2019 Auto Accessibility Report: Florida

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

December 15, 2020

**ACCESSIBILITY
OBSERVATORY**

UNIVERSITY OF MINNESOTA
Driven to Discover℠

Authors

Andrew Owen
Director, Accessibility Observatory
University of Minnesota

Brendan Murphy
Lead Researcher, Accessibility Observatory
University of Minnesota

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 2019 Methodology*, describes the methodology and data sources in greater detail.

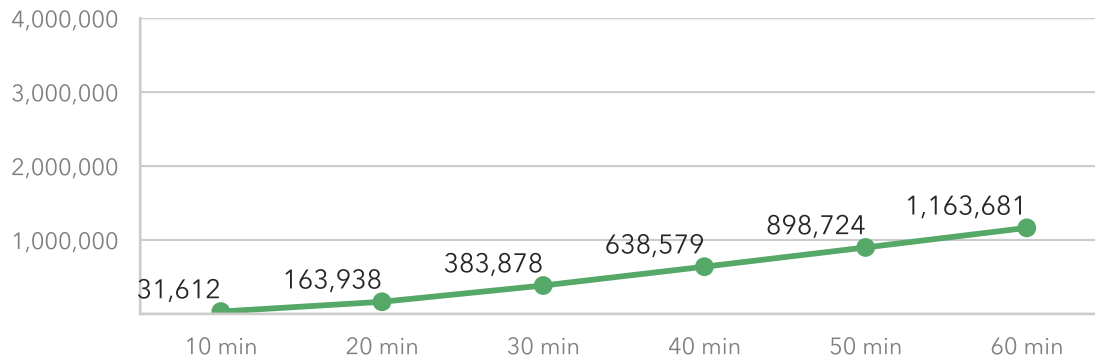# 2 Accessibility Evaluation Results

2.1 Statewide Accessibility

Florida

Job Accessibility Results – Auto, 2019

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.

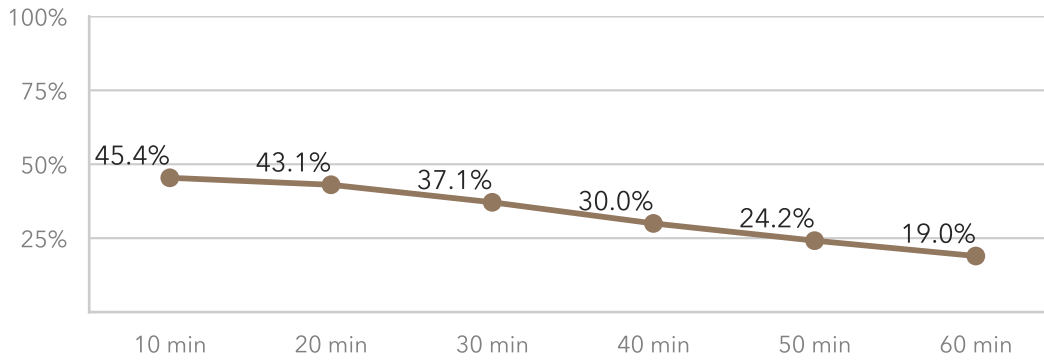### Average Job Accessibility by Travel Time Threshold (worker-weighted)

1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
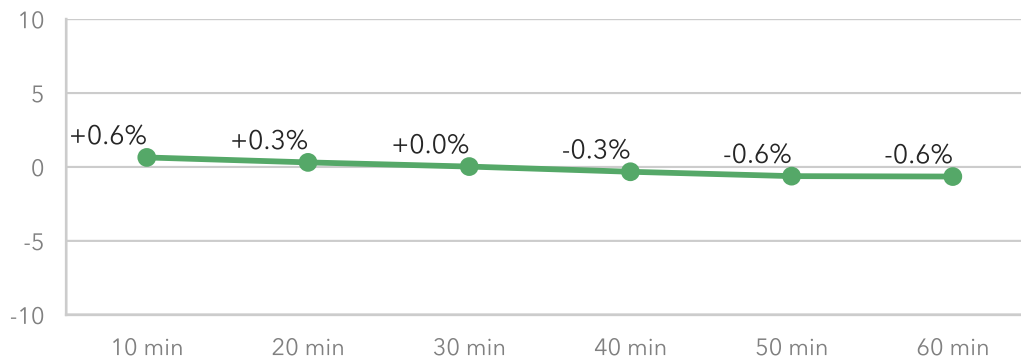

2

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

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

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 ———

4

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 ———
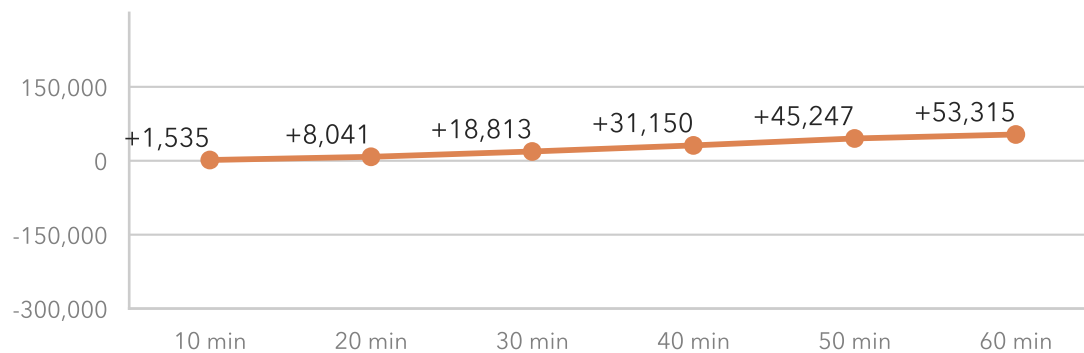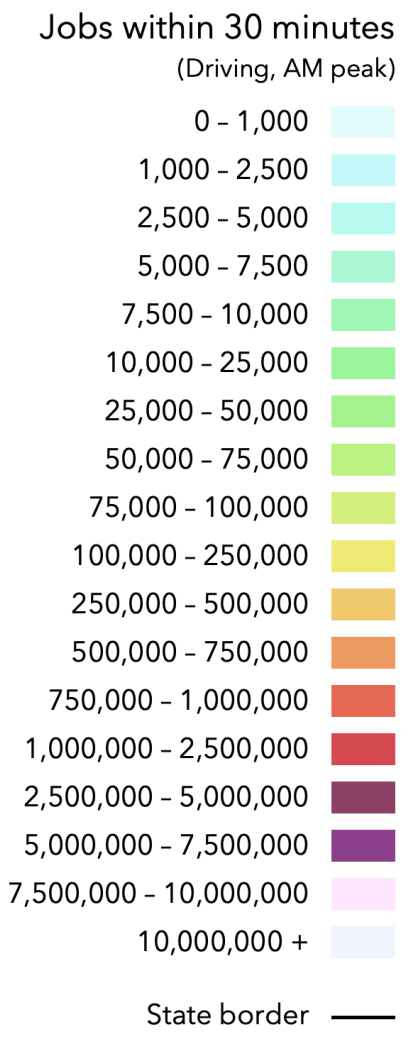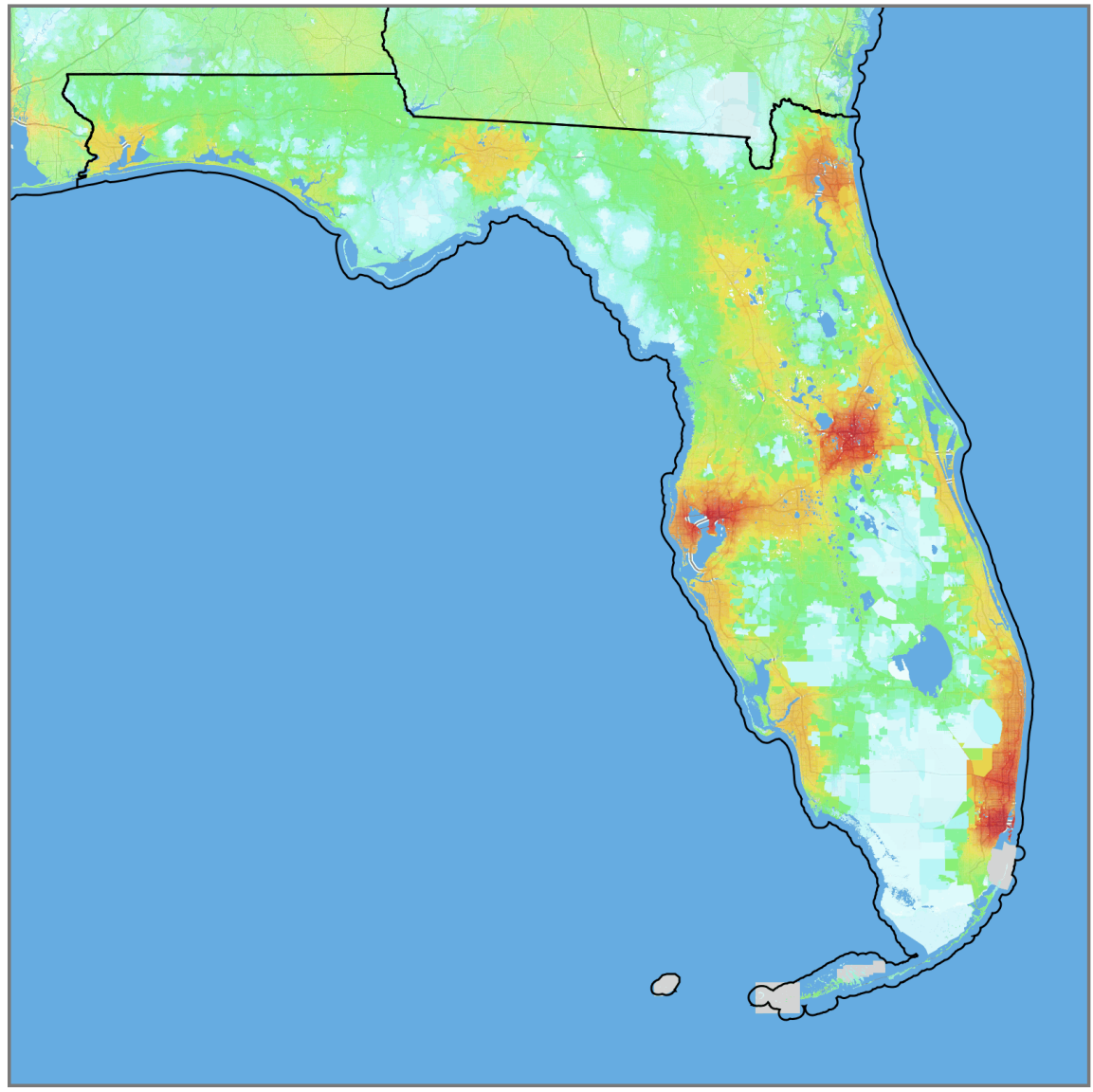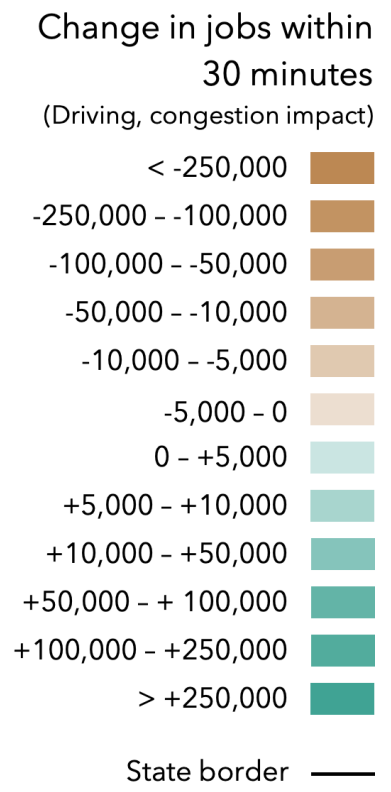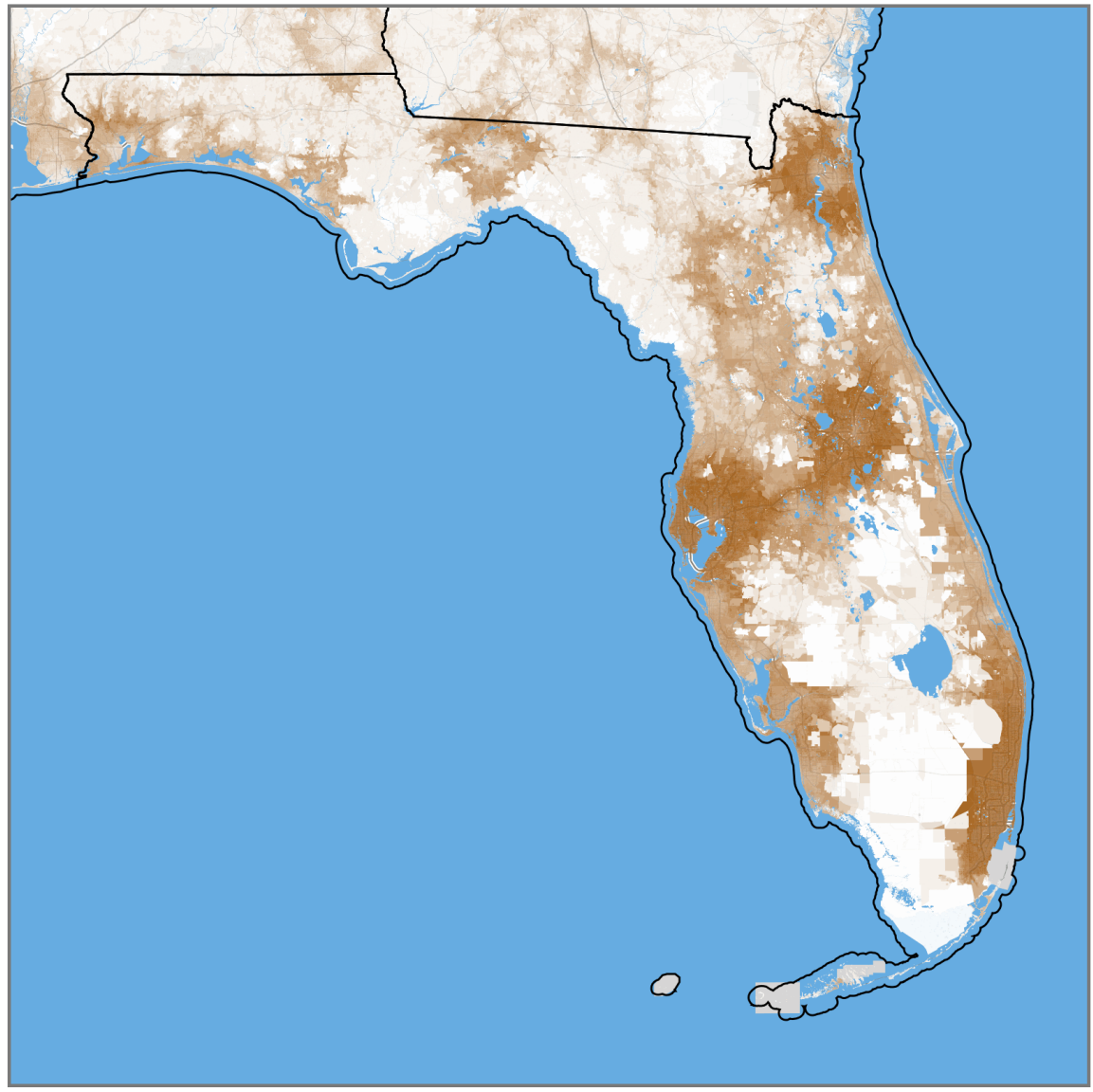
2.2 Accessibility in Metropolitan Areas

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 gives the 1-year change in average (worker-weighted) job accessibility by auto. Table 3 indicates the accessibility congestion impact for each MPO, and Table 4 gives the 1-year change in 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	14,303	39,134	60,247	76,648	89,156	110,373
Broward MPO	49,670	275,448	689,905	1,098,433	1,575,488	2,124,422
Capital Region Transportation Planning Agency	27,233	91,785	139,860	173,443	200,307	223,276
Charlotte-Punta Gorda MPO	12,439	36,162	68,384	157,545	307,626	487,060
Collier MPO	18,164	77,237	132,872	214,342	307,629	370,965
Florida-Alabama Transportation Planning Organization	21,919	79,478	135,521	178,058	227,964	319,527
Forward Pinellas	57,250	230,291	468,936	824,892	1,137,538	1,376,546
Gainesville MTPO	26,606	90,931	123,047	161,068	235,563	285,243
Heartland Regional TPO	4,882	11,360	22,164	49,097	112,299	230,831
Hernando/Citrus MPO	7,353	28,593	60,890	138,441	319,456	643,079
Hillsborough MPO	42,710	223,477	531,682	910,573	1,241,070	1,505,657
Indian River County MPO	13,550	42,384	84,500	151,043	245,836	344,647
Lake-Sumter MPO	10,210	39,003	109,862	370,220	776,126	1,233,284
Lee County MPO	18,760	84,063	177,116	262,665	343,940	412,902
METROPLAN Orlando	34,527	223,835	593,717	959,973	1,231,625	1,472,098
Martin MPO	16,181	57,917	135,489	300,984	496,567	658,949
Miami-Dade TPO	49,577	282,498	673,566	1,132,353	1,517,002	1,796,187
North Florida Transportation Planning Organization	28,847	163,399	348,851	493,378	603,394	687,155
Ocala - Marion County Tranportation Planning Organization	12,014	47,272	92,928	152,238	240,156	364,194
Okaloosa-Walton Transportation Planning Organization	13,600	32,592	59,868	88,176	134,461	200,668
Palm Beach MPO	36,762	187,751	415,857	697,860	1,008,130	1,347,561
Pasco County MPO	11,682	45,972	140,497	404,076	799,664	1,203,794
Polk County Transportation Planning Organization	17,803	82,523	177,167	348,017	670,543	1,166,641
River to Sea Transporation Planning Organization	15,706	59,970	139,597	275,989	485,962	802,138
Sarasota-Manatee MPO	23,539	91,804	187,013	323,847	573,049	967,369
Space Coast Transportation Planning Organization	15,908	66,060	131,546	209,478	409,834	777,458
St. Lucie Transportation Planning Organization	13,235	59,834	120,713	191,285	350,374	568,216

Table 2: 1-Year Change in 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	-726	-4,559	-3,910	+396	+2,154	+2,893
Broward MPO	+4,407	+29,260	+69,023	+111,401	+207,159	+244,432
Capital Region Transportation Planning Agency	+1,691	+4,103	+4,483	+5,183	+5,693	+5,517
Charlotte-Punta Gorda MPO	+465	+1,046	+2,921	+8,839	+12,638	+17,441
Collier MPO	+1,579	+4,682	+7,259	+11,137	+10,299	+10,311
Florida-Alabama Transportation Planning Organization	+1,966	+7,468	+12,167	+15,637	+19,299	+25,043
Forward Pinellas	+2,580	+5,712	-2,883	-2,903	+3,993	+13,189
Gainesville MTPO	+1,277	+5,326	+6,919	+11,368	+11,464	+14,891
Heartland Regional TPO	+413	+1,035	+1,560	+3,344	+6,377	+11,132
Hernando/Citrus MPO	+394	+1,272	+2,277	+14,370	+44,755	+81,610
Hillsborough MPO	-408	-779	-2,760	-996	+3,337	+4,364
Indian River County MPO	+835	+1,905	+436	-714	+744	+10,414
Lake-Sumter MPO	+115	+1,601	-1,228	-138	+17,142	+32,447
Lee County MPO	+407	+1,778	+3,876	+6,190	+8,270	+10,489
METROPLAN Orlando	+1,096	+5,902	+15,535	+32,070	+43,614	+50,344
Martin MPO	+239	+783	+5,783	+13,736	+12,531	+15,668
Miami-Dade TPO	+3,387	+17,907	+54,729	+86,458	+88,210	+94,005
North Florida Transportation Planning Organization	+2,320	+12,650	+24,358	+25,179	+27,175	+30,213
Ocala - Marion County Tranportation Planning Organization	+344	+899	+2,150	+4,890	+8,698	+16,370
Okaloosa-Walton Transportation Planning Organization	+958	+1,735	+3,078	+4,156	+7,669	+13,857
Palm Beach MPO	+1,871	+8,336	+14,416	+25,641	+36,225	+50,004
Pasco County MPO	+325	+1,798	+11,743	+44,447	+62,600	+47,570
Polk County Transportation Planning Organization	+455	+2,010	+1,242	-4,774	-23,892	-43,468
River to Sea Transporation Planning Organization	+656	+2,916	+7,660	+14,308	+19,222	+27,820
Sarasota-Manatee MPO	+598	+2,445	+3,407	+6,514	+9,135	+12,228
Space Coast Transportation Planning Organization	+38	+2,069	+7,769	+12,626	+34,542	+58,489
St. Lucie Transportation Planning Organization	+222	+298	+1,065	+7,166	+16,847	+14,989

Table 3: 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	37.91%	29.41%	17.47%	7.82%	11.43%	16.70%
Broward MPO	55.08%	58.22%	52.99%	47.33%	33.43%	14.45%
Capital Region Transportation Planning Agency	37.52%	19.14%	9.05%	5.80%	3.85%	4.05%
Charlotte-Punta Gorda MPO	22.01%	15.28%	30.68%	33.62%	27.47%	19.67%
Collier MPO	40.41%	22.68%	21.58%	23.49%	13.58%	6.56%
Florida-Alabama Transportation Planning Organization	34.53%	23.88%	14.34%	10.59%	14.83%	16.50%
Forward Pinellas	42.88%	44.70%	47.44%	31.32%	21.07%	15.59%
Gainesville MTPO	44.72%	18.13%	4.45%	16.76%	8.61%	13.00%
Heartland Regional TPO	14.11%	10.13%	17.26%	29.10%	32.21%	32.21%
Hernando/Citrus MPO	19.74%	16.25%	23.52%	40.83%	47.40%	33.87%
Hillsborough MPO	56.94%	52.21%	42.14%	28.81%	20.03%	17.23%
Indian River County MPO	28.65%	22.39%	22.21%	25.36%	18.74%	17.05%
Lake-Sumter MPO	24.31%	27.52%	56.07%	43.93%	29.43%	19.41%
Lee County MPO	41.95%	40.25%	27.41%	22.72%	16.31%	10.08%
METROPLAN Orlando	54.54%	51.07%	34.71%	18.37%	11.47%	11.15%
Martin MPO	34.82%	24.11%	30.59%	26.48%	20.43%	24.48%
Miami-Dade TPO	68.21%	64.76%	51.25%	36.06%	24.90%	19.24%
North Florida Transportation Planning Organization	48.48%	40.12%	24.23%	15.00%	8.73%	5.47%
Ocala - Marion County Tranportation Planning Organization	32.12%	23.54%	16.08%	17.06%	18.49%	21.30%
Okaloosa-Walton Transportation Planning Organization	20.17%	18.92%	16.93%	17.67%	25.00%	22.50%
Palm Beach MPO	46.92%	42.53%	38.90%	34.74%	35.82%	35.48%
Pasco County MPO	32.52%	52.89%	67.44%	57.17%	37.63%	21.29%
Polk County Transportation Planning Organization	33.03%	29.81%	41.20%	53.40%	52.18%	44.44%
River to Sea Transporation Planning Organization	28.05%	27.28%	41.69%	42.97%	40.25%	32.84%
Sarasota-Manatee MPO	40.46%	32.94%	25.86%	30.76%	35.90%	25.64%
Space Coast Transportation Planning Organization	36.70%	27.20%	16.15%	24.85%	31.41%	21.89%
St. Lucie Transportation Planning Organization	33.10%	32.09%	17.32%	22.12%	23.51%	19.98%

Table 4: 1-Year Change in 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	+3.47%	+9.81%	+7.97%	+2.82%	+2.42%	+2.83%
Broward MPO	+0.58%	-1.55%	-2.61%	-3.89%	-7.43%	-8.27%
Capital Region Transportation Planning Agency	+0.79%	-0.25%	+0.27%	+0.44%	+0.14%	+0.59%
Charlotte-Punta Gorda MPO	-0.23%	+0.05%	+1.62%	+0.14%	+0.83%	-0.09%
Collier MPO	+1.12%	-0.33%	-0.30%	-1.36%	-0.40%	-0.21%
Florida-Alabama Transportation Planning Organization	+1.57%	+0.97%	+0.09%	+0.07%	+0.87%	-0.17%
Forward Pinellas	+1.15%	+1.11%	+1.95%	+2.01%	+1.76%	+0.99%
Gainesville MTPO	+2.48%	-0.05%	+0.28%	+0.62%	-0.38%	+2.03%
Heartland Regional TPO	-0.38%	-0.03%	+0.09%	+0.08%	+0.71%	+1.06%
Hernando/Citrus MPO	+2.12%	+0.55%	+1.03%	-1.57%	-4.32%	-5.23%
Hillsborough MPO	+2.33%	+1.84%	+2.12%	+1.88%	+1.68%	+2.03%
Indian River County MPO	+0.51%	+0.01%	+1.44%	+2.76%	+2.83%	+0.93%
Lake-Sumter MPO	+2.10%	+1.34%	+3.83%	+3.12%	+1.73%	+1.13%
Lee County MPO	+0.68%	+0.66%	+0.61%	+0.70%	+0.35%	+0.47%
METROPLAN Orlando	+0.98%	+1.01%	+0.88%	+0.04%	-0.01%	+0.24%
Martin MPO	+0.93%	+1.15%	-0.71%	-1.48%	-0.03%	+0.55%
Miami-Dade TPO	-0.50%	-0.88%	-2.35%	-3.17%	-2.59%	-2.34%
North Florida Transportation Planning Organization	-1.00%	-1.71%	-2.03%	-0.56%	-0.14%	+0.03%
Ocala - Marion County Tranportation Planning Organization	+0.92%	+0.92%	+0.79%	+0.77%	+1.16%	+1.51%
Okaloosa-Walton Transportation Planning Organization	+0.96%	+3.17%	+3.10%	+4.55%	+5.84%	+3.26%
Palm Beach MPO	+0.04%	-0.11%	+0.04%	-0.30%	-0.43%	-0.78%
Pasco County MPO	+0.54%	+1.37%	-0.42%	-2.92%	-3.36%	-0.87%
Polk County Transportation Planning Organization	+1.35%	+1.01%	+2.66%	+2.94%	+3.89%	+4.19%
River to Sea Transporation Planning Organization	+0.50%	+0.62%	+0.67%	+0.42%	+1.25%	+1.11%
Sarasota-Manatee MPO	+1.24%	+1.14%	+1.70%	+2.29%	+1.88%	+1.51%
Space Coast Transportation Planning Organization	+2.03%	+1.95%	+0.46%	+1.46%	-0.56%	-1.31%
St. Lucie Transportation Planning Organization	+0.65%	+0.82%	+0.87%	-0.18%	-1.24%	+0.01%

Bay County Transportation Planning Organization

Job Accessibility Results – Auto, 2019

Total Jobs **77,610**
Average Job Density (per mi^2) **194**
Total Workers **72,621**
Average Worker Density (per mi^2) **181**

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

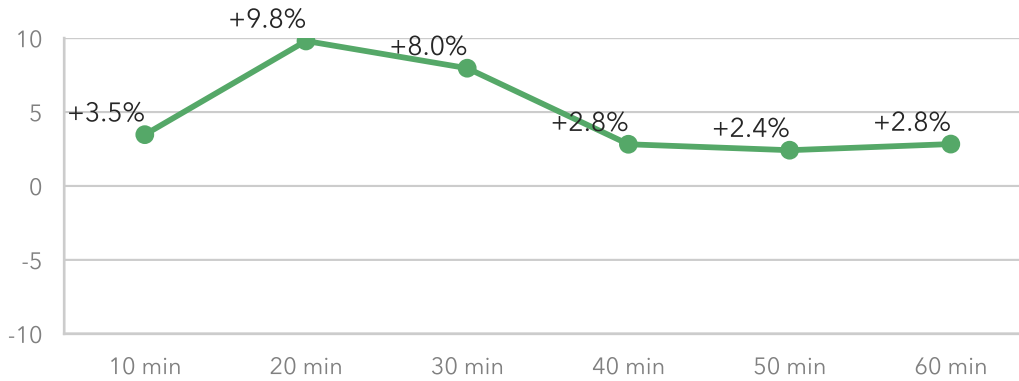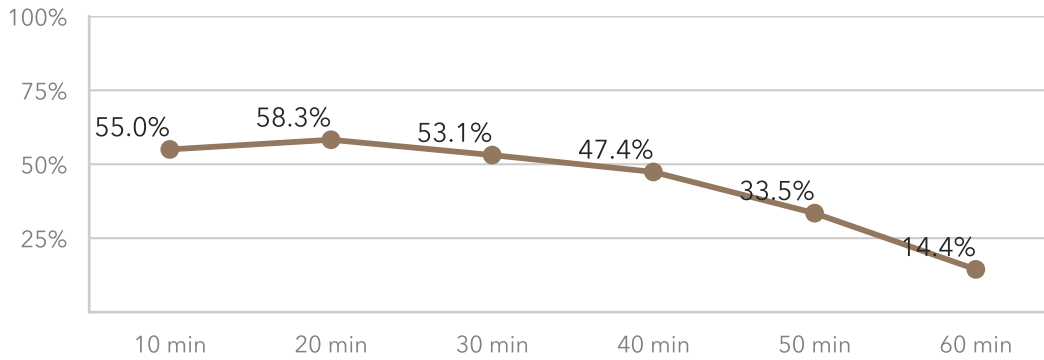## Average Job Accessibility by Travel Time Threshold (worker-weighted)
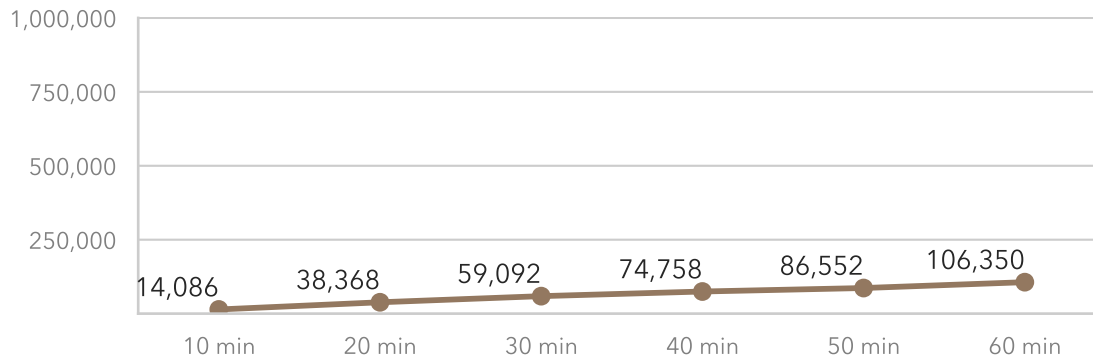
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
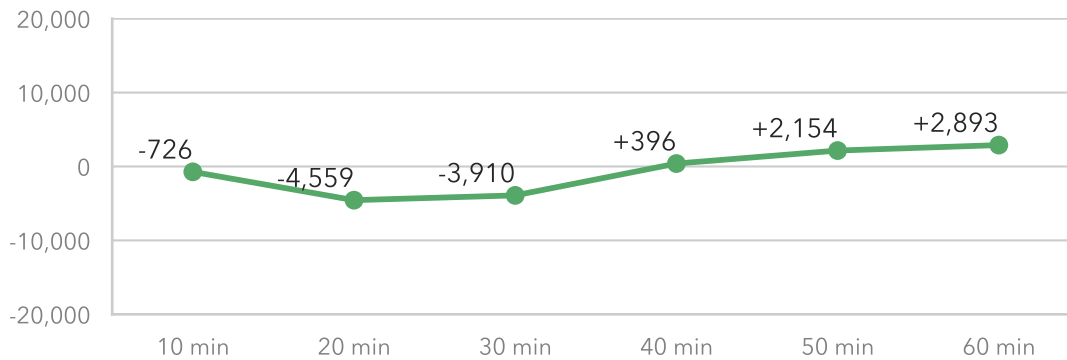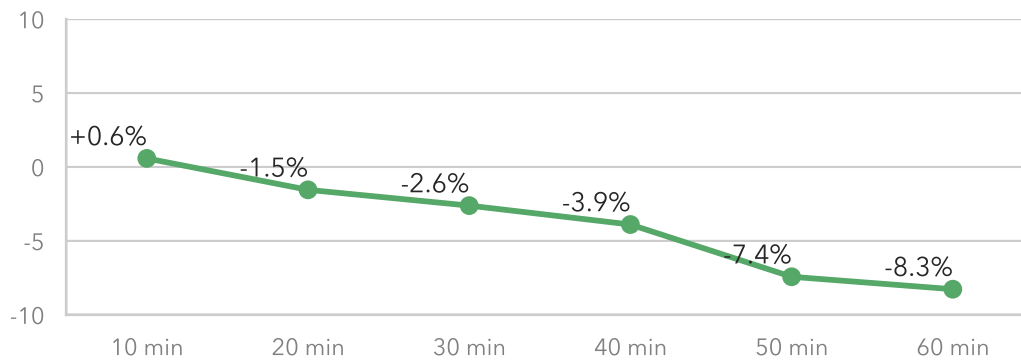
Average Congestion Impact by Travel Time Threshold (worker-weighted)
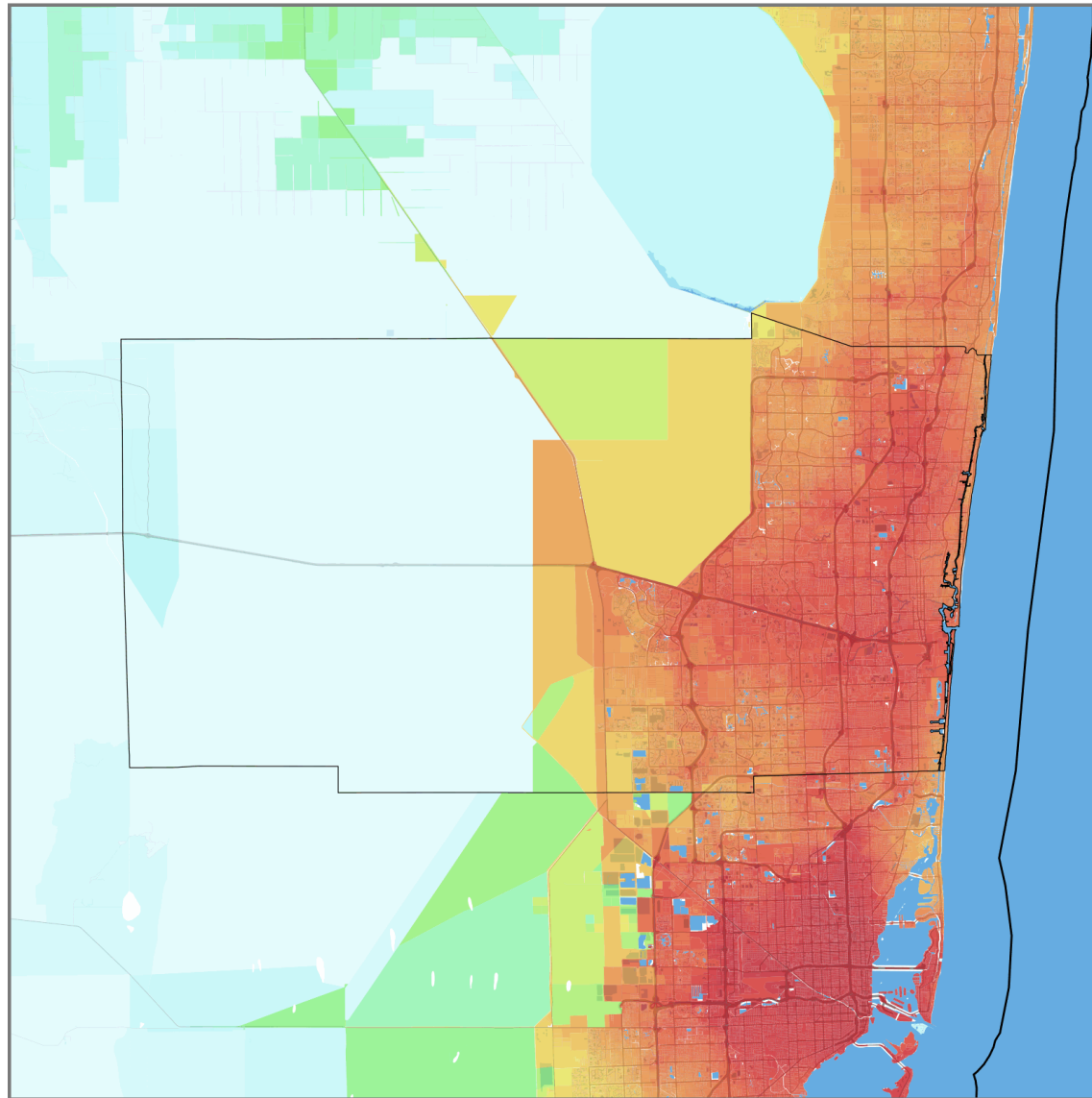*Higher numbers indicate greater job access loss due to congestion*
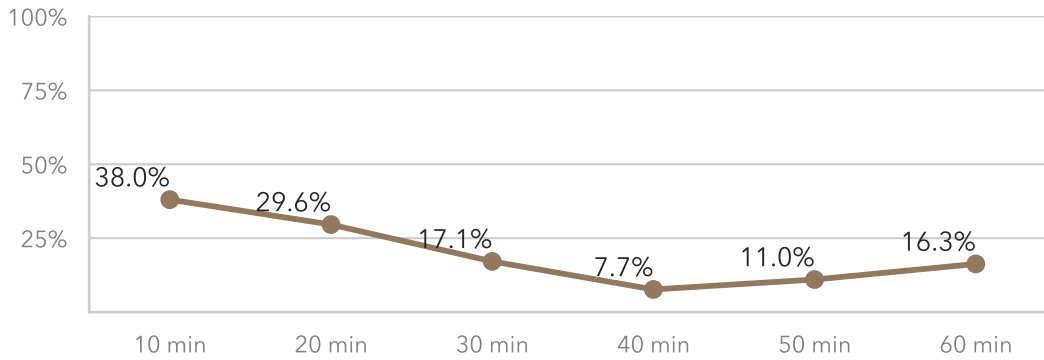
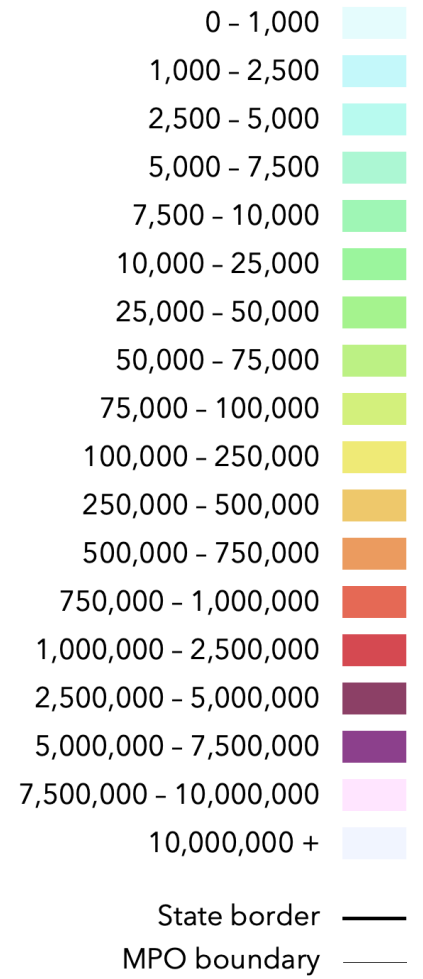**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**

Bay County Transportation Planning Organization
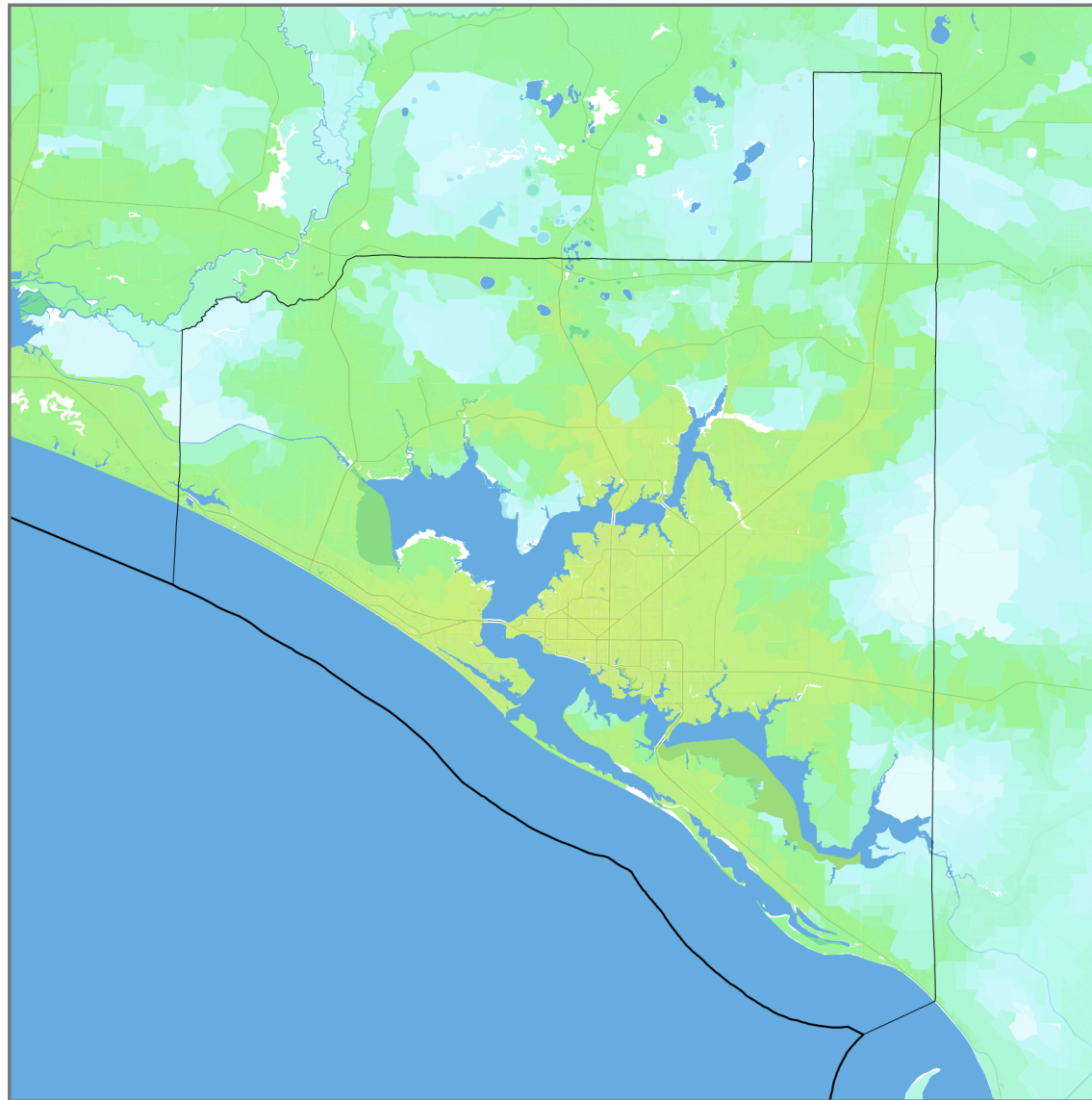
Jobs within 30 minutes
(Driving, AM peak)

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 ——
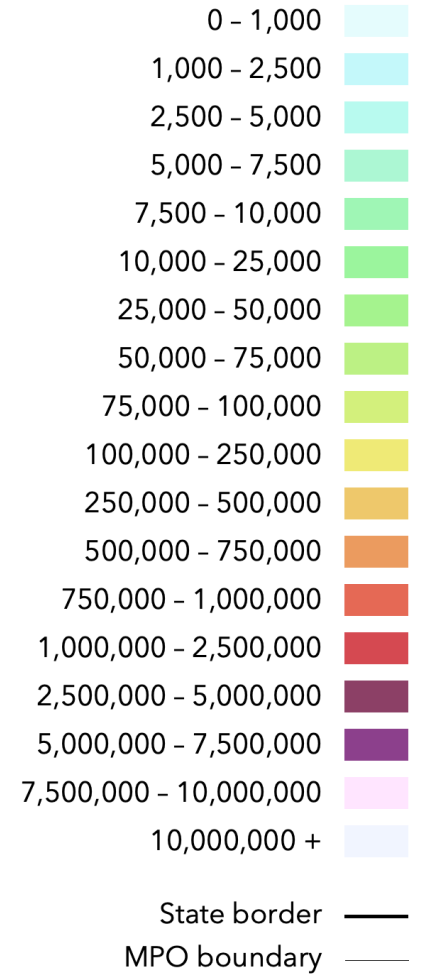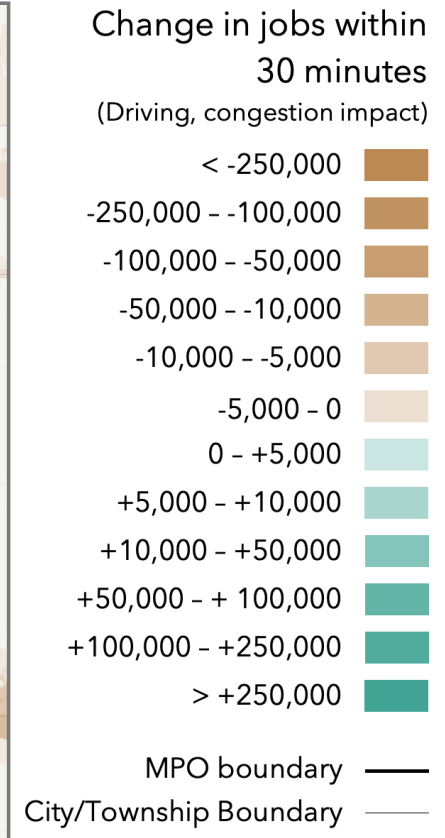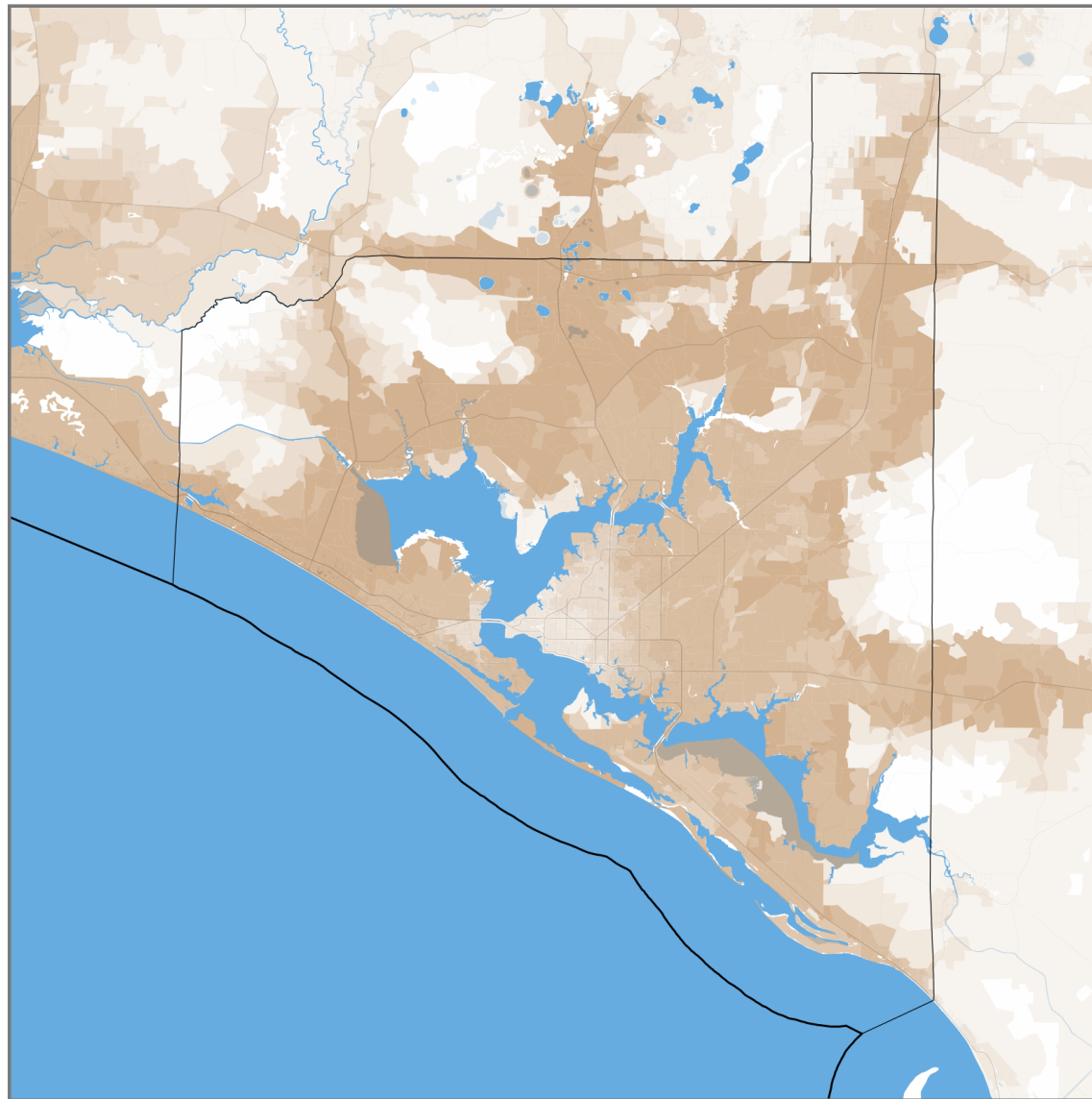
Broward MPO

