



S0801

COMMUTING CHARACTERISTICS BY SEX

2012-2016 American Community Survey 5-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.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

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.

Subject	Franklin city, Indiana				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	11,525	+/-618	6,066	+/-420	5,459
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	94.3%	+/-1.6	94.6%	+/-1.8	93.9%
Drove alone	86.0%	+/-2.5	87.0%	+/-2.8	84.8%
Carpooled	8.3%	+/-1.9	7.6%	+/-2.1	9.2%
In 2-person carpool	6.1%	+/-1.6	5.4%	+/-1.8	6.9%
In 3-person carpool	1.6%	+/-1.0	1.5%	+/-1.1	1.7%
In 4-or-more person carpool	0.6%	+/-0.7	0.7%	+/-0.8	0.6%
Workers per car, truck, or van	1.05	+/-0.01	1.05	+/-0.01	1.06
Public transportation (excluding taxicab)	0.2%	+/-0.2	0.2%	+/-0.3	0.2%
Walked	2.5%	+/-1.0	2.0%	+/-0.9	3.1%
Bicycle	0.1%	+/-0.1	0.1%	+/-0.2	0.0%
Taxicab, motorcycle, or other means	1.2%	+/-0.8	1.9%	+/-1.3	0.3%
Worked at home	1.8%	+/-0.8	1.2%	+/-0.8	2.5%
PLACE OF WORK					
Worked in state of residence	98.4%	+/-0.9	97.6%	+/-1.5	99.3%
Worked in county of residence	61.3%	+/-3.8	59.2%	+/-4.4	63.7%
Worked outside county of residence	37.1%	+/-3.6	38.4%	+/-4.5	35.6%
Worked outside state of residence	1.6%	+/-0.9	2.4%	+/-1.5	0.7%
Living in a place					
Worked in place of residence	39.1%	+/-3.7	37.5%	+/-5.0	40.8%
Worked outside place of residence	60.9%	+/-3.7	62.5%	+/-5.0	59.2%
Not living in a place	0.0%	+/-0.3	0.0%	+/-0.5	0.0%
Living in 12 selected states					
Worked in minor civil division of residence	0.0%	+/-0.3	0.0%	+/-0.5	0.0%
Worked outside minor civil division of residence	0.0%	+/-0.3	0.0%	+/-0.5	0.0%
Not living in 12 selected states	100.0%	+/-0.3	100.0%	+/-0.5	100.0%

Subject	Franklin city, Indiana				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over who did not work at home	11,319	+/-606	5,994	+/-422	5,325
TIME LEAVING HOME TO GO TO WORK					
12:00 a.m. to 4:59 a.m.	5.9%	+/-2.3	7.7%	+/-3.5	3.8%
5:00 a.m. to 5:29 a.m.	3.3%	+/-1.4	5.0%	+/-2.2	1.4%
5:30 a.m. to 5:59 a.m.	5.7%	+/-1.7	7.9%	+/-2.6	3.1%
6:00 a.m. to 6:29 a.m.	9.6%	+/-2.1	13.0%	+/-3.8	5.8%
6:30 a.m. to 6:59 a.m.	12.7%	+/-2.2	12.4%	+/-3.2	13.0%
7:00 a.m. to 7:29 a.m.	14.5%	+/-2.5	10.5%	+/-2.7	18.9%
7:30 a.m. to 7:59 a.m.	12.5%	+/-2.2	10.7%	+/-2.5	14.6%
8:00 a.m. to 8:29 a.m.	7.2%	+/-1.7	4.4%	+/-1.8	10.3%
8:30 a.m. to 8:59 a.m.	3.7%	+/-1.3	4.3%	+/-1.9	3.0%
9:00 a.m. to 11:59 p.m.	25.0%	+/-2.9	23.9%	+/-3.6	26.2%
TRAVEL TIME TO WORK					
Less than 10 minutes	18.8%	+/-2.9	19.6%	+/-3.6	18.0%
10 to 14 minutes	12.9%	+/-2.2	12.2%	+/-2.9	13.7%
15 to 19 minutes	13.8%	+/-2.3	11.7%	+/-2.8	16.3%
20 to 24 minutes	13.8%	+/-2.8	14.6%	+/-4.1	12.9%
25 to 29 minutes	5.5%	+/-1.5	4.5%	+/-1.8	6.7%
30 to 34 minutes	12.2%	+/-2.4	14.6%	+/-3.6	9.4%
35 to 44 minutes	7.9%	+/-1.8	8.0%	+/-2.2	7.7%
45 to 59 minutes	10.7%	+/-2.0	9.4%	+/-2.2	12.1%
60 or more minutes	4.4%	+/-1.2	5.5%	+/-1.7	3.1%
Mean travel time to work (minutes)	23.6	+/-1.3	24.2	+/-1.6	22.9
VEHICLES AVAILABLE					
Workers 16 years and over in households	11,183	+/-600	5,873	+/-407	5,310
No vehicle available	1.4%	+/-0.9	1.9%	+/-1.2	0.8%
1 vehicle available	19.3%	+/-3.1	16.1%	+/-3.6	22.7%
2 vehicles available	49.4%	+/-5.3	52.3%	+/-5.6	46.2%
3 or more vehicles available	29.9%	+/-4.9	29.6%	+/-4.8	30.3%
PERCENT ALLOCATED					
Means of transportation to work	6.7%	(X)	(X)	(X)	(X)
Private vehicle occupancy	10.1%	(X)	(X)	(X)	(X)
Place of work	9.2%	(X)	(X)	(X)	(X)
Time leaving home to go to work	32.3%	(X)	(X)	(X)	(X)
Travel time to work	12.2%	(X)	(X)	(X)	(X)
Vehicles available	0.8%	(X)	(X)	(X)	(X)

