

Historical Analysis of Census Transportation Data



March 2013

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HISTORICAL ANALYSIS of CENSUS TRANSPORTATION DATA

PREPARED BY:



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REPORT DOCUMENTATION

TITLE

Historical Analysis of Census Transportation Data

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ABSTRACT

This document contains transportation-related data from the U.S. Census Bureau for Hampton Roads, 1970 through 2010. The 1970 through 2000 data comes from the respective decennial censuses. The 2010 data comes from both the 2010 decennial census and a three-year 2009-2011 sample from the Bureau's American Community Survey (ACS), as noted.

The data is presented individually by locality and collectively for the region. Regional data is presented for both the HRTPO and the 2010 Metropolitan Statistical Area (MSA). Using 2010 MSA data, Hampton Roads is compared to other MSAs of similar size. Locality data is presented for each of the 18 localities that fall into at least one of the Hampton Roads regional definitions.

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The HRTPO assures that no person shall, on the ground of race, color, national origin, handicap, sex, age, or income status as provided by Title VI of the Civil Rights Act of 1964 and subsequent authorities, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity. The HRTPO Title VI Plan provides this assurance, information about HRTPO responsibilities, and a Discrimination Complaint Form.

REPORT DATE

March 2013

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This document was prepared by the Hampton Roads Transportation Planning Organization (HRTPO) in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Virginia Department of Transportation (VDOT), and Virginia Department of Rail and Public Transportation (DRPT). The contents of this report reflect the views of the HRTPO. The HRTPO staff is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, FTA, VDOT or DRPT. This report does not constitute a standard, specification, or regulation. FHWA, FTA, VDOT or DRPT acceptance of this report as evidence of fulfillment of the objectives of this program does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

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INTRODUCTION

This document contains transportation-related data from the U.S. Census Bureau for Hampton Roads, 1970 through 2010. The 1970 through 2000 data comes from the respective decennial censuses. The 2010 data comes from both the 2010 decennial census and a three-year 2009-2011 sample from the Bureau's American Community Survey (ACS), as noted.

The data is presented individually by locality and collectively for the region. Regional data is presented for both the HRTPO and the 2010 Hampton Roads Metropolitan Statistical Area (MSA) (See regional definitions in the table at right.) Using 2010 MSA data, Hampton Roads is compared to other MSAs of similar size. Locality data is presented for each of the 18 localities that fall into at least one of the regional definitions listed in the table.

	HRTPO Members	HRPDC Members	2010 MSA
Chesapeake			
Currituck			
Franklin			
Gloucester			
Hampton			
Isle of Wight			
James City			
Mathews			
Newport News			
Norfolk			
Poquoson			
Portsmouth			
Southampton			
Suffolk			
Surry			
Virginia Beach			
Williamsburg			
York			

Definition of “Hampton Roads”

TRANSPORTATION RELATED CENSUS DATA- HRTPO 1970-2010

In this section, data is presented collectively for the HRTPO localities.

As noted on the table that begins on the following page, some data covers all 13 HRTPO localities¹, whereas some data covers a subset of these localities as noted in the “Coverage” column of the table. Due to large margins of error, the Census Bureau suppressed some 2010 sample data (2009-2011) for smaller localities, necessitating the creation of subsets covering less than 13 localities. For apples-to-apples comparison, where subsets are used for 2010 data they are also used for 1970 through 2000 data.

Following the four-page data table, a chart is provided for each type of data.

¹ Note that, although the HRTPO study area excludes northern Gloucester, the “HRTPO13” data on the following table covers all of Gloucester.

Transportation Related Census Data, HRTPO¹ 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

	Coverage ¹	Source ²	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population							
Population	HRTPO13	Full	1,077,049	1,181,914	1,421,160	1,542,144	1,632,100
				<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	HRTPO13	Full	n.a.	0.9%	1.9%	0.8%	0.6%
In Households	HRTPO13	Full	994,377	1,118,450	1,354,242	1,475,982	1,563,201
In Group Quarters	HRTPO13	Full	82,672	63,464	66,918	66,162	68,899
			<u>1,077,049</u>	<u>1,181,914</u>	<u>1,421,160</u>	<u>1,542,144</u>	<u>1,632,100</u>
Population in Group Quarters							
In Nursing Facilities	HRTPO13	Mixed	2,765	3,909	6,607	6,917	6,130
In Other Institutional Facilities	HRTPO13	Mixed	4,525	5,106	7,108	17,862	10,697
In College/University Student Housing	HRTPO13	Mixed	5,561	8,136	10,329	10,898	16,693
In Military Quarters	HRTPO13	Mixed	66,019	45,488	40,448	26,536	32,206
In Other Noninstitutional Facilities	HRTPO13	Mixed	3,346	868	2,426	3,949	3,173
Total ³			<u>82,216</u>	<u>63,507</u>	<u>66,918</u>	<u>66,162</u>	<u>68,899</u>
Detail of "In Other Institutional Facilities" (above)							
In Correctional Facilities	HRTPO13	Full	n.a.	n.a.	4,162	15,870	10,379
In Other Institutional Facilities	HRTPO13	Full	n.a.	n.a.	2,946	1,992	318
					<u>7,108</u>	<u>17,862</u>	<u>10,697</u>
Age							
Ages 0 thru 17	HRTPO13	Full	376,572	337,246	375,287	407,658	385,577
Ages 18 thru 64	HRTPO13	Full	635,358	753,386	916,958	977,062	1,059,576
Ages 65 thru 74	HRTPO13	Full	42,413	58,611	81,551	86,725	103,463
Age 75 and Over	HRTPO13	Full	22,706	32,671	47,364	70,699	83,484
			<u>1,077,049</u>	<u>1,181,914</u>	<u>1,421,160</u>	<u>1,542,144</u>	<u>1,632,100</u>
Ages 0 thru 17	HRTPO13	Full	35%	29%	26%	26%	24%
Ages 18 thru 64	HRTPO13	Full	59%	64%	65%	63%	65%
Ages 65 thru 74	HRTPO13	Full	4%	5%	6%	6%	6%
Age 75 and Over	HRTPO13	Full	2%	3%	3%	5%	5%
			<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

	Coverage ¹	Source ²	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Households							
Households	HRTPO13	Full	304,104	392,975	502,568	566,825	613,008
Persons per Household	HRTPO13	Full	3.27	2.85	2.70	2.60	2.55
Employment (by place of residence)							
Population 16 Years and Over							
Civilian Labor Force	HR11	Sample	348,196	479,476	633,414	697,158	798,516
Armed Forces	HR11	Sample	108,752	94,367	117,026	91,340	76,595
Not in Labor Force	HR11	Sample	274,619	299,729	312,301	371,029	395,549
			731,567	873,572	1,062,741	1,159,527	1,270,660
Civilian Labor Force, % of labor force	HR11	Sample	76%	84%	84%	88%	91%
Armed Forces, % of labor force	HR11	Sample	24%	16%	16%	12%	9%
			100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	HR11	Sample	62%	66%	71%	68%	69%
Not in Labor Force, % of pop. age 16+	HR11	Sample	38%	34%	29%	32%	31%
			100%	100%	100%	100%	100%
Vehicles							
Occupied Housing Units							
Zero-Vehicle Occ'd Housing Units	HR11	Sample	53,859	46,029	49,234	49,042	38,095
Occ'd Housing Units with Vehicles	HR11	Sample	247,845	341,345	446,097	509,998	555,121
			301,704	387,374	495,331	559,040	593,216
Zero-Vehicle Occupied Housing Units, %	HR11	Sample	18%	12%	10%	9%	6%
Occupied Housing Units with Vehicles, %	HR11	Sample	82%	88%	90%	91%	94%
			100%	100%	100%	100%	100%

	Coverage ¹	Source ²	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>							
Workers 16 Years and Over							
Drove Alone (car, truck, van)	HR7Cities	Sample	n.a.	293,028	459,682	514,310	560,971
Carpooled (car, truck, van)	HR7Cities	Sample	n.a.	111,612	89,181	80,630	60,504
Public Transportation (excluding taxi)	HR7Cities	Sample	n.a.	22,536	13,857	12,656	13,131
Taxicab	HR7Cities	Sample	n.a.	633	784	860	689
Walked	HR7Cities	Sample	n.a.	33,107	23,251	18,455	20,091
Motorcycle	HR7Cities	Sample	n.a.	2,833	1,754	855	1,272
Bicycle	HR7Cities	Sample	n.a.	2,943	3,415	2,140	3,177
Other Means	HR7Cities	Sample	n.a.	15,332	7,443	9,645	5,758
Worked at Home	HR7Cities	Sample	n.a.	5,537	35,539	16,840	30,576
				487,561	634,906	656,391	696,169
<u>Means of Transportation to Work</u>							
Drove Alone (car, truck, van)	HR7Cities	Sample	n.a.	60%	72%	78%	81%
Carpooled (car, truck, van)	HR7Cities	Sample	n.a.	23%	14%	12%	9%
Public Transportation (excluding taxi)	HR7Cities	Sample	n.a.	4.6%	2.2%	1.9%	1.9%
Taxicab	HR7Cities	Sample	n.a.	0.13%	0.12%	0.13%	0.10%
Walked	HR7Cities	Sample	n.a.	6.8%	3.7%	2.8%	2.9%
Motorcycle	HR7Cities	Sample	n.a.	0.6%	0.3%	0.1%	0.2%
Bicycle	HR7Cities	Sample	n.a.	0.6%	0.5%	0.3%	0.5%
Other Means	HR7Cities	Sample	n.a.	3.1%	1.2%	1.5%	0.8%
Worked at Home	HR7Cities	Sample	n.a.	1.1%	5.6%	2.6%	4.4%
				100%	100%	100%	100%
<u>Travel Time to Work</u>							
Mean Travel Time to Work, minutes	HR11	Sample	n.a.	21.4	21.8	23.9	23.2
Workers 16+ (Did Not Work at Home)							
Less than 10 minutes	HR11	Sample	n.a.	77,325	82,512	81,373	86,162
10 to 44 minutes	HR11	Sample	n.a.	403,211	517,510	562,844	592,613
45 or more minutes	HR11	Sample	n.a.	45,927	62,795	74,041	80,362
				526,463	662,817	718,258	759,137
Less than 10 minutes	HR11	Sample	n.a.	15%	12%	11%	11%
10 to 44 minutes	HR11	Sample	n.a.	77%	78%	78%	78%
45 or more minutes	HR11	Sample	n.a.	9%	9%	10%	11%
				100%	100%	100%	100%

	Coverage ¹	Source ²	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	HR11	Sample	n.a.	n.a.	65,553	67,865	77,890
6:00 a.m. to 6:59 a.m.	HR11	Sample	n.a.	n.a.	160,103	166,020	170,158
7:00 a.m. to 7:59 a.m.	HR11	Sample	n.a.	n.a.	185,406	204,870	191,222
8:00 a.m. to 8:59 a.m.	HR11	Sample	n.a.	n.a.	99,404	108,250	121,120
9:00 a.m. to 9:59 a.m.	HR11	Sample	n.a.	n.a.	32,262	36,085	41,019
Other Times	HR11	Sample	n.a.	n.a.	120,089	135,220	157,728
					<u>662,817</u>	<u>718,310</u>	<u>759,137</u>
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	HR11	Sample	n.a.	n.a.	10%	9%	10%
6:00 a.m. to 6:59 a.m.	HR11	Sample	n.a.	n.a.	24%	23%	22%
7:00 a.m. to 7:59 a.m.	HR11	Sample	n.a.	n.a.	28%	29%	25%
8:00 a.m. to 8:59 a.m.	HR11	Sample	n.a.	n.a.	15%	15%	16%
9:00 a.m. to 9:59 a.m.	HR11	Sample	n.a.	n.a.	5%	5%	5%
Other Hours	HR11	Sample	n.a.	n.a.	18%	19%	21%
					<u>100%</u>	<u>100%</u>	<u>100%</u>
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	HR11	Sample	n.a.	n.a.	392,822	383,139	423,252
Work Outside County of Residence	HR11	Sample	n.a.	n.a.	307,220	354,742	370,628
					<u>700,042</u>	<u>737,881</u>	<u>793,880</u>
Work In County of Residence, %	HR11	Sample	n.a.	n.a.	56%	52%	53%
Work Outside County of Residence, %	HR11	Sample	n.a.	n.a.	44%	48%	47%
					<u>100%</u>	<u>100%</u>	<u>100%</u>

Footnotes¹Coverage column:

HRTPO13: The 13 locality members of the HRTPO (including the whole county of Gloucester).

HR11: The 11 largest HRTPO members: Ches., Glo. (whole county), Hamp., Isle of W., JCC, NN, Nor., Ports., Suff., Va. B, York.

HR7Cities: The 7 largest city HRTPO members: Ches., Hamp., Newp. News, Nor., Ports., Suff., Va. B.

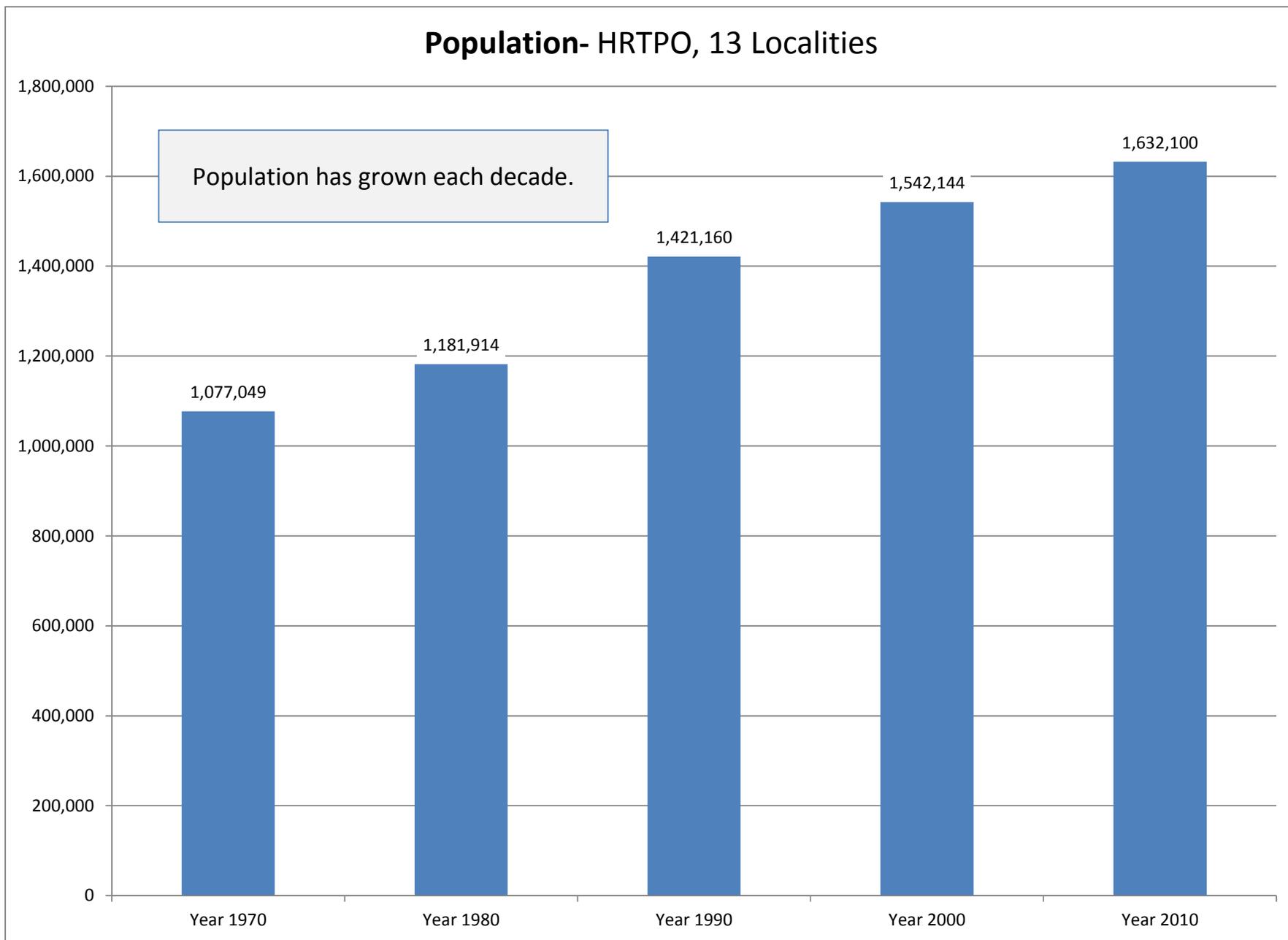
²Source:

Full: Based on entire population and every housing unit.

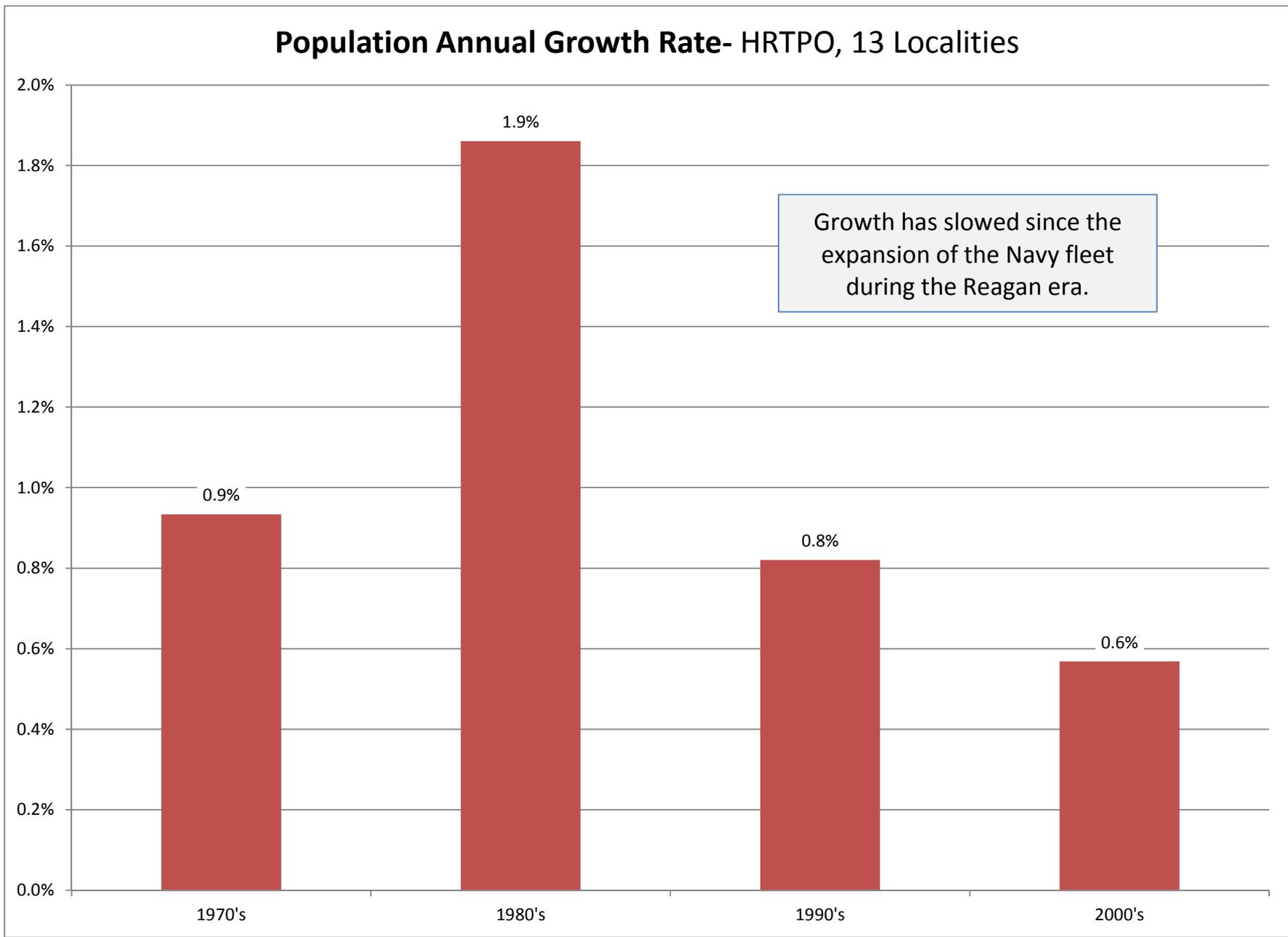
Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

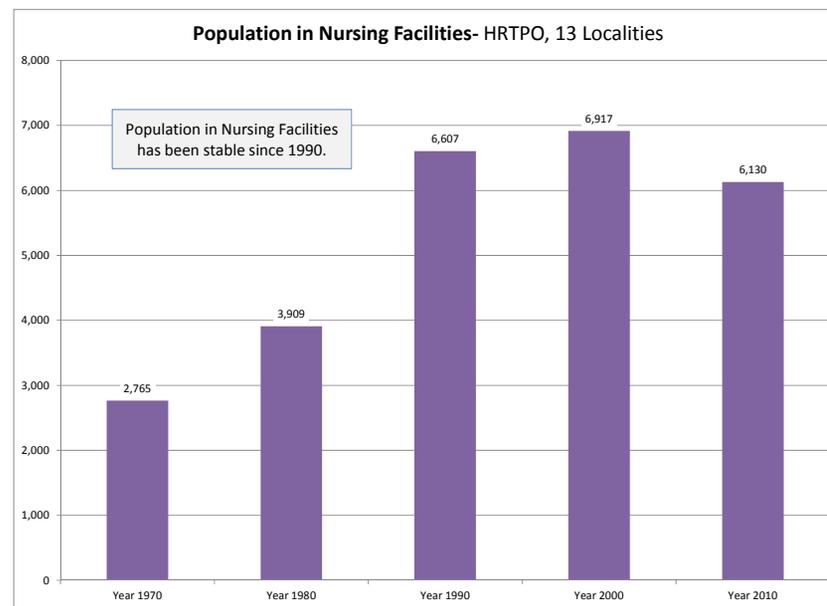
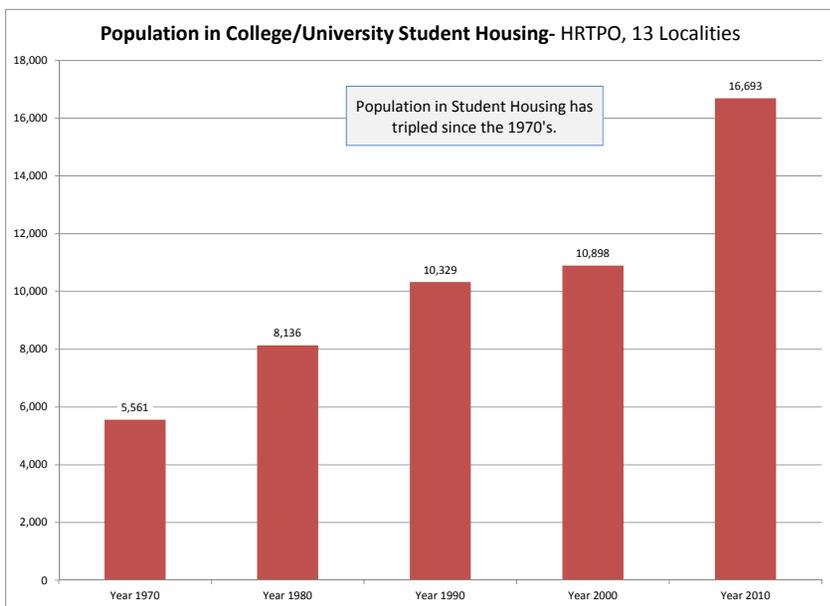
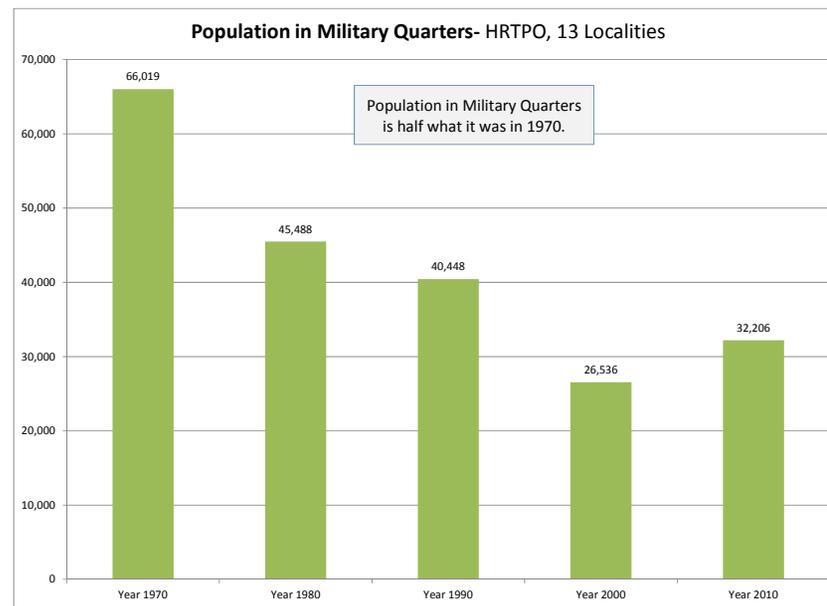
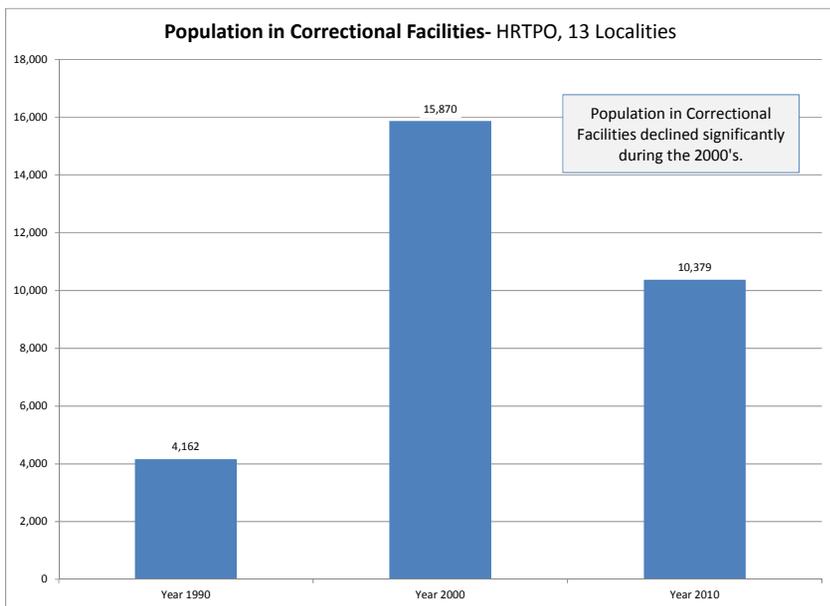
³Total: For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



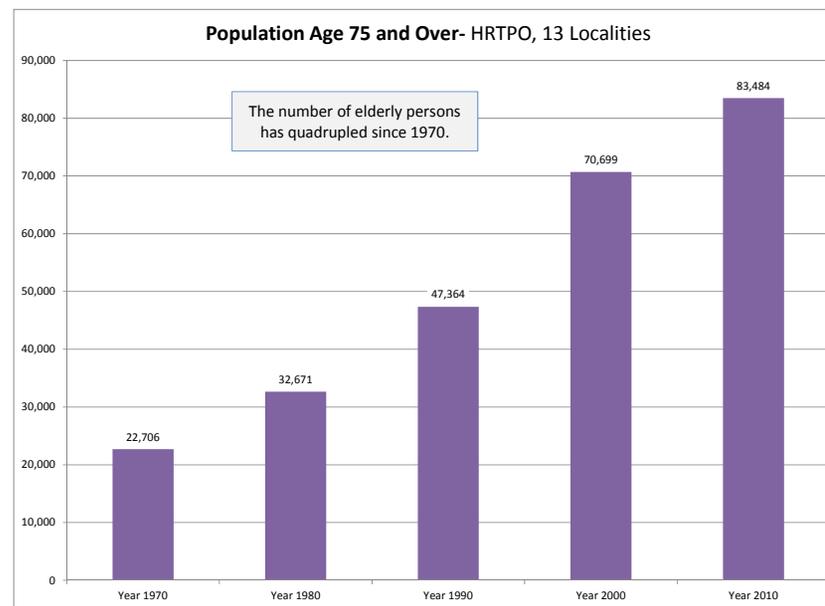
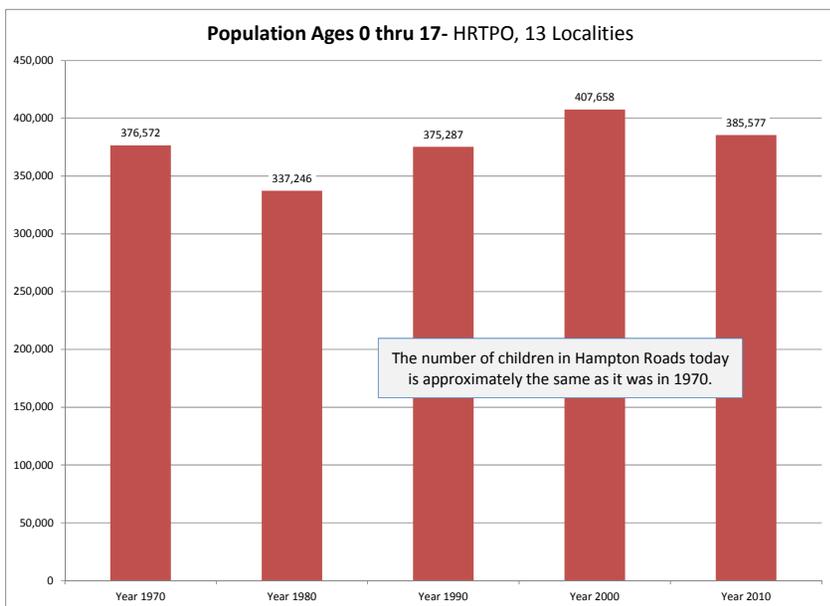
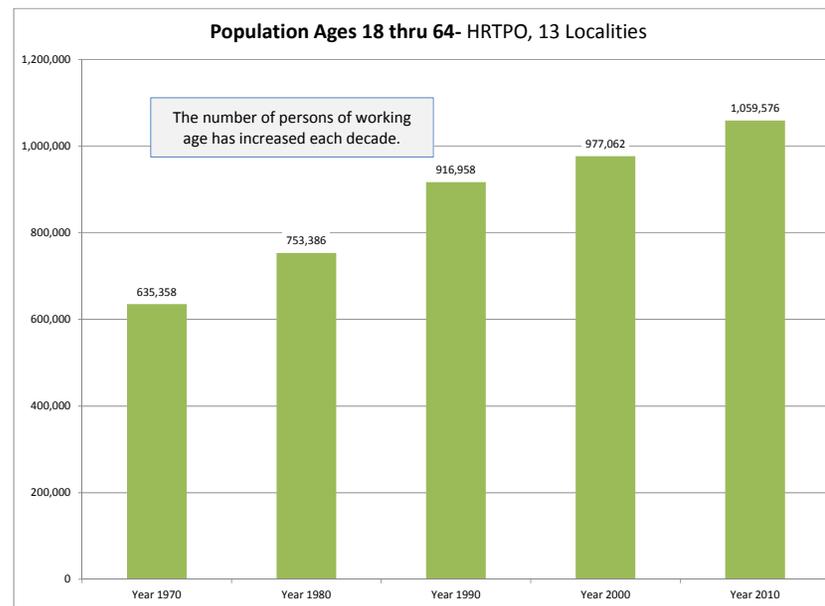
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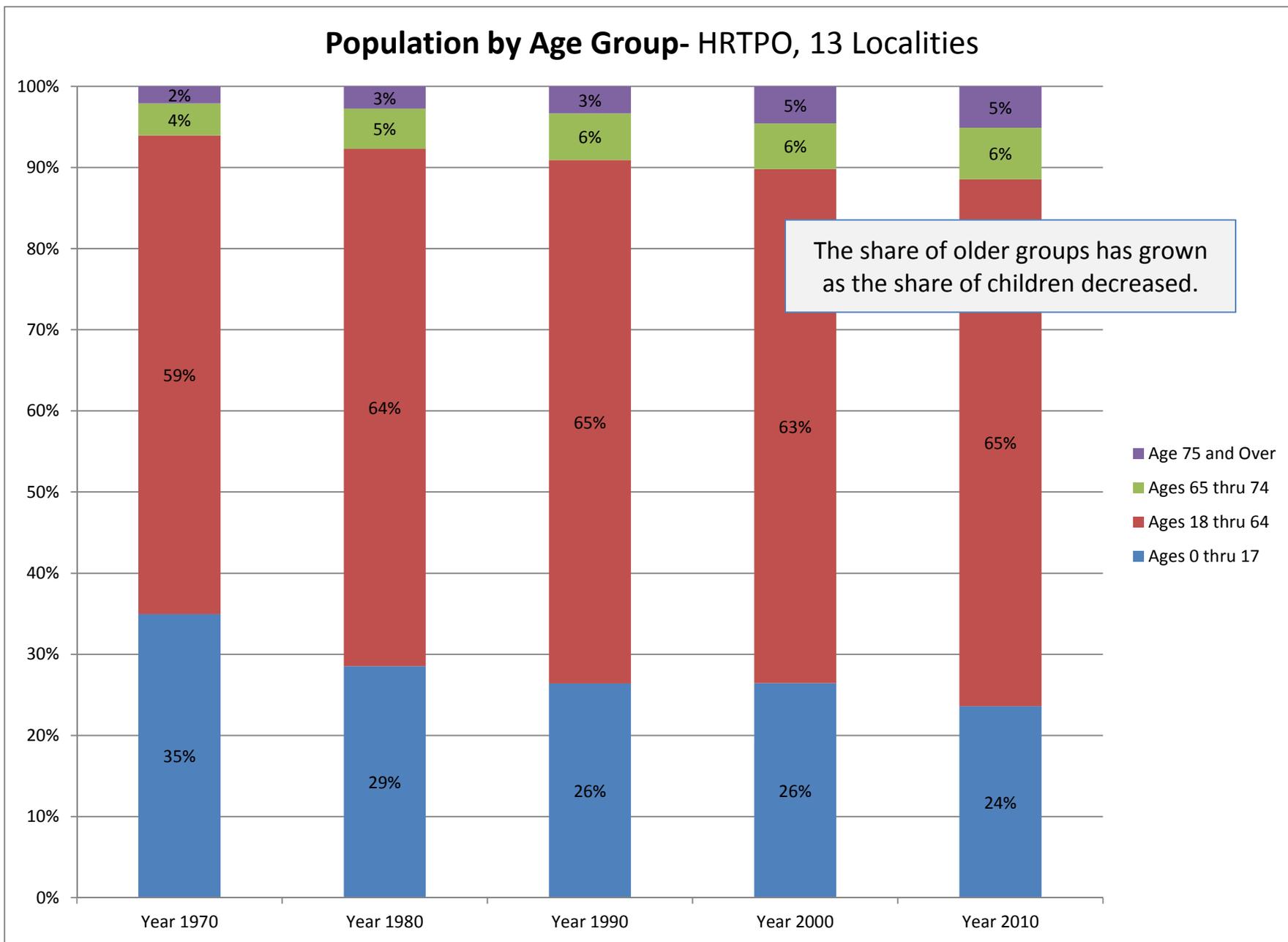
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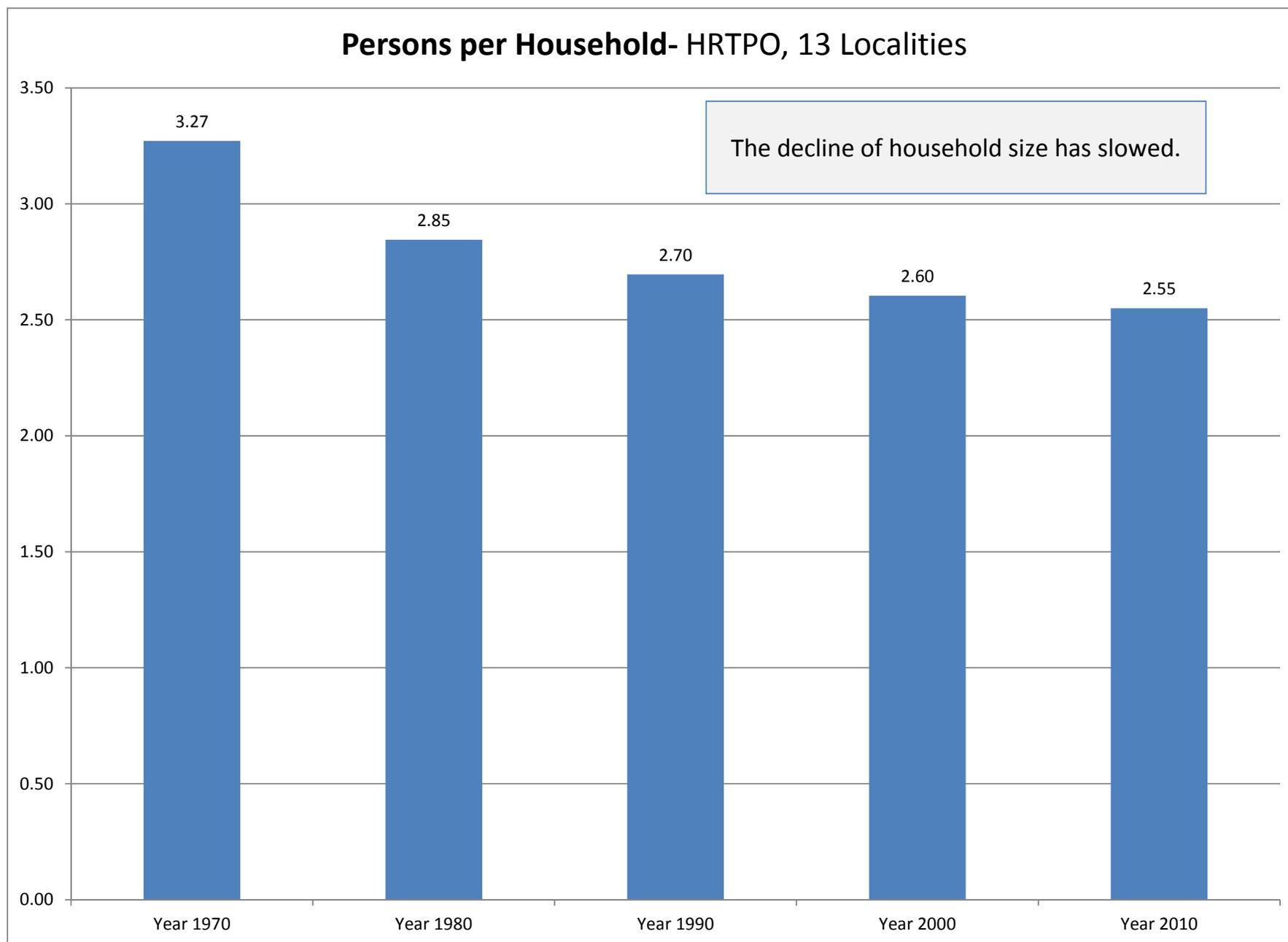
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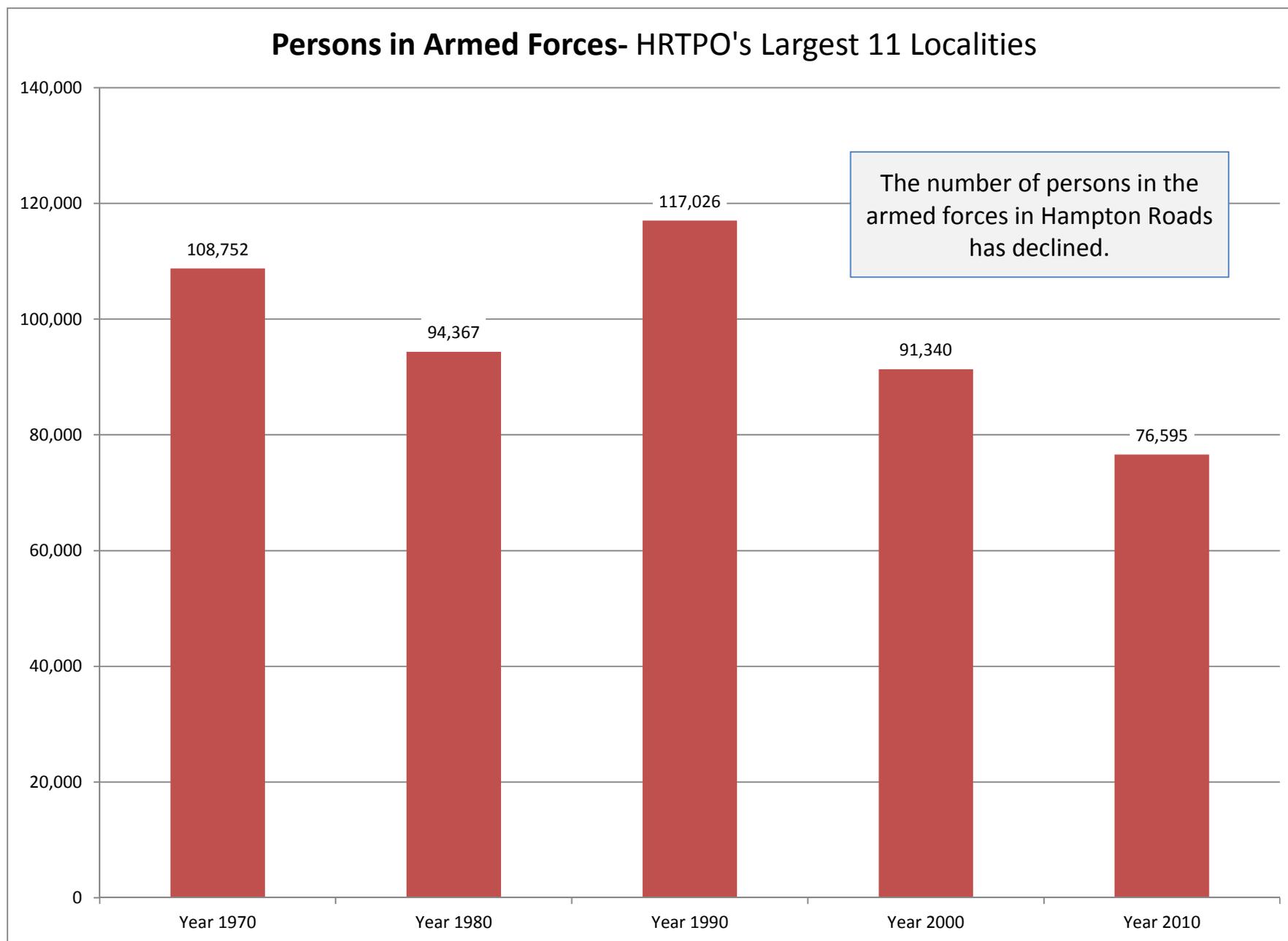
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Data Source: HRTPO analysis of US Census data.