Job Accessibility Results — Auto, 2019

Total Jobs	**825,858**
Average Job Density (per mi^2)	**1,745**
Total Workers	**839,117**
Average Worker Density (per mi^2)	**1,773**

Job and worker totals are based on LEHD estimates and may not match other sources.
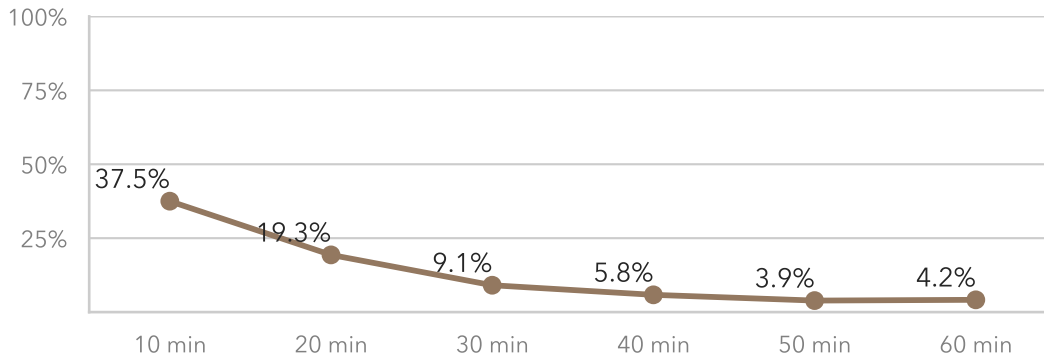
## Average Job Accessibility by Travel Time Threshold (worker-weighted)

1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

16
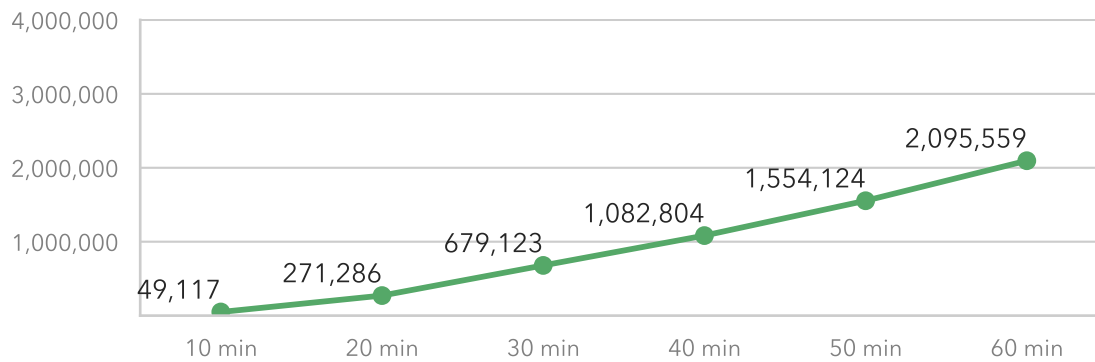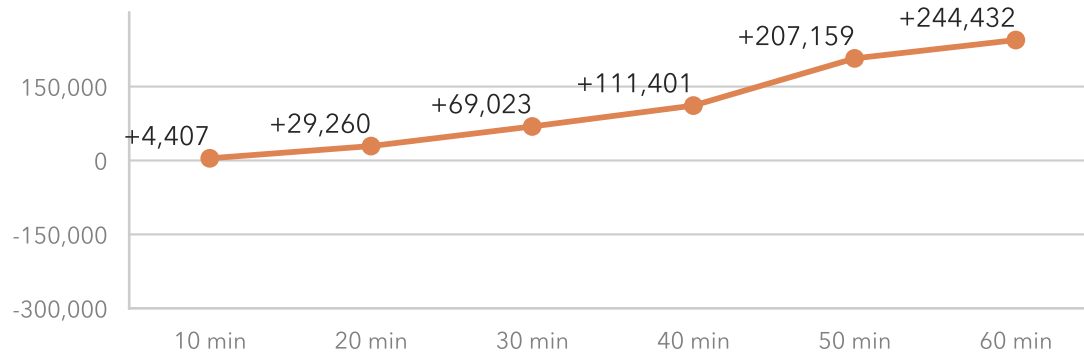
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

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 ——————

18

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, 2019

Total Jobs	**179,612**
Average Job Density (per mi^2)	**188**
Total Workers	**156,596**
Average Worker Density (per mi^2)	**164**

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

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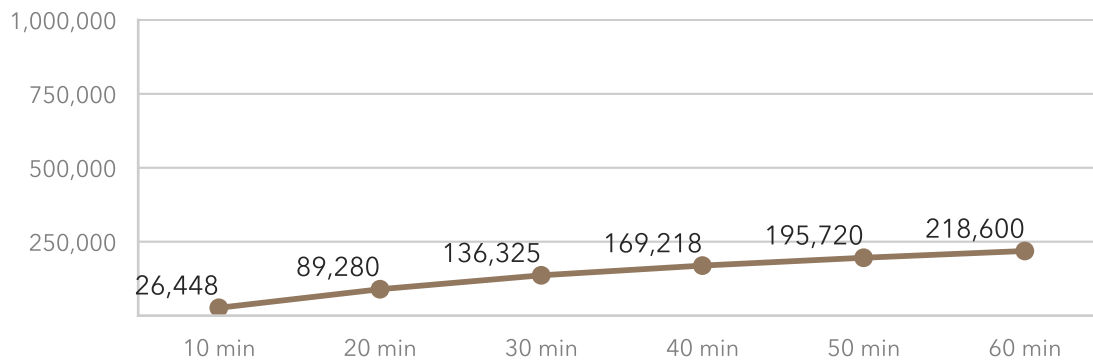
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
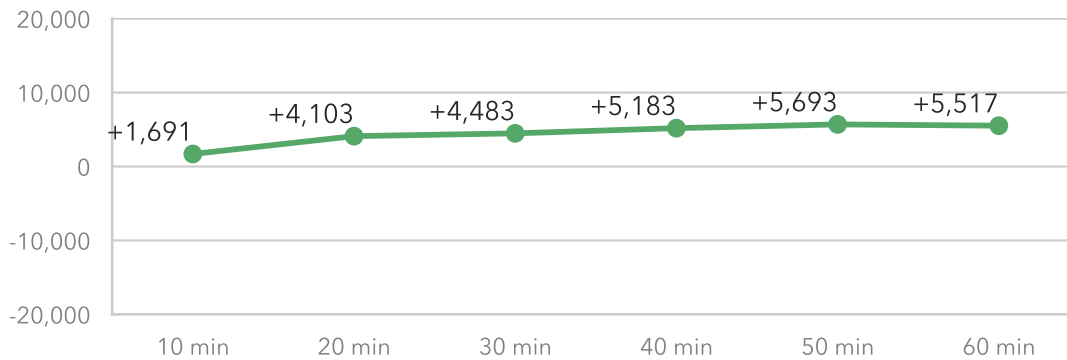
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)
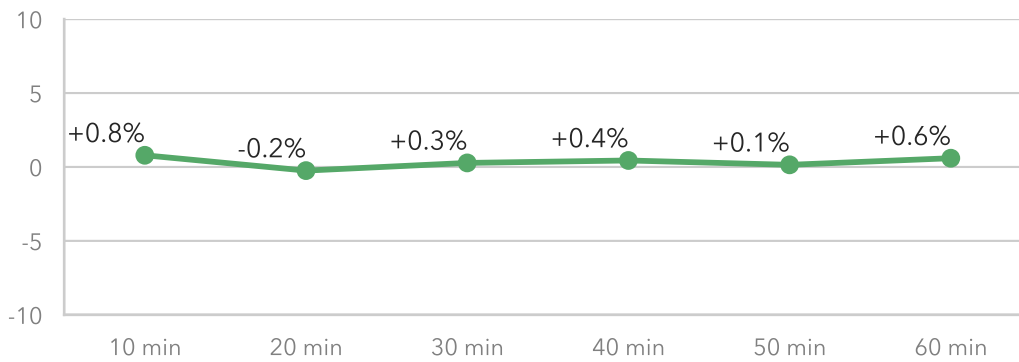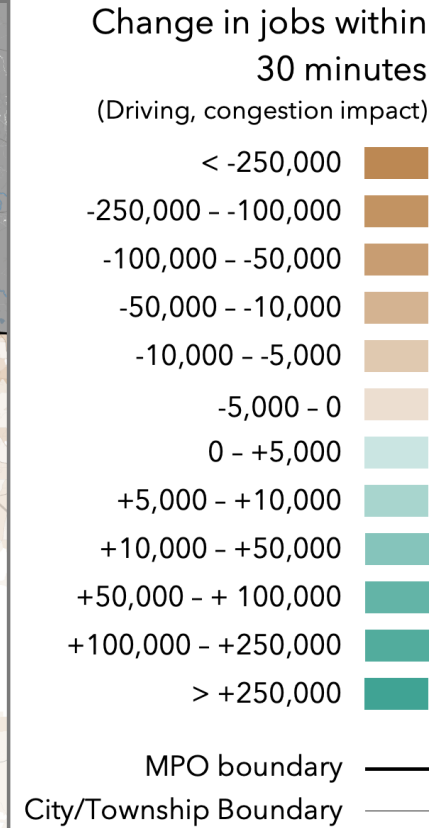
Capital Region Transportation Planning Agency
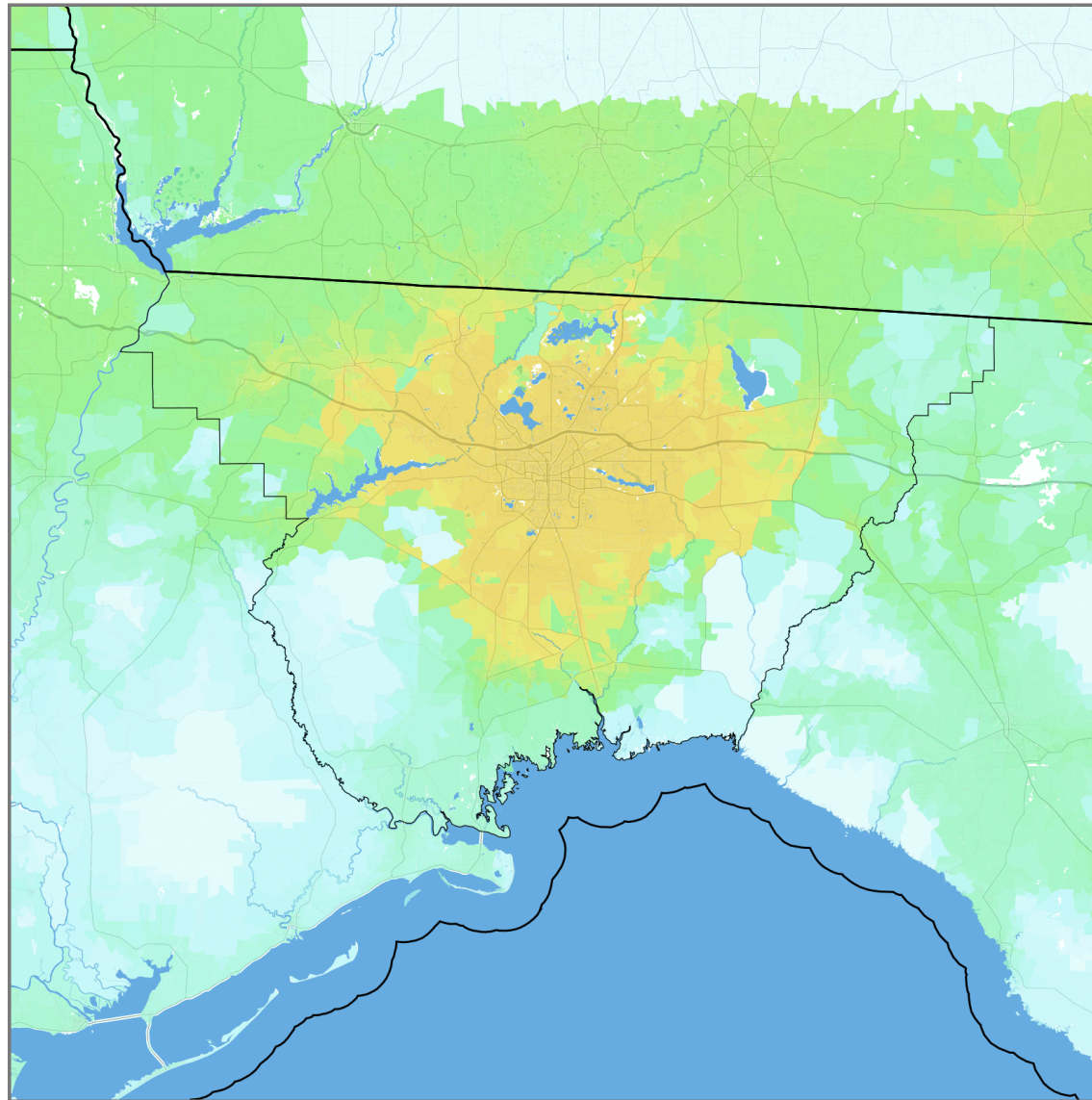
Jobs within 30 minutes
(Driving, AM peak)

|	
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 —

22

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, 2019

Total Jobs	**49,032**
Average Job Density (per mi^2)	**177**
Total Workers	**56,983**
Average Worker Density (per mi^2)	**205**

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
12,263	35,413	66,572	153,772	301,089	476,129

1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

10 min	20 min	30 min	40 min	50 min	60 min
+465	+1,046	+2,921	+8,839	+12,638	+17,441
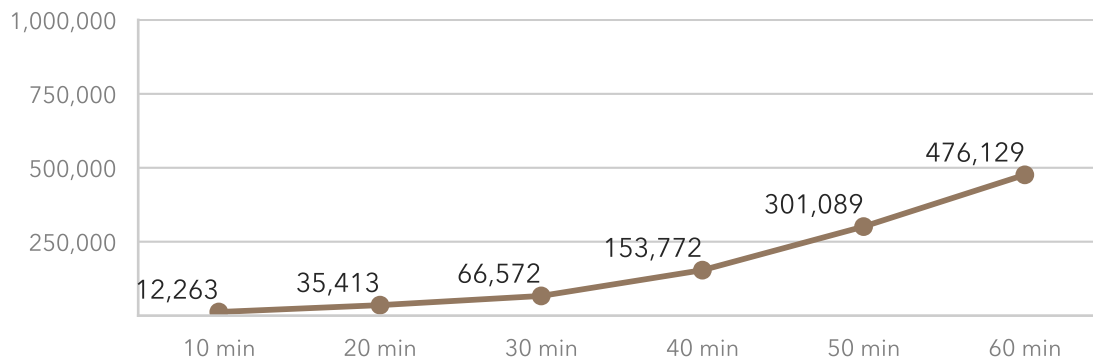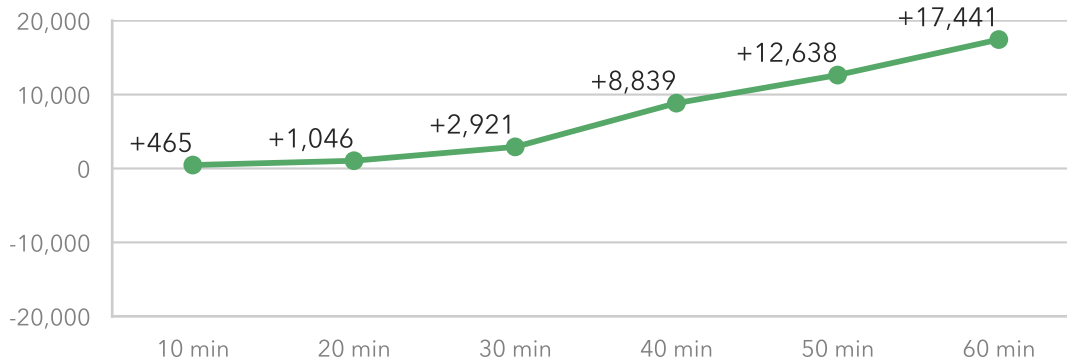
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion
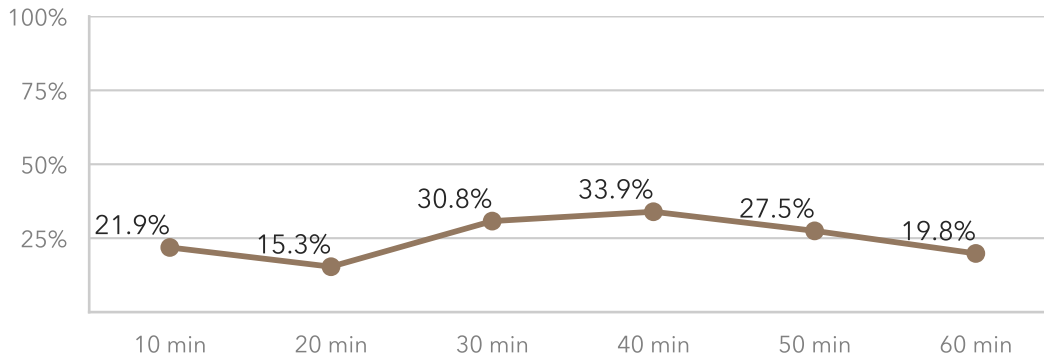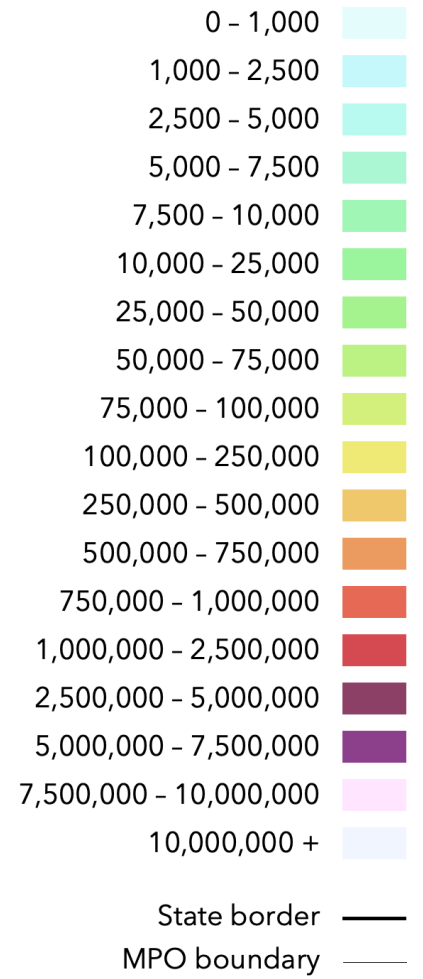

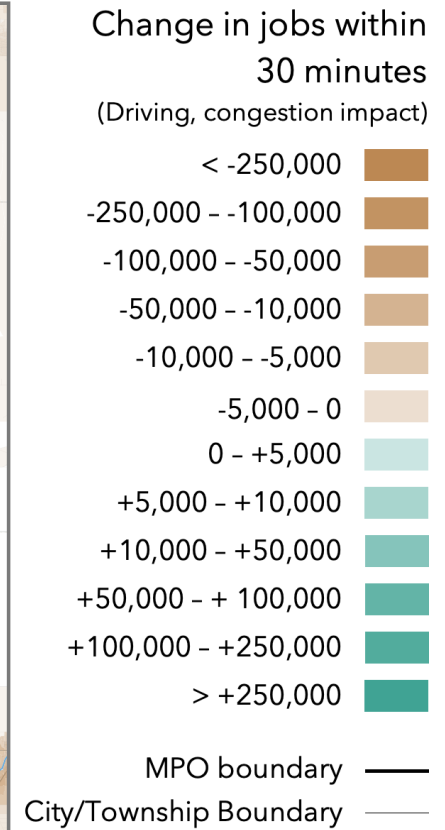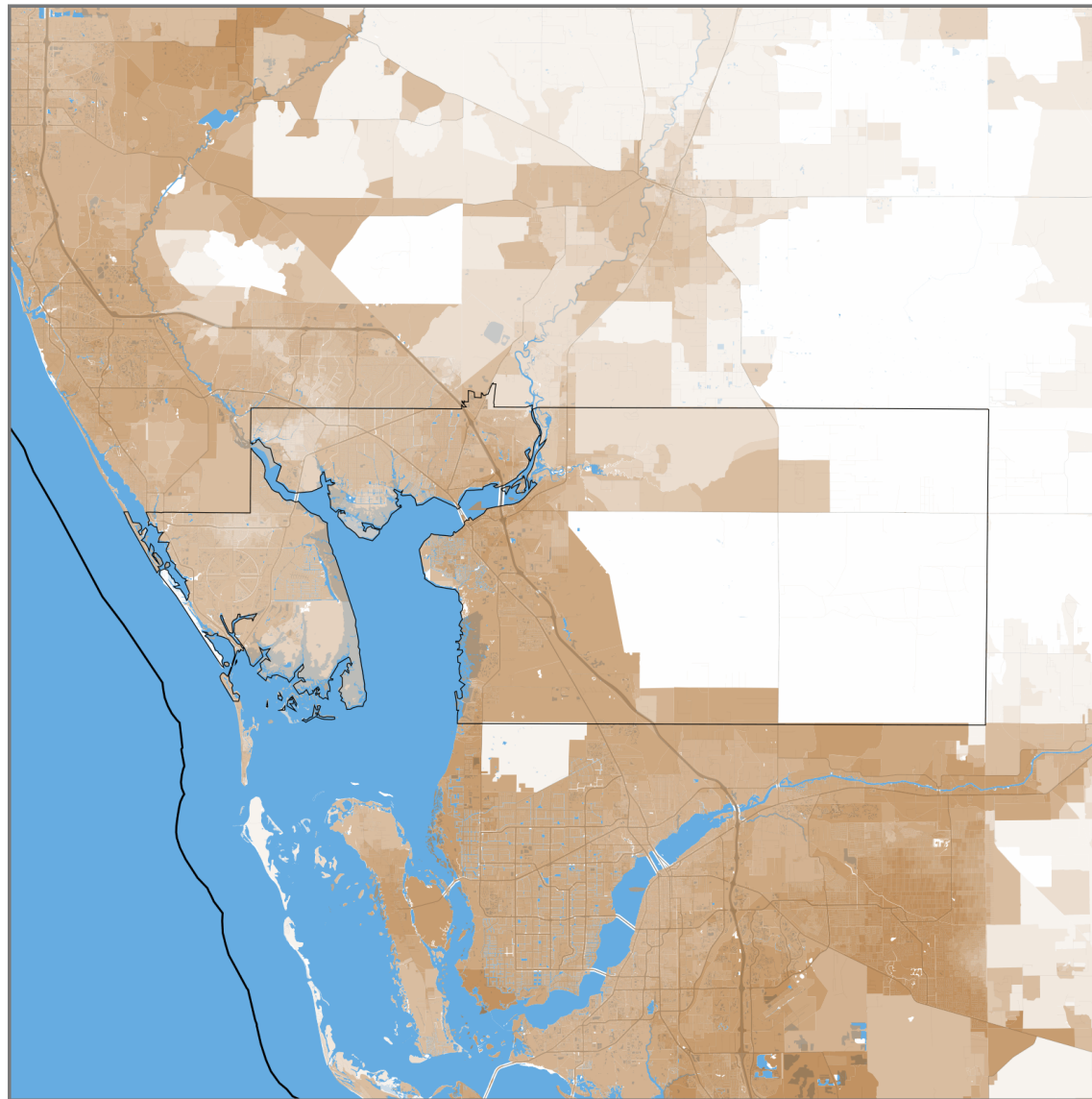**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**
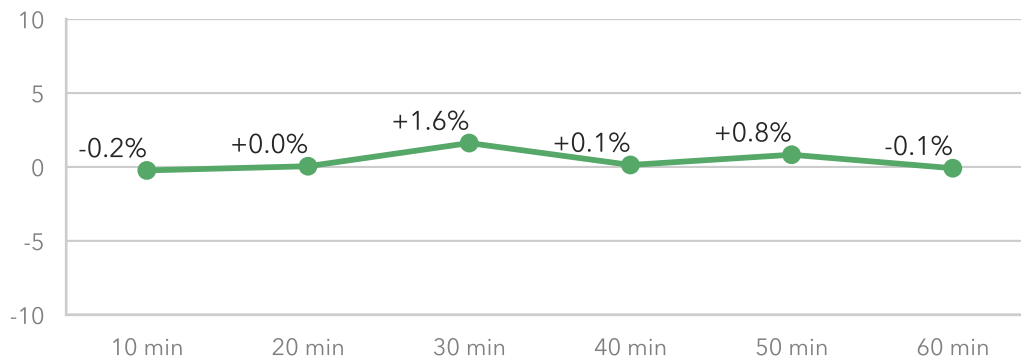
Charlotte-Punta Gorda MPO
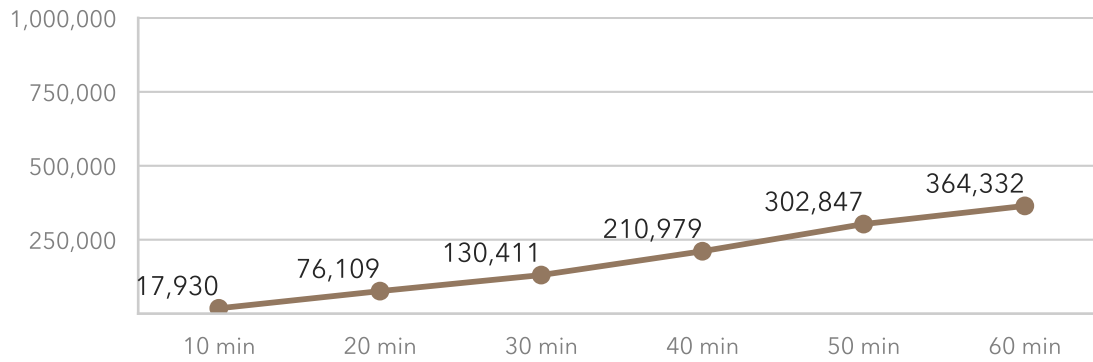

Jobs within 30 minutes
(Driving, AM peak)

- 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

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

27

Collier MPO

Job Accessibility Results — Auto, 2019

Total Jobs	**140,836**
Average Job Density (per mi^2)	**175**
Total Workers	**140,245**
Average Worker Density (per mi^2)	**175**

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

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

Data points:
- 10 min: 17,930
- 20 min: 76,109
- 30 min: 130,411
- 40 min: 210,979
- 50 min: 302,847
- 60 min: 364,332

1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

Data points:
- 10 min: +1,579
- 20 min: +4,682
- 30 min: +7,259
- 40 min: +11,137
- 50 min: +10,299
- 60 min: +10,311
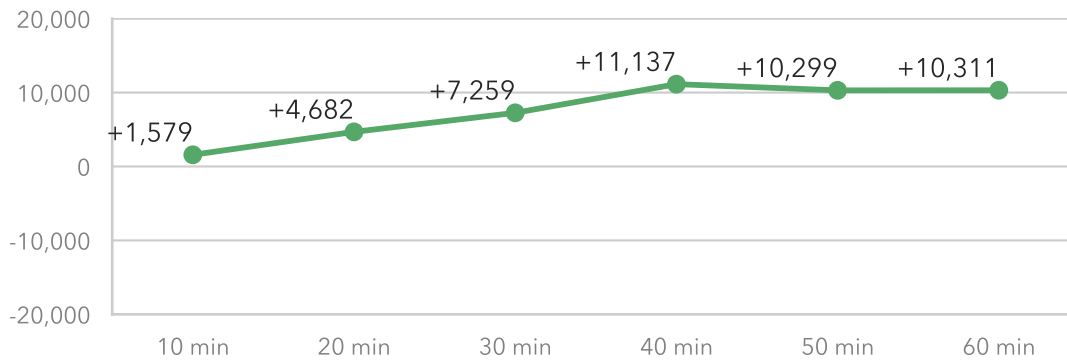
Average Congestion Impact by Travel Time Threshold (worker-weighted)
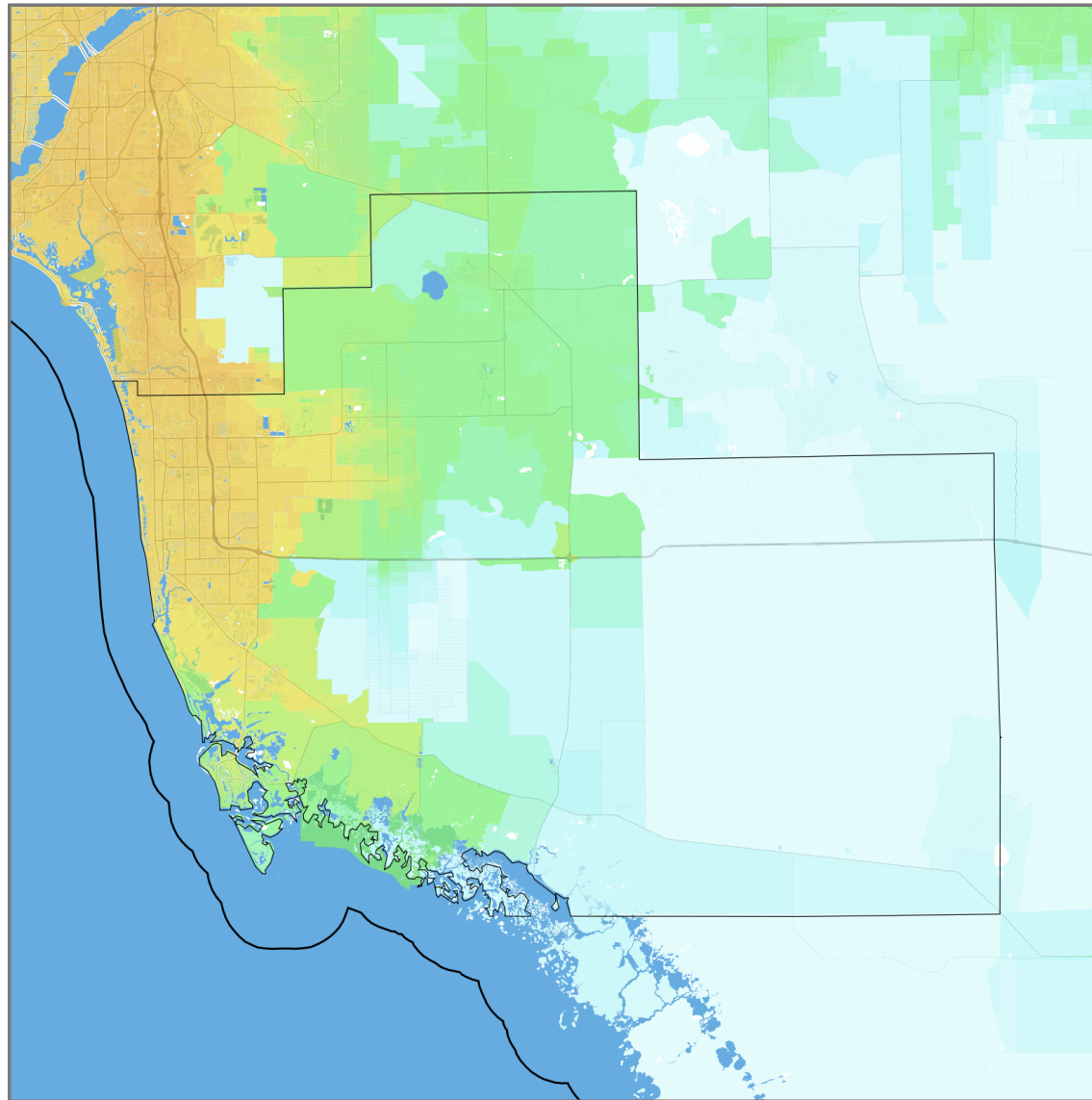*Higher numbers indicate greater job access loss due to congestion*
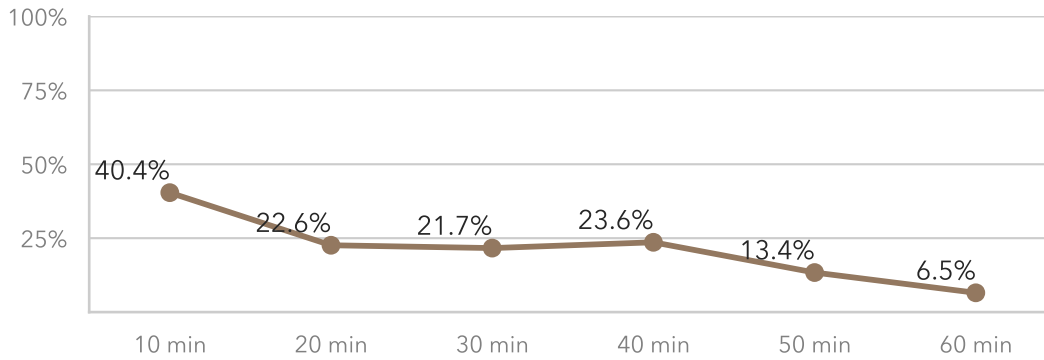
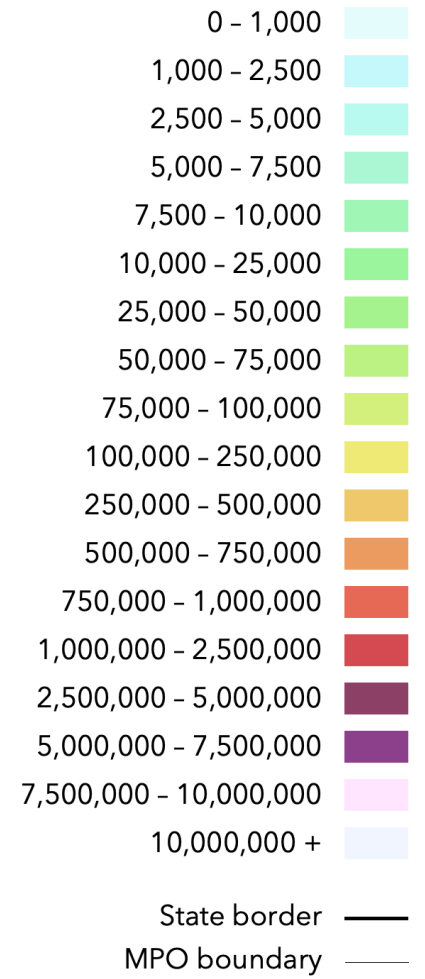**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**
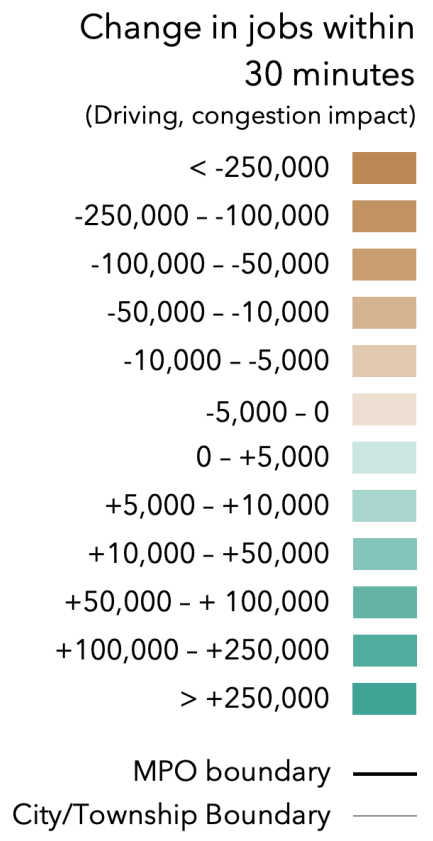
Collier MPO
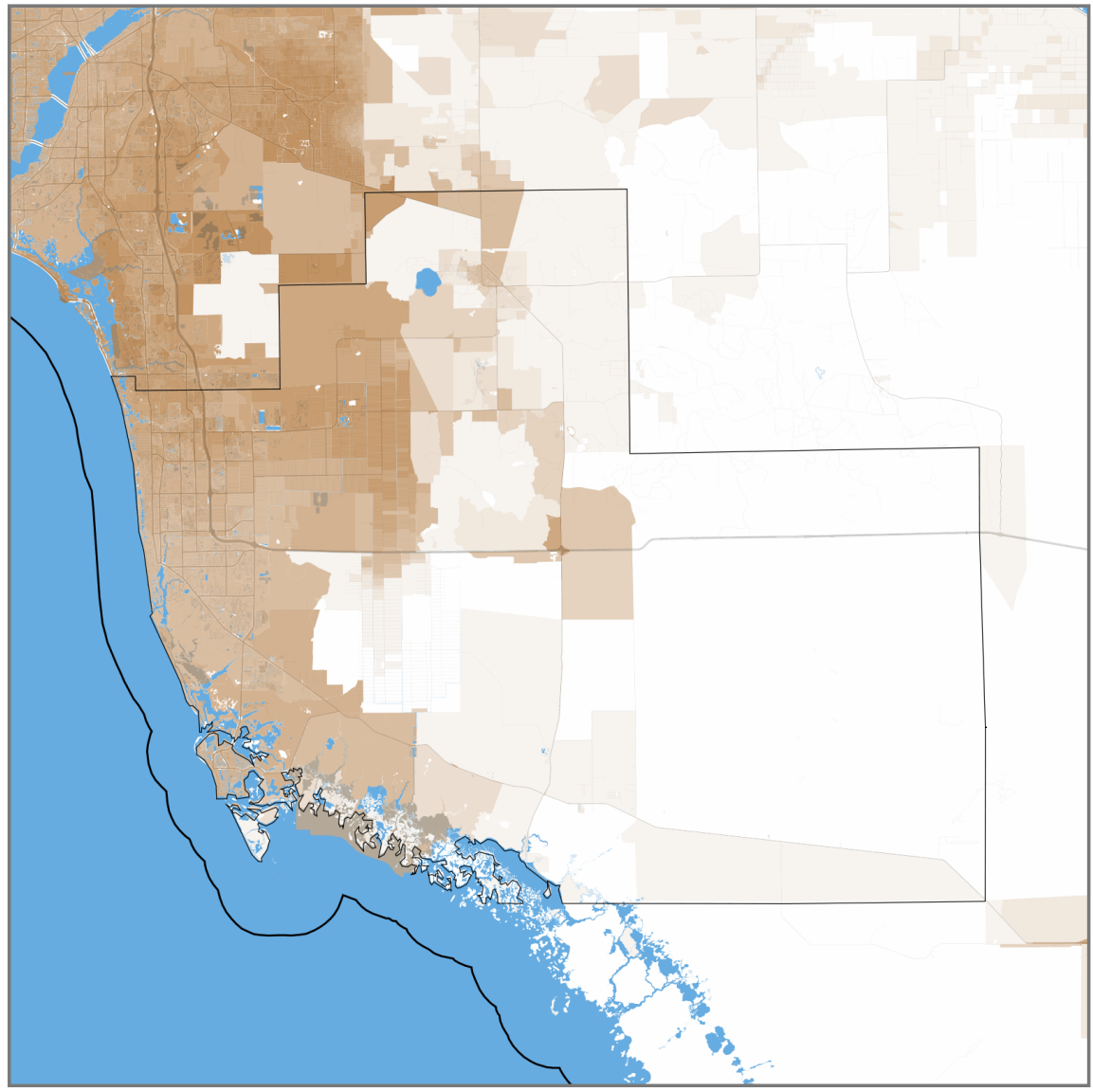
Jobs within 30 minutes
(Driving, AM peak)

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 ⎯⎯⎯

30

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, 2019

Total Jobs	**195,961**
Average Job Density (per mi^2)	**423**
Total Workers	**182,698**
Average Worker Density (per mi^2)	**394**

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

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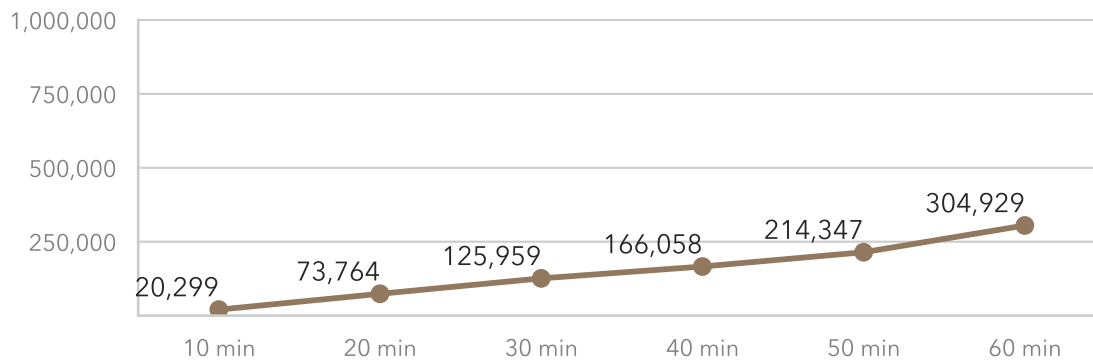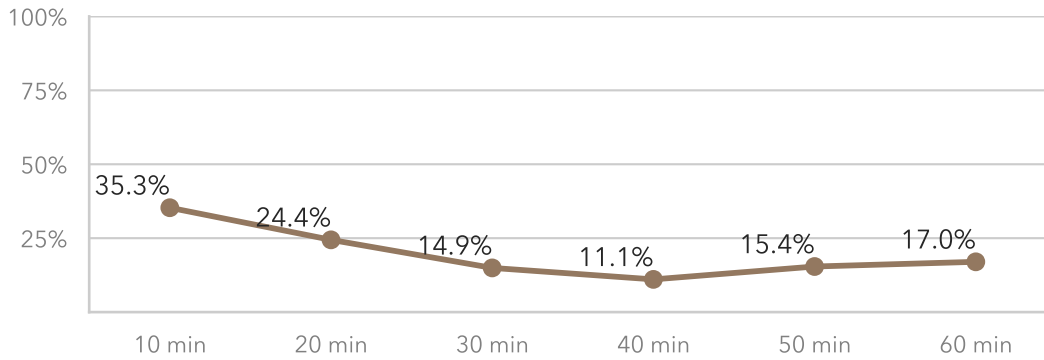

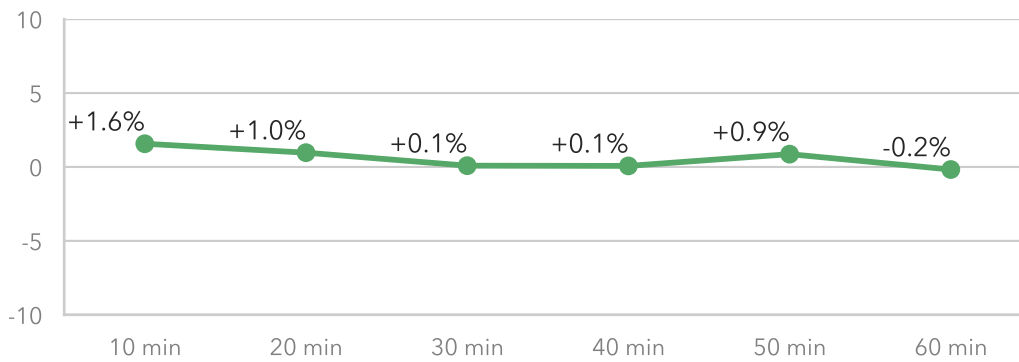## 1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
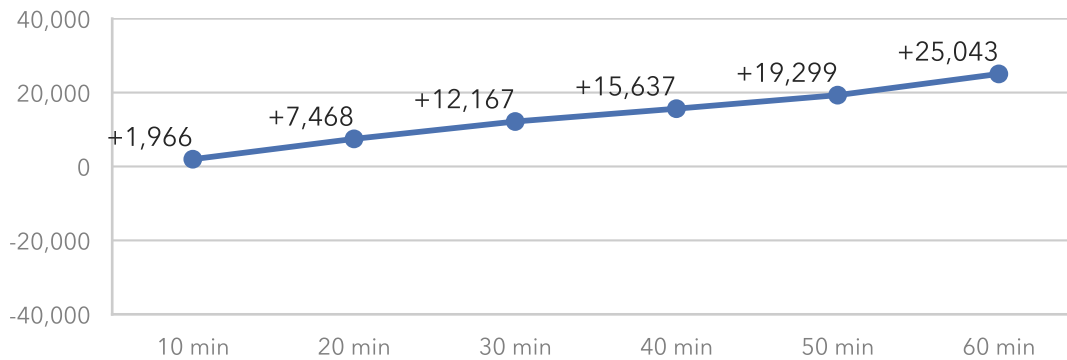
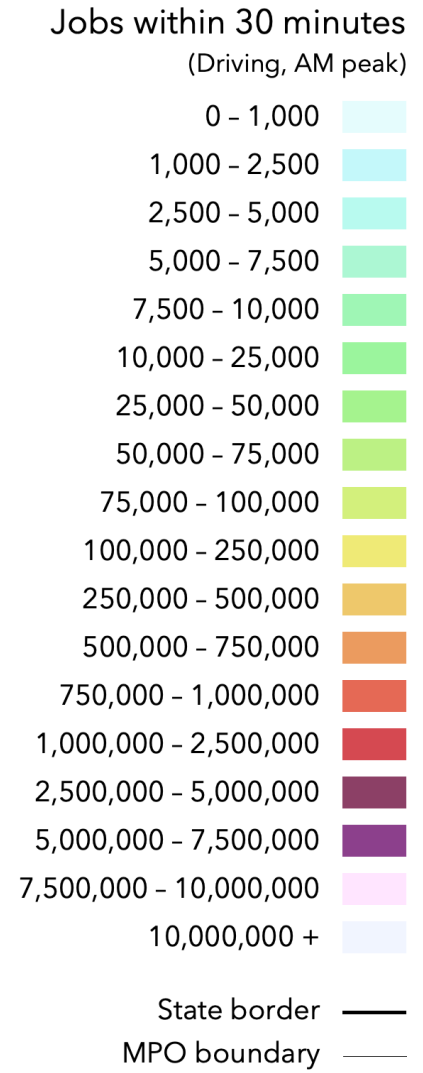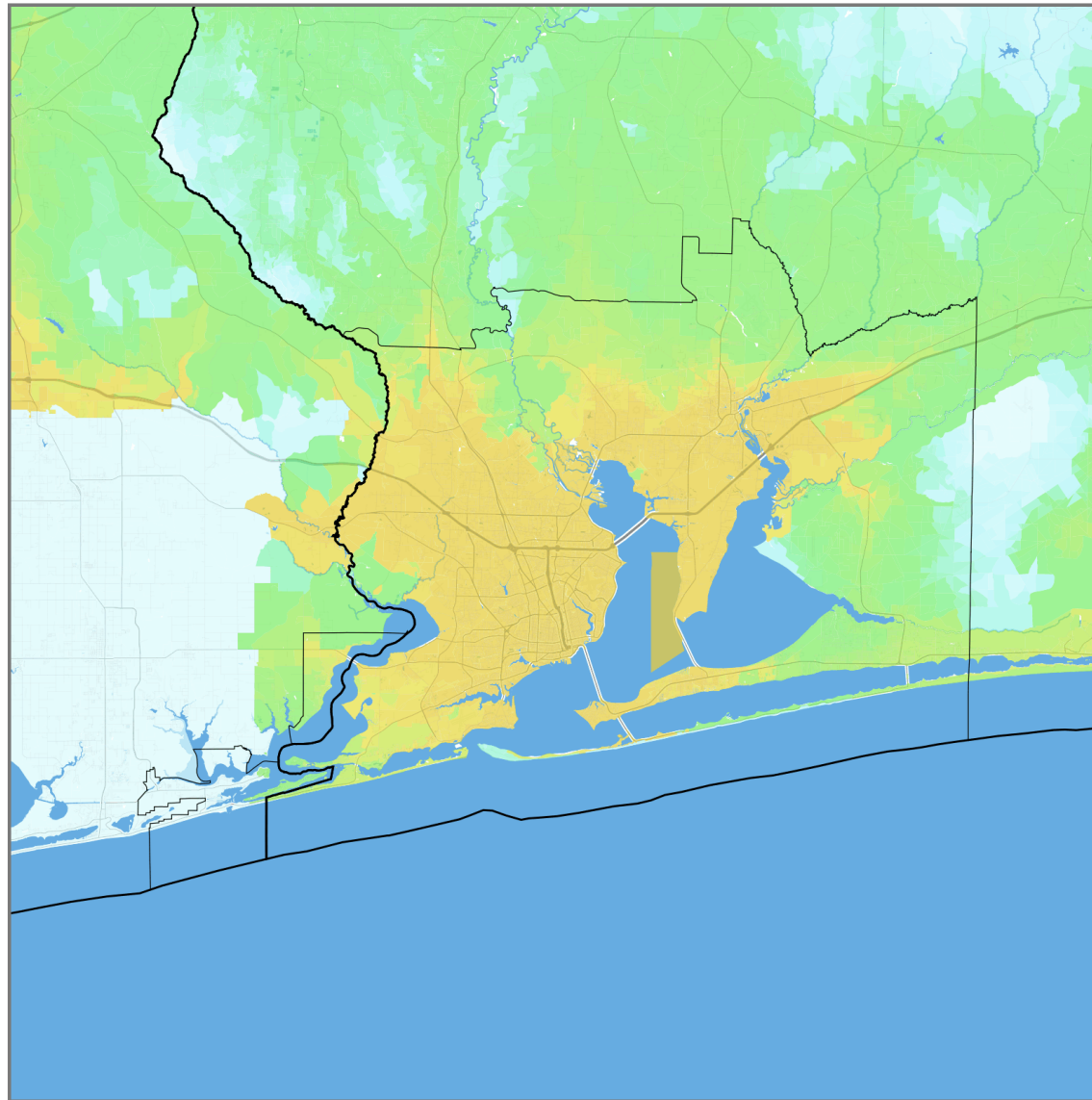**Average Congestion Impact by Travel Time Threshold (worker-weighted)**
Higher numbers indicate greater job access loss due to congestion

