

Cross-metro Commuting Patterns in Southeast Louisiana

A Product Of Greater New Orleans Nonprofit Knowledge Works

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UPCOMING PRESENTATIONS

September 17, 2009 - "Housing in the New Orleans Metro" Barker's Roundtable (Allison Myer)

RECENT PRESENTATIONS

August 20, 2009 - "Implementation of the Road Home Program Four Years after Hurricane Katrina" U.S. House of Representatives, Subcommittee on Housing and Community Opportunity (Allison Myer)

August 12, 2009 - "Tracking the Recovery of New Orleans" Friends of New Orleans, Aspen Institute (Allison Myer)

August 10, 2009 - "Ten Minute Briefing on New Orleans Recovery" Unified Nonprofits (Allison Myer)

MEDIA MENTIONS



Click on images to access news coverage.

New Orleans in the News (September 2009) New! – The fourth anniversary of Katrina was covered extensively in the news. Coverage about New Orleans ranged from homelessness to schools to the economy. Data and analysis from GNOCDC informed hundreds of the media stories.

ESSENTIAL DATA

Aug	2009	XLS	Households actively receiving mail - by zip code for the 7-parish area
Jun	2009	Web	Neighborhood repopulation - News release, map and data table
Jun	2009	Web	Block-by-block repopulation of New Orleans - Interactive map of households actively receiving mail pre- and post-K , closed Road Home "Stay and Rebuild" applications and closed Road Home "Sell to the State"



Aug 2009: Though New Orleans has been somewhat shielded from the recession due to substantial rebuilding activity, four years after Katrina the region still faces major challenges due to blight, unaffordable housing, and vulnerable flood protection. New federal leadership must commit and sustain its partnership with state and local leaders by delivering on key milestones in innovation, infrastructure, human capital, and sustainable communities to help greater New Orleans move past "disaster recovery" and boldly build a more prosperous future." [Read more...](#)

Media Update 8/27/09 [Facts for Features for the 4th anniversary of Katrina.](#)

10-minute Briefing

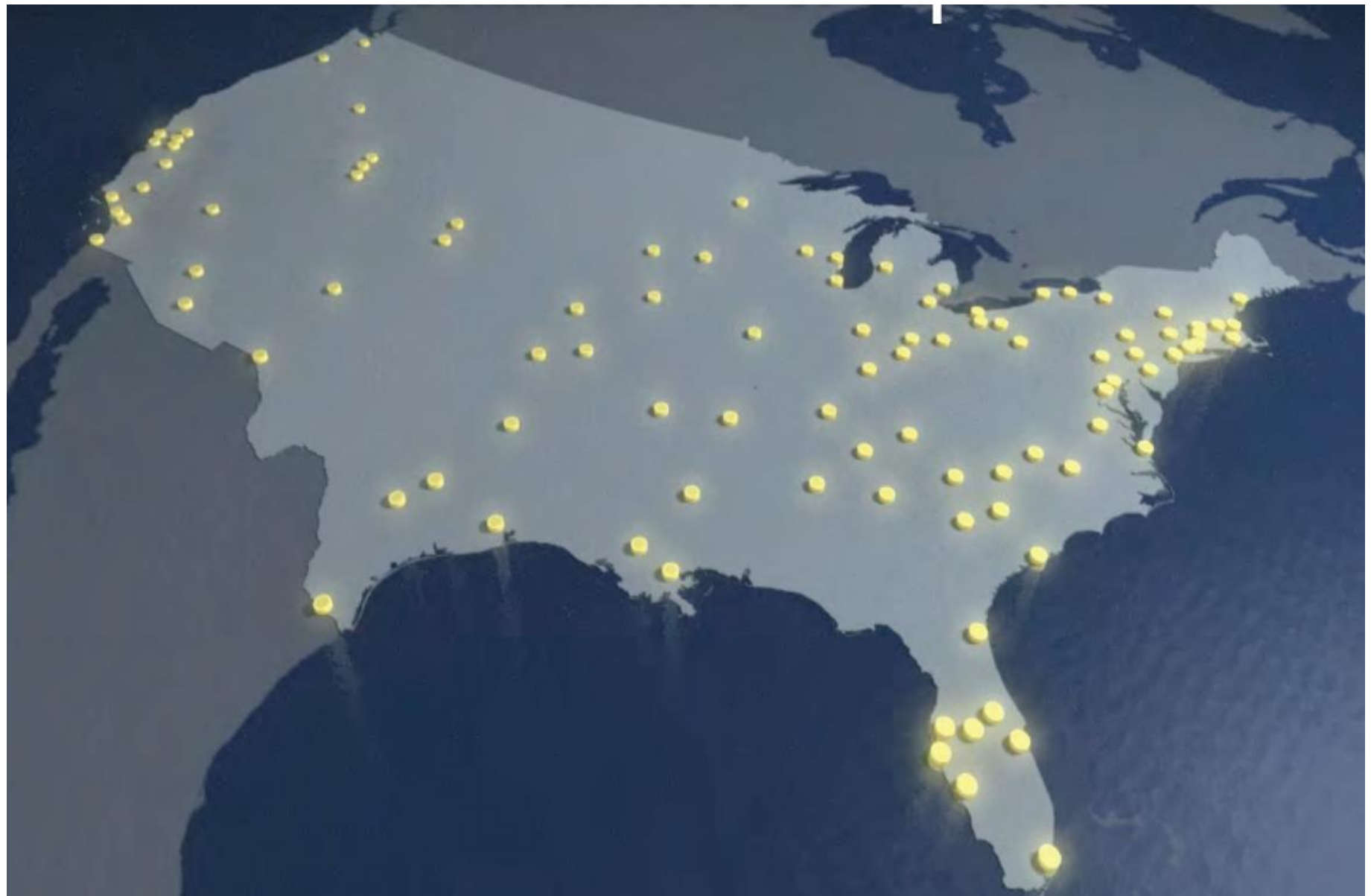


[View larger or go to YouTube](#)

Your Questions

[How many New Orleanians are still displaced?](#)

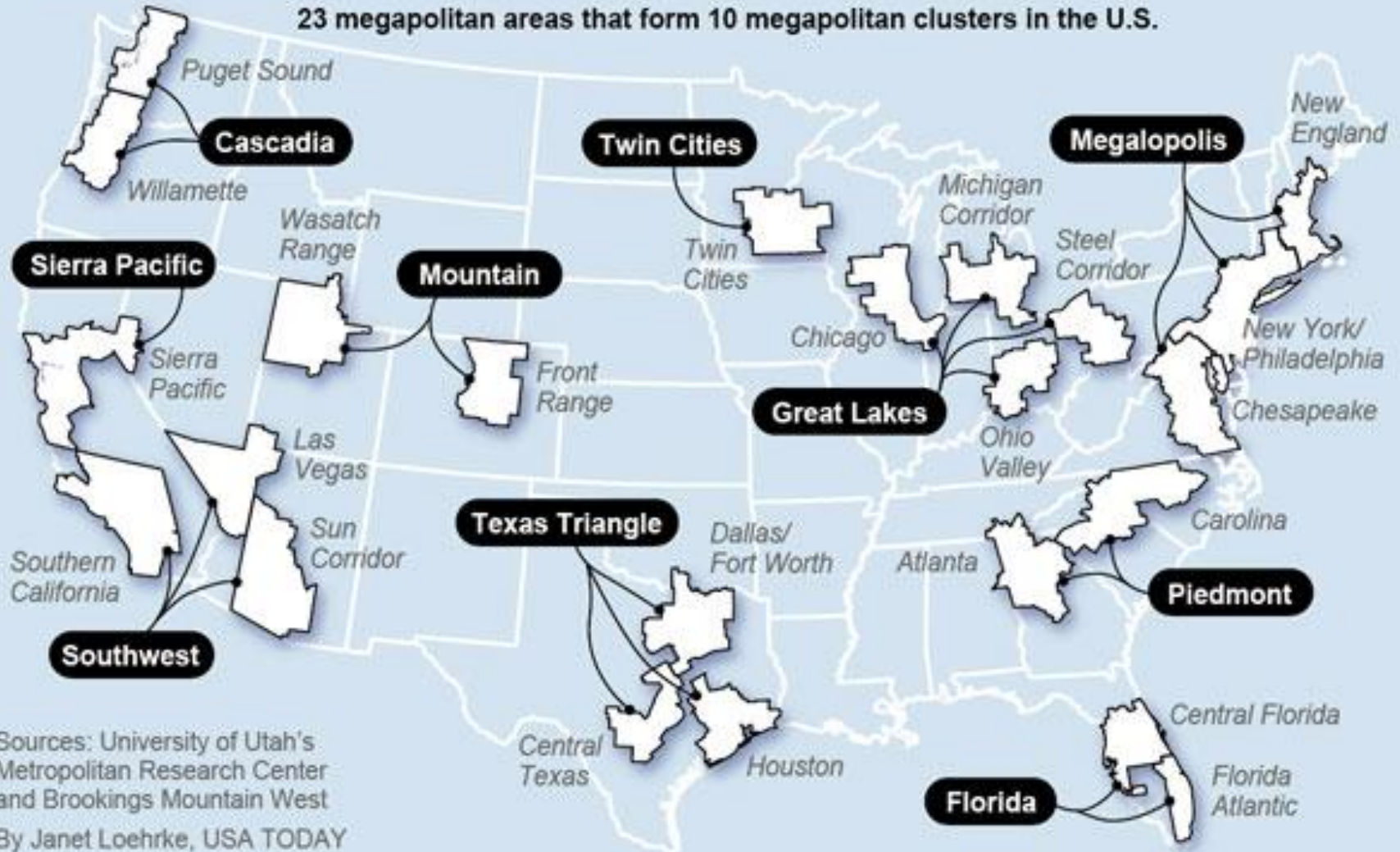
[How many Latinos live in New Orleans?](#)



Banding together

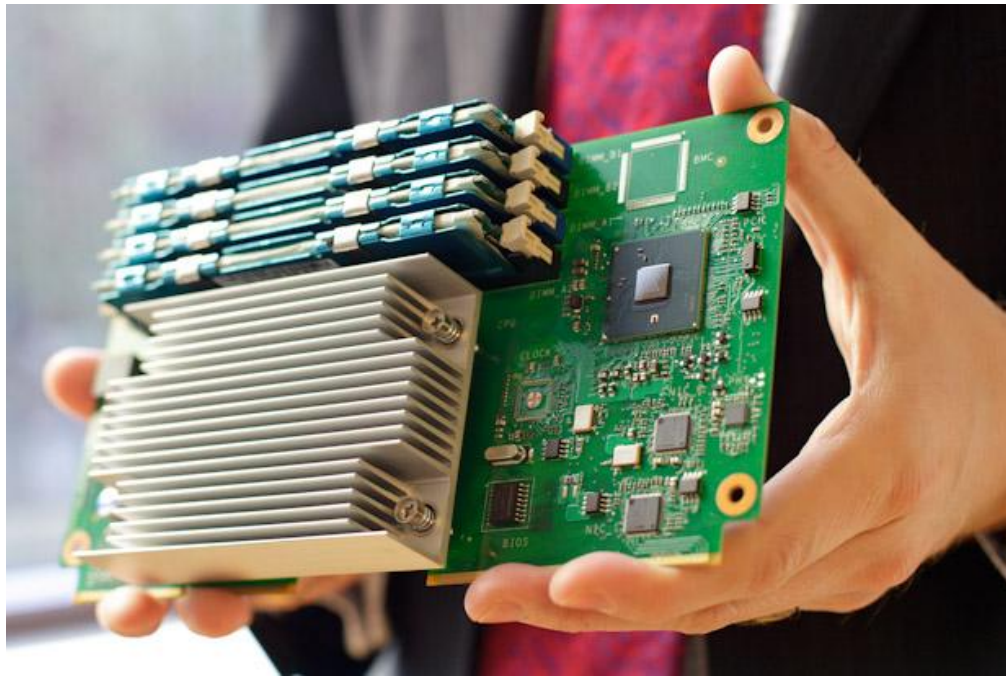
Metropolitan areas have become so interconnected that some function as one giant economy or what demographers call a "megapolitan area."

