

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

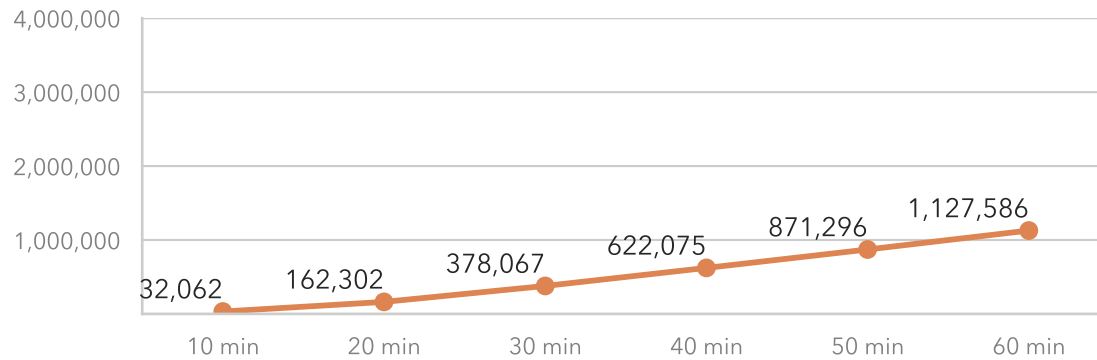
Florida

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

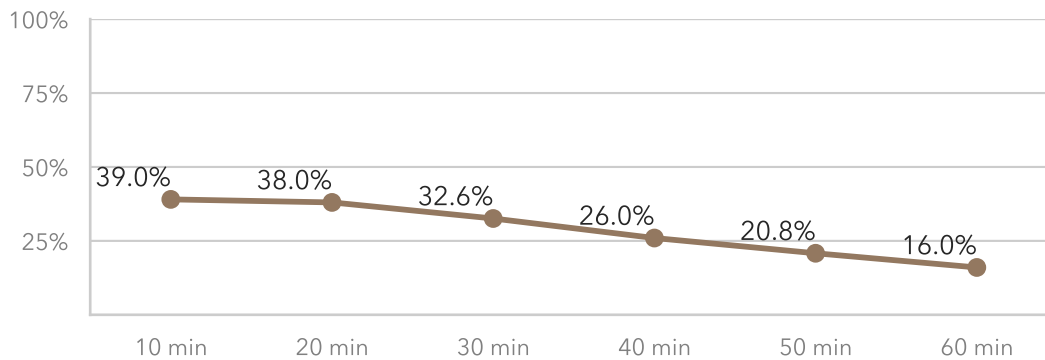
Job and worker totals are based on LEHD estimates and may not match other sources.

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

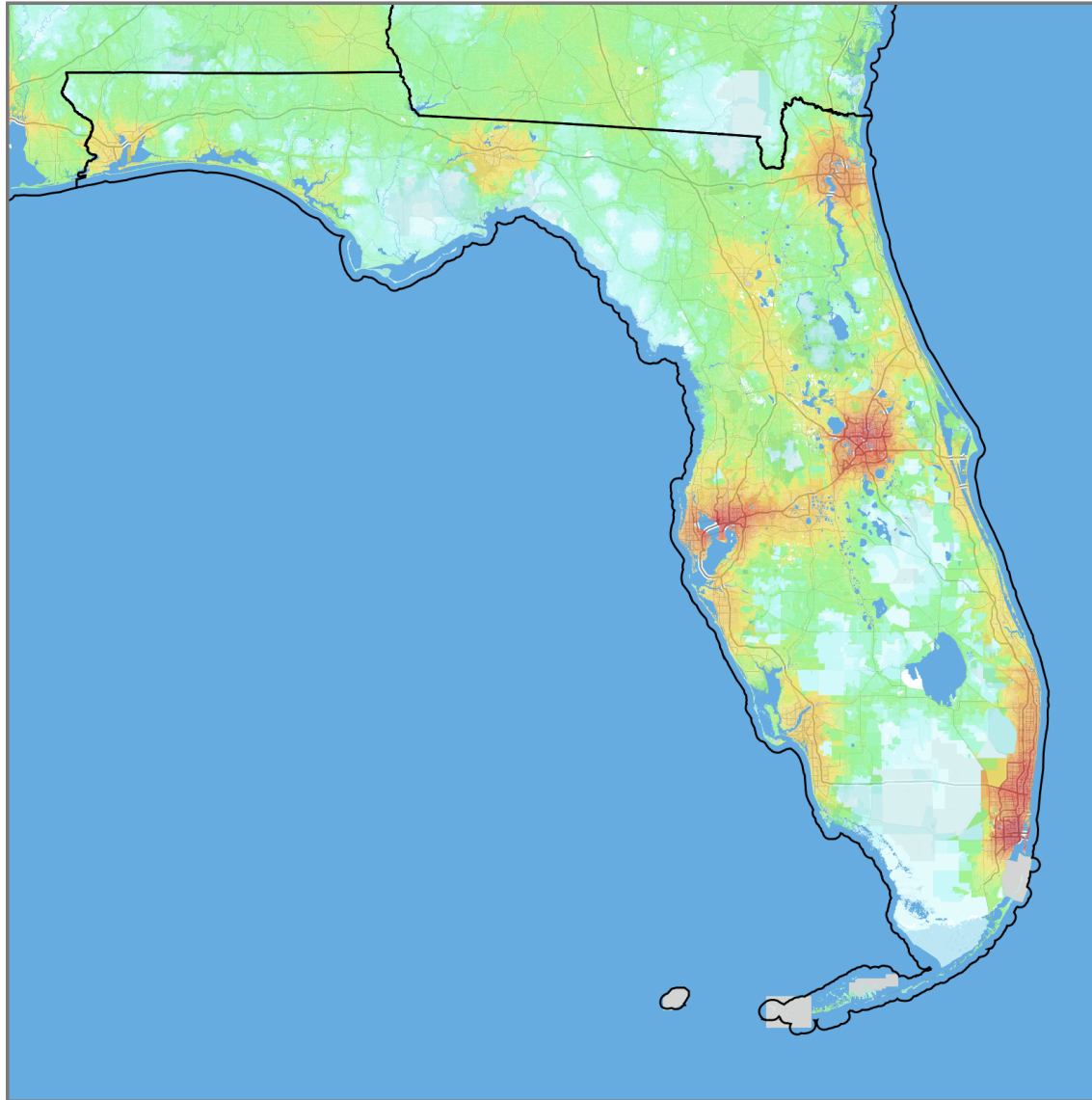


Average Congestion Impact by Travel Time Threshold (worker-weighted)

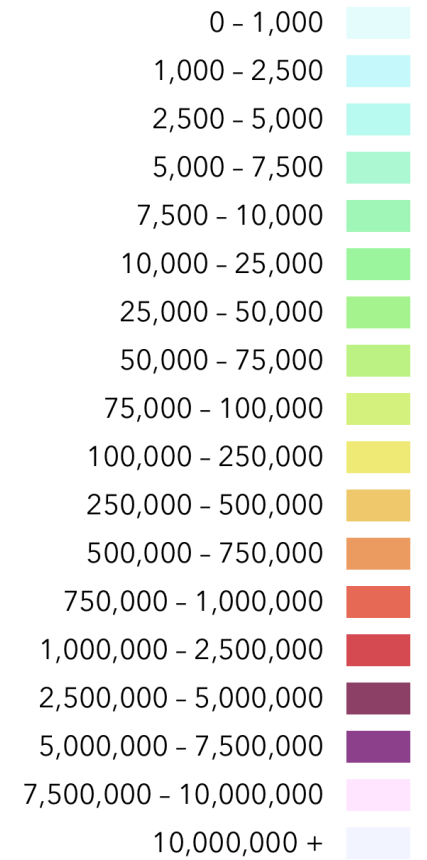
Higher numbers indicate greater job access loss due to congestion



Florida



Jobs within 30 minutes
(Driving, AM peak)

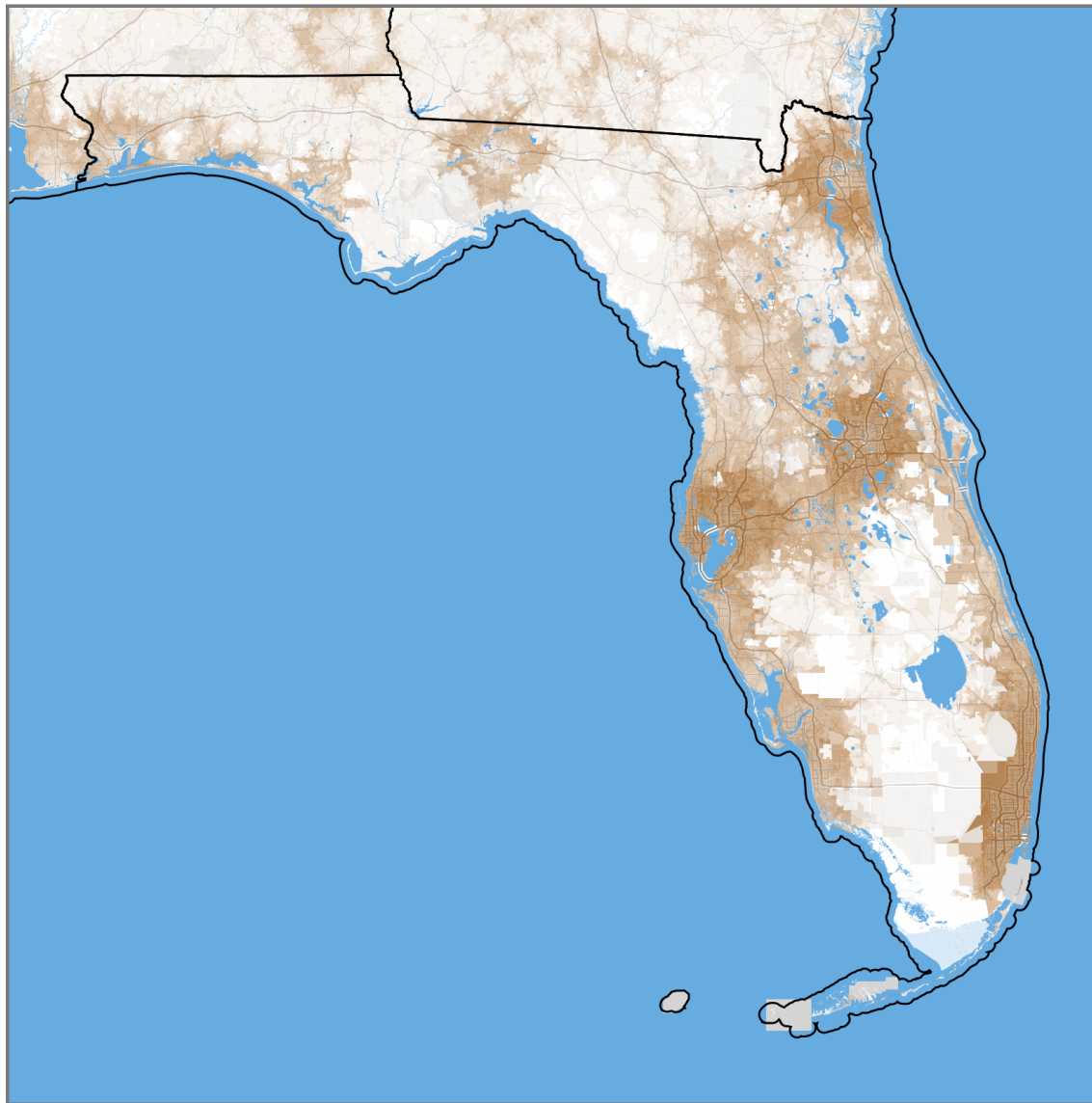


State border —

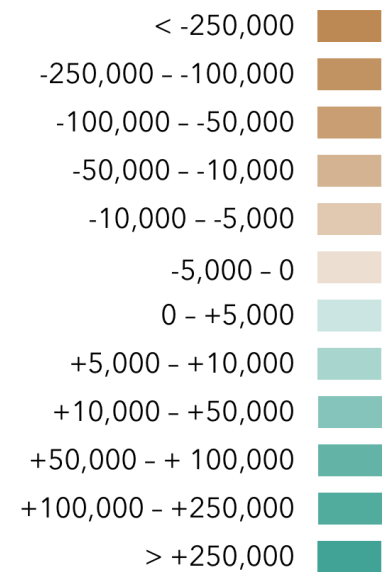
MPO boundary —

Florida

4



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



State border

MPO boundary

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%

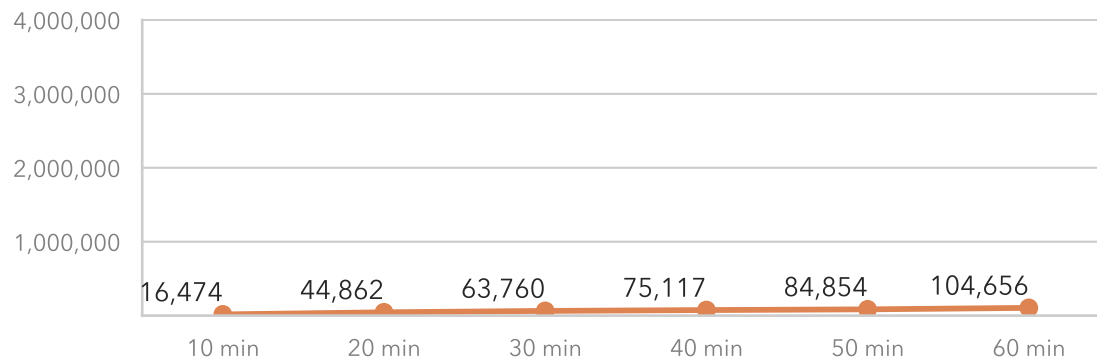
Bay County Transportation Planning Organization

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

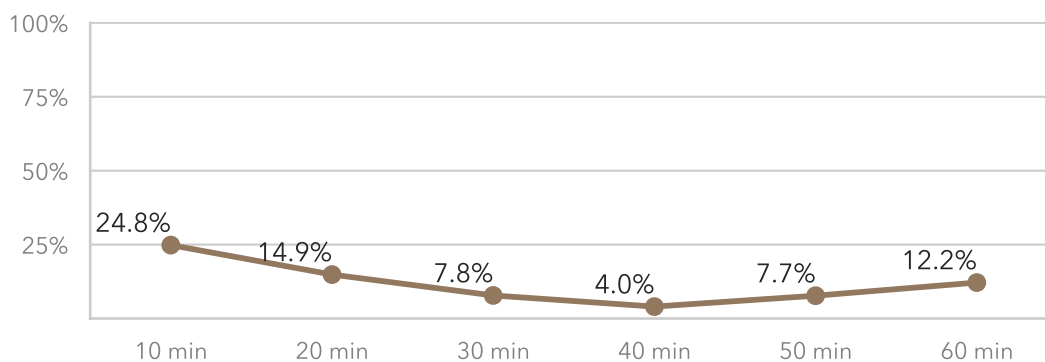
Job and worker totals are based on LEHD estimates and may not match other sources.

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



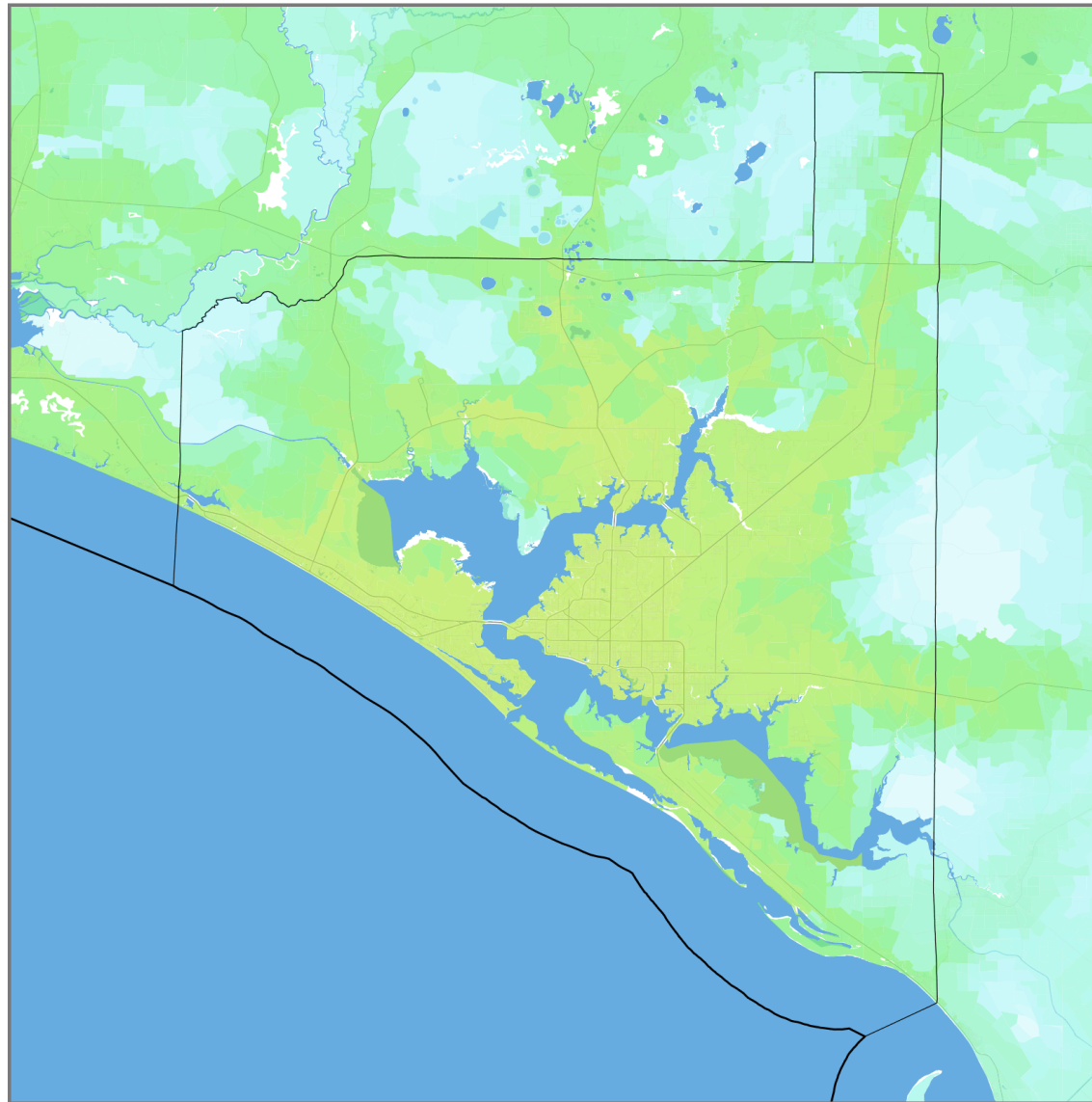
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

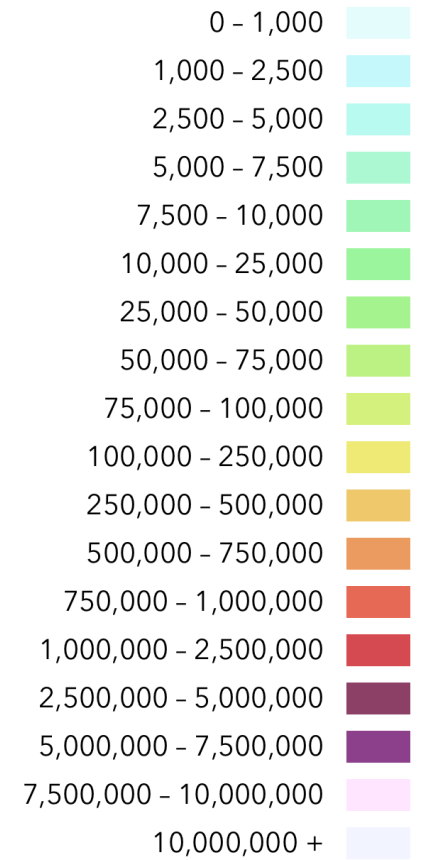


Bay County Transportation Planning Organization

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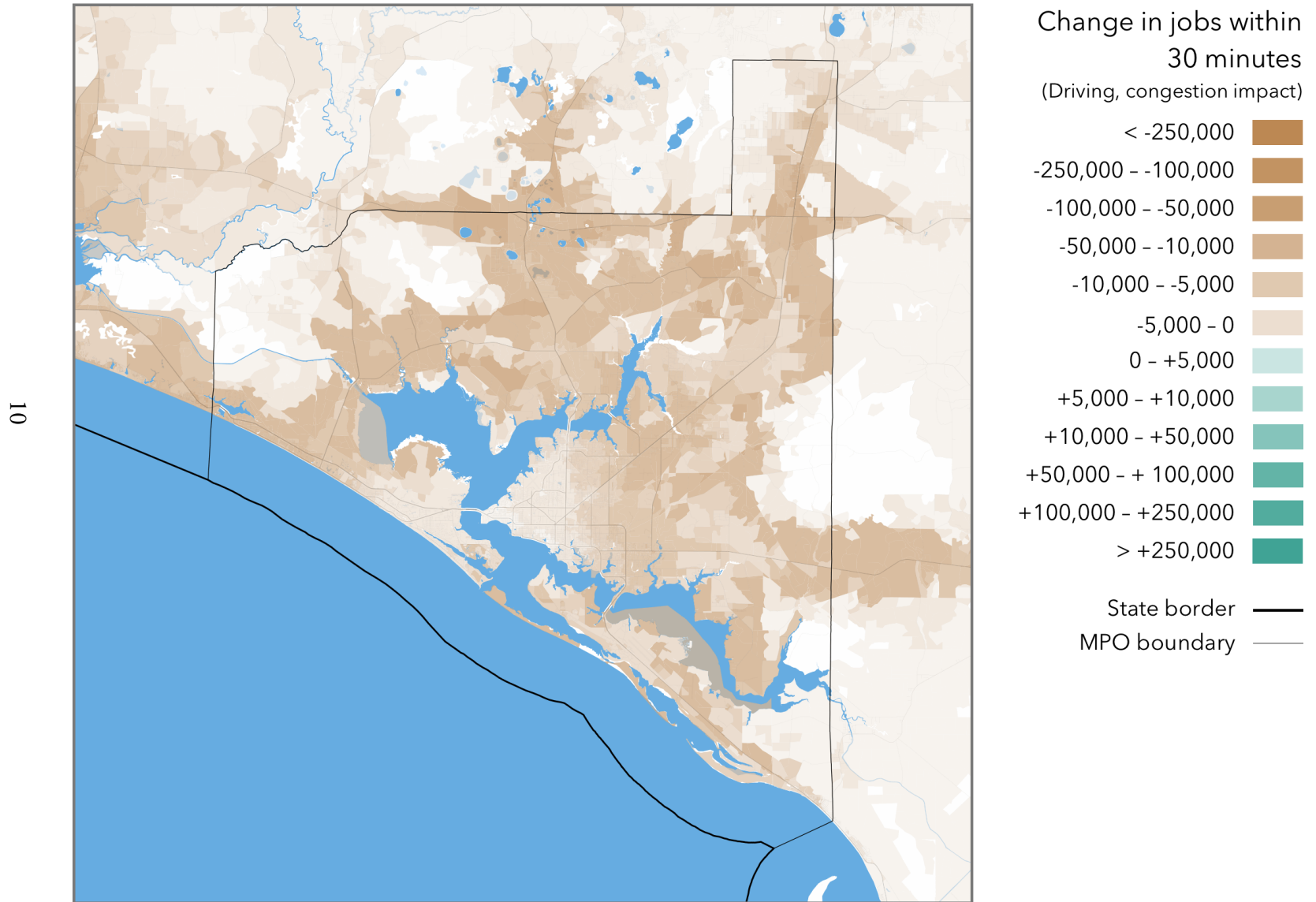


Jobs within 30 minutes
(Driving, AM peak)



State border —
MPO boundary —

Bay County Transportation Planning Organization



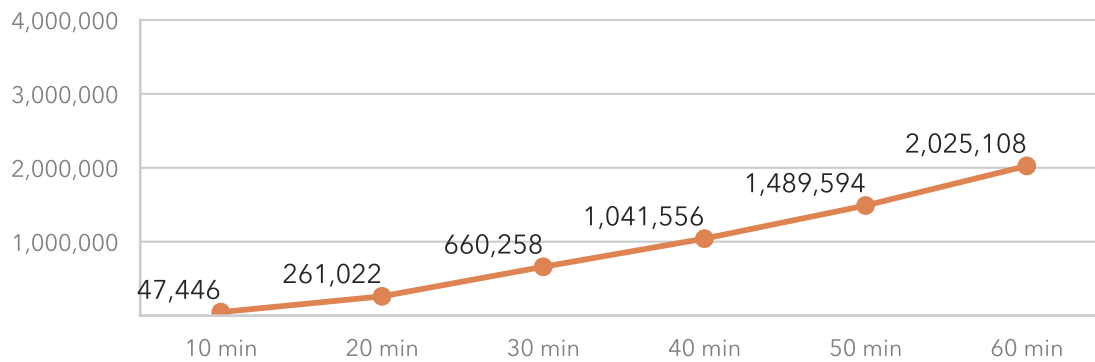
Broward MPO

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

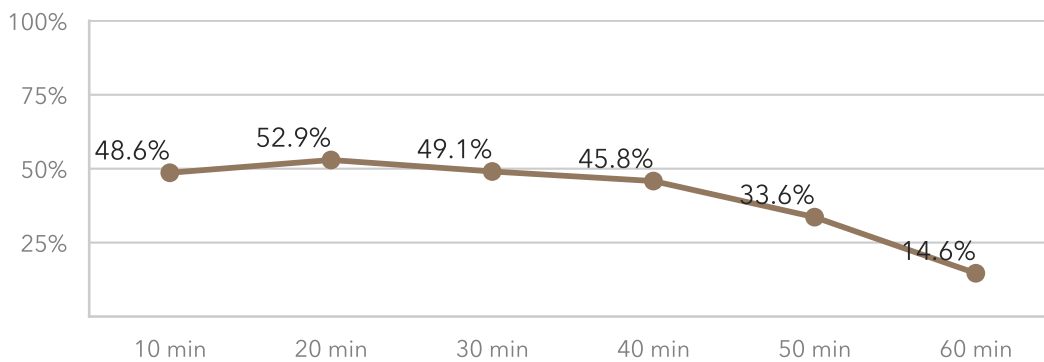
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Average Job Accessibility by Travel Time Threshold (worker-weighted)

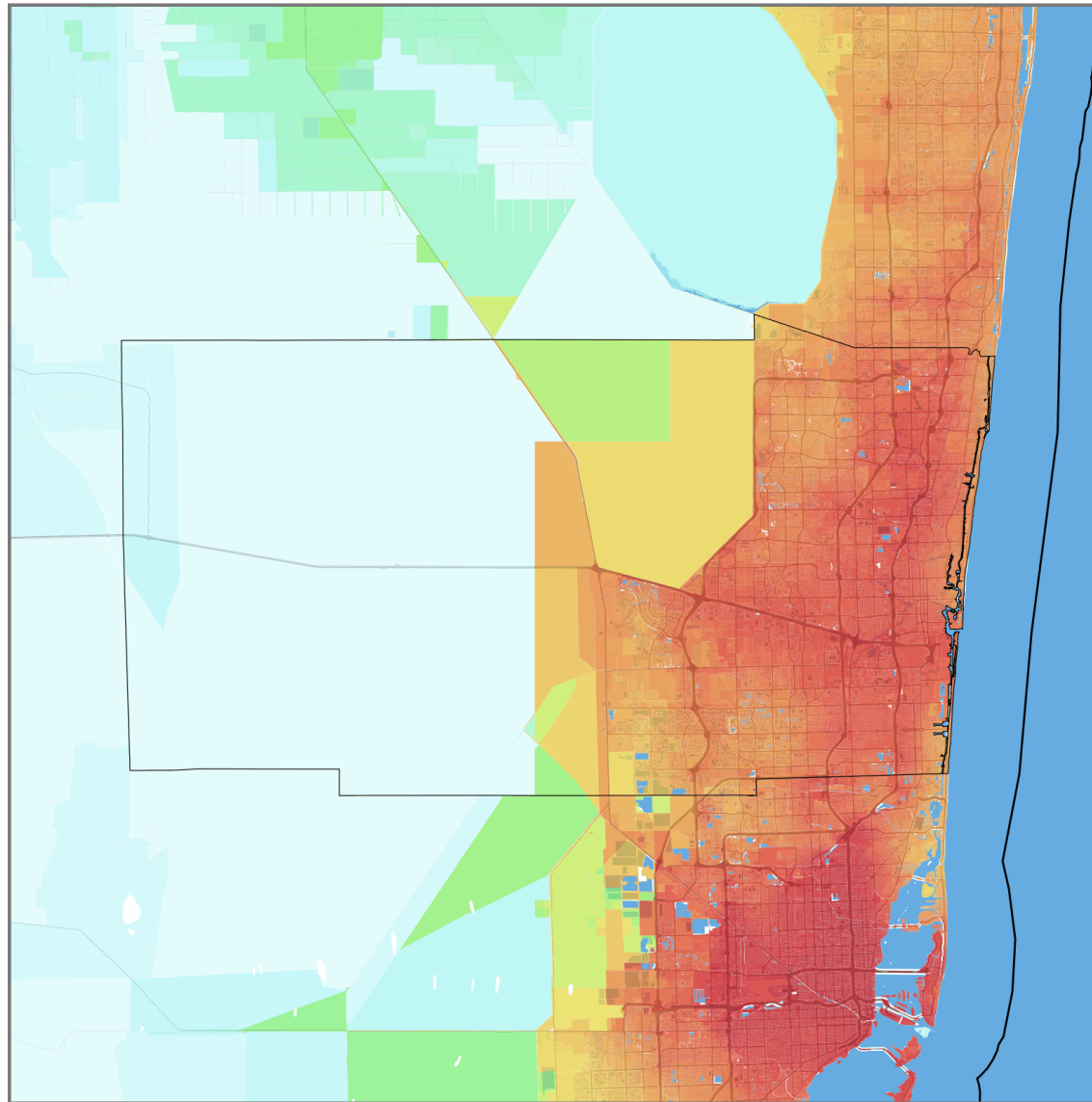


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Broward MPO

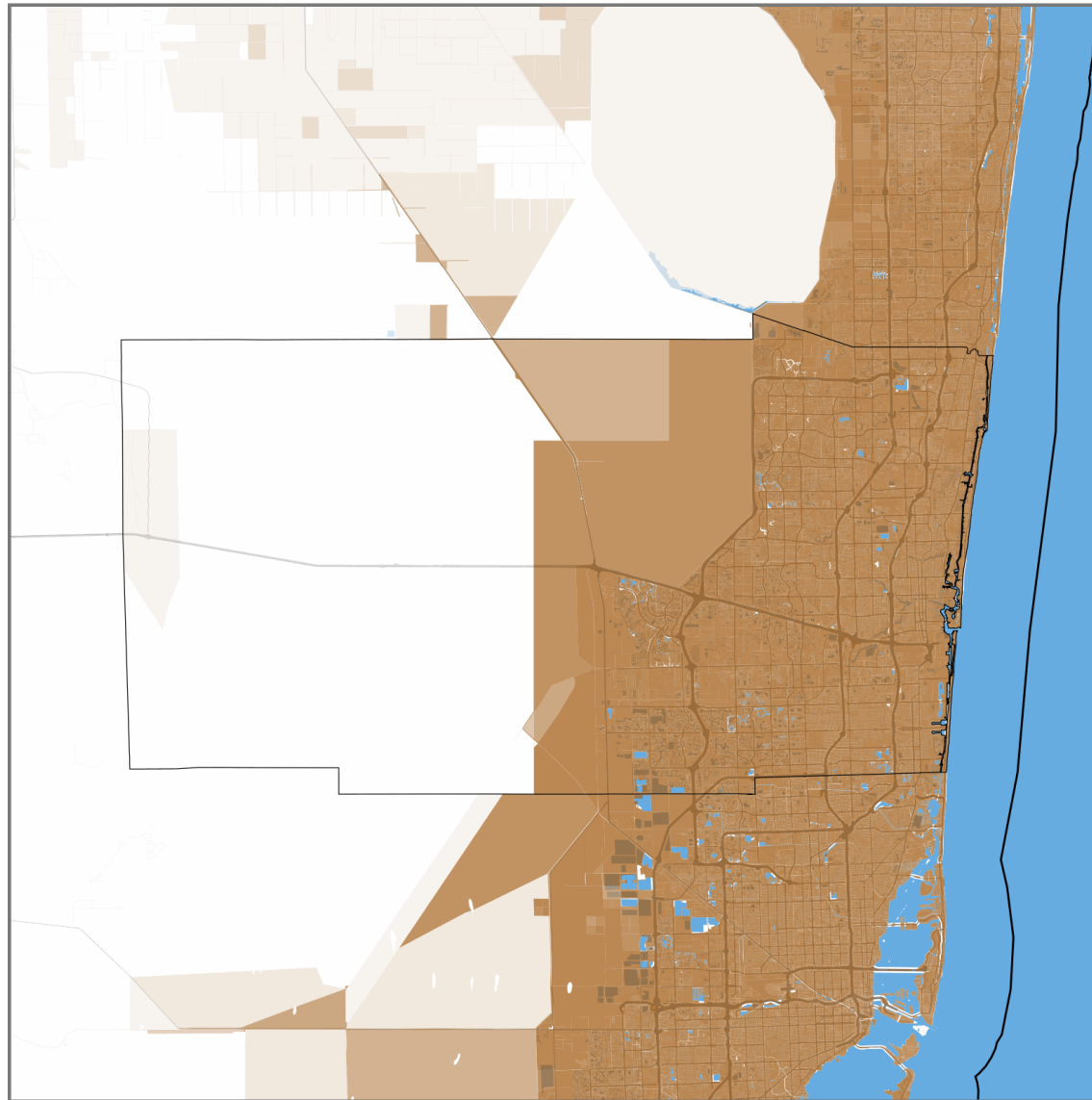


Jobs within 30 minutes
(Driving, AM peak)

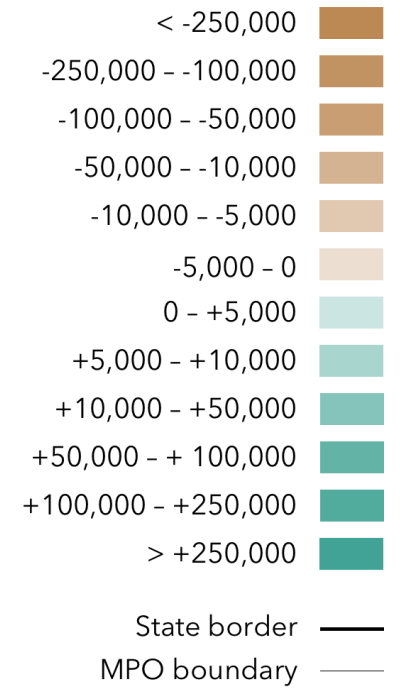
0 - 1,000	
1,000 - 2,500	
2,500 - 5,000	
5,000 - 7,500	
7,500 - 10,000	
10,000 - 25,000	
25,000 - 50,000	
50,000 - 75,000	
75,000 - 100,000	
100,000 - 250,000	
250,000 - 500,000	
500,000 - 750,000	
750,000 - 1,000,000	
1,000,000 - 2,500,000	
2,500,000 - 5,000,000	
5,000,000 - 7,500,000	
7,500,000 - 10,000,000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

State border —
MPO boundary —

Broward MPO



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



Capital Region Transportation Planning Agency

Job Accessibility Results – Auto, 2017

Total Jobs **169,408**

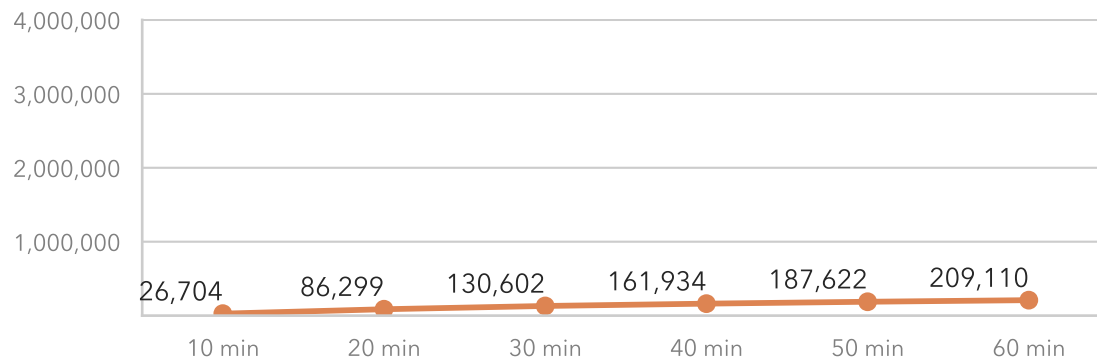
Average Job Density (per mi²) **178**

Total Workers **154,307**

Average Worker Density (per mi²) **162**

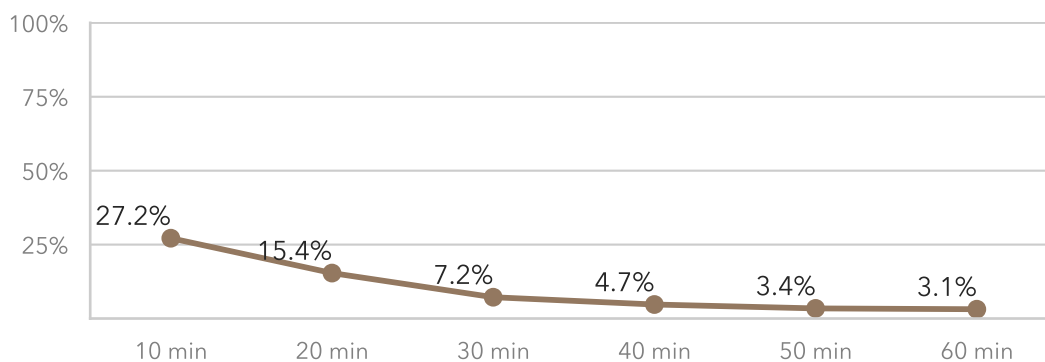
Job and worker totals are based on LEHD estimates and may not match other sources.

