

2017 Auto Accessibility Report: Florida

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

September 27, 2018



**ACCESSIBILITY
OBSERVATORY**

UNIVERSITY OF MINNESOTA

Driven to DiscoverSM

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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 free-flow 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: Auto 2017 Methodology*, describes the methodology and data sources in greater detail.

2 Accessibility Evaluation Results

2.1 Statewide Accessibility

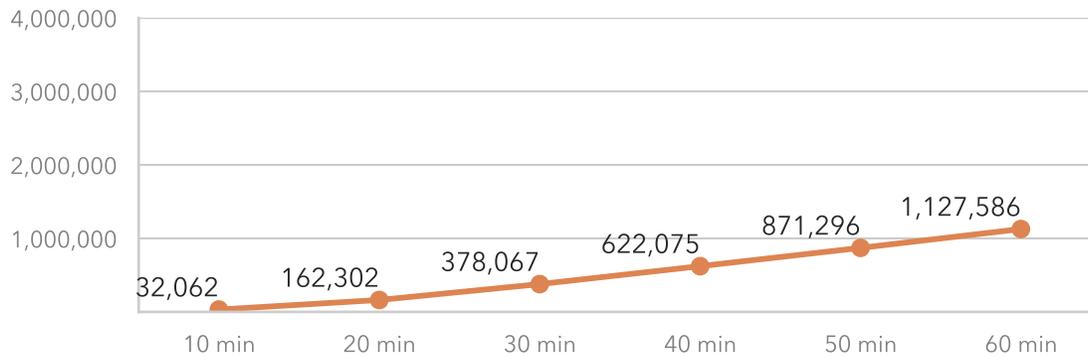
Florida

Job Accessibility Results – Auto, 2017

| | |
|---|------------------|
| Total Jobs | 8,010,018 |
| Average Job Density (per mi ²) | 149 |
| Total Workers | 8,014,483 |
| Average Worker Density (per mi ²) | 149 |

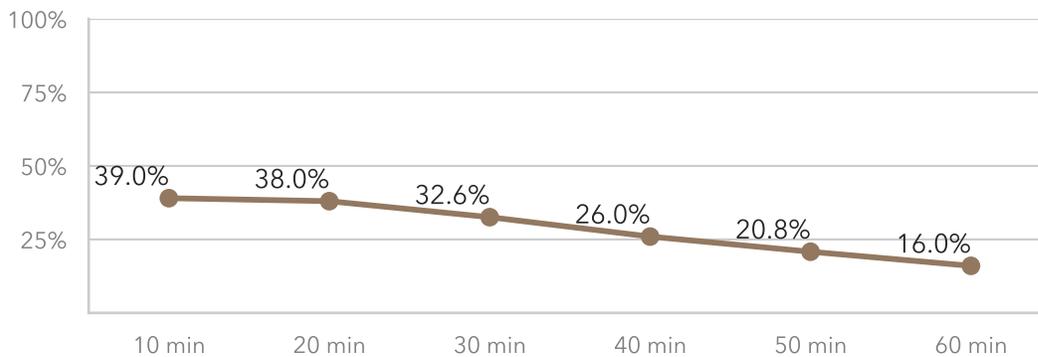
Job and worker totals are based on LEHD estimates and may not match other sources.

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

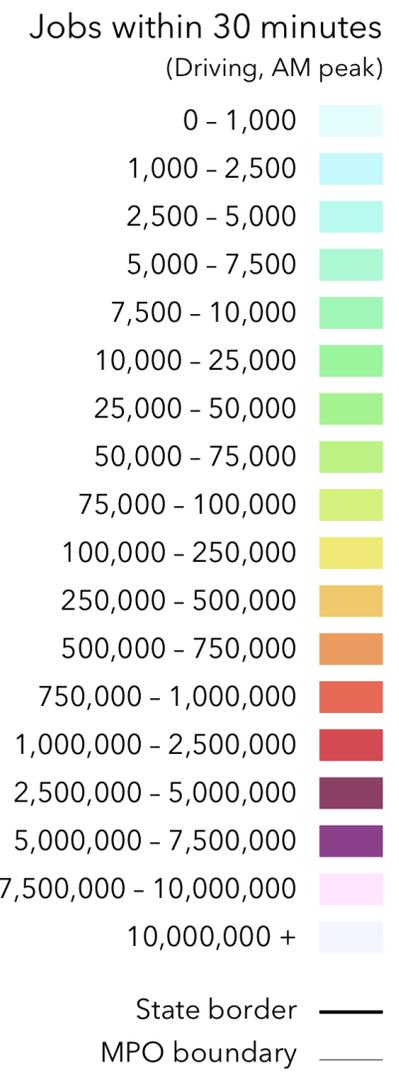
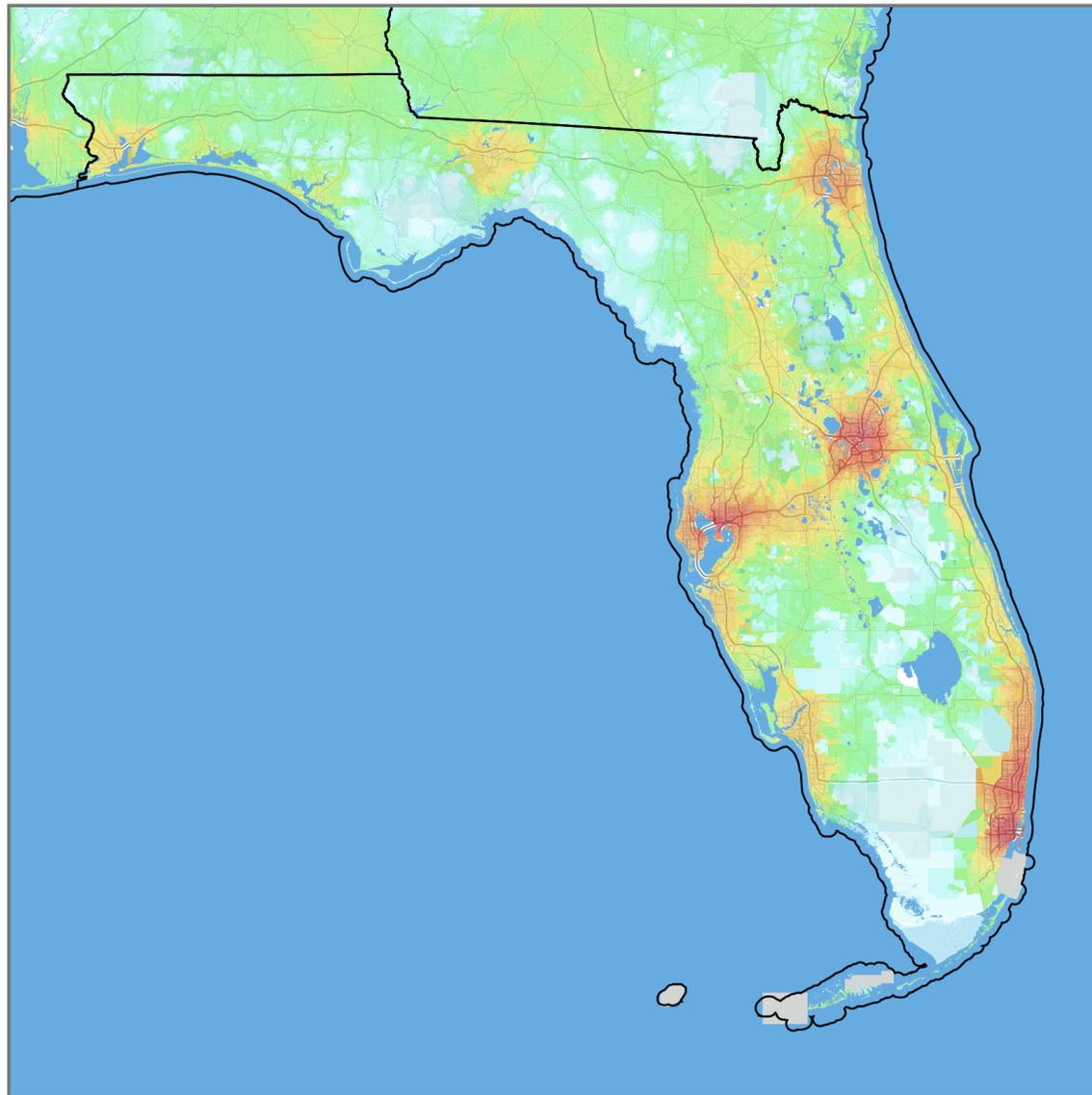


Average Congestion Impact by Travel Time Threshold (worker-weighted)

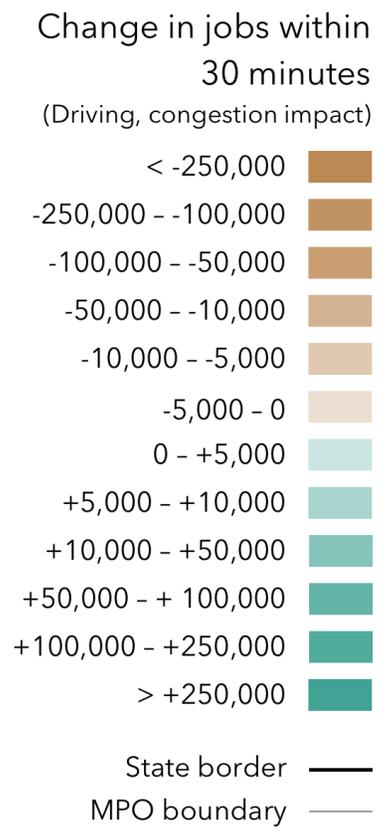
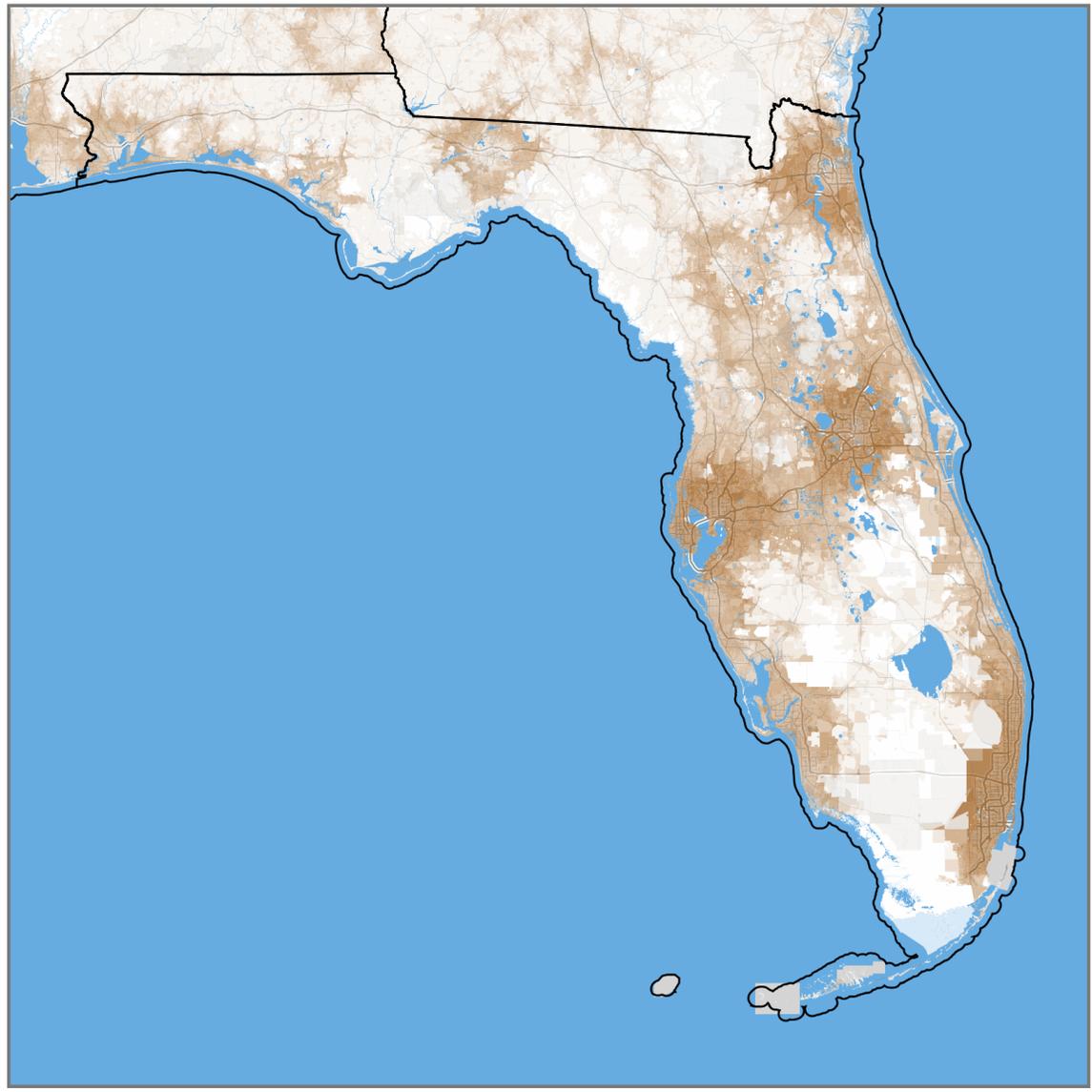
Higher numbers indicate greater job access loss due to congestion



Florida



Florida



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-Punta Gorda MPO
- Collier MPO
- Florida-Alabama Transportation Planning Organization
- Forward Pinellas
- Gainesville MTPO
- Heartland Regional TPO
- Hernando/Citrus MPO
- Hillsborough MPO
- Indian River County MPO
- Lake-Sumter MPO
- Lee County MPO
- METROPLAN Orlando
- Martin MPO
- Miami-Dade TPO
- North Florida Transportation Planning Organization
- Ocala - Marion County Transportation Planning Organization
- Okaloosa-Walton Transportation Planning Organization
- Palm Beach MPO
- Pasco County MPO

- Polk County Transportation Planning Organization
- River to Sea Transportation Planning Organization
- 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 | 16,474 | 44,862 | 63,760 | 75,117 | 84,854 | 104,656 |
| Broward MPO | 47,446 | 261,022 | 660,258 | 1,041,556 | 1,489,594 | 2,025,108 |
| Capital Region Transportation Planning Agency | 26,704 | 86,299 | 130,602 | 161,934 | 187,622 | 209,110 |
| Charlotte-Punta Gorda MPO | 12,136 | 34,693 | 63,556 | 141,824 | 274,582 | 439,614 |
| Collier MPO | 17,286 | 72,193 | 123,755 | 200,232 | 289,534 | 346,445 |
| Florida-Alabama Transportation Planning Organization | 20,555 | 74,776 | 124,376 | 161,004 | 203,480 | 281,988 |
| Forward Pinellas | 51,339 | 209,941 | 432,876 | 758,437 | 1,067,853 | 1,292,423 |
| Gainesville MTPO | 28,537 | 90,471 | 117,739 | 149,680 | 223,821 | 268,409 |
| Heartland Regional TPO | 4,758 | 11,129 | 21,240 | 45,371 | 101,137 | 205,069 |
| Hernando/Citrus MPO | 6,850 | 25,546 | 55,010 | 117,054 | 253,956 | 524,104 |
| Hillsborough MPO | 43,765 | 229,784 | 541,167 | 898,893 | 1,209,329 | 1,479,629 |
| Indian River County MPO | 14,796 | 41,798 | 80,672 | 140,203 | 228,031 | 318,468 |
| Lake-Sumter MPO | 9,968 | 36,290 | 109,661 | 361,458 | 732,588 | 1,137,423 |
| Lee County MPO | 19,158 | 84,078 | 174,185 | 254,654 | 329,921 | 389,932 |
| METROPLAN Orlando | 36,782 | 229,739 | 582,297 | 901,368 | 1,126,528 | 1,340,088 |
| Martin MPO | 15,601 | 53,629 | 122,265 | 272,155 | 459,641 | 617,555 |
| Miami-Dade TPO | 51,225 | 272,600 | 651,697 | 1,099,155 | 1,474,283 | 1,738,708 |
| North Florida Transportation Planning Organization | 27,472 | 151,121 | 319,988 | 455,844 | 558,944 | 634,996 |
| Ocala - Marion County Transportation Planning Organization | 12,492 | 47,359 | 89,539 | 141,509 | 222,693 | 336,779 |
| Okaloosa-Walton Transportation Planning Organization | 12,796 | 29,434 | 52,914 | 78,339 | 115,577 | 171,411 |
| Palm Beach MPO | 36,038 | 181,676 | 406,513 | 680,978 | 983,992 | 1,309,124 |
| Pasco County MPO | 11,774 | 46,192 | 136,335 | 372,925 | 733,810 | 1,136,047 |
| Polk County Transportation Planning Organization | 18,171 | 81,259 | 181,509 | 409,827 | 806,914 | 1,361,433 |
| River to Sea Transportation Planning Organization | 14,949 | 55,132 | 124,910 | 252,270 | 449,954 | 730,478 |
| Sarasota-Manatee MPO | 23,212 | 86,937 | 174,844 | 296,542 | 519,655 | 884,501 |
| Space Coast Transportation Planning Organization | 16,173 | 64,945 | 125,339 | 190,438 | 357,442 | 670,471 |
| St. Lucie Transportation Planning Organization | 13,074 | 58,548 | 113,990 | 176,187 | 312,108 | 514,967 |

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 | 24.83% | 14.87% | 7.80% | 4.03% | 7.72% | 12.16% |
| Broward MPO | 48.62% | 52.95% | 49.05% | 45.81% | 33.61% | 14.64% |
| Capital Region Transportation Planning Agency | 27.17% | 15.37% | 7.20% | 4.74% | 3.42% | 3.15% |
| Charlotte-Punta Gorda MPO | 17.00% | 11.96% | 22.13% | 27.58% | 23.12% | 17.31% |
| Collier MPO | 33.73% | 19.64% | 16.89% | 19.77% | 11.24% | 5.48% |
| Florida-Alabama Transportation Planning Organization | 24.57% | 16.18% | 10.51% | 8.18% | 10.96% | 14.59% |
| Forward Pinellas | 39.16% | 40.88% | 45.40% | 31.24% | 19.18% | 14.64% |
| Gainesville MTPO | 31.59% | 13.46% | 2.90% | 11.99% | 7.13% | 8.55% |
| Heartland Regional TPO | 10.60% | 7.90% | 13.01% | 24.03% | 26.35% | 25.95% |
| Hernando/Citrus MPO | 15.45% | 14.74% | 20.44% | 34.47% | 47.01% | 36.69% |
| Hillsborough MPO | 48.17% | 44.45% | 34.57% | 23.46% | 15.55% | 10.77% |
| Indian River County MPO | 18.40% | 15.79% | 14.18% | 16.85% | 14.74% | 13.51% |
| Lake-Sumter MPO | 19.18% | 23.25% | 45.86% | 35.56% | 23.10% | 15.17% |
| Lee County MPO | 34.69% | 33.86% | 21.60% | 17.34% | 12.73% | 7.25% |
| METROPLAN Orlando | 48.52% | 44.90% | 29.09% | 14.47% | 9.32% | 9.54% |
| Martin MPO | 28.80% | 20.60% | 27.83% | 24.94% | 17.48% | 20.21% |
| Miami-Dade TPO | 62.53% | 62.11% | 48.87% | 33.80% | 22.82% | 17.17% |
| North Florida Transportation Planning Organization | 43.59% | 37.58% | 23.47% | 13.85% | 8.10% | 4.92% |
| Ocala - Marion County Transportation Planning Organization | 25.64% | 18.74% | 13.33% | 14.40% | 15.73% | 16.11% |
| Okaloosa-Walton Transportation Planning Organization | 16.02% | 15.00% | 13.44% | 12.42% | 18.20% | 19.88% |
| Palm Beach MPO | 40.45% | 37.21% | 33.45% | 28.87% | 30.15% | 30.88% |
| Pasco County MPO | 27.74% | 45.34% | 61.52% | 54.01% | 37.81% | 18.72% |
| Polk County Transportation Planning Organization | 24.44% | 22.24% | 27.02% | 32.82% | 30.39% | 25.47% |
| River to Sea Transportation Planning Organization | 22.36% | 22.23% | 36.51% | 39.73% | 34.02% | 29.19% |
| Sarasota-Manatee MPO | 32.97% | 27.97% | 20.72% | 23.32% | 30.15% | 22.65% |
| Space Coast Transportation Planning Organization | 29.00% | 22.05% | 13.03% | 19.21% | 28.49% | 20.71% |
| St. Lucie Transportation Planning Organization | 25.11% | 25.16% | 13.62% | 18.09% | 20.86% | 16.19% |

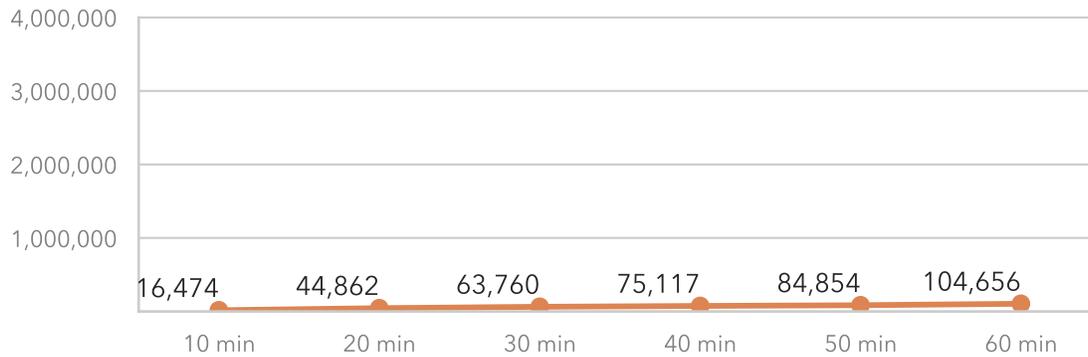
Bay County Transportation Planning Organization

Job Accessibility Results – Auto, 2017

| | |
|---|--------|
| Total Jobs | 75,086 |
| Average Job Density (per mi ²) | 188 |
| Total Workers | 71,517 |
| Average Worker Density (per mi ²) | 179 |

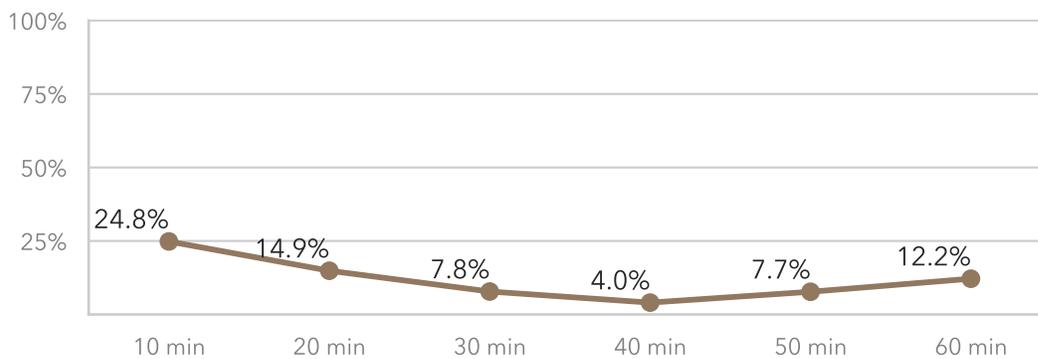
Job and worker totals are based on LEHD estimates and may not match other sources.

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

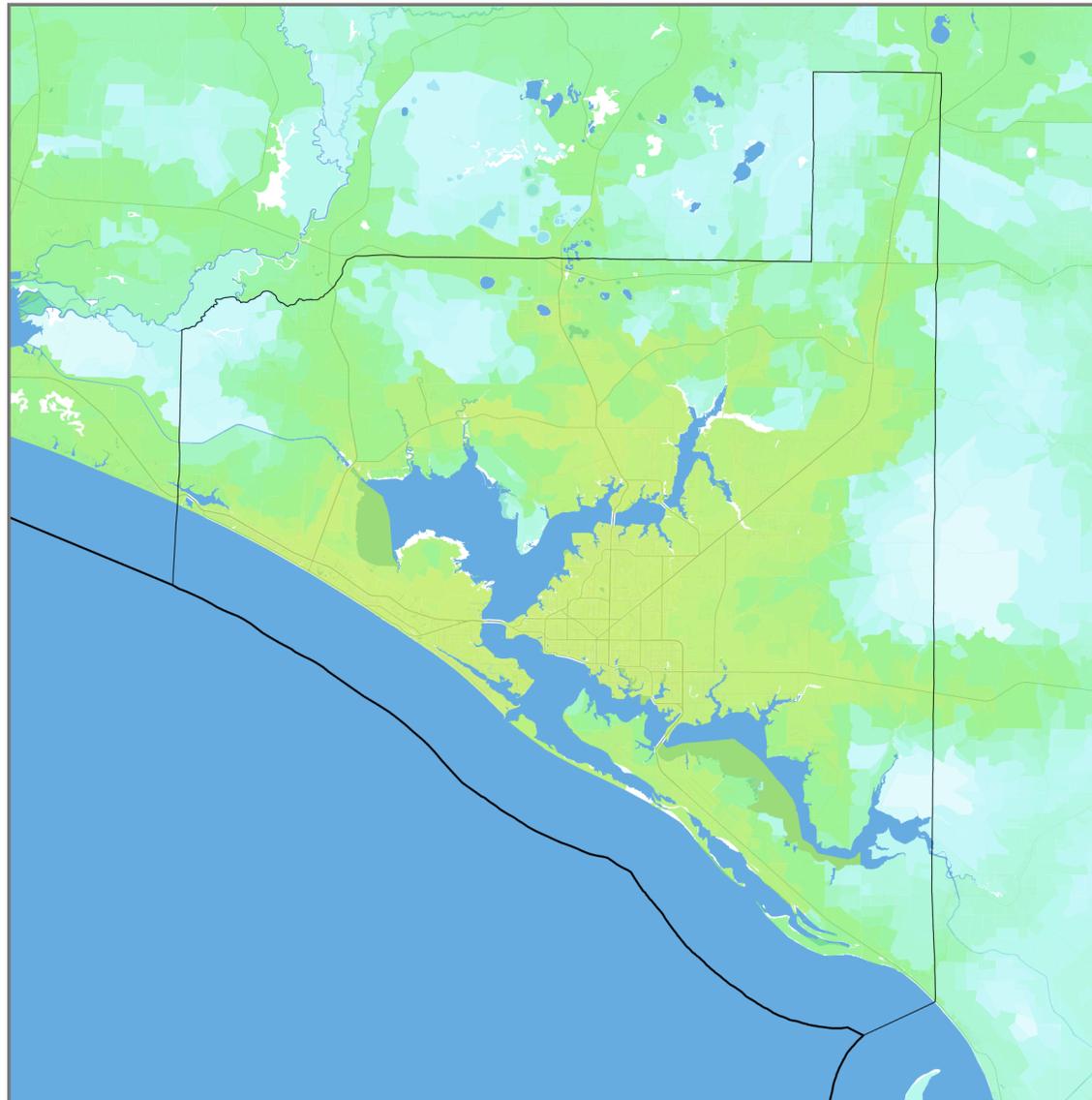


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

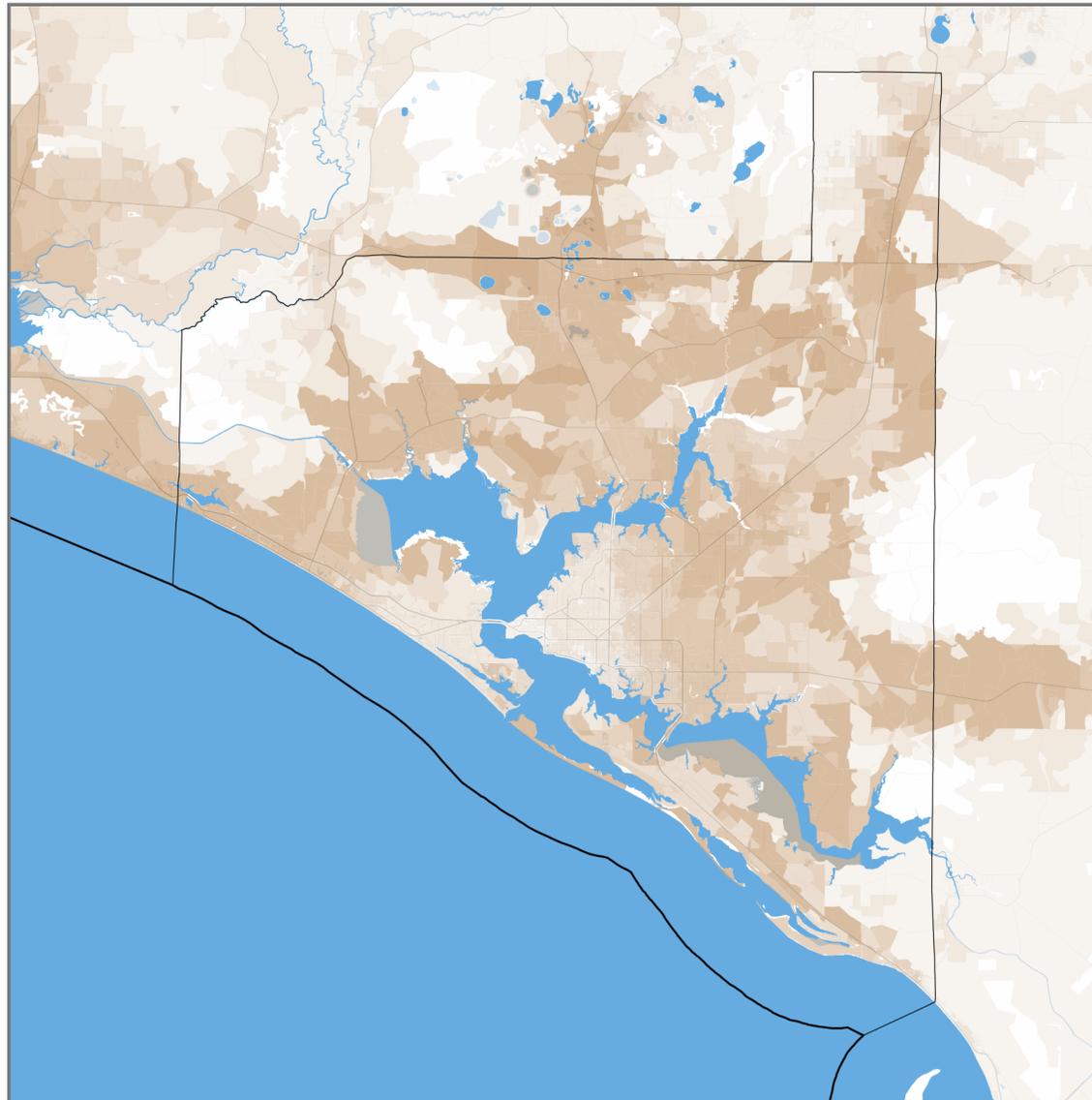


Bay County Transportation Planning Organization



Bay County Transportation Planning Organization

10



Change in jobs within
30 minutes
(Driving, congestion impact)

- < -250,000
- 250,000 - -100,000
- 100,000 - -50,000
- 50,000 - -10,000
- 10,000 - -5,000
- 5,000 - 0
- 0 - +5,000
- +5,000 - +10,000
- +10,000 - +50,000
- +50,000 - + 100,000
- +100,000 - +250,000
- > +250,000
- State border
- MPO boundary

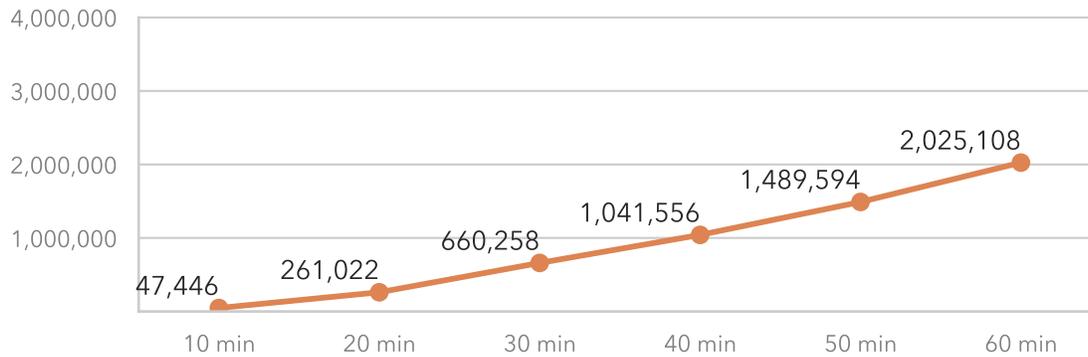
Broward MPO

Job Accessibility Results – Auto, 2017

| | |
|---|----------------|
| Total Jobs | 798,605 |
| Average Job Density (per mi ²) | 1,687 |
| Total Workers | 812,934 |
| Average Worker Density (per mi ²) | 1,718 |

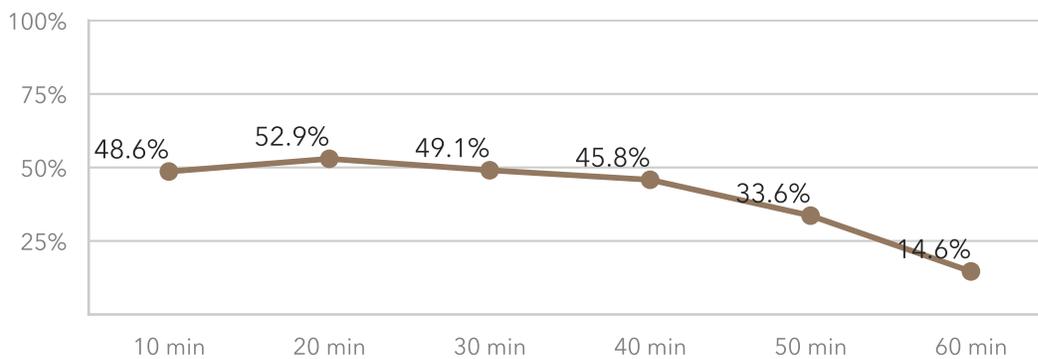
Job and worker totals are based on LEHD estimates and may not match other sources.

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

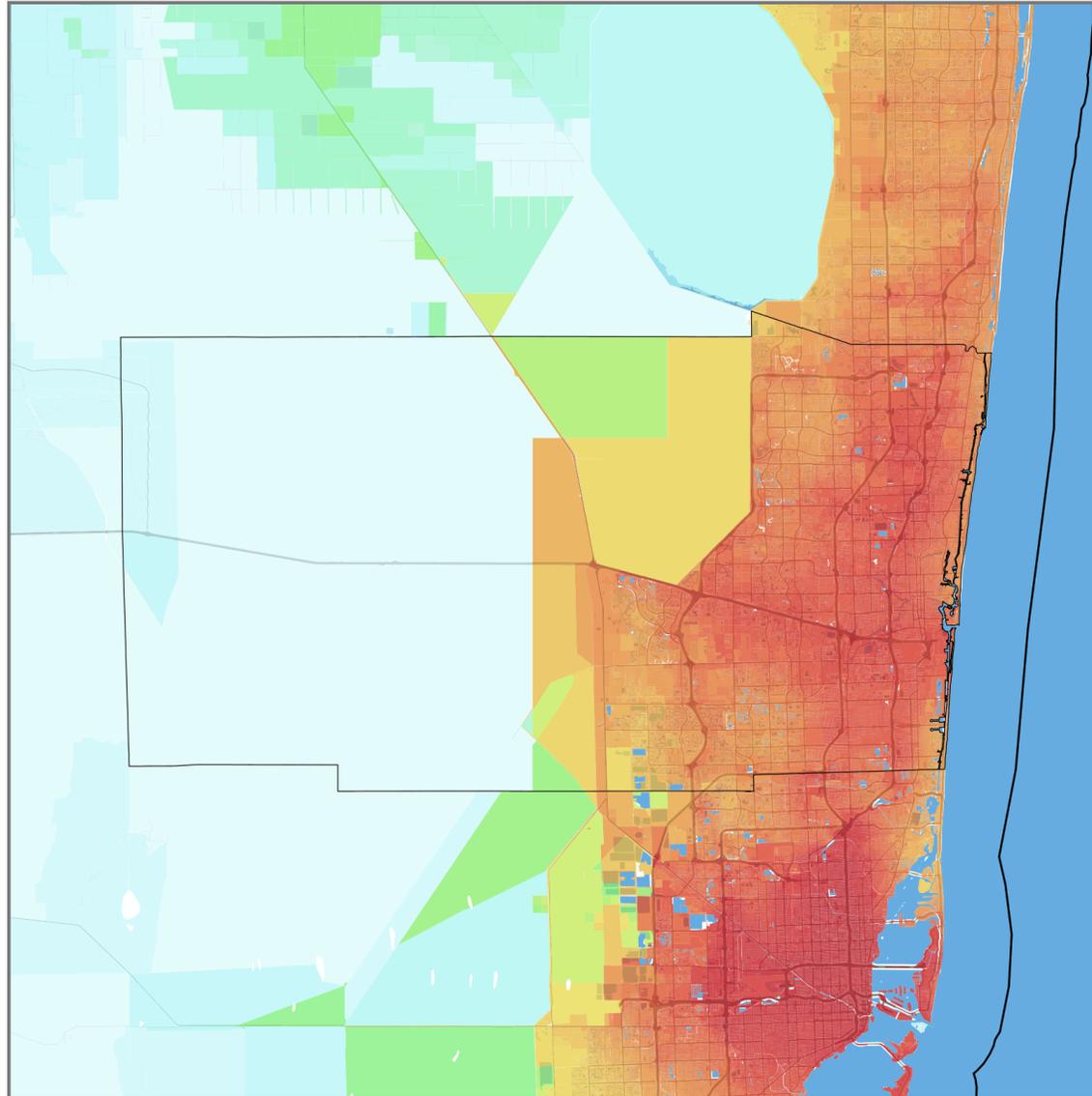


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

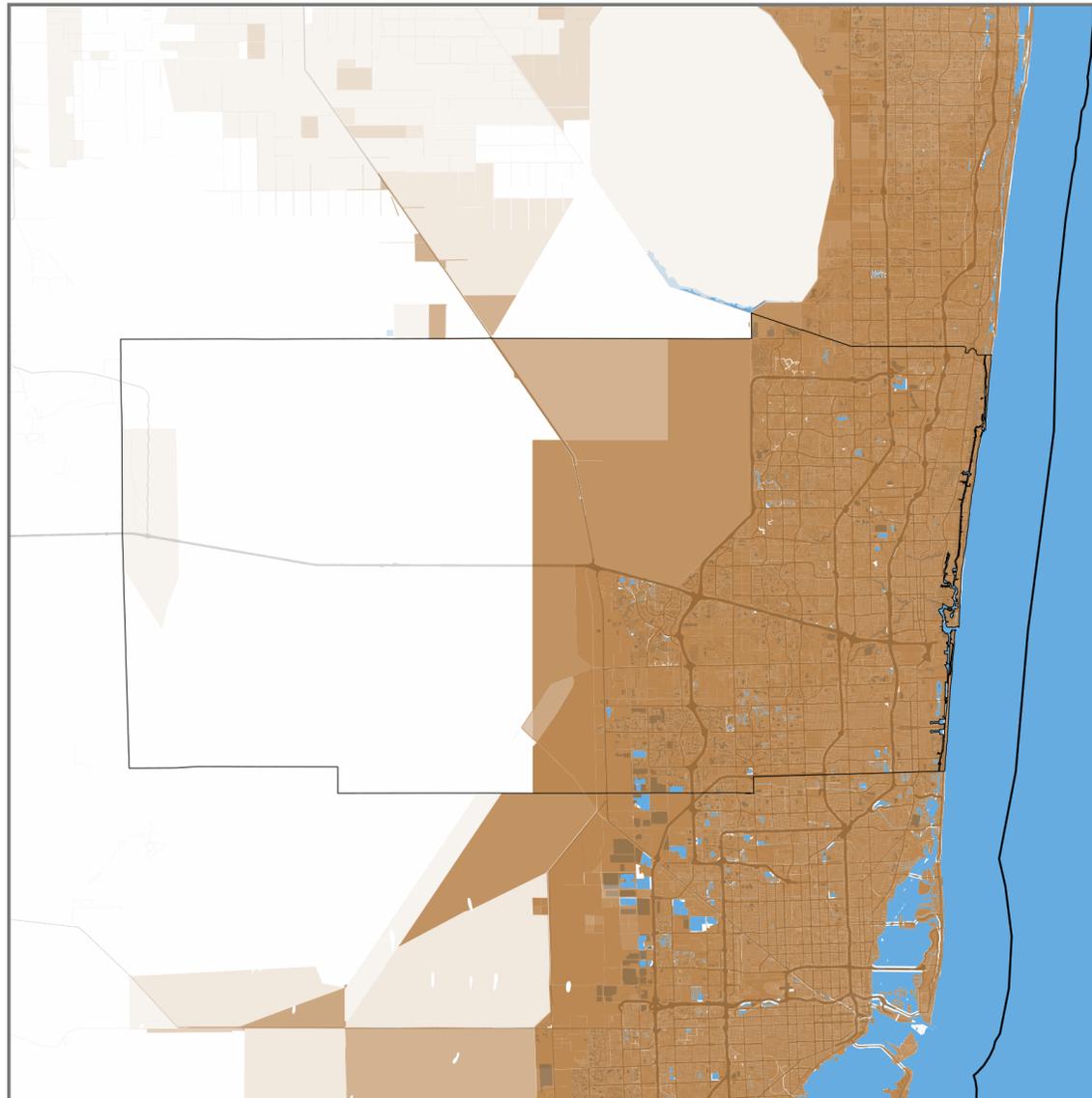


Broward MPO

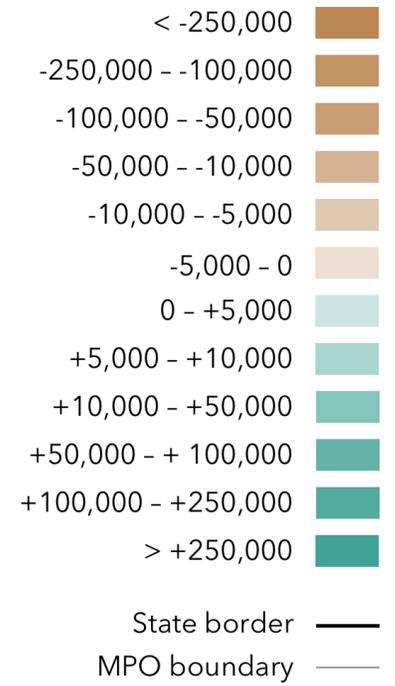


Broward MPO

13



Change in jobs within
30 minutes
(Driving, congestion impact)



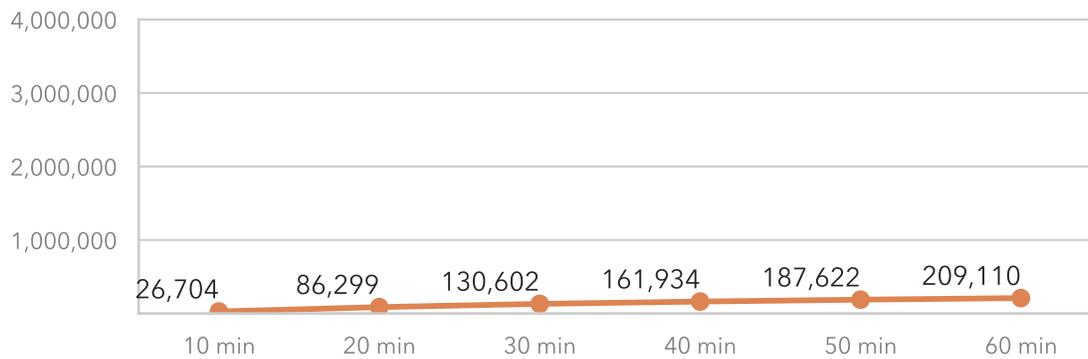
Capital Region Transportation Planning Agency

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 169,408 |
| Average Job Density (per mi ²) | 178 |
| Total Workers | 154,307 |
| Average Worker Density (per mi ²) | 162 |

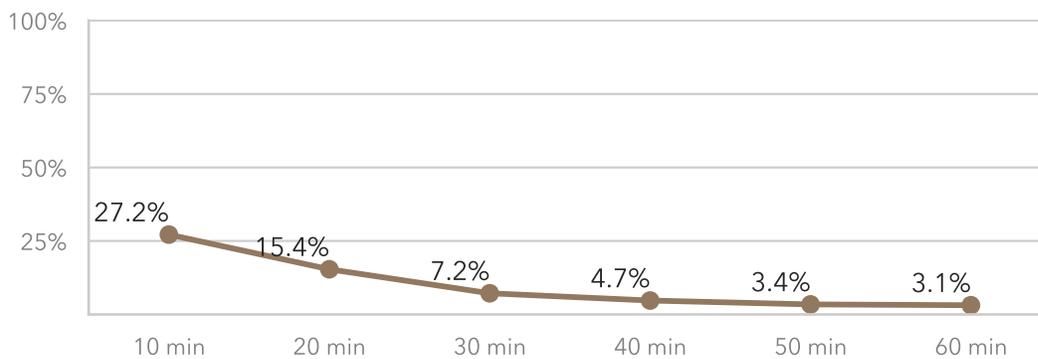
Job and worker totals are based on LEHD estimates and may not match other sources.

