

# **2017 Auto Accessibility Report: Florida**

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

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# Authors

## **Andrew Owen**

Director, Accessibility Observatory  
University of Minnesota

## **Brendan Murphy**

Lead Researcher, Accessibility Observatory  
University of Minnesota

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# 1 Introduction

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

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

Additionally, the impact of traffic congestion on job accessibility is estimated by comparing accessibility during congested periods with accessibility during 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**

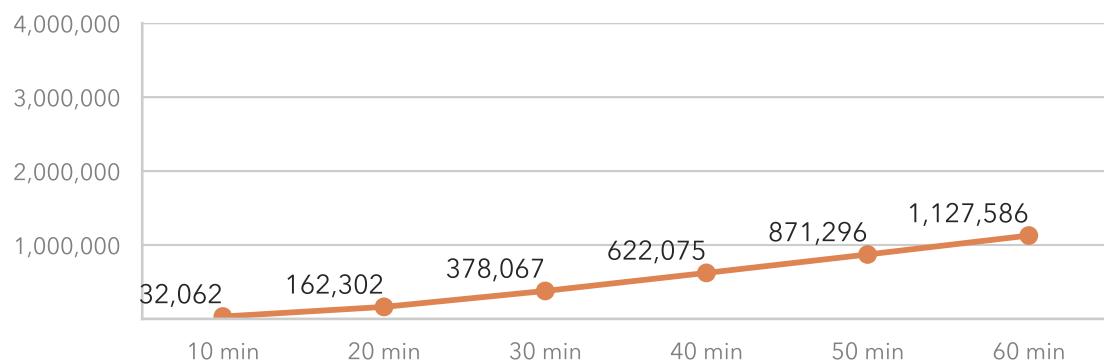
Average Job Density (per mi<sup>2</sup>) **149**

Total Workers **8,014,483**

Average Worker Density (per mi<sup>2</sup>) **149**

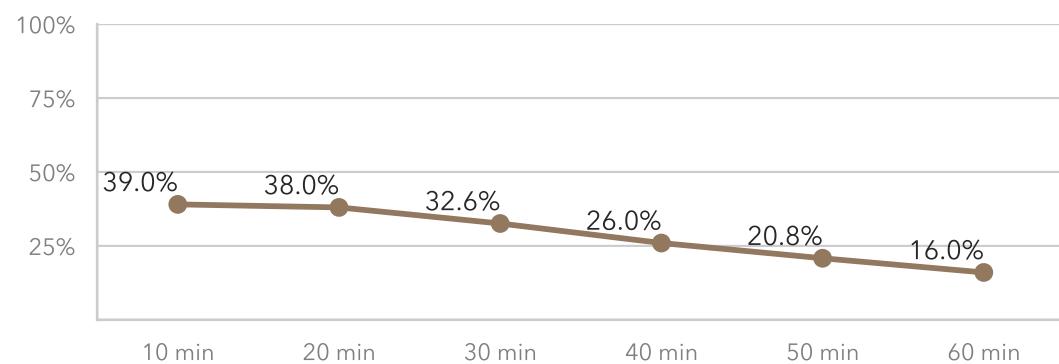
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



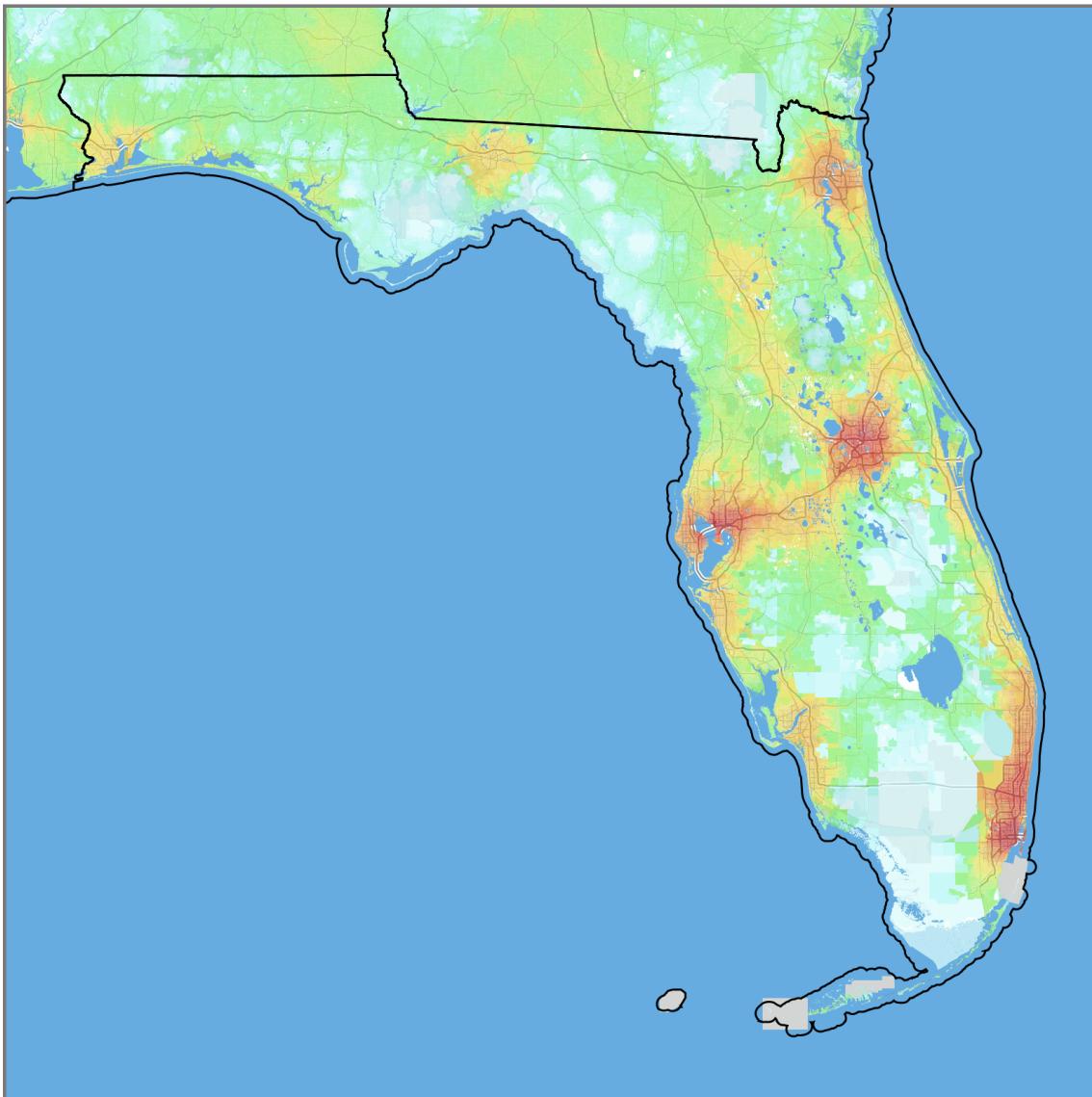
#### Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Florida

3



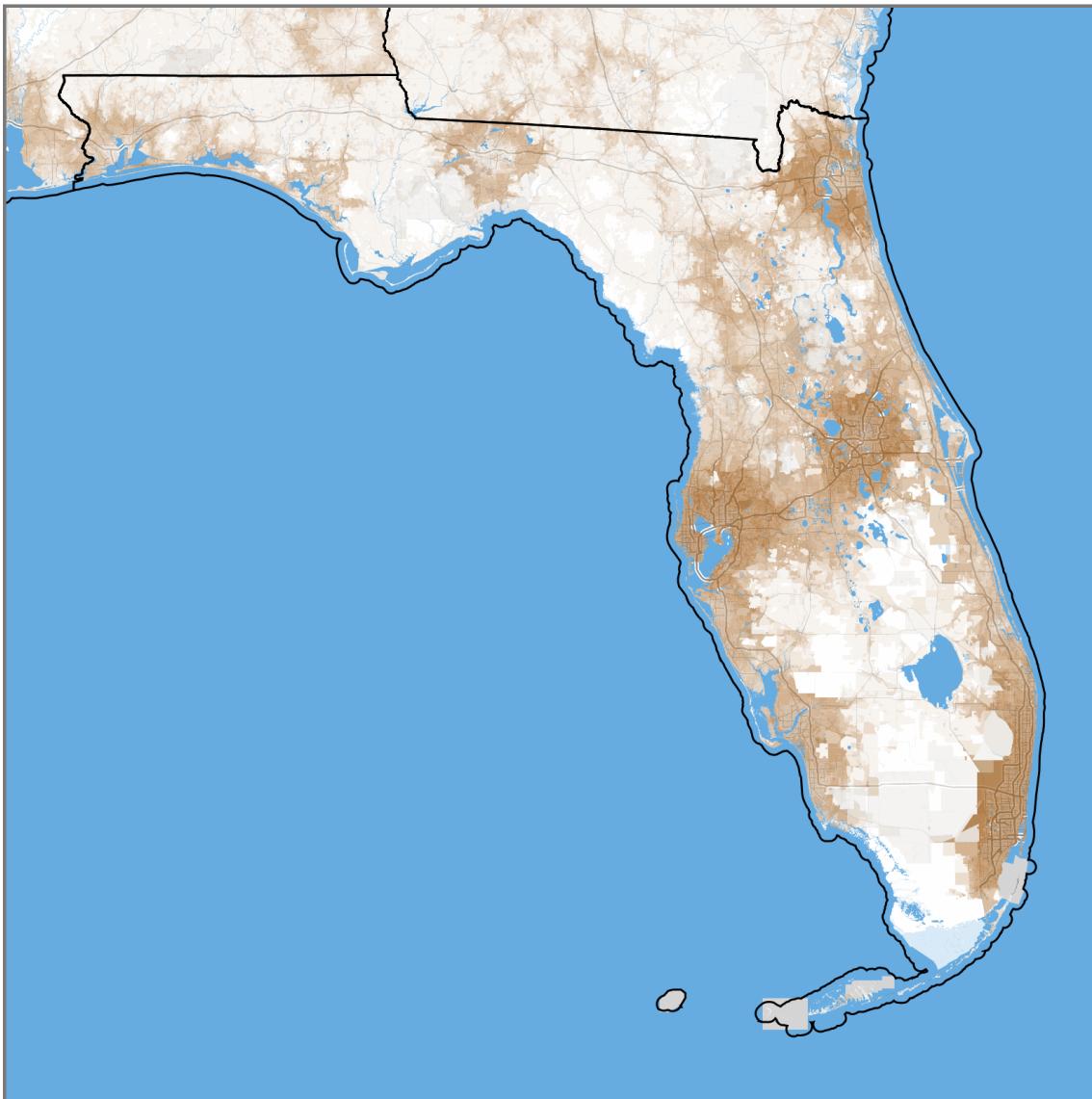
Jobs within 30 minutes  
(Driving, AM peak)



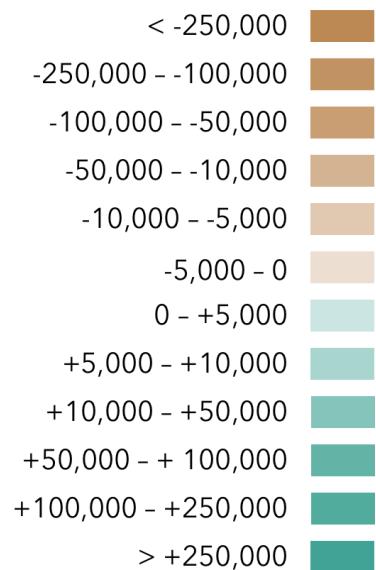
State border —

MPO boundary —

# Florida



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 Tranportation Planning Organization
- Okaloosa-Walton Transportation Planning Organization
- Palm Beach MPO
- Pasco County MPO

- Polk County Transportation Planning Organization
- River to Sea Transporation 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 Tranportation 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 Transporation 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)

<b>MPO</b>	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 Tranportation 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 Transporation 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**

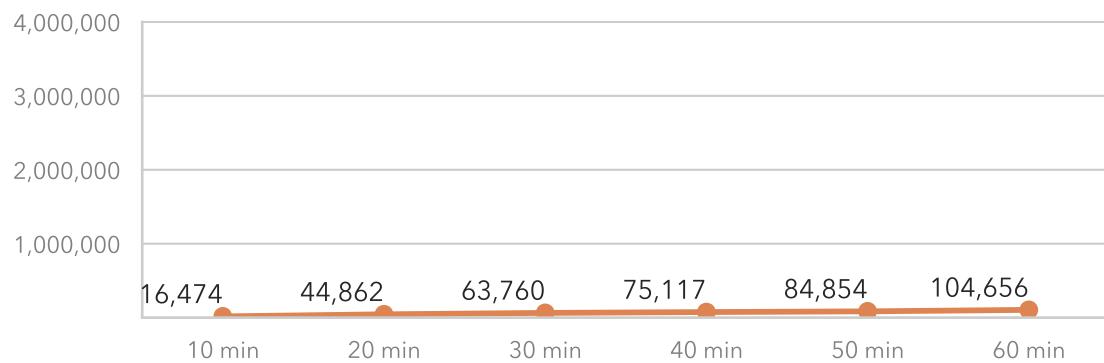
Average Job Density (per mi<sup>2</sup>) **188**

Total Workers **71,517**

Average Worker Density (per mi<sup>2</sup>) **179**

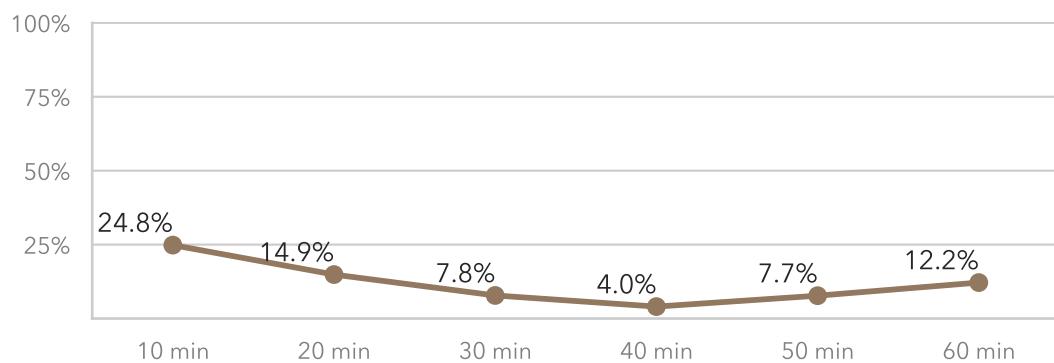
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



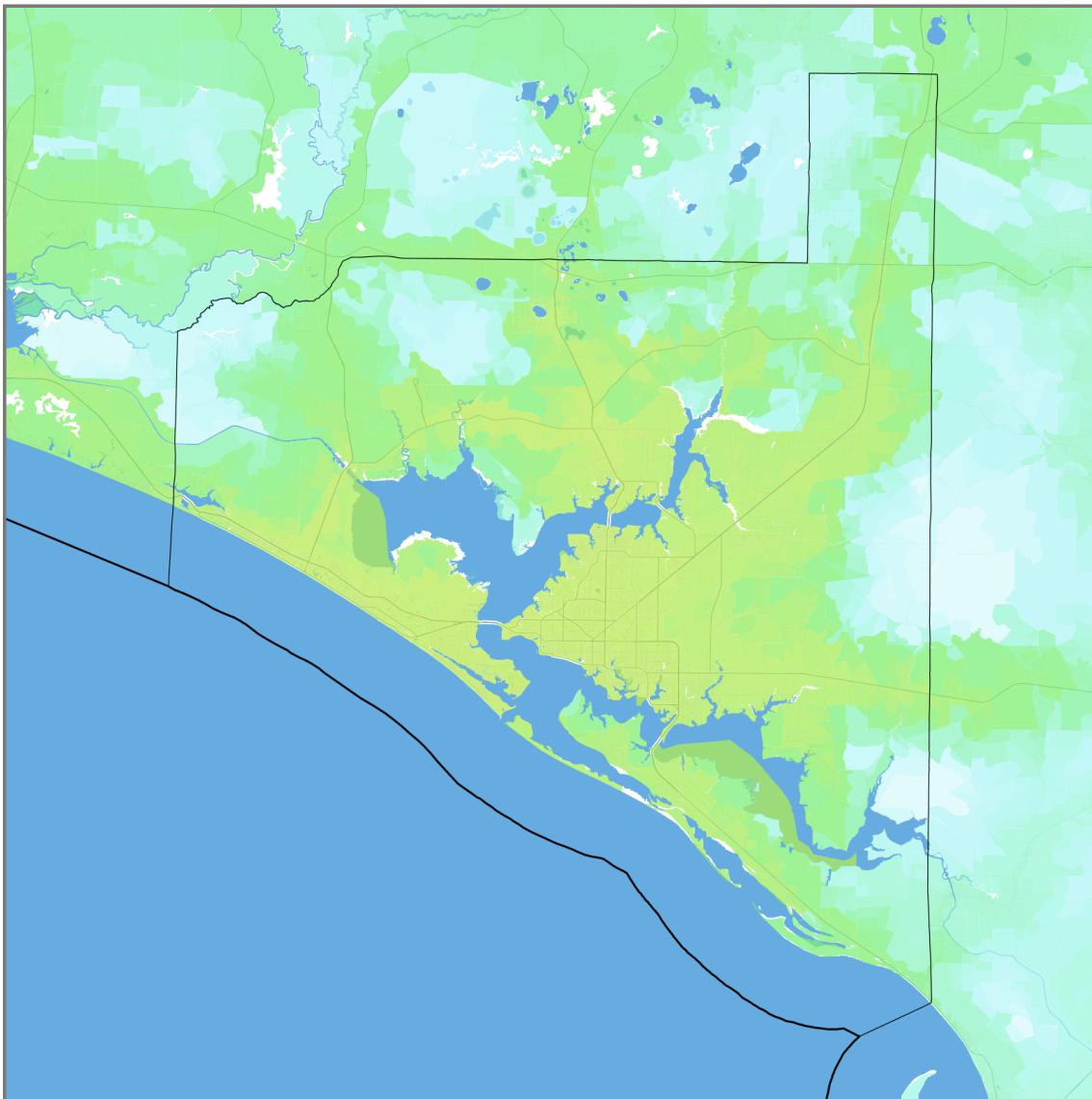
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Bay County Transportation Planning Organization

6



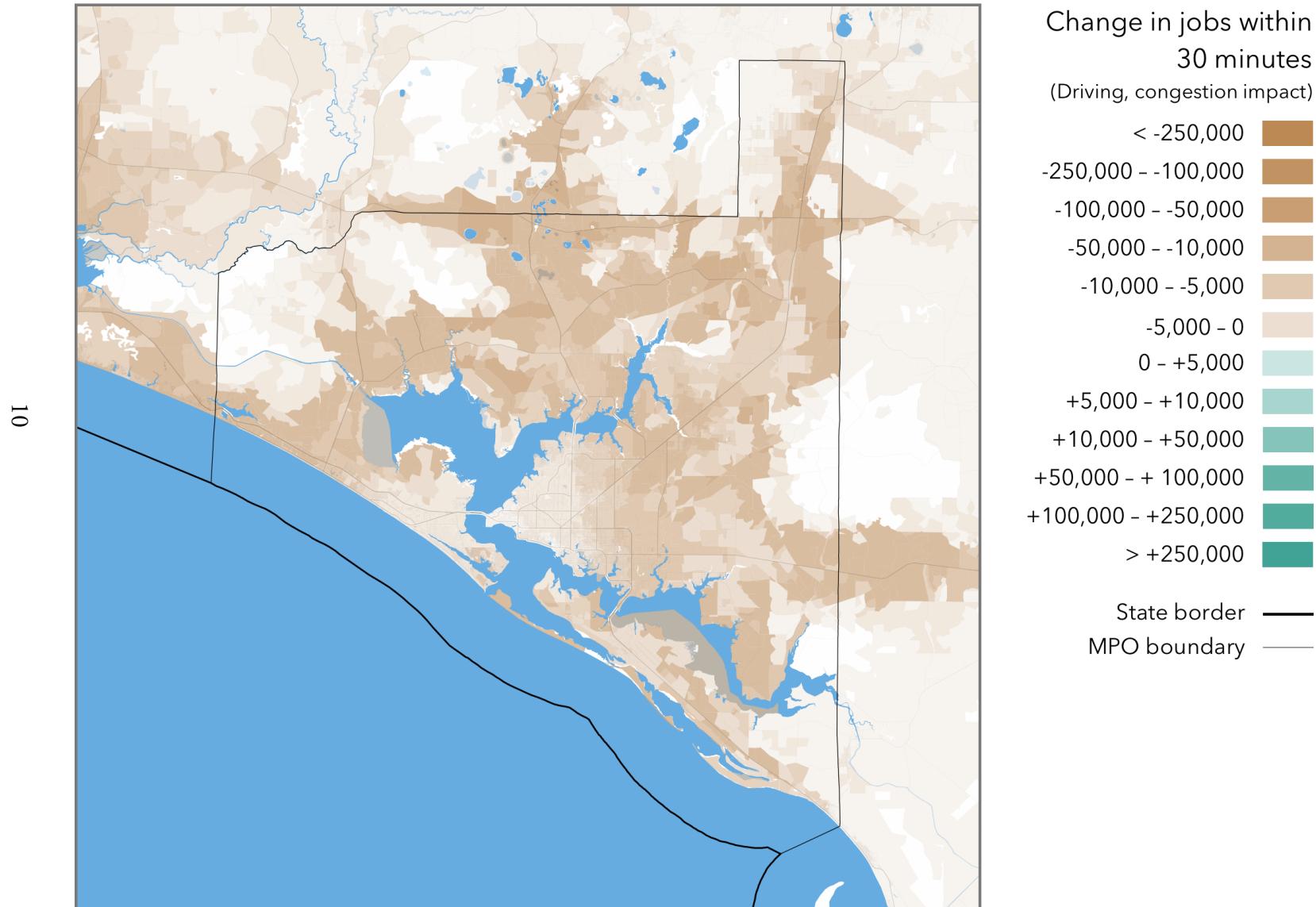
Jobs within 30 minutes  
(Driving, AM peak)

0 - 1,000	light blue
1,000 - 2,500	medium light blue
2,500 - 5,000	medium blue
5,000 - 7,500	medium green
7,500 - 10,000	green
10,000 - 25,000	light green
25,000 - 50,000	light green
50,000 - 75,000	light green
75,000 - 100,000	light green
100,000 - 250,000	yellow
250,000 - 500,000	orange
500,000 - 750,000	orange
750,000 - 1,000,000	red
1,000,000 - 2,500,000	red
2,500,000 - 5,000,000	dark red
5,000,000 - 7,500,000	dark red
7,500,000 - 10,000,000	pink
10,000,000 +	light grey

State border

MPO boundary

# Bay County Transportation Planning Organization



# Broward MPO

Job Accessibility Results – Auto, 2017

Total Jobs **798,605**

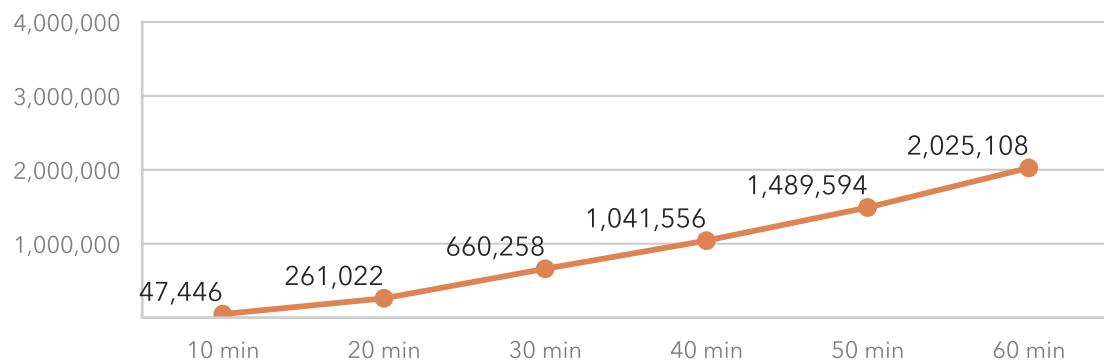
Average Job Density (per mi<sup>2</sup>) **1,687**

Total Workers **812,934**

Average Worker Density (per mi<sup>2</sup>) **1,718**

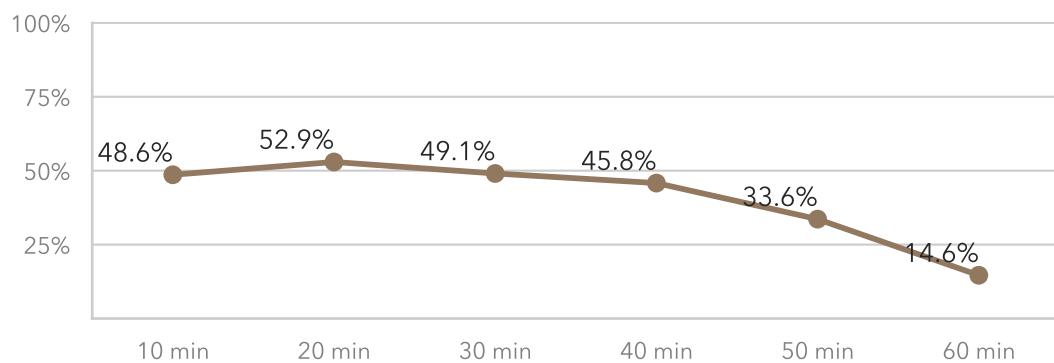
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



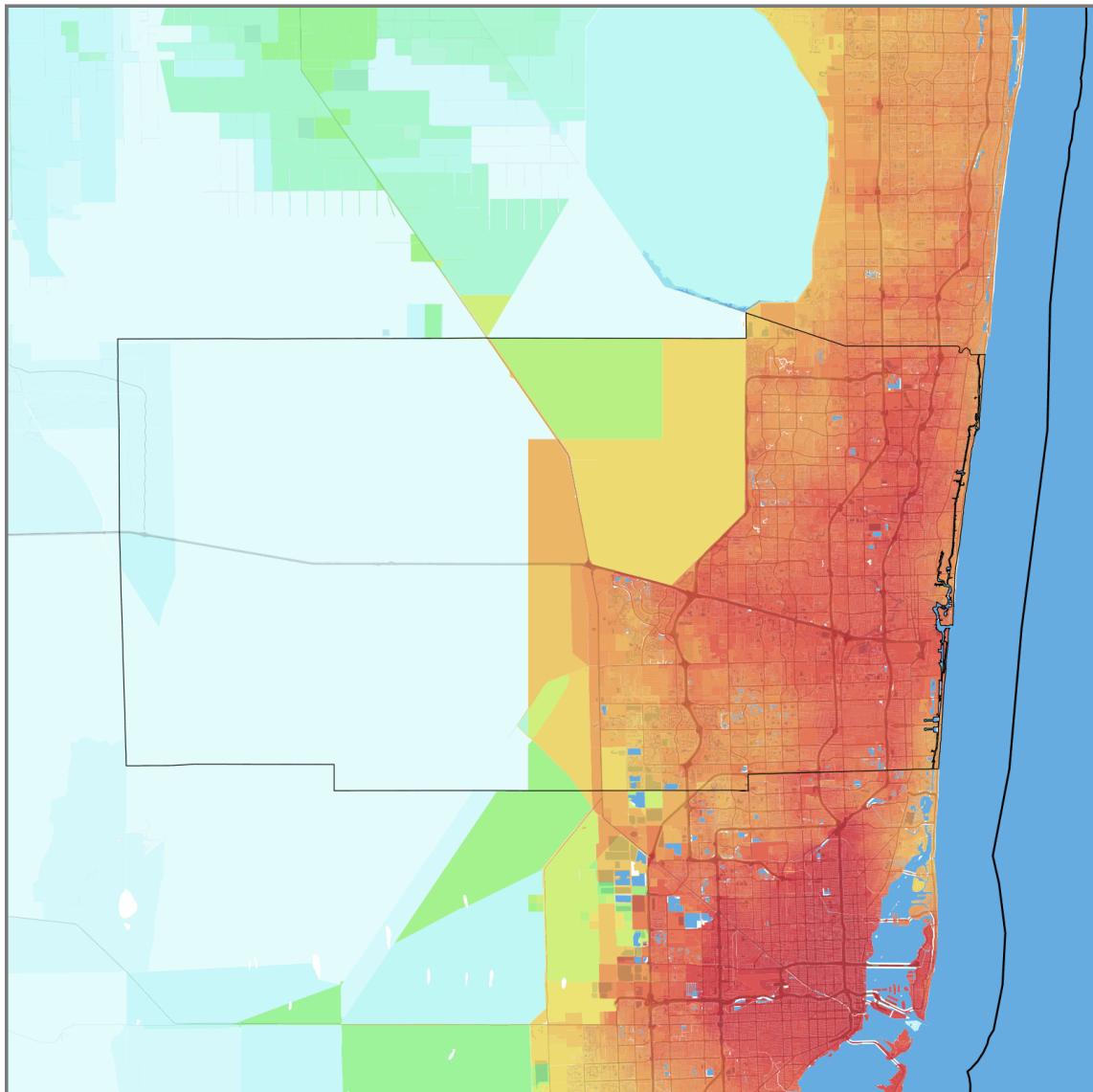
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



## Broward MPO

12



Jobs within 30 minutes  
(Driving, AM peak)

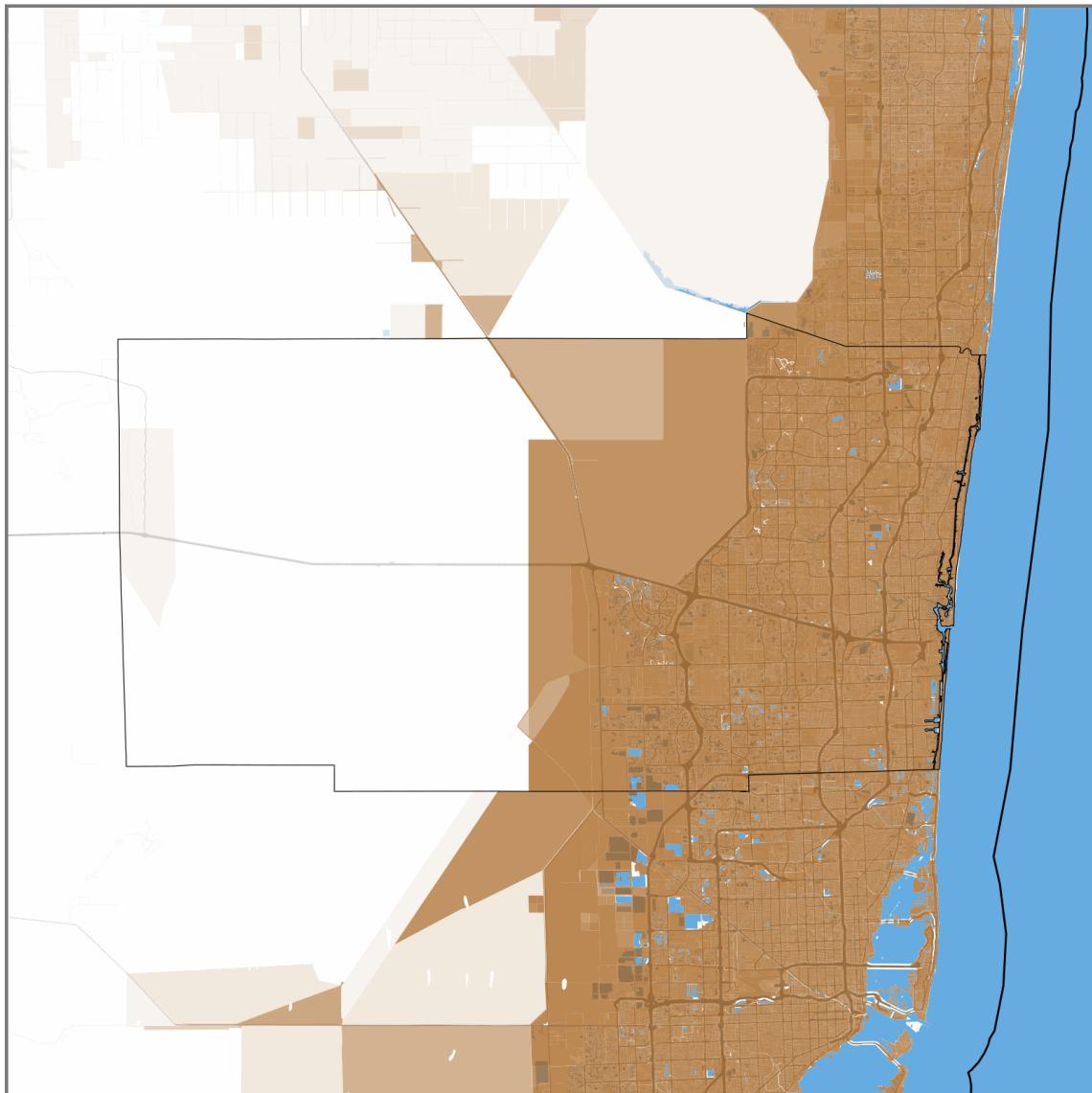
0 - 1,000	light blue
1,000 - 2,500	medium light blue
2,500 - 5,000	light green
5,000 - 7,500	medium green
7,500 - 10,000	dark green
10,000 - 25,000	yellow-green
25,000 - 50,000	yellow
50,000 - 75,000	orange-yellow
75,000 - 100,000	orange
100,000 - 250,000	dark orange
250,000 - 500,000	dark red-orange
500,000 - 750,000	dark red
750,000 - 1,000,000	medium red
1,000,000 - 2,500,000	light red
2,500,000 - 5,000,000	dark purple
5,000,000 - 7,500,000	medium purple
7,500,000 - 10,000,000	light purple
10,000,000 +	very light purple

State border

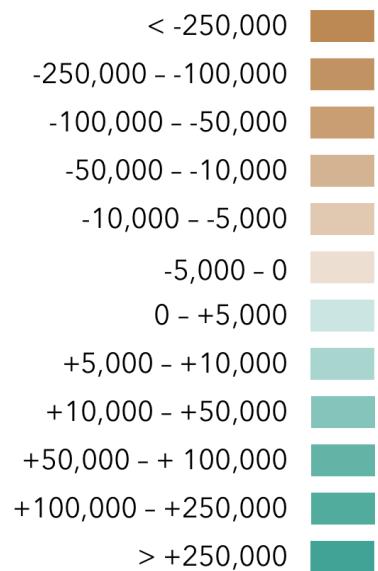
MPO boundary

## Broward MPO

13



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



State border —————  
MPO boundary ————

# Capital Region Transportation Planning Agency

Job Accessibility Results – Auto, 2017

Total Jobs **169,408**

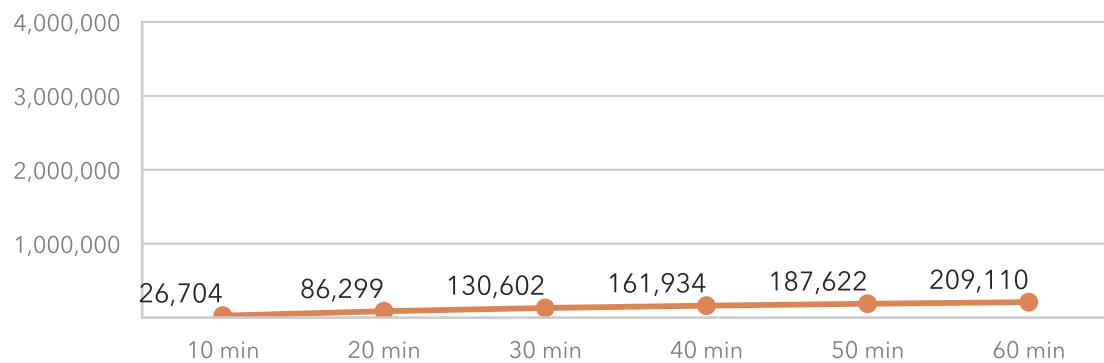
Average Job Density (per mi<sup>2</sup>) **178**

Total Workers **154,307**

Average Worker Density (per mi<sup>2</sup>) **162**

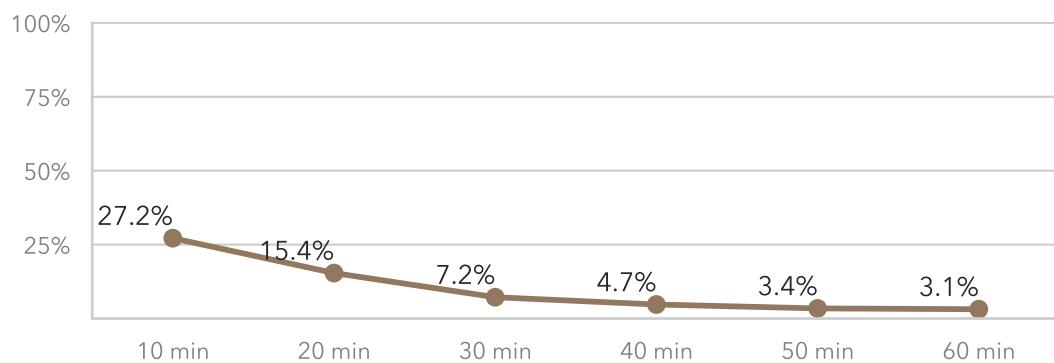
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



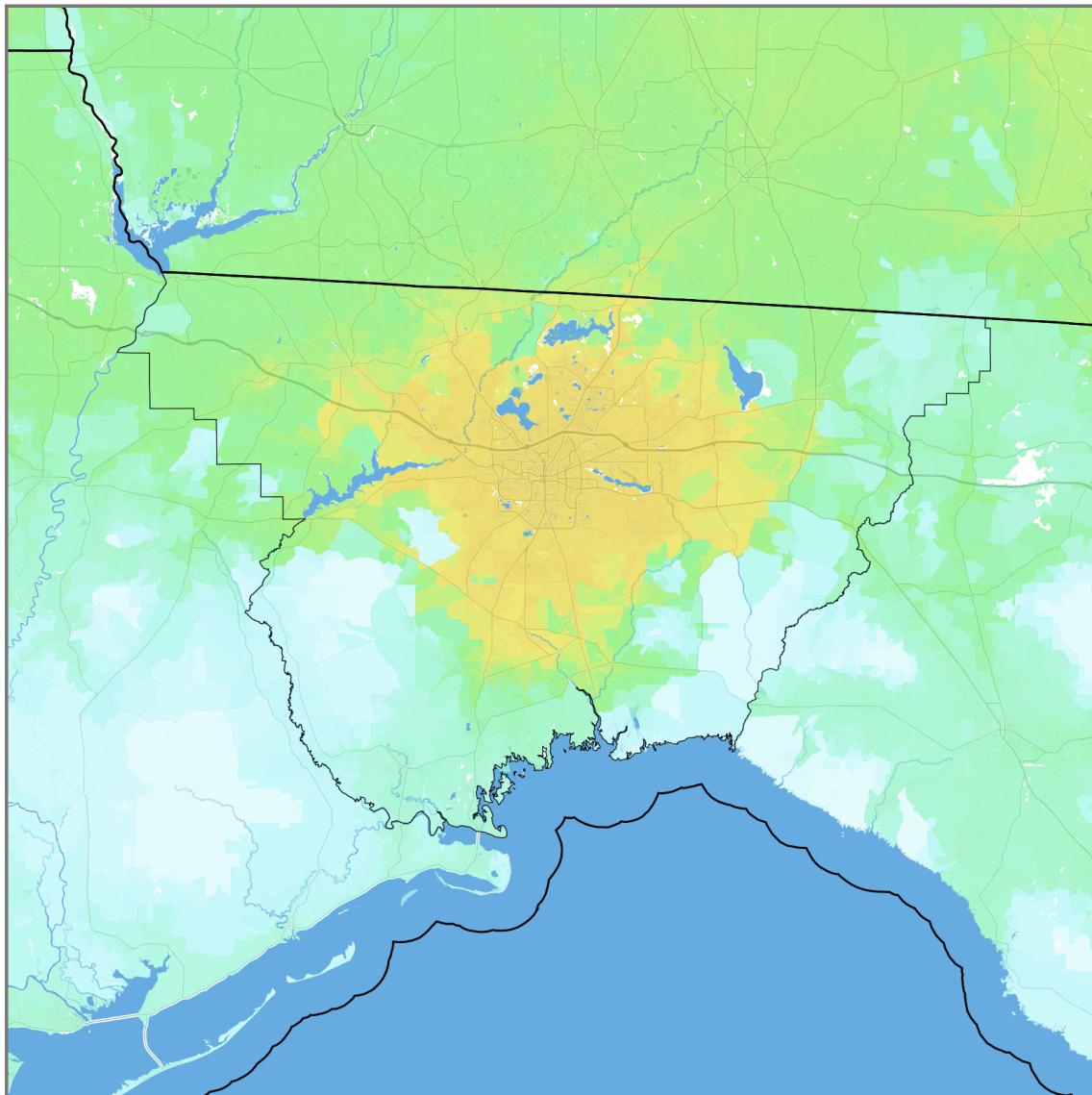
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Capital Region Transportation Planning Agency