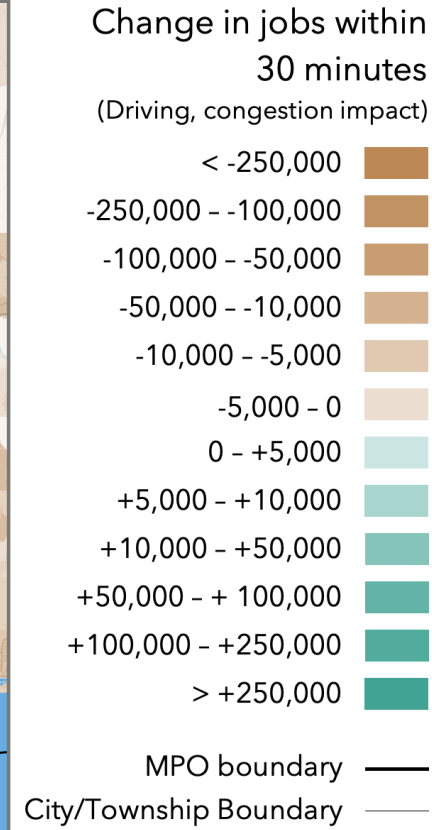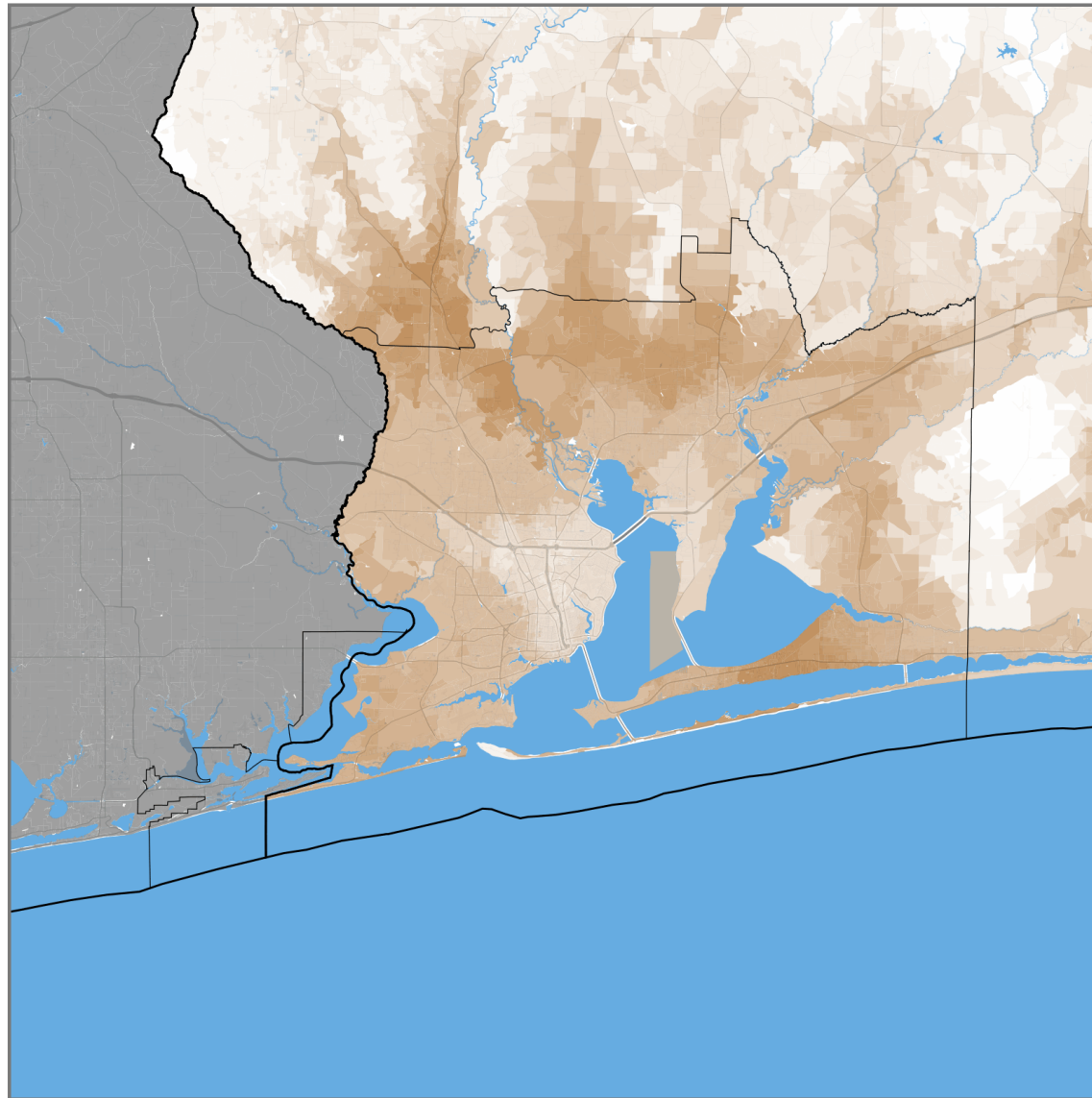**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**

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 ———

34

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, 2019

Total Jobs	**438,474**
Average Job Density (per mi^2)	**3,906**
Total Workers	**412,029**
Average Worker Density (per mi^2)	**3,670**

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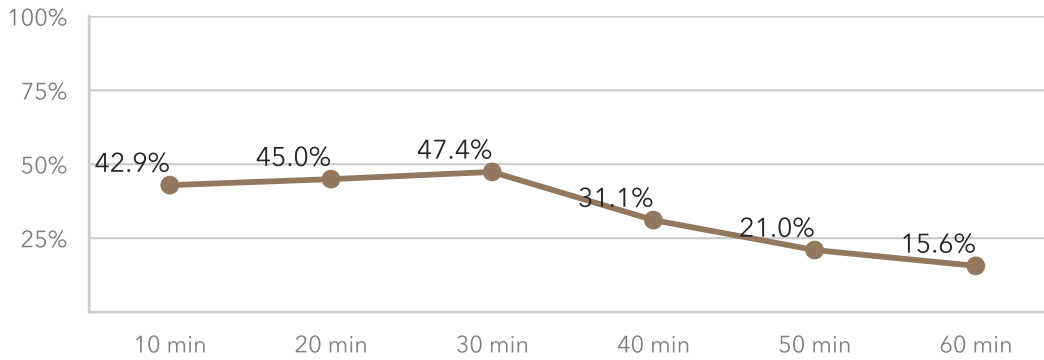
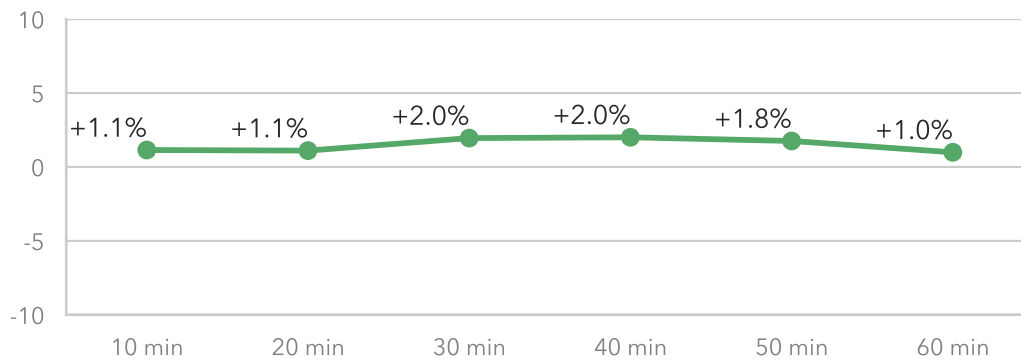## Average Job Accessibility by Travel Time Threshold (worker-weighted)
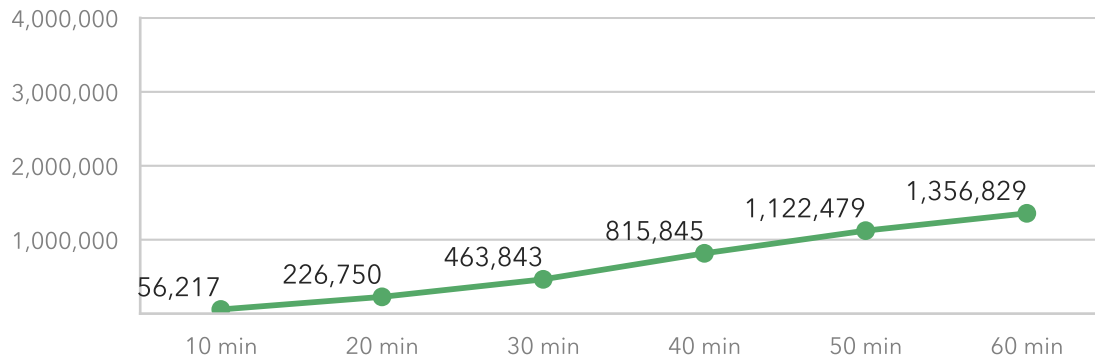
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
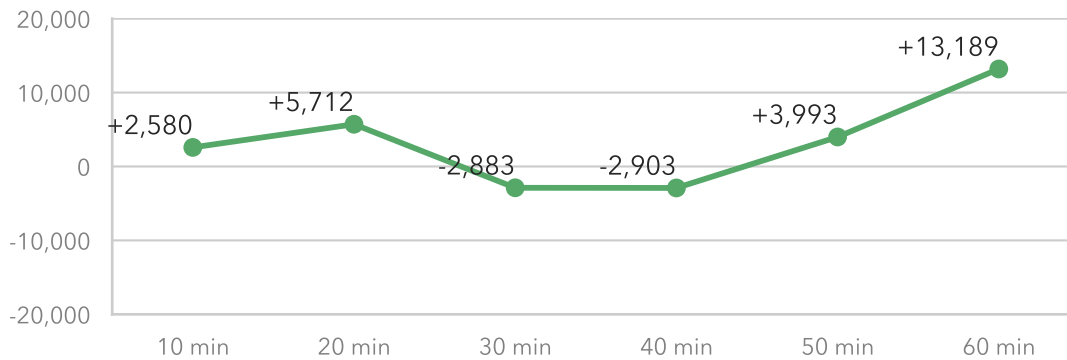
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion
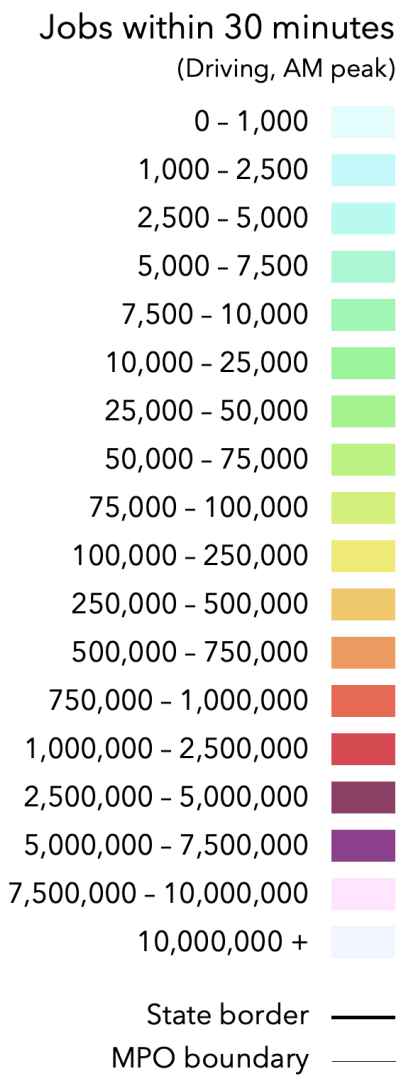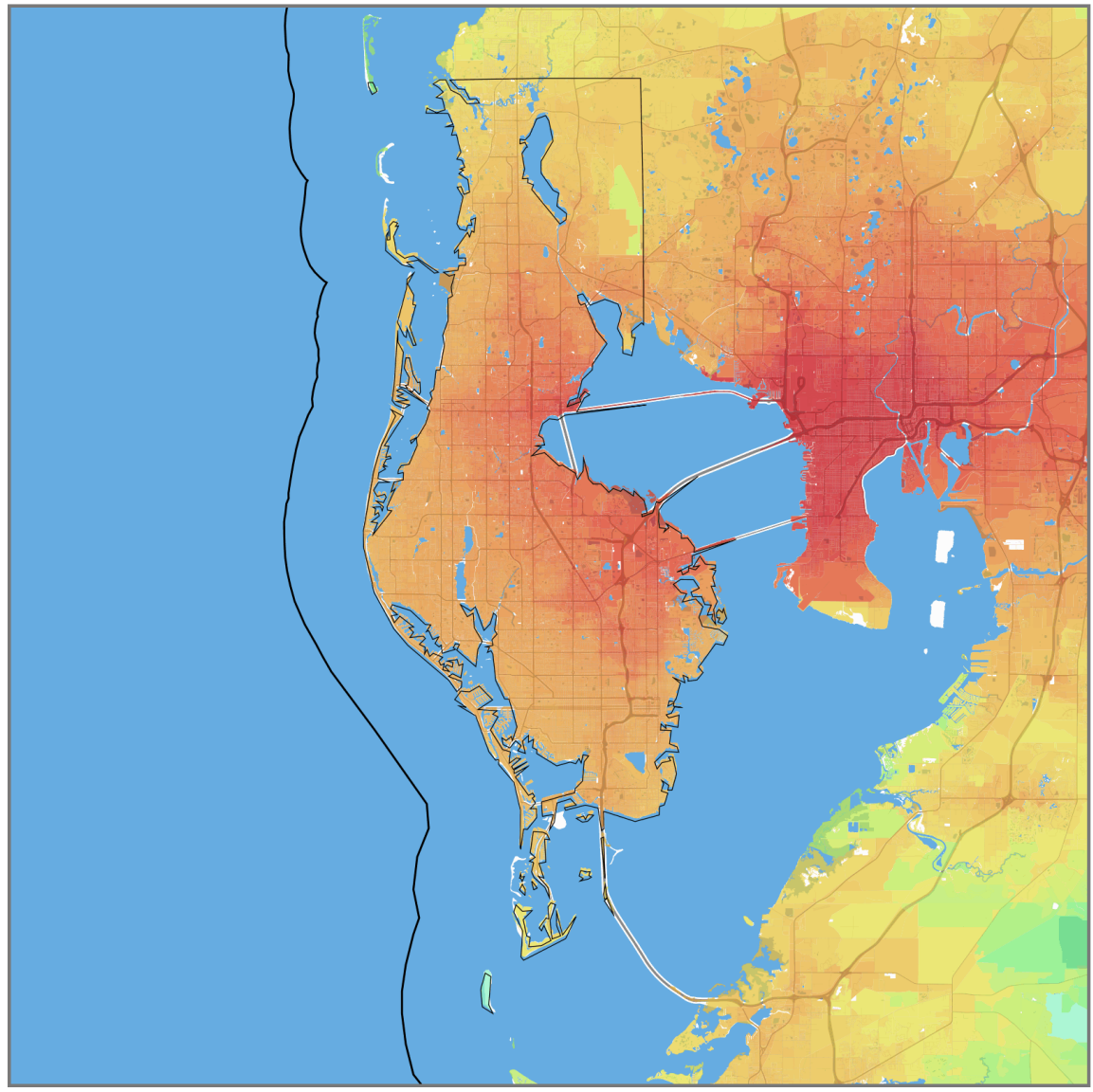

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)
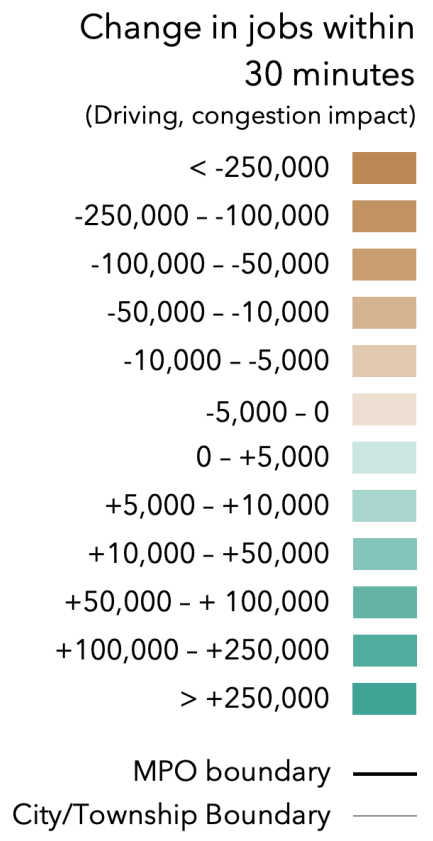
Forward Pinellas

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, 2019

Total Jobs	**109,649**
Average Job Density (per mi^2)	**1,508**
Total Workers	**79,521**
Average Worker Density (per mi^2)	**1,093**

Job and worker totals are based on LEHD estimates and may not match other sources.
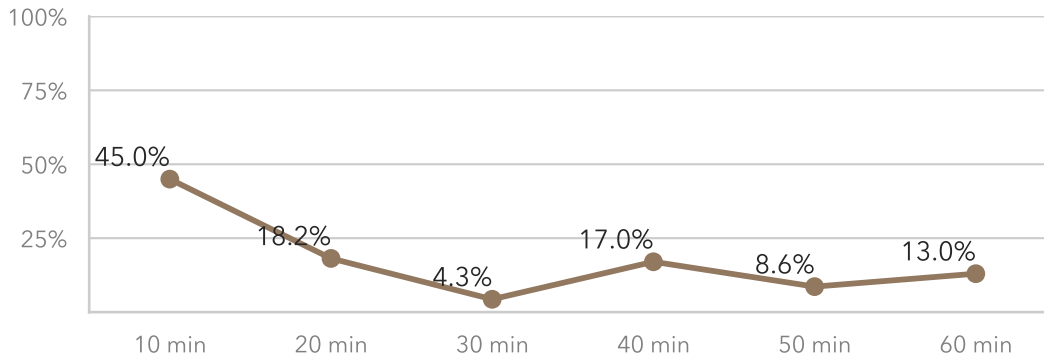
Average Job Accessibility by Travel Time Threshold (worker-weighted)
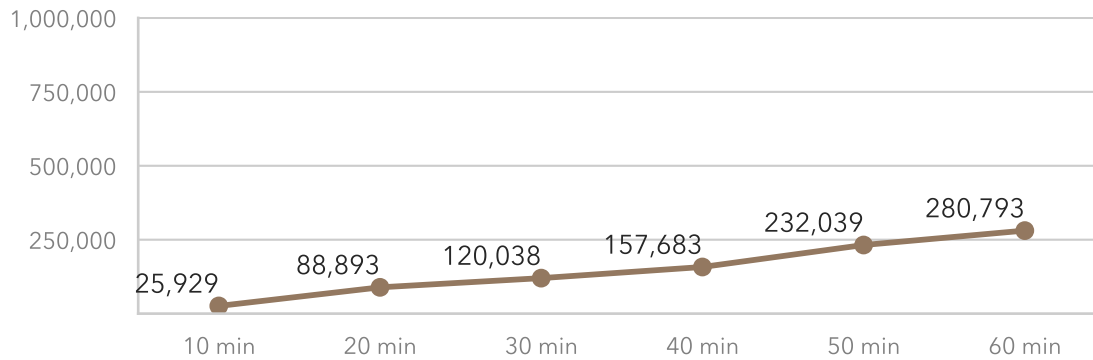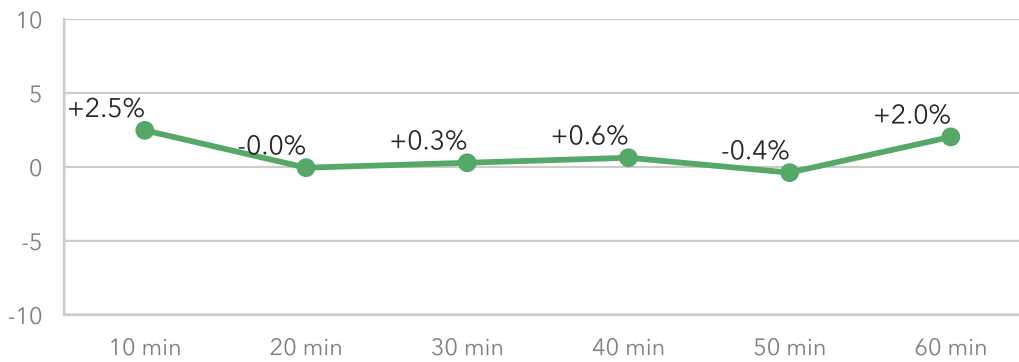

1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
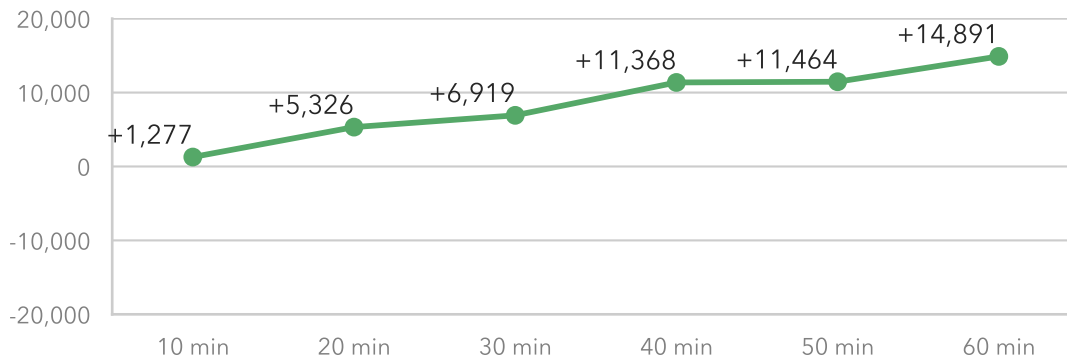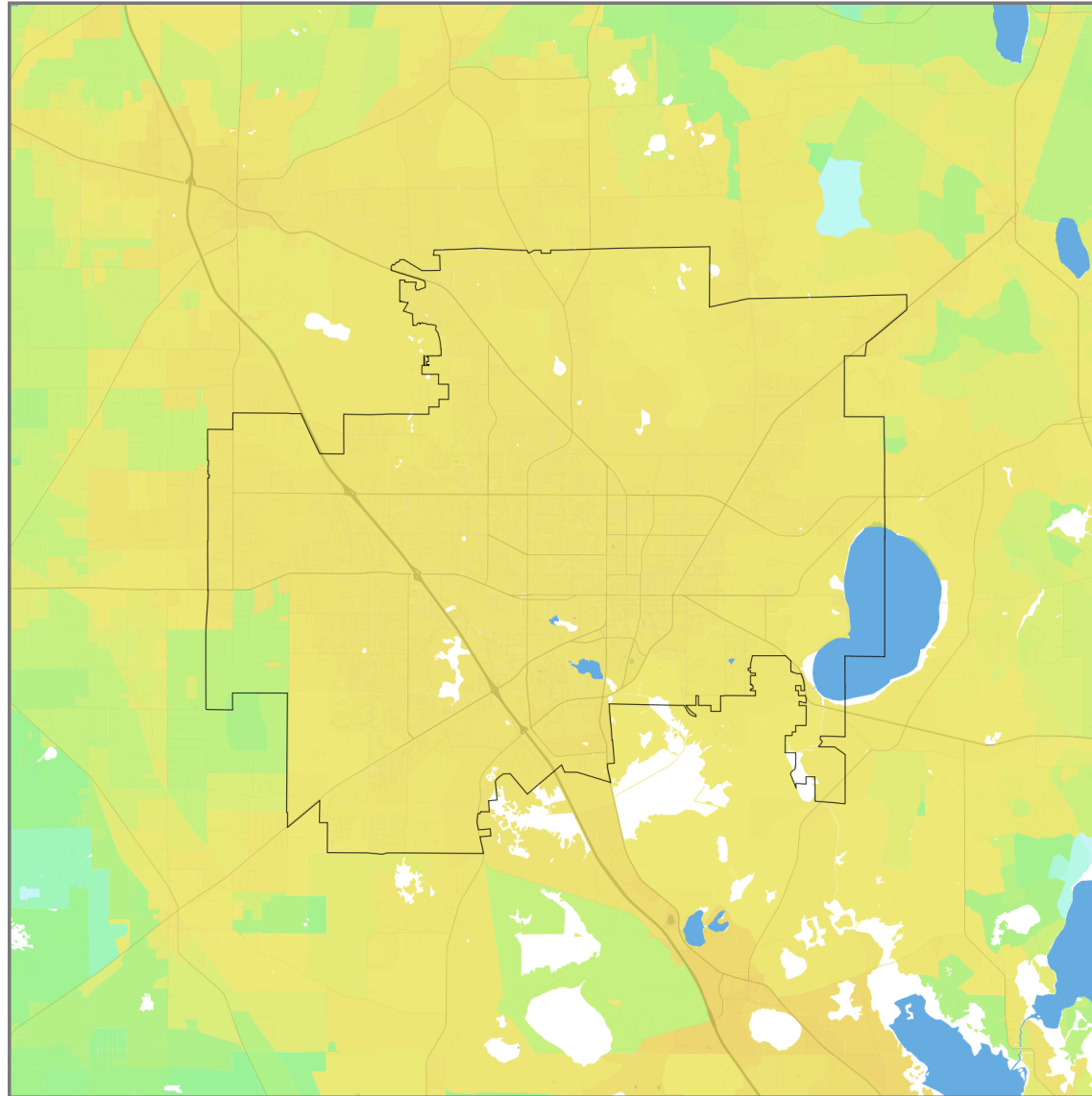
Average Congestion Impact by Travel Time Threshold (worker-weighted)
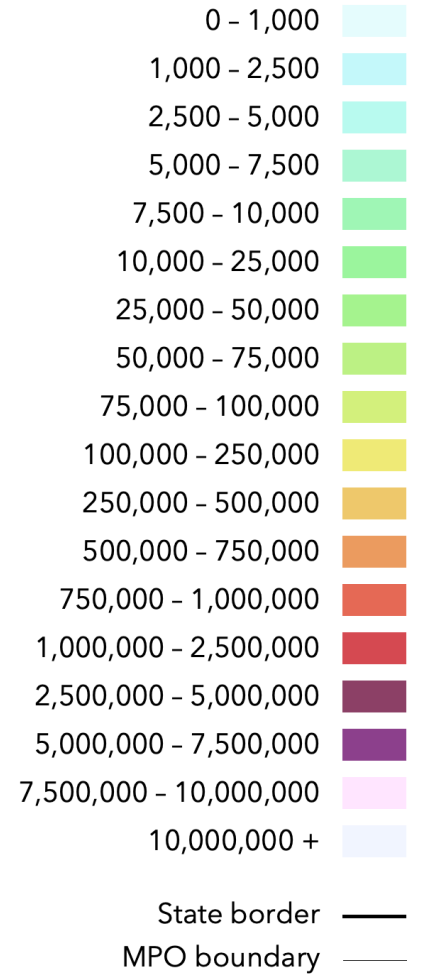*Higher numbers indicate greater job access loss due to congestion*

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

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, 2019

Total Jobs	**68,487**
Average Job Density (per mi^2)	**34**
Total Workers	**85,853**
Average Worker Density (per mi^2)	**43**

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

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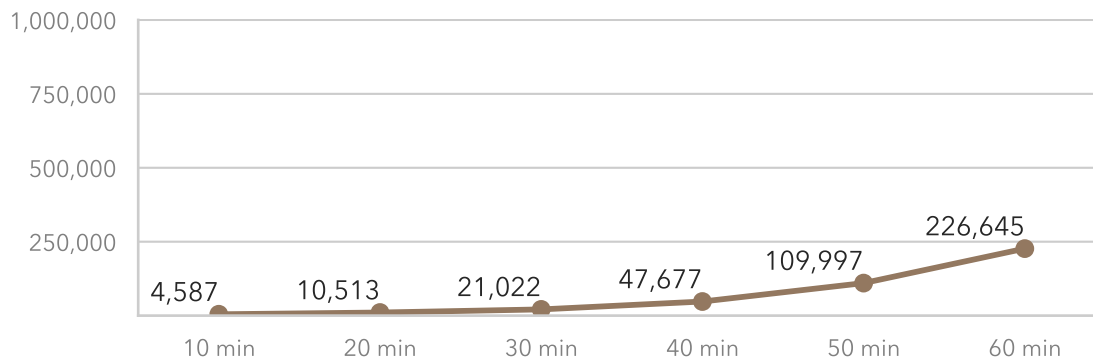
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
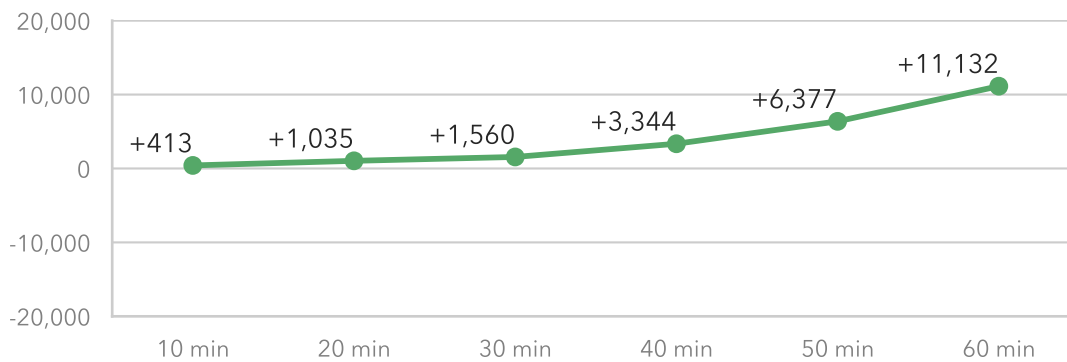
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

Heartland Regional TPO

Jobs within 30 minutes
(Driving, AM peak)

- 0 – 1,000
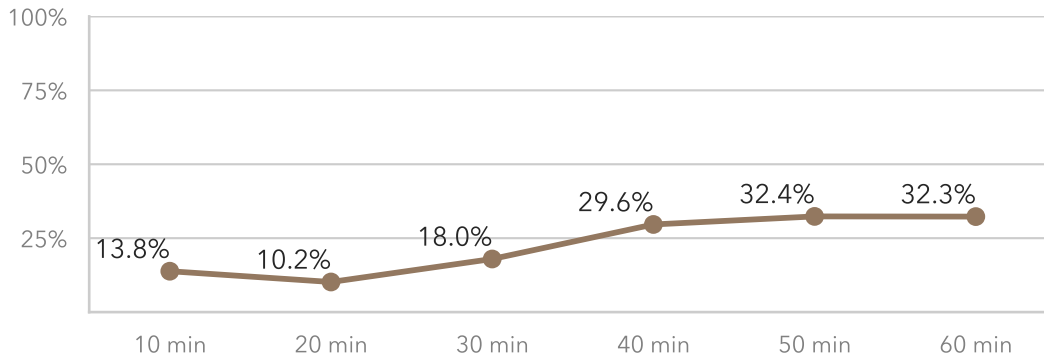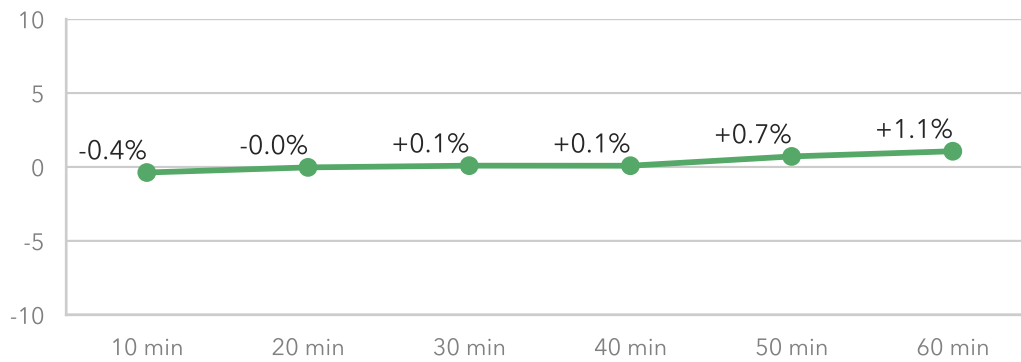- 1,000 – 2,500
- 2,500 – 5,000
- 5,000 – 7,500
- 7,500 – 10,000
- 10,000 – 25,000
- 25,000 – 50,000
- 50,000 – 75,000
- 75,000 – 100,000
- 100,000 – 250,000
- 250,000 – 500,000
- 500,000 – 750,000
- 750,000 – 1,000,000
- 1,000,000 – 2,500,000
- 2,500,000 – 5,000,000
- 5,000,000 – 7,500,000
- 7,500,000 – 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, 2019

Total Jobs	**76,965**
Average Job Density (per mi^2)	**178**
Total Workers	**106,460**
Average Worker Density (per mi^2)	**246**

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

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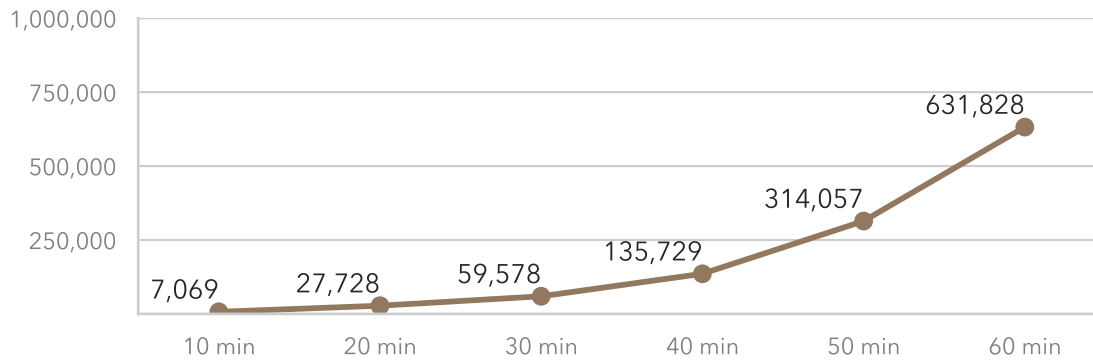
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
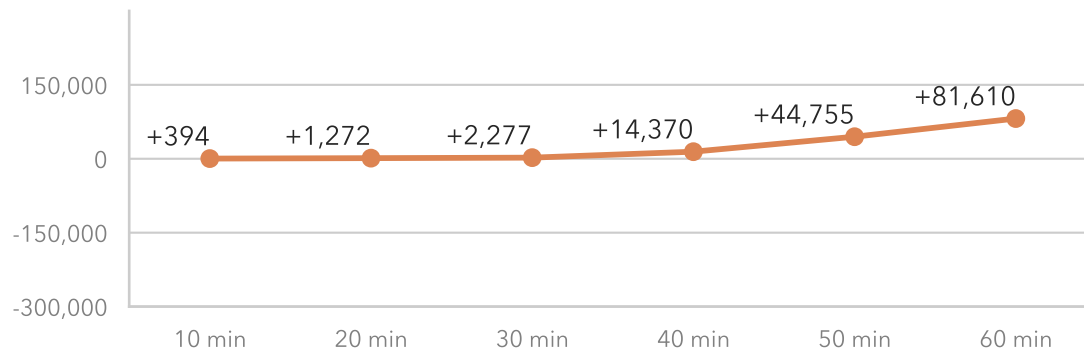
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

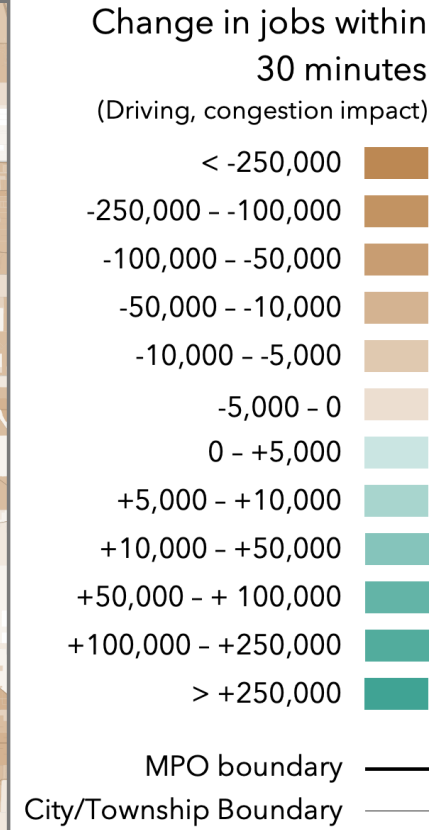**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**

Hernando/Citrus MPO

Jobs within 30 minutes
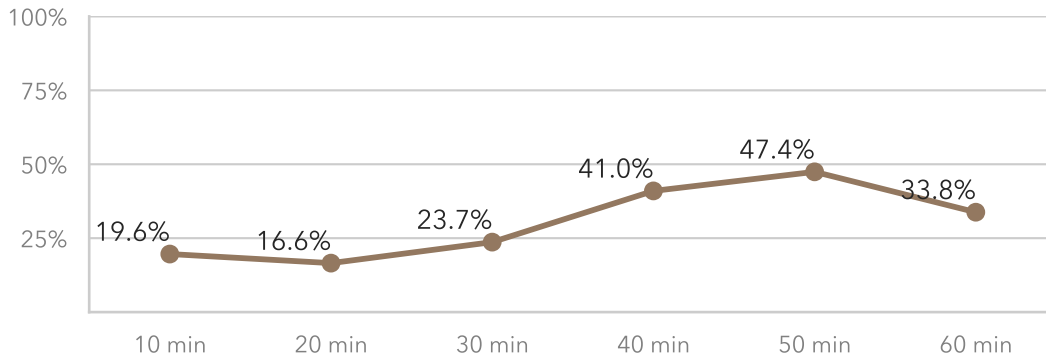(Driving, AM peak)

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 ⎯⎯⎯

50

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, 2019

Total Jobs	**702,623**
Average Job Density (per mi^2)	**1,638**
Total Workers	**609,745**
Average Worker Density (per mi^2)	**1,421**

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

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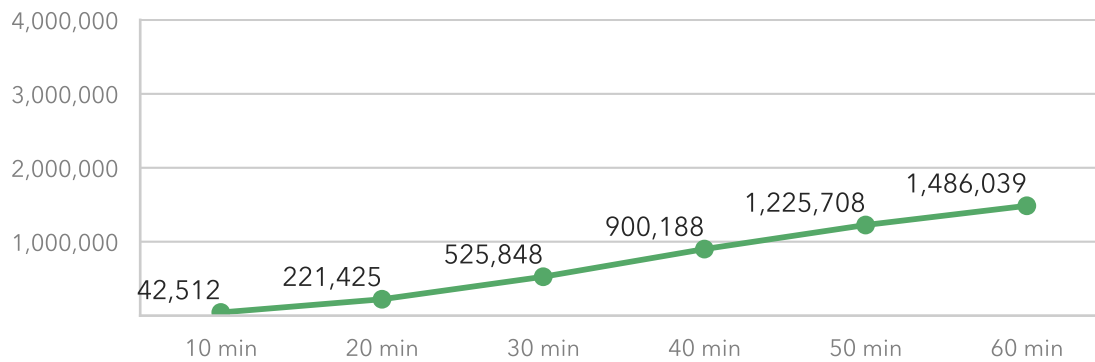
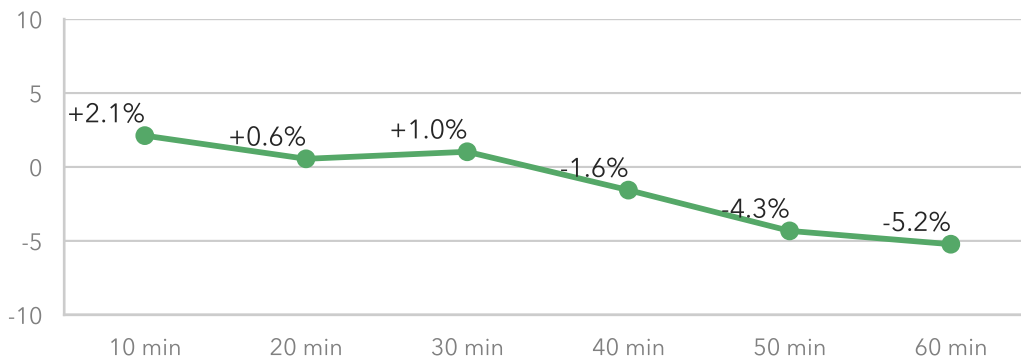## 1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
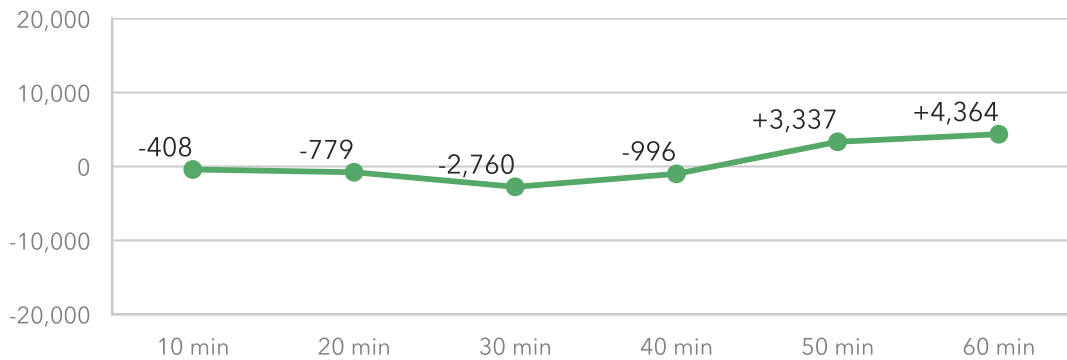
Average Congestion Impact by Travel Time Threshold (worker-weighted)
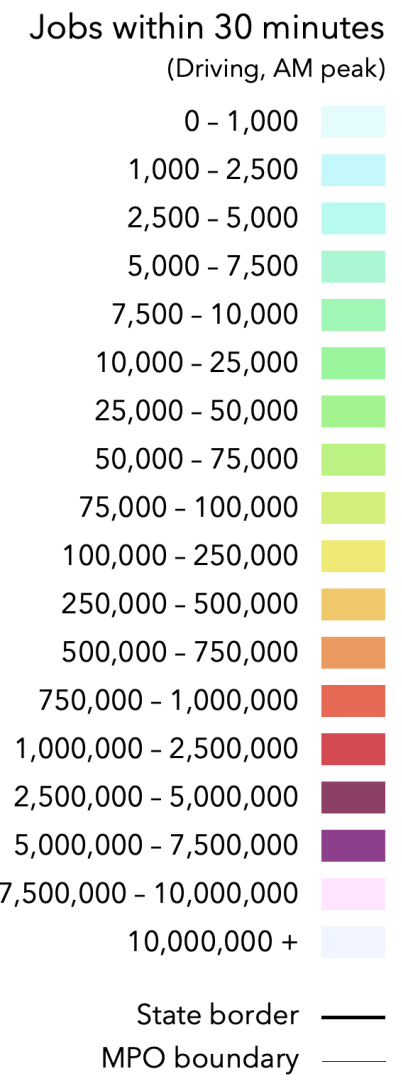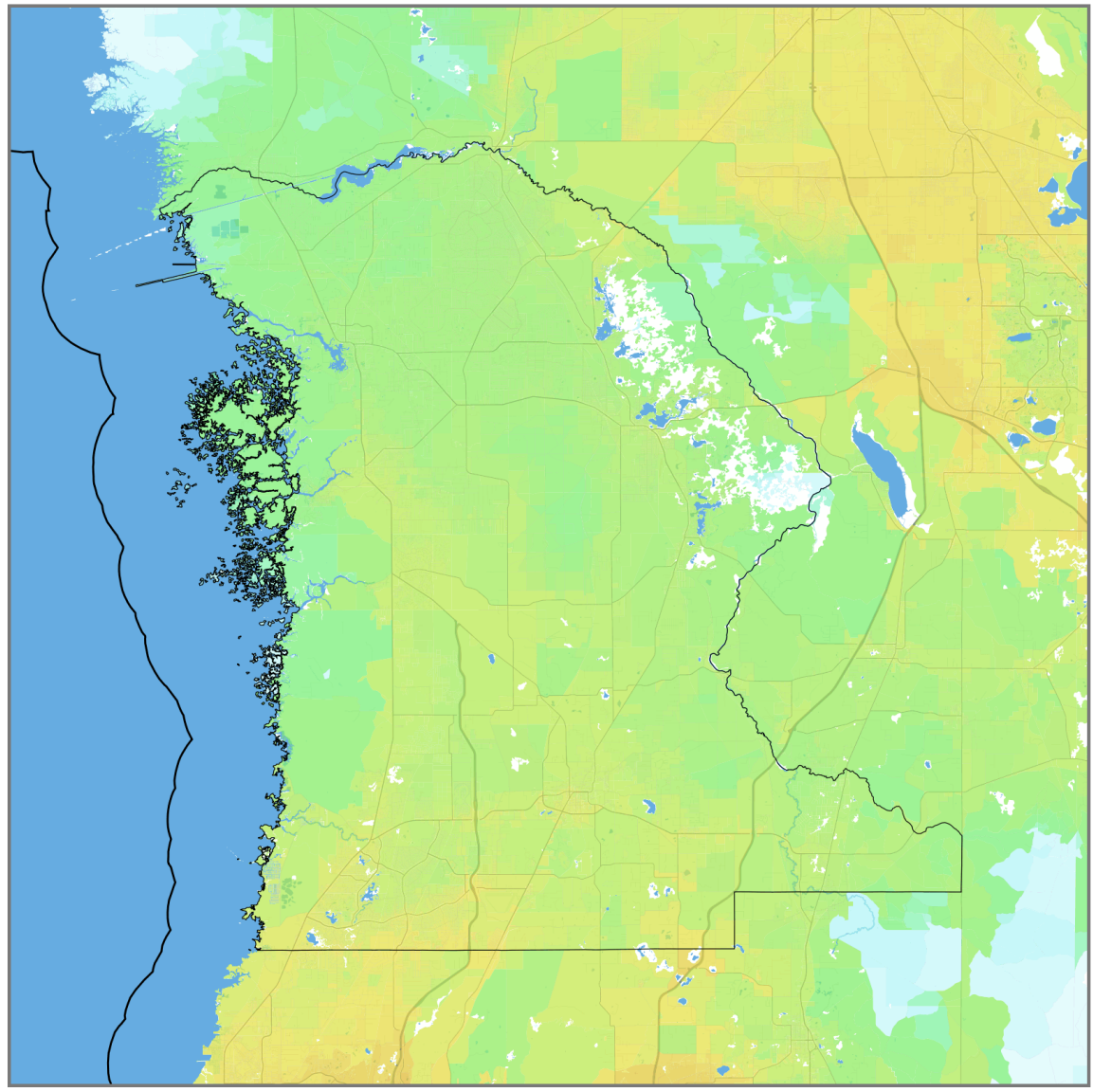*Higher numbers indicate greater job access loss due to congestion*

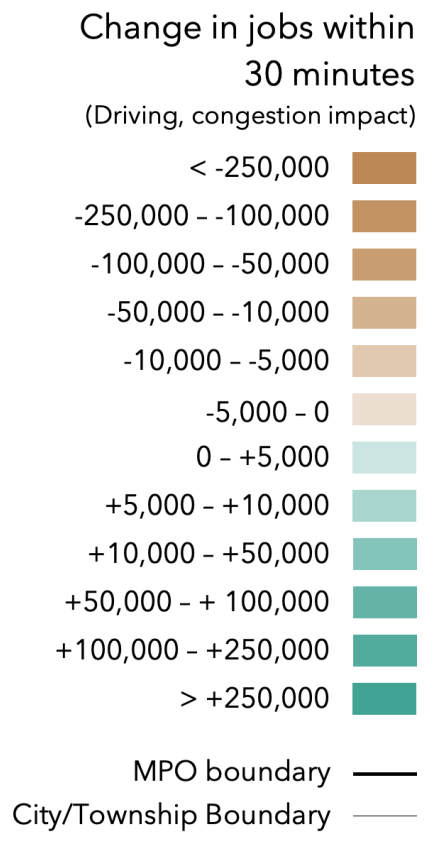**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**

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 ———

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, 2019

Total Jobs	**48,133**
Average Job Density (per mi^2)	**712**
Total Workers	**54,700**
Average Worker Density (per mi^2)	**809**

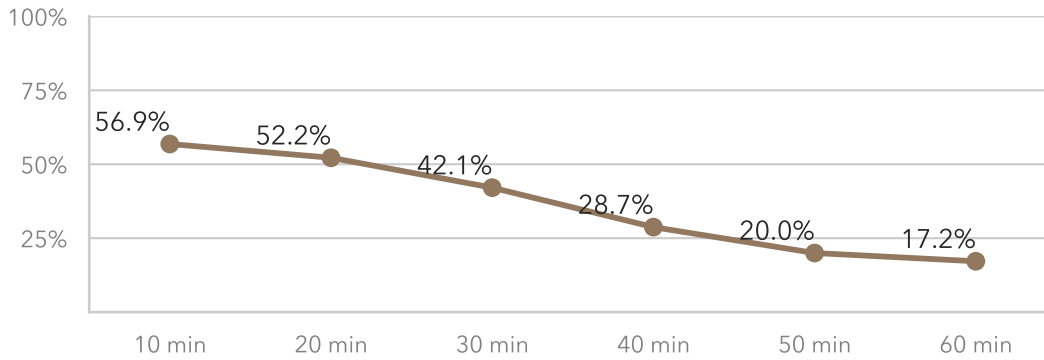*Job and worker totals are based on LEHD estimates and may not match other sources.*