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

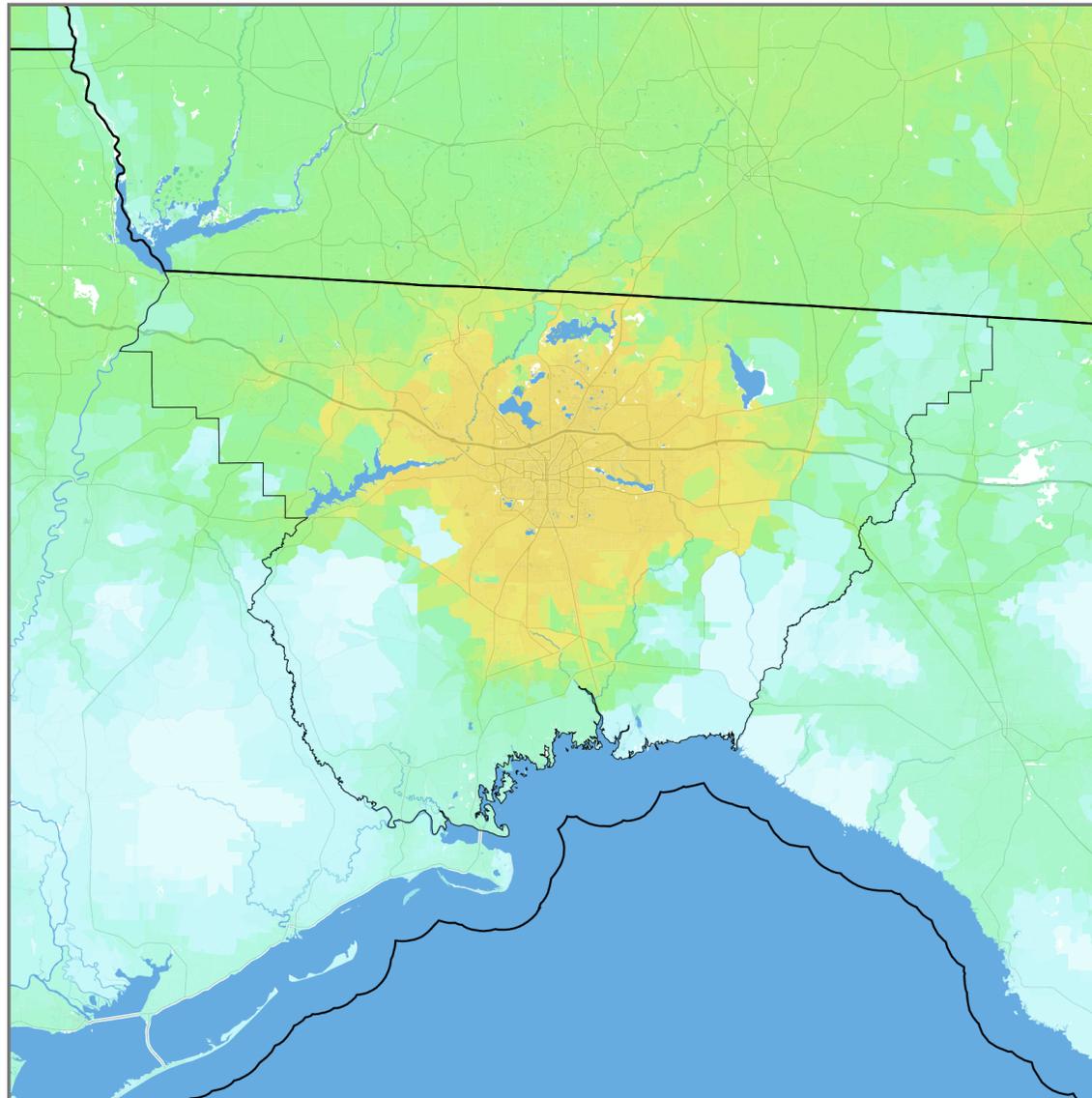


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

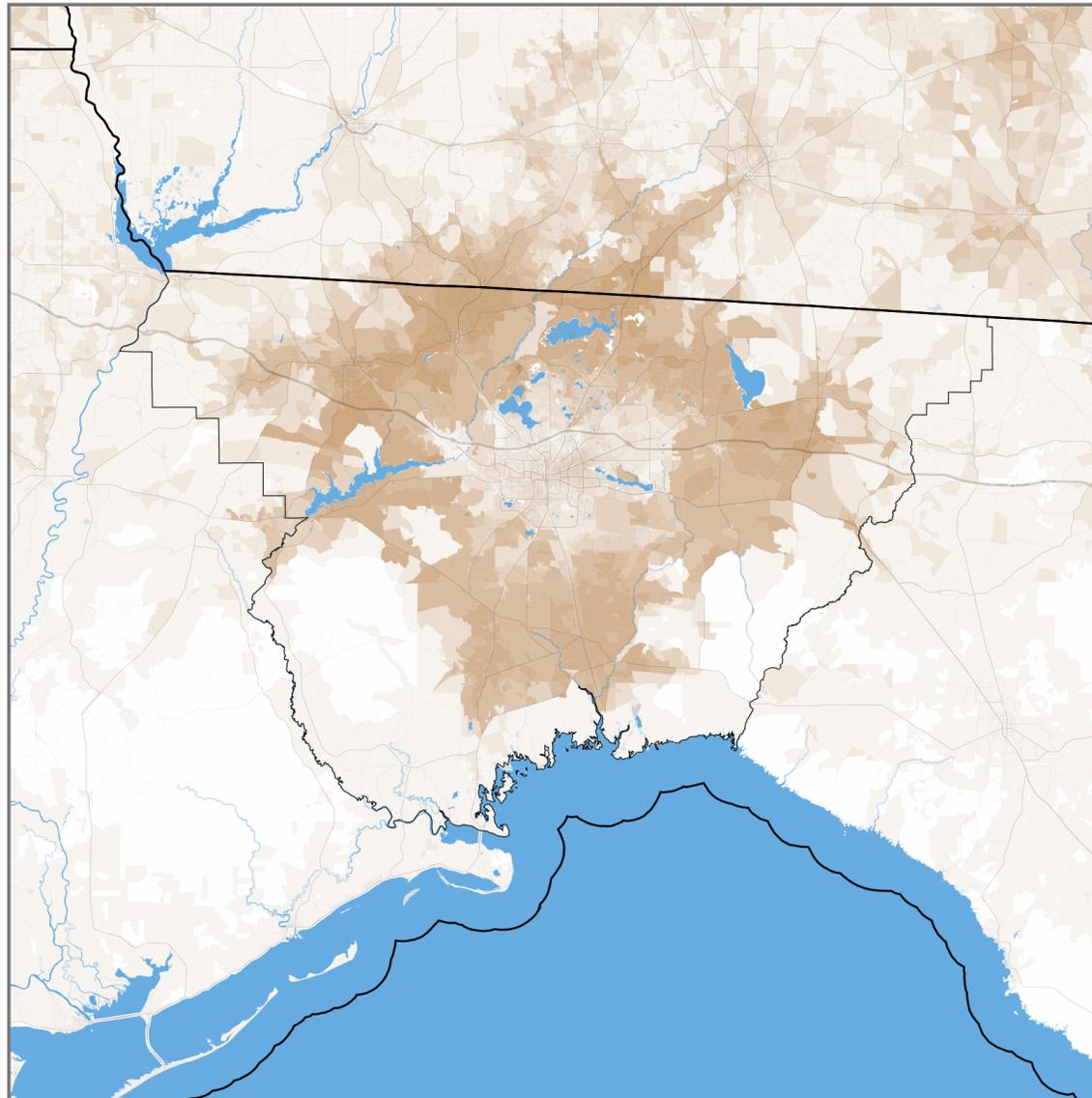


Capital Region Transportation Planning Agency

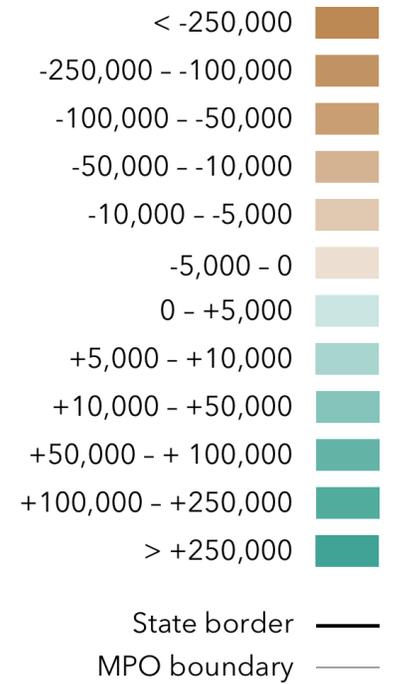


Capital Region Transportation Planning Agency

16



Change in jobs within
30 minutes
(Driving, congestion impact)



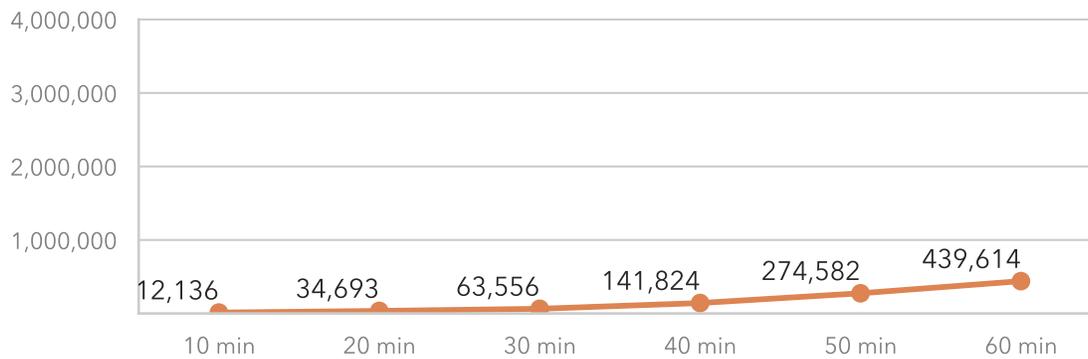
Charlotte-Punta Gorda MPO

Job Accessibility Results – Auto, 2017

| | |
|---|---------------|
| Total Jobs | 46,792 |
| Average Job Density (per mi ²) | 168 |
| Total Workers | 53,072 |
| Average Worker Density (per mi ²) | 191 |

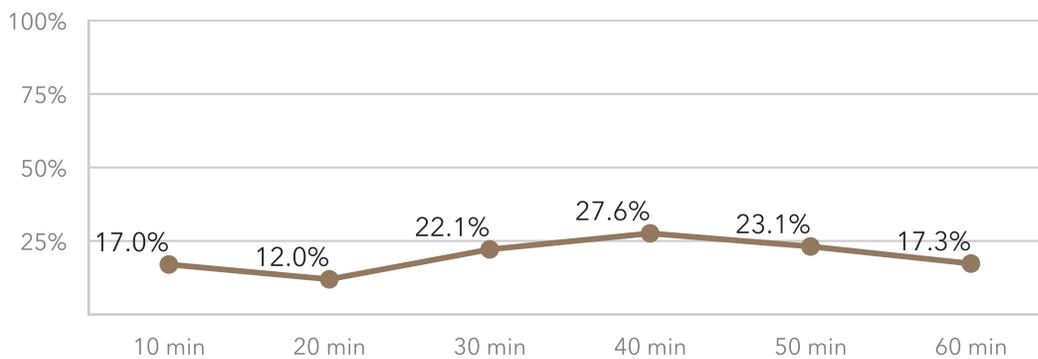
Job and worker totals are based on LEHD estimates and may not match other sources.

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



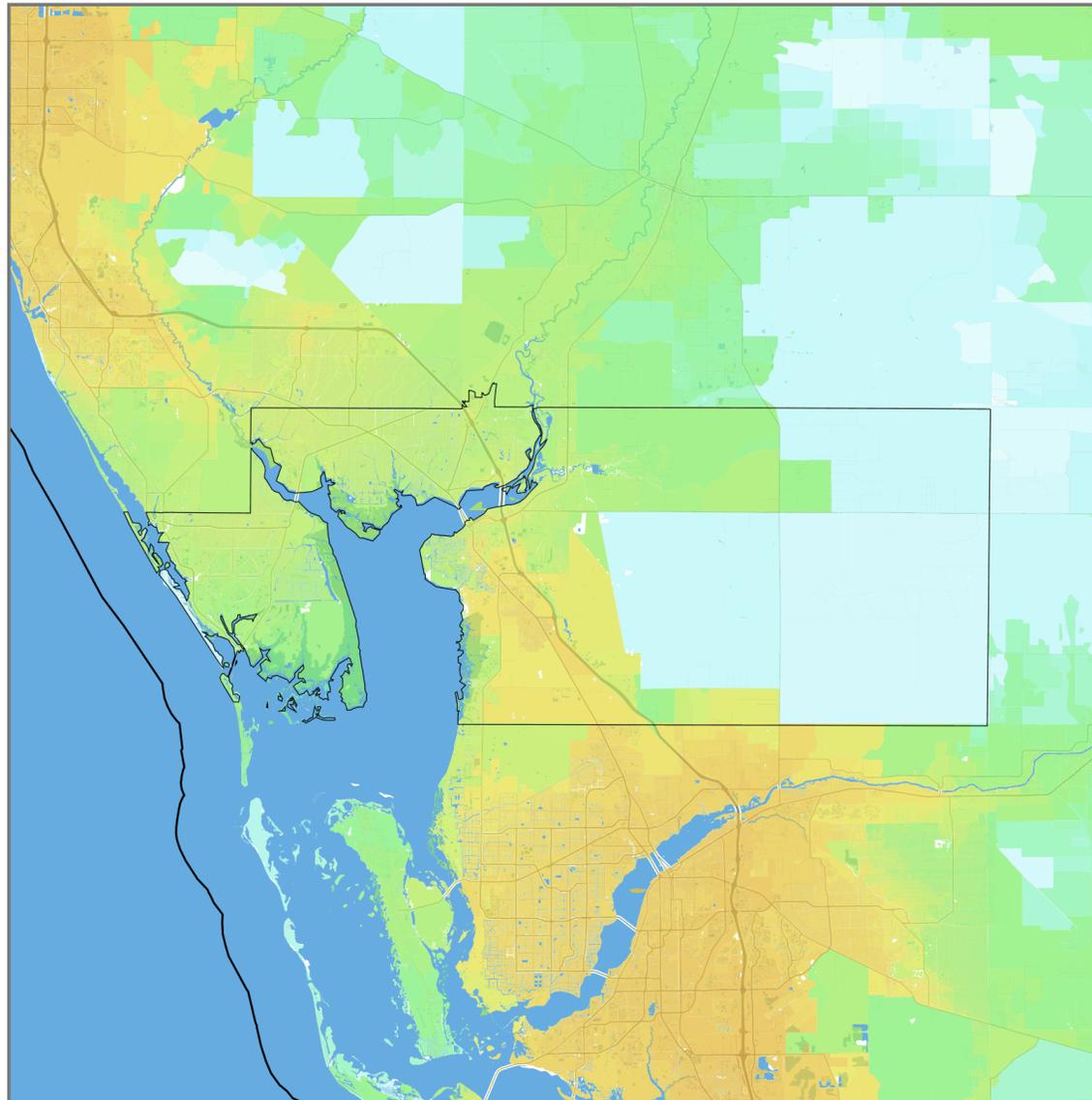
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Charlotte-Punta Gorda MPO

18

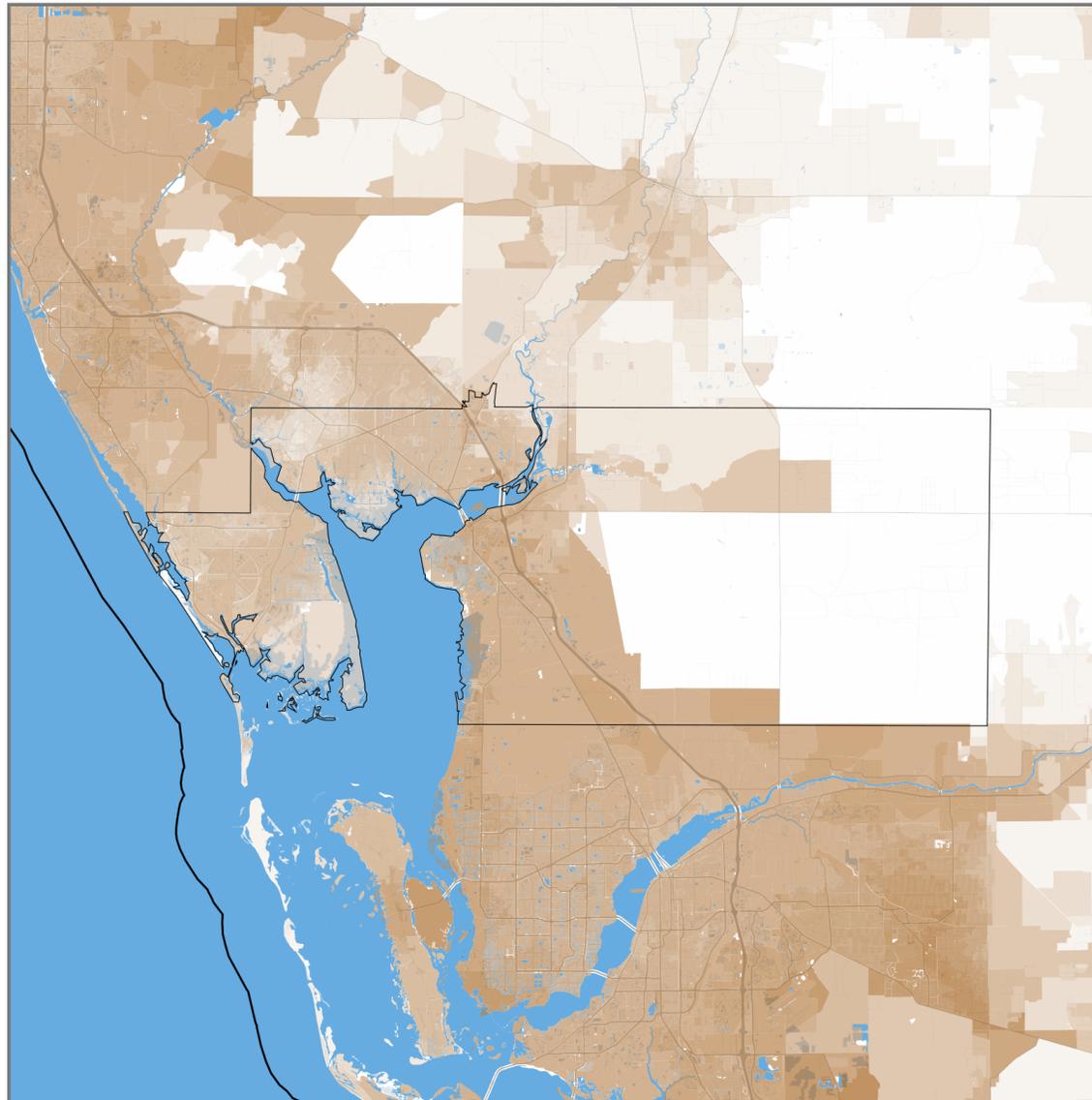


Jobs within 30 minutes
(Driving, AM peak)

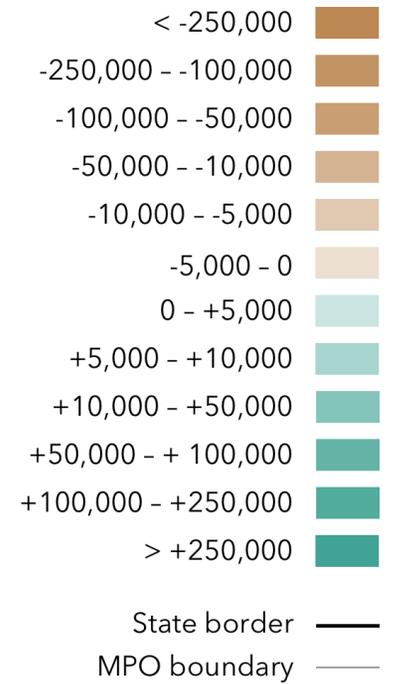


Charlotte-Punta Gorda MPO

19



Change in jobs within
30 minutes
(Driving, congestion impact)



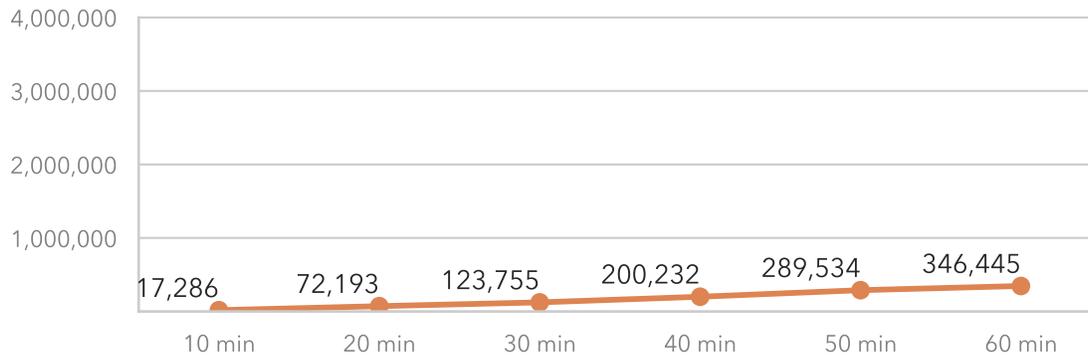
Collier MPO

Job Accessibility Results – Auto, 2017

| | |
|---|----------------|
| Total Jobs | 133,371 |
| Average Job Density (per mi ²) | 166 |
| Total Workers | 131,626 |
| Average Worker Density (per mi ²) | 164 |

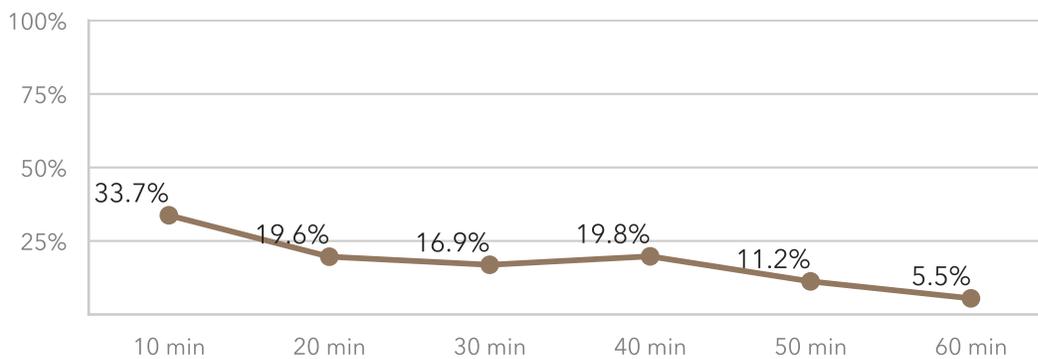
Job and worker totals are based on LEHD estimates and may not match other sources.

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

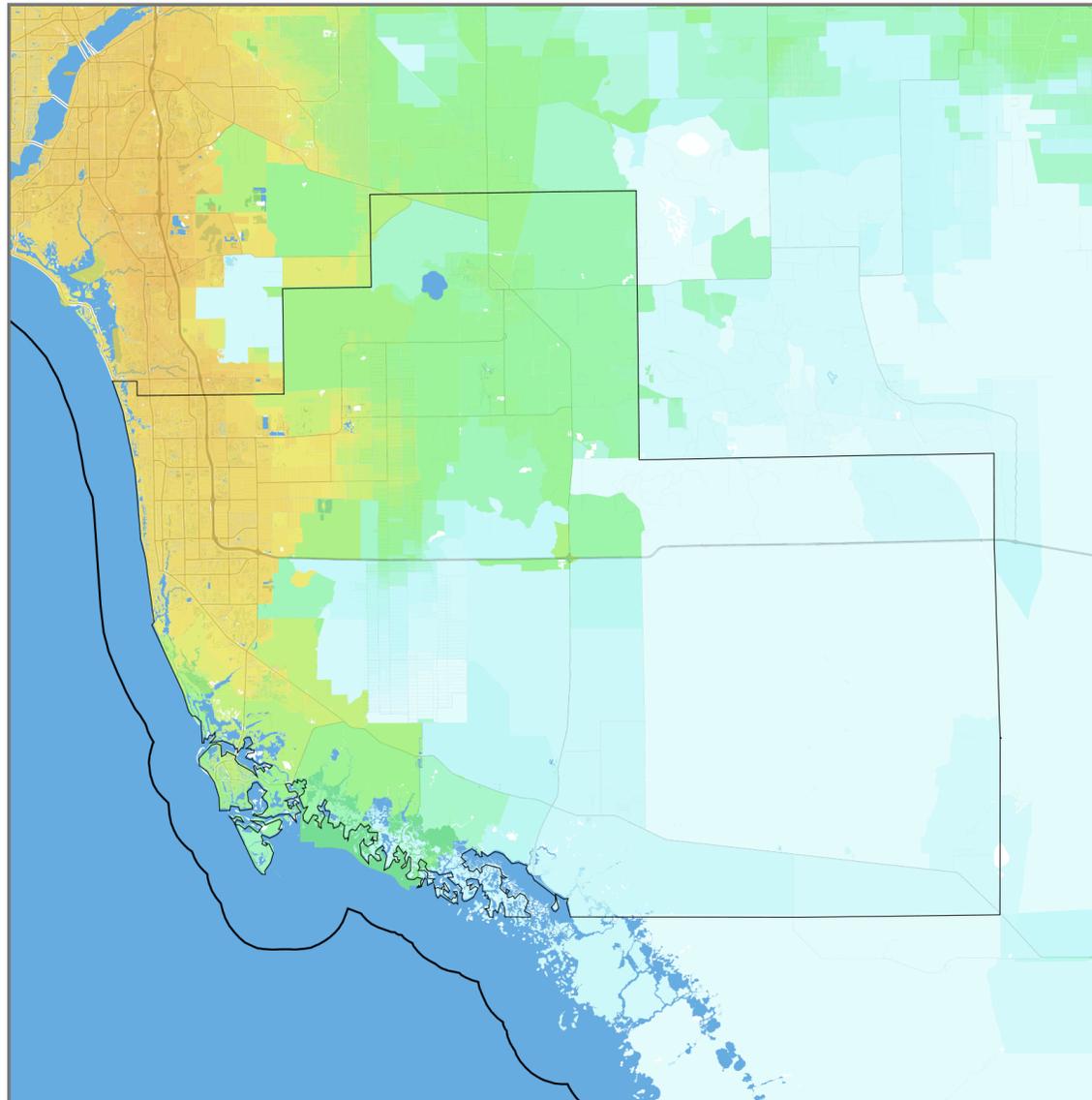


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



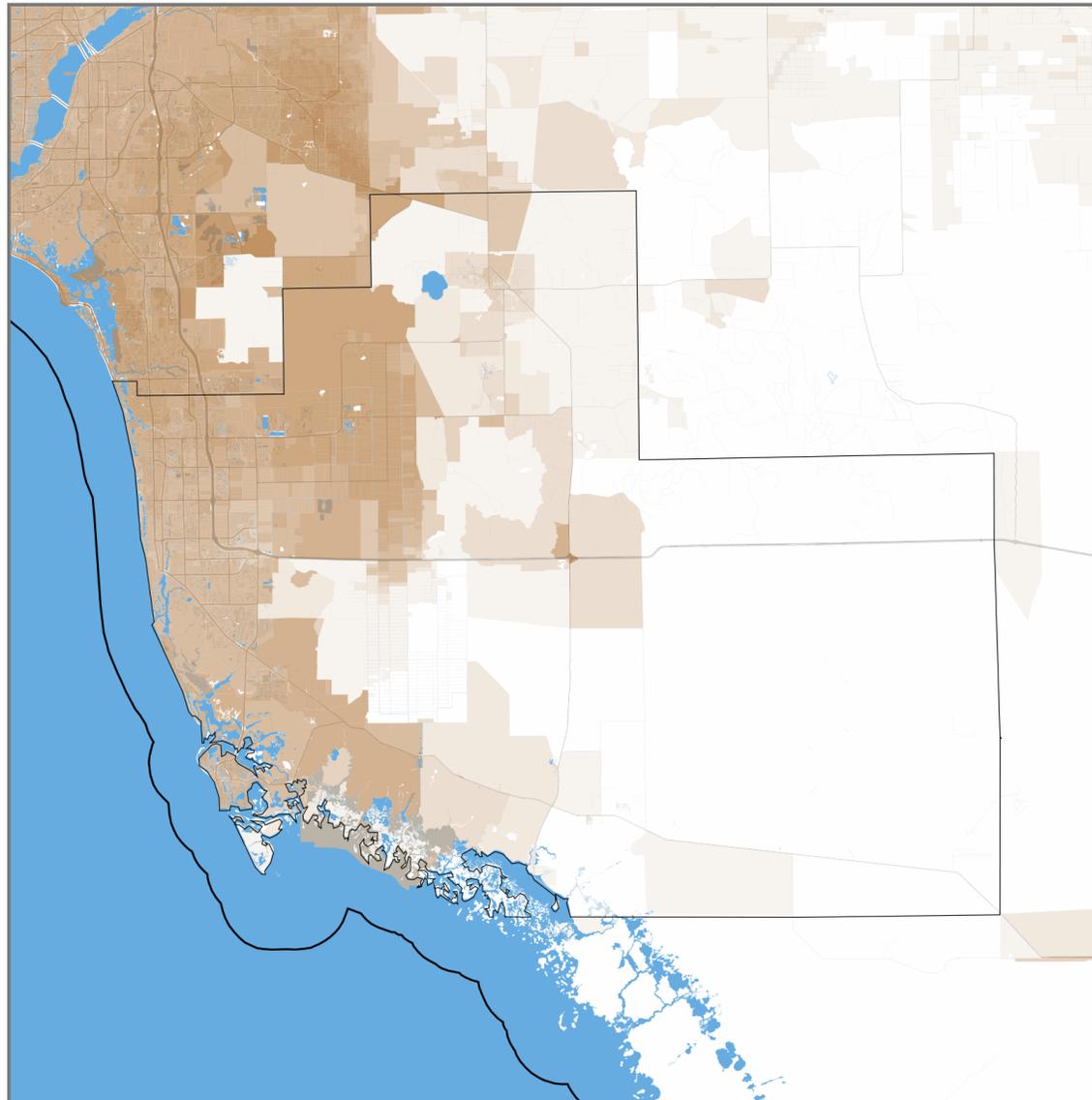
Collier MPO



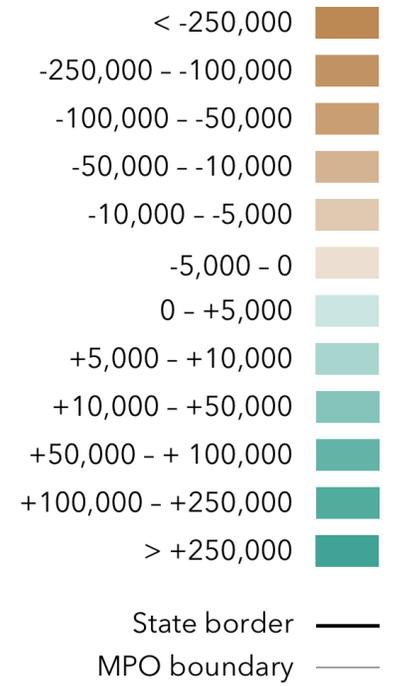
Jobs within 30 minutes
(Driving, AM peak)



Collier MPO



Change in jobs within
30 minutes
(Driving, congestion impact)



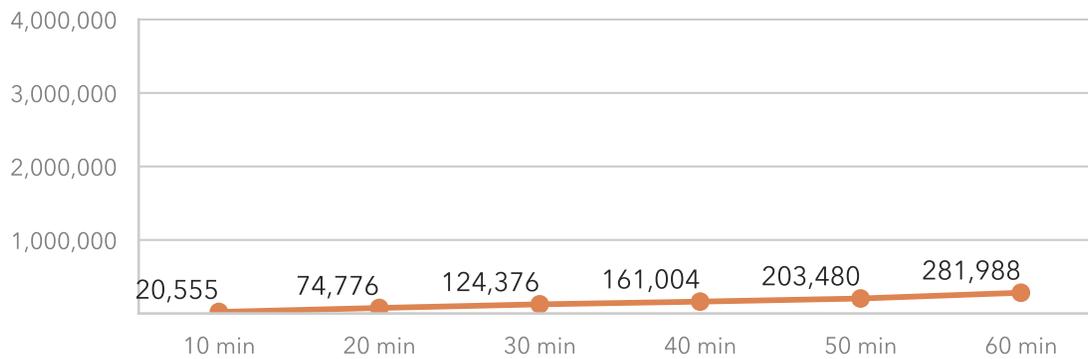
Florida-Alabama Transportation Planning Organization

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 175,246 |
| Average Job Density (per mi ²) | 378 |
| Total Workers | 173,324 |
| Average Worker Density (per mi ²) | 374 |

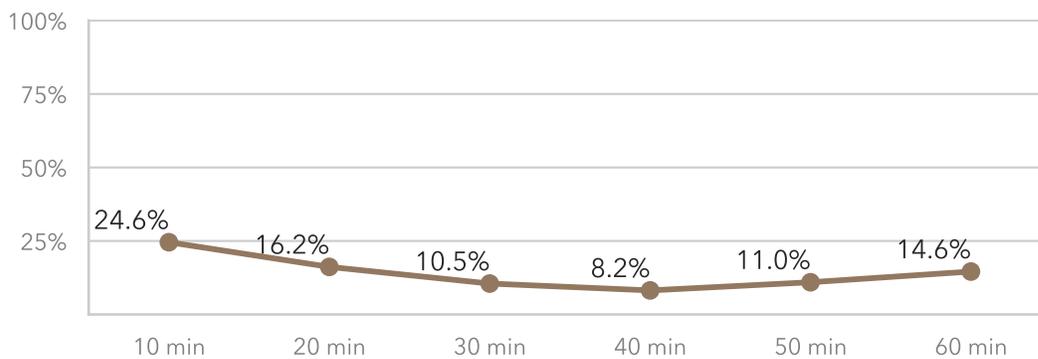
Job and worker totals are based on LEHD estimates and may not match other sources.

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

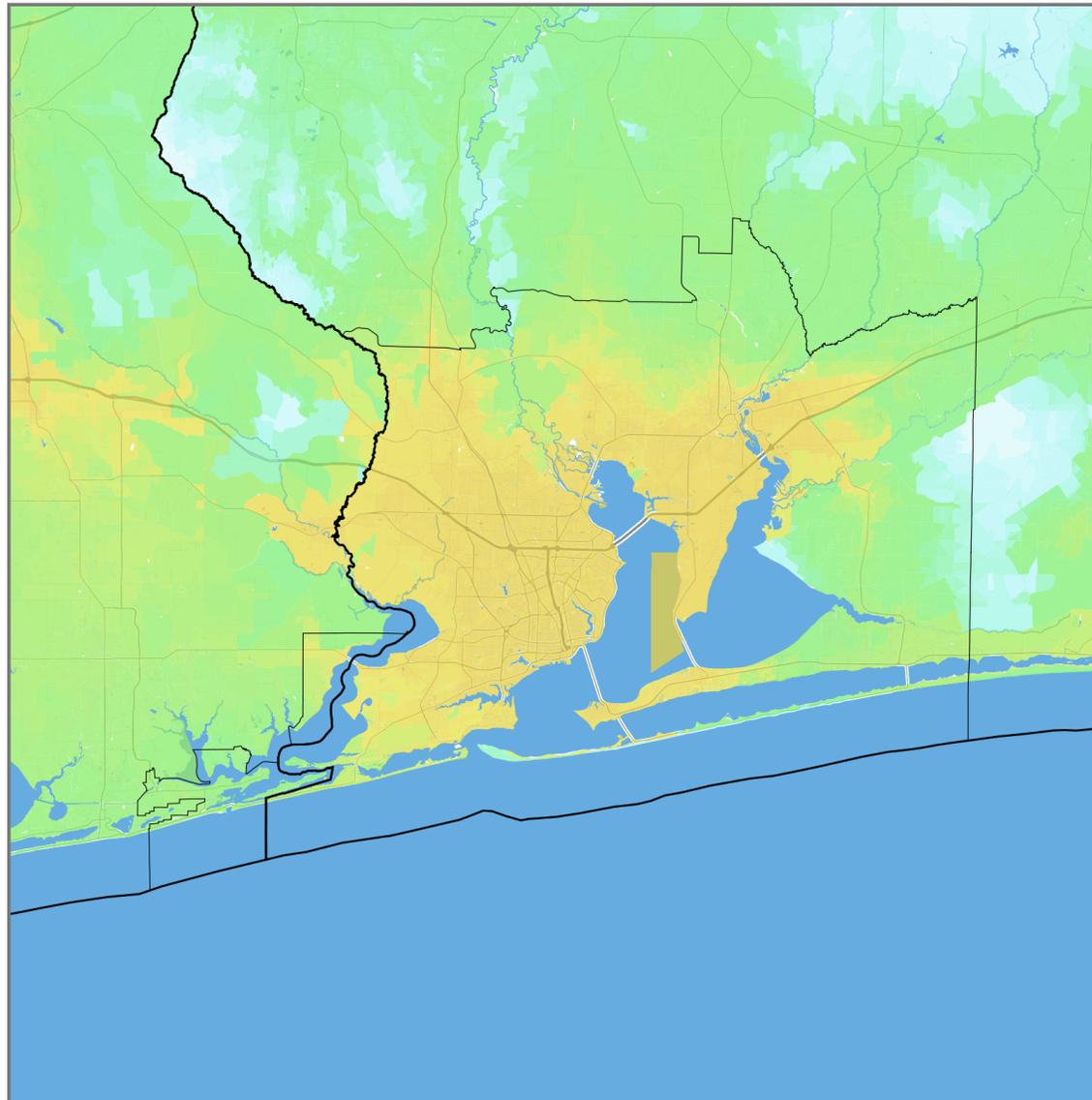


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



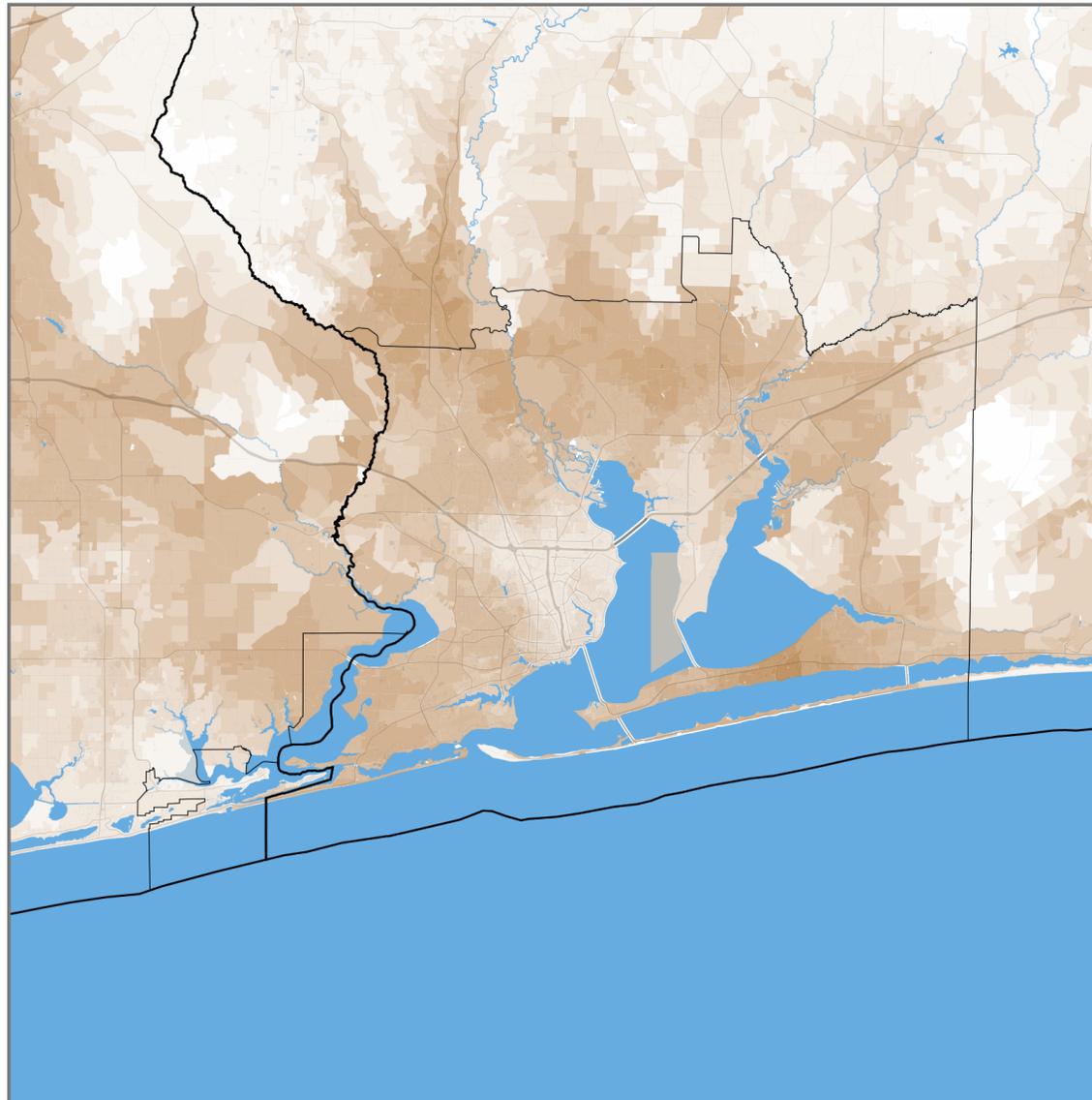
Florida-Alabama Transportation Planning Organization



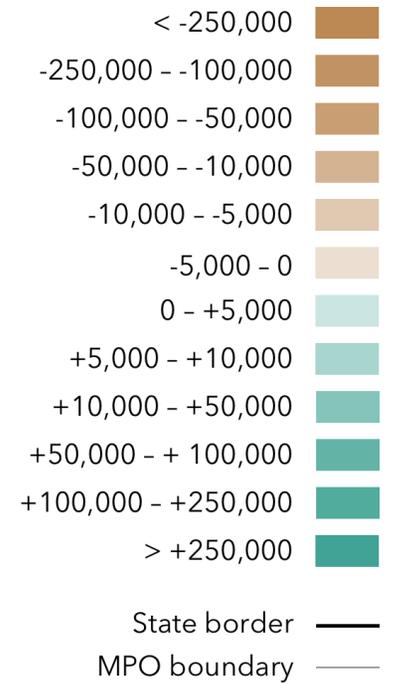
Jobs within 30 minutes
(Driving, AM peak)



Florida-Alabama Transportation Planning Organization



Change in jobs within
30 minutes
(Driving, congestion impact)



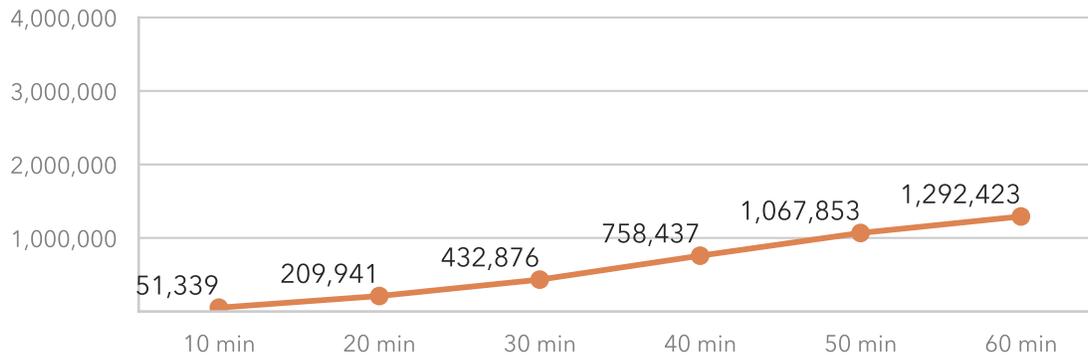
Forward Pinellas

Job Accessibility Results – Auto, 2017

| | |
|---|----------------|
| Total Jobs | 425,530 |
| Average Job Density (per mi ²) | 3,790 |
| Total Workers | 398,936 |
| Average Worker Density (per mi ²) | 3,553 |

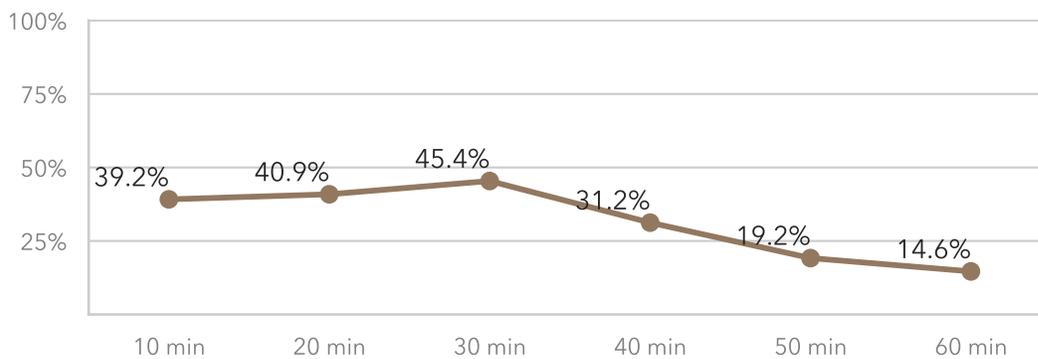
Job and worker totals are based on LEHD estimates and may not match other sources.

