

Commuting Patterns of Older Workers in the United States, 2008-2012

American Community Survey working paper

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This paper describes commuting patterns of older workers in the United States, based on data from the 5-year 2008-2012 American Community Survey (ACS). Labor force participation of older Americans has increased over the past 30 years, particularly during the last decade. By 2010, the labor force participation rate for the population aged 65 and older reached 22.1 percent for men and 13.8 percent for women, up from 17.7 percent and 9.4 percent, respectively, in 2000.² It is projected that workers 55 years and older will comprise 25 percent of the labor force in 2019.³ Older women's working is an important part of this trend.⁴

Older workers are a diverse group, but understanding how their collective commuting behavior varies from that of younger workers helps planners and policy makers accommodate the needs of this growing share of the working population.

HIGHLIGHTS

- At 79.1 percent, workers aged 55 to 64 had the highest rate of driving alone to work. The

¹ This report is released to inform interested parties of ongoing research and to encourage discussion of work in progress. The views expressed on statistical or methodological issues are those of the authors and not necessarily those of the U.S. Census Bureau.

² West, Loraine A., Samantha Cole, Daniel Goodkind, and Wan He. 2014. "65+ in the United States: 2010". *Current Population Reports*, Washington, DC: U.S. Census Bureau.

³ Johnson, Richard W. 2010. "Older Workers: Opportunities and Challenges". *Fact Sheet on Retirement Policy*, Washington, DC: Urban Institute.

⁴ Kromer, Braedyn and David Howard. 2013. "Labor Force Participation and Work Status of People 65 Years and Older." *American Community Survey Briefs*. Washington, DC: U.S. Census Bureau.

percentage of workers who worked from home ranged from 2.6 among workers aged 16 to 24, to 11.8 among those aged 75 and older.⁵

- Mean travel time to work was lowest for workers aged 16 to 24, at 20.9 minutes and highest among those aged 45 to 54, at 26.6 minutes.
- The percentage of workers without a vehicle at home was lowest among those aged 55 to 64, at 3.4 percent.
- Among workers aged 65 and older:
 - At nearly 78.0 percent, Non-Hispanic White older workers had the highest rate of driving to work alone.⁶ Non-Hispanic Black and Asian older workers had higher rates of taking public transit than other races, at 10.3 and 10.5 percent, respectively.
 - At 24.7 minutes, men had longer average commutes than women, who spent an average of 21.5 minutes getting to work.
 - Mean travel time increased with earnings, from 19.8 minutes among those who earned less than \$10,000 to 27.4 minutes among those who earned \$75,000 or more.

⁵ All comparisons presented in this report have taken sampling error into account and are significant at the 90 percent confidence level unless otherwise noted.

⁶ Federal surveys now give respondents the option of reporting more than one race. Therefore, two basic ways of defining a race group are possible. A group such as Asian may be defined as those who reported Asian and no other race (the race-alone or single-race concept) or as those who reported Asian regardless of whether they also reported another race (the race-alone or in-combination concept). This report shows data using the first approach (race alone). Use of the single-race population does not imply that it is the preferred method of presenting or analyzing data. For further information, see the Overview of Race and Hispanic Origin: 2010) at <<http://www.census.gov/prod/cen2010/briefs/c2010br-02.pdf>>.

Definitions

Workers are civilians and members of the Armed Forces, 16 years and older, who were at work the previous week. Persons on vacation or not at work the prior week are not included.

Means of transportation to work refers to the principal mode of travel that the worker usually used to get from home to work during the reference week. People who used different means of transportation on different days of the week were asked to specify the one they used most often. People who used more than one means of transportation to get to work each day were asked to report the one used for the longest distance during the work trip. Workers who worked at home are not included in information presented in this report unless otherwise stated.

For more detailed definitions of these terms and other ACS terms, see the ACS subject definitions list at www.census.gov/acs/www/data_documentation/documentation_main/.

AGE, TRAVEL MODES AND MEAN TRAVEL TIME

Older workers, like younger workers, mostly used a car, truck, or van to commute to work (see Table 1). This was the travel mode used by over 80 percent of workers in all age groups – 16 to 54, 55 to 64, and 65 and older. Despite this broad similarity, differences by age were also evident. For example, the rate of driving alone was highest among those aged 55 to 64, at 79.1 percent (see Figure 1). In contrast, carpooling was most common among those 16 to 54, at 10.6 percent. At 9.2 percent, working from home was highest among the oldest group. Workers 65 and older were also more likely to walk to work and less likely to use public transportation. This group also spent the least average time commuting, at 23.3 minutes.

The rate of workers who carpooled ranged from 13.2 percent among those aged 16 to 24, to 6.9 percent among those aged 65 to 74 (see Figure 2). The rate of commuting by public transportation ranged from 6.4 percent among workers aged 25 to 34, to 3.2 percent among workers aged 75 and above. Notably, older workers show a higher propensity for working at home than did the workers in the younger age group. The percent of workers who worked from home ranged from 2.6 among those aged 16 to 24, to 11.8 among those aged 75 and older.

A closer look at disability and travel modes

Previous research has shown that disability increases with age. The higher disability rate among older workers may affect their commuting patterns.⁷ Of workers aged 25 to 34, 3.0 percent reported a disability; compared with 27.6 percent of workers aged 75 and older (see Figure 3). Among workers 65 and older, those with a disability had a lower rate of driving alone compared with those without a disability. The former also had a higher rate of carpooling, walking, taking other means to work, and working from home, as shown in Figure 4.⁸

TRAVEL PATTERNS AMONG OLDER WORKERS ACROSS SOCIAL AND ECONOMIC CHARACTERISTICS

While disability is an important characteristic, there were other subgroup variations in commuting modes among older workers (see Table 2). Compared to men, working women had a

⁷ He, Wan and Luke J. Larsen, U.S. Census Bureau, American Community Survey Reports, ACS-29, Older Americans With a Disability: 2008 – 2012, U.S. Government Printing Office, Washington, DC, 2014.