15



Jobs within 30 minutes  
(Driving, AM peak)

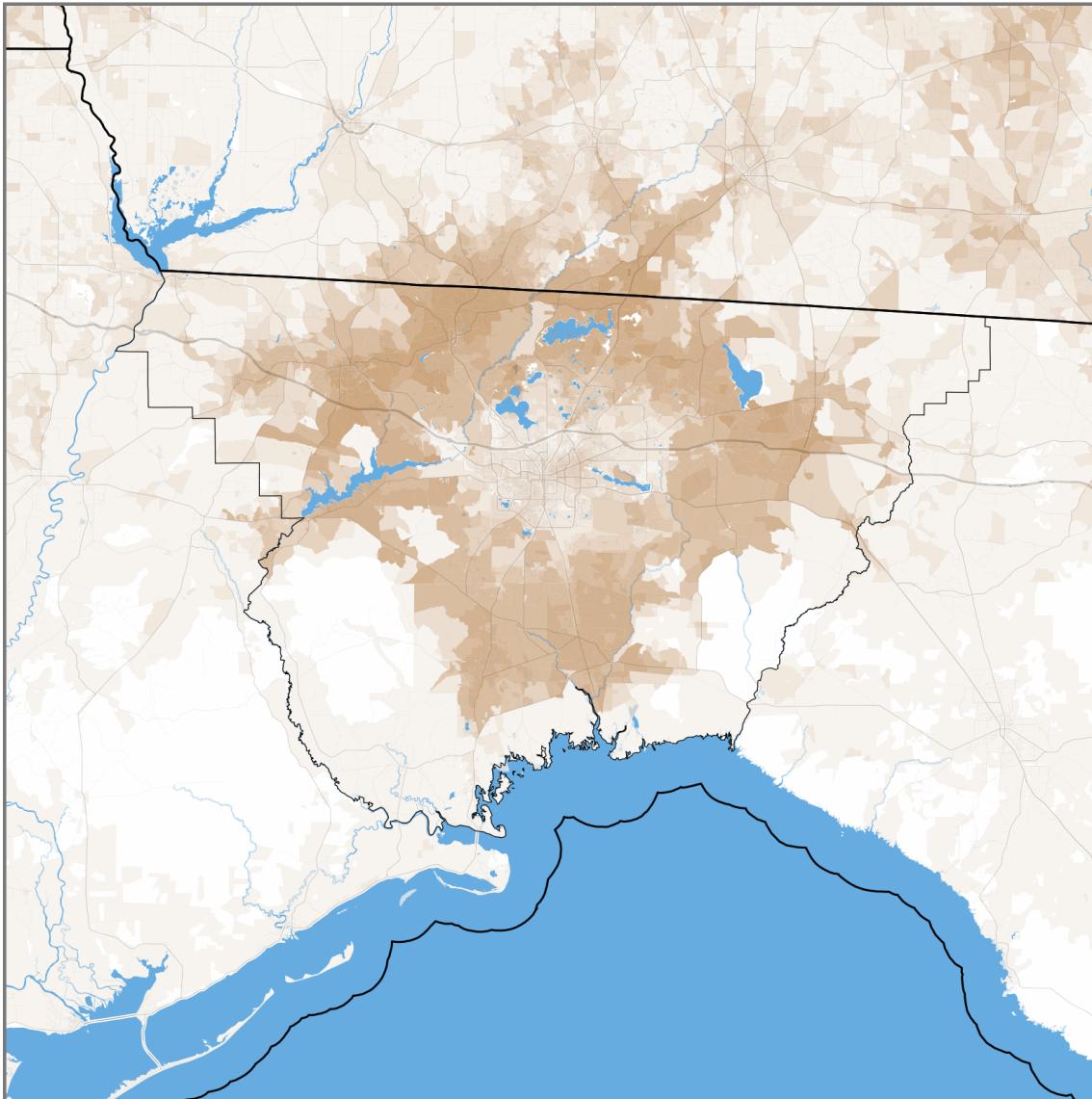
0 - 1,000	
1,000 - 2,500	
2,500 - 5,000	
5,000 - 7,500	
7,500 - 10,000	
10,000 - 25,000	
25,000 - 50,000	
50,000 - 75,000	
75,000 - 100,000	
100,000 - 250,000	
250,000 - 500,000	
500,000 - 750,000	
750,000 - 1,000,000	
1,000,000 - 2,500,000	
2,500,000 - 5,000,000	
5,000,000 - 7,500,000	
7,500,000 - 10,000,000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

State border —

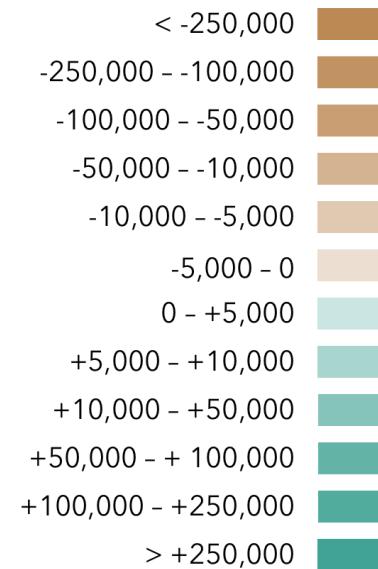
MPO boundary —

# 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**

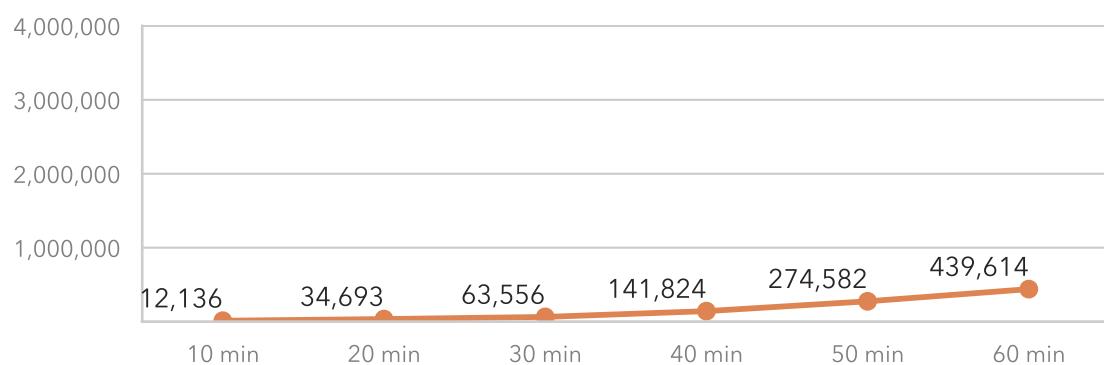
Average Job Density (per mi<sup>2</sup>) **168**

Total Workers **53,072**

Average Worker Density (per mi<sup>2</sup>) **191**

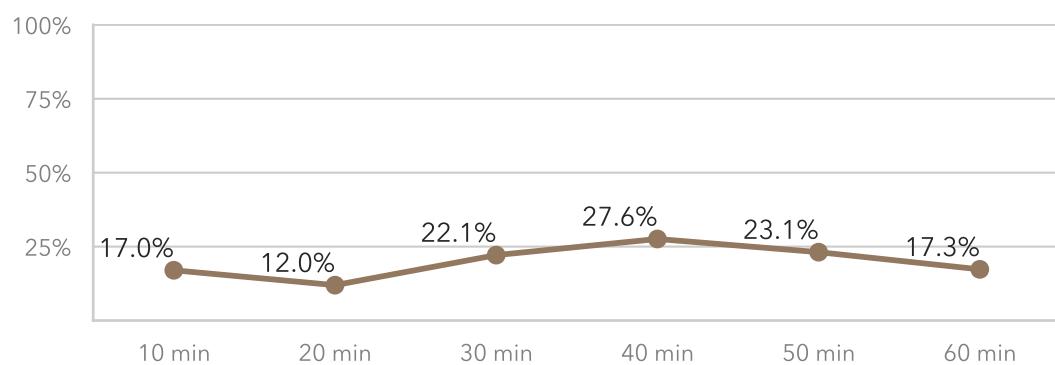
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



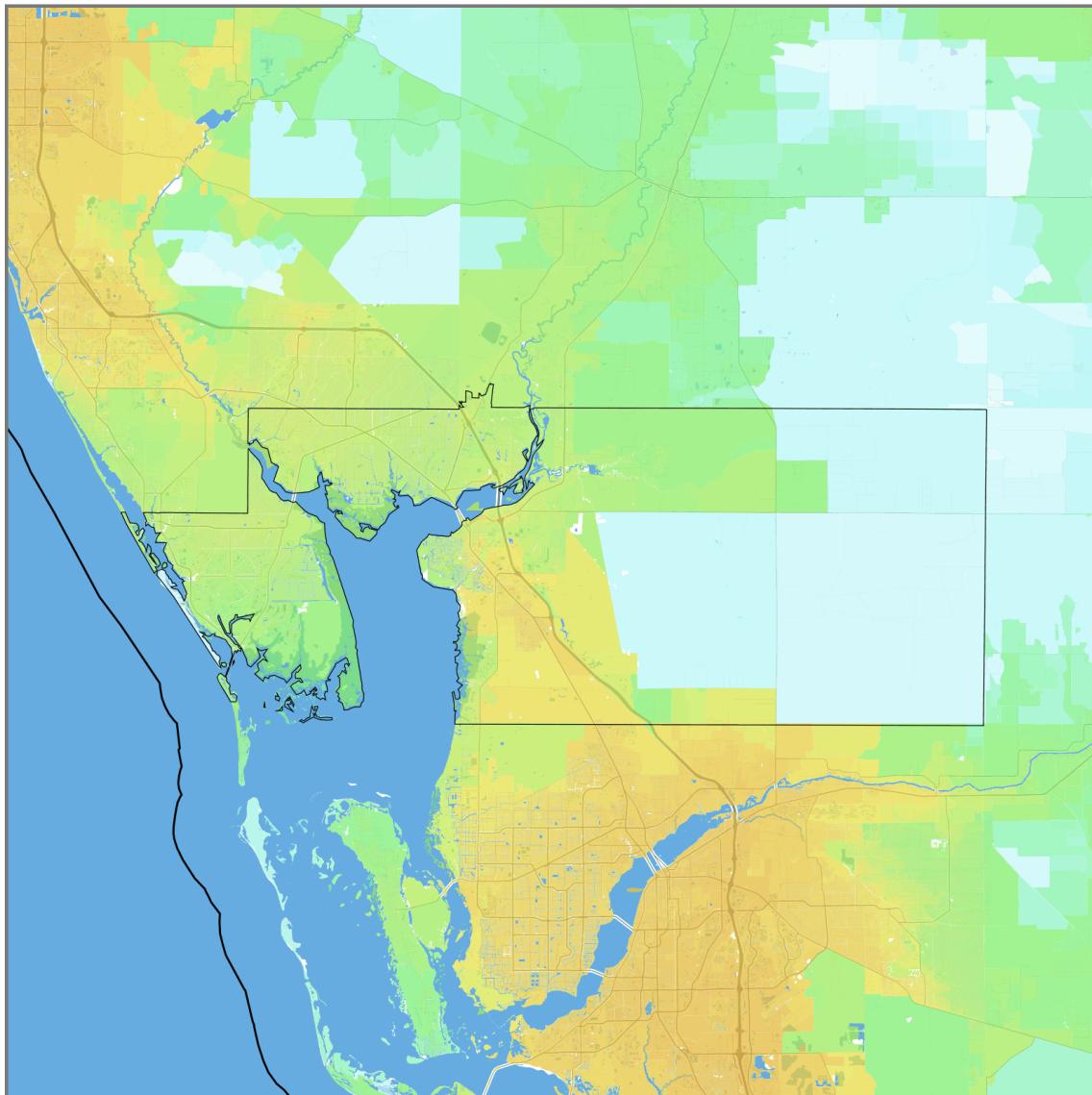
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Charlotte-Punta Gorda MPO

18



Jobs within 30 minutes  
(Driving, AM peak)

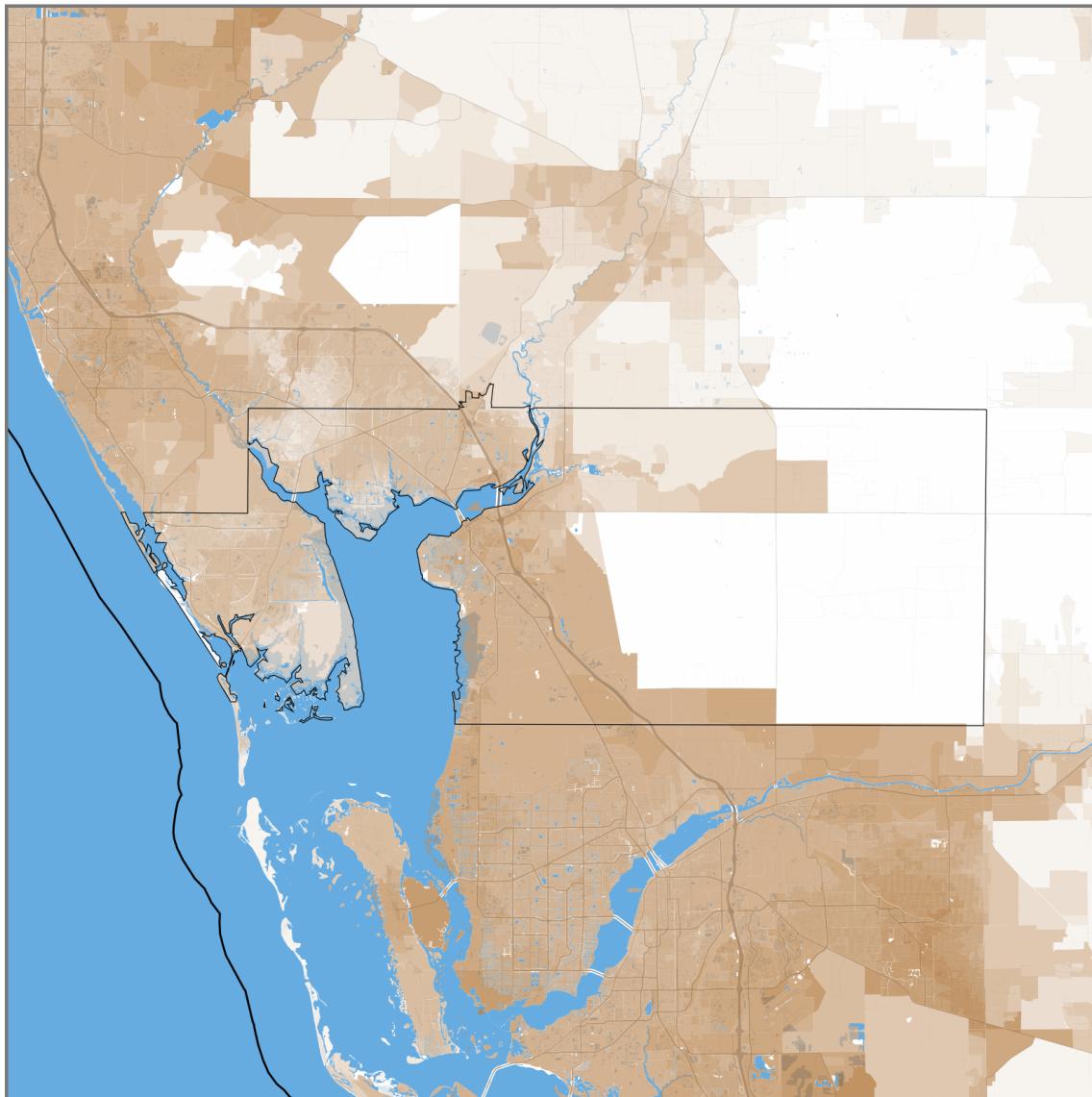
0 - 1,000	Light Blue
1,000 - 2,500	Medium Light Blue
2,500 - 5,000	Medium Blue
5,000 - 7,500	Medium Green
7,500 - 10,000	Dark Green
10,000 - 25,000	Dark Green
25,000 - 50,000	Dark Green
50,000 - 75,000	Dark Green
75,000 - 100,000	Dark Green
100,000 - 250,000	Yellow
250,000 - 500,000	Orange
500,000 - 750,000	Red-Orange
750,000 - 1,000,000	Red
1,000,000 - 2,500,000	Red
2,500,000 - 5,000,000	Dark Purple
5,000,000 - 7,500,000	Dark Purple
7,500,000 - 10,000,000	Pink
10,000,000 +	Light Grey

State border

MPO boundary

# Charlotte-Punta Gorda MPO

19



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



State border

MPO boundary

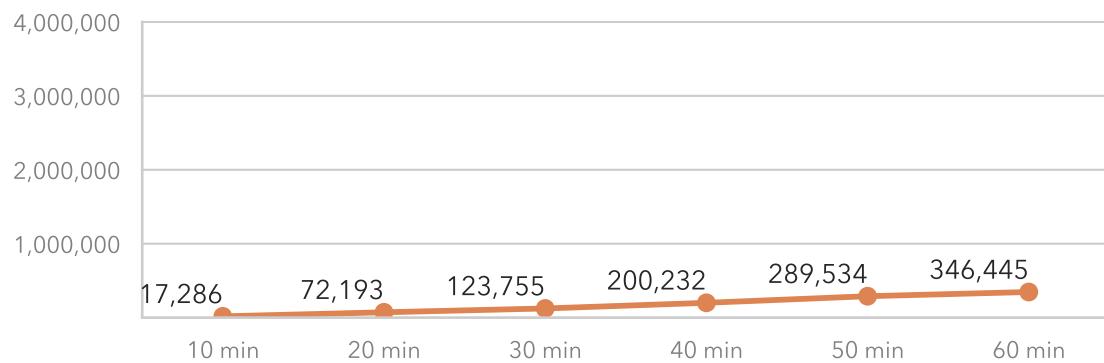
# Collier MPO

Job Accessibility Results – Auto, 2017

Total Jobs	<b>133,371</b>
Average Job Density (per mi <sup>2</sup> )	<b>166</b>
Total Workers	<b>131,626</b>
Average Worker Density (per mi <sup>2</sup> )	<b>164</b>

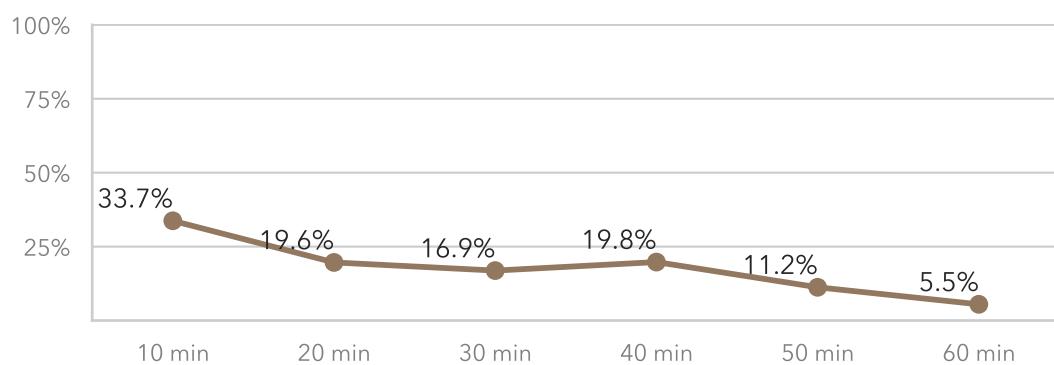
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



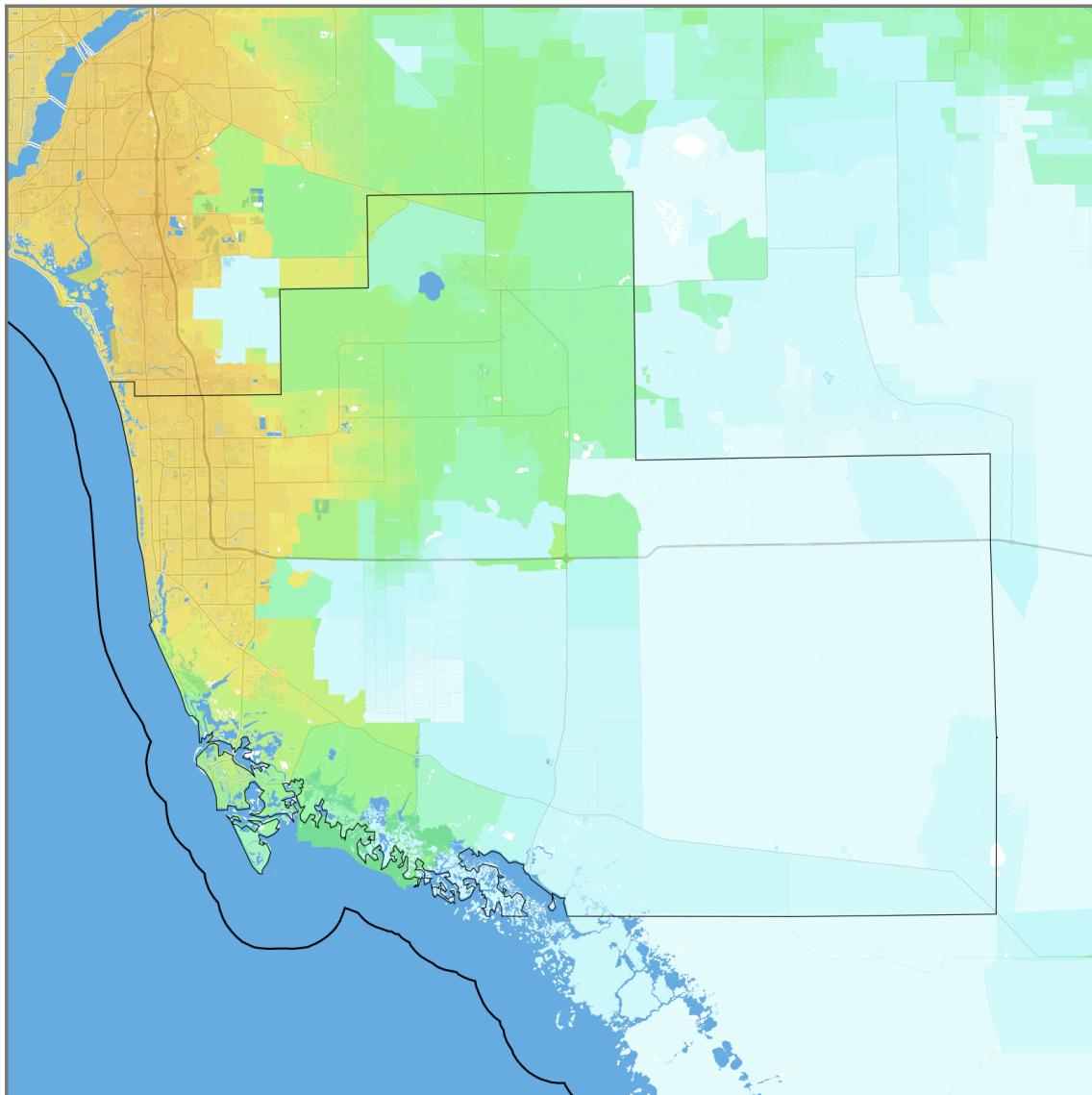
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



## Collier MPO

21



Jobs within 30 minutes  
(Driving, AM peak)

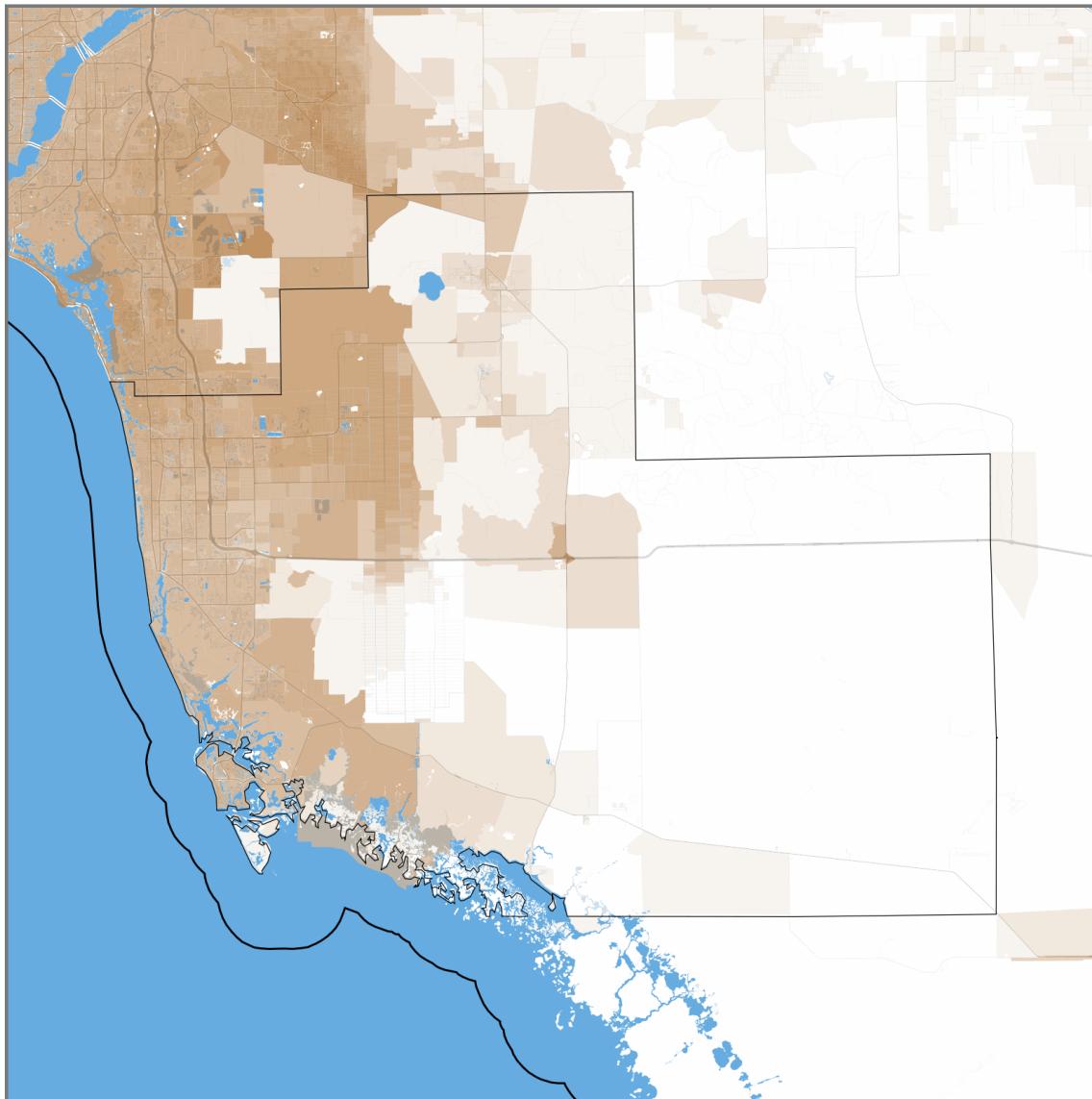
0 - 1,000	Light Blue
1,000 - 2,500	Medium Blue
2,500 - 5,000	Light Green
5,000 - 7,500	Medium Green
7,500 - 10,000	Dark Green
10,000 - 25,000	Light Yellow
25,000 - 50,000	Medium Yellow
50,000 - 75,000	Dark Yellow
75,000 - 100,000	Light Orange
100,000 - 250,000	Medium Orange
250,000 - 500,000	Dark Orange
500,000 - 750,000	Light Red
750,000 - 1,000,000	Medium Red
1,000,000 - 2,500,000	Dark Red
2,500,000 - 5,000,000	Very Dark Red
5,000,000 - 7,500,000	Dark Purple
7,500,000 - 10,000,000	Medium Purple
10,000,000 +	Light Grey

State border

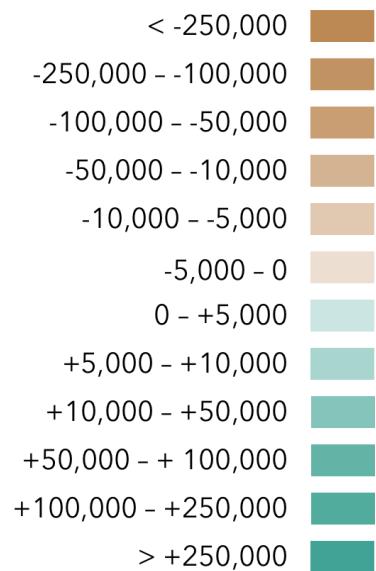
MPO boundary

## Collier MPO

22



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



State border  
MPO boundary

# Florida-Alabama Transportation Planning Organization

Job Accessibility Results – Auto, 2017

Total Jobs **175,246**

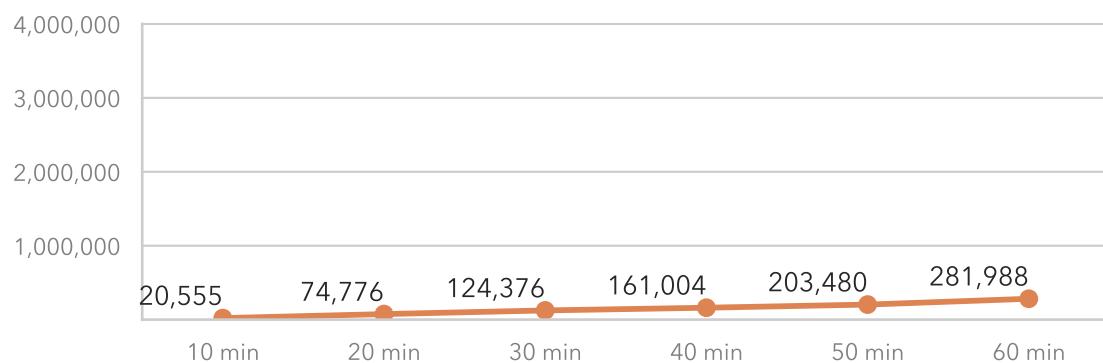
Average Job Density (per mi<sup>2</sup>) **378**

Total Workers **173,324**

Average Worker Density (per mi<sup>2</sup>) **374**

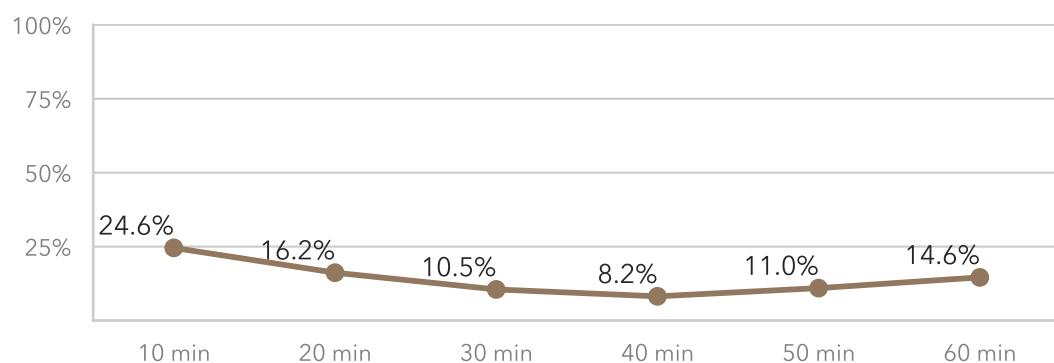
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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

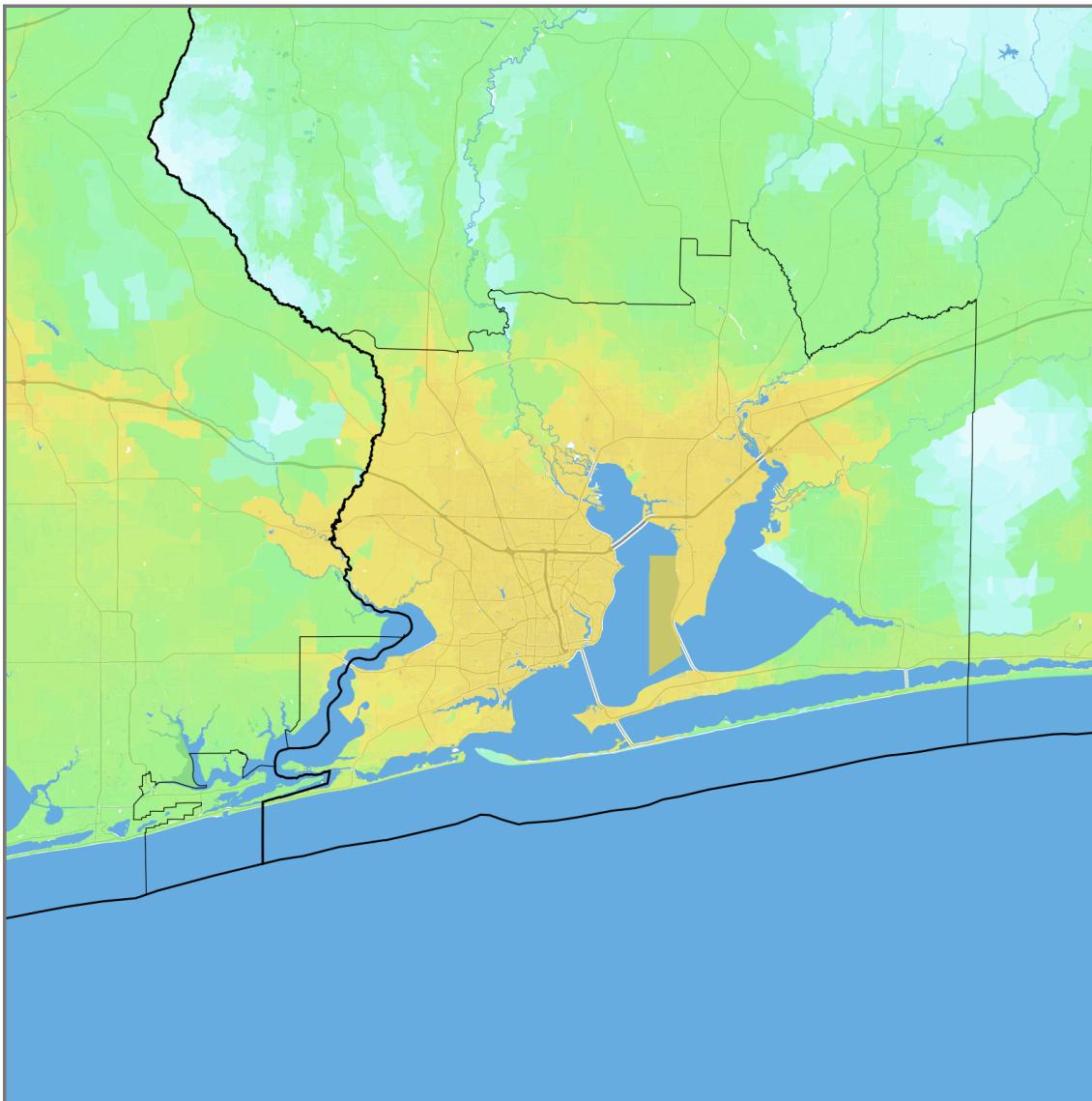


## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Florida-Alabama Transportation Planning Organization



Jobs within 30 minutes  
(Driving, AM peak)

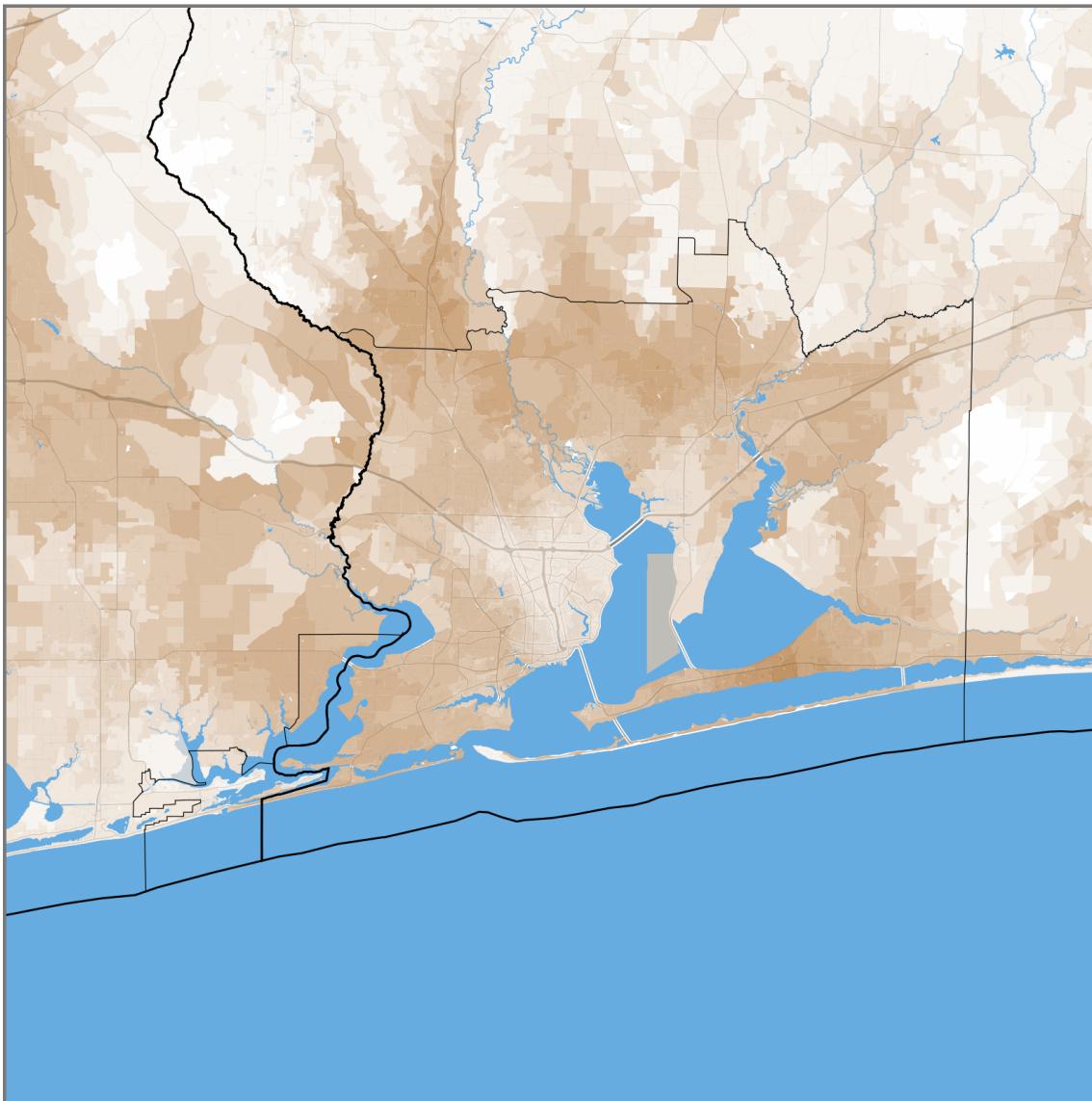
0 - 1,000	Light Blue
1,000 - 2,500	Light Blue
2,500 - 5,000	Light Green
5,000 - 7,500	Light Green
7,500 - 10,000	Light Green
10,000 - 25,000	Light Green
25,000 - 50,000	Light Green
50,000 - 75,000	Light Green
75,000 - 100,000	Light Green
100,000 - 250,000	Yellow
250,000 - 500,000	Orange
500,000 - 750,000	Orange
750,000 - 1,000,000	Red
1,000,000 - 2,500,000	Red
2,500,000 - 5,000,000	Dark Purple
5,000,000 - 7,500,000	Dark Purple
7,500,000 - 10,000,000	Pink
10,000,000 +	Light Gray

