

# Profile of Journey to Work Characteristics for Workers: 1990 and 2000

Compiled using Census 2000 Supplementary Survey (C2SS) data

## Raleigh, North Carolina

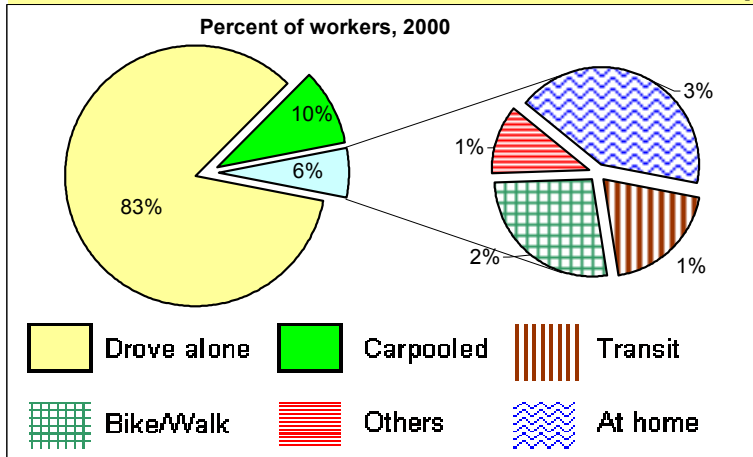
Geography = city

### General Information

	1990	2000	Change	
Population in households	194,028	267,132	73,104	37.7%
Number of households Sampled	~ 14,304	*	--	--
Average Household Size	2.26	2.33	0.07	2.9%
Total Workers in households	113,134	154,631	41,497	36.7%
Average # of vehicles in households	1.6	1.7	0.03	1.9%
Percent of Households with no vehicles	8.9%	8.6%	--	-0.3%

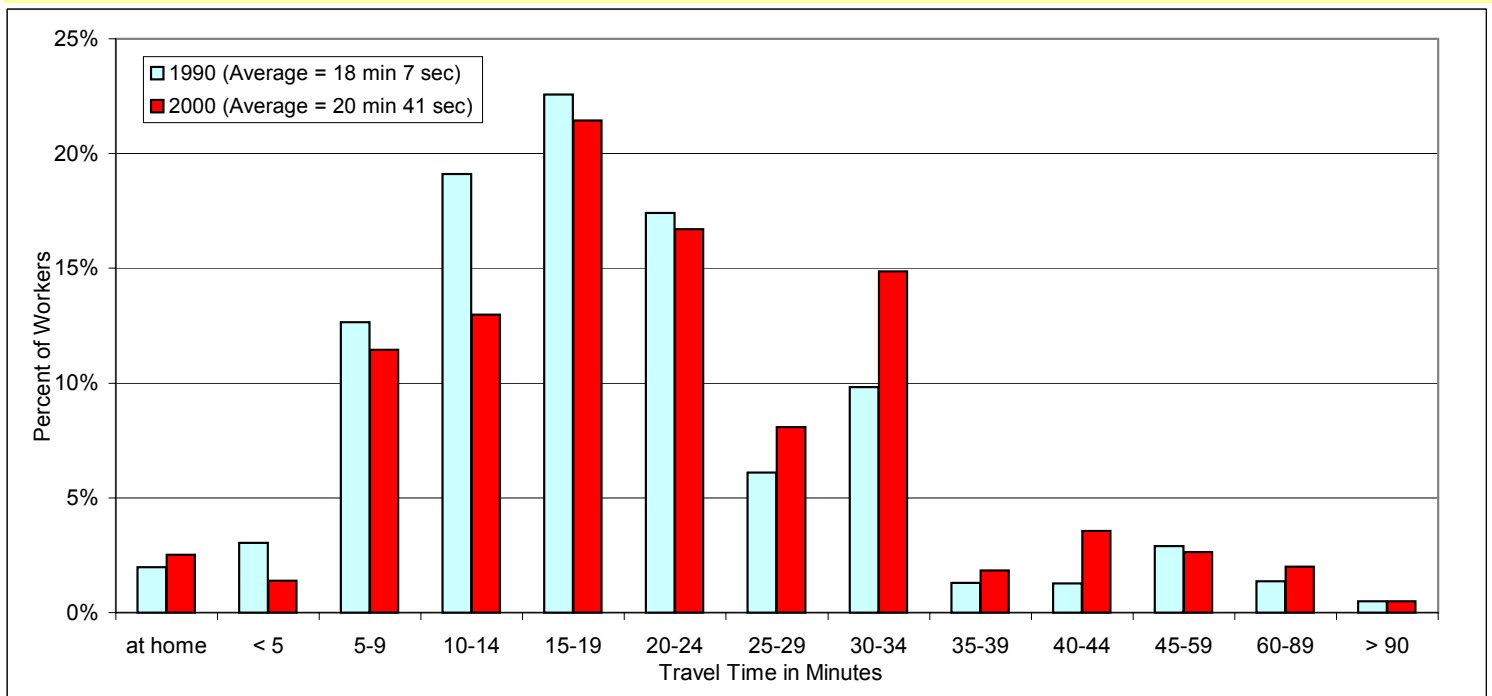
\* Unavailable  
~ Approximate

### Means of Transportation to Work<sup>1</sup>



Mode	1990		2000		Change	
Drove Alone	90,593	80.1%	130,380	84.3%	39,787	43.9%
Carpool	12,679	11.2%	14,996	9.7%	2,317	18.3%
Transit	3,070	2.7%	1,789	1.2%	-1,281	-41.7%
Walk/Bike	3,386	3.0%	2,494	1.6%	-892	-26.3%
Others	1,244	1.1%	1,063	0.7%	-181	-14.5%
Work at Home	2,162	1.9%	3,909	2.5%	1,747	80.8%
<b>TOTAL</b>	<b>113,134</b>	<b>100%</b>	<b>154,631</b>	<b>100%</b>	<b>41,497</b>	<b>36.7%</b>

### Travel Time to Work<sup>2</sup>



#### Notes:

Data are from the 1990 Census Transportation Planning Package (CTPP) and the American Community Survey's Census 2000 Supplementary Survey (C2SS). The C2SS sampled 700,000 households across the country. The 1990 CTPP is based on the 1990 Decennial Census "long form" which sampled 1 in 6 households (15.32 million).

**Universe:** All Workers 16 years and older living in households.

<sup>1</sup>Means of Transportation included in the "Transit" category includes Bus or trolley bus; Streetcar or trolley car; Subway or elevated; and Railroad.

<sup>2</sup>For travel time to work analysis, the 1990 data includes workers both in households and group quarters, while the C2SS data is for workers in households only. For calculating the average travel time, the maximum value used for the 1990 data was 99 minutes, while for C2SS it was 240 minutes.