2018 Auto Accessibility Report: Florida

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

December 30, 2019

ACCESSIBILITY OBSERVATORY

UNIVERSITY OF MINNESOTA
Driven to Discover℠

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Contents

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 2018 Methodology*, describes the methodology and data sources in greater detail.

2 Accessibility Evaluation Results
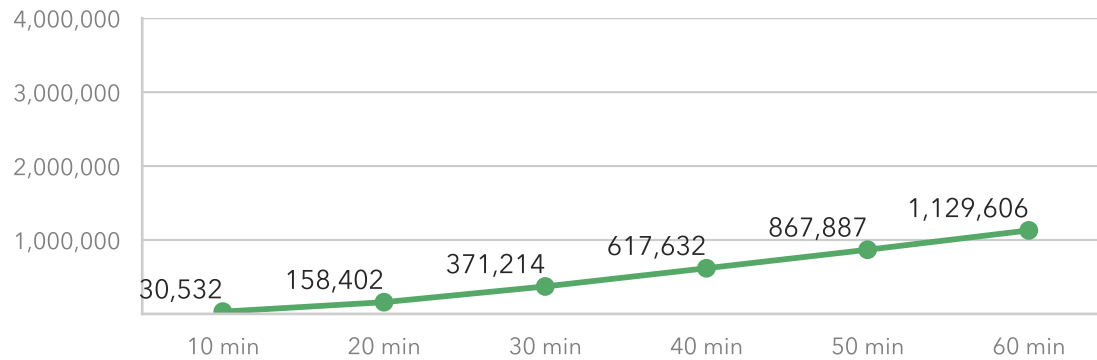
2.1 Statewide Accessibility

Florida

Job Accessibility Results – Auto, 2018

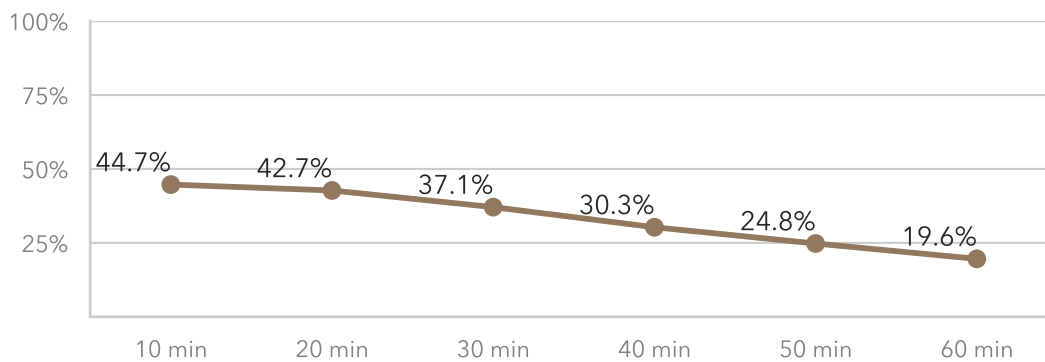|	
Total Jobs	**8,260,338**
Average Job Density (per mi^2)	**154**
Total Workers	**8,261,223**
Average Worker Density (per mi^2)	**154**

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

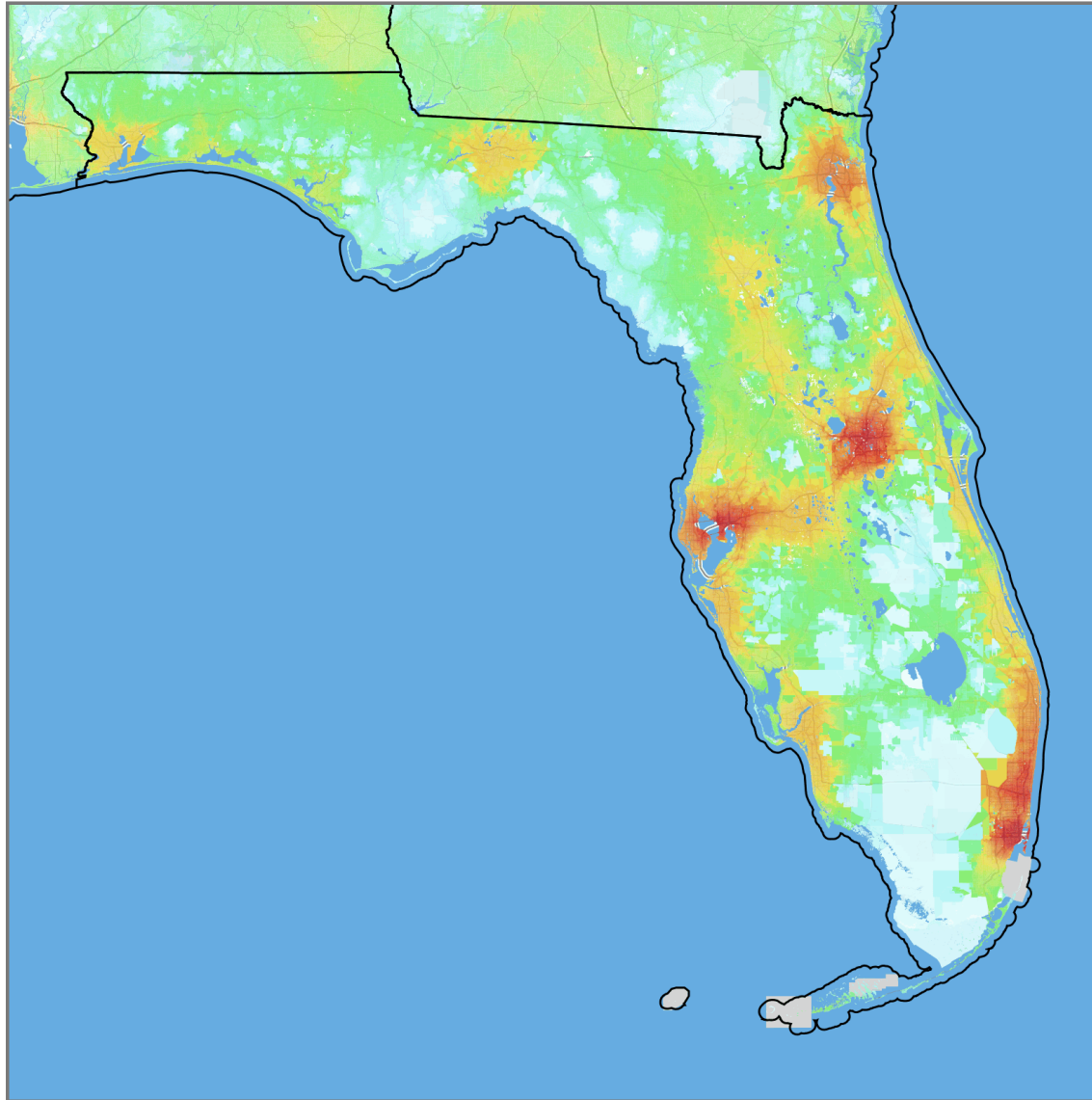### Average Job Accessibility by Travel Time Threshold (worker-weighted)

Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

2

Florida

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 ———

3
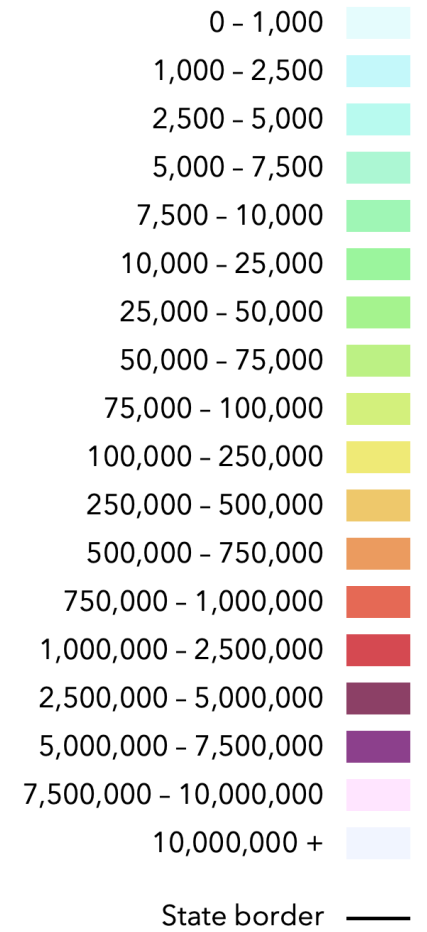
Florida

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 ———

4
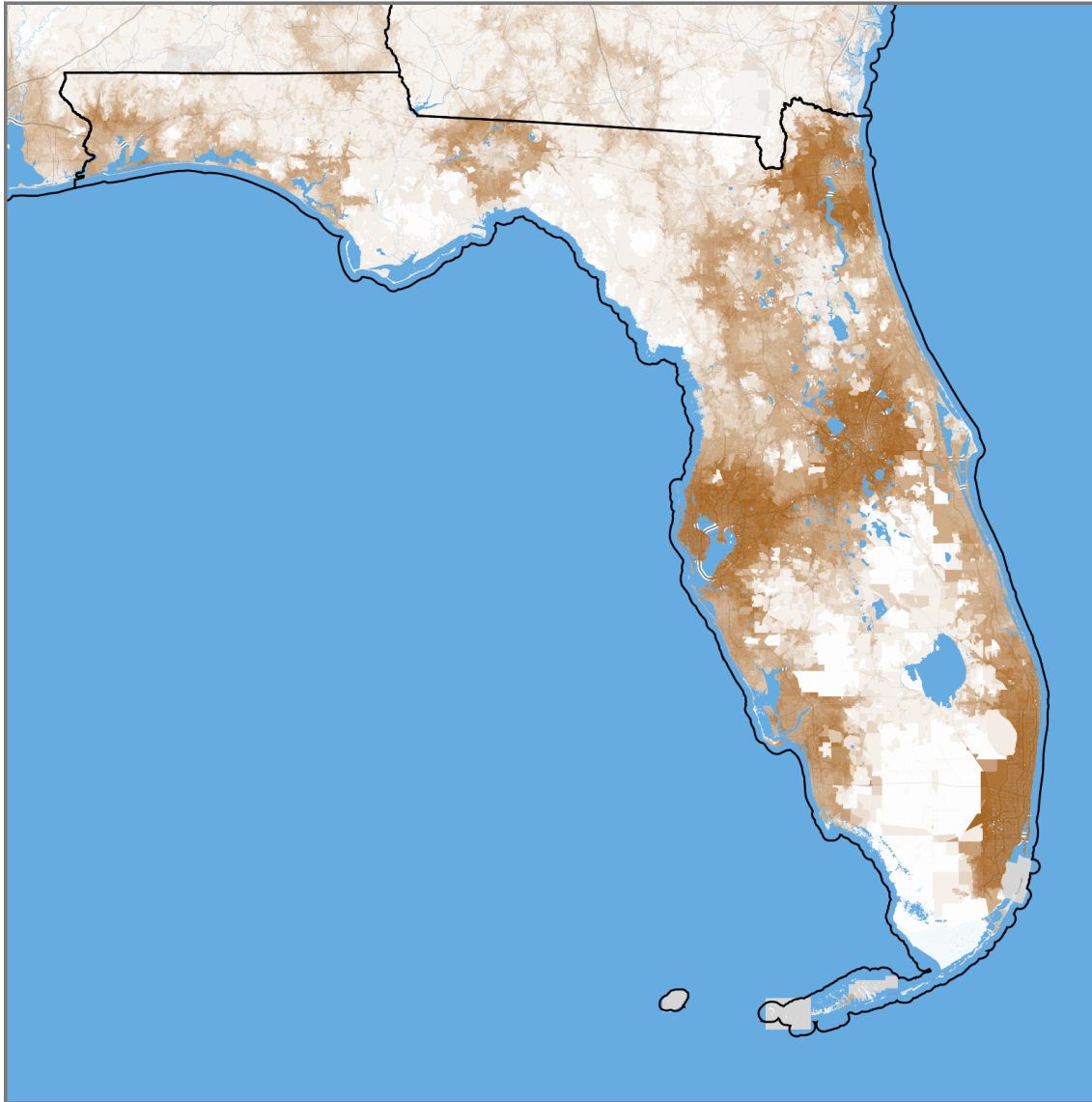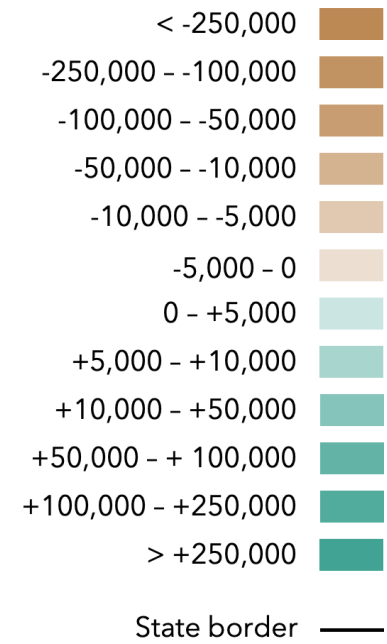
2.2 Accessibility in Metropolitan Areas

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	15,029	43,693	64,157	76,252	87,002	107,480
Broward MPO	45,263	246,188	620,882	987,032	1,368,329	1,879,990
Capital Region Transportation Planning Agency	25,542	87,682	135,377	168,260	194,614	217,759
Charlotte-Punta Gorda MPO	11,974	35,116	65,463	148,706	294,988	469,619
Collier MPO	16,585	72,555	125,613	203,205	297,330	360,654
Florida-Alabama Transportation Planning Organization	19,953	72,010	123,354	162,421	208,665	294,484
Forward Pinellas	54,670	224,579	471,819	827,795	1,133,545	1,363,357
Gainesville MTPO	25,329	85,605	116,128	149,700	224,099	270,352
Heartland Regional TPO	4,469	10,325	20,604	45,753	105,922	219,699
Hernando/Citrus MPO	6,959	27,321	58,613	124,071	274,701	561,469
Hillsborough MPO	43,118	224,256	534,442	911,569	1,237,733	1,501,293
Indian River County MPO	12,715	40,479	84,064	151,757	245,092	334,233
Lake-Sumter MPO	10,095	37,402	111,090	370,358	758,984	1,200,837
Lee County MPO	18,353	82,285	173,240	256,475	335,670	402,413
METROPLAN Orlando	33,431	217,933	578,182	927,903	1,188,011	1,421,754
Martin MPO	15,942	57,134	129,706	287,248	484,036	643,281
Miami-Dade TPO	46,190	264,591	618,837	1,045,895	1,428,792	1,702,182
North Florida Transportation Planning Organization	26,527	150,749	324,493	468,199	576,219	656,942
Ocala - Marion County Tranportation Planning Organization	11,670	46,373	90,778	147,348	231,458	347,824
Okaloosa-Walton Transportation Planning Organization	12,642	30,857	56,790	84,020	126,792	186,811
Palm Beach MPO	34,891	179,415	401,441	672,219	971,905	1,297,557
Pasco County MPO	11,357	44,174	128,754	359,629	737,064	1,156,224
Polk County Transportation Planning Organization	17,348	80,513	175,925	352,791	694,435	1,210,109
River to Sea Transporation Planning Organization	15,050	57,054	131,937	261,681	466,740	774,318
Sarasota-Manatee MPO	22,941	89,359	183,606	317,333	563,914	955,141
Space Coast Transportation Planning Organization	15,870	63,991	123,777	196,852	375,292	718,969
St. Lucie Transportation Planning Organization	13,013	59,536	119,648	184,119	333,527	553,227

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

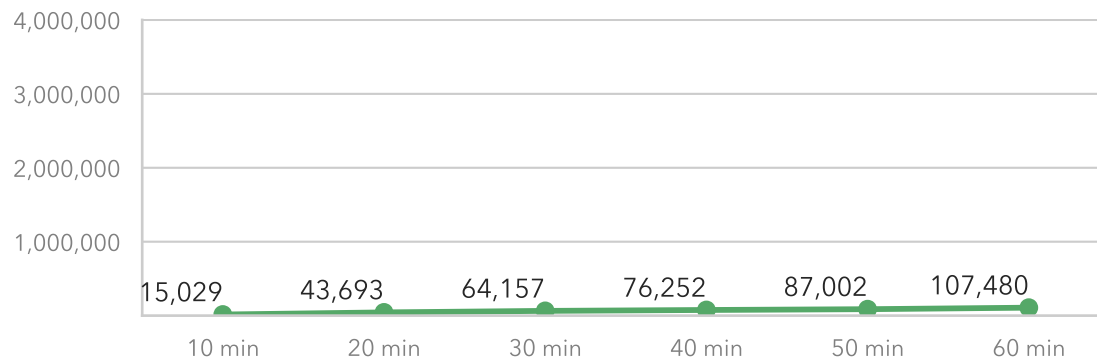| MPO	10 min	20 min	30 min	40 min	50 min	60 min
Bay County Transportation Planning Organization	34.44%	19.61%	9.51%	5.00%	9.01%	13.87%
Broward MPO	54.51%	59.76%	55.60%	51.22%	40.86%	22.72%
Capital Region Transportation Planning Agency	36.73%	19.39%	8.78%	5.36%	3.71%	3.46%
Charlotte-Punta Gorda MPO	22.24%	15.23%	29.07%	33.49%	26.64%	19.76%
Collier MPO	39.29%	23.01%	21.88%	24.85%	13.98%	6.77%
Florida-Alabama Transportation Planning Organization	32.96%	22.91%	14.25%	10.51%	13.96%	16.68%
Forward Pinellas	41.74%	43.59%	45.49%	29.31%	19.31%	14.60%
Gainesville MTPO	42.24%	18.18%	4.17%	16.14%	9.00%	10.97%
Heartland Regional TPO	14.49%	10.16%	17.17%	29.02%	31.50%	31.15%
Hernando/Citrus MPO	17.62%	15.70%	22.49%	42.40%	51.72%	39.09%
Hillsborough MPO	54.62%	50.37%	40.02%	26.93%	18.35%	15.20%
Indian River County MPO	28.15%	22.38%	20.77%	22.60%	15.91%	16.12%
Lake-Sumter MPO	22.21%	26.17%	52.24%	40.81%	27.70%	18.28%
Lee County MPO	41.27%	39.59%	26.80%	22.02%	15.96%	9.61%
METROPLAN Orlando	53.56%	50.07%	33.84%	18.32%	11.48%	10.91%
Martin MPO	33.90%	22.96%	31.30%	27.95%	20.46%	23.93%
Miami-Dade TPO	68.71%	65.64%	53.60%	39.23%	27.49%	21.58%
North Florida Transportation Planning Organization	49.49%	41.83%	26.26%	15.56%	8.87%	5.44%
Ocala - Marion County Tranportation Planning Organization	31.21%	22.62%	15.30%	16.28%	17.34%	19.79%
Okaloosa-Walton Transportation Planning Organization	19.22%	15.75%	13.83%	13.12%	19.16%	19.24%
Palm Beach MPO	46.88%	42.64%	38.86%	35.04%	36.26%	36.26%
Pasco County MPO	31.98%	51.51%	67.86%	60.09%	40.99%	22.16%
Polk County Transportation Planning Organization	31.67%	28.80%	38.53%	50.46%	48.29%	40.25%
River to Sea Transporation Planning Organization	27.55%	26.66%	41.02%	42.55%	39.00%	31.73%
Sarasota-Manatee MPO	39.22%	31.80%	24.16%	28.47%	34.02%	24.13%
Space Coast Transportation Planning Organization	34.67%	25.25%	15.69%	23.39%	31.96%	23.20%
St. Lucie Transportation Planning Organization	32.45%	31.27%	16.45%	22.31%	24.74%	19.97%

Bay County Transportation Planning Organization

Job Accessibility Results – Auto, 2018

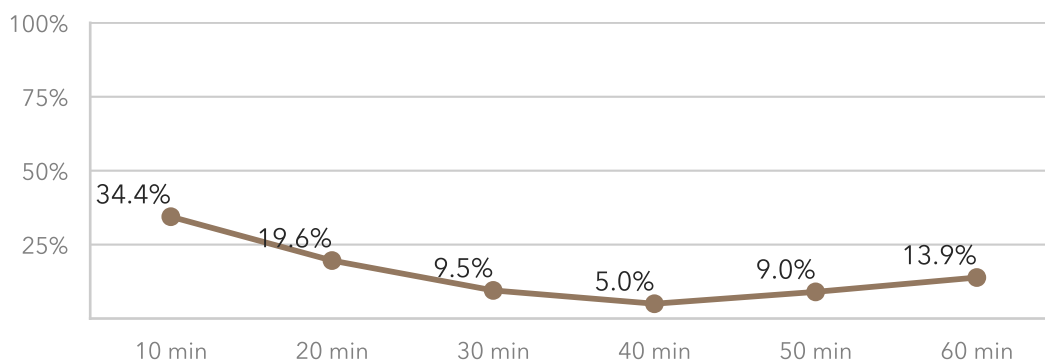|	
Total Jobs	**75,869**
Average Job Density (per mi^2)	**189**
Total Workers	**71,688**
Average Worker Density (per mi^2)	**179**

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

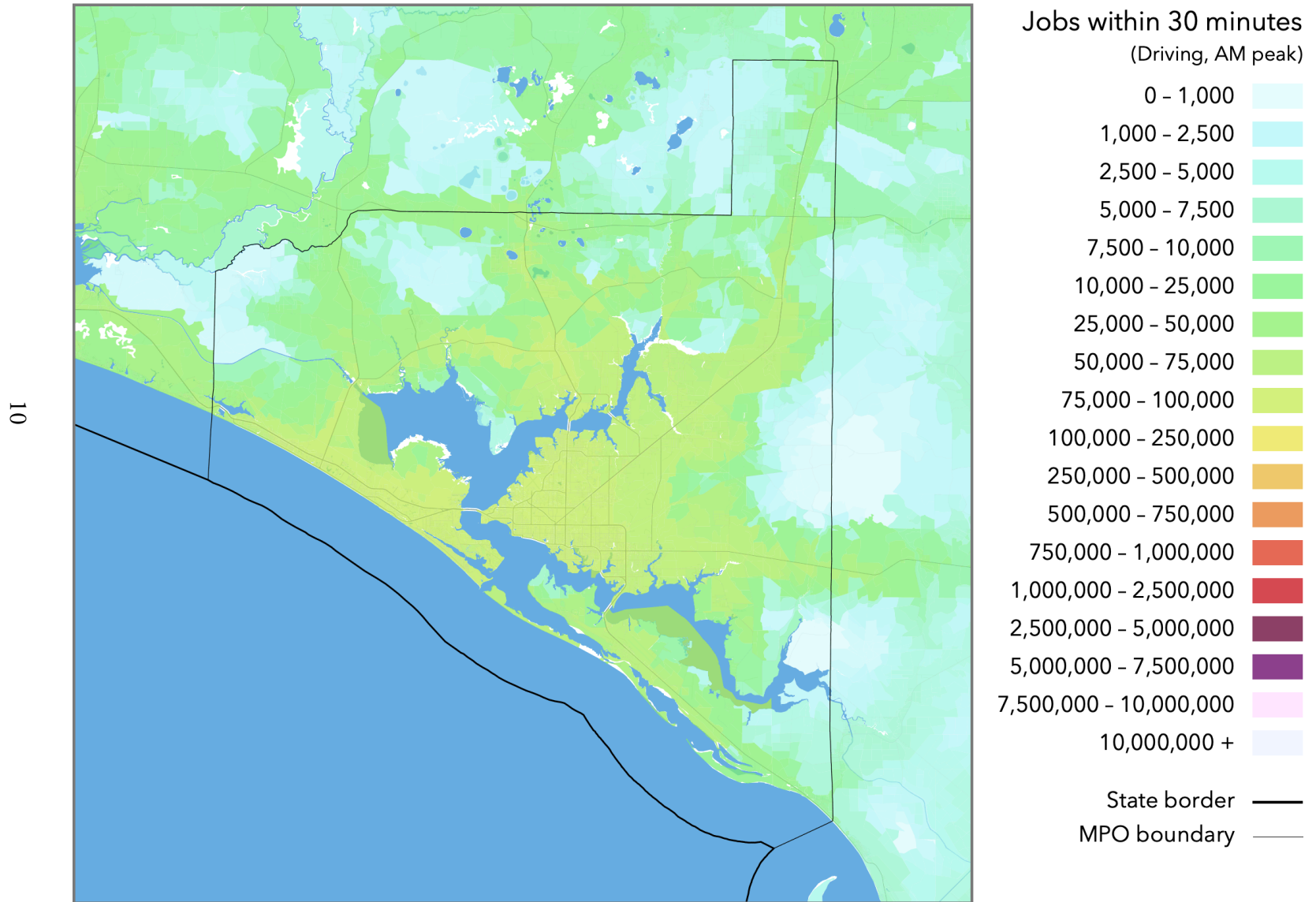## Average Job Accessibility by Travel Time Threshold (worker-weighted)

10 min	20 min	30 min	40 min	50 min	60 min
15,029	43,693	64,157	76,252	87,002	107,480

Average Congestion Impact by Travel Time Threshold (worker-weighted)
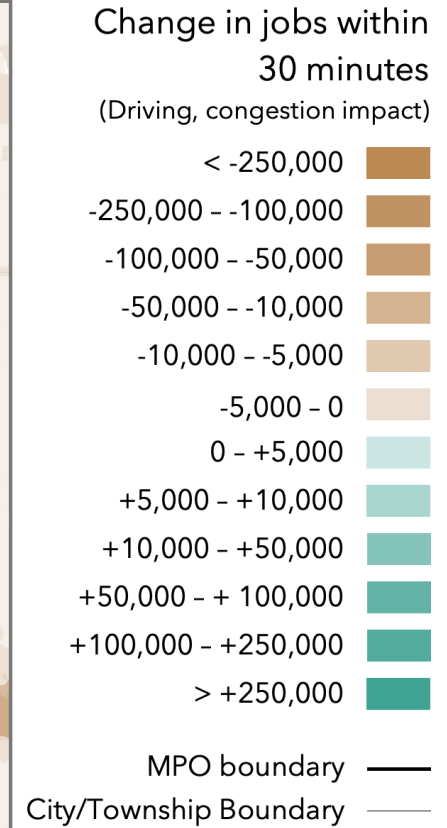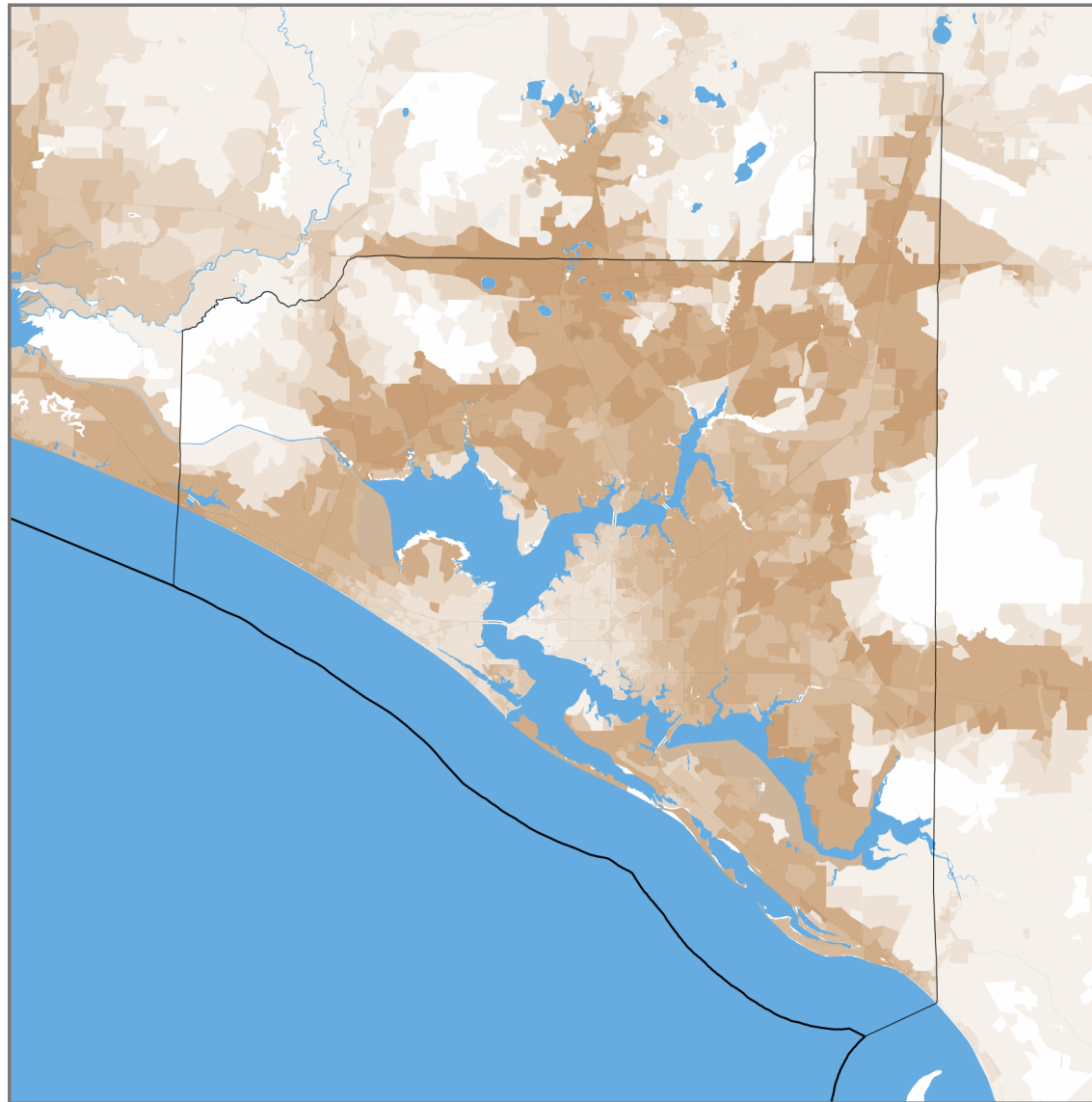*Higher numbers indicate greater job access loss due to congestion*

10 min	20 min	30 min	40 min	50 min	60 min
34.4%	19.6%	9.5%	5.0%	9.0%	13.9%

9

Bay County 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 ——————

Bay County Transportation Planning Organization

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

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	

MPO boundary ———

City/Township Boundary ———

Broward MPO

Job Accessibility Results — Auto, 2018

Total Jobs	**811,917**
Average Job Density (per mi^2)	**1,716**
Total Workers	**830,985**
Average Worker Density (per mi^2)	**1,756**

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

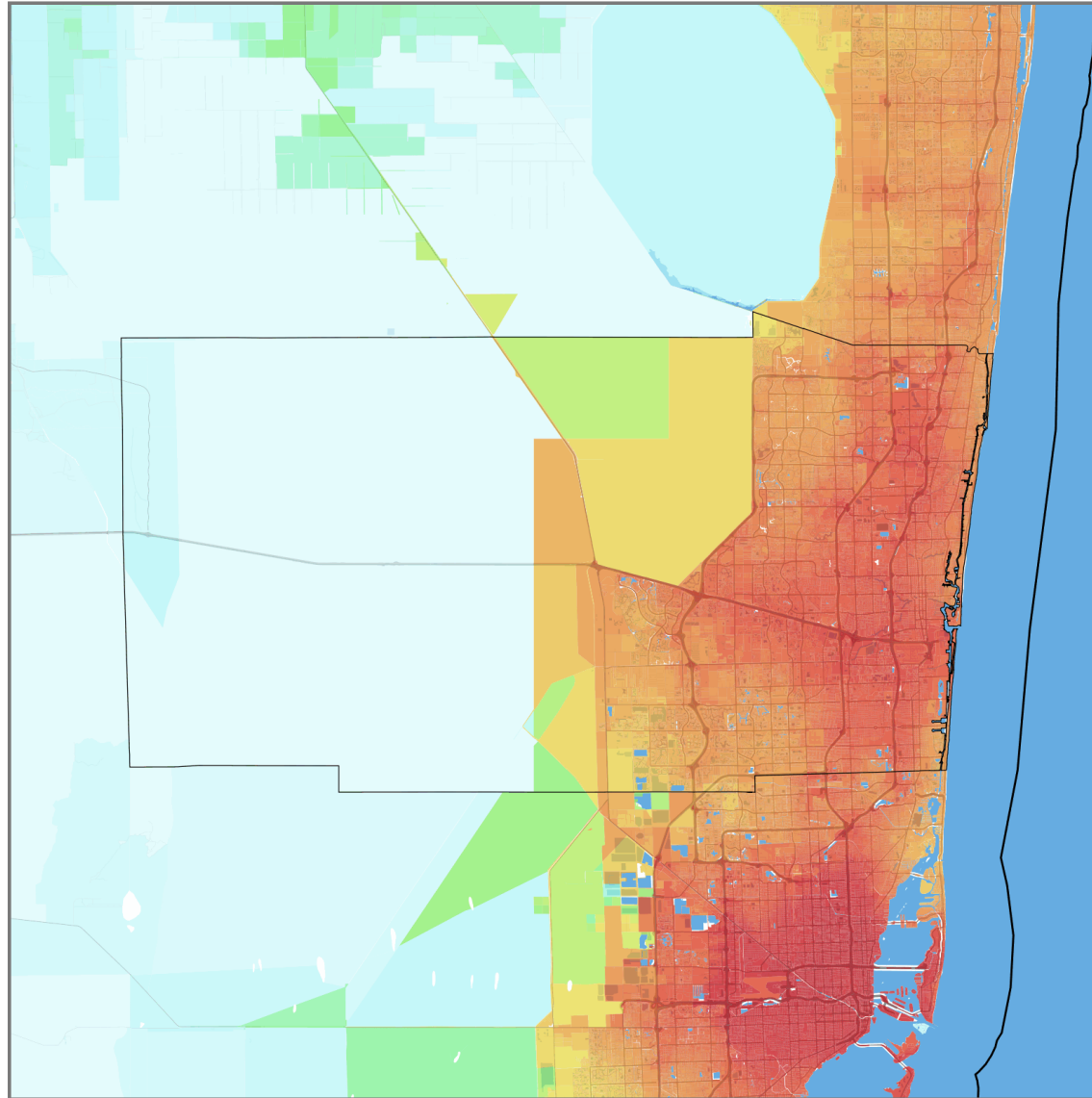## Average Job Accessibility by Travel Time Threshold (worker-weighted)

	10 min	20 min	30 min	40 min	50 min	60 min
	45,263	246,188	620,882	987,032	1,368,329	1,879,990

Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

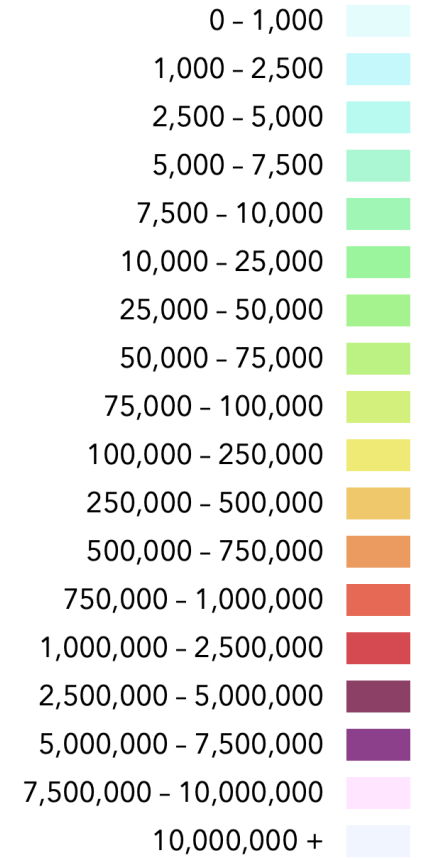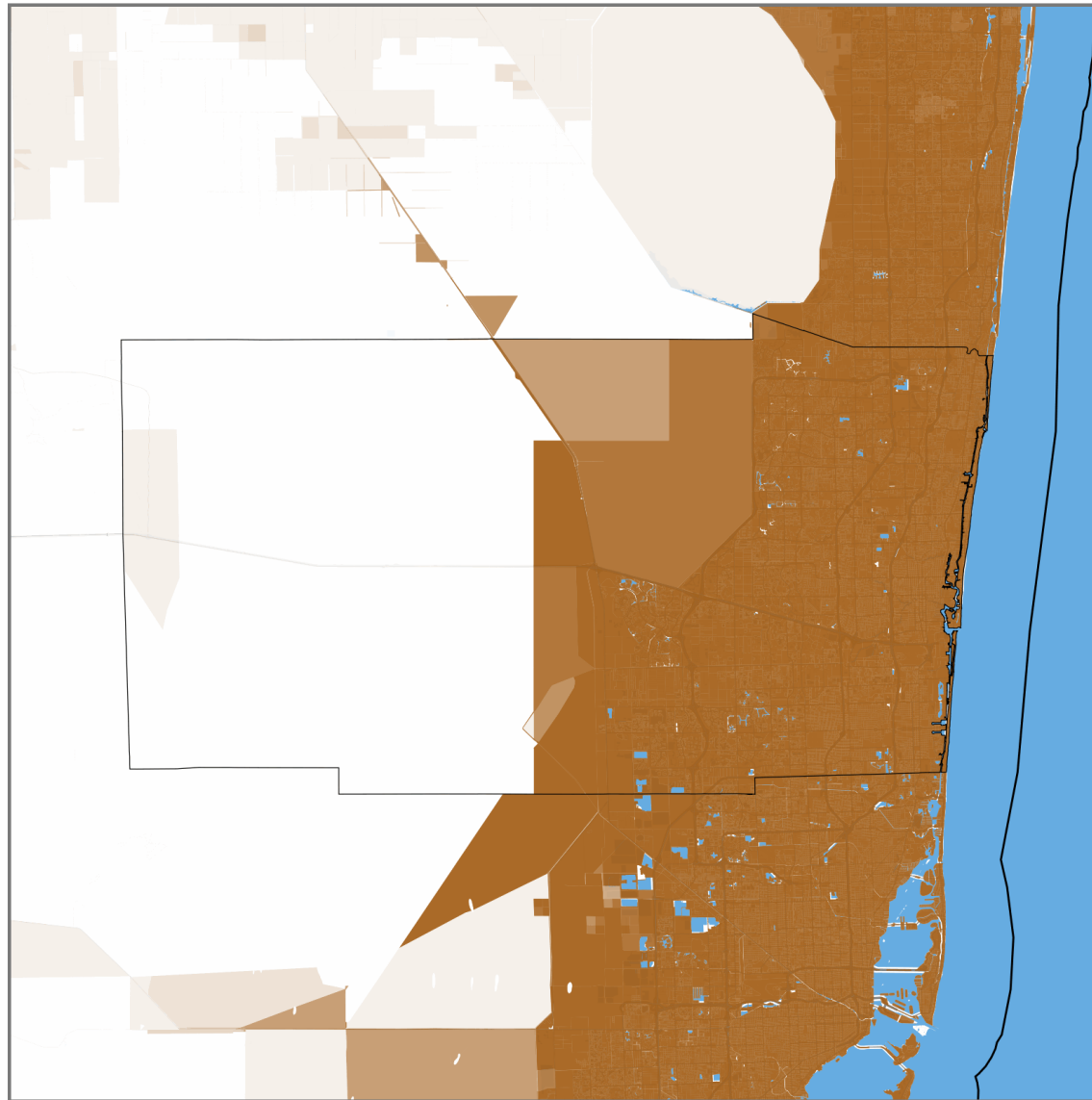|	10 min	20 min	30 min	40 min	50 min	60 min
	54.5%	59.8%	55.6%	51.2%	40.9%	22.7%

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 ⎯⎯⎯

13
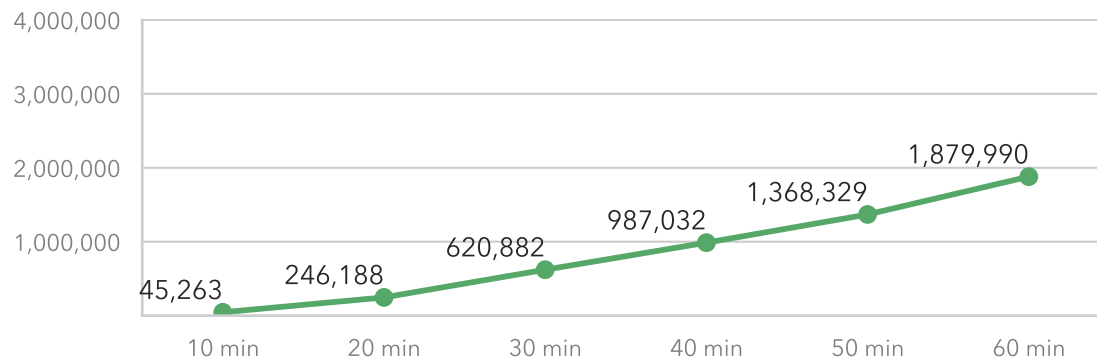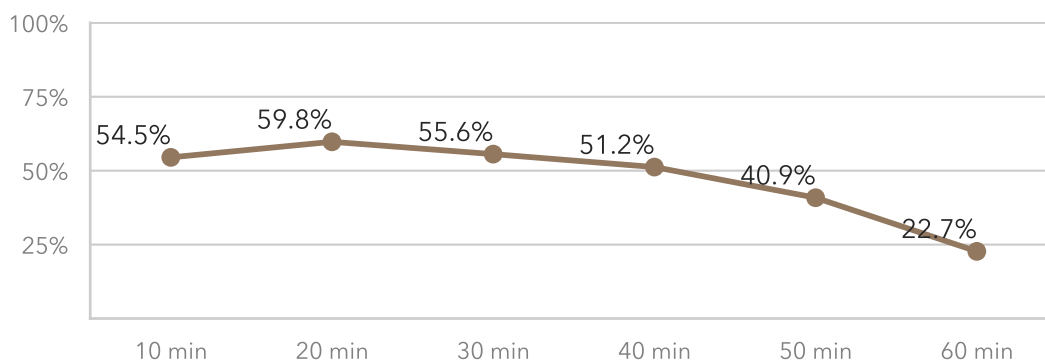
Broward MPO

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

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	
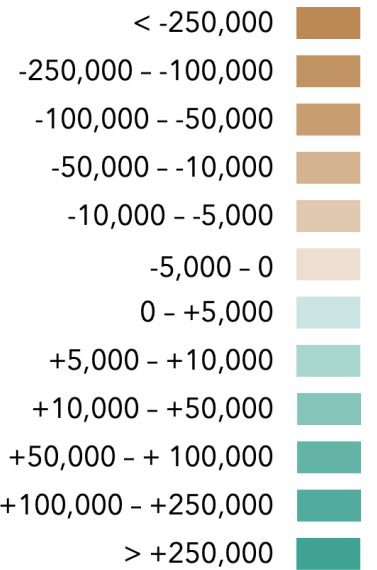
MPO boundary ——

City/Township Boundary ——

Capital Region Transportation Planning Agency
Job Accessibility Results – Auto, 2018

Total Jobs	**174,899**
Average Job Density (per mi^2)	**183**
Total Workers	**154,416**
Average Worker Density (per mi^2)	**162**