⁸ Other means to work may include taking a taxicab, biking, and motorcycling. For more details please see www.census.gov/acs/www/Downloads/questionnaires/2015/Guide15.pdf.

higher rate of taking public transportation (4.2 percent vs. 3.1 percent) and a lower rate of working from home (8.7 percent vs. 9.6 percent). There were also racial differences in commuting patterns. At 77.9 percent, non-Hispanic White older workers had the highest percentage of driving alone to work. At 62.2 percent, non-Hispanic Asian older workers were the least likely to drive alone. Non-Hispanic White older workers had the highest rate of working from home, but the lowest rates of carpooling and taking public transit. At more than 10 percent, non-Hispanic Black and Asian workers had the two highest rates of commuting by public transportation.

The distribution of workers' commuting modes also differed by earnings. Workers with the lowest personal earnings (less than \$10,000) had the lowest rate of driving alone (73.1 percent), about 3 percentage points less than the second lowest rate (76.2 percent); they also had the highest rate of walking to work. In contrast, carpooling was least common among those with the highest earnings (\$75,000 or more). The relationship between commuting modes and earnings was often not linear. For example, workers with the lowest earnings also had the highest rate of working from home (11.7 percent), while those with highest earnings had the second highest rate (9.5 percent).

Having vehicles at home and means of transportation

Older workers' commuting choice may be influenced by whether they have vehicles at home. As Figure 5 shows, the percentage of workers without a vehicle in the household differed by age. Those aged 16 to 24 and 25 to 34, had relatively higher rates of having no vehicles at home (5.6 percent and 5.9 percent, respectively). The rates were lower among the next four age categories,

but relatively high among workers aged 75 and older, at 5.0 percent.

Among older workers, availability of vehicles in the household are related to commuting modes. Figure 6 shows that more than one-third of older workers who took public transportation and near one-quarter of those who walked to work did not have a vehicle at home. In contrast, only 1.2 percent of older workers that drove alone did not have a vehicle available at home. On the other hand, just 5.4 percent of older workers who carpooled and 4.1 percent of those who worked from home had no vehicle at home.

Reporting driving alone without a vehicle in the household is a puzzling outcome, but it consistently appears in the data across years. This outcome may be the result of workers reporting that they have no available vehicle at home, but they have access to a vehicle through work or some other source. It is possible that some respondents who did not have access to a vehicle reported their commute by some form of public transportation such as vanpool as a trip made by private vehicle.

Travel time to work

Commuting time in this paper is represented by minutes traveled to work one-way. Figure 7 shows that the mean travel time to work was shortest for the youngest workers, aged 16 to 24, at 20.9 minutes. Those aged 35 to 44 on average had the longest commute, at 26.8 minutes. The oldest workers, aged 75 and older, had a shorter mean commuting time at 21.6 minutes, only second shortest after the youngest workers.

Among workers 65 and older, women on average spent 21.5 minutes commuting to work, while men spent 24.7 minutes (see Table 3). Non-Hispanic White workers had the shortest mean

travel time at 22.5 minutes, while non-Hispanic Asian workers had the longest at 28.0 minutes. Commute time also increased steadily with earnings, from 19.8 minutes among those earning less than \$10,000, to 27.4 among those earning \$75,000 and more (see Table 3 and Figure 8).

Place of work and residence

Travel time varies by the distance between the location of home and work. One way to look at this is to examine whether the workplace was outside the county or state of residence. The percentages of workers who worked in their county of residence were highest among those in the youngest and the oldest age groups (see Figure 9). In contrast, the percentage of workers who worked outside of their county of residence was highest for those in the age groups 25-34, 35-44, and 45 to 54.

CONCLUSION

This working paper describes commuting patterns of older workers, which has attracted increased attention as the rate of labor force participation among the older population increases. In many ways, commuting of older workers was similar to that of younger workers. For example, within both groups, male workers had longer commuting times and non-Hispanic Whites had the highest rate of driving alone to work among all races.

At the same time, there were also differences in the commuting patterns of older workers compared to those of younger workers. Age-related disability affected means of commuting. For example, among workers 65 and older, those with a disability had a lower rate of driving alone

and a higher rate of carpooling, walking, and working from home.

Vehicle availability also changed with age. The youngest groups (aged 16 to 24 and 25 to 34) had the highest rates of not having vehicles at home and were followed closely by older workers aged 75 and above. Among older workers, those who took public transit and walked to work had a much higher rate of not having vehicles at home than those who carpooled or worked from home.

Although older workers as a group demonstrated unique patterns, commuting patterns also varied among them by characteristics such as race, sex, and earnings. For example, older Hispanic workers have a much higher rate of taking public transportation than their non-Hispanic counterparts. Within the older non-Hispanic population, White workers had the lowest rate of taking public transportation, while their Asian and Black counterparts had the highest rate.

SOURCE OF THE ESTIMATES

The American Community Survey (ACS) is a nationwide survey designed to provide communities with reliable and timely demographic, social, economic, and housing data for congressional districts, counties, places, and other localities every year. It has an annual sample size of about 3.5 million addresses across the United States and Puerto Rico and includes both housing units and group quarters (e.g., nursing homes and prisons). The ACS is conducted in every county throughout the nation, and every municipio in Puerto Rico, where it is called the Puerto Rico Community Survey. Beginning in 2006, ACS data for 2005 were released for

geographic areas with populations of 65,000 and greater. For information on the ACS sample design and other topics, visit www.census.gov/acs/www.

