
Trends and Conditions

Special Report – December 2010

COMMUTING TRENDS IN FLORIDA

This special report of the FDOT Trends and Conditions series highlights commuting trends in Florida and the United States. It is based upon the September 28, 2010 release of the 2009 American Community Survey (ACS) data. In Florida, 102,470 households and 7,525 people living in group quarters¹ were surveyed in 2009. In general, the trends reaffirm the continuing dominance of auto commuting but also suggest that fuel prices, economic pressures, and environmental concerns may be having some influence on travel behavior.

Florida's commuting trends can be summarized as follows:

- **Decreased auto availability** – Florida's zero-vehicle households increased for a second year to 6.58% in 2009 from 6.16% in 2007, reversing the general downward trend. This compares with a national level of 8.9%.
- **Slight decrease in commuting by driving alone** – 79.3% of Florida commuters drove alone, slightly below the 2008 level and 3.2% above the national average.
- **Smaller shares of commuting by carpool** – 10.4% in Florida and 10% in the nation, up slightly from 2008 in Florida but over 2% lower than the 2000 Census for both Florida and the U.S.
- **Less commuting by walking** – 1.5 % in Florida and 2.9% nationwide, both similar to 2008 but down from the 2000 Census.
- **Slight decrease in transit use for commuting** – to 1.9% in Florida and 5% nationwide. This reversed Florida's increase since 2000 while no significant change was observed nationally.
- **Strong growth in work at home** – to 4.8% in Florida and nationally to 4.3%.
- **Slight decline in overall commute times** – with small declines from 2000 and some fluctuations in interim years in Florida. The average one-way commute in Florida is 25.4 minutes, 0.3 minutes longer than the national average.
- **Mobile work force** – 19% of commuters in Florida work outside their county of residence as compared to 27.3% nationally.
- **No worker households** – 32% in Florida and nearly 27% in the nation, both increased from 2008.

While commuting is critically important in studying travel, it is only a portion of overall travel. Fuel price levels, the economic recession and the increase of individuals working from home all influence travel behavior. Although fundamental travel behaviors remain intact, the most notable change in the 2009 data reflected the influence of the economy on several of the measures. The following tables and figures contain detailed information supporting the above summary.

Many of the small differences over time and between locations may not be statistically significant. For information on confidentiality protection, sampling error, non-sampling error and definitions, see http://factfinder.census.gov/home/saff/aff_acs2009_quickguide.pdf.





Table 1 presents Census and ACS results for Florida since 2000. The reader is encouraged to familiarize themselves with margins of errors by reviewing ACS guidance.

Table 1 FLORIDA and U.S. Multi-Year ACS Trend									
	2000(C)	2002	2003	2004	2005	2006	2007	2008	2009
VEHICLES AVAILABLE - FL									
No vehicles available	8.10%	6.80%	7.00%	6.50%	6.60%	6.55%	6.16%	6.56%	6.58%
1 vehicle available	41.40%	40.90%	40.50%	40.30%	40.00%	39.44%	39.74%	40.53%	41.18%
2 vehicles available	38.20%	38.40%	38.70%	39.70%	39.20%	38.96%	38.77%	38.50%	38.27%
3 or more vehicles available	12.30%	13.90%	13.90%	13.50%	14.30%	15.05%	15.34%	14.41%	13.97%
VEHICLES AVAILABLE - US									
No vehicles available	10.30%	9.20%	9.40%	9.40%	8.90%	8.78%	8.72%	8.84%	8.90%
1 vehicle available	34.20%	33.60%	34.00%	33.80%	33.10%	33.21%	33.14%	33.36%	33.69%
2 vehicles available	38.40%	38.40%	38.30%	38.50%	38.20%	38.00%	38.05%	37.76%	37.56%
3 or more vehicles available	17.10%	18.90%	18.20%	18.30%	19.80%	20.00%	20.09%	20.04%	19.85%
COMMUTING TO WORK - FL									
Car, truck, or van -- drove alone	78.80%	80.60%	81.30%	81.00%	80.00%	79.26%	79.62%	79.45%	79.25%
Car, truck, or van -- carpooled	12.90%	10.70%	10.70%	10.10%	11.10%	10.88%	10.50%	10.30%	10.38%
Public transportation (exclude taxi)	1.90%	1.90%	1.80%	1.70%	1.80%	1.96%	1.93%	1.97%	1.88%
Walked	1.70%	1.50%	1.30%	1.50%	1.60%	1.69%	1.65%	1.51%	1.50%
Other means	1.70%	1.80%	1.50%	1.70%	2.00%	2.20%	2.13%	2.30%	2.23%
Worked at home	3.00%	3.50%	3.40%	4.00%	3.60%	4.01%	4.17%	4.48%	4.75%
COMMUTING TO WORK - US									
Car, truck, or van -- drove alone	75.50%	77.40%	76.80%	76.30%	77.00%	75.97%	76.08%	75.54%	76.11%
Car, truck, or van -- carpooled	12.20%	10.40%	10.70%	11.20%	10.70%	10.74%	10.40%	10.70%	10.04%
Public transportation (exclude taxi)	4.70%	4.80%	4.90%	5.00%	4.70%	4.83%	4.88%	5.01%	4.99%
Walked	2.90%	2.50%	2.60%	2.70%	2.50%	2.86%	2.84%	2.82%	2.86%
Other means	1.20%	1.40%	1.50%	1.60%	1.60%	1.68%	1.71%	1.84%	1.73%
Worked at home	3.30%	3.50%	3.40%	3.20%	3.60%	3.91%	4.08%	4.10%	4.27%
Zero Worker Households - FL									
		-	-	31.70%	31.60%	30.24%	30.01%	29.47%	31.62%
Zero Worker Households - US									
		-	-	27.20%	27.00%	25.77%	25.78%	24.49%	26.34%
Mean travel time to work (min.) - FL									
	26.2	24.8	24.8	25.4	26	25.9	25.9	25.9	25.4
Mean travel time to work (min.) - US									
	25.5	24.4	24.3	24.4	25.1	25	25.3	25.5	25.1



