle (SOV) Trip

A trip to or from destination by an individual driving alone in a car, truck or van.

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.

APPENDIX A

County Data Availability by District

✓ Available - Not Available

District	County	2024 Population	Households without Workers	Commute Mode Share	Average Travel Time	District	County	2024 Population	Households without Workers	Commute Mode Share	Average Travel Time
District 1	Charlotte	210,645	✓	✓	✓	District 3	Bay	196,112	✓	✓	✓
District 1	Collier	408,381	✓	✓	✓	District 3	Calhoun	13,700	-	-	-
District 1	DeSoto	35,487	-	-	-	District 3	Escambia	336,358	✓	✓	✓
District 1	Glades	12,815	-	-	-	District 3	Franklin	13,321	-	-	-
District 1	Hardee	25,883	-	-	-	District 3	Gadsden	44,853	-	-	-
District 1	Hendry	45,413	-	-	-	District 3	Gulf	16,947	-	-	-
District 1	Highlands	106,109	✓	✓	✓	District 3	Holmes	20,059	-	-	-
District 1	Lee	827,016	✓	✓	✓	District 3	Jackson	49,345	-	-	-
District 1	Manatee	455,356	✓	✓	✓	District 3	Jefferson	15,667	-	-	-
District 1	Okeechobee	40,230	-	-	-	District 3	Leon	302,197	✓	✓	✓
District 1	Polk	826,090	✓	✓	✓	District 3	Liberty	8,016	-	-	-
District 1	Sarasota	479,027	✓	✓	✓	District 3	Okaloosa	221,806	✓	✓	✓
District 2	Alachua	296,313	✓	✓	✓	District 3	Santa Rosa	207,983	✓	✓	✓
District 2	Baker	28,899	-	-	-	District 3	Wakulla	37,313	-	-	-
District 2	Bradford	27,335	-	-	-	District 3	Walton	87,728	✓	-	✓
District 2	Clay	236,365	✓	✓	✓	District 3	Washington	26,568	-	-	-
District 2	Columbia	72,155	✓	-	✓	District 4	Broward	1,981,888	✓	✓	✓
District 2	Dixie	17,555	-	-	-	District 4	Indian River	171,029	✓	✓	✓
District 2	Duval	1,062,593	✓	✓	✓	District 4	Martin	164,853	✓	✓	✓
District 2	Gilchrist	19,503	-	-	-	District 4	Palm Beach	1,545,905	✓	✓	✓
District 2	Hamilton	14,228	-	-	-	District 4	St. Lucie	385,746	✓	✓	✓
District 2	Lafayette	8,504	-	-	-	District 5	Brevard	653,703	✓	✓	✓
District 2	Levy	45,845	-	-	-	District 5	Flagler	136,310	✓	✓	✓
District 2	Madison	18,649	-	-	-	District 5	Lake	433,331	✓	✓	✓
District 2	Nassau	103,990	✓	-	✓	District 5	Marion	419,510	✓	✓	✓
District 2	Putnam	76,138	✓	-	✓	District 5	Orange	1,511,568	✓	✓	✓
District 2	St. Johns	331,479	✓	✓	✓	District 5	Osceola	451,231	✓	✓	✓
District 2	Suwannee	46,519	-	-	-	District 5	Seminole	493,282	✓	✓	✓
District 2	Taylor	21,802	-	-	-	District 5	Sumter	156,743	✓	✓	✓
District 2	Union	16,100	-	-	-	District 5	Volusia	594,643	✓	✓	✓
						District 6	Miami-Dade	2,774,841	✓	✓	✓
						District 6	Monroe	84,147	✓	✓	✓
						District 7	Citrus	166,151	✓	✓	✓
						District 7	Hernando	210,577	✓	✓	✓
						District 7	Hillsborough	1,560,449	✓	✓	✓
						District 7	Pasco	633,029	✓	✓	✓
						District 7	Pinellas	971,218	✓	✓	✓