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



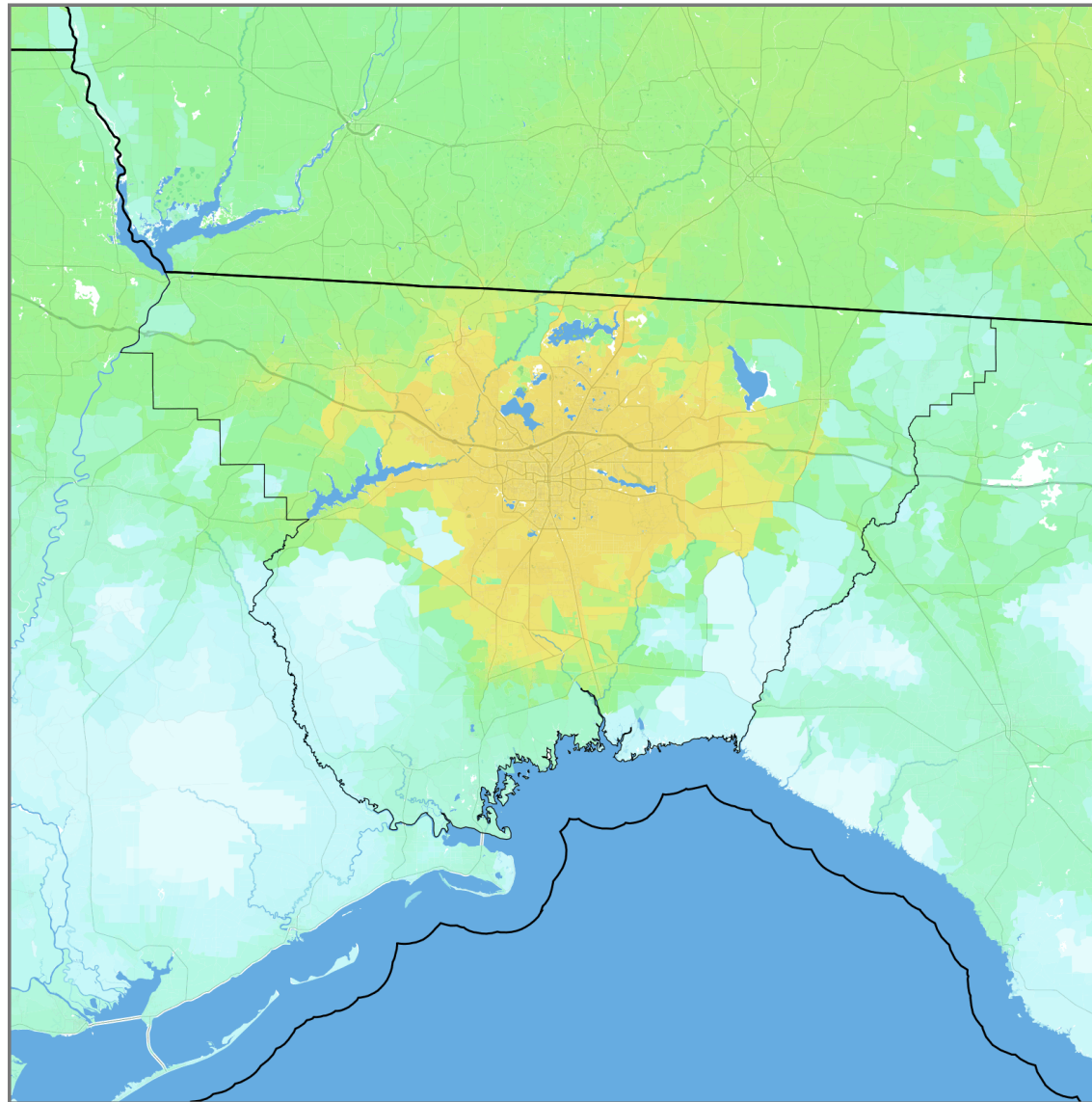
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

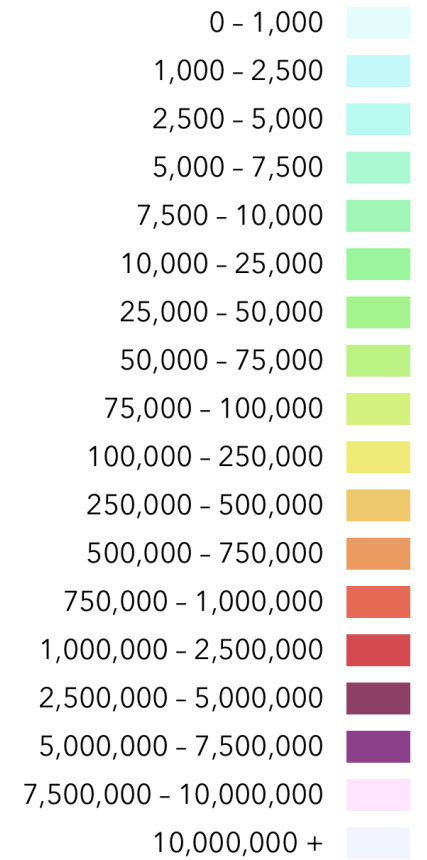


Capital Region Transportation Planning Agency

15



Jobs within 30 minutes
(Driving, AM peak)

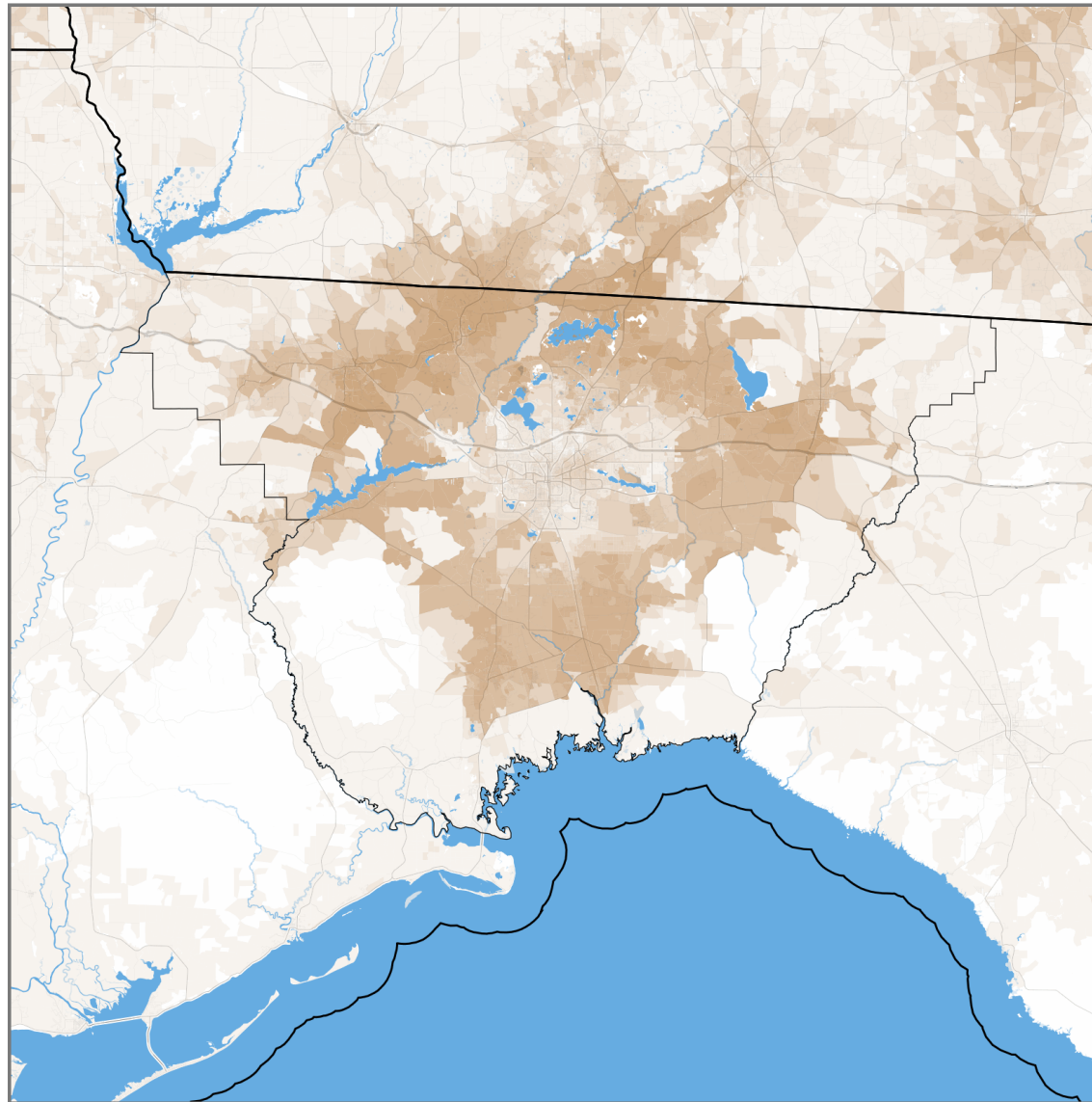


State border —

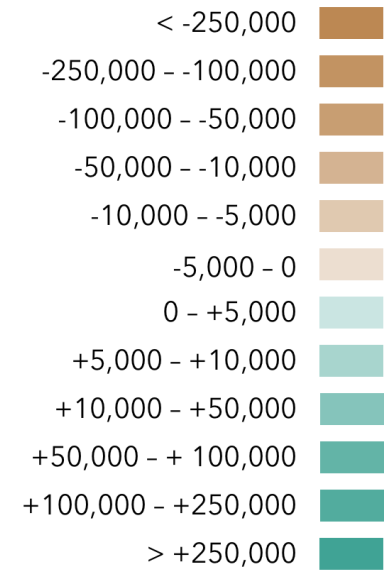
MPO boundary —

Capital Region Transportation Planning Agency

16



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



State border

MPO boundary

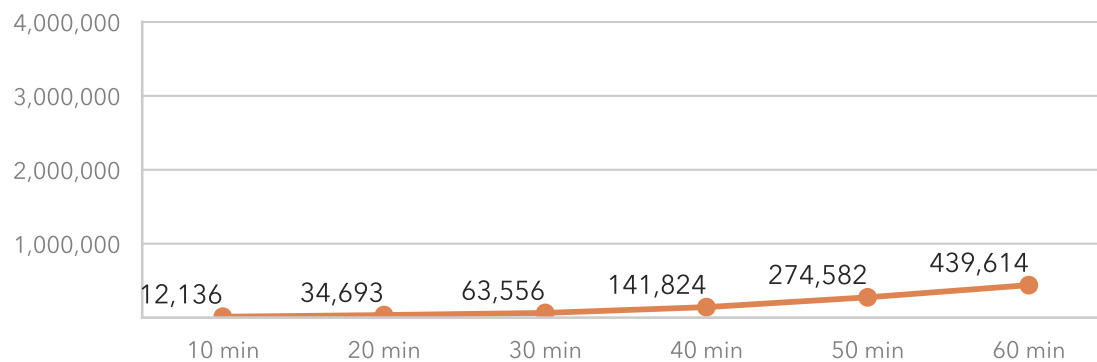
Charlotte-Punta Gorda MPO

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

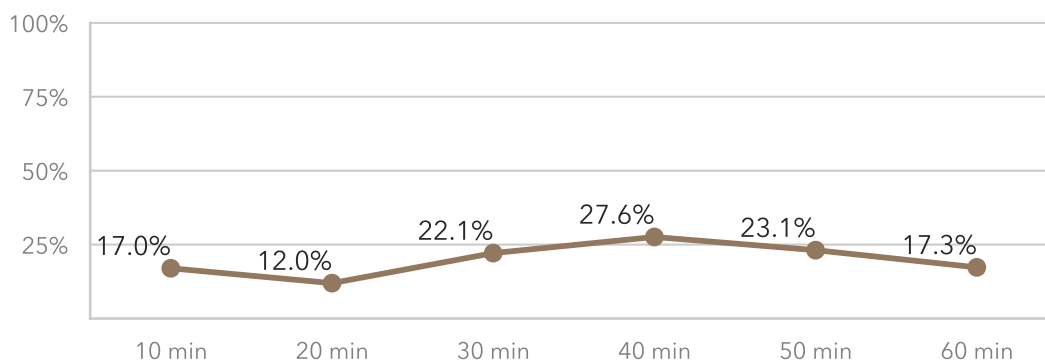
Job and worker totals are based on LEHD estimates and may not match other sources.

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



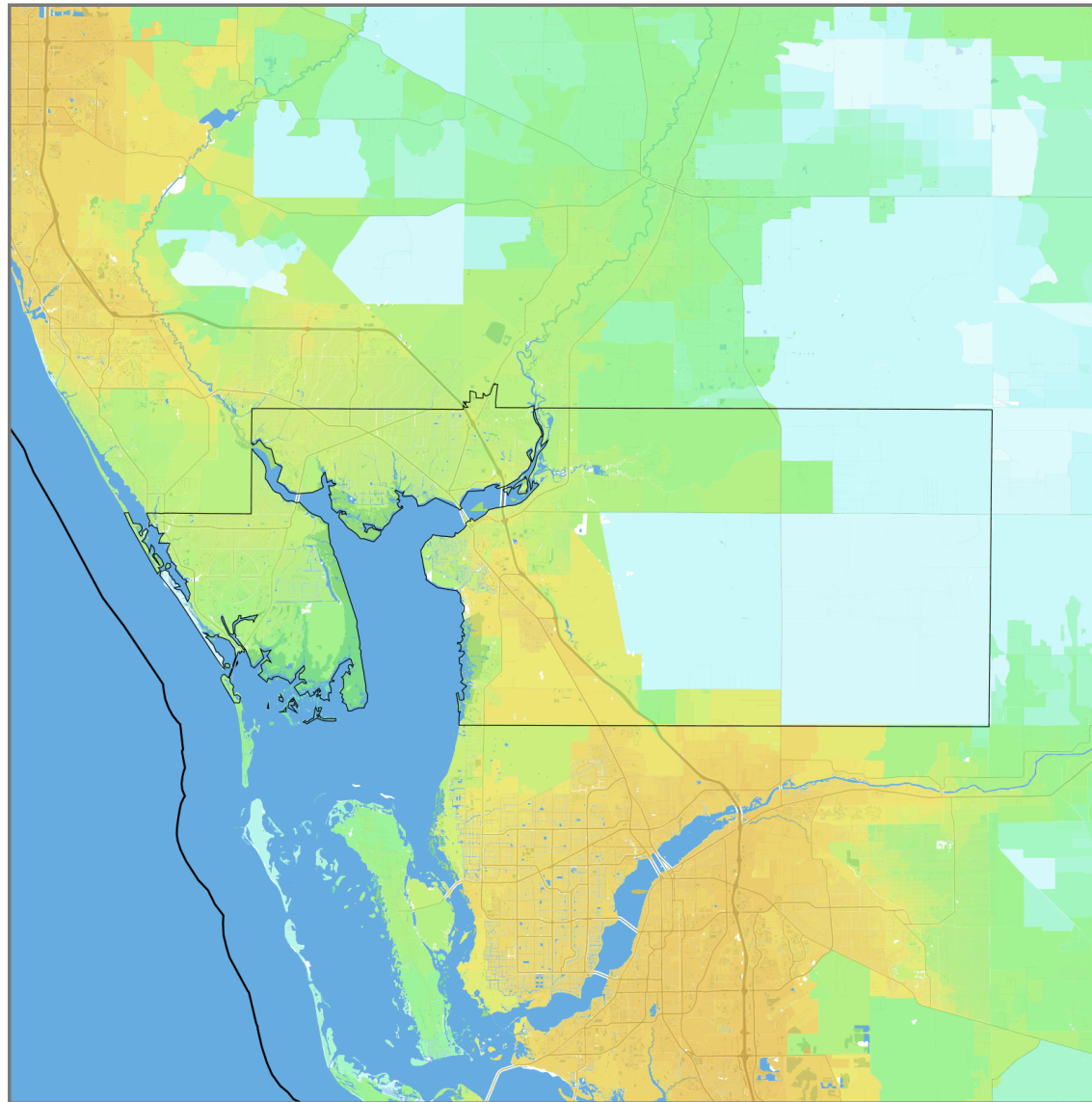
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

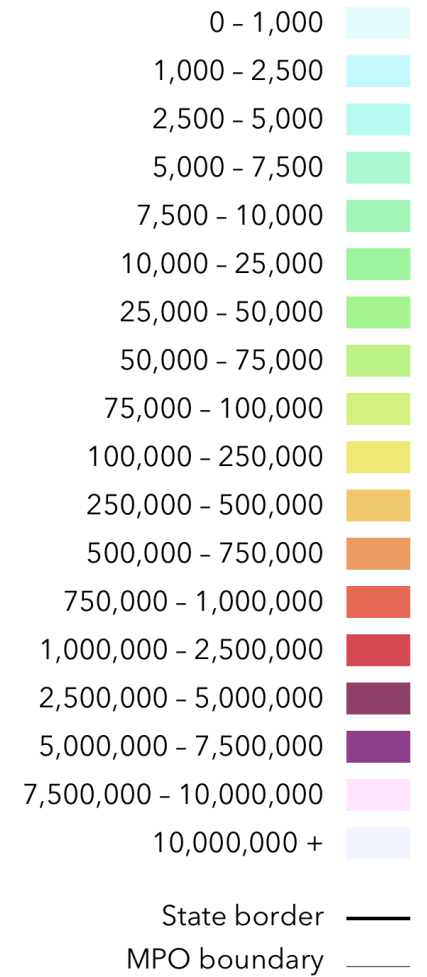


Charlotte-Punta Gorda MPO

18

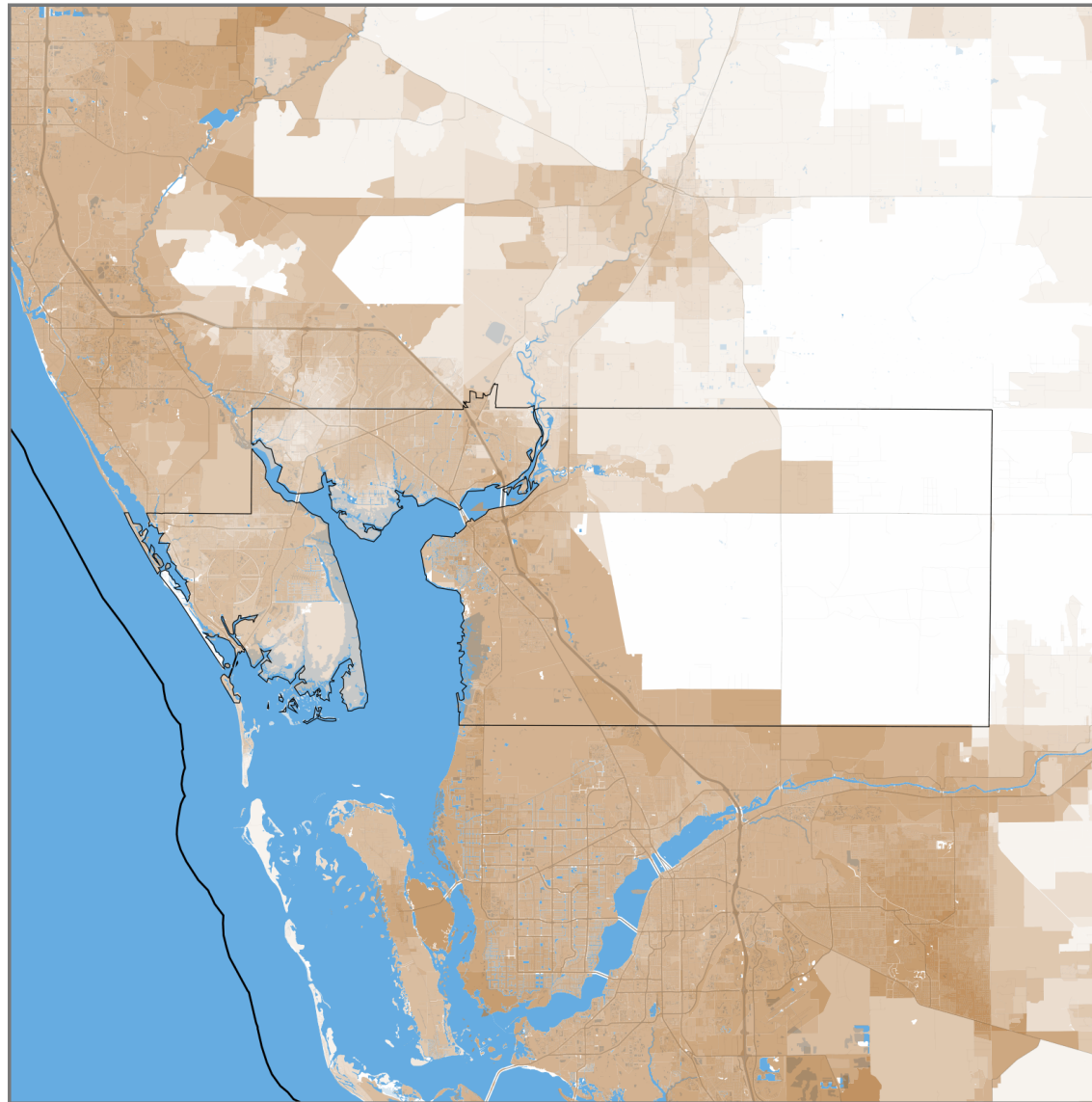


Jobs within 30 minutes
(Driving, AM peak)

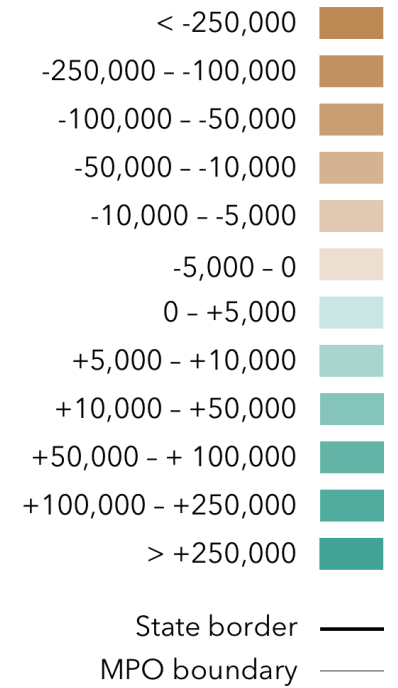


Charlotte-Punta Gorda MPO

19



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



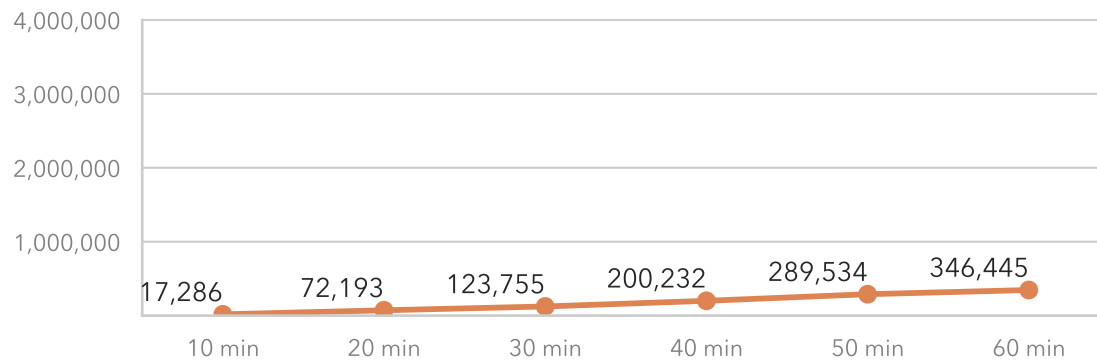
Collier MPO

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

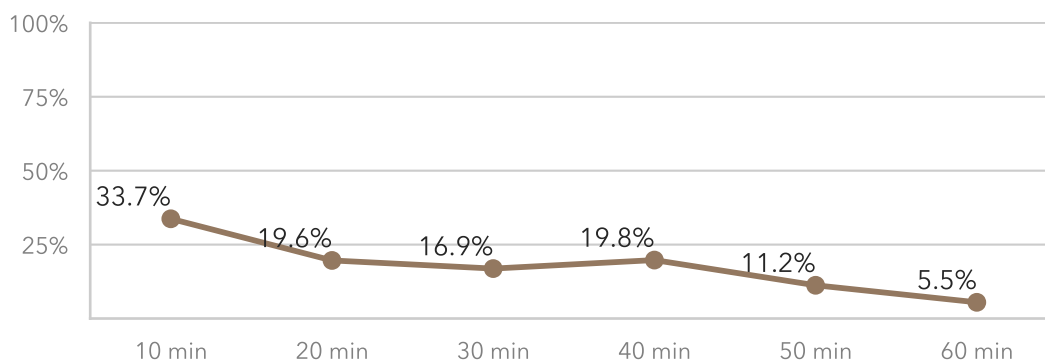
Job and worker totals are based on LEHD estimates and may not match other sources.

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

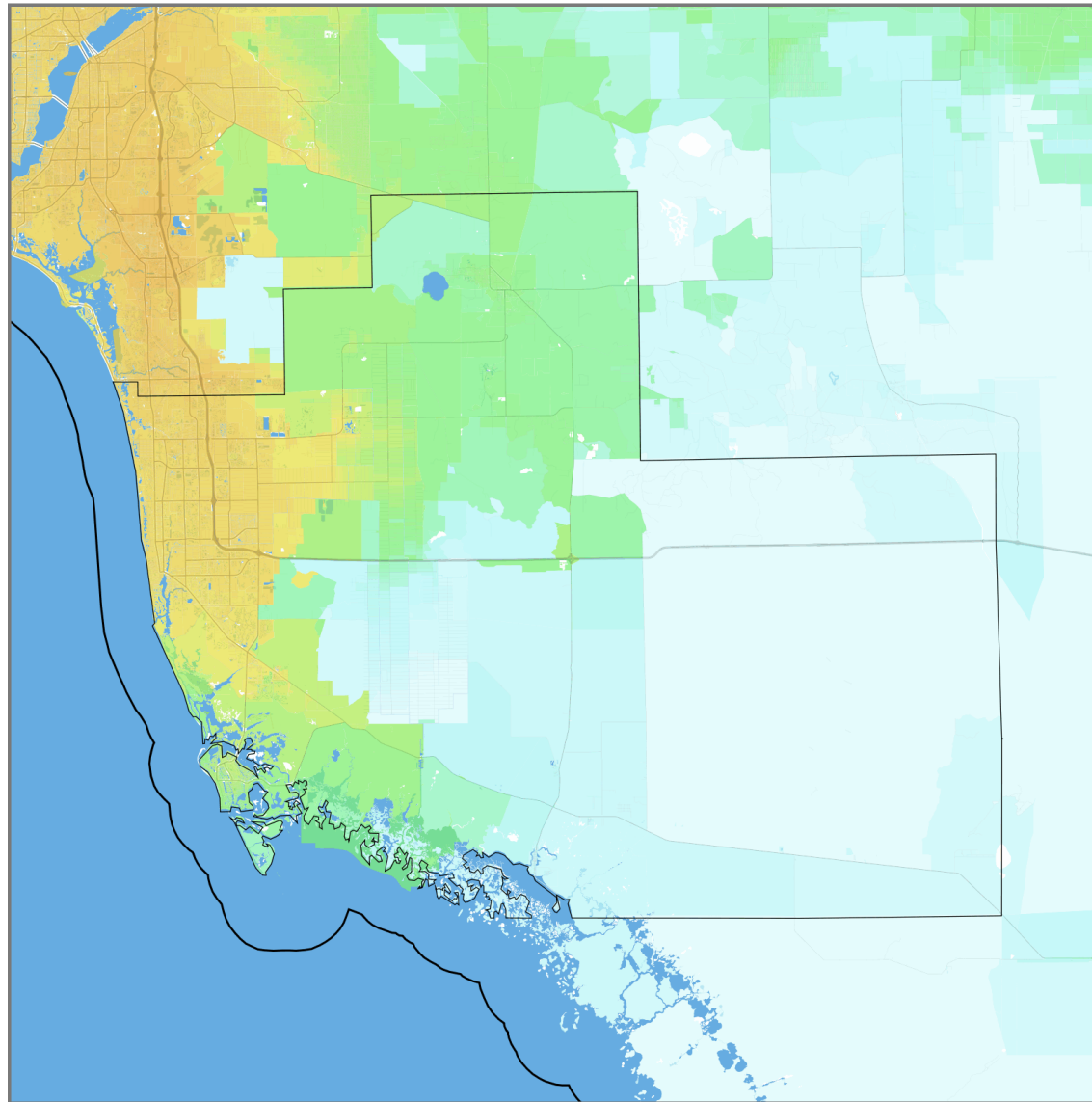


Average Congestion Impact by Travel Time Threshold (worker-weighted)

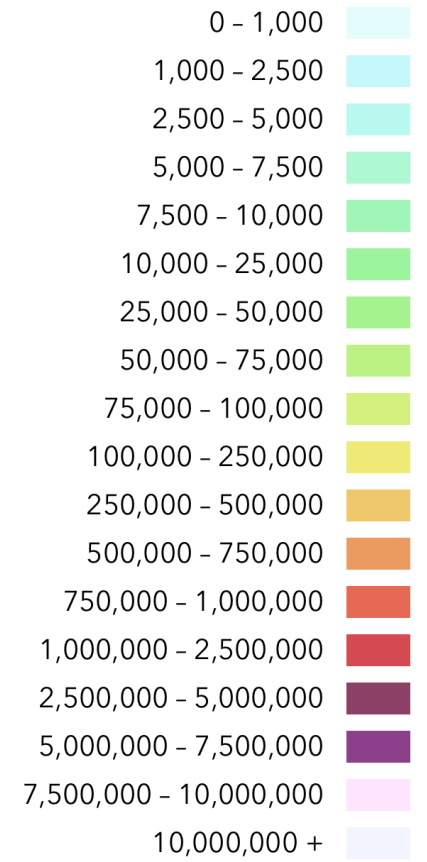
Higher numbers indicate greater job access loss due to congestion



Collier MPO



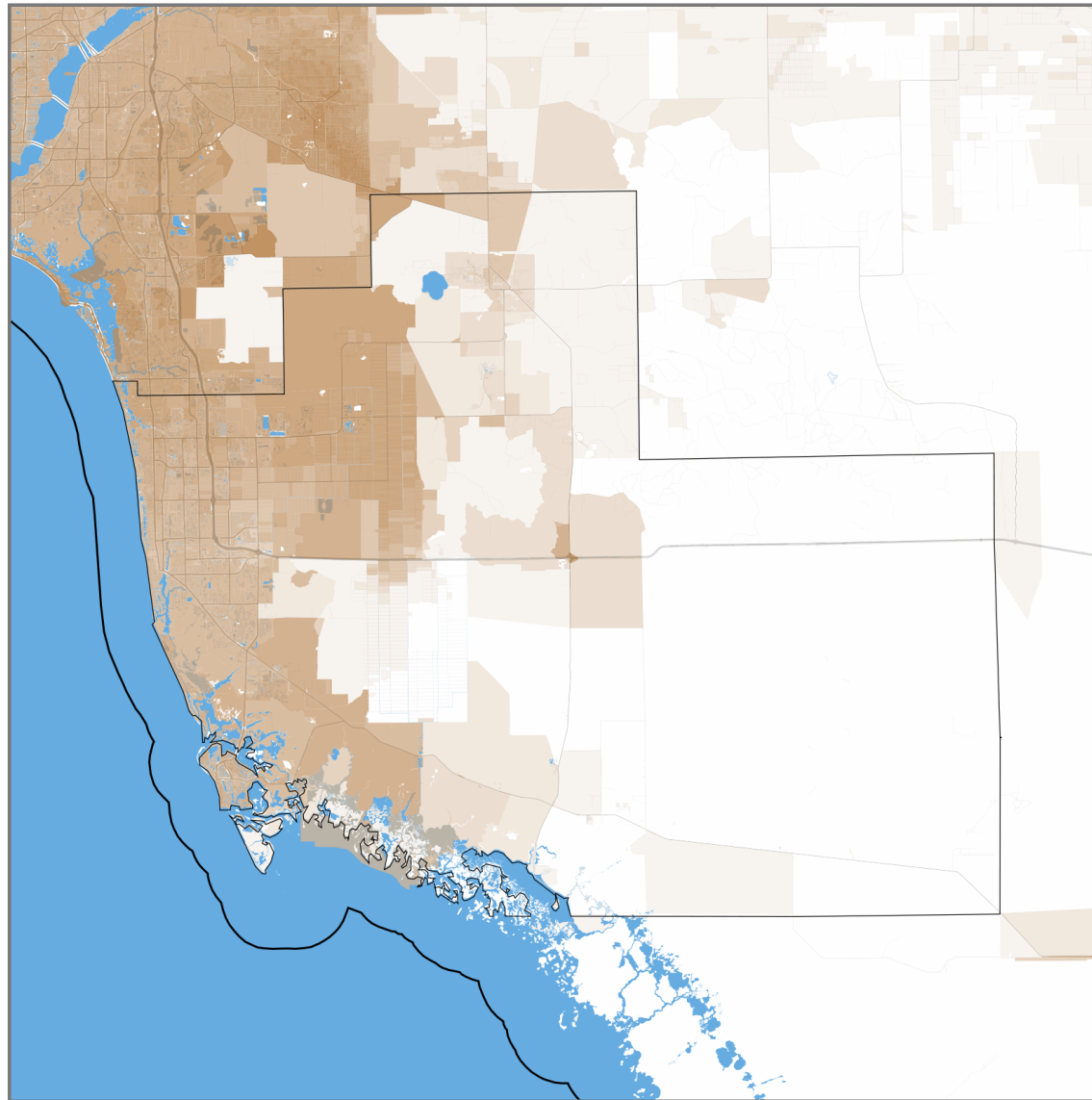
Jobs within 30 minutes
(Driving, AM peak)



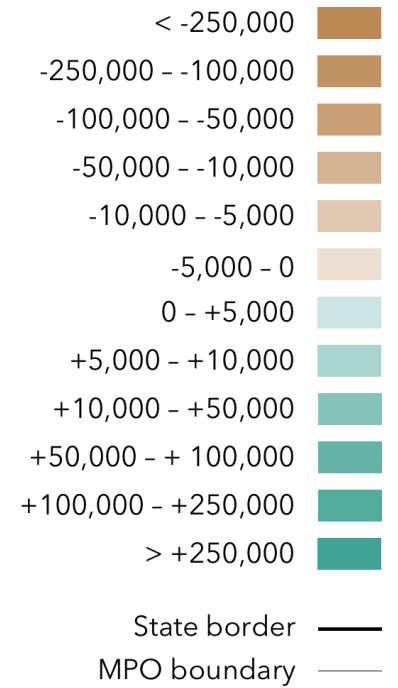
State border

MPO boundary

Collier MPO



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



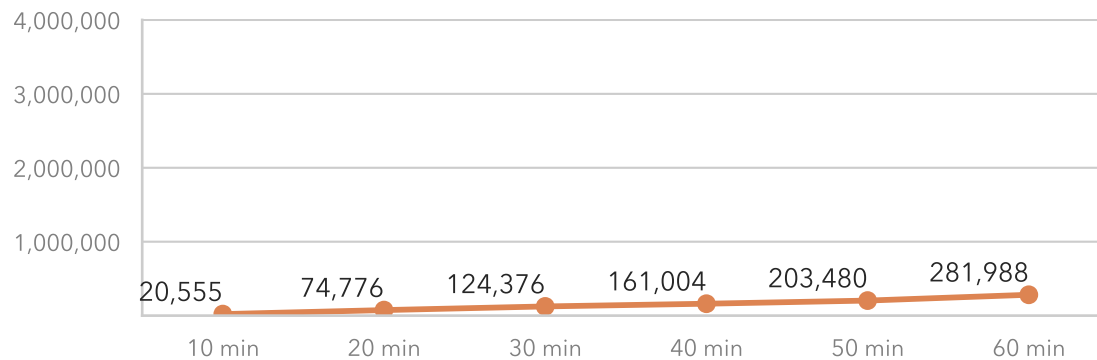
Florida-Alabama Transportation Planning Organization

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

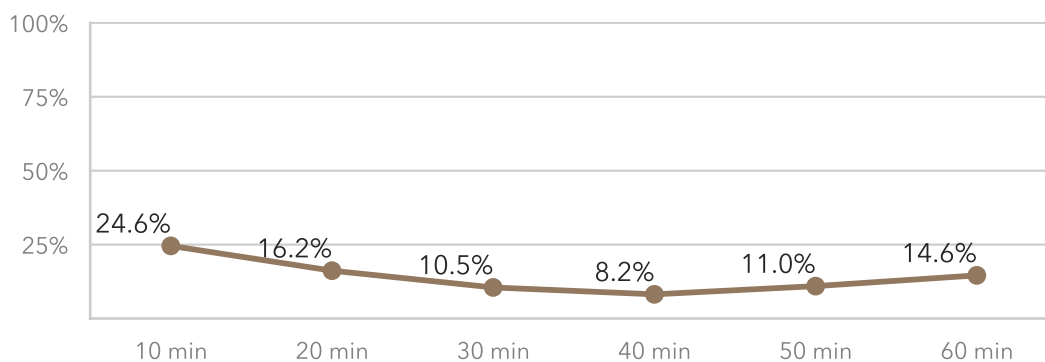
Job and worker totals are based on LEHD estimates and may not match other sources.

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

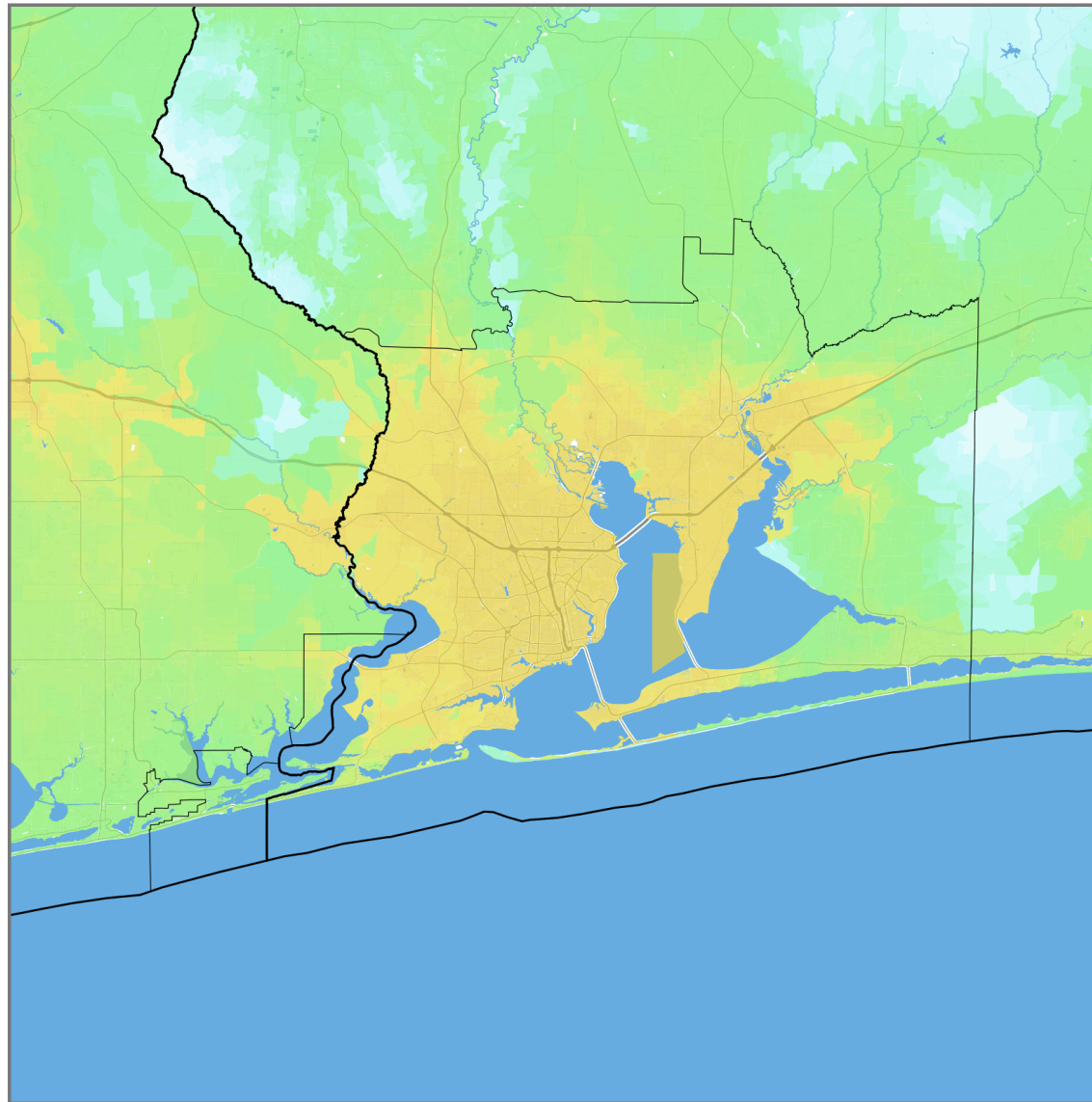


Average Congestion Impact by Travel Time Threshold (worker-weighted)

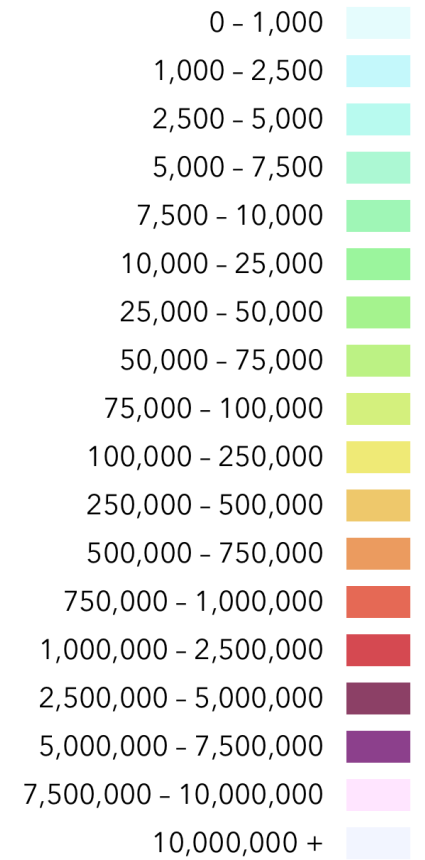
Higher numbers indicate greater job access loss due to congestion



Florida-Alabama Transportation Planning Organization



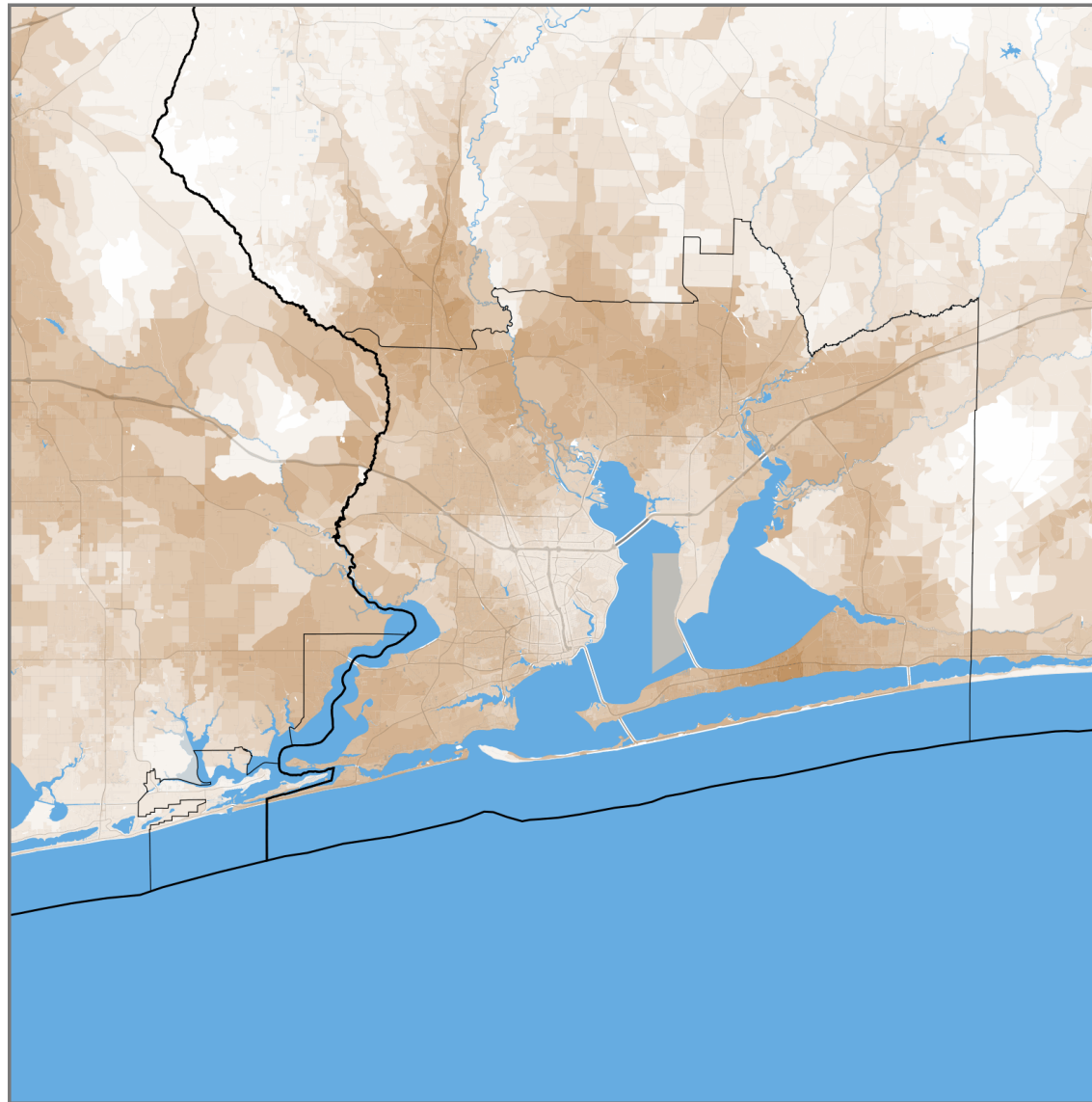
Jobs within 30 minutes
(Driving, AM peak)



