



S0801

COMMUTING CHARACTERISTICS BY SEX

2010 American Community Survey 1-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, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns.

Subject	Hawaii					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	657,295	+/-7,523	350,286	+/-4,702	307,009	+/-5,885
<b>MEANS OF TRANSPORTATION TO WORK</b>						
Car, truck, or van	80.4%	+/-1.0	81.5%	+/-1.4	79.1%	+/-1.2
Drove alone	66.6%	+/-1.0	69.2%	+/-1.4	63.6%	+/-1.3
Carpooled	13.8%	+/-0.8	12.3%	+/-1.0	15.5%	+/-1.1
In 2-person carpool	10.2%	+/-0.7	9.1%	+/-0.9	11.4%	+/-1.0
In 3-person carpool	2.2%	+/-0.4	1.8%	+/-0.4	2.6%	+/-0.6
In 4-or-more person carpool	1.4%	+/-0.3	1.4%	+/-0.3	1.4%	+/-0.4
Workers per car, truck, or van	1.11	+/-0.01	1.09	+/-0.01	1.12	+/-0.01
Public transportation (excluding taxicab)	6.6%	+/-0.6	4.9%	+/-0.7	8.6%	+/-0.9
Walked	4.5%	+/-0.6	4.1%	+/-0.7	4.9%	+/-0.8
Bicycle	0.9%	+/-0.2	1.1%	+/-0.4	0.6%	+/-0.3
Taxicab, motorcycle, or other means	2.5%	+/-0.4	3.0%	+/-0.7	1.9%	+/-0.5
Worked at home	5.1%	+/-0.7	5.3%	+/-1.2	4.9%	+/-0.6
<b>PLACE OF WORK</b>						
Worked in state of residence	99.5%	+/-0.1	99.5%	+/-0.2	99.6%	+/-0.2
Worked in county of residence	99.0%	+/-0.2	98.8%	+/-0.3	99.2%	+/-0.2
Worked outside county of residence	0.5%	+/-0.1	0.7%	+/-0.2	0.4%	+/-0.1
Worked outside state of residence	0.5%	+/-0.1	0.5%	+/-0.2	0.4%	+/-0.2
Living in a place	97.2%	+/-0.6	96.6%	+/-0.9	97.8%	+/-0.5
Worked in place of residence	38.4%	+/-1.2	36.9%	+/-1.9	40.2%	+/-1.2
Worked outside place of residence	58.7%	+/-1.1	59.8%	+/-1.8	57.5%	+/-1.2
Not living in a place	2.8%	+/-0.6	3.4%	+/-0.9	2.2%	+/-0.5
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	623,637	+/-8,382	331,666	+/-5,822	291,971	+/-5,673
<b>TIME LEAVING HOME TO GO TO WORK</b>						
12:00 a.m. to 4:59 a.m.	6.1%	+/-0.5	8.1%	+/-0.8	3.8%	+/-0.6
5:00 a.m. to 5:29 a.m.	5.8%	+/-0.6	7.4%	+/-0.9	4.0%	+/-0.6
5:30 a.m. to 5:59 a.m.	8.2%	+/-0.8	10.1%	+/-1.3	6.0%	+/-0.6
6:00 a.m. to 6:29 a.m.	11.3%	+/-0.7	12.0%	+/-1.1	10.5%	+/-0.8
6:30 a.m. to 6:59 a.m.	12.9%	+/-0.7	12.1%	+/-0.9	13.7%	+/-1.0
7:00 a.m. to 7:29 a.m.	13.0%	+/-0.7	10.7%	+/-1.1	15.5%	+/-1.0

Subject	Hawaii					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
7:30 a.m. to 7:59 a.m.	8.1%	+/-0.5	7.4%	+/-0.8	8.9%	+/-0.9
8:00 a.m. to 8:29 a.m.	8.0%	+/-0.7	6.9%	+/-0.9	9.2%	+/-0.9
8:30 a.m. to 8:59 a.m.	4.1%	+/-0.4	3.9%	+/-0.5	4.4%	+/-0.6
9:00 a.m. to 11:59 p.m.	22.6%	+/-1.1	21.3%	+/-1.3	24.0%	+/-1.4
<b>TRAVEL TIME TO WORK</b>						
Less than 10 minutes	12.3%	+/-0.9	11.5%	+/-1.3	13.2%	+/-1.1
10 to 14 minutes	13.5%	+/-0.9	12.9%	+/-1.1	14.1%	+/-1.3
15 to 19 minutes	14.1%	+/-0.7	14.0%	+/-1.0	14.3%	+/-0.9
20 to 24 minutes	14.4%	+/-1.0	14.8%	+/-1.2	13.9%	+/-1.2
25 to 29 minutes	4.7%	+/-0.4	4.9%	+/-0.6	4.4%	+/-0.7
30 to 34 minutes	19.4%	+/-0.9	20.7%	+/-1.2	18.0%	+/-1.2
35 to 44 minutes	5.8%	+/-0.5	5.8%	+/-0.7	5.8%	+/-0.6
45 to 59 minutes	8.6%	+/-0.6	8.5%	+/-0.9	8.7%	+/-0.8
60 or more minutes	7.2%	+/-0.6	7.0%	+/-0.7	7.5%	+/-0.8
Mean travel time to work (minutes)	25.5	+/-0.4	25.8	+/-0.6	25.1	+/-0.6
<b>VEHICLES AVAILABLE</b>						
Workers 16 years and over in households	639,572	+/-7,442	336,567	+/-4,659	303,005	+/-5,807
No vehicle available	3.5%	+/-0.4	3.3%	+/-0.5	3.8%	+/-0.6
1 vehicle available	21.8%	+/-1.0	20.7%	+/-1.2	23.1%	+/-1.2
2 vehicles available	37.3%	+/-1.4	38.6%	+/-1.5	35.9%	+/-1.7
3 or more vehicles available	37.3%	+/-1.4	37.4%	+/-1.5	37.2%	+/-1.8
<b>PERCENT IMPUTED</b>						
Means of transportation to work	6.4%	(X)	(X)	(X)	(X)	(X)
Private vehicle occupancy	7.3%	(X)	(X)	(X)	(X)	(X)
Place of work	7.4%	(X)	(X)	(X)	(X)	(X)
Time leaving home to go to work	13.3%	(X)	(X)	(X)	(X)	(X)
Travel time to work	10.1%	(X)	(X)	(X)	(X)	(X)
Vehicles available	1.1%	(X)	(X)	(X)	(X)	(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.

Number of workers per car, truck, or van was calculated incorrectly for 2005 ACS to 2008 ACS. See Errata Note #55.

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

While the 2010 American Community Survey (ACS) data generally reflect the December 2009 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.

Source: U.S. Census Bureau, 2010 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.