

2020 Auto Accessibility Report: Florida

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

March 1, 2023



**ACCESSIBILITY
OBSERVATORY**

UNIVERSITY OF MINNESOTA

Driven to DiscoverSM

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Contents

1	Introduction	1
2	Accessibility Evaluation Results	2
2.1	Statewide Accessibility	2
2.2	Accessibility in Metropolitan Areas	4
2.3	Accessibility by County	118
3	Data Sources and Methodology	126
3.1	Travel Times by Auto	126
3.2	Geography	126
3.3	Population and Job Distribution	126
3.4	Accessibility Calculation	126
3.5	Congestion Impact	127

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 2020 Methodology*, describes the methodology and data sources in greater detail.

2 Accessibility Evaluation Results

2.1 Statewide Accessibility

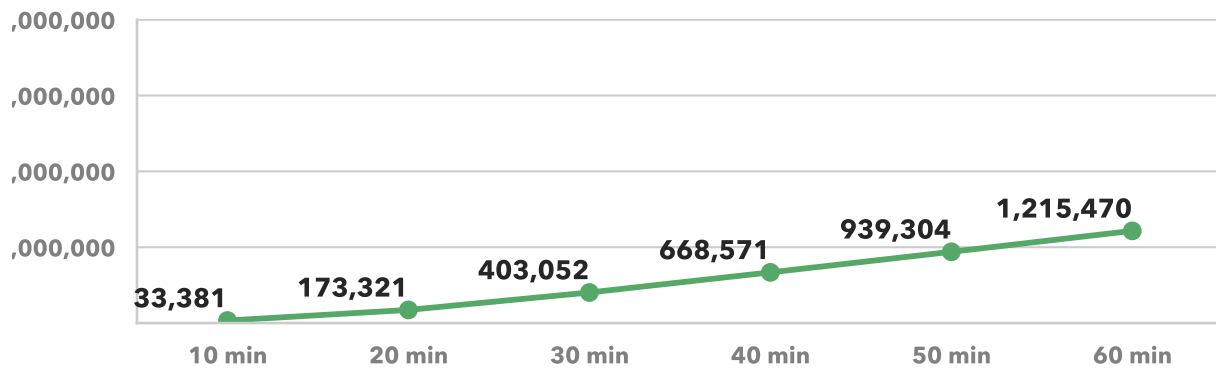
Florida

Job Accessibility Results – Auto, 2020

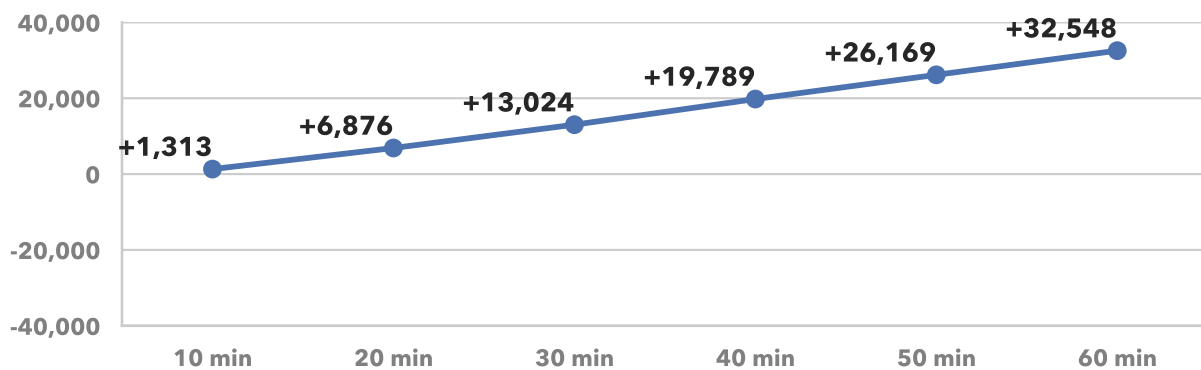
Total Jobs	8,685,351
Average Job Density (per mi ²)	161
Total Workers	8,686,214
Average Worker Density (per mi ²)	161

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

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

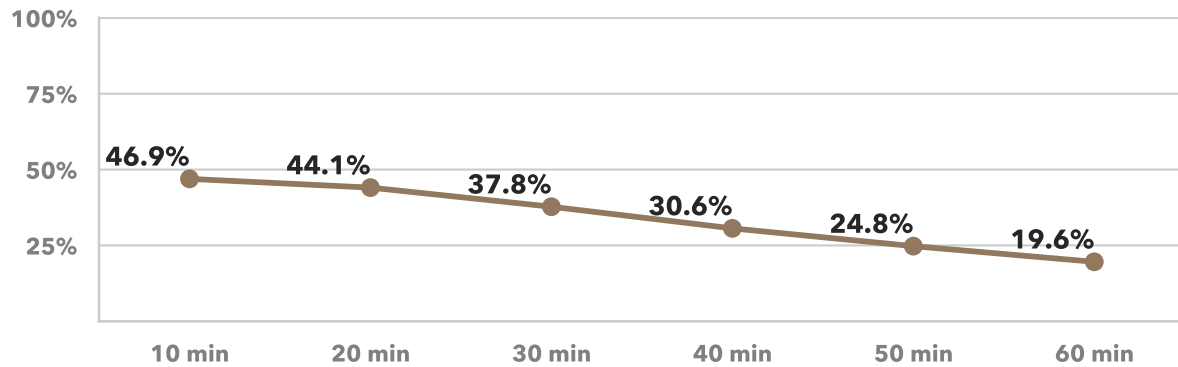


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

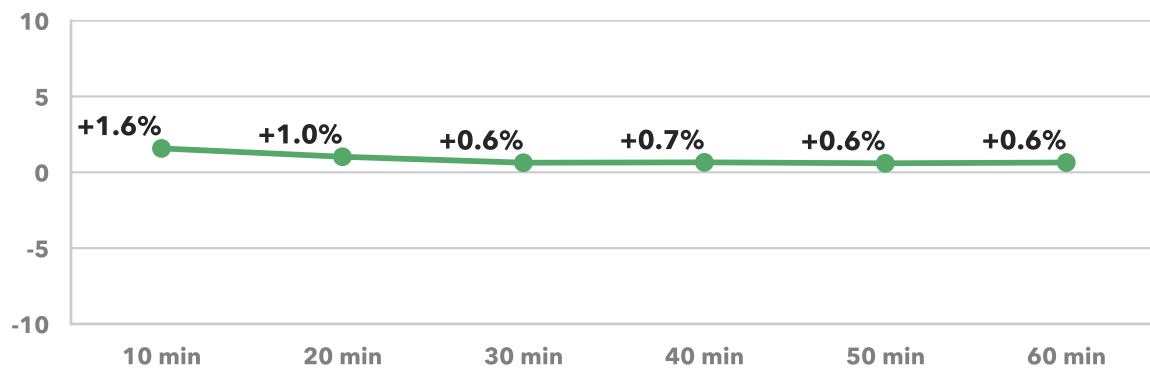


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion



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



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

- Polk County Transportation Planning Organization
- River to Sea Transportation Planning Organization
- Sarasota-Manatee MPO
- Space Coast Transportation Planning Organization
- St. Lucie Transportation Planning Organization

Table 1 provides the average (worker-weighted) job accessibility by auto during the AM peak period for each MPO, and Table 2 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	14,236	40,906	62,179	76,075	88,173	110,423
Broward MPO	51,338	283,643	699,182	1,105,223	1,574,344	2,134,290
Capital Region Transportation Planning Agency	27,766	93,728	142,609	176,425	203,307	226,351
Charlotte-Punta Gorda MPO	12,814	38,294	73,676	166,538	321,756	509,136
Collier MPO	18,125	78,311	135,906	220,315	318,558	385,206
Florida-Alabama Transportation Planning Organization	20,668	76,410	132,366	175,077	224,097	315,074
Gainesville MTPO	28,393	92,919	128,204	166,481	243,169	296,306
Heartland Regional TPO	4,893	11,399	22,278	49,730	114,918	236,185
Hernando/Citrus County MPO	7,669	30,096	64,802	148,068	340,497	680,606
Hillsborough MPO	45,217	233,069	552,188	950,794	1,300,754	1,568,011
Indian River County MPO	14,229	44,383	92,210	167,077	266,443	364,404
Lake-Sumter MPO	10,593	40,635	119,316	407,878	823,216	1,300,886
Lee County MPO	19,914	87,768	186,778	276,796	360,523	431,871
METROPLAN Orlando	36,758	241,968	627,999	1,002,510	1,283,928	1,531,159
Martin MPO	15,965	58,897	139,239	311,518	507,352	660,517
Miami-Dade MPO	51,462	292,163	678,008	1,137,575	1,526,860	1,805,348
North Florida Transportation Planning Organization	29,950	168,029	360,930	510,709	624,021	710,619
Ocala - Marion County Transportation Planning Organization	12,285	48,623	95,441	154,703	244,504	374,526
Okaloosa-Walton Transportation Planning Organization	13,322	31,701	58,064	86,549	133,205	201,125
Palm Beach MPO	37,871	190,503	420,019	712,722	1,036,148	1,382,426
Pasco County MPO	12,946	52,210	153,059	424,609	844,784	1,267,014
Pinellas County MPO	61,176	247,587	532,880	924,566	1,237,315	1,475,103
Polk County Transportation Planning Organization	17,616	84,289	182,416	351,515	686,010	1,198,047
River to Sea Transportation Planning Organization	16,062	61,169	148,646	298,088	523,613	864,753
Sarasota-Manatee MPO	24,305	96,093	194,441	335,101	591,559	994,969
Space Coast Transportation Planning Organization	16,854	69,763	136,330	214,102	425,729	812,044
St. Lucie Transportation Planning Organization	13,966	63,697	126,435	201,340	372,169	598,321

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	-67	+1,772	+1,932	-573	-983	+50
Broward MPO	+1,668	+8,195	+9,277	+6,790	-1,144	+9,868
Capital Region Transportation Planning Agency	+533	+1,943	+2,749	+2,982	+3,000	+3,075
Charlotte-Punta Gorda MPO	+375	+2,132	+5,292	+8,993	+14,130	+22,076
Collier MPO	-39	+1,074	+3,034	+5,973	+10,929	+14,241
Florida-Alabama Transportation Planning Organization	-1,251	-3,068	-3,155	-2,981	-3,867	-4,453
Gainesville MTPO	+1,787	+1,988	+5,157	+5,413	+7,606	+11,063
Heartland Regional TPO	+11	+39	+114	+633	+2,619	+5,354
Hernando/Citrus County MPO	+316	+1,503	+3,912	+9,627	+21,041	+37,527
Hillsborough MPO	+2,507	+9,592	+20,506	+40,221	+59,684	+62,354
Indian River County MPO	+679	+1,999	+7,710	+16,034	+20,607	+19,757
Lake-Sumter MPO	+383	+1,632	+9,454	+37,658	+47,090	+67,602
Lee County MPO	+1,154	+3,705	+9,662	+14,131	+16,583	+18,969
METROPLAN Orlando	+2,231	+18,133	+34,282	+42,537	+52,303	+59,061
Martin MPO	-216	+980	+3,750	+10,534	+10,785	+1,568
Miami-Dade MPO	+1,885	+9,665	+4,442	+5,222	+9,858	+9,161
North Florida Transportation Planning Organization	+1,103	+4,630	+12,079	+17,331	+20,627	+23,464
Ocala - Marion County Transportation Planning Organization	+271	+1,351	+2,513	+2,465	+4,348	+10,332
Okaloosa-Walton Transportation Planning Organization	-278	-891	-1,804	-1,627	-1,256	+457
Palm Beach MPO	+1,109	+2,752	+4,162	+14,862	+28,018	+34,865
Pasco County MPO	+1,264	+6,238	+12,562	+20,533	+45,120	+63,220
Pinellas County MPO	+3,926	+17,296	+63,944	+99,674	+99,777	+98,557
Polk County Transportation Planning Organization	-187	+1,766	+5,249	+3,498	+15,467	+31,406
River to Sea Transportation Planning Organization	+356	+1,199	+9,049	+22,099	+37,651	+62,615
Sarasota-Manatee MPO	+766	+4,289	+7,428	+11,254	+18,510	+27,600
Space Coast Transportation Planning Organization	+946	+3,703	+4,784	+4,624	+15,895	+34,586
St. Lucie Transportation Planning Organization	+731	+3,863	+5,722	+10,055	+21,795	+30,105

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	37.35%	25.12%	13.31%	7.04%	12.27%	17.03%
Broward MPO	56.89%	59.42%	54.17%	48.54%	34.96%	15.82%
Capital Region Transportation Planning Agency	40.01%	20.01%	9.40%	6.03%	4.00%	4.36%
Charlotte-Punta Gorda MPO	23.41%	16.03%	31.74%	35.59%	29.09%	19.83%
Collier MPO	42.79%	24.68%	23.09%	24.79%	14.06%	6.71%
Florida-Alabama Transportation Planning Organization	36.62%	25.08%	15.04%	11.47%	16.60%	18.09%
Gainesville MTPO	43.45%	20.34%	4.73%	17.92%	9.27%	14.86%
Heartland Regional TPO	15.10%	10.85%	18.65%	30.99%	34.10%	34.02%
Hernando/Citrus County MPO	22.43%	18.26%	26.39%	46.40%	50.15%	34.64%
Hillsborough MPO	58.92%	53.55%	43.31%	29.35%	19.98%	17.82%
Indian River County MPO	28.70%	23.45%	22.22%	24.76%	16.68%	17.25%
Lake-Sumter MPO	26.16%	30.11%	57.89%	43.06%	29.79%	19.50%
Lee County MPO	44.09%	42.06%	27.80%	22.68%	16.18%	10.48%
METROPLAN Orlando	56.07%	51.39%	35.05%	18.68%	11.76%	11.59%
Martin MPO	38.96%	26.66%	33.30%	28.09%	21.96%	27.82%
Miami-Dade MPO	69.06%	65.01%	52.25%	37.25%	26.12%	20.66%
North Florida Transportation Planning Organization	50.81%	42.13%	25.03%	15.45%	8.97%	6.04%
Ocala - Marion County Transportation Planning Organization	35.13%	24.29%	16.75%	18.11%	19.65%	23.54%
Okaloosa-Walton Transportation Planning Organization	20.83%	19.83%	17.73%	18.58%	25.73%	21.81%
Palm Beach MPO	49.19%	44.68%	40.97%	36.34%	36.76%	36.25%
Pasco County MPO	34.85%	54.50%	68.53%	58.59%	37.49%	21.41%
Pinellas County MPO	44.64%	45.03%	43.84%	26.98%	18.30%	13.50%
Polk County Transportation Planning Organization	35.46%	32.34%	43.35%	56.19%	53.94%	45.73%
River to Sea Transportation Planning Organization	29.15%	28.01%	39.35%	40.68%	38.07%	30.43%
Sarasota-Manatee MPO	42.45%	33.70%	26.70%	32.55%	37.53%	27.42%
Space Coast Transportation Planning Organization	37.36%	26.51%	16.12%	27.43%	34.16%	23.18%
St. Lucie Transportation Planning Organization	32.67%	31.75%	17.52%	23.02%	24.15%	19.99%

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	-0.56%	-4.30%	-4.16%	-0.78%	+0.84%	+0.33%
Broward MPO	+1.80%	+1.21%	+1.18%	+1.21%	+1.53%	+1.37%
Capital Region Transportation Planning Agency	+2.49%	+0.87%	+0.35%	+0.23%	+0.15%	+0.31%
Charlotte-Punta Gorda MPO	+1.40%	+0.75%	+1.06%	+1.97%	+1.62%	+0.16%
Collier MPO	+2.38%	+2.00%	+1.51%	+1.29%	+0.48%	+0.15%
Florida-Alabama Transportation Planning Organization	+2.09%	+1.20%	+0.70%	+0.89%	+1.77%	+1.59%
Gainesville MTPO	-1.27%	+2.21%	+0.28%	+1.16%	+0.66%	+1.86%
Heartland Regional TPO	+0.99%	+0.71%	+1.39%	+1.89%	+1.89%	+1.81%
Hernando/Citrus County MPO	+2.70%	+2.01%	+2.87%	+5.57%	+2.75%	+0.77%
Hillsborough MPO	+1.98%	+1.34%	+1.16%	+0.54%	-0.04%	+0.59%
Indian River County MPO	+0.05%	+1.06%	+0.02%	-0.60%	-2.06%	+0.19%
Lake-Sumter MPO	+1.85%	+2.59%	+1.82%	-0.87%	+0.36%	+0.09%
Lee County MPO	+2.15%	+1.81%	+0.39%	-0.04%	-0.13%	+0.41%
METROPLAN Orlando	+1.53%	+0.32%	+0.33%	+0.31%	+0.30%	+0.43%
Martin MPO	+4.14%	+2.55%	+2.71%	+1.62%	+1.53%	+3.34%
Miami-Dade MPO	+0.85%	+0.25%	+1.00%	+1.19%	+1.21%	+1.42%
North Florida Transportation Planning Organization	+2.33%	+2.01%	+0.80%	+0.44%	+0.24%	+0.57%
Ocala - Marion County Transportation Planning Organization	+3.01%	+0.75%	+0.67%	+1.06%	+1.15%	+2.24%
Okaloosa-Walton Transportation Planning Organization	+0.66%	+0.91%	+0.80%	+0.91%	+0.73%	-0.69%
Palm Beach MPO	+2.27%	+2.16%	+2.07%	+1.60%	+0.94%	+0.77%
Pasco County MPO	+2.33%	+1.62%	+1.09%	+1.42%	-0.14%	+0.12%
Pinellas County MPO	+1.76%	+0.33%	-3.60%	-4.34%	-2.76%	-2.09%
Polk County Transportation Planning Organization	+2.43%	+2.52%	+2.15%	+2.79%	+1.76%	+1.29%
River to Sea Transportation Planning Organization	+1.10%	+0.73%	-2.34%	-2.29%	-2.17%	-2.42%
Sarasota-Manatee MPO	+2.00%	+0.76%	+0.84%	+1.79%	+1.64%	+1.78%
Space Coast Transportation Planning Organization	+0.66%	-0.68%	-0.03%	+2.58%	+2.76%	+1.29%
St. Lucie Transportation Planning Organization	-0.42%	-0.34%	+0.20%	+0.89%	+0.64%	+0.01%

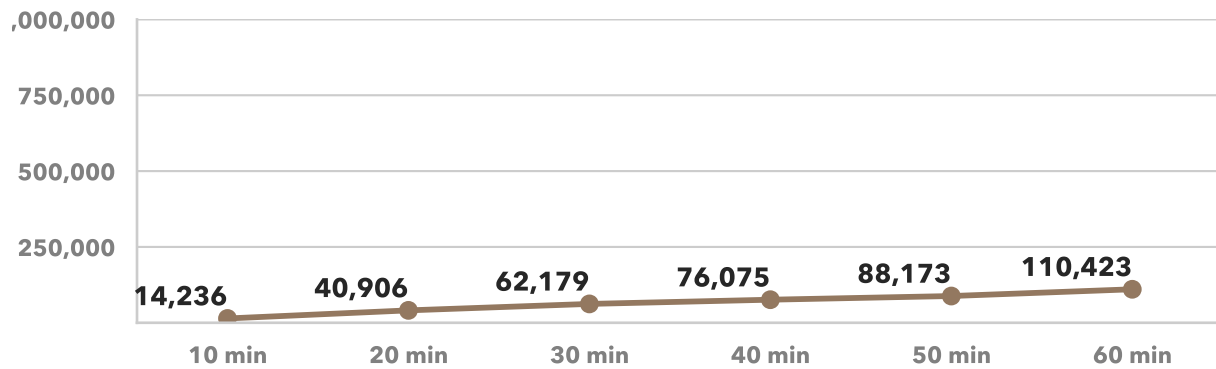
Bay County Transportation Planning Organization

Job Accessibility Results – Auto, 2020

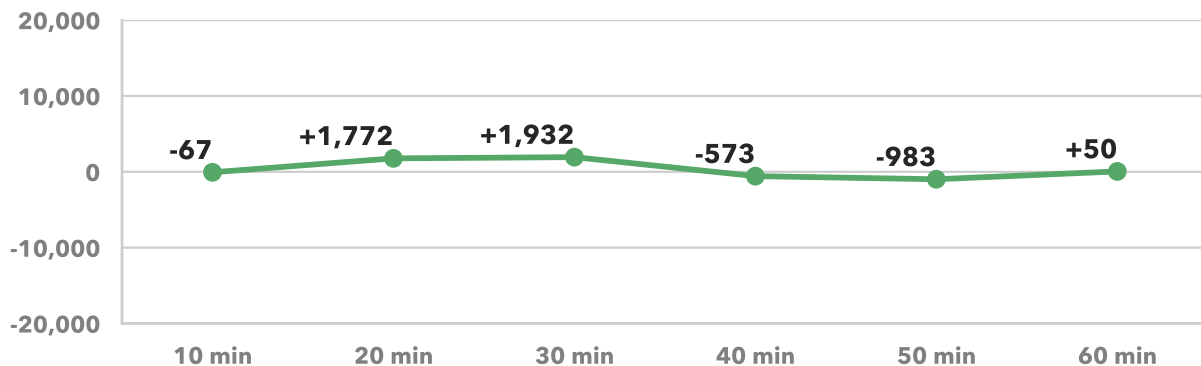
Total Jobs	76,520
Average Job Density (per mi ²)	191
Total Workers	72,116
Average Worker Density (per mi ²)	180

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

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

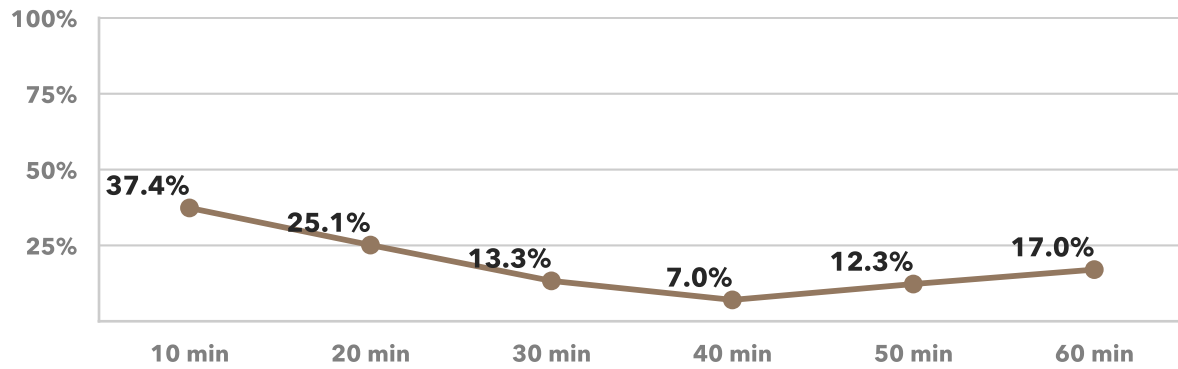


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

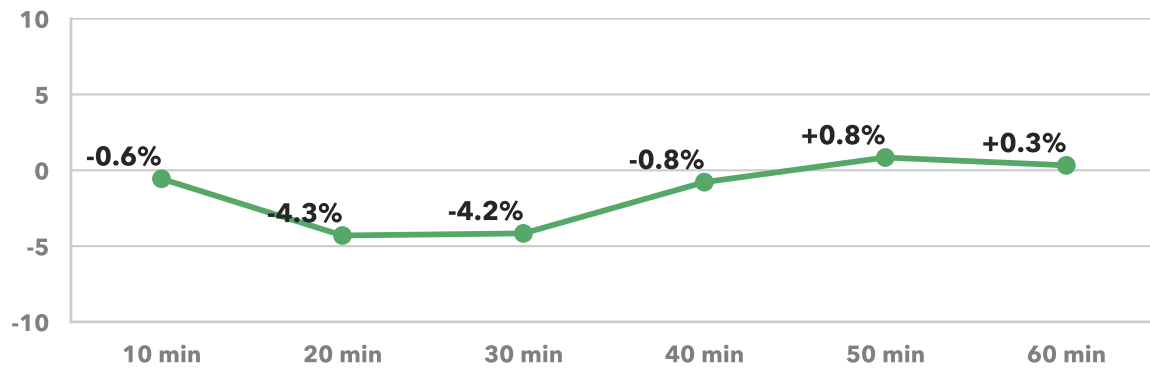


Average Congestion Impact by Travel Time Threshold (worker-weighted)

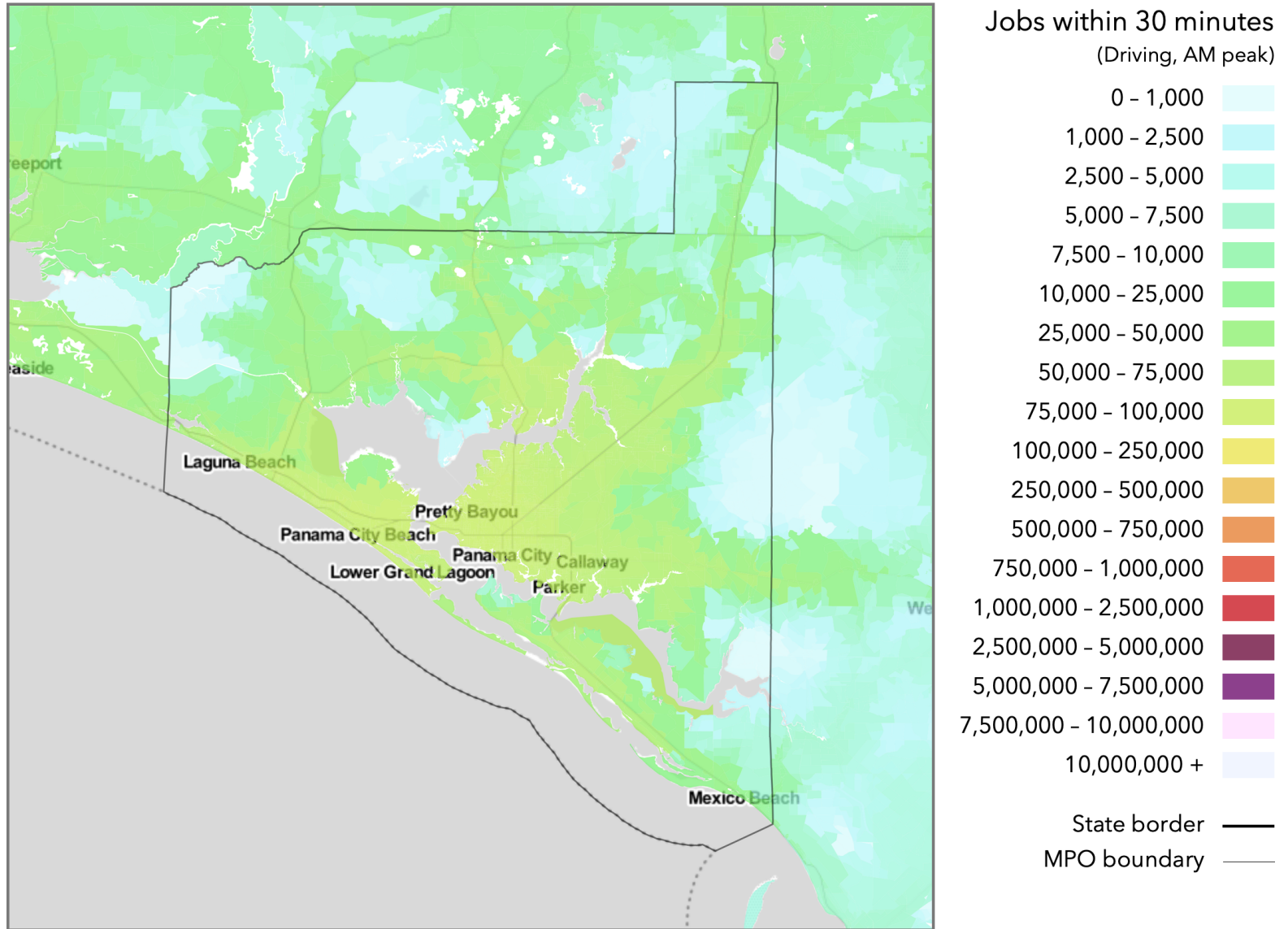
Higher numbers indicate greater job access loss due to congestion



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

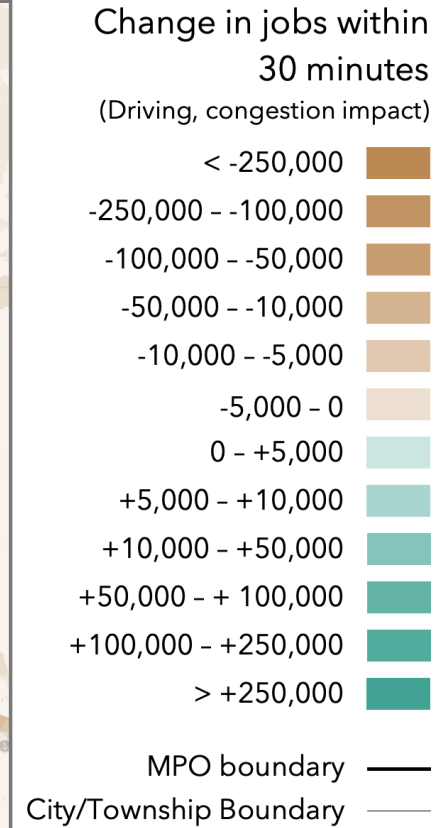


Bay County Transportation Planning Organization



Bay County Transportation Planning Organization

13



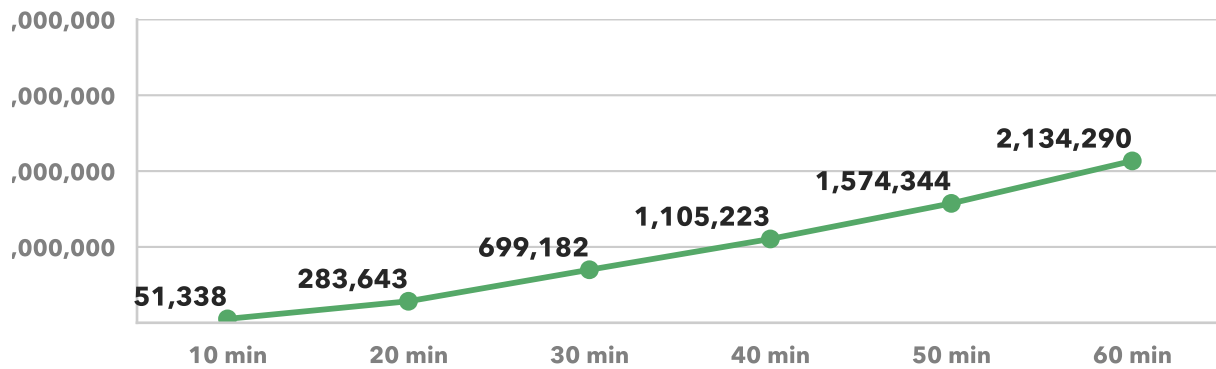
Broward MPO

Job Accessibility Results – Auto, 2020

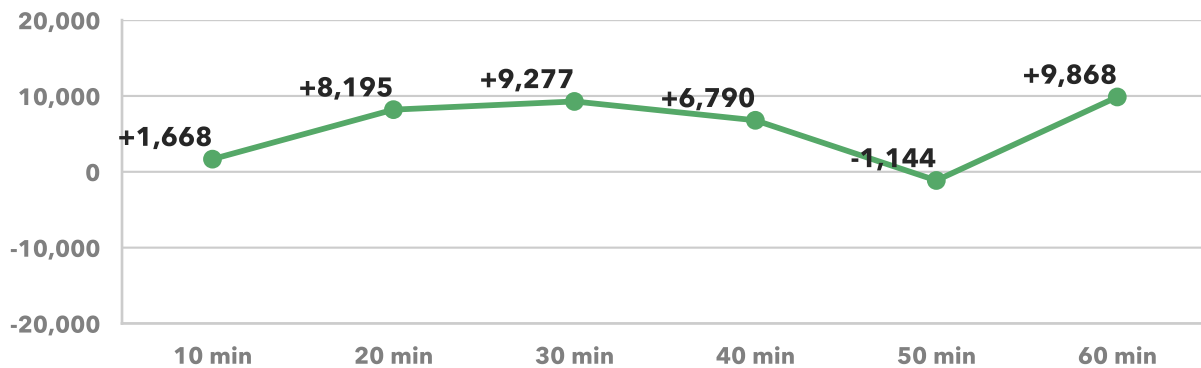
Total Jobs	841,472
Average Job Density (per mi ²)	1,778
Total Workers	856,019
Average Worker Density (per mi ²)	1,809

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

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

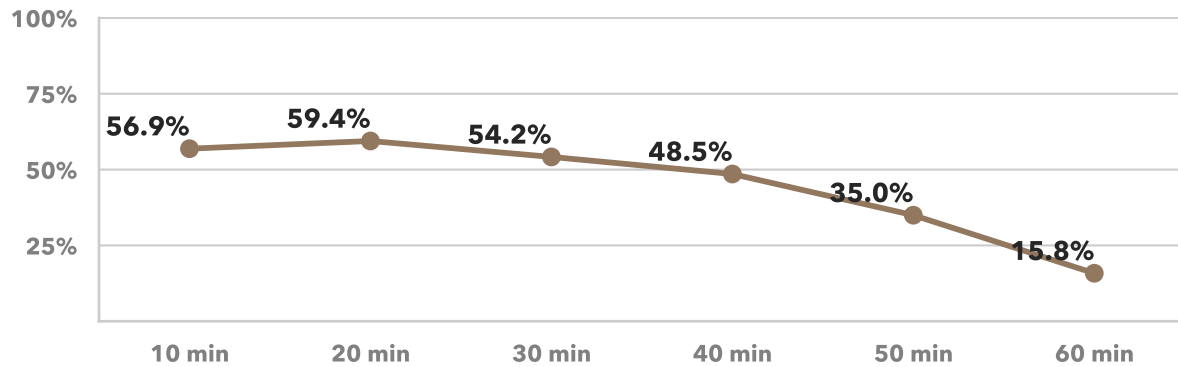


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

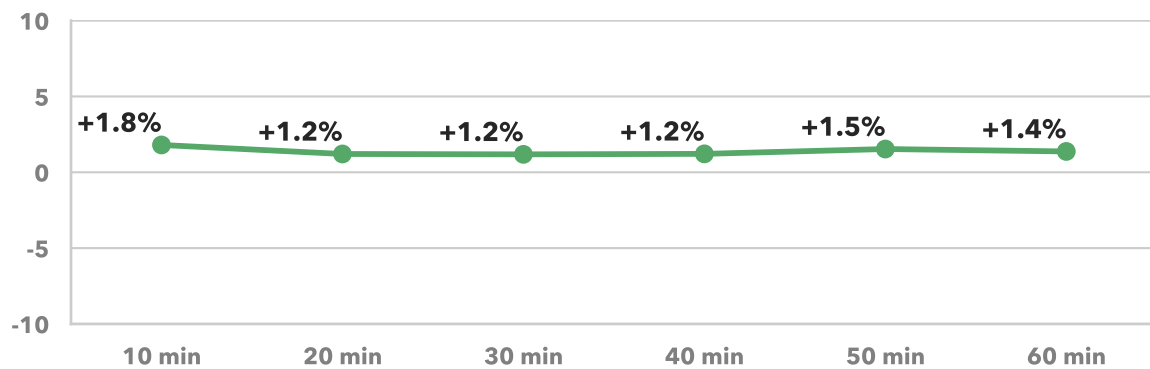


Average Congestion Impact by Travel Time Threshold (worker-weighted)

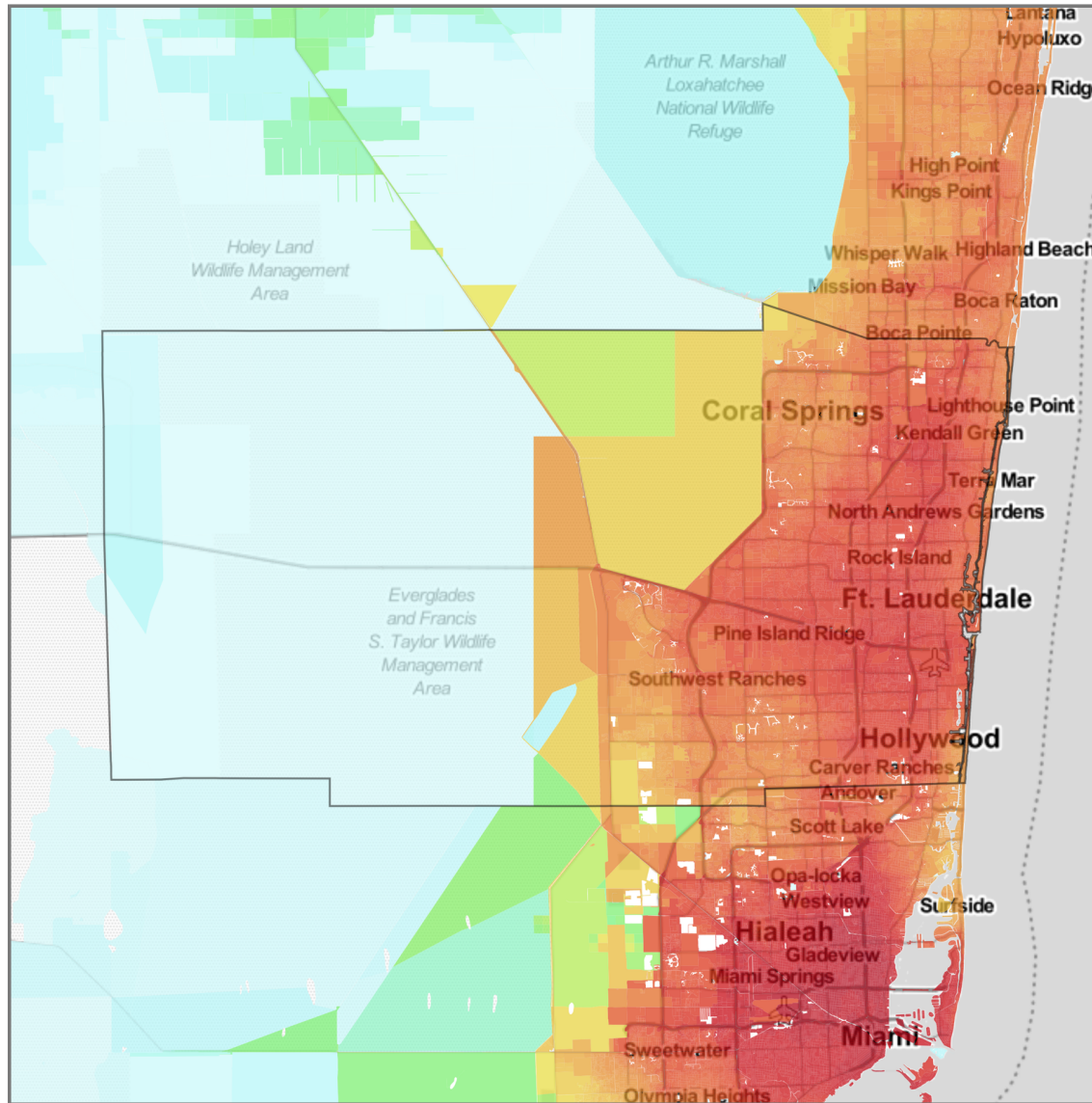
Higher numbers indicate greater job access loss due to congestion



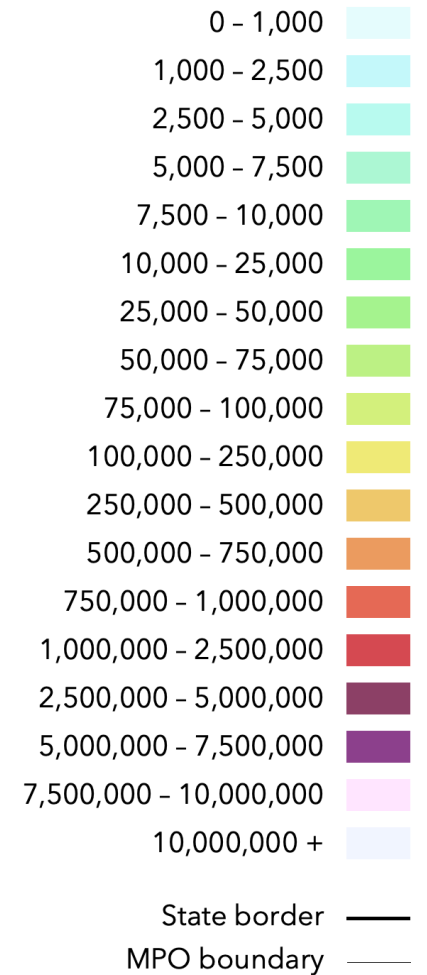
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



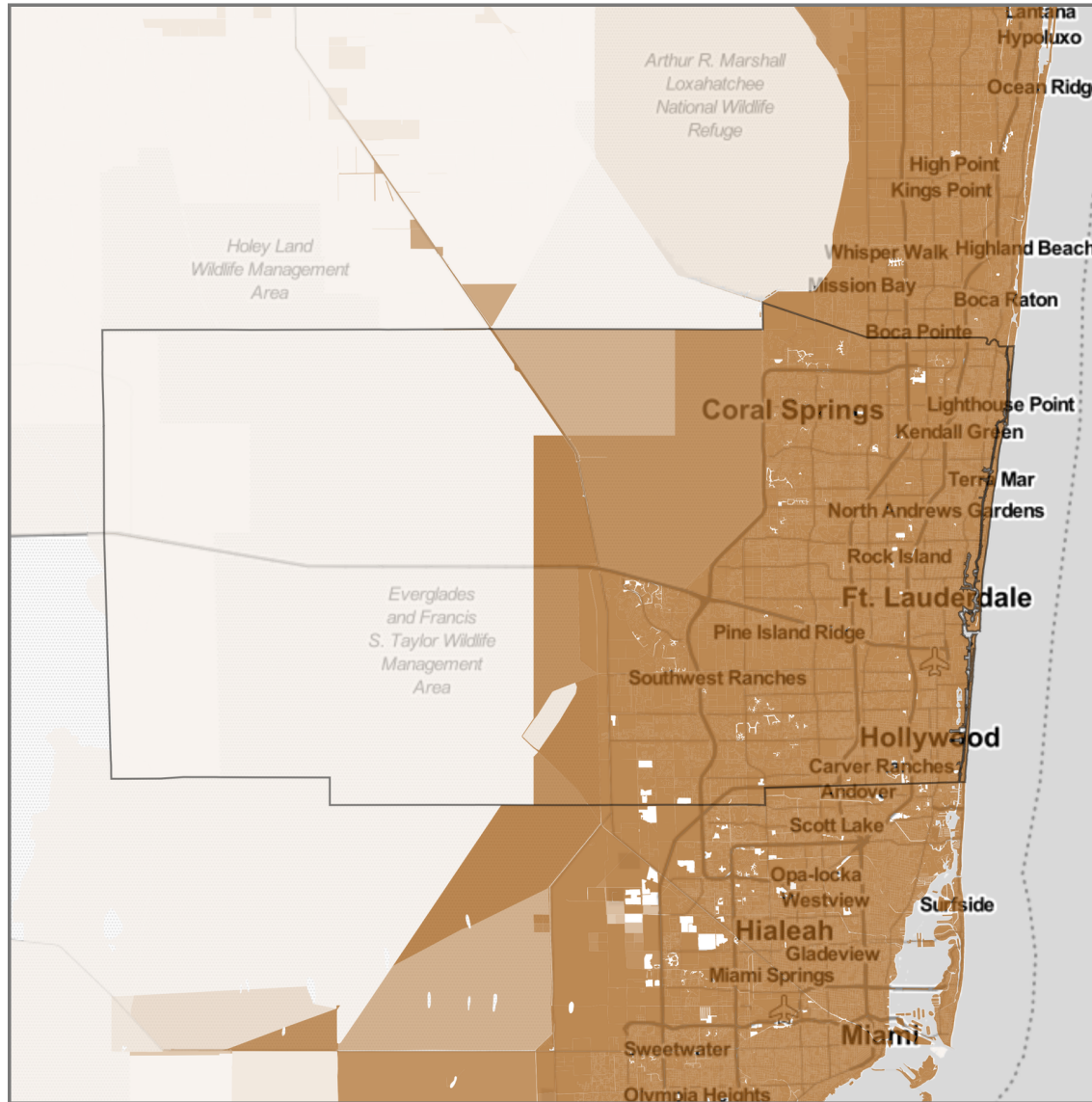
Broward MPO



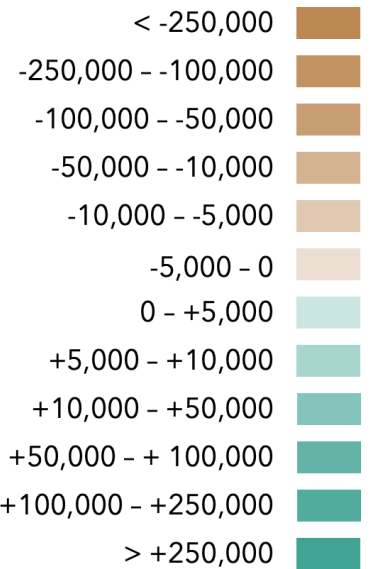
Jobs within 30 minutes
(Driving, AM peak)



Broward MPO



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



MPO boundary

City/Township Boundary

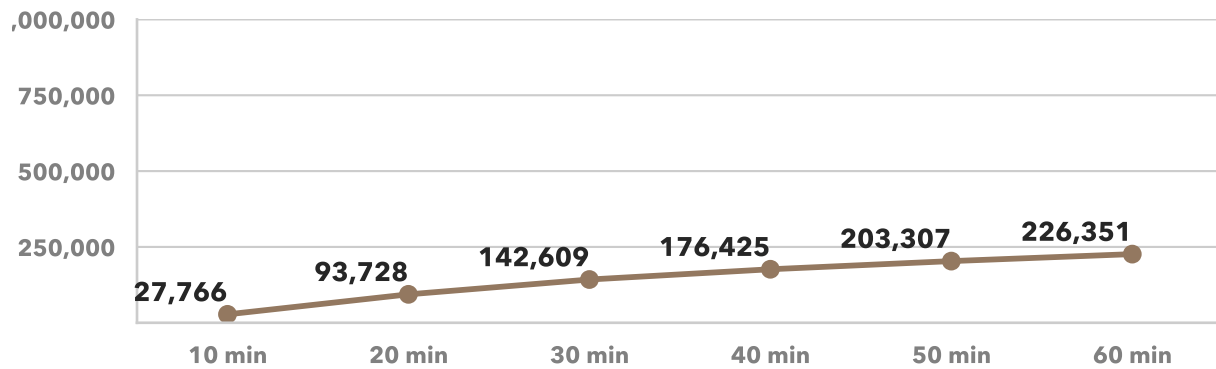
Capital Region Transportation Planning Agency

Job Accessibility Results – Auto, 2020

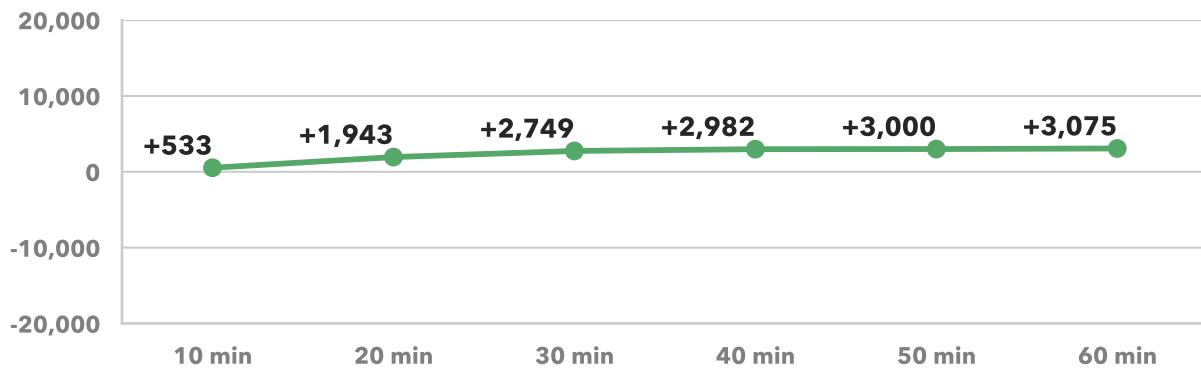
Total Jobs	182,813
Average Job Density (per mi ²)	192
Total Workers	158,717
Average Worker Density (per mi ²)	166

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

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

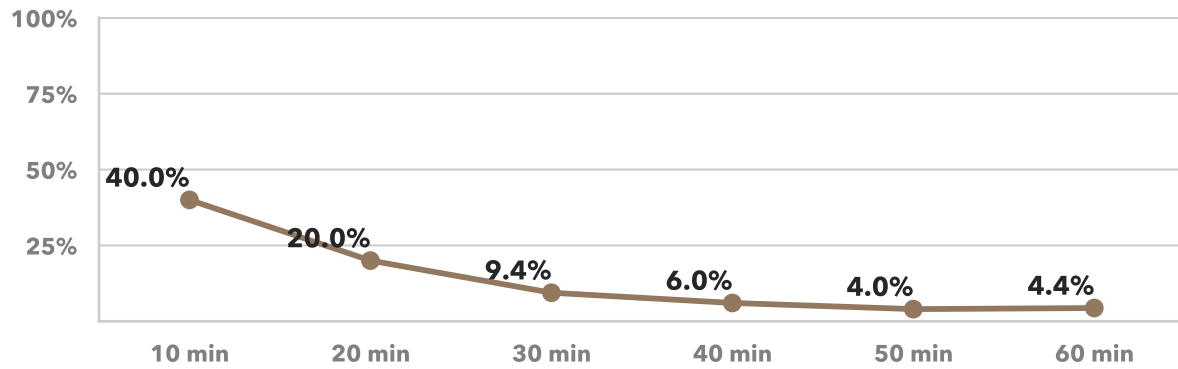


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

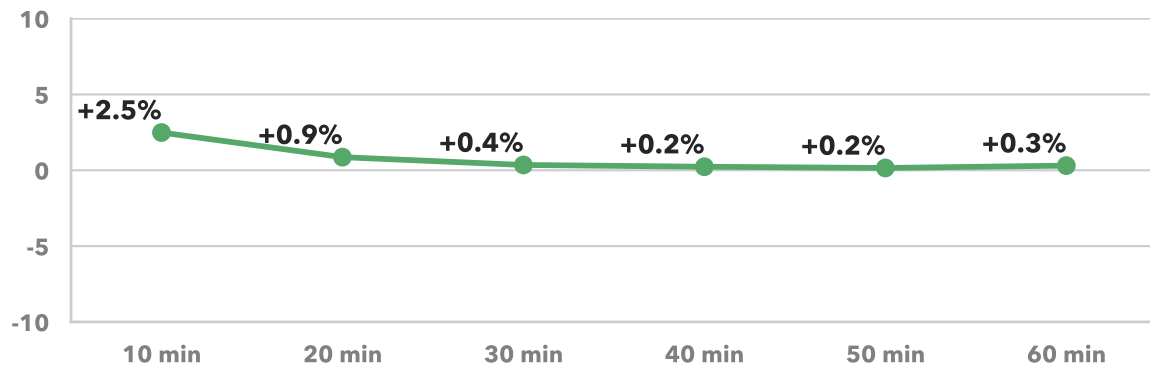


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

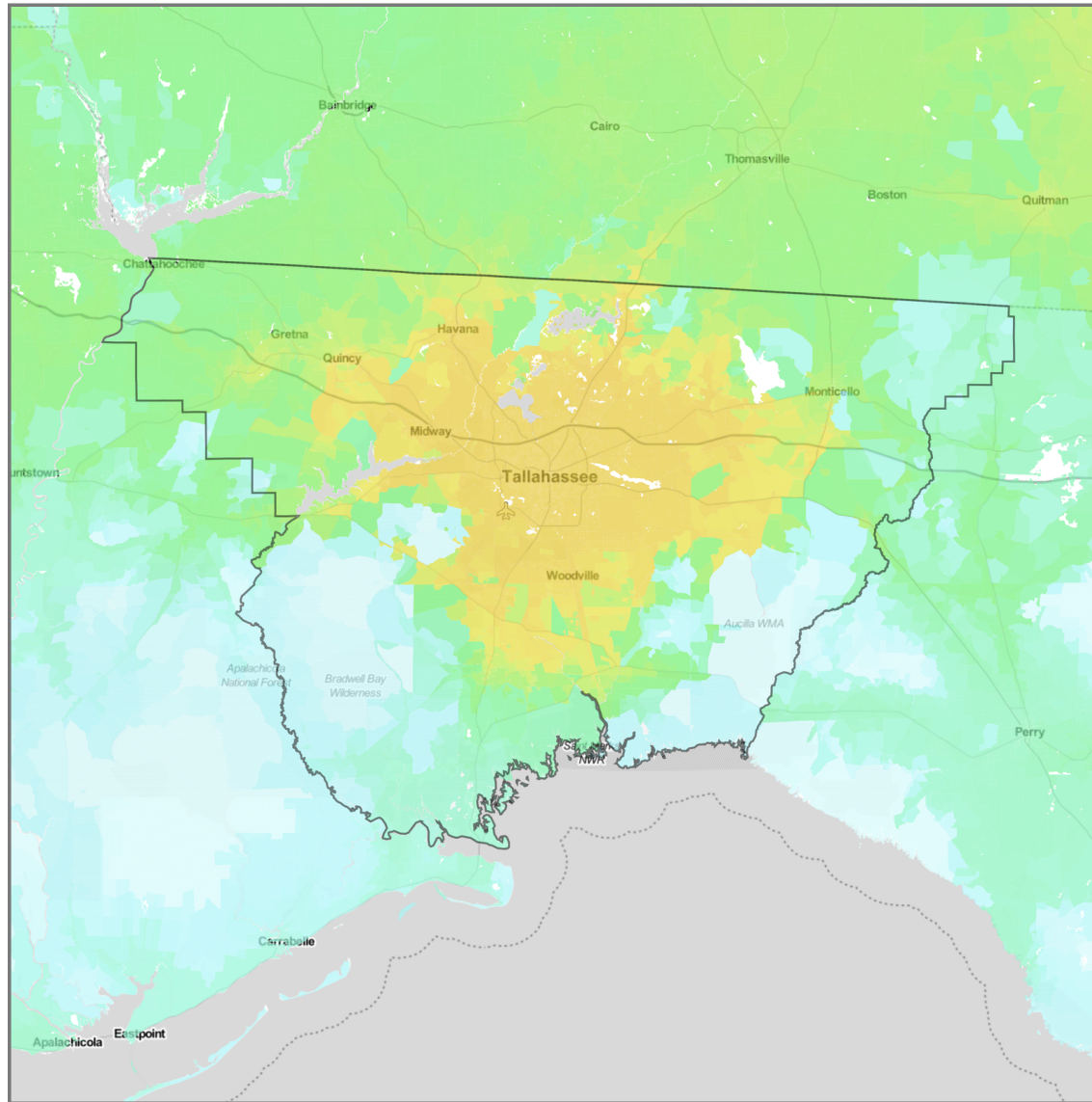


1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

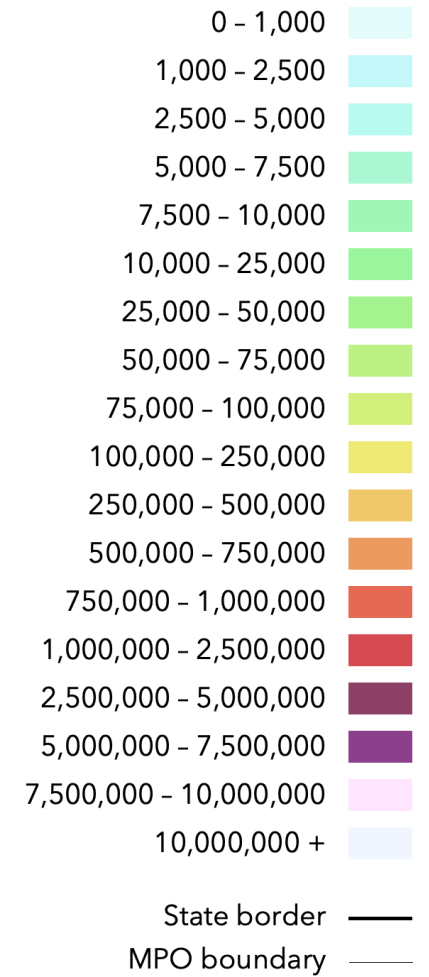


Capital Region Transportation Planning Agency

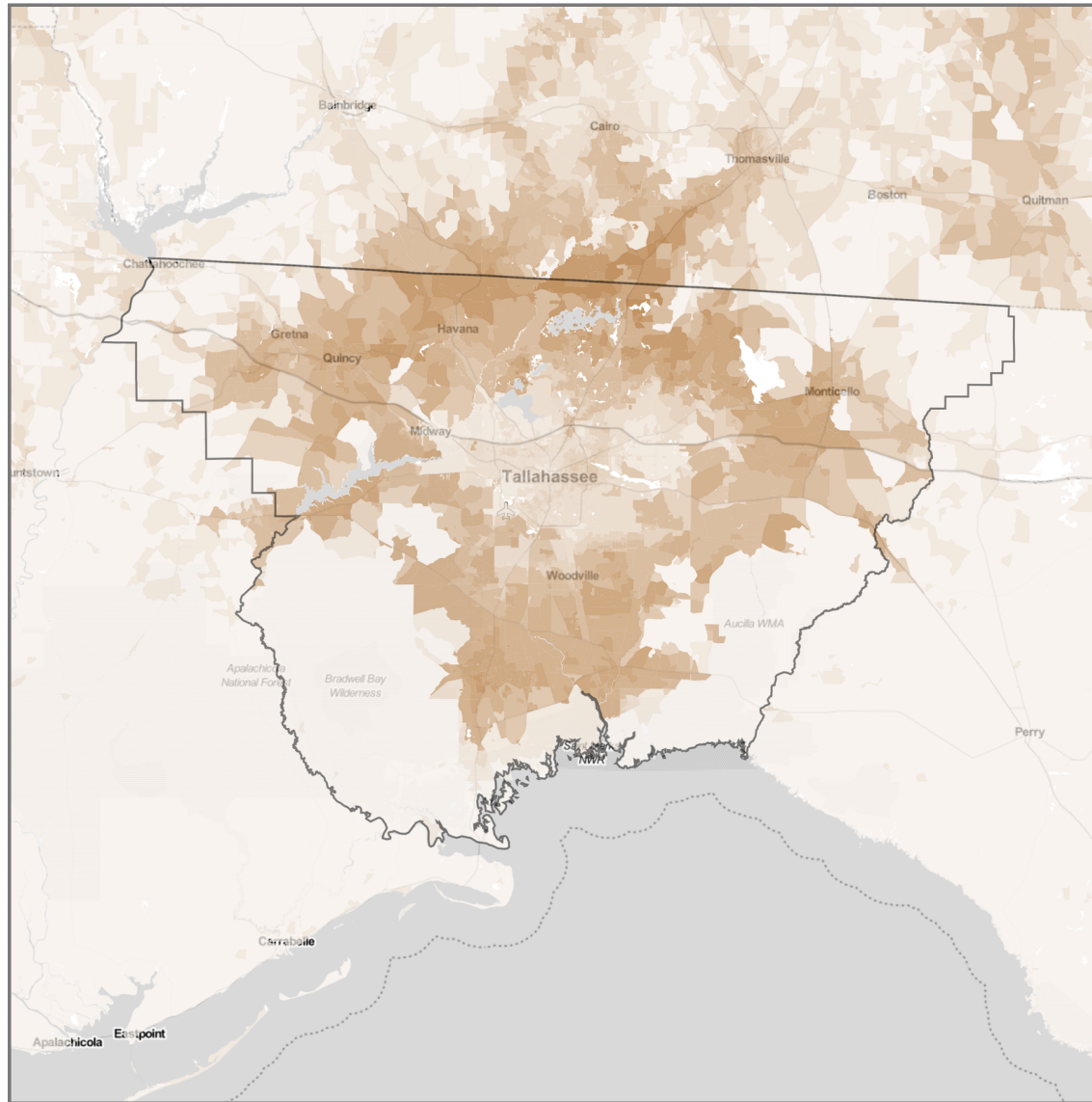
20



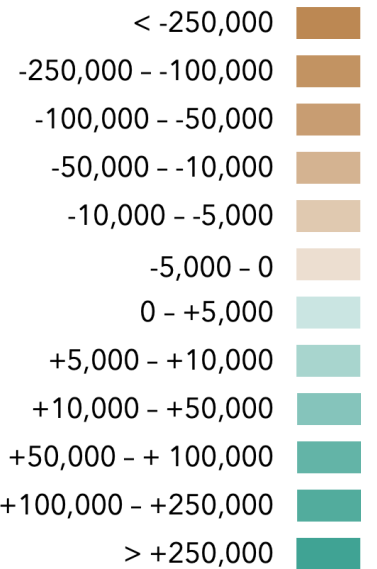
Jobs within 30 minutes
(Driving, AM peak)