23 megapolitan areas that form 10 megapolitan clusters in the U.S.



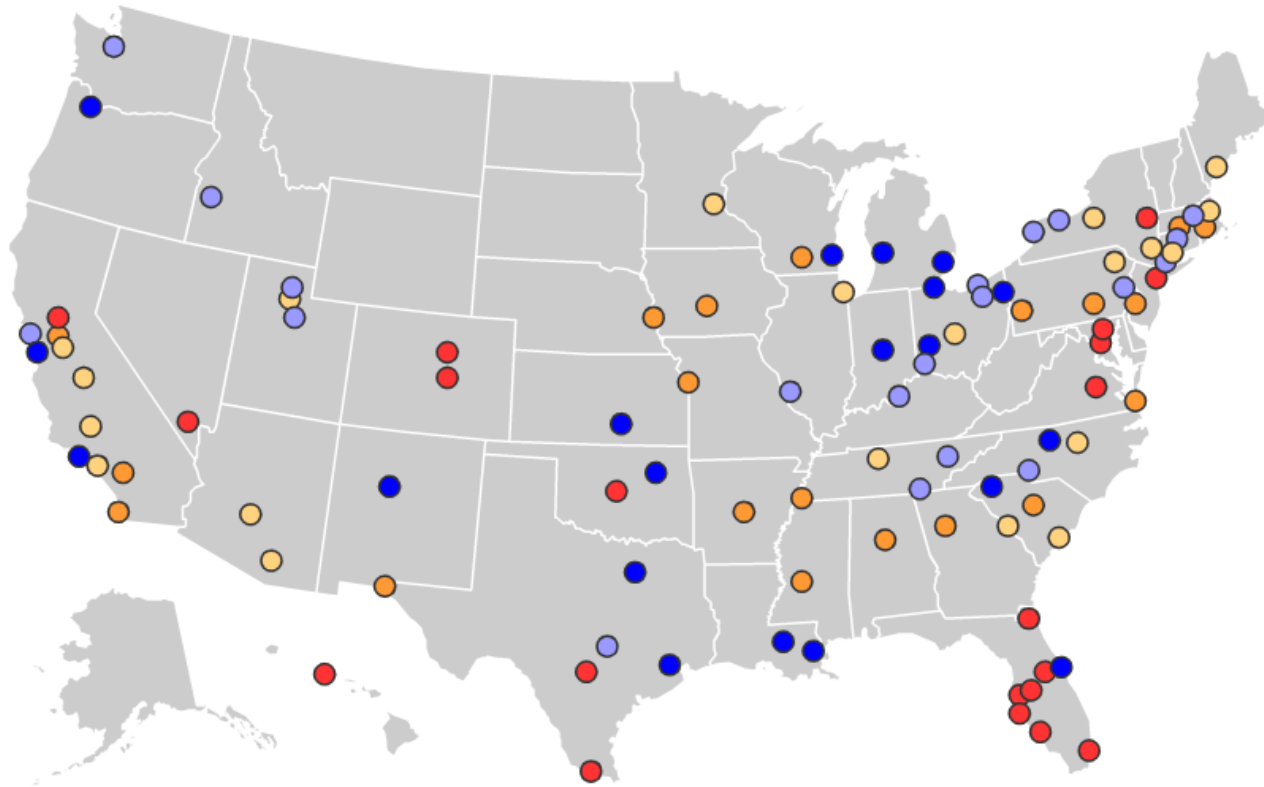
Sources: University of Utah's
Metropolitan Research Center
and Brookings Mountain West
By Janet Loehrke, USA TODAY







Total Exports as a Percentage of GMP for the 100 Largest Metros



● Strongest 21 metro areas*

● Middle 20 metro areas

● Weakest 20 metro areas

● Second-strongest 19 metro areas*

● Second-weakest 20 metro areas

* Due to ties even numbered groupings are not possible

Baton Rouge:

- Chemical Manufacturing
- Petroleum Products Manufacturing

New Orleans:

- Petroleum Products Manufacturing
- Transportation Equipment Manufacturing
- Chemical Manufacturing

Houma-Thibodaux:

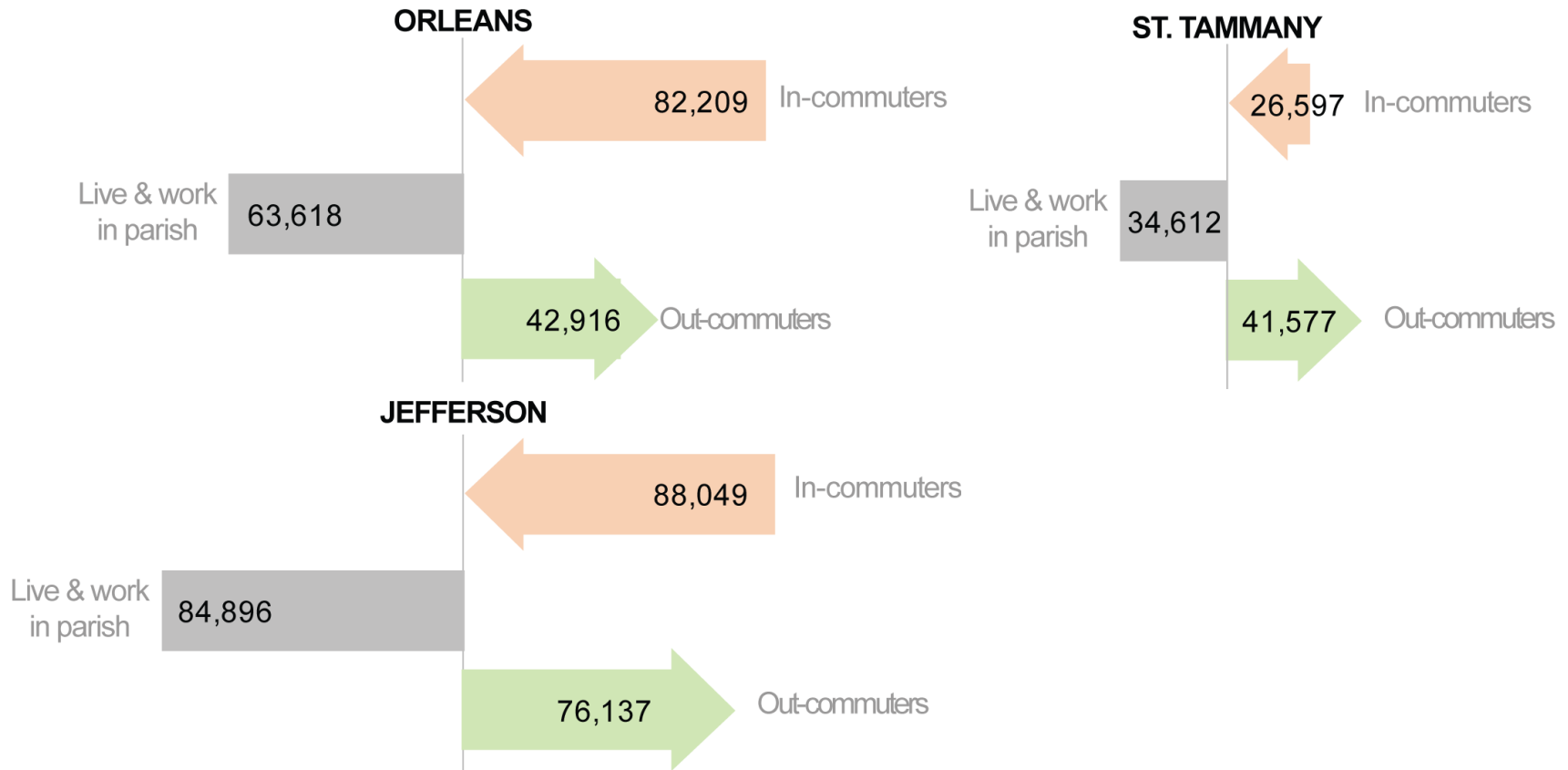
- Oil & Gas Extraction
- Transportation Equipment Manufacturing

Q: Does New Orleans share important economic synergies with Baton Rouge and Houma-Thibodaux?

