

## 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 on data from the 2014 American Community Survey (ACS). In 2014, 121,828 Florida households were interviewed, and 8,027 people living in group quarters<sup>1</sup> were surveyed. In general, the trends reaffirm the strong influence of built infrastructure and the general appeal of auto commuting given the competitiveness of the available options. However, the growing popularity of working-at-home and the continuing decline in carpooling indicate some changes in traveler preferences.

Florida's commuting trends as of 2014 are summarized as follows:

- **Increased auto availability** – Florida's zero-vehicle households decreased to 6.9% in 2014, down from 7.2% in 2013. This compares with an unchanged national level of 9.1% in 2014.
- **Slight increase in commuting by driving alone** – In Florida, 79.7% of commuters drove alone, slightly above the 2013 level and 3.2 percentage points above the national average. The number of commuters driving alone in Florida grew by 233,976 in 2014.
- **Slightly Less Carpooling** – Carpooling remains the second most common means of commuting. However, its share reached an all-time low at 9.1% for Florida and 9.2% for the US. These numbers have dropped 2% for Florida and 1.5% nationally since 2005.
- **No statistically-significant change in commuting by walking** – From 2013 to 2014, commuting by walking decreased by 0.1% both in Florida and nationally.
- **No changes in transit use or bicycling for commuting** – Transit use for commuting remained at 2.1% in Florida and at 5.2% nationally. Bicycle commuting continued at the 2012 and 2013 levels.
- **Work-at-home employment at record level** – The work-at-home population grew to 5.4% in Florida and 4.5% nationally – both record levels. This translates into 41,680 more Floridians working at home since 2013.
- **Slight increase in overall commute times** – The average one-way commute in Florida was 26.4 minutes, 0.4 minutes longer than the national average. The Florida and national commute times have increased 1.9% and 4.0% respectively in the past decade. In Florida, 15.6% of commuters had trips longer than 45 minutes.
- **Mobile work force** – In Florida, 18.4% of commuters worked outside their county or the state, compared with 27.5% nationally.
- **No worker households** – The share of households with zero workers was 32.1% in Florida and 26.9% in the nation, down 0.6% (3,800 households) and 0.1% respectively from 2013.

While commuting is critically important in studying travel, it is only a portion of overall travel. Fuel price levels, economic conditions, household composition and activity patterns, development patterns, and travel option availability are among the factors that influence travel behavior.

Although fundamental travel behaviors remain intact, the most notable changes in the data for recent years reflect the influence of the economy on several measures. The following tables and figures contain detailed information supporting the above summary.

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<sup>1</sup> Group quarters include such places as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, correctional facilities, and worker dormitories.

Due to relatively small sample sizes (approximately 1.33% of the households), many of the small differences over time and between locations may not be statistically significant. The difference between the adjacent values in the tables is not necessarily statistically significant at the 95% confidence level. For information on data collection, sampling design, non-sampling error, and definitions, see [http://www.census.gov/acs/www/methodology/methodology\\_main/](http://www.census.gov/acs/www/methodology/methodology_main/). Table 1 presents commuting trends for Florida since 2006. Readers are encouraged to familiarize themselves with margins of errors by reviewing ACS guidance.