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

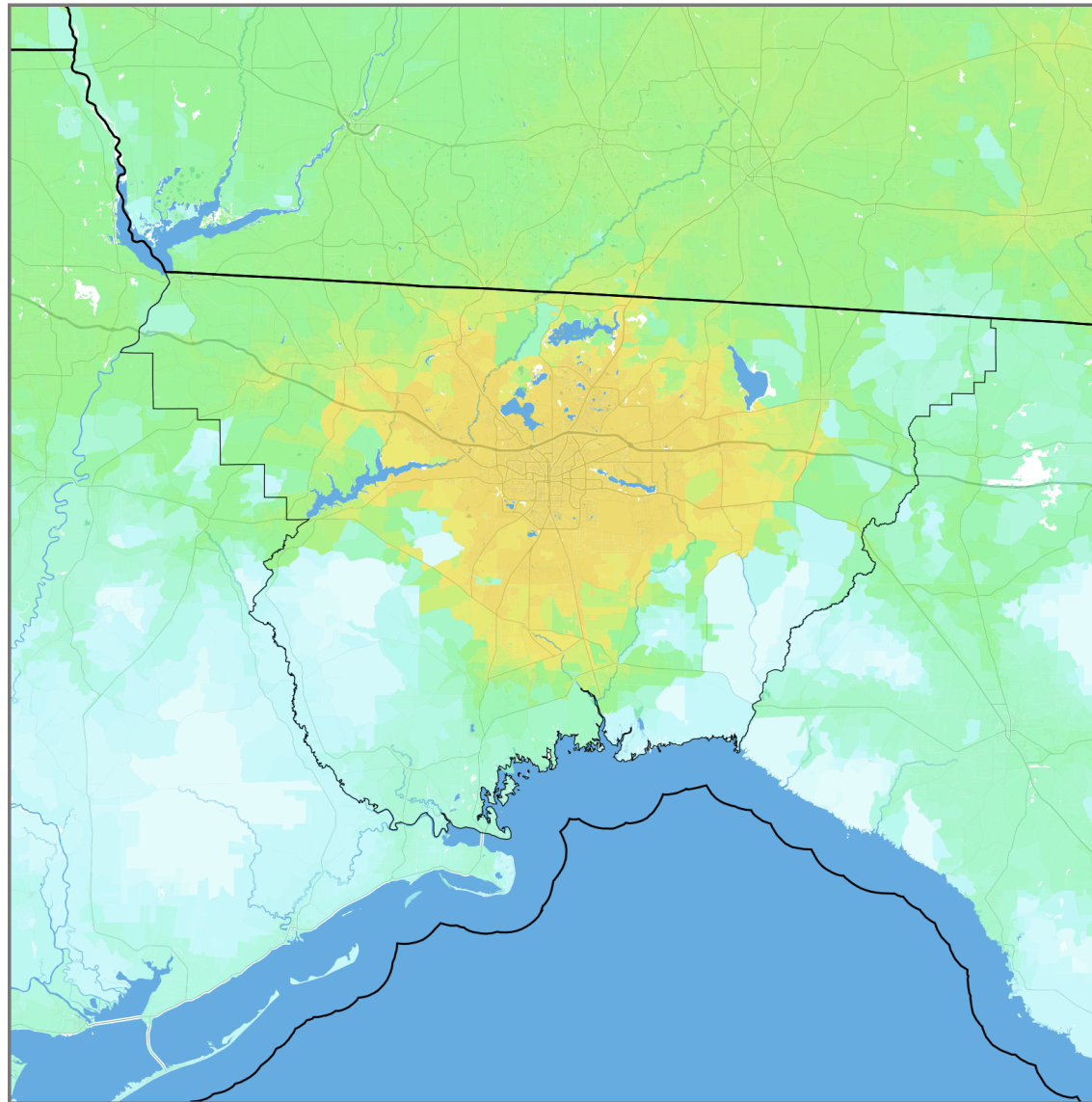## Average Job Accessibility by Travel Time Threshold (worker-weighted)

10 min	20 min	30 min	40 min	50 min	60 min
25,542	87,682	135,377	168,260	194,614	217,759

Average Congestion Impact by Travel Time Threshold (worker-weighted)
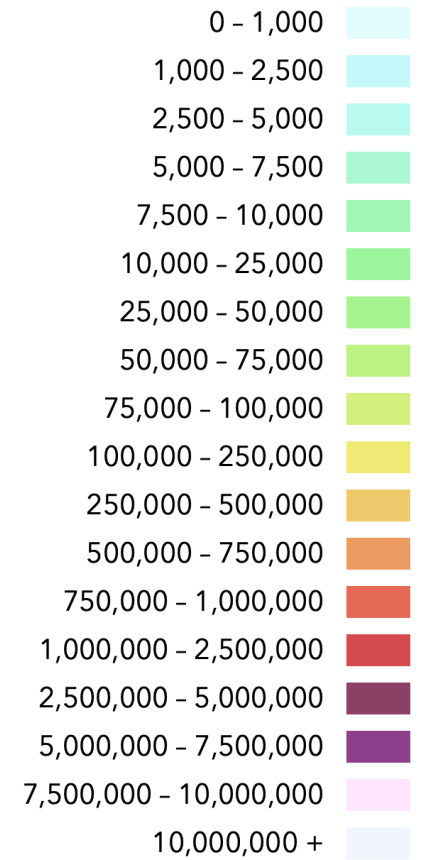*Higher numbers indicate greater job access loss due to congestion*

10 min	20 min	30 min	40 min	50 min	60 min
36.7%	19.4%	8.8%	5.4%	3.7%	3.5%

15

Capital Region Transportation Planning Agency

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 +	
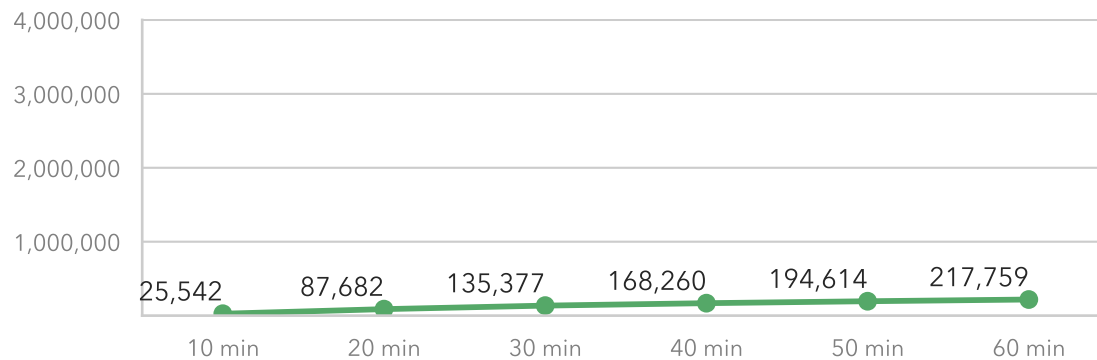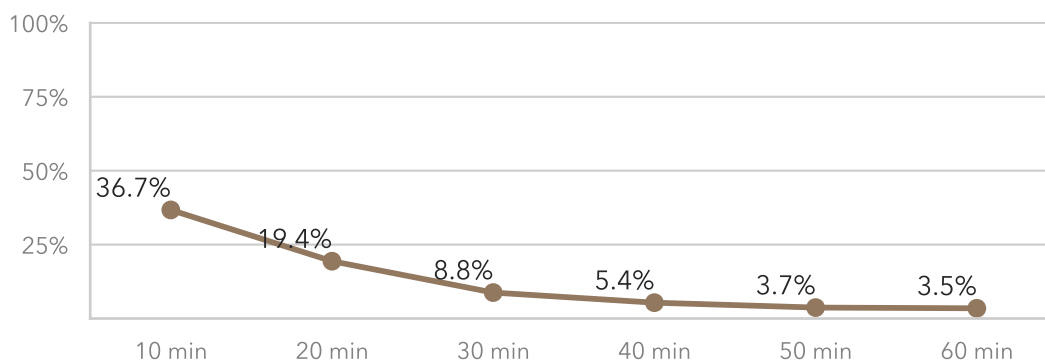
State border ———
MPO boundary ———

Capital Region Transportation Planning Agency
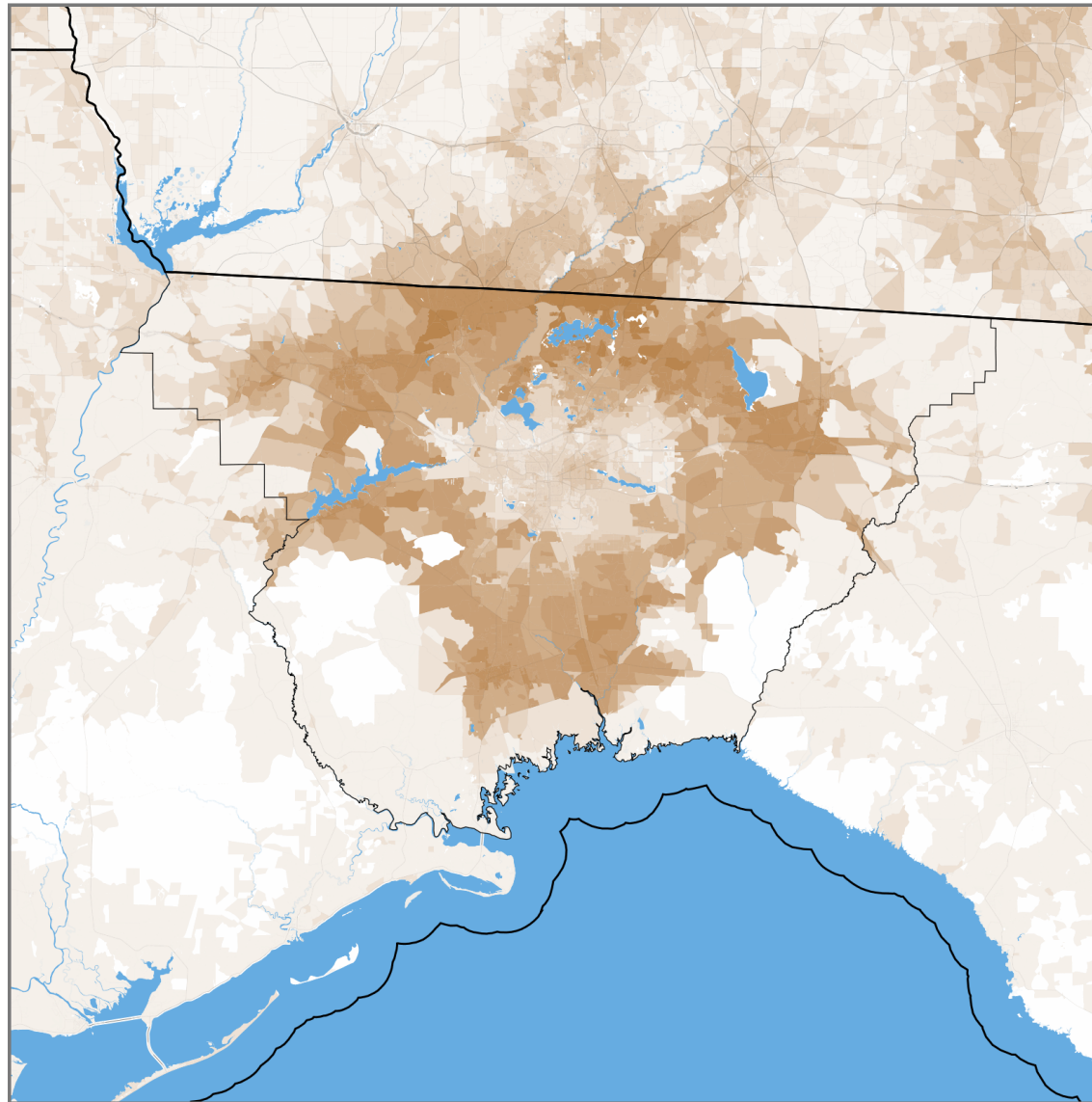
Change in jobs within 30 minutes

(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	
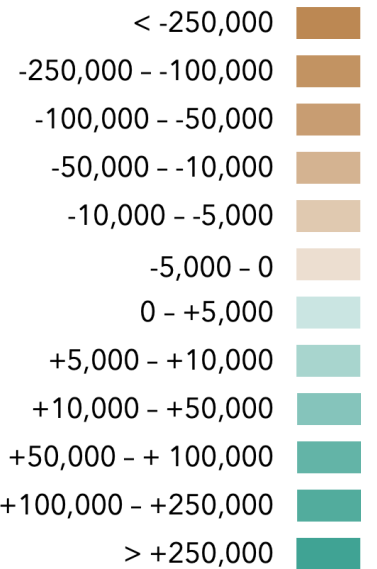
MPO boundary ⎯⎯⎯

City/Township Boundary ⎯⎯⎯

Charlotte-Punta Gorda MPO

Job Accessibility Results — Auto, 2018

Total Jobs	**47,823**
Average Job Density (per mi^2)	**172**
Total Workers	**55,411**
Average Worker Density (per mi^2)	**200**

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

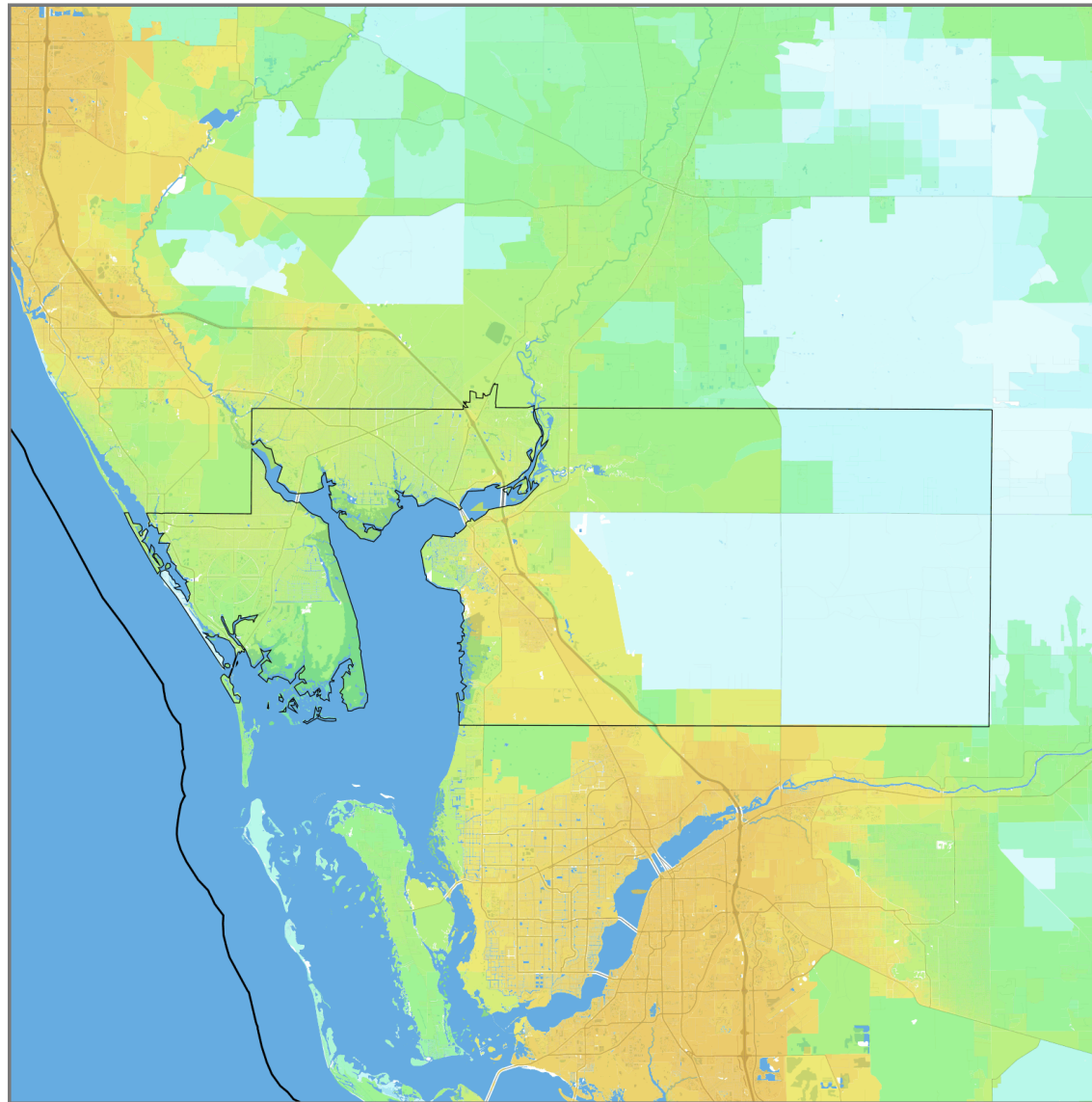## Average Job Accessibility by Travel Time Threshold (worker-weighted)
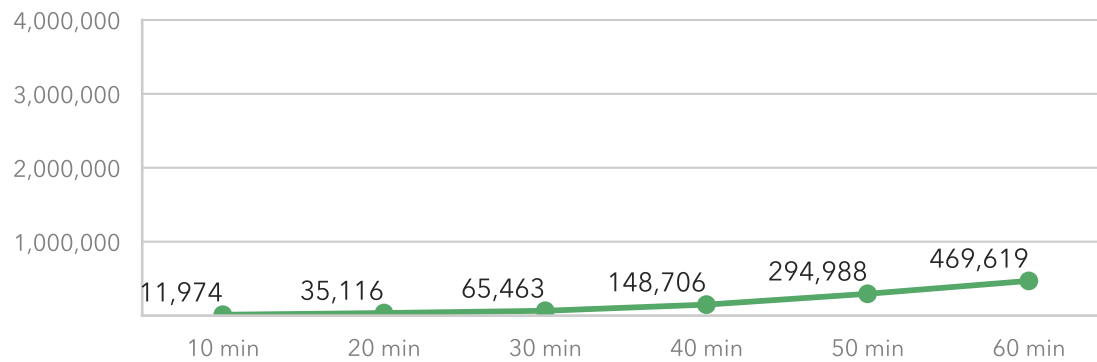
Average Congestion Impact by Travel Time Threshold (worker-weighted)
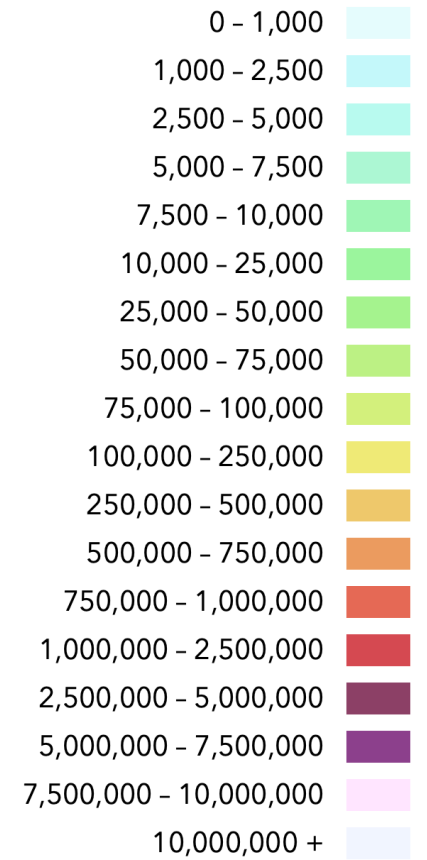*Higher numbers indicate greater job access loss due to congestion*
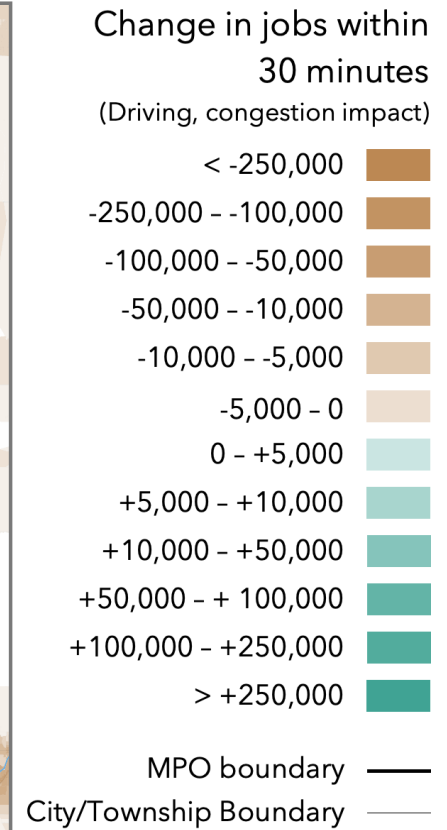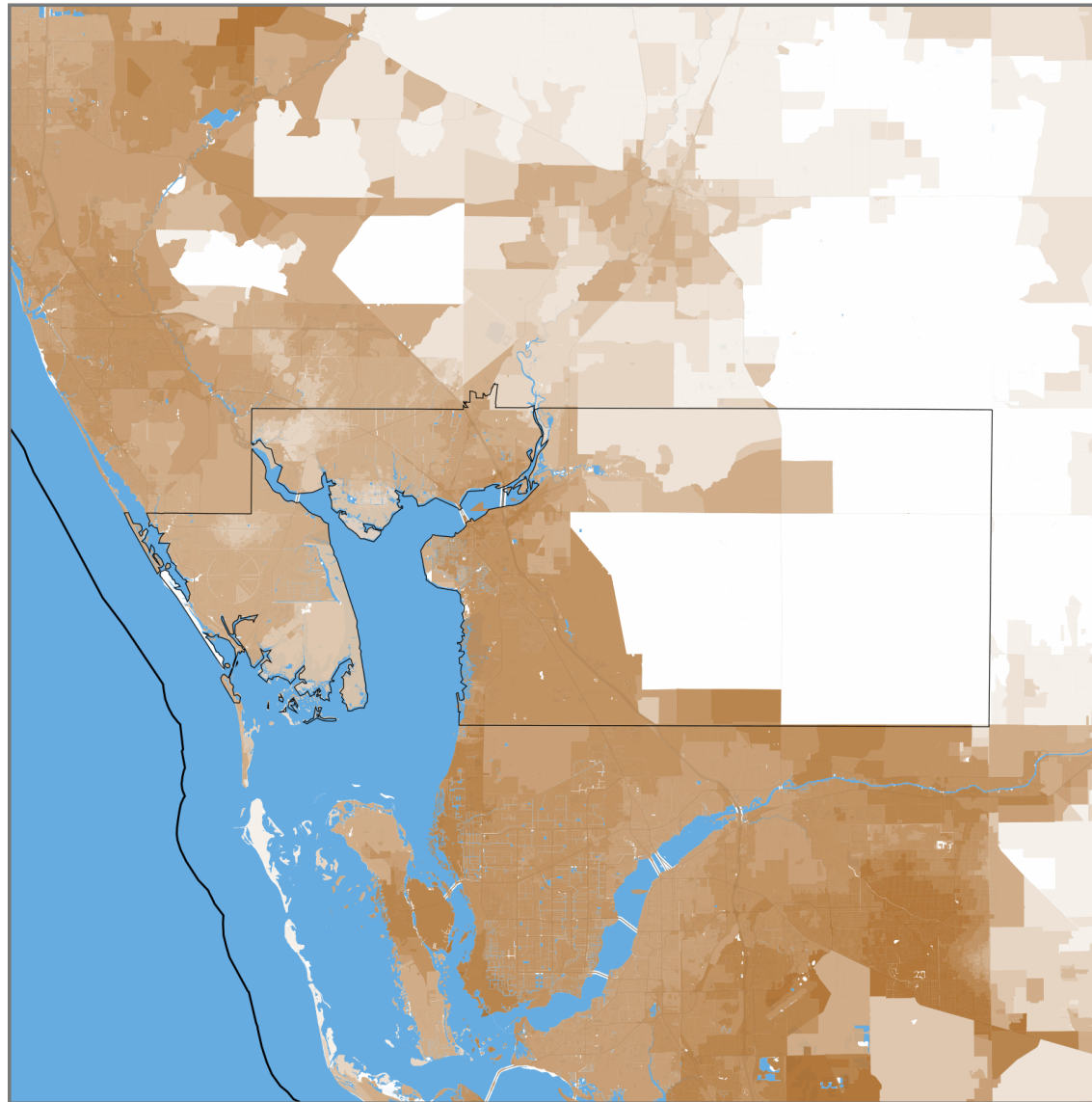
Charlotte-Punta Gorda MPO

Jobs within 30 minutes
(Driving, AM peak)

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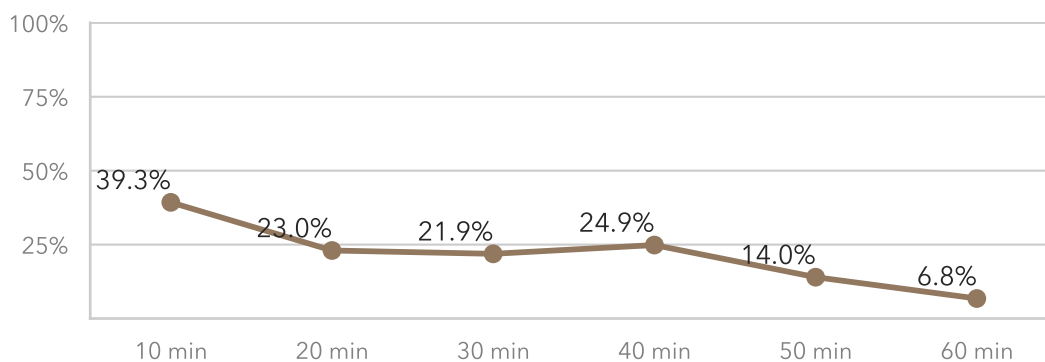- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000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

State border
MPO boundary

19

Charlotte-Punta Gorda MPO

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

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	

MPO boundary ——

City/Township Boundary ——

20

Collier MPO

Job Accessibility Results – Auto, 2018

Total Jobs	**137,041**
Average Job Density (per mi^2)	**171**
Total Workers	**136,608**
Average Worker Density (per mi^2)	**170**

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

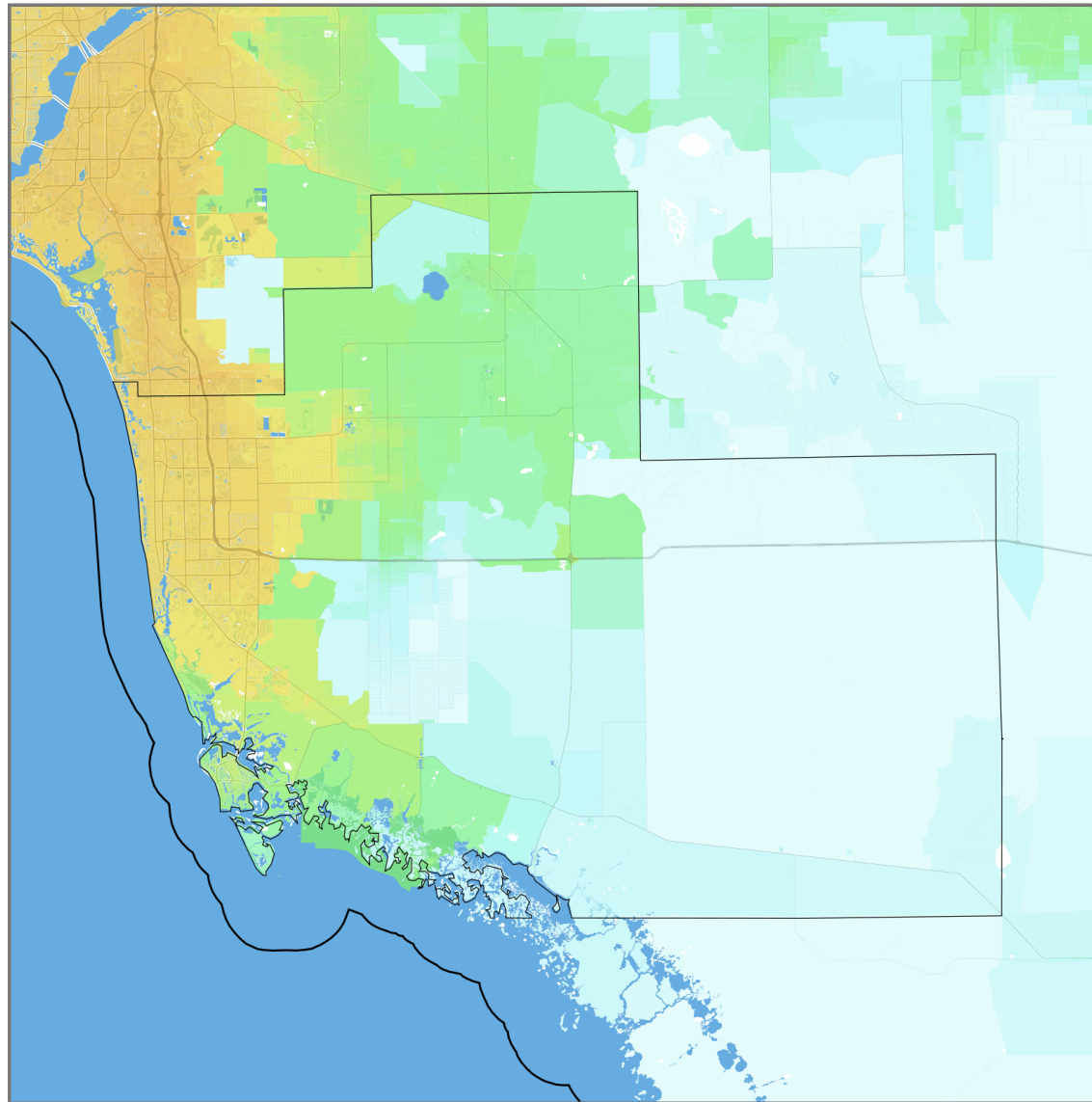## Average Job Accessibility by Travel Time Threshold (worker-weighted)
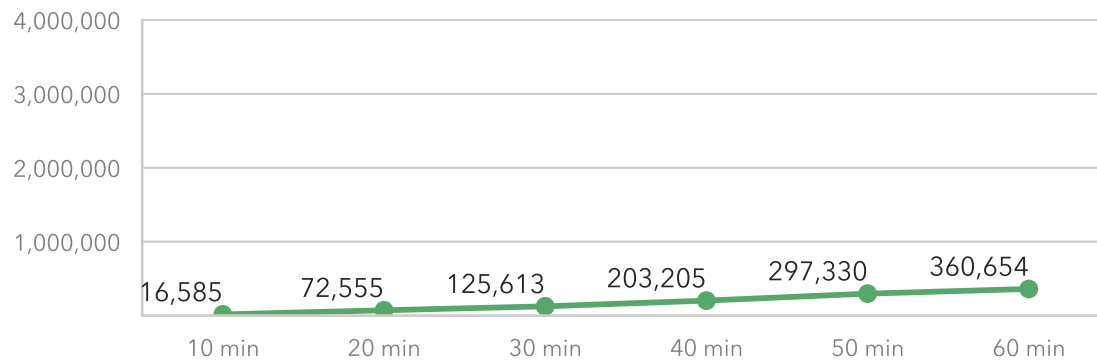
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion
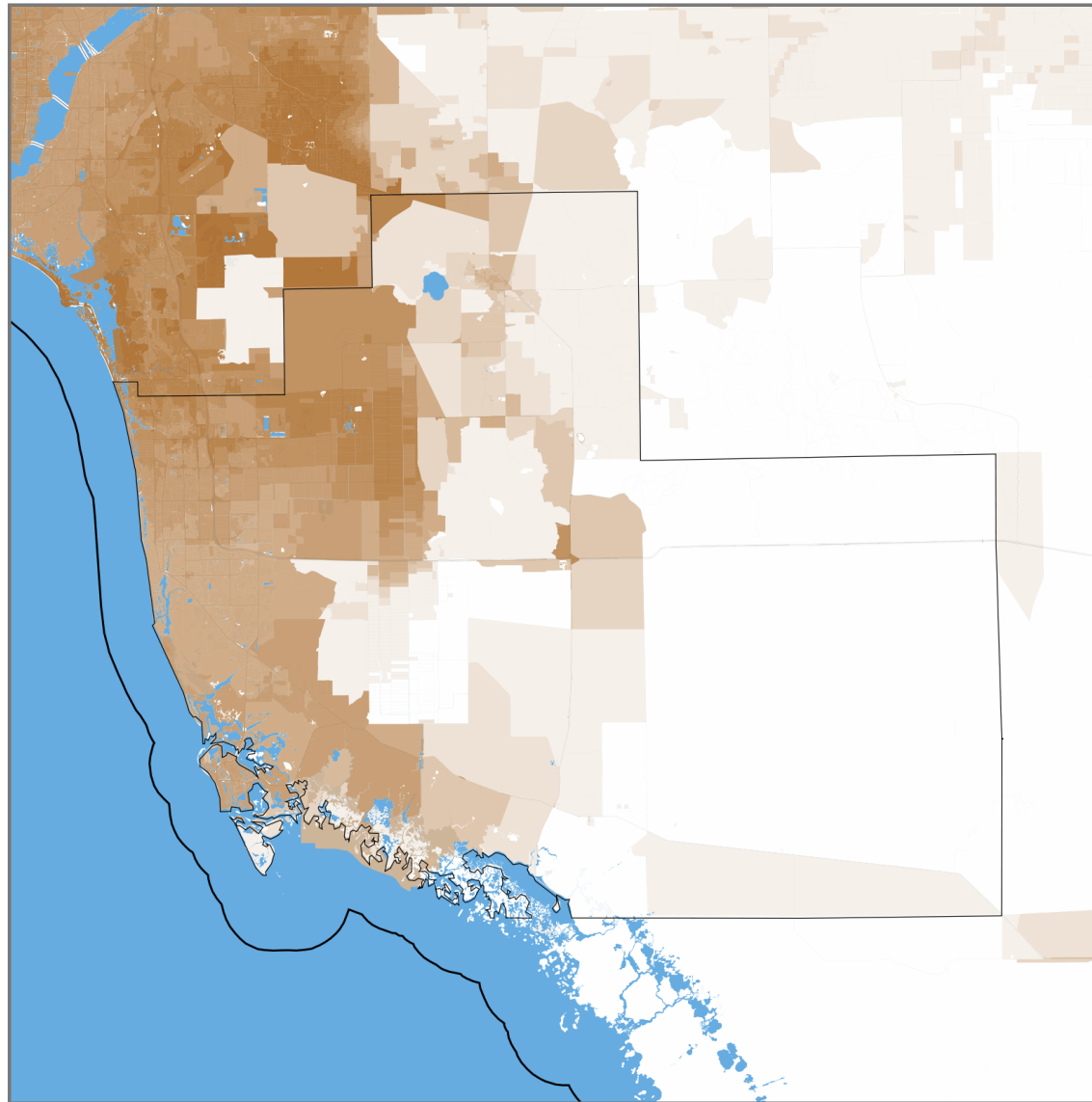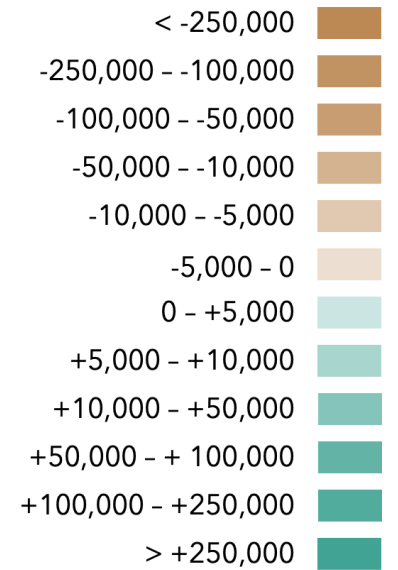
Collier MPO

Jobs within 30 minutes
(Driving, AM peak)

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

State border
MPO boundary

22

Collier MPO

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

< -250,000
-250,000 – -100,000
-100,000 – -50,000
-50,000 – -10,000
-10,000 – -5,000
-5,000 – 0
0 – +5,000
+5,000 – +10,000
+10,000 – +50,000
+50,000 – + 100,000
+100,000 – +250,000
> +250,000

MPO boundary
City/Township Boundary

Florida-Alabama Transportation Planning Organization

Job Accessibility Results – Auto, 2018

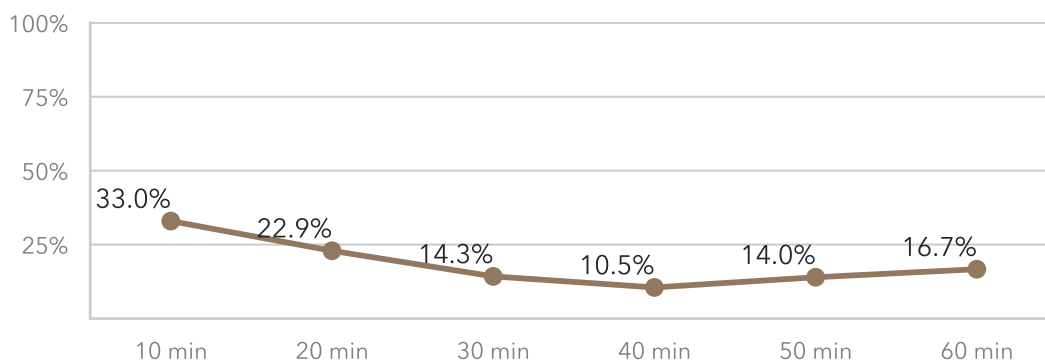|	
Total Jobs	**182,545**
Average Job Density (per mi^2)	**394**
Total Workers	**176,618**
Average Worker Density (per mi^2)	**381**

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

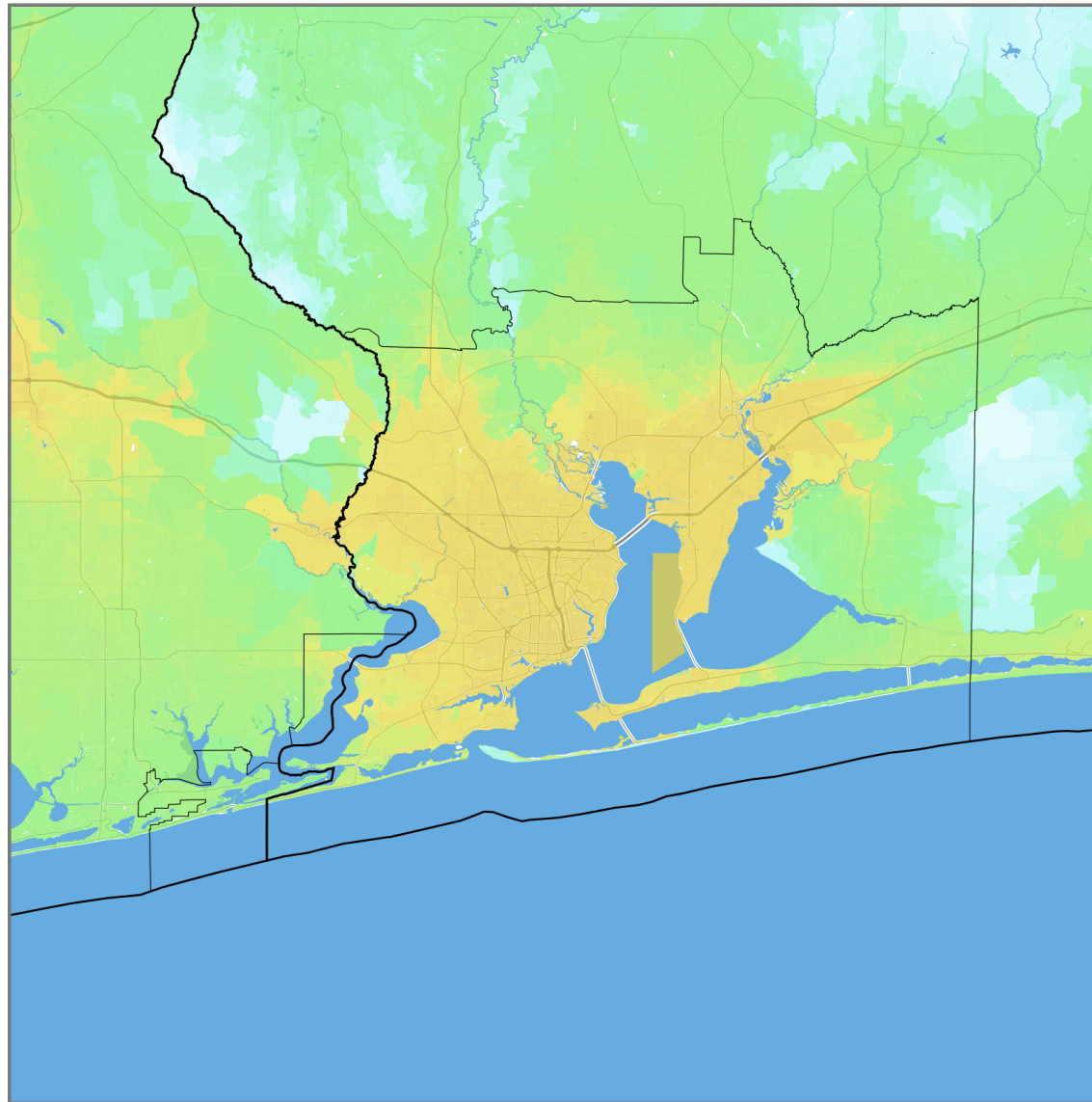## Average Job Accessibility by Travel Time Threshold (worker-weighted)
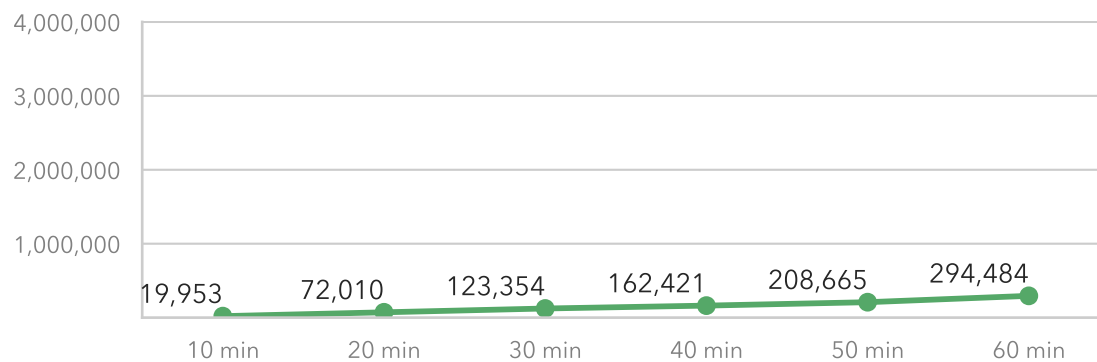
Average Congestion Impact by Travel Time Threshold (worker-weighted)
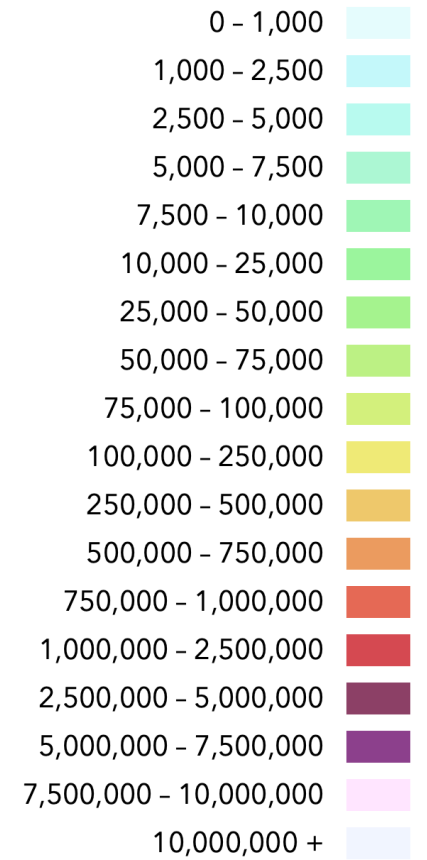*Higher numbers indicate greater job access loss due to congestion*
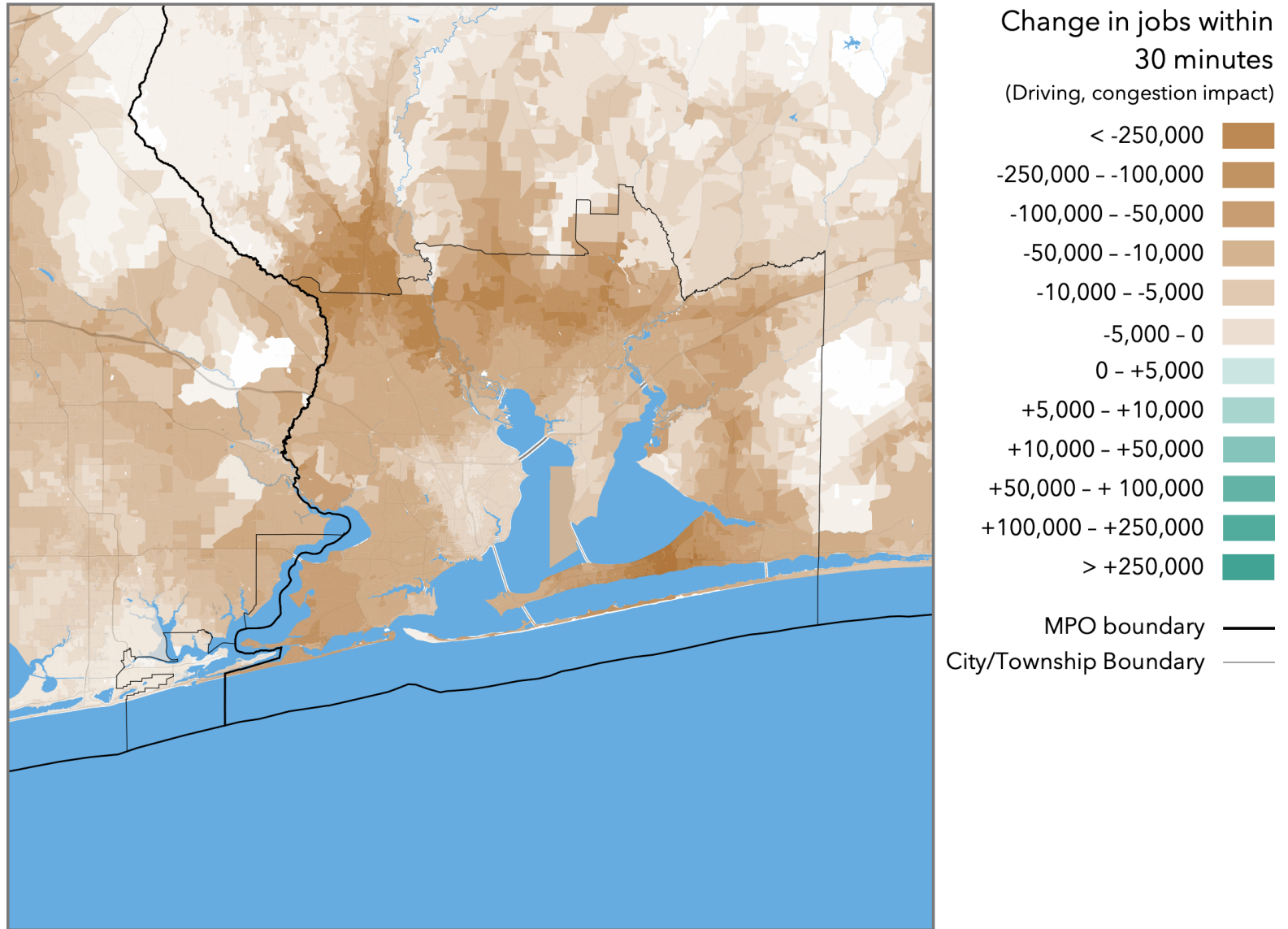
Florida-Alabama Transportation Planning Organization

