

2015 Auto Accessibility Report: Florida

Prepared for the state of Florida by
Accessibility Observatory at the University of Minnesota

March 2017



**ACCESSIBILITY
OBSERVATORY**

UNIVERSITY OF MINNESOTA

Driven to DiscoverSM

Authors

Andrew Owen

Director, Accessibility Observatory
University of Minnesota

Brendan Murphy

Researcher, Accessibility Observatory
University of Minnesota

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1 Introduction

This report presents the results of an evaluation of accessibility to jobs by auto throughout the state of Florida. *Accessibility* refers to the ease of reaching valued destinations. It combines the simpler metric of mobility with the understanding that travel is driven by a desire to reach destinations. Accessibility can be measured for various transportation modes, to different types of destinations, and at different times of day. There are a variety of ways to define accessibility, but the number of destinations reachable within a given travel time is highly comprehensible and transparent — as well as the most directly comparable across locations.

This study focuses on access to jobs, the most significant non-home travel destination. Accessibility is calculated at the Census block level by computing the travel time from each block to surrounding blocks, and then adding up the total number of jobs that can be reached within different travel time thresholds. This process is repeated for every block within the state of Florida, and the results are aggregated to provide accessibility summaries for each county, and the jurisdiction of each metropolitan planning organization (MPO), within the state.

Additionally, the impact of traffic congestion on job accessibility is estimated by comparing accessibility during congested periods with accessibility during uncongested periods. This congestion impact metric shows the reduction in job access that travelers experience when congestion reduces road and highway speeds.

[Section 2](#) presents these results, summarized statewide, by MPO, and by county. [Section 3](#) provides an overview of the data sources and methodology used in this study. A separate document, *Access Across America: 2015 Methodology*, describes the methodology and data sources in greater detail.

2 Accessibility Evaluation Results

2.1 Statewide Accessibility

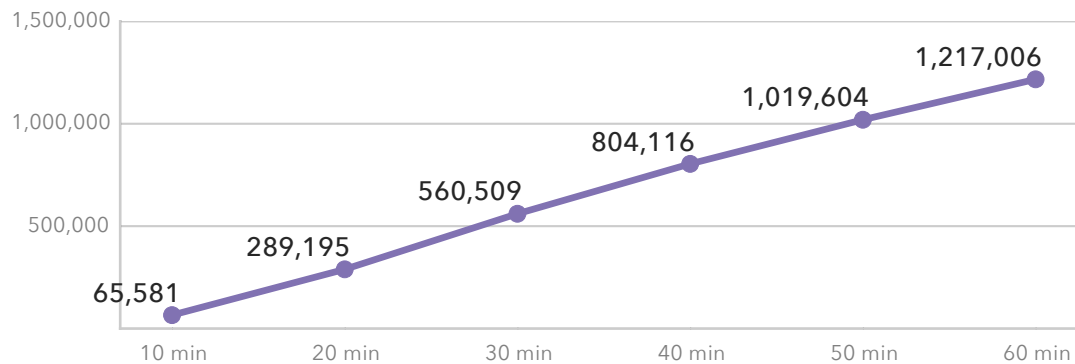
Florida

Job Accessibility Results – Auto, 2015

Total Jobs	7,524,616
Average Job Density (per mi ²)	140
Total Workers	7,522,794
Average Worker Density (per mi ²)	140

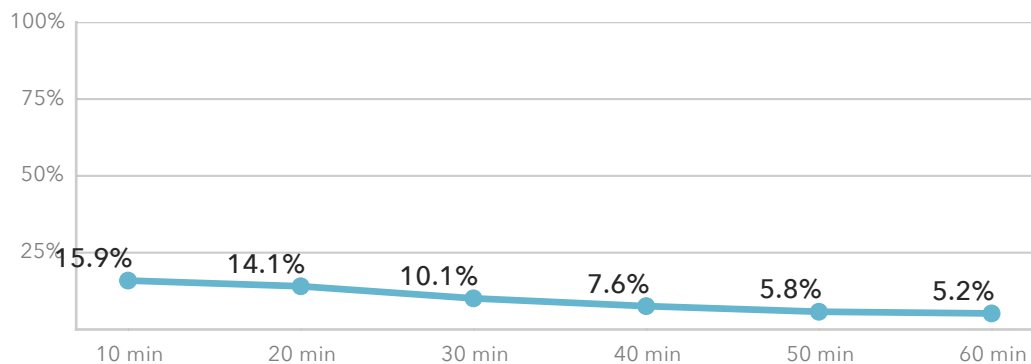
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

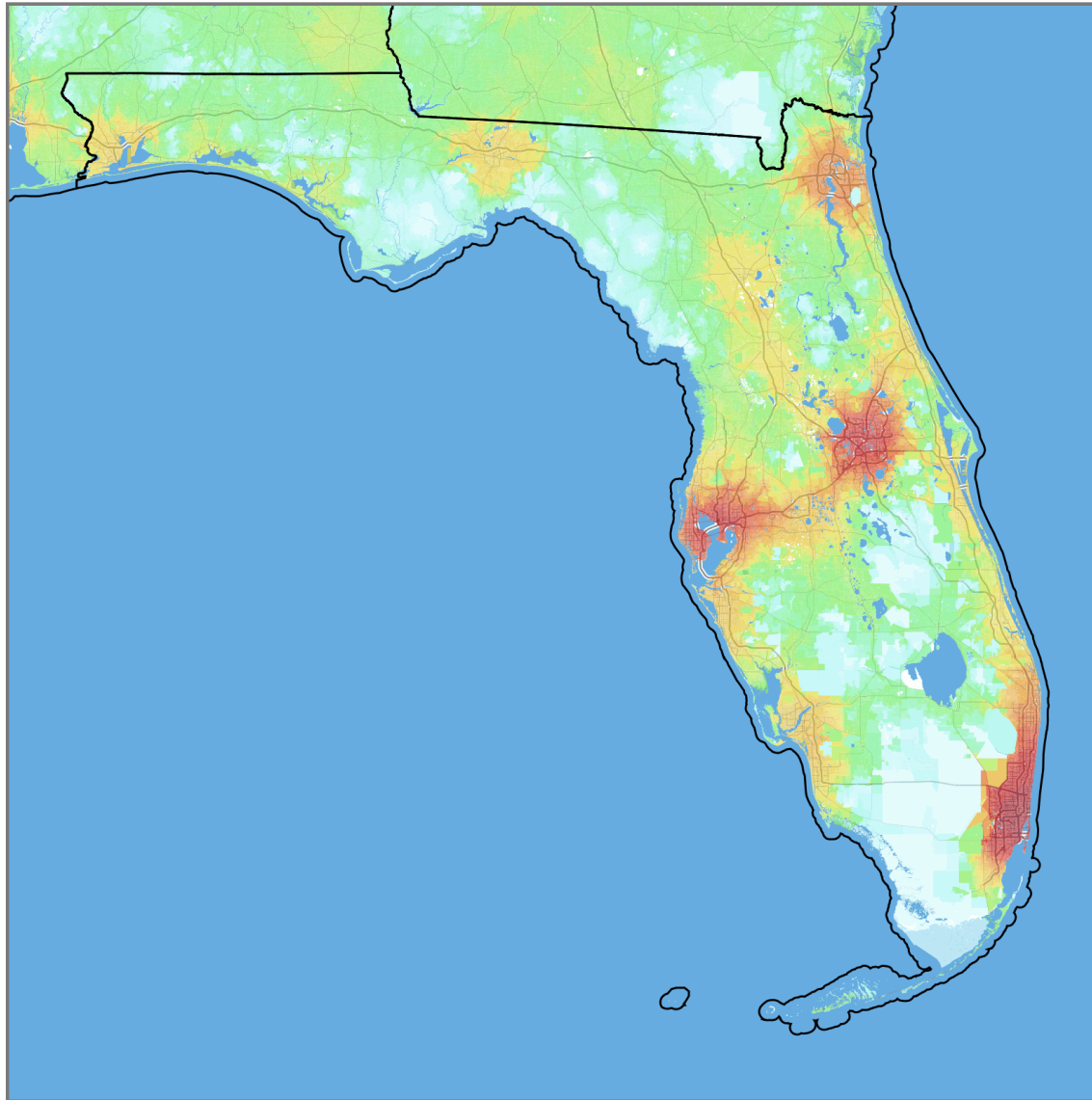


Average Congestion Impact by Travel Time Threshold (worker-weighted)

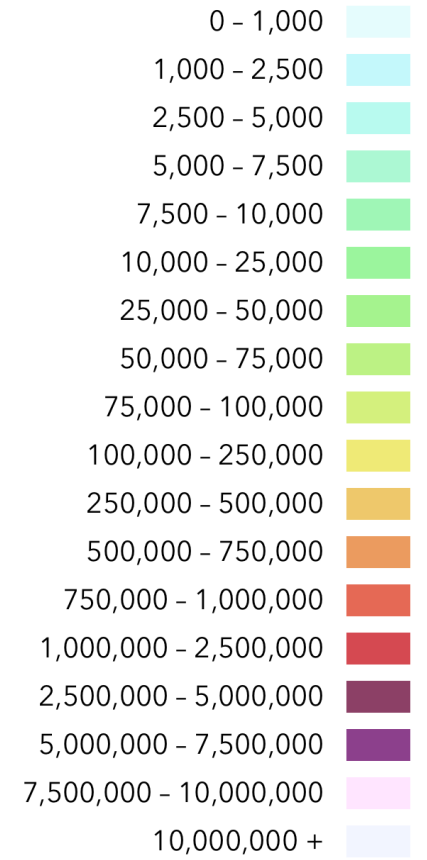
Higher numbers indicate greater job access loss due to congestion



Florida



Jobs within 30 minutes
(Driving, AM peak)



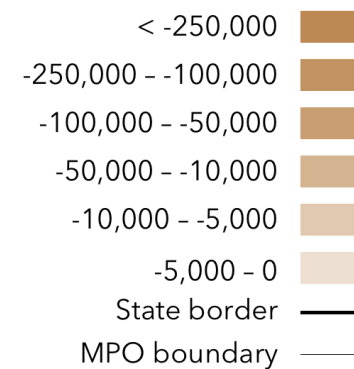
State border —

MPO boundary —

Florida



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



2.2 Accessibility in Metropolitan Areas

The following sections analyze accessibility in the metropolitan areas (as defined by jurisdictions of metropolitan planning organizations (MPOs)) that lie within or partially within the state of Florida. The following MPO jurisdictions are included:

- Bay County Transportation Planning Organization
- Broward MPO
- Capital Region Transportation Planning Agency
- Charlotte County - Punta Gorda MPO
- Collier MPO
- Florida-Alabama Transportation Planning Organization
- Gainesville MTPO
- Hernando County MPO
- Hillsborough County MPO
- Indian River County MPO
- Lake-Sumter MPO
- Lee County MPO
- METROPLAN Orlando
- Martin County MPO
- Miami-Dade MPO
- North Florida Transportation Planning Organization
- Ocala - Marion County Transportation Planning Organization
- Okaloosa-Walton Transportation Planning Organization
- Palm Beach MPO
- Pasco County MPO
- Pinellas County MPO
- Polk County Transportation Planning Organization
- River to Sea Transportation Planning Organization MPA

- Sarasota-Manatee MPO
- Space Coast Transportation Planning Organization
- St. Lucie Transportation Planning Organization

Table 1 provides the average (worker-weighted) job accessibility by auto during the AM peak period for each MPO, and Table 2 indicates the accessibility congestion impact. The following pages provide additional details and maps for each MPO.

Table 1: Average Job Accessibility by Travel Time Threshold for Metropolitan Areas (Auto, AM Peak)

MPO	10 min	20 min	30 min	40 min	50 min	60 min
Bay County Transportation Planning Organization	22,176	52,029	67,766	76,157	87,632	113,304
Broward MPO	108,870	540,594	1,123,523	1,688,143	2,049,701	2,195,494
Capital Region Transportation Planning Agency	39,293	102,329	138,054	166,578	189,348	210,007
Charlotte County - Punta Gorda MPO	12,983	34,572	78,495	176,340	309,715	461,645
Collier MPO	26,042	80,287	128,728	216,124	284,344	319,379
Florida-Alabama Transportation Planning Organization	31,874	91,794	139,826	175,697	223,622	316,638
Gainesville MTPO	44,343	100,938	115,577	162,124	227,773	273,088
Hernando County MPO	7,793	28,569	66,139	147,834	342,250	663,799
Hillsborough County MPO	88,217	367,374	725,293	1,044,199	1,305,509	1,529,496
Indian River County MPO	20,426	50,781	84,676	146,999	232,512	296,726
Lake-Sumter MPO	12,319	45,502	176,841	492,620	860,780	1,227,135
Lee County MPO	25,779	111,388	196,322	266,275	329,152	369,542
METROPLAN Orlando	78,588	410,633	770,231	990,534	1,169,662	1,383,716
Martin County MPO	18,486	58,733	147,569	315,750	475,683	648,120
Miami-Dade MPO	137,813	614,760	1,116,910	1,465,518	1,699,604	1,878,506
North Florida Transportation Planning Organization	51,414	234,389	399,918	506,008	584,966	639,027
Ocala - Marion County Transportation Planning Organization	15,048	54,213	97,272	160,714	253,401	379,882
Okaloosa-Walton Transportation Planning Organization	14,457	32,227	58,142	85,861	135,951	208,789
Palm Beach MPO	66,238	274,359	553,582	839,240	1,184,371	1,558,241
Pasco County MPO	16,602	78,296	274,650	646,809	1,006,016	1,238,926
Pinellas County MPO	89,395	328,144	721,239	1,015,642	1,206,176	1,379,150
Polk County Transportation Planning Organization	24,385	102,790	235,635	552,176	1,007,486	1,569,667
River to Sea Transportation Planning Organization MPA	20,044	65,865	166,254	352,266	562,653	873,331
Sarasota-Manatee MPO	39,161	122,446	214,200	367,782	689,797	1,043,412
Space Coast Transportation Planning Organization	22,621	76,923	133,390	217,569	442,133	749,837
St. Lucie Transportation Planning Organization	13,731	59,446	110,708	178,984	318,192	470,141

Table 2: Average Accessibility Congestion Impact by Travel Time Threshold for Metropolitan Areas (Auto, AM Peak)

MPO	10 min	20 min	30 min	40 min	50 min	60 min
Bay County Transportation Planning Organization	8.90%	4.58%	2.11%	1.47%	3.67%	5.65%
Broward MPO	16.31%	16.56%	15.08%	9.39%	3.16%	1.25%
Capital Region Transportation Planning Agency	9.87%	4.05%	2.76%	2.17%	1.61%	2.09%
Charlotte County - Punta Gorda MPO	6.27%	4.76%	10.60%	10.47%	8.62%	6.59%
Collier MPO	10.25%	4.38%	6.14%	6.83%	2.75%	1.87%
Florida-Alabama Transportation Planning Organization	8.31%	5.72%	3.64%	3.58%	6.26%	7.09%
Gainesville MTPO	11.18%	2.03%	1.20%	6.36%	2.78%	5.39%
Hernando County MPO	6.54%	6.48%	8.74%	23.52%	29.96%	19.62%
Hillsborough County MPO	15.22%	13.36%	9.75%	6.81%	4.13%	3.02%
Indian River County MPO	5.66%	6.65%	5.85%	9.46%	7.34%	5.29%
Lake-Sumter MPO	7.15%	8.69%	17.48%	9.94%	7.28%	5.89%
Lee County MPO	10.98%	8.56%	5.23%	5.19%	3.63%	2.15%
METROPLAN Orlando	13.56%	9.01%	4.77%	2.58%	2.31%	2.84%
Martin County MPO	9.63%	6.90%	11.66%	10.95%	9.51%	12.11%
Miami-Dade MPO	22.29%	19.47%	10.79%	7.63%	5.85%	4.92%
North Florida Transportation Planning Organization	14.18%	10.17%	5.28%	3.80%	2.10%	2.21%
Ocala - Marion County Transportation Planning Organization	10.04%	6.77%	5.12%	6.70%	6.89%	9.55%
Okaloosa-Walton Transportation Planning Organization	5.42%	5.10%	4.66%	5.73%	9.89%	7.29%
Palm Beach MPO	11.42%	9.90%	8.97%	10.31%	12.24%	13.14%
Pasco County MPO	9.89%	23.47%	30.50%	21.97%	10.99%	6.91%
Pinellas County MPO	10.39%	10.13%	5.82%	2.69%	2.18%	1.99%
Polk County Transportation Planning Organization	9.34%	8.15%	11.82%	12.94%	12.19%	10.47%
River to Sea Transportation Planning Organization MPA	7.08%	8.81%	19.27%	14.21%	16.17%	12.60%
Sarasota-Manatee MPO	10.08%	6.57%	4.47%	8.40%	9.19%	6.11%
Space Coast Transportation Planning Organization	8.89%	6.22%	4.95%	12.09%	11.61%	8.61%
St. Lucie Transportation Planning Organization	9.02%	11.36%	5.68%	11.67%	13.31%	11.88%

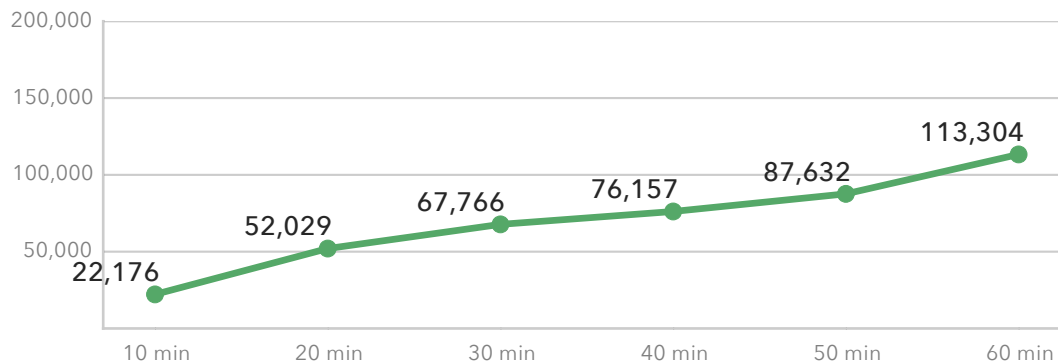
Bay County Transportation Planning Organization

Job Accessibility Results – Auto, 2015

Total Jobs	73,268
Average Job Density (per mi ²)	183
Total Workers	68,107
Average Worker Density (per mi ²)	170

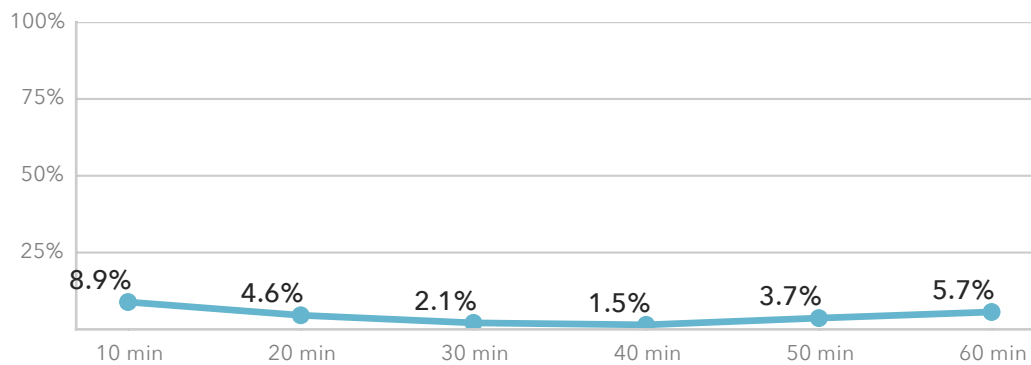
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

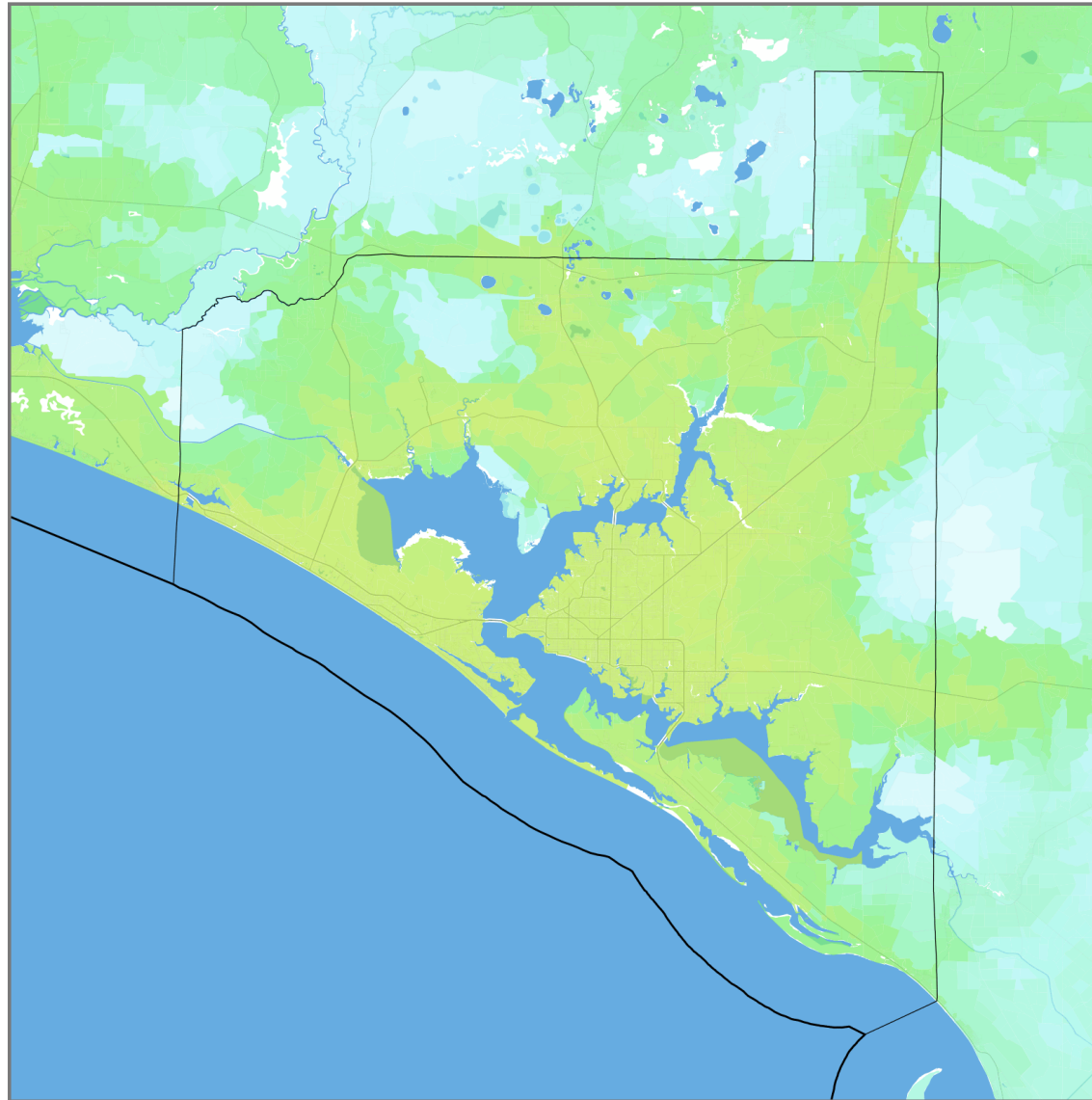


Average Congestion Impact by Travel Time Threshold (worker-weighted)

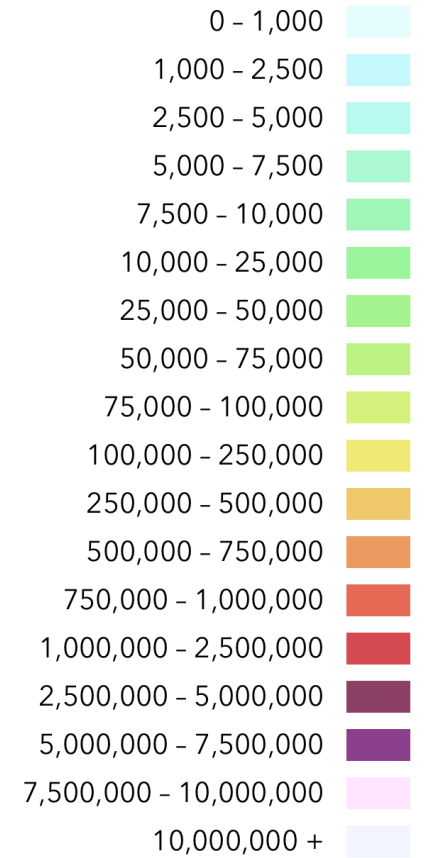
Higher numbers indicate greater job access loss due to congestion



Bay County Transportation Planning Organization



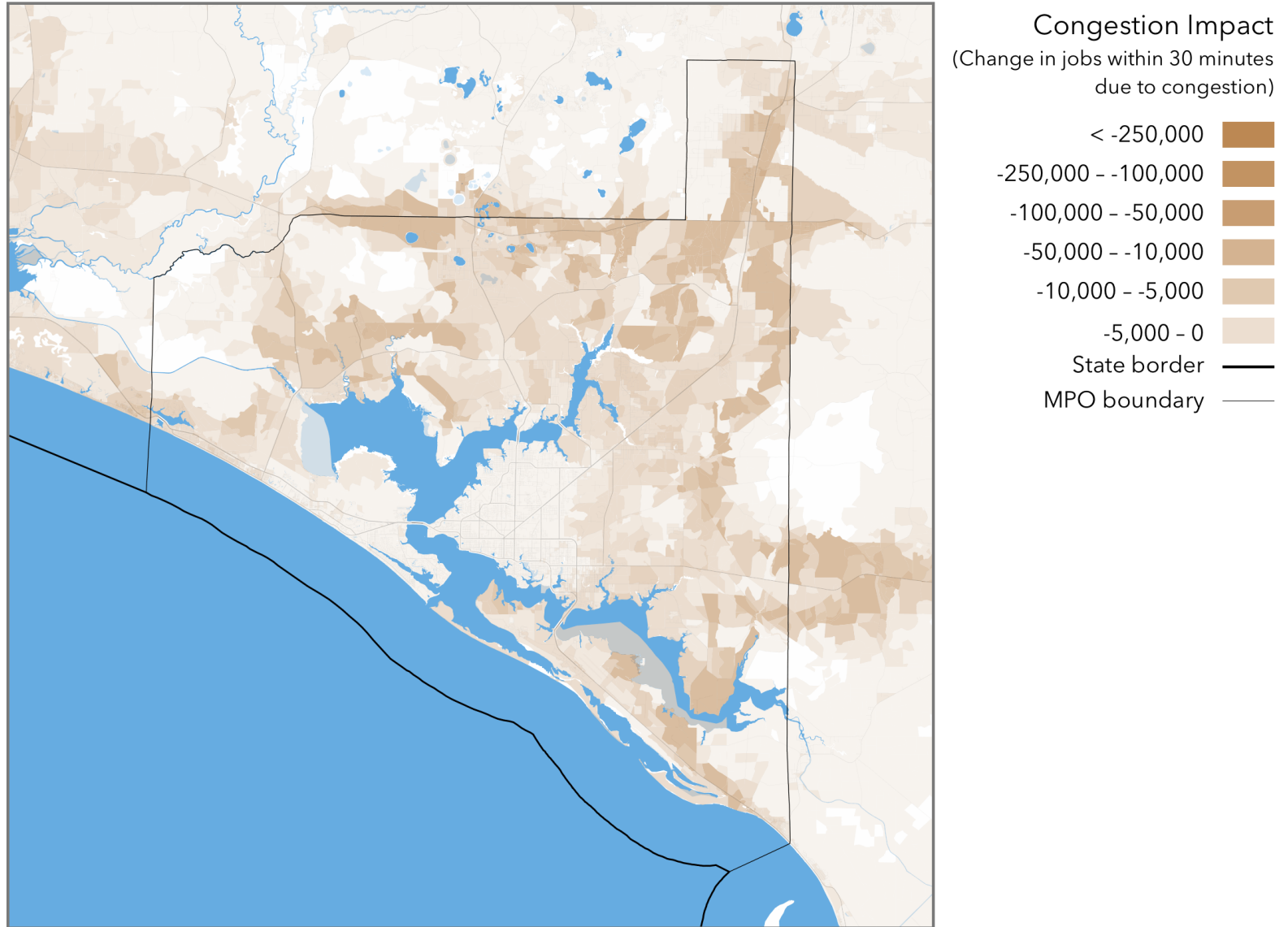
Jobs within 30 minutes
(Driving, AM peak)



State border

MPO boundary

Bay County Transportation Planning Organization



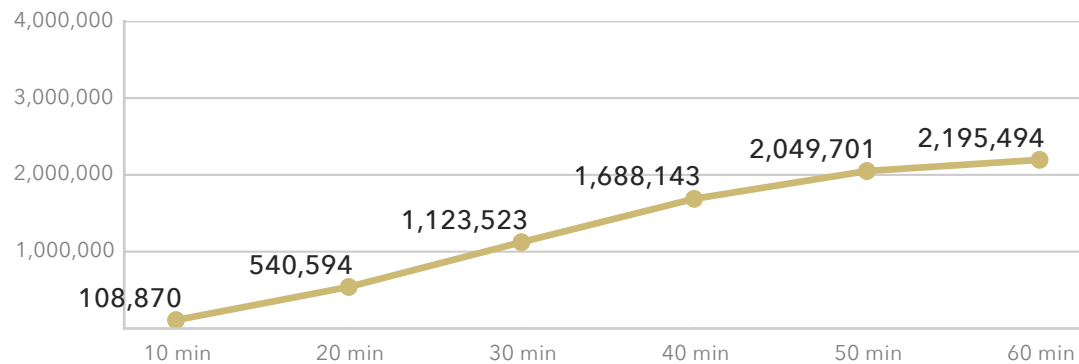
Broward MPO

Job Accessibility Results – Auto, 2015

Total Jobs	742,952
Average Job Density (per mi ²)	1,571
Total Workers	770,542
Average Worker Density (per mi ²)	1,630

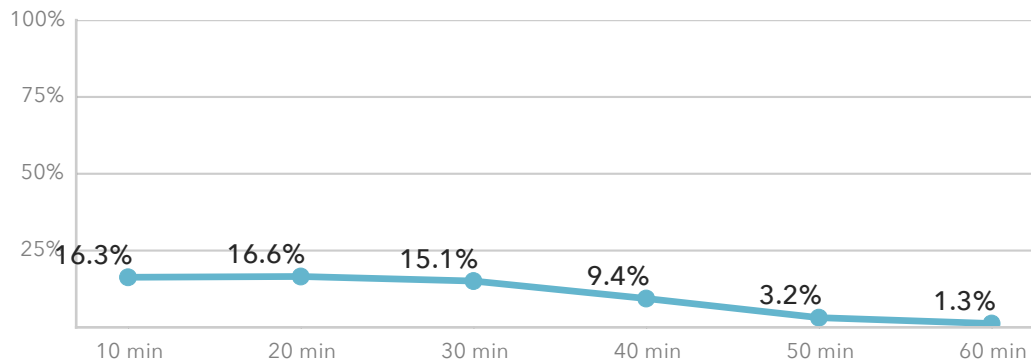
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)



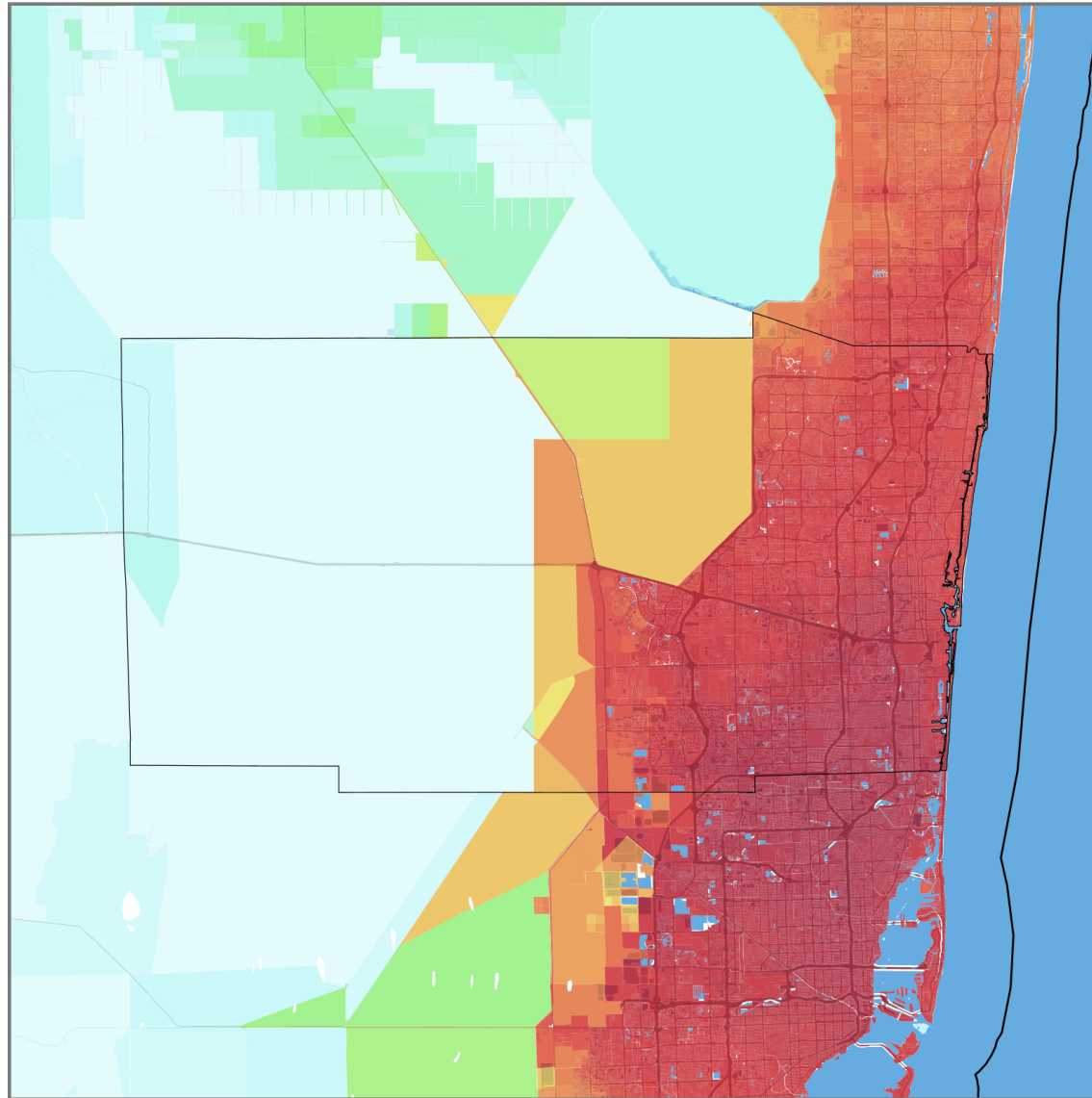
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

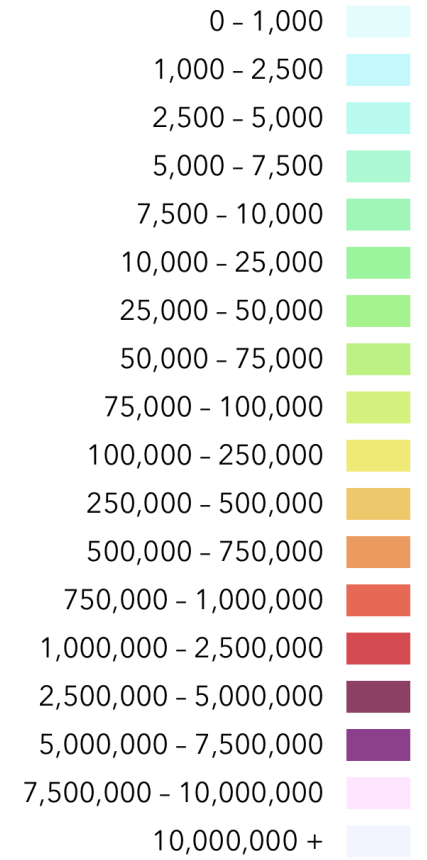


Broward MPO

12



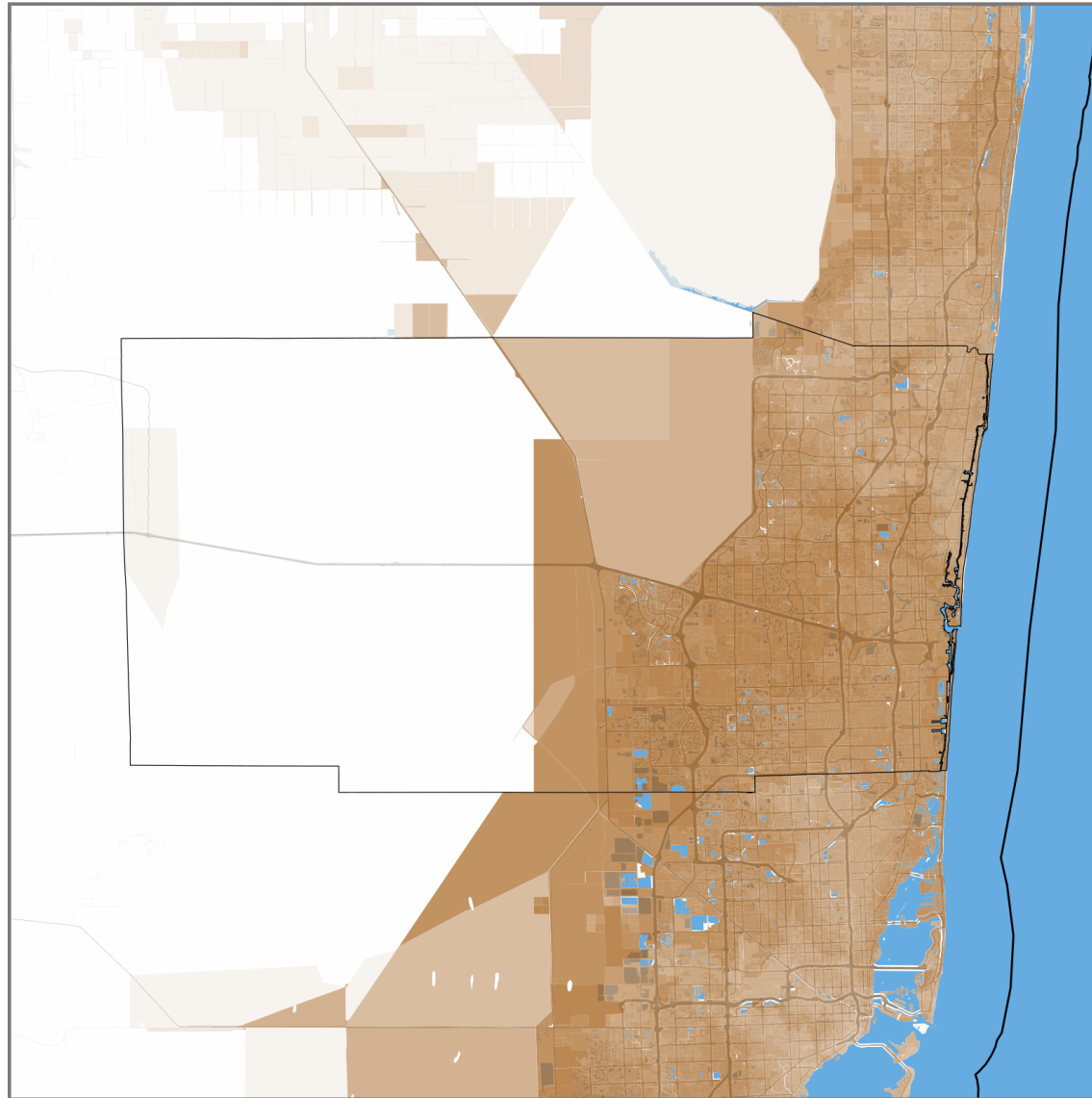
Jobs within 30 minutes
(Driving, AM peak)



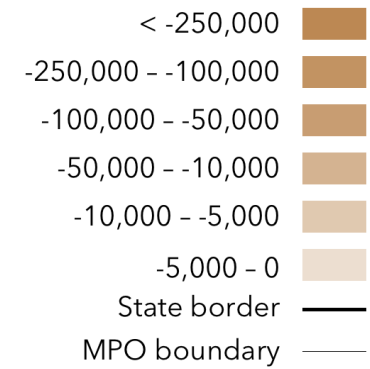
State border

MPO boundary

Broward MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



Capital Region Transportation Planning Agency

Job Accessibility Results – Auto, 2015

Total Jobs **167,491**

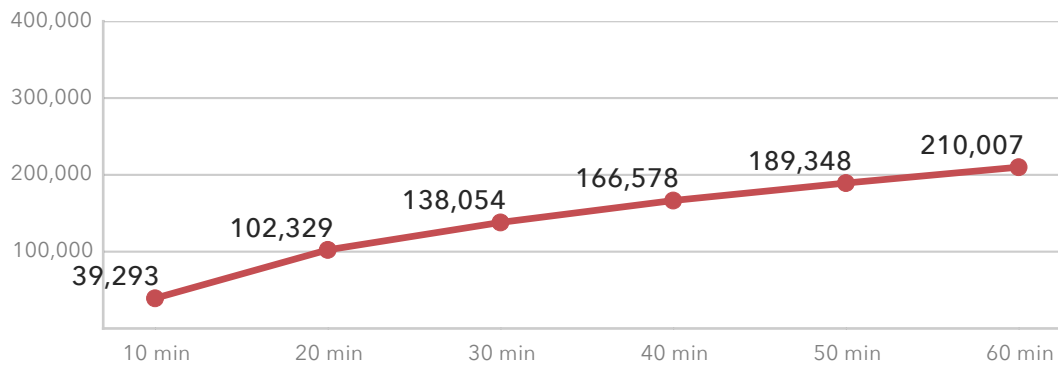
Average Job Density (per mi²) **176**

Total Workers **144,596**

Average Worker Density (per mi²) **152**

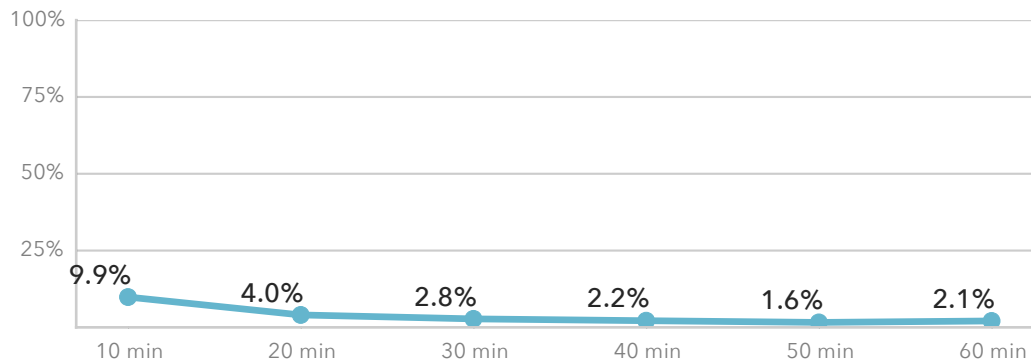
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)