ACCURACY OF THE ESTIMATES

The data presented in this working paper are based on the ACS sample interviewed between 2008 and 2012. The estimates based on this sample approximate the actual values, represent the entire U.S. resident household and group quarters populations. Sampling error is the difference between an estimate based on a sample and the corresponding value that would be obtained if the estimate were based on the entire population (as from a census). Measures of the sampling error are provided in the form of margins of error for all estimates included in this working paper. All comparative statements in this working paper have undergone statistical testing, and comparisons are significant at the 90 percent level unless otherwise noted. In addition to sampling error, nonsampling error may be introduced during any of the operations used to collect and process survey data such as editing, reviewing, or keying data from questionnaires. For more information on sampling and estimation methods, confidentiality protection, and sampling and nonsampling errors, please see the 2012 ACS Accuracy of the Data document located at www.census.gov/acs/www/Downloads/data_documentation/Accuracy/ACS_Accuracy_of_Data_2012.pdf.

For more information about the commuting patterns of U.S. workers, go to the U.S. Census Bureau's Journey to Work and Migration Statistics Branch Web site at www.census.gov/hhes/commuting/, or contact the Journey to Work and Migration Statistics Branch at 301-763-2454.

SUGGESTED CITATION

Ren, Ping. 2016. "Commuting Patterns of Older worker in the United States, 2008-2012."
American Community Survey working paper. U.S. Census Bureau, Washington, DC.

Table 1.**Means of transportation and travel time to work by age, 2008-2012 (Workers 16 years and****older).** Numbers in thousands. For information on confidentiality protection, sampling error, and definitions, see www.census.gov/acs/www/.

Characteristics	16-54			55-64			65 and older		
	Total workers	Percent	MOE ¹ (±)	Total workers	Percent	MOE ¹ (±)	Total workers	Percent	MOE ¹ (±)
Means of transportation to work									
Car, truck, or van	96,961	86.2	<0.1	18,627	86.8	0.1	4,964	83.1	0.1
Drove alone	84,999	75.6	<0.1	16,974	79.1	0.1	4,547	76.1	0.1
Carpooled	11,962	10.6	<0.1	1,653	7.7	<0.1	417	7.0	0.1
Public Transportation	5,875	5.2	<0.1	880	4.1	<0.1	213	3.6	0.1
Bus or trolley bus	3,101	2.8	<0.1	470	2.2	<0.1	123	2.1	<0.1
Streetcar or trolley car	75	0.1	<0.1	11	0.1	<0.1	2	<0.1	<0.1
Subway or elevated	2,057	1.8	<0.1	272	1.3	<0.1	60	1.0	<0.1
Railroad	611	0.5	<0.1	120	0.6	<0.1	27	0.4	<0.1
Ferry boat	31	<0.1	<0.1	7	<0.1	<0.1	1	<0.1	<0.1
Taxicab	130	0.1	<0.1	21	0.1	<0.1	8	0.1	<0.1
Motorcycle	259	0.2	<0.1	50	0.2	<0.1	7	0.1	<0.1
Bicycle	699	0.6	<0.1	72	0.3	<0.1	14	0.2	<0.1
Walked	3,317	2.9	<0.1	451	2.1	<0.1	171	2.9	0.1
Worked at home	4,224	3.8	<0.1	1,204	5.6	<0.1	549	9.2	0.1
Other	998	0.9	<0.1	151	0.7	<0.1	46	0.8	<0.1
Mean travel time to Work²	108,239	25.5	<0.1	20,253	25.9	<0.1	5,424	23.3	0.1

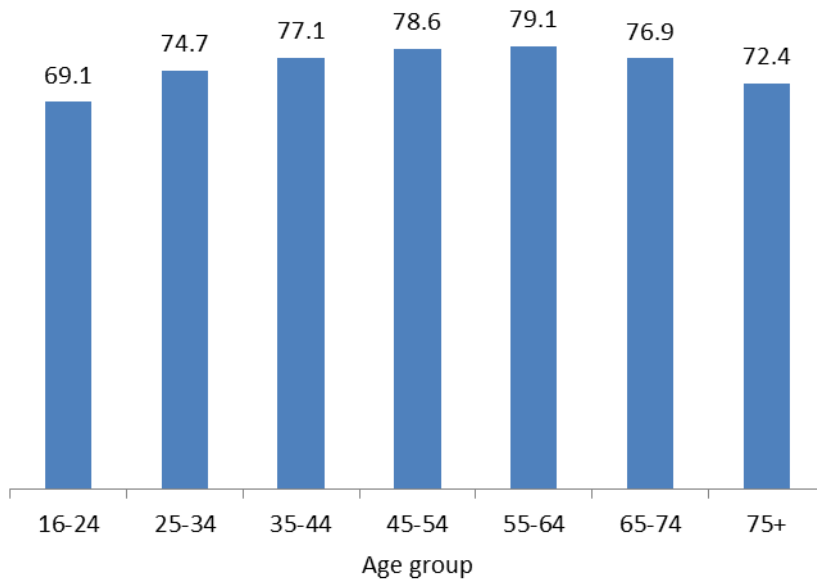
¹Margin of Error. When added to or subtracted from the estimate, this number represents the 90 percent confidence interval around the estimate.²Only include those who did not work at home.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Figure 1.