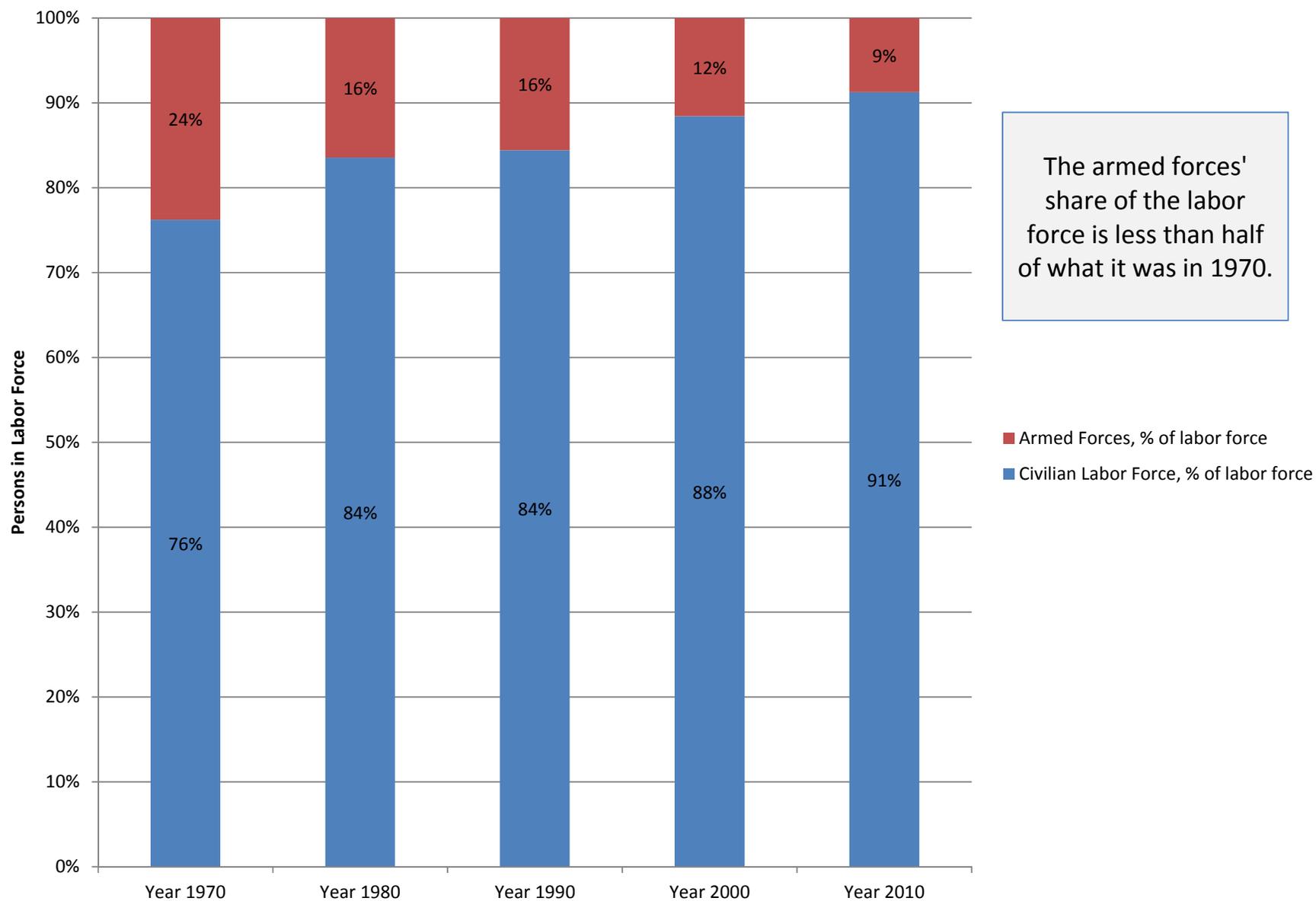


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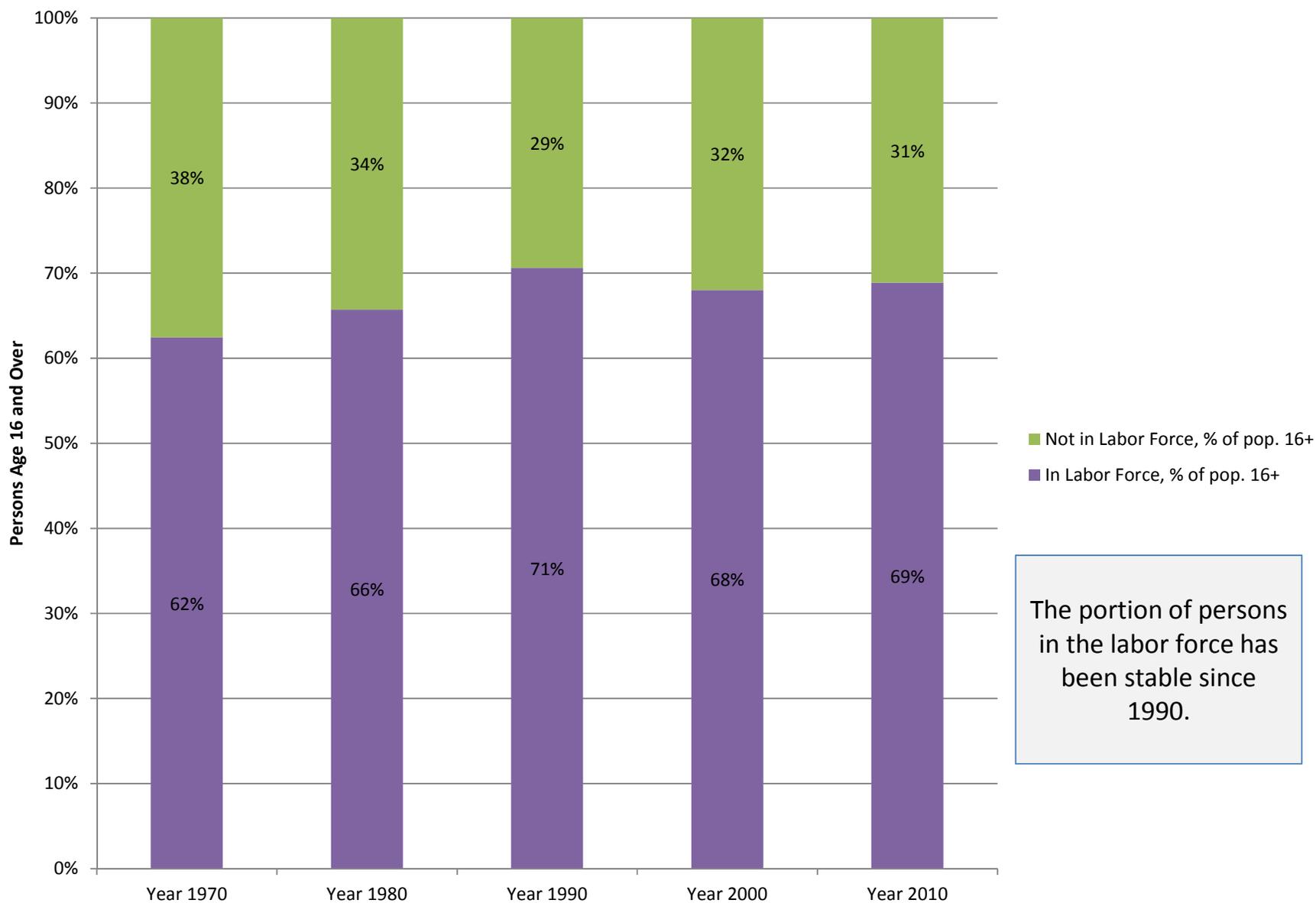
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Armed Forces & Civilians- HRTPO's Largest 11 Localities



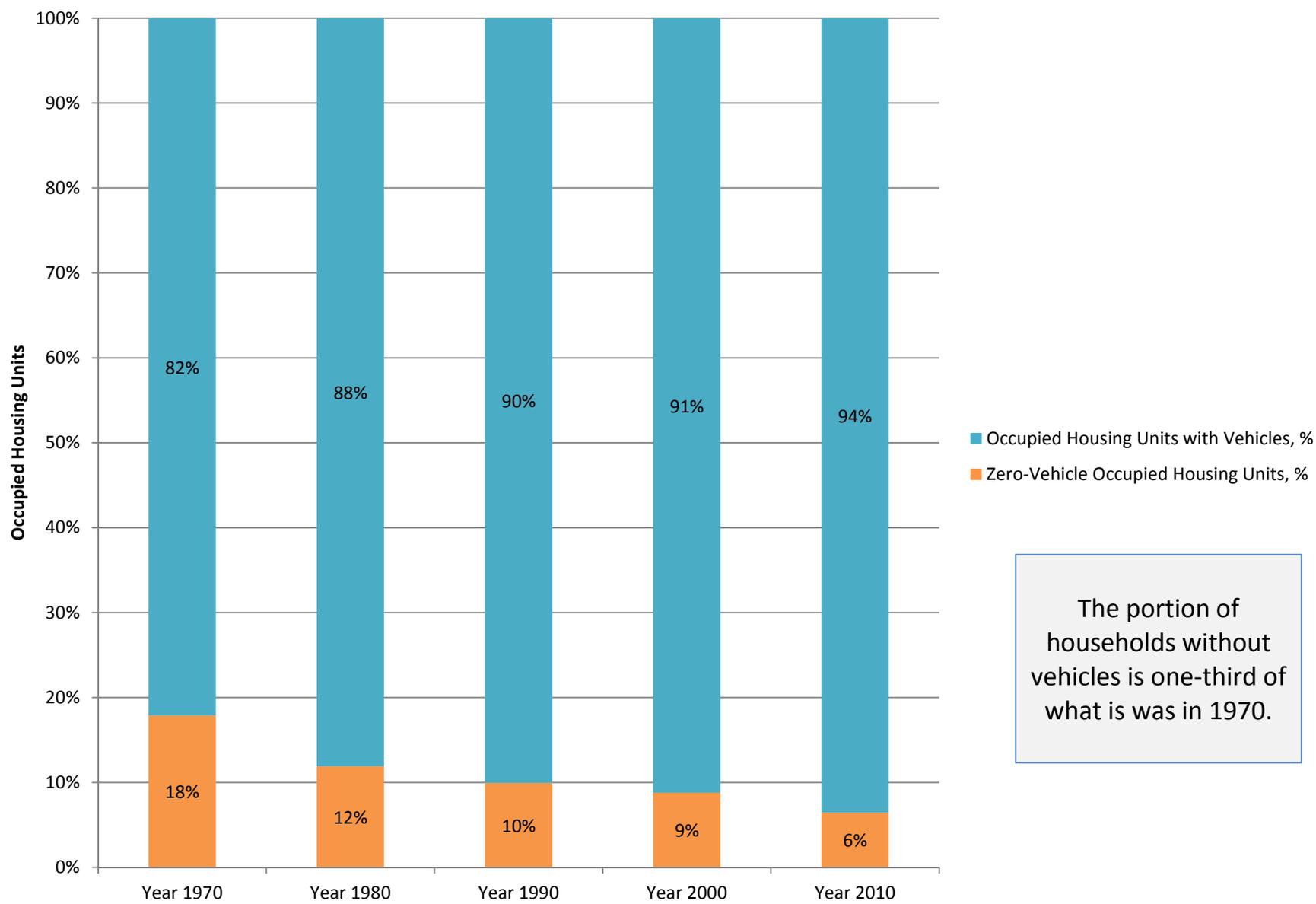
Data Source: HRTPO analysis of US Census data.

Labor Force Participation- HRTPO's Largest 11 Localities



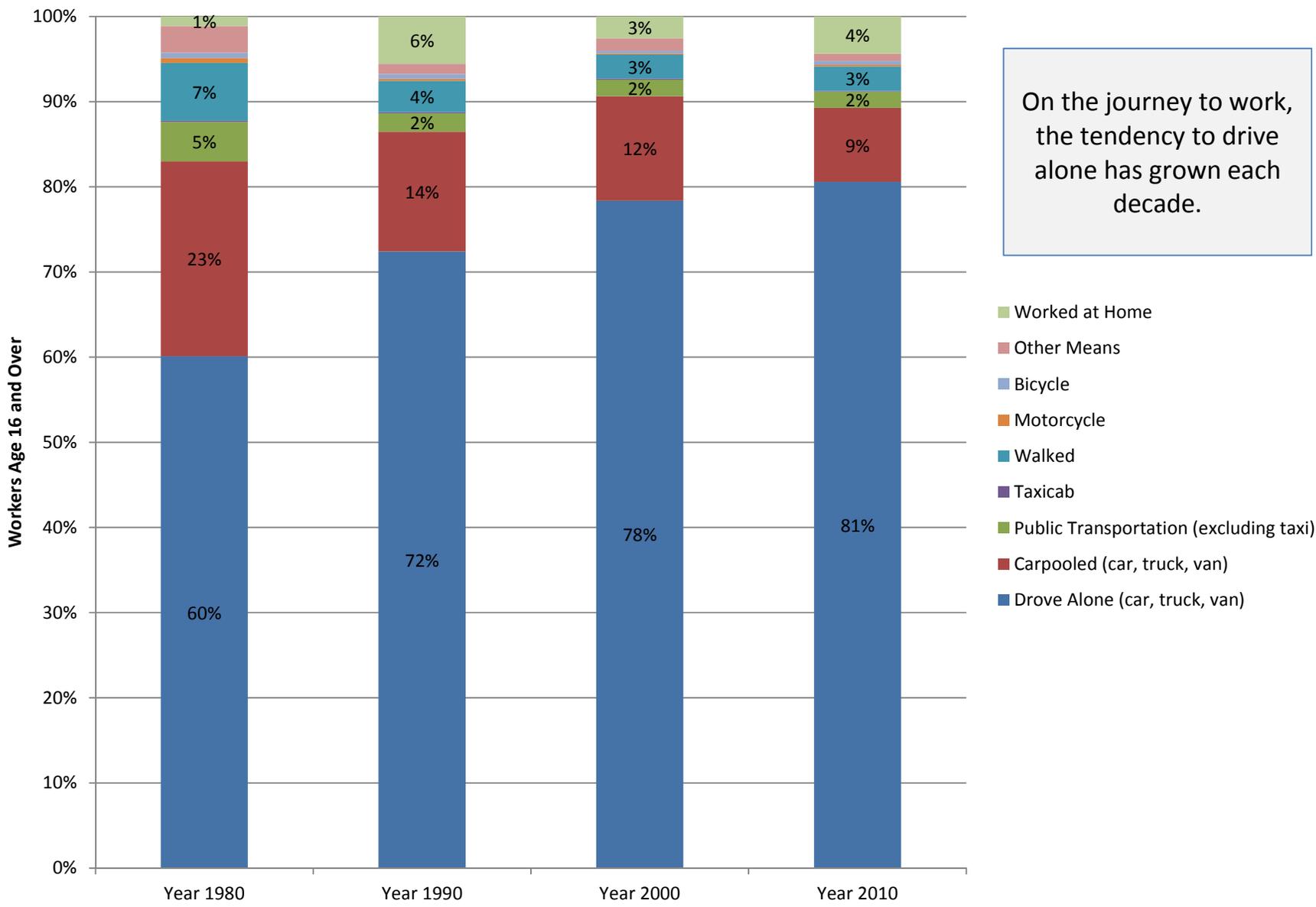
Data Source: HRTPO analysis of US Census data.

Vehicles in Households- HRTPO's Largest 11 Localities



Data Source: HRTPO analysis of US Census data.

Travel Mode to Work- HRTPO's 7 Largest Cities

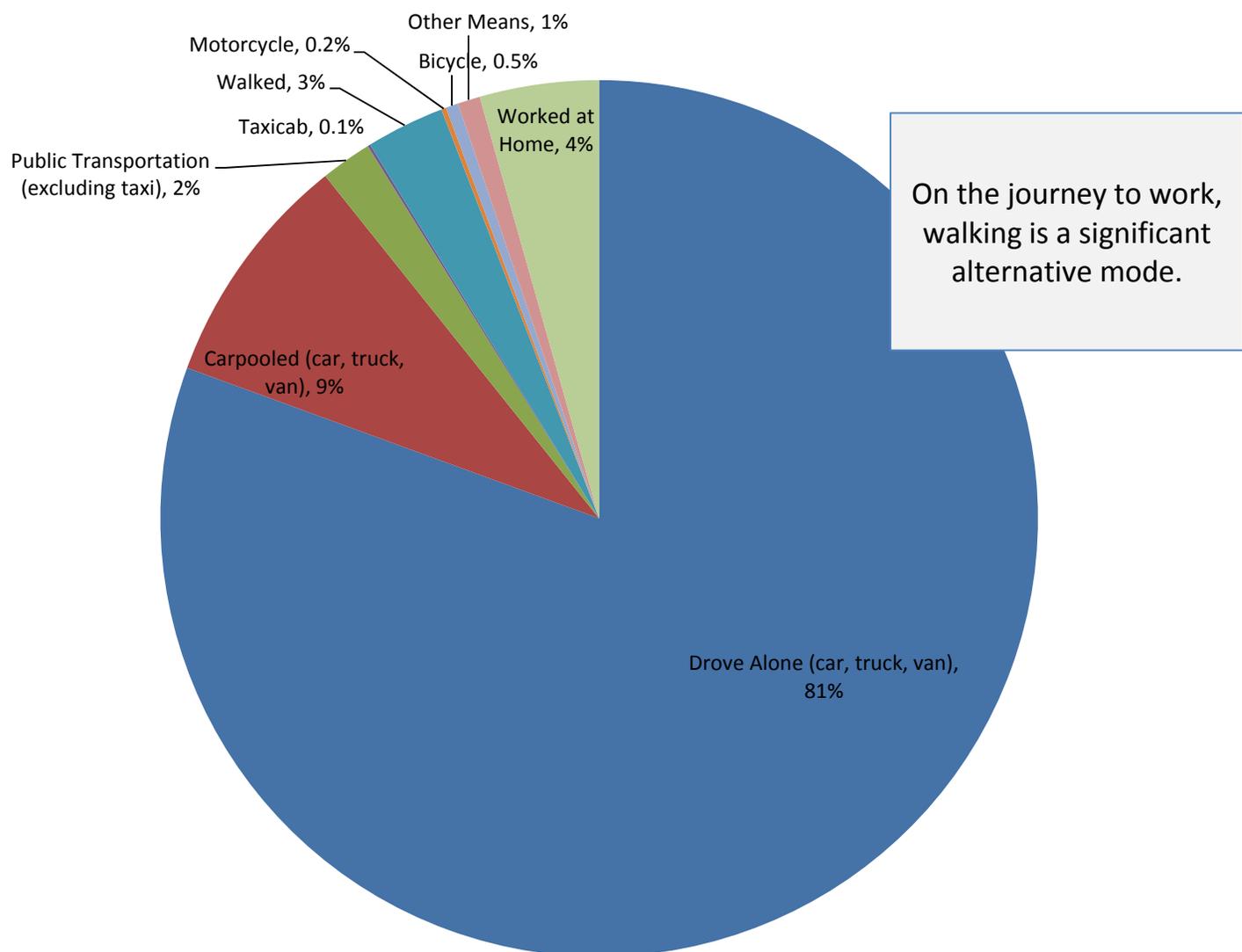


On the journey to work, the tendency to drive alone has grown each decade.

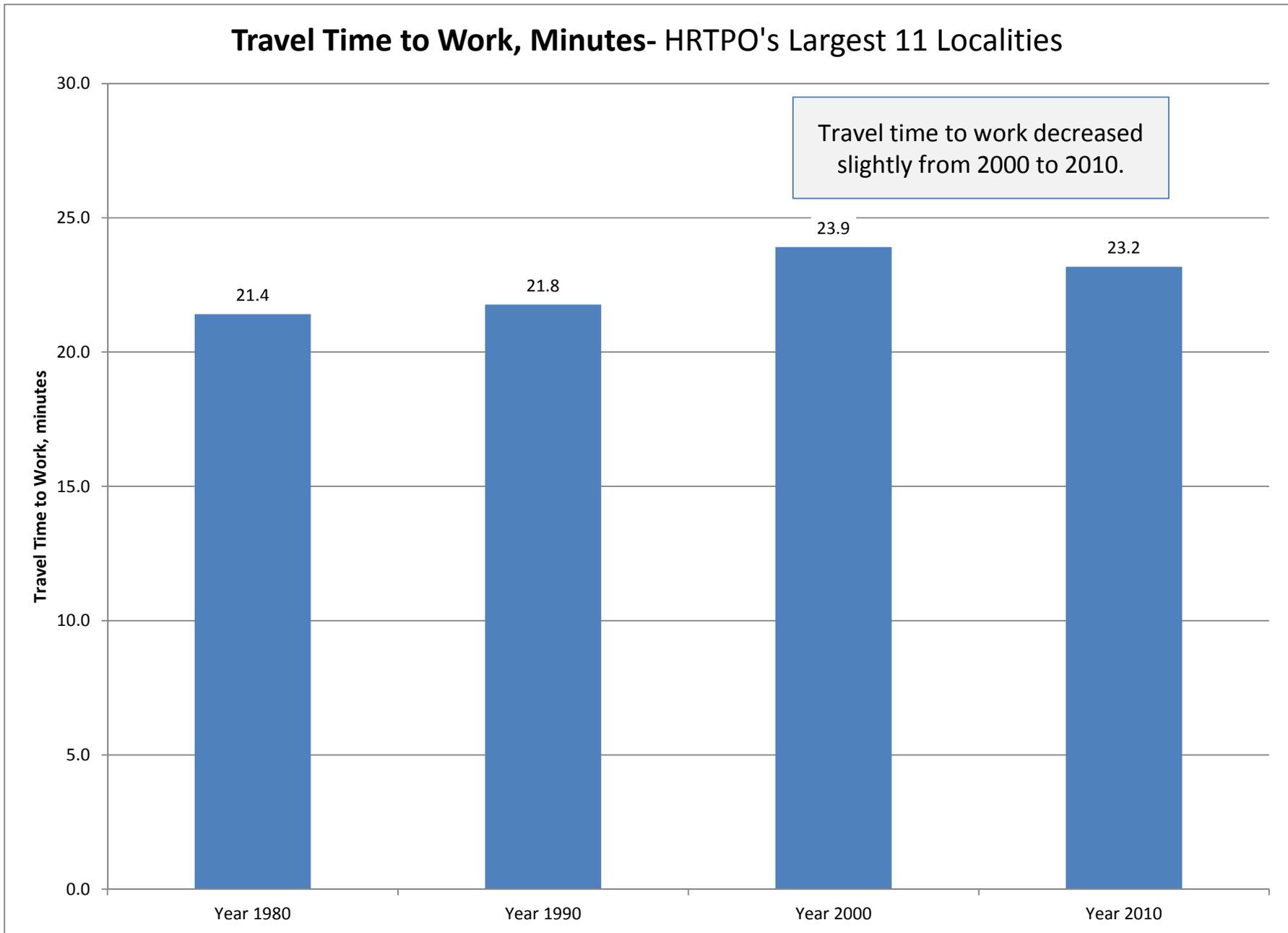
- Worked at Home
- Other Means
- Bicycle
- Motorcycle
- Walked
- Taxicab
- Public Transportation (excluding taxi)
- Carpooled (car, truck, van)
- Drove Alone (car, truck, van)

Data Source: HRTPO analysis of US Census data.

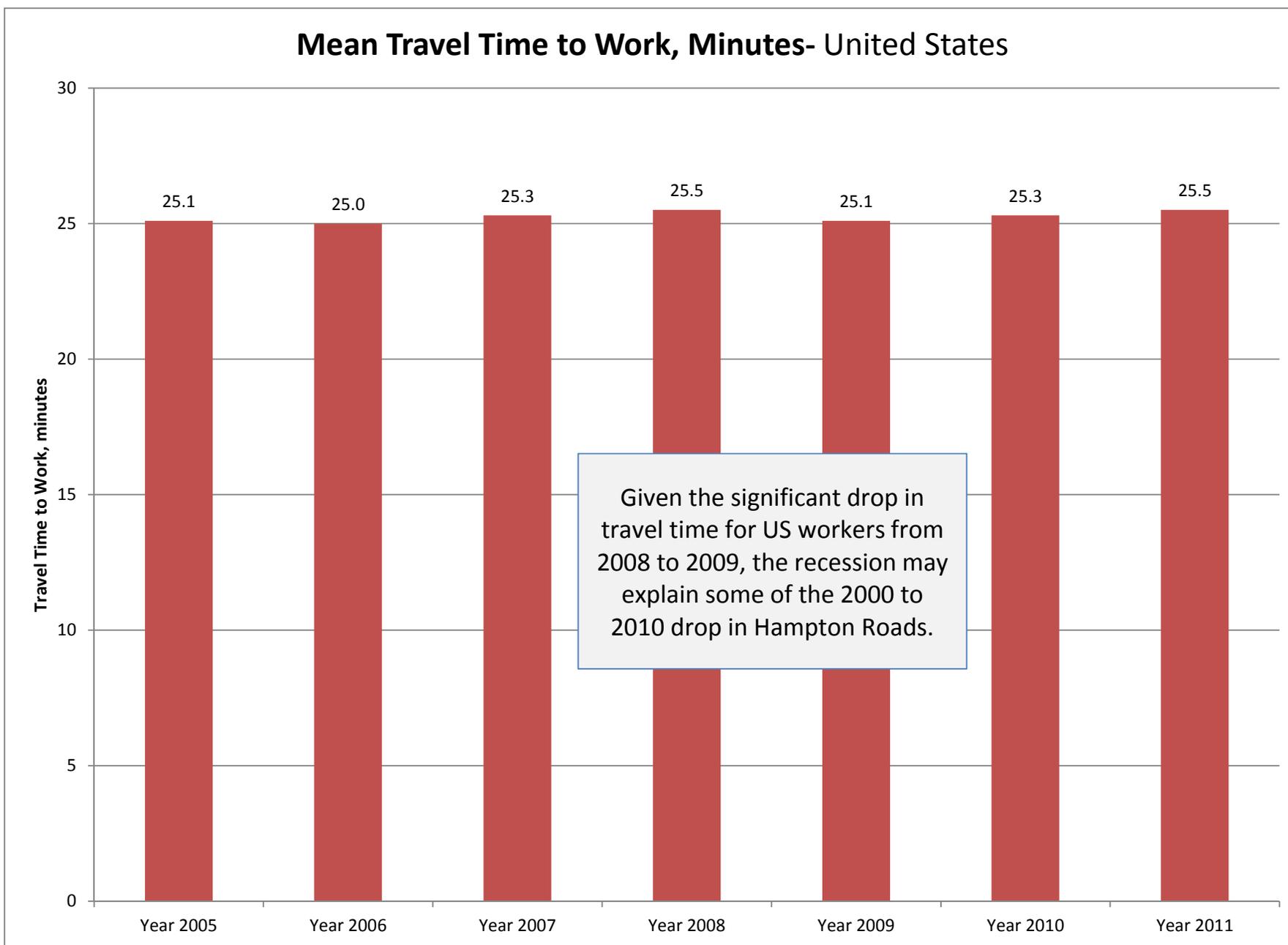
Travel Mode to Work, Year 2010- HRTPO's 7 Largest Cities



Data Source: HRTPO analysis of US Census data.

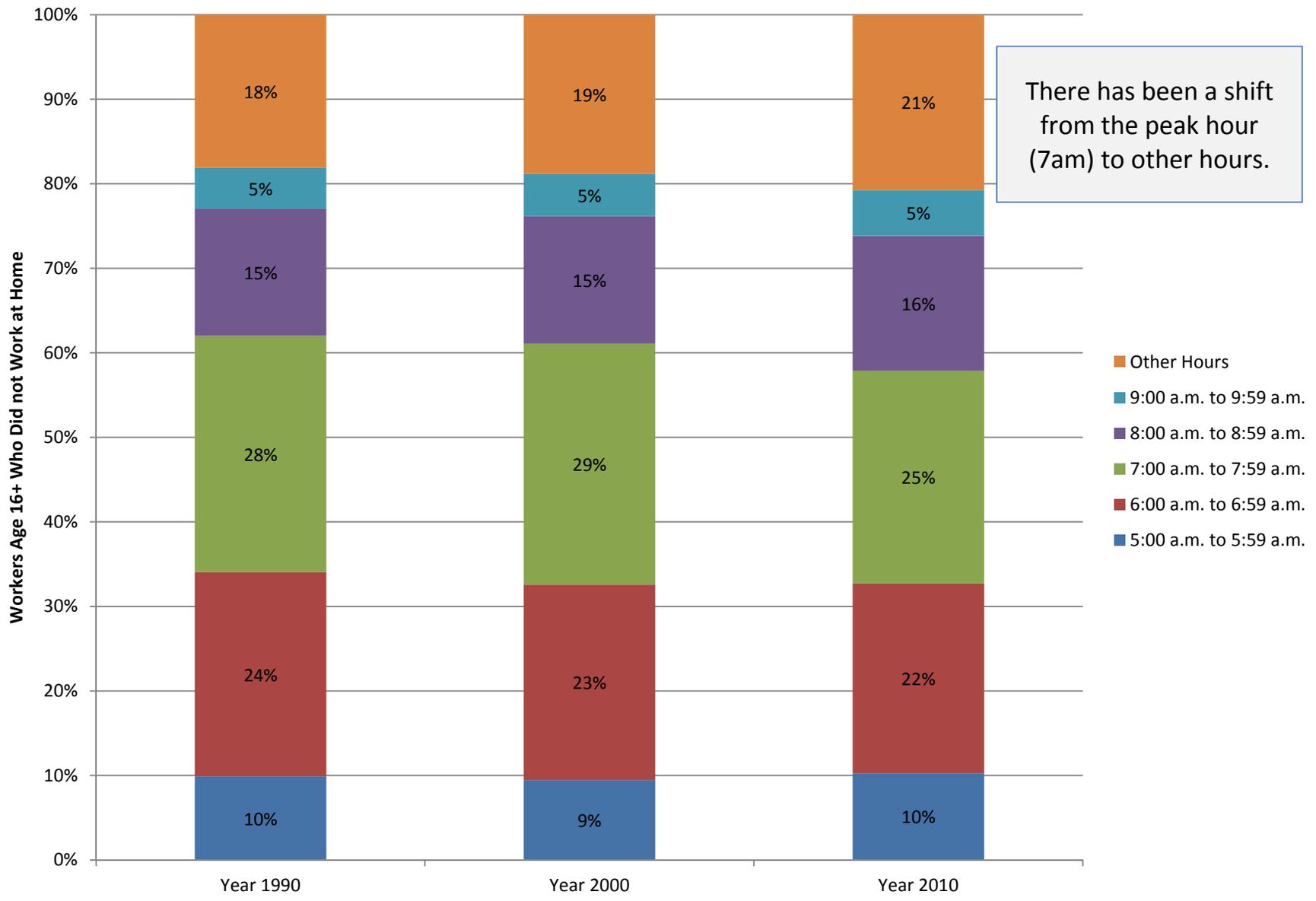


Data Source: HRTPO analysis of US Census data.



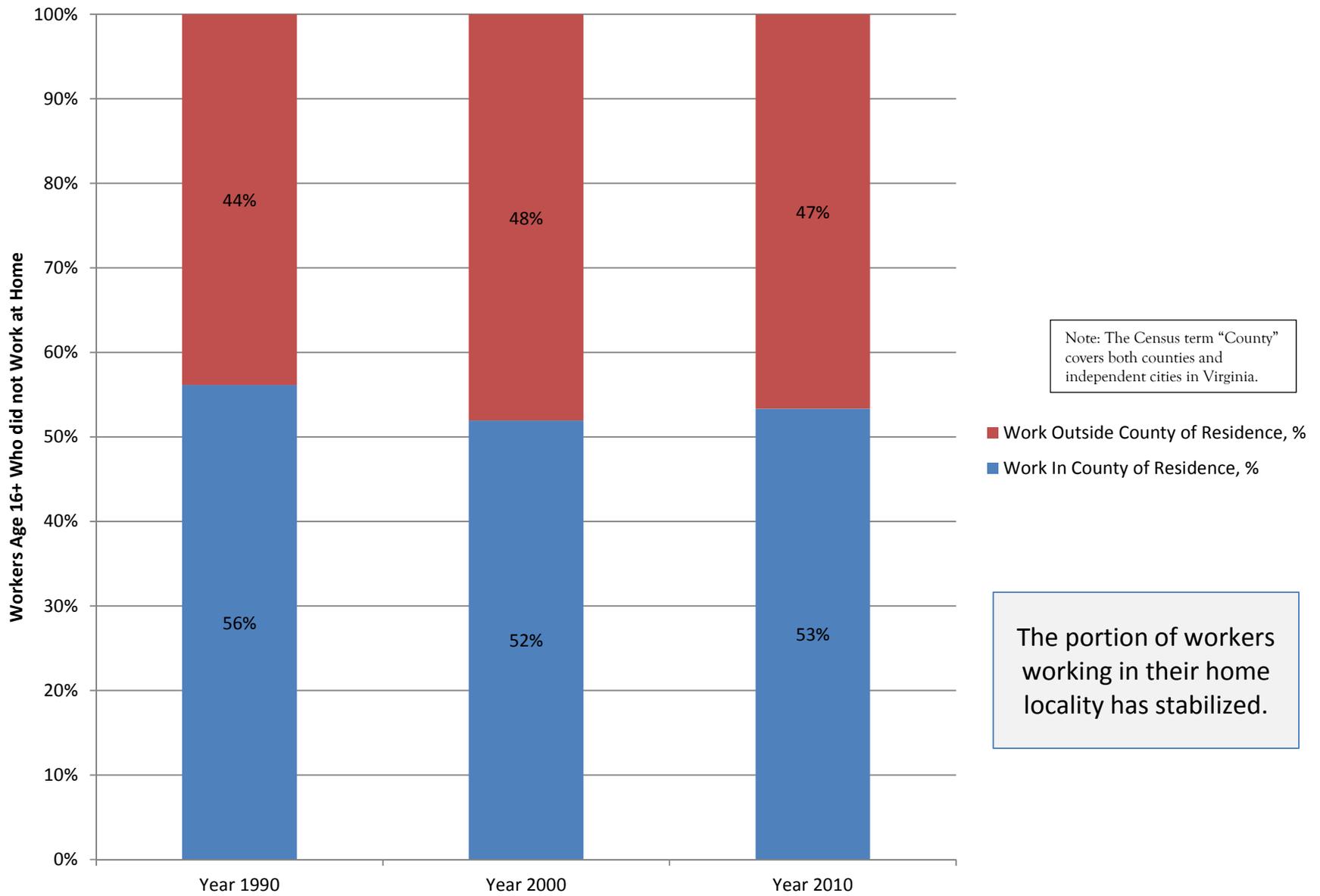
Data Source: HRTPO analysis of US Census data.

Time Leaving for Work- HRTPO's Largest 11 Localities



Data Source: HRTPO analysis of US Census data.

Place of Work- HRTPO's Largest 11 Localities



Data Source: HRTPO analysis of US Census data.

TRANSPORTATION RELATED CENSUS DATA- HAMPTON ROADS VS. OTHER LARGE METRO AREAS, 2010

In this section, data is presented for the Hampton Roads “Metropolitan Statistical Area” (MSA)—known as “Virginia Beach-Norfolk-Newport News, VA-NC Metro Area”—and comparison is made to other “large” MSAs having one to three million population.

The 2010 Hampton Roads MSA covers the following 16 localities:

1. Chesapeake
2. Currituck (NC)
3. Gloucester
4. Hampton
5. Isle of Wight
6. James City
7. Mathews
8. Newport News
9. Norfolk
10. Poquoson
11. Portsmouth
12. Suffolk
13. Surry
14. Virginia Beach
15. Williamsburg
16. York

Following each data set, portions of that data are presented in charts.