Capital Region Transportation Planning Agency



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



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

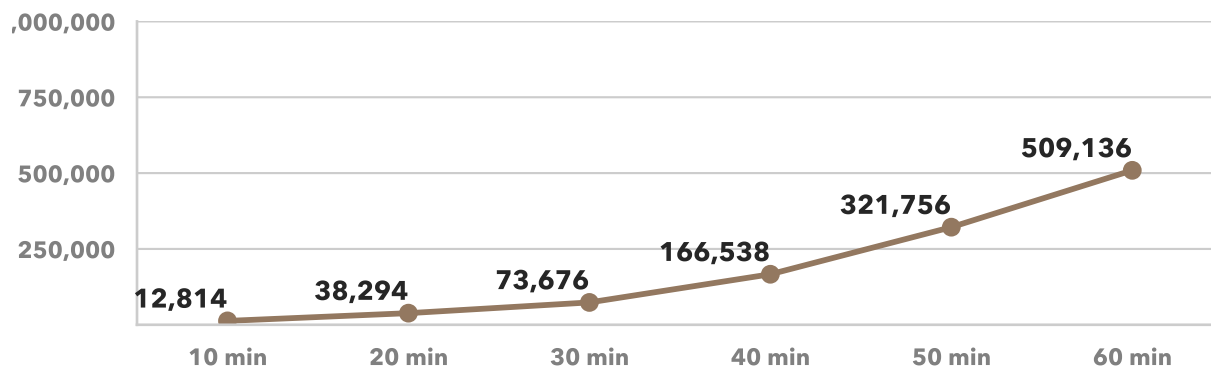
Charlotte-Punta Gorda MPO

Job Accessibility Results – Auto, 2020

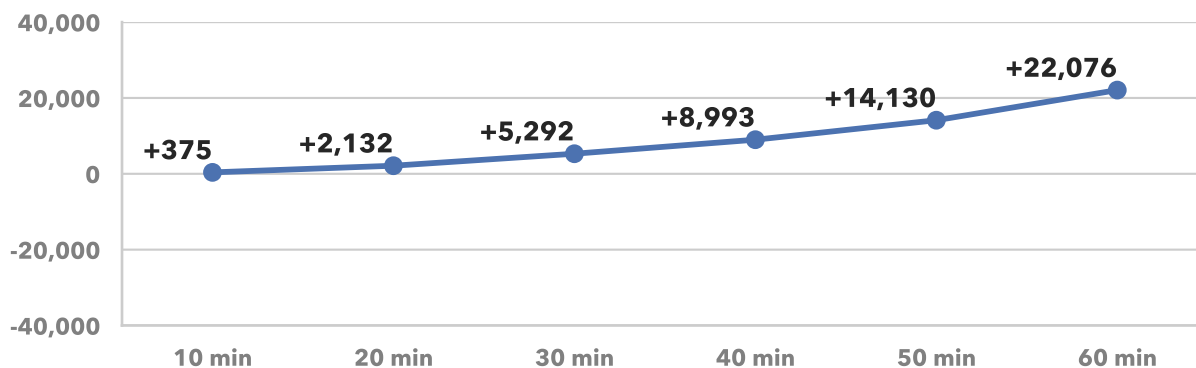
Total Jobs	50,376
Average Job Density (per mi ²)	181
Total Workers	58,809
Average Worker Density (per mi ²)	212

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

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

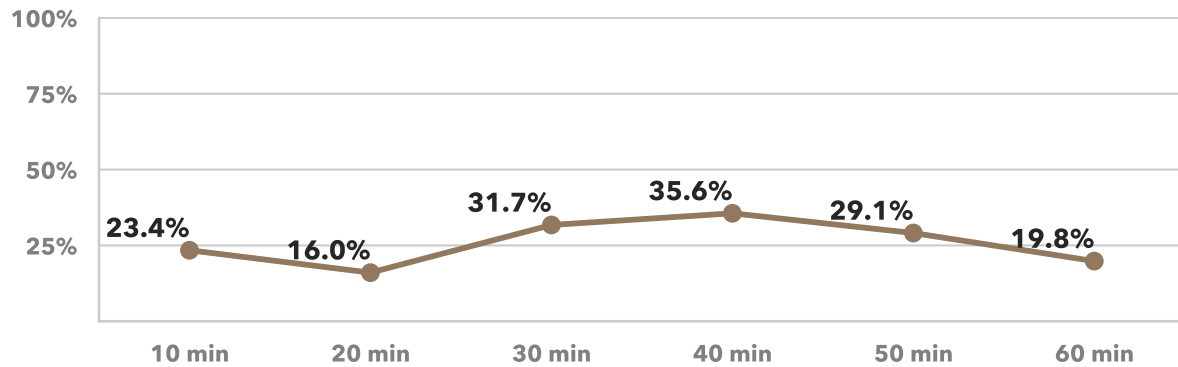


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

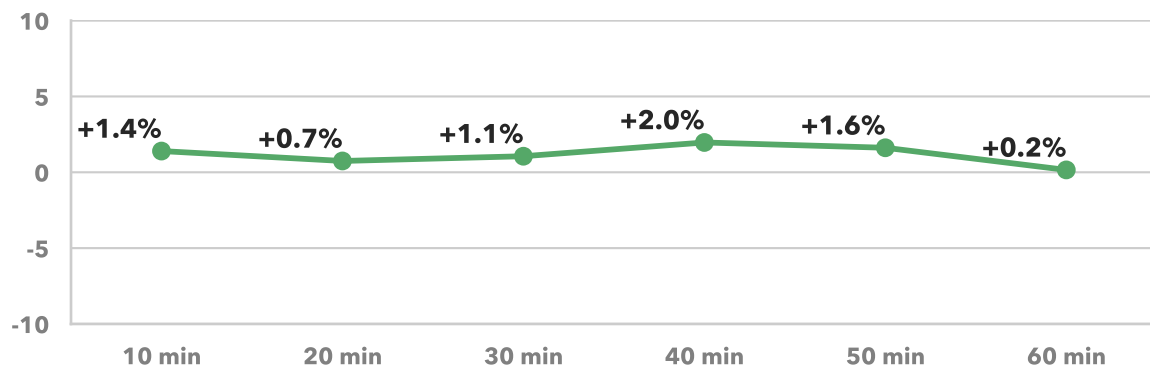


Average Congestion Impact by Travel Time Threshold (worker-weighted)

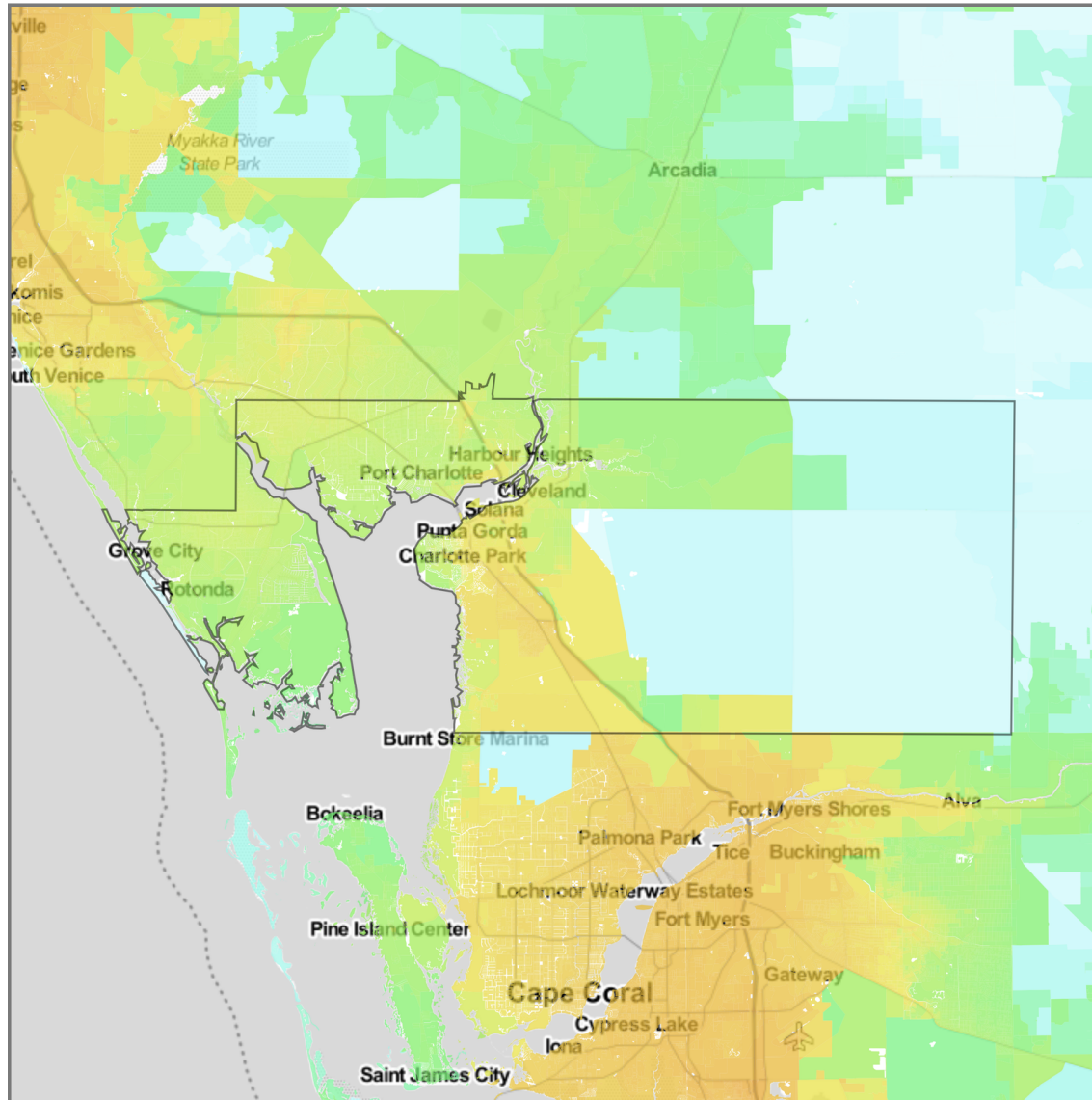
Higher numbers indicate greater job access loss due to congestion



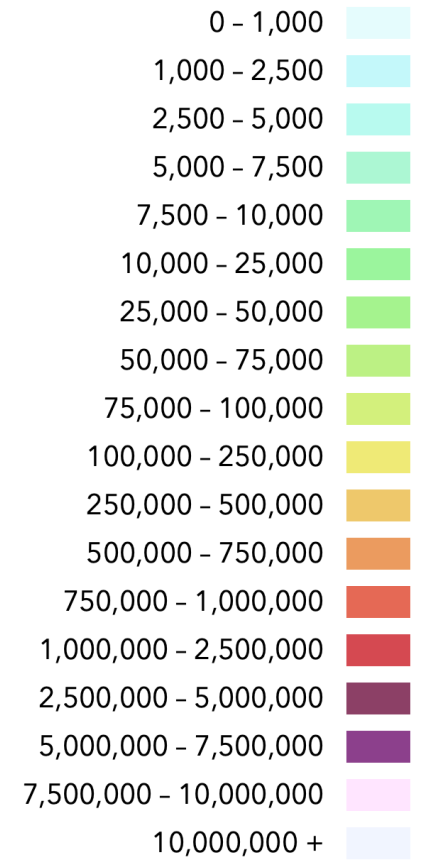
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



Charlotte-Punta Gorda MPO

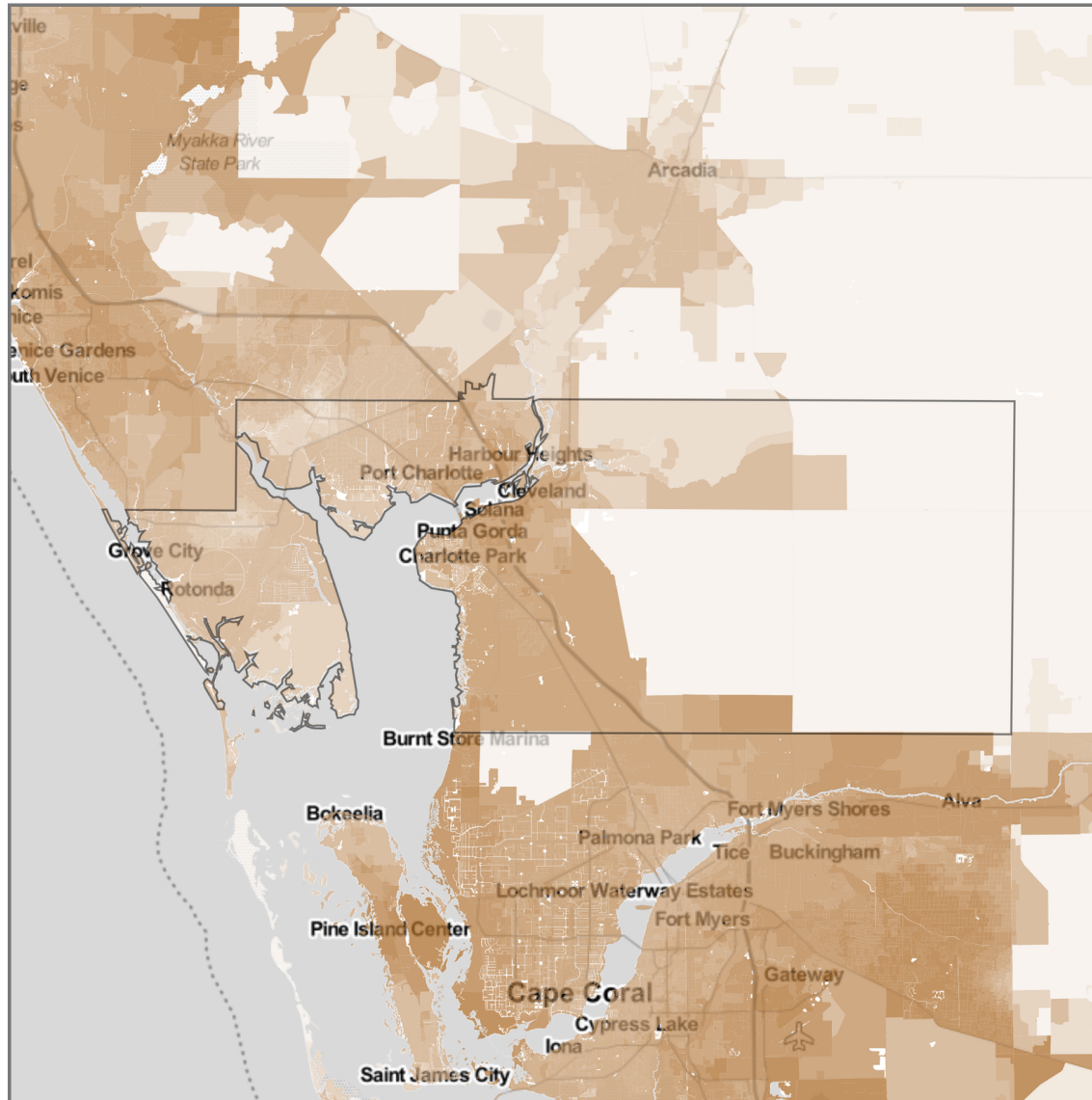


Jobs within 30 minutes
(Driving, AM peak)

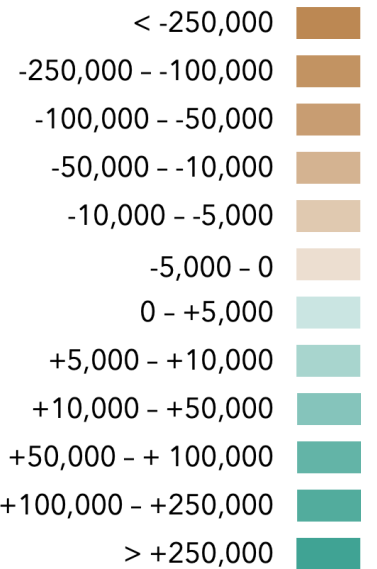


State border —
MPO boundary —

Charlotte-Punta Gorda MPO



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



MPO boundary —
City/Township Boundary —

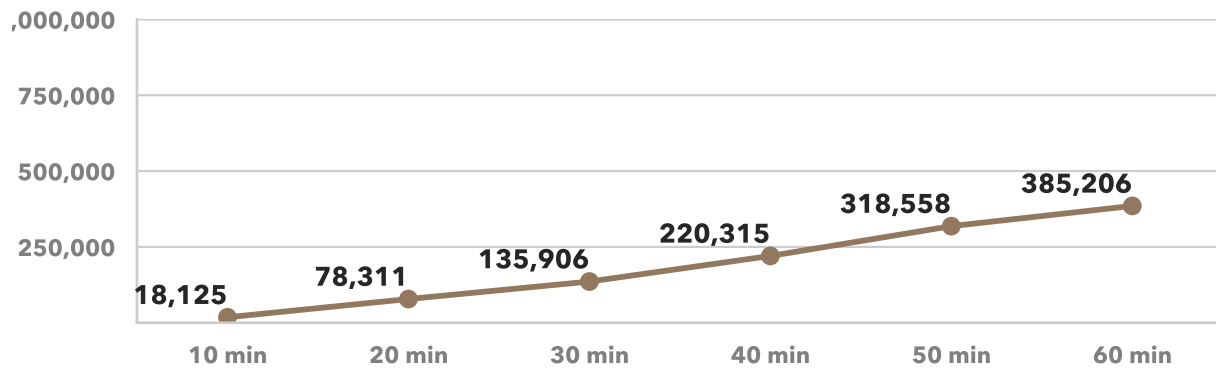
Collier MPO

Job Accessibility Results – Auto, 2020

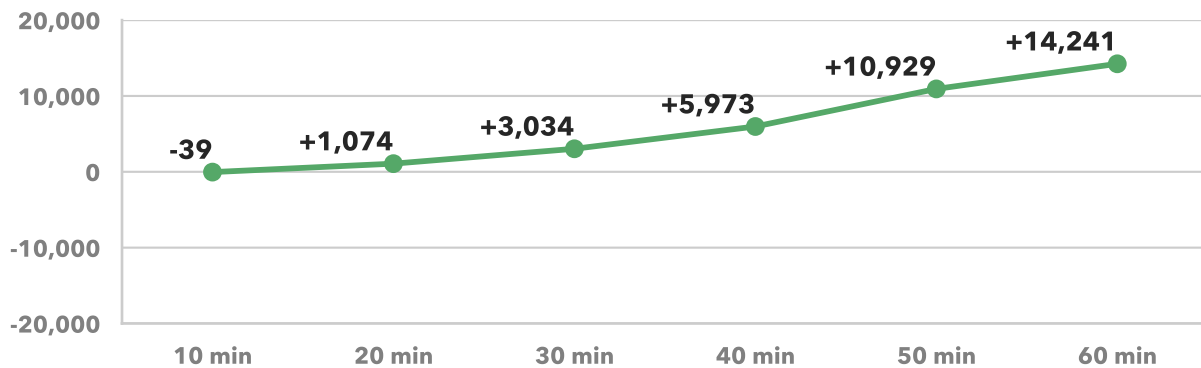
Total Jobs	144,441
Average Job Density (per mi ²)	180
Total Workers	143,071
Average Worker Density (per mi ²)	178

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

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

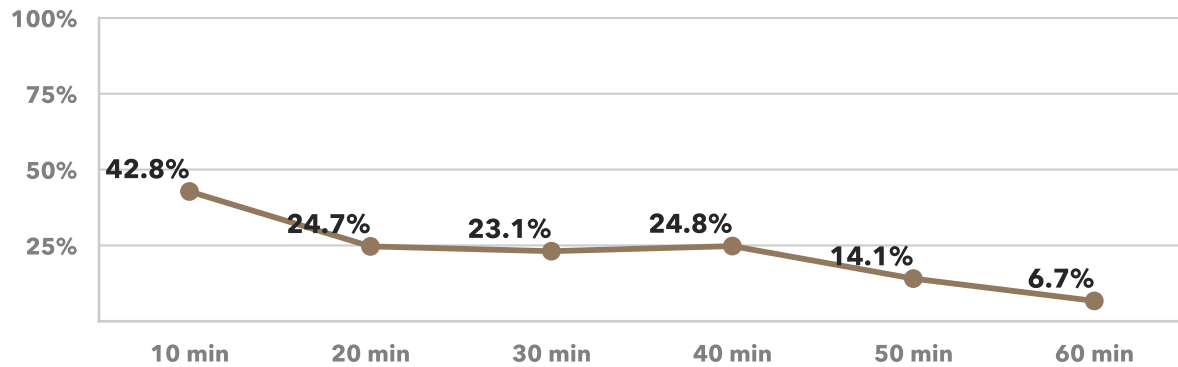


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

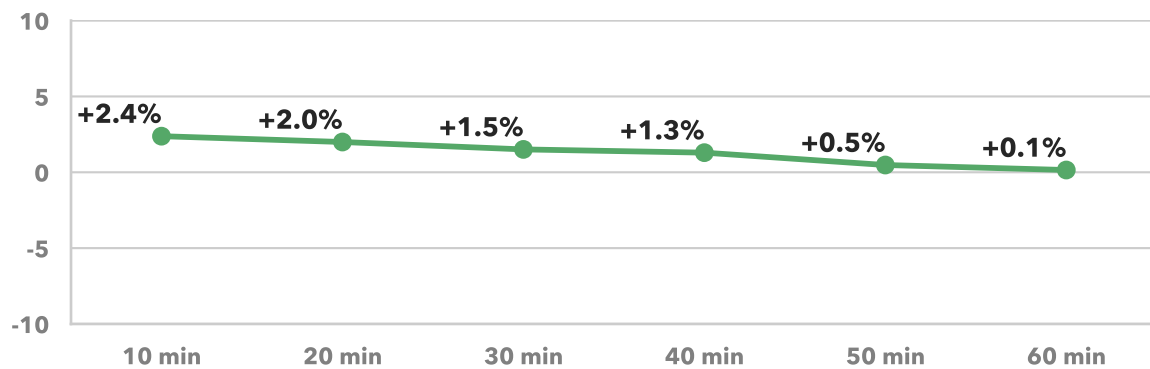


Average Congestion Impact by Travel Time Threshold (worker-weighted)

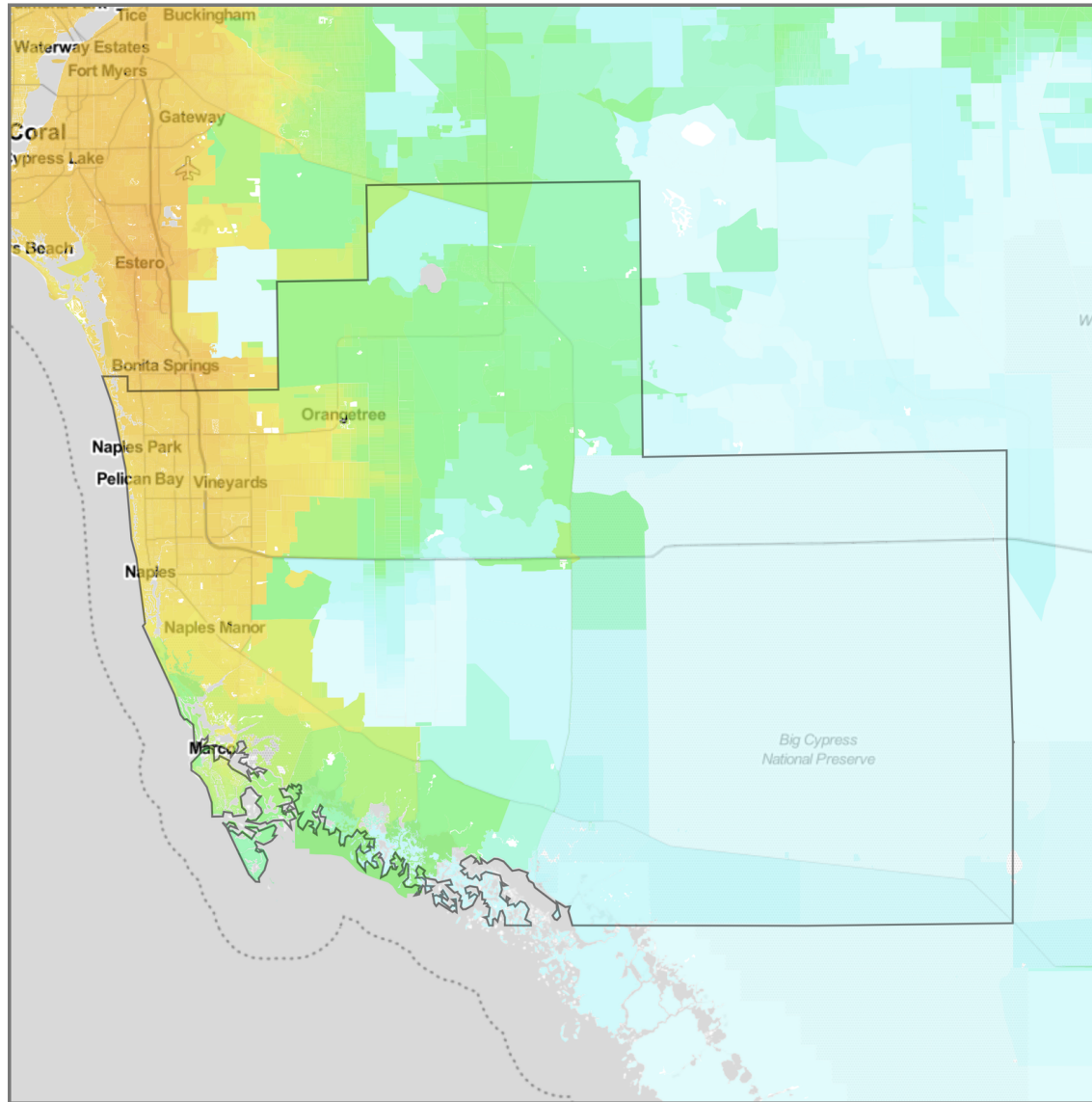
Higher numbers indicate greater job access loss due to congestion



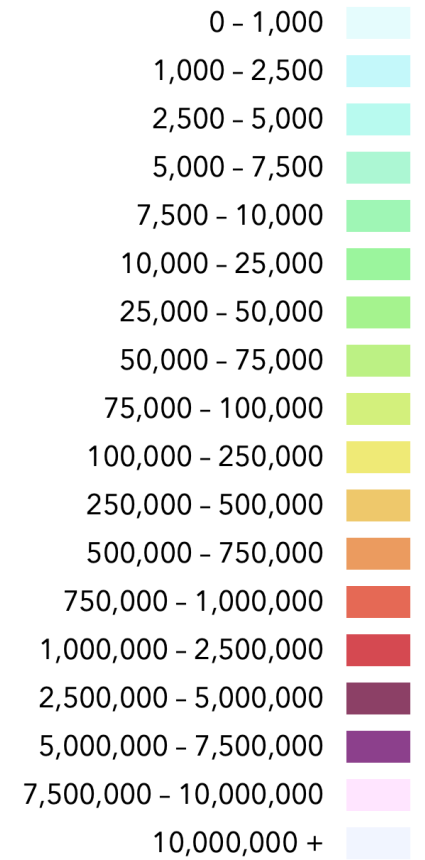
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



Collier MPO

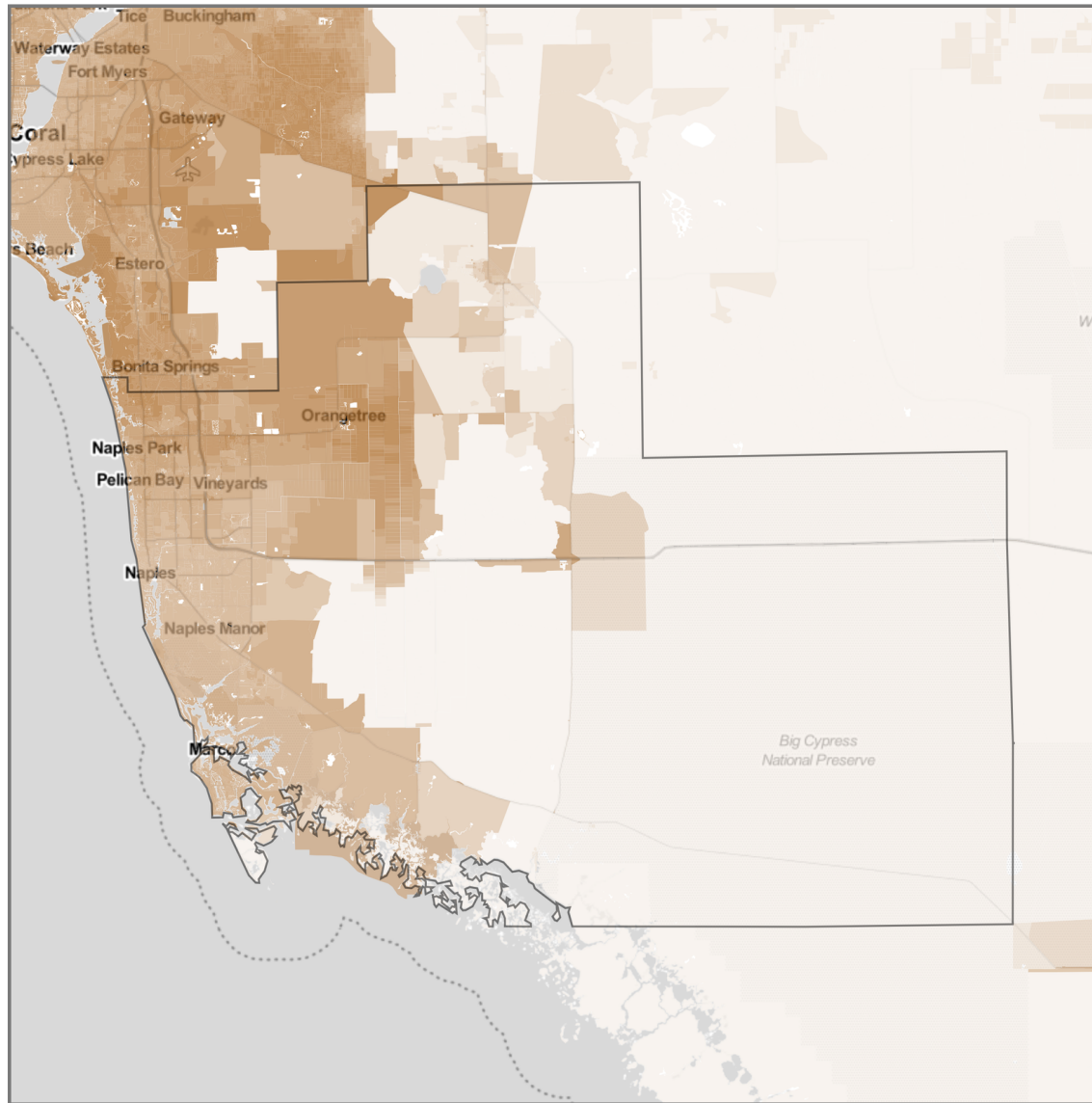


Jobs within 30 minutes
(Driving, AM peak)



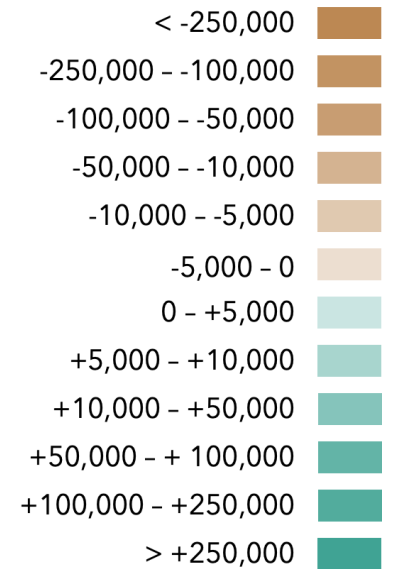
State border —
MPO boundary —

Collier MPO



Change in jobs within 30 minutes

(Driving, congestion impact)



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

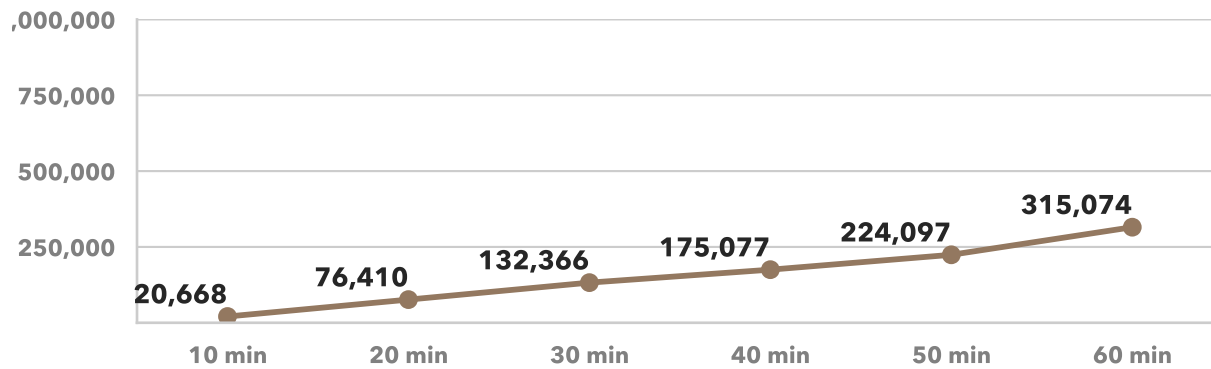
Florida-Alabama Transportation Planning Organization

Job Accessibility Results – Auto, 2020

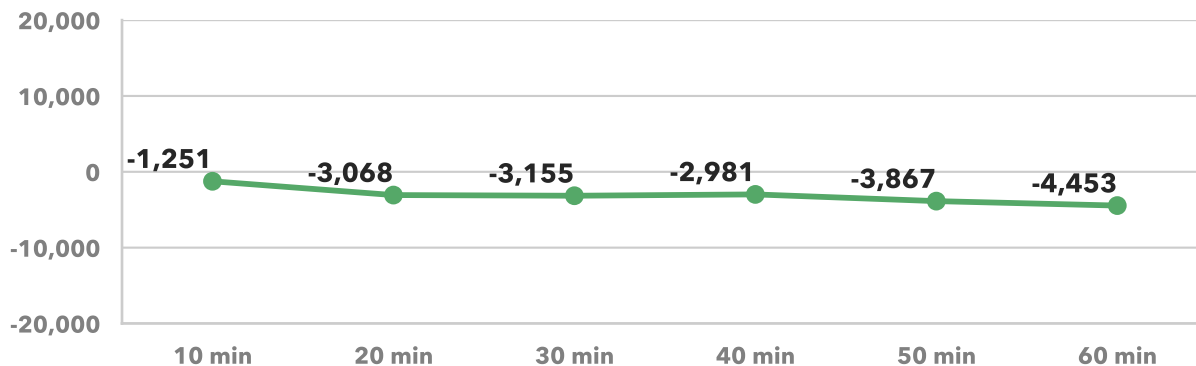
Total Jobs	193,446
Average Job Density (per mi ²)	418
Total Workers	185,184
Average Worker Density (per mi ²)	400

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

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

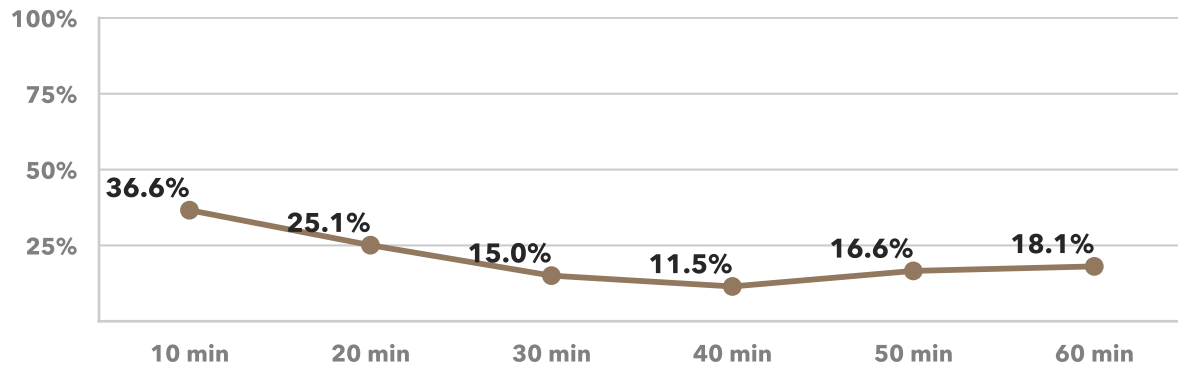


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

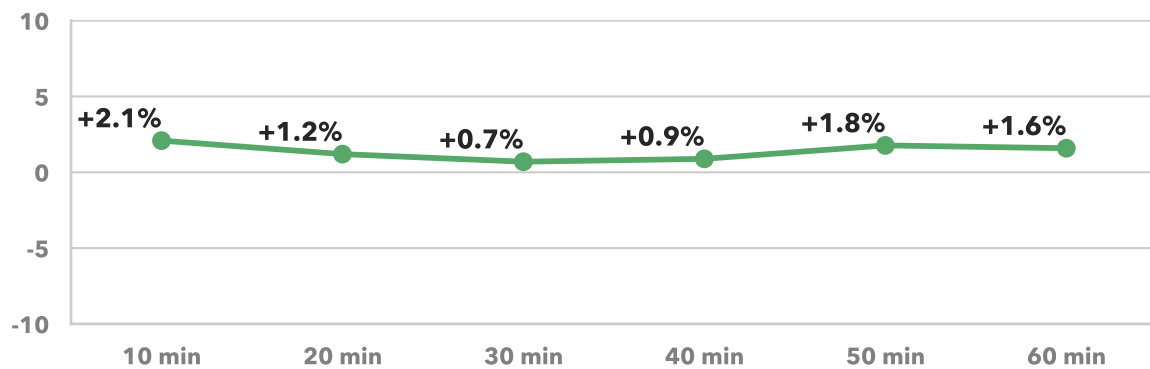


Average Congestion Impact by Travel Time Threshold (worker-weighted)

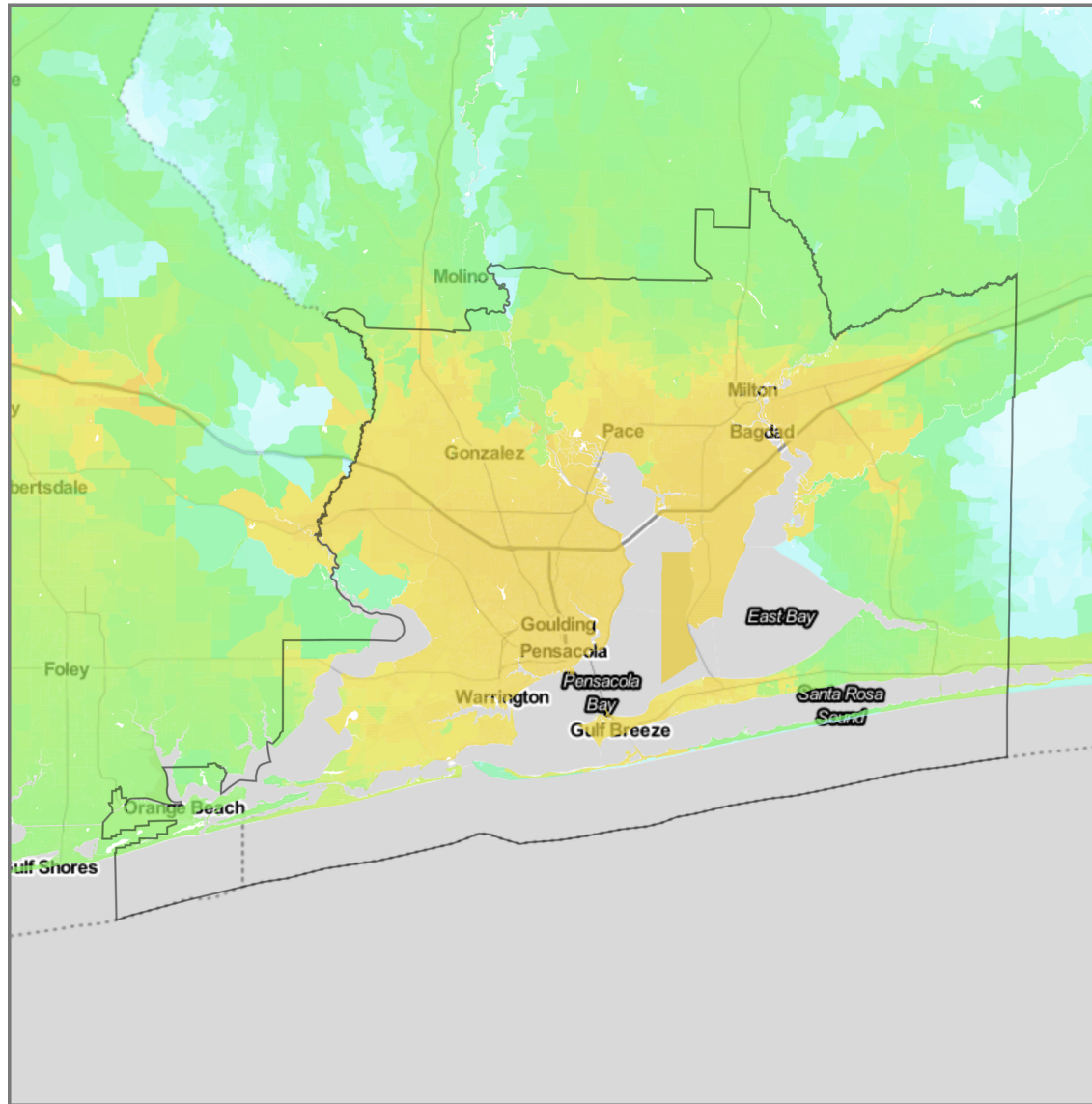
Higher numbers indicate greater job access loss due to congestion



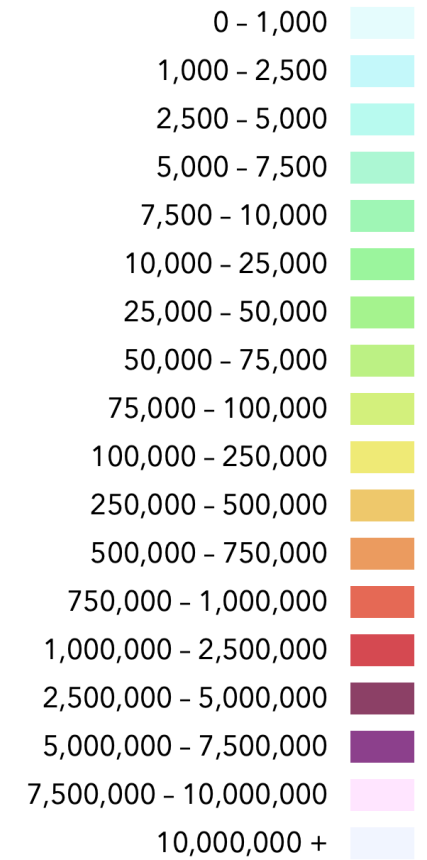
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



Florida-Alabama Transportation Planning Organization

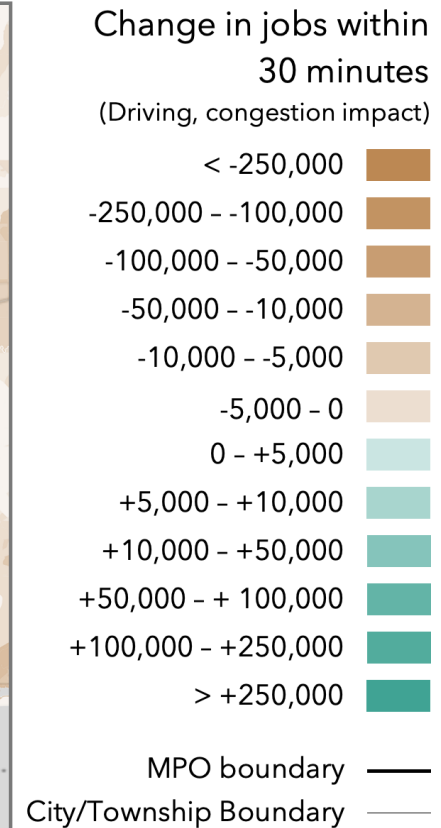
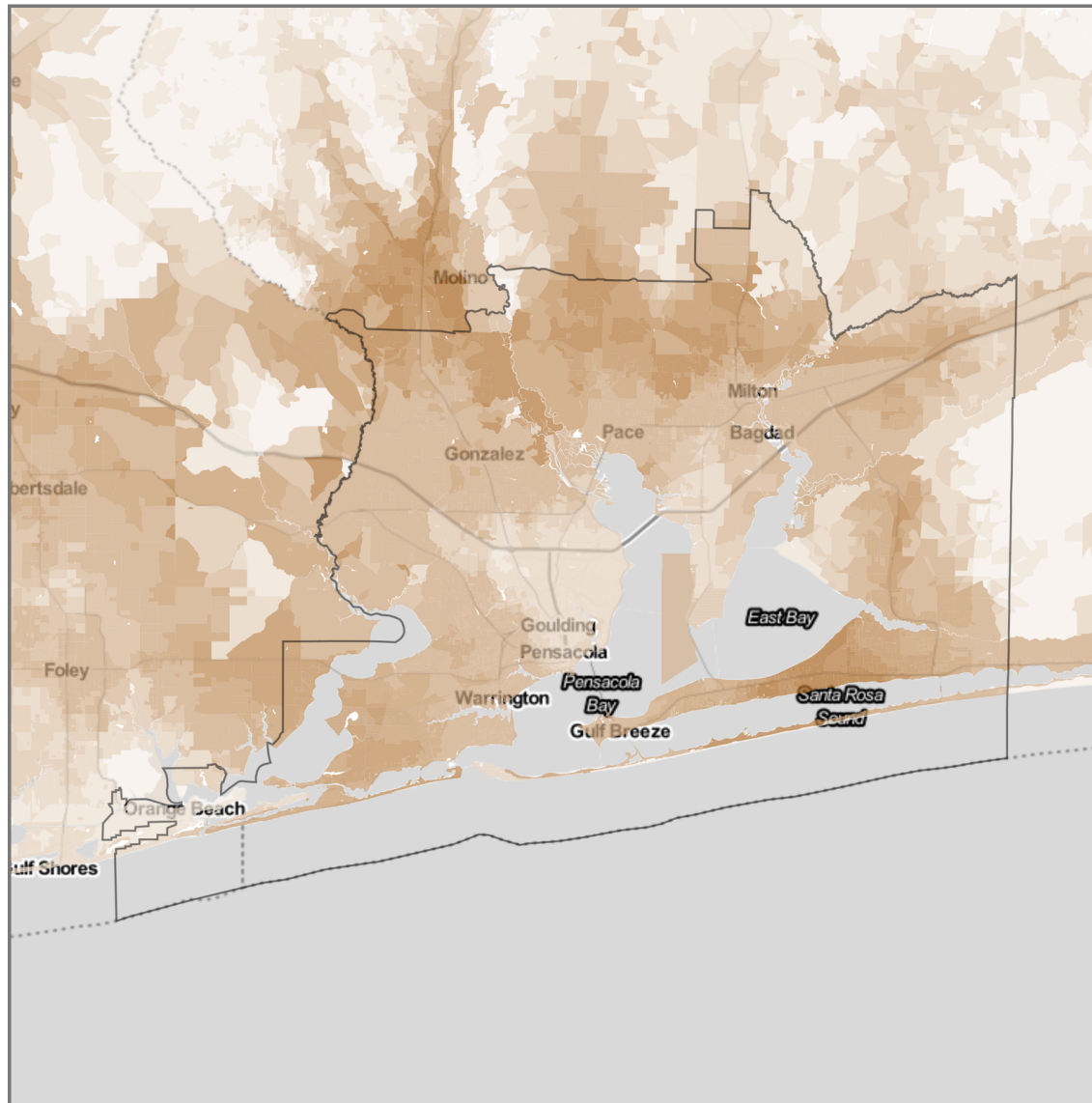


Jobs within 30 minutes
(Driving, AM peak)



State border —
MPO boundary —

Florida-Alabama Transportation Planning Organization



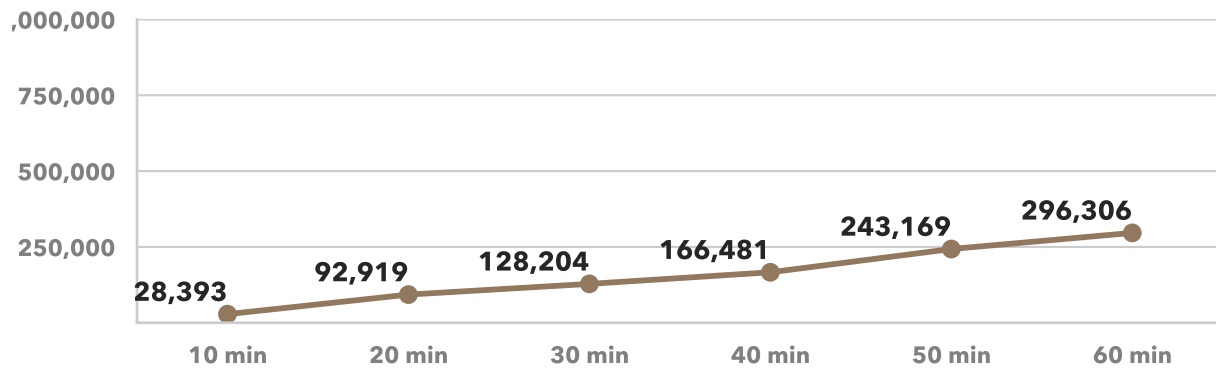
Gainesville MTPO

Job Accessibility Results – Auto, 2020

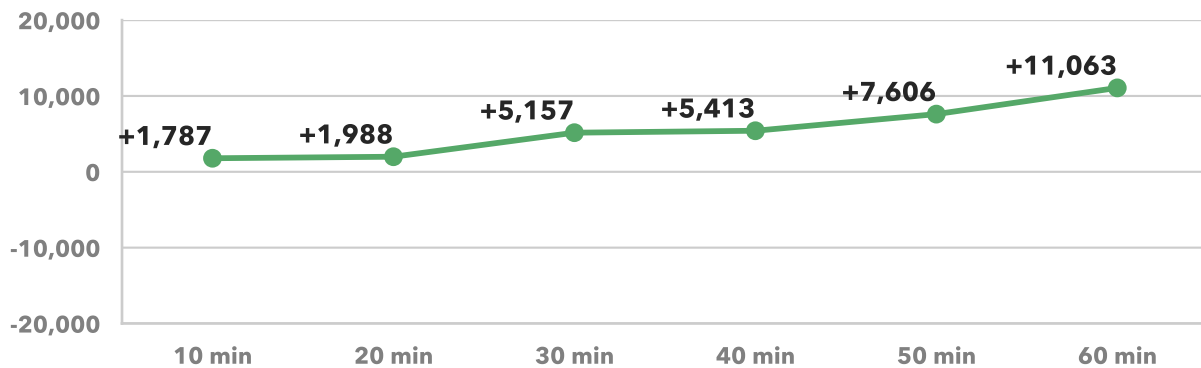
Total Jobs	115,597
Average Job Density (per mi ²)	1,589
Total Workers	82,598
Average Worker Density (per mi ²)	1,136