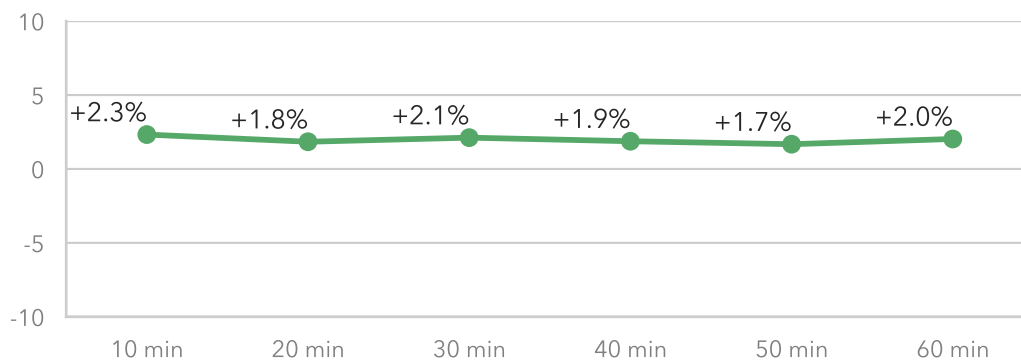## Average Job Accessibility by Travel Time Threshold (worker-weighted)
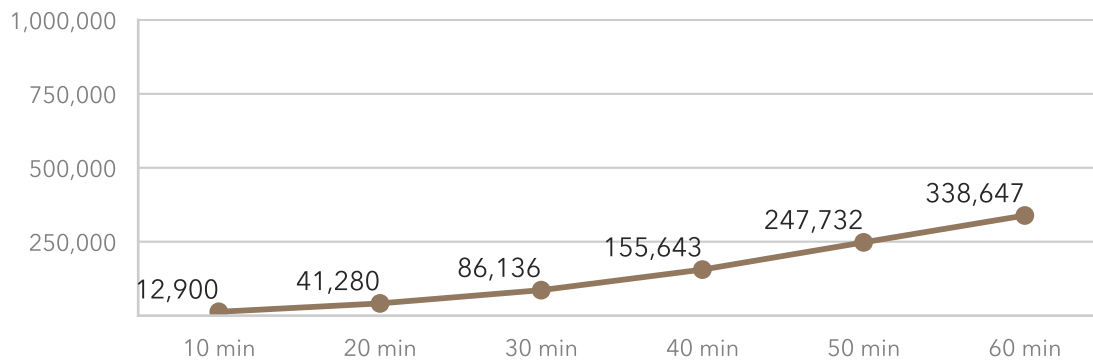
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
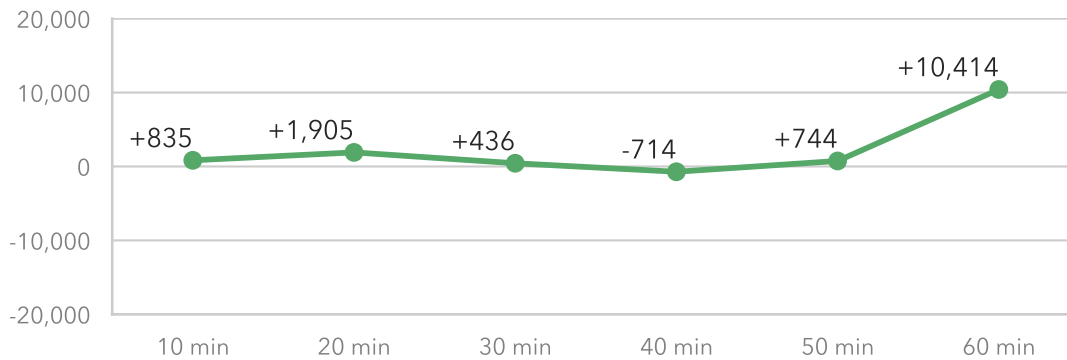
Average Congestion Impact by Travel Time Threshold (worker-weighted)
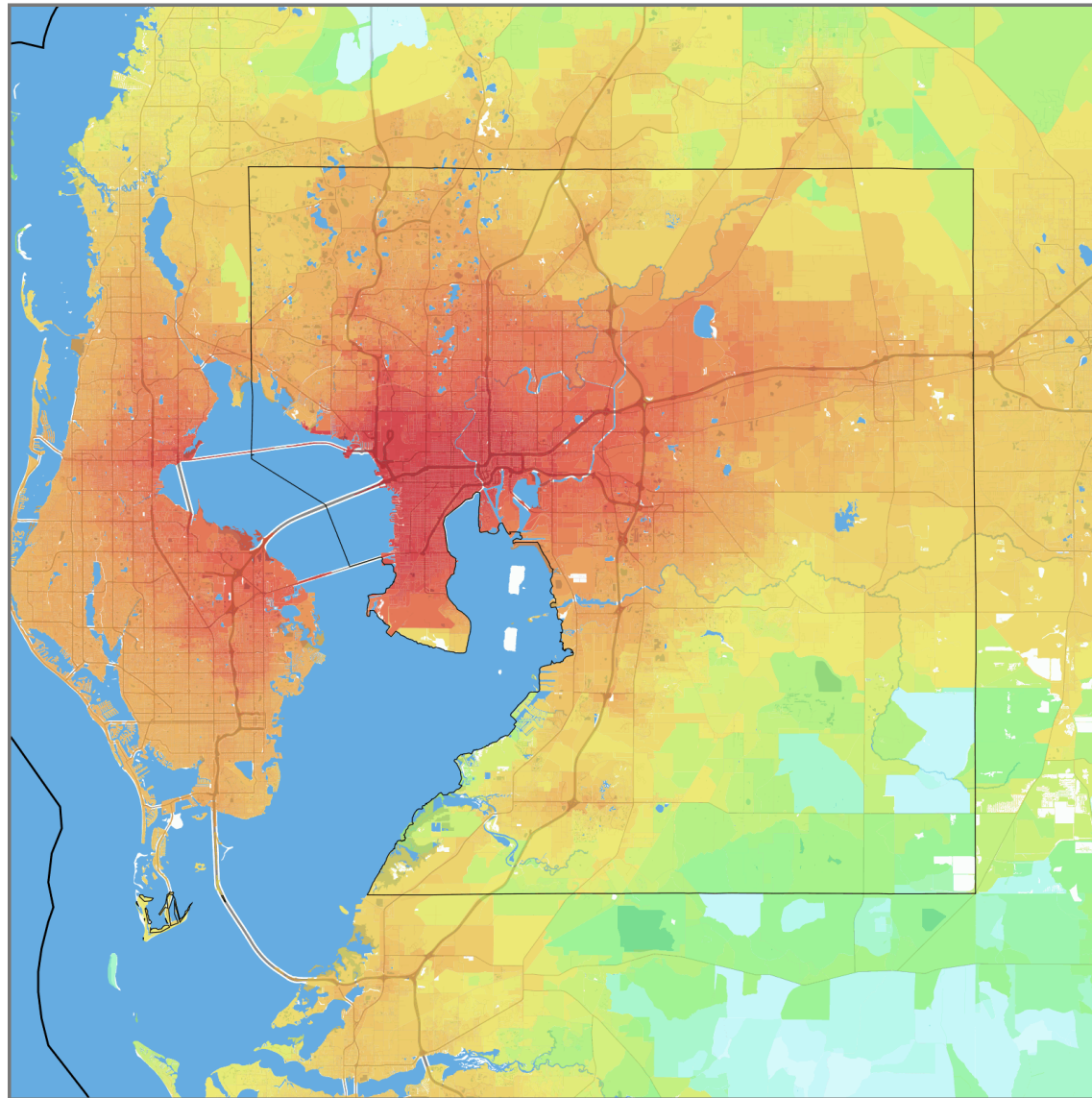*Higher numbers indicate greater job access loss due to congestion*

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)
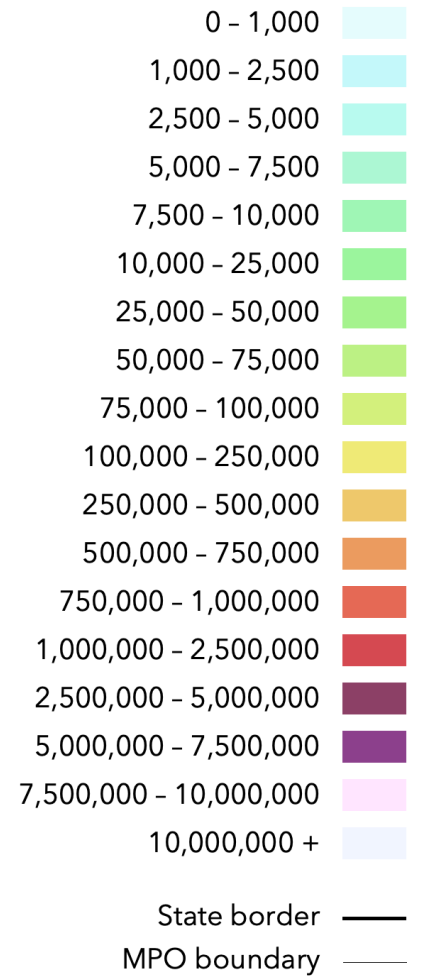
Indian River County MPO
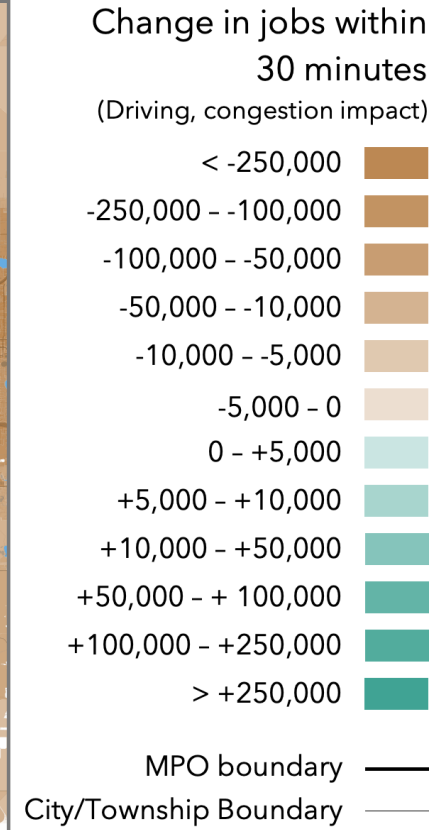

Jobs within 30 minutes
(Driving, AM peak)

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 ———

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 ————

Lake-Sumter MPO

Job Accessibility Results — Auto, 2019

Total Jobs	**123,015**
Average Job Density (per mi^2)	**183**
Total Workers	**160,915**
Average Worker Density (per mi^2)	**240**

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

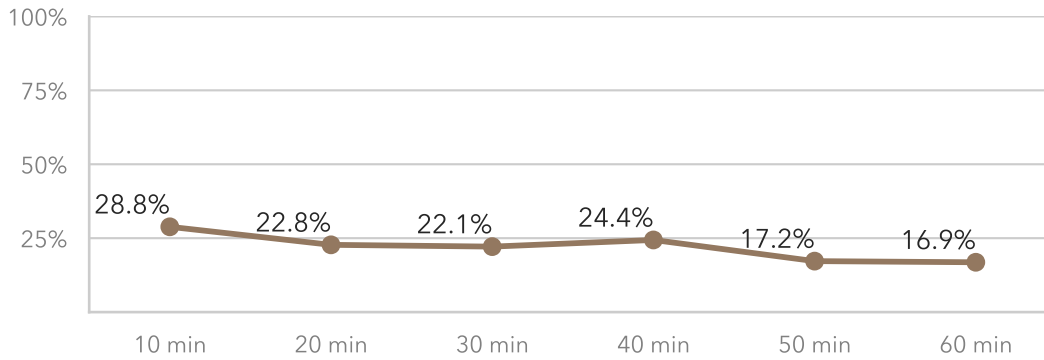## Average Job Accessibility by Travel Time Threshold (worker-weighted)
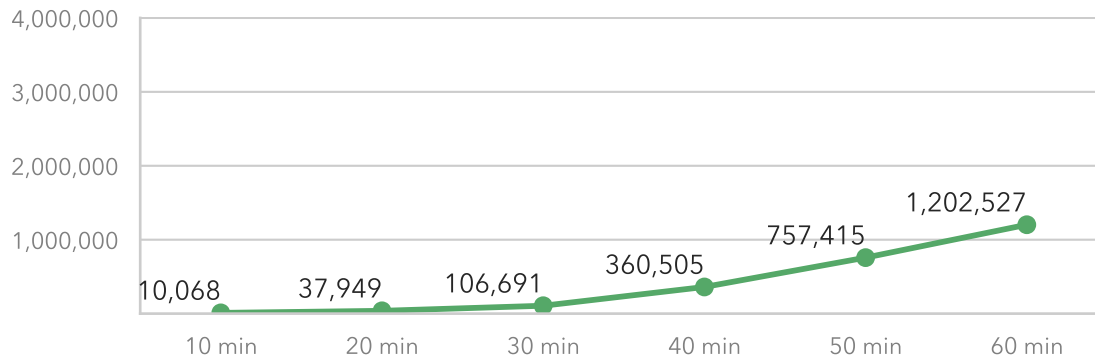
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
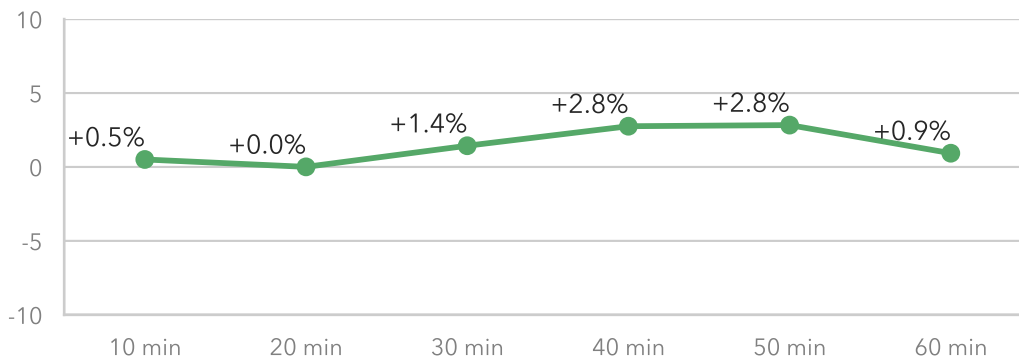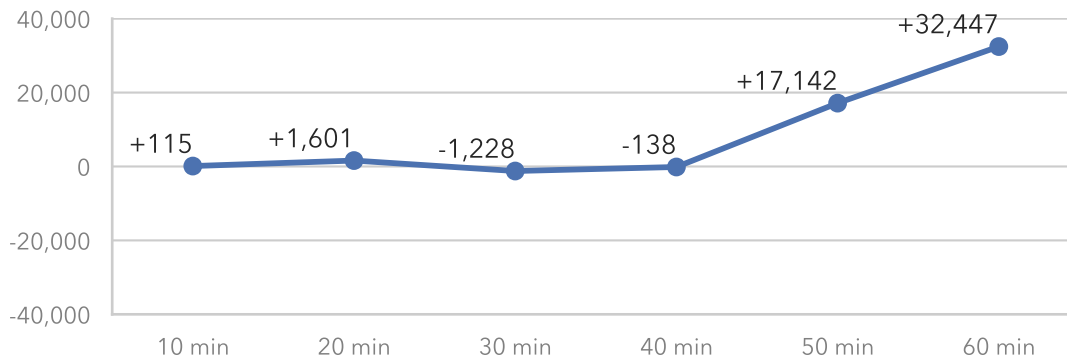
Average Congestion Impact by Travel Time Threshold (worker-weighted)
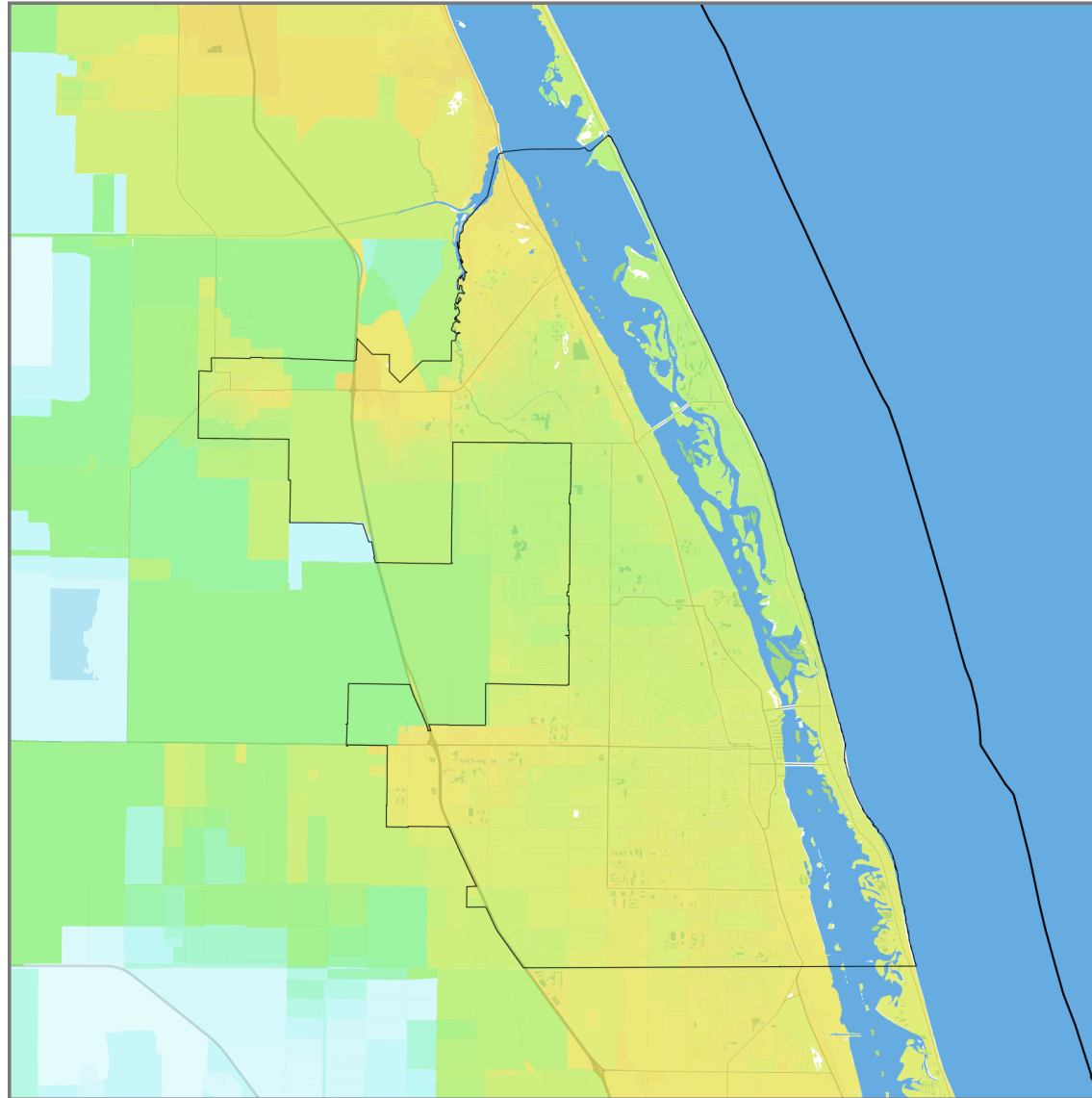*Higher numbers indicate greater job access loss due to congestion*

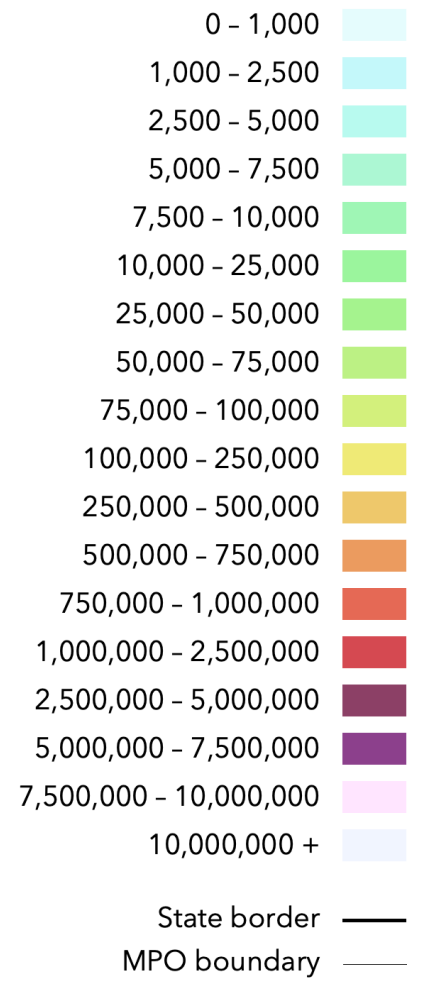**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**
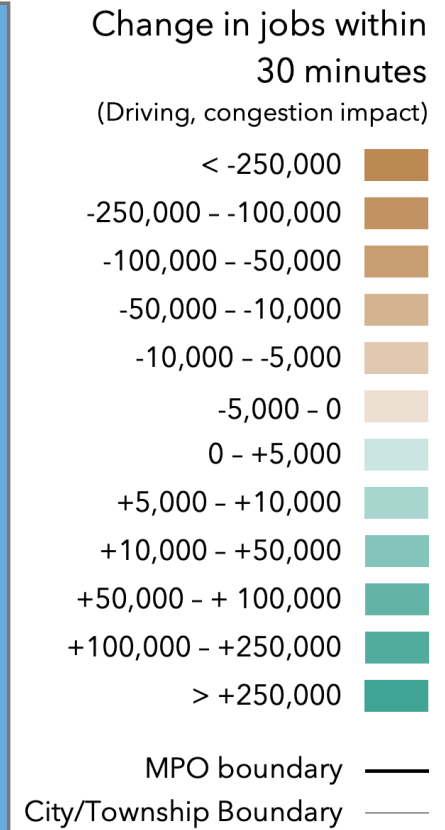
Lake-Sumter MPO

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 ——

63

Lee County MPO

Job Accessibility Results – Auto, 2019

Total Jobs	**247,684**
Average Job Density (per mi^2)	**776**
Total Workers	**264,790**
Average Worker Density (per mi^2)	**830**

Job and worker totals are based on LEHD estimates and may not match other sources.
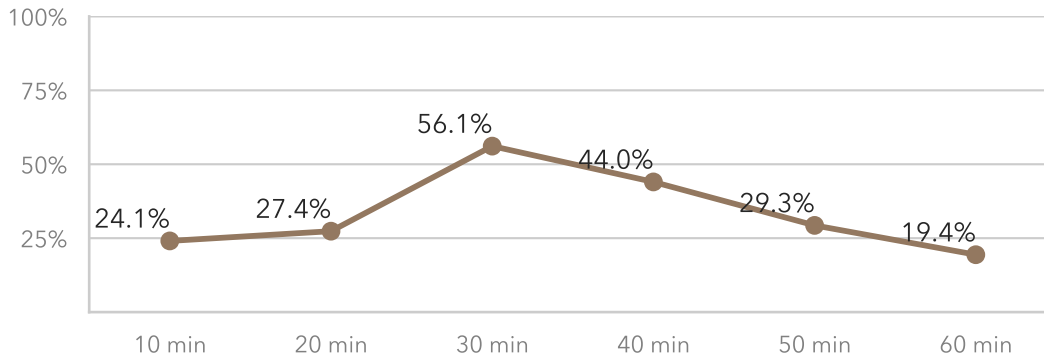
Average Job Accessibility by Travel Time Threshold (worker-weighted)
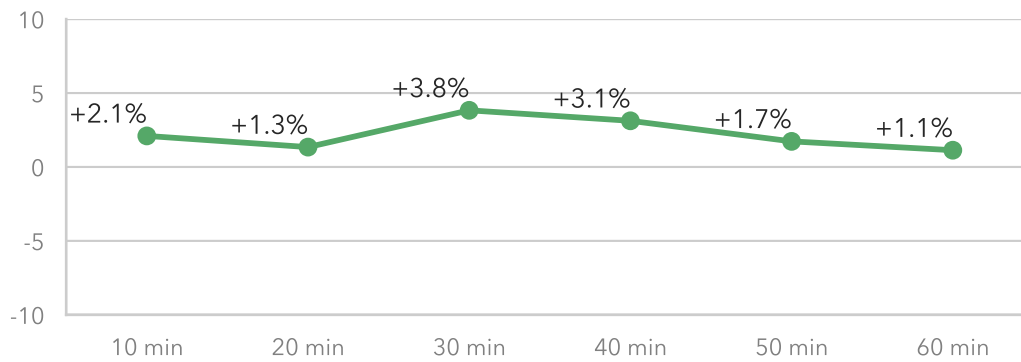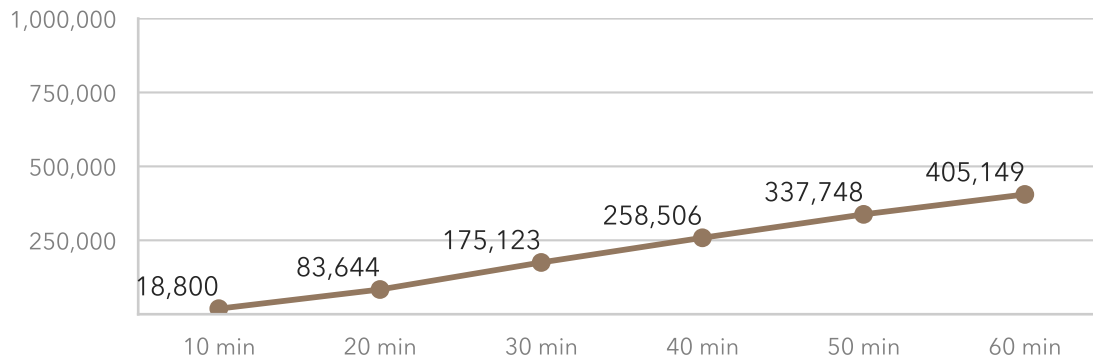

1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
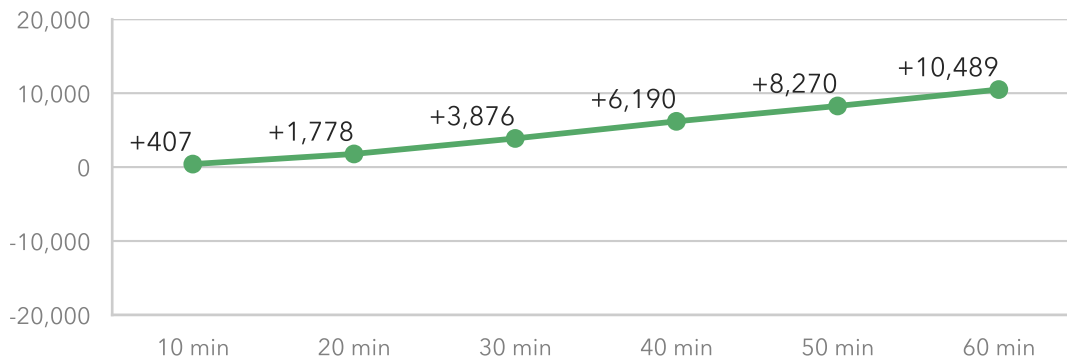
Average Congestion Impact by Travel Time Threshold (worker-weighted)
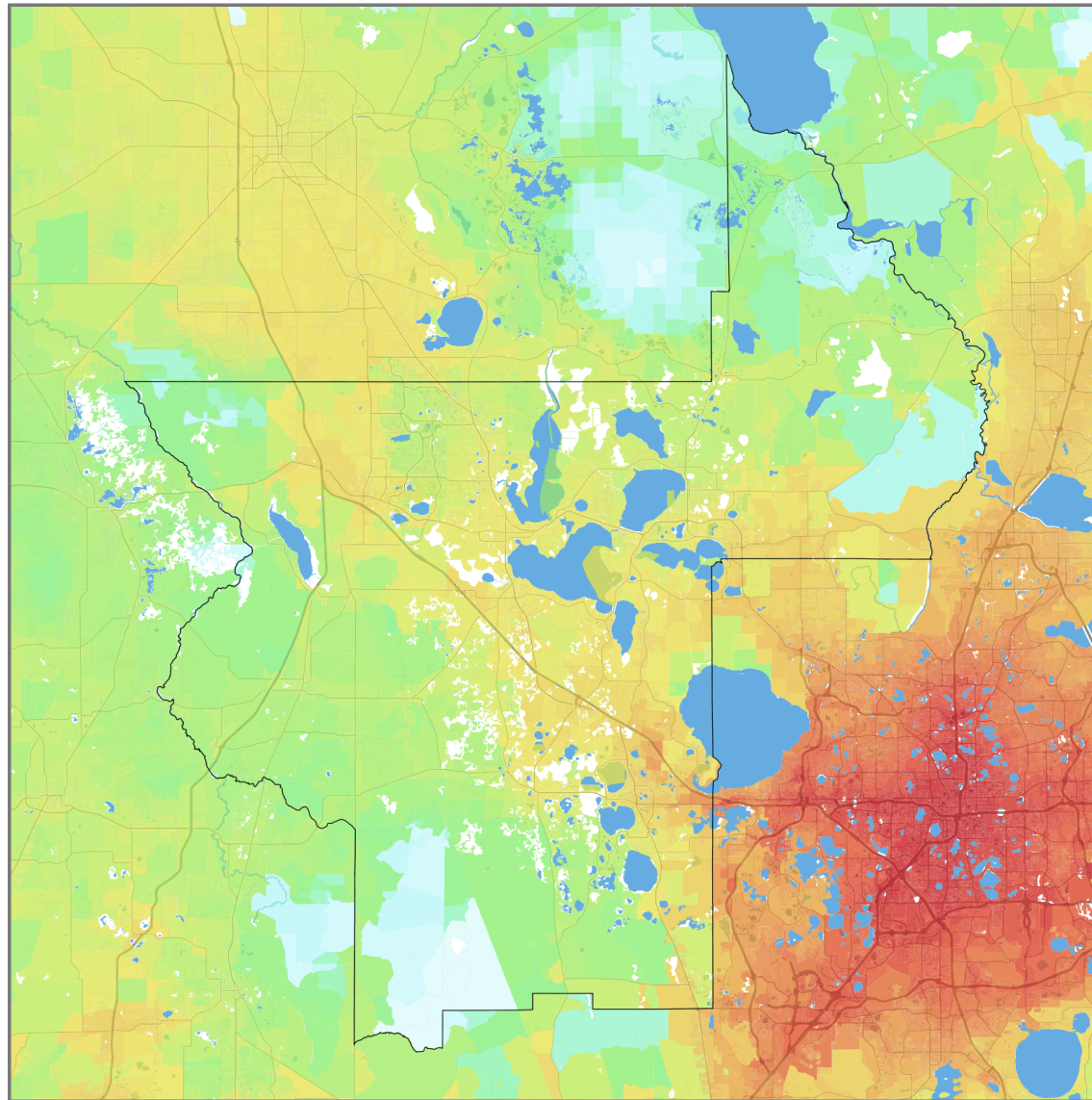*Higher numbers indicate greater job access loss due to congestion*

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

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 ———

67

METROPLAN Orlando
Job Accessibility Results – Auto, 2019

Total Jobs	**1,164,787**
Average Job Density (per mi^2)	**1,055**
Total Workers	**998,633**
Average Worker Density (per mi^2)	**904**

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

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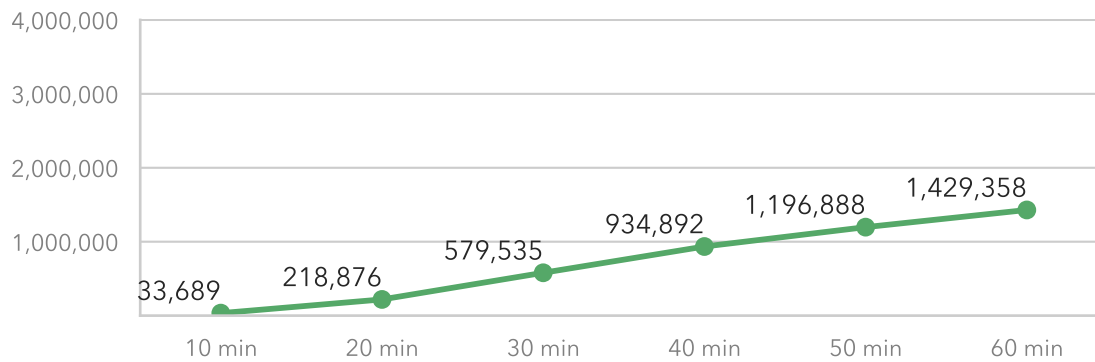
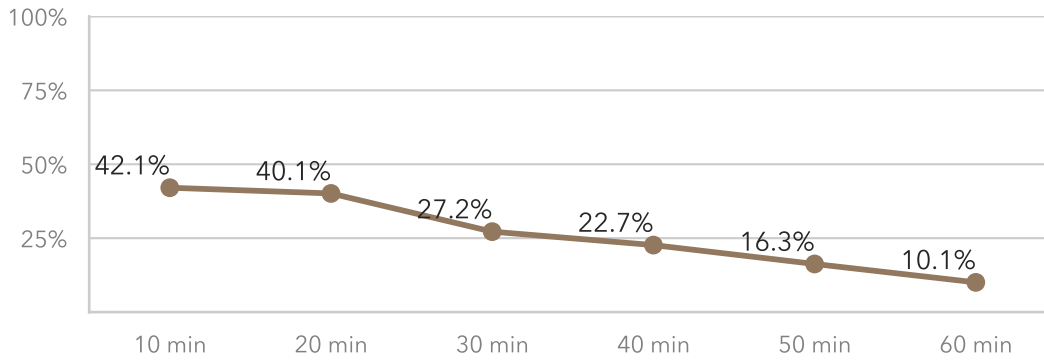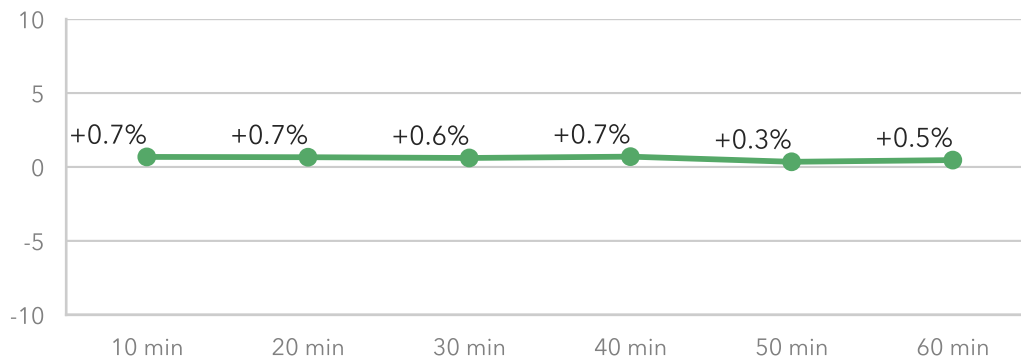## 1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
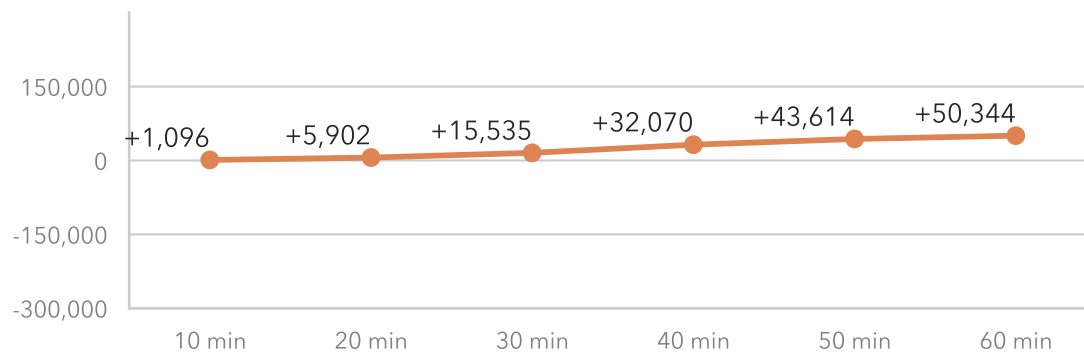
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

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 ———

70

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, 2019

Total Jobs	**66,473**
Average Job Density (per mi^2)	**315**
Total Workers	**60,224**
Average Worker Density (per mi^2)	**286**

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

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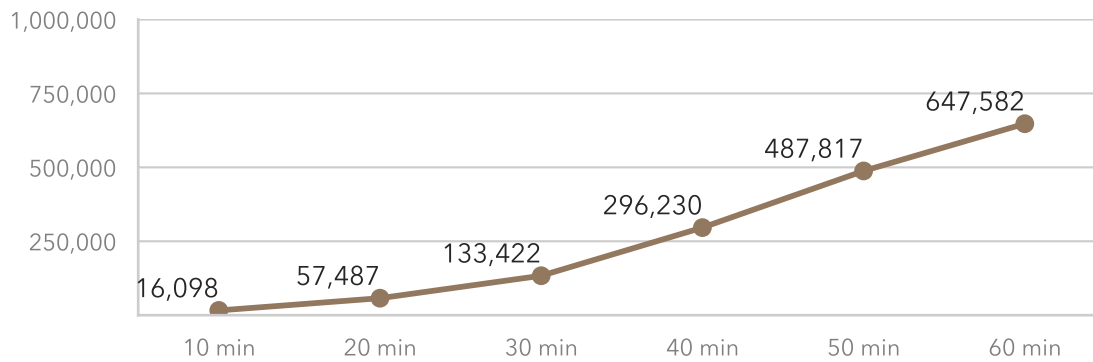
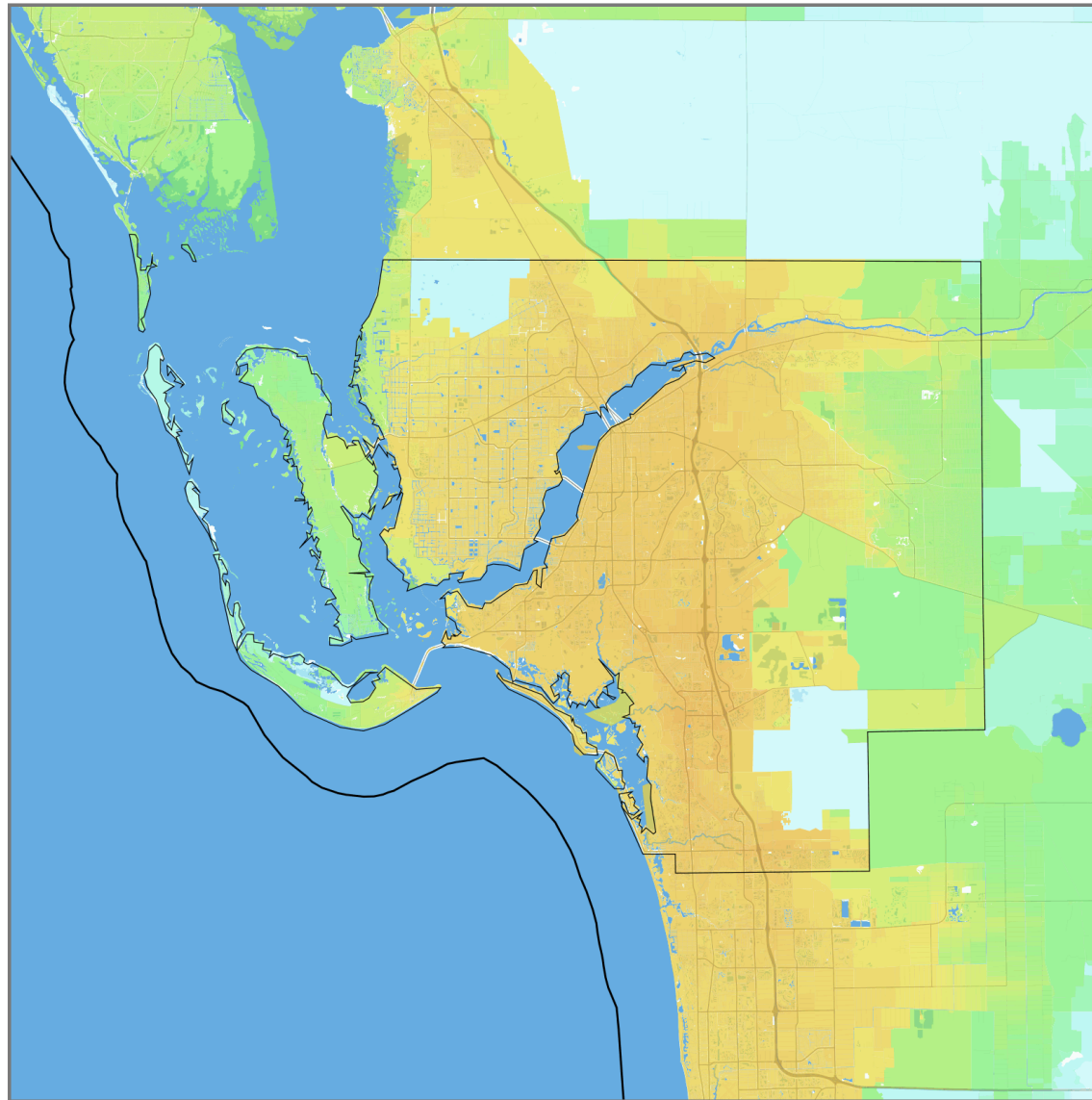## 1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
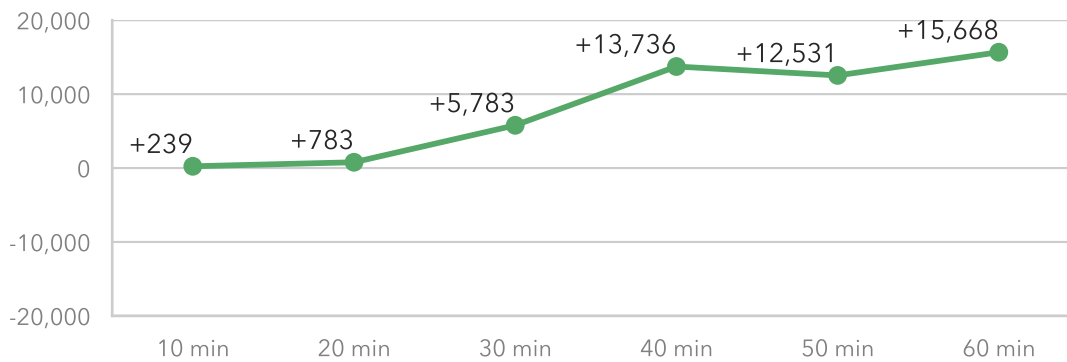
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)
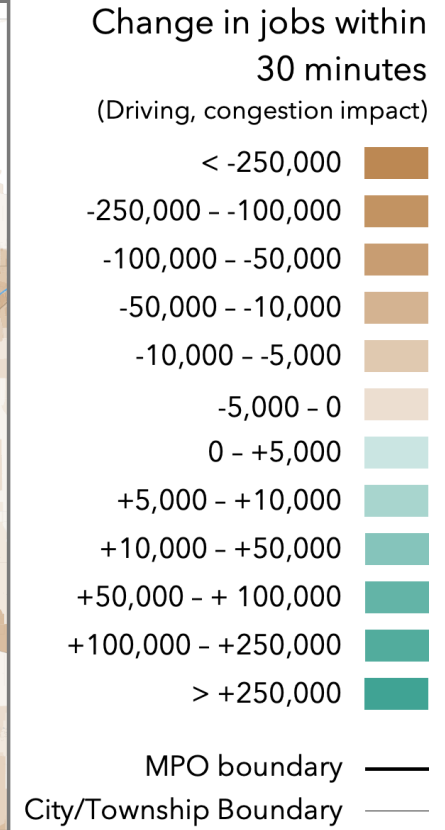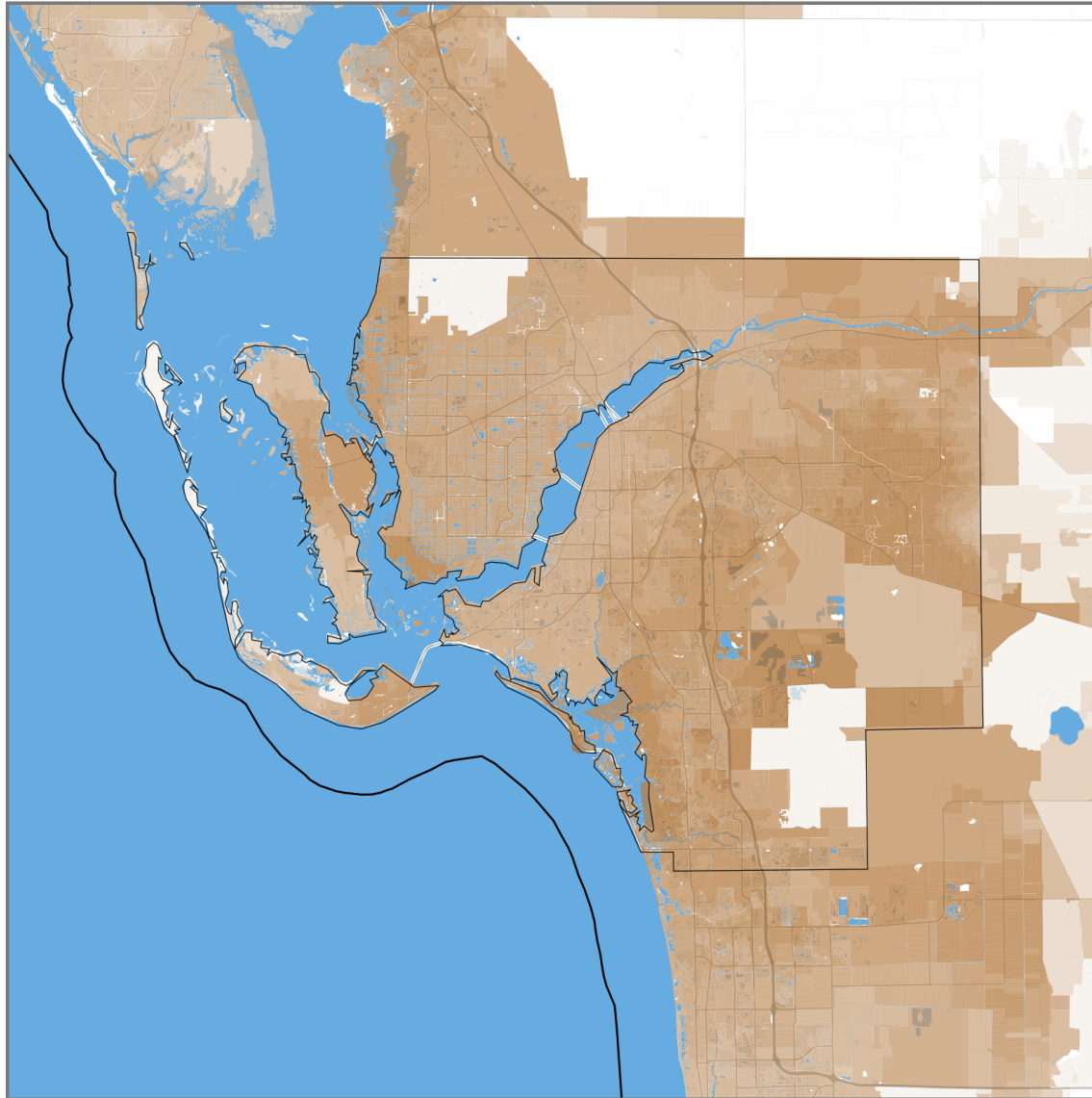
Martin MPO

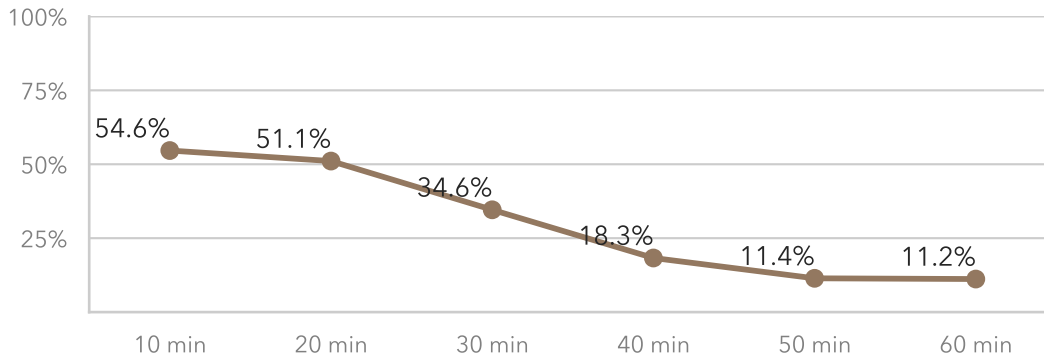**Jobs within 30 minutes**
(Driving, AM peak)

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, 2019

Total Jobs	**1,123,350**
Average Job Density (per mi^2)	**1,440**
Total Workers	**1,081,941**
Average Worker Density (per mi^2)	**1,387**