County Data Availability by MPO

✓ Available - Not Available

MPO	County	2024 Population	Households without Workers	Commute Mode Share	Average Travel Time
Bay County TPO	Bay	196,112	✓	✓	✓
Broward MPO	Broward	1,981,888	✓	✓	✓
Capital Region TPA	Gadsden	44,853	-	-	-
Capital Region TPA	Jefferson	15,667	-	-	-
Capital Region TPA	Leon	302,197	✓	✓	✓
Capital Region TPA	Wakulla	37,313	-	-	-
Charlotte-Punta Gorda MPO	Charlotte	210,645	✓	✓	✓
Collier MPO	Collier	408,381	✓	✓	✓
Florida-Alabama TPO	Baldwin	261,608	✓	✓	✓
Florida-Alabama TPO	Escambia	336,358	✓	✓	✓
Florida-Alabama TPO	Santa Rosa	207,983	✓	✓	✓
Gainesville & Alachua County TPO	Alachua	296,313	✓	✓	✓
Heartland Regional TPO	DeSoto	35,487	-	-	-
Heartland Regional TPO	Glades	12,815	-	-	-
Heartland Regional TPO	Hardee	25,883	-	-	-
Heartland Regional TPO	Hendry	45,413	-	-	-
Heartland Regional TPO	Highlands	106,109	✓	✓	✓
Heartland Regional TPO	Okeechobee	40,230	-	-	-
Hernando/Citrus County MPO	Citrus	166,151	✓	✓	✓
Hernando/Citrus County MPO	Hernando	210,577	✓	✓	✓
Hillsborough MPO	Hillsborough	1,560,449	✓	✓	✓
Indian River County MPO	Indian River	171,029	✓	✓	✓
Lake-Sumter MPO	Lake	433,331	✓	✓	✓
Lake-Sumter MPO	Sumter	156,743	✓	✓	✓
Lee County MPO	Lee	827,016	✓	✓	✓
Martin MPO	Martin	164,853	✓	✓	✓
MetroPlan Orlando	Orange	1,511,568	✓	✓	✓
MetroPlan Orlando	Osceola	451,231	✓	✓	✓
MetroPlan Orlando	Seminole	493,282	✓	✓	✓
Miami-Dade MPO	Miami-Dade	2,774,841	✓	✓	✓
North Florida TPO	Clay	236,365	✓	✓	✓
North Florida TPO	Duval	1,062,593	✓	✓	✓
North Florida TPO	Nassau	103,990	✓	-	✓
North Florida TPO	St. Johns	331,479	✓	✓	✓
Ocala - Marion County TPO	Marion	419,510	✓	✓	✓
Okaloosa-Walton TPO	Okaloosa	221,806	✓	✓	✓
Okaloosa-Walton TPO	Walton	87,728	✓	-	✓

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County Data Availability by MPO

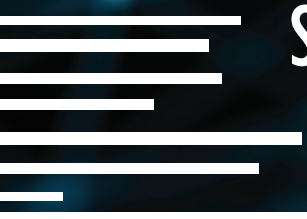
✓ Available - Not Available

MPO	County	2024 Population	Households without Workers	Commute Mode Share	Average Travel Time
Palm Beach MPO	Palm Beach	1,545,905	✓	✓	✓
Pasco County MPO	Pasco	633,029	✓	✓	✓
Pinellas County MPO	Pinellas	971,218	✓	✓	✓
Polk County TPO	Polk	826,090	✓	✓	✓
Sarasota-Manatee MPO	Manatee	455,356	✓	✓	✓
Sarasota-Manatee MPO	Sarasota	479,027	✓	✓	✓
Space Coast TPO	Brevard	653,703	✓	✓	✓
St. Lucie TPO	St. Lucie	385,746	✓	✓	✓
Volusia-Flagler TPO	Flagler	136,310	✓	✓	✓
Volusia-Flagler TPO	Volusia	594,643	✓	✓	✓