Jobs within 30 minutes
(Driving, AM peak)

0 – 1,000	
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 ——————

25

Florida-Alabama Transportation Planning Organization

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

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	

MPO boundary ——

City/Township Boundary ——

Forward Pinellas

Job Accessibility Results – Auto, 2018

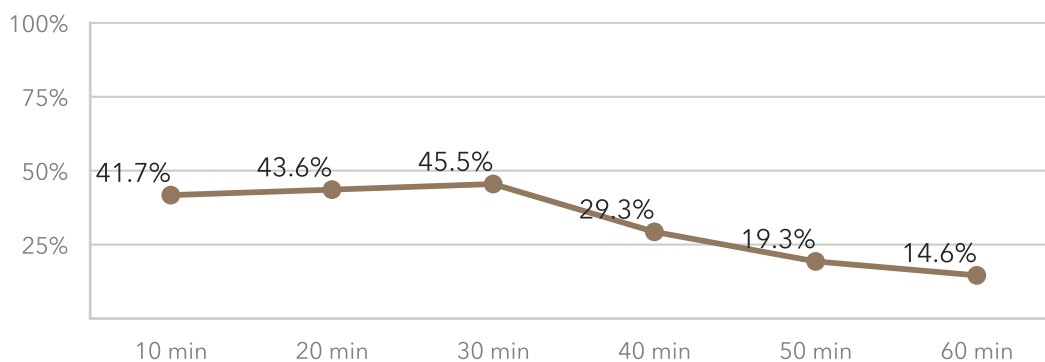|	
Total Jobs	**432,224**
Average Job Density (per mi^2)	**3,850**
Total Workers	**406,453**
Average Worker Density (per mi^2)	**3,620**

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

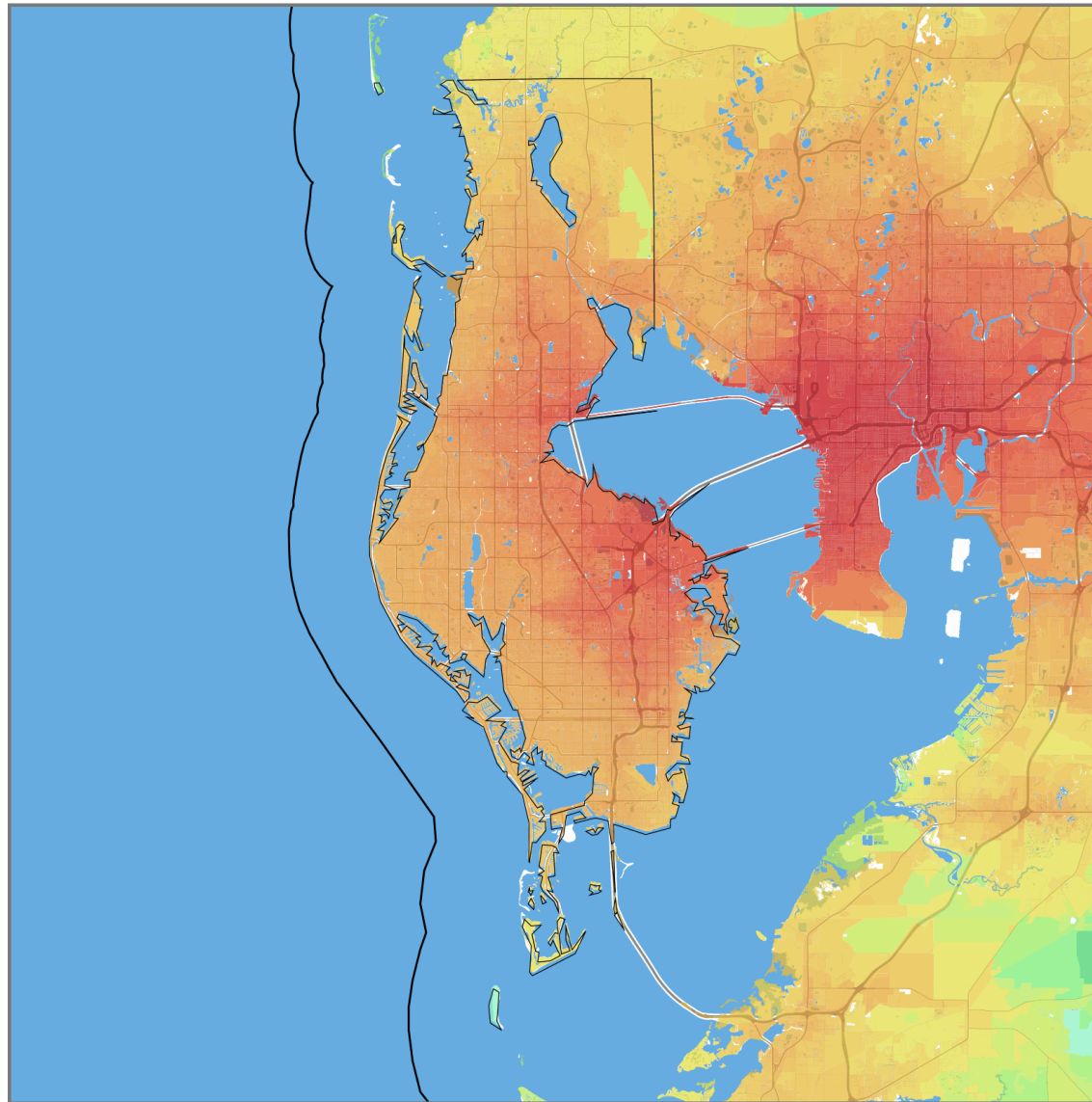## Average Job Accessibility by Travel Time Threshold (worker-weighted)
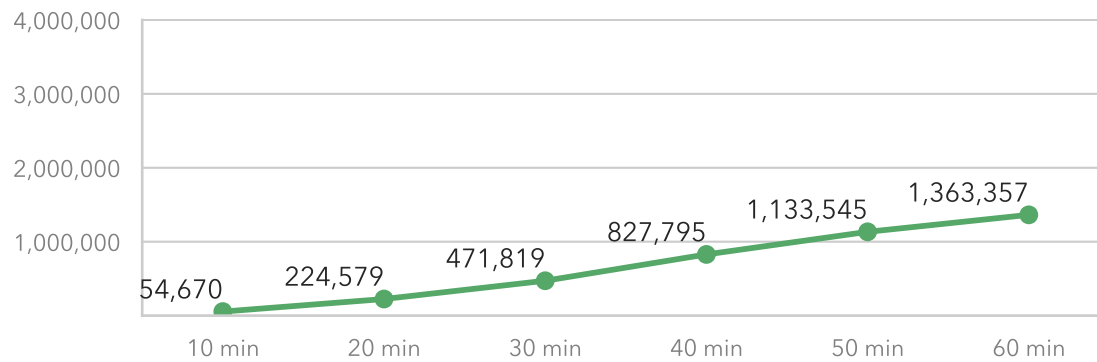
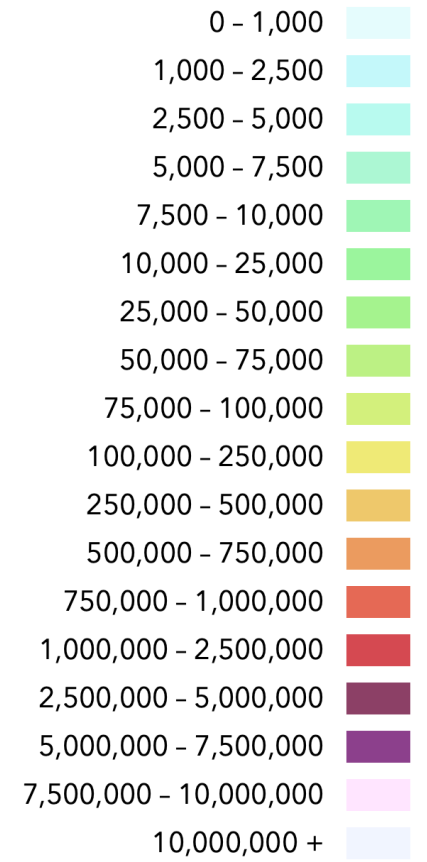## Average Congestion Impact by Travel Time Threshold (worker-weighted)
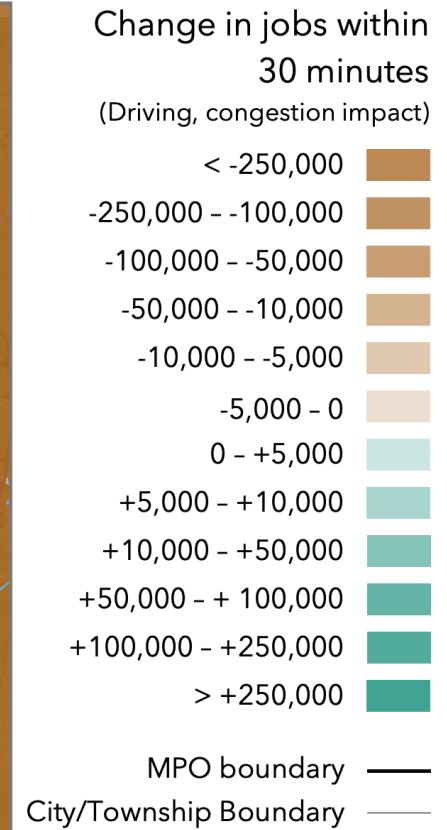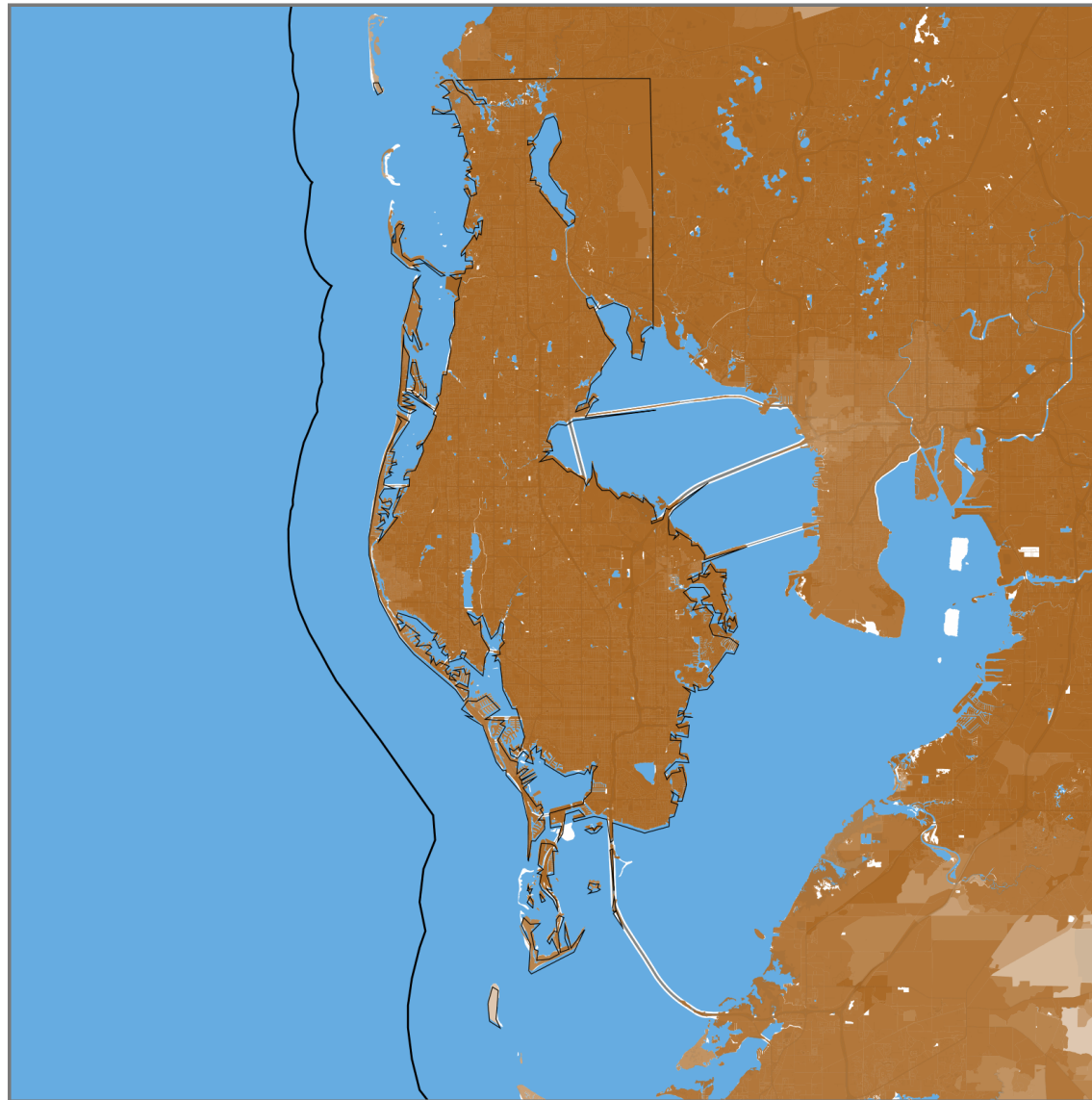*Higher numbers indicate greater job access loss due to congestion*

Forward Pinellas

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 ———

Forward Pinellas

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

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	

MPO boundary ———
City/Township Boundary ———

Gainesville MTPO

Job Accessibility Results – Auto, 2018

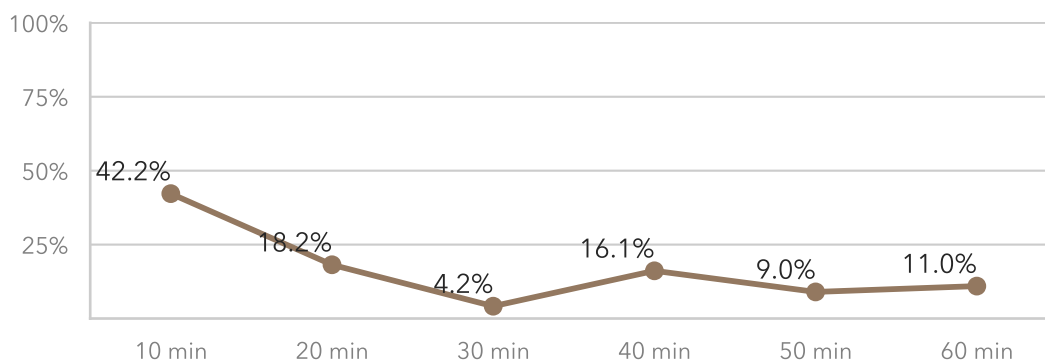|	
Total Jobs	**107,245**
Average Job Density (per mi^2)	**1,475**
Total Workers	**78,370**
Average Worker Density (per mi^2)	**1,077**

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

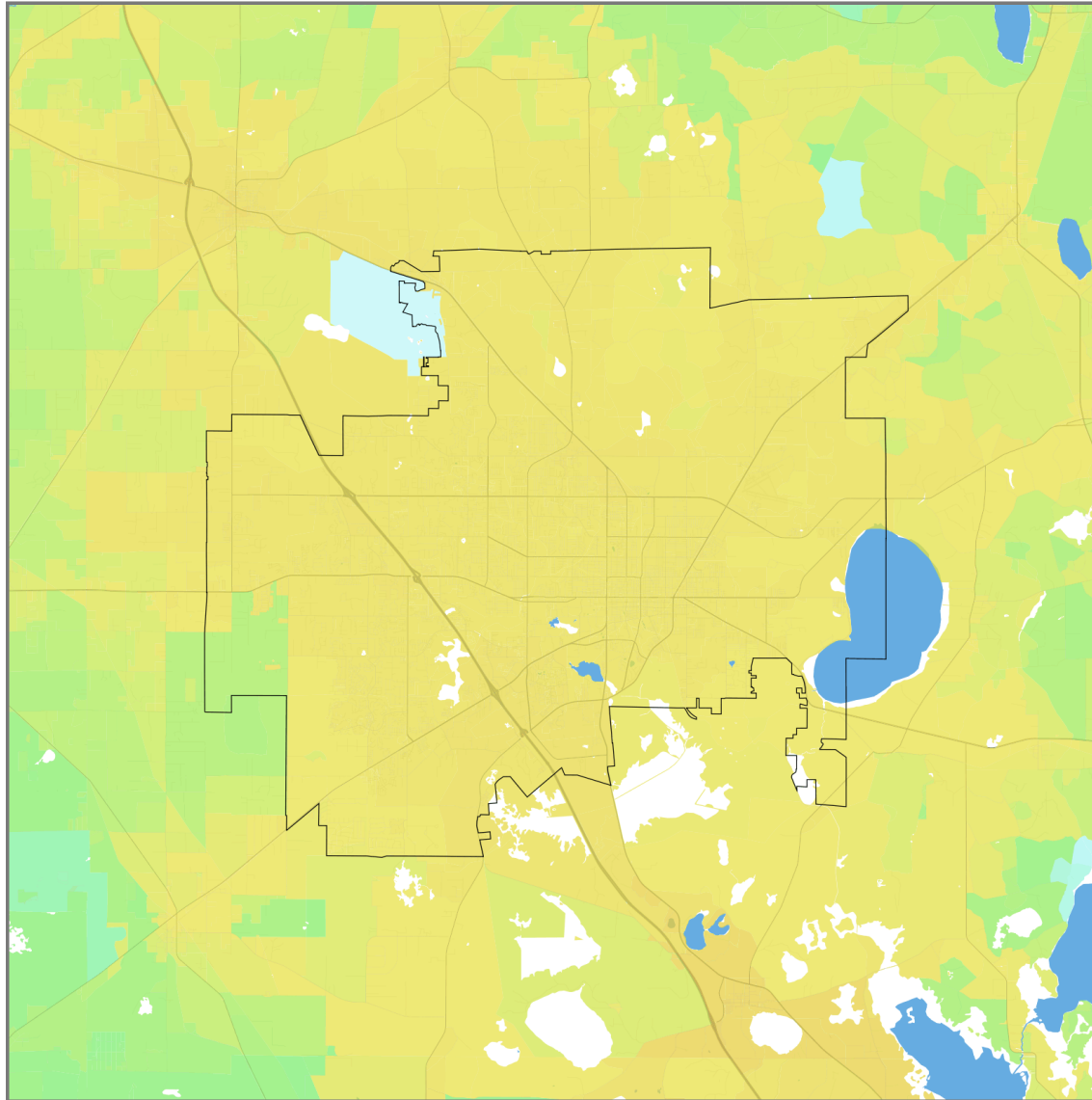## Average Job Accessibility by Travel Time Threshold (worker-weighted)

25,329 85,605 116,128 149,700 224,099 270,352

10 min 20 min 30 min 40 min 50 min 60 min

Average Congestion Impact by Travel Time Threshold (worker-weighted)
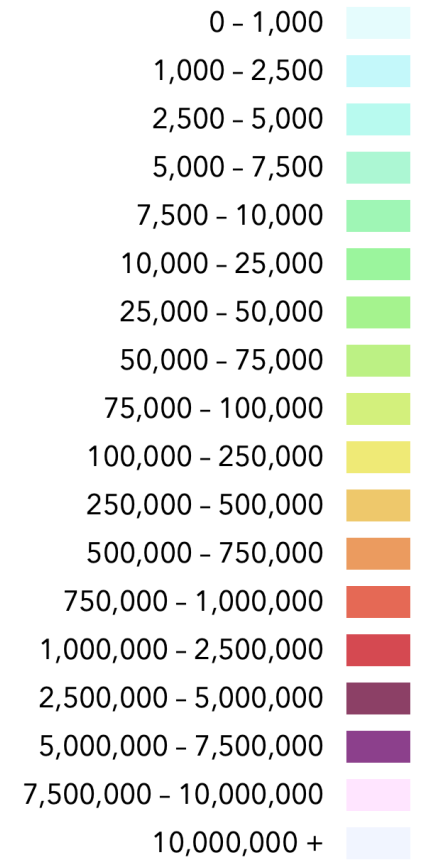*Higher numbers indicate greater job access loss due to congestion*

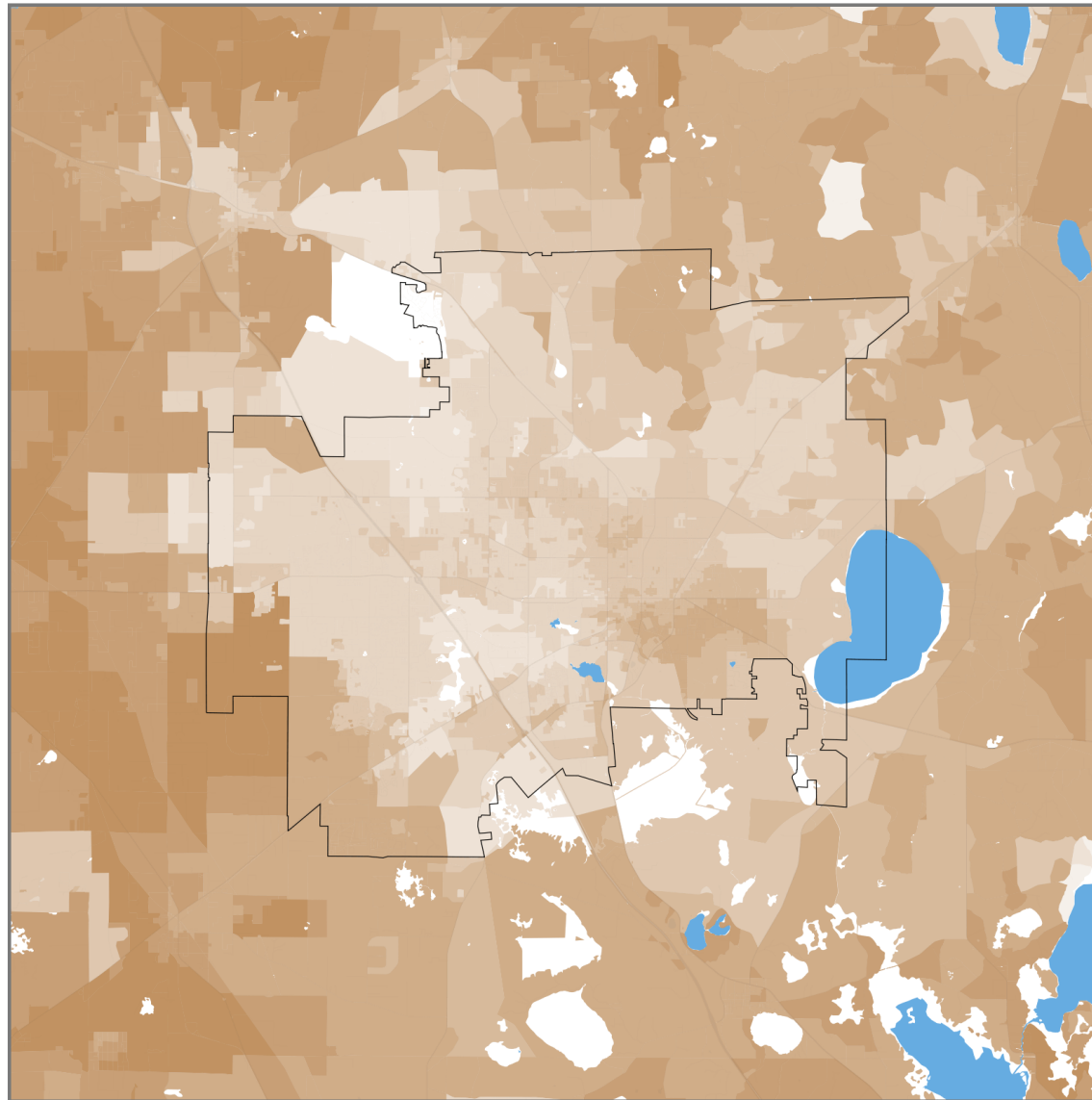42.2% 18.2% 4.2% 16.1% 9.0% 11.0%

10 min 20 min 30 min 40 min 50 min 60 min

Gainesville MTPO

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 +	
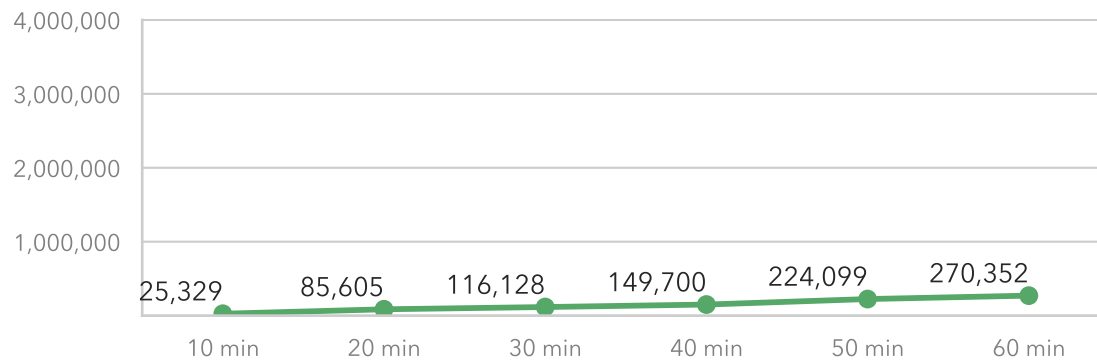
State border
MPO boundary

Gainesville MTPO

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	
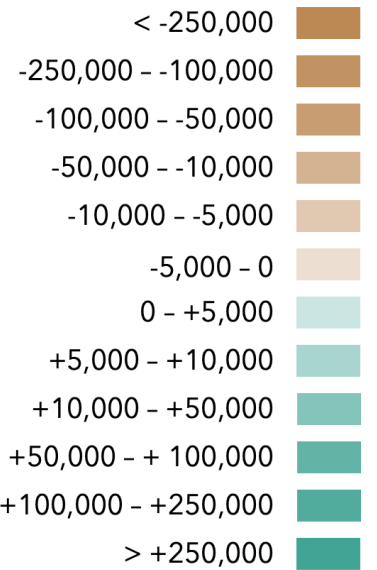
MPO boundary ———

City/Township Boundary ———

Heartland Regional TPO

Job Accessibility Results – Auto, 2018

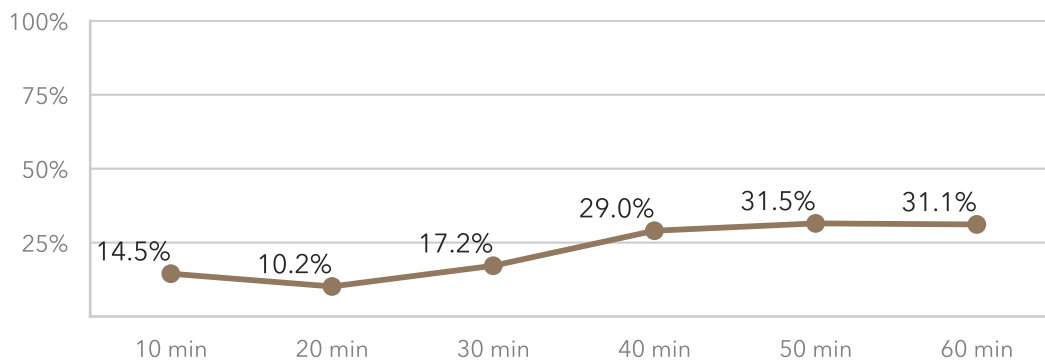|	
Total Jobs	**64,634**
Average Job Density (per mi^2)	**32**
Total Workers	**81,776**
Average Worker Density (per mi^2)	**41**

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

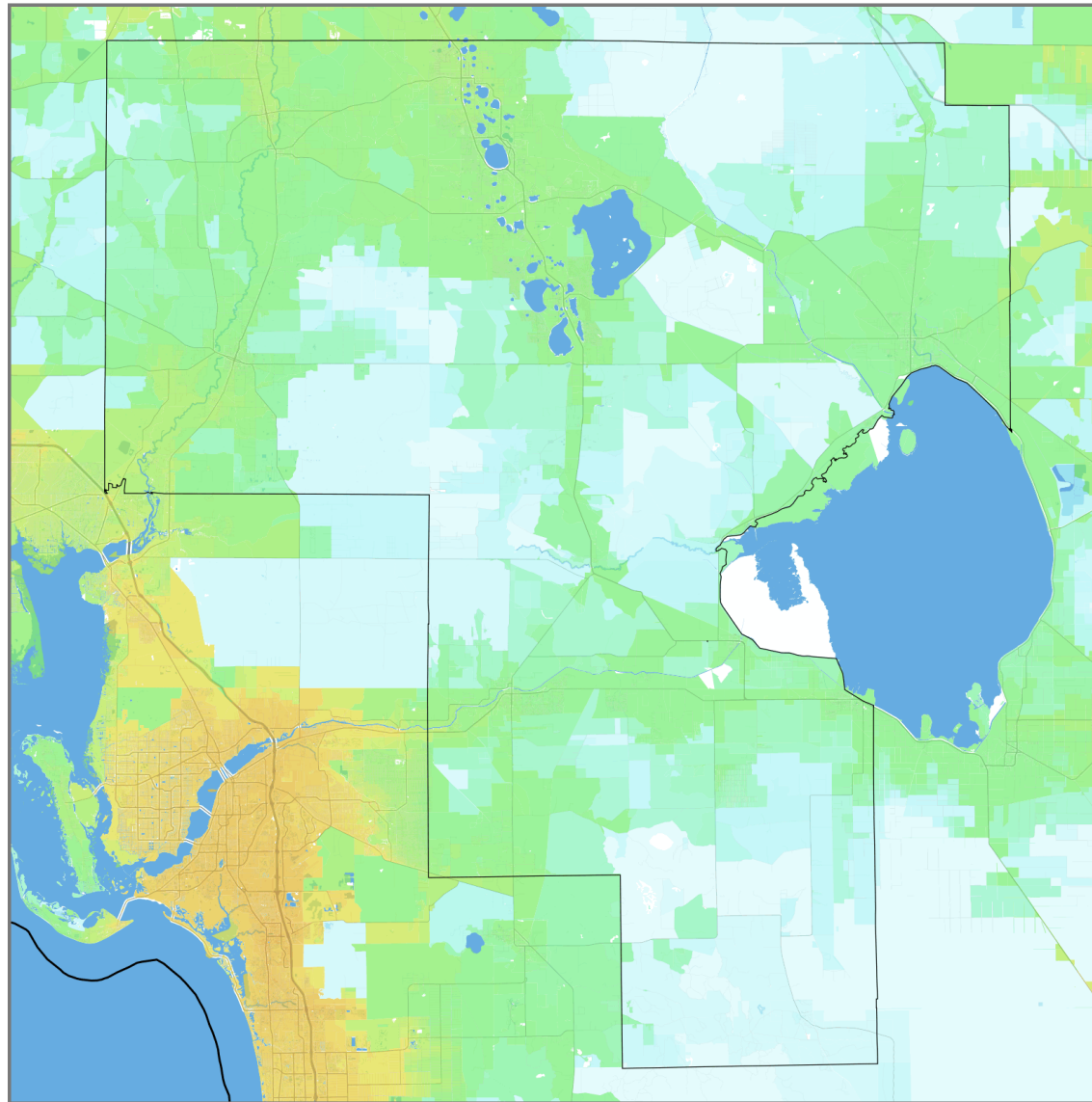## Average Job Accessibility by Travel Time Threshold (worker-weighted)
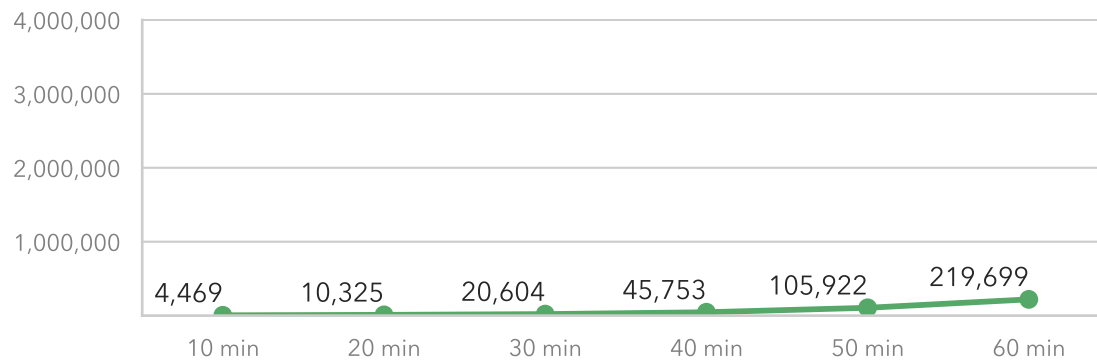
Average Congestion Impact by Travel Time Threshold (worker-weighted)
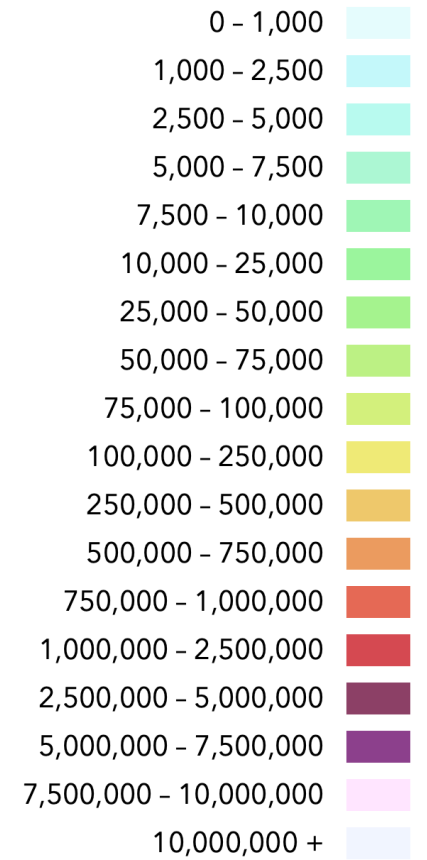*Higher numbers indicate greater job access loss due to congestion*
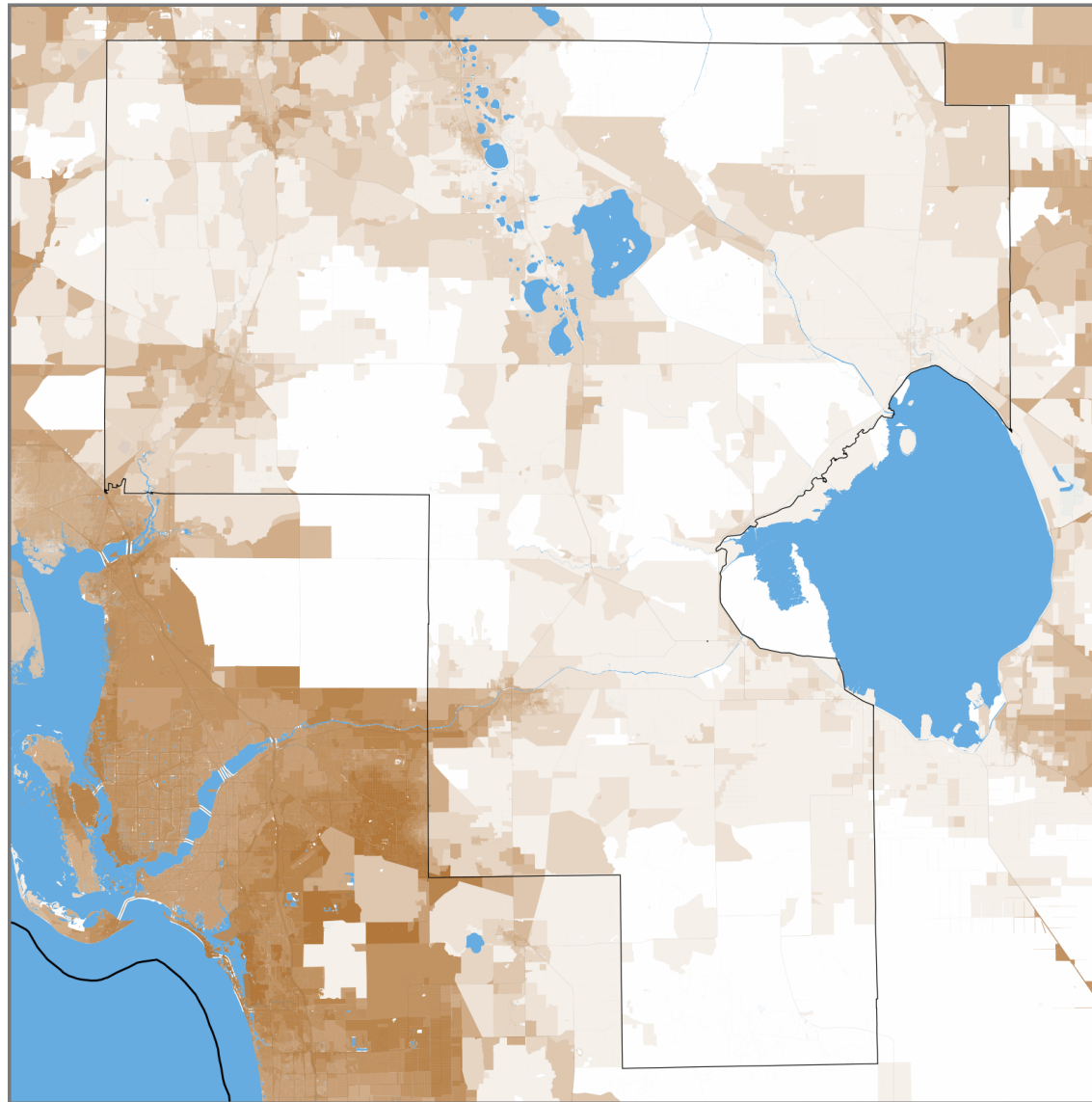
Heartland Regional TPO

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 ———

Heartland Regional TPO

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	
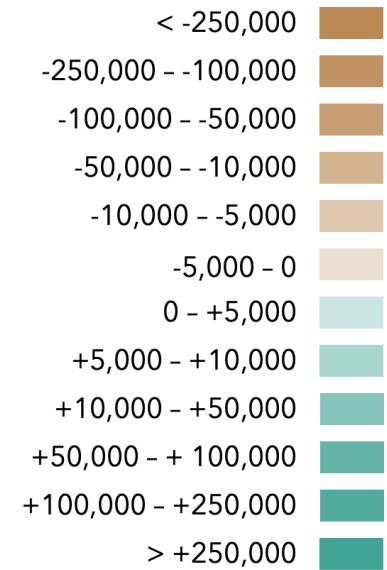
MPO boundary ———

City/Township Boundary ———

Hernando/Citrus MPO

Job Accessibility Results – Auto, 2018

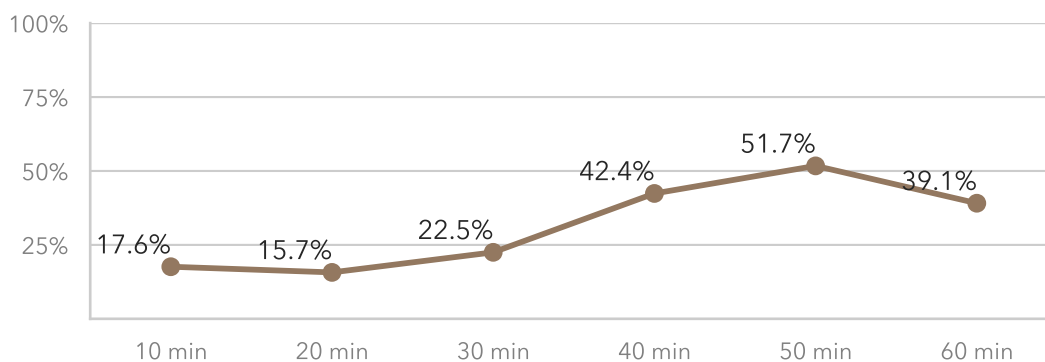|	
Total Jobs	**75,917**
Average Job Density (per mi^2)	**175**
Total Workers	**102,584**
Average Worker Density (per mi^2)	**237**