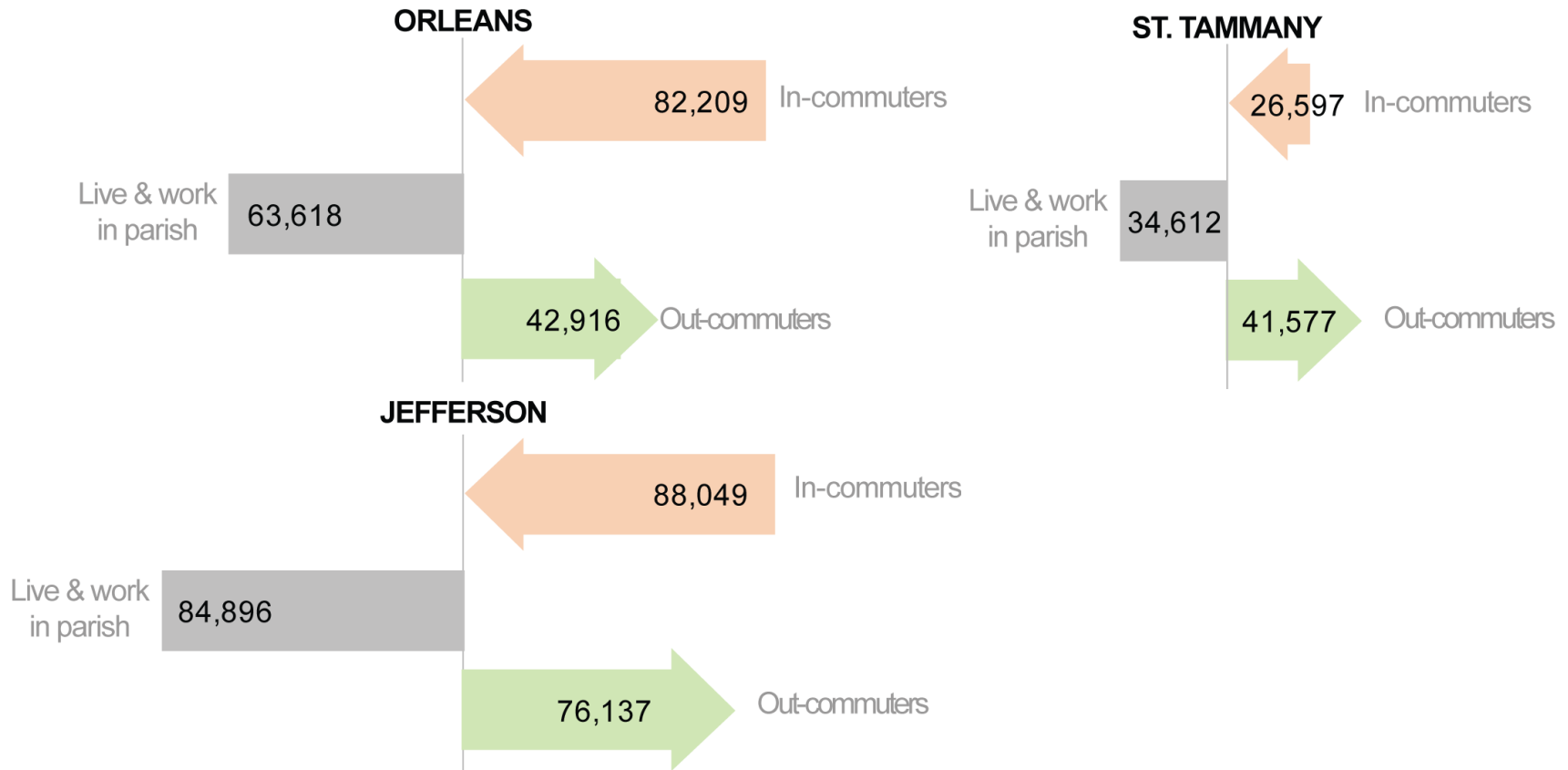
Does N.O. share important economic synergies with Baton Rouge and Houma-Thibodaux?

- Shared industry specializations
- Shared suppliers
- Shared investors
- Shared workforce

As in any metro, some parishes are “job centers,” and some are “bedroom communities” ...

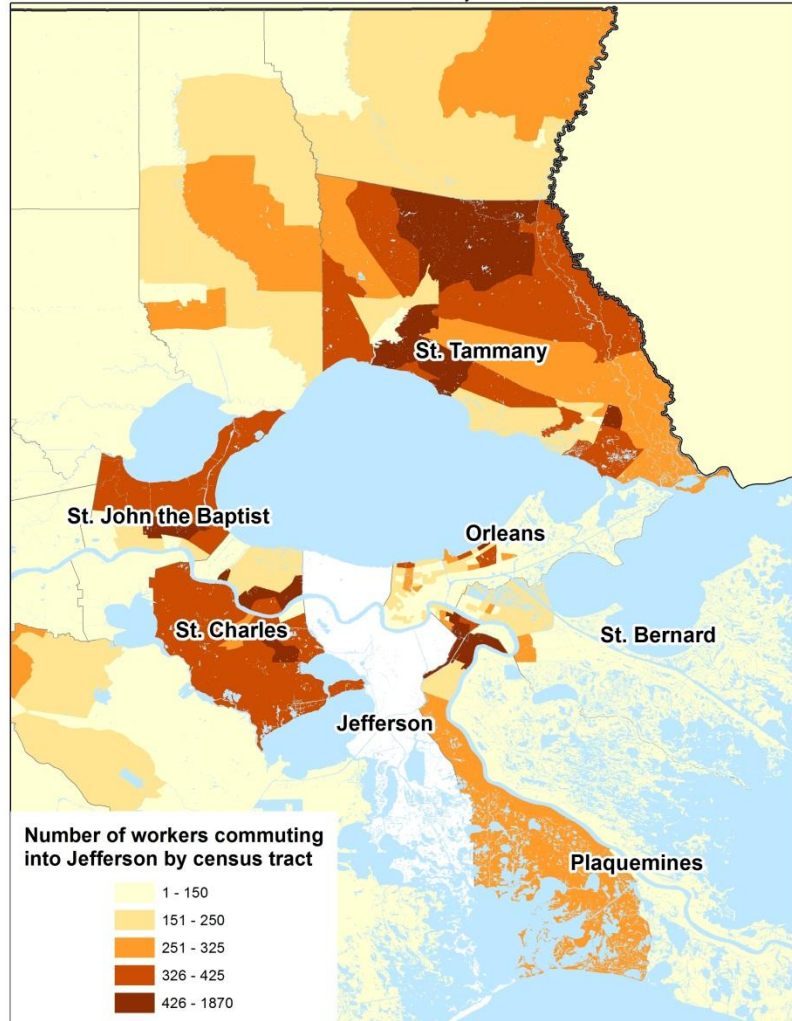


As in any metro, some parishes are “job centers,” and some are “bedroom communities”... but they are all interconnected.



The labor sheds of Jefferson and Orleans are another useful way to look at these interconnections. Interestingly, Jefferson attracts workers from a larger geography.

Jefferson Parish's labor shed, 2009



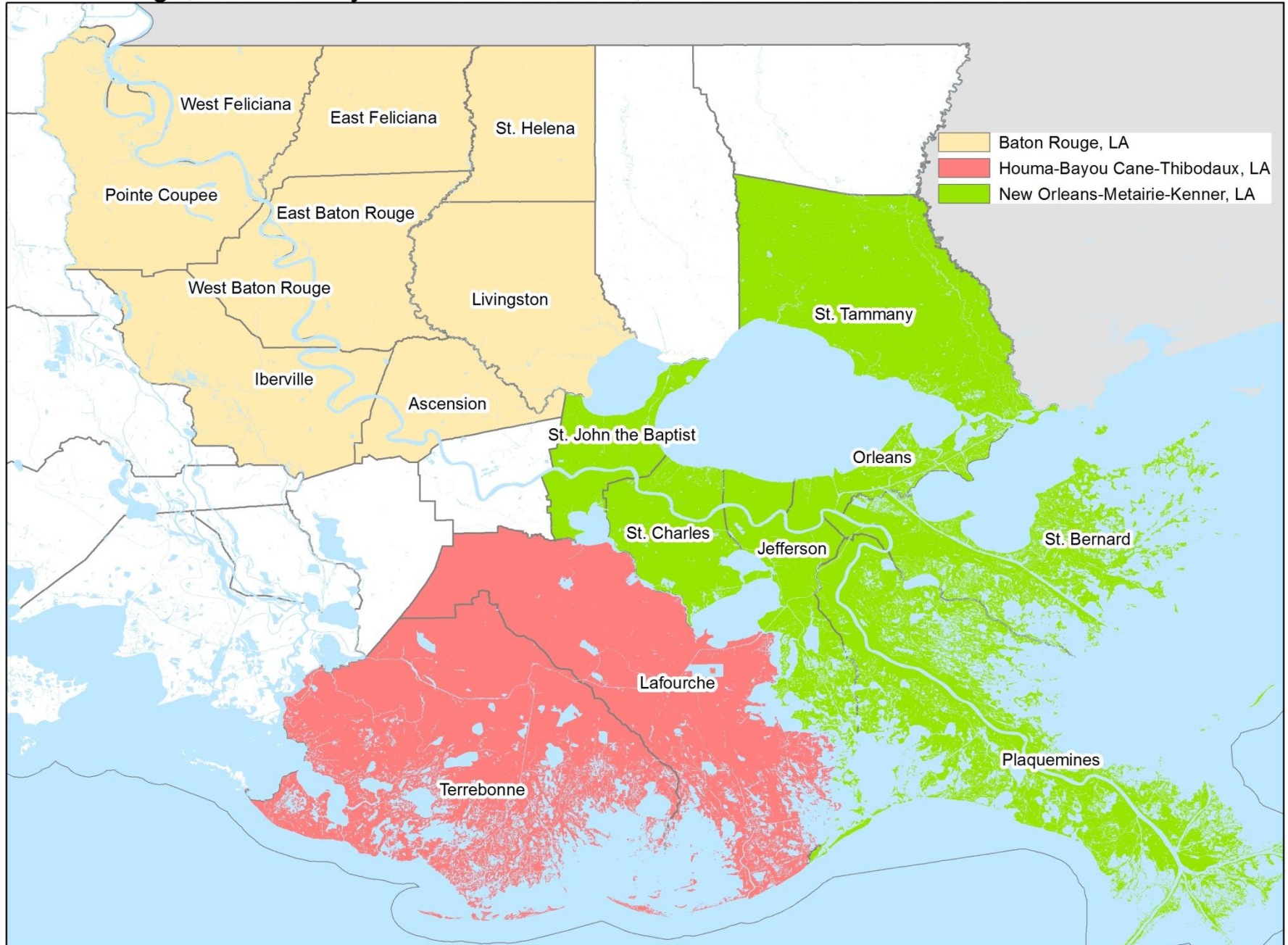
Orleans Parish's labor shed, 2009



In our upcoming brief, we'll provide reference tables of the number of commuters between parish-pairs.