APPENDIX B

Florida and U.S. ACS Trends

	2014	2015	2016	2017	2018	2019	2021	2022	2023	2024
VEHICLES AVAILABLE – FLORIDA										
No vehicles available	6.9%	6.8%	6.6%	6.3%	6.2%	6.1%	5.9%	6.0%	5.8%	6.2%
1 vehicle available	41.2%	41.0%	40.4%	39.7%	39.5%	38.9%	38.9%	38.9%	39.1%	38.5%
2 vehicles available	38.2%	38.0%	38.1%	38.5%	38.1%	38.2%	38.4%	38.4%	38.3%	38.1%
3 or more vehicles available	13.7%	14.2%	14.9%	15.5%	16.2%	16.8%	16.8%	16.7%	16.9%	17.2%
VEHICLES AVAILABLE – U.S.										
No vehicles available	9.1%	8.9%	8.7%	8.6%	8.5%	8.6%	8.0%	8.3%	8.4%	8.5%
1 vehicle available	33.7%	33.5%	33.2%	32.7%	32.5%	32.4%	32.9%	33.2%	33.3%	33.2%
2 vehicles available	37.3%	37.2%	37.1%	37.3%	37.1%	36.9%	37.1%	36.9%	36.5%	36.3%
3 or more vehicles available	19.9%	20.3%	21.0%	21.5%	21.9%	22.1%	21.9%	21.6%	21.7%	22.0%
COMMUTING TO WORK – FLORIDA										
Car, truck, or van – drove alone	79.7%	79.7%	79.2%	79.4%	79.1%	78.1%	70.5%	69.7%	69.1%	69.0%
Car, truck, or van – carpooled	9.1%	8.9%	9.2%	9.1%	9.4%	9.1%	8.5%	9.0%	9.7%	10.0%
Public transportation (not taxi)	2.1%	2.2%	2.1%	1.7%	1.7%	1.6%	1.0%	1.2%	1.4%	1.3%
Walked	1.4%	1.4%	1.5%	1.4%	1.4%	1.6%	1.3%	1.4%	1.5%	1.4%
Bicycle	0.7%	0.7%	0.6%	0.6%	0.6%	0.6%	0.4%	0.5%	0.5%	0.5%
Other means	1.5%	1.5%	1.5%	1.7%	1.7%	2.0%	1.7%	1.9%	2.0%	2.2%
Worked at home	5.4%	5.6%	6.0%	6.1%	6.2%	7.0%	16.6%	16.4%	15.8%	15.5%
COMMUTING TO WORK – U.S.										
Car, truck, or van -- drove alone	76.5%	76.6%	76.3%	76.4%	76.3%	75.9%	67.8%	68.7%	69.2%	69.2%
Car, truck, or van -- carpooled	9.2%	9.0%	9.0%	8.9%	9.0%	8.9%	7.8%	8.6%	9.0%	9.2%
Public transportation (not taxi)	5.2%	5.2%	5.1%	5.0%	4.9%	5.0%	2.5%	3.1%	3.5%	3.7%
Walked	2.7%	2.8%	2.7%	2.7%	2.6%	2.6%	2.2%	2.4%	2.4%	2.4%
Bicycle	0.6%	0.6%	0.6%	0.5%	0.5%	0.5%	0.4%	0.5%	0.5%	0.5%
Other means	1.2%	1.2%	1.2%	1.3%	1.3%	1.4%	1.5%	1.5%	1.5%	1.7%
Worked at home	4.5%	4.6%	5.0%	5.2%	5.3%	5.7%	17.9%	15.2%	13.8%	13.3%
ZERO-WORKER HOUSEHOLDS										
Florida	32.1%	32.2%	32.0%	31.9%	31.6%	31.0%	31.2%	30.0%	29.8%	29.5%
U.S.	26.9%	26.8%	26.6%	26.5%	26.5%	26.3%	27.4%	26.3%	26.0%	26.1%
MEAN TRAVEL TIME TO WORK										
Florida (mins)	26.4	27.0	27.4	27.8	28.0	28.4	27.1	28.0	28.5	28.9
U.S. (mins)	26.0	26.4	26.6	26.9	27.1	27.6	25.6	26.4	26.8	27.2



Systems Forecasting & Trends Office



<https://www.fdot.gov/planning/demographic>