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

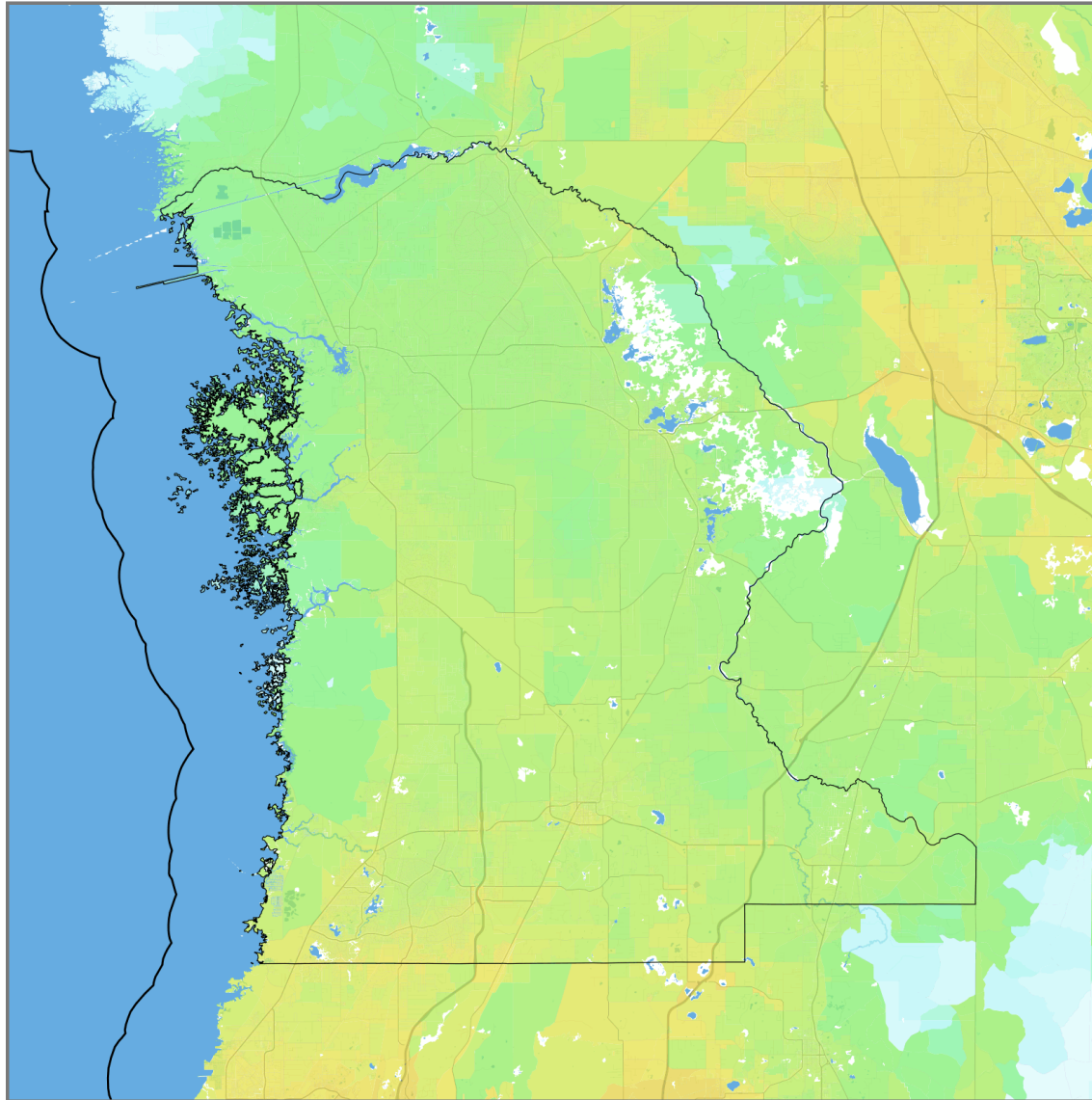## Average Job Accessibility by Travel Time Threshold (worker-weighted)
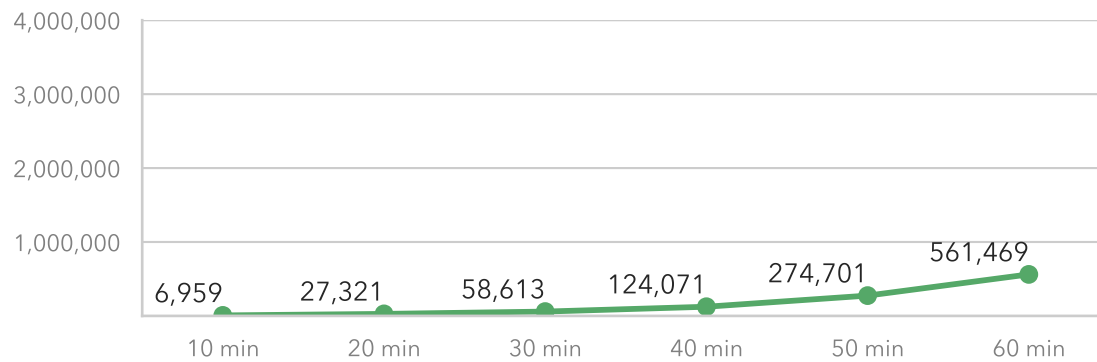
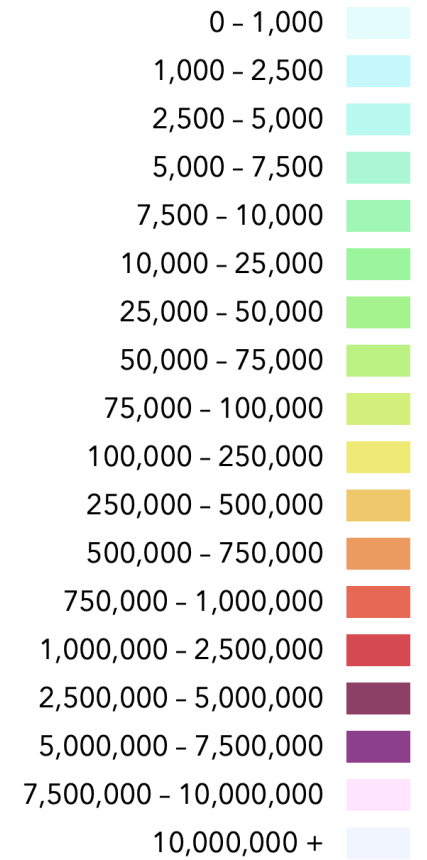## Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

Hernando/Citrus MPO

Jobs within 30 minutes
(Driving, AM peak)

0 – 1,000	
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

Hernando/Citrus MPO

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

< -250,000
-250,000 – -100,000
-100,000 – -50,000
-50,000 – -10,000
-10,000 – -5,000
-5,000 – 0
0 – +5,000
+5,000 – +10,000
+10,000 – +50,000
+50,000 – + 100,000
+100,000 – +250,000
> +250,000
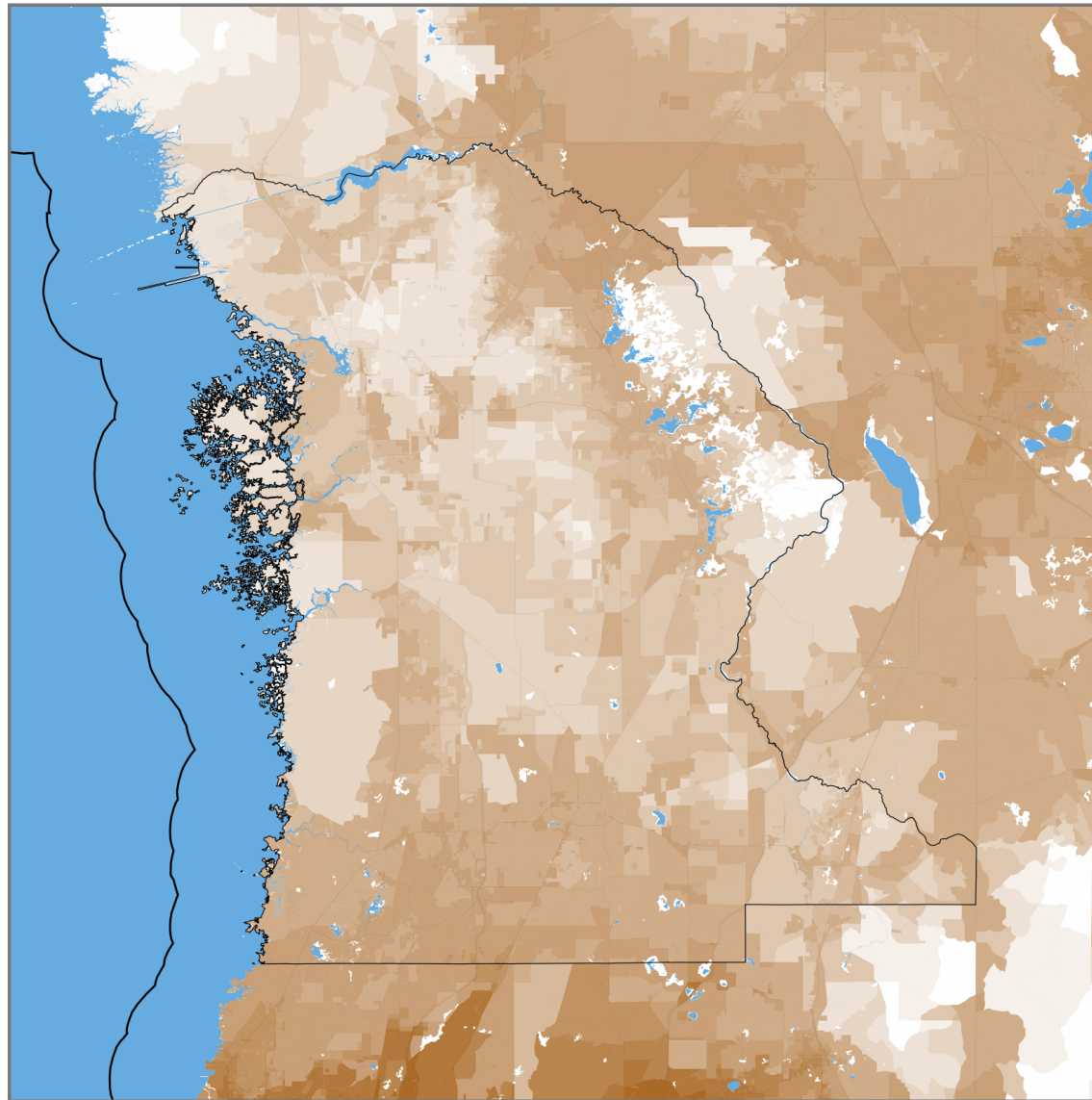
MPO boundary
City/Township Boundary

Hillsborough MPO

Job Accessibility Results – Auto, 2018

Total Jobs	**696,910**
Average Job Density (per mi^2)	**1,624**
Total Workers	**600,815**
Average Worker Density (per mi^2)	**1,400**

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

Average Job Accessibility by Travel Time Threshold (worker-weighted)
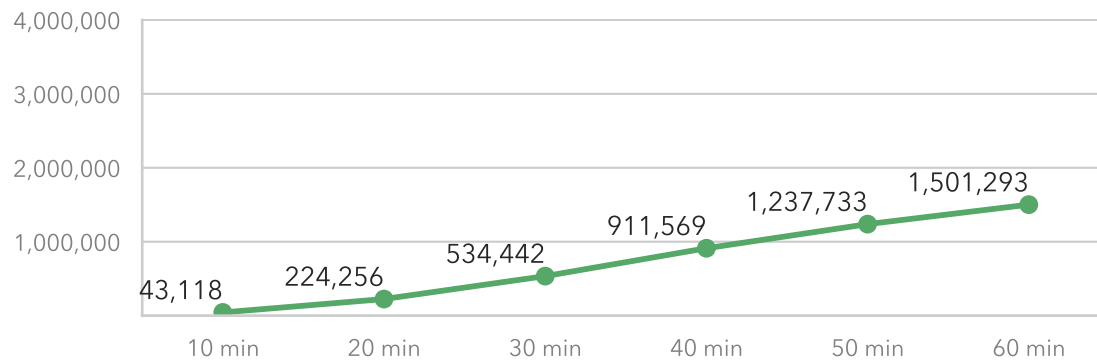
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

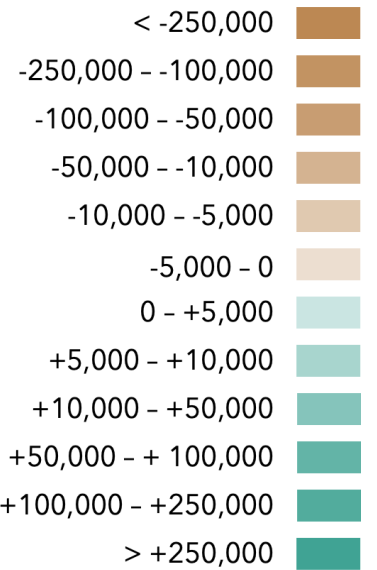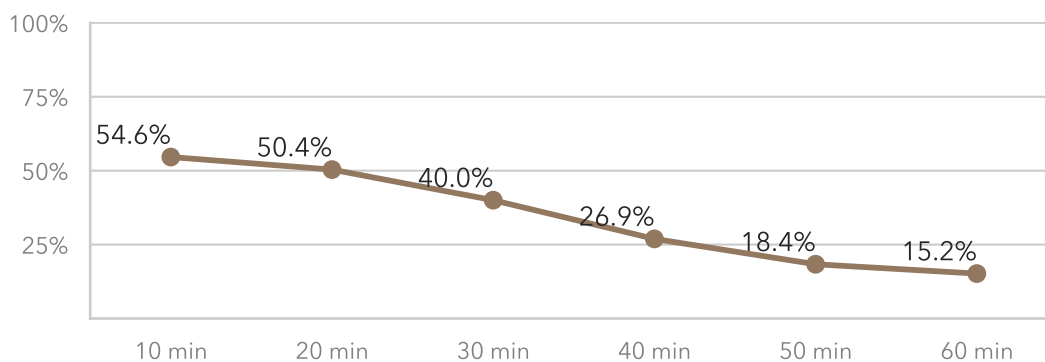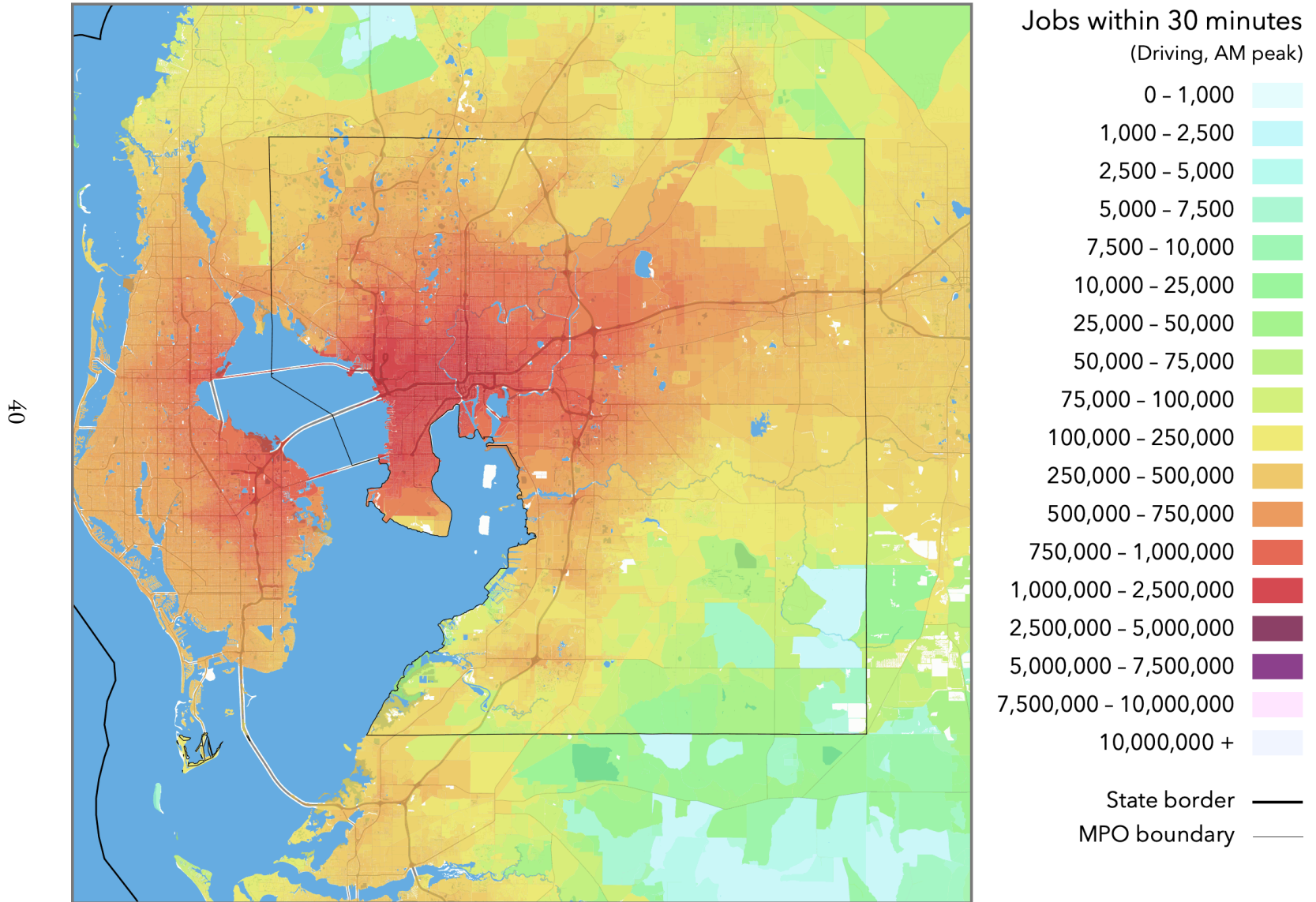# Hillsborough MPO

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 ——

40

Hillsborough MPO

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

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	

MPO boundary ——
City/Township Boundary ——

Indian River County MPO

Job Accessibility Results – Auto, 2018

Total Jobs	**46,328**
Average Job Density (per mi^2)	**685**
Total Workers	**53,307**
Average Worker Density (per mi^2)	**788**

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

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

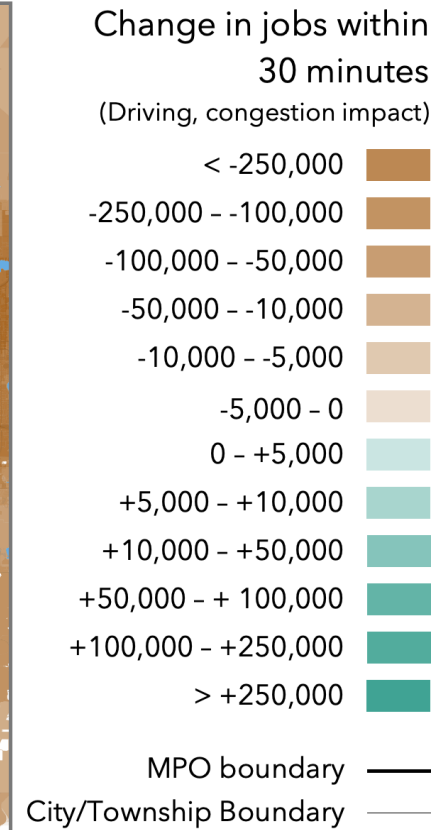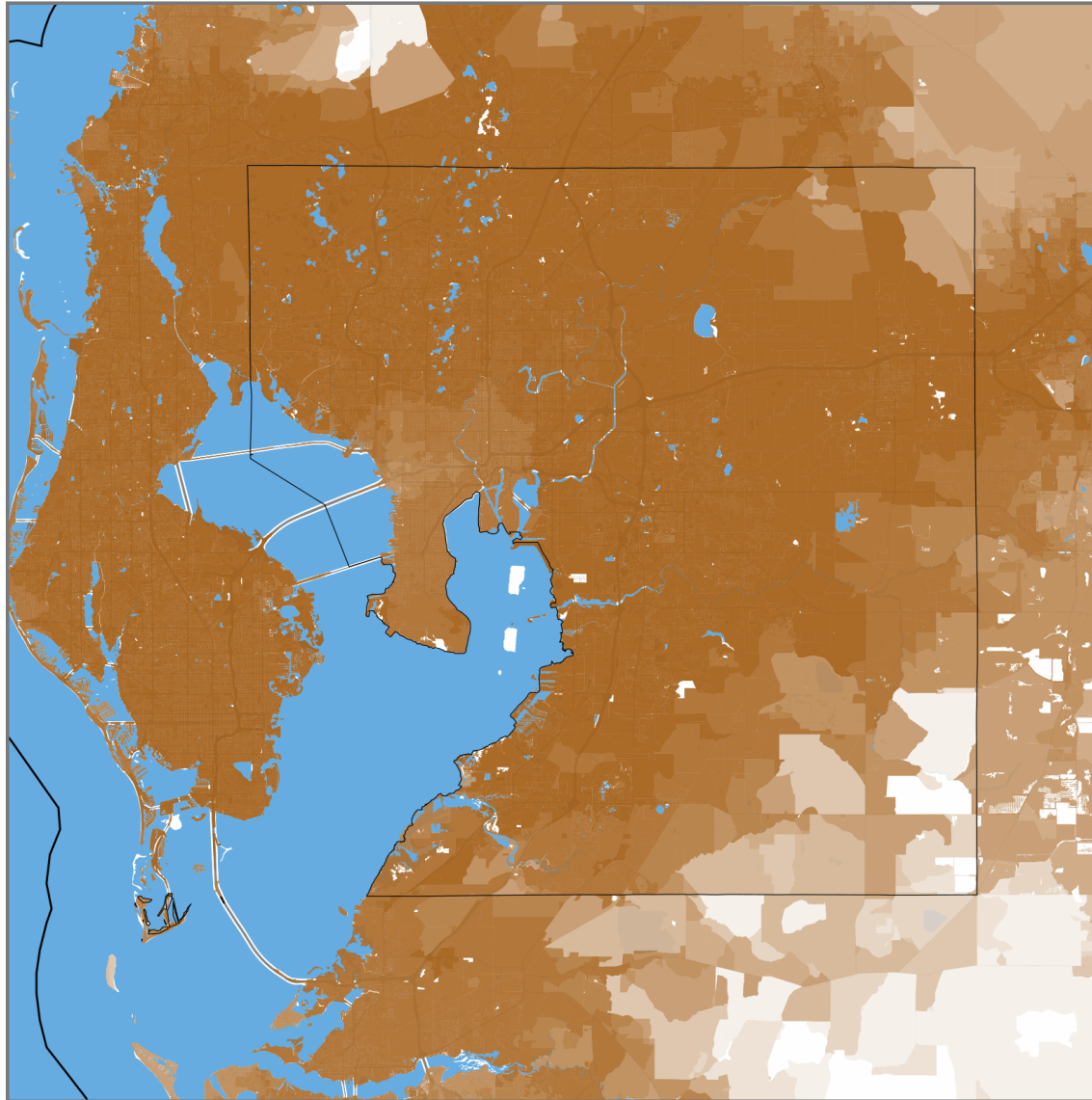## Average Congestion Impact by Travel Time Threshold (worker-weighted)
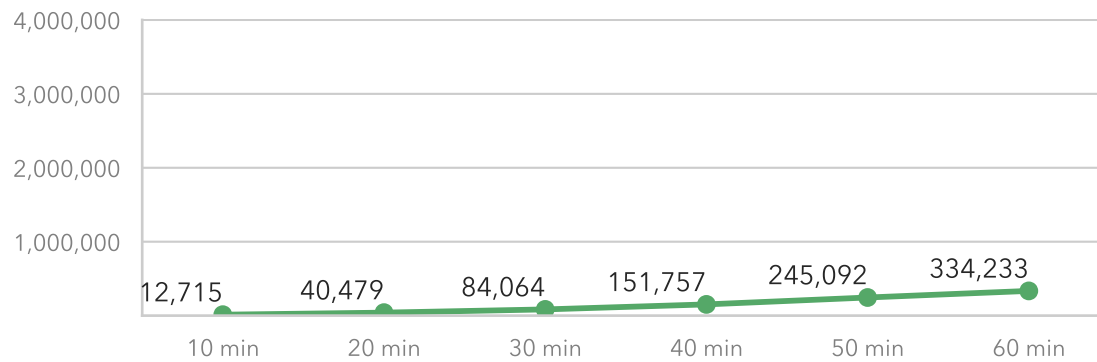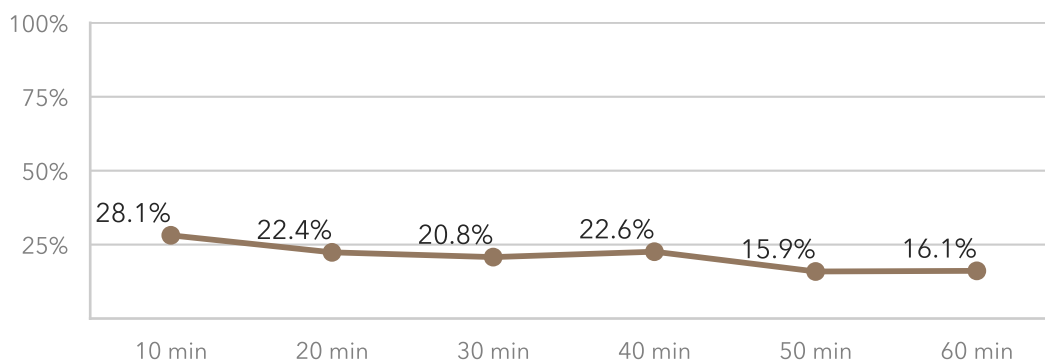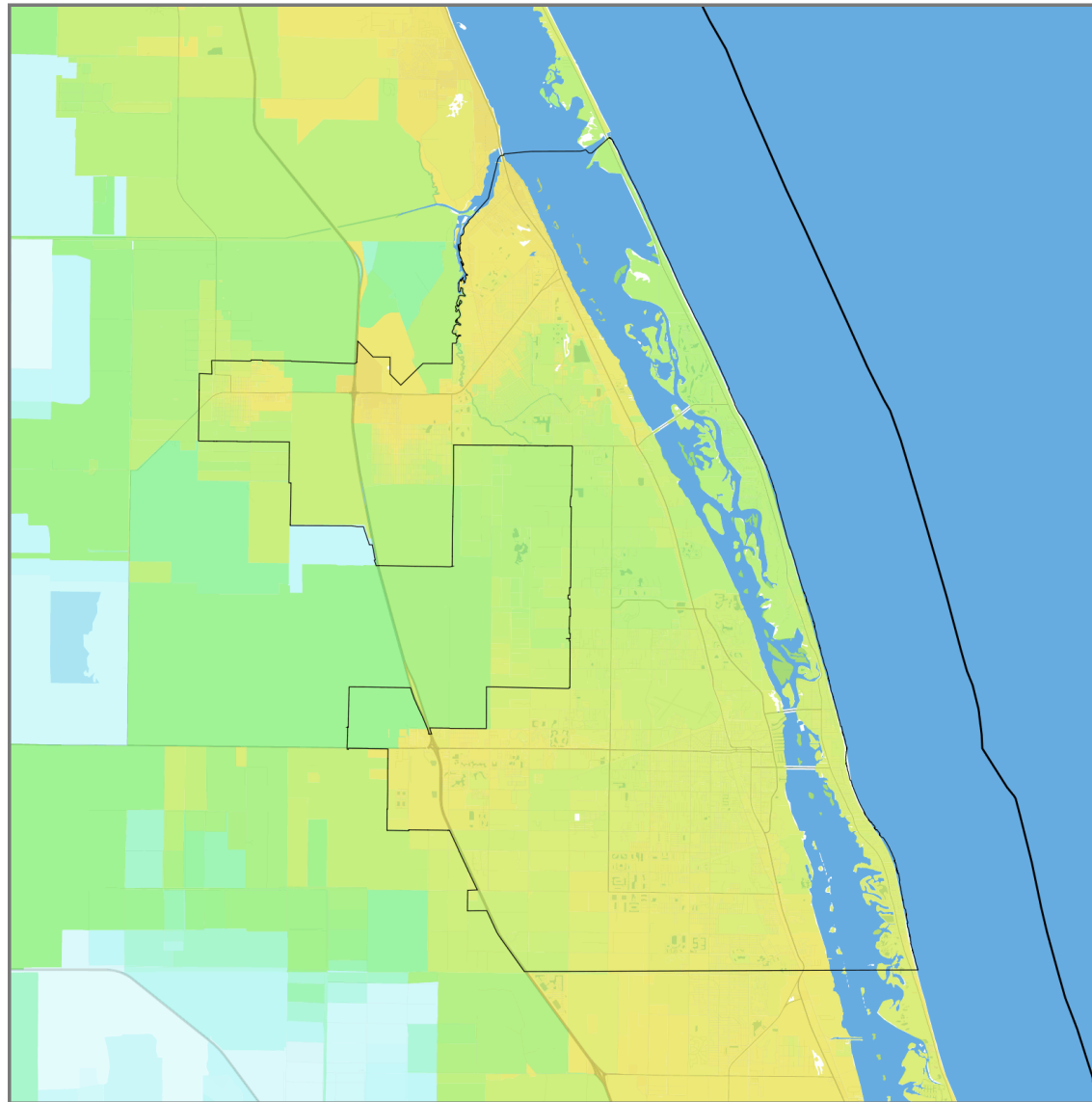*Higher numbers indicate greater job access loss due to congestion*

Indian River County MPO

Jobs within 30 minutes
(Driving, AM peak)

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

43

Indian River County MPO

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

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	

MPO boundary ———

City/Township Boundary ———

44

Lake-Sumter MPO

Job Accessibility Results – Auto, 2018

Total Jobs	**119,918**
Average Job Density (per mi^2)	**179**
Total Workers	**154,963**
Average Worker Density (per mi^2)	**231**

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

Average Job Accessibility by Travel Time Threshold (worker-weighted)
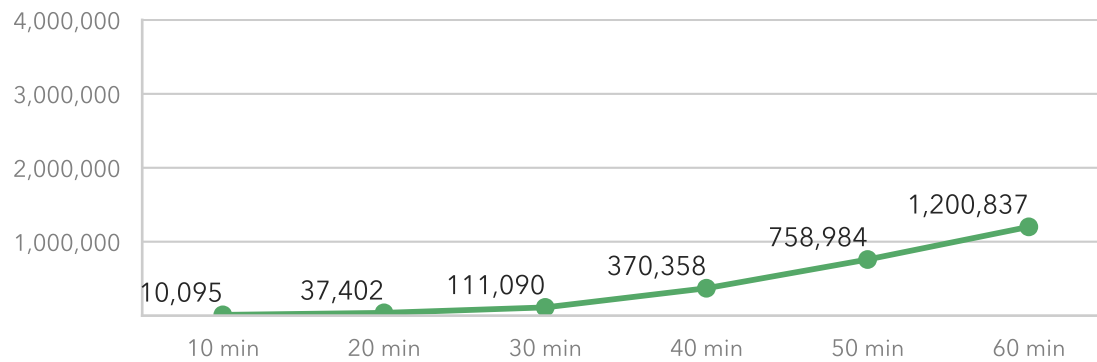
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

Lake-Sumter MPO

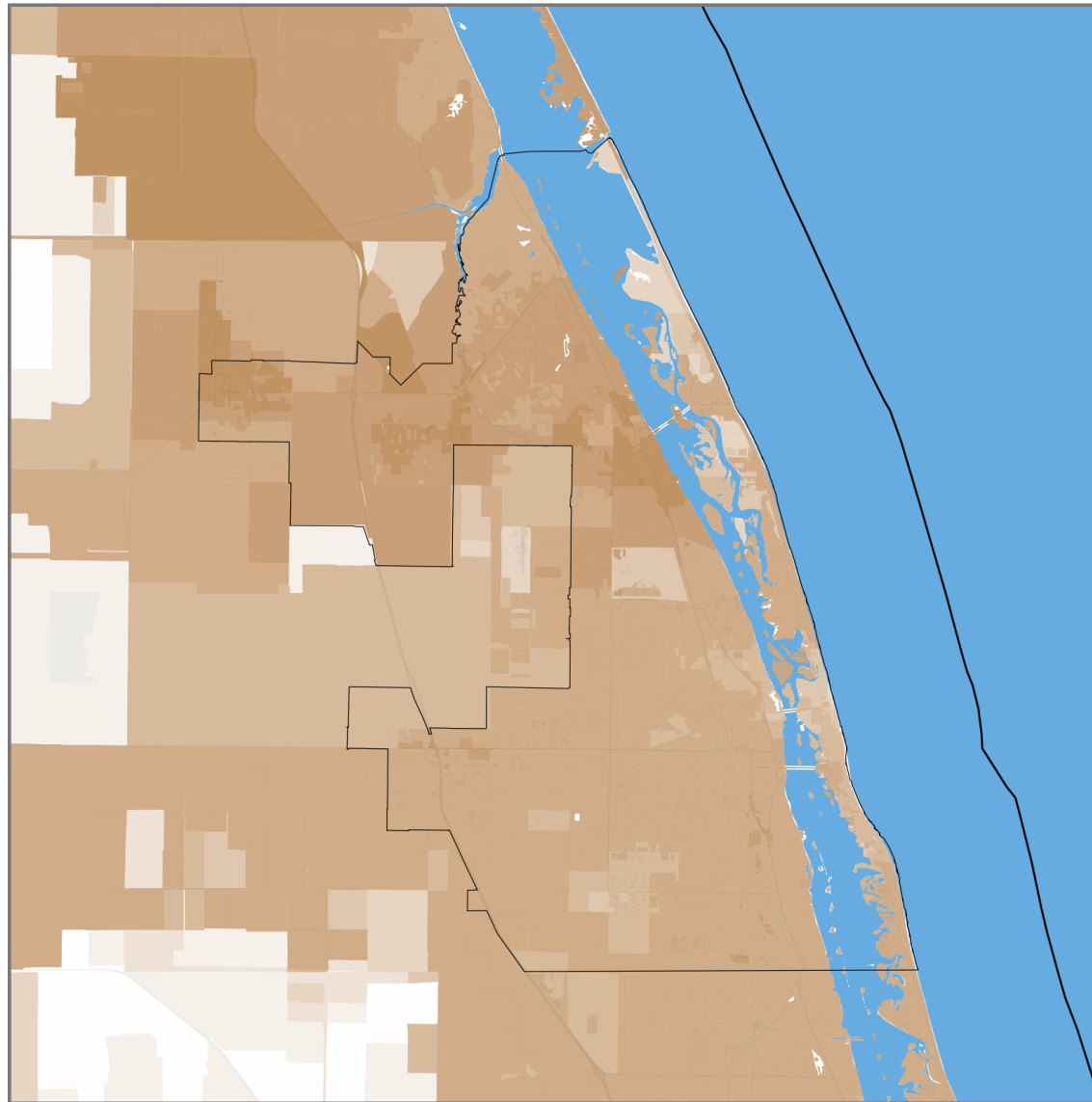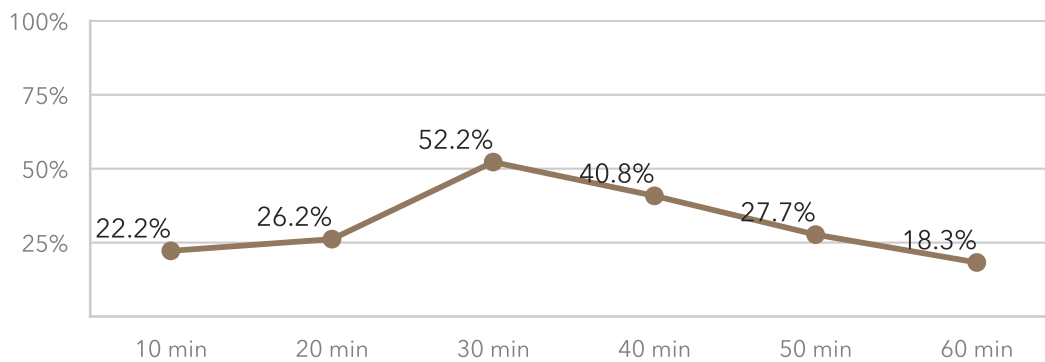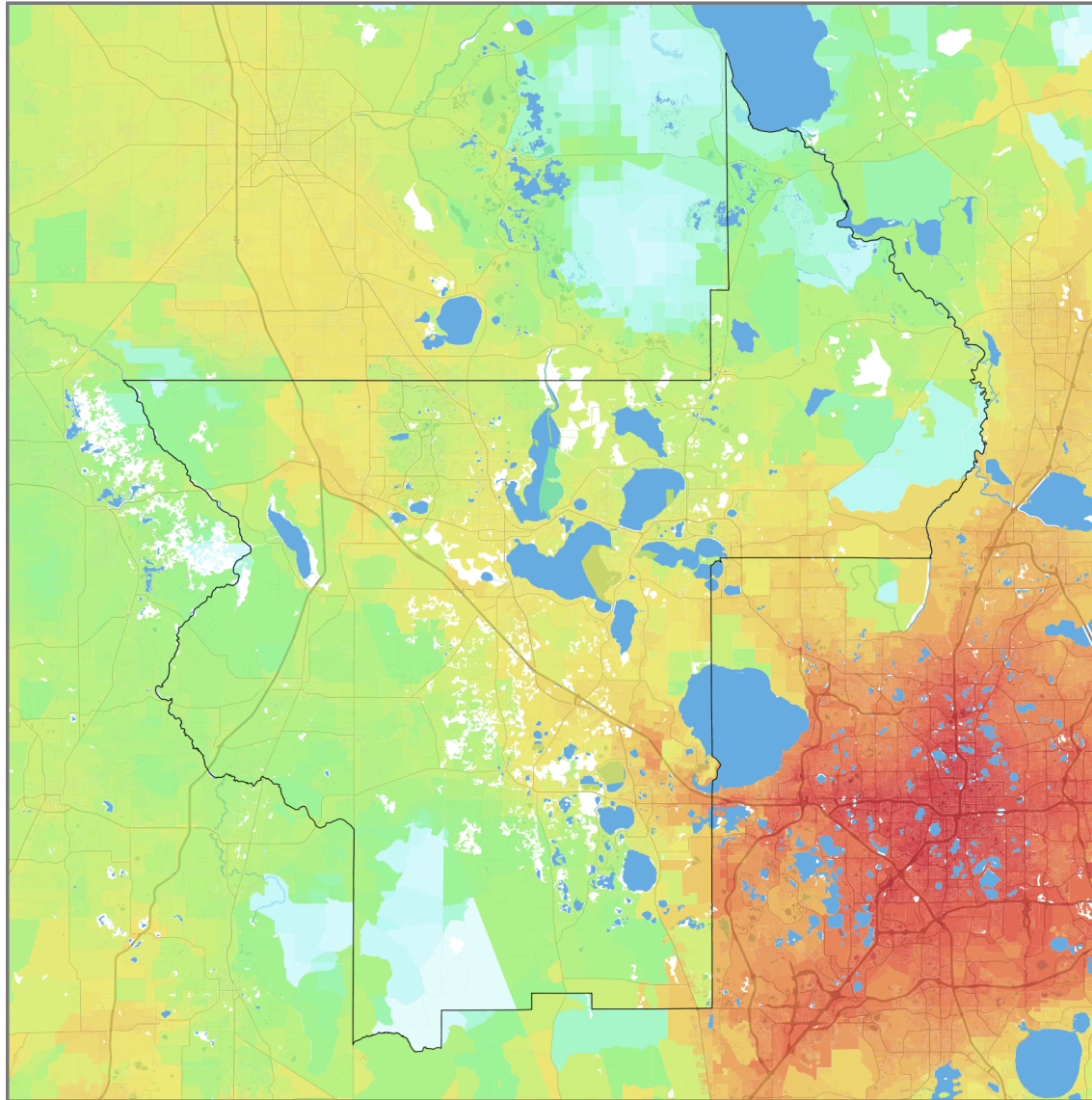Jobs within 30 minutes
(Driving, AM peak)

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 +	
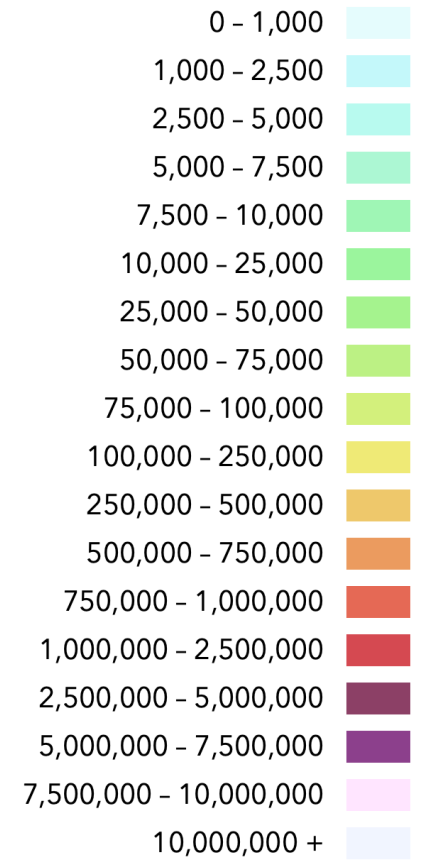
State border ⎯⎯

MPO boundary ⎯

Lake-Sumter MPO

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

< -250,000
-250,000 – -100,000
-100,000 – -50,000
-50,000 – -10,000
-10,000 – -5,000
-5,000 – 0
0 – +5,000
+5,000 – +10,000
+10,000 – +50,000
+50,000 – + 100,000
+100,000 – +250,000
> +250,000

MPO boundary
City/Township Boundary

47

Lee County MPO
Job Accessibility Results – Auto, 2018

Total Jobs	**244,544**
Average Job Density (per mi^2)	**766**
Total Workers	**257,019**
Average Worker Density (per mi^2)	**805**

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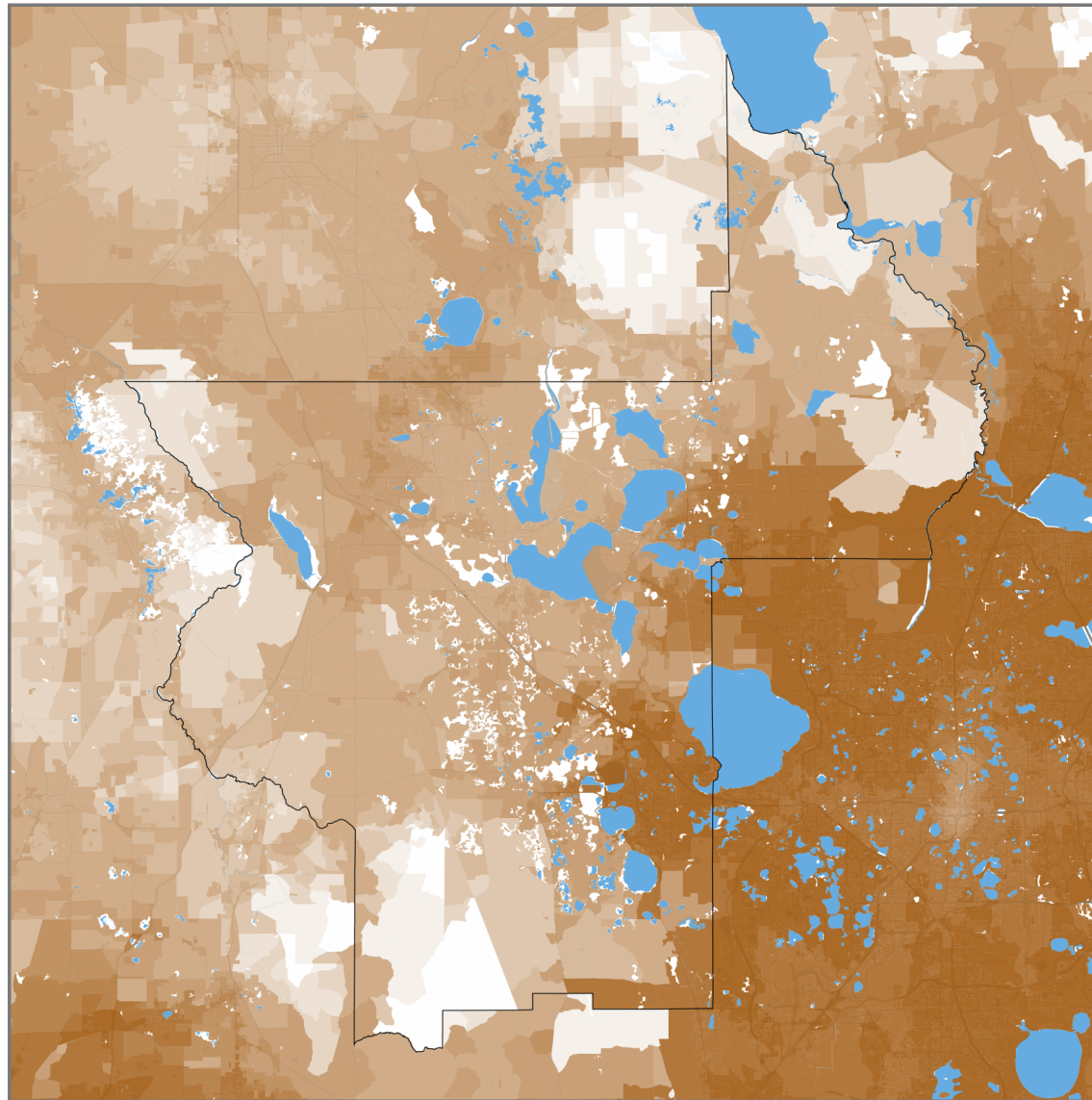*Higher numbers indicate greater job access loss due to congestion*