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

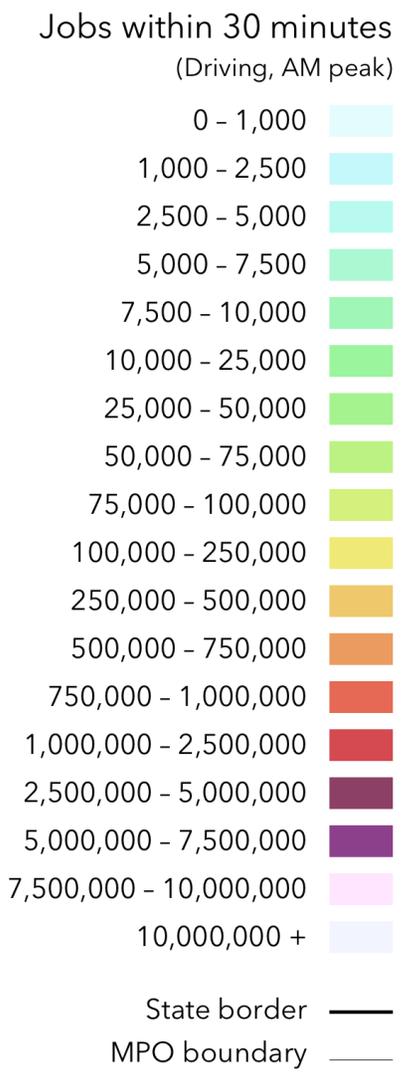
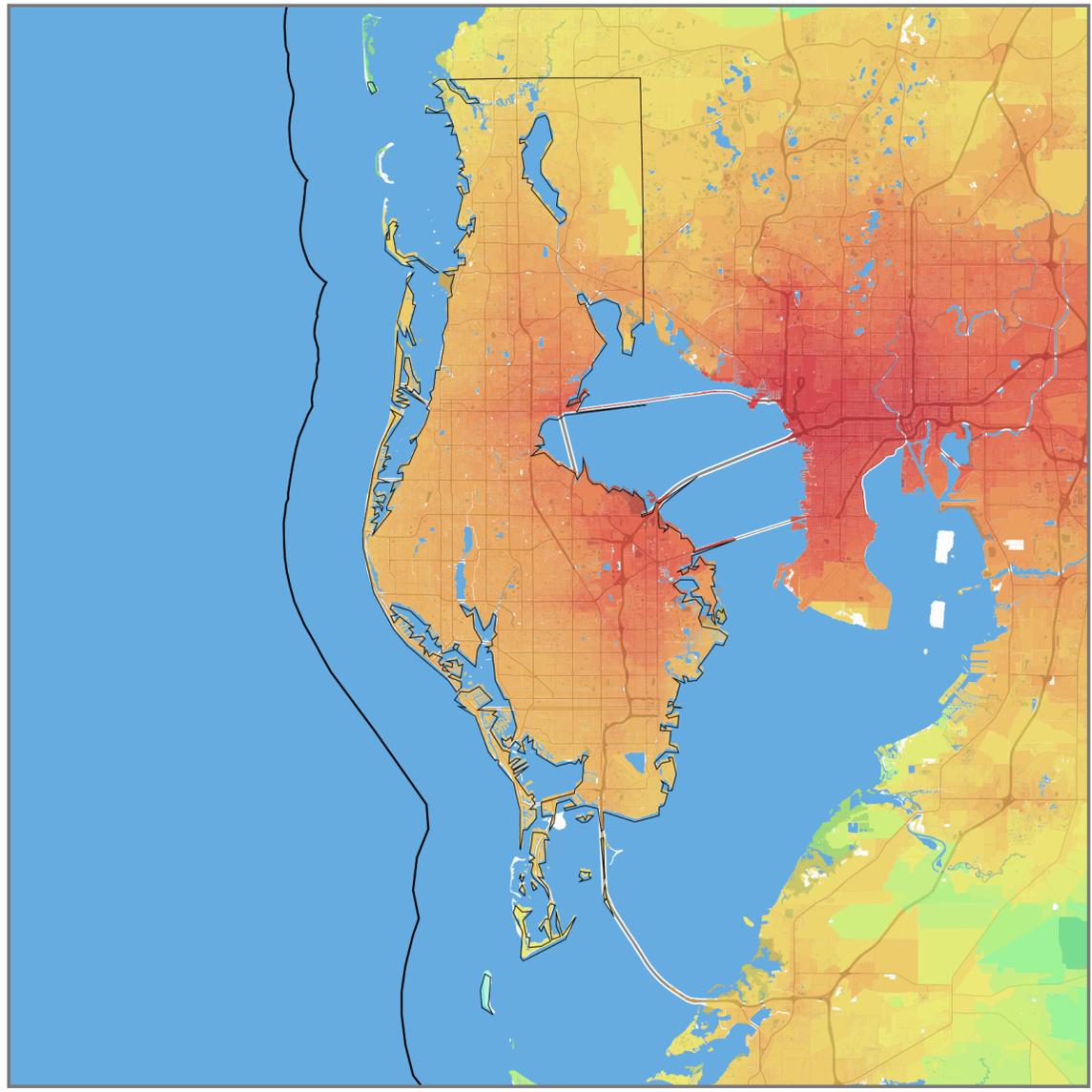


Average Congestion Impact by Travel Time Threshold (worker-weighted)

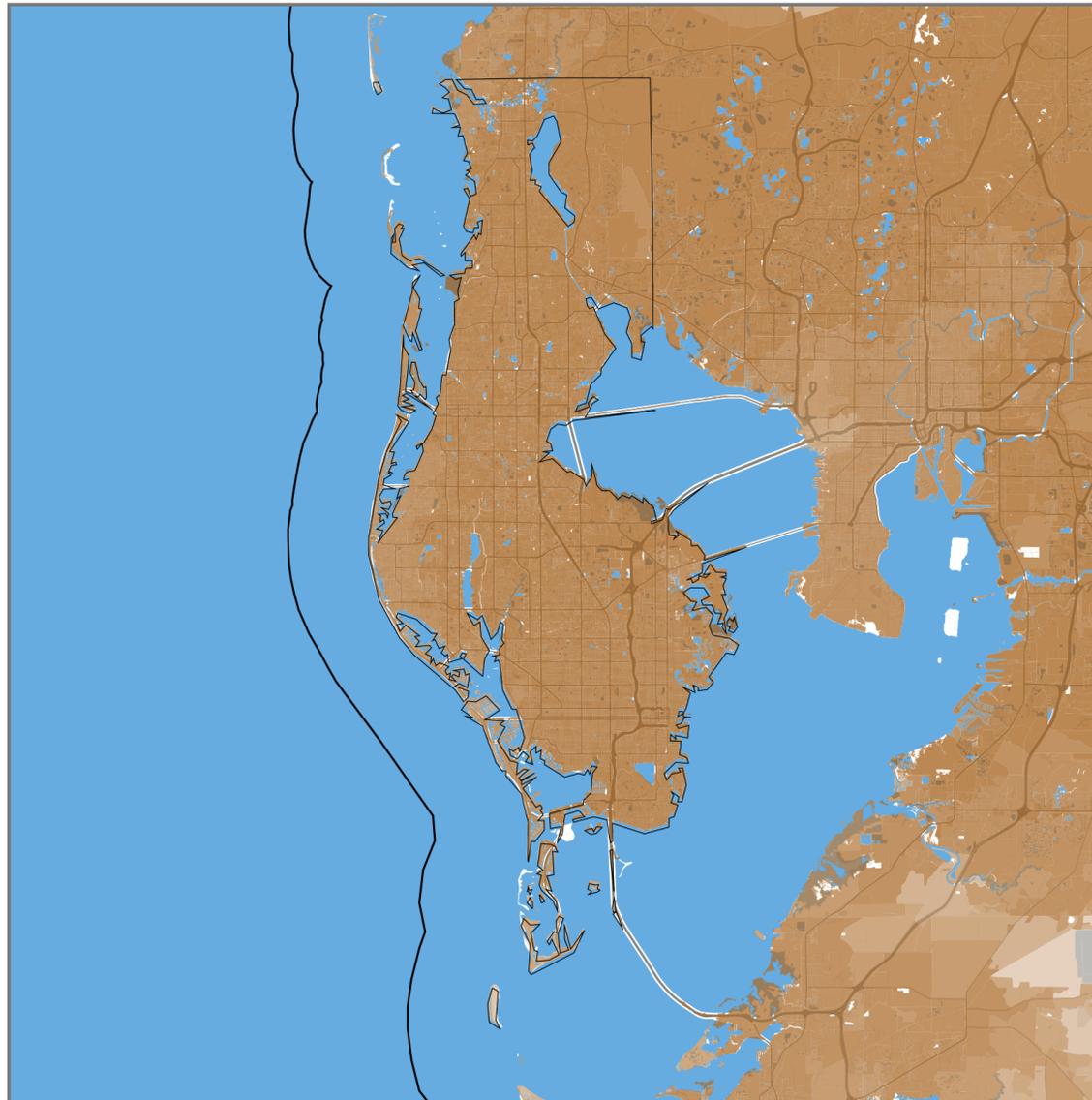
Higher numbers indicate greater job access loss due to congestion



Forward Pinellas



Forward Pinellas



Change in jobs within
30 minutes
(Driving, congestion impact)

- < -250,000
- 250,000 - -100,000
- 100,000 - -50,000
- 50,000 - -10,000
- 10,000 - -5,000
- 5,000 - 0
- 0 - +5,000
- +5,000 - +10,000
- +10,000 - +50,000
- +50,000 - + 100,000
- +100,000 - +250,000
- > +250,000
- State border
- MPO boundary

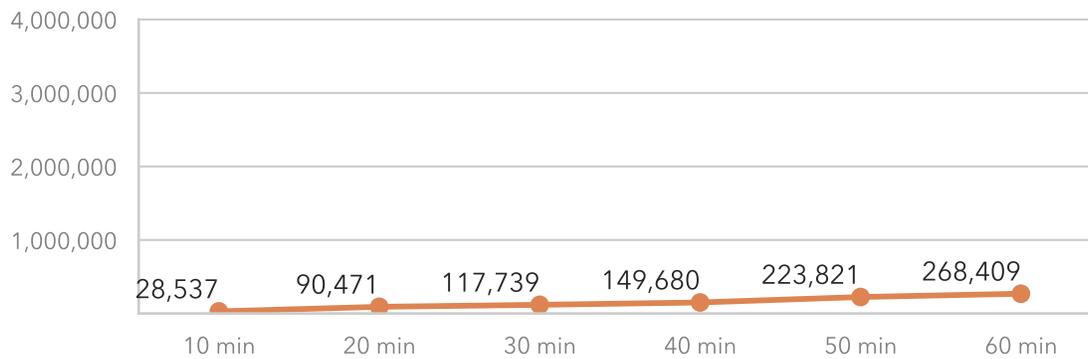
Gainesville MTPO

Job Accessibility Results – Auto, 2017

| | |
|---|----------------|
| Total Jobs | 108,569 |
| Average Job Density (per mi ²) | 1,493 |
| Total Workers | 79,966 |
| Average Worker Density (per mi ²) | 1,099 |

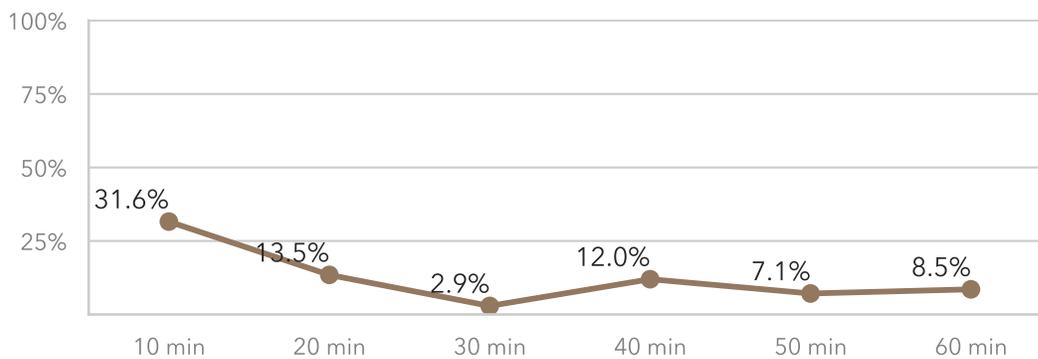
Job and worker totals are based on LEHD estimates and may not match other sources.

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



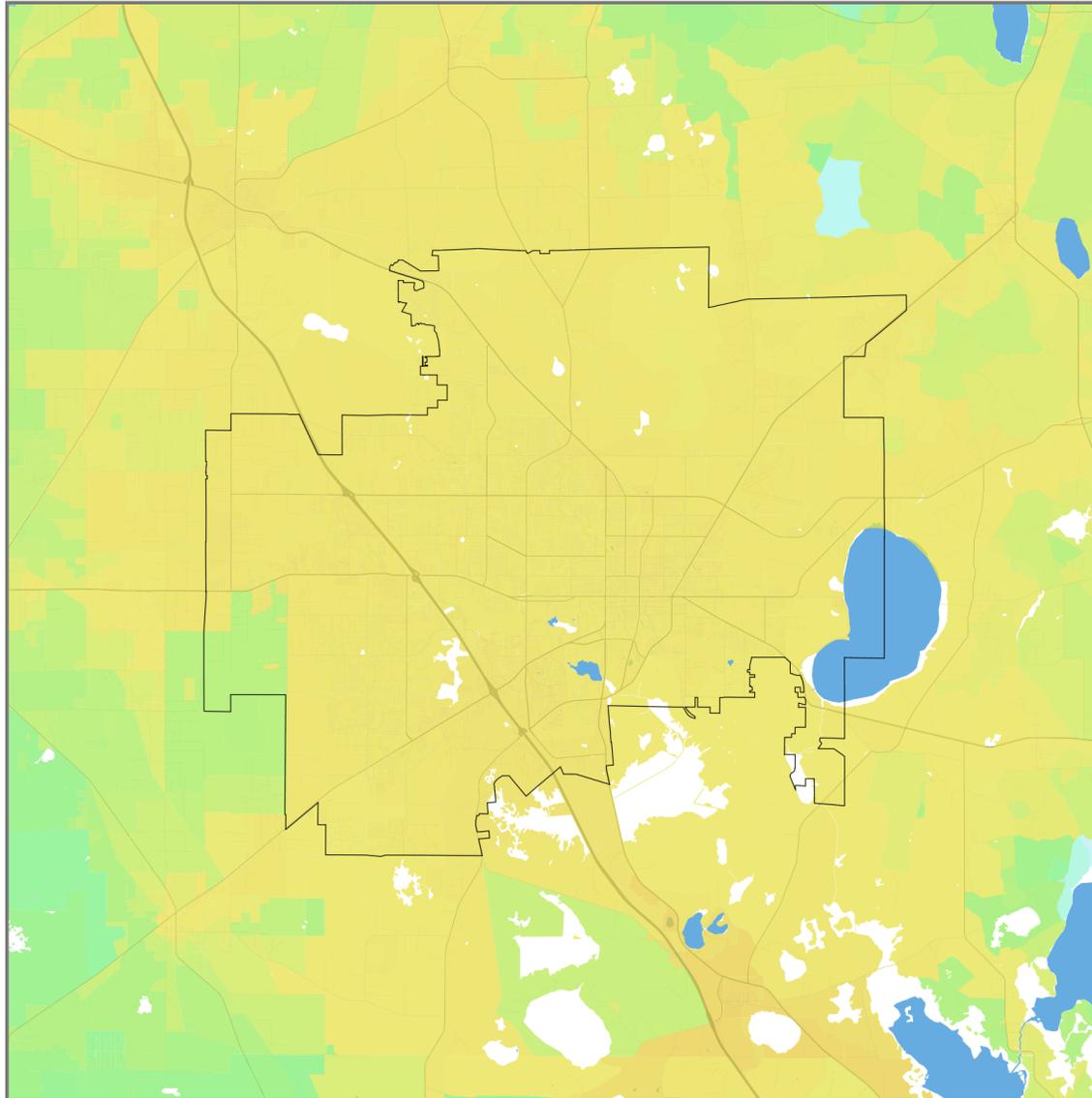
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

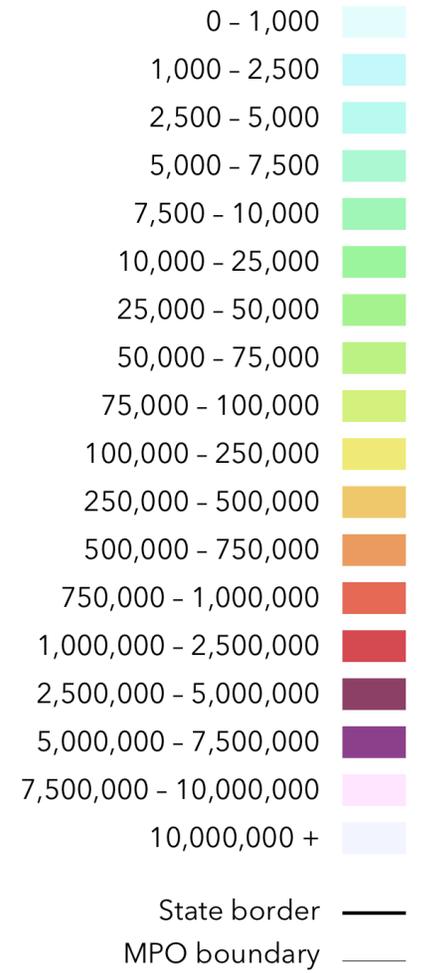


Gainesville MTP0

30

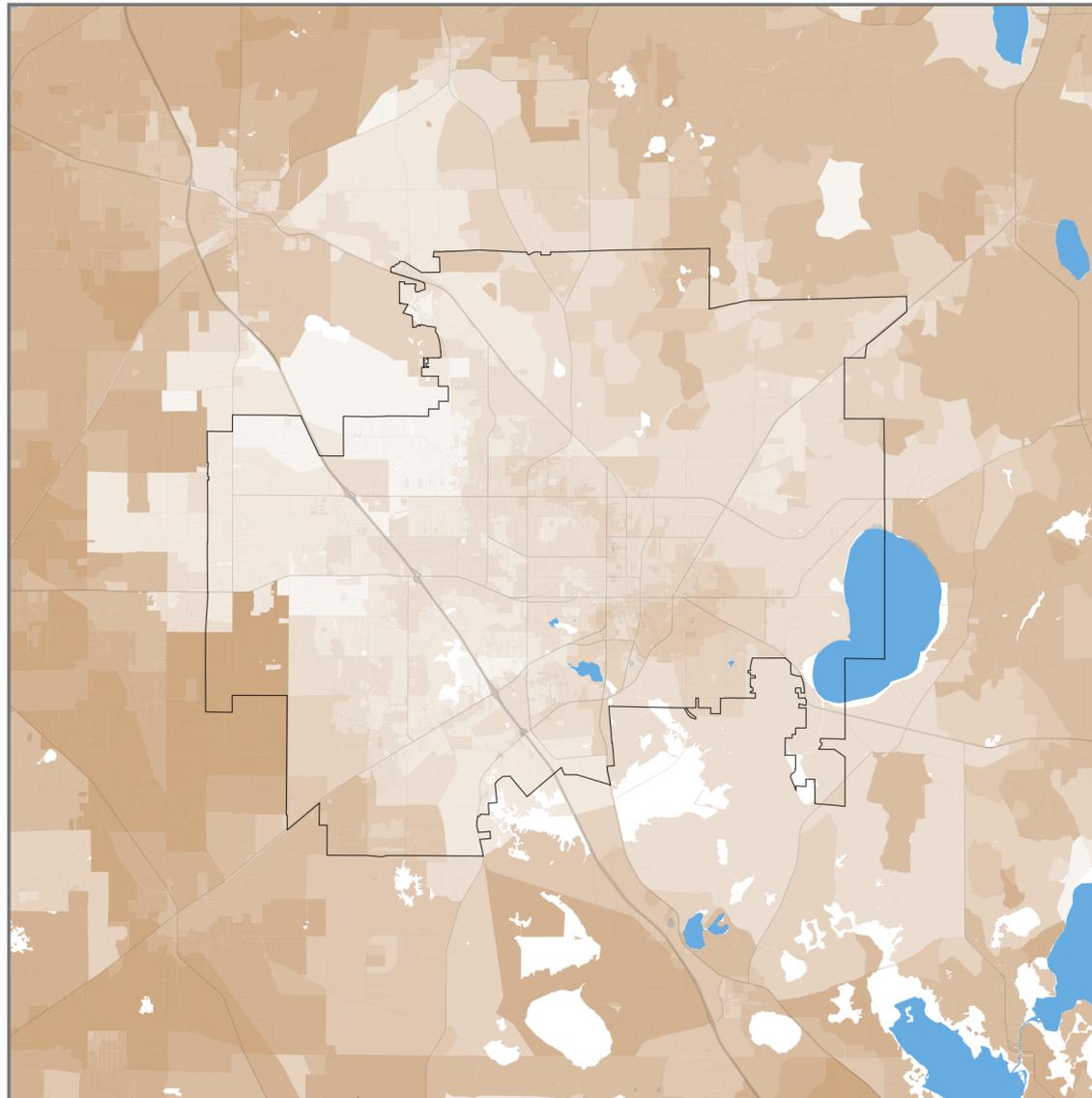


Jobs within 30 minutes
(Driving, AM peak)

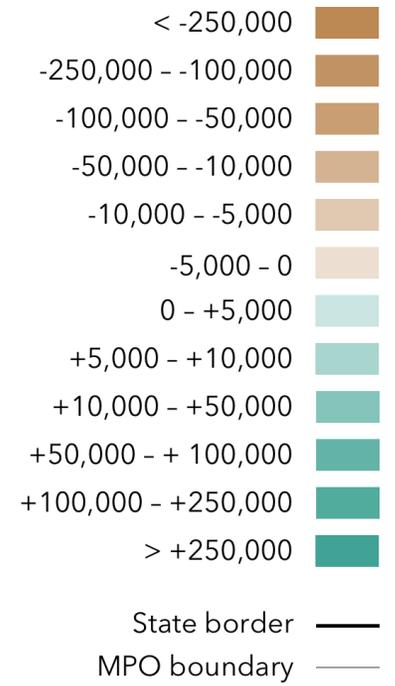


Gainesville MTP0

31



Change in jobs within
30 minutes
(Driving, congestion impact)



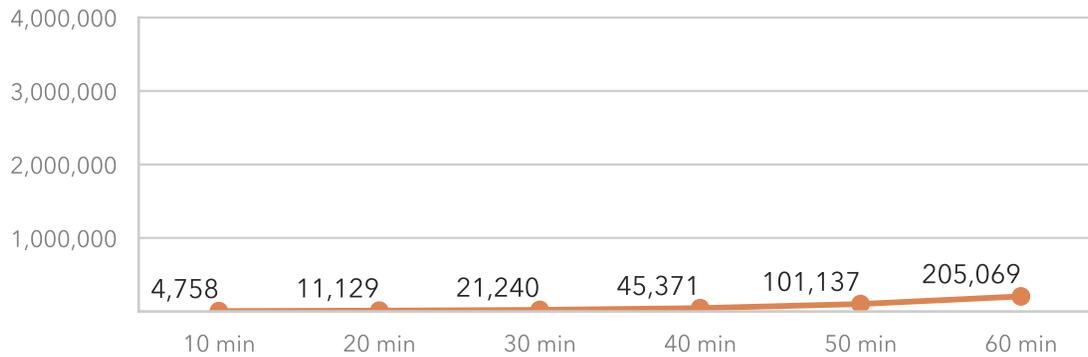
Heartland Regional TPO

Job Accessibility Results – Auto, 2017

| | |
|---|---------------|
| Total Jobs | 67,409 |
| Average Job Density (per mi ²) | 34 |
| Total Workers | 80,592 |
| Average Worker Density (per mi ²) | 40 |

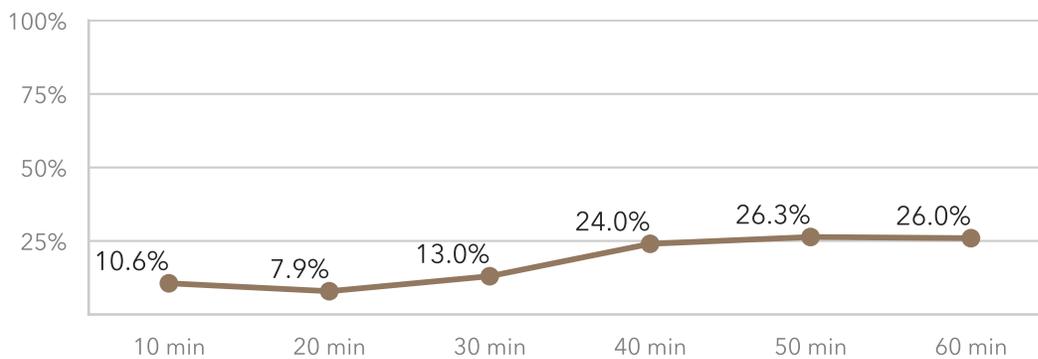
Job and worker totals are based on LEHD estimates and may not match other sources.

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



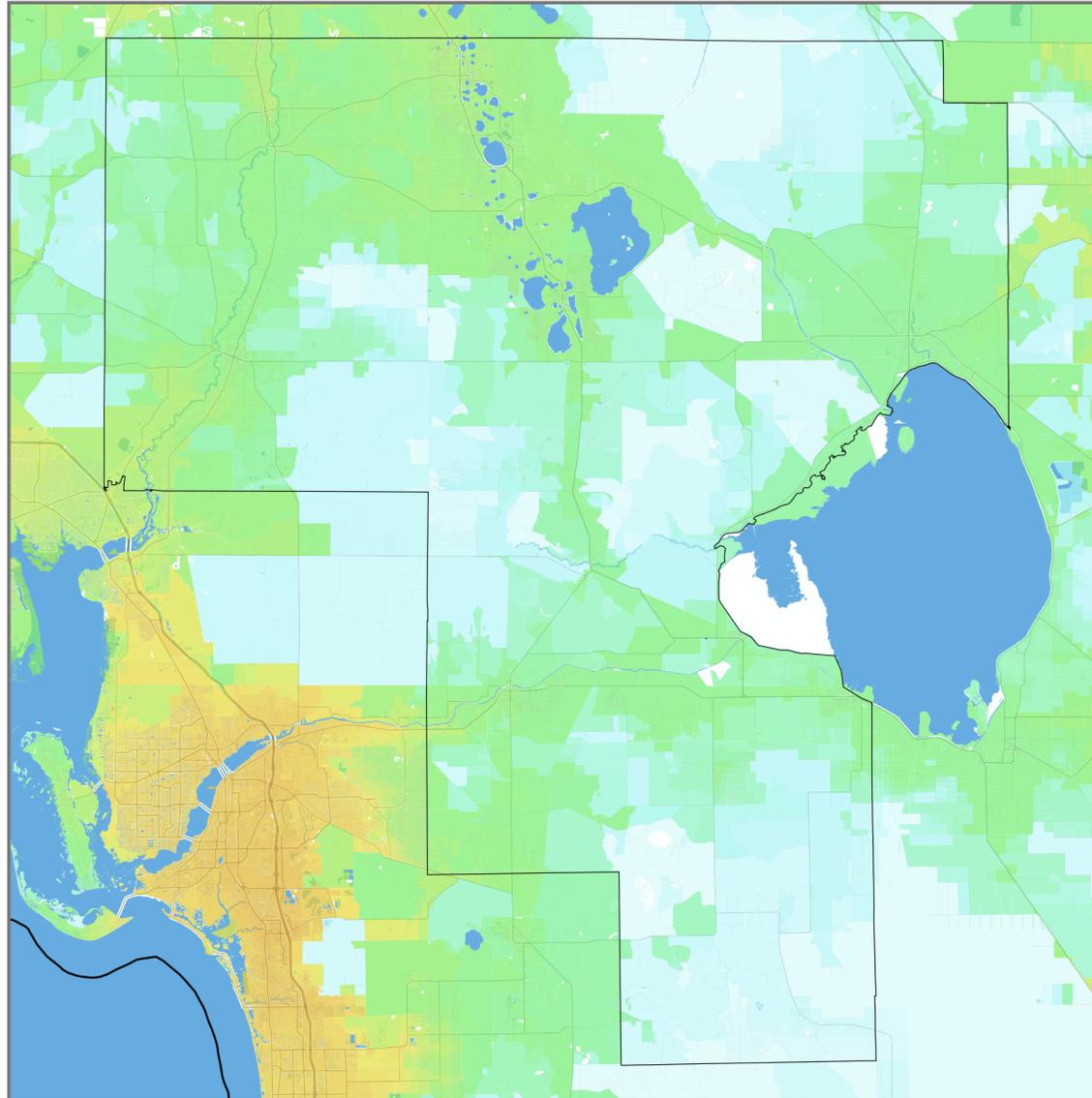
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Heartland Regional TPO

33

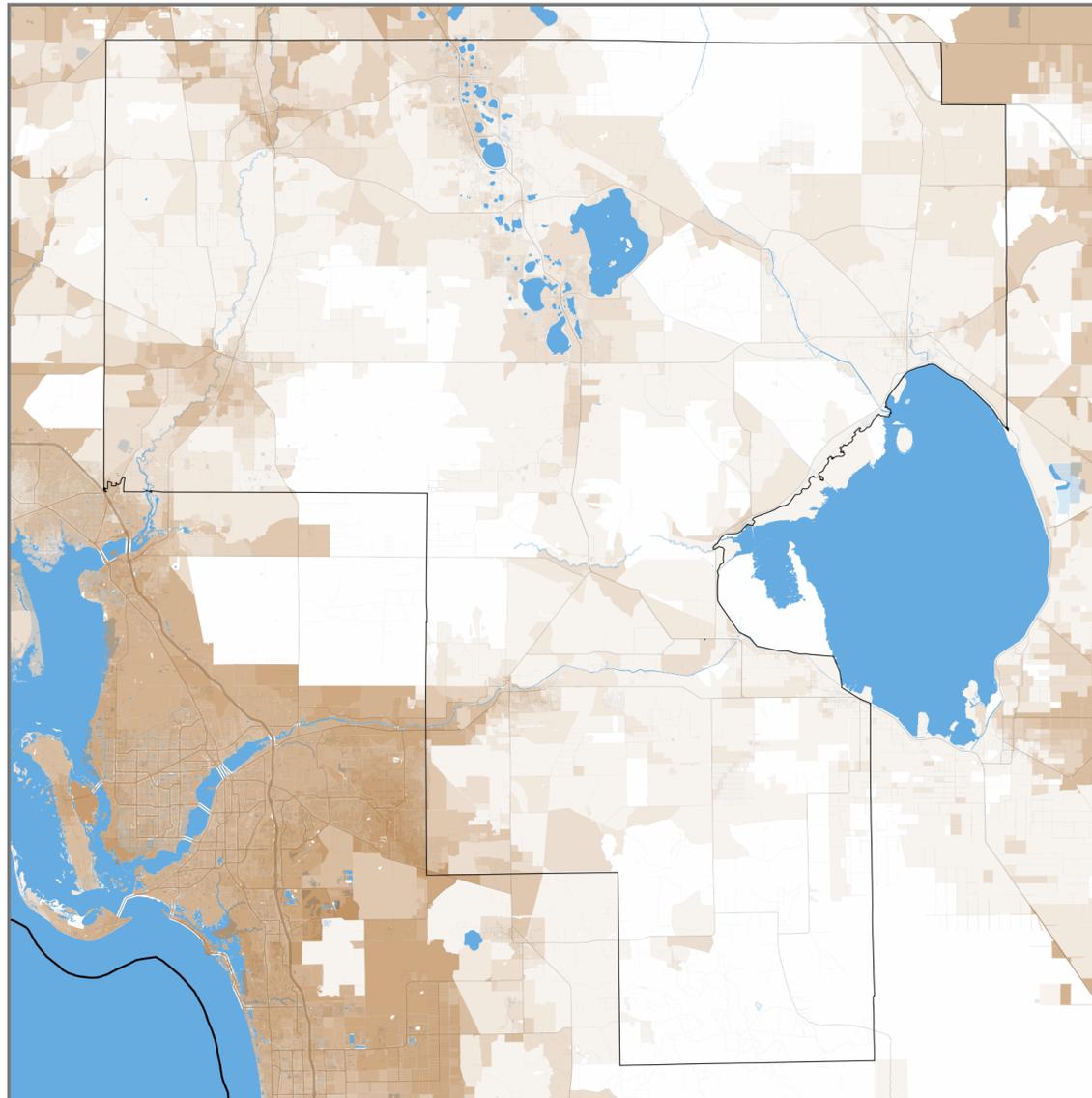


Jobs within 30 minutes
(Driving, AM peak)

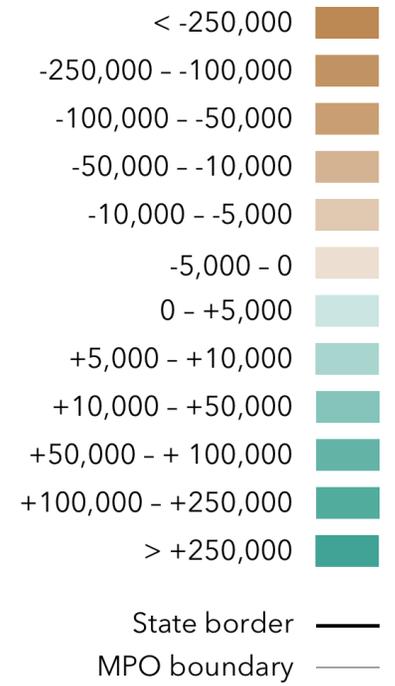


Heartland Regional TPO

34



Change in jobs within
30 minutes
(Driving, congestion impact)



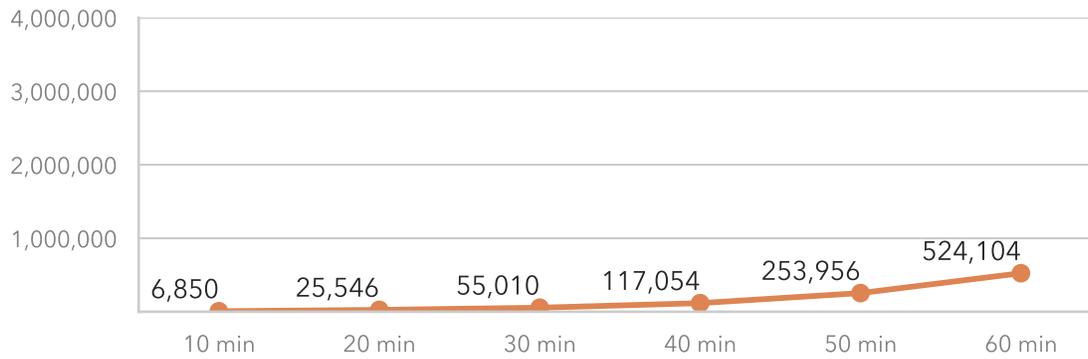
Hernando/Citrus MPO

Job Accessibility Results – Auto, 2017

| | |
|---|---------------|
| Total Jobs | 74,113 |
| Average Job Density (per mi ²) | 171 |
| Total Workers | 99,043 |
| Average Worker Density (per mi ²) | 229 |

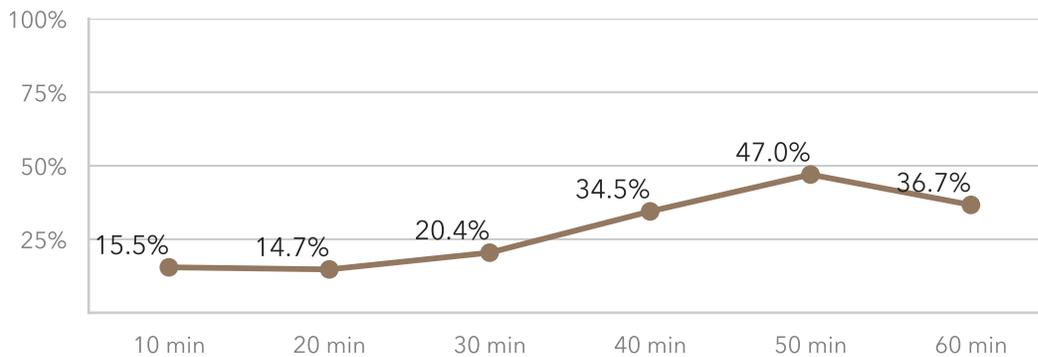
Job and worker totals are based on LEHD estimates and may not match other sources.

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

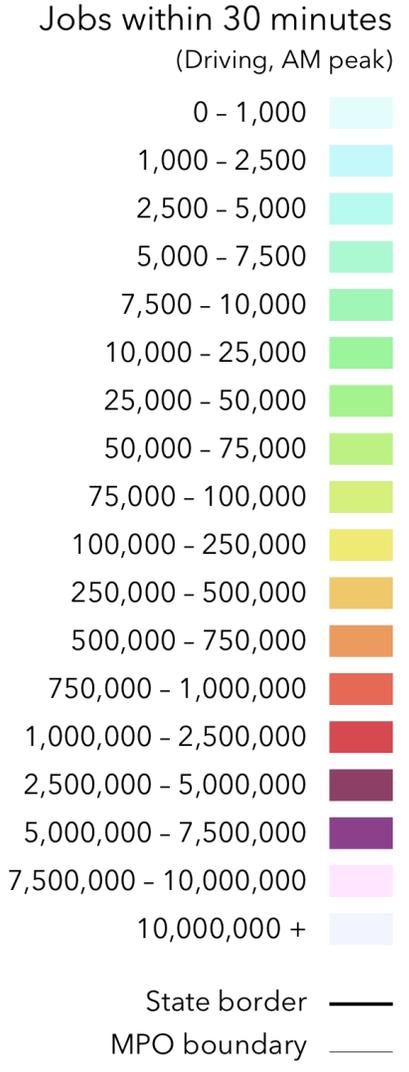
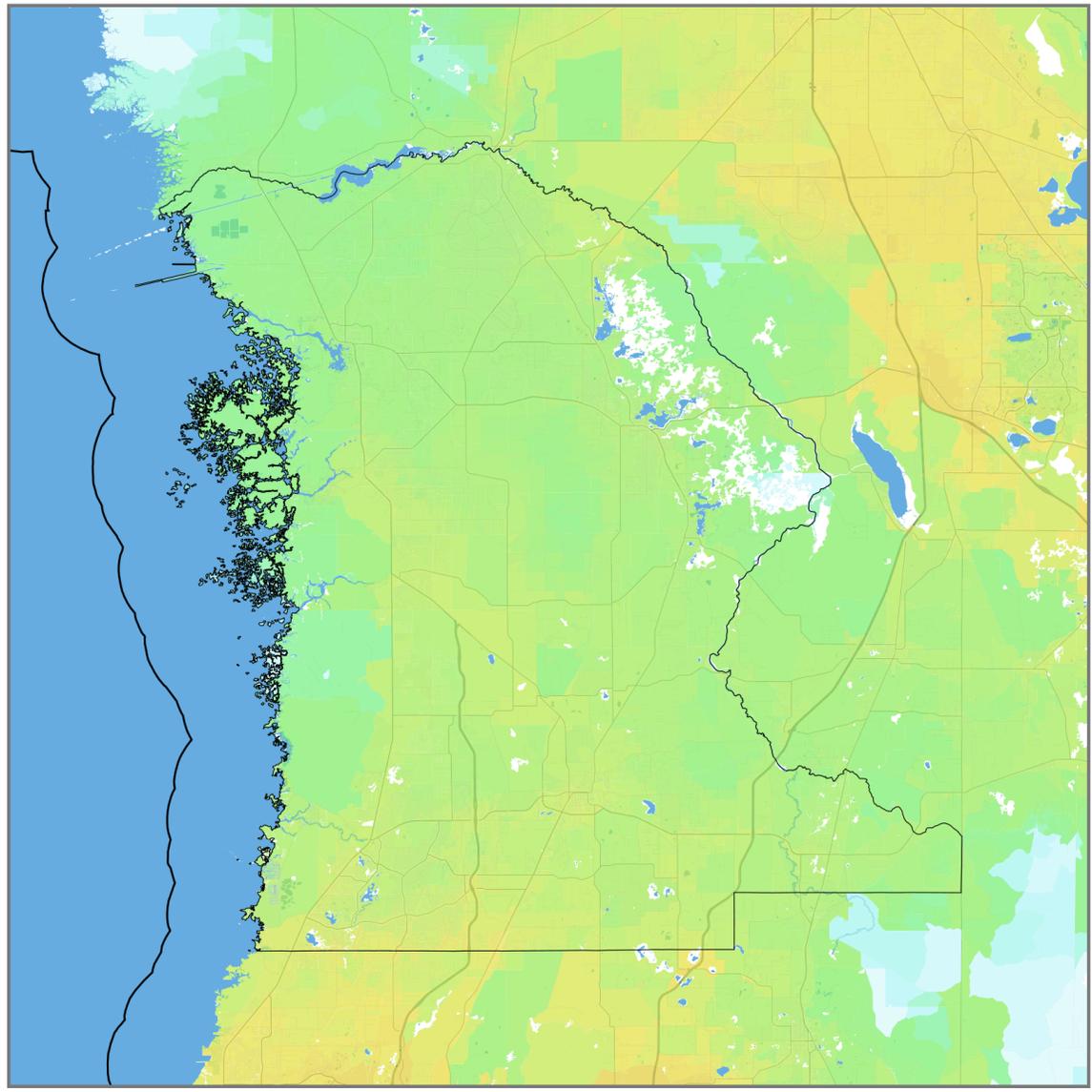


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



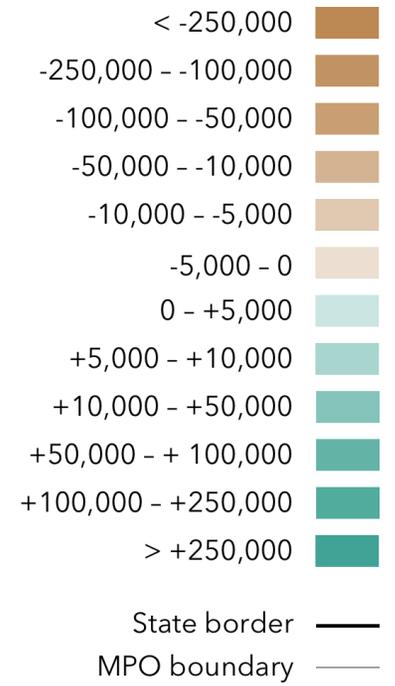
Hernando/Citrus MPO



Hernando/Citrus MPO



Change in jobs within
30 minutes
(Driving, congestion impact)



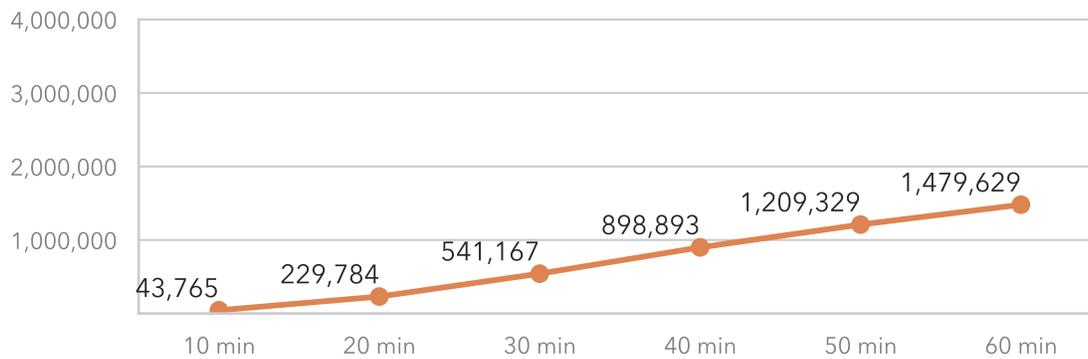
Hillsborough MPO

Job Accessibility Results – Auto, 2017

| | |
|---|----------------|
| Total Jobs | 670,700 |
| Average Job Density (per mi ²) | 1,563 |
| Total Workers | 576,668 |
| Average Worker Density (per mi ²) | 1,344 |

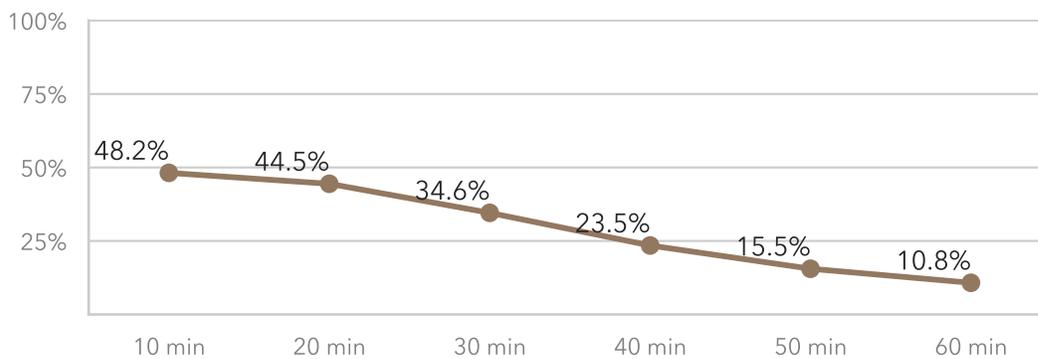
Job and worker totals are based on LEHD estimates and may not match other sources.

