

B08006: WORKERS BY MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over

2014 American Community Survey 1-Year Estimates

New York City and Boroughs

	New York City		Bronx		Brooklyn		Manhattan		Queens		Staten Island	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total Workers:	3,908,893	+/-18,689	558,828	+/-9,356	1,175,571	+/-9,783	878,171	+/-10,479	1,090,495	+/-10,087	205,828	+/-4,597
Car, truck, or van:	1,034,943	+/-17,963	148,674	+/-6,963	269,617	+/-7,900	66,541	+/-5,159	416,625	+/-10,132	133,486	+/-4,300
Drove alone	862,363	+/-16,869	127,647	+/-6,672	217,597	+/-6,846	51,605	+/-5,334	347,237	+/-8,543	118,277	+/-4,544
Carpooled:	172,580	+/-6,763	21,027	+/-2,744	52,020	+/-3,467	14,936	+/-2,594	69,388	+/-5,730	15,209	+/-2,032
In 2-person carpool	120,712	+/-6,068	15,888	+/-2,351	35,945	+/-3,156	9,460	+/-2,221	47,941	+/-4,402	11,478	+/-1,812
In 3-person carpool	22,169	+/-2,198	2,872	+/-837	7,159	+/-1,327	1,520	+/-619	7,970	+/-1,402	2,648	+/-892
In 4-or-more-person carpool	29,699	+/-3,319	2,267	+/-737	8,916	+/-1,638	3,956	+/-1,411	13,477	+/-2,920	1,083	+/-526
Public transportation (excluding taxicab):	2,230,923	+/-20,272	338,819	+/-8,709	731,532	+/-11,591	530,244	+/-12,777	570,220	+/-10,286	60,108	+/-3,863
Bus or trolley bus	431,763	+/-11,058	89,375	+/-5,232	107,237	+/-5,186	65,374	+/-5,952	124,208	+/-5,388	45,569	+/-3,450
Streetcar or trolley car	10,506	+/-2,069	2,717	+/-1,169	3,497	+/-945	2,071	+/-946	2,103	+/-822	118	+/-145
Subway or elevated	1,721,532	+/-17,619	234,432	+/-8,089	609,508	+/-9,932	449,486	+/-12,095	421,793	+/-9,916	6,313	+/-1,364
Railroad	58,307	+/-4,457	12,152	+/-2,342	10,388	+/-1,375	12,700	+/-2,388	21,785	+/-2,468	1,282	+/-459
Ferryboat	8,815	+/-1,627	143	+/-233	902	+/-411	613	+/-702	331	+/-340	6,826	+/-1,324
Bicycle	42,806	+/-3,660	1,318	+/-678	19,439	+/-2,456	16,818	+/-2,274	4,990	+/-1,189	241	+/-283
Walked	387,579	+/-12,393	41,274	+/-3,440	99,520	+/-5,140	180,711	+/-9,536	60,804	+/-4,273	5,270	+/-1,119
Taxicab, motorcycle, or other means	60,856	+/-4,969	9,172	+/-2,169	9,786	+/-1,495	29,534	+/-3,259	10,999	+/-1,927	1,365	+/-697
Worked at home	151,786	+/-6,949	19,571	+/-2,928	45,677	+/-3,086	54,323	+/-5,564	26,857	+/-3,088	5,358	+/-1,457

B08006: WORKERS BY MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over

2014 American Community Survey 1-Year Estimates

New York City and Boroughs

REFERENCE NOTES:

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.

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.

Source: U.S. Census Bureau, 2014 American Community Survey 1-Year Estimates

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.

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.

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

While the 2014 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.