
Trends and Conditions

Special Report – November 2009

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 22, 2009 release of the 2008 American Community Survey (ACS) data. In Florida, 102,339 households and 7,051 people living in group quarters¹ were surveyed in 2008. 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 to 6.6% in 2008 from 6.15% in 2007, compared with a national level of 8.8%.
- **Slight decrease in commuting by driving alone** – 79.4% of Florida commuters drove alone, slightly below the 2007 level and 3.9% above the national average.
- **Smaller shares of commuting by carpool** – 10.3% in Florida and 10.7% in the nation, about 2% lower than the 2000 census.
- **Less commuting by walking** – 1.5 % in Florida and 2.8% nationwide, both slightly down from 2007 and the 2000 Census.
- **Slight increase in transit use for commuting** – to 2% in Florida and 5% nationwide. The national increase since 2000 slightly outpaced the Florida gains.
- **Steady growth in work at home** – to 4.5% in Florida and nationally to 4.1%.
- **Stable overall commute times** – with small declines from 2000 and some fluctuations in interim years in Florida. The average one-way commute in Florida is 25.9 minutes, 0.4 minutes longer than the national average.
- **Mobile work force** – 27.4% of commuters work outside their county of residence nationally compared to 18.9% in Florida.
- **No worker households** – 29% of households in Florida and nearly 25% of U.S. households have no workers.

Commuting is critically important but only a part of overall travel. Fuel price changes and the slow economy appear to be having some modest effects on commute behaviors. However, fundamental behaviors remain intact. The most notable change in the 2008 data is the increase in zero-vehicle households.

The tables and figures that follow contain the data that support the above summary.

¹ Group quarters include such places as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, correctional facilities, and workers' dormitories.





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)	2001	2002	2003	2004	2005	2006	2007	2008
VEHICLES AVAILABLE - FL									
No vehicles available	8.10%	7.10%	6.80%	7.00%	6.50%	6.60%	6.55%	6.16%	6.56%
1 vehicle available	41.40%	41.80%	40.90%	40.50%	40.30%	40.00%	39.44%	39.74%	40.53%
2 vehicles available	38.20%	38.10%	38.40%	38.70%	39.70%	39.20%	38.96%	38.77%	38.50%
3 or more vehicles available	12.30%	13.00%	13.90%	13.90%	13.50%	14.30%	15.05%	15.34%	14.41%
VEHICLES AVAILABLE - US									
No vehicles available	10.30%	9.00%	9.20%	9.40%	9.40%	8.90%	8.78%	8.72%	8.84%
1 vehicle available	34.20%	33.30%	33.60%	34.00%	33.80%	33.10%	33.21%	33.14%	33.36%
2 vehicles available	38.40%	38.40%	38.40%	38.30%	38.50%	38.20%	38.00%	38.05%	37.76%
3 or more vehicles available	17.10%	19.20%	18.90%	18.20%	18.30%	19.80%	20.00%	20.09%	20.04%
COMMUTING TO WORK - FL									
Car, truck, or van -- drove alone	78.80%	79.90%	80.60%	81.30%	81.00%	80.00%	79.26%	79.62%	79.45%
Car, truck, or van -- carpooled	12.90%	11.40%	10.70%	10.70%	10.10%	11.10%	10.88%	10.50%	10.30%
Public transportation (exclude taxi)	1.90%	2.10%	1.90%	1.80%	1.70%	1.80%	1.96%	1.93%	1.97%
Walked	1.70%	1.70%	1.50%	1.30%	1.50%	1.60%	1.69%	1.65%	1.51%
Other means	1.70%	1.90%	1.80%	1.50%	1.70%	2.00%	2.20%	2.13%	2.30%
Worked at home	3.00%	3.10%	3.50%	3.40%	4.00%	3.60%	4.01%	4.17%	4.48%
COMMUTING TO WORK - US									
Car, truck, or van -- drove alone	75.50%	77.80%	77.40%	76.80%	76.30%	77.00%	75.97%	76.08%	75.54%
Car, truck, or van -- carpooled	12.20%	10.40%	10.40%	10.70%	11.20%	10.70%	10.74%	10.40%	10.70%
Public transportation (exclude taxi)	4.70%	4.70%	4.80%	4.90%	5.00%	4.70%	4.83%	4.88%	5.01%
Walked	2.90%	2.30%	2.50%	2.60%	2.70%	2.50%	2.86%	2.84%	2.82%
Other means	1.20%	1.30%	1.40%	1.50%	1.60%	1.60%	1.68%	1.71%	1.84%
Worked at home	3.30%	3.50%	3.50%	3.40%	3.20%	3.60%	3.91%	4.08%	4.10%
Zero Worker Households - FL									
		-	-	-	31.70%	31.60%	30.24%	30.01%	29.47%
Zero Worker Households - US									
		-	-	-	27.20%	27.00%	25.77%	25.78%	24.49%
Mean travel time to work (min.) - FL									
	26.2	24.5	24.8	24.8	25.4	26	25.9	25.9	25.9
Mean travel time to work (min.) - US									
	25.5	24.3	24.4	24.3	24.4	25.1	25	25.3	25.5