**Table 1 - Florida and U.S. ACS Trends**

Table 1 Florida and U.S. ACS Trends										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<b>VEHICLES AVAILABLE – FLORIDA</b>										
No vehicles available	6.6%	6.6%	6.2%	6.6%	6.6%	7.0%	7.3%	7.4%	7.2%	6.9%
1 vehicle available	40.0%	39.4%	39.7%	40.5%	41.2%	41.1%	41.7%	42.2%	41.6%	41.2%
2 vehicles available	39.2%	39.0%	38.8%	38.5%	38.3%	37.9%	37.8%	37.4%	37.7%	38.2%
3 or more vehicles available	14.3%	15.1%	15.3%	14.4%	14.0%	13.7%	13.1%	13.0%	13.5%	13.7%
<b>VEHICLES AVAILABLE – U.S.</b>										
No vehicles available	8.9%	8.8%	8.7%	8.8%	8.9%	9.1%	9.3%	9.2%	9.1%	9.1%
1 vehicle available	33.1%	33.2%	33.1%	33.4%	33.7%	33.8%	34.1%	34.1%	33.9%	33.7%
2 vehicles available	38.2%	38.0%	38.1%	37.8%	37.6%	37.6%	37.5%	37.3%	37.3%	37.3%
3 or more vehicles available	19.8%	20.0%	20.1%	20.0%	19.9%	19.5%	19.1%	19.3%	19.7%	19.9%
<b>COMMUTING TO WORK – FLORIDA</b>										
Car, truck, or van – drove alone	80.0%	79.3%	79.6%	79.5%	79.3%	79.9%	79.7%	79.3%	79.6%	79.7%
Car, truck, or van – carpooled	11.1%	10.9%	10.5%	10.3%	10.4%	9.6%	9.9%	9.7%	9.4%	9.1%
Public transportation (not taxi)	1.8%	2.0%	1.9%	2.0%	1.9%	2.1%	2.1%	2.2%	2.1%	2.1%
Walked	1.6%	1.7%	1.7%	1.5%	1.5%	1.7%	1.5%	1.6%	1.5%	1.4%
Bicycle	0.4%	0.5%	0.5%	0.6%	0.7%	0.6%	0.6%	0.7%	0.7%	0.7%
Other means	1.5%	1.7%	1.6%	1.7%	1.6%	1.5%	1.6%	1.6%	1.5%	1.5%
Work at home	3.6%	4.0%	4.2%	4.5%	4.8%	4.6%	4.6%	5.0%	5.1%	5.4%
<b>COMMUTING TO WORK – U.S.</b>										
Car, truck, or van -- drove alone	77.0%	76.0%	76.1%	75.5%	76.1%	76.6%	76.4%	76.3%	76.4%	76.5%
Car, truck, or van -- carpooled	10.7%	10.7%	10.4%	10.7%	10.0%	9.7%	9.7%	9.7%	9.4%	9.2%
Public transportation (not taxi)	4.7%	4.8%	4.9%	5.0%	5.0%	4.9%	5.0%	5.0%	5.2%	5.2%
Walked	2.5%	2.9%	2.8%	2.8%	2.9%	2.8%	2.8%	2.8%	2.8%	2.7%
Bicycle	0.4%	0.5%	0.5%	0.5%	0.6%	0.5%	0.6%	0.6%	0.6%	0.6%
Other means	1.2%	1.2%	1.2%	1.3%	1.2%	1.2%	1.2%	1.2%	1.3%	1.2%
Work at home	3.6%	3.9%	4.1%	4.1%	4.3%	4.3%	4.3%	4.4%	4.4%	4.5%
<b>ZERO-WORKER HOUSEHOLDS</b>										
Florida	31.6%	30.2%	30.0%	29.5%	31.6%	32.5%	32.9%	33.0%	32.7%	32.1%
U.S.	27.0%	25.8%	25.8%	24.5%	26.3%	27.2%	27.5%	27.3%	27.0%	26.9%
<b>MEAN TRAVEL TIME TO WORK</b>										
Florida (mins)	26	25.9	25.9	25.9	25.4	25.5	25.8	26.2	26.1	26.4
U.S. (mins)	25.1	25	25.3	25.5	25.1	25.3	25.5	25.7	25.8	26.0

The work-at-home population has grown in the past decade across the nation and particularly in Florida (Figure 1). This was among the fastest-changing aspects of commuting. Meanwhile, the share of households that have no workers has declined to 32.1% in Florida and 26.9% in the U.S. This is relevant to transportation policy in that the residential location preferences and travel decisions of these households are not necessarily influenced by access to work considerations. This combined with work-at-home households, results in approximately 37.5% of Floridian households not involved in commuting.