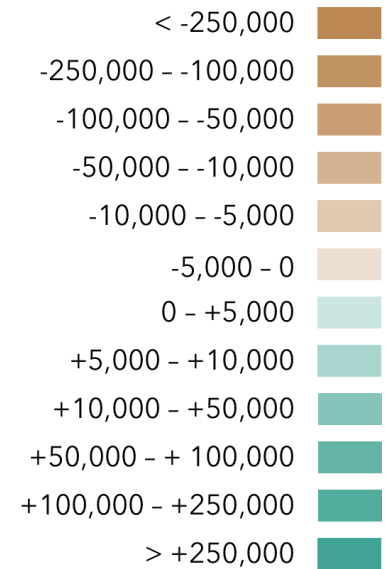
State border

MPO boundary

Florida-Alabama Transportation Planning Organization



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



State border

MPO boundary

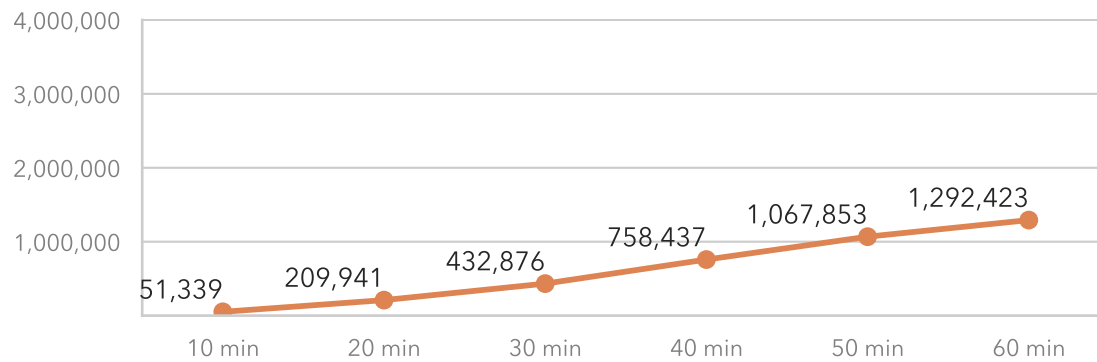
Forward Pinellas

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

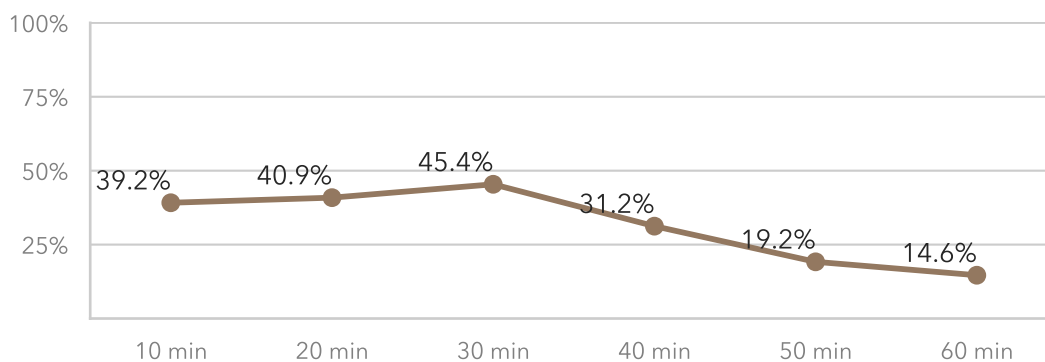
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Average Job Accessibility by Travel Time Threshold (worker-weighted)

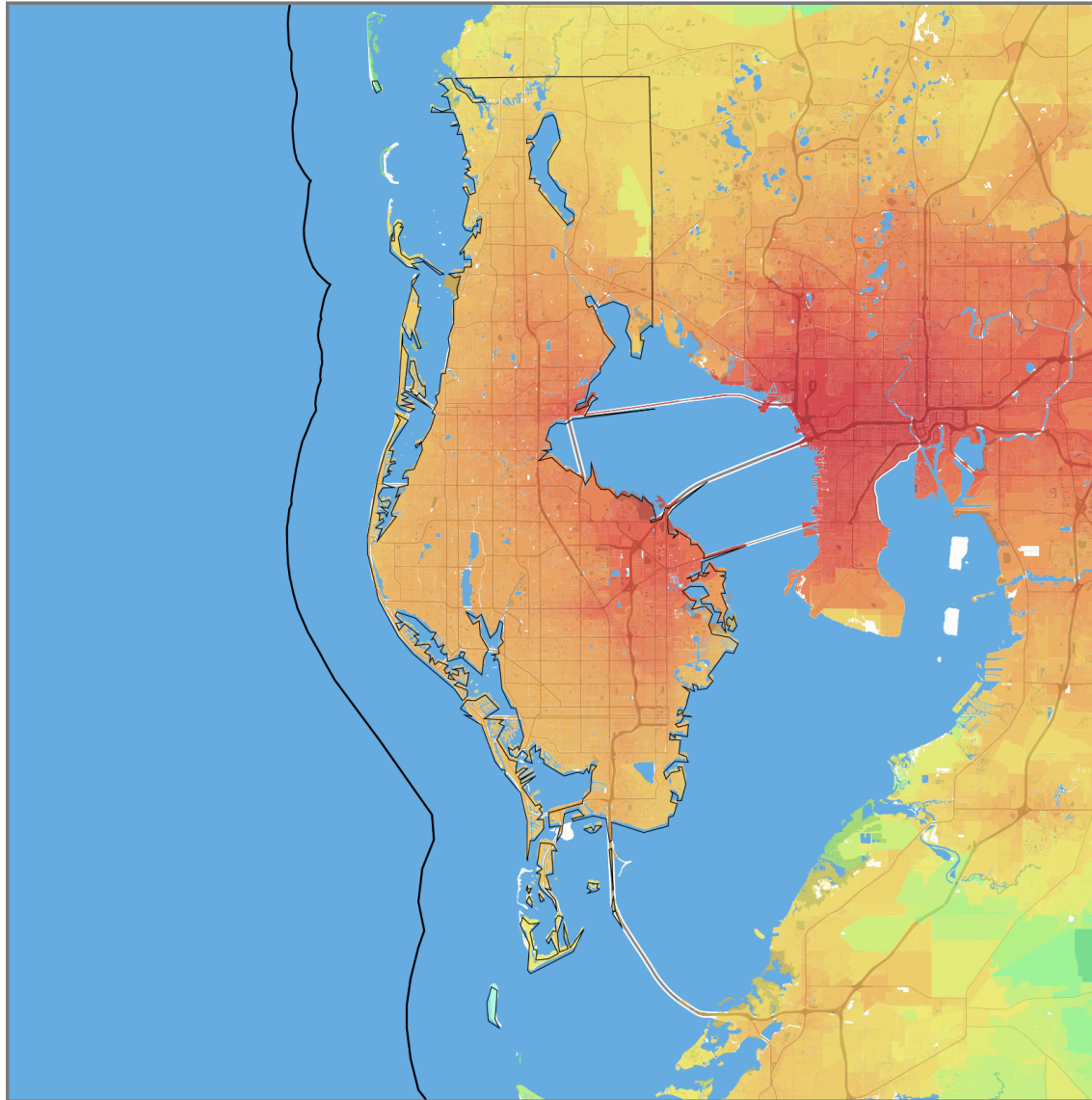


Average Congestion Impact by Travel Time Threshold (worker-weighted)

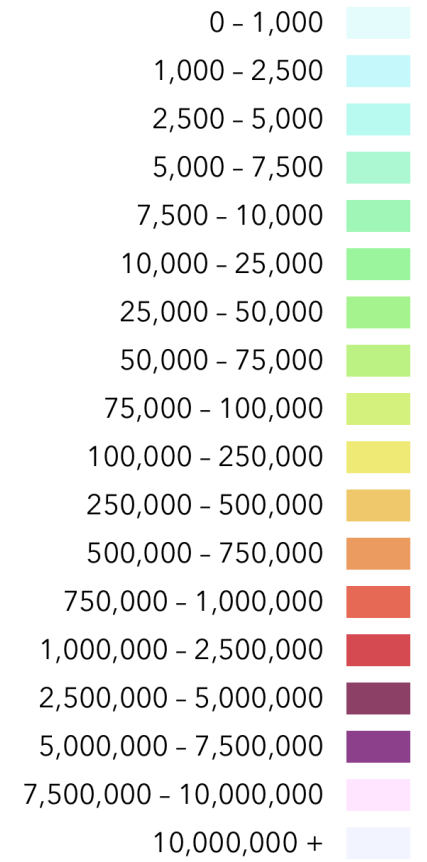
Higher numbers indicate greater job access loss due to congestion



Forward Pinellas



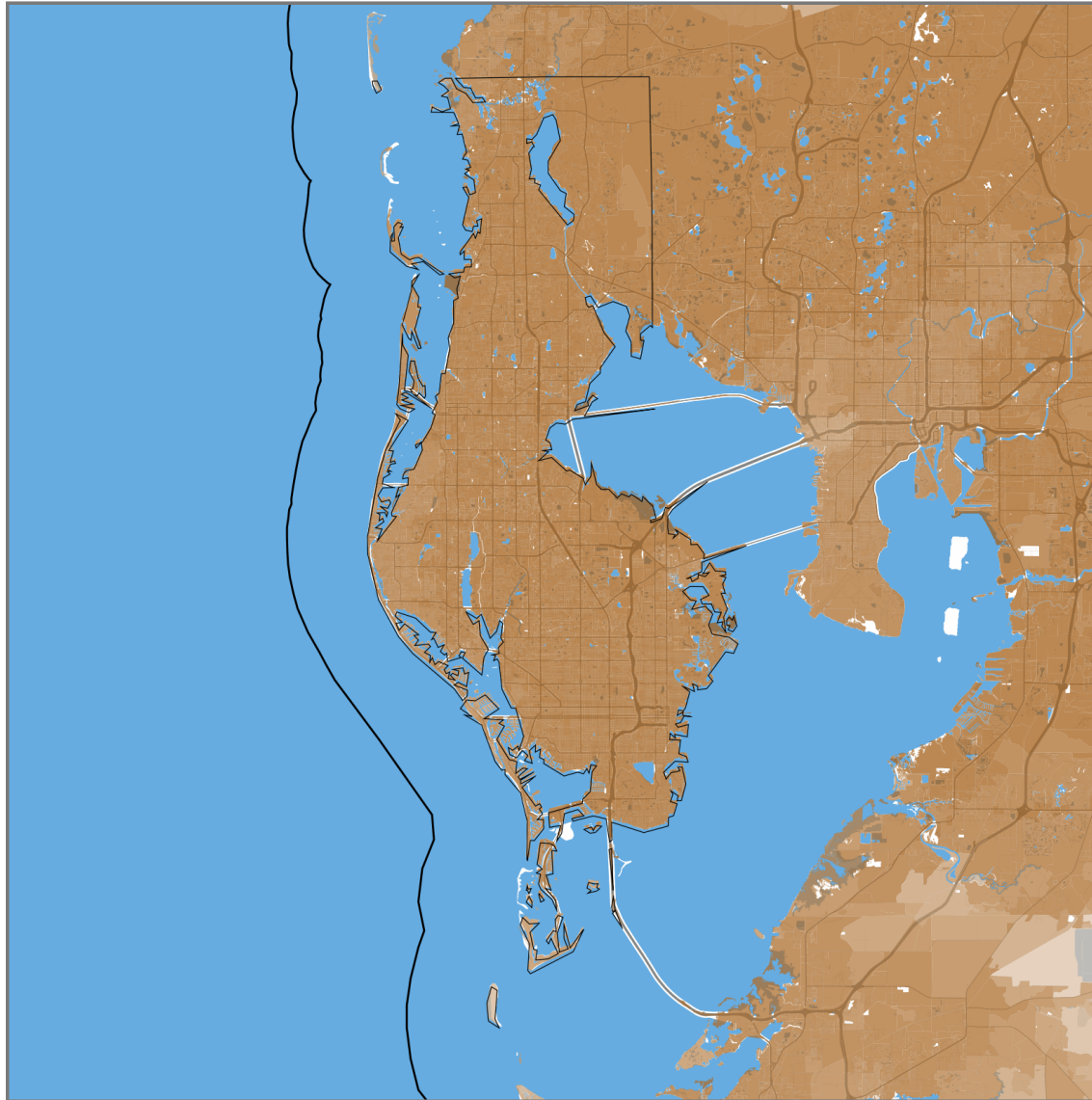
Jobs within 30 minutes
(Driving, AM peak)



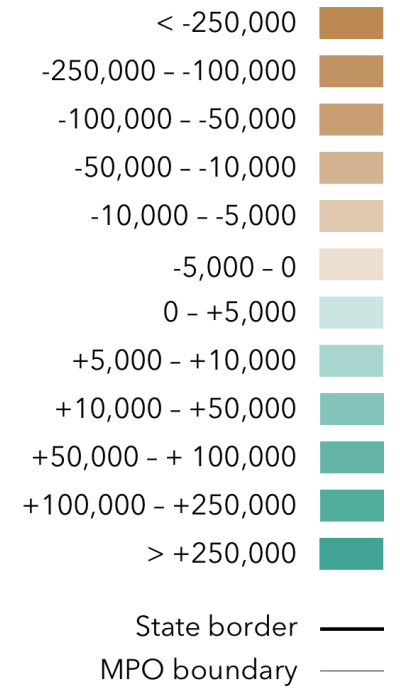
State border

MPO boundary

Forward Pinellas



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



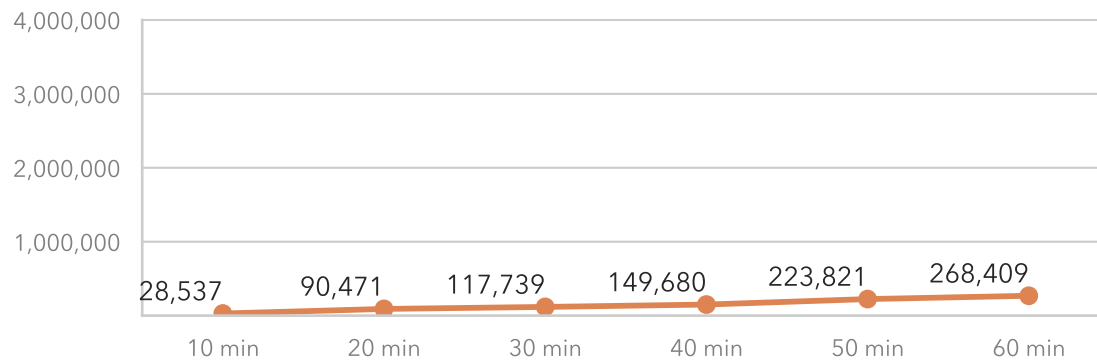
Gainesville MTPo

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

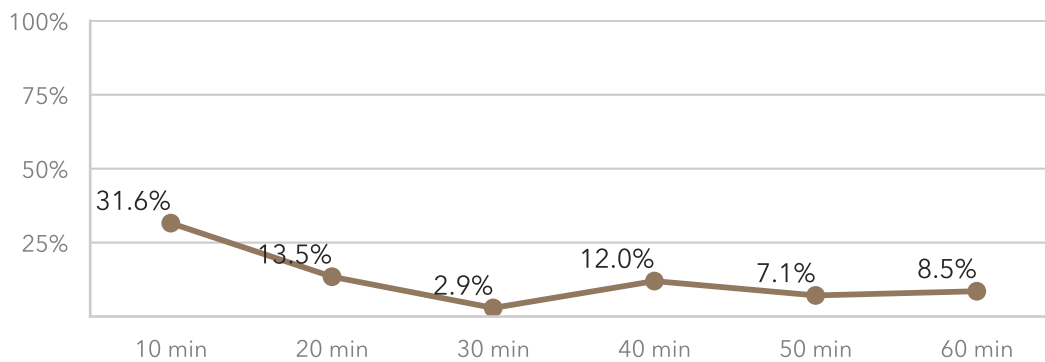
Job and worker totals are based on LEHD estimates and may not match other sources.

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



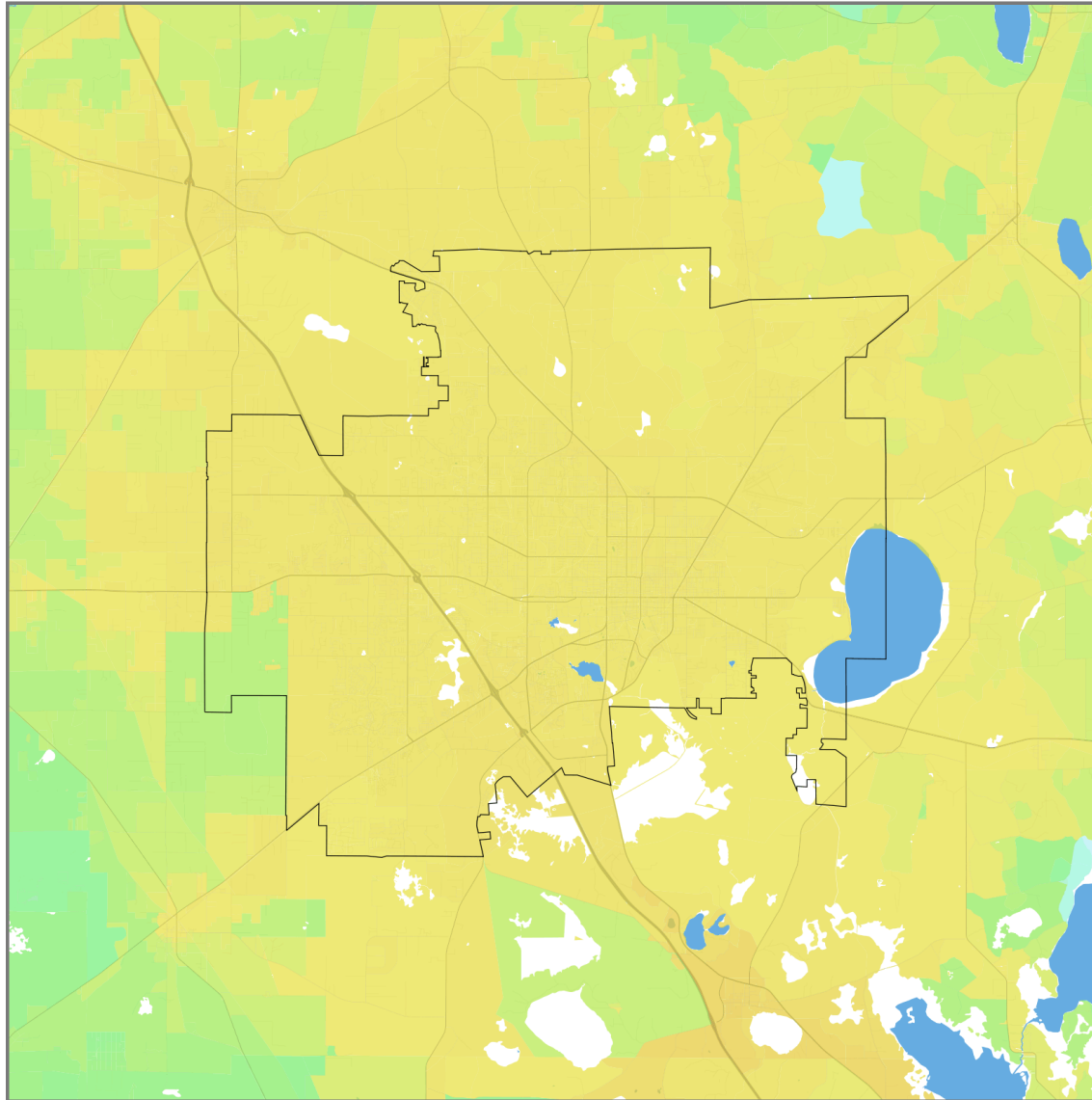
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

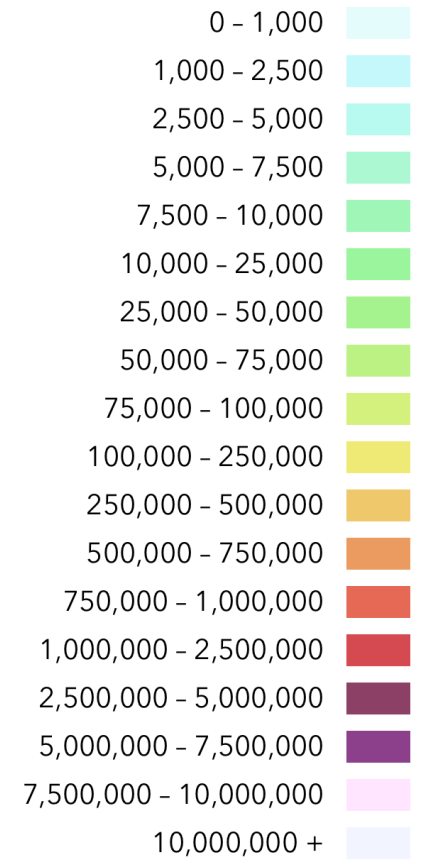


Gainesville MTP0

30



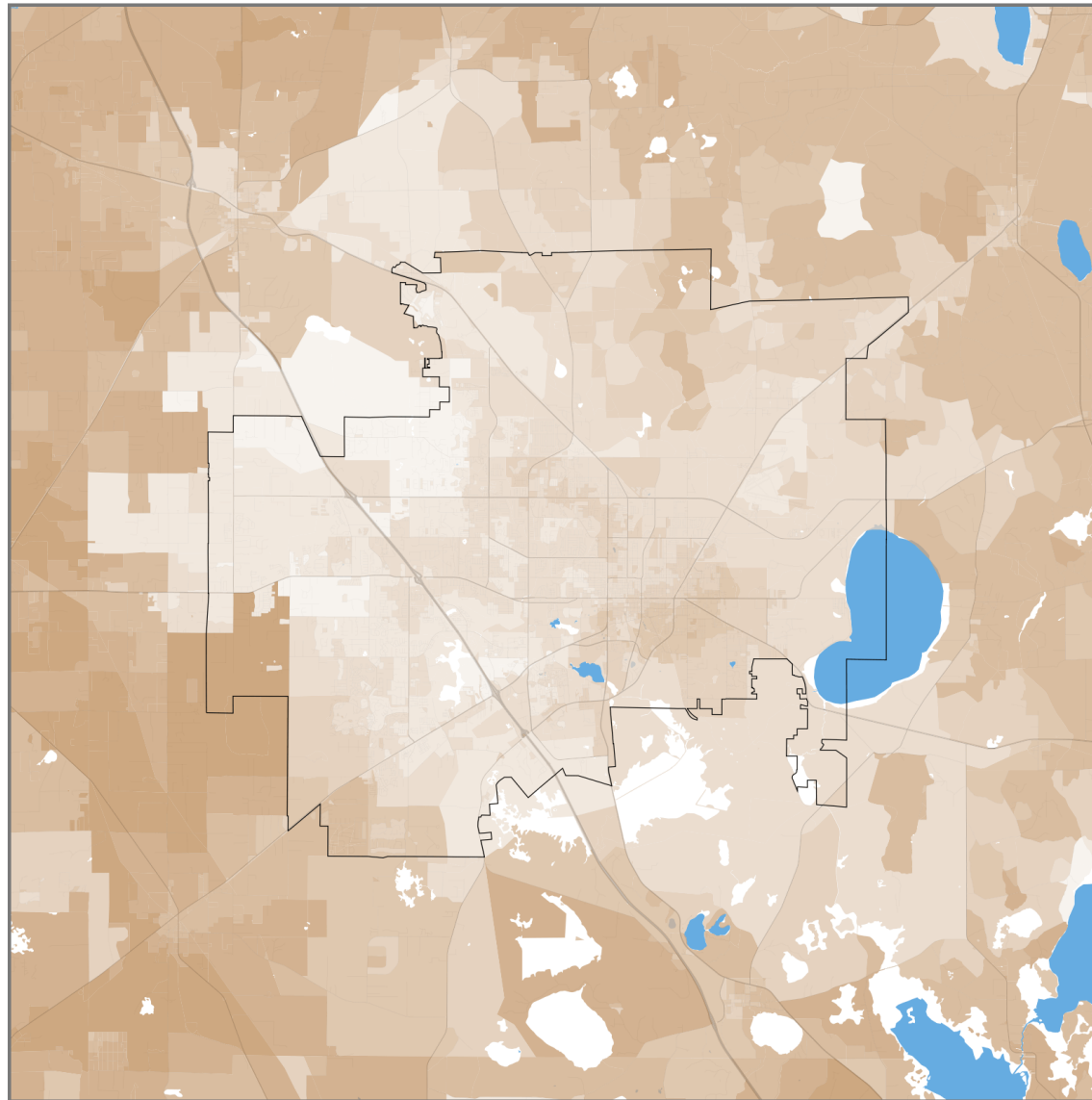
Jobs within 30 minutes
(Driving, AM peak)



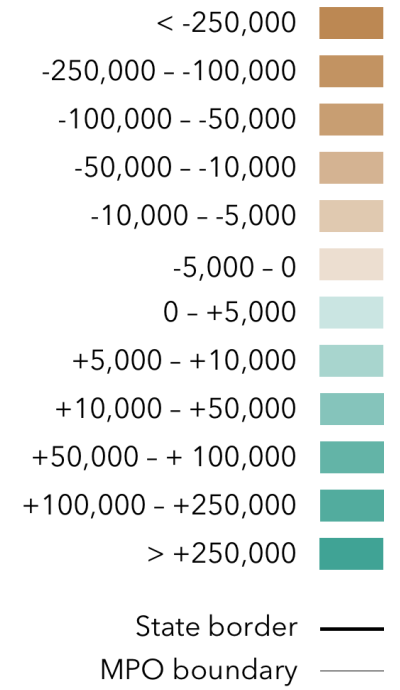
State border ———
MPO boundary ———

Gainesville MTP0

31



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



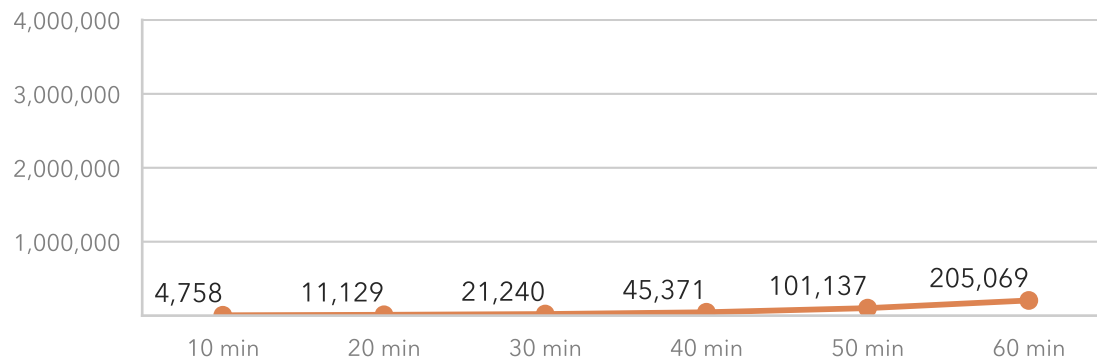
Heartland Regional TPO

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

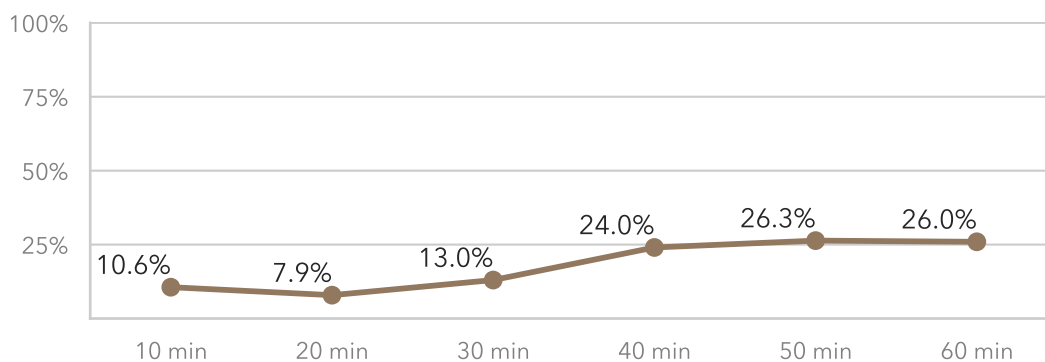
Job and worker totals are based on LEHD estimates and may not match other sources.

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



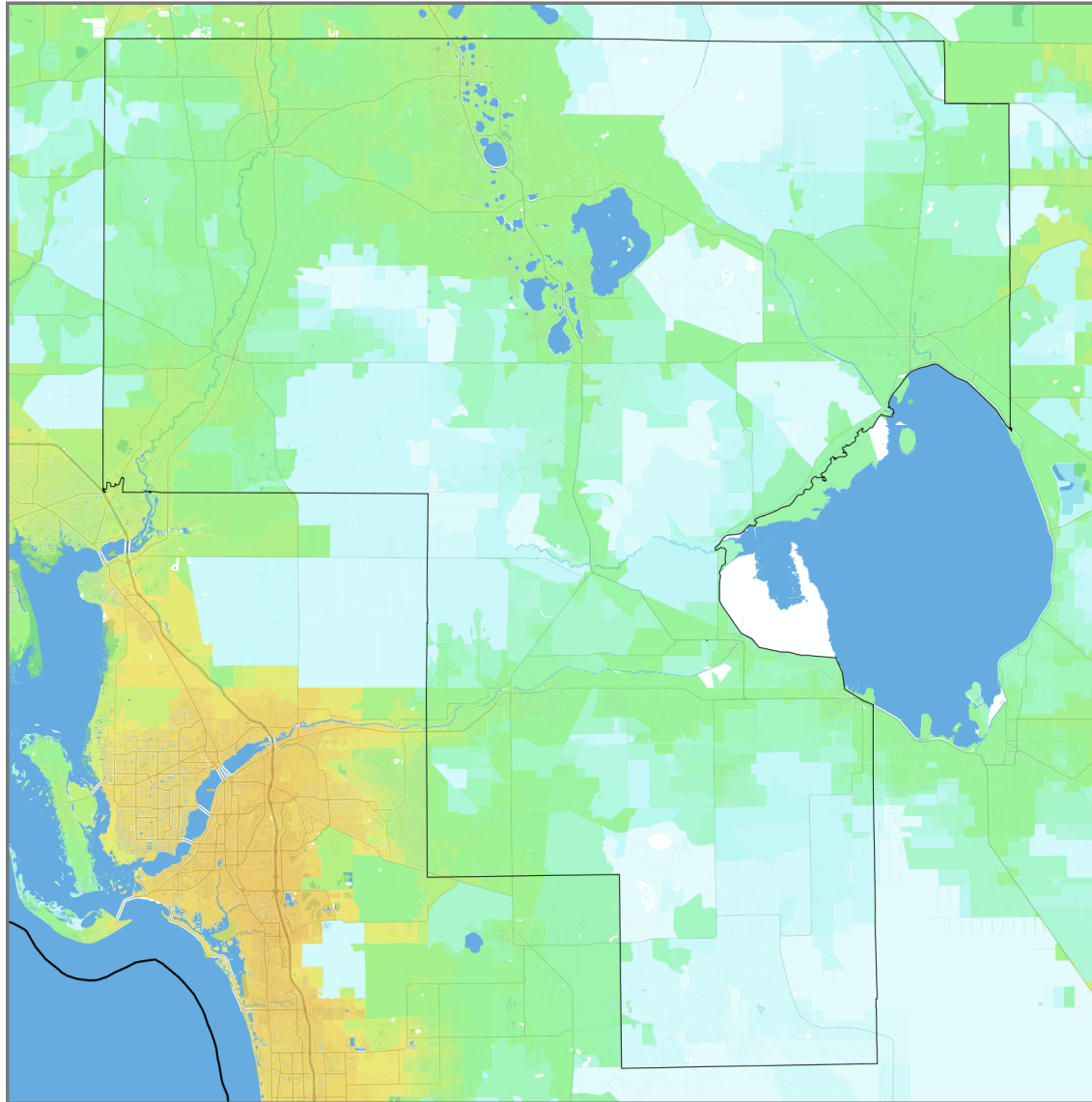
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

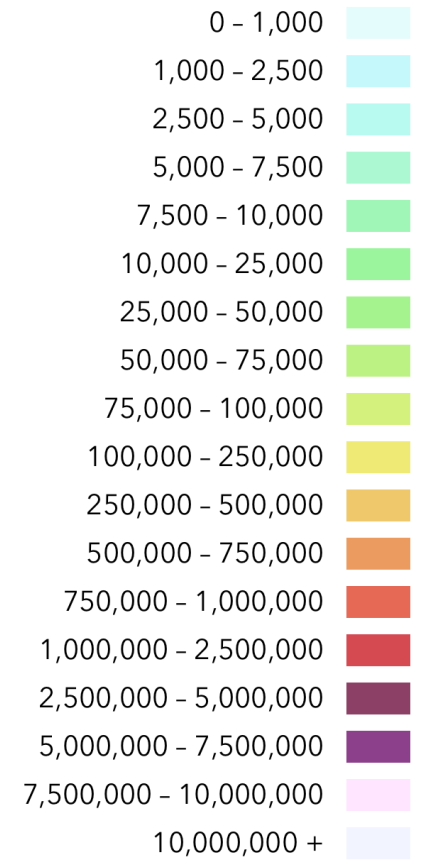


Heartland Regional TPO

33

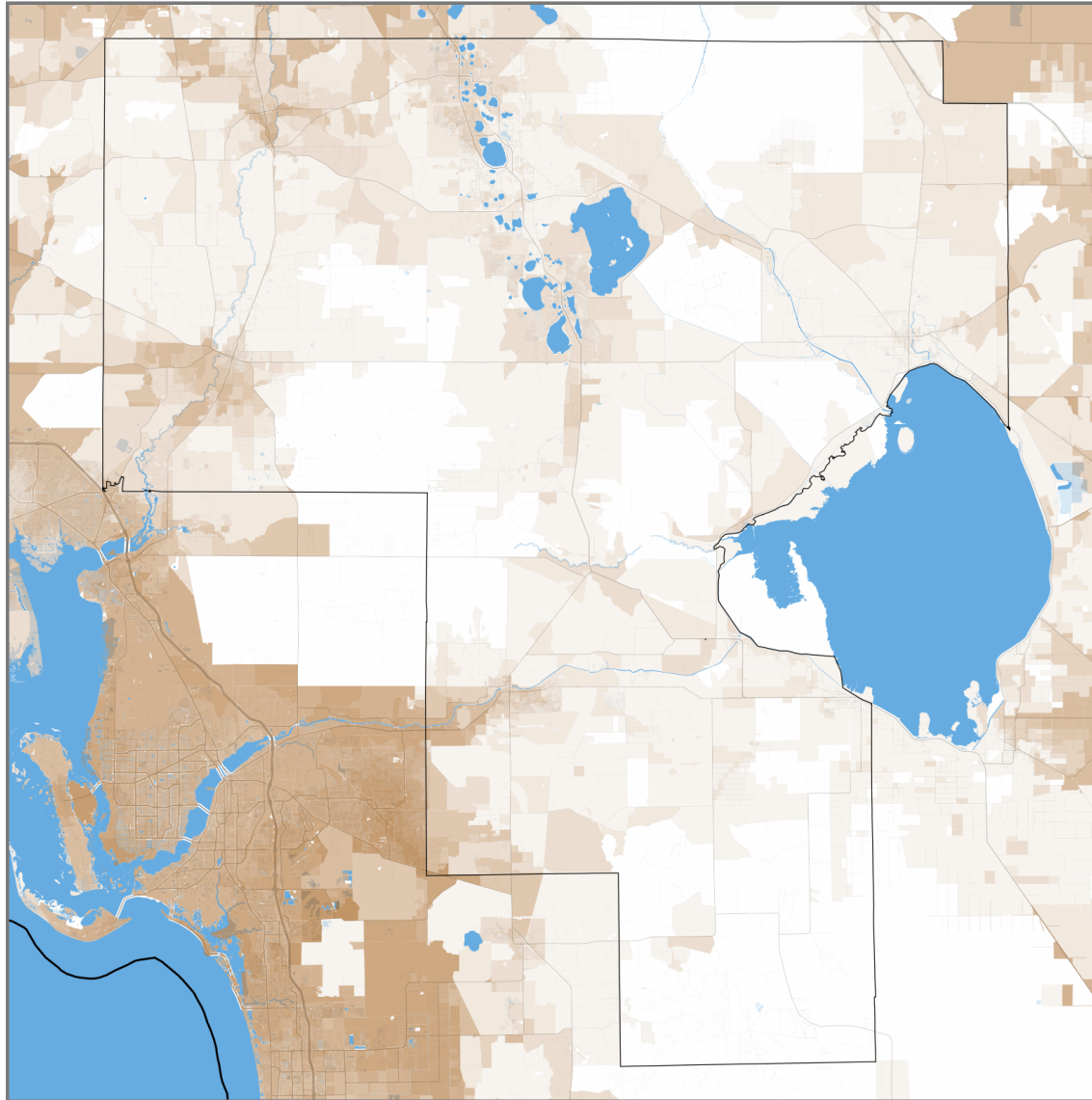


Jobs within 30 minutes
(Driving, AM peak)

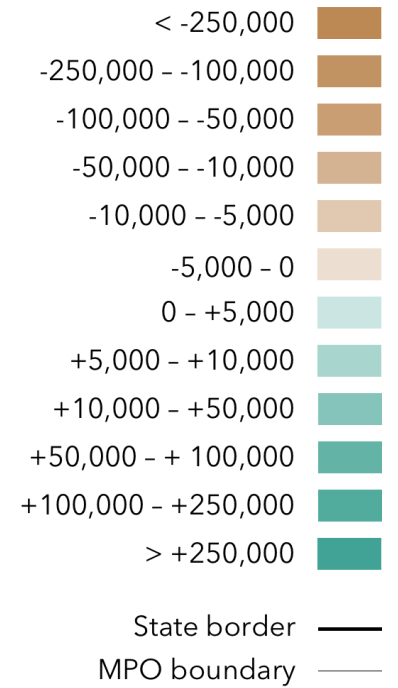


State border —
MPO boundary —

Heartland Regional TPO



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



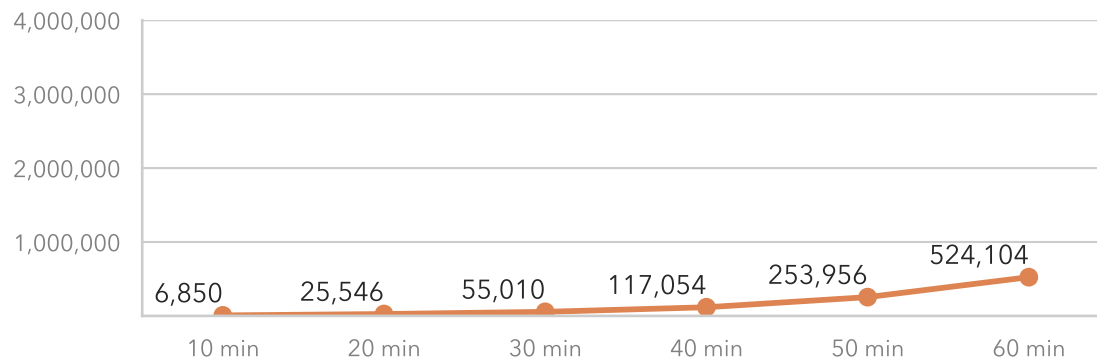
Hernando/Citrus MPO

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

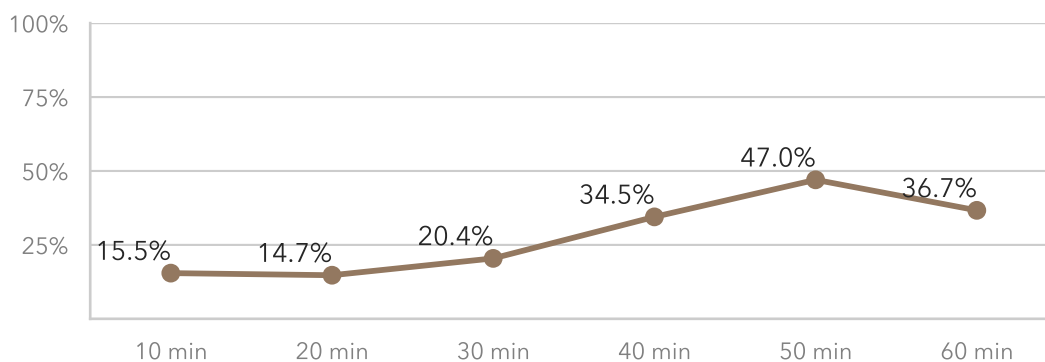
Job and worker totals are based on LEHD estimates and may not match other sources.

