
Trends and Conditions

Special Report – November 2012

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 2011 American Community Survey (ACS). In 2011, 95,657 Florida households were interviewed, and 7,258 people living in group quarters¹ were surveyed. In general, the trends reaffirm the continuing dominance of auto commuting but also suggest that factors such as fuel prices, economic pressures, and environmental concerns may be having some influence on travel behavior.

Florida's commuting trends as of 2011 are summarized as follows:

- **Decreased auto availability** – Florida's zero-vehicle households increased for a fourth year to 7.3% in 2011, up from 7.0% in 2010, reversing the multi-decade downward trend. This compares with a national level of 9.3%.
- **Slight decrease in commuting by driving alone** – In Florida, 79.7% of commuters drove alone, slightly below the 2010 level and 3.3% above the national average. However, the number of commuters driving alone grew by 84,000 in 2011.
- **End of decline in commuting by carpool?** – Commuting by carpool was 9.9% in Florida and 9.7% in the nation, up 0.3% in Florida from 2010 and potentially signaling an end to the long-term downward trend.
- **No statistically-significant change in commuting by walking or bicycling** – Commuting by walking remained at about 1.5% in Florida and 2.8% nationwide. Bicycle commuting in Florida held steady at 0.6%.
- **Little movement in transit use for commuting** – Transit use for commuting remained at 2.1% in Florida and remained almost steady at 5.0% nationwide. Compared to 2003, Florida shows a modest increase while the national level is stable.
- **Working at home remained stable** – Working at home held constant at 4.6% in Florida and 4.3% nationally. Workforce growth meant about 5,300 more Floridians worked at home.
- **Slight increase in overall commute times** – Overall commute times increased slightly. The average one-way commute in Florida was 25.8 minutes, 0.3 minutes longer than the national average but below its peak in 2005. In Florida, 15% of commuters had trips longer than 45 minutes.
- **Mobile work force** – In Florida, 17.7% of commuters worked outside their county of residence, compared with 23.7% nationally.
- **No worker households** – The share of households with zero workers was 32.9% in Florida and nearly 27.5% in the nation, both an increase from 2010.

While commuting is critically important in studying travel, it is only a portion of overall travel. Fuel price levels, the economic recession, individuals working from home, land use, and zero-worker households are among the factors that influence travel behavior. Although fundamental travel behaviors remain intact, the most notable changes in the data for recent

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





years reflect the influence of the economy on several measures. The following tables and figures contain detailed information supporting the above summary.

Due to relatively small sample sizes (approximately 1.35% of the population), many of the small differences over time and between locations may not be statistically significant. The differences 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/.

Table 1 presents commuting trends for Florida since 2003. Readers are encouraged to familiarize themselves with margins of errors by reviewing ACS guidance.

Table 1 Florida and U.S. ACS Trends									
	2003	2004	2005	2006	2007	2008	2009	2010	2011
VEHICLES AVAILABLE – FLORIDA									
No vehicles available	7.0%	6.5%	6.6%	6.6%	6.2%	6.6%	6.6%	7.0%	7.3%
1 vehicle available	40.5%	40.3%	40.0%	39.4%	39.7%	40.5%	41.2%	41.1%	41.7%
2 vehicles available	38.7%	39.7%	39.2%	39.0%	38.8%	38.5%	38.3%	37.9%	37.8%
3 or more vehicles available	13.9%	13.5%	14.3%	15.1%	15.3%	14.4%	14.0%	13.7%	13.1%
VEHICLES AVAILABLE – U.S.									
No vehicles available	9.4%	9.4%	8.9%	8.8%	8.7%	8.8%	8.9%	9.1%	9.3%
1 vehicle available	34.0%	33.8%	33.1%	33.2%	33.1%	33.4%	33.7%	33.8%	34.1%
2 vehicles available	38.3%	38.5%	38.2%	38.0%	38.1%	37.8%	37.6%	37.6%	37.5%
3 or more vehicles available	18.2%	18.3%	19.8%	20.0%	20.1%	20.0%	19.9%	19.5%	19.1%
COMMUTING TO WORK – FLORIDA									
Car, truck, or van – drove alone	81.3%	81.00%	80.0%	79.3%	79.6%	79.5%	79.3%	79.9%	79.7%
Car, truck, or van – carpooled	10.7%	10.10%	11.1%	10.9%	10.5%	10.3%	10.4%	9.6%	9.9%
Public transportation (not taxi)	1.8%	1.7%	1.8%	2.0%	1.9%	2.0%	1.9%	2.1%	2.1%
Walked	1.3%	1.5%	1.6%	1.7%	1.7%	1.5%	1.5%	1.7%	1.5%
Other means	1.5%	1.7%	2.0%	2.2%	2.1%	2.3%	2.2%	2.1%	2.1%
Worked at home	3.0%	4.0%	3.6%	4.0%	4.2%	4.5%	4.8%	4.6%	4.6%
COMMUTING TO WORK – U.S.									
Car, truck, or van -- drove alone	76.8%	76.3%	77.0%	76.0%	76.1%	75.5%	76.1%	76.6%	76.4%
Car, truck, or van -- carpooled	10.7%	11.2%	10.7%	10.7%	10.4%	10.7%	10.0%	9.7%	9.7%
Public transportation (not taxi)	4.9%	5.0%	4.7%	4.8%	4.9%	5.0%	5.0%	4.9%	5.0%
Walked	2.6%	2.7%	2.5%	2.9%	2.8%	2.8%	2.9%	2.8%	2.8%
Other means	1.5%	1.6%	1.6%	1.7%	1.7%	1.8%	1.7%	1.7%	1.7%
Worked at home	3.4%	3.2%	3.6%	3.9%	4.1%	4.1%	4.3%	4.3%	4.3%
ZERO-WORKER HOUSEHOLDS									
Florida	-	31.70%	31.6%	30.2%	30.0%	29.5%	31.6%	32.5%	32.9%
U.S.	-	27.20%	27.0%	25.8%	25.8%	24.5%	26.3%	27.2%	27.5%
MEAN TRAVEL TIME TO WORK									
Florida (mins)	24.8	25.4	26	25.9	25.9	25.9	25.4	25.5	25.8
U.S. (mins)	24.3	24.4	25.1	25	25.3	25.5	25.1	25.3	25.5