The work-at-home population is growing across the nation and particularly in Florida. This is among the fastest changing aspects of commuting. Table 1 also includes the share of households that have no workers, 31.62% in Florida and 26.34% in the U.S. This is relevant to transportation policy in that these households' location and travel decisions are not necessarily influenced by access to work considerations. This combined with work-at-home households results in approximately one-third of Floridian households not involved in commuting.

Figure 1 contrasts Florida and the nation's zero-vehicle household trends. Vehicle availability (smaller share of zero-vehicle households) improved in Florida from 2000 through 2007. However, 2008 showed an increase in zero-vehicle households at both the state and national level and this trend continued in 2009. As zero-vehicle households are typically smaller, often single persons, the share of the population that resides in zero-vehicle households is quite small at 6.31% in the U.S. and 4.46% in Florida.

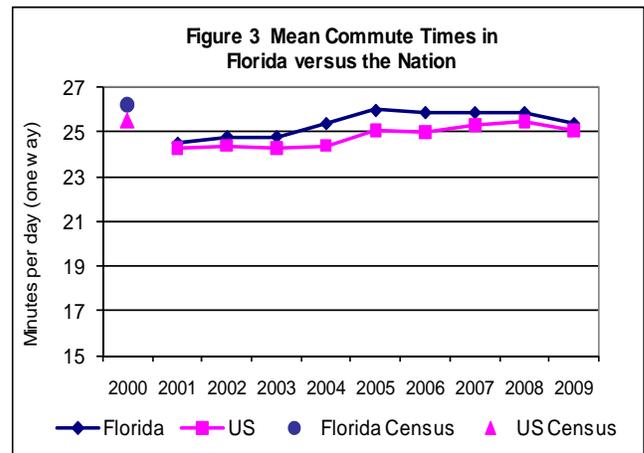
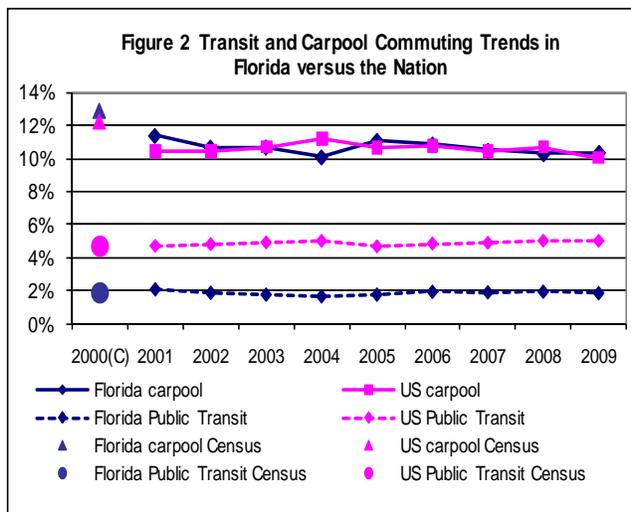
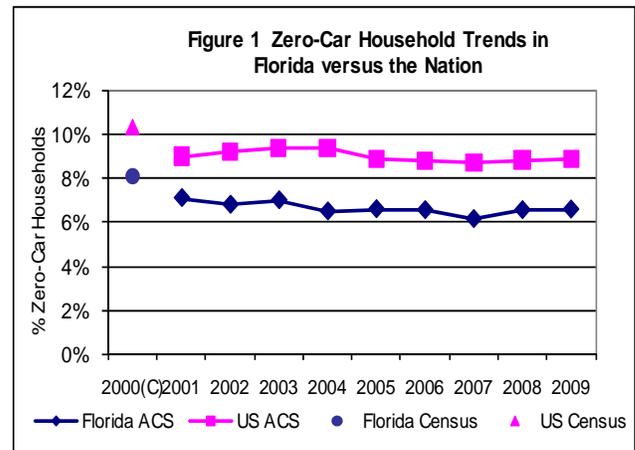