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



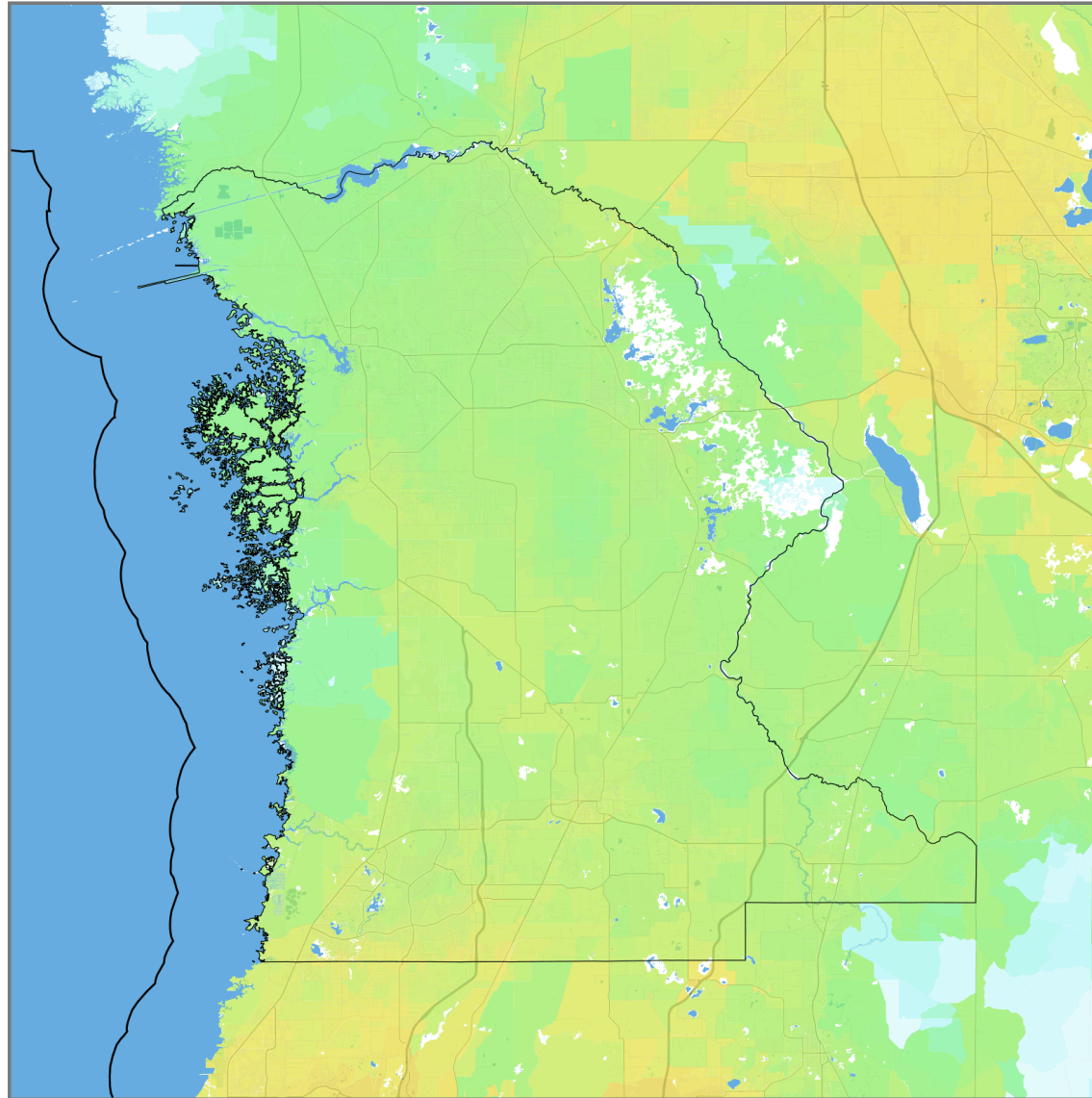
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

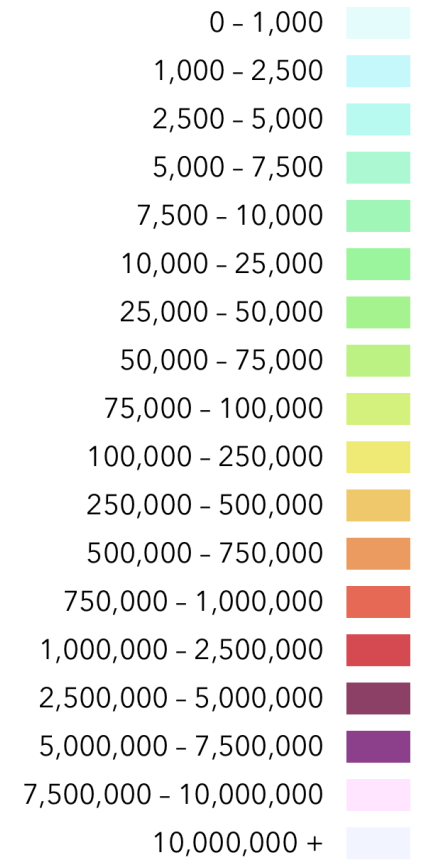


Hernando/Citrus MPO

36

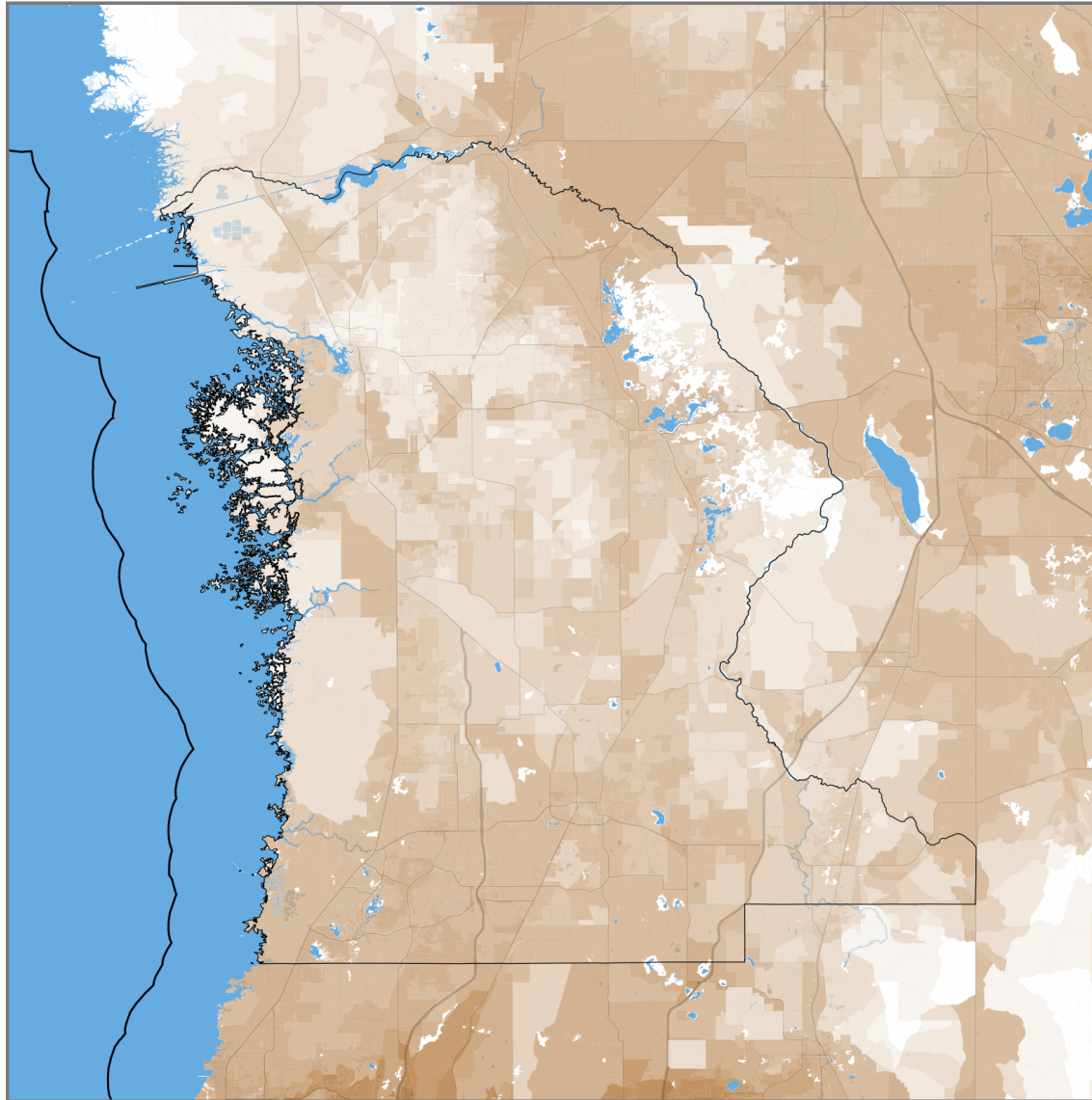


Jobs within 30 minutes
(Driving, AM peak)

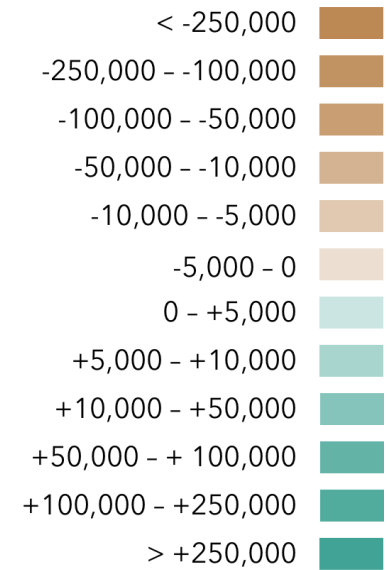


State border ———
MPO boundary ———

Hernando/Citrus MPO



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



State border

MPO boundary

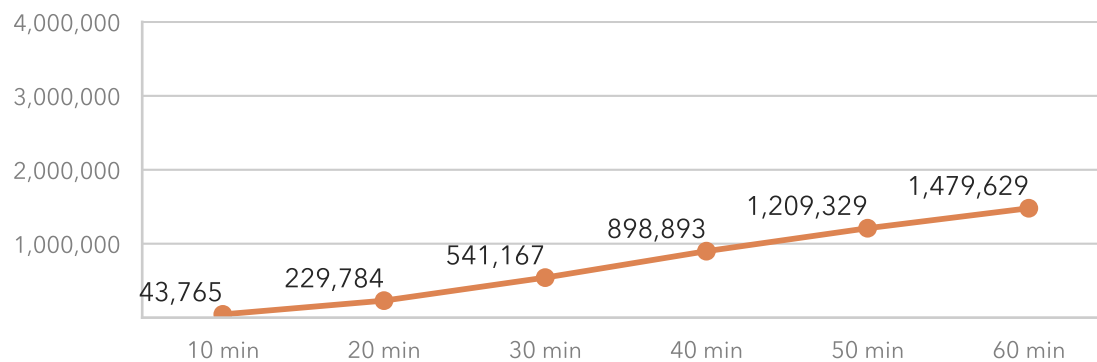
Hillsborough MPO

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

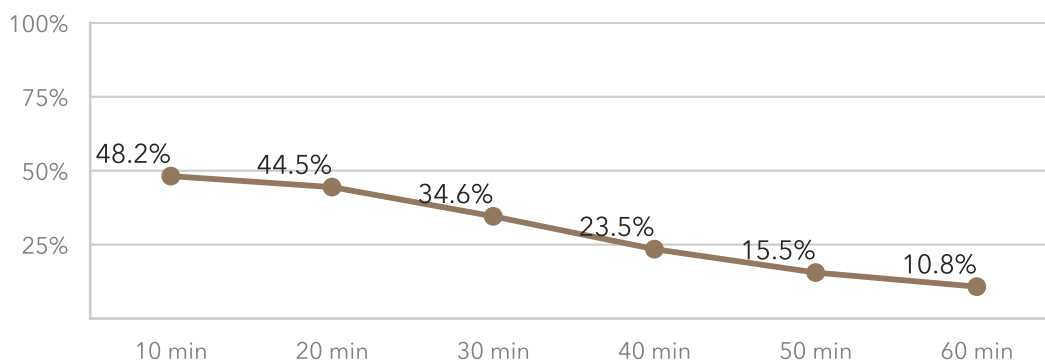
Job and worker totals are based on LEHD estimates and may not match other sources.

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



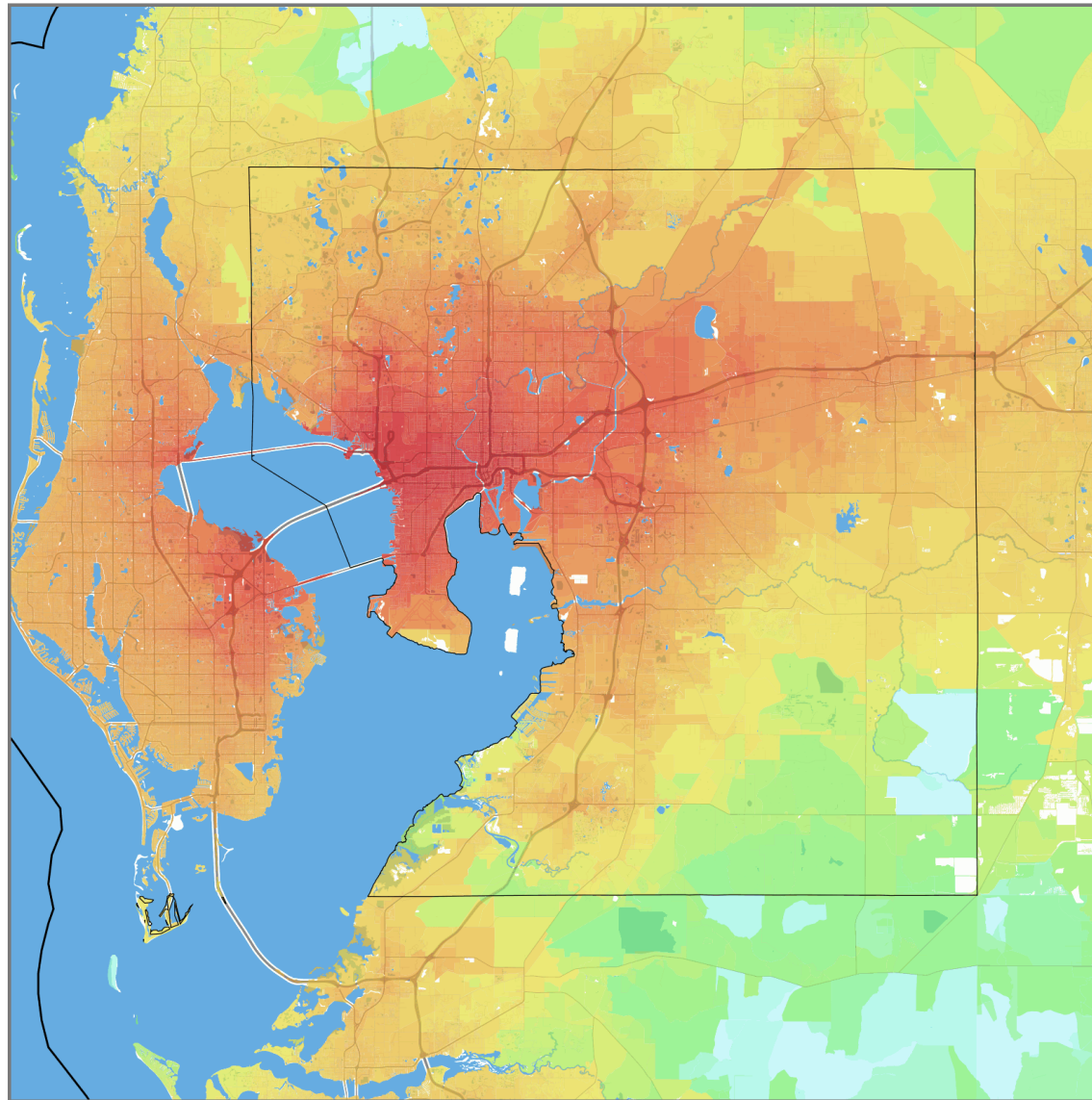
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

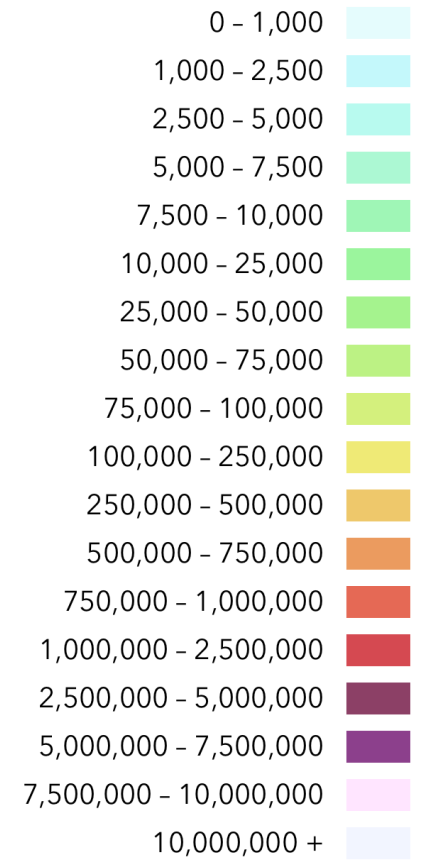


Hillsborough MPO

39



Jobs within 30 minutes
(Driving, AM peak)

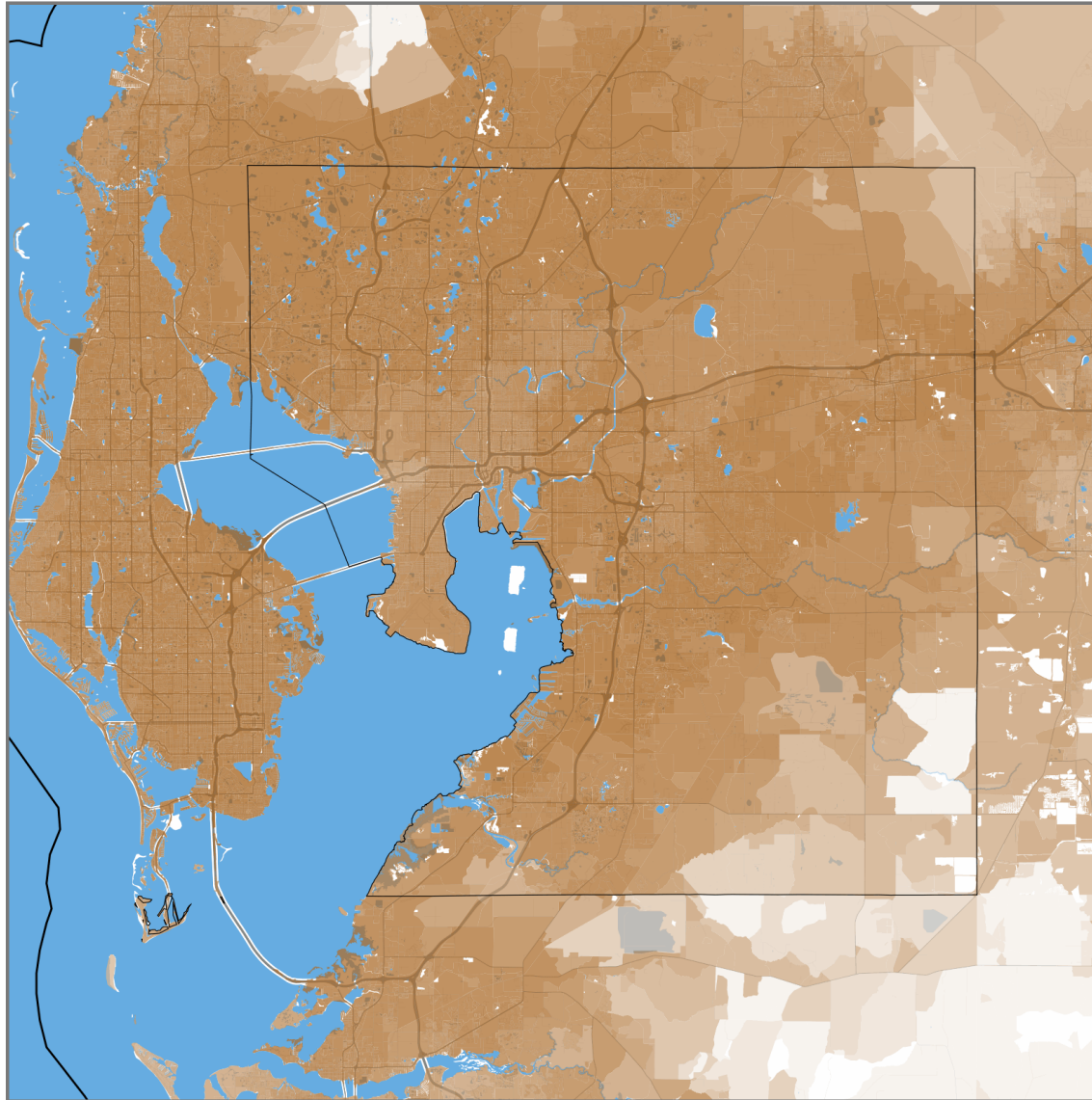


State border

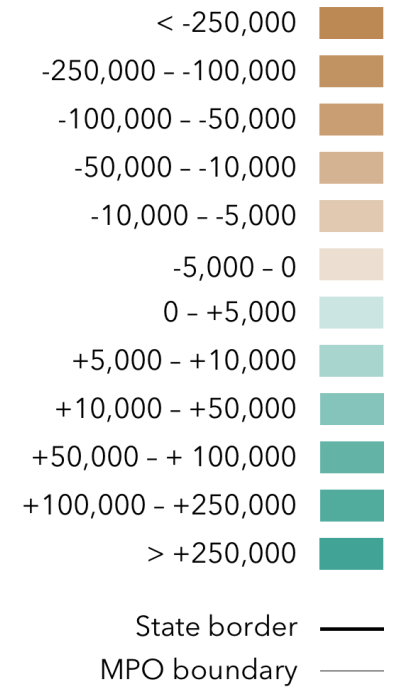
MPO boundary

Hillsborough MPO

40



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



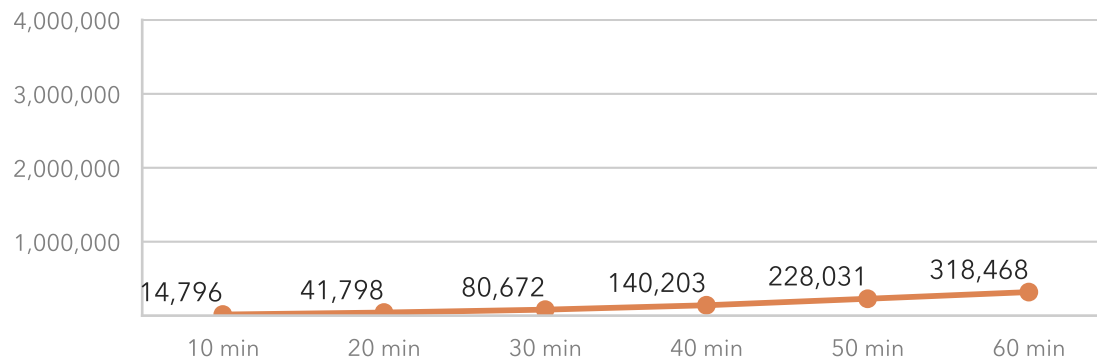
Indian River County MPO

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

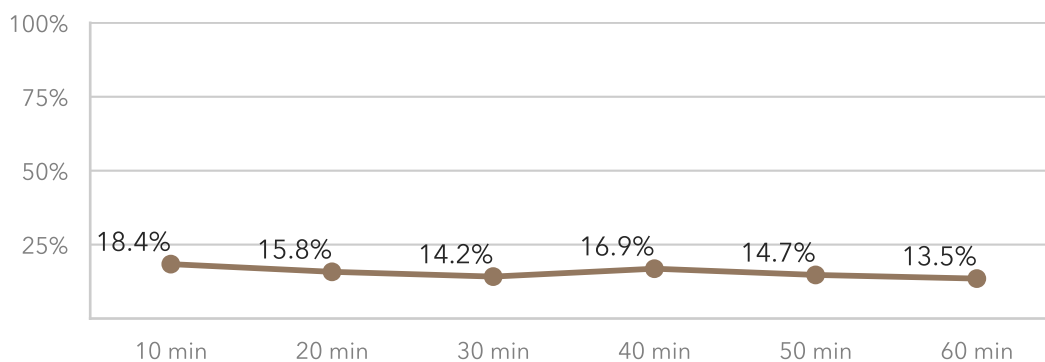
Job and worker totals are based on LEHD estimates and may not match other sources.

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

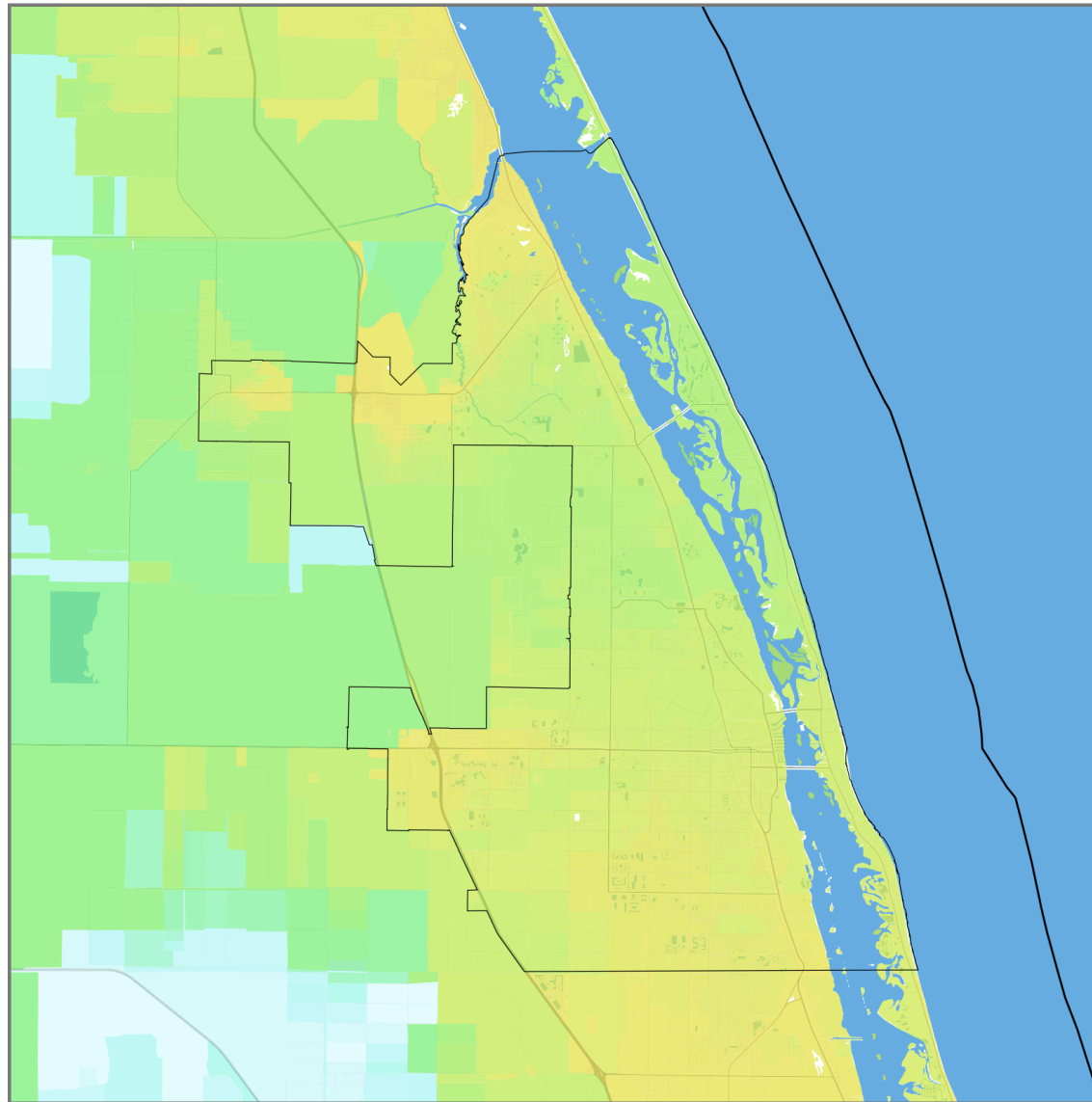


Average Congestion Impact by Travel Time Threshold (worker-weighted)

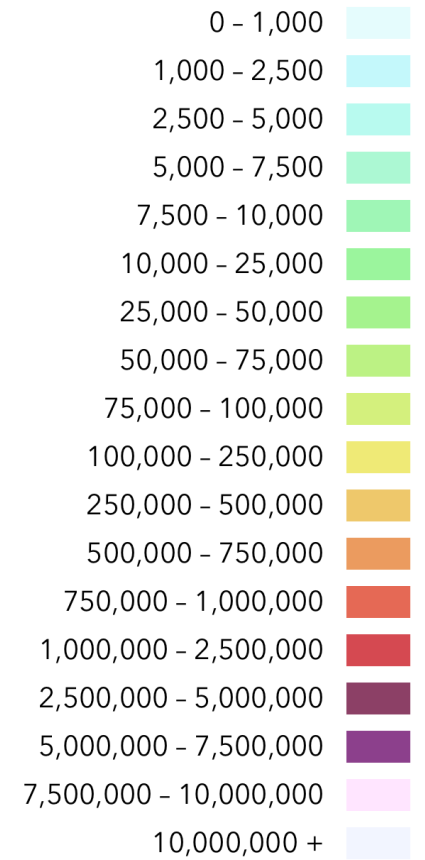
Higher numbers indicate greater job access loss due to congestion



Indian River County MPO

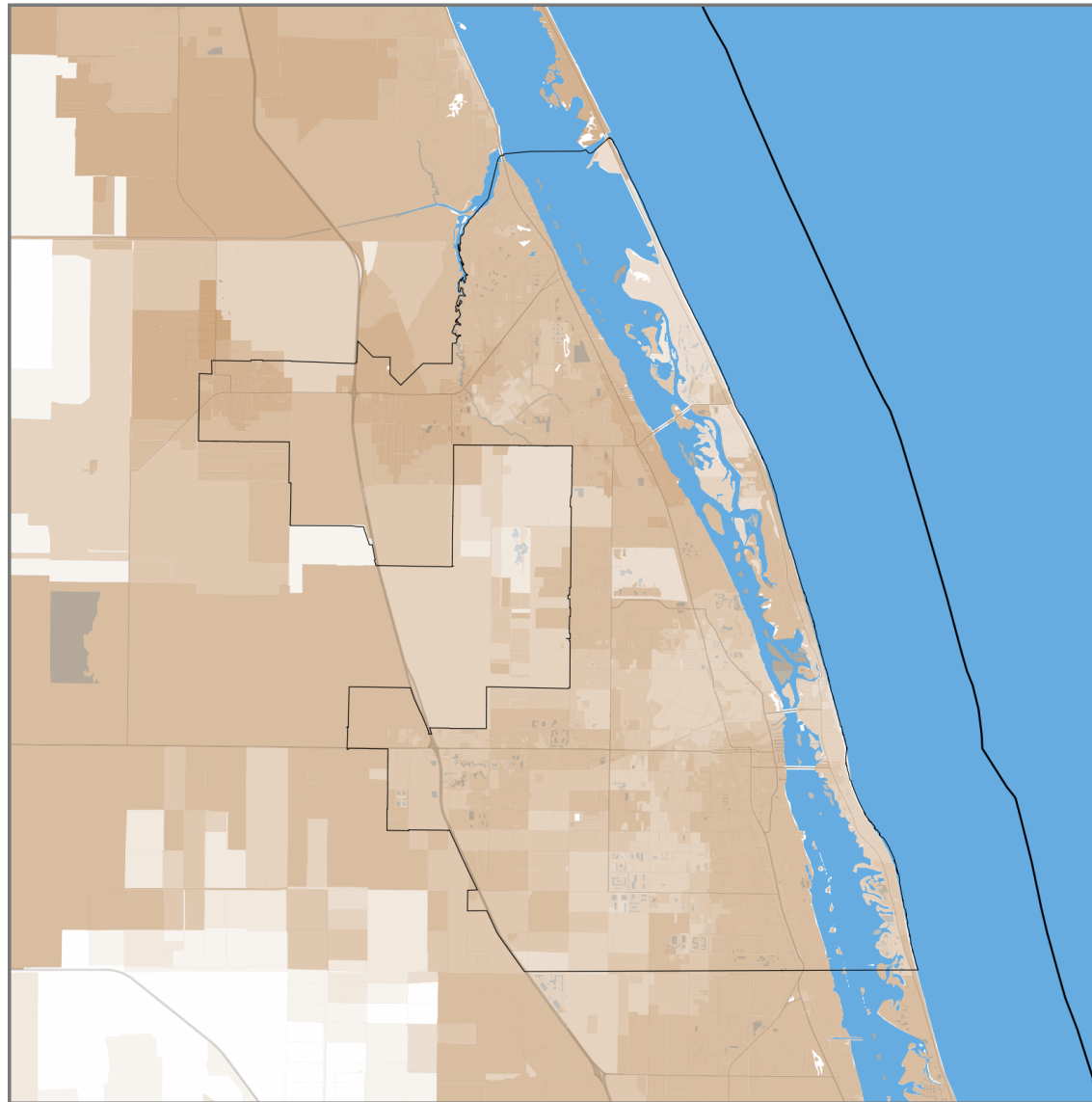


Jobs within 30 minutes
(Driving, AM peak)

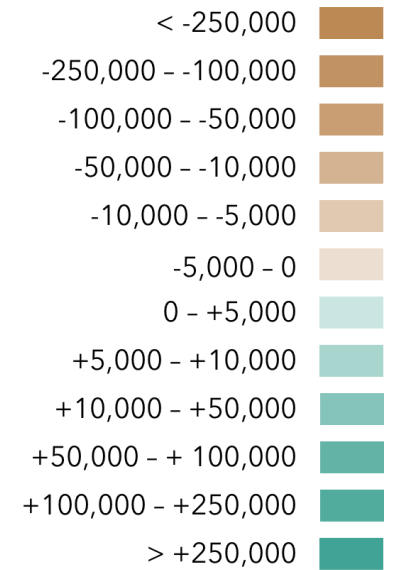


State border —
MPO boundary —

Indian River County MPO



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



State border ———
MPO boundary ———

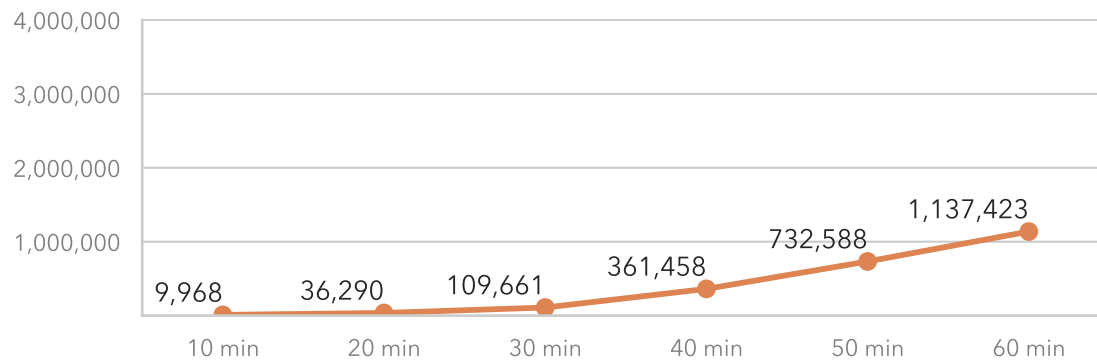
Lake-Sumter MPO

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

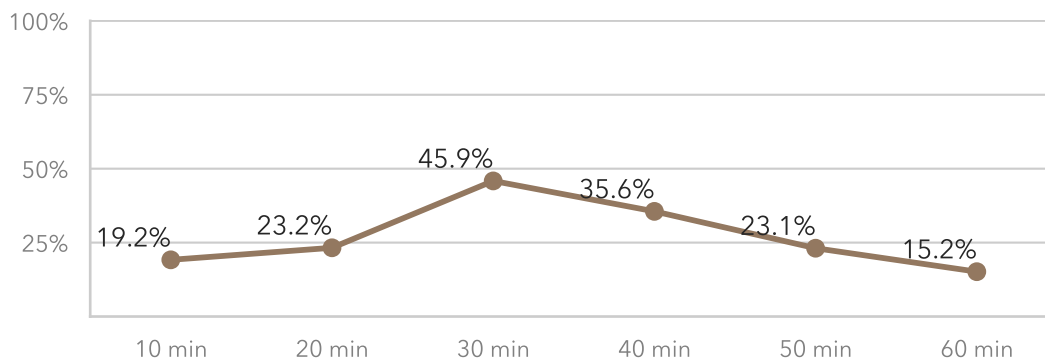
Job and worker totals are based on LEHD estimates and may not match other sources.

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



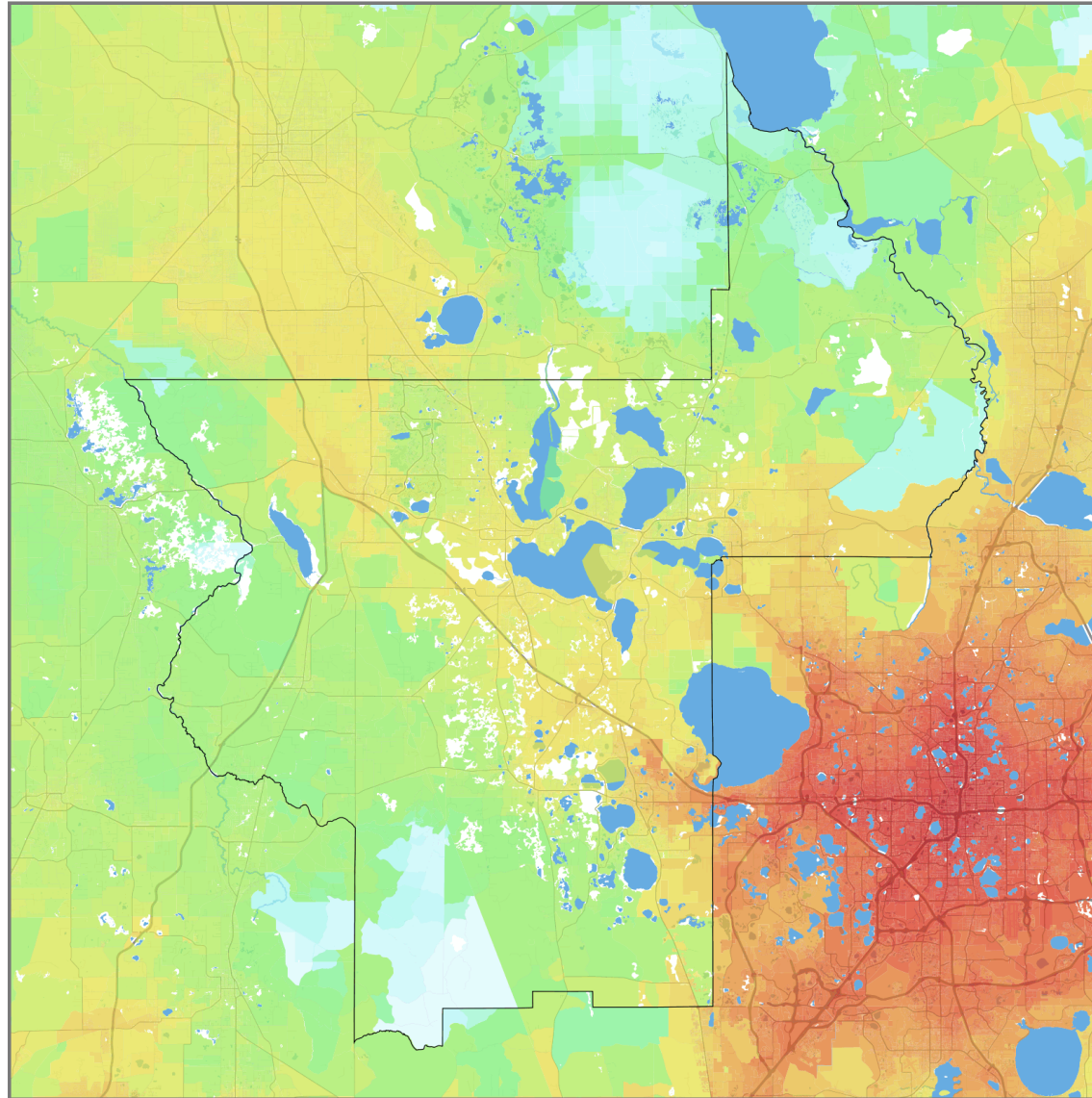
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

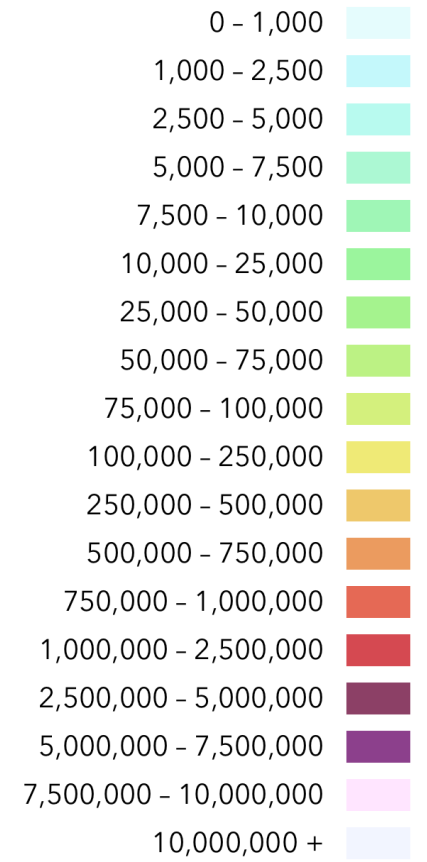


Lake-Sumter MPO

45



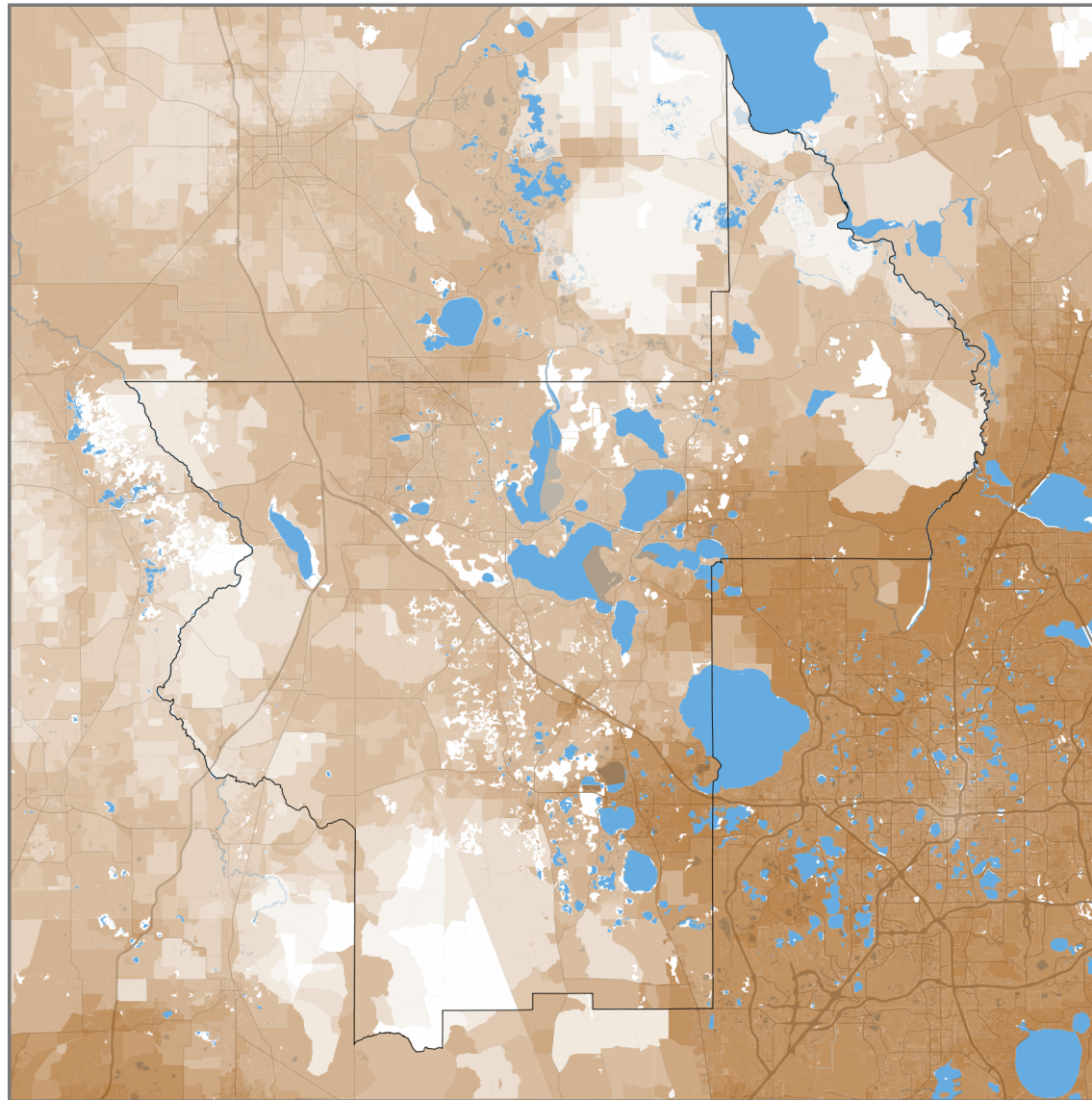
Jobs within 30 minutes
(Driving, AM peak)



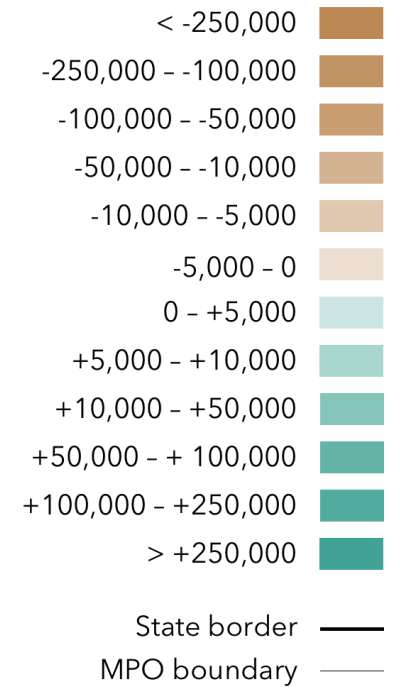
State border

MPO boundary

Lake-Sumter MPO



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



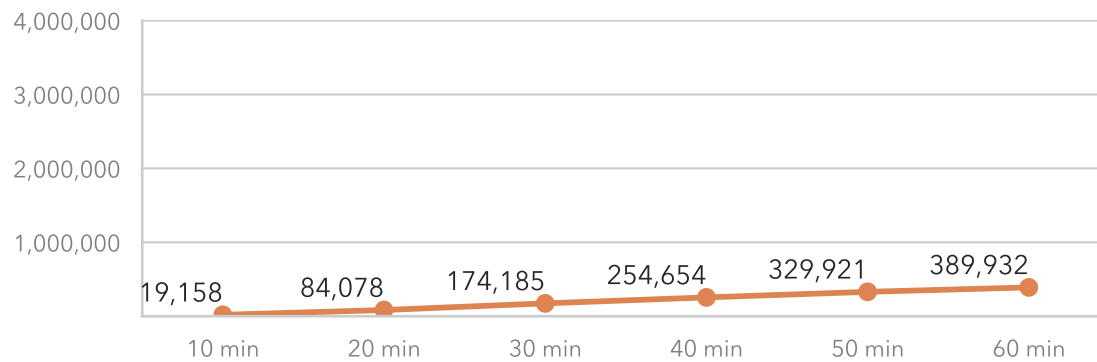
Lee County MPO

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

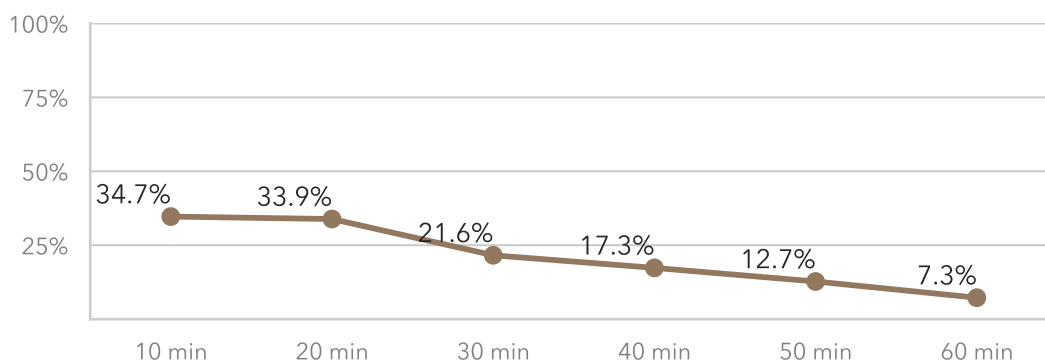
Job and worker totals are based on LEHD estimates and may not match other sources.