48

Lee County MPO

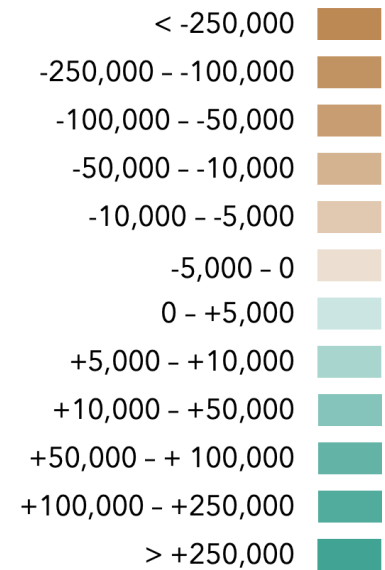**Jobs within 30 minutes**
(Driving, AM peak)

- 0 – 1,000
- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 10,000,000
- 10,000,000 +
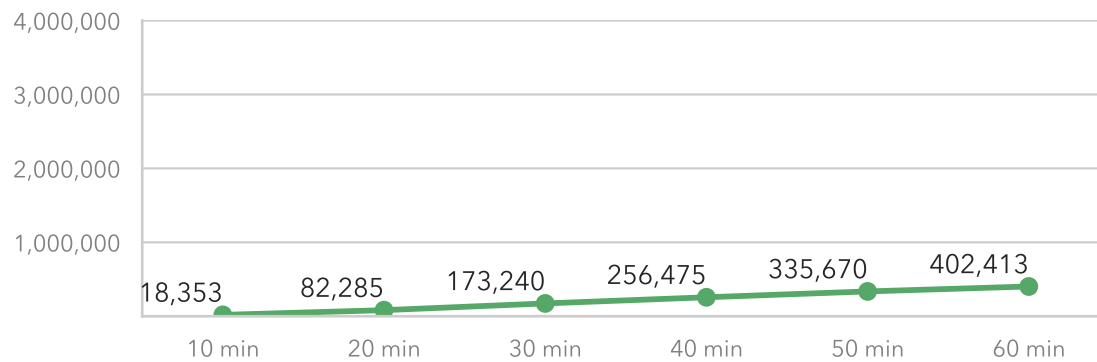
State border ———
MPO boundary ———

Lee County MPO

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

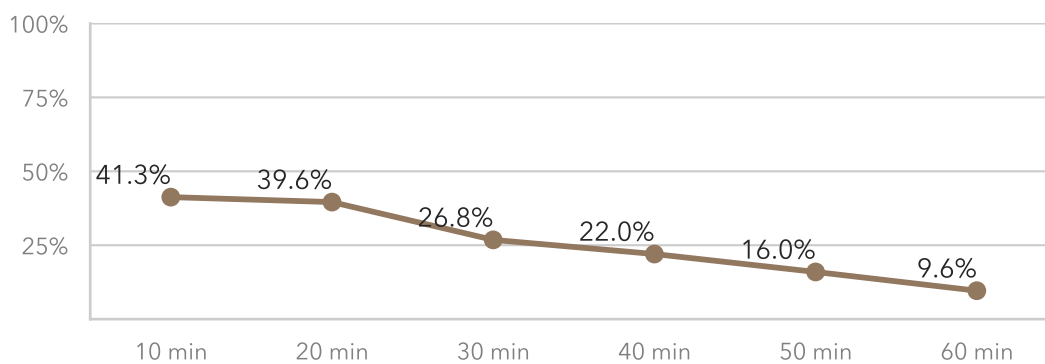|	
< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	
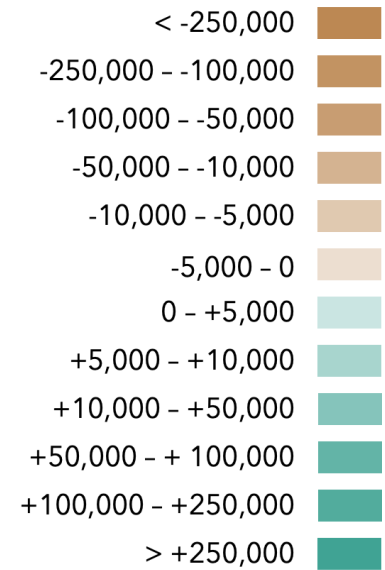
MPO boundary ——
City/Township Boundary ——

METROPLAN Orlando

Job Accessibility Results – Auto, 2018

Total Jobs	**1,131,699**
Average Job Density (per mi^2)	**1,025**
Total Workers	**970,164**
Average Worker Density (per mi^2)	**878**

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

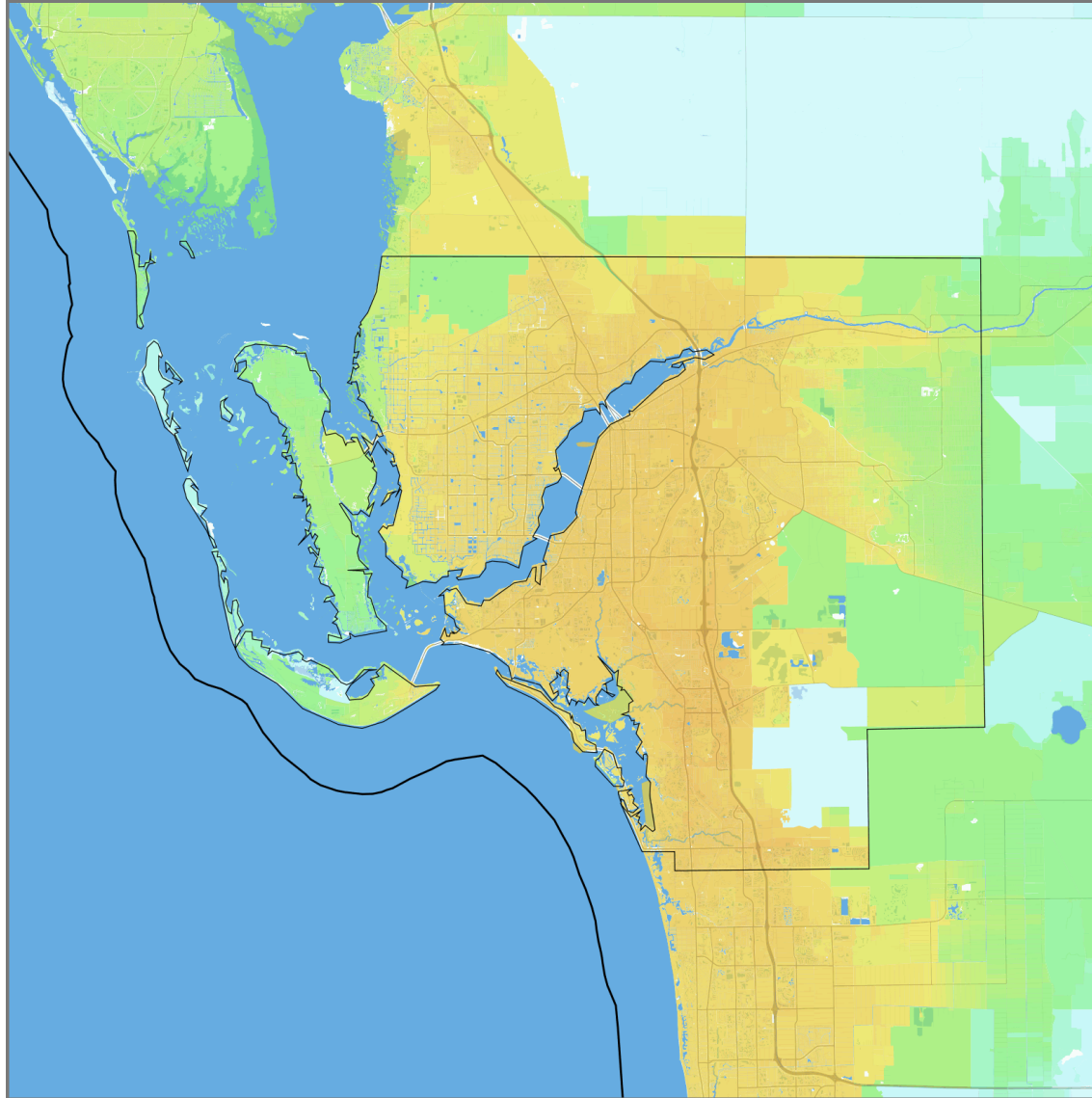## Average Job Accessibility by Travel Time Threshold (worker-weighted)
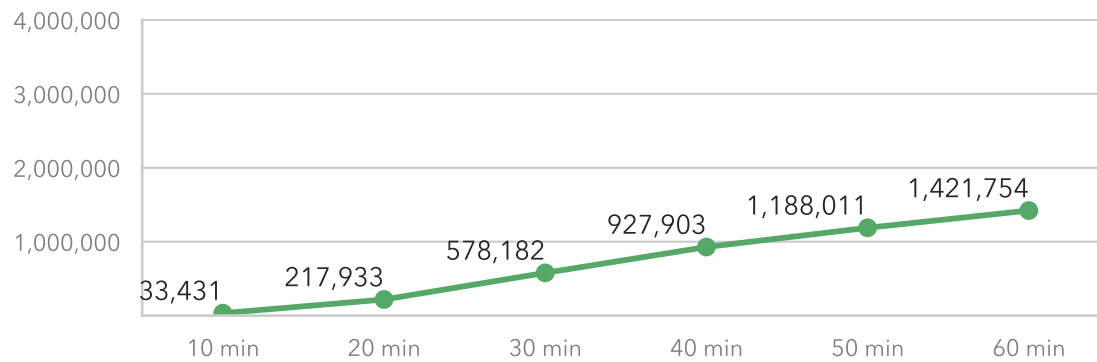
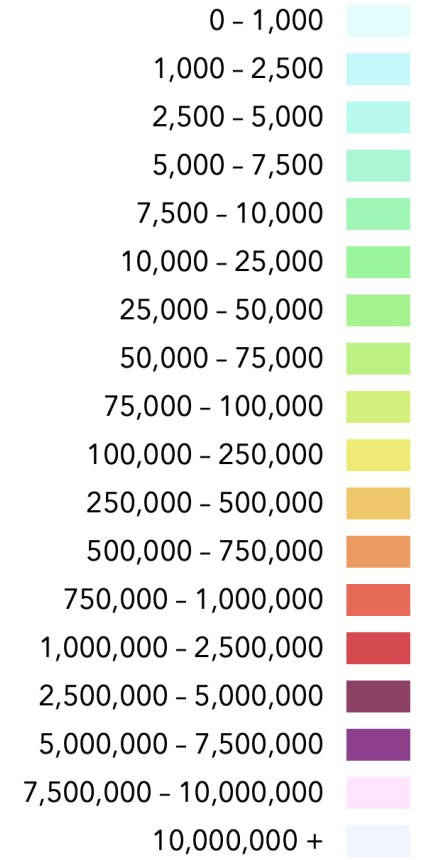## Average Congestion Impact by Travel Time Threshold (worker-weighted)
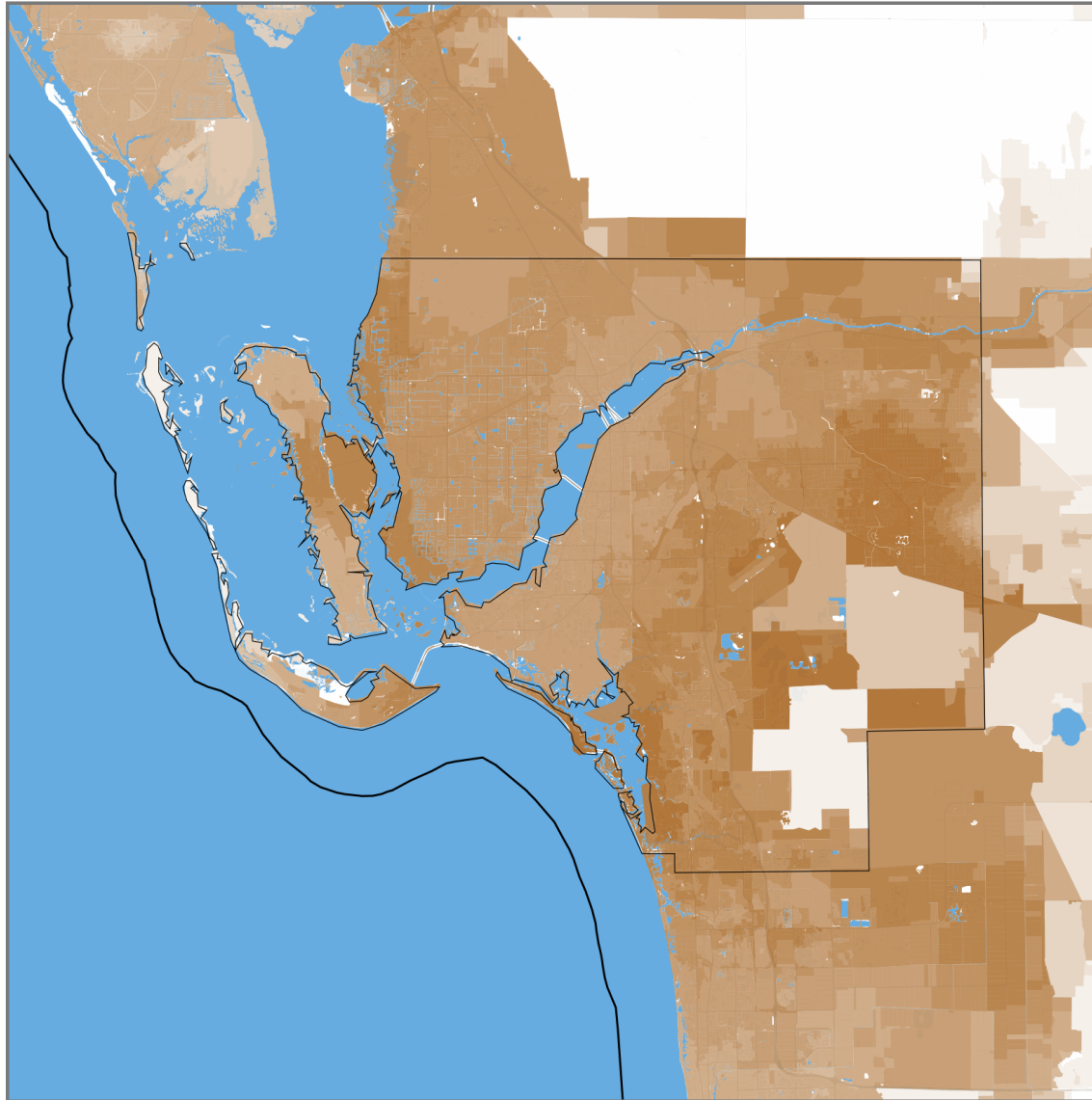*Higher numbers indicate greater job access loss due to congestion*

METROPLAN Orlando

Jobs within 30 minutes
(Driving, AM peak)

- 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 +
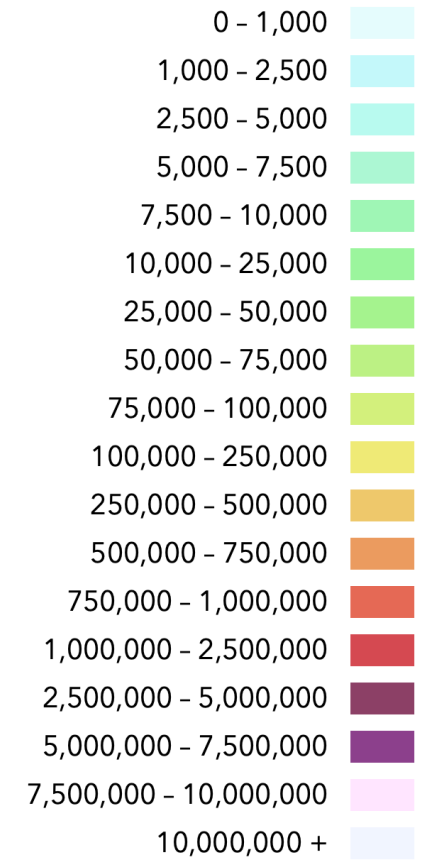
State border ——
MPO boundary ——

METROPLAN Orlando

**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	
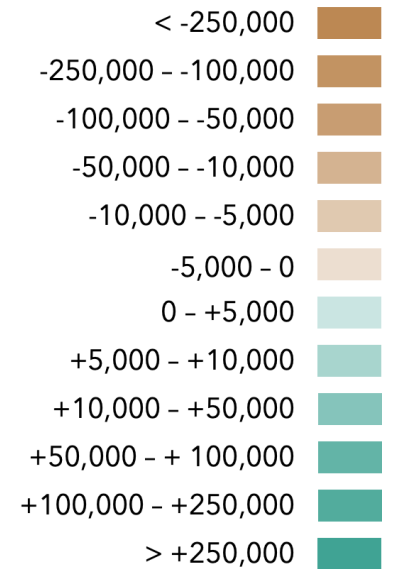
MPO boundary ——

City/Township Boundary ——

Martin MPO

Job Accessibility Results — Auto, 2018

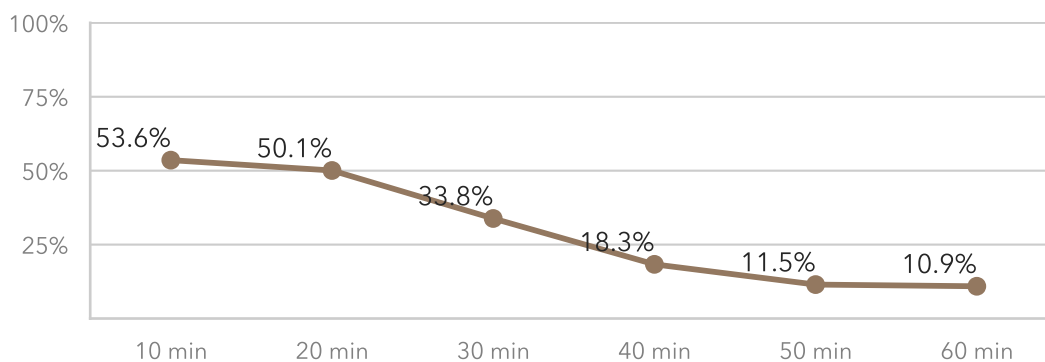|	
Total Jobs	**66,267**
Average Job Density (per mi^2)	**314**
Total Workers	**58,779**
Average Worker Density (per mi^2)	**279**

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

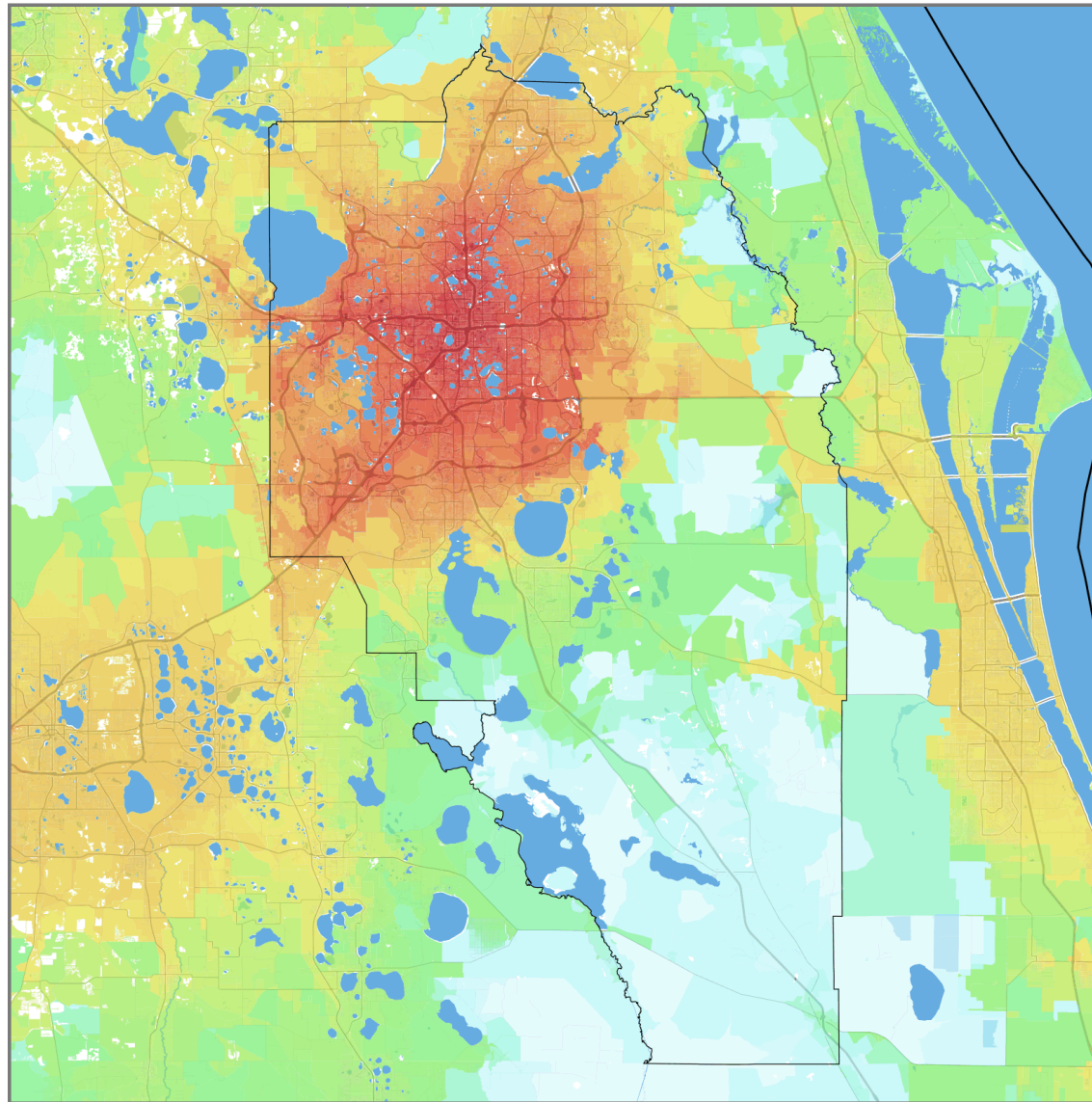## Average Job Accessibility by Travel Time Threshold (worker-weighted)

	10 min	20 min	30 min	40 min	50 min	60 min
	15,942	57,134	129,706	287,248	484,036	643,281

Average Congestion Impact by Travel Time Threshold (worker-weighted)
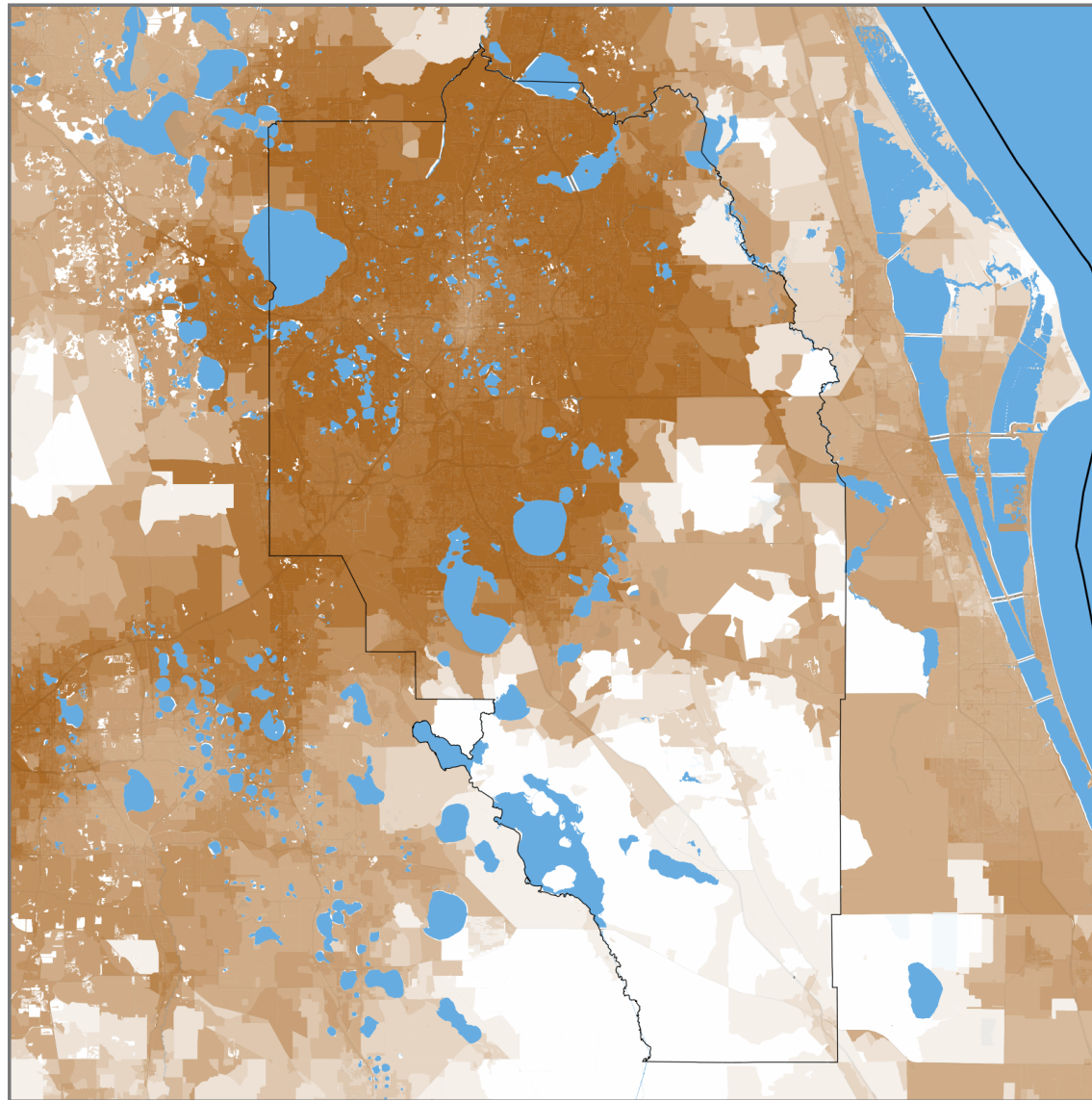*Higher numbers indicate greater job access loss due to congestion*

	10 min	20 min	30 min	40 min	50 min	60 min
	33.9%	23.0%	31.3%	28.0%	20.5%	23.9%

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 +
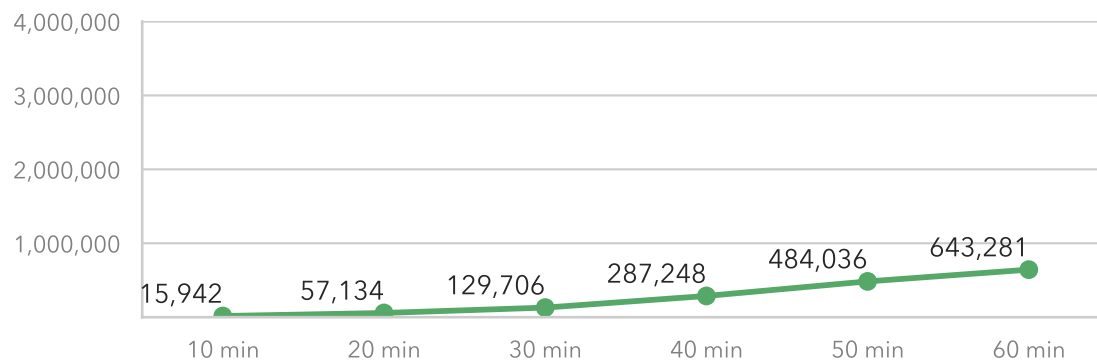
State border
MPO boundary

Martin MPO

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	

MPO boundary ———
City/Township Boundary ———

Miami-Dade TPO

Job Accessibility Results – Auto, 2018

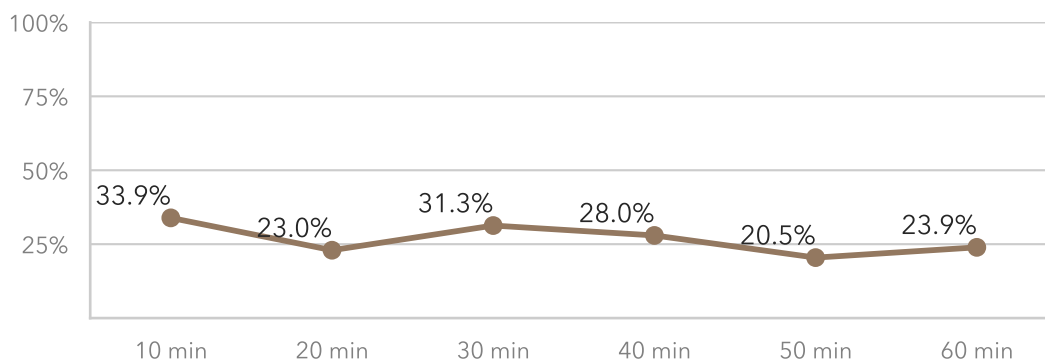|	
Total Jobs	**1,109,244**
Average Job Density (per mi^2)	**1,422**
Total Workers	**1,064,182**
Average Worker Density (per mi^2)	**1,364**

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

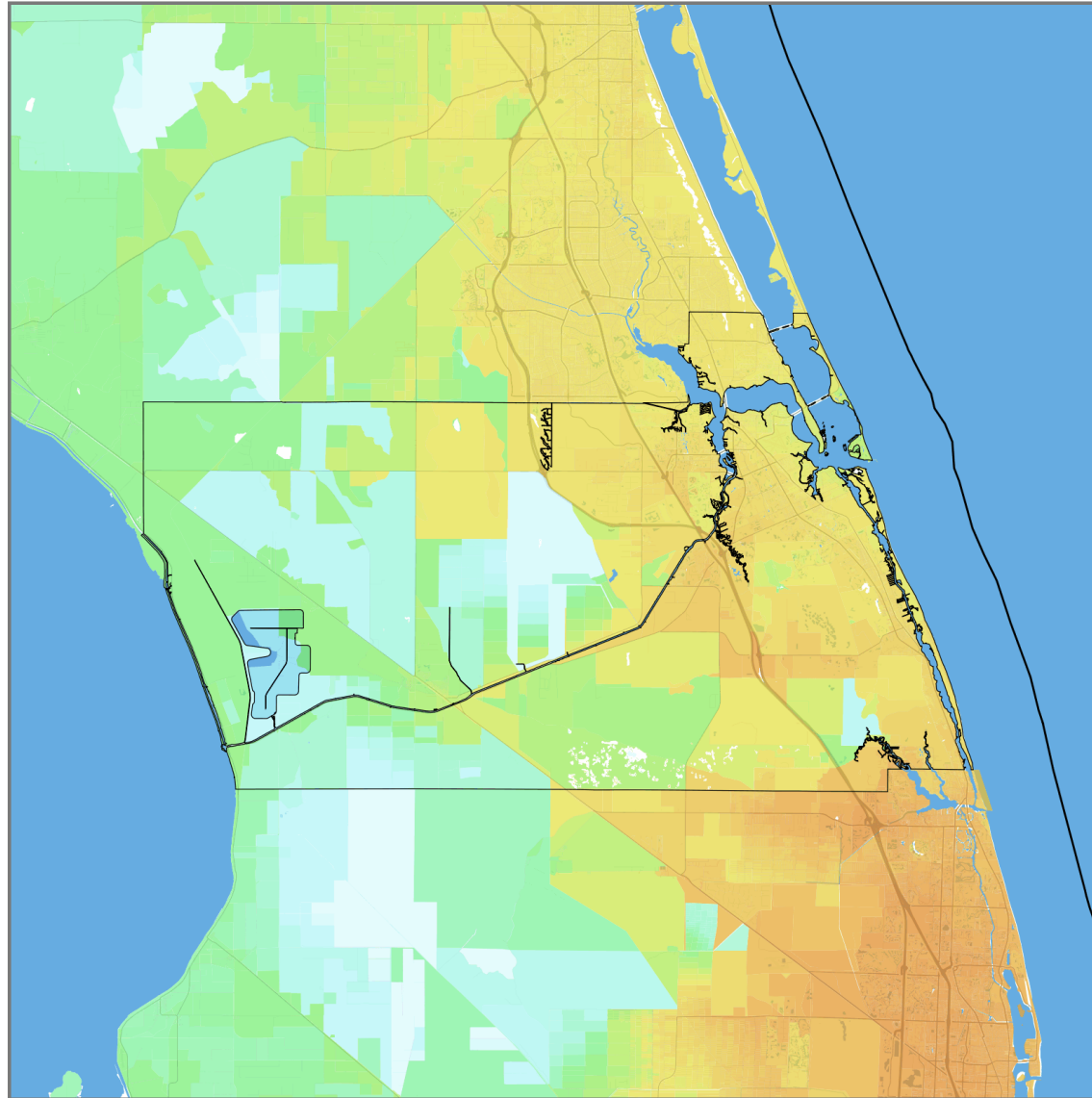## Average Job Accessibility by Travel Time Threshold (worker-weighted)
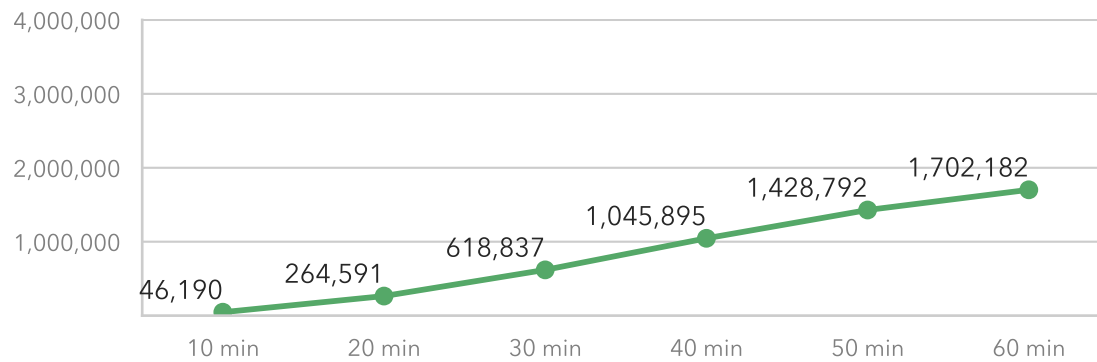
Average Congestion Impact by Travel Time Threshold (worker-weighted)
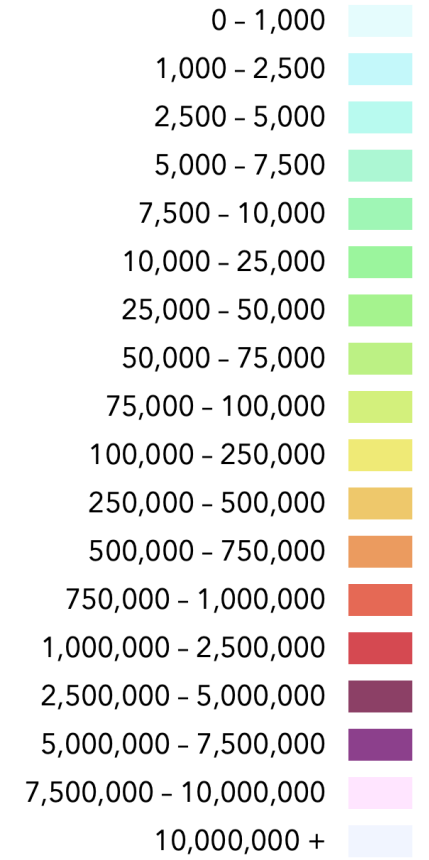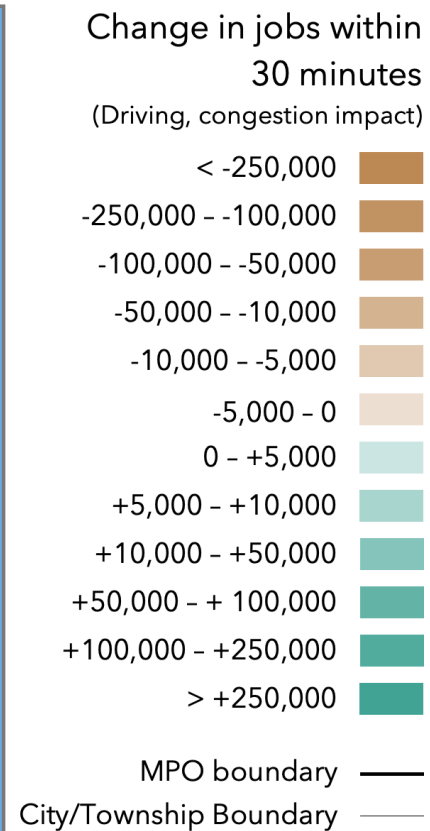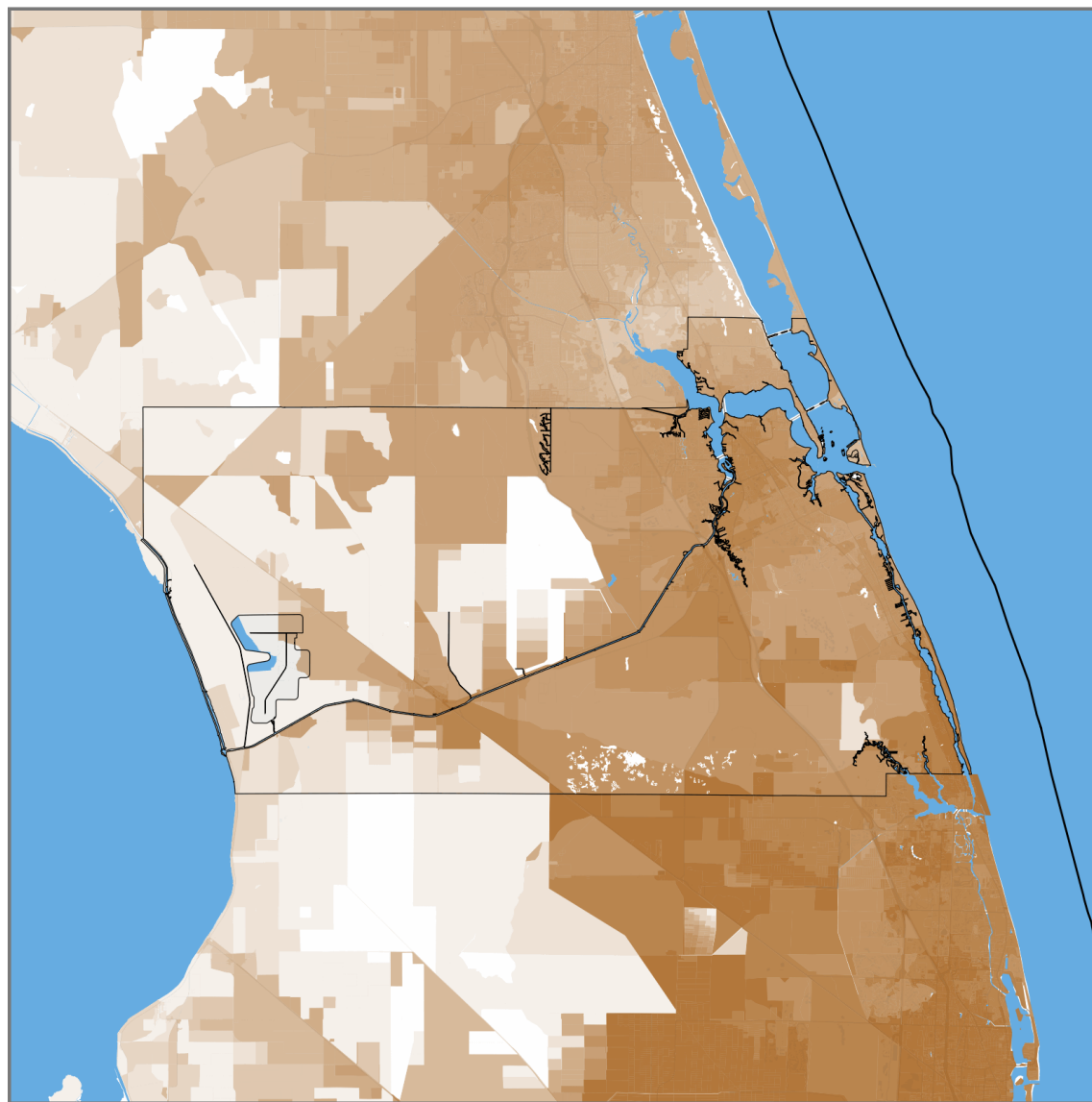*Higher numbers indicate greater job access loss due to congestion*

Miami-Dade TPO

Jobs within 30 minutes
(Driving, AM peak)