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

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

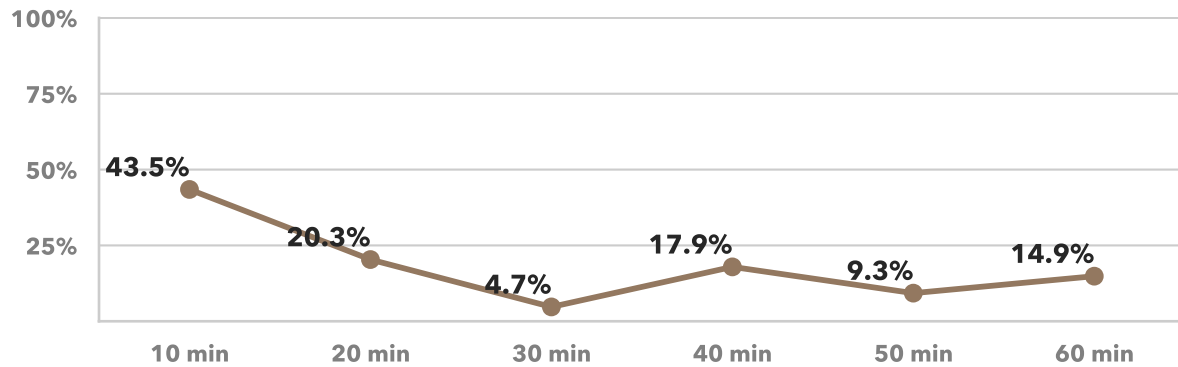


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

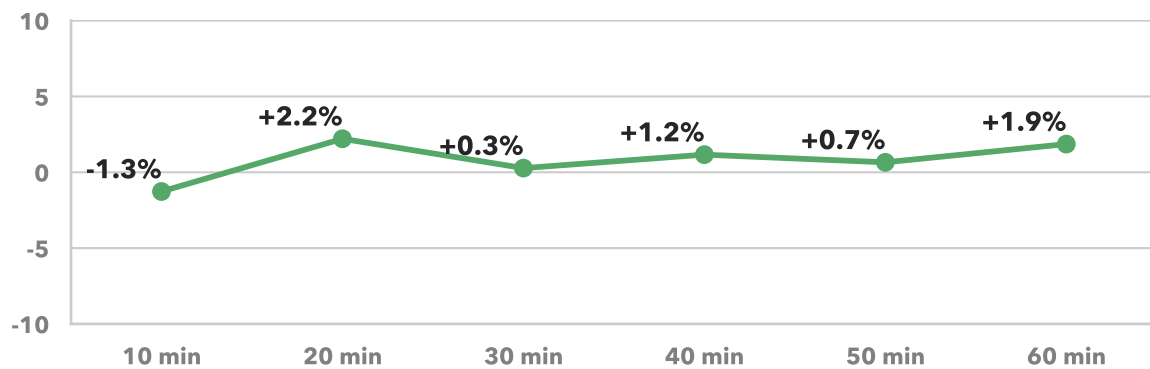


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

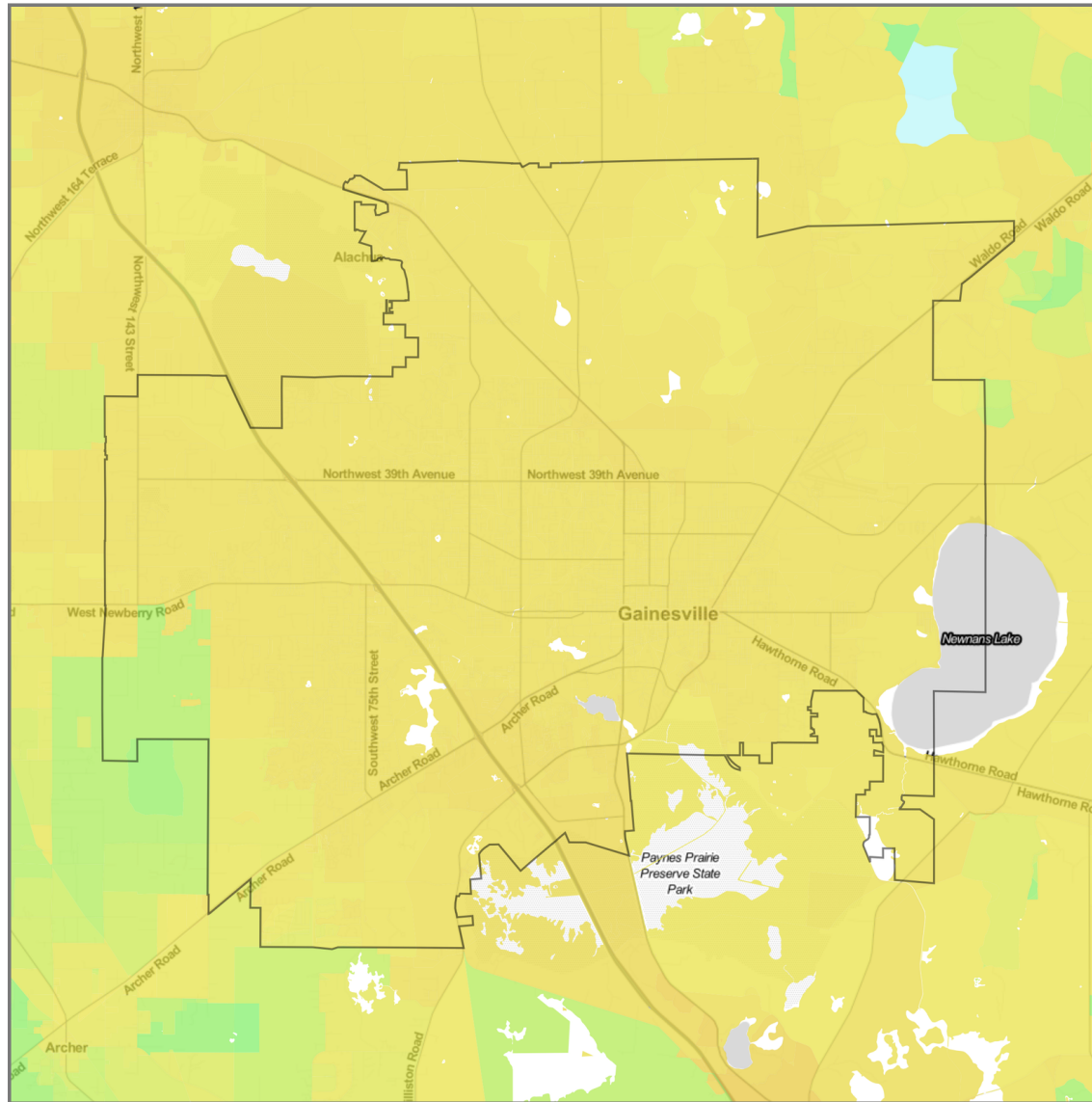


1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

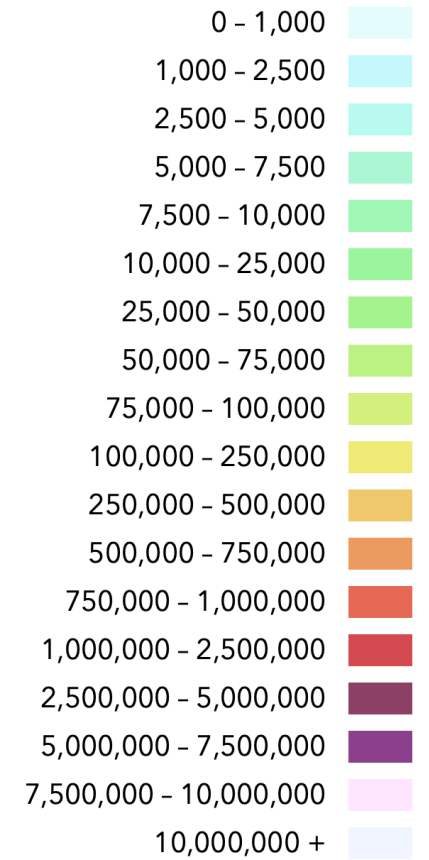


Gainesville MTP0

36



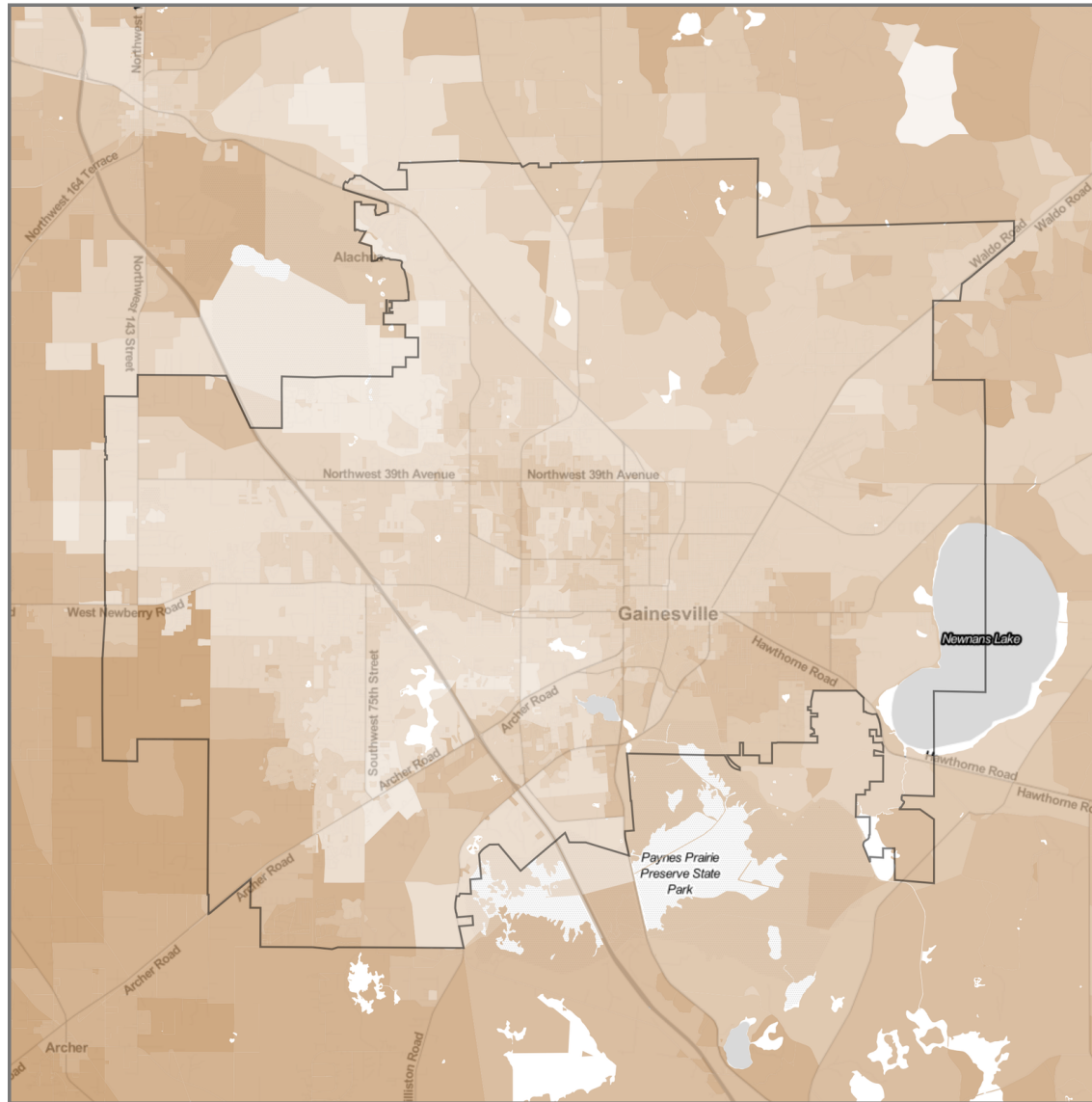
Jobs within 30 minutes
(Driving, AM peak)



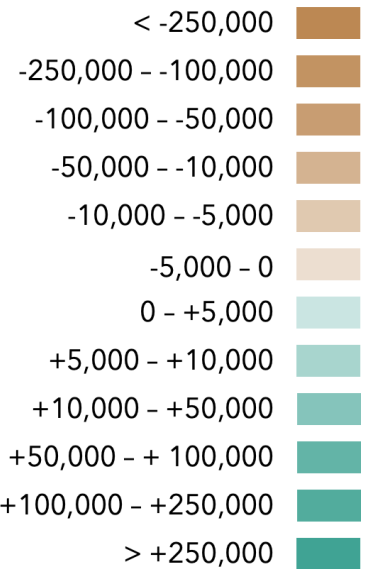
State border

MPO boundary

Gainesville MTP0



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



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

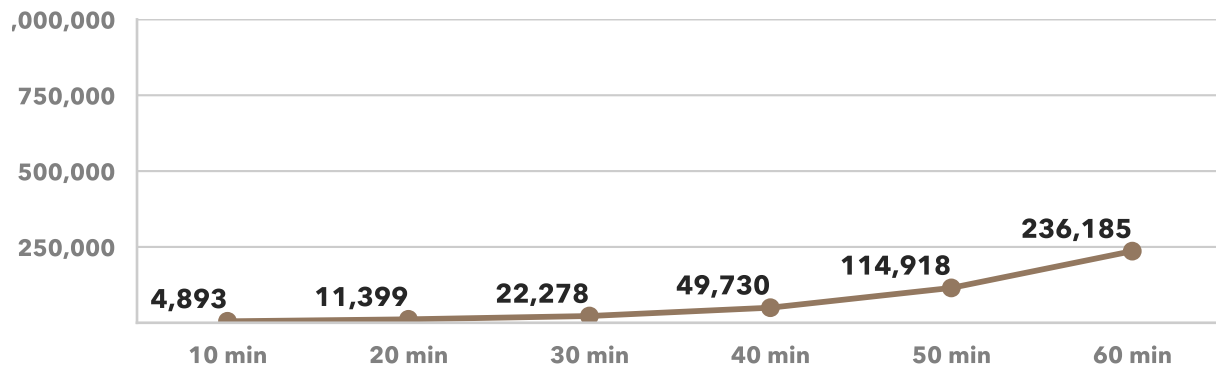
Heartland Regional TPO

Job Accessibility Results – Auto, 2020

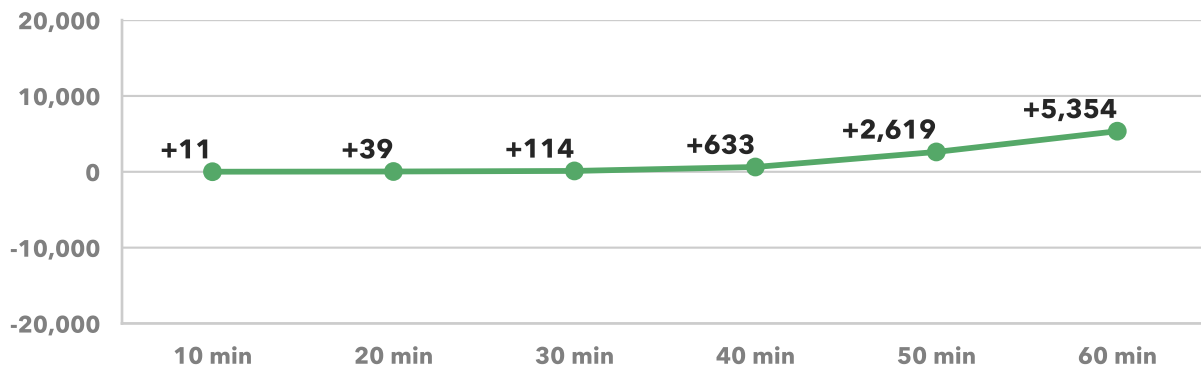
Total Jobs	67,639
Average Job Density (per mi ²)	34
Total Workers	87,469
Average Worker Density (per mi ²)	44

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

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

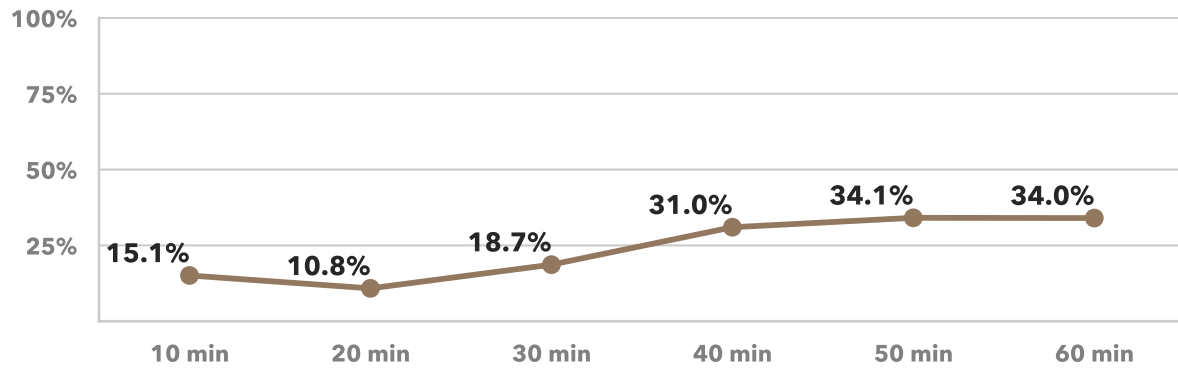


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

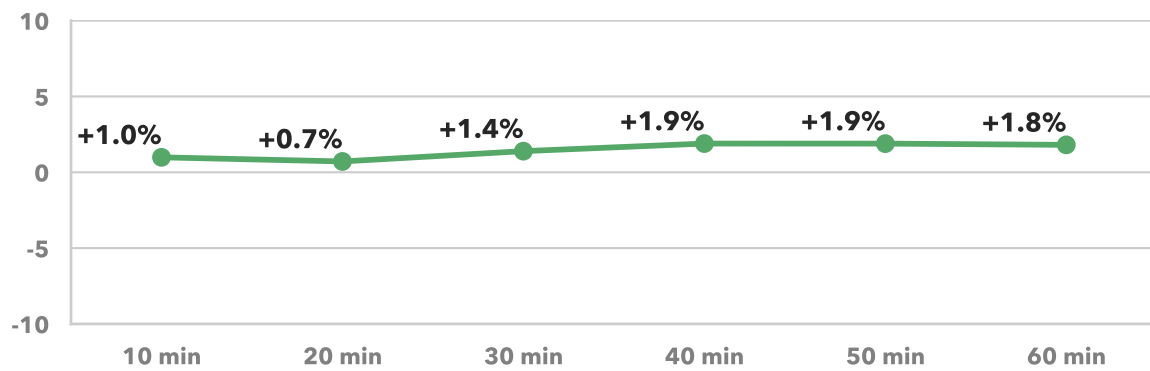


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

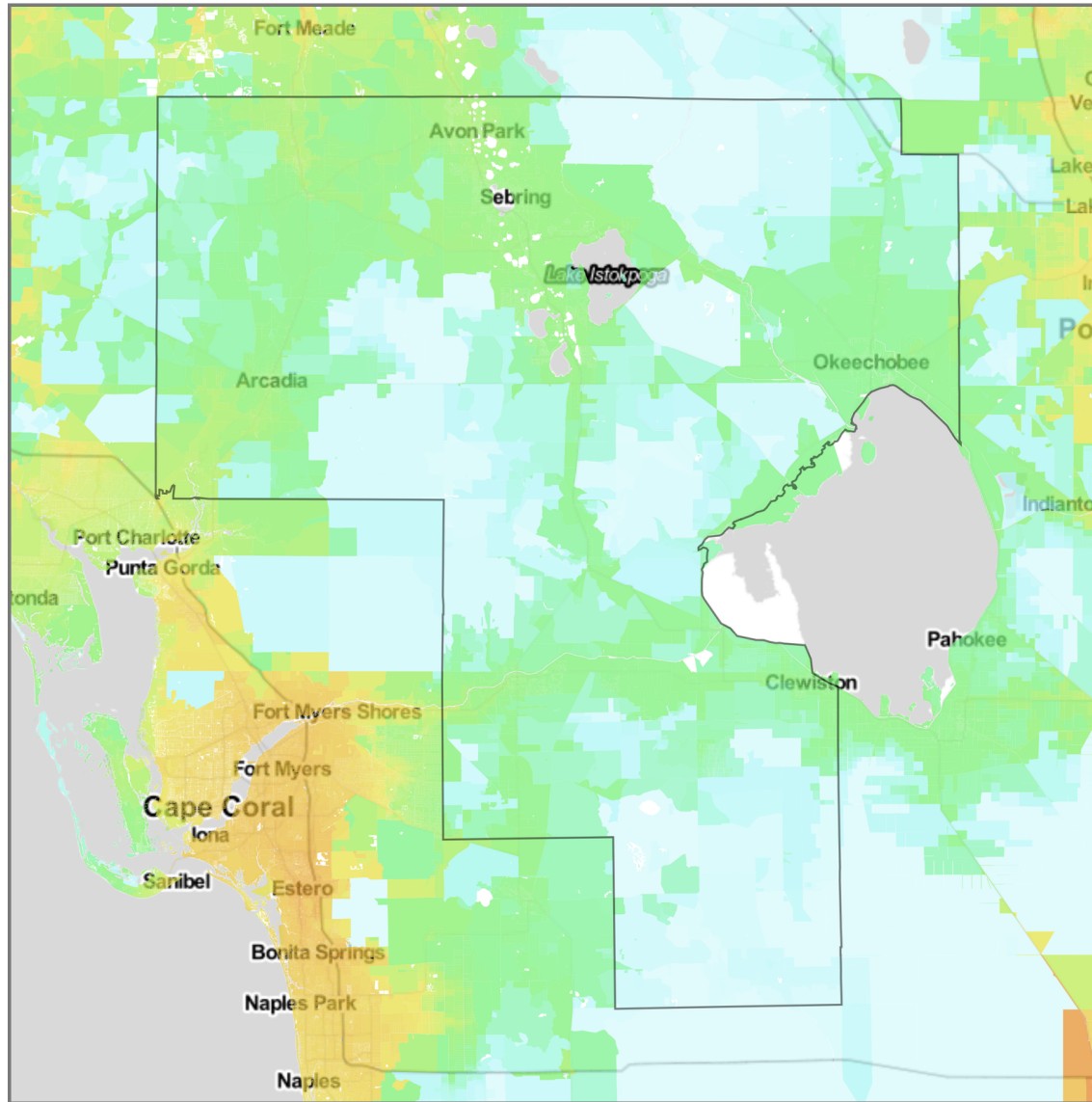


1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

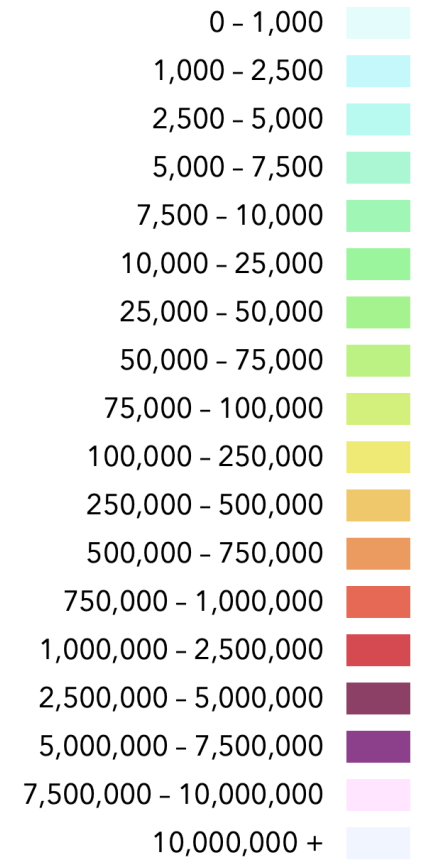


Heartland Regional TPO

40

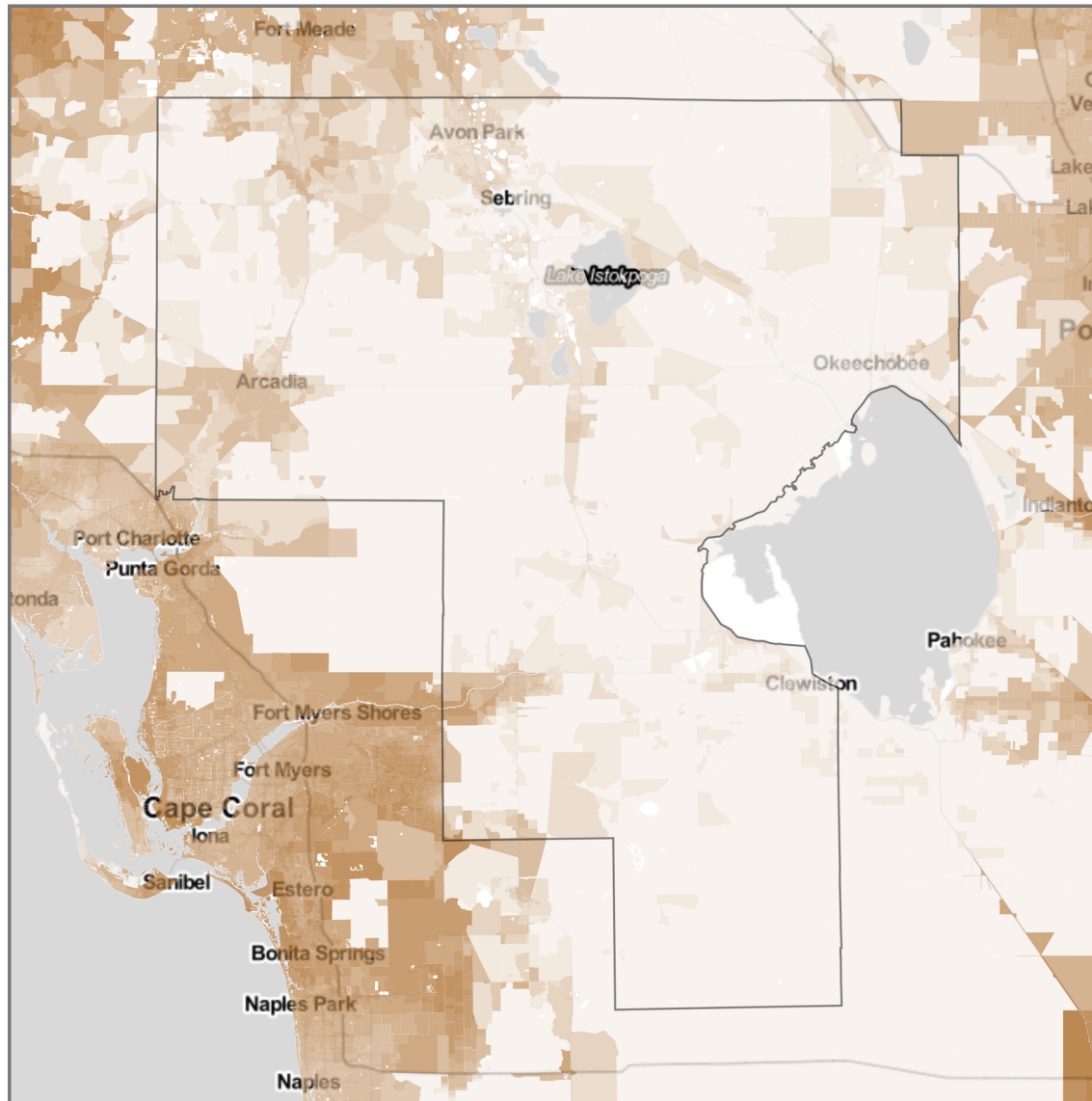


Jobs within 30 minutes
(Driving, AM peak)

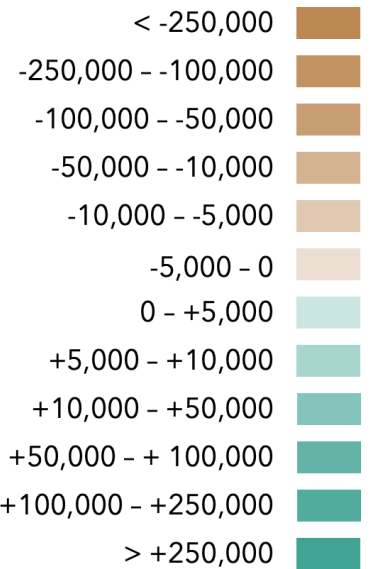


State border —
MPO boundary —

Heartland Regional TPO



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



MPO boundary ———

City/Township Boundary ———

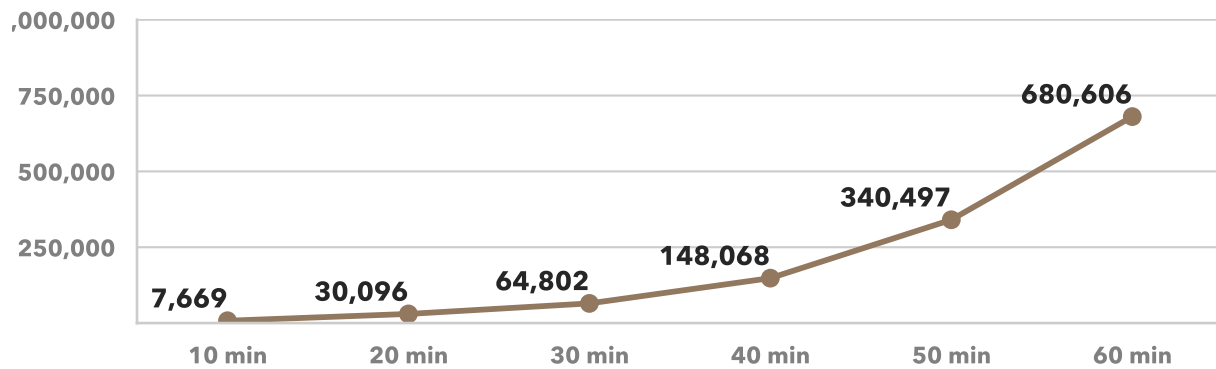
Hernando/Citrus County MPO

Job Accessibility Results – Auto, 2020

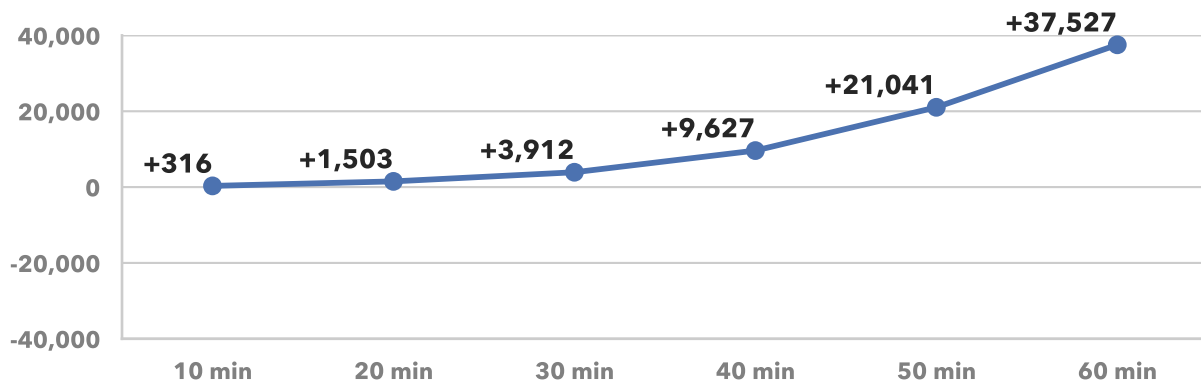
Total Jobs	78,731
Average Job Density (per mi ²)	182
Total Workers	110,773
Average Worker Density (per mi ²)	256

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

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

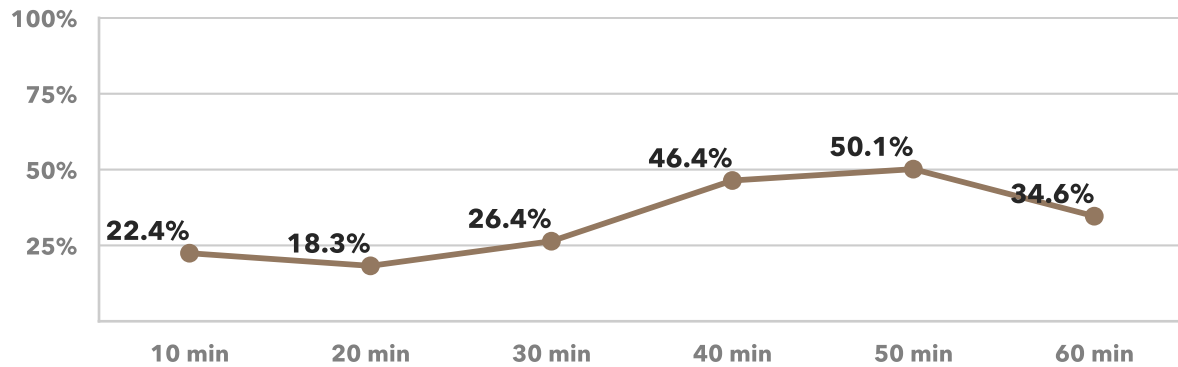


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

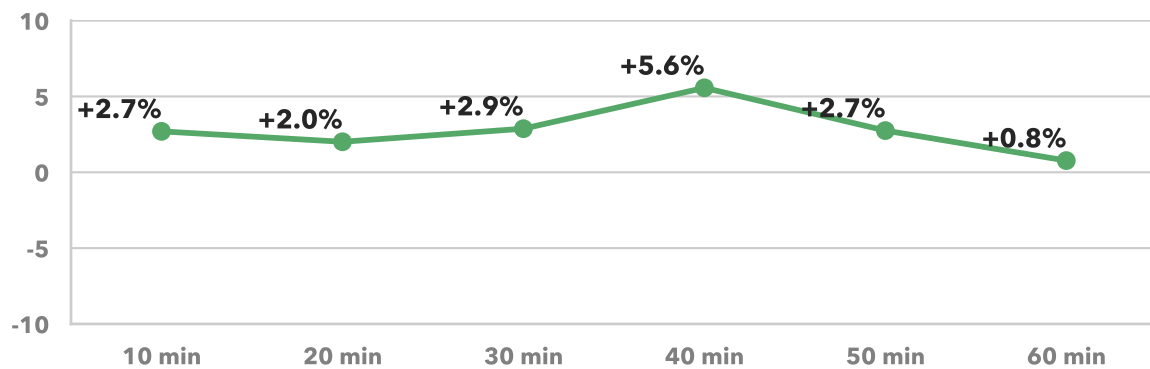


Average Congestion Impact by Travel Time Threshold (worker-weighted)

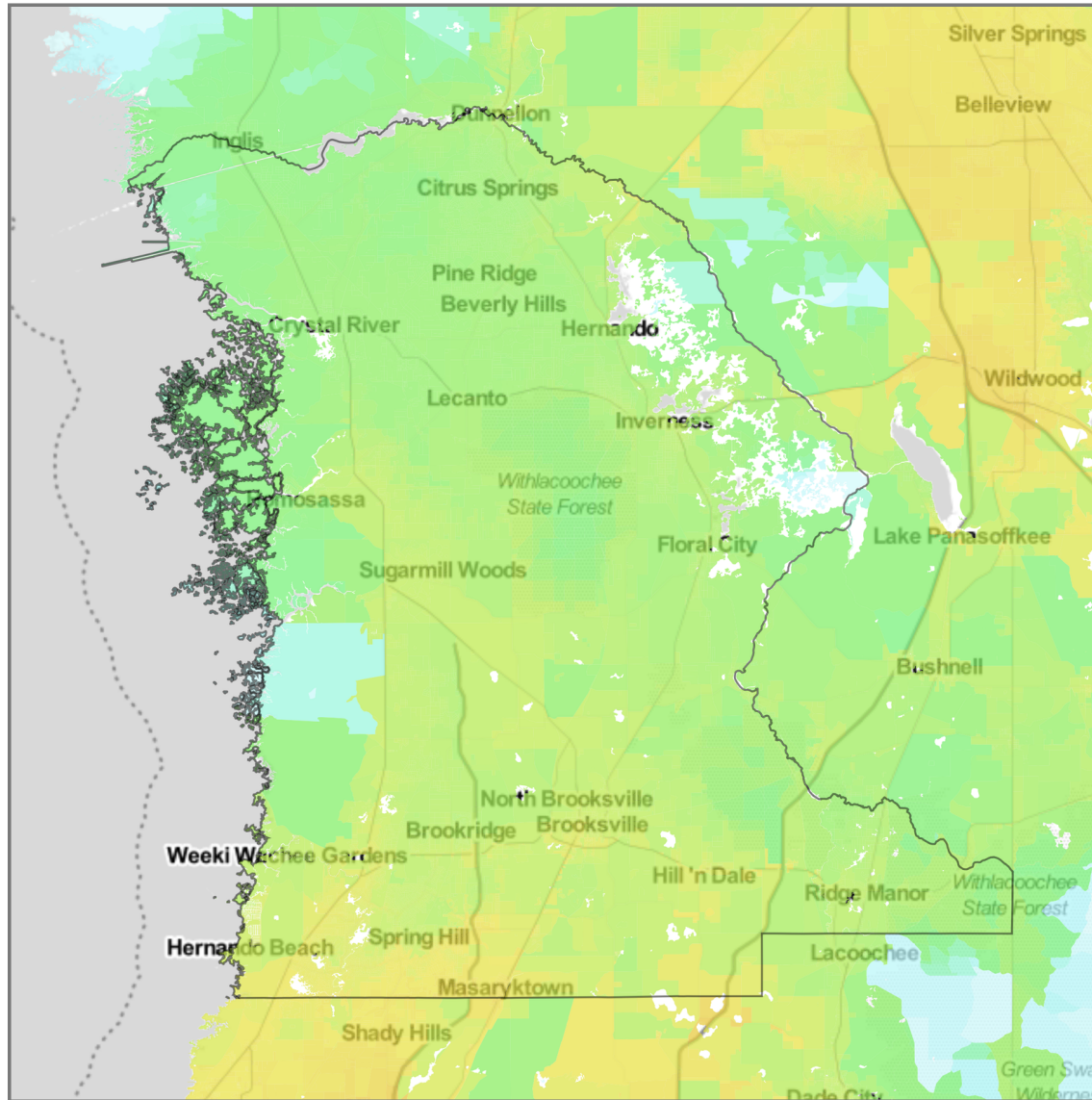
Higher numbers indicate greater job access loss due to congestion



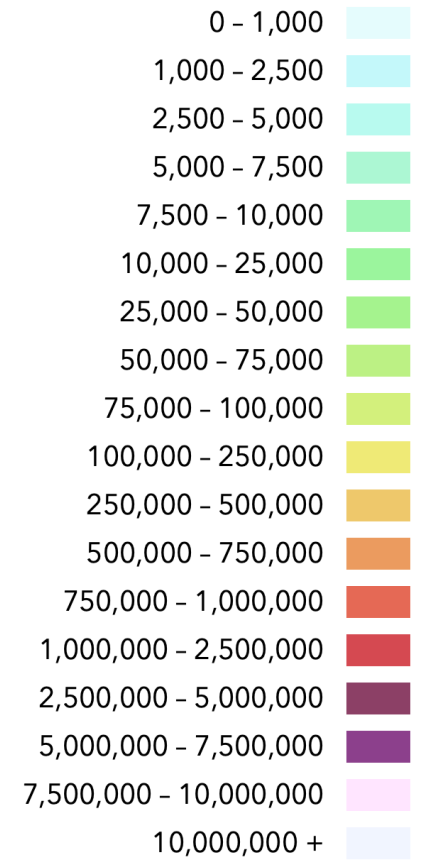
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



Hernando/Citrus County MPO

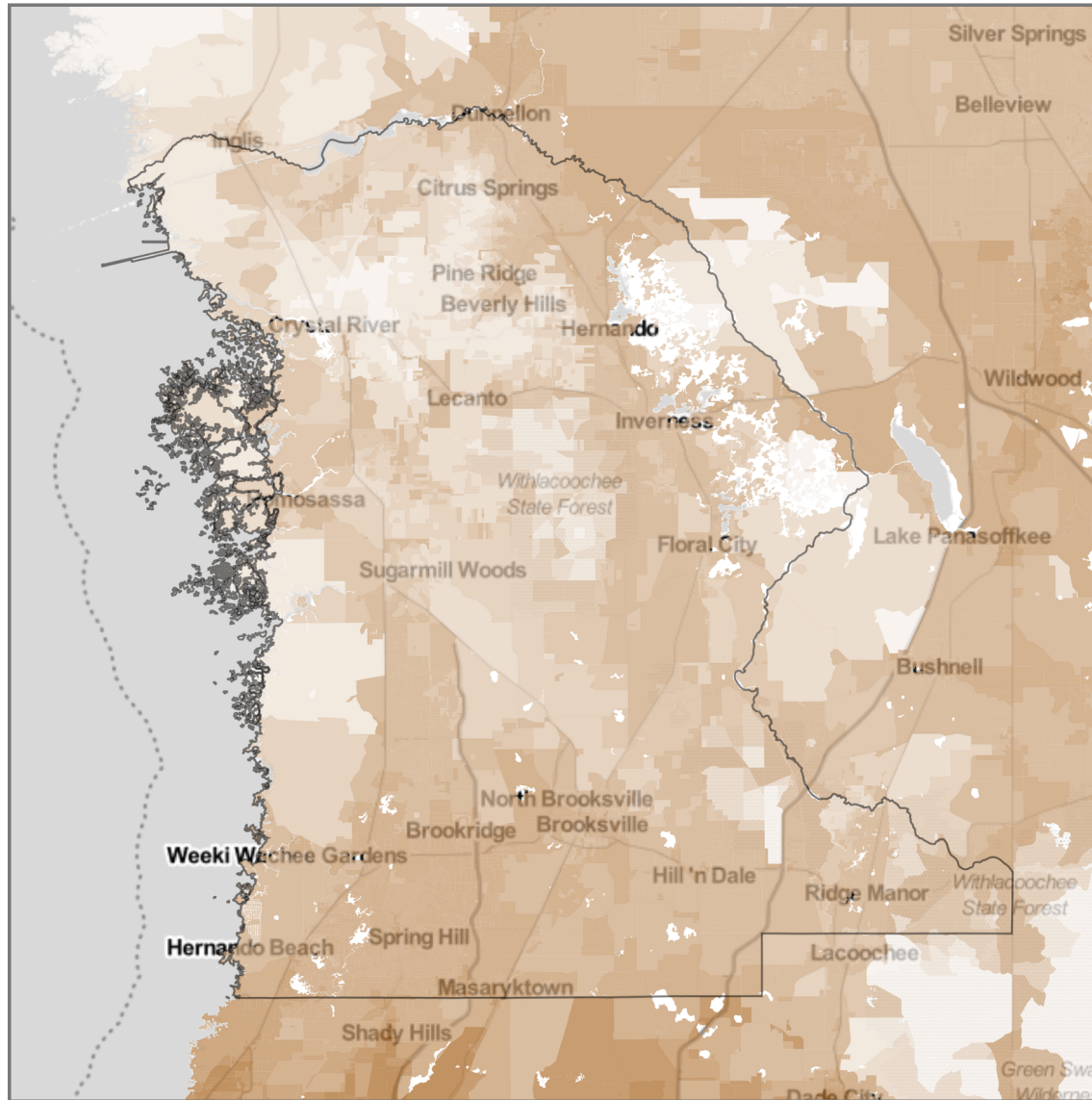


Jobs within 30 minutes
(Driving, AM peak)

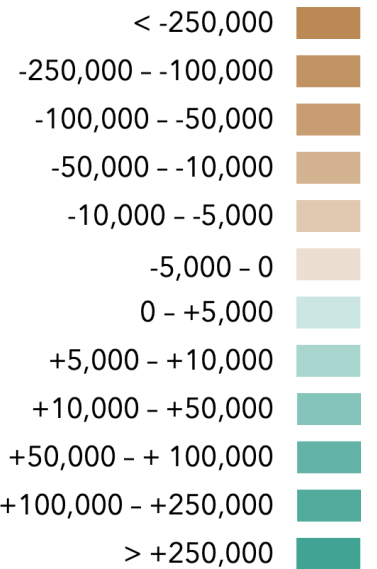


State border —
MPO boundary —

Hernando/Citrus County MPO



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



MPO boundary

City/Township Boundary

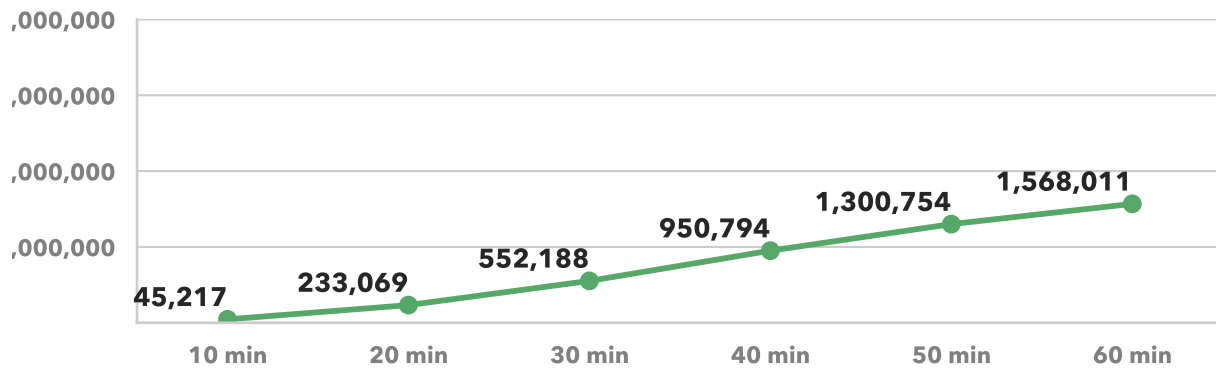
Hillsborough MPO

Job Accessibility Results – Auto, 2020

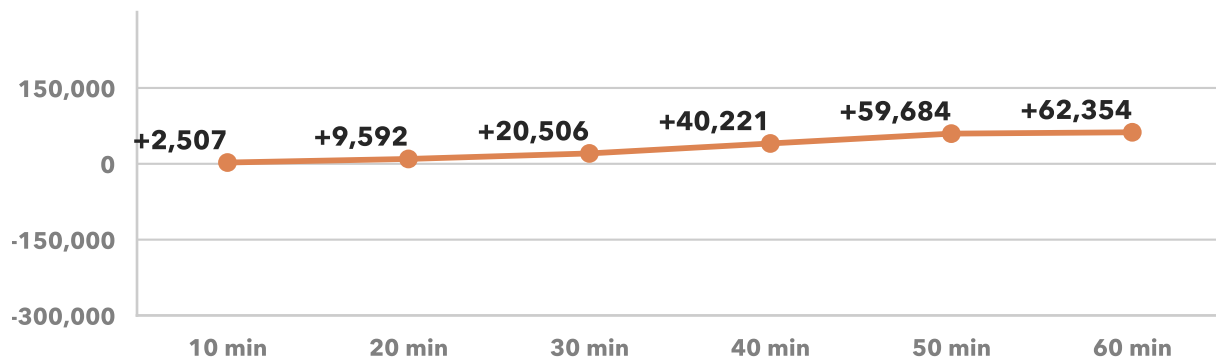
Total Jobs	731,574
Average Job Density (per mi ²)	1,705
Total Workers	631,598
Average Worker Density (per mi ²)	1,472

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

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

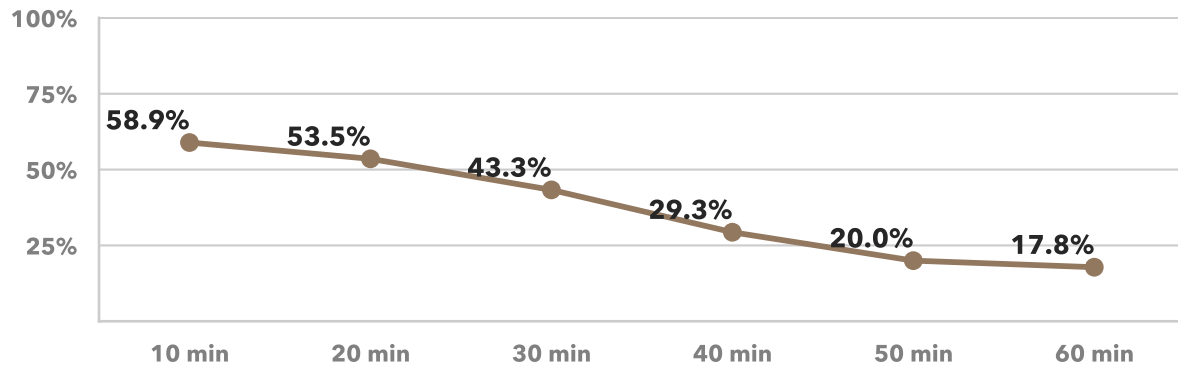


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

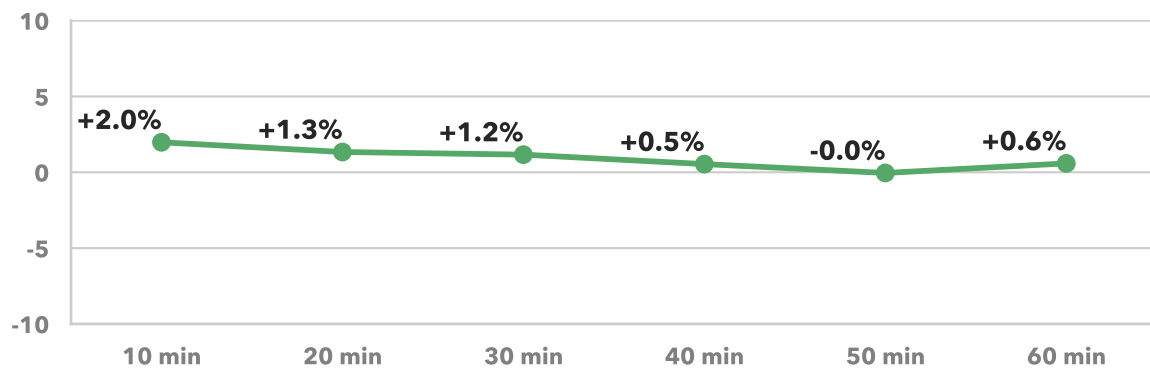


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

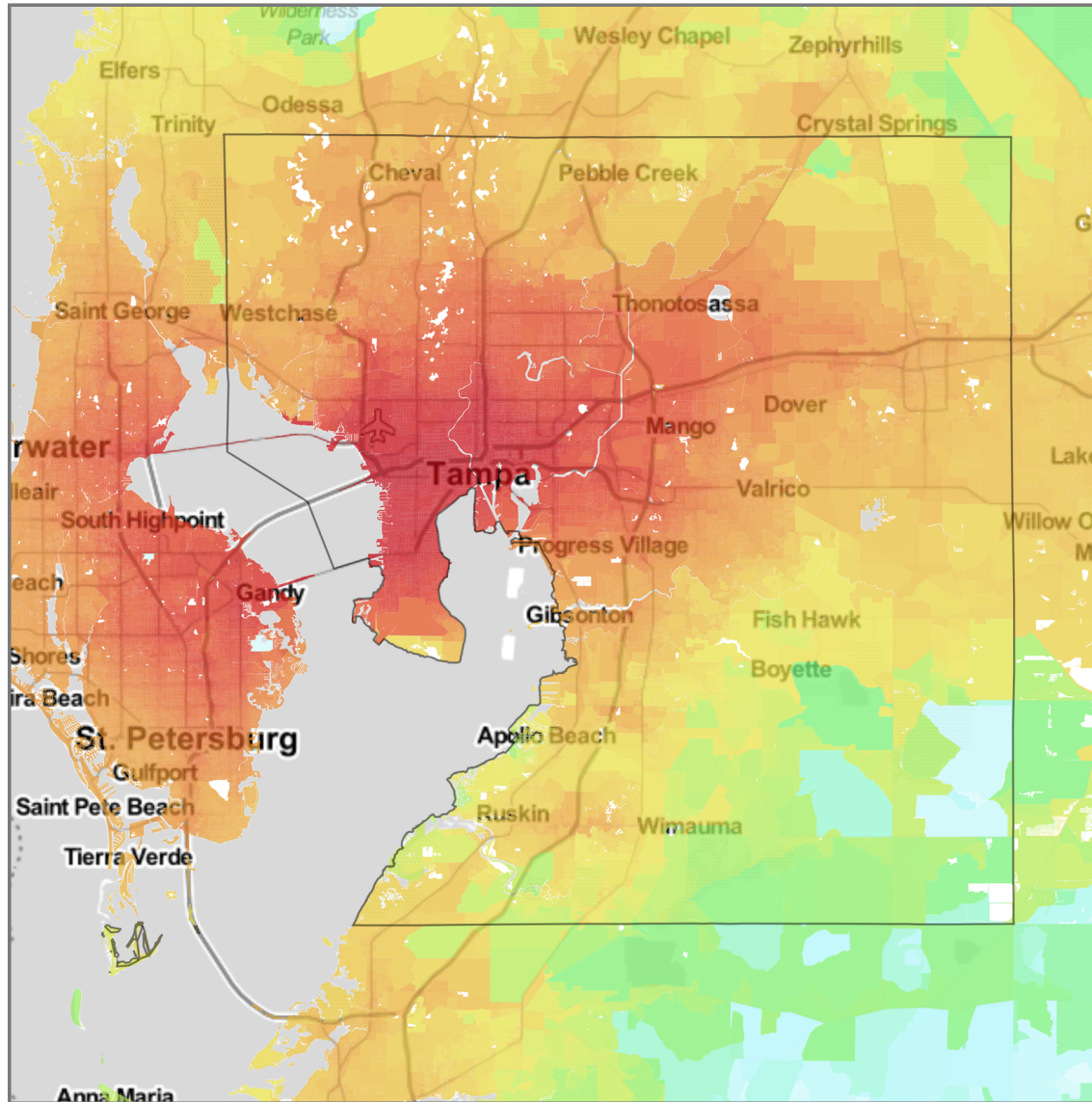


1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

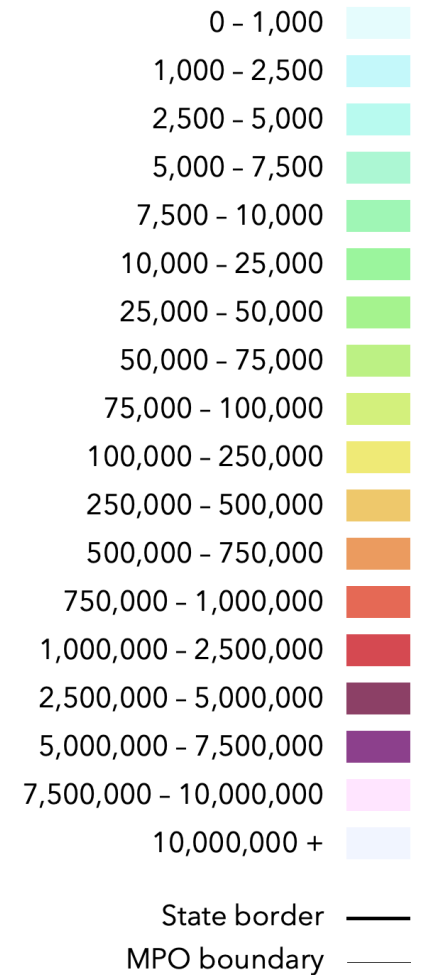


Hillsborough MPO

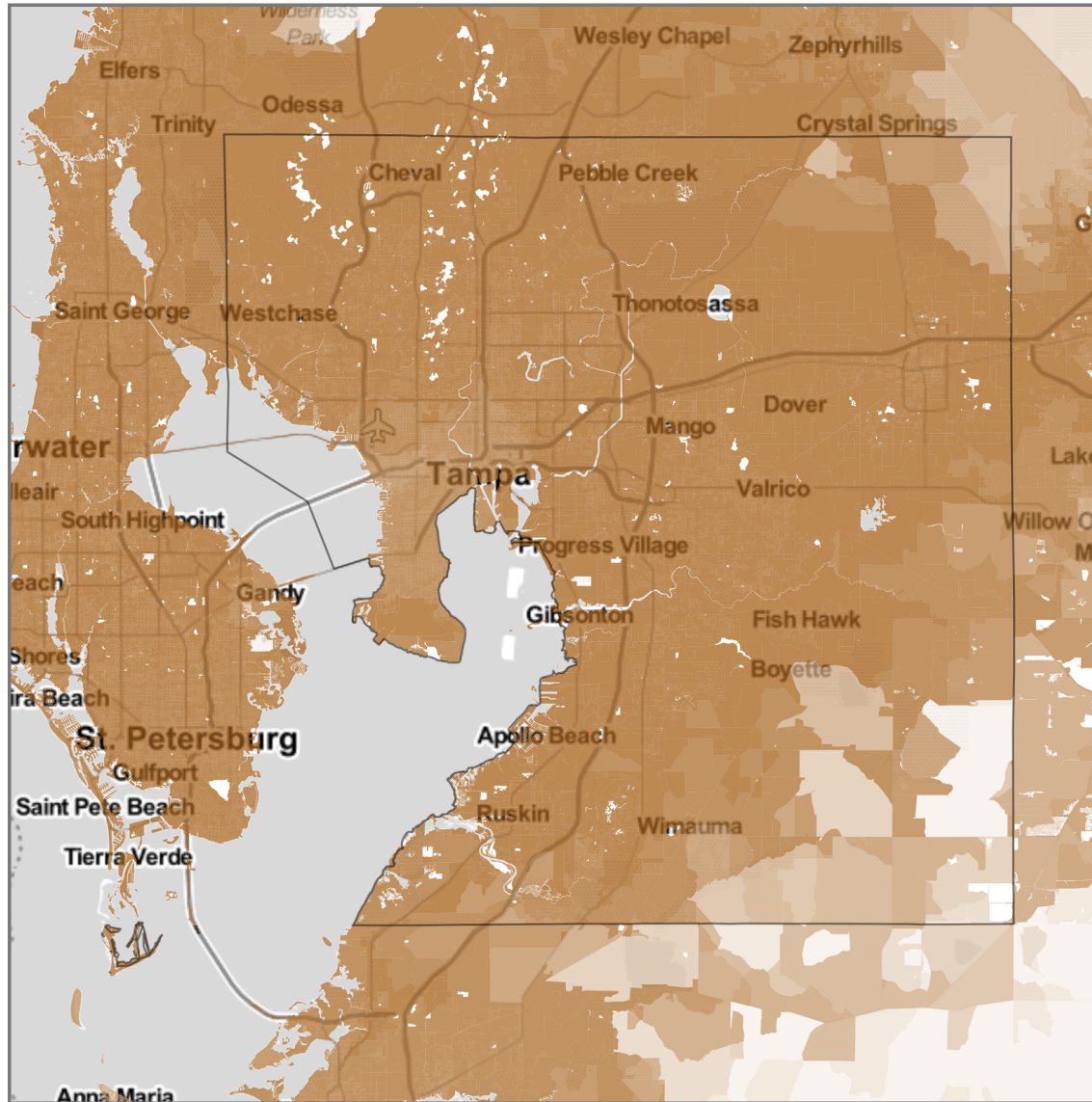
48



Jobs within 30 minutes
(Driving, AM peak)

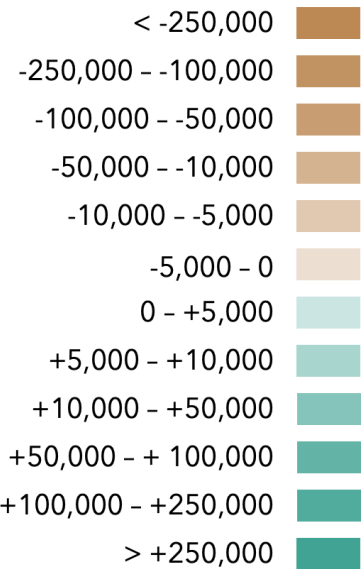


Hillsborough MPO



Change in jobs within
30 minutes

(Driving, congestion impact)



MPO boundary ———

City/Township Boundary ———

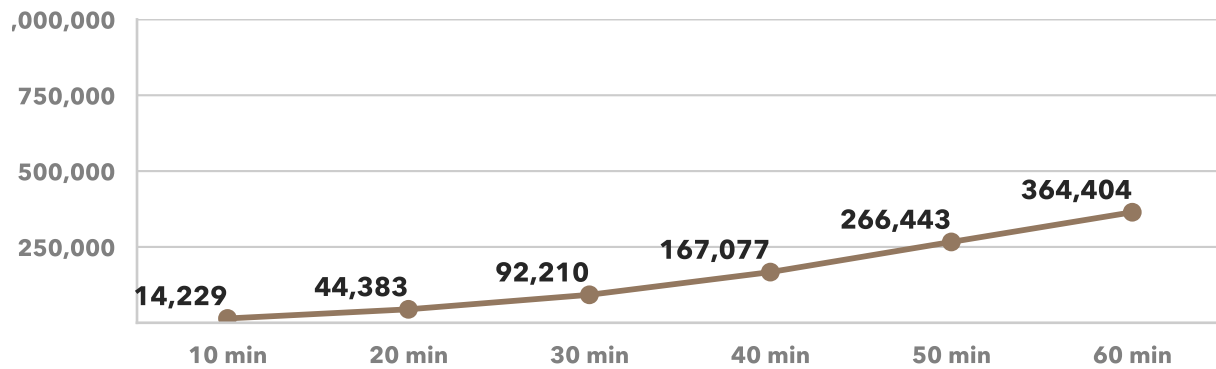
Indian River County MPO

Job Accessibility Results – Auto, 2020

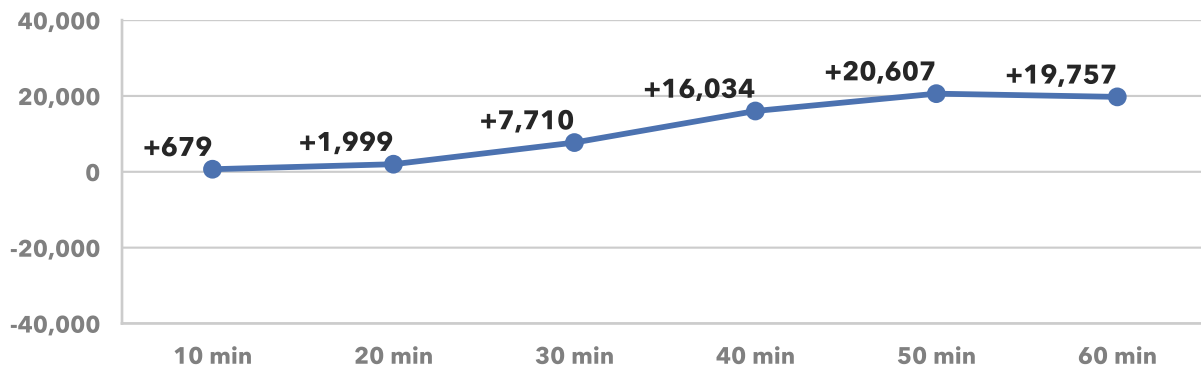
Total Jobs	49,448
Average Job Density (per mi ²)	731
Total Workers	56,539
Average Worker Density (per mi ²)	836