Percent drove alone by age group, 2008-2012¹

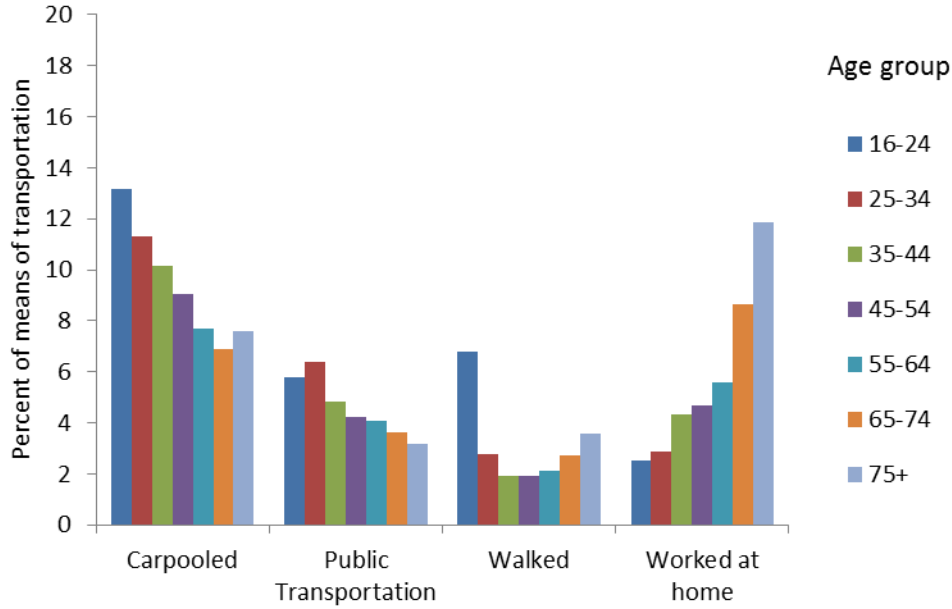
(Workers 16 years and over. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www).



¹ For original estimates, margin of errors, and more information, see Supplemental Table A-1, Drove alone to work by age group, 2008-2012.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Figure 2.
Selected means of transportation to work by age group,
2008-2012¹ (Workers 16 years and over. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www).

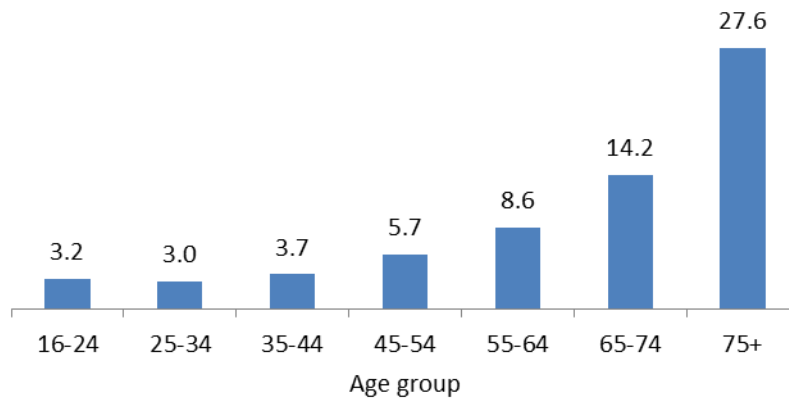


¹ For original estimates, margin of errors, and more information, see Supplemental Table A-2, Selected Means of transportation to work by age group, 2008-2012.
 Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Figure 3.

Percent with a disability by age, 2008-2012¹

(Workers 16 years and over. Numbers in percents. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)

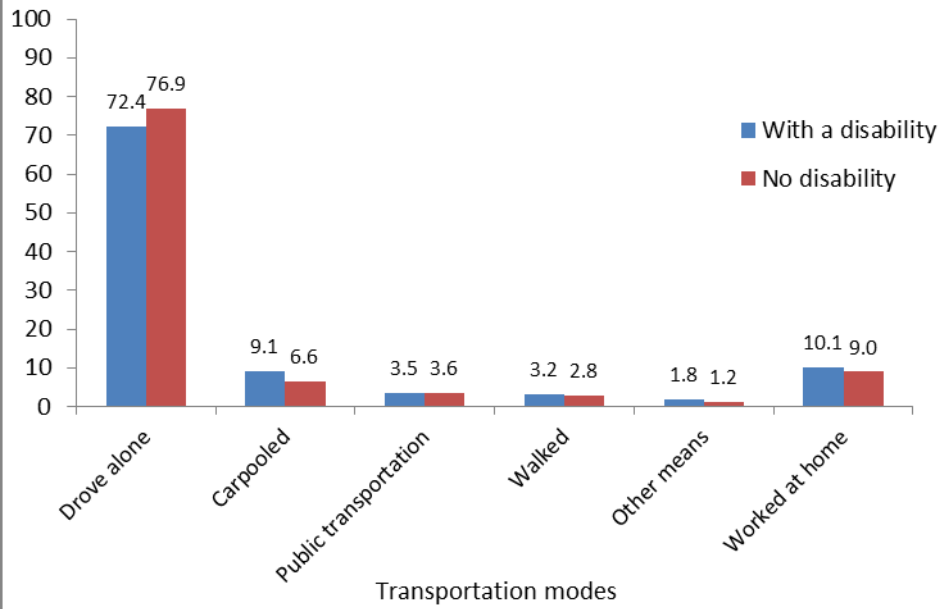


¹ For original estimates, margin of errors, and more information, see Supplemental Table A-3, Percent with a disability by age, 2008-2012.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Figure 4.
Percent with a disability by travel modes among workers
65 and over, 2008-2012¹

(Workers 16 years and over. Numbers in percents. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov)



¹For original estimates, margin of errors, and more information, see Supplemental Table A-4, Disability status and modes of transportation among older workers, 2008-2012.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Table 2.**Means of transportation by selected characteristics of workers 65 years of age and above¹, 2008-2012** (Workers

16 years and older). Numbers in thousands. For information on confidentiality protection, sampling error, and definitions, see

www.census.gov/acs/www/.