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

State border
MPO boundary

Miami-Dade TPO
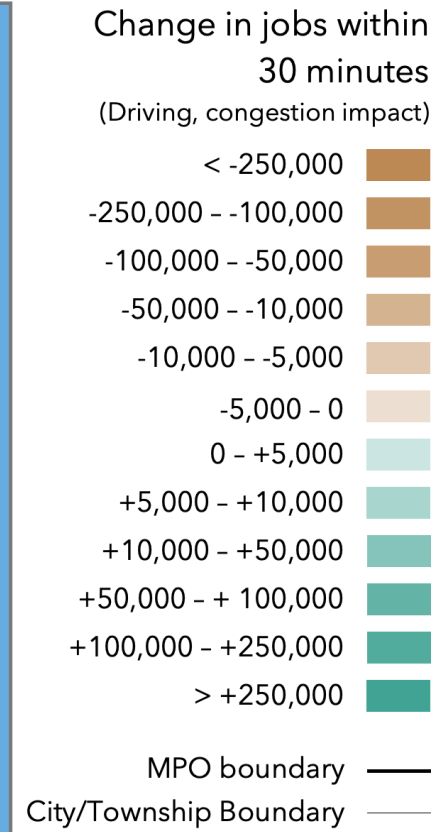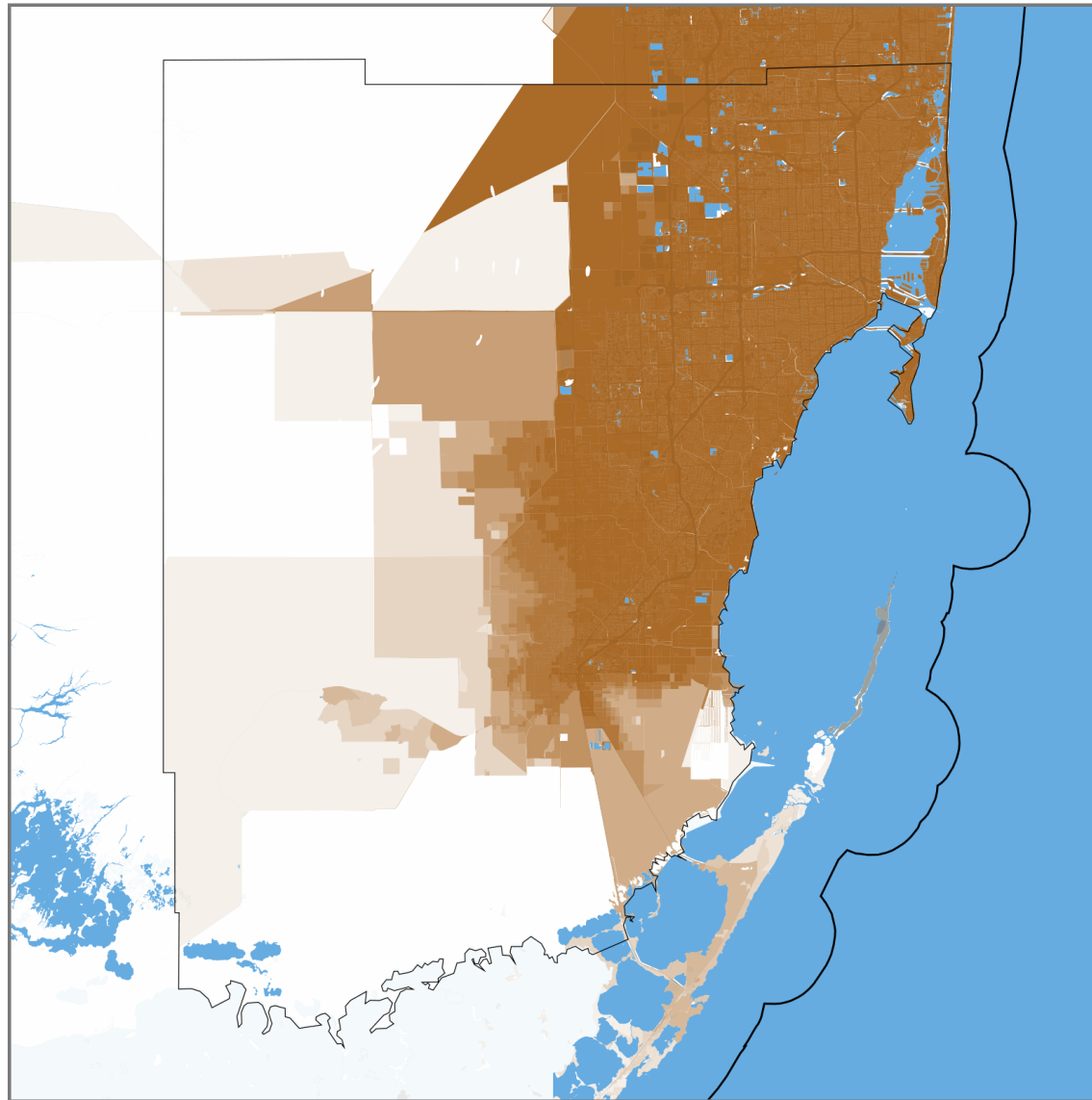
Change in jobs within 30 minutes
(Driving, congestion impact)

- < -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

MPO boundary
City/Township Boundary

59

North Florida Transportation Planning Organization

Job Accessibility Results — Auto, 2018

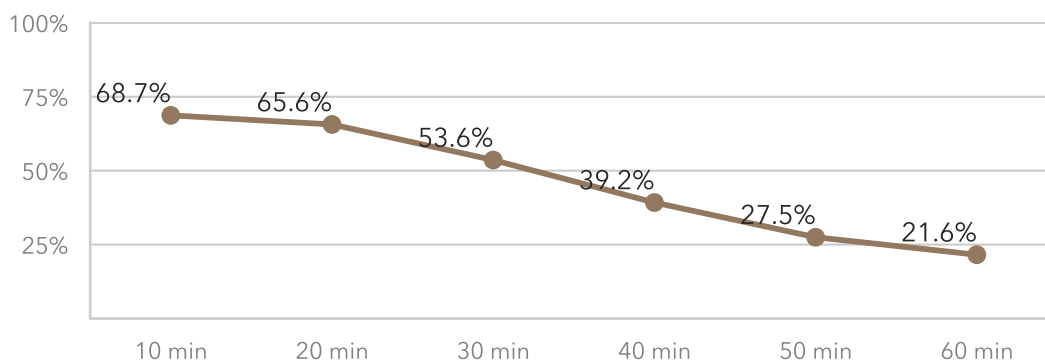|	
Total Jobs	**649,461**
Average Job Density (per mi^2)	**627**
Total Workers	**632,365**
Average Worker Density (per mi^2)	**610**

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

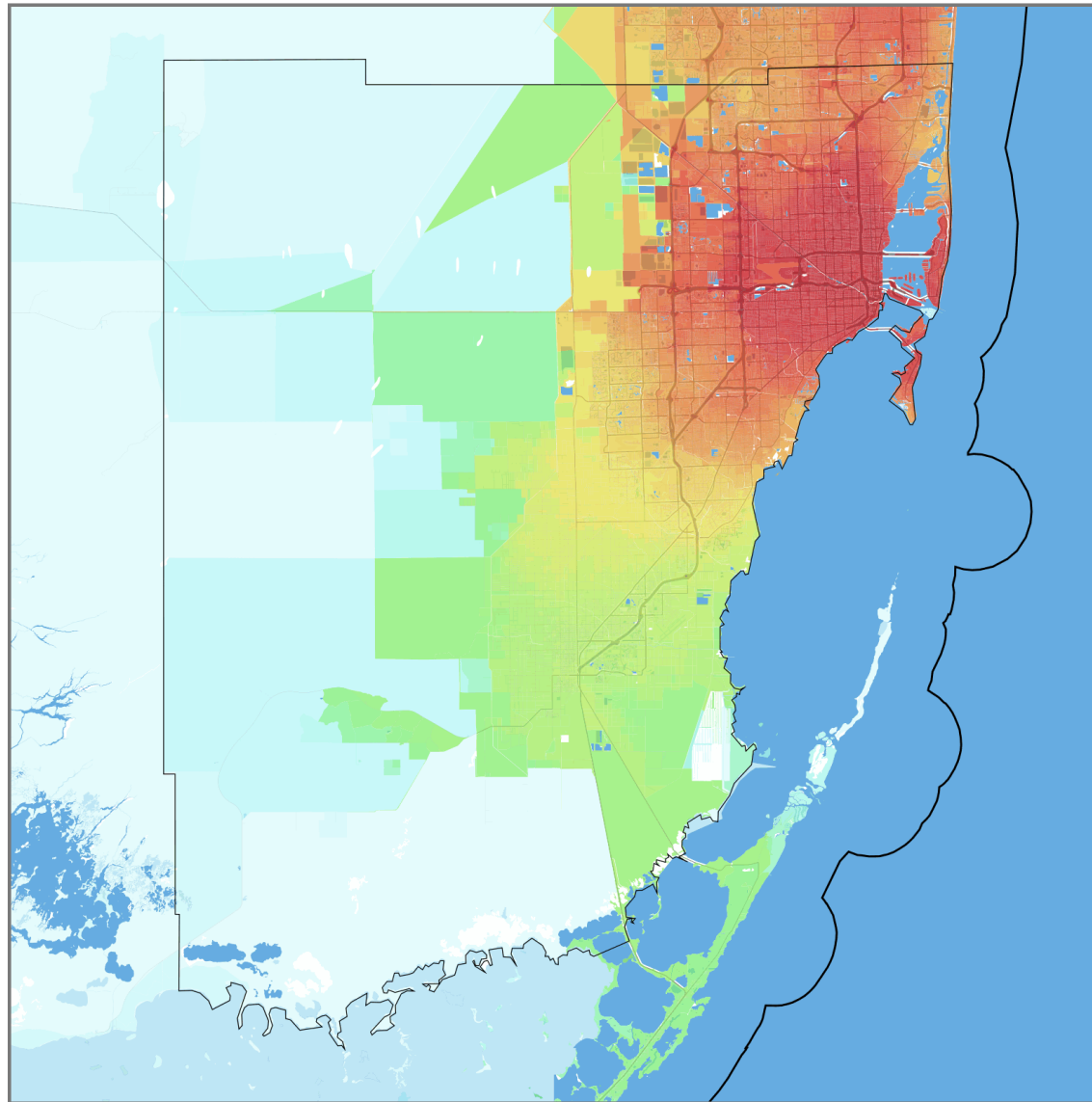## Average Job Accessibility by Travel Time Threshold (worker-weighted)
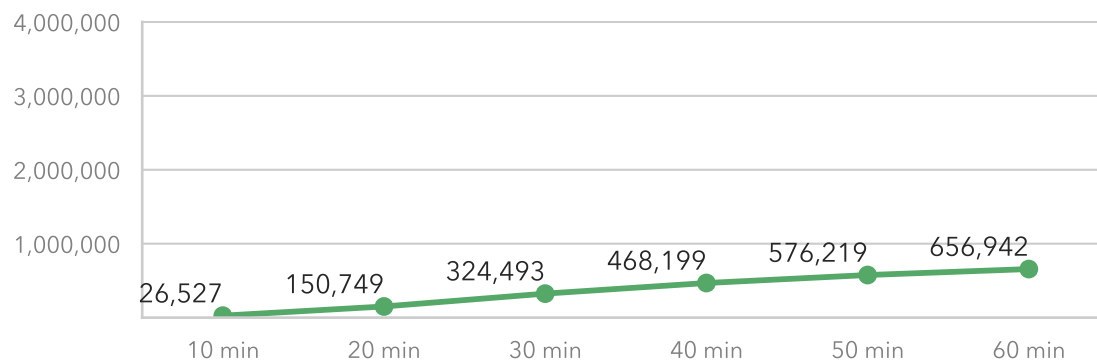
Average Congestion Impact by Travel Time Threshold (worker-weighted)
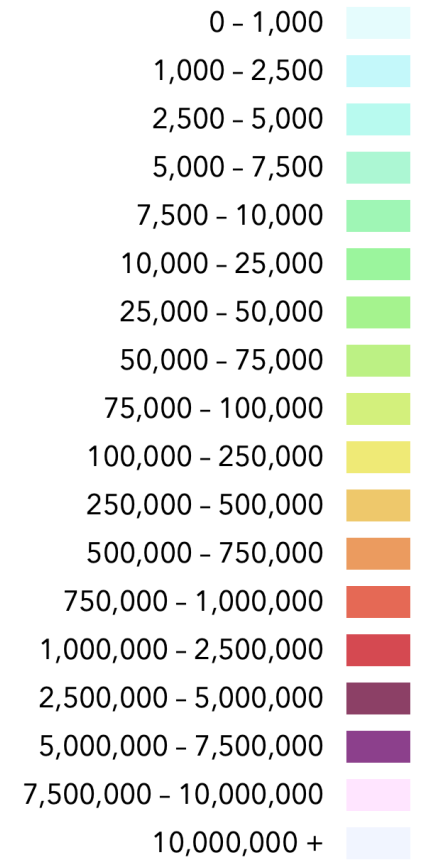*Higher numbers indicate greater job access loss due to congestion*

North Florida Transportation Planning Organization

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

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	

MPO boundary ————
City/Township Boundary ————

Ocala - Marion County Tranportation Planning Organization

Job Accessibility Results — Auto, 2018

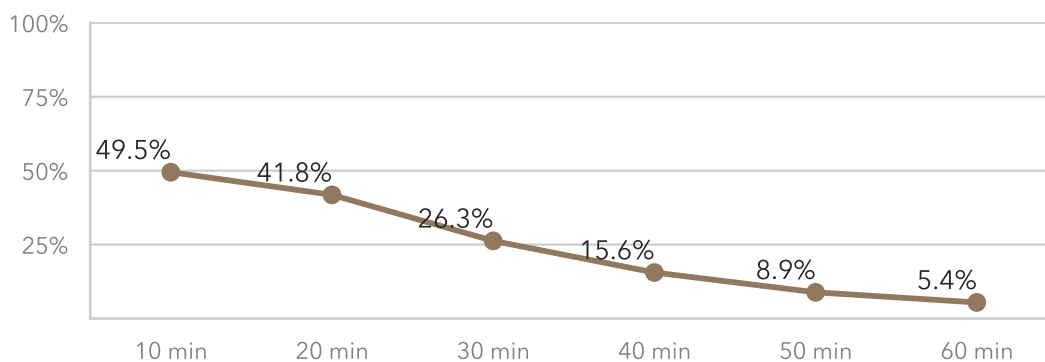|	
Total Jobs	**100,205**
Average Job Density (per mi^2)	**155**
Total Workers	**117,608**
Average Worker Density (per mi^2)	**183**

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

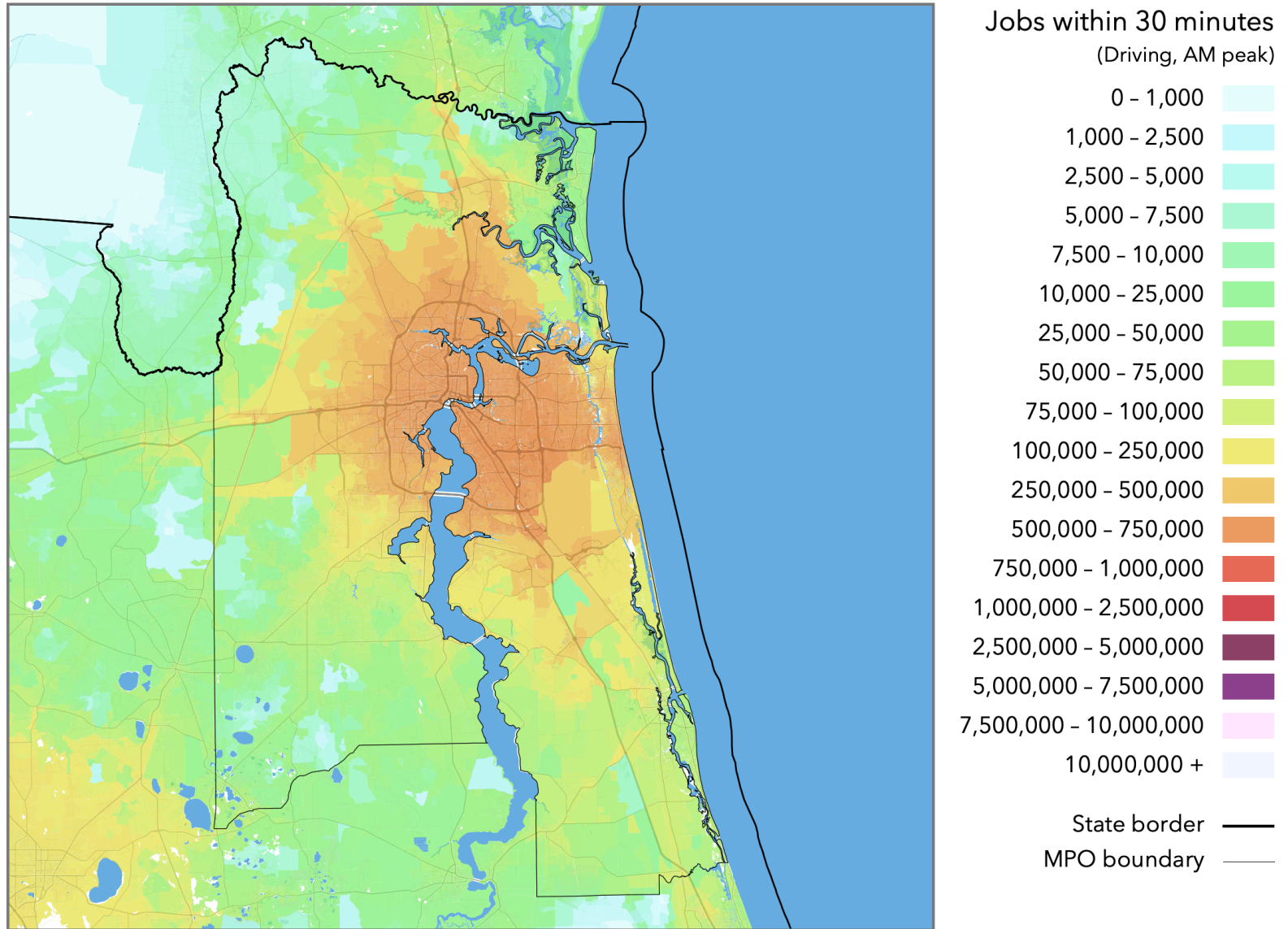## Average Job Accessibility by Travel Time Threshold (worker-weighted)

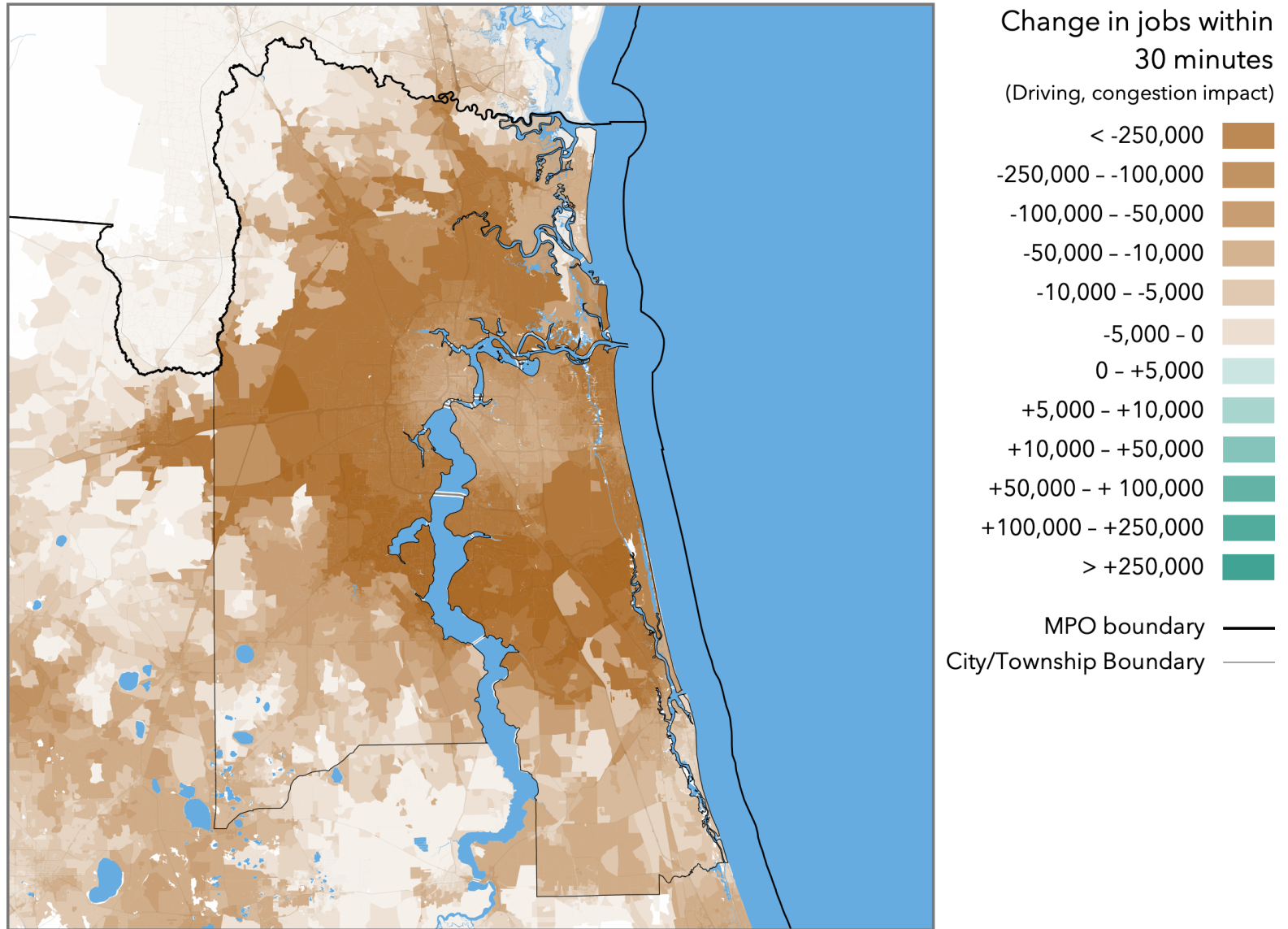## Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

63

Ocala - Marion County Tranportation 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 +	
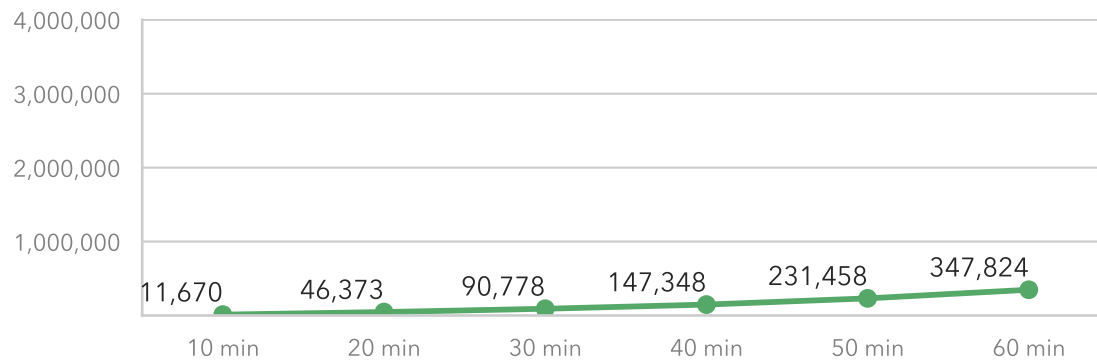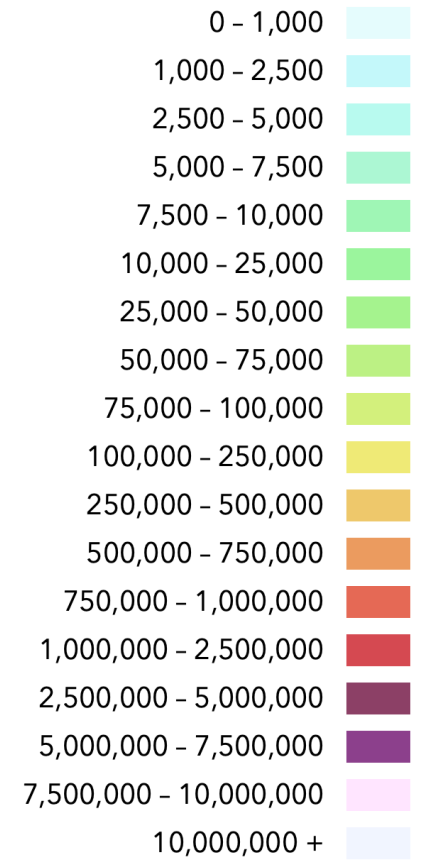
State border ⎯⎯⎯
MPO boundary ⎯⎯⎯

Ocala - Marion County Tranportation Planning Organization
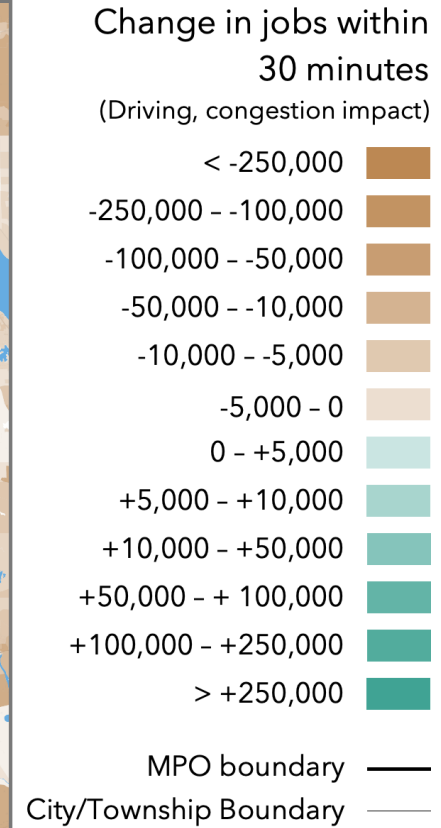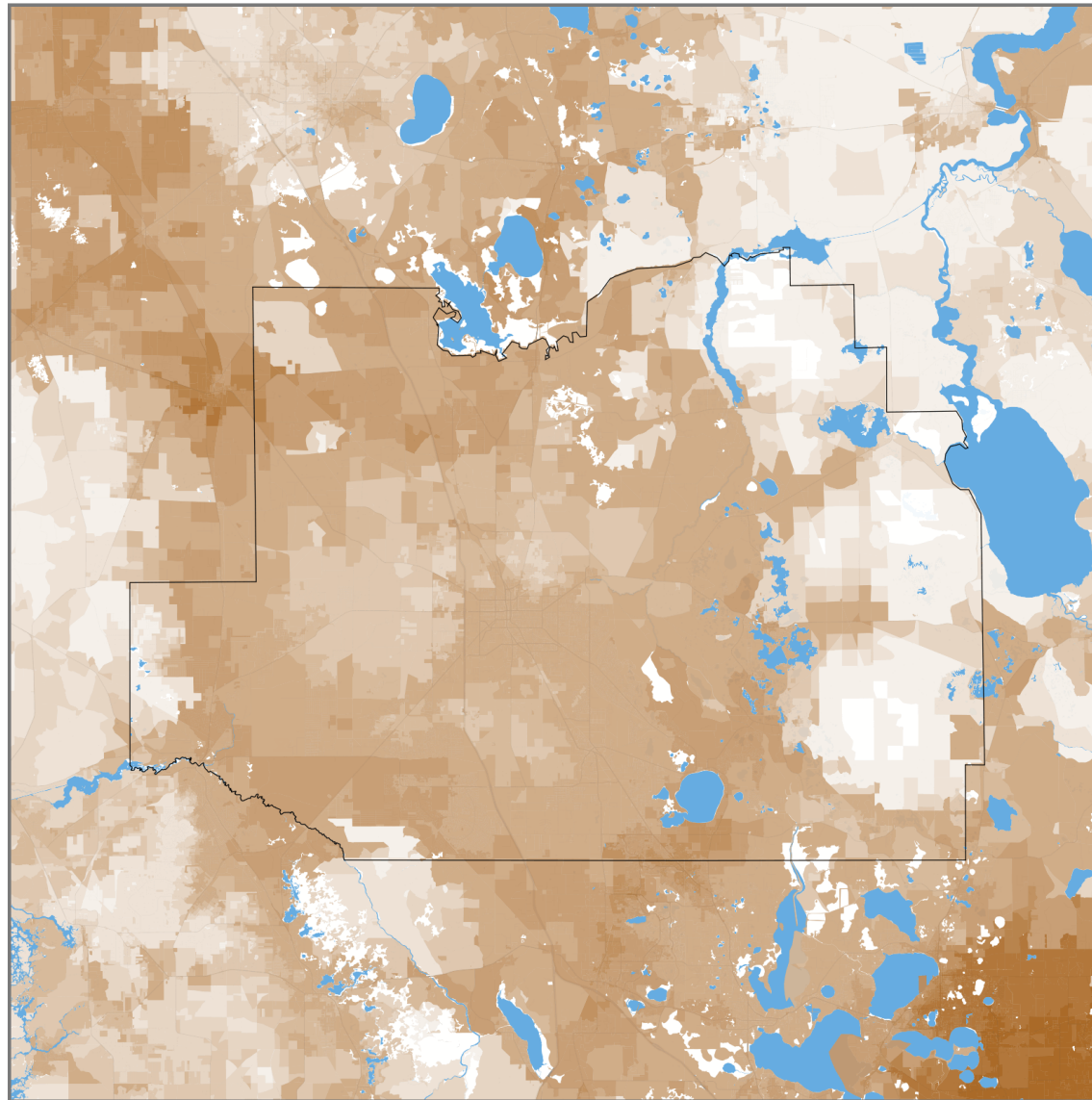
Change in jobs within
30 minutes
(Driving, congestion impact)

< -250,000
-250,000 – -100,000
-100,000 – -50,000
-50,000 – -10,000
-10,000 – -5,000
-5,000 – 0
0 – +5,000
+5,000 – +10,000
+10,000 – +50,000
+50,000 – + 100,000
+100,000 – +250,000
> +250,000

MPO boundary
City/Township Boundary

65

Okaloosa-Walton Transportation Planning Organization

Job Accessibility Results — Auto, 2018

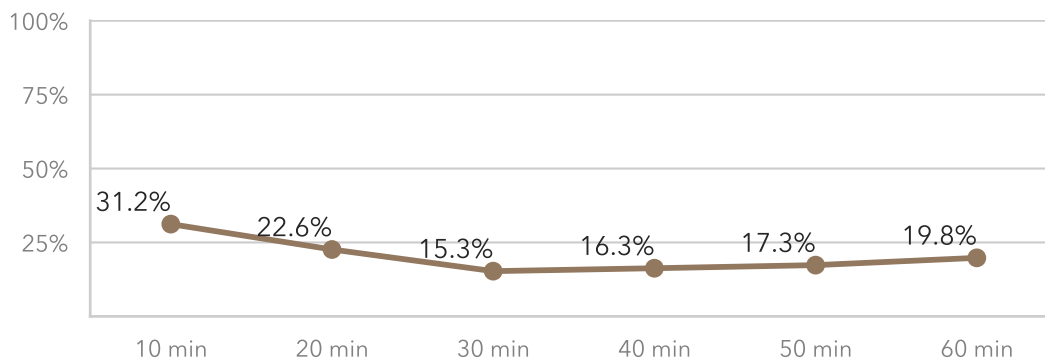|	
Total Jobs	**105,294**
Average Job Density (per mi^2)	**186**
Total Workers	**91,374**
Average Worker Density (per mi^2)	**161**

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

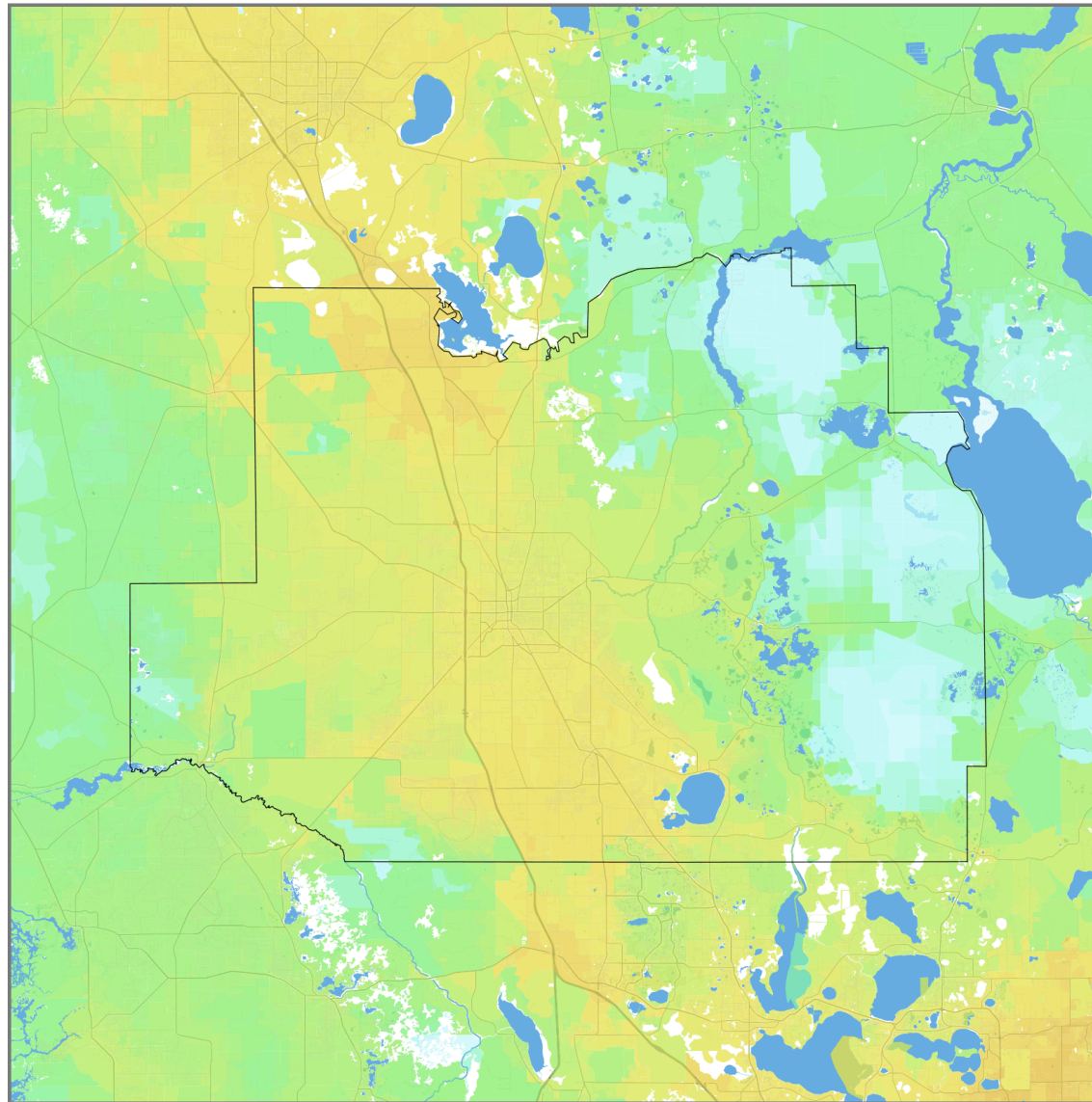## Average Job Accessibility by Travel Time Threshold (worker-weighted)

10 min	20 min	30 min	40 min	50 min	60 min
12,642	30,857	56,790	84,020	126,792	186,811

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

Higher numbers indicate greater job access loss due to congestion

10 min	20 min	30 min	40 min	50 min	60 min
19.2%	15.8%	13.8%	13.1%	19.2%	19.2%

Okaloosa-Walton 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 ———

67

Okaloosa-Walton Transportation Planning Organization

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

< -250,000

-250,000 – -100,000

-100,000 – -50,000

-50,000 – -10,000

-10,000 – -5,000

-5,000 – 0

0 – +5,000

+5,000 – +10,000

+10,000 – +50,000

+50,000 – + 100,000

+100,000 – +250,000

> +250,000

MPO boundary

City/Township Boundary

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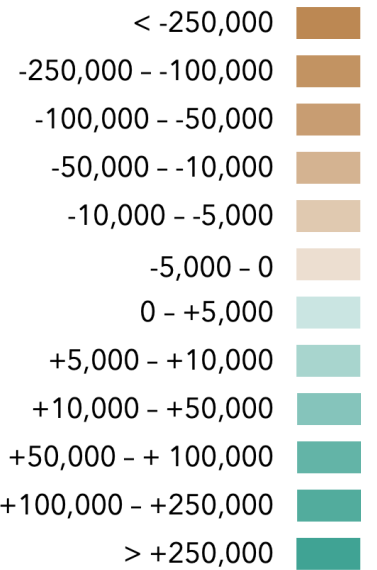
Palm Beach MPO

Job Accessibility Results – Auto, 2018

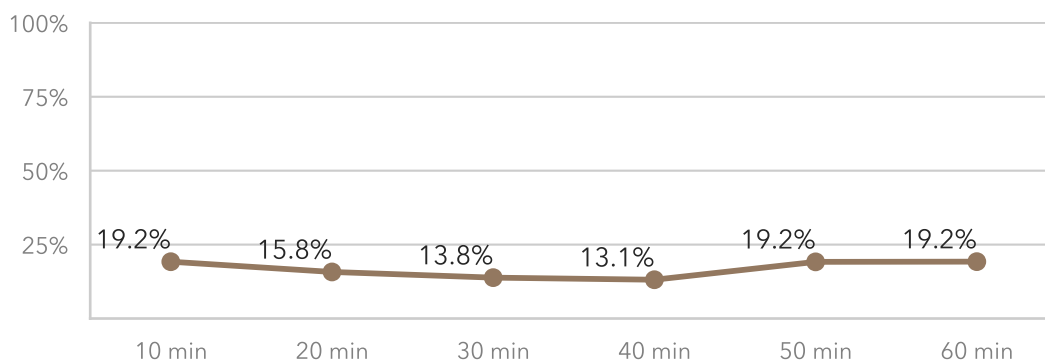|	
Total Jobs	**596,430**
Average Job Density (per mi^2)	**780**
Total Workers	**567,949**
Average Worker Density (per mi^2)	**742**

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

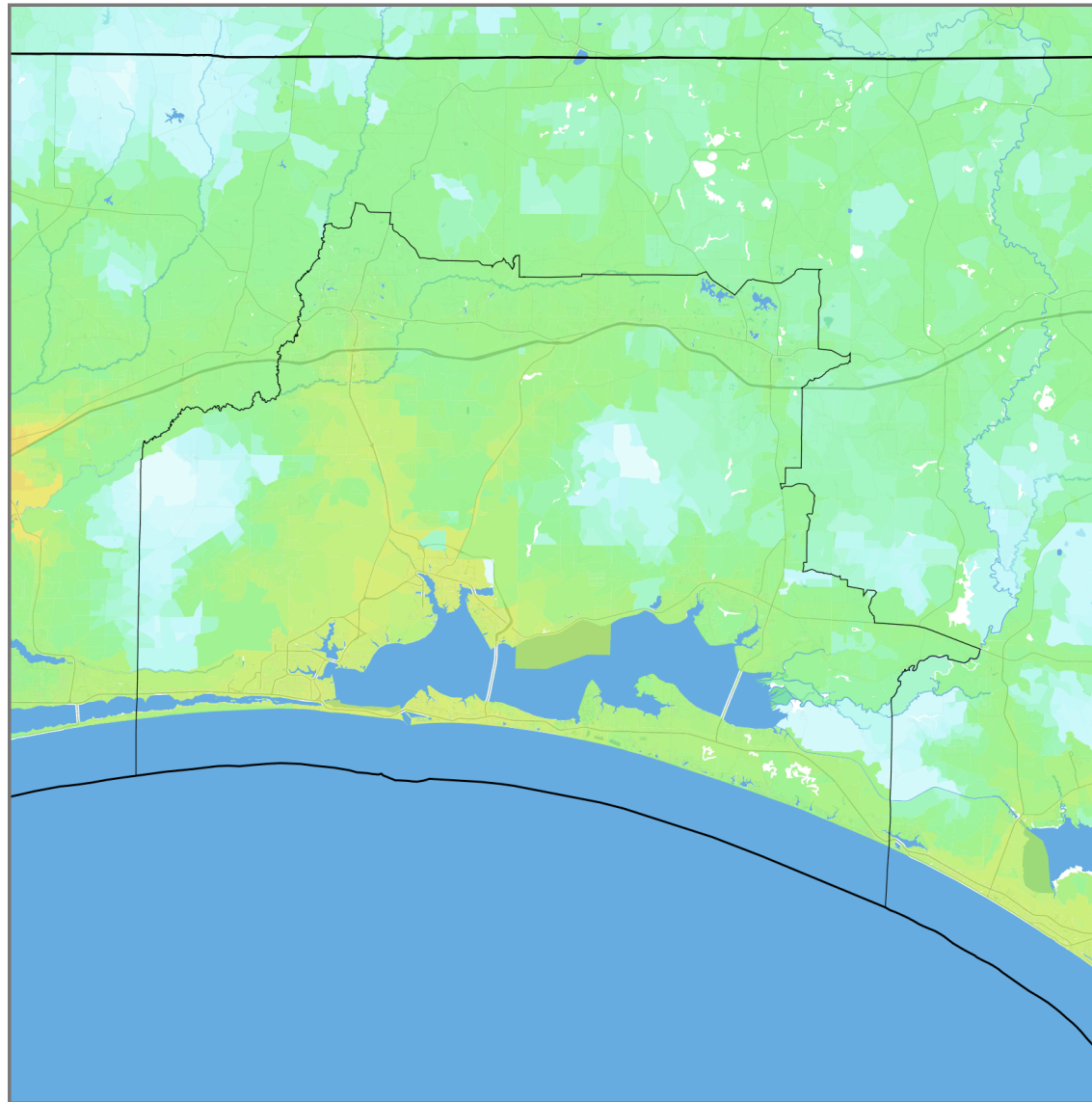## Average Job Accessibility by Travel Time Threshold (worker-weighted)

Average Congestion Impact by Travel Time Threshold (worker-weighted)
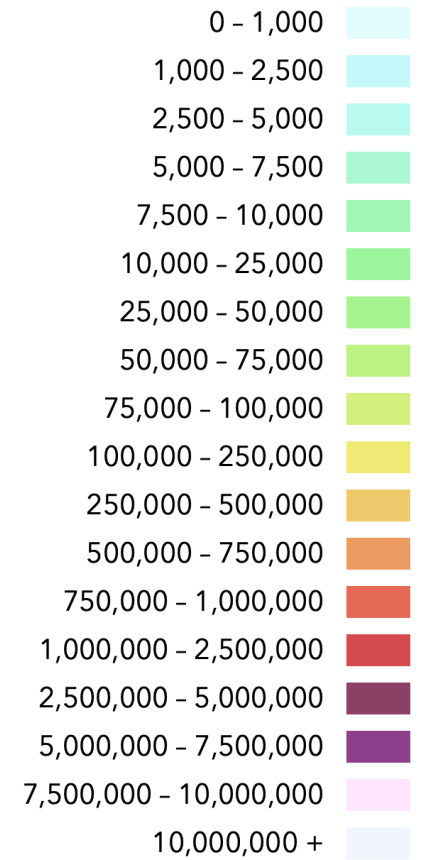*Higher numbers indicate greater job access loss due to congestion*

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Palm Beach 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 +
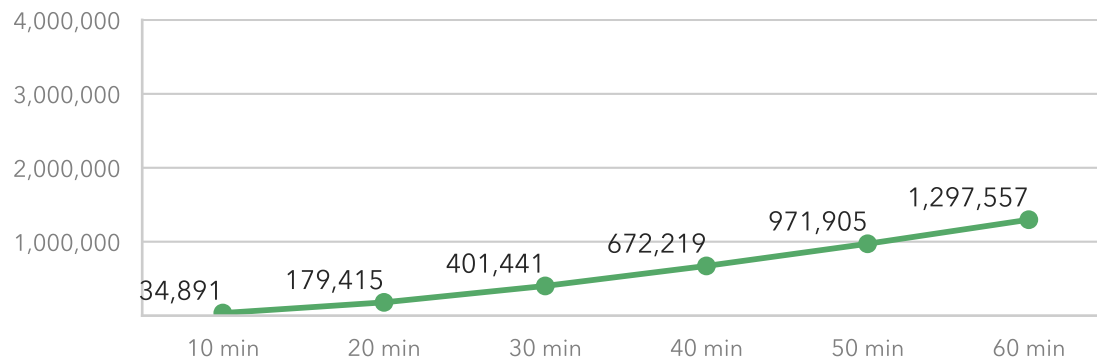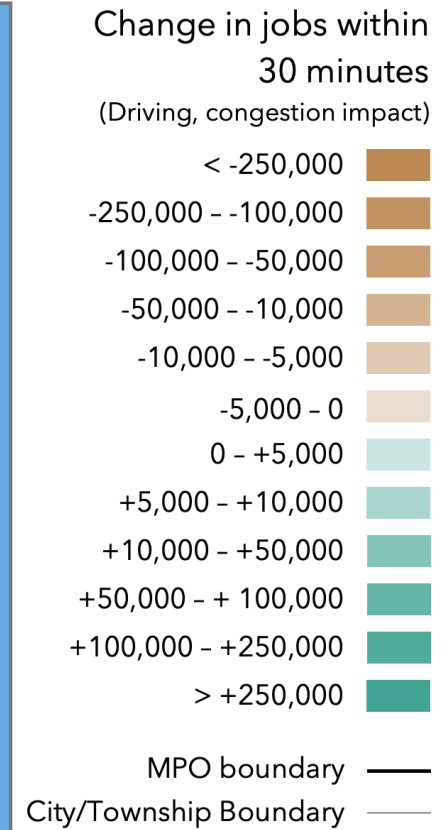
State border
MPO boundary