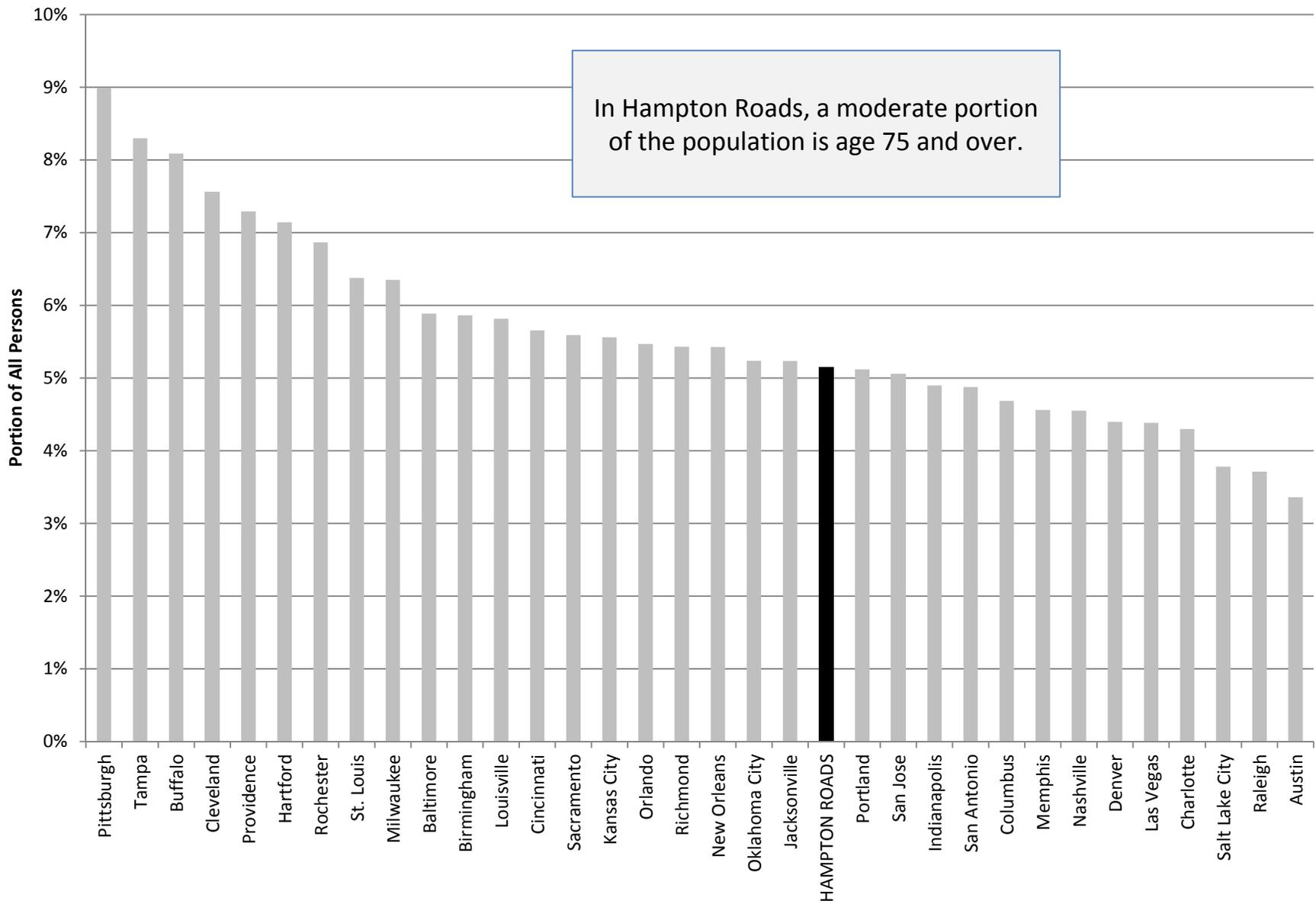
Age Groups, Large MSAs (pop. 1-3 million), 2010 (100% Enumeration)

Source: HRTPO analysis of US Census data

Source file: DEC_10_SF1_QTP1.xlsx

Large MSAs	Population, 2010	Ages 0 thru 17	Ages 18 thru 64	Ages 65 thru 74	Ages 75 and Over	Ages 0 thru 17	Ages 18 thru 64	Ages 65 thru 74	Ages 75 and Over
Austin	1,716,289	434,760	1,142,793	81,072	57,664	25%	67%	5%	3%
Baltimore	2,710,489	623,056	1,744,922	183,047	159,464	23%	64%	7%	6%
Birmingham	1,128,047	269,690	712,218	80,025	66,114	24%	63%	7%	6%
Buffalo	1,135,509	245,434	711,323	86,918	91,834	22%	63%	8%	8%
Charlotte	1,758,038	455,950	1,124,638	101,863	75,587	26%	64%	6%	4%
Cincinnati	2,130,151	531,378	1,338,594	139,716	120,463	25%	63%	7%	6%
Cleveland	2,077,240	481,344	1,280,184	158,767	156,945	23%	62%	8%	8%
Columbus	1,836,536	454,787	1,187,196	108,487	86,066	25%	65%	6%	5%
Denver	2,543,482	634,459	1,653,467	143,753	111,803	25%	65%	6%	4%
HAMPTON ROADS	1,671,683	394,289	1,083,995	107,339	86,060	24%	65%	6%	5%
Hartford	1,212,381	270,025	768,396	87,398	86,562	22%	63%	7%	7%
Indianapolis	1,756,241	459,847	1,105,421	104,950	86,023	26%	63%	6%	5%
Jacksonville	1,345,596	320,501	861,977	92,700	70,418	24%	64%	7%	5%
Kansas City	2,035,334	521,860	1,269,850	130,423	113,201	26%	62%	6%	6%
Las Vegas	1,951,269	488,618	1,242,206	134,903	85,542	25%	64%	7%	4%
Louisville	1,283,566	307,811	811,597	89,522	74,636	24%	63%	7%	6%
Memphis	1,316,100	350,064	827,197	78,820	60,019	27%	63%	6%	5%
Milwaukee	1,555,908	382,936	977,140	97,043	98,789	25%	63%	6%	6%
Nashville	1,589,934	387,964	1,031,967	97,643	72,360	24%	65%	6%	5%
New Orleans	1,167,764	272,818	752,855	78,741	63,350	23%	64%	7%	5%
Oklahoma City	1,252,987	312,969	792,635	81,770	65,613	25%	63%	7%	5%
Orlando	2,134,411	499,485	1,371,849	146,369	116,708	23%	64%	7%	5%
Pittsburgh	2,356,285	474,971	1,474,232	195,259	211,823	20%	63%	8%	9%
Portland	2,226,009	527,233	1,446,558	138,275	113,943	24%	65%	6%	5%
Providence	1,600,852	346,365	1,024,727	113,034	116,726	22%	64%	7%	7%
Raleigh	1,130,490	296,445	732,559	59,542	41,944	26%	65%	5%	4%
Richmond	1,258,251	293,568	811,824	84,564	68,295	23%	65%	7%	5%
Rochester	1,054,323	238,055	667,536	76,336	72,396	23%	63%	7%	7%
Sacramento	2,149,127	534,944	1,355,775	138,292	120,116	25%	63%	6%	6%
Salt Lake City	1,124,197	330,869	696,814	54,004	42,510	29%	62%	5%	4%
San Antonio	2,142,508	575,570	1,331,872	130,583	104,483	27%	62%	6%	5%
San Jose	1,836,911	445,611	1,188,996	109,499	92,805	24%	65%	6%	5%
St. Louis	2,812,896	670,844	1,766,945	195,717	179,390	24%	63%	7%	6%
Tampa	2,783,243	589,827	1,713,312	249,169	230,935	21%	62%	9%	8%

Age 75 and Over- MSAs w/ 1-3m pop., 2010 (3 Yr Sample: 2009-2011)



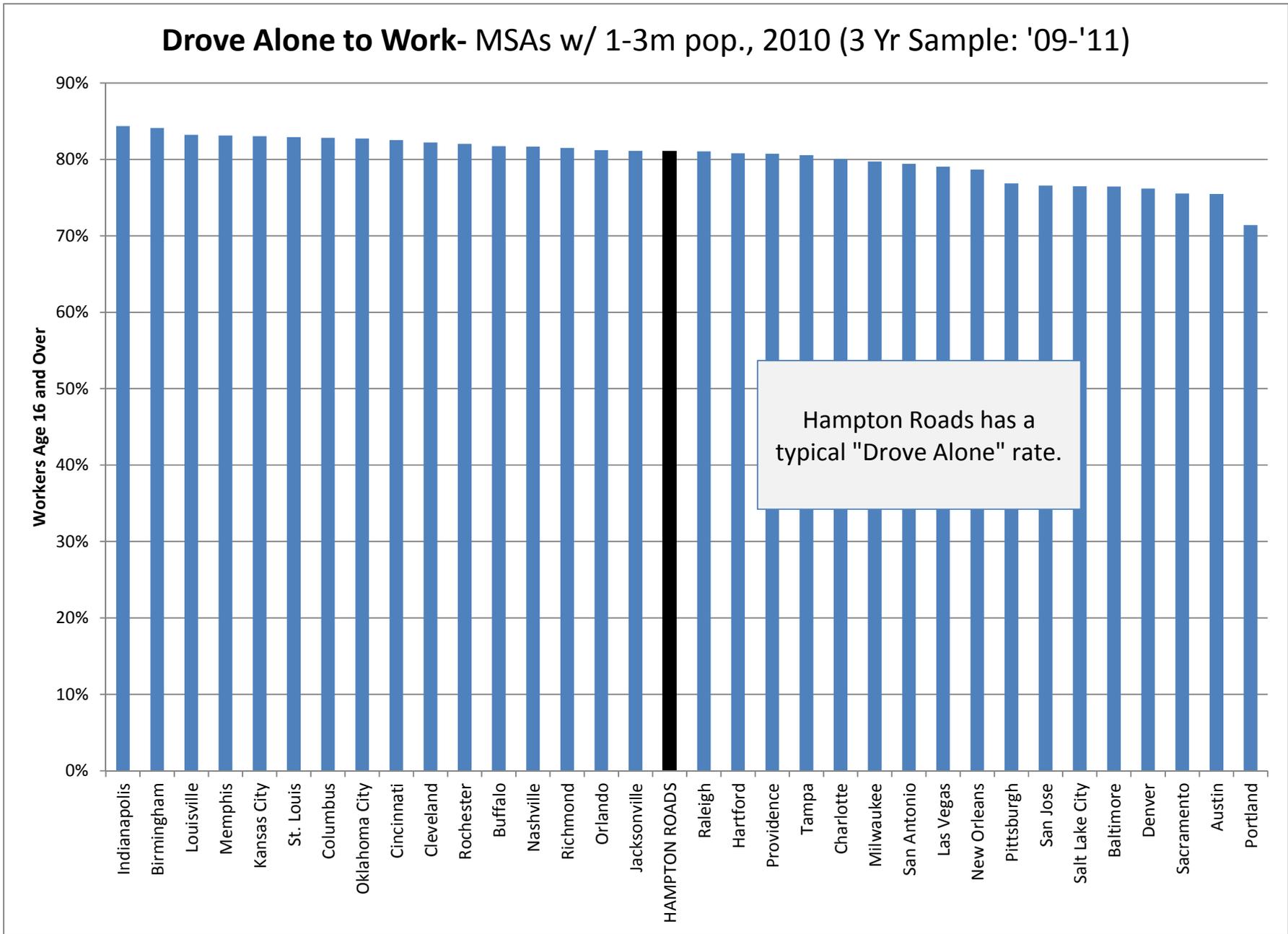
Data Source: HRTPO analysis of US Census data.

Travel Mode to Work, Large MSAs (pop. 1-3 million), 2010 (3 Year Sample: 2009-2011)

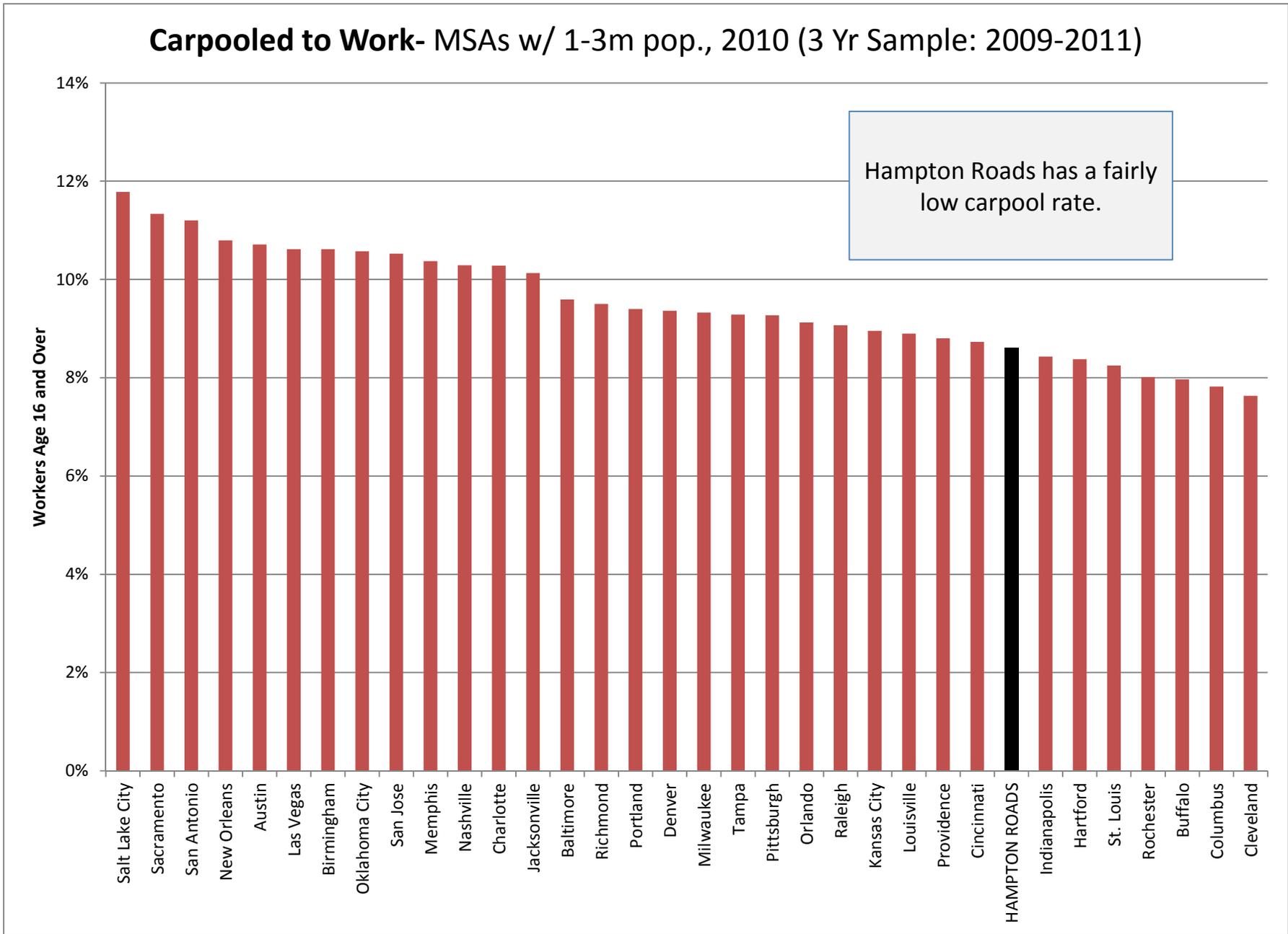
Source: HRTPO analysis of US Census data

Source file: ACS_11_3YR_B08301.xlsx

Large MSAs	Population, 2010	Drove Alone (car, truck, van)	Carpool- ed (car, truck, van)	Public Trans- portation (exclud- ing taxi)	Taxicab	Walked	Motor- cycle	Bicycle	Other Means	Worked at Home
Austin	1,716,289	75%	11%	2%	0.06%	2%	0.3%	0.8%	2%	7%
Baltimore	2,710,489	76%	10%	6%	0.19%	3%	0.1%	0.3%	1%	4%
Birmingham	1,128,047	84%	11%	1%	0.03%	1%	0.1%	0.1%	0%	3%
Buffalo	1,135,509	82%	8%	4%	0.08%	3%	0.1%	0.3%	1%	2%
Charlotte	1,758,038	80%	10%	2%	0.03%	2%	0.1%	0.1%	1%	5%
Cincinnati	2,130,151	83%	9%	2%	0.07%	2%	0.1%	0.1%	0%	4%
Cleveland	2,077,240	82%	8%	4%	0.07%	2%	0.1%	0.3%	1%	3%
Columbus	1,836,536	83%	8%	2%	0.10%	2%	0.1%	0.4%	1%	4%
Denver	2,543,482	76%	9%	4%	0.04%	2%	0.2%	0.8%	1%	6%
HAMPTON ROADS	1,671,683	81%	9%	2%	0.09%	3%	0.2%	0.4%	1%	4%
Hartford	1,212,381	81%	8%	3%	0.06%	3%	0.1%	0.3%	1%	4%
Indianapolis	1,756,241	84%	8%	1%	0.03%	2%	0.1%	0.3%	1%	4%
Jacksonville	1,345,596	81%	10%	1%	0.15%	1%	0.4%	0.5%	1%	4%
Kansas City	2,035,334	83%	9%	1%	0.05%	1%	0.2%	0.2%	1%	4%
Las Vegas	1,951,269	79%	11%	4%	0.02%	2%	0.4%	0.4%	1%	3%
Louisville	1,283,566	83%	9%	2%	0.02%	2%	0.1%	0.2%	1%	3%
Memphis	1,316,100	83%	10%	1%	0.06%	1%	0.1%	0.1%	1%	3%
Milwaukee	1,555,908	80%	9%	4%	0.09%	3%	0.3%	0.4%	0%	3%
Nashville	1,589,934	82%	10%	1%	0.05%	1%	0.2%	0.2%	1%	5%
New Orleans	1,167,764	79%	11%	3%	0.24%	3%	0.2%	0.9%	1%	3%
Oklahoma City	1,252,987	83%	11%	0%	0.07%	2%	0.3%	0.3%	1%	3%
Orlando	2,134,411	81%	9%	2%	0.04%	1%	0.4%	0.4%	1%	4%
Pittsburgh	2,356,285	77%	9%	6%	0.06%	4%	0.1%	0.3%	1%	3%
Portland	2,226,009	71%	9%	6%	0.01%	3%	0.3%	2.2%	1%	6%
Providence	1,600,852	81%	9%	3%	0.09%	3%	0.1%	0.3%	1%	3%
Raleigh	1,130,490	81%	9%	1%	0.21%	1%	0.1%	0.3%	1%	6%
Richmond	1,258,251	82%	10%	2%	0.06%	1%	0.1%	0.4%	1%	5%
Rochester	1,054,323	82%	8%	2%	0.04%	4%	0.1%	0.4%	1%	3%
Sacramento	2,149,127	76%	11%	3%	0.05%	2%	0.3%	1.7%	1%	6%
Salt Lake City	1,124,197	76%	12%	3%	0.04%	2%	0.4%	0.7%	1%	4%
San Antonio	2,142,508	79%	11%	2%	0.07%	2%	0.2%	0.2%	1%	4%
San Jose	1,836,911	77%	11%	3%	0.02%	2%	0.3%	1.6%	1%	5%
St. Louis	2,812,896	83%	8%	3%	0.06%	2%	0.2%	0.2%	1%	4%
Tampa	2,783,243	81%	9%	1%	0.11%	1%	0.3%	0.7%	1%	5%

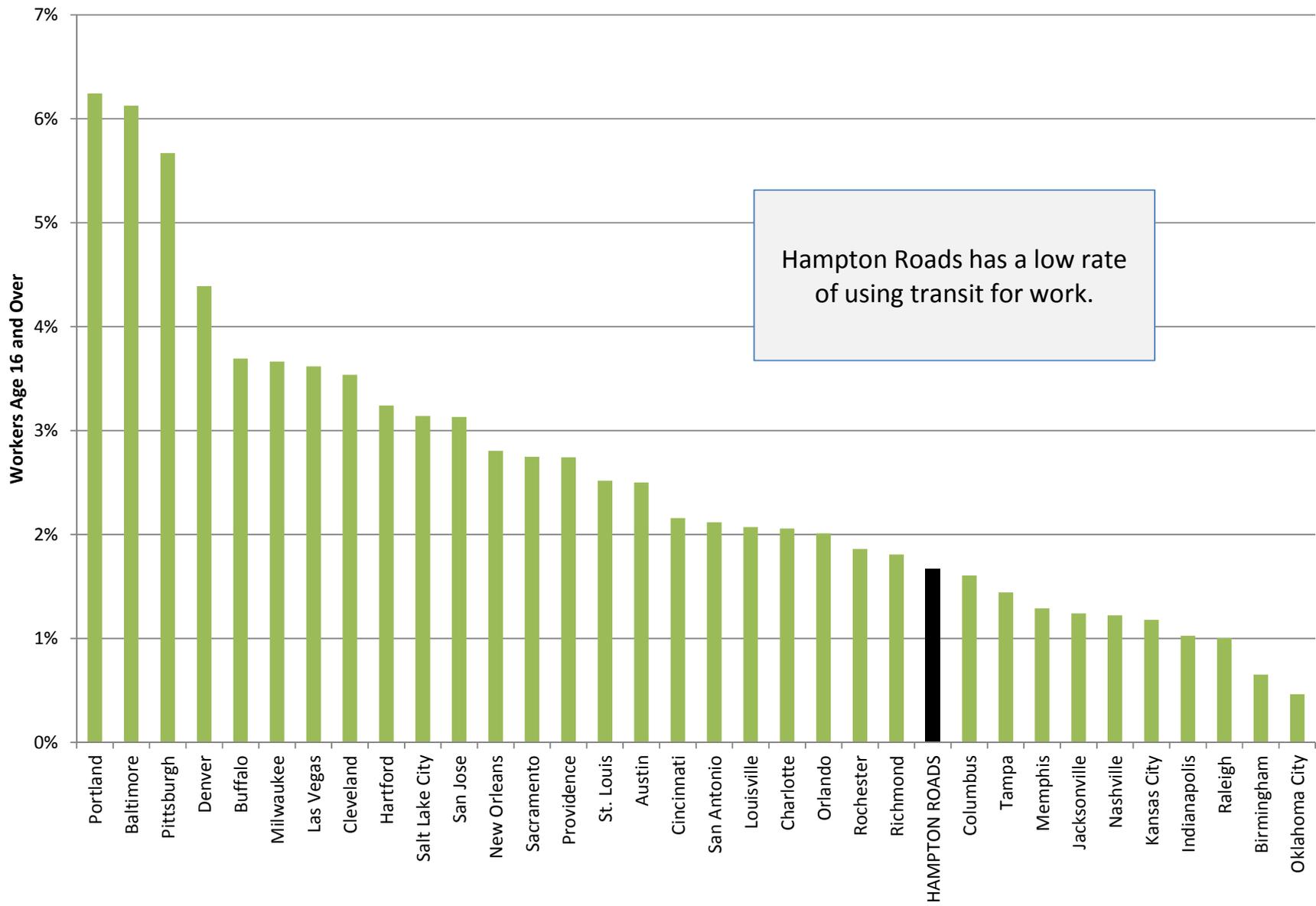


Data Source: HRTPO analysis of US Census data.

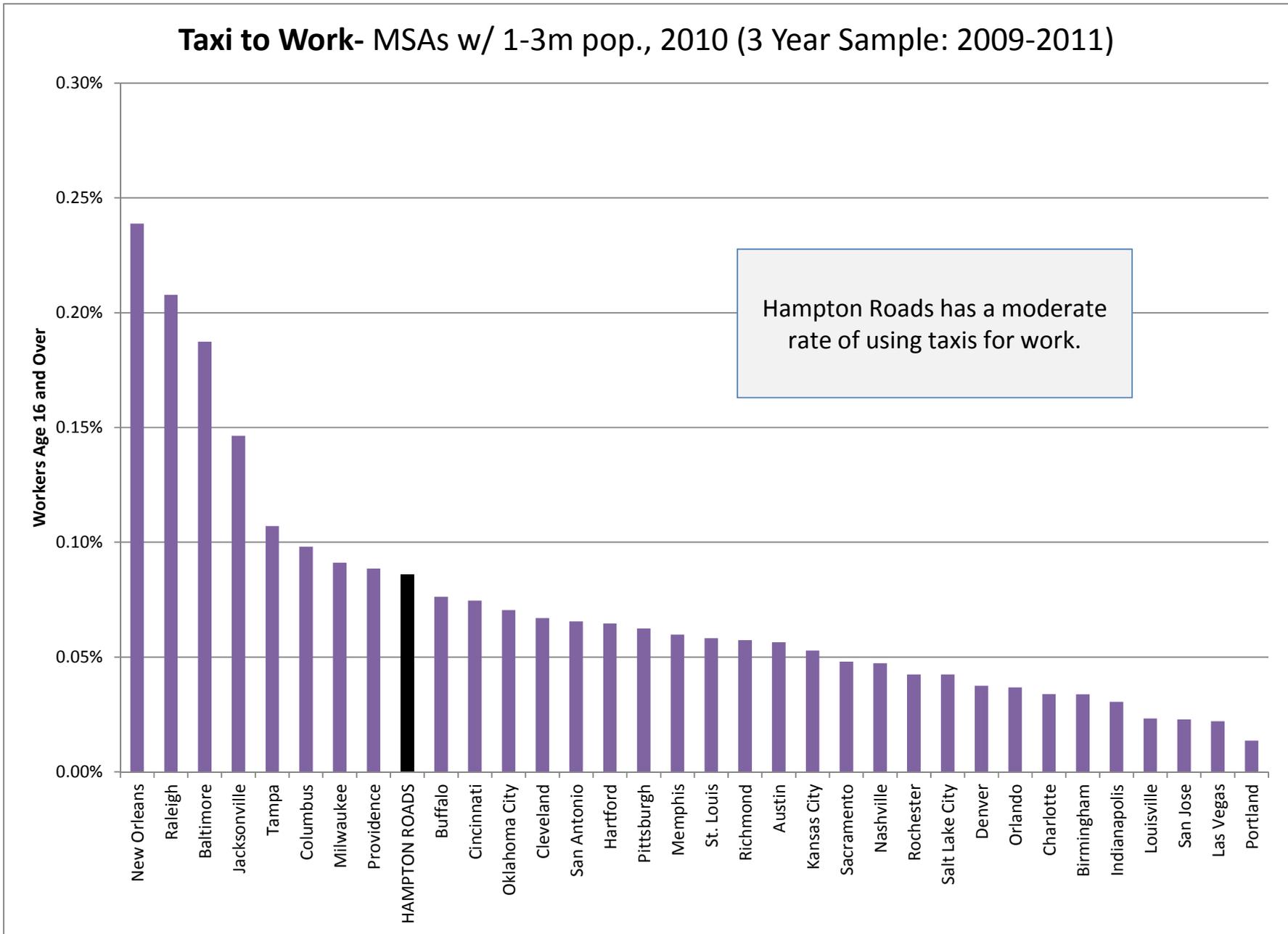


Data Source: HRTPO analysis of US Census data.

Public Transit to Work- MSAs w/ 1-3m pop., 2010 (3 Yr Sample: '09-'11)

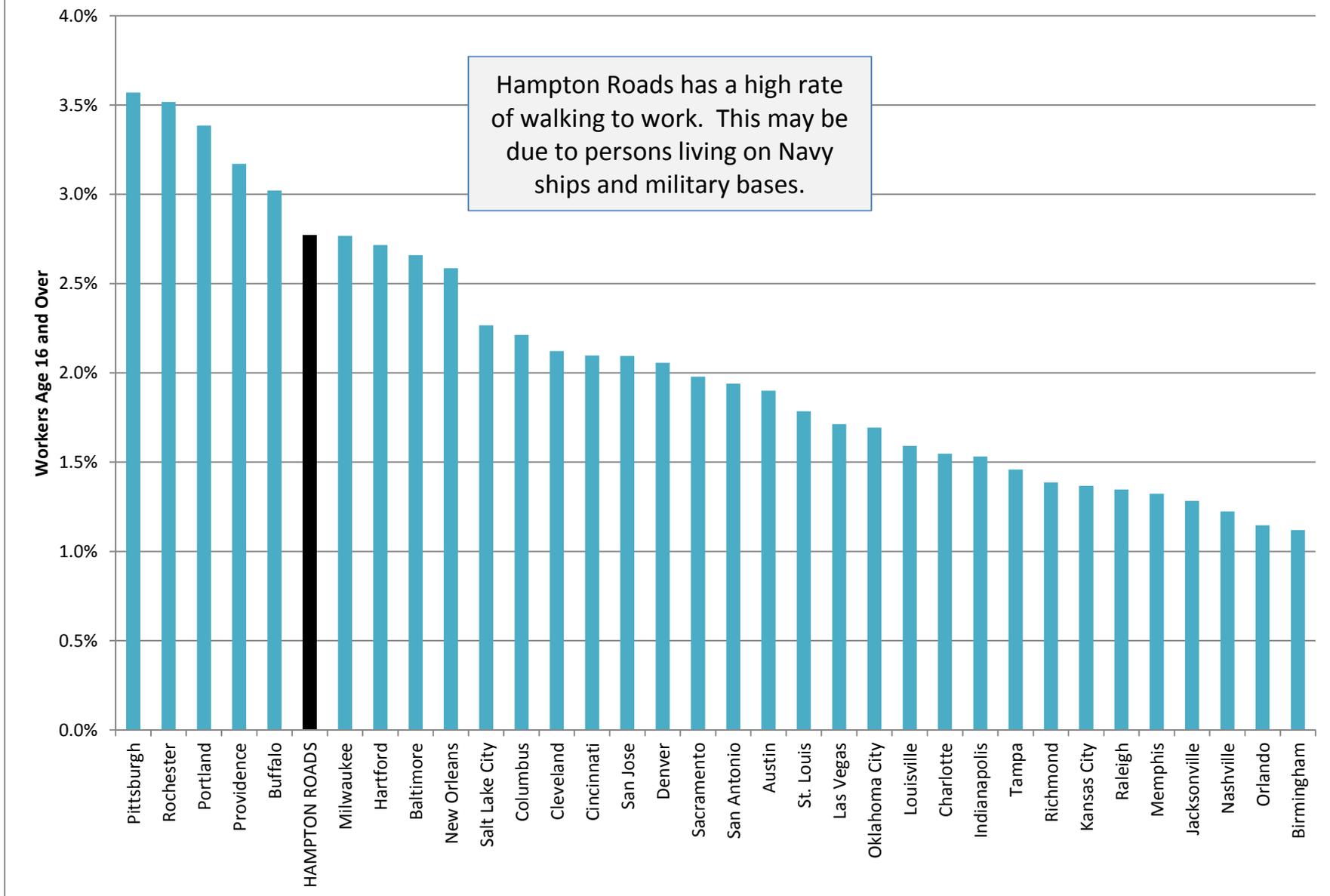


Data Source: HRTPO analysis of US Census data.



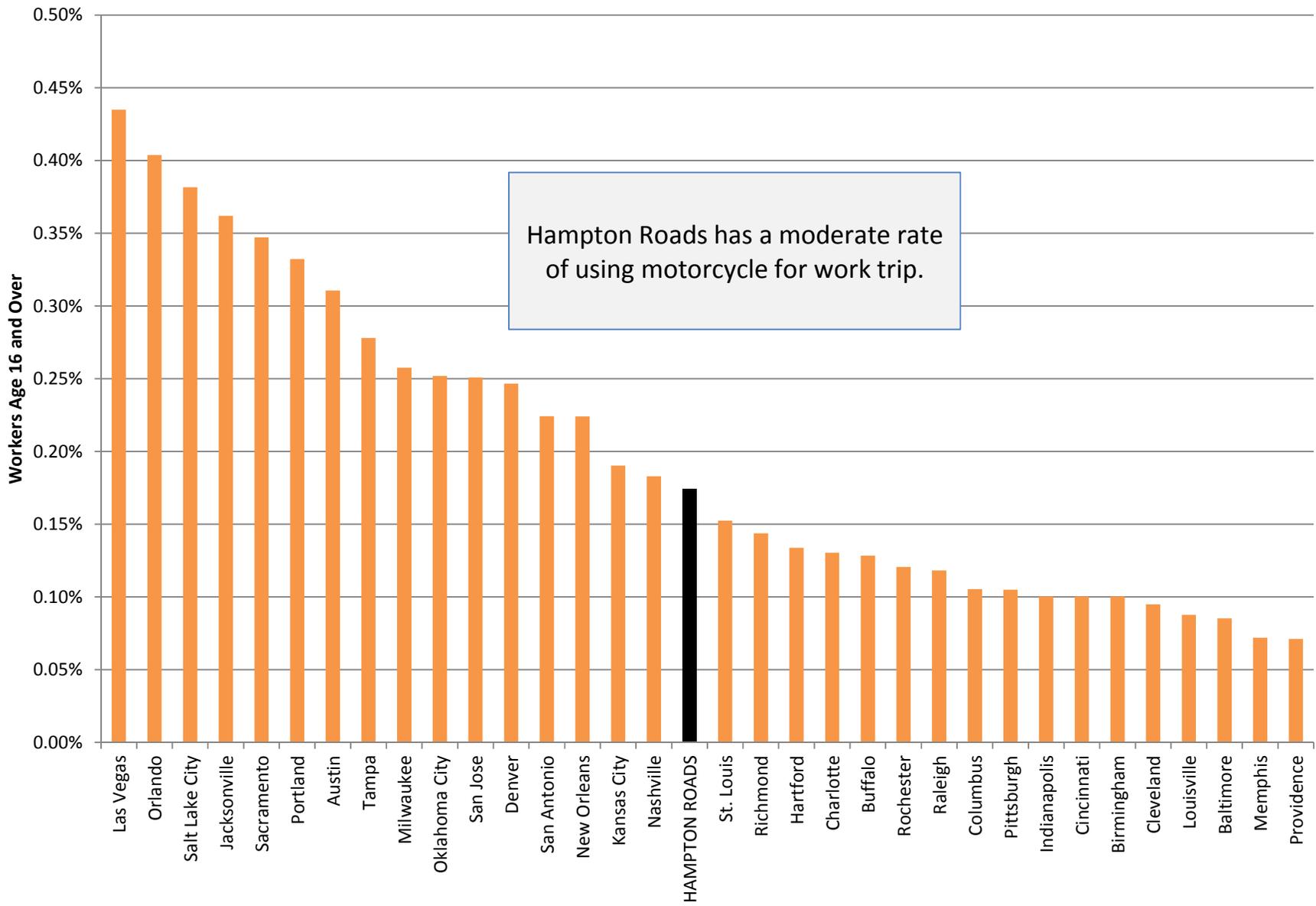
Data Source: HRTPO analysis of US Census data.

Walk to Work- MSAs w/ 1-3m pop., 2010 (3 Year Sample: 2009-2011)

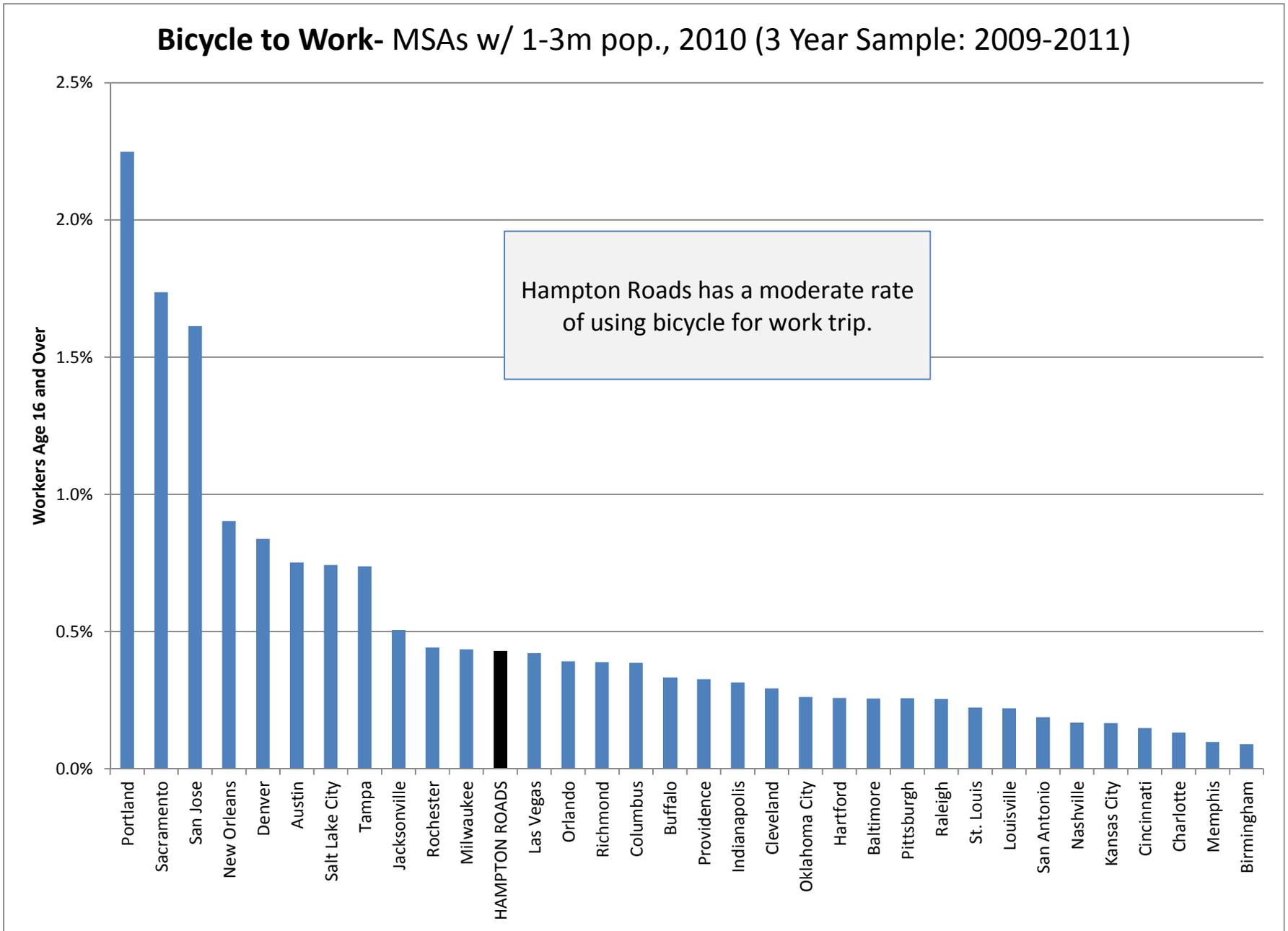


Data Source: HRTPO analysis of US Census data.

Motorcycle to Work- MSAs w/ 1-3m pop., 2010 (3 Yr Sample: 2009-2011)

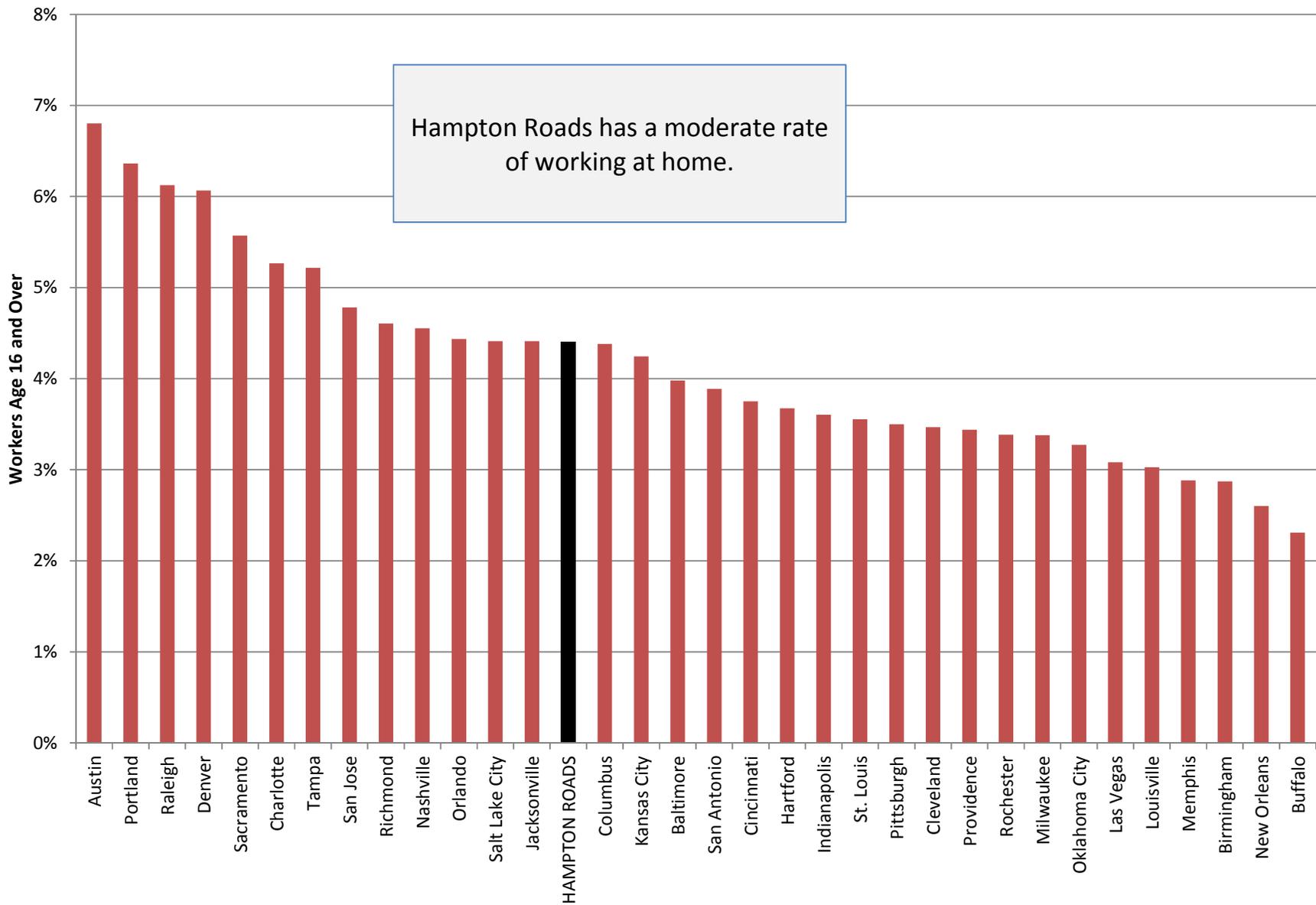


Data Source: HRTPO analysis of US Census data.



Data Source: HRTPO analysis of US Census data.

Worked at Home- MSAs w/ 1-3m pop., 2010 (3 Year Sample: 2009-2011)



Data Source: HRTPO analysis of US Census data.