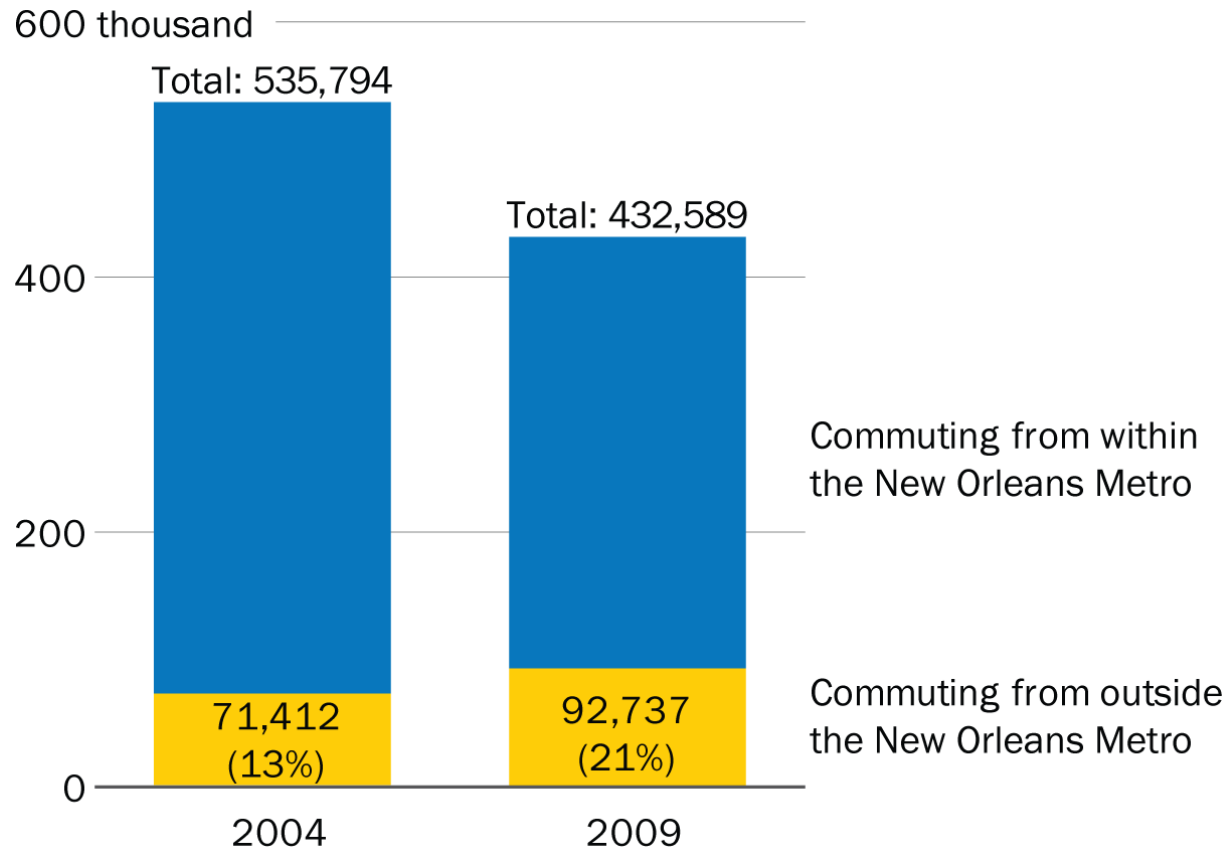
Home Parish	Work Parish							Other Parishes and out of State	Total Workers by Residence
	Jefferson	Orleans	Plaquemines	St. Bernard	St. Charles	St. John the Baptist	St. Tammany		
Jefferson	84,896	41,627	3,473	1,342	3,583	1,244	3,777	21,091	161,033
Orleans	25,291	63,618	1,003	1,102	1,087	397	2,429	11,607	106,534
Plaquemines	1,699	998	3,066	149	141	56	224	1,362	7,695
St. Bernard	2,663	3,339	259	2,670	188	101	621	2,764	12,605
St. Charles	6,593	2,560	159	114	5,246	899	482	4,936	20,989
St. John the Baptist	4,367	1,887	105	128	1,788	4,627	416	4,906	18,224
St. Tammany	11,372	10,858	397	1,305	586	308	34,612	16,751	76,189
Other Parishes and out of State	36,064	20,940	2,969	1,606	7,417	5,093	18,648		
Total Workers by Workplace	172,945	145,827	11,431	8,416	20,036	12,725	61,209		

Baton Rouge, Houma-Bayou Cane-Thibodaux, and the New Orleans metro



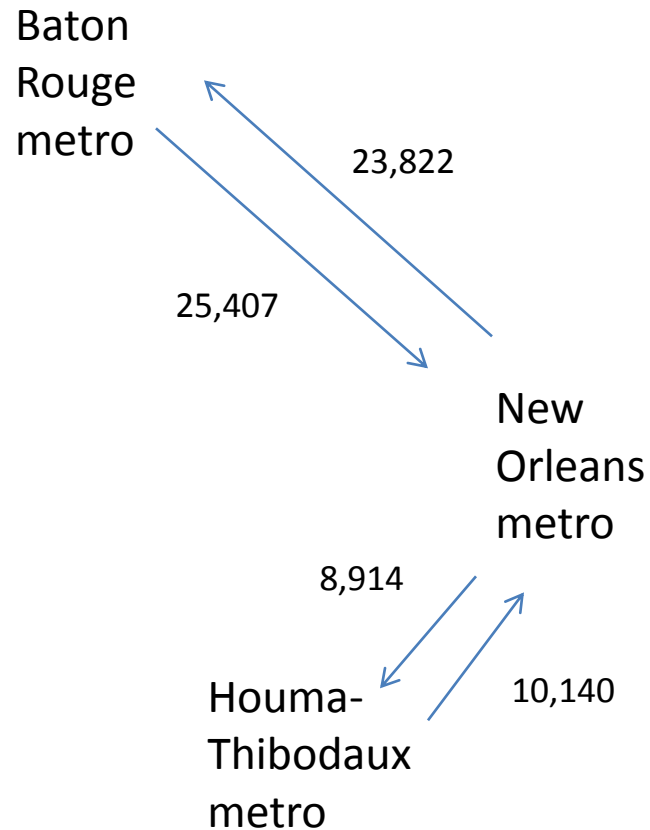
Fully 21% of all workers in the New Orleans metro commute from outside the metro. Post-Katrina, despite having fewer jobs, more workers commute from outside the metro.

Workers commuting from outside and within New Orleans Metro



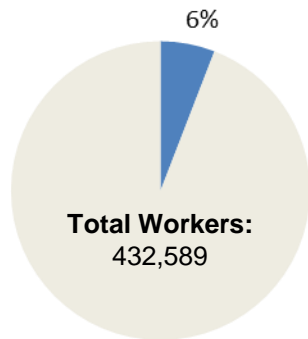
A significant number commute from the Baton Rouge and Houma-Thibodaux metros, and vice versa.

Workers commuting between metros, 2009



In 2009, fully 6 percent of New Orleans metro workers commute from the Baton Rouge metro and 2 percent from the Houma-Thibodaux metro.

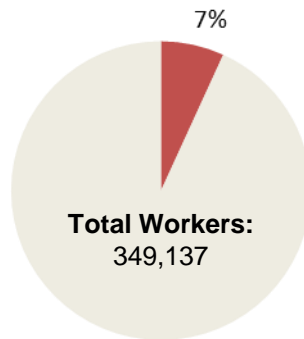
**% of New Orleans workers
from Baton Rouge**



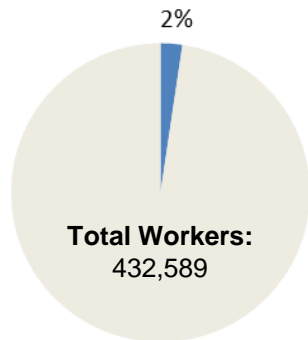
Total Commuters: 49,229

Distance: 79 miles

**% of Baton Rouge workers
from New Orleans**



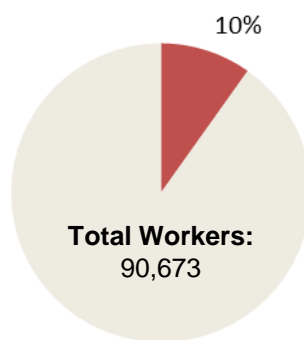
**% of New Orleans workers
from Houma**



Total Commuters: 19,054

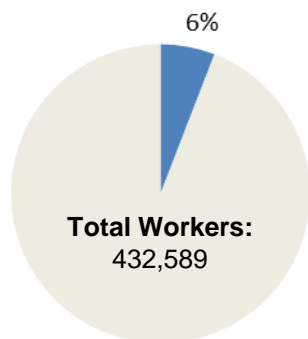
Distance: 74 miles

**% of Houma workers
from New Orleans**



Comparisons to other “super regions” are difficult because of a myriad of variables, but a few standard metrics are useful.

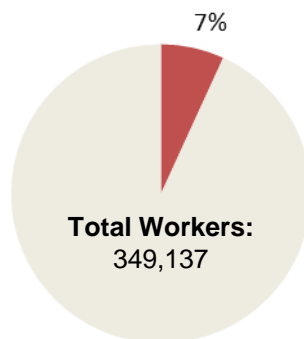
% of New Orleans workers from Baton Rouge



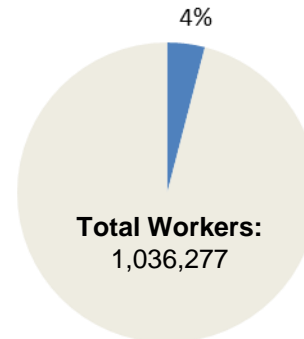
Total Commuters: 49,229

Distance: 79 miles

% of Baton Rouge workers from New Orleans



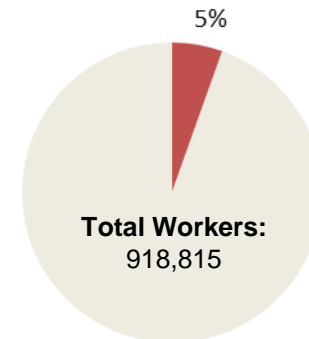
% of Tampa workers from Orlando



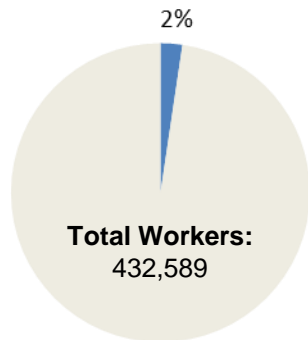
Total Commuters: 91,914

Distance: 70 miles

% of Orlando workers from Tampa



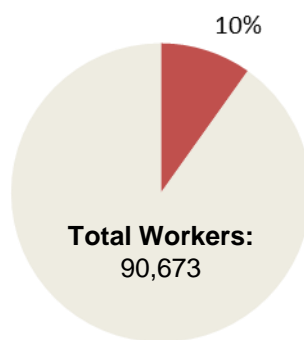
% of New Orleans workers from Houma



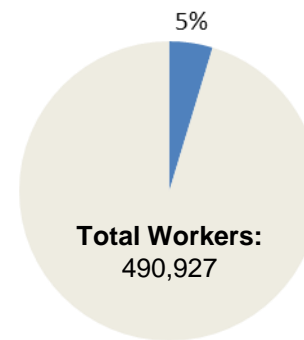
Total Commuters: 19,054

Distance: 74 miles

% of Houma workers from New Orleans



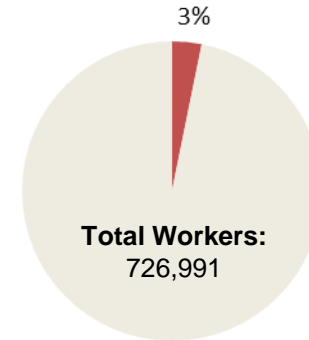
% of Raleigh workers from Charlotte



Total Commuters: 46,022

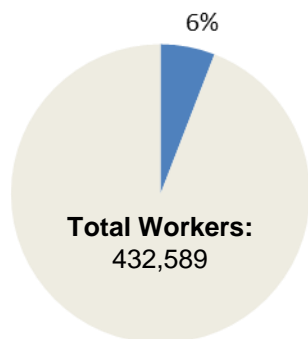
Distance: 135 miles

% of Charlotte workers from Raleigh



Comparisons to other “super regions” are difficult because of a myriad of variables, but a few standard metrics are useful.