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

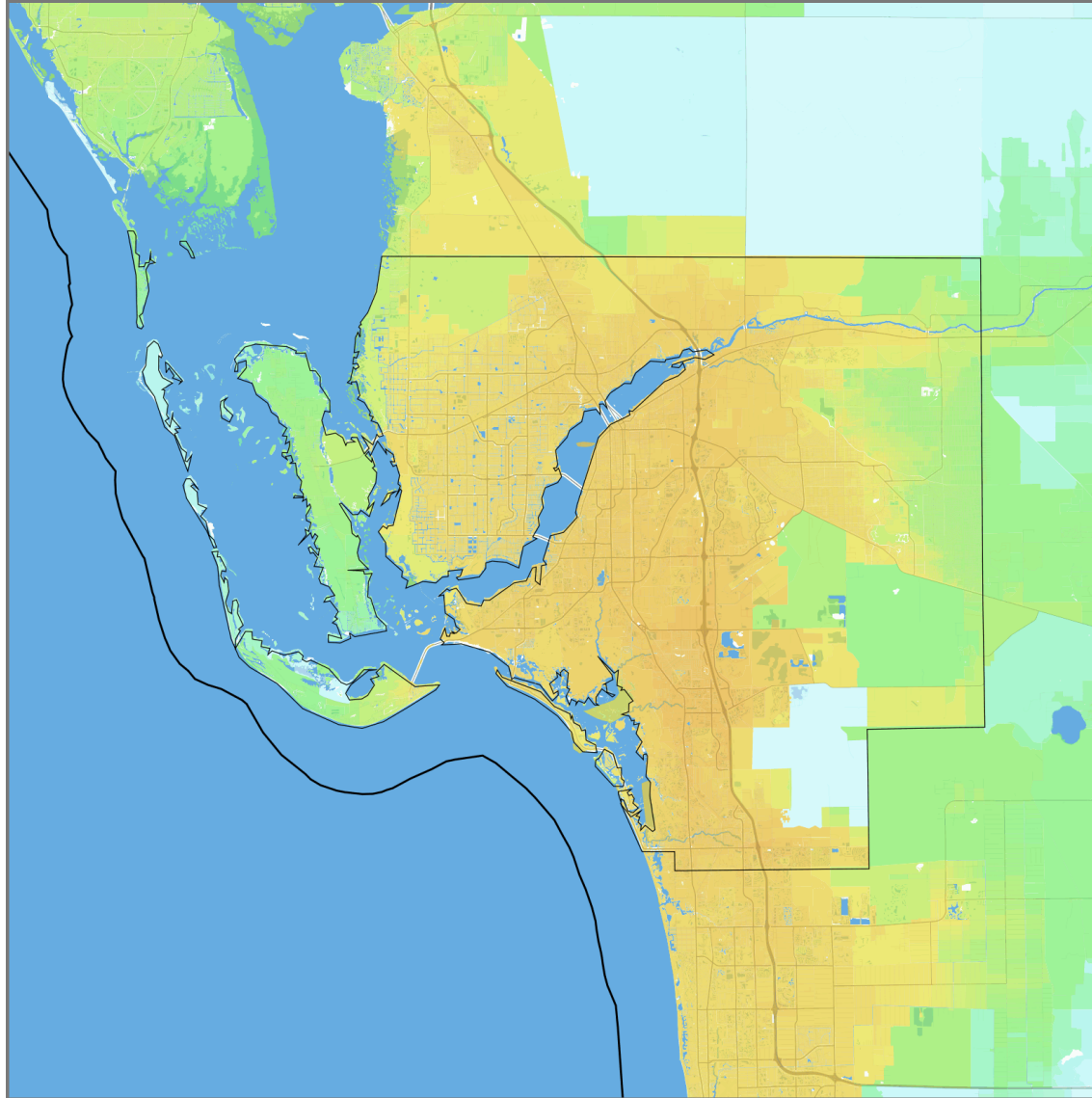


Average Congestion Impact by Travel Time Threshold (worker-weighted)

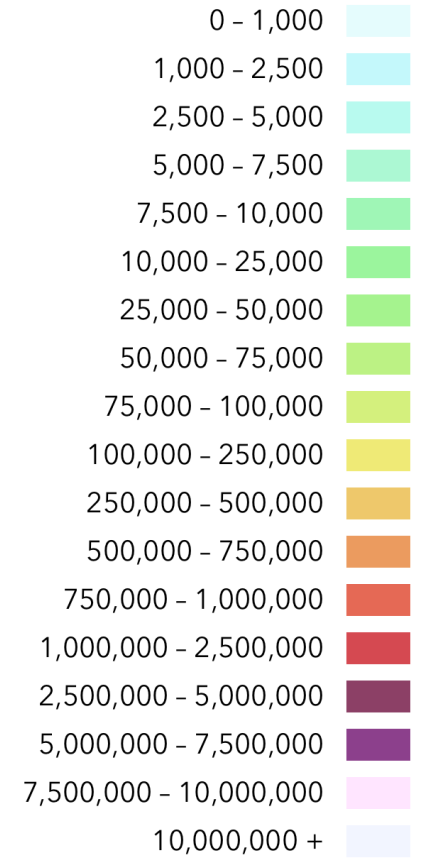
Higher numbers indicate greater job access loss due to congestion



Lee County MPO

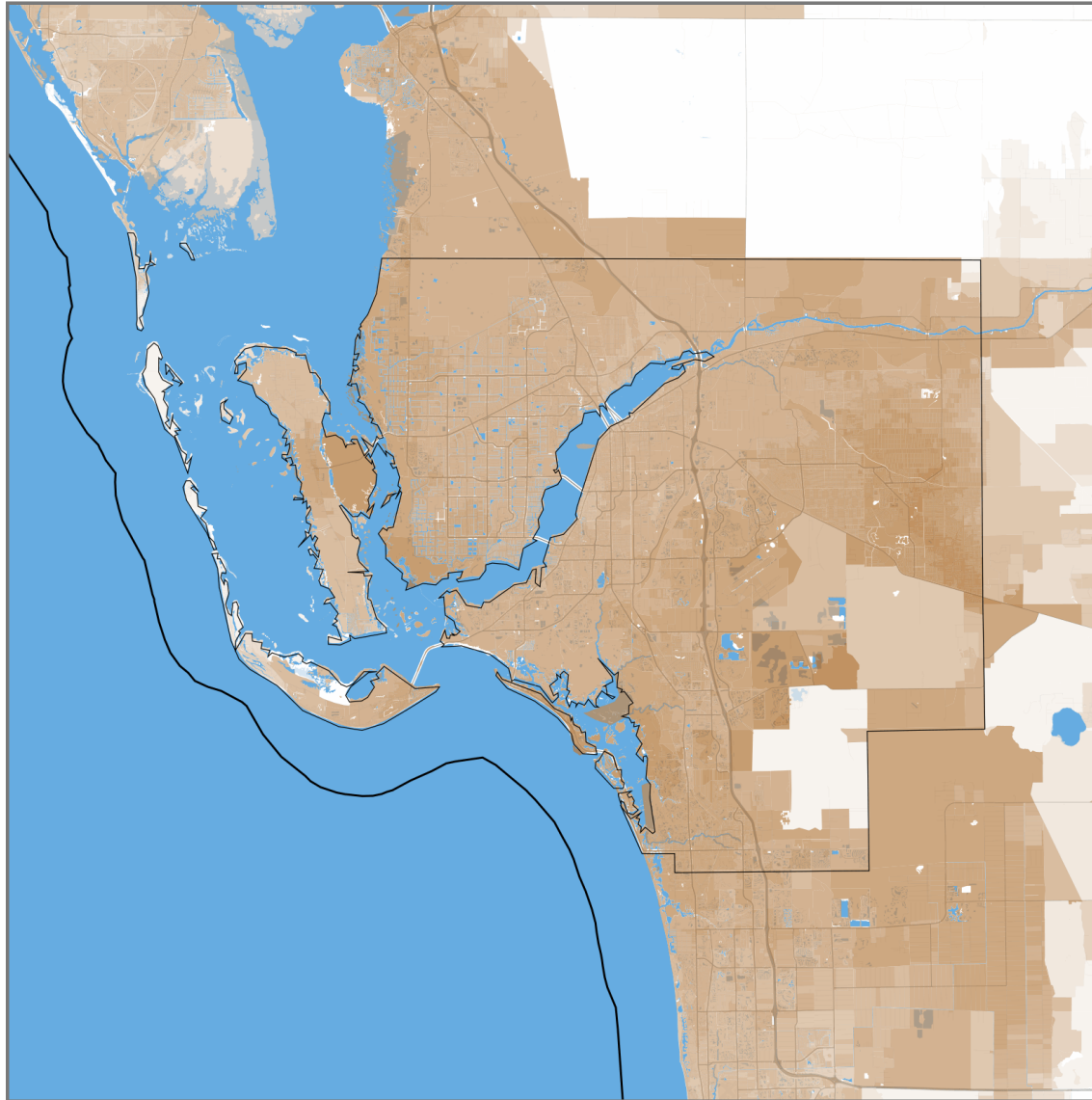


Jobs within 30 minutes
(Driving, AM peak)

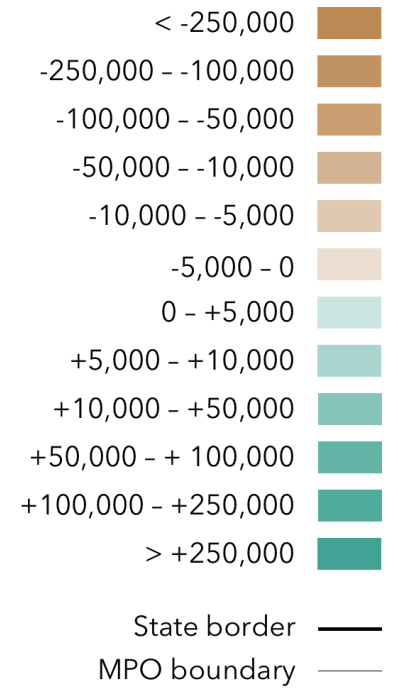


State border —
MPO boundary —

Lee County MPO



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



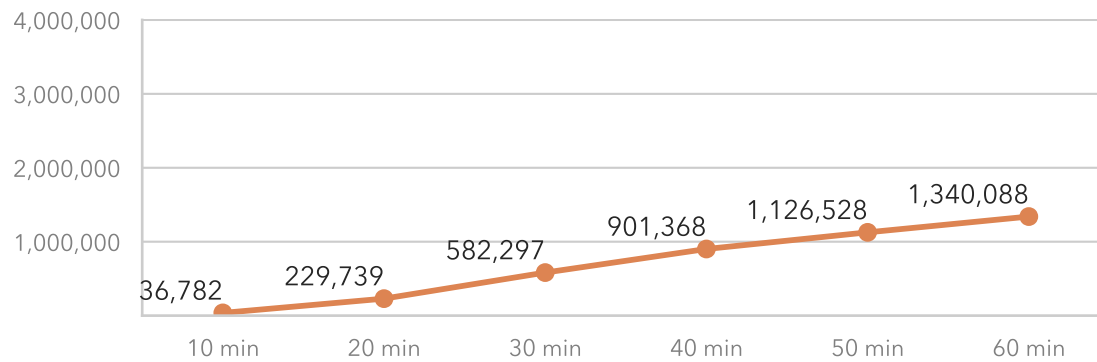
METROPLAN Orlando

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

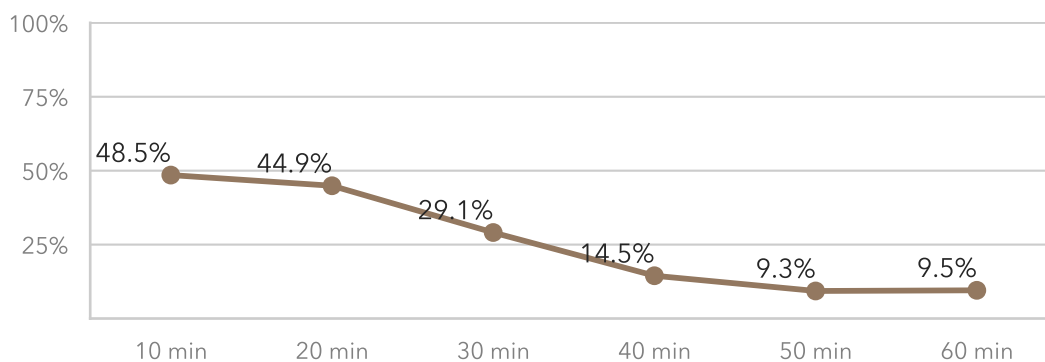
Job and worker totals are based on LEHD estimates and may not match other sources.

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

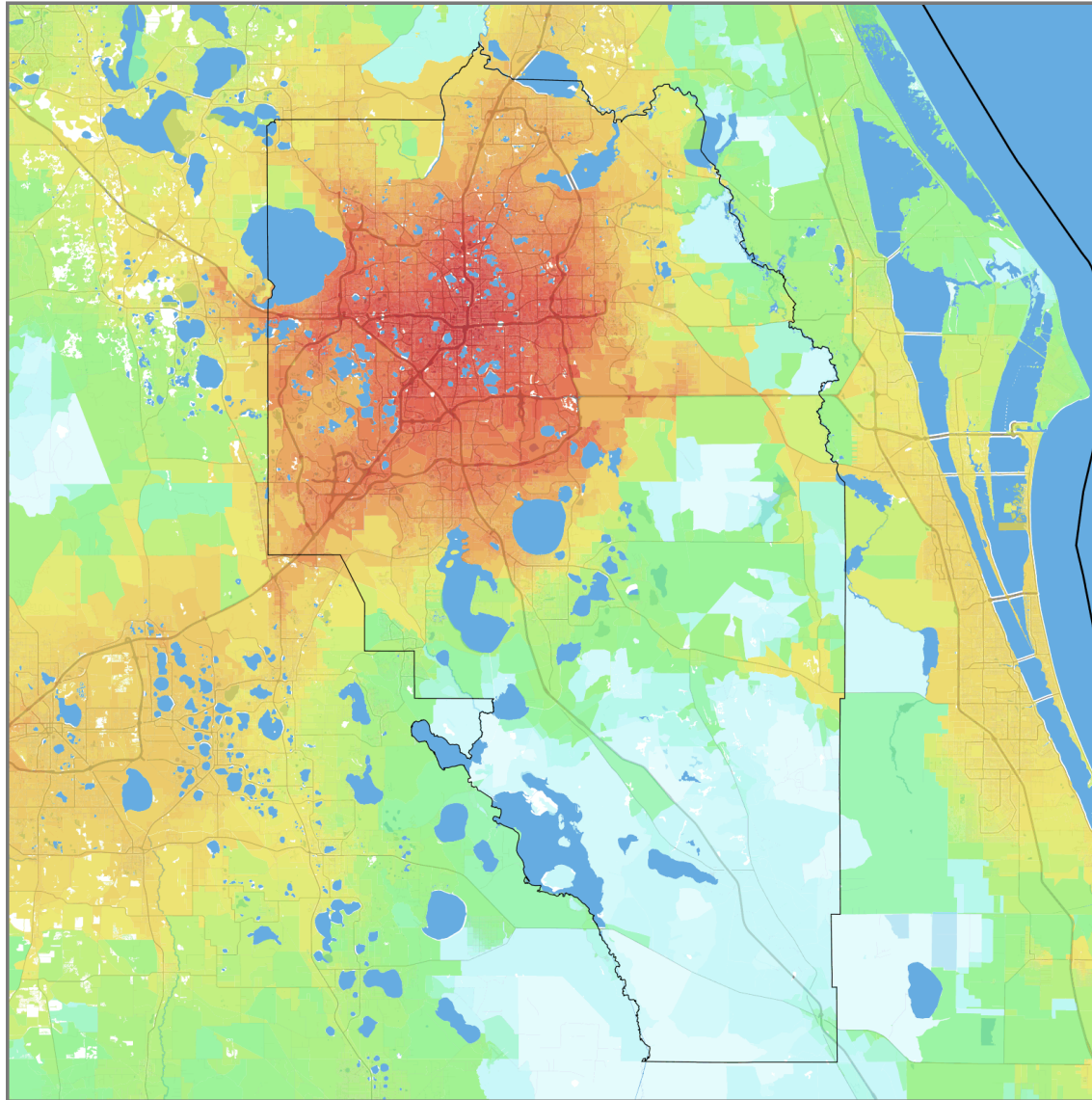


Average Congestion Impact by Travel Time Threshold (worker-weighted)

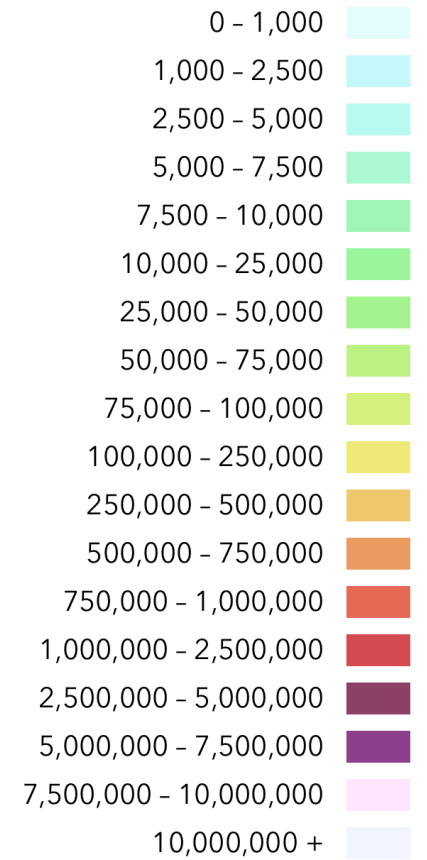
Higher numbers indicate greater job access loss due to congestion



METROPLAN Orlando



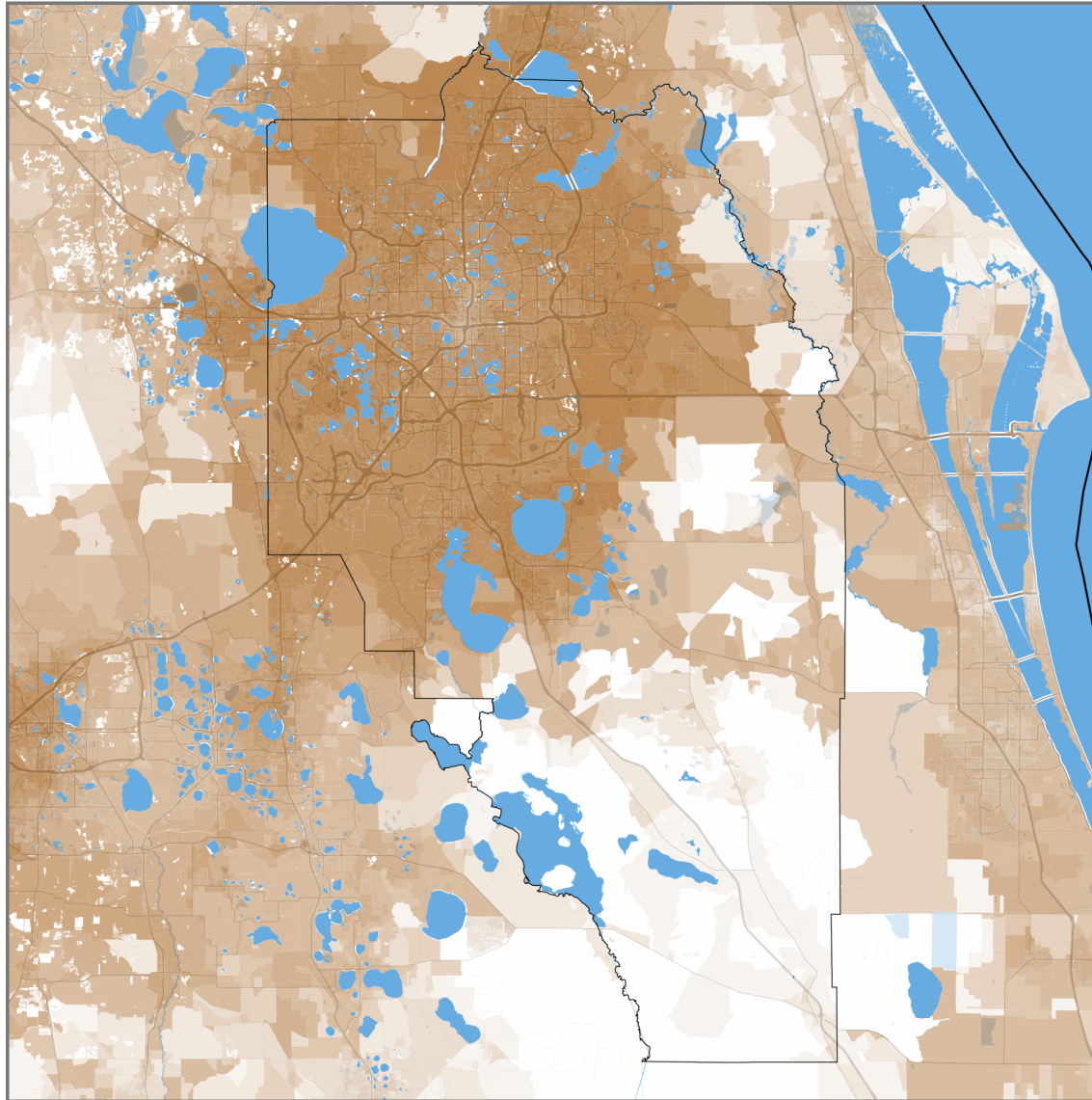
Jobs within 30 minutes
(Driving, AM peak)



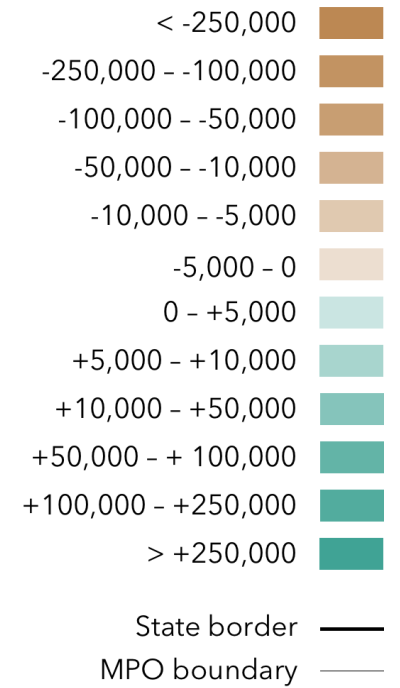
State border

MPO boundary

METROPLAN Orlando



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



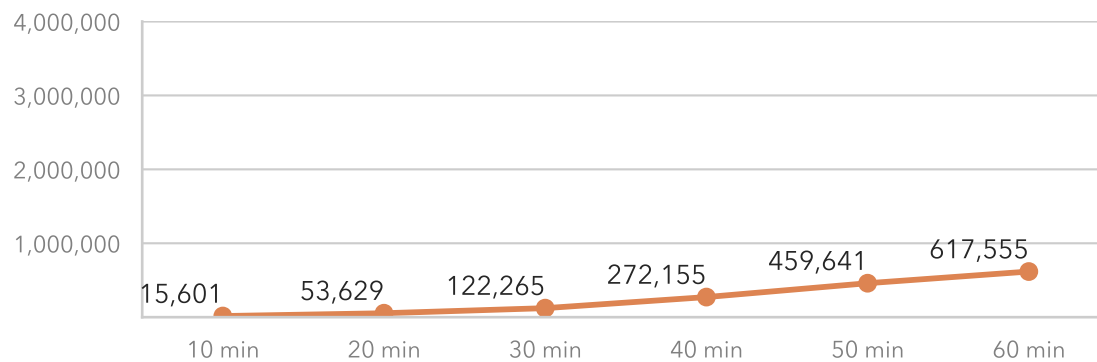
Martin MPO

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

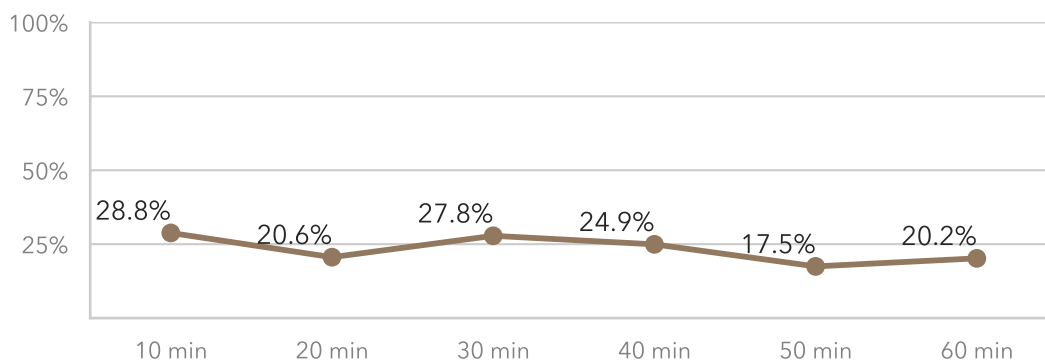
Job and worker totals are based on LEHD estimates and may not match other sources.

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

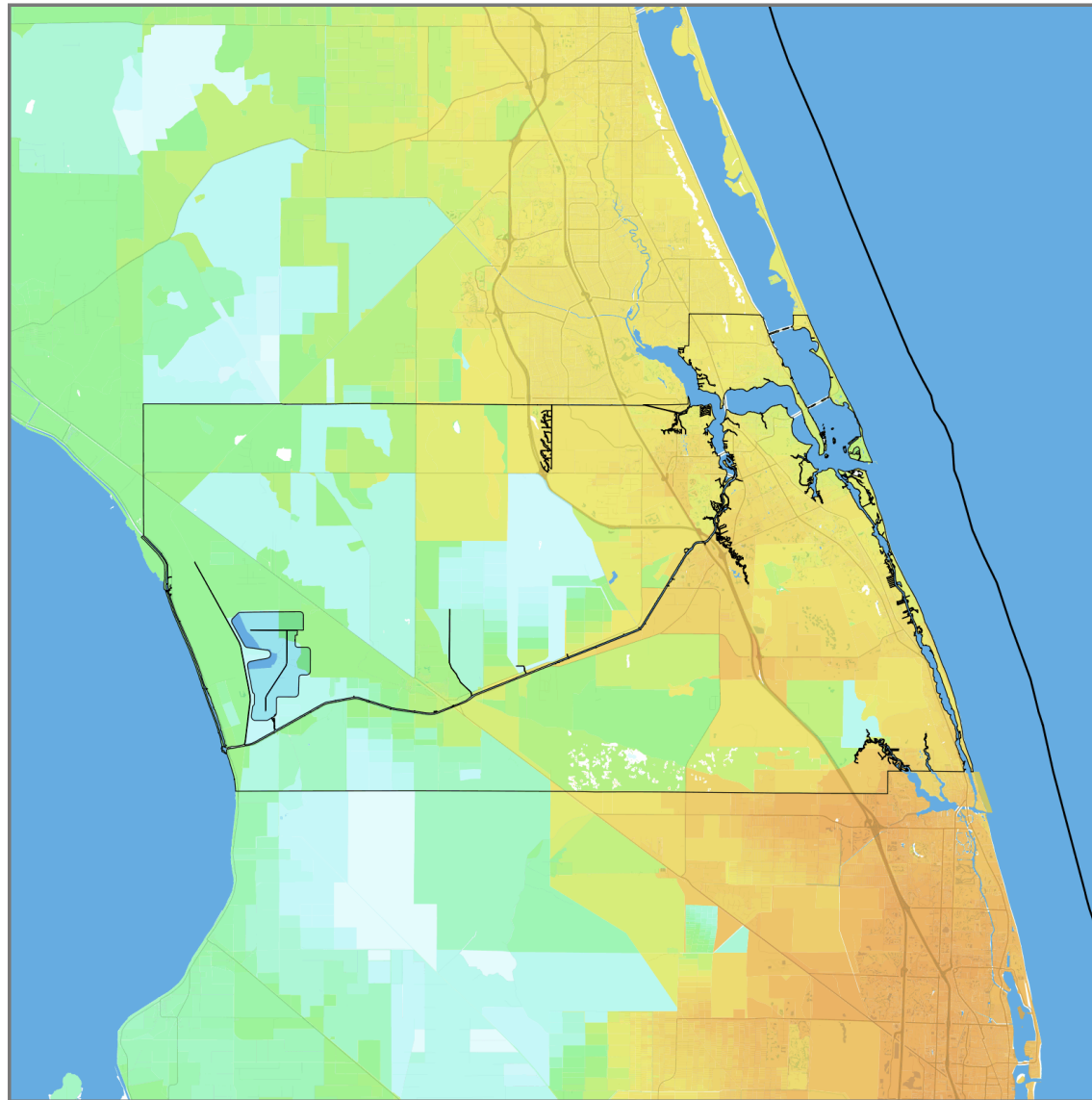


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



Martin MPO



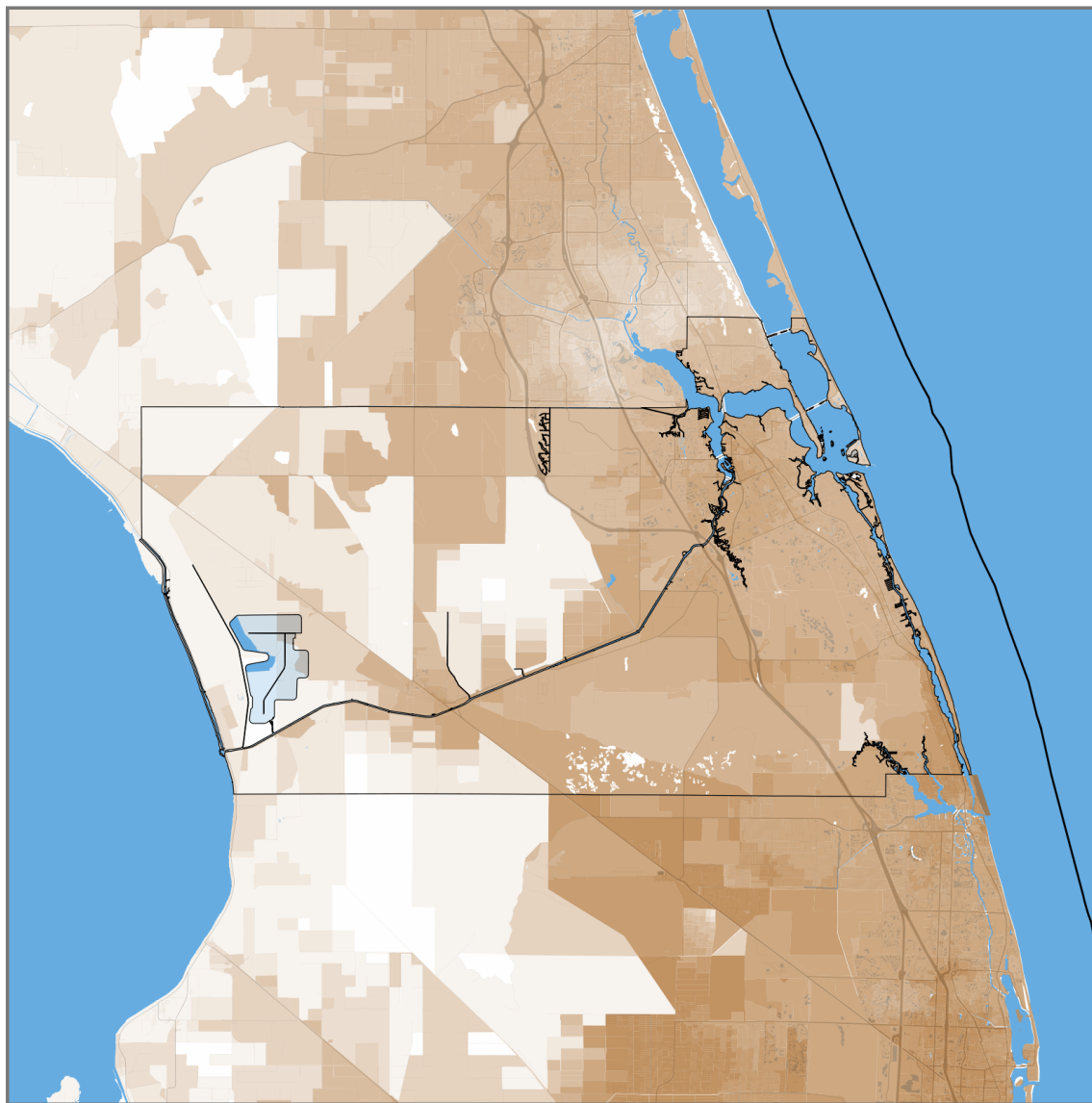
Jobs within 30 minutes
(Driving, AM peak)

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 —

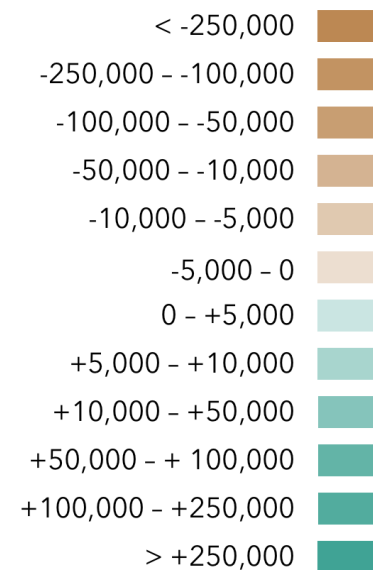
Martin MPO

55



Change in jobs within
30 minutes

(Driving, congestion impact)



State border

MPO boundary

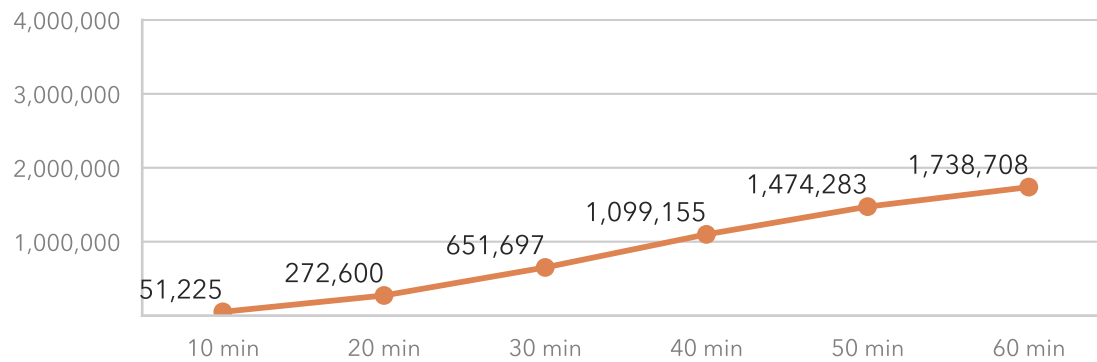
Miami-Dade TPO

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

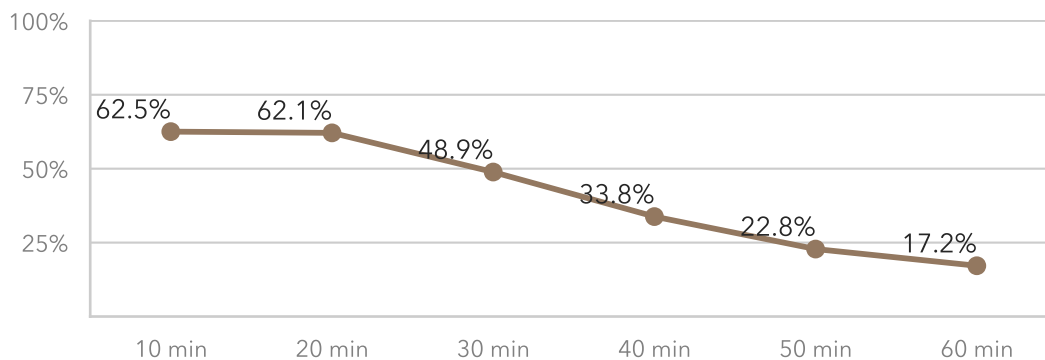
Job and worker totals are based on LEHD estimates and may not match other sources.