State border —

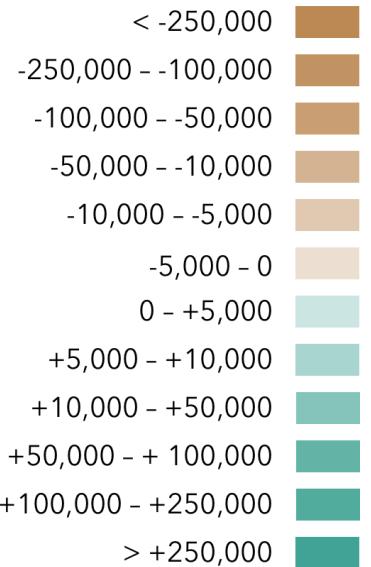
MPO boundary —

# Florida-Alabama Transportation Planning Organization

25



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



State border

MPO boundary

# Forward Pinellas

Job Accessibility Results – Auto, 2017

Total Jobs **425,530**

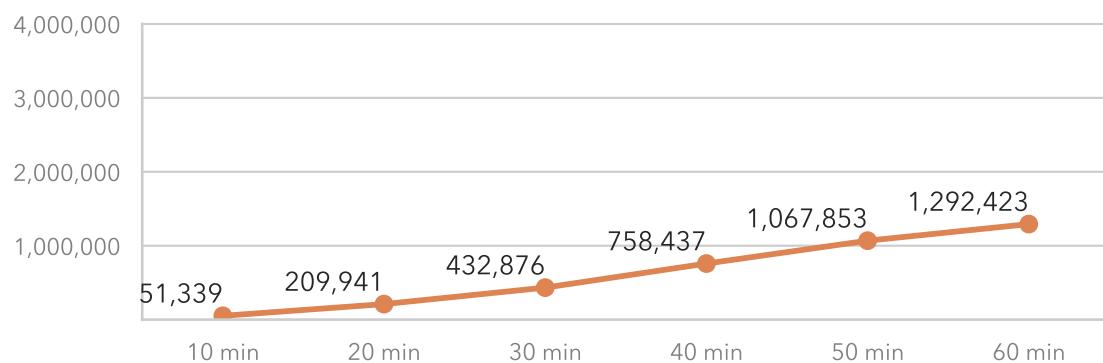
Average Job Density (per mi<sup>2</sup>) **3,790**

Total Workers **398,936**

Average Worker Density (per mi<sup>2</sup>) **3,553**

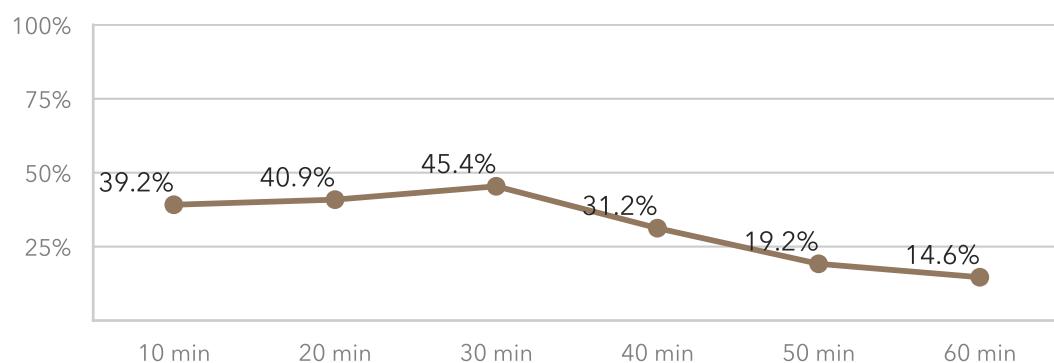
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



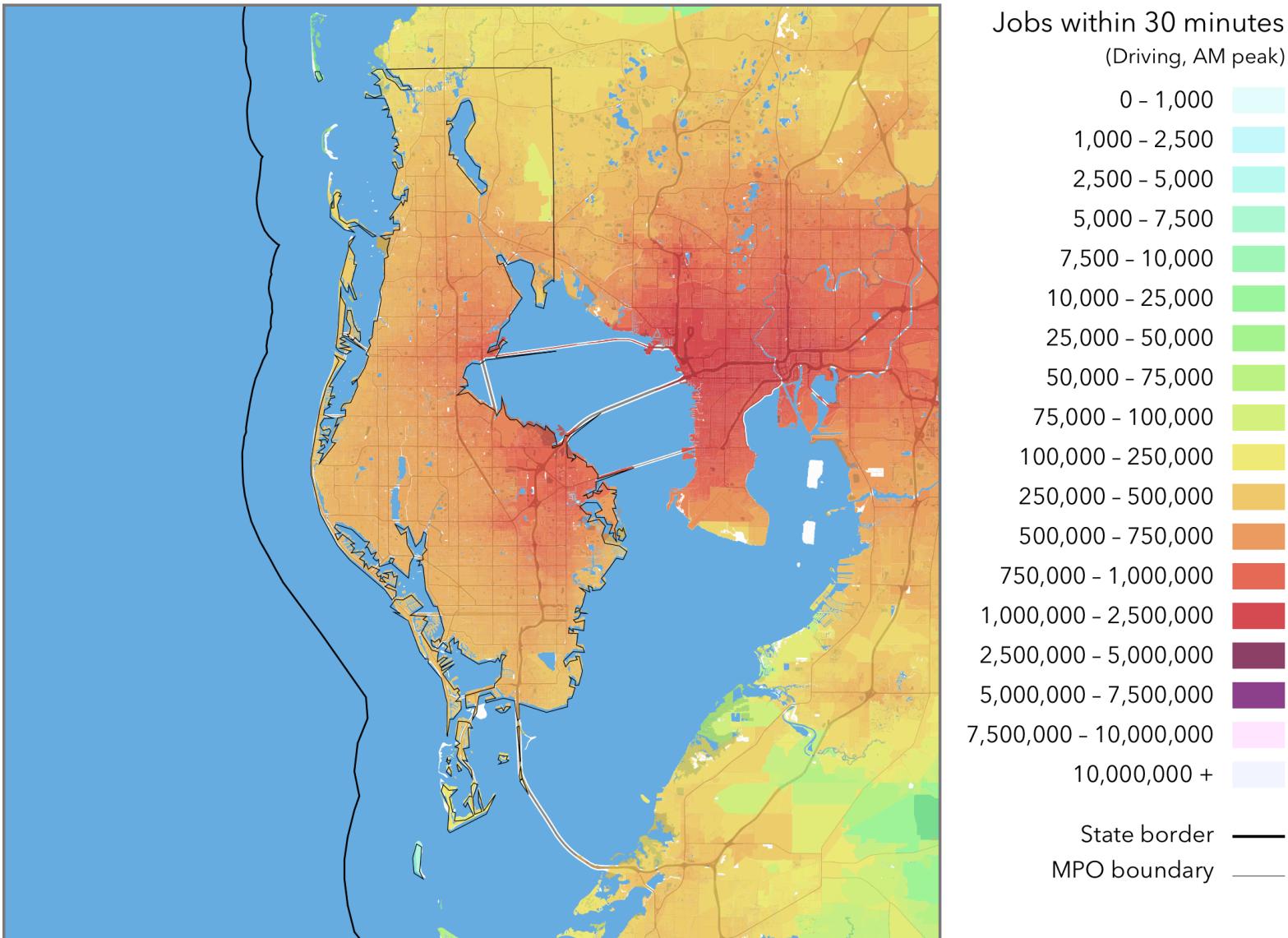
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



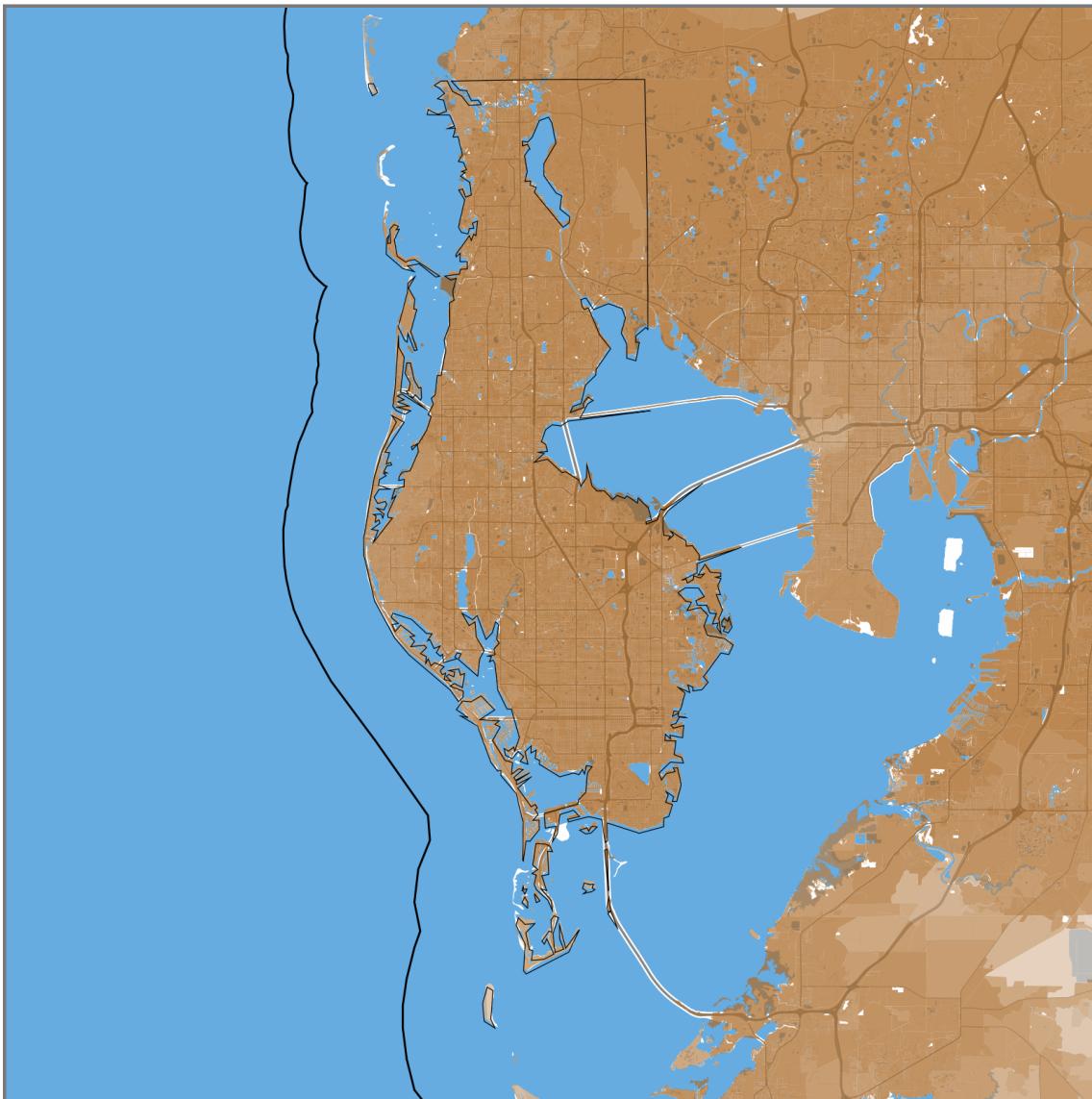
## Forward Pinellas

27

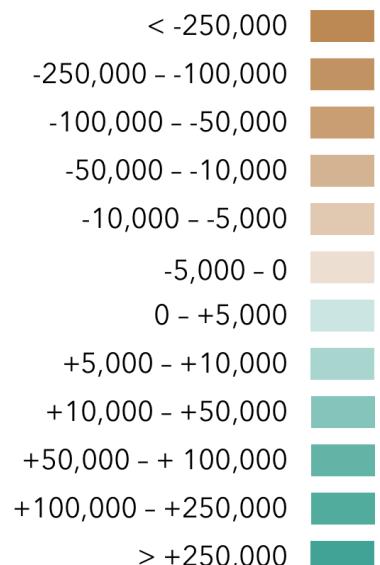


## Forward Pinellas

28



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



State border

MPO boundary

# Gainesville MTPO

Job Accessibility Results – Auto, 2017

Total Jobs **108,569**

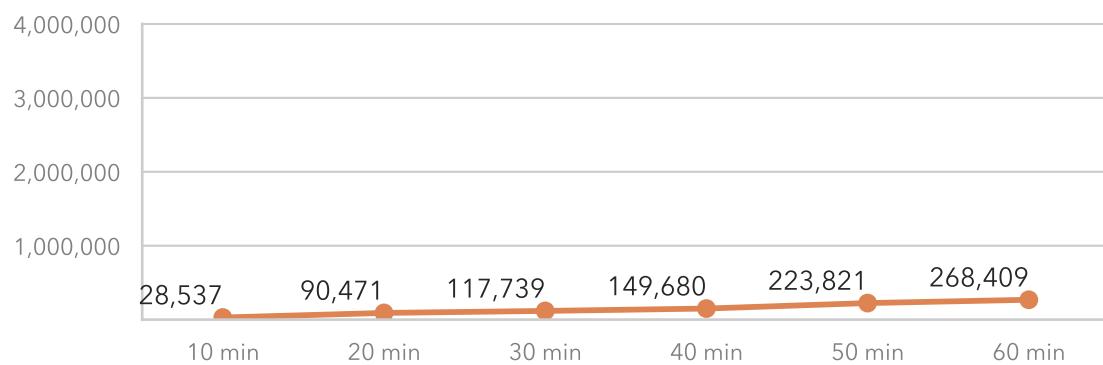
Average Job Density (per mi<sup>2</sup>) **1,493**

Total Workers **79,966**

Average Worker Density (per mi<sup>2</sup>) **1,099**

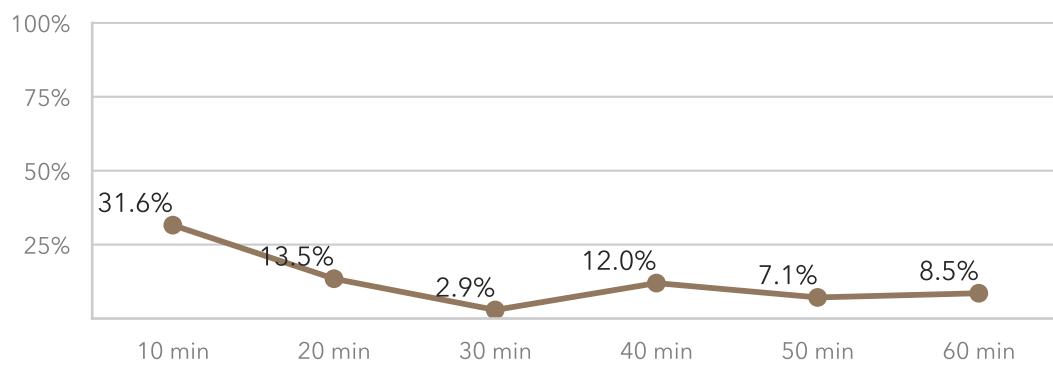
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



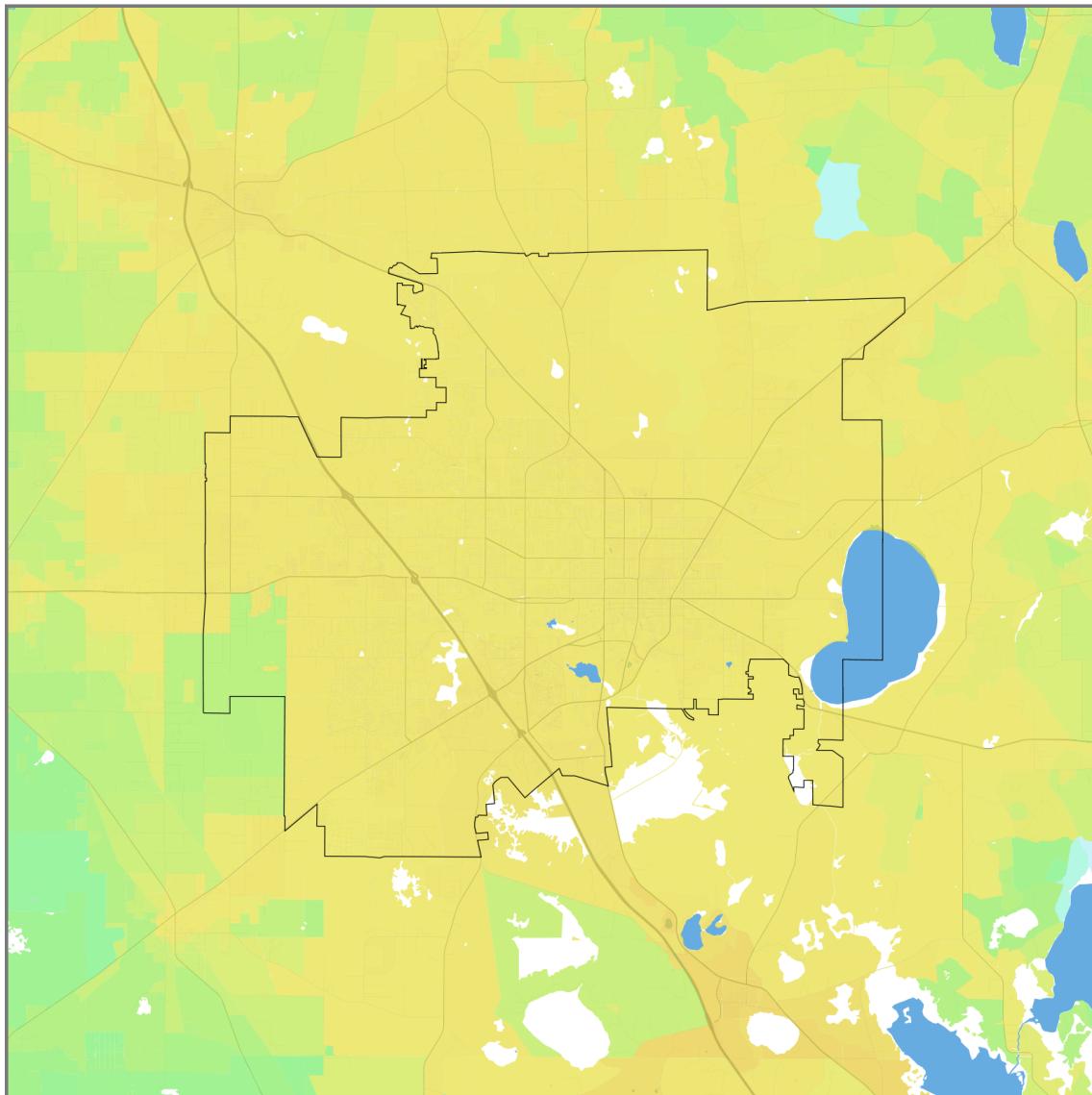
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Gainesville MTPO

30



Jobs within 30 minutes  
(Driving, AM peak)

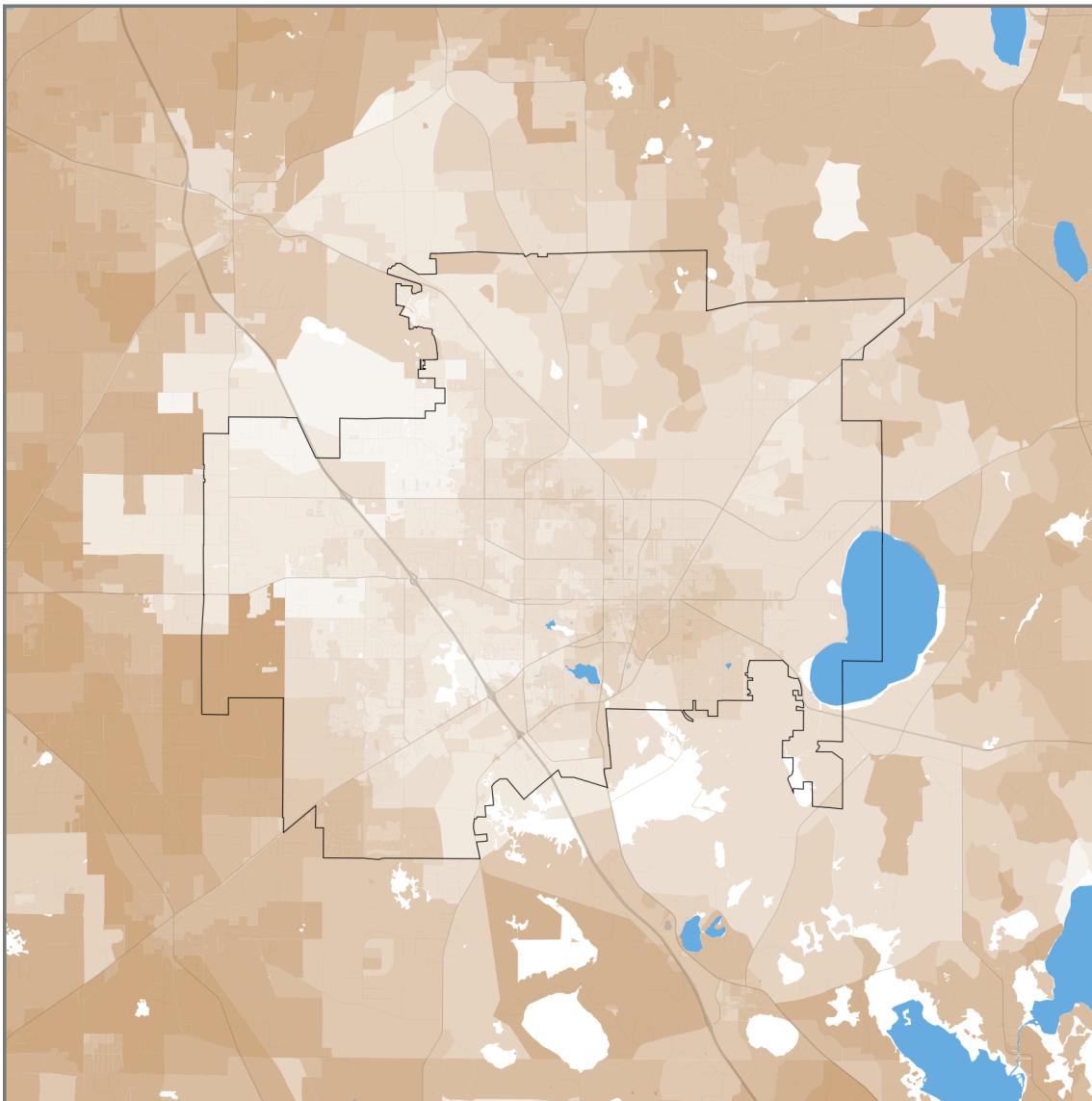


State border

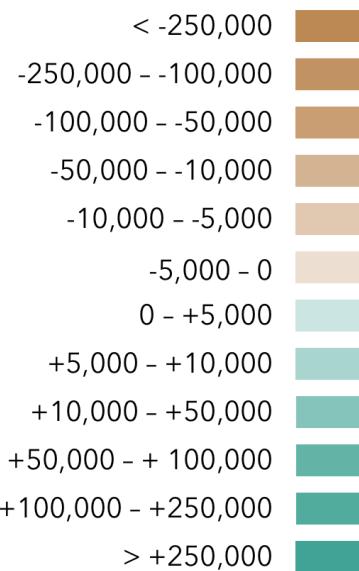
MPO boundary

# Gainesville MTPO

31



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



State border  
MPO boundary

# Heartland Regional TPO

Job Accessibility Results – Auto, 2017

Total Jobs **67,409**

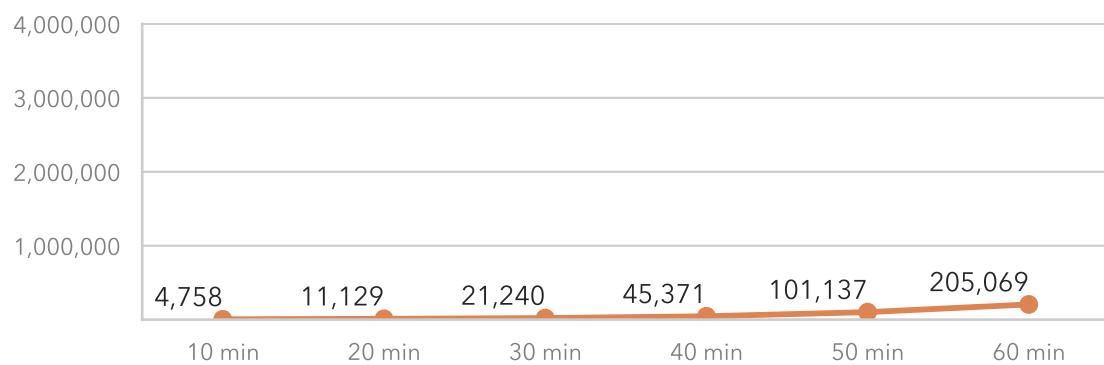
Average Job Density (per mi<sup>2</sup>) **34**

Total Workers **80,592**

Average Worker Density (per mi<sup>2</sup>) **40**

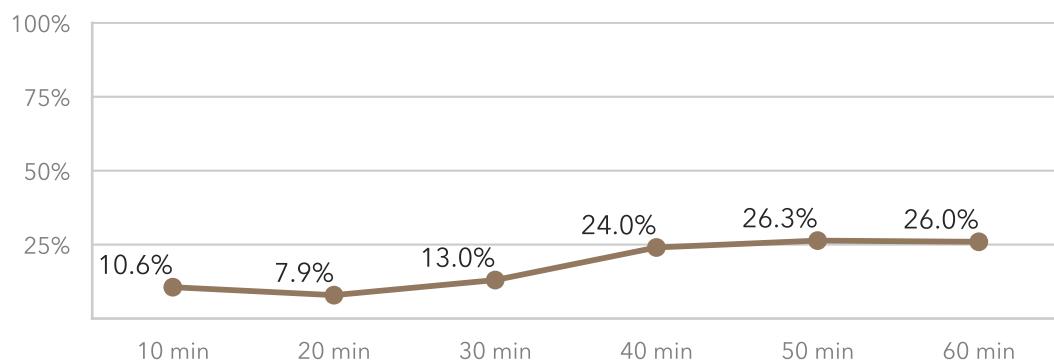
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



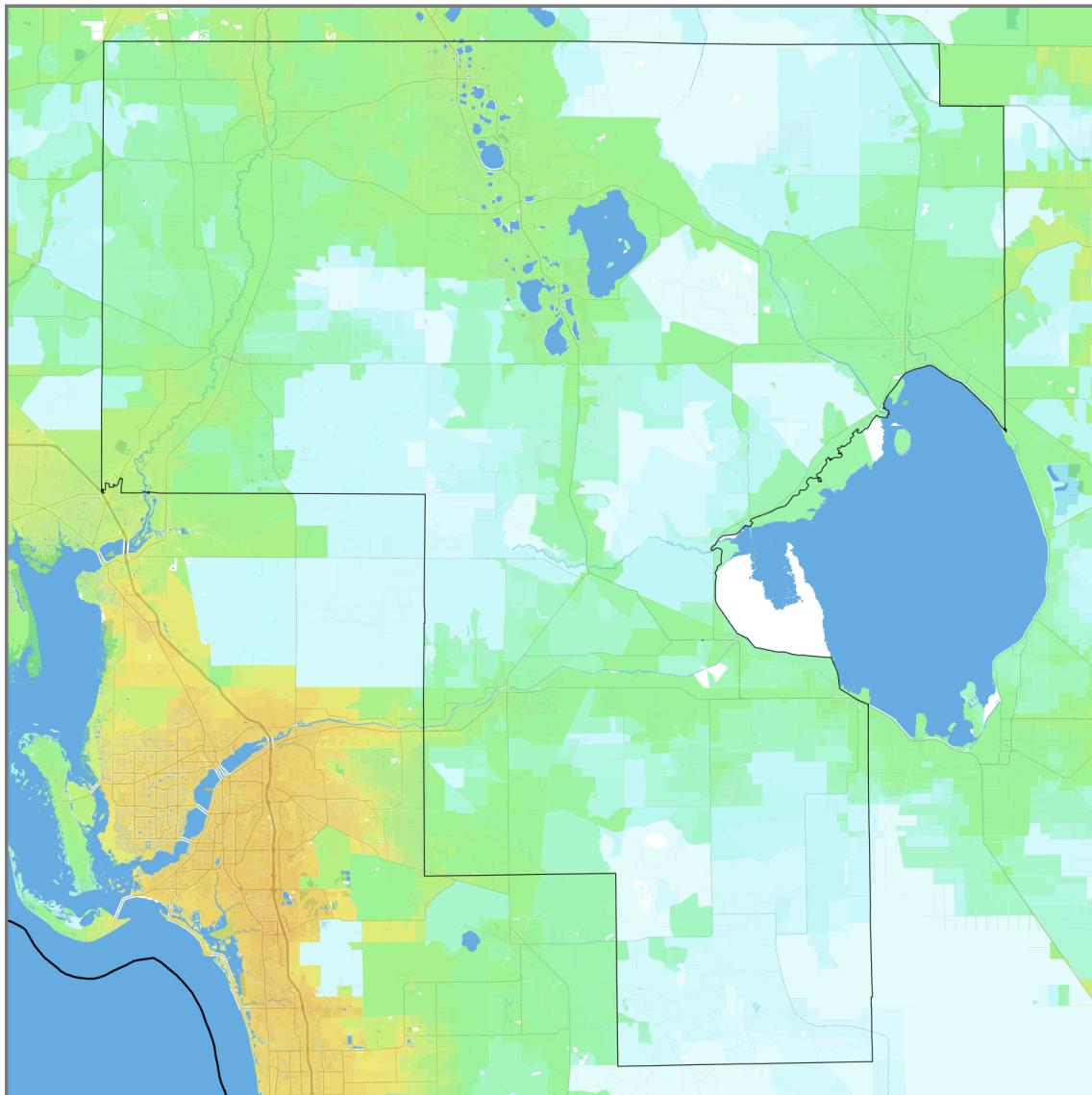
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Heartland Regional TPO

33



Jobs within 30 minutes  
(Driving, AM peak)

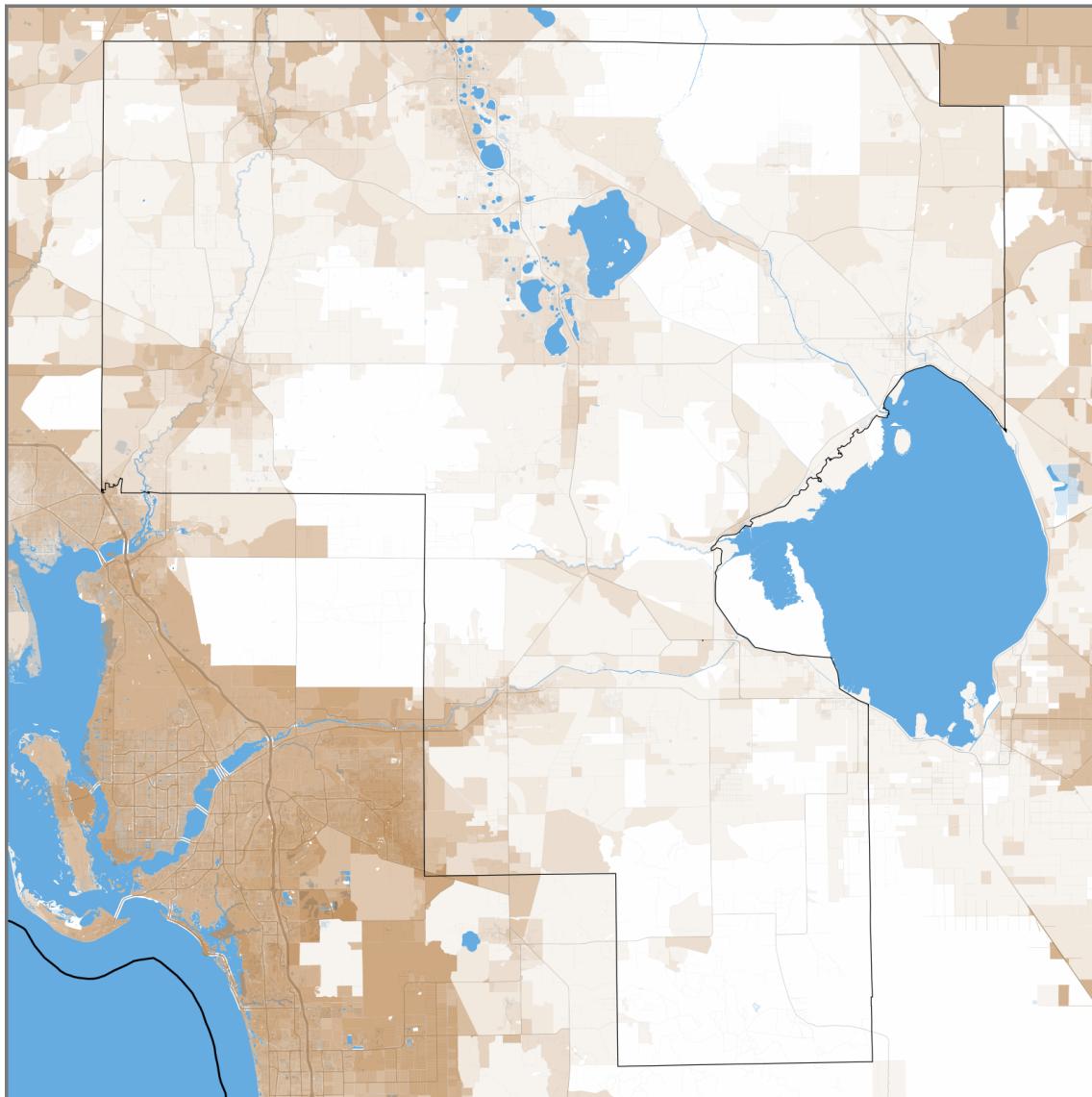
0 - 1,000	Light Blue
1,000 - 2,500	Medium Light Blue
2,500 - 5,000	Medium Blue
5,000 - 7,500	Dark Blue
7,500 - 10,000	Dark Green
10,000 - 25,000	Medium Green
25,000 - 50,000	Light Green
50,000 - 75,000	Medium Light Green
75,000 - 100,000	Light Yellow
100,000 - 250,000	Medium Yellow
250,000 - 500,000	Dark Yellow
500,000 - 750,000	Orange
750,000 - 1,000,000	Dark Orange
1,000,000 - 2,500,000	Red
2,500,000 - 5,000,000	Dark Red
5,000,000 - 7,500,000	Very Dark Red
7,500,000 - 10,000,000	Pink
10,000,000 +	Light Grey

State border

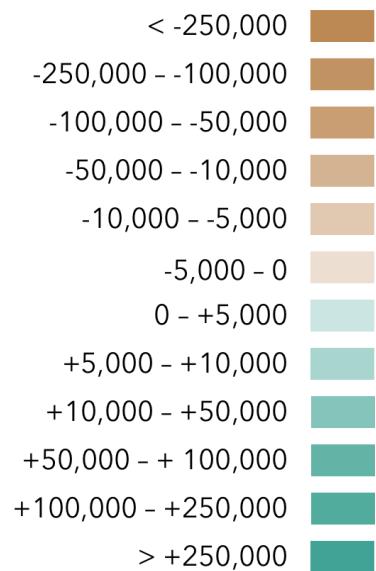
MPO boundary

# Heartland Regional TPO

34



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



State border

MPO boundary

# Hernando/Citrus MPO

Job Accessibility Results – Auto, 2017

Total Jobs **74,113**

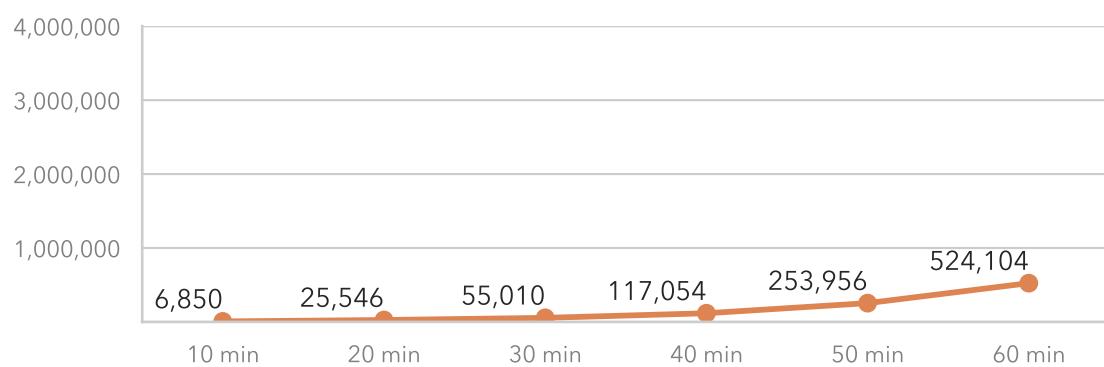
Average Job Density (per mi<sup>2</sup>) **171**

Total Workers **99,043**

Average Worker Density (per mi<sup>2</sup>) **229**

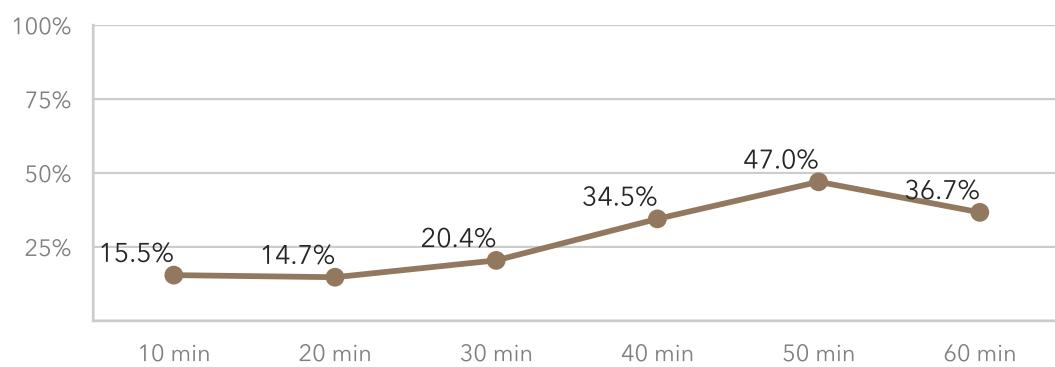
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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

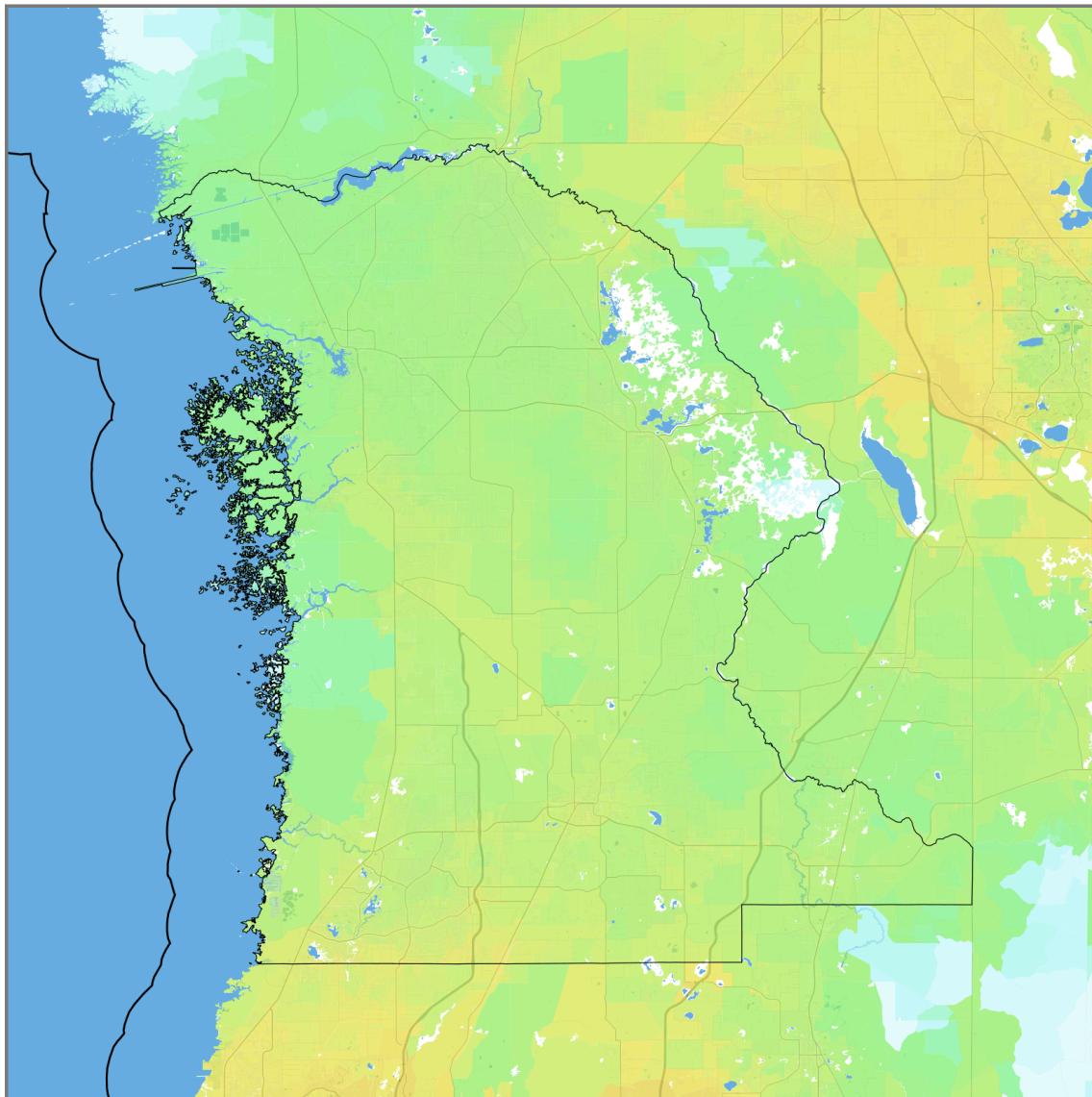


## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



## Hernando/Citrus MPO



Jobs within 30 minutes  
(Driving, AM peak)