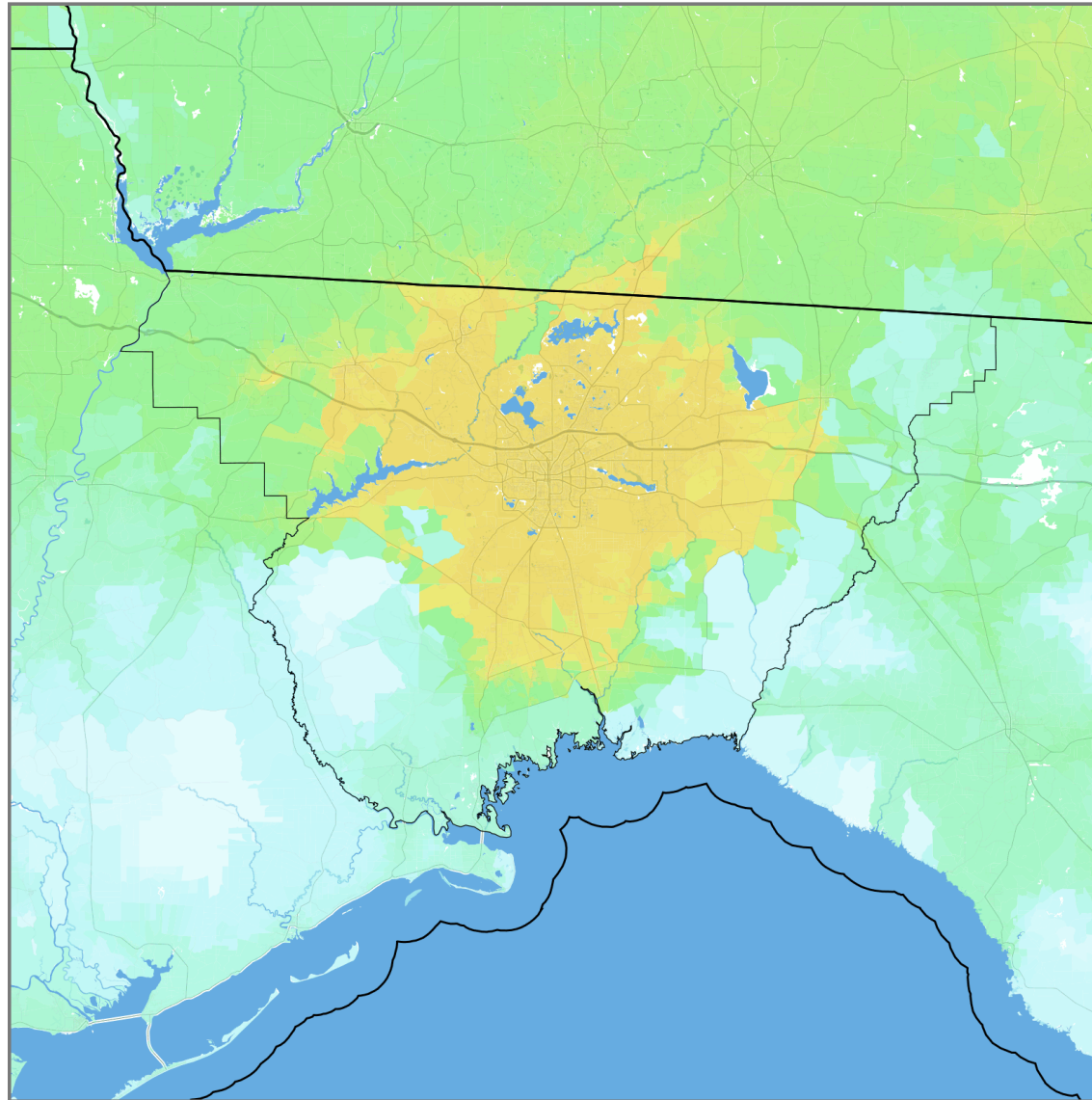
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

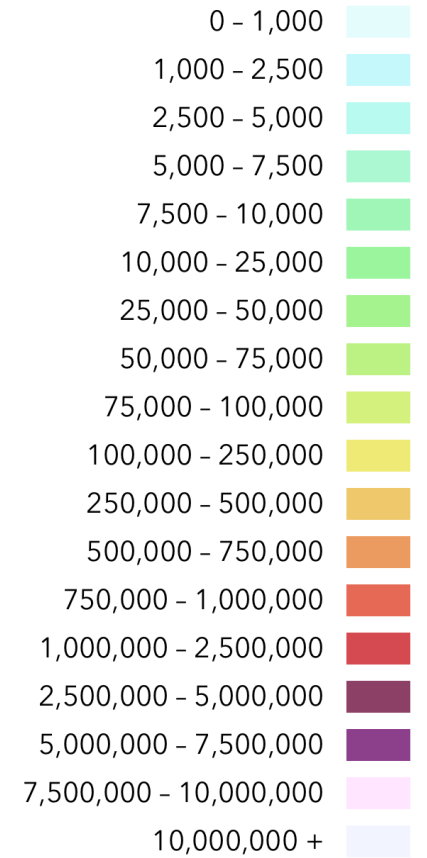


Capital Region Transportation Planning Agency

15

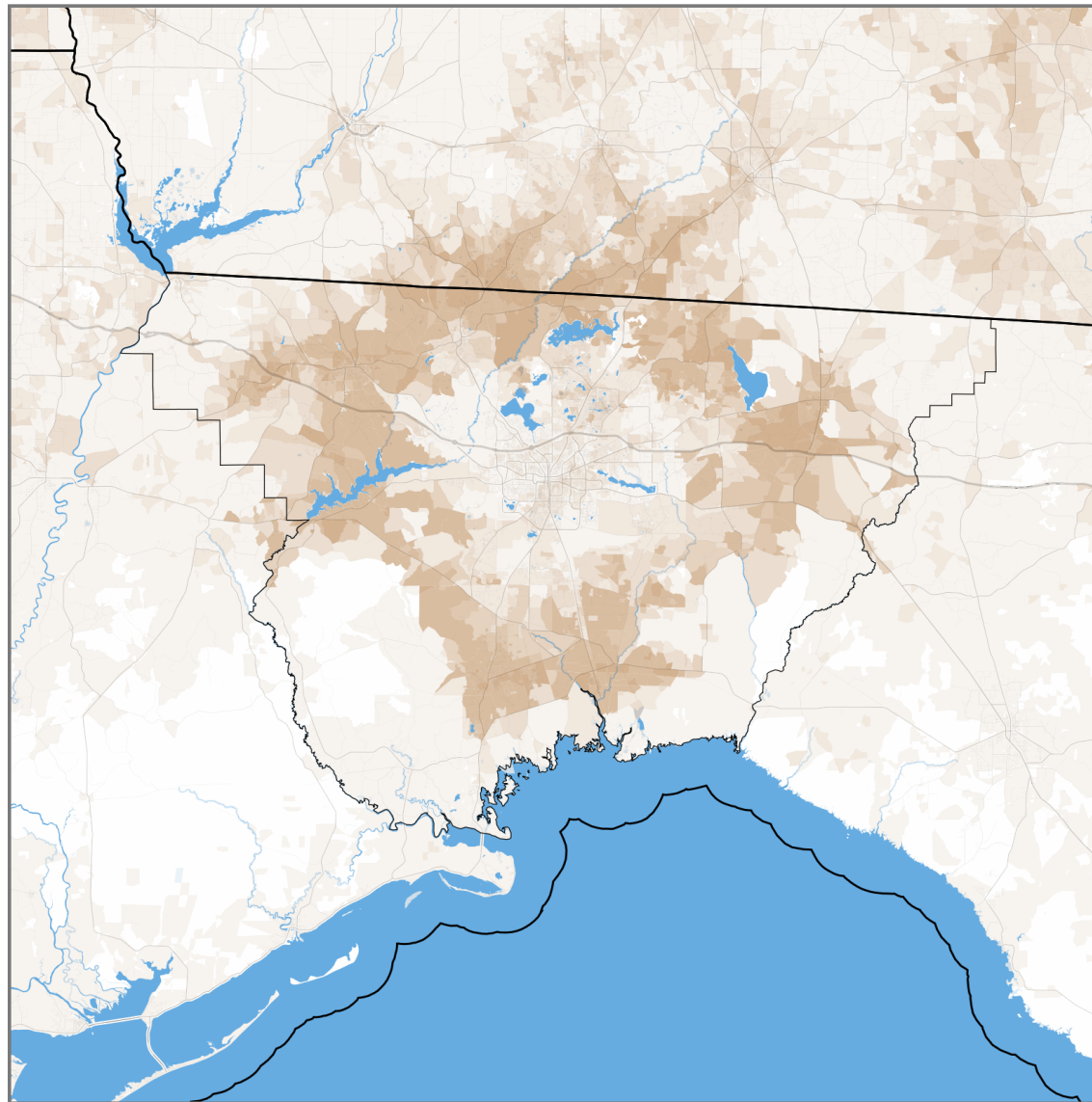


Jobs within 30 minutes
(Driving, AM peak)

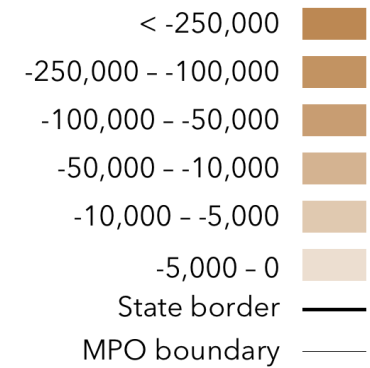


State border —
MPO boundary —

Capital Region Transportation Planning Agency



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



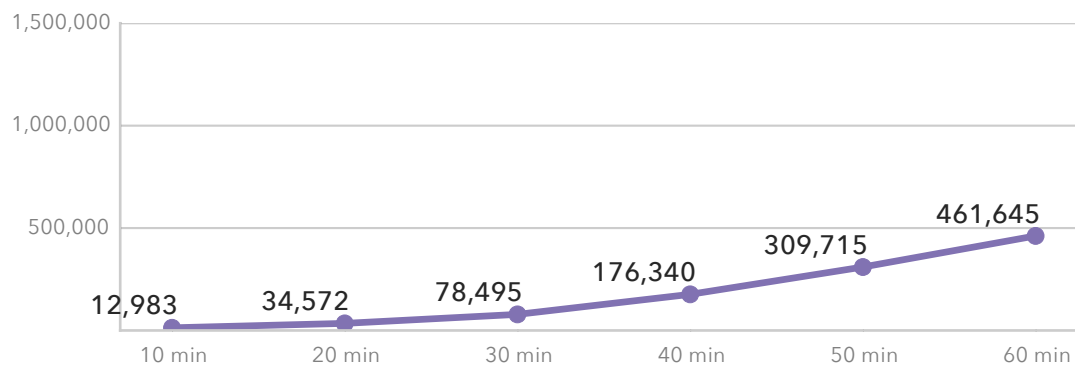
Charlotte County - Punta Gorda MPO

Job Accessibility Results – Auto, 2015

Total Jobs	41,908
Average Job Density (per mi ²)	151
Total Workers	48,337
Average Worker Density (per mi ²)	174

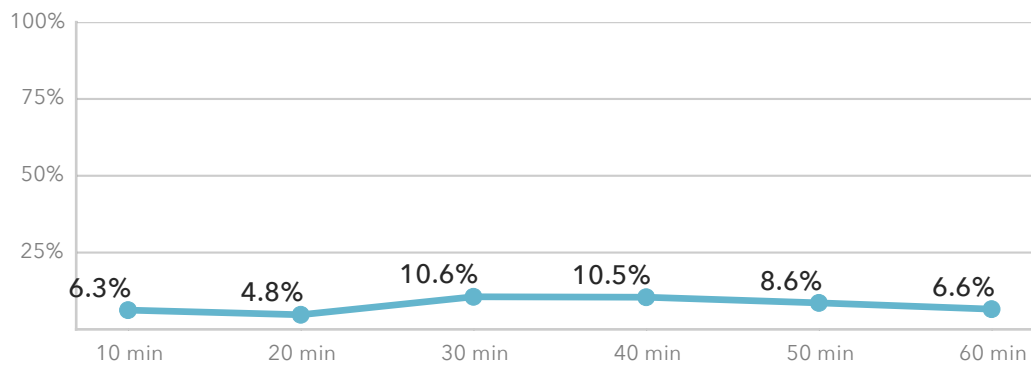
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)



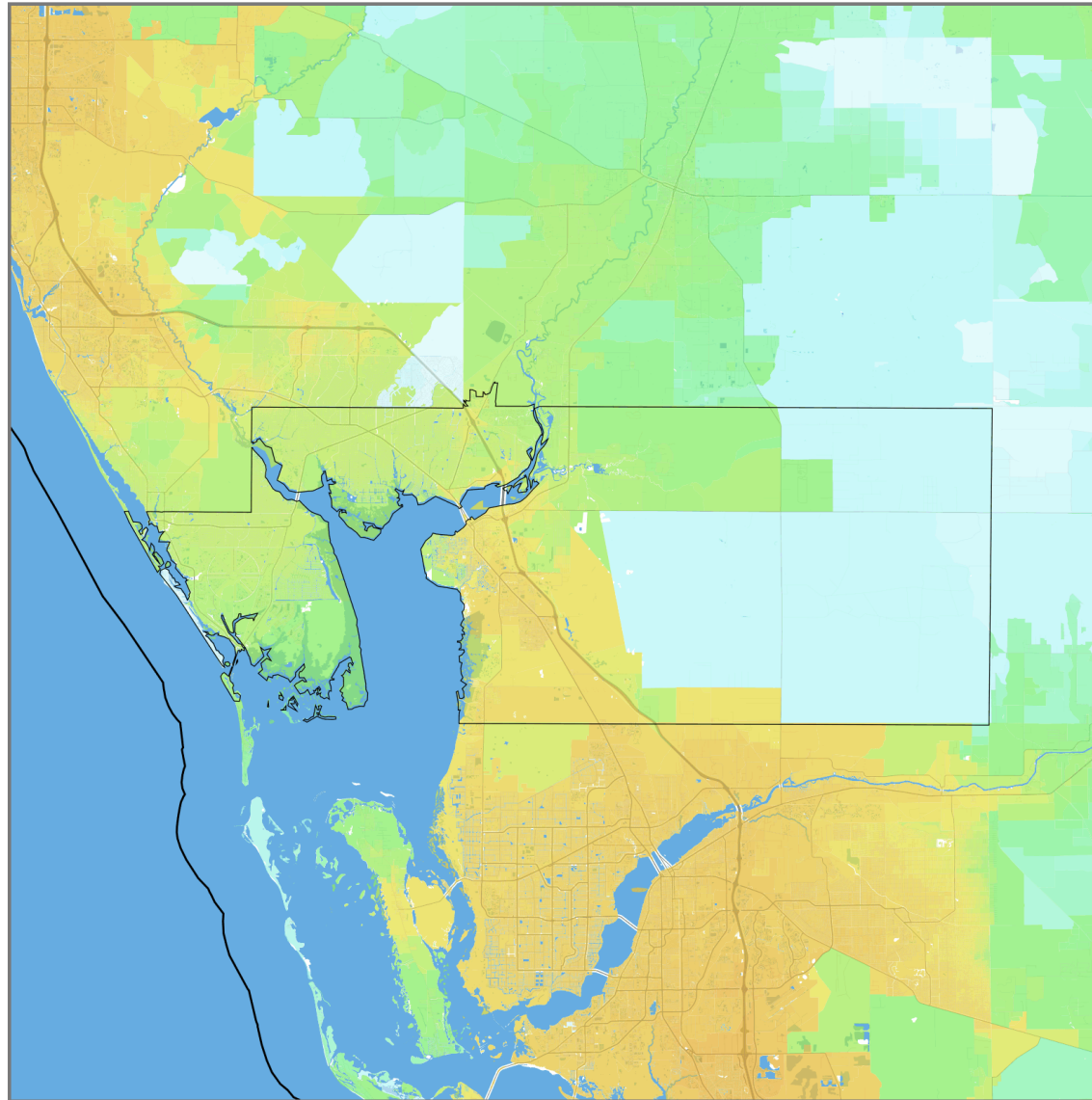
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

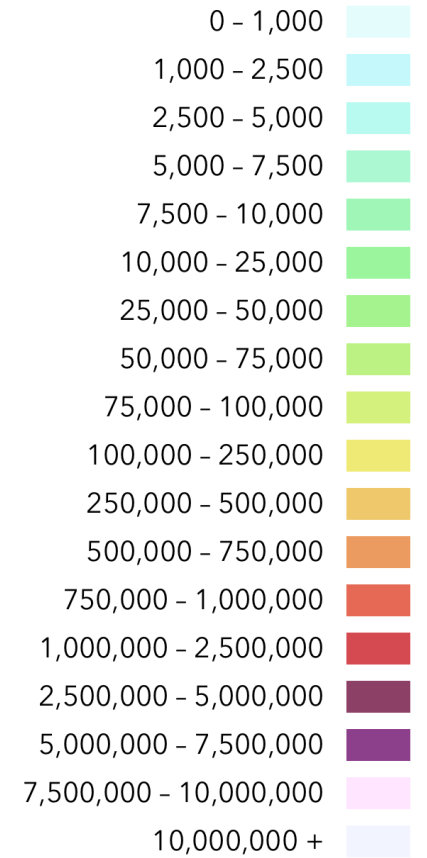


Charlotte County - Punta Gorda MPO

18

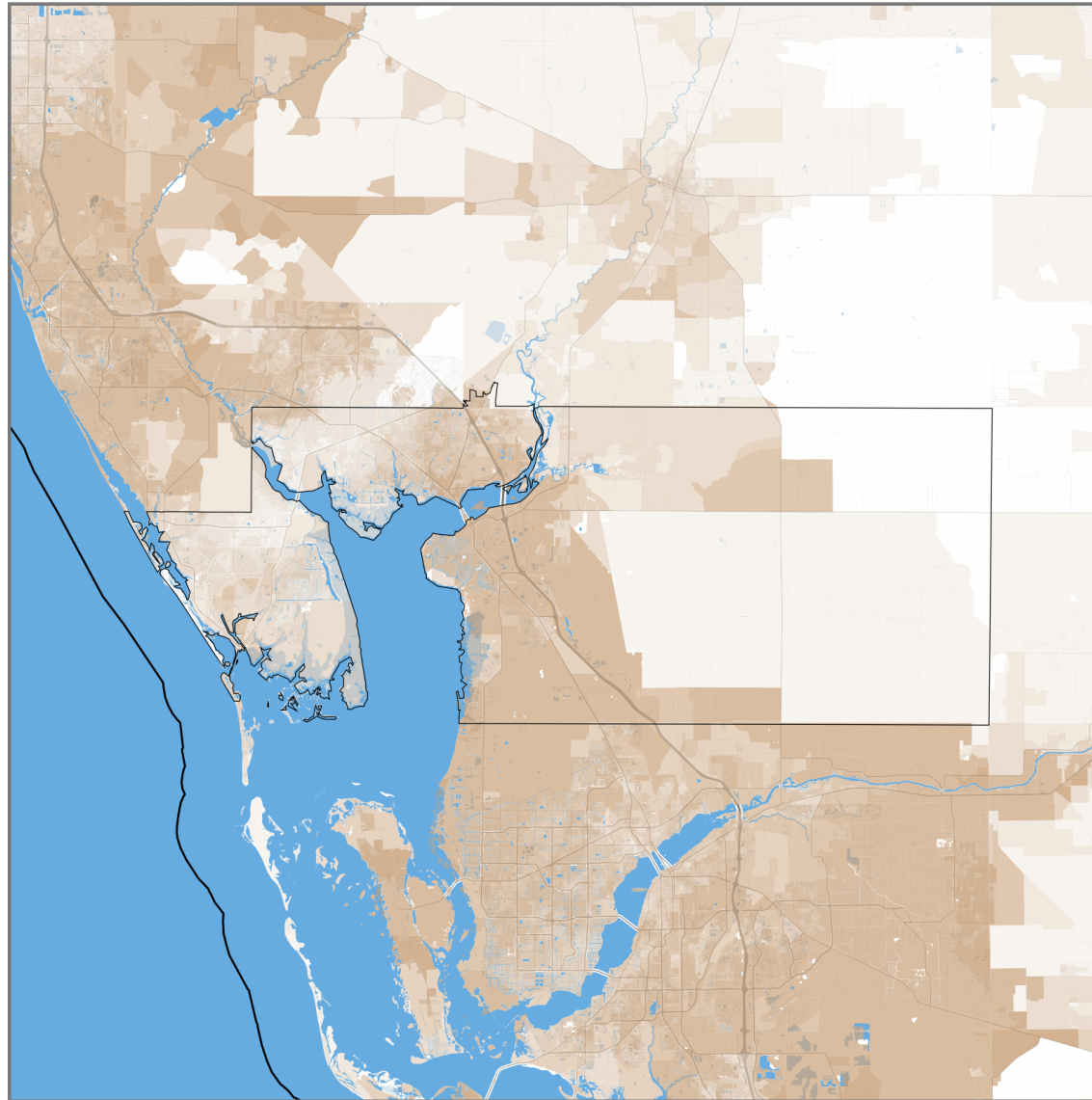


Jobs within 30 minutes
(Driving, AM peak)

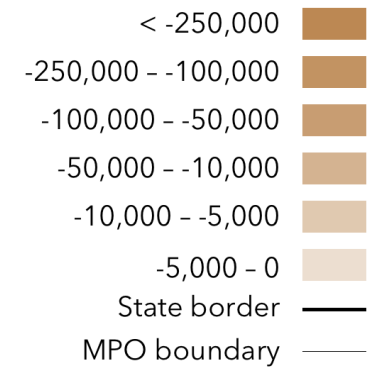


State border —
MPO boundary —

Charlotte County - Punta Gorda MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



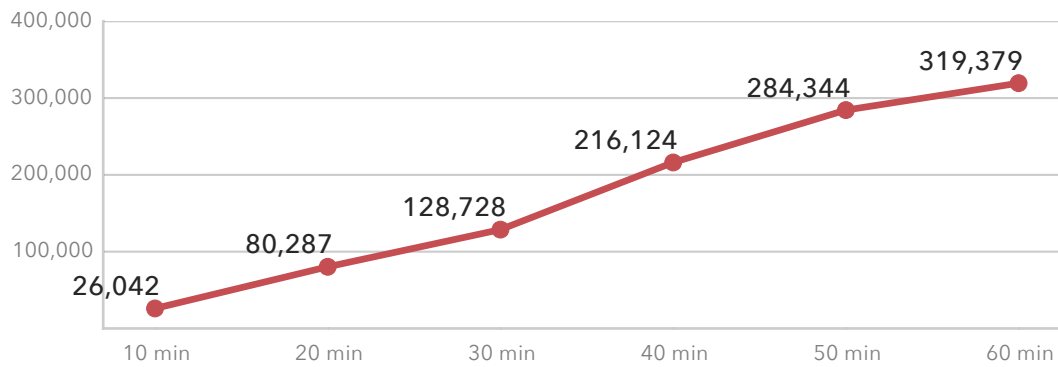
Collier MPO

Job Accessibility Results – Auto, 2015

Total Jobs	119,107
Average Job Density (per mi ²)	148
Total Workers	119,769
Average Worker Density (per mi ²)	149

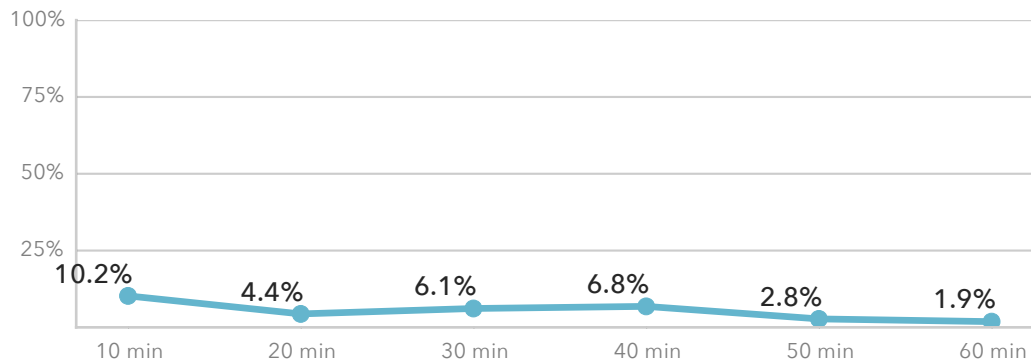
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

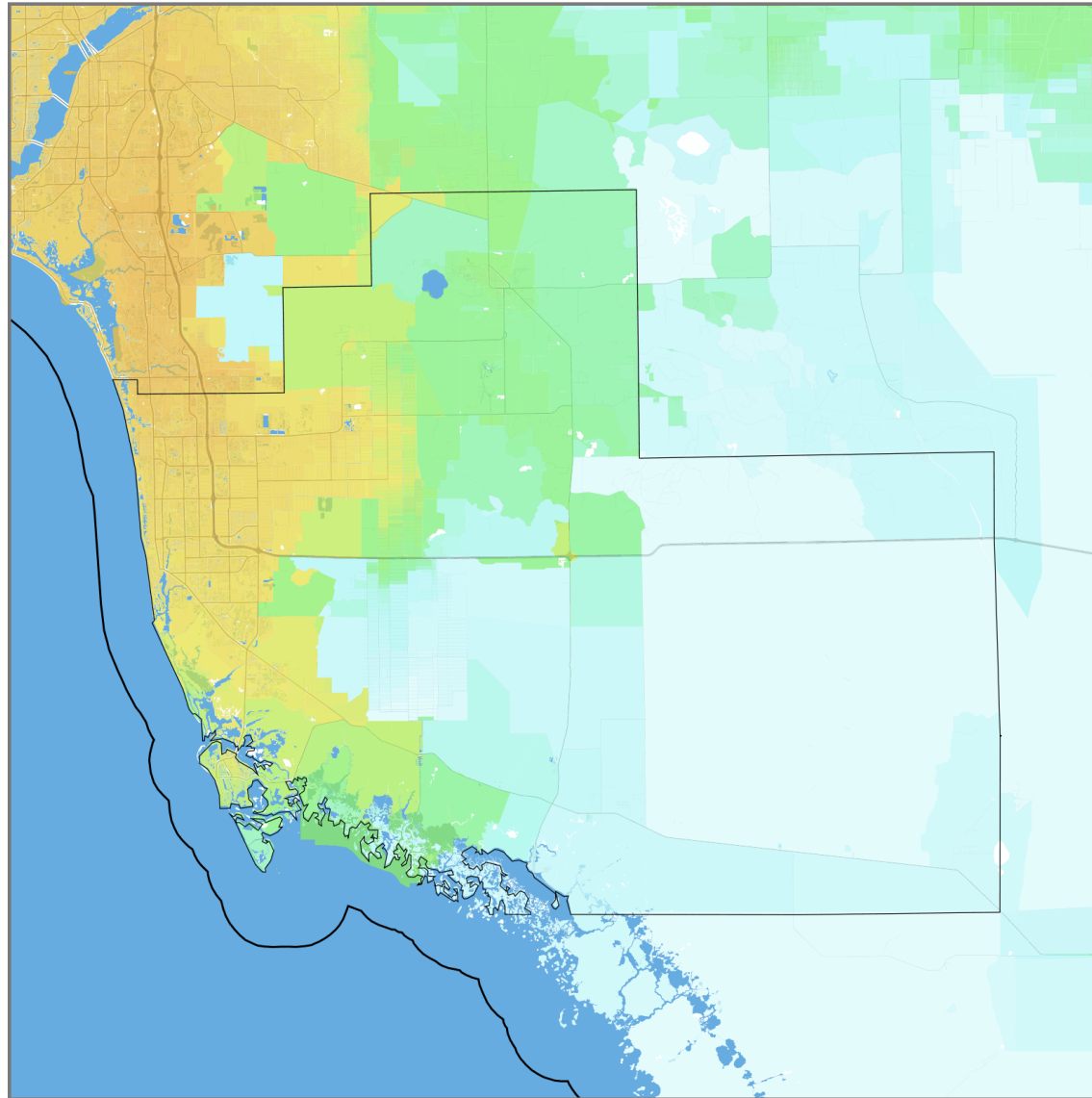


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Collier MPO

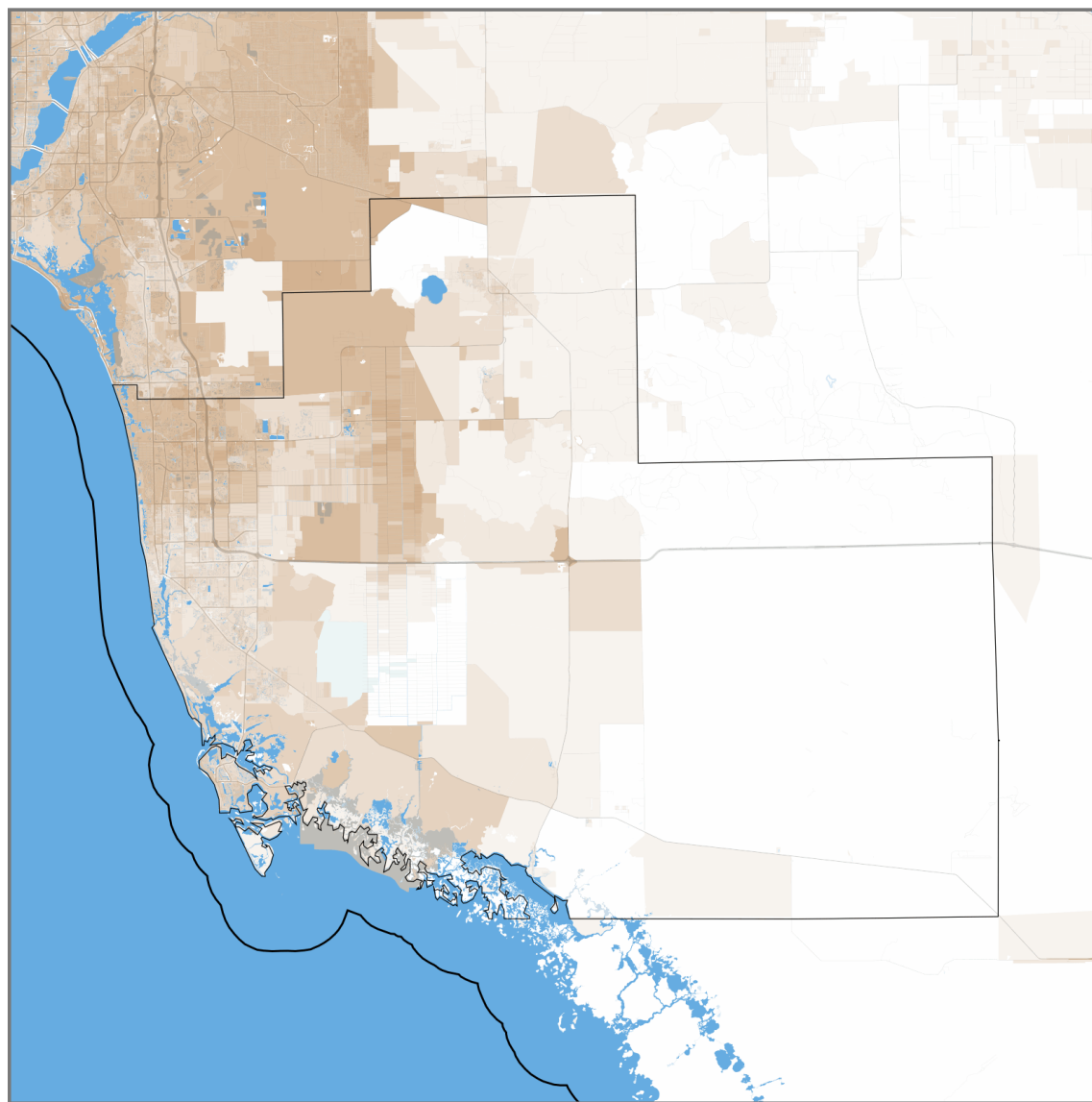


Jobs within 30 minutes
(Driving, AM peak)

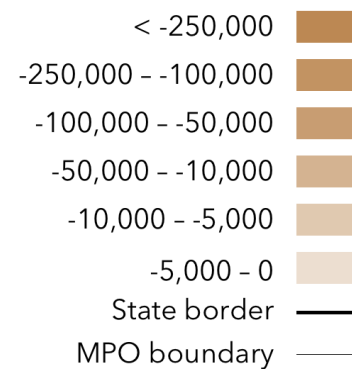
0 - 1,000	
1,000 - 2,500	
2,500 - 5,000	
5,000 - 7,500	
7,500 - 10,000	
10,000 - 25,000	
25,000 - 50,000	
50,000 - 75,000	
75,000 - 100,000	
100,000 - 250,000	
250,000 - 500,000	
500,000 - 750,000	
750,000 - 1,000,000	
1,000,000 - 2,500,000	
2,500,000 - 5,000,000	
5,000,000 - 7,500,000	
7,500,000 - 10,000,000	
10,000,000 +	

State border —
MPO boundary —

Collier MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



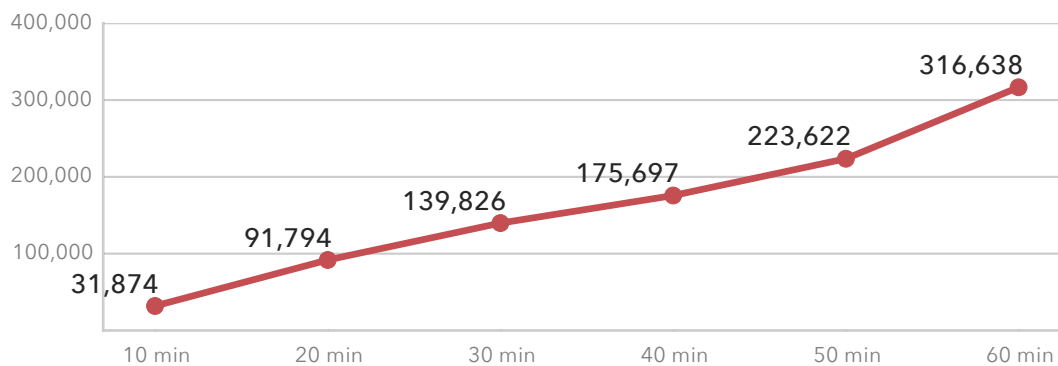
Florida-Alabama Transportation Planning Organization

Job Accessibility Results – Auto, 2015

Total Jobs	176,309
Average Job Density (per mi ²)	381
Total Workers	168,663
Average Worker Density (per mi ²)	364

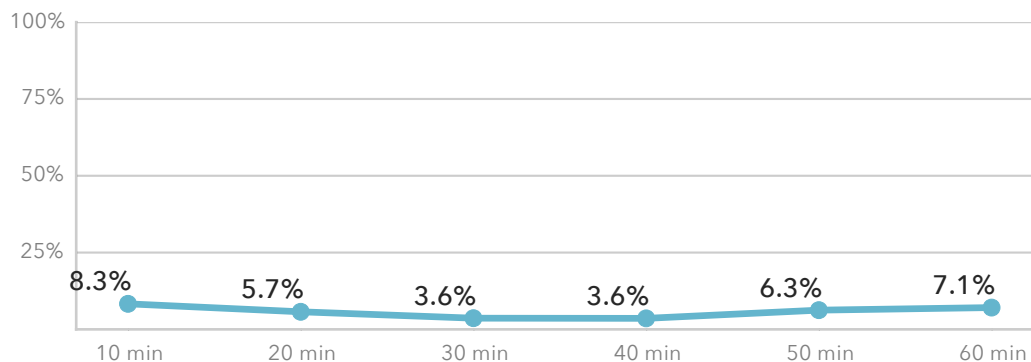
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

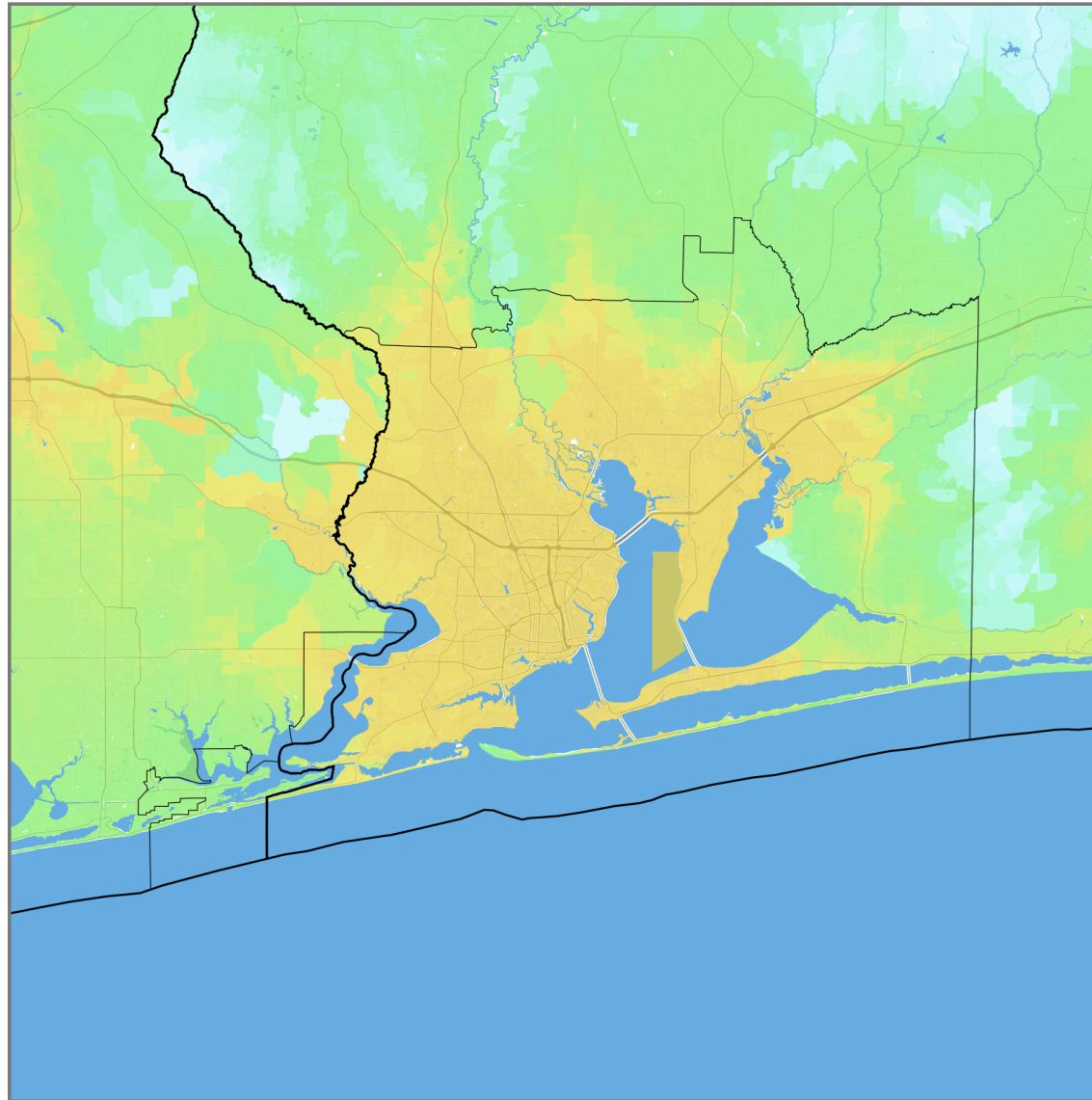


Average Congestion Impact by Travel Time Threshold (worker-weighted)

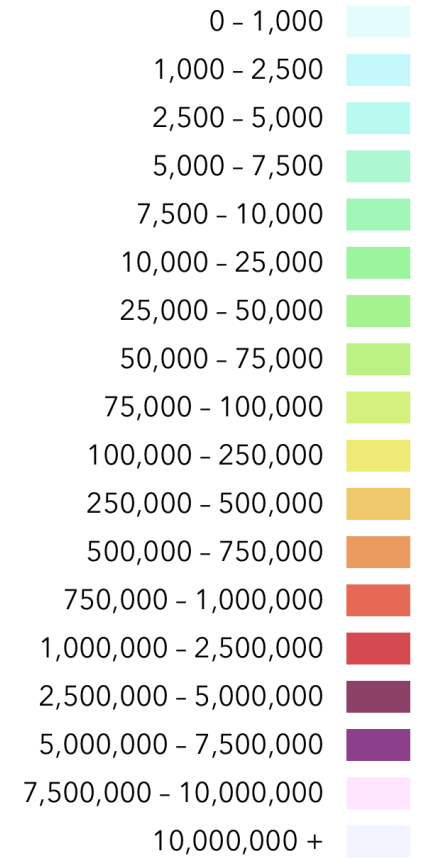
Higher numbers indicate greater job access loss due to congestion