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

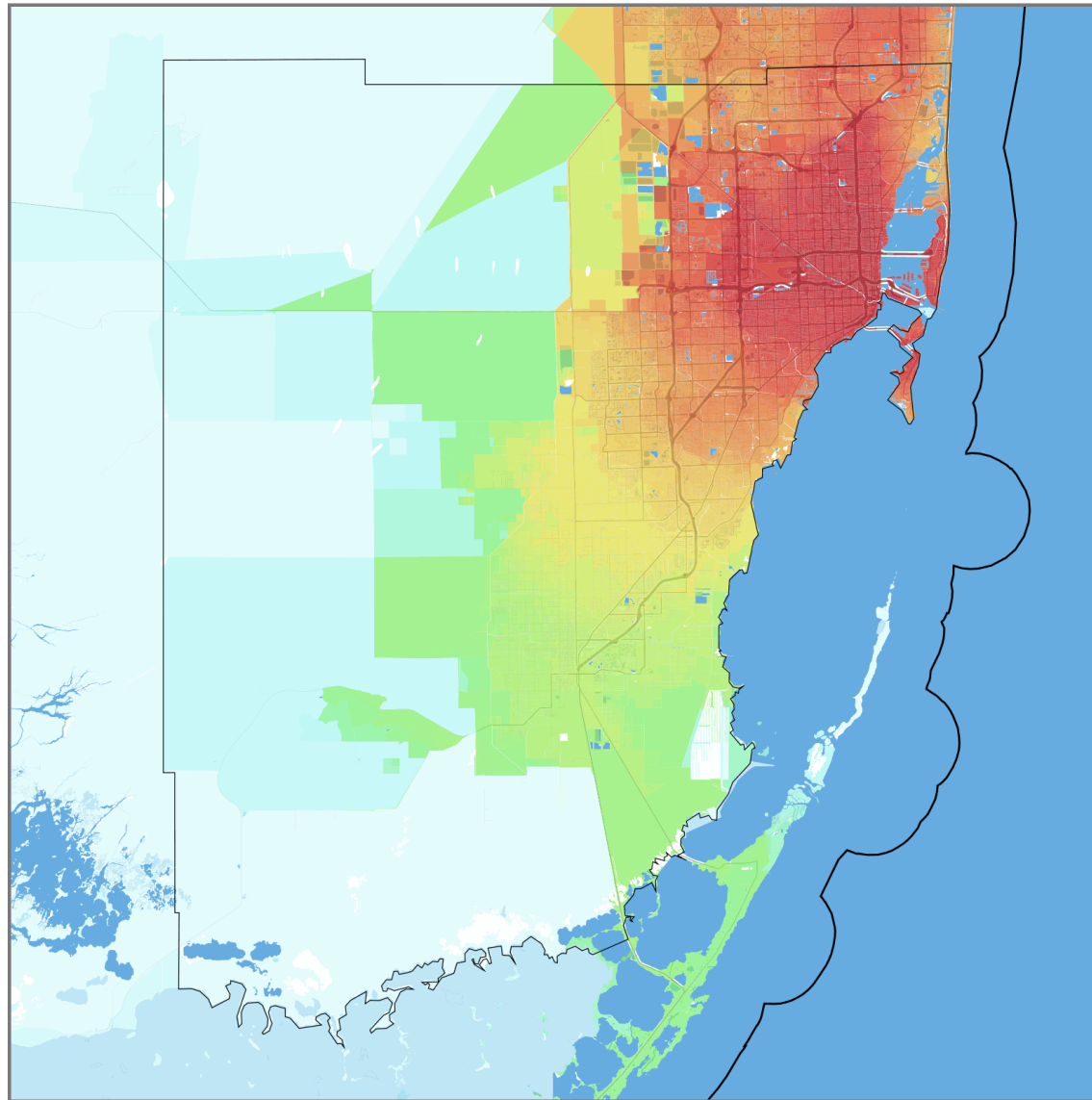


Average Congestion Impact by Travel Time Threshold (worker-weighted)

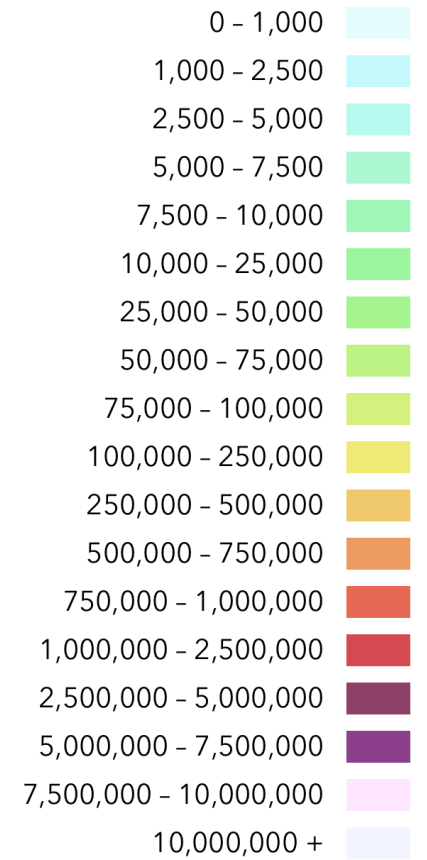
Higher numbers indicate greater job access loss due to congestion



Miami-Dade TPO



Jobs within 30 minutes
(Driving, AM peak)

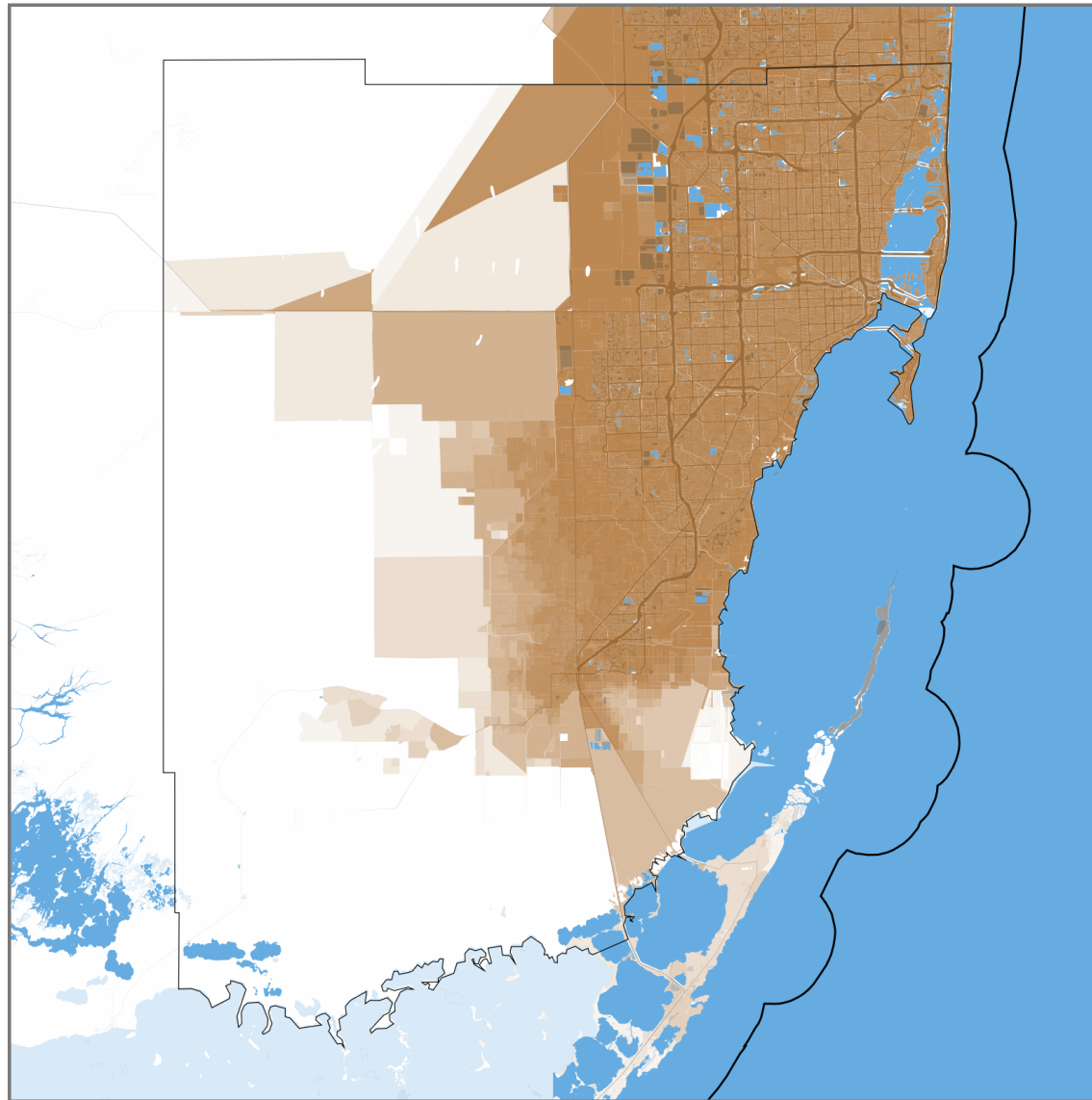


State border

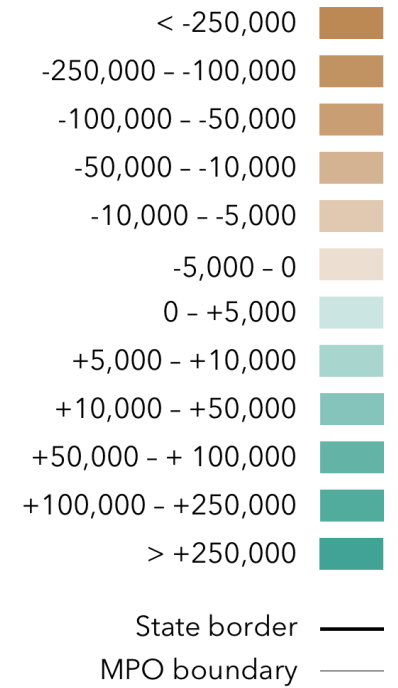
MPO boundary

Miami-Dade TPO

58



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



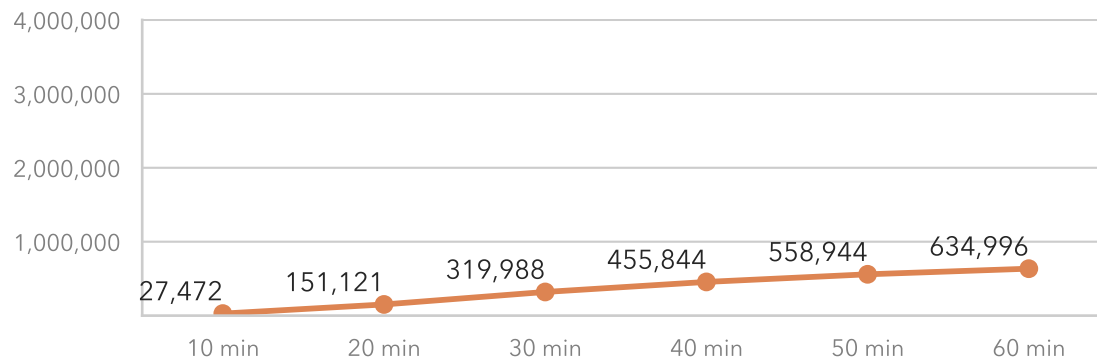
North Florida Transportation Planning Organization

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

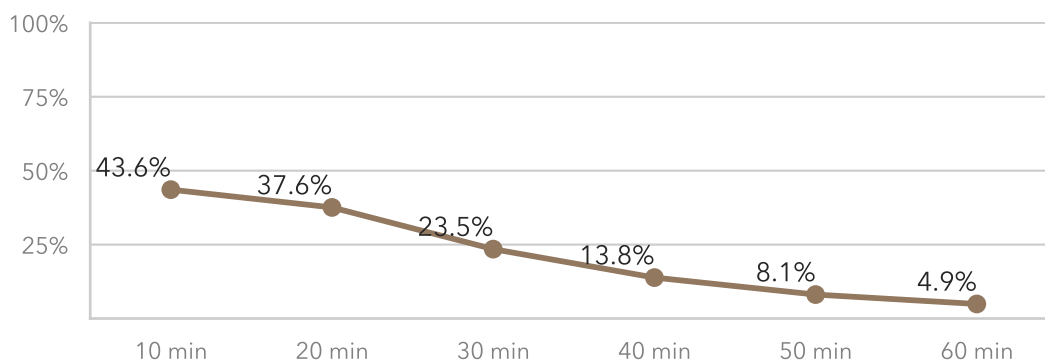
Job and worker totals are based on LEHD estimates and may not match other sources.

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



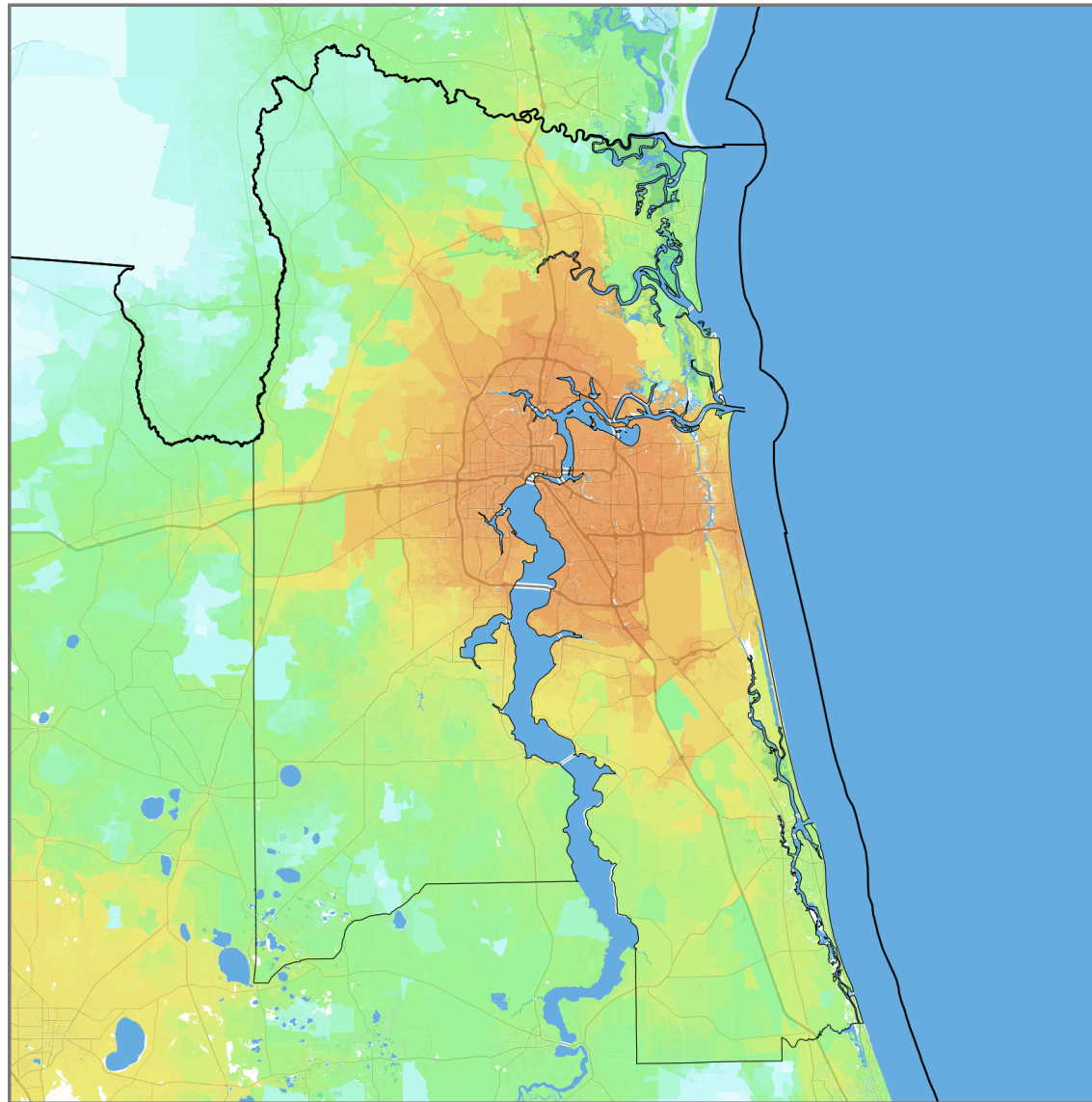
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

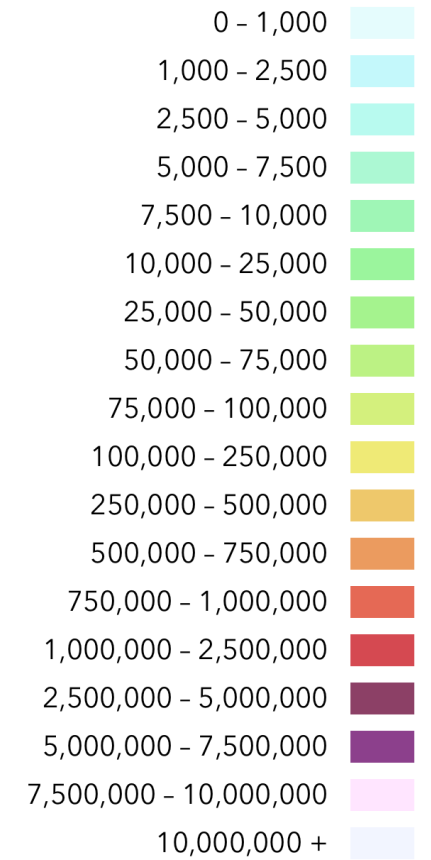


North Florida Transportation Planning Organization

60



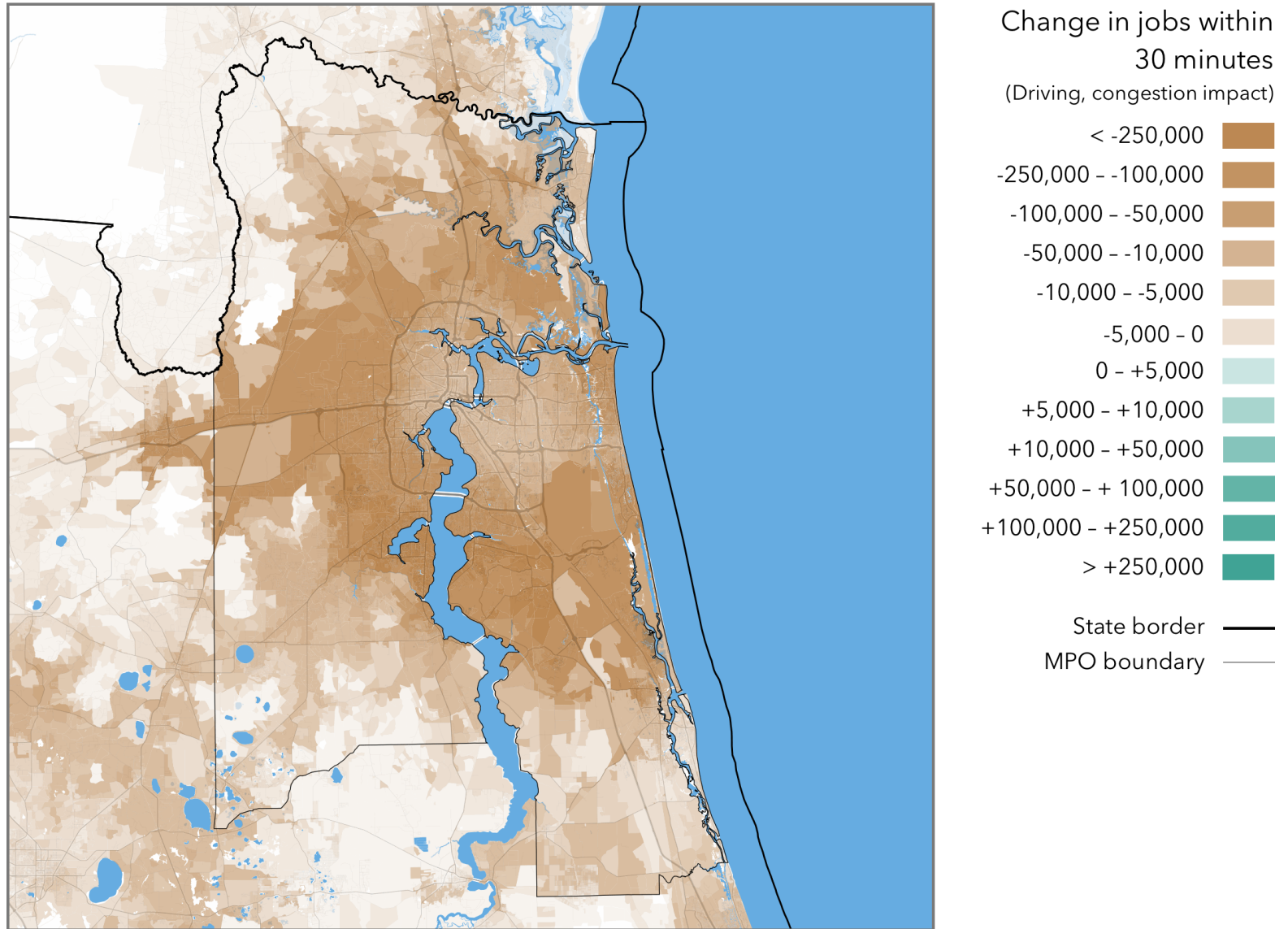
Jobs within 30 minutes
(Driving, AM peak)



State border

MPO boundary

North Florida Transportation Planning Organization



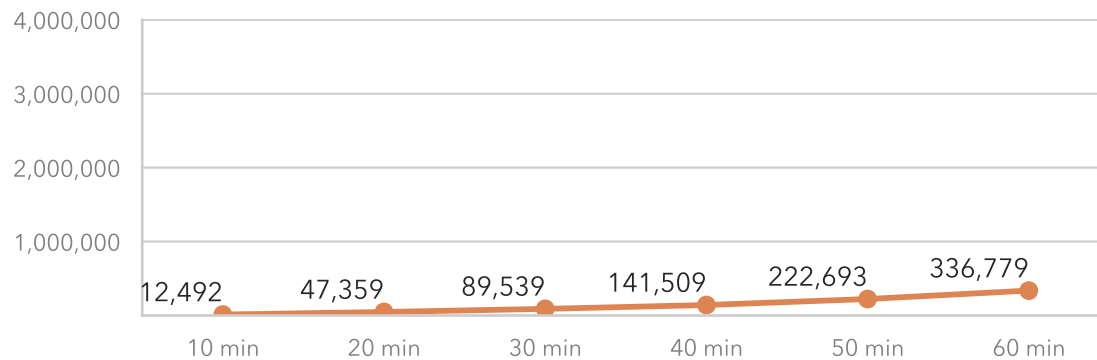
Ocala - Marion County Transportation Planning Organization

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

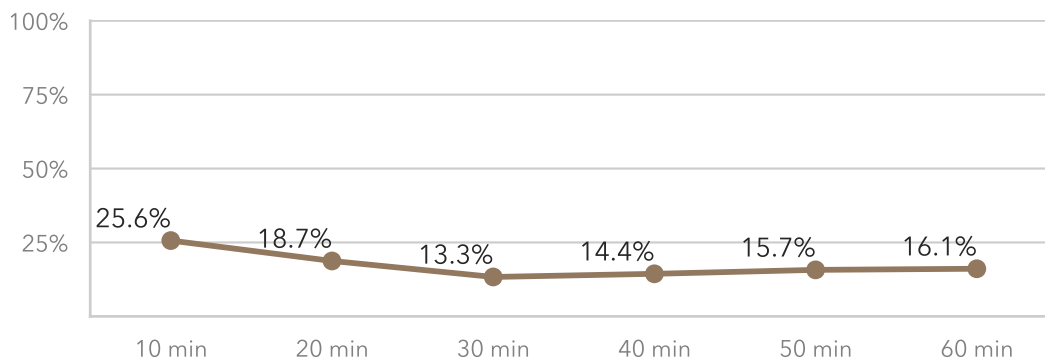
Job and worker totals are based on LEHD estimates and may not match other sources.

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

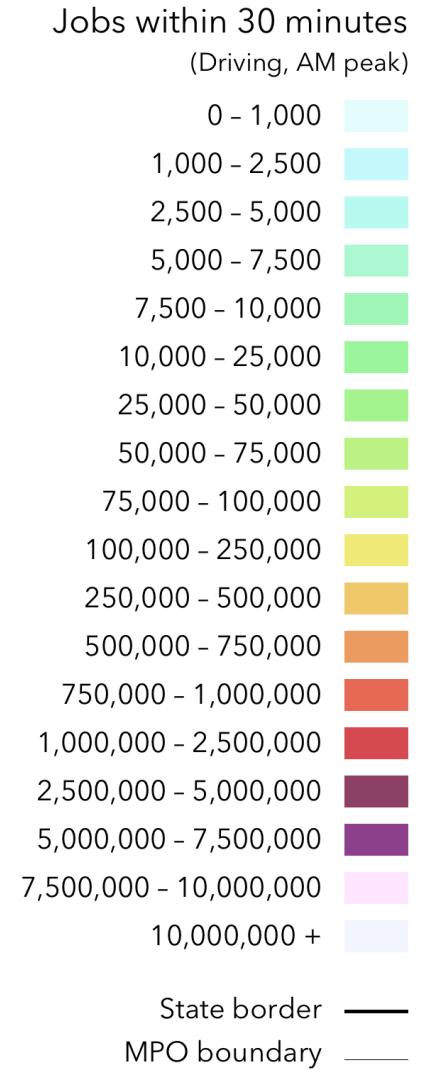
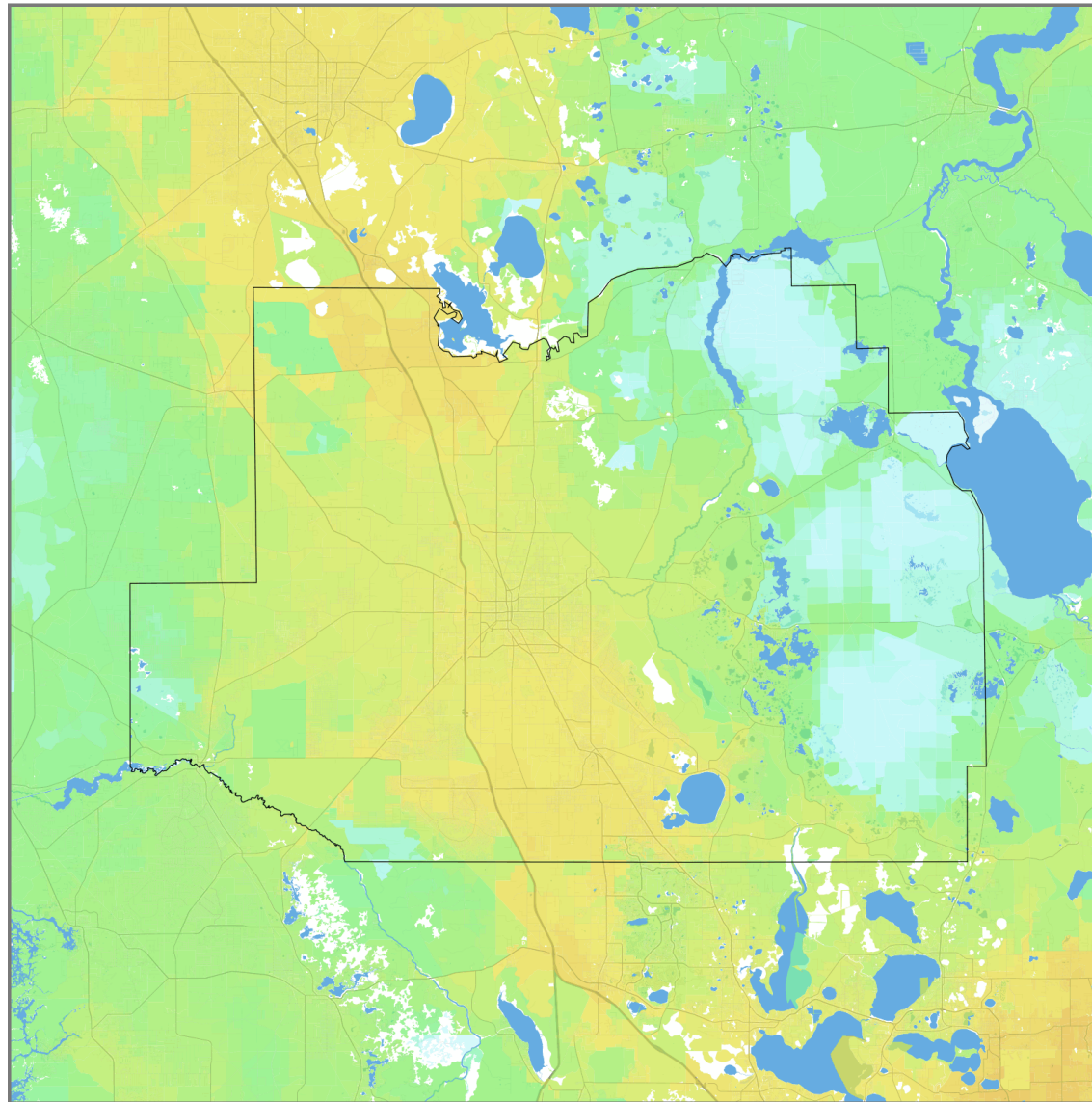


Average Congestion Impact by Travel Time Threshold (worker-weighted)

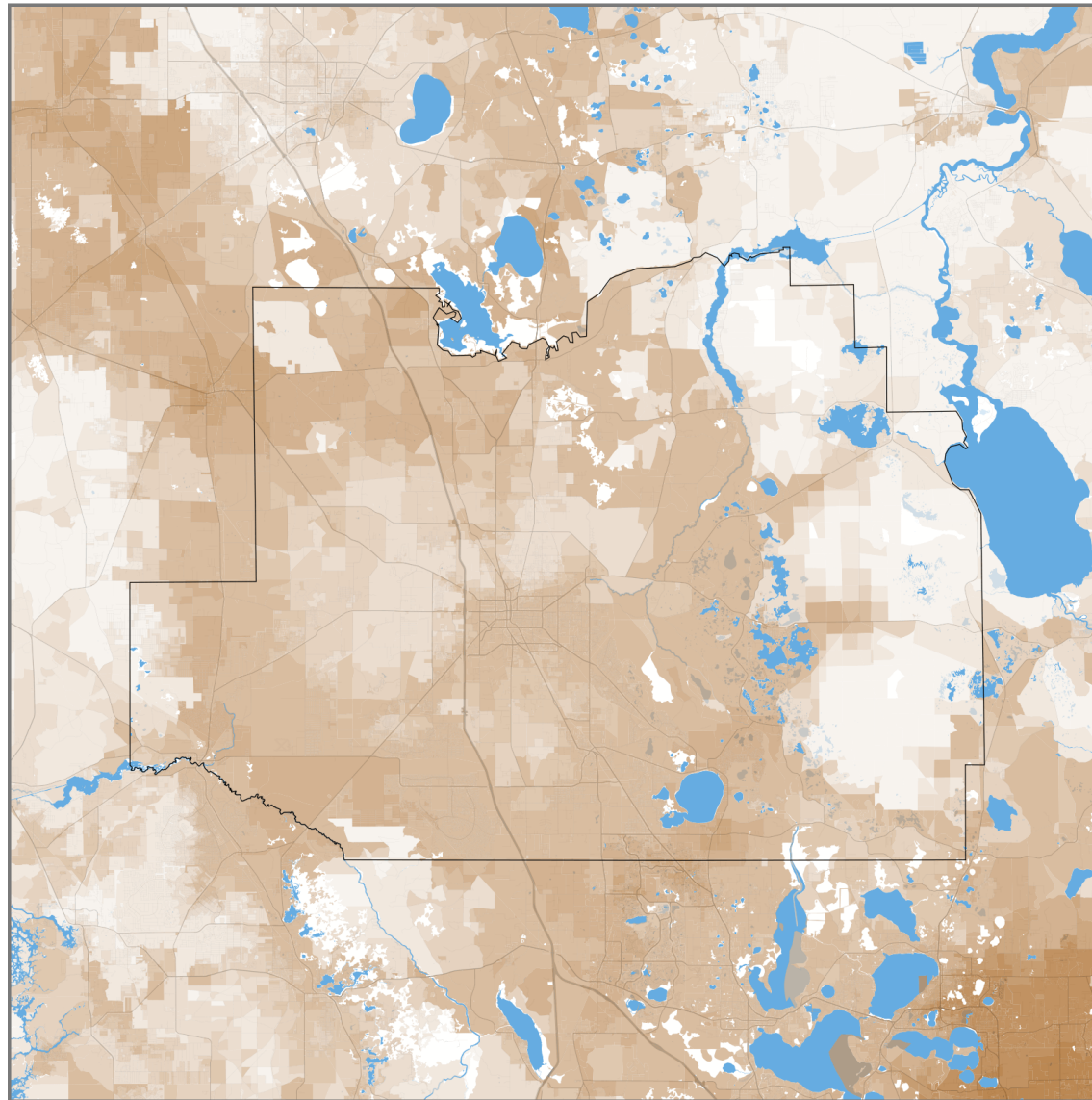
Higher numbers indicate greater job access loss due to congestion



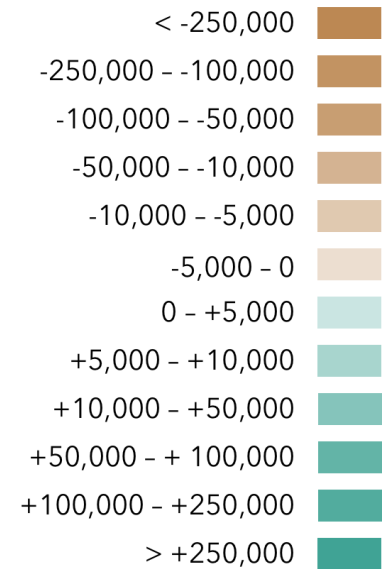
Ocala - Marion County Transportation Planning Organization



Ocala - Marion County Transportation Planning Organization



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



State border ———
MPO boundary ———

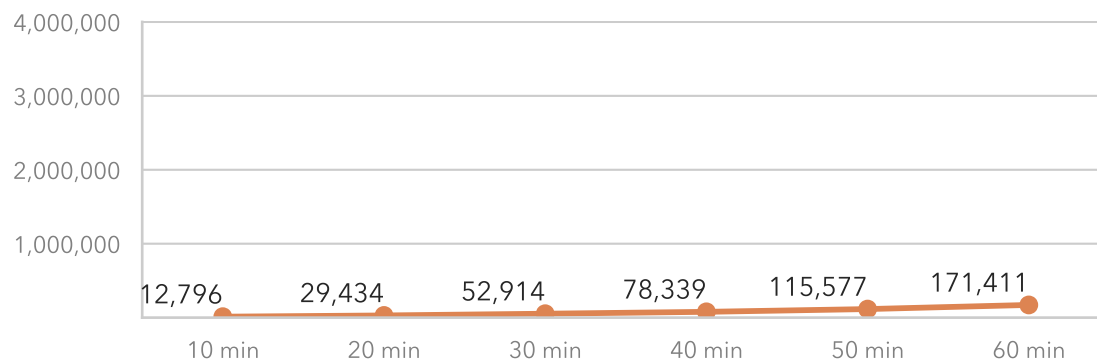
Okaloosa-Walton Transportation Planning Organization

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

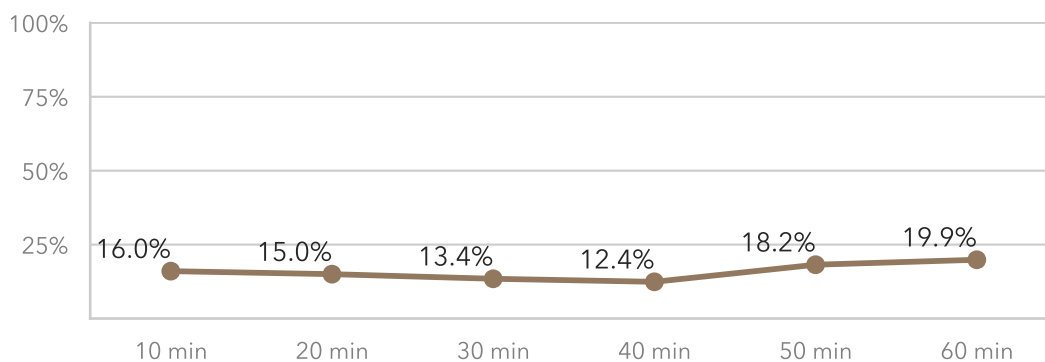
Job and worker totals are based on LEHD estimates and may not match other sources.

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



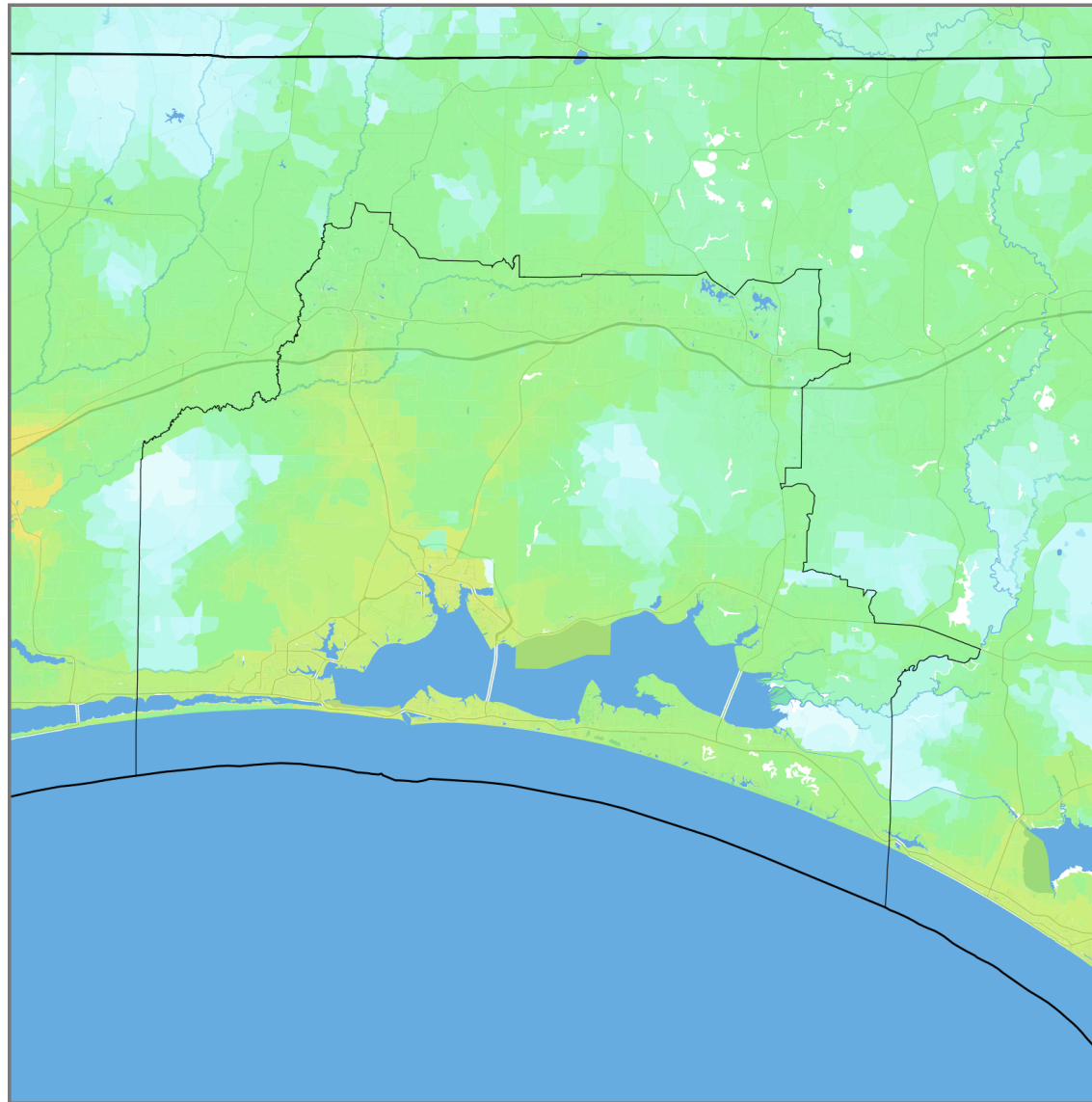
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

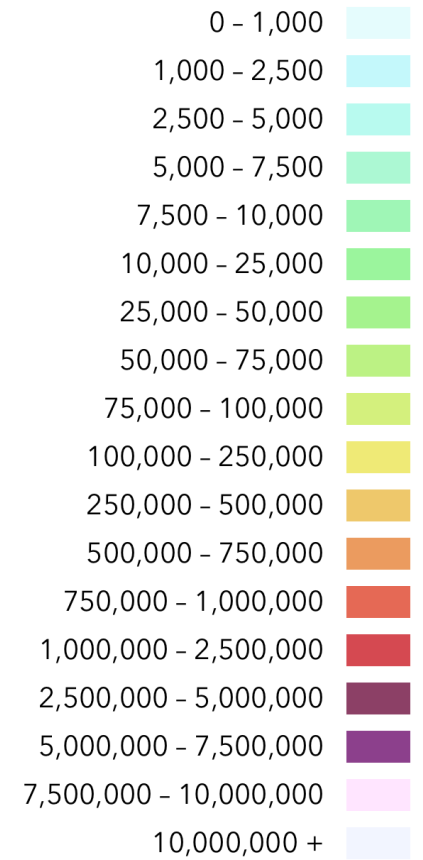


Okaloosa-Walton Transportation Planning Organization

96



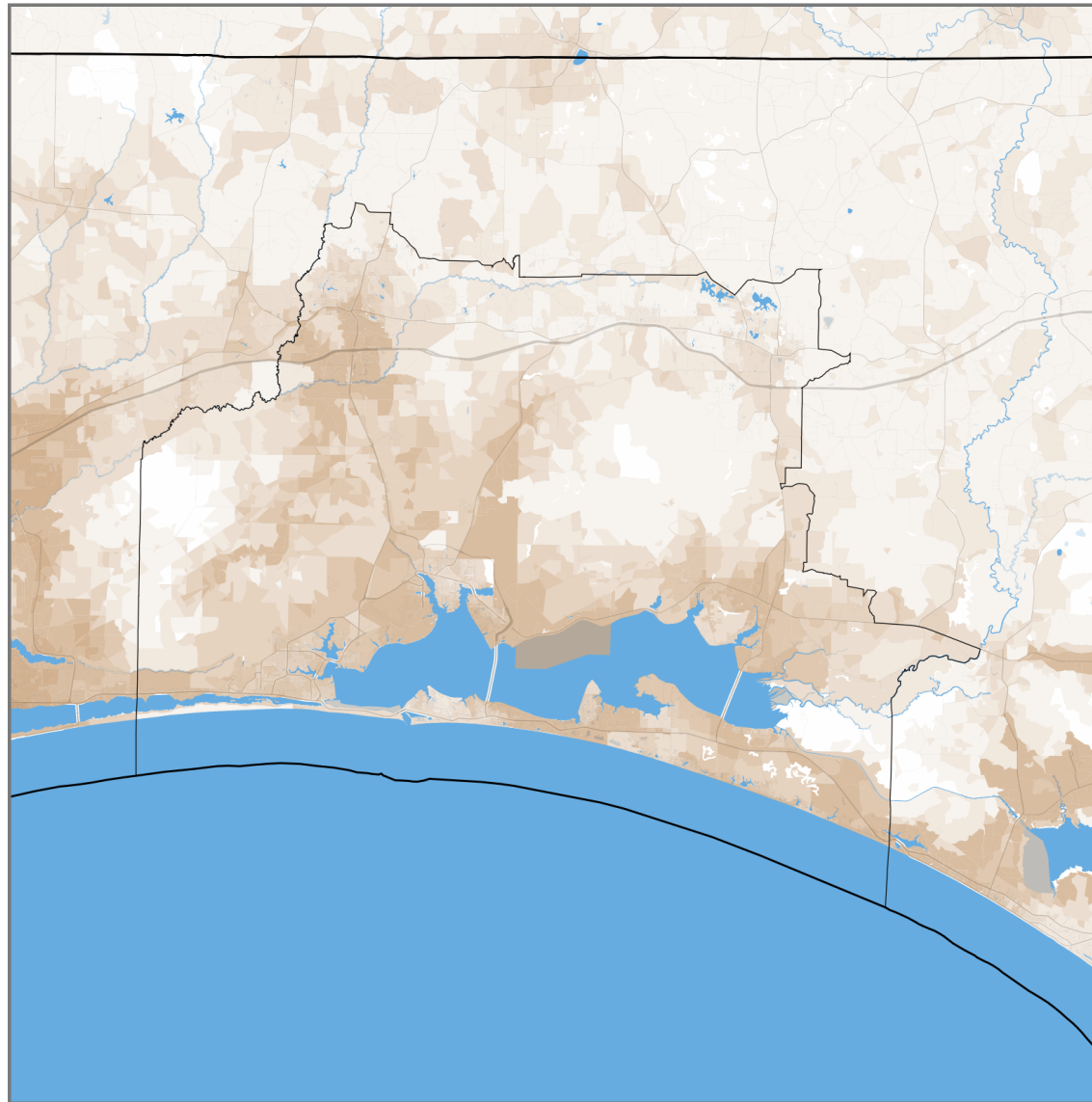
Jobs within 30 minutes
(Driving, AM peak)



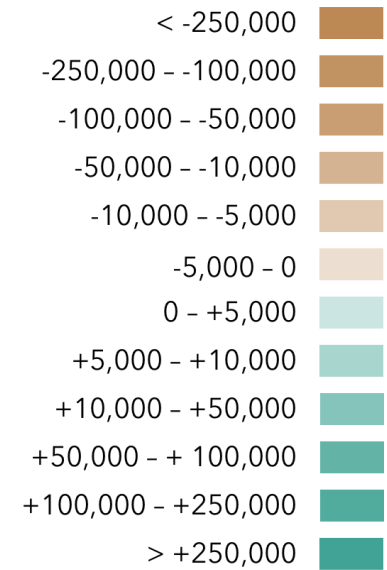
State border —
MPO boundary —

Okaloosa-Walton Transportation Planning Organization

67



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



State border

MPO boundary

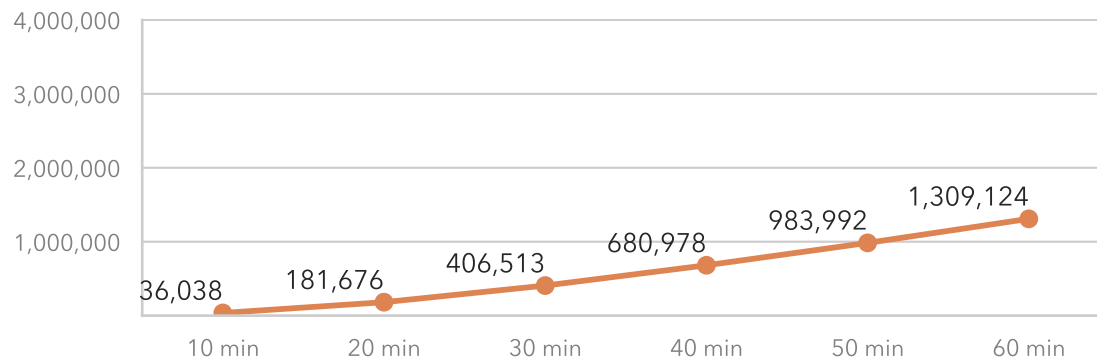
Palm Beach MPO

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

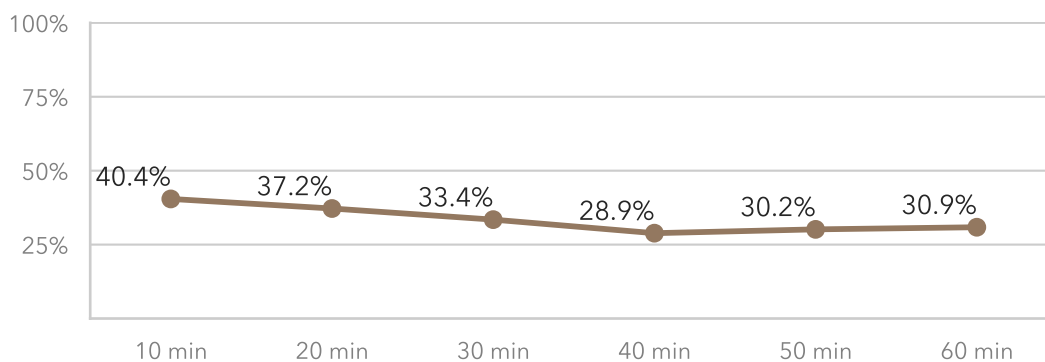
Job and worker totals are based on LEHD estimates and may not match other sources.