**Figure 1 – Work-at-Home Population Share, Florida versus U.S.**

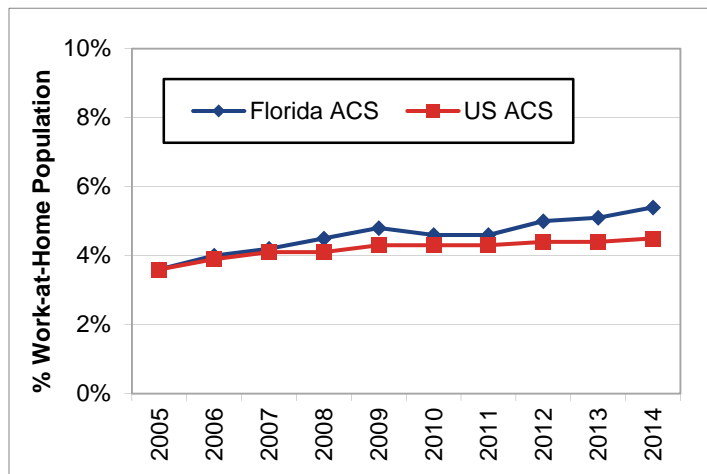


Figure 2 contrasts Florida and U.S. zero-vehicle household trends. Vehicle availability (smaller share of zero-vehicle households) improved in Florida between 2013 and 2014. Nationally, zero-vehicle households remained at 9.1%. As zero-vehicle households are typically smaller — often single persons — the share of the population that resides in zero-vehicle households is quite small, 6.5% in the U.S. and 4.9% in Florida.

**Figure 2 - Zero-Vehicle Household Trends, Florida versus U.S**

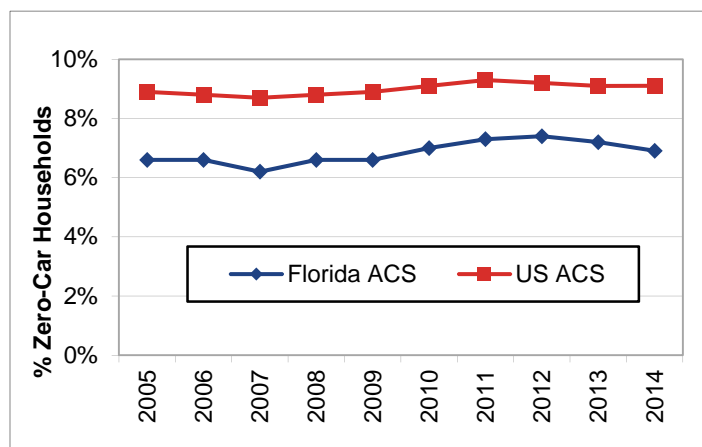
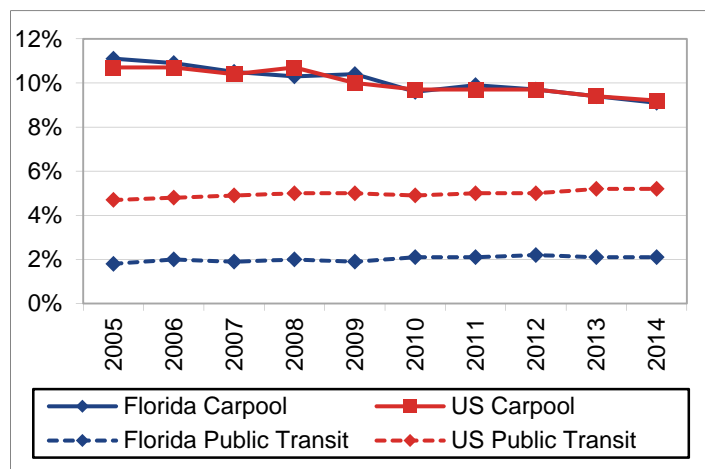


Figure 3 contrasts Florida and national trends with respect to carpool or shared-ride commuting and transit use. Reliance on driving or being a private-vehicle passenger remains the dominant means of commuting in Florida, with “drive alone” being 3.2% higher than in the rest of the country (Table 1). Commuting by both public transit and walking in Florida remain below the national averages. Transit use increased very slightly in both Florida and the U.S. in the past decade. In contrast, during the previous year, carpooling showed a slight decrease in Florida and the U.S., landing at 9.1% and 9.2% respectively in 2014.