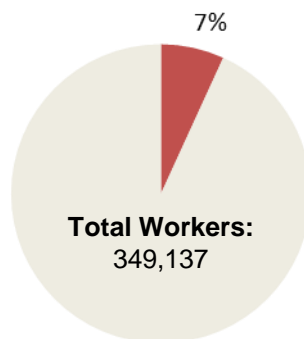
% of New Orleans workers
from Baton Rouge



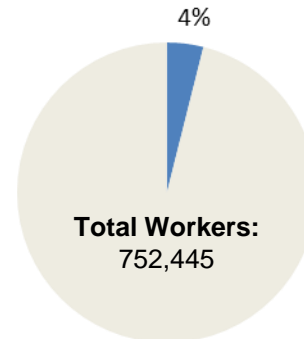
Total Commuters: 49,229

Distance: 79 miles

% of Baton Rouge workers
from New Orleans



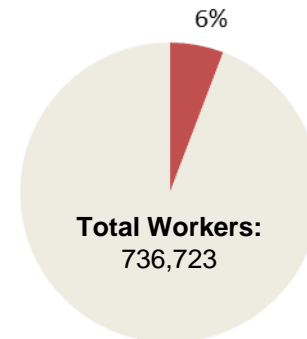
% of San Antonio workers
from Austin



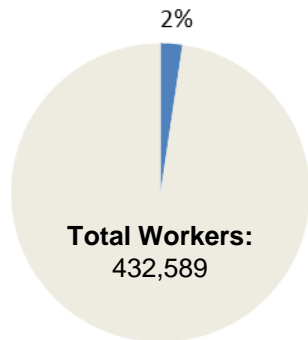
Total Commuters: 72,121

Distance: 78 miles

% of Austin workers from
San Antonio



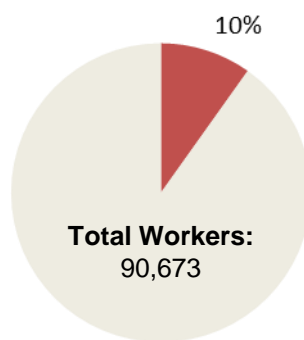
% of New Orleans workers
from Houma



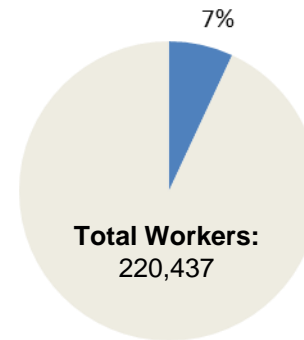
Total Commuters: 19,054

Distance: 74 miles

% of Houma workers from
New Orleans



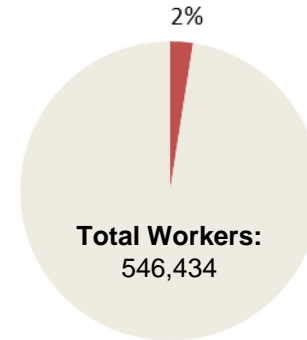
% of Lexington workers
from Louisville



Total Commuters: 28,777

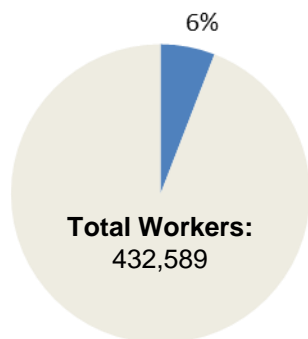
Distance: 69 miles

% of Louisville workers
from Lexington



Comparisons to other “super regions” are difficult because of a myriad of variables, but a few standard metrics are useful.

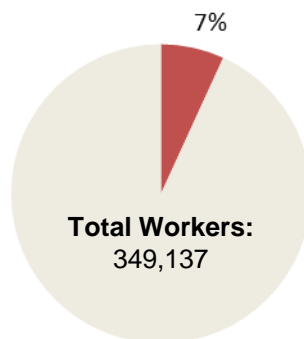
% of New Orleans workers
from Baton Rouge



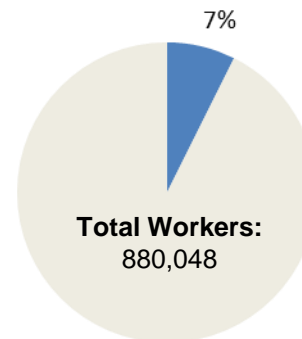
Total Commuters: 49,229

Distance: 79 miles

% of Baton Rouge workers
from New Orleans



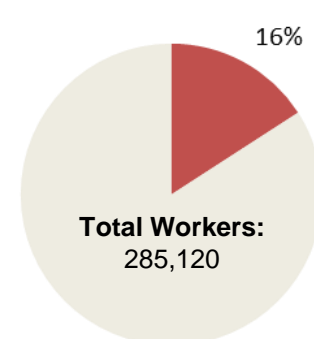
% of Cleveland workers
from Akron



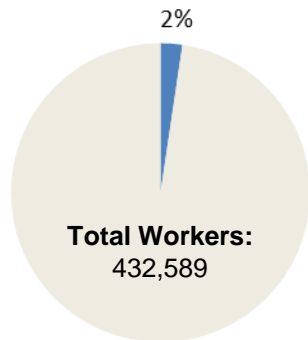
Total Commuters: 110,309

Distance: 47 miles

% of Akron workers from
Cleveland



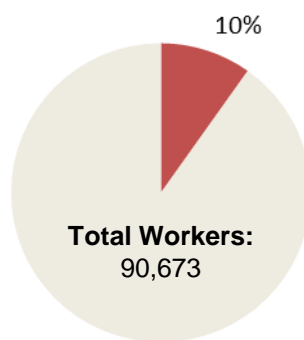
% of New Orleans workers
from Houma



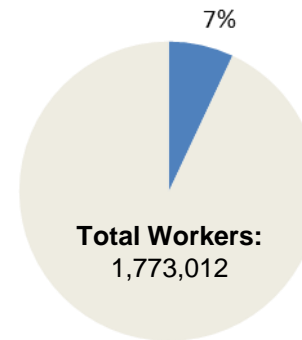
Total Commuters: 19,054

Distance: 74 miles

% of Houma workers from
New Orleans



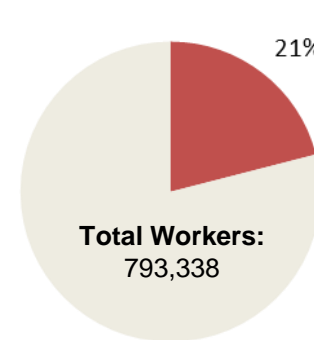
% of San Francisco
workers from San Jose



Total Commuters: 290,409

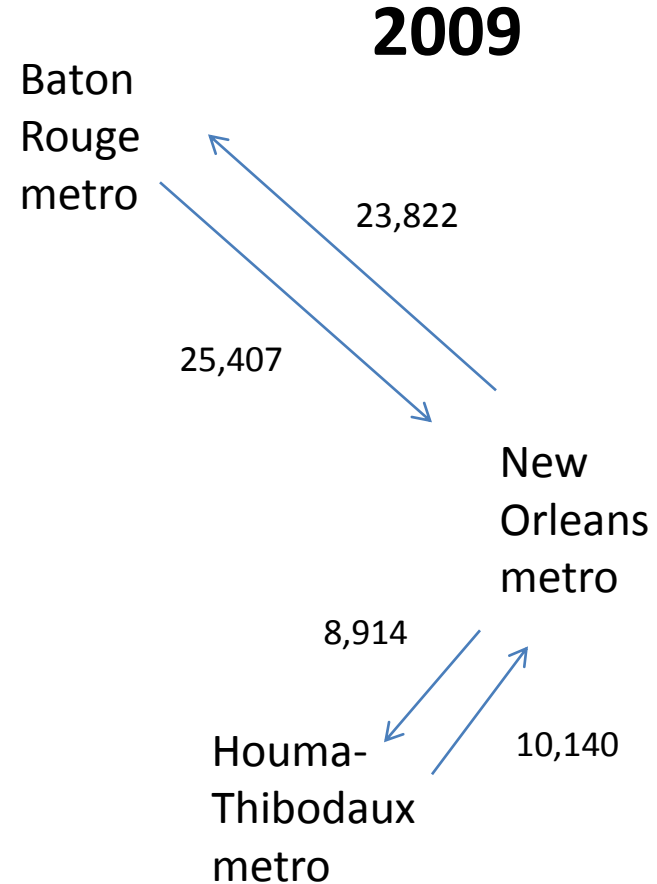
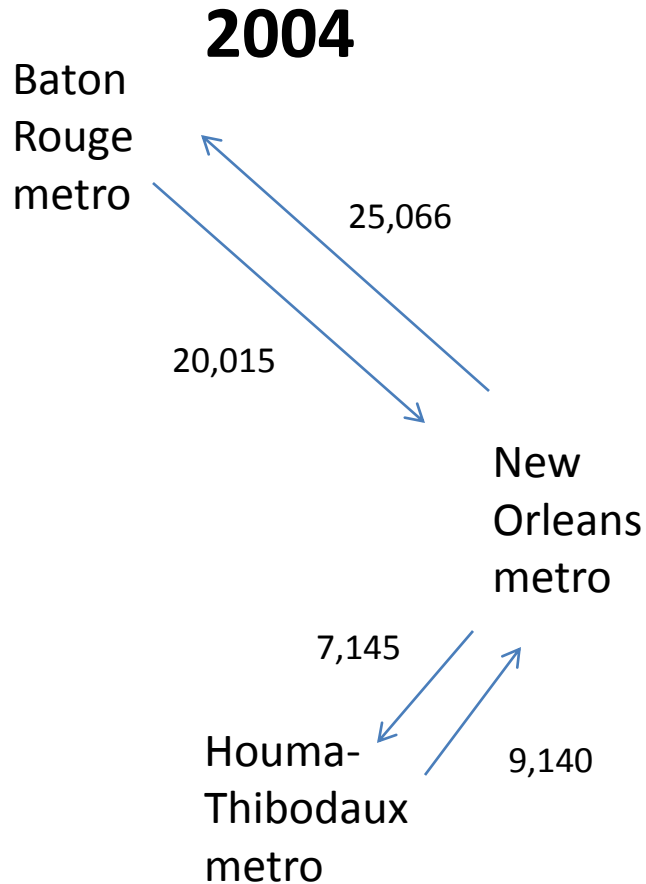
Distance: 78 miles