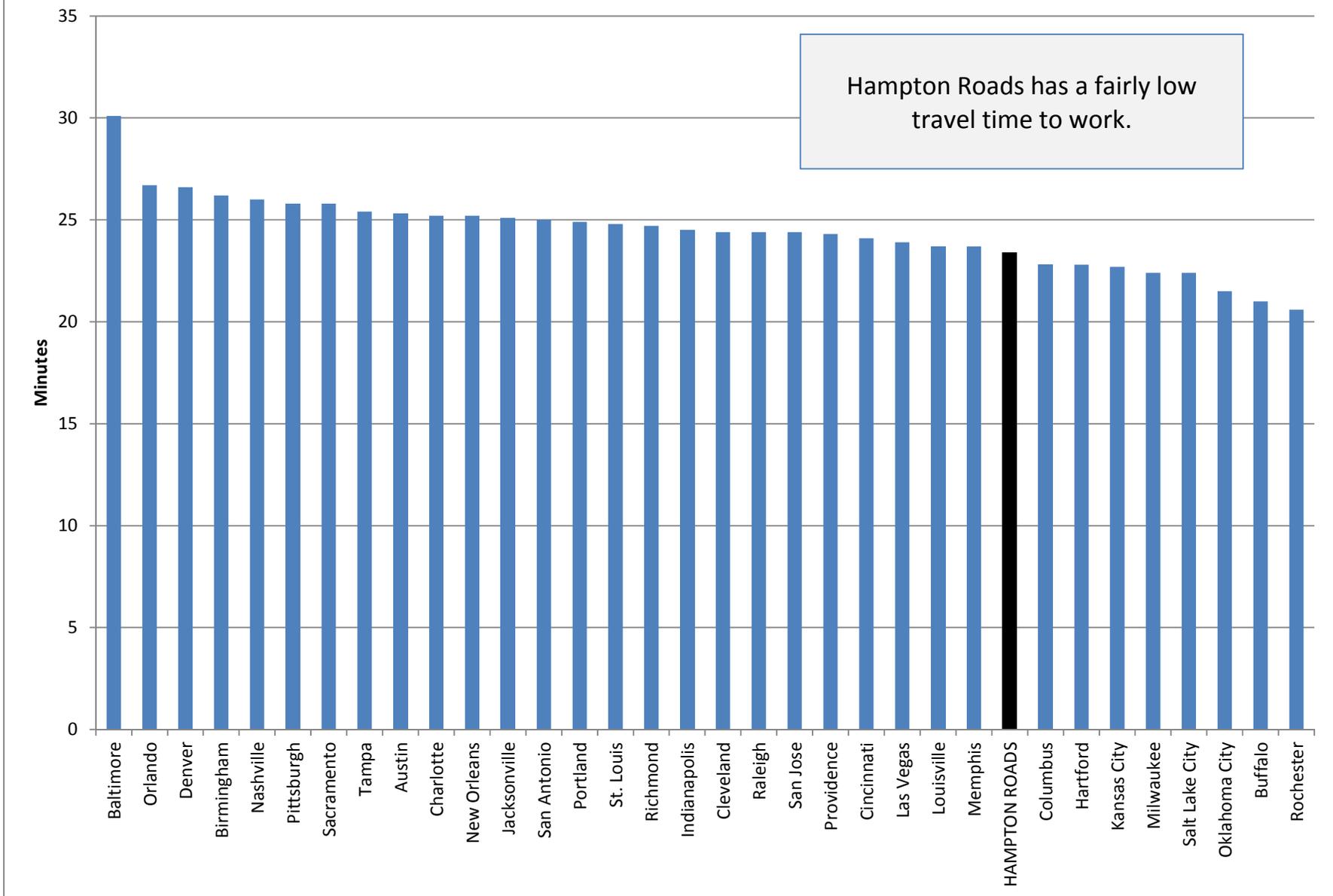
Travel Time to Work, Large MSAs (pop. 1-3 million), 2010 (3 Year Sample: 2009-2011)

Source: HRTPO analysis of US Census data

Source file: ACS_11_3YR_DP03.xlsx

Large MSAs	Population, 2010	Travel Time to Work, minutes
Austin	1,716,289	25.3
Baltimore	2,710,489	30.1
Birmingham	1,128,047	26.2
Buffalo	1,135,509	21.0
Charlotte	1,758,038	25.2
Cincinnati	2,130,151	24.1
Cleveland	2,077,240	24.4
Columbus	1,836,536	22.8
Denver	2,543,482	26.6
HAMPTON ROADS	1,671,683	23.4
Hartford	1,212,381	22.8
Indianapolis	1,756,241	24.5
Jacksonville	1,345,596	25.1
Kansas City	2,035,334	22.7
Las Vegas	1,951,269	23.9
Louisville	1,283,566	23.7
Memphis	1,316,100	23.7
Milwaukee	1,555,908	22.4
Nashville	1,589,934	26.0
New Orleans	1,167,764	25.2
Oklahoma City	1,252,987	21.5
Orlando	2,134,411	26.7
Pittsburgh	2,356,285	25.8
Portland	2,226,009	24.9
Providence	1,600,852	24.3
Raleigh	1,130,490	24.4
Richmond	1,258,251	24.7
Rochester	1,054,323	20.6
Sacramento	2,149,127	25.8
Salt Lake City	1,124,197	22.4
San Antonio	2,142,508	25.0
San Jose	1,836,911	24.4
St. Louis	2,812,896	24.8
Tampa	2,783,243	25.4

Travel Time to Work- MSAs w/ 1-3m pop., 2010 (3 Yr Sample: 2009-2011)



Data Source: HRTPO analysis of US Census data.

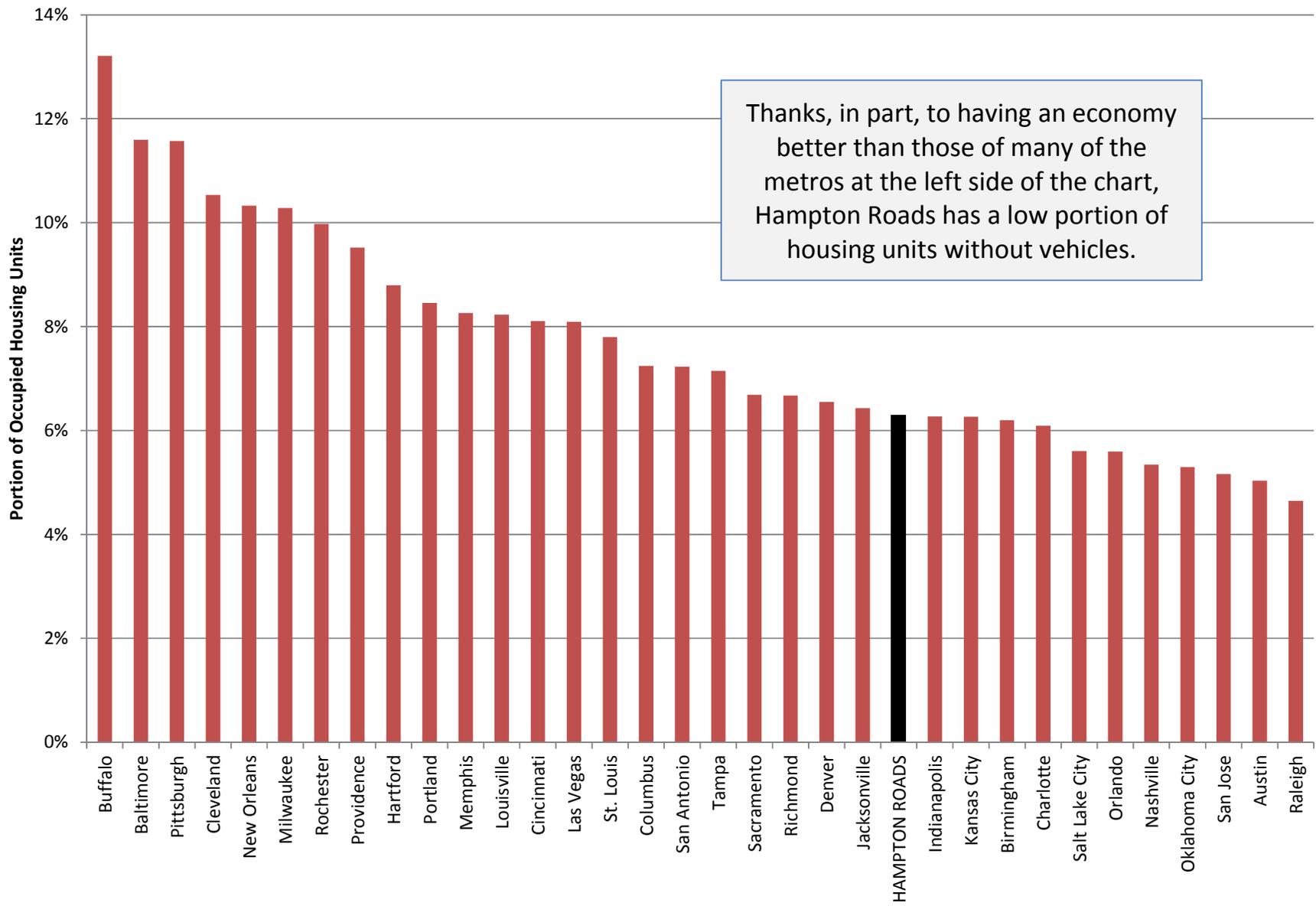
Vehicles in Households, Large MSAs (pop. 1-3 million), 2010 (3 Year Sample: 2009-2011)

Source: HRTPO analysis of US Census data

Source file: ACS_11_3YR_DP04.xlsx

Large MSAs	Population, 2010	Occupied Housing Units with				Zero-Vehicle Occupied Housing Units with	
		Occupied Housing Units	Zero Vehicles	One Vehicle	Two Vehicles	Three+ Vehicles	Occupied Housing Units with Vehicles
Austin	1,716,289	649,827	32,709	232,392	276,496	108,230	5% 95%
Baltimore	2,710,489	1,022,038	118,504	337,816	370,053	195,665	12% 88%
Birmingham	1,128,047	433,751	26,874	142,328	164,308	100,241	6% 94%
Buffalo	1,135,509	466,224	61,590	178,369	165,554	60,711	13% 87%
Charlotte	1,758,038	667,115	40,641	225,249	272,783	128,442	6% 94%
Cincinnati	2,130,151	812,020	65,828	258,961	314,317	172,914	8% 92%
Cleveland	2,077,240	844,591	88,974	313,199	309,348	133,070	11% 89%
Columbus	1,836,536	709,639	51,409	241,590	283,239	133,401	7% 93%
Denver	2,543,482	997,755	65,338	335,066	392,960	204,391	7% 93%
HAMPTON ROADS	1,671,683	617,894	38,924	195,727	240,545	142,698	6% 94%
Hartford	1,212,381	469,280	41,277	156,094	180,031	91,878	9% 91%
Indianapolis	1,756,241	669,827	41,984	225,958	275,584	126,301	6% 94%
Jacksonville	1,345,596	505,800	32,527	182,459	210,632	80,182	6% 94%
Kansas City	2,035,334	793,657	49,736	261,633	317,617	164,671	6% 94%
Las Vegas	1,951,269	701,868	56,802	271,237	267,090	106,739	8% 92%
Louisville	1,283,566	503,889	41,474	170,313	190,033	102,069	8% 92%
Memphis	1,316,100	478,385	39,520	176,326	175,378	87,161	8% 92%
Milwaukee	1,555,908	615,533	63,285	223,631	233,045	95,572	10% 90%
Nashville	1,589,934	605,509	32,351	193,813	245,569	133,776	5% 95%
New Orleans	1,167,764	454,532	46,934	177,250	163,485	66,863	10% 90%
Oklahoma City	1,252,987	479,789	25,422	163,380	192,823	98,164	5% 95%
Orlando	2,134,411	762,102	42,646	287,992	315,678	115,786	6% 94%
Pittsburgh	2,356,285	986,270	114,101	354,399	363,032	154,738	12% 88%
Portland	2,226,009	864,818	73,125	284,922	335,665	171,106	8% 92%
Providence	1,600,852	619,939	59,010	225,061	229,631	106,237	10% 90%
Raleigh	1,130,490	423,144	19,662	135,663	179,903	87,916	5% 95%
Richmond	1,258,251	476,077	31,776	147,391	177,385	119,525	7% 93%
Rochester	1,054,323	416,727	41,565	147,604	160,490	67,068	10% 90%
Sacramento	2,149,127	781,039	52,245	261,366	296,877	170,551	7% 93%
Salt Lake City	1,124,197	372,260	20,865	108,321	149,167	93,907	6% 94%
San Antonio	2,142,508	750,639	54,254	258,549	294,716	143,120	7% 93%
San Jose	1,836,911	617,875	31,916	175,201	255,531	155,227	5% 95%
St. Louis	2,812,896	1,111,725	86,672	376,222	432,167	216,664	8% 92%
Tampa	2,783,243	1,109,897	79,322	482,039	415,230	133,306	7% 93%

Housing w/o Vehicles- MSAs w/ 1-3m pop., 2010 (3 Yr Sample: '09-'11)



Thanks, in part, to having an economy better than those of many of the metros at the left side of the chart, Hampton Roads has a low portion of housing units without vehicles.

Data Source: HRTPO analysis of US Census data.

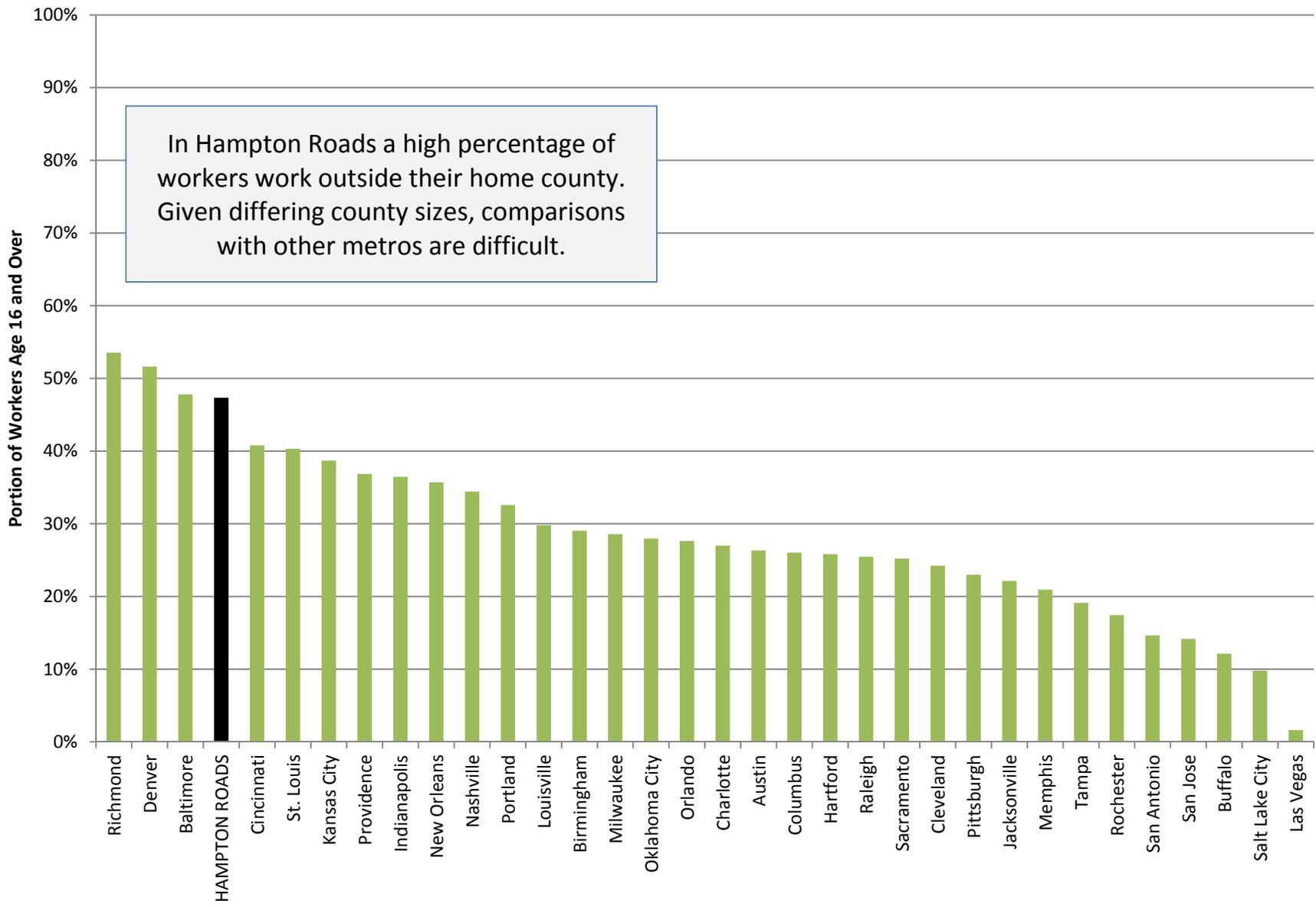
Work Location, Large MSAs (pop. 1-3 million), 2010 (3 Year Sample: 2009-2011)

Source: HRTPO analysis of US Census data

Source file: ACS_11_3YR_B08007.xlsx

Large MSAs	Population, 2010	Workers Age 16 and Over	Worked In County of Residence	Worked Outside County of Residence	Worked In County of Residence	Worked Outside County of Residence
Austin	1,716,289	856,549	631,032	225,517	74%	26%
Baltimore	2,710,489	1,318,062	687,818	630,244	52%	48%
Birmingham	1,128,047	486,545	345,254	141,291	71%	29%
Buffalo	1,135,509	516,703	453,940	62,763	88%	12%
Charlotte	1,758,038	812,811	593,405	219,406	73%	27%
Cincinnati	2,130,151	985,151	583,416	401,735	59%	41%
Cleveland	2,077,240	932,678	706,688	225,990	76%	24%
Columbus	1,836,536	875,570	647,477	228,093	74%	26%
Denver	2,543,482	1,271,588	615,380	656,208	48%	52%
HAMPTON ROADS	1,671,683	823,011	433,817	389,194	53%	47%
Hartford	1,212,381	586,724	435,253	151,471	74%	26%
Indianapolis	1,756,241	816,747	519,012	297,735	64%	36%
Jacksonville	1,345,596	610,309	475,308	135,001	78%	22%
Kansas City	2,035,334	979,839	600,642	379,197	61%	39%
Las Vegas	1,951,269	873,743	859,248	14,495	98%	2%
Louisville	1,283,566	581,365	408,158	173,207	70%	30%
Memphis	1,316,100	568,767	449,672	119,095	79%	21%
Milwaukee	1,555,908	737,573	526,983	210,590	71%	29%
Nashville	1,589,934	743,748	487,741	256,007	66%	34%
New Orleans	1,167,764	527,151	338,991	188,160	64%	36%
Oklahoma City	1,252,987	587,703	423,420	164,283	72%	28%
Orlando	2,134,411	974,729	705,331	269,398	72%	28%
Pittsburgh	2,356,285	1,088,444	838,326	250,118	77%	23%
Portland	2,226,009	1,034,023	697,107	336,916	67%	33%
Providence	1,600,852	752,336	475,010	277,326	63%	37%
Raleigh	1,130,490	547,445	407,966	139,479	75%	25%
Richmond	1,258,251	591,234	274,638	316,596	46%	54%
Rochester	1,054,323	485,645	400,982	84,663	83%	17%
Sacramento	2,149,127	906,056	677,602	228,454	75%	25%
Salt Lake City	1,124,197	535,391	482,928	52,463	90%	10%
San Antonio	2,142,508	960,466	819,590	140,876	85%	15%
San Jose	1,836,911	846,753	726,724	120,029	86%	14%
St. Louis	2,812,896	1,311,131	782,439	528,692	60%	40%
Tampa	2,783,243	1,193,766	965,576	228,190	81%	19%

Worked Outside Home Co.- MSAs w/1-3m pop, 2010, 3 Yr Sample '09-'11



Data Source: HRTPO analysis of US Census data.

TRANSPORTATION RELATED CENSUS DATA- INDIVIDUAL LOCALITIES

In this section, data is presented by individual locality.

In addition to data for each of the 13 HRTPO localities, data is provided for additional localities in the HRPDC area (Franklin, Southampton, and Surry) and additional localities in the 2010 Hampton Roads MSA (Currituck, NC and Mathews, VA). (See “Definition of Hampton Roads” table in the Introduction of this report.) A four-page data table is provided in this section for each the following 18 localities:

1. Chesapeake
2. Currituck (NC)
3. Franklin
4. Gloucester
5. Hampton
6. Isle of Wight
7. James City
8. Mathews
9. Newport News
10. Norfolk
11. Poquoson
12. Portsmouth
13. Southampton
14. Suffolk
15. Surry
16. Virginia Beach
17. Williamsburg
18. York

Following each four-page data table, a notable portion of that data is presented in one chart.

Due to large margins of error, the Census Bureau suppressed some 2010 sample data (2009-2011) for smaller localities. (The minimum population level for data release varied by type of data.) These gaps in 2010 data will be filled when the Census Bureau releases the 5-year (2008-2012) sample data.

Transportation Related Census Data, Chesapeake, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Chesapeake	Source ¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	89,580	114,486	151,976	199,184	222,209
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	2.5%	2.9%	2.7%	1.1%
In Households	Full	88,625	113,087	149,302	195,070	218,488
In Group Quarters	Full	955	1,399	2,674	4,114	3,721
		89,580	114,486	151,976	199,184	222,209
Population in Group Quarters						
In Nursing Facilities	Mixed	198	567	1,053	716	650
In Other Institutional Facilities	Mixed	471	691	1,179	2,489	2,608
In College/University Student Housing	Mixed	0	0	0	0	0
In Military Quarters	Mixed	120	120	400	318	308
In Other Noninstitutional Facilities	Mixed	130	11	42	591	155
Total ²		919	1,389	2,674	4,114	3,721
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	917	2,144	2,608
In Other Institutional Facilities	Full	n.a.	n.a.	262	345	0
				1,179	2,489	2,608
Age						
Ages 0 thru 17	Full	34,605	36,559	43,629	57,283	57,521
Ages 18 thru 64	Full	49,813	69,839	95,503	124,057	141,542
Ages 65 thru 74	Full	3,446	5,299	8,250	10,227	13,382
Age 75 and Over	Full	1,716	2,789	4,594	7,617	9,764
		89,580	114,486	151,976	199,184	222,209
Ages 0 thru 17	Full	39%	32%	29%	29%	26%
Ages 18 thru 64	Full	56%	61%	63%	62%	64%
Ages 65 thru 74	Full	4%	5%	5%	5%	6%
Age 75 and Over	Full	2%	2%	3%	4%	4%
		100%	100%	100%	100%	100%

Chesapeake	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	25,153	36,383	51,965	69,900	79,574
Persons per Household	Full	3.52	3.11	2.87	2.79	2.75
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	32,088	50,351	75,869	96,292	113,219
Armed Forces	Sample	1,655	2,264	4,110	6,178	5,904
Not in Labor Force	Sample	25,013	30,248	32,869	46,042	53,133
		58,756	82,863	112,848	148,512	172,256
Civilian Labor Force, % of labor force	Sample	95%	96%	95%	94%	95%
Armed Forces, % of labor force	Sample	5%	4%	5%	6%	5%
		100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample	57%	63%	71%	69%	69%
Not in Labor Force, % of pop. age 16+	Sample	43%	37%	29%	31%	31%
		100%	100%	100%	100%	100%
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	3,143	2,918	3,411	3,979	3,538
Occ'd Housing Units with Vehicles	Sample	22,010	33,465	48,554	65,921	75,100
		25,153	36,383	51,965	69,900	78,638
Zero-Vehicle Occupied Housing Units, %	Sample	12%	8%	7%	6%	4%
Occupied Housing Units with Vehicles, %	Sample	88%	92%	93%	94%	96%
		100%	100%	100%	100%	100%

Chesapeake		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>							
Workers 16 Years and Over							
Drove Alone (car, truck, van)	Sample	n.a.	33,268	60,120	81,395	95,062	
Carpooled (car, truck, van)	Sample	n.a.	11,756	11,055	10,195	7,127	
Public Transportation (excluding taxi)	Sample	n.a.	1,410	758	770	1,019	
Taxicab	Sample	n.a.	34	22	85	35	
Walked	Sample	n.a.	1,039	1,257	1,110	1,551	
Motorcycle	Sample	n.a.	180	114	55	146	
Bicycle	Sample	n.a.	146	236	120	232	
Other Means	Sample	n.a.	345	785	940	1,143	
Worked at Home	Sample	n.a.	471	1,263	2,300	3,097	
		n.a.	48,649	75,610	96,970	109,412	
<u>Means of Transportation to Work</u>							
Drove Alone (car, truck, van)	Sample	n.a.	68%	80%	84%	87%	
Carpooled (car, truck, van)	Sample	n.a.	24%	15%	11%	7%	
Public Transportation (excluding taxi)	Sample	n.a.	2.9%	1.0%	0.8%	0.9%	
Taxicab	Sample	n.a.	0.07%	0.03%	0.09%	0.03%	
Walked	Sample	n.a.	2.1%	1.7%	1.1%	1.4%	
Motorcycle	Sample	n.a.	0.4%	0.2%	0.1%	0.1%	
Bicycle	Sample	n.a.	0.3%	0.3%	0.1%	0.2%	
Other Means	Sample	n.a.	0.7%	1.0%	1.0%	1.0%	
Worked at Home	Sample	n.a.	1.0%	1.7%	2.4%	2.8%	
		n.a.	100%	100%	100%	100%	
<u>Travel Time to Work</u>							
Mean Travel Time to Work, minutes	Sample	n.a.	24.2	23.2	25.1	24.0	
Workers 16+ (Did Not Work at Home)							
Less than 10 minutes	Sample	n.a.	4,720	7,974	8,732	11,170	
10 to 44 minutes	Sample	n.a.	38,200	59,029	76,767	83,911	
45 or more minutes	Sample	n.a.	5,562	7,344	9,178	11,234	
		n.a.	48,482	74,347	94,677	106,315	
Less than 10 minutes	Sample	n.a.	10%	11%	9%	11%	
10 to 44 minutes	Sample	n.a.	79%	79%	81%	79%	
45 or more minutes	Sample	n.a.	11%	10%	10%	11%	
		n.a.	100%	100%	100%	100%	

Chesapeake		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	6,245	8,065	10,339	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	18,297	22,335	23,334	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	23,155	29,915	29,276	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	11,007	14,860	16,422	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	3,193	3,900	5,109	
Other Times	Sample	n.a.	n.a.	12,450	15,595	21,835	
				74,347	94,670	106,315	
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	8%	9%	10%	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	25%	24%	22%	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	31%	32%	28%	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	15%	16%	15%	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	4%	4%	5%	
Other Hours	Sample	n.a.	n.a.	17%	16%	21%	
				100%	100%	100%	
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	Sample	n.a.	n.a.	28,192	38,680	46,649	
Work Outside County of Residence	Sample	n.a.	n.a.	47,418	58,297	62,763	
				75,610	96,977	109,412	
Work In County of Residence, %	Sample	n.a.	n.a.	37%	40%	43%	
Work Outside County of Residence, %	Sample	n.a.	n.a.	63%	60%	57%	
				100%	100%	100%	

Footnotes¹Source:

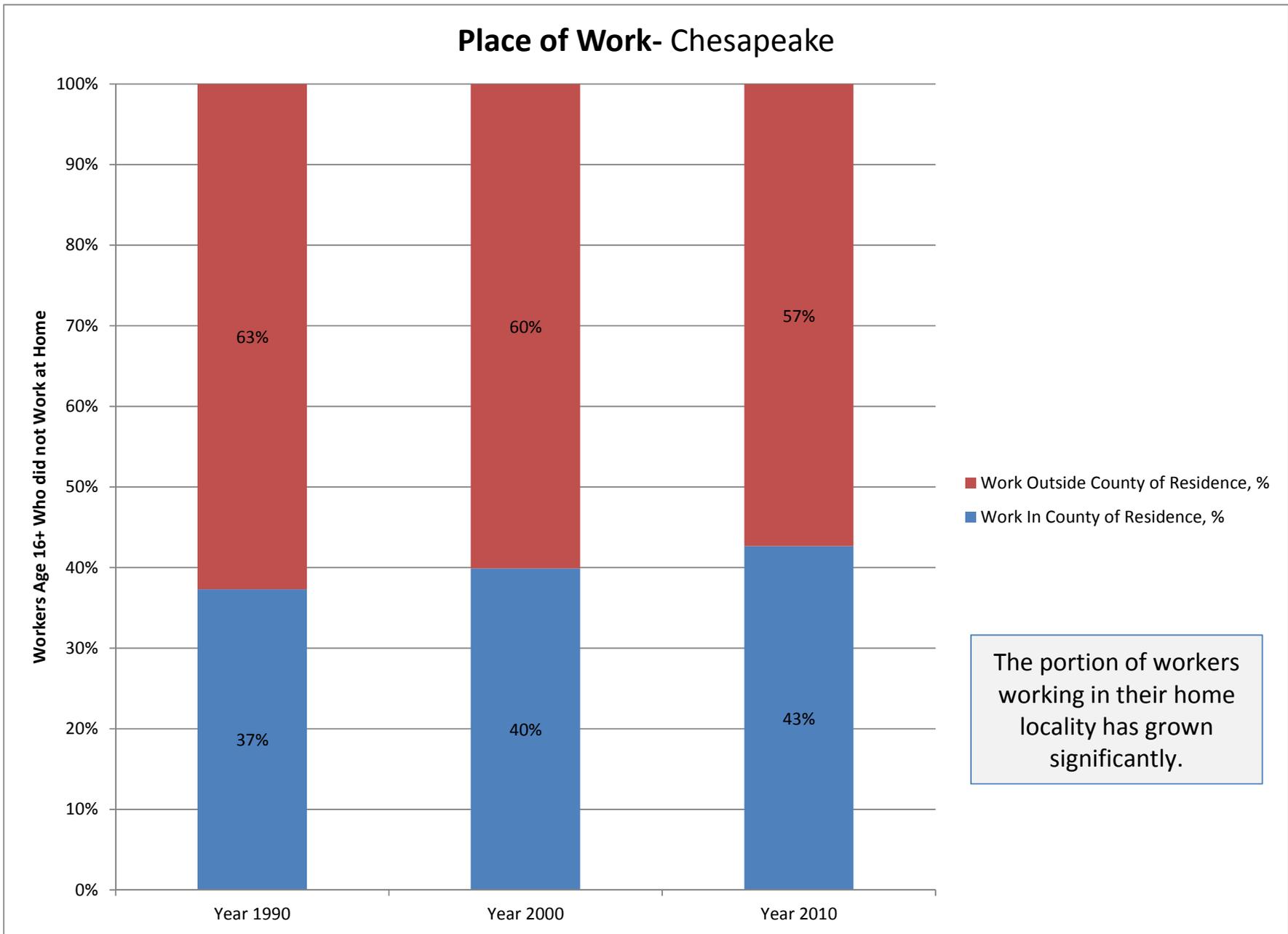
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Currituck, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Currituck	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	6,976	11,089	13,736	18,190	23,547
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	4.7%	2.2%	2.8%	2.6%
In Households	Full	6,863	10,913	13,486	18,027	23,412
In Group Quarters	Full	113	176	250	163	135
		<u>6,976</u>	<u>11,089</u>	<u>13,736</u>	<u>18,190</u>	<u>23,547</u>
Population in Group Quarters						
In Nursing Facilities	Mixed	0	0	84	91	88
In Other Institutional Facilities	Mixed	101	175	133	72	38
In College/University Student Housing	Mixed	0	0	0	0	0
In Military Quarters	Mixed	0	0	0	0	0
In Other Noninstitutional Facilities	Mixed	13	0	33	0	9
Total ²		<u>114</u>	<u>175</u>	<u>250</u>	<u>163</u>	<u>135</u>
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	133	72	38
In Other Institutional Facilities	Full	n.a.	n.a.	0	0	0
				<u>133</u>	<u>72</u>	<u>38</u>
Age						
Ages 0 thru 17	Full	2,401	3,174	3,494	4,607	5,591
Ages 18 thru 64	Full	3,750	6,612	8,533	11,397	14,915
Ages 65 thru 74	Full	536	879	1,066	1,310	1,899
Age 75 and Over	Full	289	424	643	876	1,142
		<u>6,976</u>	<u>11,089</u>	<u>13,736</u>	<u>18,190</u>	<u>23,547</u>
Ages 0 thru 17	Full	34%	29%	25%	25%	24%
Ages 18 thru 64	Full	54%	60%	62%	63%	63%
Ages 65 thru 74	Full	8%	8%	8%	7%	8%
Age 75 and Over	Full	4%	4%	5%	5%	5%
		<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

Currituck	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	2,164	3,897	5,038	6,902	8,880
Persons per Household	Full	3.17	2.80	2.68	2.61	2.64
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	2,275	4,170	6,701	8,857	12,241
Armed Forces	Sample	76	233	161	208	331
Not in Labor Force	Sample	2,542	3,942	3,796	5,037	6,174
		4,893	8,345	10,658	14,102	18,746
Civilian Labor Force, % of labor force	Sample	97%	95%	98%	98%	97%
Armed Forces, % of labor force	Sample	3%	5%	2%	2%	3%
		100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample	48%	53%	64%	64%	67%
Not in Labor Force, % of pop. age 16+	Sample	52%	47%	36%	36%	33%
		100%	100%	100%	100%	100%
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	404	327	292	303	204
Occ'd Housing Units with Vehicles	Sample	1,760	3,570	4,746	6,599	9,182
		2,164	3,897	5,038	6,902	9,386
Zero-Vehicle Occupied Housing Units, %	Sample	19%	8%	6%	4%	2%
Occupied Housing Units with Vehicles, %	Sample	81%	92%	94%	96%	98%
		100%	100%	100%	100%	100%

Currituck	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>						
Workers 16 Years and Over						
Drove Alone (car, truck, van)	Sample	n.a.	2,278	4,531	6,860	n.a.
Carpooled (car, truck, van)	Sample	n.a.	1,126	1,356	1,325	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	35	38	35	n.a.
Taxicab	Sample	n.a.	0	0	0	n.a.
Walked	Sample	n.a.	187	180	45	n.a.
Motorcycle	Sample	n.a.	20	7	0	n.a.
Bicycle	Sample	n.a.	0	22	4	n.a.
Other Means	Sample	n.a.	94	84	140	n.a.
Worked at Home	Sample	n.a.	152	179	190	n.a.
		n.a.	3,892	6,397	8,599	n.a.
<u>Means of Transportation to Work</u>						
Drove Alone (car, truck, van)	Sample	n.a.	59%	71%	80%	n.a.
Carpooled (car, truck, van)	Sample	n.a.	29%	21%	15%	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	0.9%	0.6%	0.4%	n.a.
Taxicab	Sample	n.a.	0.00%	0.00%	0.00%	n.a.
Walked	Sample	n.a.	4.8%	2.8%	0.5%	n.a.
Motorcycle	Sample	n.a.	0.5%	0.1%	0.0%	n.a.
Bicycle	Sample	n.a.	0.0%	0.3%	0.0%	n.a.
Other Means	Sample	n.a.	2.4%	1.3%	1.6%	n.a.
Worked at Home	Sample	n.a.	3.9%	2.8%	2.2%	n.a.
		n.a.	100%	100%	100%	n.a.
<u>Travel Time to Work</u>						
Mean Travel Time to Work, minutes	Sample	n.a.	34.3	32.8	35.0	32.3
Workers 16+ (Did Not Work at Home)						
Less than 10 minutes	Sample	n.a.	580	707	885	1,236
10 to 44 minutes	Sample	n.a.	1,643	3,305	4,495	5,891
45 or more minutes	Sample	n.a.	1,480	2,206	3,025	3,315
		n.a.	3,703	6,218	8,405	10,442
Less than 10 minutes	Sample	n.a.	16%	11%	11%	12%
10 to 44 minutes	Sample	n.a.	44%	53%	53%	56%
45 or more minutes	Sample	n.a.	40%	35%	36%	32%
		n.a.	100%	100%	100%	100%

Currituck	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>						
Workers 16+ (Did Not Work at Home)						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	757	910	1,421
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	1,350	2,160	2,505
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	1,886	2,440	2,827
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	1,043	1,070	1,494
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	182	404	455
Other Times	Sample	n.a.	n.a.	1,000	1,419	1,740
		n.a.	n.a.	6,218	8,403	10,442
<u>Time Leaving Home to Go to Work</u>						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	12%	11%	14%
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	22%	26%	24%
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	30%	29%	27%
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	17%	13%	14%
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	3%	5%	4%
Other Hours	Sample	n.a.	n.a.	16%	17%	17%
		n.a.	n.a.	100%	100%	100%
<u>Place of Work</u>						
Workers 16 Years and Over						
Work In County of Residence	Sample	n.a.	n.a.	2,495	2,881	3,858
Work Outside County of Residence	Sample	n.a.	n.a.	3,902	5,722	7,064
		n.a.	n.a.	6,397	8,603	10,922
Work In County of Residence, %	Sample	n.a.	n.a.	39%	33%	35%
Work Outside County of Residence, %	Sample	n.a.	n.a.	61%	67%	65%
		n.a.	n.a.	100%	100%	100%

Footnotes¹Source:

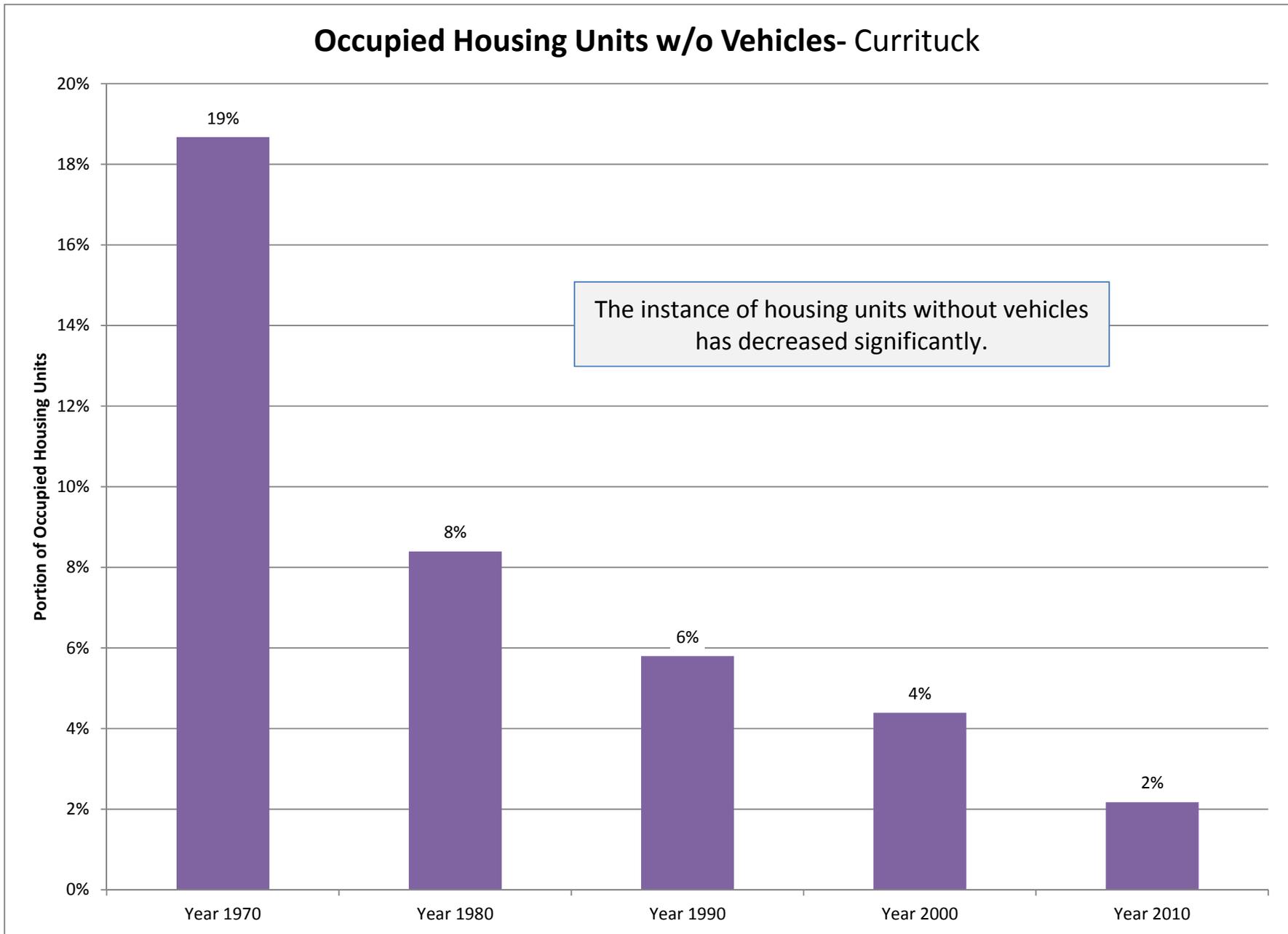
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Franklin, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Franklin	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	6,880	7,308	7,864	8,346	8,582
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	0.6%	0.7%	0.6%	0.3%
In Households	Full	6,846	7,254	7,737	8,072	8,453
In Group Quarters	Full	34	54	127	274	129
		6,880	7,308	7,864	8,346	8,582
Population in Group Quarters						
In Nursing Facilities	Mixed	0	0	127	274	116
In Other Institutional Facilities	Mixed	0	45	0	0	2
In College/University Student Housing	Mixed	0	0	0	0	0
In Military Quarters	Mixed	0	0	0	0	0
In Other Noninstitutional Facilities	Mixed	30	0	0	0	11
Total ²		30	45	127	274	129
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	0	0	2
In Other Institutional Facilities	Full	n.a.	n.a.	0	0	0
				0	0	2
Age						
Ages 0 thru 17	Full	2,436	2,119	2,105	2,099	2,046
Ages 18 thru 64	Full	3,852	4,253	4,506	4,711	5,056
Ages 65 thru 74	Full	396	621	710	718	737
Age 75 and Over	Full	196	315	543	818	743
		6,880	7,308	7,864	8,346	8,582
Ages 0 thru 17	Full	35%	29%	27%	25%	24%
Ages 18 thru 64	Full	56%	58%	57%	56%	59%
Ages 65 thru 74	Full	6%	8%	9%	9%	9%
Age 75 and Over	Full	3%	4%	7%	10%	9%
		100%	100%	100%	100%	100%

Franklin	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	2,111	2,588	3,006	3,384	3,530
Persons per Household	Full	3.24	2.80	2.57	2.39	2.39
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	2,890	3,052	3,500	3,657	n.a.
Armed Forces	Sample	0	0	0	13	n.a.
Not in Labor Force	Sample	1,870	2,411	2,459	2,895	n.a.
		4,760	5,463	5,959	6,565	n.a.
Civilian Labor Force, % of labor force	Sample	100%	100%	100%	100%	n.a.
Armed Forces, % of labor force	Sample	0%	0%	0%	0%	n.a.
		100%	100%	100%	100%	n.a.
In Labor Force, % of pop. age 16+	Sample	61%	56%	59%	56%	n.a.
Not in Labor Force, % of pop. age 16+	Sample	39%	44%	41%	44%	n.a.
		100%	100%	100%	100%	n.a.
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	548	612	708	495	n.a.
Occ'd Housing Units with Vehicles	Sample	1,563	1,976	2,298	2,889	n.a.
		2,111	2,588	3,006	3,384	n.a.
Zero-Vehicle Occupied Housing Units, %	Sample	26%	24%	24%	15%	n.a.
Occupied Housing Units with Vehicles, %	Sample	74%	76%	76%	85%	n.a.
		100%	100%	100%	100%	n.a.