**Figure 3 - Transit and Carpool Commuting Trends, Florida versus U.S.**

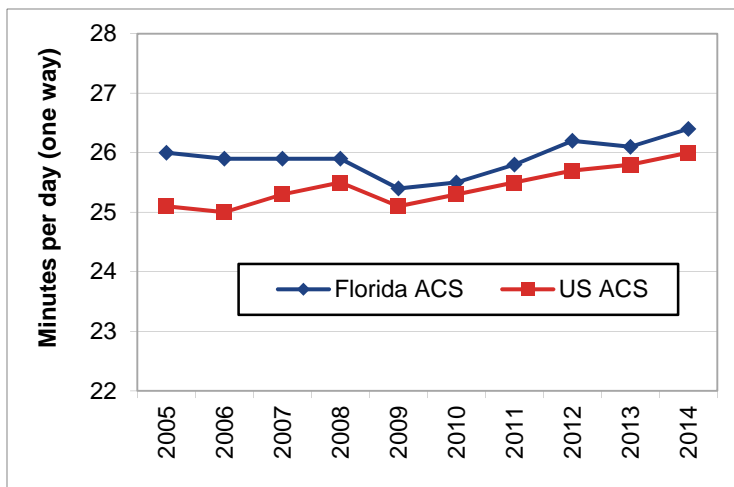


In Figure 4, mean commute times increased slightly for both Florida and the U.S., with Florida remaining 0.4 minutes longer than the national average in 2014. Florida’s

average commute time slightly increased from 26.1 minutes in 2013 to 26.4 minutes for 2014. The national average also continued to increase to an all-time high of 26.0 minutes in 2014. Historically average trip time trends change modestly and incorporate changes in both trip length and speed. While changes are not impactful to most individuals, they are indicative of overall conditions.

Table 2 shows the comparative transit mode shares for commuting for metropolitan statistical areas (MSAs). Transit use in all Florida MSAs is below the national average. Table 3 provides the same data for counties. None of Florida's Counties exceed the US average in 2014.

**Figure 4 - Mean Commute Times, Florida versus U.S.**



**Table 2 - Top Florida MSA's Ranked by Transit Mode Share to Work, 2014**

Rank	City - Area	Transit %
1	Naples-Immokalee-Marco Island	4.3%
2	Gainesville, FL Metro Area	4.2%
3	Miami-Fort Lauderdale-West Palm Beach	3.7%
4	Tallahassee	2.2%
4	Orlando-Kissimmee-Sanford	2.0%
6	Tampa-St. Petersburg-Clearwater	1.5%
7	Jacksonville	1.2%
8	Cape Coral-Fort Myers	0.9%
9	Deltona-Daytona Beach-Ormond Beach	0.8%
10	Panama City	0.7%
11	Ocala	0.6%
11	Palm Bay-Melbourne-Titusville	0.6%
13	Punta Gorda	0.6%
13	North Port-Sarasota-Bradenton	0.5%
15	Pensacola-Ferry Pass-Brent	0.4%
15	Port St. Lucie	0.3%
17	Lakeland-Winter Haven	0.2%
18	Crestview-Fort Walton Beach-Destin	0.1%
	<b>Florida</b>	<b>2.1%</b>
	<b>United States</b>	<b>5.2%</b>