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

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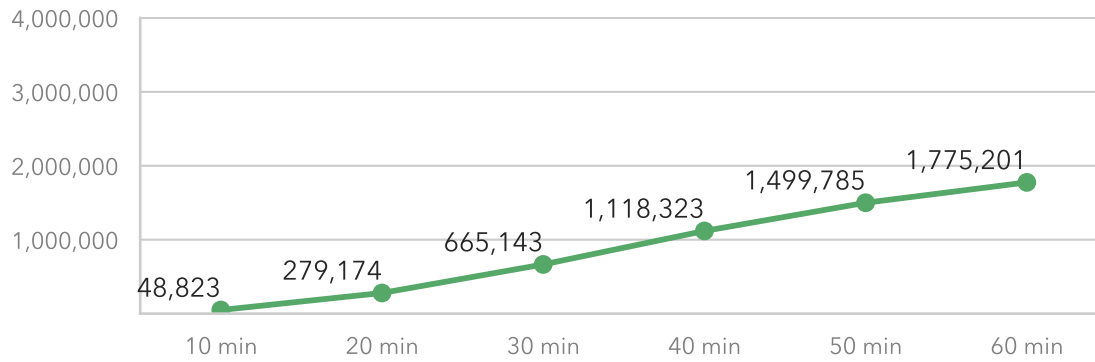
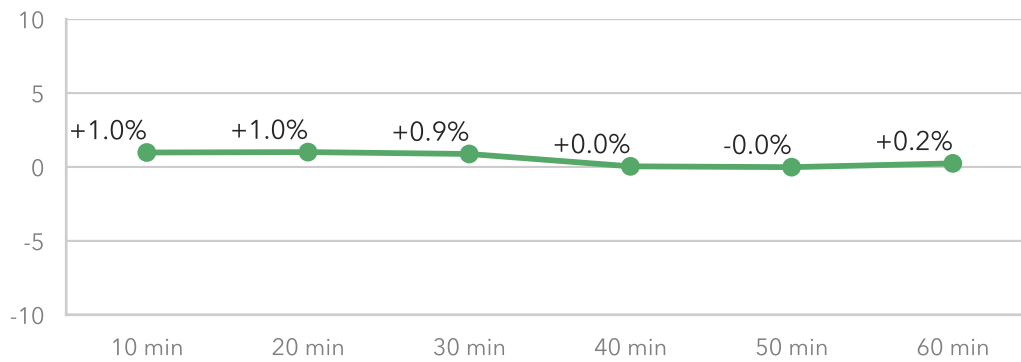## 1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
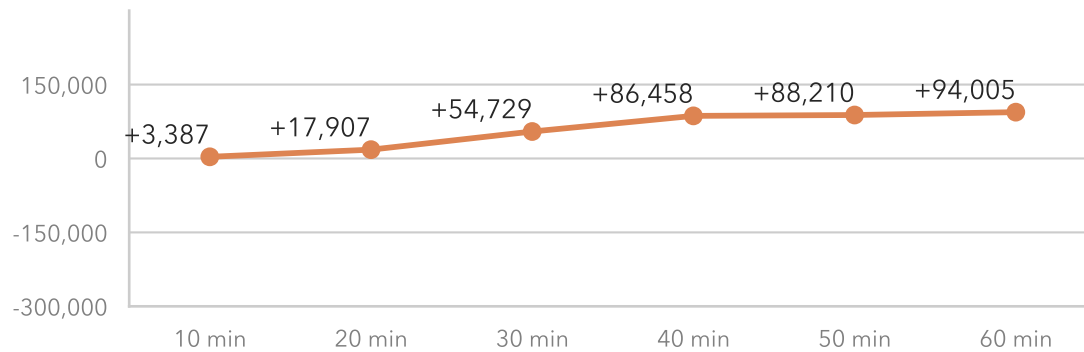
Average Congestion Impact by Travel Time Threshold (worker-weighted)
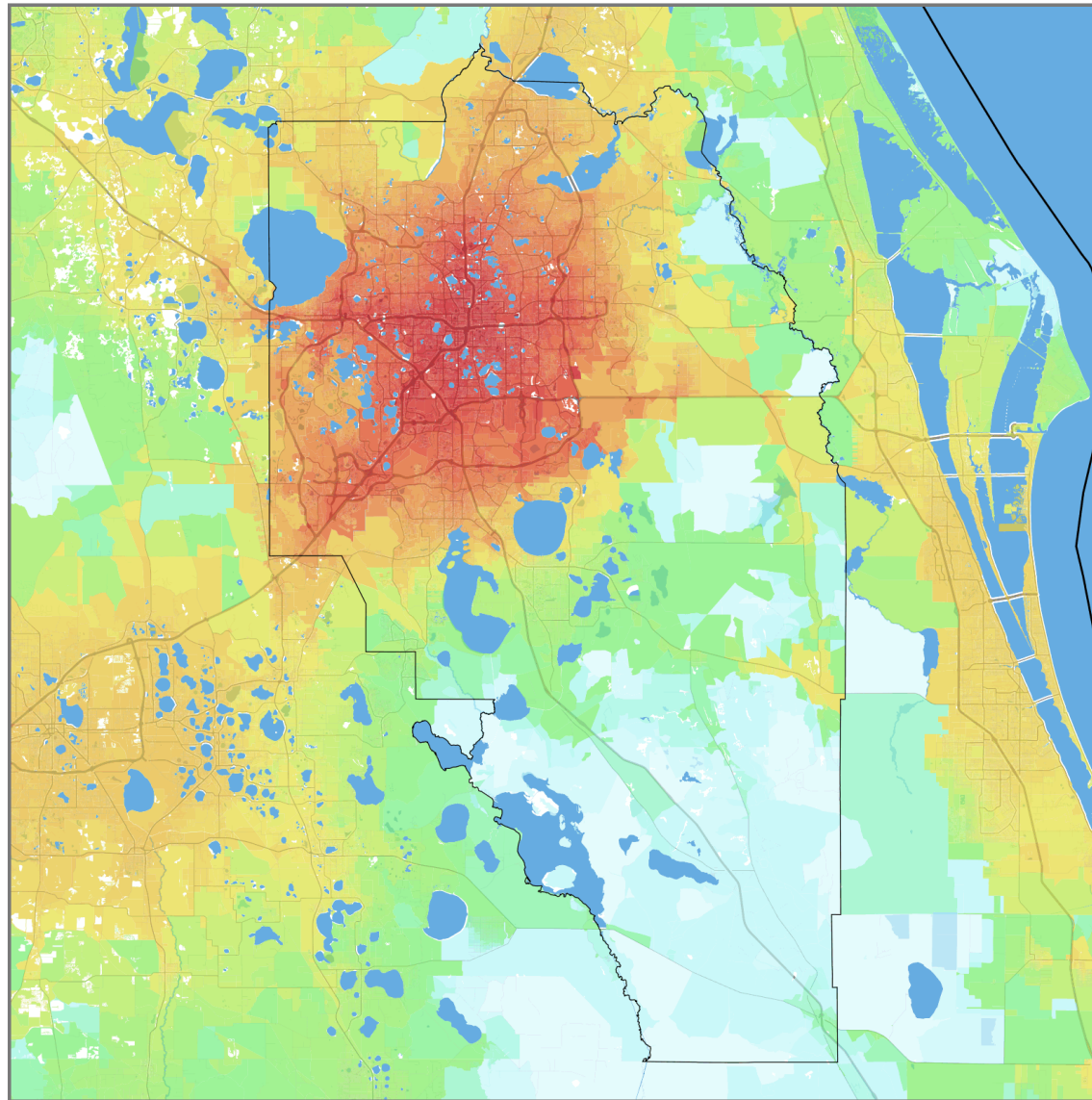*Higher numbers indicate greater job access loss due to congestion*

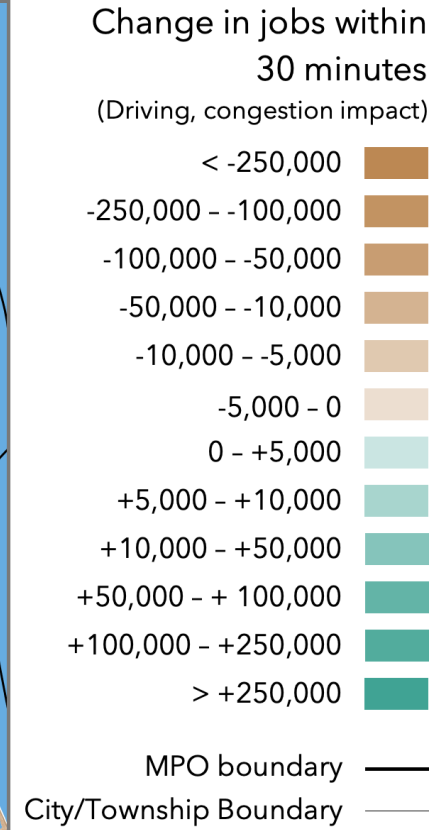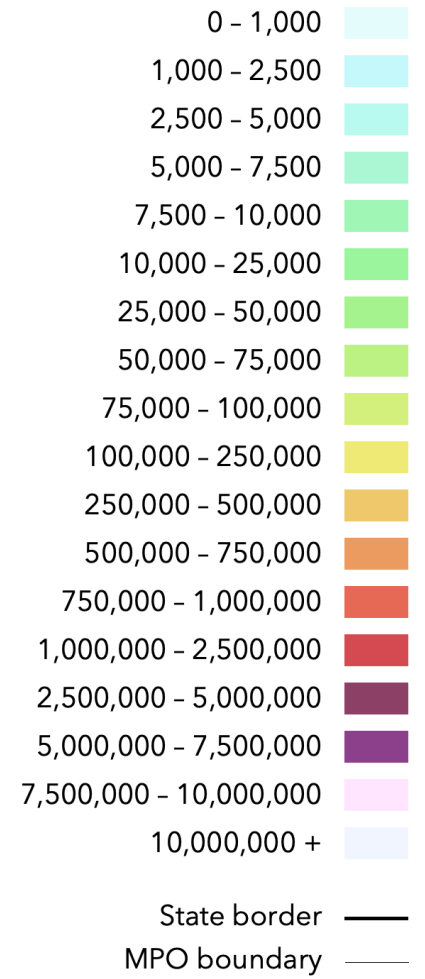**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**

Miami-Dade TPO

Jobs within 30 minutes
(Driving, AM peak)
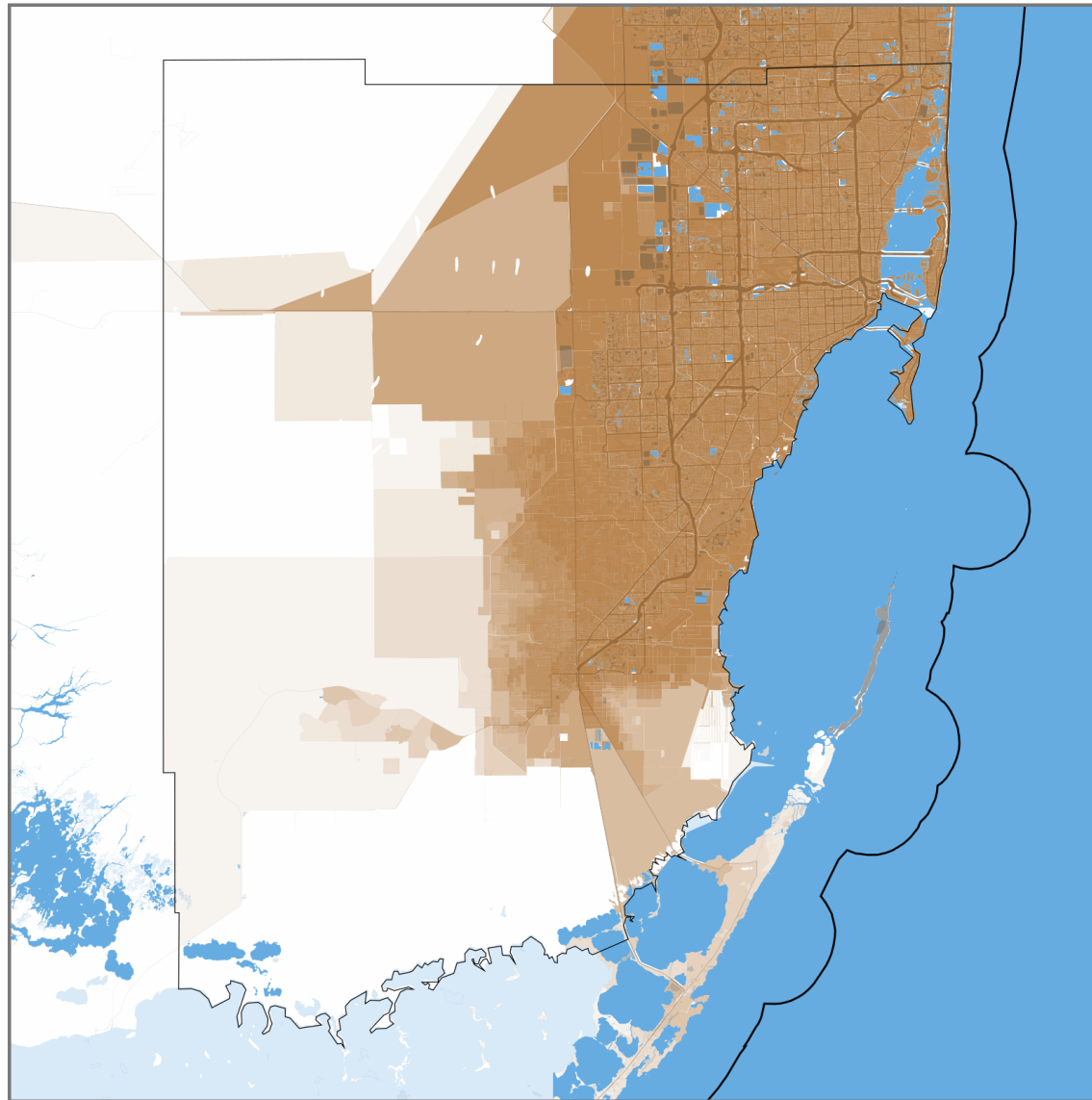
0 – 1,000	
1,000 – 2,500	
2,500 – 5,000	
5,000 – 7,500	
7,500 – 10,000	
10,000 – 25,000	
25,000 – 50,000	
50,000 – 75,000	
75,000 – 100,000	
100,000 – 250,000	
250,000 – 500,000	
500,000 – 750,000	
750,000 – 1,000,000	
1,000,000 – 2,500,000	
2,500,000 – 5,000,000	
5,000,000 – 7,500,000	
7,500,000 – 10,000,000	
10,000,000 +	

State border
MPO boundary

78

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 ——

North Florida Transportation Planning Organization

Job Accessibility Results – Auto, 2019

Total Jobs	**687,323**
Average Job Density (per mi^2)	**663**
Total Workers	**652,213**
Average Worker Density (per mi^2)	**630**

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

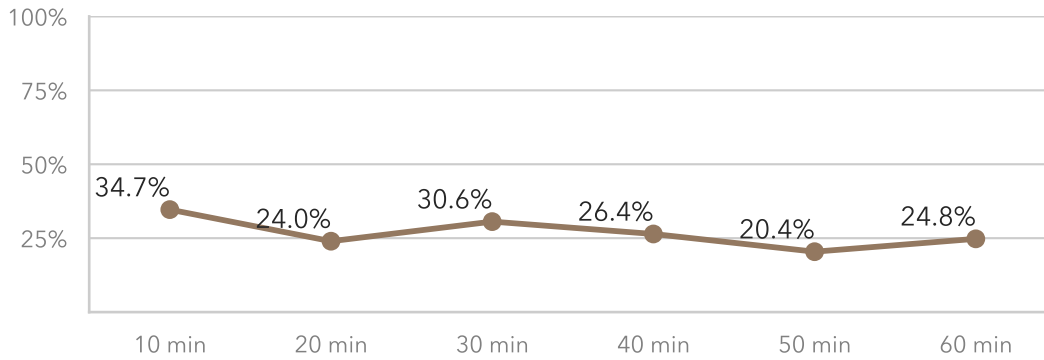## Average Job Accessibility by Travel Time Threshold (worker-weighted)
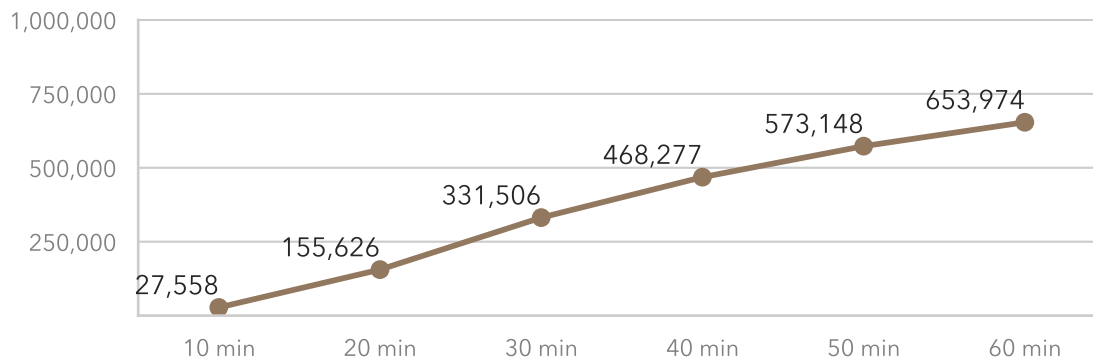
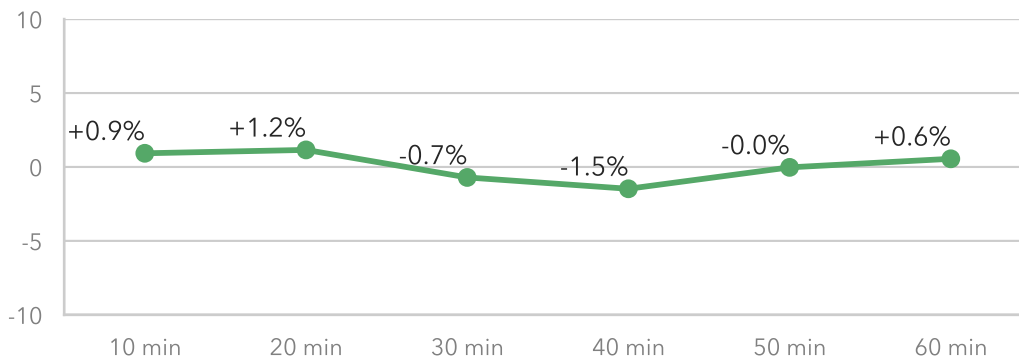## 1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
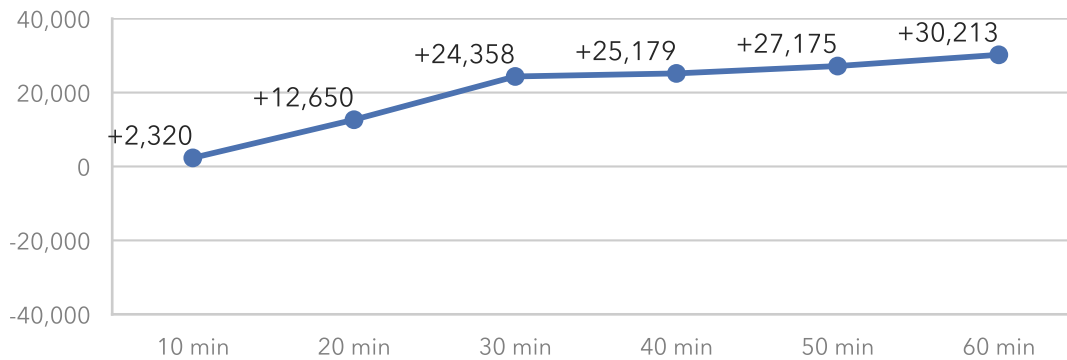
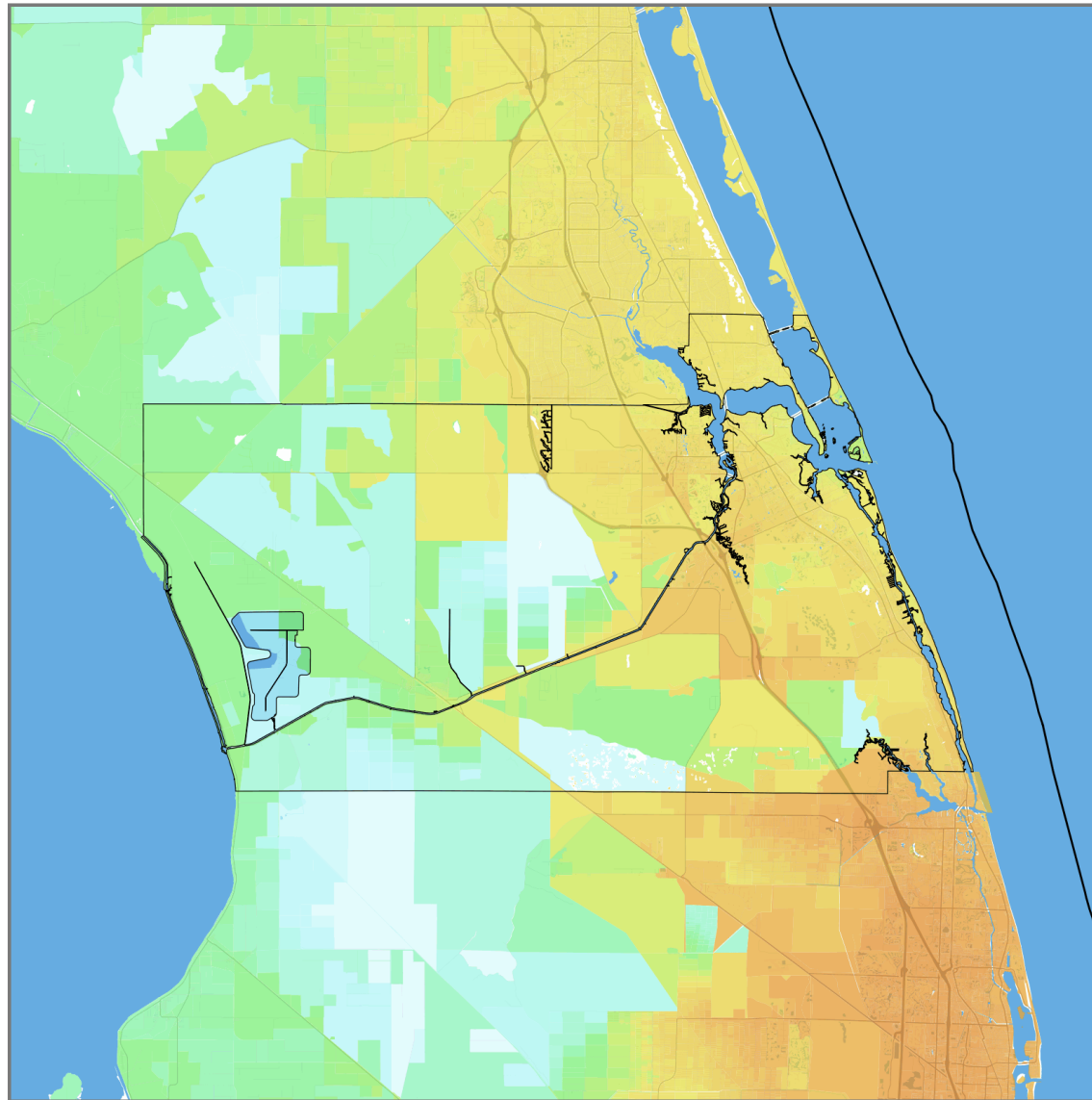**Average Congestion Impact by Travel Time Threshold (worker-weighted)**
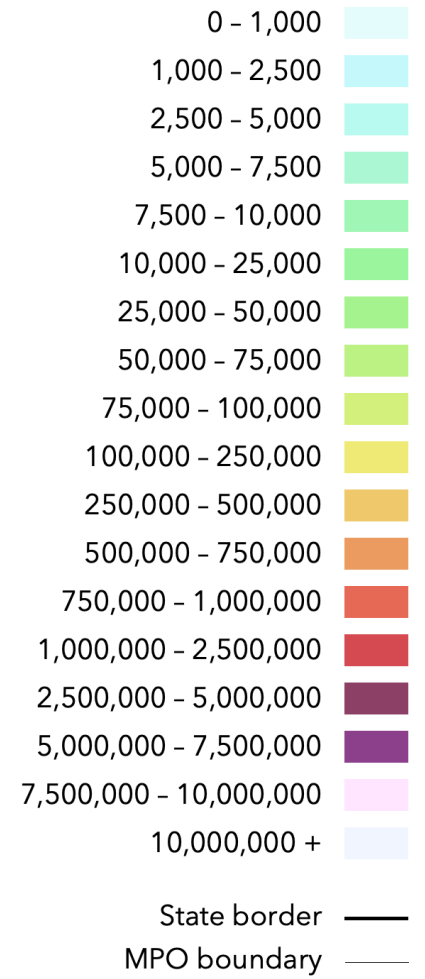*Higher numbers indicate greater job access loss due to congestion*

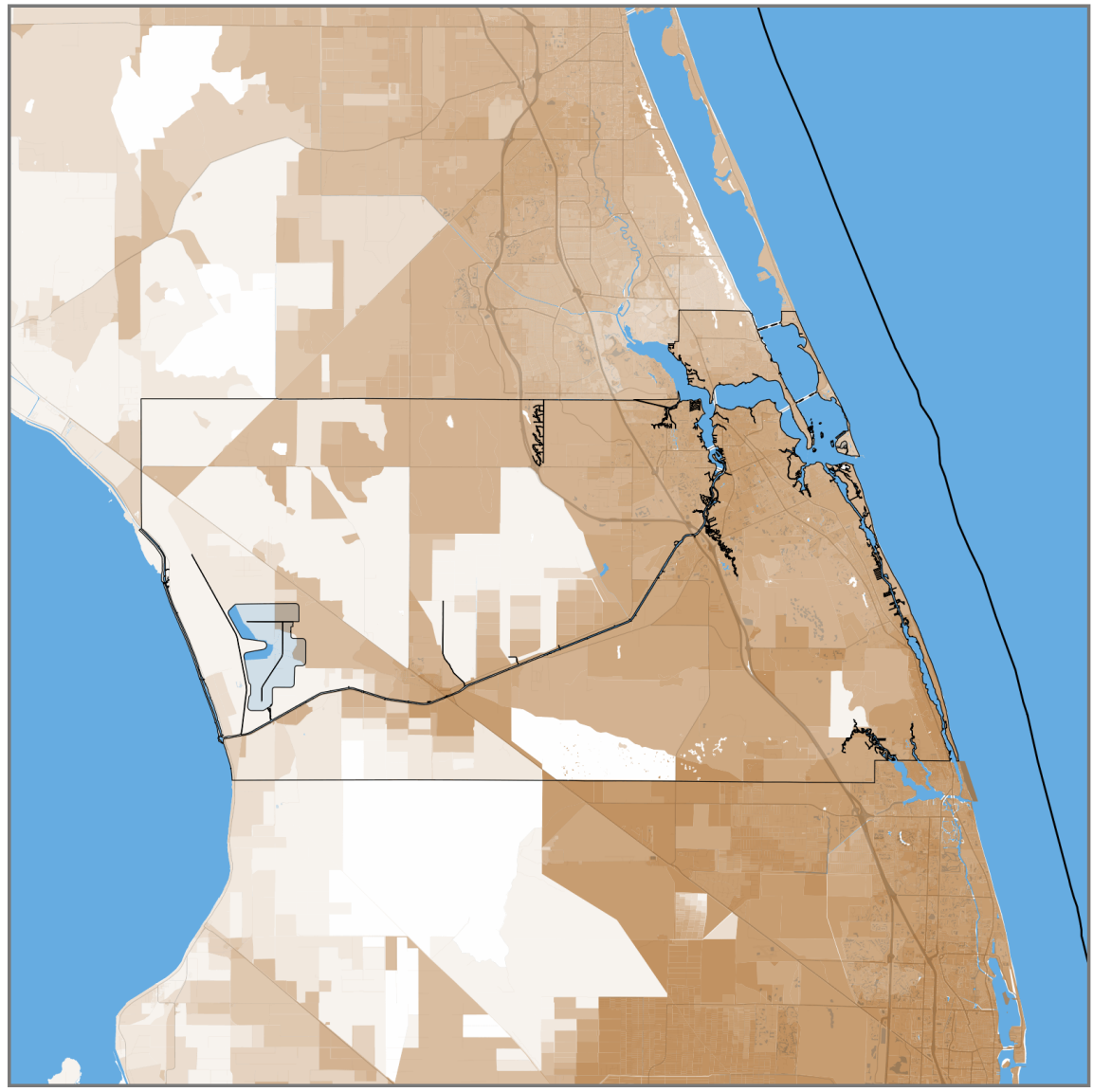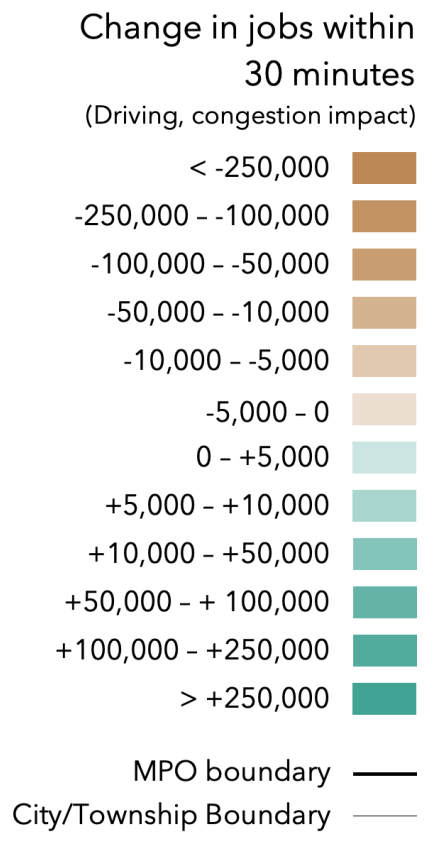**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**

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 ——
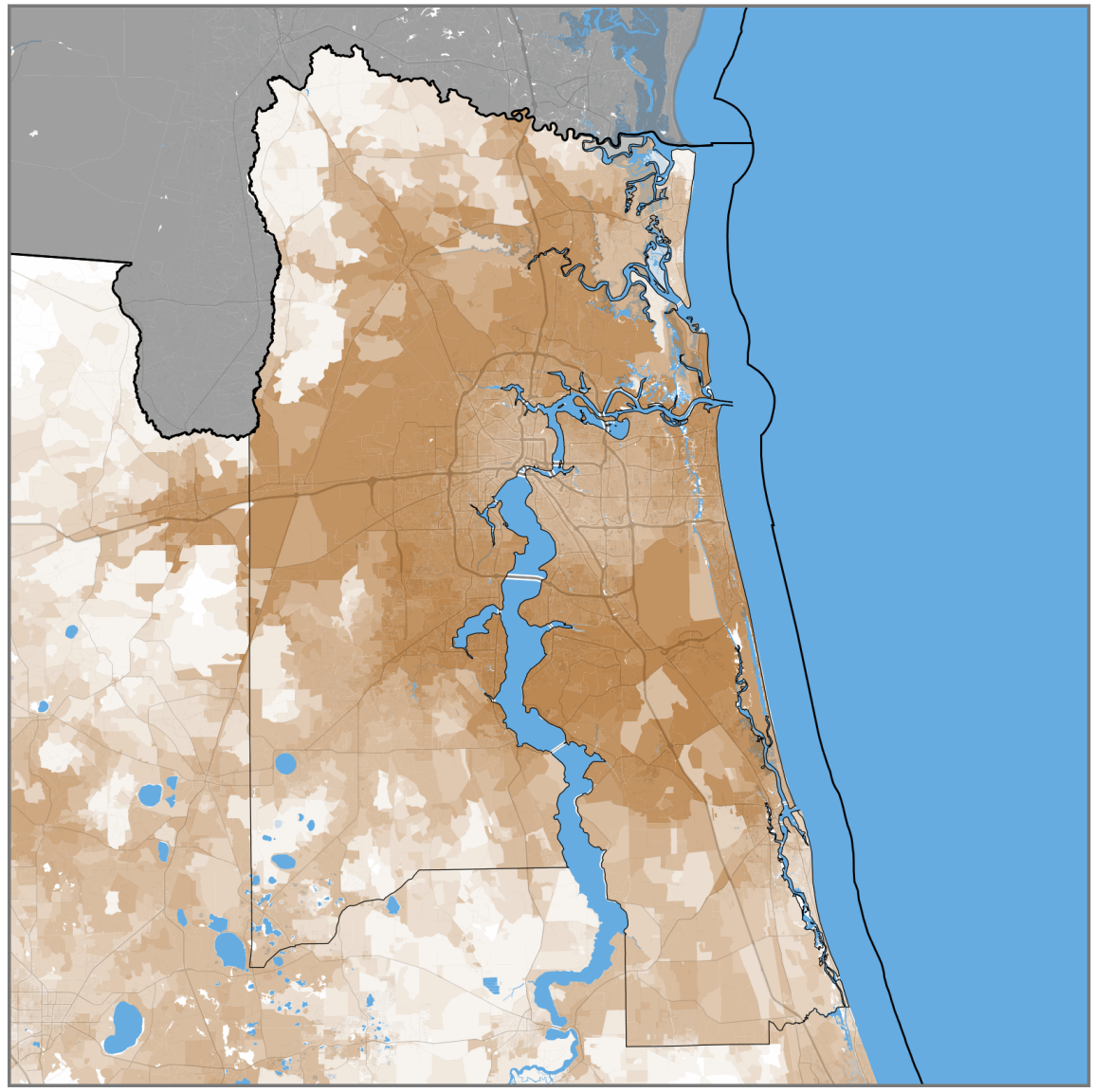
Ocala - Marion County Tranportation Planning Organization

Job Accessibility Results — Auto, 2019

Total Jobs	**101,552**
Average Job Density (per mi^2)	**158**
Total Workers	**120,513**
Average Worker Density (per mi^2)	**187**

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

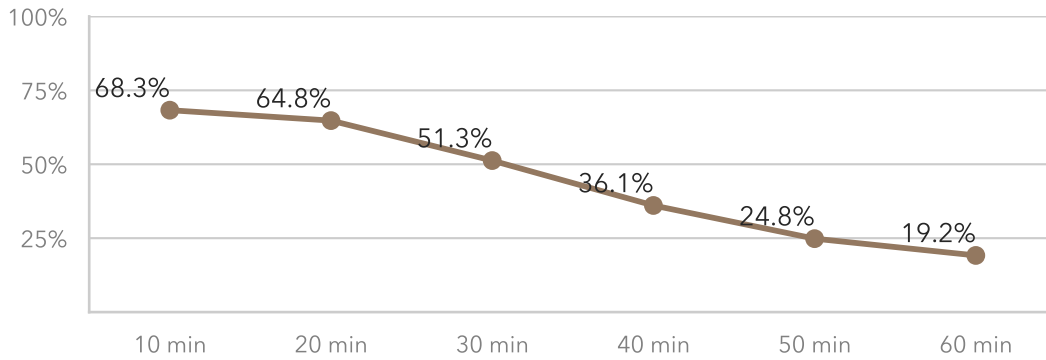## Average Job Accessibility by Travel Time Threshold (worker-weighted)
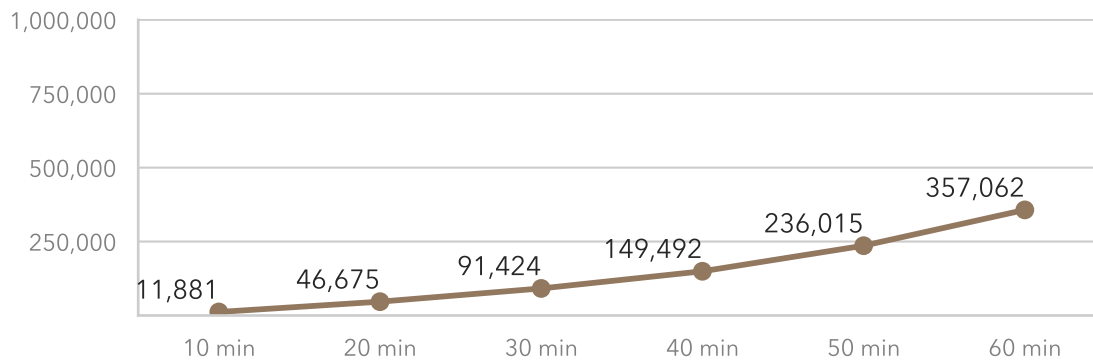
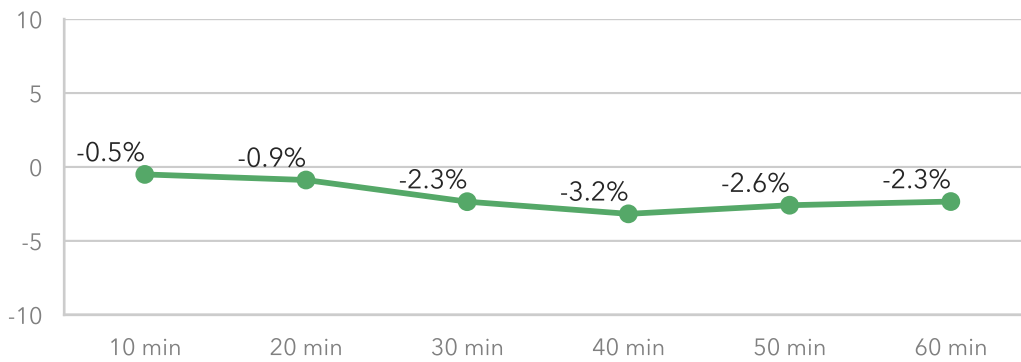## 1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
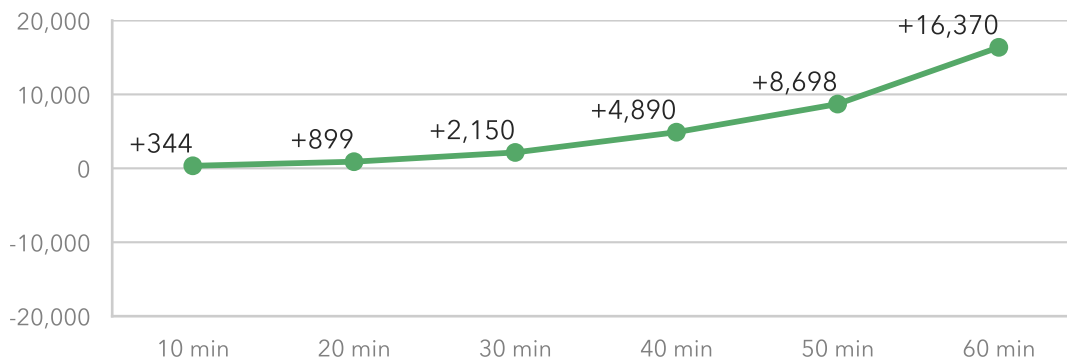
Average Congestion Impact by Travel Time Threshold (worker-weighted)
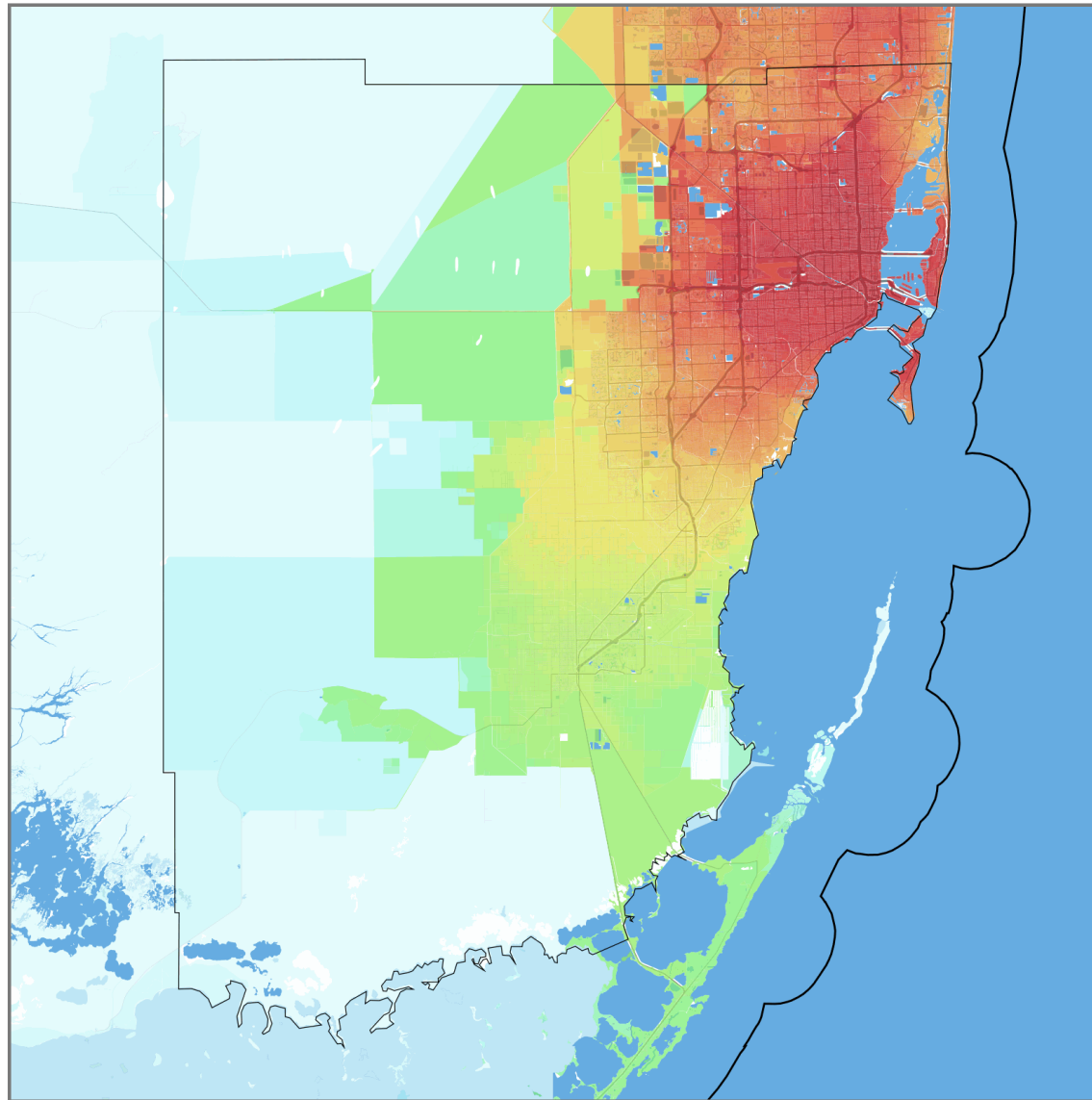*Higher numbers indicate greater job access loss due to congestion*

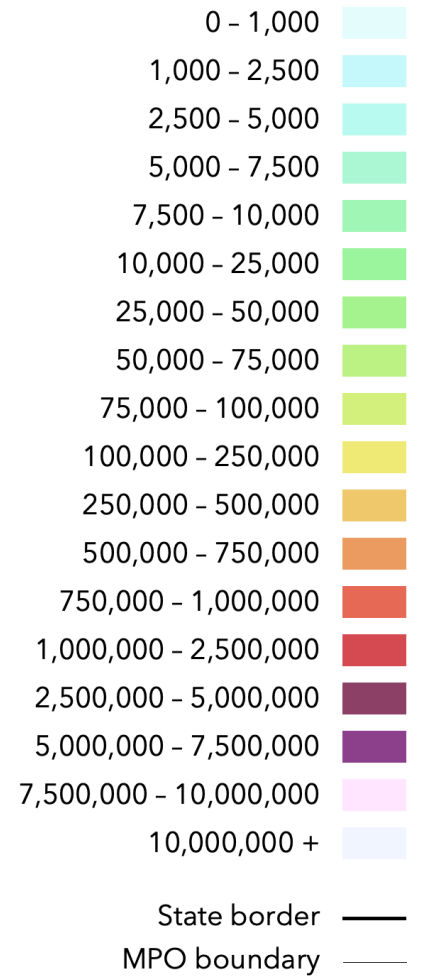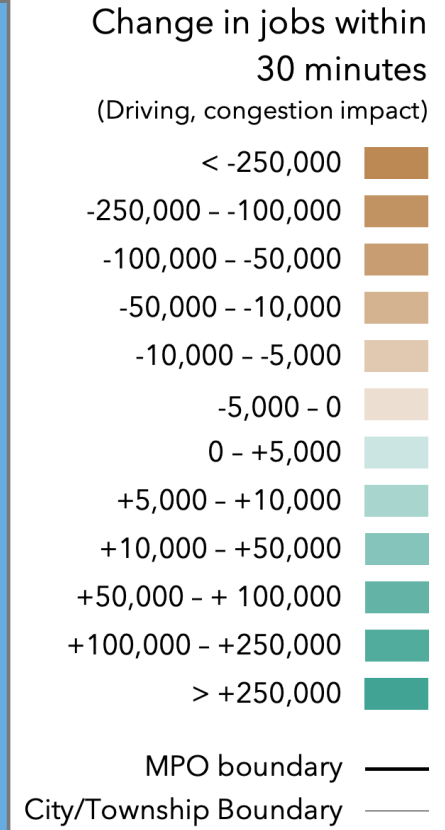**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**

Ocala - Marion County Tranportation Planning Organization
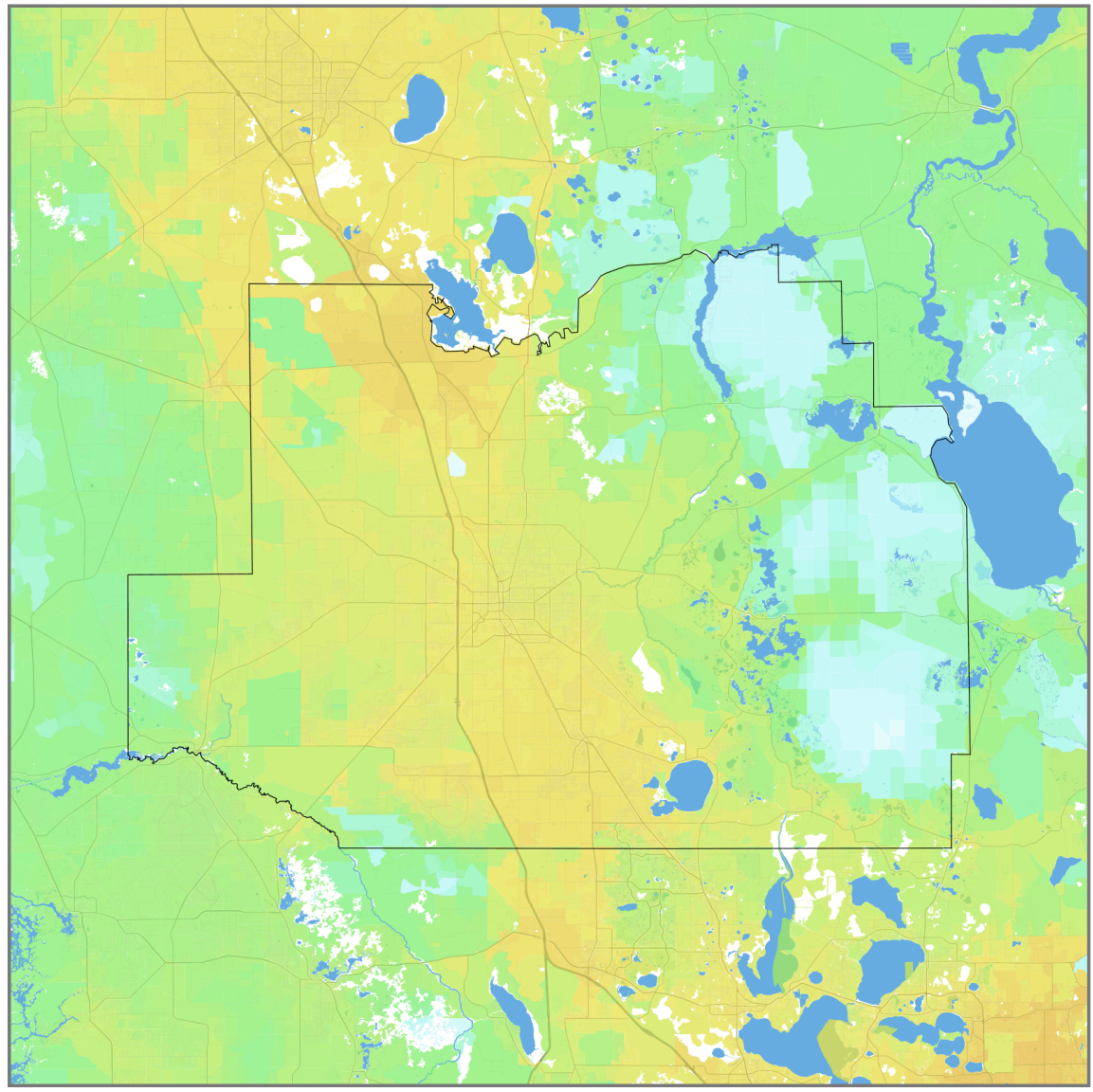
Jobs within 30 minutes
(Driving, AM peak)

- 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 ———

98

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 ——
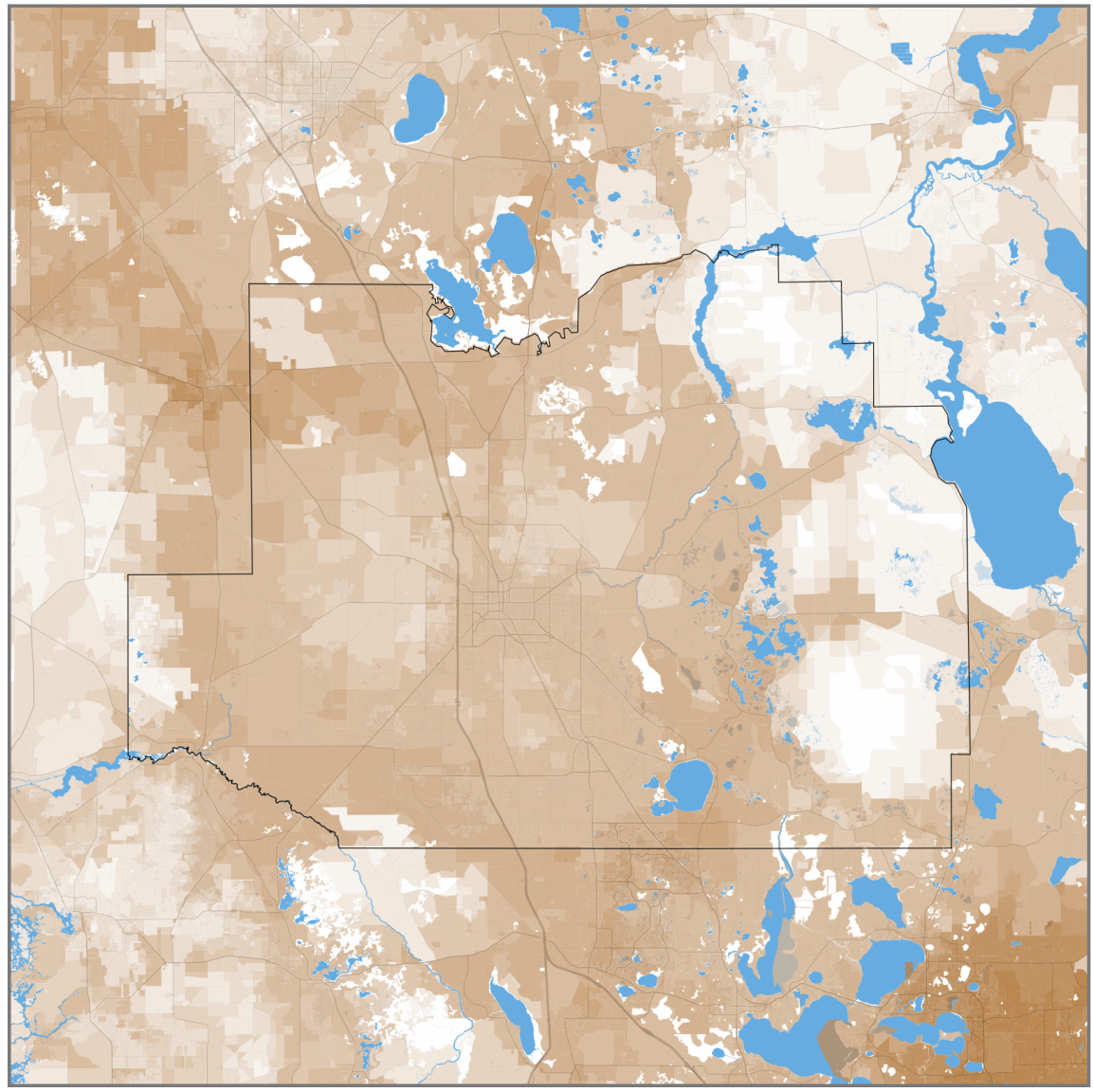
Okaloosa-Walton Transportation Planning Organization