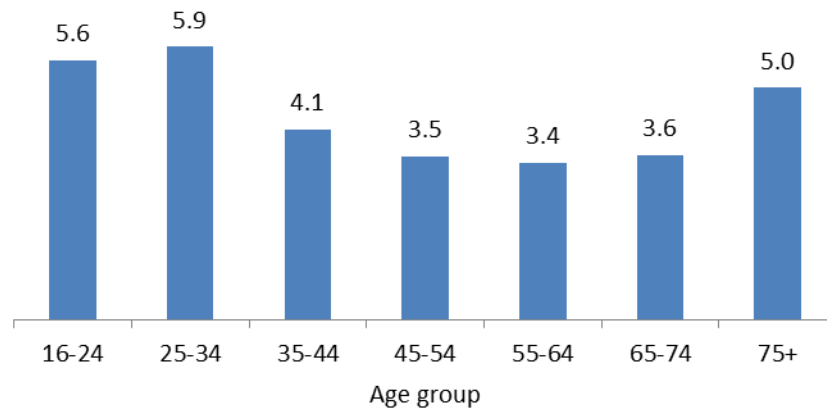
Selected characteristics	Means of transportation												
	Total	Drove alone		Carpooled		Public transportation		Walked		Other means		Worked from home	
		%	MoE ¹ (±)	%	MoE ² (±)	%	MoE ² (±)	%	MoE ² (±)	%	MoE ² (±)	%	MoE ² (±)
Sex													
Male	3,318	76.2	0.1	6.8	0.1	3.1	0.1	2.8	0.1	1.4	<0.1	9.6	0.1
Female	2,655	76.0	0.2	7.2	0.1	4.2	0.1	2.9	0.1	1.1	<0.1	8.7	0.1
Hispanic origin and race ²													
Hispanic (of any race)	385	67.0	0.5	12.8	0.4	8.2	0.3	3.7	0.2	1.8	0.2	6.4	0.3
Non-Hispanic	5,588	76.7	0.1	6.6	0.1	3.2	0.1	2.8	0.1	1.2	<0.1	9.4	0.1
White alone	4,834	77.9	0.1	6.0	0.1	2.2	<0.1	2.8	0.1	1.2	<0.1	10.0	0.1
Black alone	460	72.7	0.4	8.5	0.3	10.3	0.3	2.5	0.2	1.7	0.1	4.3	0.2
Asian alone	214	62.2	0.7	14.9	0.5	10.5	0.4	4.0	0.3	1.4	0.2	7.1	0.4
Some other race or two or more races	81	70.7	1.0	9.3	0.6	5.9	0.6	3.7	0.4	1.7	0.3	8.8	0.6
Disability													
With a disability	979	72.3	0.3	9.1	0.2	3.5	0.1	3.2	0.1	1.8	0.1	10.1	0.2
No disability	4,994	76.9	0.1	6.6	0.1	3.6	0.1	2.8	0.1	1.2	<0.1	9.0	0.1
CPI ³ adjusted personal earnings													
Less than \$10,000	1,421	73.1	0.2	7.6	0.1	2.6	0.1	3.6	0.1	1.4	0.1	11.7	0.2
\$10,000 to \$14,999	742	76.5	0.3	7.2	0.2	3.2	0.1	3.1	0.1	1.2	0.1	8.8	0.2
\$15,000 to \$24,999	931	76.2	0.3	7.8	0.2	3.6	0.1	2.8	0.1	1.2	0.1	8.3	0.2
\$25,000 to \$34,999	698	77.1	0.3	7.4	0.2	3.7	0.2	2.7	0.1	1.2	0.1	7.9	0.2
\$35,000 to \$49,999	651	78.4	0.3	6.7	0.2	3.9	0.1	2.3	0.1	1.1	0.1	7.5	0.2
\$50,000 to \$64,999	466	78.3	0.4	6.0	0.2	4.0	0.2	2.2	0.1	1.1	0.1	8.4	0.3
\$65,000 to \$74,999	182	79.2	0.6	6.1	0.3	4.3	0.3	1.9	0.2	1.1	0.1	7.4	0.4
\$75,000 or more	882	76.2	0.3	5.6	0.2	4.7	0.1	2.6	0.1	1.4	0.1	9.5	0.2
Urban/Rural													
Rural area	1,339	76.1	0.2	6.8	0.1	0.6	<0.1	3.3	0.1	1.2	0.1	12.1	0.2
Urban area	4,634	76.1	0.1	7.0	0.1	4.4	0.1	2.7	0.1	1.3	<0.1	8.4	0.1

¹ Margin of Error. When added to or subtracted from the estimate, this number represents the 90 percent confidence interval around the estimate.² Federal surveys now give respondents the option of reporting more than one race. Therefore, two basic ways of defining a race group are possible. A group such as Asian may be defined as those who reported Asian and no other race (the race-alone or single-race concept) or as those who reported Asian regardless of whether they also reported another race (the race-alone or in-combination concept). This report shows data using the first approach (race alone). Use of the single-race population does not imply that it is the preferred method of presenting or analyzing data. For further information, see the Overview of Race and Hispanic Origin: 2010) at <<http://www.census.gov/prod/cen2010/briefs/c2010br-02.pdf>>.³ The Consumer Price Index, a measure of the average change over time in the prices paid by urban consumers for a market basket of consumer goods and services.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Figure 5.
Percentage with no available vehicle in the household
by age group: 2008-2012¹