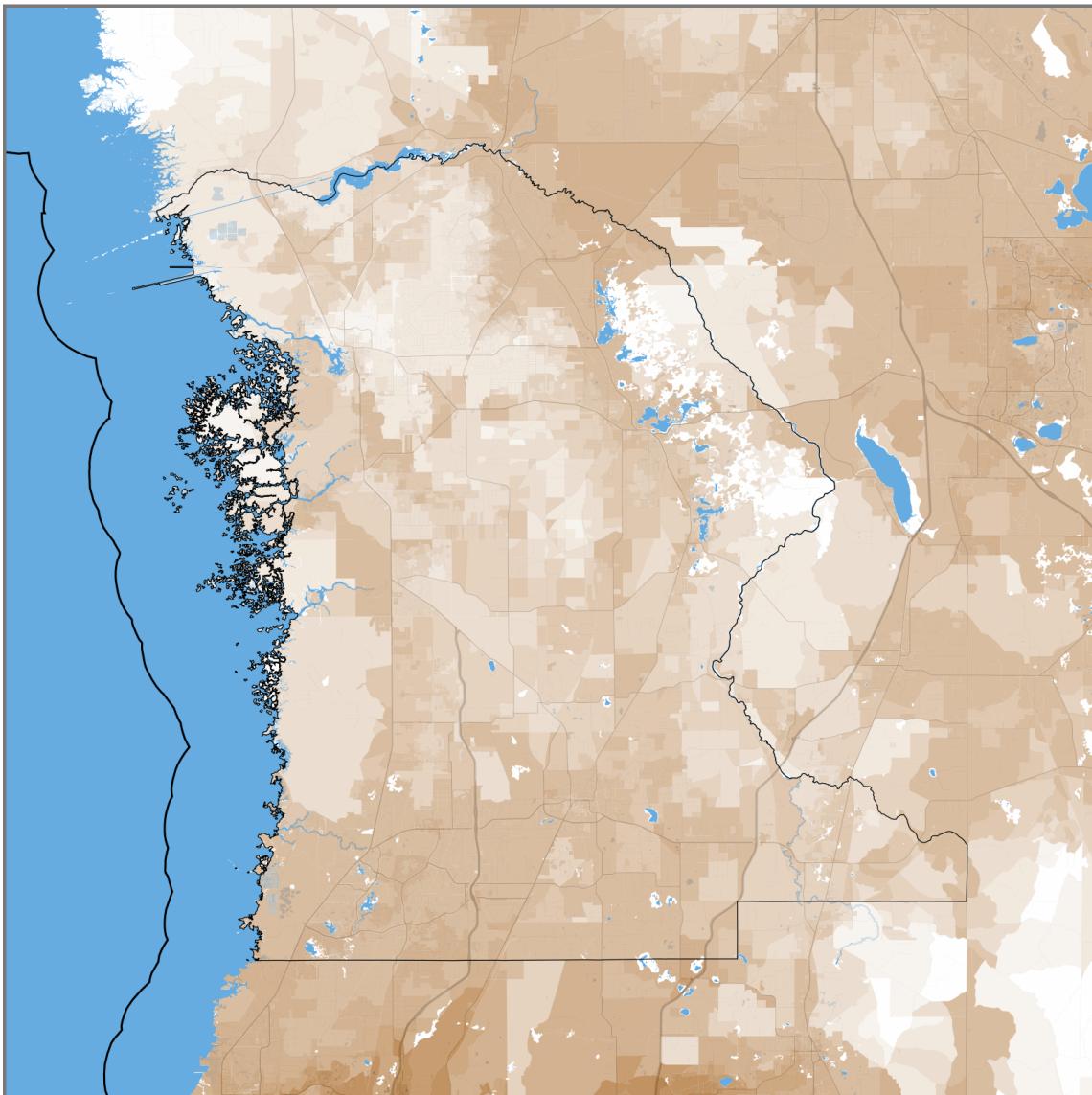
0 - 1,000	0 - 1,000
1,000 - 2,500	1,000 - 2,500
2,500 - 5,000	2,500 - 5,000
5,000 - 7,500	5,000 - 7,500
7,500 - 10,000	7,500 - 10,000
10,000 - 25,000	10,000 - 25,000
25,000 - 50,000	25,000 - 50,000
50,000 - 75,000	50,000 - 75,000
75,000 - 100,000	75,000 - 100,000
100,000 - 250,000	100,000 - 250,000
250,000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

State border

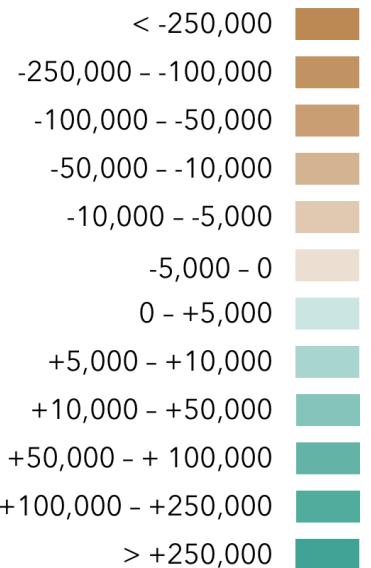
MPO boundary

## Hernando/Citrus MPO

37



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



State border —————  
MPO boundary ————

# Hillsborough MPO

Job Accessibility Results – Auto, 2017

Total Jobs **670,700**

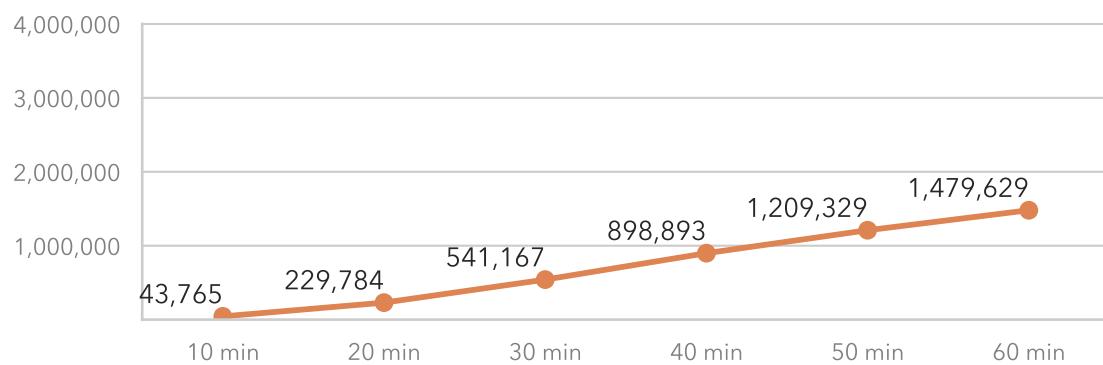
Average Job Density (per mi<sup>2</sup>) **1,563**

Total Workers **576,668**

Average Worker Density (per mi<sup>2</sup>) **1,344**

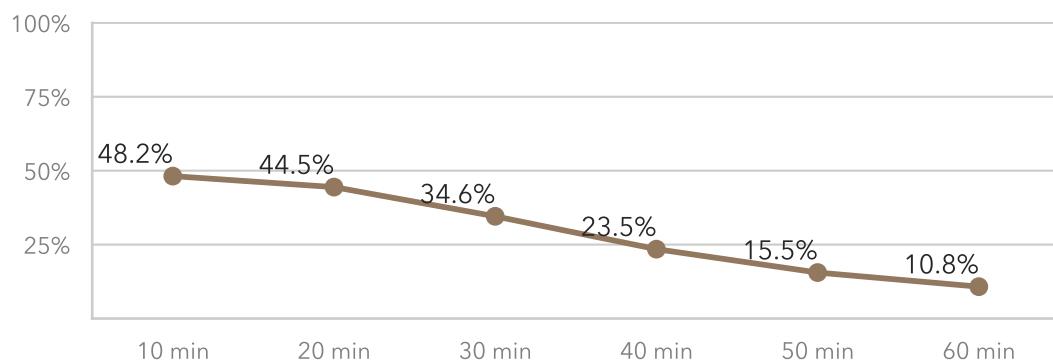
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



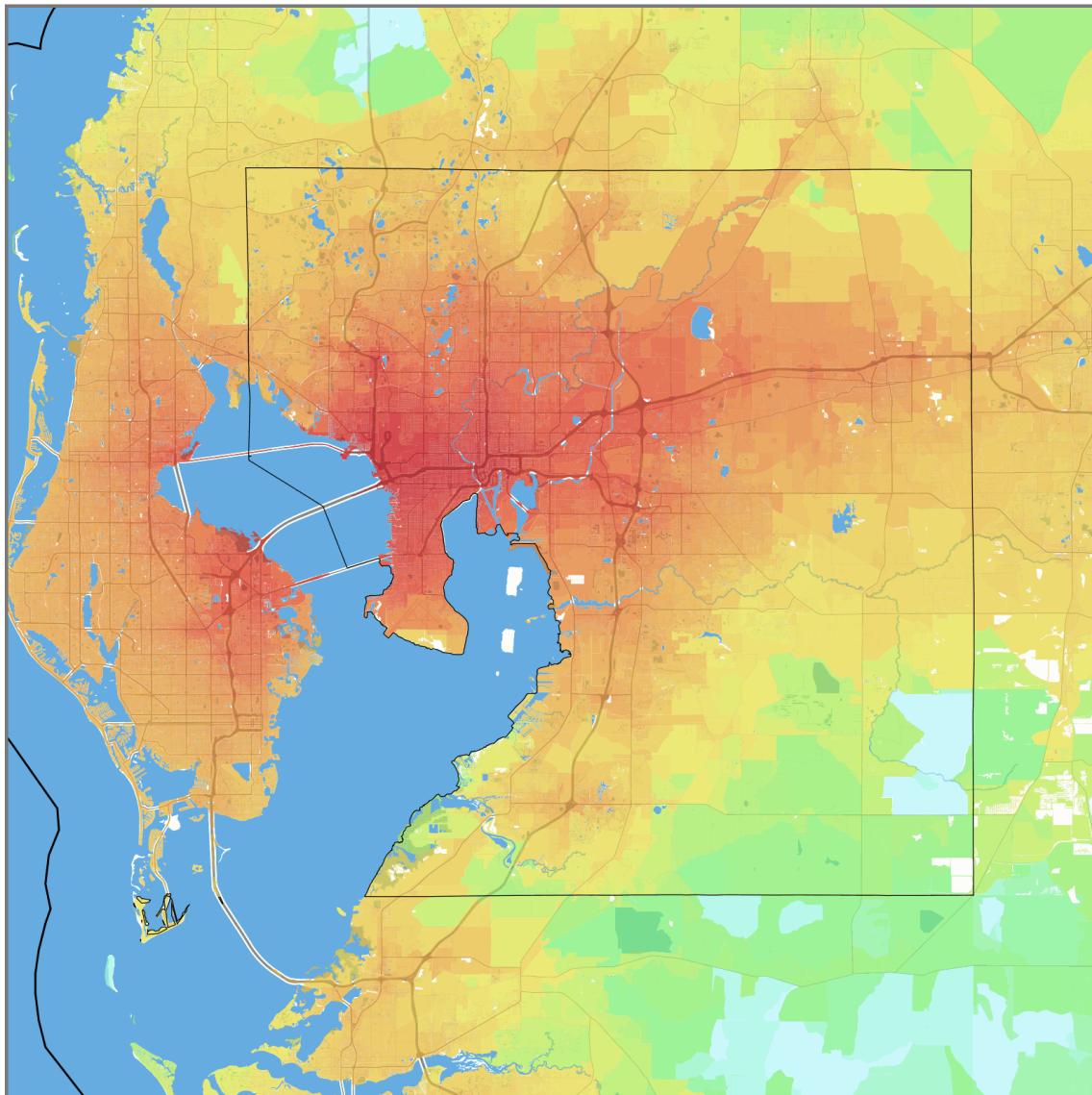
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Hillsborough MPO

39



Jobs within 30 minutes  
(Driving, AM peak)

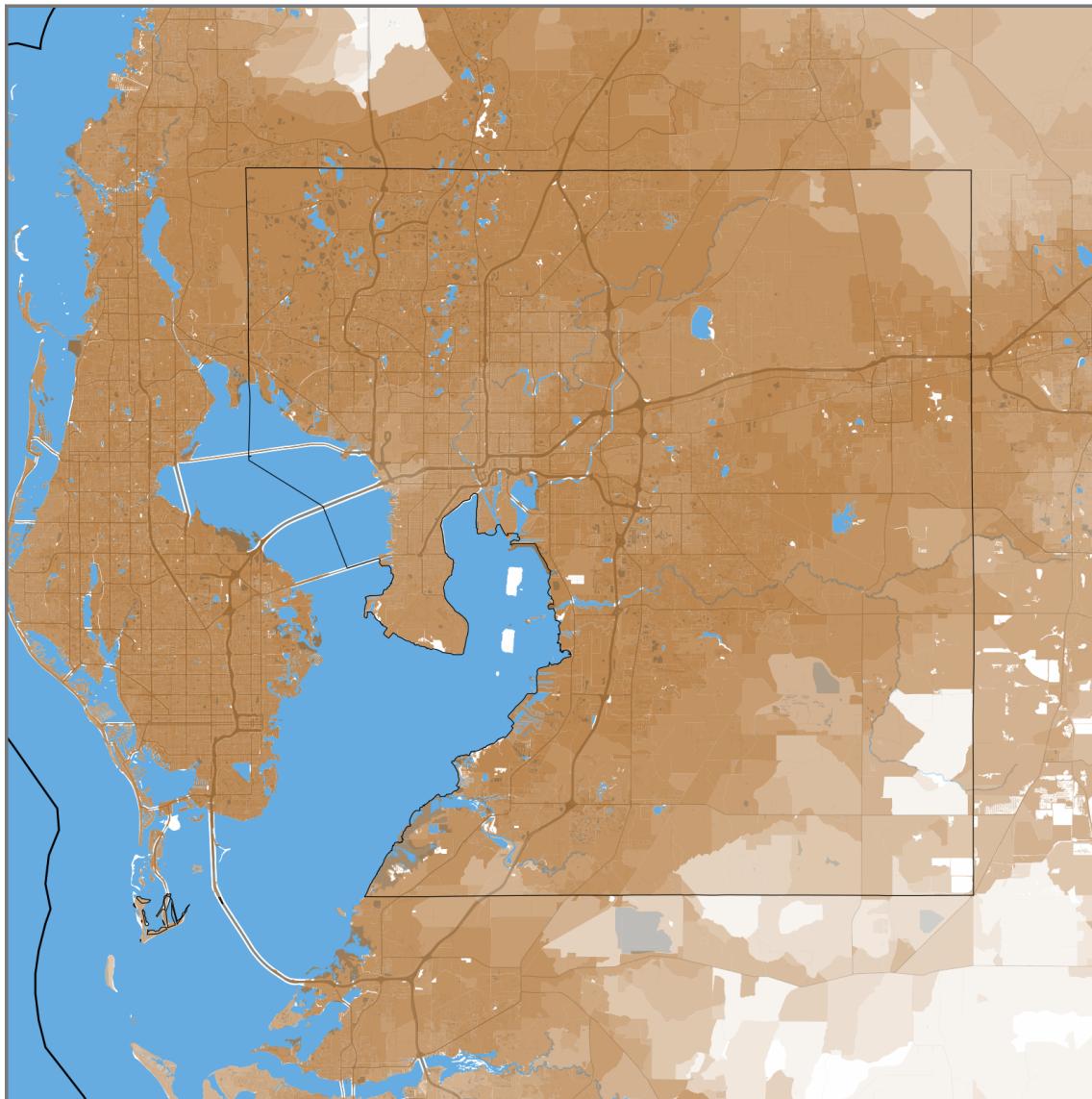
0 - 1,000	Light blue
1,000 - 2,500	Cyan
2,500 - 5,000	Light green
5,000 - 7,500	Medium green
7,500 - 10,000	Dark green
10,000 - 25,000	Dark green
25,000 - 50,000	Dark green
50,000 - 75,000	Dark green
75,000 - 100,000	Dark green
100,000 - 250,000	Yellow-green
250,000 - 500,000	Yellow
500,000 - 750,000	Orange
750,000 - 1,000,000	Red-orange
1,000,000 - 2,500,000	Red
2,500,000 - 5,000,000	Dark purple
5,000,000 - 7,500,000	Medium purple
7,500,000 - 10,000,000	Pink
10,000,000 +	Light grey

State border

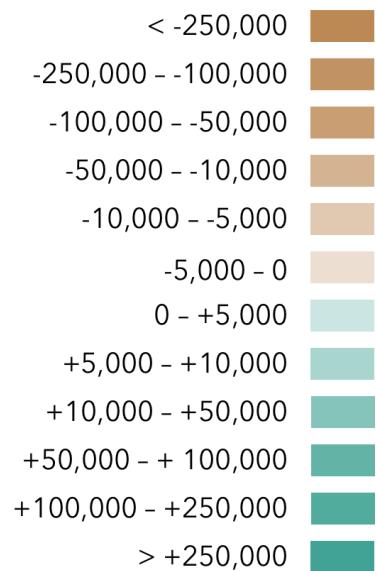
MPO boundary

# Hillsborough MPO

40



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



State border

MPO boundary

# Indian River County MPO

Job Accessibility Results – Auto, 2017

Total Jobs **46,511**

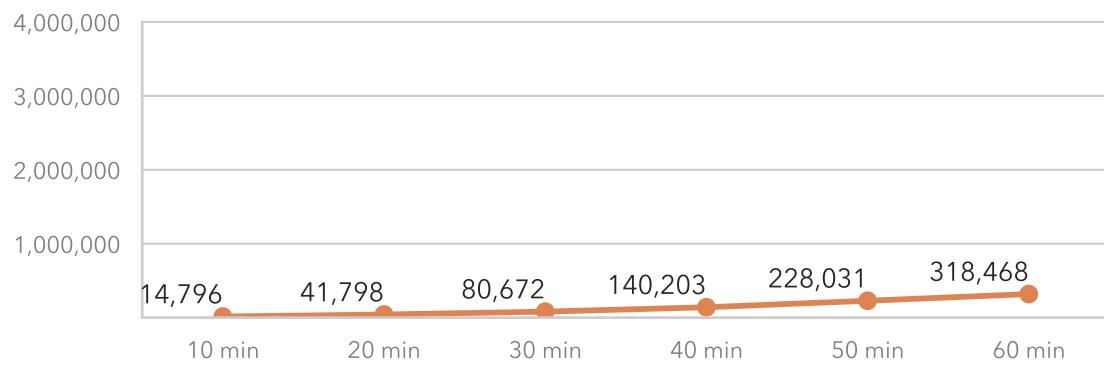
Average Job Density (per mi<sup>2</sup>) **688**

Total Workers **51,489**

Average Worker Density (per mi<sup>2</sup>) **761**

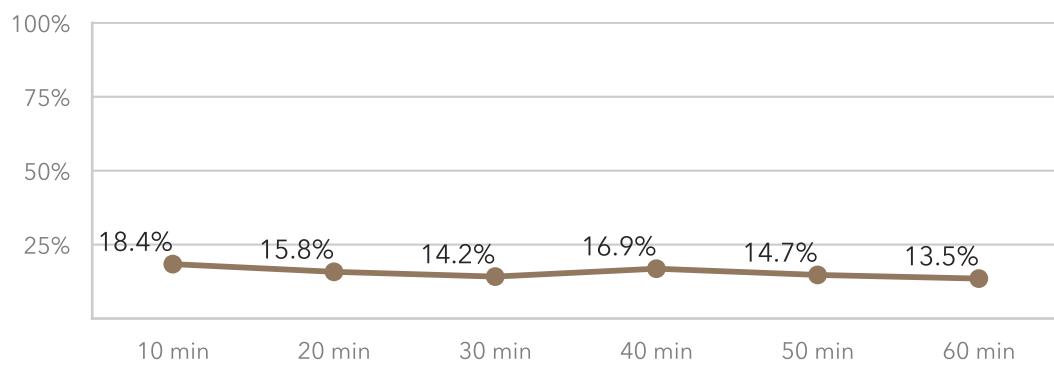
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



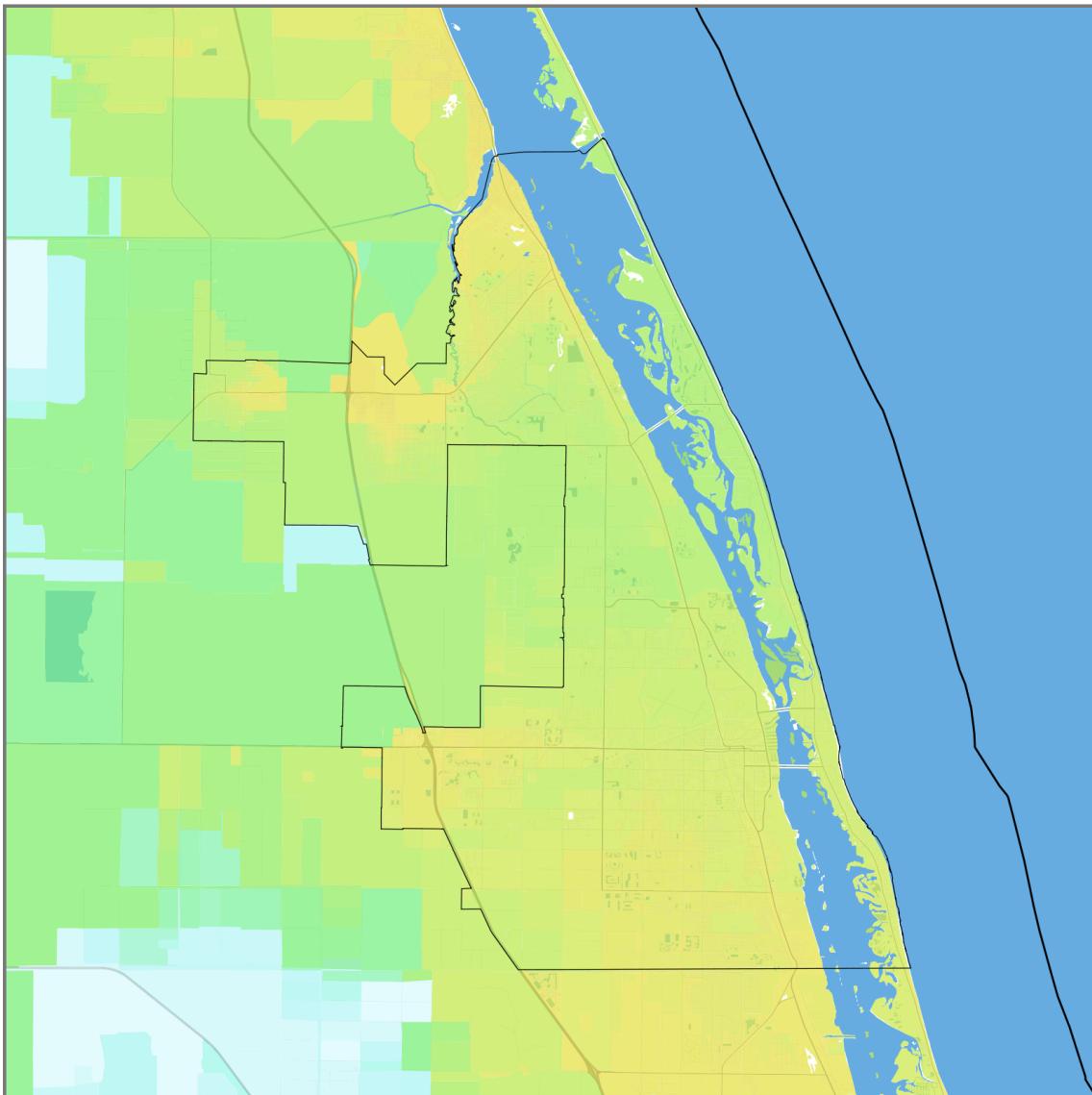
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Indian River County MPO

42



Jobs within 30 minutes  
(Driving, AM peak)

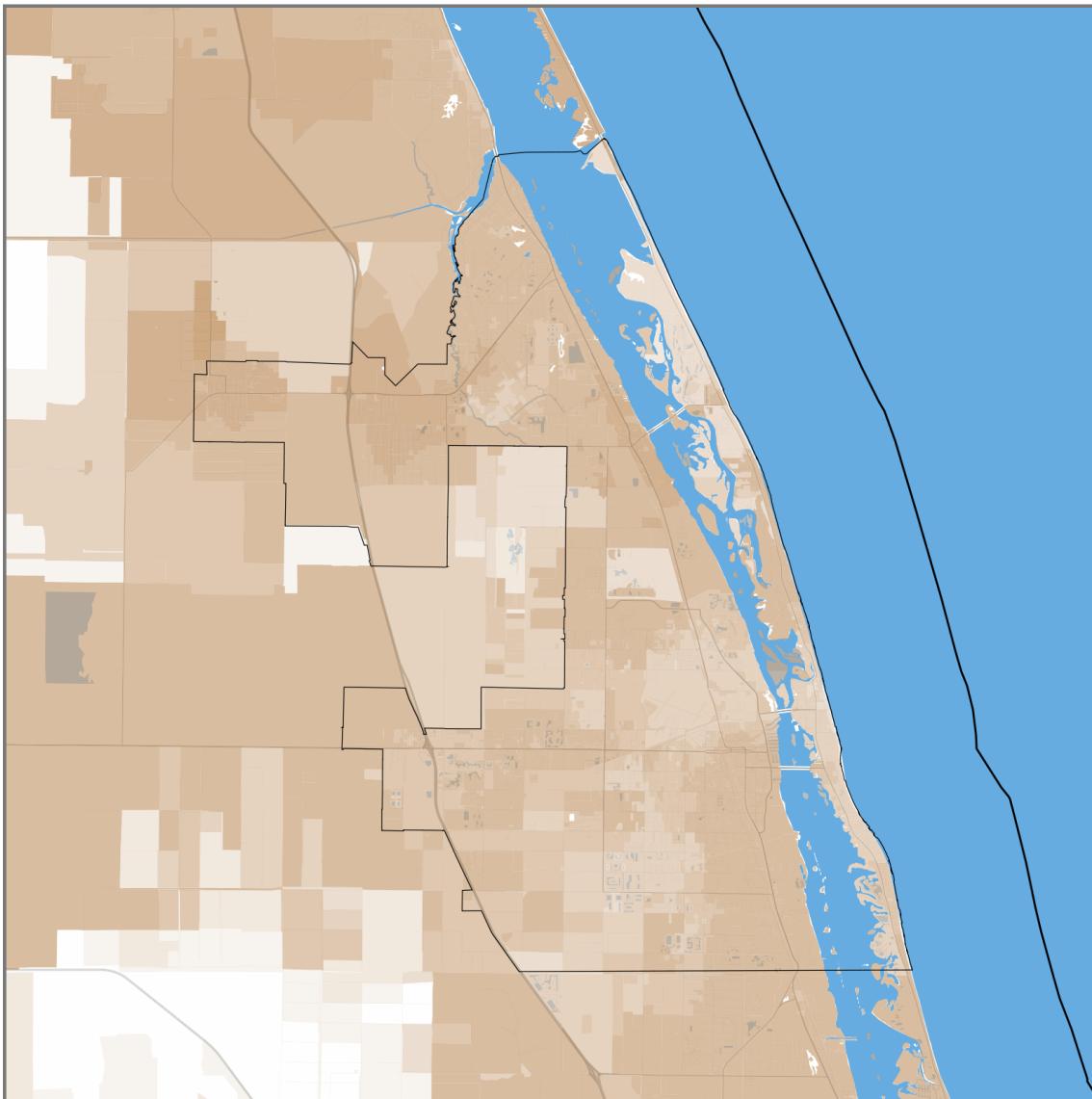
0 - 1,000	light blue
1,000 - 2,500	light blue
2,500 - 5,000	light green
5,000 - 7,500	light green
7,500 - 10,000	light green
10,000 - 25,000	light green
25,000 - 50,000	light green
50,000 - 75,000	light green
75,000 - 100,000	light green
100,000 - 250,000	yellow
250,000 - 500,000	orange
500,000 - 750,000	orange
750,000 - 1,000,000	red
1,000,000 - 2,500,000	red
2,500,000 - 5,000,000	dark purple
5,000,000 - 7,500,000	dark purple
7,500,000 - 10,000,000	pink
10,000,000 +	light gray

State border

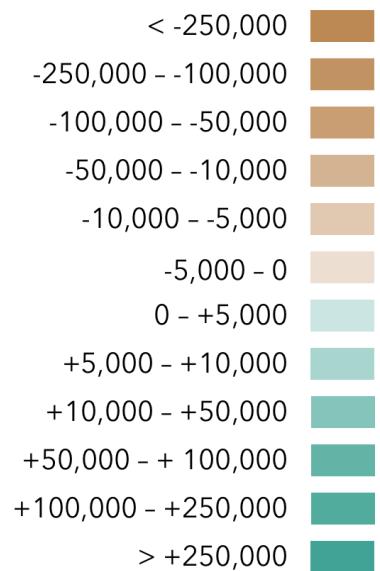
MPO boundary

# Indian River County MPO

43



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**

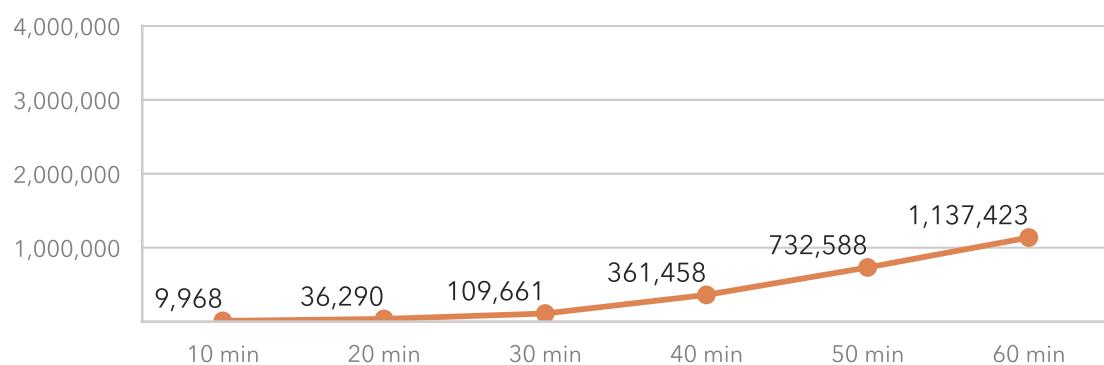
Average Job Density (per mi<sup>2</sup>) **174**

Total Workers **147,012**

Average Worker Density (per mi<sup>2</sup>) **219**

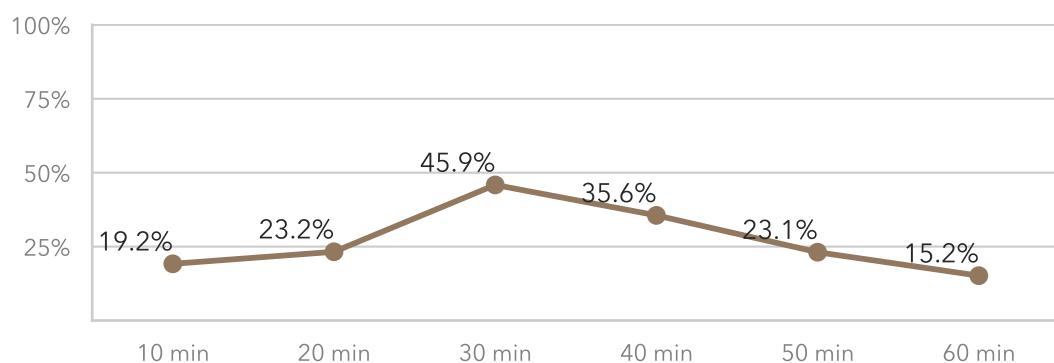
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



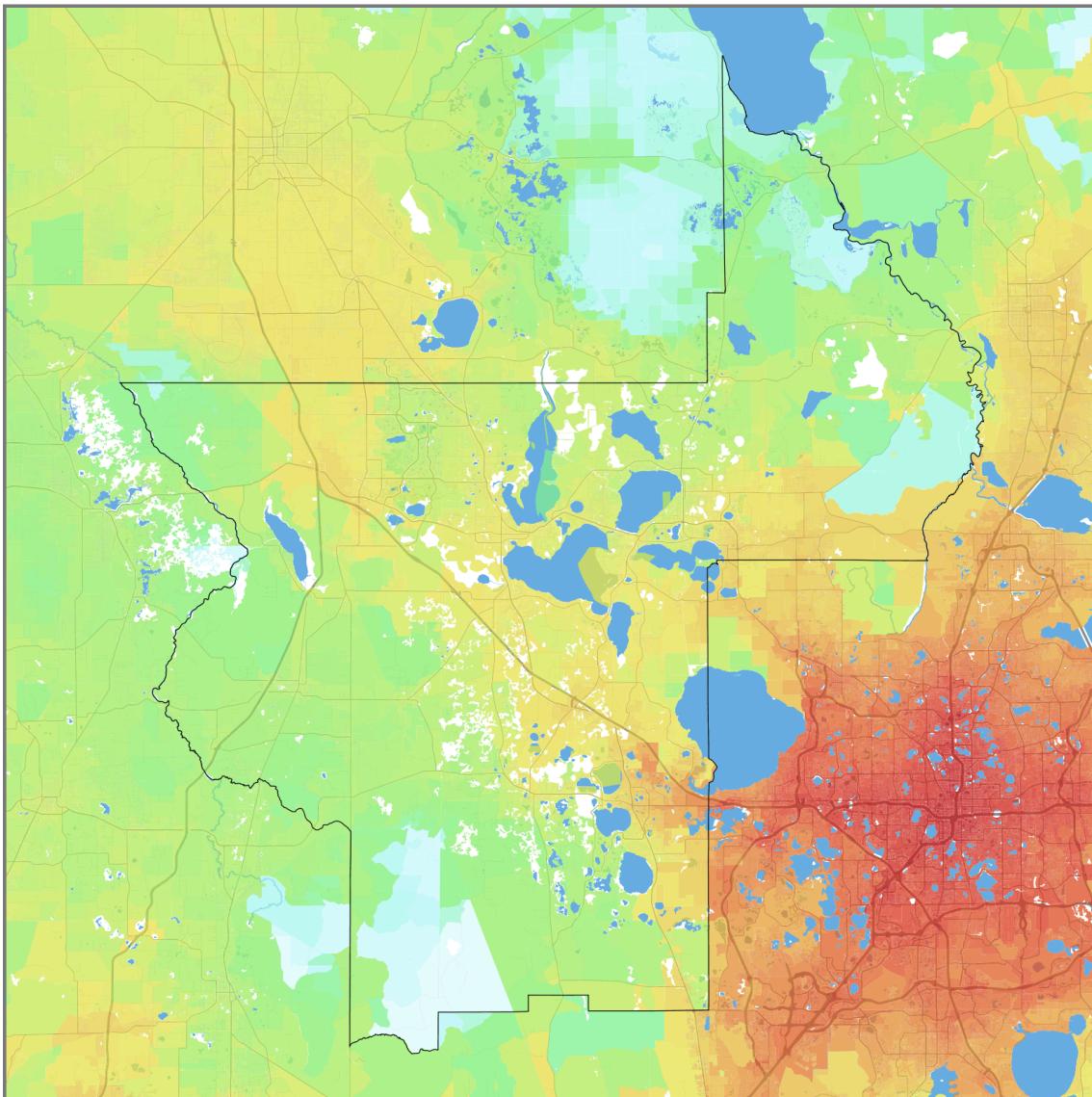
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Lake-Sumter MPO

54



Jobs within 30 minutes  
(Driving, AM peak)

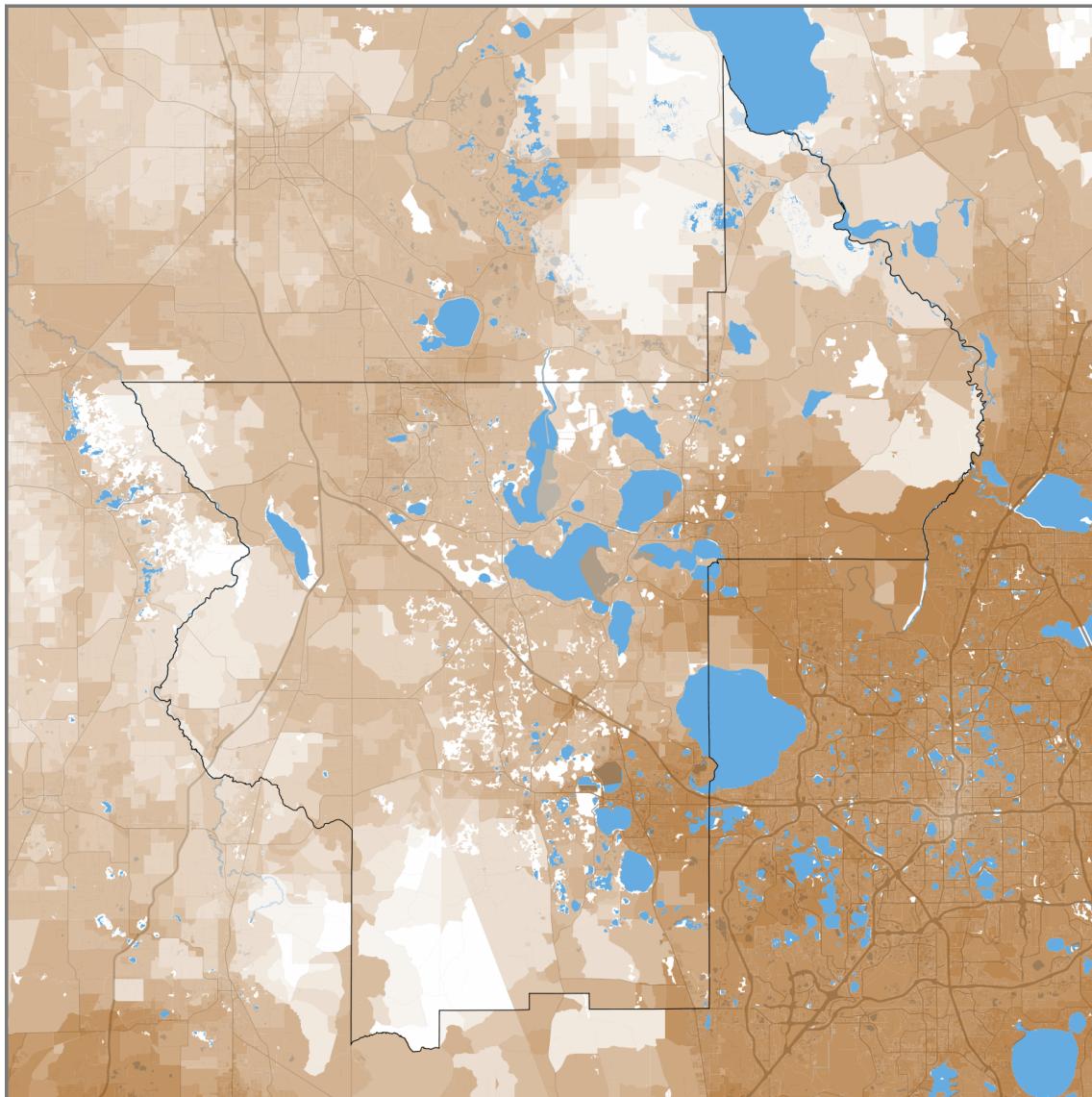
0 - 1,000	Light Blue
1,000 - 2,500	Light Blue
2,500 - 5,000	Light Green
5,000 - 7,500	Light Green
7,500 - 10,000	Light Green
10,000 - 25,000	Light Green
25,000 - 50,000	Light Green
50,000 - 75,000	Light Green
75,000 - 100,000	Light Green
100,000 - 250,000	Yellow
250,000 - 500,000	Orange
500,000 - 750,000	Orange
750,000 - 1,000,000	Red
1,000,000 - 2,500,000	Red
2,500,000 - 5,000,000	Dark Red
5,000,000 - 7,500,000	Dark Red
7,500,000 - 10,000,000	Pink
10,000,000 +	Light Gray