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

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

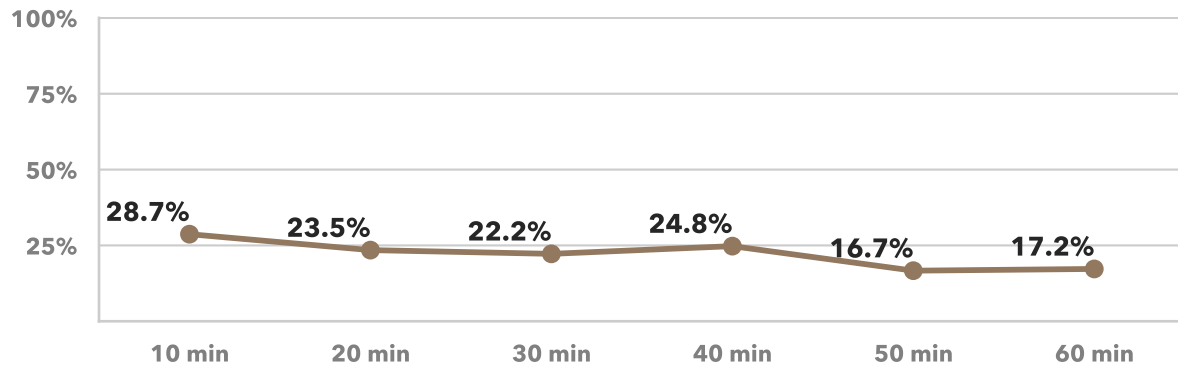


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

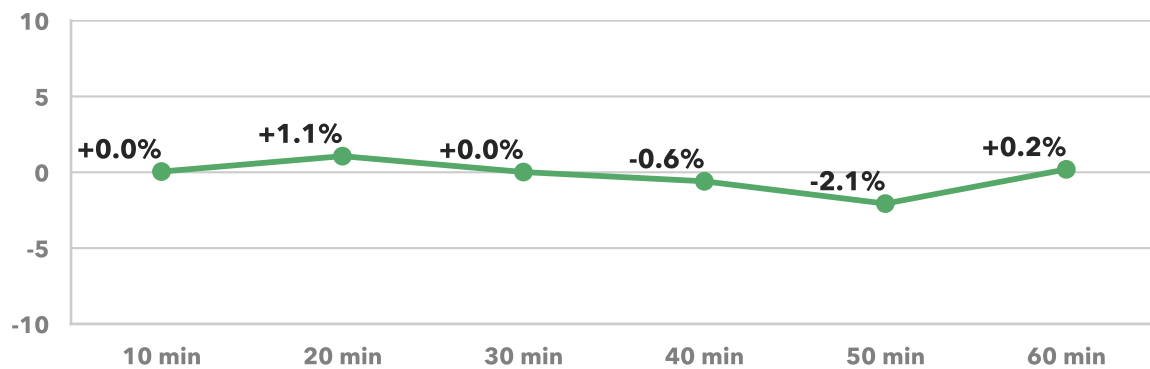


Average Congestion Impact by Travel Time Threshold (worker-weighted)

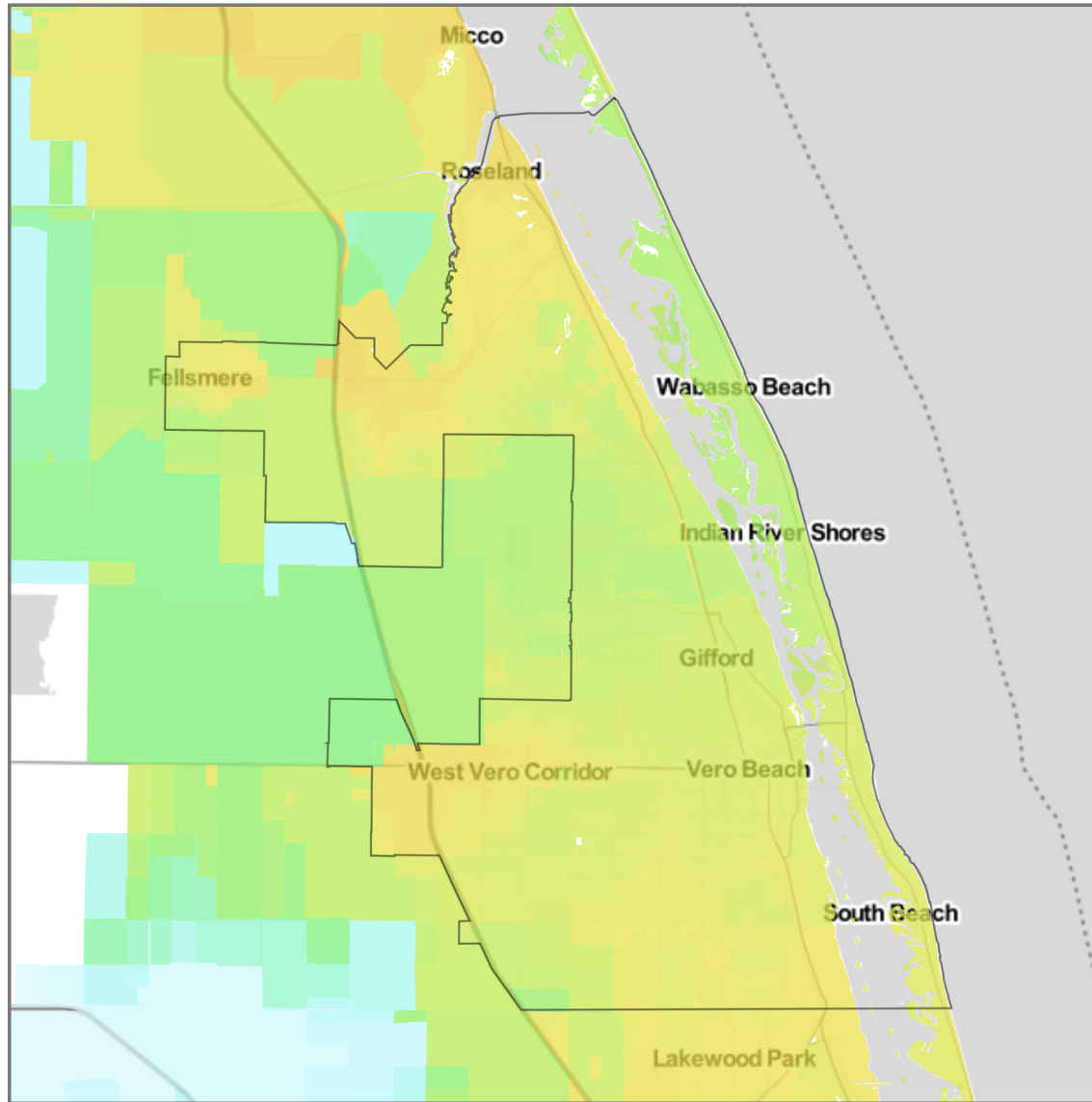
Higher numbers indicate greater job access loss due to congestion



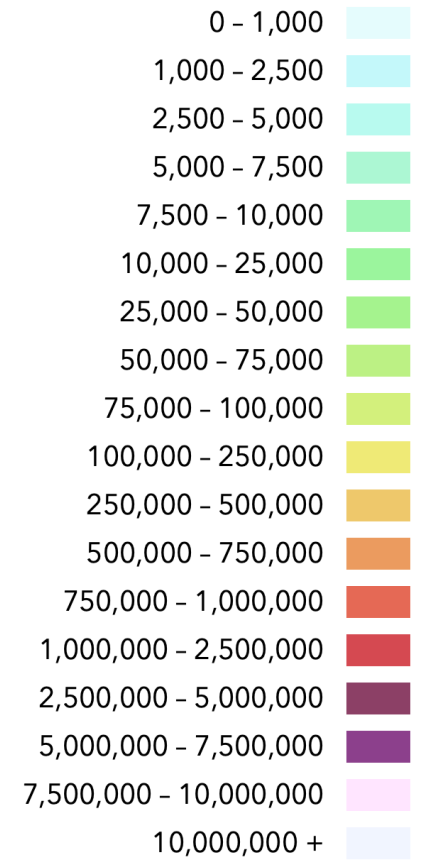
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



Indian River County MPO

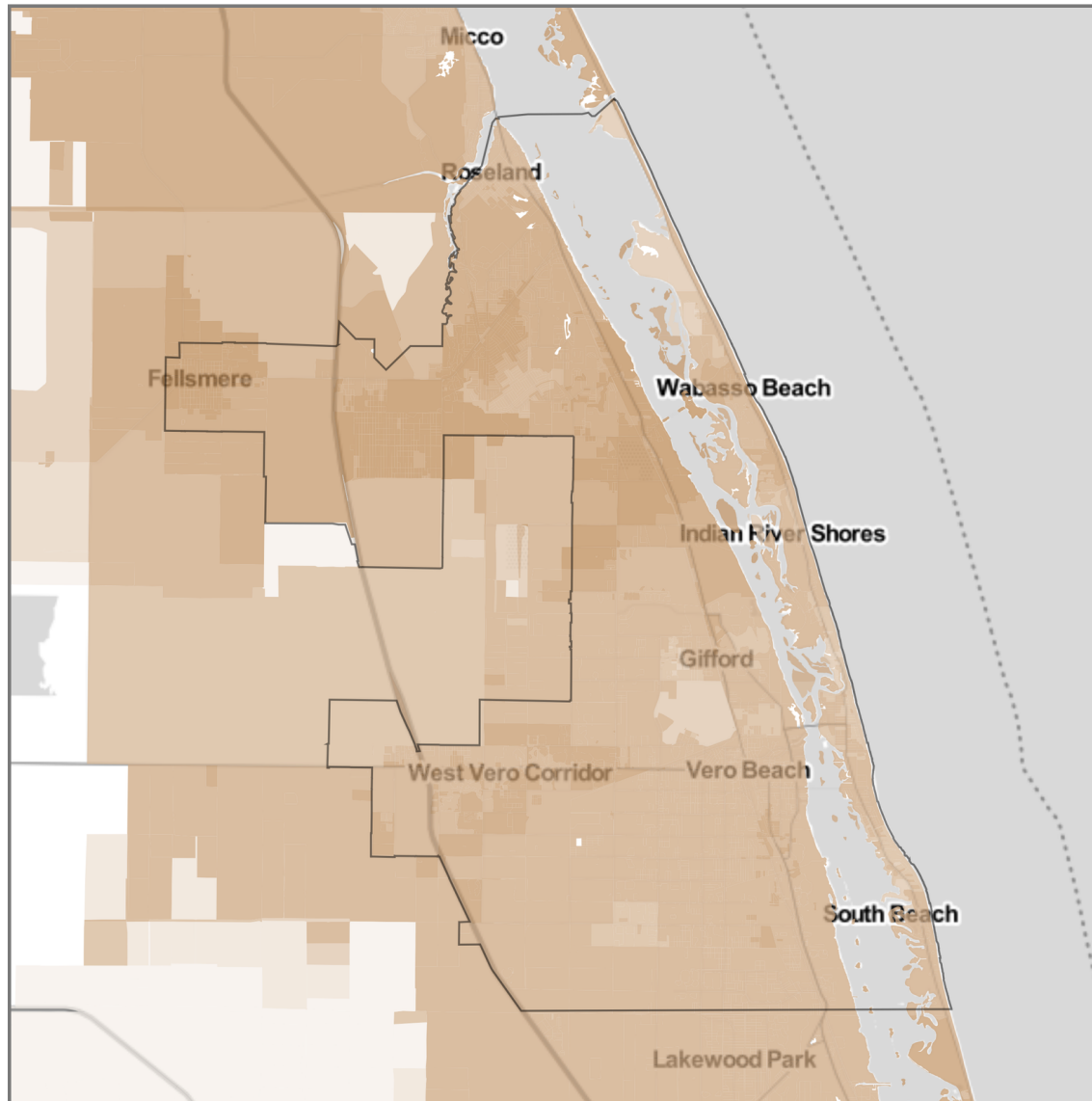


Jobs within 30 minutes
(Driving, AM peak)



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 —

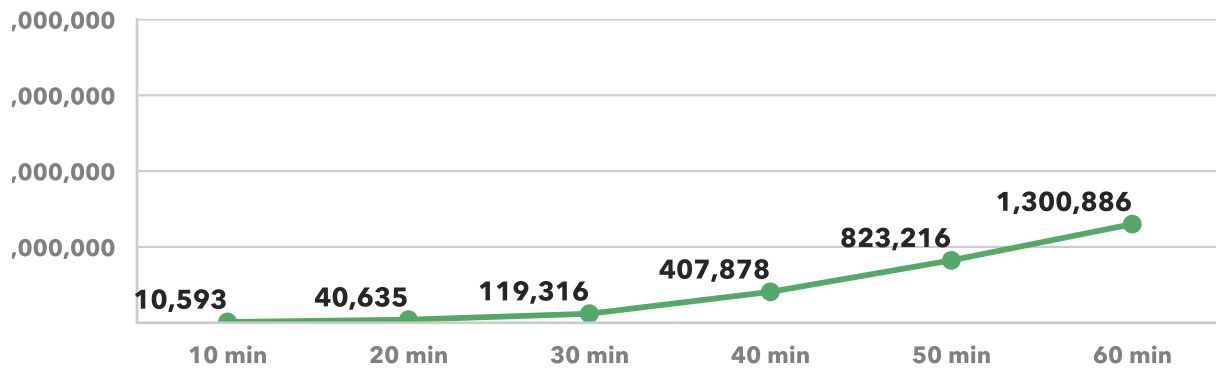
Lake-Sumter MPO

Job Accessibility Results – Auto, 2020

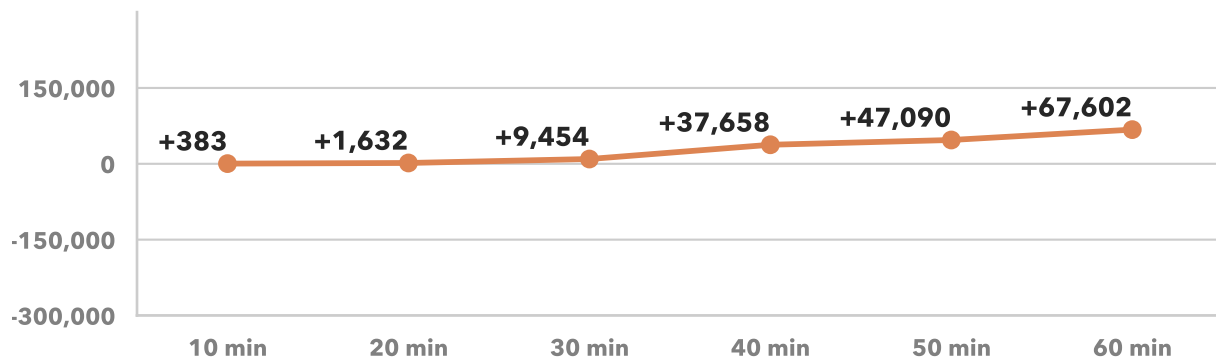
Total Jobs	128,999
Average Job Density (per mi ²)	192
Total Workers	167,672
Average Worker Density (per mi ²)	250

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

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

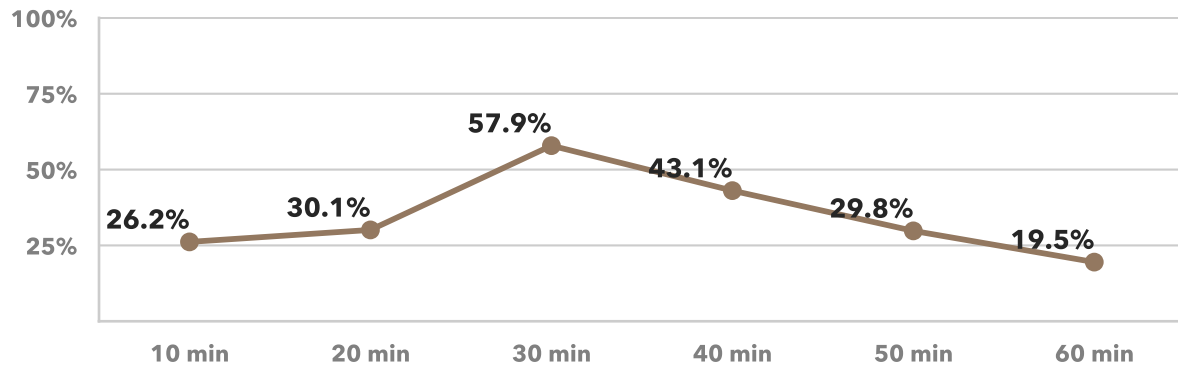


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

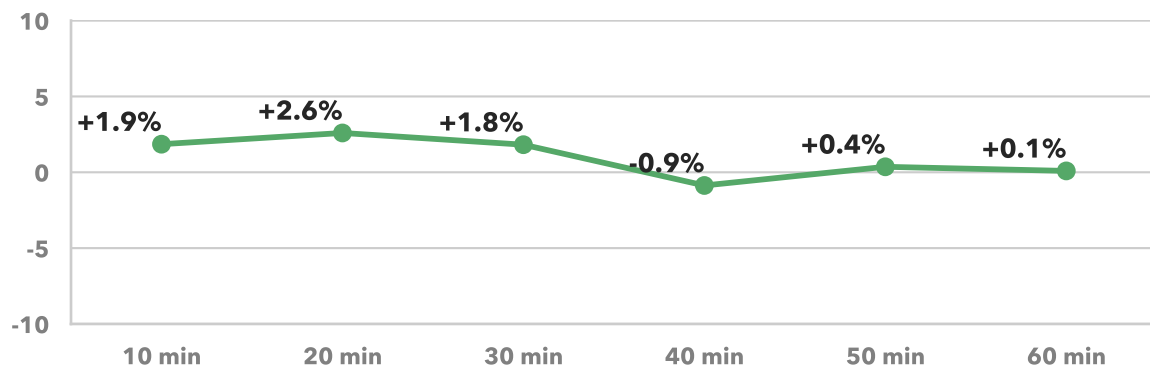


Average Congestion Impact by Travel Time Threshold (worker-weighted)

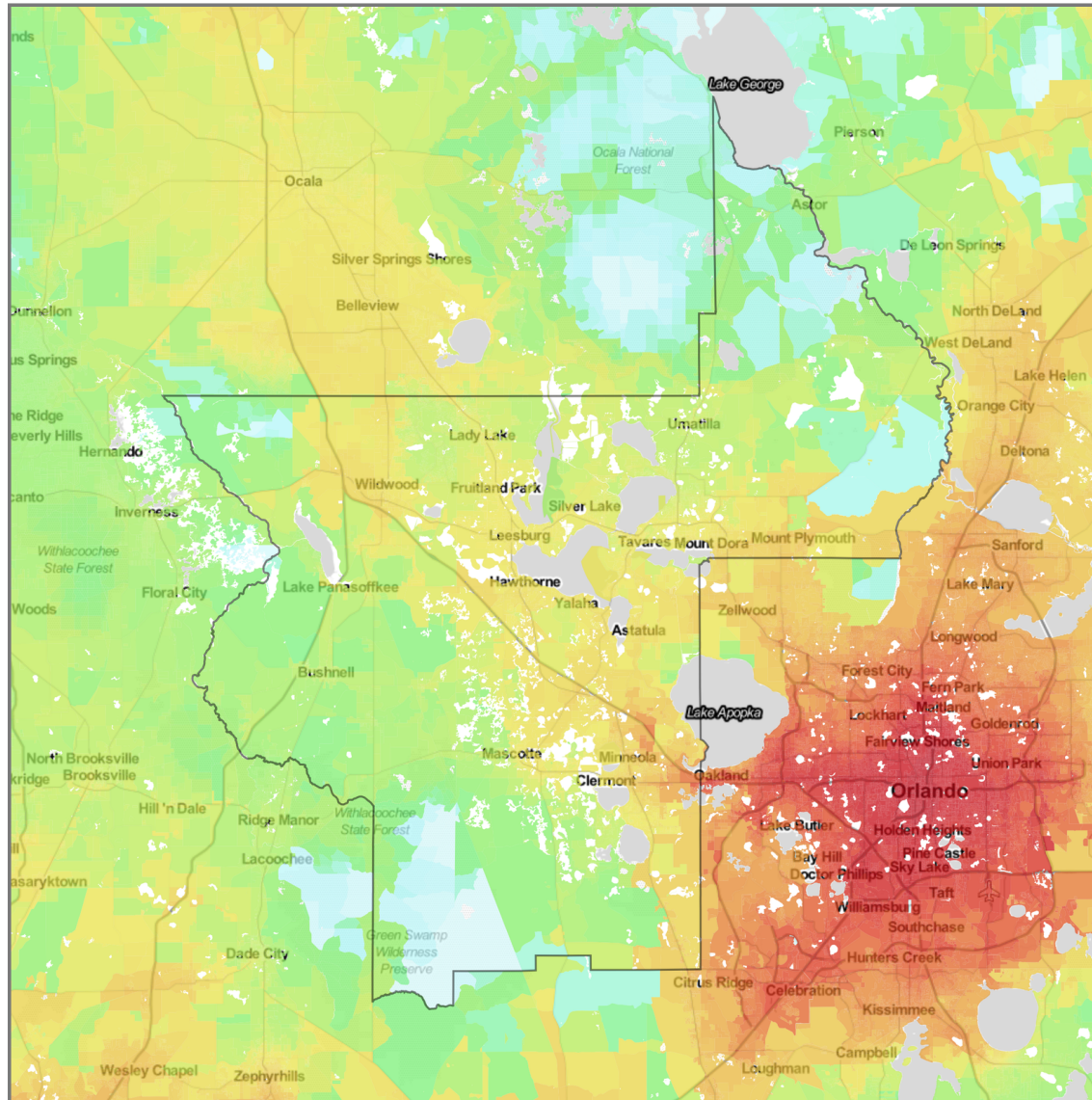
Higher numbers indicate greater job access loss due to congestion



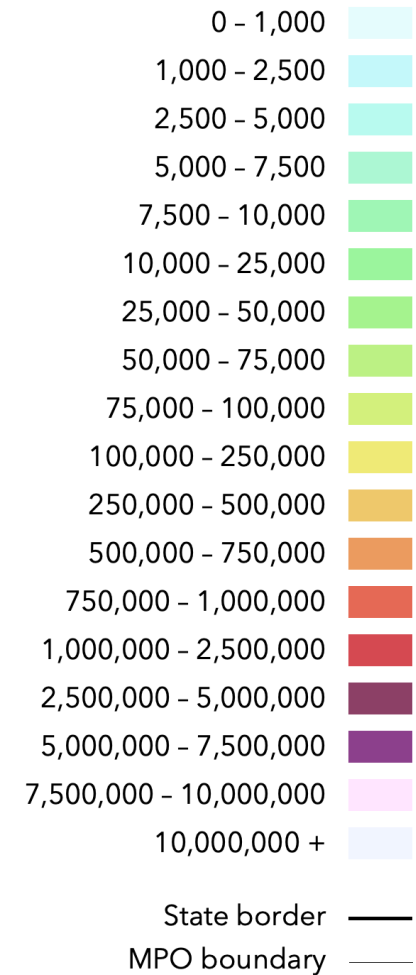
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



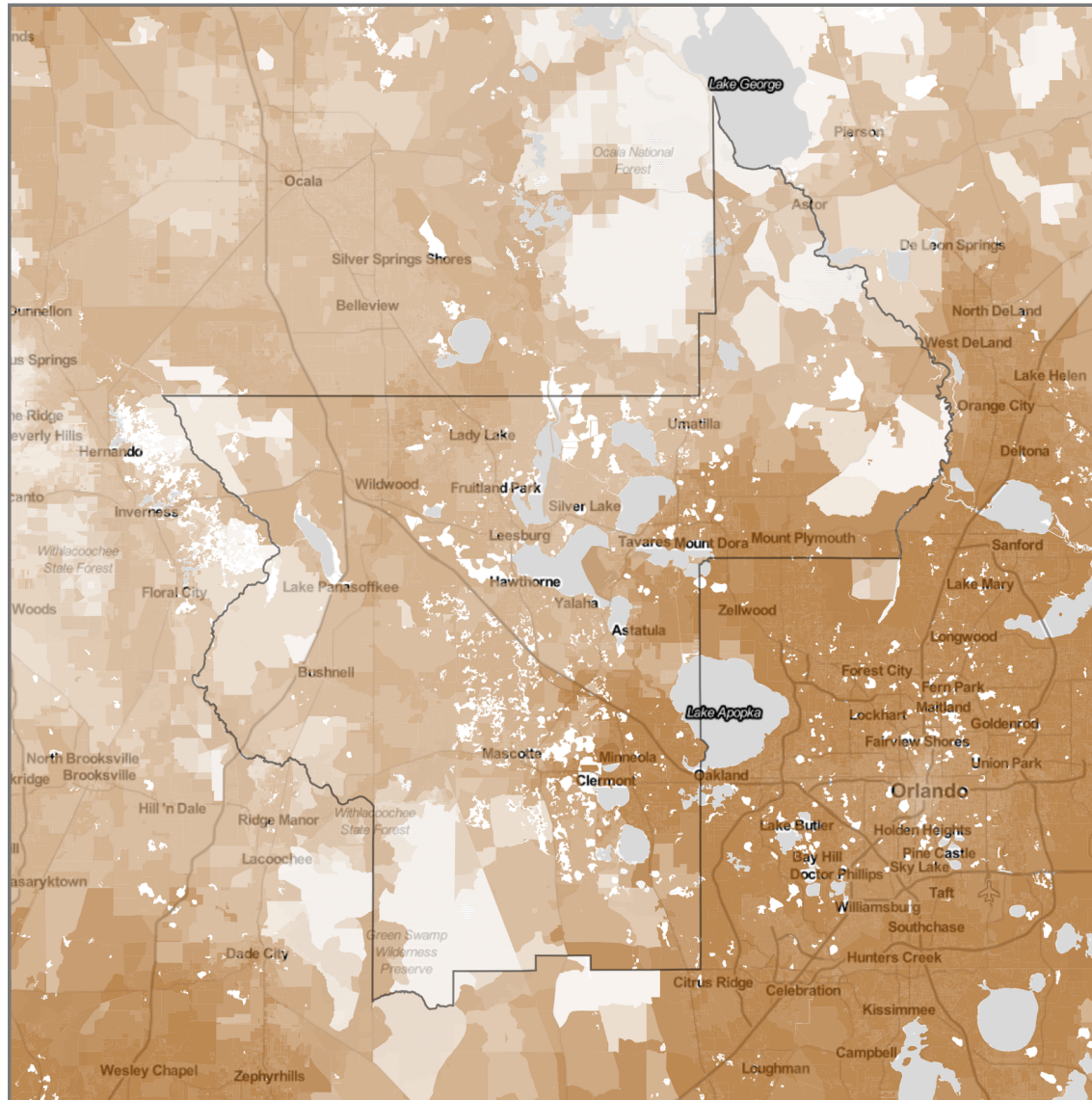
Lake-Sumter MPO



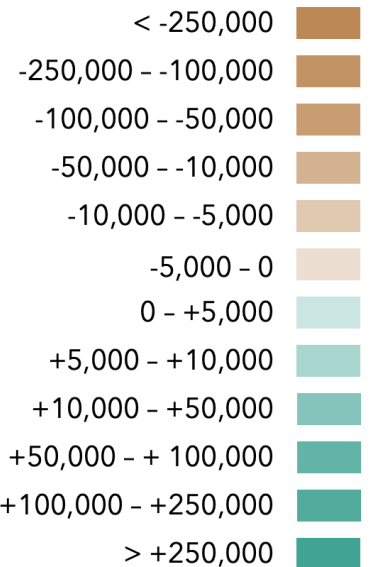
Jobs within 30 minutes
(Driving, AM peak)



Lake-Sumter MPO



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



MPO boundary

City/Township Boundary

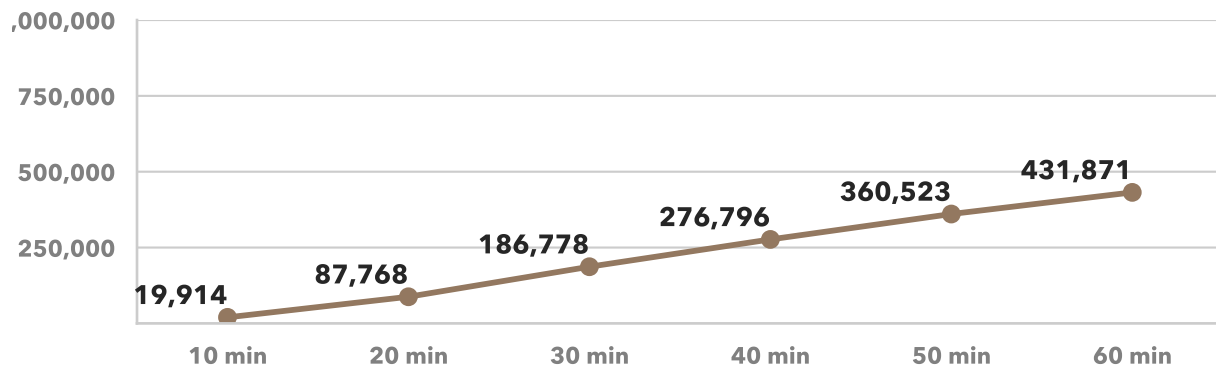
Lee County MPO

Job Accessibility Results – Auto, 2020

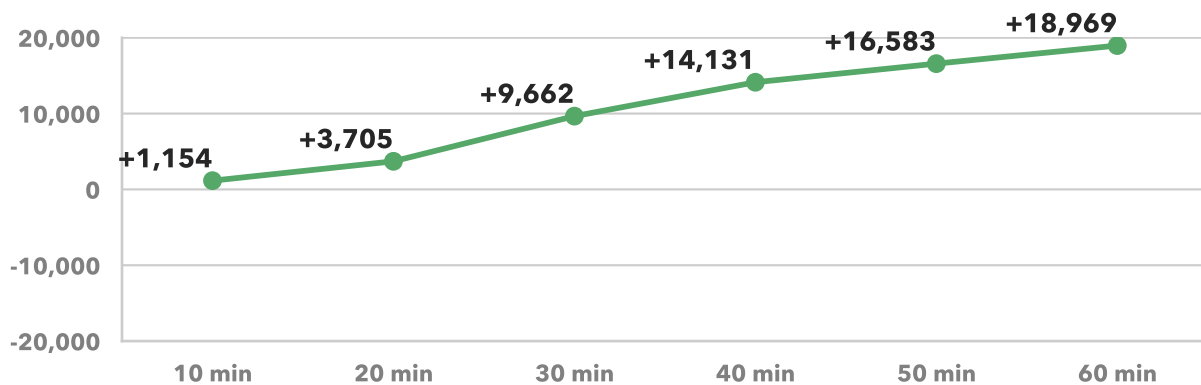
Total Jobs	257,625
Average Job Density (per mi ²)	807
Total Workers	273,559
Average Worker Density (per mi ²)	857

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

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

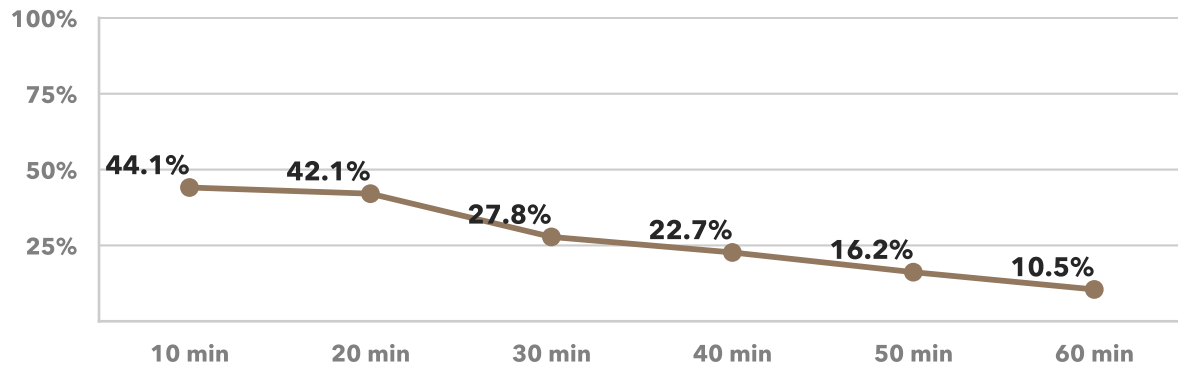


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

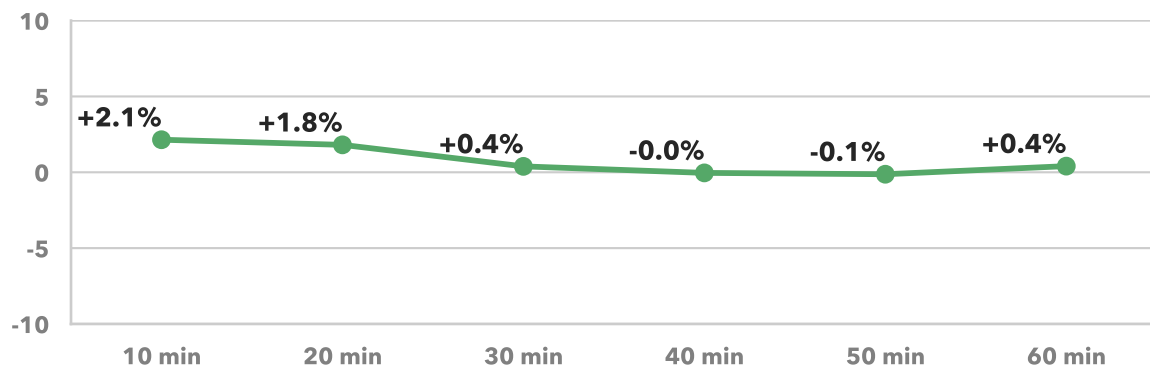


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

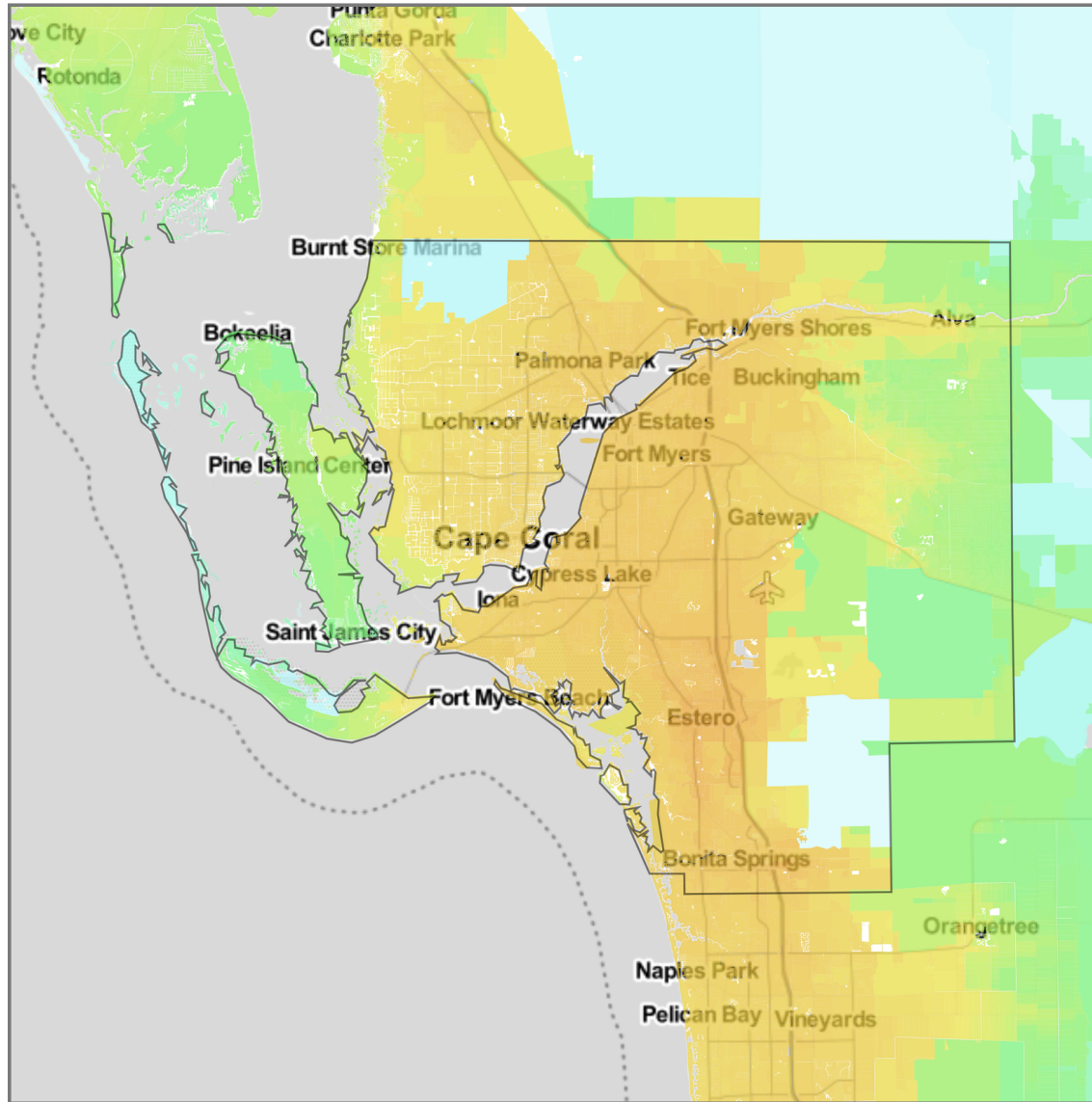


1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

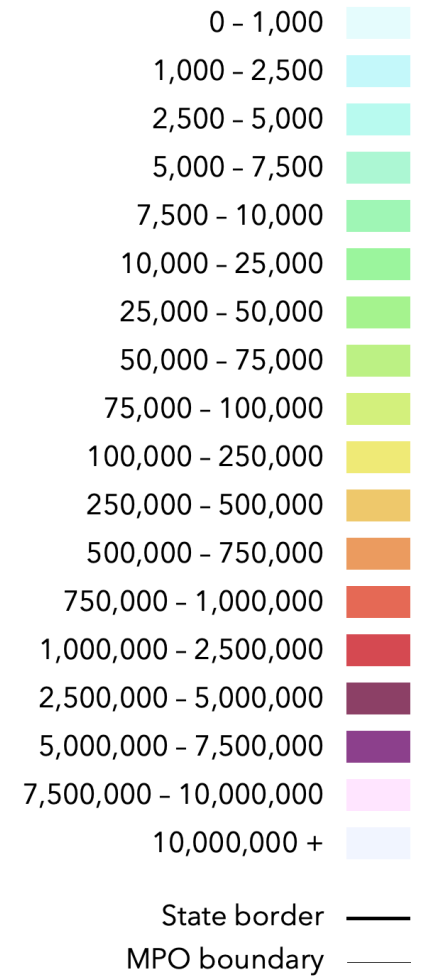


Lee County MPO

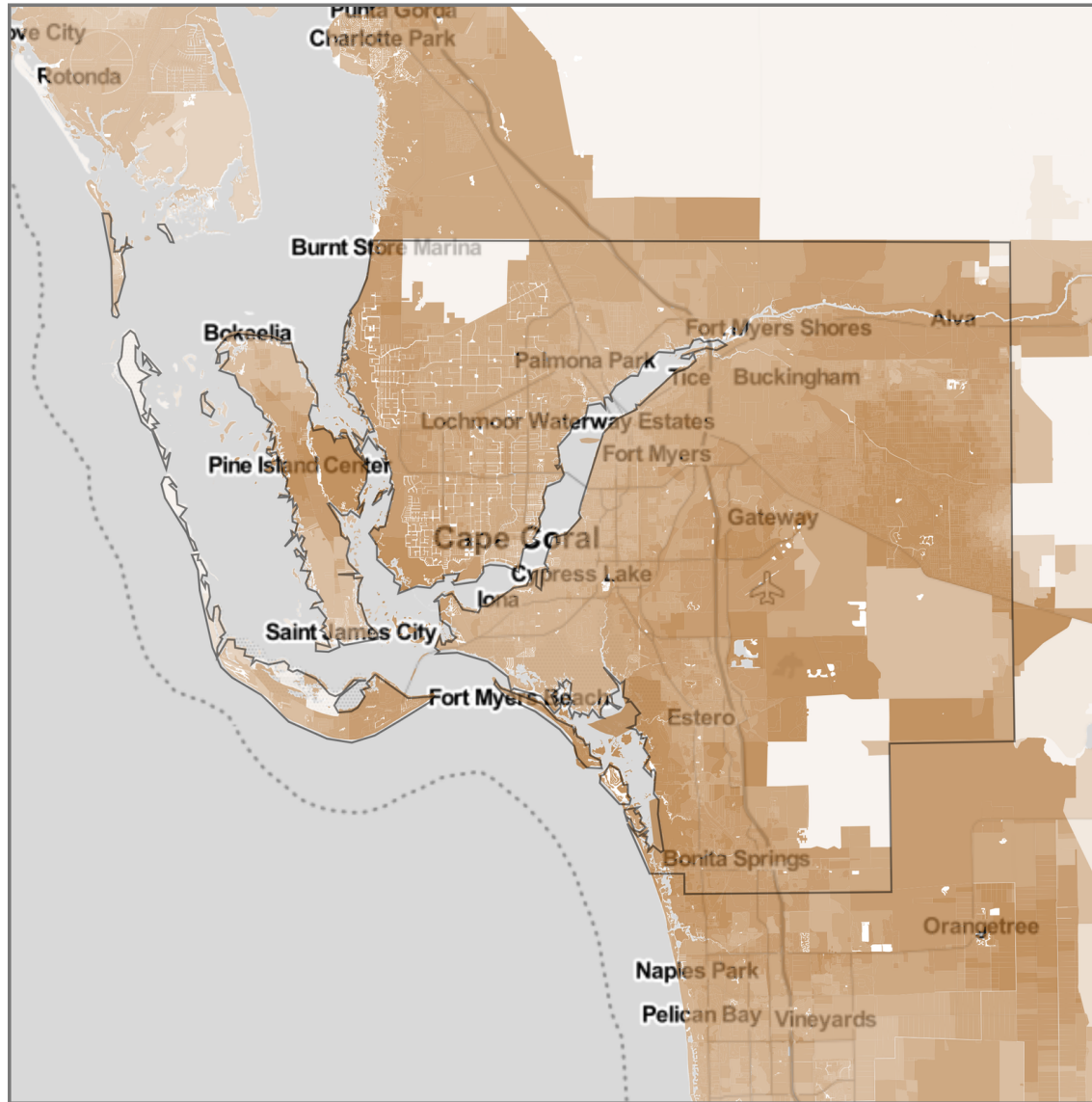
60



Jobs within 30 minutes
(Driving, AM peak)

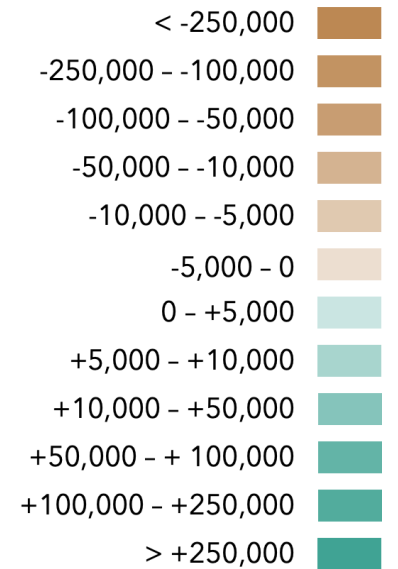


Lee County MPO



Change in jobs within
30 minutes

(Driving, congestion impact)



MPO boundary ———

City/Township Boundary ———

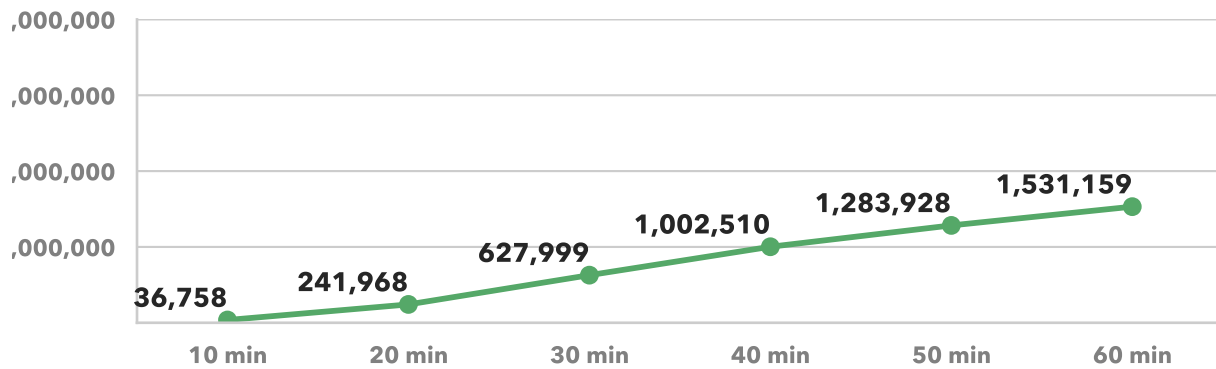
METROPLAN Orlando

Job Accessibility Results – Auto, 2020

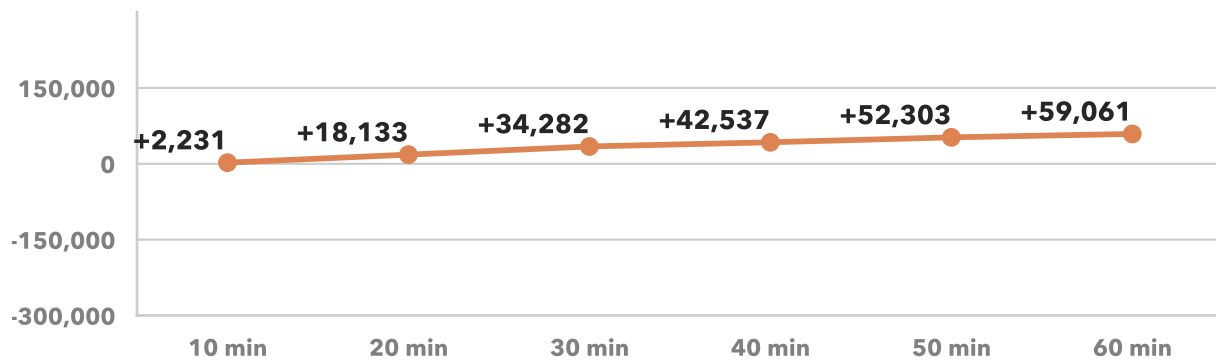
Total Jobs	1,218,166
Average Job Density (per mi ²)	1,103
Total Workers	1,037,565
Average Worker Density (per mi ²)	939

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

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

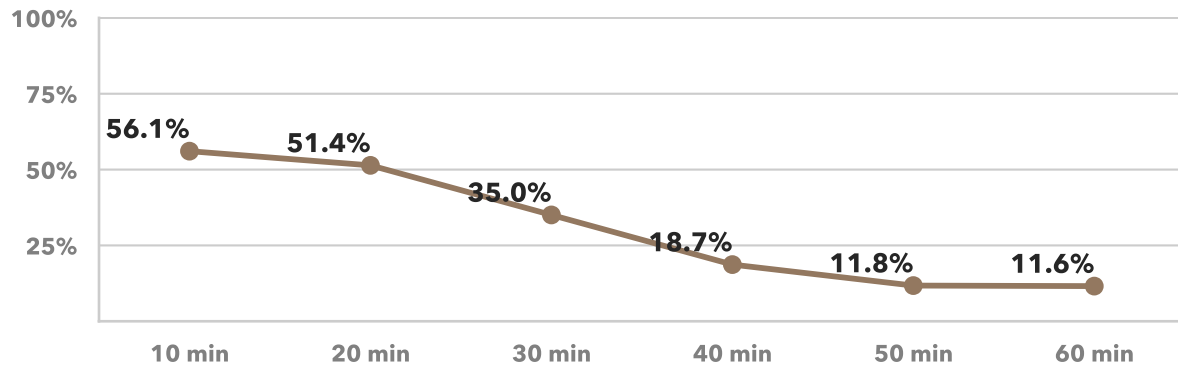


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

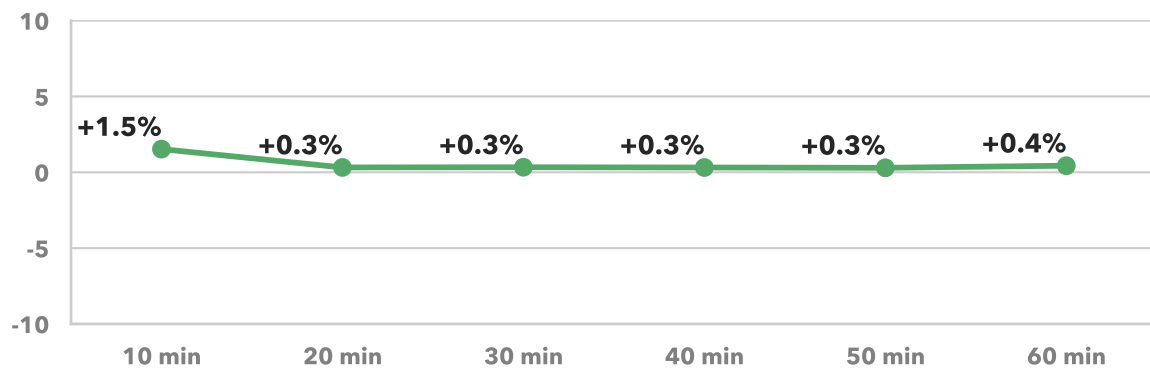


Average Congestion Impact by Travel Time Threshold (worker-weighted)

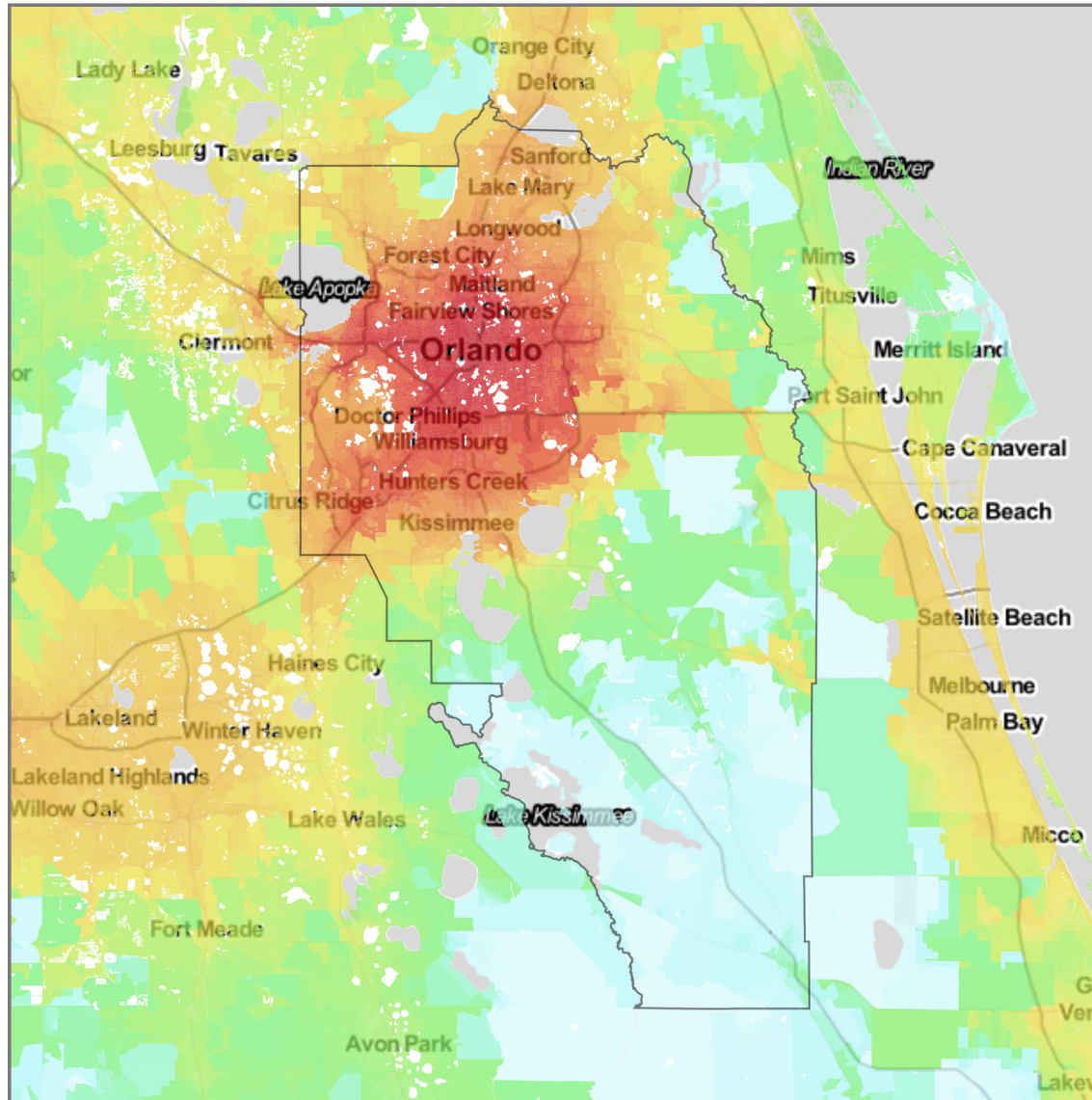
Higher numbers indicate greater job access loss due to congestion



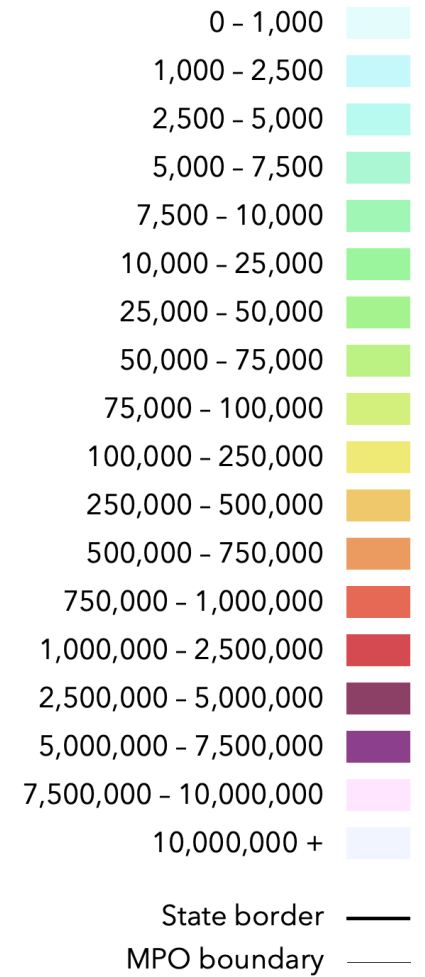
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