Franklin	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>						
Workers 16 Years and Over						
Drove Alone (car, truck, van)	Sample	n.a.	1,789	2,208	2,545	n.a.
Carpooled (car, truck, van)	Sample	n.a.	710	775	550	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	31	5	45	n.a.
Taxicab	Sample	n.a.	35	0	0	n.a.
Walked	Sample	n.a.	117	206	70	n.a.
Motorcycle	Sample	n.a.	0	0	0	n.a.
Bicycle	Sample	n.a.	17	6	10	n.a.
Other Means	Sample	n.a.	28	18	15	n.a.
Worked at Home	Sample	n.a.	5	54	100	n.a.
		n.a.	2,732	3,272	3,335	n.a.
<u>Means of Transportation to Work</u>						
Drove Alone (car, truck, van)	Sample	n.a.	65%	67%	76%	n.a.
Carpooled (car, truck, van)	Sample	n.a.	26%	24%	16%	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	1.1%	0.2%	1.3%	n.a.
Taxicab	Sample	n.a.	1.28%	0.00%	0.00%	n.a.
Walked	Sample	n.a.	4.3%	6.3%	2.1%	n.a.
Motorcycle	Sample	n.a.	0.0%	0.0%	0.0%	n.a.
Bicycle	Sample	n.a.	0.6%	0.2%	0.3%	n.a.
Other Means	Sample	n.a.	1.0%	0.6%	0.4%	n.a.
Worked at Home	Sample	n.a.	0.2%	1.7%	3.0%	n.a.
		n.a.	100%	100%	100%	n.a.
<u>Travel Time to Work</u>						
Mean Travel Time to Work, minutes	Sample	n.a.	17.3	17.1	20.9	n.a.
Workers 16+ (Did Not Work at Home)						
Less than 10 minutes	Sample	n.a.	869	1,224	1,081	n.a.
10 to 44 minutes	Sample	n.a.	1,502	1,610	1,665	n.a.
45 or more minutes	Sample	n.a.	283	384	492	n.a.
		n.a.	2,654	3,218	3,238	n.a.
Less than 10 minutes	Sample	n.a.	33%	38%	33%	n.a.
10 to 44 minutes	Sample	n.a.	57%	50%	51%	n.a.
45 or more minutes	Sample	n.a.	11%	12%	15%	n.a.
		n.a.	100%	100%	100%	n.a.

Franklin	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>						
Workers 16+ (Did Not Work at Home)						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	93	230	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	554	575	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	958	1,010	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	760	685	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	202	124	n.a.
Other Times	Sample	n.a.	n.a.	651	614	n.a.
		n.a.	n.a.	3,218	3,238	n.a.
<u>Time Leaving Home to Go to Work</u>						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	3%	7%	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	17%	18%	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	30%	31%	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	24%	21%	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	6%	4%	n.a.
Other Hours	Sample	n.a.	n.a.	20%	19%	n.a.
		n.a.	n.a.	100%	100%	n.a.
<u>Place of Work</u>						
Workers 16 Years and Over						
Work In County of Residence	Sample	n.a.	n.a.	1,689	1,591	n.a.
Work Outside County of Residence	Sample	n.a.	n.a.	1,583	1,746	n.a.
		n.a.	n.a.	3,272	3,337	n.a.
Work In County of Residence, %	Sample	n.a.	n.a.	52%	48%	n.a.
Work Outside County of Residence, %	Sample	n.a.	n.a.	48%	52%	n.a.
		n.a.	n.a.	100%	100%	n.a.

Footnotes¹Source:

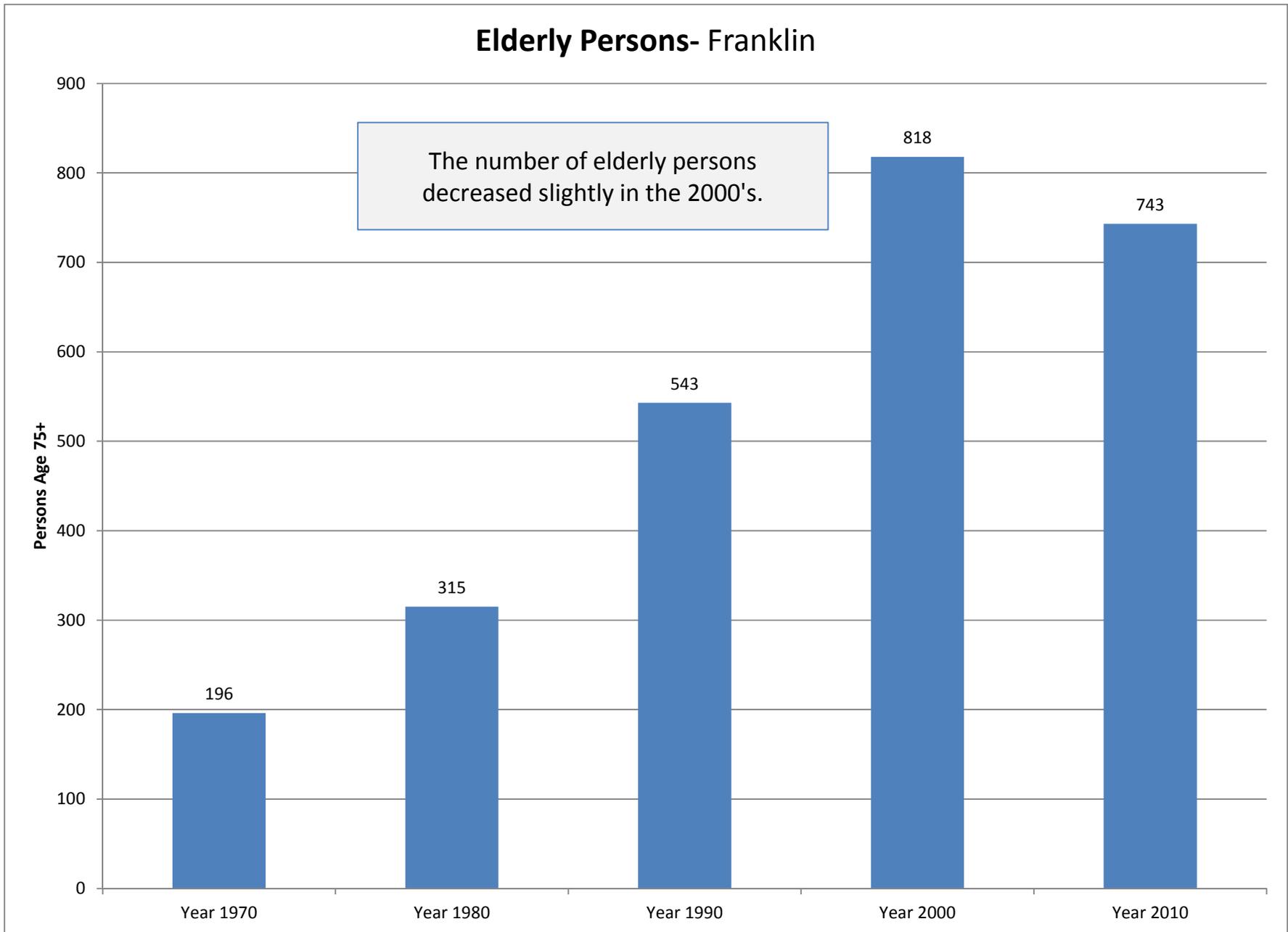
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Gloucester, 1970-2010

Source: HRTPO analysis of US Census data
Source file: master.xlsx

Note that, although the HRTPO study area excludes northern Gloucester, the data in this table covers all of Gloucester.

Gloucester (whole county)	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	14,059	20,107	30,131	34,780	36,858
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	3.6%	4.1%	1.4%	0.6%
In Households	Full	14,001	20,044	29,802	34,446	36,490
In Group Quarters	Full	58	63	329	334	368
		14,059	20,107	30,131	34,780	36,858
Population in Group Quarters						
In Nursing Facilities	Mixed	43	56	228	272	275
In Other Institutional Facilities	Mixed	0	0	26	0	75
In College/University Student Housing	Mixed	15	4	0	0	0
In Military Quarters	Mixed	0	0	0	0	0
In Other Noninstitutional Facilities	Mixed	29	0	75	62	18
Total ²		87	60	329	334	368
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	26	0	75
In Other Institutional Facilities	Full	n.a.	n.a.	0	0	0
				26	0	75
Age						
Ages 0 thru 17	Full	4,740	5,571	8,224	9,116	8,140
Ages 18 thru 64	Full	7,699	12,152	18,552	21,556	23,308
Ages 65 thru 74	Full	969	1,492	1,959	2,290	3,221
Age 75 and Over	Full	651	892	1,396	1,818	2,189
		14,059	20,107	30,131	34,780	36,858
Ages 0 thru 17	Full	34%	28%	27%	26%	22%
Ages 18 thru 64	Full	55%	60%	62%	62%	63%
Ages 65 thru 74	Full	7%	7%	7%	7%	9%
Age 75 and Over	Full	5%	4%	5%	5%	6%
		100%	100%	100%	100%	100%

Gloucester (whole county)		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Households							
Households	Full		4,430	7,146	10,966	13,127	14,293
Persons per Household	Full		3.16	2.80	2.72	2.62	2.55
Employment (by place of residence)							
Population 16 Years and Over							
Civilian Labor Force	Sample		5,436	8,953	14,716	17,394	18,978
Armed Forces	Sample		35	130	508	485	592
Not in Labor Force	Sample		4,315	6,296	7,515	8,870	10,311
			9,786	15,379	22,739	26,749	29,881
Civilian Labor Force, % of labor force	Sample		99%	99%	97%	97%	97%
Armed Forces, % of labor force	Sample		1%	1%	3%	3%	3%
			100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample		56%	59%	67%	67%	65%
Not in Labor Force, % of pop. age 16+	Sample		44%	41%	33%	33%	35%
			100%	100%	100%	100%	100%
Vehicles							
Occupied Housing Units							
Zero-Vehicle Occ'd Housing Units	Sample		810	561	749	481	420
Occ'd Housing Units with Vehicles	Sample		3,620	6,585	10,217	12,646	13,391
			4,430	7,146	10,966	13,127	13,811
Zero-Vehicle Occupied Housing Units, %	Sample		18%	8%	7%	4%	3%
Occupied Housing Units with Vehicles, %	Sample		82%	92%	93%	96%	97%
			100%	100%	100%	100%	100%

Gloucester (whole county)		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>							
Workers 16 Years and Over							
Drove Alone (car, truck, van)	Sample	n.a.	5,051	10,198	13,440	n.a.	n.a.
Carpooled (car, truck, van)	Sample	n.a.	2,594	3,035	2,375	n.a.	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	224	256	160	n.a.	n.a.
Taxicab	Sample	n.a.	6	0	0	n.a.	n.a.
Walked	Sample	n.a.	272	256	185	n.a.	n.a.
Motorcycle	Sample	n.a.	21	35	35	n.a.	n.a.
Bicycle	Sample	n.a.	10	12	50	n.a.	n.a.
Other Means	Sample	n.a.	132	201	115	n.a.	n.a.
Worked at Home	Sample	n.a.	137	394	590	n.a.	n.a.
		n.a.	8,447	14,387	16,950	n.a.	n.a.
<u>Means of Transportation to Work</u>							
Drove Alone (car, truck, van)	Sample	n.a.	60%	71%	79%	n.a.	n.a.
Carpooled (car, truck, van)	Sample	n.a.	31%	21%	14%	n.a.	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	2.7%	1.8%	0.9%	n.a.	n.a.
Taxicab	Sample	n.a.	0.07%	0.00%	0.00%	n.a.	n.a.
Walked	Sample	n.a.	3.2%	1.8%	1.1%	n.a.	n.a.
Motorcycle	Sample	n.a.	0.2%	0.2%	0.2%	n.a.	n.a.
Bicycle	Sample	n.a.	0.1%	0.1%	0.3%	n.a.	n.a.
Other Means	Sample	n.a.	1.6%	1.4%	0.7%	n.a.	n.a.
Worked at Home	Sample	n.a.	1.6%	2.7%	3.5%	n.a.	n.a.
		n.a.	100%	100%	100%	n.a.	n.a.
<u>Travel Time to Work</u>							
Mean Travel Time to Work, minutes	Sample	n.a.	26.6	31.4	33.9	33.9	
Workers 16+ (Did Not Work at Home)							
Less than 10 minutes	Sample	n.a.	1,344	1,462	1,549	1,433	
10 to 44 minutes	Sample	n.a.	4,920	8,276	9,776	10,330	
45 or more minutes	Sample	n.a.	1,892	4,255	5,037	5,738	
		n.a.	8,156	13,993	16,362	17,501	
Less than 10 minutes	Sample	n.a.	16%	10%	9%	8%	
10 to 44 minutes	Sample	n.a.	60%	59%	60%	59%	
45 or more minutes	Sample	n.a.	23%	30%	31%	33%	
		n.a.	100%	100%	100%	100%	

Gloucester (whole county)		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	1,995	2,020	2,128	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	3,328	4,055	4,461	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	3,581	4,275	3,515	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	1,928	2,330	3,041	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	619	705	610	
Other Times	Sample	n.a.	n.a.	2,542	2,975	3,746	
				13,993	16,360	17,501	
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	14%	12%	12%	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	24%	25%	25%	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	26%	26%	20%	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	14%	14%	17%	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	4%	4%	3%	
Other Hours	Sample	n.a.	n.a.	18%	18%	21%	
				100%	100%	100%	
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	Sample	n.a.	n.a.	5,701	6,895	7,004	
Work Outside County of Residence	Sample	n.a.	n.a.	8,686	10,057	11,084	
				14,387	16,952	18,088	
Work In County of Residence, %	Sample	n.a.	n.a.	40%	41%	39%	
Work Outside County of Residence, %	Sample	n.a.	n.a.	60%	59%	61%	
				100%	100%	100%	

Footnotes¹Source:

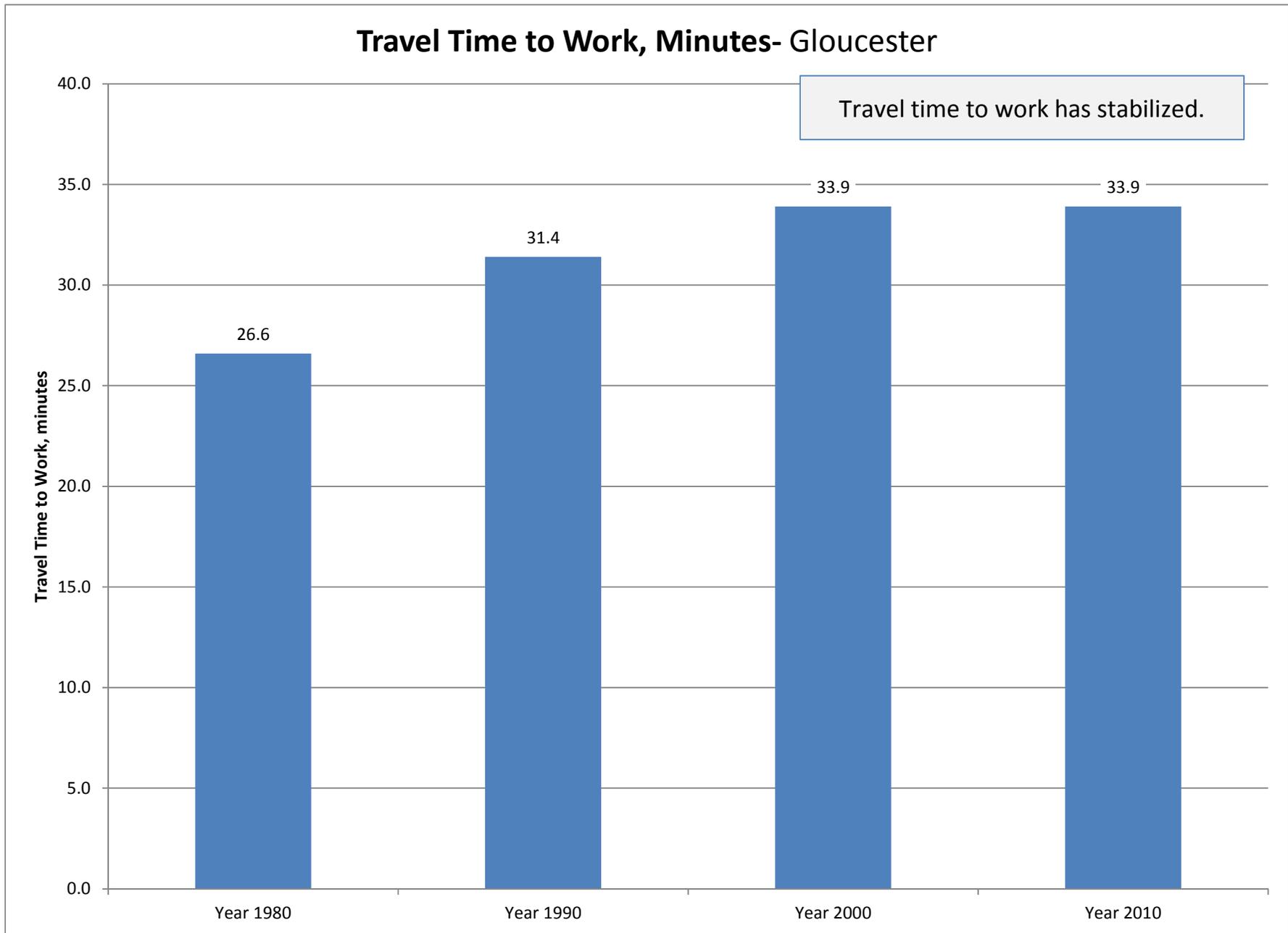
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Hampton, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Hampton	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	120,779	122,617	133,793	146,437	137,436
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	0.2%	0.9%	0.9%	-0.6%
In Households	Full	115,443	117,586	128,156	133,969	132,982
In Group Quarters	Full	5,336	5,031	5,637	12,468	4,454
		<u>120,779</u>	<u>122,617</u>	<u>133,793</u>	<u>146,437</u>	<u>137,436</u>
Population in Group Quarters						
In Nursing Facilities	Mixed	916	244	834	720	516
In Other Institutional Facilities	Mixed	217	1,027	676	8,621	386
In College/University Student Housing	Mixed	1,320	2,076	2,788	2,623	2,291
In Military Quarters	Mixed	2,425	1,614	1,240	165	810
In Other Noninstitutional Facilities	Mixed	306	42	99	339	451
Total ²		<u>5,184</u>	<u>5,003</u>	<u>5,637</u>	<u>12,468</u>	<u>4,454</u>
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	258	8,397	377
In Other Institutional Facilities	Full	n.a.	n.a.	418	224	9
				<u>676</u>	<u>8,621</u>	<u>386</u>
Age						
Ages 0 thru 17	Full	44,790	35,639	33,418	35,497	31,274
Ages 18 thru 64	Full	70,059	78,453	87,574	95,797	89,306
Ages 65 thru 74	Full	3,842	5,606	8,406	8,503	9,376
Age 75 and Over	Full	2,088	2,919	4,395	6,640	7,480
		<u>120,779</u>	<u>122,617</u>	<u>133,793</u>	<u>146,437</u>	<u>137,436</u>
Ages 0 thru 17	Full	37%	29%	25%	24%	23%
Ages 18 thru 64	Full	58%	64%	65%	65%	65%
Ages 65 thru 74	Full	3%	5%	6%	6%	7%
Age 75 and Over	Full	2%	2%	3%	5%	5%
		<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

Note that Hampton's 2000 population (and group quarters count) was likely over-counted.

According to Hampton staff:

"The source of our 2000 Census population overcount was the result of a miscount of approximately 8,000 prisoners in Military Disciplinary Barracks in tract 102. (Tract 102 is defined completely by the boundaries of Langley Air Force Base....)" "Base sources confirmed there are no Military Disciplinary facilities on the base in 2000."

Hampton	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	34,586	41,506	49,673	53,887	55,031
Persons per Household	Full	3.34	2.83	2.58	2.49	2.42
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	41,686	52,125	62,755	65,087	66,437
Armed Forces	Sample	8,006	7,748	8,685	6,703	5,094
Not in Labor Force	Sample	30,767	32,191	32,234	43,301	38,336
		80,459	92,064	103,674	115,091	109,867
Civilian Labor Force, % of labor force	Sample	84%	87%	88%	91%	93%
Armed Forces, % of labor force	Sample	16%	13%	12%	9%	7%
		100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample	62%	65%	69%	62%	65%
Not in Labor Force, % of pop. age 16+	Sample	38%	35%	31%	38%	35%
		100%	100%	100%	100%	100%
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	4,186	4,215	4,716	4,692	4,036
Occ'd Housing Units with Vehicles	Sample	30,400	37,291	44,957	49,195	47,507
		34,586	41,506	49,673	53,887	51,543
Zero-Vehicle Occupied Housing Units, %	Sample	12%	10%	9%	9%	8%
Occupied Housing Units with Vehicles, %	Sample	88%	90%	91%	91%	92%
		100%	100%	100%	100%	100%

Hampton		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>							
Workers 16 Years and Over							
Drove Alone (car, truck, van)	Sample	n.a.	35,344	51,597	52,710	53,052	
Carpooled (car, truck, van)	Sample	n.a.	13,299	9,281	8,515	4,503	
Public Transportation (excluding taxi)	Sample	n.a.	2,302	1,540	1,730	2,005	
Taxicab	Sample	n.a.	72	79	100	44	
Walked	Sample	n.a.	2,135	1,781	1,290	1,206	
Motorcycle	Sample	n.a.	420	165	75	149	
Bicycle	Sample	n.a.	358	251	195	68	
Other Means	Sample	n.a.	519	410	490	544	
Worked at Home	Sample	n.a.	413	904	995	1,612	
		n.a.	54,862	66,008	66,100	63,183	
<u>Means of Transportation to Work</u>							
Drove Alone (car, truck, van)	Sample	n.a.	64%	78%	80%	84%	
Carpooled (car, truck, van)	Sample	n.a.	24%	14%	13%	7%	
Public Transportation (excluding taxi)	Sample	n.a.	4.2%	2.3%	2.6%	3.2%	
Taxicab	Sample	n.a.	0.13%	0.12%	0.15%	0.07%	
Walked	Sample	n.a.	3.9%	2.7%	2.0%	1.9%	
Motorcycle	Sample	n.a.	0.8%	0.2%	0.1%	0.2%	
Bicycle	Sample	n.a.	0.7%	0.4%	0.3%	0.1%	
Other Means	Sample	n.a.	0.9%	0.6%	0.7%	0.9%	
Worked at Home	Sample	n.a.	0.8%	1.4%	1.5%	2.6%	
		n.a.	100%	100%	100%	100%	
<u>Travel Time to Work</u>							
Mean Travel Time to Work, minutes	Sample	n.a.	19.0	19.0	21.8	21.4	
Workers 16+ (Did Not Work at Home)							
Less than 10 minutes	Sample	n.a.	7,593	9,304	7,860	6,194	
10 to 44 minutes	Sample	n.a.	44,129	51,911	51,380	49,875	
45 or more minutes	Sample	n.a.	2,994	3,889	5,867	5,502	
		n.a.	54,716	65,104	65,107	61,571	
Less than 10 minutes	Sample	n.a.	14%	14%	12%	10%	
10 to 44 minutes	Sample	n.a.	81%	80%	79%	81%	
45 or more minutes	Sample	n.a.	5%	6%	9%	9%	
		n.a.	100%	100%	100%	100%	

Hampton		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	4,721	6,000	6,480	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	15,842	14,215	14,733	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	20,556	20,095	16,920	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	7,920	8,520	7,056	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	2,814	3,265	2,488	
Other Times	Sample	n.a.	n.a.	13,251	13,025	13,894	
				65,104	65,120	61,571	
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	7%	9%	11%	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	24%	22%	24%	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	32%	31%	27%	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	12%	13%	11%	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	4%	5%	4%	
Other Hours	Sample	n.a.	n.a.	20%	20%	23%	
				100%	100%	100%	
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	Sample	n.a.	n.a.	37,136	34,274	30,643	
Work Outside County of Residence	Sample	n.a.	n.a.	28,872	31,827	32,540	
				66,008	66,101	63,183	
Work In County of Residence, %	Sample	n.a.	n.a.	56%	52%	48%	
Work Outside County of Residence, %	Sample	n.a.	n.a.	44%	48%	52%	
				100%	100%	100%	

Footnotes¹Source:

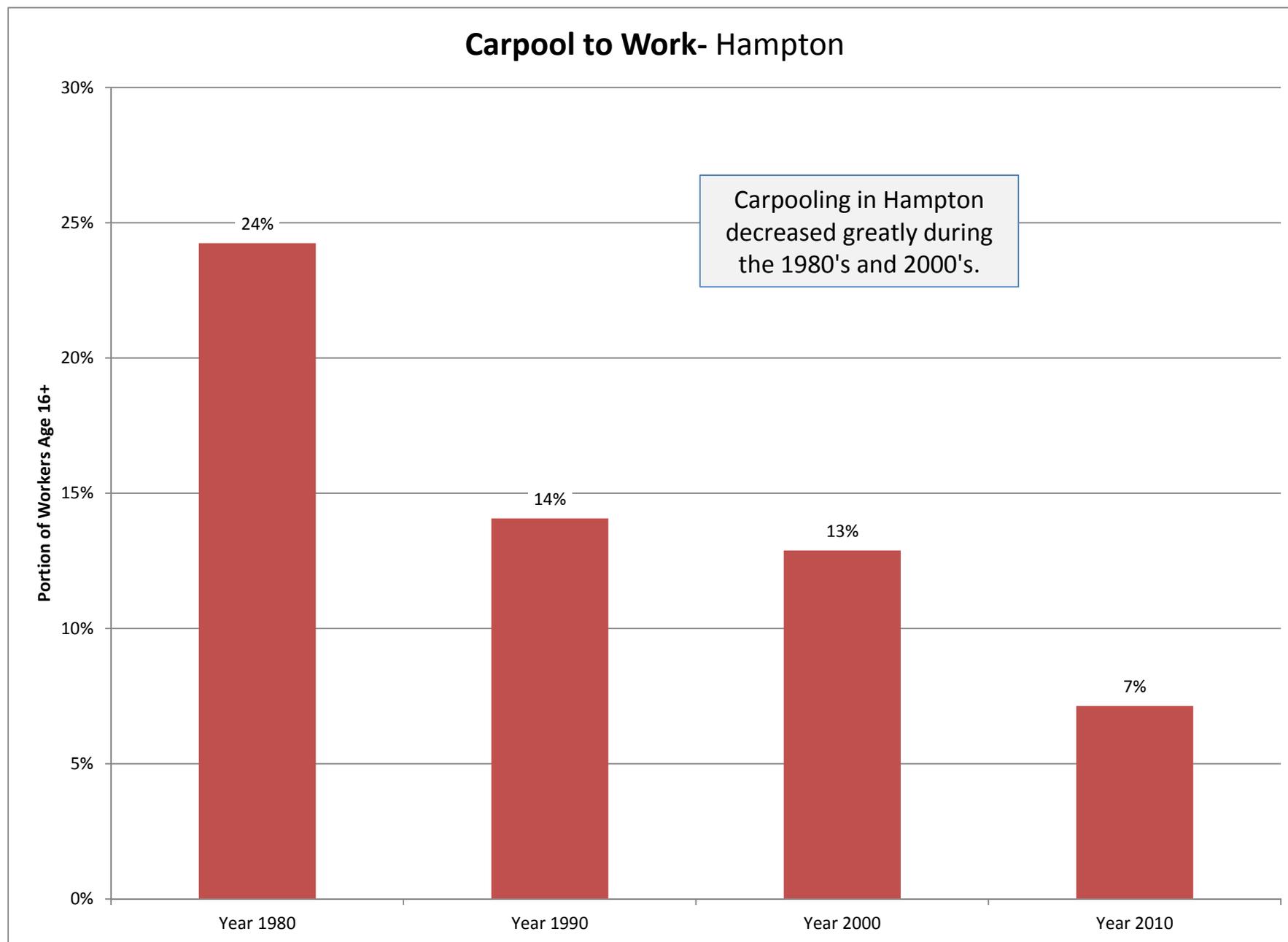
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Isle of Wight, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Isle of Wight	Source ¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	18,285	21,603	25,053	29,728	35,270
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	1.7%	1.5%	1.7%	1.7%
In Households	Full	18,051	21,432	24,835	29,548	34,960
In Group Quarters	Full	234	171	218	180	310
		<u>18,285</u>	<u>21,603</u>	<u>25,053</u>	<u>29,728</u>	<u>35,270</u>
Population in Group Quarters						
In Nursing Facilities	Mixed	0	0	120	112	234
In Other Institutional Facilities	Mixed	74	144	97	13	0
In College/University Student Housing	Mixed	0	0	0	0	0
In Military Quarters	Mixed	5	0	0	0	0
In Other Noninstitutional Facilities	Mixed	135	23	1	55	76
Total ²		<u>214</u>	<u>167</u>	<u>218</u>	<u>180</u>	<u>310</u>
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	97	0	0
In Other Institutional Facilities	Full	n.a.	n.a.	0	13	0
				<u>97</u>	<u>13</u>	<u>0</u>
Age						
Ages 0 thru 17	Full	6,912	6,425	6,515	7,544	8,031
Ages 18 thru 64	Full	9,882	13,021	15,730	18,546	22,074
Ages 65 thru 74	Full	976	1,430	1,759	2,139	3,080
Age 75 and Over	Full	515	727	1,049	1,499	2,085
		<u>18,285</u>	<u>21,603</u>	<u>25,053</u>	<u>29,728</u>	<u>35,270</u>
Ages 0 thru 17	Full	38%	30%	26%	25%	23%
Ages 18 thru 64	Full	54%	60%	63%	62%	63%
Ages 65 thru 74	Full	5%	7%	7%	7%	9%
Age 75 and Over	Full	3%	3%	4%	5%	6%
		<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

Isle of Wight	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	5,025	7,046	9,032	11,319	13,718
Persons per Household	Full	3.59	3.04	2.75	2.61	2.55
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	6,705	9,823	12,414	14,689	18,493
Armed Forces	Sample	30	19	196	162	394
Not in Labor Force	Sample	5,484	6,240	6,603	8,230	9,541
		12,219	16,082	19,213	23,081	28,428
Civilian Labor Force, % of labor force	Sample	100%	100%	98%	99%	98%
Armed Forces, % of labor force	Sample	0%	0%	2%	1%	2%
		100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample	55%	61%	66%	64%	66%
Not in Labor Force, % of pop. age 16+	Sample	45%	39%	34%	36%	34%
		100%	100%	100%	100%	100%
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	1,084	656	812	659	617
Occ'd Housing Units with Vehicles	Sample	3,941	6,390	8,220	10,660	12,647
		5,025	7,046	9,032	11,319	13,264
Zero-Vehicle Occupied Housing Units, %	Sample	22%	9%	9%	6%	5%
Occupied Housing Units with Vehicles, %	Sample	78%	91%	91%	94%	95%
		100%	100%	100%	100%	100%

Isle of Wight	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>						
Workers 16 Years and Over						
Drove Alone (car, truck, van)	Sample	n.a.	5,626	8,668	11,795	n.a.
Carpooled (car, truck, van)	Sample	n.a.	2,789	2,138	1,515	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	116	154	15	n.a.
Taxicab	Sample	n.a.	5	0	0	n.a.
Walked	Sample	n.a.	360	297	155	n.a.
Motorcycle	Sample	n.a.	29	0	0	n.a.
Bicycle	Sample	n.a.	13	15	10	n.a.
Other Means	Sample	n.a.	98	70	65	n.a.
Worked at Home	Sample	n.a.	263	295	430	n.a.
		n.a.	9,299	11,637	13,985	n.a.
<u>Means of Transportation to Work</u>						
Drove Alone (car, truck, van)	Sample	n.a.	61%	74%	84%	n.a.
Carpooled (car, truck, van)	Sample	n.a.	30%	18%	11%	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	1.2%	1.3%	0.1%	n.a.
Taxicab	Sample	n.a.	0.05%	0.00%	0.00%	n.a.
Walked	Sample	n.a.	3.9%	2.6%	1.1%	n.a.
Motorcycle	Sample	n.a.	0.3%	0.0%	0.0%	n.a.
Bicycle	Sample	n.a.	0.1%	0.1%	0.1%	n.a.
Other Means	Sample	n.a.	1.1%	0.6%	0.5%	n.a.
Worked at Home	Sample	n.a.	2.8%	2.5%	3.1%	n.a.
		n.a.	100%	100%	100%	n.a.
<u>Travel Time to Work</u>						
Mean Travel Time to Work, minutes	Sample	n.a.	23.9	25.2	29.9	28.1
Workers 16+ (Did Not Work at Home)						
Less than 10 minutes	Sample	n.a.	1,707	1,590	1,247	1,907
10 to 44 minutes	Sample	n.a.	6,166	7,857	9,353	11,351
45 or more minutes	Sample	n.a.	1,535	1,895	2,956	3,326
		n.a.	9,408	11,342	13,556	16,584
Less than 10 minutes	Sample	n.a.	18%	14%	9%	11%
10 to 44 minutes	Sample	n.a.	66%	69%	69%	68%
45 or more minutes	Sample	n.a.	16%	17%	22%	20%
		n.a.	100%	100%	100%	100%

Isle of Wight	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>						
Workers 16+ (Did Not Work at Home)						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	1,519	1,555	2,288
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	2,972	3,515	4,066
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	3,152	3,945	3,738
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	1,291	1,630	2,281
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	377	470	957
Other Times	Sample	n.a.	n.a.	2,031	2,430	3,254
				11,342	13,545	16,584
<u>Time Leaving Home to Go to Work</u>						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	13%	11%	14%
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	26%	26%	25%
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	28%	29%	23%
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	11%	12%	14%
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	3%	3%	6%
Other Hours	Sample	n.a.	n.a.	18%	18%	20%
				100%	100%	100%
<u>Place of Work</u>						
Workers 16 Years and Over						
Work In County of Residence	Sample	n.a.	n.a.	4,747	5,118	6,020
Work Outside County of Residence	Sample	n.a.	n.a.	6,890	8,868	11,239
				11,637	13,986	17,259
Work In County of Residence, %	Sample	n.a.	n.a.	41%	37%	35%
Work Outside County of Residence, %	Sample	n.a.	n.a.	59%	63%	65%
				100%	100%	100%

Footnotes¹Source:

Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, James City, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

James City	Source ¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	17,853	22,763	34,859	48,102	67,009
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	2.5%	4.4%	3.3%	3.4%
In Households	Full	15,382	21,553	33,775	46,857	65,909
In Group Quarters	Full	2,471	1,210	1,084	1,245	1,100
		17,853	22,763	34,859	48,102	67,009
Population in Group Quarters						
In Nursing Facilities	Mixed	0	0	32	42	376
In Other Institutional Facilities	Mixed	2,379	1,211	901	952	594
In College/University Student Housing	Mixed	32	0	0	0	0
In Military Quarters	Mixed	0	0	84	0	0
In Other Noninstitutional Facilities	Mixed	26	0	67	251	130
Total ²		2,437	1,211	1,084	1,245	1,100
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	0	460	471
In Other Institutional Facilities	Full	n.a.	n.a.	901	492	123
				901	952	594
Age						
Ages 0 thru 17	Full	6,145	6,427	8,493	11,213	14,385
Ages 18 thru 64	Full	10,147	14,207	22,351	28,792	38,754
Ages 65 thru 74	Full	881	1,348	2,590	4,591	7,705
Age 75 and Over	Full	680	781	1,425	3,506	6,165
		17,853	22,763	34,859	48,102	67,009
Ages 0 thru 17	Full	34%	28%	24%	23%	21%
Ages 18 thru 64	Full	57%	62%	64%	60%	58%
Ages 65 thru 74	Full	5%	6%	7%	10%	11%
Age 75 and Over	Full	4%	3%	4%	7%	9%
		100%	100%	100%	100%	100%

James City	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	4,555	7,639	12,968	19,003	26,860
Persons per Household	Full	3.38	2.82	2.60	2.47	2.45
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	6,253	10,877	18,215	22,800	32,294
Armed Forces	Sample	466	220	356	328	754
Not in Labor Force	Sample	5,611	6,254	8,649	15,120	21,570
		12,330	17,351	27,220	38,248	54,618
Civilian Labor Force, % of labor force	Sample	93%	98%	98%	99%	98%
Armed Forces, % of labor force	Sample	7%	2%	2%	1%	2%
		100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample	54%	64%	68%	60%	61%
Not in Labor Force, % of pop. age 16+	Sample	46%	36%	32%	40%	39%
		100%	100%	100%	100%	100%
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	626	559	523	947	960
Occ'd Housing Units with Vehicles	Sample	3,929	7,080	12,445	18,056	25,491
		4,555	7,639	12,968	19,003	26,451
Zero-Vehicle Occupied Housing Units, %	Sample	14%	7%	4%	5%	4%
Occupied Housing Units with Vehicles, %	Sample	86%	93%	96%	95%	96%
		100%	100%	100%	100%	100%

James City	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>						
Workers 16 Years and Over						
Drove Alone (car, truck, van)	Sample	n.a.	6,785	13,761	17,970	n.a.
Carpooled (car, truck, van)	Sample	n.a.	2,488	2,738	2,200	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	187	144	170	n.a.
Taxicab	Sample	n.a.	55	27	15	n.a.
Walked	Sample	n.a.	239	297	300	n.a.
Motorcycle	Sample	n.a.	49	18	4	n.a.
Bicycle	Sample	n.a.	68	29	45	n.a.
Other Means	Sample	n.a.	90	144	175	n.a.
Worked at Home	Sample	n.a.	172	534	1,040	n.a.
		n.a.	10,133	17,692	21,919	n.a.
<u>Means of Transportation to Work</u>						
Drove Alone (car, truck, van)	Sample	n.a.	67%	78%	82%	n.a.
Carpooled (car, truck, van)	Sample	n.a.	25%	15%	10%	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	1.8%	0.8%	0.8%	n.a.
Taxicab	Sample	n.a.	0.54%	0.15%	0.07%	n.a.
Walked	Sample	n.a.	2.4%	1.7%	1.4%	n.a.
Motorcycle	Sample	n.a.	0.5%	0.1%	0.0%	n.a.
Bicycle	Sample	n.a.	0.7%	0.2%	0.2%	n.a.
Other Means	Sample	n.a.	0.9%	0.8%	0.8%	n.a.
Worked at Home	Sample	n.a.	1.7%	3.0%	4.7%	n.a.
		n.a.	100%	100%	100%	n.a.
<u>Travel Time to Work</u>						
Mean Travel Time to Work, minutes	Sample	n.a.	20.0	21.2	24.6	23.6
Workers 16+ (Did Not Work at Home)						
Less than 10 minutes	Sample	n.a.	1,501	2,395	3,023	2,715
10 to 44 minutes	Sample	n.a.	7,335	12,849	14,744	22,147
45 or more minutes	Sample	n.a.	930	1,914	3,117	3,731
		n.a.	9,766	17,158	20,884	28,593
Less than 10 minutes	Sample	n.a.	15%	14%	14%	9%
10 to 44 minutes	Sample	n.a.	75%	75%	71%	77%
45 or more minutes	Sample	n.a.	10%	11%	15%	13%
		n.a.	100%	100%	100%	100%

James City		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	971	1,290	1,399	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	3,038	3,850	5,487	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	5,652	6,500	8,027	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	3,581	4,110	6,567	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	1,098	1,810	1,820	
Other Times	Sample	n.a.	n.a.	2,818	3,340	5,293	
				17,158	20,900	28,593	
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	6%	6%	5%	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	18%	18%	19%	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	33%	31%	28%	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	21%	20%	23%	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	6%	9%	6%	
Other Hours	Sample	n.a.	n.a.	16%	16%	19%	
				100%	100%	100%	
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	Sample	n.a.	n.a.	2,026	9,337	12,781	
Work Outside County of Residence	Sample	n.a.	n.a.	15,666	12,585	17,379	
				17,692	21,922	30,160	
Work In County of Residence, %	Sample	n.a.	n.a.	11%	43%	42%	
Work Outside County of Residence, %	Sample	n.a.	n.a.	89%	57%	58%	
				100%	100%	100%	

Footnotes¹Source:

Full: Based on entire population and every housing unit.