State border

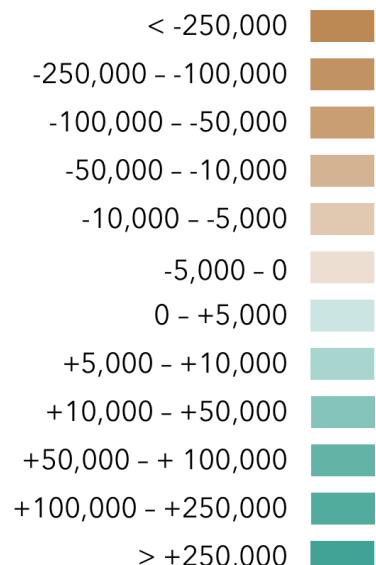
MPO boundary

# Lake-Sumter MPO

46



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



State border  
MPO boundary

# Lee County MPO

Job Accessibility Results – Auto, 2017

Total Jobs **231,984**

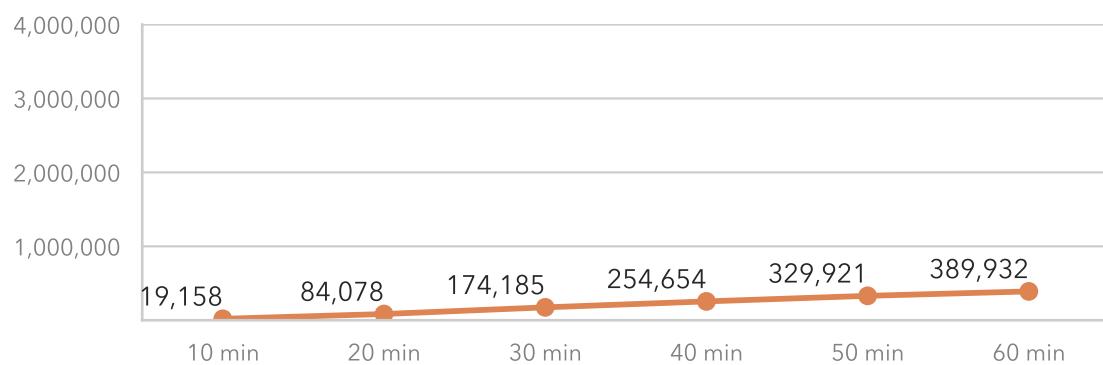
Average Job Density (per mi<sup>2</sup>) **727**

Total Workers **243,169**

Average Worker Density (per mi<sup>2</sup>) **762**

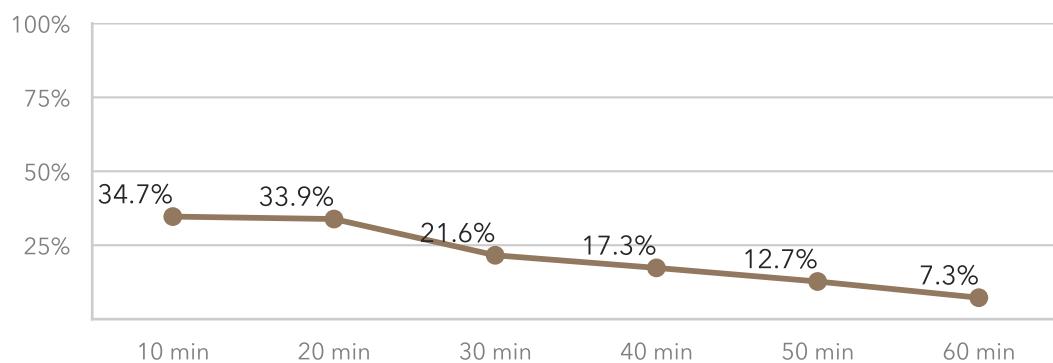
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



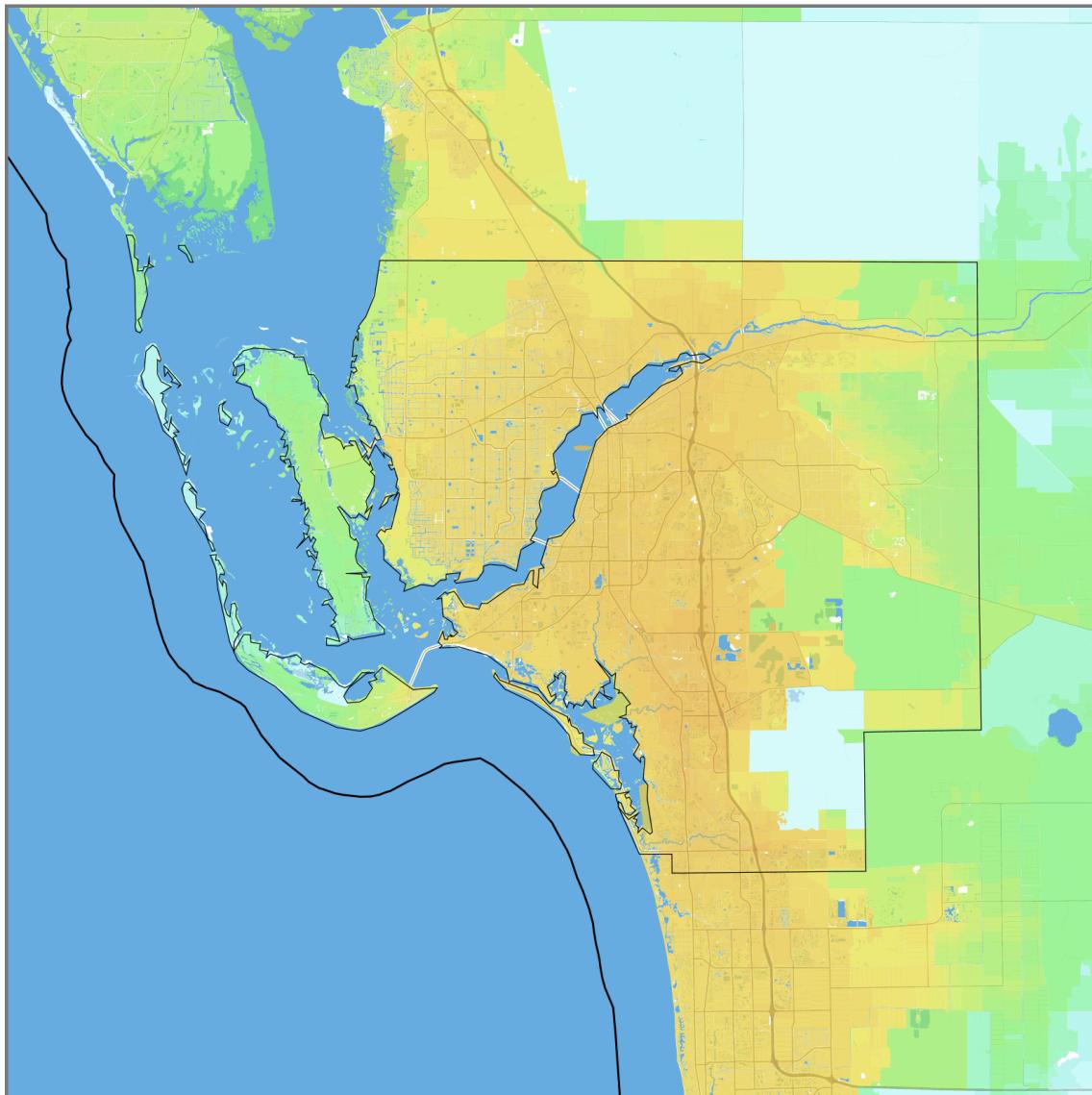
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



## Lee County MPO

48



Jobs within 30 minutes  
(Driving, AM peak)

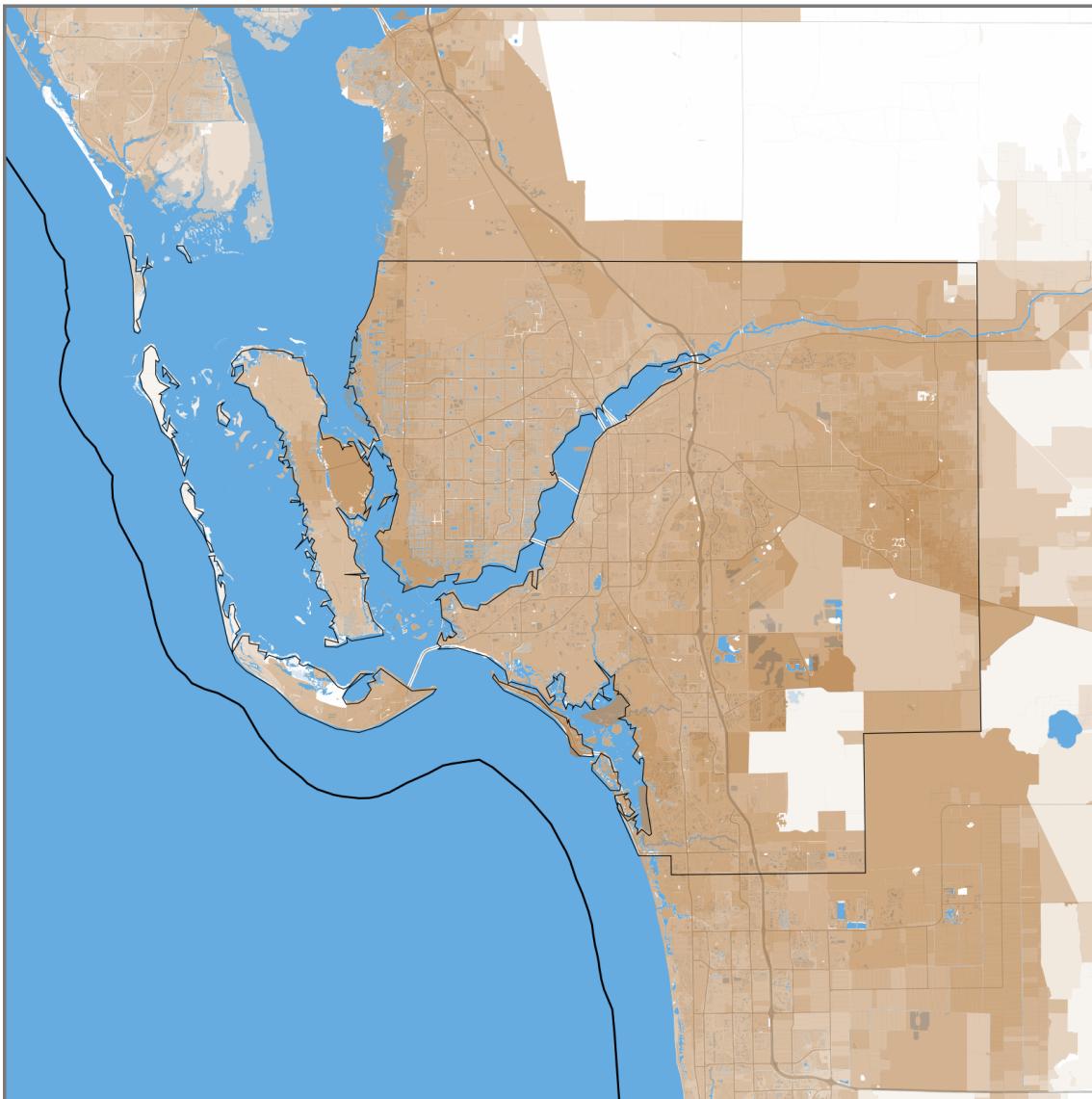
0 - 1,000	Light Blue
1,000 - 2,500	Light Blue
2,500 - 5,000	Light Green
5,000 - 7,500	Light Green
7,500 - 10,000	Light Green
10,000 - 25,000	Light Green
25,000 - 50,000	Light Green
50,000 - 75,000	Light Green
75,000 - 100,000	Light Green
100,000 - 250,000	Yellow
250,000 - 500,000	Orange
500,000 - 750,000	Orange
750,000 - 1,000,000	Red
1,000,000 - 2,500,000	Red
2,500,000 - 5,000,000	Dark Red
5,000,000 - 7,500,000	Dark Red
7,500,000 - 10,000,000	Pink
10,000,000 +	Light Gray

State border

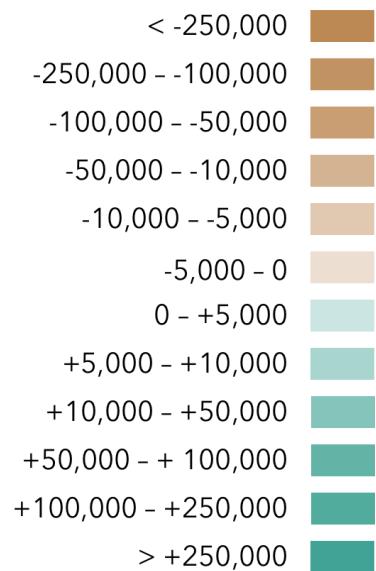
MPO boundary

## Lee County MPO

49



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



State border  
MPO boundary

# METROPLAN Orlando

Job Accessibility Results – Auto, 2017

Total Jobs **1,064,495**

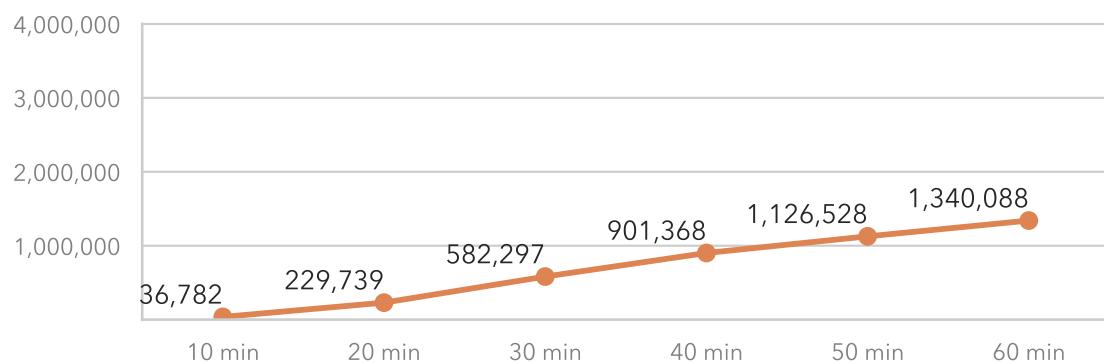
Average Job Density (per mi<sup>2</sup>) **964**

Total Workers **925,070**

Average Worker Density (per mi<sup>2</sup>) **837**

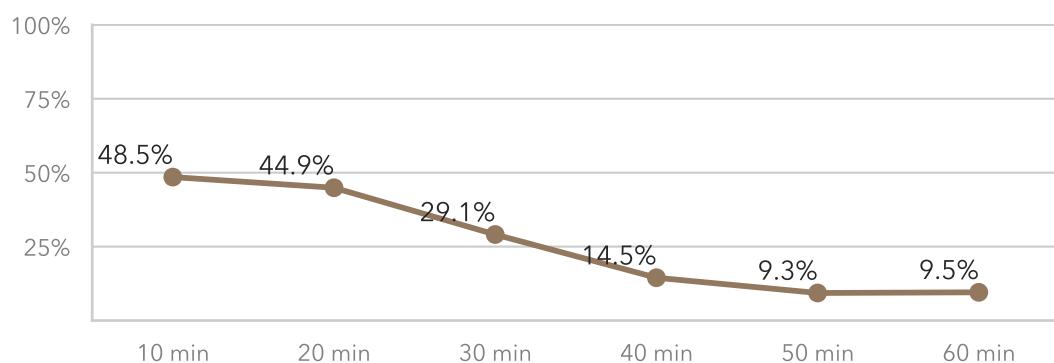
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



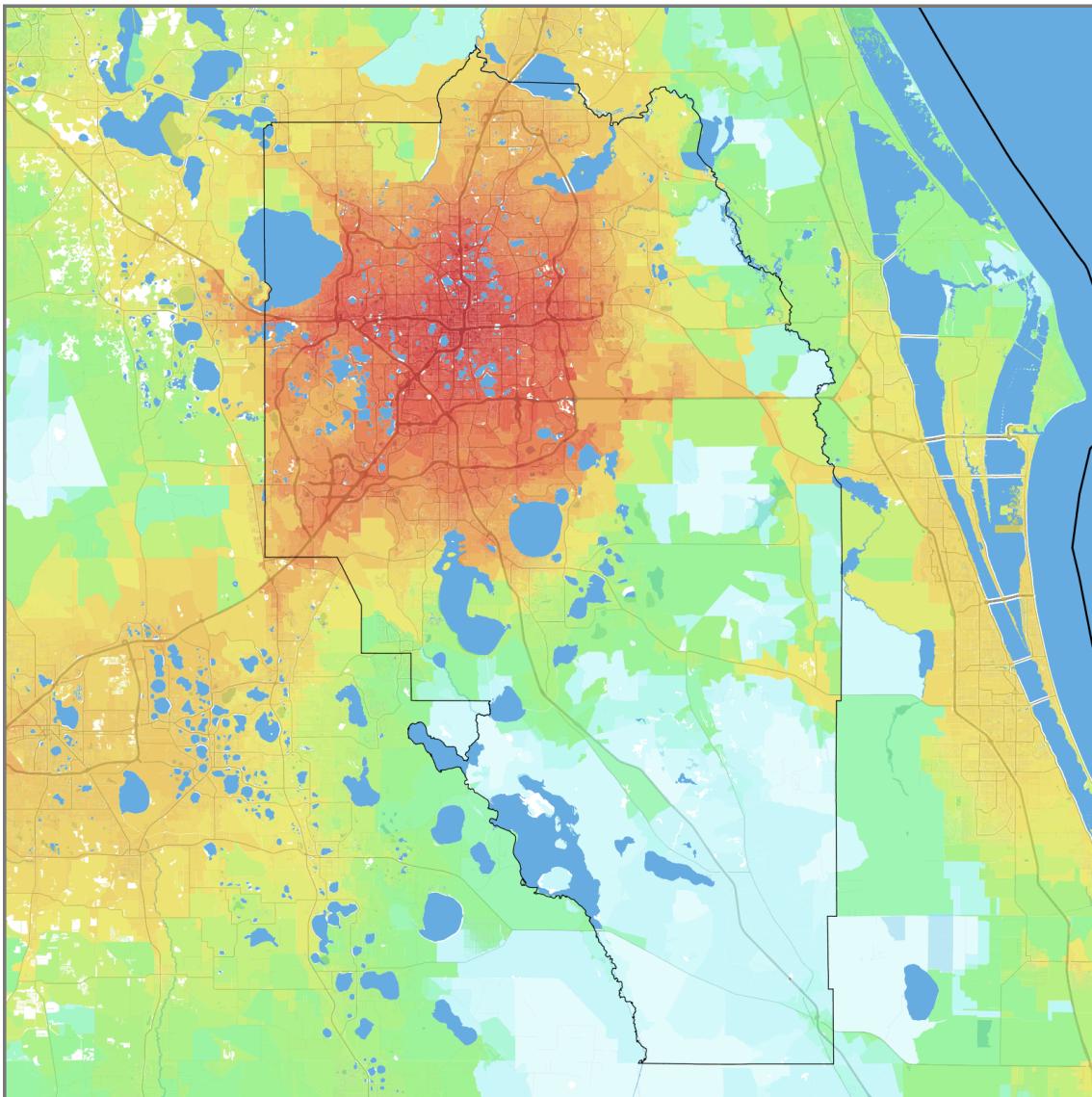
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



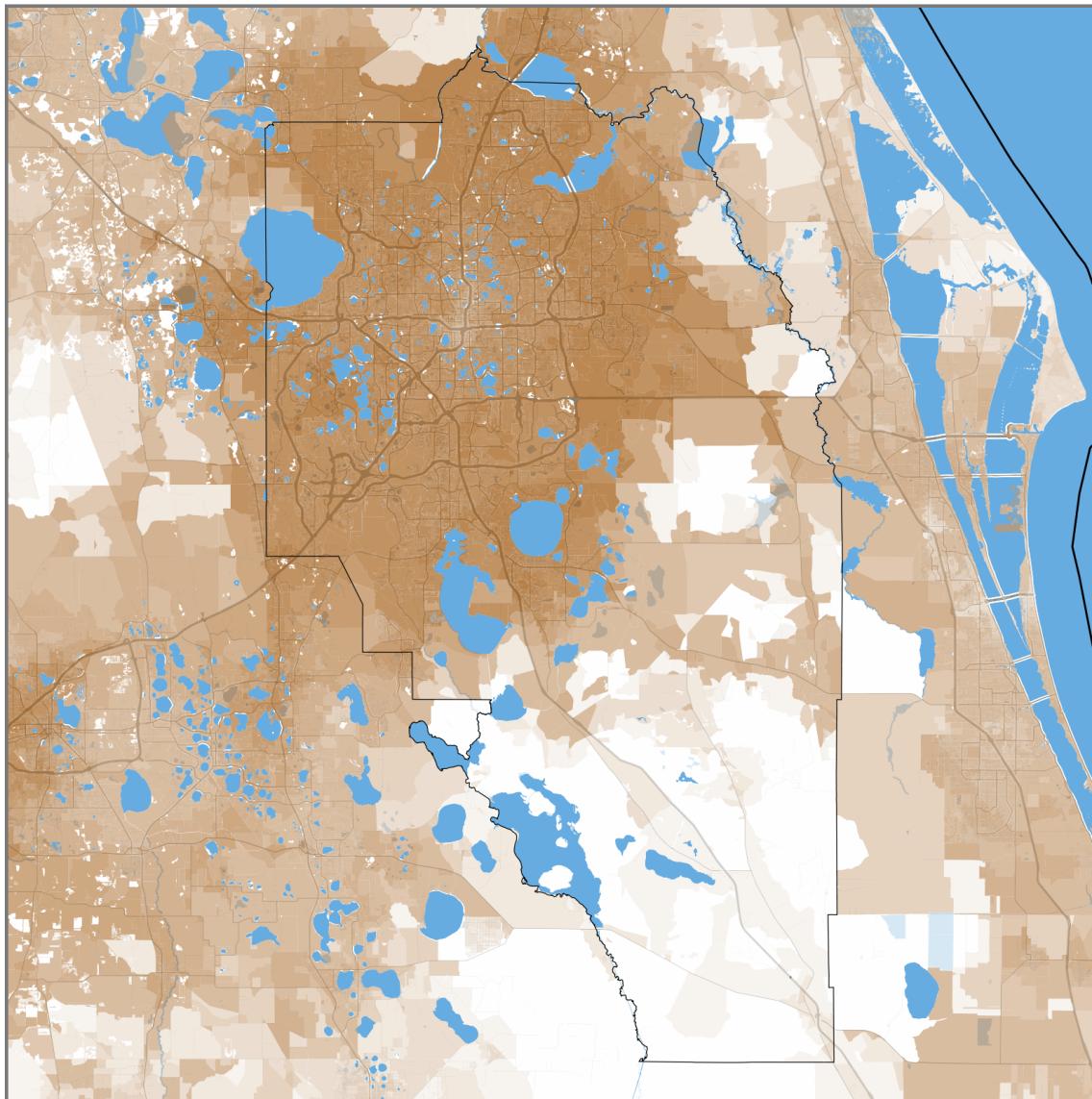
# METROPLAN Orlando

51



# METROPLAN Orlando

52



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



State border —————  
MPO boundary ————

# Martin MPO

Job Accessibility Results – Auto, 2017

Total Jobs **61,916**

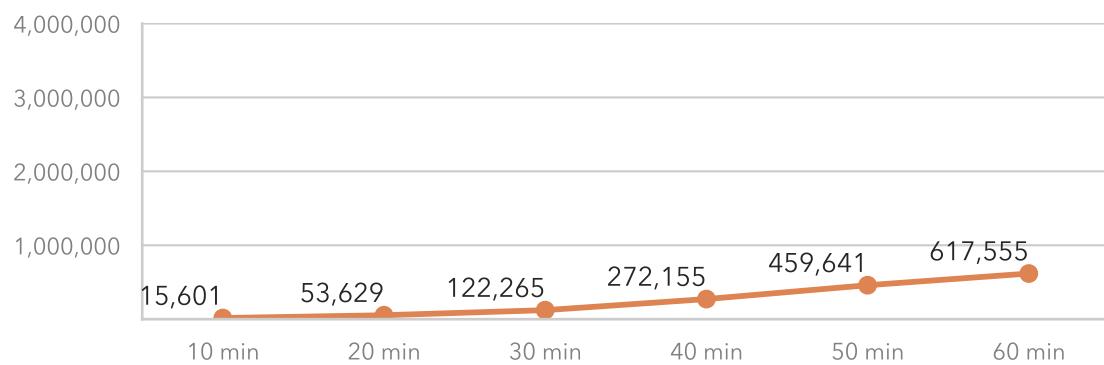
Average Job Density (per mi<sup>2</sup>) **294**

Total Workers **56,480**

Average Worker Density (per mi<sup>2</sup>) **268**

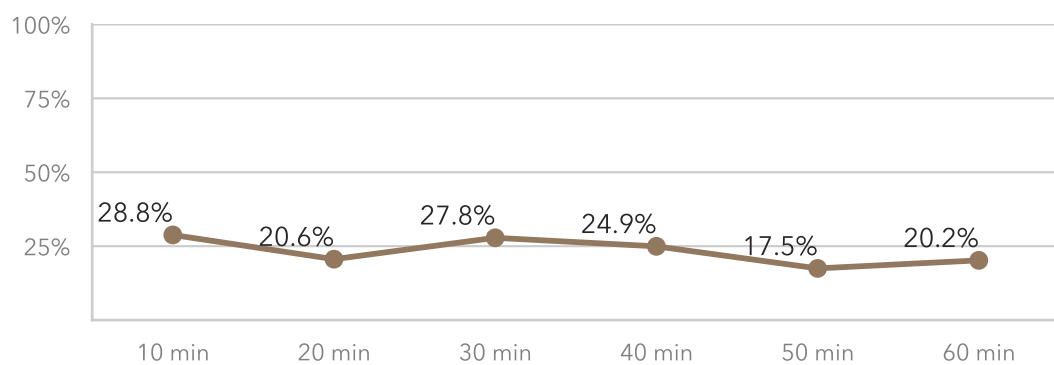
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



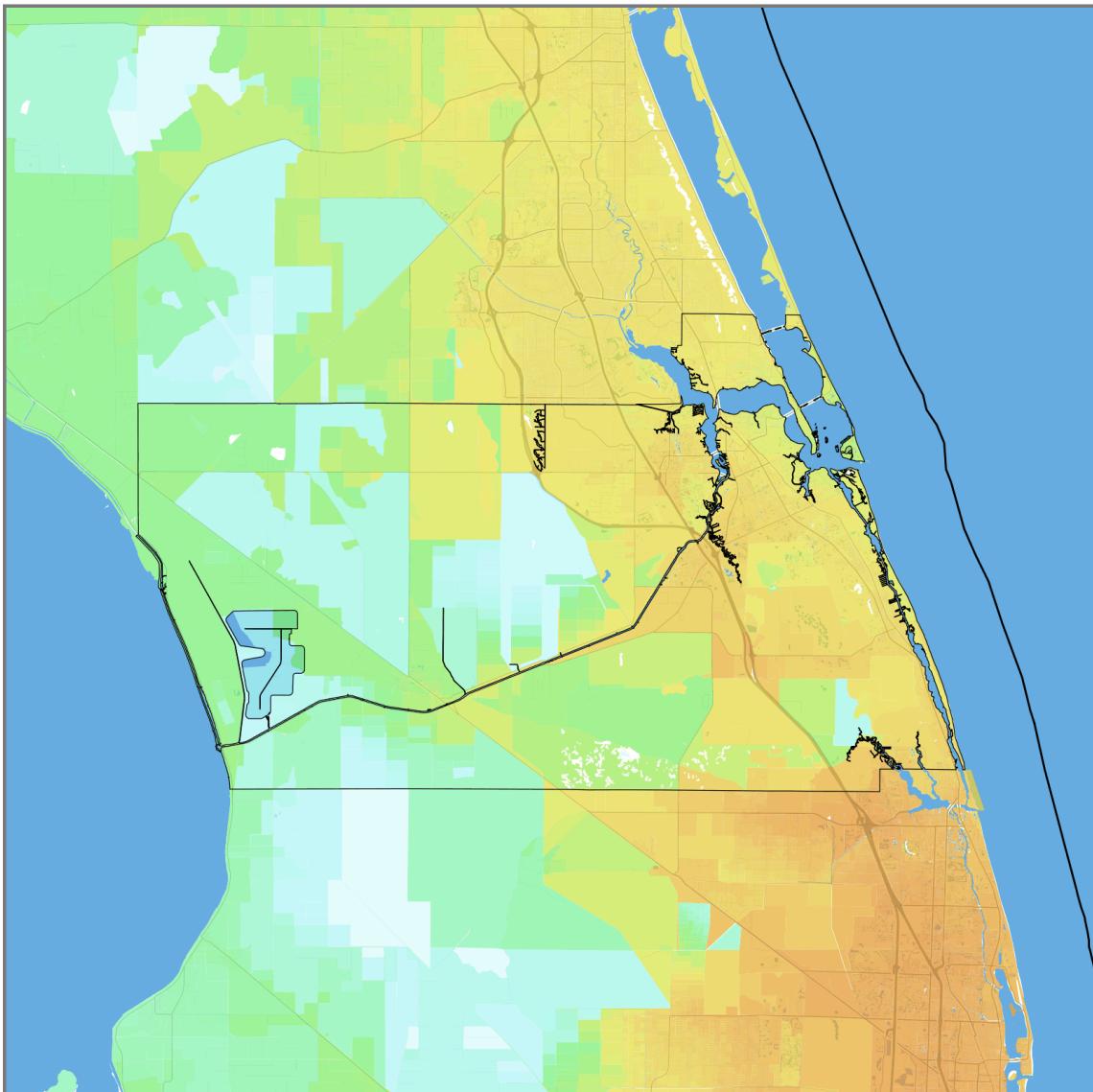
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



## Martin MPO

54



Jobs within 30 minutes  
(Driving, AM peak)

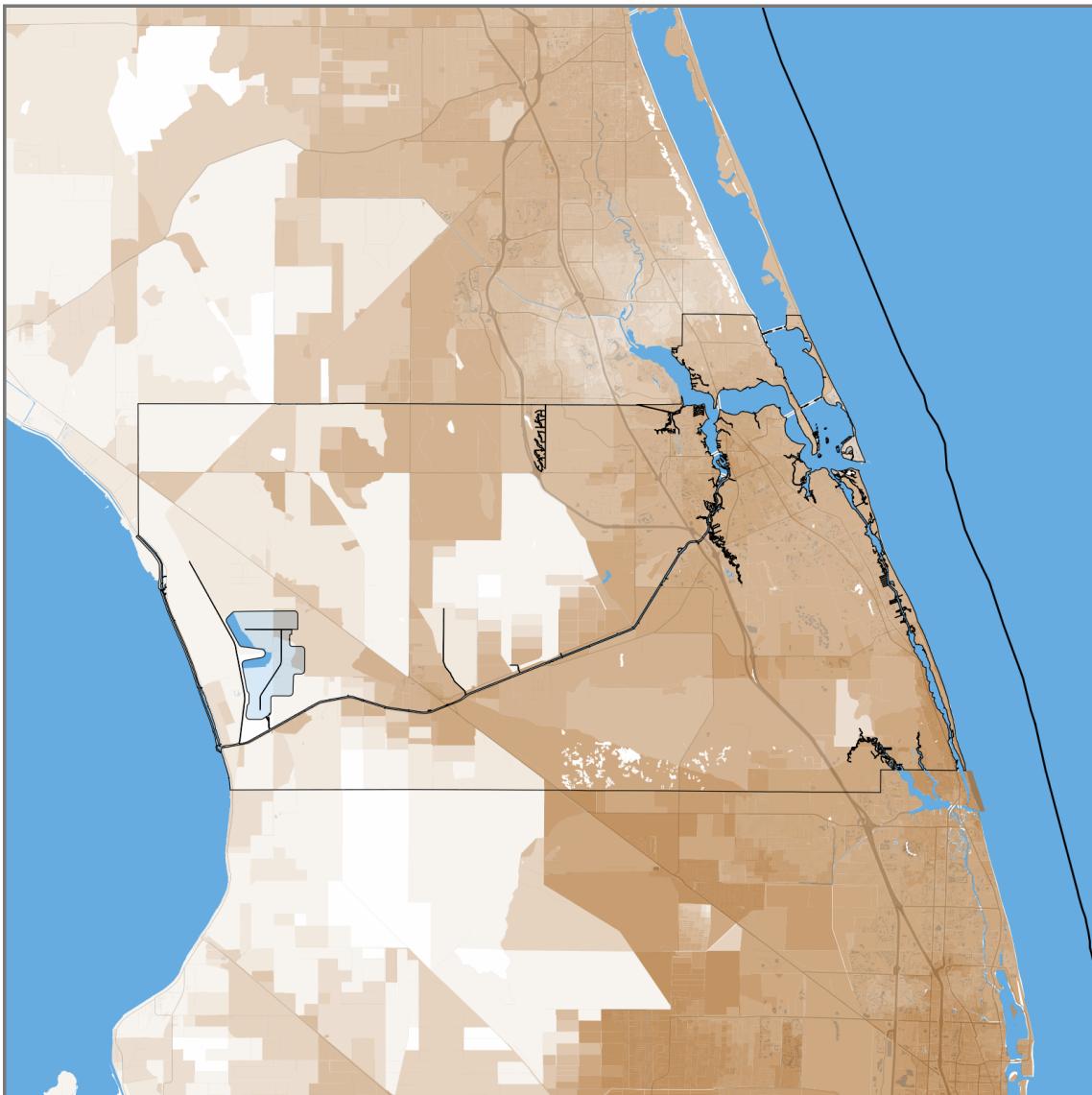
0 - 1,000	Lightest Blue
1,000 - 2,500	Light Blue
2,500 - 5,000	Cyan
5,000 - 7,500	Light Green
7,500 - 10,000	Medium Green
10,000 - 25,000	Dark Green
25,000 - 50,000	Dark Green
50,000 - 75,000	Dark Green
75,000 - 100,000	Dark Green
100,000 - 250,000	Yellow
250,000 - 500,000	Orange
500,000 - 750,000	Dark Orange
750,000 - 1,000,000	Red
1,000,000 - 2,500,000	Dark Red
2,500,000 - 5,000,000	Dark Purple
5,000,000 - 7,500,000	Dark Purple
7,500,000 - 10,000,000	Pink
10,000,000 +	Lightest Gray

State border

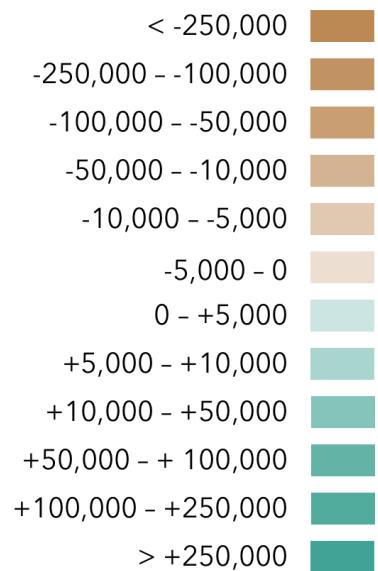
MPO boundary

# 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**

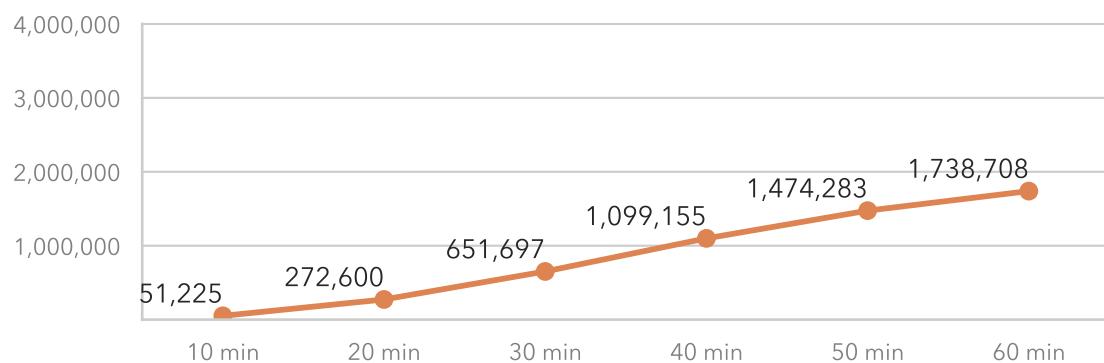
Average Job Density (per mi<sup>2</sup>) **1,397**

Total Workers **1,044,252**

Average Worker Density (per mi<sup>2</sup>) **1,339**

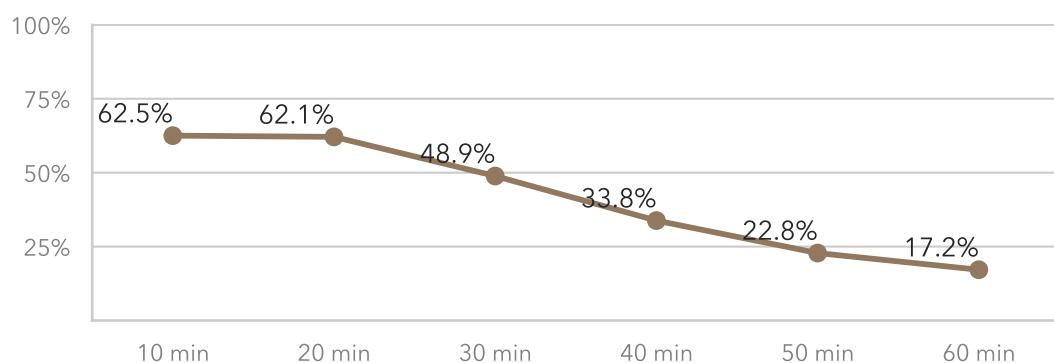
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



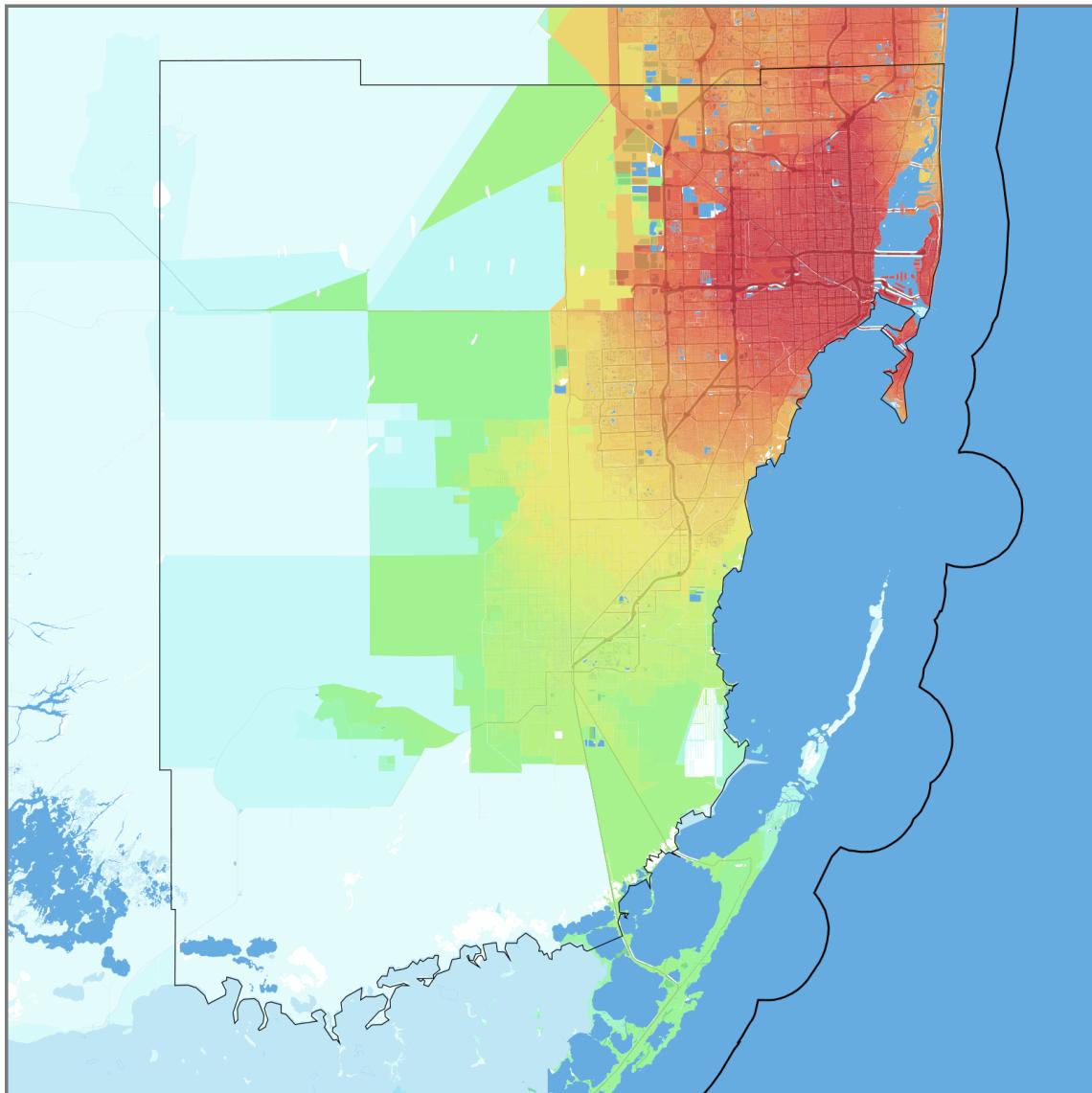
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