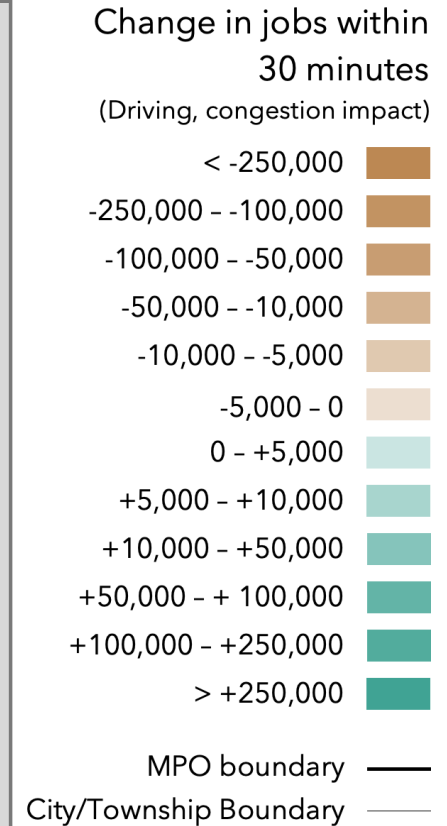
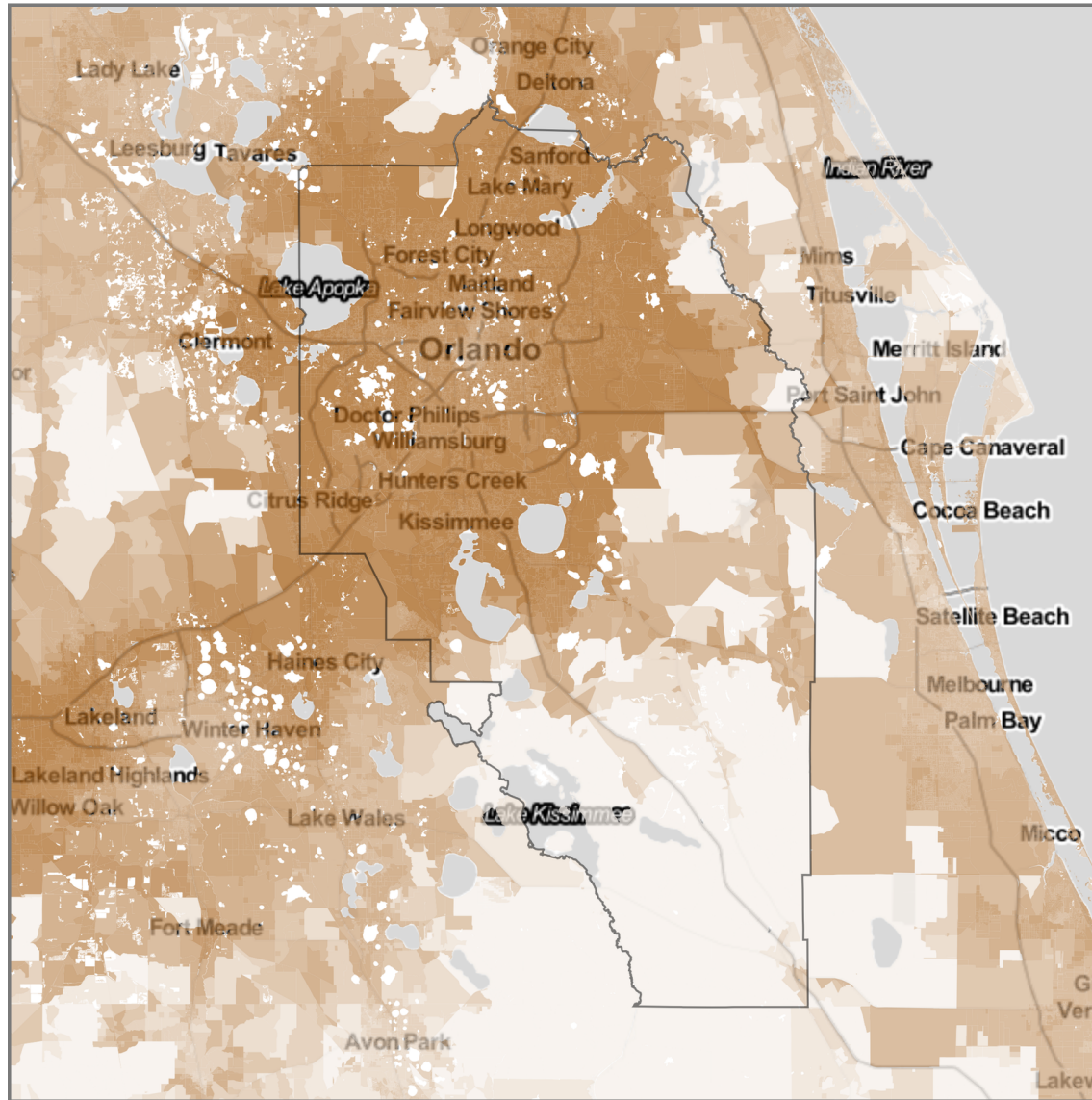
METROPLAN Orlando



Jobs within 30 minutes
(Driving, AM peak)



METROPLAN Orlando



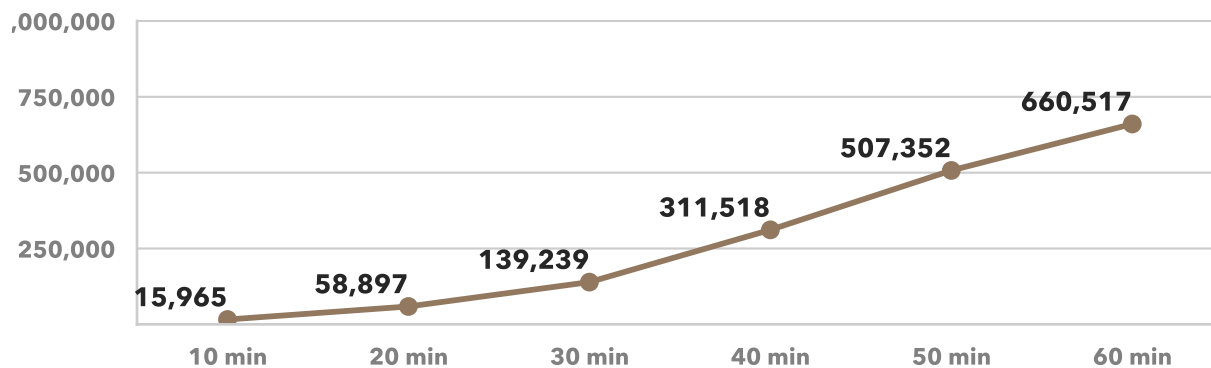
Martin MPO

Job Accessibility Results – Auto, 2020

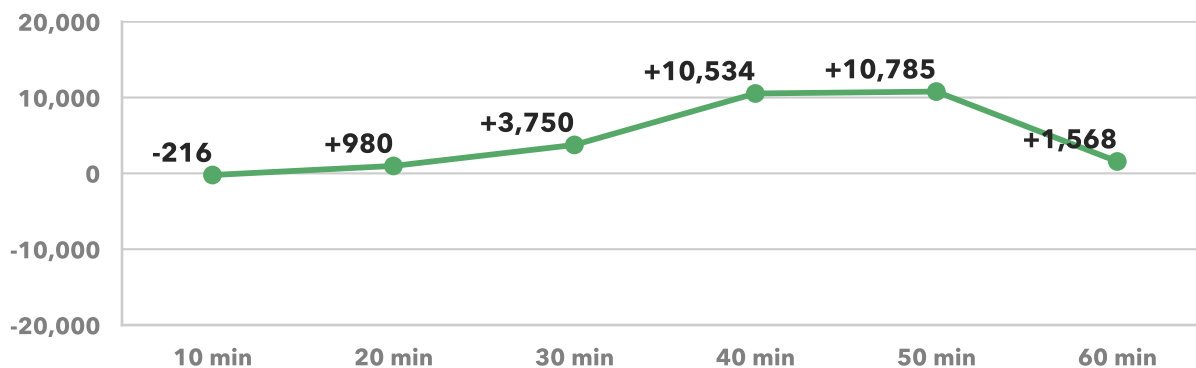
Total Jobs	70,001
Average Job Density (per mi ²)	332
Total Workers	61,220
Average Worker Density (per mi ²)	290

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

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

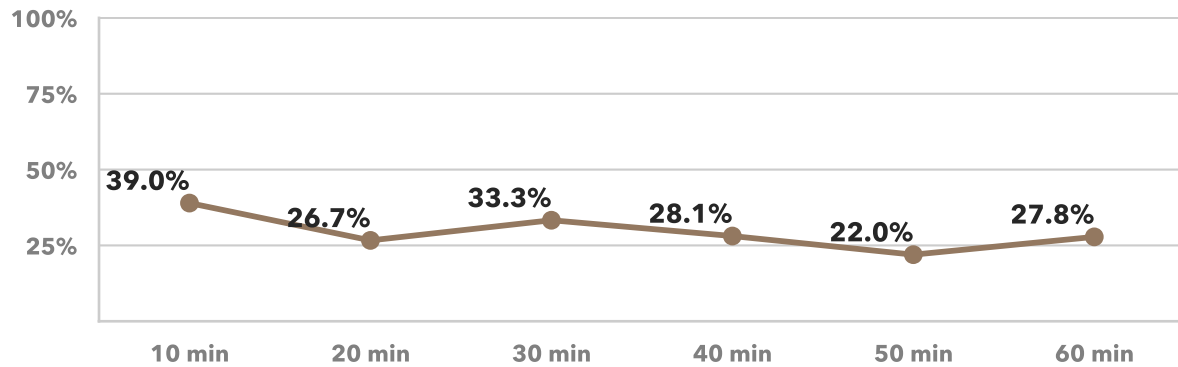


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

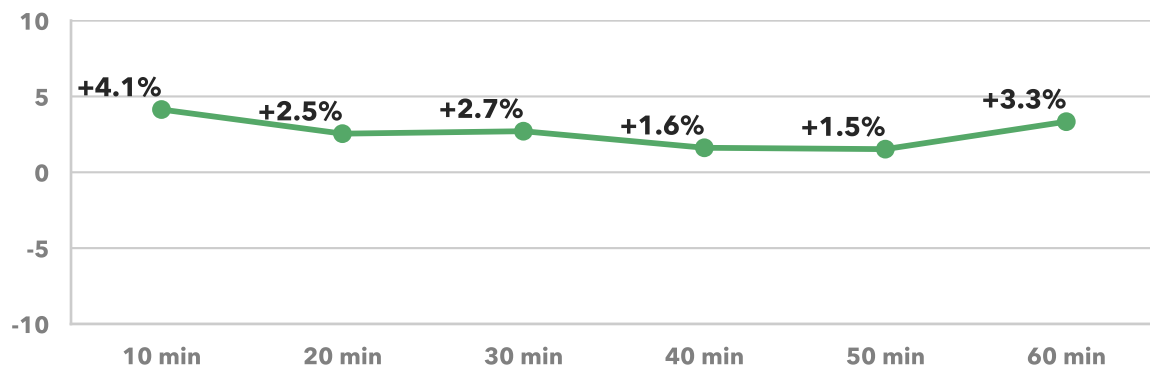


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

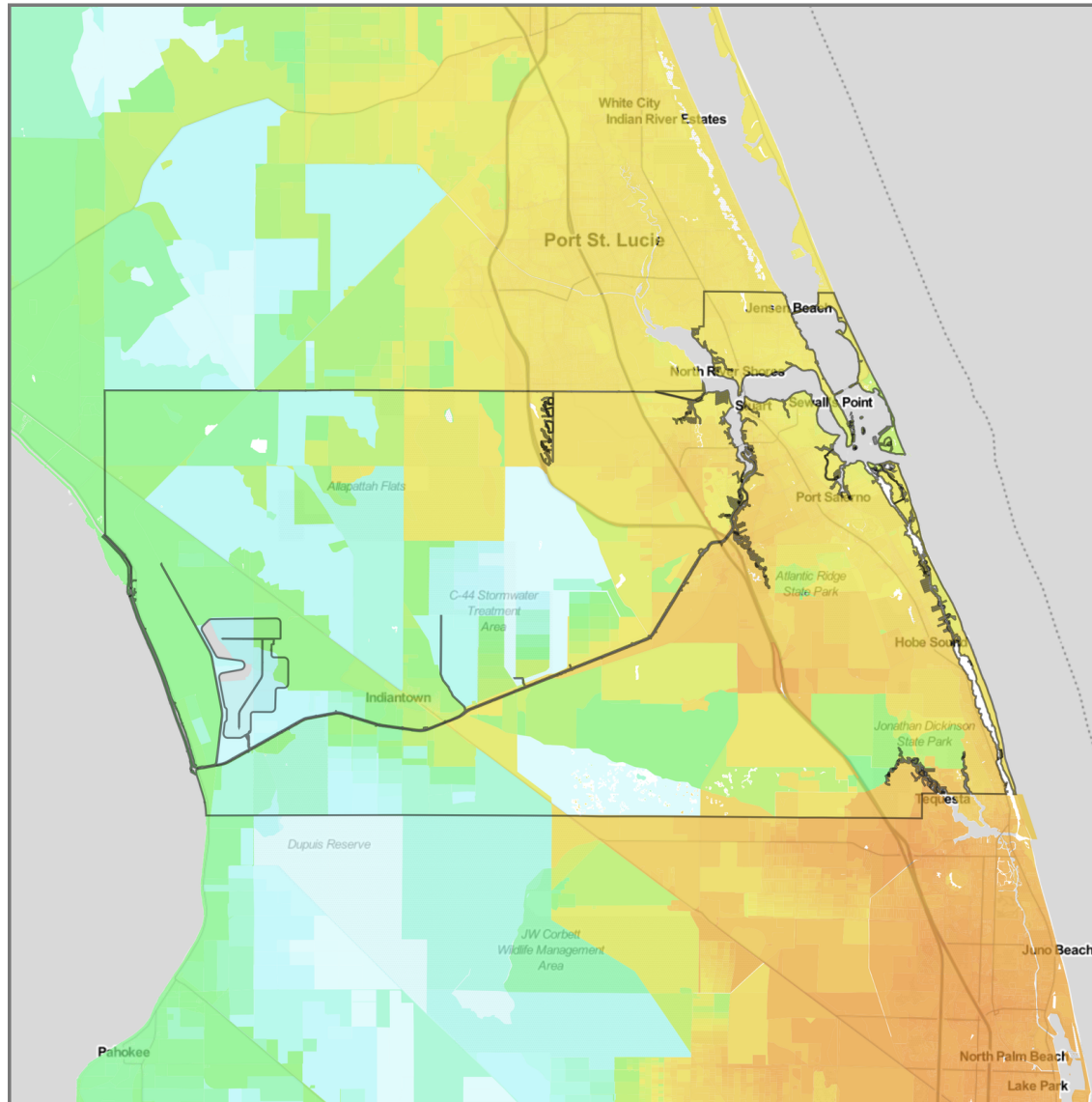


1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

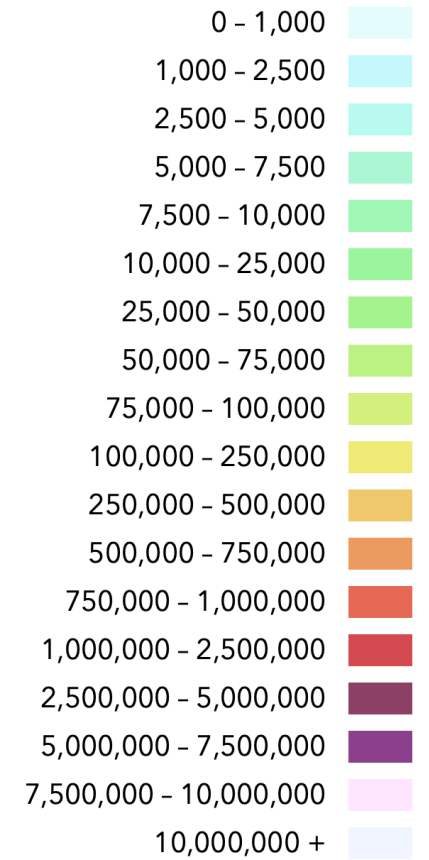


Martin MPO

68



Jobs within 30 minutes
(Driving, AM peak)

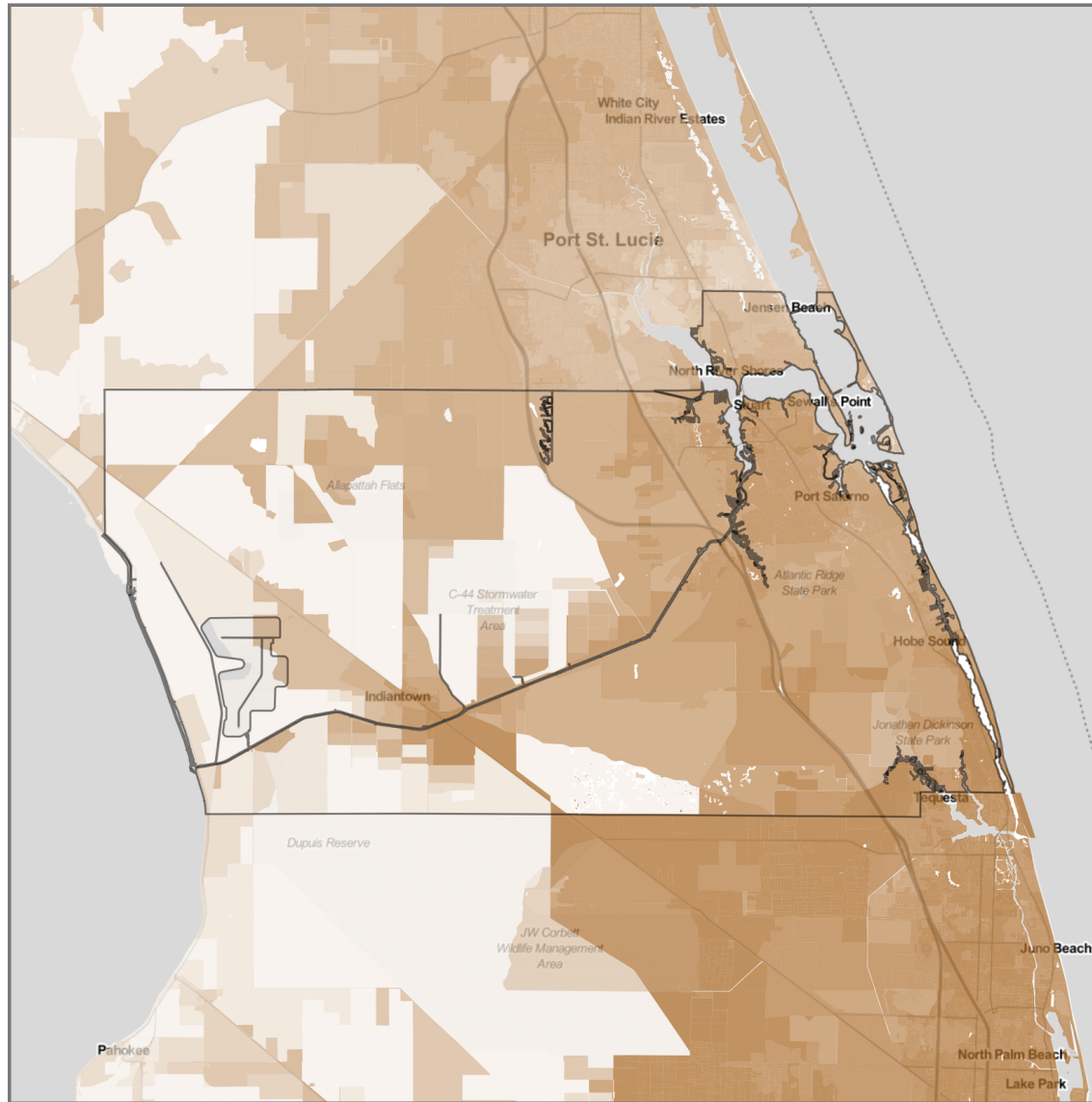


State border

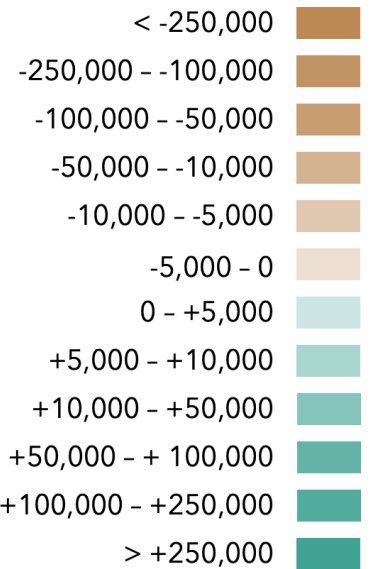
MPO boundary

Martin MPO

69



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



MPO boundary

City/Township Boundary

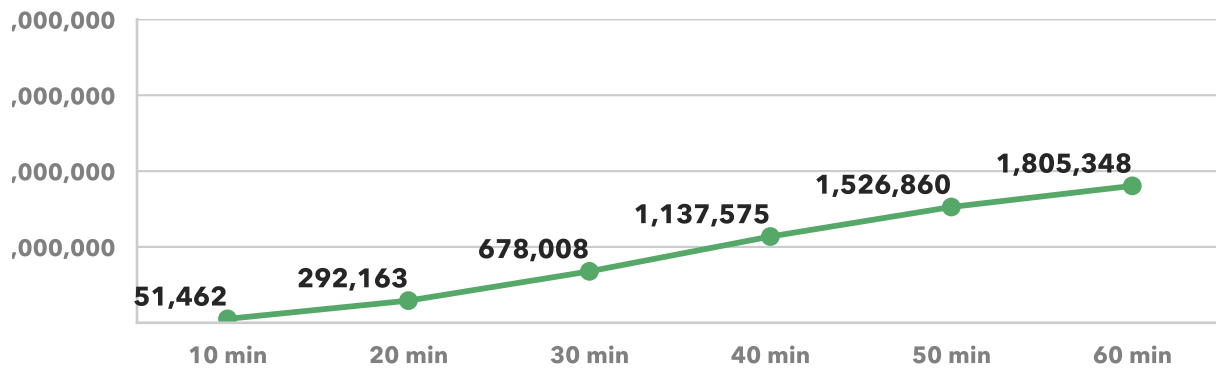
Miami-Dade MPO

Job Accessibility Results – Auto, 2020

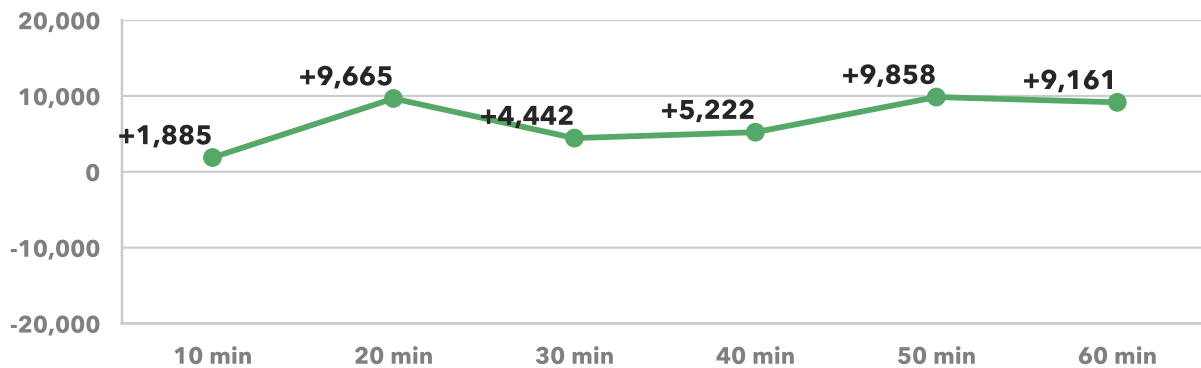
Total Jobs	1,145,768
Average Job Density (per mi ²)	1,469
Total Workers	1,097,106
Average Worker Density (per mi ²)	1,406

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

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

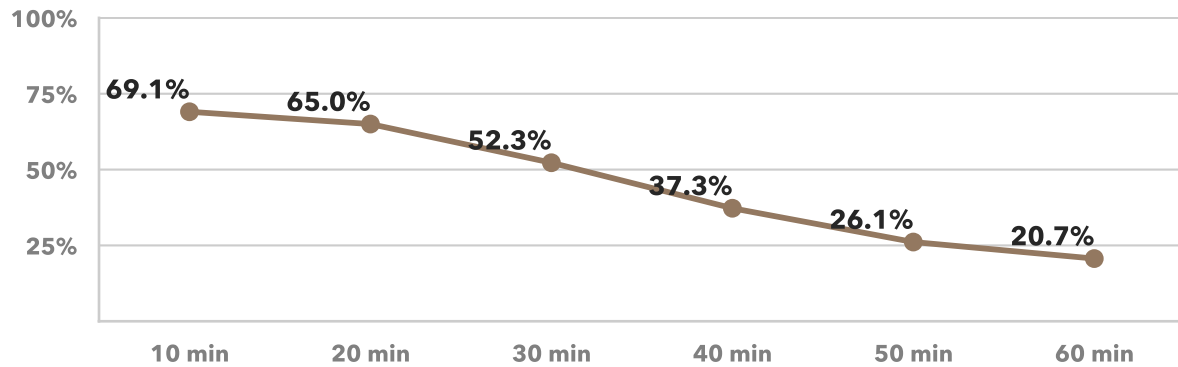


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

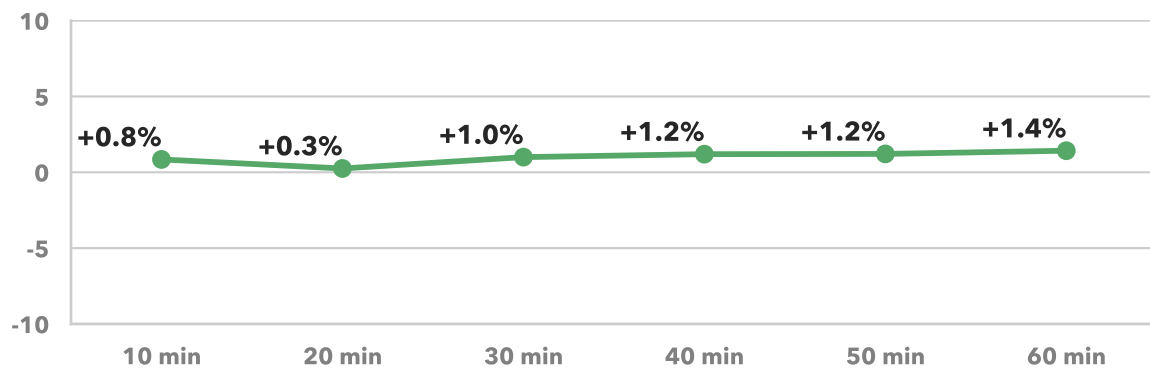


Average Congestion Impact by Travel Time Threshold (worker-weighted)

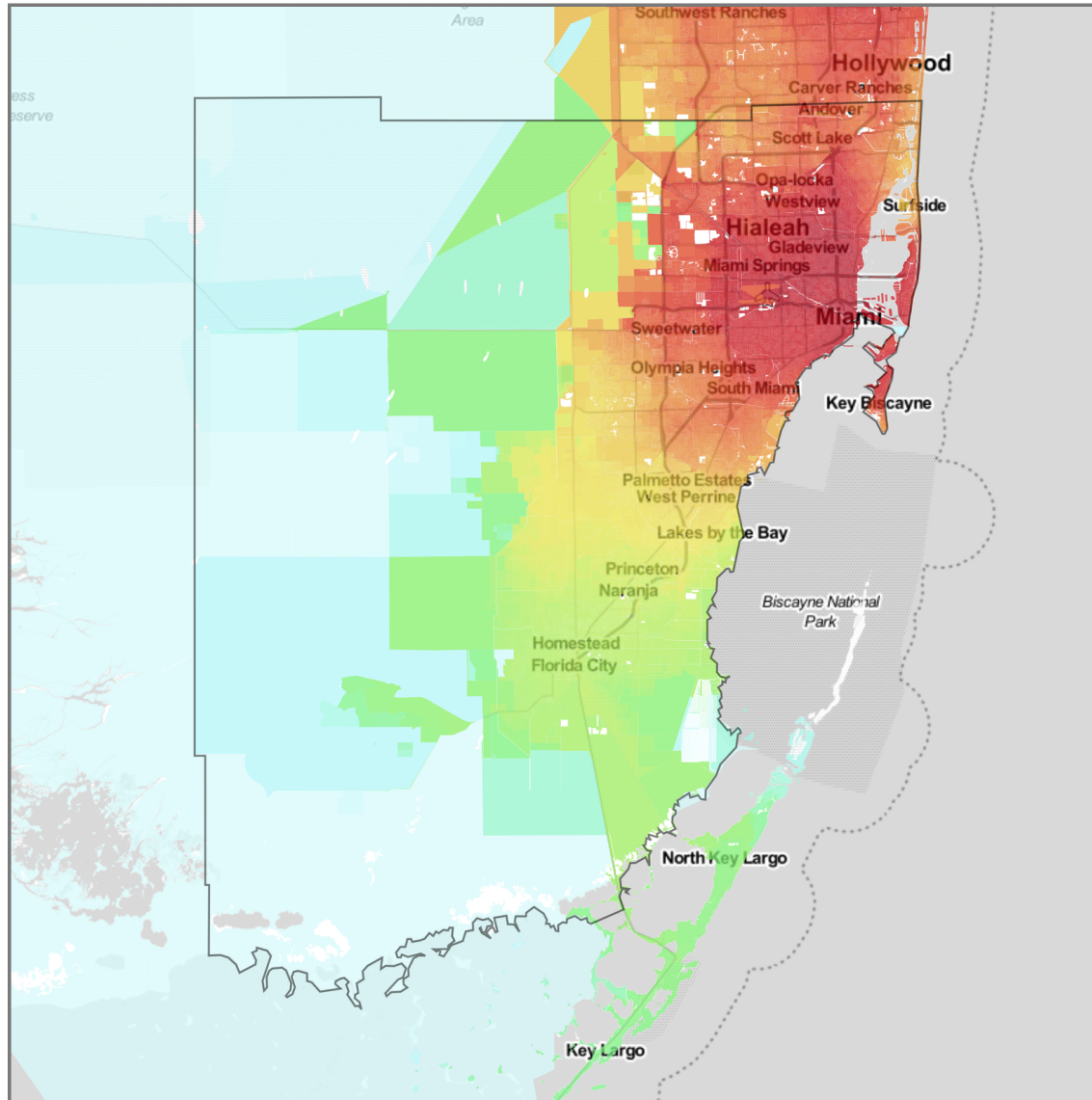
Higher numbers indicate greater job access loss due to congestion



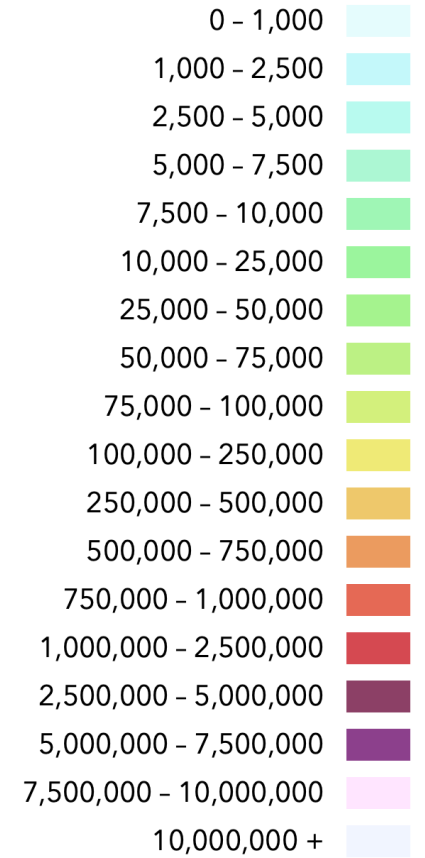
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



Miami-Dade MPO

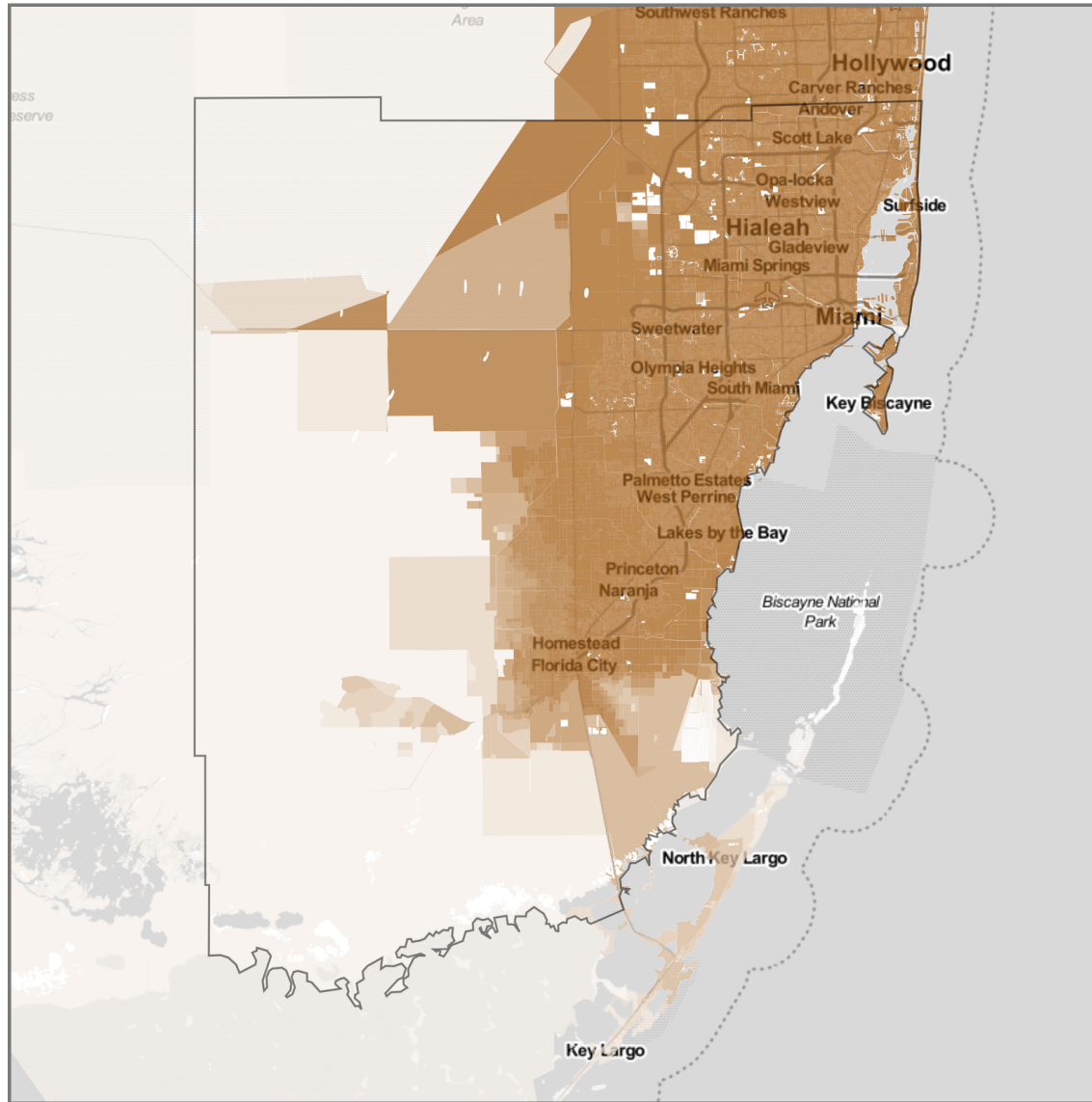


Jobs within 30 minutes
(Driving, AM peak)

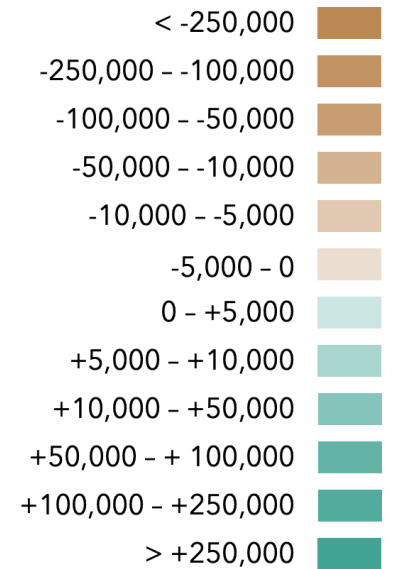


State border —
MPO boundary —

Miami-Dade MPO



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



MPO boundary

City/Township Boundary

North Florida Transportation Planning Organization

Job Accessibility Results – Auto, 2020

Total Jobs 705,910

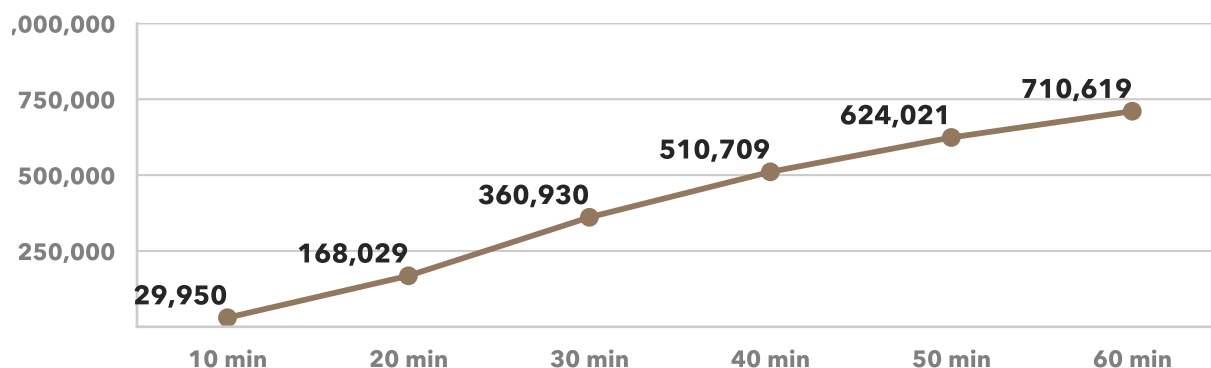
Average Job Density (per mi²) 681

Total Workers 674,076

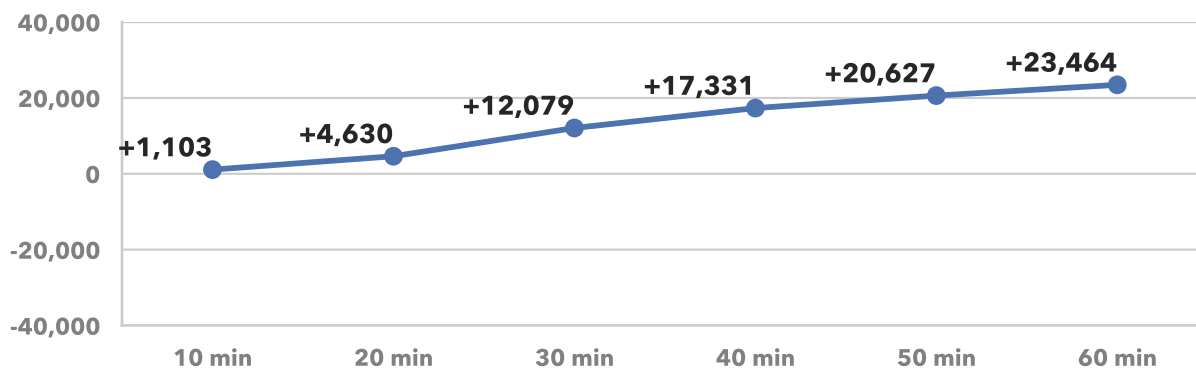
Average Worker Density (per mi²) 651

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

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

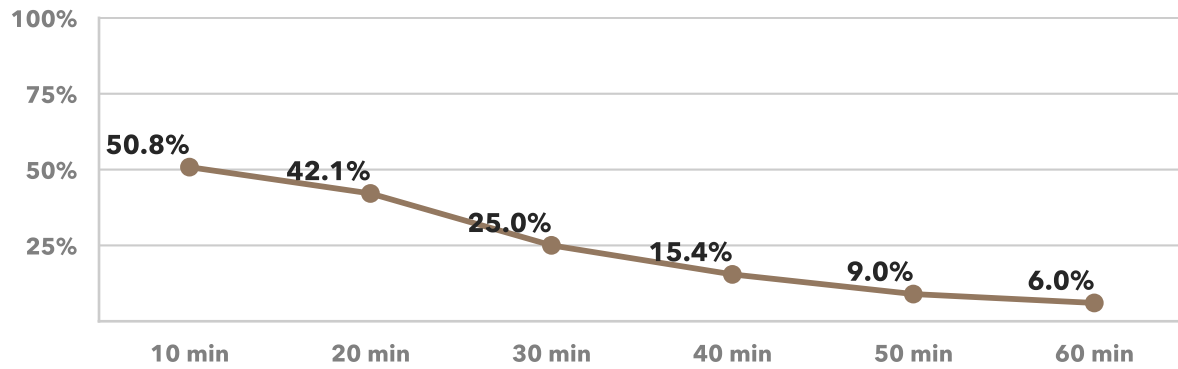


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

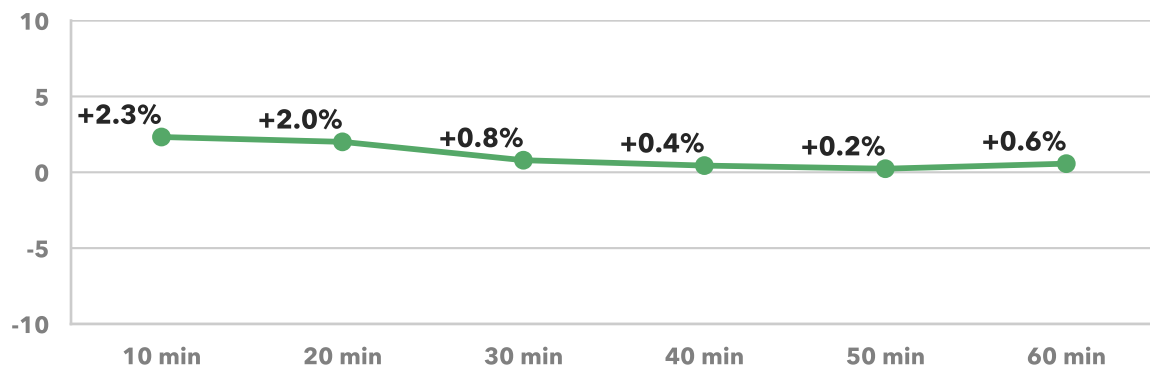


Average Congestion Impact by Travel Time Threshold (worker-weighted)

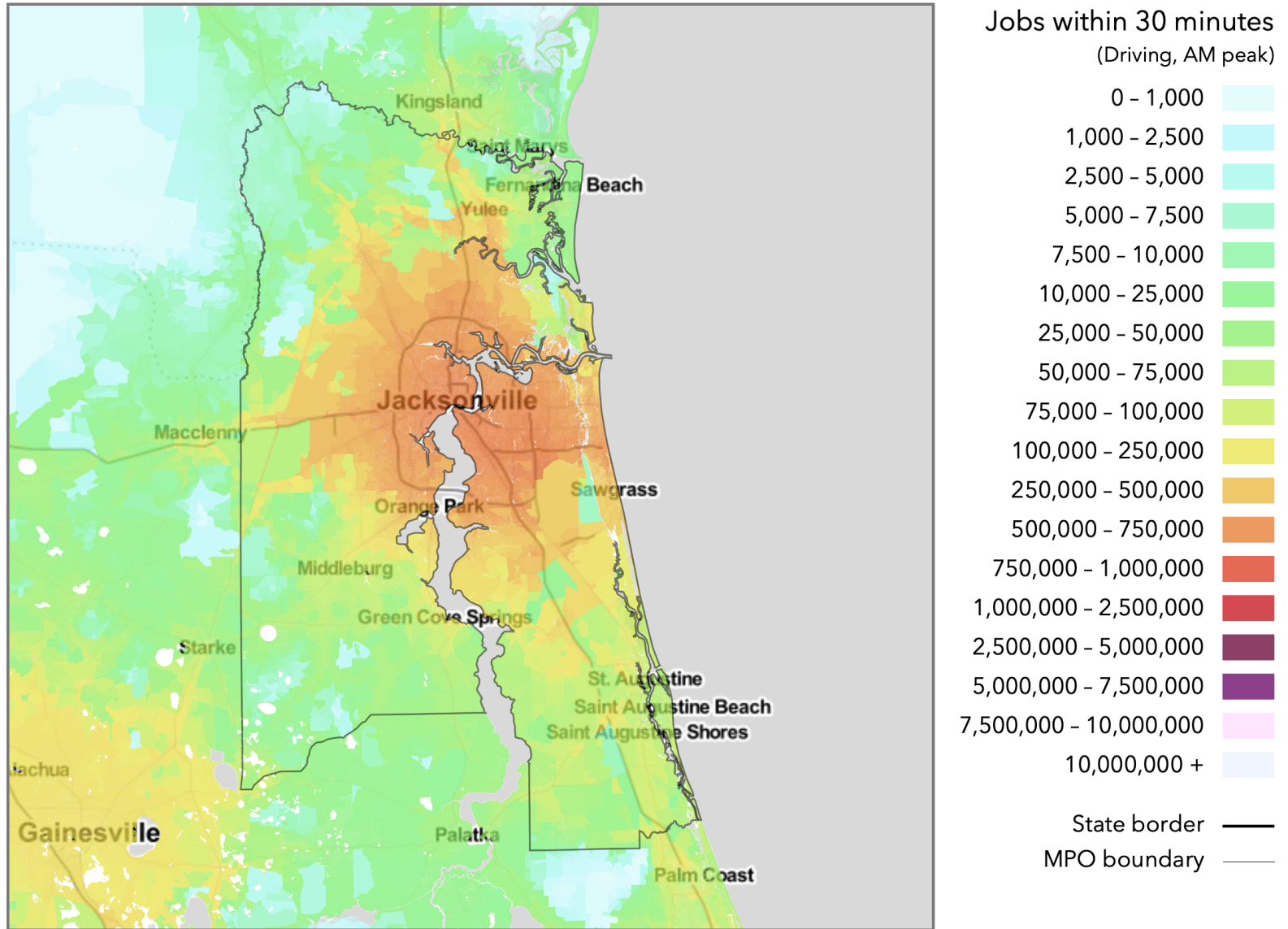
Higher numbers indicate greater job access loss due to congestion



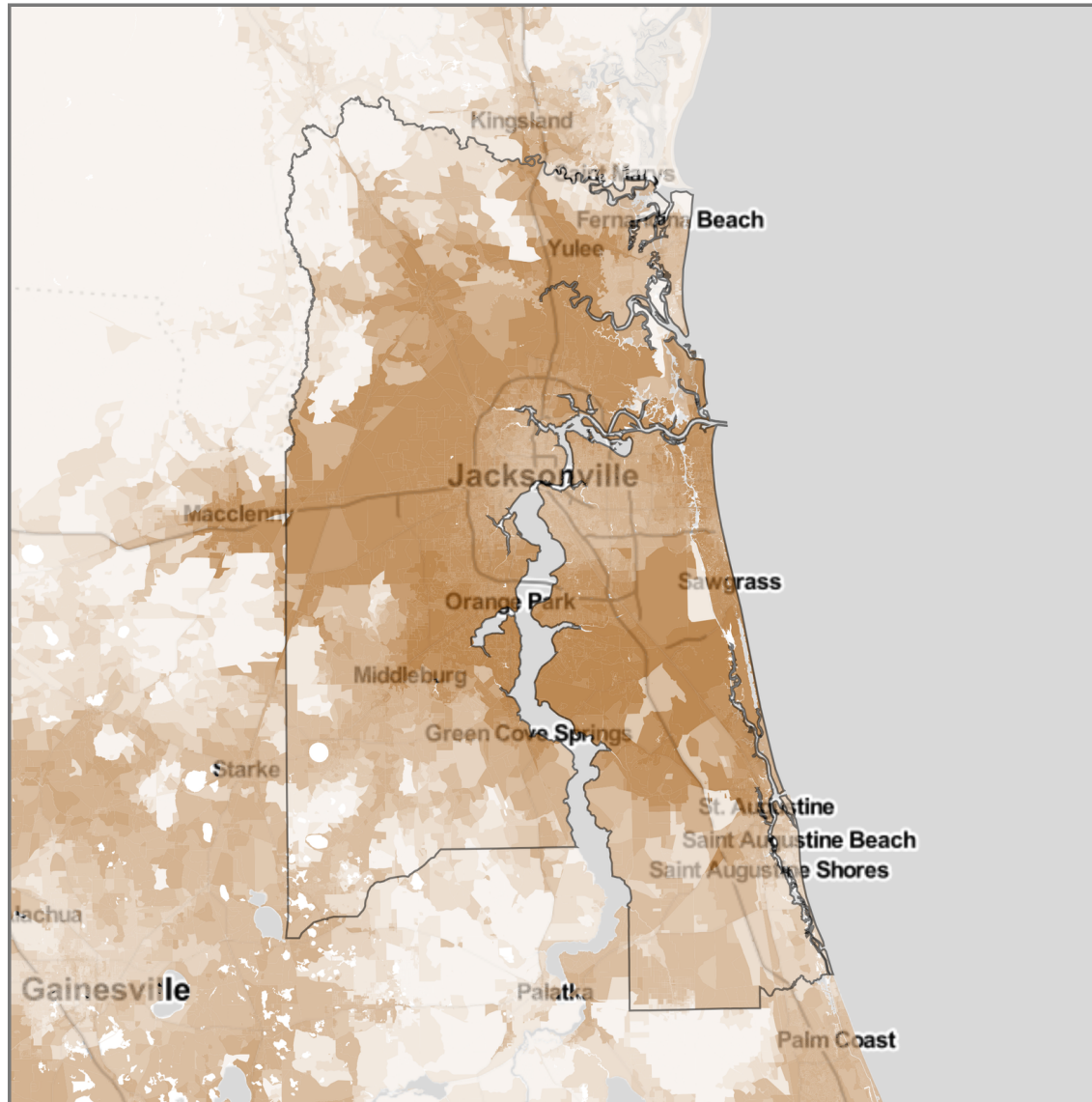
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



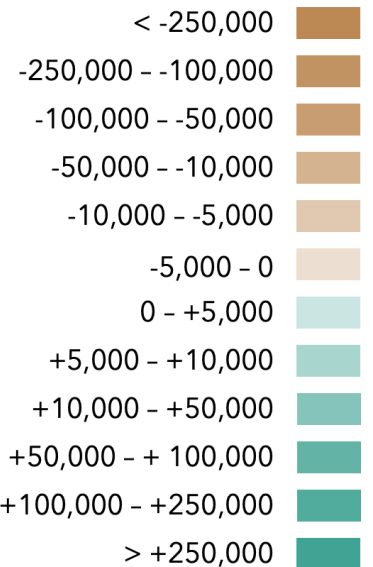
North Florida Transportation Planning Organization



North Florida Transportation Planning Organization



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



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

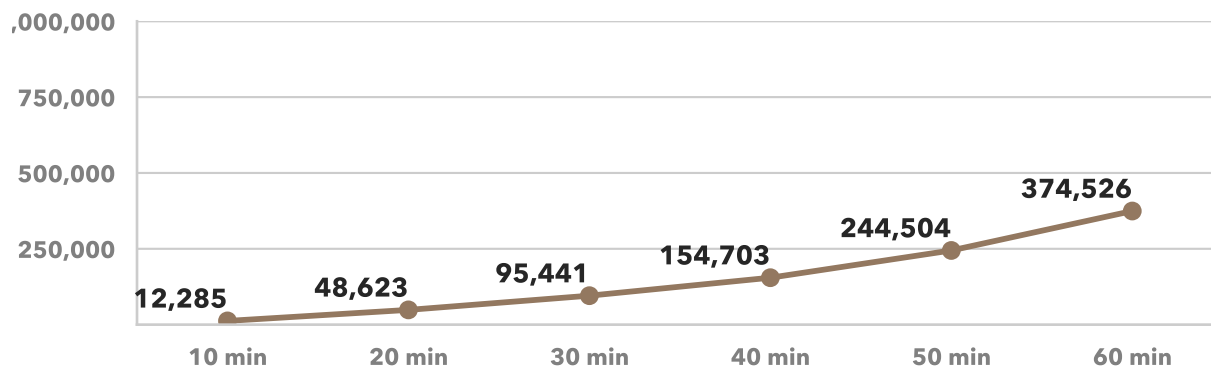
Ocala - Marion County Transportation Planning Organization

Job Accessibility Results – Auto, 2020

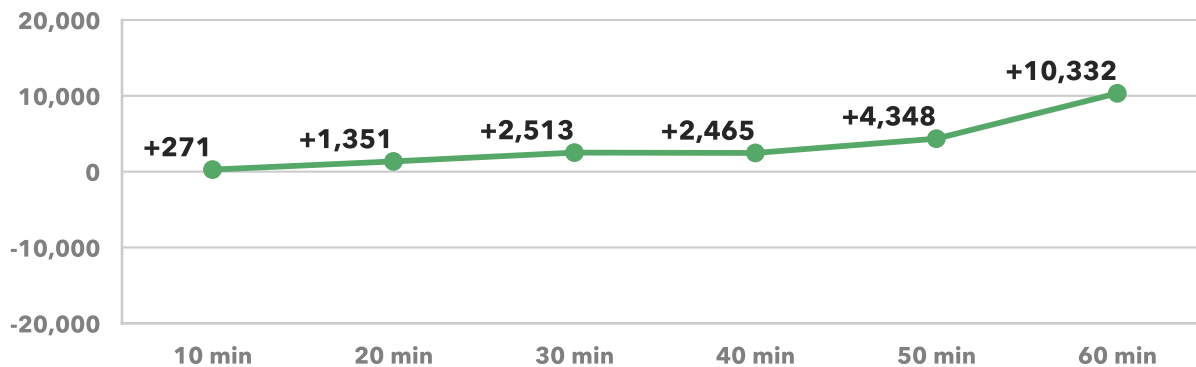
Total Jobs	103,228
Average Job Density (per mi ²)	160
Total Workers	125,144
Average Worker Density (per mi ²)	194

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

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

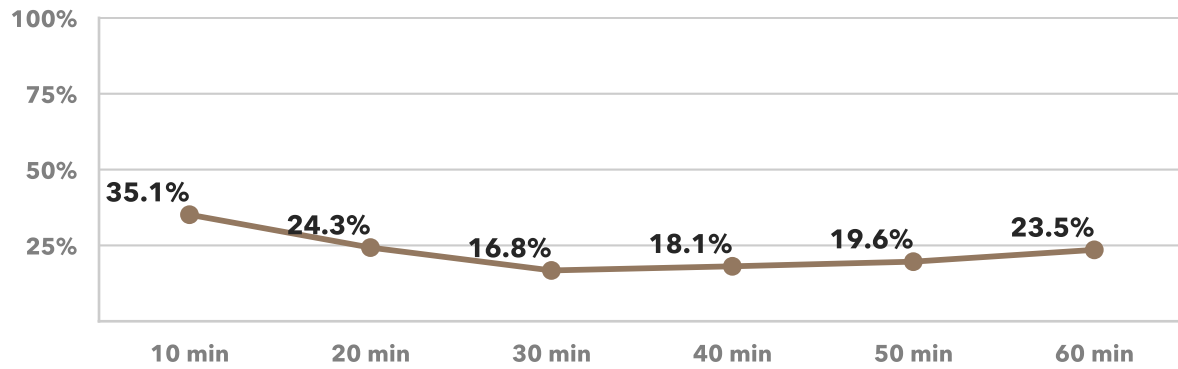


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

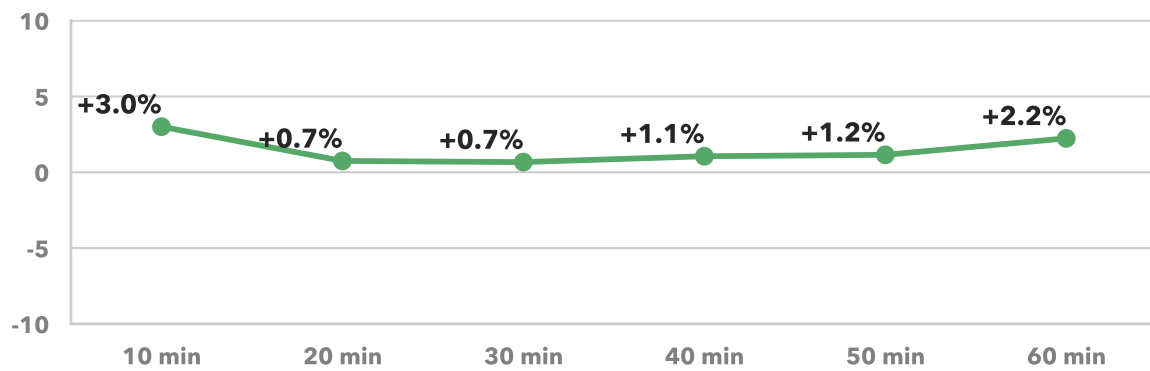


Average Congestion Impact by Travel Time Threshold (worker-weighted)

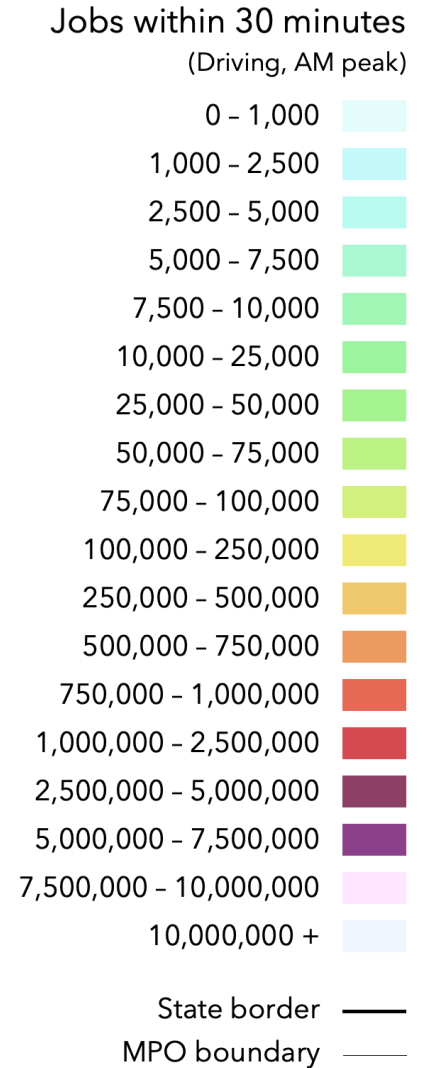
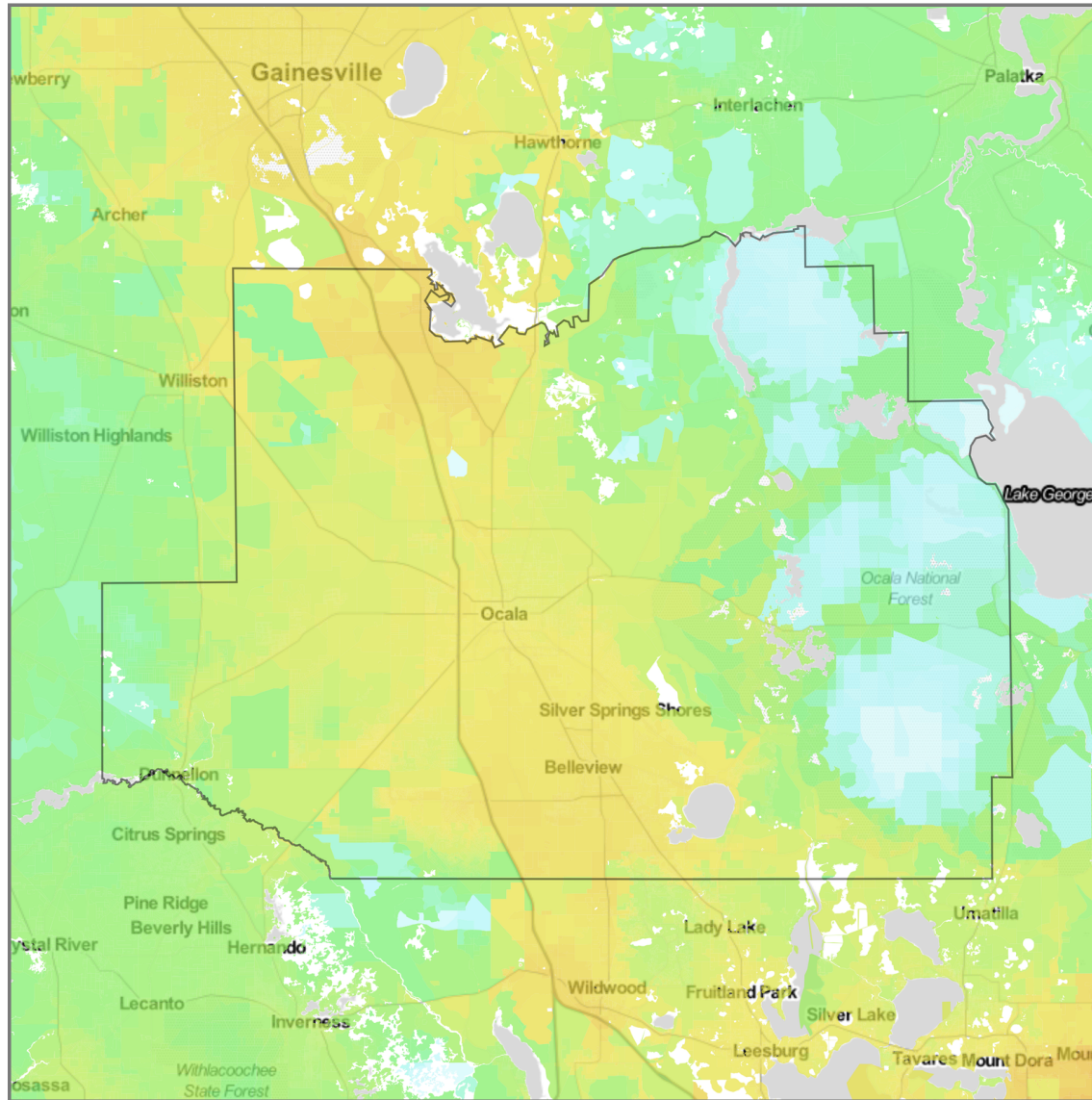
Higher numbers indicate greater job access loss due to congestion