% of San Jose workers
from San Francisco



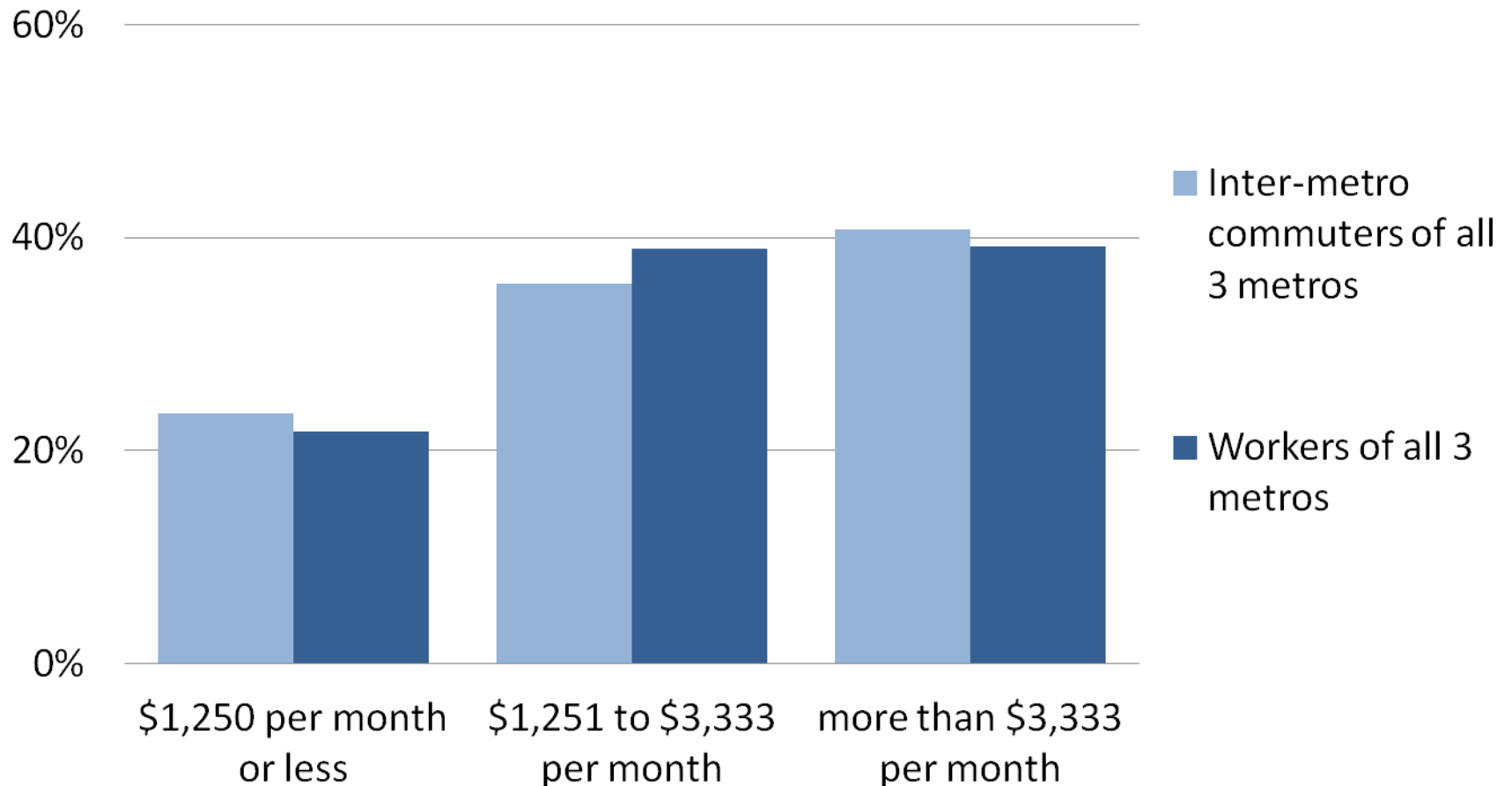
Cross-metro commuting has existed for quite some time... but the interconnections have increased post-Katrina.

Workers commuting between metros



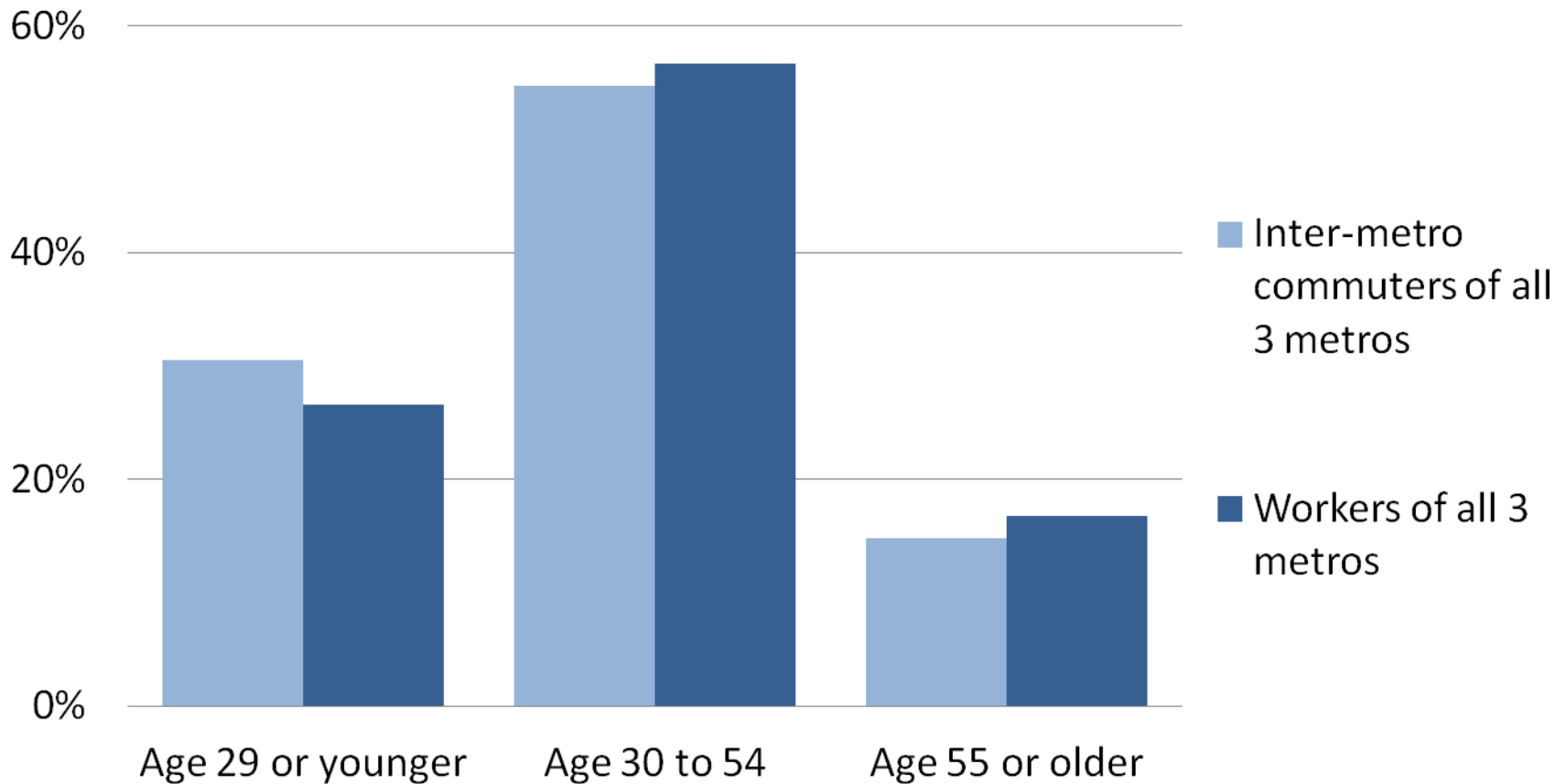
Inter-metro commuters are slightly more likely to work in jobs paying less than \$1,250 or more than \$3,333 per month than the average worker in Southeast Louisiana...

Commuters by wage, 2009



And more likely to be 29 years old or younger than the average worker in Southeast Louisiana.

Commuters by age, 2009



All total....

Commuters by age, 2009

	All Commuters between New Orleans & Baton Rouge	All Commuters between New Orleans & Houma
29 years or younger	15,073	5,734
30 to 54 years	26,890	10,499
55 years or older	7,266	2,821
Total	49,229	19,054

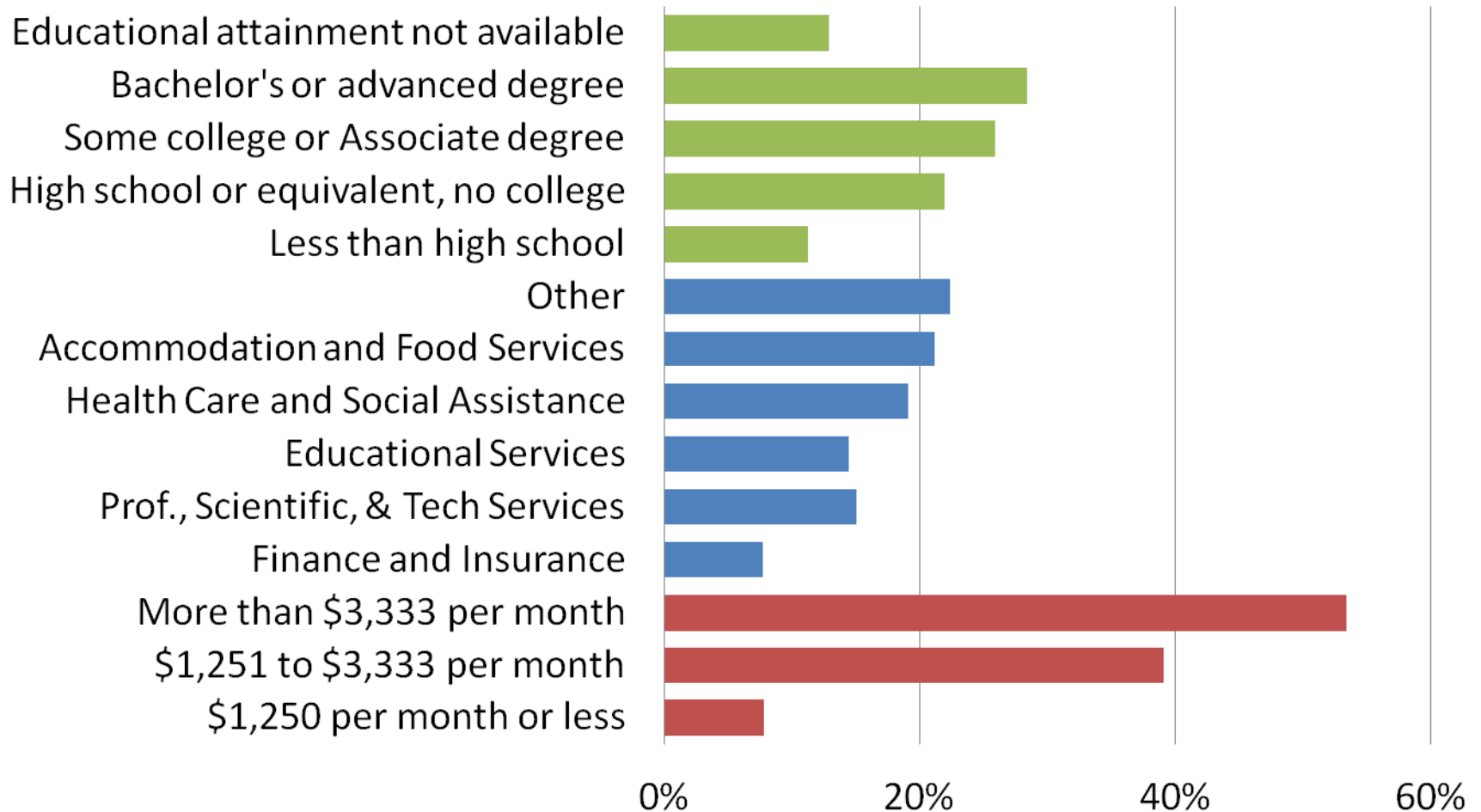
Commuters by wage per month, 2009

	All Commuters between New Orleans & Baton Rouge	All Commuters between New Orleans & Houma
\$1,250 or less	11,390	4,630
\$1,251 to \$3,333	17,642	6,763
More than \$3,333	20,197	7,661
Total	49,229	19,054

