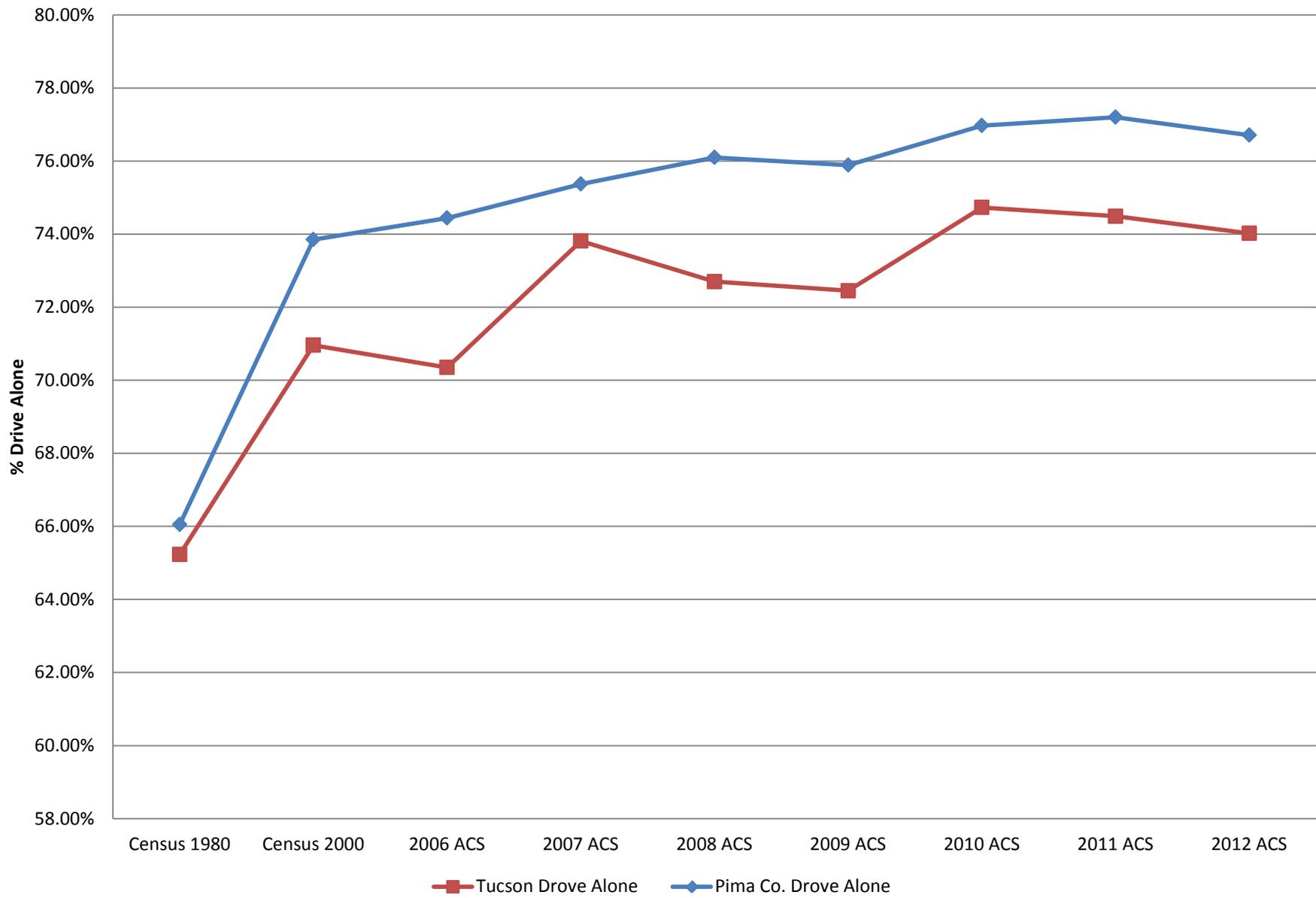