## Miami-Dade TPO

57



Jobs within 30 minutes  
(Driving, AM peak)

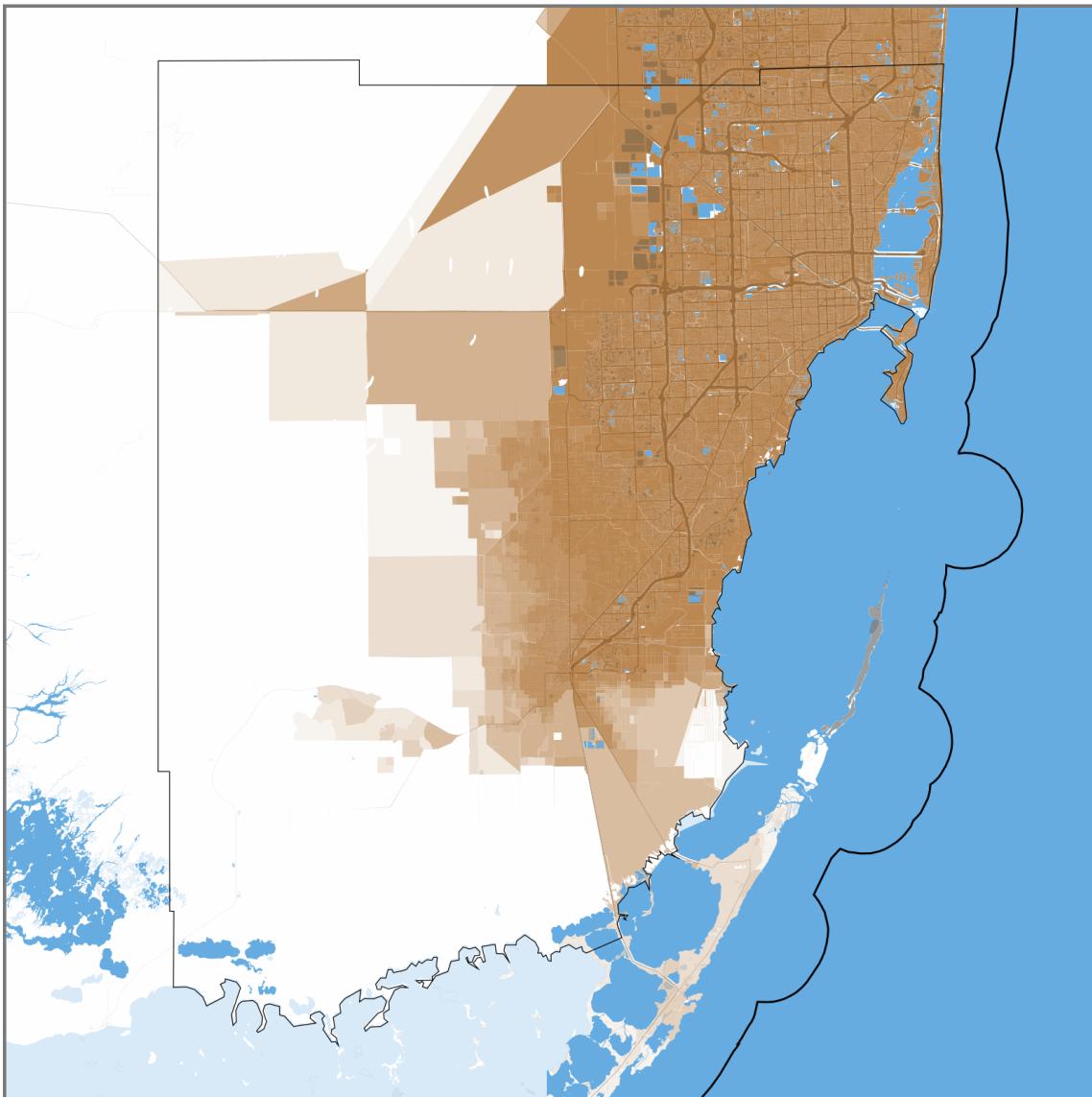
0 - 1,000	Light Blue
1,000 - 2,500	Medium Light Blue
2,500 - 5,000	Light Green
5,000 - 7,500	Medium Green
7,500 - 10,000	Dark Green
10,000 - 25,000	Light Yellow
25,000 - 50,000	Medium Yellow
50,000 - 75,000	Dark Yellow
75,000 - 100,000	Light Orange
100,000 - 250,000	Medium Orange
250,000 - 500,000	Dark Orange
500,000 - 750,000	Light Red
750,000 - 1,000,000	Medium Red
1,000,000 - 2,500,000	Dark Red
2,500,000 - 5,000,000	Very Dark Red
5,000,000 - 7,500,000	Dark Purple
7,500,000 - 10,000,000	Medium Purple
10,000,000 +	Light Grey

State border

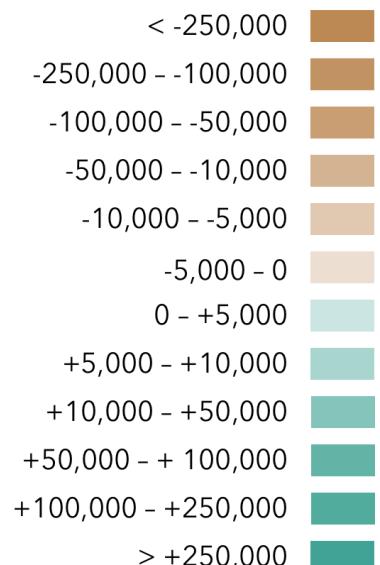
MPO boundary

## Miami-Dade TPO

58



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



State border —————  
MPO boundary ————

# North Florida Transportation Planning Organization

Job Accessibility Results – Auto, 2017

Total Jobs **629,178**

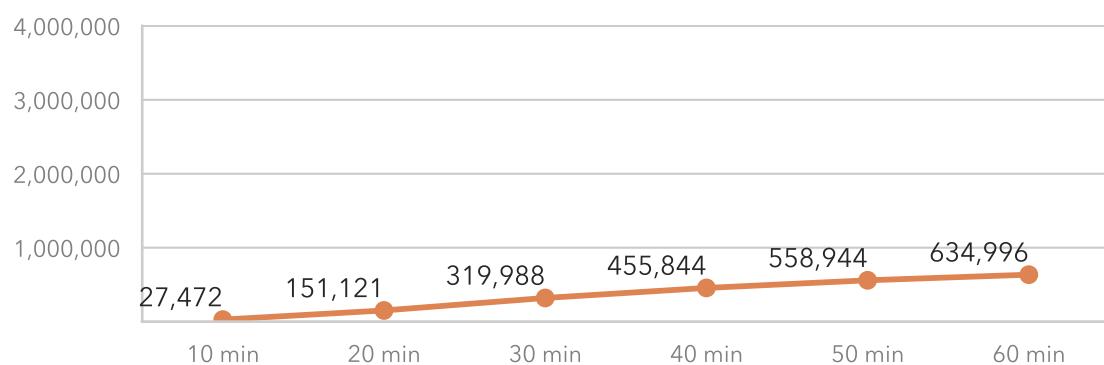
Average Job Density (per mi<sup>2</sup>) **607**

Total Workers **616,091**

Average Worker Density (per mi<sup>2</sup>) **595**

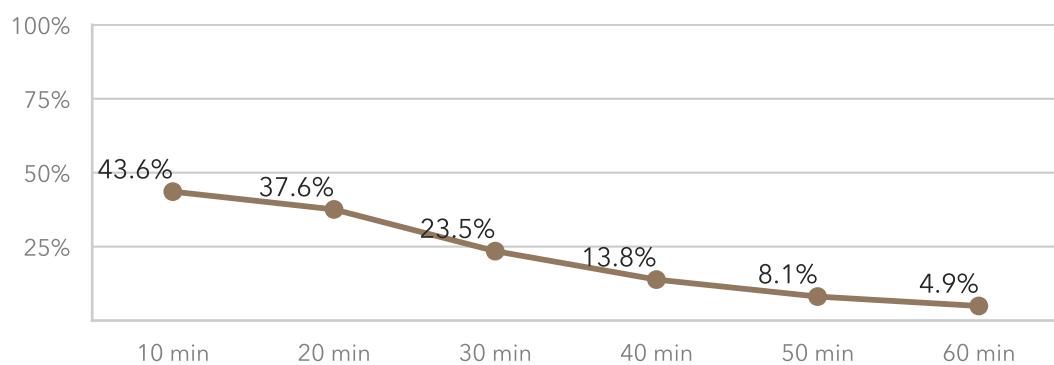
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



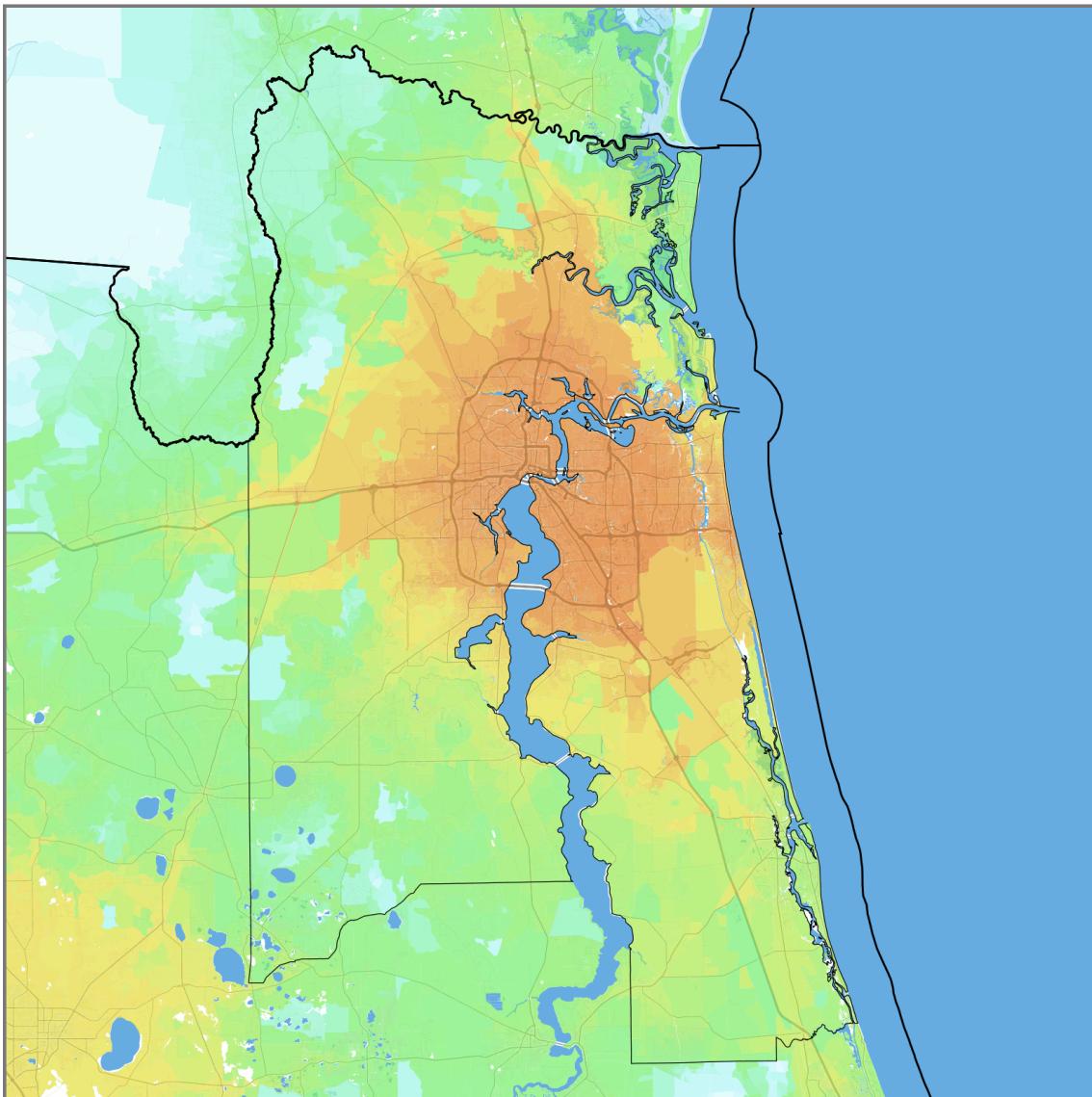
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# North Florida Transportation Planning Organization

60



Jobs within 30 minutes  
(Driving, AM peak)

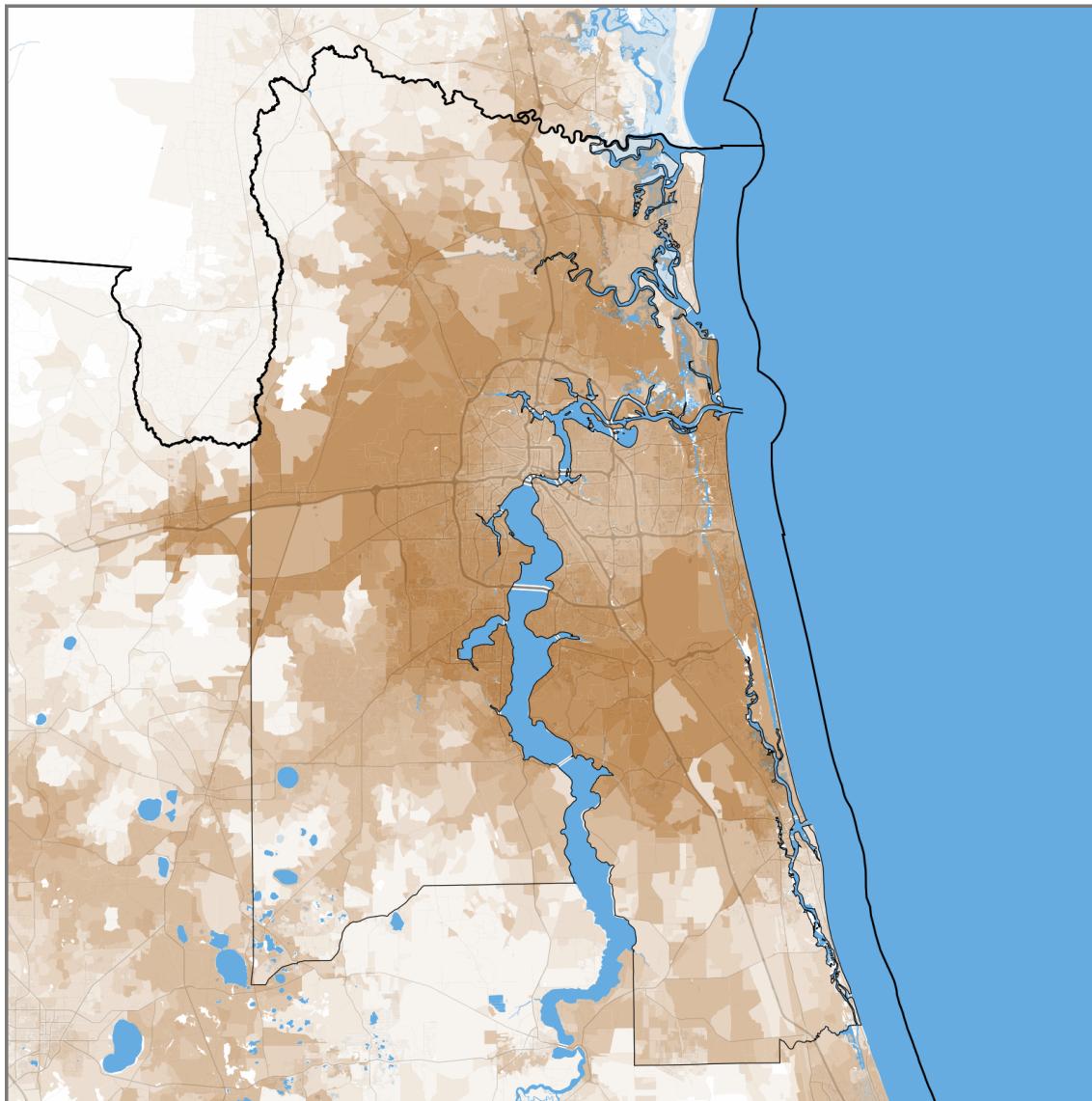
0 - 1,000	
1,000 - 2,500	
2,500 - 5,000	
5,000 - 7,500	
7,500 - 10,000	
10,000 - 25,000	
25,000 - 50,000	
50,000 - 75,000	
75,000 - 100,000	
100,000 - 250,000	
250,000 - 500,000	
500,000 - 750,000	
750,000 - 1,000,000	
1,000,000 - 2,500,000	
2,500,000 - 5,000,000	
5,000,000 - 7,500,000	
7,500,000 - 10,000,000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

State border

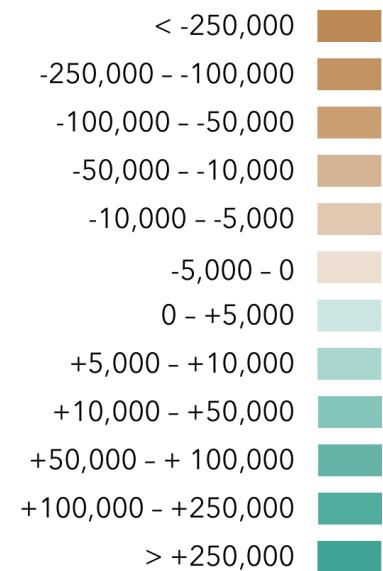
MPO boundary

# North Florida Transportation Planning Organization

19



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



State border —————  
MPO boundary ————

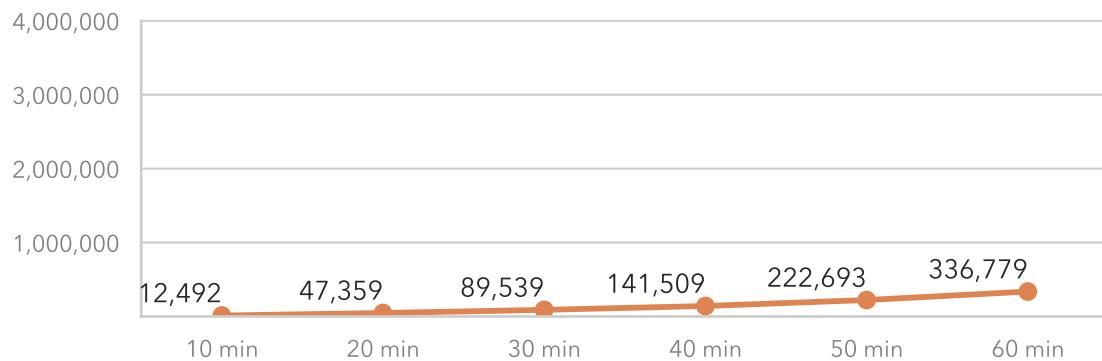
# Ocala - Marion County Transportation Planning Organization

Job Accessibility Results – Auto, 2017

Total Jobs	<b>97,646</b>
Average Job Density (per mi <sup>2</sup> )	<b>151</b>
Total Workers	<b>113,776</b>
Average Worker Density (per mi <sup>2</sup> )	<b>177</b>

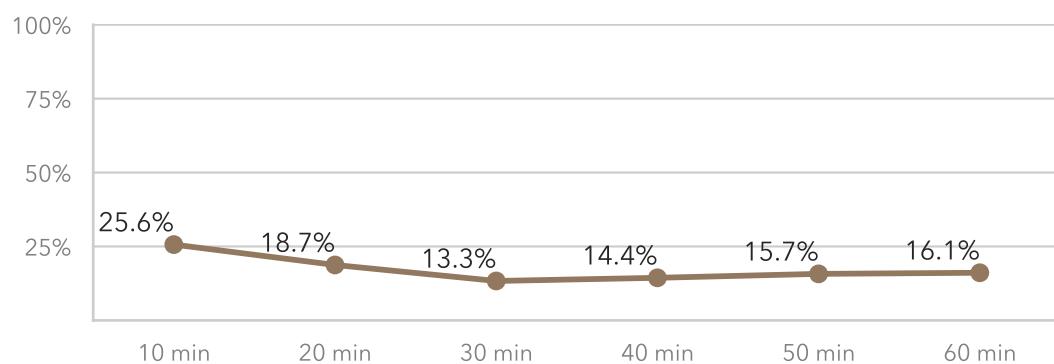
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



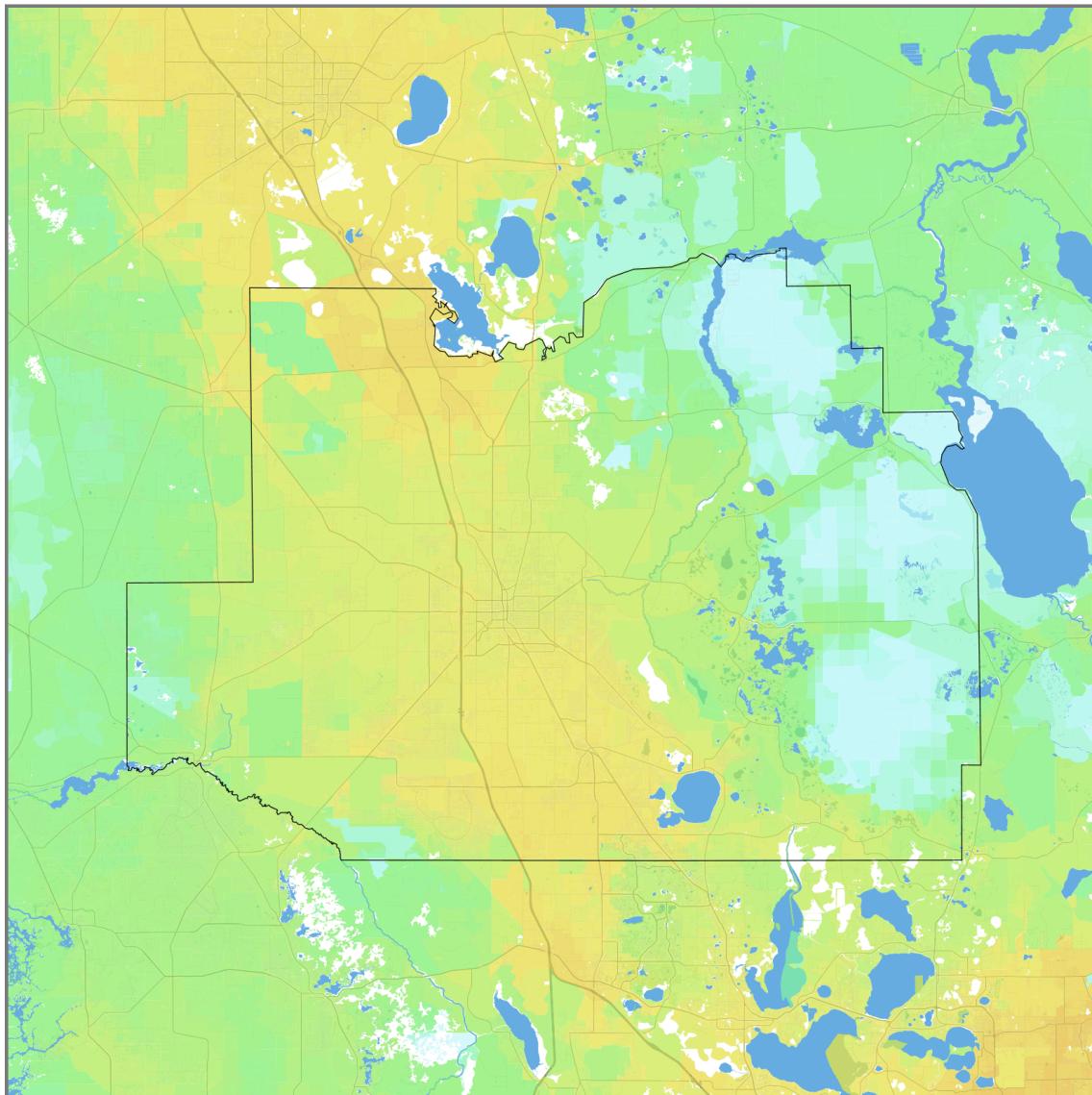
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Ocala - Marion County Transportation Planning Organization

63



Jobs within 30 minutes  
(Driving, AM peak)

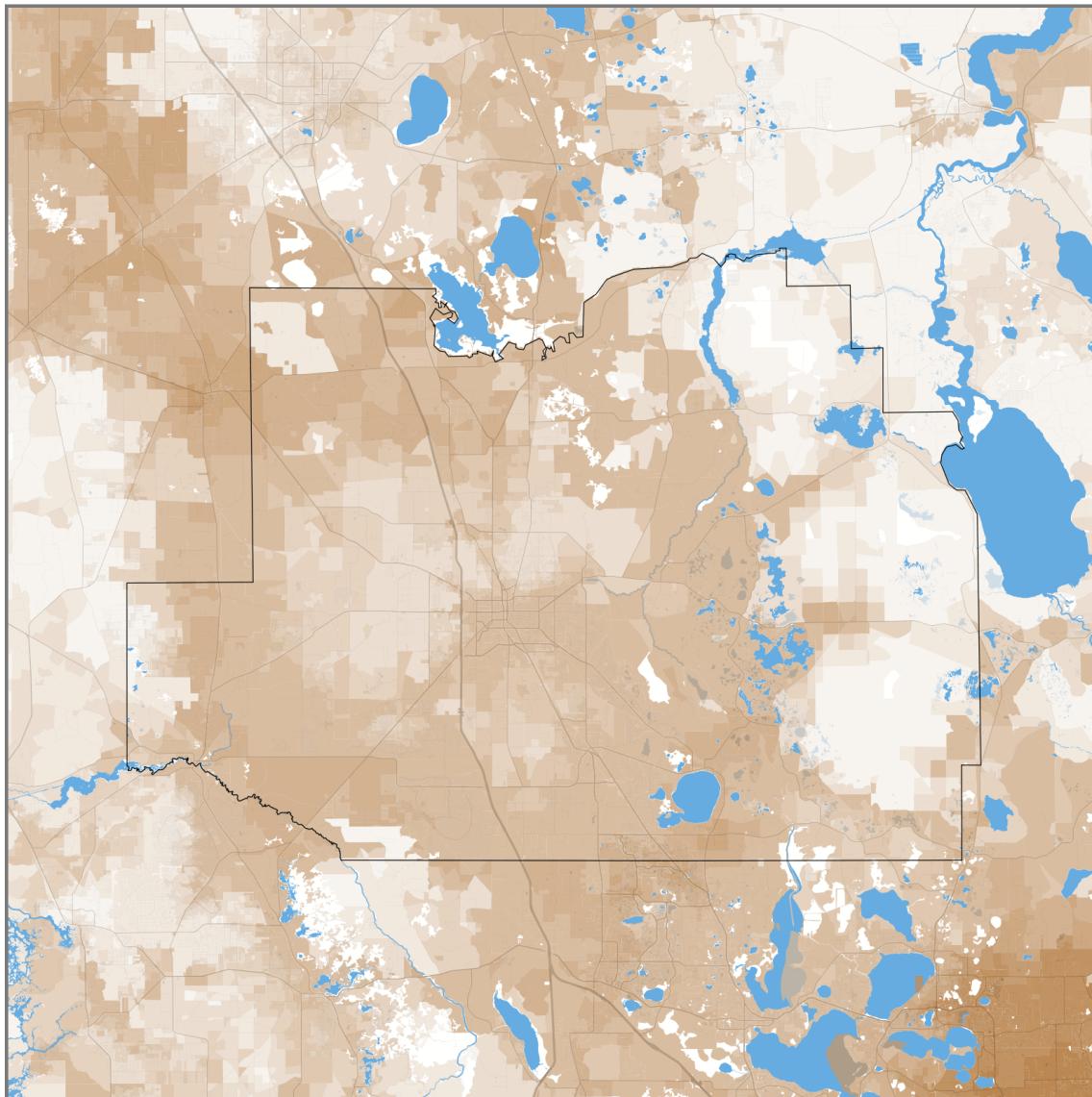
0 - 1,000	
1,000 - 2,500	
2,500 - 5,000	
5,000 - 7,500	
7,500 - 10,000	
10,000 - 25,000	
25,000 - 50,000	
50,000 - 75,000	
75,000 - 100,000	
100,000 - 250,000	
250,000 - 500,000	
500,000 - 750,000	
750,000 - 1,000,000	
1,000,000 - 2,500,000	
2,500,000 - 5,000,000	
5,000,000 - 7,500,000	
7,500,000 - 10,000,000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

State border

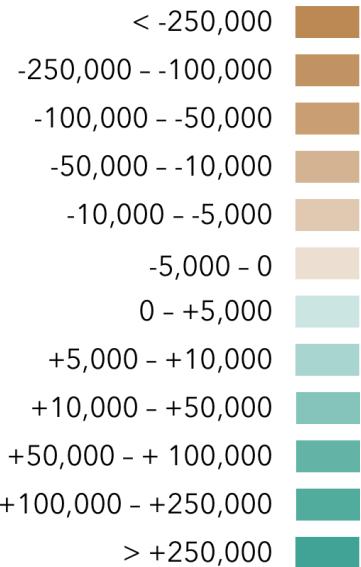
MPO boundary

# Ocala - Marion County Transportation Planning Organization

64



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**

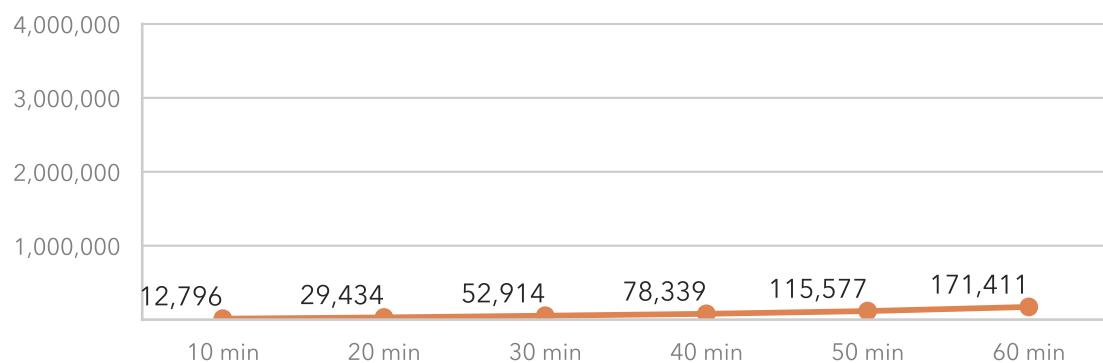
Average Job Density (per mi<sup>2</sup>) **179**

Total Workers **89,867**

Average Worker Density (per mi<sup>2</sup>) **159**

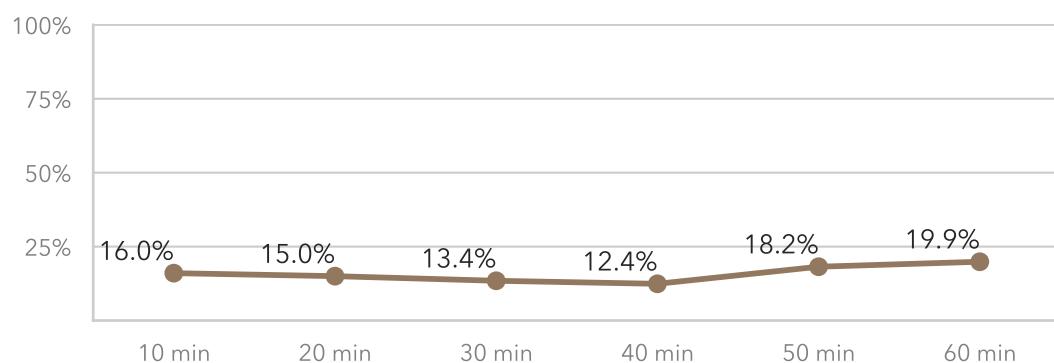
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



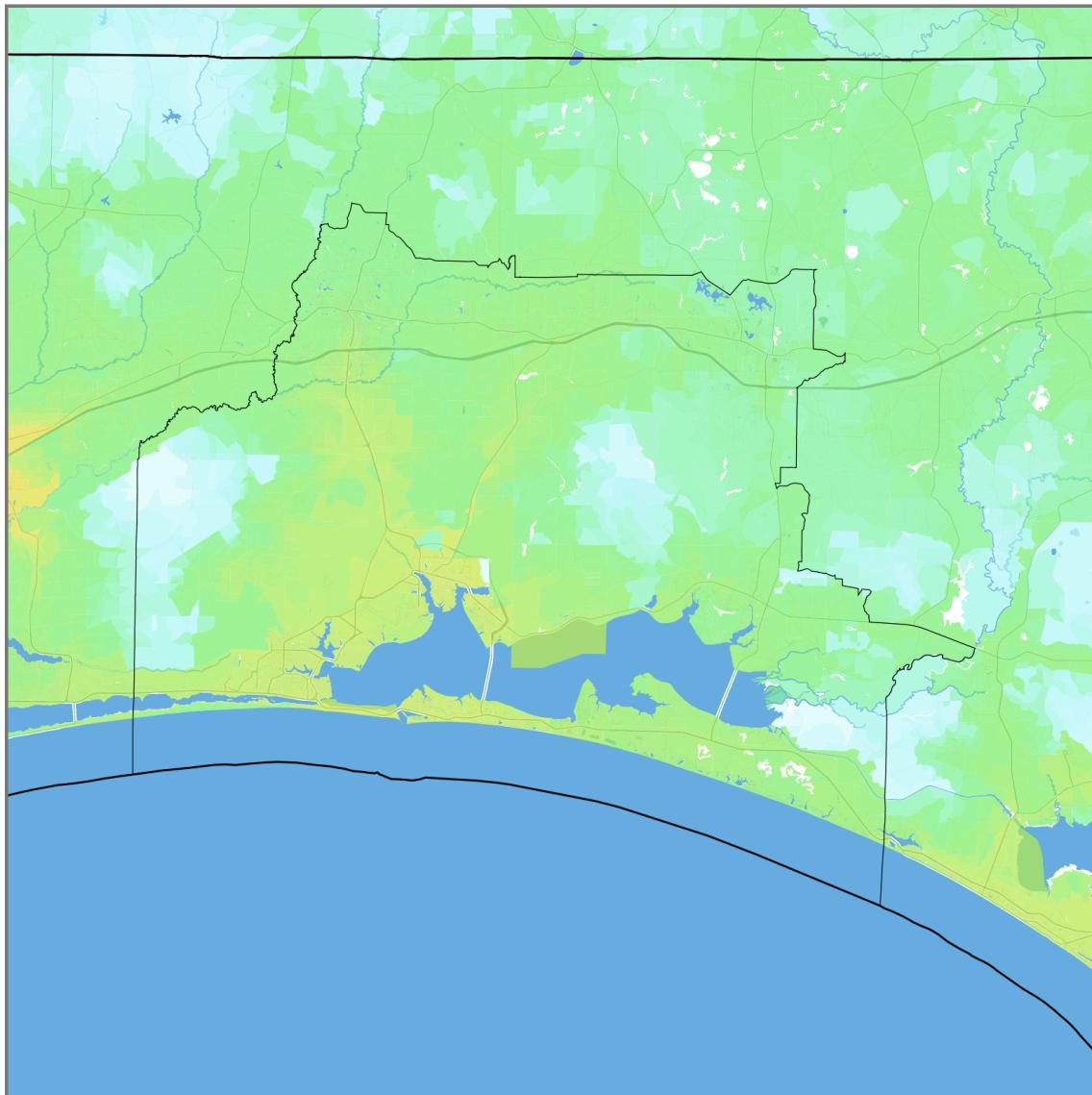
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Okaloosa-Walton Transportation Planning Organization

99



Jobs within 30 minutes  
(Driving, AM peak)

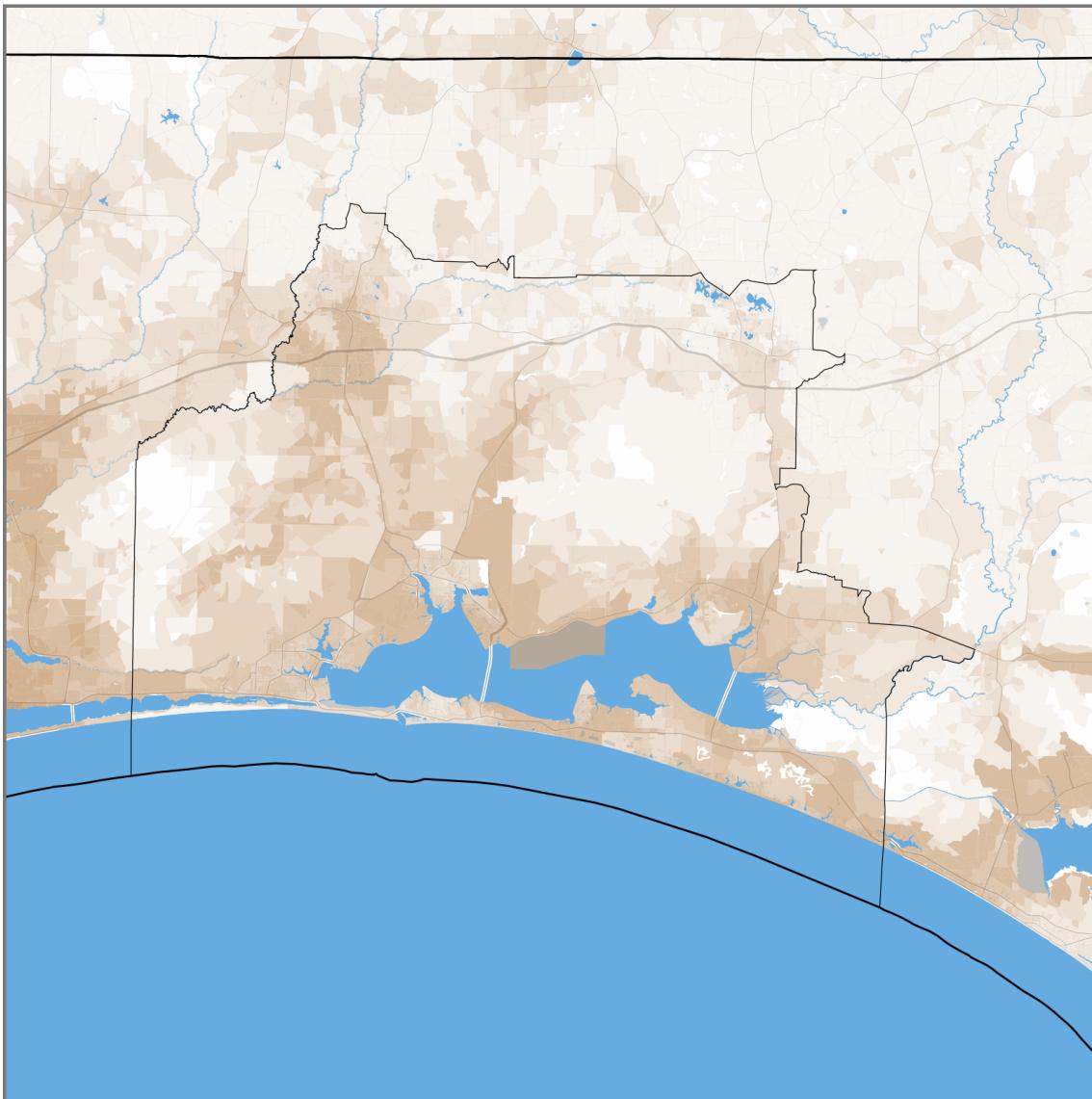


State border —

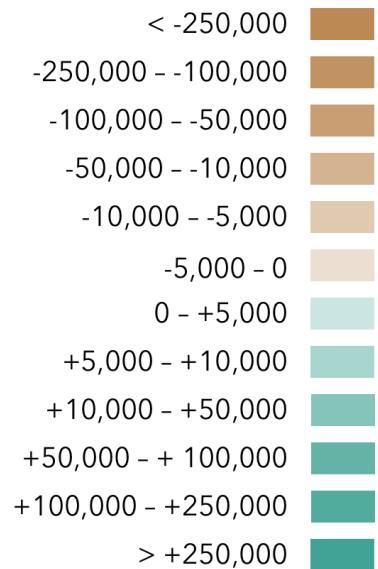
MPO boundary —

# 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**

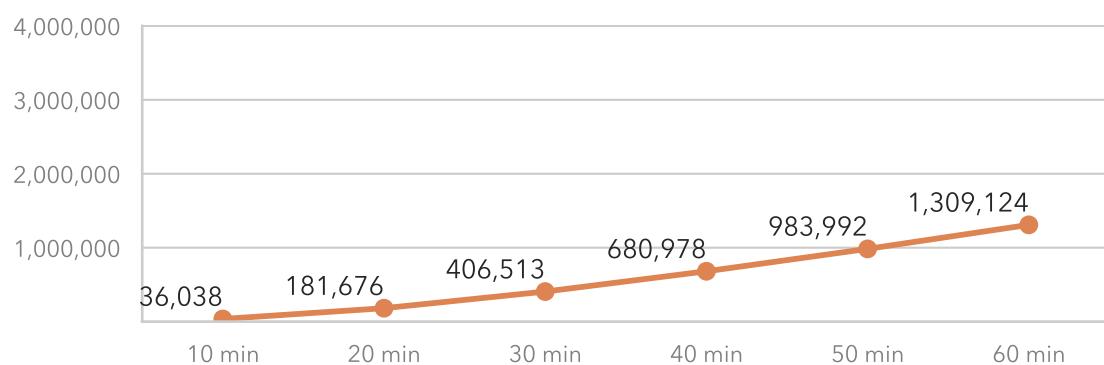
Average Job Density (per mi<sup>2</sup>) **754**