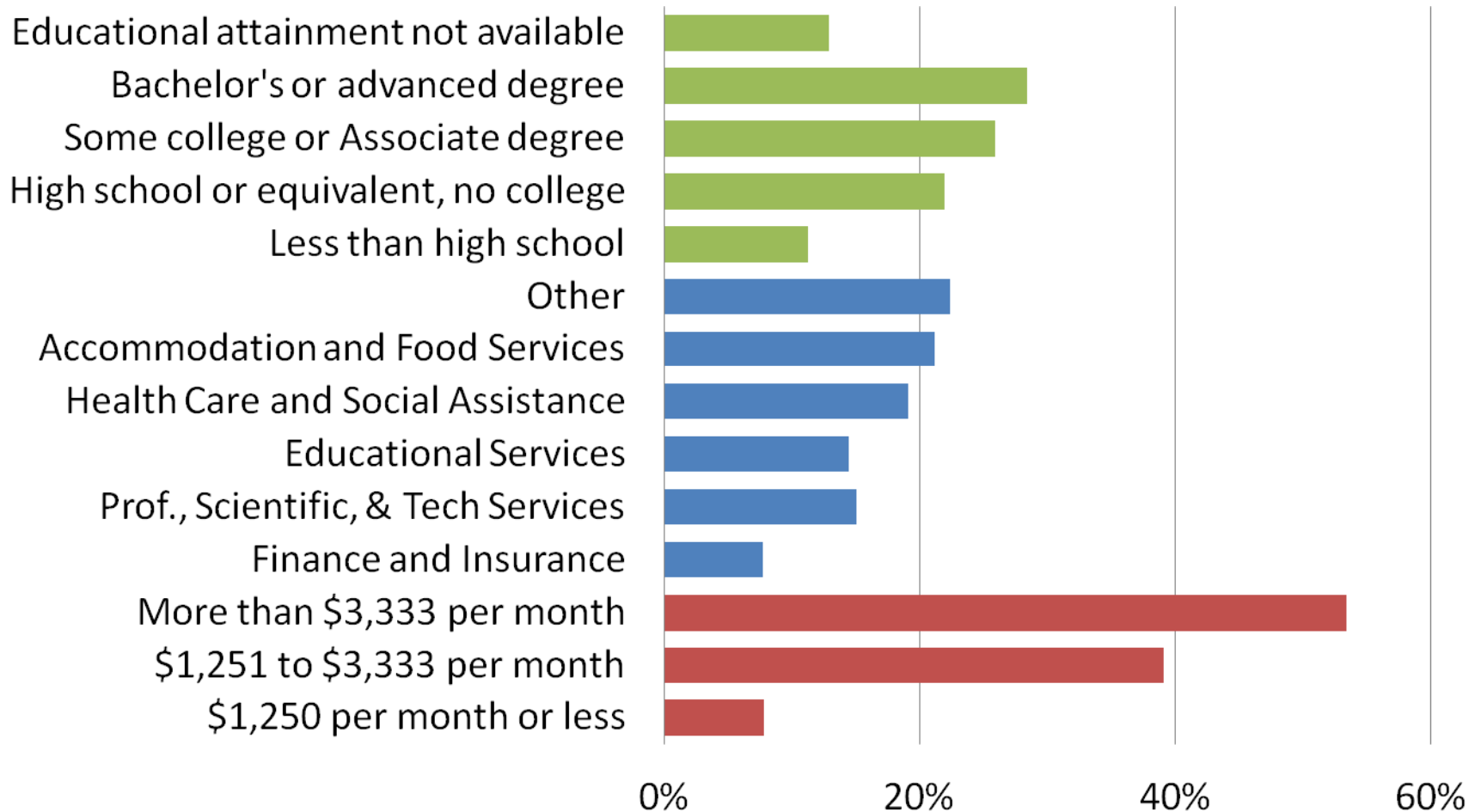
We held a stakeholder meeting coordinated by a coalition of transit advocates on February 28.

- What question does it answer and how can we display it?
- It is available to the public!

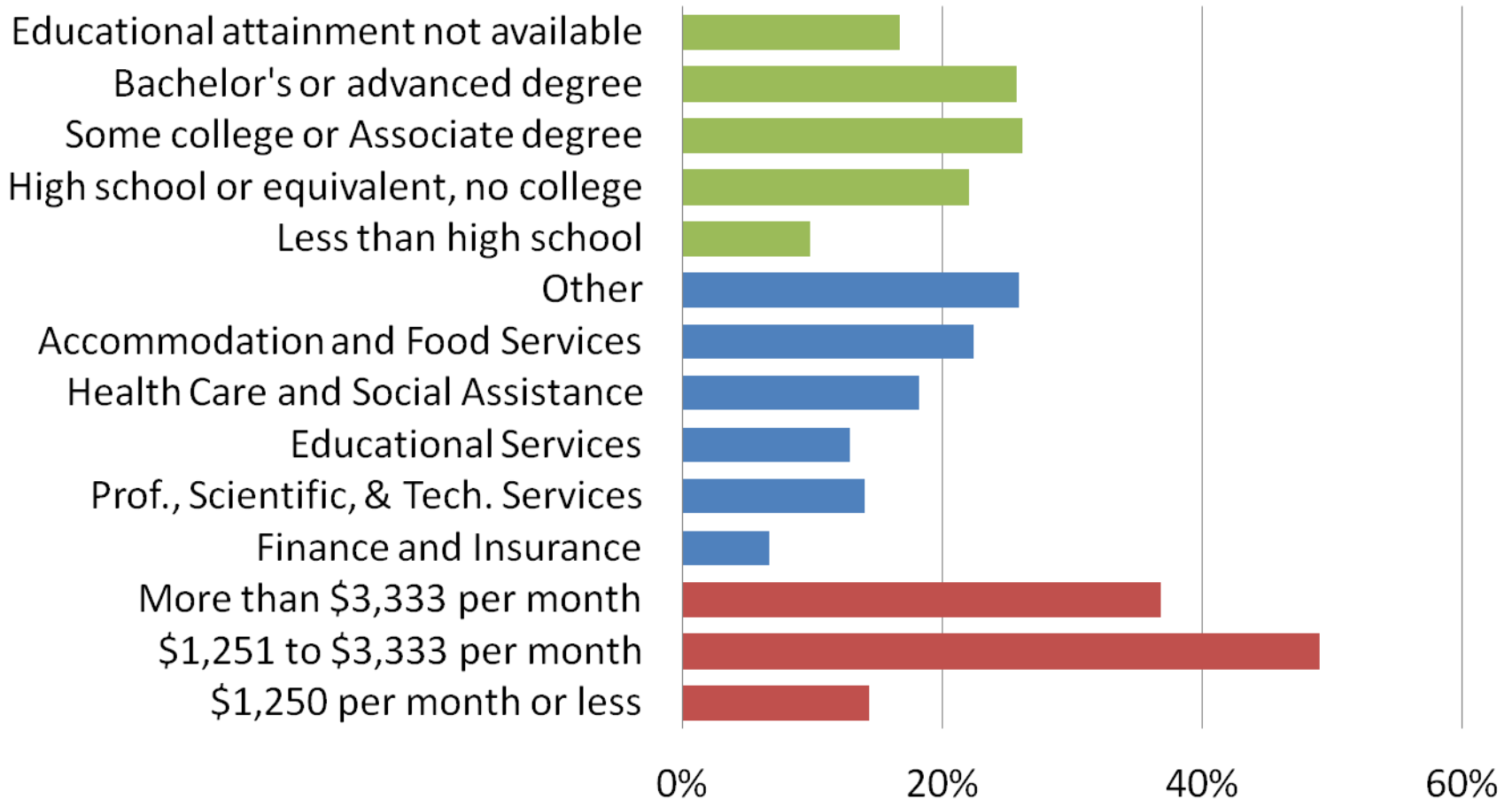
The main census block of Touro Hospital provides 392 jobs.



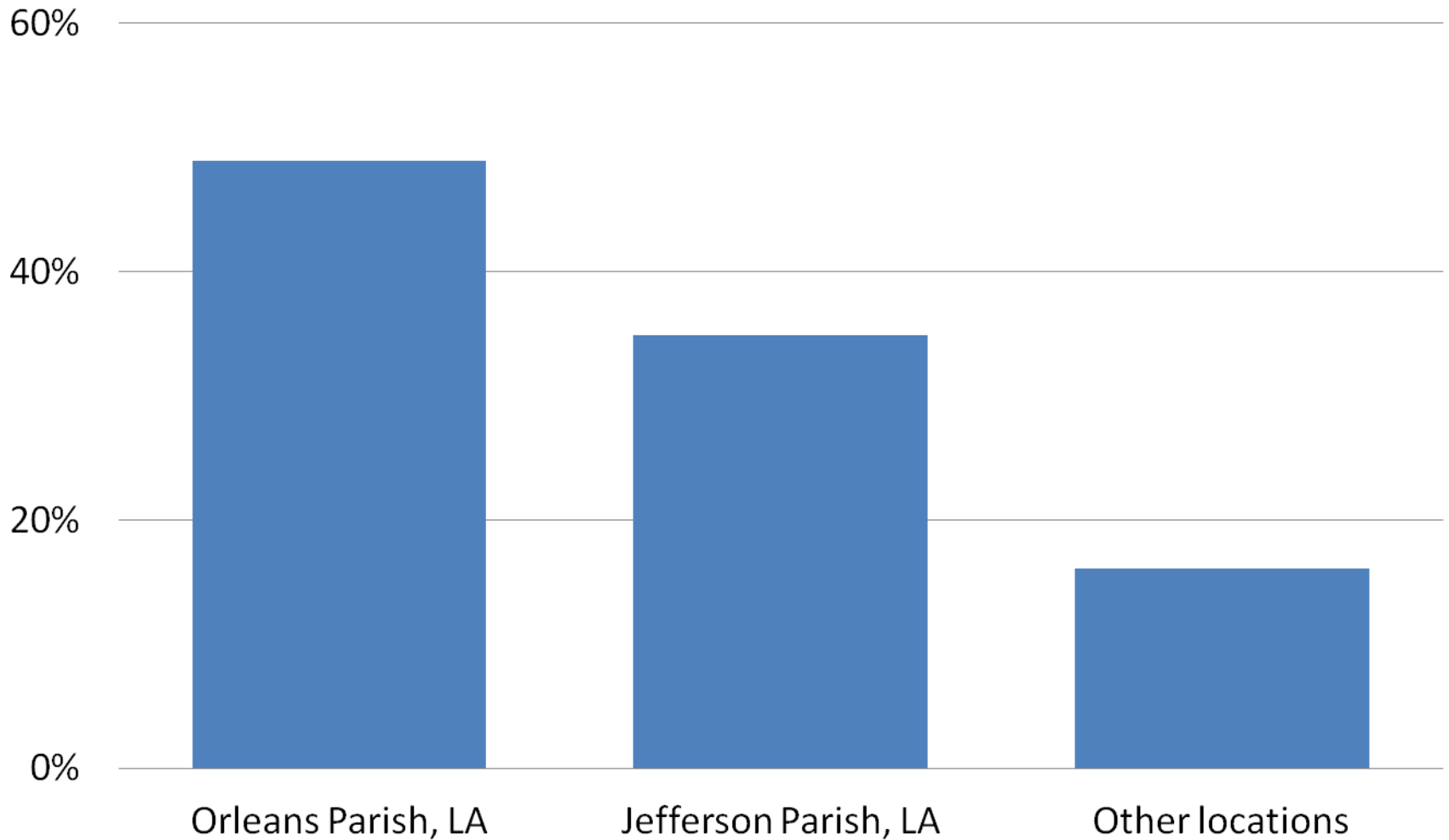
The main census block of Touro hospital provides 392 jobs. But, we know that many hospitals take up more space than just one census block AND they support many surrounding businesses.