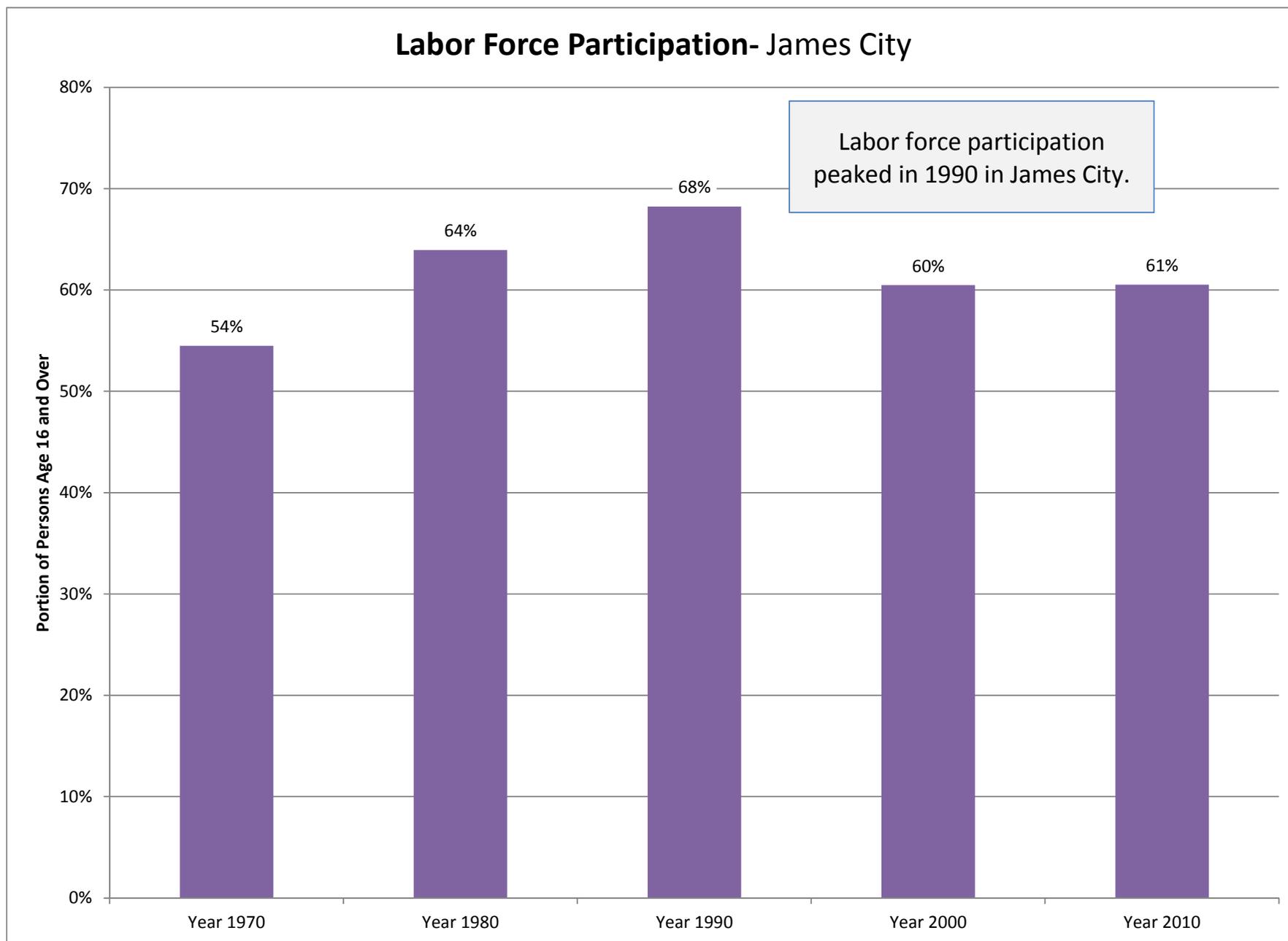
Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.

In light of the volatility of these work location numbers, note that some employers in James City use "Williamsburg" as their address.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Mathews, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Mathews	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	7,168	7,995	8,348	9,207	8,978
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	1.1%	0.4%	1.0%	-0.3%
In Households	Full	7,044	7,882	8,280	9,138	8,884
In Group Quarters	Full	124	113	68	69	94
		<u>7,168</u>	<u>7,995</u>	<u>8,348</u>	<u>9,207</u>	<u>8,978</u>
Population in Group Quarters						
In Nursing Facilities	Mixed	108	93	57	60	60
In Other Institutional Facilities	Mixed	0	0	0	0	0
In College/University Student Housing	Mixed	0	0	0	0	0
In Military Quarters	Mixed	19	22	11	6	8
In Other Noninstitutional Facilities	Mixed	0	0	0	3	26
Total ²		<u>127</u>	<u>115</u>	<u>68</u>	<u>69</u>	<u>94</u>
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	0	0	0
In Other Institutional Facilities	Full	n.a.	n.a.	0	0	0
				<u>0</u>	<u>0</u>	<u>0</u>
Age						
Ages 0 thru 17	Full	1,947	1,803	1,689	1,831	1,634
Ages 18 thru 64	Full	3,784	4,436	4,768	5,383	5,054
Ages 65 thru 74	Full	862	1,033	1,026	1,050	1,316
Age 75 and Over	Full	575	723	865	943	974
		<u>7,168</u>	<u>7,995</u>	<u>8,348</u>	<u>9,207</u>	<u>8,978</u>
Ages 0 thru 17	Full	27%	23%	20%	20%	18%
Ages 18 thru 64	Full	53%	55%	57%	58%	56%
Ages 65 thru 74	Full	12%	13%	12%	11%	15%
Age 75 and Over	Full	8%	9%	10%	10%	11%
		<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

Mathews	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	2,504	3,118	3,530	3,932	3,858
Persons per Household	Full	2.81	2.53	2.35	2.32	2.30
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	2,825	3,340	3,990	4,180	n.a.
Armed Forces	Sample	24	38	32	62	n.a.
Not in Labor Force	Sample	2,609	3,127	2,841	3,327	n.a.
		5,458	6,505	6,863	7,569	n.a.
Civilian Labor Force, % of labor force	Sample	99%	99%	99%	99%	n.a.
Armed Forces, % of labor force	Sample	1%	1%	1%	1%	n.a.
		100%	100%	100%	100%	n.a.
In Labor Force, % of pop. age 16+	Sample	52%	52%	59%	56%	n.a.
Not in Labor Force, % of pop. age 16+	Sample	48%	48%	41%	44%	n.a.
		100%	100%	100%	100%	n.a.
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	306	254	303	176	n.a.
Occ'd Housing Units with Vehicles	Sample	2,198	2,864	3,227	3,756	n.a.
		2,504	3,118	3,530	3,932	n.a.
Zero-Vehicle Occupied Housing Units, %	Sample	12%	8%	9%	4%	n.a.
Occupied Housing Units with Vehicles, %	Sample	88%	92%	91%	96%	n.a.
		100%	100%	100%	100%	n.a.

Mathews	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>						
Workers 16 Years and Over						
Drove Alone (car, truck, van)	Sample	n.a.	1,737	2,563	3,040	n.a.
Carpooled (car, truck, van)	Sample	n.a.	932	822	549	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	194	142	105	n.a.
Taxicab	Sample	n.a.	0	0	0	n.a.
Walked	Sample	n.a.	90	95	85	n.a.
Motorcycle	Sample	n.a.	0	0	0	n.a.
Bicycle	Sample	n.a.	17	0	0	n.a.
Other Means	Sample	n.a.	68	51	65	n.a.
Worked at Home	Sample	n.a.	82	184	180	n.a.
		n.a.	3,120	3,857	4,024	n.a.
<u>Means of Transportation to Work</u>						
Drove Alone (car, truck, van)	Sample	n.a.	56%	66%	76%	n.a.
Carpooled (car, truck, van)	Sample	n.a.	30%	21%	14%	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	6.2%	3.7%	2.6%	n.a.
Taxicab	Sample	n.a.	0.00%	0.00%	0.00%	n.a.
Walked	Sample	n.a.	2.9%	2.5%	2.1%	n.a.
Motorcycle	Sample	n.a.	0.0%	0.0%	0.0%	n.a.
Bicycle	Sample	n.a.	0.5%	0.0%	0.0%	n.a.
Other Means	Sample	n.a.	2.2%	1.3%	1.6%	n.a.
Worked at Home	Sample	n.a.	2.6%	4.8%	4.5%	n.a.
		n.a.	100%	100%	100%	n.a.
<u>Travel Time to Work</u>						
Mean Travel Time to Work, minutes	Sample	n.a.	29.0	32.8	45.8	n.a.
Workers 16+ (Did Not Work at Home)						
Less than 10 minutes	Sample	n.a.	567	571	535	n.a.
10 to 44 minutes	Sample	n.a.	1,596	1,906	1,785	n.a.
45 or more minutes	Sample	n.a.	799	1,196	1,530	n.a.
		n.a.	2,962	3,673	3,850	n.a.
Less than 10 minutes	Sample	n.a.	19%	16%	14%	n.a.
10 to 44 minutes	Sample	n.a.	54%	52%	46%	n.a.
45 or more minutes	Sample	n.a.	27%	33%	40%	n.a.
		n.a.	100%	100%	100%	n.a.

Mathews	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>						
Workers 16+ (Did Not Work at Home)						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	599	445	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	587	680	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	1,079	1,210	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	594	555	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	189	160	n.a.
Other Times	Sample	n.a.	n.a.	625	800	n.a.
		n.a.	n.a.	3,673	3,850	n.a.
<u>Time Leaving Home to Go to Work</u>						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	16%	12%	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	16%	18%	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	29%	31%	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	16%	14%	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	5%	4%	n.a.
Other Hours	Sample	n.a.	n.a.	17%	21%	n.a.
		n.a.	n.a.	100%	100%	n.a.
<u>Place of Work</u>						
Workers 16 Years and Over						
Work In County of Residence	Sample	n.a.	n.a.	1,749	1,575	n.a.
Work Outside County of Residence	Sample	n.a.	n.a.	2,108	2,445	n.a.
		n.a.	n.a.	3,857	4,020	n.a.
Work In County of Residence, %	Sample	n.a.	n.a.	45%	39%	n.a.
Work Outside County of Residence, %	Sample	n.a.	n.a.	55%	61%	n.a.
		n.a.	n.a.	100%	100%	n.a.

Footnotes¹Source:

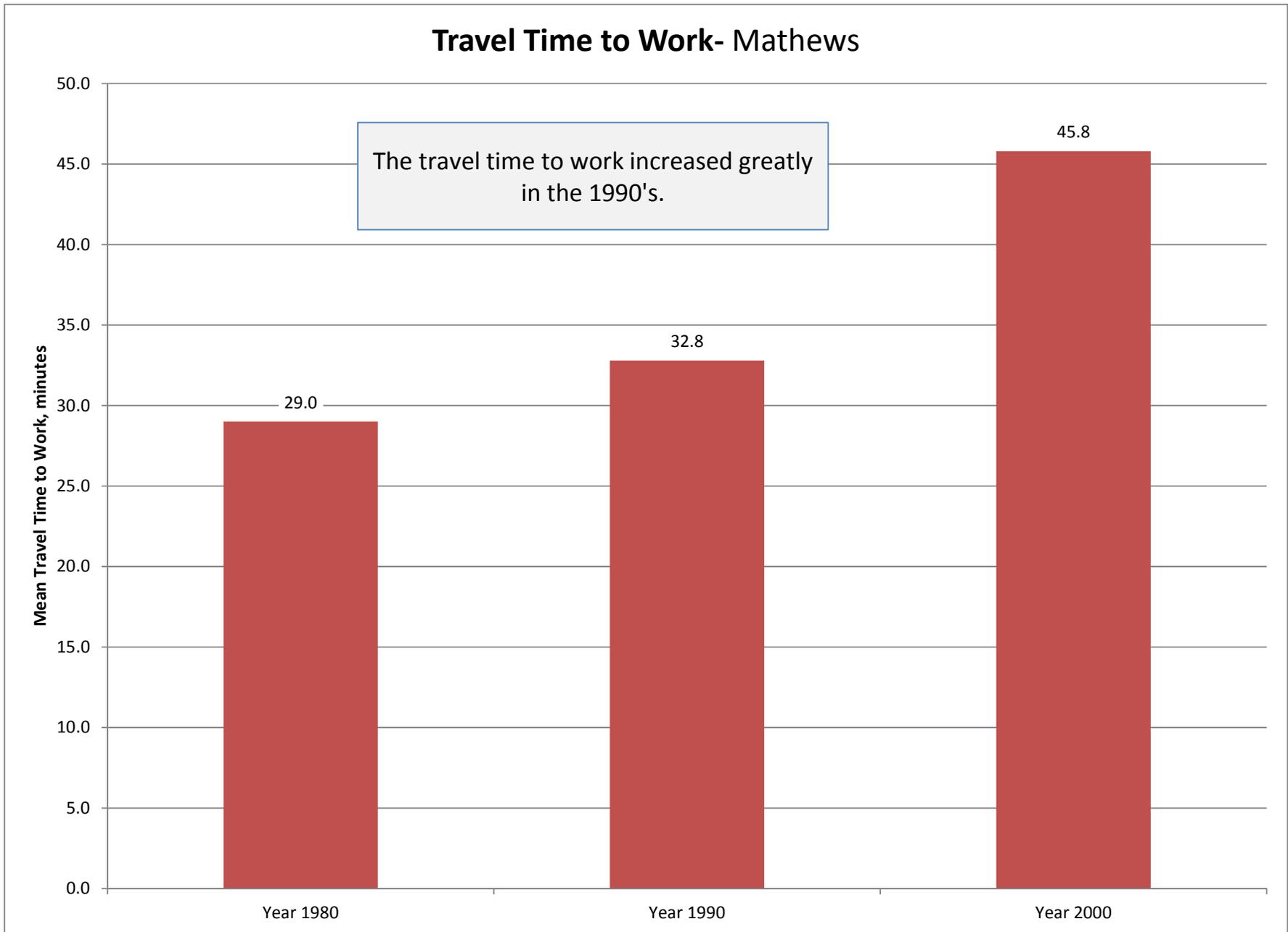
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Newport News, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Note that Newport News 2000 population was revised to 180,697 following the 2000 Census..

Newport News		Source ¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population							
Population		Full	138,177	144,903	170,045	180,150	180,719
				<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual		Full	n.a.	0.5%	1.6%	0.6%	0.0%
In Households		Full	128,259	140,077	165,455	174,317	173,220
In Group Quarters		Full	9,918	4,826	4,590	5,833	7,499
			138,177	144,903	170,045	180,150	180,719
Population in Group Quarters							
In Nursing Facilities		Mixed	344	630	921	1,122	633
In Other Institutional Facilities		Mixed	492	615	672	942	922
In College/University Student Housing		Mixed	12	0	40	676	2,790
In Military Quarters		Mixed	8,591	3,246	2,649	2,523	2,634
In Other Noninstitutional Facilities		Mixed	393	409	308	570	520
Total ²			9,832	4,900	4,590	5,833	7,499
Detail of "In Other Institutional Facilities" (above)							
In Correctional Facilities		Full	n.a.	n.a.	394	757	786
In Other Institutional Facilities		Full	n.a.	n.a.	278	185	136
					672	942	922
Age							
Ages 0 thru 17		Full	48,308	41,223	46,666	49,525	43,913
Ages 18 thru 64		Full	82,467	92,308	107,575	112,472	117,587
Ages 65 thru 74		Full	4,748	7,298	10,009	9,758	10,339
Age 75 and Over		Full	2,654	4,074	5,795	8,395	8,880
			138,177	144,903	170,045	180,150	180,719
Ages 0 thru 17		Full	35%	28%	27%	27%	24%
Ages 18 thru 64		Full	60%	64%	63%	62%	65%
Ages 65 thru 74		Full	3%	5%	6%	5%	6%
Age 75 and Over		Full	2%	3%	3%	5%	5%
			100%	100%	100%	100%	100%

Newport News	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	39,537	51,314	63,952	69,686	70,664
Persons per Household	Full	3.24	2.73	2.59	2.50	2.45
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	47,084	63,369	78,263	82,798	90,414
Armed Forces	Sample	14,328	9,388	11,259	9,788	8,796
Not in Labor Force	Sample	33,375	36,105	38,199	42,946	42,202
		94,787	108,862	127,721	135,532	141,412
Civilian Labor Force, % of labor force	Sample	77%	87%	87%	89%	91%
Armed Forces, % of labor force	Sample	23%	13%	13%	11%	9%
		100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample	65%	67%	70%	68%	70%
Not in Labor Force, % of pop. age 16+	Sample	35%	33%	30%	32%	30%
		100%	100%	100%	100%	100%
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	7,285	7,102	8,089	7,913	6,514
Occ'd Housing Units with Vehicles	Sample	32,252	44,212	55,863	61,773	62,621
		39,537	51,314	63,952	69,686	69,135
Zero-Vehicle Occupied Housing Units, %	Sample	18%	14%	13%	11%	9%
Occupied Housing Units with Vehicles, %	Sample	82%	86%	87%	89%	91%
		100%	100%	100%	100%	100%

Newport News		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>							
Workers 16 Years and Over							
Drove Alone (car, truck, van)	Sample	n.a.	39,501	61,048	67,920	69,030	
Carpooled (car, truck, van)	Sample	n.a.	17,243	12,496	11,185	8,790	
Public Transportation (excluding taxi)	Sample	n.a.	3,841	2,339	2,270	2,953	
Taxicab	Sample	n.a.	193	109	130	142	
Walked	Sample	n.a.	4,078	3,972	2,285	3,414	
Motorcycle	Sample	n.a.	458	251	145	187	
Bicycle	Sample	n.a.	395	477	305	148	
Other Means	Sample	n.a.	558	791	620	512	
Worked at Home	Sample	n.a.	756	1,179	1,415	2,272	
		n.a.	67,023	82,662	86,275	87,448	
<u>Means of Transportation to Work</u>							
Drove Alone (car, truck, van)	Sample	n.a.	59%	74%	79%	79%	
Carpooled (car, truck, van)	Sample	n.a.	26%	15%	13%	10%	
Public Transportation (excluding taxi)	Sample	n.a.	5.7%	2.8%	2.6%	3.4%	
Taxicab	Sample	n.a.	0.29%	0.13%	0.15%	0.16%	
Walked	Sample	n.a.	6.1%	4.8%	2.6%	3.9%	
Motorcycle	Sample	n.a.	0.7%	0.3%	0.2%	0.2%	
Bicycle	Sample	n.a.	0.6%	0.6%	0.4%	0.2%	
Other Means	Sample	n.a.	0.8%	1.0%	0.7%	0.6%	
Worked at Home	Sample	n.a.	1.1%	1.4%	1.6%	2.6%	
		n.a.	100%	100%	100%	100%	
<u>Travel Time to Work</u>							
Mean Travel Time to Work, minutes	Sample	n.a.	21.1	19.8	23.0	21.7	
Workers 16+ (Did Not Work at Home)							
Less than 10 minutes	Sample	n.a.	8,638	12,214	10,668	10,929	
10 to 44 minutes	Sample	n.a.	52,417	63,559	65,433	65,662	
45 or more minutes	Sample	n.a.	4,965	5,710	8,764	8,585	
		n.a.	66,020	81,483	84,865	85,176	
Less than 10 minutes	Sample	n.a.	13%	15%	13%	13%	
10 to 44 minutes	Sample	n.a.	79%	78%	77%	77%	
45 or more minutes	Sample	n.a.	8%	7%	10%	10%	
		n.a.	100%	100%	100%	100%	

Newport News		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	8,416	8,515	9,497	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	21,603	19,825	18,268	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	21,958	22,875	21,042	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	10,376	11,990	14,110	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	3,713	3,940	4,221	
Other Times	Sample	n.a.	n.a.	15,417	17,735	18,038	
				81,483	84,880	85,176	
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	10%	10%	11%	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	27%	23%	21%	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	27%	27%	25%	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	13%	14%	17%	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	5%	5%	5%	
Other Hours	Sample	n.a.	n.a.	19%	21%	21%	
				100%	100%	100%	
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	Sample	n.a.	n.a.	54,958	48,421	51,711	
Work Outside County of Residence	Sample	n.a.	n.a.	27,704	37,861	35,737	
				82,662	86,282	87,448	
Work In County of Residence, %	Sample	n.a.	n.a.	66%	56%	59%	
Work Outside County of Residence, %	Sample	n.a.	n.a.	34%	44%	41%	
				100%	100%	100%	

Footnotes¹Source:

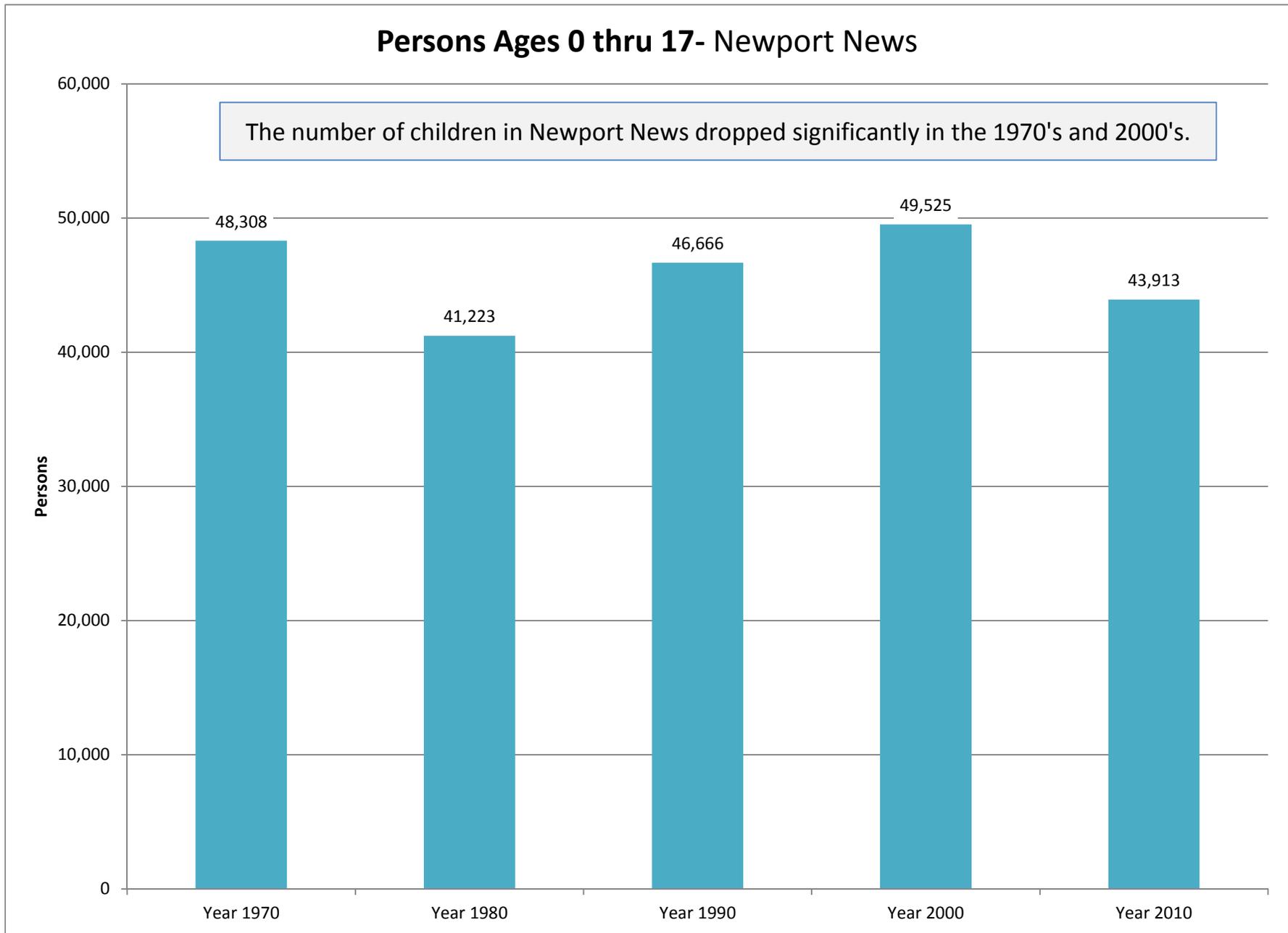
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Norfolk, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Norfolk	Source ¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	307,951	266,979	261,229	234,403	242,803
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	-1.4%	-0.2%	-1.1%	0.4%
In Households	Full	263,285	233,109	228,197	211,114	210,023
In Group Quarters	Full	44,666	33,870	33,032	23,289	32,780
		307,951	266,979	261,229	234,403	242,803
Population in Group Quarters						
In Nursing Facilities	Mixed	507	653	993	1,095	924
In Other Institutional Facilities	Mixed	749	745	1,968	1,905	1,822
In College/University Student Housing	Mixed	1,288	2,008	2,989	3,191	6,488
In Military Quarters	Mixed	40,843	30,127	26,498	16,378	22,687
In Other Noninstitutional Facilities	Mixed	1,081	308	584	720	859
Total ²		44,468	33,841	33,032	23,289	32,780
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	1,325	1,473	1,799
In Other Institutional Facilities	Full	n.a.	n.a.	643	432	23
				1,968	1,905	1,822
Age						
Ages 0 thru 17	Full	94,064	65,613	59,987	56,352	50,612
Ages 18 thru 64	Full	193,023	176,891	173,784	152,519	169,395
Ages 65 thru 74	Full	13,676	15,409	16,703	12,979	11,466
Age 75 and Over	Full	7,188	9,066	10,755	12,553	11,330
		307,951	266,979	261,229	234,403	242,803
Ages 0 thru 17	Full	31%	25%	23%	24%	21%
Ages 18 thru 64	Full	63%	66%	67%	65%	70%
Ages 65 thru 74	Full	4%	6%	6%	6%	5%
Age 75 and Over	Full	2%	3%	4%	5%	5%
		100%	100%	100%	100%	100%

Norfolk	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	86,742	87,802	89,478	86,210	86,485
Persons per Household	Full	3.04	2.65	2.55	2.45	2.43
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	89,741	93,206	98,225	96,122	117,484
Armed Forces	Sample	55,096	43,683	43,583	27,238	21,985
Not in Labor Force	Sample	78,882	72,509	64,429	60,562	57,086
		223,719	209,398	206,237	183,922	196,555
Civilian Labor Force, % of labor force	Sample	62%	68%	69%	78%	84%
Armed Forces, % of labor force	Sample	38%	32%	31%	22%	16%
		100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample	65%	65%	69%	67%	71%
Not in Labor Force, % of pop. age 16+	Sample	35%	35%	31%	33%	29%
		100%	100%	100%	100%	100%
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	21,389	17,913	15,860	14,662	9,391
Occ'd Housing Units with Vehicles	Sample	65,353	69,889	73,618	71,548	75,478
		86,742	87,802	89,478	86,210	84,869
Zero-Vehicle Occupied Housing Units, %	Sample	25%	20%	18%	17%	11%
Occupied Housing Units with Vehicles, %	Sample	75%	80%	82%	83%	89%
		100%	100%	100%	100%	100%

Norfolk		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>							
Workers 16 Years and Over							
Drove Alone (car, truck, van)	Sample	n.a.	61,599	73,125	74,835	87,298	
Carpooled (car, truck, van)	Sample	n.a.	25,530	18,095	15,920	12,974	
Public Transportation (excluding taxi)	Sample	n.a.	10,110	5,841	4,803	4,500	
Taxicab	Sample	n.a.	116	236	340	325	
Walked	Sample	n.a.	14,997	6,310	7,595	6,614	
Motorcycle	Sample	n.a.	685	486	215	318	
Bicycle	Sample	n.a.	1,038	1,051	510	768	
Other Means	Sample	n.a.	11,758	1,704	3,580	1,163	
Worked at Home	Sample	n.a.	1,856	23,701	4,285	9,746	
		n.a.	127,689	130,549	112,083	123,706	
<u>Means of Transportation to Work</u>							
Drove Alone (car, truck, van)	Sample	n.a.	48%	56%	67%	71%	
Carpooled (car, truck, van)	Sample	n.a.	20%	14%	14%	10%	
Public Transportation (excluding taxi)	Sample	n.a.	7.9%	4.5%	4.3%	3.6%	
Taxicab	Sample	n.a.	0.09%	0.18%	0.30%	0.26%	
Walked	Sample	n.a.	11.7%	4.8%	6.8%	5.3%	
Motorcycle	Sample	n.a.	0.5%	0.4%	0.2%	0.3%	
Bicycle	Sample	n.a.	0.8%	0.8%	0.5%	0.6%	
Other Means	Sample	n.a.	9.2%	1.3%	3.2%	0.9%	
Worked at Home	Sample	n.a.	1.5%	18.2%	3.8%	7.9%	
		n.a.	100%	100%	100%	100%	
<u>Travel Time to Work</u>							
Mean Travel Time to Work, minutes	Sample	n.a.	20.3	20.6	21.7	21.4	
Workers 16+ (Did Not Work at Home)							
Less than 10 minutes	Sample	n.a.	26,223	13,354	16,424	16,619	
10 to 44 minutes	Sample	n.a.	89,099	85,832	83,030	87,640	
45 or more minutes	Sample	n.a.	10,560	7,662	8,343	9,701	
		n.a.	125,882	106,848	107,797	113,960	
Less than 10 minutes	Sample	n.a.	21%	12%	15%	15%	
10 to 44 minutes	Sample	n.a.	71%	80%	77%	77%	
45 or more minutes	Sample	n.a.	8%	7%	8%	9%	
		n.a.	100%	100%	100%	100%	

Norfolk		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	12,829	11,990	12,655	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	26,251	26,610	26,836	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	26,582	26,410	25,210	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	15,114	14,345	17,036	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	5,512	5,265	6,046	
Other Times	Sample	n.a.	n.a.	20,560	23,170	26,177	
				106,848	107,790	113,960	
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	12%	11%	11%	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	25%	25%	24%	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	25%	25%	22%	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	14%	13%	15%	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	5%	5%	5%	
Other Hours	Sample	n.a.	n.a.	19%	21%	23%	
				100%	100%	100%	
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	Sample	n.a.	n.a.	100,821	74,572	82,901	
Work Outside County of Residence	Sample	n.a.	n.a.	29,728	37,511	40,805	
				130,549	112,083	123,706	
Work In County of Residence, %	Sample	n.a.	n.a.	77%	67%	67%	
Work Outside County of Residence, %	Sample	n.a.	n.a.	23%	33%	33%	
				100%	100%	100%	

Footnotes¹Source:

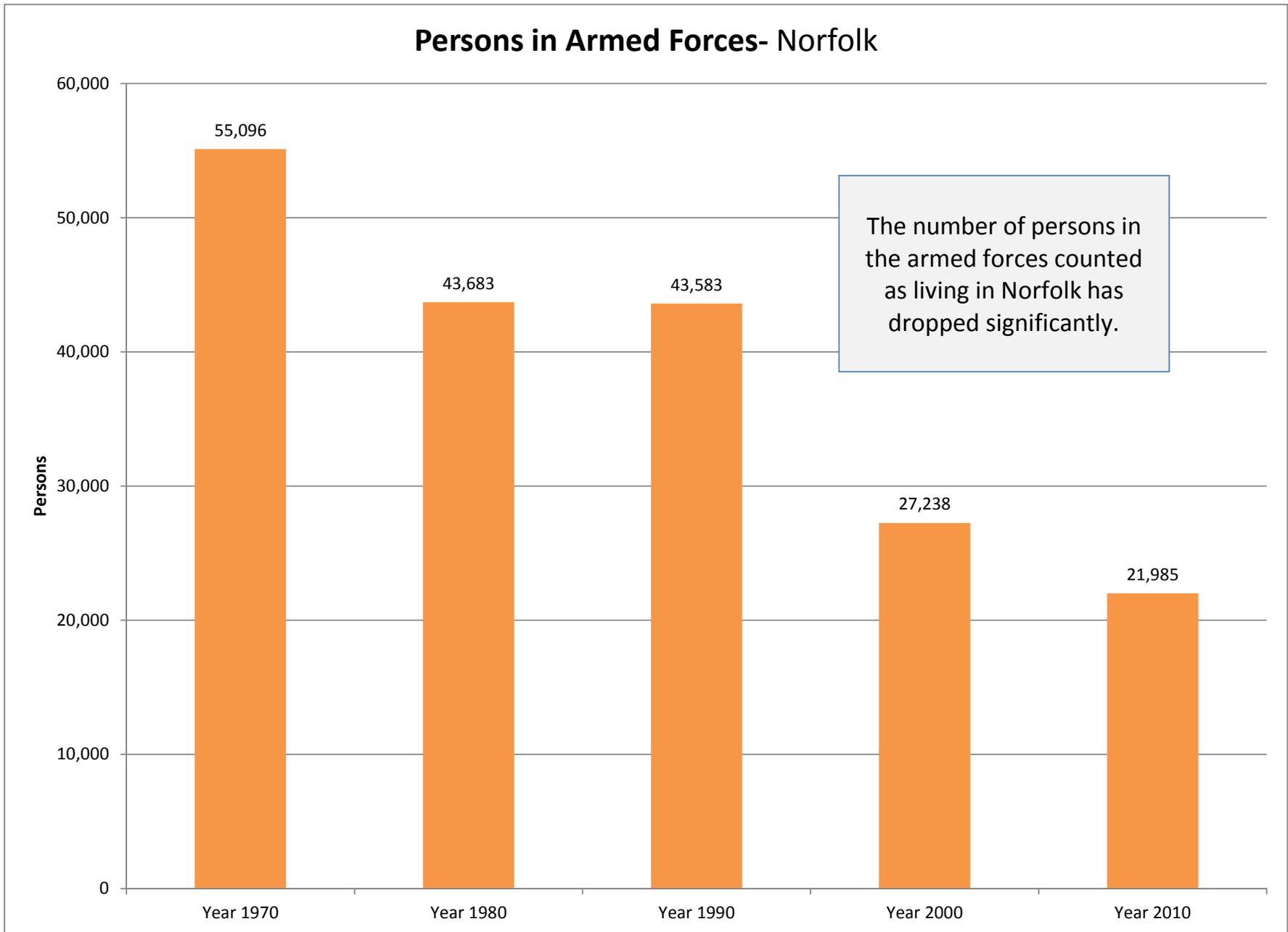
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Poquoson, 1980-2010

Source: HRTPO analysis of US Census data
Source file: master.xlsx

Poquoson became an independent city in 1975.

Poquoson	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	n.a.	8,726	11,005	11,566	12,150
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	n.a.	2.3%	0.5%	0.5%
In Households	Full	n.a.	8,726	10,912	11,468	12,099
In Group Quarters	Full	n.a.	0	93	98	51
		n.a.	8,726	11,005	11,566	12,150
Population in Group Quarters						
In Nursing Facilities	Mixed	n.a.	0	93	58	51
In Other Institutional Facilities	Mixed	n.a.	0	0	0	0
In College/University Student Housing	Mixed	n.a.	0	0	0	0
In Military Quarters	Mixed	n.a.	0	0	0	0
In Other Noninstitutional Facilities	Mixed	n.a.	0	0	40	0
Total ²		n.a.	0	93	98	51
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	0	0	0
In Other Institutional Facilities	Full	n.a.	n.a.	0	0	0
				0	0	0
Age						
Ages 0 thru 17	Full	n.a.	2,856	3,028	3,102	2,969
Ages 18 thru 64	Full	n.a.	5,278	7,052	7,150	7,290
Ages 65 thru 74	Full	n.a.	394	502	766	1,135
Age 75 and Over	Full	n.a.	198	423	548	756
		n.a.	8,726	11,005	11,566	12,150
Ages 0 thru 17	Full	n.a.	33%	28%	27%	24%
Ages 18 thru 64	Full	n.a.	60%	64%	62%	60%
Ages 65 thru 74	Full	n.a.	5%	5%	7%	9%
Age 75 and Over	Full	n.a.	2%	4%	5%	6%
		n.a.	100%	100%	100%	100%

Poquoson	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	n.a.	2,781	3,769	4,166	4,525
Persons per Household	Full	n.a.	3.14	2.90	2.75	2.67
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	n.a.	3,939	5,532	5,732	n.a.
Armed Forces	Sample	n.a.	311	406	176	n.a.
Not in Labor Force	Sample	n.a.	2,087	2,483	2,930	n.a.
		n.a.	6,337	8,421	8,838	n.a.
Civilian Labor Force, % of labor force	Sample	n.a.	93%	93%	97%	n.a.
Armed Forces, % of labor force	Sample	n.a.	7%	7%	3%	n.a.
		n.a.	100%	100%	100%	n.a.
In Labor Force, % of pop. age 16+	Sample	n.a.	67%	71%	67%	n.a.
Not in Labor Force, % of pop. age 16+	Sample	n.a.	33%	29%	33%	n.a.
		n.a.	100%	100%	100%	n.a.
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	n.a.	104	73	118	n.a.
Occ'd Housing Units with Vehicles	Sample	n.a.	2,677	3,696	4,048	n.a.
		n.a.	2,781	3,769	4,166	n.a.
Zero-Vehicle Occupied Housing Units, %	Sample	n.a.	4%	2%	3%	n.a.
Occupied Housing Units with Vehicles, %	Sample	n.a.	96%	98%	97%	n.a.
		n.a.	100%	100%	100%	n.a.