Florida-Alabama Transportation Planning Organization



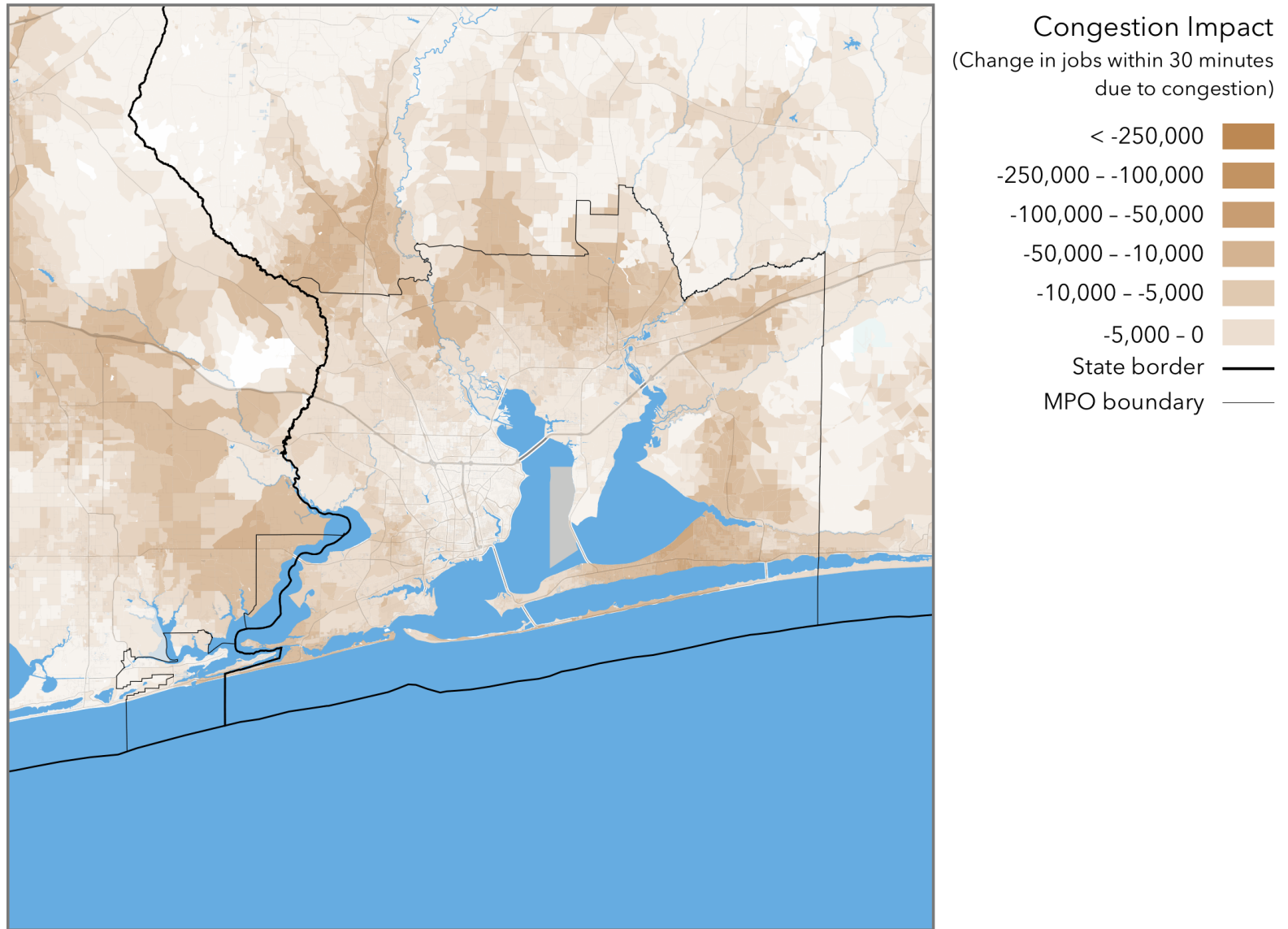
Jobs within 30 minutes
(Driving, AM peak)



State border

MPO boundary

Florida-Alabama Transportation Planning Organization



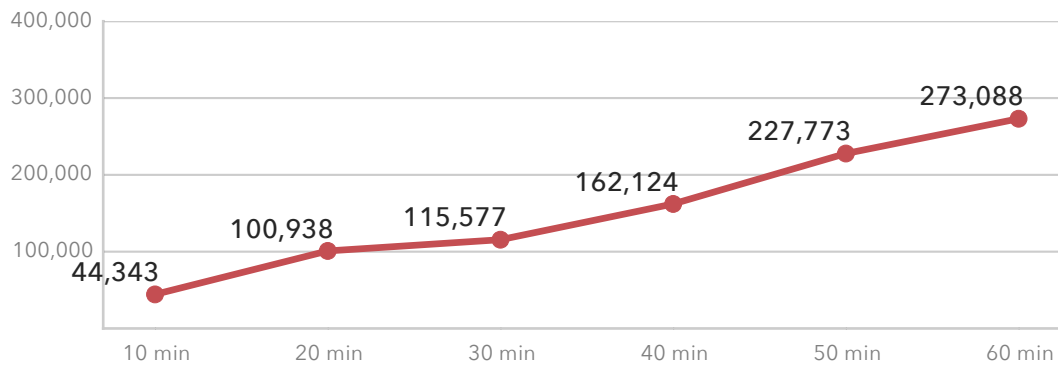
Gainesville MTPO

Job Accessibility Results – Auto, 2015

Total Jobs	103,915
Average Job Density (per mi ²)	1,429
Total Workers	73,019
Average Worker Density (per mi ²)	1,004

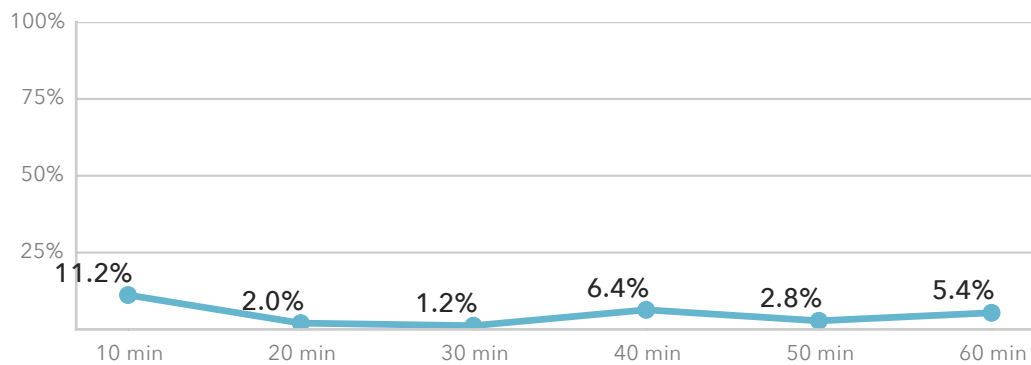
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

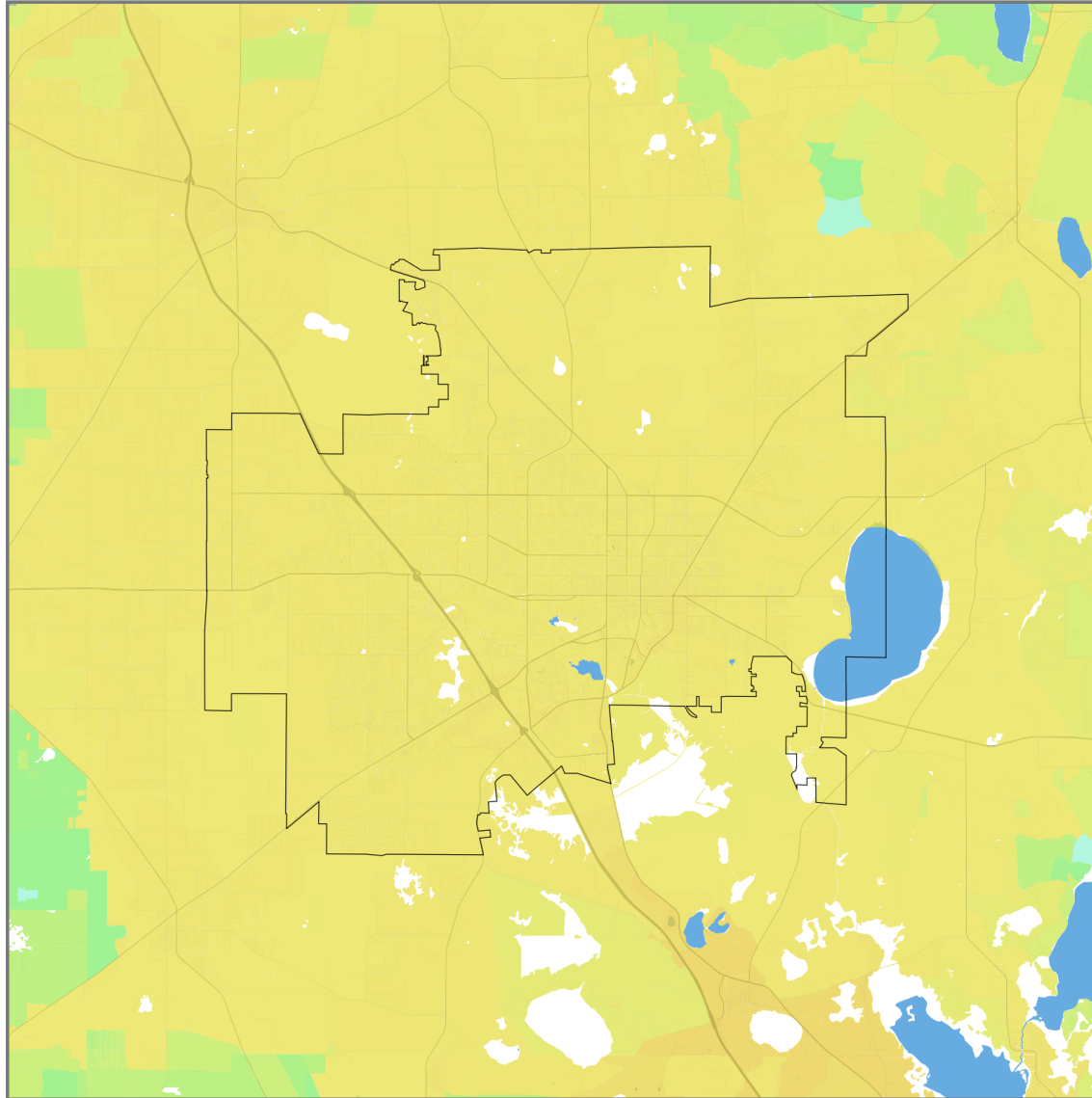


Average Congestion Impact by Travel Time Threshold (worker-weighted)

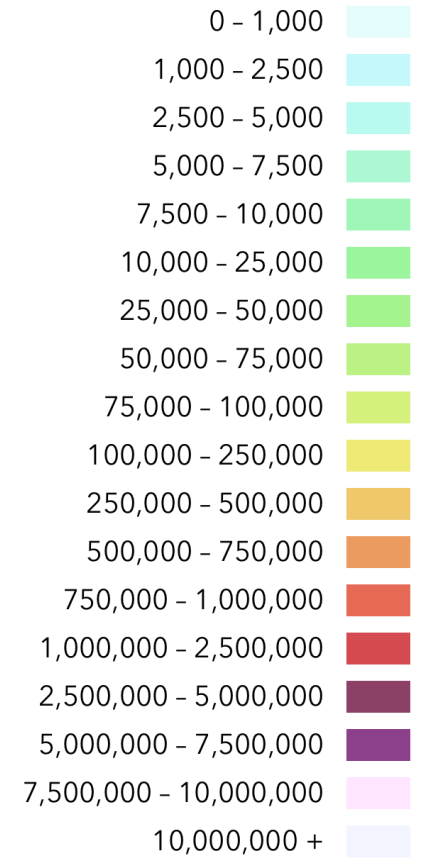
Higher numbers indicate greater job access loss due to congestion



Gainesville MTP0

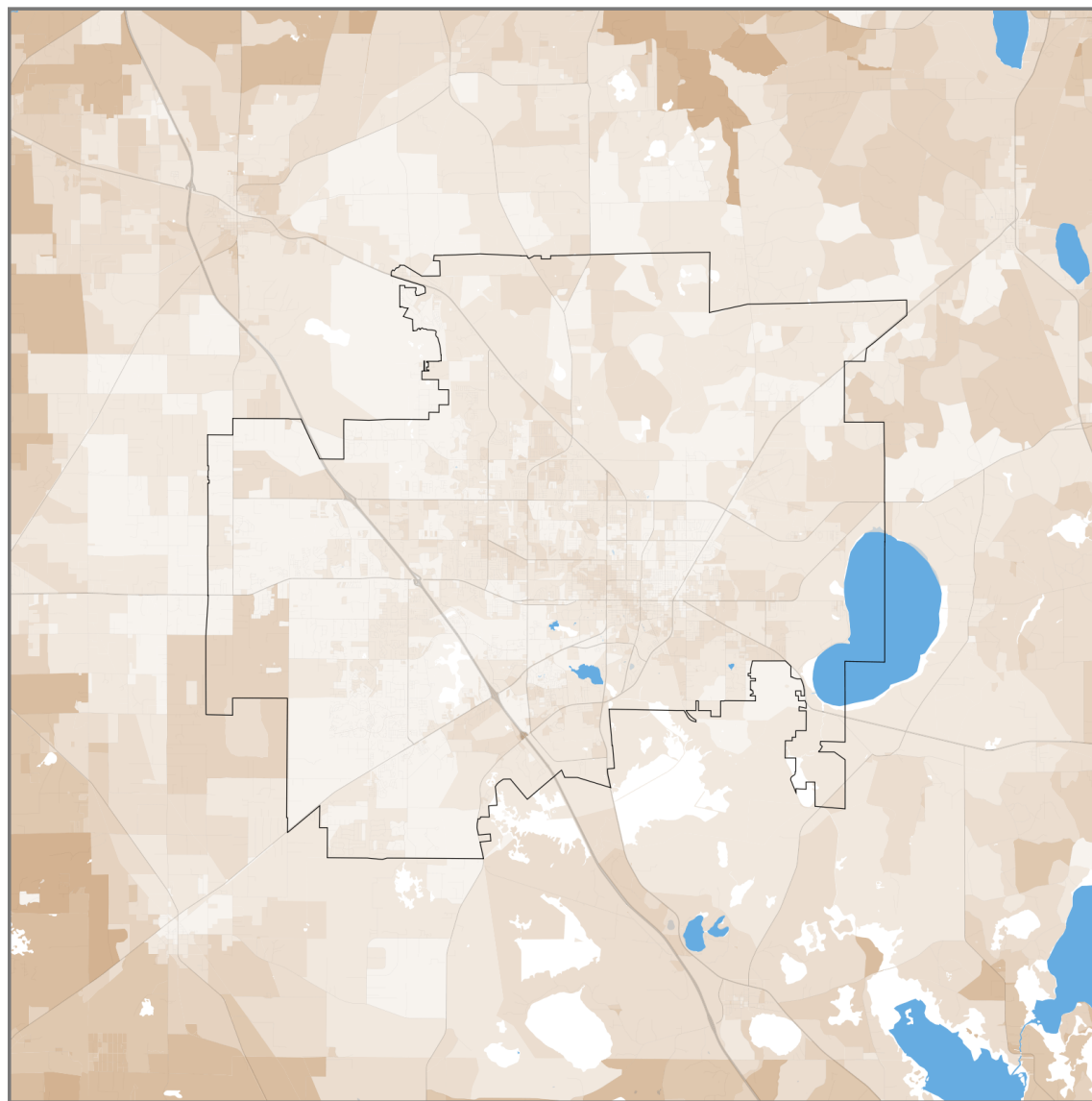


Jobs within 30 minutes
(Driving, AM peak)

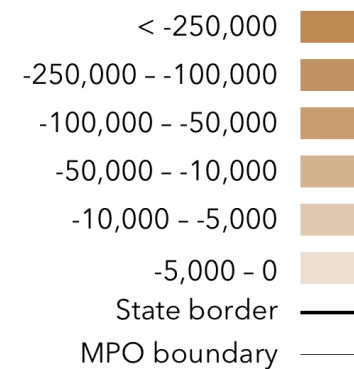


State border ———
MPO boundary ———

Gainesville MTPo



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



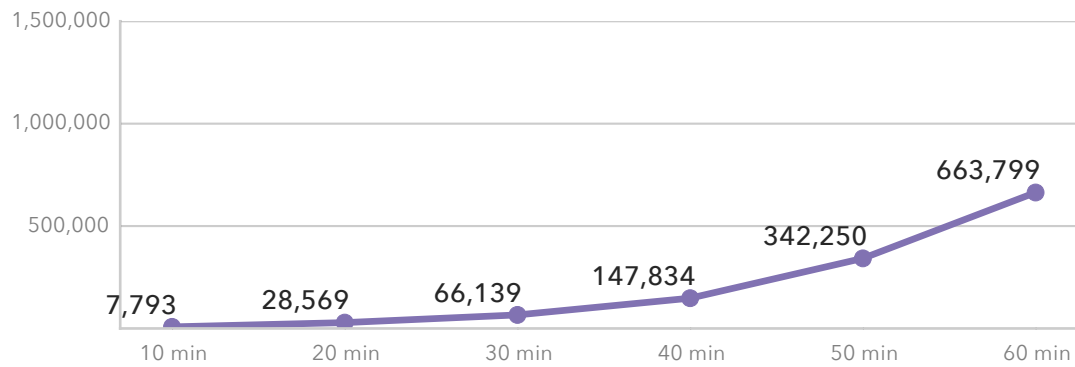
Hernando County MPO

Job Accessibility Results – Auto, 2015

Total Jobs	71,324
Average Job Density (per mi ²)	164
Total Workers	90,519
Average Worker Density (per mi ²)	209

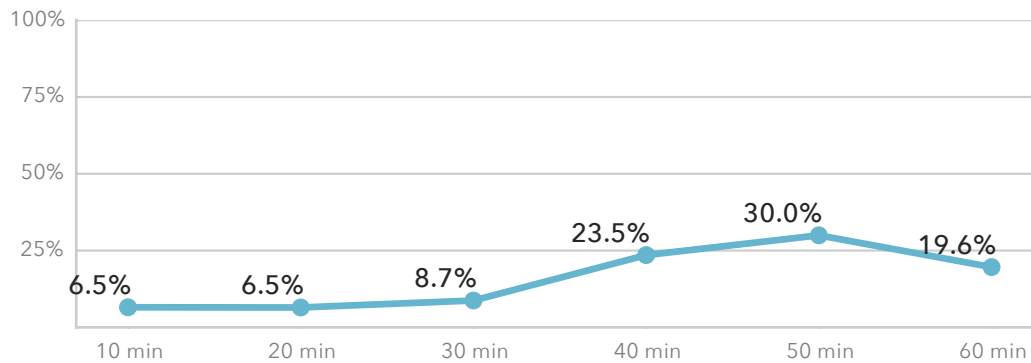
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

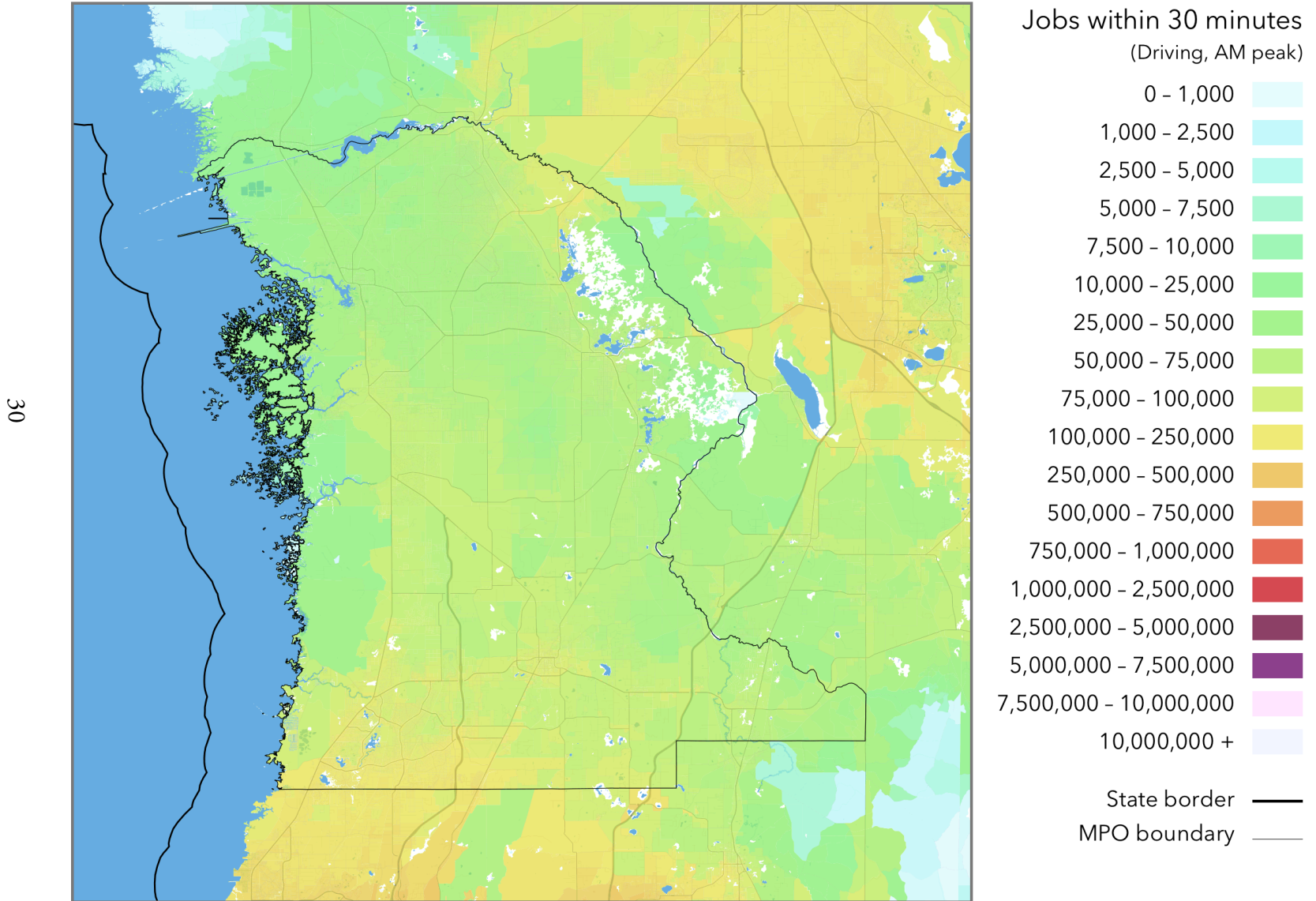


Average Congestion Impact by Travel Time Threshold (worker-weighted)

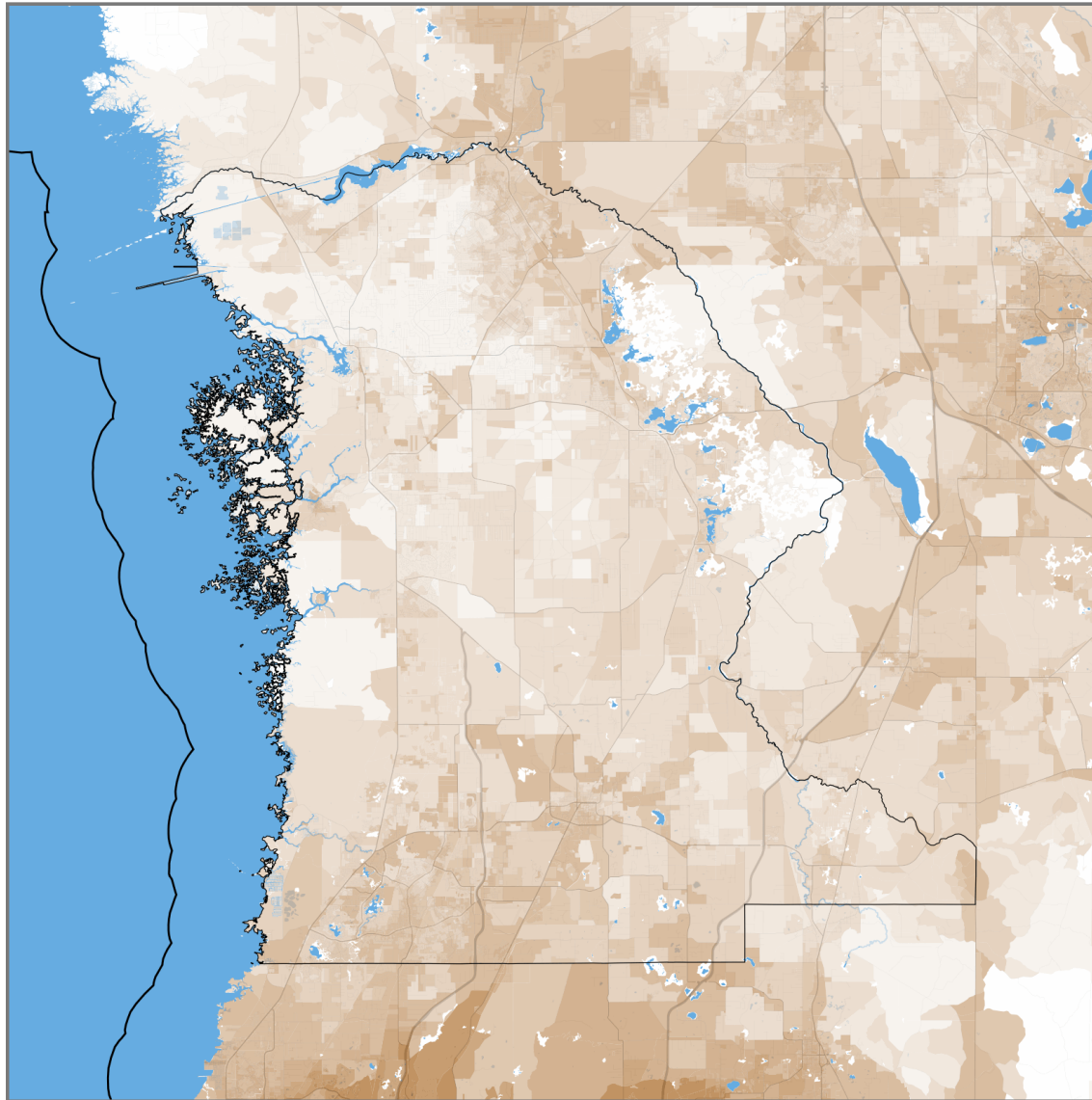
Higher numbers indicate greater job access loss due to congestion



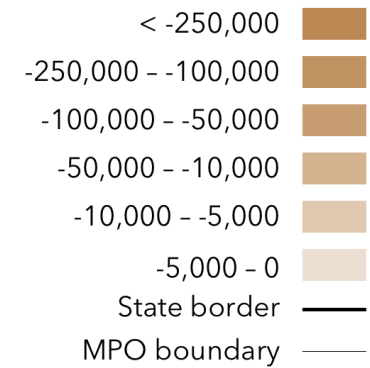
Hernando County MPO



Hernando County MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



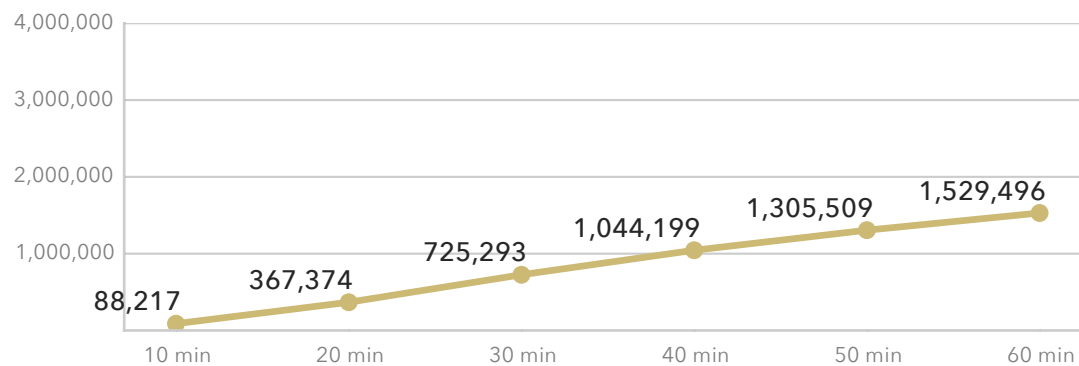
Hillsborough County MPO

Job Accessibility Results – Auto, 2015

Total Jobs	612,802
Average Job Density (per mi ²)	1,428
Total Workers	529,448
Average Worker Density (per mi ²)	1,234

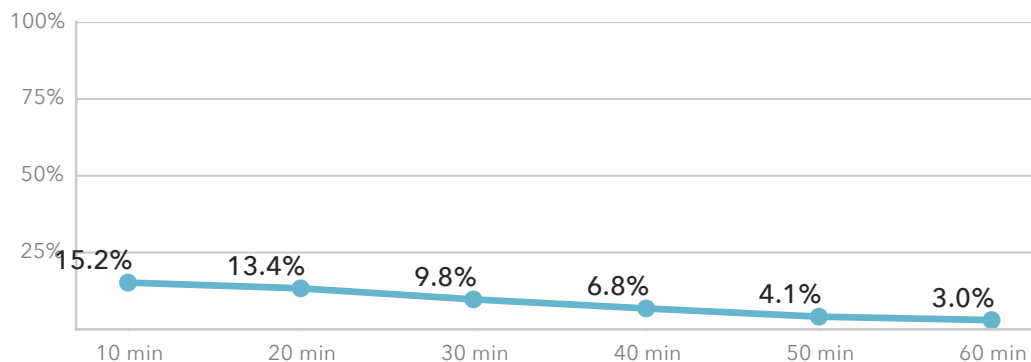
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

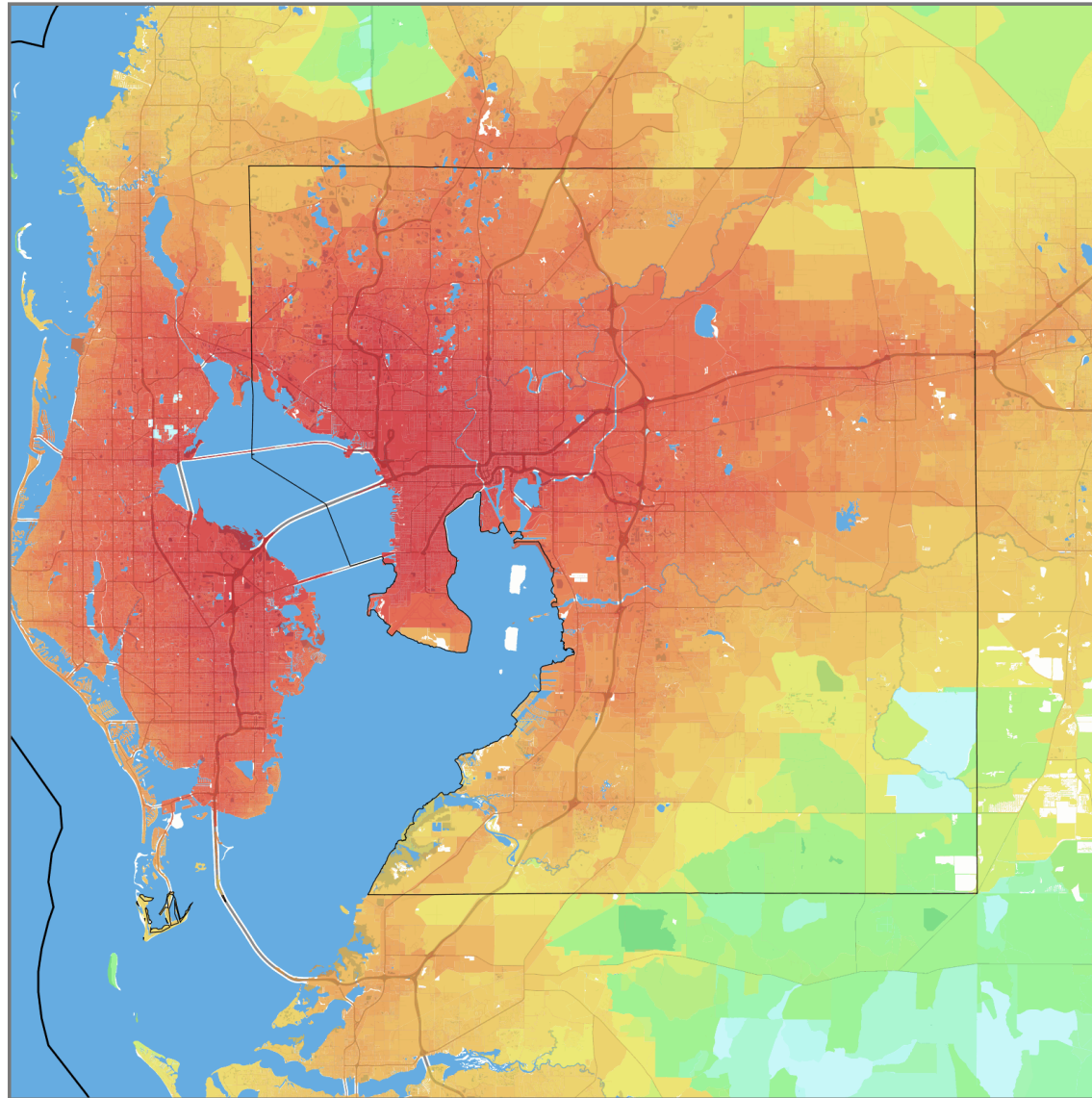


Average Congestion Impact by Travel Time Threshold (worker-weighted)

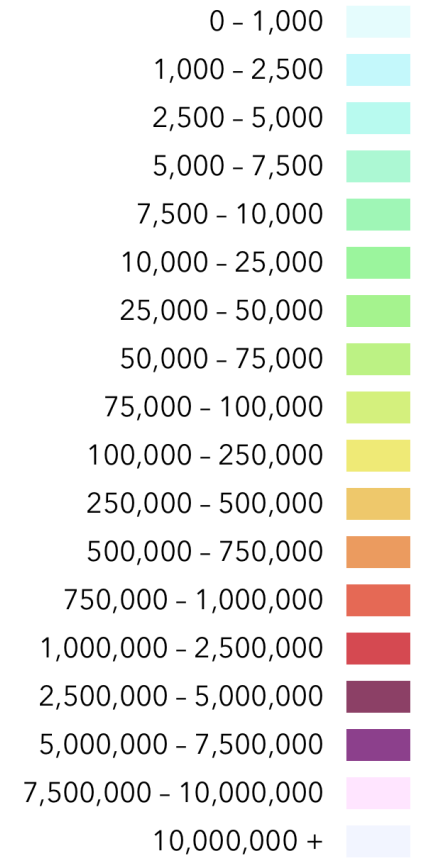
Higher numbers indicate greater job access loss due to congestion



Hillsborough County MPO



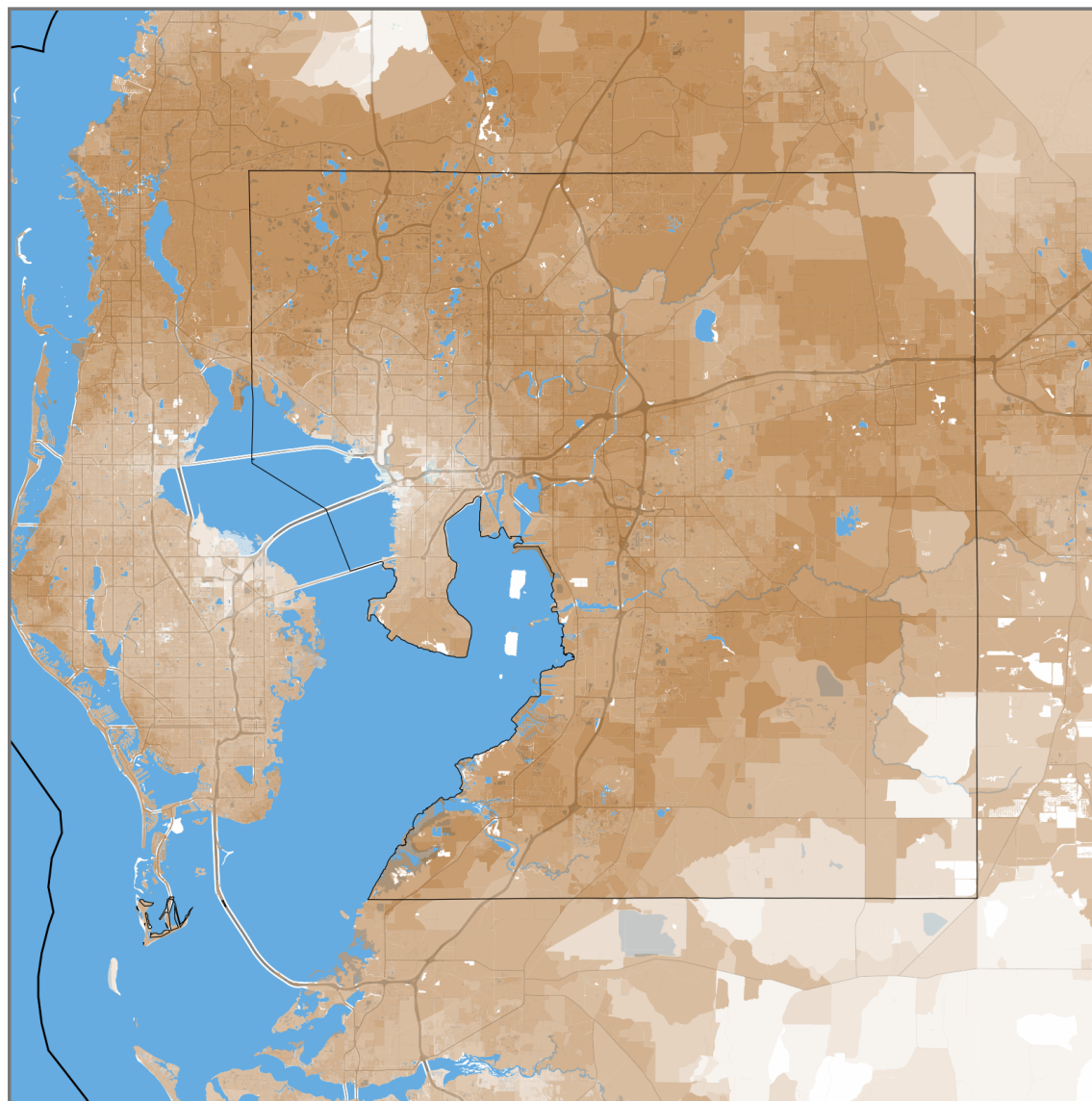
Jobs within 30 minutes
(Driving, AM peak)



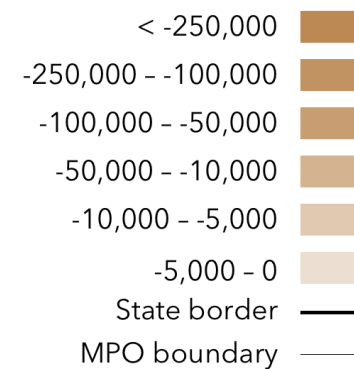
State border

MPO boundary

Hillsborough County MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



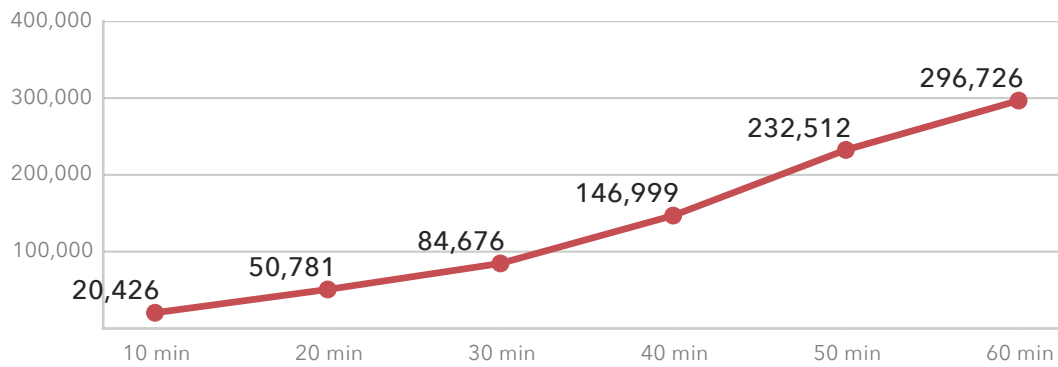
Indian River County MPO

Job Accessibility Results – Auto, 2015

Total Jobs	44,992
Average Job Density (per mi ²)	665
Total Workers	53,173
Average Worker Density (per mi ²)	786

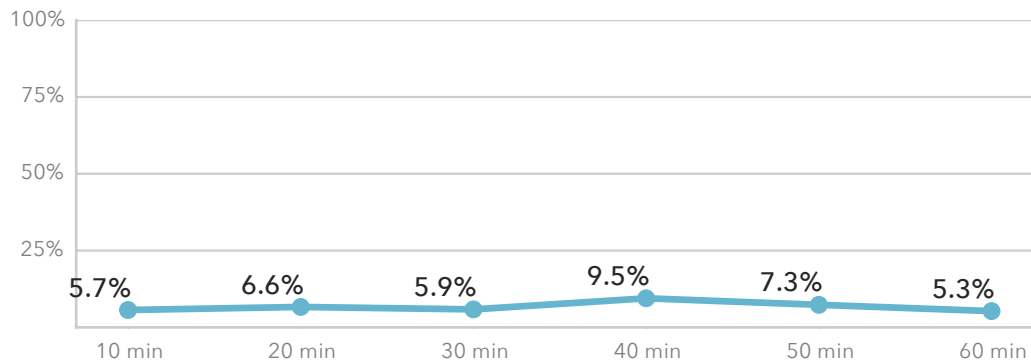
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)



