



S0801

COMMUTING CHARACTERISTICS BY SEX

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

| Subject  | United States |                 |            |                 |            |
|--|---------------|-----------------|------------|-----------------|------------|
|  | Total         |                 | Male       |                 | Female     |
|  | Estimate      | Margin of Error | Estimate   | Margin of Error | Estimate   |
| Workers 16 years and over                          | 139,786,639   | +/-142,773      | 73,771,662 | +/-83,486       | 66,014,977 |
| <b>MEANS OF TRANSPORTATION TO WORK</b>             |               |                 |            |                 |            |
| Car, truck, or van                                 | 86.1%         | +/-0.1          | 86.0%      | +/-0.1          | 86.3%      |
| Drove alone  | 76.3%         | +/-0.1          | 75.9%      | +/-0.1          | 76.8%      |
| Carpooled  | 9.8%          | +/-0.1          | 10.0%      | +/-0.1          | 9.5%       |
| In 2-person carpool                                | 7.5%          | +/-0.1          | 7.6%       | +/-0.1          | 7.5%       |
| In 3-person carpool                                | 1.3%          | +/-0.1          | 1.4%       | +/-0.1          | 1.2%       |
| In 4-or-more person carpool                        | 0.9%          | +/-0.1          | 1.1%       | +/-0.1          | 0.7%       |
| Workers per car, truck, or van                     | 1.07          | +/-0.01         | 1.07       | +/-0.01         | 1.06       |
| Public transportation (excluding taxicab)          | 5.0%          | +/-0.1          | 4.7%       | +/-0.1          | 5.3%       |
| Walked   | 2.8%          | +/-0.1          | 2.9%       | +/-0.1          | 2.7%       |
| Bicycle  | 0.6%          | +/-0.1          | 0.8%       | +/-0.1          | 0.3%       |
| Taxicab, motorcycle, or other means                | 1.2%          | +/-0.1          | 1.5%       | +/-0.1          | 0.9%       |
| Worked at home                                     | 4.3%          | +/-0.1          | 4.2%       | +/-0.1          | 4.5%       |
| <b>PLACE OF WORK</b>                               |               |                 |            |                 |            |
| Worked in state of residence                       | 96.2%         | +/-0.1          | 95.5%      | +/-0.1          | 97.0%      |
| Worked in county of residence                      | 72.5%         | +/-0.1          | 69.9%      | +/-0.1          | 75.3%      |
| Worked outside county of residence                 | 23.7%         | +/-0.1          | 25.6%      | +/-0.1          | 21.6%      |
| Worked outside state of residence                  | 3.8%          | +/-0.1          | 4.5%       | +/-0.1          | 3.0%       |
| <b>Living in a place</b>                           |               |                 |            |                 |            |
| Living in a place                                  | 74.5%         | +/-0.1          | 74.1%      | +/-0.1          | 74.9%      |
| Worked in place of residence                       | 31.5%         | +/-0.1          | 29.7%      | +/-0.1          | 33.5%      |
| Worked outside place of residence                  | 43.0%         | +/-0.1          | 44.4%      | +/-0.1          | 41.5%      |
| Not living in a place                              | 25.5%         | +/-0.1          | 25.9%      | +/-0.1          | 25.1%      |
| <b>Living in 12 selected states</b>                |               |                 |            |                 |            |
| Living in 12 selected states                       | 25.4%         | +/-0.1          | 24.9%      | +/-0.1          | 25.9%      |
| Worked in minor civil division of residence        | 7.9%          | +/-0.1          | 7.3%       | +/-0.1          | 8.5%       |
| Worked outside minor civil division of residence   | 17.5%         | +/-0.1          | 17.6%      | +/-0.1          | 17.4%      |
| Not living in 12 selected states                   | 74.6%         | +/-0.1          | 75.1%      | +/-0.1          | 74.1%      |
| Workers 16 years and over who did not work at home | 133,740,254   | +/-148,951      | 70,676,446 | +/-93,236       | 63,063,808 |
| <b>TIME LEAVING HOME TO GO TO WORK</b>             |               |                 |            |                 |            |
| 12:00 a.m. to 4:59 a.m.                            | 4.3%          | +/-0.1          | 5.7%       | +/-0.1          | 2.7%       |
| 5:00 a.m. to 5:29 a.m.                             | 3.6%          | +/-0.1          | 4.9%       | +/-0.1          | 2.2%       |