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



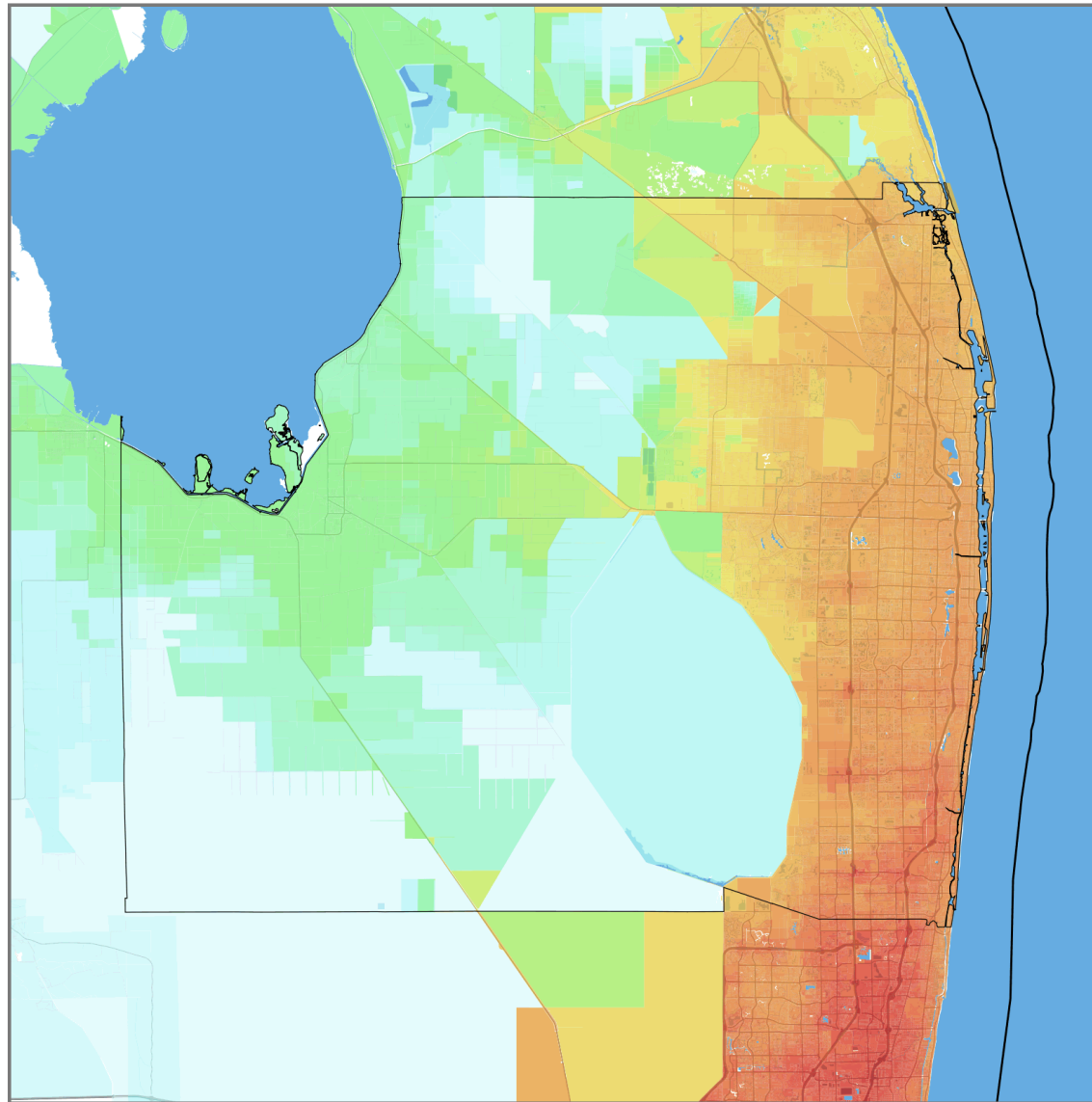
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

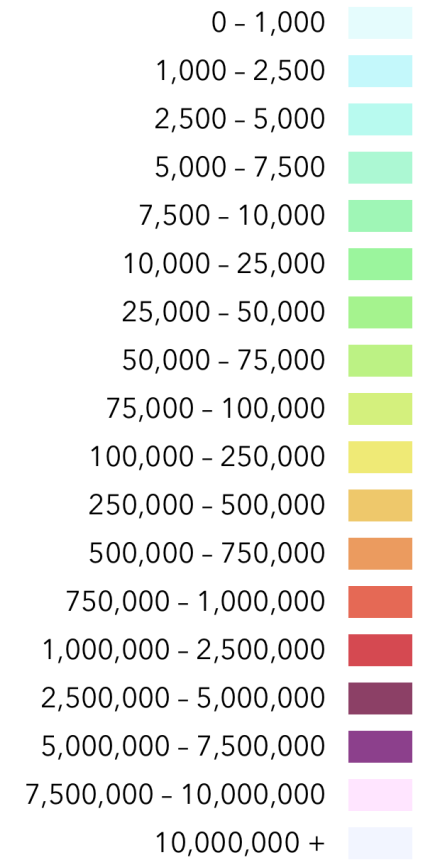


Palm Beach MPO

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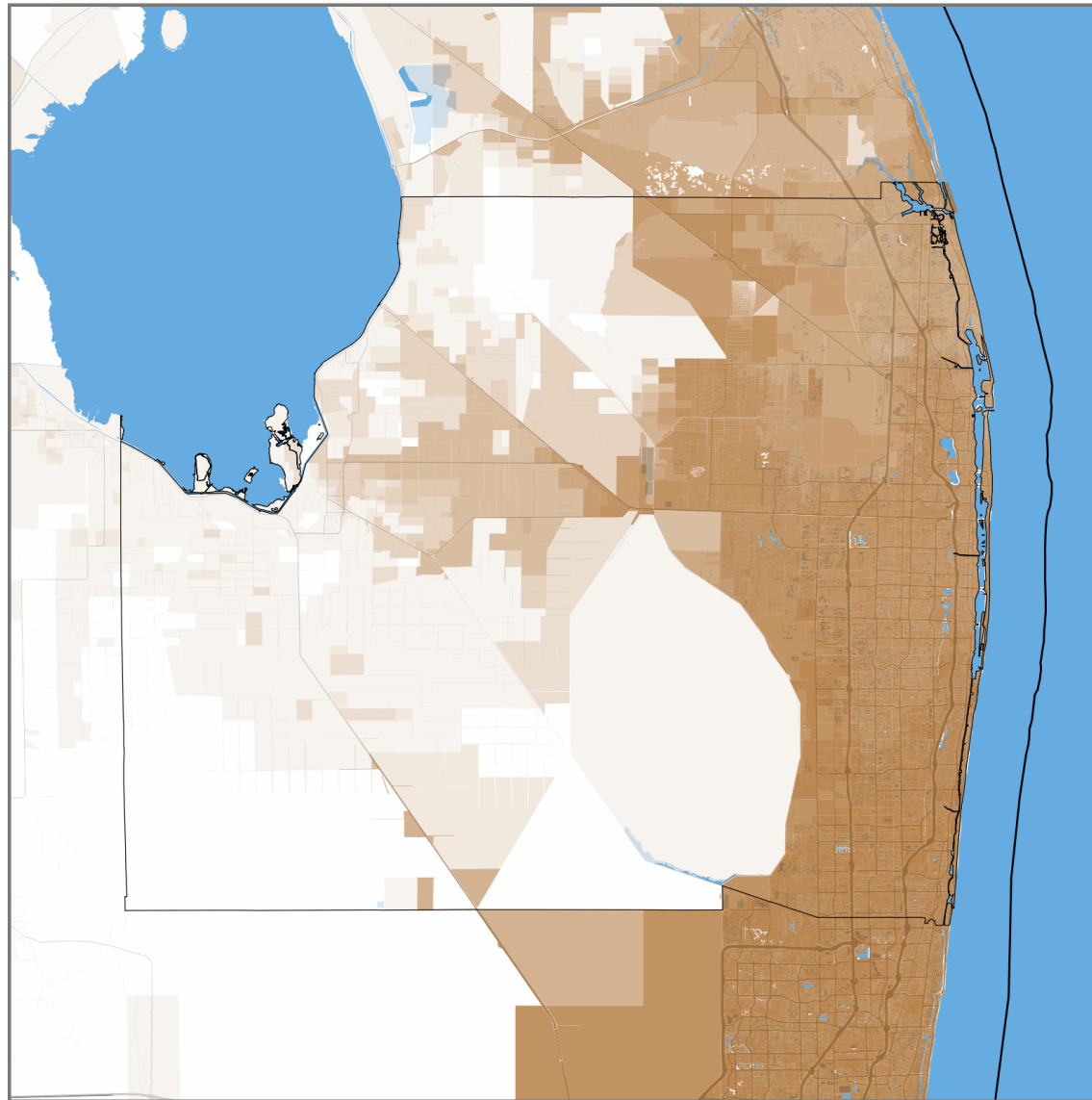
Jobs within 30 minutes
(Driving, AM peak)



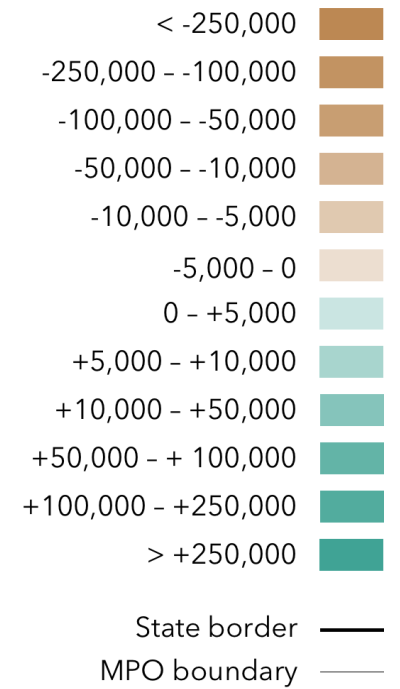
State border ———
MPO boundary ———

Palm Beach MPO

70



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



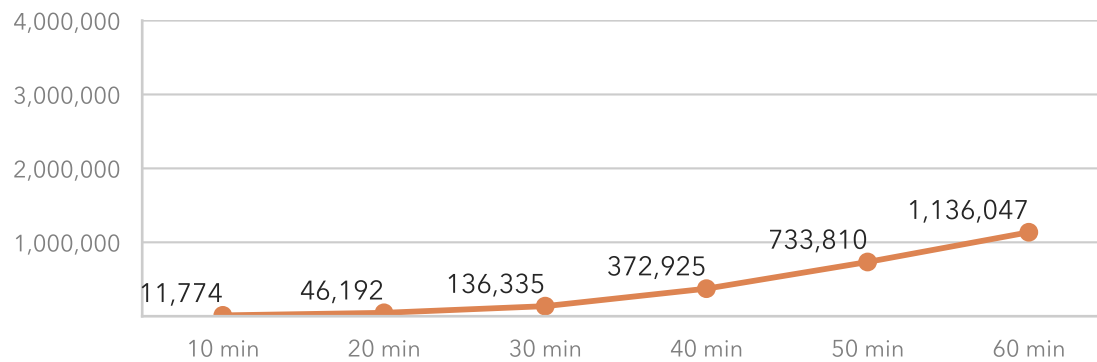
Pasco County MPO

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

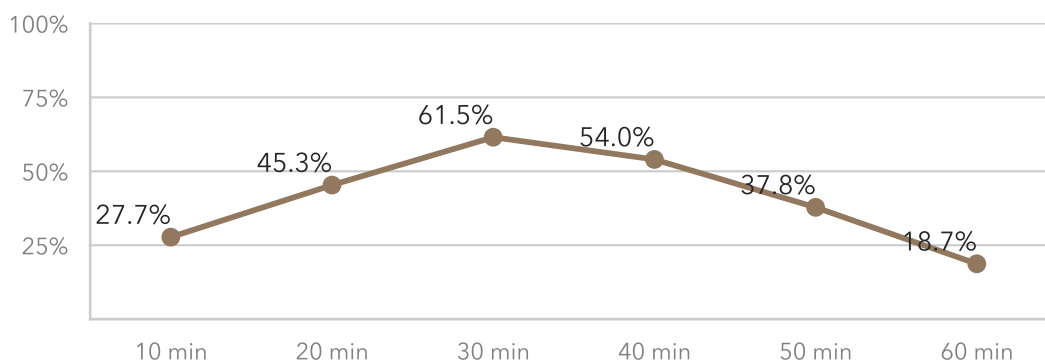
Job and worker totals are based on LEHD estimates and may not match other sources.

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

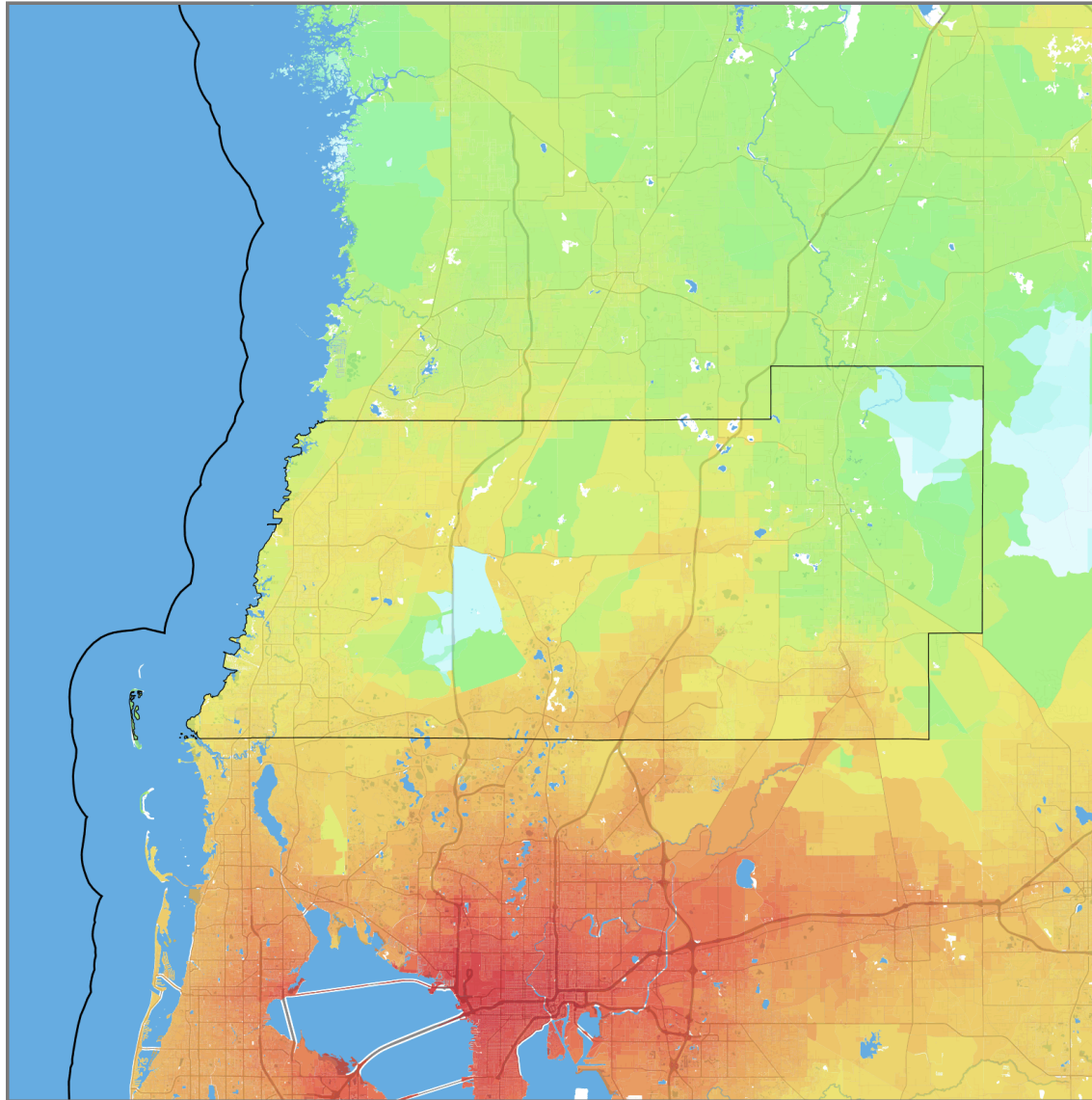


Average Congestion Impact by Travel Time Threshold (worker-weighted)

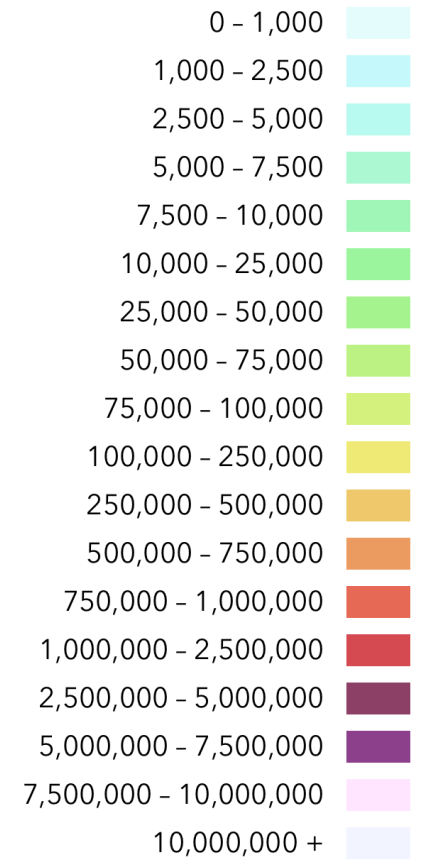
Higher numbers indicate greater job access loss due to congestion



Pasco County MPO



Jobs within 30 minutes
(Driving, AM peak)

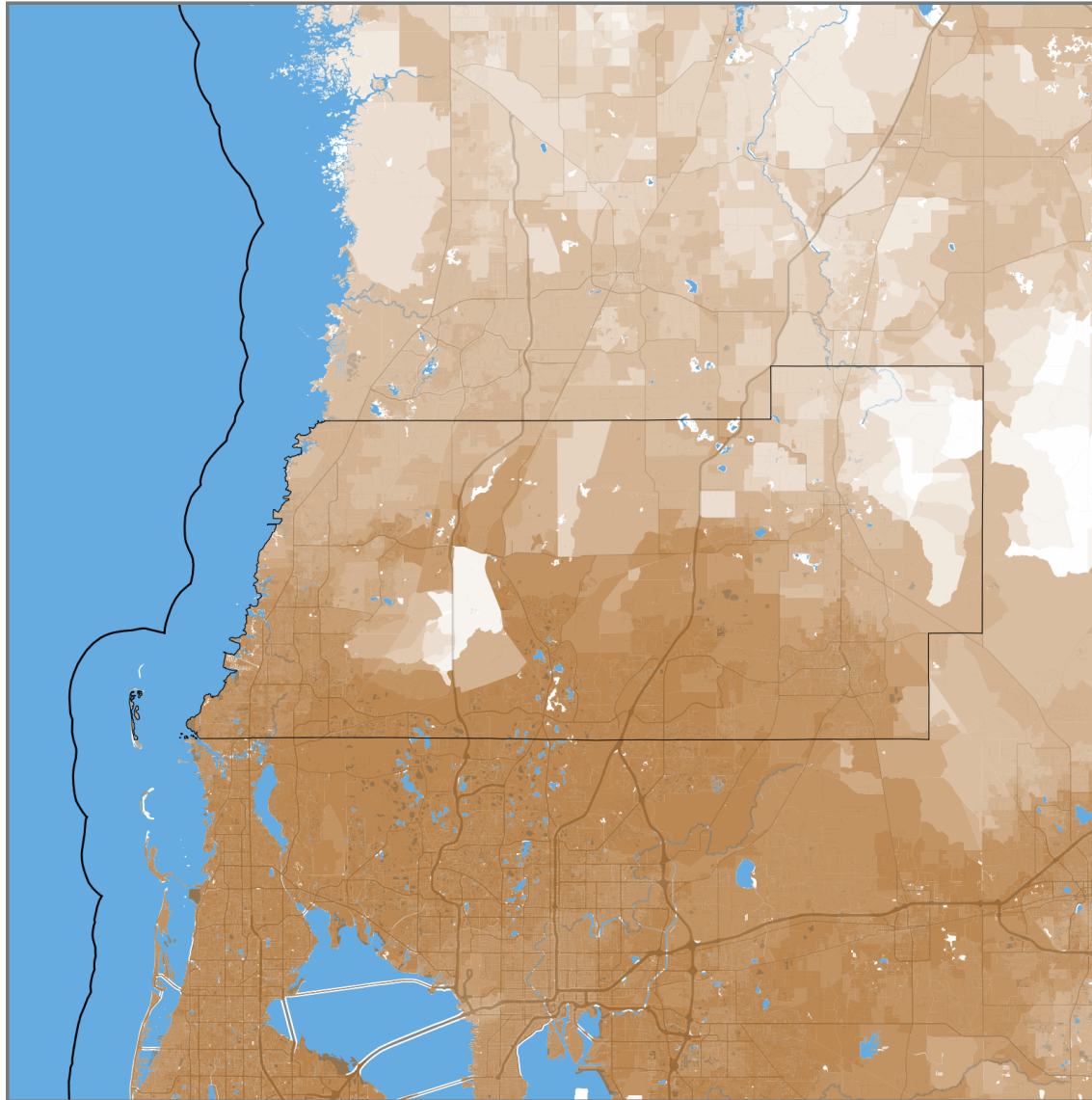


State border

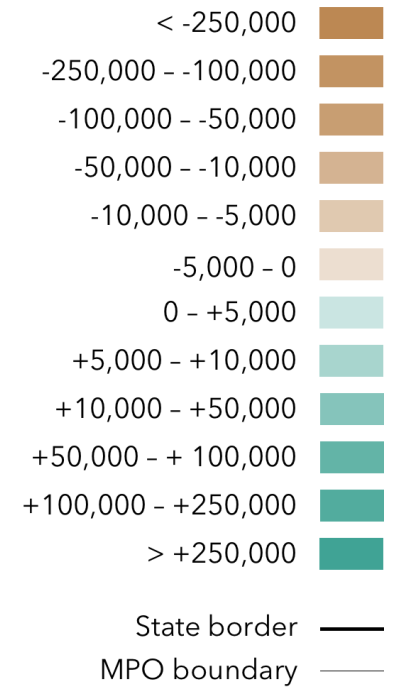
MPO boundary

Pasco County MPO

73



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



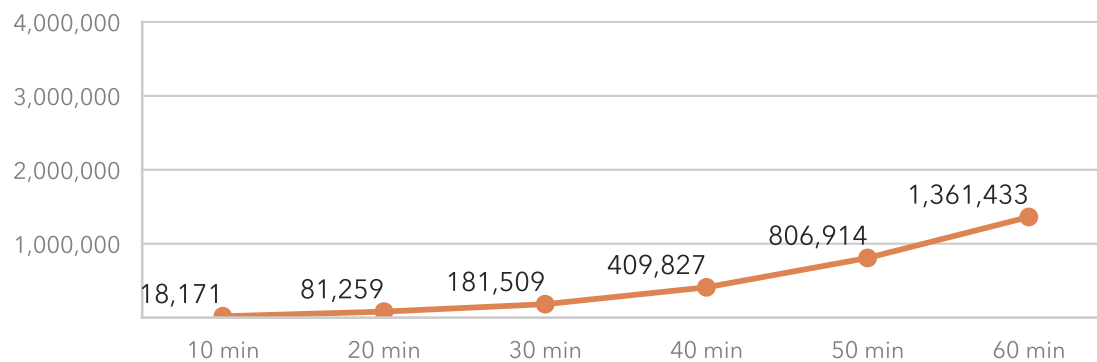
Polk County Transportation Planning Organization

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

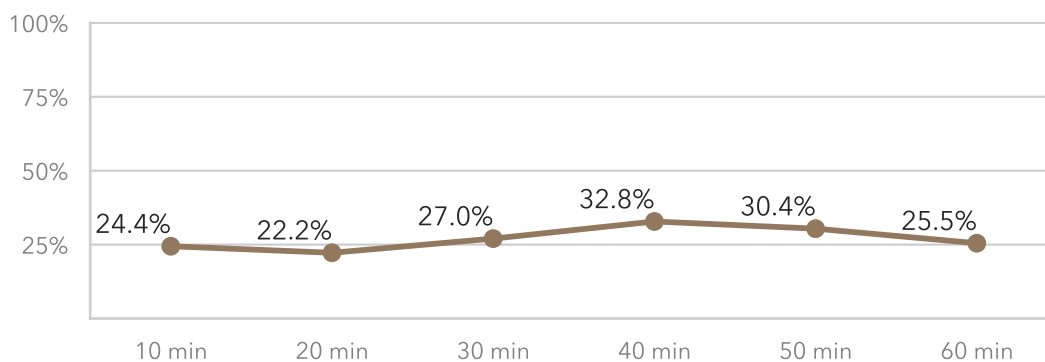
Job and worker totals are based on LEHD estimates and may not match other sources.

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



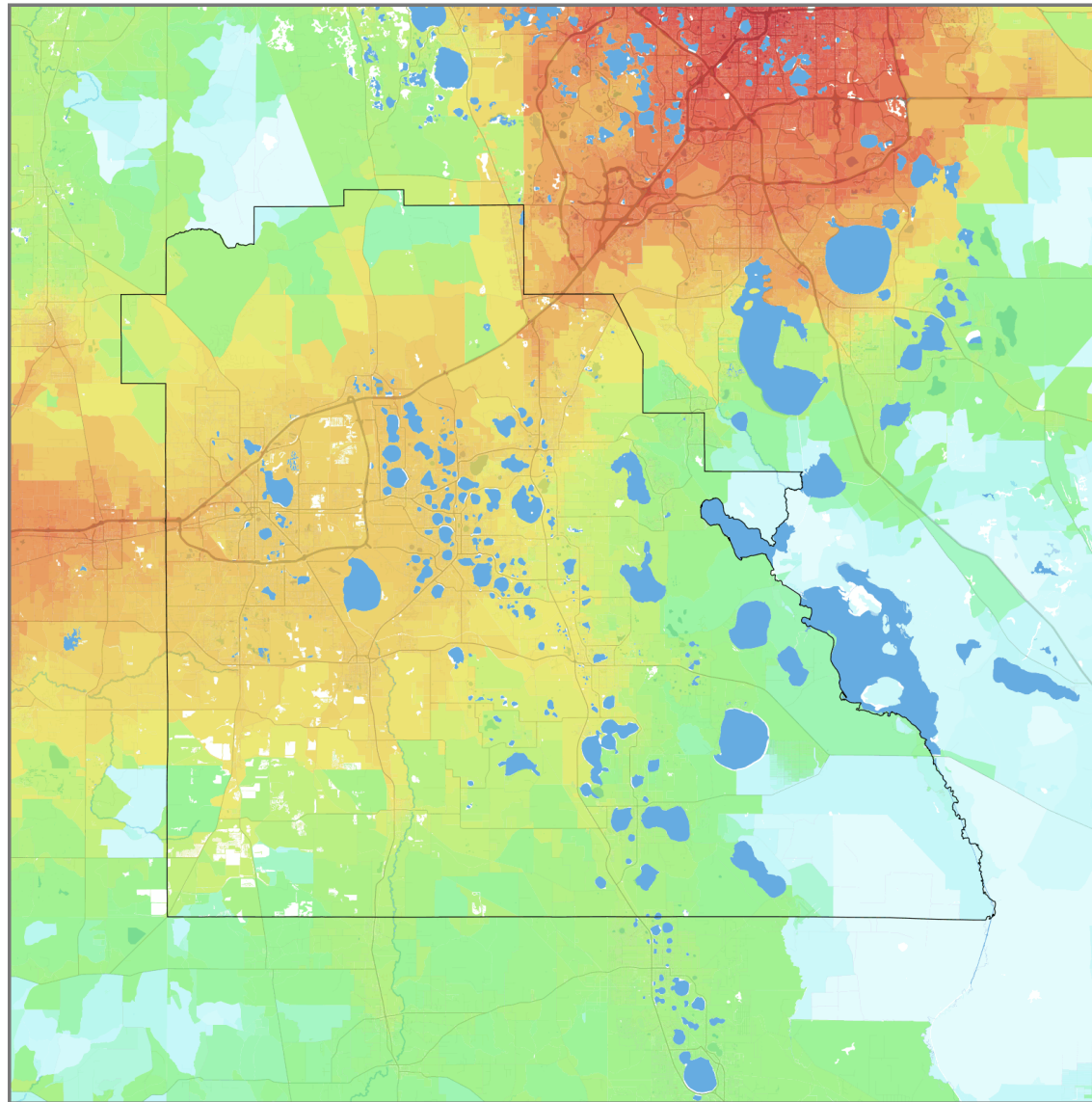
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

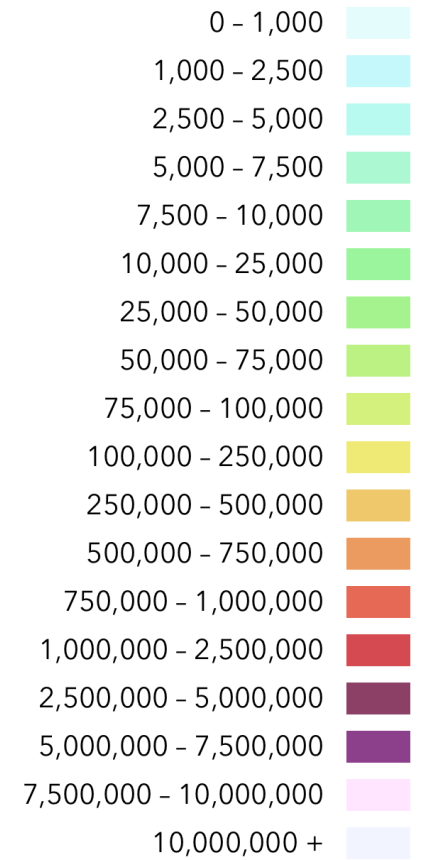


Polk County Transportation Planning Organization

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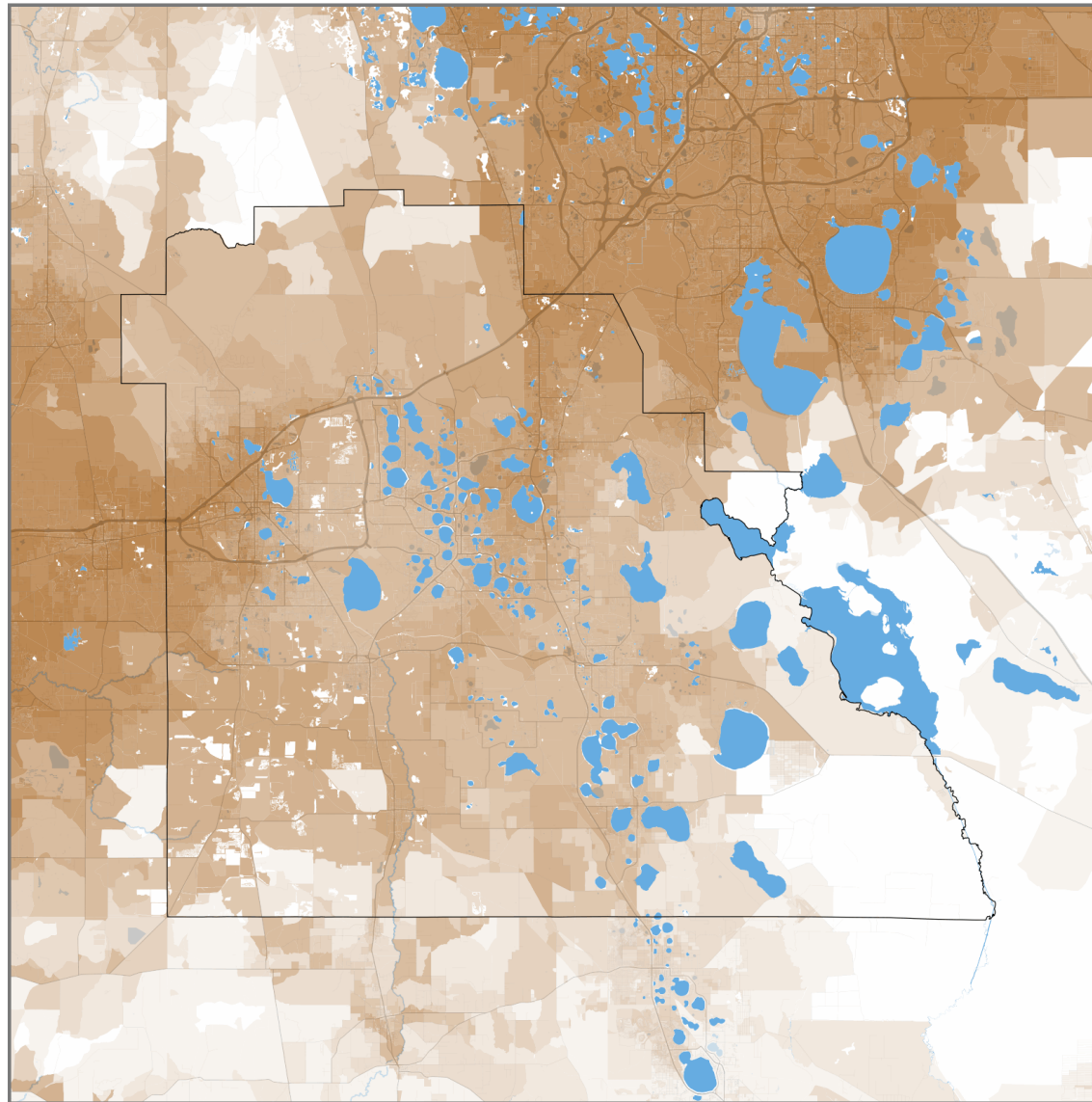
Jobs within 30 minutes
(Driving, AM peak)



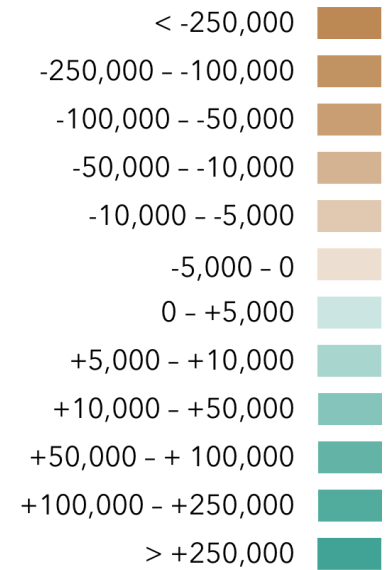
State border

MPO boundary

Polk County Transportation Planning Organization



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



State border ———
MPO boundary ———

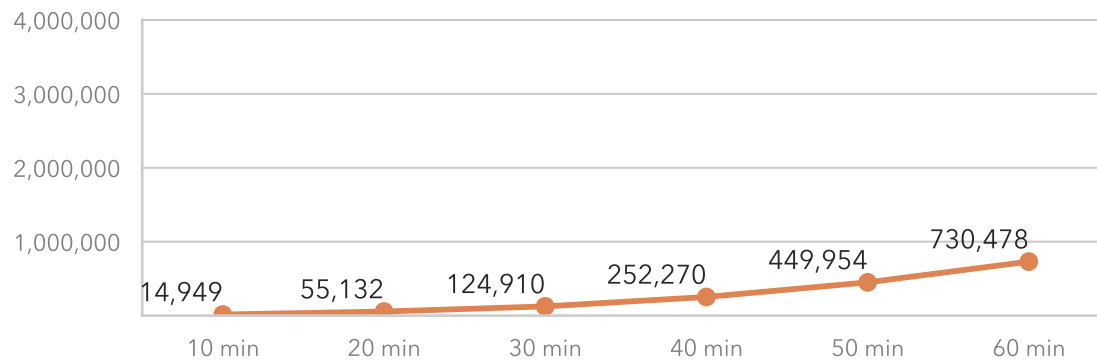
River to Sea Transportation Planning Organization

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

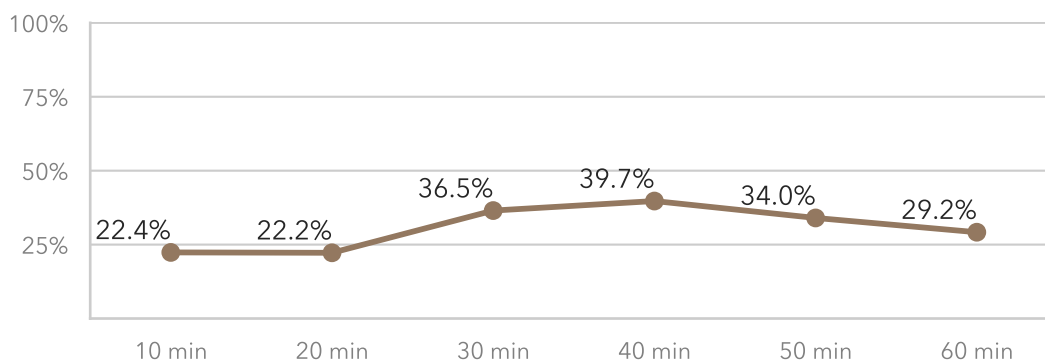
Job and worker totals are based on LEHD estimates and may not match other sources.