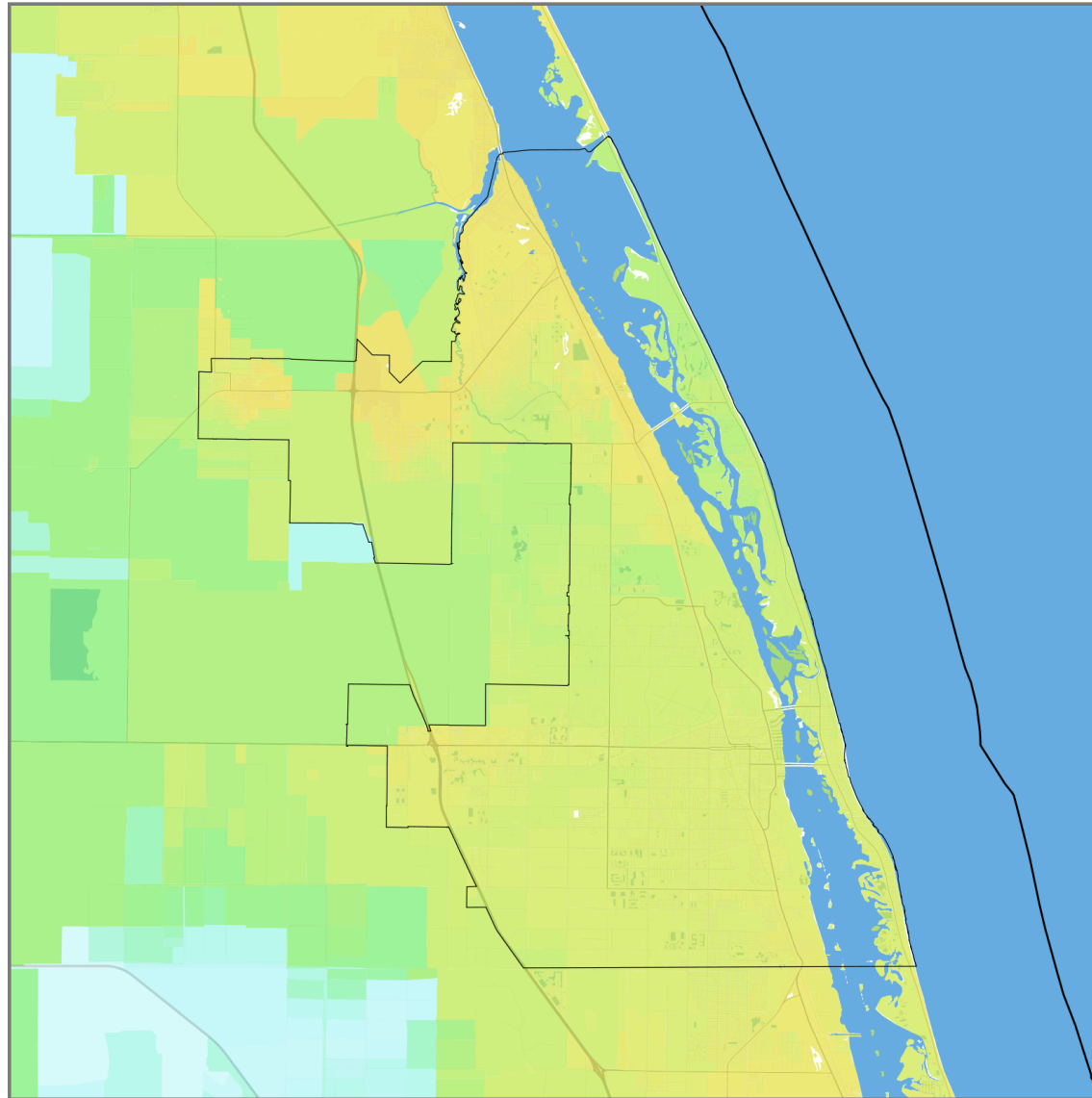
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

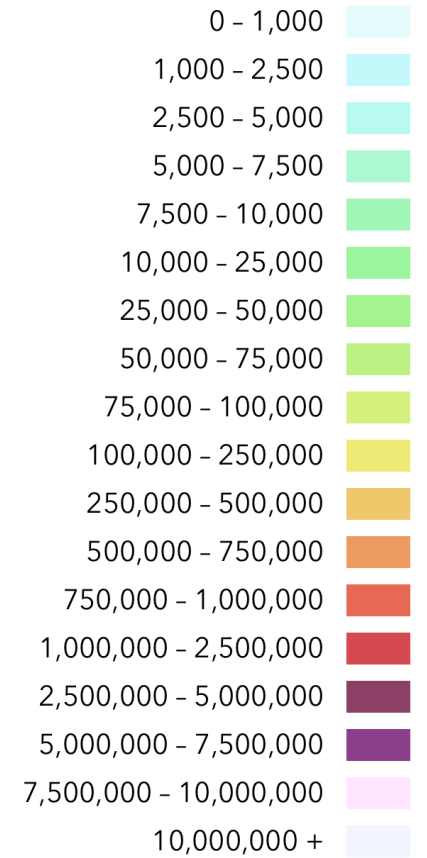


Indian River County MPO

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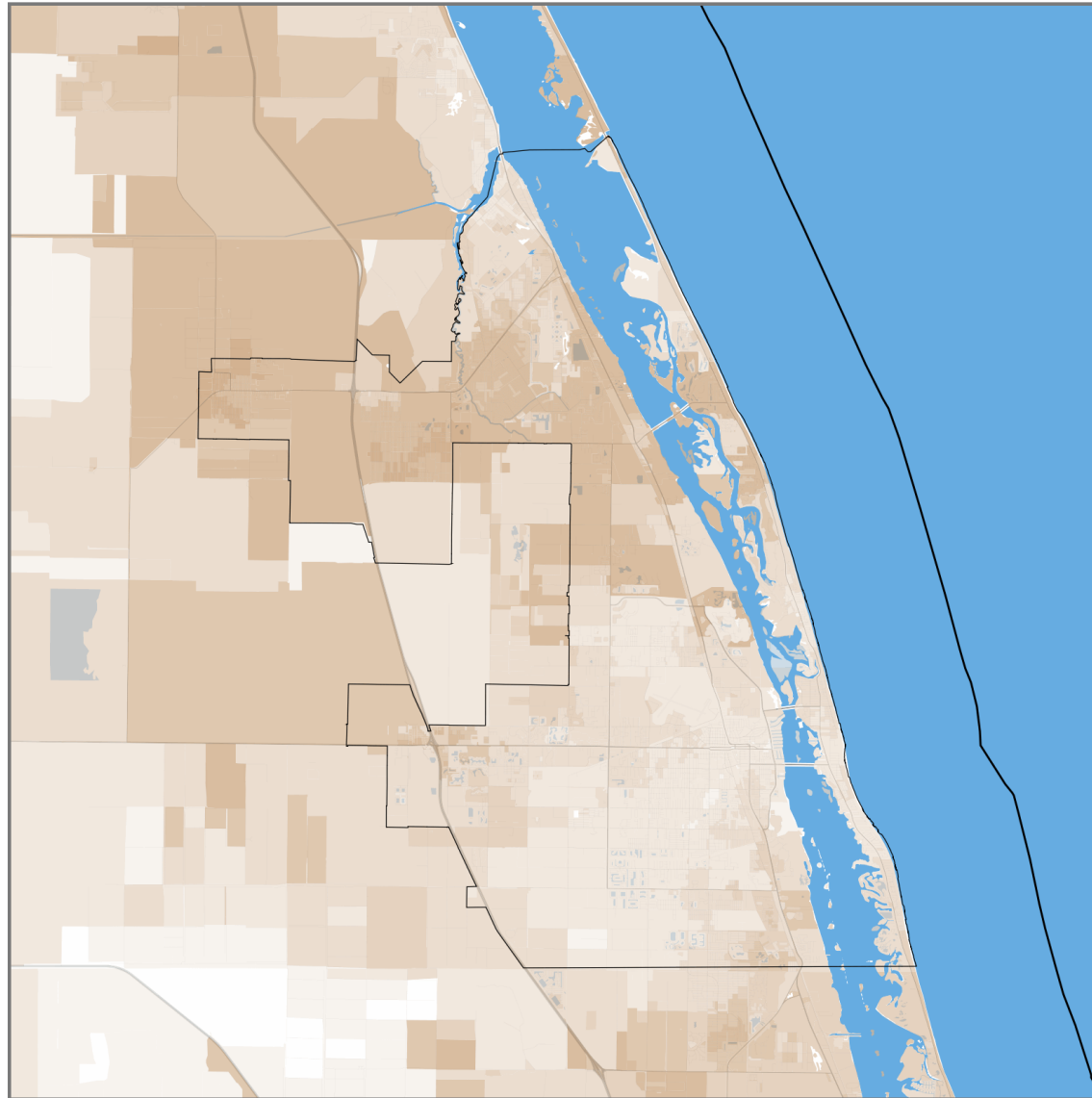


Jobs within 30 minutes
(Driving, AM peak)

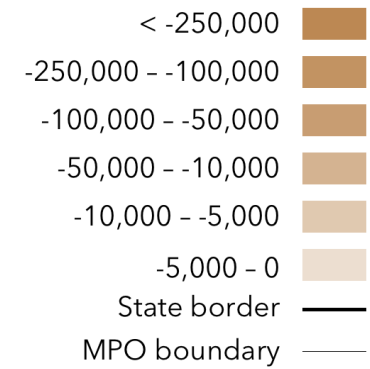


State border —
MPO boundary —

Indian River County MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



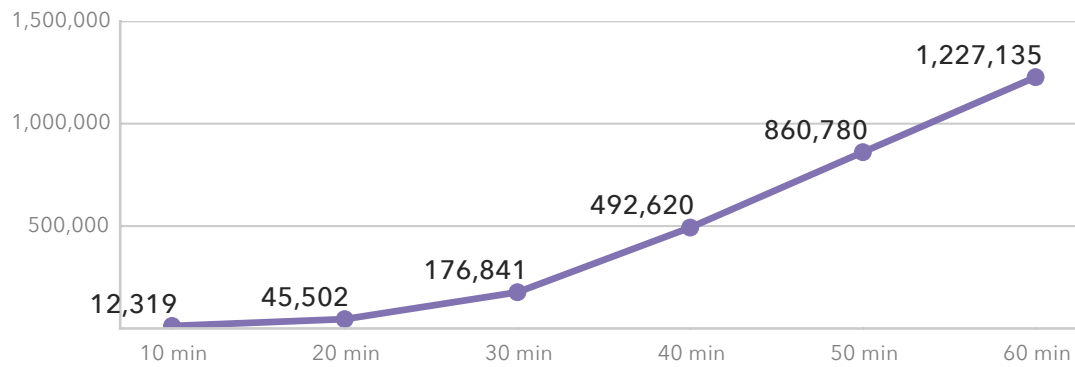
Lake-Sumter MPO

Job Accessibility Results – Auto, 2015

Total Jobs	107,432
Average Job Density (per mi ²)	160
Total Workers	146,078
Average Worker Density (per mi ²)	218

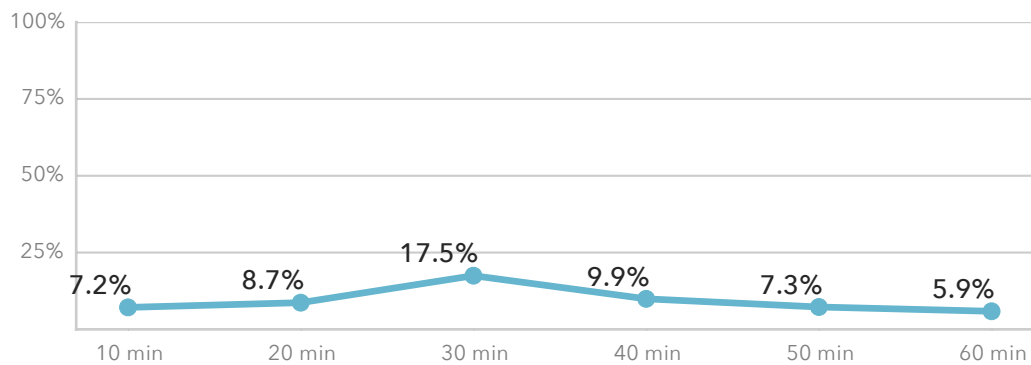
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)



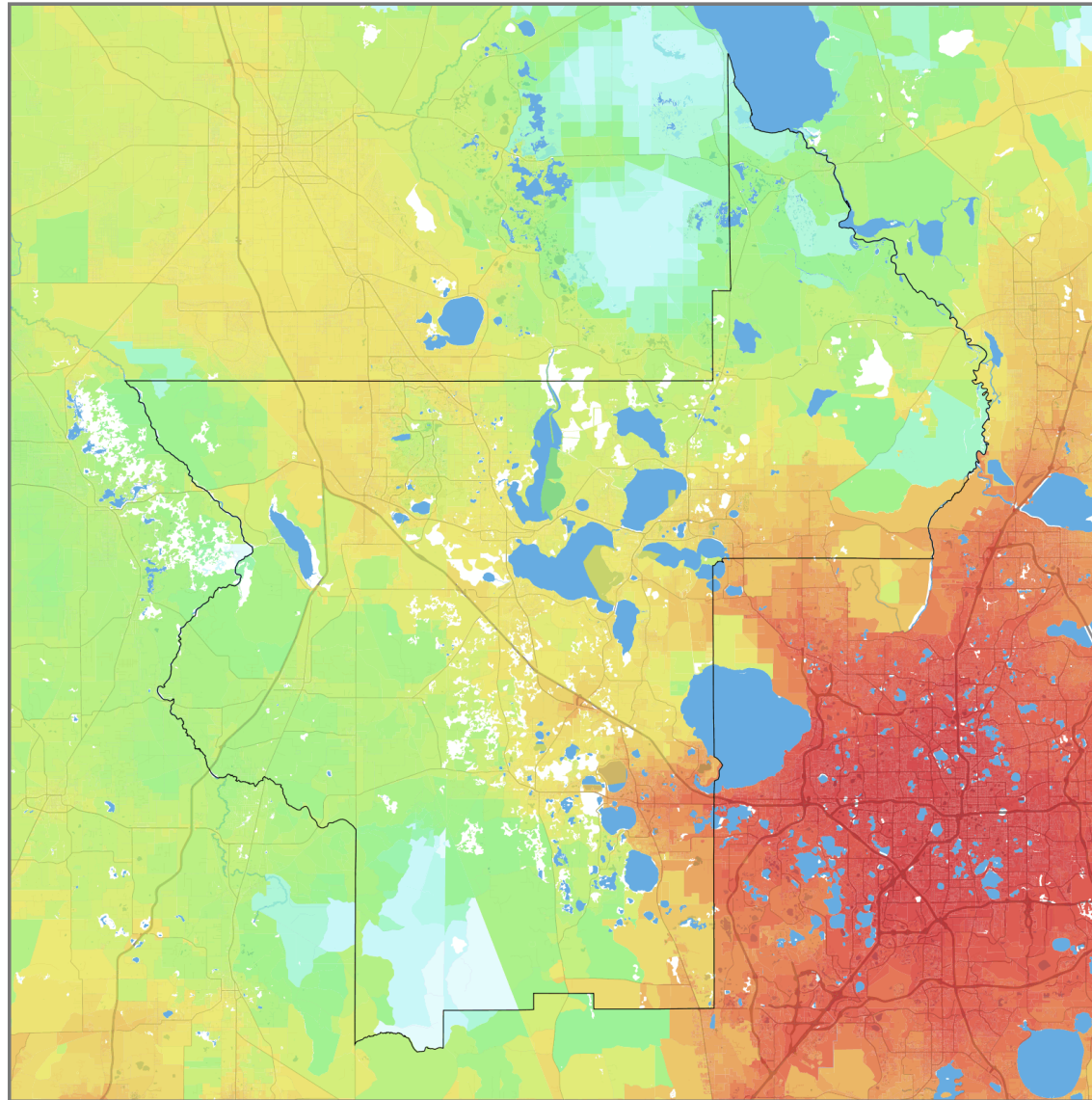
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

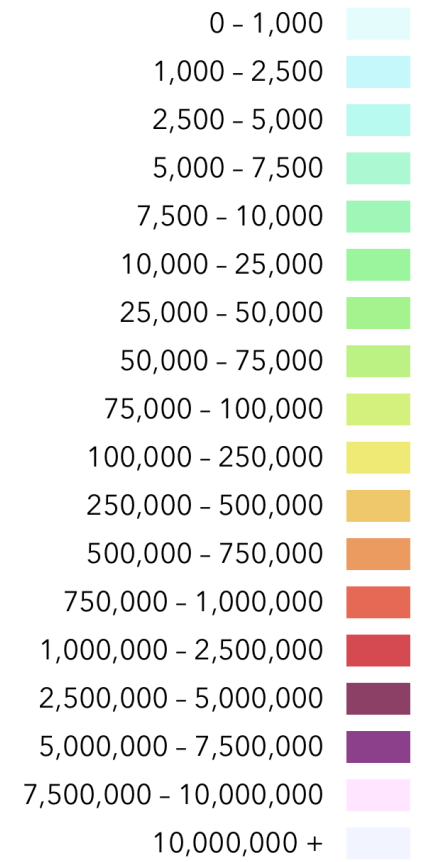


Lake-Sumter MPO

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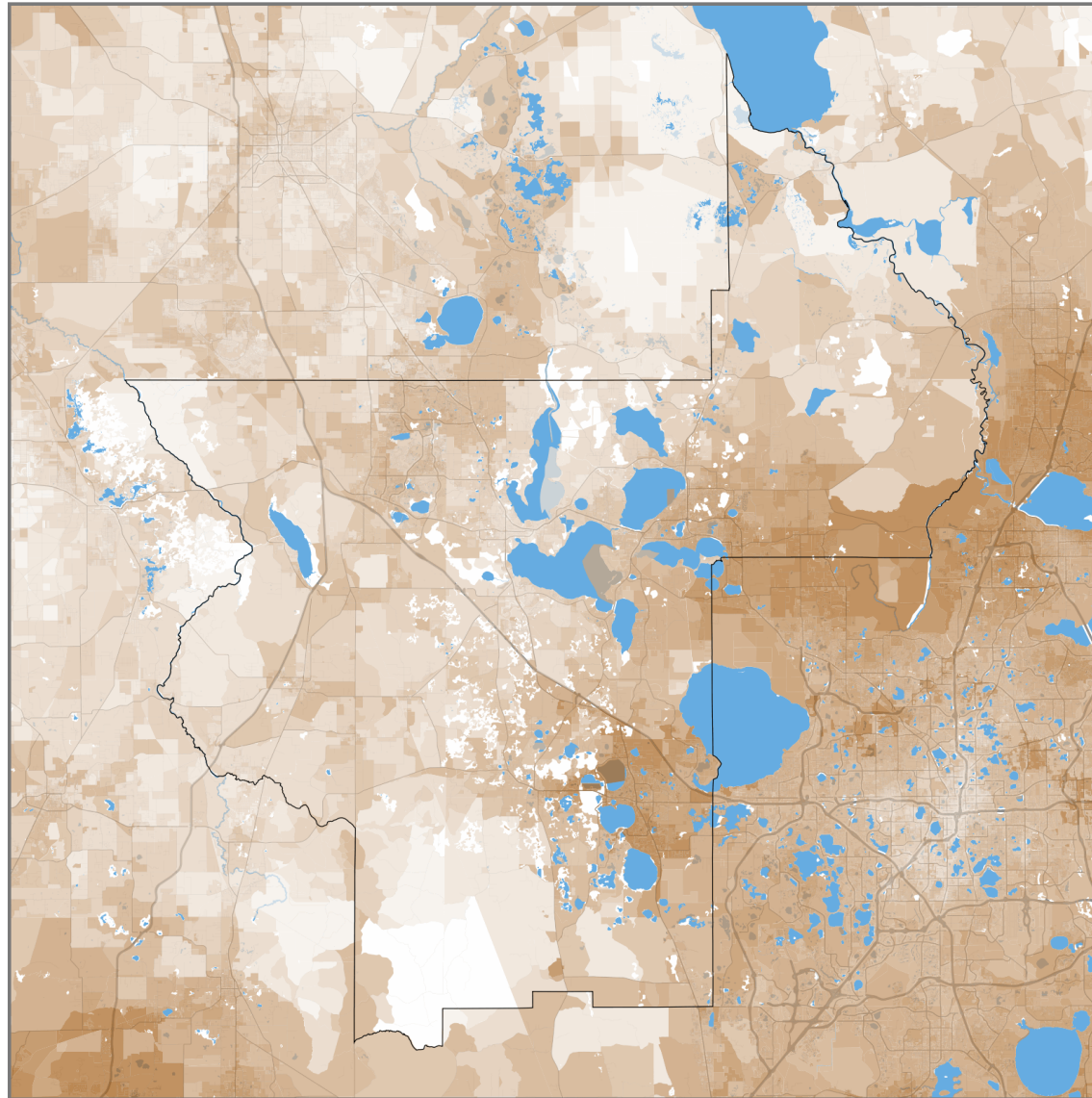
Jobs within 30 minutes
(Driving, AM peak)



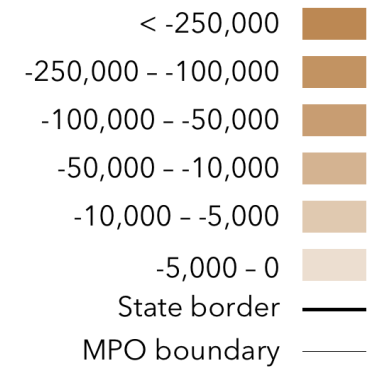
State border ———
MPO boundary ———

Lake-Sumter MPO

40



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



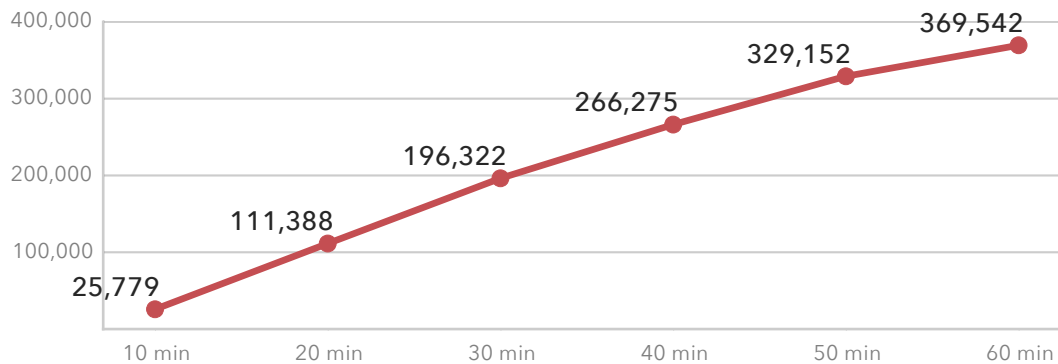
Lee County MPO

Job Accessibility Results – Auto, 2015

Total Jobs	202,910
Average Job Density (per mi ²)	636
Total Workers	217,973
Average Worker Density (per mi ²)	683

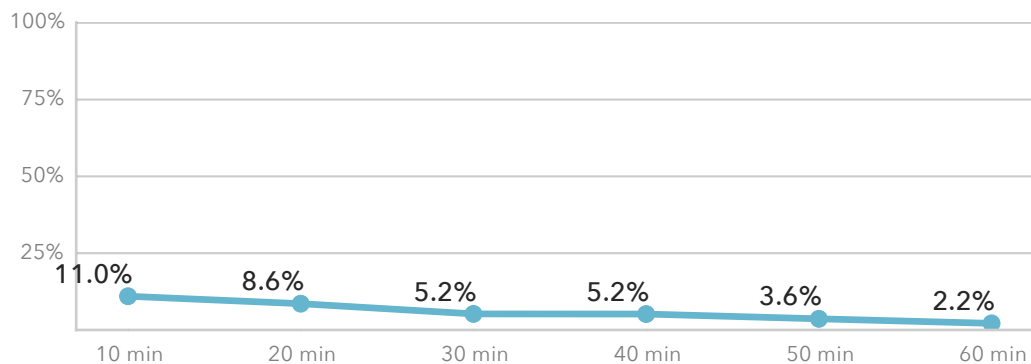
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

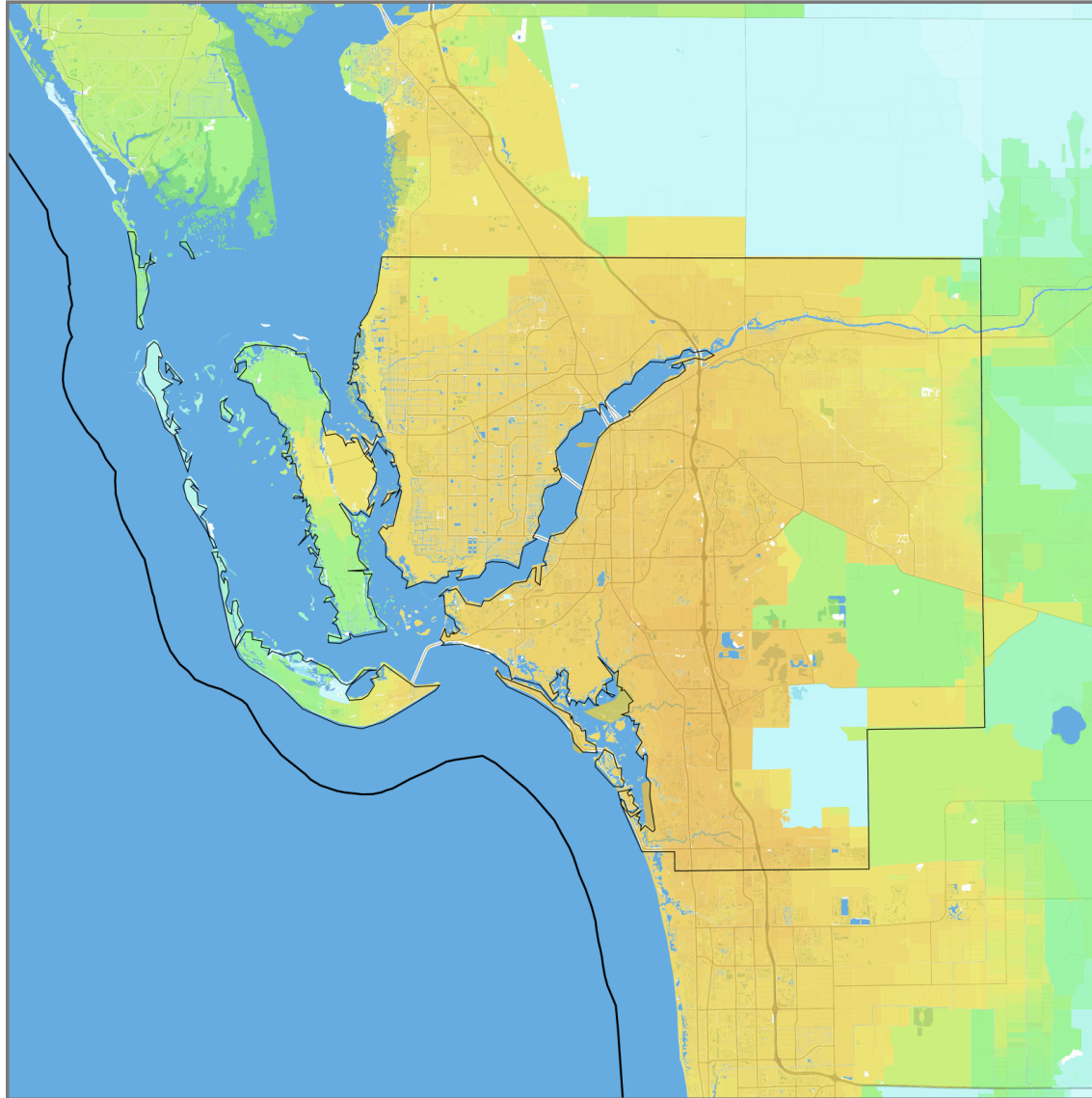


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Lee County MPO



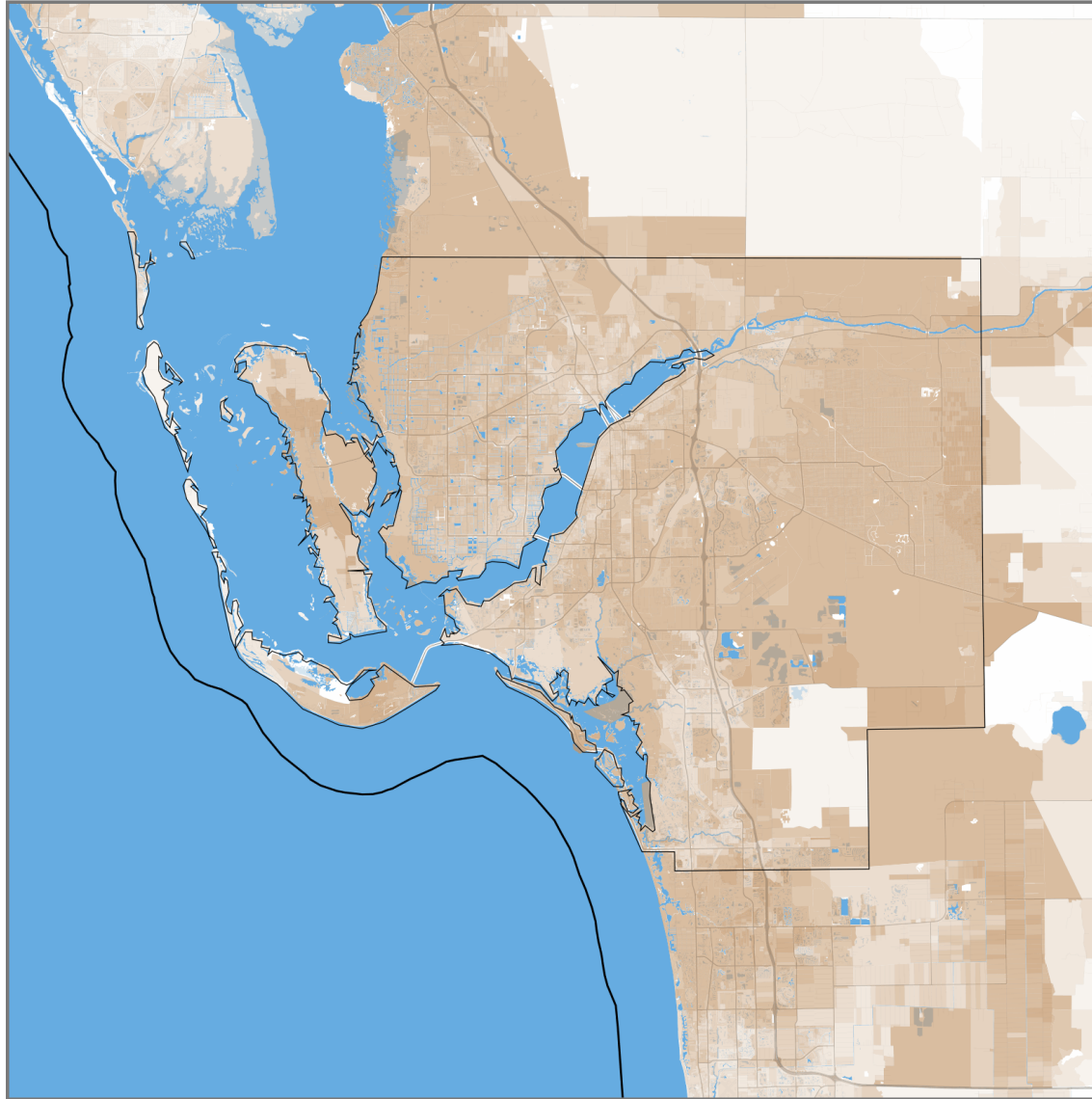
Jobs within 30 minutes
(Driving, AM peak)

0 - 1,000	
1,000 - 2,500	
2,500 - 5,000	
5,000 - 7,500	
7,500 - 10,000	
10,000 - 25,000	
25,000 - 50,000	
50,000 - 75,000	
75,000 - 100,000	
100,000 - 250,000	
250,000 - 500,000	
500,000 - 750,000	
750,000 - 1,000,000	
1,000,000 - 2,500,000	
2,500,000 - 5,000,000	
5,000,000 - 7,500,000	
7,500,000 - 10,000,000	
10,000,000 +	

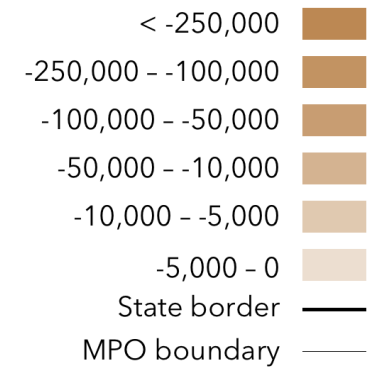
State border —

MPO boundary —

Lee County MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



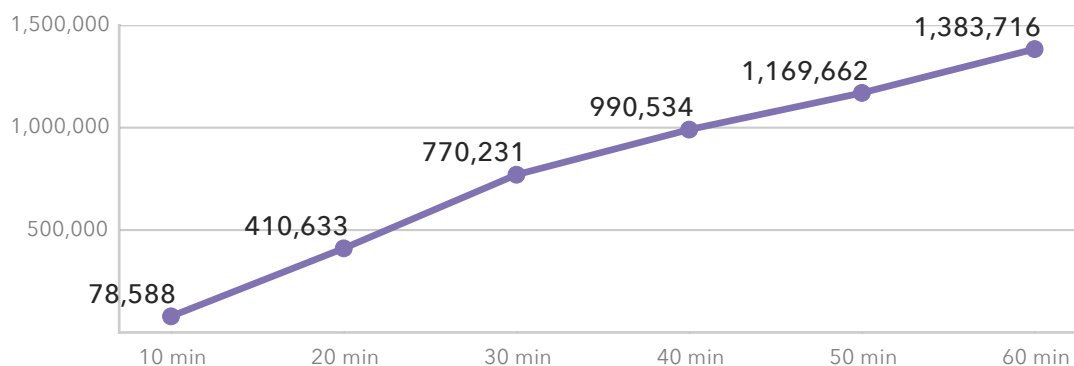
METROPLAN Orlando

Job Accessibility Results – Auto, 2015

Total Jobs	1,001,636
Average Job Density (per mi ²)	907
Total Workers	857,977
Average Worker Density (per mi ²)	777

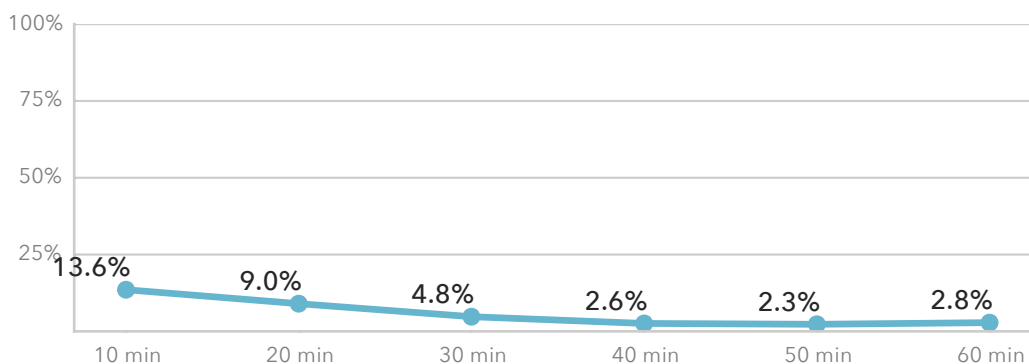
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

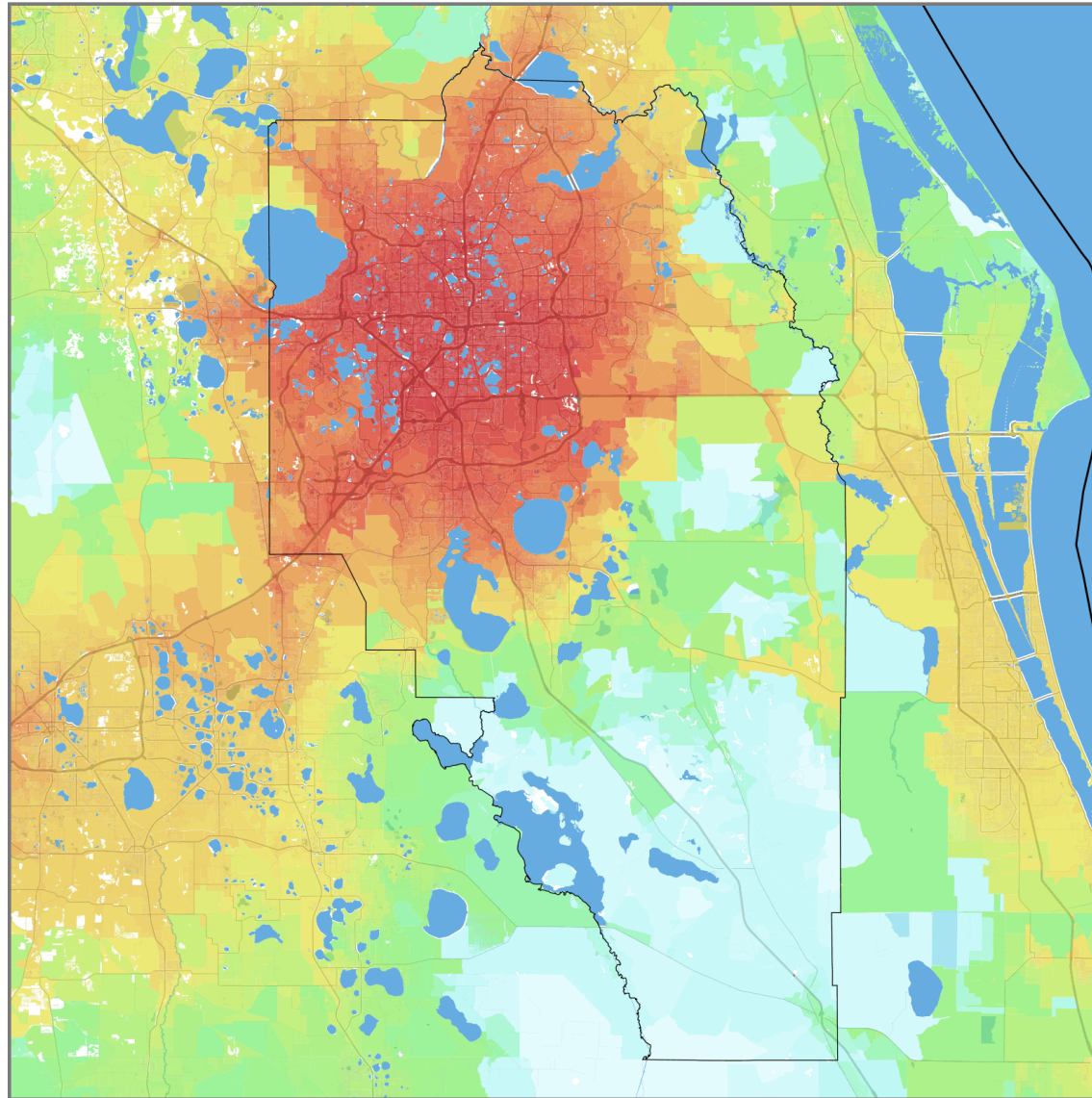


Average Congestion Impact by Travel Time Threshold (worker-weighted)

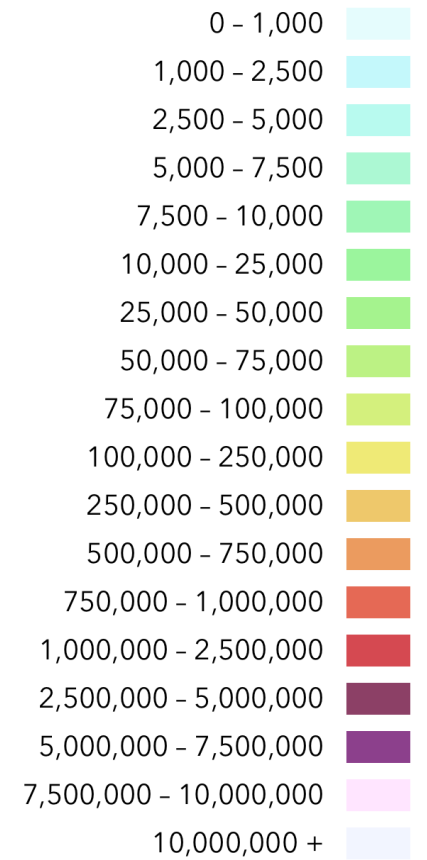
Higher numbers indicate greater job access loss due to congestion