Total Workers **550,160**

Average Worker Density (per mi<sup>2</sup>) **719**

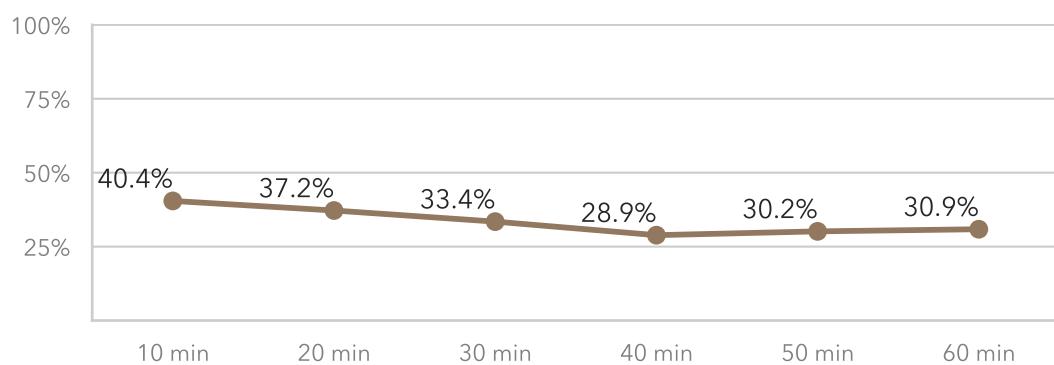
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



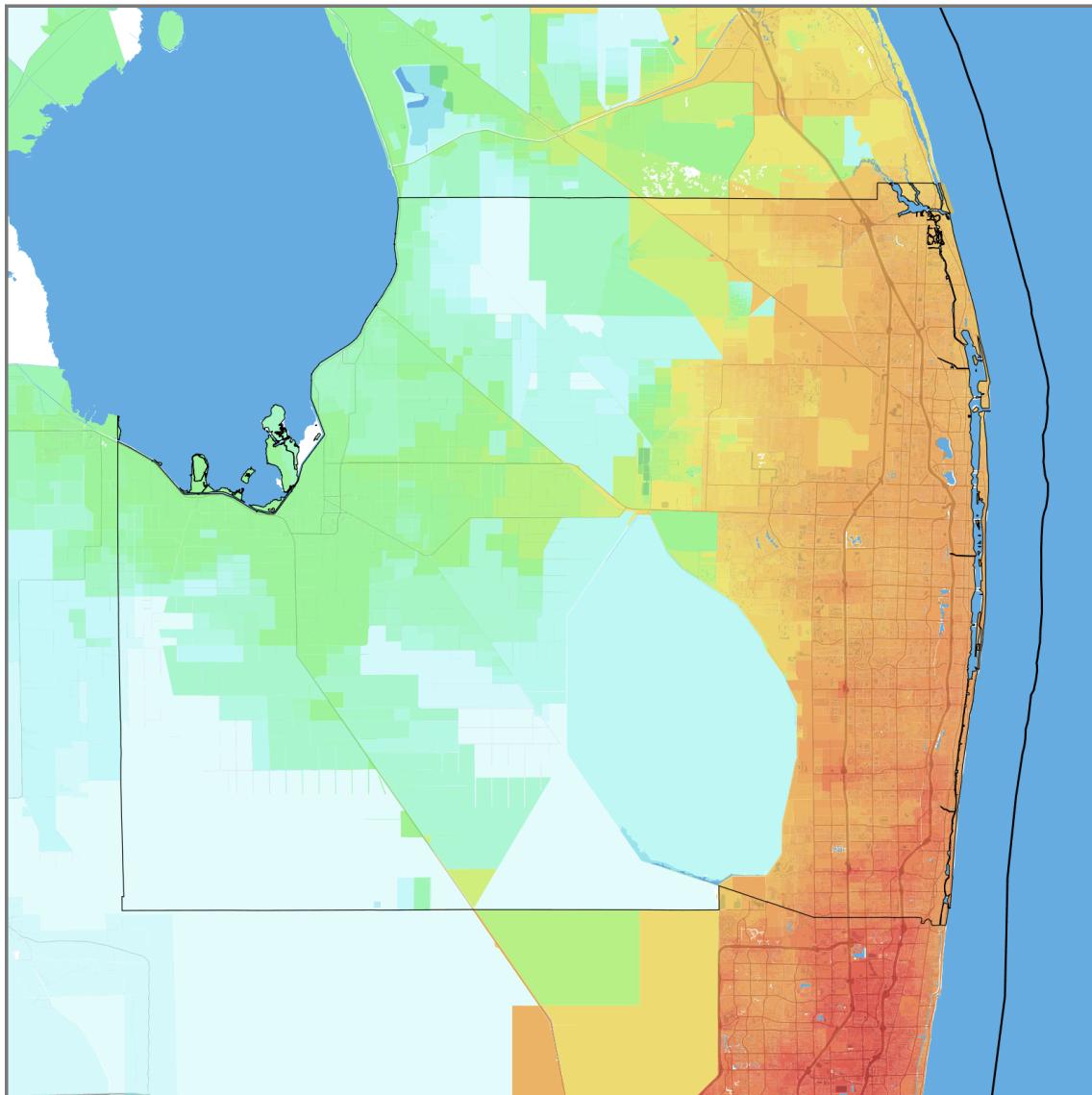
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Palm Beach MPO

69



Jobs within 30 minutes  
(Driving, AM peak)

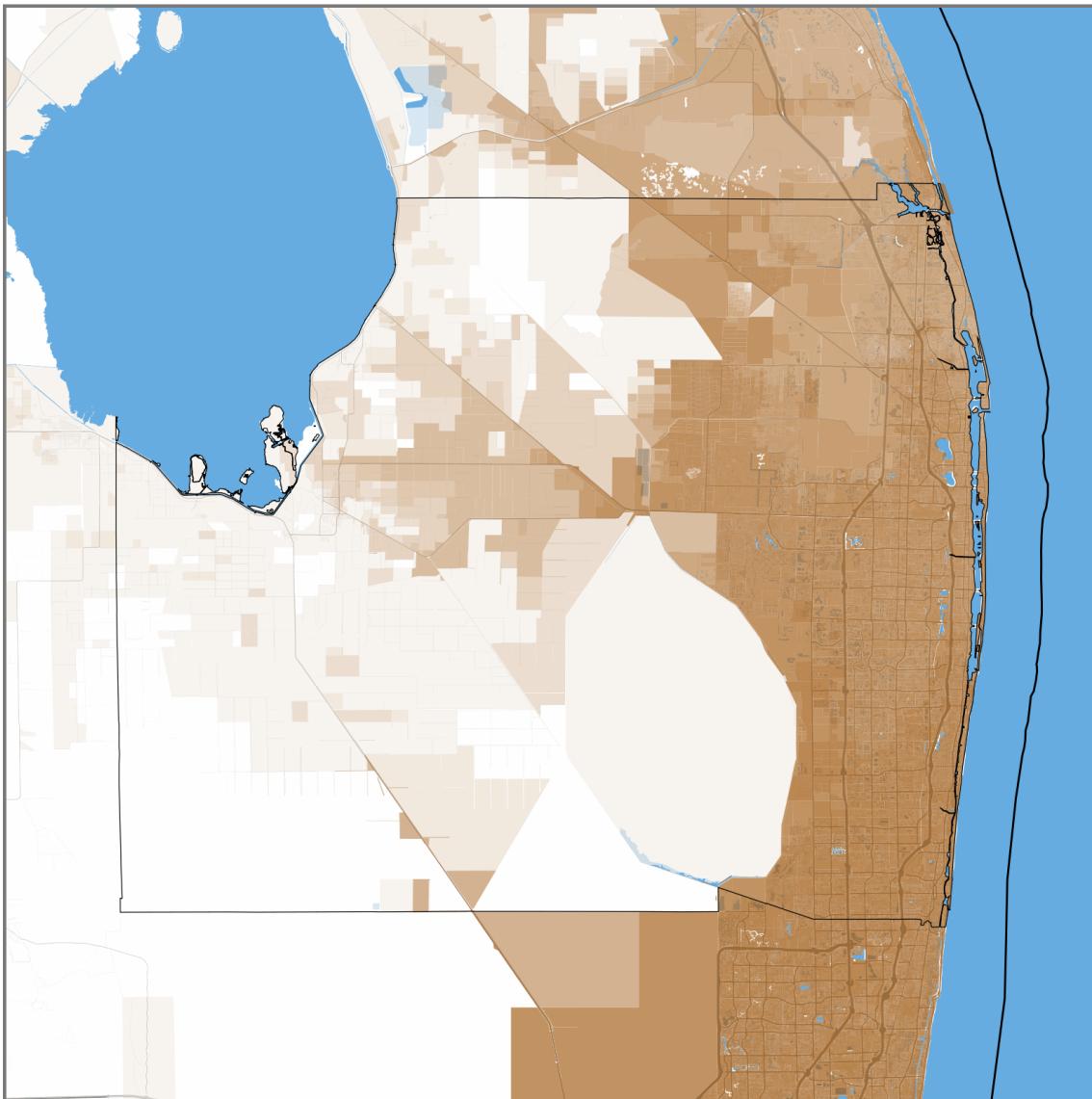
0 - 1,000	Light Blue
1,000 - 2,500	Cyan
2,500 - 5,000	Light Green
5,000 - 7,500	Medium Green
7,500 - 10,000	Dark Green
10,000 - 25,000	Light Yellow
25,000 - 50,000	Yellow
50,000 - 75,000	Light Orange
75,000 - 100,000	Orange
100,000 - 250,000	Dark Orange
250,000 - 500,000	Light Red
500,000 - 750,000	Red
750,000 - 1,000,000	Dark Red
1,000,000 - 2,500,000	Maroon
2,500,000 - 5,000,000	Dark Purple
5,000,000 - 7,500,000	Light Purple
7,500,000 - 10,000,000	Pink
10,000,000 +	Light Gray

State border

MPO boundary

# Palm Beach MPO

70



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



State border ■

MPO boundary —

# Pasco County MPO

Job Accessibility Results – Auto, 2017

Total Jobs **113,227**

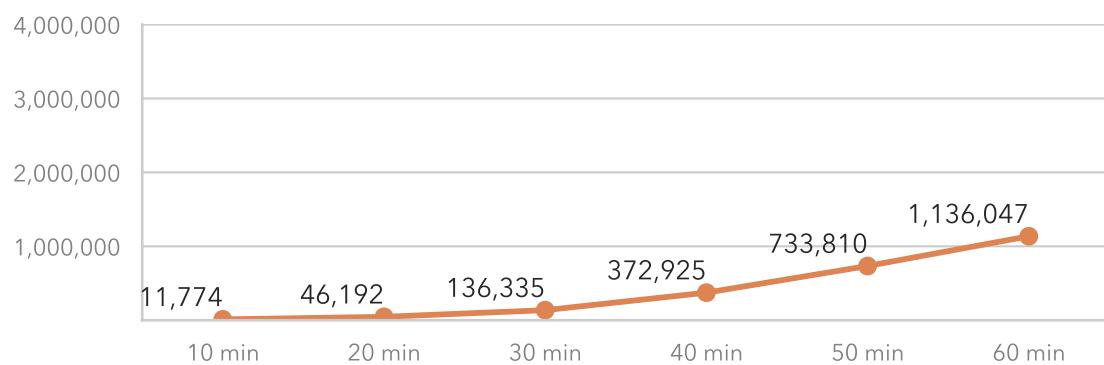
Average Job Density (per mi<sup>2</sup>) **382**

Total Workers **184,533**

Average Worker Density (per mi<sup>2</sup>) **623**

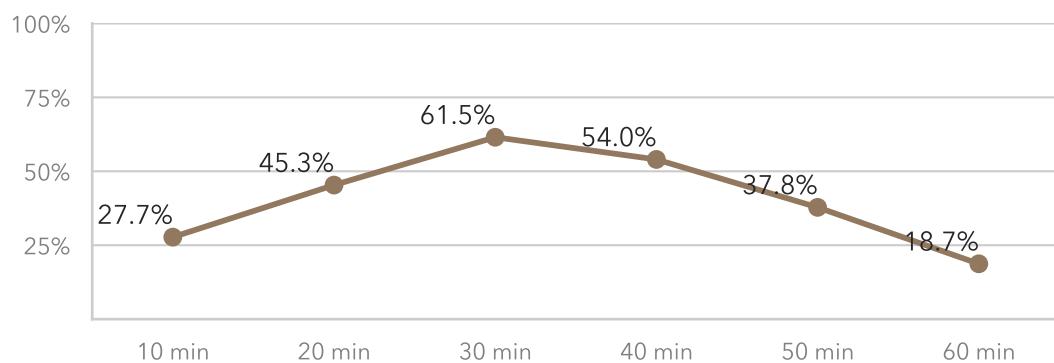
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



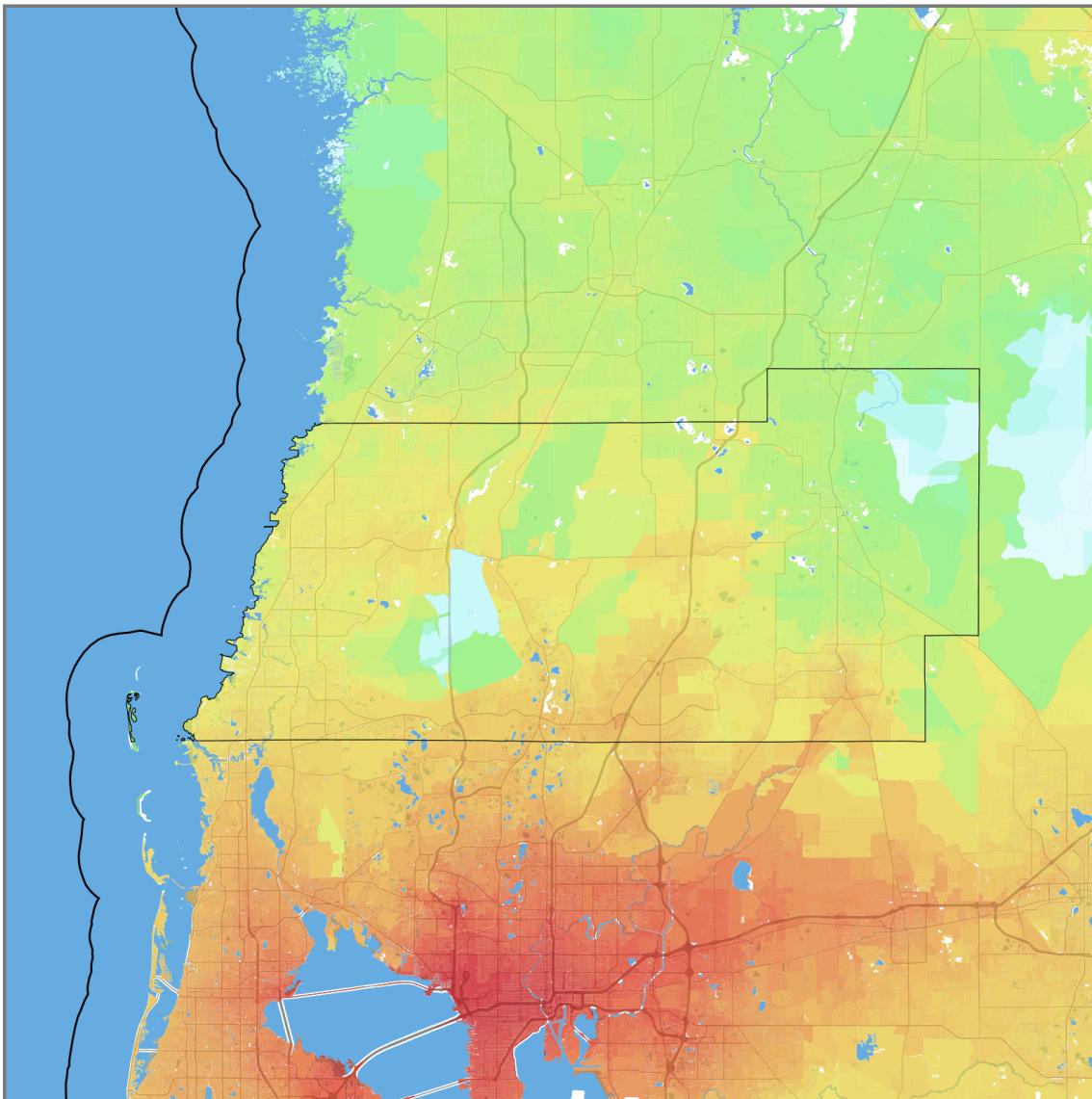
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Pasco County MPO

72



Jobs within 30 minutes  
(Driving, AM peak)

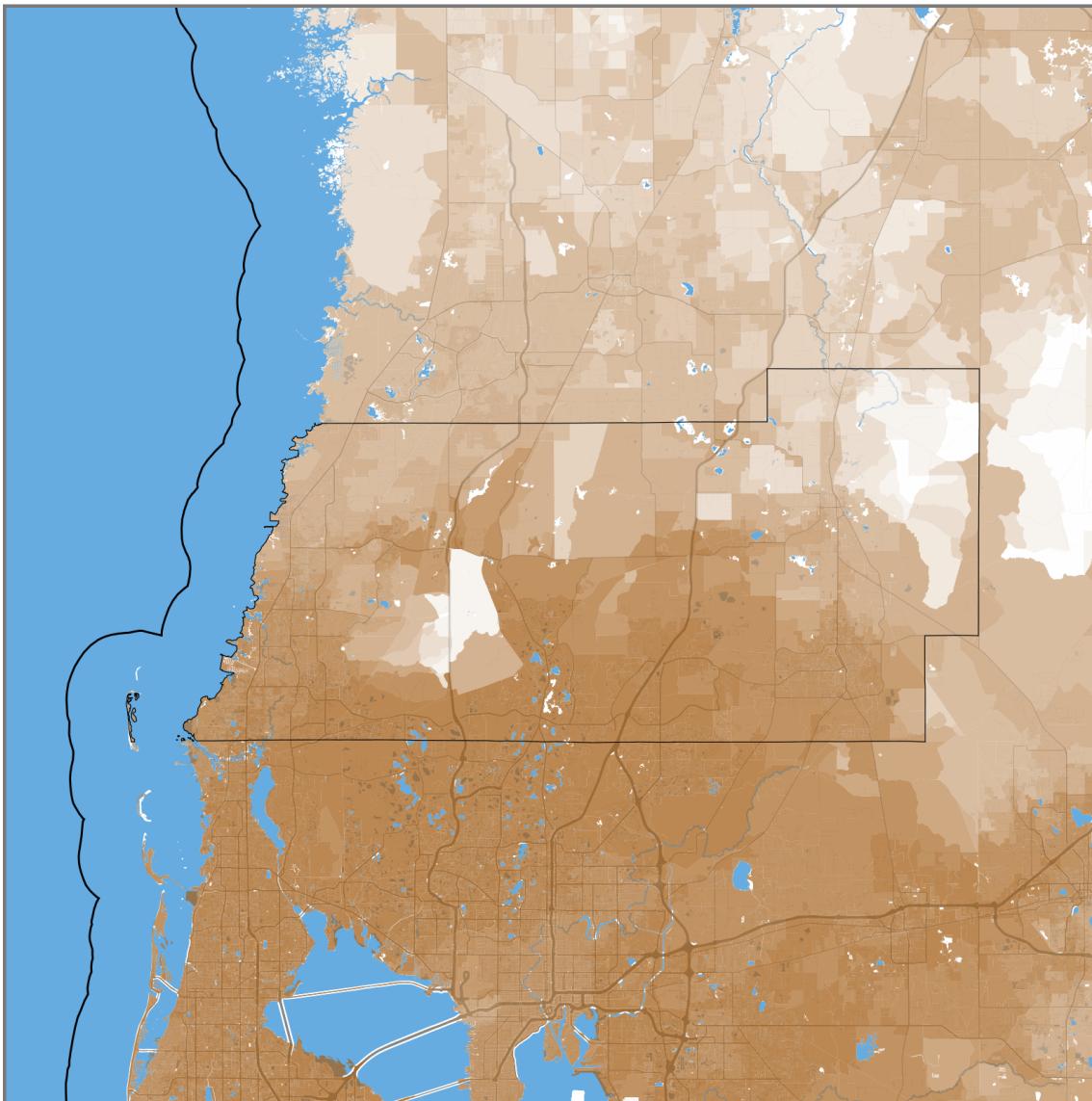
0 - 1,000	Light Blue
1,000 - 2,500	Cyan
2,500 - 5,000	Light Green
5,000 - 7,500	Medium Green
7,500 - 10,000	Dark Green
10,000 - 25,000	Dark Green
25,000 - 50,000	Dark Green
50,000 - 75,000	Dark Green
75,000 - 100,000	Dark Green
100,000 - 250,000	Dark Green
250,000 - 500,000	Dark Orange
500,000 - 750,000	Orange
750,000 - 1,000,000	Red
1,000,000 - 2,500,000	Red
2,500,000 - 5,000,000	Dark Purple
5,000,000 - 7,500,000	Dark Purple
7,500,000 - 10,000,000	Pink
10,000,000 +	Light Gray

State border

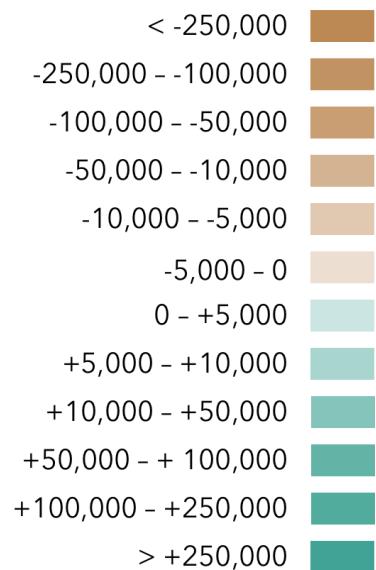
MPO boundary

# Pasco County MPO

73



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



State border [—]

MPO boundary [—]

# Polk County Transportation Planning Organization

Job Accessibility Results – Auto, 2017

Total Jobs **225,615**

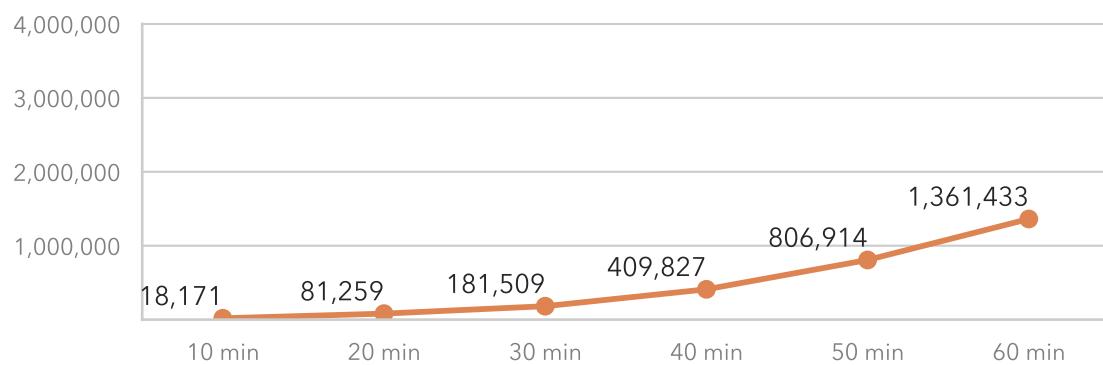
Average Job Density (per mi<sup>2</sup>) **290**

Total Workers **251,431**

Average Worker Density (per mi<sup>2</sup>) **323**

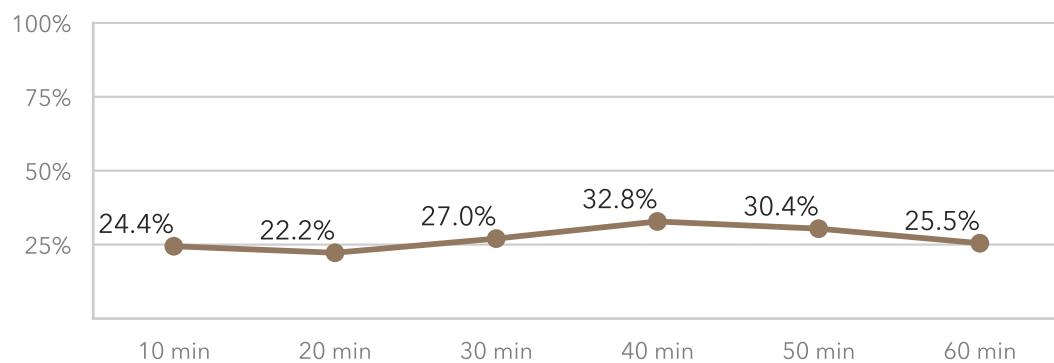
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



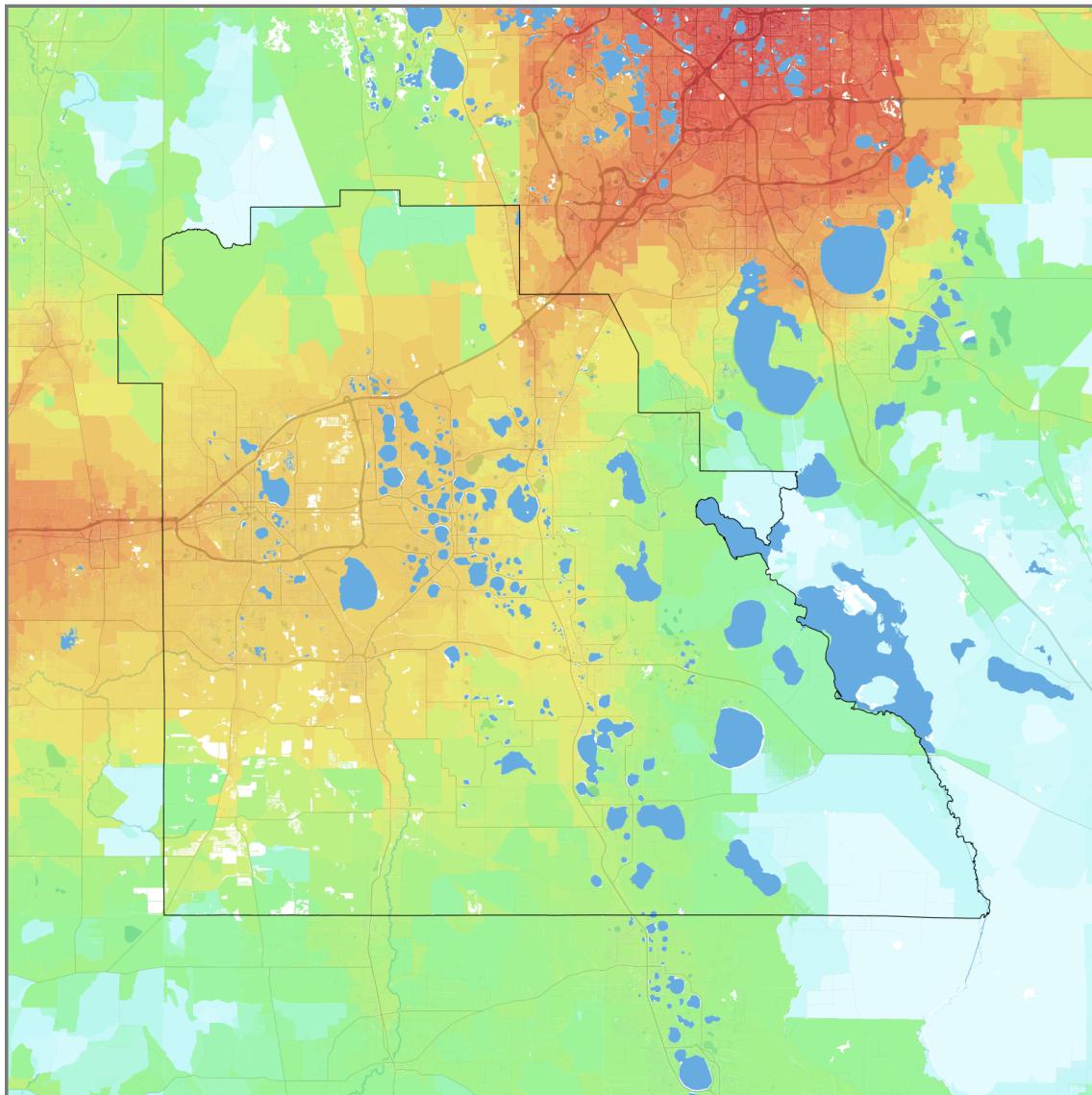
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# Polk County Transportation Planning Organization

75



Jobs within 30 minutes  
(Driving, AM peak)

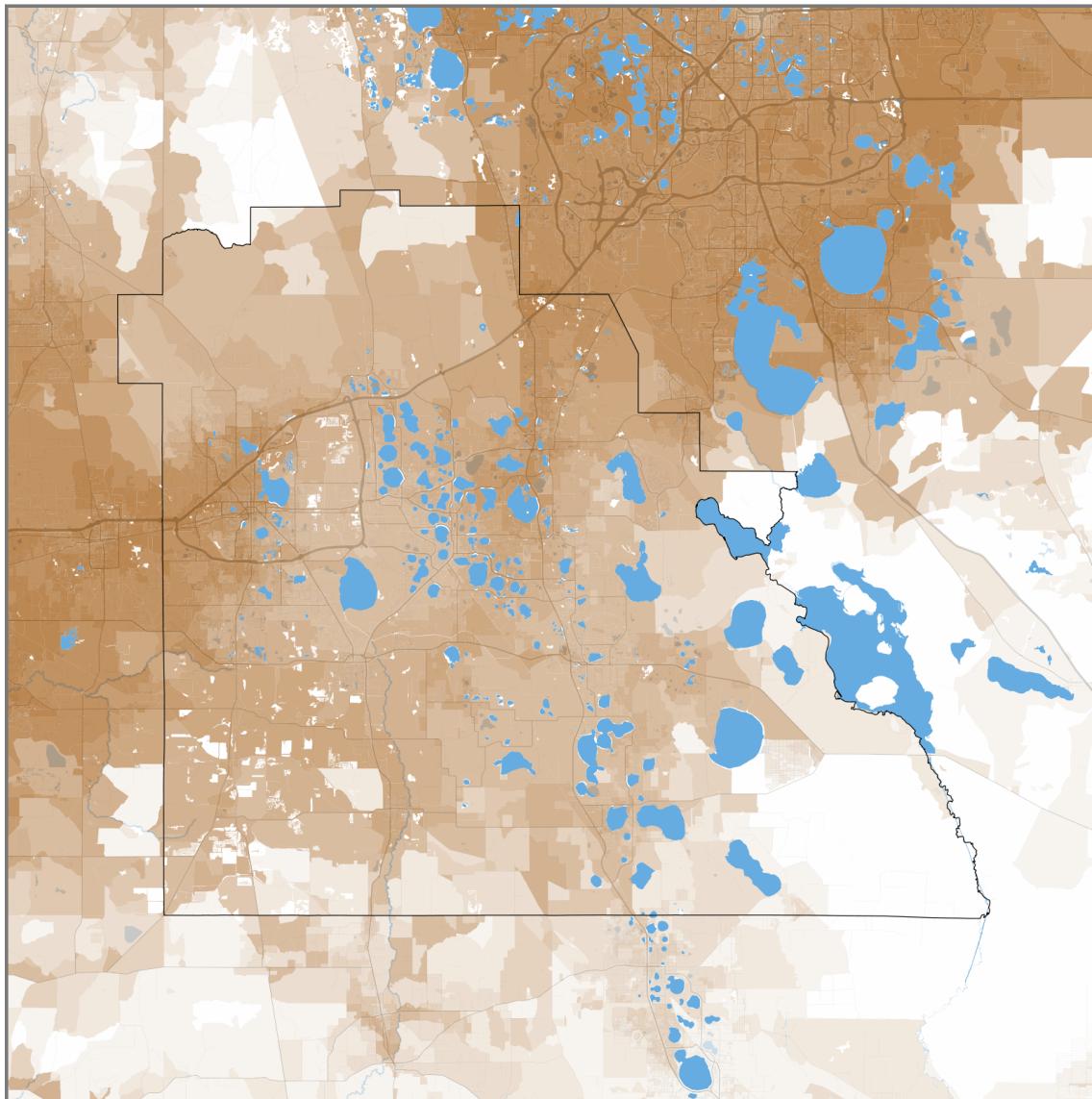
0 - 1,000	
1,000 - 2,500	
2,500 - 5,000	
5,000 - 7,500	
7,500 - 10,000	
10,000 - 25,000	
25,000 - 50,000	
50,000 - 75,000	
75,000 - 100,000	
100,000 - 250,000	
250,000 - 500,000	
500,000 - 750,000	
750,000 - 1,000,000	
1,000,000 - 2,500,000	
2,500,000 - 5,000,000	
5,000,000 - 7,500,000	
7,500,000 - 10,000,000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

State border

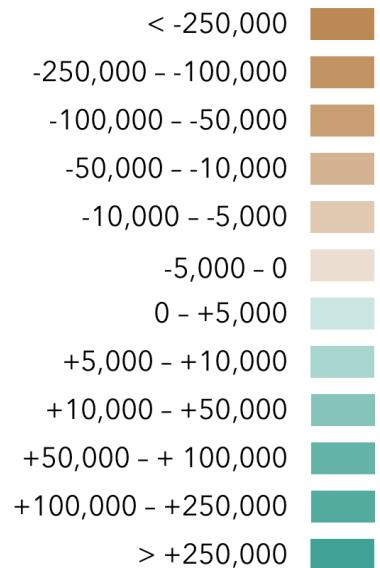
MPO boundary

# Polk County Transportation Planning Organization

76



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



State border —  
MPO boundary —

# River to Sea Transporation Planning Organization

Job Accessibility Results – Auto, 2017

Total Jobs **181,269**

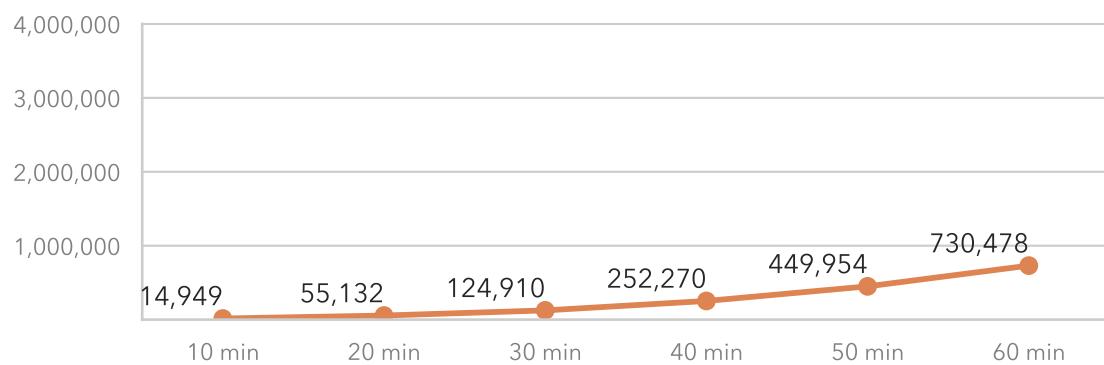
Average Job Density (per mi<sup>2</sup>) **345**

Total Workers **232,927**

Average Worker Density (per mi<sup>2</sup>) **444**

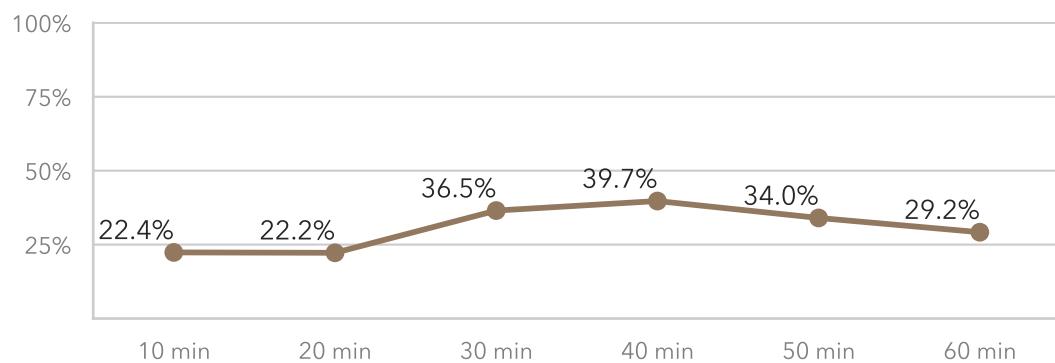
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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

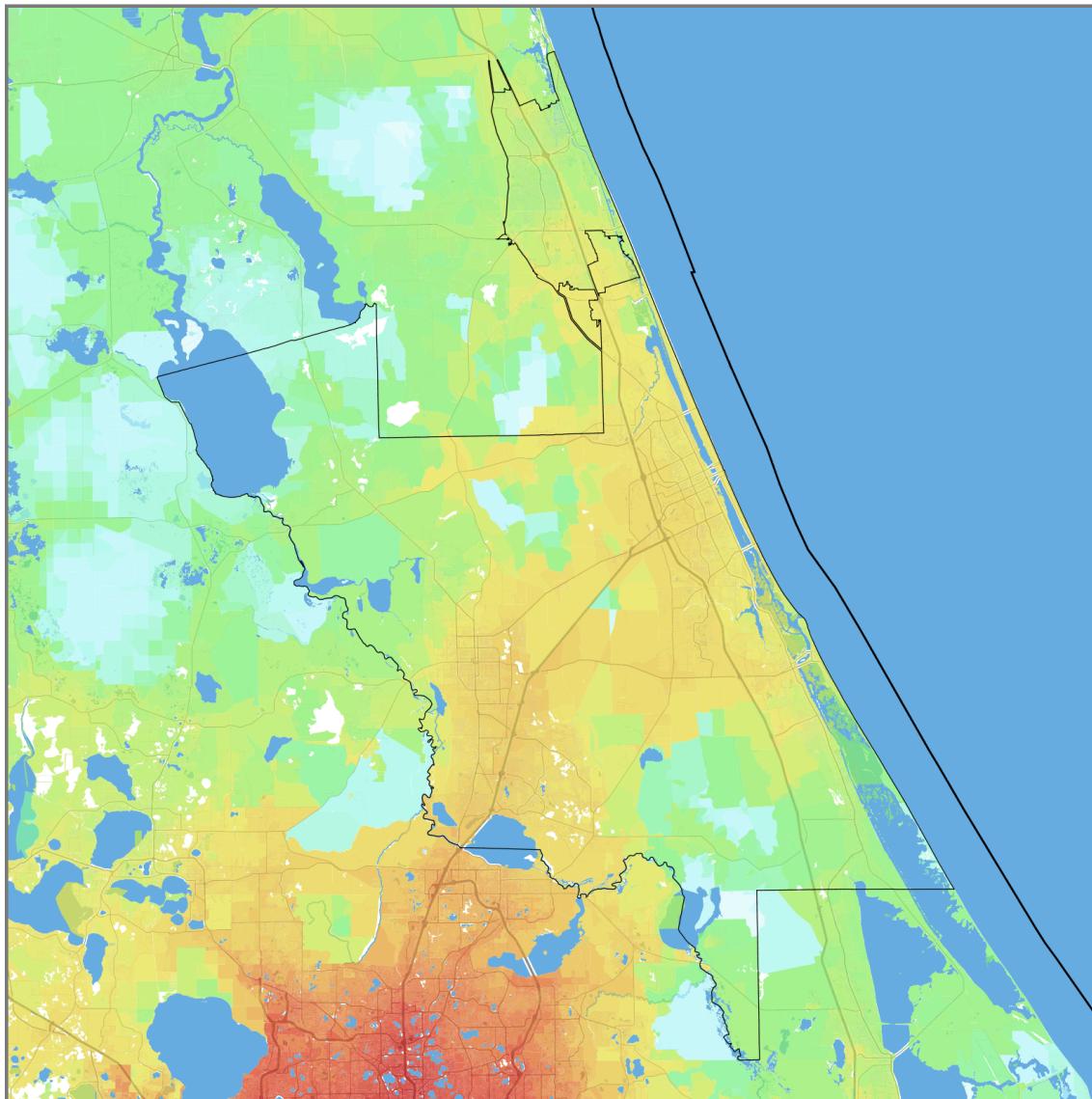


## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# River to Sea Transporation Planning Organization