The area around Touro Hospital supports 1,471 jobs that employ more middle wage people, more supportive services like food services.

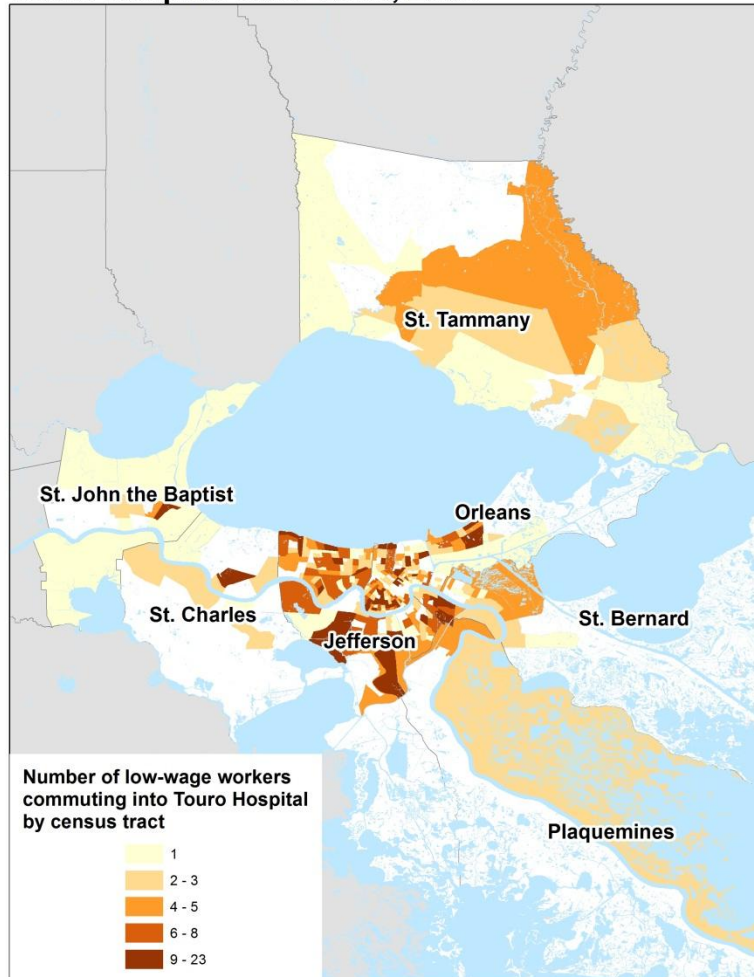


Workers in the area surrounding Touro Hospital come primarily from Orleans Parish.

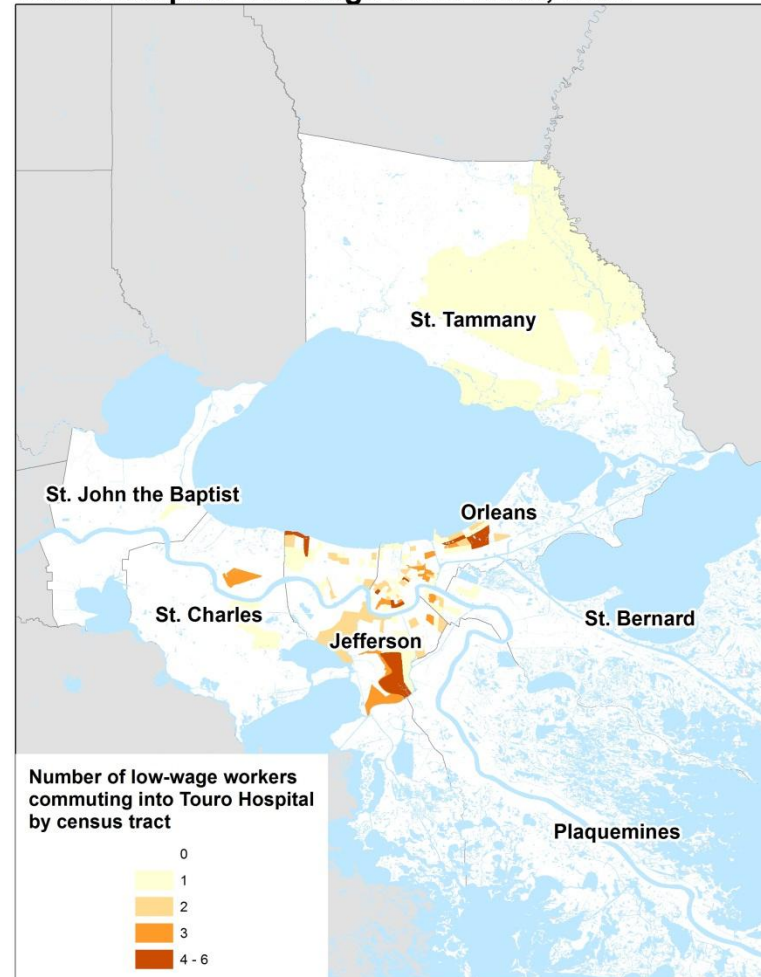


The labor shed of Touro Hospital shows that most of the workers come from Orleans Parish.

Touro Hospital labor shed, 2009

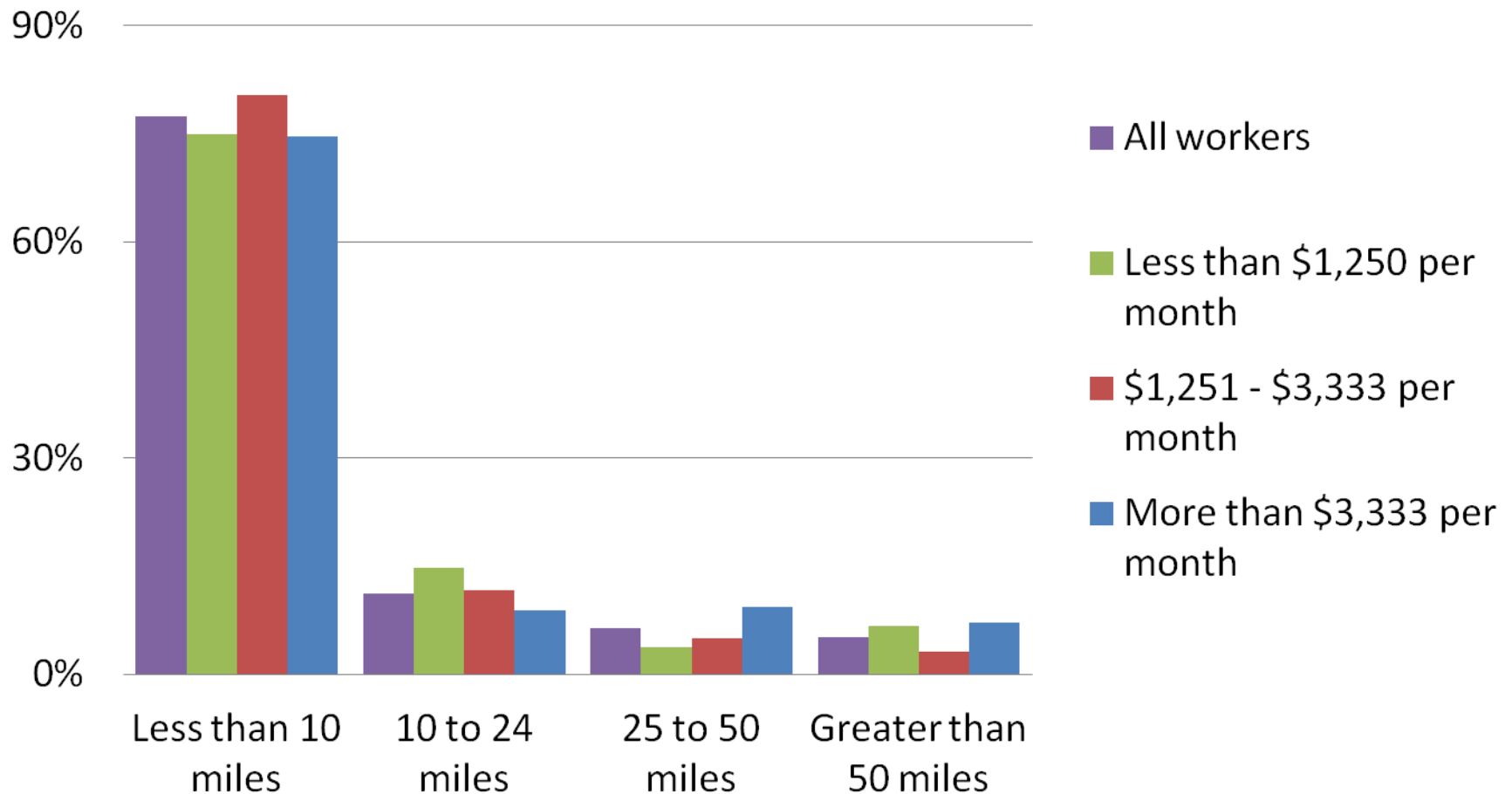


Touro Hospital low-wage labor shed, 2009



Sources:
GNOCDC
analysis of
Local
Employment
Dynamics,
U.S. Census
Bureau.

Workers in the area primarily live within 10 miles of Touro Hospital with some variability by wage level.



We did additional analysis to eventually narrow down the data points we used.

- Some of this analysis included:
 - Expanding the brief to the commercial or job cluster level.
 - Analyzing the average distance travelled by worker using the raw Origin-Destination file.
- We did not use this analysis because:
 - Macro-level analysis more important.
 - Could not adequately articulate the findings to better inform policymakers and nonprofit leaders.

Cross-metro Commuting Patterns in Southeast Louisiana