METROPLAN Orlando



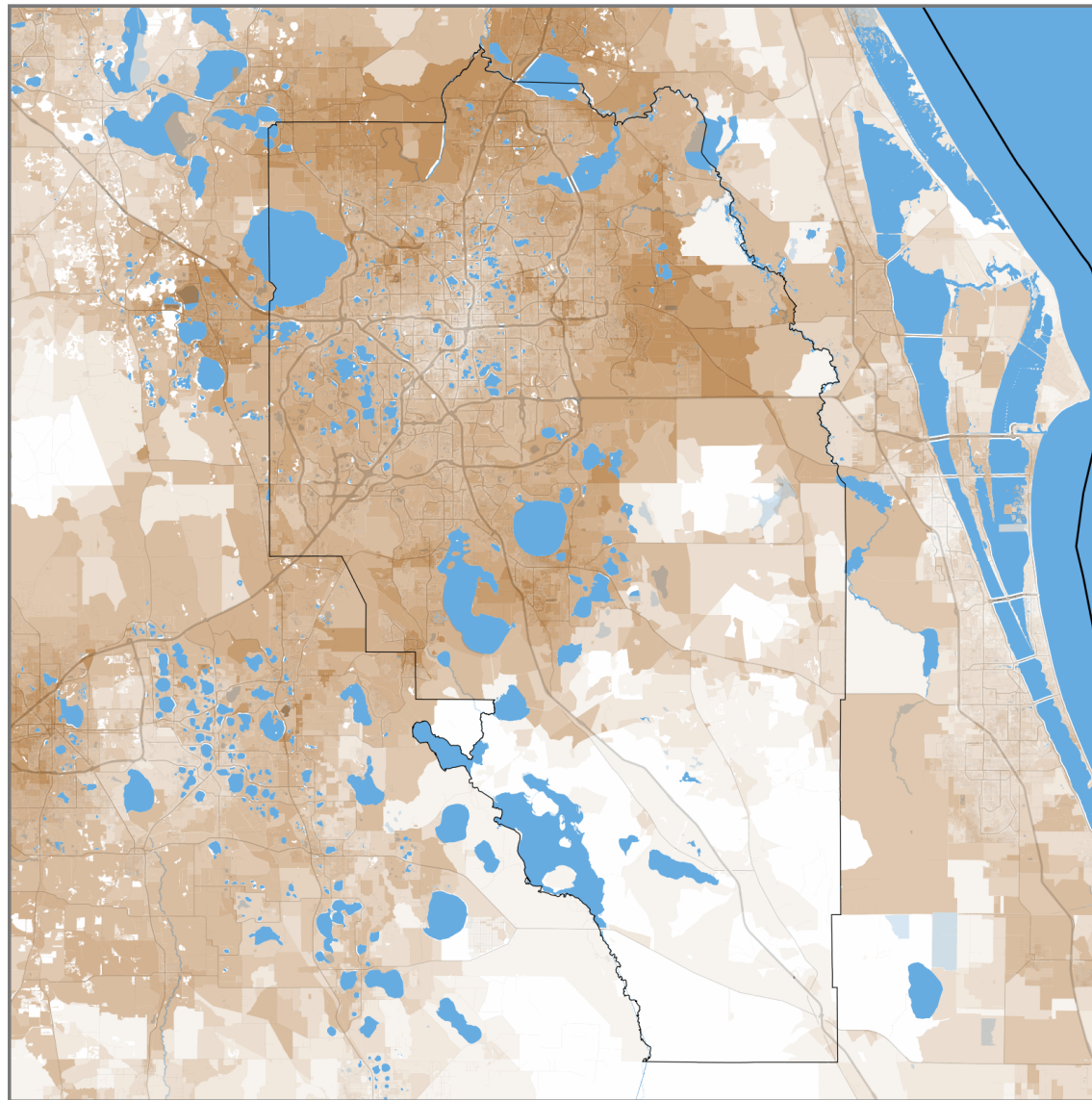
Jobs within 30 minutes
(Driving, AM peak)



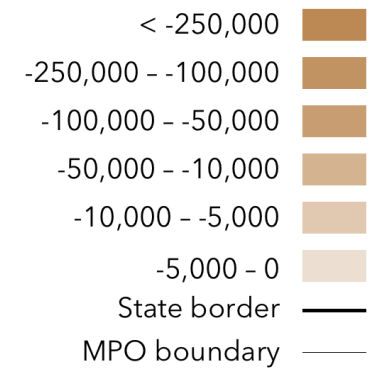
State border

MPO boundary

METROPLAN Orlando



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



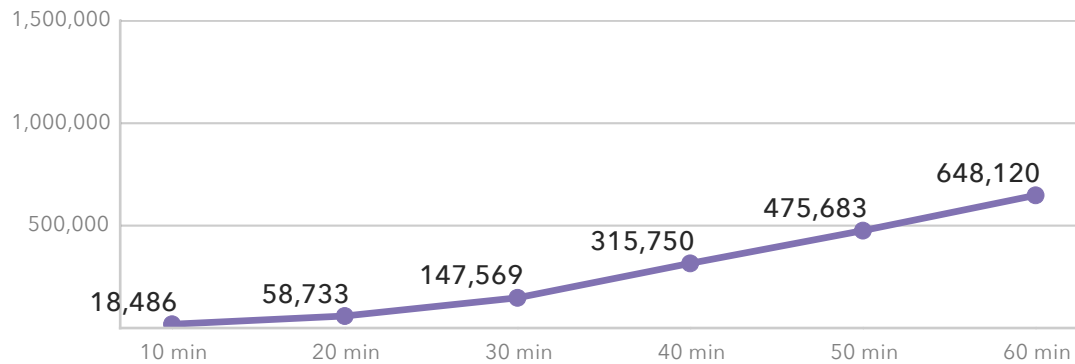
Martin County MPO

Job Accessibility Results – Auto, 2015

Total Jobs	54,969
Average Job Density (per mi ²)	261
Total Workers	53,461
Average Worker Density (per mi ²)	253

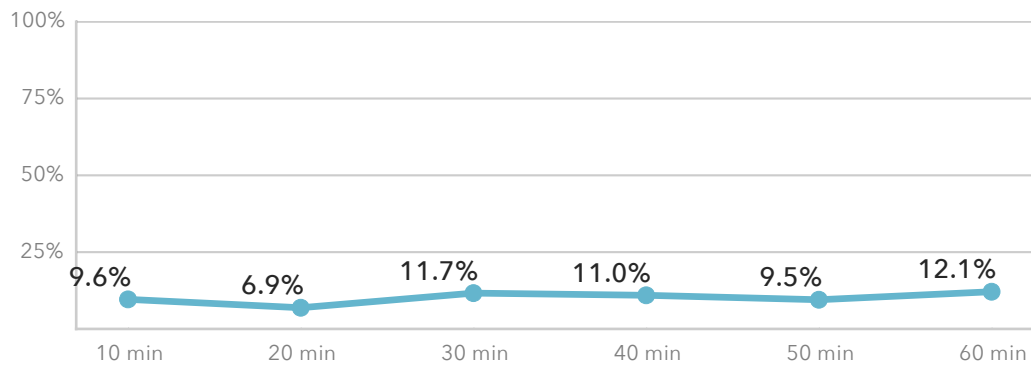
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

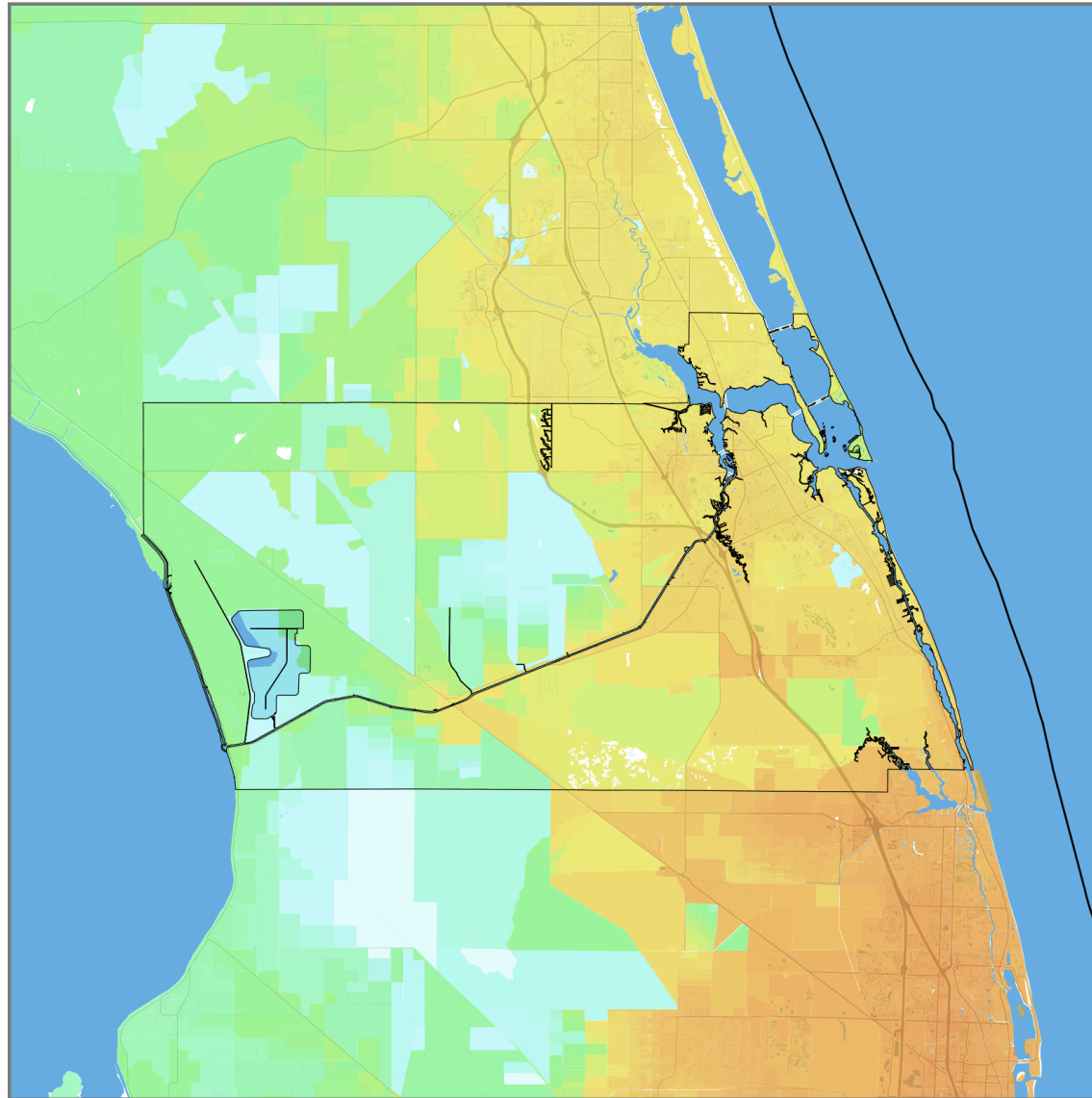


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Martin County MPO

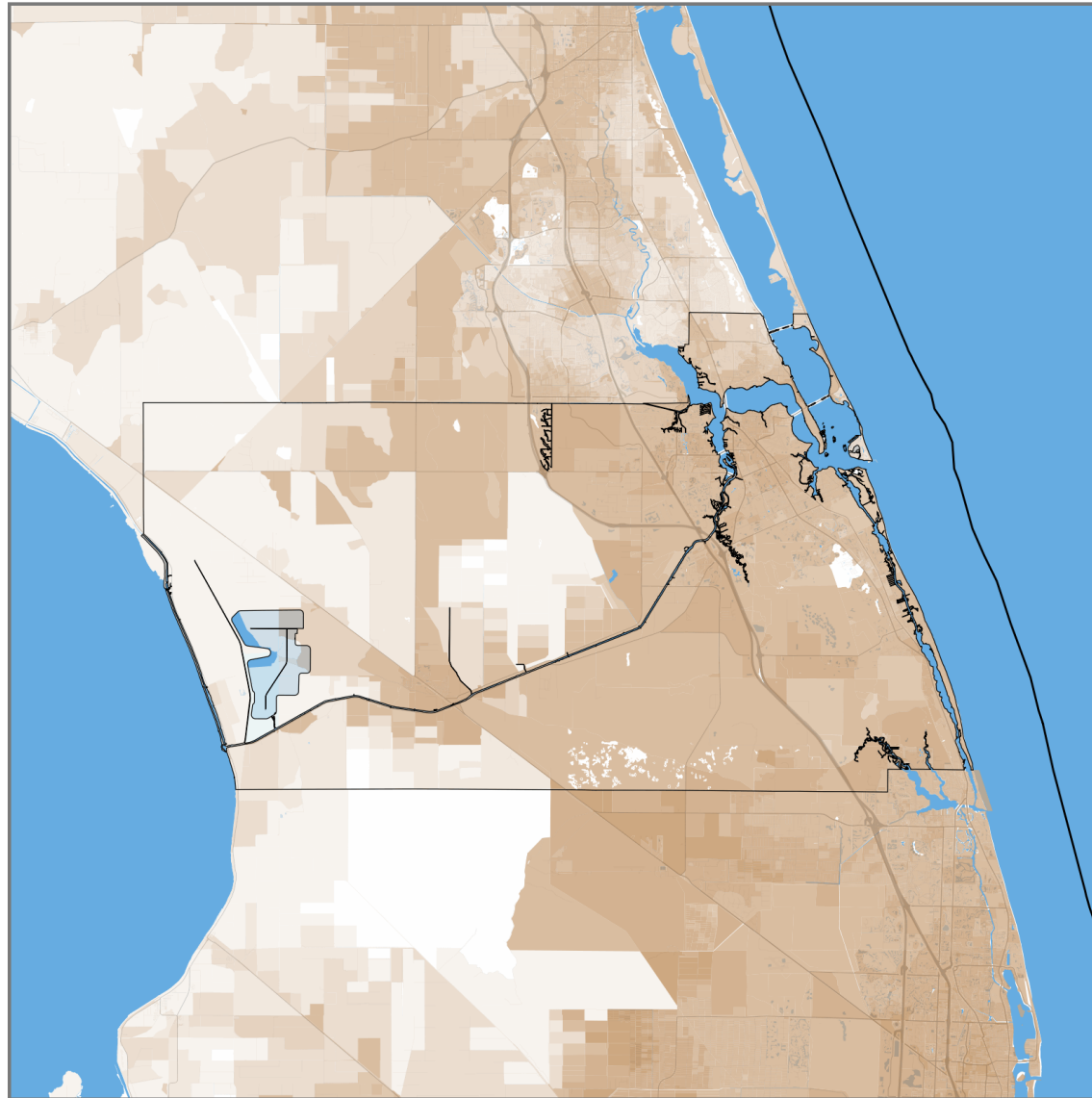


Jobs within 30 minutes
(Driving, AM peak)

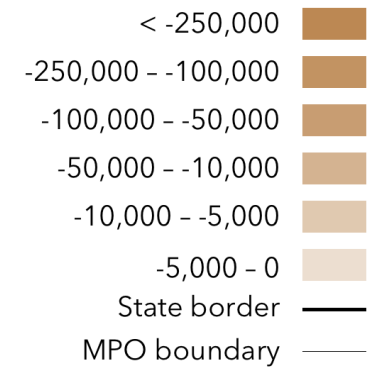
0 - 1,000	
1,000 - 2,500	
2,500 - 5,000	
5,000 - 7,500	
7,500 - 10,000	
10,000 - 25,000	
25,000 - 50,000	
50,000 - 75,000	
75,000 - 100,000	
100,000 - 250,000	
250,000 - 500,000	
500,000 - 750,000	
750,000 - 1,000,000	
1,000,000 - 2,500,000	
2,500,000 - 5,000,000	
5,000,000 - 7,500,000	
7,500,000 - 10,000,000	
10,000,000 +	

State border —
MPO boundary —

Martin County MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



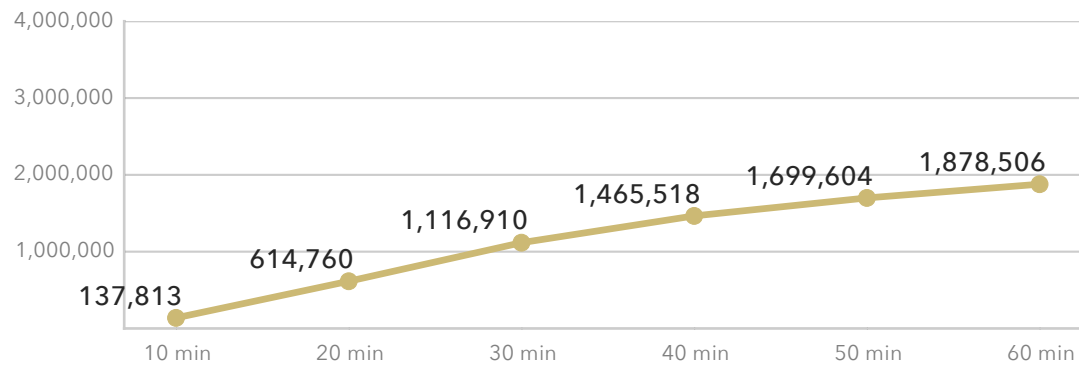
Miami-Dade MPO

Job Accessibility Results – Auto, 2015

Total Jobs	1,020,382
Average Job Density (per mi ²)	1,311
Total Workers	966,301
Average Worker Density (per mi ²)	1,242

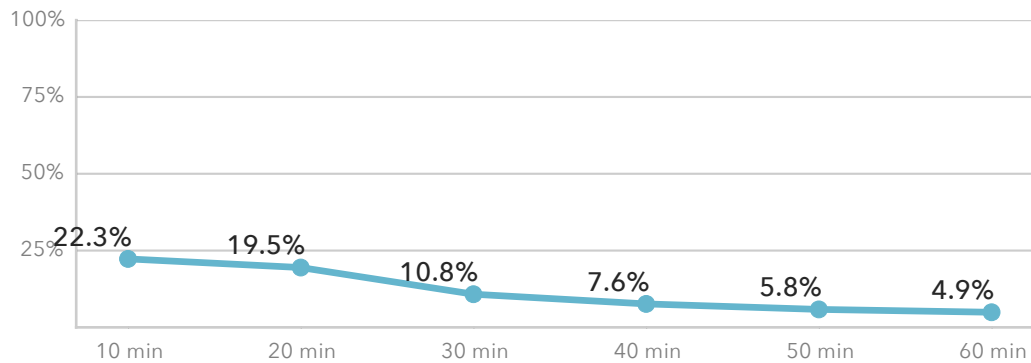
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

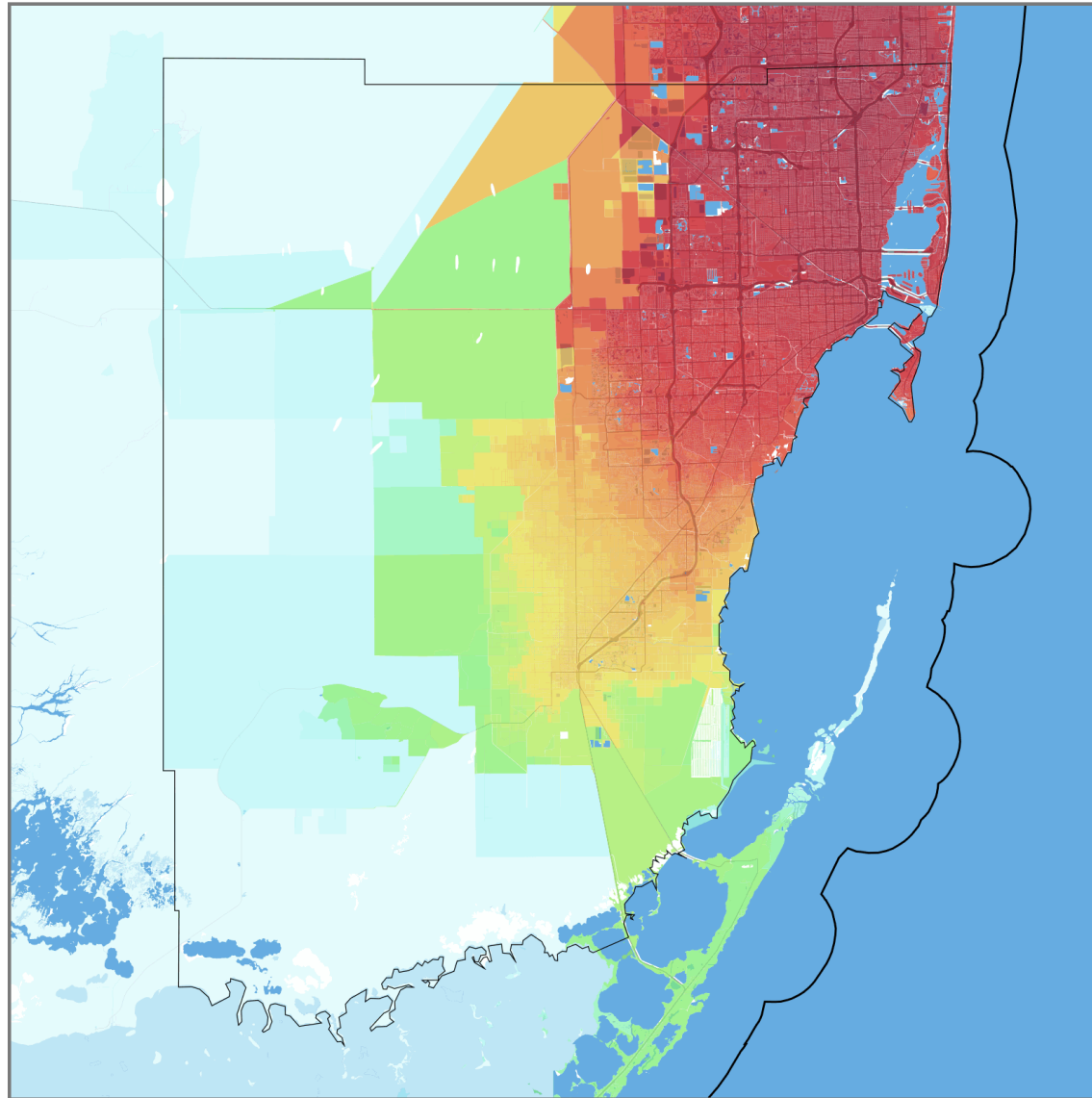


Average Congestion Impact by Travel Time Threshold (worker-weighted)

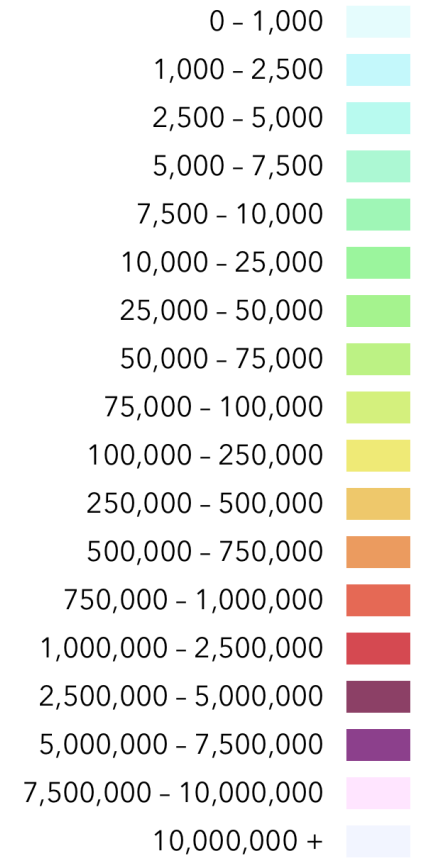
Higher numbers indicate greater job access loss due to congestion



Miami-Dade MPO



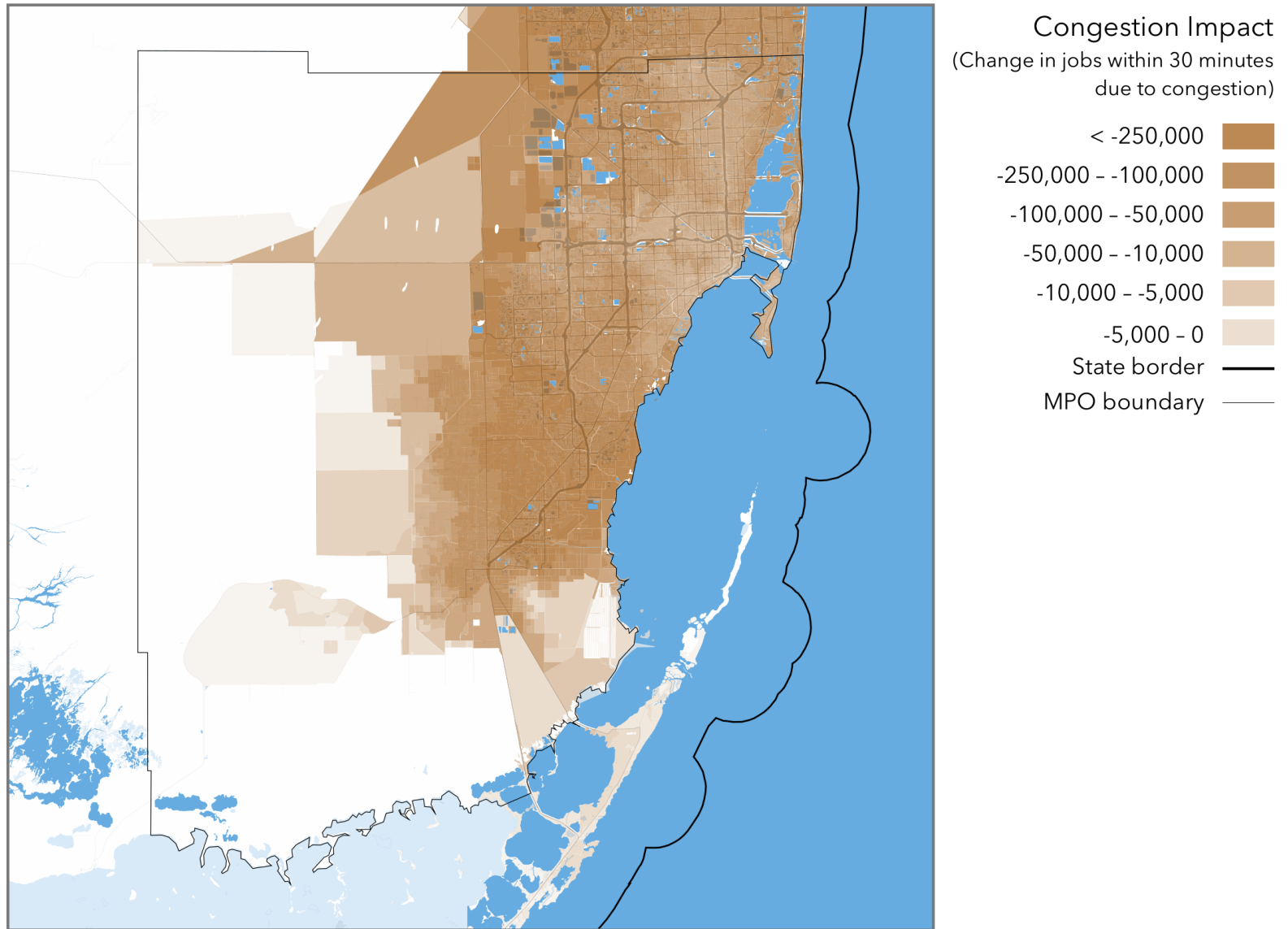
Jobs within 30 minutes
(Driving, AM peak)



State border

MPO boundary

Miami-Dade MPO



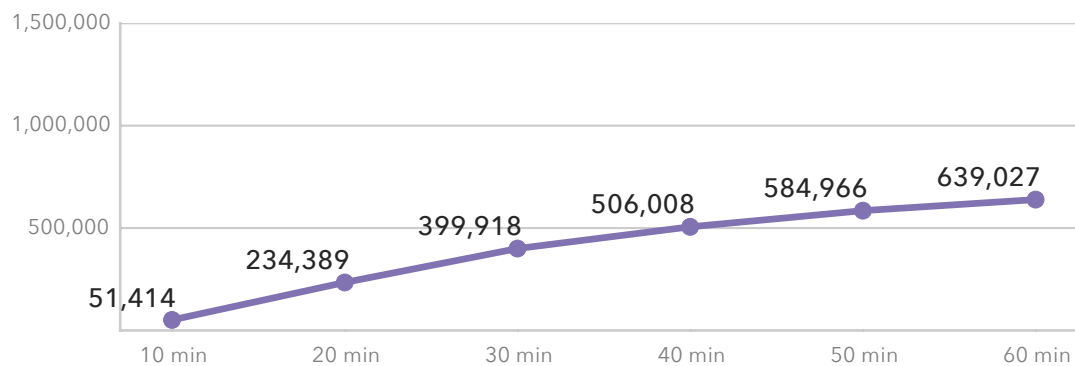
North Florida Transportation Planning Organization

Job Accessibility Results – Auto, 2015

Total Jobs	614,383
Average Job Density (per mi ²)	593
Total Workers	580,524
Average Worker Density (per mi ²)	560

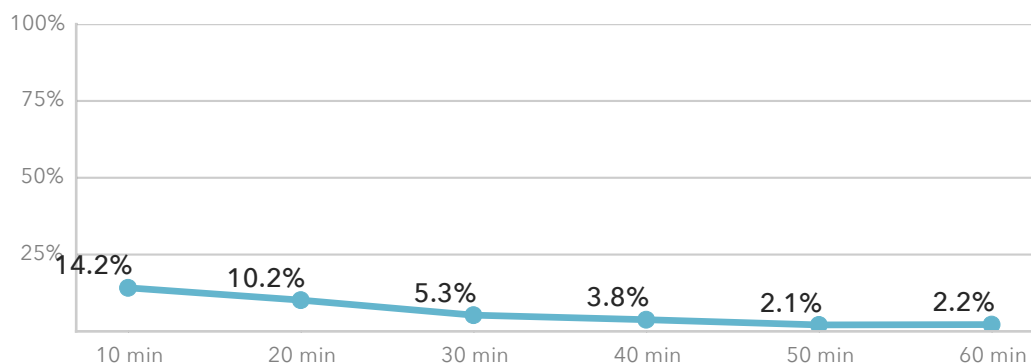
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

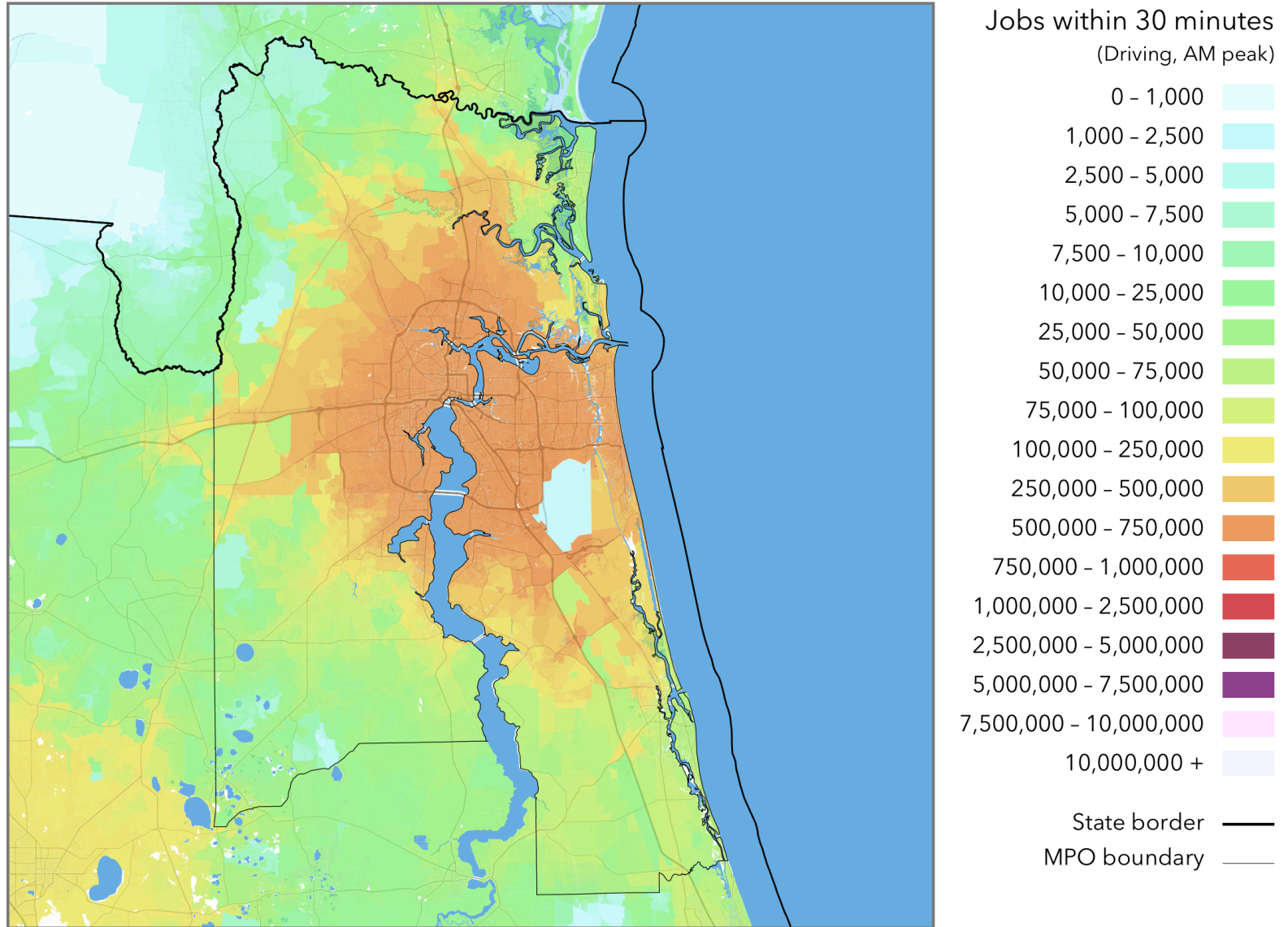


Average Congestion Impact by Travel Time Threshold (worker-weighted)

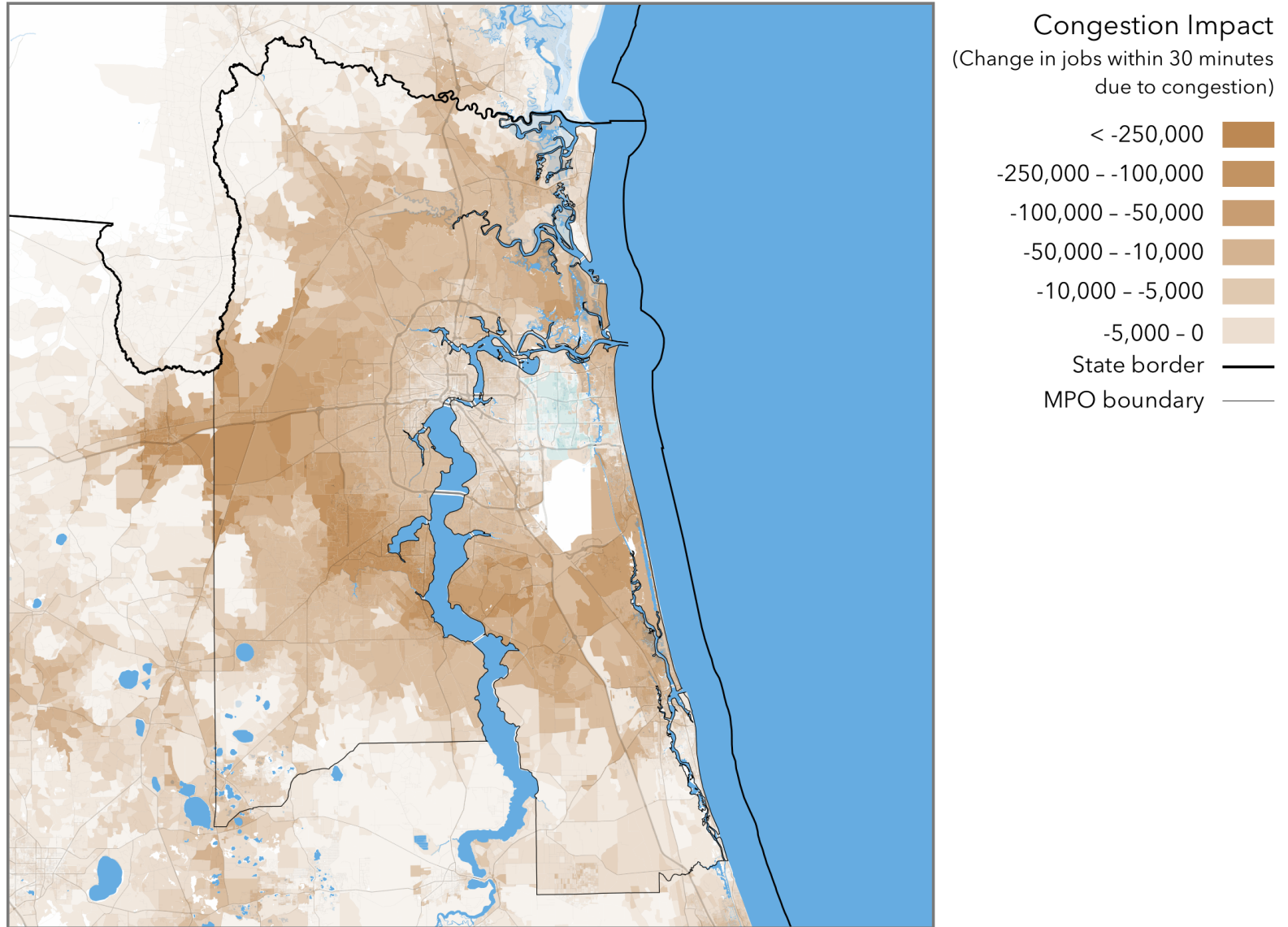
Higher numbers indicate greater job access loss due to congestion



North Florida Transportation Planning Organization



North Florida Transportation Planning Organization



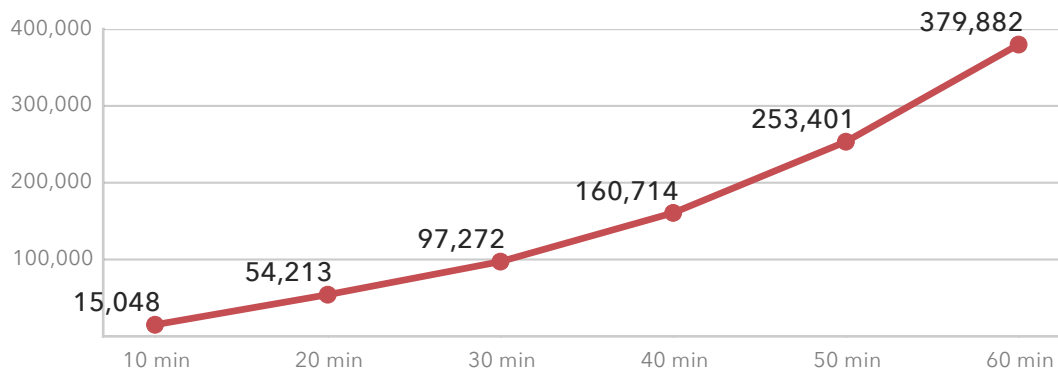
Ocala - Marion County Transportation Planning Organization

Job Accessibility Results – Auto, 2015

Total Jobs	90,094
Average Job Density (per mi ²)	140
Total Workers	105,070
Average Worker Density (per mi ²)	163

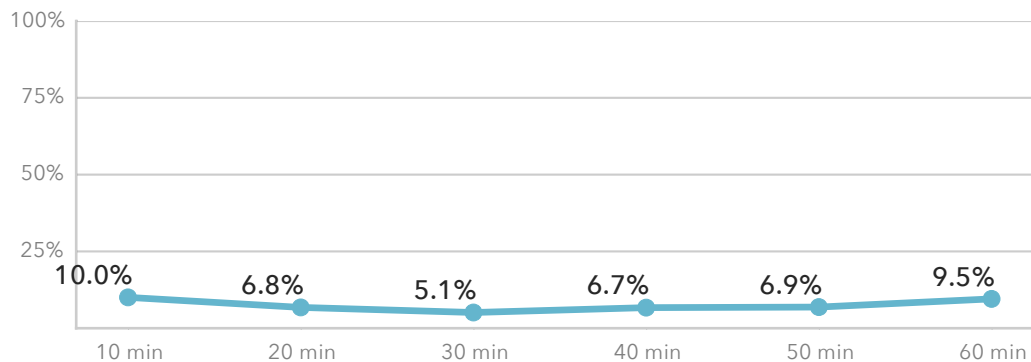
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)



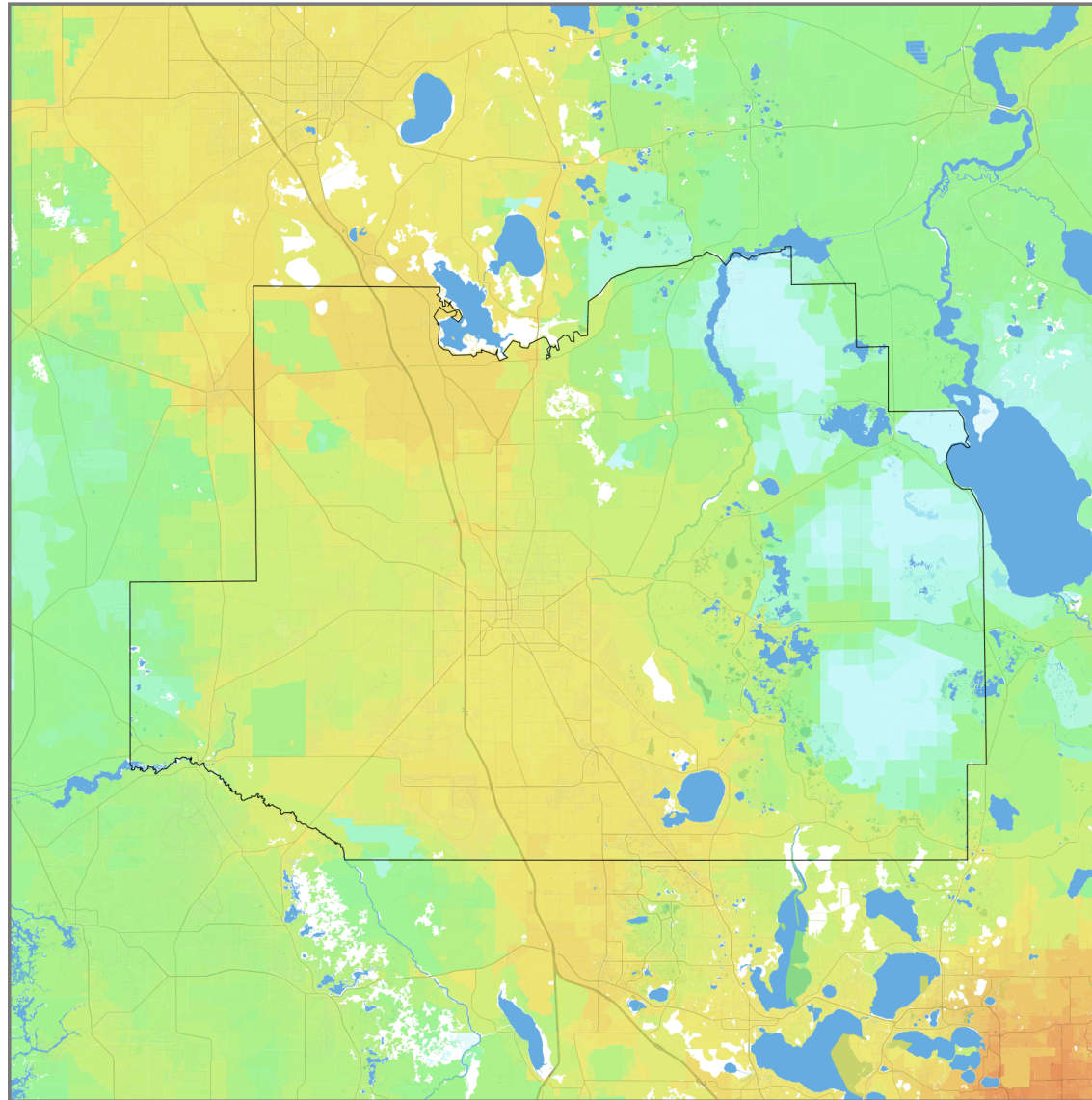
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