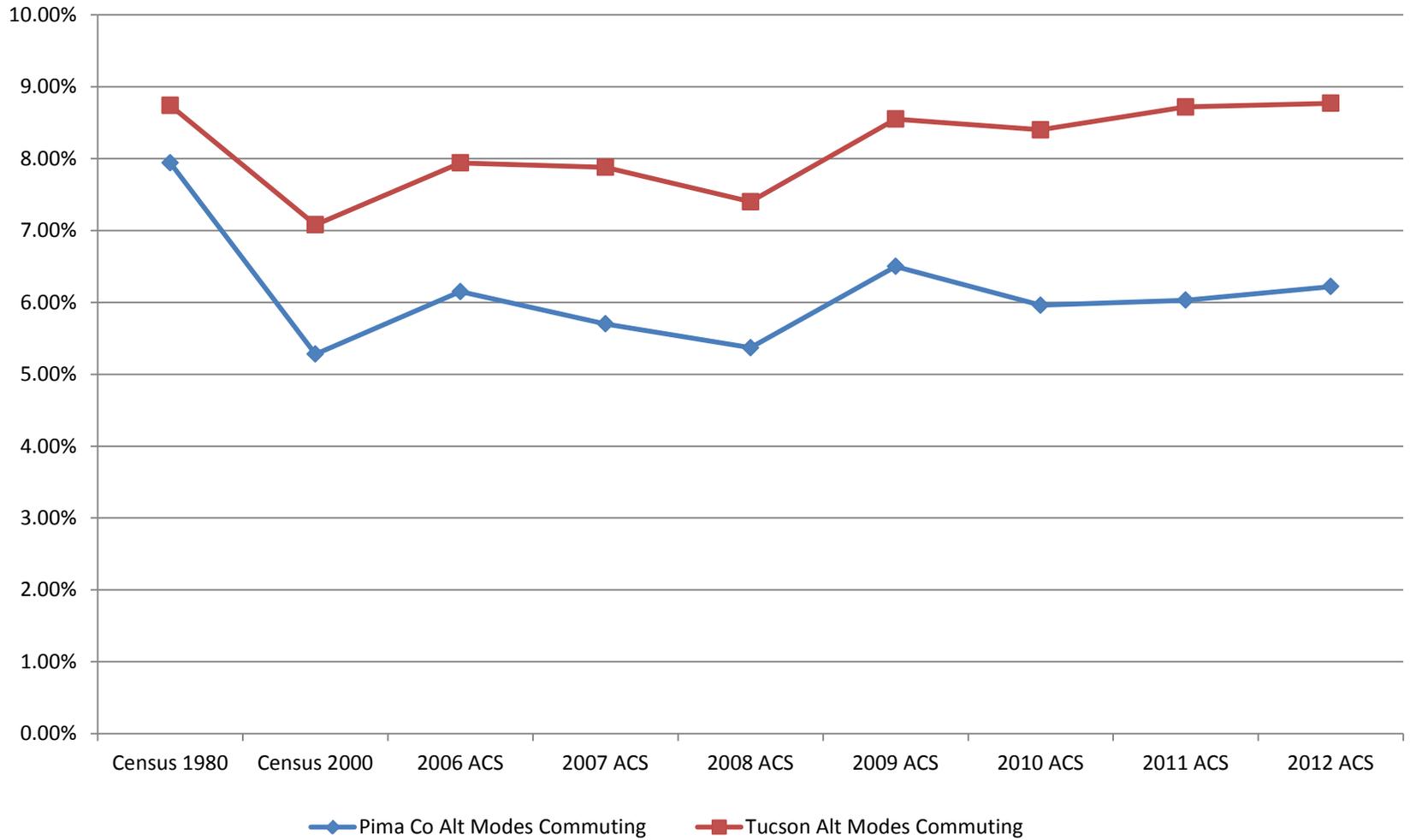