| Subject                                 | United States |                 |            |                 |            |
|---|---------------|-----------------|------------|-----------------|------------|
|   | Total         |                 | Male       |                 | Female     |
|   | Estimate      | Margin of Error | Estimate   | Margin of Error | Estimate   |
| 5:30 a.m. to 5:59 a.m.                  | 4.8%          | +/-0.1          | 6.0%       | +/-0.1          | 3.5%       |
| 6:00 a.m. to 6:29 a.m.                  | 8.7%          | +/-0.1          | 10.4%      | +/-0.1          | 6.7%       |
| 6:30 a.m. to 6:59 a.m.                  | 10.0%         | +/-0.1          | 10.6%      | +/-0.1          | 9.4%       |
| 7:00 a.m. to 7:29 a.m.                  | 14.8%         | +/-0.1          | 14.2%      | +/-0.1          | 15.4%      |
| 7:30 a.m. to 7:59 a.m.                  | 13.0%         | +/-0.1          | 11.0%      | +/-0.1          | 15.2%      |
| 8:00 a.m. to 8:29 a.m.                  | 11.1%         | +/-0.1          | 9.9%       | +/-0.1          | 12.4%      |
| 8:30 a.m. to 8:59 a.m.                  | 5.5%          | +/-0.1          | 4.5%       | +/-0.1          | 6.7%       |
| 9:00 a.m. to 11:59 p.m.                 | 24.3%         | +/-0.1          | 22.8%      | +/-0.1          | 26.0%      |
| <b>TRAVEL TIME TO WORK</b>              |               |                 |            |                 |            |
| Less than 10 minutes                    | 13.5%         | +/-0.1          | 12.5%      | +/-0.1          | 14.5%      |
| 10 to 14 minutes                        | 14.3%         | +/-0.1          | 13.4%      | +/-0.1          | 15.4%      |
| 15 to 19 minutes                        | 15.5%         | +/-0.1          | 14.8%      | +/-0.1          | 16.3%      |
| 20 to 24 minutes                        | 14.8%         | +/-0.1          | 14.5%      | +/-0.1          | 15.1%      |
| 25 to 29 minutes                        | 6.1%          | +/-0.1          | 6.1%       | +/-0.1          | 6.2%       |
| 30 to 34 minutes                        | 13.6%         | +/-0.1          | 14.2%      | +/-0.1          | 13.0%      |
| 35 to 44 minutes                        | 6.4%          | +/-0.1          | 6.8%       | +/-0.1          | 6.1%       |
| 45 to 59 minutes                        | 7.6%          | +/-0.1          | 8.2%       | +/-0.1          | 6.9%       |
| 60 or more minutes                      | 8.1%          | +/-0.1          | 9.5%       | +/-0.1          | 6.6%       |
| Mean travel time to work (minutes)      | 25.5          | +/-0.1          | 27.0       | +/-0.1          | 23.8       |
| <b>VEHICLES AVAILABLE</b>               |               |                 |            |                 |            |
| Workers 16 years and over in households | 138,404,993   | +/-145,805      | 73,001,779 | +/-85,980       | 65,403,214 |
| No vehicle available                    | 4.4%          | +/-0.1          | 4.3%       | +/-0.1          | 4.6%       |
| 1 vehicle available                     | 21.4%         | +/-0.1          | 19.1%      | +/-0.1          | 24.0%      |
| 2 vehicles available                    | 42.2%         | +/-0.1          | 43.5%      | +/-0.1          | 40.7%      |
| 3 or more vehicles available            | 31.9%         | +/-0.1          | 33.1%      | +/-0.1          | 30.6%      |
| <b>PERCENT IMPUTED</b>                  |               |                 |            |                 |            |
| Means of transportation to work         | 6.2%          | (X)             | (X)        | (X)             | (X)        |
| Private vehicle occupancy               | 7.3%          | (X)             | (X)        | (X)             | (X)        |
| Place of work                           | 8.4%          | (X)             | (X)        | (X)             | (X)        |
| Time leaving home to go to work         | 13.7%         | (X)             | (X)        | (X)             | (X)        |
| Travel time to work                     | 10.1%         | (X)             | (X)        | (X)             | (X)        |
| Vehicles available                      | 1.1%          | (X)             | (X)        | (X)             | (X)        |