Job Accessibility Results – Auto, 2019

Total Jobs	**112,618**
Average Job Density (per mi^2)	**199**
Total Workers	**94,338**
Average Worker Density (per mi^2)	**167**

Job and worker totals are based on LEHD estimates and may not match other sources.
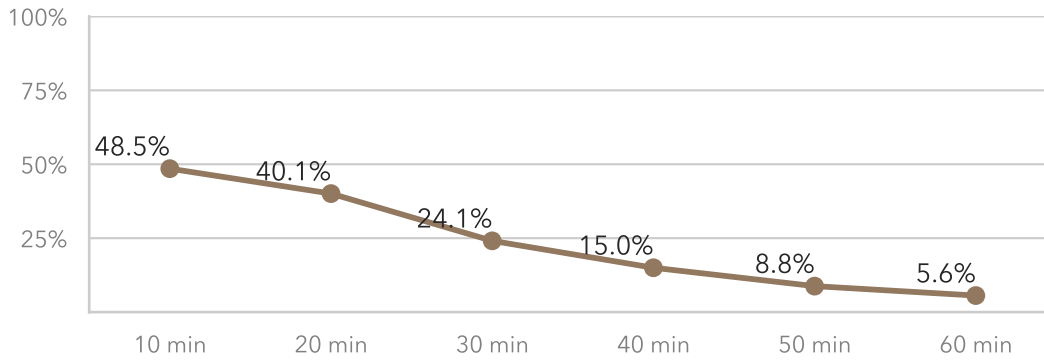
Average Job Accessibility by Travel Time Threshold (worker-weighted)
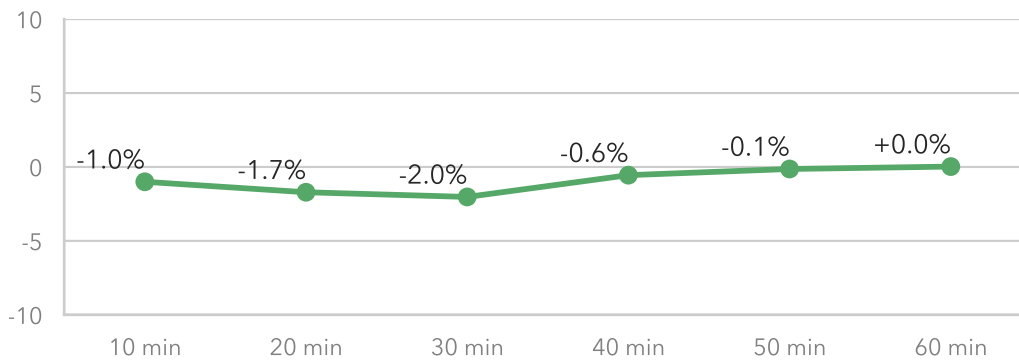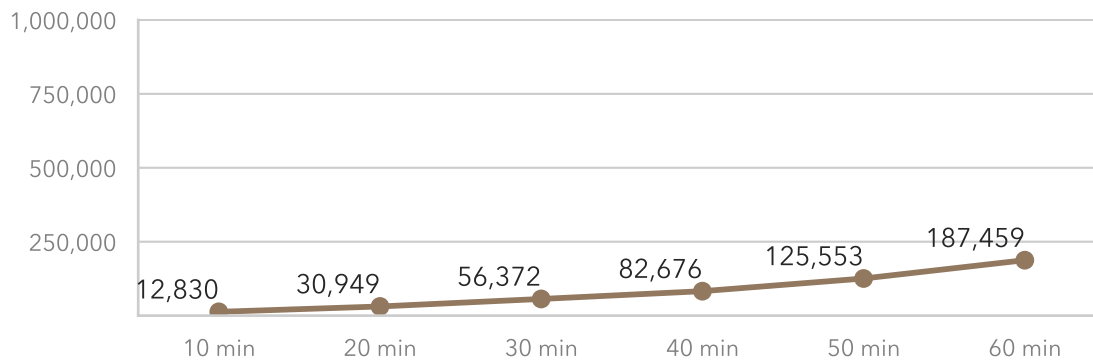

1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
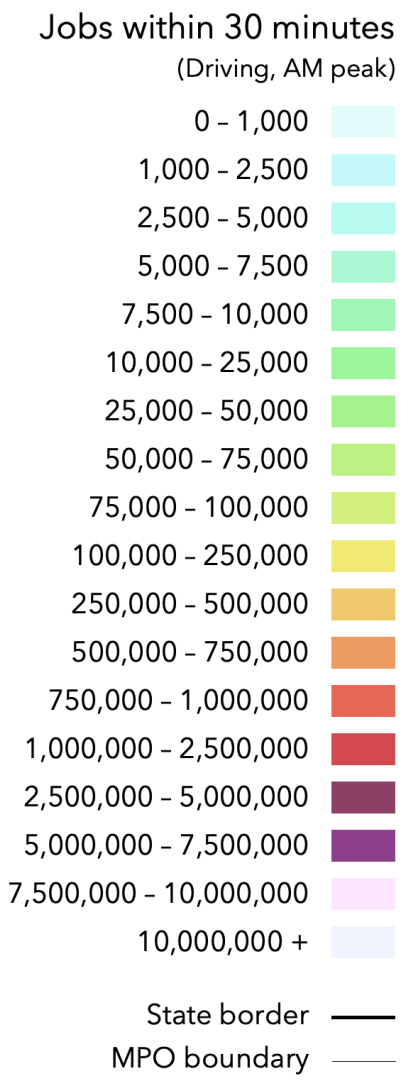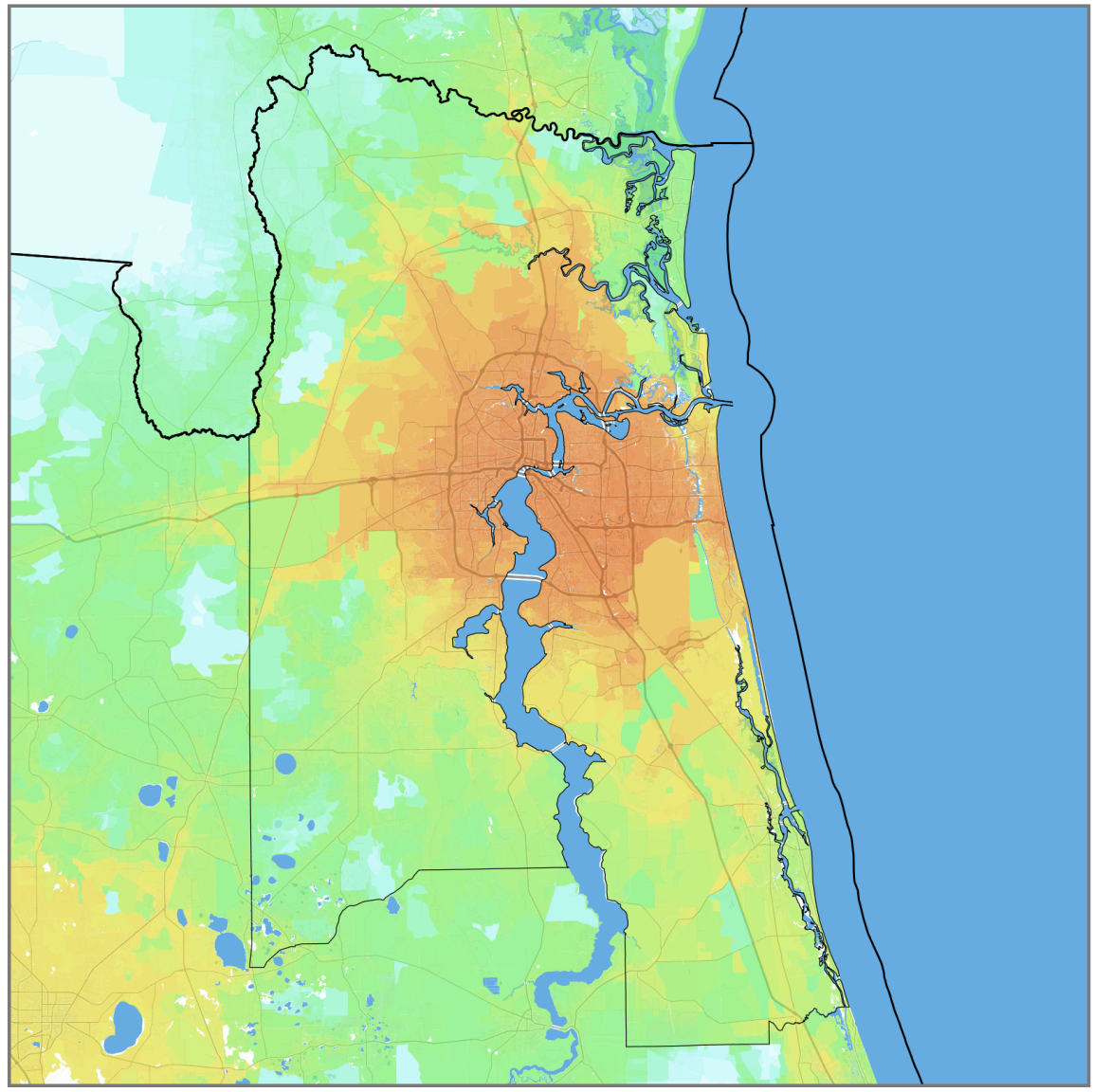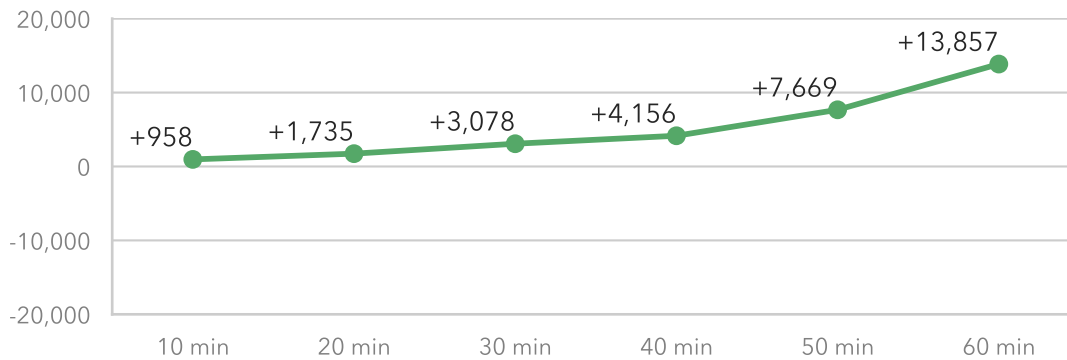
Average Congestion Impact by Travel Time Threshold (worker-weighted)
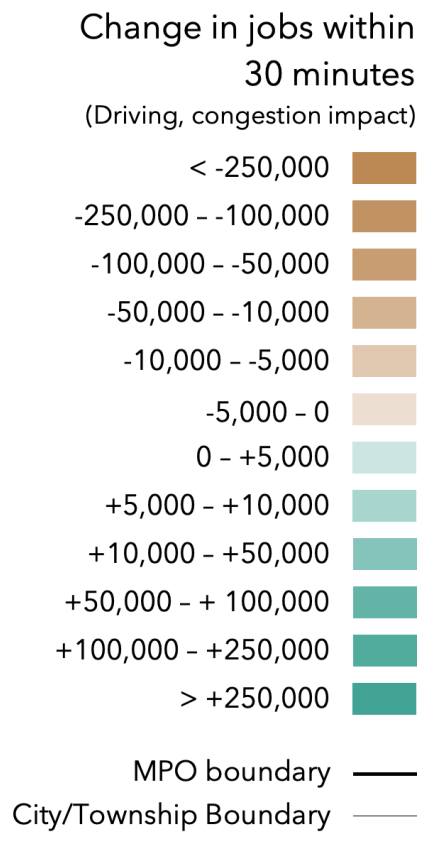*Higher numbers indicate greater job access loss due to congestion*

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

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

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 ———

Palm Beach MPO

Job Accessibility Results — Auto, 2019

Total Jobs	**604,516**
Average Job Density (per mi^2)	**790**
Total Workers	**578,036**
Average Worker Density (per mi^2)	**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)
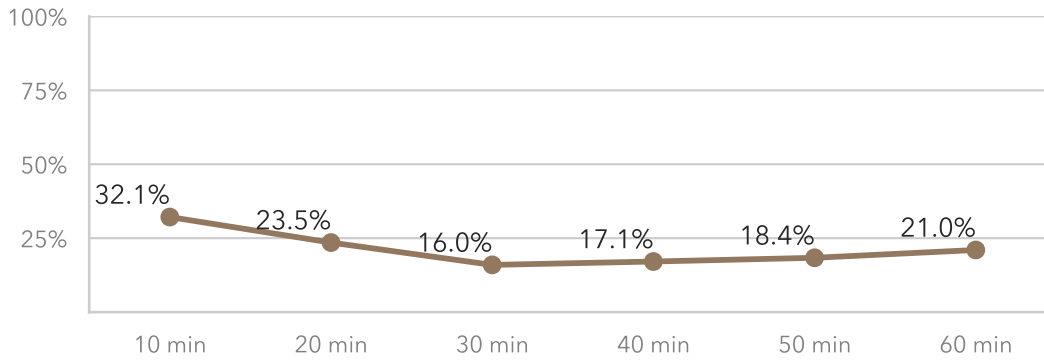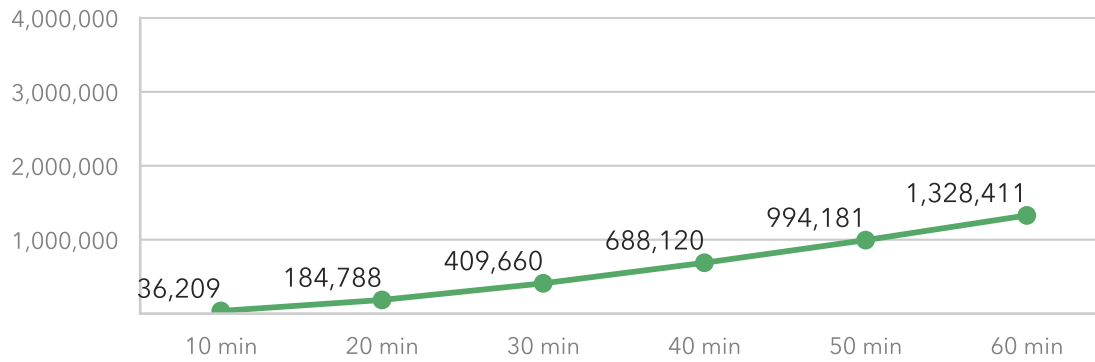

1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
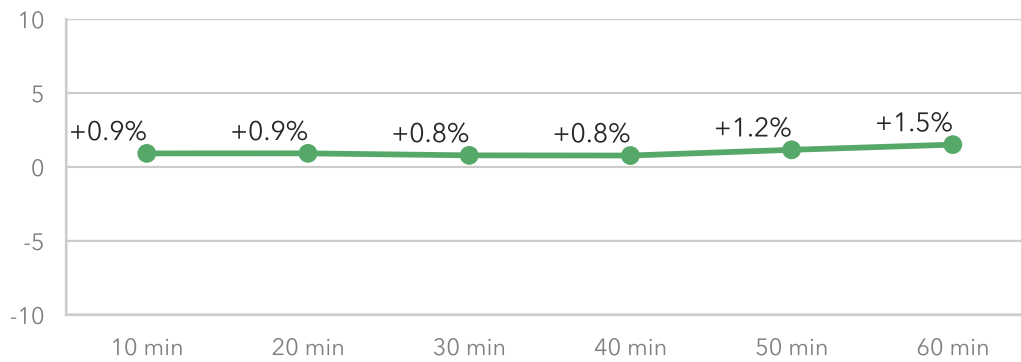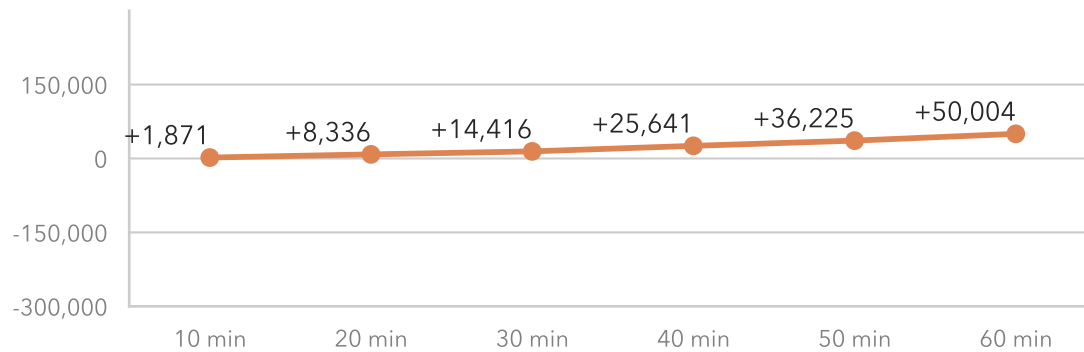
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

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, 2019

Total Jobs **118,991**
Average Job Density (per mi^2) **401**
Total Workers **199,646**
Average Worker Density (per mi^2) **674**
Job and worker totals are based on LEHD estimates and may not match other sources.

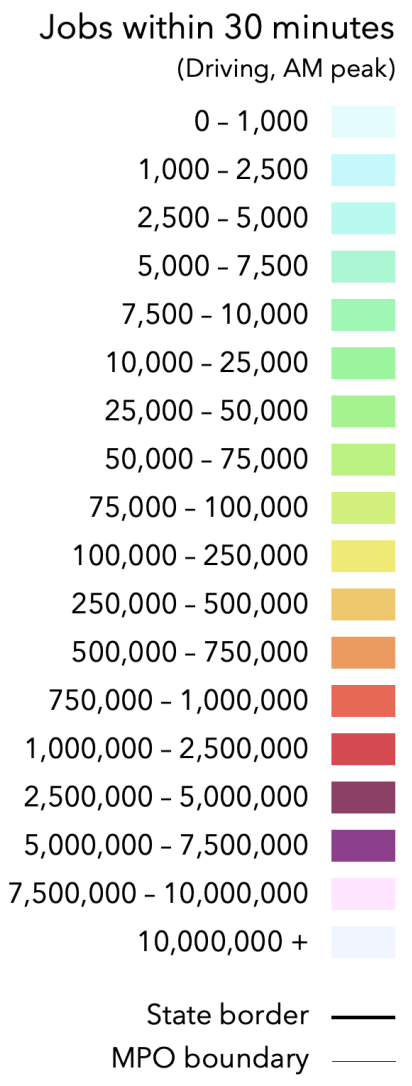## Average Job Accessibility by Travel Time Threshold (worker-weighted)
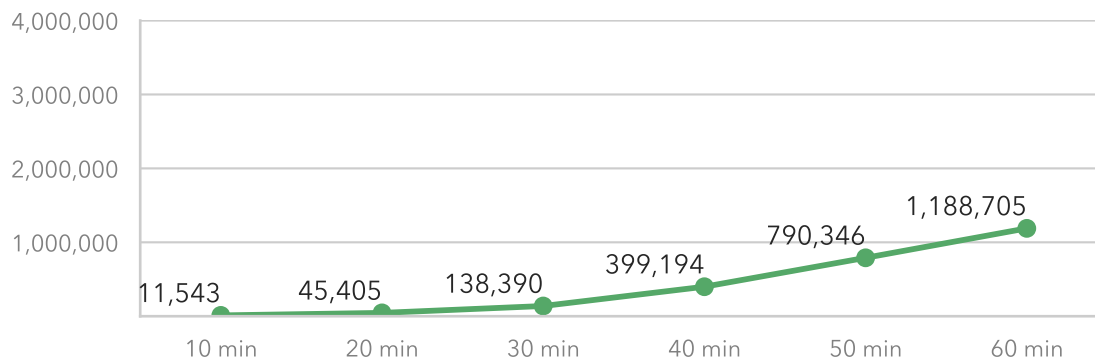
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
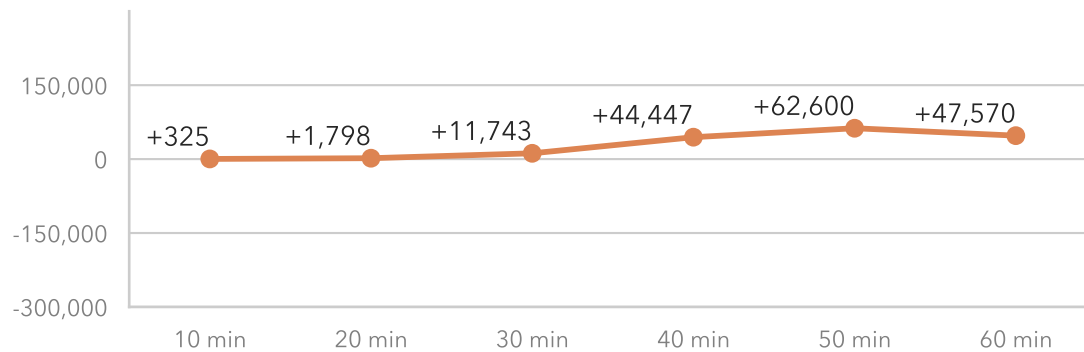
Average Congestion Impact by Travel Time Threshold (worker-weighted)
Higher numbers indicate greater job access loss due to congestion

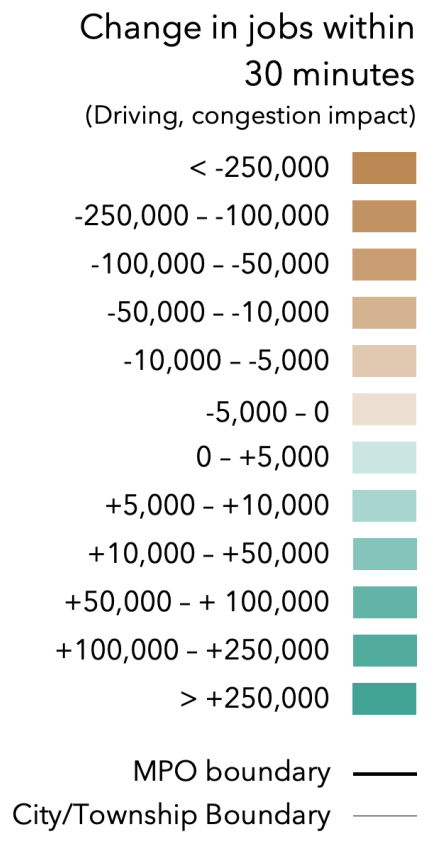**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**

Pasco County MPO
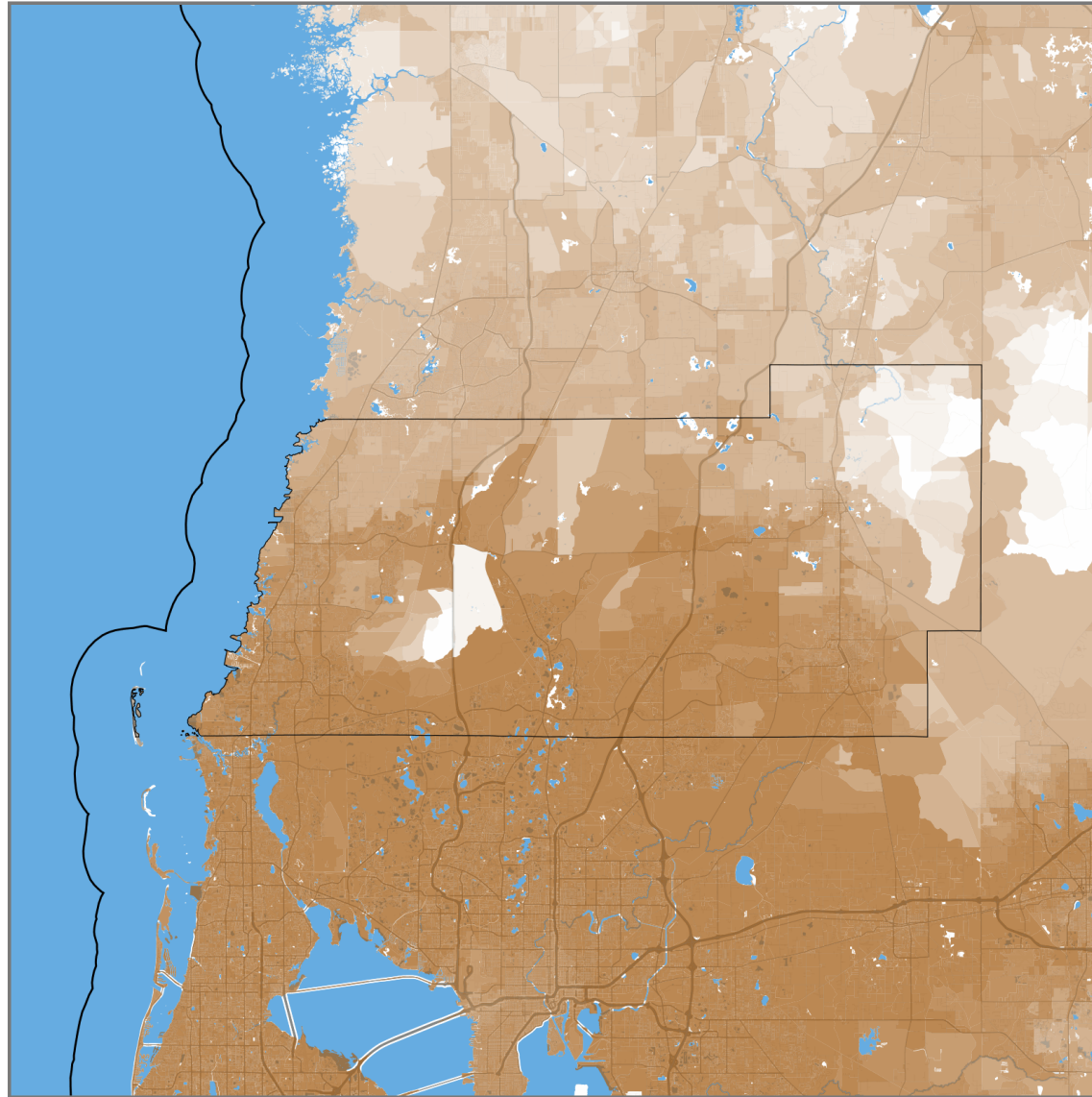
Jobs within 30 minutes
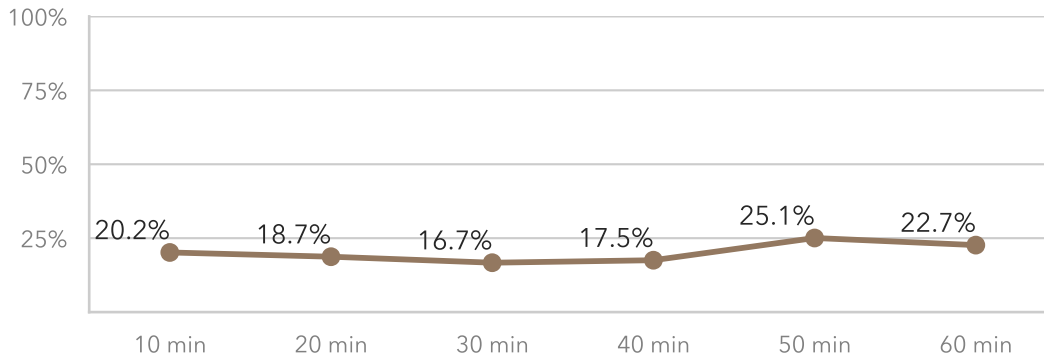(Driving, AM peak)

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, 2019

Total Jobs	**232,441**
Average Job Density (per mi^2)	**299**
Total Workers	**272,961**
Average Worker Density (per mi^2)	**351**

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

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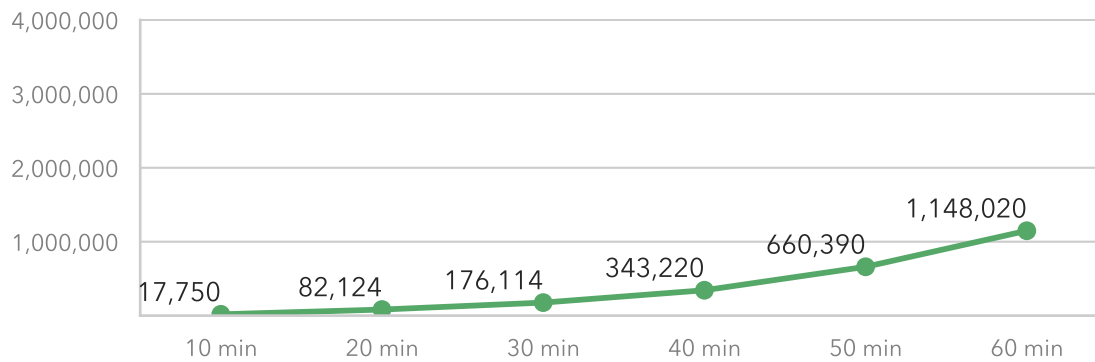
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
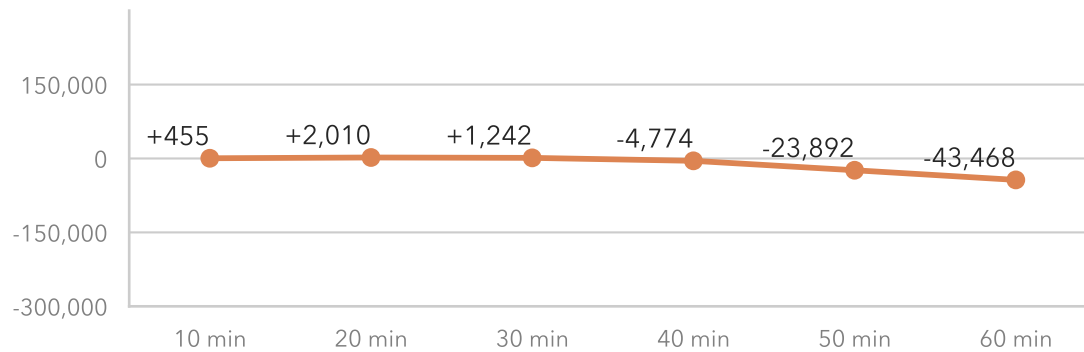
Average Congestion Impact by Travel Time Threshold (worker-weighted)
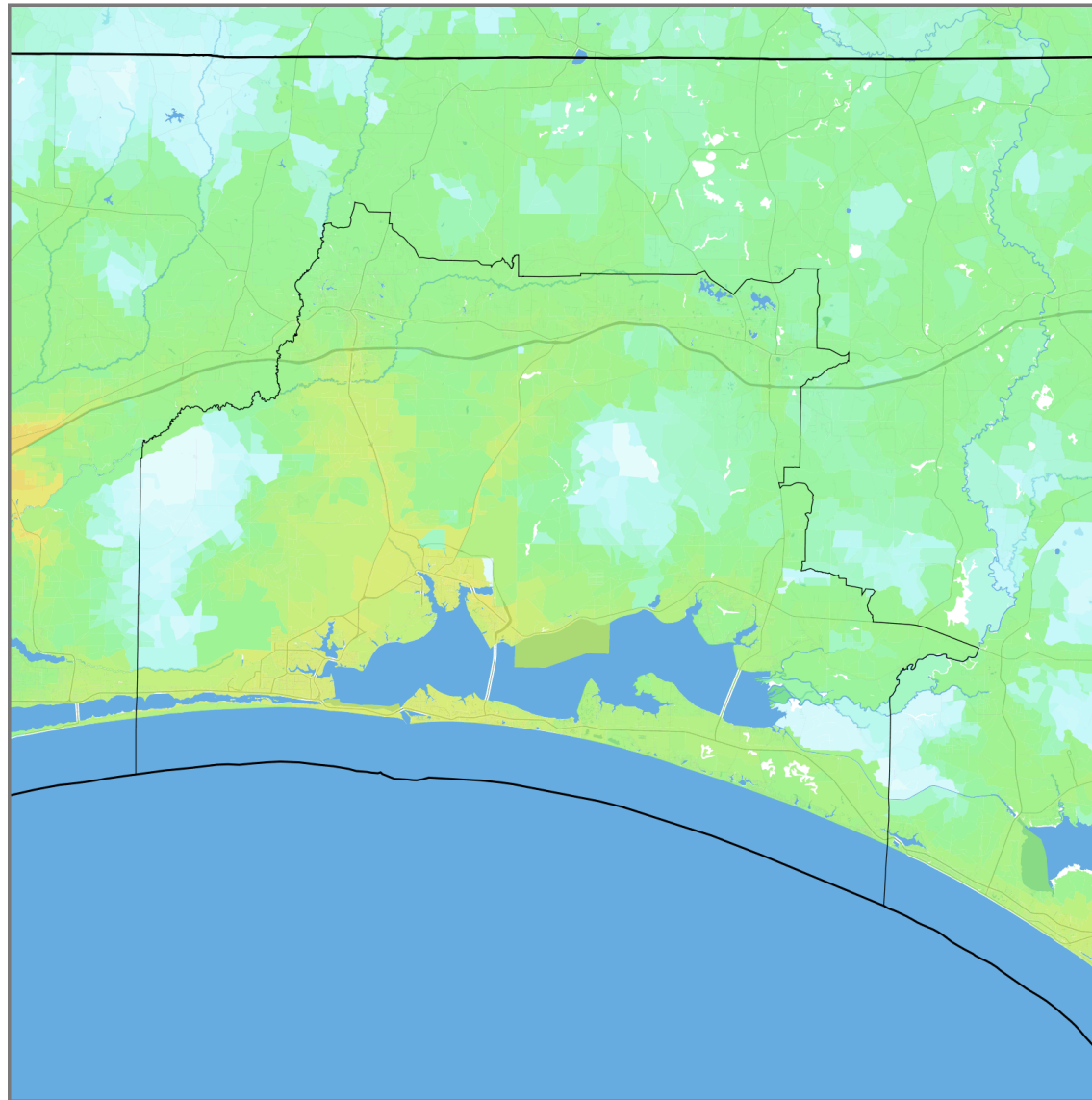*Higher numbers indicate greater job access loss due to congestion*

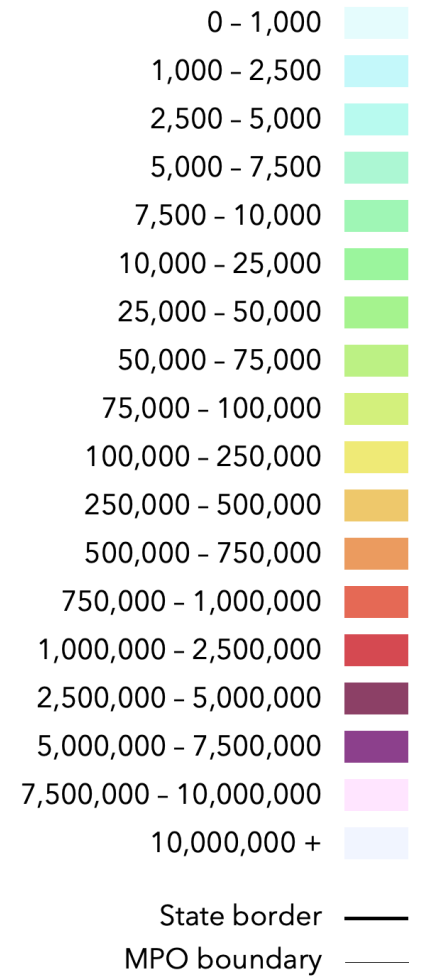**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**
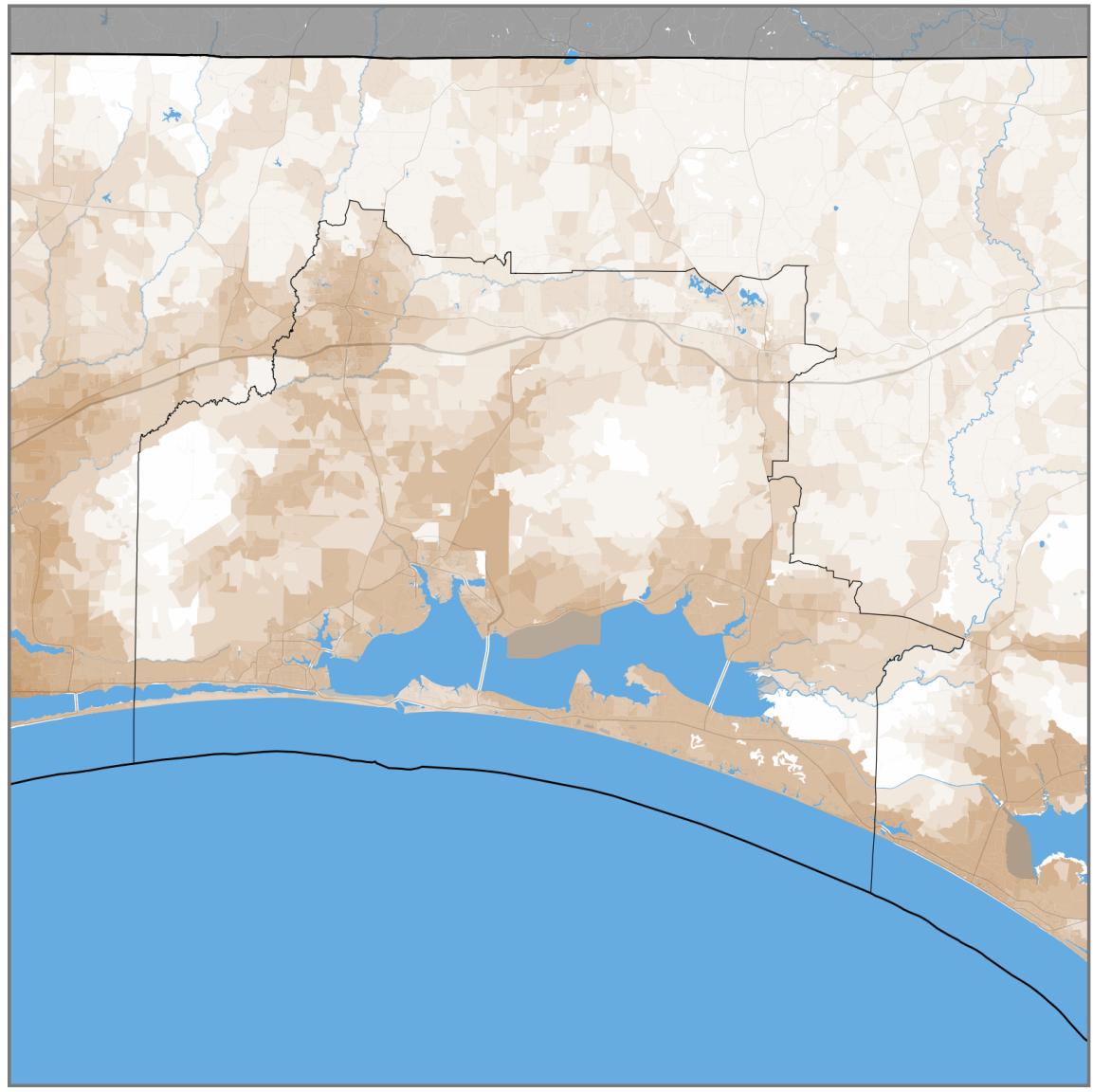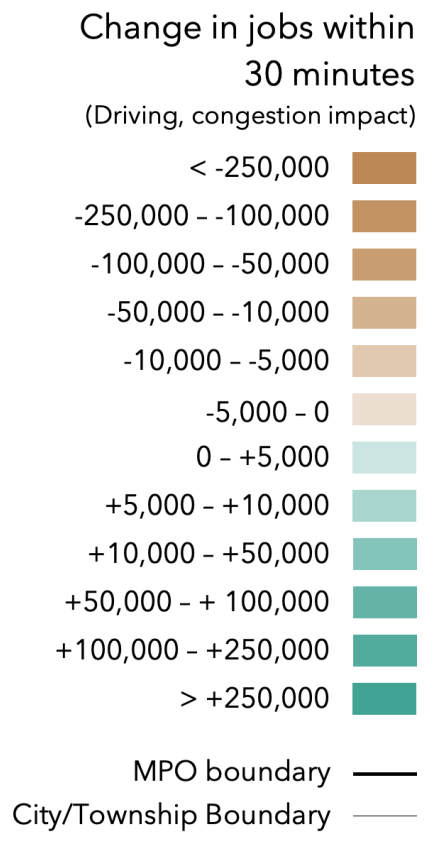
Polk County Transportation Planning Organization

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 ———

102

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 ⎯⎯⎯
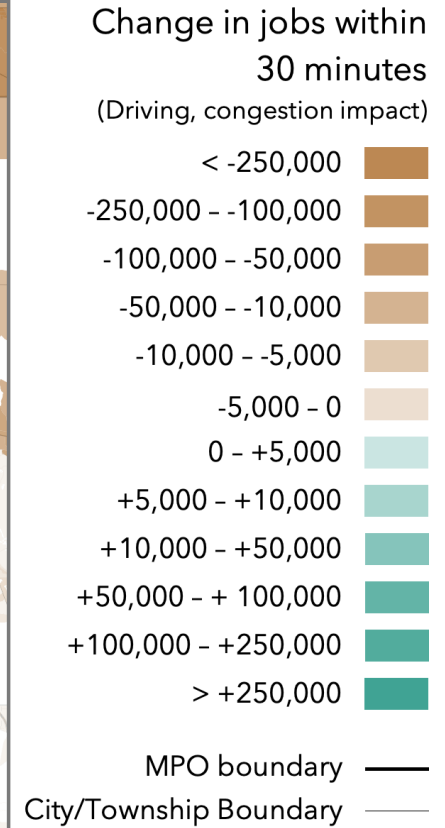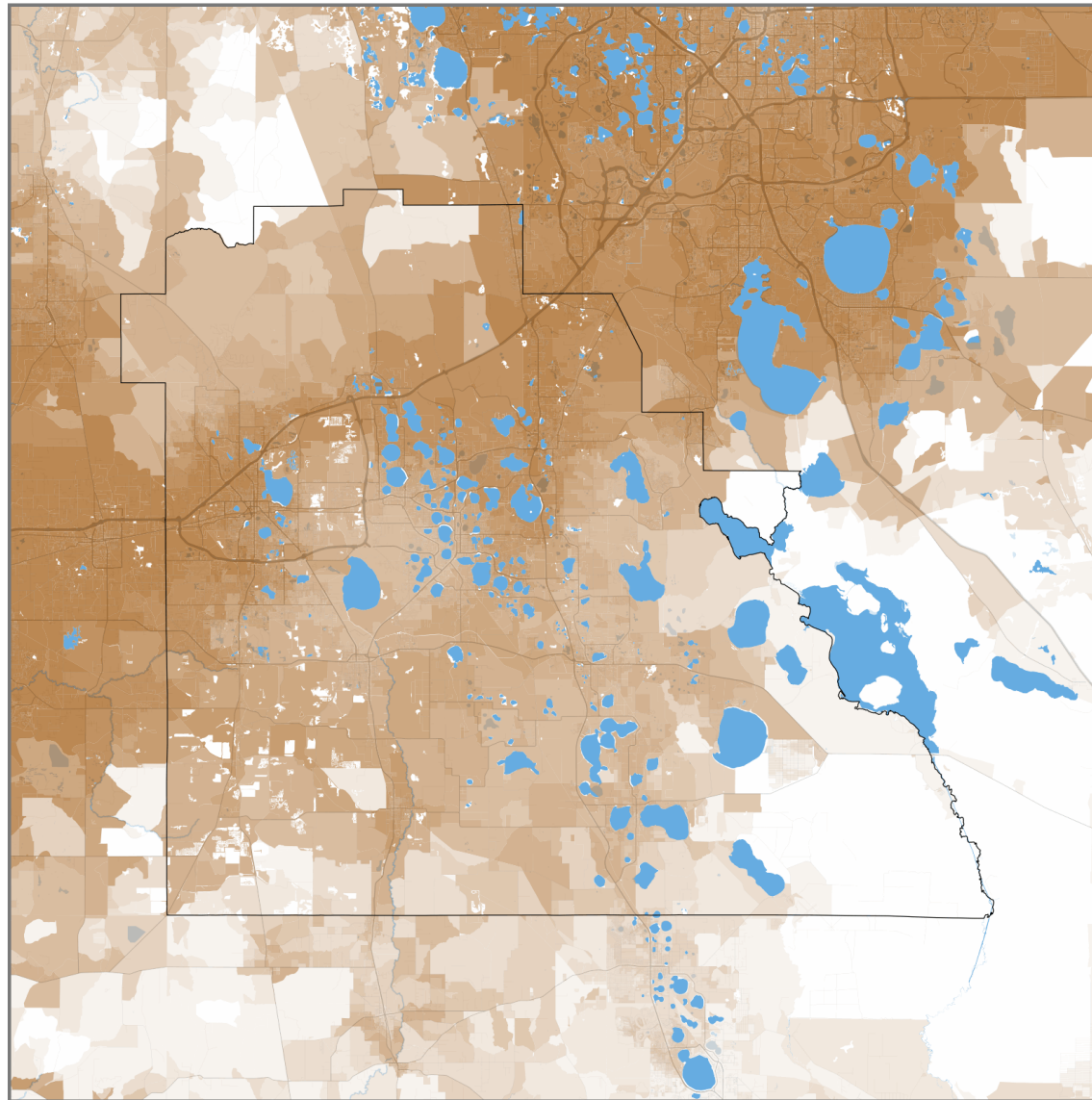
River to Sea Transporation Planning Organization

Job Accessibility Results — Auto, 2019

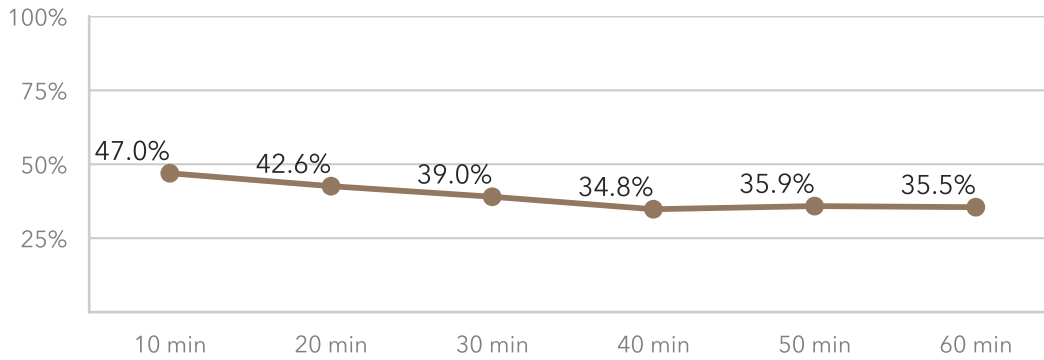|	
Total Jobs	**191,122**
Average Job Density (per mi^2)	**364**
Total Workers	**249,393**
Average Worker Density (per mi^2)	**475**