Commuter Driving Trends - Drive Alone

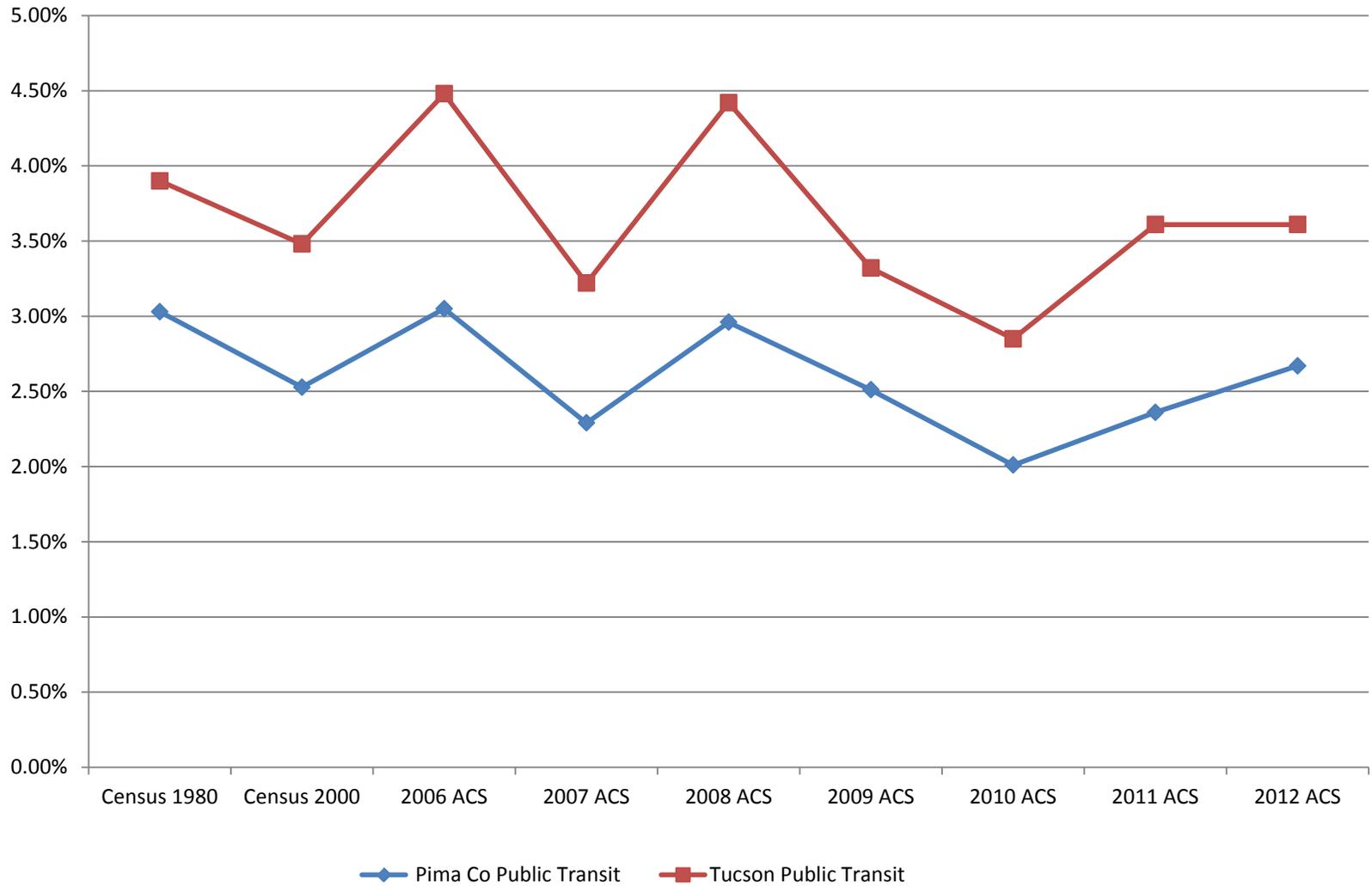


Use of Alternative Modes for Commuting

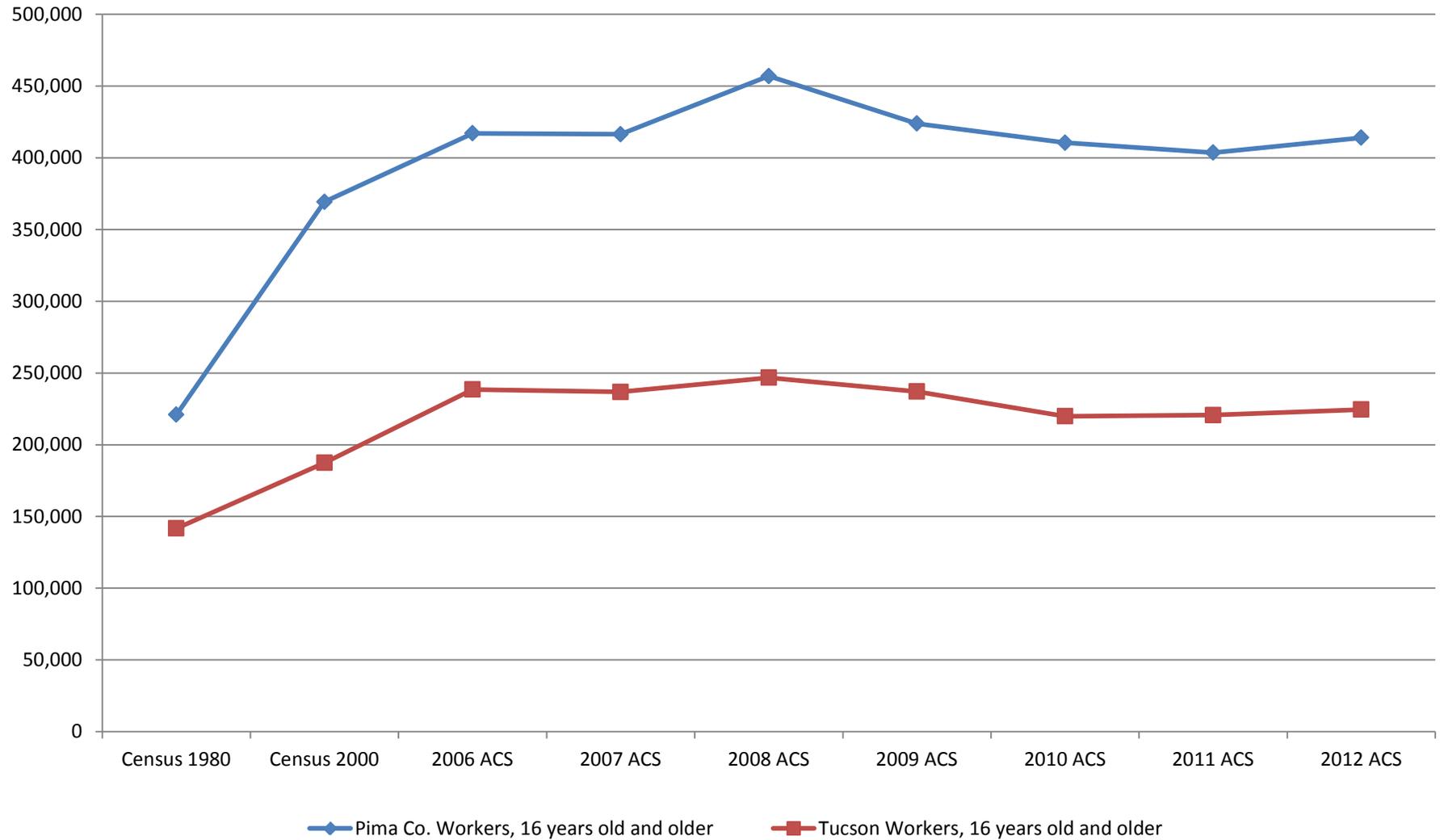


Alternative modes include commuting by walking, biking, motorcycle, taxi etc. Does not include transit or carpool commuting.