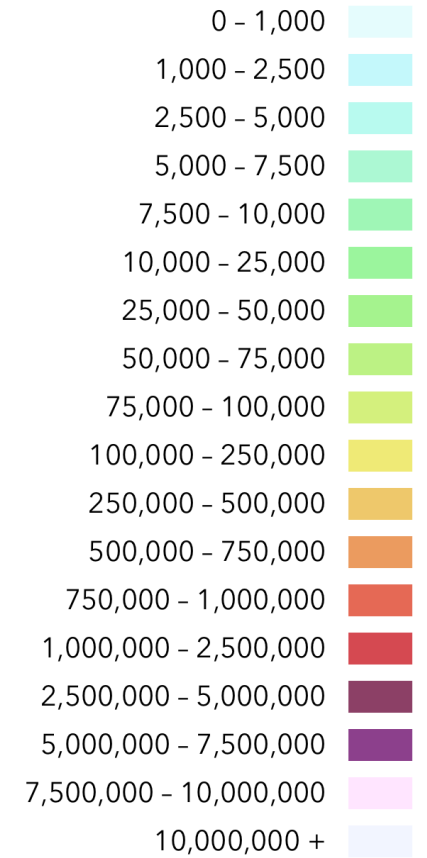


Ocala - Marion County Transportation Planning Organization

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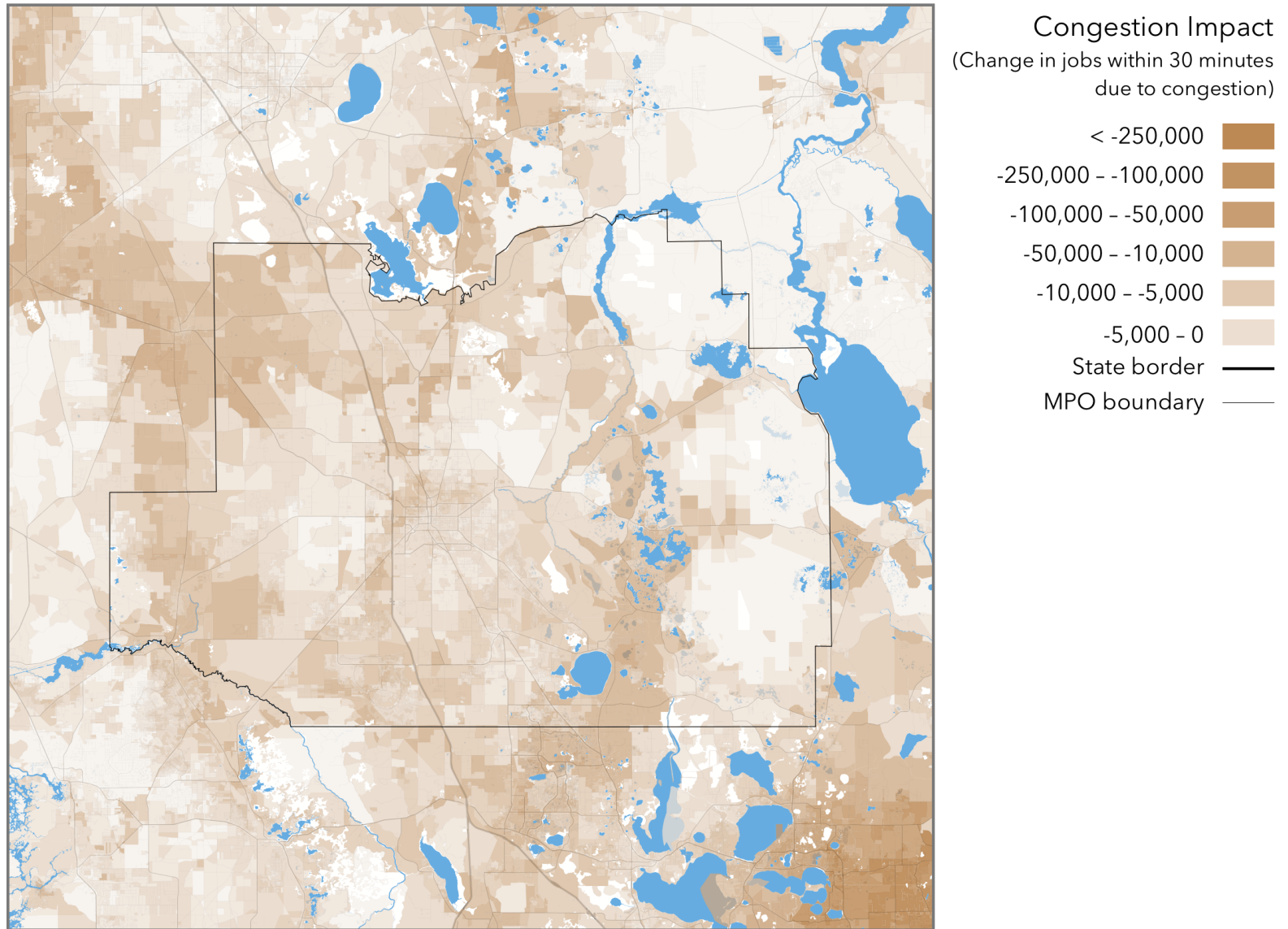


Jobs within 30 minutes
(Driving, AM peak)



State border —
MPO boundary —

Ocala - Marion County Transportation Planning Organization



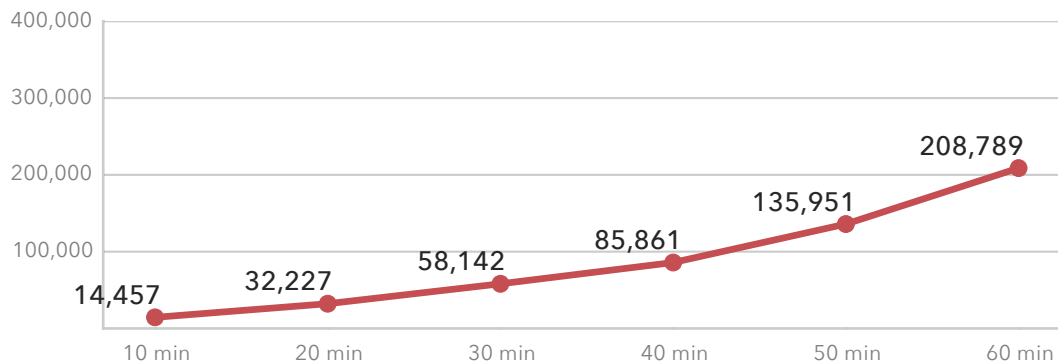
Okaloosa-Walton Transportation Planning Organization

Job Accessibility Results – Auto, 2015

Total Jobs	101,376
Average Job Density (per mi ²)	179
Total Workers	86,363
Average Worker Density (per mi ²)	153

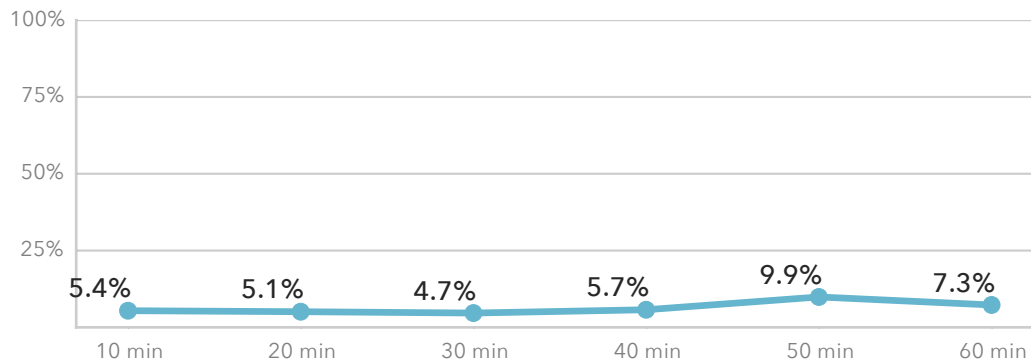
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

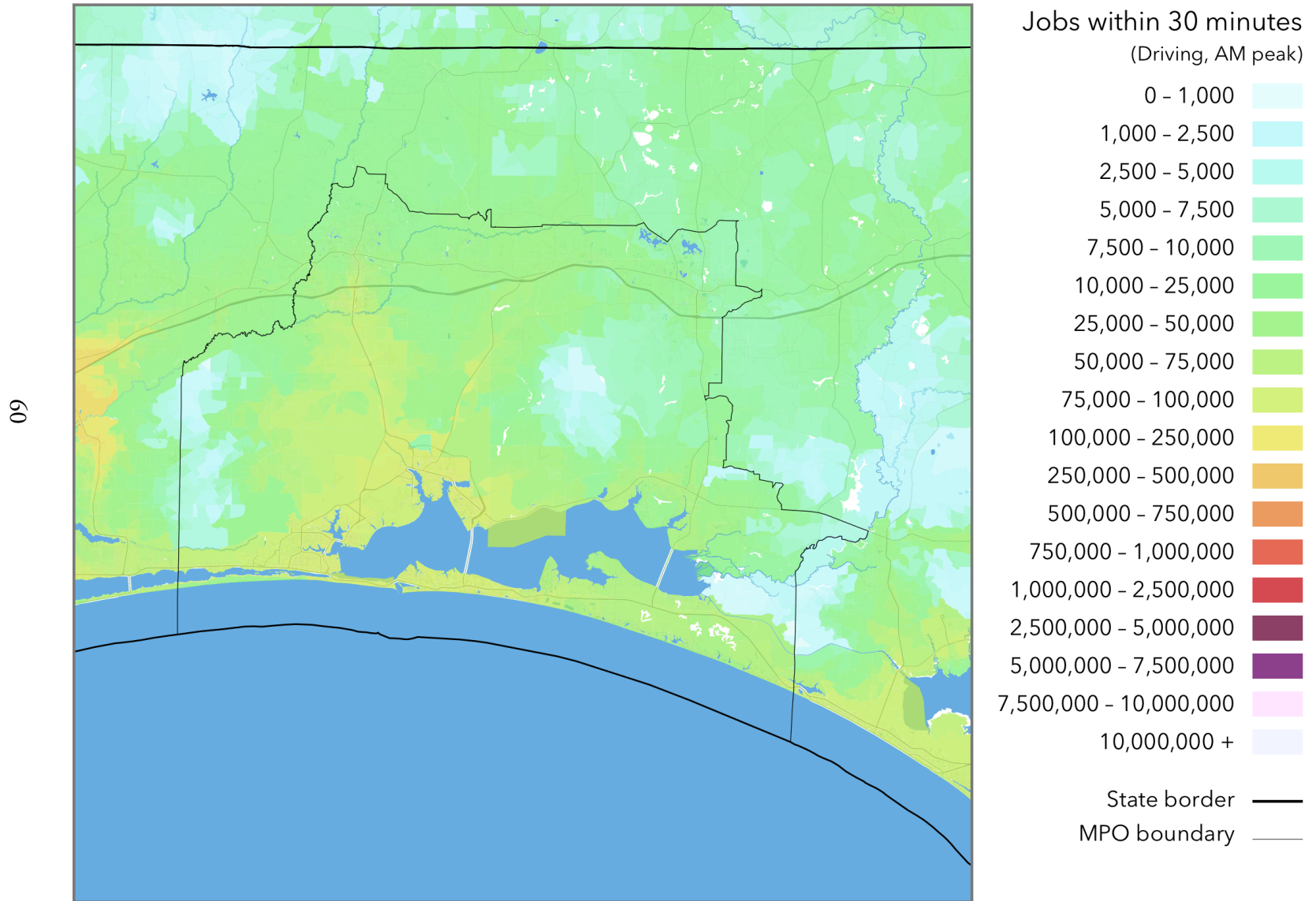


Average Congestion Impact by Travel Time Threshold (worker-weighted)

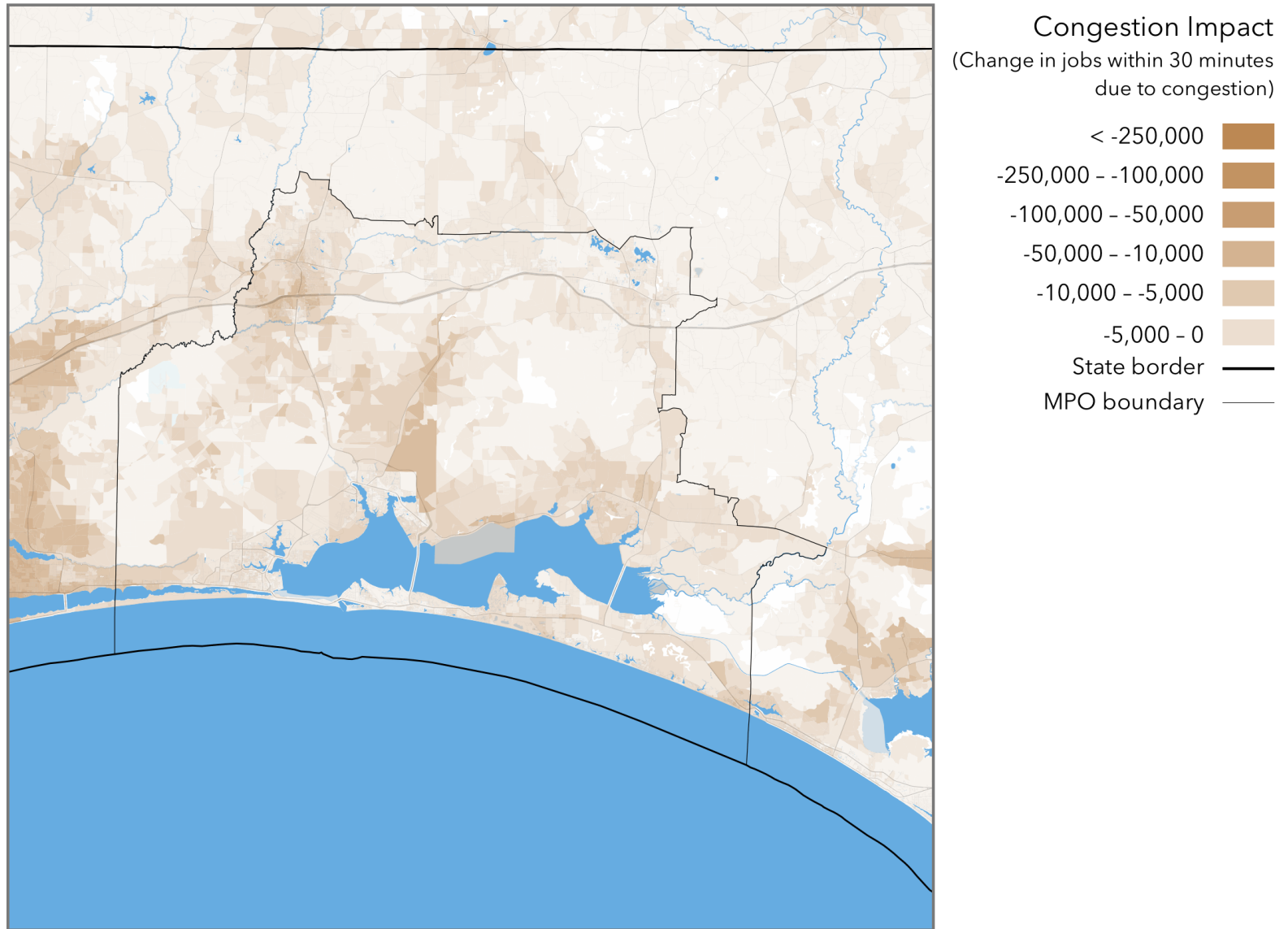
Higher numbers indicate greater job access loss due to congestion



Okaloosa-Walton Transportation Planning Organization



Okaloosa-Walton Transportation Planning Organization



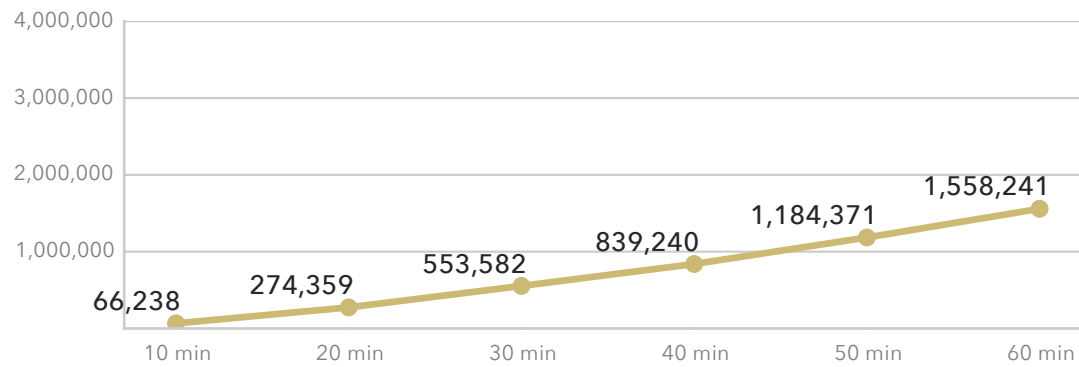
Palm Beach MPO

Job Accessibility Results – Auto, 2015

Total Jobs	530,813
Average Job Density (per mi ²)	694
Total Workers	511,526
Average Worker Density (per mi ²)	669

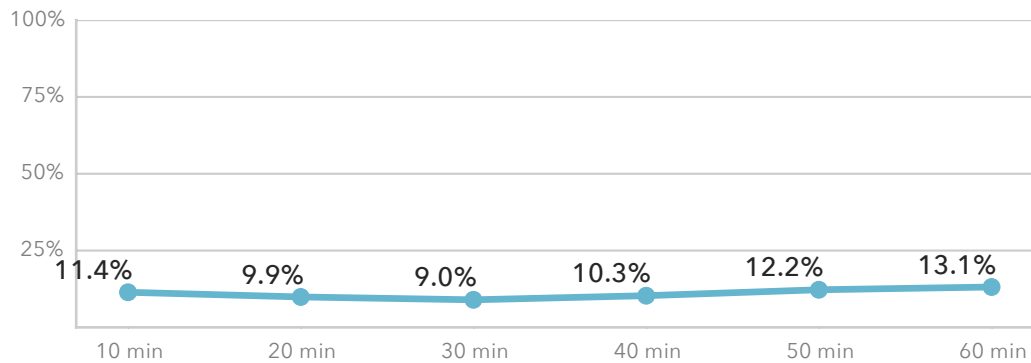
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)



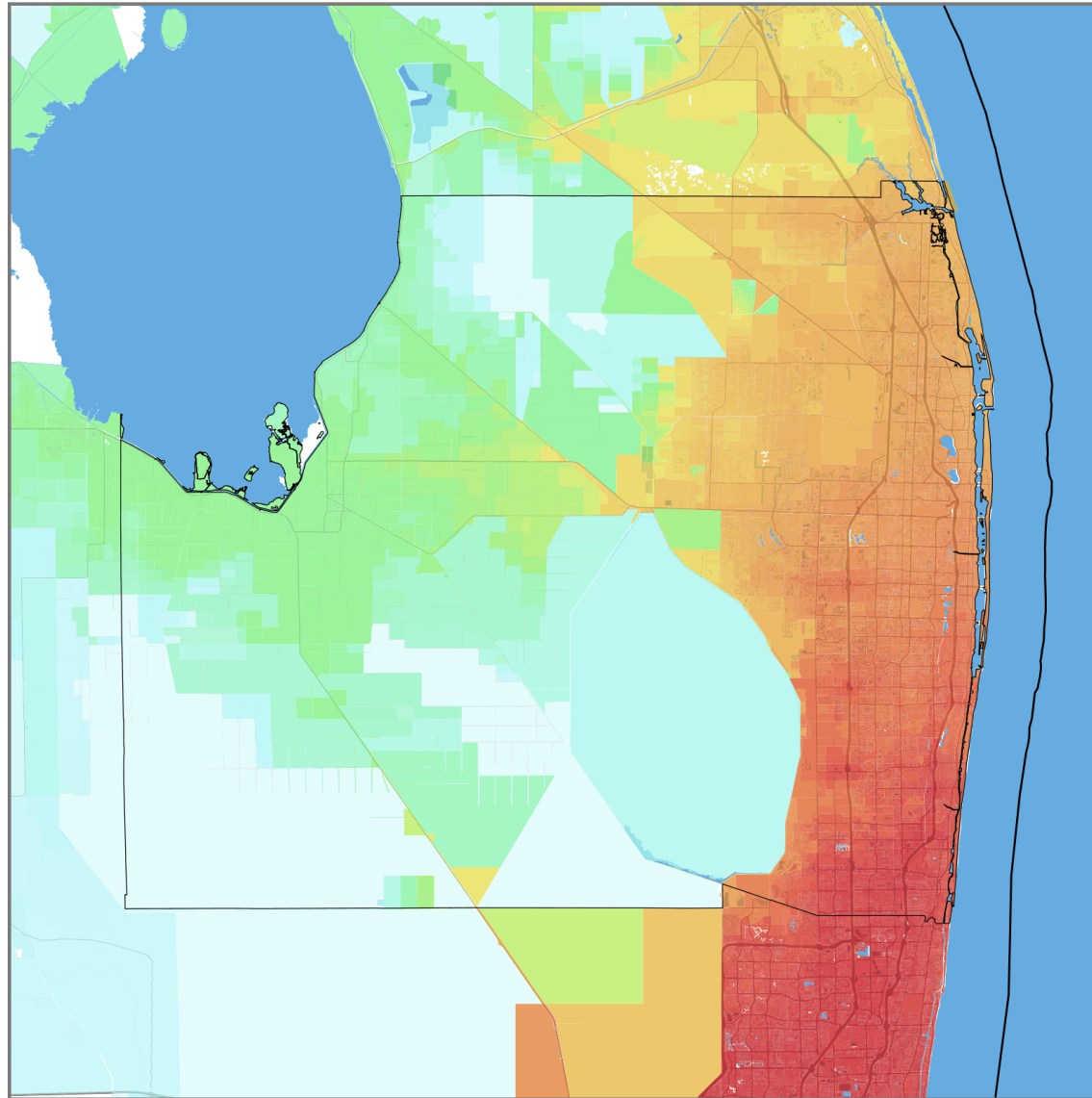
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

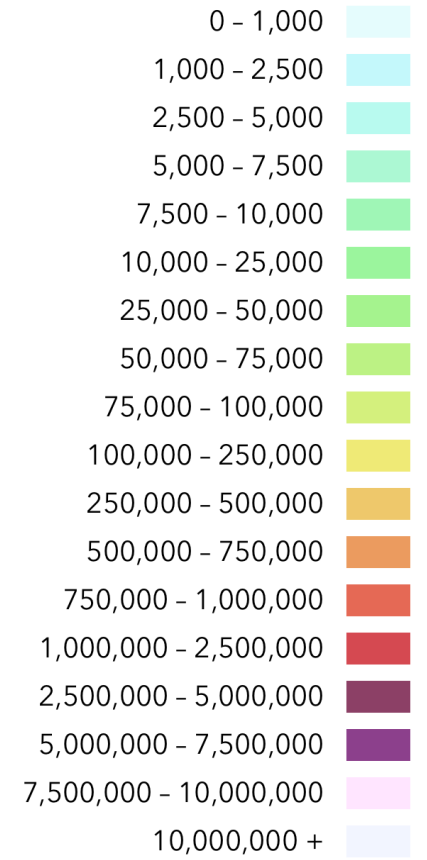


Palm Beach MPO

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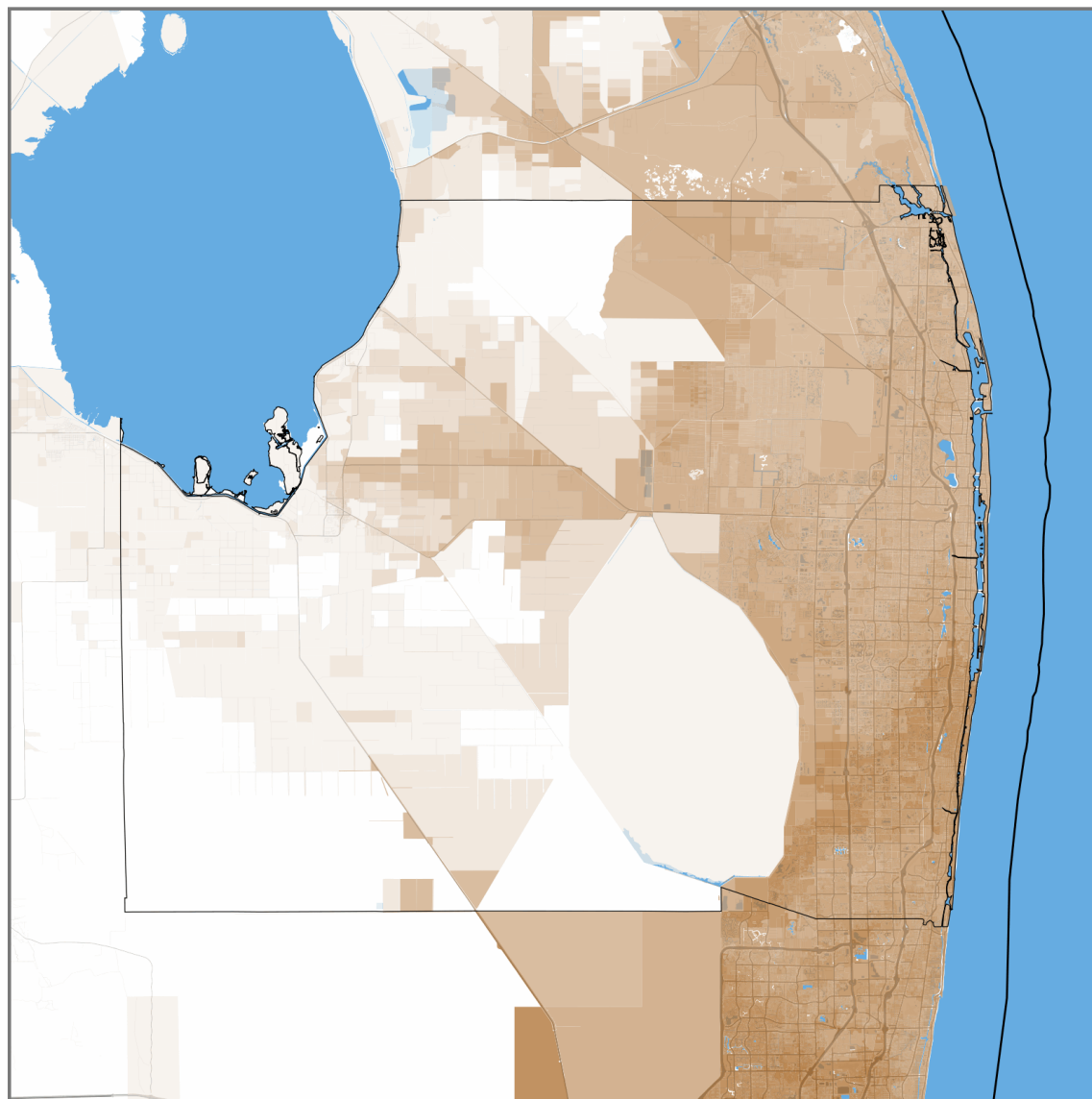


Jobs within 30 minutes
(Driving, AM peak)

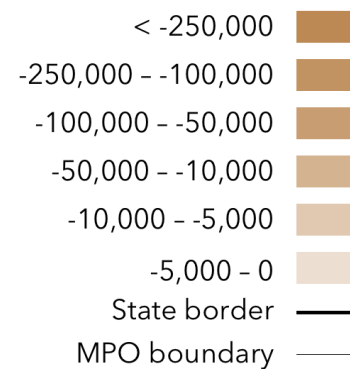


State border —
MPO boundary —

Palm Beach MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



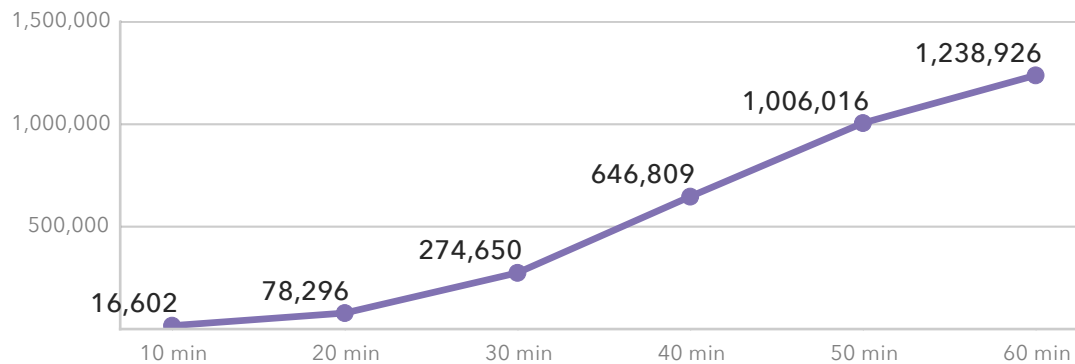
Pasco County MPO

Job Accessibility Results – Auto, 2015

Total Jobs	105,151
Average Job Density (per mi ²)	355
Total Workers	173,096
Average Worker Density (per mi ²)	584

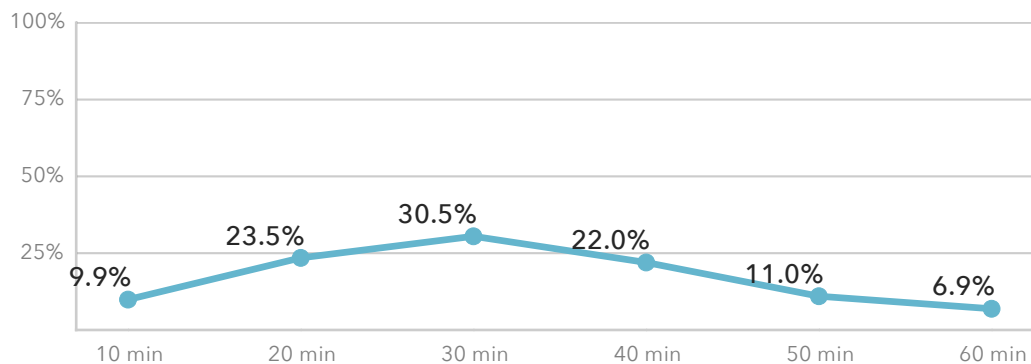
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)



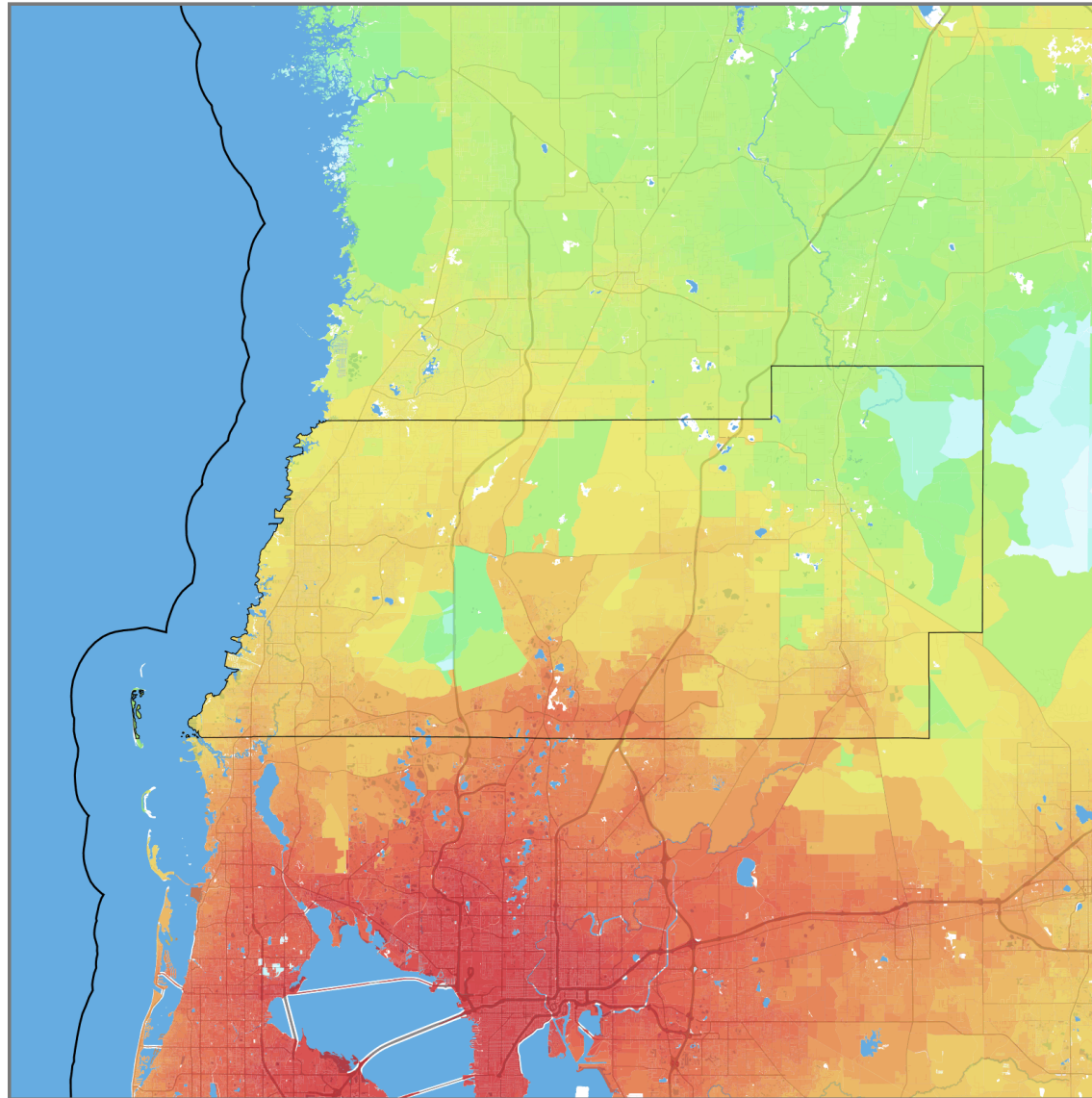
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

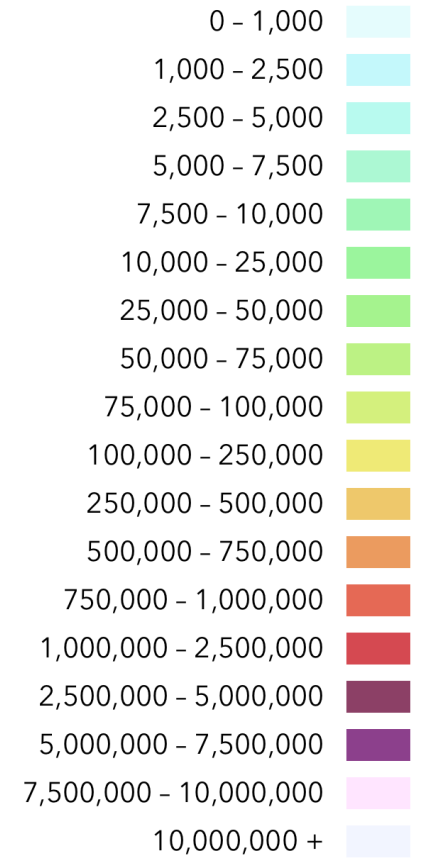


Pasco County MPO

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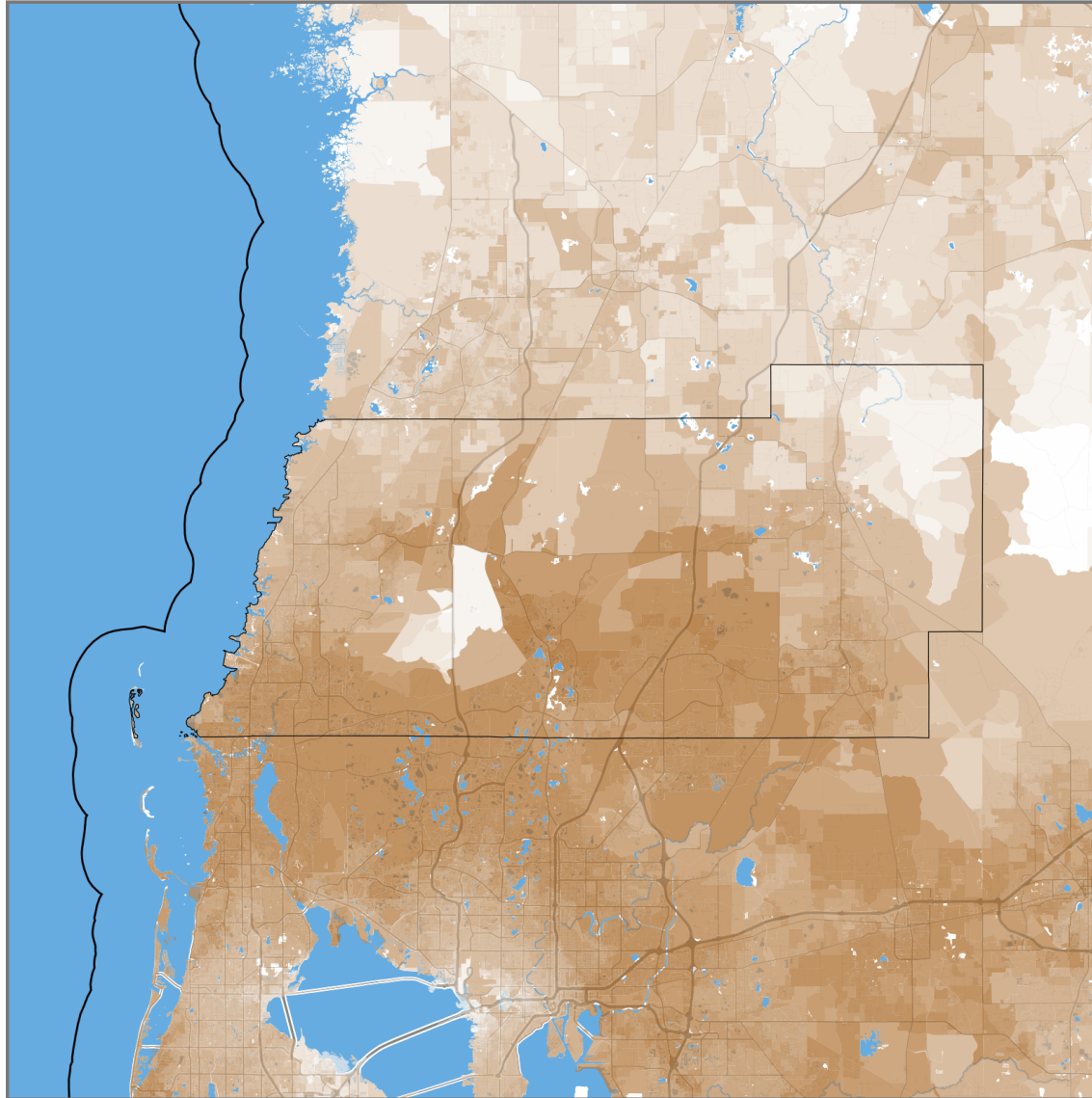


Jobs within 30 minutes
(Driving, AM peak)