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



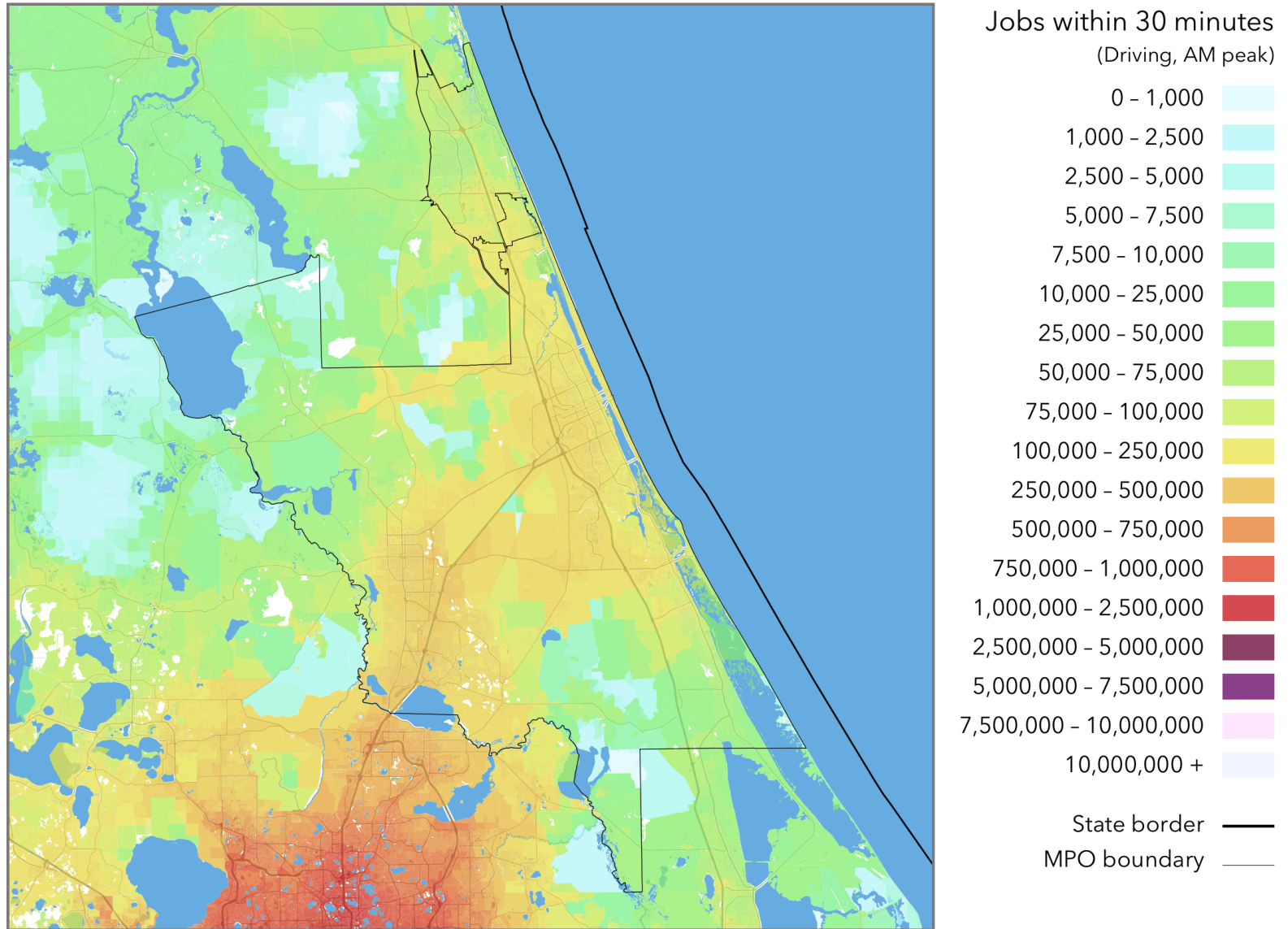
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



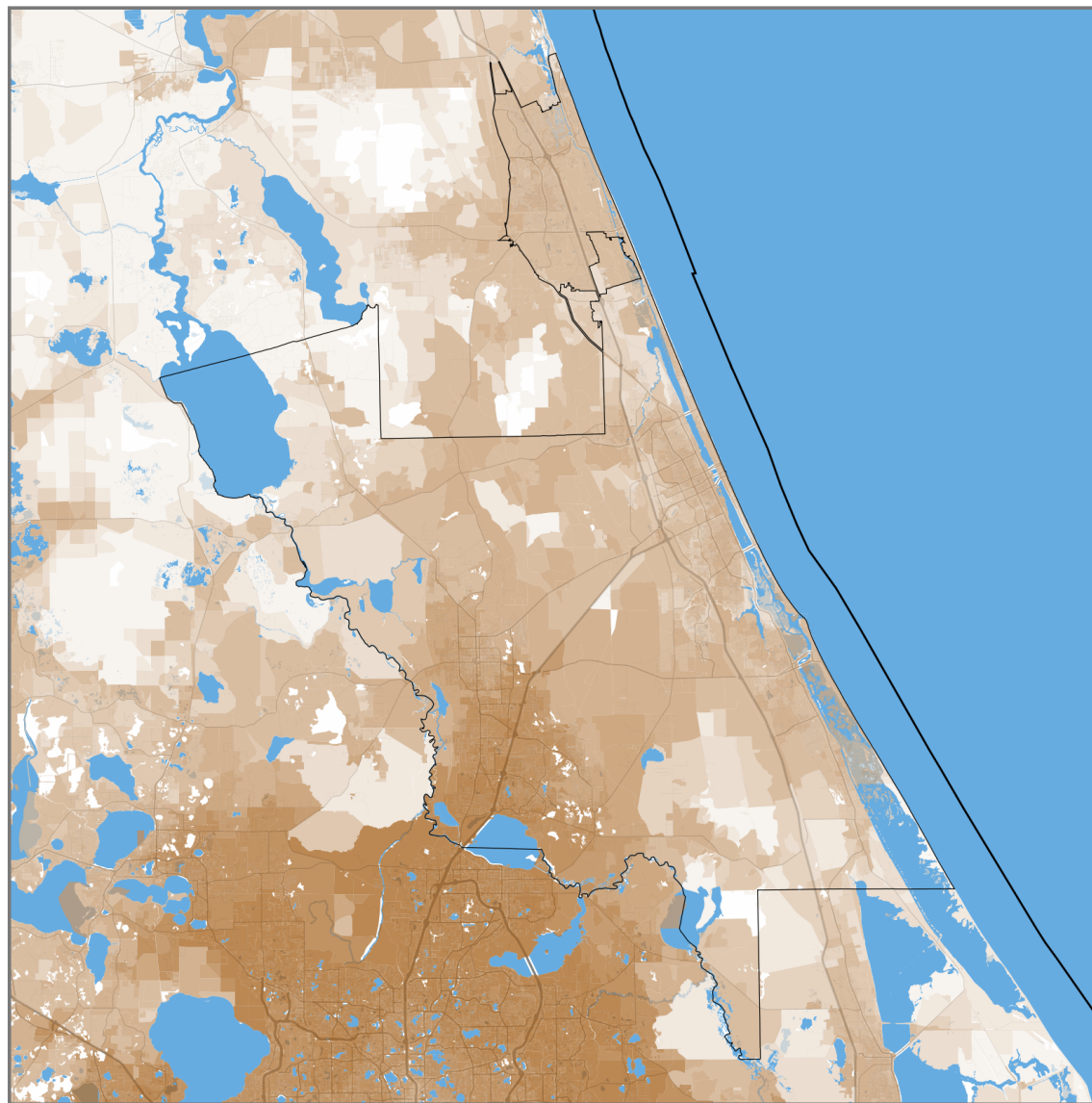
River to Sea Transportation Planning Organization

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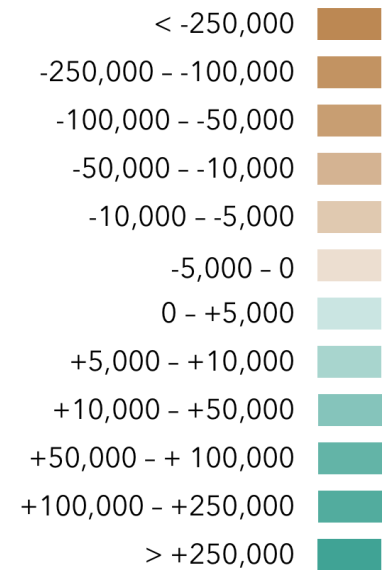


River to Sea Transportation Planning Organization

79



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



State border

MPO boundary

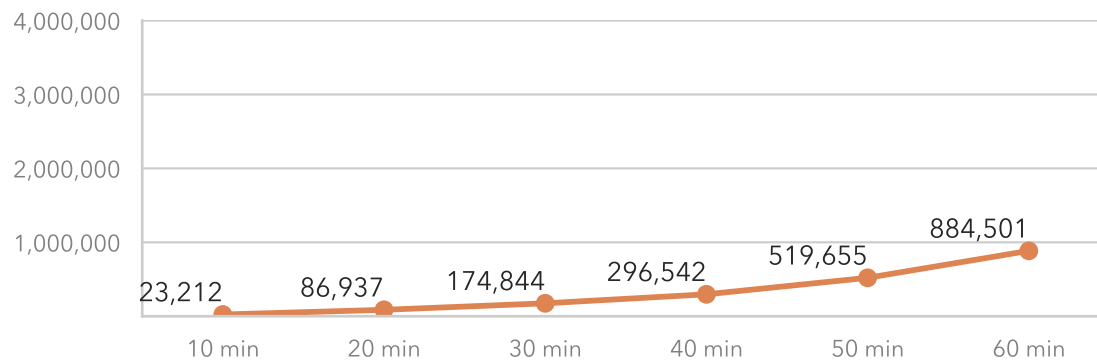
Sarasota-Manatee MPO

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

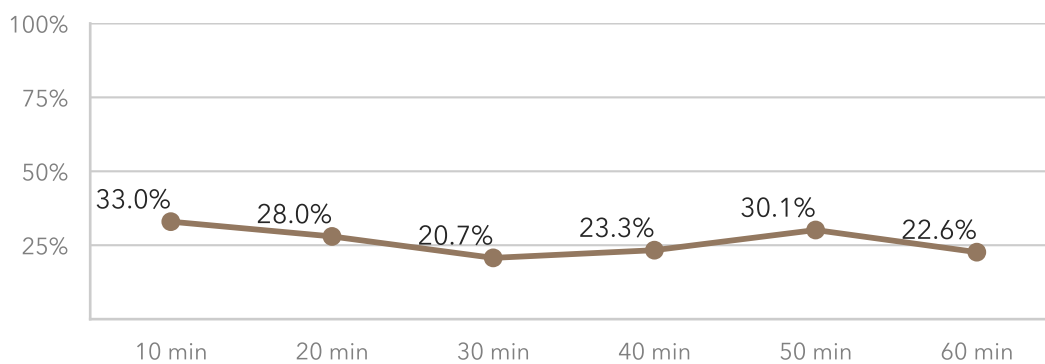
Job and worker totals are based on LEHD estimates and may not match other sources.

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

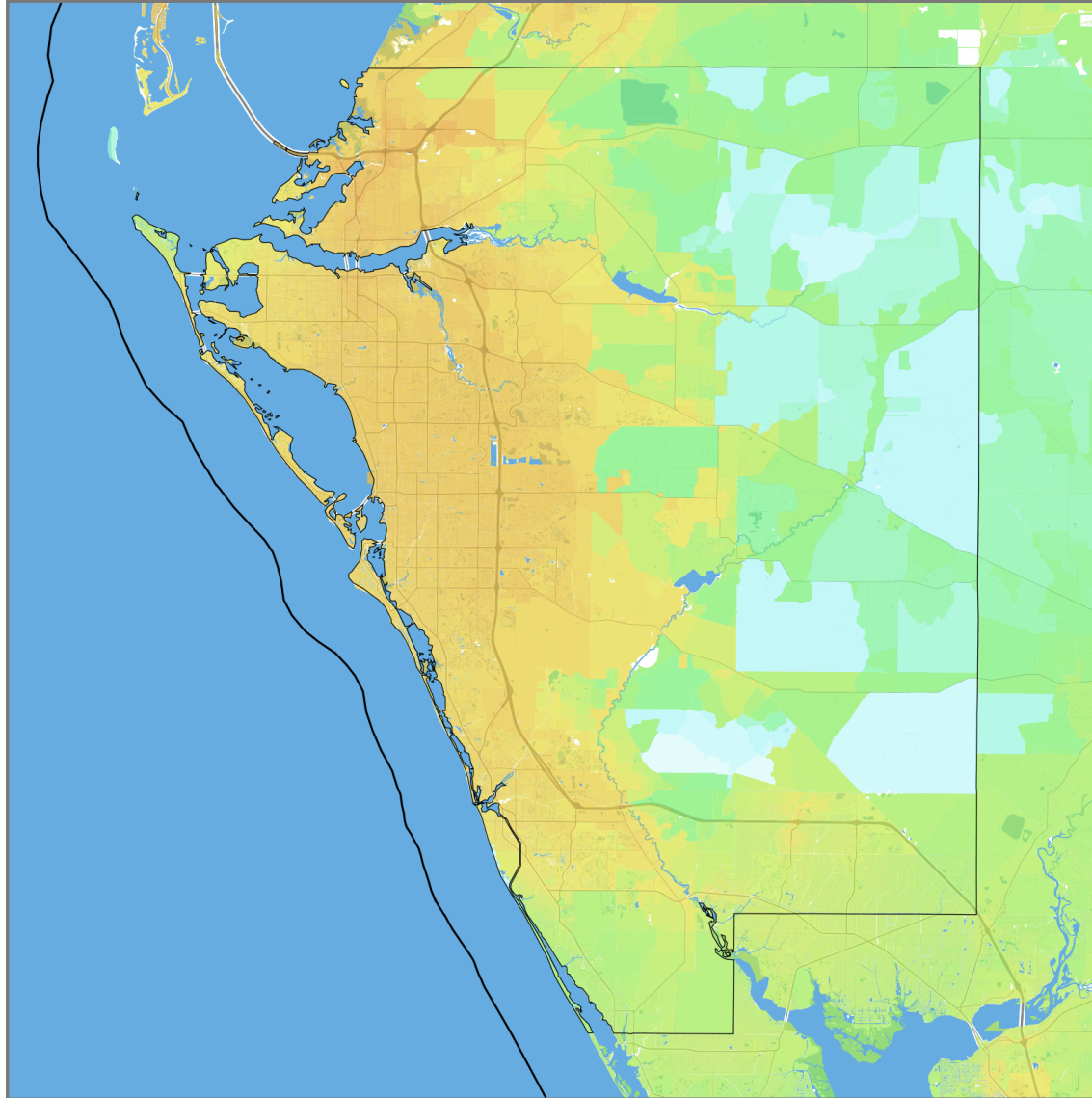


Average Congestion Impact by Travel Time Threshold (worker-weighted)

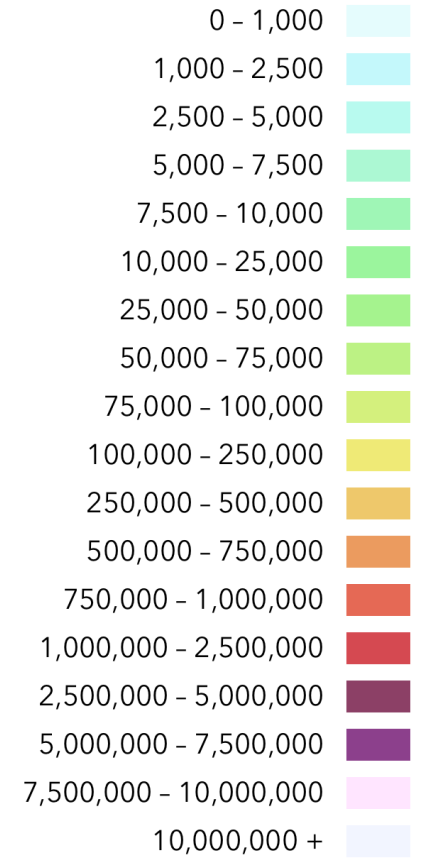
Higher numbers indicate greater job access loss due to congestion



Sarasota-Manatee MPO



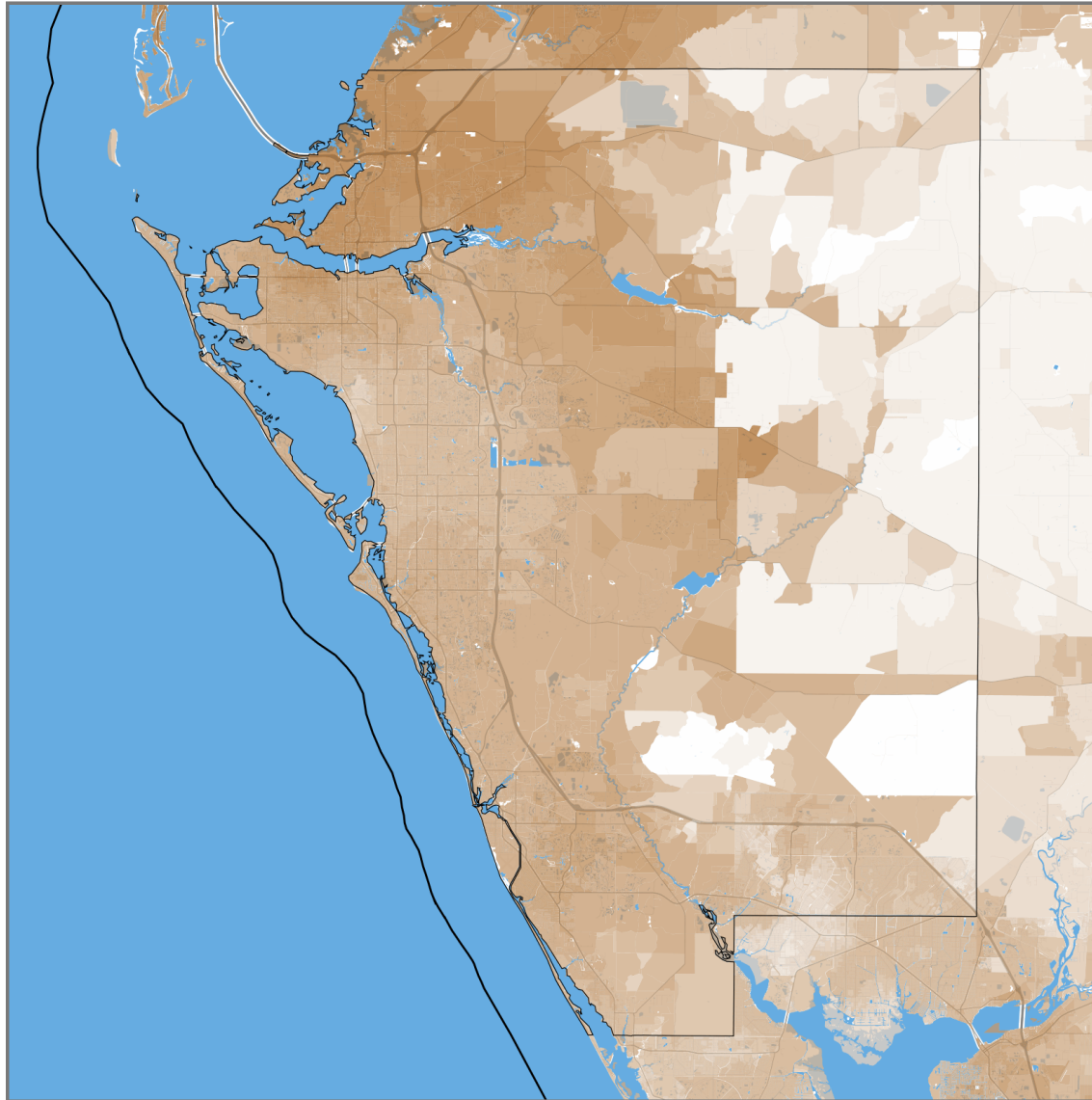
Jobs within 30 minutes
(Driving, AM peak)



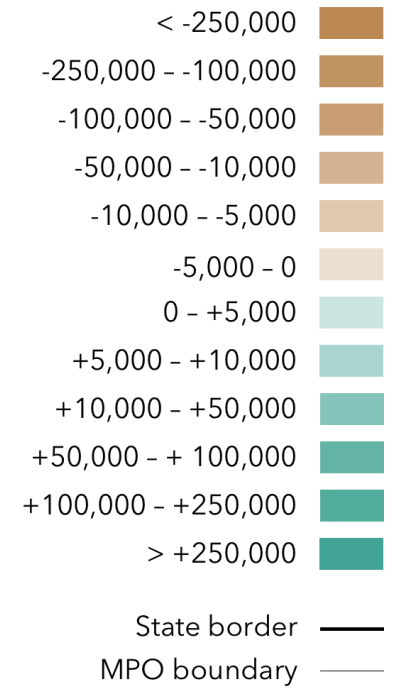
State border

MPO boundary

Sarasota-Manatee MPO



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



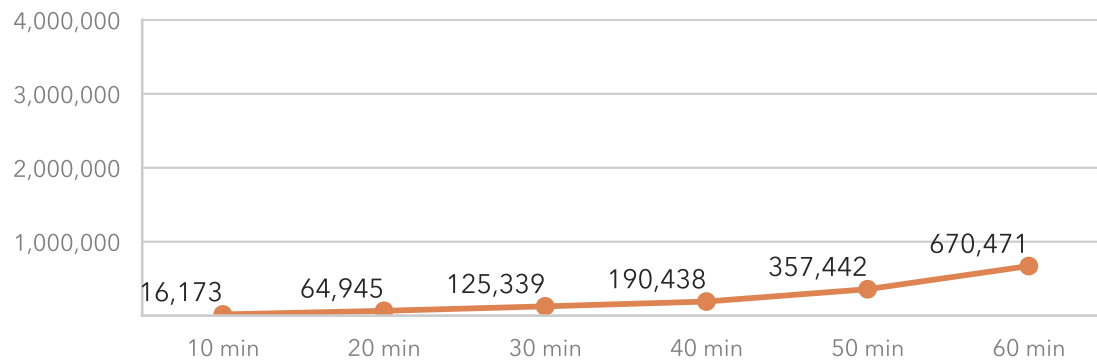
Space Coast Transportation Planning Organization

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

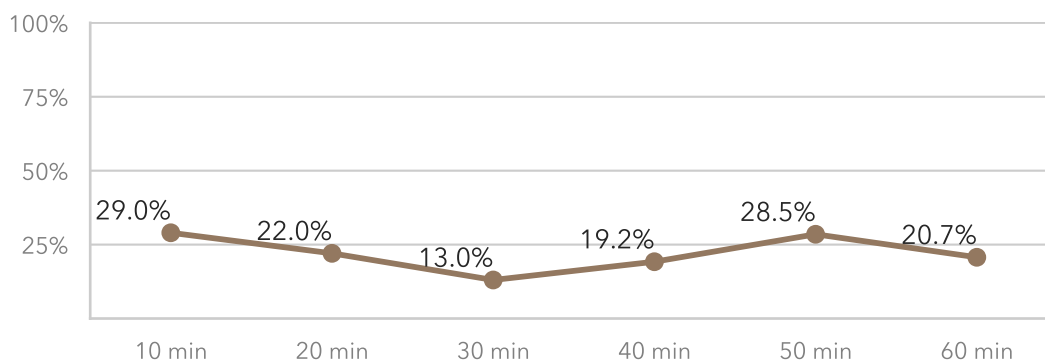
Job and worker totals are based on LEHD estimates and may not match other sources.

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

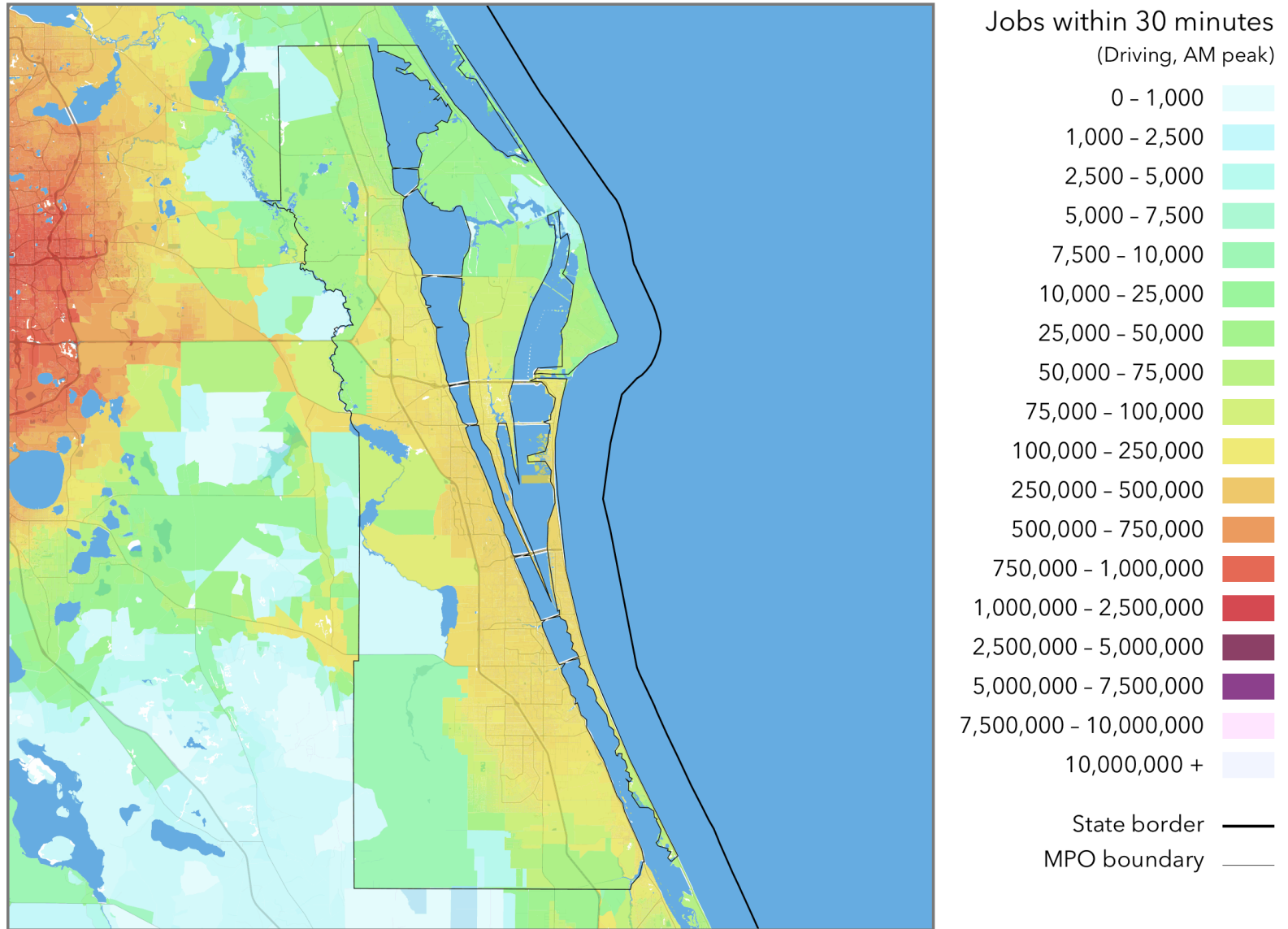


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

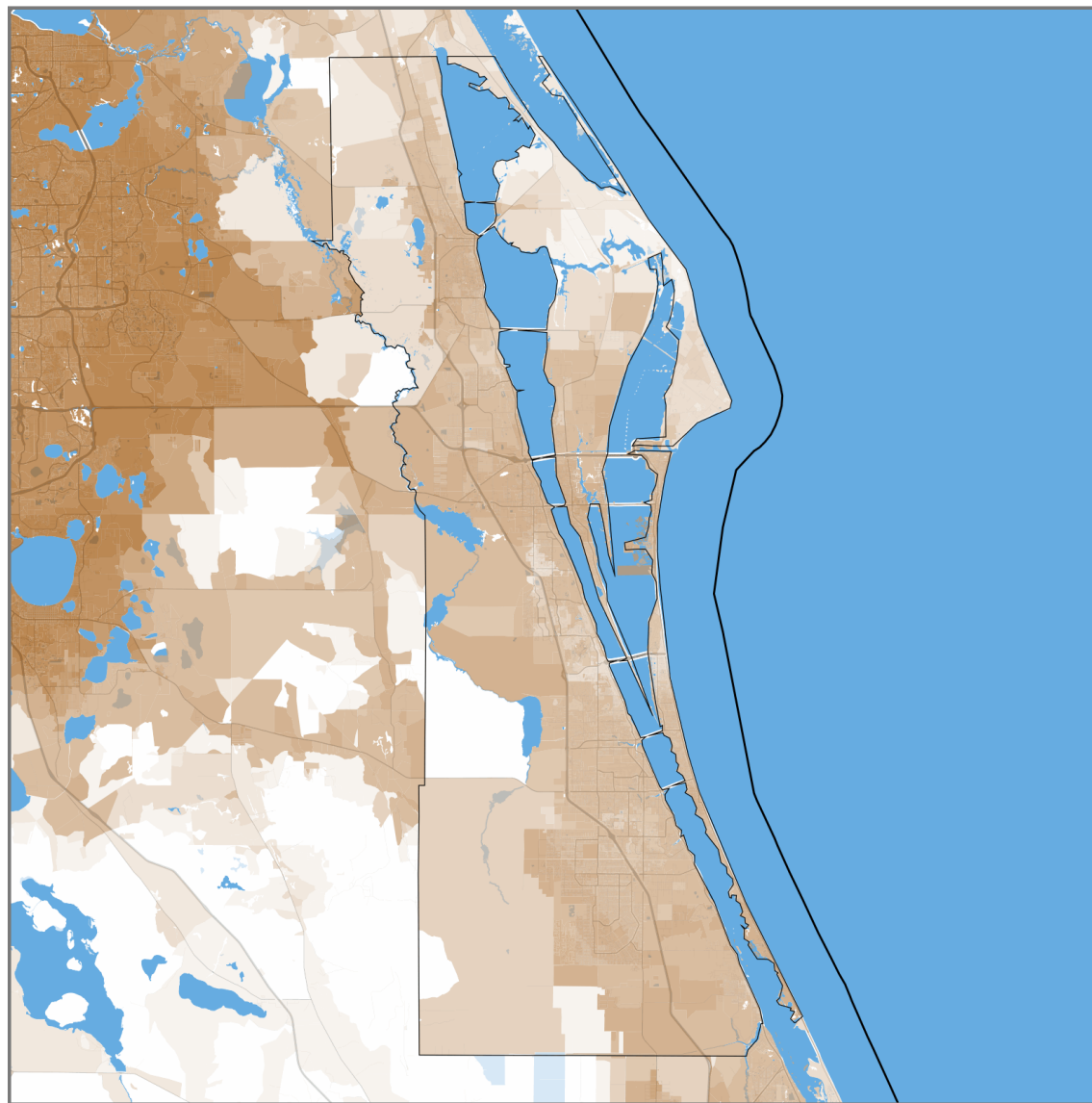


Space Coast Transportation Planning Organization

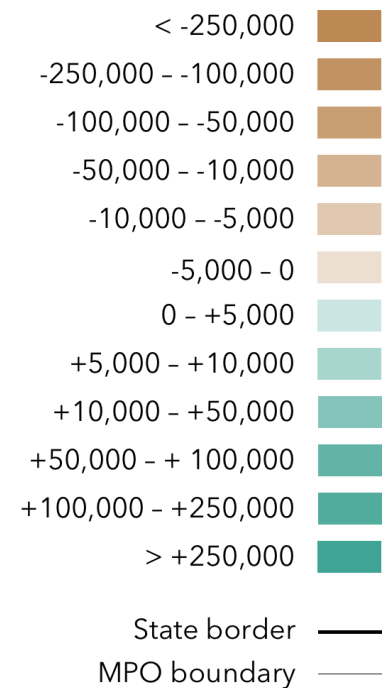


Space Coast Transportation Planning Organization

85



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



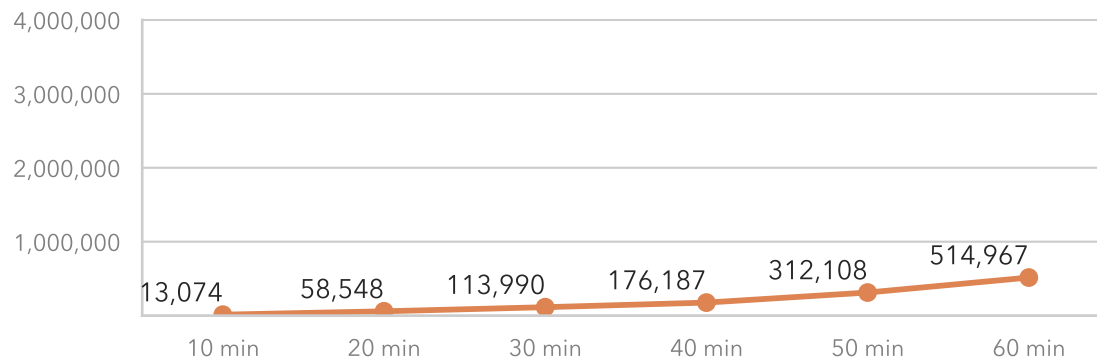
St. Lucie Transportation Planning Organization

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

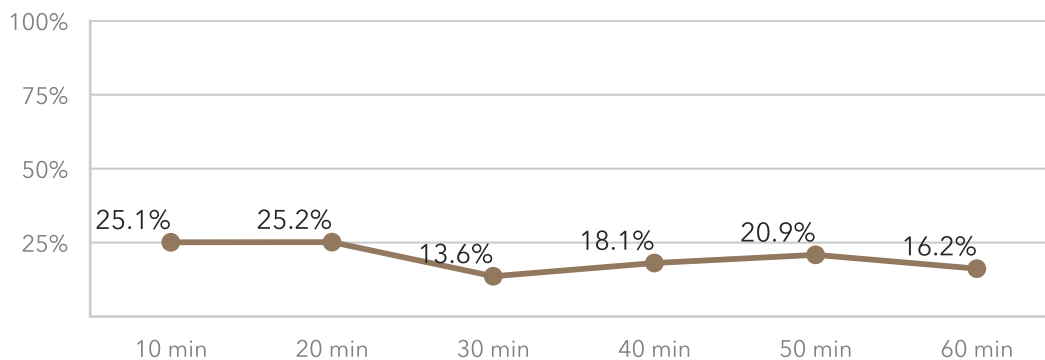
Job and worker totals are based on LEHD estimates and may not match other sources.

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

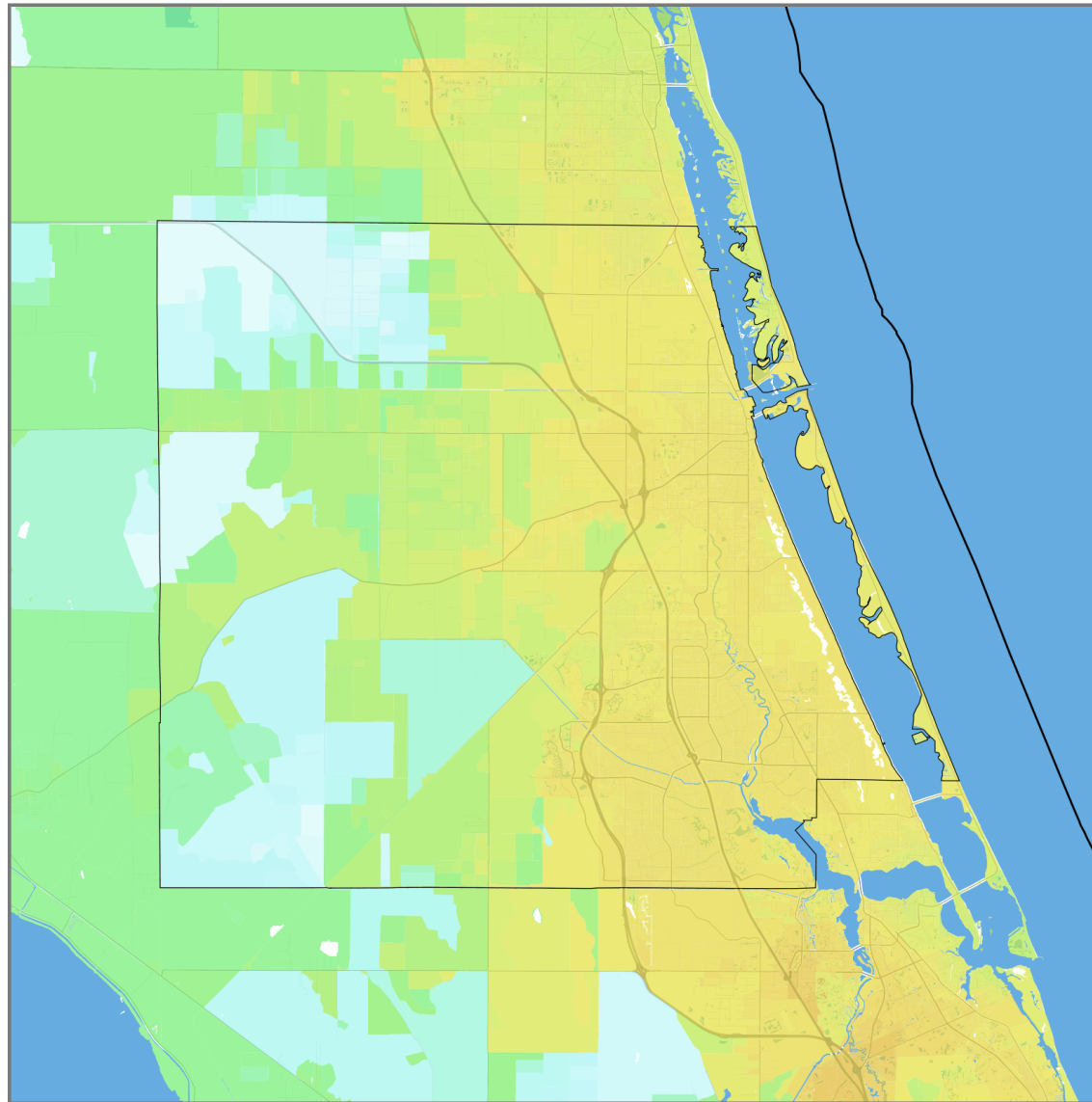


Average Congestion Impact by Travel Time Threshold (worker-weighted)

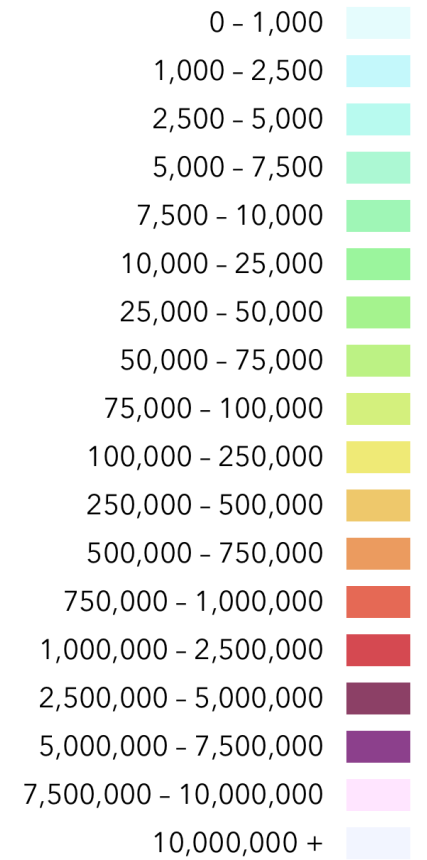
Higher numbers indicate greater job access loss due to congestion



St. Lucie Transportation Planning Organization



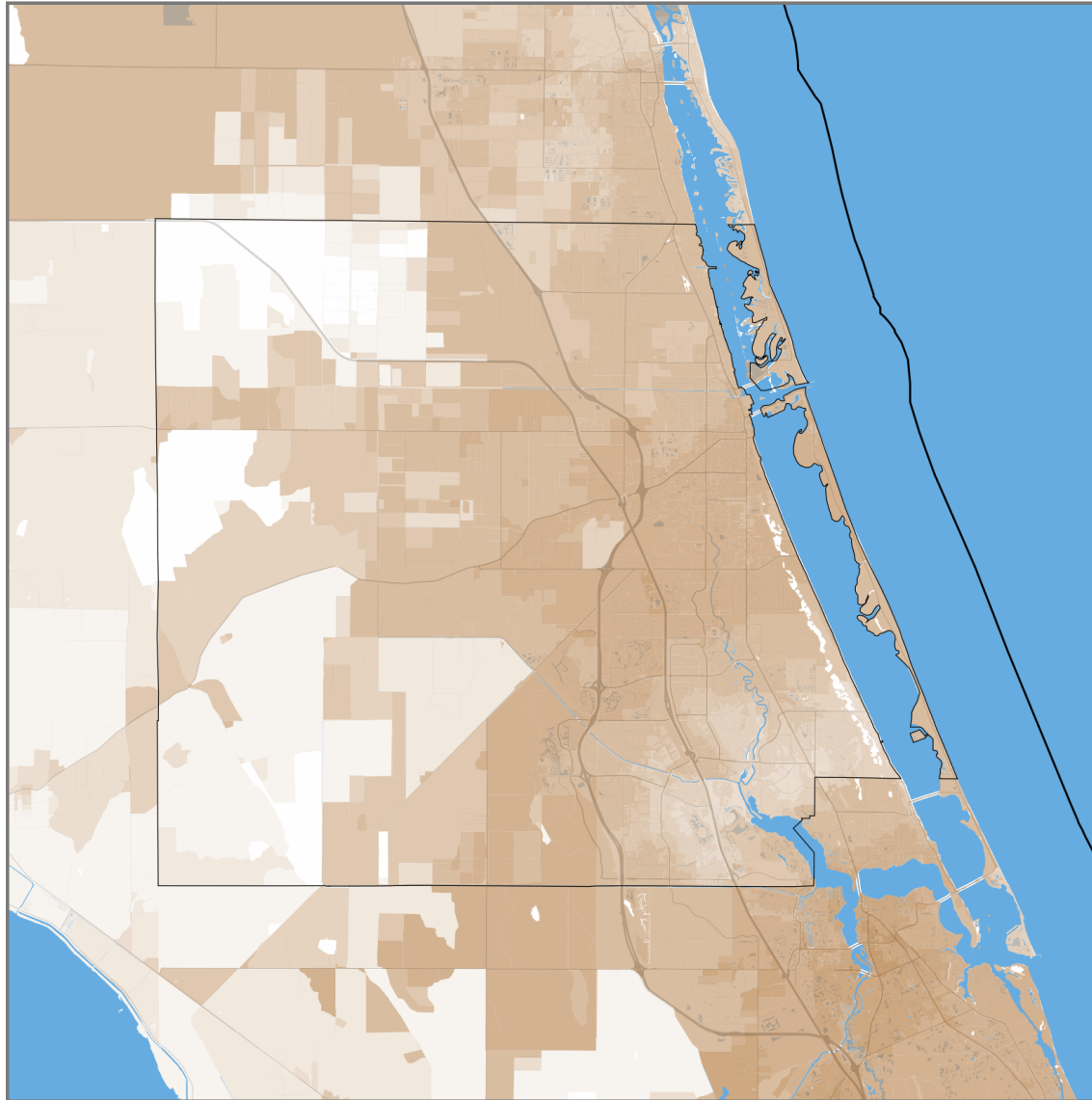
Jobs within 30 minutes
(Driving, AM peak)



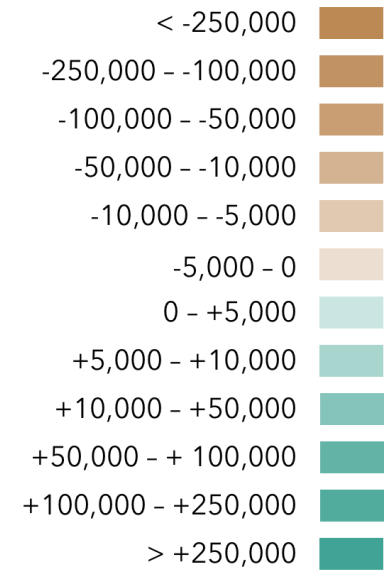
State border —
MPO boundary —

St. Lucie Transportation Planning Organization

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



State border

MPO boundary

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.

3.6 Comparisons With Previous Years

This analysis uses the same tools and techniques as *2017 Auto Accessibility Report: Florida*. It also uses the same datasets, updated to more recent versions as detailed in *Access Across America: Auto 2017 Methodology*.

The TomTom speed datasets used in this analysis contain enhancements relative to previous versions that complicate the comparison of the 2017 results with those from previous years. More accurate speed data resulted in notable decreases in accessibility during both free-flow and congested periods, and increases in congestion impact. A significant portion of these changes reflects differences in data methodology rather than real-world developments in land use distributions or roadway speeds. Therefore, this report does not directly compare the results for 2017 with those from previous years.