| Subject  | United States   |
|--|-----------------|
|  | Female          |
|  | Margin of Error |
| Workers 16 years and over                          | +/-69,521       |
| <b>MEANS OF TRANSPORTATION TO WORK</b>             |                 |
| Car, truck, or van                                 | +/-0.1          |
| Drove alone  | +/-0.1          |
| Carpooled  | +/-0.1          |
| In 2-person carpool                                | +/-0.1          |
| In 3-person carpool                                | +/-0.1          |
| In 4-or-more person carpool                        | +/-0.1          |
| Workers per car, truck, or van                     | +/-0.01         |
| Public transportation (excluding taxicab)          | +/-0.1          |
| Walked   | +/-0.1          |
| Bicycle  | +/-0.1          |
| Taxicab, motorcycle, or other means                | +/-0.1          |
| Worked at home                                     | +/-0.1          |
| <b>PLACE OF WORK</b>                               |                 |
| Worked in state of residence                       | +/-0.1          |
| Worked in county of residence                      | +/-0.1          |
| Worked outside county of residence                 | +/-0.1          |
| Worked outside state of residence                  | +/-0.1          |
| <b>Living in a place</b>                           |                 |
| Worked in place of residence                       | +/-0.1          |
| Worked outside place of residence                  | +/-0.1          |
| Not living in a place                              | +/-0.1          |
| <b>Living in 12 selected states</b>                |                 |
| Worked in minor civil division of residence        | +/-0.1          |
| Worked outside minor civil division of residence   | +/-0.1          |
| Not living in 12 selected states                   | +/-0.1          |
| Workers 16 years and over who did not work at home | +/-66,296       |
| <b>TIME LEAVING HOME TO GO TO WORK</b>             |                 |
| 12:00 a.m. to 4:59 a.m.                            | +/-0.1          |
| 5:00 a.m. to 5:29 a.m.                             | +/-0.1          |
| 5:30 a.m. to 5:59 a.m.                             | +/-0.1          |
| 6:00 a.m. to 6:29 a.m.                             | +/-0.1          |
| 6:30 a.m. to 6:59 a.m.                             | +/-0.1          |
| 7:00 a.m. to 7:29 a.m.                             | +/-0.1          |
| 7:30 a.m. to 7:59 a.m.                             | +/-0.1          |
| 8:00 a.m. to 8:29 a.m.                             | +/-0.1          |
| 8:30 a.m. to 8:59 a.m.                             | +/-0.1          |
| 9:00 a.m. to 11:59 p.m.                            | +/-0.1          |
| <b>TRAVEL TIME TO WORK</b>                         |                 |
| Less than 10 minutes                               | +/-0.1          |
| 10 to 14 minutes                                   | +/-0.1          |
| 15 to 19 minutes                                   | +/-0.1          |
| 20 to 24 minutes                                   | +/-0.1          |
| 25 to 29 minutes                                   | +/-0.1          |
| 30 to 34 minutes                                   | +/-0.1          |
| 35 to 44 minutes                                   | +/-0.1          |
| 45 to 59 minutes                                   | +/-0.1          |
| 60 or more minutes                                 | +/-0.1          |
| Mean travel time to work (minutes)                 | +/-0.1          |
| <b>VEHICLES AVAILABLE</b>                          |                 |
| Workers 16 years and over in households            | +/-70,292       |

| Subject                         | United States   |
|---------------------------------|-----------------|
|                                 | Female          |
|                                 | Margin of Error |
| No vehicle available            | +/-0.1          |
| 1 vehicle available             | +/-0.1          |
| 2 vehicles available            | +/-0.1          |
| 3 or more vehicles available    | +/-0.1          |
| PERCENT IMPUTED                 |                 |
| Means of transportation to work | (X)             |
| Private vehicle occupancy       | (X)             |
| Place of work                   | (X)             |
| Time leaving home to go to work | (X)             |
| Travel time to work             | (X)             |
| Vehicles available              | (X)             |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

#### Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.