The work-at-home population has grown in the past decade across the nation and particularly in Florida. This was among the fastest-changing aspects of commuting. The share of households that have no workers, has grown to 32.9% in Florida and 27.5% in the U.S. This is relevant to transportation policy in that the location and travel decisions of these households are not necessarily influenced by access to work considerations. This combined with work-at-home households, results in more than 37% of Floridian households not involved in commuting.

Figure 1 contrasts Florida and U.S. zero-vehicle household trends. Vehicle availability (smaller share of zero-vehicle households) improved in Florida from 2003 through 2007. However, 2008 showed an increase in zero-vehicle households at both the state and national levels, and this trend continued through 2011. As zero-vehicle households are typically smaller — often single persons — the share of the population that resides in zero-vehicle households is quite small, 6.7% in the U.S. and 5.2% in Florida.

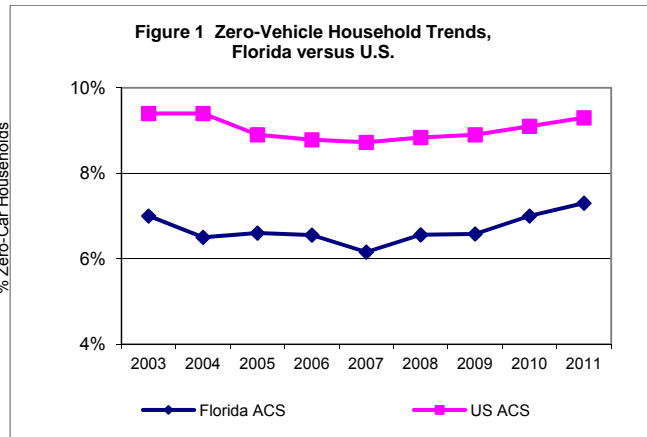


Figure 2 contrasts Florida and national trends with respect to carpool or shared-ride commuting and transit use. Reliance on driving or being a private-vehicle passenger remains the dominant means of commuting in Florida, with “drive alone” being higher than in the rest of the country (Table 1). Commuting by both public transit and walking in Florida remain below the national averages. In 2011, transit use increased slightly in the U.S and remained the same in Florida. Conversely, carpooling remained steady in the U.S. but ticked up in Florida.

In Figure 3, mean commute times rose for both Florida and the U.S., with Florida remaining above the national average each year. Florida’s commute time has remained below its 2005 peak, while the national average is back up to its 2008 peak. This measure does not allow discernment of the relative contributions of trip length changes versus trip speed changes.