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



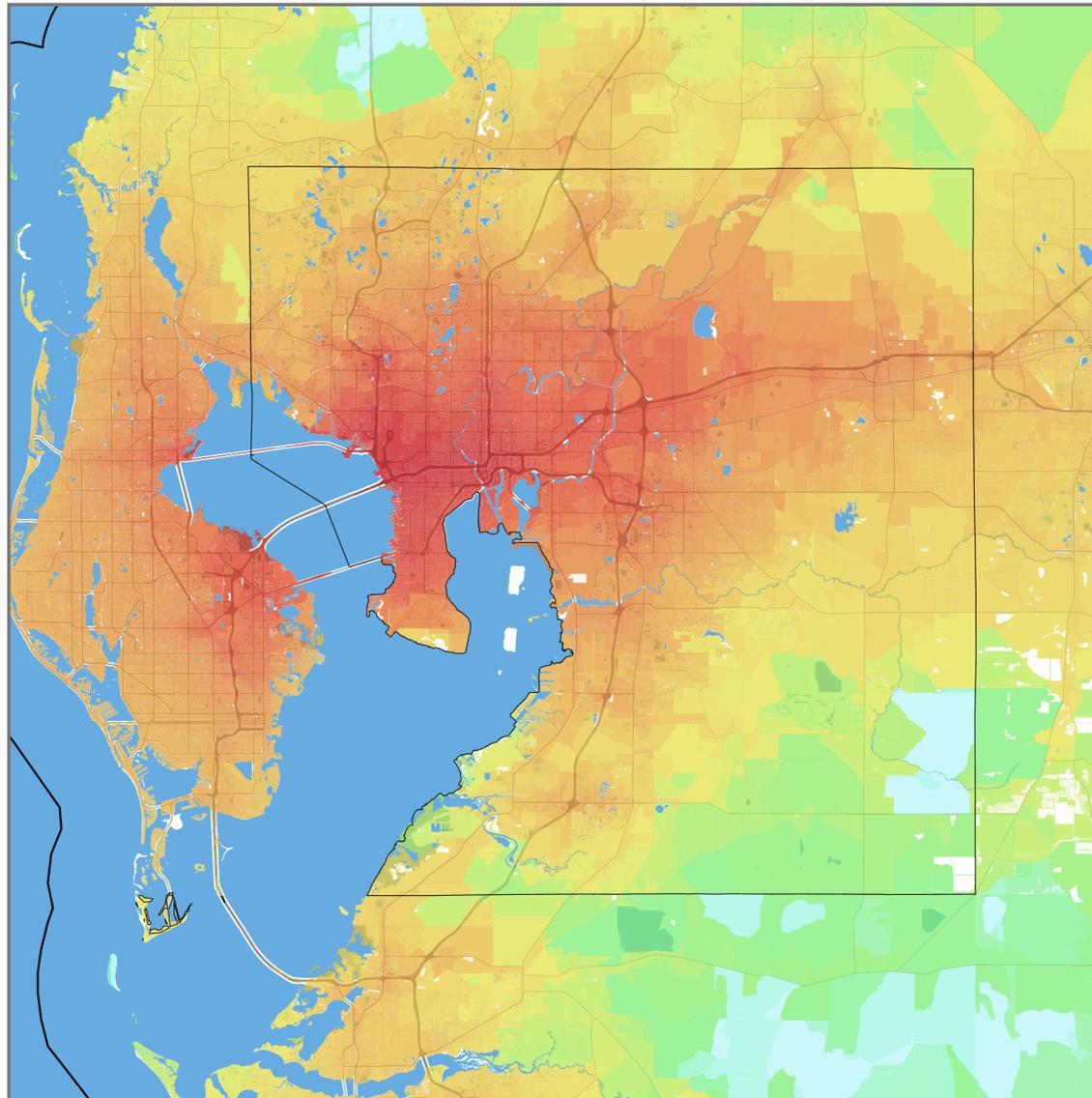
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Hillsborough MPO

39

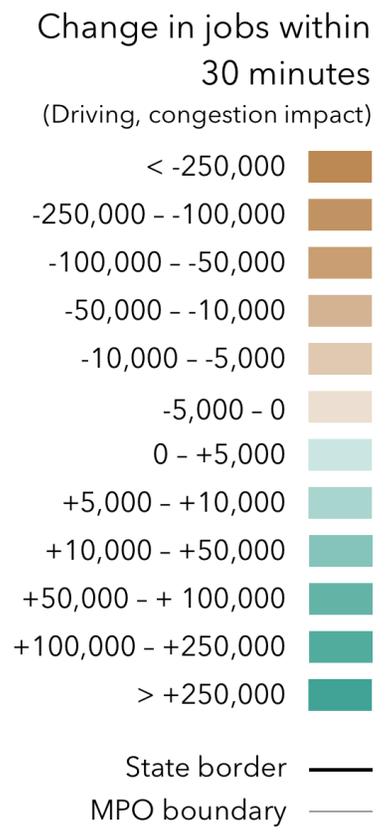
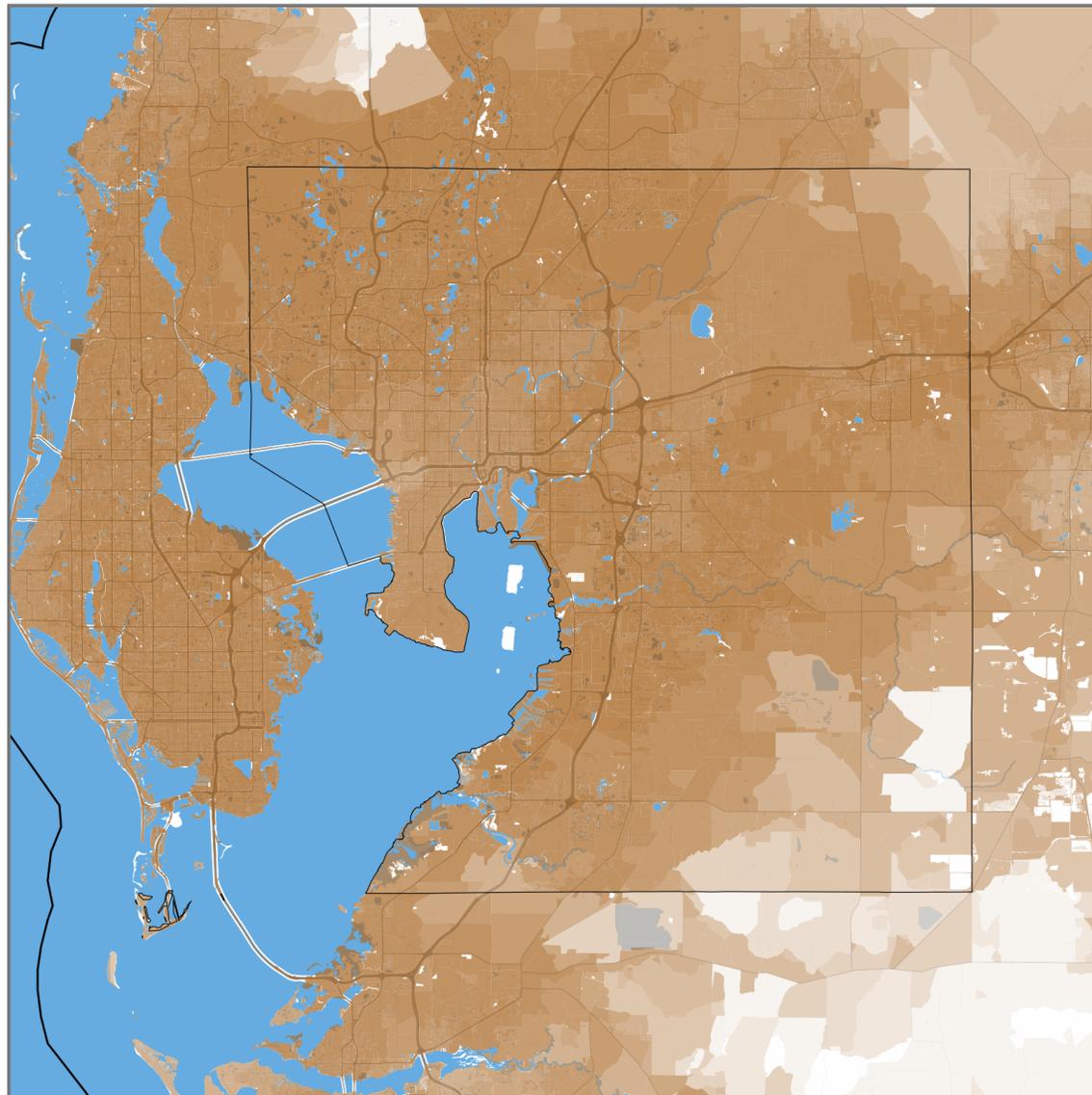


Jobs within 30 minutes
(Driving, AM peak)



Hillsborough MPO

40



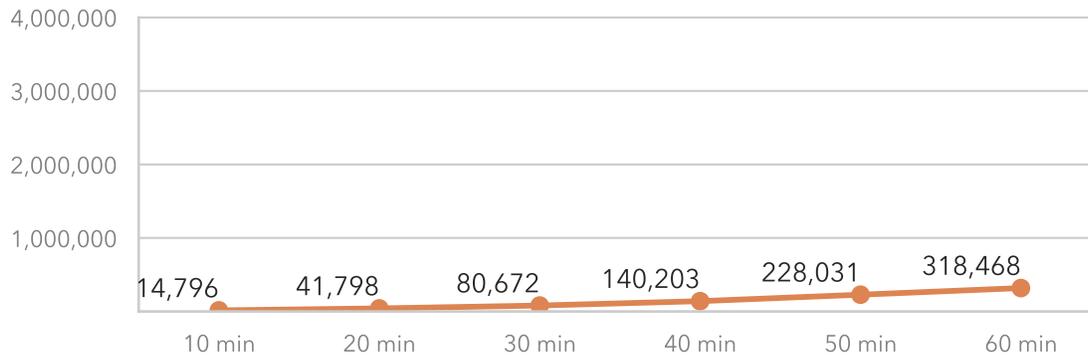
Indian River County MPO

Job Accessibility Results – Auto, 2017

| | |
|---|---------------|
| Total Jobs | 46,511 |
| Average Job Density (per mi ²) | 688 |
| Total Workers | 51,489 |
| Average Worker Density (per mi ²) | 761 |

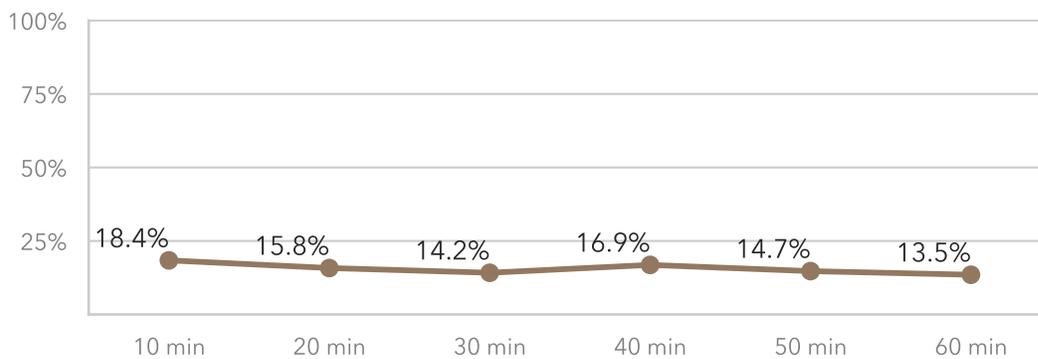
Job and worker totals are based on LEHD estimates and may not match other sources.

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

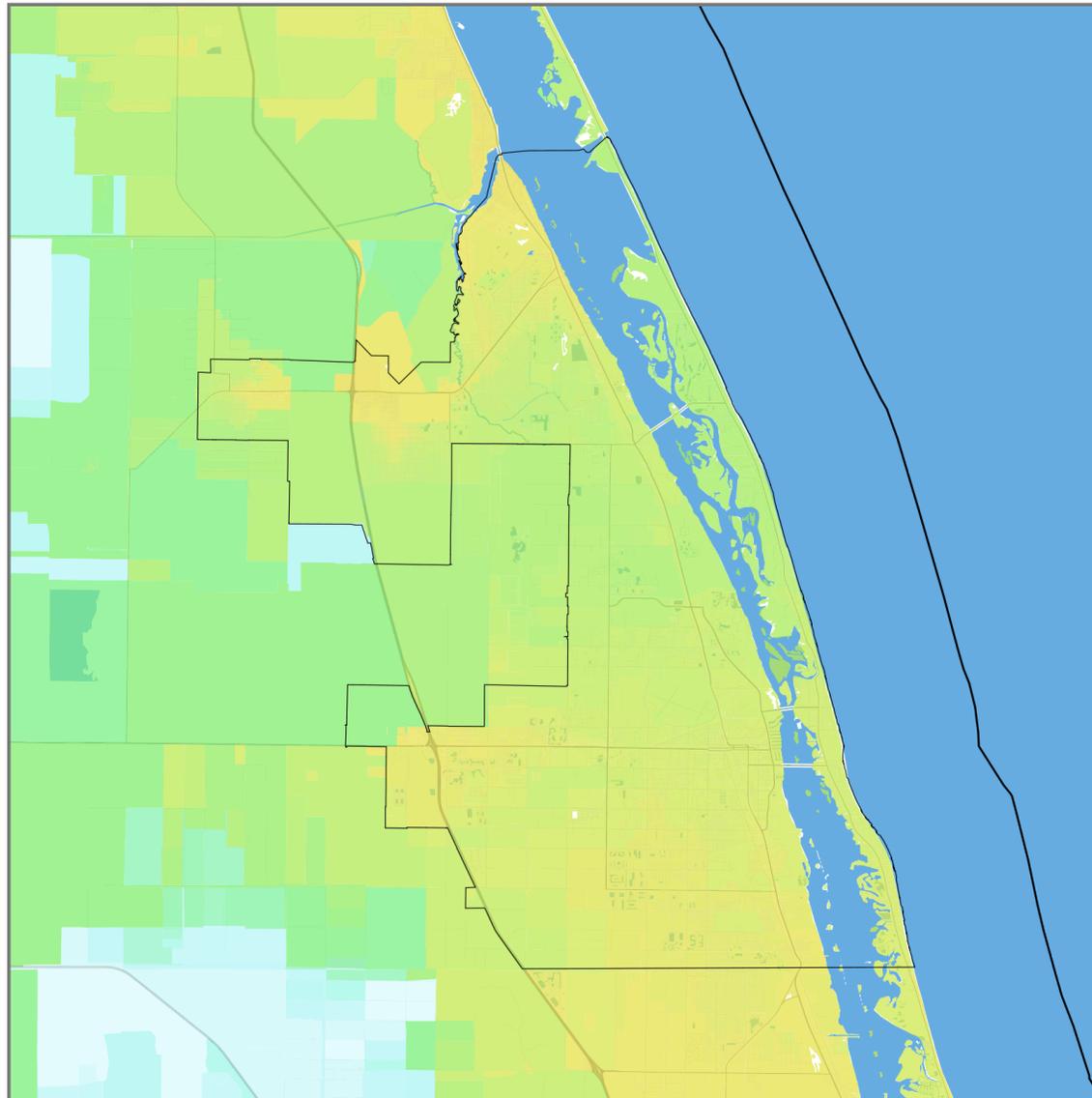


Average Congestion Impact by Travel Time Threshold (worker-weighted)

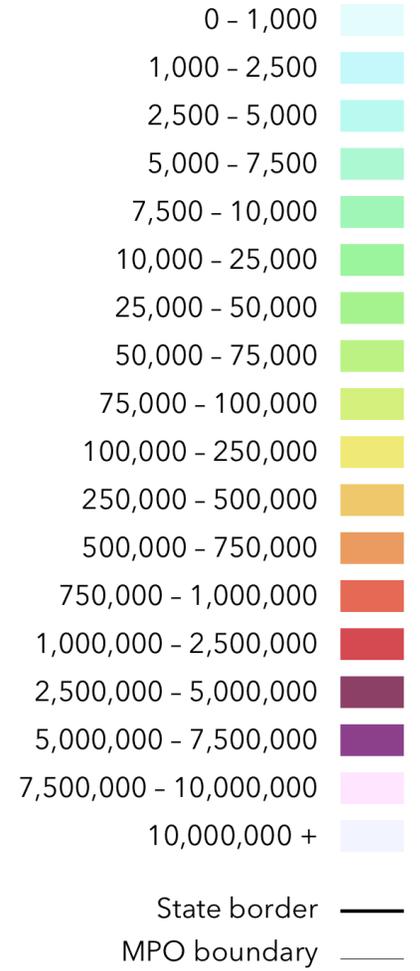
Higher numbers indicate greater job access loss due to congestion



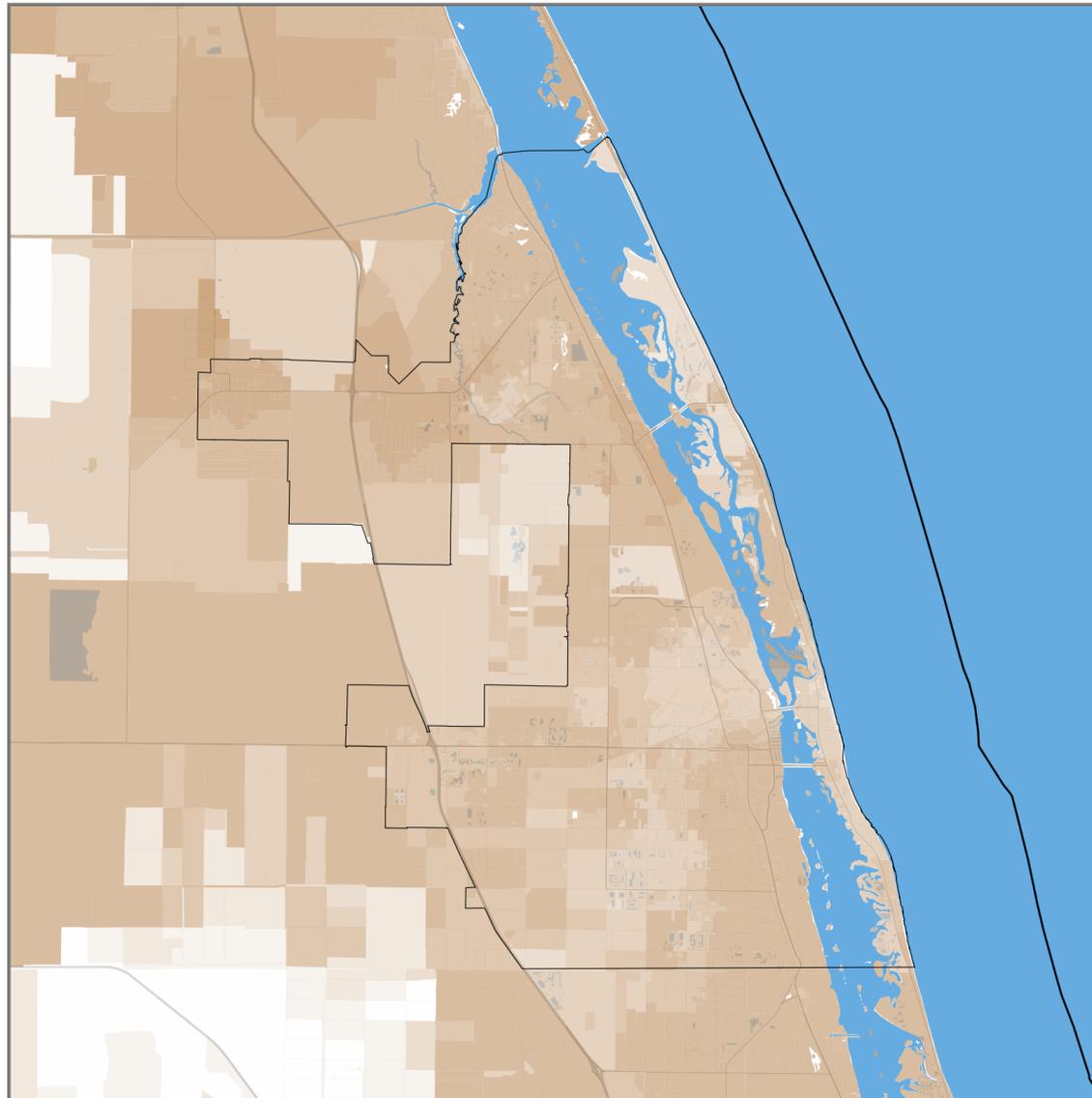
Indian River County MPO



Jobs within 30 minutes
(Driving, AM peak)



Indian River County MPO



Change in jobs within
30 minutes
(Driving, congestion impact)

- < -250,000
- 250,000 - -100,000
- 100,000 - -50,000
- 50,000 - -10,000
- 10,000 - -5,000
- 5,000 - 0
- 0 - +5,000
- +5,000 - +10,000
- +10,000 - +50,000
- +50,000 - + 100,000
- +100,000 - +250,000
- > +250,000
- State border
- MPO boundary

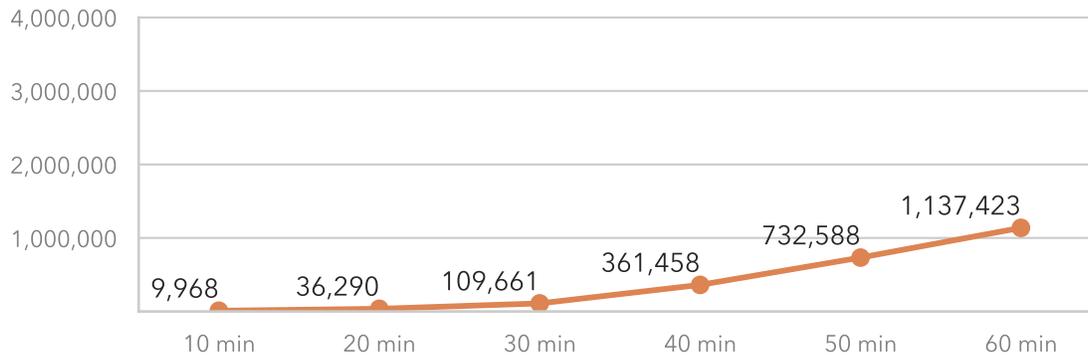
Lake-Sumter MPO

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 116,884 |
| Average Job Density (per mi ²) | 174 |
| Total Workers | 147,012 |
| Average Worker Density (per mi ²) | 219 |

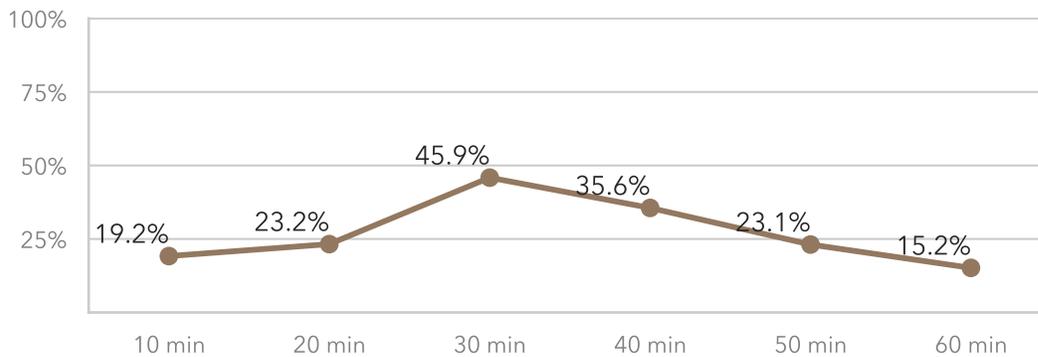
Job and worker totals are based on LEHD estimates and may not match other sources.

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



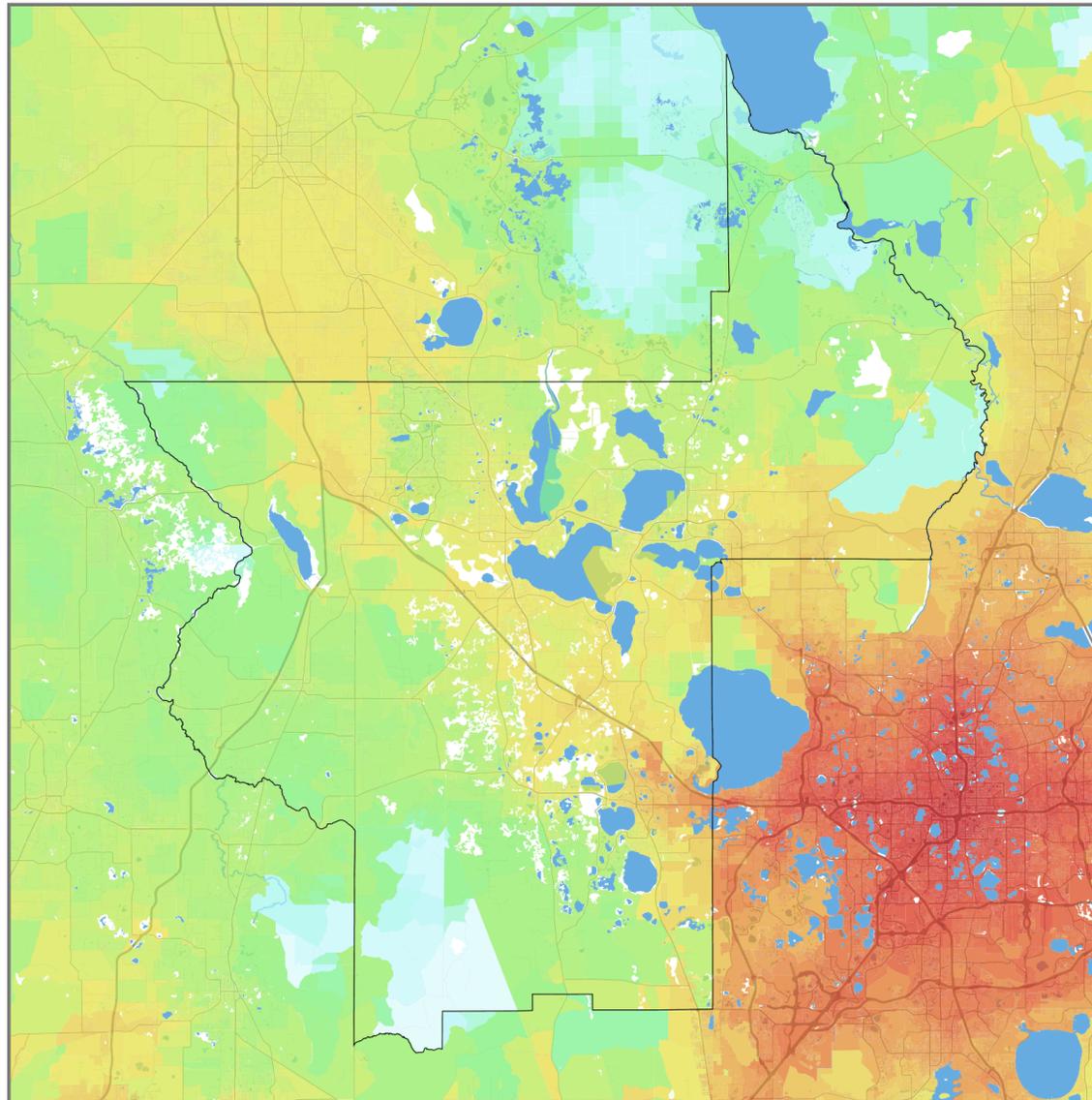
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Lake-Sumter MPO

45

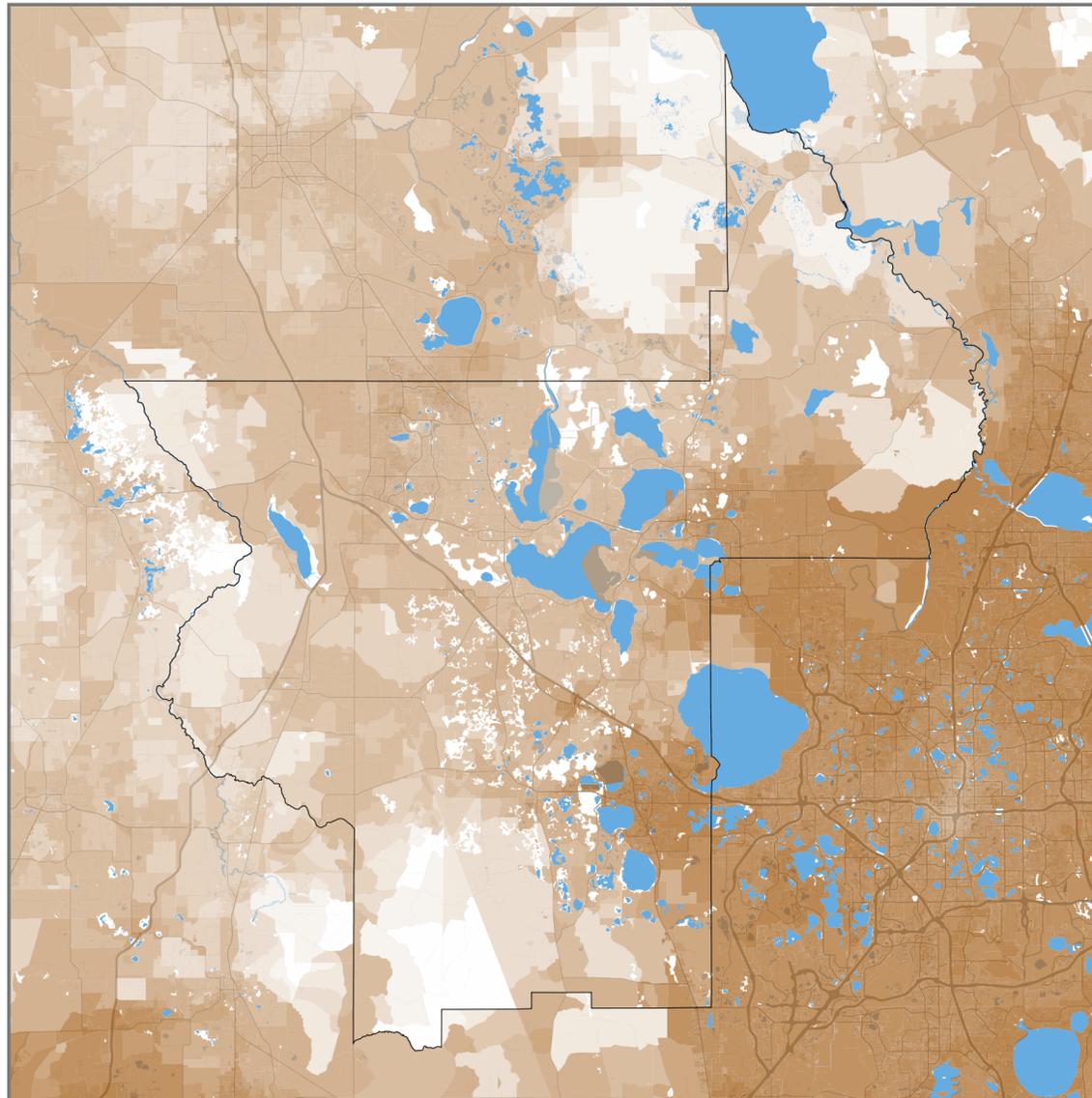


Jobs within 30 minutes
(Driving, AM peak)

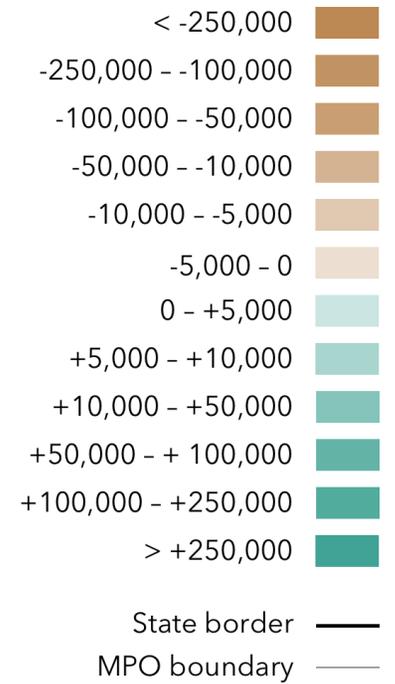


Lake-Sumter MPO

46



Change in jobs within
30 minutes
(Driving, congestion impact)



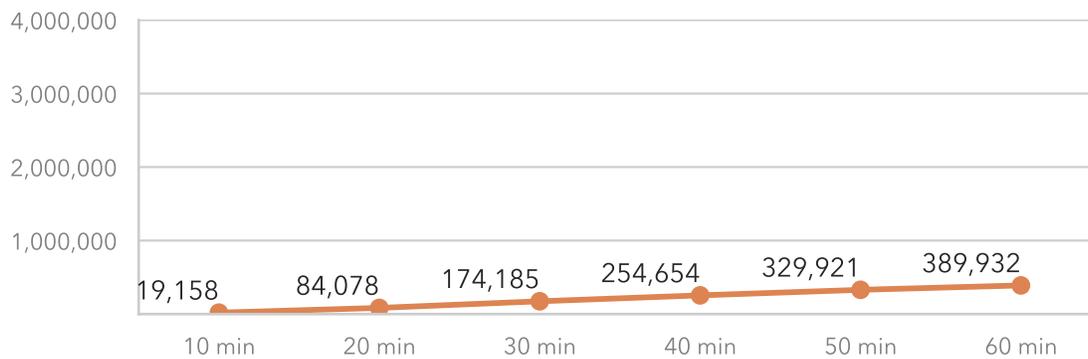
Lee County MPO

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 231,984 |
| Average Job Density (per mi ²) | 727 |
| Total Workers | 243,169 |
| Average Worker Density (per mi ²) | 762 |

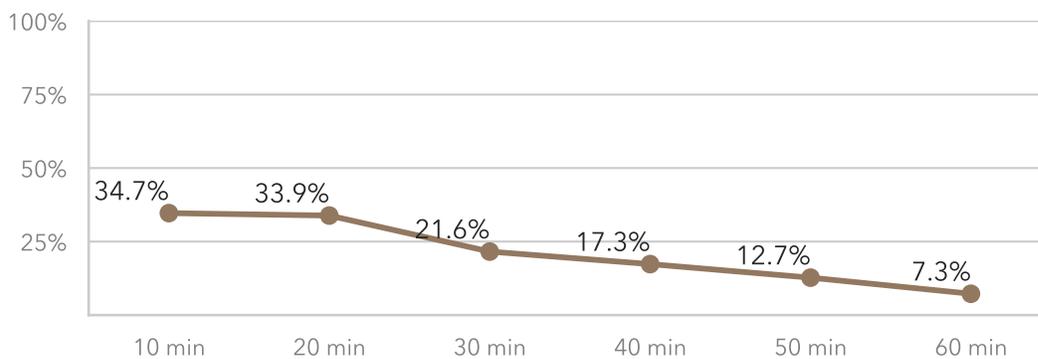
Job and worker totals are based on LEHD estimates and may not match other sources.