Use of Public Transit for Commuting



Tucson Region Employment



Work Commuting Trends, by Mode of Travel, Pima County

Mode	% of Commuters									% Change, 2000-2012	% Change, 1980-2012
	Census 1980	Census 2000	2006 ACS	2007 ACS	2008 ACS	2009 ACS	2010 ACS	2011 ACS	2012 ACS		
Drove Alone	66.05%	73.85%	74.44%	75.37%	76.10%	75.89%	76.97%	77.20%	76.71%	2.86%	10.66%
Public Transit	3.03%	2.53%	3.05%	2.29%	2.96%	2.51%	2.01%	2.36%	2.67%	0.14%	-0.36%
Carpool	20.92%	14.69%	11.80%	11.96%	11.52%	10.12%	9.45%	9.98%	9.47%	-5.22%	-11.45%
Alt Modes (walk, bike, motorcycle etc.)*	7.94%	5.28%	6.15%	5.70%	5.37%	6.50%	5.96%	6.03%	6.22%	0.94%	-1.72%
Work at Home	2.06%	3.65%	4.55%	4.68%	4.05%	4.97%	5.61%	4.42%	4.93%	1.28%	2.87%
Workers, 16 years old and older	220,909	369,261	417,074	416,420	456,965	423,885	410,551	403,617	414,002		

* The % of walking trips reduced from 3.95% to 2.51% 1980-2012; bicycle trips are not separately counted in the ACS

Source: 2012 American Community Survey, Census 2000, Census 1980

Mode	Census 1980	Census 2000	2006 ACS	2007 ACS	2008 ACS	2009 ACS	2010 ACS	2011 ACS	2012 ACS
Pima Co. Drove Alone	66.05%	73.85%	74.44%	75.37%	76.10%	75.89%	76.97%	77.20%	76.71%
Tucson Drove Alone	65.23%	70.96%	70.35%	73.81%	72.70%	72.45%	74.73%	74.49%	74.02%
Alt Modes (walk, bike, r	7.94%	5.28%	6.15%	5.70%	5.37%	6.50%	5.96%	6.03%	6.22%
Tucson Alt Modes	8.74%	7.08%	7.94%	7.88%	7.40%	8.55%	8.40%	8.72%	8.77%
Pima Co Public Transit	3.03%	2.53%	3.05%	2.29%	2.96%	2.51%	2.01%	2.36%	2.67%
Tucson Public Transit	3.90%	3.48%	4.48%	3.22%	4.42%	3.32%	2.85%	3.61%	3.61%
Pima Co. Workers, 16 y	220,909	369,261	417,074	416,420	456,965	423,885	410,551	403,617	414,002
Tucson Workers, 16 ye	141,701	187,392	238,498	236,760	246,761	237,078	219,852	220,658	224,508

Table 118 & 174: MEANS OF TRANSPORTATION TO WORK FOR WORKERS 16 YEARS AND OVER [16] -
 Universe: Workers 16 years and over
 Census 1980

	Pima County, Arizona	%	Tucson city, Arizona	%
Total (workers 16 years old and over):	220,909		141,701	
Private Vehicle	192,128	86.97%	121,288	85.59%
Drove alone	145,911	66.05%	92,437	65.23%
Carpooled	46,217	20.92%	28,851	20.36%
Public transportation:	6,691	3.03%	5,520	3.90%
Bus or Streetcar	6,640	3.01%	5,498	3.88%
Subway or elevated	4	0.00%		0.00%
Railroad		0.00%		0.00%
Taxicab	47	0.02%	22	0.02%
Motorcycle	3,107	1.41%	2,019	1.42%
Bicycle	3,928	1.78%	3,518	2.48%
Walked	8,733	3.95%	5,847	4.13%
Other means	1,773	0.80%	974	0.69%
Worked at home	4,549	2.06%	2,535	1.79%

P030: MEANS OF TRANSPORTATION TO WORK FOR WORKERS 16 YEARS AND OVER [16] - Universe:
Workers 16 years and over

Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4,
H3, and H4. For information on confidentiality