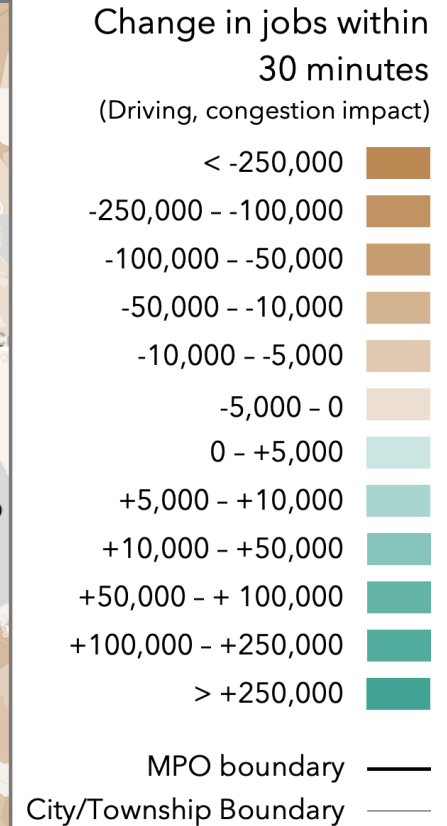
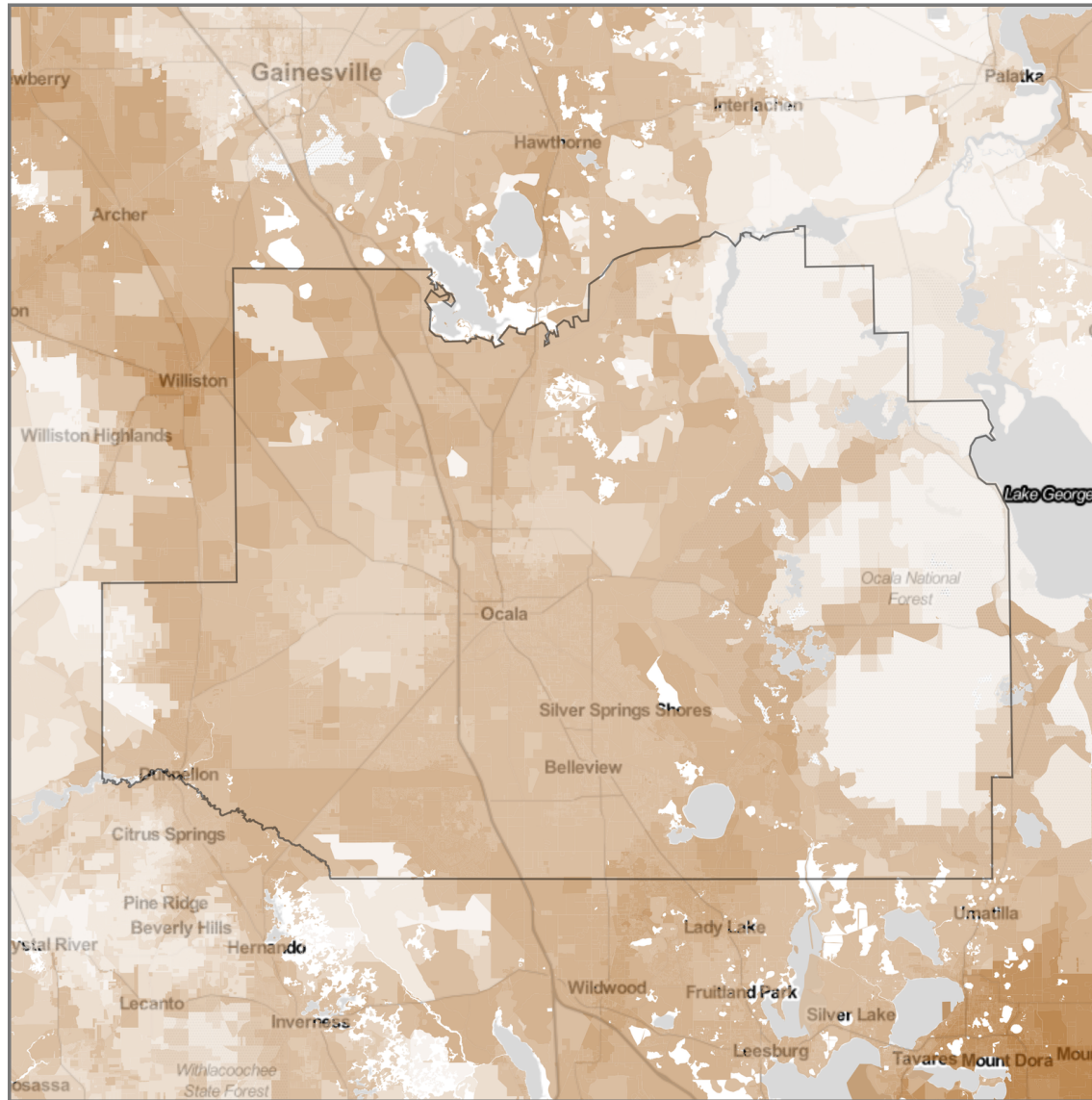
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



Ocala - Marion County Transportation Planning Organization



Ocala - Marion County Transportation Planning Organization



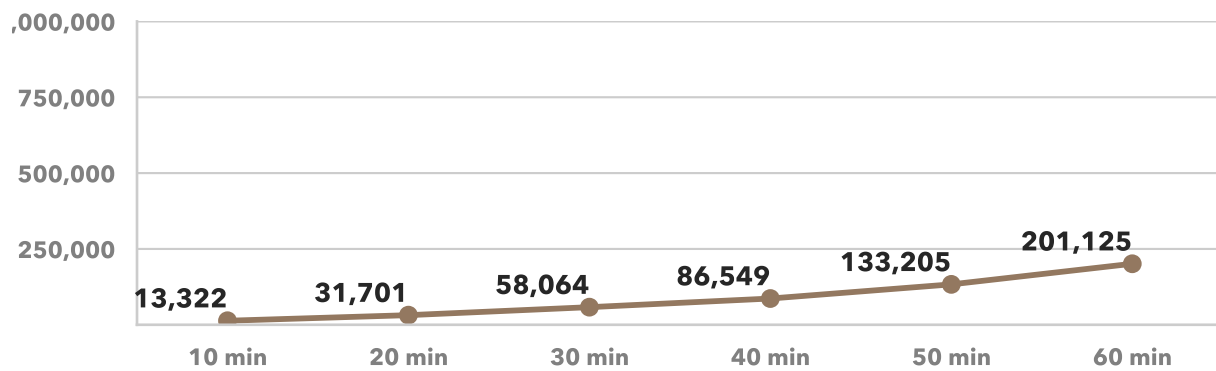
Okaloosa-Walton Transportation Planning Organization

Job Accessibility Results – Auto, 2020

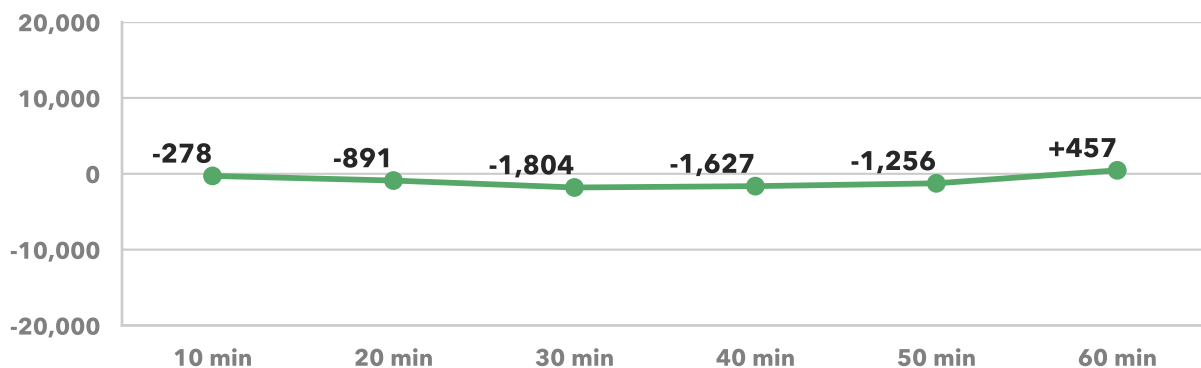
Total Jobs	111,371
Average Job Density (per mi ²)	197
Total Workers	94,434
Average Worker Density (per mi ²)	167

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

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

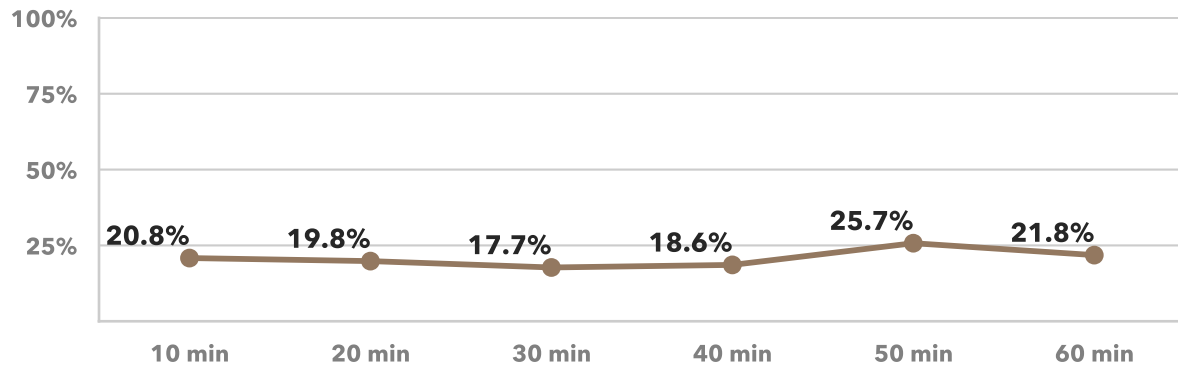


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

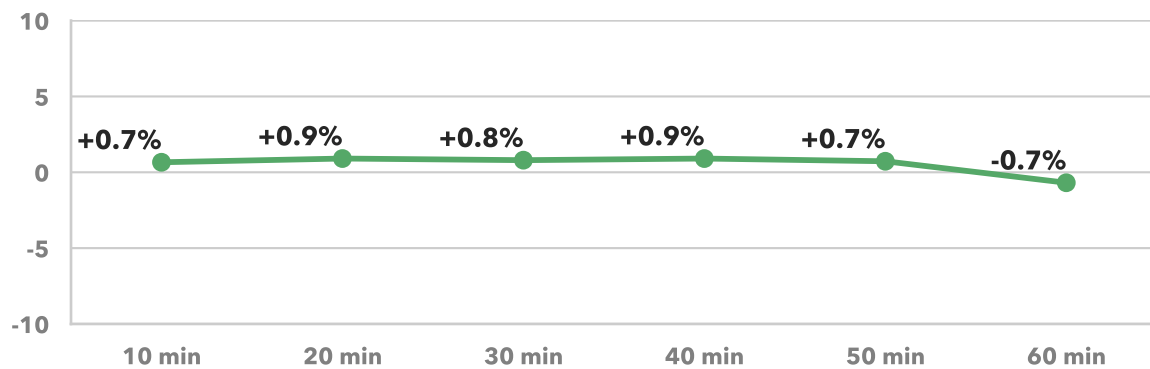


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

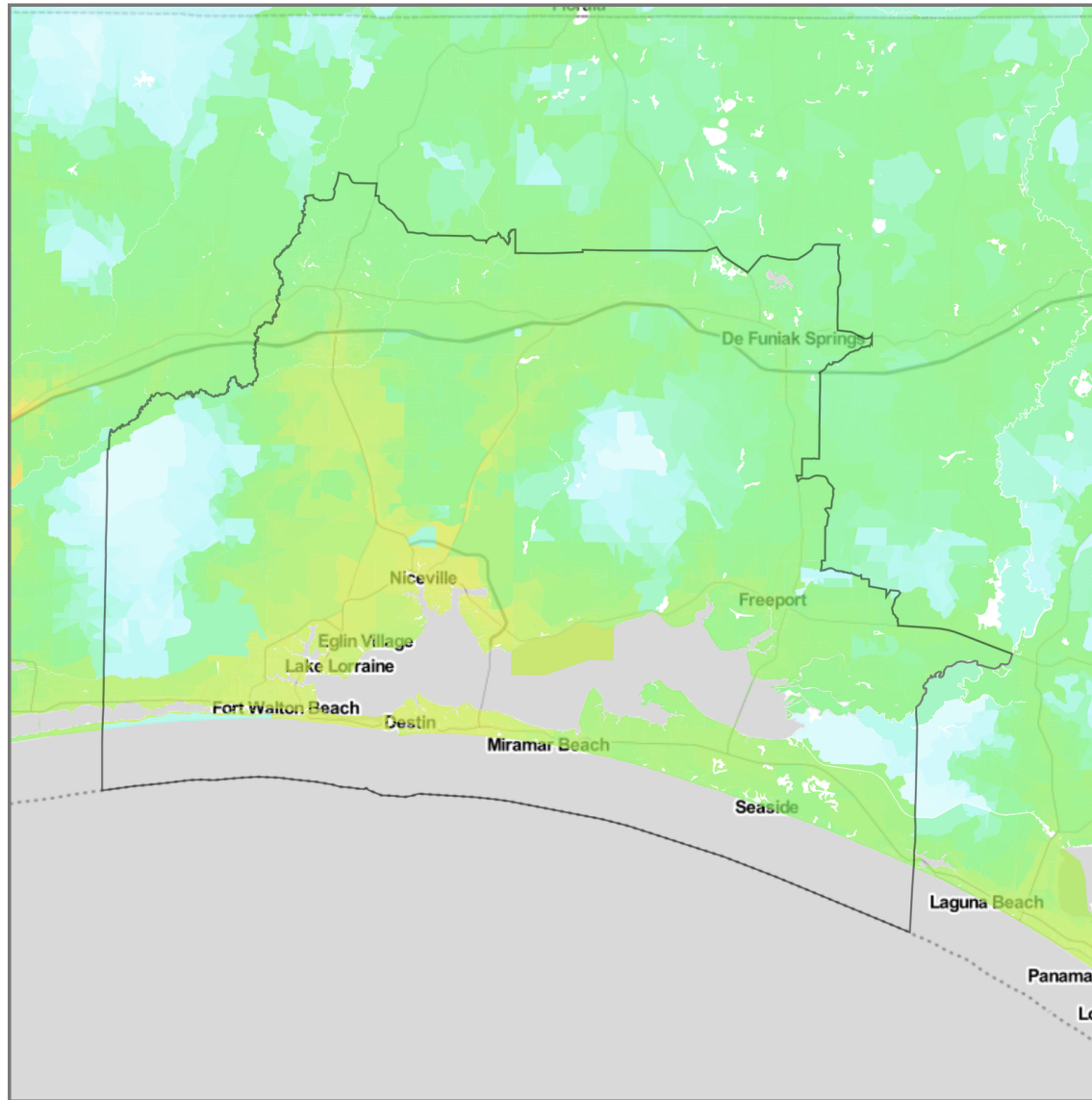


1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

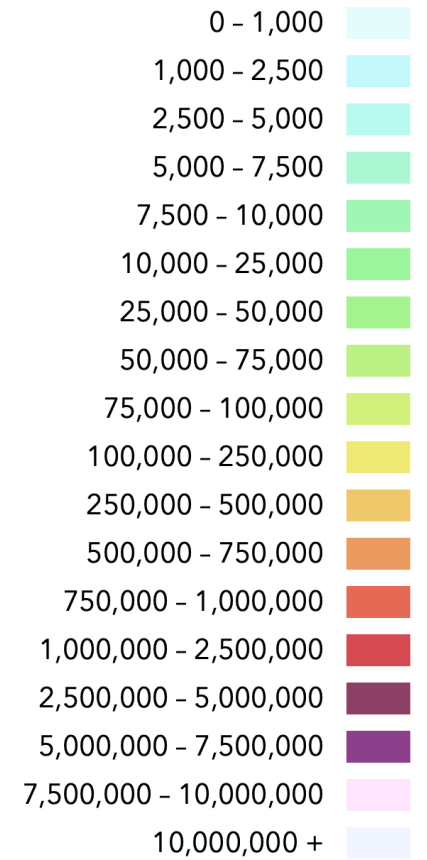


Okaloosa-Walton Transportation Planning Organization

84

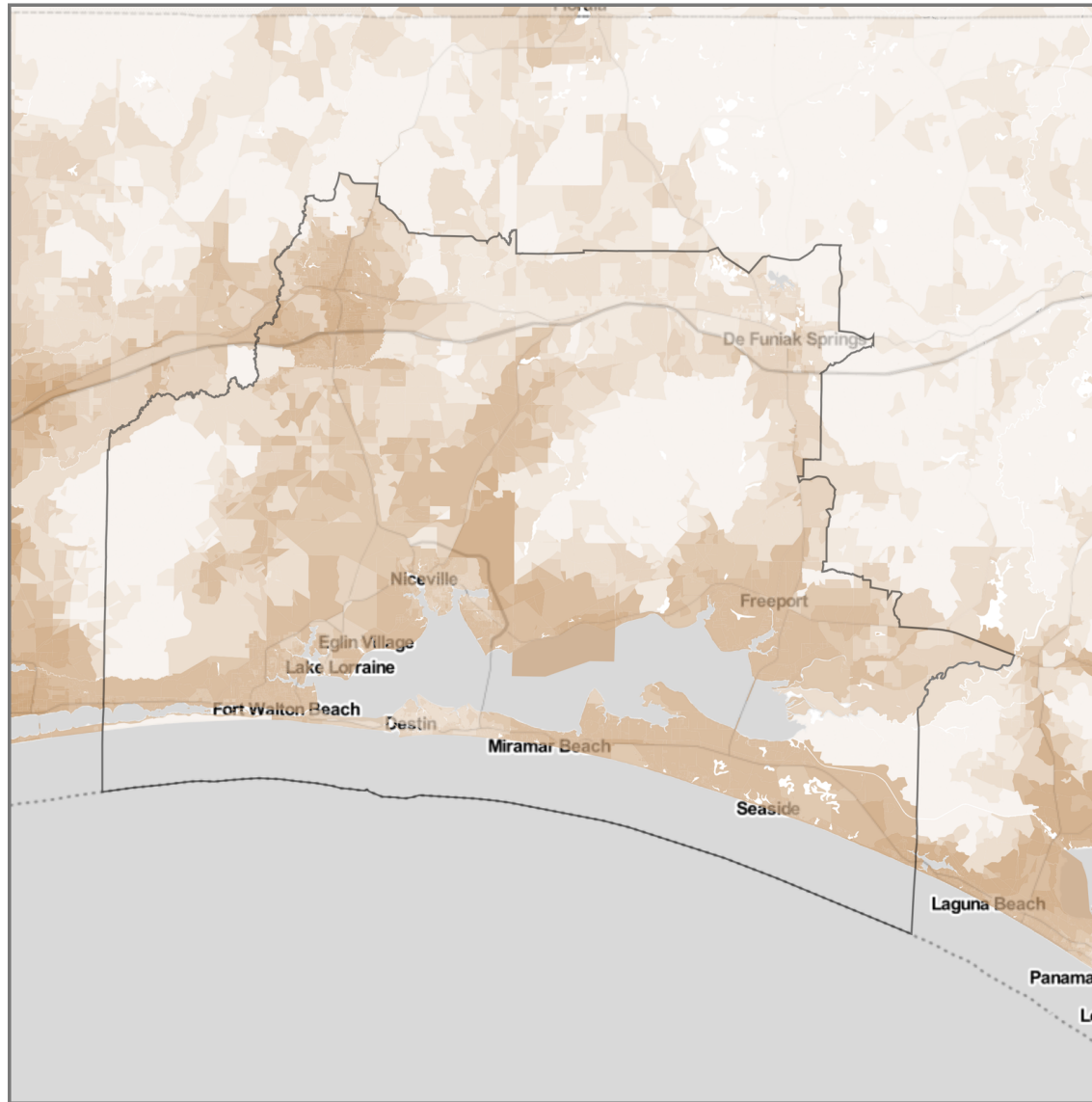


Jobs within 30 minutes
(Driving, AM peak)



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 —

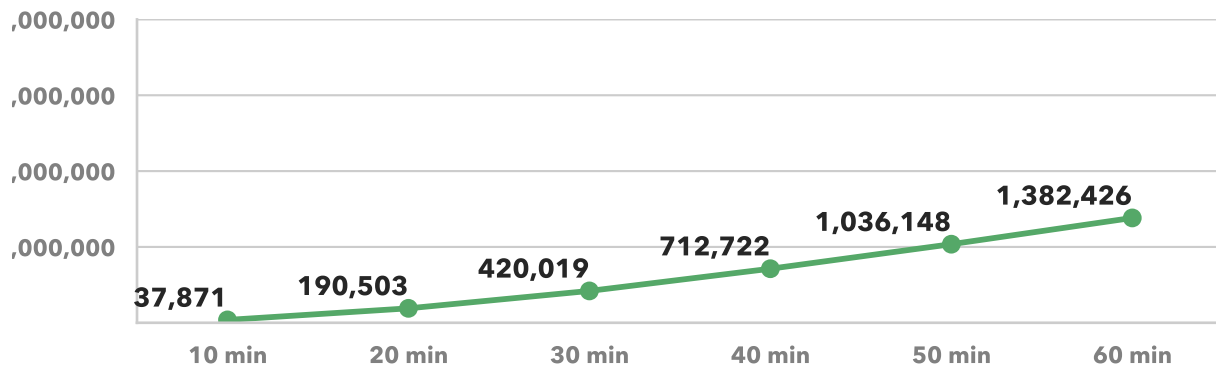
Palm Beach MPO

Job Accessibility Results – Auto, 2020

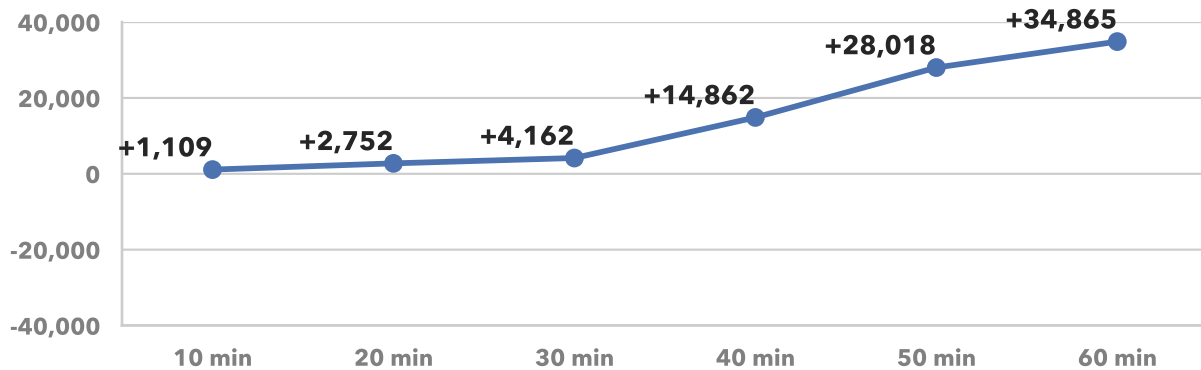
Total Jobs	616,270
Average Job Density (per mi ²)	806
Total Workers	590,347
Average Worker Density (per mi ²)	772

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

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

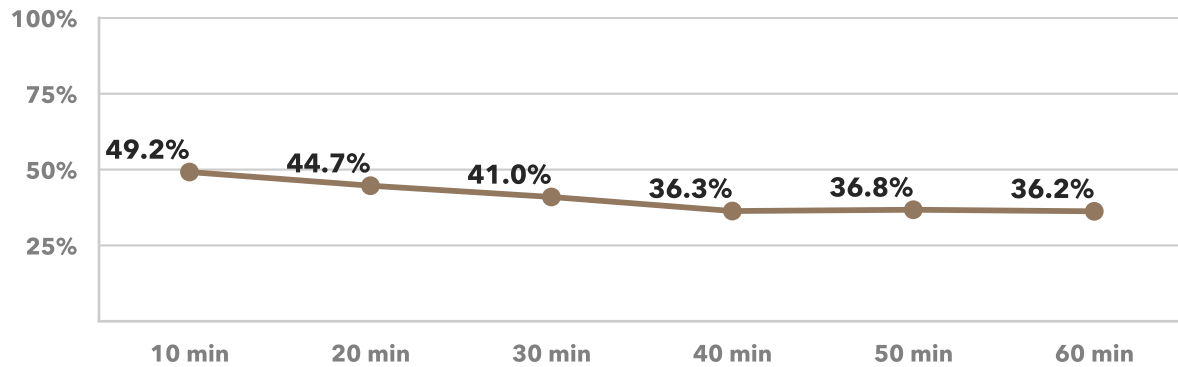


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

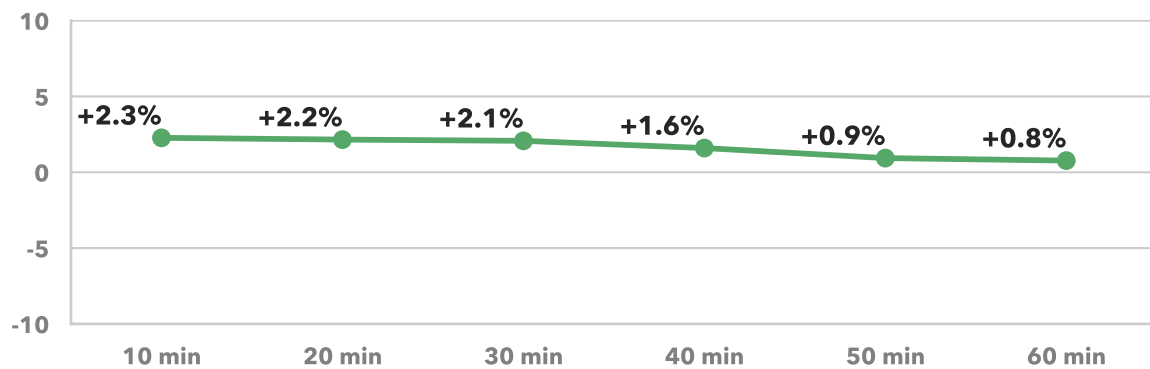


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

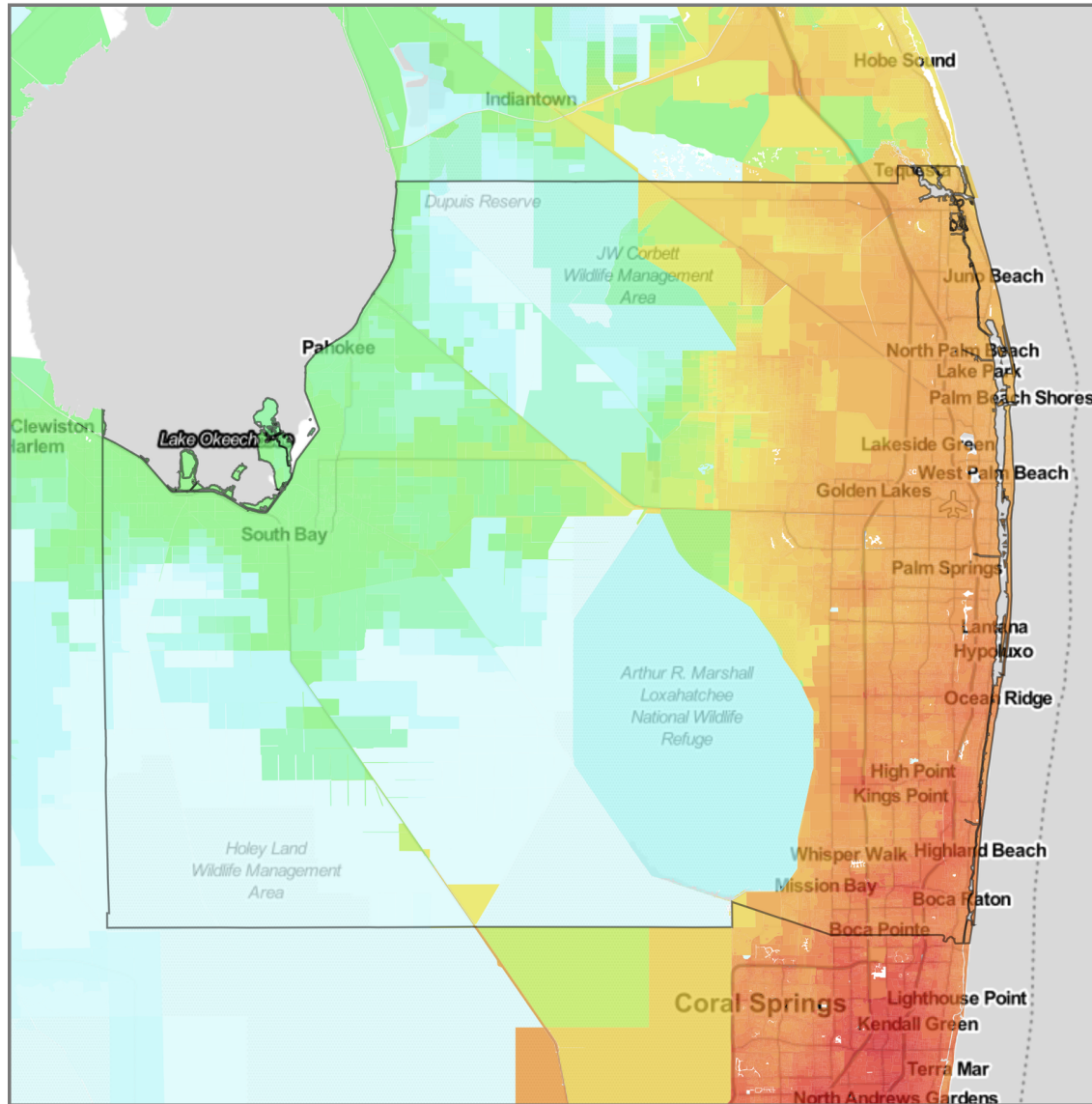


1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

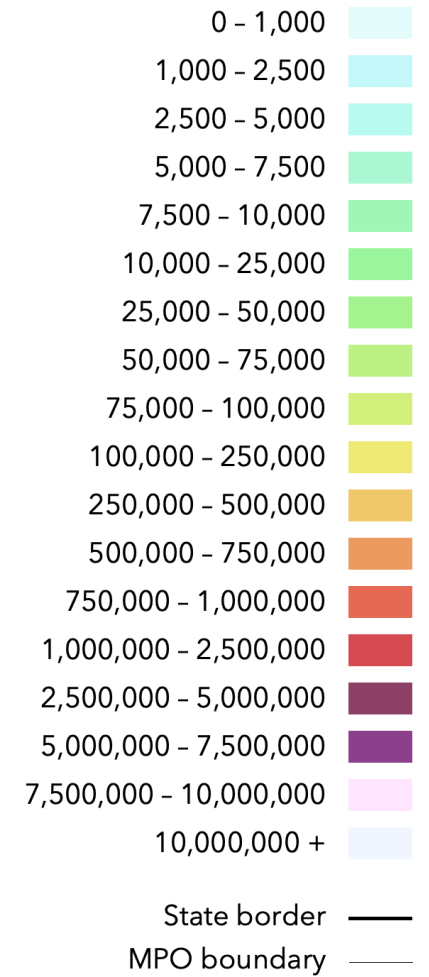


Palm Beach MPO

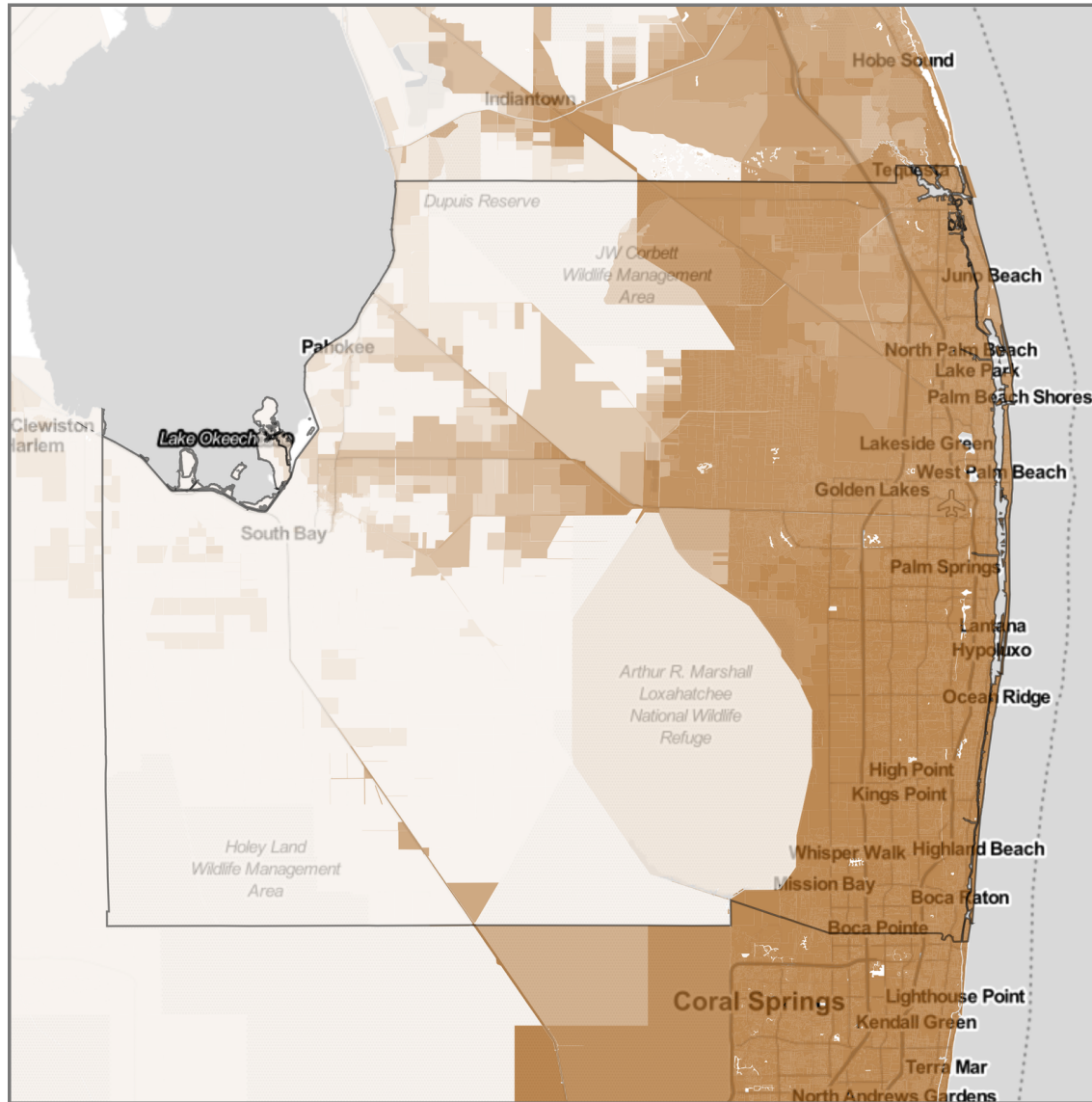
88



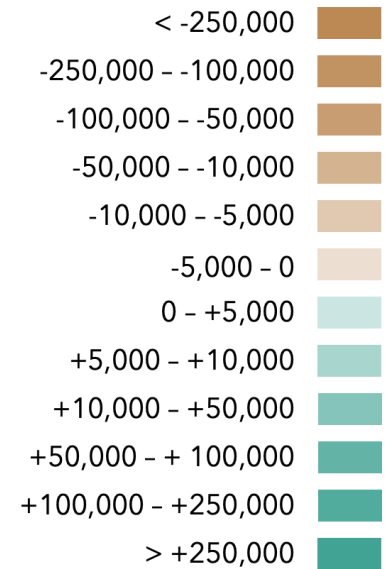
Jobs within 30 minutes
(Driving, AM peak)



Palm Beach MPO



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



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

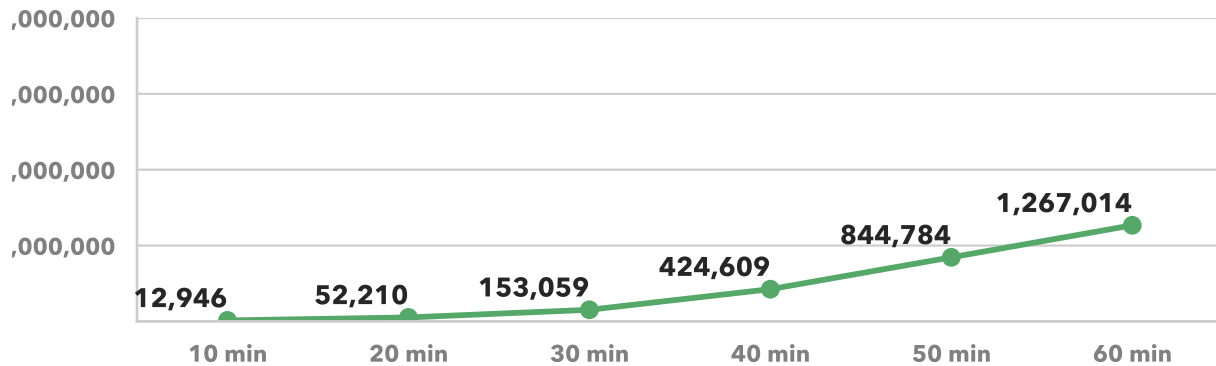
Pasco County MPO

Job Accessibility Results – Auto, 2020

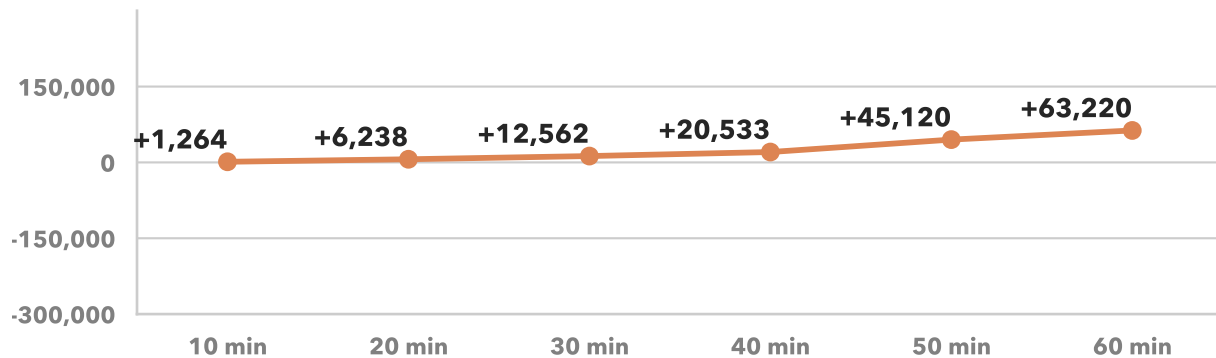
Total Jobs	124,669
Average Job Density (per mi ²)	421
Total Workers	209,809
Average Worker Density (per mi ²)	708

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

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

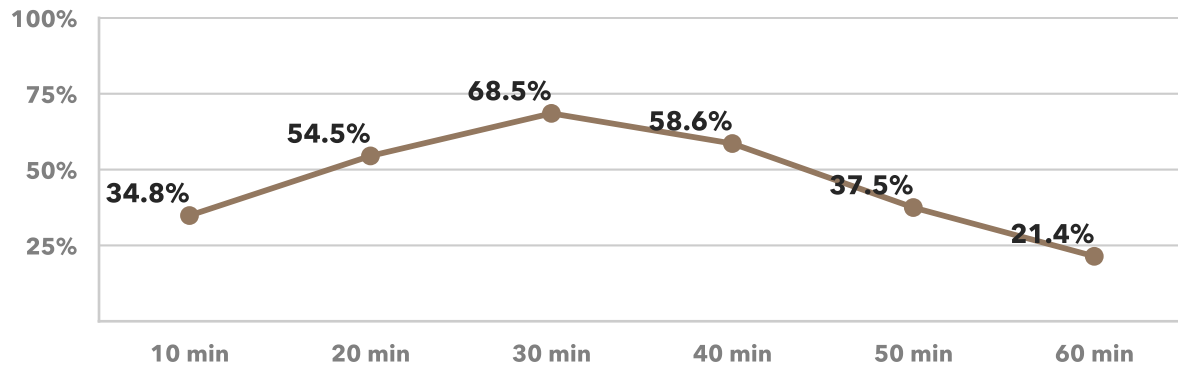


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

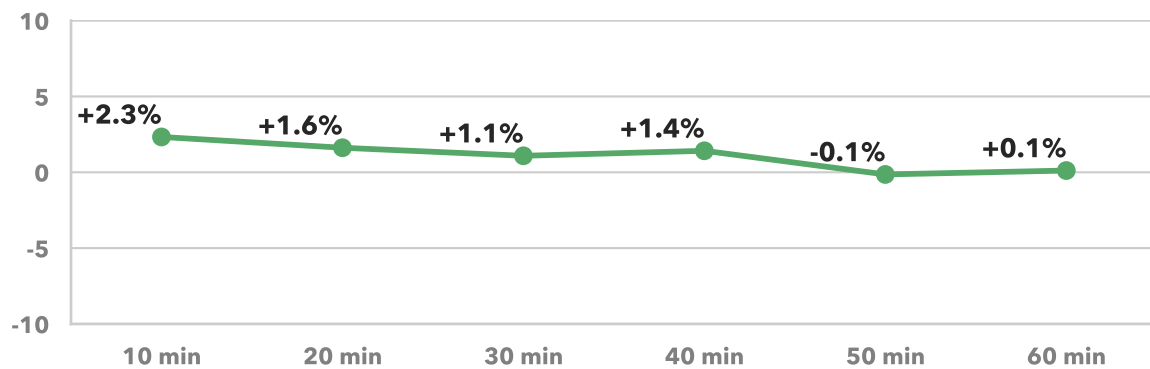


Average Congestion Impact by Travel Time Threshold (worker-weighted)

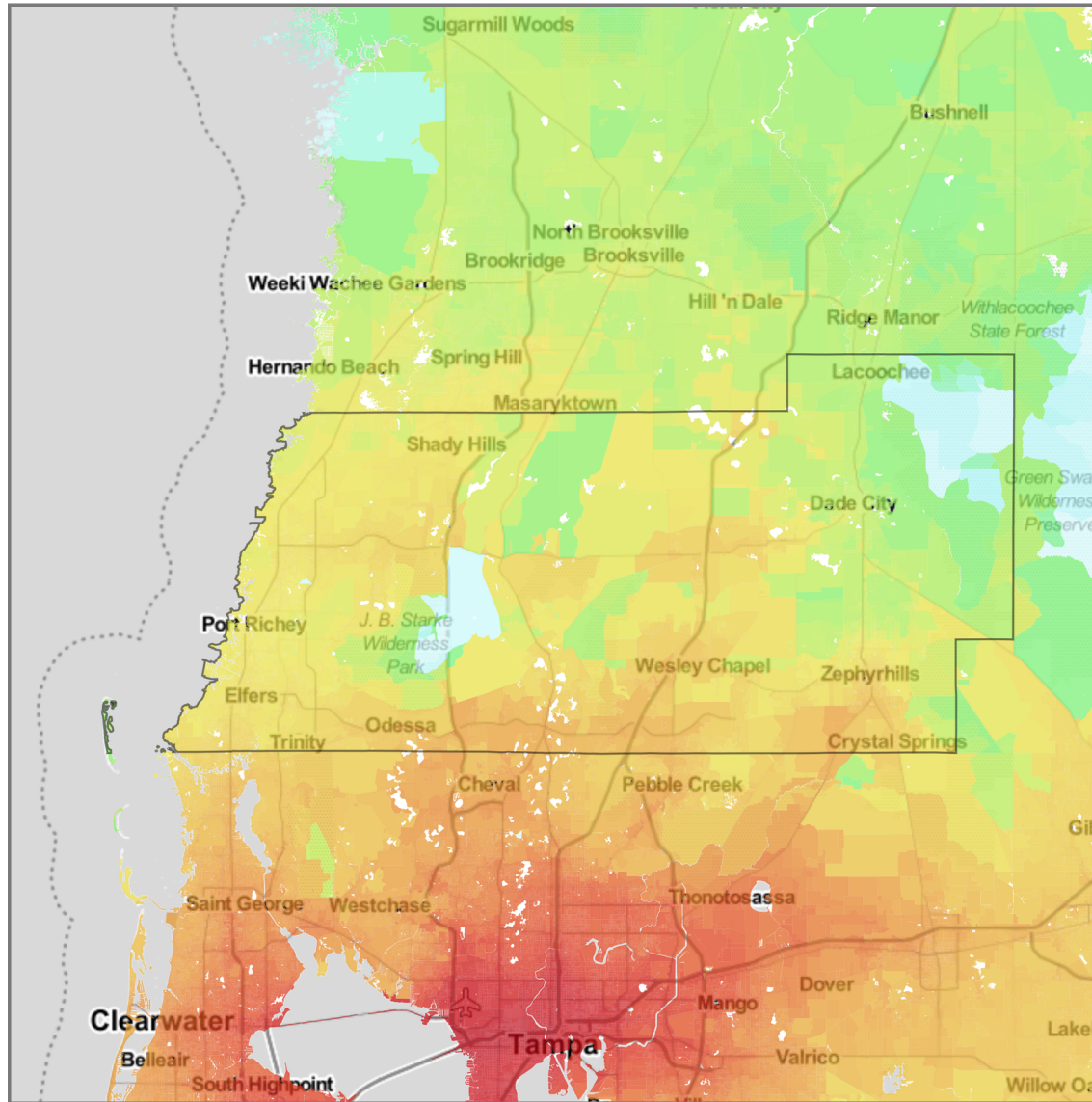
Higher numbers indicate greater job access loss due to congestion



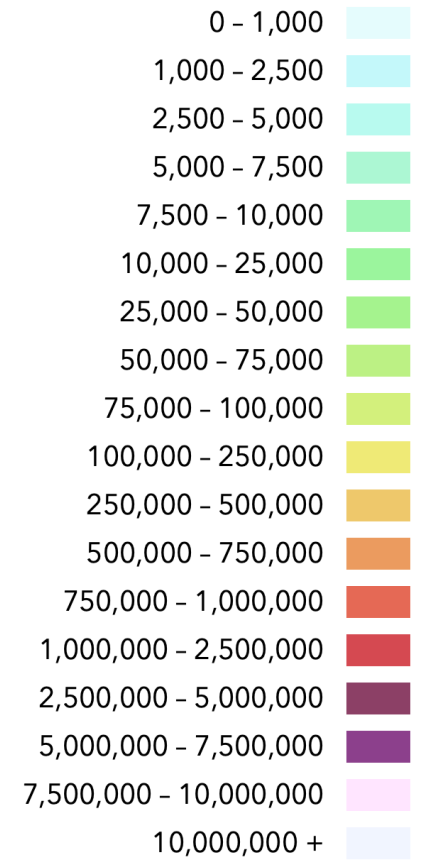
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



Pasco County MPO

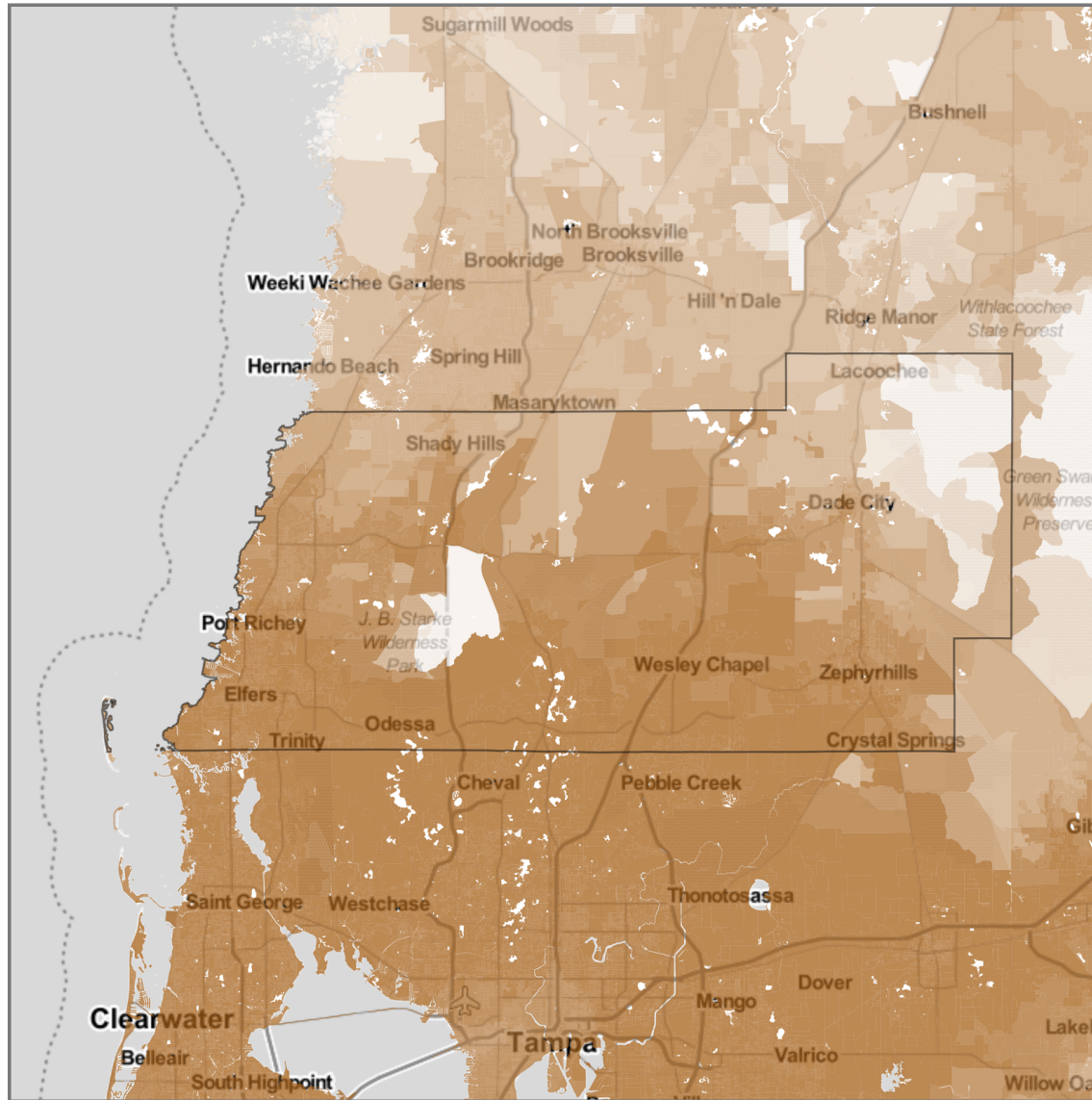


Jobs within 30 minutes
(Driving, AM peak)

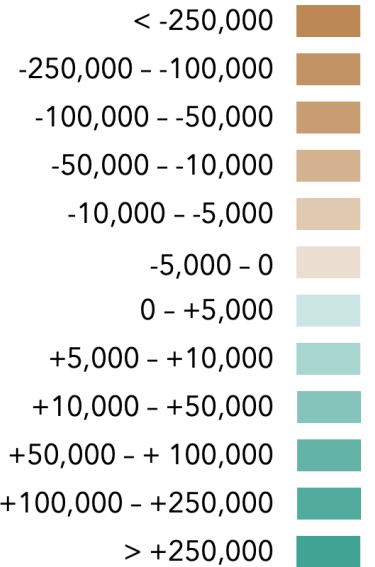


State border —
MPO boundary —

Pasco County MPO



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



MPO boundary

City/Township Boundary

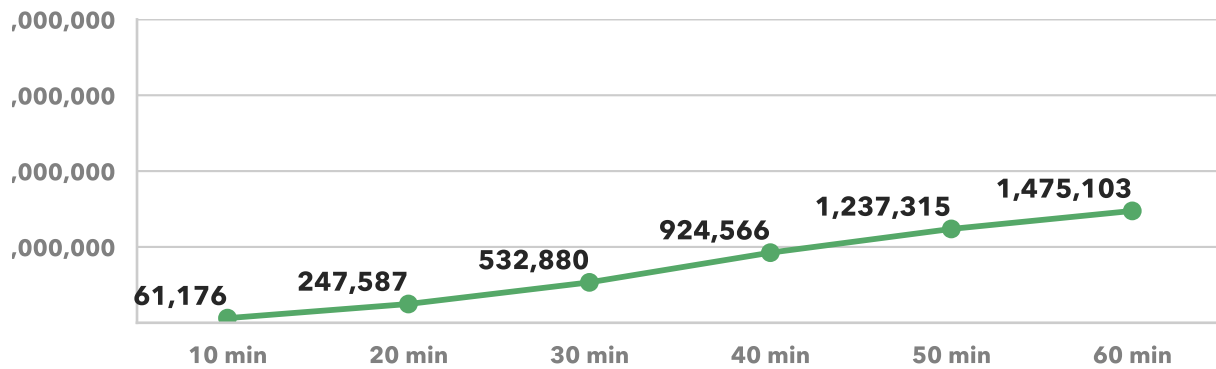
Pinellas County MPO

Job Accessibility Results – Auto, 2020

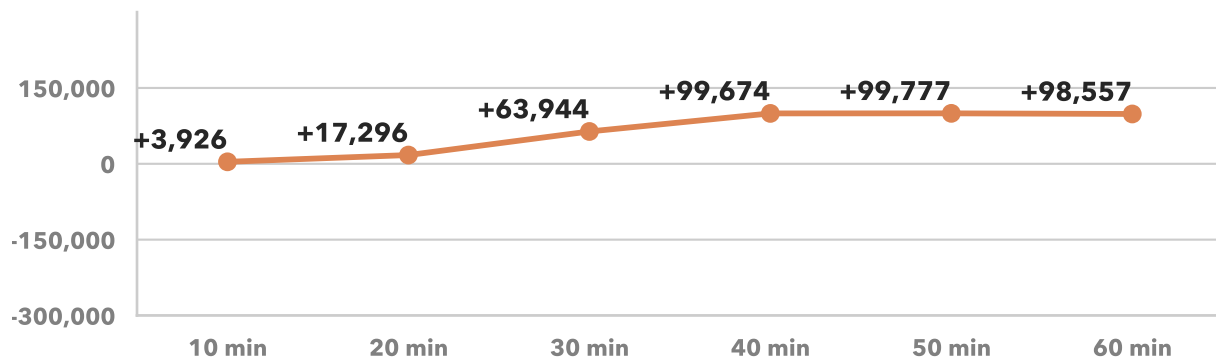
Total Jobs	455,311
Average Job Density (per mi ²)	4,056
Total Workers	423,080
Average Worker Density (per mi ²)	3,769