Palm Beach MPO

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

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	

MPO boundary ⎯⎯⎯

City/Township Boundary ⎯⎯⎯
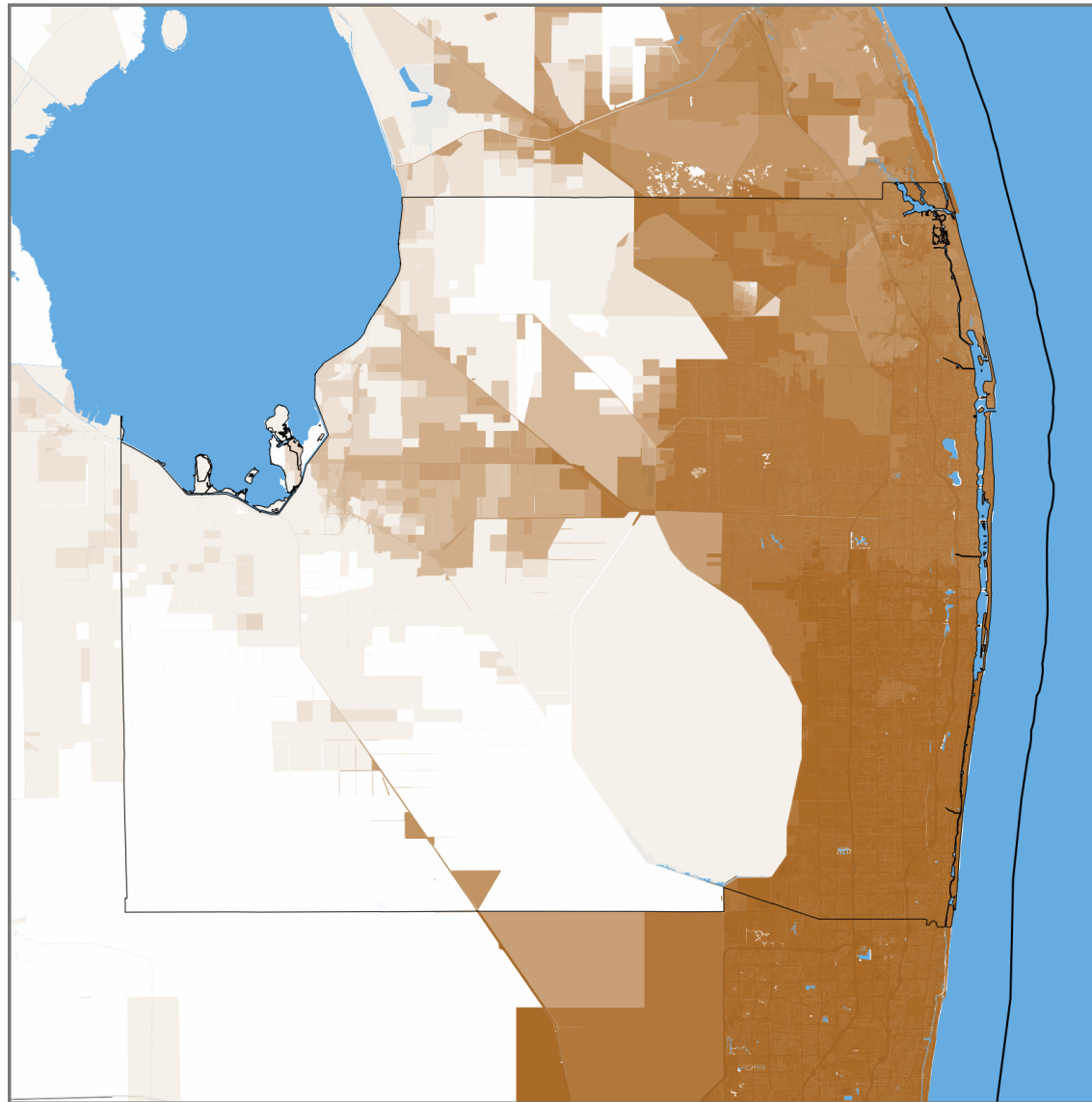
Pasco County MPO

Job Accessibility Results — Auto, 2018

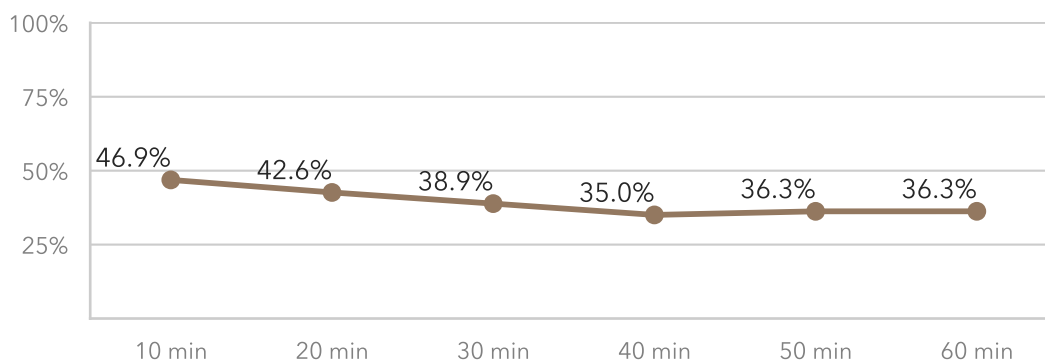|	
Total Jobs	**116,720**
Average Job Density (per mi^2)	**394**
Total Workers	**192,220**
Average Worker Density (per mi^2)	**649**

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

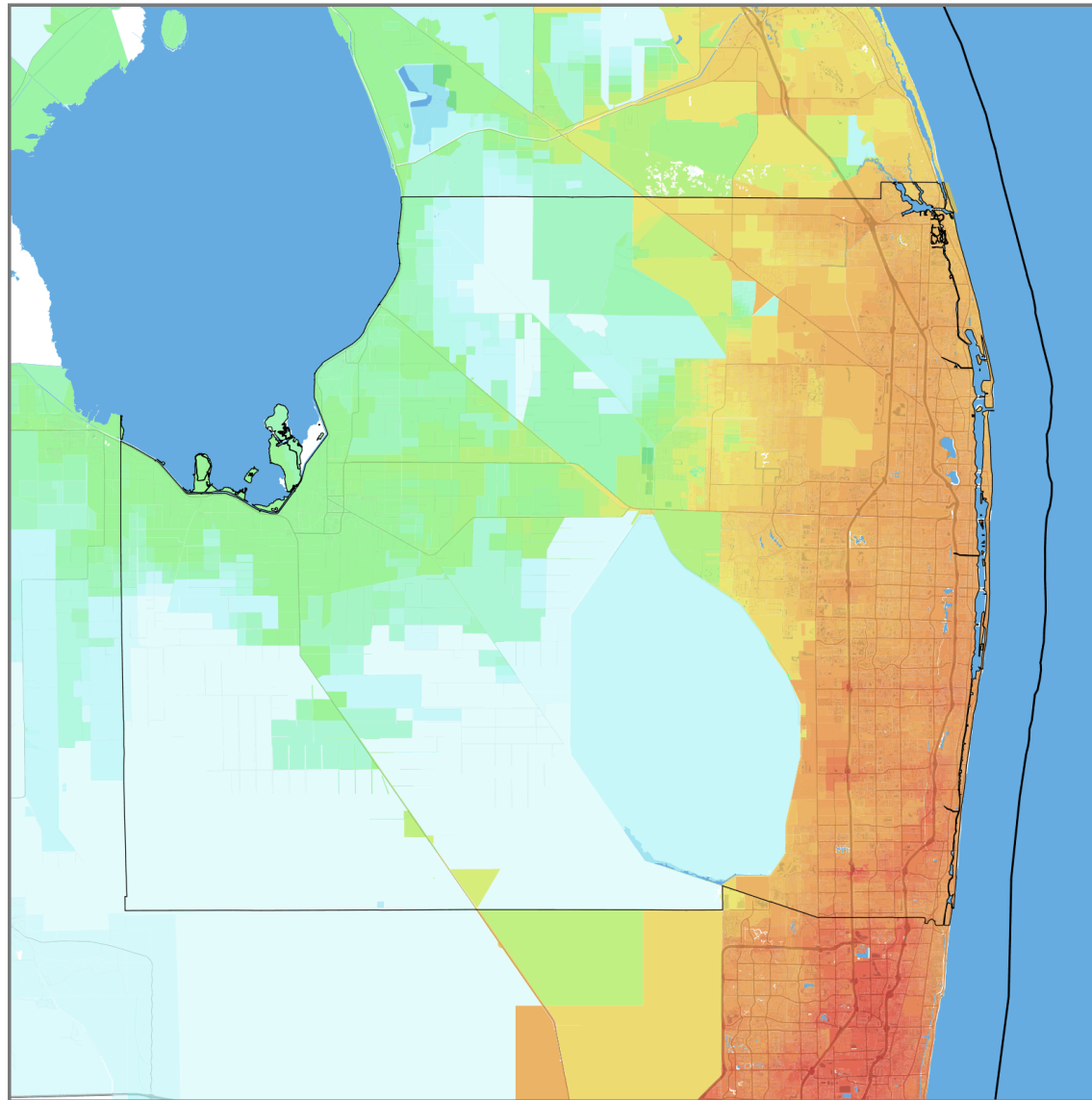## Average Job Accessibility by Travel Time Threshold (worker-weighted)
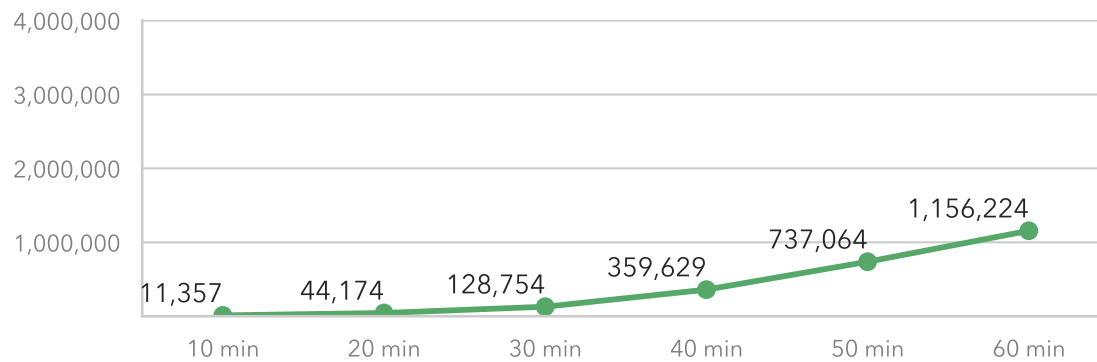
Average Congestion Impact by Travel Time Threshold (worker-weighted)
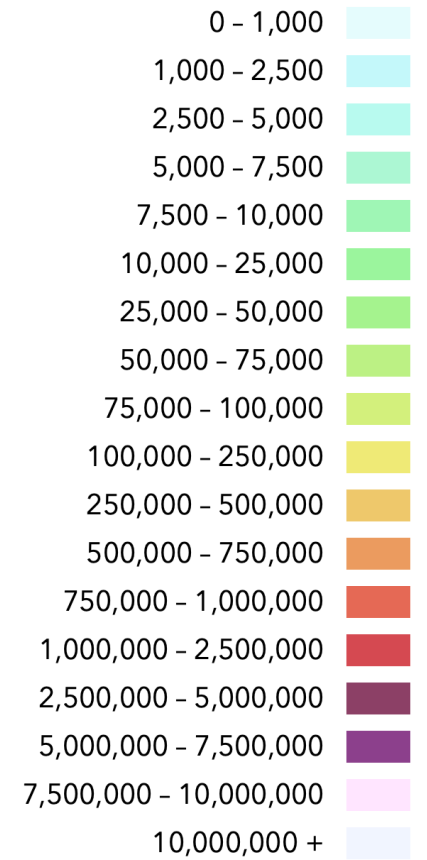*Higher numbers indicate greater job access loss due to congestion*

Pasco County MPO

Jobs within 30 minutes
(Driving, AM peak)

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

Pasco County MPO

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

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	
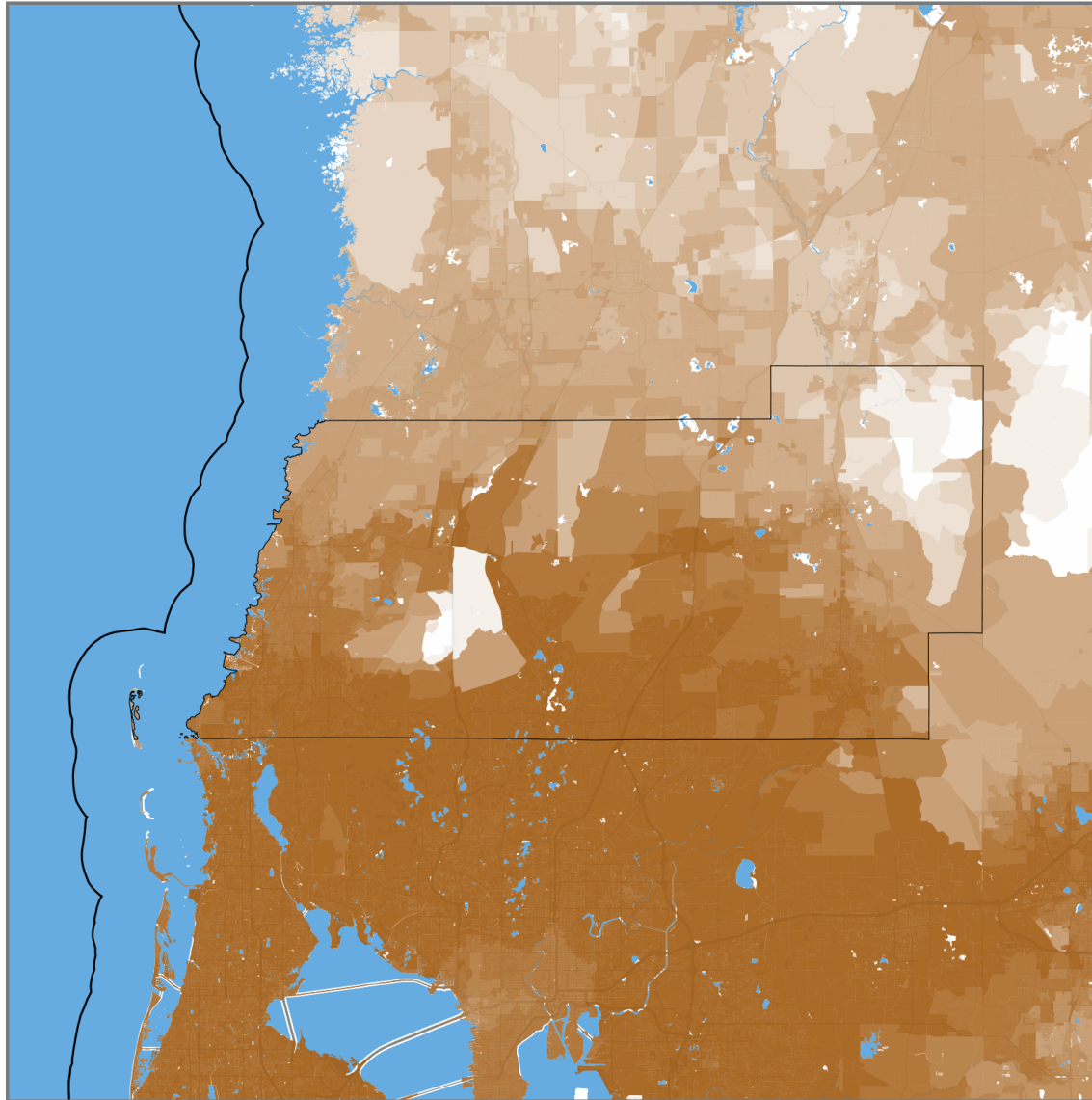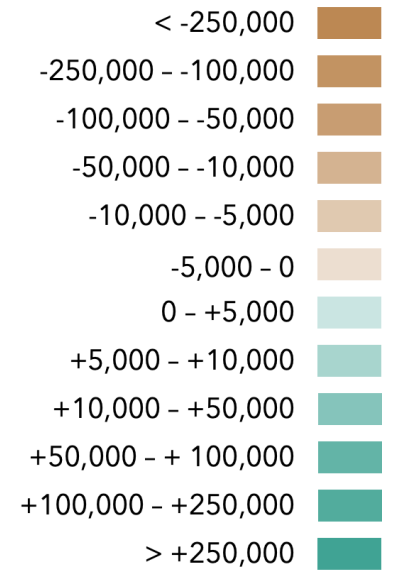
MPO boundary ——

City/Township Boundary ——

Polk County Transportation Planning Organization

Job Accessibility Results – Auto, 2018

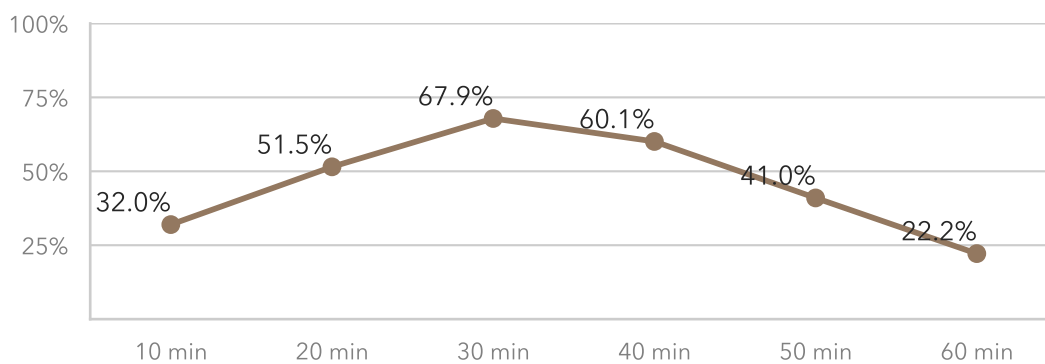|	
Total Jobs	**230,165**
Average Job Density (per mi^2)	**296**
Total Workers	**264,063**
Average Worker Density (per mi^2)	**339**

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

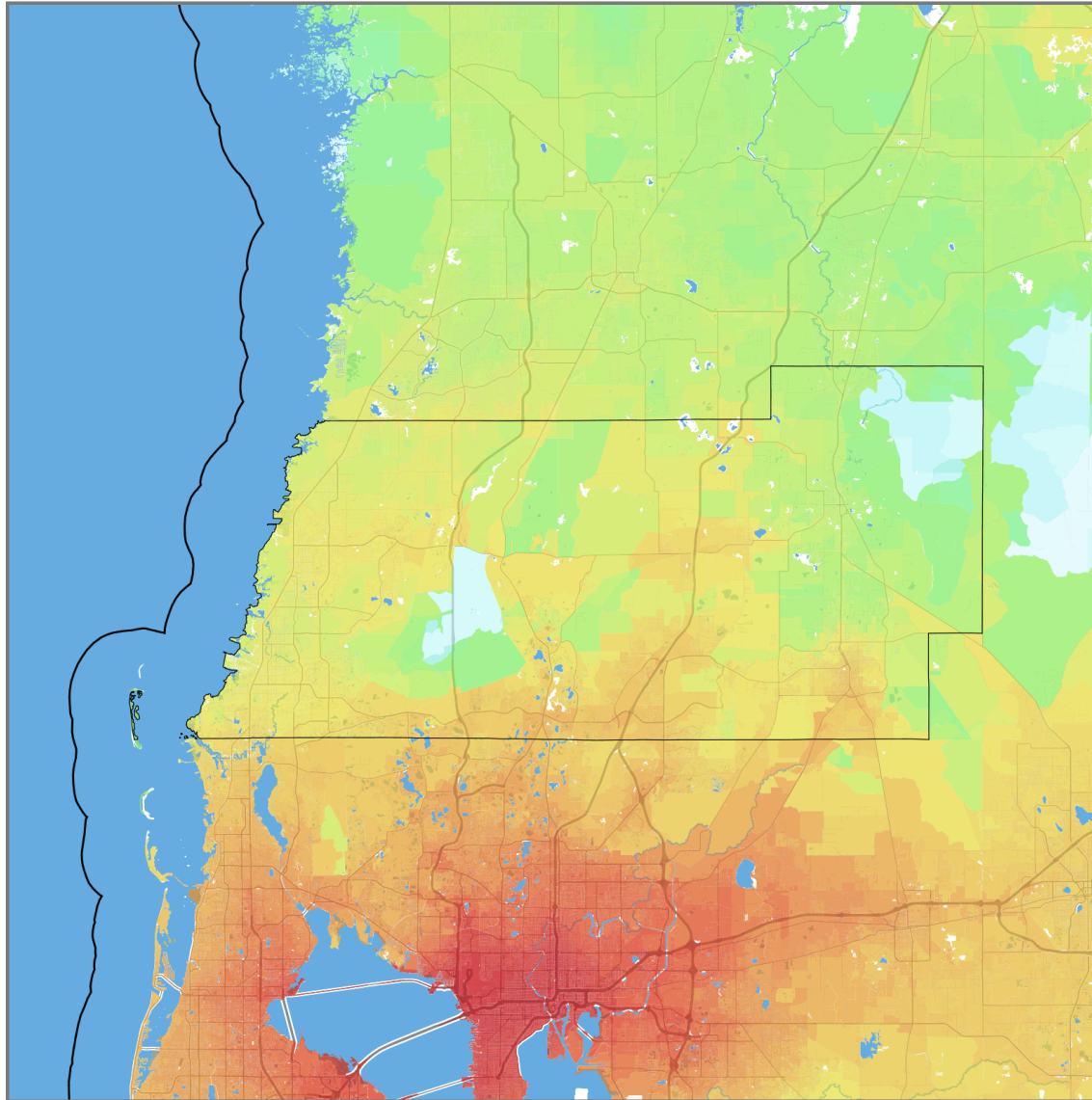### Average Job Accessibility by Travel Time Threshold (worker-weighted)

Average Congestion Impact by Travel Time Threshold (worker-weighted)
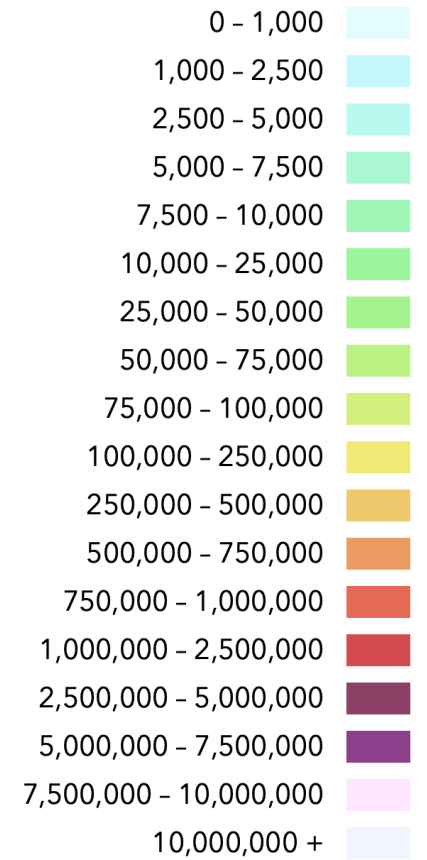*Higher numbers indicate greater job access loss due to congestion*

75

Polk County Transportation Planning Organization

Jobs within 30 minutes
(Driving, AM peak)

Range	
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 ⎯⎯⎯

76

Polk County Transportation Planning Organization

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

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	

MPO boundary ———

City/Township Boundary ———

River to Sea Transporation Planning Organization

Job Accessibility Results — Auto, 2018

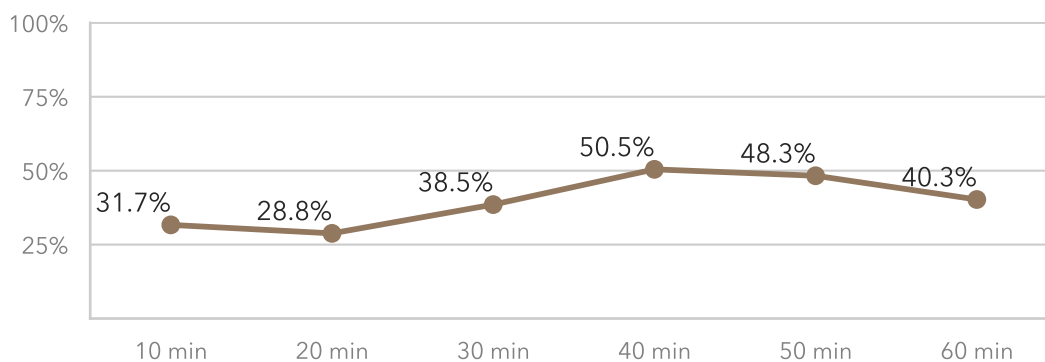|	
Total Jobs	**186,308**
Average Job Density (per mi^2)	**355**
Total Workers	**241,595**
Average Worker Density (per mi^2)	**460**

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

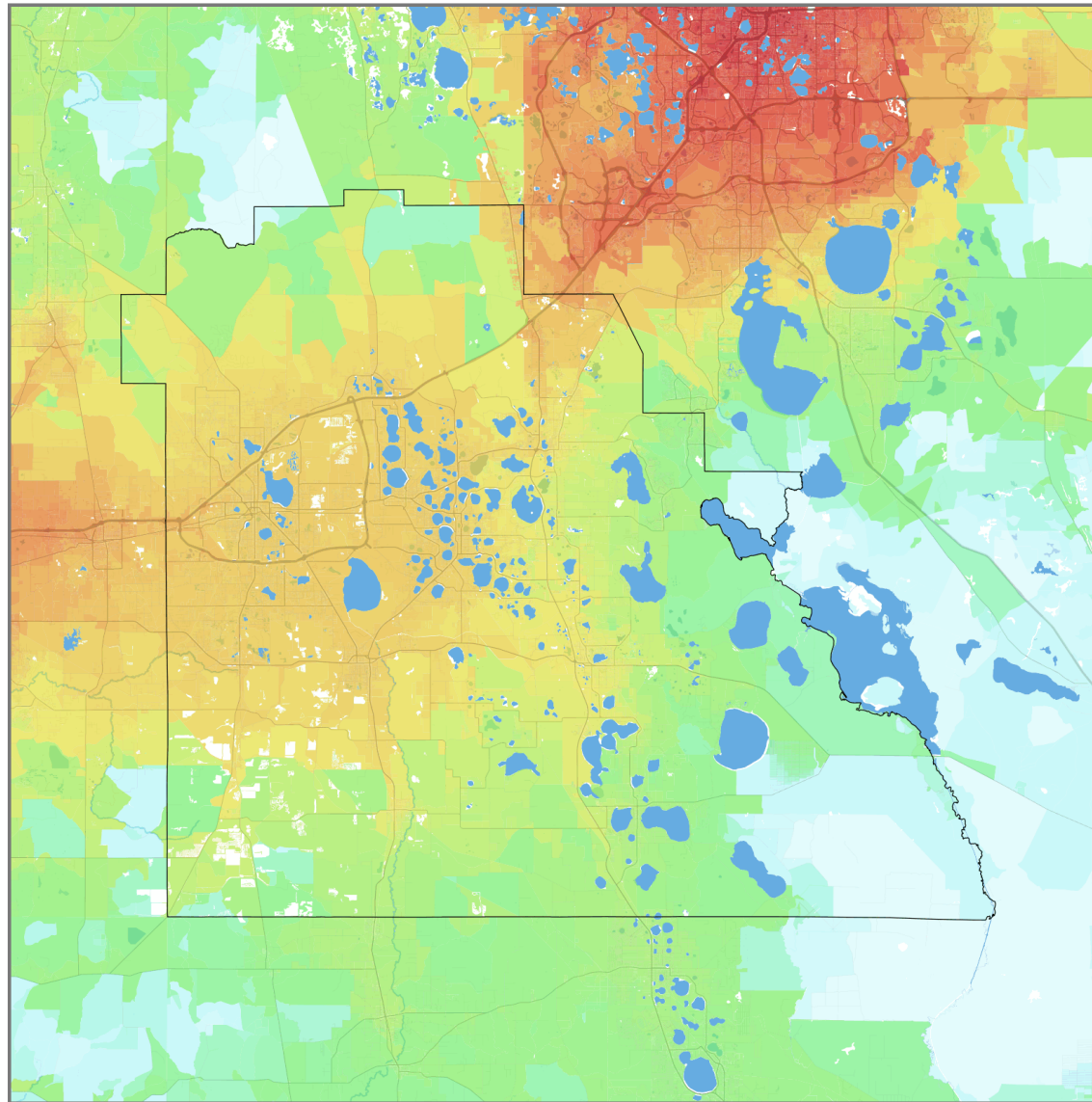## Average Job Accessibility by Travel Time Threshold (worker-weighted)

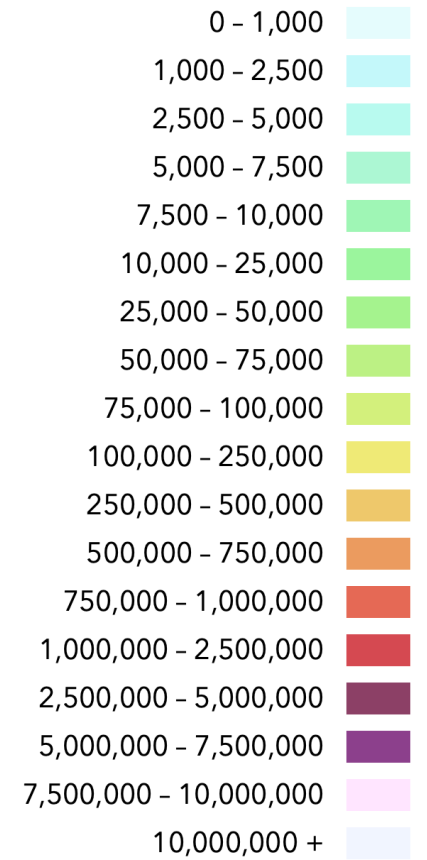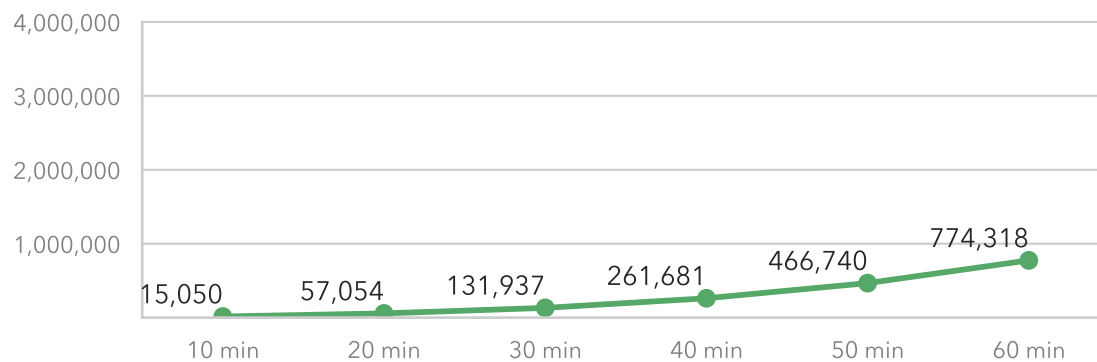## Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

River to Sea Transporation Planning Organization

Jobs within 30 minutes
(Driving, AM peak)

0 – 1,000	
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 ———

River to Sea Transporation Planning Organization

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

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	
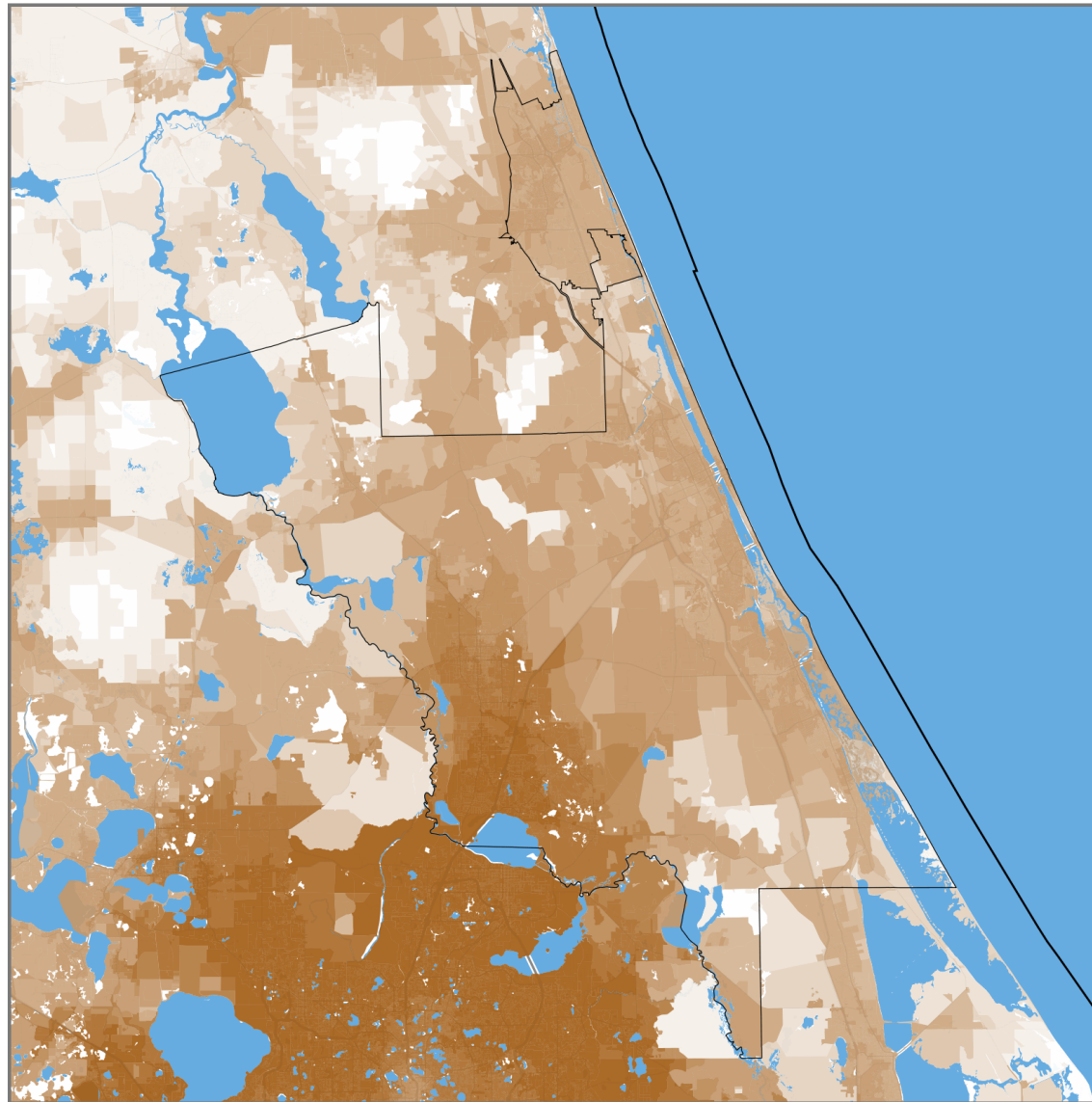
MPO boundary ———
City/Township Boundary ———

Sarasota-Manatee MPO

Job Accessibility Results – Auto, 2018

Total Jobs	**276,923**
Average Job Density (per mi^2)	**536**
Total Workers	**289,348**
Average Worker Density (per mi^2)	**561**

Job and worker totals are based on LEHD estimates and may not match other sources.
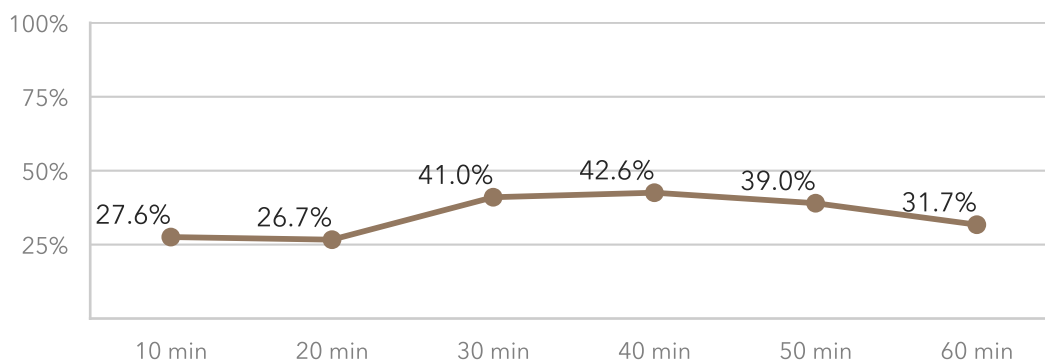
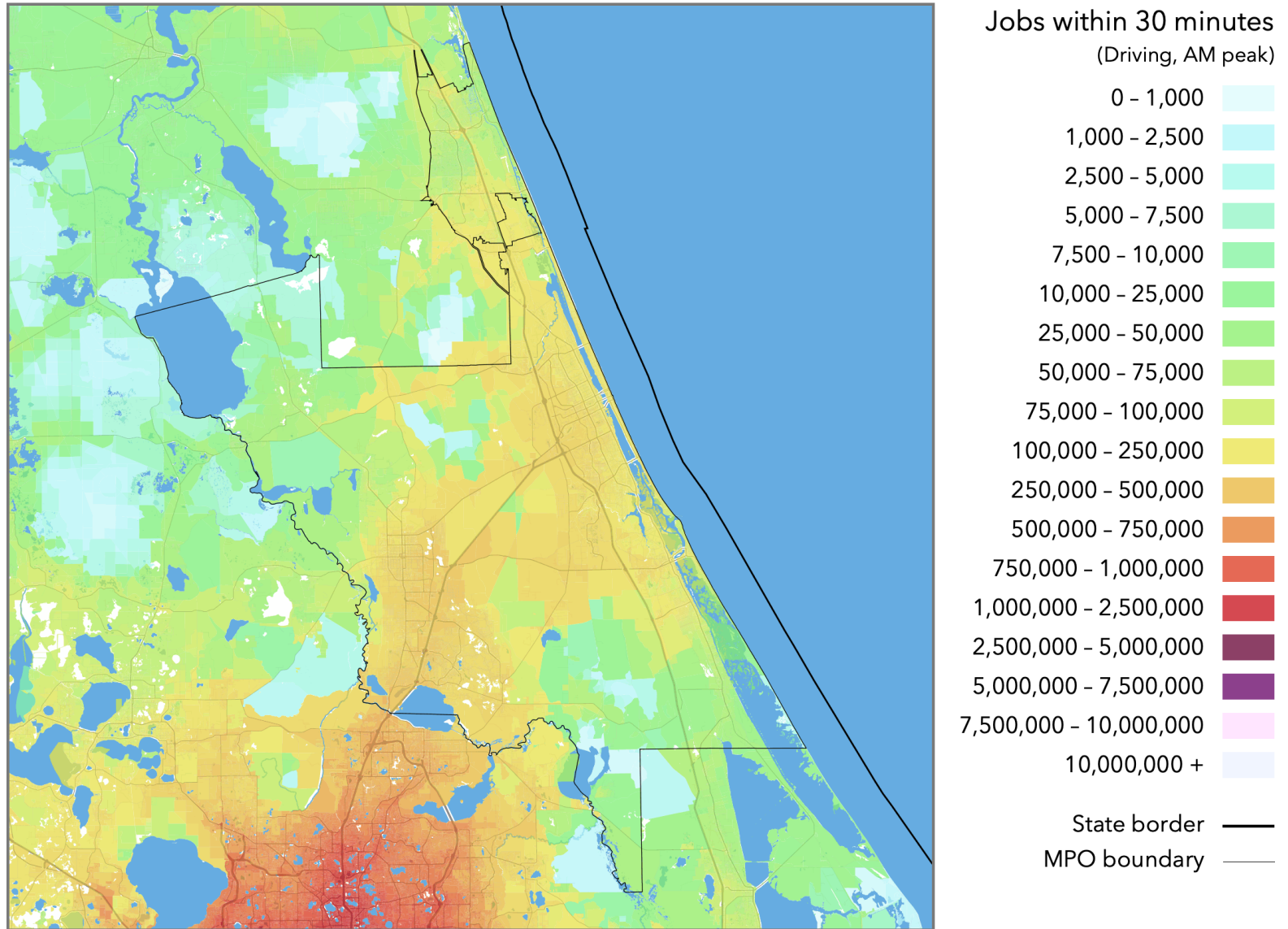## Average Job Accessibility by Travel Time Threshold (worker-weighted)
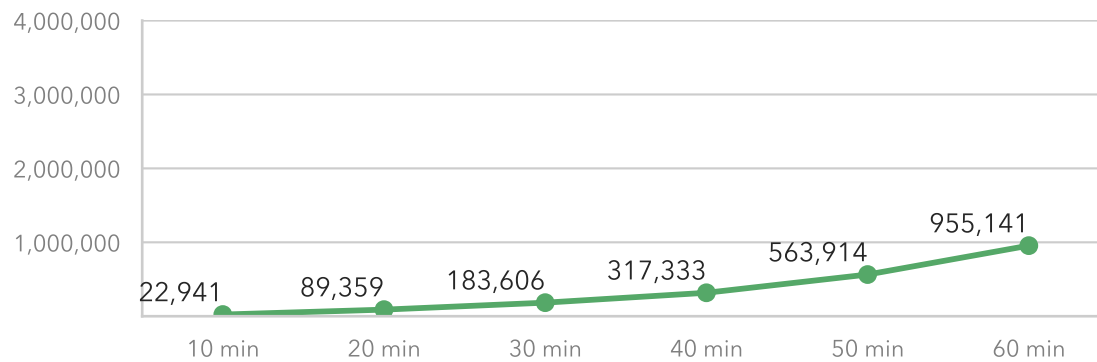
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

Sarasota-Manatee MPO

Jobs within 30 minutes
(Driving, AM peak)