**Table 3 - Top Florida Counties Ranked by Transit Mode Share to Work, 2014 ACS**

Rank	County	Transit %
1	Miami-Dade County	5.0%
2	Alachua County	4.4%
3	Collier County	4.3%
4	Broward County	3.0%
5	Orange County	2.9%
6	Leon County	2.7%
7	Monroe County	2.3%
8	Palm Beach County	2.3%
9	Duval County	1.9%
10	Osceola County	1.9%
11	Pinellas County	1.9%
12	Hillsborough County	1.6%
13	Lee County	0.9%
	<b>Florida</b>	<b>2.1%</b>
	<b>United States</b>	<b>5.2%</b>

Table 4 provides data for 16 Florida counties with the highest commute times. Of the 16 counties, 14 have higher commute times than the Florida and national averages. Table 5 provides selected rank data on cross-county commuting for selected states. Many states have more cross-county-line commuting than Florida.

**Table 4 - Top Florida Counties Ranked by Travel Time to Work, 2014 ACS**

Rank	County	Minutes
1	Clay County, Florida	33.5
2	Pasco County, Florida	30.6
3	Osceola County, Florida	30.3
4	Miami-Dade County, Florida	30.2
5	Santa Rosa County, Florida	29.6
6	Nassau County, Florida	29.1
7	Lake County, Florida	28.4
8	Hernando County, Florida	28.3
9	St. Johns County, Florida	27.8
10	Broward County, Florida	27.6
11	Orange County, Florida	27.5
12	Seminole County, Florida	27.2
13	Hillsborough County, Florida	27.1
14	Lee County, Florida	26.5
15	St. Lucie County, Florida	25.9
16	Columbia County, Florida	25.8
	<b>Florida</b>	<b>26.4</b>
	<b>United States</b>	<b>26.0</b>

**Table 5 - Percent of Workers Age 16 Years and Over Who Worked Outside County or State of Residence, Selected States, 2014 ACS**

Rank	State	Percent
1	Utah	42.8%
2	Georgia	39.3%
5	New Jersey	32.9%
6	Nevada	32.1%
	<b>United States</b>	<b>28.7%</b>
15	New Mexico	25.6%
20	Illinois	23.1%
26	Oregon	20.9%
27	Ohio	20.6%
<b>35</b>	<b>Florida</b>	<b>17.2%</b>
36	California	16.9%
48	Arizona	4.2%

Figures 5 and 6 provide comparisons across states in single occupant vehicle (SOV) shares and mean travel times. For SOV shares, Florida ranked above the mean (Figure 5). When it comes to mean commute time, only 11 states had longer commute times than Florida, including the District of Columbia, as can be seen in Figure 6. In both cases, Florida was higher than the national average.