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

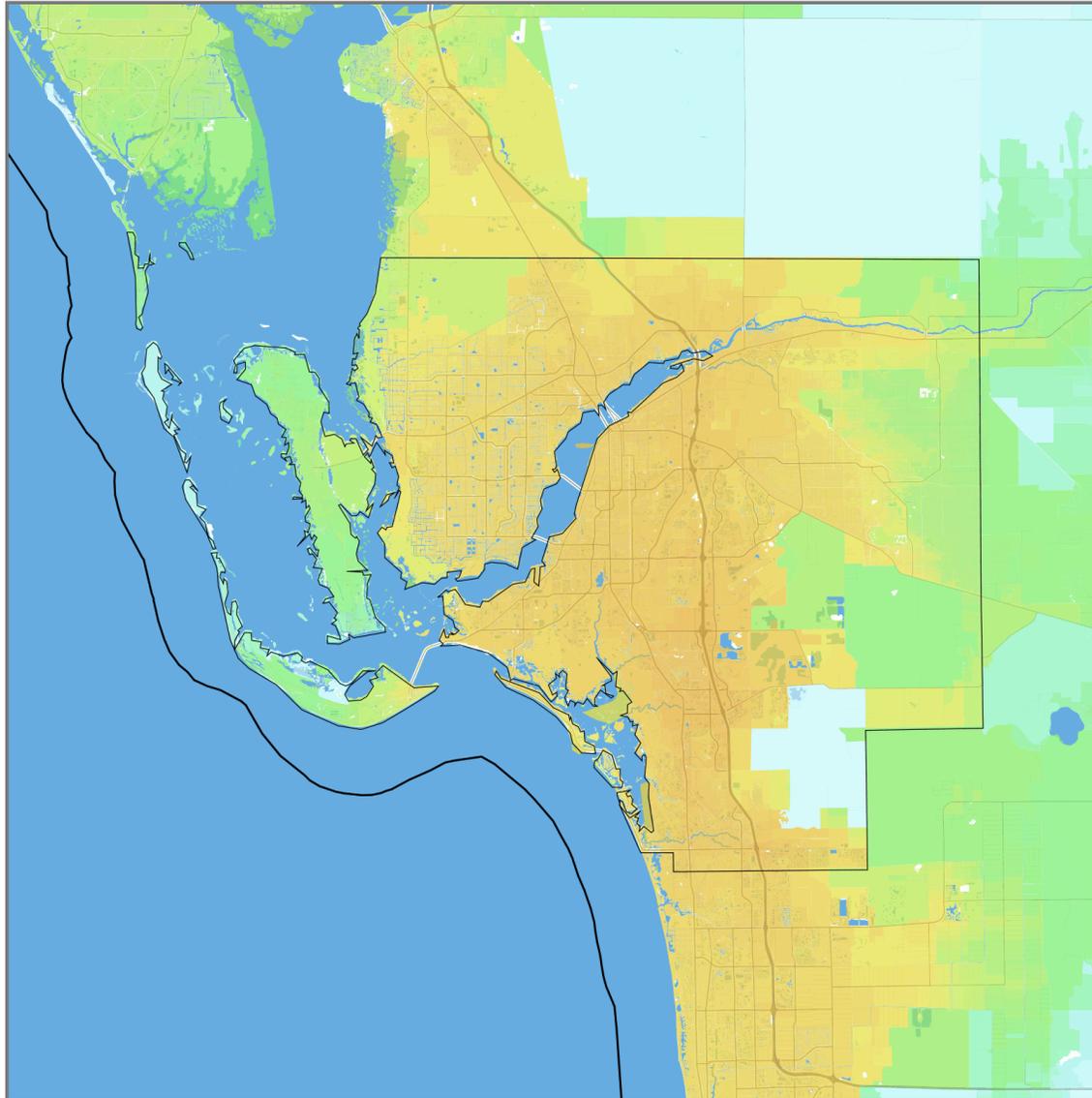


Average Congestion Impact by Travel Time Threshold (worker-weighted)

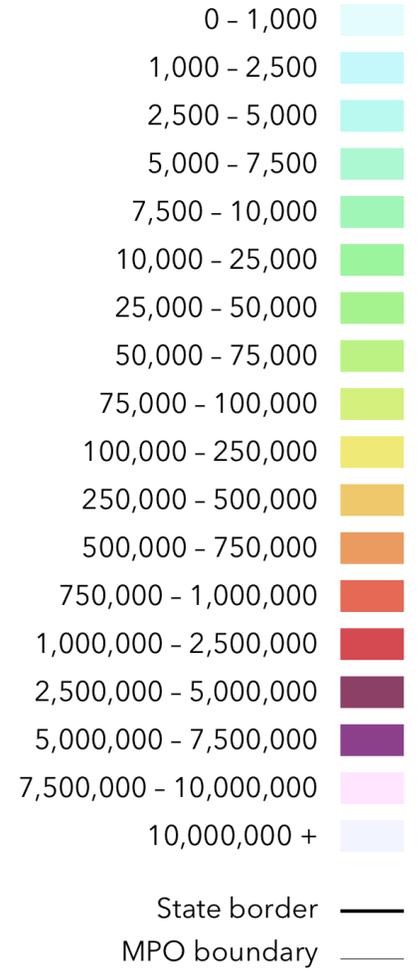
Higher numbers indicate greater job access loss due to congestion



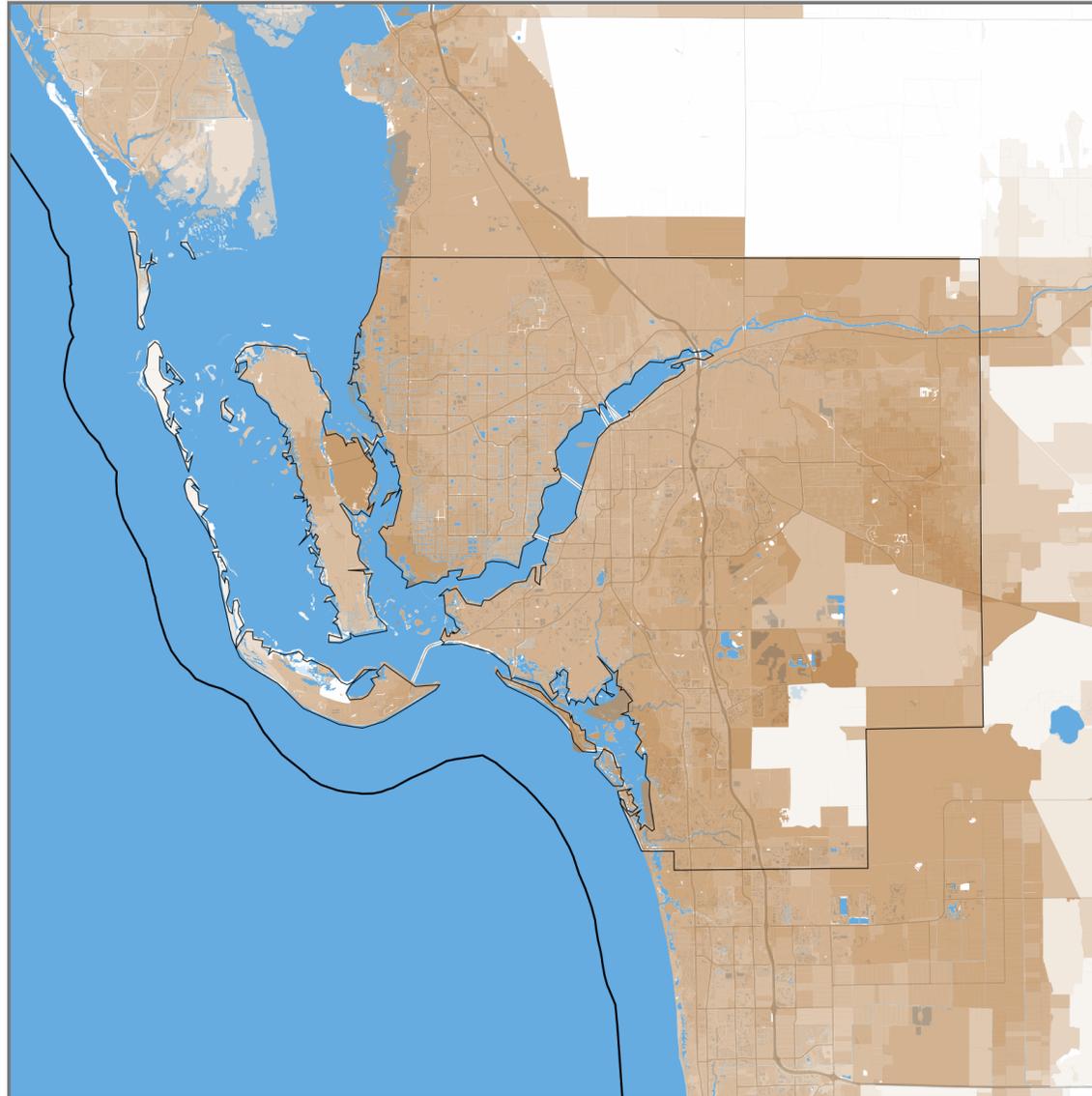
Lee County MPO



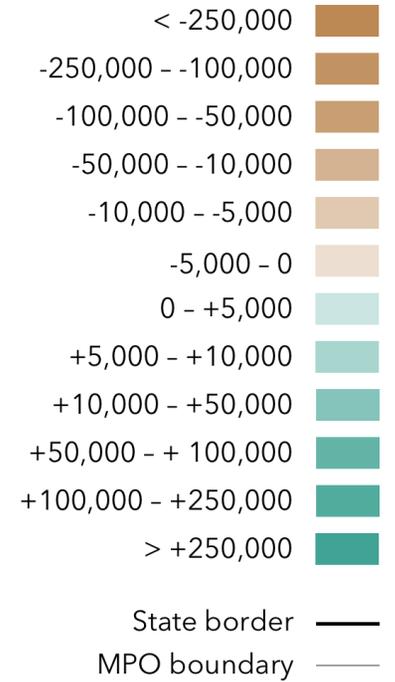
Jobs within 30 minutes
(Driving, AM peak)



Lee County MPO



Change in jobs within
30 minutes
(Driving, congestion impact)



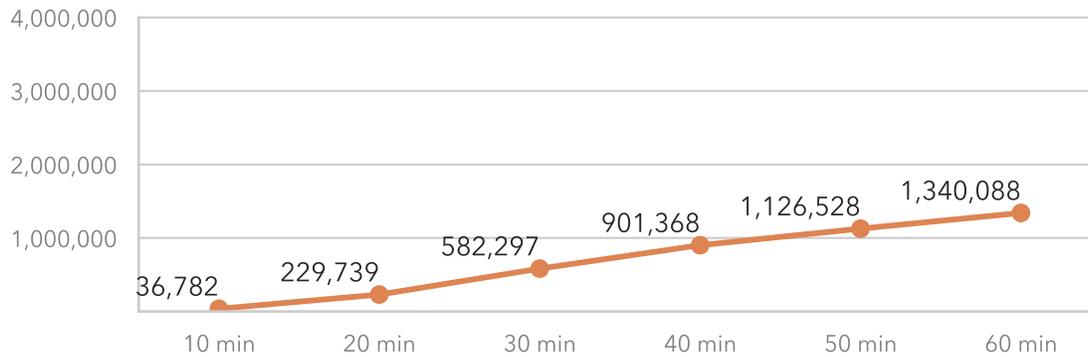
METROPLAN Orlando

Job Accessibility Results – Auto, 2017

| | |
|---|-----------|
| Total Jobs | 1,064,495 |
| Average Job Density (per mi ²) | 964 |
| Total Workers | 925,070 |
| Average Worker Density (per mi ²) | 837 |

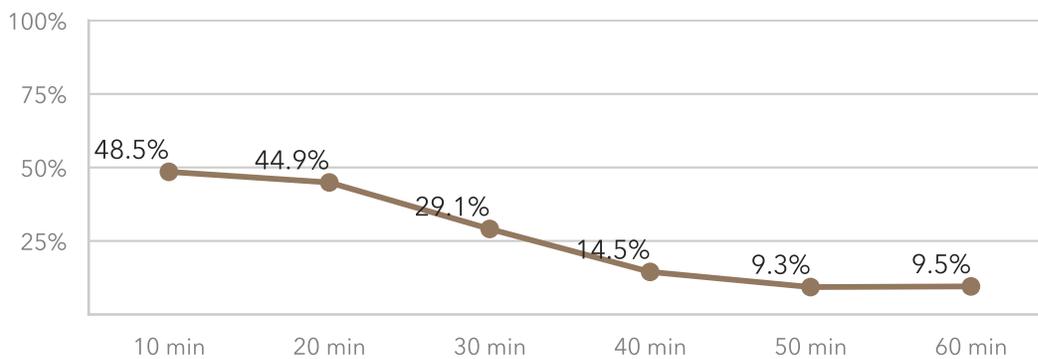
Job and worker totals are based on LEHD estimates and may not match other sources.

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



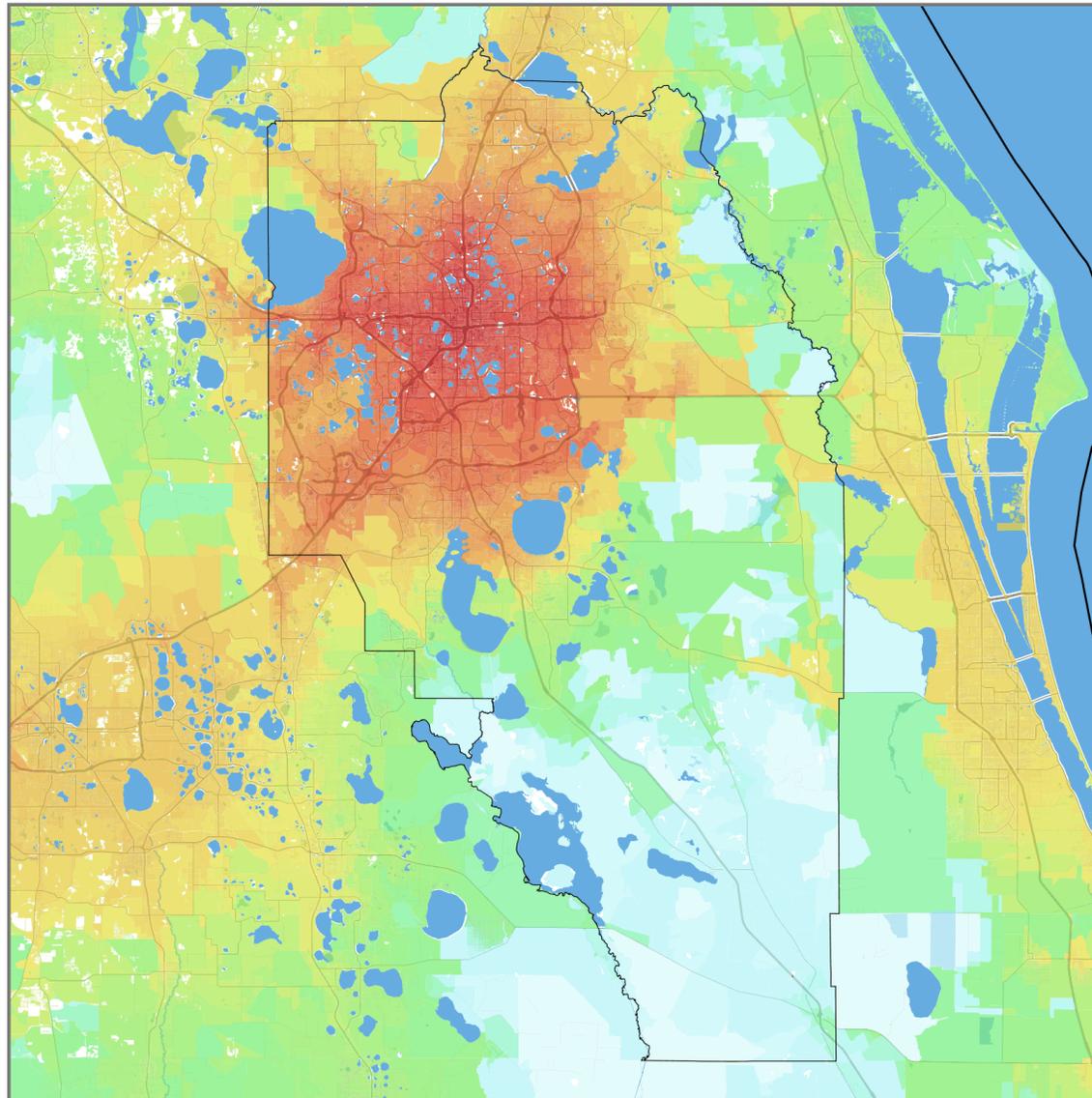
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



METROPLAN Orlando

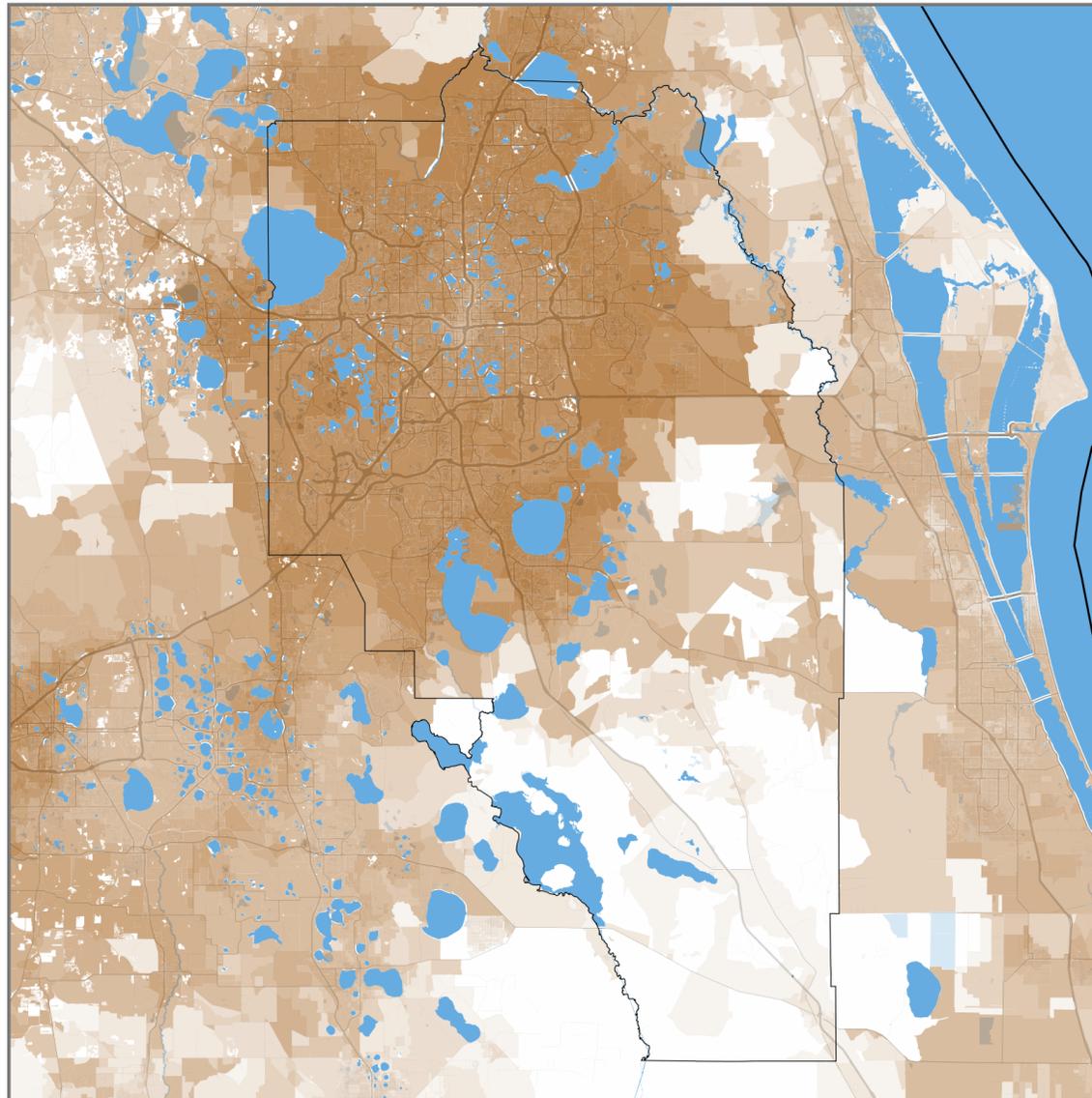
51



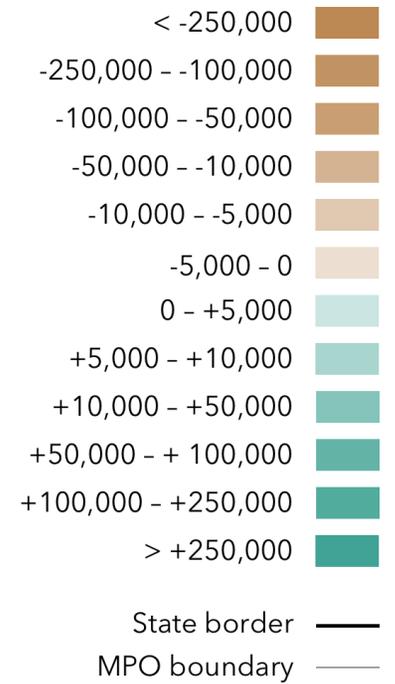
Jobs within 30 minutes
(Driving, AM peak)



METROPLAN Orlando



Change in jobs within
30 minutes
(Driving, congestion impact)



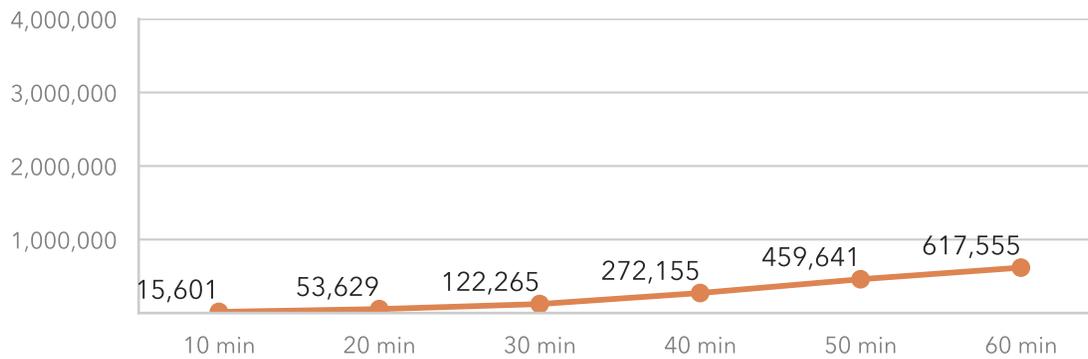
Martin MPO

Job Accessibility Results – Auto, 2017

| | |
|---|---------------|
| Total Jobs | 61,916 |
| Average Job Density (per mi ²) | 294 |
| Total Workers | 56,480 |
| Average Worker Density (per mi ²) | 268 |

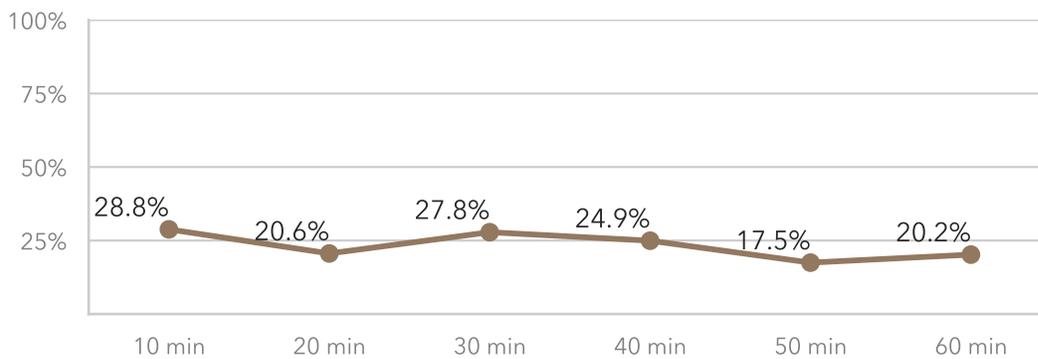
Job and worker totals are based on LEHD estimates and may not match other sources.

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



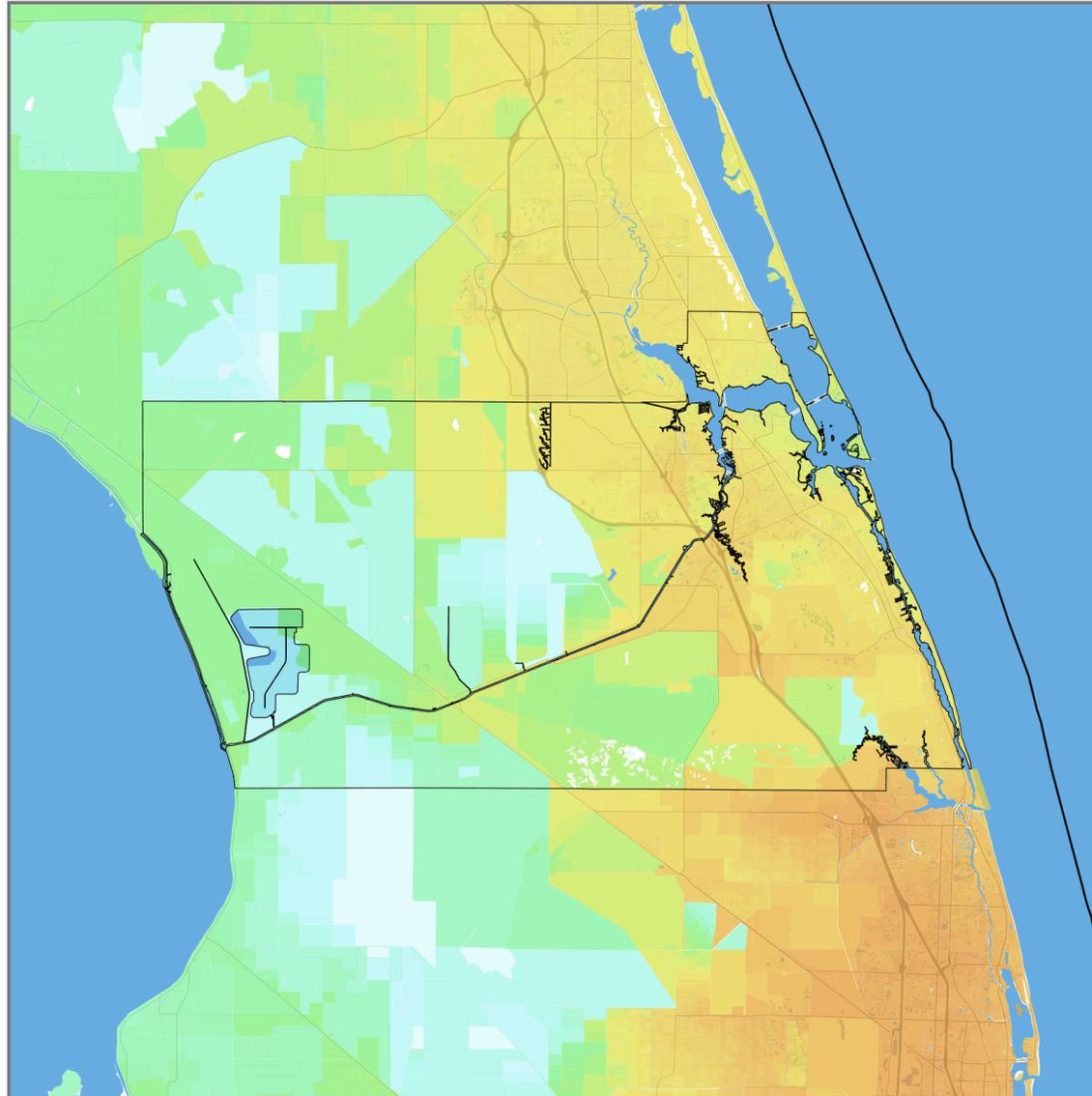
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

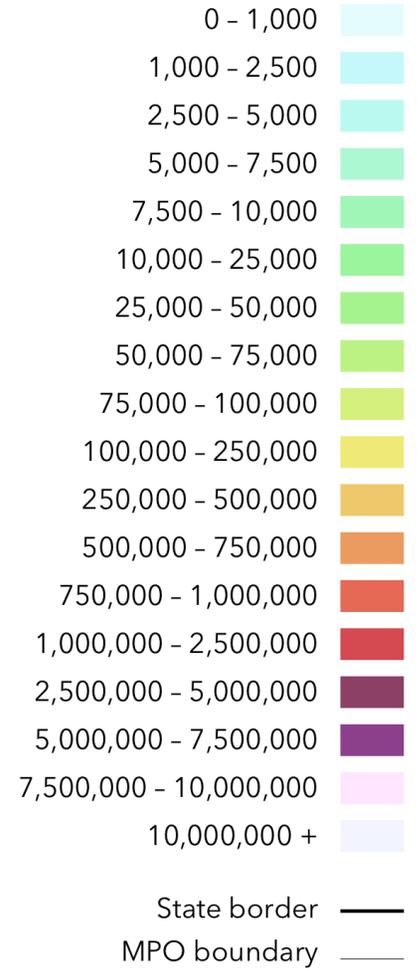


Martin MPO

54

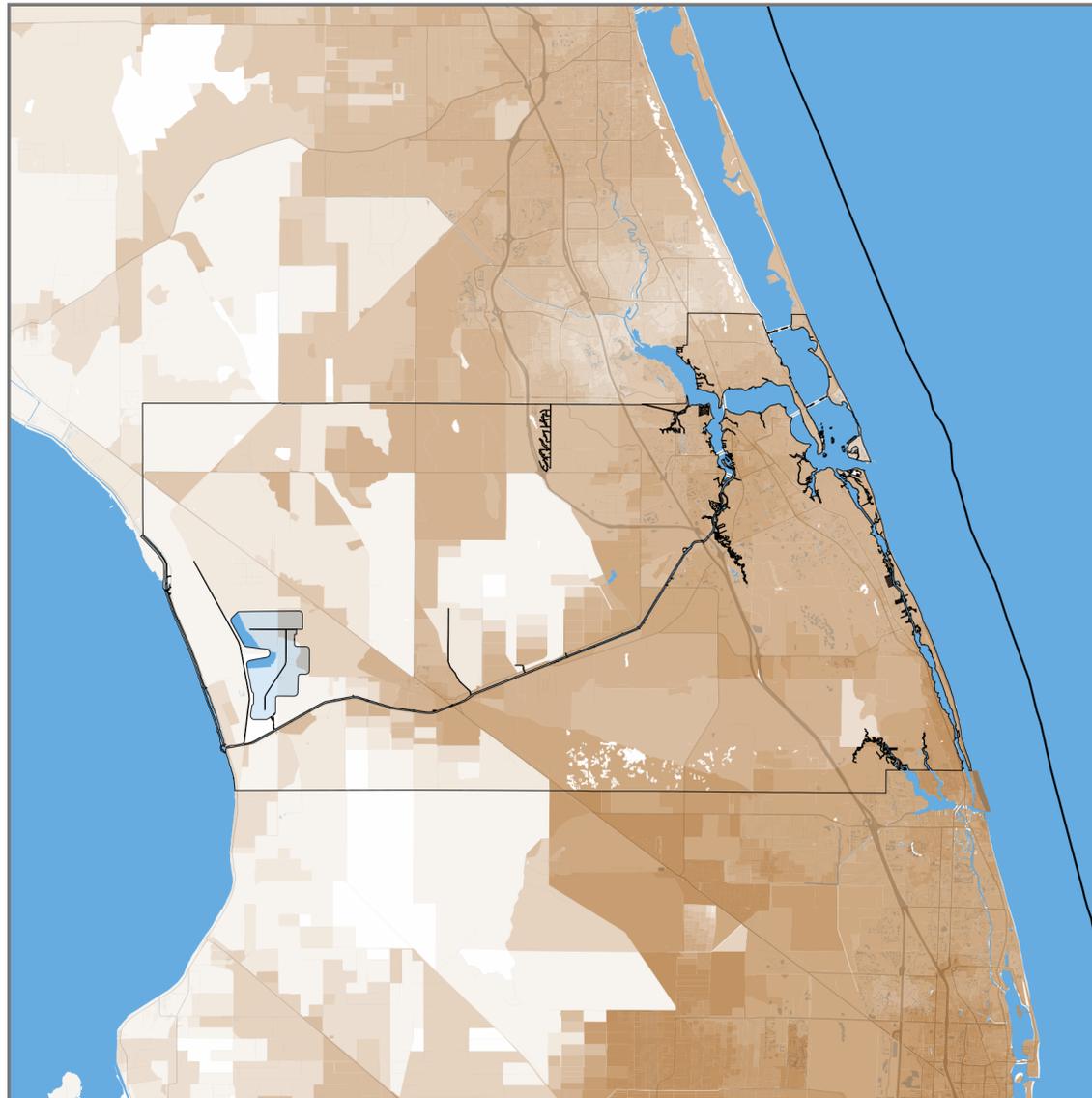


Jobs within 30 minutes
(Driving, AM peak)

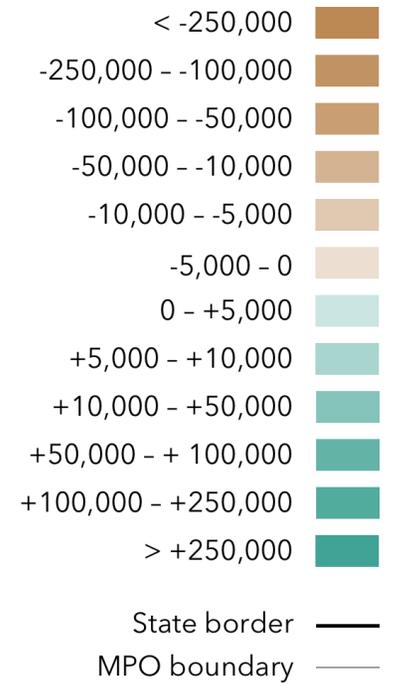


Martin MPO

55



Change in jobs within
30 minutes
(Driving, congestion impact)



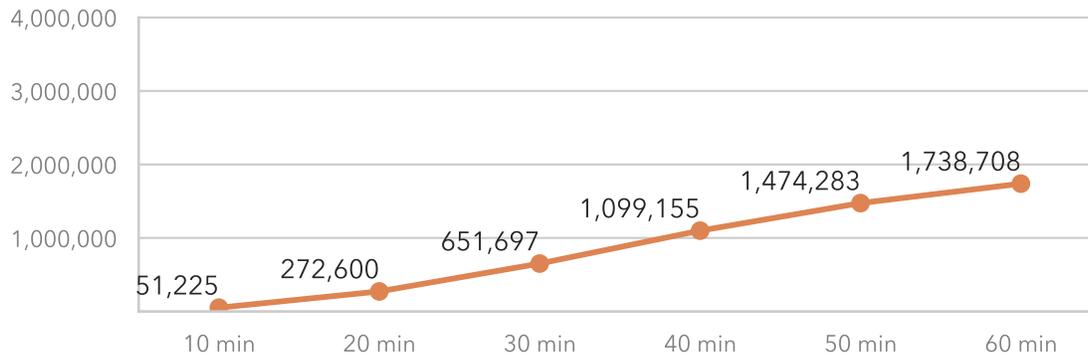
Miami-Dade TPO

Job Accessibility Results – Auto, 2017

| | |
|---|-----------|
| Total Jobs | 1,090,089 |
| Average Job Density (per mi ²) | 1,397 |
| Total Workers | 1,044,252 |
| Average Worker Density (per mi ²) | 1,339 |

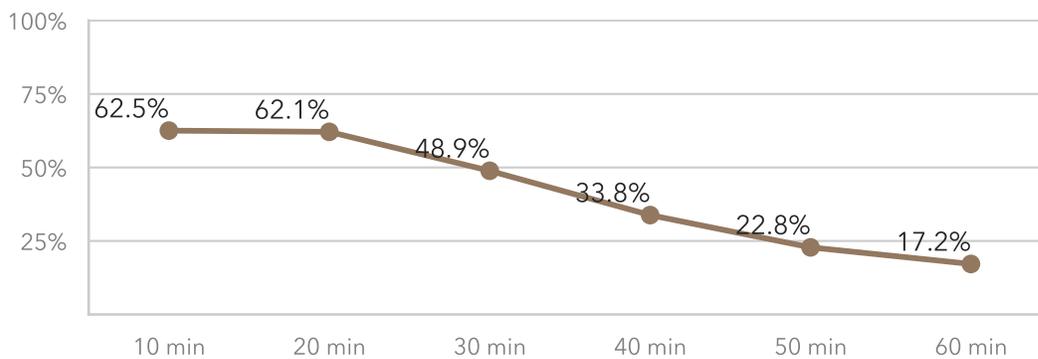
Job and worker totals are based on LEHD estimates and may not match other sources.

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

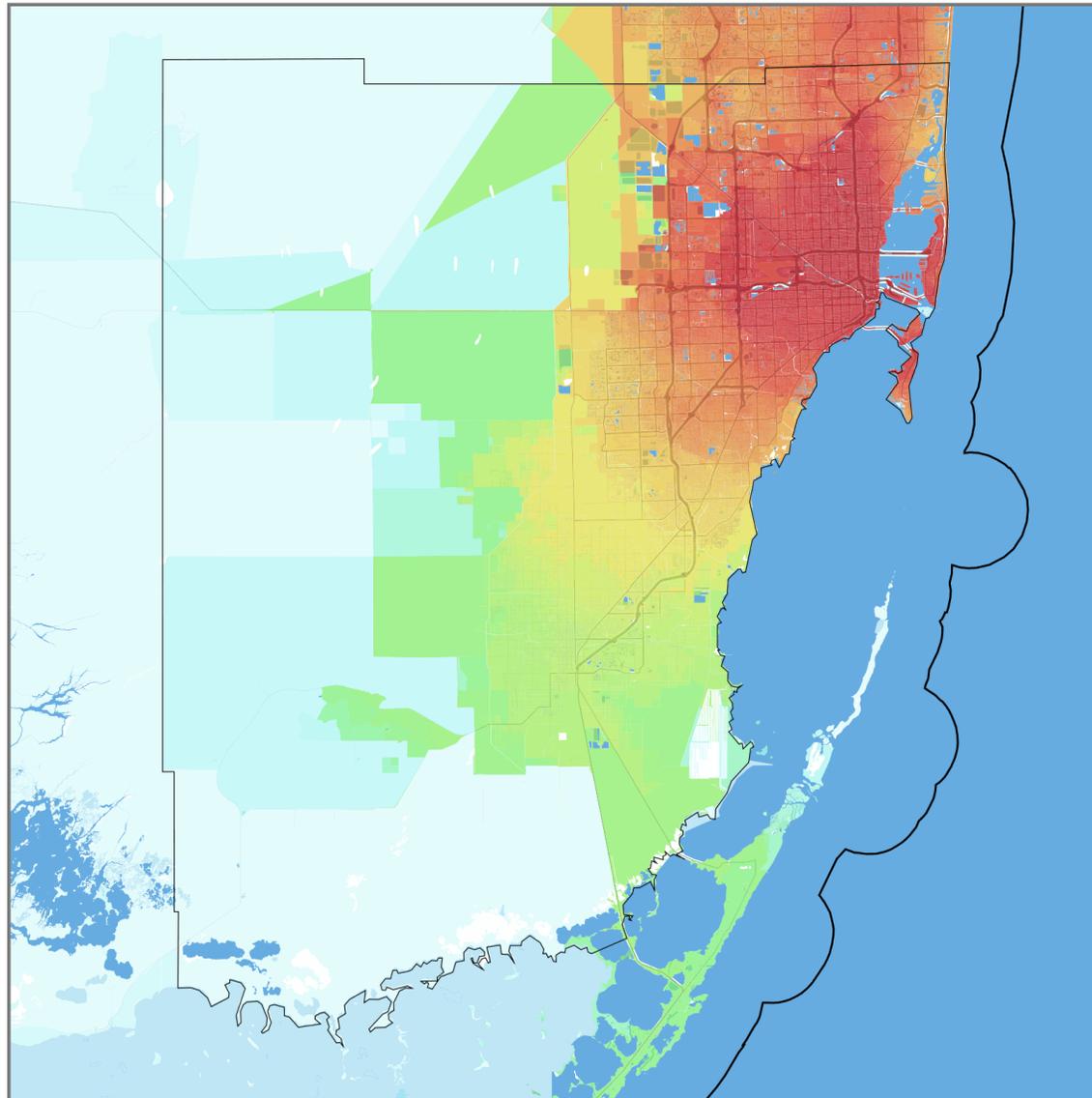


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Miami-Dade TPO



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

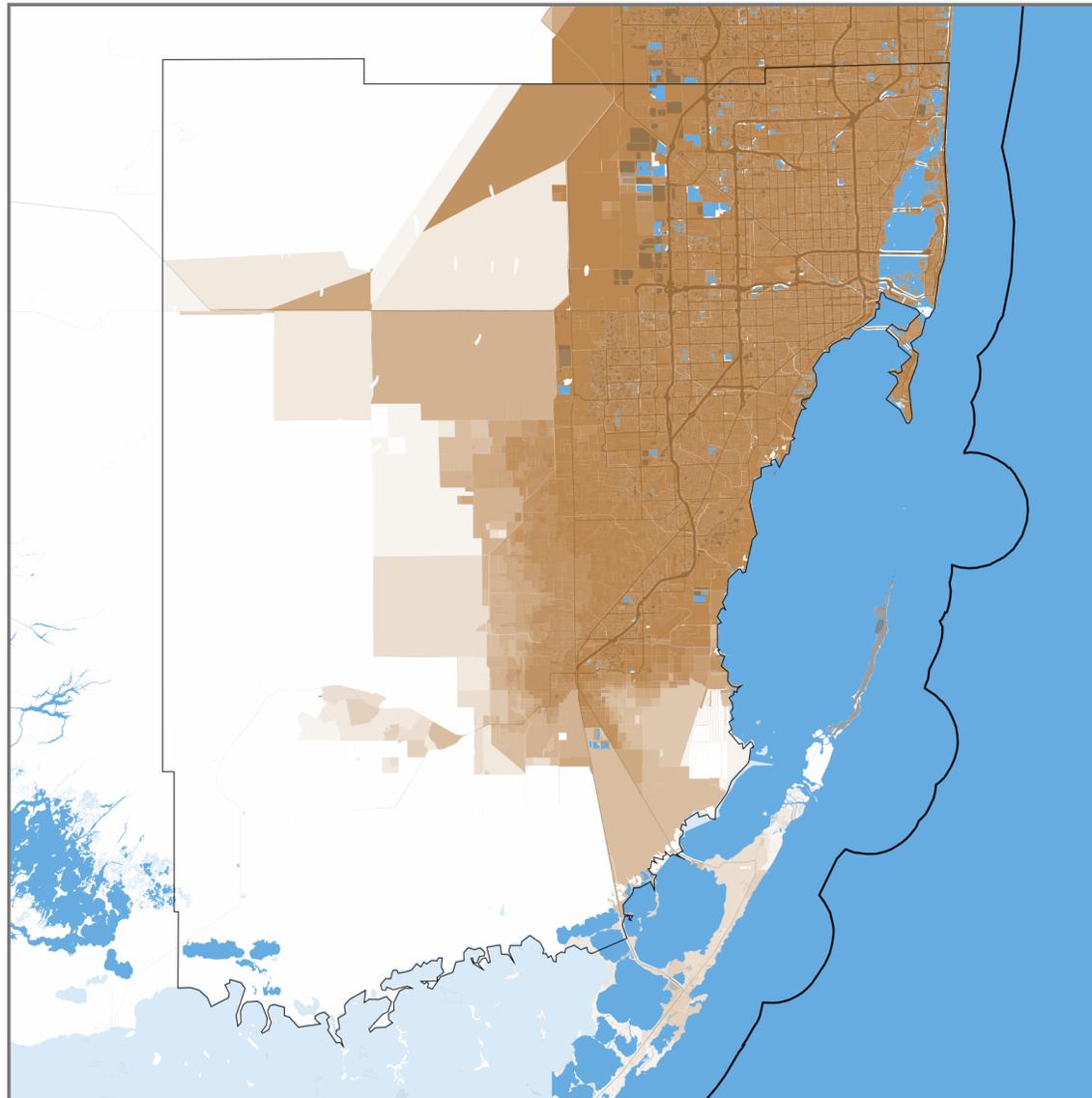
10,000,000 +

State border

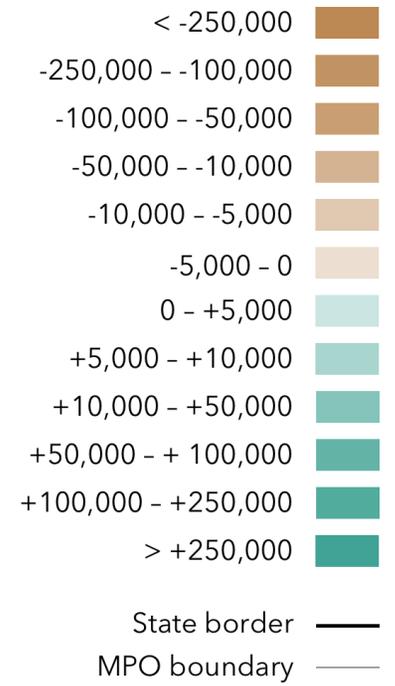
MPO boundary

Miami-Dade TPO

58



Change in jobs within
30 minutes
(Driving, congestion impact)



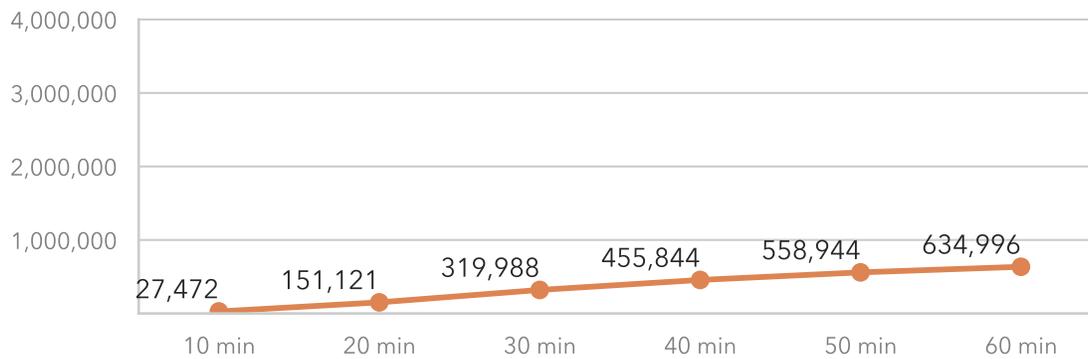
North Florida Transportation Planning Organization

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 629,178 |
| Average Job Density (per mi ²) | 607 |
| Total Workers | 616,091 |
| Average Worker Density (per mi ²) | 595 |

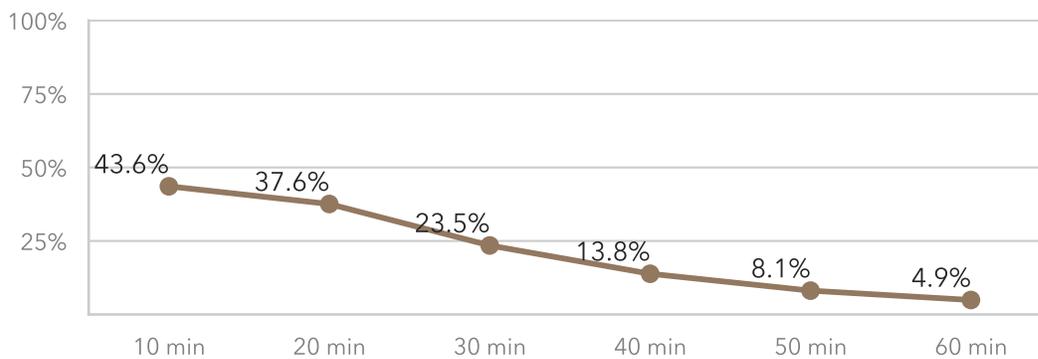
Job and worker totals are based on LEHD estimates and may not match other sources.