Figure 2 contrasts Florida and national trends with respect to carpool or shared ride commuting and transit use. Reliance on driving or being a private vehicle passenger remains the dominant means of commuting in Florida with “drive alone” (Table 1) being higher than the rest of the country. Both public transit commuting and walking in Florida remain below the national average. Transit use declined slightly in 2009, more so in Florida than in the U.S. Florida’s declining carpooling trend is very similar to the U.S. trend.

In Figure 3, both Florida and the nation show fluctuations in commute times, slightly below 2000 Census numbers. Florida’s commute time has dropped slightly since 2005 while the national average crept up but remained slightly below the Florida level. Both showed a decline in 2009. This measure does not allow discernment of the relative contributions of trip length changes versus trip speed changes.



Table 2 shows the comparative transit mode shares for commuting for consolidated metropolitan statistical areas (CMSA) and metropolitan statistical areas (MSAs). Transit use in all Florida CMSAs and MSAs is below the national average.

Table 3 provides the same data for counties. At the county level, only Miami-Dade County has a transit share that exceeds the national average.

Table 4 provides commute times for 15 Florida counties. The county averages range from about four minutes longer than the national average to slightly below the national average. Commute times of 11 counties are above the national average.

Rank	City - Area	Transit %
1	Miami-Fort Lauderdale-Pompano Beach, FL	3.50%
2	Gainesville, FL Metro Area	2.21%
3	Orlando-Kissimmee, FL Metro Area	1.84%
4	Naples-Marco Island, FL Metro Area	1.55%
5	Jacksonville, FL Metro Area	1.20%
5	Tampa-St. Petersburg-Clearwater, FL	1.20%
7	Deltona-Daytona Beach-Ormond Beach, FL	1.08%
8	Tallahassee, FL Metro Area	1.04%
9	Cape Coral-Fort Myers, FL Metro Area	0.74%
9	Pensacola-Ferry Pass-Brent, FL Metro Area	0.74%
11	Bradenton-Sarasota-Venice, FL Metro Area	0.67%
12	Punta Gorda, FL Metro Area	0.34%
13	Palm Bay-Melbourne-Titusville, FL	0.26%
14	Fort Walton Beach-Crestview-Destin, FL	0.22%
15	Lakeland-Winter Haven, FL Metro Area	0.20%
16	Port St. Lucie, FL Metro Area	0.19%
17	Sebastian-Vero Beach, FL Metro Area	0.15%
18	Ocala, FL Metro Area	0.07%
19	Palm Coast, FL Metro Area	0.00%
	United States	4.98%
	Florida	1.83%

Rank	County	Transit %
1	Miami-Dade County	5.3%
2	Alachua County	3.4%
3	Broward County	2.8%
4	Orange County	2.7%
5	Collier County	2.0%
6	Leon County	1.9%
7	Hillsborough County	1.8%
8	Monroe County	1.8%
9	Palm Beach County	1.8%
10	Bay County	1.7%
11	Pinellas County	1.7%
12	Duval County	1.4%
13	Lee County	1.2%
	United States	5.0%
	Florida	1.9%

Note: Values in italic are not statistically significantly different than those ranked immediately above or below at the 95% confidence level.

