B08006: TOTAL WORKERS BY MEANS OF TRANSPORTATION TO WORK
Universe: Workers 16 years and over
2010-2014 American Community Survey 5-Year Estimates
New York City and Boroughs

Means of Transportation to Work	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:	**3,760,404**	**+/-8,798**	**532,133**	**+/-4,048**	**1,115,279**	**+/-4,391**	**852,406**	**+/-4,991**	**1,056,361**	**+/-4,060**	**204,225**	**+/-1,535**
Car, truck, or van:	1,015,076	+/-6,706	147,074	+/-3,079	260,389	+/-3,317	69,978	+/-2,548	405,292	+/-4,280	132,343	+/-1,804
Drove alone	836,339	+/-6,088	120,941	+/-2,708	210,683	+/-3,093	53,590	+/-2,353	335,646	+/-4,054	115,479	+/-1,689
Carpooled:	178,737	+/-3,223	26,133	+/-1,336	49,706	+/-1,393	16,388	+/-1,039	69,646	+/-1,922	16,864	+/-1,006
In 2-person carpool	125,315	+/-2,816	18,820	+/-1,154	34,353	+/-1,197	10,277	+/-927	49,580	+/-1,639	12,285	+/-805
In 3-person carpool	25,806	+/-1,347	3,907	+/-469	7,474	+/-600	1,803	+/-335	9,721	+/-836	2,901	+/-446
In 4-or-more-person carpool	27,616	+/-1,266	3,406	+/-481	7,879	+/-551	4,308	+/-525	10,345	+/-820	1,678	+/-252
Public transportation (excluding taxicab):	2,113,466	+/-7,936	315,796	+/-4,200	686,149	+/-4,991	503,938	+/-5,008	547,855	+/-4,395	59,728	+/-1,721
Bus or trolley bus	433,211	+/-5,288	89,683	+/-2,712	109,415	+/-2,170	64,324	+/-2,446	125,844	+/-2,677	43,945	+/-1,547
Streetcar or trolley car	10,424	+/-813	2,789	+/-489	3,182	+/-478	2,342	+/-506	1,873	+/-337	238	+/-103
Subway or elevated	1,598,424	+/-7,760	210,750	+/-3,859	559,595	+/-4,534	425,032	+/-4,557	396,755	+/-4,173	6,292	+/-652
Railroad	61,976	+/-1,899	12,481	+/-1,056	13,045	+/-744	11,523	+/-810	23,189	+/-983	1,738	+/-284
Ferryboat	9,431	+/-740	93	+/-71	912	+/-191	717	+/-253	194	+/-99	7,515	+/-635
Bicycle	37,009	+/-1,461	1,804	+/-384	16,350	+/-856	12,863	+/-894	5,733	+/-703	259	+/-102
Walked	380,414	+/-5,436	42,212	+/-1,649	96,065	+/-2,324	176,407	+/-4,417	60,145	+/-1,765	5,585	+/-532
Taxicab, motorcycle, or other means	63,082	+/-2,355	7,850	+/-818	10,829	+/-673	31,867	+/-1,754	11,016	+/-661	1,520	+/-347
Worked at home	151,357	+/-2,981	17,397	+/-1,131	45,497	+/-1,698	57,353	+/-2,075	26,320	+/-1,149	4,790	+/-553

B08006: TOTAL WORKERS BY MEANS OF TRANSPORTATION TO WORK
Universe: Workers 16 years and over
2010-2014 American Community Survey 5-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, 2010-2014 American Community Survey 5-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 2010-2014 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.