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



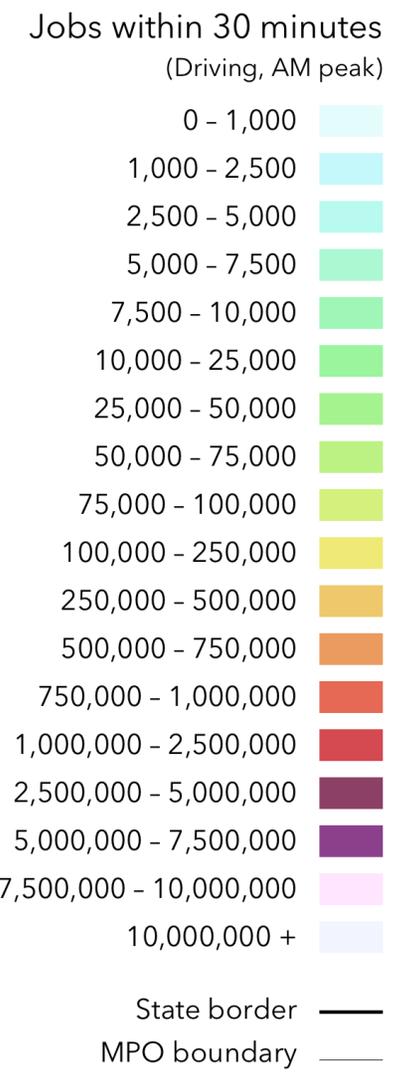
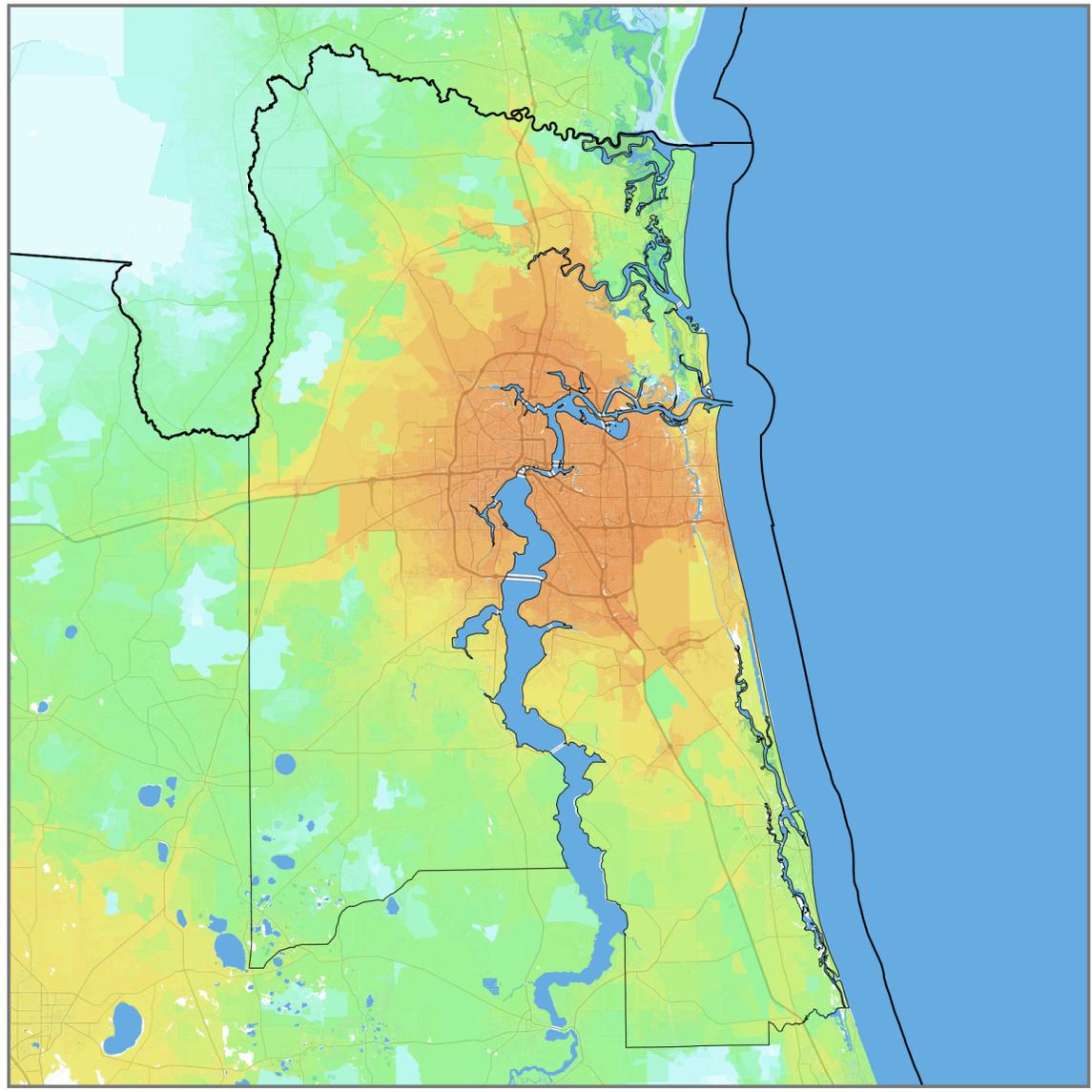
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



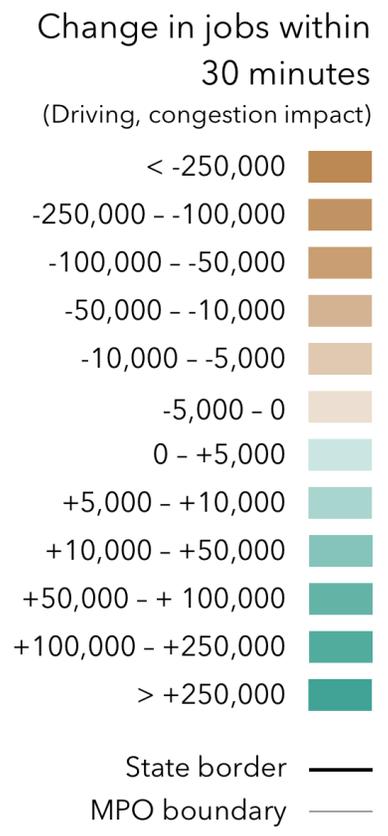
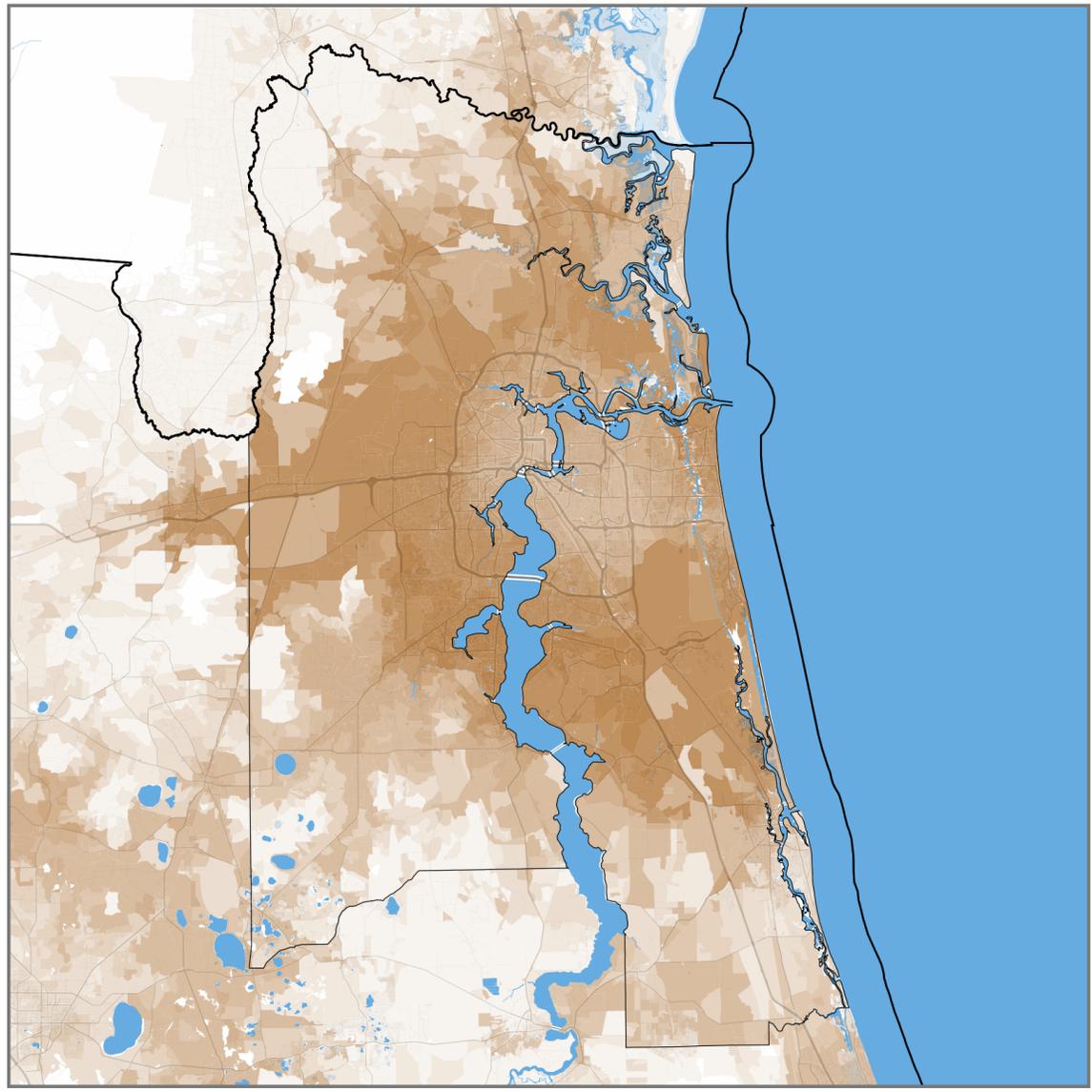
North Florida Transportation Planning Organization

60



North Florida Transportation Planning Organization

61



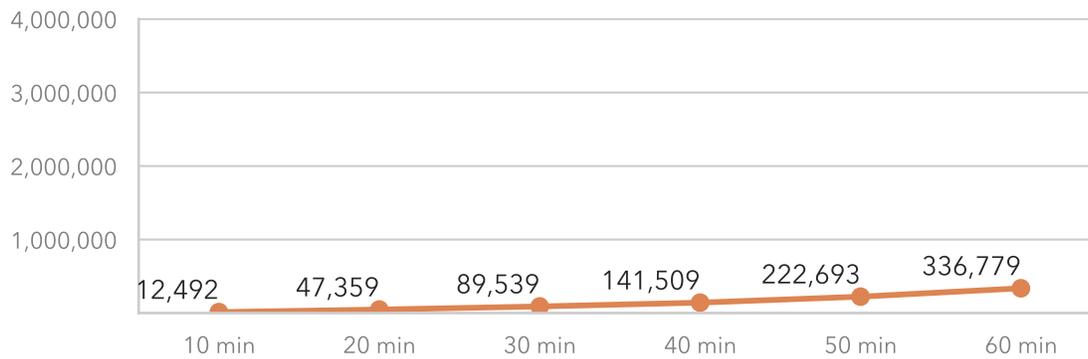
Ocala - Marion County Transportation Planning Organization

Job Accessibility Results – Auto, 2017

| | |
|---|----------------|
| Total Jobs | 97,646 |
| Average Job Density (per mi ²) | 151 |
| Total Workers | 113,776 |
| Average Worker Density (per mi ²) | 177 |

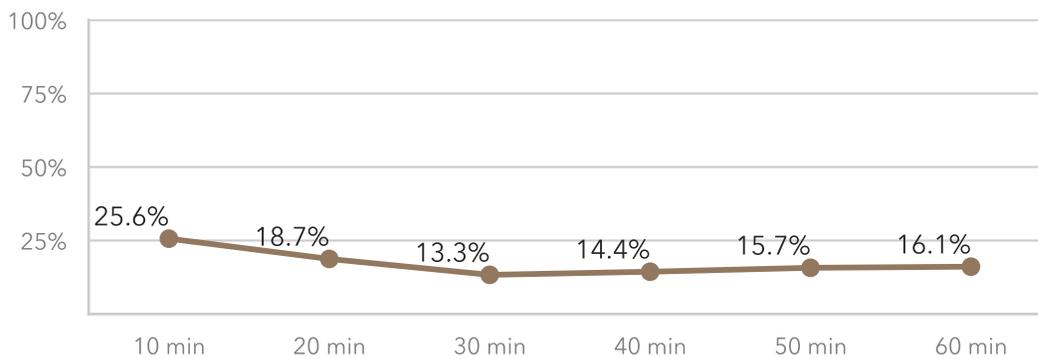
Job and worker totals are based on LEHD estimates and may not match other sources.

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



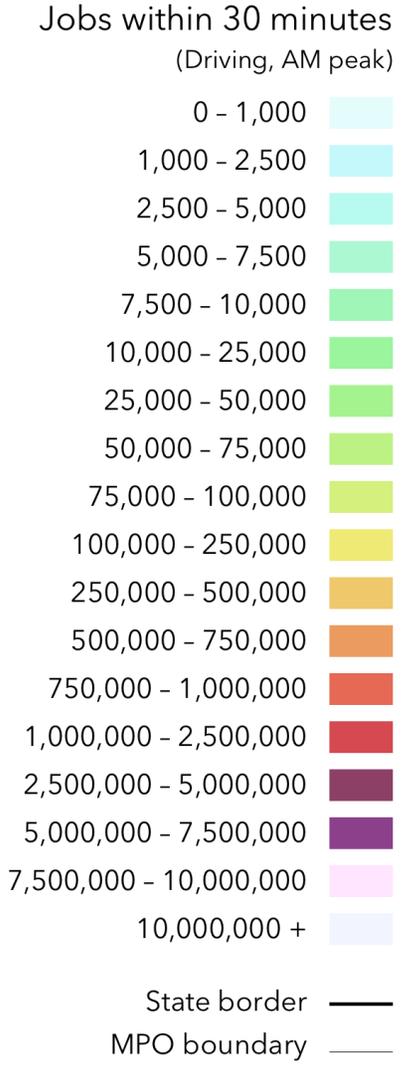
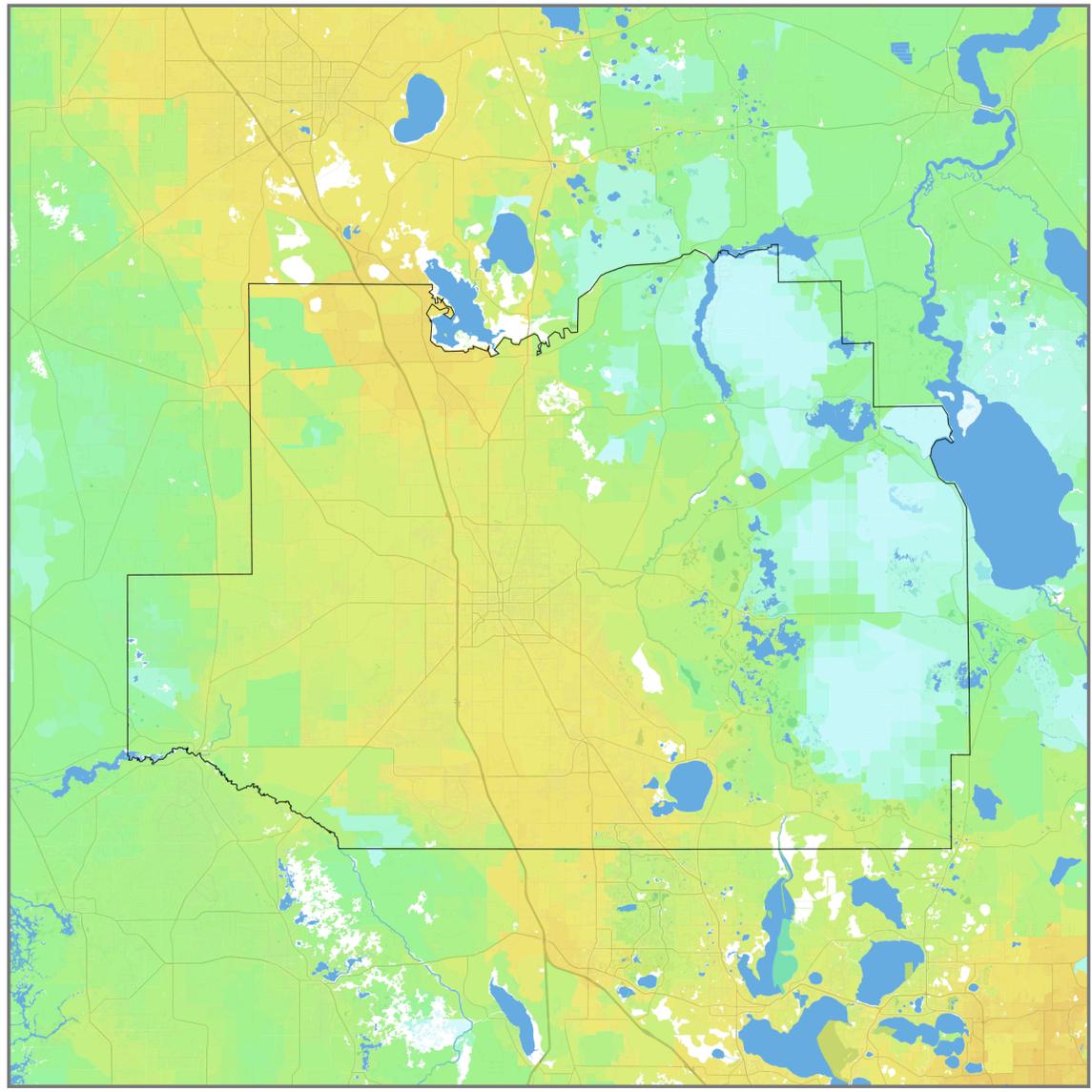
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



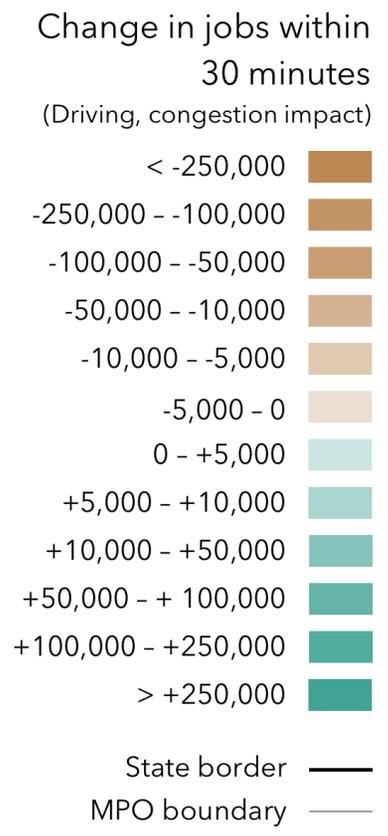
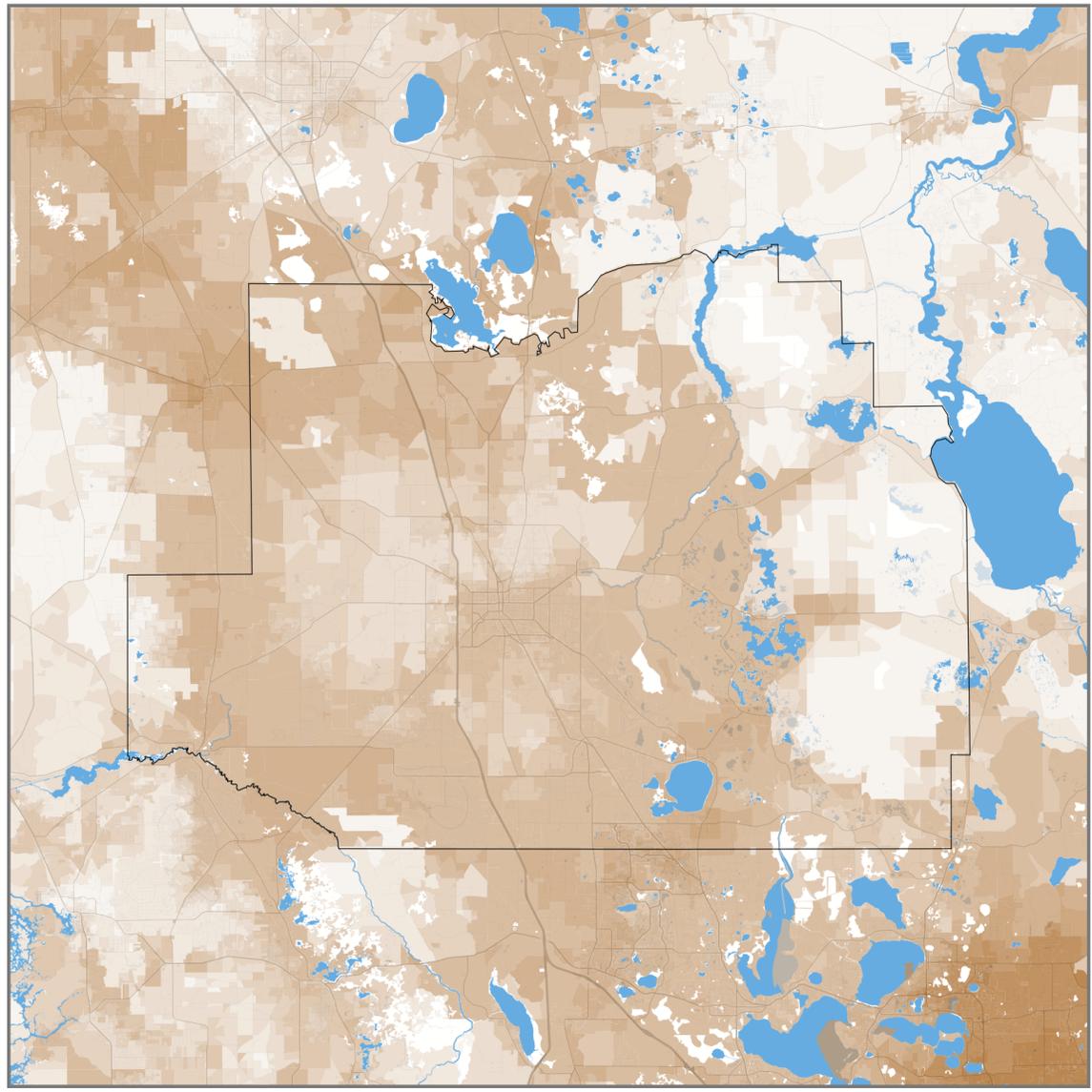
Ocala - Marion County Transportation Planning Organization

63



Ocala - Marion County Transportation Planning Organization

64



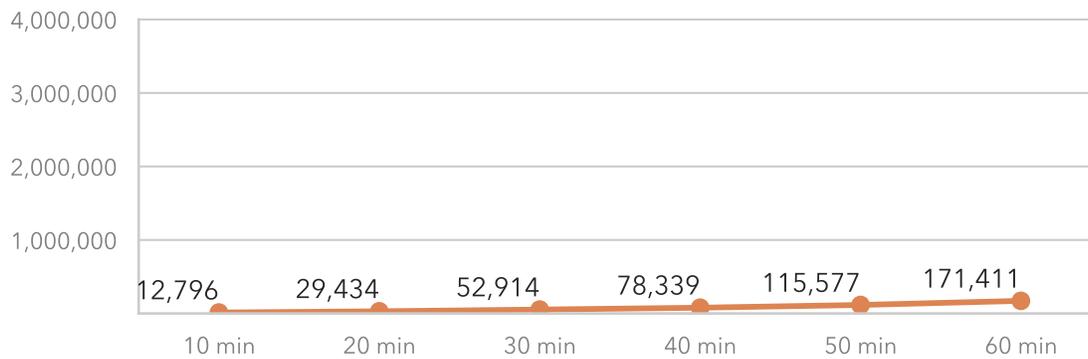
Okaloosa-Walton Transportation Planning Organization

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 101,209 |
| Average Job Density (per mi ²) | 179 |
| Total Workers | 89,867 |
| Average Worker Density (per mi ²) | 159 |

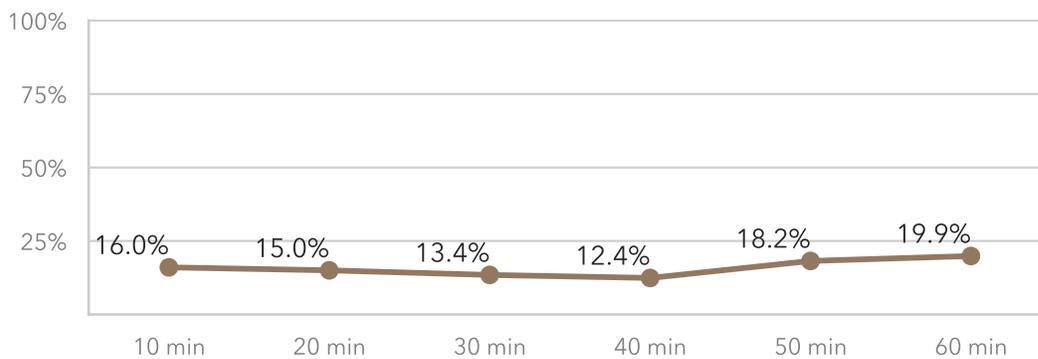
Job and worker totals are based on LEHD estimates and may not match other sources.

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



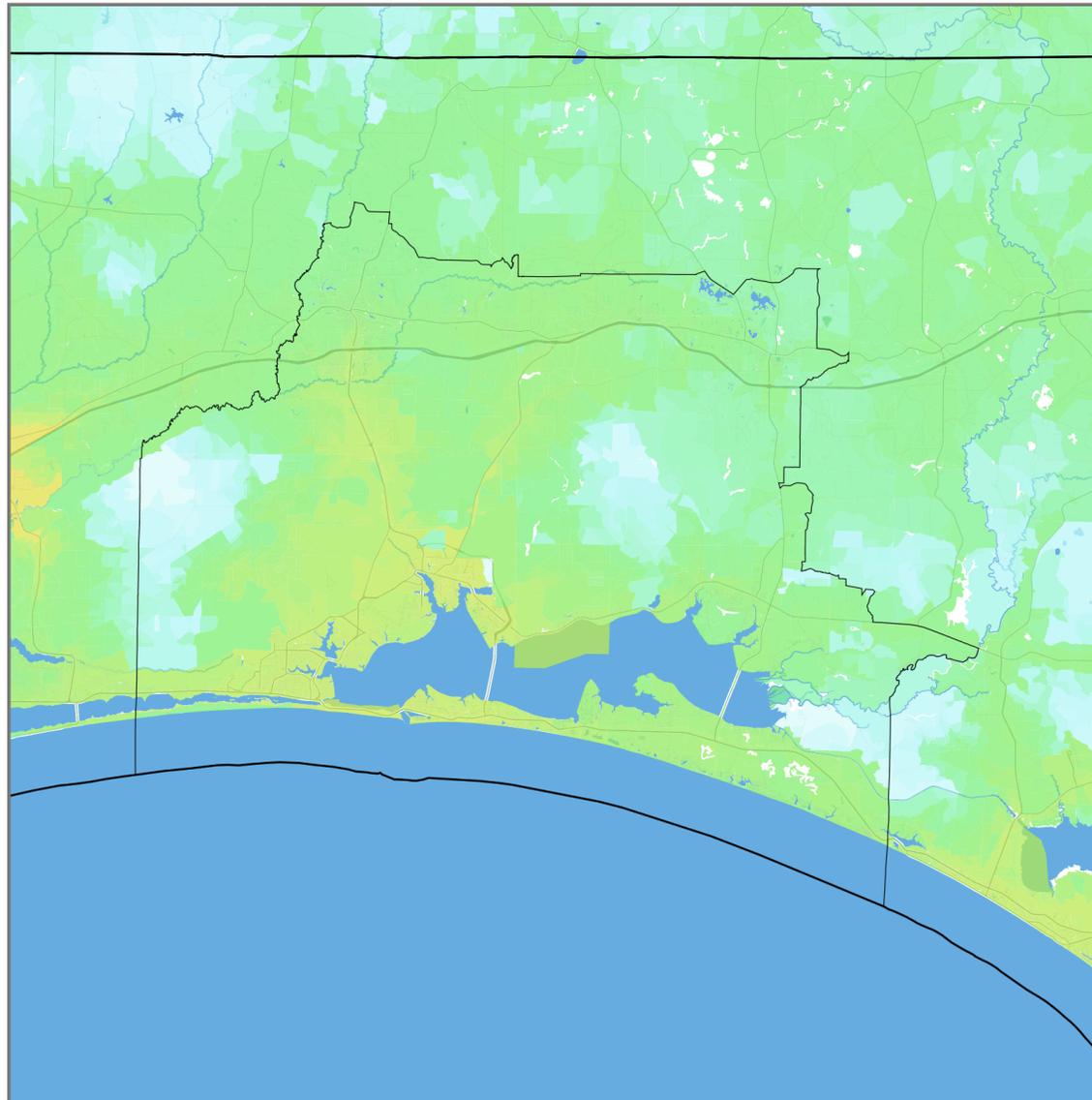
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Okaloosa-Walton Transportation Planning Organization

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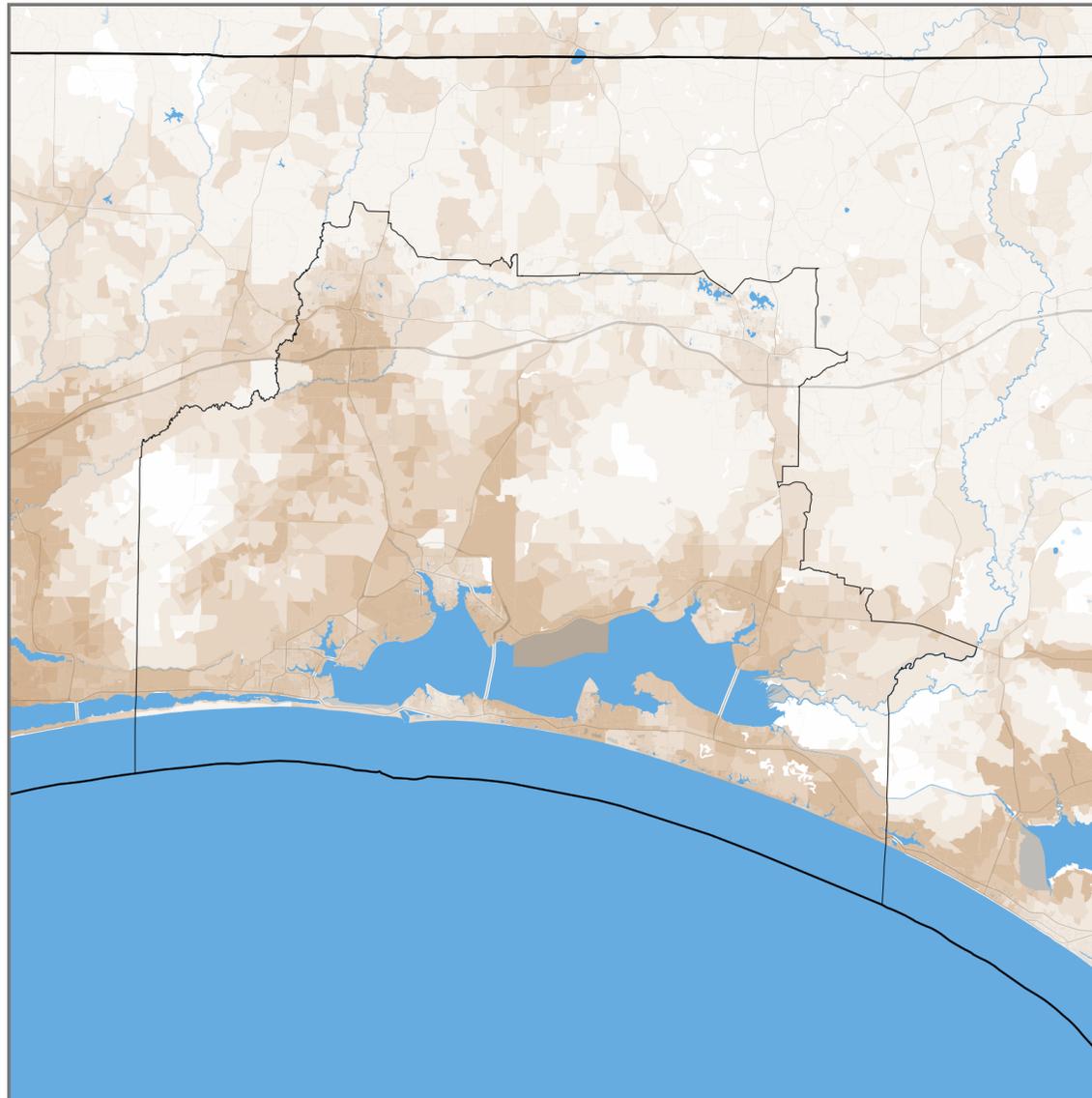


Jobs within 30 minutes
(Driving, AM peak)

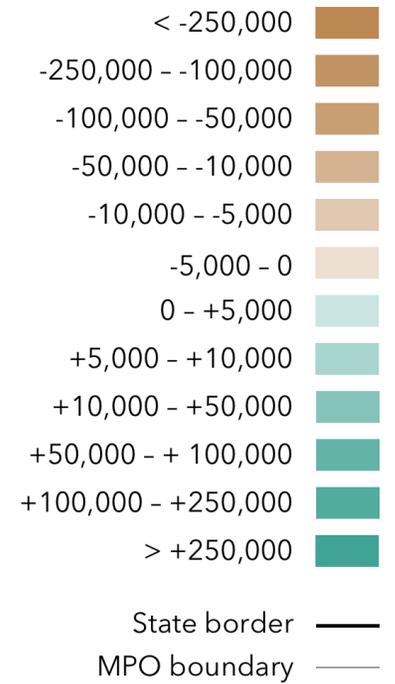


Okaloosa-Walton Transportation Planning Organization

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Change in jobs within
30 minutes
(Driving, congestion impact)



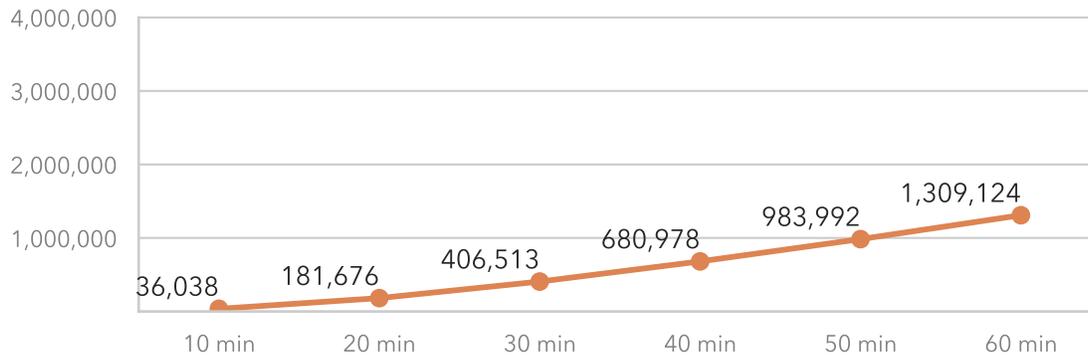
Palm Beach MPO

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 576,595 |
| Average Job Density (per mi ²) | 754 |
| Total Workers | 550,160 |
| Average Worker Density (per mi ²) | 719 |

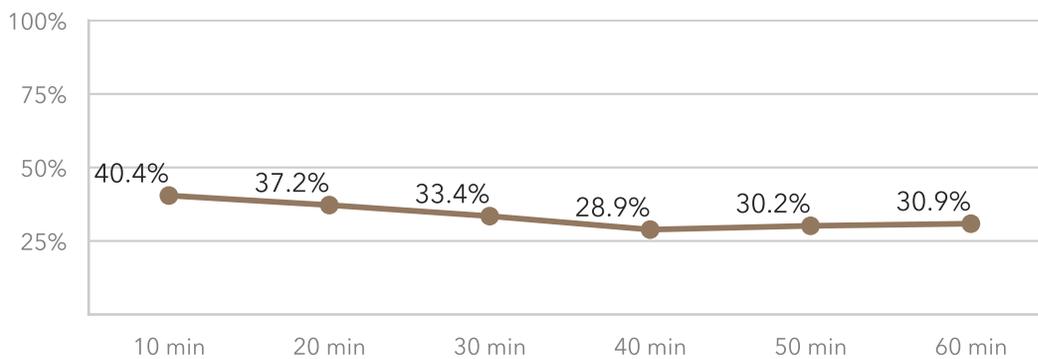
Job and worker totals are based on LEHD estimates and may not match other sources.

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



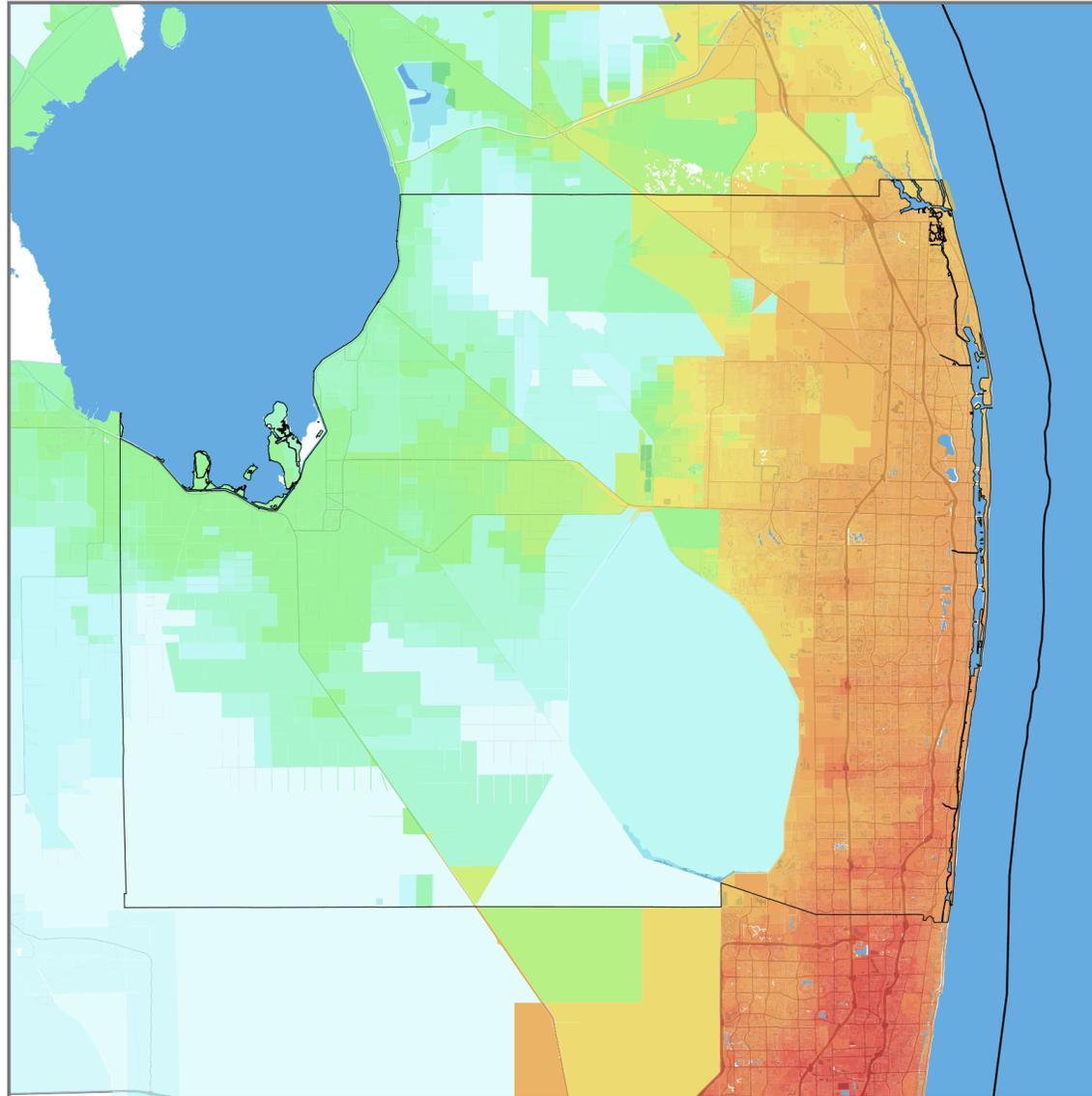
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

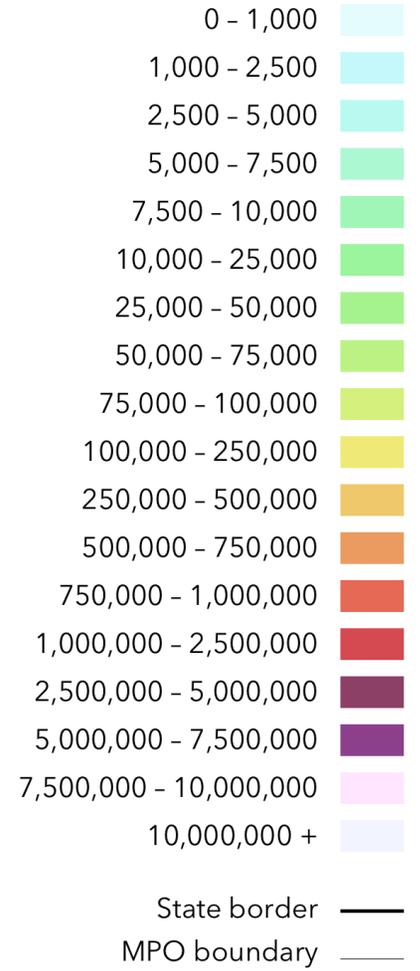


Palm Beach MPO

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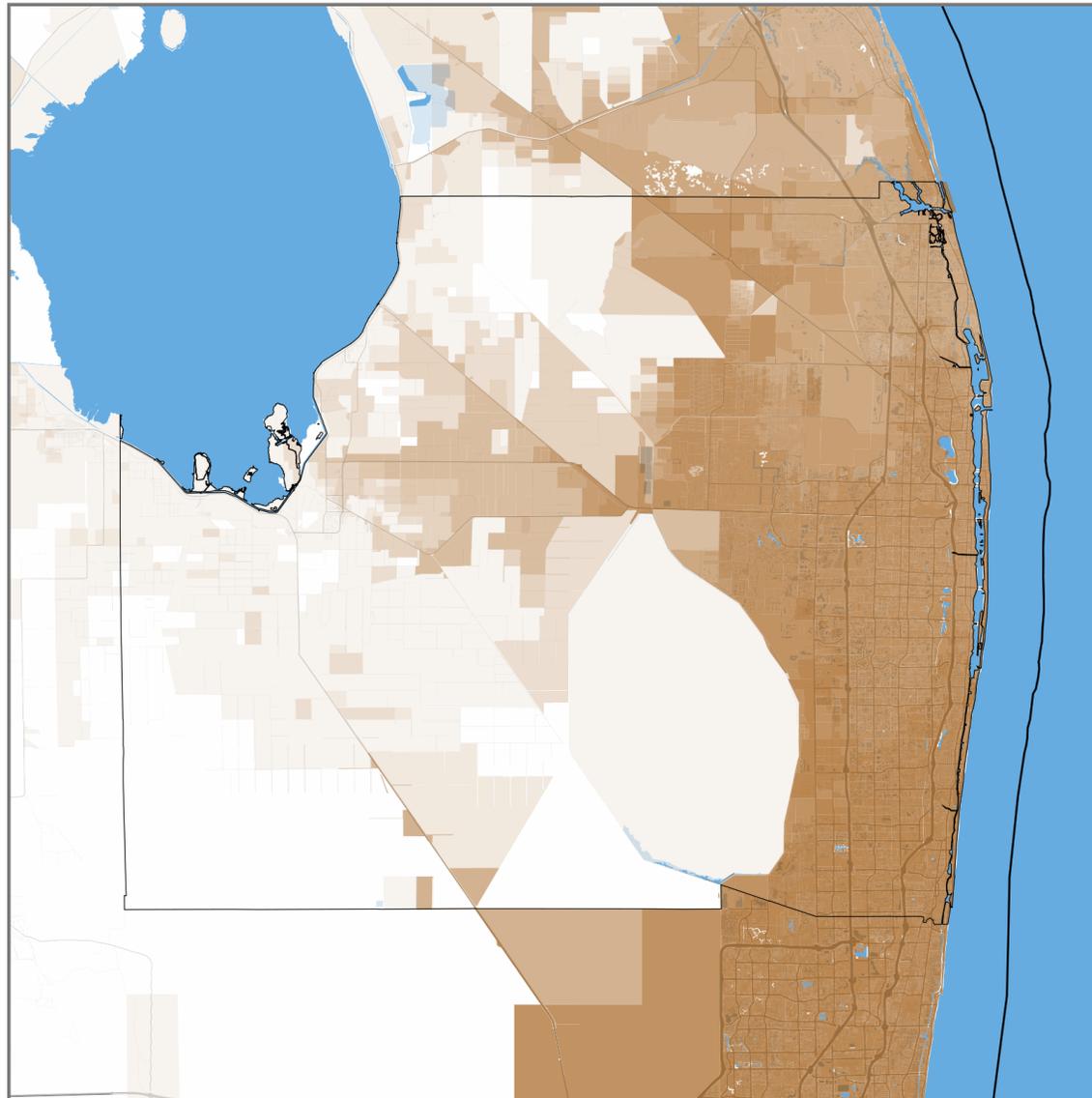


Jobs within 30 minutes
(Driving, AM peak)

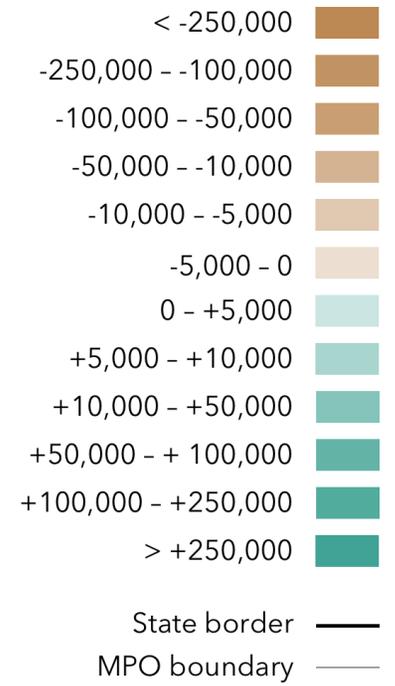


Palm Beach MPO

70



Change in jobs within
30 minutes
(Driving, congestion impact)



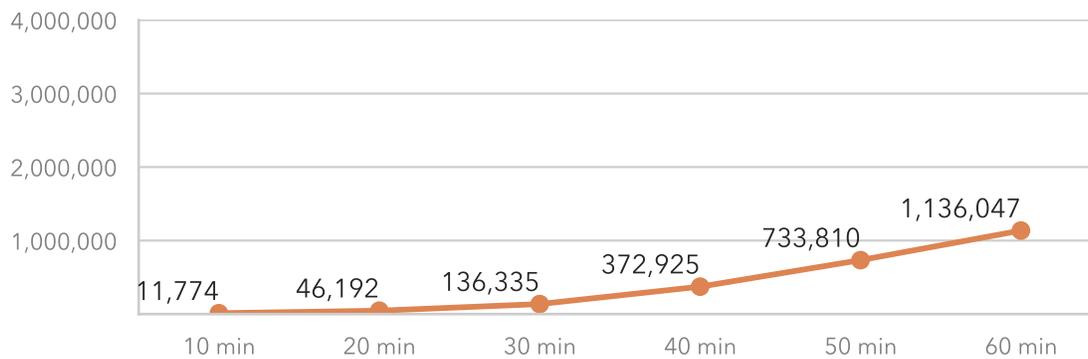
Pasco County MPO

Job Accessibility Results – Auto, 2017

| | |
|---|----------------|
| Total Jobs | 113,227 |
| Average Job Density (per mi ²) | 382 |
| Total Workers | 184,533 |
| Average Worker Density (per mi ²) | 623 |

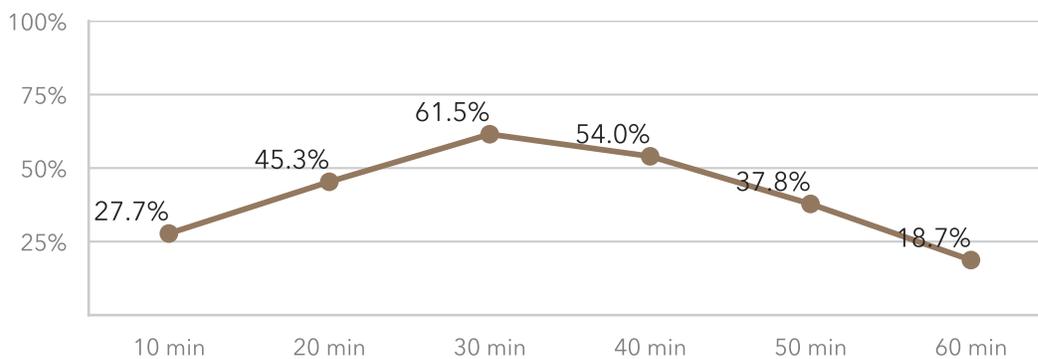
Job and worker totals are based on LEHD estimates and may not match other sources.