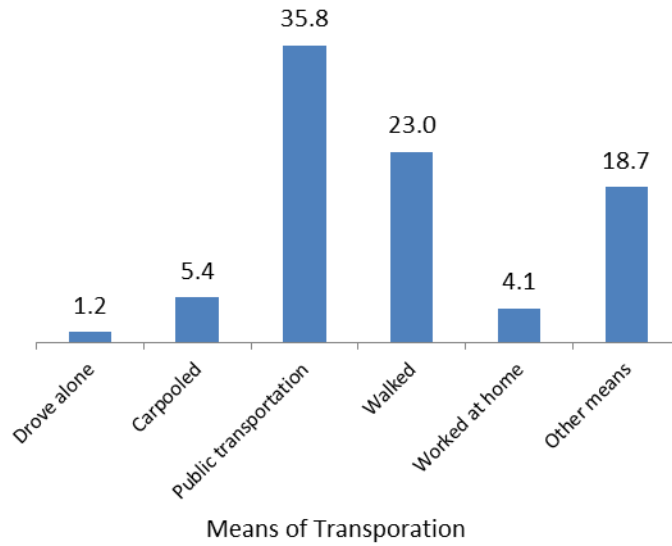
(Workers 16 years and over. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www)



¹ For original estimates, margin of errors, and more information, see Supplemental Table A-5, Percent with no available vehicle in the household by age: 2008-2012.
Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Figure 6.
Percentage with no vehicle in the household by means
of transportation, 2008-2012¹

(Workers 65 years and over. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www)

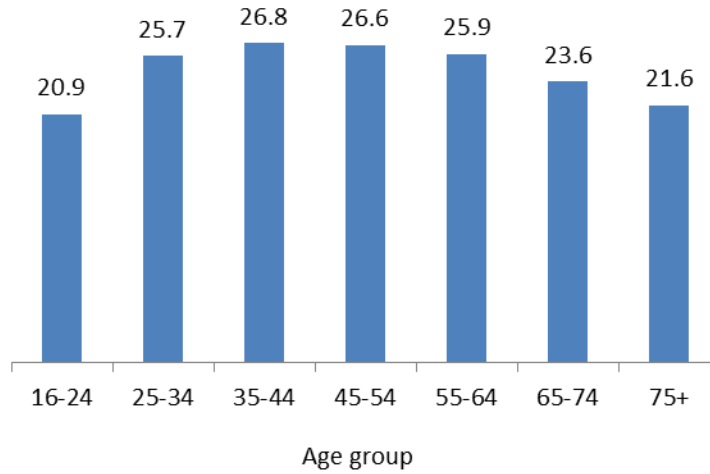


¹ For original estimates, margin of errors, and more information, see Supplemental Table A-3, Percent with no available vehicle in the household by means of transportation, 2008-2012. Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Figure 7.

Mean travel time to work by age group, 2008-2012¹

(Workers 16 years and over. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www).



¹ For original estimates, margin of errors, and more information, see Supplemental Table A-7, Mean travel time to work by age, 2008-2012.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Table 3.
Mean travel time of workers 65 years old and above by selected characteristics¹, 2008-2012.

(Workers 16 years and older). For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www).

Selected Characteristics	Mean travel time (in Minutes)	MoE ² (±)
Sex		
Male	24.7	0.1
Female	21.5	0.1
Race and Hispanic Origin ³		
Hispanic	25.4	0.2
Non-Hispanic	22.9	0.1
White alone	22.5	0.1
Black alone	26.7	0.2
Asian alone	28.0	0.4
Some other race or two or more races	25.0	0.5
Disability		
With a disability	23.1	0.2
No disability	23.3	0.1
CPI adjusted personal earnings		
Lessthan\$10,000	19.8	0.1
\$10,000to\$14,999	20.9	0.1
\$15,000to\$24,999	22.5	0.2
\$25,000to\$34,999	23.5	0.2
\$35,000to\$49,999	25.0	0.2
\$50,000to\$64,999	26.5	0.2
\$65,000to\$74,999	27.3	0.4
\$75,000ormore	27.4	0.2
Urban/Rural		
Rural area	23.5	0.1
Urban area	23.2	0.1
Total workers (in thousands)	5,424	

¹ Only includes those did not work at home.

² Margin of Error. When added to or subtracted from the estimate, this number represents the 90 percent confidence interval around the estimate.

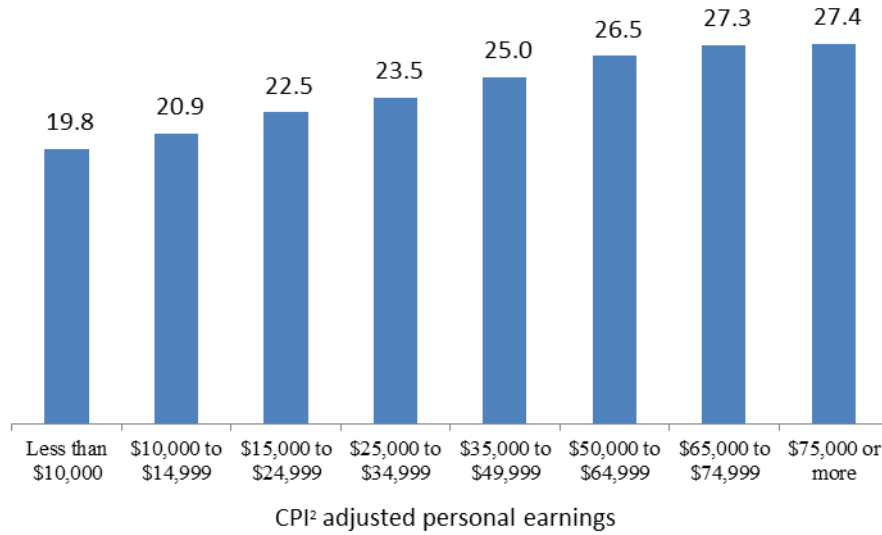
³ Federal surveys now give respondents the option of reporting more than one race. Therefore, two basic ways of defining a race group are possible. A group such as Asian may be defined as those who reported Asian and no other race (the race-alone or single-race concept) or as those who reported Asian regardless of whether they also reported another race (the race-alone or in-combination concept). This report shows data using the first approach (race alone). Use of the single-race population does not imply that it is the preferred method of presenting or analyzing data. For further information, see the Overview of Race and Hispanic Origin: 2010) at <<http://www.census.gov/prod/cen2010/briefs/c2010br-02.pdf>>.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Figure 8.