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

Sarasota-Manatee MPO
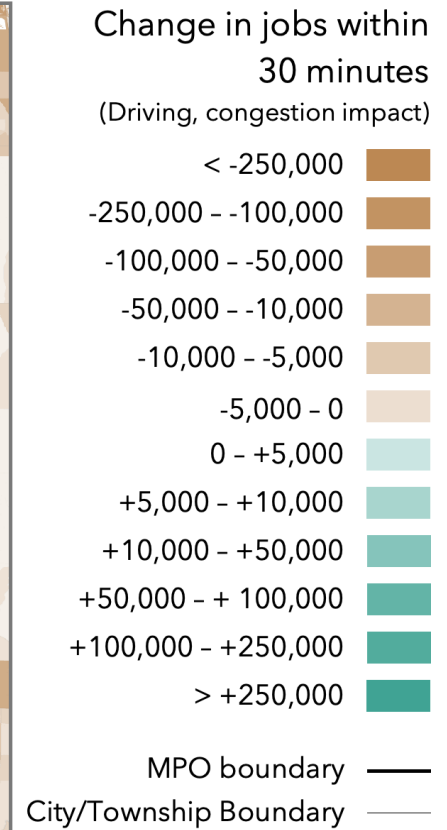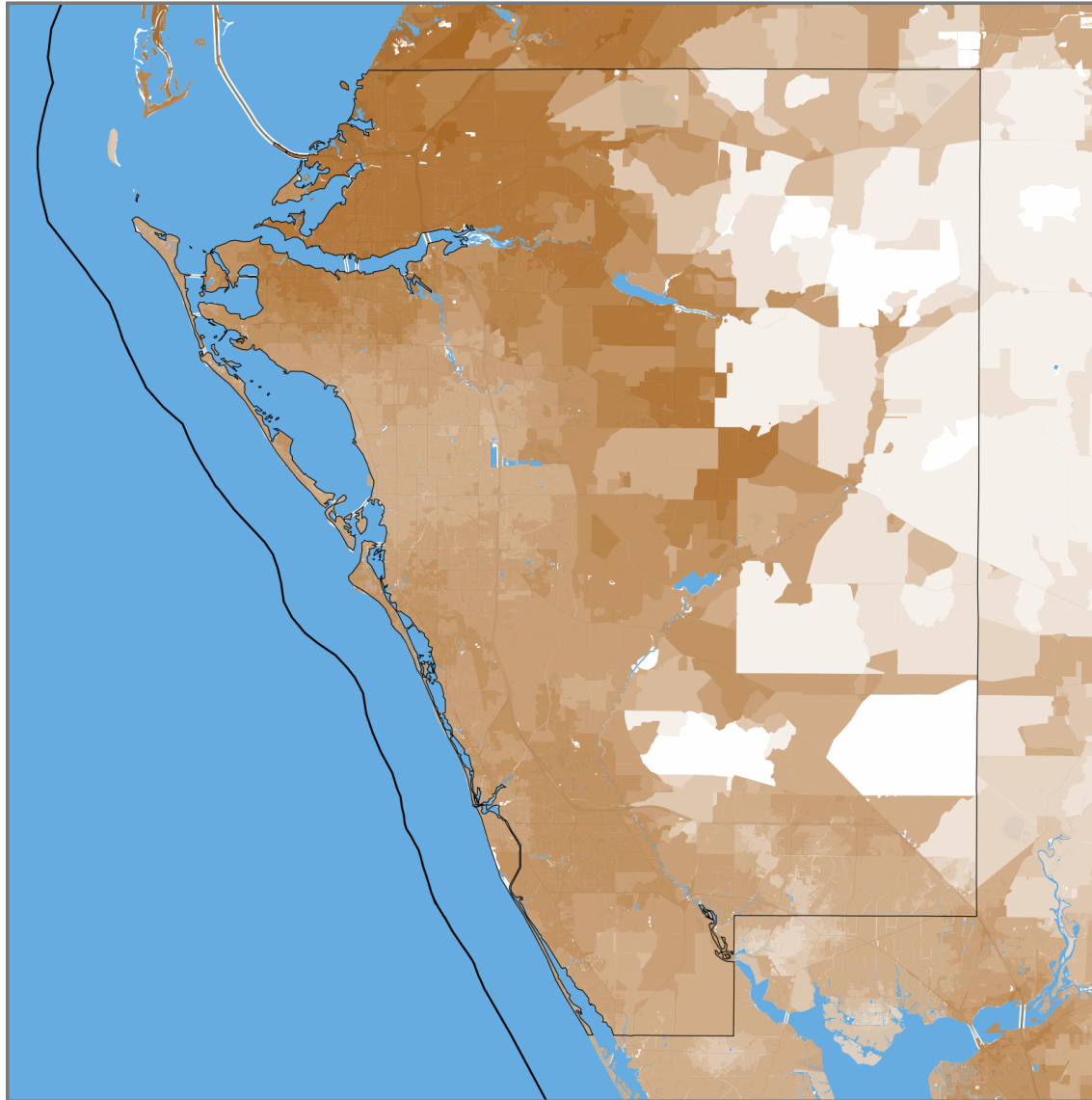
Change in jobs within 30 minutes
(Driving, congestion impact)

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	

MPO boundary ———
City/Township Boundary ———

Space Coast Transportation Planning Organization

Job Accessibility Results — Auto, 2018

Total Jobs	**195,271**
Average Job Density (per mi^2)	**473**
Total Workers	**220,681**
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)
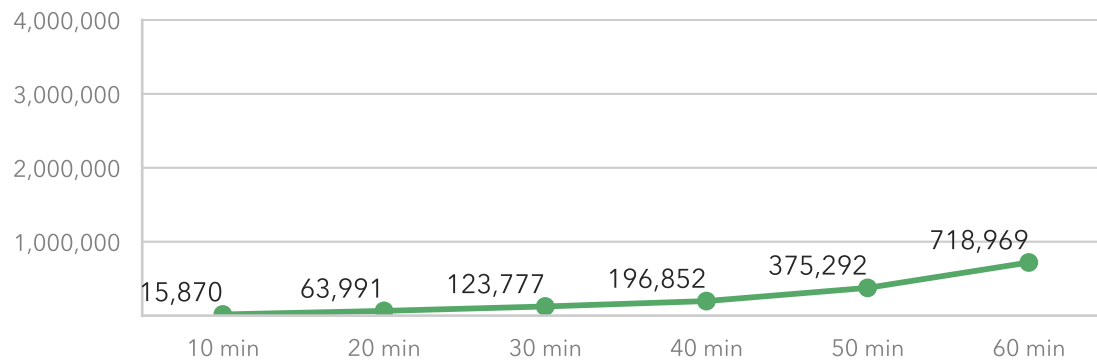
Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion
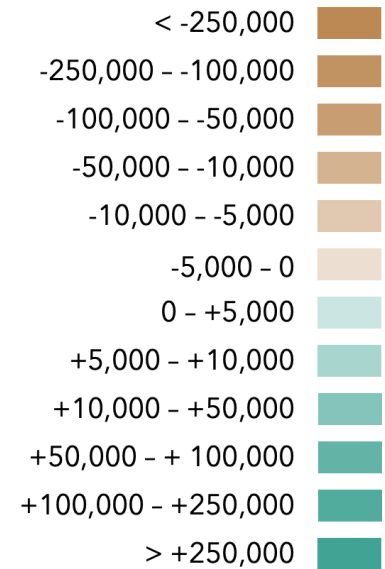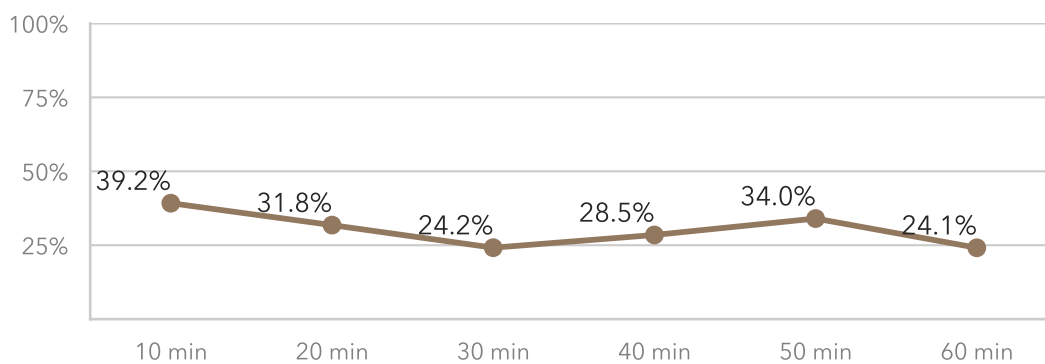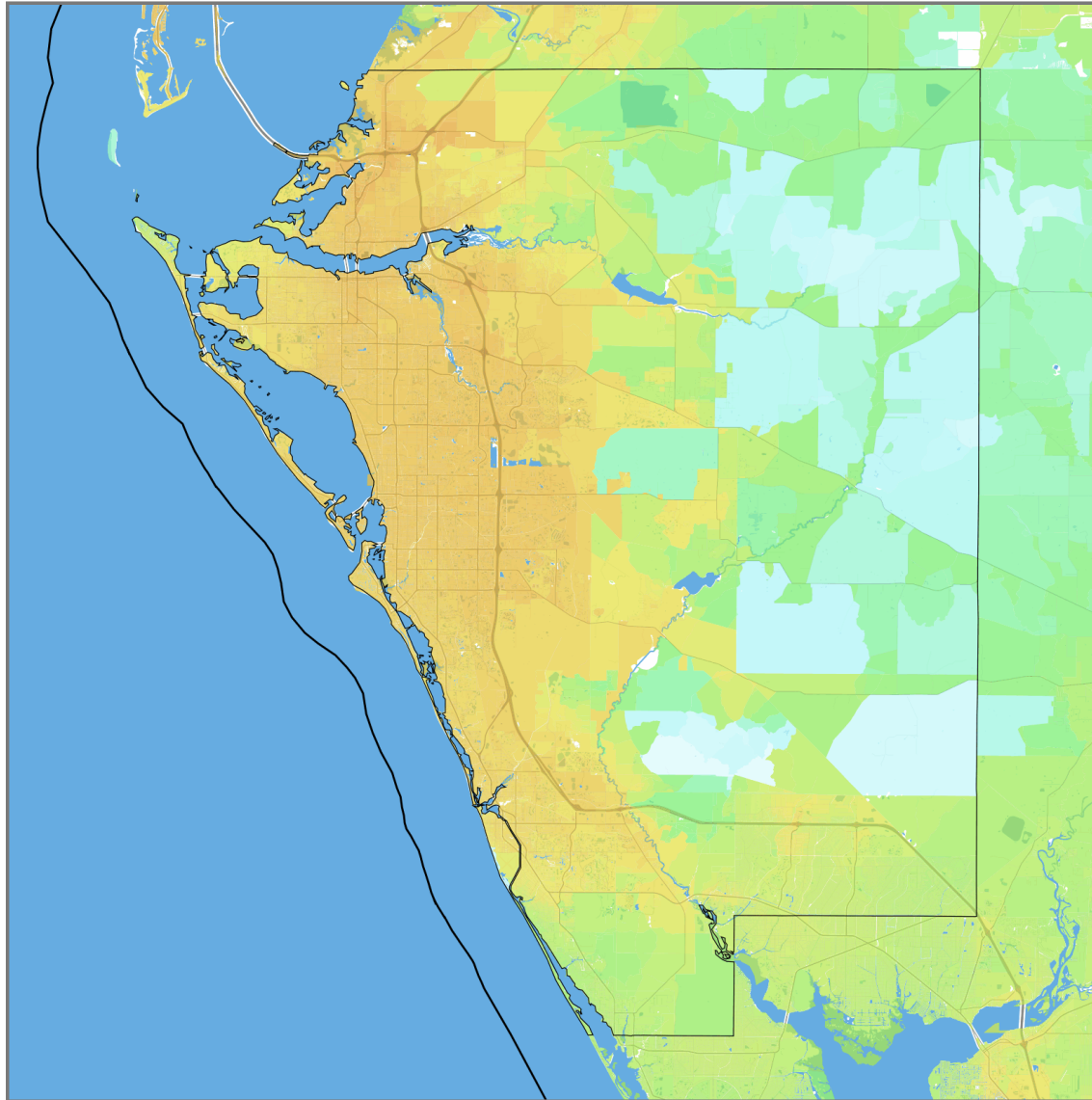
Space Coast Transportation Planning Organization

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 +	
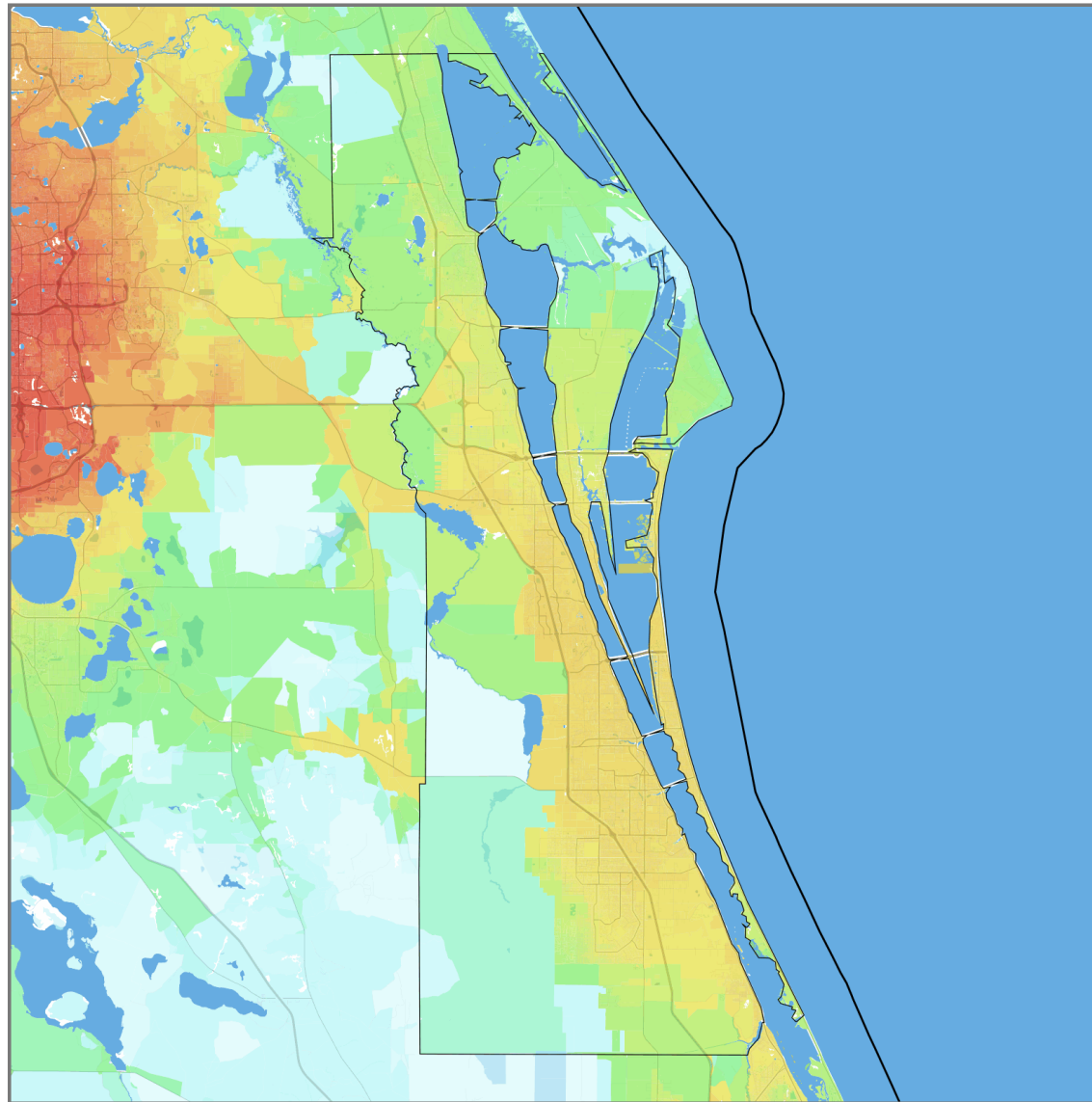
State border ——

MPO boundary ——

Space Coast Transportation Planning Organization
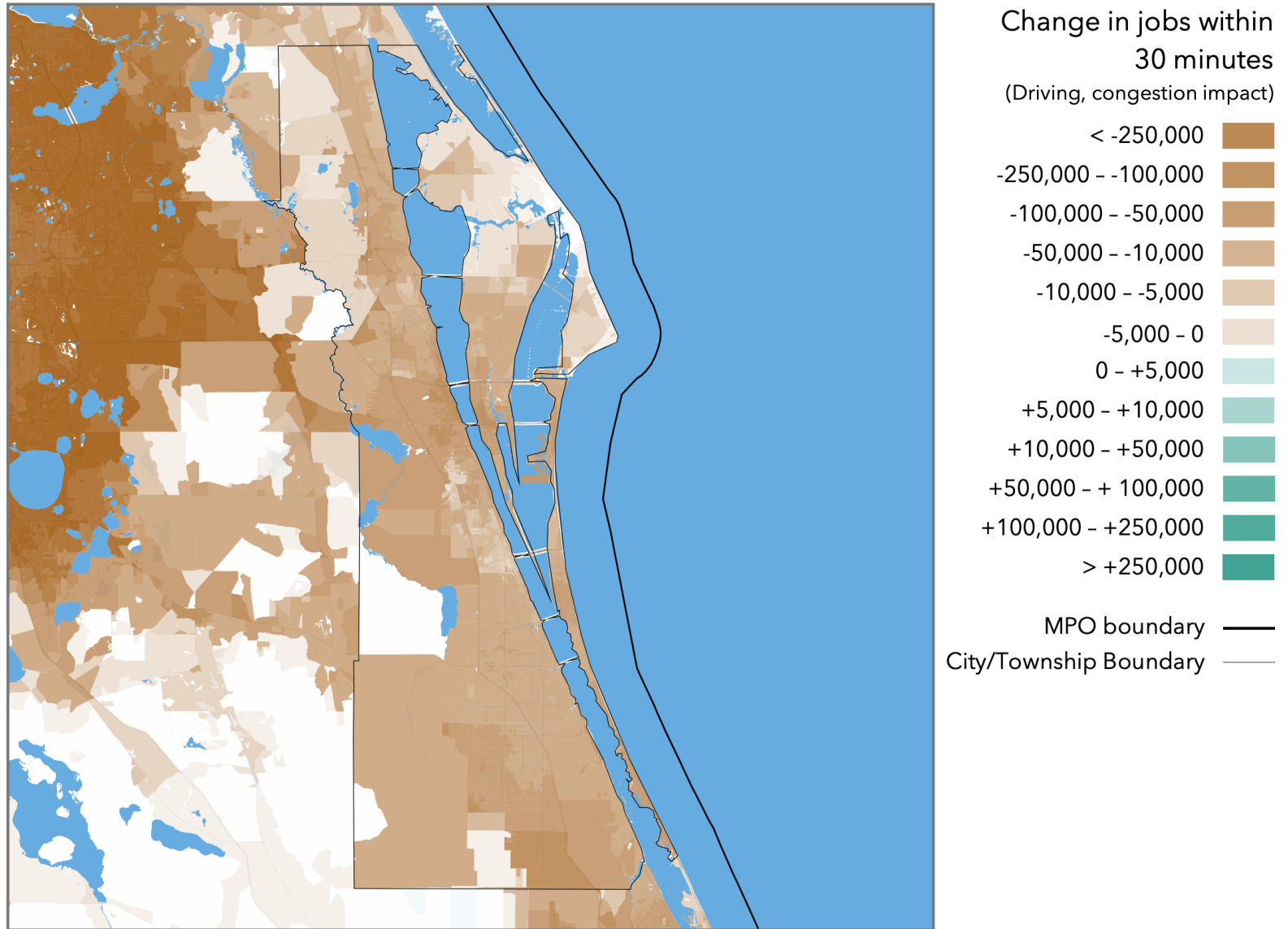
Change in jobs within 30 minutes
(Driving, congestion impact)

< -250,000	
-250,000 – -100,000	
-100,000 – -50,000	
-50,000 – -10,000	
-10,000 – -5,000	
-5,000 – 0	
0 – +5,000	
+5,000 – +10,000	
+10,000 – +50,000	
+50,000 – + 100,000	
+100,000 – +250,000	
> +250,000	

MPO boundary ——

City/Township Boundary ——

St. Lucie Transportation Planning Organization

Job Accessibility Results — Auto, 2018

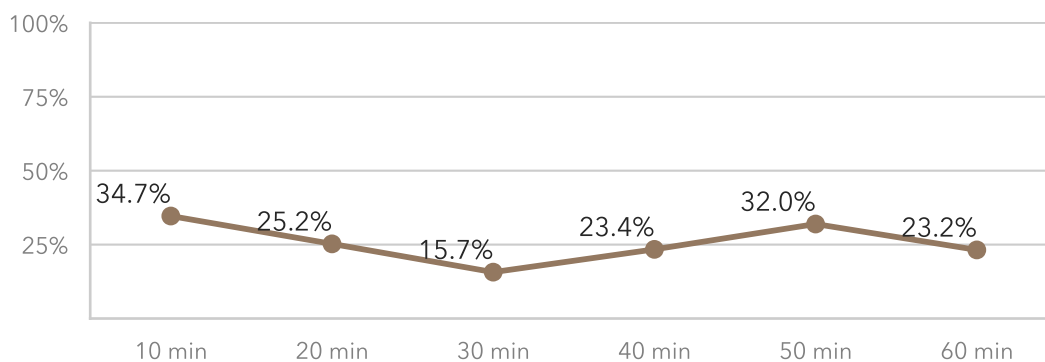|	
Total Jobs	**73,818**
Average Job Density (per mi^2)	**329**
Total Workers	**111,489**
Average Worker Density (per mi^2)	**497**

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

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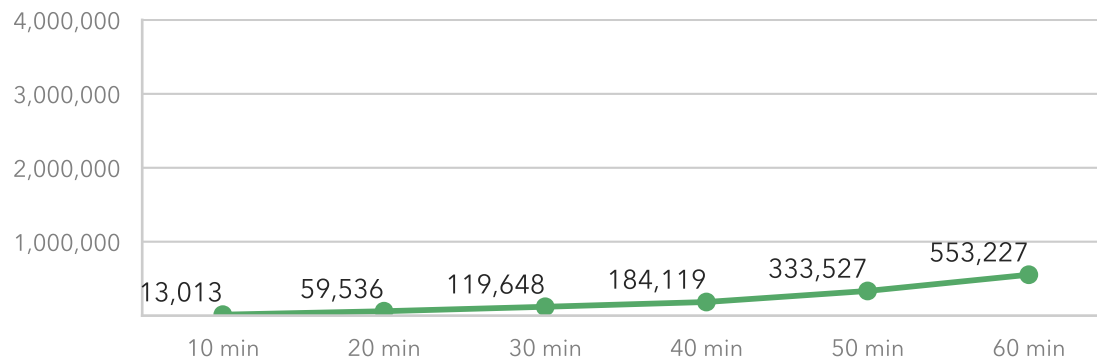
Average Congestion Impact by Travel Time Threshold (worker-weighted)

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 +	
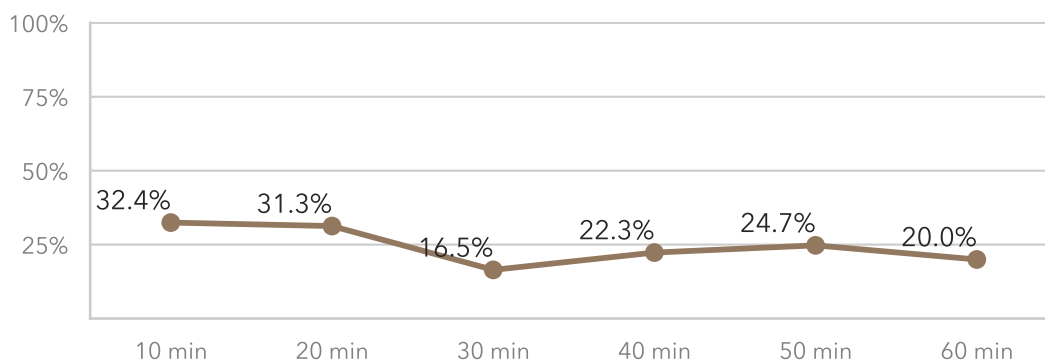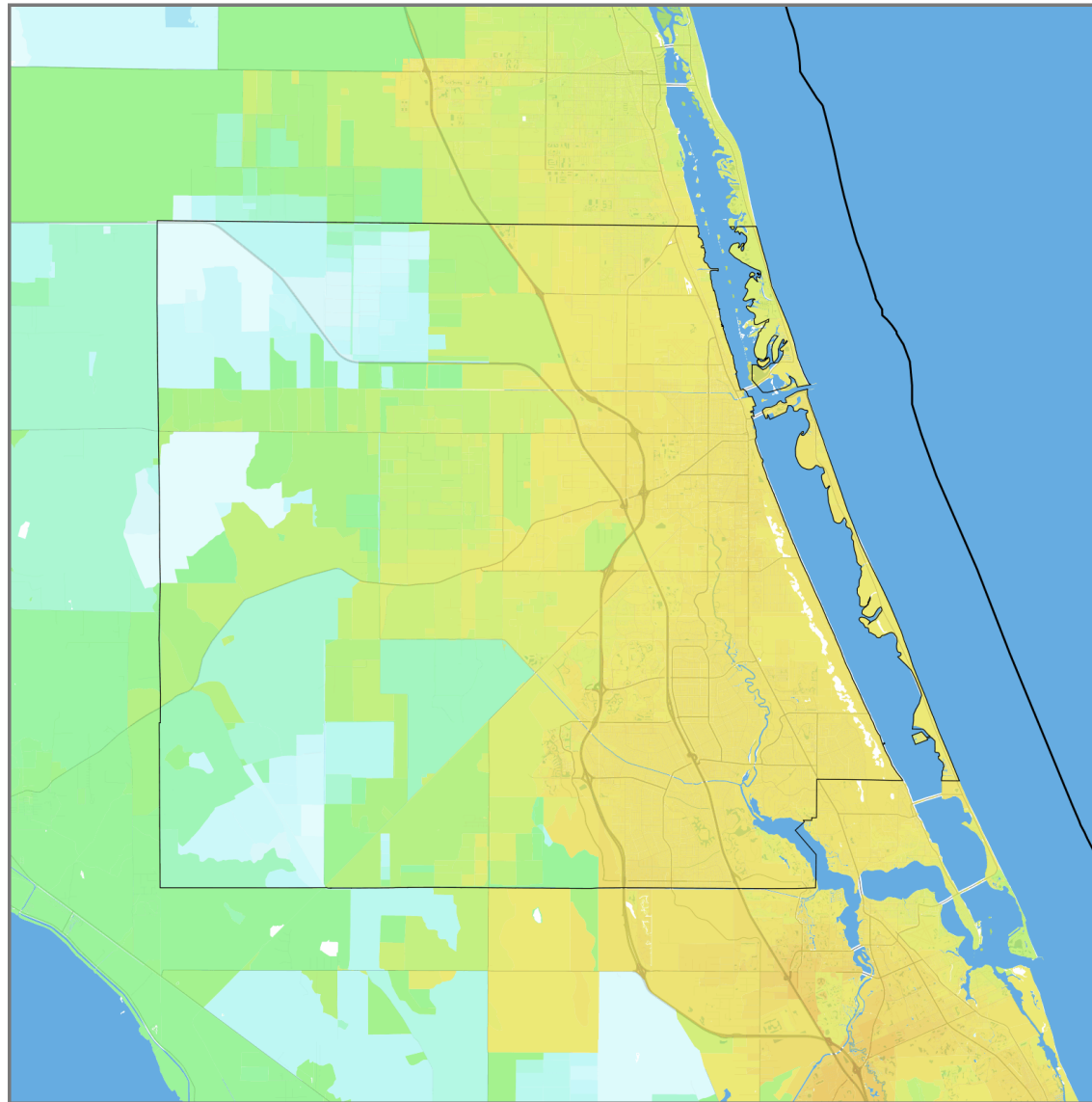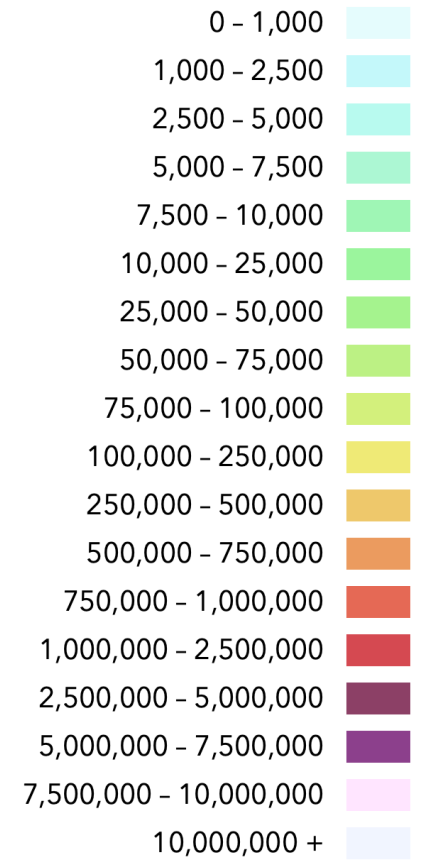
State border ⎯⎯⎯

MPO boundary ⎯⎯⎯

St. Lucie Transportation Planning Organization
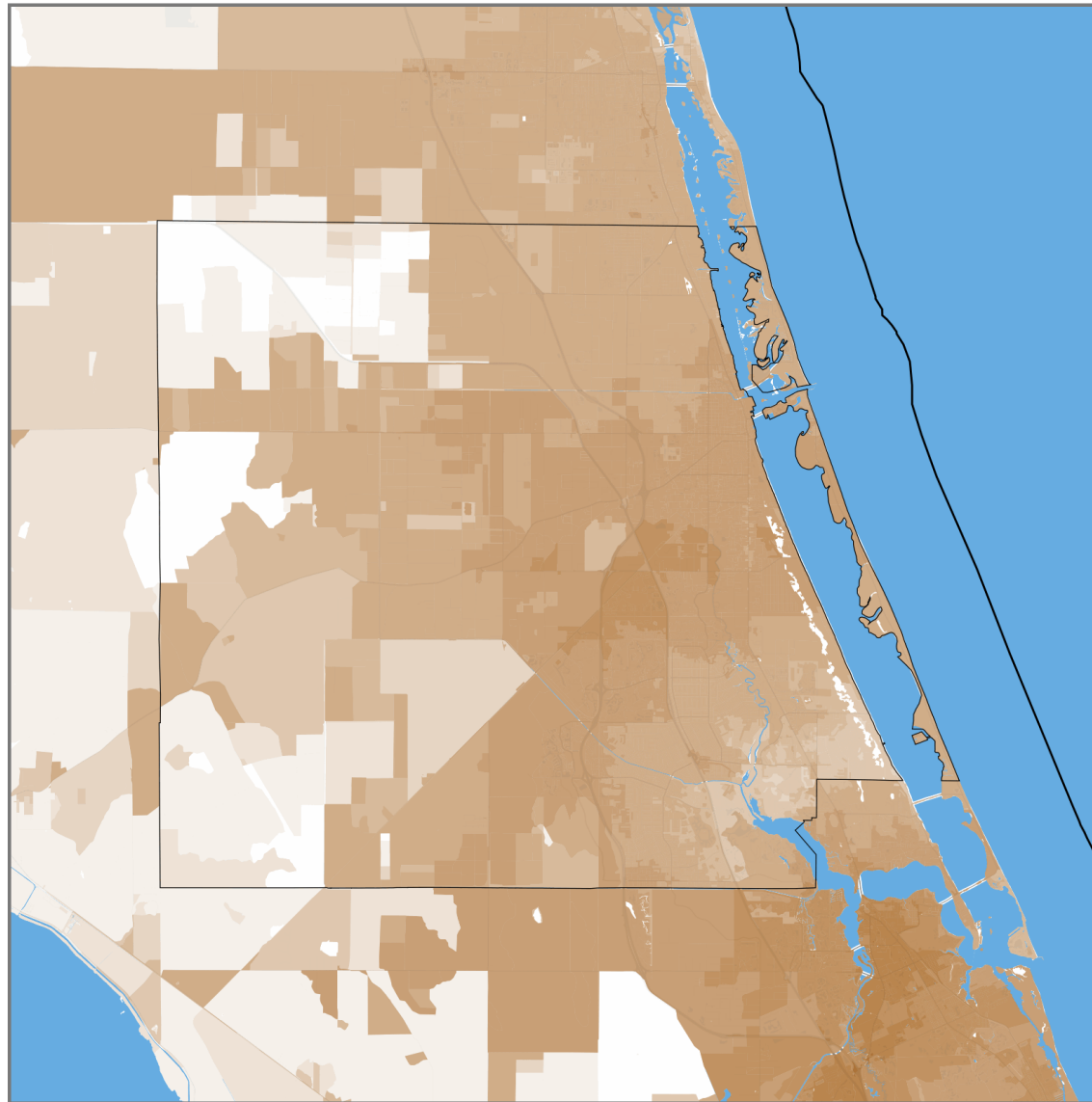
Change in jobs within
30 minutes
(Driving, congestion impact)

< -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	
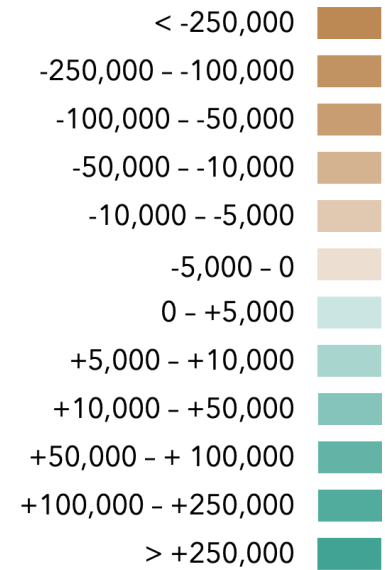
MPO boundary ——

City/Township 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	10 min	20 min	30 min	40 min	50 min	60 min
Alachua	20,526	72,391	110,050	148,351	216,781	267,814
Baker	2,852	7,371	35,728	188,539	423,160	599,547
Bay	15,029	43,693	64,157	76,252	87,002	107,480
Bradford	2,533	7,979	31,549	119,623	287,193	533,979
Brevard	15,838	63,906	123,749	196,745	374,748	718,408
Broward	45,262	246,188	620,887	987,037	1,368,346	1,880,000
Calhoun	1,331	3,591	9,950	24,311	55,164	163,714
Charlotte	12,015	35,055	65,373	148,342	294,364	469,133
Citrus	4,235	16,989	40,515	88,377	172,119	294,373
Clay	8,612	39,780	116,143	296,393	488,301	622,887
Collier	16,560	72,415	125,498	203,066	297,026	360,340
Columbia	7,206	18,331	32,517	66,308	140,528	256,899
DeSoto	3,534	9,874	26,057	64,588	167,743	428,152
Dixie	617	3,071	7,322	13,182	30,489	83,031
Duval	35,954	209,480	429,953	551,496	612,192	665,800
Escambia	26,551	93,143	135,496	164,470	212,627	317,190
Flagler	5,572	21,776	62,447	157,759	276,829	559,514
Franklin	1,021	1,900	3,545	5,254	6,711	13,000
Gadsden	2,580	16,820	77,671	153,251	197,035	222,446
Gilchrist	781	4,945	16,362	52,985	116,039	178,031
Glades	799	4,477	9,084	20,835	56,511	123,584
Gulf	989	1,795	4,642	18,359	43,744	70,108
Hamilton	723	4,551	21,800	60,774	87,857	119,287
Hardee	3,272	7,001	30,446	78,598	186,233	365,850
Hendry	3,569	5,709	13,438	42,360	98,485	184,633
Hernando	8,882	34,618	71,396	149,283	347,155	750,119
Highlands	5,895	15,347	24,877	42,828	77,736	138,879
Hillsborough	43,113	224,228	534,383	911,490	1,237,650	1,501,213
Holmes	785	4,328	12,857	32,538	70,827	134,106
Indian River	12,528	40,254	83,631	151,565	244,737	333,895
Jackson	2,612	8,599	21,365	43,467	86,777	157,673
Jefferson	852	5,575	57,744	147,669	202,238	250,607
Lafayette	618	2,241	7,833	22,793	42,957	78,944
Lake	10,904	39,155	118,199	403,642	829,875	1,262,061
Lee	18,362	82,259	173,134	256,341	335,613	402,297
Leon	32,491	110,043	155,475	176,044	197,931	219,997

Levy	1,544	5,714	27,720	93,129	158,800	232,133
Liberty	925	3,230	7,997	25,605	99,542	181,960
Madison	1,457	3,918	14,075	47,408	106,877	211,623
Manatee	21,418	88,188	197,563	388,243	739,977	1,217,691
Marion	11,659	46,340	90,790	147,352	231,447	347,762
Martin	15,917	57,070	129,738	287,512	484,200	643,383
Miami-Dade	46,229	264,541	619,143	1,046,347	1,429,526	1,702,494
Monroe	6,145	10,495	13,234	18,878	26,385	38,704
Nassau	3,532	17,671	87,798	245,814	452,399	586,708
Okaloosa	14,208	34,007	61,035	88,209	133,190	193,312
Okeechobee	4,535	7,906	10,349	27,677	93,311	205,895
Orange	40,017	269,904	698,505	1,048,382	1,250,981	1,469,917
Osceola	11,263	66,895	248,353	544,577	938,707	1,299,422
Palm Beach	34,891	179,415	401,441	672,219	971,905	1,297,557
Pasco	11,357	44,174	128,754	359,629	737,064	1,156,225
Pinellas	54,031	222,999	469,376	823,555	1,131,004	1,361,797
Polk	17,347	80,507	175,912	352,768	694,389	1,210,045
Putnam	4,037	9,019	20,685	58,223	147,450	340,547
Santa Rosa	5,434	25,092	90,298	149,882	194,507	242,732
Sarasota	24,439	90,494	170,043	248,222	392,047	698,384
Seminole	30,454	177,430	470,283	857,662	1,186,202	1,371,743
St. Johns	8,872	36,899	127,558	331,421	539,172	673,059
St. Lucie	13,016	59,544	119,630	184,097	333,551	553,250
Sumter	5,486	27,381	70,381	179,847	352,778	847,664
Suwannee	1,988	6,705	20,435	37,331	64,568	121,668
Taylor	3,107	4,825	5,906	11,809	39,030	139,304
Union	1,133	6,306	33,345	110,048	210,092	379,092
Volusia	16,515	62,688	143,120	278,051	496,731	806,312
Wakulla	1,420	7,081	56,450	123,772	156,822	176,453
Walton	3,262	11,653	27,809	56,099	99,489	161,336
Washington	1,635	4,941	13,860	37,483	80,697	146,951

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

County	10 min	20 min	30 min	40 min	50 min	60 min
Alachua	41.94%	20.71%	8.54%	14.41%	9.76%	11.01%
Baker	10.40%	12.17%	65.16%	47.62%	22.72%	11.31%
Bay	34.44%	19.61%	9.51%	5.00%	9.01%	13.87%
Bradford	10.90%	10.73%	31.40%	35.83%	37.97%	24.42%
Brevard	34.63%	25.27%	15.68%	23.34%	31.96%	23.23%
Broward	54.51%	59.77%	55.60%	51.22%	40.85%	22.72%
Calhoun	8.46%	6.56%	9.82%	15.98%	32.35%	21.24%
Charlotte	22.19%	15.22%	29.07%	33.50%	26.69%	19.78%
Citrus	15.84%	17.39%	17.26%	24.77%	21.76%	29.80%
Clay	35.80%	58.43%	64.62%	41.85%	19.47%	11.90%
Collier	39.27%	23.04%	21.91%	24.83%	13.97%	6.80%
Columbia	17.10%	6.19%	13.49%	25.20%	21.45%	29.38%
DeSoto	8.99%	8.72%	20.32%	22.50%	39.64%	24.57%
Dixie	4.64%	12.06%	6.32%	15.99%	41.93%	42.35%
Duval	50.98%	40.66%	17.92%	7.28%	5.10%	3.89%
Escambia	32.90%	17.29%	8.68%	7.96%	15.09%	17.22%
Flagler	24.26%	13.04%	27.72%	12.23%	27.18%	30.11%
Franklin	3.95%	2.86%	5.94%	3.86%	11.02%	29.70%
Gadsden	11.00%	36.82%	28.99%	8.85%	3.62%	2.19%
Gilchrist	12.35%	16.41%	42.31%	40.88%	20.24%	12.52%
Glades	18.80%	6.26%	13.51%	37.11%	33.96%	34.05%
Gulf	1.10%	1.86%	16.01%	39.60%	23.29%	11.93%
Hamilton	3.34%	14.62%	14.05%	10.68%	5.77%	17.25%
Hardee	5.32%	17.02%	22.27%	32.04%	28.73%	32.44%
Hendry	2.22%	9.51%	31.42%	45.34%	28.94%	37.51%
Hernando	18.21%	15.10%	24.40%	47.54%	57.43%	41.25%
Highlands	20.85%	11.16%	11.69%	19.75%	27.28%	32.45%
Hillsborough	54.62%	50.37%	40.02%	26.93%	18.35%	15.20%
Holmes	7.86%	7.86%	14.13%	12.09%	15.08%	15.55%
Indian River	28.17%	22.31%	20.88%	22.60%	15.89%	16.11%
Jackson	9.24%	7.93%	11.48%	14.97%	16.86%	19.11%
Jefferson	3.84%	33.61%	29.31%	10.13%	4.97%	3.44%
Lafayette	9.65%	8.64%	17.63%	11.30%	15.44%	21.57%
Lake	22.35%	26.90%	53.80%	42.01%	27.37%	15.70%
Lee	41.18%	39.51%	26.77%	22.04%	15.93%	9.62%
Leon	37.05%	18.65%	4.72%	4.11%	3.51%	3.58%
Levy	5.16%	15.37%	44.07%	22.80%	16.75%	12.62%
Liberty	9.31%	6.40%	9.72%	33.74%	25.92%	11.11%
Madison	3.83%	5.48%	17.62%	17.37%	20.13%	12.72%

Manatee	42.92%	38.04%	29.79%	34.42%	36.68%	18.82%
Marion	31.22%	22.62%	15.28%	16.28%	17.32%	19.71%
Martin	33.89%	22.97%	31.31%	27.92%	20.44%	23.94%
Miami-Dade	68.64%	65.61%	53.56%	39.20%	27.45%	21.56%
Monroe	18.32%	4.23%	7.47%	13.83%	48.61%	74.47%
Nassau	15.20%	30.77%	38.21%	32.90%	16.80%	7.00%
Okaloosa	19.42%	15.68%	13.03%	12.75%	18.82%	20.56%
Okeechobee	9.55%	2.30%	7.63%	30.87%	30.36%	30.25%
Orange	54.26%	47.94%	28.19%	10.83%	8.09%	10.11%
Osceola	43.19%	60.13%	56.43%	43.70%	26.59%	18.53%
Palm Beach	46.88%	42.64%	38.86%	35.04%	36.26%	36.26%
Pasco	31.98%	51.51%	67.86%	60.09%	40.99%	22.16%
Pinellas	41.69%	43.56%	45.45%	29.53%	19.38%	14.62%
Polk	31.67%	28.80%	38.53%	50.46%	48.29%	40.25%
Putnam	8.50%	8.22%	20.96%	28.39%	34.01%	37.50%
Santa Rosa	27.25%	45.84%	26.60%	15.06%	11.21%	14.26%
Sarasota	35.65%	24.56%	16.59%	16.98%	28.40%	31.73%
Seminole	53.14%	54.98%	41.83%	25.00%	11.03%	7.61%
St. Johns	27.73%	48.99%	53.41%	31.27%	14.42%	5.89%
St. Lucie	32.48%	31.25%	16.46%	22.33%	24.76%	19.97%
Sumter	20.52%	19.70%	29.40%	19.31%	31.85%	35.17%
Suwannee	7.88%	11.81%	13.44%	8.13%	18.27%	19.18%
Taylor	5.36%	1.17%	3.13%	10.85%	30.11%	11.76%
Union	6.83%	16.29%	28.35%	23.94%	25.85%	26.85%
Volusia	27.74%	27.35%	41.73%	44.36%	39.83%	31.97%
Wakulla	7.19%	41.49%	37.24%	12.71%	5.41%	4.24%
Walton	16.19%	15.92%	19.52%	18.41%	18.99%	11.29%
Washington	6.03%	7.05%	21.76%	23.49%	20.34%	13.71%

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 2018 Methodology* report.

3.1 Travel Times by Auto

Travel times by car were calculated using the June 2018 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 2016 – June 2018 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[1].

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 2016, 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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[1] http://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 2018 Methodology*.

Beginning in data year 2018, federal jobs and federal workers are not included due to changes in underlying datasets from the U.S. Census Bureau. As a result, comparisons between 2017 and 2018 accessibility results are less accurate in areas where federal employment is a greater share of total employment. Therefore, this report does not directly compare the results for 2018 with those from previous years.