Figure 1 contrasts Florida and national zero-vehicle household trends. Vehicle availability had been improving in Florida and the nation with fewer zero-vehicle households and growth in three-or-more-vehicle households. However, 2008 indicted an increase in zero-vehicle households at both the state and national level. As zero-vehicle households are typically smaller, often single persons, the share of the population that resides in zero-vehicle households is 6.10% in the U.S. and 4.28% 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 and the country. However, in Florida, “drove alone” is higher than in the rest of the country. Both public transit commuting and walking in Florida remain below the national average. Transit use has gained share slightly since 2005 but remains comparable to the level in the 2000 census. Florida’s 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 creeps upward but is lightly below the Florida level. This measure does not allow the reader to discern the relative contributions of trip length changes versus trip speed changes.

The work-at-home population is growing in Florida and across the nation. This is among the fastest changing aspects of commuting. Table 1 also includes the share of households that have no workers, 29.47%. 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 households whose worker(s) work at home results in approximately one-third of Floridian households not involved in commuting.

Table 2 (next page) 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 Florida Counties. The county averages range from about eight minutes longer than the national average to well under the national average.

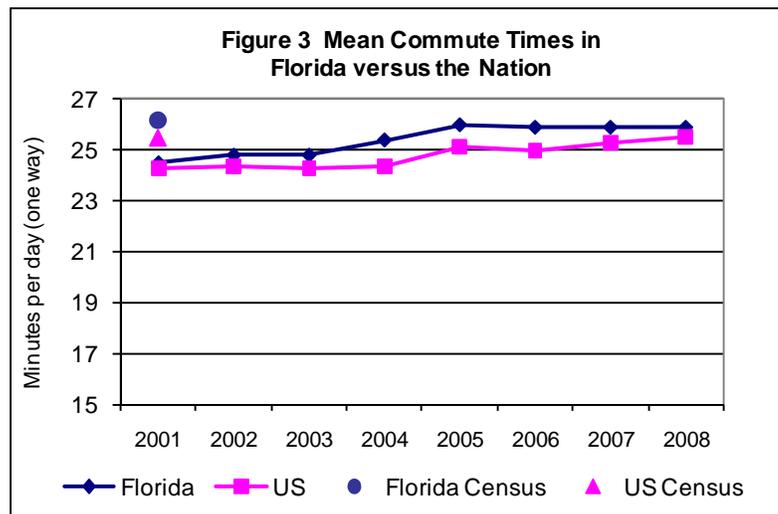
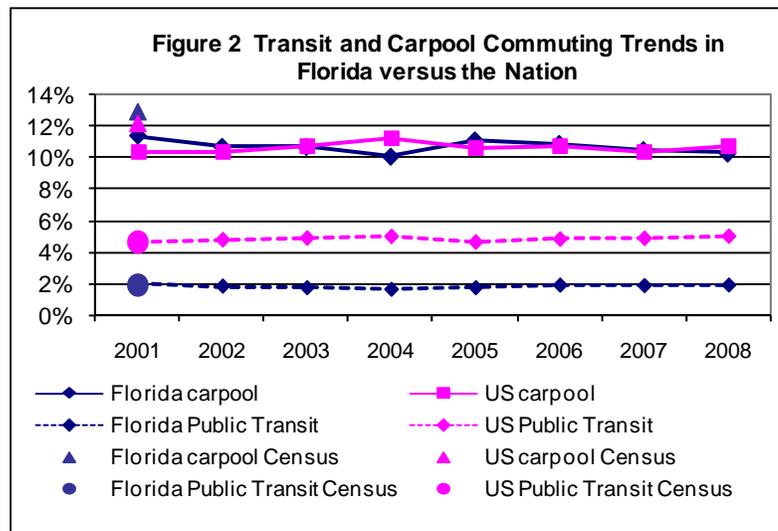
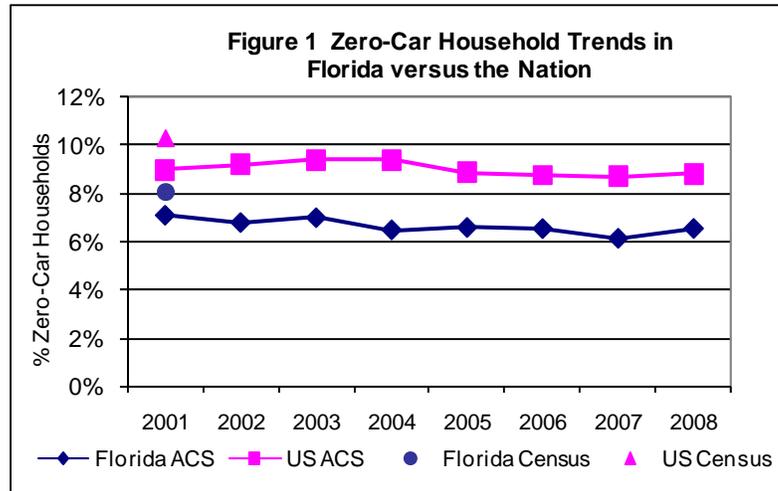




Table 5 provides selected rank data on cross county commuting for states. Most states have more cross county line commuting than Florida.

Rank	City – Metro Area	Transit %
1	Miami-Fort Lauderdale-Pompano Beach, FL Metro Area	3.74%
2	Gainesville, FL Metro Area	3.41%
3	Orlando-Kissimmee, FL Metro Area	1.55%
4	Tampa-St. Petersburg-Clearwater, FL Metro Area	1.37%
5	Jacksonville, FL Metro Area	1.20%
6	Tallahassee, FL Metro Area	1.08%
7	Naples-Marco Island, FL Metro Area	1.05%
8	Cape Coral-Fort Myers, FL Metro Area	0.73%
9	Deltona-Daytona Beach-Ormond Beach, FL Metro Area	0.72%
10	Pensacola-Ferry Pass-Brent, FL Metro Area	0.68%
11	Punta Gorda, FL Metro Area	0.63%
12	Bradenton-Sarasota-Venice, FL Metro Area	0.62%
13	Fort Walton Beach-Crestview-Destin, FL Metro Area	0.36%
14	Lakeland-Winter Haven, FL Metro Area	0.35%
15	Palm Bay-Melbourne-Titusville, FL Metro Area	0.34%
16	Port St. Lucie, FL Metro Area	0.24%
17	Ocala, FL Metro Area	0.22%
18	Sebastian-Vero Beach, FL Metro Area	0.11%
19	Palm Coast, FL Metro Area	0.00%
	United States	5.01%
	Florida	1.97%