Mean travel time (in minutes) by income, 2008-2012¹

(Workers 65 years and over. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www).



Source: U.S. Census Bureau, American Community Survey, 2008-2012.

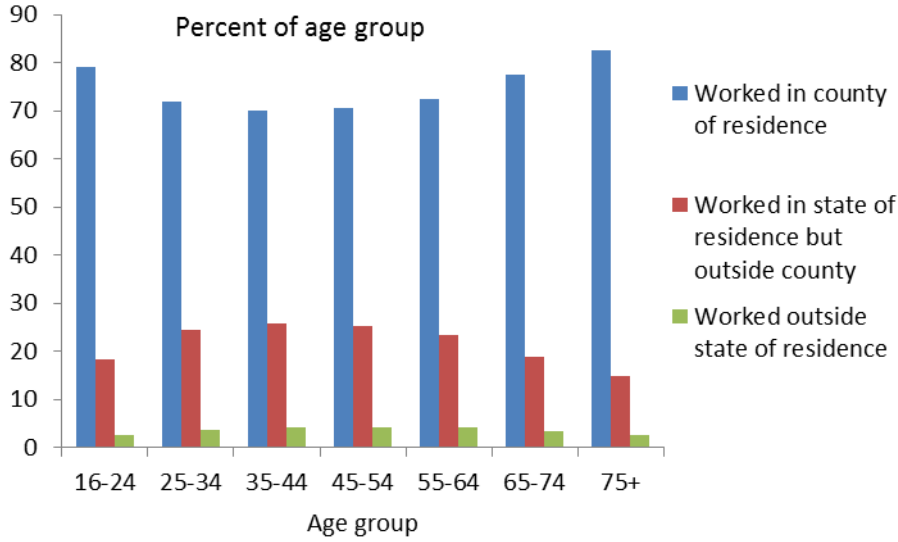
¹ For original estimates, margin of errors, and more information, see Supplemental Table A-8, Mean travel time by income, 2008-2012.

² The Consumer Price Index, a measure of the average change over time in the prices paid by urban consumers for a market basket of consumer goods and services.

Figure 9.

Place of work and residence by age group, 2008-2012¹

(Workers 16 years and over. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)



¹ For original estimates, margin of errors, and more information, see Supplemental Table A-9, Place of work and residence by age, 2008-2012.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Supplemental Table A-1.

Drove alone to work by age group, 2008-2012 (Workers 16 years and older). Numbers in thousands. For information on confidentiality protection, sampling error, and definitions, see www.census.gov/acs/www/

Age group	Total workers	Drove alone	
		Percent	MOE ¹ (±)
16-24	18,420	69.1	0.1
25-34	30,127	74.7	0.1
35-44	31,044	77.1	0.1
45-54	32,874	78.6	<0.1
55-64	21,457	79.1	0.1
65-74	4,989	76.9	0.1
75+	984	72.4	0.3
Total	139,894	76.1	<0.1

¹ Margin of Error. When added to or subtracted from the estimate, this number, represents the 90 percent confidence interval around the estimate.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Supplemental Table A-2.

Selected means of transportation to work by age group, 2008-2012 (Workers 16 years and older).

Numbers in thousands. For information on confidentiality protection, sampling error, and definitions, see www.census.gov/acs/www/

Age group	Total workers	Carpooled		Public Transportation		Walked		Worked at home		Other Means	
		Percent	MOE ¹ (±)	Percent	MOE ¹ (±)	Percent	MOE ¹ (±)	Percent	MOE ¹ (±)	Percent	MOE ¹ (±)
16-24	18,420	13.2	0.1	5.8	<0.1	6.8	<0.1	2.6	<0.1	2.6	<0.1
25-34	30,127	11.3	0.1	6.4	<0.1	2.8	<0.1	2.9	<0.1	2	<0.1
35-44	31,044	10.2	0.1	4.8	<0.1	1.9	<0.1	4.4	<0.1	1.6	<0.1
45-54	32,874	9.1	<0.1	4.2	<0.1	1.9	<0.1	4.7	<0.1	1.5	<0.1
55-64	21,457	7.7	<0.1	4.1	<0.1	2.1	<0.1	5.6	<0.1	1.4	<0.1
65-74	4,989	6.9	0.1	3.6	0.1	2.7	0.1	8.7	0.1	1.2	<0.1
75+	984	7.6	0.2	3.2	0.1	3.6	0.1	11.8	0.2	1.4	0.1
Total	139,894	10	<0.1	5.0	<0.1	2.8	<0.1	4.3	<0.1	1.8	<0.1

¹Margin of Error. When added to or subtracted from the estimate, this number represents the 90 percent confidence interval around the estimate.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Supplemental Table A-3.

Percent with a disability by age, 2008-2012 (Workers 16 years and older).