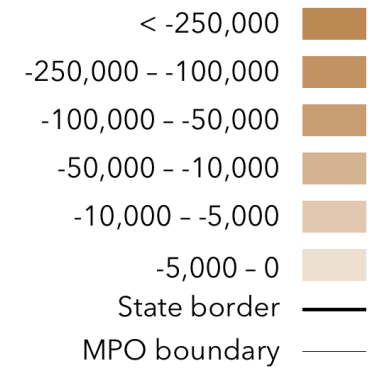


State border —
MPO boundary —

Pasco County MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



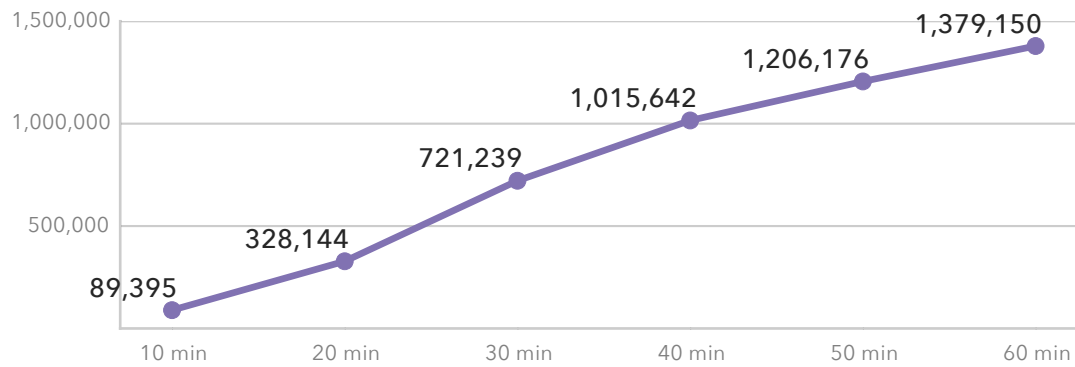
Pinellas County MPO

Job Accessibility Results – Auto, 2015

Total Jobs	402,937
Average Job Density (per mi ²)	3,589
Total Workers	380,867
Average Worker Density (per mi ²)	3,392

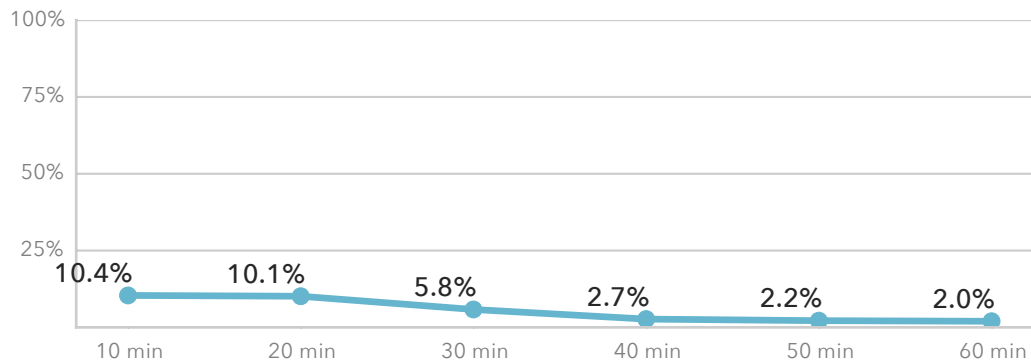
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)



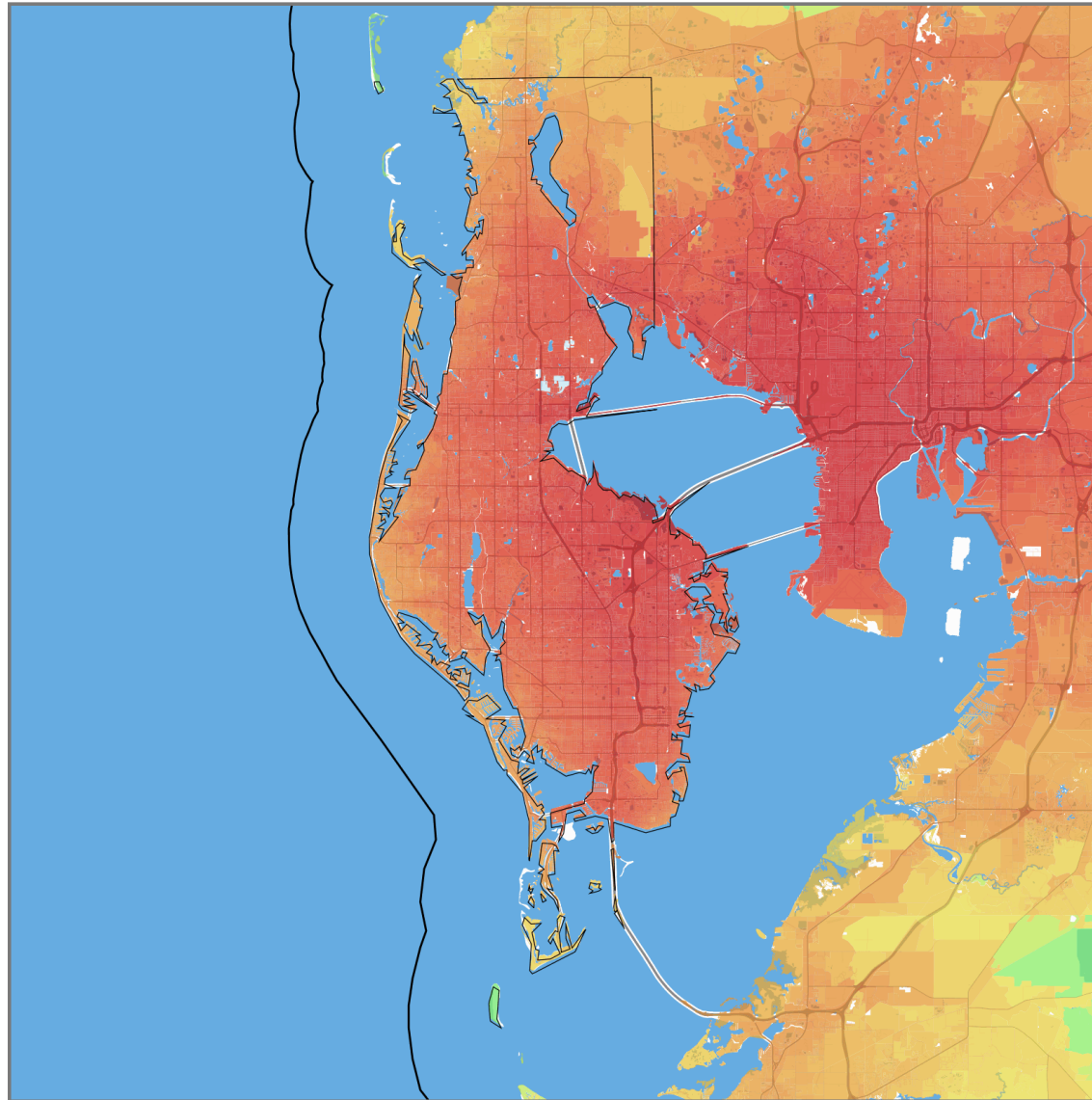
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

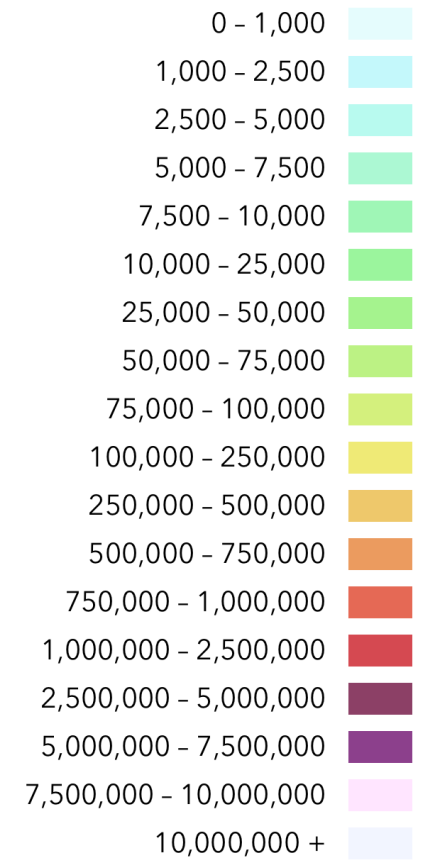


Pinellas County MPO

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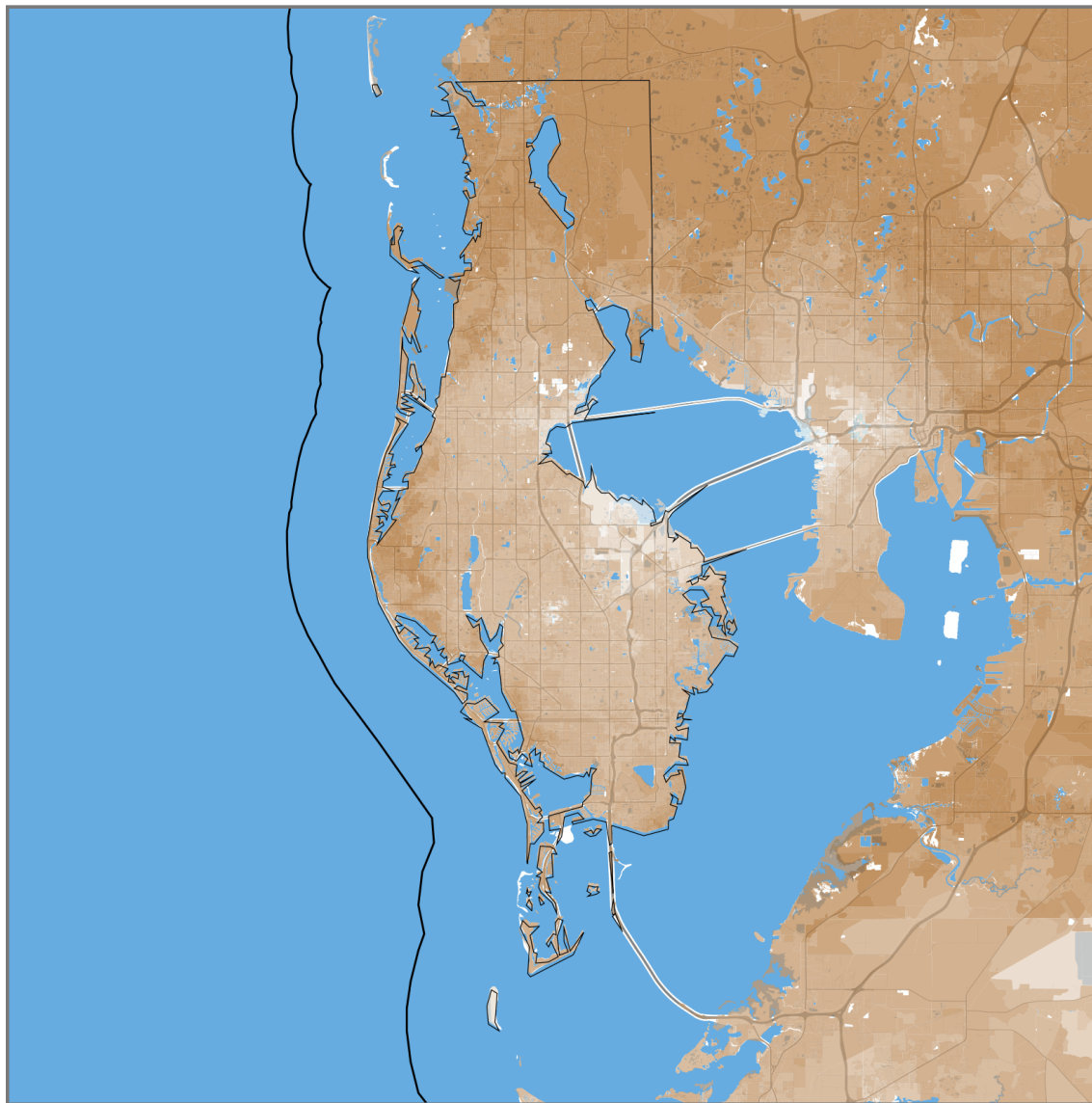
Jobs within 30 minutes
(Driving, AM peak)



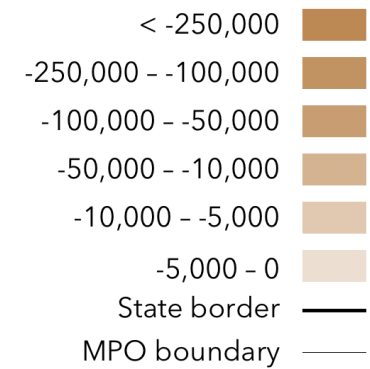
State border

MPO boundary

Pinellas County MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



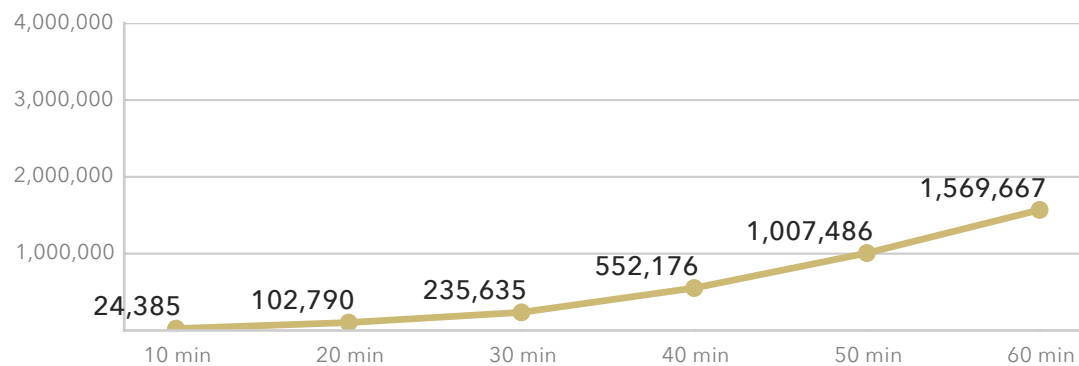
Polk County Transportation Planning Organization

Job Accessibility Results – Auto, 2015

Total Jobs	208,669
Average Job Density (per mi ²)	268
Total Workers	238,890
Average Worker Density (per mi ²)	307

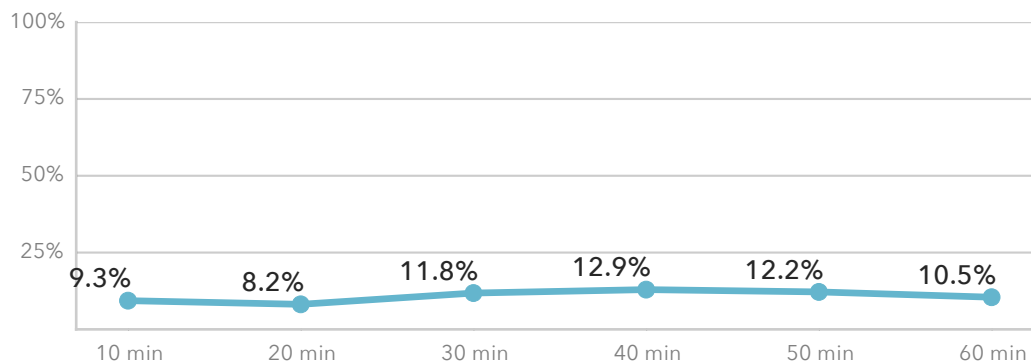
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

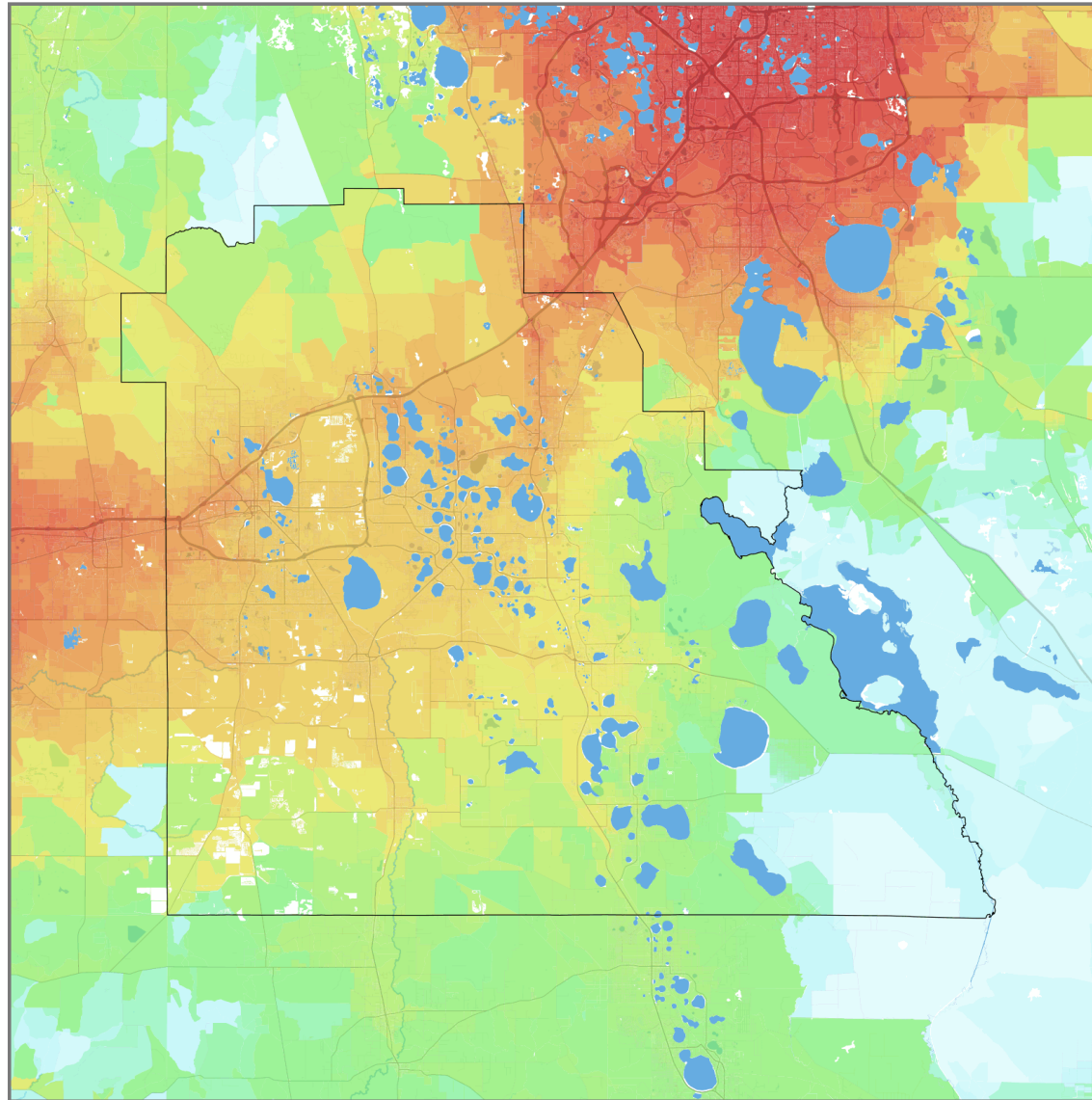


Average Congestion Impact by Travel Time Threshold (worker-weighted)

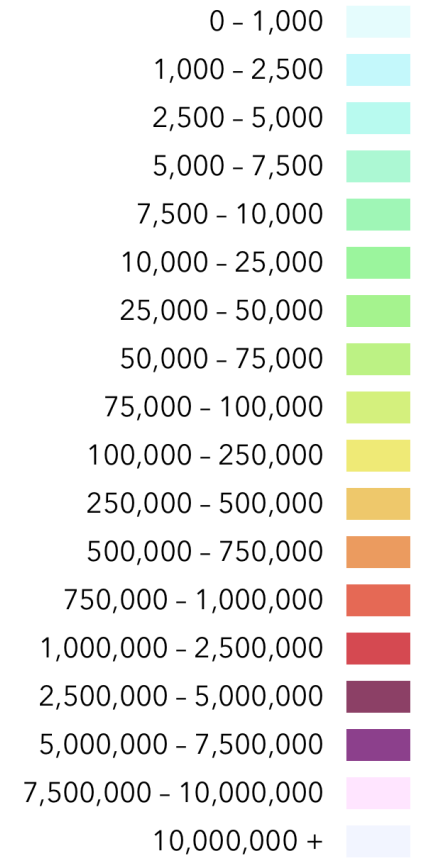
Higher numbers indicate greater job access loss due to congestion



Polk County Transportation Planning Organization



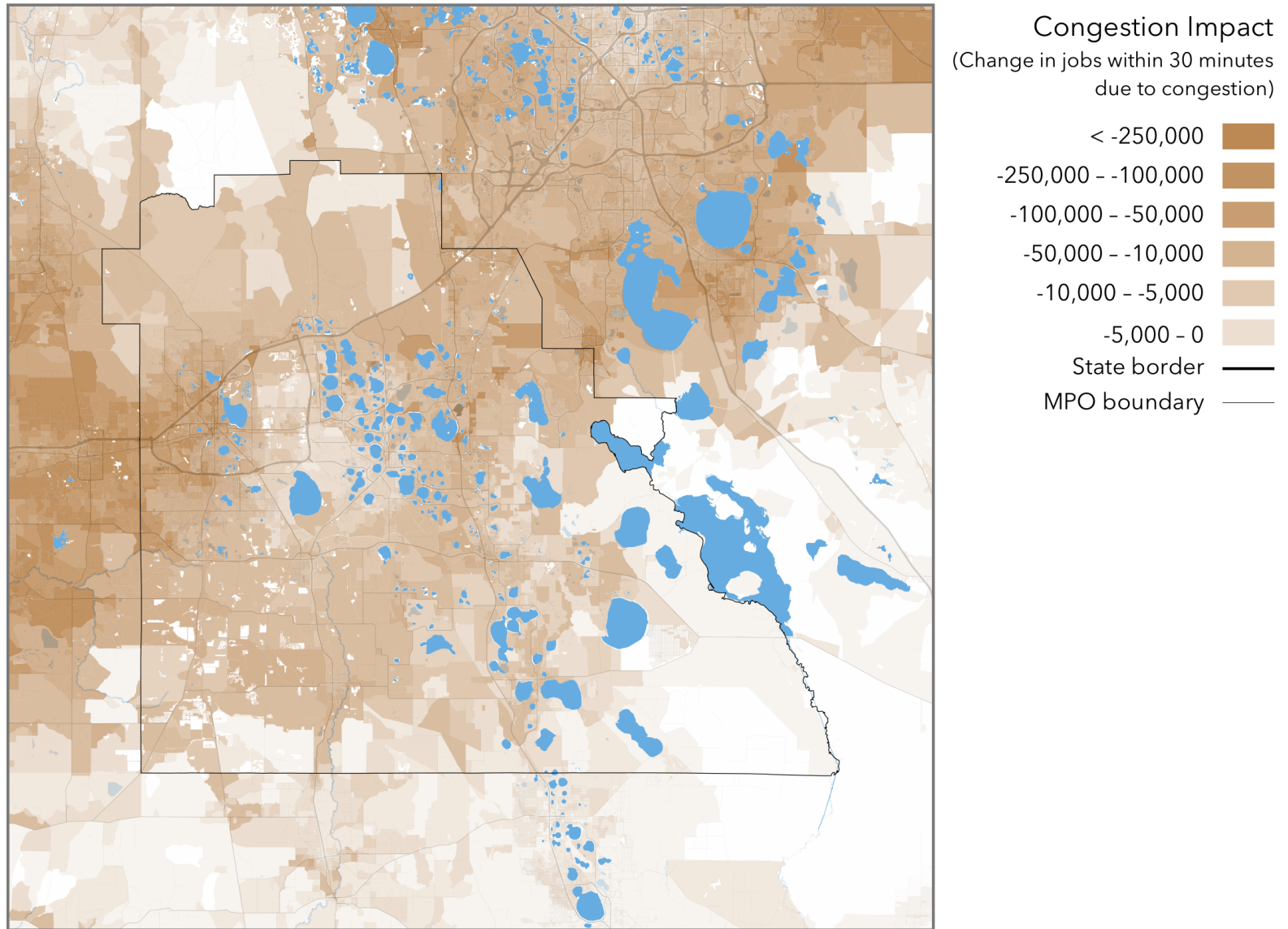
Jobs within 30 minutes
(Driving, AM peak)



State border

MPO boundary

Polk County Transportation Planning Organization



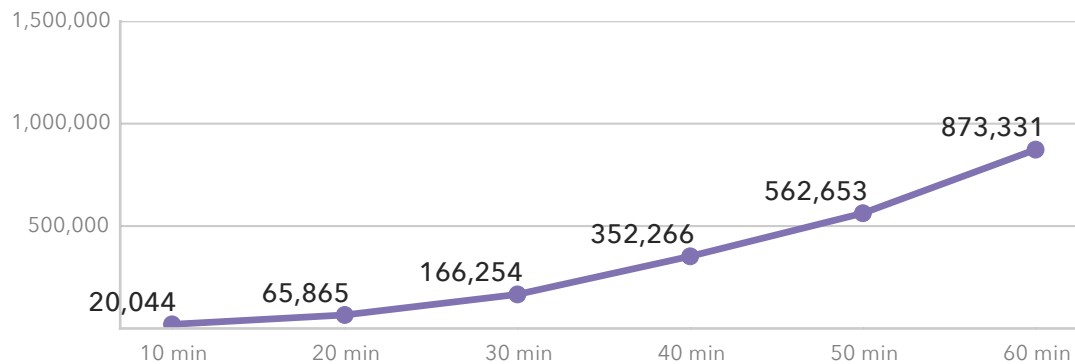
River to Sea Transportation Planning Organization MPA

Job Accessibility Results – Auto, 2015

Total Jobs	169,693
Average Job Density (per mi ²)	323
Total Workers	221,495
Average Worker Density (per mi ²)	422

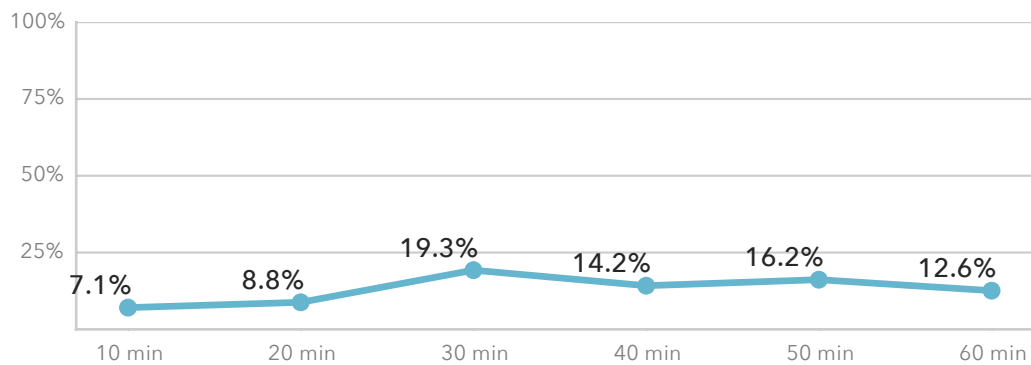
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)



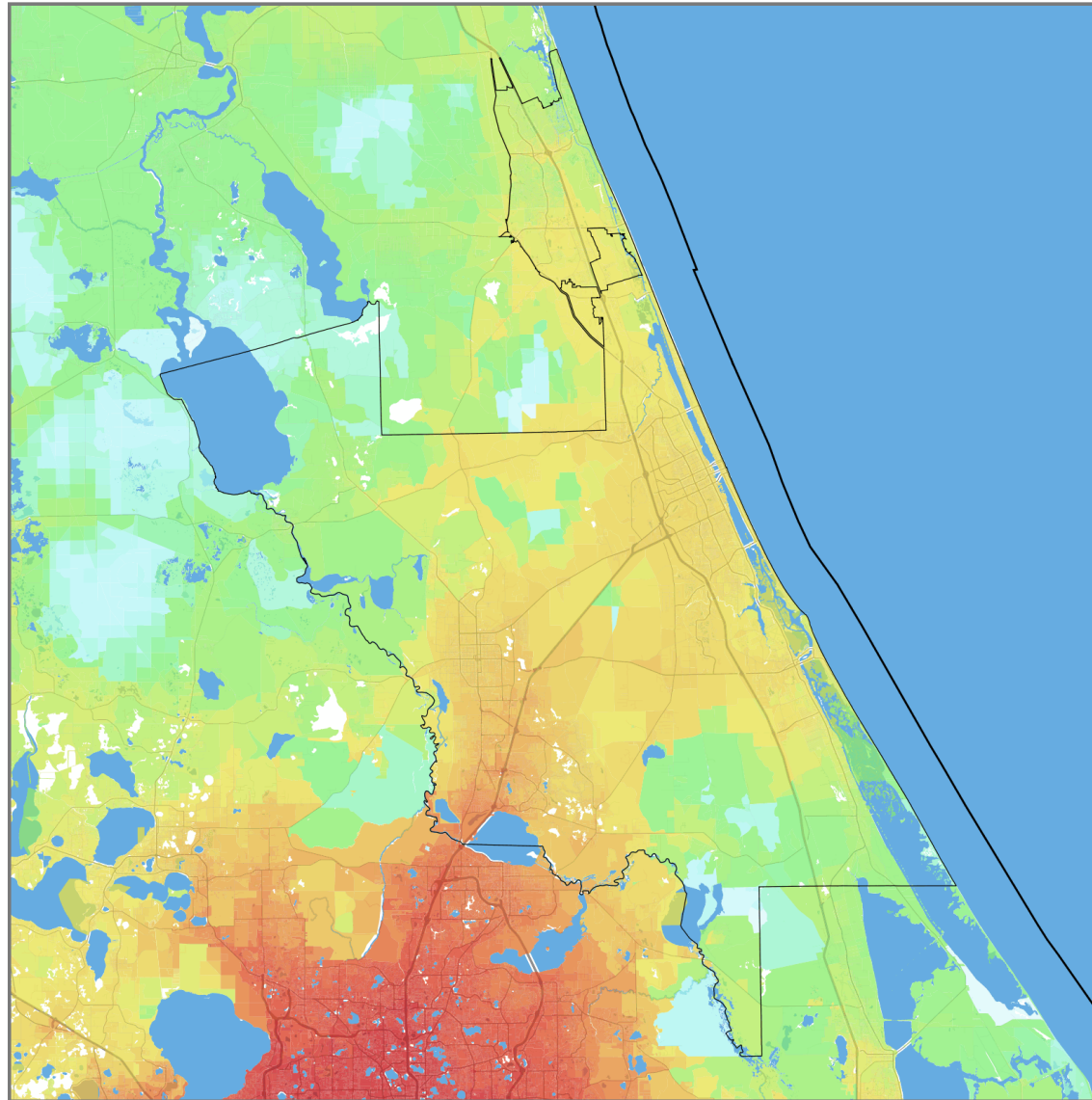
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

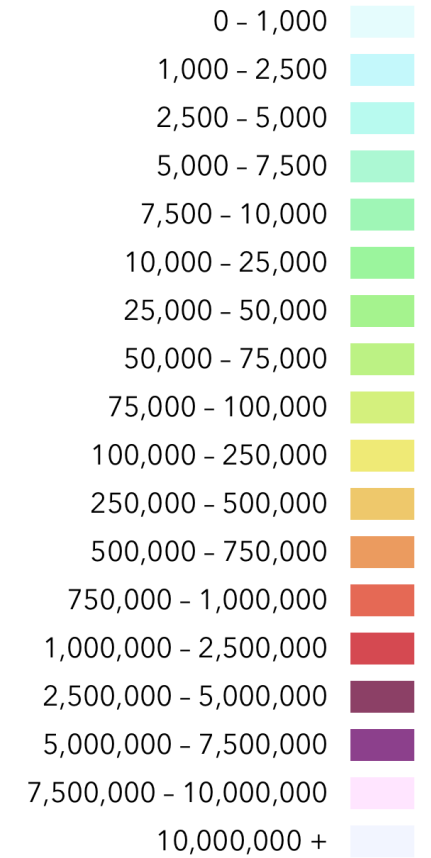


River to Sea Transportation Planning Organization MPA

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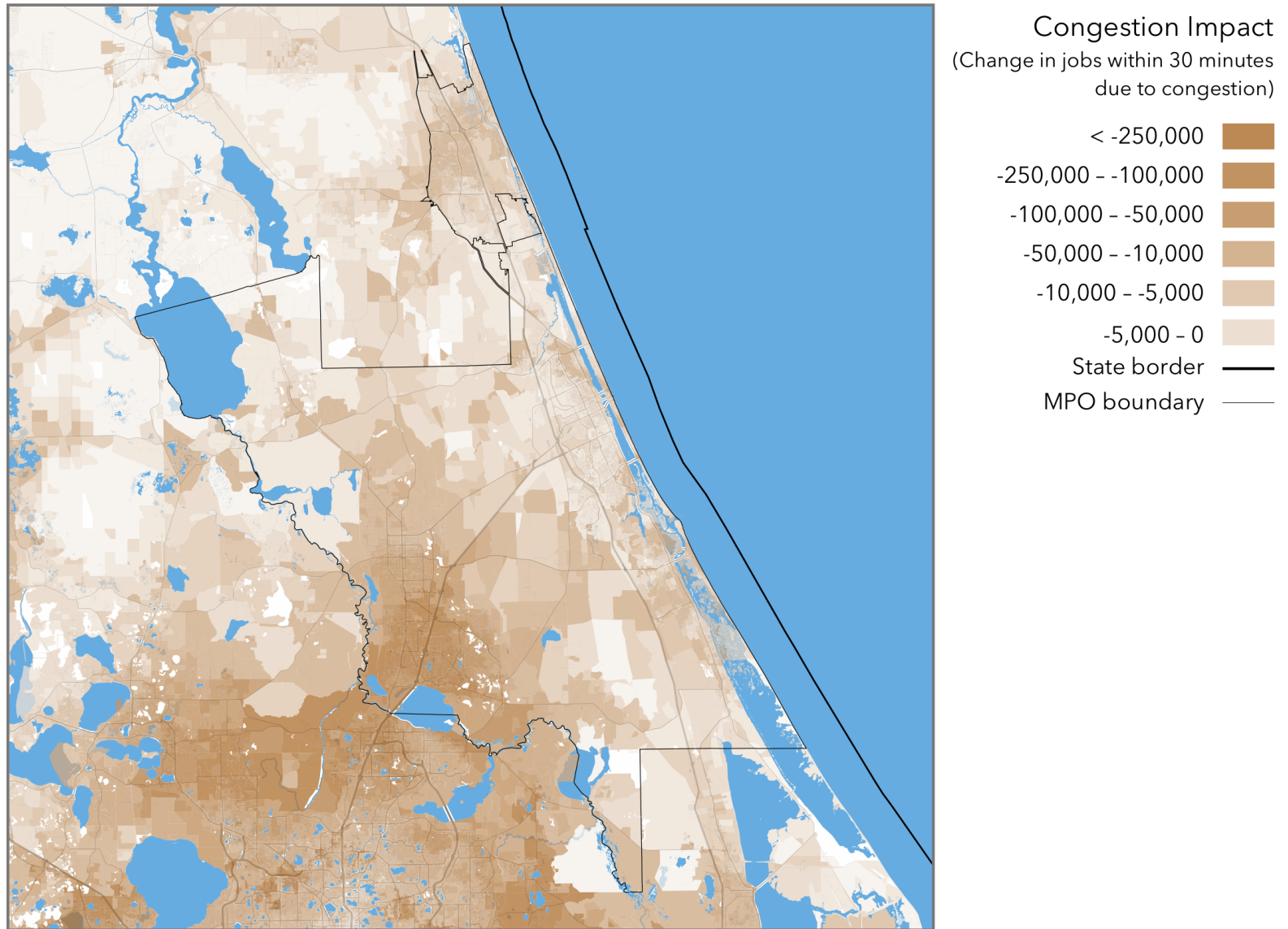
Jobs within 30 minutes
(Driving, AM peak)



State border

MPO boundary

River to Sea Transportation Planning Organization MPA



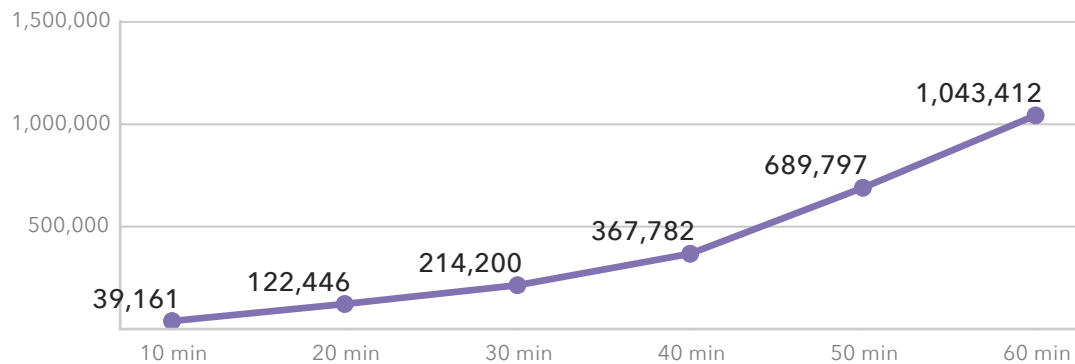
Sarasota-Manatee MPO

Job Accessibility Results – Auto, 2015

Total Jobs	246,617
Average Job Density (per mi ²)	478
Total Workers	260,604
Average Worker Density (per mi ²)	505

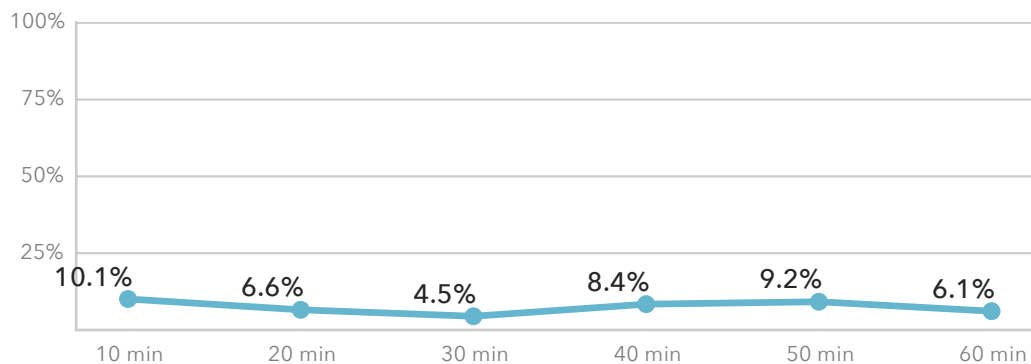
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

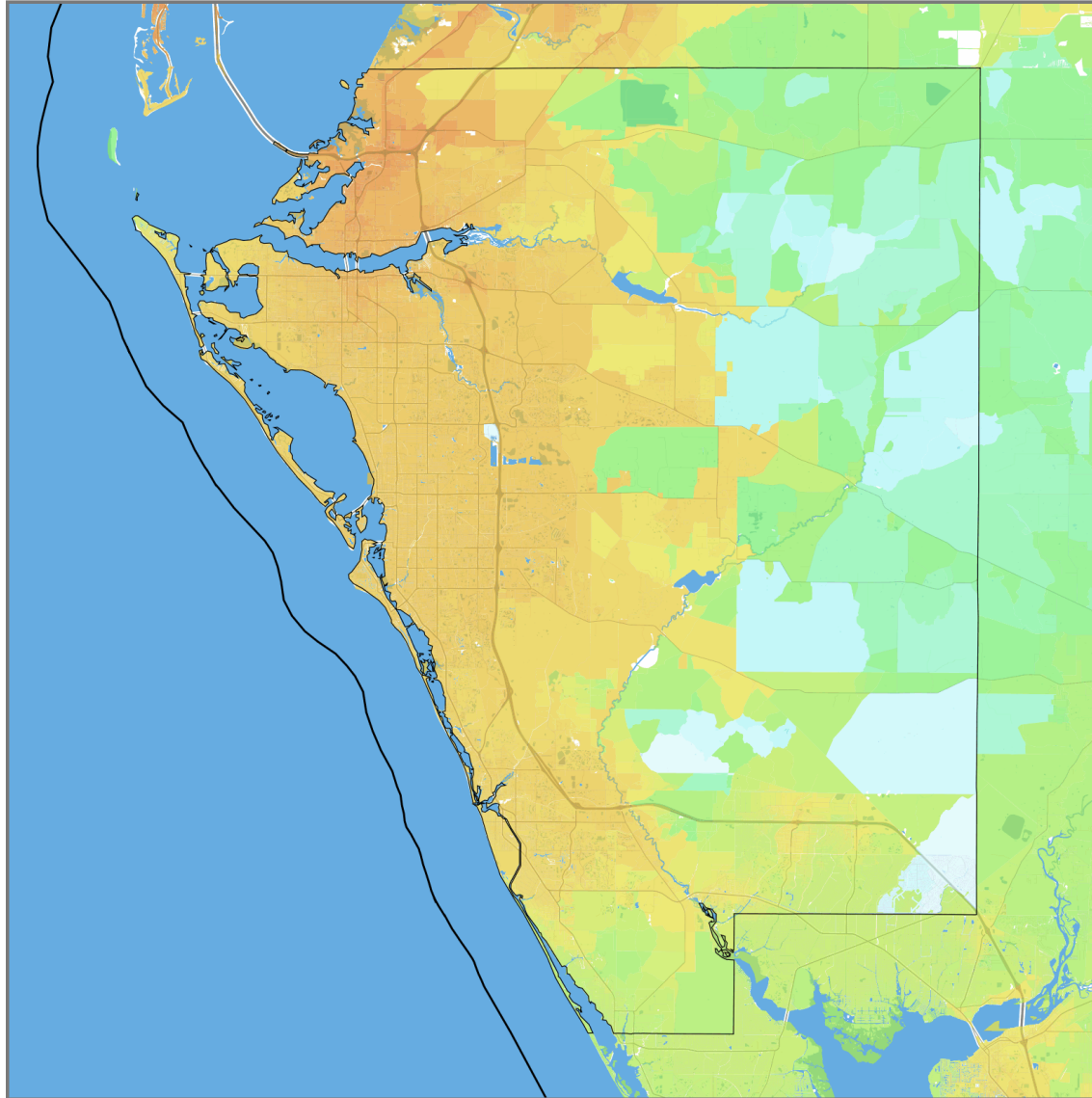


Average Congestion Impact by Travel Time Threshold (worker-weighted)