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

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

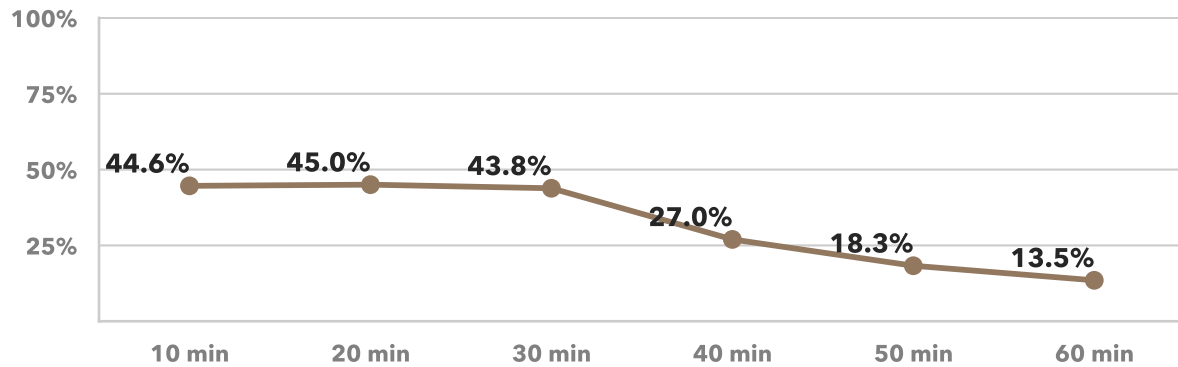


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

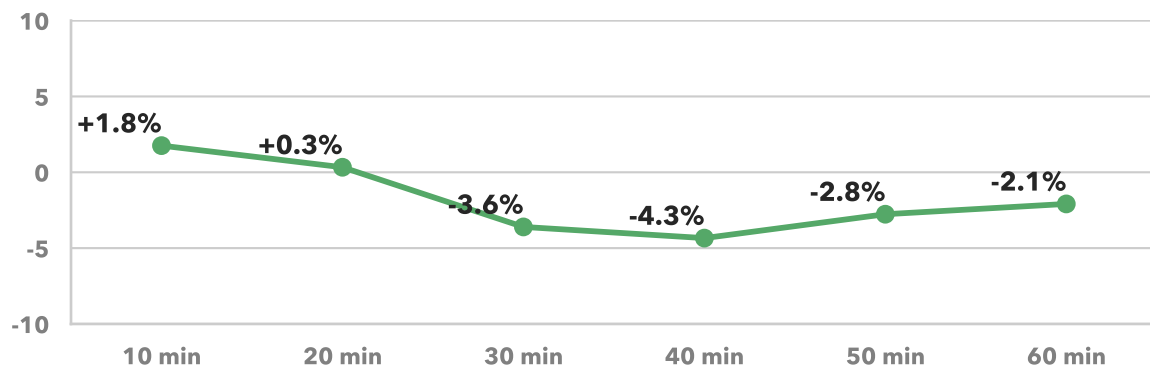


Average Congestion Impact by Travel Time Threshold (worker-weighted)

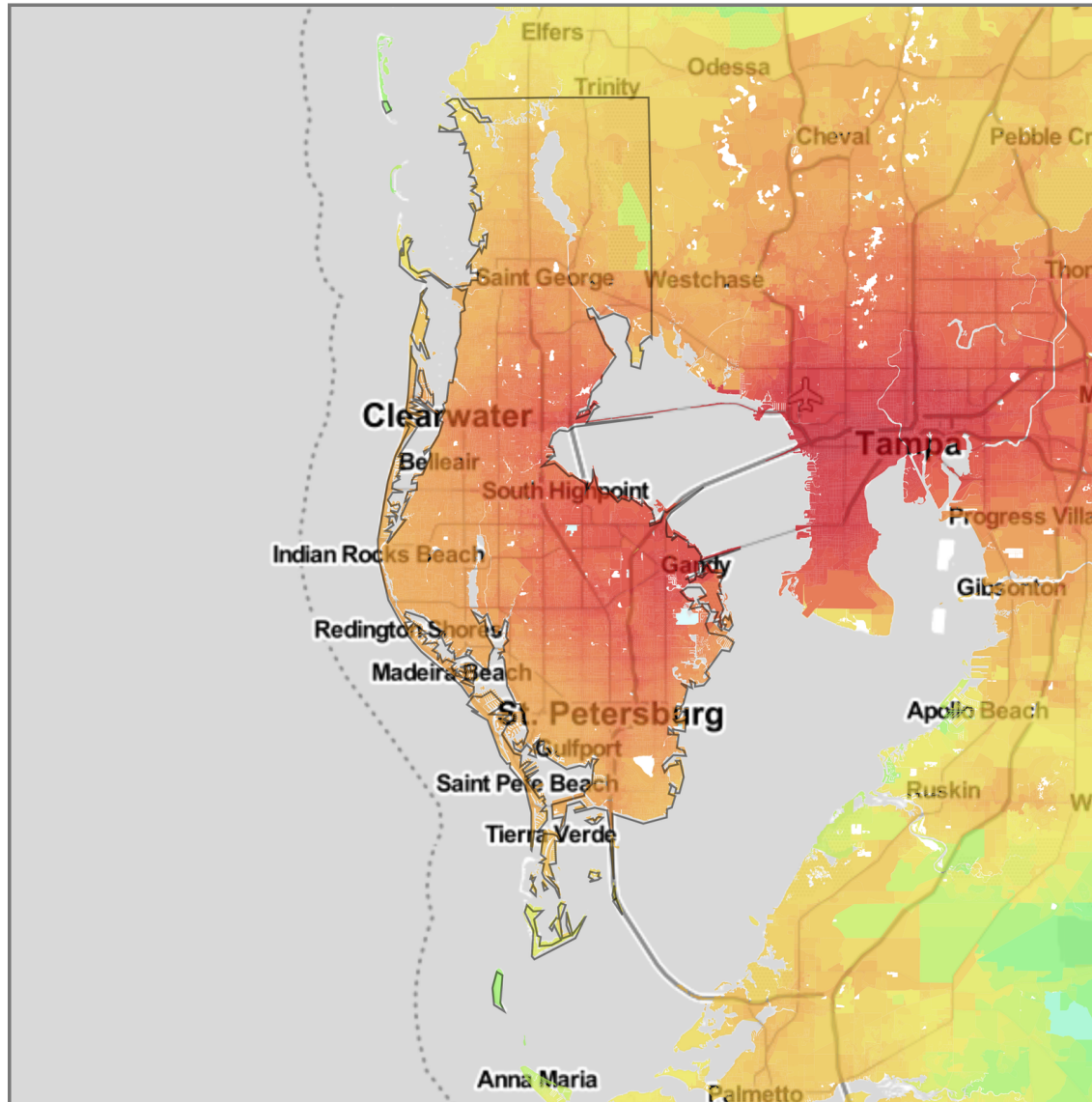
Higher numbers indicate greater job access loss due to congestion



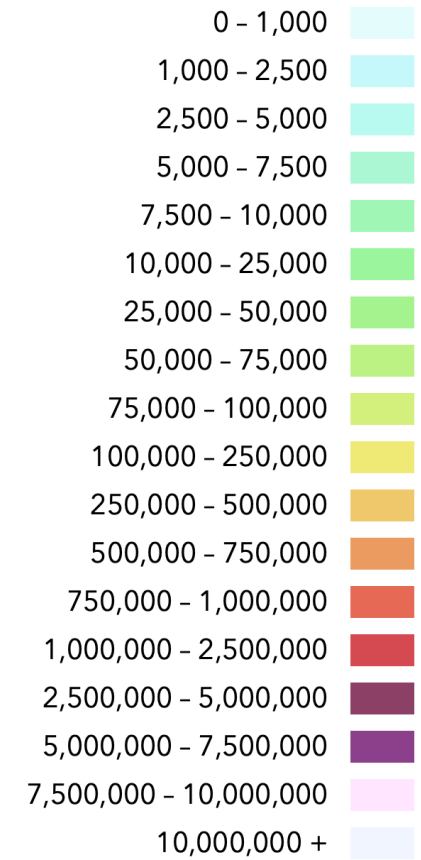
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



Pinellas County MPO

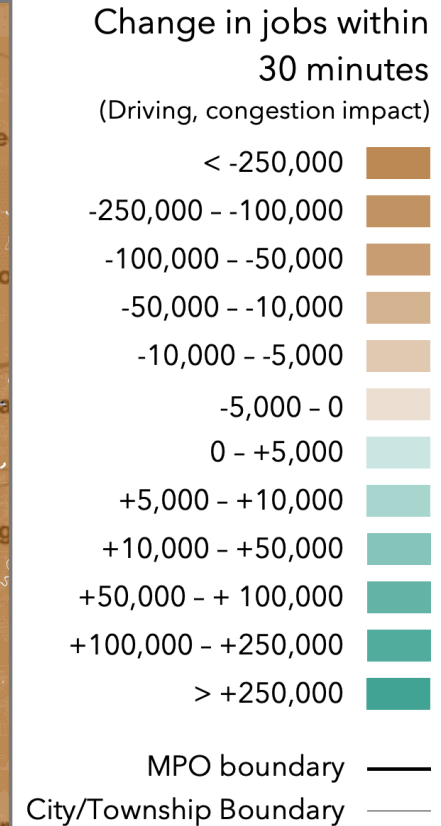
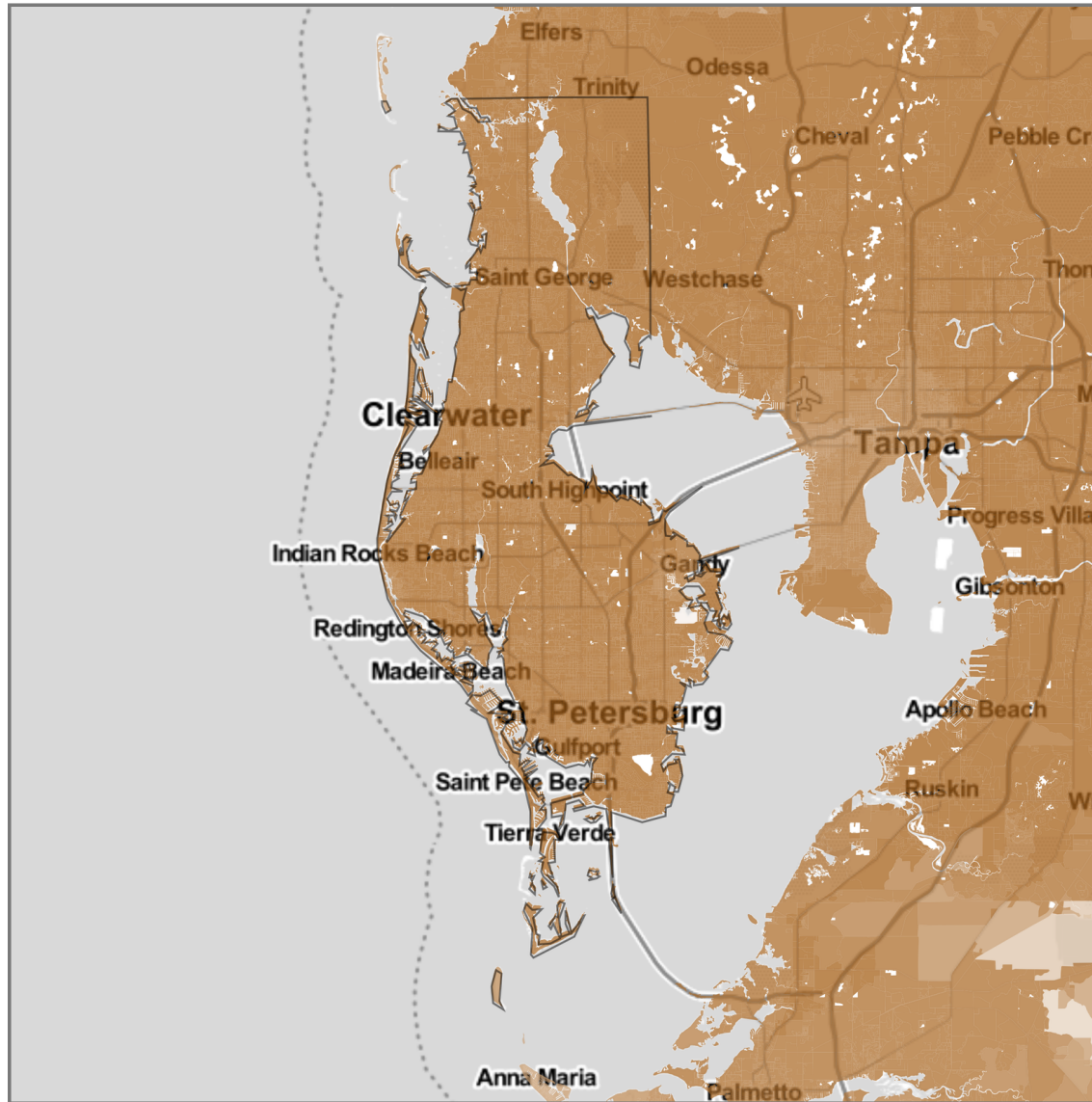


Jobs within 30 minutes
(Driving, AM peak)



State border —
MPO boundary —

Pinellas County MPO



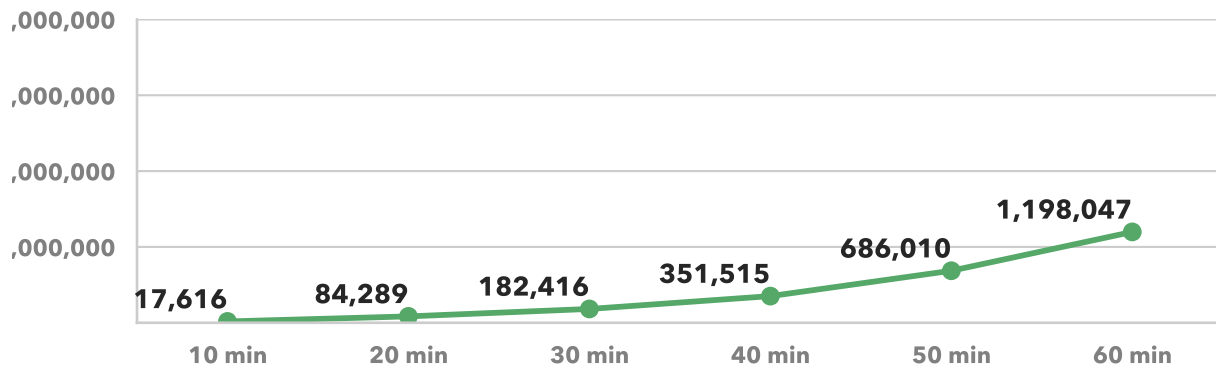
Polk County Transportation Planning Organization

Job Accessibility Results – Auto, 2020

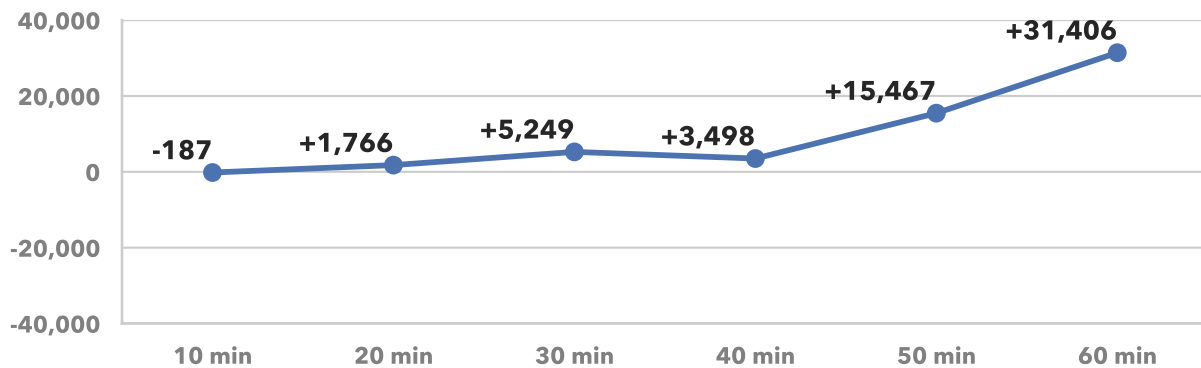
Total Jobs	239,099
Average Job Density (per mi ²)	307
Total Workers	282,967
Average Worker Density (per mi ²)	364

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

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

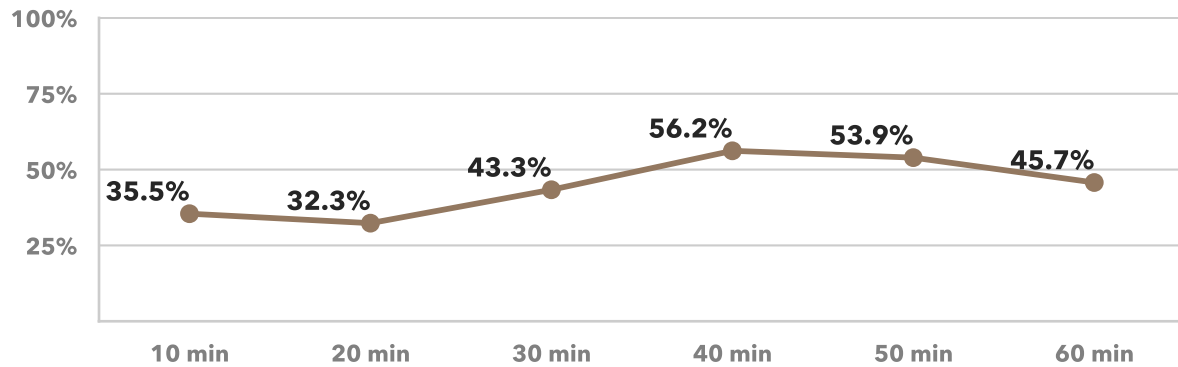


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

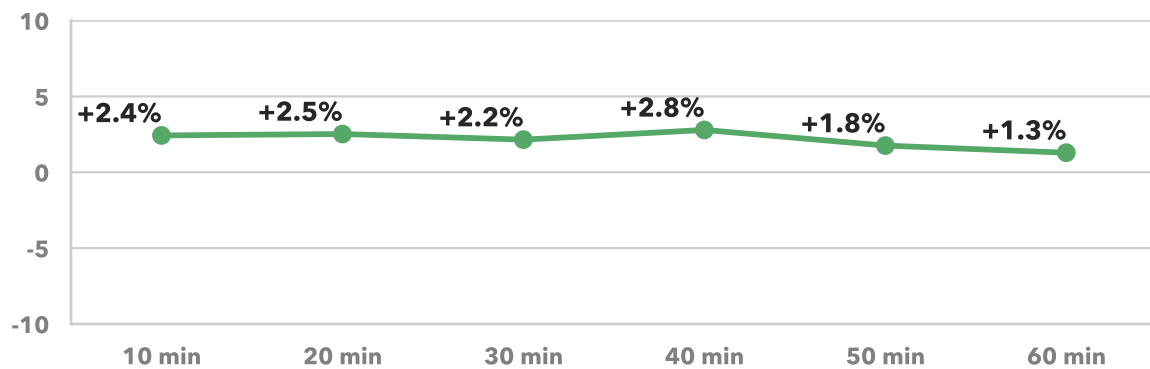


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

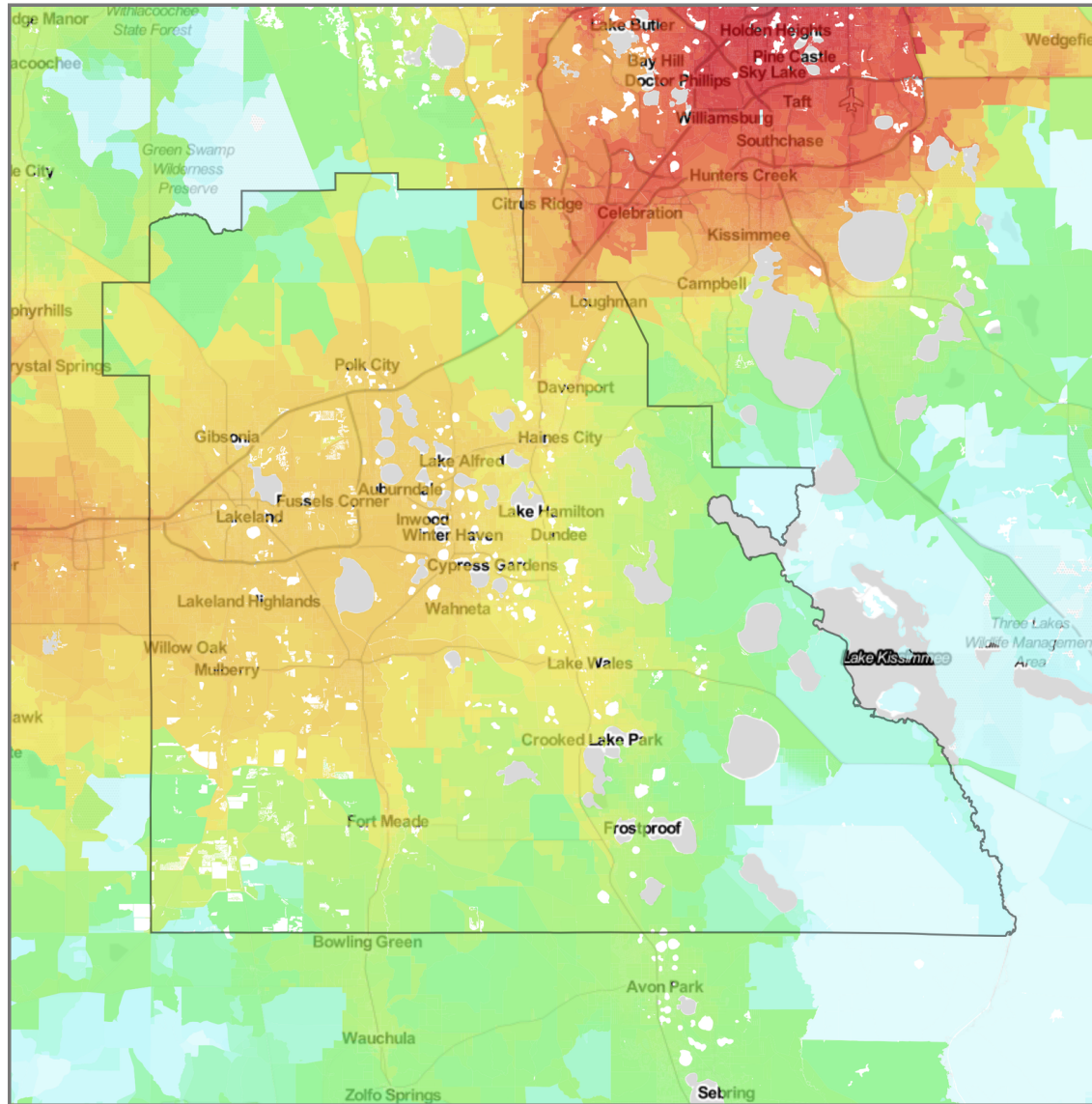


1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

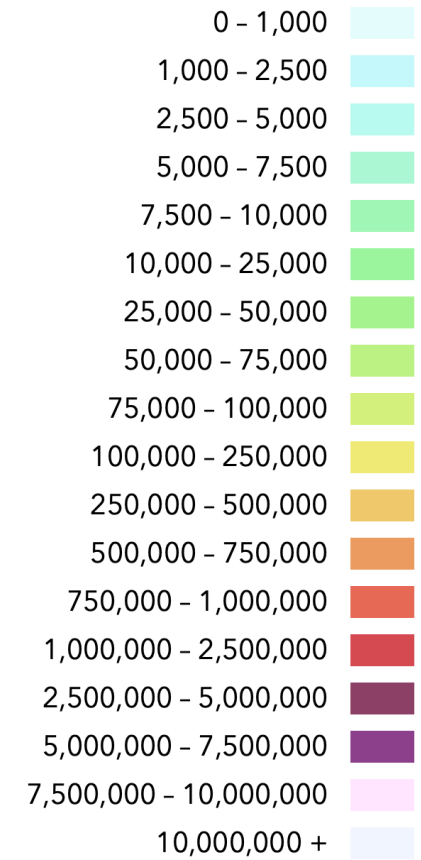


Polk County Transportation Planning Organization

100

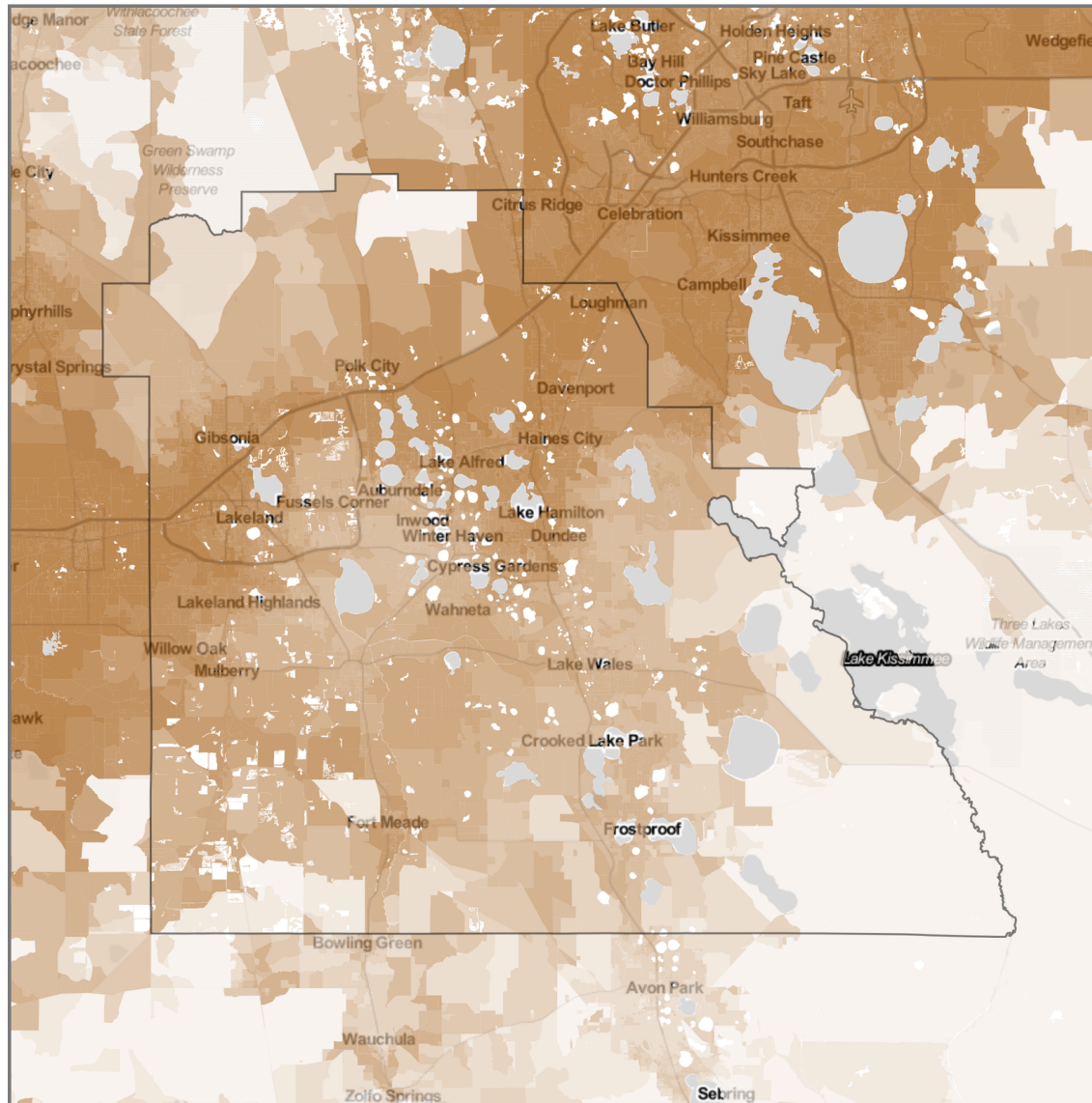


Jobs within 30 minutes
(Driving, AM peak)

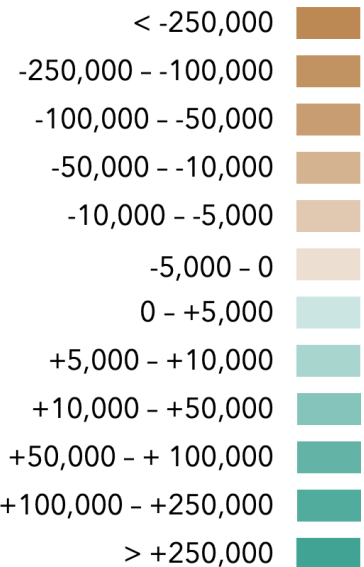


State border —
MPO boundary —

Polk County Transportation Planning Organization



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



MPO boundary

City/Township Boundary

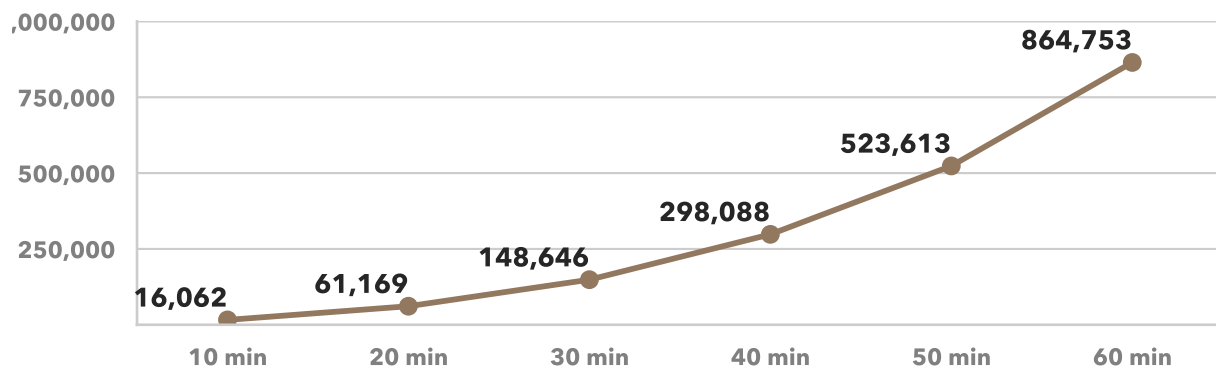
River to Sea Transportation Planning Organization

Job Accessibility Results – Auto, 2020

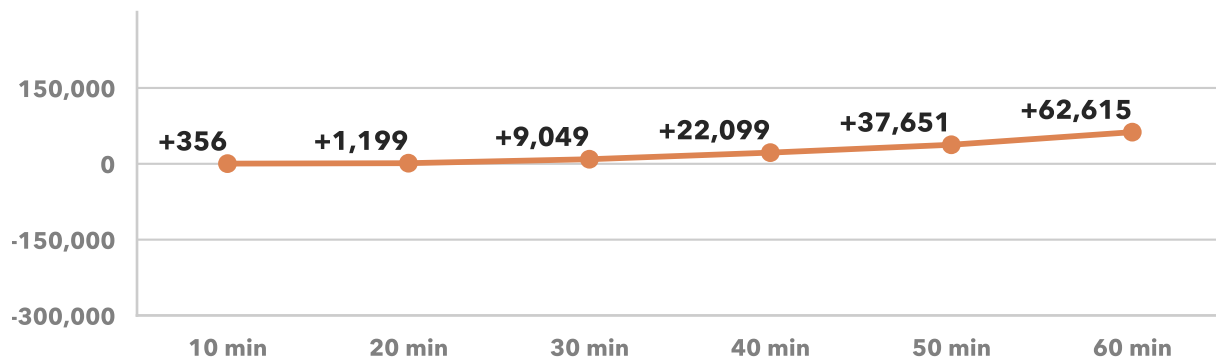
Total Jobs	193,737
Average Job Density (per mi ²)	369
Total Workers	256,491
Average Worker Density (per mi ²)	489

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

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

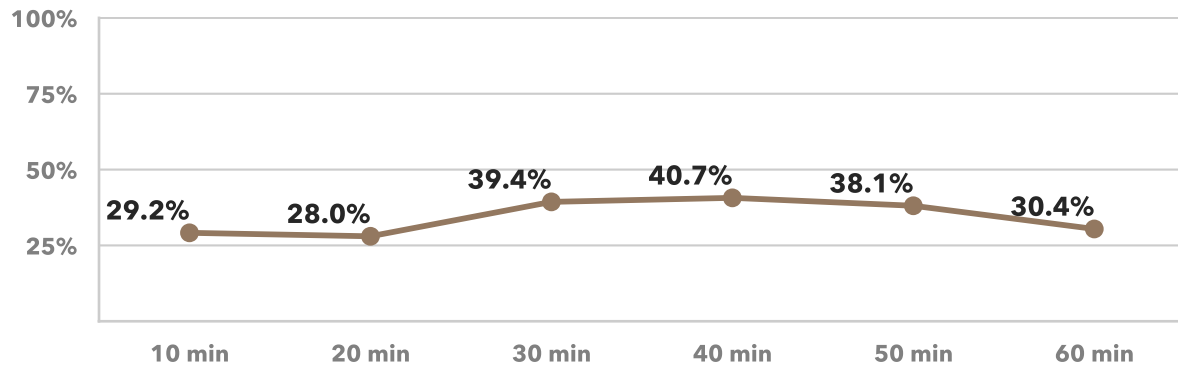


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

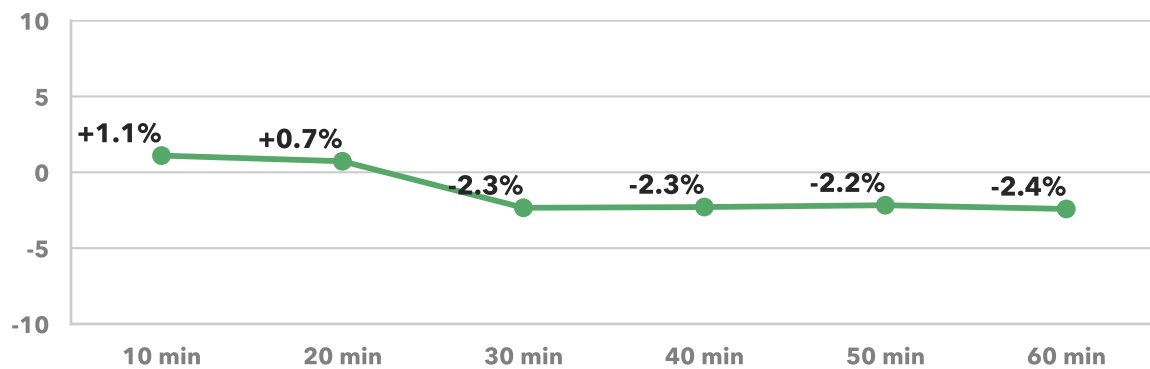


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

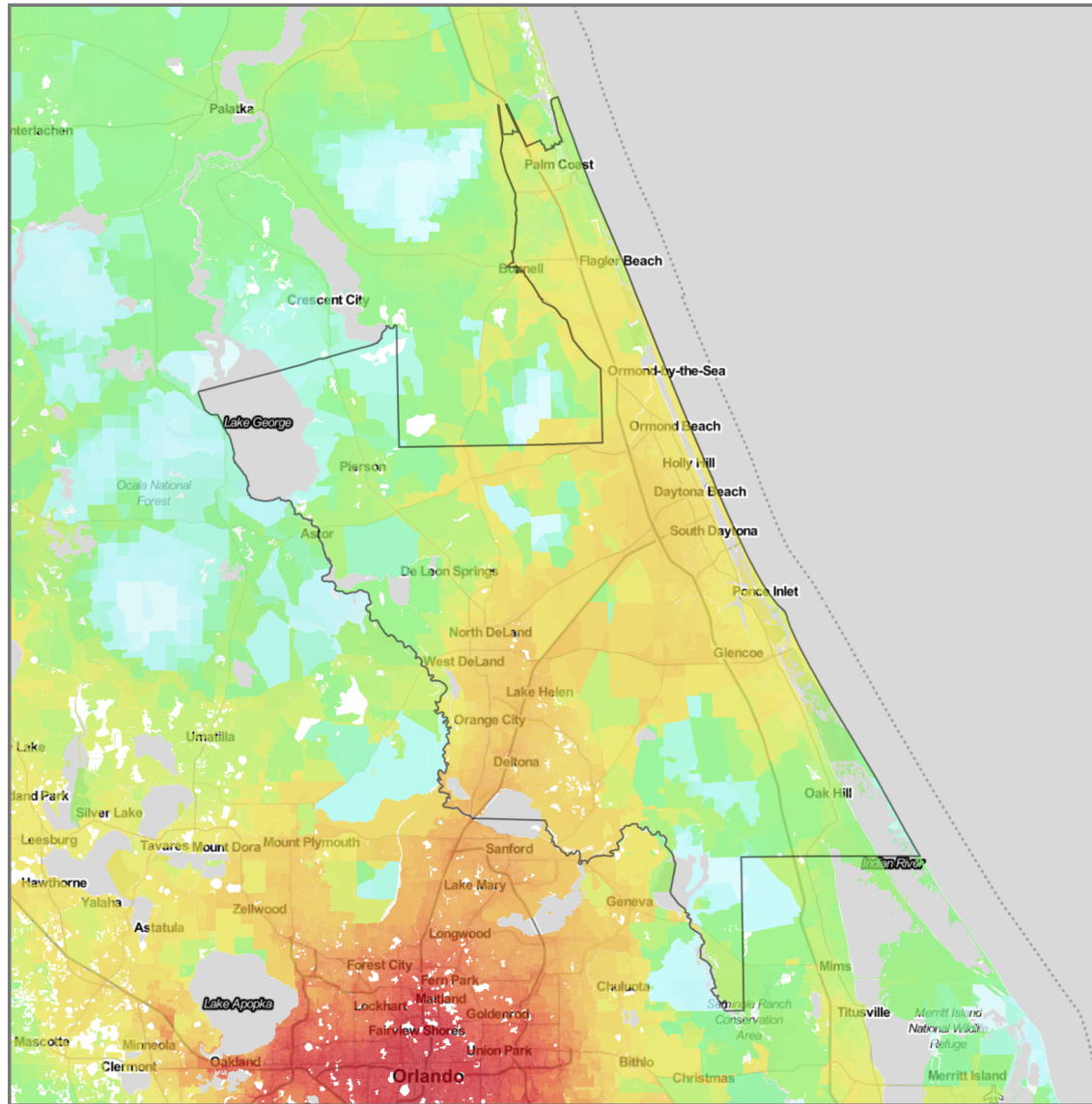


1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

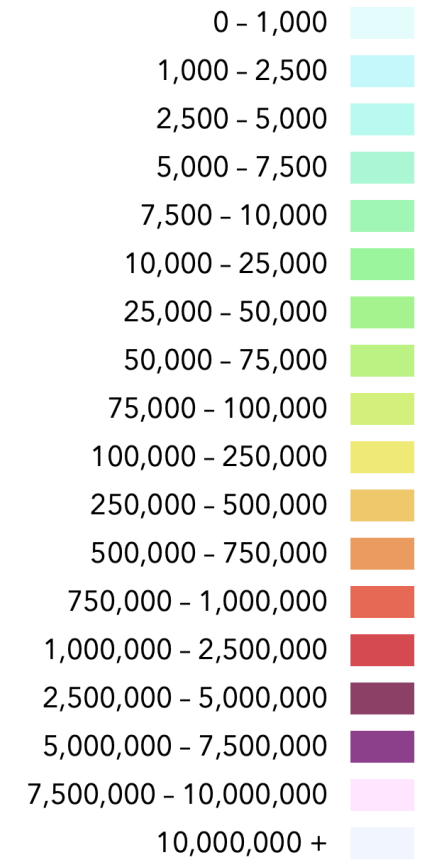


River to Sea Transportation Planning Organization

104



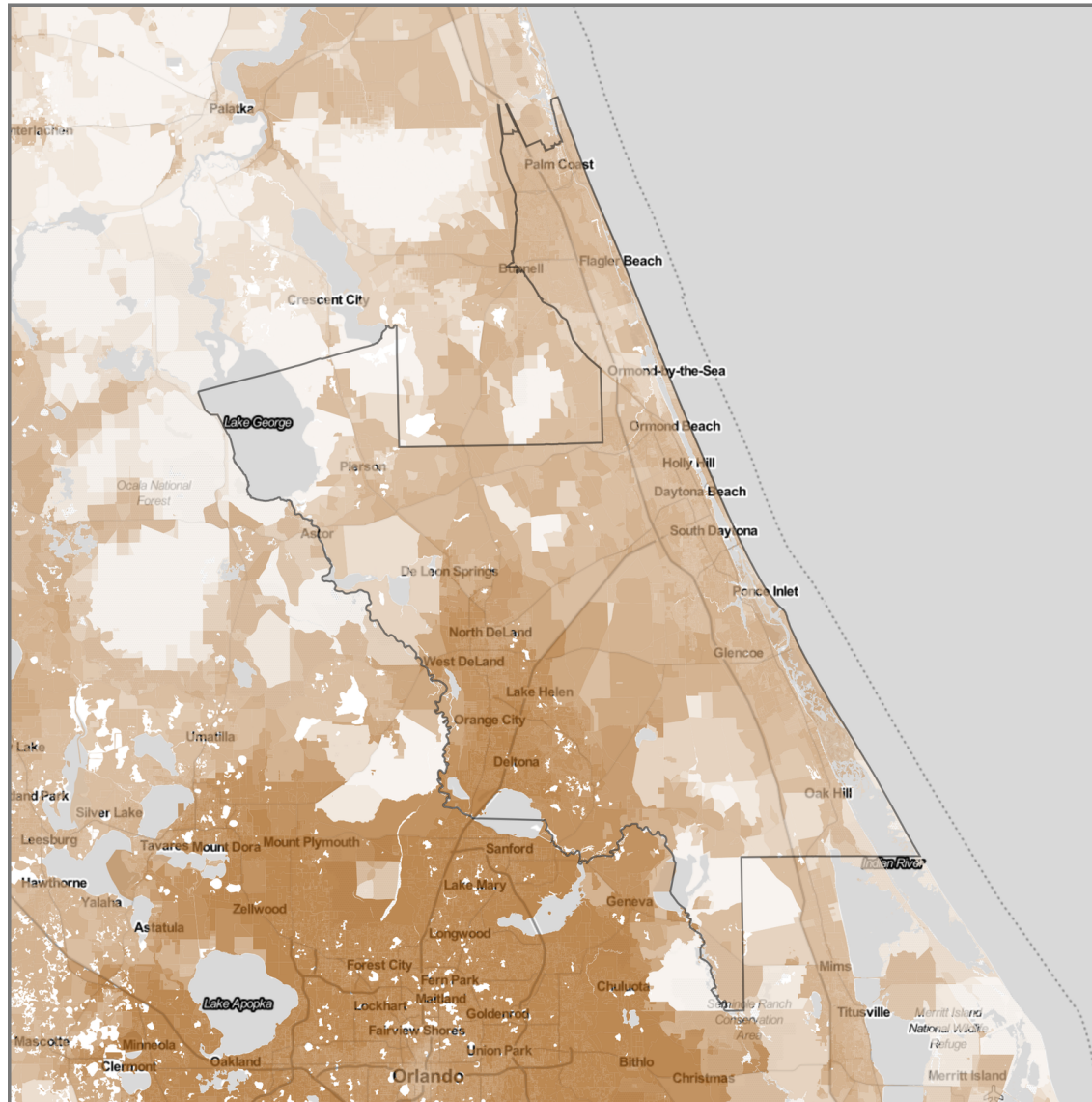
Jobs within 30 minutes
(Driving, AM peak)



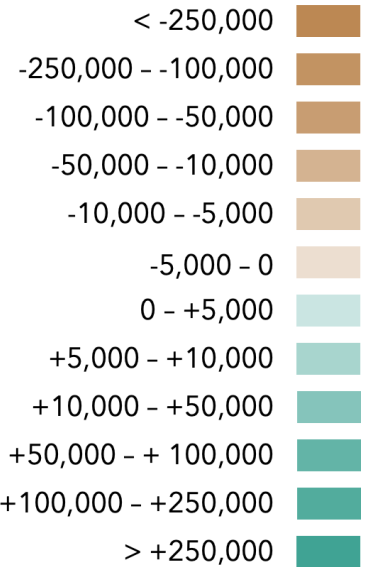
State border —
MPO boundary —

River to Sea Transportation Planning Organization

105



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



MPO boundary

City/Township Boundary

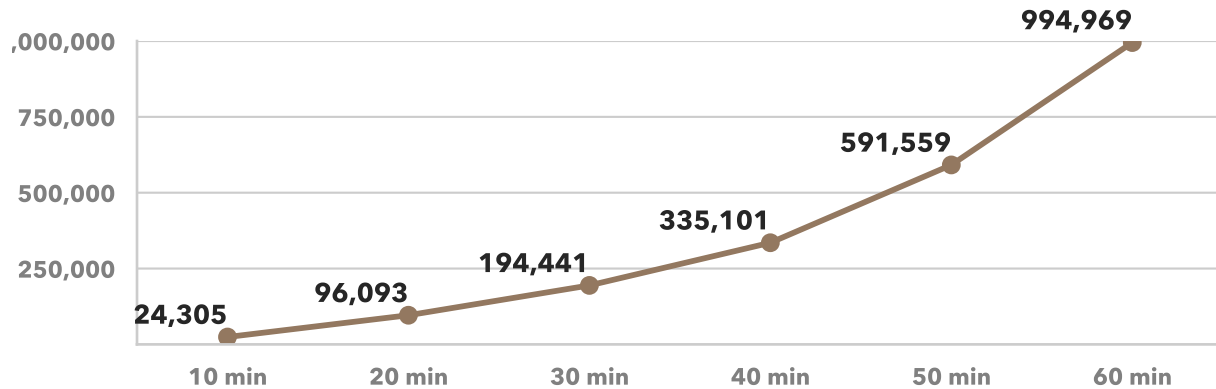
Sarasota-Manatee MPO

Job Accessibility Results – Auto, 2020

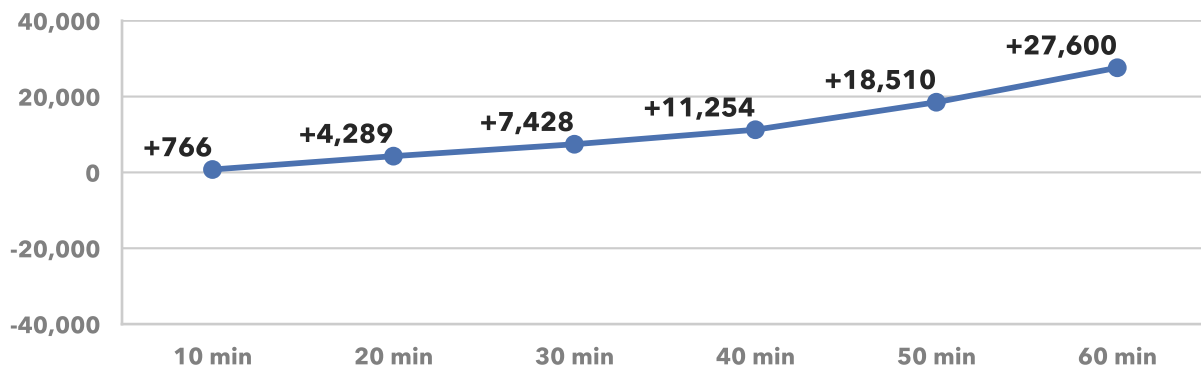
Total Jobs	293,908
Average Job Density (per mi ²)	569
Total Workers	305,360
Average Worker Density (per mi ²)	592

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

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

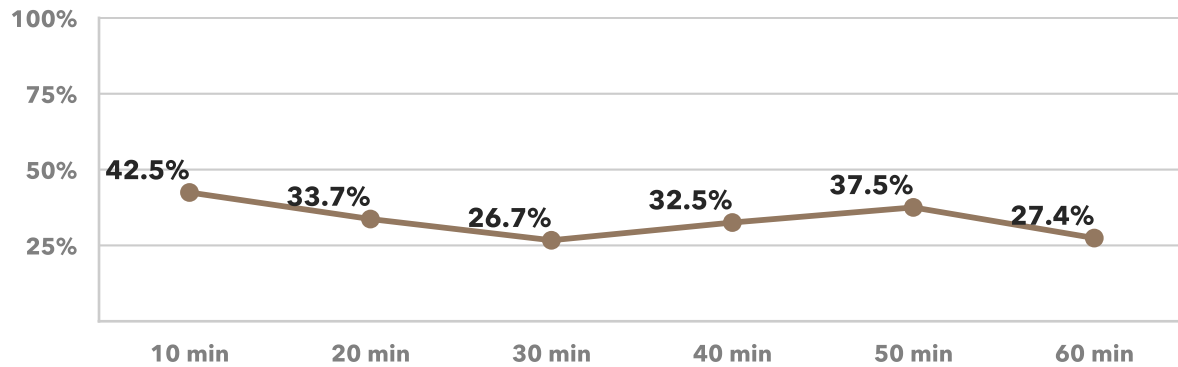


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

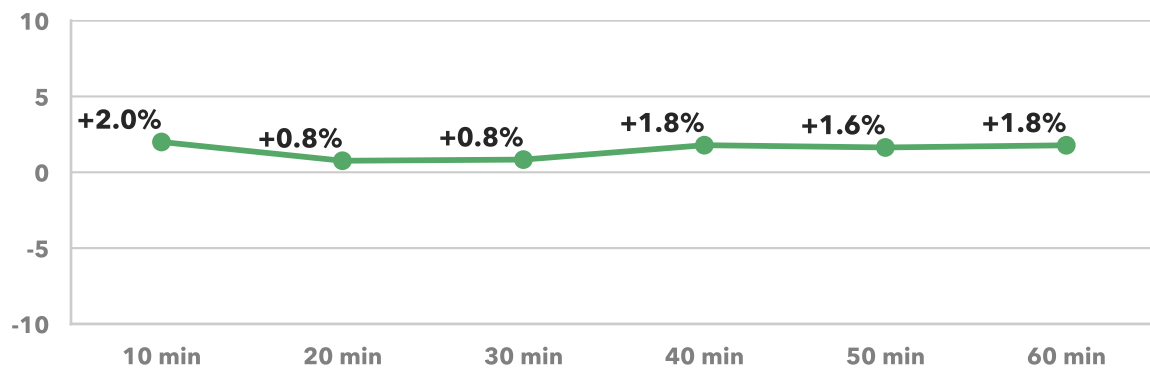


Average Congestion Impact by Travel Time Threshold (worker-weighted)

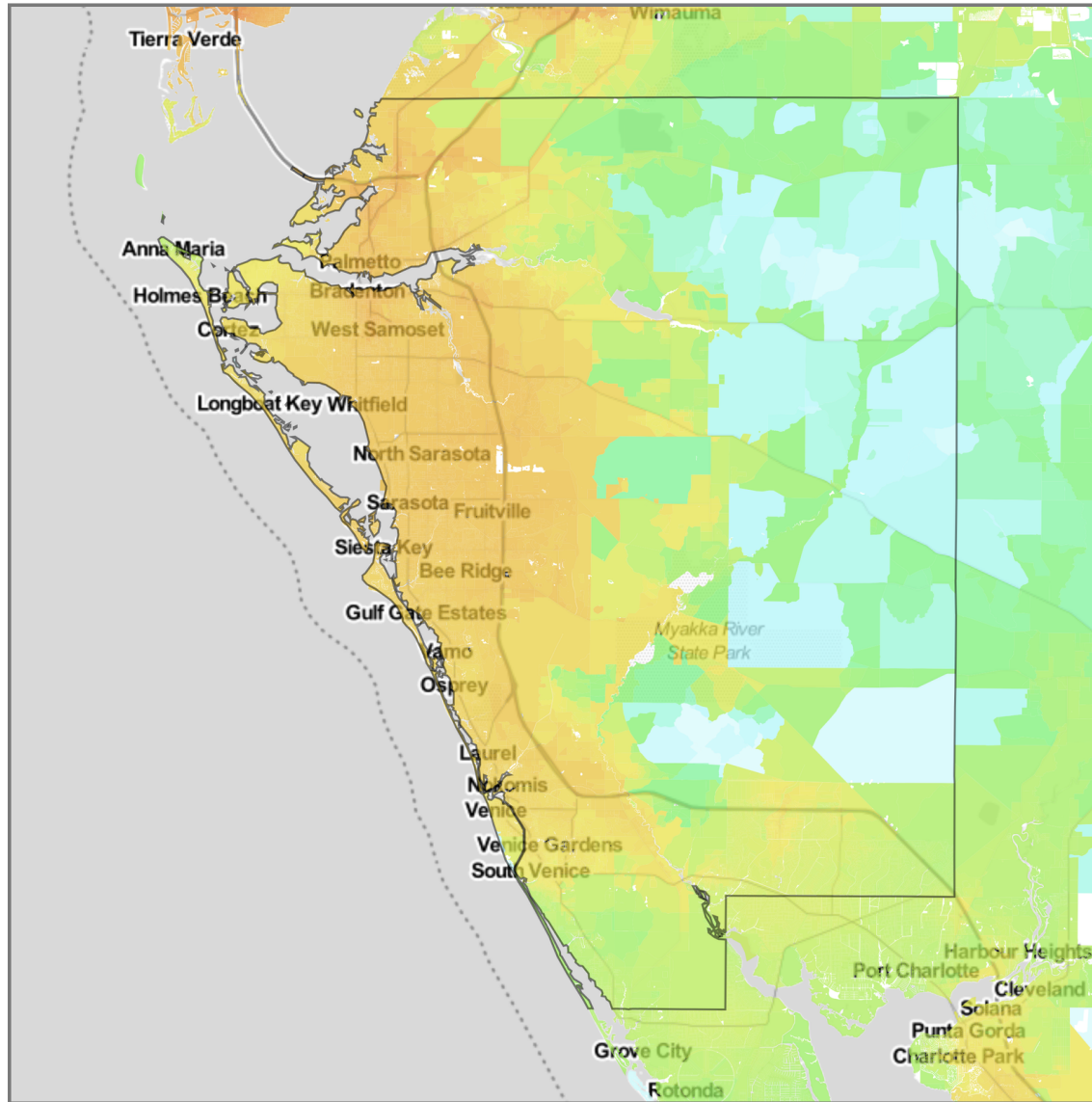
Higher numbers indicate greater job access loss due to congestion



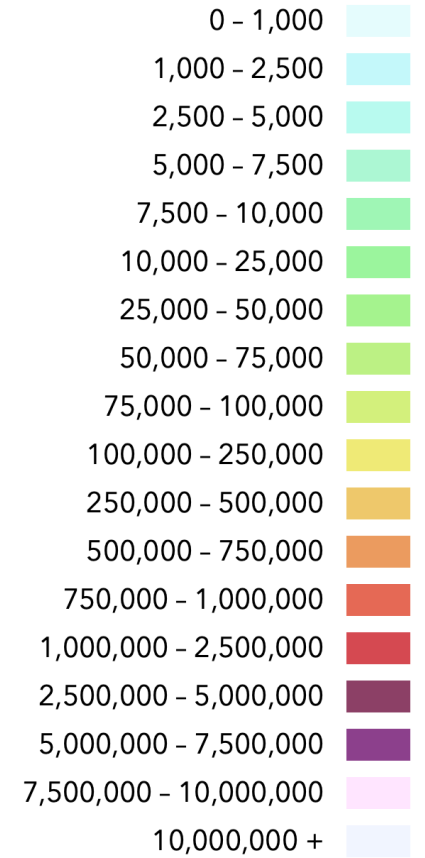
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



Sarasota-Manatee MPO

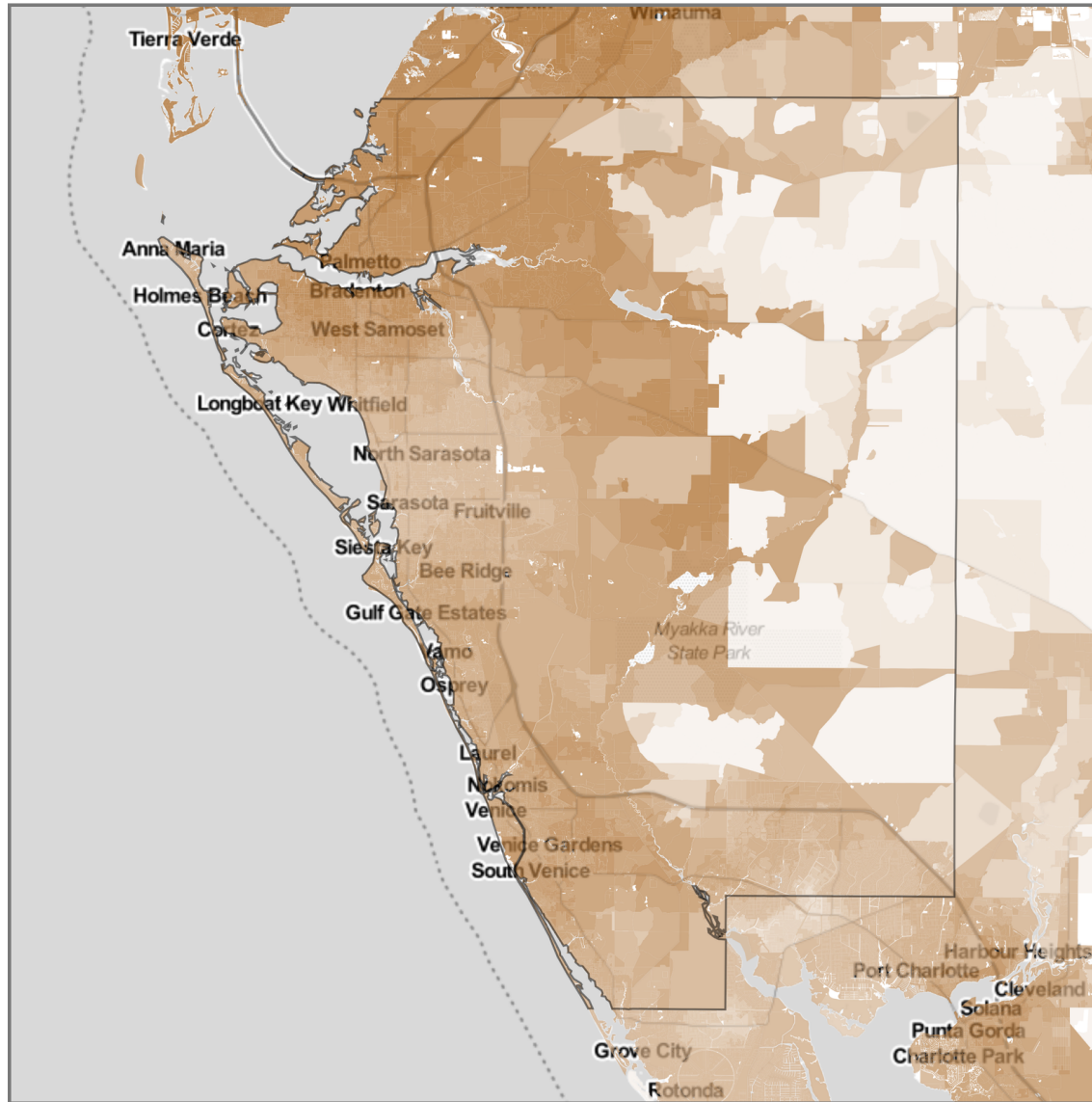


Jobs within 30 minutes
(Driving, AM peak)