Poquoson	Source ¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>						
Workers 16 Years and Over						
Drove Alone (car, truck, van)	Sample	n.a.	2,725	4,683	4,970	n.a.
Carpooled (car, truck, van)	Sample	n.a.	1,035	708	399	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	47	24	10	n.a.
Taxicab	Sample	n.a.	0	0	0	n.a.
Walked	Sample	n.a.	60	54	45	n.a.
Motorcycle	Sample	n.a.	59	9	4	n.a.
Bicycle	Sample	n.a.	4	6	0	n.a.
Other Means	Sample	n.a.	23	86	45	n.a.
Worked at Home	Sample	n.a.	62	130	180	n.a.
		n.a.	4,015	5,700	5,653	n.a.
<u>Means of Transportation to Work</u>						
Drove Alone (car, truck, van)	Sample	n.a.	68%	82%	88%	n.a.
Carpooled (car, truck, van)	Sample	n.a.	26%	12%	7%	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	1.2%	0.4%	0.2%	n.a.
Taxicab	Sample	n.a.	0.00%	0.00%	0.00%	n.a.
Walked	Sample	n.a.	1.5%	0.9%	0.8%	n.a.
Motorcycle	Sample	n.a.	1.5%	0.2%	0.1%	n.a.
Bicycle	Sample	n.a.	0.1%	0.1%	0.0%	n.a.
Other Means	Sample	n.a.	0.6%	1.5%	0.8%	n.a.
Worked at Home	Sample	n.a.	1.5%	2.3%	3.2%	n.a.
		n.a.	100%	100%	100%	n.a.
<u>Travel Time to Work</u>						
Mean Travel Time to Work, minutes	Sample	n.a.	22.0	20.8	24.0	n.a.
Workers 16+ (Did Not Work at Home)						
Less than 10 minutes	Sample	n.a.	541	836	719	n.a.
10 to 44 minutes	Sample	n.a.	3,173	4,313	4,161	n.a.
45 or more minutes	Sample	n.a.	310	421	600	n.a.
		n.a.	4,024	5,570	5,480	n.a.
Less than 10 minutes	Sample	n.a.	13%	15%	13%	n.a.
10 to 44 minutes	Sample	n.a.	79%	77%	76%	n.a.
45 or more minutes	Sample	n.a.	8%	8%	11%	n.a.
		n.a.	100%	100%	100%	n.a.

Poquoson		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	362	475	n.a.	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	1,308	1,190	n.a.	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	2,066	1,985	n.a.	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	824	865	n.a.	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	278	265	n.a.	n.a.
Other Times	Sample	n.a.	n.a.	732	707	n.a.	n.a.
		n.a.	n.a.	5,570	5,487	n.a.	n.a.
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	6%	9%	n.a.	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	23%	22%	n.a.	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	37%	36%	n.a.	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	15%	16%	n.a.	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	5%	5%	n.a.	n.a.
Other Hours	Sample	n.a.	n.a.	13%	13%	n.a.	n.a.
		n.a.	n.a.	100%	100%	n.a.	n.a.
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	Sample	n.a.	n.a.	1,136	1,246	n.a.	n.a.
Work Outside County of Residence	Sample	n.a.	n.a.	4,564	4,412	n.a.	n.a.
		n.a.	n.a.	5,700	5,658	n.a.	n.a.
Work In County of Residence, %	Sample	n.a.	n.a.	20%	22%	n.a.	n.a.
Work Outside County of Residence, %	Sample	n.a.	n.a.	80%	78%	n.a.	n.a.
		n.a.	n.a.	100%	100%	n.a.	n.a.

Footnotes¹Source:

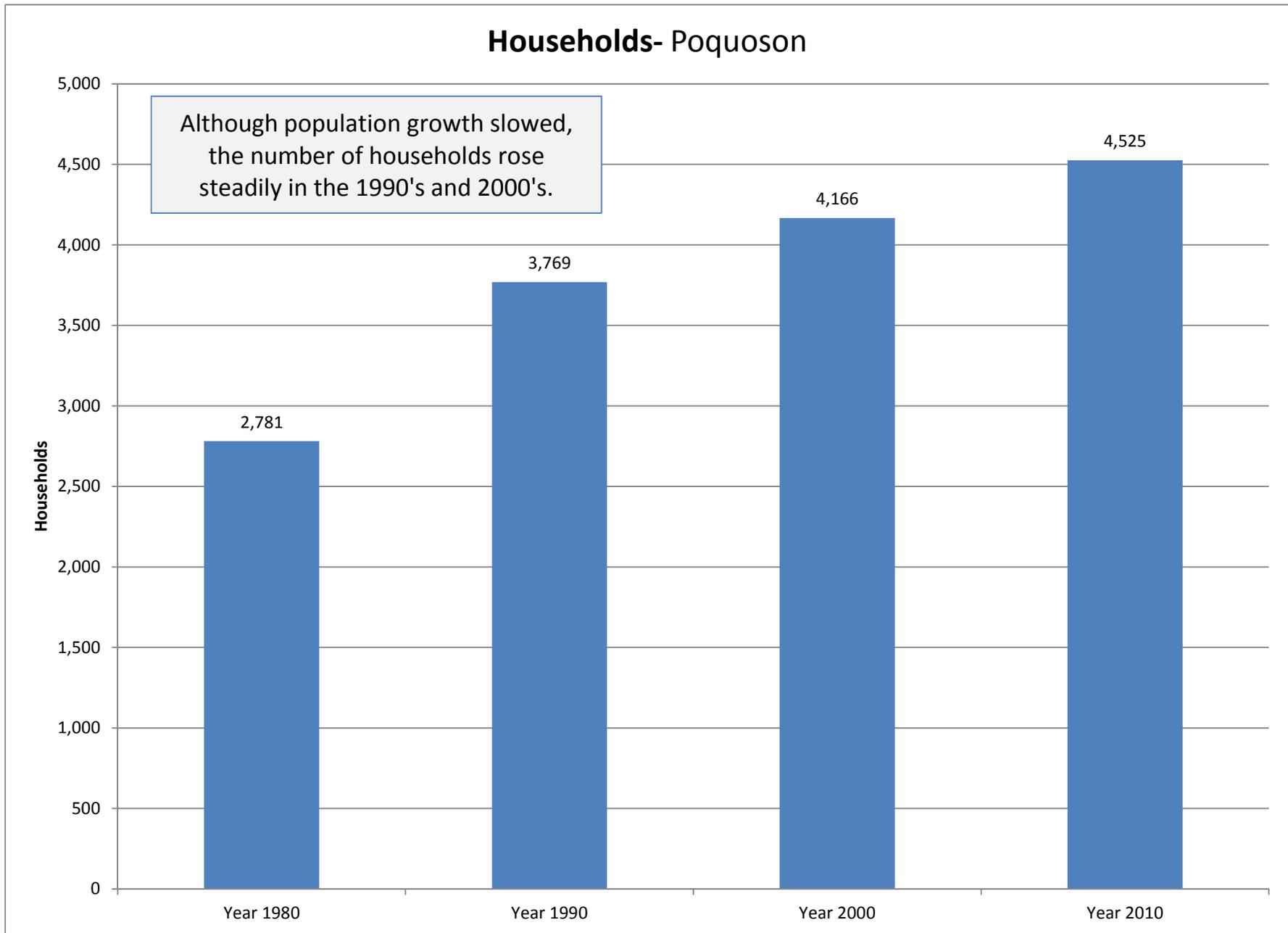
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Portsmouth, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Portsmouth	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	110,963	104,577	103,907	100,565	95,535
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	-0.6%	-0.1%	-0.3%	-0.5%
In Households	Full	109,270	102,661	101,407	95,751	92,119
In Group Quarters	Full	1,693	1,916	2,500	4,814	3,416
		110,963	104,577	103,907	100,565	95,535
Population in Group Quarters						
In Nursing Facilities	Mixed	311	508	716	356	454
In Other Institutional Facilities	Mixed	23	360	741	1,442	2,087
In College/University Student Housing	Mixed	0	20	0	0	0
In Military Quarters	Mixed	1,023	987	413	2,500	587
In Other Noninstitutional Facilities	Mixed	332	30	630	516	288
Total ²		1,689	1,905	2,500	4,814	3,416
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	414	1,237	2,060
In Other Institutional Facilities	Full	n.a.	n.a.	327	205	27
				741	1,442	2,087
Age						
Ages 0 thru 17	Full	39,589	30,024	27,857	25,854	22,666
Ages 18 thru 64	Full	62,405	63,311	61,651	60,857	60,250
Ages 65 thru 74	Full	5,922	7,193	9,054	6,879	6,360
Age 75 and Over	Full	3,047	4,049	5,345	6,975	6,259
		110,963	104,577	103,907	100,565	95,535
Ages 0 thru 17	Full	36%	29%	27%	26%	24%
Ages 18 thru 64	Full	56%	61%	59%	61%	63%
Ages 65 thru 74	Full	5%	7%	9%	7%	7%
Age 75 and Over	Full	3%	4%	5%	7%	7%
		100%	100%	100%	100%	100%

Portsmouth	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	34,511	36,746	38,741	38,170	37,324
Persons per Household	Full	3.17	2.79	2.62	2.51	2.47
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	40,834	43,318	45,635	43,705	45,286
Armed Forces	Sample	3,183	2,696	3,210	4,458	3,625
Not in Labor Force	Sample	31,846	32,647	29,880	29,361	26,689
		75,863	78,661	78,725	77,524	75,600
Civilian Labor Force, % of labor force	Sample	93%	94%	93%	91%	93%
Armed Forces, % of labor force	Sample	7%	6%	7%	9%	7%
		100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample	58%	58%	62%	62%	65%
Not in Labor Force, % of pop. age 16+	Sample	42%	42%	38%	38%	35%
		100%	100%	100%	100%	100%
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	8,610	6,634	6,482	5,538	3,963
Occ'd Housing Units with Vehicles	Sample	25,901	30,112	32,259	32,632	32,761
		34,511	36,746	38,741	38,170	36,724
Zero-Vehicle Occupied Housing Units, %	Sample	25%	18%	17%	15%	11%
Occupied Housing Units with Vehicles, %	Sample	75%	82%	83%	85%	89%
		100%	100%	100%	100%	100%

Portsmouth	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>						
Workers 16 Years and Over						
Drove Alone (car, truck, van)	Sample	n.a.	24,828	30,859	31,995	34,019
Carpooled (car, truck, van)	Sample	n.a.	11,114	8,168	6,875	4,059
Public Transportation (excluding taxi)	Sample	n.a.	2,124	1,496	1,230	743
Taxicab	Sample	n.a.	81	154	75	0
Walked	Sample	n.a.	2,234	1,814	1,440	1,297
Motorcycle	Sample	n.a.	176	120	70	40
Bicycle	Sample	n.a.	355	409	265	179
Other Means	Sample	n.a.	332	376	780	488
Worked at Home	Sample	n.a.	332	994	1,200	2,363
		n.a.	41,576	44,390	43,930	43,188
<u>Means of Transportation to Work</u>						
Drove Alone (car, truck, van)	Sample	n.a.	60%	70%	73%	79%
Carpooled (car, truck, van)	Sample	n.a.	27%	18%	16%	9%
Public Transportation (excluding taxi)	Sample	n.a.	5.1%	3.4%	2.8%	1.7%
Taxicab	Sample	n.a.	0.19%	0.35%	0.17%	0.00%
Walked	Sample	n.a.	5.4%	4.1%	3.3%	3.0%
Motorcycle	Sample	n.a.	0.4%	0.3%	0.2%	0.1%
Bicycle	Sample	n.a.	0.9%	0.9%	0.6%	0.4%
Other Means	Sample	n.a.	0.8%	0.8%	1.8%	1.1%
Worked at Home	Sample	n.a.	0.8%	2.2%	2.7%	5.5%
		n.a.	100%	100%	100%	100%
<u>Travel Time to Work</u>						
Mean Travel Time to Work, minutes	Sample	n.a.	21.7	21.3	23.8	23.6
Workers 16+ (Did Not Work at Home)						
Less than 10 minutes	Sample	n.a.	4,667	5,034	4,744	4,773
10 to 44 minutes	Sample	n.a.	32,892	34,194	33,898	31,809
45 or more minutes	Sample	n.a.	3,740	4,168	4,080	4,243
		n.a.	41,299	43,396	42,722	40,825
Less than 10 minutes	Sample	n.a.	11%	12%	11%	12%
10 to 44 minutes	Sample	n.a.	80%	79%	79%	78%
45 or more minutes	Sample	n.a.	9%	10%	10%	10%
		n.a.	100%	100%	100%	100%

Portsmouth		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	3,689	4,190	4,684	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	12,232	10,825	9,245	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	11,453	11,580	9,907	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	6,280	5,755	5,287	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	1,853	1,765	2,247	
Other Times	Sample	n.a.	n.a.	7,889	8,610	9,455	
		n.a.	n.a.	43,396	42,725	40,825	
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	9%	10%	11%	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	28%	25%	23%	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	26%	27%	24%	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	14%	13%	13%	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	4%	4%	6%	
Other Hours	Sample	n.a.	n.a.	18%	20%	23%	
		n.a.	n.a.	100%	100%	100%	
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	Sample	n.a.	n.a.	23,885	19,875	19,488	
Work Outside County of Residence	Sample	n.a.	n.a.	20,505	24,047	23,700	
		n.a.	n.a.	44,390	43,922	43,188	
Work In County of Residence, %	Sample	n.a.	n.a.	54%	45%	45%	
Work Outside County of Residence, %	Sample	n.a.	n.a.	46%	55%	55%	
		n.a.	n.a.	100%	100%	100%	

Footnotes¹Source:

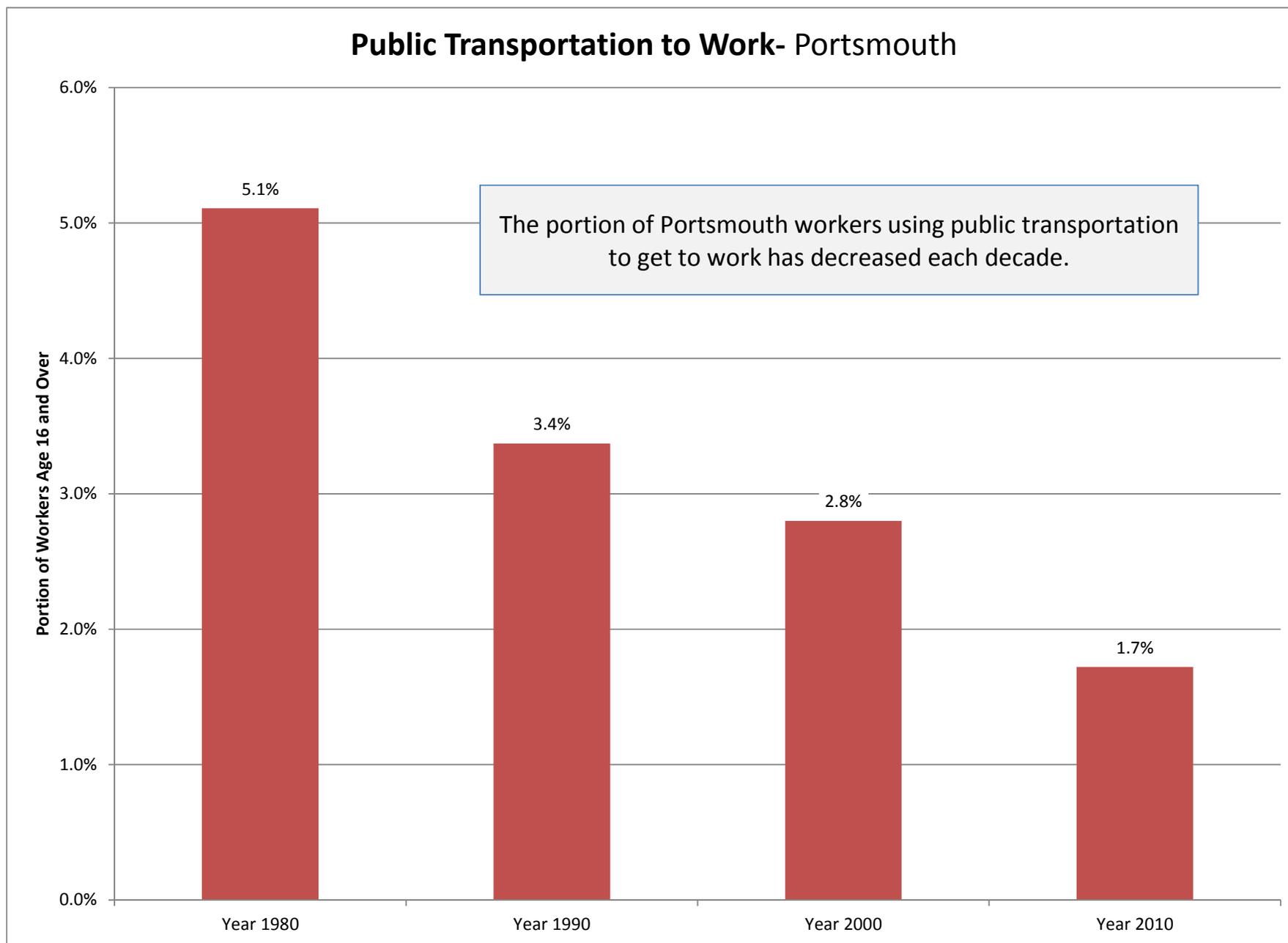
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Southampton, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Southampton	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	18,582	18,731	17,550	17,482	18,570
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	0.1%	-0.6%	0.0%	0.6%
In Households	Full	17,890	17,669	16,151	15,917	17,003
In Group Quarters	Full	692	1,062	1,399	1,565	1,567
		18,582	18,731	17,550	17,482	18,570
Population in Group Quarters						
In Nursing Facilities	Mixed	0	18	90	87	90
In Other Institutional Facilities	Mixed	656	1,050	1,301	1,478	1,464
In College/University Student Housing	Mixed	0	0	0	0	0
In Military Quarters	Mixed	0	0	0	0	0
In Other Noninstitutional Facilities	Mixed	42	0	8	0	13
Total ²		698	1,068	1,399	1,565	1,567
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	1,301	1,478	1,464
In Other Institutional Facilities	Full	n.a.	n.a.	0	0	0
				1,301	1,478	1,464
Age						
Ages 0 thru 17	Full	7,163	5,134	4,103	3,973	3,918
Ages 18 thru 64	Full	9,754	11,557	10,943	11,018	11,824
Ages 65 thru 74	Full	1,123	1,337	1,541	1,298	1,663
Age 75 and Over	Full	542	703	963	1,193	1,165
		18,582	18,731	17,550	17,482	18,570
Ages 0 thru 17	Full	39%	27%	23%	23%	21%
Ages 18 thru 64	Full	52%	62%	62%	63%	64%
Ages 65 thru 74	Full	6%	7%	9%	7%	9%
Age 75 and Over	Full	3%	4%	5%	7%	6%
		100%	100%	100%	100%	100%

Southampton	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	4,920	5,774	6,009	6,279	6,719
Persons per Household	Full	3.64	3.06	2.69	2.53	2.53
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	6,312	7,602	7,913	7,460	n.a.
Armed Forces	Sample	0	12	51	40	n.a.
Not in Labor Force	Sample	6,041	6,801	5,983	6,483	n.a.
		12,353	14,415	13,947	13,983	n.a.
Civilian Labor Force, % of labor force	Sample	100%	100%	99%	99%	n.a.
Armed Forces, % of labor force	Sample	0%	0%	1%	1%	n.a.
		100%	100%	100%	100%	n.a.
In Labor Force, % of pop. age 16+	Sample	51%	53%	57%	54%	n.a.
Not in Labor Force, % of pop. age 16+	Sample	49%	47%	43%	46%	n.a.
		100%	100%	100%	100%	n.a.
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	1,049	686	652	570	n.a.
Occ'd Housing Units with Vehicles	Sample	3,871	5,088	5,357	5,709	n.a.
		4,920	5,774	6,009	6,279	n.a.
Zero-Vehicle Occupied Housing Units, %	Sample	21%	12%	11%	9%	n.a.
Occupied Housing Units with Vehicles, %	Sample	79%	88%	89%	91%	n.a.
		100%	100%	100%	100%	n.a.

Southampton		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>							
Workers 16 Years and Over							
Drove Alone (car, truck, van)	Sample	n.a.	4,598	5,649	5,665	n.a.	n.a.
Carpooled (car, truck, van)	Sample	n.a.	1,820	1,097	895	n.a.	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	76	87	40	n.a.	n.a.
Taxicab	Sample	n.a.	2	0	4	n.a.	n.a.
Walked	Sample	n.a.	251	145	90	n.a.	n.a.
Motorcycle	Sample	n.a.	11	3	0	n.a.	n.a.
Bicycle	Sample	n.a.	7	0	4	n.a.	n.a.
Other Means	Sample	n.a.	125	101	80	n.a.	n.a.
Worked at Home	Sample	n.a.	175	173	170	n.a.	n.a.
		n.a.	7,065	7,255	6,948	n.a.	n.a.
<u>Means of Transportation to Work</u>							
Drove Alone (car, truck, van)	Sample	n.a.	65%	78%	82%	n.a.	n.a.
Carpooled (car, truck, van)	Sample	n.a.	26%	15%	13%	n.a.	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	1.1%	1.2%	0.6%	n.a.	n.a.
Taxicab	Sample	n.a.	0.03%	0.00%	0.06%	n.a.	n.a.
Walked	Sample	n.a.	3.6%	2.0%	1.3%	n.a.	n.a.
Motorcycle	Sample	n.a.	0.2%	0.0%	0.0%	n.a.	n.a.
Bicycle	Sample	n.a.	0.1%	0.0%	0.1%	n.a.	n.a.
Other Means	Sample	n.a.	1.8%	1.4%	1.2%	n.a.	n.a.
Worked at Home	Sample	n.a.	2.5%	2.4%	2.4%	n.a.	n.a.
		n.a.	100%	100%	100%	n.a.	n.a.
<u>Travel Time to Work</u>							
Mean Travel Time to Work, minutes	Sample	n.a.	20.7	21.6	26.6	n.a.	n.a.
Workers 16+ (Did Not Work at Home)							
Less than 10 minutes	Sample	n.a.	1,515	1,279	844	n.a.	n.a.
10 to 44 minutes	Sample	n.a.	4,801	4,878	4,673	n.a.	n.a.
45 or more minutes	Sample	n.a.	737	925	1,257	n.a.	n.a.
		n.a.	7,053	7,082	6,774	n.a.	n.a.
Less than 10 minutes	Sample	n.a.	21%	18%	12%	n.a.	n.a.
10 to 44 minutes	Sample	n.a.	68%	69%	69%	n.a.	n.a.
45 or more minutes	Sample	n.a.	10%	13%	19%	n.a.	n.a.
		n.a.	100%	100%	100%	n.a.	n.a.

Southampton	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>						
Workers 16+ (Did Not Work at Home)						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	617	620	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	1,322	1,555	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	2,397	2,120	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	1,177	925	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	225	159	n.a.
Other Times	Sample	n.a.	n.a.	1,344	1,405	n.a.
		n.a.	n.a.	7,082	6,784	n.a.
<u>Time Leaving Home to Go to Work</u>						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	9%	9%	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	19%	23%	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	34%	31%	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	17%	14%	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	3%	2%	n.a.
Other Hours	Sample	n.a.	n.a.	19%	21%	n.a.
		n.a.	n.a.	100%	100%	n.a.
<u>Place of Work</u>						
Workers 16 Years and Over						
Work In County of Residence	Sample	n.a.	n.a.	3,811	2,623	n.a.
Work Outside County of Residence	Sample	n.a.	n.a.	3,444	4,322	n.a.
		n.a.	n.a.	7,255	6,945	n.a.
Work In County of Residence, %	Sample	n.a.	n.a.	53%	38%	n.a.
Work Outside County of Residence, %	Sample	n.a.	n.a.	47%	62%	n.a.
		n.a.	n.a.	100%	100%	n.a.

Footnotes¹Source:

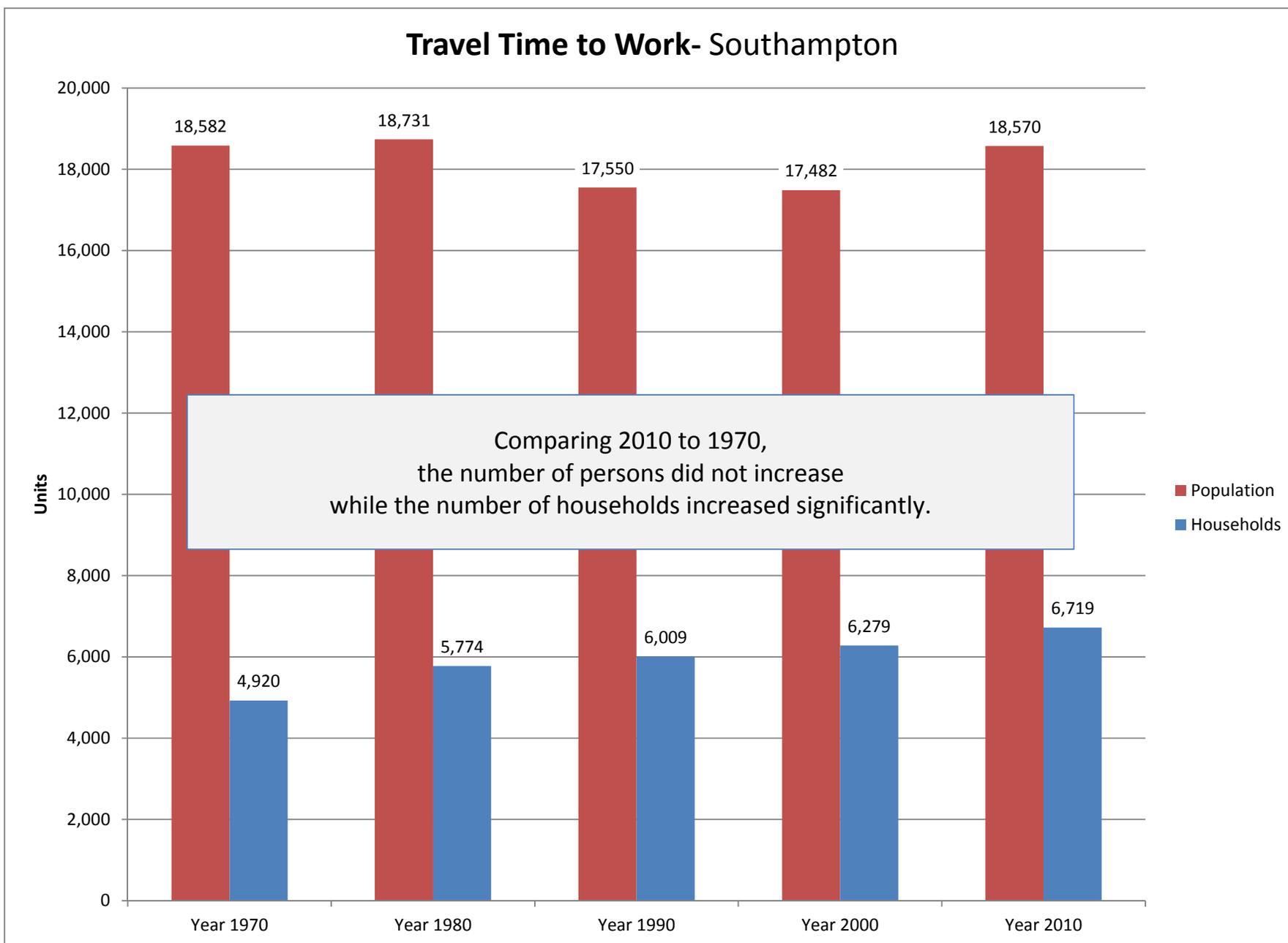
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Suffolk, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

The 1970 data on this page is the sum of the City of Suffolk data and Nansemond County data. In 1974, the City of Suffolk consolidated with the towns of Holland and Whaleyville, and the County of Nansemond.

Suffolk	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	45,024	47,621	52,141	63,677	84,585
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	0.6%	0.9%	2.0%	2.9%
In Households	Full	44,678	47,179	51,477	62,698	83,457
In Group Quarters	Full	346	442	664	979	1,128
		45,024	47,621	52,141	63,677	84,585
Population in Group Quarters						
In Nursing Facilities	Mixed	125	347	471	417	267
In Other Institutional Facilities	Mixed	53	96	141	457	762
In College/University Student Housing	Mixed	0	0	30	0	0
In Military Quarters	Mixed	11	0	0	0	0
In Other Noninstitutional Facilities	Mixed	275	0	22	105	99
Total ²		464	443	664	979	1,128
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	141	441	762
In Other Institutional Facilities	Full	n.a.	n.a.	0	16	0
				141	457	762
Age						
Ages 0 thru 17	Full	16,665	14,072	14,143	17,733	22,137
Ages 18 thru 64	Full	24,335	28,082	31,246	38,676	52,721
Ages 65 thru 74	Full	2,649	3,541	4,138	3,988	5,661
Age 75 and Over	Full	1,375	1,926	2,614	3,280	4,066
		45,024	47,621	52,141	63,677	84,585
Ages 0 thru 17	Full	37%	30%	27%	28%	26%
Ages 18 thru 64	Full	54%	59%	60%	61%	62%
Ages 65 thru 74	Full	6%	7%	8%	6%	7%
Age 75 and Over	Full	3%	4%	5%	5%	5%
		100%	100%	100%	100%	100%

Suffolk	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	13,136	15,742	18,516	23,283	30,868
Persons per Household	Full	3.40	3.00	2.78	2.69	2.70
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	17,691	20,829	24,199	28,933	41,308
Armed Forces	Sample	63	112	384	1,412	2,213
Not in Labor Force	Sample	12,362	14,568	14,878	17,386	21,224
		30,116	35,509	39,461	47,731	64,745
Civilian Labor Force, % of labor force	Sample	100%	99%	98%	95%	95%
Armed Forces, % of labor force	Sample	0%	1%	2%	5%	5%
		100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample	59%	59%	62%	64%	67%
Not in Labor Force, % of pop. age 16+	Sample	41%	41%	38%	36%	33%
		100%	100%	100%	100%	100%
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	3,713	2,444	2,992	2,394	1,457
Occ'd Housing Units with Vehicles	Sample	9,423	13,298	15,524	20,889	28,790
		13,136	15,742	18,516	23,283	30,247
Zero-Vehicle Occupied Housing Units, %	Sample	28%	16%	16%	10%	5%
Occupied Housing Units with Vehicles, %	Sample	72%	84%	84%	90%	95%
		100%	100%	100%	100%	100%

Suffolk	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>						
Workers 16 Years and Over						
Drove Alone (car, truck, van)	Sample	n.a.	11,700	15,668	22,815	34,125
Carpooled (car, truck, van)	Sample	n.a.	5,388	4,555	3,905	3,307
Public Transportation (excluding taxi)	Sample	n.a.	642	349	255	139
Taxicab	Sample	n.a.	69	81	80	16
Walked	Sample	n.a.	787	744	365	219
Motorcycle	Sample	n.a.	45	15	20	33
Bicycle	Sample	n.a.	39	79	25	93
Other Means	Sample	n.a.	153	223	440	384
Worked at Home	Sample	n.a.	277	541	480	1,002
		n.a.	19,100	22,255	28,385	39,318
<u>Means of Transportation to Work</u>						
Drove Alone (car, truck, van)	Sample	n.a.	61%	70%	80%	87%
Carpooled (car, truck, van)	Sample	n.a.	28%	20%	14%	8%
Public Transportation (excluding taxi)	Sample	n.a.	3.4%	1.6%	0.9%	0.4%
Taxicab	Sample	n.a.	0.36%	0.36%	0.28%	0.04%
Walked	Sample	n.a.	4.1%	3.3%	1.3%	0.6%
Motorcycle	Sample	n.a.	0.2%	0.1%	0.1%	0.1%
Bicycle	Sample	n.a.	0.2%	0.4%	0.1%	0.2%
Other Means	Sample	n.a.	0.8%	1.0%	1.6%	1.0%
Worked at Home	Sample	n.a.	1.5%	2.4%	1.7%	2.5%
		n.a.	100%	100%	100%	100%
<u>Travel Time to Work</u>						
Mean Travel Time to Work, minutes	Sample	n.a.	24.4	24.1	27.3	28.3
Workers 16+ (Did Not Work at Home)						
Less than 10 minutes	Sample	n.a.	2,546	2,993	2,494	3,207
10 to 44 minutes	Sample	n.a.	13,826	15,327	20,553	27,002
45 or more minutes	Sample	n.a.	2,956	3,394	4,844	8,107
		n.a.	19,328	21,714	27,891	38,316
Less than 10 minutes	Sample	n.a.	13%	14%	9%	8%
10 to 44 minutes	Sample	n.a.	72%	71%	74%	70%
45 or more minutes	Sample	n.a.	15%	16%	17%	21%
		n.a.	100%	100%	100%	100%

Suffolk		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	2,063	3,270	5,193	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	5,231	6,680	8,766	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	6,262	7,570	9,310	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	3,327	3,815	5,424	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	864	1,035	1,816	
Other Times	Sample	n.a.	n.a.	3,967	5,520	7,807	
		n.a.	n.a.	21,714	27,890	38,316	
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	10%	12%	14%	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	24%	24%	23%	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	29%	27%	24%	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	15%	14%	14%	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	4%	4%	5%	
Other Hours	Sample	n.a.	n.a.	18%	20%	20%	
		n.a.	n.a.	100%	100%	100%	
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	Sample	n.a.	n.a.	11,801	11,309	14,021	
Work Outside County of Residence	Sample	n.a.	n.a.	10,454	17,063	25,297	
		n.a.	n.a.	22,255	28,372	39,318	
Work In County of Residence, %	Sample	n.a.	n.a.	53%	40%	36%	
Work Outside County of Residence, %	Sample	n.a.	n.a.	47%	60%	64%	
		n.a.	n.a.	100%	100%	100%	

Footnotes¹Source:

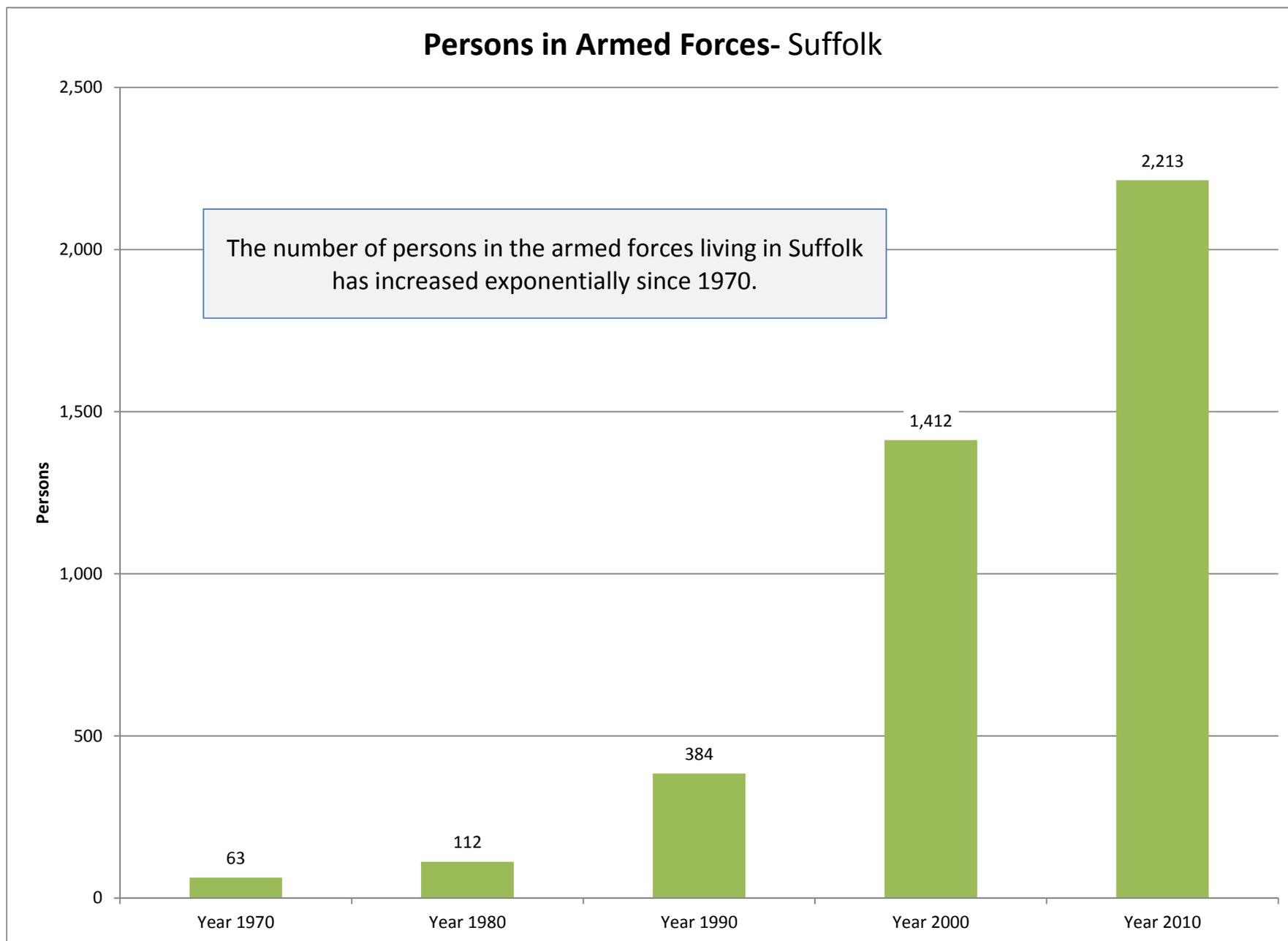
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Surry, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Surry	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	5,882	6,046	6,145	6,829	7,058
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	0.3%	0.2%	1.1%	0.3%
In Households	Full	5,848	6,046	6,131	6,829	7,058
In Group Quarters	Full	34	0	14	0	0
		5,882	6,046	6,145	6,829	7,058
Population in Group Quarters						
In Nursing Facilities	Mixed	0	0	8	0	0
In Other Institutional Facilities	Mixed	0	0	0	0	0
In College/University Student Housing	Mixed	0	0	0	0	0
In Military Quarters	Mixed	0	0	0	0	0
In Other Noninstitutional Facilities	Mixed	76	0	6	0	0
Total ²		76	0	14	0	0
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	0	0	0
In Other Institutional Facilities	Full	n.a.	n.a.	0	0	0
				0	0	0
Age						
Ages 0 thru 17	Full	2,286	1,822	1,621	1,721	1,487
Ages 18 thru 64	Full	2,966	3,421	3,618	4,147	4,450
Ages 65 thru 74	Full	408	528	548	529	661
Age 75 and Over	Full	222	275	358	432	460
		5,882	6,046	6,145	6,829	7,058
Ages 0 thru 17	Full	39%	30%	26%	25%	21%
Ages 18 thru 64	Full	50%	57%	59%	61%	63%
Ages 65 thru 74	Full	7%	9%	9%	8%	9%
Age 75 and Over	Full	4%	5%	6%	6%	7%
		100%	100%	100%	100%	100%

Surry	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	1,578	2,009	2,283	2,619	2,826
Persons per Household	Full	3.71	3.01	2.69	2.61	2.50
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	2,191	2,617	2,882	3,374	n.a.
Armed Forces	Sample	4	0	6	2	n.a.
Not in Labor Force	Sample	1,651	1,881	1,835	1,913	n.a.
		3,846	4,498	4,723	5,289	n.a.
Civilian Labor Force, % of labor force	Sample	100%	100%	100%	100%	n.a.
Armed Forces, % of labor force	Sample	0%	0%	0%	0%	n.a.
		100%	100%	100%	100%	n.a.
In Labor Force, % of pop. age 16+	Sample	57%	58%	61%	64%	n.a.
Not in Labor Force, % of pop. age 16+	Sample	43%	42%	39%	36%	n.a.
		100%	100%	100%	100%	n.a.
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	315	245	224	188	n.a.
Occ'd Housing Units with Vehicles	Sample	1,263	1,764	2,059	2,431	n.a.
		1,578	2,009	2,283	2,619	n.a.
Zero-Vehicle Occupied Housing Units, %	Sample	20%	12%	10%	7%	n.a.
Occupied Housing Units with Vehicles, %	Sample	80%	88%	90%	93%	n.a.
		100%	100%	100%	100%	n.a.