Numbers in thousands. For information on confidentiality protection, sampling error, and definitions, see www.census.gov/acs/www/

Age group	Total workers	No disability		With a disability	
		Percent	MOE ¹ (±)	Percent	MOE ¹ (±)
16-24	18,420	96.8	<0.1	3.2	<0.1
25-34	30,127	97.0	<0.1	3.0	<0.1
35-44	31,044	96.3	<0.1	3.7	<0.1
45-54	32,874	94.3	<0.1	5.7	<0.1
55-64	21,457	91.4	<0.1	8.6	<0.1
65-74	4,989	85.8	0.1	14.2	0.1
75+	984	72.4	0.3	27.6	0.3
Total	139,894	94.8	<0.1	5.2	<0.1

¹Margin of Error. When added to or subtracted from the estimate, this number represents the 90 percent confidence interval around the estimate.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Supplemental Table A-4.

Disability status and modes of transportation among older workers, 2008-2012 (Workers 16 years and older).

Numbers in thousands. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/

Disability status	Total workers	Carpooled		Drove alone		Other means		Public transportation		Walked		Worked at home	
		Percent	MOE ¹ (±)	Percent	MOE ¹ (±)	Percent	MOE ¹ (±)	Percent	MOE ¹ (±)	Percent	MOE ¹ (±)	Percent	MOE ¹ (±)
No disability	132,586	9.9	<0.1	76.5	<0.1	1.7	<0.1	4.9	<0.1	2.8	<0.1	4.2	<0.1
With a disability	7,308	12.7	0.1	70.1	0.1	2.6	<0.1	5.6	0.1	3.5	<0.1	5.3	0.1
Total	139,894	10.0	<0.1	76.1	<0.1	1.8	<0.1	5.0	<0.1	2.8	<0.1	4.3	<0.1

¹Margin of Error. When added to or subtracted from the estimate, this number represents the 90 percent confidence interval around the estimate.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Supplemental Table A-5.

Percent with no available vehicle in the household by age, 2008-2012 (Workers 16 years and older). Number in

thousands. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/.

Age group	Total workers	No vehicle available in the household	
		Percent	MOE ¹ (±)
16-24	17,277	5.6	<0.1
25-34	29,894	5.9	<0.1
35-44	30,927	4.1	<0.1
45-54	32,769	3.5	<0.1
55-64	21,397	3.4	<0.1
65-74	4,972	3.6	0.1
75+	978	5.0	0.1
Total	138,214	4.4	<0.1

¹Margin of Error. When added to or subtracted from the estimate, this number represents the 90 percent confidence interval around the estimate.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Supplemental Table A-6.

Percent without vehicle in the household by means of transportation, 2008-2012 (Workers 16 years and older). Number in thousands. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)

Means of transportation	Total	No vehicle available	
		Percent	MOE ¹ (±)
Drove alone	106,012	1.2	<0.1
Carpooled	13,867	5.4	0.1
Other means	2,410	18.7	0.3
Public transportation	6,843	35.8	0.1
Walked	3,398	23	0.2
worked at home	5,685	4.1	0.1
Total	138,214	4.4	<0.1

¹Margin of Error. When added to or subtracted from the estimate, this number represents the 90 percent confidence interval around the estimate.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Supplemental Table A-7.

Mean travel time to work by age, 2008-2012 (Workers 16 years and older). Numbers in thousands. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)

Age group	Total	Mean travel time (In minutes)	MOE ¹ (±)
16-24	17,949	20.9	<0.1
25-34	29,267	25.7	<0.1
35-44	29,693	26.8	<0.1
45-54	31,331	26.6	<0.1
55-64	20,253	25.9	<0.1
65-74	4,557	23.6	0.1
75+	867	21.6	0.1
Total	133,916	25.4	<0.1

¹Margin of Error. When added to or subtracted from the estimate, this number represents the 90 percent confidence interval around the estimate.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Supplemental Table A-8.

Mean travel time by earnings, 2008-2012 (Workers 16 years and older). Numbers in thousands. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/.

CPI ² Adjusted Persons earnings	Total workers	Mean travel time	MOE ¹ (±)
Less than \$10,000	18,034	20.8	<0.1
\$10,000 to \$14,999	10,496	22.3	<0.1
\$15,000 to \$24,999	20,438	23.3	<0.1
\$25,000 to \$34,999	19,860	24.6	<0.1
\$35,000 to \$49,999	22,158	26.1	<0.1
\$50,000 to \$64,999	15,714	27.6	<0.1
\$65,000 to \$74,999	6,249	29.0	0.1
\$75,000 and more	20,802	30.5	<0.1

¹ This number, when added to or subtracted from the estimate, represents the 90 percent confidence interval around the estimate.

² The Consumer Price Index, a measure of the average change over time in the prices paid by urban consumers for a market basket of consumer goods and services.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.

Supplemental Table A-9.

Place of work and residence by age, 2008-2012 (Workers 16 years and older). Numbers in thousands. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/

Age group	Total workers	Worked in county of residence		Worked in state of residence but outside county of residence		Worked outside state of residence	
		Percent	MOE ¹ (±)	Percent	MOE ¹ (±)	Percent	MOE ¹ (±)
16-24	18,420	79.2	0.1	18.2	0.1	2.6	<0.1
25-34	30,127	71.8	0.1	24.4	0.1	3.7	<0.1
35-44	31,044	70.0	0.1	25.8	0.1	4.2	<0.1
45-54	32,874	70.6	0.1	25.2	0.1	4.2	<0.1
55-64	21,457	72.6	0.1	23.3	0.1	4.1	<0.1
65-74	4,989	77.6	0.1	19.0	0.1	3.4	0.1
75+	984	82.6	0.2	14.8	0.2	2.6	0.1
Total	139,894	72.5	<0.1	23.7	<0.1	3.8	<0.1

¹ This number, when added to or subtracted from the estimate, represents the 90 percent confidence interval around the estimate.

Source: U.S. Census Bureau, American Community Survey, 2008-2012.