Figure 5 - Percent SOV, ACS 2014

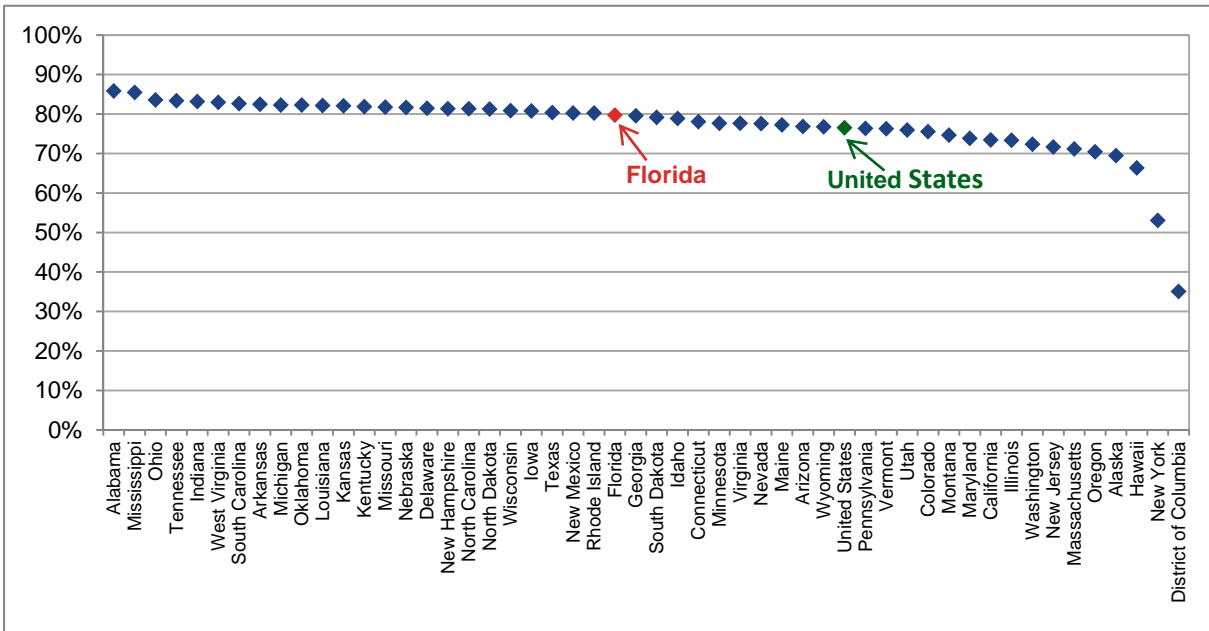


Figure 6 - Mean Commute Time, ACS 2014

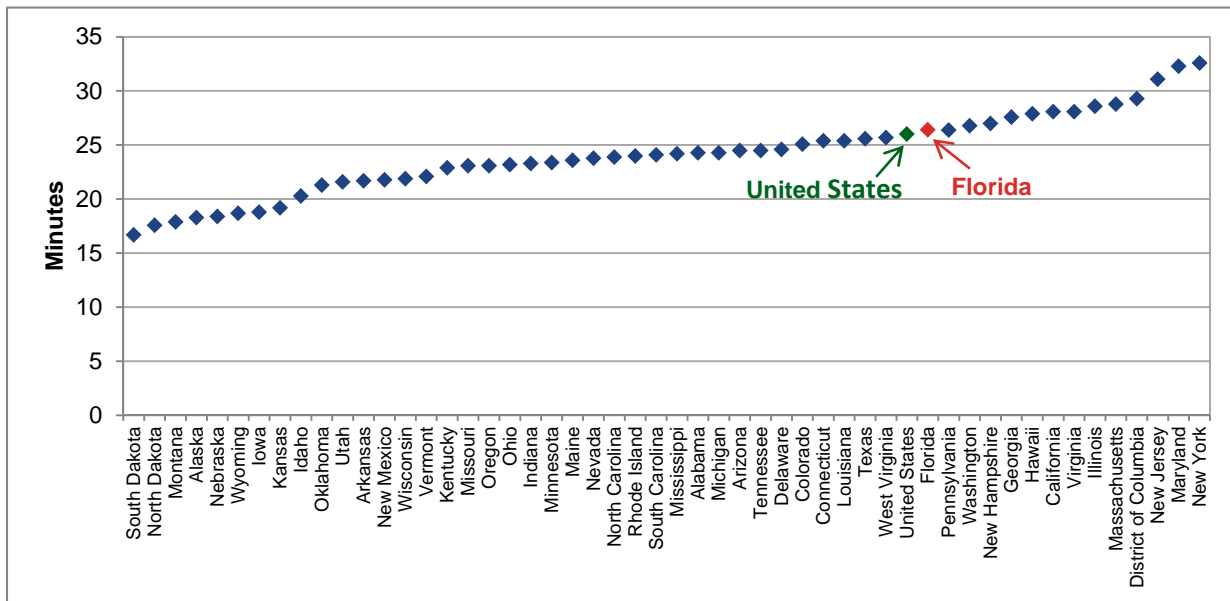


Figure 7 shows the distribution of commute travel time by mode. Transit trips are noticeably longer due to a combination of wait time, the vehicle stopping for other passengers, and transfers.

**Figure 7 - Commute Time by Mode, ACS 2014**

