

Hawaii

S0801. Commuting Characteristics by Sex

Data Set: 2009 American Community Survey 1-Year Estimates

Survey: American Community Survey

NOTE: For information on confidentiality protection, sampling error, nonsampling error, and definitions, see [Survey Methodology](#).

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
Workers 16 years and over	638,154	+/-6,055	347,512	+/-4,459	290,642	+/-5,182
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	81.8%	+/-0.8	82.5%	+/-1.2	80.9%	+/-1.1
Drove alone	67.7%	+/-0.9	70.0%	+/-1.3	65.1%	+/-1.3
Carpooled	14.0%	+/-0.8	12.6%	+/-0.9	15.8%	+/-1.1
In 2-person carpool	10.6%	+/-0.6	9.4%	+/-0.8	11.9%	+/-1.0
In 3-person carpool	1.7%	+/-0.3	1.3%	+/-0.3	2.2%	+/-0.4
In 4-or-more person carpool	1.7%	+/-0.4	1.8%	+/-0.6	1.6%	+/-0.4
Workers per car, truck, or van	1.11	+/-0.01	1.09	+/-0.01	1.12	+/-0.01
Public transportation (excluding taxicab)	6.0%	+/-0.5	4.8%	+/-0.6	7.4%	+/-0.8
Walked	4.5%	+/-0.5	4.1%	+/-0.6	5.1%	+/-0.7
Bicycle	1.3%	+/-0.3	1.6%	+/-0.5	0.8%	+/-0.3
Taxicab, motorcycle, or other means	1.9%	+/-0.4	2.5%	+/-0.5	1.2%	+/-0.4
Worked at home	4.5%	+/-0.5	4.4%	+/-0.6	4.6%	+/-0.6
PLACE OF WORK						
Worked in state of residence	99.5%	+/-0.1	99.4%	+/-0.2	99.7%	+/-0.1
Worked in county of residence	99.1%	+/-0.2	98.7%	+/-0.3	99.5%	+/-0.2
Worked outside county of residence	0.4%	+/-0.1	0.6%	+/-0.2	0.2%	+/-0.1
Worked outside state of residence	0.5%	+/-0.1	0.6%	+/-0.2	0.3%	+/-0.1
Living in a place	88.1%	+/-0.7	87.6%	+/-1.0	88.6%	+/-1.0
Worked in place of residence	41.2%	+/-1.2	39.7%	+/-1.6	43.0%	+/-1.5
Worked outside place of residence	46.9%	+/-1.2	47.9%	+/-1.5	45.6%	+/-1.6
Not living in a place	11.9%	+/-0.7	12.4%	+/-1.0	11.4%	+/-1.0
Living in 12 selected states	N	N	N	N	N	N
Worked in minor civil division of residence	N	N	N	N	N	N
Worked outside minor civil division of residence	N	N	N	N	N	N
Not living in 12 selected states	N	N	N	N	N	N
Workers 16 years and over who did not work at home	609,481	+/-6,281	332,282	+/-4,950	277,199	+/-5,159
TIME LEAVING HOME TO GO TO WORK						
12:00 a.m. to 4:59 a.m.	6.9%	+/-0.5	9.5%	+/-0.9	3.8%	+/-0.5
5:00 a.m. to 5:29 a.m.	5.9%	+/-0.5	7.2%	+/-0.8	4.3%	+/-0.7
5:30 a.m. to 5:59 a.m.	8.0%	+/-0.6	9.6%	+/-0.9	6.0%	+/-0.8
6:00 a.m. to 6:29 a.m.	10.2%	+/-0.7	11.7%	+/-1.0	8.4%	+/-0.8
6:30 a.m. to 6:59 a.m.	12.0%	+/-0.8	11.5%	+/-1.0	12.7%	+/-1.1
7:00 a.m. to 7:29 a.m.	14.1%	+/-0.7	11.9%	+/-0.9	16.9%	+/-1.1
7:30 a.m. to 7:59 a.m.	9.6%	+/-0.6	7.7%	+/-0.6	11.8%	+/-0.9
8:00 a.m. to 8:29 a.m.	7.2%	+/-0.7	6.0%	+/-0.7	8.7%	+/-0.9
8:30 a.m. to 8:59 a.m.	4.1%	+/-0.5	3.4%	+/-0.5	5.0%	+/-0.8
9:00 a.m. to 11:59 p.m.	21.9%	+/-0.9	21.5%	+/-1.2	22.4%	+/-1.3
TRAVEL TIME TO WORK						
Less than 10 minutes	12.5%	+/-0.8	12.3%	+/-1.1	12.8%	+/-1.0
10 to 14 minutes	13.6%	+/-0.8	13.2%	+/-1.0	14.2%	+/-1.1
15 to 19 minutes	14.1%	+/-0.8	13.9%	+/-1.1	14.4%	+/-1.1
20 to 24 minutes	13.8%	+/-0.8	13.8%	+/-1.1	13.7%	+/-0.9
25 to 29 minutes	5.0%	+/-0.5	5.5%	+/-0.7	4.4%	+/-0.7
30 to 34 minutes	18.3%	+/-0.9	19.2%	+/-1.3	17.1%	+/-1.3
35 to 44 minutes	6.6%	+/-0.6	6.9%	+/-0.8	6.3%	+/-0.7
45 to 59 minutes	9.1%	+/-0.7	8.6%	+/-0.8	9.6%	+/-1.1
60 or more minutes	7.0%	+/-0.5	6.6%	+/-0.7	7.6%	+/-0.8

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
Mean travel time to work (minutes)	25.5	+/-0.4	25.6	+/-0.6	25.4	+/-0.6
VEHICLES AVAILABLE						
Workers 16 years and over in households	629,085	+/-6,192	342,019	+/-4,738	287,066	+/-5,168
No vehicle available	3.6%	+/-0.5	2.9%	+/-0.5	4.4%	+/-0.8
1 vehicle available	22.3%	+/-1.2	22.5%	+/-1.3	22.2%	+/-1.4
2 vehicles available	38.5%	+/-1.5	39.6%	+/-1.7	37.2%	+/-1.7
3 or more vehicles available	35.6%	+/-1.3	35.1%	+/-1.6	36.2%	+/-1.6
PERCENT IMPUTED						
Means of transportation to work	5.1%	(X)	(X)	(X)	(X)	(X)
Private vehicle occupancy	5.9%	(X)	(X)	(X)	(X)	(X)
Place of work	6.2%	(X)	(X)	(X)	(X)	(X)
Time leaving home to go to work	10.9%	(X)	(X)	(X)	(X)	(X)
Travel time to work	8.4%	(X)	(X)	(X)	(X)	(X)
Vehicles available	0.4%	(X)	(X)	(X)	(X)	(X)

Source: U.S. Census Bureau, 2009 American Community Survey

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.

Notes:

- Workers include members of the Armed Forces and civilians who were at work last week.
- The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.
- Number of workers per car, truck, or van was calculated incorrectly for 2005 ACS to 2008 ACS. See [Errata Note #55](#).
- While the 2009 American Community Survey (ACS) data generally reflect the November 2008 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 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

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.