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

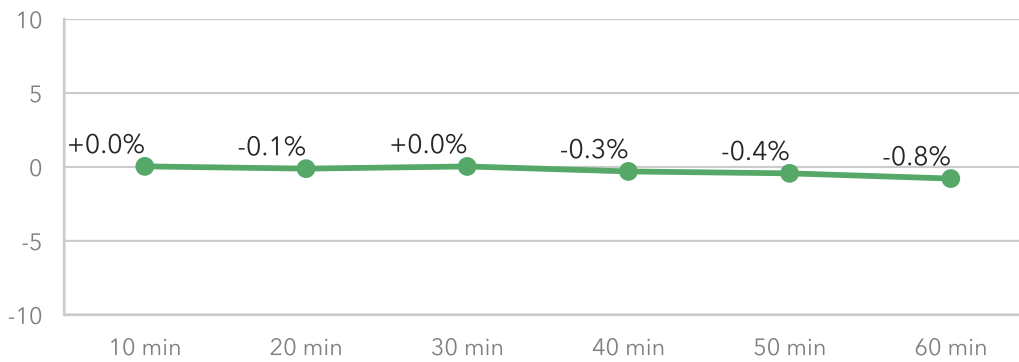## Average Job Accessibility by Travel Time Threshold (worker-weighted)
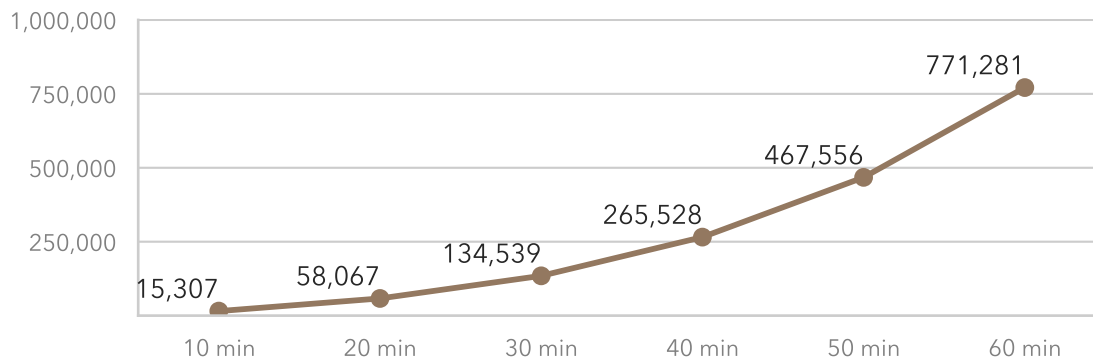
1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
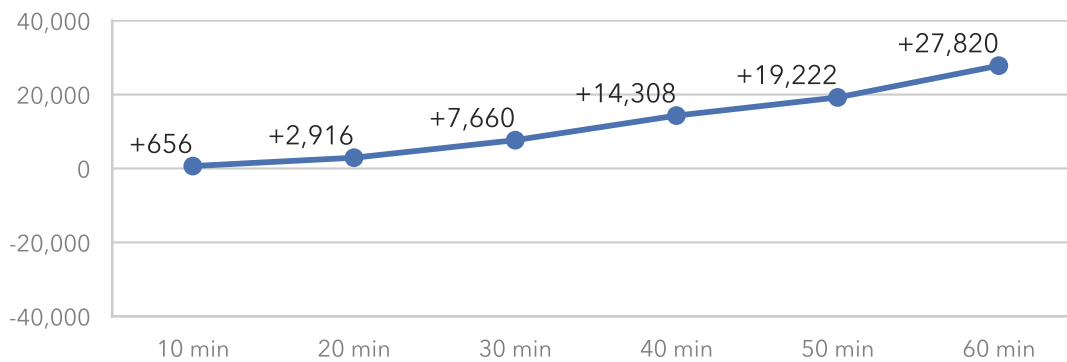
Average Congestion Impact by Travel Time Threshold (worker-weighted)
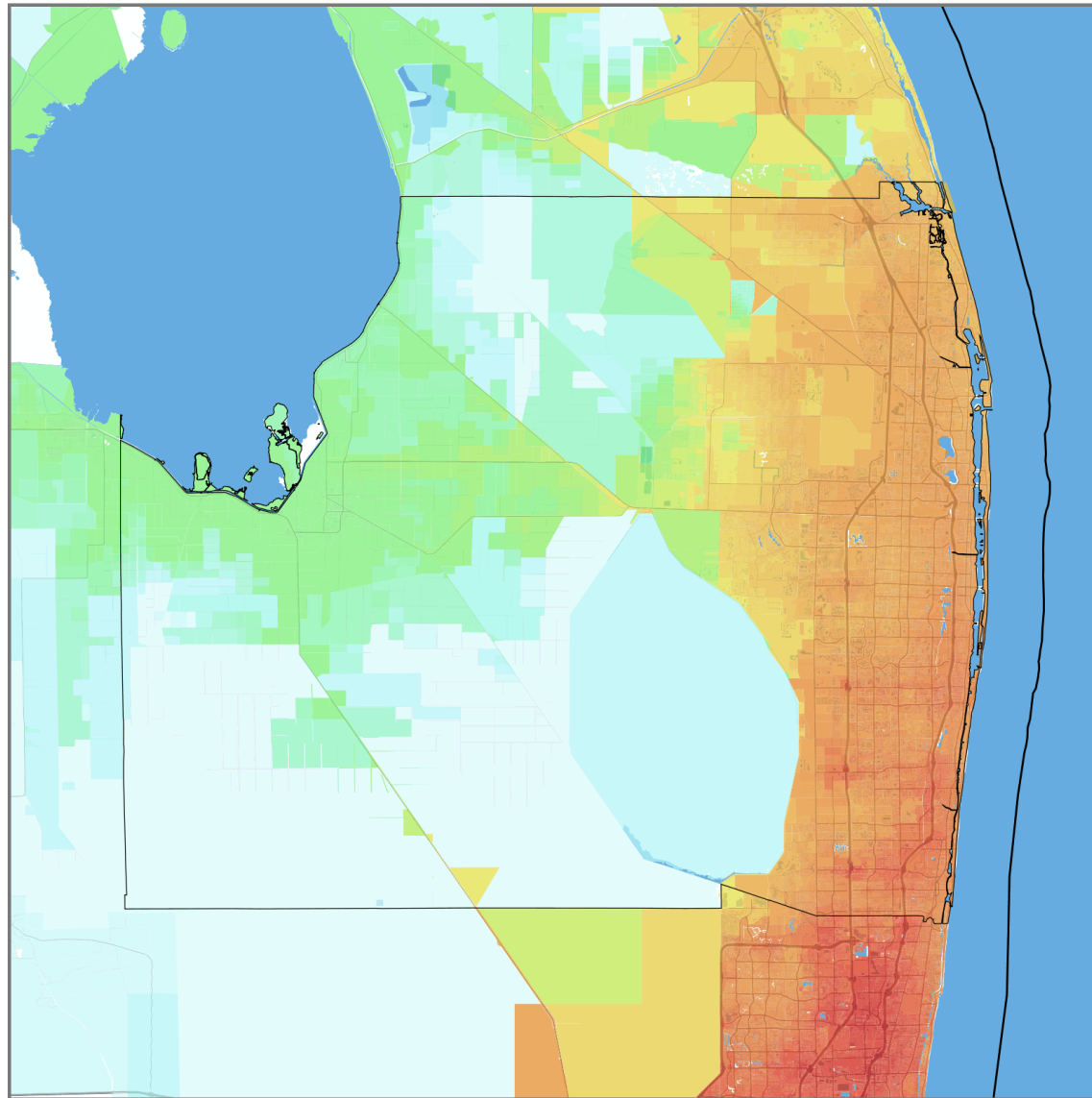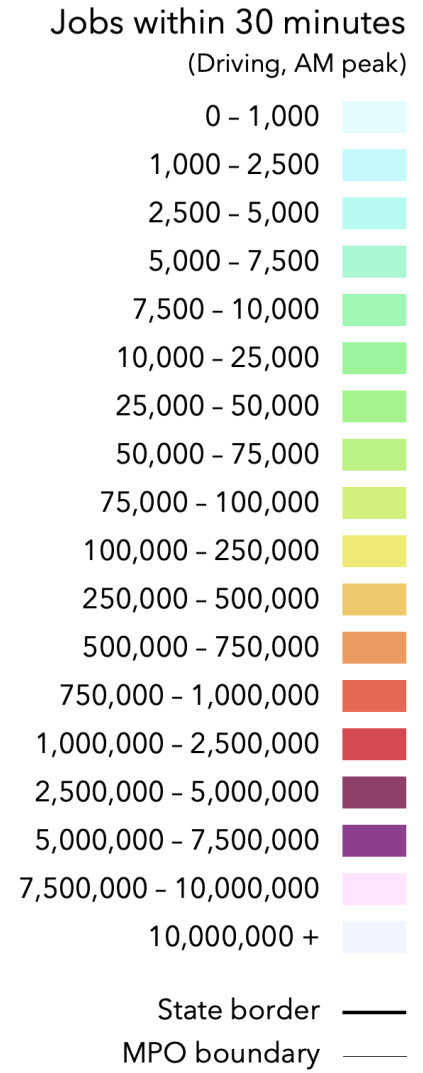*Higher numbers indicate greater job access loss due to congestion*

1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)
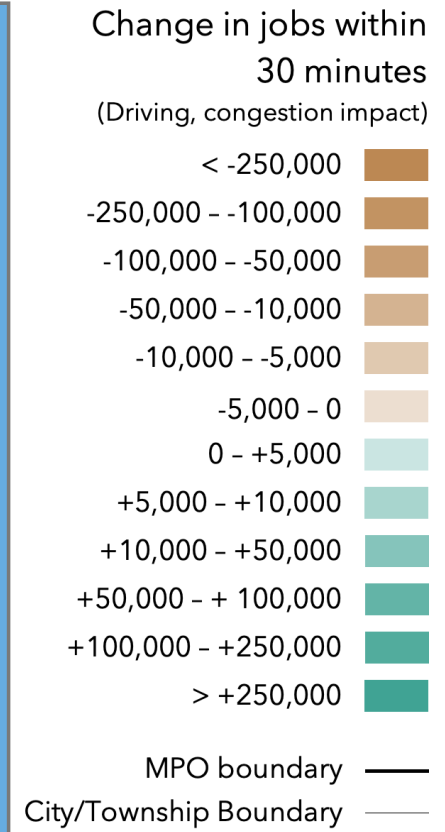
River to Sea Transporation Planning Organization

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 ———
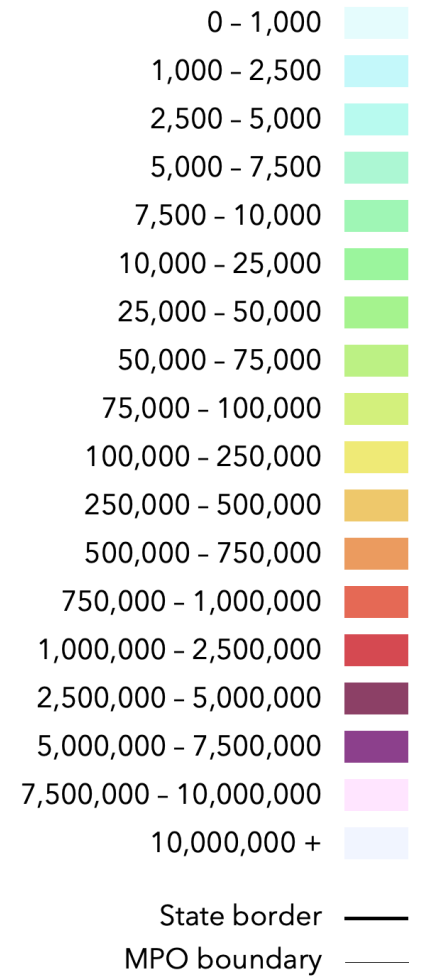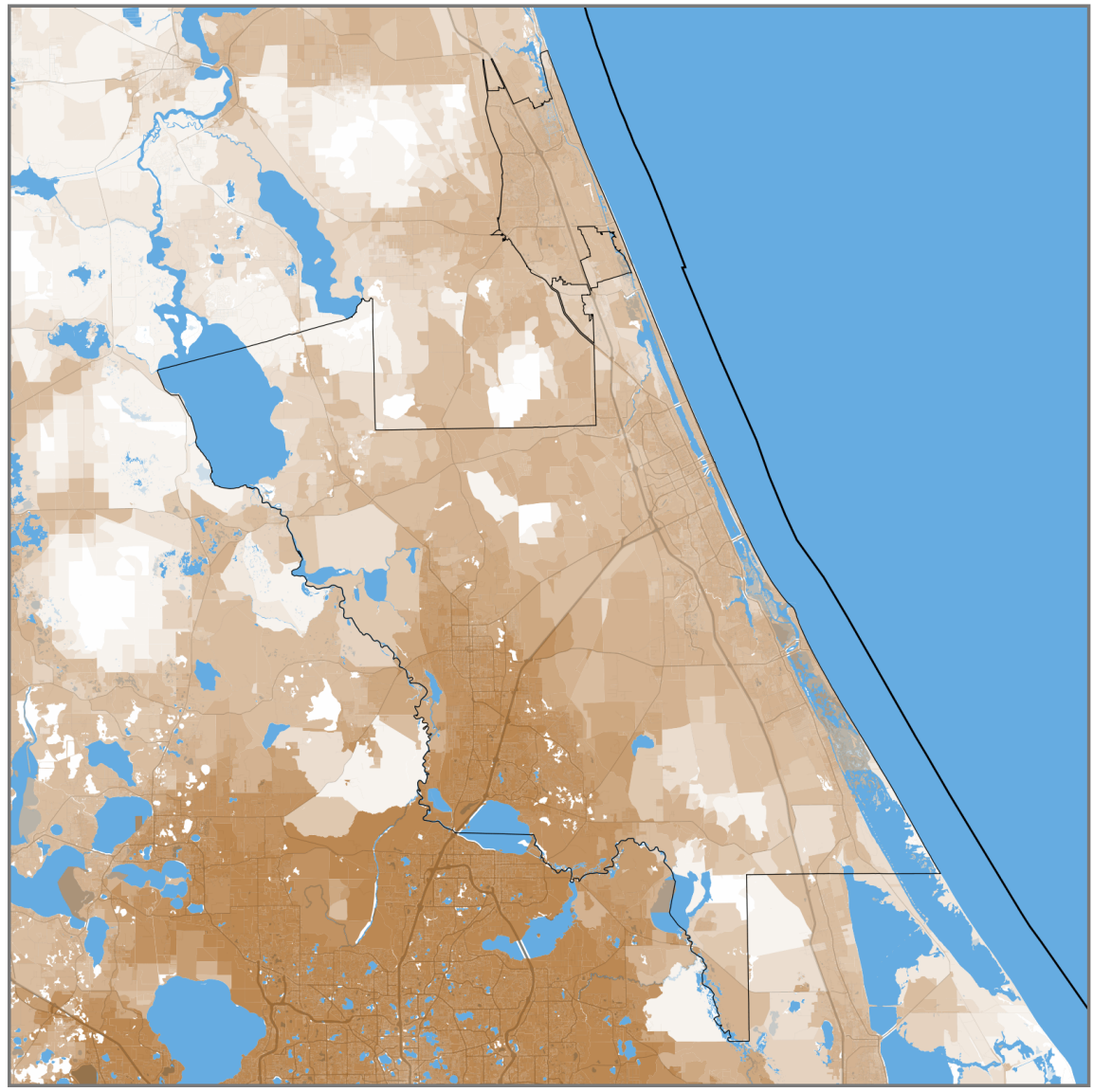
Sarasota-Manatee MPO

Job Accessibility Results — Auto, 2019

Total Jobs	**283,010**
Average Job Density (per mi^2)	**548**
Total Workers	**296,353**
Average Worker Density (per mi^2)	**574**

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

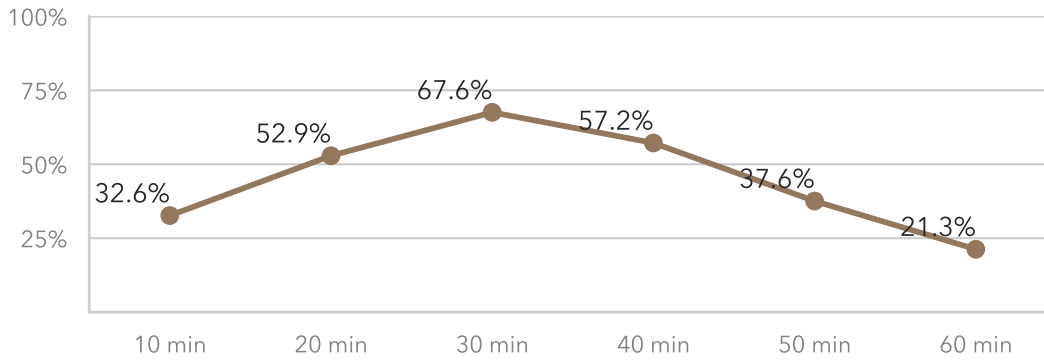## Average Job Accessibility by Travel Time Threshold (worker-weighted)
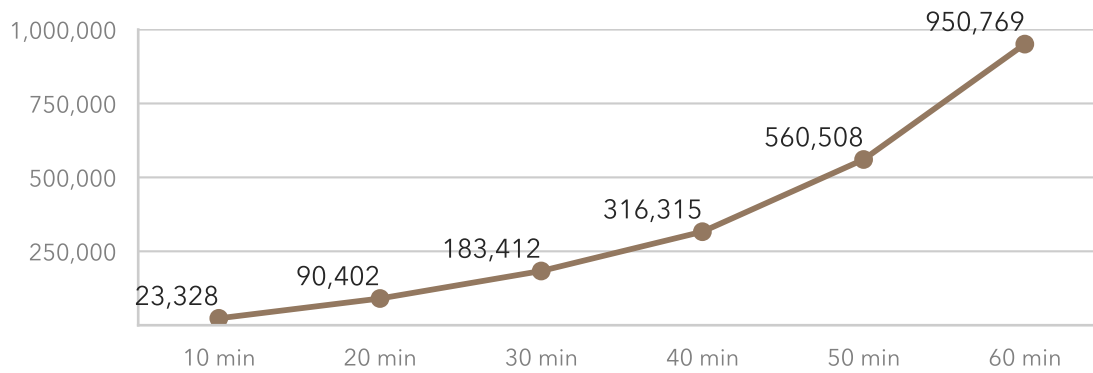
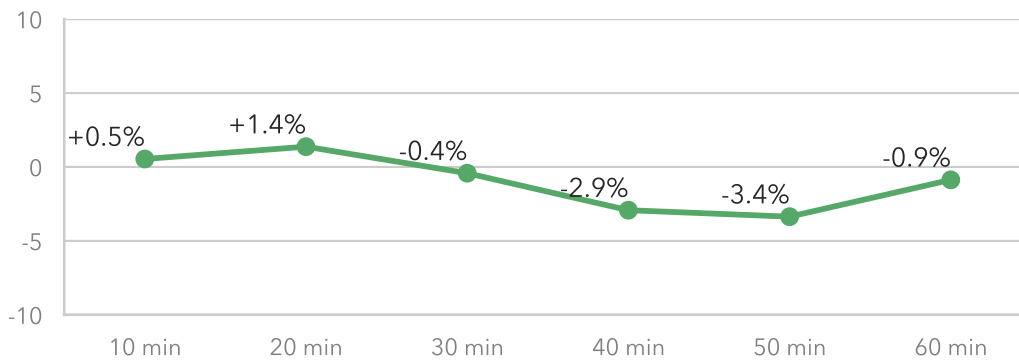## 1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
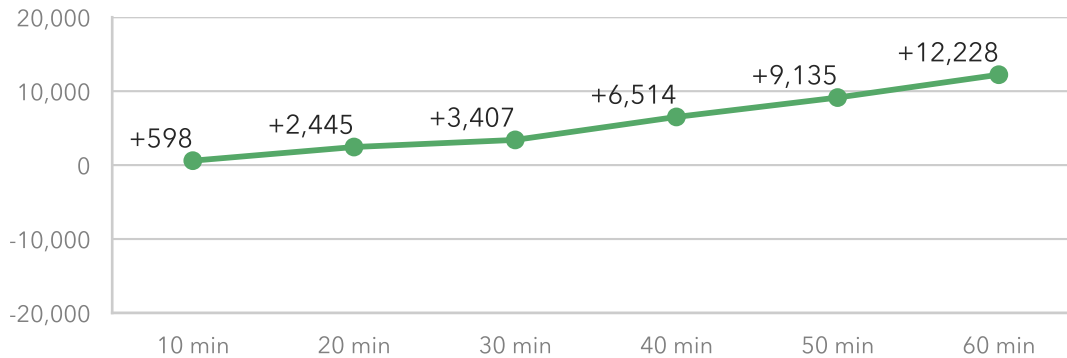
Average Congestion Impact by Travel Time Threshold (worker-weighted)
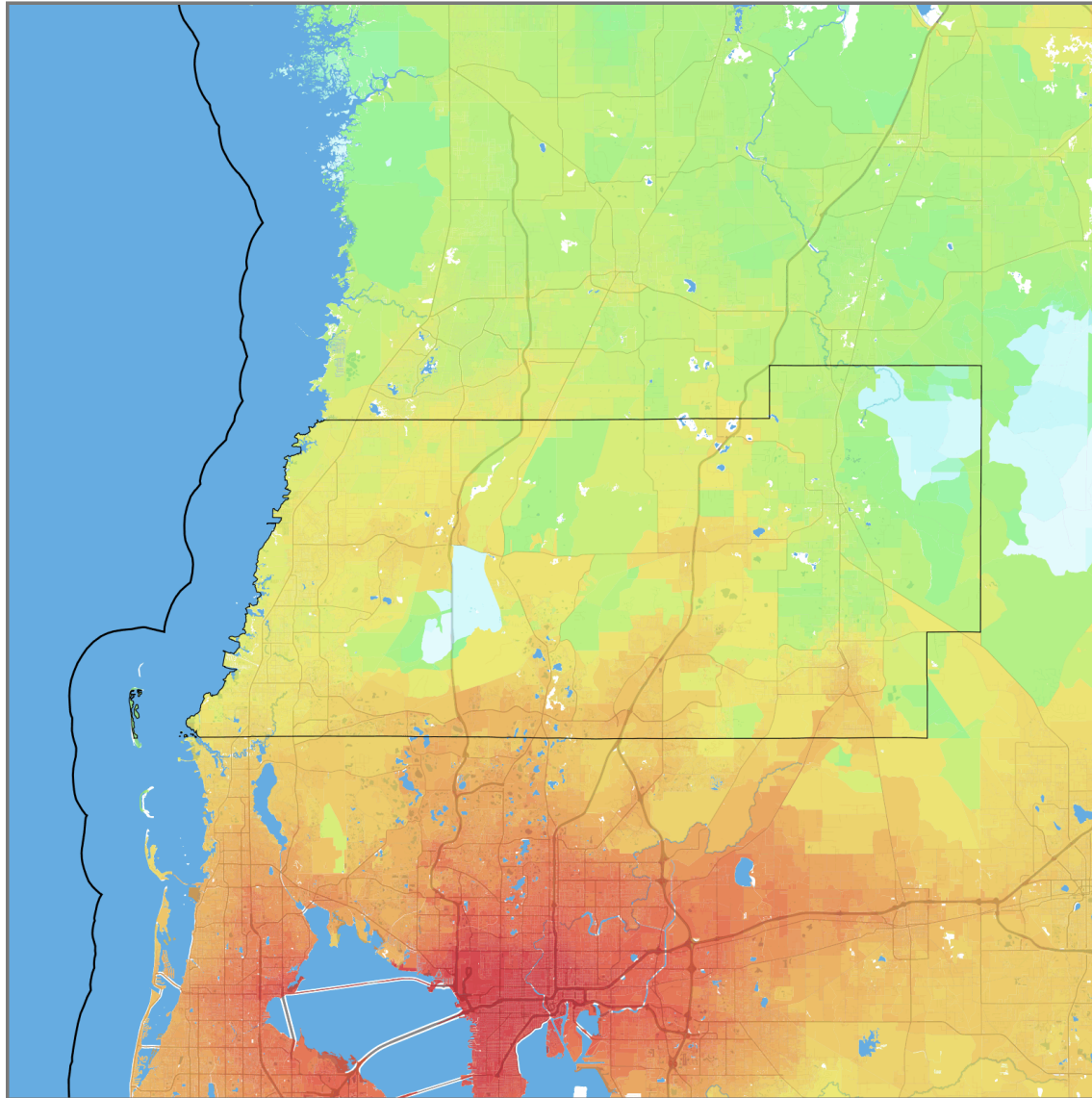*Higher numbers indicate greater job access loss due to congestion*
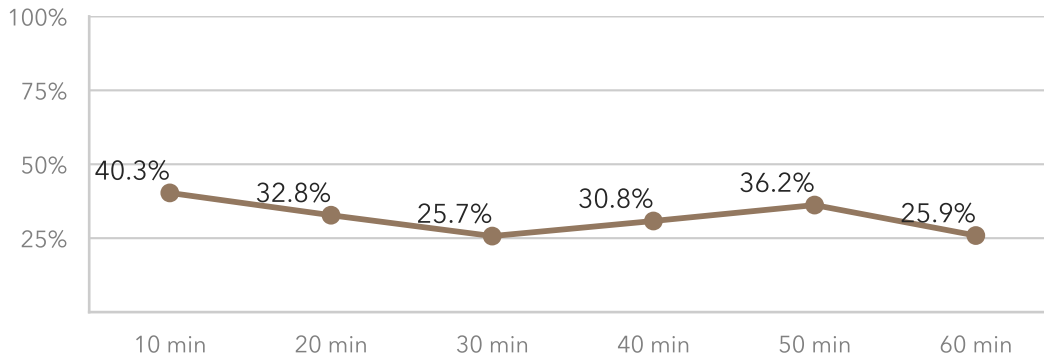
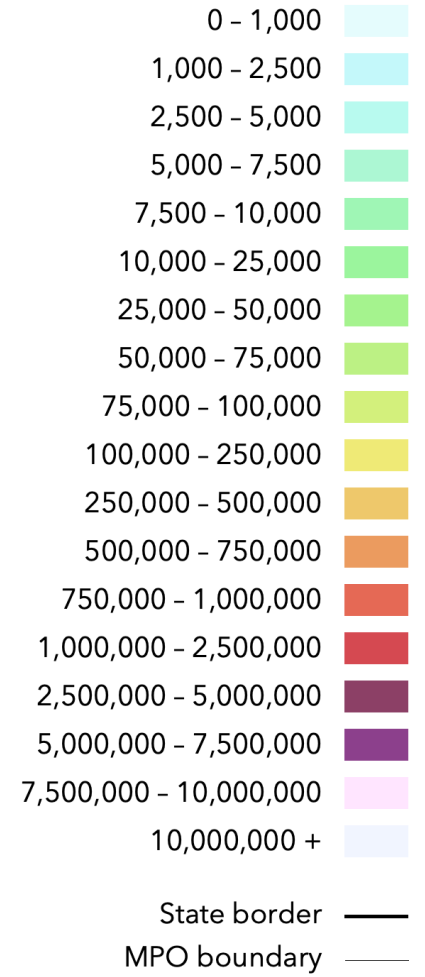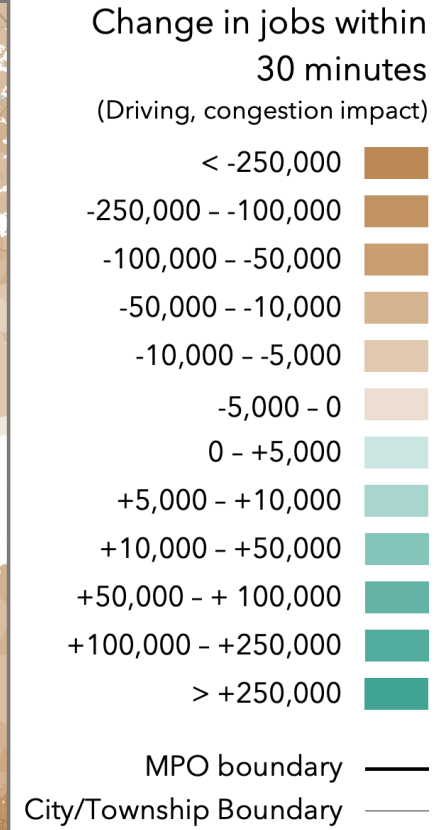**1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)**

Sarasota-Manatee MPO
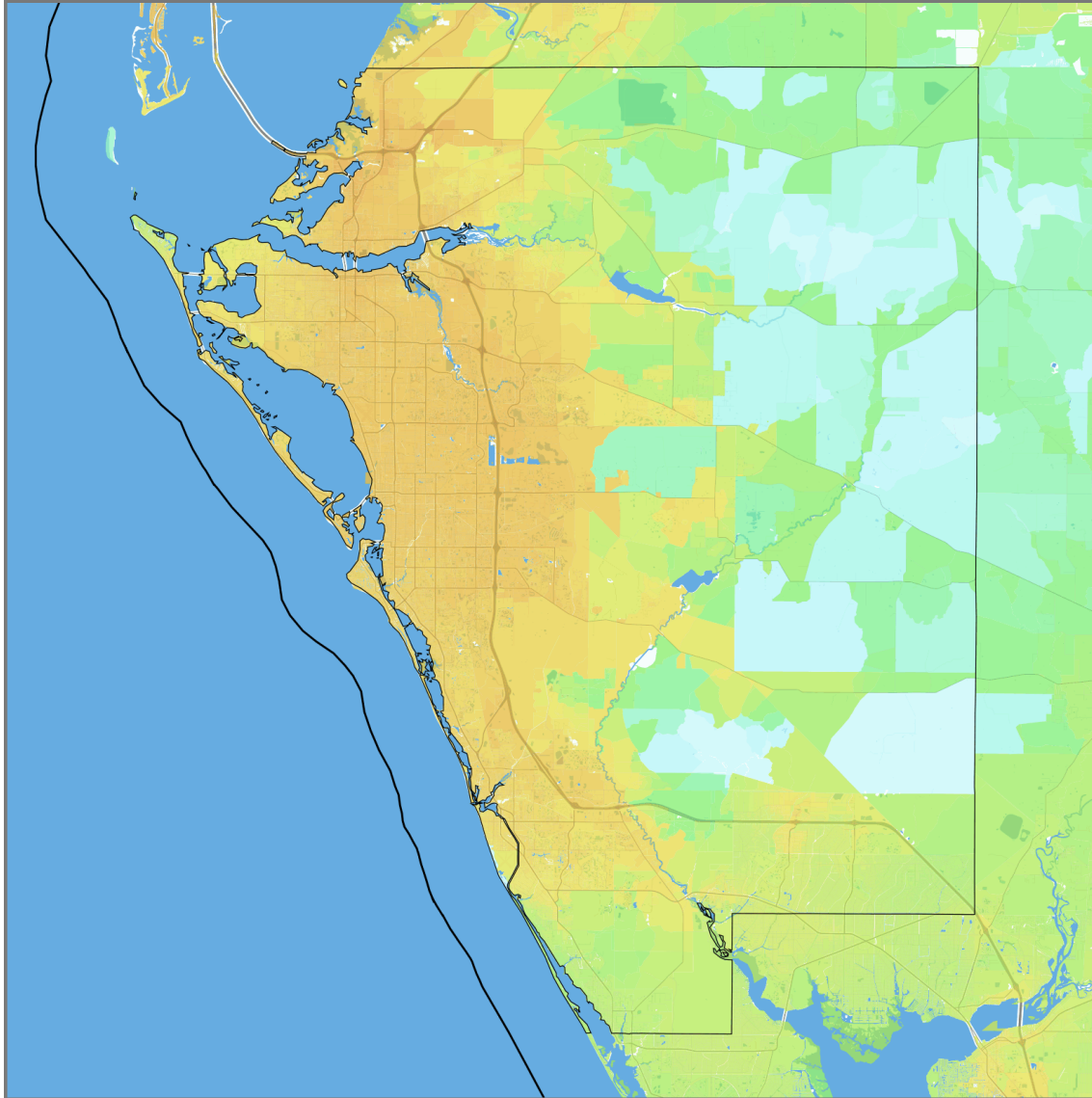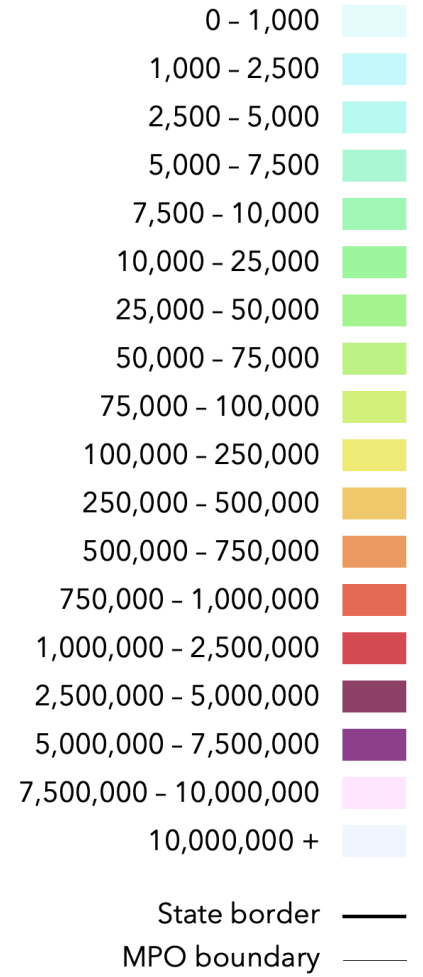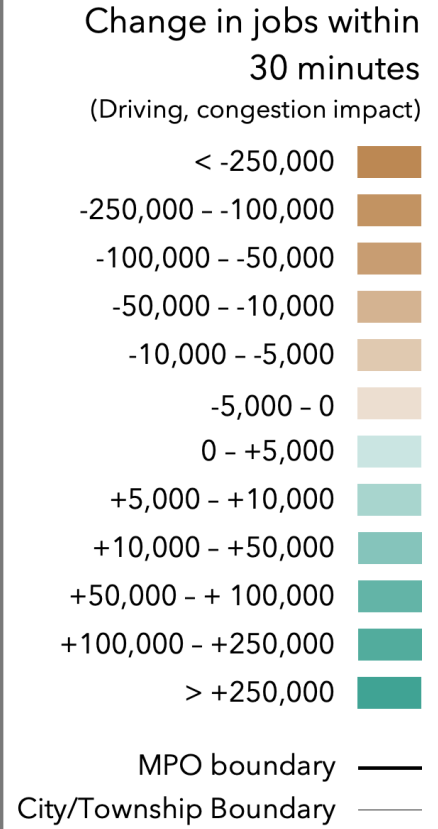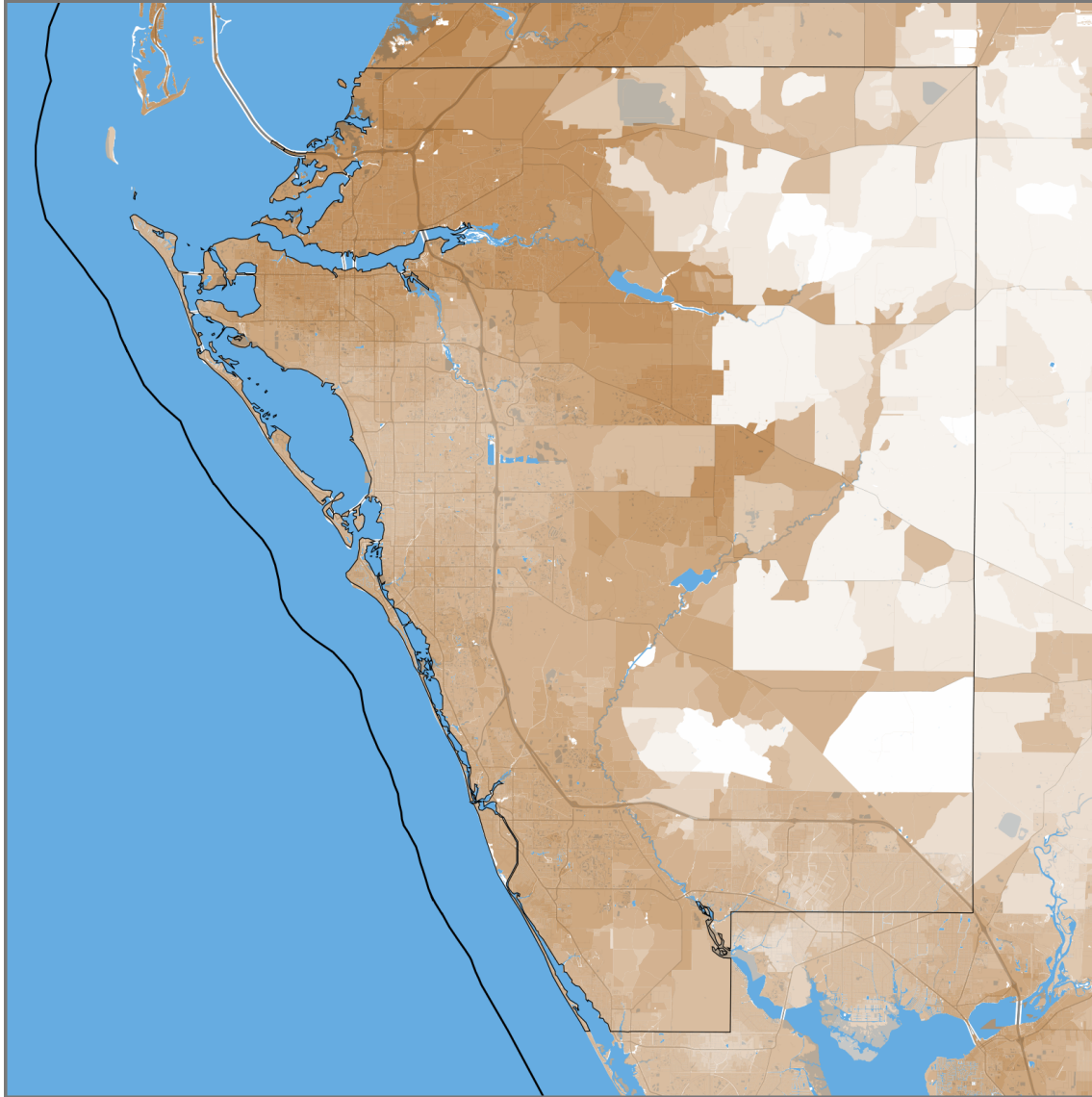
Jobs within 30 minutes
(Driving, AM peak)

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

110

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, 2019

Total Jobs	**200,563**
Average Job Density (per mi^2)	**486**
Total Workers	**227,237**
Average Worker Density (per mi^2)	**551**

Job and worker totals are based on LEHD estimates and may not match other sources.
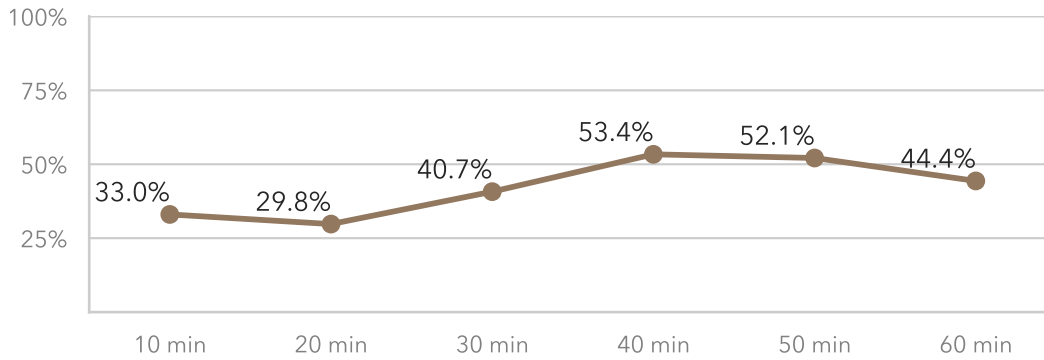
Average Job Accessibility by Travel Time Threshold (worker-weighted)
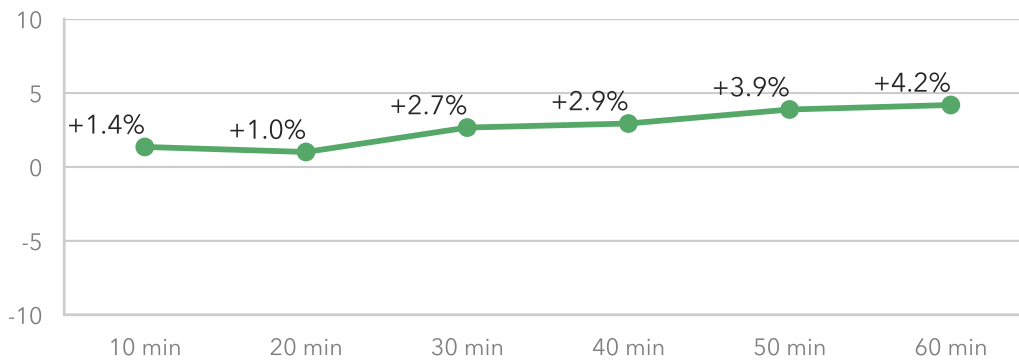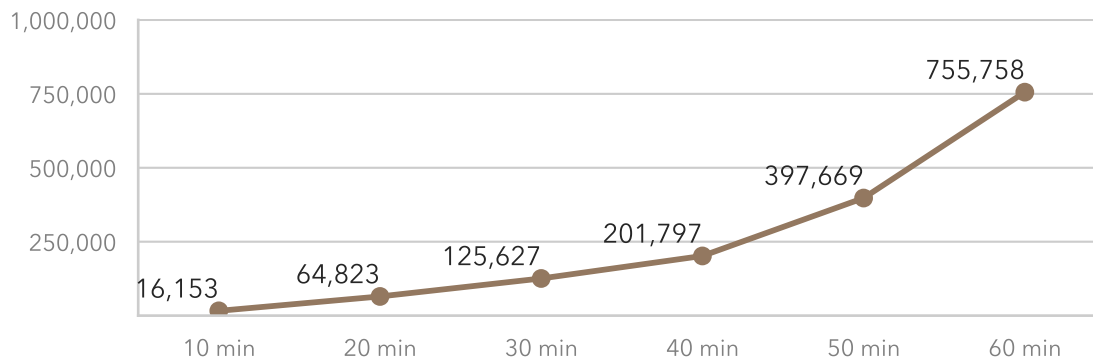

1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
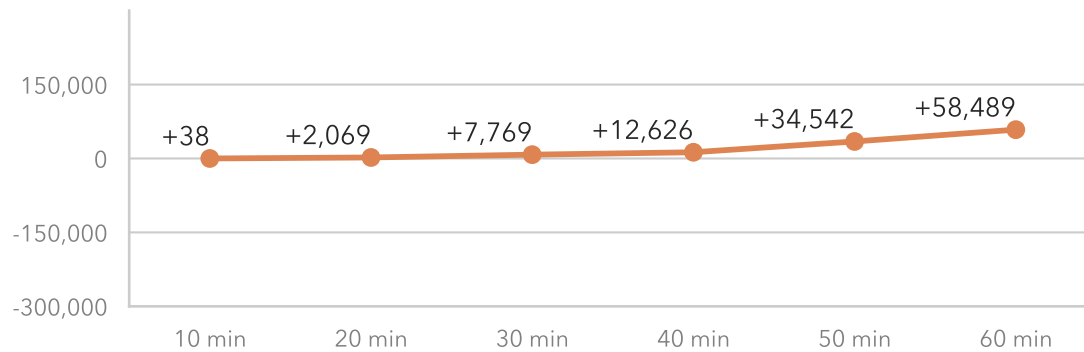
Average Congestion Impact by Travel Time Threshold (worker-weighted)
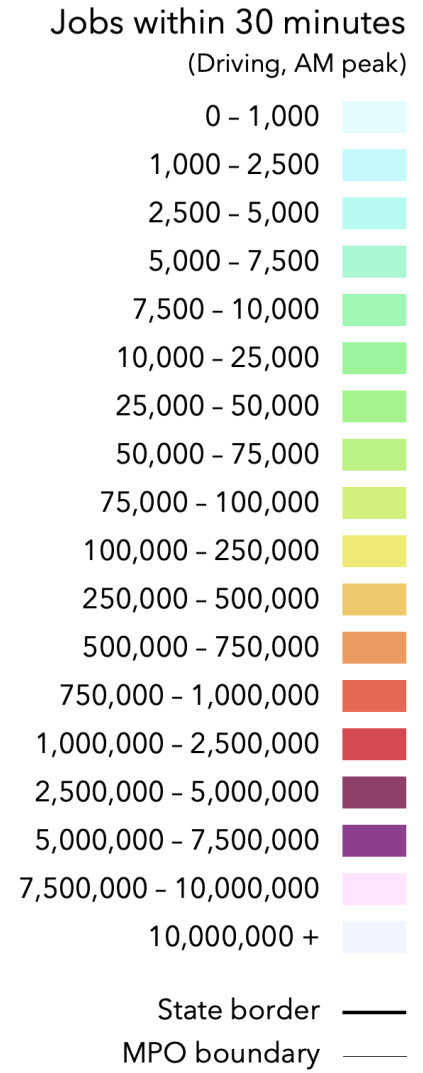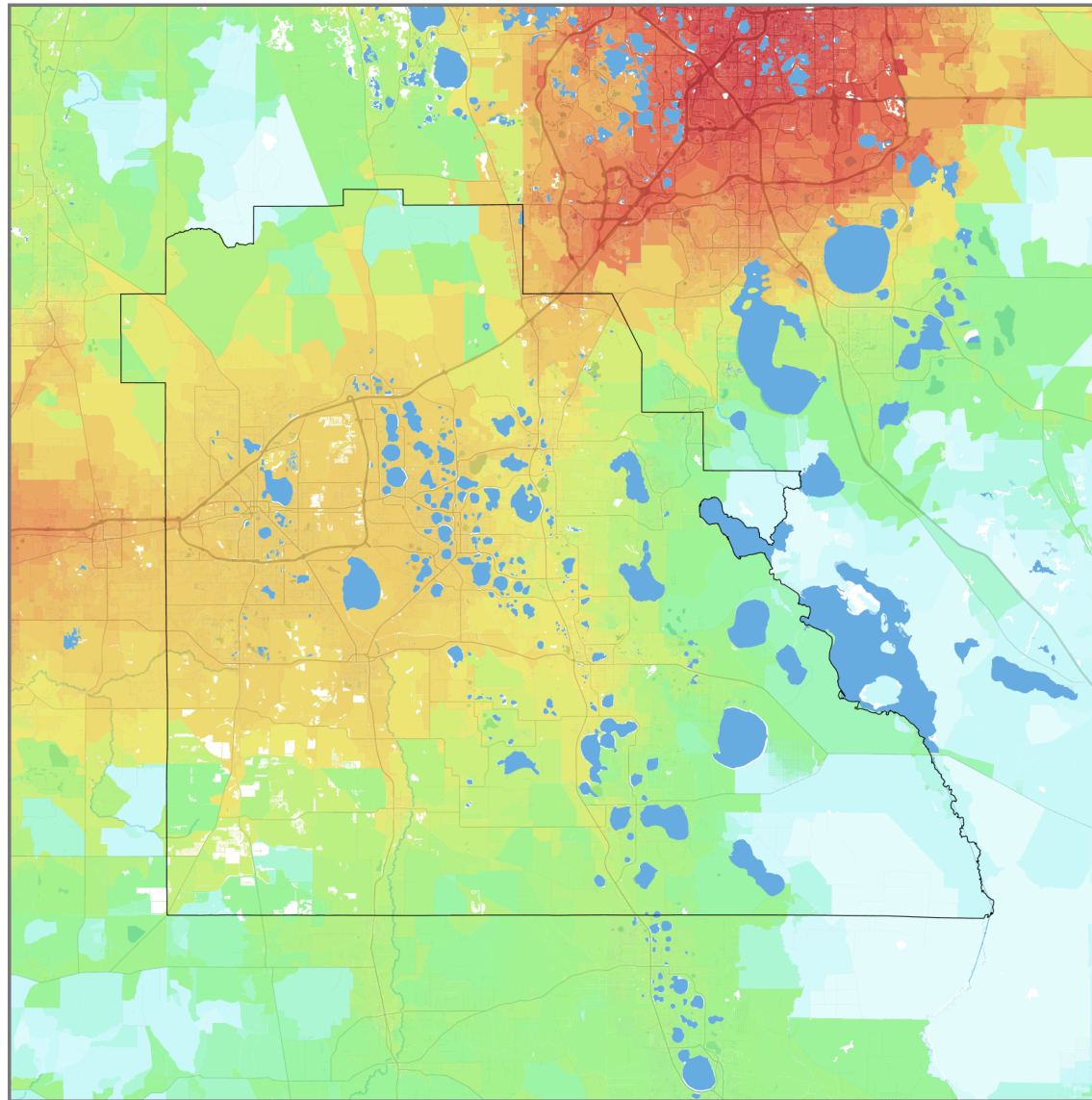*Higher numbers indicate greater job access loss due to congestion*
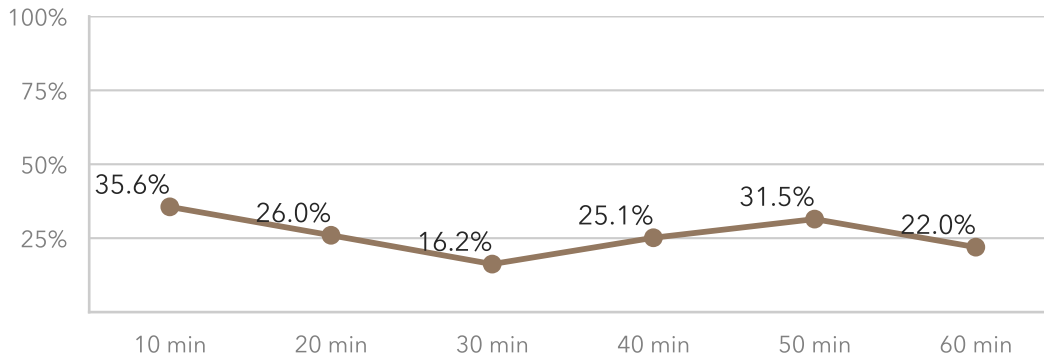
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