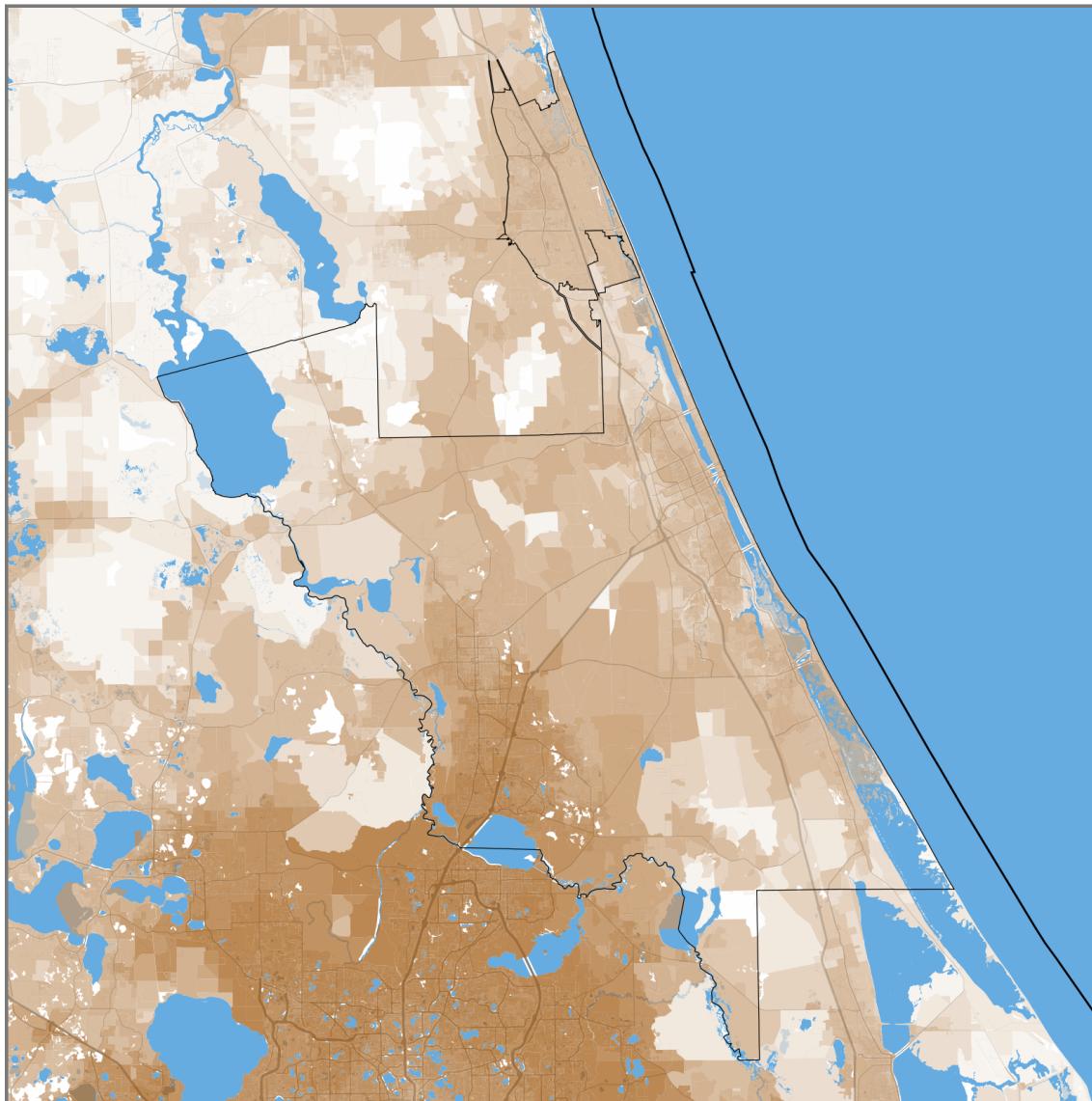
Jobs within 30 minutes  
(Driving, AM peak)

0 - 1,000	Light Blue
1,000 - 2,500	Light Teal
2,500 - 5,000	Medium Teal
5,000 - 7,500	Light Green
7,500 - 10,000	Medium Green
10,000 - 25,000	Dark Green
25,000 - 50,000	Dark Green
50,000 - 75,000	Dark Green
75,000 - 100,000	Dark Green
100,000 - 250,000	Dark Green
250,000 - 500,000	Dark Orange
500,000 - 750,000	Orange
750,000 - 1,000,000	Red
1,000,000 - 2,500,000	Red
2,500,000 - 5,000,000	Dark Purple
5,000,000 - 7,500,000	Dark Purple
7,500,000 - 10,000,000	Pink
10,000,000 +	Light Grey

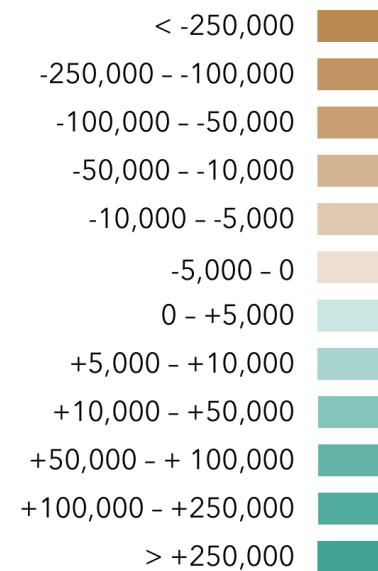
State border

MPO boundary

# River to Sea Transporation Planning Organization



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**

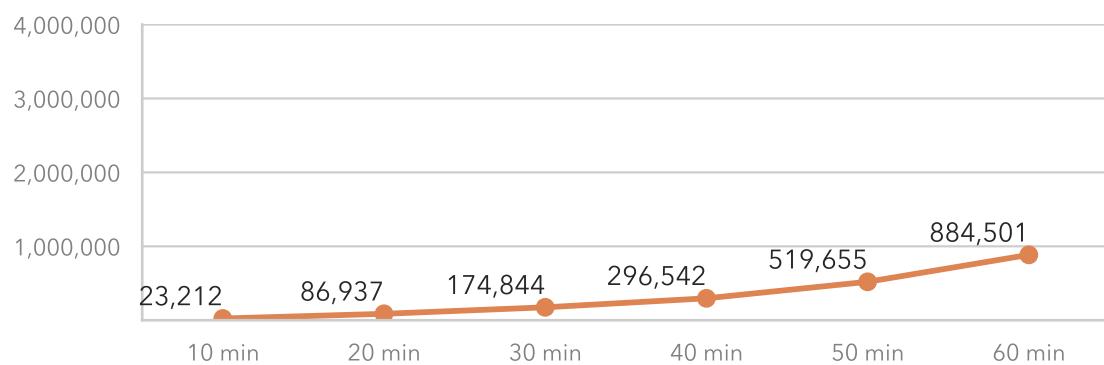
Average Job Density (per mi<sup>2</sup>) **515**

Total Workers **275,942**

Average Worker Density (per mi<sup>2</sup>) **535**

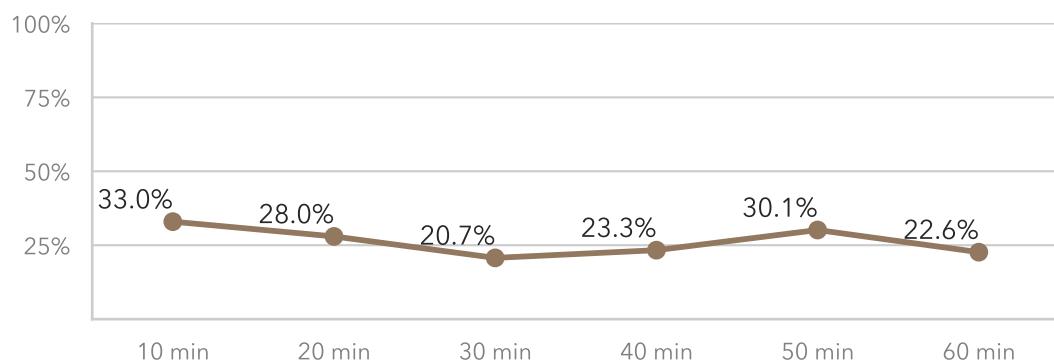
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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

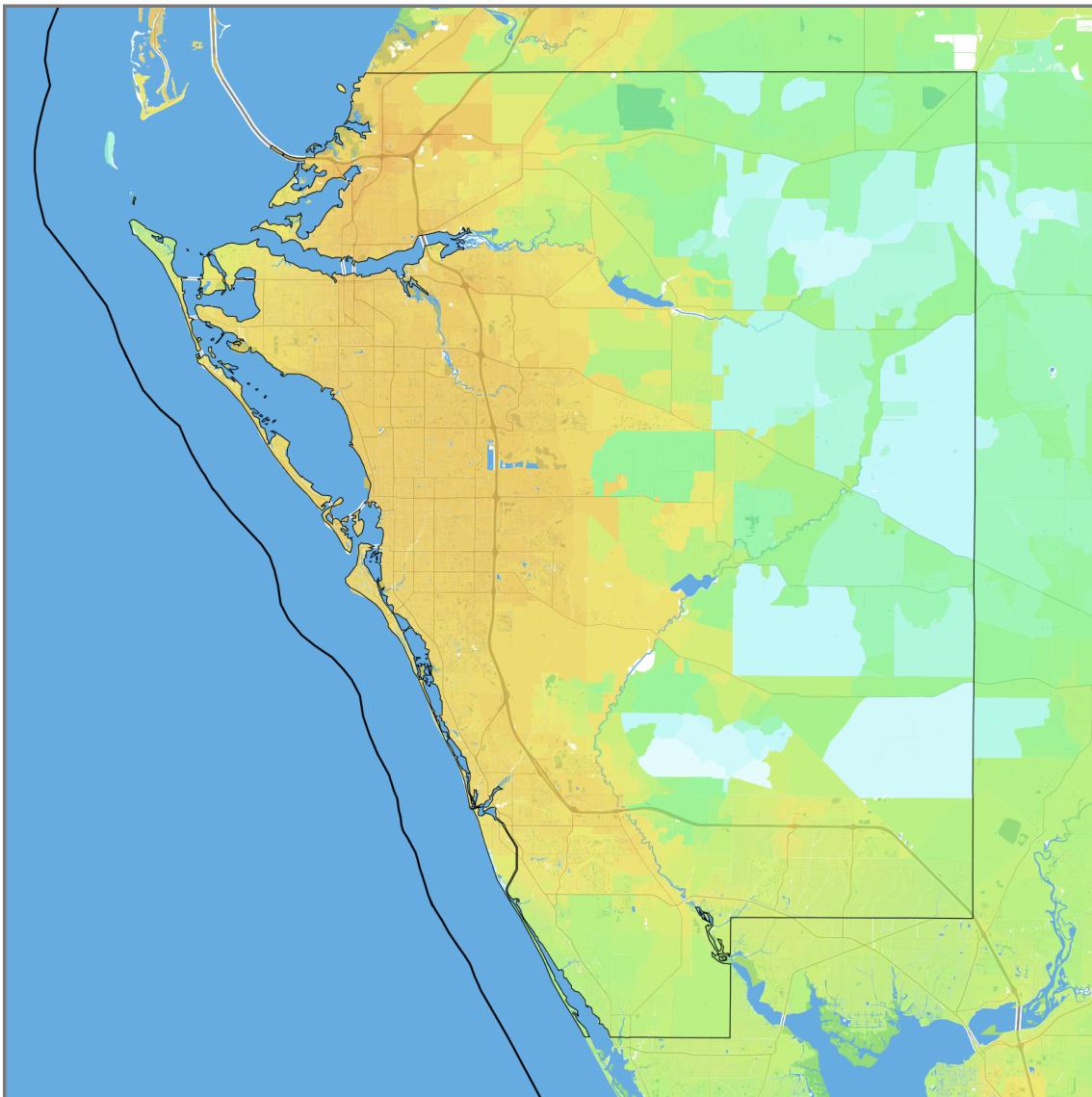


## Average Congestion Impact by Travel Time Threshold (worker-weighted)

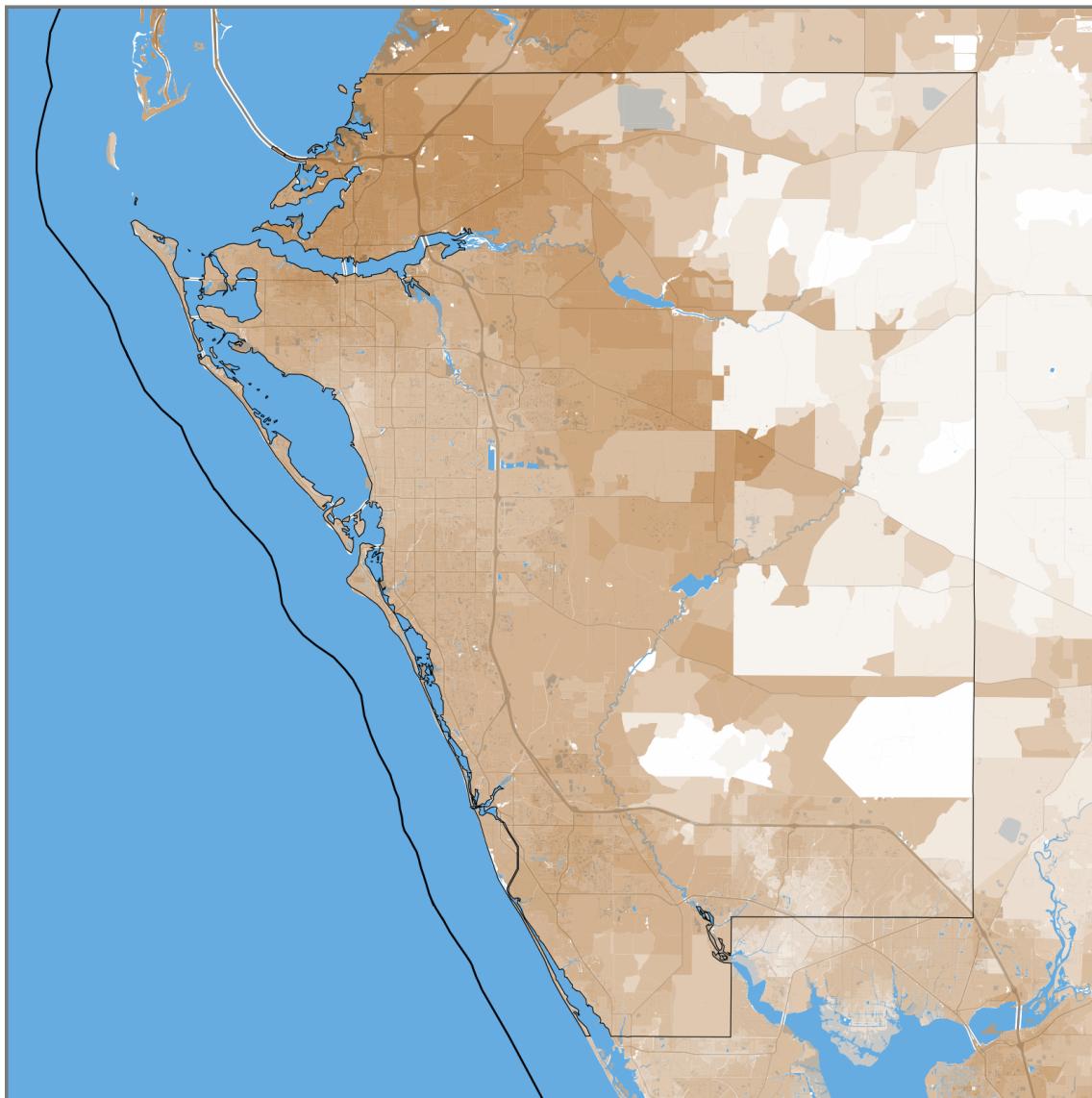
*Higher numbers indicate greater job access loss due to congestion*



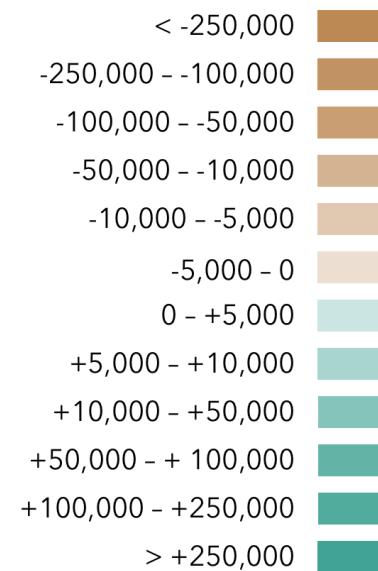
## Sarasota-Manatee MPO



## Sarasota-Manatee MPO



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



State border —  
MPO boundary —

# Space Coast Transportation Planning Organization

Job Accessibility Results – Auto, 2017

Total Jobs **192,211**

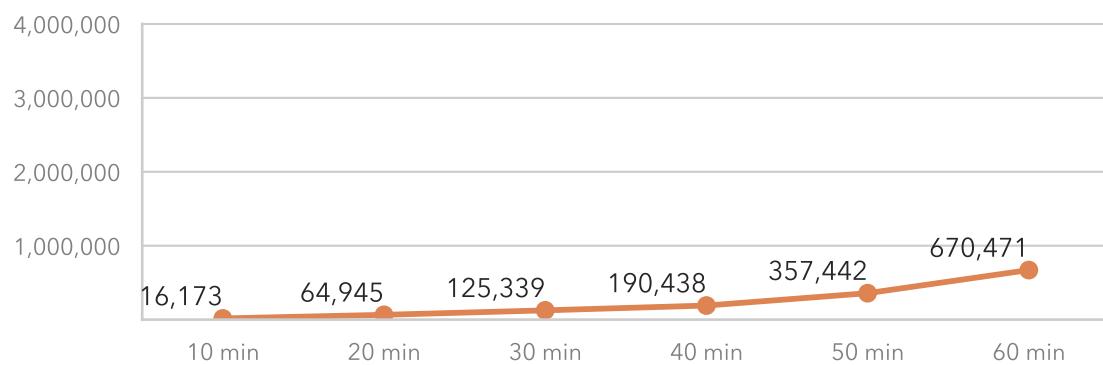
Average Job Density (per mi<sup>2</sup>) **466**

Total Workers **216,418**

Average Worker Density (per mi<sup>2</sup>) **525**

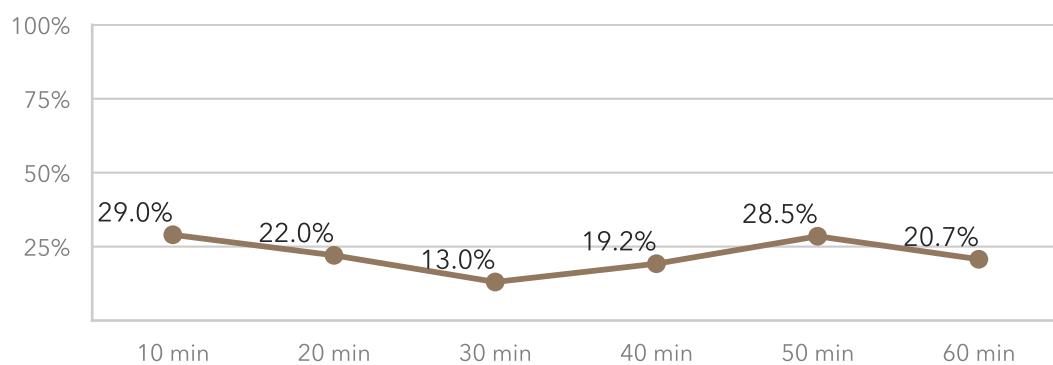
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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



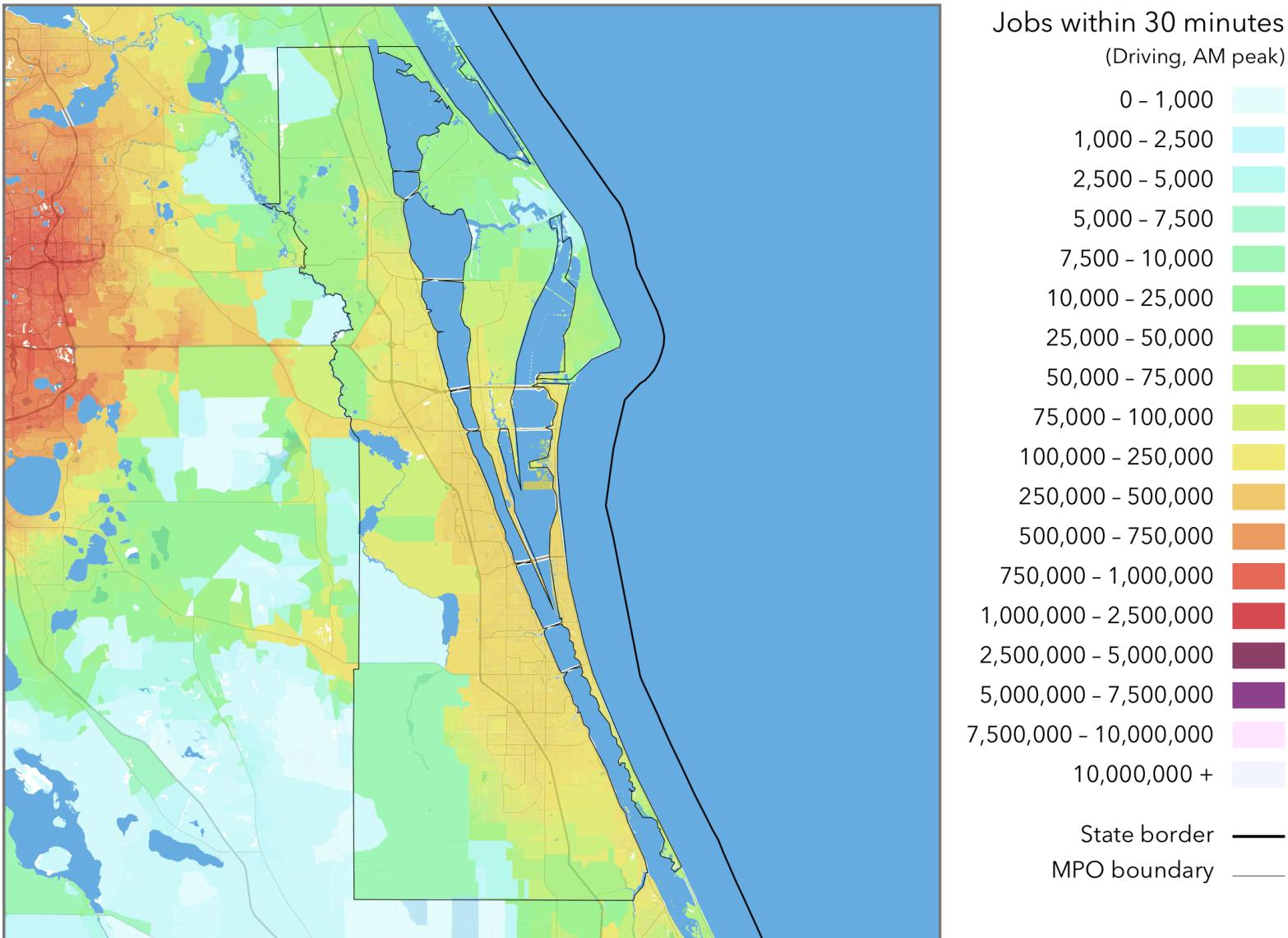
## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



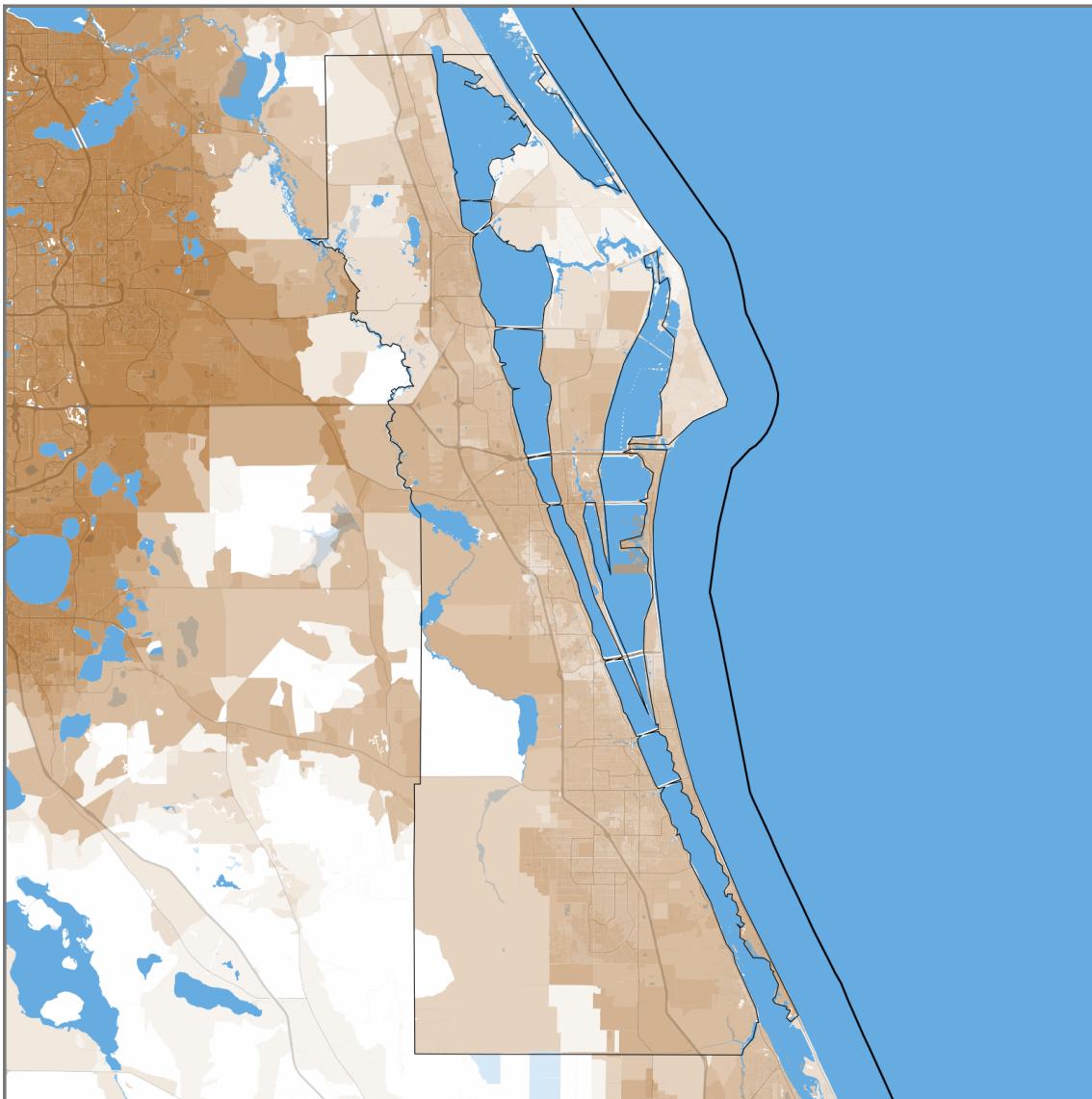
# Space Coast Transportation Planning Organization

84



# Space Coast Transportation Planning Organization

85



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**

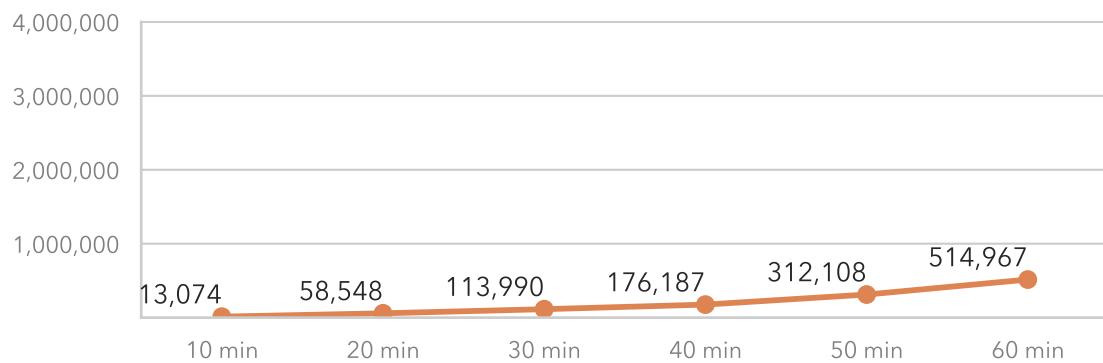
Average Job Density (per mi<sup>2</sup>) **320**

Total Workers **107,190**

Average Worker Density (per mi<sup>2</sup>) **478**

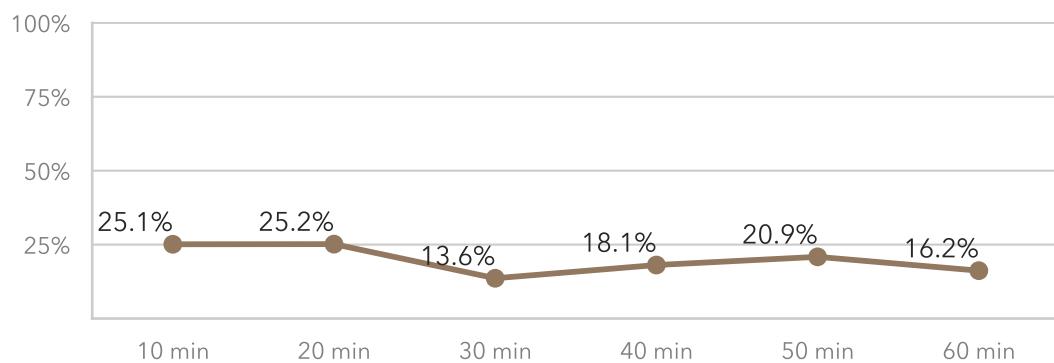
*Job and worker totals are based on LEHD estimates and may not match other sources.*

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

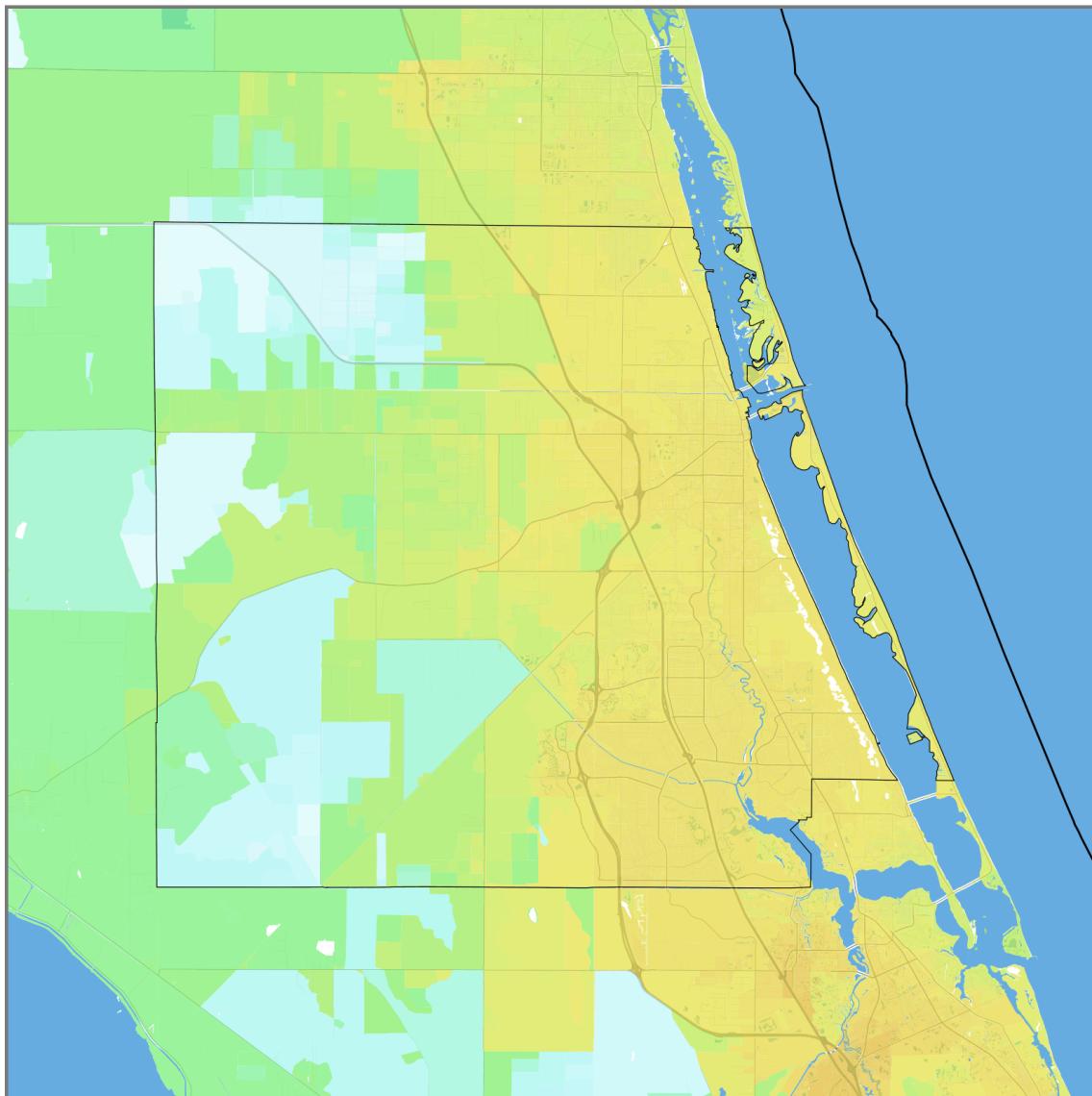


## Average Congestion Impact by Travel Time Threshold (worker-weighted)

*Higher numbers indicate greater job access loss due to congestion*



# St. Lucie Transportation Planning Organization



Jobs within 30 minutes  
(Driving, AM peak)

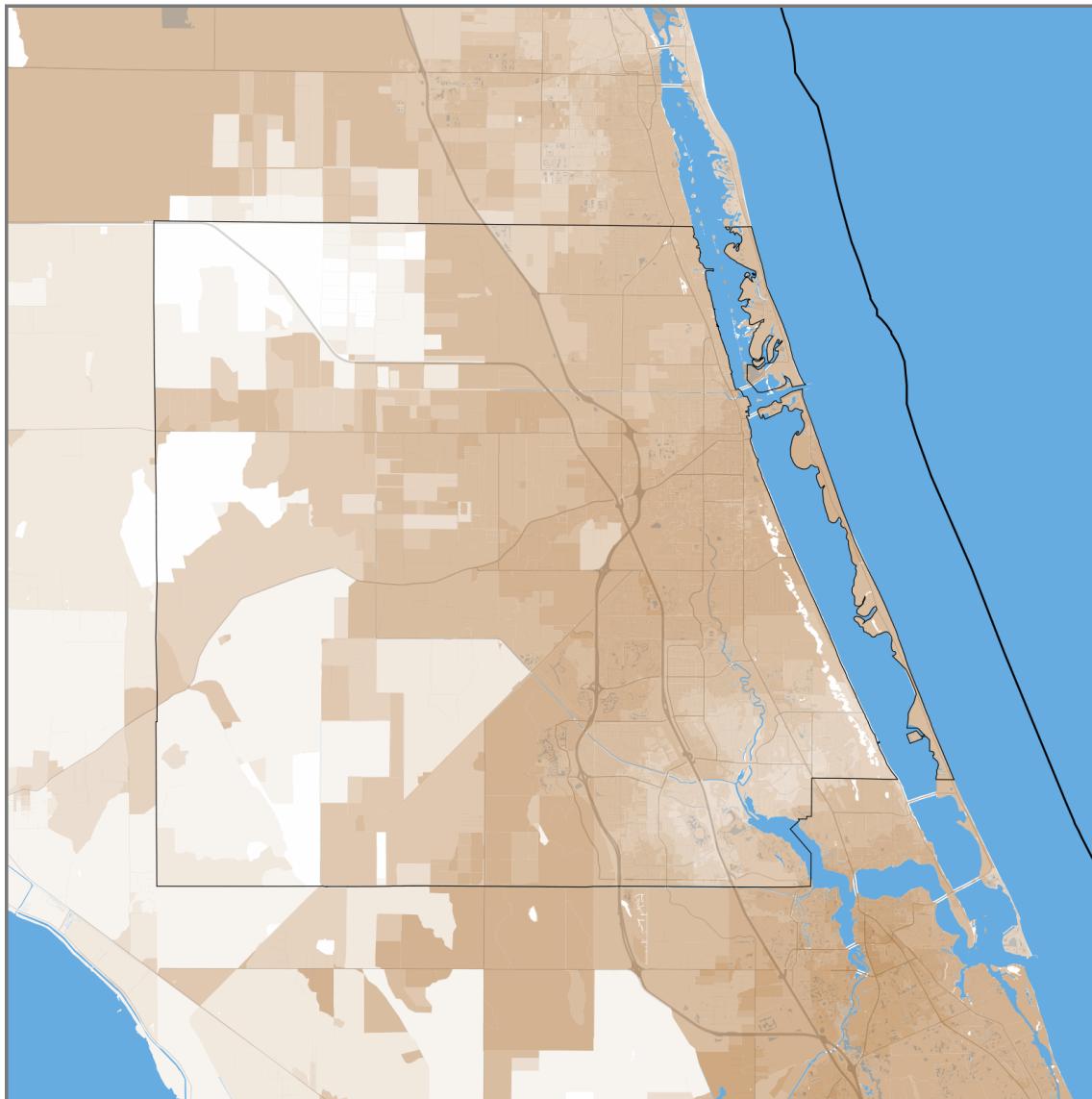
0 - 1,000	
1,000 - 2,500	
2,500 - 5,000	
5,000 - 7,500	
7,500 - 10,000	
10,000 - 25,000	
25,000 - 50,000	
50,000 - 75,000	
75,000 - 100,000	
100,000 - 250,000	
250,000 - 500,000	
500,000 - 750,000	
750,000 - 1,000,000	
1,000,000 - 2,500,000	
2,500,000 - 5,000,000	
5,000,000 - 7,500,000	
7,500,000 - 10,000,000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

State border

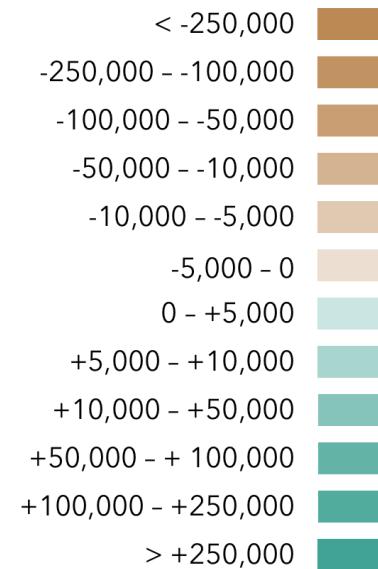
MPO boundary

# St. Lucie Transportation Planning Organization

88



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 2016<sup>1</sup>.

### 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)<sup>2</sup>. 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.

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<sup>1</sup>[http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national\\_transportation\\_atlas\\_database/index.html](http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/index.html)

<sup>2</sup><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.