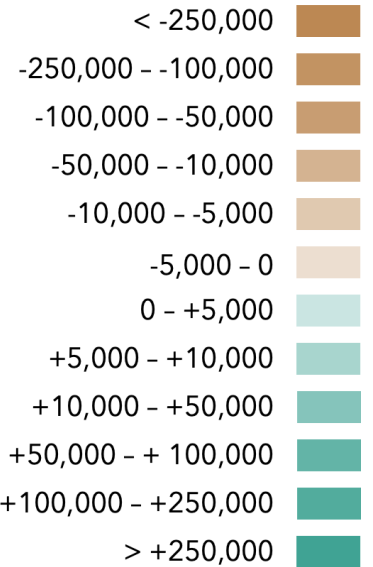


State border —
MPO boundary —

Sarasota-Manatee MPO



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



MPO boundary

City/Township Boundary

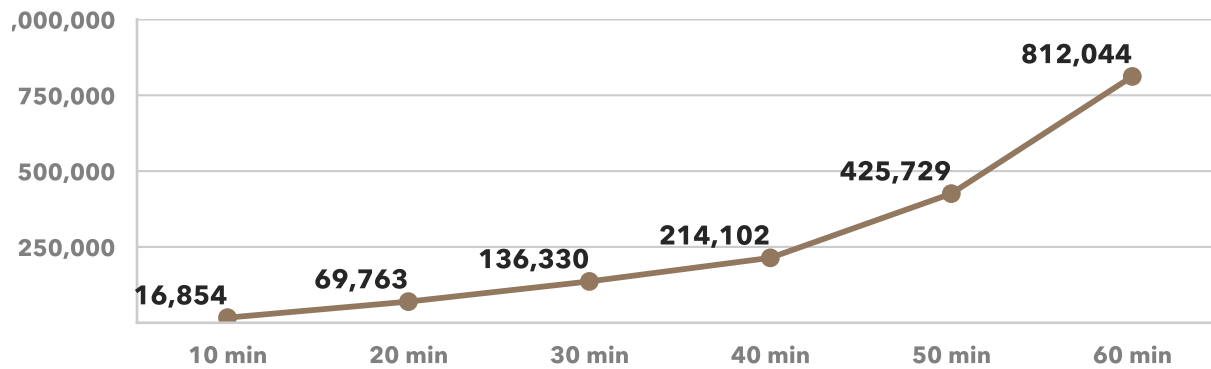
Space Coast Transportation Planning Organization

Job Accessibility Results – Auto, 2020

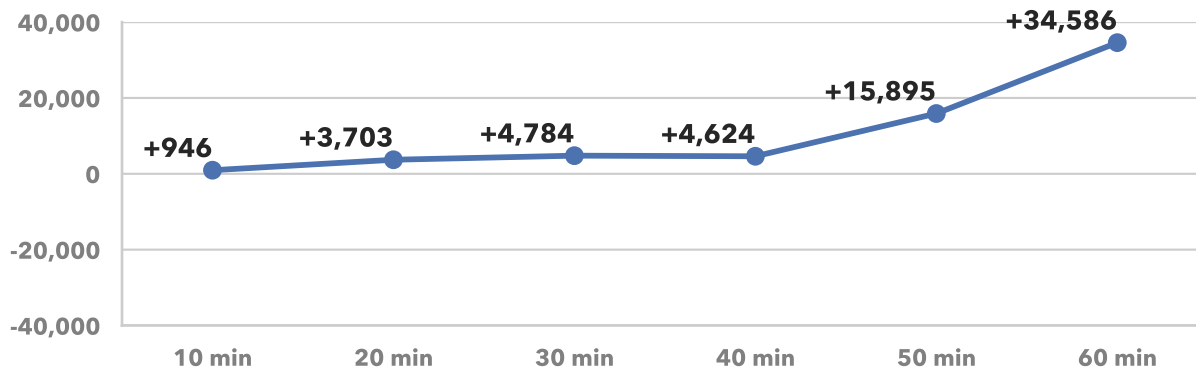
Total Jobs	209,421
Average Job Density (per mi ²)	508
Total Workers	235,713
Average Worker Density (per mi ²)	572

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

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

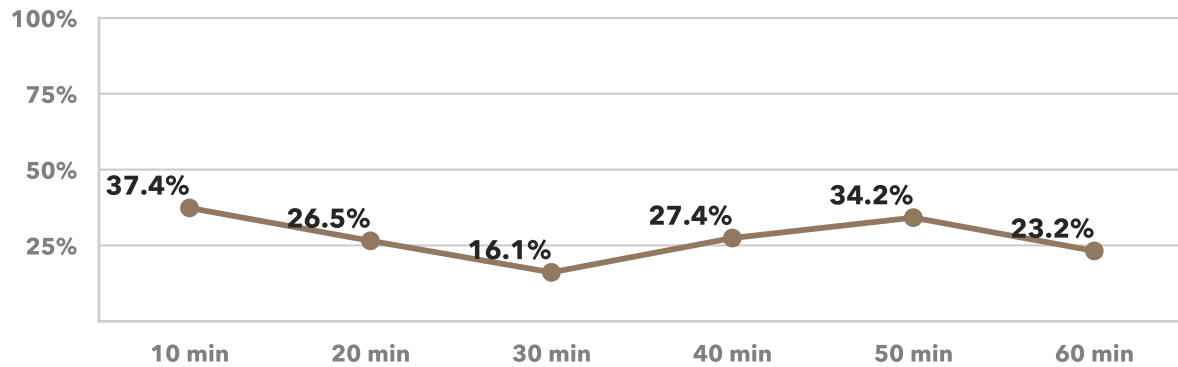


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

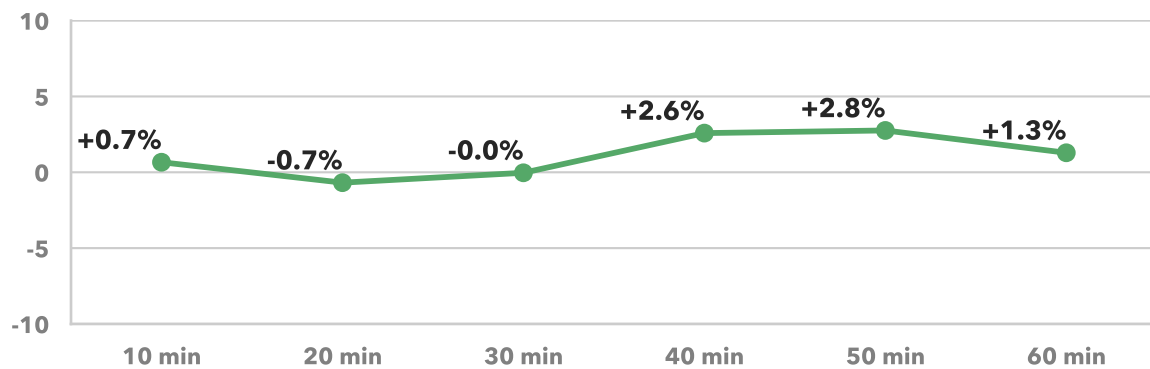


Average Congestion Impact by Travel Time Threshold (worker-weighted)

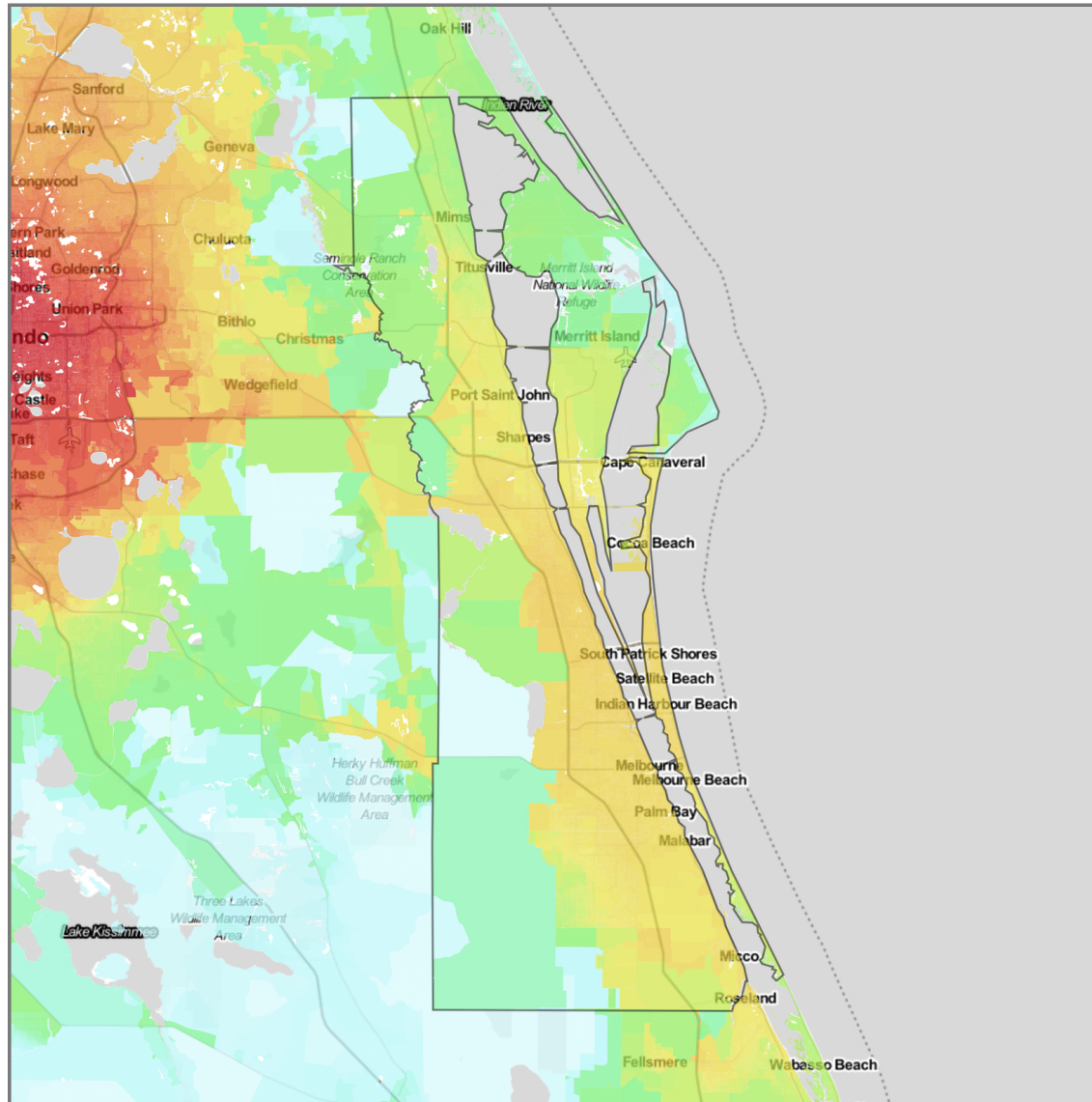
Higher numbers indicate greater job access loss due to congestion



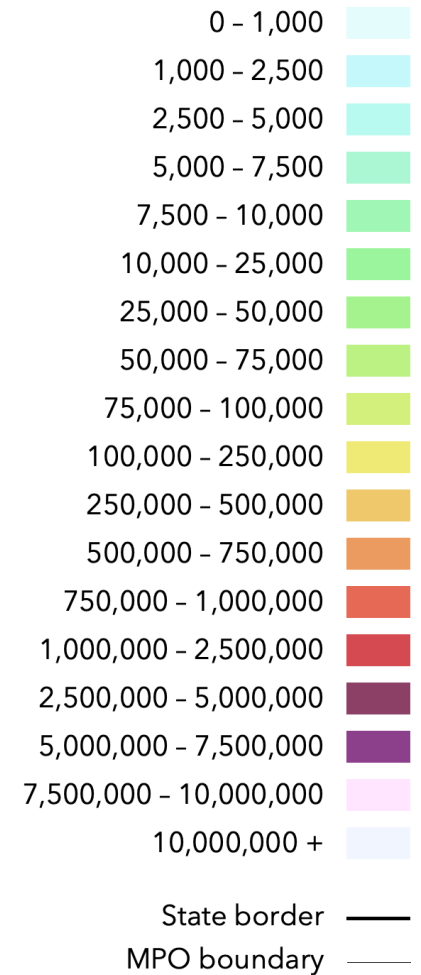
1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)



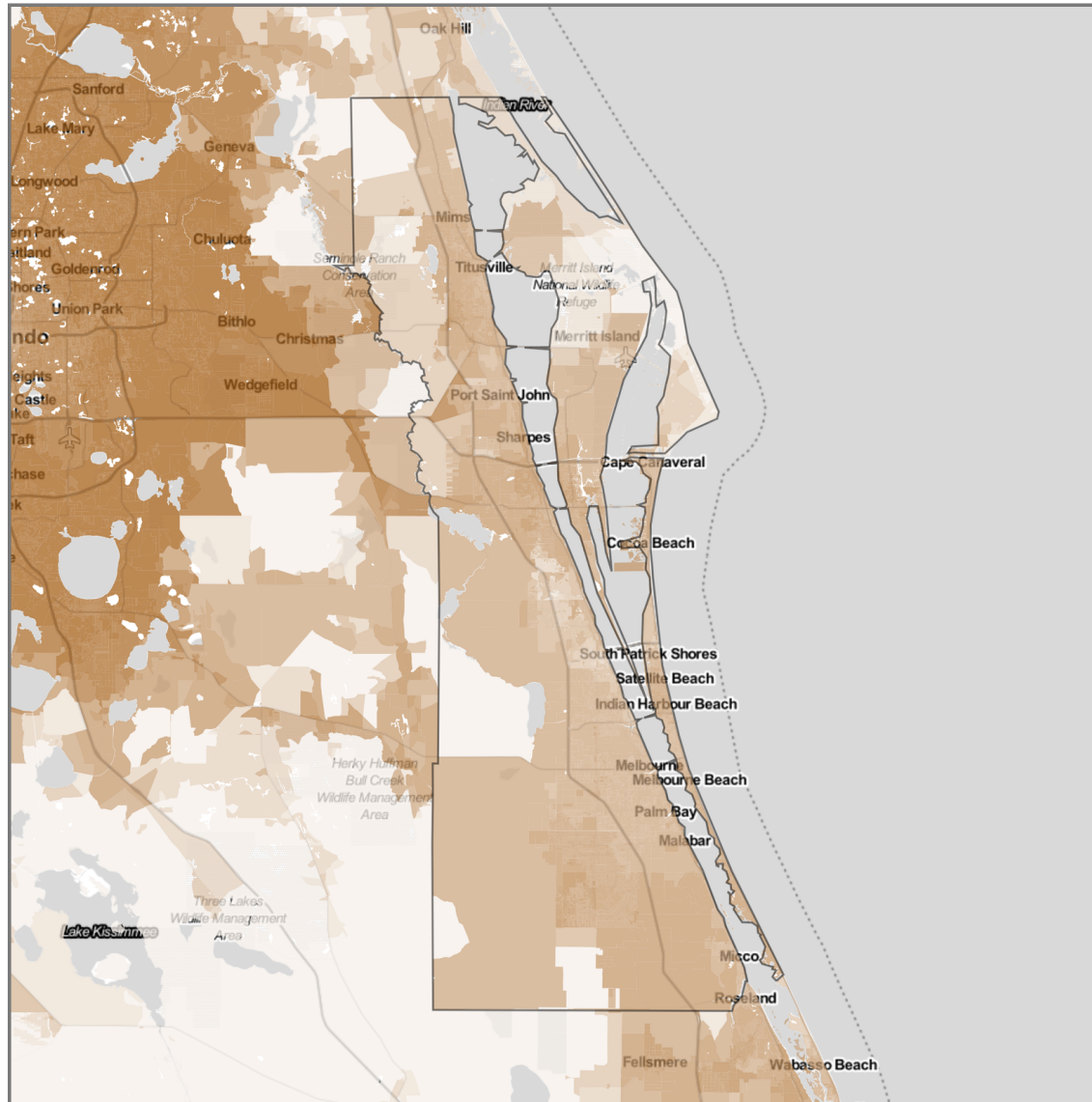
Space Coast Transportation Planning Organization



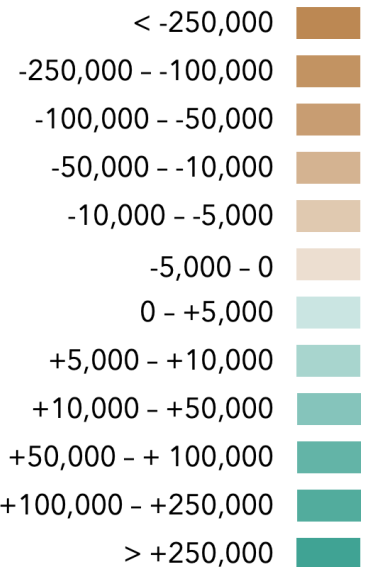
Jobs within 30 minutes
(Driving, AM peak)



Space Coast Transportation Planning Organization



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



MPO boundary

City/Township Boundary

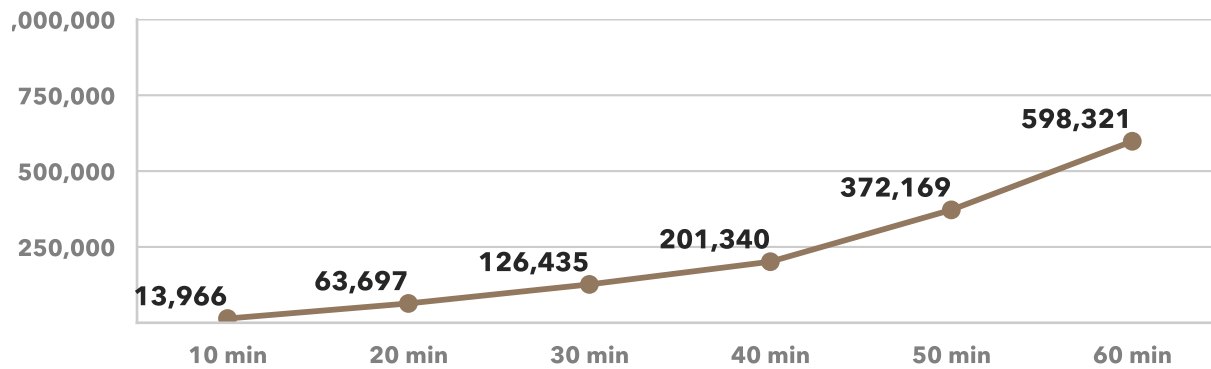
St. Lucie Transportation Planning Organization

Job Accessibility Results – Auto, 2020

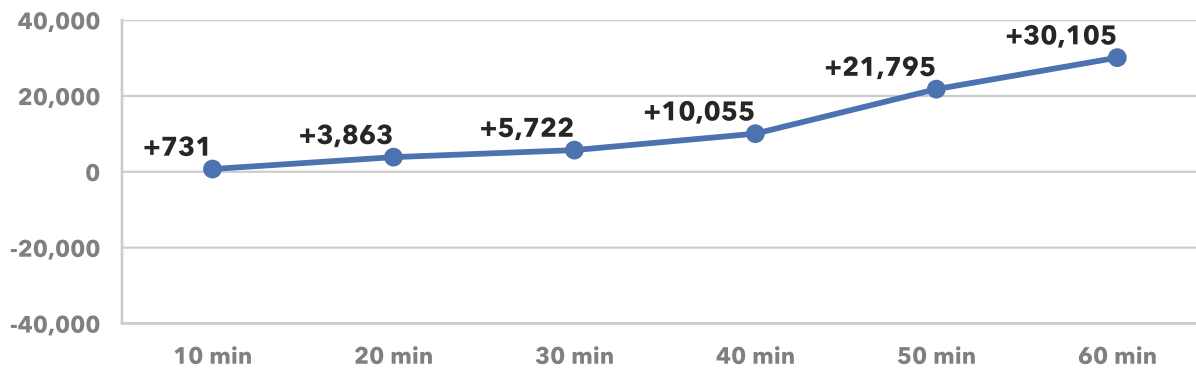
Total Jobs	76,933
Average Job Density (per mi ²)	343
Total Workers	119,004
Average Worker Density (per mi ²)	531

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

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

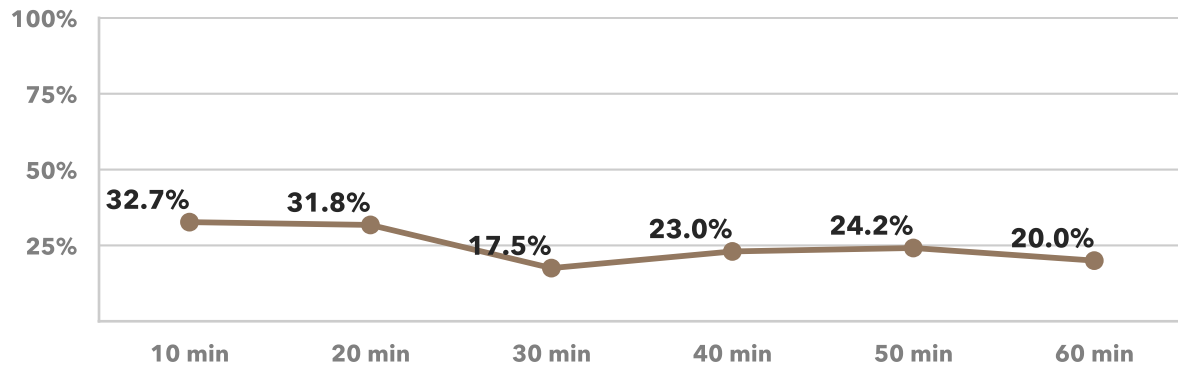


1-Year Change in Average Job Accessibility by Travel Time Threshold (worker-weighted)

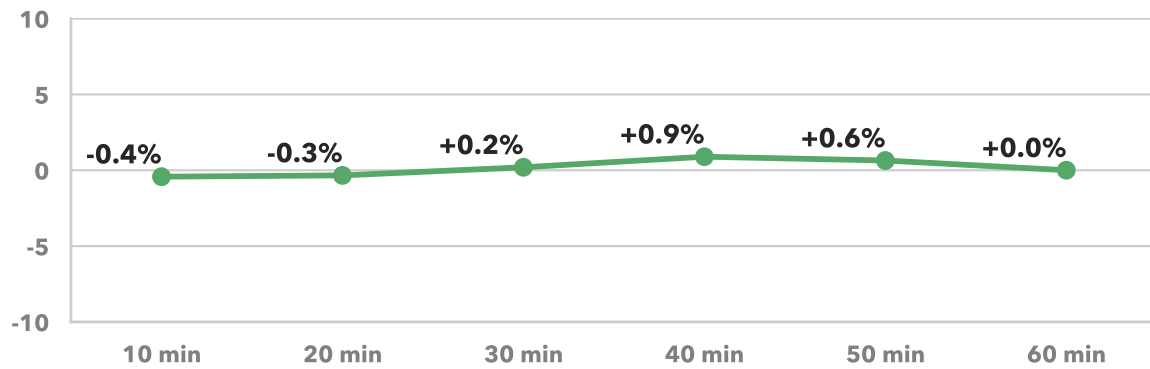


Average Congestion Impact by Travel Time Threshold (worker-weighted)

Higher numbers indicate greater job access loss due to congestion

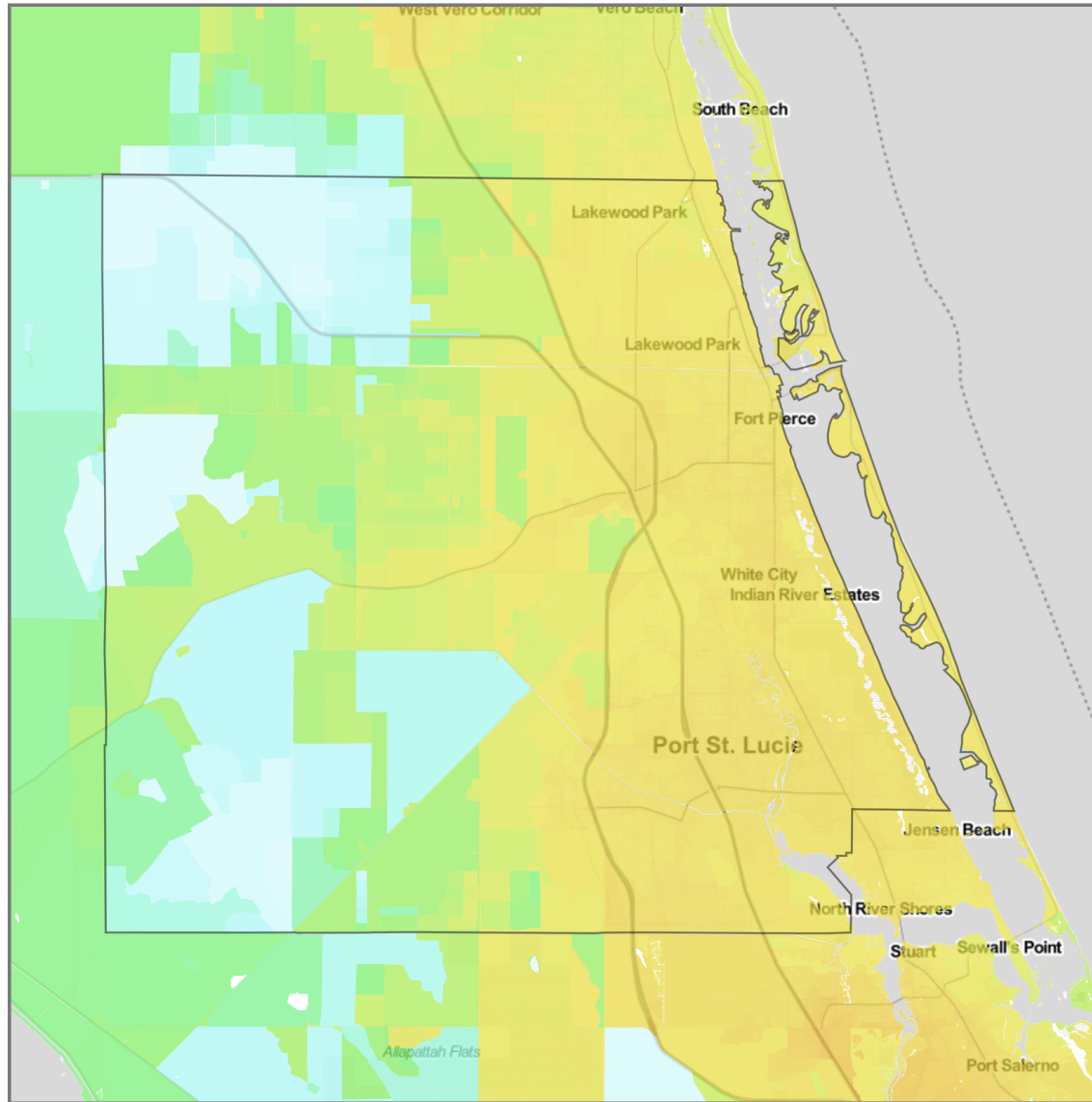


1-Year Change in Average Congestion Impact by Travel Time Threshold (worker-weighted)

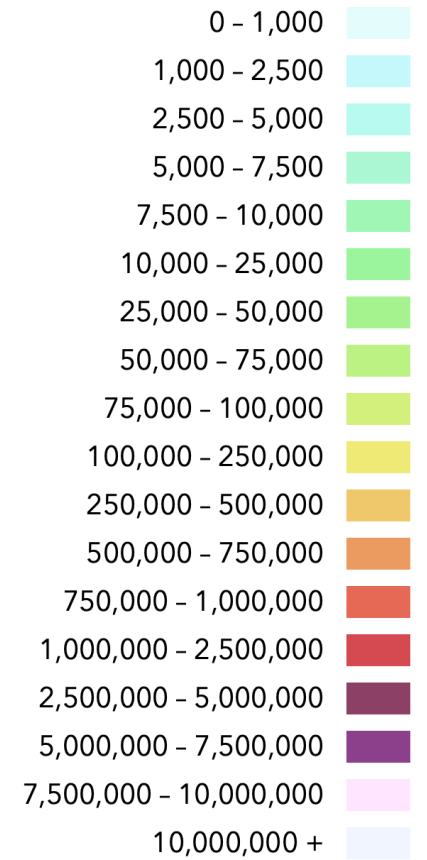


St. Lucie Transportation Planning Organization

116

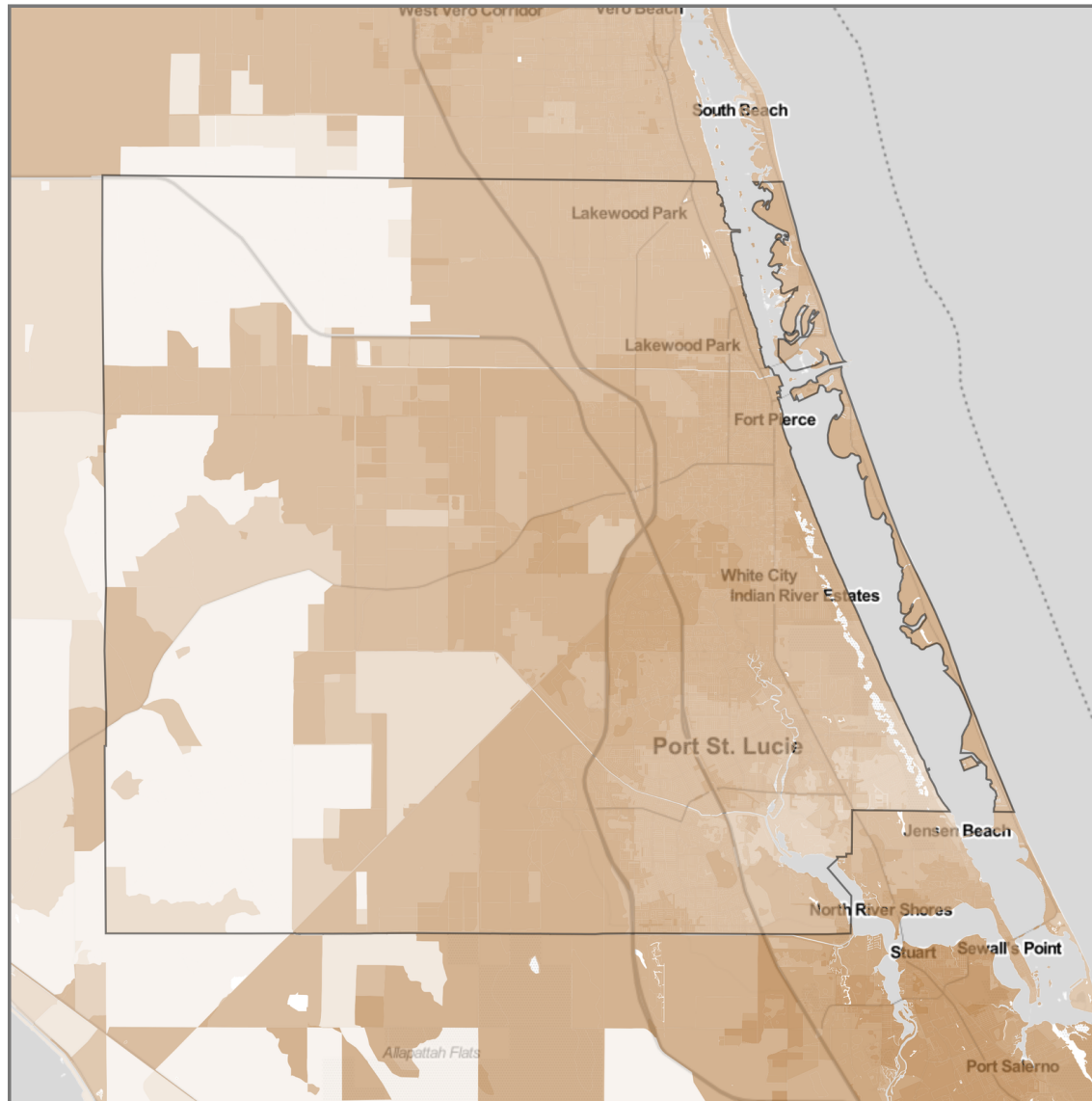


Jobs within 30 minutes
(Driving, AM peak)

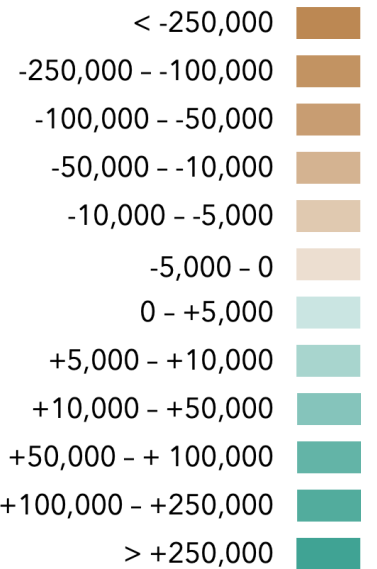


State border —
MPO boundary —

St. Lucie Transportation Planning Organization



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



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	22,877	78,751	121,502	164,265	235,330	293,804
Baker	2,986	7,318	36,495	217,854	481,164	675,787
Bay	14,236	40,906	62,179	76,075	88,173	110,423
Bradford	2,492	8,073	41,635	160,233	384,805	661,218
Brevard	16,825	69,688	136,313	213,991	425,128	811,522
Broward	51,338	283,643	699,187	1,105,235	1,574,364	2,134,298
Calhoun	1,279	3,400	9,947	24,297	56,661	178,351
Charlotte	12,864	38,232	73,582	166,154	321,129	508,653
Citrus	4,230	17,279	42,237	93,794	187,304	333,861
Clay	9,715	45,935	148,619	362,020	556,825	688,827
Collier	18,100	78,177	135,798	220,184	318,272	384,920
Columbia	7,927	19,603	34,692	74,268	159,672	286,745
DeSoto	3,834	10,748	28,356	69,505	187,657	462,032
Dixie	602	3,254	7,467	13,644	33,207	91,784
Duval	40,676	232,998	474,593	599,010	665,880	721,279
Escambia	27,723	98,779	145,261	177,692	229,447	340,137
Flagler	6,316	23,529	69,821	169,654	286,317	549,190
Franklin	1,030	1,971	3,708	5,537	6,993	14,034
Gadsden	2,690	19,267	88,604	163,989	206,569	231,662
Gilchrist	774	4,963	16,984	57,781	126,384	192,038
Glades	957	4,814	9,700	22,860	62,546	137,079
Gulf	1,089	1,888	4,616	17,976	46,151	70,827
Hamilton	706	4,792	22,625	64,308	91,209	127,838
Hardee	3,128	6,811	32,307	83,580	196,807	379,111
Hendry	3,784	6,559	14,928	46,159	107,444	206,610
Hernando	10,040	38,932	80,361	185,491	446,123	919,685
Highlands	6,651	17,120	27,038	45,998	84,465	149,526
Hillsborough	45,210	233,035	552,116	950,699	1,300,658	1,567,957
Holmes	937	4,935	14,710	35,536	75,107	137,093
Indian River	14,021	44,148	91,793	166,885	266,139	364,125
Jackson	2,550	8,771	22,619	47,291	95,484	173,500
Jefferson	715	5,937	62,872	155,367	211,906	260,813
Lafayette	612	2,145	8,332	23,341	45,852	88,821
Lake	11,391	42,567	126,920	445,530	900,395	1,365,123
Lee	19,927	87,779	186,708	276,662	360,536	431,775

Table 5: (continued)

Leon	35,499	117,926	162,927	183,892	206,624	228,560
Levy	1,594	5,883	28,878	94,721	168,203	249,900
Liberty	812	2,978	7,977	27,884	109,518	188,781
Madison	1,314	3,641	14,188	48,697	111,203	220,246
Manatee	22,375	93,679	206,359	403,694	760,480	1,255,719
Marion	12,273	48,586	95,466	154,712	244,510	374,487
Martin	15,950	58,824	139,299	311,904	507,593	660,706
Miami-Dade	51,518	292,139	678,286	1,137,932	1,527,542	1,805,624
Monroe	6,093	10,453	13,383	19,669	27,955	42,531
Nassau	3,773	20,154	96,681	261,239	480,479	626,726
Okaloosa	15,114	35,212	62,875	91,396	140,749	210,116
Okeechobee	4,761	8,329	11,000	34,758	103,386	228,759
Orange	44,142	303,364	769,831	1,139,793	1,351,709	1,588,200
Osceola	12,301	81,027	291,091	626,045	1,030,970	1,401,423
Palm Beach	37,871	190,503	420,019	712,722	1,036,148	1,382,426
Pasco	12,946	52,209	153,059	424,610	844,785	1,267,015
Pinellas	60,487	246,066	530,173	920,601	1,235,158	1,473,585
Polk	17,615	84,282	182,401	351,491	685,962	1,197,974
Putnam	3,917	8,747	22,645	66,552	170,035	372,772
Santa Rosa	5,510	27,759	97,618	160,997	207,335	259,619
Sarasota	26,242	98,482	182,558	266,547	422,451	733,605
Seminole	33,722	185,227	471,020	888,005	1,277,291	1,463,849
St. Johns	9,988	43,200	143,449	343,037	550,522	713,178
St. Lucie	13,961	63,707	126,418	201,301	372,179	598,287
Sumter	6,081	29,684	76,064	193,759	383,645	931,951
Suwannee	1,975	7,031	22,119	39,195	70,595	134,684
Taylor	2,825	4,323	5,494	10,852	38,388	145,167
Union	985	6,247	39,483	130,654	226,921	407,178
Volusia	17,570	67,258	161,435	318,572	561,698	914,045
Wakulla	1,461	7,360	61,158	132,920	164,379	183,833
Walton	3,454	11,986	28,441	58,485	104,122	167,947
Washington	1,626	5,265	13,937	37,340	80,608	147,324

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	+1,372	+1,778	+4,661	+5,408	+7,133	+10,879
Baker	-179	-482	-1,599	+2,842	+17,663	+35,611
Bay	-67	+1,772	+1,932	-573	-983	+50
Bradford	-60	-505	+4,610	+18,934	+33,152	+45,960
Brevard	+940	+3,695	+4,746	+4,607	+15,818	+34,463
Broward	+1,668	+8,194	+9,277	+6,790	-1,139	+9,870
Calhoun	+23	-52	+68	+96	+617	+8,577
Charlotte	+377	+2,124	+5,289	+8,979	+14,122	+22,038
Citrus	-53	+28	+655	+2,475	+7,787	+17,337
Clay	+289	+1,422	+7,077	+21,057	+25,168	+27,826
Collier	-34	+1,090	+3,050	+6,004	+10,957	+14,256
Columbia	+1,059	+2,020	+1,905	+2,390	+7,006	+11,813
DeSoto	+186	+564	+1,229	+3,000	+7,900	+9,387
Dixie	+1	+70	+44	-201	+95	+1,269
Duval	+1,592	+6,337	+15,804	+20,734	+24,138	+24,787
Escambia	-1,653	-4,531	-3,732	-2,948	-3,069	-3,943
Flagler	+439	+653	+3,251	+4,235	+874	-12,686
Franklin	+15	+54	+117	+177	+231	+1,003
Gadsden	-110	+563	+4,301	+4,240	+3,541	+3,307
Gilchrist	-1	-6	-29	+2,301	+6,460	+7,304
Glades	+71	-185	-10	-100	+934	+2,983
Gulf	+44	+6	+45	+44	+615	+901
Hamilton	-34	-94	-261	+2,002	+2,413	+2,731
Hardee	-89	-168	+687	+1,265	+3,758	+13,078
Hendry	+25	+272	+195	-317	+2,639	+4,177
Hernando	+548	+2,436	+6,016	+14,213	+29,160	+49,069
Highlands	+110	+70	+24	+120	+1,021	+1,322
Hillsborough	+2,505	+9,585	+20,492	+40,205	+59,670	+62,377
Holmes	-89	-12	+382	+1,127	+1,951	+617
Indian River	+672	+2,033	+7,770	+15,947	+20,557	+19,764
Jackson	-29	+56	+573	+1,850	+4,476	+9,535
Jefferson	-169	-335	+1,497	+2,836	+4,019	+4,171
Lafayette	+8	-42	-134	+527	+2,679	+7,815
Lake	+419	+1,690	+10,712	+43,700	+52,780	+70,351
Lee	+1,152	+3,730	+9,669	+14,131	+16,615	+18,974
Leon	+734	+2,482	+2,441	+2,490	+2,839	+3,033
Levy	+9	-79	-1,761	-4,249	-344	+5,172
Liberty	-92	-126	+82	+336	+1,830	+1,397
Madison	-116	-219	-283	-210	+2,078	+5,785

Table 6: (continued)

Manatee	+539	+3,970	+7,181	+9,183	+14,511	+25,756
Marion	+271	+1,348	+2,510	+2,453	+4,345	+10,350
Martin	-221	+966	+3,786	+10,662	+10,847	+1,630
Miami-Dade	+1,897	+9,627	+4,422	+5,146	+9,836	+9,201
Monroe	-64	-103	-195	+172	+517	+858
Nassau	-129	+1,357	+3,866	+7,843	+14,930	+18,956
Okaloosa	-277	-947	-1,821	-1,812	-2,131	-608
Okeechobee	-348	-431	-368	+2,113	+3,914	+10,760
Orange	+3,002	+25,679	+49,797	+52,359	+54,970	+65,570
Osceola	+712	+10,840	+23,149	+27,732	+33,030	+49,166
Palm Beach	+1,109	+2,752	+4,162	+14,862	+28,018	+34,865
Pasco	+1,264	+6,238	+12,563	+20,533	+45,120	+63,218
Pinellas	+3,896	+17,314	+63,401	+99,824	+100,209	+98,674
Polk	-187	+1,764	+5,245	+3,493	+15,457	+31,389
Putnam	-35	-96	+1,098	+3,878	+9,231	+15,245
Santa Rosa	-307	+207	-1,952	-3,101	-5,389	-5,217
Sarasota	+1,006	+4,623	+7,492	+12,355	+20,147	+25,949
Seminole	+1,474	+4,097	+2,711	+30,549	+62,324	+49,479
St. Johns	+280	+2,148	+4,759	+3,997	+3,932	+15,668
St. Lucie	+728	+3,864	+5,723	+10,044	+21,797	+30,067
Sumter	+231	+1,451	+2,777	+5,652	+19,889	+56,081
Suwannee	-118	+100	+1,298	+1,549	+2,645	+3,065
Taylor	-338	-469	-410	-1,249	-4,253	-1,561
Union	-219	-566	+3,919	+11,046	+1,442	-6,221
Volusia	+352	+1,372	+10,124	+25,212	+44,053	+75,754
Wakulla	+33	+500	+4,894	+6,327	+3,562	+2,688
Walton	+6	-168	-641	+193	+2,076	+3,932
Washington	-103	-193	-414	+726	+948	+9

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	43.20%	23.15%	9.12%	16.09%	10.35%	14.52%
Baker	9.57%	13.58%	68.82%	45.88%	19.87%	10.21%
Bay	37.35%	25.12%	13.31%	7.04%	12.27%	17.03%
Bradford	12.16%	15.60%	35.82%	38.04%	32.13%	18.32%
Brevard	37.32%	26.54%	16.12%	27.38%	34.17%	23.21%
Broward	56.89%	59.43%	54.17%	48.54%	34.96%	15.82%
Calhoun	7.72%	9.24%	12.79%	21.02%	36.27%	19.77%
Charlotte	23.31%	16.00%	31.74%	35.59%	29.14%	19.85%
Citrus	16.99%	17.93%	18.08%	26.92%	23.68%	32.20%
Clay	35.96%	58.32%	59.14%	35.64%	15.93%	11.86%
Collier	42.76%	24.71%	23.13%	24.76%	14.05%	6.74%
Columbia	18.03%	6.15%	15.76%	25.73%	20.24%	30.69%
DeSoto	10.63%	10.56%	24.90%	26.37%	43.49%	26.32%
Dixie	6.67%	11.77%	6.66%	20.86%	46.56%	43.26%
Duval	52.31%	40.67%	16.71%	7.16%	4.69%	4.34%
Escambia	37.16%	19.40%	9.54%	9.34%	18.02%	18.49%
Flagler	24.90%	14.46%	28.88%	12.76%	31.69%	37.07%
Franklin	6.28%	4.41%	5.89%	3.67%	12.34%	38.78%
Gadsden	11.95%	40.38%	26.84%	8.24%	3.64%	2.60%
Gilchrist	17.75%	22.97%	47.45%	42.89%	21.39%	14.07%
Glades	11.47%	7.62%	15.67%	39.37%	35.98%	36.02%
Gulf	2.16%	2.53%	19.78%	41.55%	22.39%	12.88%
Hamilton	2.22%	14.76%	13.29%	8.58%	6.34%	16.45%
Hardee	5.70%	24.43%	24.58%	34.53%	31.82%	37.97%
Hendry	2.30%	11.21%	33.93%	47.29%	30.17%	38.06%
Hernando	23.89%	18.36%	29.00%	50.96%	54.70%	35.22%
Highlands	21.03%	10.71%	11.32%	20.64%	28.78%	36.96%
Hillsborough	58.92%	53.55%	43.31%	29.35%	19.98%	17.82%
Holmes	8.41%	7.45%	12.81%	12.92%	18.23%	19.65%
Indian River	28.75%	23.36%	22.30%	24.73%	16.64%	17.21%
Jackson	9.35%	9.55%	13.63%	16.20%	16.63%	19.61%
Jefferson	4.03%	43.38%	32.30%	10.79%	5.14%	3.90%
Lafayette	4.97%	9.46%	16.14%	11.90%	18.52%	23.38%
Lake	26.43%	31.04%	59.45%	44.23%	29.17%	16.30%
Lee	44.02%	41.97%	27.76%	22.71%	16.15%	10.49%
Leon	40.33%	18.98%	5.12%	4.98%	3.86%	4.49%
Levy	6.12%	21.41%	47.02%	27.96%	19.46%	13.63%
Liberty	12.78%	9.51%	16.58%	38.43%	26.50%	12.25%
Madison	5.19%	7.00%	18.70%	19.47%	23.36%	14.23%

Table 7: (continued)

Manatee	45.27%	39.91%	32.96%	38.94%	40.44%	21.81%
Marion	35.14%	24.29%	16.71%	18.11%	19.63%	23.43%
Martin	38.95%	26.69%	33.32%	28.05%	21.94%	27.83%
Miami-Dade	68.98%	64.97%	52.21%	37.23%	26.07%	20.63%
Monroe	18.52%	4.36%	8.34%	15.36%	55.82%	76.73%
Nassau	15.21%	32.51%	39.74%	35.16%	18.73%	8.20%
Okaloosa	20.88%	19.45%	16.34%	17.86%	25.44%	22.96%
Okeechobee	10.37%	2.40%	8.45%	32.14%	32.41%	31.27%
Orange	56.89%	48.88%	27.87%	10.34%	8.33%	10.42%
Osceola	47.11%	60.68%	55.36%	41.09%	26.49%	19.45%
Palm Beach	49.19%	44.68%	40.97%	36.34%	36.76%	36.25%
Pasco	34.85%	54.50%	68.53%	58.59%	37.49%	21.41%
Pinellas	44.61%	44.99%	43.85%	27.16%	18.34%	13.53%
Polk	35.45%	32.34%	43.35%	56.19%	53.94%	45.74%
Putnam	8.74%	9.17%	23.47%	31.07%	38.91%	40.57%
Santa Rosa	31.48%	49.20%	28.48%	16.27%	13.53%	16.60%
Sarasota	39.81%	26.47%	18.03%	19.82%	31.45%	35.38%
Seminole	54.92%	57.88%	48.37%	28.90%	11.21%	8.97%
St. Johns	29.41%	53.39%	53.93%	35.45%	19.29%	7.41%
St. Lucie	32.70%	31.73%	17.52%	23.05%	24.17%	19.99%
Sumter	23.05%	21.46%	33.74%	21.66%	37.08%	38.98%
Suwannee	8.01%	11.87%	11.77%	8.96%	19.49%	18.40%
Taylor	5.42%	2.92%	3.55%	13.21%	43.51%	13.20%
Union	9.30%	19.62%	36.38%	19.34%	25.84%	27.81%
Volusia	29.42%	28.70%	39.92%	42.33%	38.48%	29.70%
Wakulla	8.34%	47.93%	39.66%	12.68%	5.63%	6.04%
Walton	20.54%	22.49%	26.56%	24.95%	23.99%	15.09%
Washington	7.14%	8.83%	23.72%	29.47%	24.54%	18.18%

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	-1.20%	+2.09%	+0.45%	+1.05%	+0.81%	+1.68%
Baker	-0.62%	+1.17%	+0.83%	+1.18%	+0.13%	-0.03%
Bay	-0.56%	-4.30%	-4.16%	-0.78%	+0.84%	+0.33%
Bradford	-0.47%	+4.22%	+4.53%	+0.98%	-0.90%	-1.27%
Brevard	+0.67%	-0.69%	-0.02%	+2.59%	+2.76%	+1.29%
Broward	+1.80%	+1.21%	+1.18%	+1.21%	+1.53%	+1.37%
Calhoun	-1.07%	-0.21%	-0.23%	+1.51%	+2.08%	-1.23%
Charlotte	+1.38%	+0.75%	+1.05%	+1.96%	+1.62%	+0.16%
Citrus	+0.79%	+0.27%	-0.13%	+0.72%	+1.15%	+1.85%
Clay	+1.57%	+2.87%	+1.08%	-0.67%	-0.46%	+0.74%
Collier	+2.38%	+1.99%	+1.51%	+1.29%	+0.48%	+0.15%
Columbia	+0.60%	-0.67%	+1.08%	+1.67%	+0.62%	+0.65%
DeSoto	+1.40%	+1.37%	+3.51%	+2.83%	+2.23%	+2.22%
Dixie	+1.02%	+0.26%	-0.18%	+2.56%	+0.62%	+1.95%
Duval	+2.35%	+1.80%	+0.44%	+0.18%	-0.12%	+0.45%
Escambia	+2.17%	+1.56%	+0.81%	+1.14%	+1.94%	+1.64%
Flagler	+0.60%	+0.72%	+0.32%	+0.30%	+2.43%	+2.98%
Franklin	+1.58%	+1.08%	+0.64%	+0.09%	+1.23%	+2.61%
Gadsden	+1.46%	+3.06%	-0.56%	-0.12%	-0.11%	+0.07%
Gilchrist	+2.91%	+1.96%	+2.00%	+1.35%	+0.31%	+0.81%
Glades	-3.83%	+1.83%	+1.24%	+2.80%	+1.87%	+1.82%
Gulf	+0.46%	+0.30%	-0.96%	-2.05%	-1.72%	-2.46%
Hamilton	-0.67%	+0.18%	-0.36%	-0.71%	+0.16%	-0.46%
Hardee	+0.37%	+3.39%	+0.99%	+0.54%	+2.16%	+1.43%
Hendry	-0.12%	+2.04%	+1.54%	+2.70%	+1.02%	-0.06%
Hernando	+3.10%	+2.59%	+3.60%	+6.07%	+2.68%	+0.52%
Highlands	+1.22%	+0.08%	+0.45%	+1.42%	+1.18%	+3.08%
Hillsborough	+1.98%	+1.34%	+1.16%	+0.54%	-0.04%	+0.59%
Holmes	+0.26%	+0.14%	+0.64%	+1.01%	+0.73%	+0.35%
Indian River	+0.06%	+1.04%	-0.03%	-0.60%	-2.06%	+0.19%
Jackson	-1.16%	-0.48%	+0.08%	+0.34%	-0.24%	-0.03%
Jefferson	-0.41%	+5.25%	+1.38%	-0.18%	-0.11%	+0.13%
Lafayette	-3.52%	-0.66%	+0.38%	+0.99%	+1.58%	-0.33%
Lake	+1.87%	+2.69%	+1.73%	-1.02%	+0.23%	-0.21%
Lee	+2.15%	+1.80%	+0.39%	-0.04%	-0.13%	+0.40%
Leon	+2.48%	+0.74%	+0.33%	+0.40%	+0.23%	+0.33%
Levy	+0.86%	+3.91%	+3.35%	+4.93%	+2.70%	+1.49%
Liberty	+2.38%	+0.91%	+1.63%	+4.91%	+2.12%	+0.75%
Madison	+0.78%	+0.85%	+0.22%	+0.69%	+0.99%	+0.05%

Table 8: (continued)

Manatee	+1.07%	+0.49%	+0.76%	+1.90%	+1.79%	+1.75%
Marion	+3.00%	+0.75%	+0.66%	+1.06%	+1.15%	+2.22%
Martin	+4.16%	+2.56%	+2.71%	+1.60%	+1.52%	+3.34%
Miami-Dade	+0.84%	+0.26%	+1.00%	+1.20%	+1.21%	+1.42%
Monroe	-0.70%	-0.97%	+0.12%	+0.24%	+3.58%	+1.69%
Nassau	-0.16%	+1.08%	+1.80%	+1.47%	+0.72%	+0.49%
Okaloosa	+0.62%	+0.90%	+0.66%	+0.89%	+1.06%	-0.27%
Okeechobee	+0.86%	+0.21%	+1.21%	+2.69%	+2.12%	+1.83%
Orange	+1.57%	+0.02%	-0.89%	-0.24%	+0.15%	+0.10%
Osceola	+3.11%	+0.32%	+0.64%	+0.94%	+1.83%	+1.44%
Palm Beach	+2.27%	+2.16%	+2.07%	+1.60%	+0.94%	+0.77%
Pasco	+2.33%	+1.62%	+1.09%	+1.42%	-0.14%	+0.12%
Pinellas	+1.78%	+0.33%	-3.55%	-4.36%	-2.80%	-2.09%
Polk	+2.43%	+2.52%	+2.15%	+2.79%	+1.76%	+1.29%
Putnam	+0.37%	-0.11%	+1.23%	+0.60%	+3.49%	+1.28%
Santa Rosa	+1.29%	-0.98%	+0.35%	+0.36%	+1.23%	+1.33%
Sarasota	+2.99%	+1.06%	+0.88%	+1.55%	+1.37%	+1.77%
Seminole	+1.04%	+1.40%	+3.47%	+1.02%	-0.71%	+0.52%
St. Johns	+0.97%	+3.74%	+1.21%	+2.08%	+2.20%	+0.92%
St. Lucie	-0.42%	-0.34%	+0.19%	+0.90%	+0.64%	+0.01%
Sumter	+1.68%	+1.76%	+1.97%	+1.27%	+1.73%	+1.13%
Suwannee	-0.19%	+0.52%	-0.22%	+0.32%	+0.58%	+1.22%
Taylor	+0.38%	+1.87%	+0.65%	+2.54%	+9.57%	+1.72%
Union	+1.92%	+3.09%	+6.41%	-3.82%	-0.73%	+1.68%
Volusia	+1.15%	+0.73%	-2.47%	-2.44%	-2.53%	-3.04%
Wakulla	+0.41%	+0.55%	-0.89%	-1.17%	-0.22%	+0.53%
Walton	+1.39%	+0.98%	+1.47%	+0.53%	-0.79%	-2.03%
Washington	+0.95%	+0.75%	+0.04%	-0.36%	-0.48%	-0.09%

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 2020 Methodology* report.

3.1 Travel Times by Auto

Travel times by car were calculated using the June 2020 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 2018 – June 2020 period. For road segments where speed data are provided separately for different days of the week, data for Wednesday are used.

3.2 Geography

Census blocks are the fundamental unit for travel time and accessibility calculation, and block-level accessibility results are aggregated over larger areas for analysis. When calculating accessibility for an individual origin, all potential destinations within 74.6 miles (120 km) are included, even if those destinations are located in a different state. Only locations within the United States are included. The metropolitan planning organization (MPO) jurisdictions used for aggregate analysis are based on data provided in the US Department of Transportation's National Transportation Atlas Database 2016¹.

3.3 Population and Job Distribution

Data describing the distribution of labor and employment in the region are drawn from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics program (LEHD)². The LEHD Origin-Destination Employment Statistics (LODES) dataset, which is updated annually, provides Census block-level estimates of employee home and work locations. This analysis uses LODES data from 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.

¹http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/index.html

²<http://lehd.ces.census.gov/data/>

This process provides accessibility values for individual Census blocks. To summarize this block-level data to larger areas such as MPOs and states, the accessibility values for the relevant blocks are weighted by the number of workers living in each block and then averaged. This person-weighted approach allows the summary metric to reflect the distribution of residents within the area. For example, a person-weighted accessibility value of 134,173 indicates that a typical resident within the area can reach 134,173 jobs. Finally, the person-weighted accessibility is weighted by the travel time threshold so that accessibility at shorter travel times is valued more than accessibility at longer travel times.

Road and highways speeds vary throughout the day. The accessibility data presented in this report assume a departure time of 8 AM in order to represent job accessibility during the AM peak period.

3.5 Congestion Impact

To estimate the impact that congestion has on job accessibility, a series of accessibility calculations are performed on the hour for a 24-hour period. The 24-hour maximum accessibility value is used to capture free-flow traffic conditions at the Census block level for comparison against the 8 AM peak period. The difference between the maximum job accessibility and accessibility at 8 AM is interpreted as the number of additional jobs that a traveler could reach (within a given travel time threshold) in free-flow conditions, but could not reach in congested conditions due to lower speeds. This can be expressed both as an absolute difference in job accessibility, as in the congestion impact maps presented in [Section 2](#), and as a percentage change in accessibility, as shown by the congestion impact plots in [Section 2](#). Expressing this metric as a percentage allows the degree of congestion impact to be compared across regions that have different absolute levels of accessibility. For example, a congestion impact of 9% at the 30 minute travel time threshold indicates that the average worker can reach 9% fewer jobs during congested periods than during free-flow periods.