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

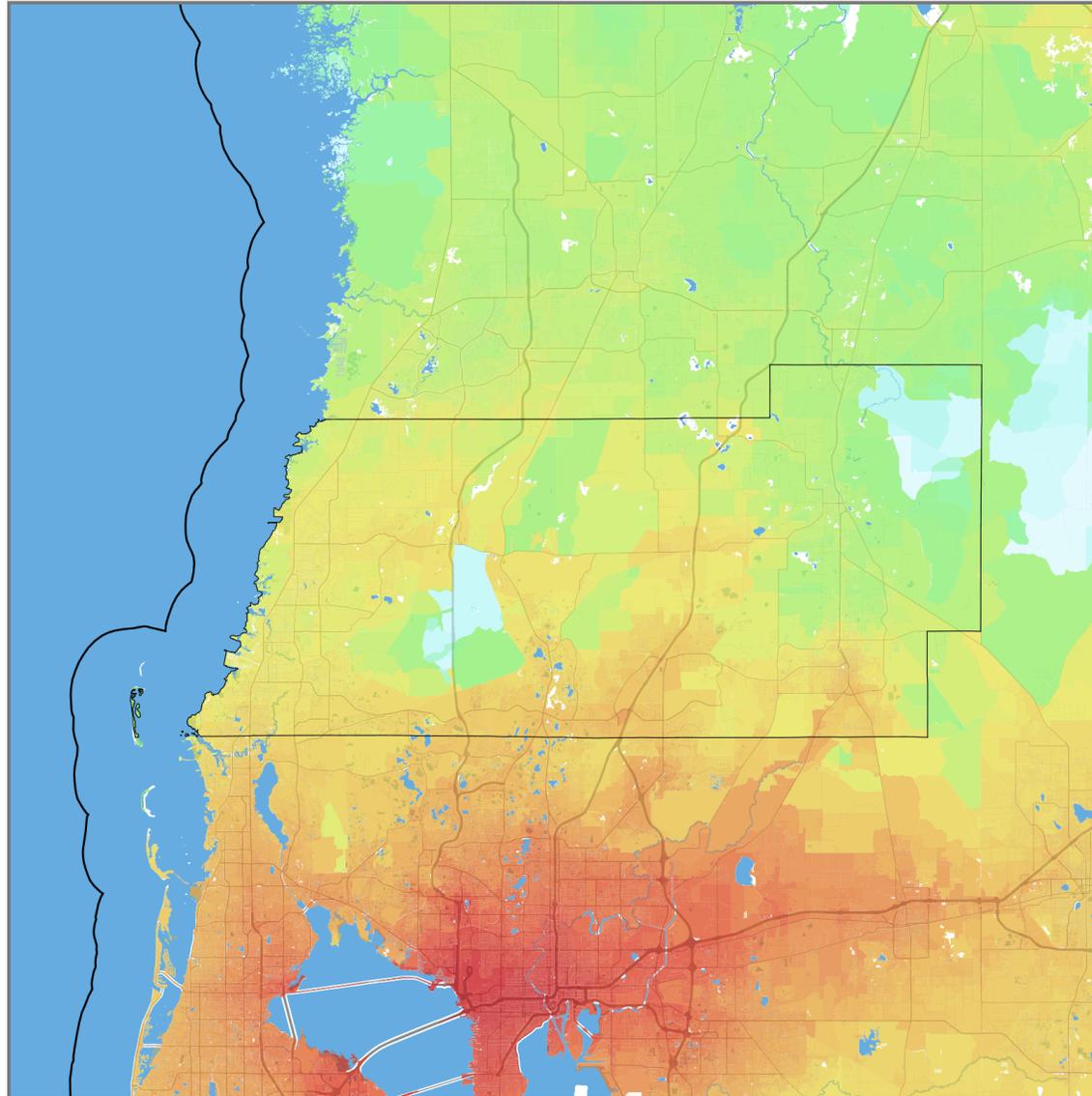


Average Congestion Impact by Travel Time Threshold (worker-weighted)

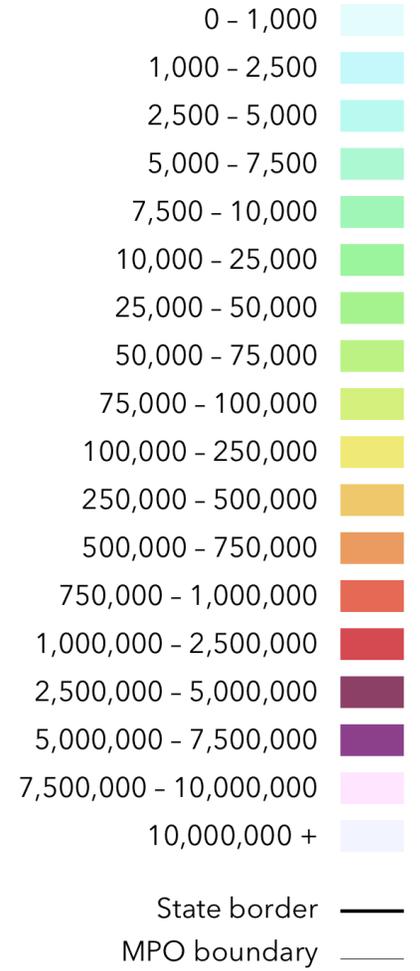
Higher numbers indicate greater job access loss due to congestion



Pasco County MPO

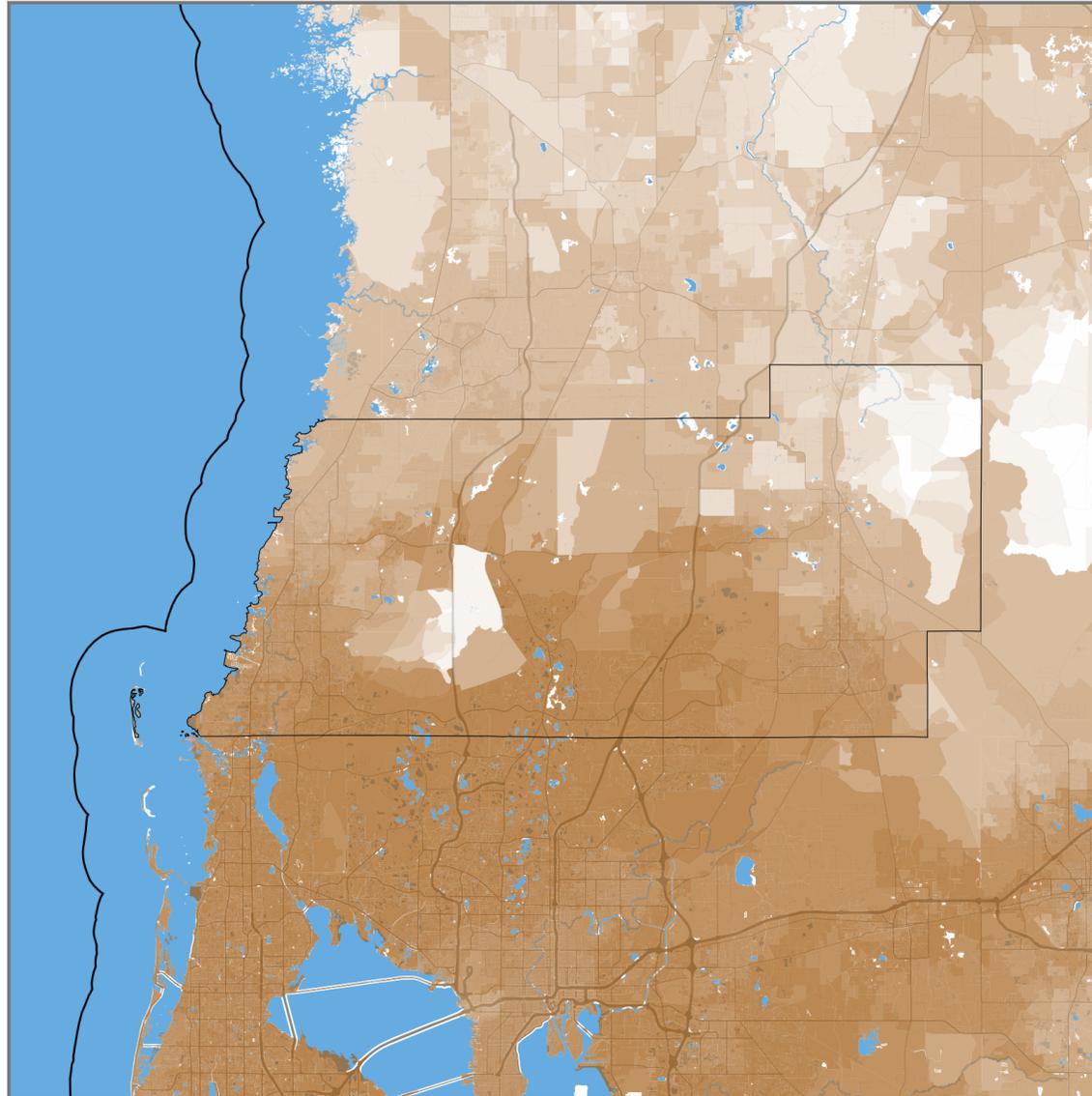


Jobs within 30 minutes
(Driving, AM peak)

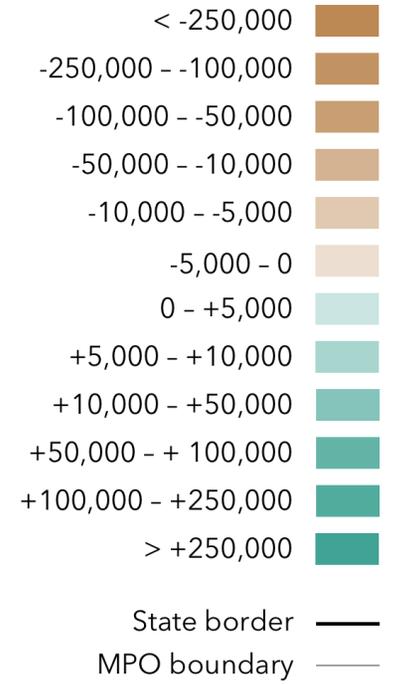


Pasco County MPO

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Change in jobs within
30 minutes
(Driving, congestion impact)



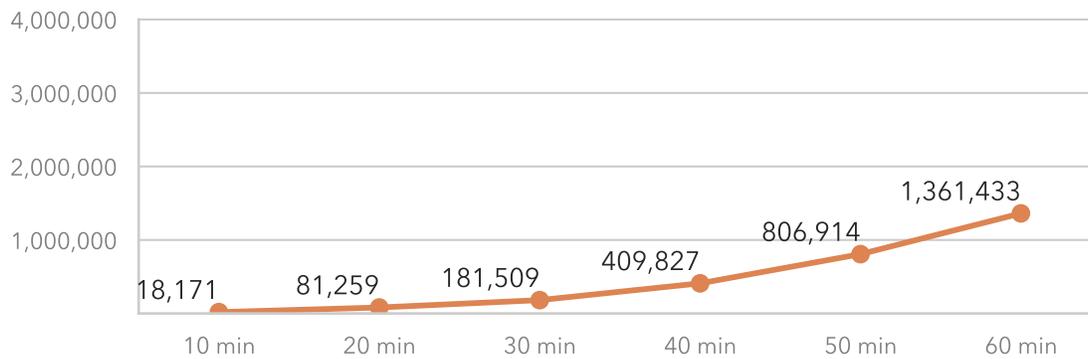
Polk County Transportation Planning Organization

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 225,615 |
| Average Job Density (per mi ²) | 290 |
| Total Workers | 251,431 |
| Average Worker Density (per mi ²) | 323 |

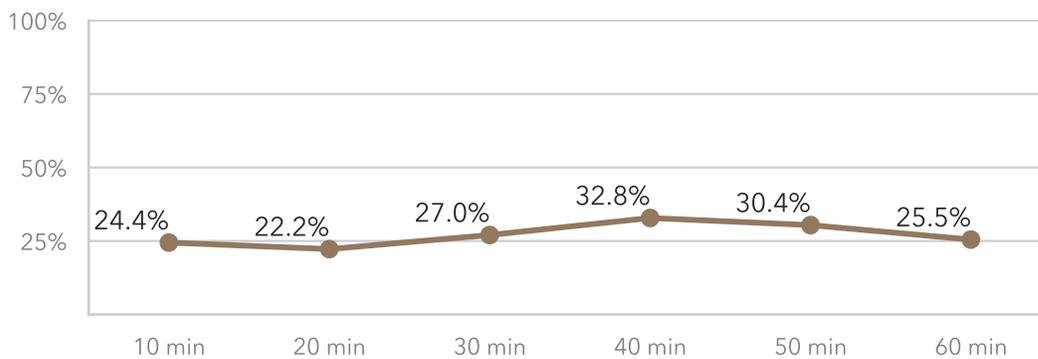
Job and worker totals are based on LEHD estimates and may not match other sources.

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



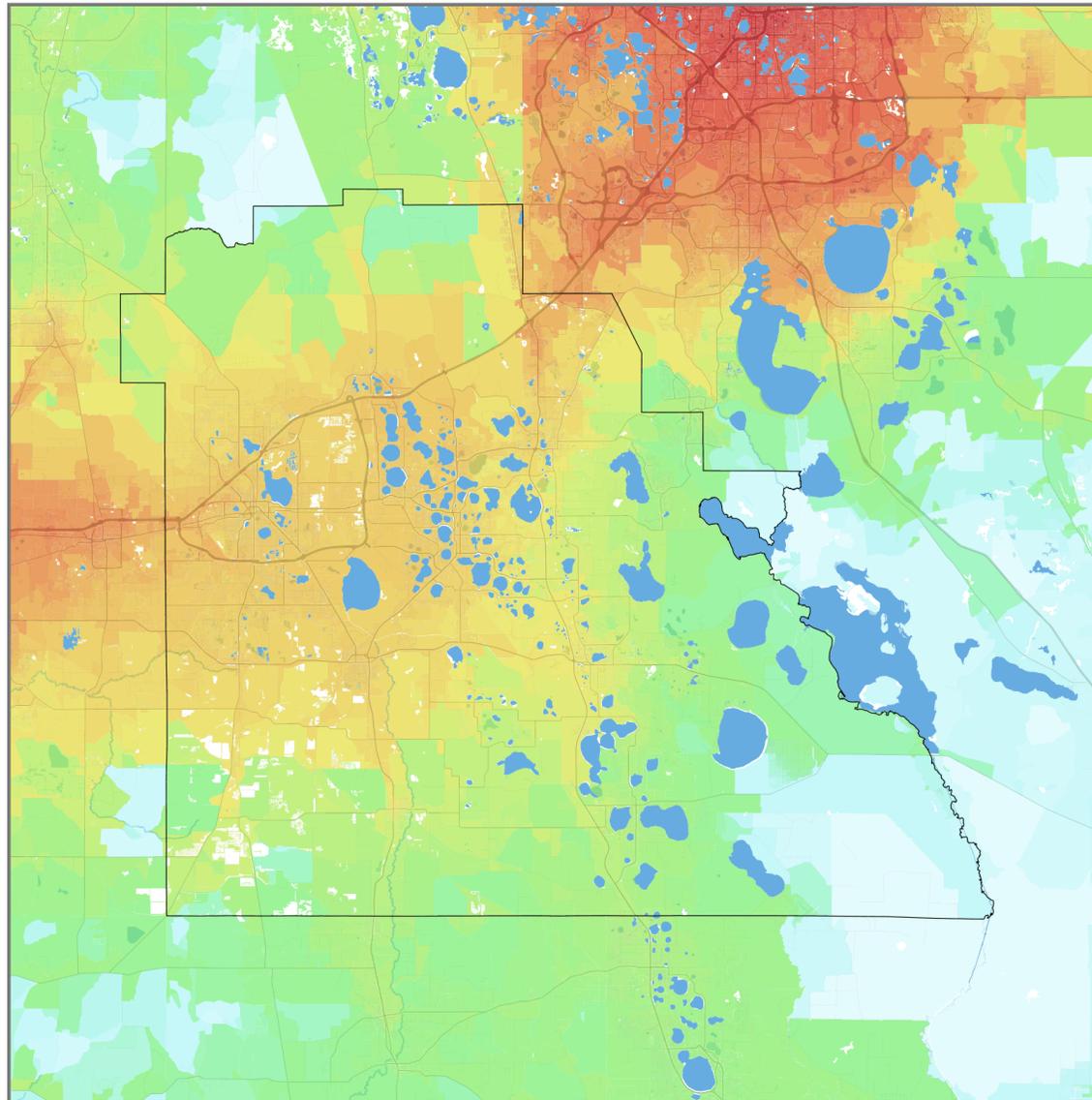
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Polk County Transportation Planning Organization

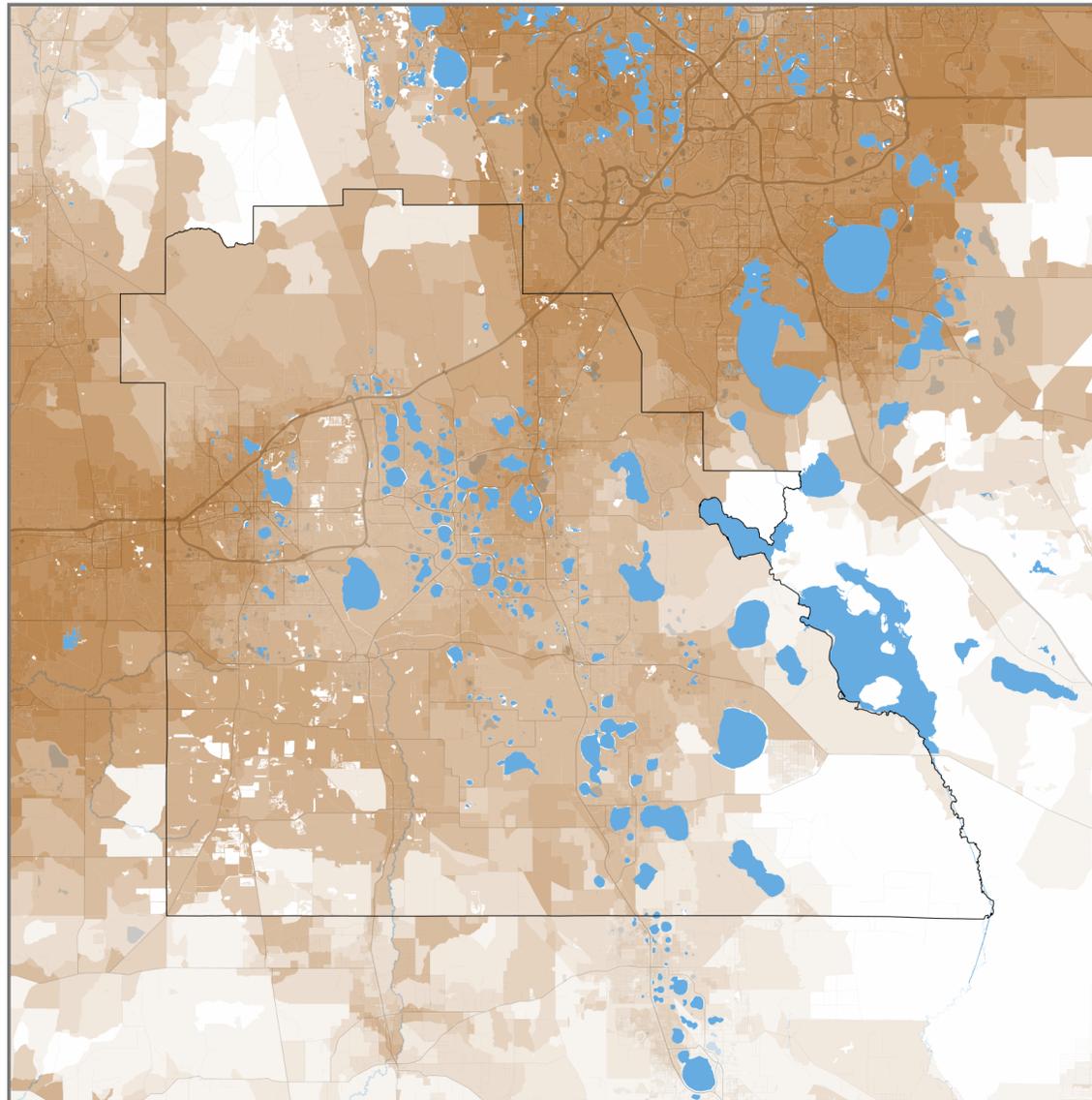
75



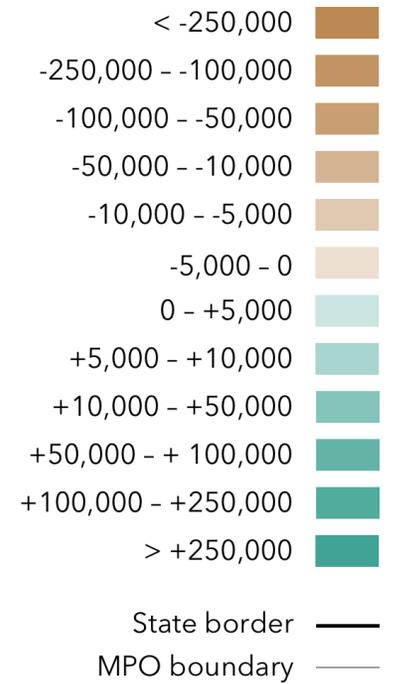
Jobs within 30 minutes
(Driving, AM peak)



Polk County Transportation Planning Organization



Change in jobs within
30 minutes
(Driving, congestion impact)



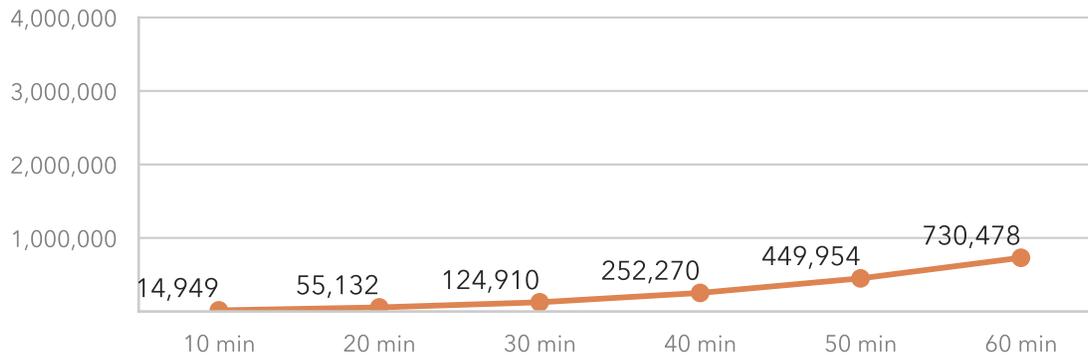
River to Sea Transportation Planning Organization

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 181,269 |
| Average Job Density (per mi ²) | 345 |
| Total Workers | 232,927 |
| Average Worker Density (per mi ²) | 444 |

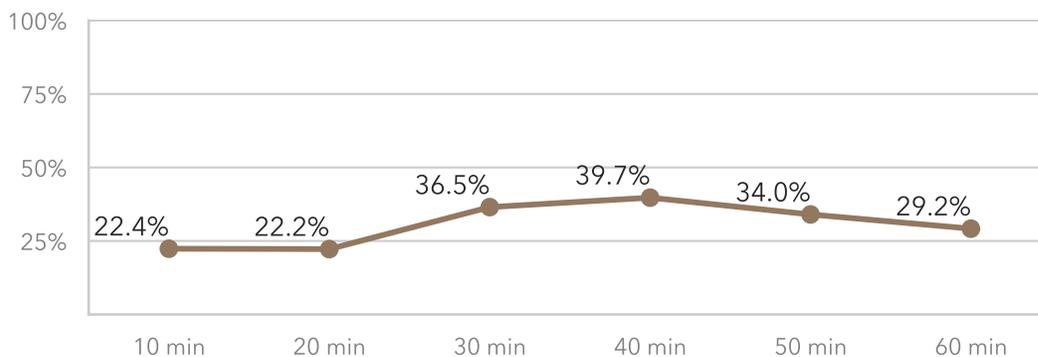
Job and worker totals are based on LEHD estimates and may not match other sources.

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



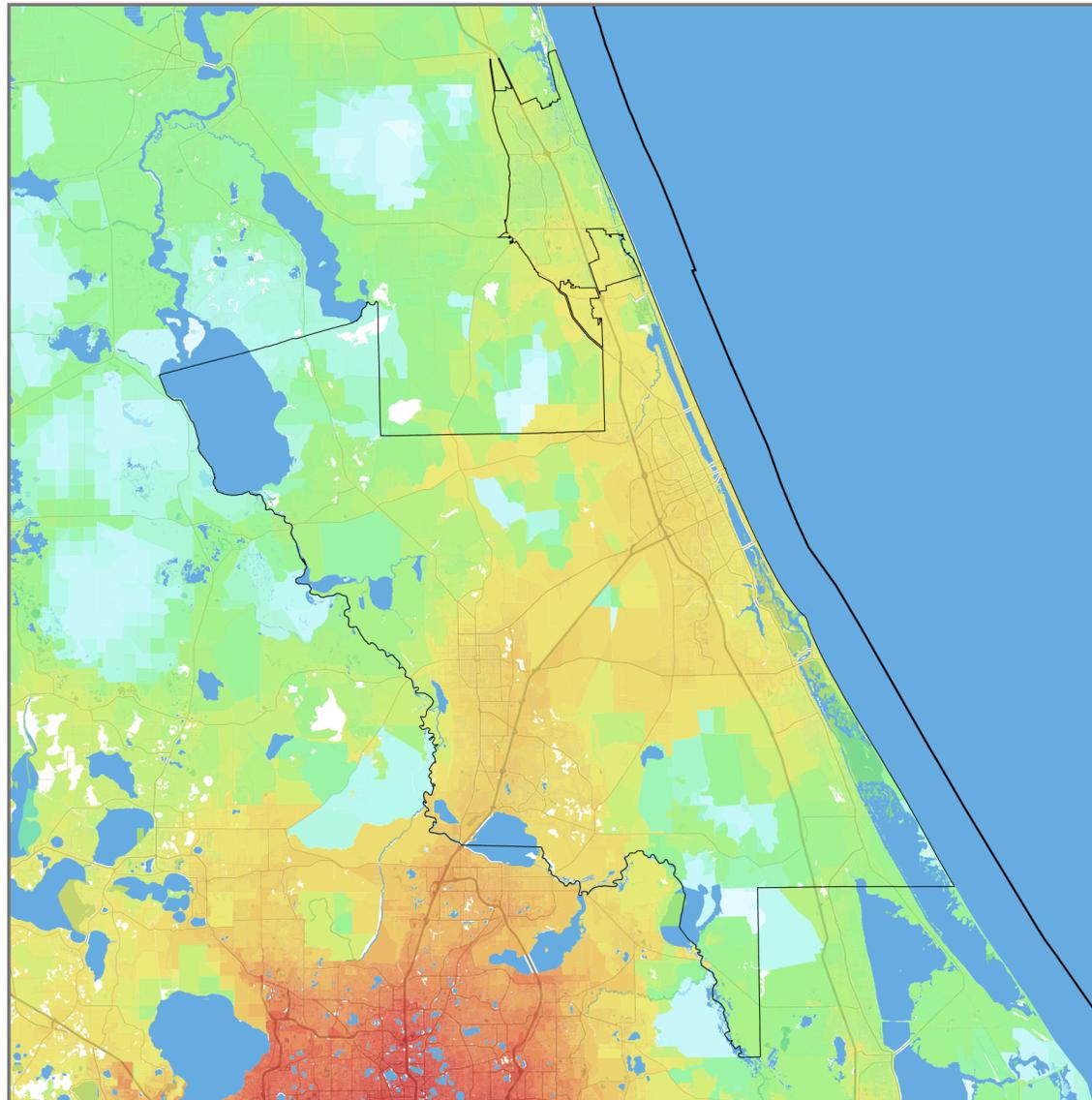
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



River to Sea Transportation Planning Organization

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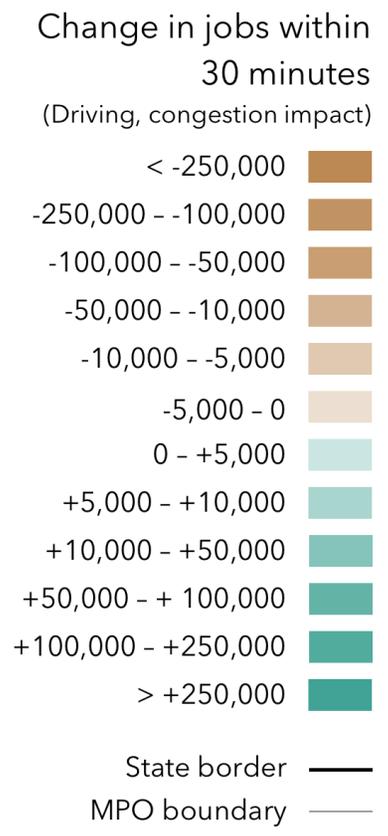
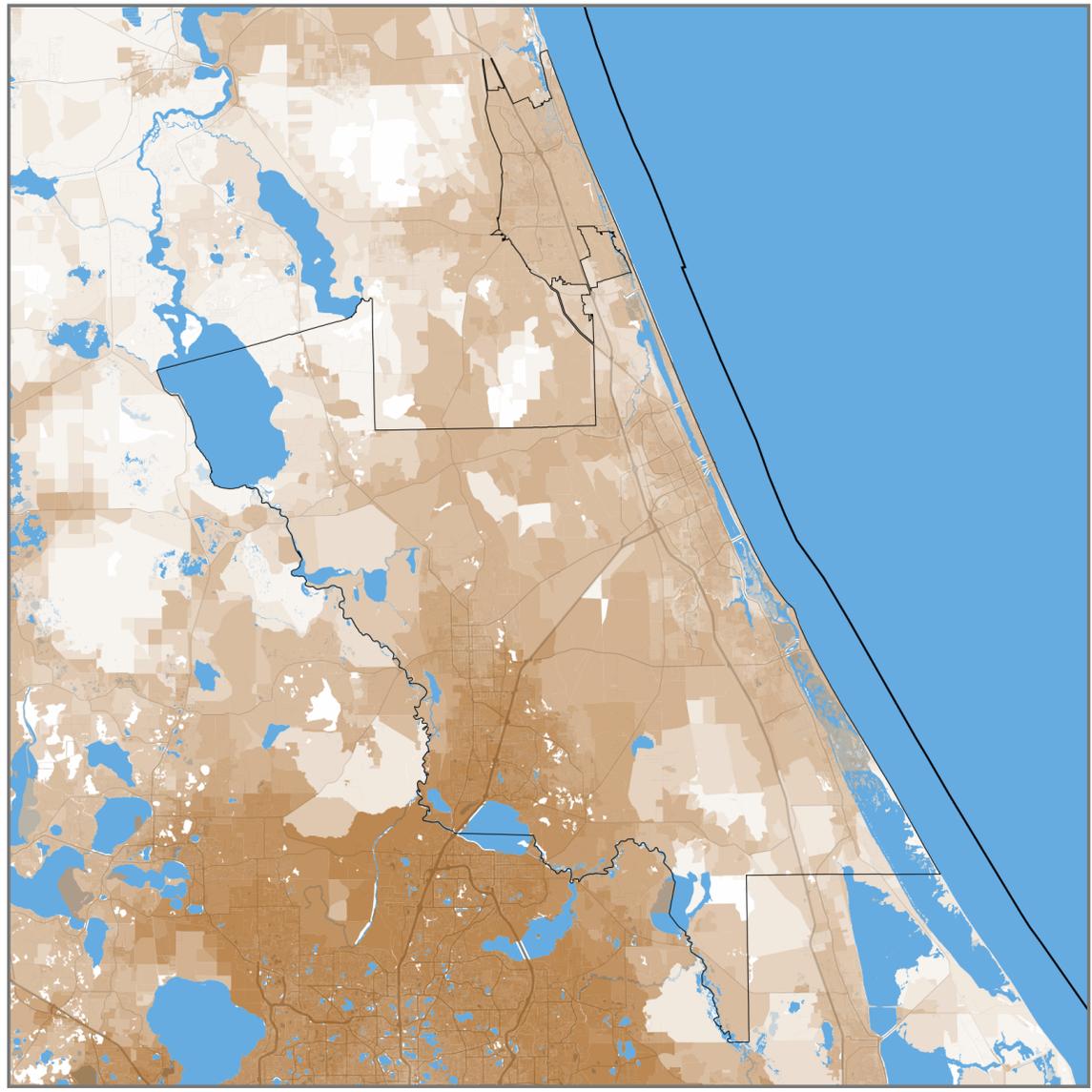


Jobs within 30 minutes
(Driving, AM peak)



River to Sea Transportation Planning Organization

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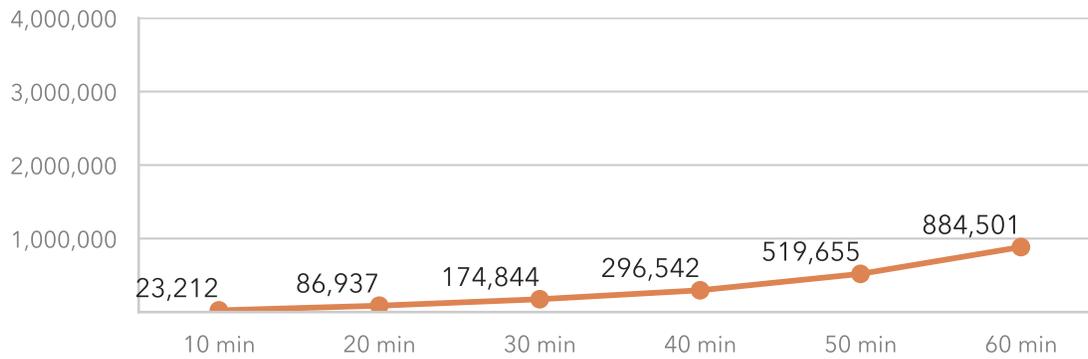
Sarasota-Manatee MPO

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 265,807 |
| Average Job Density (per mi ²) | 515 |
| Total Workers | 275,942 |
| Average Worker Density (per mi ²) | 535 |

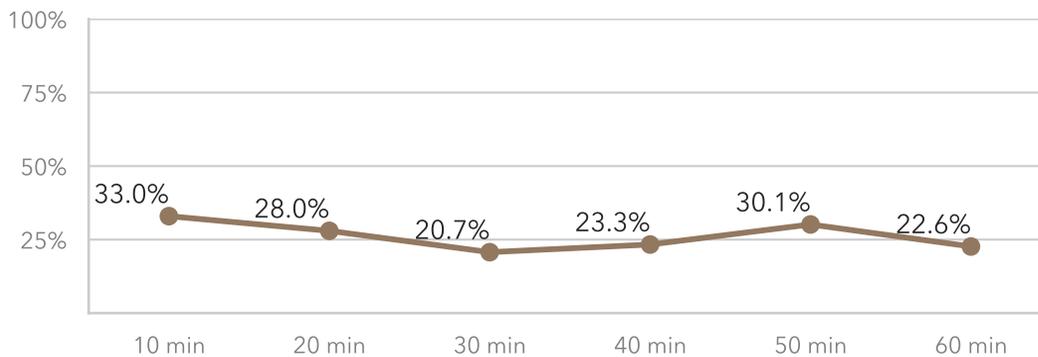
Job and worker totals are based on LEHD estimates and may not match other sources.

