

WORKERS BY MEANS OF TRANSPORTATION TO WORK
Universe: Workers 16 years and over
2015 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:	3,992,612	+/-21,149	582,685	+/-9,151	1,198,667	+/-8,559	889,968	+/-11,519	1,116,313	+/-10,262	204,979	+/-4,034
Car, truck, or van:	1,048,175	+/-17,562	154,207	+/-6,468	267,431	+/-7,202	66,763	+/-5,857	429,372	+/-8,924	130,402	+/-6,113
Drove alone	871,241	+/-15,831	127,507	+/-5,694	219,621	+/-6,558	51,226	+/-4,999	357,394	+/-7,825	115,493	+/-5,629
Carpooled:	176,934	+/-8,825	26,700	+/-3,027	47,810	+/-3,558	15,537	+/-2,892	71,978	+/-5,129	14,909	+/-2,083
In 2-person carpool	123,952	+/-6,634	19,494	+/-2,819	32,826	+/-2,769	10,435	+/-2,585	50,466	+/-4,393	10,731	+/-1,914
In 3-person carpool	25,561	+/-2,700	3,640	+/-845	7,971	+/-1,419	2,631	+/-1,151	9,054	+/-1,725	2,265	+/-642
In 4-or-more-person carpool	27,421	+/-3,037	3,566	+/-1,145	7,013	+/-1,317	2,471	+/-997	12,458	+/-2,008	1,913	+/-838
Public transportation (excluding taxicab):	2,275,301	+/-22,112	358,615	+/-7,574	742,828	+/-10,843	529,276	+/-12,592	581,750	+/-12,049	62,832	+/-4,332
Bus or trolley bus	425,625	+/-11,688	92,614	+/-5,504	103,498	+/-5,055	60,282	+/-6,540	123,559	+/-6,457	45,672	+/-4,054
Streetcar or trolley car	8,147	+/-2,540	1,585	+/-741	1,492	+/-546	4,131	+/-2,252	902	+/-341	37	+/-61
Subway or elevated	1,767,905	+/-21,373	252,552	+/-7,541	626,257	+/-9,350	448,802	+/-12,473	434,136	+/-10,407	6,158	+/-1,236
Railroad	61,272	+/-4,462	11,776	+/-1,835	9,892	+/-1,556	15,464	+/-2,733	22,697	+/-2,770	1,443	+/-562
Ferryboat	12,352	+/-1,846	88	+/-145	1,689	+/-666	597	+/-441	456	+/-274	9,522	+/-1,702
Bicycle	46,057	+/-4,277	1,676	+/-628	19,422	+/-2,199	19,227	+/-3,392	5,415	+/-1,198	317	+/-261
Walked	403,211	+/-12,950	44,185	+/-4,312	107,666	+/-5,802	182,443	+/-9,963	64,124	+/-4,882	4,793	+/-1,140
Taxicab, motorcycle, or other means	61,371	+/-5,907	6,170	+/-1,640	12,711	+/-2,404	30,683	+/-4,984	9,968	+/-1,992	1,839	+/-1,014
Worked at home	158,497	+/-8,319	17,832	+/-2,080	48,609	+/-3,263	61,576	+/-6,029	25,684	+/-3,072	4,796	+/-1,156

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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, 2015 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 2015 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.