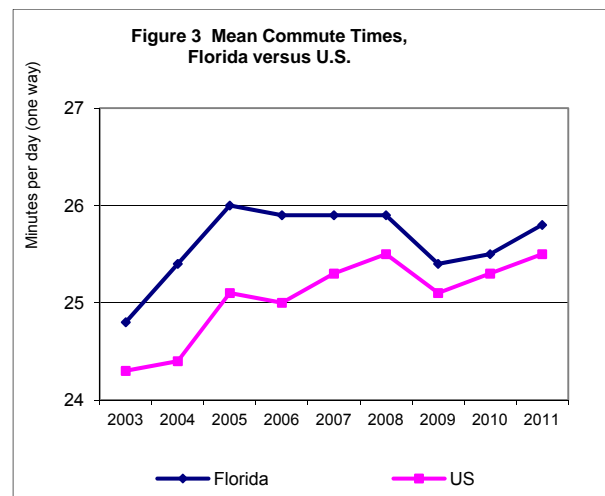
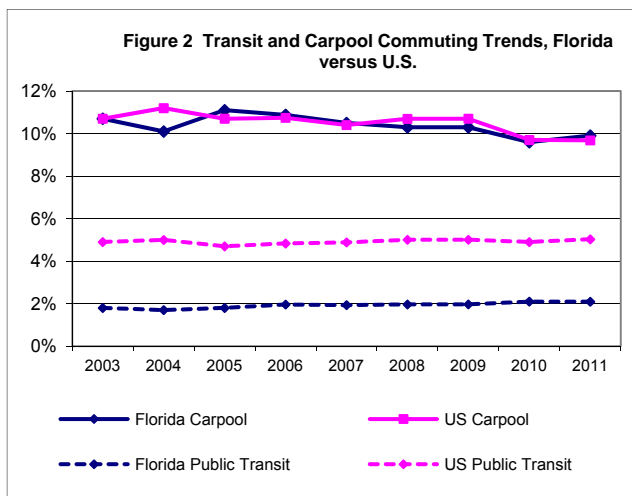




Table 2 shows the comparative transit mode shares for commuting for metropolitan statistical areas (MSAs). Transit use in all Florida MSAs is below the national average.

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 5.3 minutes longer than the national average to below the national average.

Rank	City - Area	Transit %
1	Gainesville, FL Metro Area	3.77
2	Miami-Fort Lauderdale-Pompano Beach, FL Metro Area	3.47
3	Orlando-Kissimmee-Sanford, FL Metro Area	1.59
4	Jacksonville, FL Metro Area	1.58
5	Cape Coral-Fort Myers, FL Metro Area	1.56
6	Tampa-St. Petersburg-Clearwater, FL Metro Area	1.53
7	Naples-Marco Island, FL Metro Area	1.09
8	Deltona-Daytona Beach-Ormond Beach, FL Metro Area	0.98
9	Crestview-Fort Walton Beach-Destin, FL Metro Area	0.96
10	North Port-Bradenton-Sarasota, FL Metro Area	0.81
11	Palm Bay-Melbourne-Titusville, FL Metro Area	0.77
12	Lakeland-Winter Haven, FL Metro Area	0.72
13	Port St. Lucie, FL Metro Area	0.67
14	Ocala, FL Metro Area	0.53
15	Pensacola-Ferry Pass-Brent, FL Metro Area	0.49
16	Tallahassee, FL Metro Area	0.46
	Florida	2.10
	United States	5.03

Rank	County	Transit %
1	Miami-Dade County, Florida	5.3%
2	Alachua County, Florida	4.7%
3	Orange County, Florida	3.8%
4	Broward County, Florida	3.4%
5	Duval County, Florida	2.2%
6	Monroe County, Florida	1.6%
7	Palm Beach County, Florida	1.5%
8	Hillsborough County, Florida	1.5%
9	Leon County, Florida	1.5%
10	Pinellas County, Florida	1.4%
11	Lee County, Florida	1.4%
12	Collier County, Florida	1.1%
13	Volusia County, Florida	1.1%
	Florida	2.1
	United States	5

Rank	County	Minutes
1	Osceola County, Florida	30.6
2	Pasco County, Florida	29.1
3	Miami-Dade County, Florida	29.0
4	Lee County, Florida	28.4
5	Broward County, Florida	27.5
6	Lake County, Florida	27.3
7	Polk County, Florida	26.3
8	Volusia County, Florida	26.3
9	Marion County, Florida	26.2
10	Orange County, Florida	26.2
11	Seminole County, Florida	25.7
12	Hillsborough County, Florida	25.6
13	Brevard County, Florida	25.0
14	Palm Beach County, Florida	23.9
15	Collier County, Florida	23.5
16	Duval County, Florida	23.2
	Florida	25.5
	United States	25.3



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

Figure 4 and Figure 5 provide comparisons across states in single occupant vehicle (SOV) shares and mean travel times. For SOV shares, Florida ranked in the middle when compared with those states shown in Figure 4. When it comes to mean commute time, only 11 states had longer commute time than Florida, as can be seen in Figure 5. In both cases, Florida was higher than the national average.

Table 5 Percent of Workers Age 16 Years and Over Who Worked Outside County of Residence, Selected States, 2011 ACS		
Rank	State	Percent
1	Virginia	42.3%
2	Georgia	38.5%
5	New York	32.4%
6	New Jersey	32.2%
16	North Carolina	25.3%
	United States	23.7%
20	South Carolina	23.5%
25	Texas	21.4%
28	Oregon	20.8%
34	Florida	17.7%
37	California	16.7%
48	Arizona	4.1%

Figure 6 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.