Space Coast Transportation Planning Organization
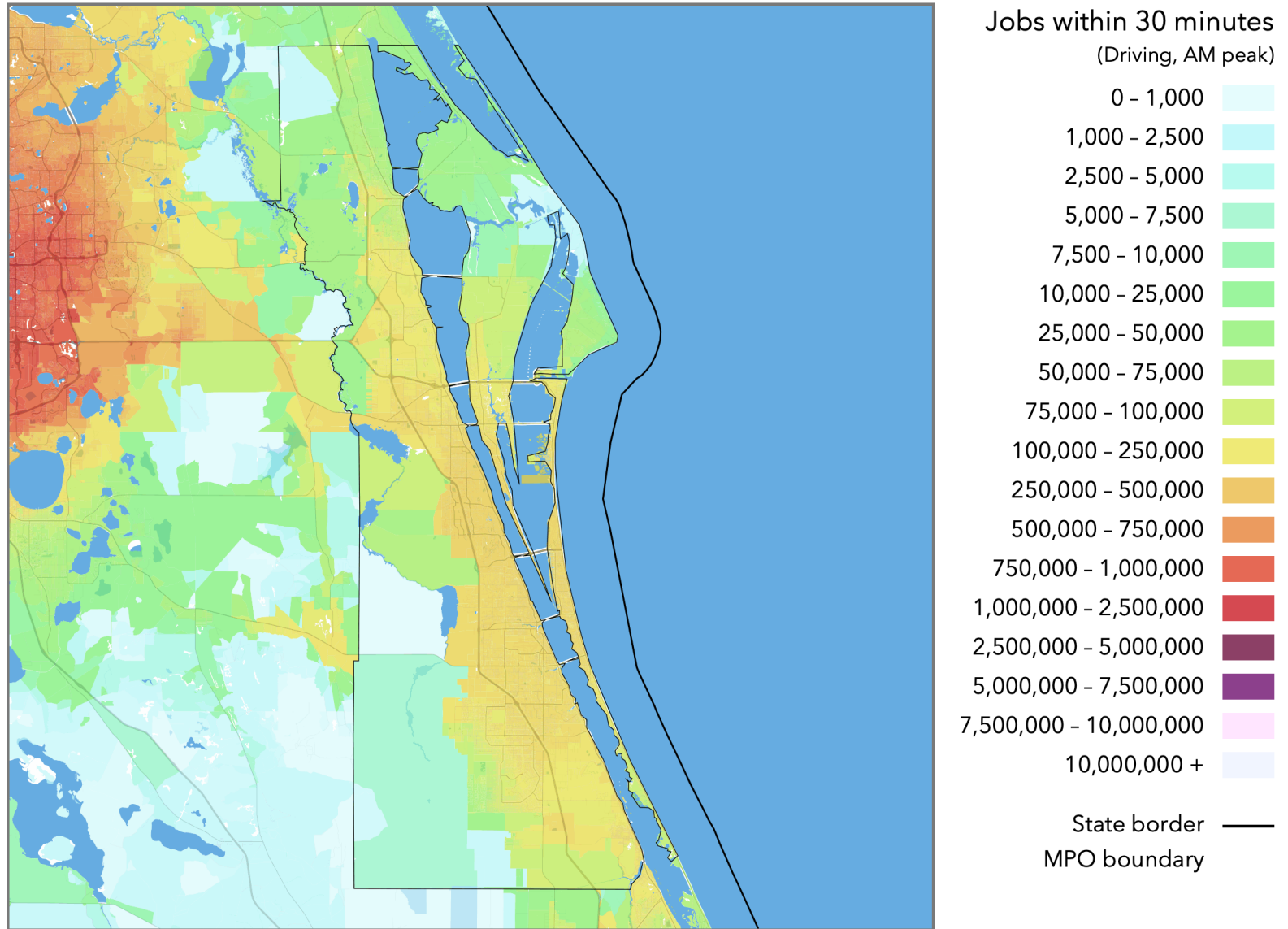
Jobs within 30 minutes
(Driving, AM peak)

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
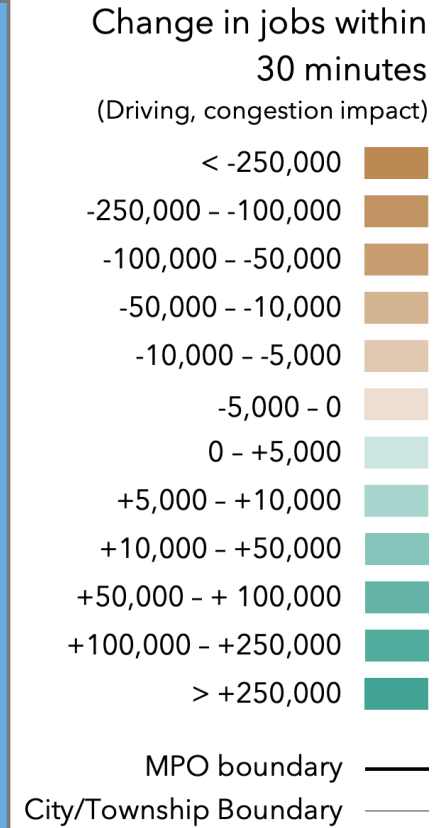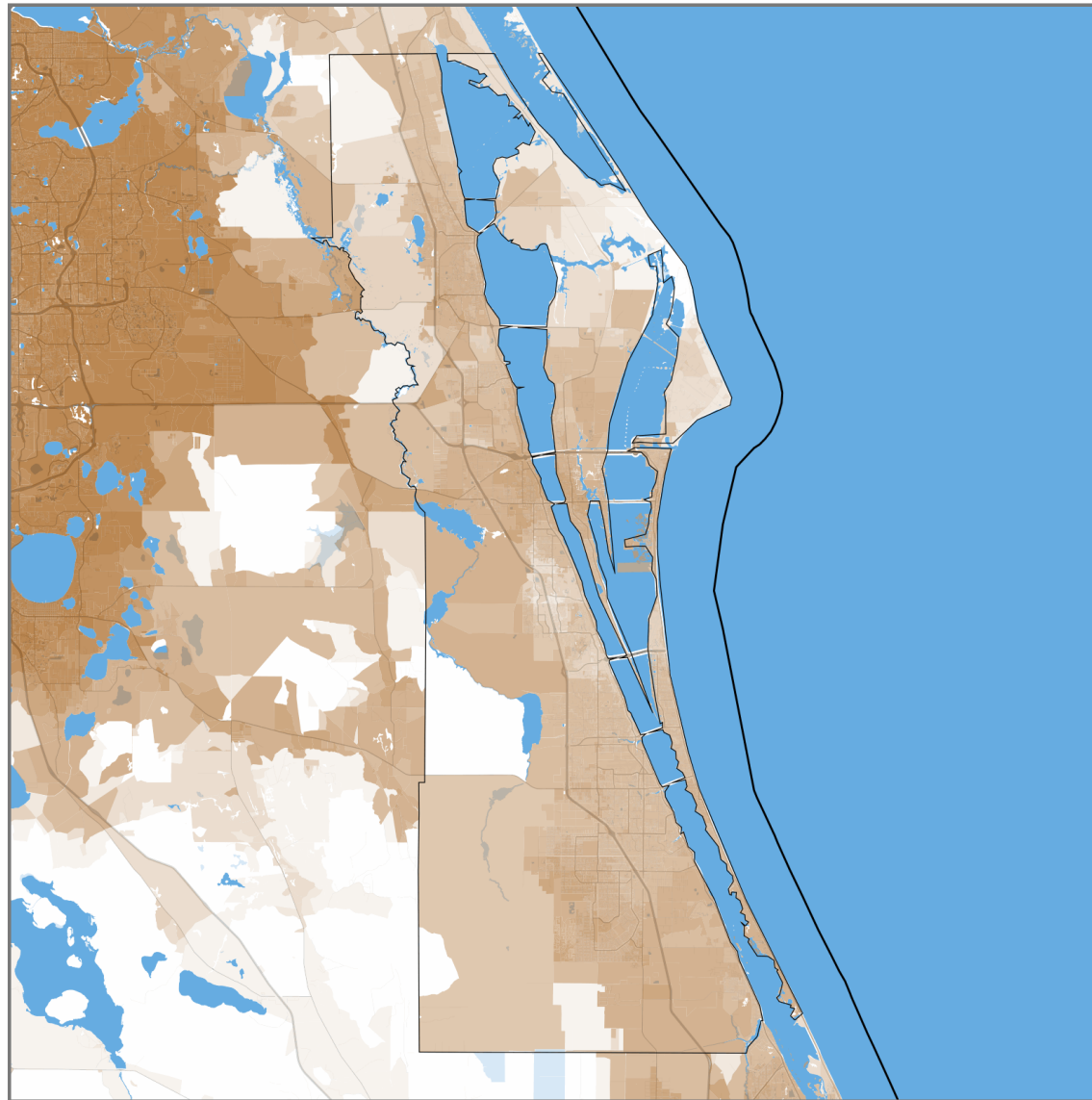
St. Lucie Transportation Planning Organization
Job Accessibility Results — Auto, 2019

Total Jobs	**74,914**
Average Job Density (per mi^2)	**334**
Total Workers	**115,548**
Average Worker Density (per mi^2)	**515**

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

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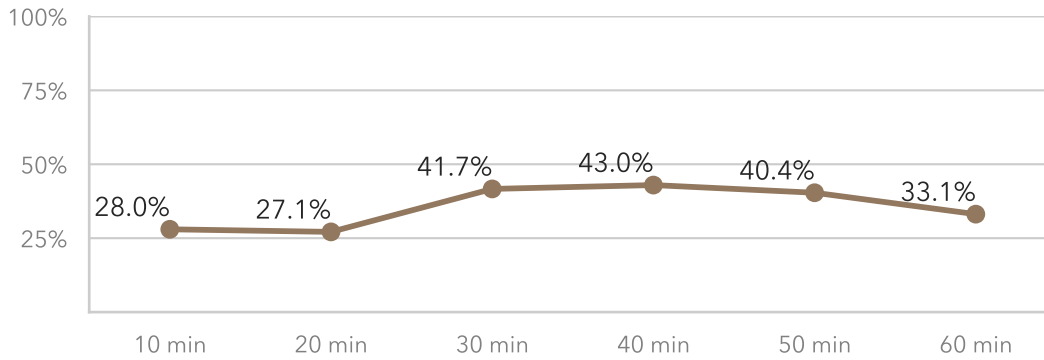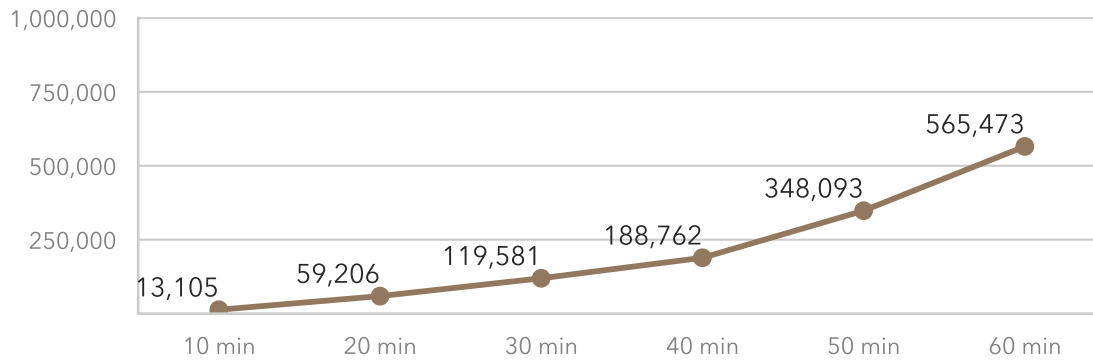

1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)
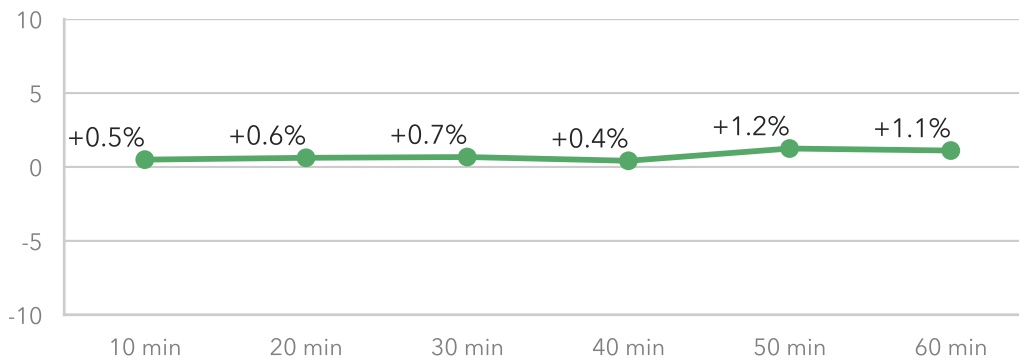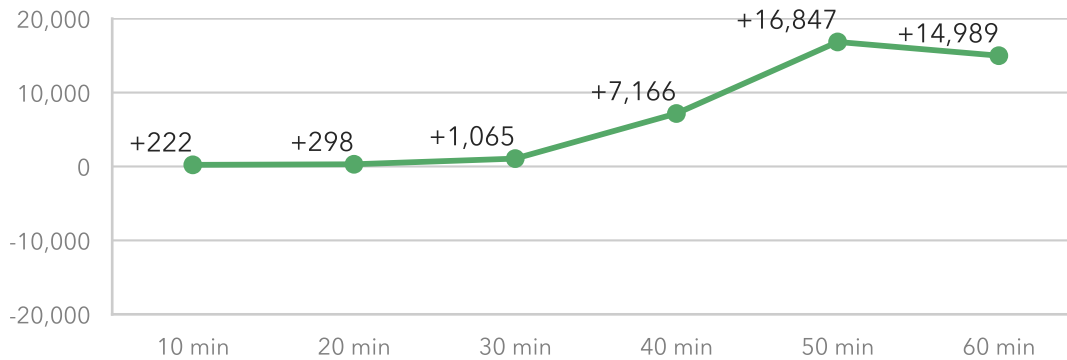
Average Congestion Impact by Travel Time Threshold (worker-weighted)
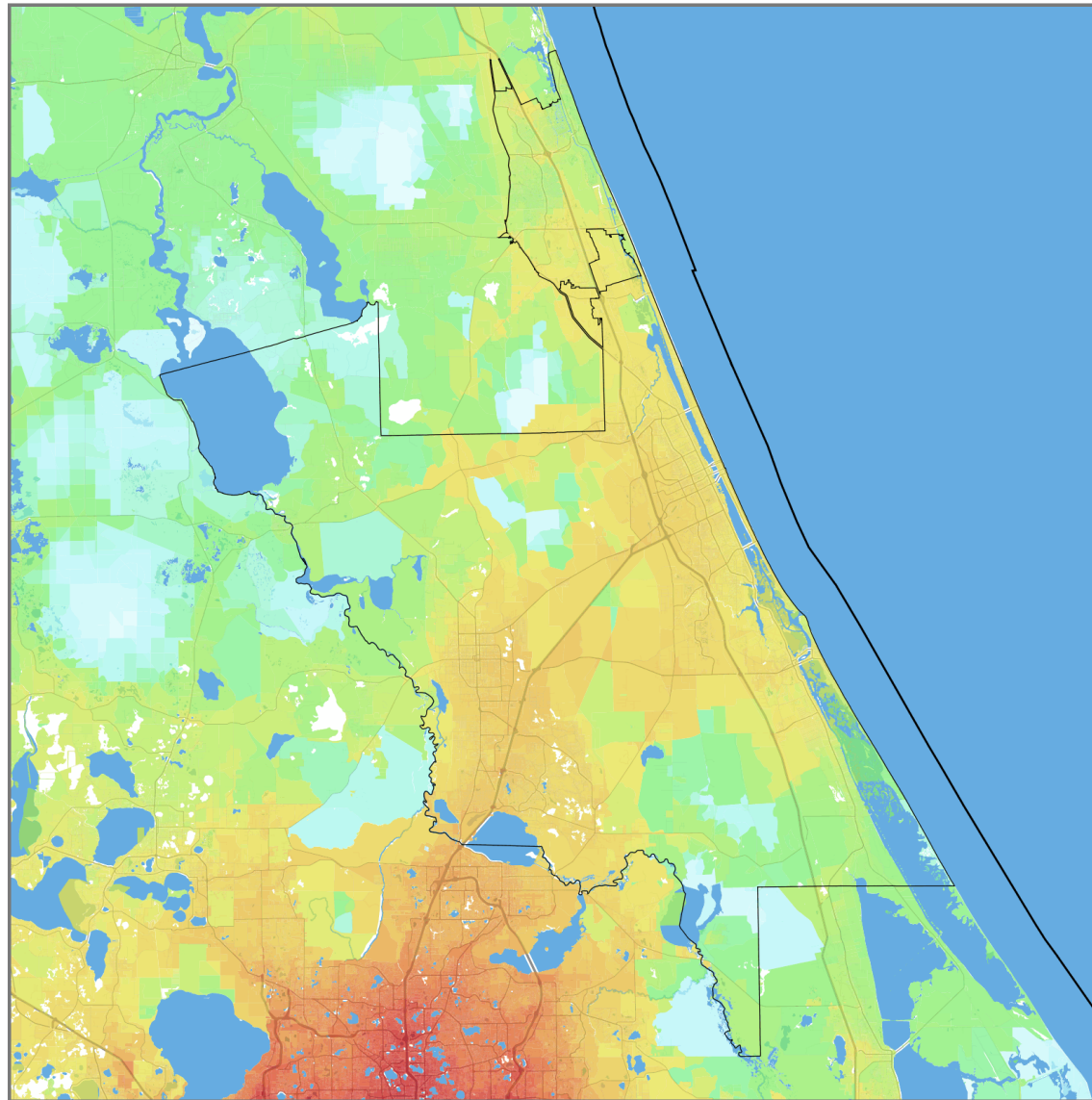*Higher numbers indicate greater job access loss due to congestion*
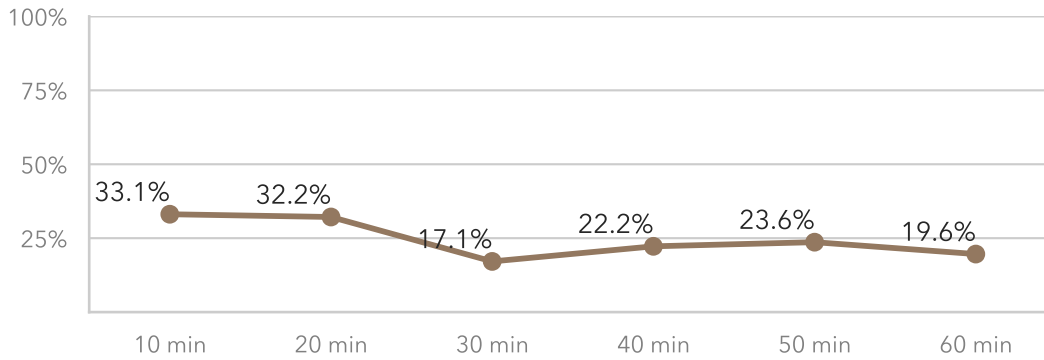
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

St. Lucie Transportation Planning Organization
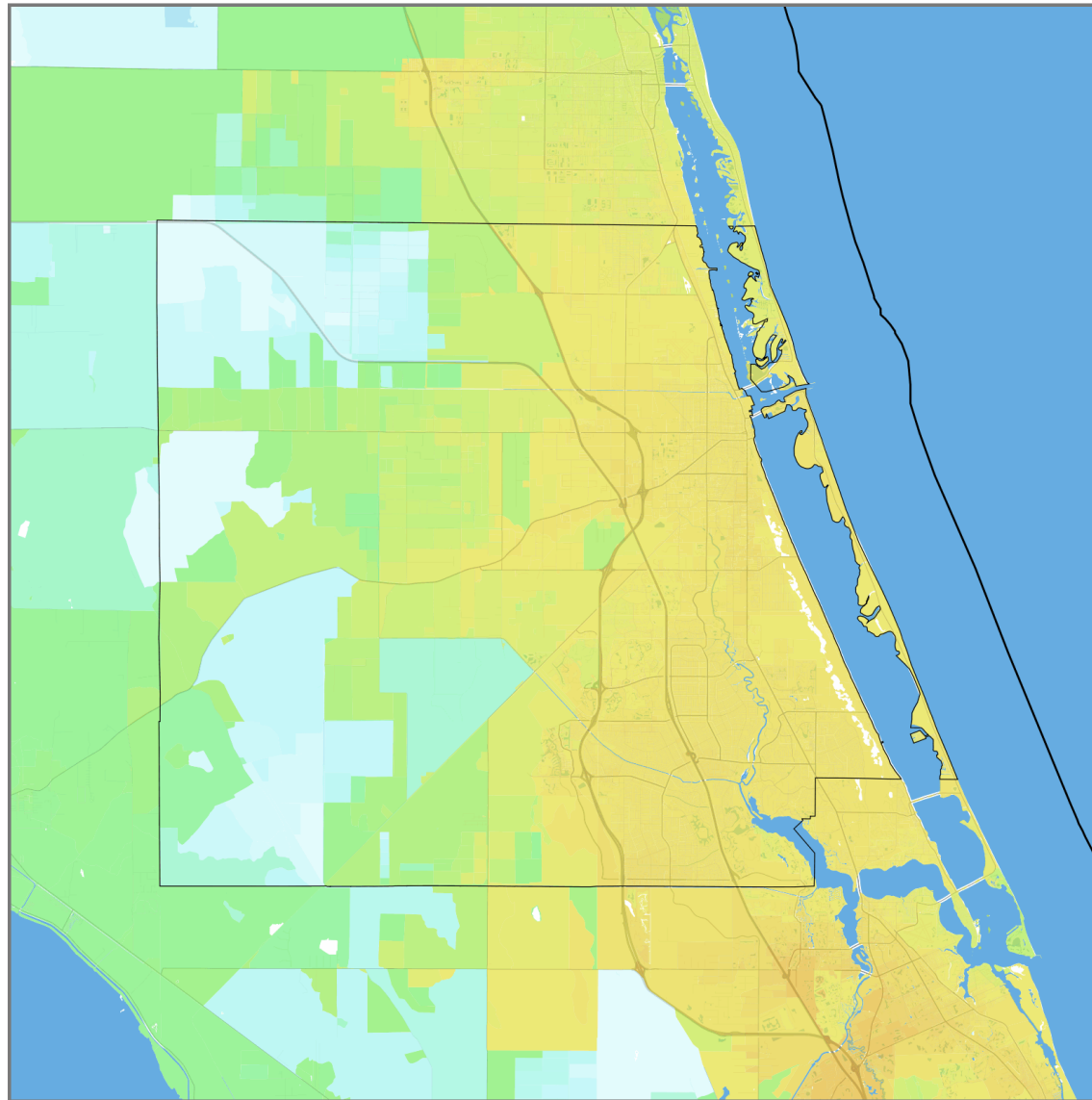
Jobs within 30 minutes
(Driving, AM peak)

- 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 ———
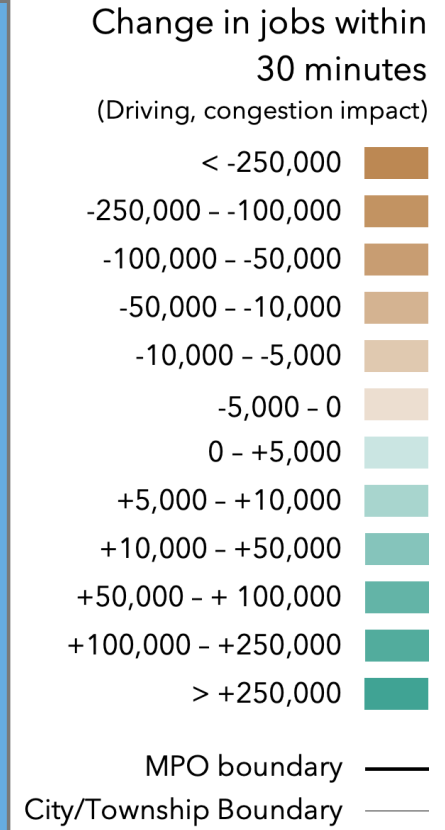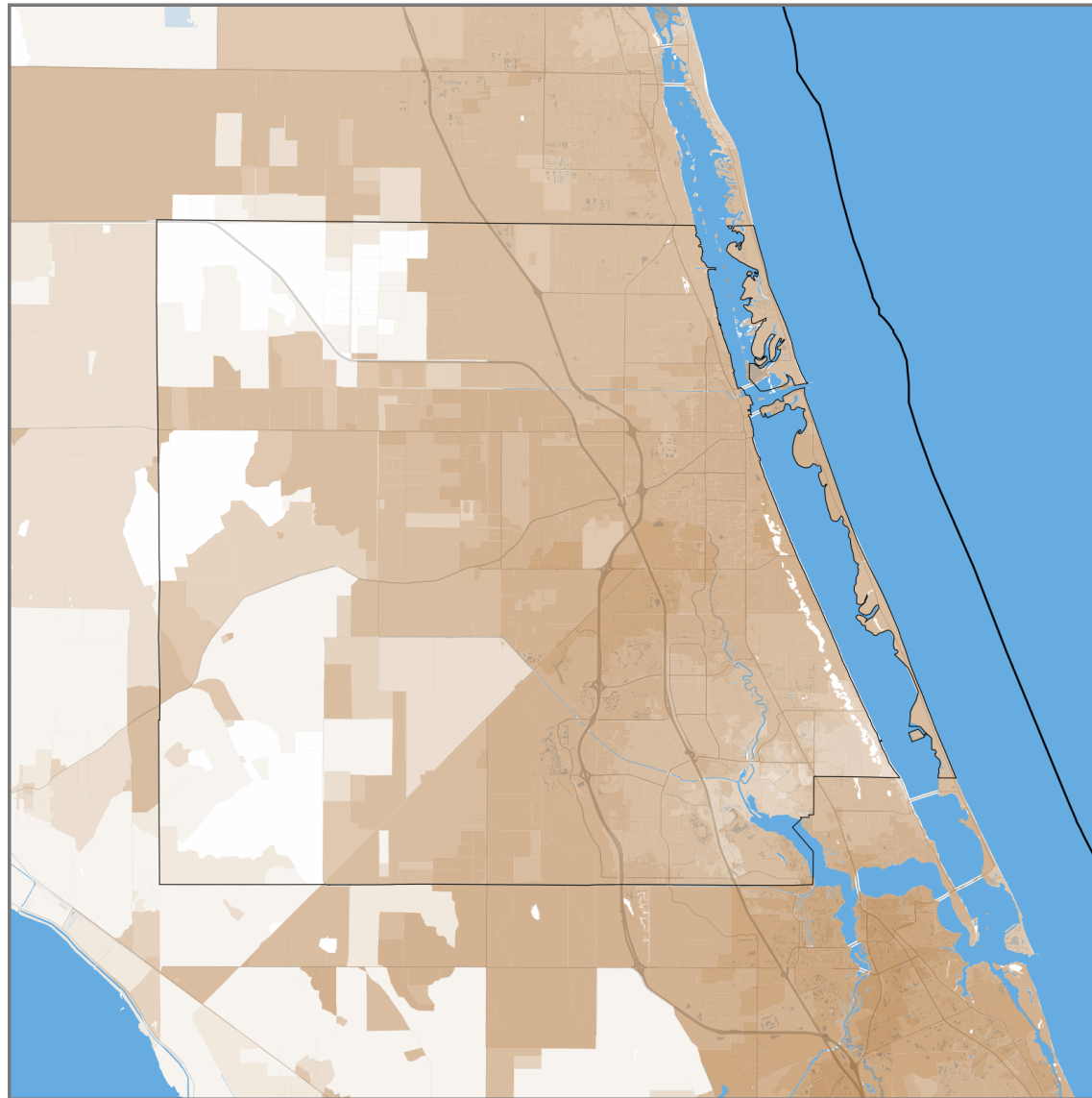
2.3 Accessibility by County

Table 5 provides the average (worker-weighted) job accessibility by auto during the AM peak period for each county, and Table 6 gives the 1-year change in average job accessibility by auto. Table 7 indicates the accessibility congestion impact, and Table 8 gives the 1-year change in congestion impact.

Table 5: 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	21,505	76,973	116,841	158,857	228,197	282,925
Baker	3,165	7,800	38,094	215,012	463,501	640,176
Bay	14,303	39,134	60,247	76,648	89,156	110,373
Bradford	2,552	8,578	37,025	141,299	351,653	615,258
Brevard	15,885	65,993	131,567	209,384	409,310	777,059
Broward	49,670	275,449	689,910	1,098,445	1,575,503	2,124,428
Calhoun	1,256	3,452	9,879	24,201	56,044	169,774
Charlotte	12,487	36,108	68,293	157,175	307,007	486,615
Citrus	4,283	17,251	41,582	91,319	179,517	316,524
Clay	9,426	44,513	141,542	340,963	531,657	661,001
Collier	18,134	77,087	132,748	214,180	307,315	370,664
Columbia	6,868	17,583	32,787	71,878	152,666	274,932
DeSoto	3,648	10,184	27,127	66,505	179,757	452,645
Dixie	601	3,184	7,423	13,845	33,112	90,515
Duval	39,084	226,661	458,789	578,276	641,742	696,492
Escambia	29,376	103,310	148,993	180,640	232,516	344,080
Flagler	5,877	22,876	66,570	165,419	285,443	561,876
Franklin	1,015	1,917	3,591	5,360	6,762	13,031
Gadsden	2,800	18,704	84,303	159,749	203,028	228,355
Gilchrist	775	4,969	17,013	55,480	119,924	184,734
Glades	886	4,999	9,710	22,960	61,612	134,096
Gulf	1,045	1,882	4,571	17,932	45,536	69,926
Hamilton	740	4,886	22,886	62,306	88,796	125,107
Hardee	3,217	6,979	31,620	82,315	193,049	366,033
Hendry	3,759	6,287	14,733	46,476	104,805	202,433
Hernando	9,492	36,496	74,345	171,278	416,963	870,616
Highlands	6,541	17,050	27,014	45,878	83,444	148,204
Hillsborough	42,705	223,450	531,624	910,494	1,240,988	1,505,580
Holmes	1,026	4,947	14,328	34,409	73,156	136,476
Indian River	13,349	42,115	84,023	150,938	245,582	344,361
Jackson	2,579	8,715	22,046	45,441	91,008	163,965
Jefferson	884	6,272	61,375	152,531	207,887	256,642
Lafayette	604	2,187	8,466	22,814	43,173	81,006
Lake	10,972	40,877	116,208	401,830	847,615	1,294,772
Lee	18,775	84,049	177,039	262,531	343,921	412,801

Leon	34,765	115,444	160,486	181,402	203,785	225,527
Levy	1,585	5,962	30,639	98,970	168,547	244,728
Liberty	904	3,104	7,895	27,548	107,688	187,384
Madison	1,430	3,860	14,471	48,907	109,125	214,461
Manatee	21,836	89,709	199,178	394,511	745,969	1,229,963
Marion	12,002	47,238	92,956	152,259	240,165	364,137
Martin	16,171	57,858	135,513	301,242	496,746	659,076
Miami-Dade	49,621	282,512	673,864	1,132,786	1,517,706	1,796,423
Monroe	6,157	10,556	13,578	19,497	27,438	41,673
Nassau	3,902	18,797	92,815	253,396	465,549	607,770
Okaloosa	15,391	36,159	64,696	93,208	142,880	210,724
Okeechobee	5,109	8,760	11,368	32,645	99,472	217,999
Orange	41,140	277,685	720,034	1,087,434	1,296,739	1,522,630
Osceola	11,589	70,187	267,942	598,313	997,940	1,352,257
Palm Beach	36,762	187,751	415,857	697,860	1,008,130	1,347,561
Pasco	11,682	45,971	140,496	404,077	799,665	1,203,797
Pinellas	56,591	228,752	466,772	820,777	1,134,949	1,374,911
Polk	17,802	82,518	177,156	347,998	670,505	1,166,585
Putnam	3,952	8,843	21,547	62,674	160,804	357,527
Santa Rosa	5,817	27,552	99,570	164,098	212,724	264,836
Sarasota	25,236	93,859	175,066	254,192	402,304	707,656
Seminole	32,248	181,130	468,309	857,456	1,214,967	1,414,370
St. Johns	9,708	41,052	138,690	339,040	546,590	697,510
St. Lucie	13,233	59,843	120,695	191,257	350,382	568,220
Sumter	5,850	28,233	73,287	188,107	363,756	875,870
Suwannee	2,093	6,931	20,821	37,646	67,950	131,619
Taylor	3,163	4,792	5,904	12,101	42,641	146,728
Union	1,204	6,813	35,564	119,608	225,479	413,399
Volusia	17,218	65,886	151,311	293,360	517,645	838,291
Wakulla	1,428	6,860	56,264	126,593	160,817	181,145
Walton	3,448	12,154	29,082	58,292	102,046	164,015
Washington	1,729	5,458	14,351	36,614	79,660	147,315

Table 6: 1-Year Change in 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	+979	+4,582	+6,791	+10,506	+11,416	+15,111
Baker	+313	+429	+2,366	+26,473	+40,341	+40,629
Bay	-726	-4,559	-3,910	+396	+2,154	+2,893
Bradford	+19	+599	+5,476	+21,676	+64,460	+81,279
Brevard	+47	+2,087	+7,818	+12,639	+34,562	+58,651
Broward	+4,408	+29,261	+69,023	+111,408	+207,157	+244,428
Calhoun	-75	-139	-71	-110	+880	+6,060
Charlotte	+472	+1,053	+2,920	+8,833	+12,643	+17,482
Citrus	+48	+262	+1,067	+2,942	+7,398	+22,151
Clay	+814	+4,733	+25,399	+44,570	+43,356	+38,114
Collier	+1,574	+4,672	+7,250	+11,114	+10,289	+10,324
Columbia	-338	-748	+270	+5,570	+12,138	+18,033
DeSoto	+114	+310	+1,070	+1,917	+12,014	+24,493
Dixie	-16	+113	+101	+663	+2,623	+7,484
Duval	+3,130	+17,181	+28,836	+26,780	+29,550	+30,692
Escambia	+2,825	+10,167	+13,497	+16,170	+19,889	+26,890
Flagler	+305	+1,100	+4,123	+7,660	+8,614	+2,362
Franklin	-6	+17	+46	+106	+51	+31
Gadsden	+220	+1,884	+6,632	+6,498	+5,993	+5,909
Gilchrist	-6	+24	+651	+2,495	+3,885	+6,703
Glades	+87	+522	+626	+2,125	+5,101	+10,512
Gulf	+56	+87	-71	-427	+1,792	-182
Hamilton	+17	+335	+1,086	+1,532	+939	+5,820
Hardee	-55	-22	+1,174	+3,717	+6,816	+183
Hendry	+190	+578	+1,295	+4,116	+6,320	+17,800
Hernando	+610	+1,878	+2,949	+21,995	+69,808	+120,497
Highlands	+646	+1,703	+2,137	+3,050	+5,708	+9,325
Hillsborough	-408	-778	-2,759	-996	+3,338	+4,367
Holmes	+241	+619	+1,471	+1,871	+2,329	+2,370
Indian River	+821	+1,861	+392	-627	+845	+10,466
Jackson	-33	+116	+681	+1,974	+4,231	+6,292
Jefferson	+32	+697	+3,631	+4,862	+5,649	+6,035
Lafayette	-14	-54	+633	+21	+216	+2,062
Lake	+68	+1,722	-1,991	-1,812	+17,740	+32,711
Lee	+413	+1,790	+3,905	+6,190	+8,308	+10,504
Leon	+2,274	+5,401	+5,011	+5,358	+5,854	+5,530
Levy	+41	+248	+2,919	+5,841	+9,747	+12,595
Liberty	-21	-126	-102	+1,943	+8,146	+5,424
Madison	-27	-58	+396	+1,499	+2,248	+2,838

Manatee	+418	+1,521	+1,615	+6,268	+5,992	+12,272
Marion	+343	+898	+2,166	+4,907	+8,718	+16,375
Martin	+254	+788	+5,775	+13,730	+12,546	+15,693
Miami-Dade	+3,392	+17,971	+54,721	+86,439	+88,180	+93,929
Monroe	+12	+61	+344	+619	+1,053	+2,969
Nassau	+370	+1,126	+5,017	+7,582	+13,150	+21,062
Okaloosa	+1,183	+2,152	+3,661	+4,999	+9,690	+17,412
Okeechobee	+574	+854	+1,019	+4,968	+6,161	+12,104
Orange	+1,123	+7,781	+21,529	+39,052	+45,758	+52,713
Osceola	+326	+3,292	+19,589	+53,736	+59,233	+52,835
Palm Beach	+1,871	+8,336	+14,416	+25,641	+36,225	+50,004
Pasco	+325	+1,797	+11,742	+44,448	+62,601	+47,572
Pinellas	+2,560	+5,753	-2,604	-2,778	+3,945	+13,114
Polk	+455	+2,011	+1,244	-4,770	-23,884	-43,460
Putnam	-85	-176	+862	+4,451	+13,354	+16,980
Santa Rosa	+383	+2,460	+9,272	+14,216	+18,217	+22,104
Sarasota	+797	+3,365	+5,023	+5,970	+10,257	+9,272
Seminole	+1,794	+3,700	-1,974	-206	+28,765	+42,627
St. Johns	+836	+4,153	+11,132	+7,619	+7,418	+24,451
St. Lucie	+217	+299	+1,065	+7,160	+16,831	+14,970
Sumter	+364	+852	+2,906	+8,260	+10,978	+28,206
Suwannee	+105	+226	+386	+315	+3,382	+9,951
Taylor	+56	-33	-2	+292	+3,611	+7,424
Union	+71	+507	+2,219	+9,560	+15,387	+34,307
Volusia	+703	+3,198	+8,191	+15,309	+20,914	+31,979
Wakulla	+8	-221	-186	+2,821	+3,995	+4,692
Walton	+186	+501	+1,273	+2,193	+2,557	+2,679
Washington	+94	+517	+491	-869	-1,037	+364

Table 7: 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	44.39%	21.06%	8.67%	15.04%	9.54%	12.84%
Baker	10.19%	12.41%	67.99%	44.70%	19.75%	10.24%
Bay	37.91%	29.41%	17.47%	7.82%	11.43%	16.70%
Bradford	12.63%	11.38%	31.28%	37.07%	33.04%	19.59%
Brevard	36.65%	27.23%	16.14%	24.79%	31.40%	21.92%
Broward	55.08%	58.22%	52.99%	47.33%	33.43%	14.45%
Calhoun	8.79%	9.44%	13.02%	19.50%	34.19%	21.00%
Charlotte	21.94%	15.25%	30.69%	33.64%	27.52%	19.69%
Citrus	16.20%	17.66%	18.21%	26.20%	22.54%	30.36%
Clay	34.40%	55.45%	58.06%	36.32%	16.39%	11.12%
Collier	40.38%	22.71%	21.62%	23.47%	13.57%	6.59%
Columbia	17.43%	6.82%	14.68%	24.06%	19.62%	30.04%
DeSoto	9.23%	9.19%	21.38%	23.54%	41.26%	24.10%
Dixie	5.65%	11.51%	6.84%	18.30%	45.93%	41.31%
Duval	49.96%	38.87%	16.27%	6.98%	4.80%	3.89%
Escambia	34.99%	17.84%	8.73%	8.20%	16.09%	16.85%
Flagler	24.29%	13.73%	28.55%	12.47%	29.26%	34.10%
Franklin	4.69%	3.33%	5.25%	3.58%	11.11%	36.16%
Gadsden	10.49%	37.32%	27.40%	8.36%	3.75%	2.53%
Gilchrist	14.84%	21.01%	45.45%	41.54%	21.08%	13.25%
Glades	15.30%	5.79%	14.43%	36.57%	34.11%	34.20%
Gulf	1.69%	2.23%	20.74%	43.60%	24.11%	15.34%
Hamilton	2.89%	14.58%	13.65%	9.29%	6.18%	16.91%
Hardee	5.33%	21.04%	23.59%	33.98%	29.66%	36.54%
Hendry	2.41%	9.17%	32.39%	44.59%	29.15%	38.11%
Hernando	20.79%	15.77%	25.40%	44.89%	52.02%	34.70%
Highlands	19.81%	10.63%	10.87%	19.22%	27.59%	33.88%
Hillsborough	56.94%	52.21%	42.14%	28.81%	20.03%	17.23%
Holmes	8.15%	7.31%	12.17%	11.91%	17.50%	19.30%
Indian River	28.69%	22.32%	22.33%	25.34%	18.70%	17.02%
Jackson	10.51%	10.03%	13.55%	15.86%	16.87%	19.64%
Jefferson	4.43%	38.13%	30.92%	10.97%	5.25%	3.77%
Lafayette	8.48%	10.11%	15.76%	10.91%	16.95%	23.71%
Lake	24.56%	28.36%	57.72%	45.25%	28.94%	16.50%
Lee	41.87%	40.17%	27.37%	22.74%	16.27%	10.08%
Leon	37.85%	18.24%	4.79%	4.58%	3.63%	4.17%
Levy	5.26%	17.50%	43.67%	23.03%	16.76%	12.14%
Liberty	10.41%	8.60%	14.95%	33.52%	24.39%	11.50%
Madison	4.41%	6.15%	18.48%	18.77%	22.37%	14.17%

Manatee	44.20%	39.42%	32.20%	37.04%	38.65%	20.06%
Marion	32.14%	23.54%	16.05%	17.05%	18.48%	21.21%
Martin	34.79%	24.13%	30.61%	26.45%	20.41%	24.49%
Miami-Dade	68.14%	64.72%	51.21%	36.03%	24.86%	19.21%
Monroe	19.22%	5.34%	8.21%	15.12%	52.24%	75.04%
Nassau	15.38%	31.43%	37.94%	33.69%	18.01%	7.72%
Okaloosa	20.26%	18.54%	15.67%	16.97%	24.38%	23.23%
Okeechobee	9.51%	2.19%	7.24%	29.45%	30.28%	29.44%
Orange	55.32%	48.86%	28.76%	10.58%	8.18%	10.32%
Osceola	44.00%	60.36%	54.73%	40.16%	24.66%	18.00%
Palm Beach	46.92%	42.53%	38.90%	34.74%	35.82%	35.48%
Pasco	32.52%	52.89%	67.44%	57.17%	37.63%	21.29%
Pinellas	42.83%	44.67%	47.40%	31.52%	21.14%	15.62%
Polk	33.02%	29.81%	41.20%	53.40%	52.18%	44.44%
Putnam	8.37%	9.28%	22.24%	30.47%	35.42%	39.28%
Santa Rosa	30.18%	50.18%	28.13%	15.91%	12.29%	15.26%
Sarasota	36.82%	25.41%	17.15%	18.26%	30.08%	33.60%
Seminole	53.87%	56.48%	44.90%	27.89%	11.91%	8.45%
St. Johns	28.44%	49.65%	52.71%	33.37%	17.09%	6.49%
St. Lucie	33.13%	32.07%	17.33%	22.15%	23.52%	19.98%
Sumter	21.37%	19.71%	31.77%	20.39%	35.35%	37.85%
Suwannee	8.20%	11.35%	12.00%	8.64%	18.91%	17.18%
Taylor	5.04%	1.05%	2.89%	10.67%	33.93%	11.47%
Union	7.38%	16.53%	29.96%	23.16%	26.57%	26.13%
Volusia	28.26%	27.97%	42.40%	44.77%	41.01%	32.75%
Wakulla	7.93%	47.38%	40.55%	13.85%	5.84%	5.50%
Walton	19.16%	21.51%	25.09%	24.42%	24.77%	17.12%
Washington	6.19%	8.08%	23.68%	29.82%	25.02%	18.27%

Table 8: 1-Year Change in 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	+2.45%	+0.35%	+0.13%	+0.63%	-0.22%	+1.82%
Baker	-0.21%	+0.24%	+2.83%	-2.92%	-2.97%	-1.07%
Bay	+3.47%	+9.81%	+7.97%	+2.82%	+2.42%	+2.83%
Bradford	+1.73%	+0.65%	-0.11%	+1.24%	-4.93%	-4.83%
Brevard	+2.02%	+1.96%	+0.46%	+1.46%	-0.56%	-1.31%
Broward	+0.58%	-1.55%	-2.61%	-3.89%	-7.43%	-8.27%
Calhoun	+0.33%	+2.89%	+3.21%	+3.53%	+1.84%	-0.24%
Charlotte	-0.26%	+0.04%	+1.62%	+0.14%	+0.83%	-0.09%
Citrus	+0.36%	+0.27%	+0.95%	+1.43%	+0.78%	+0.56%
Clay	-1.41%	-2.99%	-6.55%	-5.54%	-3.08%	-0.78%
Collier	+1.12%	-0.33%	-0.30%	-1.36%	-0.40%	-0.21%
Columbia	+0.34%	+0.62%	+1.18%	-1.14%	-1.83%	+0.65%
DeSoto	+0.24%	+0.48%	+1.07%	+1.04%	+1.62%	-0.47%
Dixie	+1.01%	-0.55%	+0.52%	+2.31%	+4.01%	-1.04%
Duval	-1.02%	-1.79%	-1.66%	-0.30%	-0.30%	+0.00%
Escambia	+2.09%	+0.55%	+0.05%	+0.24%	+1.00%	-0.37%
Flagler	+0.03%	+0.69%	+0.83%	+0.24%	+2.08%	+3.98%
Franklin	+0.74%	+0.47%	-0.69%	-0.28%	+0.09%	+6.47%
Gadsden	-0.52%	+0.49%	-1.59%	-0.50%	+0.13%	+0.34%
Gilchrist	+2.49%	+4.60%	+3.14%	+0.66%	+0.84%	+0.73%
Glades	-3.50%	-0.47%	+0.92%	-0.54%	+0.15%	+0.15%
Gulf	+0.59%	+0.37%	+4.73%	+4.01%	+0.82%	+3.41%
Hamilton	-0.46%	-0.03%	-0.40%	-1.39%	+0.41%	-0.34%
Hardee	+0.00%	+4.02%	+1.32%	+1.94%	+0.93%	+4.10%
Hendry	+0.20%	-0.34%	+0.96%	-0.75%	+0.21%	+0.60%
Hernando	+2.58%	+0.67%	+1.00%	-2.65%	-5.41%	-6.55%
Highlands	-1.04%	-0.53%	-0.82%	-0.52%	+0.31%	+1.43%
Hillsborough	+2.33%	+1.84%	+2.12%	+1.88%	+1.68%	+2.03%
Holmes	+0.28%	-0.55%	-1.95%	-0.18%	+2.42%	+3.76%
Indian River	+0.52%	+0.01%	+1.45%	+2.74%	+2.81%	+0.91%
Jackson	+1.27%	+2.10%	+2.06%	+0.89%	+0.01%	+0.53%
Jefferson	+0.59%	+4.52%	+1.61%	+0.84%	+0.28%	+0.33%
Lafayette	-1.16%	+1.47%	-1.86%	-0.39%	+1.50%	+2.14%
Lake	+2.21%	+1.46%	+3.93%	+3.24%	+1.57%	+0.80%
Lee	+0.70%	+0.66%	+0.60%	+0.71%	+0.35%	+0.47%
Leon	+0.80%	-0.41%	+0.07%	+0.47%	+0.11%	+0.59%
Levy	+0.10%	+2.13%	-0.40%	+0.23%	+0.01%	-0.49%
Liberty	+1.09%	+2.19%	+5.23%	-0.22%	-1.54%	+0.39%
Madison	+0.58%	+0.67%	+0.86%	+1.40%	+2.25%	+1.45%

Manatee	+1.28%	+1.37%	+2.41%	+2.62%	+1.97%	+1.24%
Marion	+0.92%	+0.92%	+0.77%	+0.77%	+1.16%	+1.49%
Martin	+0.91%	+1.15%	-0.71%	-1.47%	-0.03%	+0.55%
Miami-Dade	-0.51%	-0.89%	-2.35%	-3.18%	-2.59%	-2.34%
Monroe	+0.90%	+1.11%	+0.75%	+1.29%	+3.63%	+0.57%
Nassau	+0.18%	+0.66%	-0.27%	+0.79%	+1.21%	+0.72%
Okaloosa	+0.84%	+2.87%	+2.64%	+4.23%	+5.56%	+2.67%
Okeechobee	-0.04%	-0.11%	-0.39%	-1.42%	-0.08%	-0.81%
Orange	+1.06%	+0.92%	+0.56%	-0.24%	+0.09%	+0.21%
Osceola	+0.81%	+0.24%	-1.70%	-3.54%	-1.93%	-0.53%
Palm Beach	+0.04%	-0.11%	+0.04%	-0.30%	-0.43%	-0.78%
Pasco	+0.54%	+1.37%	-0.42%	-2.92%	-3.36%	-0.87%
Pinellas	+1.15%	+1.11%	+1.94%	+2.00%	+1.76%	+1.00%
Polk	+1.36%	+1.01%	+2.66%	+2.94%	+3.89%	+4.19%
Putnam	-0.13%	+1.06%	+1.28%	+2.08%	+1.41%	+1.79%
Santa Rosa	+2.94%	+4.35%	+1.52%	+0.84%	+1.08%	+1.00%
Sarasota	+1.17%	+0.84%	+0.57%	+1.28%	+1.67%	+1.87%
Seminole	+0.73%	+1.51%	+3.07%	+2.88%	+0.88%	+0.84%
St. Johns	+0.70%	+0.66%	-0.70%	+2.10%	+2.67%	+0.61%
St. Lucie	+0.65%	+0.81%	+0.87%	-0.18%	-1.24%	+0.01%
Sumter	+0.86%	+0.01%	+2.38%	+1.08%	+3.50%	+2.67%
Suwannee	+0.32%	-0.47%	-1.45%	+0.52%	+0.64%	-2.00%
Taylor	-0.32%	-0.11%	-0.24%	-0.17%	+3.83%	-0.29%
Union	+0.56%	+0.24%	+1.61%	-0.78%	+0.72%	-0.73%
Volusia	+0.52%	+0.62%	+0.67%	+0.41%	+1.17%	+0.78%
Wakulla	+0.74%	+5.89%	+3.31%	+1.13%	+0.43%	+1.26%
Walton	+2.97%	+5.58%	+5.58%	+6.00%	+5.78%	+5.82%
Washington	+0.15%	+1.03%	+1.92%	+6.33%	+4.67%	+4.56%

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 2019 Methodology* report.

3.1 Travel Times by Auto

Travel times by car were calculated using the June 2019 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 2019 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.

---

[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 *2018 Auto Accessibility Report: Florida*. It also uses the same datasets, updated to more recent versions as detailed in *Access Across America: Auto 2019 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 2018 and 2019 accessibility results are possible, and provide a way to monitor changes in accessibility over time.