Surry	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>						
Workers 16 Years and Over						
Drove Alone (car, truck, van)	Sample	n.a.	1,257	1,842	2,365	n.a.
Carpooled (car, truck, van)	Sample	n.a.	824	613	604	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	45	39	20	n.a.
Taxicab	Sample	n.a.	0	0	0	n.a.
Walked	Sample	n.a.	69	28	30	n.a.
Motorcycle	Sample	n.a.	0	0	0	n.a.
Bicycle	Sample	n.a.	0	0	0	n.a.
Other Means	Sample	n.a.	31	53	35	n.a.
Worked at Home	Sample	n.a.	156	47	100	n.a.
		n.a.	2,382	2,622	3,154	n.a.
<u>Means of Transportation to Work</u>						
Drove Alone (car, truck, van)	Sample	n.a.	53%	70%	75%	n.a.
Carpooled (car, truck, van)	Sample	n.a.	35%	23%	19%	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	1.9%	1.5%	0.6%	n.a.
Taxicab	Sample	n.a.	0.00%	0.00%	0.00%	n.a.
Walked	Sample	n.a.	2.9%	1.1%	1.0%	n.a.
Motorcycle	Sample	n.a.	0.0%	0.0%	0.0%	n.a.
Bicycle	Sample	n.a.	0.0%	0.0%	0.0%	n.a.
Other Means	Sample	n.a.	1.3%	2.0%	1.1%	n.a.
Worked at Home	Sample	n.a.	6.5%	1.8%	3.2%	n.a.
		n.a.	100%	100%	100%	n.a.
<u>Travel Time to Work</u>						
Mean Travel Time to Work, minutes	Sample	n.a.	32.5	31.7	39.0	n.a.
Workers 16+ (Did Not Work at Home)						
Less than 10 minutes	Sample	n.a.	303	321	326	n.a.
10 to 44 minutes	Sample	n.a.	1,142	1,363	1,644	n.a.
45 or more minutes	Sample	n.a.	700	891	1,079	n.a.
		n.a.	2,145	2,575	3,049	n.a.
Less than 10 minutes	Sample	n.a.	14%	12%	11%	n.a.
10 to 44 minutes	Sample	n.a.	53%	53%	54%	n.a.
45 or more minutes	Sample	n.a.	33%	35%	35%	n.a.
		n.a.	100%	100%	100%	n.a.

Surry	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>						
Workers 16+ (Did Not Work at Home)						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	503	525	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	630	690	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	704	780	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	267	345	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	47	75	n.a.
Other Times	Sample	n.a.	n.a.	424	632	n.a.
		n.a.	n.a.	2,575	3,047	n.a.
<u>Time Leaving Home to Go to Work</u>						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	20%	17%	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	24%	23%	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	27%	26%	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	10%	11%	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	2%	2%	n.a.
Other Hours	Sample	n.a.	n.a.	16%	21%	n.a.
		n.a.	n.a.	100%	100%	n.a.
<u>Place of Work</u>						
Workers 16 Years and Over						
Work In County of Residence	Sample	n.a.	n.a.	1,079	936	n.a.
Work Outside County of Residence	Sample	n.a.	n.a.	1,543	2,211	n.a.
		n.a.	n.a.	2,622	3,147	n.a.
Work In County of Residence, %	Sample	n.a.	n.a.	41%	30%	n.a.
Work Outside County of Residence, %	Sample	n.a.	n.a.	59%	70%	n.a.
		n.a.	n.a.	100%	100%	n.a.

Footnotes¹Source:

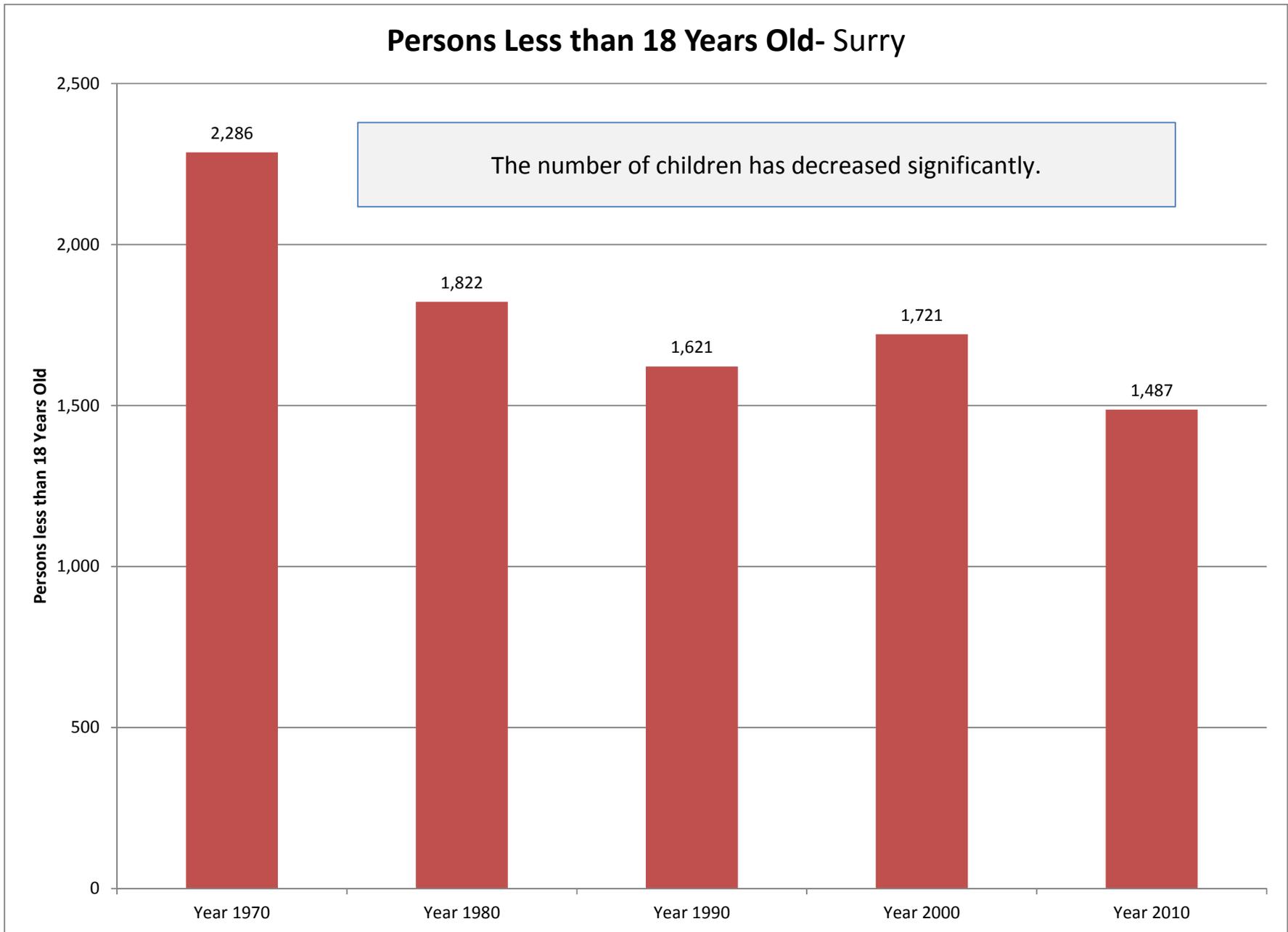
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Va. Beach, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Virginia Beach	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	172,106	262,199	393,069	425,257	437,994
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	4.3%	4.1%	0.8%	0.3%
In Households	Full	159,601	252,739	381,708	417,574	428,741
In Group Quarters	Full	12,505	9,460	11,361	7,683	9,253
		172,106	262,199	393,069	425,257	437,994
Population in Group Quarters						
In Nursing Facilities	Mixed	321	719	879	1,753	1,520
In Other Institutional Facilities	Mixed	40	192	618	1,041	1,441
In College/University Student Housing	Mixed	5	273	488	54	1,073
In Military Quarters	Mixed	11,755	8,271	8,805	4,280	4,669
In Other Noninstitutional Facilities	Mixed	323	33	571	555	550
Total ²		12,444	9,488	11,361	7,683	9,253
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	504	961	1,441
In Other Institutional Facilities	Full	n.a.	n.a.	114	80	0
				618	1,041	1,441
Age						
Ages 0 thru 17	Full	66,435	80,529	109,887	116,888	105,249
Ages 18 thru 64	Full	99,718	169,757	259,968	272,436	286,310
Ages 65 thru 74	Full	3,883	7,683	15,295	20,735	25,916
Age 75 and Over	Full	2,070	4,230	7,919	15,198	20,519
		172,106	262,199	393,069	425,257	437,994
Ages 0 thru 17	Full	39%	31%	28%	27%	24%
Ages 18 thru 64	Full	58%	65%	66%	64%	65%
Ages 65 thru 74	Full	2%	3%	4%	5%	6%
Age 75 and Over	Full	1%	2%	2%	4%	5%
		100%	100%	100%	100%	100%

Virginia Beach	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	45,130	85,155	135,566	154,455	165,089
Persons per Household	Full	3.54	2.97	2.82	2.70	2.60
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	50,076	111,803	183,307	203,170	224,089
Armed Forces	Sample	22,819	24,814	41,938	31,087	23,756
Not in Labor Force	Sample	39,003	55,148	68,224	87,025	98,492
		111,898	191,765	293,469	321,282	346,337
Civilian Labor Force, % of labor force	Sample	69%	82%	81%	87%	90%
Armed Forces, % of labor force	Sample	31%	18%	19%	13%	10%
		100%	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample	65%	71%	77%	73%	72%
Not in Labor Force, % of pop. age 16+	Sample	35%	29%	23%	27%	28%
		100%	100%	100%	100%	100%
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	2,449	2,667	5,115	7,254	6,664
Occ'd Housing Units with Vehicles	Sample	42,680	82,488	130,451	147,201	157,311
		45,129	85,155	135,566	154,455	163,975
Zero-Vehicle Occupied Housing Units, %	Sample	5%	3%	4%	5%	4%
Occupied Housing Units with Vehicles, %	Sample	95%	97%	96%	95%	96%
		100%	100%	100%	100%	100%

Virginia Beach		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>							
Workers 16 Years and Over							
Drove Alone (car, truck, van)	Sample	n.a.	86,788	167,265	182,640	188,385	
Carpooled (car, truck, van)	Sample	n.a.	27,282	25,531	24,035	19,744	
Public Transportation (excluding taxi)	Sample	n.a.	2,107	1,534	1,598	1,772	
Taxicab	Sample	n.a.	68	103	50	127	
Walked	Sample	n.a.	7,837	7,373	4,370	5,790	
Motorcycle	Sample	n.a.	869	603	275	399	
Bicycle	Sample	n.a.	612	912	720	1,689	
Other Means	Sample	n.a.	1,667	3,154	2,795	1,524	
Worked at Home	Sample	n.a.	1,432	6,957	6,165	10,484	
		n.a.	128,662	213,432	222,648	229,914	
<u>Means of Transportation to Work</u>							
Drove Alone (car, truck, van)	Sample	n.a.	67%	78%	82%	82%	
Carpooled (car, truck, van)	Sample	n.a.	21%	12%	11%	9%	
Public Transportation (excluding taxi)	Sample	n.a.	1.6%	0.7%	0.7%	0.8%	
Taxicab	Sample	n.a.	0.05%	0.05%	0.02%	0.06%	
Walked	Sample	n.a.	6.1%	3.5%	2.0%	2.5%	
Motorcycle	Sample	n.a.	0.7%	0.3%	0.1%	0.2%	
Bicycle	Sample	n.a.	0.5%	0.4%	0.3%	0.7%	
Other Means	Sample	n.a.	1.3%	1.5%	1.3%	0.7%	
Worked at Home	Sample	n.a.	1.1%	3.3%	2.8%	4.6%	
		n.a.	100%	100%	100%	100%	
<u>Travel Time to Work</u>							
Mean Travel Time to Work, minutes	Sample	n.a.	21.9	22.7	23.9	22.8	
Workers 16+ (Did Not Work at Home)							
Less than 10 minutes	Sample	n.a.	15,950	23,819	21,814	23,250	
10 to 44 minutes	Sample	n.a.	101,346	161,382	175,605	178,672	
45 or more minutes	Sample	n.a.	9,812	21,274	19,064	17,508	
		n.a.	127,108	206,475	216,483	219,430	
Less than 10 minutes	Sample	n.a.	13%	12%	10%	11%	
10 to 44 minutes	Sample	n.a.	80%	78%	81%	81%	
45 or more minutes	Sample	n.a.	8%	10%	9%	8%	
		n.a.	100%	100%	100%	100%	

Virginia Beach		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	21,869	19,400	21,255	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	46,367	47,755	46,926	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	55,659	62,020	54,637	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	35,365	36,025	38,806	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	11,280	12,500	13,721	
Other Times	Sample	n.a.	n.a.	35,935	38,790	44,085	
		n.a.	n.a.	206,475	216,490	219,430	
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	11%	9%	10%	
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	22%	22%	21%	
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	27%	29%	25%	
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	17%	17%	18%	
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	5%	6%	6%	
Other Hours	Sample	n.a.	n.a.	17%	18%	20%	
		n.a.	n.a.	100%	100%	100%	
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	Sample	n.a.	n.a.	117,095	127,961	143,026	
Work Outside County of Residence	Sample	n.a.	n.a.	96,337	94,687	86,888	
		n.a.	n.a.	213,432	222,648	229,914	
Work In County of Residence, %	Sample	n.a.	n.a.	55%	57%	62%	
Work Outside County of Residence, %	Sample	n.a.	n.a.	45%	43%	38%	
		n.a.	n.a.	100%	100%	100%	

Footnotes¹Source:

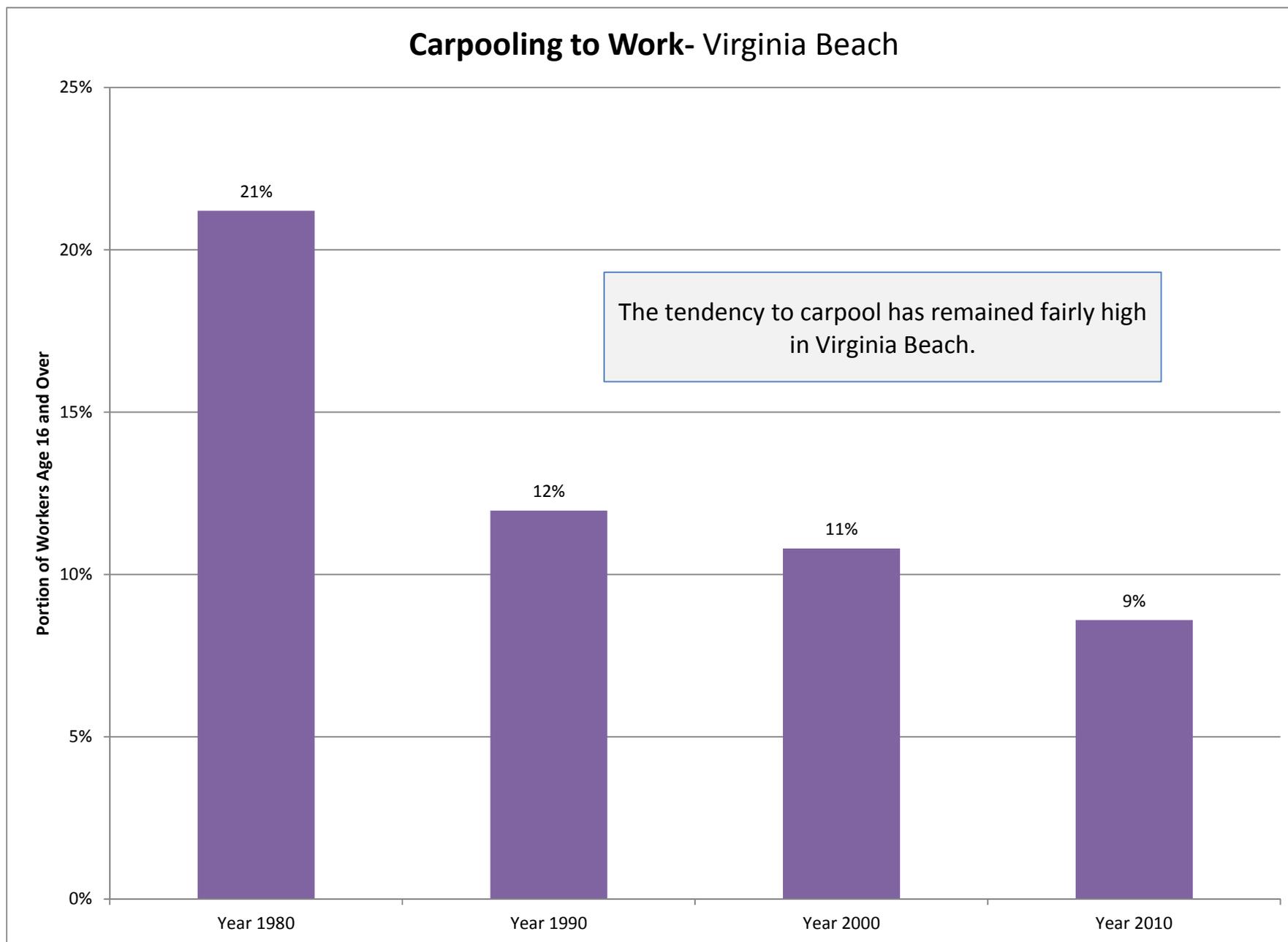
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, Williamsburg, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Williamsburg	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Population</u>						
Population	Full	9,069	9,870	11,530	11,998	14,068
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	0.8%	1.6%	0.4%	1.6%
In Households	Full	5,918	5,987	7,304	7,500	9,897
In Group Quarters	Full	3,151	3,883	4,226	4,498	4,171
		9,069	9,870	11,530	11,998	14,068
Population in Group Quarters						
In Nursing Facilities	Mixed	0	185	153	136	116
In Other Institutional Facilities	Mixed	21	0	56	0	0
In College/University Student Housing	Mixed	2,889	3,748	3,994	4,354	4,051
In Military Quarters	Mixed	0	0	0	0	0
In Other Noninstitutional Facilities	Mixed	223	6	23	8	4
Total ²		3,133	3,939	4,226	4,498	4,171
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	53	0	0
In Other Institutional Facilities	Full	n.a.	n.a.	3	0	0
				56	0	0
<u>Age</u>						
Ages 0 thru 17	Full	1,442	893	1,058	1,148	1,404
Ages 18 thru 64	Full	6,989	7,952	9,100	9,446	10,785
Ages 65 thru 74	Full	403	608	744	713	1,071
Age 75 and Over	Full	235	417	628	691	808
		9,069	9,870	11,530	11,998	14,068
Ages 0 thru 17	Full	16%	9%	9%	10%	10%
Ages 18 thru 64	Full	77%	81%	79%	79%	77%
Ages 65 thru 74	Full	4%	6%	6%	6%	8%
Age 75 and Over	Full	3%	4%	5%	6%	6%
		100%	100%	100%	100%	100%

Williamsburg	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	2,399	2,820	3,468	3,619	4,571
Persons per Household	Full	2.47	2.12	2.11	2.07	2.17
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	3,725	4,576	5,230	7,345	n.a.
Armed Forces	Sample	174	52	27	47	n.a.
Not in Labor Force	Sample	3,937	4,522	5,409	3,559	n.a.
		7,836	9,150	10,666	10,951	n.a.
Civilian Labor Force, % of labor force	Sample	96%	99%	99%	99%	n.a.
Armed Forces, % of labor force	Sample	4%	1%	1%	1%	n.a.
		100%	100%	100%	100%	n.a.
In Labor Force, % of pop. age 16+	Sample	50%	51%	49%	68%	n.a.
Not in Labor Force, % of pop. age 16+	Sample	50%	49%	51%	32%	n.a.
		100%	100%	100%	100%	n.a.
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	367	301	360	370	n.a.
Occ'd Housing Units with Vehicles	Sample	2,032	2,519	3,108	3,249	n.a.
		2,399	2,820	3,468	3,619	n.a.
Zero-Vehicle Occupied Housing Units, %	Sample	15%	11%	10%	10%	n.a.
Occupied Housing Units with Vehicles, %	Sample	85%	89%	90%	90%	n.a.
		100%	100%	100%	100%	n.a.

Williamsburg		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>							
Workers 16 Years and Over							
Drove Alone (car, truck, van)	Sample	n.a.	2,009	2,602	2,825	n.a.	n.a.
Carpooled (car, truck, van)	Sample	n.a.	701	452	405	n.a.	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	127	48	50	n.a.	n.a.
Taxicab	Sample	n.a.	95	40	10	n.a.	n.a.
Walked	Sample	n.a.	1,065	1,282	640	n.a.	n.a.
Motorcycle	Sample	n.a.	0	24	4	n.a.	n.a.
Bicycle	Sample	n.a.	215	183	80	n.a.	n.a.
Other Means	Sample	n.a.	45	22	50	n.a.	n.a.
Worked at Home	Sample	n.a.	109	241	170	n.a.	n.a.
		n.a.	4,366	4,894	4,234	n.a.	n.a.
<u>Means of Transportation to Work</u>							
Drove Alone (car, truck, van)	Sample	n.a.	46%	53%	67%	n.a.	n.a.
Carpooled (car, truck, van)	Sample	n.a.	16%	9%	10%	n.a.	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	2.9%	1.0%	1.2%	n.a.	n.a.
Taxicab	Sample	n.a.	2.18%	0.82%	0.24%	n.a.	n.a.
Walked	Sample	n.a.	24.4%	26.2%	15.1%	n.a.	n.a.
Motorcycle	Sample	n.a.	0.0%	0.5%	0.1%	n.a.	n.a.
Bicycle	Sample	n.a.	4.9%	3.7%	1.9%	n.a.	n.a.
Other Means	Sample	n.a.	1.0%	0.4%	1.2%	n.a.	n.a.
Worked at Home	Sample	n.a.	2.5%	4.9%	4.0%	n.a.	n.a.
		n.a.	100%	100%	100%	n.a.	n.a.
<u>Travel Time to Work</u>							
Mean Travel Time to Work, minutes	Sample	n.a.	14.1	12.4	18.0	n.a.	n.a.
Workers 16+ (Did Not Work at Home)							
Less than 10 minutes	Sample	n.a.	1,730	1,991	1,181	n.a.	n.a.
10 to 44 minutes	Sample	n.a.	2,232	2,472	2,504	n.a.	n.a.
45 or more minutes	Sample	n.a.	241	190	382	n.a.	n.a.
		n.a.	4,203	4,653	4,067	n.a.	n.a.
Less than 10 minutes	Sample	n.a.	41%	43%	29%	n.a.	n.a.
10 to 44 minutes	Sample	n.a.	53%	53%	62%	n.a.	n.a.
45 or more minutes	Sample	n.a.	6%	4%	9%	n.a.	n.a.
		n.a.	100%	100%	100%	n.a.	n.a.

Williamsburg		Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>							
Workers 16+ (Did Not Work at Home)							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	169	155	n.a.	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	412	460	n.a.	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	863	895	n.a.	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	1,048	1,020	n.a.	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	365	510	n.a.	n.a.
Other Times	Sample	n.a.	n.a.	1,796	1,025	n.a.	n.a.
		n.a.	n.a.	4,653	4,065	n.a.	n.a.
<u>Time Leaving Home to Go to Work</u>							
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	4%	4%	n.a.	n.a.
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	9%	11%	n.a.	n.a.
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	19%	22%	n.a.	n.a.
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	23%	25%	n.a.	n.a.
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	8%	13%	n.a.	n.a.
Other Hours	Sample	n.a.	n.a.	39%	25%	n.a.	n.a.
		n.a.	n.a.	100%	100%	n.a.	n.a.
<u>Place of Work</u>							
Workers 16 Years and Over							
Work In County of Residence	Sample	n.a.	n.a.	3,770	2,212	n.a.	n.a.
Work Outside County of Residence	Sample	n.a.	n.a.	1,124	2,027	n.a.	n.a.
		n.a.	n.a.	4,894	4,239	n.a.	n.a.
Work In County of Residence, %	Sample	n.a.	n.a.	77%	52%	n.a.	n.a.
Work Outside County of Residence, %	Sample	n.a.	n.a.	23%	48%	n.a.	n.a.
		n.a.	n.a.	100%	100%	n.a.	n.a.

In light of the volatility of these work location numbers, note that some employers in James City use "Williamsburg" as their address.

Footnotes

¹Source:

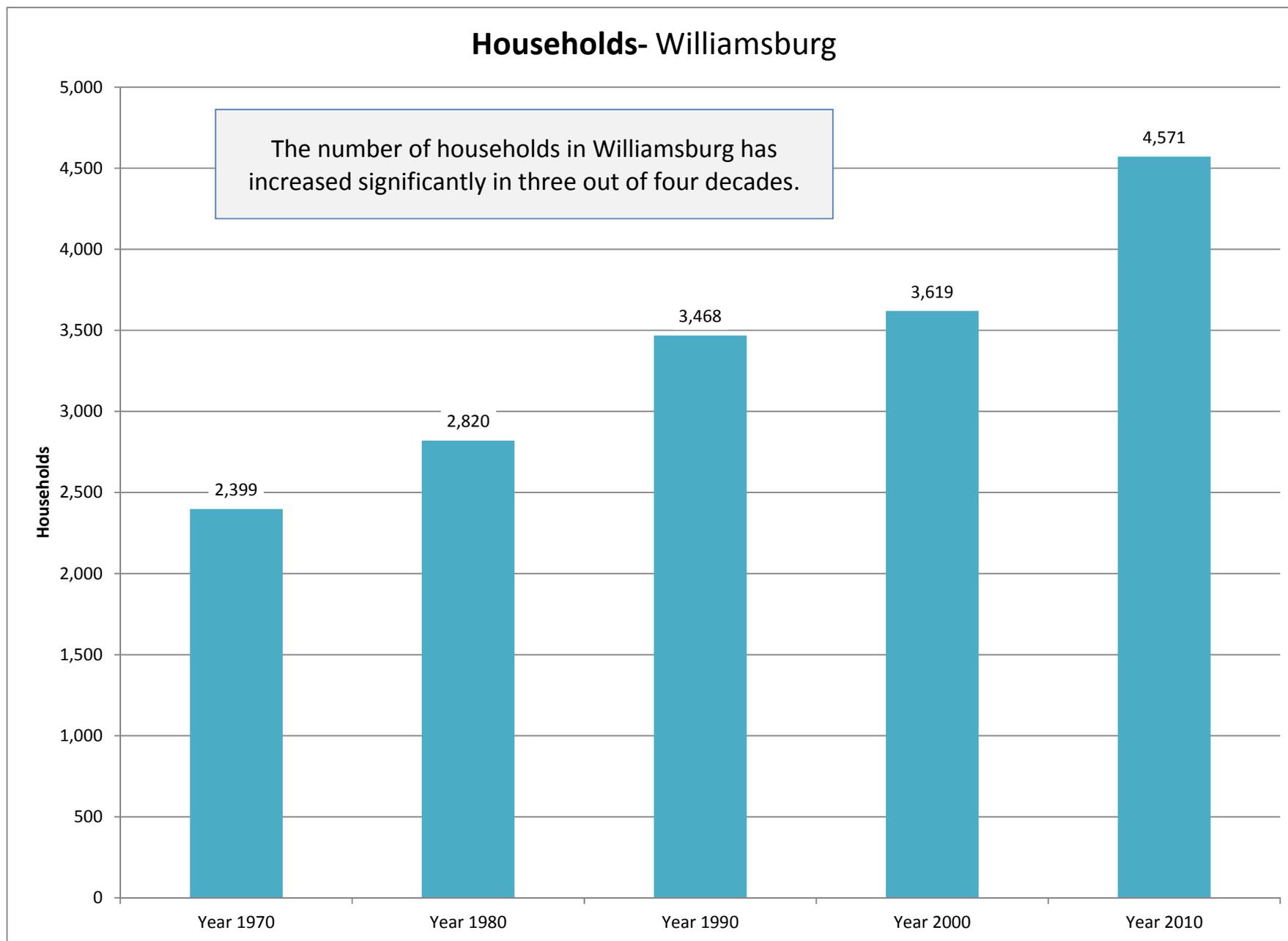
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

Transportation Related Census Data, York, 1970-2010

Source: HRTPO analysis of US Census data

Source file: master.xlsx

Because York County included Poquoson in 1970, the 1970 York data is not comparable to later York data and is therefore not included here. Poquoson became an independent city in 1975.

York	Source ¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
Population						
Population	Full	n.a.	35,463	42,422	56,297	65,464
			<u>1970's</u>	<u>1980's</u>	<u>1990's</u>	<u>2000's</u>
Growth Rate, annual	Full	n.a.	n.a.	1.8%	2.9%	1.5%
In Households	Full	n.a.	34,270	41,912	55,670	64,816
In Group Quarters	Full	n.a.	1,193	510	627	648
		n.a.	35,463	42,422	56,297	65,464
Population in Group Quarters						
In Nursing Facilities	Mixed	n.a.	0	114	118	114
In Other Institutional Facilities	Mixed	n.a.	25	33	0	0
In College/University Student Housing	Mixed	n.a.	7	0	0	0
In Military Quarters	Mixed	n.a.	1,123	359	372	511
In Other Noninstitutional Facilities	Mixed	n.a.	6	4	137	23
Total ²		n.a.	1,161	510	627	648
Detail of "In Other Institutional Facilities" (above)						
In Correctional Facilities	Full	n.a.	n.a.	33	0	0
In Other Institutional Facilities	Full	n.a.	n.a.	0	0	0
				33	0	0
Age						
Ages 0 thru 17	Full	n.a.	11,415	12,382	16,403	17,276
Ages 18 thru 64	Full	n.a.	22,135	26,872	34,758	40,254
Ages 65 thru 74	Full	n.a.	1,310	2,142	3,157	4,751
Age 75 and Over	Full	n.a.	603	1,026	1,979	3,183
		n.a.	35,463	42,422	56,297	65,464
Ages 0 thru 17	Full	n.a.	32%	29%	29%	26%
Ages 18 thru 64	Full	n.a.	62%	63%	62%	61%
Ages 65 thru 74	Full	n.a.	4%	5%	6%	7%
Age 75 and Over	Full	n.a.	2%	2%	4%	5%
		n.a.	100%	100%	100%	100%

York	Source¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Households</u>						
Households	Full	n.a.	10,895	14,474	20,000	24,006
Persons per Household	Full	n.a.	3.15	2.90	2.78	2.70
<u>Employment (by place of residence)</u>						
Population 16 Years and Over						
Civilian Labor Force	Sample	n.a.	14,822	19,816	26,168	30,514
Armed Forces	Sample	n.a.	3,293	2,797	3,501	3,482
Not in Labor Force	Sample	n.a.	7,523	8,821	12,186	16,965
		n.a.	25,638	31,434	41,855	50,961
Civilian Labor Force, % of labor force	Sample	n.a.	82%	88%	88%	90%
Armed Forces, % of labor force	Sample	n.a.	18%	12%	12%	10%
		n.a.	100%	100%	100%	100%
In Labor Force, % of pop. age 16+	Sample	n.a.	71%	72%	71%	67%
Not in Labor Force, % of pop. age 16+	Sample	n.a.	29%	28%	29%	33%
		n.a.	100%	100%	100%	100%
<u>Vehicles</u>						
Occupied Housing Units						
Zero-Vehicle Occ'd Housing Units	Sample	n.a.	360	485	523	535
Occ'd Housing Units with Vehicles	Sample	n.a.	10,535	13,989	19,477	24,024
		n.a.	10,895	14,474	20,000	24,559
Zero-Vehicle Occupied Housing Units, %	Sample	n.a.	3%	3%	3%	2%
Occupied Housing Units with Vehicles, %	Sample	n.a.	97%	97%	97%	98%
		n.a.	100%	100%	100%	100%

York	Source ¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Means of Transportation to Work</u>						
Workers 16 Years and Over						
Drove Alone (car, truck, van)	Sample	n.a.	10,986	17,488	24,485	n.a.
Carpooled (car, truck, van)	Sample	n.a.	3,969	2,640	2,579	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	287	139	120	n.a.
Taxicab	Sample	n.a.	32	0	35	n.a.
Walked	Sample	n.a.	1,024	521	430	n.a.
Motorcycle	Sample	n.a.	167	19	15	n.a.
Bicycle	Sample	n.a.	81	16	60	n.a.
Other Means	Sample	n.a.	217	134	195	n.a.
Worked at Home	Sample	n.a.	207	463	720	n.a.
		n.a.	16,970	21,420	28,639	n.a.
<u>Means of Transportation to Work</u>						
Drove Alone (car, truck, van)	Sample	n.a.	65%	82%	85%	n.a.
Carpooled (car, truck, van)	Sample	n.a.	23%	12%	9%	n.a.
Public Transportation (excluding taxi)	Sample	n.a.	1.7%	0.6%	0.4%	n.a.
Taxicab	Sample	n.a.	0.19%	0.00%	0.12%	n.a.
Walked	Sample	n.a.	6.0%	2.4%	1.5%	n.a.
Motorcycle	Sample	n.a.	1.0%	0.1%	0.1%	n.a.
Bicycle	Sample	n.a.	0.5%	0.1%	0.2%	n.a.
Other Means	Sample	n.a.	1.3%	0.6%	0.7%	n.a.
Worked at Home	Sample	n.a.	1.2%	2.2%	2.5%	n.a.
		n.a.	100%	100%	100%	n.a.
<u>Travel Time to Work</u>						
Mean Travel Time to Work, minutes	Sample	n.a.	19.8	20.3	23.7	21.2
Workers 16+ (Did Not Work at Home)						
Less than 10 minutes	Sample	n.a.	2,436	2,373	2,818	3,965
10 to 44 minutes	Sample	n.a.	12,881	17,294	22,305	24,214
45 or more minutes	Sample	n.a.	981	1,290	2,791	2,687
		n.a.	16,298	20,957	27,914	30,866
Less than 10 minutes	Sample	n.a.	15%	11%	10%	13%
10 to 44 minutes	Sample	n.a.	79%	83%	80%	78%
45 or more minutes	Sample	n.a.	6%	6%	10%	9%
		n.a.	100%	100%	100%	100%

York	Source ¹	Year 1970	Year 1980	Year 1990	Year 2000	Year 2010
<u>Time Leaving Home to Go to Work</u>						
Workers 16+ (Did Not Work at Home)						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	1,236	1,570	1,972
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	4,942	6,355	8,036
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	7,396	9,685	9,640
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	3,215	4,870	5,090
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	939	1,430	1,984
Other Times	Sample	n.a.	n.a.	3,229	4,030	4,144
		n.a.	n.a.	20,957	27,940	30,866
<u>Time Leaving Home to Go to Work</u>						
5:00 a.m. to 5:59 a.m.	Sample	n.a.	n.a.	6%	6%	6%
6:00 a.m. to 6:59 a.m.	Sample	n.a.	n.a.	24%	23%	26%
7:00 a.m. to 7:59 a.m.	Sample	n.a.	n.a.	35%	35%	31%
8:00 a.m. to 8:59 a.m.	Sample	n.a.	n.a.	15%	17%	16%
9:00 a.m. to 9:59 a.m.	Sample	n.a.	n.a.	4%	5%	6%
Other Hours	Sample	n.a.	n.a.	15%	14%	13%
		n.a.	n.a.	100%	100%	100%
<u>Place of Work</u>						
Workers 16 Years and Over						
Work In County of Residence	Sample	n.a.	n.a.	6,460	6,697	9,008
Work Outside County of Residence	Sample	n.a.	n.a.	14,960	21,939	23,196
		n.a.	n.a.	21,420	28,636	32,204
Work In County of Residence, %	Sample	n.a.	n.a.	30%	23%	28%
Work Outside County of Residence, %	Sample	n.a.	n.a.	70%	77%	72%
		n.a.	n.a.	100%	100%	100%

Footnotes¹Source:

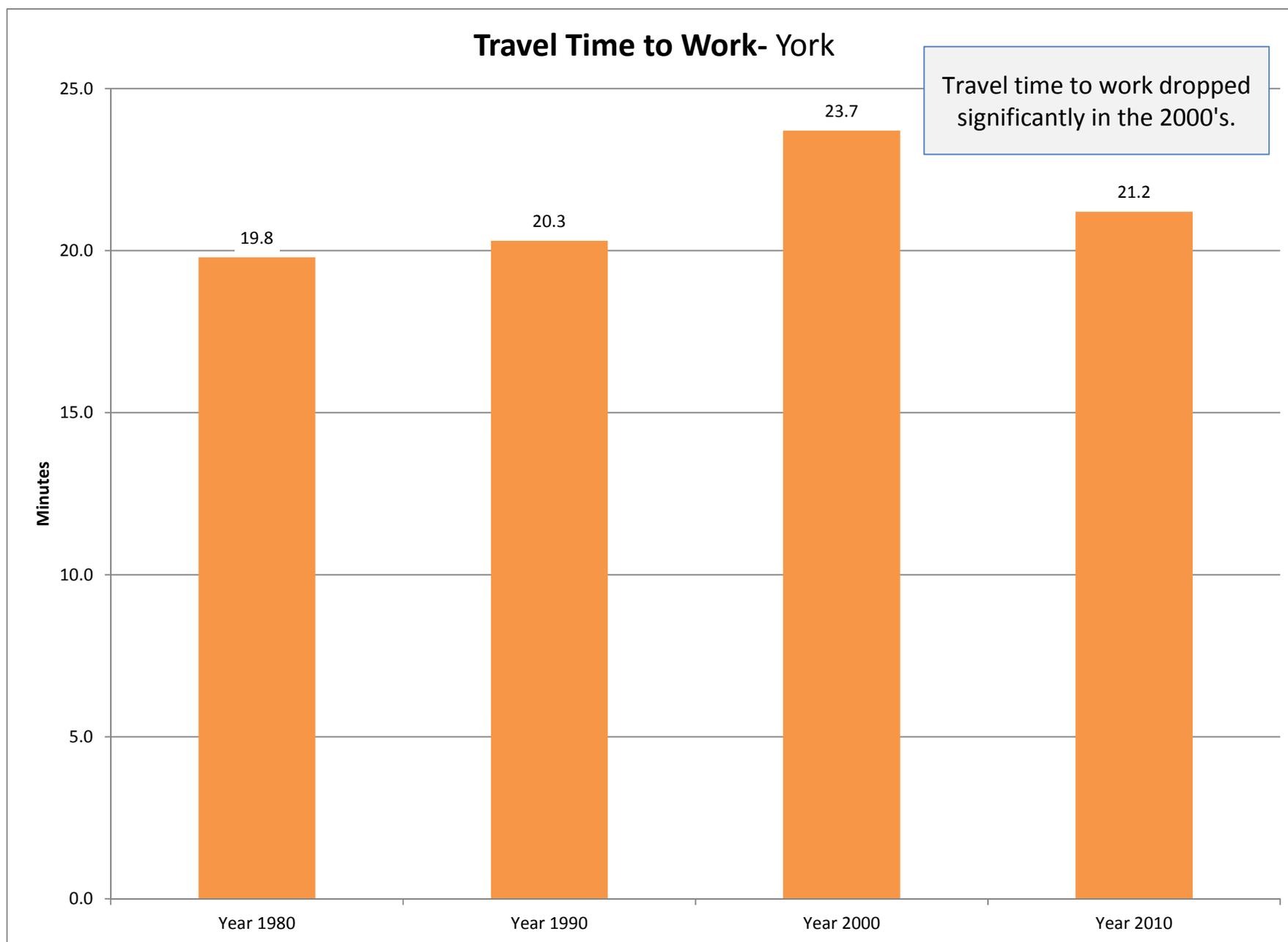
Full: Based on entire population and every housing unit.

Sample: Based on a sample of population and housing units for subject year, except for "2010": 3-year estimate (2009-2011).

Mixed: Based on a sample (1970, 1980) and based on full enumeration (1990, 2000, 2010).

²Total:

For the decades with sample data (1970, 1980), these totals differ slightly from "In Group Quarters" above.



Data Source: HRTPO analysis of US Census data.

CONCLUSIONS

The U.S. Census data provided above is a valuable source of transportation-related information. It can be used to locate single data points (e.g. the number of bicycle commuters in Portsmouth), to compare one locality or MSA to another, or to track changes over time.

Note that the gaps in 2010 data for smaller localities will be filled when the Census Bureau releases the 5-year (2008-2012) sample data.

The data reveal several notable trends for Hampton Roads:

- Population growth has slowed each decade since the 1980's.
- The number of children (ages 0 thru 17) is approximately the same as it was in 1970.
- Although there is much current discussion on the expected growth of elderly in the future due to the aging of the Baby Boom generation, the number of elderly has already quadrupled since 1970.
- The drop in household size has slowed.
- The armed forces' share of the labor force is less than half of what it was in 1970, 9% in 2010 vs. 24% in 1970.
- The portion of households without vehicles is one-third of what it was in 1970, 6% in 2010 vs. 18% in 1970.
- Concerning the time of leaving for work, there has been a shift from the peak a.m. hour (7am) to other hours.

The data also reveal several notable ranks for Hampton Roads vs. other MSAs with 1 to 3 million population:

- A moderate portion of the Hampton Roads population is age 75 and over (5%).
- Hampton Roads has a relatively low travel time to work, 23.4 minutes.
- Hampton Roads has a relatively low carpool rate (9%).
- Hampton Roads has a typical "Drove Alone" rate (81%).

Thanks, in part, to having an economy better than many of the MSAs with a lower portion of housing units with vehicles (e.g. Pittsburgh, Buffalo, Milwaukee, Cleveland, New Orleans), Hampton Roads has a relatively high portion of housing units with vehicles (94%).