	Pima County, Arizona	%	Tucson city, Arizona	%
Total (workers 16 years old and over):	369,261		216,314	
Car, truck, or van:	326,961	88.54%	187,392	86.63%
Drove alone	272,699	73.85%	153,493	70.96%
Carpooled	54,262	14.69%	33,899	15.67%
Public transportation:	9,335	2.53%	7,530	3.48%
Bus or trolley bus	8,843	2.39%	7,257	3.35%
Streetcar or trolley car (publico in	90	0.02%	60	0.03%
Subway or elevated	106	0.03%	43	0.02%
Railroad	20	0.01%	6	0.00%
Ferryboat	43	0.01%	10	0.00%
Taxicab	233	0.06%	154	0.07%
Motorcycle	1,537	0.42%	1,010	0.47%
Bicycle	5,268	1.43%	4,791	2.21%
Walked	9,548	2.59%	7,438	3.44%
Other means	3,135	0.85%	1,913	0.88%
Worked at home	13,477	3.65%	6,240	2.88%

**C08301: MEANS OF TRANSPORTATION TO WORK - Universe: Workers 16 years and over
2006 American Community Survey**

	Pima County, Arizona			Tucson city, Arizona		
	Estimate	%	Margin of	Estimate	%	Margin of
Total (workers 16 years old and over):	417,074		+/-5,725	238,498		+/-6,465
Car, truck, or van:	359,695	86.24%	+/-6,045	200,134	83.91%	+/-5,364
Drove alone	310,472	74.44%	+/-6,596	167,791	70.35%	+/-5,442
Carpooled:	49,223	11.80%	+/-4,126	32,343	13.56%	+/-3,398
In 2-person carpool	38,474	9.22%	+/-3,814	25,980	10.89%	+/-3,022
In 3-person carpool	6,813	1.63%	+/-1,375	4,036	1.69%	+/-1,069
In 4-or-more-person carpool	3,936	0.94%	+/-885	2,327	0.98%	+/-732
Public transportation (excluding taxicab)	12,724	3.05%	+/-2,247	10,689	4.48%	+/-2,222
Walked	13,115	3.14%	+/-2,627	9,942	4.17%	+/-2,360
Taxicab, motorcycle, bicycle, or other	12,551	3.01%	+/-1,642	9,004	3.78%	+/-1,465
Worked at home	18,989	4.55%	+/-2,733	8,729	3.66%	+/-1,716

For information on confidentiality protection, sampling error, nonsampling error, and definitions, see Survey Methodology.

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.

While the 2006 American Community Survey (ACS) data generally reflect the December 2005 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.

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.

Source: U.S. Census Bureau, 2006 American Community Survey

**C08301: MEANS OF TRANSPORTATION TO WORK - Universe: Workers 16 years and over
2007 American Community Survey 1-Year Estimates**

NOTE. 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.

For information on confidentiality protection, sampling error, nonsampling error, and definitions, see Survey Methodology.

	Pima County, Arizona			Tucson city, Arizona		
	Estimate	%	Margin of	Estimate	%	Margin of
Total (workers 16 years old and over):	416,420		+/-6,523	236,760		+/-6,857
Car, truck, or van:	363,658	87.33%	+/-7,574	201,350	85.04%	+/-7,347
Drove alone	313,852	75.37%	+/-8,386	174,741	73.81%	+/-7,071
Carpooled:	49,806	11.96%	+/-4,125	26,609	11.24%	+/-3,344
In 2-person carpool	39,280	9.43%	+/-4,083	21,583	9.12%	+/-3,164
In 3-person carpool	6,815	1.64%	+/-1,362	3,384	1.43%	+/-1,024
In 4-or-more-person carpool	3,711	0.89%	+/-1,129	1,642	0.69%	+/-762
Public transportation (excluding taxicab)	9,542	2.29%	+/-1,940	7,621	3.22%	+/-1,548
Walked	11,848	2.85%	+/-2,093	9,434	3.98%	+/-1,845
Taxicab, motorcycle, bicycle, or other	11,872	2.85%	+/-2,215	9,228	3.90%	+/-2,107
Worked at home	19,500	4.68%	+/-2,286	9,127	3.85%	+/-1,764

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.