Subject	Franklin city, Indiana
	Female
	Margin of Error
Workers 16 years and over	+/-419
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	+/-2.5
Drove alone	+/-3.9
Carpooled	+/-2.7
In 2-person carpool	+/-2.7
In 3-person carpool	+/-1.2
In 4-or-more person carpool	+/-0.7
Workers per car, truck, or van	+/-0.02
Public transportation (excluding taxicab)	+/-0.2
Walked	+/-1.7
Bicycle	+/-0.5
Taxicab, motorcycle, or other means	+/-0.5
Worked at home	+/-1.2
PLACE OF WORK	
Worked in state of residence	+/-1.1
Worked in county of residence	+/-4.9
Worked outside county of residence	+/-4.5
Worked outside state of residence	+/-1.1
Living in a place	+/-0.5
Worked in place of residence	+/-4.7
Worked outside place of residence	+/-4.7
Not living in a place	+/-0.5
Living in 12 selected states	+/-0.5
Worked in minor civil division of residence	+/-0.5
Worked outside minor civil division of residence	+/-0.5
Not living in 12 selected states	+/-0.5
Workers 16 years and over who did not work at home	+/-413
TIME LEAVING HOME TO GO TO WORK	
12:00 a.m. to 4:59 a.m.	+/-2.0
5:00 a.m. to 5:29 a.m.	+/-1.6
5:30 a.m. to 5:59 a.m.	+/-1.5
6:00 a.m. to 6:29 a.m.	+/-2.3
6:30 a.m. to 6:59 a.m.	+/-3.1
7:00 a.m. to 7:29 a.m.	+/-3.9
7:30 a.m. to 7:59 a.m.	+/-3.1
8:00 a.m. to 8:29 a.m.	+/-3.0
8:30 a.m. to 8:59 a.m.	+/-1.6
9:00 a.m. to 11:59 p.m.	+/-4.2
TRAVEL TIME TO WORK	
Less than 10 minutes	+/-4.0
10 to 14 minutes	+/-3.1
15 to 19 minutes	+/-3.4
20 to 24 minutes	+/-3.7
25 to 29 minutes	+/-2.5
30 to 34 minutes	+/-3.3
35 to 44 minutes	+/-2.6
45 to 59 minutes	+/-3.1
60 or more minutes	+/-1.3
Mean travel time to work (minutes)	+/-1.6
VEHICLES AVAILABLE	

Subject	Franklin city, Indiana
	Female
	Margin of Error
Workers 16 years and over in households	+/-413
No vehicle available	+/-0.8
1 vehicle available	+/-4.4
2 vehicles available	+/-5.9
3 or more vehicles available	+/-5.8
PERCENT ALLOCATED	
Means of transportation to work	(X)
Private vehicle occupancy	(X)
Place of work	(X)
Time leaving home to go to work	(X)
Travel time to work	(X)
Vehicles available	(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.

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

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

While the 2012-2016 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.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-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.