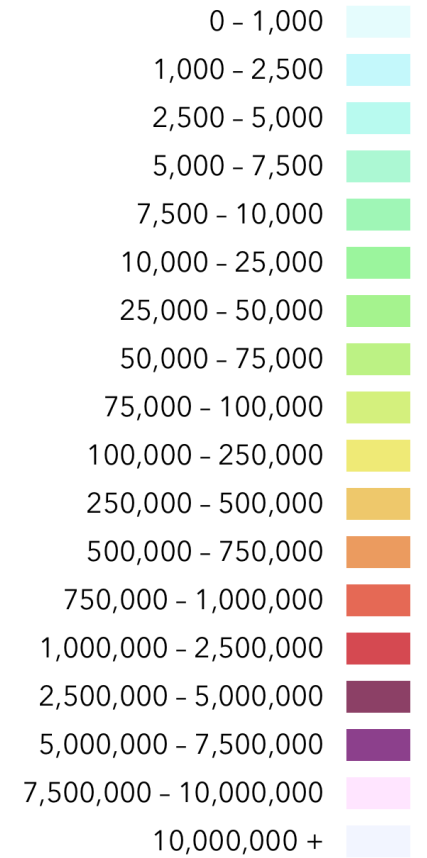
Higher numbers indicate greater job access loss due to congestion



Sarasota-Manatee MPO



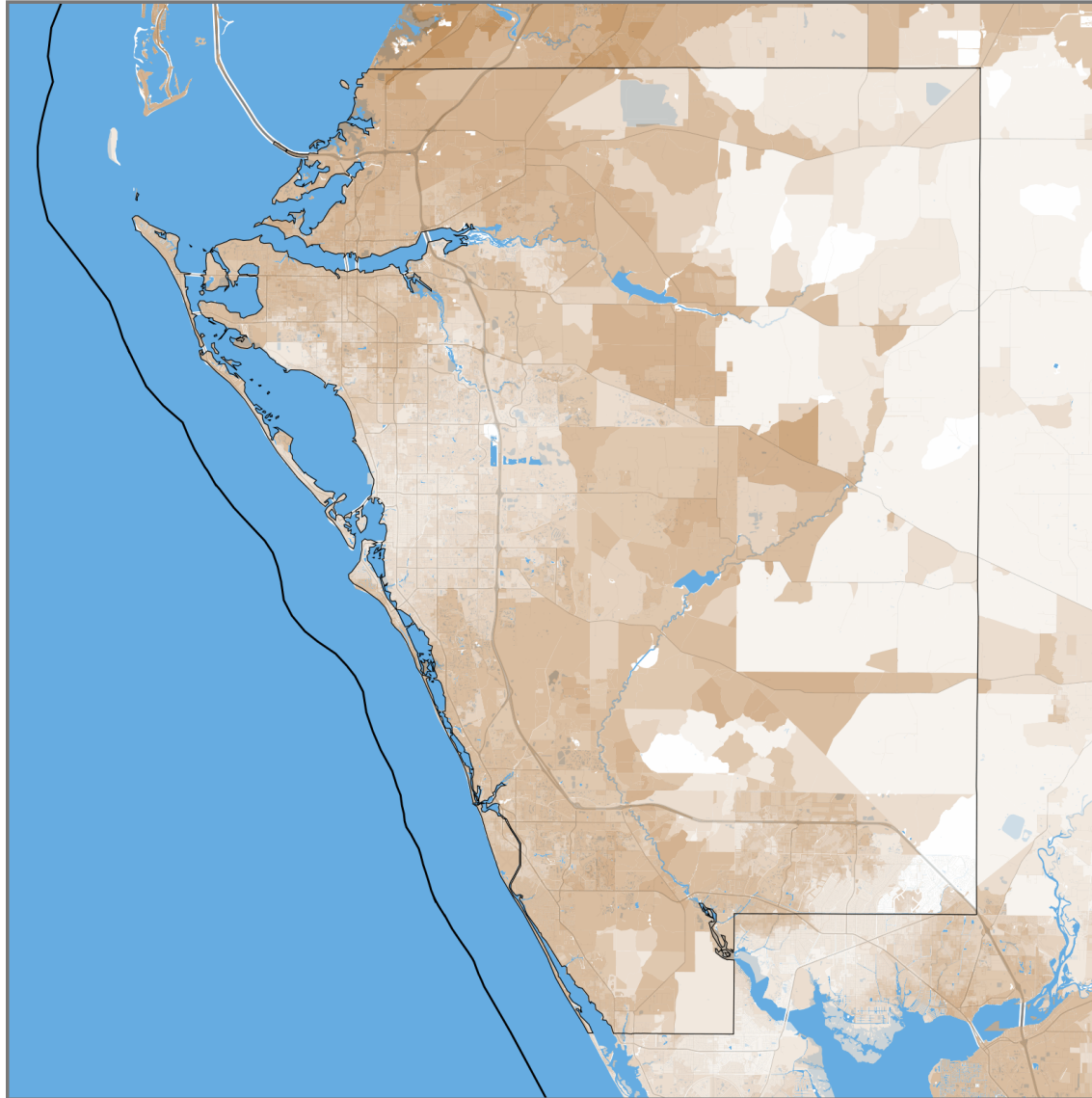
Jobs within 30 minutes
(Driving, AM peak)



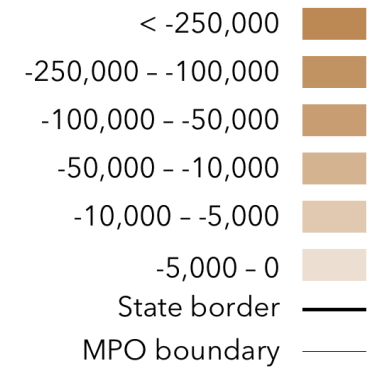
State border

MPO boundary

Sarasota-Manatee MPO



Congestion Impact
(Change in jobs within 30 minutes
due to congestion)



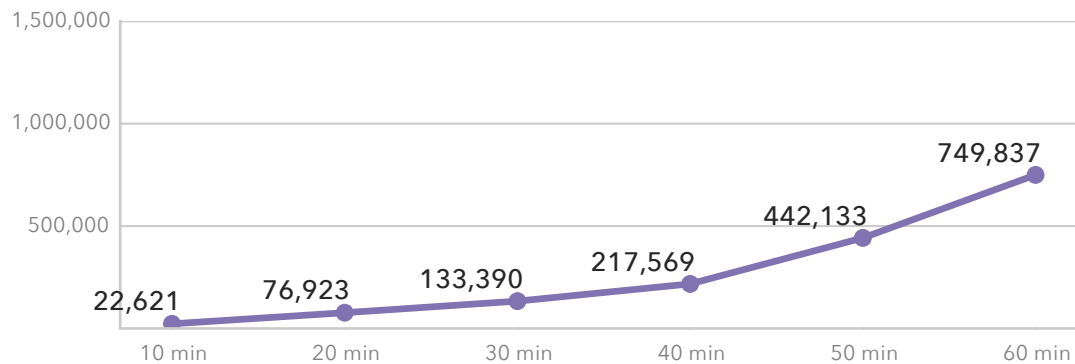
Space Coast Transportation Planning Organization

Job Accessibility Results – Auto, 2015

Total Jobs	182,038
Average Job Density (per mi ²)	441
Total Workers	205,194
Average Worker Density (per mi ²)	498

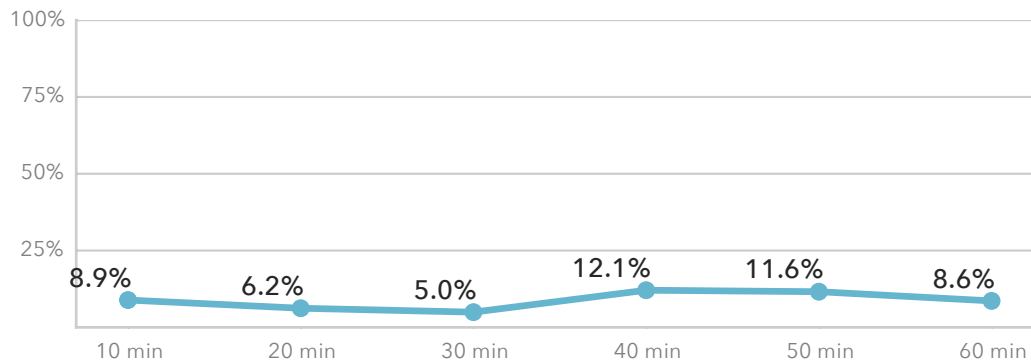
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)



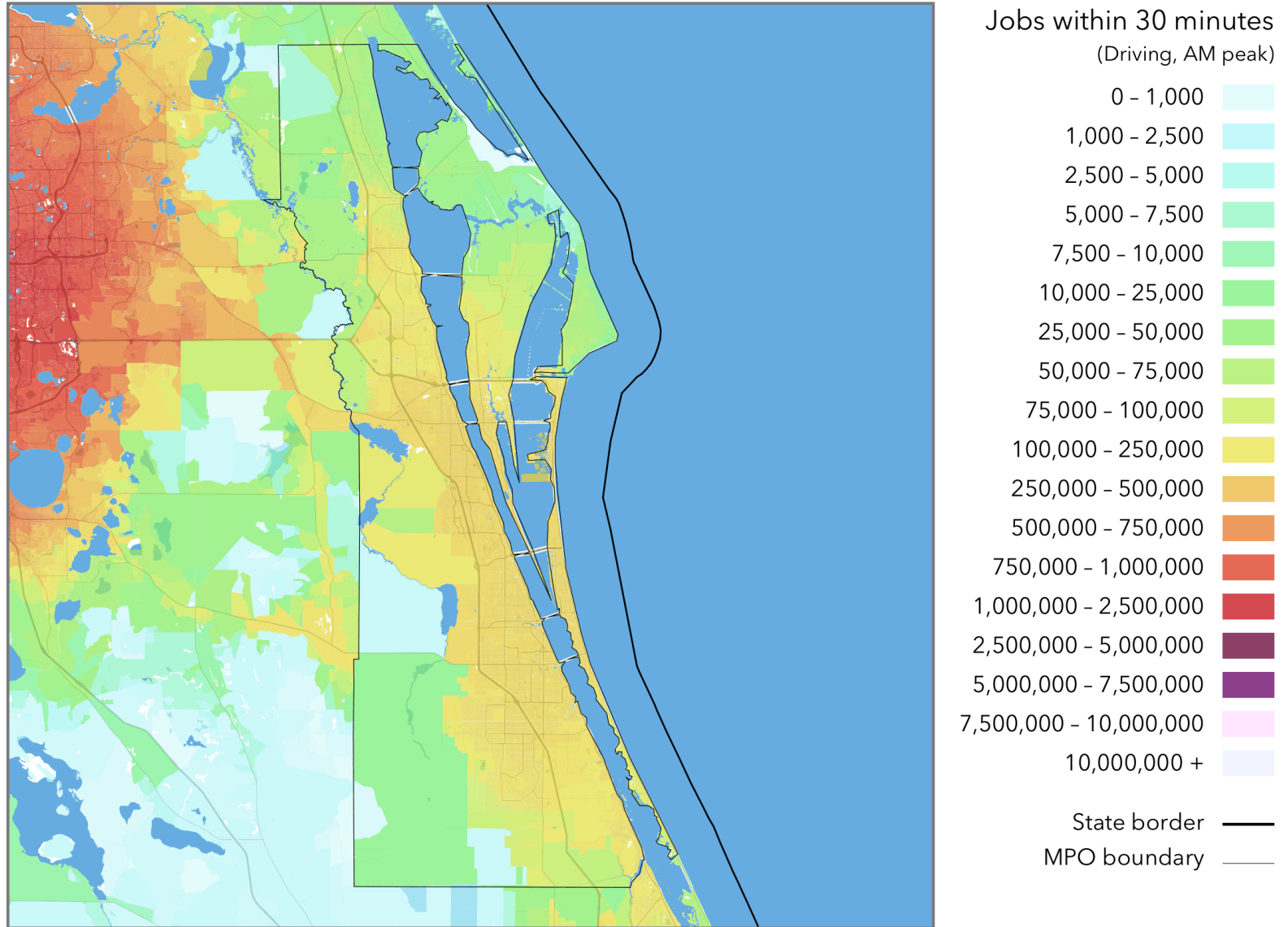
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

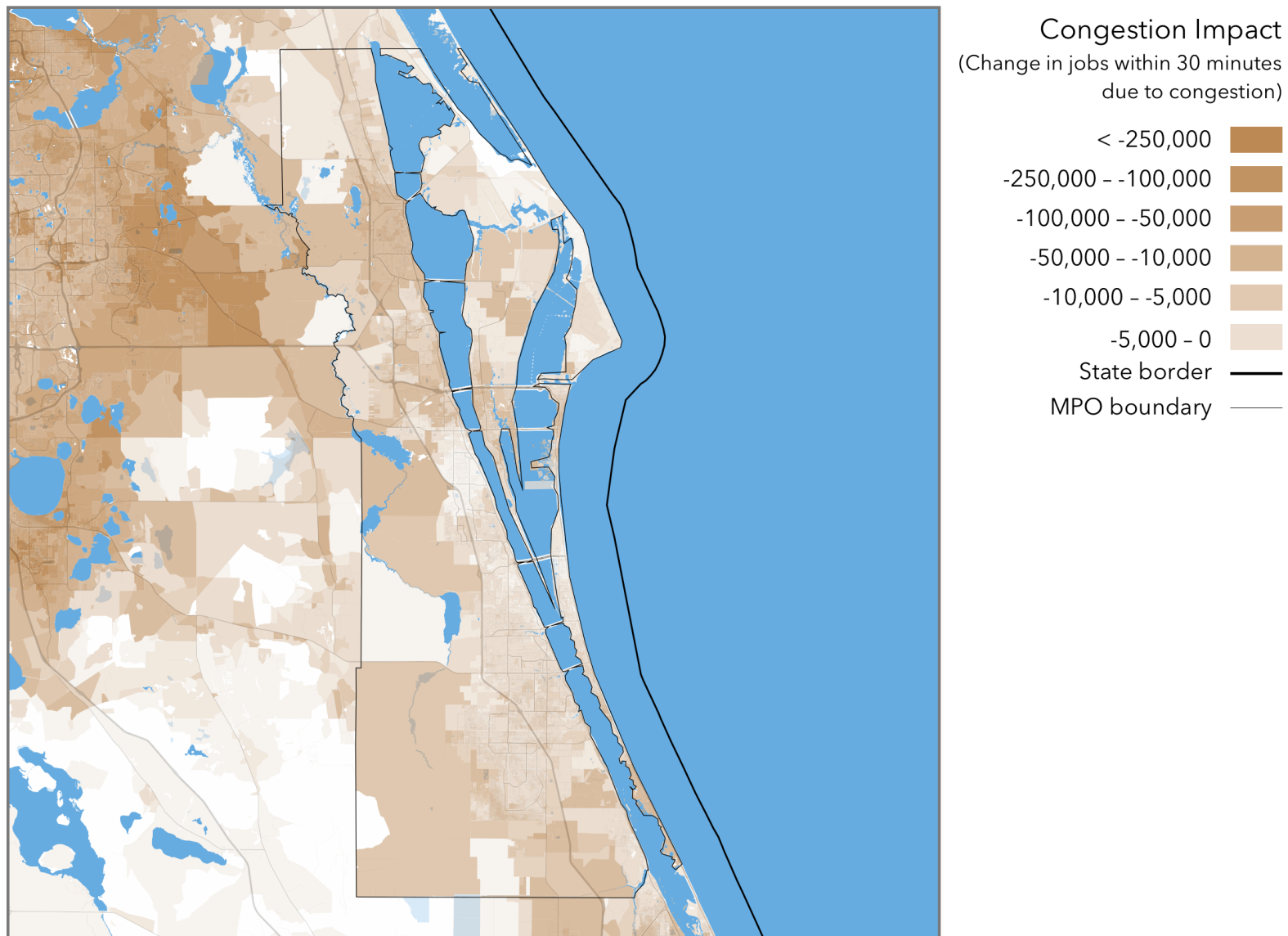


Space Coast Transportation Planning Organization

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Space Coast Transportation Planning Organization



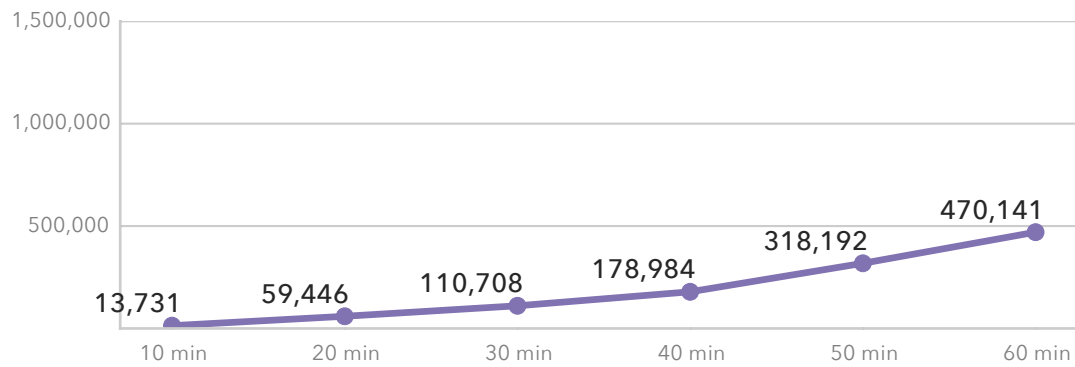
St. Lucie Transportation Planning Organization

Job Accessibility Results – Auto, 2015

Total Jobs	67,675
Average Job Density (per mi ²)	302
Total Workers	98,904
Average Worker Density (per mi ²)	441

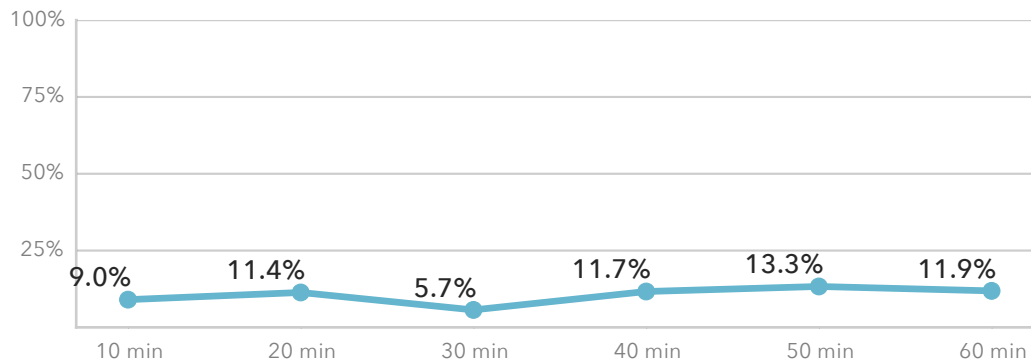
Job and worker totals are based on LEHD estimates and may not match other sources.

Average Job Accessibility by Travel Time Threshold (worker-weighted)

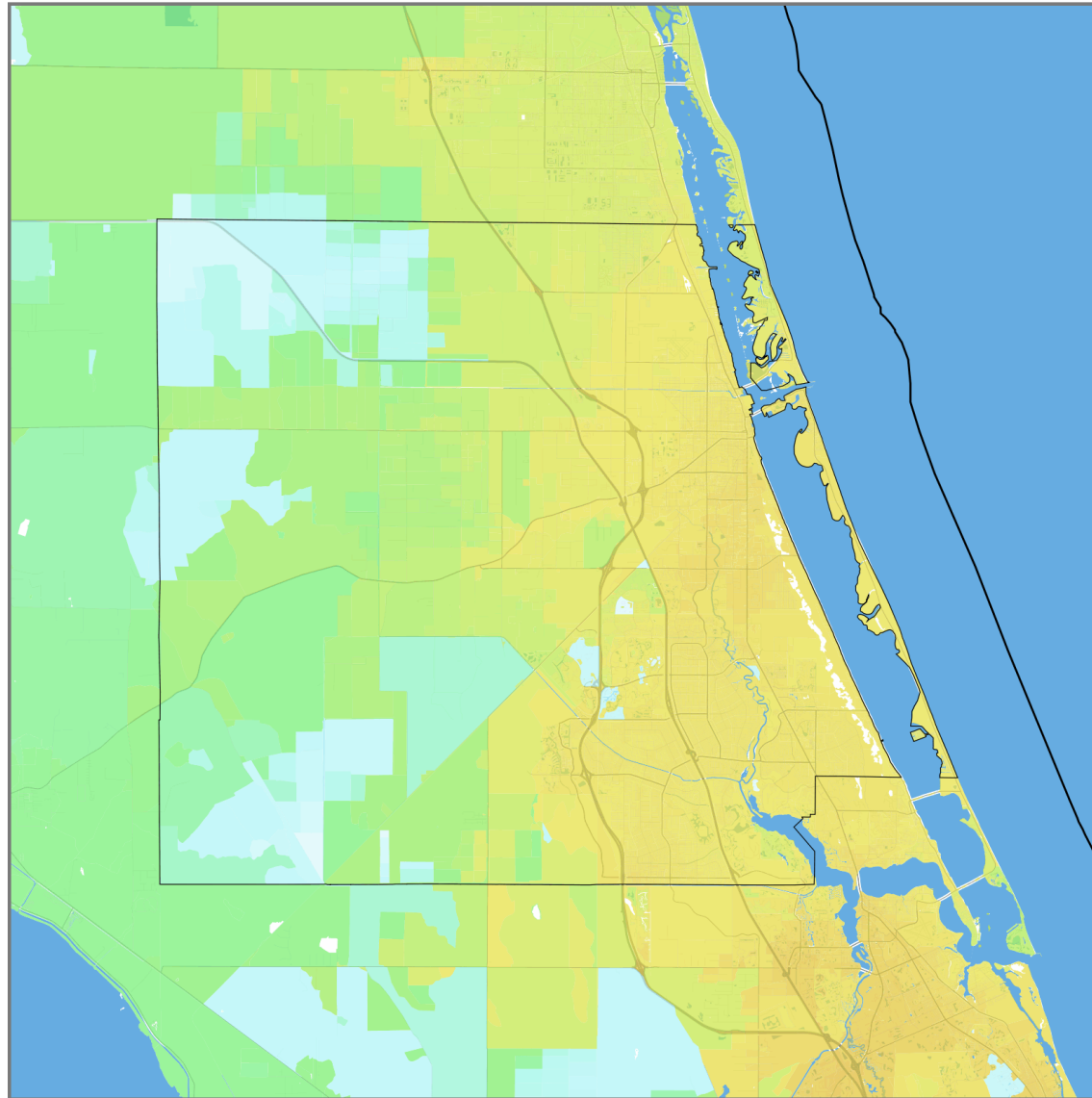


Average Congestion Impact by Travel Time Threshold (worker-weighted)

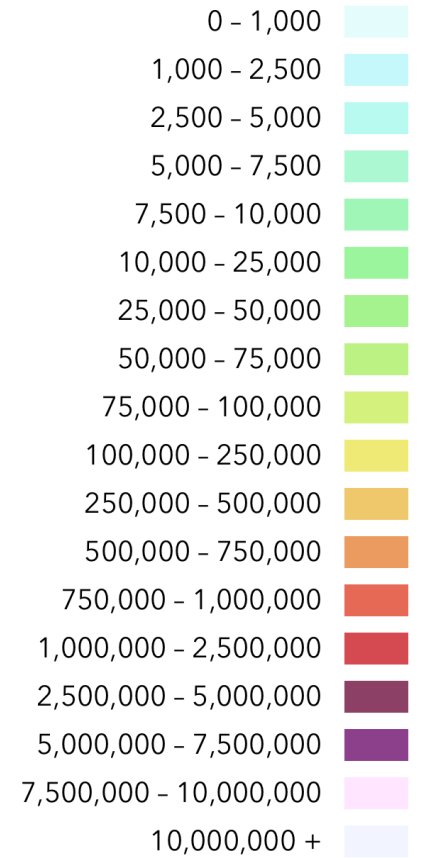
Higher numbers indicate greater job access loss due to congestion



St. Lucie Transportation Planning Organization

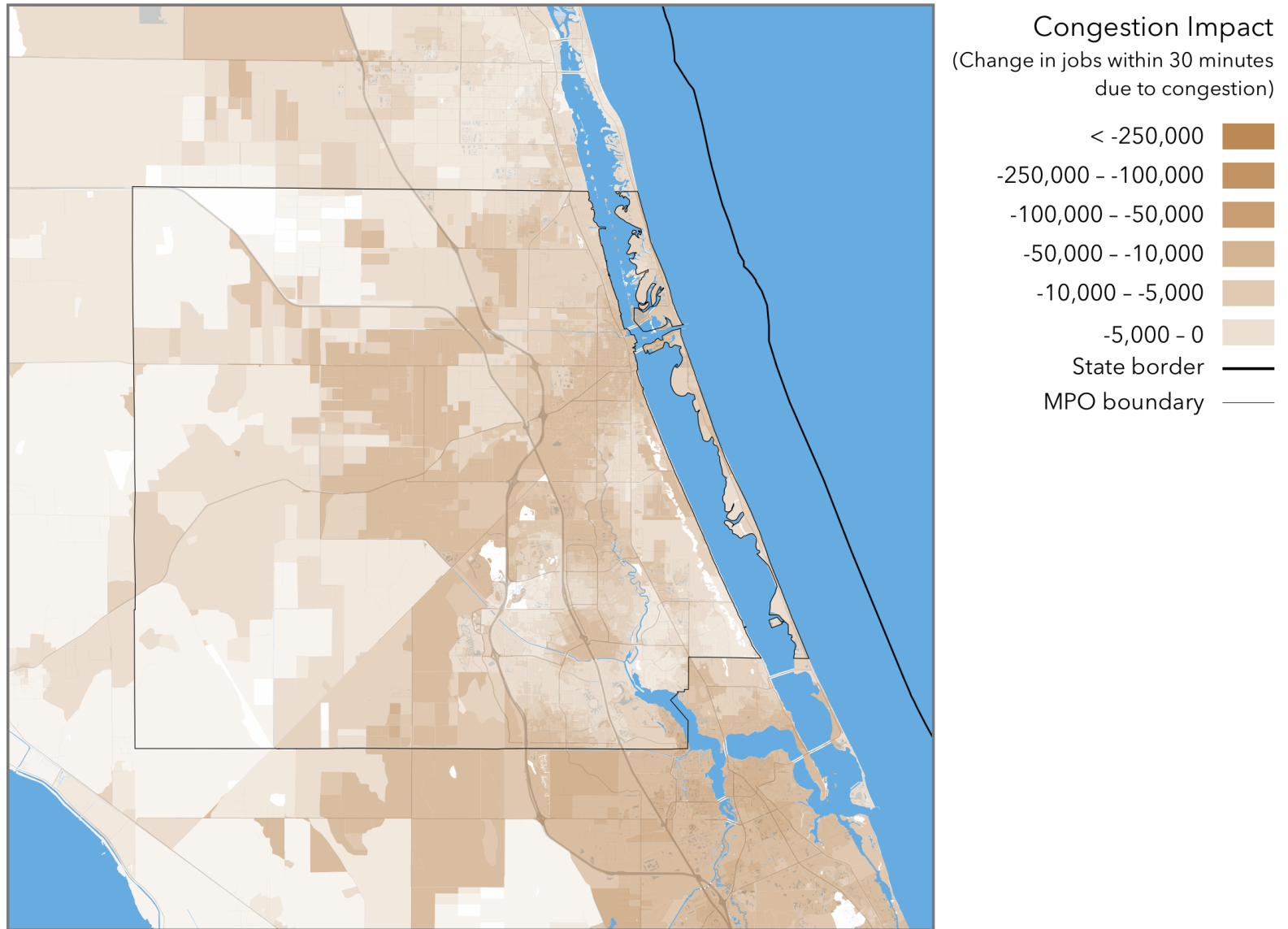


Jobs within 30 minutes
(Driving, AM peak)



State border —
MPO boundary —

St. Lucie Transportation Planning Organization



2.3 Accessibility by County

Table 3 provides the average (worker-weighted) job accessibility by auto during the AM peak period for each county, and Table 4 indicates the accessibility congestion impact.

Table 3: Average Job Accessibility by Travel Time Threshold for Counties (Driving, AM Peak)

County	Travel time (minutes)					
	10	20	30	40	50	60
Alachua	35,497	86,954	114,236	158,177	220,675	269,838
Baker	3,036	7,675	45,568	234,763	445,324	590,971
Bay	22,176	52,029	67,766	76,157	87,632	113,304
Bradford	3,381	8,691	40,658	149,792	353,594	599,054
Brevard	22,589	76,899	133,417	217,423	441,670	749,678
Broward	108,870	540,594	1,123,523	1,688,143	2,049,701	2,195,494
Calhoun	1,380	3,753	10,389	24,372	58,065	163,116
Charlotte	13,005	34,527	78,465	176,093	309,377	461,405
Citrus	5,221	19,449	45,368	101,447	184,685	314,739
Clay	11,026	61,148	225,343	411,224	541,317	630,152
Collier	25,976	80,099	128,643	215,862	283,932	319,201
Columbia	7,749	17,710	31,582	65,057	144,353	256,041
DeSoto	3,326	8,883	24,428	60,271	170,596	427,211
Dixie	737	2,934	6,537	11,861	32,223	97,193
Duval	71,373	319,848	487,110	553,527	602,553	641,179
Escambia	44,065	116,522	150,408	174,762	227,500	343,221
Flagler	6,344	21,352	71,449	152,817	264,570	559,686
Franklin	940	1,713	3,326	5,169	7,078	17,649
Gadsden	2,840	23,778	99,220	156,028	191,571	213,578
Gilchrist	814	5,389	24,567	80,709	131,544	182,059
Glades	585	4,174	9,142	22,667	58,533	142,138
Gulf	1,045	1,879	5,553	30,355	53,189	76,551
Hamilton	805	4,283	20,158	59,938	82,795	109,301
Hardee	4,013	8,531	36,404	101,469	214,909	405,772
Hendry	3,462	5,842	14,814	51,806	97,833	172,703
Hernando	9,486	34,576	79,826	178,395	446,058	893,771
Highlands	7,544	18,216	29,392	50,925	92,214	167,805
Hillsborough	88,212	367,353	725,258	1,044,160	1,305,472	1,529,456
Holmes	786	4,306	12,934	32,298	67,647	110,212
Indian River	20,220	50,523	84,424	146,948	232,249	296,464
Jackson	2,821	9,008	21,756	43,196	88,887	161,126
Jefferson	748	6,013	67,214	147,508	191,761	235,231
Lafayette	699	2,050	8,410	22,069	43,391	80,007
Lake	13,641	48,811	197,736	560,824	967,569	1,286,390
Lee	25,876	111,402	196,168	266,209	329,107	369,496

Table 3: (continued)

Leon	49,477	125,924	152,075	172,212	192,249	211,860
Levy	1,483	5,713	44,743	103,527	165,906	232,575
Liberty	1,065	3,804	8,744	31,439	113,624	183,901
Madison	1,433	3,683	13,220	45,040	99,094	197,597
Manatee	41,591	136,983	251,154	488,644	961,140	1,299,000
Marion	15,042	54,196	97,269	160,705	253,391	379,692
Martin	18,475	58,668	147,433	315,546	475,307	647,888
Miami-Dade	137,525	614,293	1,117,991	1,466,912	1,700,522	1,879,283
Monroe	6,680	10,222	12,884	18,671	31,398	62,224
Nassau	4,231	23,709	128,862	337,063	504,686	585,532
Okaloosa	16,158	35,298	61,944	89,306	142,095	219,738
Okeechobee	4,553	7,325	9,876	25,797	90,884	208,869
Orange	97,316	488,347	860,490	1,030,910	1,187,130	1,421,217
Osceola	20,917	163,861	491,665	827,359	1,093,984	1,358,546
Palm Beach	66,238	274,359	553,582	839,240	1,184,371	1,558,241
Pasco	16,602	78,296	274,650	646,808	1,006,016	1,238,927
Pinellas	88,425	326,547	717,679	1,013,799	1,205,114	1,378,175
Polk	24,383	102,783	235,621	552,145	1,007,435	1,569,603
Putnam	4,567	9,476	23,811	67,847	165,370	392,926
Santa Rosa	6,727	39,648	113,573	171,354	211,644	259,954
Sarasota	36,876	108,701	179,402	253,964	433,667	801,918
Seminole	65,506	361,248	707,612	987,886	1,171,898	1,298,280
St. Johns	10,320	61,654	238,729	424,316	568,272	653,747
St. Lucie	13,744	59,448	110,707	179,036	318,332	470,241
Sumter	6,455	30,812	84,024	189,500	385,816	962,504
Suwannee	2,074	6,405	20,101	35,913	63,562	117,741
Taylor	2,869	4,839	6,068	11,184	32,678	128,006
Union	1,146	6,061	34,281	117,748	210,642	377,243
Volusia	22,366	73,671	182,695	386,997	613,962	925,106
Wakulla	1,423	9,589	78,440	130,586	153,583	172,144
Walton	3,970	12,356	28,889	57,373	100,740	157,746
Washington	1,522	4,480	11,879	28,346	61,148	111,066

Table 4: Average Accessibility Congestion Impact by Travel Time Threshold for Counties (Driving, AM Peak)

County	Travel time (minutes)					
	10	20	30	40	50	60
Alachua	11.14%	3.56%	1.92%	5.88%	3.43%	5.53%
Baker	3.62%	7.18%	51.00%	26.20%	11.54%	6.45%
Bay	8.90%	4.58%	2.11%	1.47%	3.67%	5.65%
Bradford	2.82%	4.44%	16.26%	23.11%	21.88%	12.10%
Brevard	8.89%	6.24%	4.95%	12.07%	11.61%	8.62%
Broward	16.31%	16.56%	15.08%	9.39%	3.16%	1.25%
Calhoun	4.50%	4.94%	7.21%	12.68%	24.78%	13.74%
Charlotte	6.22%	4.76%	10.61%	10.47%	8.64%	6.59%
Citrus	5.94%	7.43%	7.30%	9.20%	9.20%	16.93%
Clay	15.44%	33.24%	24.21%	13.46%	4.78%	6.21%
Collier	10.24%	4.39%	6.15%	6.82%	2.76%	1.88%
Columbia	5.30%	2.50%	7.48%	14.82%	14.15%	20.80%
DeSoto	3.71%	4.38%	11.50%	9.42%	23.51%	10.96%
Dixie	1.07%	3.46%	3.83%	9.96%	23.21%	19.11%
Duval	14.34%	8.42%	2.05%	1.38%	1.14%	1.37%
Escambia	8.14%	3.39%	1.80%	2.66%	7.04%	7.46%
Flagler	8.48%	4.98%	11.50%	5.16%	16.80%	18.54%
Franklin	3.59%	2.11%	2.49%	3.53%	5.87%	25.75%
Gadsden	5.21%	16.26%	8.62%	4.03%	1.93%	1.67%
Gilchrist	4.12%	9.85%	19.55%	10.57%	7.90%	5.77%
Glades	2.66%	3.98%	6.41%	15.57%	16.58%	17.18%
Gulf	0.76%	1.42%	13.97%	12.29%	11.08%	4.88%
Hamilton	1.11%	9.18%	8.04%	7.94%	4.49%	10.92%
Hardee	1.91%	7.68%	12.36%	15.86%	11.62%	17.05%
Hendry	0.89%	5.50%	11.88%	16.42%	9.59%	21.73%
Hernando	6.75%	6.12%	9.27%	27.79%	34.07%	20.22%
Highlands	5.44%	3.00%	3.71%	7.09%	12.50%	15.15%
Hillsborough	15.22%	13.36%	9.75%	6.81%	4.13%	3.02%
Holmes	7.31%	5.98%	10.87%	9.53%	9.33%	8.59%
Indian River	5.68%	6.63%	5.92%	9.43%	7.33%	5.32%
Jackson	3.19%	5.38%	6.87%	9.33%	13.12%	13.17%
Jefferson	2.09%	23.39%	16.75%	5.78%	3.91%	3.43%
Lafayette	1.41%	13.03%	16.10%	8.09%	8.67%	13.82%
Lake	6.96%	8.92%	17.98%	10.17%	6.55%	3.63%
Lee	10.95%	8.53%	5.22%	5.21%	3.62%	2.16%
Leon	9.92%	3.47%	1.25%	1.66%	1.39%	2.01%
Levy	3.76%	11.16%	15.81%	9.87%	7.69%	6.86%
Liberty	3.45%	3.30%	7.93%	22.29%	13.16%	5.08%

Table 4: (continued)

Madison	2.45%	3.64%	14.42%	13.18%	16.33%	11.85%
Manatee	9.82%	6.92%	4.98%	9.91%	8.63%	3.56%
Marion	10.04%	6.77%	5.11%	6.70%	6.88%	9.52%
Martin	9.62%	6.90%	11.67%	10.96%	9.52%	12.12%
Miami-Dade	22.25%	19.48%	10.77%	7.60%	5.83%	4.90%
Monroe	5.14%	1.23%	3.23%	7.08%	33.71%	51.85%
Nassau	3.62%	12.29%	12.68%	9.19%	4.24%	2.21%
Okaloosa	5.44%	5.13%	4.40%	5.81%	10.12%	7.77%
Okeechobee	4.45%	1.21%	5.18%	23.27%	21.11%	20.93%
Orange	13.45%	7.84%	3.30%	1.49%	2.04%	2.68%
Osceola	9.82%	11.82%	10.37%	5.28%	4.27%	4.02%
Palm Beach	11.42%	9.90%	8.97%	10.31%	12.24%	13.14%
Pasco	9.89%	23.47%	30.50%	21.97%	10.99%	6.91%
Pinellas	10.45%	10.12%	5.88%	2.71%	2.19%	1.99%
Polk	9.34%	8.15%	11.82%	12.94%	12.19%	10.47%
Putnam	2.04%	2.93%	7.98%	10.94%	17.61%	20.34%
Santa Rosa	10.57%	17.13%	8.22%	5.57%	4.79%	6.04%
Sarasota	10.36%	6.16%	3.78%	5.54%	10.31%	9.77%
Seminole	14.72%	12.30%	6.82%	4.09%	1.81%	2.50%
St. Johns	8.56%	21.05%	12.25%	6.96%	3.75%	2.23%
St. Lucie	9.04%	11.35%	5.68%	11.67%	13.30%	11.88%
Sumter	8.89%	7.04%	11.87%	6.79%	14.68%	17.40%
Suwannee	2.81%	7.72%	8.41%	5.75%	12.67%	13.30%
Taylor	1.17%	0.76%	1.81%	6.78%	28.91%	11.41%
Union	4.90%	11.26%	18.02%	14.44%	19.00%	21.08%
Volusia	7.01%	9.00%	19.74%	14.79%	16.06%	11.95%
Wakulla	2.33%	23.25%	14.06%	3.89%	2.57%	2.88%
Walton	5.52%	4.88%	6.99%	7.64%	8.73%	6.47%
Washington	3.61%	4.82%	6.71%	12.86%	10.79%	14.02%

3 Data Sources and Methodology

The following sections provide a brief overview of the data sources and methodology used to prepare this report. For a detailed description, please consult the Accessibility Observatory's *Access Across America: 2015 Methodology* report.

3.1 Travel Times by Auto

Travel times by car were calculated using the June 2015 version of TomTom North America, Inc.'s MultiNet and Speed Profile data products. The road network dataset includes roadways of all functional classifications, including local streets through major highways. Speed data for each roadway segment are based on measurements collected by GPS devices during the June 2013 – June 2015 period. For road segments where speed data is provided separately for different days of the week, data for Wednesday is used.

3.2 Geography

Census blocks are the fundamental unit for travel time and accessibility calculation, and block-level accessibility results are aggregated over larger areas for analysis. When calculating accessibility for an individual origin, all potential destinations within 74.6 miles (120 km) are included, even if those destinations are located in a different state. Only locations within the United States are included. The metropolitan planning organization (MPO) jurisdictions used for aggregate analysis are based on data provided in the US Department of Transportation's National Transportation Atlas Database 2015¹.

3.3 Population and Job Distribution

Data describing the distribution of labor and employment in the region are drawn from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics program (LEHD)². The LEHD Origin-Destination Employment Statistics (LODES) dataset, which is updated annually, provides Census block-level estimates of employee home and work locations. This analysis uses LODES data from 2014, the most recent available as of this writing.

3.4 Accessibility Calculation

The accessibility metrics presented in this analysis are *cumulative opportunity* metrics — they reflect the total amount of opportunities (in this case, jobs) reachable within given travel time thresholds from an origin location. To calculate these metrics, the travel time calculations described above are performed first to identify the travel time from one origin to all surrounding destinations. Next, the number of jobs at each destination is summed for all destinations that can be reached within a given travel time threshold, providing the accessibility value for a single origin at a single departure time.

¹http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/index.html

²<http://lehd.ces.census.gov/data/>

This process provides accessibility values for individual Census blocks. To summarize this block-level data to larger areas such as MPOs and states, the accessibility values for the relevant blocks are weighted by the number of workers living in each block and then averaged. This person-weighted approach allows the summary metric to reflect the distribution of residents within the area. For example, a person-weighted accessibility value of 134,173 indicates that a typical resident within the area can reach 134,173 jobs.

Road and highways speeds vary throughout the day. The accessibility data presented in this report assume a departure time of 8 AM in order to represent job accessibility during the AM peak period.

3.5 Congestion Impact

To estimate the impact that congestion has on job accessibility, a second set of accessibility calculations are performed using a departure time of 4 AM, which is assumed to approximate uncongested conditions in most areas. The difference between job accessibility at 4 AM and job accessibility at 8 AM is interpreted as the number of jobs that a traveler could reach (within a given travel time threshold) in uncongested conditions, but could not reach in congested conditions due to lower speeds. This can be expressed both as an absolute number of jobs, as in the congestion impact maps presented in [Section 2](#), and as a percentage change in accessibility. Expressing this metric as a percentage allows the degree of congestion impact to be compared across regions that have different absolute levels of accessibility. For example, a congestion impact of 9% at the 30 minute travel time threshold indicates that the average worker can reach 9% fewer jobs during congested periods than during uncongested periods.