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

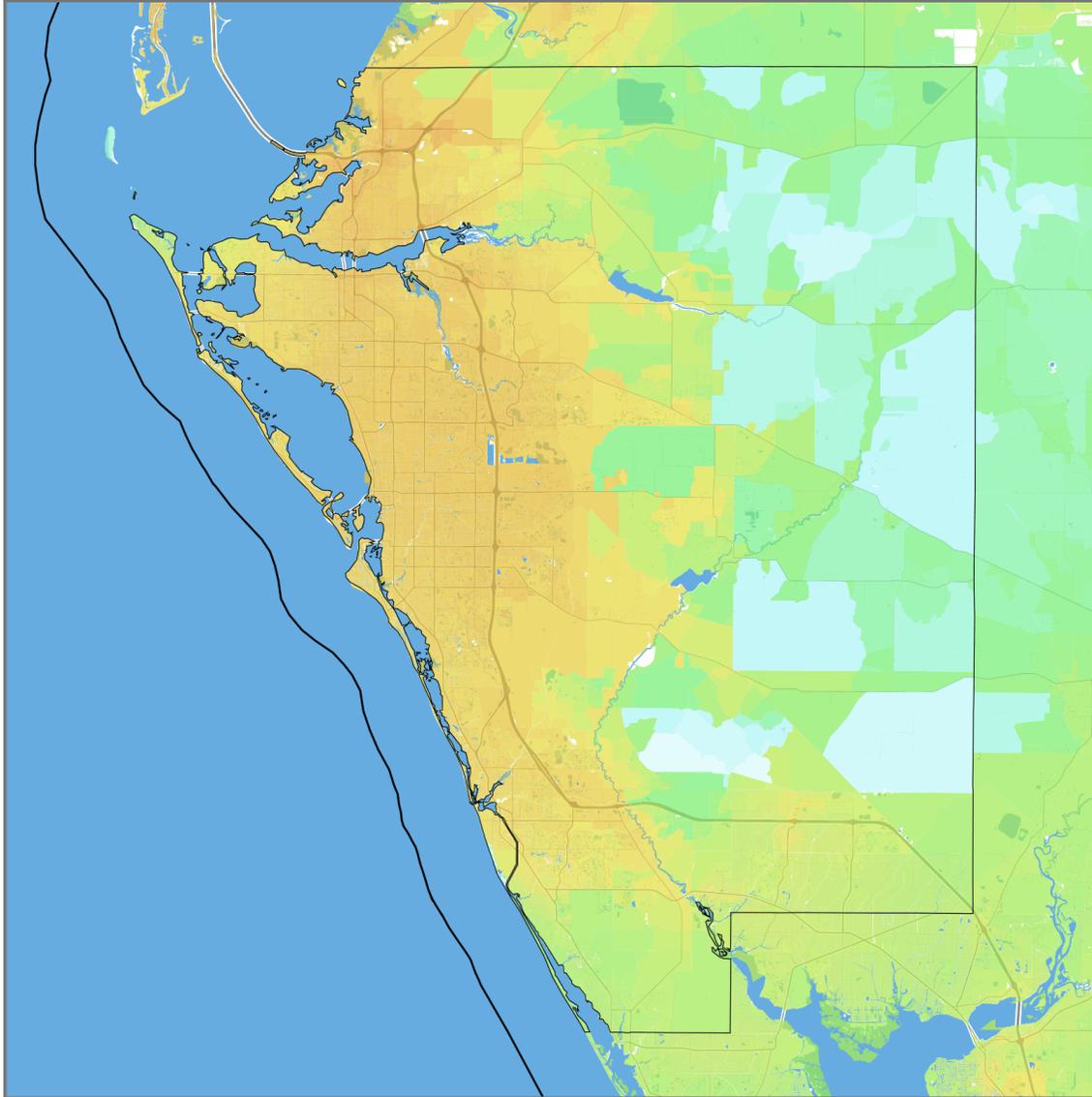


Average Congestion Impact by Travel Time Threshold (worker-weighted)

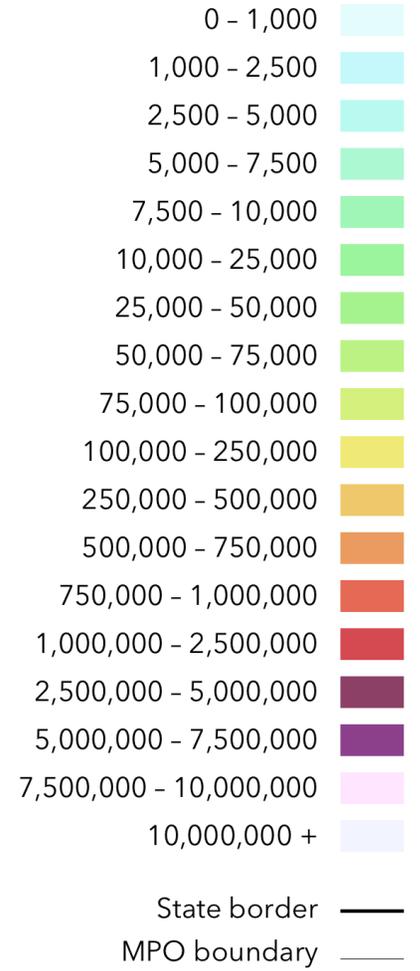
Higher numbers indicate greater job access loss due to congestion



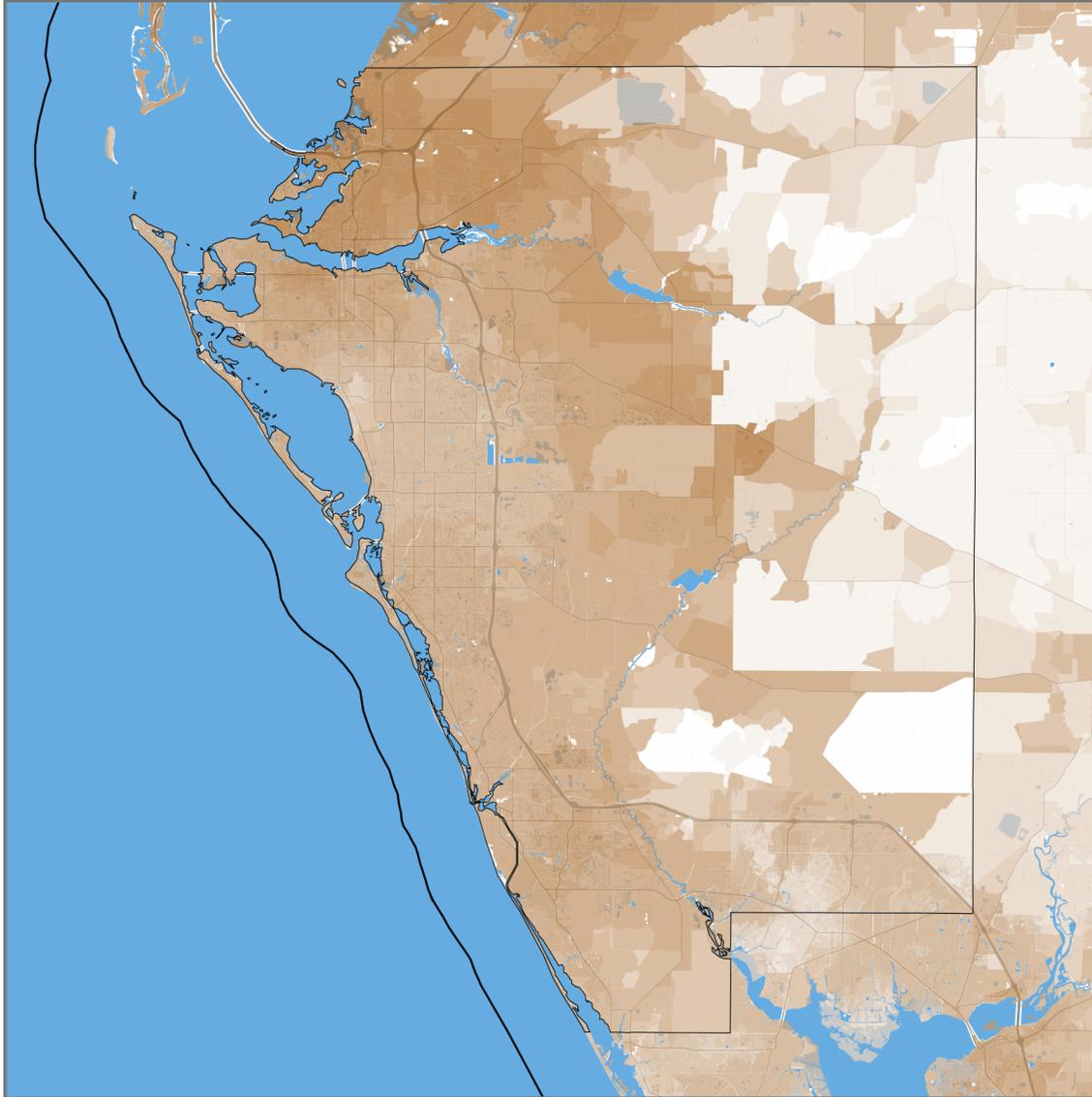
Sarasota-Manatee MPO



Jobs within 30 minutes
(Driving, AM peak)



Sarasota-Manatee MPO



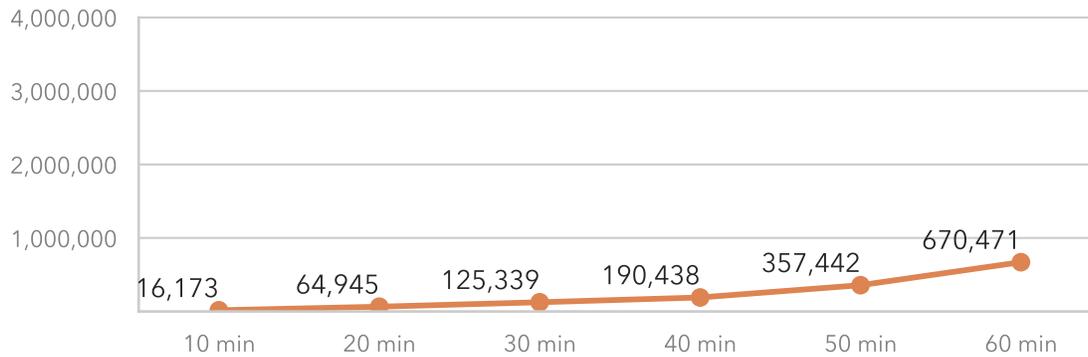
Space Coast Transportation Planning Organization

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 192,211 |
| Average Job Density (per mi ²) | 466 |
| Total Workers | 216,418 |
| Average Worker Density (per mi ²) | 525 |

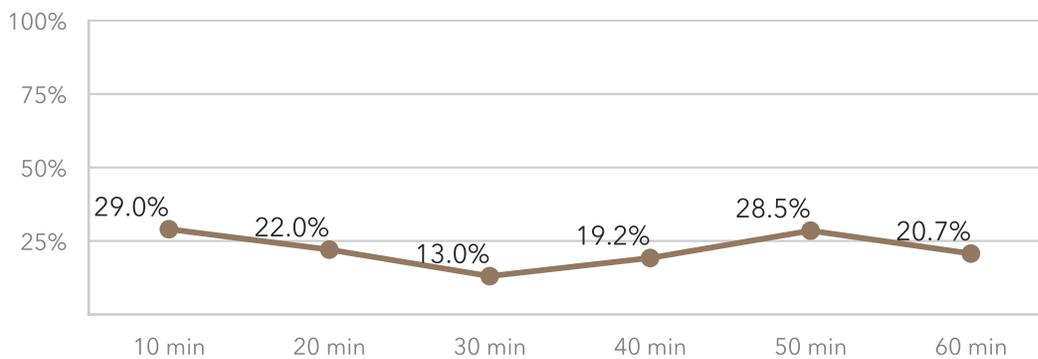
Job and worker totals are based on LEHD estimates and may not match other sources.

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

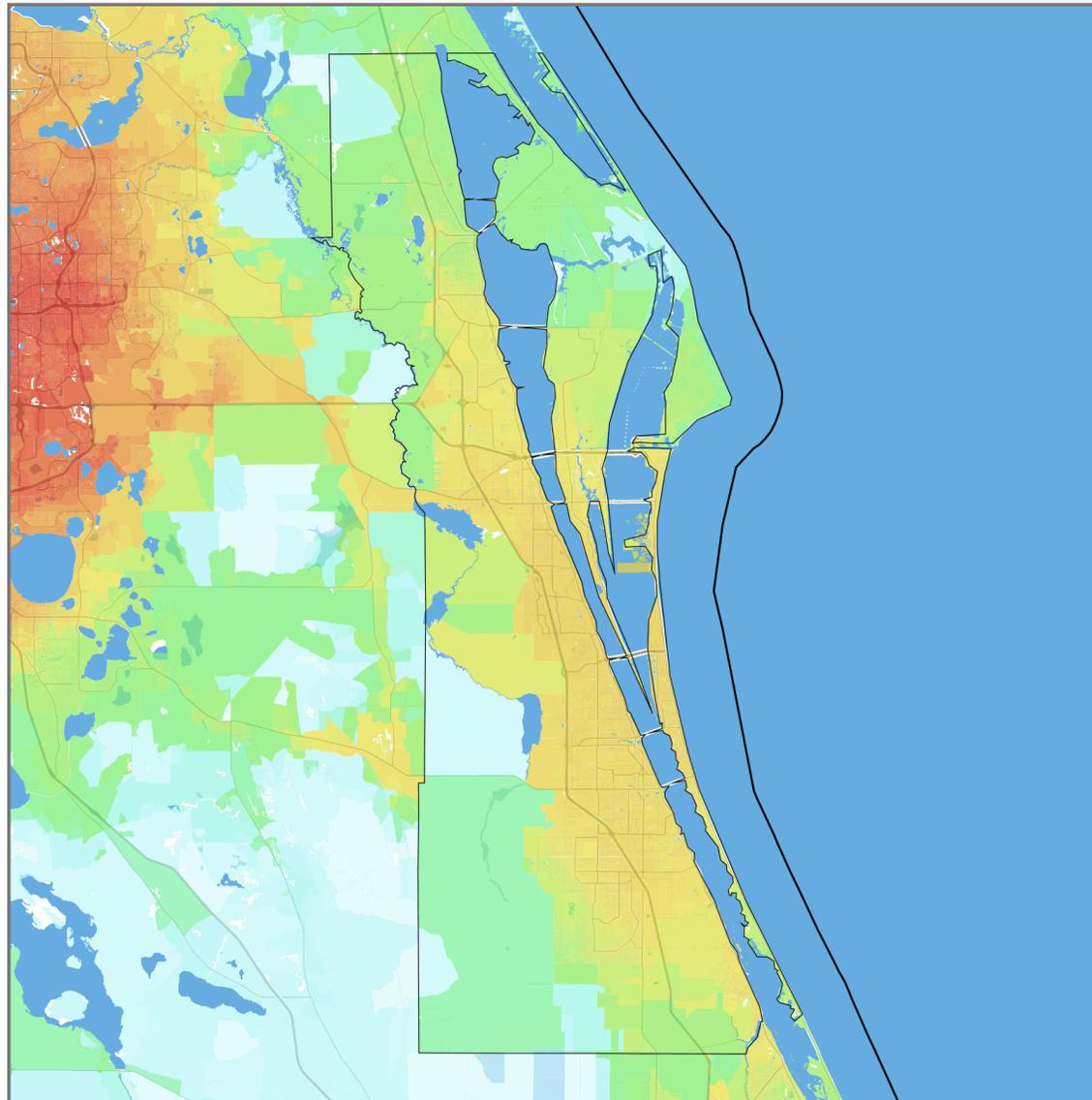


Average Congestion Impact by Travel Time Threshold (worker-weighted)

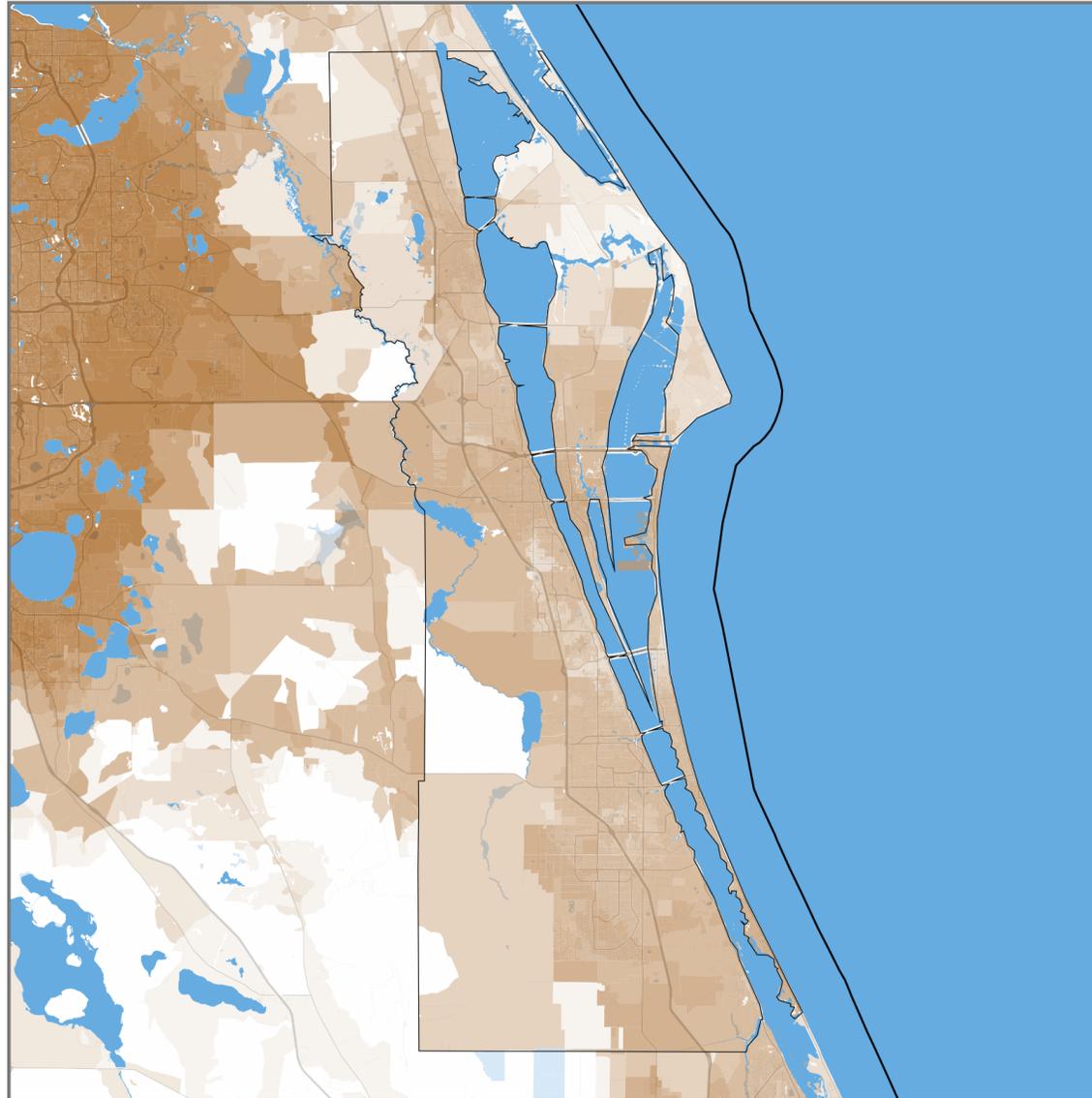
Higher numbers indicate greater job access loss due to congestion



Space Coast Transportation Planning Organization



Space Coast Transportation Planning Organization



Change in jobs within
30 minutes
(Driving, congestion impact)

- < -250,000
- 250,000 - -100,000
- 100,000 - -50,000
- 50,000 - -10,000
- 10,000 - -5,000
- 5,000 - 0
- 0 - +5,000
- +5,000 - +10,000
- +10,000 - +50,000
- +50,000 - + 100,000
- +100,000 - +250,000
- > +250,000
- State border
- MPO boundary

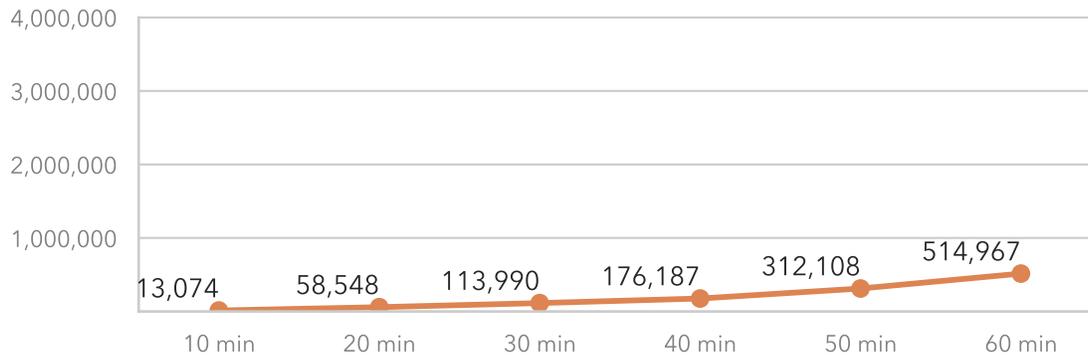
St. Lucie Transportation Planning Organization

Job Accessibility Results – Auto, 2017

| | |
|---|---------|
| Total Jobs | 71,715 |
| Average Job Density (per mi ²) | 320 |
| Total Workers | 107,190 |
| Average Worker Density (per mi ²) | 478 |

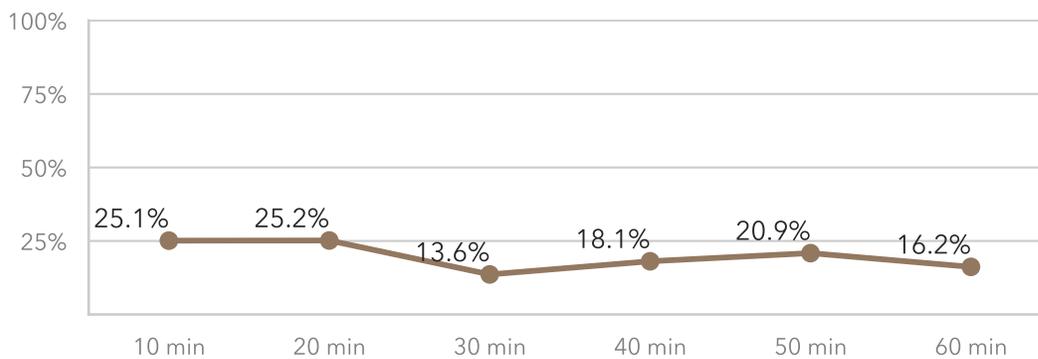
Job and worker totals are based on LEHD estimates and may not match other sources.

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

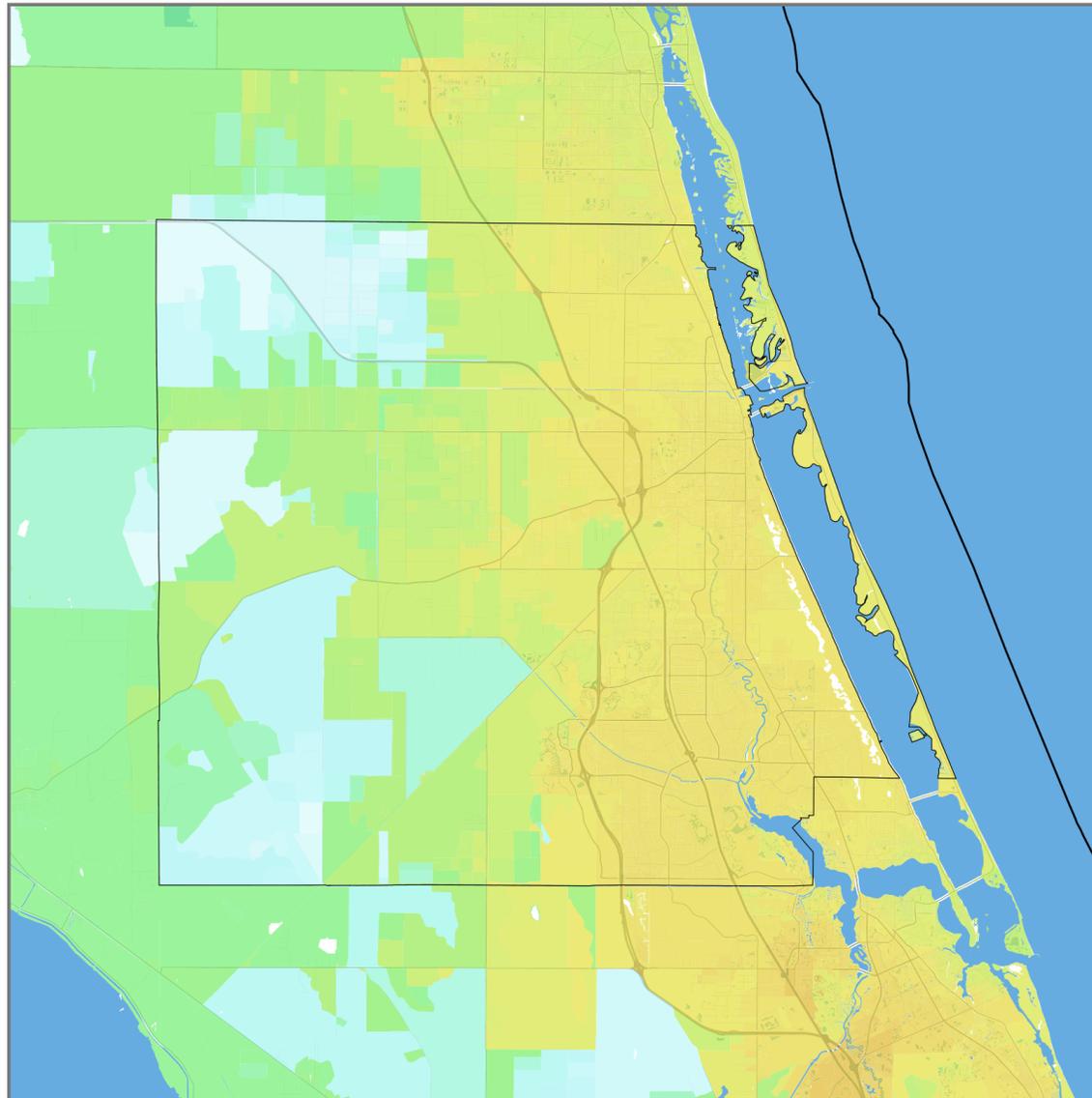


Average Congestion Impact by Travel Time Threshold (worker-weighted)

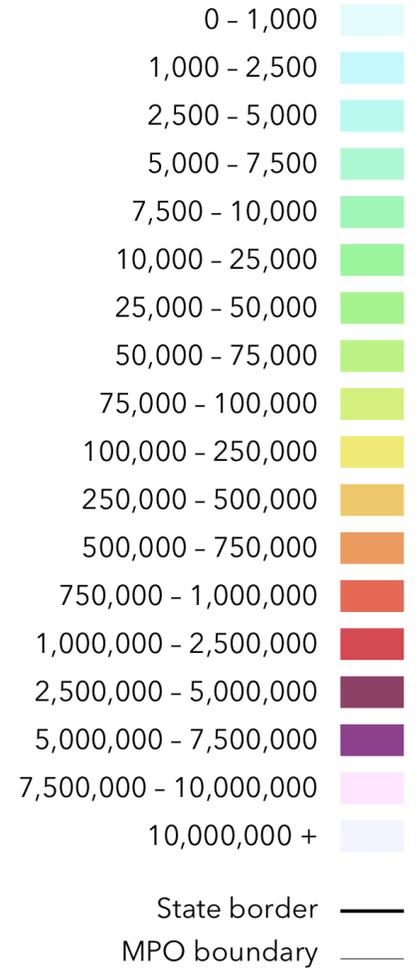
Higher numbers indicate greater job access loss due to congestion



St. Lucie Transportation Planning Organization

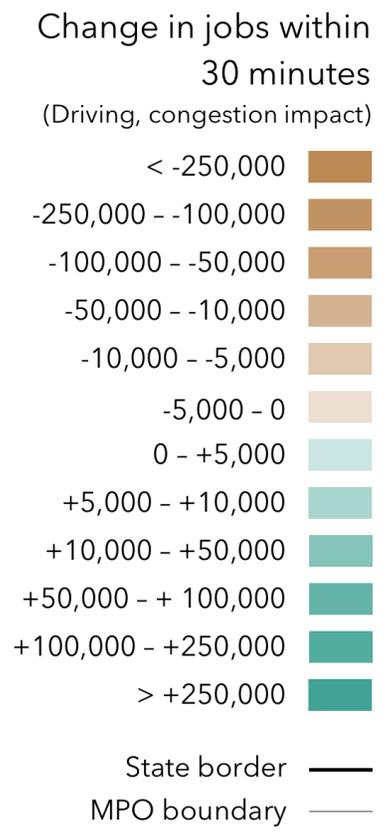
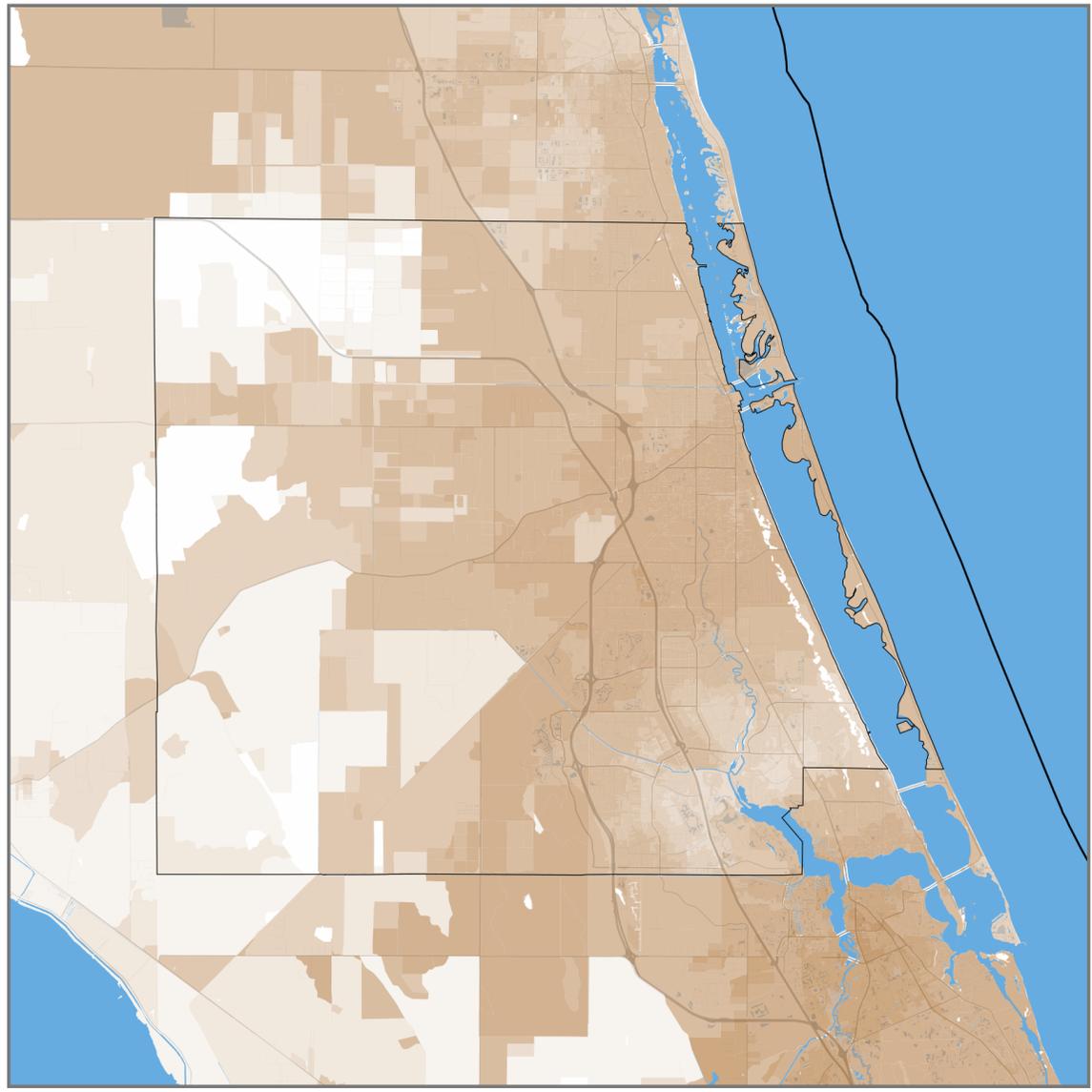


Jobs within 30 minutes
(Driving, AM peak)



St. Lucie Transportation Planning Organization

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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 | 23,159 | 76,605 | 111,713 | 148,313 | 216,345 | 265,782 |
| Baker | 2,855 | 7,539 | 36,243 | 189,340 | 402,246 | 571,962 |
| Bay | 16,474 | 44,862 | 63,760 | 75,117 | 84,854 | 104,656 |
| Bradford | 2,565 | 7,552 | 30,056 | 117,925 | 290,944 | 517,216 |
| Brevard | 16,138 | 64,859 | 125,378 | 190,370 | 356,892 | 669,797 |
| Broward | 47,445 | 261,024 | 660,265 | 1,041,570 | 1,489,612 | 2,025,115 |
| Calhoun | 1,373 | 3,209 | 8,874 | 22,740 | 52,053 | 153,044 |
| Charlotte | 12,183 | 34,639 | 63,478 | 141,534 | 274,069 | 439,172 |
| Citrus | 4,436 | 17,046 | 39,508 | 83,986 | 162,446 | 269,111 |
| Clay | 8,480 | 38,268 | 115,731 | 294,156 | 470,896 | 602,949 |
| Collier | 17,263 | 72,049 | 123,643 | 200,101 | 289,244 | 346,145 |
| Columbia | 7,387 | 18,155 | 31,011 | 61,124 | 132,077 | 239,911 |
| DeSoto | 3,501 | 9,675 | 23,974 | 61,271 | 152,056 | 398,534 |
| Dixie | 623 | 3,011 | 6,911 | 12,282 | 28,161 | 80,219 |
| Duval | 37,253 | 209,928 | 422,286 | 533,922 | 594,918 | 644,805 |
| Escambia | 27,321 | 96,495 | 136,392 | 163,292 | 206,567 | 301,646 |
| Flagler | 5,620 | 19,889 | 56,627 | 144,453 | 240,864 | 485,899 |
| Franklin | 995 | 1,832 | 3,467 | 5,138 | 6,473 | 11,574 |
| Gadsden | 2,606 | 15,473 | 70,269 | 144,246 | 188,394 | 213,025 |
| Gilchrist | 735 | 4,705 | 15,782 | 53,352 | 115,738 | 173,415 |
| Glades | 848 | 4,394 | 8,613 | 20,007 | 54,776 | 120,636 |
| Gulf | 1,069 | 1,822 | 4,661 | 18,214 | 43,328 | 68,096 |
| Hamilton | 727 | 4,378 | 20,448 | 57,090 | 84,662 | 110,219 |
| Hardee | 3,372 | 7,084 | 28,222 | 73,625 | 175,538 | 347,230 |
| Hendry | 3,609 | 5,781 | 13,676 | 42,995 | 97,140 | 170,044 |
| Hernando | 8,582 | 31,647 | 66,139 | 140,793 | 319,652 | 707,171 |
| Highlands | 6,523 | 17,023 | 27,306 | 44,340 | 78,151 | 135,081 |
| Hillsborough | 43,763 | 229,774 | 541,147 | 898,866 | 1,209,301 | 1,479,603 |
| Holmes | 905 | 4,602 | 12,953 | 31,640 | 66,822 | 125,892 |
| Indian River | 14,569 | 41,518 | 80,163 | 140,083 | 227,815 | 318,104 |
| Jackson | 2,654 | 8,178 | 20,135 | 41,072 | 82,517 | 149,366 |
| Jefferson | 843 | 4,483 | 48,535 | 133,651 | 189,841 | 237,584 |
| Lafayette | 617 | 1,833 | 6,776 | 20,869 | 39,983 | 73,334 |
| Lake | 10,752 | 38,054 | 117,135 | 395,147 | 804,131 | 1,203,310 |
| Lee | 19,162 | 84,044 | 174,032 | 254,504 | 329,875 | 389,777 |

Table 3: (continued)

| | | | | | | |
|------------|--------|---------|---------|-----------|-----------|-----------|
| Leon | 33,935 | 108,330 | 150,499 | 169,845 | 191,132 | 211,290 |
| Levy | 1,491 | 5,439 | 26,740 | 89,137 | 152,003 | 221,449 |
| Liberty | 845 | 3,070 | 7,335 | 23,560 | 87,987 | 172,624 |
| Madison | 1,482 | 3,815 | 12,540 | 42,375 | 92,479 | 185,442 |
| Manatee | 20,691 | 85,031 | 188,170 | 366,665 | 695,065 | 1,159,158 |
| Marion | 12,481 | 47,325 | 89,550 | 141,519 | 222,691 | 336,717 |
| Martin | 15,580 | 53,561 | 122,274 | 272,391 | 459,809 | 617,640 |
| Miami-Dade | 51,243 | 272,501 | 651,851 | 1,099,427 | 1,474,917 | 1,738,925 |
| Monroe | 5,972 | 10,224 | 12,882 | 18,331 | 25,884 | 41,019 |
| Nassau | 3,951 | 18,704 | 89,550 | 248,869 | 447,271 | 571,552 |
| Okaloosa | 14,326 | 32,429 | 57,144 | 82,157 | 121,458 | 177,380 |
| Okeechobee | 4,299 | 7,594 | 9,842 | 26,104 | 86,946 | 187,501 |
| Orange | 44,294 | 286,021 | 692,818 | 996,040 | 1,171,943 | 1,375,801 |
| Osceola | 13,218 | 77,314 | 299,240 | 611,604 | 949,698 | 1,270,499 |
| Palm Beach | 36,038 | 181,676 | 406,513 | 680,978 | 983,992 | 1,309,124 |
| Pasco | 11,774 | 46,192 | 136,334 | 372,926 | 733,811 | 1,136,049 |
| Pinellas | 50,711 | 208,350 | 430,496 | 754,144 | 1,064,679 | 1,290,572 |
| Polk | 18,169 | 81,250 | 181,490 | 409,787 | 806,837 | 1,361,322 |
| Putnam | 4,107 | 9,008 | 20,325 | 57,294 | 136,672 | 315,427 |
| Santa Rosa | 5,459 | 25,900 | 91,295 | 148,068 | 190,992 | 236,189 |
| Sarasota | 25,531 | 88,668 | 162,657 | 232,228 | 358,550 | 631,761 |
| Seminole | 31,726 | 175,507 | 464,805 | 832,812 | 1,119,350 | 1,287,409 |
| St. Johns | 8,943 | 35,611 | 126,262 | 324,102 | 516,293 | 642,512 |
| St. Lucie | 13,077 | 58,552 | 113,970 | 176,161 | 312,133 | 515,012 |
| Sumter | 5,535 | 26,272 | 67,138 | 169,814 | 325,144 | 760,167 |
| Suwannee | 1,993 | 6,122 | 19,173 | 35,482 | 58,633 | 110,210 |
| Taylor | 2,805 | 4,423 | 5,543 | 10,261 | 26,072 | 112,160 |
| Union | 1,022 | 5,603 | 31,404 | 109,395 | 202,830 | 359,384 |
| Volusia | 16,371 | 60,710 | 135,790 | 269,068 | 482,842 | 767,168 |
| Wakulla | 1,356 | 6,801 | 57,374 | 122,245 | 151,699 | 170,227 |
| Walton | 3,529 | 11,179 | 25,153 | 51,853 | 91,442 | 149,233 |
| Washington | 1,573 | 4,877 | 13,649 | 36,106 | 77,297 | 139,535 |

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 | 31.38% | 15.14% | 6.61% | 10.75% | 7.61% | 8.60% |
| Baker | 4.74% | 6.97% | 59.30% | 41.67% | 21.41% | 10.64% |
| Bay | 24.83% | 14.87% | 7.80% | 4.03% | 7.72% | 12.16% |
| Bradford | 8.26% | 9.01% | 29.39% | 32.07% | 31.72% | 21.79% |
| Brevard | 28.98% | 22.10% | 13.02% | 19.15% | 28.48% | 20.74% |
| Broward | 48.62% | 52.95% | 49.05% | 45.81% | 33.61% | 14.64% |
| Calhoun | 3.92% | 5.87% | 10.13% | 15.51% | 26.17% | 18.37% |
| Charlotte | 16.92% | 11.94% | 22.13% | 27.59% | 23.17% | 17.33% |
| Citrus | 13.12% | 15.50% | 15.90% | 23.02% | 19.41% | 25.40% |
| Clay | 32.47% | 54.16% | 61.68% | 38.80% | 18.62% | 10.76% |
| Collier | 33.70% | 19.67% | 16.93% | 19.75% | 11.23% | 5.52% |
| Columbia | 12.21% | 5.01% | 10.11% | 19.83% | 19.87% | 24.01% |
| DeSoto | 7.06% | 7.65% | 17.43% | 18.87% | 33.93% | 22.90% |
| Dixie | 2.35% | 5.97% | 3.93% | 10.58% | 28.96% | 34.75% |
| Duval | 44.97% | 36.50% | 15.80% | 6.52% | 4.56% | 3.44% |
| Escambia | 25.01% | 12.58% | 6.50% | 5.95% | 11.97% | 15.55% |
| Flagler | 18.76% | 11.45% | 25.72% | 12.43% | 25.54% | 30.62% |
| Franklin | 3.77% | 3.32% | 4.49% | 3.82% | 7.46% | 23.66% |
| Gadsden | 6.86% | 33.30% | 29.55% | 9.07% | 3.63% | 2.27% |
| Gilchrist | 9.71% | 11.91% | 29.85% | 34.03% | 16.04% | 10.60% |
| Glades | 12.12% | 6.03% | 11.93% | 30.73% | 28.95% | 27.49% |
| Gulf | 1.93% | 2.57% | 14.11% | 33.23% | 18.42% | 9.89% |
| Hamilton | 1.49% | 12.86% | 12.24% | 11.90% | 4.60% | 13.25% |
| Hardee | 4.26% | 10.79% | 20.41% | 28.06% | 26.04% | 25.80% |
| Hendry | 1.85% | 7.09% | 20.59% | 37.33% | 22.12% | 29.41% |
| Hernando | 16.30% | 14.45% | 22.24% | 38.40% | 52.90% | 39.20% |
| Highlands | 14.27% | 8.59% | 8.58% | 16.34% | 21.62% | 25.40% |
| Hillsborough | 48.17% | 44.45% | 34.57% | 23.46% | 15.55% | 10.77% |
| Holmes | 8.40% | 5.75% | 11.47% | 10.13% | 13.33% | 14.57% |
| Indian River | 18.41% | 15.73% | 14.31% | 16.87% | 14.69% | 13.50% |
| Jackson | 5.35% | 6.45% | 10.22% | 12.84% | 14.39% | 15.63% |
| Jefferson | 4.31% | 29.35% | 29.25% | 12.59% | 5.45% | 3.71% |
| Lafayette | 7.63% | 6.57% | 15.51% | 9.84% | 13.70% | 18.88% |
| Lake | 19.33% | 24.01% | 47.29% | 36.68% | 22.95% | 12.75% |
| Lee | 34.61% | 33.79% | 21.58% | 17.35% | 12.71% | 7.27% |
| Leon | 27.43% | 14.72% | 3.60% | 3.50% | 3.22% | 3.24% |
| Levy | 5.09% | 12.00% | 39.26% | 20.87% | 15.56% | 12.03% |
| Liberty | 5.27% | 5.39% | 7.60% | 28.12% | 25.21% | 9.96% |

Table 4: (continued)

| | | | | | | |
|------------|--------|--------|--------|--------|--------|--------|
| Madison | 2.69% | 4.15% | 15.46% | 16.20% | 18.04% | 15.56% |
| Manatee | 35.80% | 33.74% | 25.08% | 28.70% | 33.37% | 17.98% |
| Marion | 25.64% | 18.74% | 13.31% | 14.39% | 15.72% | 16.04% |
| Martin | 28.76% | 20.61% | 27.84% | 24.91% | 17.46% | 20.22% |
| Miami-Dade | 62.47% | 62.08% | 48.83% | 33.78% | 22.78% | 17.14% |
| Monroe | 13.97% | 4.53% | 6.07% | 11.23% | 42.94% | 69.47% |
| Nassau | 10.79% | 21.85% | 33.07% | 29.60% | 15.03% | 6.03% |
| Okaloosa | 16.09% | 14.71% | 12.17% | 11.76% | 17.74% | 21.15% |
| Okeechobee | 9.07% | 2.45% | 6.47% | 28.09% | 28.05% | 28.16% |
| Orange | 49.35% | 42.59% | 23.75% | 8.83% | 6.97% | 9.30% |
| Osceola | 34.99% | 46.92% | 41.64% | 30.58% | 19.24% | 13.80% |
| Palm Beach | 40.45% | 37.21% | 33.45% | 28.87% | 30.15% | 30.88% |
| Pasco | 27.74% | 45.34% | 61.52% | 54.01% | 37.81% | 18.72% |
| Pinellas | 39.10% | 40.87% | 45.34% | 31.45% | 19.30% | 14.68% |
| Polk | 24.44% | 22.24% | 27.02% | 32.82% | 30.39% | 25.47% |
| Putnam | 5.80% | 5.93% | 15.47% | 20.45% | 27.76% | 33.51% |
| Santa Rosa | 20.35% | 35.66% | 21.25% | 13.00% | 9.09% | 11.68% |
| Sarasota | 30.72% | 21.98% | 15.50% | 13.92% | 23.49% | 29.41% |
| Seminole | 48.24% | 53.01% | 40.82% | 21.66% | 9.61% | 7.19% |
| St. Johns | 22.38% | 44.85% | 49.16% | 27.25% | 13.38% | 5.86% |
| St. Lucie | 25.15% | 25.15% | 13.62% | 18.13% | 20.88% | 16.19% |
| Sumter | 17.36% | 16.34% | 26.00% | 16.03% | 25.21% | 32.11% |
| Suwannee | 4.00% | 9.92% | 12.51% | 7.38% | 15.39% | 16.08% |
| Taylor | 2.30% | 0.70% | 3.08% | 10.91% | 32.53% | 18.45% |
| Union | 3.04% | 13.33% | 21.53% | 19.33% | 21.06% | 23.41% |
| Volusia | 22.56% | 22.77% | 37.07% | 41.34% | 34.55% | 29.05% |
| Wakulla | 4.24% | 33.95% | 28.42% | 9.41% | 4.42% | 3.18% |
| Walton | 15.00% | 17.21% | 21.88% | 18.98% | 19.07% | 11.89% |
| Washington | 3.79% | 5.48% | 17.90% | 20.94% | 17.92% | 12.68% |

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: Auto 2017 Methodology* report.

3.1 Travel Times by Auto

Travel times by car were calculated using the June 2017 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 2015 – June 2017 period. For road segments where speed data are provided separately for different days of the week, data for Wednesday are 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 2016¹.

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 2015, the most recent available as of when the calculations were performed.

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. Finally, the person-weighted accessibility is weighted by the travel time threshold so that accessibility at shorter travel times is valued more than accessibility at longer travel times.

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 series of accessibility calculations are performed on the hour for a 24-hour period. The 24-hour maximum accessibility value is used to capture free-flow traffic conditions at the Census block level for comparison against the 8 AM peak period. The difference between the maximum job accessibility and accessibility at 8 AM is interpreted as the number of additional jobs that a traveler could reach (within a given travel time threshold) in free-flow conditions, but could not reach in congested conditions due to lower speeds. This can be expressed both as an absolute difference in job accessibility, as in the congestion impact maps presented in [Section 2](#), and as a percentage change in accessibility, as shown by the congestion impact plots in [Section 2](#). 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 free-flow periods.