While the 2008 American Community Survey (ACS) data generally reflect the November 2007 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. The 2008 Puerto Rico Community Survey (PRCS) data generally reflect the November 2007 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 PRCS 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.
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Source: U.S. Census Bureau, 2007 American Community Survey

**C08301: MEANS OF TRANSPORTATION TO WORK - Universe: Workers 16 years and over
2008 American Community Survey 1-Year Estimates**

NOTE. 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.

For information on confidentiality protection, sampling error, nonsampling error, and definitions, see Survey Methodology.

	Pima County, Arizona			Tucson city, Arizona		
	Estimate	%	Margin of	Estimate	%	Margin of
Total (workers 16 years old and over):	456,965		+/-7,303	246,761		+/-7,188
Car, truck, or van:	400,395	87.62%	+/-7,980	209,685	84.97%	+/-6,623
Drove alone	347,747	76.10%	+/-8,248	179,397	72.70%	+/-6,881
Carpooled:	52,648	11.52%	+/-4,125	30,288	12.27%	+/-3,816
In 2-person carpool	41,934	9.18%	+/-3,649	23,893	9.68%	+/-3,067
In 3-person carpool	7,951	1.74%	+/-2,235	5,068	2.05%	+/-2,117
In 4-or-more-person carpool	2,763	0.60%	+/-926	1,327	0.54%	+/-482
Public transportation (excluding taxicab)	13,534	2.96%	+/-2,498	10,911	4.42%	+/-2,309
Walked	9,913	2.17%	+/-1,942	8,098	3.28%	+/-1,916
Taxicab, motorcycle, bicycle, or other	14,610	3.20%	+/-2,238	10,155	4.12%	+/-2,025
Worked at home	18,513	4.05%	+/-2,375	7,912	3.21%	+/-1,636

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.

While the 2008 American Community Survey (ACS) data generally reflect the November 2007 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. The 2008 Puerto Rico Community Survey (PRCS) data generally reflect the November 2007 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 PRCS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

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6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

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

**C08301: MEANS OF TRANSPORTATION TO WORK - Universe: Workers 16 years and over
2009 American Community Survey 1-Year Estimates**

NOTE. 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.

For information on confidentiality protection, sampling error, nonsampling error, and definitions, see Survey Methodology.

	Pima County, Arizona			Tucson city, Arizona		
	Estimate	%	Margin of	Estimate	%	Margin of
Total (workers 16 years old and over):	423,888		+/-7,271	237,078		+/-6,136
Car, truck, or van:	364,620	86.02%	+/-7,473	199,197	84.02%	+/-6,442
Drove alone	321,706	75.89%	+/-7,400	171,752	72.45%	+/-6,709
Carpooled:	42,914	10.12%	+/-3,519	27,445	11.58%	+/-2,984
In 2-person carpool	33,865	7.99%	+/-3,284	22,752	9.60%	+/-2,845
In 3-person carpool	5,443	1.28%	+/-1,309	3,021	1.27%	+/-984
In 4-or-more-person carpool	3,606	0.85%	+/-1,036	1,672	0.71%	+/-724
Public transportation (excluding taxicab)	10,635	2.51%	+/-2,303	7,861	3.32%	+/-1,920
Walked	10,941	2.58%	+/-2,195	8,567	3.61%	+/-1,967
Taxicab, motorcycle, bicycle, or other	16,605	3.92%	+/-3,076	11,703	4.94%	+/-2,551
Worked at home	21,087	4.97%	+/-2,593	9,750	4.11%	+/-1,831

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 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.

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

**C08301: MEANS OF TRANSPORTATION TO WORK - Universe: Workers 16 years and over
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.