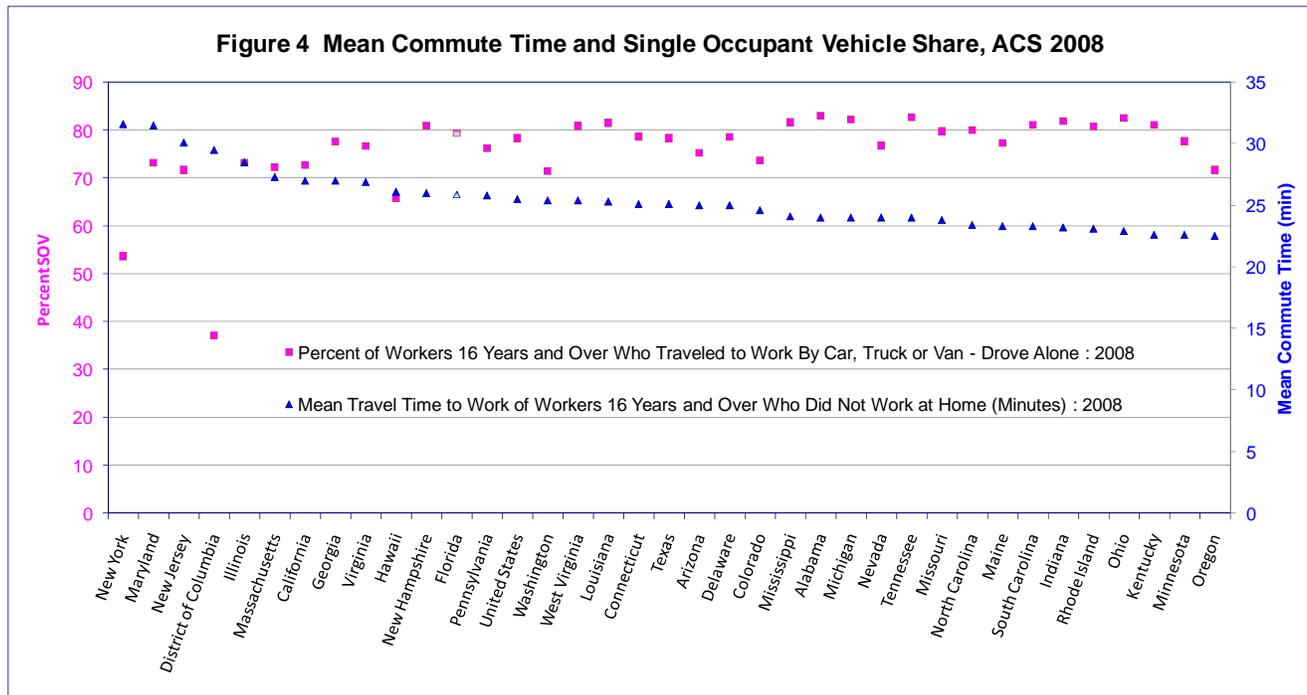
Rank	County	Transit %
1	Miami-Dade County, Florida	5.49%
2	Alachua County, Florida	3.57%
3	Broward County, Florida	2.92%
4	Orange County, Florida	2.50%
5	Hillsborough County, Florida	1.66%
6	Duval County, Florida	1.66%
7	Pinellas County, Florida	1.60%
8	Citrus County, Florida	1.50%
9	Palm Beach County, Florida	1.50%
10	Leon County, Florida	1.26%
	United States	5.01%
	Florida	1.97%

Florida Rank	County	Minutes	US Rank
1	Clay County	33.3	34
2	Osceola County	30.2	84
3	Miami-Dade County	30.1	89
4	Putnam County	30.0	90
5	Hernando County	29.7	93
6	Sumter County	29.6	97
7	Lake County	29.0	117
8	Pasco County	29.0	117
9	Nassau County	28.3	133
10	St. Lucie County	27.7	157
11	Santa Rosa County	27.5	163
12	Broward County	26.9	192
13	Orange County	26.7	198
14	Hillsborough County	26.1	220
15	Lee County	25.5	244
	United States	25.5	
	Florida	25.9	

State	Percent	Rank
Virginia	51.7	1
New Jersey	45.2	3
New York	35.7	7
Colorado	33.9	12
Wisconsin	27.8	21
Tennessee	27.7	22
North Carolina	28.3	23
United States	27.4	
Illinois	27.0	26
Texas	22.5	34
Florida	18.9	39
California	17.2	43
Arizona	5.8	49



Figure 4 provides comparisons across states in single occupant vehicle shares and mean travel time.



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_acs2008_quickguide.pdf.

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