Florida Rank	County	Minutes	US Rank
1	Osceola County	28.9	43
2	Pasco County	28.6	47
3	Miami-Dade County	27.3	67
4	Lake County	25.8	97
5	St. Lucie County	25.7	98
6	Orange County	25.6	99
7	Volusia County	25.4	105
8	Broward County	25	115
9	Polk County	24.6	123
10	Lee County	24.2	138
11	Marion County	24.2	139
12	Seminole County	24.1	142
13	St. Johns County	23.4	164
14	Charlotte County	23.2	167
15	Hillsborough County	23.2	169
	United States	24.2	
	Florida	24.1	

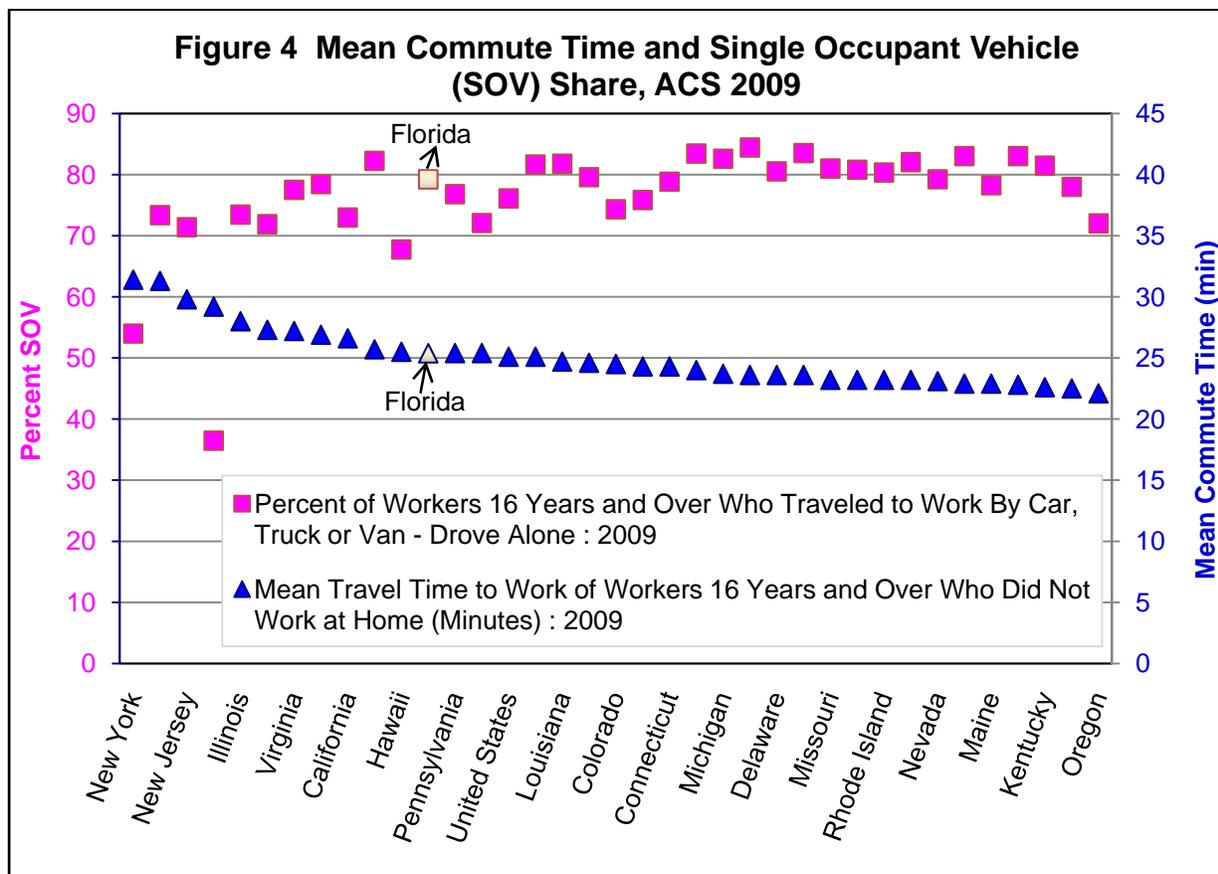


Table 5 provides selected rank data on cross-county commuting for states. Most states have more cross-county line commuting than Florida.

Figure 4 provides comparisons across states in single occupant vehicle (SOV) shares and mean travel times. For SOV shares, Florida ranked in the middle when compared to those states shown in Figure 4. When it comes to mean commute time, a dozen or so states had longer commute time than Florida. In both cases, Florida was higher than the national average.

Table 5 Percent of Workers 16 Years + Who Worked Outside County of Residence - Selected States, 2009 ACS

Rank	State	Percent
1	Virginia	52.3
3	New Jersey	45.3
7	New York	35.4
11	Colorado	34.1
21	Tennessee	28.3
22	North Carolina	27.7
23	Wisconsin	27.3
	United States	27.3
24	Illinois	26.4
34	Texas	22.4
40	Florida	19.0
43	California	17.2
49	Arizona	5.9



ⁱ Group quarters include such places as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, correctional facilities, and workers' dormitories.