	Pima County, Arizona			Tucson city, Arizona		
	Estimate	%	Margin of Error	Estimate	%	Margin of Error
Total (workers 16 years old and	410,551		+/-8,502	219,852		+/-6,583
Car, truck, or van:	354,807	86.42%	+/-8,164	184,812	84.06%	+/-6,339
Drove alone	316,003	76.97%	+/-7,732	164,289	74.73%	+/-5,969
Carpooled:	38,804	9.45%	+/-4,474	20,523	9.33%	+/-3,644
In 2-person carpool	30,405	7.41%	+/-3,802	15,711	7.15%	+/-2,937
In 3-person carpool	4,475	1.09%	+/-1,101	2,579	1.17%	+/-844
In 4-or-more-person carpool	3,924	0.96%	+/-1,346	2,233	1.02%	+/-1,281
Public transportation (excluding	8,246	2.01%	+/-1,676	6,265	2.85%	+/-1,433
Walked	9,258	2.26%	+/-1,766	6,884	3.13%	+/-1,378
Taxicab, motorcycle, bicycle, or	15,219	3.71%	+/-2,406	11,573	5.26%	+/-2,045
Worked at home	23,021	5.61%	+/-3,557	10,318	4.69%	+/-1,643

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 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:

C08301: MEANS OF TRANSPORTATION TO WORK - Universe: Workers 16 years and over
2011 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.

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.

	Pima County, Arizona			Tucson city, Arizona		
	Estimate	%	Margin of Error	Estimate	%	Margin of Error
Total (workers 16 years old and	403,617		+/-7,574	220,658		+/-6,240
Car, truck, or van:	351,899	87.19%	+/-7,613	186,432	84.49%	+/-6,099
Drove alone	311,610	77.20%	+/-7,501	164,369	74.49%	+/-6,316
Carpooled:	40,289	9.98%	+/-3,440	22,063	10.00%	+/-2,362
In 2-person carpool	30,711	7.61%	+/-3,257	16,753	7.59%	+/-2,137
In 3-person carpool	5,974	1.48%	+/-1,451	3,807	1.73%	+/-1,377
In 4-or-more-person carpool	3,604	0.89%	+/-1,337	1,503	0.68%	+/-626
Public transportation (excluding	9,542	2.36%	+/-1,918	7,957	3.61%	+/-1,707
Walked	10,370	2.57%	+/-2,174	8,181	3.71%	+/-2,044
Taxicab, motorcycle, bicycle, or	13,967	3.46%	+/-2,016	11,062	5.01%	+/-1,725
Worked at home	17,839	4.42%	+/-2,490	7,026	3.18%	+/-1,582

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 2011 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, 2011 American Community Survey

Explanation of Symbols:

**C08301: MEANS OF TRANSPORTATION TO WORK - Universe: Workers 16 years and over
2012 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, 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.

	Pima County, Arizona			Tucson city, Arizona		
	Estimate	%	Margin of	Estimate	%	Margin of
Total (workers 16 years old and over):	414,002		+/-6,931	224,508		+/-5,413
Car, truck, or van:	356,795	86.18%	+/-6,886	188,331	83.89%	+/-5,687
Drove alone	317,585	76.71%	+/-7,293	166,192	74.02%	+/-5,866
Carpooled:	39,210	9.47%	+/-3,206	22,139	9.86%	+/-2,557
In 2-person carpool	29,832	7.21%	+/-2,927	16,558	7.38%	+/-2,295
In 3-person carpool	5,854	1.41%	+/-1,353	3,254	1.45%	+/-1,055
In 4-or-more-person carpool	3,524	0.85%	+/-989	2,327	1.04%	+/-836
Public transportation (excluding taxicab)	11,070	2.67%	+/-1,813	8,111	3.61%	+/-1,513
Walked	10,407	2.51%	+/-1,593	8,642	3.85%	+/-1,459
Taxicab, motorcycle, bicycle, or other	15,328	3.70%	+/-2,206	11,043	4.92%	+/-1,976
Worked at home	20,402	4.93%	+/-2,459	8,381	3.73%	+/-1,281

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 2012 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, 2012 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.